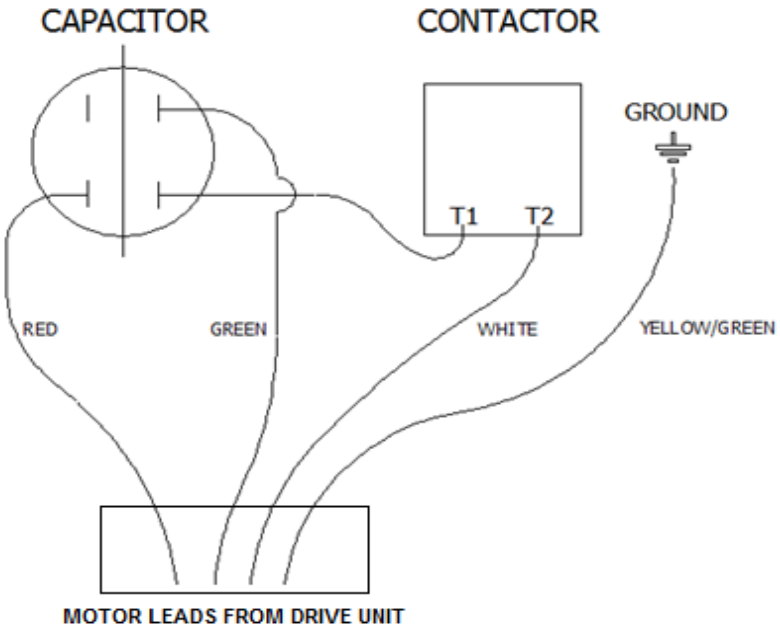
MINI DRIVE SET UP

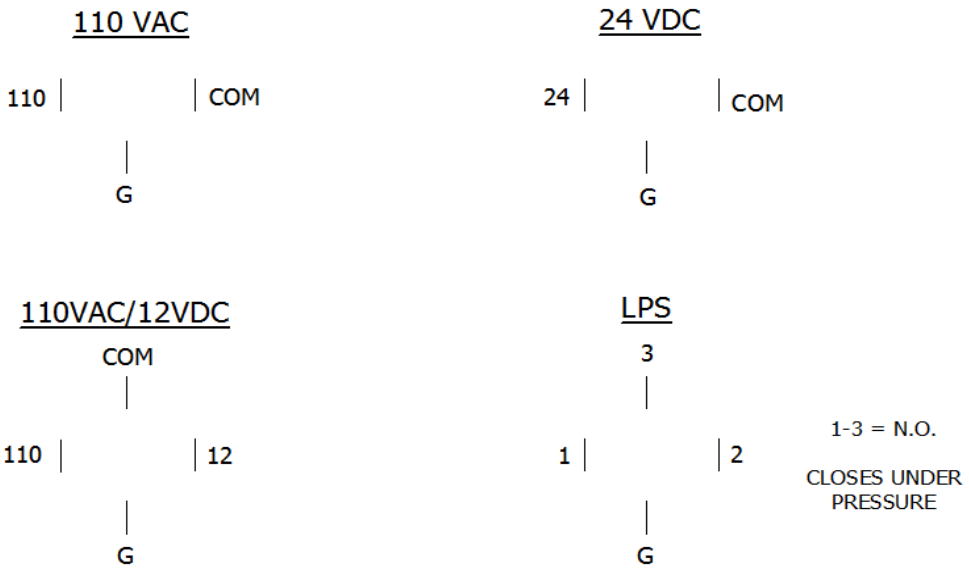
1. ALWAYS KEEP DRIVE FREE OF CONTAMINATION

- ALWAYS KEEP FLUID FILLING HOLE ON LID COVERED
- ALWAYS KEEP CAPS ON END OF HOSE OR PIPE UNTIL READY TO USE
- CLEAN TOP OF FLUID PAIL OF ANY CONTAMINATION PRIOR TO POURING INTO RESEVOIR
- IF PUSHING PIPE OR HOSE THROUGH WALL KEEP CAP ON UNTIL COMPLETED
- COVER INLET ON LRV UNTIL READY TO CONNECT FLUID LINE

2. ELECTRICAL DRIVE CONNECTIONS:



3. SOLENOID COIL CONNECTIONS:



MINI DRIVE SET UP

4. FLUID RECOMMENDED:

SHELL TELUS T46
46 cst @ 40˚c
146 VISCOSITY INDEX

ALTERNATE:
SHELL NATURELLE HF E46
SYNTHETIC BIODEGRADEABLE
46 cst @ 40˚c
152 VISCOSITY INDEX

- FLUID LEVEL IS VISIBLE NO DIP STICK REQUIRED

• FILLING CAPACITY 70mm DRIVE	45	LT	11.8	GAL
• FILLING CAPACITY 80mm DRIVE	60	LT	15.8	GAL
• MAX STROKE FOR 70mm DRIVE WITH 70mm JACK	4467	mm	175.5	IN
• MAX STROKE FOR 80mm DRIVE WITH 80mm JACK	6465	mm	254.5	IN
• FILLING CAPACITY 70mm/FT STROKE	1.3	LT	0.343	GAL
• FILLING CAPACITY 80mm/FT STROKE	1	LT	0.25	GAL

5. VALVE ADJUSTMENTS:

TOOLS: 10mm OPEN WRENCH
13mm OPEN WRENCH
3mm ALLEN
4mm ALLEN

#1 ADJUSTER PRESSURE RELIEF: DEFAULT SETTING 70mm : 51 BAR (740 PSI)
DEFAULT SETTING 80mm : 40 BAR (580 PSI)

TYPICAL SETTING IS 1.25 ABOVE FULL LOAD DYNAMIC PRESSURE

EXAMPLE: FULL LOAD DYNAMIC 550PSI (37 BAR)
550 X 1.25 = 688 PSI (47 BAR)
CLOSE SHUT OFF VALVE AND PLACE UP CALL. TURN #1 OUT TO REDUCE PRESSURE AND IN TO INCREASE PRESSURE.

#2 ADJUSTER LEVELLING SPEED: DEFAULT SETTING 0.06 M/S (12 FPM)

#3 ADJUSTER TRANSITION (DECELERATION) FROM FULL SPEED TO LEVELLING SPEED BOTH UP AND DOWN DIRECTION.
DEFAULT SETTING OUT ALL THE WAY

SCREWING ADJUSTER IN WILL RESULT IN A LONGER TRANSITION FROM FULL SPEED TO LEVELLING SPEED.

#4 ADJUSTER UP START: DEFAULT SETTING OUT ALL THE WAY

SCREWING ADJUSTER IN WILL RESULT IN A SOFTER UP START

MINI DRIVE SET UP

#5 ADJUSTER LRV TESTING

DEFAULT SETTING OUT ALL THE WAY

UNDER NORMAL OPERATION #5 ADJUSTER MUST ALWAYS BE OUT.
WHEN INSTALLING ELEVATOR SCREW LRV SCREW ALL THE WAY OUT.

- SETTING LRV LOAD CAR WITH FULL LOAD
  - SEND CAR TO SECOND FLOOR
  - PRE-SET LRV SCREW 4 TO 5 TURNS OUT
  - PLACE DOWN CALL, IF LRV DOES NOT SET SEND CAR BACK UP TO SECOND FLOOR. SCREW LRV ADJUSTER SCREW IN 1/2 TURN AND TRY AGAIN UNTIL IT SETS. ONCE SET, SCREW #5 ALL THE WAY OUT AND THIGHTEN SEAL/LOCK NUT.

#6 RAM PRESSURE REGULATION:

DEFAULT SETTING 6 BAR (87 PSI)

#7 DOWN ACCELERATION:

DEFAULT SETTING OUT ALL THE WAY

#8 FULL SPEED ADJUSTMENT:

CRITICAL SETTING DEFAULT SETTING 2 BAR (29 PSI)

#9 DOWN SPEED:

DEFAULT SETTING 0.19 M/S (38 FPM)

#10 PRESSURE RELIEF FOR HAND PUMP:

DEFAULT SETTING 70 BAR (1015 PSI)

#11 UP MIN PRESSURE ADJUSTMENT: (EMPTY CAR)

DEFAULT SETTING 6 BAR (87 PSI)

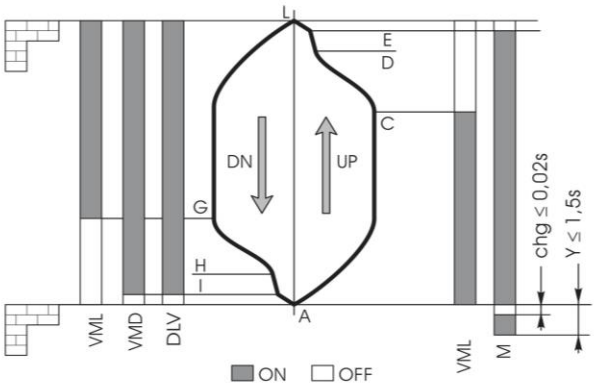
1. CLOSE SHUT OFF VALE
2. SCREW #1 ADJUSTER ALL THE WAY OUT
3. ADJUST #11 UNTIL PRESSURE REACHES 6 TO 5 BAR (87 TO 72 PSI)

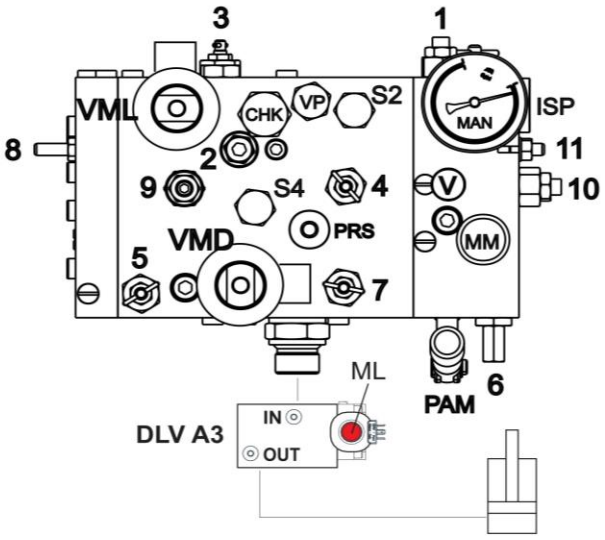
6. WITH RESEVOIR FULL OF FLUID OPEN AIR BLEED ON JACK AND FILL CYLINDER BLEEDING AIR. TOP UP RESEVOIR WITH FLUID WHEN CYLINDER IS FULL. CLOSE AIR BLEEDER.

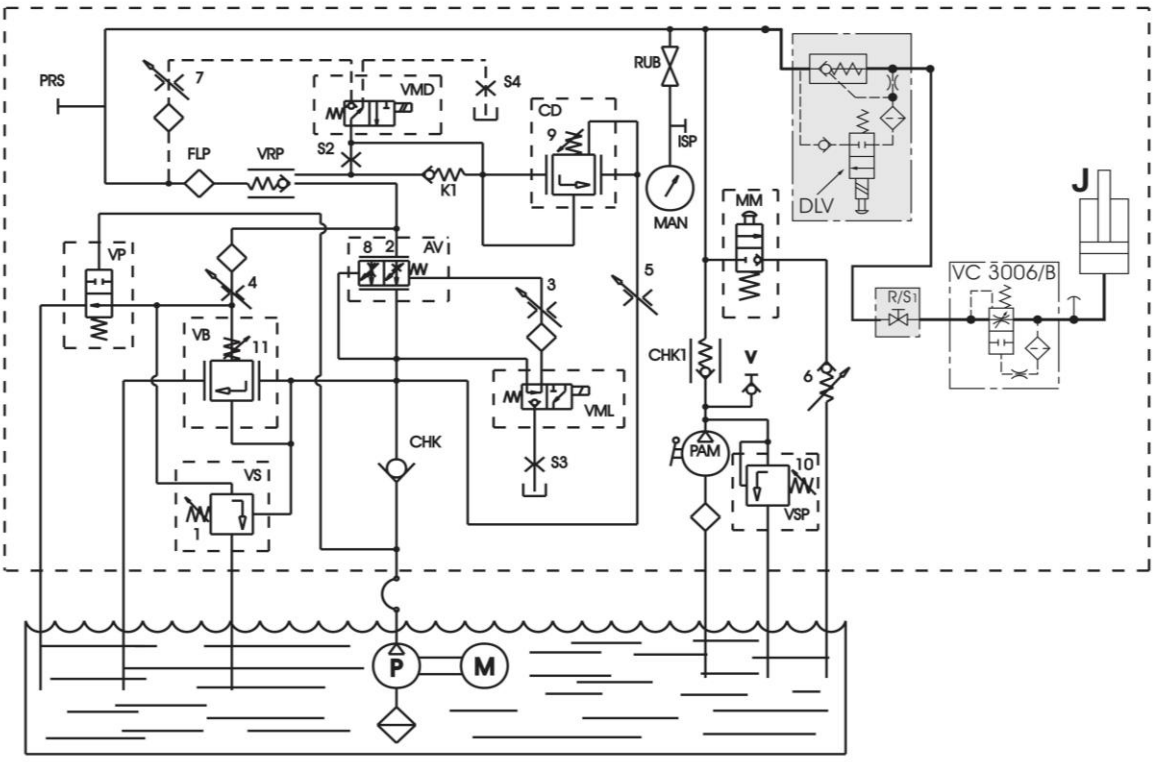
7. CLOSE SHUT OFF VALVE, PRESS VMD PIN IN CENTRE OF STEM AND MAKE SURE PRESSURE DROPS TO ZERO. OPEN SHUT OFF VALVE, RUN UP. REPEAT THIS STEP TWO OR THREE TIMES UNTIL ALL AIR IN VALVE IS RELEASED.

8. CLOSE SHUT OFF VALVE, LOOSEN AIR BLEED SCREW ON HAND PUMP. PUMP HANDLE UNTIL ALL AIR HAS BEEN EVACUATED FROM BLOCK. CLOSE AIR BLEED SCREW.

9. WITH SHUT OFF VALVE CLOSED, PUMP HANDLE ON HAND PUMP AND CONFIRM PRESSURE DOES NOT DROP MORE THAN 30 PSI (2 BAR) OVER A PERIOD OF A FEW MINUTES.







1 : Adjustment screw : safety valve (pressure relief)
2 : Adjustment screw : levelling speed
3 : Adjustment screw : deceleration (upward / downward)
4 : Adjustment screw : acceleration (upward)
5 : Shut-off valve / Screw for rupture valve test
6 : Druck Stellschraube min. auf dem Schaft
7 : Adjustment screw : ram pressure (only 2:1 acting jacks)
8 : Adjustment screw : high speed
9 : Adjustment screw : downward speed compensation
10: Adjustment screw : safety valve (PAM)
11: Adjustment screw : min. upward

FLT: Filter
P : Pump
M : Motor
CD: Compensation downward

R/S : Ball valve (1) / Silencer (2)
MAN : Pressure gauge
ML/MM: Manual lowering button
PAM : Hand pump
VP : Pressure valve
CHK : Valve BY-PASS
VMD : Downward solenoid valve
VML : Levelling solenoid valve
PRS : Pressure limit fitting
ISP : Inspection gauge fitting EN
VSP : Safety valve PAM
VS : Safety valve
VRP : Non-return valve
ON : Powered
OFF : Not powered
DLV A3 : Non return controlled valve