

Group A

Possible operating issues of 15/650 l/min distributor including 2-speed Home Lift - My Lift

1A- If elevator does not start in up direction, or does not reach nominal speed

- 15/650 l/min distributor (including 2-speed HL)

2A- If the elevator starts brusquely (abruptly)

- 15/650 l/min distributor (including 2-speed HL)

3A- If the elevator does not start in down direction or does not reach the nominal speed

- 15/650 l/min distributor (including 2-speed HL)

4A- If the elevator does not slow down when reaching floor level

- 15/650 l/min distributor (including 2-speed HL)

5A- If the elevator, in up direction, slows down with a jump

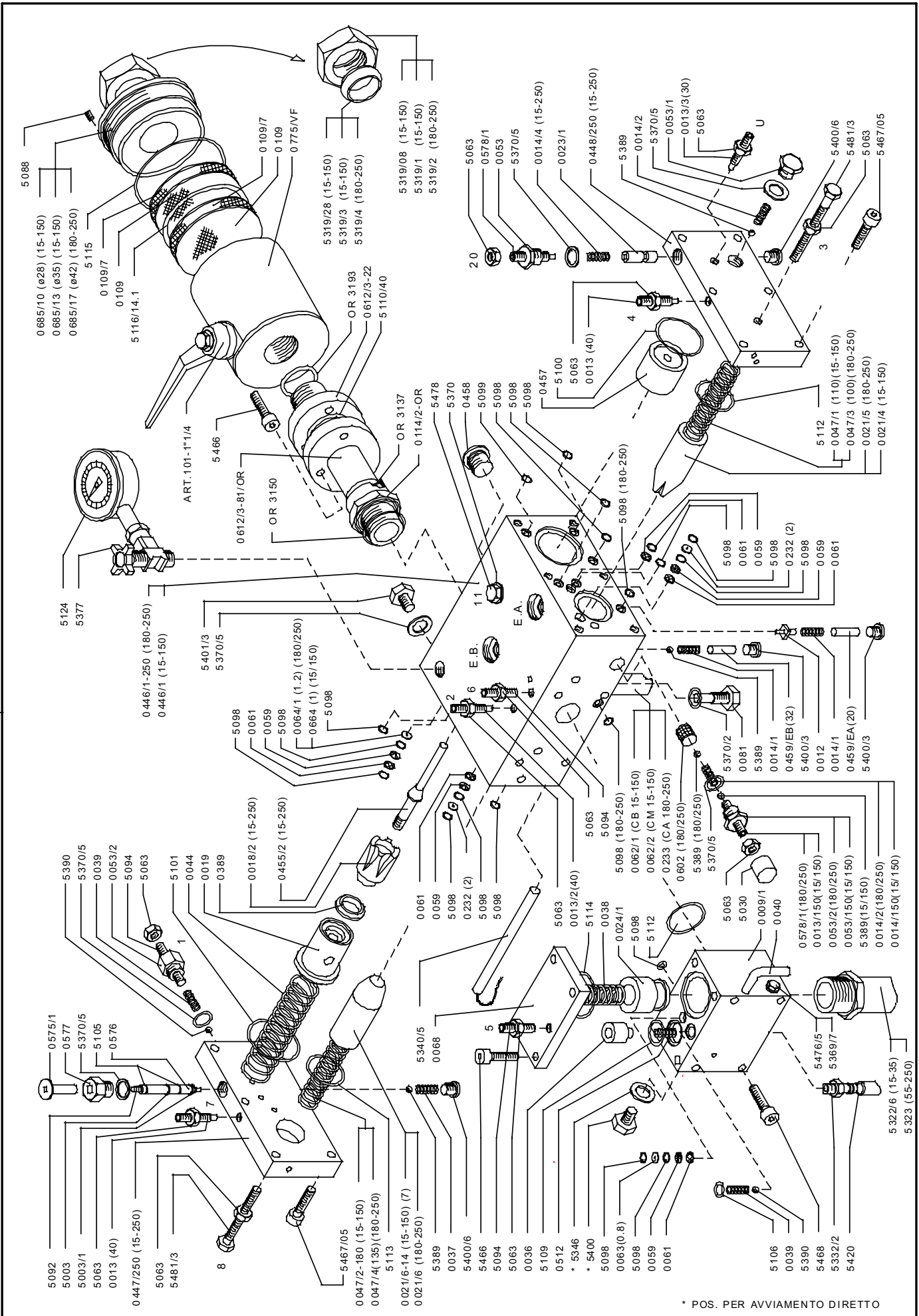
- 15/650 l/min distributor (including 2-speed HL)

6A- If the elevator experiences vibrations at low speed

- 15/650 l/min distributor (including 2-speed HL)

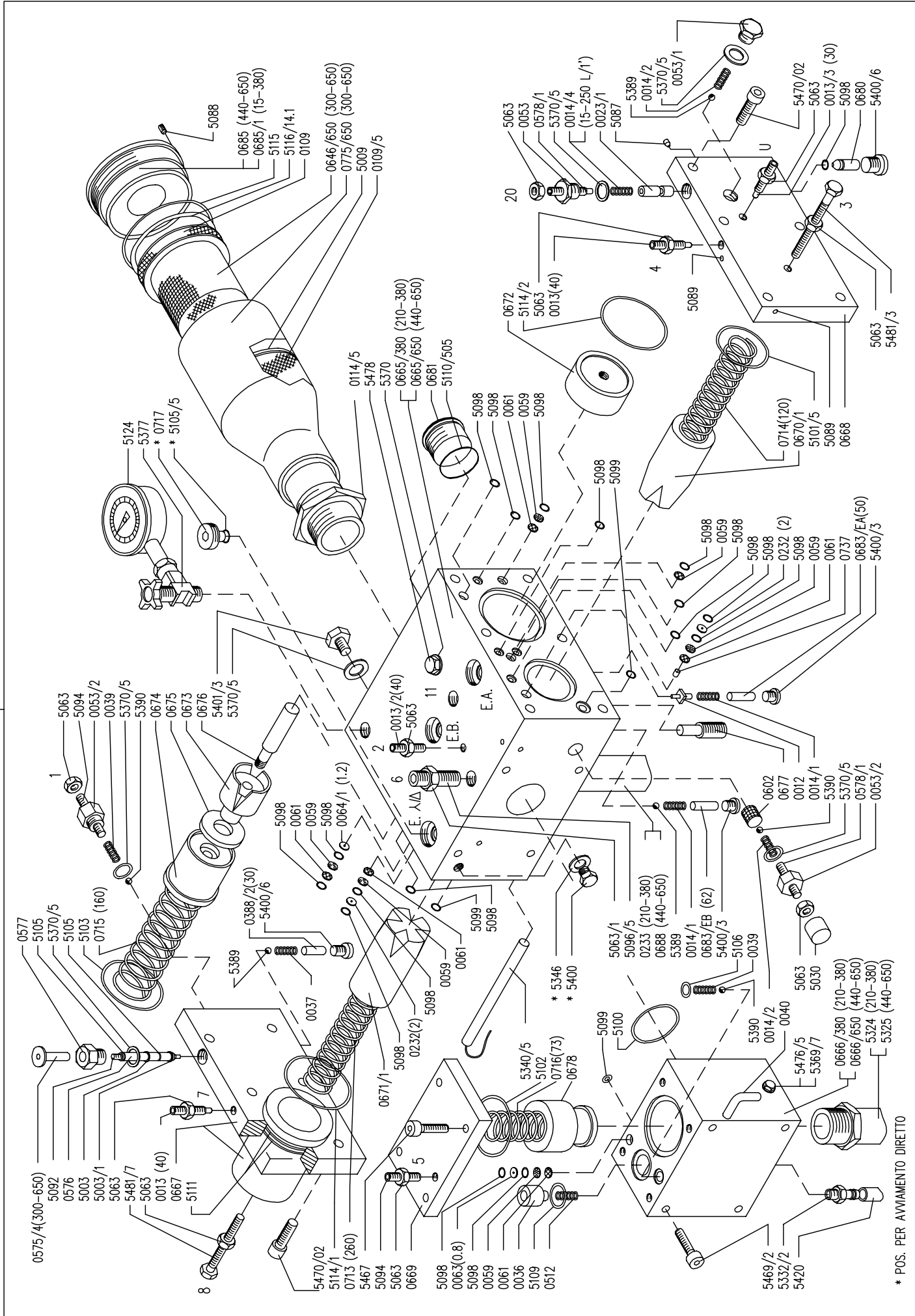
7A- If the elevator re-levels continuously or loses pressure

- 15/650 l/min distributor (including 2-speed HL)



<p style="text-align: center;">DISTRIBUTORE OLEODINAMICO (15 / 250 L/MIN.)</p>		DATA	12/03
		N°DIS.	9500/1

* POS. PER AVVIAMENTO DIRETTO



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DISTRIBUTORE OLEODINAMICO
(300/650 L/MIN.)

DATA	10-02
N°DIS.	9510/1

* POS. PER AVVIAMENTO DIRETTO

1A- THE ELEVATOR DOES NOT START IN UP DIRECTION, OR DOES NOT REACH NOMINAL SPEED

(15/650 l/min distributor including 2-speed Home Lift - My Lift)

- 1- Check the electrical functionality of electrovalves EA and star delta
- 2- Check that, during the drive in up direction, no oil is flowing from the following dumping (outflow) points:
 - plastic or steel pipe on the left of screw # 5 (repair R1A)
 - rigid plastic pipe under screw # 5 (repair R2A)
 - plastic pipe on star/delta block (repair R3A)NOTE: if no oil is flowing from these points, please read the next section.
- 3- unscrew of 1 turn regulation # 7 (if this screw is too serrated, the elevator could be too slow or could not start at all)
 - test the elevatorNOTE: if the elevator does not start, go to point 4
- 4- Problem with sliding spool (little piston) of regulation # 8
 - If this spool is blocked, the elevator does not start or does not reach nominal speed (repair R4A)

REPAIR STEPS

R1A, regulation # 5 dump: reference to drawings 9500/1 or 9500/2

- close the ball valve
- start the motor for drive in up direction and check that the pressure indicated by the manometer is corresponding to the nominal overpressure ("PS" in the label), written on power unit label
- if the measured value is different than the nominal one, screw reg # 5 until the measured pressure is 1.4 times the value of Max working pressure (1.4 x "PE max" on the label)
- if the pressure is correct, close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- remove the plate of regulation # 5
- clean the sphere from any dirt you may find
- assemble the components in the following order: sphere, spring (put the larger diameter in contact with the sphere) and plate
- test the elevator

R2A, plastic pipe: reference to drawings 9500/1 or 9510/1

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble the plate of regulation # 5
- verify that the sliding of piston 0036 is smooth and not obstructed; clean any dirt inside
- assemble all pieces and test the elevator

R3A, star-delta block: reference to drawings 9500/1 or 9500/2

- ensure that, during drive in up direction, the electrovalve is energized
- verify the correct sliding/excursion of "Pm." Button (0579) of the electrovalve. If this is not sliding, the electrovalve must be replaced
- disassemble the electrovalve and clean any dirt inside
- assemble all pieces and test the elevator

R4A, sliding spool (piston) of regulation # 8: reference to drawing 9510/1 o 9510/2

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble the plate of regulation # 8 (0447 or 0667), taking care of the pieces inside
- verify that the sliding of piston 0021/6 o 0671/1 is smooth and not obstructed
- if this piston is obstructed, re-assemble the plate back without the spring of regulation # 8 and drive the car in up direction to unblock this piston
- disassemble the plate again and clean all the dirt found
- assemble all pieces and test the elevator

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CLARIFICATION YOU MAY REQUIRE**

2A- THE ELEVATOR STARTS BRUSQUELY (ABRUPTLY)

(15/650 l/min distributor, including 2-speed HL)

- 1- close, turning $\frac{1}{2}$ turn, screw # 7
 - if the problem is not eliminated, go to point 2
- 2- check that piston 0036 is not blocked or spring 0512 is not broken (repair R5A)
 - if the problem is not eliminated, go to point 3
- 3- Check the setting of regulation # 8 (repair R6A)

REPAIR STEPS

R5A, spring 0512: reference to drawings 9500/1 or 9510/1

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble the plate of regulation # 5
- verify that the sliding of piston 0036 is smooth and not obstructed; clean any dirt inside
- check that spring 0512 is not broken (if broken, replace it)
- assemble all pieces and test the elevator

R6A, regulation # 8: Reference to drawings 9227 or similar ones

- read the value of pressure "PE min" on the manometer, with empty car at bottom floor
- close the ball valve
- if star-delta valve is present, disconnect the coil
- if the power unit has direct starting, unscrew completely regulation # 5 and then screw it of 3 turns. When doing so, for not losing the exact setting of reg. # 5, keep the height of the nut fixed on the threaded scrow
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- drive the car in up direction, and read the pressure while the motor is working
- the read pressure should be 2 bar lower than the value read before (PE min, see above)
- if higher, push the manual descent button to eliminate the pressure, unscrew regulation # 8 and drive the car in up direction (screwing the regulation the pressure drops, while unscrewing it the pressure rises)
- repeat the point above until the read pressure reaches the value of "PE min", minus 2 bars
- assemble back the star-delta coil (if present), or restore the setting of regulation # 5 (if direct starting)
- test the elevator

3A- THE ELEVATOR DOES NOT START IN UP DIRECTION, OR DOES NOT REACH NOMINAL SPEED

(15/650 l/min distributor including 2-speed Home Lift - My Lift)

- 1- Verify that electrovalves EA and EB have the correct power supply
- 2- Unscrew regulation U of ½ turn
- if the problem is not eliminated, go to point 3
- 3- Screw regulation 20 of 1 turn
- if the problem is not eliminated, go to point 4
- 4- Wrong setting of regulation # 8 (repair R7A)

REPAIR STEPS

R7A, regulation # 8: reference to drawings 9227 or similar ones

- read the value of pressure “PE min” on the manometer, with empty car at bottom floor
- close the ball valve
- if star-delta valve is present, disconnect the coil
- if the power unit has direct starting, unscrew completely regulation # 5 and then screw it of 3 turns. When doing so, for not losing the exact setting of reg. # 5, keep the height of the nut fixed on the threaded scew
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- drive the car in up direction, and read the pressure while the motor is working
- the read pressure should be 2 bar lower than the value read before (PE min, see above)
- if higher, push the manual descent button to eliminate the pressure, unscrew regulation # 8 and drive the car in up direction (screwing the regulation the pressure drops, while unscrewing it the pressure rises)
- repeat the point above until the read pressure reaches the value of “PE min”, minus 2 bars
- assemble back the star-delta coil (if present), or restore the setting of regulation # 5 (if direct starting)
- test the elevator

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4A- IF THE ELEVATOR DOES NOT SLOW DOWN WHEN REACHING FLOOR LEVEL

15/650 l/min distributor (including 2-speed HL)

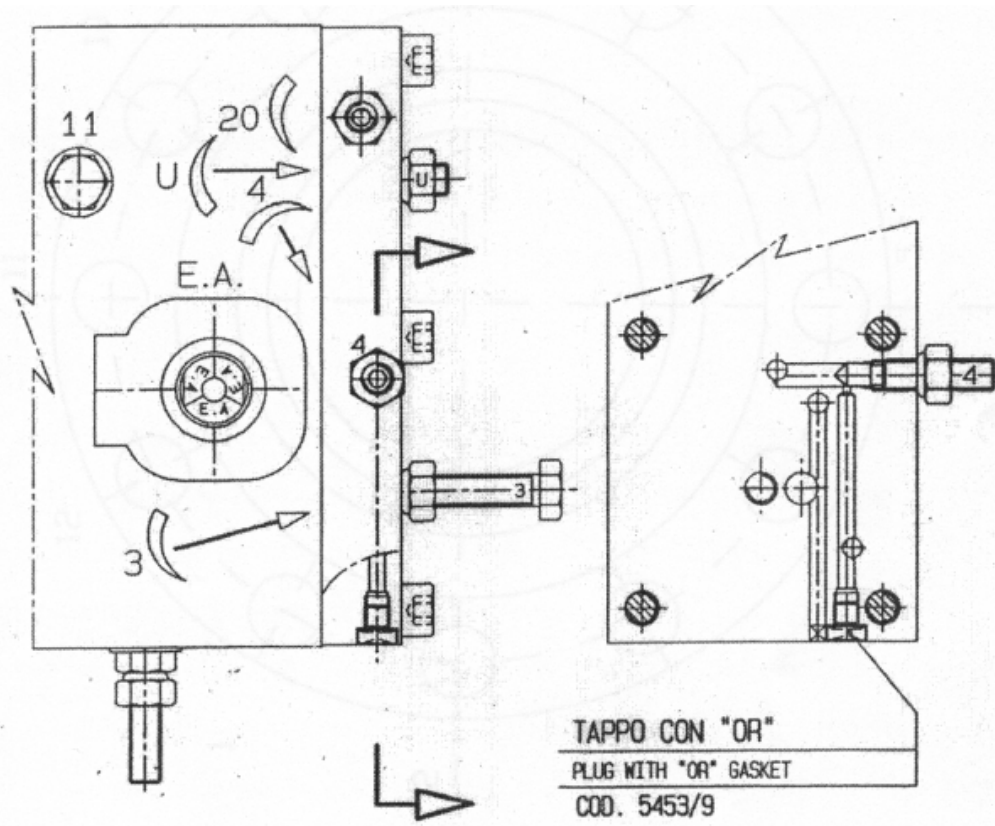
- 1- Make sure that EA electrovalve is not energized
- 2- Verify the correct positioning of the deceleration magnets on the guide rails: these should be placed following MORIS graph (X2- XP1 and Y2 – YP0), written on power unit test report
- 3- Check the regulation of screw # 4: it should be completely closed and unscrewed of 4 turns; if it is too closed, it can cause the defect
- 4- Verify the correct operation of the manual button on electrovalve EA
- 5- Disassemble electrovalve EA and clean the passage from any dirt found inside
- 6- Problem inside the oil path in plate 0448 (repair **R8A**)

ATTENTION: if oil is too cold (below 15°C – 59°F) the elevator may have difficulties in deceleration. Put the oil heating resistor inside the tank

REPAIR STEPS

R8A, plate of regulation # 4: Reference to drawing 0531/1-V4 (see drawing below)

- Take the car at the lowermost floor
- switch off the motor power supply
- Unscrew, with a screwdriver the cap positioned beside the plate 0448
- Place a rag on the cap hole
- Press the manual button of electrovalve EB, and let oil flow outside the cap hole
- Place the cap back on plate
- Test the elevator



drawing 0531/1-V4

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**5A- IF THE ELEVATOR, IN UP DIRECTION, SLOWS DOWN WITH A JUMP
(15/650 l/min distributor (including 2-speed HL)**

- 1- Close regulation # 3 of ½ turn or maximum 1 turn

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6A- IF THE ELEVATOR EXPERIENCES VIBRATIONS AT LOW SPEED

15/650 l/min distributor (including 2-speed HL)

- 1- Close regulation # 6 of 1 turn or maximum 2 turns
- Test the elevator; if the problem persists, check if the guide shoes are too tight on guides, or if guide rails are not lubricated enough

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7A- IF THE ELEVATOR RE-LEVELS CONTINUOUSLY OR LOOSES PRESSURE

(15/650 l/min distributor (including 2-speed HL)

- 1- Test of pressure losses from distributor
 - With car stopped at floor level, close the ball valve and check on the manometer if the pressure decreases
 - If pressure decreases, the loss is inside the distributor. If the pressure is steady, then the loss is located from piping to piston

- 2- Leakage from non-returning spool valve
 - Take the car at the lowermost floor
 - switch off the motor power supply
 - Leave the ball valve open
 - Remove completely screw # 11 and verify that no oil is coming out.
 - If oil comes out, follow (repair R9A)

- 3- Pressure loss from EB dump
 - With car standing at floor level, check that there are no leakages under the distributor
 - If there is an oil leakage, to identify the leakage origin, press the little button on top of valve EB, with the help of a pointed object. If the oil leakage is amplified on the same spot, then EB is the leakage origin.
 - Press this button various time, to clean the oil passage as much as possible
 - If the pressure loss persists, follow (repair R10A)

- 4- Pressure loss from manual descent button
 - With car standing at floor level, check that there are no leakages under the distributor
 - If there is an oil leakage, to identify the leakage origin, press emergency descent button. If the oil leakage is amplified on the same spot, then the emergency descent button is the leakage origin.
 - Press this button various time, to clean the oil passage as much as possible
 - If the pressure loss persists, follow (repair R11A)

- 5- Pressure loss from hand pump non-returning valve
 - Leave the elevator standing at floor level, and with pressure inside the hydraulic circuit
 - Unscrew (on distributor end) the flex hose that connects the hand pump to the distributor
 - check that no oil is coming out from black fitting
 - If oil comes out, follow (repair R12A)

REPAIR STEPS

R9A, non-returning spool valve: reference to drawing 9510/1 or 9510/2

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble the plate of regulation # 8 (0447 or 0667) taking care of the pieces inside
- remove the little piston (spool) inside, behind the short spring
- check that gasket (0389) is not damaged, and there is no dirt inside
- if gasket (0389) is damaged, it must be replaced, as described below
- block (with a proper tool) rod 0455/2 or 0676, without damaging the top part
- insert a screw driver or a lever in the hole of item 0019 or 0674 and unscrew completely

NOTE: do not damage items 0455/2 or 0673 and the guiding ring of item 0019 or 0674

- clean all traces of rubber inside the distributor
- re-assemble the spool valve and the plate that was previously removed
- test the elevator

R10A, E.B. : reference to drawings 9510/1 or 9510/2

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- remove the solenoid coil from electrovalve EB
- unscrew the electrovalve EB
- remove the protection net placed below the distributor
- using an hexagon key of a proper measure (size 5), remove the cap placed below the distributor, corresponding to EB valve location and remove the items inside (spacer, spring and sphere)

NOTE: take great care when doing this: do not drop anything inside the tank

- clean carefully all the particulars and the sphere seat
- if a spare sphere is available, replace the existing sphere with a new one
- assemble the components in the following order: sphere, spring (put the smaller diameter in contact with the sphere), spacer and cap
- assemble EB valve back, and mount the coil
- test the elevator

R11A, manual descent button: reference to drawings 9510/1 or 9510/2

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- remove the protection net placed below the distributor
- remove the manual descent button
- remove the button cap (found under the button rod), using an hexagon key (size 6)
- remove the pieces inside (both the spring and the sphere)

NOTE: take absolute care not to drop any object in the tank

- clean carefully all the particulars and the sphere seat
- if a spare sphere is available, replace the existing sphere with a new one
- assemble the components in the following order: sphere, spring (put the smaller diameter in contact with the sphere) and button cap
- put back in place the manual descent button
- test the elevator

R12A, Hand pump non-returning valve: reference to drawings 9510/1 or 9510/2

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- Unscrew the miniflex hose from the non-returning valve on the distributor that connects the hand pump to the distributor
- Unscrew the non-returning valve from the distributor
- Remove the particulars inside (spring and sphere)
- clean carefully all the particulars and the sphere seat
- if a spare sphere is available, replace the existing sphere with a new one
- assemble the components back (sphere, spring and valve)
- test the elevator

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