MORIS
Macchine Oleodinamiche
Riduttori Impianti Speciali

Chapter 18

COMMISSIONING OF H.L. 1-SPEED 8-23 l/min H.L. DISTRIBUTOR

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Enclosed with this handbook and related production.

DRAWING	DESCRIPTION
GROUP B	Possible operating issues of 8-23 L/min distributor
1B	If motor drives with too much effort (under strain)
2B	If the elevator does not start in up direction or does not reach nominal speed
3B	If the elevator starts brusquely (abruptly)
4B	If the elevator does not start in down direction or does not reach the nominal speed
5B	If the elevator does not stop at floor level and then re-levels
6B	If the elevator looses pressure and re-levels up

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Group B

Possible operating issues of 8/23 l/min distributor

Home Lift – My Lift (Single speed)

1B- If motor drives with too much effort (under strain)

- 8/23 l/min HL – My Lift distributor (single speed)

2B- If the elevator does not start in up direction or does not reach nominal speed

- 8/23 l/min HL – My Lift distributor (single speed)

3B- If the elevator starts brusquely (abruptly)

- 8/23 l/min HL – My Lift distributor (single speed)

4B- If the elevator does not start in down direction or does not reach the nominal speed

- 8/23 l/min HL – My Lift distributor (single speed)

5B- If the elevator does not stop at floor level and then re-levels

- 8/23 l/min HL – My Lift distributor (single speed)

6B- If the elevator looses pressure and re-levels up

- 8/23 l/min HL – My Lift distributor (single speed)

9505-IT

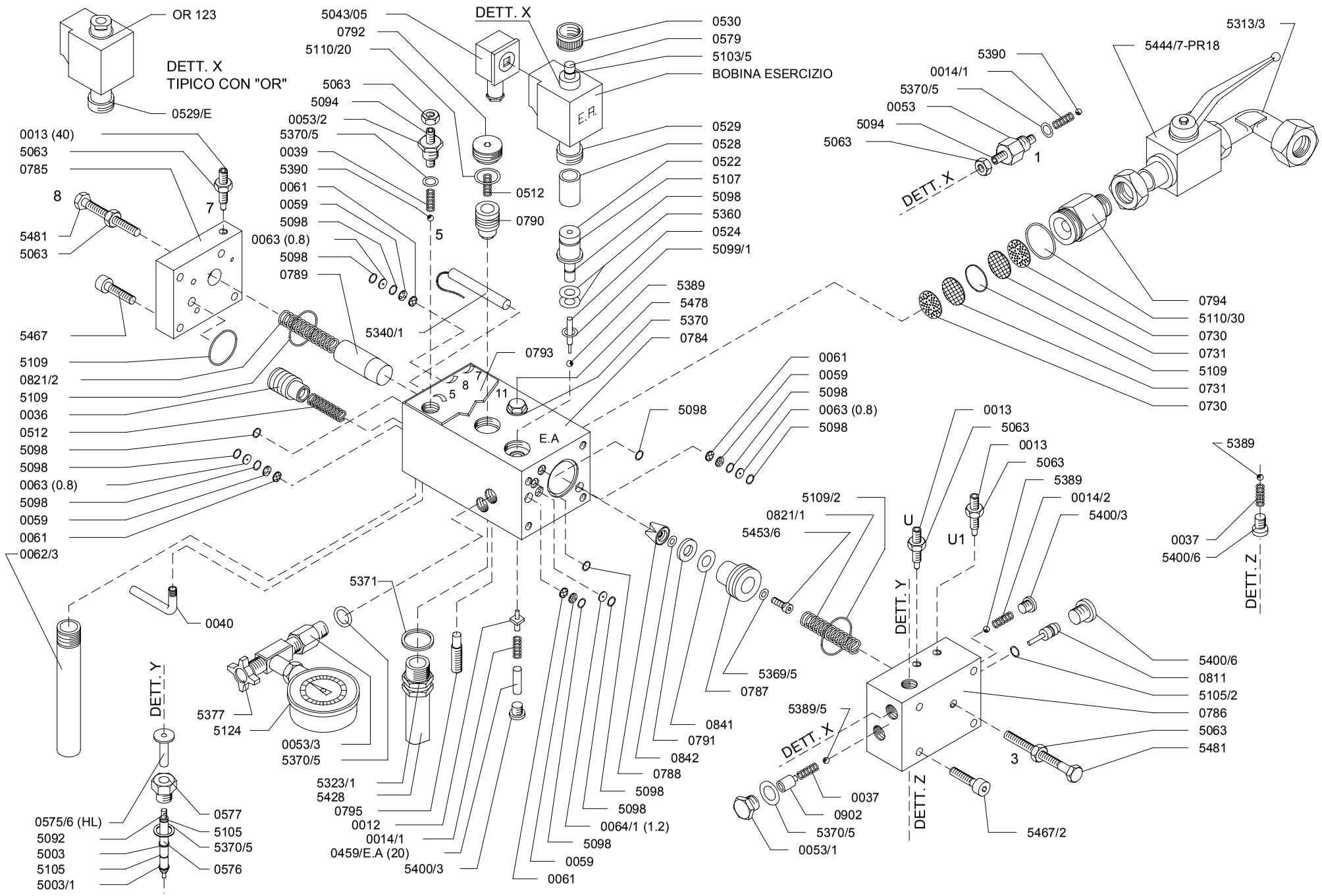
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DISTRIBUTORE OLEODINAMICO "HL"

(8 / 28 L/MIN.)

DATA 12/03

TAV. 9505



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1B- THE MOTOR (single phase), RUNS UNDER STRAIN (8/23 l/min HL – My Lift distributor single speed)

1- Check power supply voltage, with running motor: if it is under 5% of its nominal value (230 VAC), the motor is exposed to excessive strain. Please verify your power supply line and riser.
2- Check the motor capacitor: if you find a short-circuit, then the motor cannot run correctly.
3- If the power supply voltage is not stable (voltage is dropping) MORIS suggests the usage of a starting capacitor

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2B- IF THE ELEVATOR DOES NOT START IN UP DIRECTION OR DOES NOT REACH NOMINAL SPEED (8/23 l/min HL – My Lift distributor - single speed)

NOTE: verify (with the help of the manometer) the difference between max STATIC pressure and max DYNAMIC pressure; this difference should not exceed 2/3 bars. If greater, please check frictions related to:

- **dirty guide rails**

clearance too little between guide and shoes (of car or pulley). This can eventually prevent the normal elevator functionality

1- unscrew of ½ turn regulation 7 (if this screw is too serrated, the elevator could be too slow or could not start at all)

2- unscrew the 6 screws (with hexagon socket) that keep the distributor and motor plate in position

drive the car in up direction; lift the distributor and motor plate and check that no oil is flowing from the following dumping (outflow) points:

- dump of screw # 5, that is the hole under the screw (repair R1B)
- dump from steel pipe under the distributor (repair R2B)
- rubber pipe connection between distributor and hydraulic pump (repair R3B)
- rigid plastic pipe under the distributor (repair R4B)

REPAIR STEPS

R1B, screw #5 dump: reference to drawing 9505

- 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 read value is correct, eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble the screw #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 screw
- test the elevator

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R2B, steel pipe dump: reference to drawing 9505
- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble plate 0785, taking care of the pieces inside
- verify that the sliding of piston 0036 is smooth and not obstacled; clean any dirt inside
- assemble all pieces and test the elevator

R3B, flex hose: reference to drawing 9505
- switch off the motor power supply
- raise the motor-pump/distributor fixing plate (removing the 6 hex-socket M6 screws)
- check and tighten the flex hose fittings

R4B, plastic dump: reference to drawing 9505
- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- disassemble plate 0785, taking care of the pieces inside
- verify that the sliding of piston 0789 is smooth and not obstacled
- if piston 0789 is blocked, assemble the plate 0785 back without the spring; drive the elevator in up direction to unblock the piston
- disassemble the plate 0785, cleaning any dirt found
- assemble all pieces and test the elevator

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3B- THE ELEVATOR STARTS BRUSQUELY/ABRUPTLY IN UP DIRECTION
(distributor 8/23 l/min HL – My Lift single speed)

1- close, turning ½ turn, screw # 7

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4B- THE ELEVATOR DOES NOT START IN DOWN DIRECTION OR DOES NOT REACH THE NOMINAL SPEED
(distributor 8/23 l/min HL – My Lift single speed)

NOTE: verify with manometer the difference between static and dynamic pressures; if higher than 2/3 bars, check frictions causes:

- **dirty guide rails**
- **clearance too little between guide and shoes (of car or pulley). This can eventually prevent the normal elevator functionality**

1- check the voltage on electrovalve EA

2- unscrew of ½ turn regulation U (if this screw is too serrated, the elevator could not reach nominal speed)

3- unscrew of ½ turn (maximum 1 turn) screw # 3

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5B- THE ELEVATOR DOES NOT STOP AT FLOOR LEVEL AND THEN RE-LEVELS
(distributor 8/23 l/min HL – My Lift single speed)

1- check that (with the car loaded with **half of the nominal load**) the up speed equals the down speed

- if lower, close screw # 5 in steps of ½ turns, until the up and down speeds are the same

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6B- IF THE ELEVATOR LOOSES PRESSURE AND/OR RE-LEVELS UP (distributor 8/23 l/min HL – My Lift single speed)

1- Verify 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- pressure loss 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 R5B)

3- Pressure loss from EA 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 EA, with the help of a pointed object. If the oil leakage is amplified on the same spot, then EA 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 R6B)

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 R7B)

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 R8B)

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REPAIR STEPS

R5B, non-returning spool valve: reference to drawing 9505
- 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 # 3, taking care of the pieces inside
- remove the little piston (spool) inside, behind the spring
- check that gasket (0791) is not damaged, and there is no dirt inside
- if gasket (0791) is damaged, it must be replaced, as described below
- unscrew the hex screw 5453/6, taking care not to damage piece 0788 and the guiding ring of particular 0787
- clean all traces of rubber inside the distributor
- re-assemble the spool valve and the plate that was previously removed
- test the elevator

R6B, E.A. dump: reference to drawing 9505
- 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 EA
- remove the electrovalve EA
- remove any trace of dirt you may find inside
- mount all pieces back in place
- test the elevator

R7B, manual descent button: rerefernce to drawing 9505
- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- remove the manual descent button
- disassemble plate 0786, taking care of the pieces inside
- remove the button cap (found under the button rod), using an hexagon key (M8 screw)
- 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

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R8B, hand pump non-returning valve: reference to drawing 9505

- close the ball valve
- eliminate the pressure inside the distributor, pushing the manual descent button (0575/*)
- switch off the motor power supply
- remove the miniflex hose from the non-returning valve of the distributor
- unscrew the distributor non-returning valve
- remove the pieces inside (both the spring and the sphere)
- clean all pieces and the non-returning valve seat from any dirt found
- if a spare sphere is available, replace the existing sphere with a new one
- assemble the components in the following order: sphere, spring and non-returning valve
- test the elevator

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