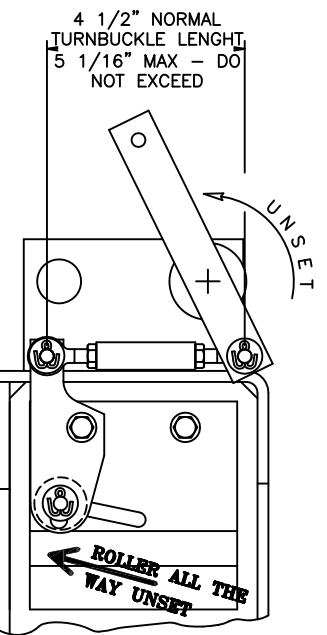
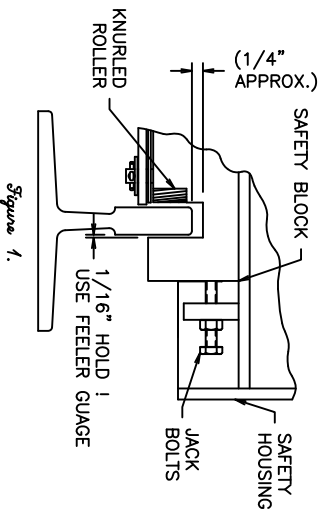


TITLE: FIELD INSTALLATION and ADJUSTMENT,  
TYPE A SAFETY - DUAL ROPED

Do not disassemble any portion of the safeties or the safety linkage as received from the factory. Before beginning the adjustment procedure, the installation of the elevator should be complete to include cab, door equipment, wiring etc. Main guide rail must be installed plumb with joints filed smooth. Guide shoes must be properly adjusted for normal operation (capacity and speed).



**Step 1**  
CHECK THE SAFETY MECHANISM FOR FREE, NON-BINDING OPERATION. THE MAIN SAFETY SHAFT SHOULD ROTATE SMOOTHLY AND RETURN ON ITS OWN UNDER SPRING LOAD. ANY BINDING OF SAFETY LINKAGE MUST BE CORRECTED BEFORE CONTINUING WITH THESE ADJUSTMENTS. MOST OFTEN A BINDING PROBLEM IS CAUSED BY MIS-ALIGNED COMPONENTS. CORRECTLY INSTALLED GUIDE RAIL (DRG) AND GUIDE SHOE ADJUSTMENT WILL PROVIDE THE 1/4" DIMENSION SHOWN FROM NOSE OF RAIL TO INSIDE OF SAFETY BLOCK.

**Step 3**  
LOOSEN THE MAIN SHAFT COLLAR AS SHOWN IN FIGURE 3. COMPLETELY RETRACT OR "UN-SET" THE SAFETIES AS SHOWN IN FIGURE 2. WHILE HOLDING THE SAFETIES IN THE UN-SET POSITION, ADJUST THE CAM/SPRING LEVER SO THAT THE LEVER IS PARALLEL TO THE BOTTOM OF THE SLING CHANNEL (AS SHOWN IN FIGURE 3), TIGHTEN THE COLLAR ON THE SHAFT.

**Step 2**  
USE THE DUAL JACK BOLTS ON THE SAFETY HOUSING TO ADJUST FOR THE 1/16" DIMENSION SHOWN. SAFETY BLOCKS ARE TO SLIDE FREELY BACK AND FORTH IN THE SAFETY HOUSING. AFTER ADJUSTING THE JACK BOLTS USE THE LOCKING NUTS TO SECURE THE JACK BOLTS.

**Step 4**  
ADJUST THE LEVER STUD IN THE LEVER SO THAT THE STUD ACTS AS A STOP AS SHOWN. TIGHTEN THE LOCKING NUTS ON THE STUD. NOTE THAT THE LEVER STUD STOP ADJUSTMENT MUST NOT PREVENT THE SAFETIES FROM BEING COMPLETELY RETRACTED OR UN-SET.

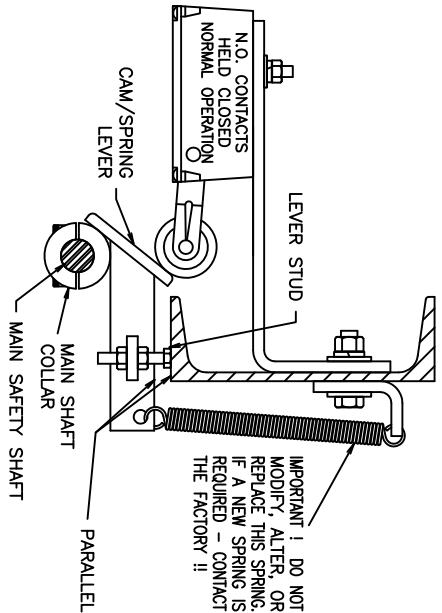
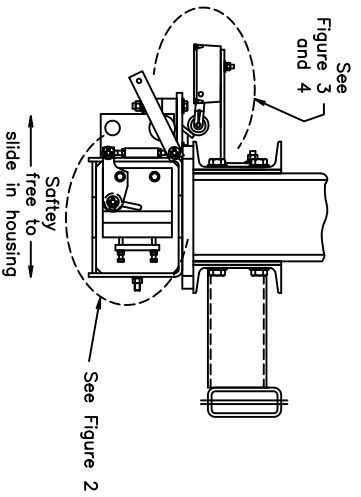
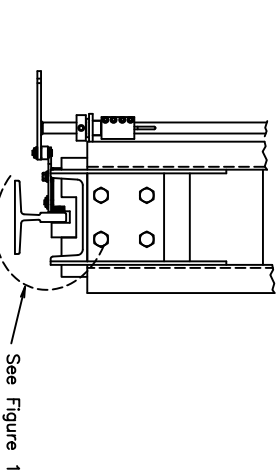
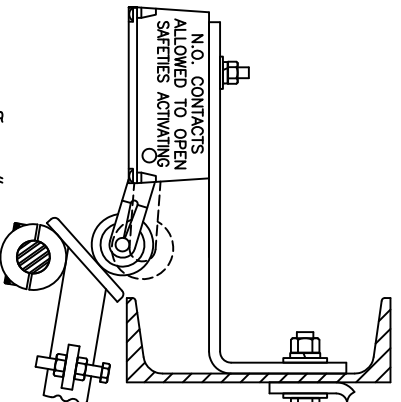


Figure 3. (Safeties Un-set)



**Step 5**  
SLOWLY ACTUATE SAFETIES BY ROTATING THE MAIN SAFETY SHAFT. JUST UNTIL THE KNURLED ROLLERS (SEE FIGURE 1) BEGIN TO CONTACT THE GUIDE RAIL. IF BOTH ROLLERS DO NOT CONTACT THE GUIDE RAIL AT EXACTLY THE SAME POINT, ADJUST ONE OR BOTH OF THE SAFETY TURNBUCKLES AS REQUIRED TO SYNCHRONIZE THE SAFETIES. FOR PROPER AND SAFE OPERATION OF THE ELEVATOR, THE SAFETIES MUST BE SYNCHRONIZED. AFTER ADJUSTING THE TURNBUCKLES, TIGHTEN THE LOCKING NUTS ON THE TURNBUCKLES. CHECK THE ADJUSTED TURNBUCKLES FOR CENTER TO CENTER LENGTH. CENTER TO CENTER LENGTH OF EITHER TURNBUCKLE CAN NOT EXCEED 5 1/16 INCHES AS SHOWN IN FIGURE 2.



**Step 6**  
ADJUST THE SAFETY SWITCH CAM AS SHOWN IN FIGURE 3 (CAR RUNNING). THE SWITCH CAM IS TO HOLD THE ROLLER ACTUATED AS SHOWN WHEN SAFETIES ARE UN-SET. AS SAFETIES ARE ACTUATED, THE PROPERLY ADJUSTED CAM ROTATES OUT OF THE WAY AND RELEASES THE SWITCH ROLLER AS SHOWN IN FIGURE 4. NORMALLY OPEN (HELD CLOSED) CONTACTS ARE TO BE USED. THE HELD-CLOSED N.O. CONTACTS MUST OPEN BEFORE THE KNURLED SAFETY ROLLERS CONTACT THE GUIDE RAILS. WIRE SWITCH IN SERIES WITH THE SAFETY CIRCUIT - SEE THE CONTROLLER WIRING PRINTS.

REVISONS		CANTON ELEVATOR		DATE	BY
ORIG.	2-12-02	BY	DMB	DATE	??
DATE	1-11-07	BY	LSK	DATE	??
DATE		BY		DATE	??
DATE		BY		DATE	??
DATE		BY		DATE	??

ORIG.	2-12-02	BY	DMB	DATE	??
DATE	1-11-07	BY	LSK	DATE	??
DATE		BY		DATE	??
DATE		BY		DATE	??
DATE		BY		DATE	??

Do not modify, alter, or replace this spring. If a new spring is required - contact the factory !!