

If the pistons (upper, intermediate, and lower) are out of synchronization, the jack unit(s) must be completely collapsed to resynchronize the pistons.

NOTE: Before starting the resynchronization process each jack head assembly must be free of air. To bleed air start with the top head assembly first and continue downward. The Jack Bleeder Screw is located in the flange portion of the Jack Head Assembly.

There are two ways to synchronize, manually or through an automatic circuit in the controller.

MANUALLY

In order to accomplish this, disconnect the power from the system and remove the springs and spacers from the buffer stands. With a pressure gauge mounted on the jack side of the valve, lower the car by opening the manual lowering valve until the jack(s) bottoms out and the gauge reads "0". Then immediately close the manual lowering valve to prevent air from being drawn into the jack(s). At this point the pistons should be completely collapsed, the distance of exposed pistons between the heads and flanges should be approximately equal.

Apply power to the system, raise the car, and reinstall the springs and spacers back onto the buffer stands.

Run the car up and down several times to ensure the system is synchronized. Repeat the process if necessary.

AUTOMATIC

In automatic operation the controller should allow the car to rest on the buffer springs, based on time of day or number of runs of the elevator. The jack(s) must fully collapse in order to resynchronize. This can be accomplished by increasing the threaded rod length that connects the platen to the top of jack, at least to the same distance as the buffer stroke and jack(s) bottom clearance (see figure). Make sure the top of the rod meets code overhead clearance requirements.

