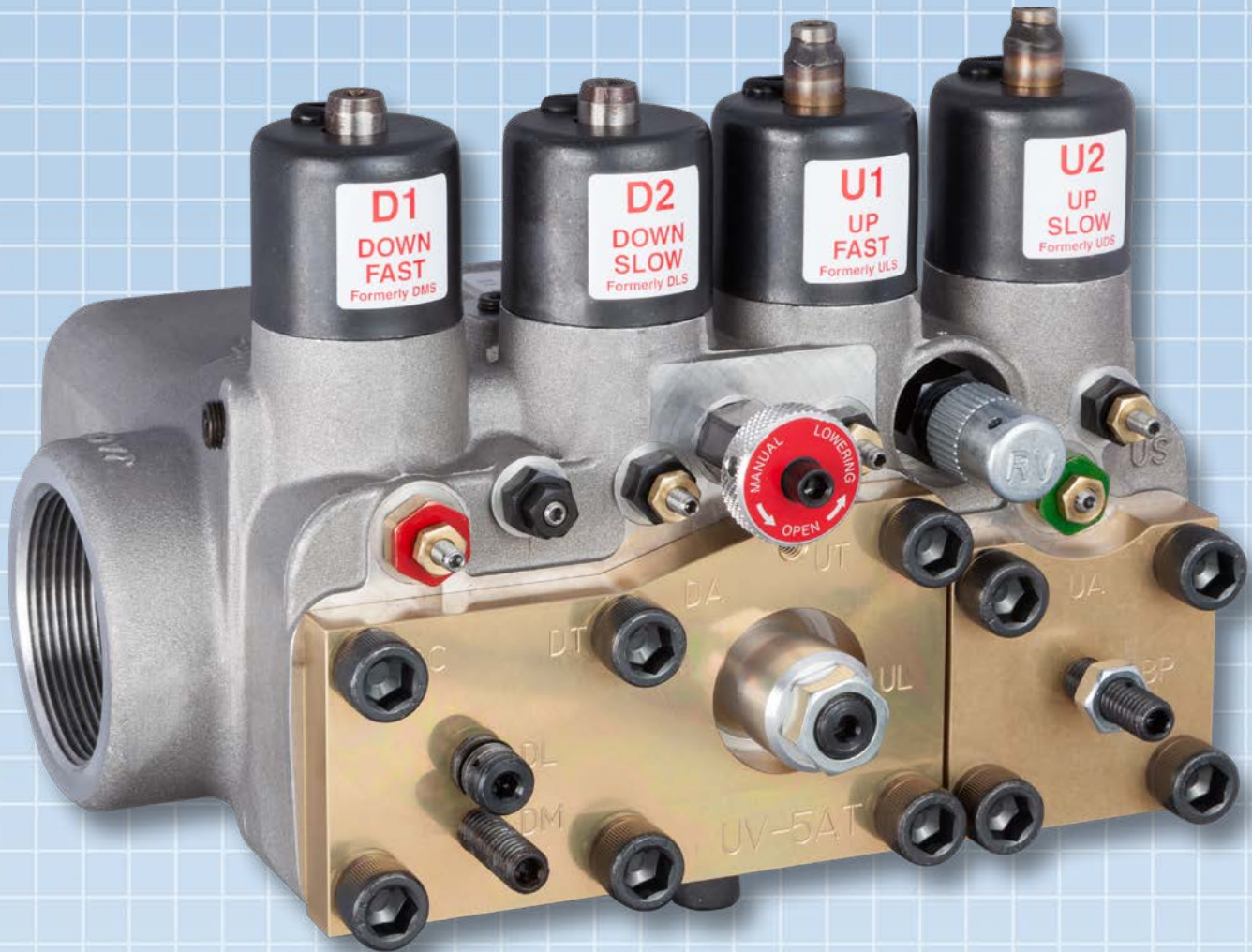




Elevator Equipment Corporation

"Simplicity in Motion"



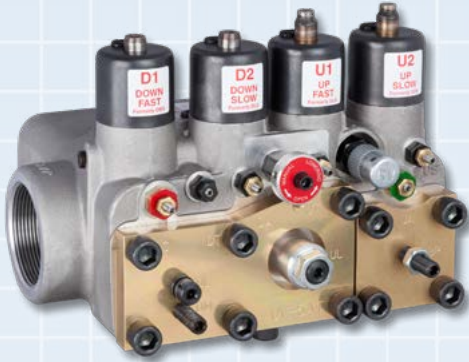
THE LEADER IN CONTROL VALVE TECHNOLOGY

HYDRAULIC ELEVATOR CONTROL VALVES

**All EECO
Products are**



THE EECO HYDRAULIC CONTROL VALVE FAMILY



UV-5AT



UV-4R



UV-5ATC



UV-5BT



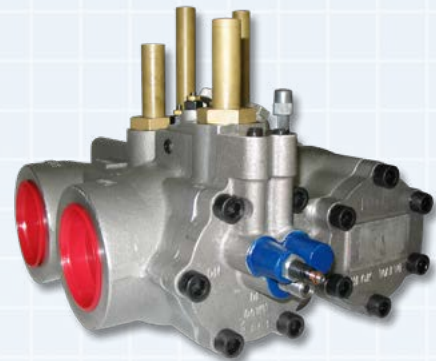
UV-5BT Rear



UV-5BTC



UV-7B



UV-7BC

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Hydraulic Elevator Control Valve Catalog

Includes Elevator Components & Accessories

For EECO Sales & Valve Technical Support Call: (888) 577-3326*

*Monday through Friday, 8:00 AM Eastern time to 4:30 PM Pacific time, excluding holidays.

Note: This revision supersedes all previous versions of this document.

All information in this Catalog is subject to change without notice.

GENERAL INFORMATION

Please Note:

The following solenoid and adjuster designations were changed for simplification on all EECO valves since August 2003:

Solenoids:

U1 - Up Fast (Red wires**)	- (was ULS)
U2 - Up Slow (Yellow wires**)	- (was UDS)
D1 - Down Fast (Black wires**)	- (was DMS)
D2 - Down Slow (Blue wires**)	- (was DLS)

Adjuster:

US - Up Stop	- (was UD)
--------------	------------

** Please see page 43 (UV-5AT) & 71 (UV-7B) for complete solenoid coil descriptions.

Not all coils have colored wires.

The following abbreviations are also used in this Catalog:

CW = Clockwise (IN) ↻ CCW = Counter Clockwise (OUT) ↻

VALVE SIZES			
UV-5 SERIES		UV-7 SERIES	
NEW DESIGNATION	OLD DESIGNATION	NEW DESIGNATION	OLD DESIGNATION
1	1/8"	5	5 Port
2	1/4"	7	7 Port
3	1/2"	9	9 Port
4	3/4"	E	11 Port
5	1"	T	13 Port
6	1-1/4"	S	16 Port
7	1-1/2"		

To determine when a valve was manufactured.

The valve serial number, located on top of each valve, provides important information which helps during troubleshooting of the valve. It is very important to identify the complete valve serial number when you call EECO to discuss a valve problem.

CHARACTER	DESCRIPTION
1st	Valve Size *
2nd	Valve Series
3rd & 4th	Year of Manufacture (10 = 2010)
5th	Month of Manufacture ** (1=January)
Remaining	Actual Serial Number
* Two characters before Series = Up and Down are different sizes	
** O=October, N=November, D=December	
1st Character=Bypass Size, 2nd Character = Down Size	



About EECO



Los Angeles, CA



Richmond, IN

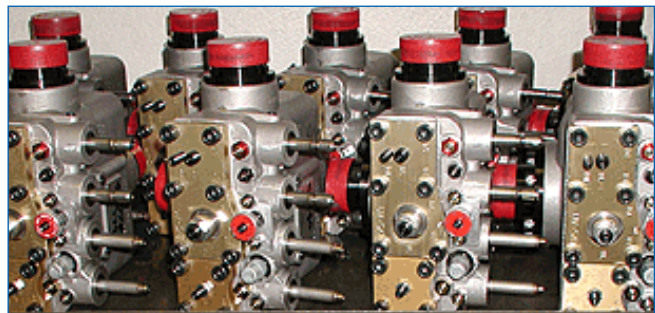
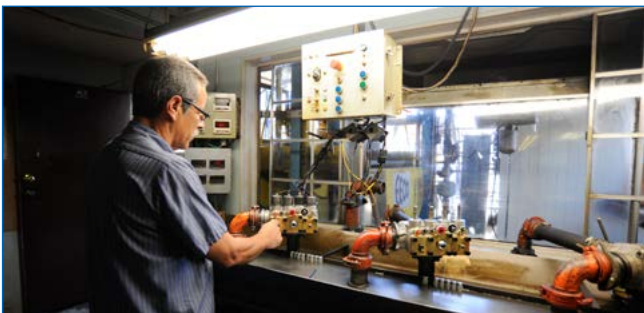
Elevator Equipment Corporation (EECO) was founded in 1946 as the Elevator Equipment Company. At that time we manufactured and sold single function valves and jack units. Through the years EECO also developed and manufactured unit valves, power units, switches, and other components used in hydraulic elevators. The industry standard UV-5AT/TC and UV-7B/BC hydraulic control valves are manufactured and assembled at our original plant in California. In addition, jack units, hoistway switches, car slings and platforms, as well as other hydraulic elevator components are produced there. Since its beginning in Los Angeles, CA, EECO has expanded to an additional modern 154,000 square foot facility in Richmond, IN. Jacks, power units, car slings, and platforms are also manufactured there, including the new UV-4R control valve for Residential/LULA & low flow applications.

We are an engineering company dedicated to solving manufacturing, service, and construction challenges. EECO is constantly improving our products to better serve our customers' needs. We continue to supply quality hydraulic elevator products to major and independent Elevator Companies for installations in the U.S., Canada, Mexico, and throughout the world.

EECO's engineering, management and research staff consists of highly trained individuals who have many years of experience in the design and manufacture of hydraulic elevator equipment. With our extensive knowledge of elevator systems and products, EECO is sure to find the right solution for any project. Our websites also offer customers access to product information and company news 24 hours a day, seven days a week.

Our commitment to innovative technology and support is second to none. EECO is a long time supplier member of both the NAEC and CECA associations. Most EECO products are certified by the CSA organization.

For more information visit us at: www.elevatorequipment.com or www.eecovalues.com.



**Elevator Equipment Corporation***“Simplicity in Motion”*

Equipment Warranty

Elevator Equipment Corporation products carry a ONE YEAR limited warranty (except new control valves which carry a TWO YEAR limited warranty) from the date of shipment from our plant against any manufacturing defects in material and workmanship which develop in service for which they were intended or recommended. Any material which is returned to our plant with transportation charges PREPAID, and which after our inspection is found to be defective will be, at our discretion, either repaired or replaced free of charge. Call EECO Sales for details.

Conditions Of Sale

All technical advice and recommendations are furnished by the seller gratis, and are believed by the seller to be reliable. They are intended for use by persons having skill and know how, at their own risk. Seller assumes NO responsibility for damages incurred from use by buyer.

From and after the date of shipment, the buyer assumes all liability and expense because of injury, sickness or death sustained by any person, or damage to or destruction of property arising from the use of the equipment sold hereunder.

WE WILL NOT sustain any claim for consequential damages, loss of time or labor charges, or expense in making repairs or adjustments. Our liability is limited to defective material or defective repairs made in our plant in Los Angeles, California, or Richmond, Indiana.

EECO Office Addresses

Corporate Headquarters - 4035 Goodwin Avenue, Los Angeles, CA 90039

Mid-West/Southeast Office - 2230 N. W. 12th Street, Richmond, IN 47374

EECO Sales & Valve Technical Support: (888) 577-3326*

E-mail: sales@eecomail.com

Visit us on the web at: www.elevatorequipment.com & www.eecovalves.com

*Monday through Friday, 8:00 AM Eastern time to 4:30 PM Pacific time, excluding holidays
(see next page).

Control Valve Support Phone Numbers

Call Toll Free: (888) 577-3326

NOTE: Control Valve Technical Support is available Monday through Friday (except holidays) between the hours of 8:00 AM Eastern time to 4:30 PM Pacific time.

Los Angeles, CA - (800) 423-2800

Valve Technical Support:

Robert Alterman, Ext. 150

Abe Salehpour, Ext. 141

Quality Control:

Mike Young, Ext. 129

Valve Sales:

Peter Aguirre, Ext. 128

Alejandra Manzo, Ext. 130

Christine Carrera, Ext. 101

Richmond, IN - (800) 428-6564

Extended Hours Valve Support:

Gale Huntsman, Ext. 229

Kevin Antrim, Ext. 215

Quality Control:

Robert "Bob" Frew, Ext. 236

Valve Sales:

Daryl Frith, Ext. 219

Safe Use Recommendations

EECO control valves could have a life greater than 2.5 million cycles with ideal operating conditions. However, very few installations have ideal conditions. Cleanliness of oil is very important and could have a major effect on the life of a control valve, especially if it is also running constantly at temperatures in excess of the normal operating range of the valve. With the presence of any of the conditions which may adversely affect the longevity of the control valve, EECO recommends to service or replace the valve every five years.

EECO control valves are the most user friendly valves in the market and can be easily serviced by using the seal kits and solenoid kits offered by EECO. Upgrade kits are also available from EECO to incorporate in older EECO valves to bring them to the current standards. Obviously, all service work on the control valves have to be done by professionals who are trained in installing and servicing hydraulic elevator systems. It is very important that the main power is shutoff and the system pressure is relieved by opening the manual lowering valve to allow the elevator to rest on the buffers. It is also recommended that if the solenoid kits are used to service a valve (recommended every 5 years), the orifice seats and the needles to be replaced at the same time.

In addition to service and upgrade kits, EECO also offers the Valve Rebuild Program (VRP) and EECO Exchange Program (EEP), which could actually be more cost effective. Both VRP and EEP are offered through the EECO factory service center. The valves received by either of these two programs are fully tested at the factory and carry a two-year limited warranty, the same as the new control valves. Only control valves received through the VRP and EEP are supported by EECO. EECO neither supports nor recommends any other facility to service the control valves, since this is highly specialized and requires unique tools and testing procedures.

EECO neither manufactures nor supports the single function brass valves or the "F" series UV-5A valves. It is recommended that the old hydraulic systems that are operated by brass valves to be modernized using the latest EECO unit valves.

The "Valve Rebuild Program"

EECO also offers our customers a Valve Rebuild Program (VRP) through the EECO Factory Service Center. Customers needing their valves rebuilt, should contact the Sales Department for a Return Material Authorization (RMA) number. Please allow at least ten (10) business days for the valve to be checked, rebuilt, and tested before it can be shipped back. If a faster turnaround is required, you may wish to consider the EECO Exchange as mentioned above. The rebuild program only includes the cleaning of the valve and replacement of the adjusters, seals and solenoid components. If, upon inspection by EECO, it is determined that other major components of the valve must be replaced or the valve has missing components, the customer will be contacted and additional charges may apply. All EECO rebuilt valves carry a two-year limited warranty.

NOTE: All older EECO brass valves and F series UV-5A valves are exempt from the EECO Exchange and VRP Programs. EECO no longer manufactures nor supports these valves.

VALVE SIZING & ENGINEERING DATA

How To Size An EECO Control Valve



UV-5ATC shown



UV-7B - shown with optional 2.5" grooved connections.

We encourage you to have EECO size your control valve to assure the proper valve for your specific application. To have EECO size your valve, please fill out the Quote Request/Order form at the back of the Hydraulic Control Valves Catalog and fax it to: (888) 577-3116. This form can also be found on our website, www.elevatorequipment.com, which can be filled out online or emailed to EECO at sales@eecomail.com.

A major consideration for proper operation of a hydraulic elevator system is proper sizing of the control valve in that system. By valve sizing, we are only referring to the proper selection of the internal components of the valve, not to the physical size of the valve or the size of its ports.

If **down contract speed** (full down speed with rated load on the car) is the same as the up, then the size of the valve is the same in the up and down directions. Sizing of the valve requires only static (minimum) pressure and flow rate. Locating the intersection of static pressure and flow rate on the sizing charts in **Figure 1** and **Figure 2** provides the size of the valve. If **down contract speed** is different from the up, each side should be sized according to the sized conditions.

If the valve is for an existing installation, then the static pressure can be read from a pressure gauge installed in the jack (ram) gauge port of the existing valve when the empty car is resting at the bottom landing. However, if the valve is for a new installation or static pressure can not be physically measured, then empty car weight (weight of everything above the platen plate plus 1/2 of the piston weight) and jack piston diameter are required. With this information on hand, you can then calculate the static pressure by dividing the empty car weight by the cross sectional area of the piston, or use **Table 1A (or 1B, metric)**, to obtain the static pressure.

If the flow rate is known, the valve can now be sized. However, if the flow rate is not known, the car speed and jack piston diameter are required. **Table 2A (or 2B, metric)**, can then be used to obtain the flow rate. The flow rate can also be calculated by multiplying the car speed by the displacement factor for the specified piston diameter in **Table 3**. For assistance with calculating the necessary information, please use the **reference formulas**.

As mentioned before, down contract speed is down speed with full load on the car. Down speed with empty car is less than contract speed depending on the ratio of full-load to no-load pressures (approximately 25% less for a two to one pressure ratio). If Constant Down Speed is required between no-load and full-load conditions, UV-5(A/B)TC or UV-7BC valves should be used. Again, static pressure and flow rate are required to size the valve by using **Figure 1** and **Figure 2**.

Sometimes changes in the system specification would make it necessary to modify the operating condition in the field. The change may require the size of an existing valve to be changed at the job. This means that the bypass, check and down pistons may have to be replaced. If the size of the valve is changed in the field, we recommend that you indicate the new valve size on top of the valve. This will prevent confusion when the valve is serviced in the future.

Also available at www.eecovalveapp.com is our

Engineering & Control Valve Selection Calculator

If you still have questions? Give us call and we'll help get you the right size valve for your application.

(888) 577-3326

Don't forget to download the

Control Valve Field Service Companion



Table 1A - Pressure, PSI (for one jack)

Piston Diameter (Inches)																									
	2	2 1/2	3	3 7/16	3 1/2	3 7/8	4	4 3/8	4 1/2	5	5 7/16	5 1/2	6	6 1/2	7	7 1/2	8	8 1/2	9 1/2	10 5/8	12 5/8	13 7/8	15 7/8		
1000	318	204	168	141	108	85	80	67	63	51	43	42	35	30	26	23	20	18	14	11	8	7	5	1000	
1500	477	306	253	212	162	127	119	100	94	76	65	63	53	45	39	34	30	26	21	17	12	10	8	1500	
2000	637	407	337	283	216	170	159	133	126	102	86	84	71	60	52	45	40	35	28	23	16	13	10	2000	
2500	796	509	421	354	269	212	199	166	157	127	108	105	88	75	65	57	50	44	35	28	20	17	13	2500	
3000	955	611	505	424	323	254	239	200	189	153	129	126	106	90	78	68	60	53	42	34	24	20	15	3000	
3500	1114	713	589	495	377	297	279	233	220	178	151	147	124	105	91	79	70	62	49	39	28	23	18	3500	
4000		815	673	566	431	339	318	266	252	204	172	168	141	121	104	91	80	70	56	45	32	26	20	4000	
4500		917	758	637	485	382	358	299	283	229	194	189	159	136	117	102	90	79	63	51	36	30	23	4500	
5000		1019	842	707	539	424	398	333	314	255	215	210	177	151	130	113	99	88	71	56	40	33	25	5000	
5500		1120	926	778	593	466	438	366	346	280	237	231	195	166	143	124	109	97	78	62	44	36	28	5500	
6000			1010	849	647	509	477	399	377	306	258	253	212	181	156	136	119	106	85	68	48	40	30	6000	
6500			1094	920	700	676	551	432	409	331	280	274	230	196	169	147	129	115	92	73	52	43	33	6500	
7000				990	754	728	594	466	440	357	301	295	248	211	182	158	139	123	99	79	56	46	35	7000	
7500				1061	808	780	636	597	499	472	382	323	265	226	195	170	149	132	106	85	60	50	38	7500	
8000				1132	862	832	678	637	532	503	407	345	337	283	241	208	181	159	141	113	90	64	53	40	8000
8500					916	883	721	676	565	534	433	366	358	301	256	221	192	169	150	120	96	68	56	43	8500
9000					970	935	763	716	599	566	458	388	379	318	271	234	204	179	159	127	102	72	60	45	9000
9500					1024	987	806	756	632	597	484	409	400	336	286	247	215	189	167	134	107	76	63	48	9500
10000					1078	1039	848	796	665	629	509	431	421	354	301	260	226	199	176	141	113	80	66	51	10000
12000						1018	955	798	755	611	517	505	424	362	312	272	239	211	169	135	96	79	61	12000	
14000							1114	931	880	713	603	589	495	422	364	317	279	247	198	158	112	93	71	14000	
16000								1064	1006	815	689	673	566	482	416	362	318	282	226	180	128	106	81	16000	
18000									1132	917	775	758	637	542	468	407	358	317	254	203	144	119	91	18000	
20000										1019	861	842	707	603	520	453	398	352	282	226	160	132	101	20000	
25000											1077	1052	884	753	650	566	497	441	353	282	200	165	126	25000	

Load Above Piston - Pounds

Pressure (psi) = Load (lbs.) / (.7854 x (piston diameter in inches)²)

Load Above Piston - Pounds																									
----------------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Pressure (psi) = Load (lbs.) / (.7854 x (piston diameter in inches)²)

Load Above Piston - Pounds

Table 1B - Pressure, BAR (for one jack)

Load Above Piston - Kilograms

Piston Diameter (Millimeters)

	60	80	100	120	140	160	180	200	220	240	260	280	300	320	340	360	380	400	
200	6.9	3.9	2.5	1.7	1.3	1.0	0.8	0.6	0.5	0.4	0.4	0.3	0.3	0.2	0.2	0.2	0.2	0.2	200
400	13.9	7.8	5.0	3.5	2.6	2.0	1.5	1.3	1.0	0.9	0.7	0.6	0.6	0.5	0.4	0.4	0.3	0.3	400
600	20.8	11.7	7.5	5.2	3.8	2.9	2.3	1.9	1.5	1.3	1.1	1.0	0.8	0.7	0.6	0.6	0.5	0.5	600
800	27.8	15.6	10.0	6.9	5.1	3.9	3.1	2.5	2.1	1.7	1.5	1.3	1.1	1.0	0.9	0.8	0.7	0.6	800
1000	34.7	19.5	12.5	8.7	6.4	4.9	3.9	3.1	2.6	2.2	1.8	1.6	1.4	1.2	1.1	1.0	0.9	0.8	1000
1200	41.7	23.4	15.0	10.4	7.7	5.9	4.6	3.8	3.1	2.6	2.2	1.9	1.7	1.5	1.3	1.2	1.0	0.9	1200
1400	48.6	27.3	17.5	12.2	8.9	6.8	5.4	4.4	3.6	3.0	2.6	2.2	1.9	1.7	1.5	1.4	1.2	1.1	1400
1600	55.6	31.3	20.0	13.9	10.2	7.8	6.2	5.0	4.1	3.5	3.0	2.6	2.2	2.0	1.7	1.5	1.4	1.3	1600
1800	62.5	35.2	22.5	15.6	11.5	8.8	6.9	5.6	4.6	3.9	3.3	2.9	2.5	2.2	1.9	1.7	1.6	1.4	1800
2000	69.4	39.1	25.0	17.4	12.8	9.8	7.7	6.3	5.2	4.3	3.7	3.2	2.8	2.4	2.2	1.9	1.7	1.6	2000
2200	76.4	43.0	27.5	19.1	14.0	10.7	8.5	6.9	5.7	4.8	4.1	3.5	3.1	2.7	2.4	2.1	1.9	1.7	2200
2400		46.9	30.0	20.8	15.3	11.7	9.3	7.5	6.2	5.2	4.4	3.8	3.3	2.9	2.6	2.3	2.1	1.9	2400
2600		50.8	32.5	22.6	16.6	12.7	10.0	8.1	6.7	5.6	4.8	4.1	3.6	3.2	2.8	2.5	2.3	2.0	2600
2800		54.7	35.0	24.3	17.9	13.7	10.8	8.8	7.2	6.1	5.2	4.5	3.9	3.4	3.0	2.7	2.4	2.2	2800
3000		58.6	37.5	26.0	19.1	14.6	11.6	9.4	7.7	6.5	5.5	4.8	4.2	3.7	3.2	2.9	2.6	2.3	3000
3200		62.5	40.0	27.8	20.4	15.6	12.3	10.0	8.3	6.9	5.9	5.1	4.4	3.9	3.5	3.1	2.8	2.5	3200
3400		66.4	42.5	29.5	21.7	16.6	13.1	10.6	8.8	7.4	6.3	5.4	4.7	4.2	3.7	3.3	2.9	2.7	3400
3600		70.3	45.0	31.3	23.0	17.6	13.9	11.3	9.3	7.8	6.7	5.7	5.0	4.4	3.9	3.5	3.1	2.8	3600
3800		74.2	47.5	33.0	24.2	18.6	14.7	11.9	9.8	8.2	7.0	6.1	5.3	4.6	4.1	3.7	3.3	3.0	3800
4000		78.1	50.0	34.7	25.5	19.5	15.4	12.5	10.3	8.7	7.4	6.4	5.6	4.9	4.3	3.9	3.5	3.1	4000
4500			56.3	39.1	28.7	22.0	17.4	14.1	11.6	9.8	8.3	7.2	6.3	5.5	4.9	4.3	3.9	3.5	4500
5000			62.5	43.4	31.9	24.4	19.3	15.6	12.9	10.9	9.2	8.0	6.9	6.1	5.4	4.8	4.3	3.9	5000
5500			68.8	47.7	35.1	26.9	21.2	17.2	14.2	11.9	10.2	8.8	7.6	6.7	5.9	5.3	4.8	4.3	5500
6000			75.0	52.1	38.3	29.3	23.1	18.8	15.5	13.0	11.1	9.6	8.3	7.3	6.5	5.8	5.2	4.7	6000
7000				60.8	44.6	34.2	27.0	21.9	18.1	15.2	12.9	11.2	9.7	8.5	7.6	6.8	6.1	5.5	7000
8000				69.4	51.0	39.1	30.9	25.0	20.7	17.4	14.8	12.8	11.1	9.8	8.7	7.7	6.9	6.3	8000
9000				78.1	57.4	43.9	34.7	28.1	23.2	19.5	16.6	14.3	12.5	11.0	9.7	8.7	7.8	7.0	9000
10000					63.8	48.8	38.6	31.3	25.8	21.7	18.5	15.9	13.9	12.2	10.8	9.6	8.7	7.8	10000
15000						73.2	57.9	46.9	38.7	32.6	27.7	23.9	20.8	18.3	16.2	14.5	13.0	11.7	15000
20000							77.2	62.5	51.7	43.4	37.0	31.9	27.8	24.4	21.6	19.3	17.3	15.6	20000

Pressure (bar) = Load (kg) / (.007854 x (piston diameter in mm)²)

Load Above Piston - Kilograms

Table 2A - Flow Rate (gallons per minute, gpm)

Car Speed - Feet Per Minute (fpm)																				
	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
2	2	3	5	7	8	10	11	13	15	16	18	20	21	23	24	26	28	29	31	33
2 1/2	3	5	8	10	13	15	18	20	23	26	28	31	33	36	38	41	43	46	48	51
2 3/4	3	6	9	12	15	19	22	25	28	31	34	37	40	43	46	49	52	56	59	62
3	4	7	11	15	18	22	26	29	33	37	40	44	48	51	55	59	62	66	70	73
3 7/16	5	10	14	19	24	29	34	39	43	48	53	58	63	67	72	77	82	87	92	96
3 1/2	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
3 7/8	6	12	18	25	31	37	43	49	55	61	67	74	80	86	92	98	104	110	116	123
4	7	13	20	26	33	39	46	52	59	65	72	78	85	91	98	104	111	118	124	131
4 3/8	8	16	23	31	39	47	55	62	70	78	86	94	102	109	117	125	133	141	148	156
4 1/2	8	17	25	33	41	50	58	66	74	83	91	99	107	116	124	132	140	149	157	165
5	10	20	31	41	51	61	71	82	92	102	112	122	133	143	153	163	173	184	194	204
5 7/16	12	24	36	48	60	72	84	97	109	121	133	145	157	169	181	193	205	217	229	241
5 1/2	12	25	37	49	62	74	86	99	111	123	136	148	160	173	185	197	210	222	234	247
6	15	29	44	59	73	88	103	118	132	147	162	176	191	206	220	235	250	264	279	294
6 1/2	17	34	52	69	86	103	121	138	155	172	190	207	224	241	259	276	293	310	328	345
7	20	40	60	80	100	120	140	160	180	200	220	240	260	280	300	320	340	360	380	400
7 1/2	23	46	69	92	115	138	161	184	207	230	252	275	298	321	344	367	390	413	436	459
8	26	52	78	104	131	157	183	209	235	261	287	313	339	366	392	418	444	470	496	522
8 1/2	29	59	88	118	147	177	206	236	265	295	324	354	383	413	442	472	501	531	560	590
9 1/2	37	74	110	147	184	221	258	295	331	368	405	442	479	516	552	589	626	663	700	736
10 5/8	46	92	138	184	230	276	322	368	415	461	507	553	599	645	691	737	783	829	875	921
12 5/8	65	130	195	260	325	390	455	520	585	650	715	780	845	910	975	1041	1106	1171	1236	1301
13 7/8	79	157	236	314	393	471	550	628	707	785	864	943	1021	1100	1178	1257	1335	1414	1492	1571
15 7/8	103	206	308	411	514	617	720	823	925	1028	1131	1234	1337	1440	1542	1645	1748	1851	1954	2056
17 7/8	130	261	391	521	652	782	913	1043	1173	1304	1434	1564	1695	1825	1955	2086	2216	2347	2477	2607

NOTE: Flow rate (gallons per minute, gpm) = car speed (feet per minute, fpm) x displacement (gallons per foot, gpf)

Displacement (gallons per foot, gpf) = $0.0408 \times (\text{piston O. D. in inches})^3$

Table 2B - Flow Rate (liters per minute, lit./min.)

Car Speed - Meters Per Minute (mpm)

	1	2	3	4	5	6	7	8	9	10	15	20	25	30	35	40	45	50	55	60	65
60	3	6	8	11	14	17	20	23	25	28	42	57	71	85	99	113	127	141	156	170	184
80	5	10	15	20	25	30	35	40	45	50	75	101	126	151	176	201	226	251	276	302	327
100	8	16	24	31	39	47	55	63	71	79	118	157	196	236	275	314	353	393	432	471	511
120	11	23	34	45	57	68	79	90	102	113	170	226	283	339	396	452	509	565	622	679	735
140	15	31	46	62	77	92	108	123	139	154	231	308	385	462	539	616	693	770	847	924	1001
160	20	40	60	80	101	121	141	161	181	201	302	402	503	603	704	804	905	1005	1106	1206	1307
180	25	51	76	102	127	153	178	204	229	254	382	509	636	763	891	1018	1145	1272	1400	1527	1654
200	31	63	94	126	157	188	220	251	283	314	471	628	785	942	1100	1257	1414	1571	1728	1885	2042
220	38	76	114	152	190	228	266	304	342	380	570	760	950	1140	1330	1521	1711	1901	2091	2281	2471
240	45	90	136	181	226	271	317	362	407	452	679	905	1131	1357	1583	1810	2036	2262	2488	2714	2941
260	53	106	159	212	265	319	372	425	478	531	796	1062	1327	1593	1858	2124	2389	2655	2920	3186	3451
280	62	123	185	246	308	369	431	493	554	616	924	1232	1539	1847	2155	2463	2771	3079	3387	3695	4002
300	71	141	212	283	353	424	495	565	636	707	1060	1414	1767	2121	2474	2827	3181	3534	3888	4241	4595
320	80	161	241	322	402	483	563	643	724	804	1206	1608	2011	2413	2815	3217	3619	4021	4423	4825	5228
340	91	182	272	363	454	545	636	726	817	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448	5901
360	102	204	305	407	509	611	713	814	916	1018	1527	2036	2545	3054	3563	4072	4580	5089	5598	6107	6616
380	113	227	340	454	567	680	794	907	1021	1134	1701	2268	2835	3402	3969	4536	5104	5671	6238	6805	7372
400	126	251	377	503	628	754	880	1005	1131	1257	1885	2513	3142	3770	4398	5027	5655	6283	6912	7540	8168

Jack Piston Diameter (Millimeters)

NOTE: Flow rate (liters per minute, lit./min.) = car speed (meters per minute, mpm) x displacement (liters per meter, lit./m)
 Displacement (liters per meter, lit./m) = $0.0007854 \times (\text{piston O. D. in mm})^2$

Table 3 - Piston Data

PISTON DIAMETER		PISTON AREA		DISPLACEMENT	
INCHES	MILLIMETERS	IN ²	CM ²	GALLONS PER FOOT (GPF)	LITERS PER METER (LIT./M)
2	51	3.142	20.268	0.163	2.027
2 1/4	57	3.976	25.652	0.207	2.565
2 1/2	64	4.909	31.669	0.255	3.167
2 3/4	70	5.940	38.320	0.309	3.832
3	76	7.069	45.604	0.367	4.560
3 7/16	87	9.281	59.875	0.482	5.987
3 1/2	89	9.621	62.072	0.500	6.207
3 3/4	95	11.045	71.256	0.574	7.126
3 7/8	98	11.793	76.085	0.613	7.609
4	102	12.566	81.073	0.653	8.107
4 1/4	108	14.186	91.524	0.737	9.152
4 3/8	111	15.033	96.987	0.781	9.699
4 1/2	114	15.904	102.608	0.826	10.261
4 3/4	121	17.721	114.326	0.921	11.433
5	127	19.635	126.677	1.020	12.668
5 1/4	133	21.648	139.661	1.125	13.966
5 7/16	138	23.221	149.815	1.206	14.982
5 1/2	140	23.758	153.279	1.234	15.328
5 3/4	146	25.967	167.530	1.349	16.753
6	152	28.274	182.415	1.469	18.242
6 1/4	159	30.680	197.933	1.594	19.793
6 1/2	165	33.183	214.084	1.724	21.408
6 3/4	171	35.785	230.869	1.859	23.087
7	178	38.485	248.287	1.999	24.829
7 1/2	191	44.179	285.023	2.295	28.502
7 3/4	197	47.173	304.341	2.451	30.434
8	203	50.265	324.293	2.611	32.429
8 1/2	216	56.745	366.096	2.948	36.610
8 3/4	222	60.132	387.948	3.124	38.795
9	229	63.617	410.433	3.305	41.043
9 1/2	241	70.882	457.303	3.682	45.730
9 3/4	248	74.662	481.689	3.879	48.169
10	254	78.540	506.707	4.080	50.671
10 1/4	260	82.516	532.360	4.287	53.236
10 1/2	267	86.590	558.645	4.498	55.865
10 5/8	270	88.664	572.025	4.606	57.203
10 3/4	273	90.763	585.564	4.715	58.557
11	279	95.033	613.116	4.937	61.312
11 1/4	286	99.402	641.302	5.164	64.130
11 1/2	292	103.869	670.121	5.396	67.012
11 3/4	298	108.434	699.573	5.633	69.957
12	305	113.097	729.659	5.875	72.966
12 1/4	311	117.859	760.378	6.123	76.038
12 1/2	318	122.718	791.730	6.375	79.173
12 5/8	321	125.185	807.644	6.503	80.765
13 7/8	352	151.201	975.491	7.855	97.549
15 7/8	403	197.933	1276.982	10.282	127.699
17 7/8	454	250.947	1619.010	13.036	161.901

NOTE: Gallons per Minute (gpm) or Liters per Minute (lit./min) = Displacement (gpf or lit./m) x Car Speed (fpm or mpm)

Reference Formulas

English / Metric

Displacement

$$\text{Displacement (gallons per foot, gpf)} = 0.0408 \times (\text{Piston Outside Diameter (in)})^2$$

$$\text{Displacement (liters per meter, lit/m)} = 0.0007854 \times \text{Piston Outside Diameter (mm)}^2$$

Piston Area

$$\text{Piston Area (in}^2\text{)} = 0.7854 \times (\text{Piston Outside Diameter (in)})^2$$

$$\text{Piston Area (cm}^2\text{)} = 0.007854 \times (\text{Piston Outside Diameter (mm)})^2$$

Mass

$$\text{Gross Weight (lbs.)} = \text{Car Weight (lbs.)} + \text{Capacity (lbs.)} + 1/2 \text{ Piston(s) Weight (lbs.)}$$

$$\text{Gross Load (lbs.)} = \text{Car Weight (lbs.)} + \text{Capacity (lbs.)} + \text{Piston(s) Weight (lbs.)}$$

$$\text{Gross Weight (kg)} = \text{Car Weight (kg)} + \text{Capacity (kg)} + 1/2 \text{ Piston(s) Weight (kg)}$$

$$\text{Gross Load (kg)} = \text{Car Weight (kg)} + \text{Capacity (kg)} + \text{Piston(s) Weight (kg)}$$

Flow Rate

$$\text{Flow Rate (gallons per minute, gpm)} = \text{Car Speed (feet per minute, fpm)} \times \text{Displacement (gallons per foot, gpf)}$$

$$\text{Flow Rate (liters per minute, lit/m)} = \text{Car Speed (meters per minute, mpm)} \times \text{Displacement (liters per meter, lit/m)}$$

Pressure

$$\text{Pressure (psi)} = \text{Mass (lbs.)} / \text{Piston Area (in}^2\text{)}$$

$$\text{Pressure (bar)} = \text{Mass (kg)} / \text{Piston Area (cm}^2\text{)}$$

$$\text{Static Pressure (psi)} = \text{Gross Weight (lbs.)} / \text{Piston Area}$$

$$\text{Static Pressure (bar)} = \text{Gross Weight (kg)} / \text{Piston Area}$$

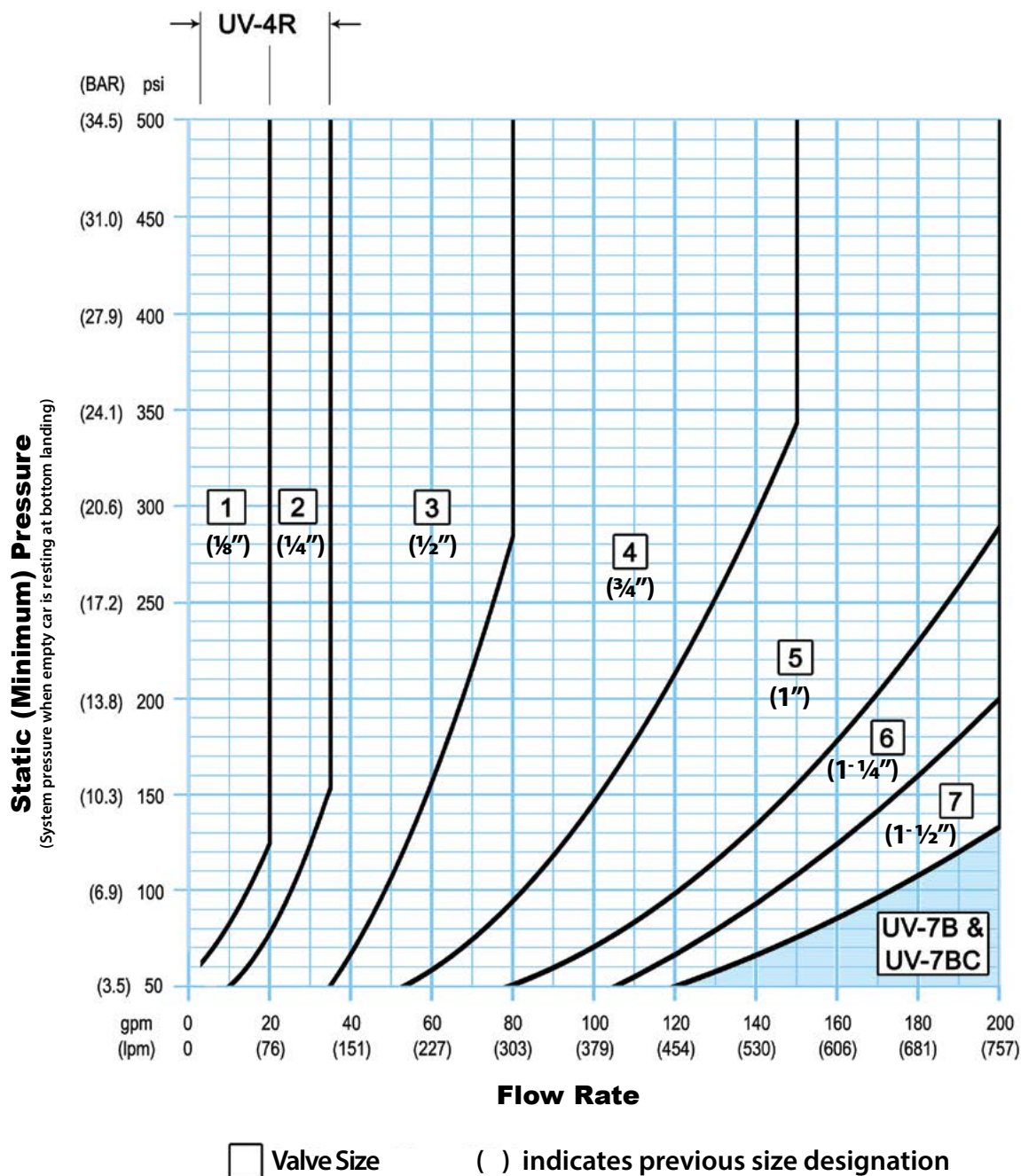
$$\text{Full Load Pressure (psi)} = \text{Gross Load (lbs.)} / \text{Piston Area}$$

$$\text{Full Load Pressure (bar)} = \text{Gross Load (kg)} / \text{Piston Area}$$

$$\text{Working Pressure (psi)} = \text{Full Load Pressure (psi)} \times \text{Pressure Loss (as a Percentage of System Pressure)}$$

$$\text{Working Pressure (bar)} = \text{Full Load Pressure (bar)} \times \text{Pressure Loss (as a Percentage of System Pressure)}$$

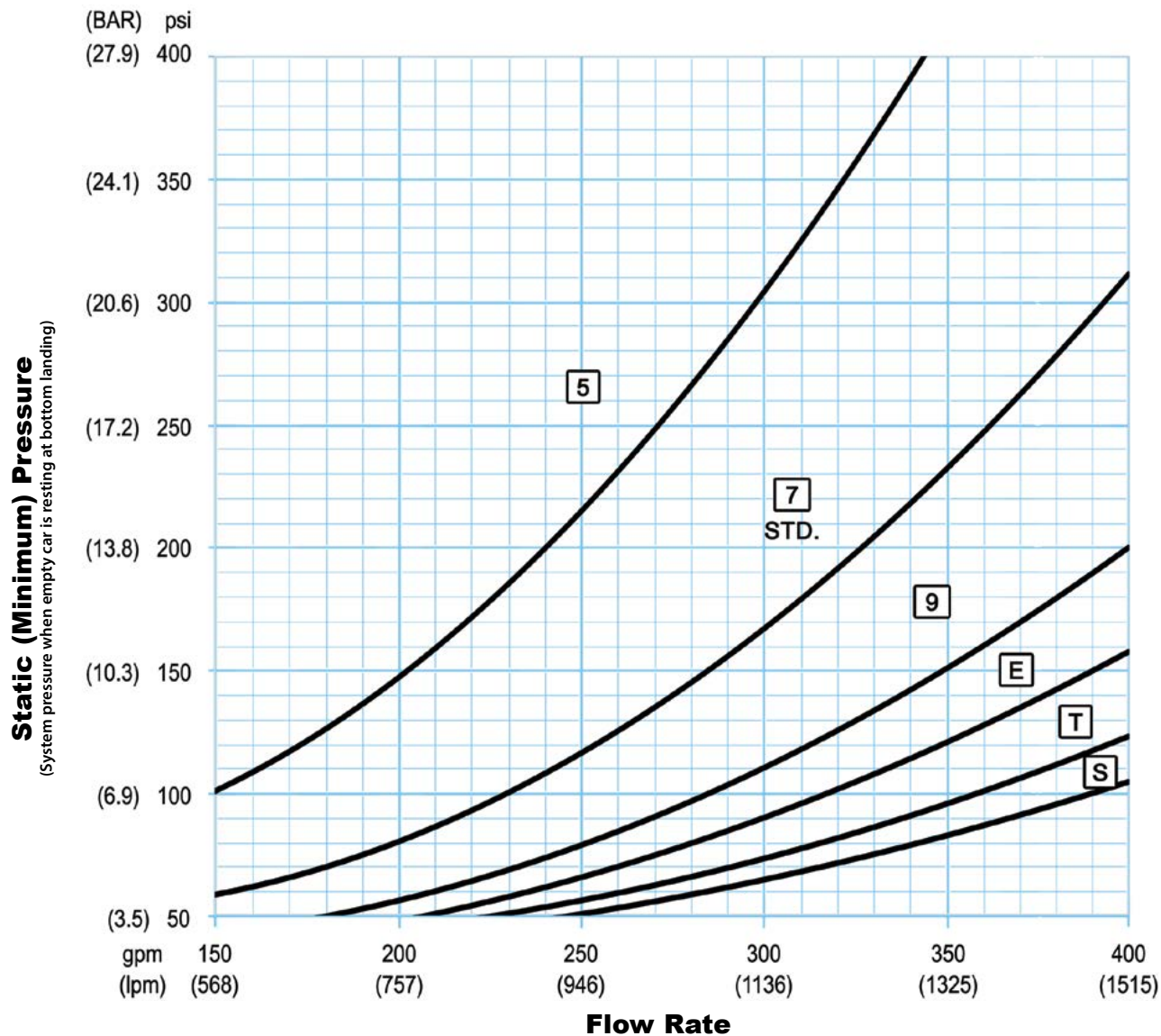
Figure 1 - Sizing Chart for:
UV-4R (Low Flow, Residential) Valves
UV-5(A/B)T (Standard) Valves
UV-5(A/B)TC (Constant Down Speed) Valves



- NOTES:**
1. The point of intersection of "Static Pressure" and "Flow Rate" identifies the correct valve size.
 2. It is assumed that up and down contract speeds are the same. If the down contract speed is different from the up, each side should be sized according to the required conditions.
 3. **Down contract speed** is full down speed with rated load on the car.
 4. Constant down speed is a standard feature of the **UV-4R** control valve.

CAUTION: When adjusting the **UV-5(A/B)T** valve, set the empty car down speed at 25% **LESS** than the down contract speed. If constant down speed is required between no-load and full-load conditions, use the **UV-5(A/B)TC** valve.

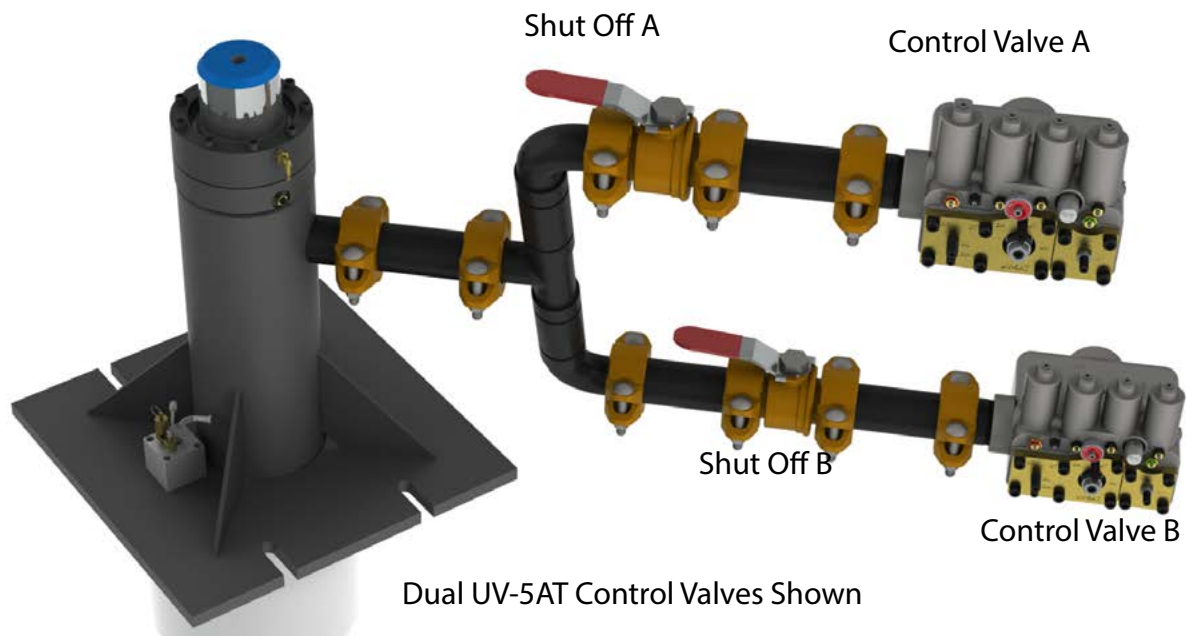
Figure 2 - Sizing Chart for:
UV-7B (Standard Valve)
and UV-7BC (Constant Down Speed)



- NOTES:**
1. The point of intersection of "Static Pressure" and "Flow Rate" identifies the correct valve size.
 2. It is assumed that up and down contract speeds are the same. If the down contract speed is different from the up, each side should be sized according to the required condition.
 3. **Down contract speed** is full down speed with rated load on the car.

CAUTION: When adjusting the UV-7B valve, set the empty car down speed at 25% **LESS** than the down contract speed. If constant down speed is required between no-load and full-load conditions, use the UV-7BC valve.

Adjusting Multiple Control Valves in a System



Adjust each control valve independently

Electrically disconnect **Pump B** and close **Shut Off Valve B** to isolate **Control Valve A**.
Adjust **Control Valve A** following adjustment procedure.

Refer to Page 35 for UV-5AT & UV-5ATC; and Page 63 for UV-7B & UV-7BC.

NOTE: Down contract speed for each control valve is the car contract speed divided by number of control valves in the system.

Electrically disconnect **Pump A** and close **Shut Off Valve A** to isolate **Control Valve B**.
Adjust **Control Valve B** following adjustment procedure.

Refer to Page 35 for UV-5AT & UV-5ATC; and Page 63 for UV-7B & UV-7BC.

NOTE: Once all control valves have been reconnected, fine tuning must be done equally between all control valves in the system.

UV-4R RESIDENTIAL & LULA CONTROL VALVE

General Information



UV-4R

Smooth Up Start

Allows the pump motor to reach full running speed before load is applied to the motor.

Up Transition

Provides unvarying transition through a wide pressure range.

Up Leveling

Maintains leveling speed regardless of change of system pressure, oil viscosity or pump output.

Up Stop

Provides smooth up stop which is solenoid operated and adjustable.

Check Valve

Locks the elevator on a column of oil while the car is stopped.

Lowering Valve

Provides controlled down acceleration, precise contract down speed, transition, adjustable leveling speed and soft stop.

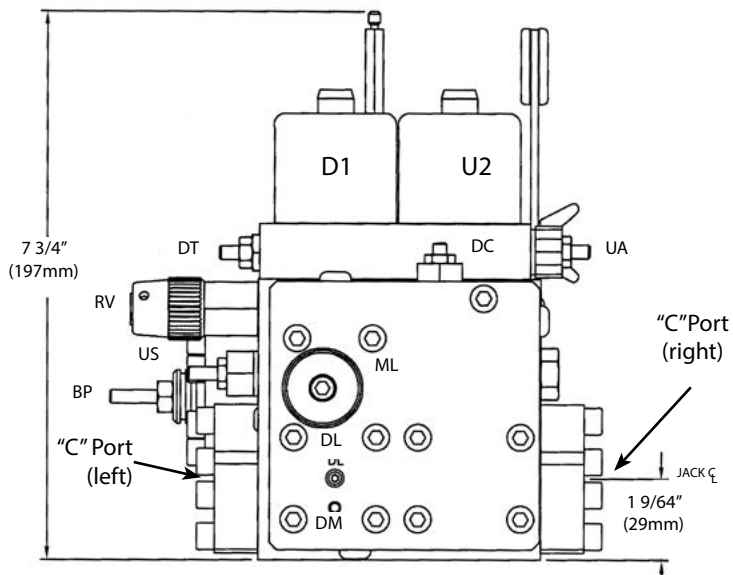
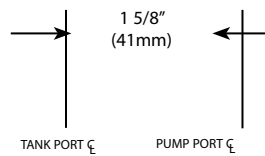
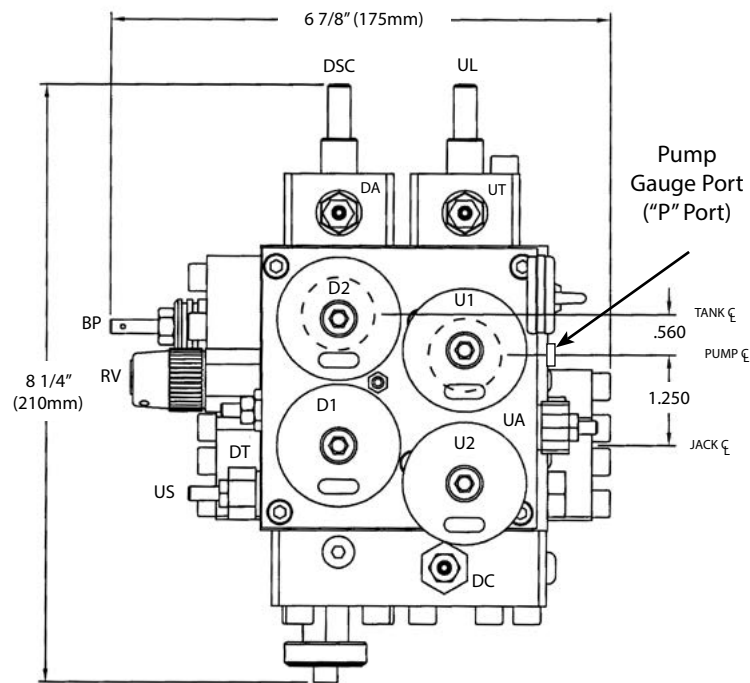
Small Control Valves for Residential & LULA Applications!

Continuing our tradition of providing the elevator industry with innovative quality products, EECO now offers a small, compact hydraulic elevator control valve for residential, LULA & handicapped applications.

The UV-4R has all the performance qualities of larger commercially available hydraulic control valves. Qualities such as full leveling in the up and down directions and pressure regulation to maintain constant down speed.

UV-4R jack ports are provided on both the right and left sides of the valve to provide options for easy installation.

UV-4R Valve External Dimensions



NOTE: The cylinder gauge port ("C" port) is located on the unused jack port cover.

UV-4R Adjustment Procedure

For residential, LULA and low flow applications.

- This information is provided with the understanding that it is only to be used by qualified hydraulic elevator professionals.**
- Optimum oil temperature for adjusting valve is 80°F (27°C) min. to 100°F (38°C) maximum.
- Each new valve is adjusted to a set of standard conditions at the factory. You only need to adjust **DM** and **BP** settings. Other minor adjustments may be required to suit your application. Final adjustments are made 1/8 turn (or less) at a time for optimum performance.
- After valve adjustments are finalized, snug tighten lock nuts. **(DO NOT over tighten).**
- Valve must be mounted with solenoids in vertical position. 5 inches (127mm) minimum clearance is required to remove the valve cover for service.
- When disconnecting solenoids, do it electrically, not physically.
- It is important to keep system oil clean. EECO recommends use of a 5 micron filtration system.
- If **DC** requires further adjusting after **DA** is adjusted, first preset **DA**, adjust **DC** as required, then readjust **DA**.
- DO NOT** adjust valve to suit switches (vaness/magnets). Adjust the switches to suit the valve. Recommended slowdown distance is 2 in. for every 10 fpm of car speed.

U1 - Up Fast solenoid

Up Adjustments (From Preset)

U2 - Up Slow solenoid

- BP Bypass** - Car at lower floor with **no load**. Disconnect **U2**. Register an up call. Turn **BP** CW until car moves, then CCW until car stalls plus 1/2 turn. Stop pump motor and reconnect **U2**.
- UA Up Acceleration** - Car at lower floor with **no load**. Register an up call and observe up acceleration. Turn **UA** a small step at a time CCW for faster or CW for slower up acceleration. **DO NOT** drag out acceleration.
- UL Up Leveling** - Car at lower floor with **no load**. Disconnect **U1**. Register an up call. Turn **UL** CW (faster) or CCW (slower) to set up leveling speed at 9 to 12 fpm (.05 to .06 m/s). Leave **U1** disconnected.
- UT Up Transition** - Car at lower floor with **no load**. Register an up call. Car will move up at leveling speed. Turn **UT** CW until car speeds up, then slowly CCW until car slows down to leveling speed again. Reconnect **U1**. Cycle car and observe up transition. Turn **UT** CW for slower transition or CCW for faster transition. Slowdown switch should be set to give 3 to 4 inches (75 mm to 100 mm) of stabilized leveling.
- US Up Stop** - Car at lower floor with **no load**. Disconnect **U2**. Register an up call. Car should not move. Turn **US** CW until car moves then slowly CCW until car stops again. Reconnect **U2**. Cycle car and observe up stop. Turn **US** CW for softer stop or CCW for firmer stop. **NOTE: Pump motor must run approximately 1 second after car has stopped.**

D1 - Down Fast solenoid

Down Adjustments (From Preset)

D2 - Down Slow solenoid

- DL Down Leveling** - Car at upper floor with **no load**. Disconnect **D1**. Register a down call. If car does not move, turn **DC** CW (1/8" turn at a time) until car moves down. Adjust **DL** to set down leveling speed at 7 to 9 fpm (.04 to .05 m/s). Reconnect **D1**.
- DM Down Main** - Car at upper floor with **no load** and **DSC** on preset. Register a down call. Turn **DM** CW (slower) or CCW (faster). To set down speed at contract (full load) speed.
- DC Down Closing** - Cycle **empty** car and observe down stop. Turn **DC** CW for softer stop or CCW for firmer stop until down stop is satisfactory (see note 8)
- DT Down Transition** - Cycle car and turn **DT** CCW (slower) or CW (faster) until down transition is satisfactory.
- DA Down Acceleration** - Car at upper floor with **no load**. Turn **DA** CW to stop. Register a down call. Car should not move. Turn **DA** slowly CCW until car breaks away from the floor. Turn **DA** CCW (faster) or CW (slower) until down acceleration is satisfactory.
- DSC Down Speed Control** - Car at upper floor with **full load**. Register a down call. Turn **DSC** CW from preset to slow car to down contract speed. Remove the load, cycle car and recheck empty car speed (should be the same as set before).

ML Manual Lowering - Open **ML** CCW to lower car at leveling speed. All electrical power **MUST** be off when using manual lowering!

Relief Valve (RV):

- With fully loaded car and a pressure gauge installed on the **pump gauge** port, register an up call and record maximum pressure as car nears top landing.
- With fully loaded car at bottom landing, close main line valve and turn **RV** and **UA** out CCW to stop.
- Register an up call. Turn **RV** in CW to set relief pressure as required by local code (not to exceed 50% above maximum pressure recorded earlier).
- Restart pump to check the RV setting. Seal RV as required. Open main line valve to the jack. Readjust **UA** for proper up acceleration.

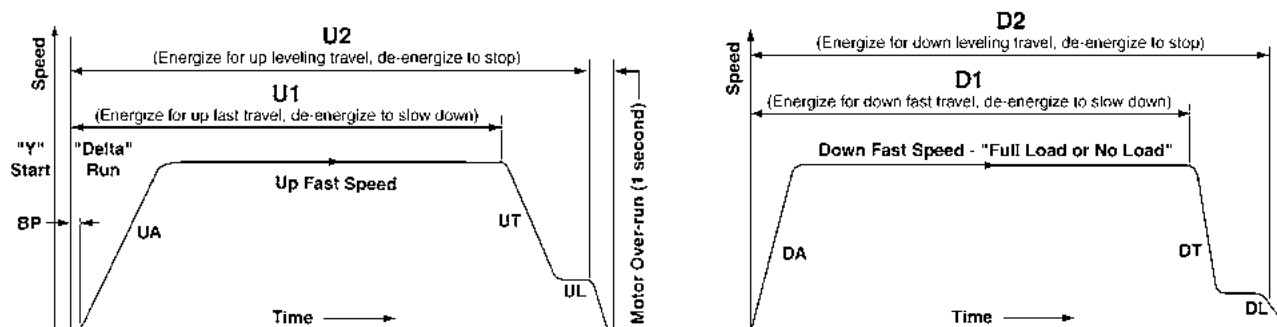
CW = Clockwise (IN)

Adjuster Presetting

CCW = Counter Clockwise (OUT)

	ADJUSTER	PRESETTING	FUNCTION
Up	BP Bypass	CCW to stop.	(CCW - Delays up start)
	UA Up Acceleration	Flush with locknut then CCW 9 turns.	(CCW - Faster acceleration)
	UL Up Leveling	CW to stop then CCW 5 turns.	(CW - Faster speed)
	UT Up Transition	CCW to stop.	(CW - Slower transition)
	US Up Stop	CCW to stop.	(CW - Softer stop)
	RV Relief Valve	Factory set at 550 psi (38 bar).	(CW - Increase pressure setting)
Down	DL Down Leveling	CCW to stop then CW 6 turns.	(CW - Slower speed)
	DM Down Main	CW to stop then CCW 6 turns.	(CW - Slower speed)
	DC Down Closing	CCW to stop, then CW * turns.	(CW - Softer Stop)
	* Previous to Serial # 1R18N0028, CW 15 turns – Serial # 1R18N0028 or later, 4 CW turns		(CCW - Slower transition)
	DT Down Transition	CW to stop.	(CW - Slower acceleration)
	DA Down Acceleration	CCW to stop.	(CW - Slower down speed with full load)
	DSC Down Speed Control	CCW to stop.	(CCW - Opens valve)
	ML Manual Lowering	CW to stop.	

Performance Chart for the UV-4R Valve



Additional Features

Connections

- 3/4" Inch NPT standard
- Easy setup for left or right hand jack port connection.

Gauge Ports

- "JG" (Jack Port) and "PG" (Pump Port) are 1/8" NPT.

Construction

- Lightweight, heat-treated, high strength aluminum body.
- The valve has a fully adjustable pressure relief valve.
- High temperature viton seals are used throughout.

Ratings

- Pressure rated at 50 psi (3.5 bar) min and 1200 psi (84 bar) max.
- The temperature range is 80° F (27° C) min, 150° F (65° C) max.
- Handles flow rate range of 3 gpm (11 lpm) min, 35 gpm (133 lpm) max.
- Maintains Constant Down Speed irrespective of the load.

Recommendations

Use of a good brand of grade 32 turbine oil with a viscosity of 150 ssu at 100° F (38° C) and a minus pour point is recommended. Also compatible with grade 46 and biodegradable (vegetable) oil.

Notes

- Can be converted to 3 coil application
- Uses CSA approved coils

Sequence Of Solenoid Operation

Up Start:

- A)** "ATL" (Across The Line) start: pump motor "ON".
Energize both **U2** and **U1** solenoids to run up at fast speed
- B)** "Wye" start: Pump motor "ON" (reduced voltage).
"Delta" run: Pump motor "ON" full voltage, then energize both **U2** and **U1** solenoids to run up at fast speed.
De-energize **U1** to slowdown to leveling speed.
De-energize **U2** to stop at floor.

CAUTION: Never energize **U2** and **U1** during "Wye" start, only after "Delta" run!

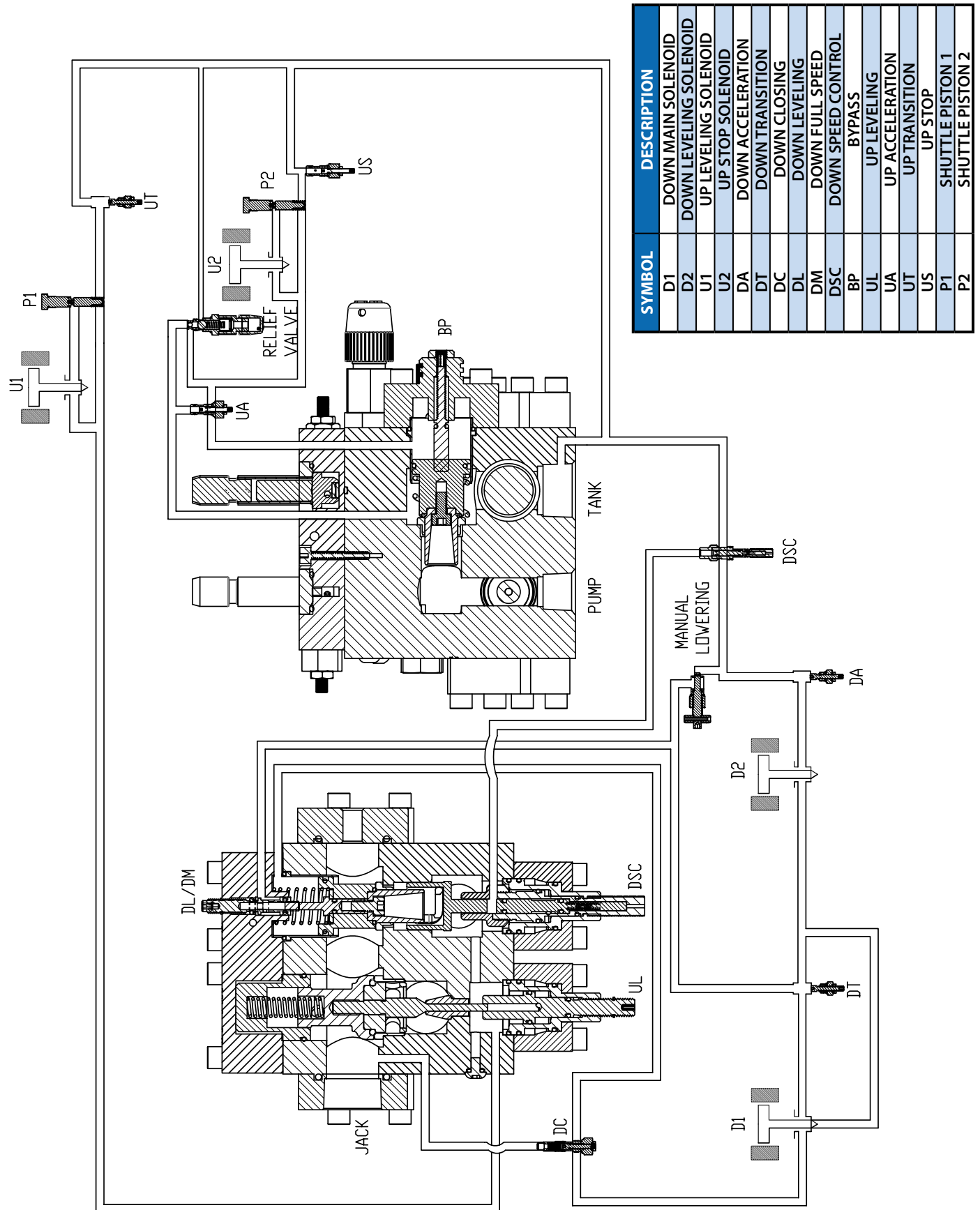
Down Start:

Energize **D1** and **D2** to lower car at fast speed.
De-energize **D1** to slowdown to leveling speed.
De-energize **D2** to stop at floor.

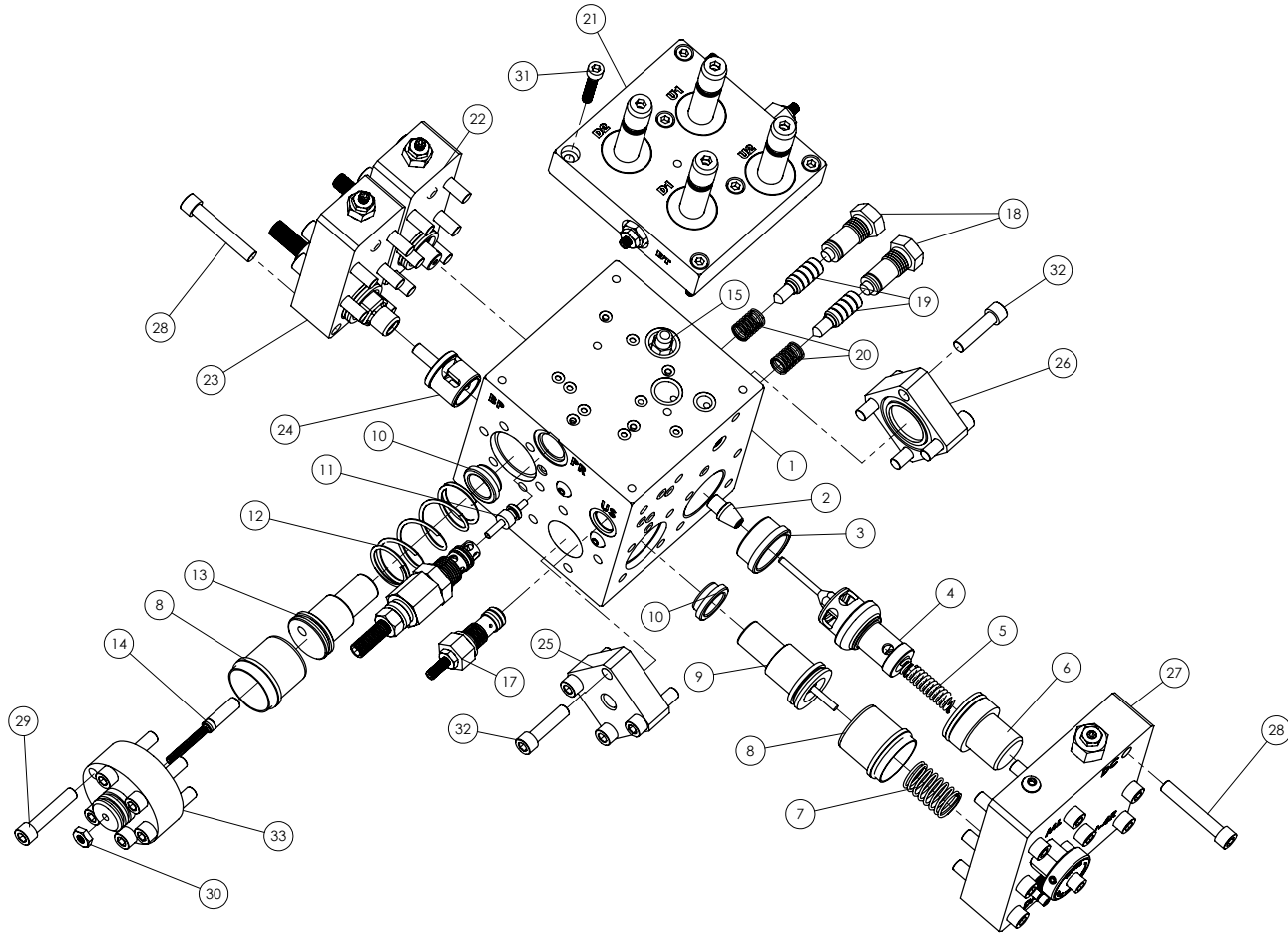
Note 1: For additional clarification on the sequence of operation, please refer to the Performance Chart above.

Note 2: Pump motor must be timed to run approximately 1 second after car has stopped.

UV-4R Valve Schematic



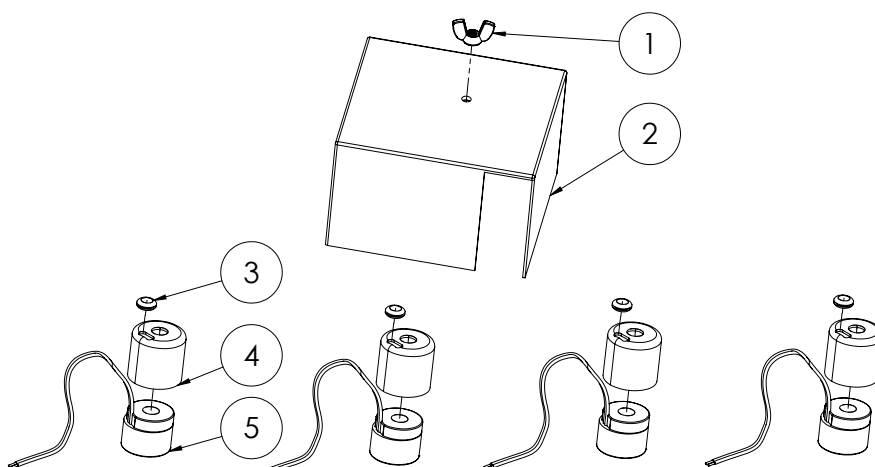
UV-4R Valve Exploded View



UV-4R Valve Parts List

ITEM	PART NO.	DESCRIPTION	QTY.
1	8001	UV-4R BODY	1
2	8003	UL BUSHING	2
3	8002	CHECK SLEEVE	1
4	8056	CHECK VALVE ASSEMBLY	1
5	8030	CHECK SPRING	1
6	8028	CHECK CLOSURE	1
7	8059	DOWN PISTON SPRING	1
8	8014	BYPASS/DOWN REMOVABLE SLEEVE	2
9	8031A	DOWN PISTON ASSEMBLY	1
10	8004	BYPASS/DOWN SLEEVE	2
11	5122B	RELIEF VALVE PISTON ASSEMBLY	1
12	SPRING-10510	BYPASS RETURN SPRING	1
13	8020A	BYPASS LOWER PISTON ASSEMBLY	1
14	8017	BYPASS ADJUSTER	1
15	8016	BYPASS FLANGE	1
16	5079A	RELIEF VALVE ASSEMBLY	1
17	8010A	US ADJUSTER ASSEMBLY	1
18	8009	SHUTTLE PLUG	2
19	8006	SHUTTLE PISTON	2
20	8023	SHUTTLE SPRING	2
21	8035A	SOLENOID BLOCK ASSEMBLY	1
22	8049A	UL FLANGE ASSEMBLY	1
23	8069A	DSC/DA FLANGE ASSEMBLY	1
24	8034	DSC PISTON	1
25	8065	1/8" NPT PORT FLANGE	1
26	8056	3/4" NPT PORT FLANGE	1
27	8044A	DOWN/CHECK FLANGE ASSEMBLY	1
28	4111	1/4"-28X1-1/2" SOCKET SCREW	23
29	4112	1/4"-28X1-1/4" SOCKET SCREW	6
30	4113	#10-32 NUF-2B JAMB NUT	1
31	4114	#10-32x1" SOCKET SCREW	6
32	4109	1/4"-28X1" SOCKET SCREW	8
33	8016	BYPASS FLANGE	1

UV-4R External Parts - Exploded View

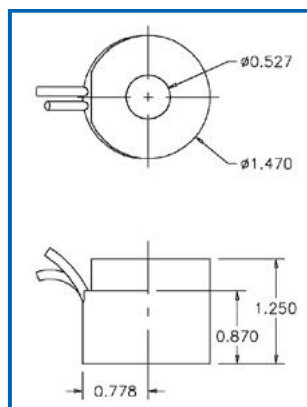


UV-4R External Parts List

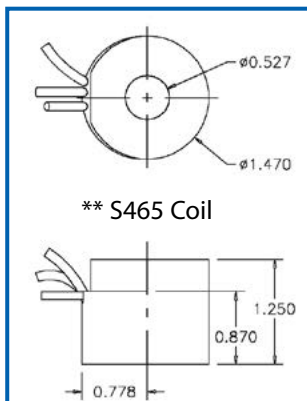
ITEM	PART NO.	DESCRIPTION	QTY.
1	-	#10-32 WING NUT	1
2	8062	COIL COVER	1
3	5042-1	COIL TUBE GROMMET	4
4	5047A	COIL TUBE COVERS	4
5	-	COILS (SEE CHART FOR VOLTAGE)	4

UV-4R, UV-5(A/B)T, & UV-5(A/B)TC Solenoid Coils

PART NO.	VOLTAGE (V)	FREQUENCY (HZ)	IN RUSH CURRENT (A)	HOLDING CURRENT (A)	RESISTANCE (OHM)	WIRE COLOR
SOLENOID COILS FOR UV-5A, UV-5AT, UV-5ATC AND UV-4R VALVES ONLY						
S461	110 VAC	60	0.64	0.34	113	*
S462	208 VAC	60	0.35	0.22	276	B
S453	220 VAC	50	0.18	0.15	560	B
S463/S401	220 VAC/110 VDC	60/DC	0.20/0.15	0.15	434	*
S464/S403	440 VAC/220 VDC	60/DC	0.11/0.08	0.08	1765	B
S455	24 VDC	DC	0.12	0.12	24	B
S465 ** see drawing	110 VAC/12 VDC	60/DC	0.64	0.34		
	Black Wire - 12 VDC				4.7	
	Yellow Wire - Common					
	Red Wire - 110 VAC				84	



UV-5A, UV-5AT, UV-5ATC & UV-4R SOLENOID COILS



** S465 Coil

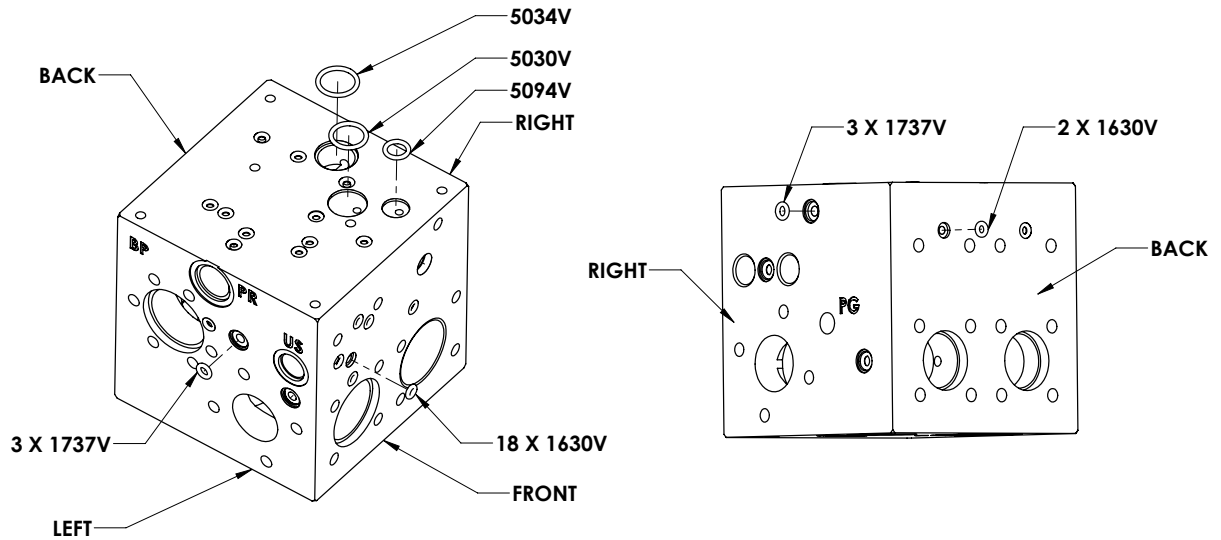
* Supplied with the following colored wires to simplify valve wiring:

U1 coils = **Red** wires
U2 coils = **Yellow** wires
D1 coils = **Black** wires
D2 coils = **Blue** wires

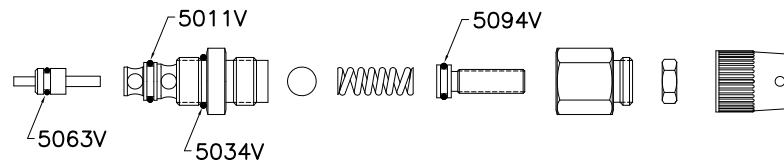
NOTE: All other solenoid coils have black wires only.

UV-4R ACCESSORIES

Kit # 8088V - UV-4R Viton Seal Kit



O-Rings for UV4R Body

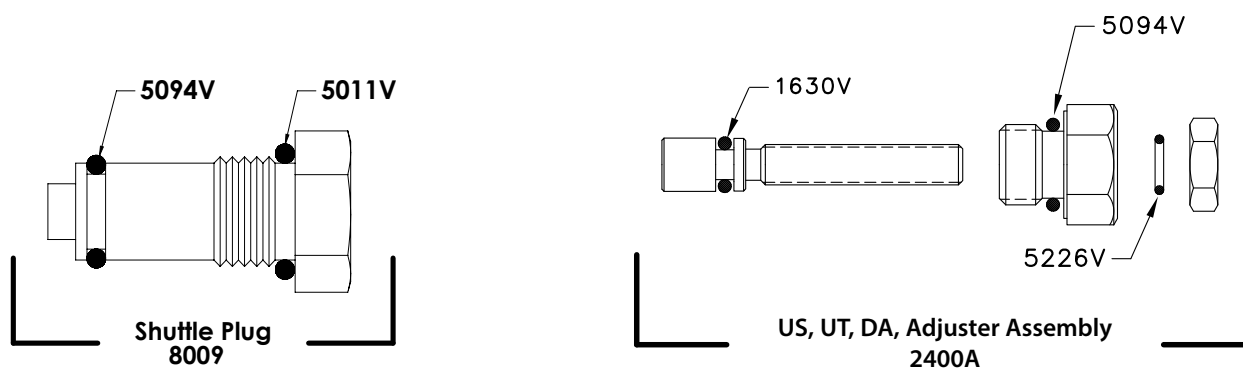
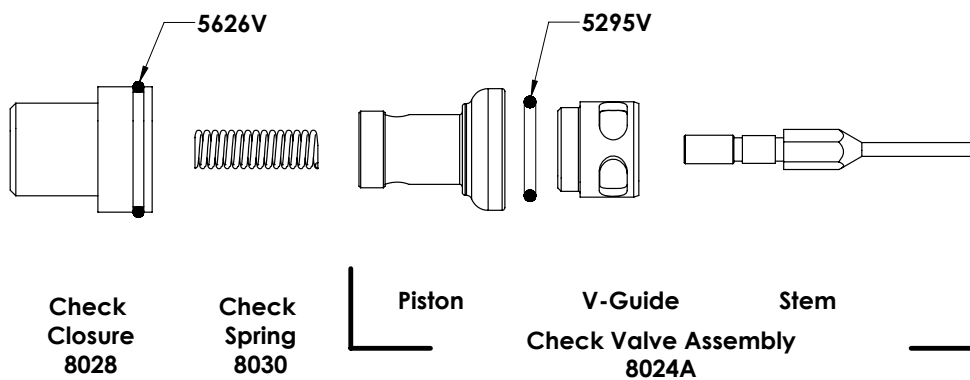
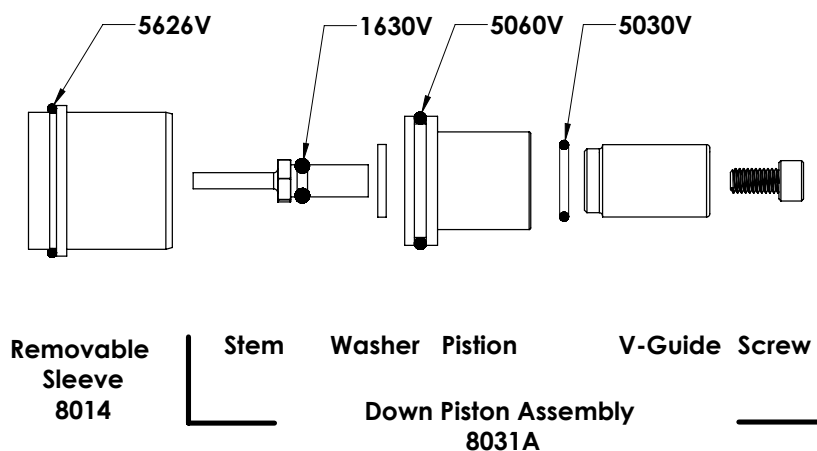
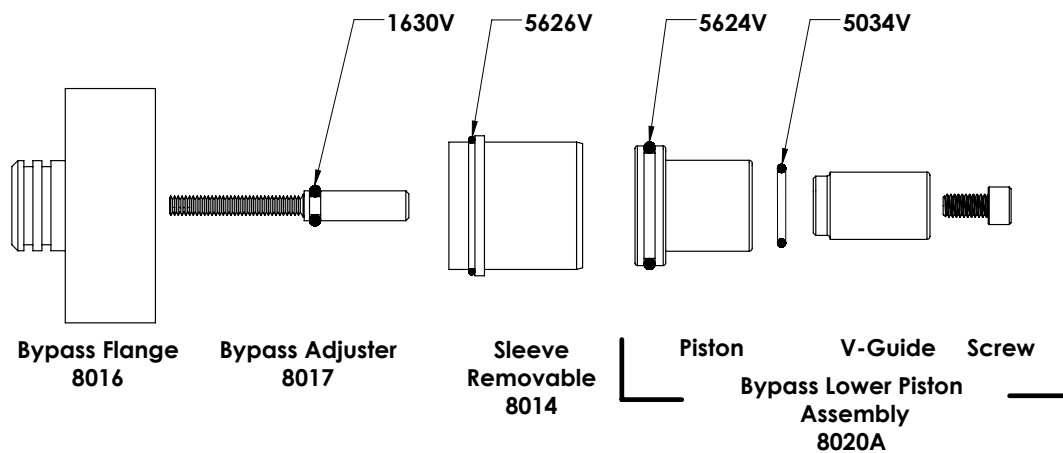


Pressure Relief Assembly (RV) 5079A

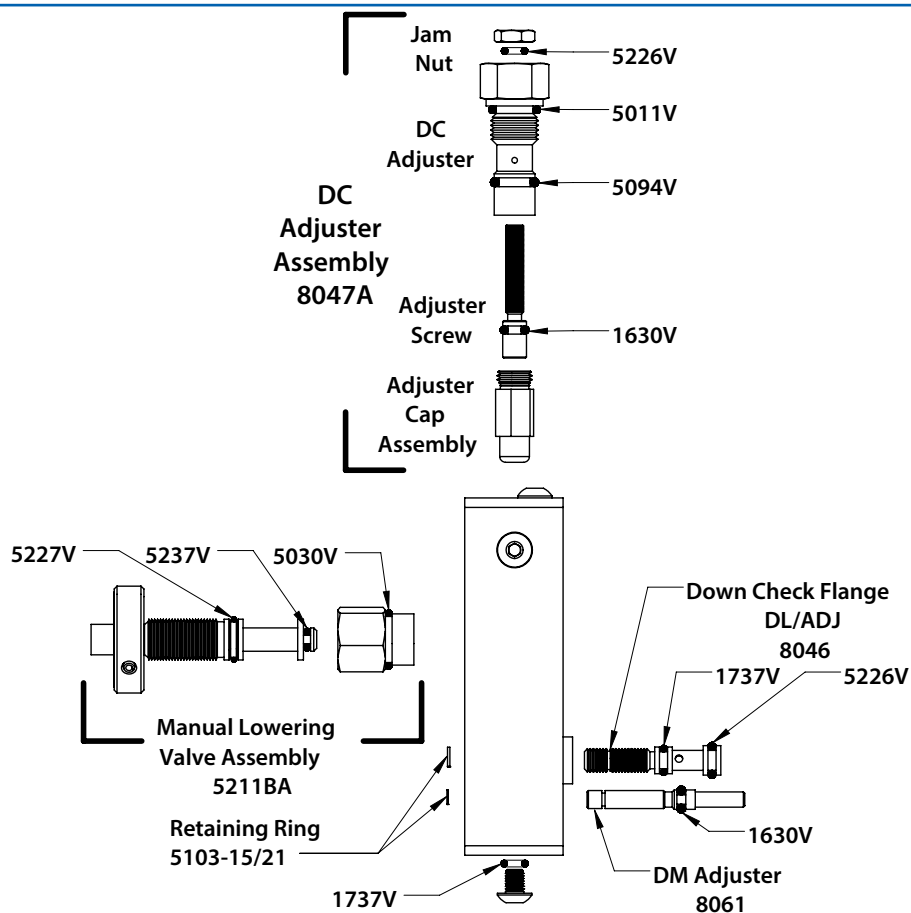
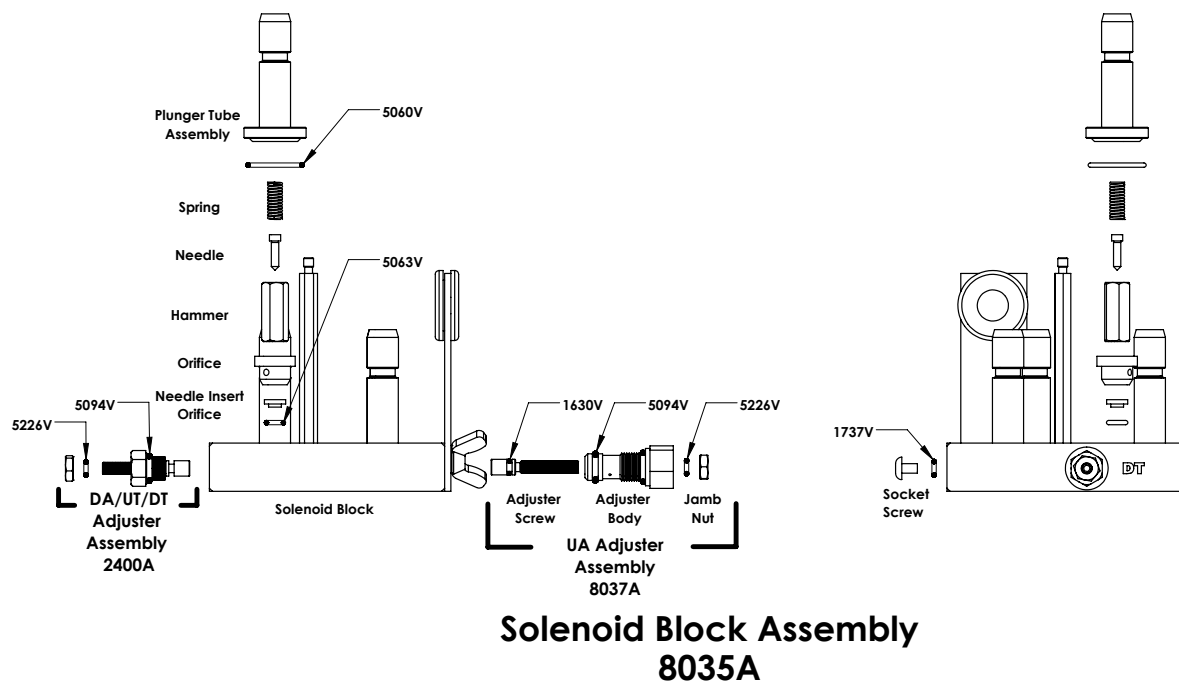
Parts Included with Kit 5131V

PART NO.	QTY	LOCATION & DESCRIPTION
1630V	30	O-RINGS FOR DA, UT, US, DSC, UA, DM, DC, BP ADJUSTER, UV-4R BODY & DOWN PISTON ASSY
1737V	10	O-RINGS FOR DM ADJUSTER, UV-4R BODY & SOLENOID BLCOK ASSY
5030V	3	O-RINGS FOR MANUAL LOWERING ASSY, UV-4R BODY & DOWN PISTON ASSY
5034V	3	O-RINGS FOR PRESSURE RELIEF VALVE (RV) ASSY, BYPASS PISTON ASSY & UV-4R BODY
5094V	9	O-RINGS FOR DA, DC, UT, US, UA ADJUSTER, UV-4R BODY, SHUTTLE PLUG ASSY & PRESSURE RELIEF VALVE (RV) ASSY
5226V	6	O-RINGS FOR DA, DC, DM, UT, US, UA ADJUSTER
5311V	2	DSC/UL CLOSURE ASSY
5624V	5	O-RINGS FOR DSC/UL CLOSURE ASSY & BYPASS PISTON ASSY
5020V	2	O-RINGS FOR UL & DSC ADJUSTER
5063V	7	O-RINGS FOR SOLENOID BLOCK ASSY, UL, DSC ADJUSTER & PRESSURE RELIEF VALVE (RV) ASSY
5060V	5	O-RINGS FOR SOLENOID BLOCK ASSY & DOWN PISTON ASSY
5011V	3	O-RINGS FOR PRESSURE RELIEF VALVE (RV) ASSY & SHUTTLE PLUG ASSY
5227V	1	O-RINGS FOR MANUAL LOWERING ASSY
5237V	1	O-RINGS FOR MANUAL LOWERING ASSY
5626V	3	O-RINGS FOR REMOVABLE SLEEVE & CHECK CLOSURE
5295V	1	O-RINGS FOR CHECK VALVE ASSY
5627V	2	O-RINGS FOR 1/8" NPT & 3/4" NPT PORT FLANGE

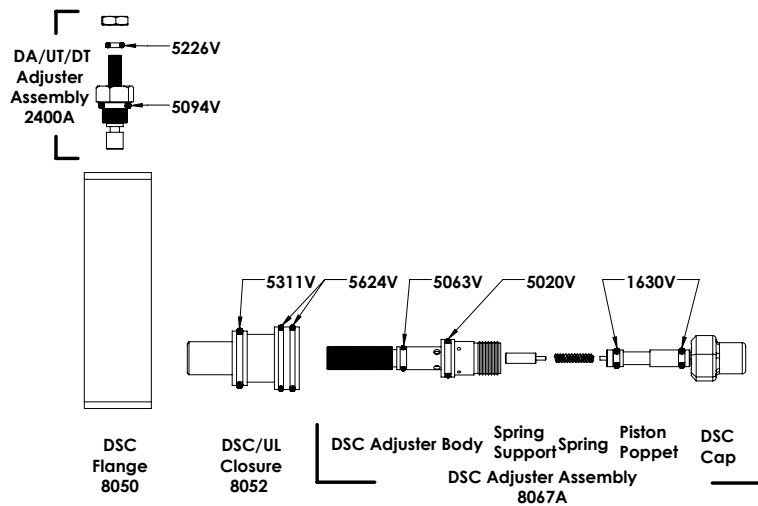
Kit # 5131V - UV-4R Viton Seal Kit (cont.)



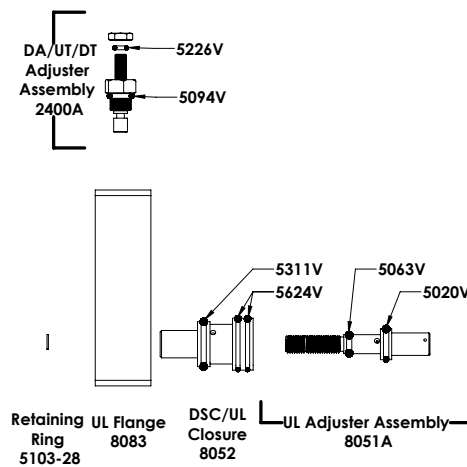
Kit # 8088V - UV-4R Viton Seal Kit (cont.)



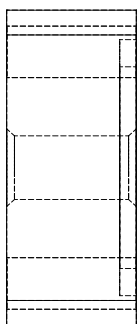
Kit # 8088V - UV-4R Viton Seal Kit (cont.)



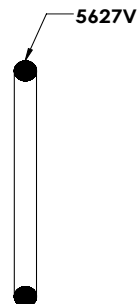
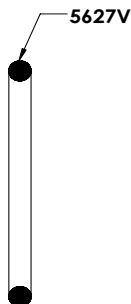
**DSC/DA Flange Assembly
8069A**



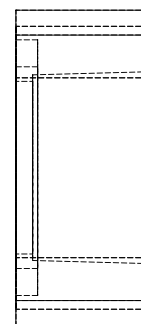
**UL Flange Assembly
8049A**



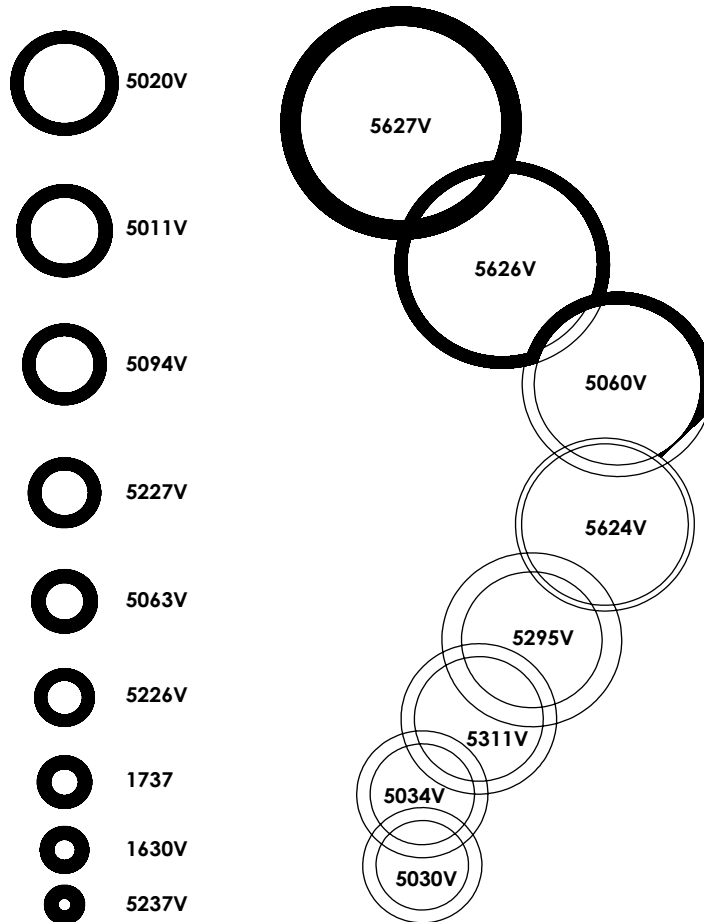
**FLANGE, PORT 1/8" NPT
8065**



**FLANGE, PORT 3/4" NPT
8056**



Kit # 8088V - UV-4R Viton Seal Kit O-Rings



Kit # UV-4R-TSK - UV-4R Troubleshooting Kit



The **Troubleshooting Kit** was created to provide mechanics with the most common parts needed to service UV-4R valves in the field. Contact EECO for details. **Model No. UV-4R-TSK**

ITEM	PART NO.	DESCRIPTION	QTY.
1	5106V	SOLENOID KIT	1
2	8088V	VITON SEAL KIT	1
3	S461-BLK	COIL 110VAC/60HZ - BLACK WIRE	1
4	S455-BLK	COIL 24VDC - BLACK WIRE	1
5	5712	VALVE ADJUSTING WRENCH	1
6	UV-TSG	TROUBLESHOOTING GUIDE	1
7	CAT-VALVE	VALVE CATALOG	1
8	UV-VAK	VALVE ADJUSTMENT USB DRIVE	1

UV-5AT(C) & UV-5BT(C) CONTROL VALVE

UV-5AT



Green
Compatible

SP B44
C US ASME A17.1

Smooth Up Start

Allows the pump motor to reach full running speed before load is applied to the motor.

Up Transition

Provides unvarying transition through a wide pressure range.

Up Leveling

Maintains leveling speed regardless of change of system pressure, oil viscosity or pump output.

Up Stop

Provides smooth up stop which is solenoid operated and adjustable.

Check Valve

Locks the elevator on a column of oil while the car is stopped.

Lowering Valve

Provides controlled down acceleration, precise constant down speed, transition, adjustable leveling speed and soft stop.

Green
Compatible

UV-5ATC



The UV-5(A/B)T is equipped with full **Temperature Compensation** over its entire operational temperature range of 80° to 150° F (27° C to 65° C) by compensating for variations in oil temperature and viscosity, maintaining consistent elevator operation regardless of oil temperature.

The UV-5AT is capable of handling flow rates of 20 (76 lpm) to 200 (757 lpm) gpm.

The optional UV-5ATC also offers **Pressure Compensation** for constant down speed control.

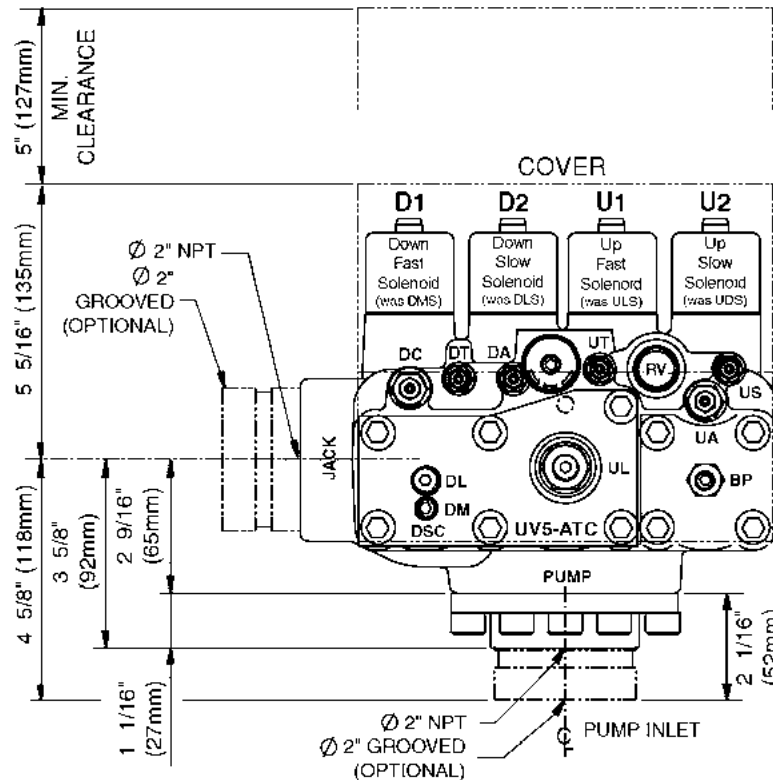
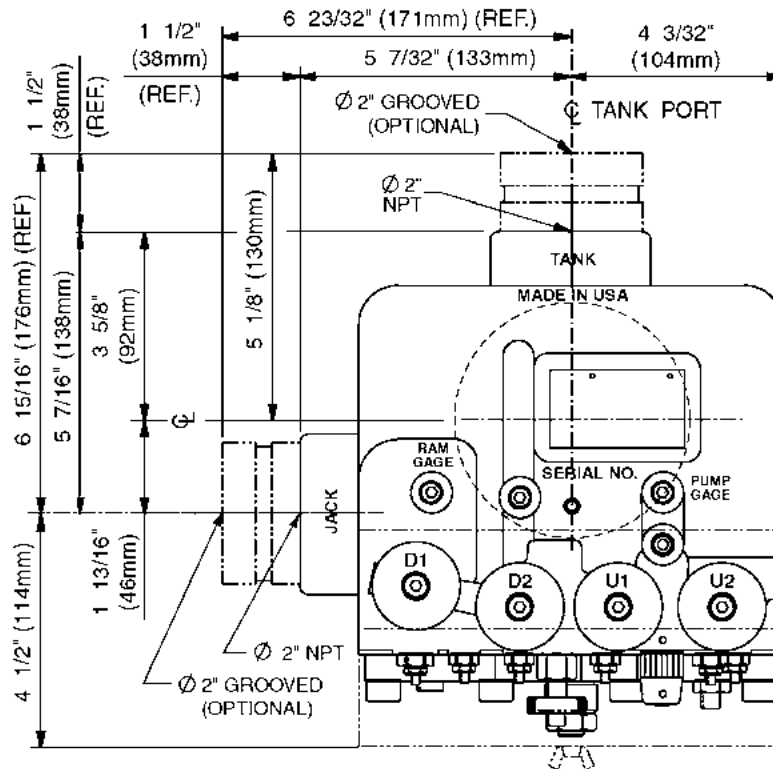
This modification of the down piston assembly delivers constant down speed between no-load and full-load conditions.

EECO also offers owners of older UV-5A control valves the **ability to upgrade existing valves currently in service** with both the temperature and pressure compensation features using simple in-the-field retrofit kits.

For more information about these kits see the next chapter, **UV-5AT(C) & UV-5BT(C) Accessories**.

The UV-5AT is also available with an Explosion Proof Coil Canister modification. Contact EECO for more details.

UV-5AT & UV-5ATC Valve Dimension



Valve Dimensions:

Standard 2" NPT ports: Width 9 5/16" (237mm), Height 8 15/16" (227mm), Depth 9 15/16" (252mm), Weight (including coils) 29 lbs. (13.2 Kg).

Optional 2" Grooved ports: Width 10 13/16" (275mm), Height 9 15/16" (252mm), Depth 11 7/16" (291mm), Weight (including coils) 33 lbs. (15 Kg).

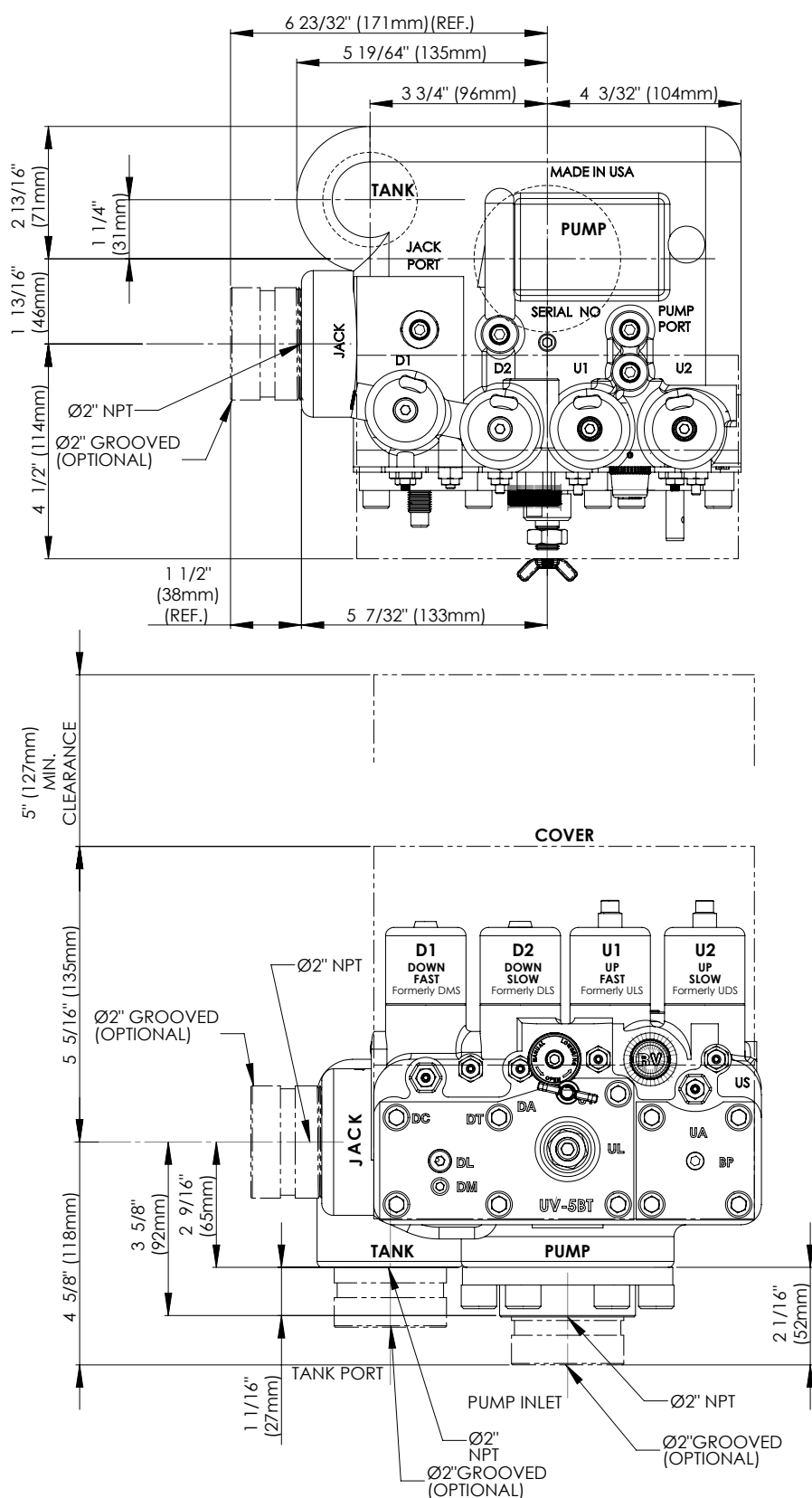
The UV-5BT & UV-5BTC Control Valves

EECO introduces the latest addition to our hydraulic control valve product line.



- Tank Return Port is at the bottom
- Requires less space in tank
- Temperature Compensation standard
- Available with Pressure Compensation
- Can retrofit any previous EECO UV-5A Valve
- Ports can be either 2" Threaded or Grooved
- Contact EECO for more information

The UV-5BT & UV-5BTC Valve Dimensions



Valve Dimensions:

Standard 2" NPT ports: Width $9 \frac{5}{16}$ " (237mm), Height $8 \frac{15}{16}$ " (227mm), Depth $9 \frac{15}{16}$ " (252mm), Weight (including coils) 29.7 lbs. (13.5 Kg).

Optional 2" Grooved ports: Width $10 \frac{13}{16}$ " (275mm), Height $9 \frac{15}{16}$ " (252mm), Depth $11 \frac{7}{16}$ " (291mm), Weight (including coils) 33.7 lbs. (15.3 Kg).

UV-5(A/B)T & UV-5(A/B)TC Adjustment Procedure

- This information is to be used only by qualified hydraulic elevator professionals.**
- The optimum oil temperature to adjust the valve is between 80° to 100°F (27° to 38°C). If oil temperature exceeds 100°F (38°C), make down stop firmer.
- The following instructions are for adjusting the valve starting with adjusters on preset. However, each new valve is adjusted to a set of standard conditions at the factory and **you do not have to preset adjusters**. You only need to adjust **DM** and **BP**. Other adjusters may require fine-tuning to suit your application.
- Hand tighten the seal nuts on the adjusters - **DO NOT** over tighten.
- Valve must be mounted with solenoids in vertical position. Five (5) inches (127mm) min. clearance is required to remove valve cover for service.
- When disconnecting solenoids, do it electrically, not physically.
- Both **UA** and **DC** adjusters have screened inputs and must be kept clean. EECO recommends use of a 5-micron filtration system.
- If **DC** requires further fine-tuning after **DA** is adjusted, first open **DA** 3 turns, fine-tune **DC** and then readjust **DA**.
- Down contract speed is full down speed with rated load on the car for standard UV-5AT control valves, down speed with empty car is less than contract speed depending on the ration of full-load to no-load pressures, approximately 25% less for a 2 to 1 pressure ratio (i.e., empty car down speed = full load (contract) down speed x .75). If constant down speed is required between no-load and full-load conditions, use UV-5A(B)TC valve.
- DO NOT** adjust the valve to suit switches. Adjust the switches (vanes / magnets) to suit the valve. Recommended slowdown distance is 2 in. for every 10 fpm of car speed. (not to exceed 2.5 in. per 10 fpm)

U1 - Up Fast Solenoid		Up Adjustments (From Preset)	U2 - Up Slow Solenoid
1.	BP	Bypass - Car at lower floor with no load . Disconnect U2 . Register an up call. Car should not move. Turn BP CW until car moves, then CCW until car stalls plus a minimum of 1/2 turn. Stop pump motor. Reconnect U2 .	
2.	UA	Up Acceleration - Car at lower floor with no load . Turn UA CCW 2 1/2 turns from fully closed position. Register an up call and observe up acceleration. Turn UA CCW for faster or CW for slower up acceleration. Car should reach full speed in no more than 2 1/2 feet (.8m). DO NOT drag out acceleration.	
3.	UL	Up Leveling - Car at lower floor with no load . Disconnect U1 . Register an up call. Turn UL CCW (faster) or CW (slower) to set up leveling speed at 10 to 13 fpm (.05 to .07 m/sec). Leave U1 disconnected.	
4.	UT	Up Transition - Car at lower floor with no load . Register an up call with U2 energized only. Car will move up at leveling speed. Turn UT CW until car speeds up, then slowly CCW until car slows down again. Reconnect U1 . Register an up call and observe up transition. Turn UT CW (slower) or CCW (faster) until up transition is satisfactory. Slowdown switch should be located to give 3 to 4 inches (75 to 100mm) of stabilized leveling (see note 10 above).	
5.	US	Up Stop - Car at lower floor with no load . Disconnect U2 . Register an up call. Car should not move. Turn US CW until car moves, then CCW until car stops again. Reconnect U2 . Register an up call and observe up stop. Turn US CW for softer stop or CCW for firmer stop. NOTE: Pump motor must run approximately 1 second after car has stopped.	
D1 - Down Fast Solenoid		Down Adjustments (From Preset)	D2 - Down Slow Solenoid
1.	DL	Down Leveling - Car at upper floor with no load . Disconnect D1 . Register a down call. If car does not move, turn DC CW (1/8 turn at a time) until car moves down. Adjust DL to set down leveling speed at 7 to 9 fpm (.04 to .05 m/sec). Reconnect D1 .	
2.	DM	Down Main - For UV-5AT valves, car at upper floor with no load . Register a down call. Turn DM CW (slower) or CCW (faster) to set down speed at 25% less than contract (full load) speed (see note 9 above). For UV-5(A/B)TC valves DSC should be on preset and set down speed at full contract speed.	
3.	DSC	Down Speed Control - Put full load on car and check speed in down direction. If speed is more than 5% different from contract speed turn DSC (CW) to decrease or (CCW) to increase speed within 5% of contract speed. Final DSC adjustment should be in 1/8 turn increments	
4.	DC	Down Closing - Cycle empty car and observe down stop. Turn DC CW (softer stop and slower transition) or CCW (firmer stop and faster transition) until down stop is satisfactory (see note 8). For most applications, there is no need to adjust DT since down transition is satisfactory when DC is set. However, if DT requires further adjustment, go to step 4, otherwise go to step 5.	
5.	DT	Down Transition - Car at upper floor with no load . Disconnect D1 . Register a down call. Car should come down at leveling speed. Turn DT CCW until car speeds up, then slowly CW until car slows down again. Reconnect D1 . Cycle car and turn DT CCW (slower) or CW (faster) until down transition is satisfactory. Readjust DL to maintain down leveling at 7 to 9 fpm (.04 to .05 m/sec). Slowdown switch should be located to give 3 to 4 inches (75 to 100mm) of stabilized leveling (see note 10 above).	
6.	DA	Down Acceleration - Car at upper floor with no load . Turn DA CW to stop. Register a down call. Car should not move. Turn DA slowly CCW until car breaks away from the floor. Turn DA CW (slower) or CCW (faster) until down acceleration is satisfactory.	

ML Manual Lowering - Turn **ML** out CCW to lower car at leveling speed. All electrical power **MUST** be off when using manual lowering!

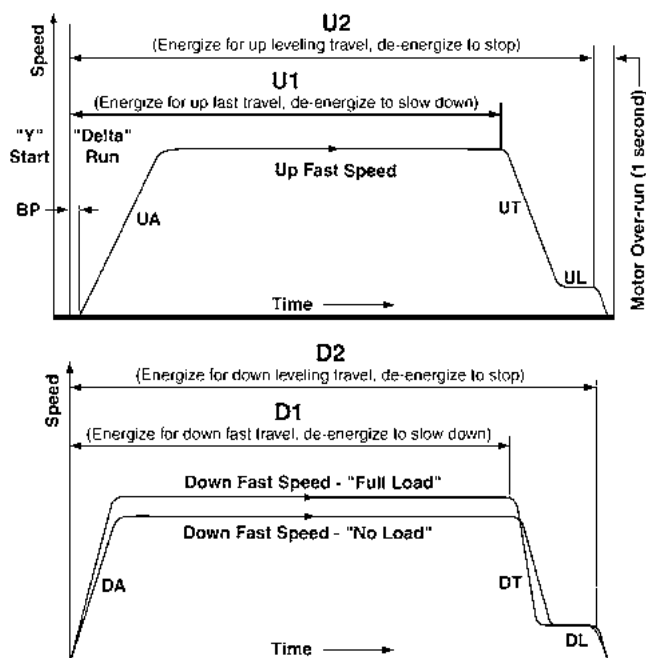
RV Relief Valve

- With fully loaded car and a pressure gauge installed on the **pump gauge** port, register an up call and record maximum pressure as car nears top landing.
- Close main line valve and turn **RV** and **UA** out CCW to stop.
- Register an up call. Turn **RV** CW to set relief pressure as required by local code (not to exceed 50% above maximum pressure recorded earlier).
- Restart pump to check pressure relief setting. Seal **RV** as required. Open main line valve to the jack. Readjust **UA** for proper up acceleration.

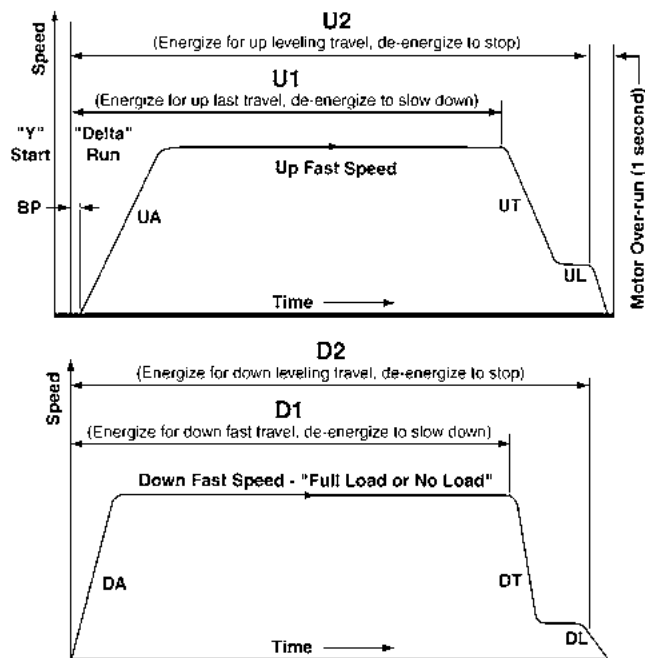
CW = Clockwise (IN) ↻		Adjuster Presetting	↻ CCW = Counter Clockwise (OUT)	
UP	PRESETTING	FUNCTION	PRESETTING	FUNCTION
	BP CCW to stop, CW 2 turns.	(CCW - Delays up start)	DL CW to stop, CCW 5 1/2 turns.	(CW - Slower speed)
	UA CW to stop.	(CCW - Faster acceleration)	DM CW to stop, CCW 5 1/2 turns.	(CW - Slower speed)
	UL CW to stop.	(CCW - Faster speed)	DSC CW to snap ring, CCW 6 turns.	(CW - Slower speed)
	UT CCW to stop, CW 7 1/2 turns.	(CW - Slower transition)	DC CCW to stop, CW 8 1/2 turns.	(CCW - Firmer stop)
	US CCW to stop, CW 7 1/2 turns.	(CW - Softer stop)	DT Closed flush with lock nut.	(CCW - Slower transition)
DOWN	RV Factory set at 550 psi (38 bar).	(CW - Increase pressure)	DA CCW to stop.	(CCW - Faster acceleration)

UV-5(A/B)T & UV-5(A/B)TC Valve Performance

Performance Chart for UV-5(A/B)T Valves



Performance Chart for UV-5(A/B)TC Valves



Additional Features

Connections

- 2 inch NPT standard
- Grooved connections for all three ports. (Optional)
- Left hand jack port connection standard.
- Right hand jack port connection adapter. (Optional)

Gauge Ports

- "Ram"(Jack) and "Pump" gauge ports are 1/8" NPT and are provided on top of the valve.

Construction

- Lightweight, heat-treated, high strength aluminum body.
- All adjustments are made from the front of the valve.
- Moving parts are restricted to sliding sealed pistons.
- The valve has a fully adjustable pressure relief valve.
- High temperature viton seals throughout.

Upgrade Options

- Pressure Compensation (Down Constant Speed) Kit
- Temperature and Pressure Compensated Valve - UV-5(A/B)TC

Ratings

- Certified by CSA-B44 - ASME A17.1.
- CSA-B44 rated at 50 psi (3.4 bar) min and 800 psi (55.2 bar) max.
- The temperature range is 80° F (27° C) min, 150° F (65° C) max.
- Handles flow rate up to 200 gpm (836 lpm) max.
- UV-5(A/B)TC maintains Constant Down Speed irrespective of the load.

Recommendations

For oil service, use of a good brand of grade 32 turbine oil with a viscosity of 150 ssu at 100° F (38° C) and a minus pour point. Also compatible with grade 46 and biodegradable (vegetable) oil.

Notes

- Size all UV-5(A/B)T & UV-5(A/B)TC valves to bypass entire capacity of pump at **minimum** pressure.

Solenoid Changes:

U1 - Up Fast (Red wire*) - was ULS
 U2 - Up Slow (Yellow wire*) - was UDS
 D1 - Down Fast (Black wire*) - was DMS
 D2 - Down Slow (Blue wire*) - was DLS

Adjuster Changes:

US - Up Stop - was UD

Sequence Of Solenoid Operation

Up Start:

- "ATL" (Across The Line) start: pump motor "ON". Energize both U2 and U1 solenoids to run up at fast speed
 - "Wye" start: Pump motor "ON" (reduced voltage). "Delta" run: Pump motor "ON" full voltage. Energize both U2 and U1 solenoids to run up at fast speed. De-energize U1 to slowdown to leveling speed. De-energize U2 to stop at floor.
- CAUTION: Never energize U2 and U1 during "Wye" start, only after "Delta" run!

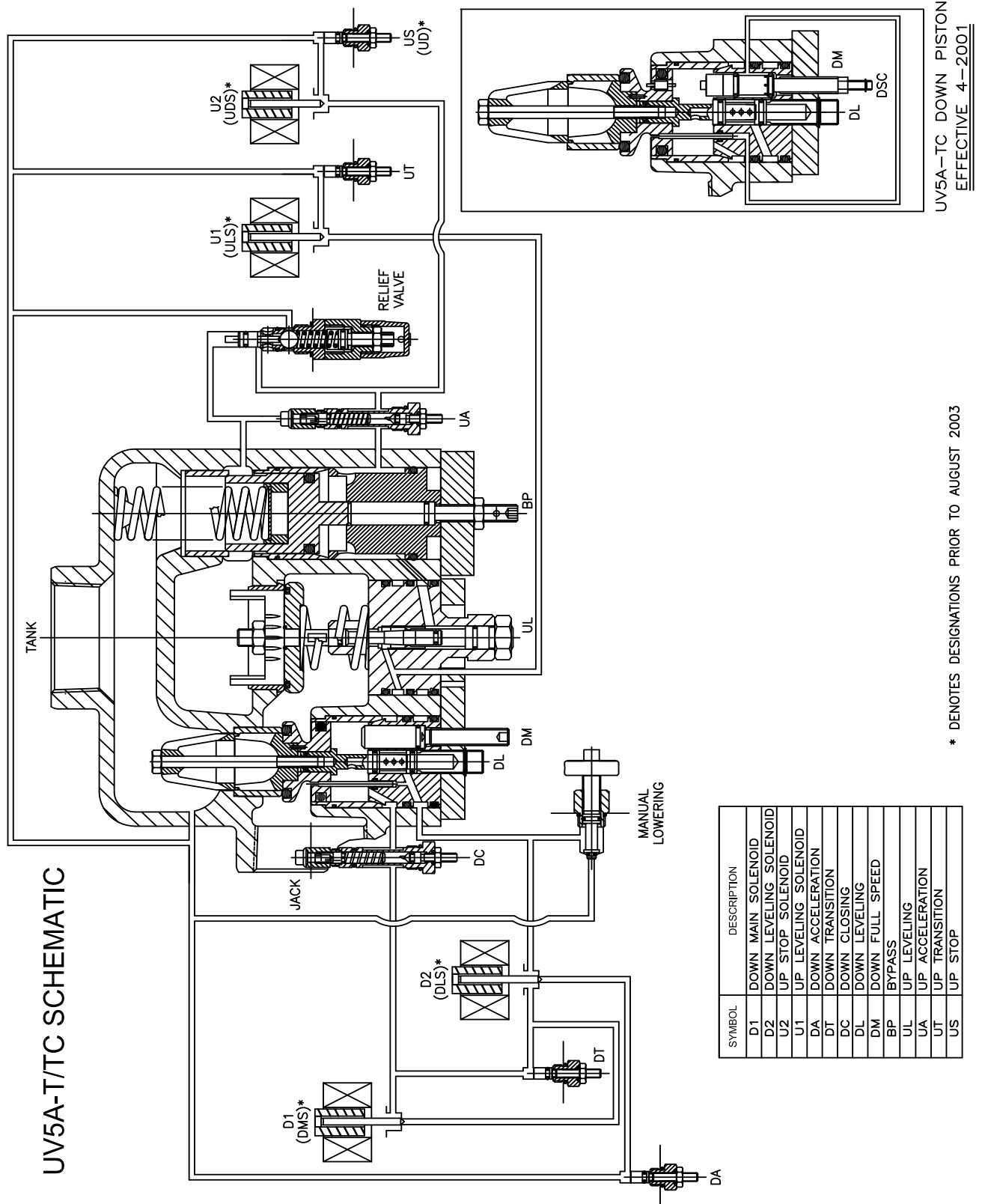
Down Start:

Energize D1 and D2 to lower car at fast speed. De-energize D1 to slowdown to leveling speed. De-energize D2 to stop at floor.

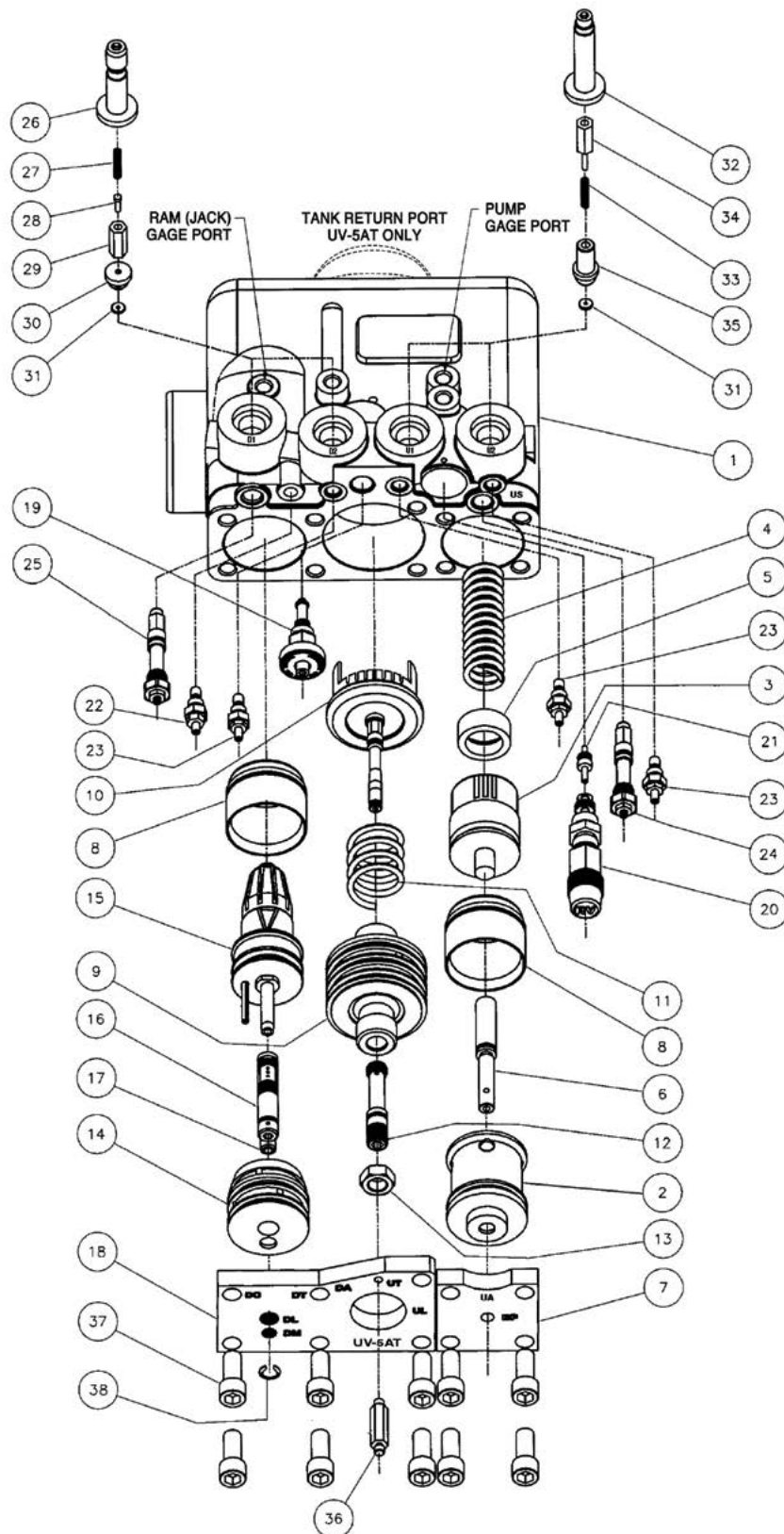
Note 1: For additional clarification on the sequence of operation, please refer to the Performance Chart above.

Note 2: Pump motor must be timed to run approximately 1 second after car has stopped.

UV-5AT & UV-5ATC Valve Schematic



UV-5(A/B)T Valve Exploded View

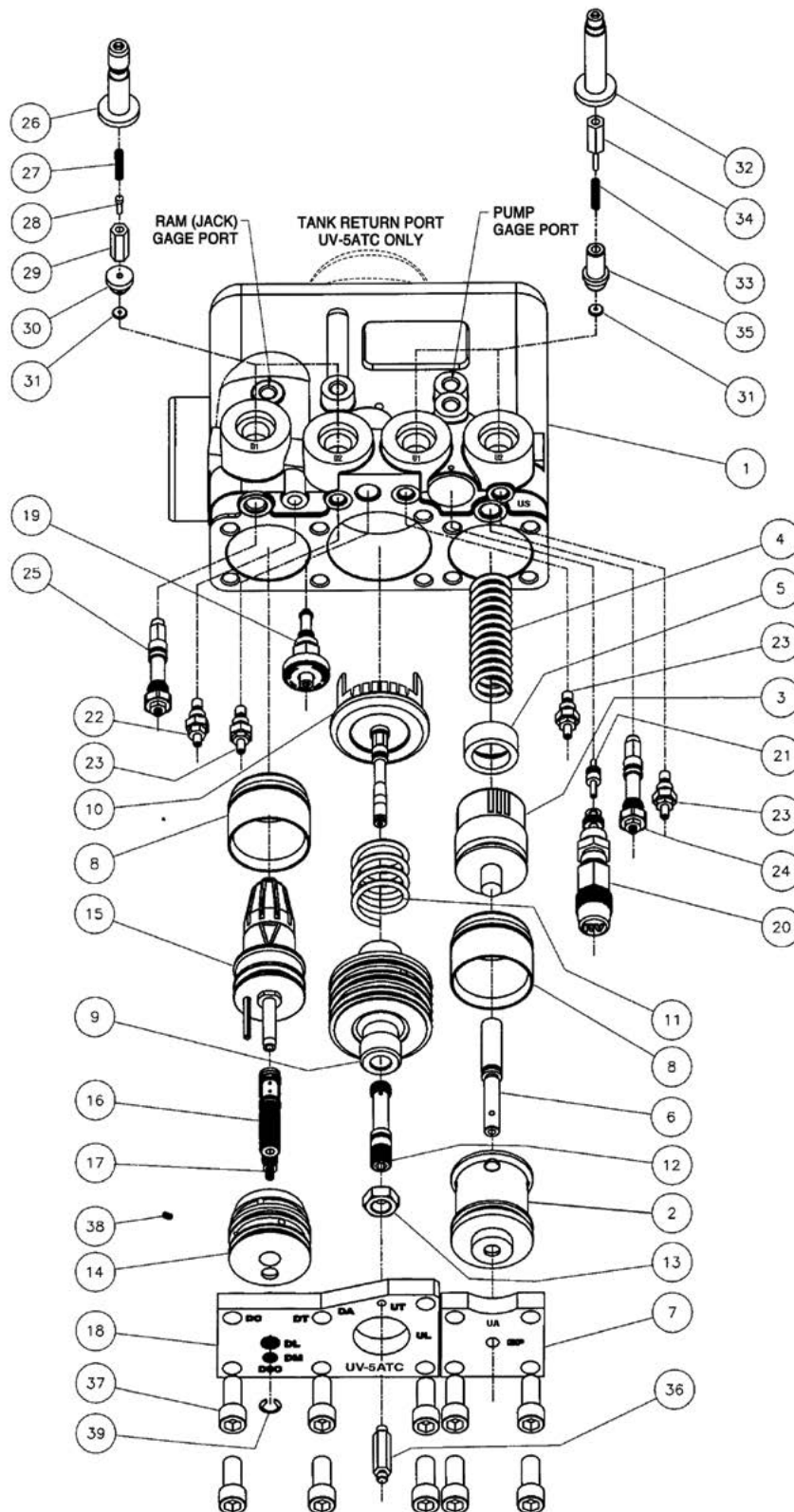


UV-5(A/B)T Parts List

ITEM	PART NO.	DESCRIPTION	QTY.
1	5000BA	UV-5AT BODY	1
1	5900BA	UV-5BT BODY	AR
2	5012C	BYPASS CLOSURE	1
3	5007-TAB	BYPASS PISTON	1
4	5006-1	BYPASS SPRING	1
5	5132A	SPRING CAP ASSEMBLY	1
6	5010	UP FLOW CONTROL SCREW (BP)	1
7	5104G	BYPASS FLANGE	1
8	5023A	BYPASS/DOWN SLEEVE	2
9	5045D	CHECK CLOSURE	1
10	5611A-TAB	CHECK PISTON ASSEMBLY	1
11	5018	CHECK SPRING	1
12	5022B	UP LEVELING ADJUSTER (UL)	1
13	5224	CHECK JAMB NUT	1
14	5621	DOWN CLOSURE	1
15	5623A-TAB	DOWN PISTON ASSEMBLY	1
16	5033B	DOWN LEVELING ADJUSTER (DL)	1
17	5029B	DOWN FLOW CONTROL SCREW (DM)	1
18	5609G	UV-5AT DOWN/CHECK FLANGE	1
19	5211BA	MANUAL LOWERING ASSEMBLY	1
20	5079A	RELIEF VALVE ASSEMBLY	1
21	5122BA	RELIEF VALVE PISTON	1
22	5137A	DOWN TRANSITION ADJUSTER (DT)	1
23	2400A	ADJUSTER ASSEMBLY (US, UT, DA)	3
24	5604A	UA ADJUSTER ASSEMBLY	1
25	5606A	DC ADJUSTER ASSEMBLY	1
26	5129A	N/C PLUNGER TUBE ASSEMBLY	2
27	5055	N/C NEEDLE HOLD OUT SPRING	2
28	5059	N/C HAMMER NEEDLE	2
29	5732	N/C SOLENOID HAMMER	2
30	5062	N/C NEEDLE ORIFICE BODY	2
31	5740-200	NEEDLE ORIFICE INSERT	4
32	5128A	N/O PLUNGER TUBE ASSEMBLY	2
33	5054	N/O HAMMER LIFT OFF SPRING	2
34	5130A	N/O PLUNGER ASSEMBLY	2
35	5066BA	N/O NEEDLE ORIFICE BODY ASSEMBLY	2
36	5108	COVER STAND OFF SCREW	1
37	5005	FLANGE BOLT	16
38	5035	DL RETAINING RING	1

BYPASS PISTON	CHECK PISTON	DOWN PISTON	SIZE
5007-1	5611A-3	5623A-1	1
5007-2	5611A-3	5623A-2	2
5007-3	5611A-3	5623A-3	3
5007-4	5611A-4	5623A-4	4
5007-5	5611A-5	5623A-5	5
5007-6	5611A-6	5623A-6	6
5007-7	5611A-7	5623A-7	7

UV-5(A/B)TC Valve Exploded View

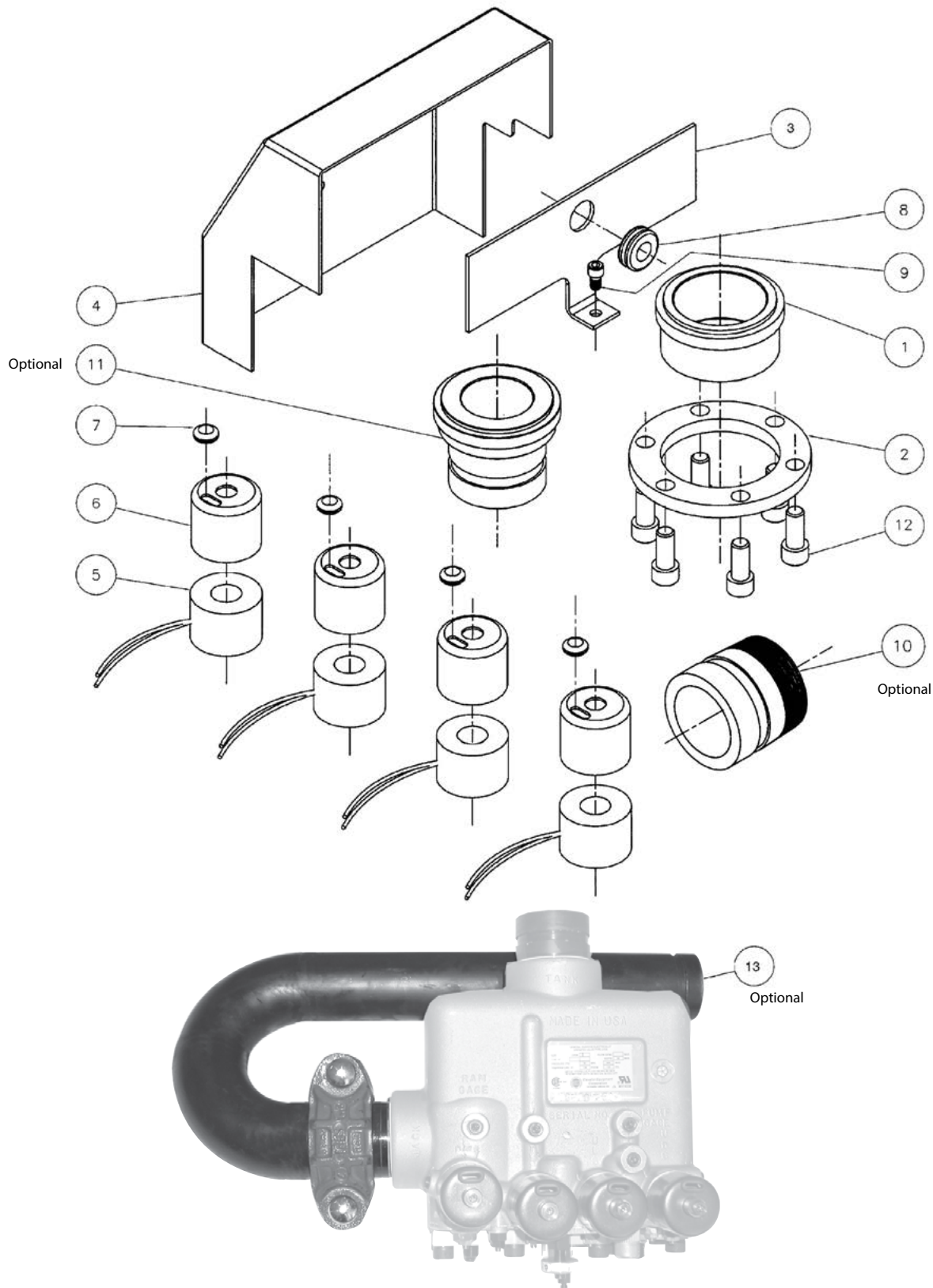


UV-5(A/B)TC Parts List

ITEM	PART NO.	DESCRIPTION	QTY.
1	5000BA	UV-5AT BODY	1
1	5900BA	UV-5BT BODY	AR
2	5012C	BYPASS CLOSURE	1
3	5007-TAB	BYPASS PISTON	1
4	5006-1	BYPASS SPRING	1
5	5132A	SPRING CAP ASSEMBLY	1
6	5010	UP FLOW CONTROL SCREW (BP)	1
7	5104B	BYPASS FLANGE	1
8	5023A	BYPASS/DOWN SLEEVE	2
9	5045D	CHECK CLOSURE	1
10	5611A-TAB	CHECK PISTON ASSEMBLY	1
11	5018	CHECK SPRING	1
12	5022B	UP LEVELING ADJUSTER (UL)	1
13	5224	CHECK JAMB NUT	1
14	5739	DSC DOWN CLOSURE	1
15	5509A-TAB	DOWN PISTON ASSEMBLY	1
16	5033B	DOWN LEVELING ADJUSTER (DL)	1
17	5735A-TAB	DSC COMPENSATOR BODY ASSEMBLY	1
18	5609B	UV-5AT DOWN/CHECK FLANGE	1
19	5211BA	MANUAL LOWERING ASSEMBLY	1
20	5079A	RELIEF VALVE ASSEMBLY	1
21	5122BA	RELIEF VALVE PISTON	1
22	5137A	DOWN TRANSITION ADJUSTER (DT)	1
23	2400A	ADJUSTER ASSEMBLY (US, UT, DA)	3
24	5604A	UA ADJUSTER ASSEMBLY	1
25	5606A	DC ADJUSTER ASSEMBLY	1
26	5129A	N/C PLUNGER TUBE ASSEMBLY	2
27	5055	N/C NEEDLE HOLD OUT SPRING	2
28	5059	N/C HAMMER NEEDLE	2
29	5732	N/C SOLENOID HAMMER	2
30	5062	N/C NEEDLE ORIFICE BODY	2
31	5740-100	NEEDLE ORIFICE INSERT	4
32	5128A	N/O PLUNGER TUBE ASSEMBLY	2
33	5054	N/O HAMMER LIFT OFF SPRING	2
34	5130A	N/O PLUNGER ASSEMBLY	2
35	5066BA	N/O NEEDLE ORIFICE BODY ASSEMBLY	2
36	5108	COVER STAND OFF SCREW	1
37	5005	FLANGE BOLT	16
38	5520	CLOSURE PLUG	1
39	5035	DL RETAINING RING	1

BYPASS PISTON	CHECK PISTON	DOWN PISTON	SIZE
5007-1	5611A-3	5509A-1	1
5007-2	5611A-3	5509A-2	2
5007-3	5611A-3	5509A-3	3
5007-4	5611A-4	5509A-4	4
5007-5	5611A-5	5509A-5	5
5007-6	5611A-6	5509A-6	6
5007-7	5611A-7	5509A-7	7

UV-5(A/B)T & UV-5(A/B)TC External Parts - Exploded View



UV-5(A/B)T & UV-5(A/B)TC External Parts List

ITEM	PART NO.	DESCRIPTION	QTY.
1	5231	2"NPT PUMP INLET NIPPLE	1
2	5232	PUMP INLET CLAMP RING	1
3	5040	CONDUIT PLATE	1
4	5107	VALVE COVER	1
5	-	COILS(SEE CHART FOR VOLTAGE)	4
6	5047A	COIL TUBE COVERS	4
7	5042-1	COIL TUBE GROMMET	4
8	5038	CONDUIT PLATE GROMMET	1
9	5039	CONDUIT PLATE SCREW 1/4-20 X 1/4"	1
*10	5366	2" GROOVED ADAPTER	2
*11	5231-VC	2" GROOVED PUMP INLET NIPPLE	1
12	5005	FLANGE BOLT	6
*13	5620A	RIGHT HAND JACK PORT ADAPTER	1
* OPTIONAL PARTS			
NOTE: NOT ALL PARTS LISTED, SOLD SEPARATELY			

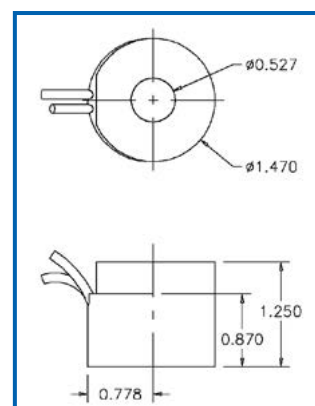
UV-4R, UV-5(A/B)T & UV-5(A/B)TC Solenoid Coils

PART NO.	VOLTAGE (V)	FREQUENCY (HZ)	IN RUSH CURRENT (A)	HOLDING CURRENT (A)	RESISTANCE (OHM)	WIRE COLOR
SOLENOID COILS FOR UV-5A, UV-5AT, UV-5ATC AND UV-4R VALVES ONLY						
S461	110	60	0.64	0.34	113	*
S462	208	60	0.35	0.22	276	B
S453	220	50	0.18	0.15	560	B
S463/S401	220/110	60/DC	0.20/0.15	0.15	434	*
S464/S403	440/220	60/DC	0.11/0.08	0.08	1765	B
S455	24	DC	0.12	0.12	24	B
S465 ** See drawing	110/12	60/DC	0.64	0.34		
	Black Lead - 12VDC				4.7	
	Yellow Lead-Common					
	Red Lead - 110VAC				84	

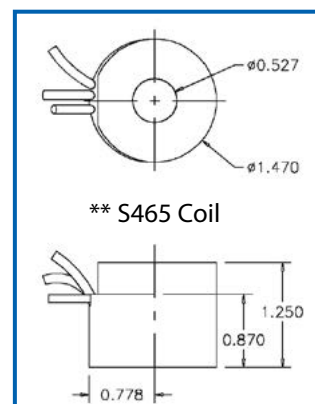
* Supplied with the following colored wires to simplify valve wiring:

U1 coils = **Red** wires
U2 coils = **Yellow** wires
D1 coils = **Black** wires
D2 coils = **Blue** wires

NOTE: All other solenoid coils have black wires only.



UV-5A, UV-5AT, UV-5ATC & UV-4R SOLENOID COILS

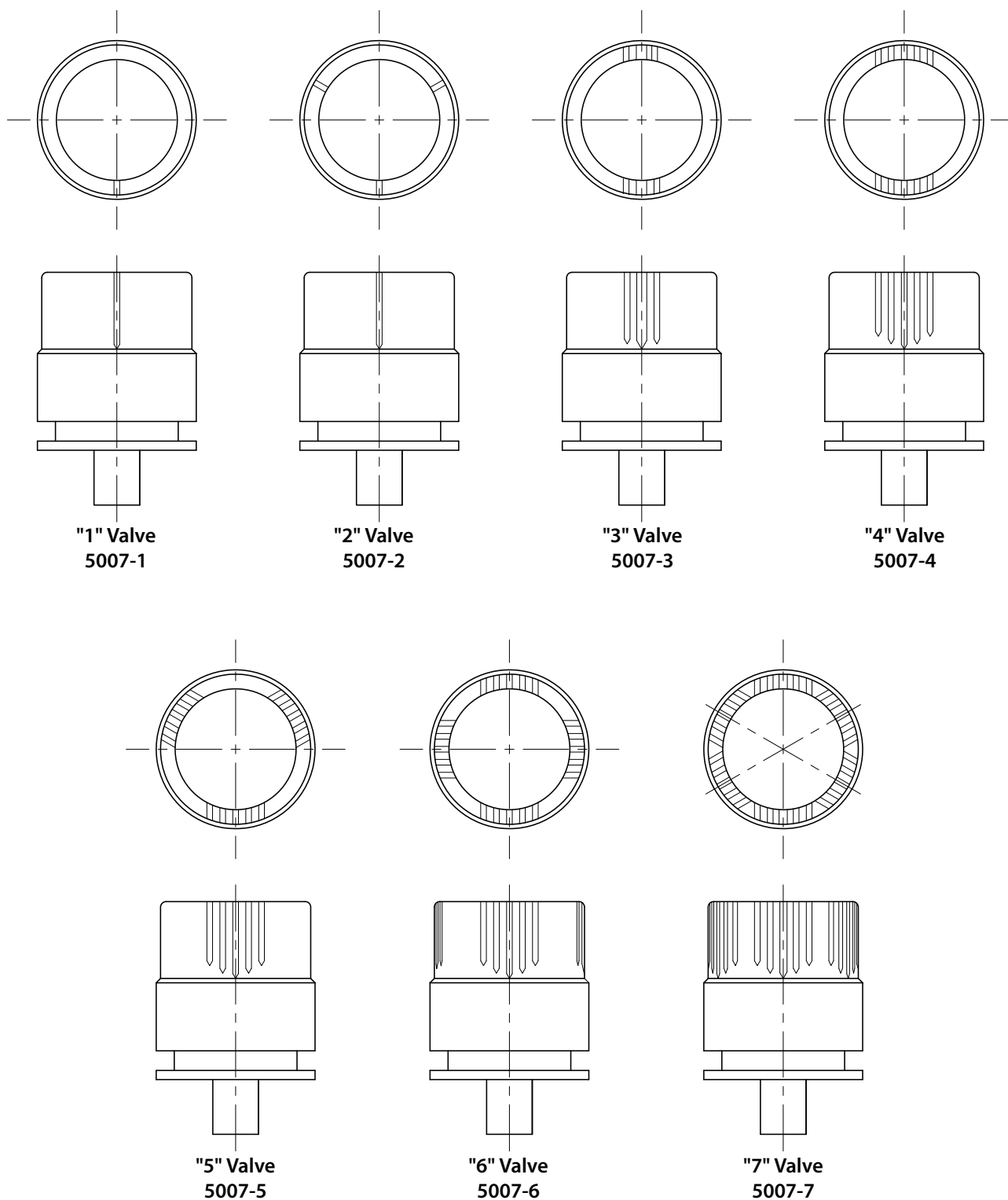


** S465 Coil

UV-5AT(C) & UV-5BT(C) ACCESSORIES

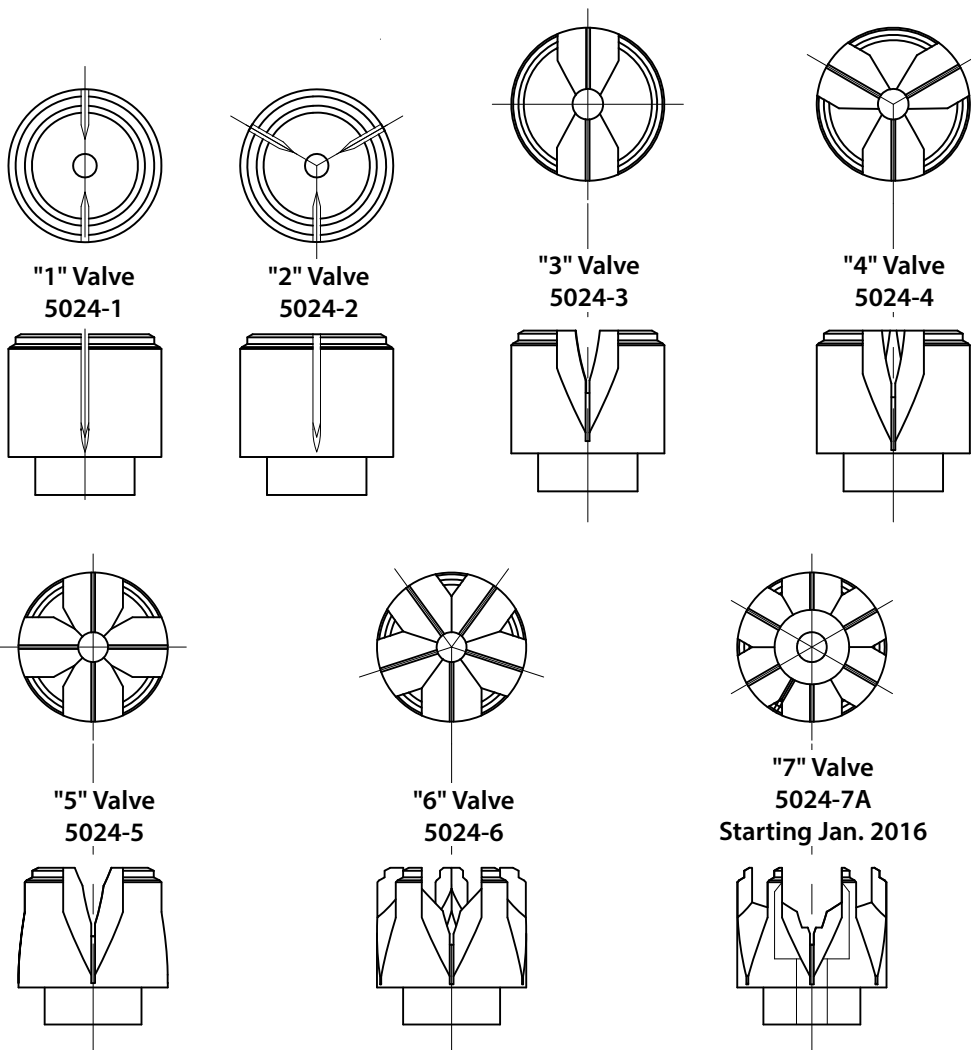
Bypass Pistons

Note: When replacing the bypass piston on older **S-series** (or earlier) **UV-5A** valves, you **MUST** use the UV-5A Bypass Piston & Spring Replacement Kit (Part Number 5006A-X).

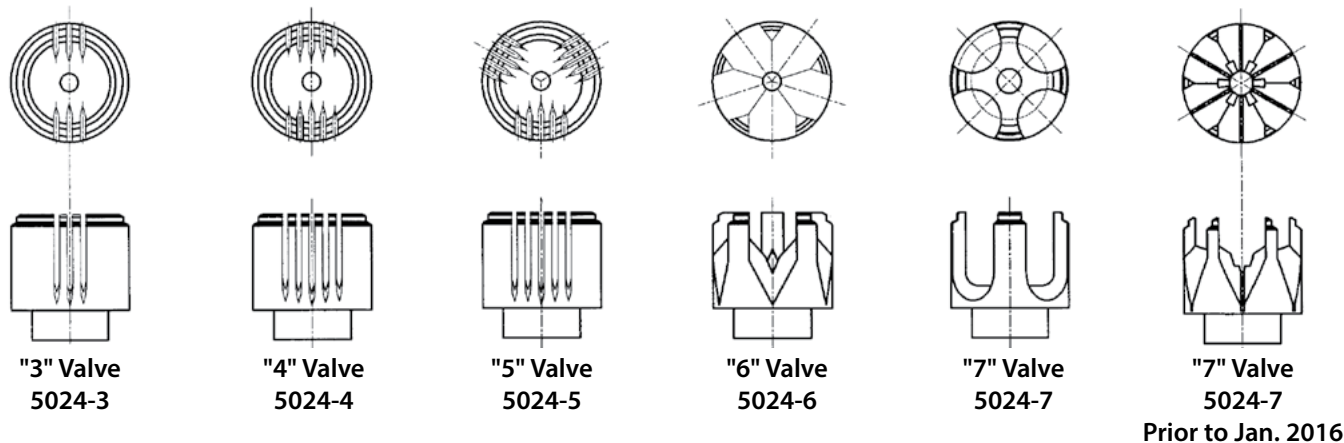


Down V-Guides

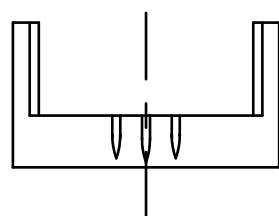
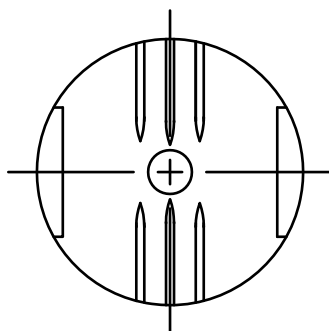
Note: When replacing the down piston in a **UV-5A** valve manufactured before November 2005, you **MUST** replace the down piston and down closure assembly (kit number 5627A-()).



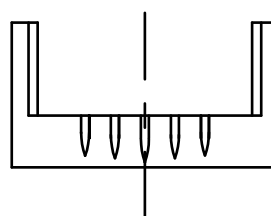
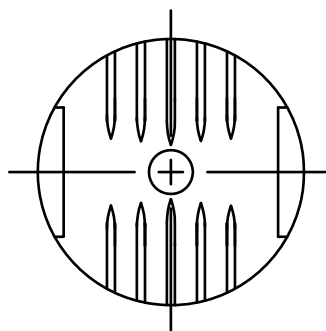
PREVIOUS DESIGN



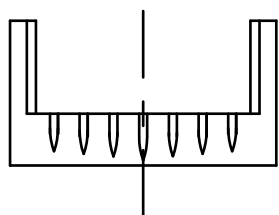
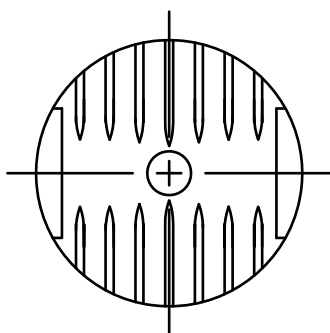
Check Poppet V-Guides



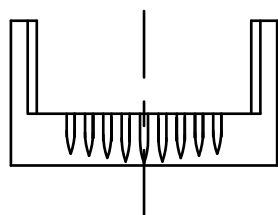
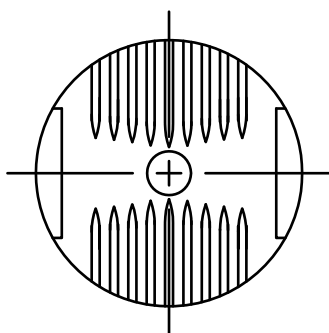
**"1", "2" & "3" Valve
5603-3**



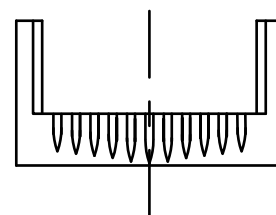
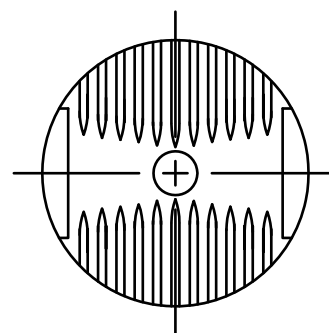
**"4" Valve
5603-4**



**"5" Valve
5603-5**



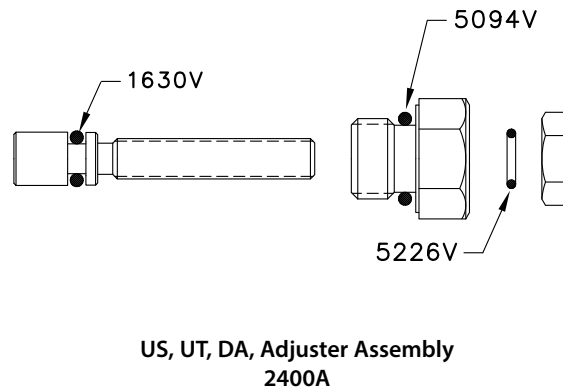
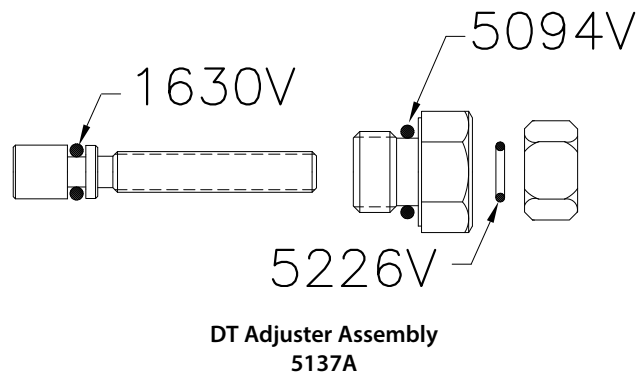
**"6" Valve
5603-6**



**"7" Valve
5603-7**

Kit # 5131V - Viton Seal Kit

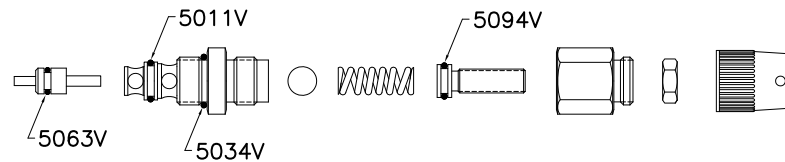
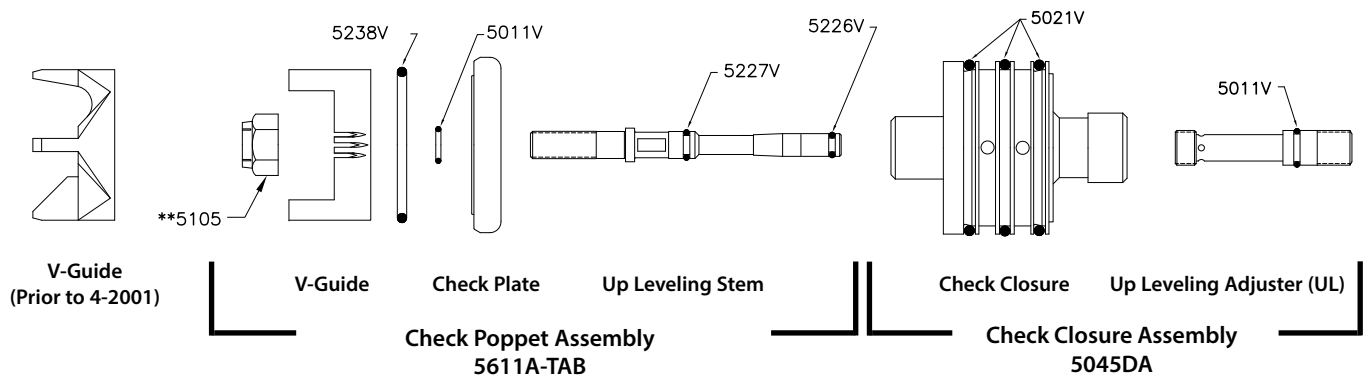
NOTE: We do not recommend rebuilding the DSC adjuster of the UV-5(A/B)TC valve in the field.



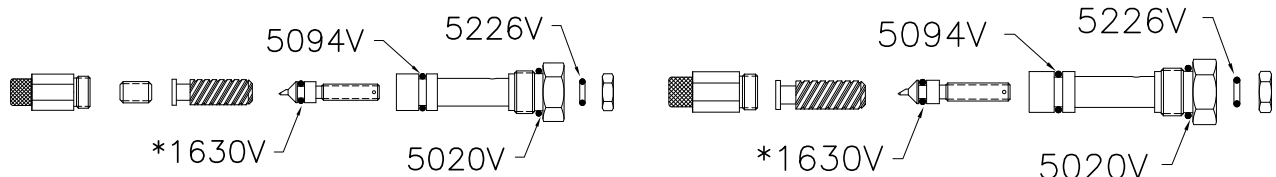
Parts Included with Kit 5131V

PART NO.	QTY	LOCATION & DESCRIPTION
1181V	1	DOWN PISTON O-RING (NOVEMBER 2005 AND LATER)
5025V	1	DOWN PISTON SEAL DISK
5009V	2	O-RINGS FOR BYPASS & DOWN PISTONS
A504V	1	O-RINGS FOR PUMP INLET
5021V	3	O-RINGS FOR CHECK CLOSURE
5238V	1	O-RINGS FOR CHECK PISTON ASSEMBLY
5013V	3	O-RINGS FOR BYPASS & DOWN CLOSURES
5111V	2	O-RINGS FOR BYPASS & DOWN PISTON SLEEVES
5034V	1	O-RING FOR PRESSURE RELIEF VALVE (RV) ASSY.
5030V	1	O-RING FOR MANUAL LOWERING ASSY.
5020V	2	O-RINGS FOR UA & DC ADJUSTERS
5011V	7	O-RINGS FOR DL, DM, UL, BP, RV & UP LEVELING STEM
5094V	8	O-RINGS FOR DA, DT, DC, UT, UD, UA, RV & DOWN SPOOL
5227V	2	O-RINGS FOR UP LEVELING STEM AND MANUAL LOWERING ASSEMBLIES
5063V	1	O-RINGS FOR PRESSURE RELIEF VALVE (RV)
5226V	8	O-RINGS FOR DA, DC, DT, UT, UD, UA ADJUSTERS, UP LEVELING STEM & DOWN CLOSURE
1630V	6	O-RINGS FOR DA, DC, DT, UT, UD, UA ADJUSTERS
5237V	1	O-RING FOR MANUAL LOWERING ASSEMBLY

Kit # 5131V - Viton Seal Kit (cont.)



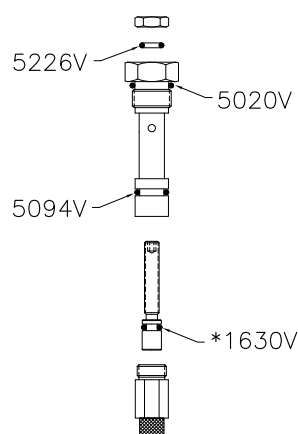
**Pressure Relief Assembly (RV)
5079A**



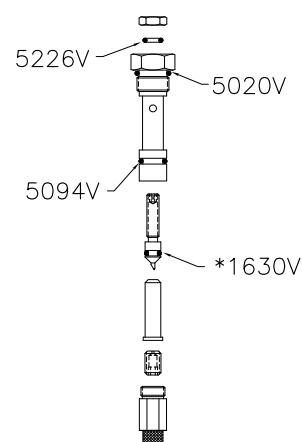
**UA Adjuster Assembly
5604A (Effective 4-2001)**

**DC Adjuster Assembly
5606A (Effective 4-2001)**

**- For Information Only -
UA Adjuster Assembly
5089A (Prior to 4-2001)**



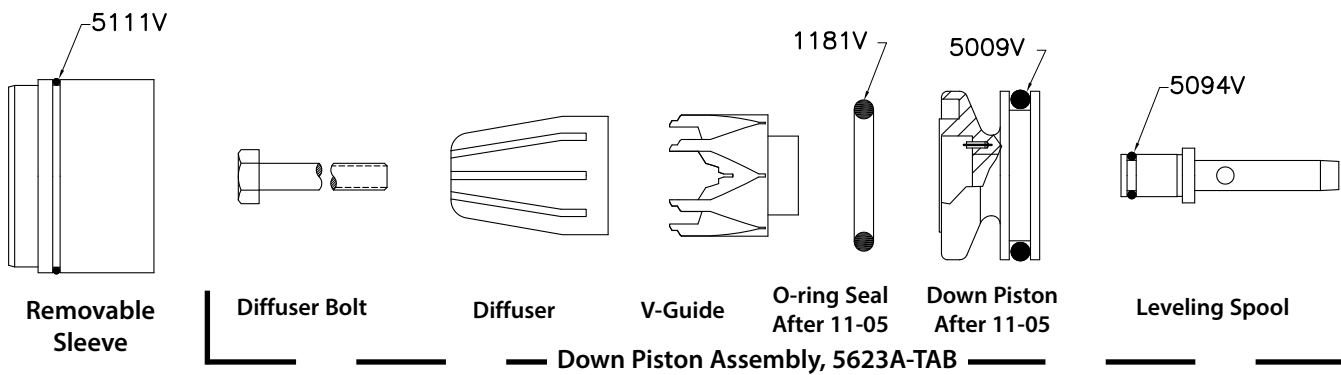
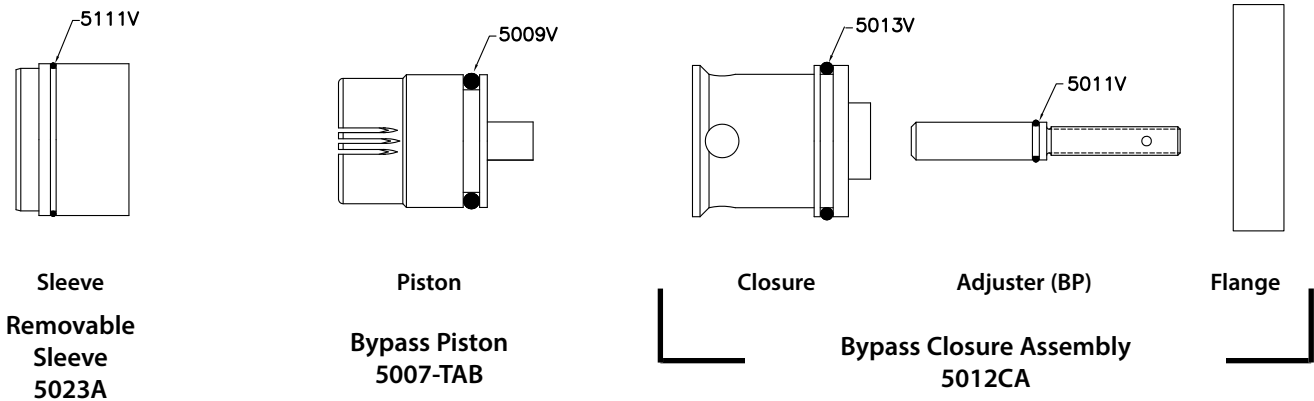
**- For Information Only -
DC Adjuster Assembly
5101A (Prior to 4-2001)**



* Replacement of internal O-rings in the field is not recommended. However if O-rings are replaced, apply Loctite 222MS to threads of input cap assembly and tighten it snug tight to the adjuster body.

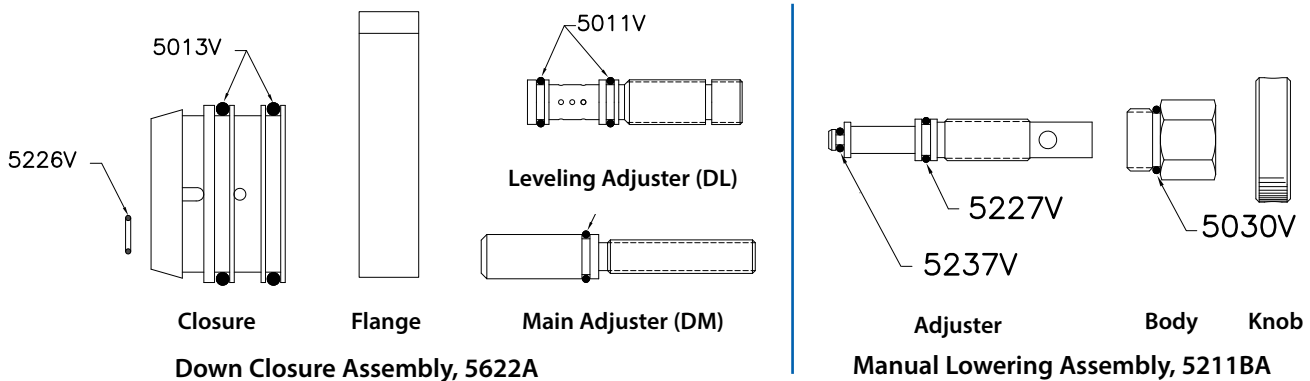
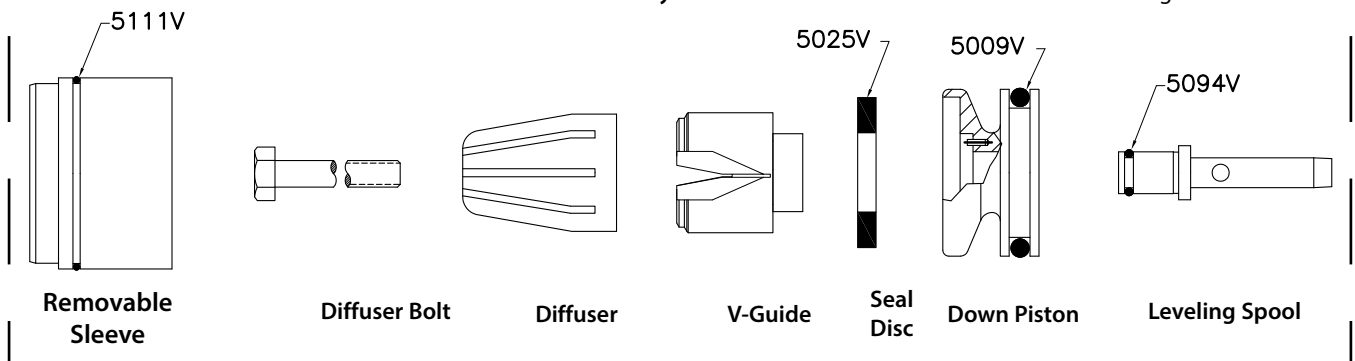
** Torque the check poppet jamb nut to 90 in.-lbs.

Kit # 5131V - Viton Seal Kit (cont.)

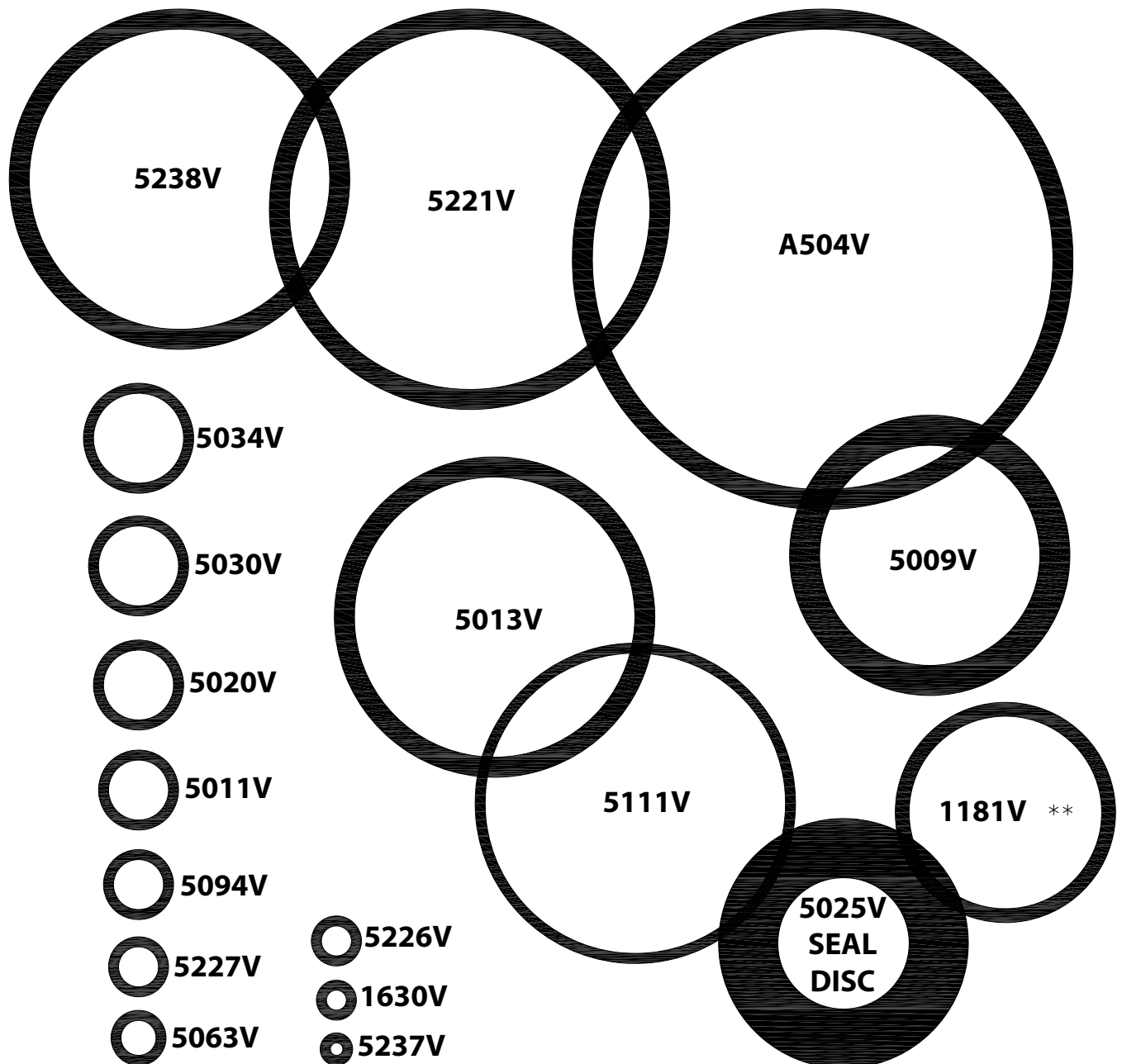


For Information Only Down Piston Assembly Prior to November 2005

Note: Seal Disc 5025V No Longer Available



Kit # 5131V - Viton Seal Kit, O-Rings



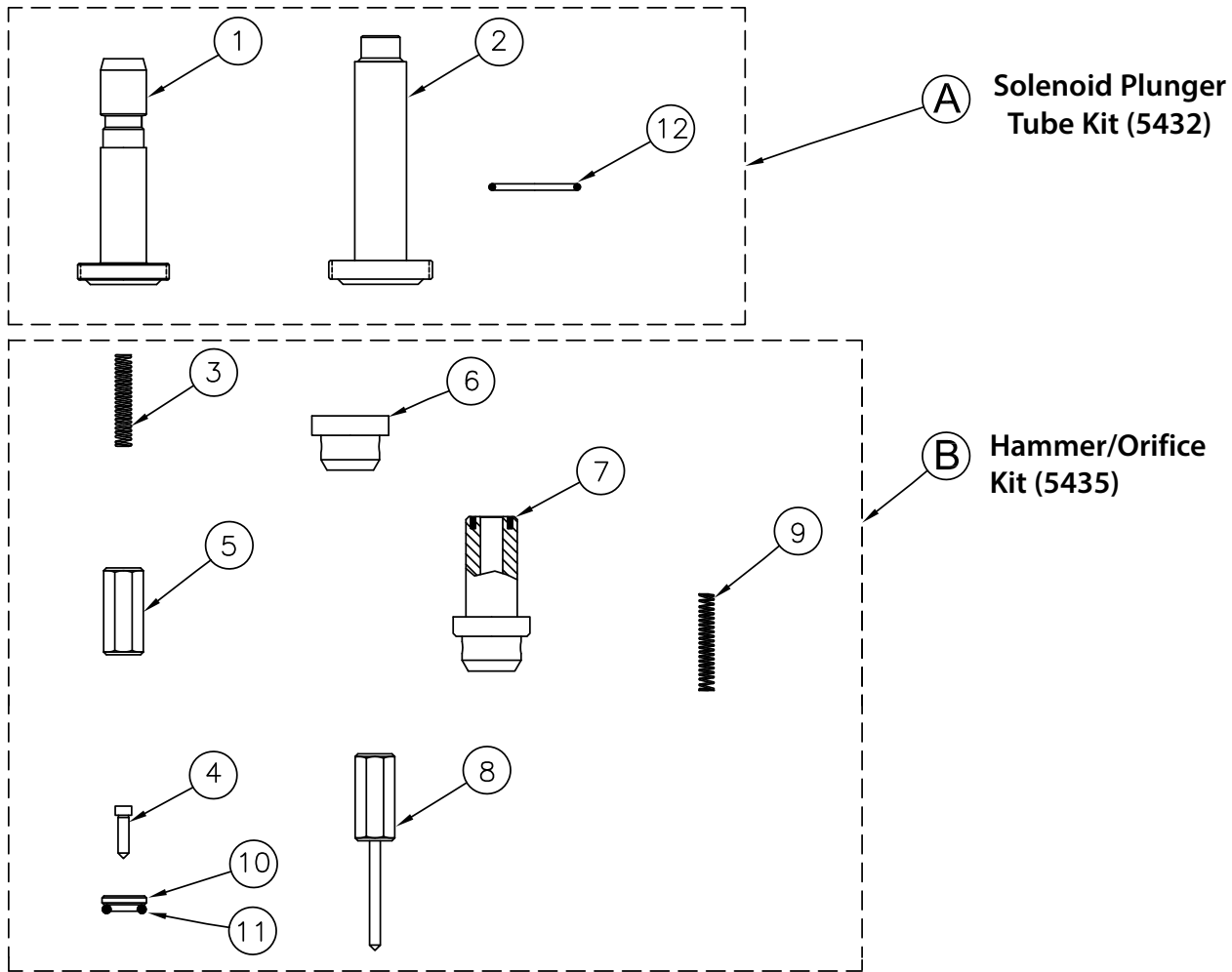
Items shown not to scale.

Prior to November 2005
 *Note: Seal Disc 5025V No Longer Available

NOTE: When replacing down piston o-ring seal** on down piston assembly, and reusing diffuser bolt, apply locktite compound #680 on diffuser bolt thread and torque the bolt to 90 in.-lbs. max.

** After November 2005

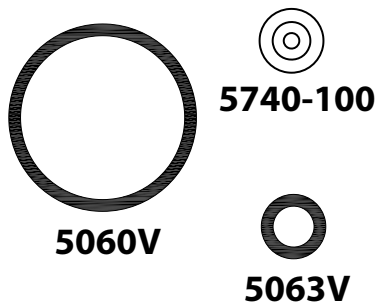
Kit # 5106V - Solenoid Kit



Note: The solenoid kits shown above can be ordered together as Part # 5106V, or individually as Part No's 5432 and 5435. A high pressure version of the Hammer/Orifice Kit (5435) is available, order 5435HP.

Parts included with Kit 5106V

ITEM	PART NUMBER	QTY	LOCATION & DESCRIPTION
A	SOLENOID PLUNGER TUBE KIT(5432)		
1	5129A	2	N/C PLUNGER TUBE ASSEMBLY
2	5128A	2	N/O PLUNGER TUBE ASSEMBLY
12	5060V	4	O-RING N/C & N/O PLUNGER TUBES
B	HAMMER/ORIFICE KIT(5435)		
9	5054	2	N/O HAMMER LIFT OFF SPRING
7	5066BA	2	N/O NEEDLE ORIFICE ASSEMBLY
6	5062	2	N/C NEEDLE ORIFICE ASSEMBLY
5	5732	2	N/C SOLENOID HAMMER
3	5055	2	N/C NEEDLE HOLD OUT SPRING
11	5063V	4	O-RING N/C & N/O NEEDLE ORIFICE ASSY
10	5740-100	4	NEEDLE ORIFICE INSERT
8	5130A	2	N/O PLUNGER ASSEMBLY
4	5059	2	N/C HAMMER NEEDLE



Kit # 5627A-() - Down Piston Upgrade Kit

You **MUST** use this upgrade kit when replacing the down piston assembly (2) in **UV-5A** and **UV-5AT** valves manufactured before November 2005. The new down piston assembly will not fit in the old down closure manufactured prior to this date.



Replacement Procedure

1. Close supply shut-off valve to jack.
2. Relieve pressure in the valve by opening **Manual Lowering**.
3. Remove 6 bolts from UV-5A down/check flange.
4. Remove UV-5A down/check flange from the valve. The down closure will come off as well.
5. Remove UV-5A down piston assembly from the valve.
6. If removable sleeve is also removed, inspect its O-ring (3) to make sure it is in good condition. Replace O-ring (3) if necessary.
7. Insert removable sleeve back into valve.
8. Insert provided UV-5(A/B)T down piston assembly (2) into the new UV-5(A/B)T down closure flange assembly (1) and insert them into the valve.
9. Replace and tighten bolts to 360 in. lbs. torque.
10. Close manual lowering and slowly open supply shut off valve.
11. Cycle car and refer to UV-5(A/B)T "Adjustment Procedure" to readjust the valve.

Kit Part Number & Sizes

ASSEMBLY NO.	SIZE
5627A-1	1
5627A-2	2
5627A-3	3
5627A-4	4
5627A-5	5
5627A-6	6
5627A-7	7

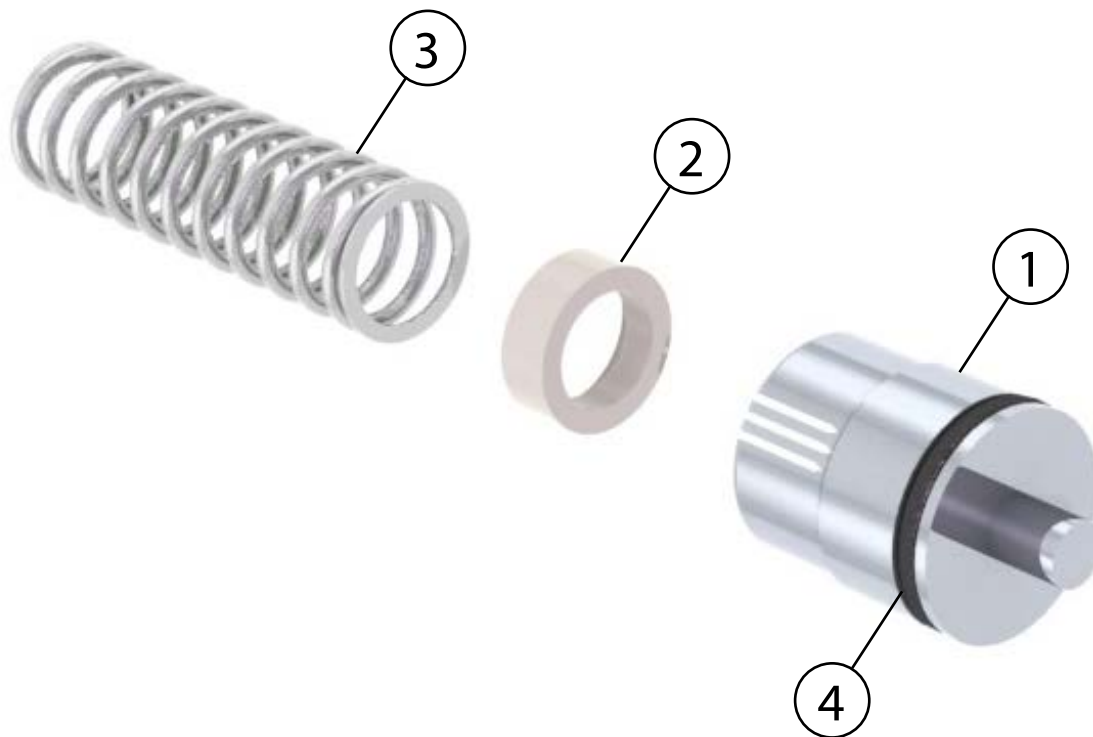
Parts Included with Kit 5627A - ()

ITEM	QTY.	PART NO.	DESCRIPTION
1	1	5622A	DOWN CLOSURE ASSEMBLY
2	1	5623A-TAB	DOWN PISTON ASSEMBLY
3	1	5111V	REMOVABLE SLEEVE O-RING

Kit # 5006A-() - Bypass Piston & Spring Replacement Kit

This kit **MUST** be used when replacing the bypass piston in an older **S-series** (or earlier) **UV-5A** valve. Due to improvements in the current EECO bypass piston, the spring must also be replaced when replacing the bypass piston. The replacement kit includes a new bypass piston with seal (1 & 4), spring cap assembly (2) and a new, shorter, bypass spring (3).

NOTE: This kit can also be used in current **UV-5(A/B)T** & **UV-5(A/B)TC** valves.



Installation Procedures

1. Snap Spring (3) into Spring Cap Assembly (2)
2. Insert Cap Assembly/Spring Assembly, Cap Assembly first, into Bypass Piston (1)
3. Insert Piston Assembly and Closure into Bypass Section of valve

Kit Part Number & Sizes

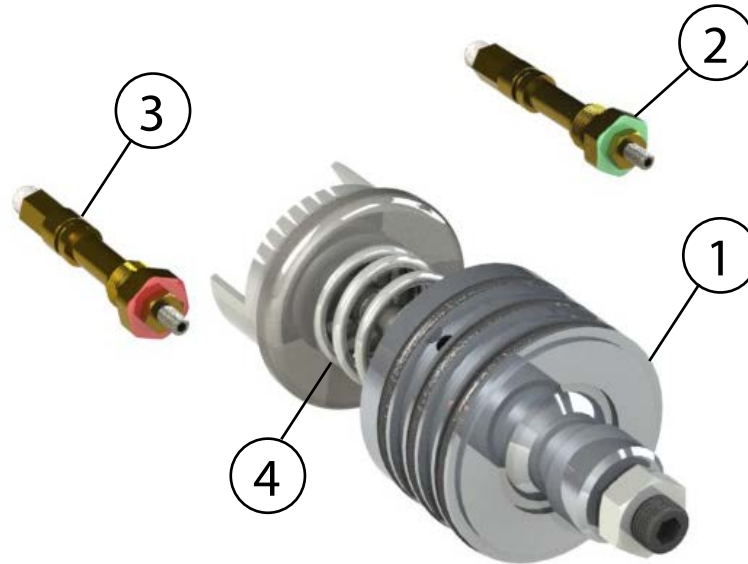
PART NO.	PISTON SIZE
5006A-1	1
5006A-2	2
5006A-3	3
5006A-4	4
5006A-5	5
5006A-6	6
5006A-7	7

Parts Included with Kit 5006A- ()

ITEM	QTY.	PART NO.	DESCRIPTION
1	1	5007A-TAB	BYPASS PISTON
2	1	5132A	SPRING CAP ASSEMBLY
3	1	5006-1	BYPASS SPRING
4	1	5009V	BYPASS PISTON O-RING

Kit # 5600A-() - Temperature Compensation Upgrade Kit

EECO has developed a temperature compensation kit 5600A-() to upgrade standard S-series and earlier UV-5A valves currently in service. This upgrade provides **Full Temperature Compensation** over the valve's entire operational temperature range of 80° to 150° F (27° to 66° C). These changes will allow consistent elevator operation by maintaining floor-to-floor travel time and up leveling speed. EECO recommends that when a temperature compensation kit is installed in a valve, the rest of the seals in the rest of the valve also be replaced with high temperature Viton seals using EECO's standard seal kit 5131V. When ordering a temperature compensation kit and the 5131V seal kit, please have the existing valve size and/or serial number available.



Upgrade Procedure

1. Close supply shut off valve to jack.
2. Relieve pressure in the valve by opening **Manual Lowering**.
3. Remove 6 bolts from UV-5A down/check flange.
4. Remove UV-5A down/check flange from the valve.
5. Remove UV-5A check piston assembly from the valve.
6. Insert provided UV-5(A/B)T check piston assembly into valve.
7. Remove DC adjuster from valve and replace it with provided UV-5(AT DC adjuster (painted red).
8. Remove UA adjuster from valve and replace it with provided UV-5(AT UA adjuster (painted green).

NOTE: It is strongly recommended that at this time the rest of the valve be rebuilt with seal kit 5131V, which contains high temperature Viton O-rings. To order this kit please contact EECO sales.

9. Replace down/check flange back into valve and replace and tighten bolts.
10. Close manual lowering and open supply shut off valve.
11. Refer to the UV-5(A/B)T "Adjustment Procedure" to readjust the valve.

NOTE: The optimum oil temperature range for adjusting the valve is 80° F to 100° F (27° to 38° C).

Kit Part Number & Sizes

ASSEMBLY NO.	SIZE
5600A-3	1
	2
	3
5600A-4	4
5600A-5	5
5600A-6	6
	7

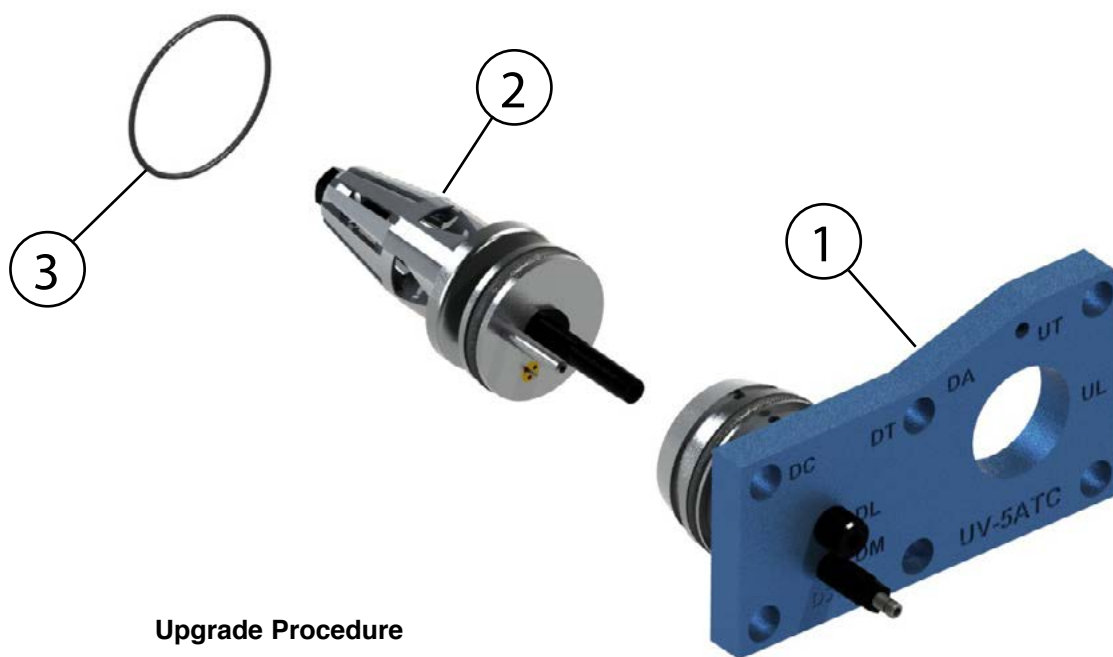
Parts Included with Kit 5600- ()

ITEM	QTY.	PART NO.	DESCRIPTION
1	1	5601A-TAB	CHECK CLOSURE ASSEMBLY
2	1	5604A	UA ADJUSTER ASSEMBLY
3	1	5606A	DC ADJUSTER ASSEMBLY
4	1	5018	** CHECK SPRING

** Spring is Included in 5601A

Kit # 5500A-() - Pressure Compensation (Constant Down Speed) Upgrade Kit

EECO has developed a pressure compensation kit 5500A-() to upgrade all UV-5A and UV-5(A/B)T valves currently in service. Kit works separately from the temperature compensation kit. With this upgrade the valve will maintain **Constant Down Speed** between no load and full load conditions. Please have down contract speed and piston diameter (or flow rate), as well as empty car and full load pressures when ordering this kit.



Upgrade Procedure

1. Close supply shut-off valve to jack.
2. Relieve pressure in the valve by opening **Manual Lowering**.
3. Remove 6 bolts from UV-5A down/check flange.
4. Remove UV-5A down/check flange from the valve. The down closure will come off as well.
5. Remove UV-5A down piston assembly from the valve.
6. If removable sleeve is also removed, inspect its O-ring (3) to make sure it is in good condition. Replace O-ring (3) if necessary.
7. Insert removable sleeve back into valve.
8. Insert provided UV-5ATC down piston assembly (2) into the new UV-5ATC down closure flange assembly (1) and insert them into the valve.
9. Replace and tighten bolts to 360 in. lbs. torque.
10. Close manual lowering and slowly open supply shut off valve.
11. Cycle car and refer to UV-5(A/B)T & UV-5(A/B)TC "Adjustment Procedure" to readjust the valve.

Kit Part Number & Sizes

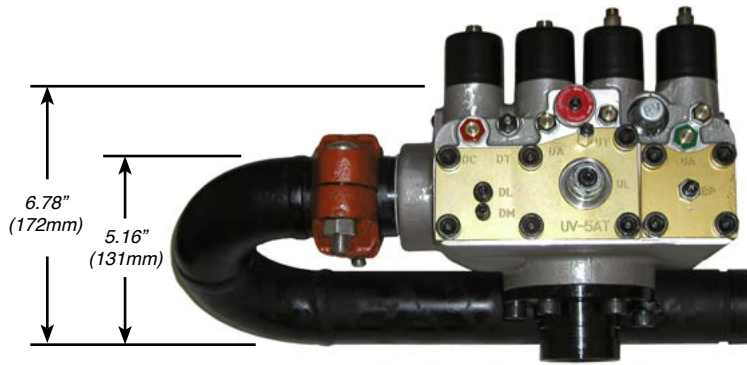
ASSEMBLY NO.	SIZE
5500A-1	1
5500A-2	2
5500A-3	3
5500A-4	4
5500A-5	5
5500A-6	6
5500A-7	7

Parts Included With Kit 5500A - ()

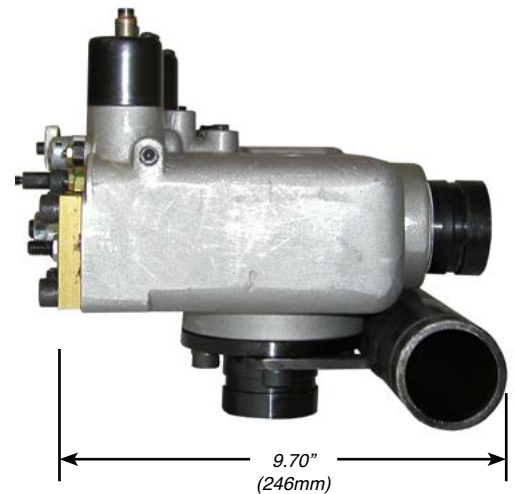
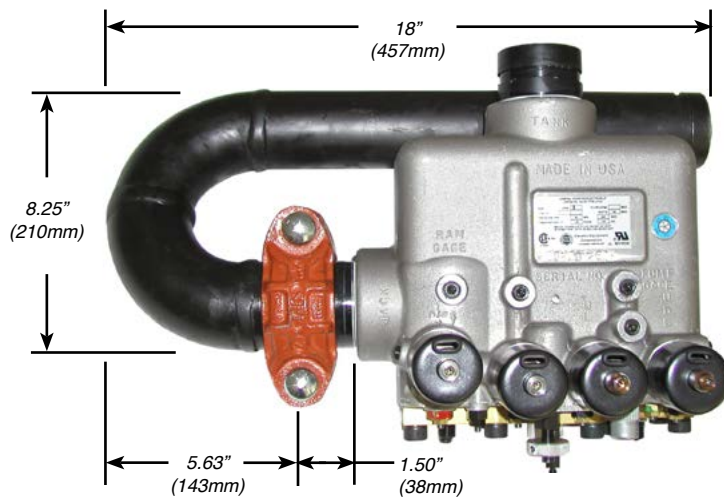
ITEM	QTY.	PART NO.	DESCRIPTION
1	1	5515-TAB	DSC CLOSURE ASSEMBLY
2	1	5509A-TAB	DOWN PISTON ASSEMBLY
3	1	5111V	REMOVABLE SLEEVE O-RING

UV-5A Series Right Hand Jack Port Adapter Part # 5709

The Right Hand Adapter attaches to the jack port of the UV-5A series control valve and is designed to provide a right hand jack port connection.



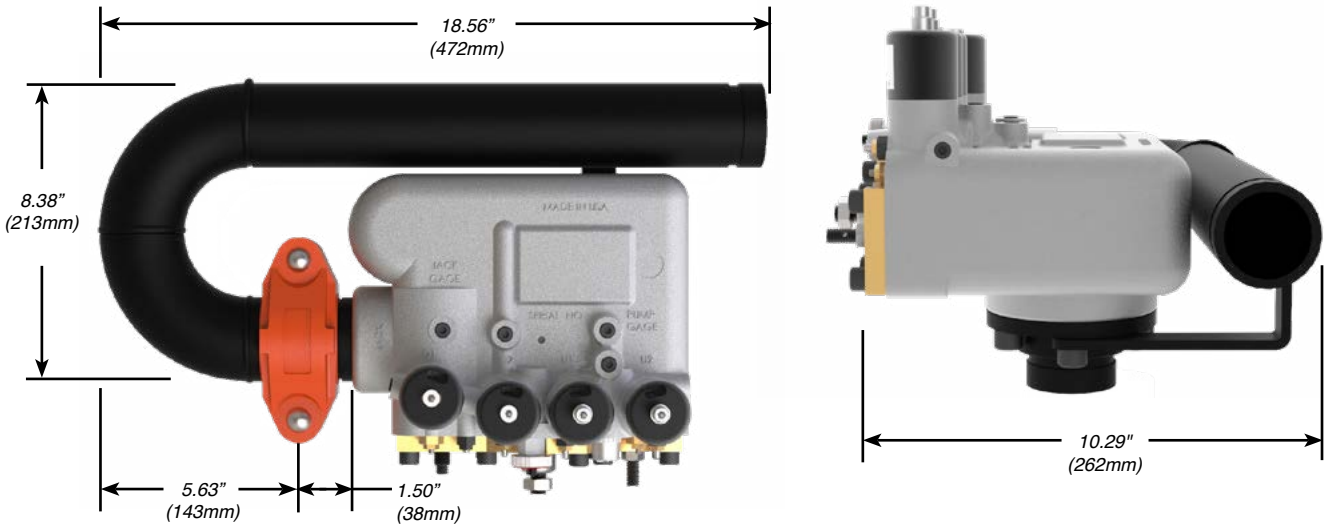
Adapter attached to bottom flange



ITEM	PART NO.	DESCRIPTION	QTY.
1	5620A	RIGHT HAND ADAPTER ASSEMBLY	1
2	5366	GROOVED ADAPTER	1
3	GC-20	GROOVE CLAMP	1

UV-5B Series Right Hand Jack Port Adapter Part # 5753

The Right Hand Adapter attaches to the jack port of the UV-5B series control valve and is designed to provide a right hand jack port connection.



ITEM	PART NO.	DESCRIPTION	QTY.
1	5750A	RIGHT HAND ADAPTER ASSEMBLY	1
2	5366	GROOVED ADAPTER	1
3	GC-20	GROOVE CLAMP	1

Accessories (continued)



The **Grooved Adapter** was designed to convert the Jack and Tank port of the UV-5A, UV-5(A/B)T, & UV-5(A/B)TC control valve from the standard NPT. This adapter threads directly into each port. **Part No. 5366**



The **Pump Grooved Nipple** was designed to convert the Pump port of the UV-5A, UV-5(A/B)T, & UV-5(A/B)TC control valve from the standard NPT. This adapter is install using the existing pump port flange and hardware. **Part No. 5231-VC**



The **Pressure Gauge Fitting System** is used to provide a means of attaching a Pressure gauge to the control valve. It is provided with a 1/8 brass shut off valve and a male quick disconnect fitting. Individual fittings can be purchased to create your own arrangements. Contact EECO for details. **Part No. 5703**



The **Pressure Gauge Fitting & Low Pressure Switch System** is used to provide a means of attaching a Pressure gauge to the control valve. It is provided with a 1/8 brass shut off valve and a male quick disconnect fitting and a low pressure switch. The option of a N.O. or N.O./N.C. switch is available. See page 74 for details. Individual fittings can be purchased to create your own arrangements. See page 75 for more details. **Part No. 5704**



The **Trouble Shooting Kit** was created to provide mechanics with the most common parts needed to service UV-5A, UV-5(A/B)T, & UV-5(A/B)TC Series valves in the field. Contact EECO for details. **Model No. UV-5AT-TSK**

ITEM	PART NO.	DESCRIPTION	QTY.
1	5106V	SOLENOID KIT	1
2	5131D	DYNAMIC SEAL KIT	1
3	S461-BLK	COIL 110VAC/60HZ - BLACK WIRE	1
4	S463-BLK	COIL 230VAC/60HZ - BLACK WIRE	1
5	5712	VALVE ADJUSTING WRENCH	1
6	UV-TSG	TROUBLESHOOTING GUIDE	1
7	CAT-VALVE	VALVE CATALOG	1
8	UV-VAK	VALVE ADJUSTMENT USB DRIVE	1

UV-7B & UV-7BC CONTROL VALVES

General Information



UV-7B

Smooth Up Start

Allows the pump motor to reach full running speed before load is applied to the motor.

Up Transition

Provides unvarying transition through a wide pressure range.

Up Leveling

Maintains leveling speed regardless of change of system pressure, oil viscosity or pump output.



Up Stop

Provides smooth up stop which is solenoid operated and adjustable.

Check Valve

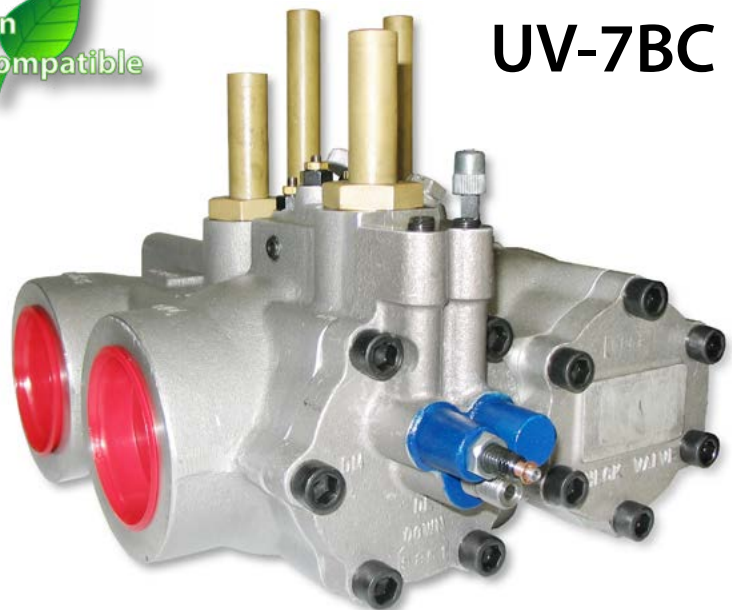
Locks the elevator on a column of oil while the car is stopped.

Lowering Valve

Provides controlled down acceleration, precise contract down speed, transition, adjustable leveling speed and soft stop.



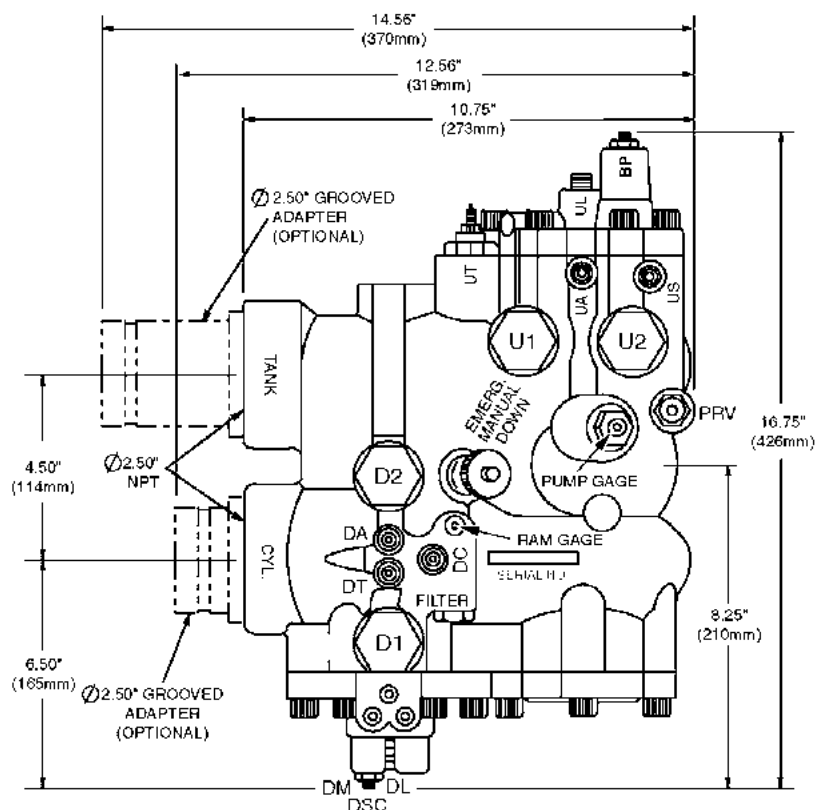
UV-7BC



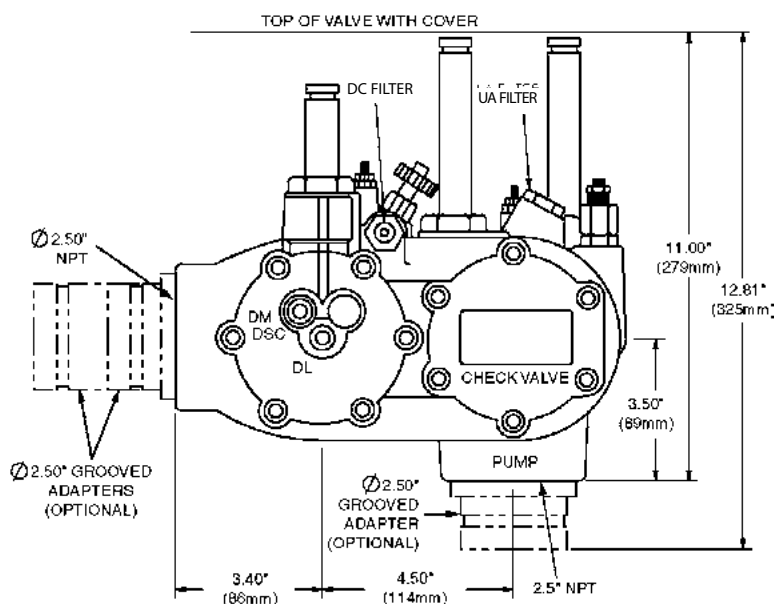
The UV-7B hydraulic control valve performs all the necessary functions for the operation of a hydraulic elevator in both directions of travel. The UV-7B is the ideal solution for low pressure, high flow rate applications. The UV-7B is capable of handling flow rates of 150 (568 lpm) to 400 (1514 lpm) gpm.

The optional UV-7BC also offers **Pressure Compensation** for constant down speed control. This modification of the down piston assembly delivers constant down speed between no-load and full-load conditions.

UV-7B & UV-7BC Valve Dimensions



UV-7B Only



Valve Dimensions:

Standard 2.5" NPT ports: Width 16 3/4" (426 mm), Height 11" (279 mm), Depth 10 3/4" (273 mm), Weight (including coils) 49 lbs. (22.2 Kg).

Optional 2.5" Grooved ports: Width 16 3/4" (426 mm), Height 12 3/16" (325 mm), Depth 14 9/16" (291 mm), Weight (including coils) 53 lbs. (24 Kg).

UV-7B & UV-7BC Adjustment Procedure

1. **This information is to be used only by qualified hydraulic elevator professionals.**
2. The optimum oil temperature to adjust the valve is between 80° to 100°F (27° to 38°C). If oil temperature exceeds 100°F (38°C), make down stop firmer.
3. The following instructions are for adjusting the valve starting with adjusters on preset. However, each new valve is adjusted to a set of standard conditions at the factory and **you do not have to preset adjusters**. You only need to adjust **DM** and **BP**. Other adjusters may require fine-tuning to suit your application.
4. Hand tighten the seal nuts on the adjusters - **DO NOT** over tighten.
5. Valve must be mounted with solenoids in vertical position. Five (5) inches (127 mm) min. clearance is required to remove valve cover for service.
6. When disconnecting solenoids, do it electrically, not physically.
7. Both **UA** and **DC** adjusters have screened inputs and must be kept clean. **EECO** recommends use of a 5-micron filtration system.
8. If **DC** requires further fine-tuning after **DA** is adjusted, first open **DA** 3 turns, fine-tune **DC** and then readjust **DA**.
9. Down contract speed is full down speed with rated load on the car for standard UV-7B control valves, down speed with empty car is less than contract speed depending on the ratio of full-load to no-load pressures, approximately 25% less for a 2 to 1 pressure ratio (i.e., empty car down speed = full load (contract) down speed x .75). If constant down speed is required between no-load and full-load conditions, use UV-7BC valve.
10. **DO NOT** adjust the valve to suit switches. Adjust the switches (vanes / magnets) to suit the valve. Recommended slowdown distance is 2 in. for every 10 fpm of car speed. (not to exceed 2.5 in. per 10 fpm)

U1 - Up Fast solenoid

Up Adjustments (From Preset)

U2 - Up Slow solenoid

1. **BP Bypass** - Note: **UA** must be on preset (CW to stop) with car at lower floor with **no load**. Disconnect **U2**. Register an up call. Turn **BP** CW until car moves, then CCW until car stalls plus a minimum of 1/2 turn. Stop pump motor and reconnect **U2**.
2. **UA Up Acceleration** - Car at lower floor with **no load**. Turn **UA** CCW 2 1/2 turns from fully closed position. Register an up call and observe up acceleration. Turn **UA** CCW for faster or CW for slower up acceleration. Car should reach full speed in 2 1/2 feet (.8 m). **DO NOT** drag out acceleration.
3. **UL Up Leveling** - Car at lower floor with no load. Disconnect **U1**. Register an up call. Adjust **UL** to set up leveling speed at 10 to 13 fpm (.05 to .07 m/sec). Reconnect **U1**.
4. **UT Up Transition** - Car at lower floor with no load. Register an up call and observe up transition. Turn **UT** CW (slower) or CCW (faster) until up transition is satisfactory. Slowdown switch should be located to give 3 to 4 inches (75 to 100 mm) of stabilized leveling (**see note 10**).
5. **US Up Stop** - Car at lower floor with **no load**. Disconnect **U2**. Register an up call. Car should not move. Turn **US** CW until car moves, then CCW until car stops again. Reconnect **U2**. Register an up call and observe up stop. Turn **US** CW for softer stop, CCW for firmer stop.

NOTE: Pump motor must run approximately 1 second after car has stopped.

D1 - Down Fast solenoid

Down Adjustments (From Preset)

D2 - Down Slow solenoid

1. **DL Down Leveling** - Car at upper floor with **no load**. Disconnect **D1**. Register a down call. If car does not move, turn **DC** CW (1/8" turn at a time) until car moves down. Adjust **DL** to set down leveling speed at 7 to 9 fpm (.04 to .05 m/s). Reconnect **D1**.
2. **DM Down Main** - For UV-7B valves, car at upper floor with **no load**. Register a down call. Turn **DM** CW (slower) or CCW (faster) to set down speed at 25% less than contract (full load) speed (**see note 9**). For UV-7BC valves DSC should be on preset and set down speed at full contract speed.
3. **DSC Down Speed Control** - Put **full load** on car and check speed in down direction. If speed is more than 5% different from contract speed turn **DSC** (CW) to decrease or (CCW) to increase speed within 5% of contract speed. Final **DSC** adjustment should be in 1/8 increments.
4. **DC Down Closing** - Cycle **empty** car and observe down stop. Turn **DC** CW (softer stop) or CCW (firmer stop) until down stop is satisfactory (**see note 8**).
5. **DT Down Transition** - Car at upper floor with **no load**. Disconnect **D1**. Register a down call. Car should come down at leveling speed. Turn **DT** CCW until car speeds up, then slowly CW until car slows down again. Reconnect **D1**. Cycle car and turn **DT** CCW (slower) or CW (faster) until down transition is satisfactory. Readjust **DL** to maintain down leveling at 7 to 9 fpm (.04 to .05 m/sec). Slowdown switch should be located to give 3 to 4 inches (75 to 100 mm) of stabilized leveling (**see note 10**).
6. **DA Down Acceleration** - Car at upper floor with **no load**. Turn **DA** CW to stop. Register a down call. Car should not move. Turn **DA** slowly CCW until car breaks away from floor. Turn **DA** CW (slower) or CCW (faster) until down acceleration is satisfactory.

ML Manual Lowering - Turn **ML** out CCW to lower car at leveling speed. All electrical power **MUST** be off when using manual lowering!

RV Relief Valve

- 1) With fully loaded car and a pressure gauge installed on the **pump gauge** port, register an up call and record maximum pressure as car nears top landing.
- 2) Close main line valve and turn **RV** and **UA** out CCW to stop.
- 3) Register an up call. Turn **RV** CW to set relief pressure as required by local code (not to exceed 50% above maximum pressure recorded earlier).
- 4) Restart pump to check pressure relief setting. Seal **RV** as required. Open main line valve to the jack. Readjust **UA** for proper up acceleration.

CW = Clockwise (IN) ↻

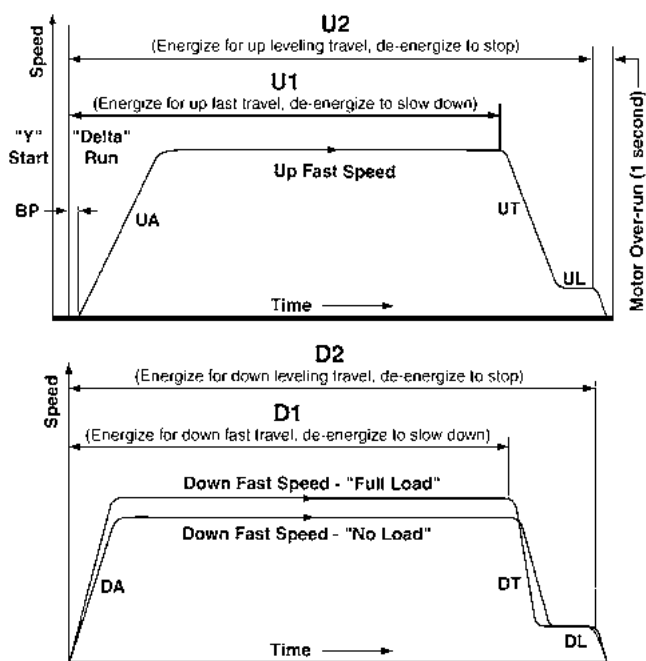
Adjuster Presetting

↻ CCW = Counter Clockwise (OUT)

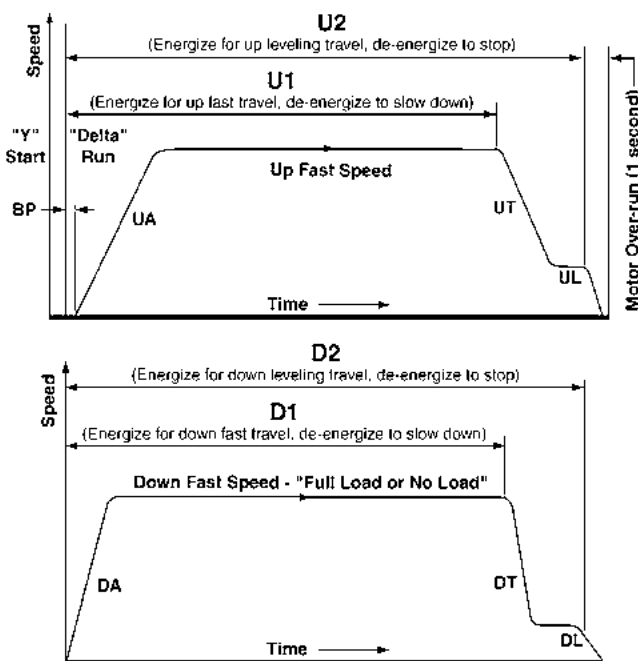
UP	PRESETTING		FUNCTION	Down	PRESETTING		FUNCTION
	BP	CCW to stop, then CW 2 turns.	(CCW - Delays up start)		DL	CW to stop, CCW 5 1/2 turns.	(CW - Slower speed)
	UA	CW to stop.	(CCW - Faster acceleration)		DM	CW to stop, CCW 5 1/2 turns.	(CW - Slower speed)
	UL	CCW to stop.	(CW - Faster speed)		DSC	CW to snap ring, CCW 6 turns.	(CW - Slower speed)
	UT	CCW to stop, CW 2 1/2 turns.	(CW - Slower transition)		DC	CCW to stop, CW 2 1/2 turns.	(CCW - Firmer stop)
	US	CCW to stop.	(CW - Softer stop)		DT	CW to stop.	(CCW - Slower transition)
	RV	Factory set at 500 psi (34 bar).	(CW - Increase pressure)		DA	CCW to stop.	(CCW - Faster acceleration)

UV-7B & UV-7BC Performance

Performance Chart for UV-7B Valves



Performance Chart for UV-7BC Valves



Additional Features

Connections

- 2 1/2" inch NPT standard
- Grooved connections for all three ports. (Optional)

Construction

- Lightweight, heat-treated, high strength aluminum body.
- Moving parts are restricted to sliding sealed pistons.
- The valve has a fully adjustable pressure relief valve.
- High temperature viton seals throughout.

Upgrade Options

- Pressure Compensation (Down Constant Speed) Kit
- Pressure Compensated Valve - UV-7BC

Ratings

- UV-7B certified by CSA-B44 - ASME A17.1.
- CSA-B44 rated at 50 psi (3.4 bar) min to 500 psi (34.5 bar) max.
- The temperature range is 80° F (27° C) min to 150° F (65° C) max.
- Flow rate range of 150 gpm (568 lpm) min to 400 gpm (1514 lpm) max.
- UV-7BC maintains Constant Down Speed irrespective of the load.

Recommendations

Use of a good brand of grade 32 turbine oil with a viscosity of 150 ssu at 100° F (38° C) and a minus pour point is recommended. Also compatible with grade 46 and biodegradable (vegetable) oil.

Notes

- Size all UV-7B & UV-7BC valves to bypass entire capacity of pump at minimum pressure.

Solenoid Changes:

U1 - Up Fast (Red wire*) - was ULS
 U2 - Up Slow (Yellow wire*) - was UDS
 D1 - Down Fast (Black wire*) - was DMS
 D2 - Down Slow (Blue wire*) - was DLS

Adjuster Changes:

US - Up Stop - was UD

Sequence Of Solenoid Operation

Up Start:

- "ATL" (Across The Line) start: pump motor "ON". Energize both U2 and U1 solenoids to run up at fast speed
- "Wye" start: Pump motor "ON" (reduced voltage). "Delta" run: Pump motor "ON" full voltage. Energize both U2 and U1 solenoids to run up at fast speed. De-energize U1 to slowdown to leveling speed. De-energize U2 to stop at floor.

CAUTION: Never energize U2 and U1 during "Wye" start, only after "Delta" run!

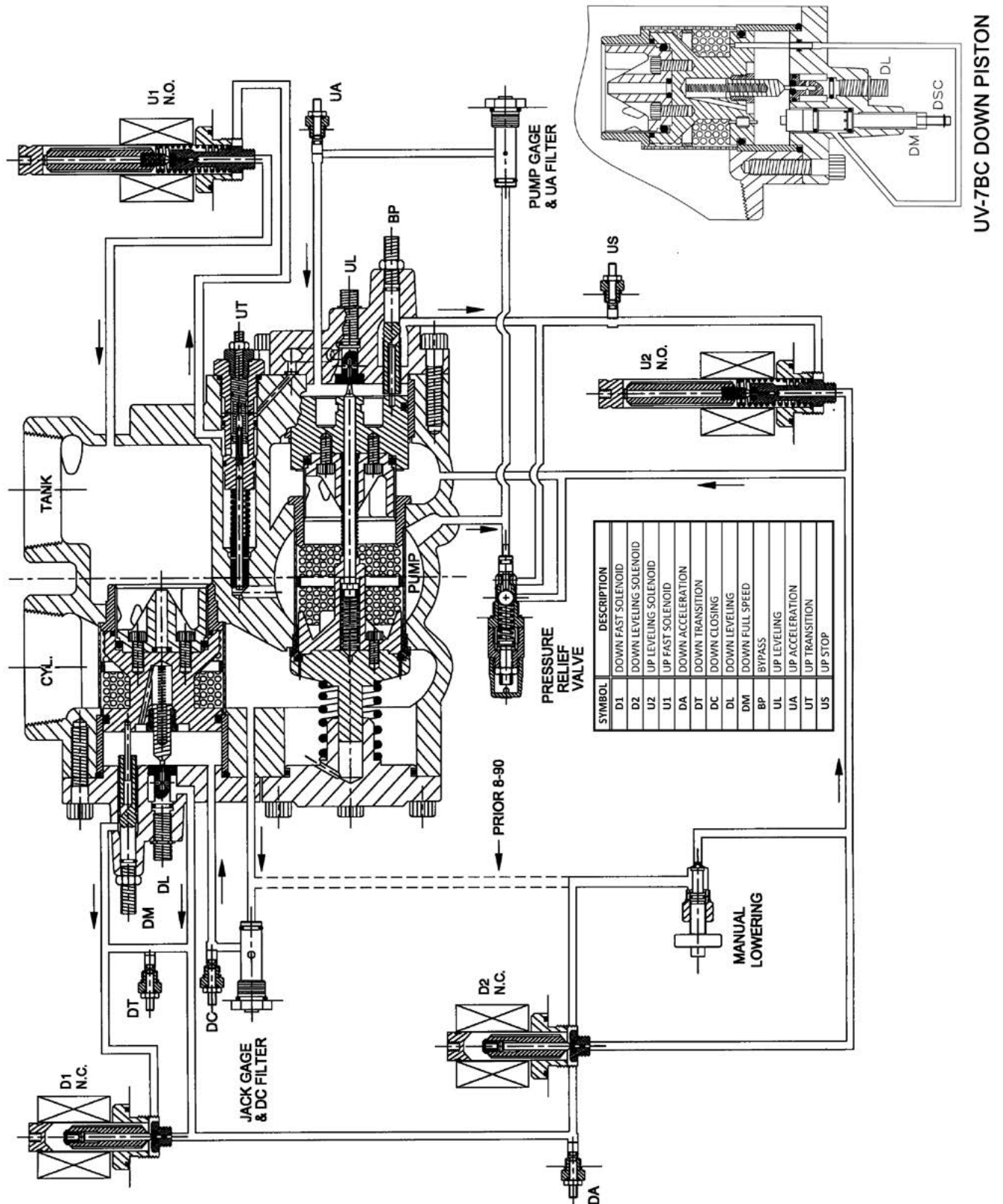
Down Start:

Energize D1 and D2 to lower car at fast speed.
 De-energize D1 to slowdown to leveling speed.
 De-energize D2 to stop at floor.

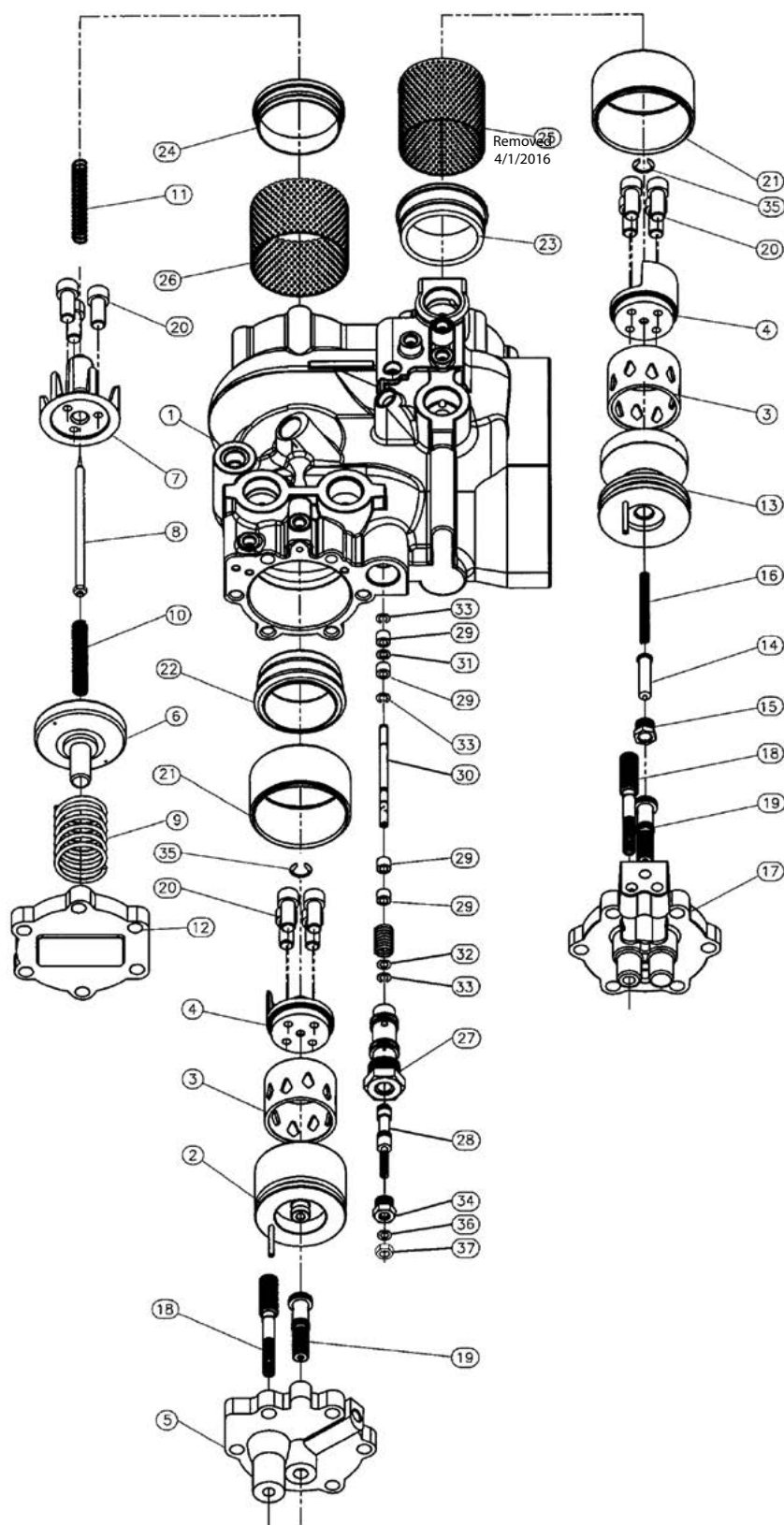
Note 1: For additional clarification on the sequence of operation, please refer to the Performance Chart above.

Note 2: Pump motor must be timed to run approximately 1 second after car has stopped.

UV-7B & UV-7BC Valve Schematic



UV-7B Valve Exploded View



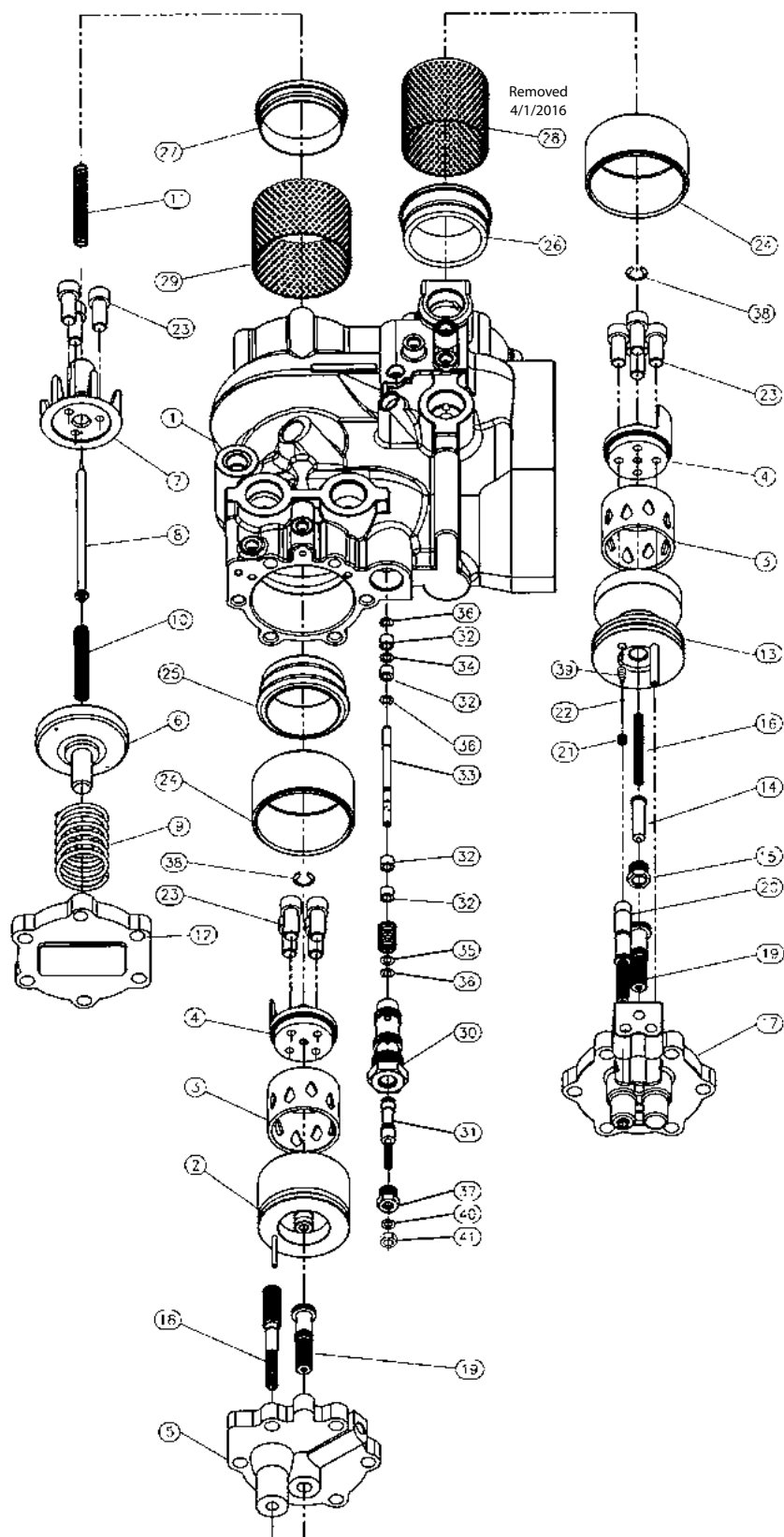
UV-7B Valve Parts List

ITEM	PART NO.	DESCRIPTION	QTY.
1	5250M	UV-7B BODY	1
2	5261	BYPASS PISTON	1
3	5269-TAB	BYPASS/DOWN PORT RING	2
4	5270	PORT SHIELD	2
5	5258	BYPASS FLANGE	1
6	5255	CHECK VALVE POPPET	1
7	5268	CHECK POPPET GUIDE STEM	1
8	5284BA	UP LEVEL NEEDLE ASSEMBLY	1
9	5308	CHECK PISTON SPRING	1
10	5281	NEEDLE EXTENSION SPRING	1
11	5315B	BYPASS RETURN SPRING	1
12	5252	CHECK FLANGE	1
13	5273	LOWERING PISTON	1
14	5262	DOWN LEVEL NEEDLE	1
15	5263	DOWN LEVEL NEEDLE RETAINING GUIDE NUT	1
16	5280	DOWN LEVEL NEEDLE SPRING	1
17	5251	DOWN FLANGE	1
18	5267	BYPASS/DOWN MAIN SPEED ADJUSTER	2
19	5191BA	LEVELING ADJUSTER ASSEMBLY	2
20	5292A	CAP SCREW 1/4"-20 x 5/8"	11
21	5271	BYPASS/LOWERING CYLINDER SLEEVE	2
22	5272	BYPASS INSERT SEAT RING	1
23	5283	DOWN INSERT SEAT RING	1
24	5282	CHECK INSERT SEAT RING	1
25	5304A	DOWN SCREEN ASSEMBLY	1
26	5306A	PUMP INLET SCREEN ASSEMBLY	1
27	5276	UT BODY ASSEMBLY	1
28	5274	UT ADJUSTER BODY	1
29	5279	UT COMPENSATOR SHAFT PISTON SLEEVE	4
30	5275B	UT COMPENSATOR SHAFT	1
31	5294V	O-RING	1
32	1630V	O-RING	1
33	5303	RETAINER RING	2
34	5277	UT RETAINER NUT	1
35	5367	PORT SHIELD SNAP RING	2
36	5227V	O-RING	1
37	5291	NUT	1

Removed 4/1/2016

NOTE: NOT ALL PARTS SHOWN SOLD INDIVIDUALLY

UV-7BC Valve Exploded View



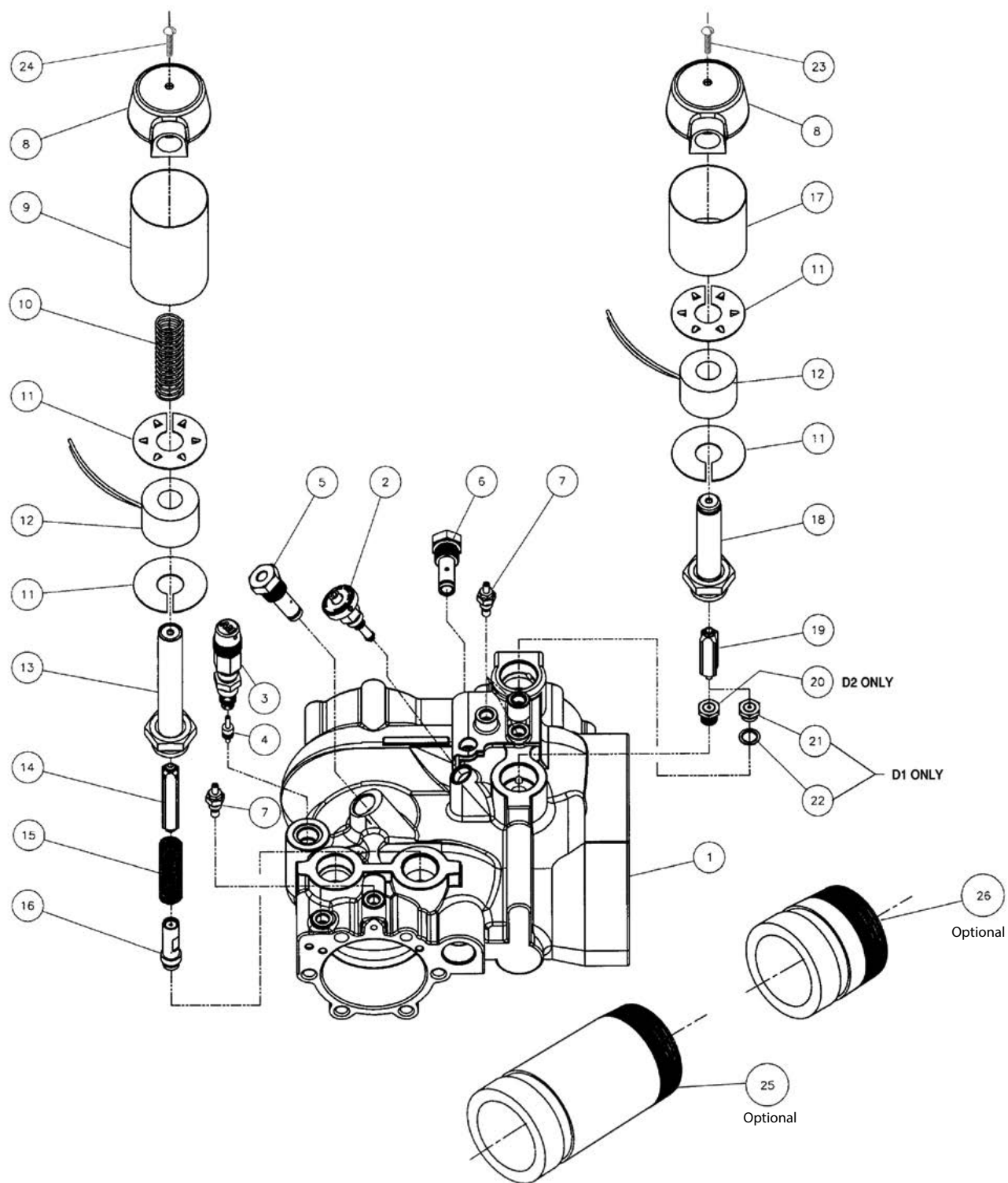
UV-7BC (Constant Down Speed) Valve Parts List

ITEM	PART NO.	DESCRIPTION	QTY.
1	5250M	UV-7B BODY	1
2	5261	BYPASS PISTON	1
3	5269-TAB	BYPASS/DOWN PORT RING	2
4	5270	PORT SHIELD	2
5	5258	BYPASS FLANGE	1
6	5255	CHECK VALVE POPPET	1
7	5268	CHECK POPPET GUIDE STEM	1
8	5284BA	UP LEVEL NEEDLE ASSEMBLY	1
9	5308	CHECK PISTON SPRING	1
10	5281	NEEDLE EXTENSION SPRING	1
11	5315B	BYPASS RETURN SPRING	1
12	5252	CHECK FLANGE	1
13	5453	DSC LOWERING PISTON	1
14	5262	DOWN LEVEL NEEDLE	1
15	5263	DOWN LEVEL NEEDLE RETAINING GUIDE NUT	1
16	5280	DOWN LEVEL NEEDLE SPRING	1
17	5458	DSC DOWN FLANGE	1
18	5267	BYPASS MAIN SPEED ADJUSTER	1
19	5191BA	LEVELING ADJUSTER ASSEMBLY	2
20	5736A-TAB	DSC COMPENSATOR BODY ASSEMBLY	1
21	5512	DSC CHECK VALVE BODY	1
22	5514	DSC CHECK VALVE PISTON	1
23	5292A	CAP SCREW 1/4"-20 x 5/8"	11
24	5271	BYPASS/LOWERING CYLINDER SLEEVE	2
25	5272	BYPASS INSERT SEAT RING	1
26	5283	DOWN INSERT SEAT RING	1
27	5282	CHECK INSERT SEAT RINGS	1
28	5304A	DOWN SCREEN ASSEMBLY	1
29	5306A	PUMP INLET SCREEN ASSEMBLY	1
30	5276	UT BODY ASSEMBLY	1
31	5274	UT ADJUSTOR BODY	1
32	5279	UT COMPENSATOR SHAFT PISTON SLEEVE	4
33	5275B	UT COMPENSATOR SHAFT	1
34	5294V	O-RING	1
35	1630V	O-RING	1
36	5303	RETAINER RING	2
37	5277	UT RETAINER NUT	1
38	5367	PORT SHIELD SNAP RING	2
39	5628	DSC CHECK VALVE SPRING	1
40	5227V	O-RING	1
41	5291	NUT	1

Removed 4/1/2016

NOTE: NOT ALL PARTS SHOWN SOLD INDIVIDUALLY

UV-7B & UV-7BC Valve External Parts Exploded View



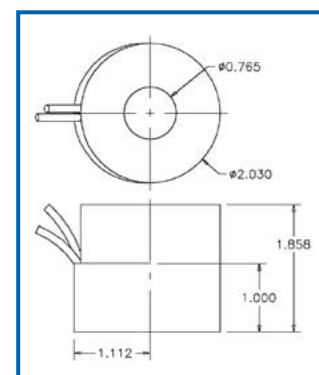
UV-7B & UV-7BC Valve External Parts List

ITEM	PART NO.	DESCRIPTION	QTY
1	5250M	UV-7B BODY	1
2	5211BA	MANUAL LOWERING ASSEMBLY	1
3	5079A	RELIEF VALVE ASSEMBLY	1
4	5122BA	RELIEF VALVE PISTON	1
5	5363A	UA FILTER INPUT	1
6	5260-1	DC FILTER INPUT	1
7	5349A	ADJUSTER ASSEMBLY (UA, US, DC, DT, DA)	5
8	2133	COIL COVER CAP	4
9	2122	N/O COIL COVER TUBE	2
10	1275	N/O PISTON SPRING	2
11	1062	COIL WASHER	8
12	-	COILS (SEE CHART FOR VOLTAGE)	4
13	2129A	N/O PLUNGER ENCLOSURE	2
14	2125A	N/O SOLENOID PLUNGER ASSEMBLY	2
15	2132	N/O PLUNGER SPRING	2
16	2391A	N/O NEEDLE ORIFICE ASSEMBLY	2
17	2120	N/C COIL COVER TUBE	2
18	2164A	N/C PLUNGER ENCLOSURE	2
19	1456DA	N/C SOLENOID HAMMER ASSEMBLY	2
20	5353A	NEEDLE ORIFICE SEAT ASSY. (D2)	1
21	1465BA	NEEDLE ORIFICE SEAT ASSY. (D1)	1
22	1458	NEEDLE ORIFICE WASHER	1
23	1051-4	N/C LONG SCREW SPACER	2
24	1051-1	N/O SHORT SCREW SPACER	2
25	5633	2.5" LONG GROOVED ADAPTER (OPTIONAL)	1
26	5632	2.5" SHORT GROOVED ADAPTER (OPTIONAL)	2

NOTE: NOT ALL PARTS SHOWN SOLD INDIVIDUALLY

UV-7B & UV-7BC Solenoid Coils

PART NO.	VOLTAGE (V)	FREQUENCY (HZ)	IN RUSH CURRENT (A)	HOLDING CURRENT (A)	RESISTANCE (OHM)	COIL COLOR
SOLENOID COILS FOR UV-7B AND UV-7BC VALVES ONLY						
S651	110 VAC	60	1.41	0.60	32	*
S652	208 VAC	60	0.75	0.32	102	BLACK
S653	220 VAC	60	0.70	0.30	136	*
S654	440 VAC	60	0.35	0.15	520	BLACK
S655	550 VAC	60	0.26	0.11	833	
S656	220 VAC	50	0.59	0.25	199	
S752	110 VDC	DC	0.40	0.40	245	*
S753	220 VDC	DC	0.20	0.20	985	BLACK
All solenoid coils are supplied with 96" leads						



UV-7B & UV-7BC
SOLENOID COILS

* Supplied with the following colored wires to simplify valve wiring:

- U1 coils = Red wires
- U2 coils = Yellow wires
- D1 coils = Black wires
- D2 coils = Blue wires

NOTE: All other solenoid coils have black wires only.

UV-7B(C) CONTROL VALVE ACCESSORIES

Bypass Piston Assembly, Part # 5261A-TAB

UV-7B Down Piston Assembly, Part # 5273A-TAB

UV-7BC Down Piston Assembly, Part # 5453A-TAB

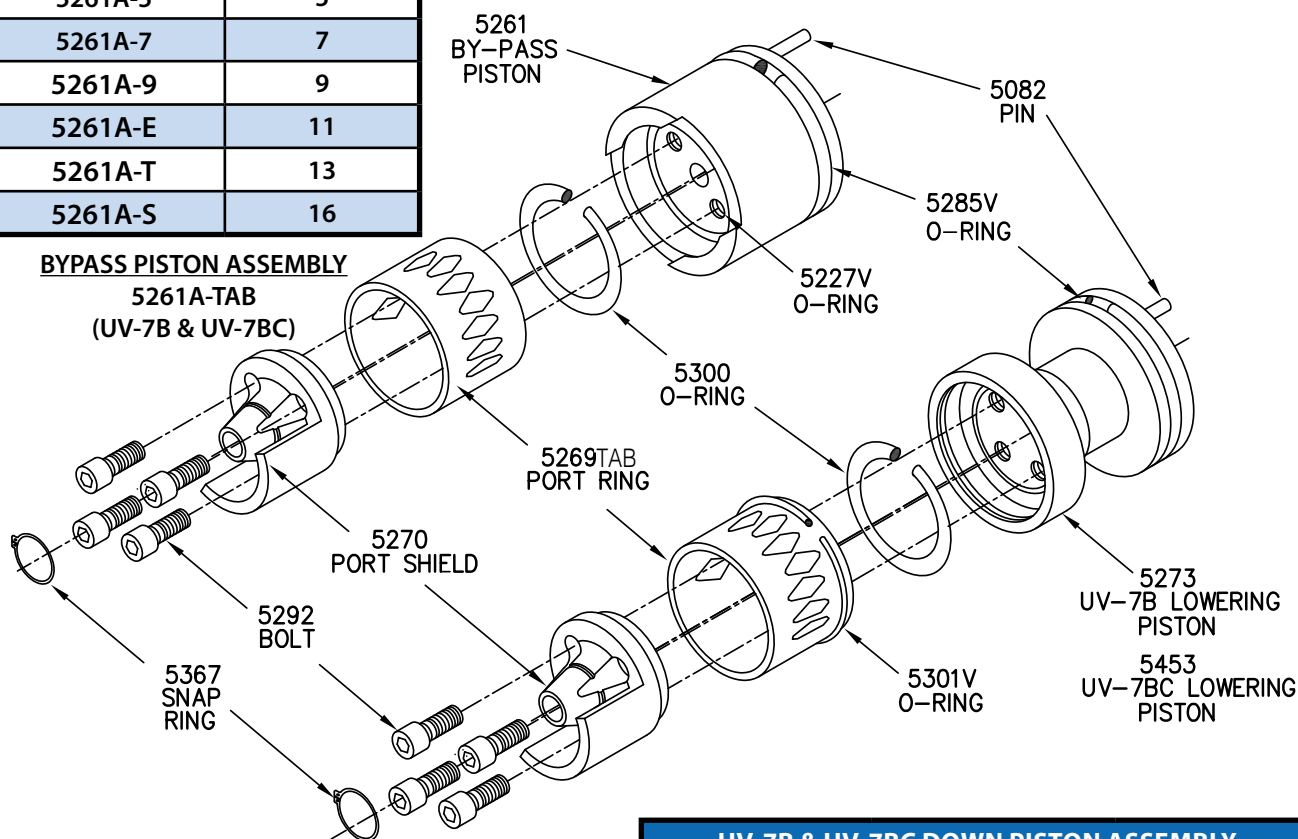
UV-7B & UV-7BC Bypass Piston Assembly

Kit Part Number & Open Ports

UV-7B ASSY NO.	OPEN PORTS
5261A-5	5
5261A-7	7
5261A-9	9
5261A-E	11
5261A-T	13
5261A-S	16

BYPASS PISTON ASSEMBLY

5261A-TAB
(UV-7B & UV-7BC)



DOWN PISTON ASSEMBLY

5273A-TAB (UV-7B)
5453A-TAB (UV-7BC)

Procedure for Replacing the Down and Bypass Port Shields

1. Remove the bolts holding the port shield in place.
2. Clean the bolts and remove all loose material from the threads.
3. Use a non-CFC solvent surface activator such as Loctite activator 7649 to clean the surface of the threads. Wait at least five minutes for the solvent to dry.
4. Apply Loctite 680 compound to the threads.
5. Put the new port shield inside the port ring. Make sure the correct number of ports are open in each of the port rings.
6. Secure the port shields by the bolts and tighten the bolts to 40 in.-lbs. torque.
7. Snap the supplied snap ring on the port shield.
8. Be sure that the snap rings are properly installed.

UV-7B & UV-7BC DOWN PISTON ASSEMBLY KIT PART NUMBER & OPEN PORTS

UV-7B ASSY NO.	UV-7BC ASSY NO.	OPEN PORTS
5273A-5	5453A-5	5
5273A-7	5453A-7	7
5273A-9	5453A-9	9
5273A-E	5453A-E	11
5273A-T	5453A-T	13
5273A-S	5453A-S	16

Adjustable flow piston assemblies:

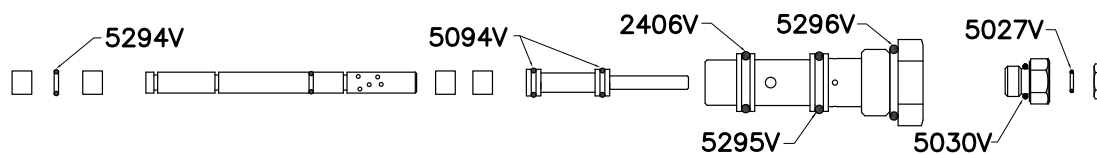
To increase or decrease flow capability, loosen bolts #5292 enough to allow the port ring #5269 to be rotated to the desired flow rate.

Re-tighten locking bolts #5292 evenly to 40 in. lbs. of torque which is about as tight as you can get them using a 3/16" T-handle Allen driver by hand.

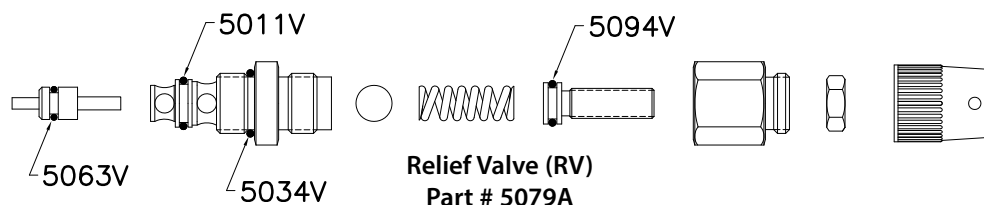
NOTE: If bolts are replaced, please be sure to use Loctite 680 on clean threads of the bolts.

Kit # 5317V - UV-7B & BC Viton Seal Kit

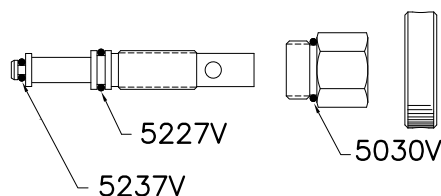
NOTE: We do not recommend rebuilding the DSC adjuster of the UV-7BC valve in the field.



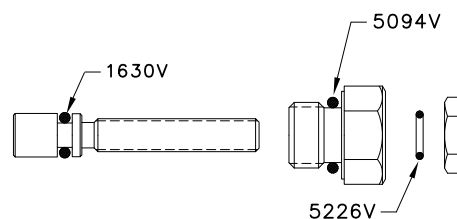
Up Transition (UT) Compensator Assembly
Part # 5276A



Relief Valve (RV)
Part # 5079A



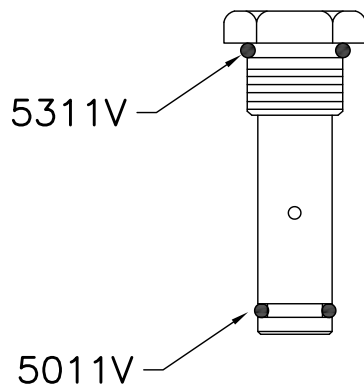
Manual Lowering Assembly (ML)
Part # 5211BA



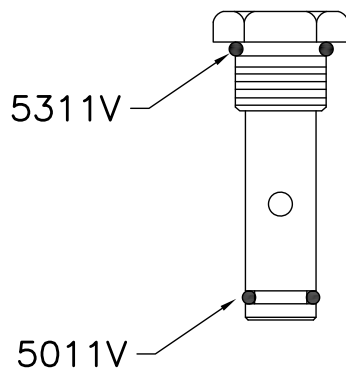
UA, US, DA, DC, DT Adjuster Assembly
Part # 5349A

PART NUMBER	QTY	LOCATION & DESCRIPTION
5285V	2	O-RINGS FOR BYPASS & DOWN PISTONS
5297V	1	O-RINGS FOR CHECK PISTONS
5300V	2	O-RINGS FOR BYPASS & DOWN PISTONS
5299V	3	O-RINGS FOR BYPASS & DOWN SLEEVE,CHECK FLANGE
5301V	1	O-RINGS FOR DOWN PISTON PORT
5296V	1	O-RINGS FOR UT COMPENSATOR ASSY
5295V	1	O-RINGS FOR UT COMPENSATOR ASSY
2406V	1	O-RINGS FOR UT COMPENSATOR ASSY
5294V	1	O-RINGS FOR UT COMPENSATOR ASSY
5311V	2	O-RINGS FOR DC & UA FILTER ASSY
5193V	2	O-RINGS FOR LEVELING ADJUSTER ASSY
5034V	1	O-RINGS FOR RELIEF VALVE (RV)
5030V	2	O-RINGS FOR UT COMPENSATOR & MANUAL LOWERING
5020V	2	O-RINGS FOR BYPASS & DOWN ADJUSTER ASSY'S
5011V	3	O-RINGS FOR RELIEF VALVE (RV), DC & UA FILTER ASSY
5094V	7	O-RINGS FOR RELIEF VALVE (RV), ADJUSTERS (5), UT COMPENSATOR ASSY
5227V	12	O-RINGS FOR BYPASS PISTON ASSY, UT COMPENSATOR, ML, DOWN FLANGE, BYPASS FLANGE, BYPASS ADJUSTER ASSY & DOWN ADJUSTER ASSY
5063V	1	O-RING FOR RELIEF VALVE (RV)
5226V	5	O-RINGS FOR ADJUSTERS (5)
1630V	6	O-RINGS FOR ADJUSTERS (5) & UT COMPENSATOR ASSY
5237V	1	O-RING FOR ML

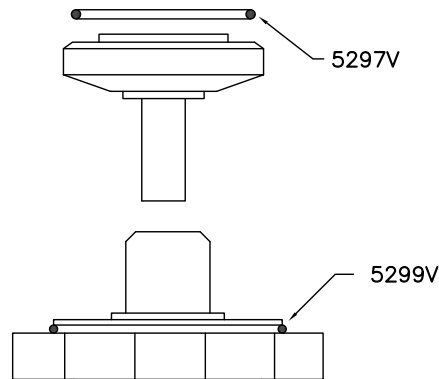
Kit # 5317V - UV-7B & BC Viton Seal Kit (cont.)



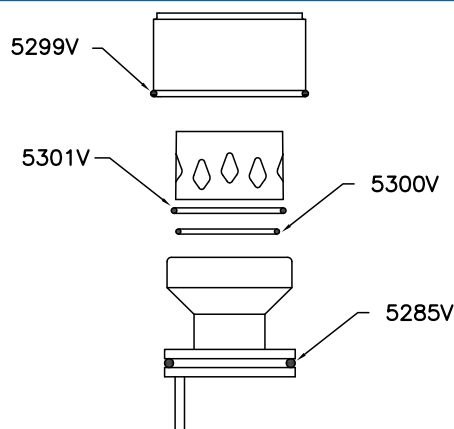
Up Acceleration (UA) Filter Assembly
Part # 5363A



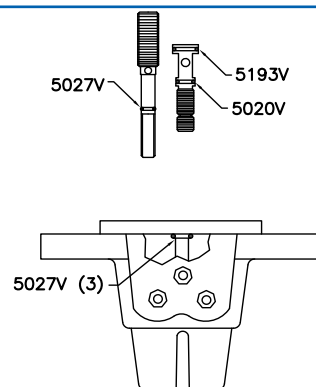
Down Closing (DC) Filter Assembly
Part # 5260-1A



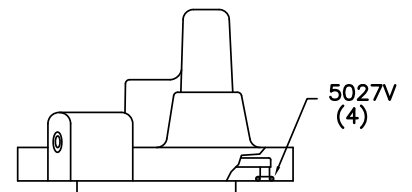
Check Piston Assembly
Part # 5255A



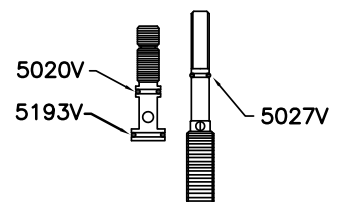
Down Adjuster Assembly
Part # 5273A-TAB (UV-7B)
Part # 5453A-TAB (UV-7BC)



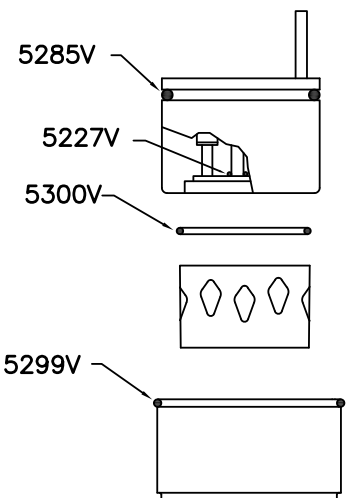
Down Flange Assembly
Part # 5251A (UV-7B)
Part # 5258A (UV-7BC)



Bypass Flange



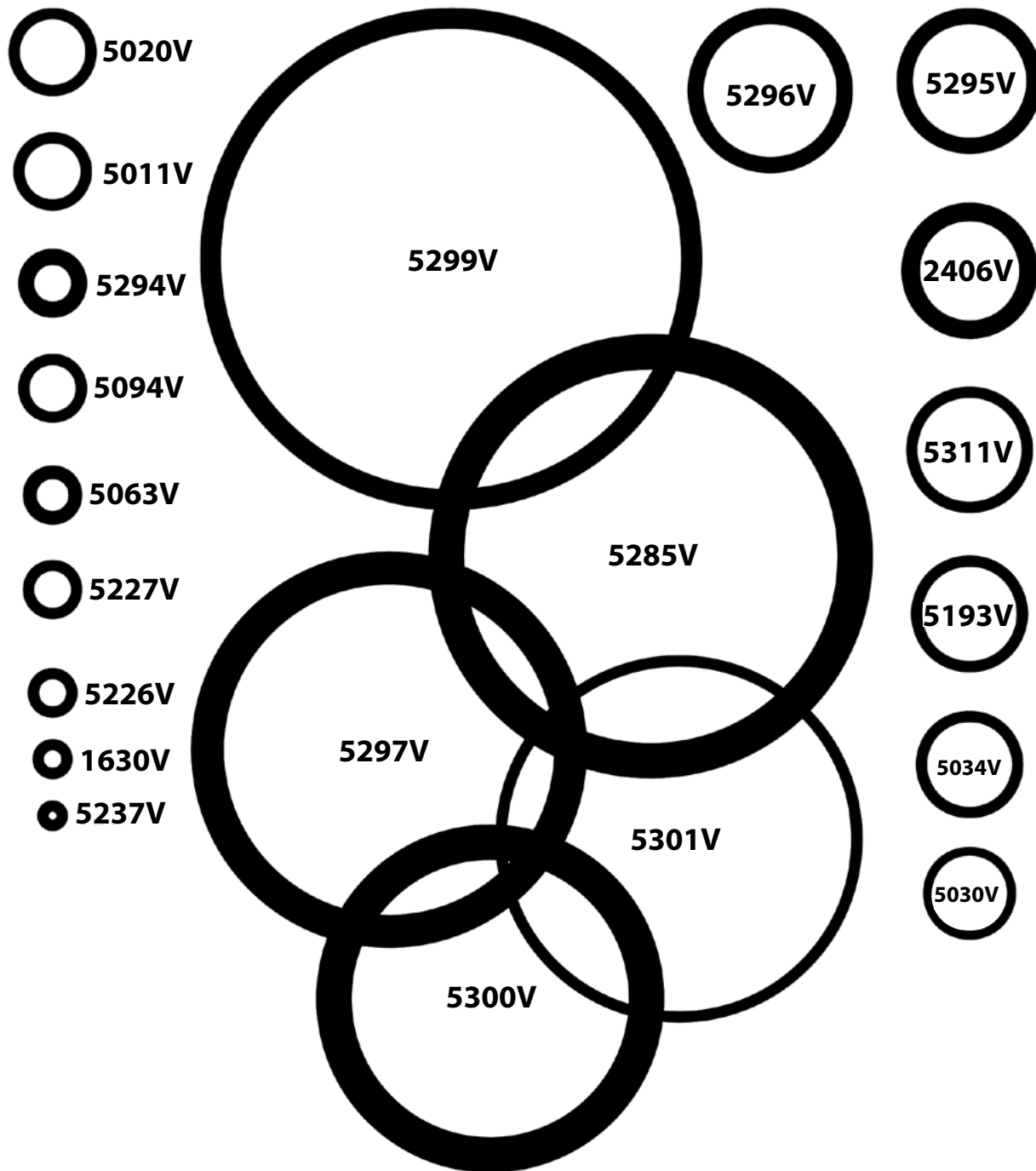
Bypass Adjuster Assemblies
Part # 5258A



Bypass Piston Assembly
Part # 5261A-TAB

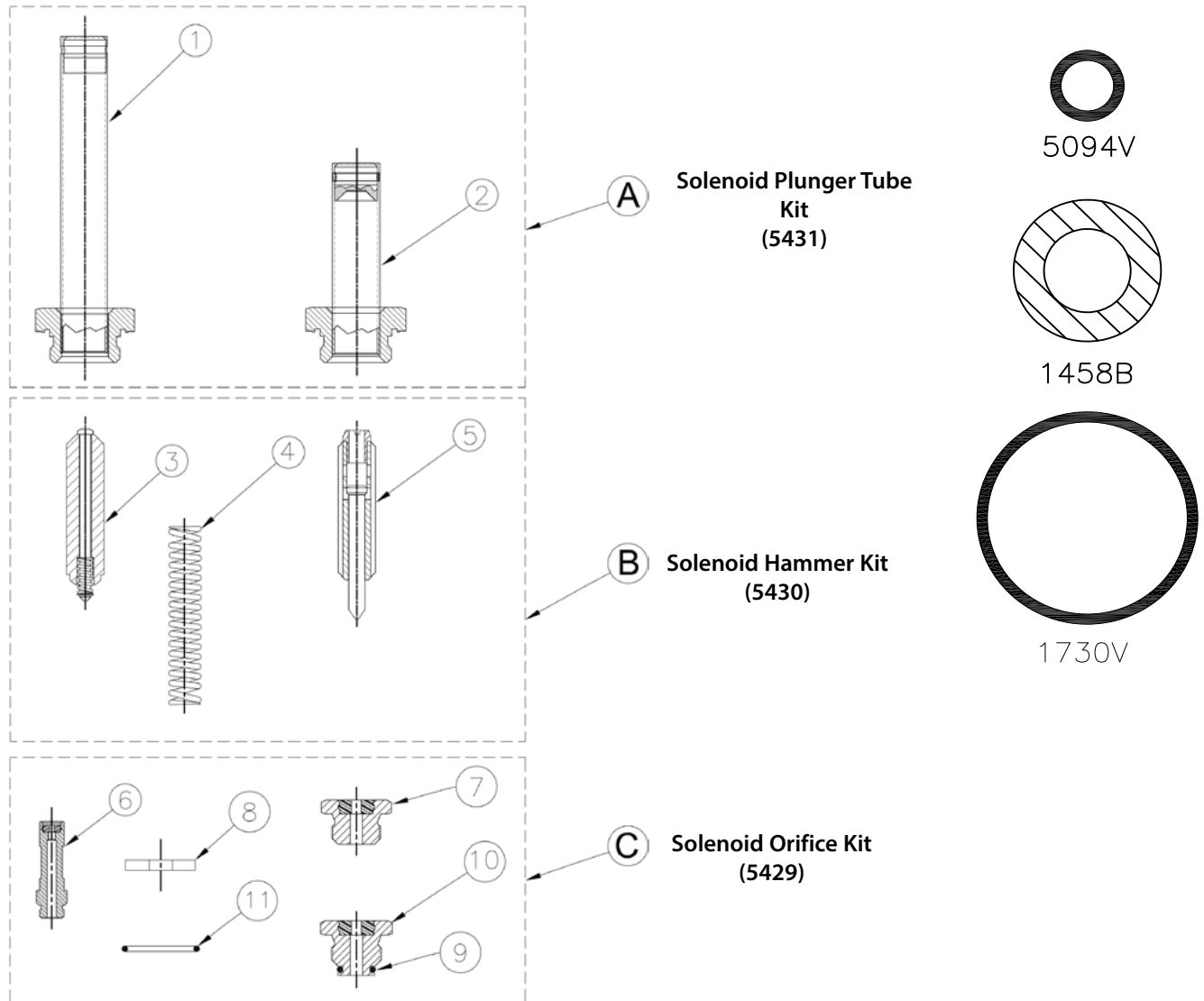
NOTE: When replacing o-rings on down, by-pass & check piston assemblies, apply locktite compound #680 on screw thread & torque the screws 40 in.-lbs.

Kit # 5317V - UV-7B & BC Viton Seal Kit, O-Rings



Items shown not to scale.

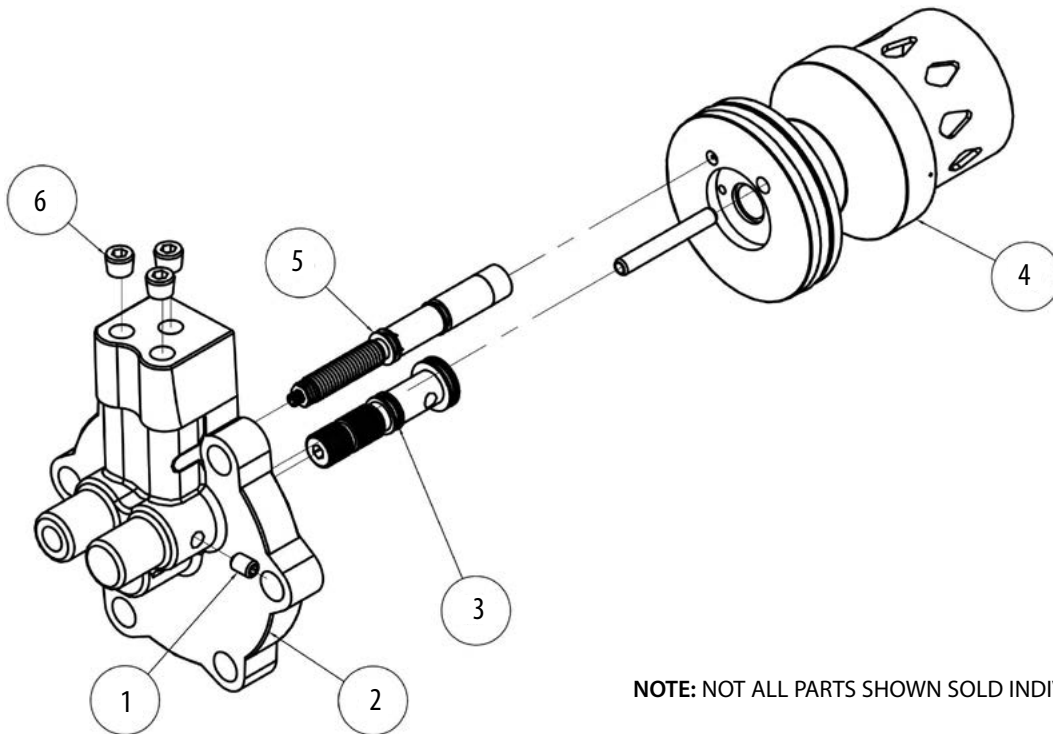
Kit # 5428 - UV-7B & UV-7BC Solenoid Kit



PARTS INCLUDED WITH KIT #5428			
ITEM	PART NO	QTY	LOCATION & DESCRIPTION
A PLUNGER TUBE KIT (5431)			
1	2129A	2	N/O PLUNGER TUBE ASSY
2	2164A	2	N/C PLUNGER TUBE ASSY
B HAMMER KIT (5430)			
3	2125A	2	N/O SOLENOID PLUNGER ASSEMBLY
4	2132	2	N/O PLUNGER ASSEMBLY SPRING
5	1456DA	2	N/C SOLENOID PLUNGER ASSEMBLY
C ORIFICE KIT (5429)			
6	2391A	2	N/O NEEDLE ORIFICE ASSEMBLY
7	1465BA	1	N/C NEEDLE ORIFICE SEAT ASSEMBLY (D1)
8	1458B	1	N/C NEEDLE ORIFICE WASHER
9	5094V	1	O-RING FOR N/C NEEDLE ORIFICE SEAT ASSEMBLY (D2 ONLY)
10	5353A	1	N/C NEEDLE ORIFICE ASSEMBLY (D2)
11	1730V	4	O-RINGS FOR N/O & N/C PLUNGER ENCLOSURE ASSEMBLIES

Kit # 5458A-() - Pressure Compensation (Constant Down Speed) Upgrade Kit For UV-7B

This kit is used to convert an existing, in-service, UV-7B valve into a UV-7BC (Constant Down Speed) valve.



NOTE: NOT ALL PARTS SHOWN SOLD INDIVIDUALLY

Kit Part Number & Sizes

SIZE	ASSEMBLY NO.
5	5458A-5
7	5458A-7
9	5458A-9
E	5458A-11
T	5458A-13
S	5458A-16

PARTS INCLUDED WITH KIT 5458A-()

ITEM	QTY	PART NO.	DESCRIPTION
1	1	5520	1/4-20 X 1/4" Long Brass Tube
2	1	5458	DSC Down Flange
3	1	5191BA	Leveling Adjustor Assembly
4	1	5453A-TAB	DSC Down Piston
5	1	5736A-TAB	DSC Compensator Body Assembly
6	3	5113	Pipe Plug

UV-7B & UV-7BC Accessories



The **Grooved Adapter Short** was designed to convert the Jack and Pump port of the UV-7B, & UV-7BC control valve from the standard NPT. This adapter threads directly into each port. **Part No. 5632**



The **Grooved Adapter Long** was designed to convert the Tank port of the UV-7B, & UV-7BC control valve from the standard NPT. This adapter is installed using the existing pump port flange and hardware. **Part No. 5633**



The **Pressure Gauge Fitting System** is used to provide a means of attaching a Pressure gauge to the control valve. It is provided with a 1/8 brass shut off valve and a male quick disconnect fitting. Individual fittings can be purchased to create your own arrangements. Contact EECO for details. **Part No. 5706**



The **Pressure Gauge Fitting & Low Pressure Switch System** is used to provide a means of attaching a Pressure gauge to the control valve. It is provided with a 1/8 brass shut off valve and a male quick disconnect fitting and a low pressure switch. The option of a N.O. or N.O./N.C. switch is available. See page 74 for details. Individual fittings can be purchased to create your own arrangements. See page 75 for more details. **Part No. 5707**



The **Troubleshooting Kit** was created to provide mechanics with the most common parts needed to service UV-7B, and UV-7BC valves in the field. Contact EECO for details. **Model No. UV-7B-TSK**

ITEM	PART NO.	DESCRIPTION	QTY.
1	5428	SOLENOID KIT	1
2	5317V	VITON SEAL KIT	1
3	S651	COIL 110VAC/60HZ - BLACK WIRE	1
4	S653	COIL 220VAC/60HZ - BLACK WIRE	1
5	5712	VALVE ADJUSTING WRENCH	1
6	UV-TSG	TROUBLESHOOTING GUIDE	1
7	CAT-VALVE	VALVE CATALOG	1
8	UV-VAK	VALVE ADJUSTMENT USB DRIVE	1

UNIVERSAL CONTROL VALVE ACCESSORIES

Low Pressure Switch

N.O. Low Pressure Switch Part # 5253



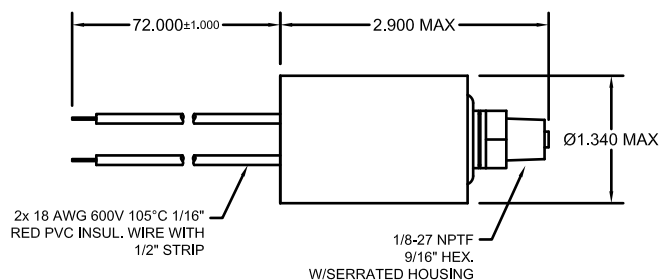
SWITCH SPECIFICATIONS:

CONTACTS N.O.
 ACTUATION PRESSURE..... 90 ± 10 PSIG
 RELEASE PRESSURE..... 50 ± 10 PSIG
 MAX PRESSURE (UL) 750 PSIG
 MAX PRESSURE (NON-UL).... 1000 PSIG
 BURST PRESSURE..... 5000 PSIG
 TEMPERATURE RANGE AMBIENT: -20°F TO 150°F
 FLUID: -65°F TO 275°F
 ELECTRICAL RATING 120VAC - 13A, 13FLA,
 65LRA, 480VA
 240VAC - 10A, 10FLA,
 45LRA, 720VA
 DIELECTRIC STRENGTH 750 VRMS OPEN SWITCH
 1550 VRMS TERMINALS TO
 SWITCH
 UL RECOGNIZED..... FILE SA995, GUIDE SDFY 2
 UL CANADA RECOGNIZED FILE SA995, GUIDE SDFY 8

SWITCH CONFIGURATIONS

SPST AT ATMOSPHERIC PRESSURE: OPEN

THE MECHANICAL CONNECTION IS 1/8-27 NPTF MALE
 CONNECTION.
 LEAD WIRES ARE $72" \pm 1.000$ OF #18 AWG WITH
 INSULATION RATED FOR 105° IN OIL.



N.O./N.C. Low Pressure Switch Part # 5245



SWITCH SPECIFICATIONS:

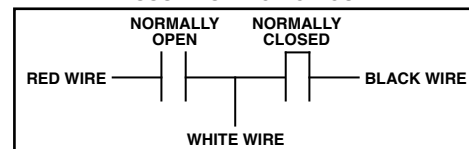
CONTACTS N.O. / N.C
 ACTUATION PRESSURE..... 100 ± 10 PSIG
 RELEASE PRESSURE..... 60 ± 5 PSIG
 MAX PRESSURE (UL) 750 PSIG
 MAX PRESSURE (NON-UL).... 1000 PSIG
 BURST PRESSURE..... 5000 PSIG
 TEMPERATURE RANGE FLUID: -65°F TO 275°F
 ELECTRICAL RATING 120VAC - 5.8 FLA, 34.8 LRA
 240VAC - 2.9 FLA, 17.4 LRA

SWITCH CONFIGURATIONS

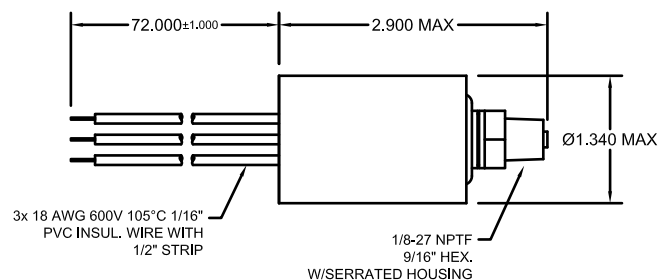
SPDT AT ATMOSPHERIC PRESSURE: OPEN

THE MECHANICAL CONNECTION IS 1/8-27 NPTF MALE
 CONNECTION.
 LEAD WIRES ARE $72" \pm 1.000$ OF #18 AWG WITH
 INSULATION RATED FOR 105° IN OIL.

PRESSURE SWITCH CIRCUITRY



THE WHITE WIRE WILL ALWAYS BE CONNECTED TO THE CIRCUIT



Actual delivered product may differ in appearance from above images. EECO reserves the right to substitute items based on product availability or other considerations.

UNIVERSAL CONTROL VALVE ACCESSORIES CONT'D

Valve Return Filters

EECO's Valve Return Filter Kit

The Valve Return Filter (VRF) is a passive oil filtration system attached to the tank return port of the valve. The filtration bag can be easily replaced without having to remove the bag's flange.

The VRF allows you to easily comply with the ASME A17.1/CSA B44 Rule 8.6.5.1.1 by capturing particles 5 microns in size and larger preventing the buildup of debris within the tank making it easier to clean.

The Valve Return Filter is available with 2" male pipe thread, 2" female pipe thread, or 2" grooved connections. The filtration bag is rated at 200 gpm. The top of the flange is to be located no more than 16-3/4" from the minimum oil level. The image at right is shown with and without the filter bag for clarity.



Valve Return Filter Replacement Bags

Filter bags are required to be replaced when the tank return port pressure is 3–5 psi or bags become discolored, brown/black in color. Filter bags are sold individually.



Parallel Valve Return Filters

When greater flow rates are required a second VRF needs to be installed in parallel.

The bags are depicted as transparent to reveal the parts within them.

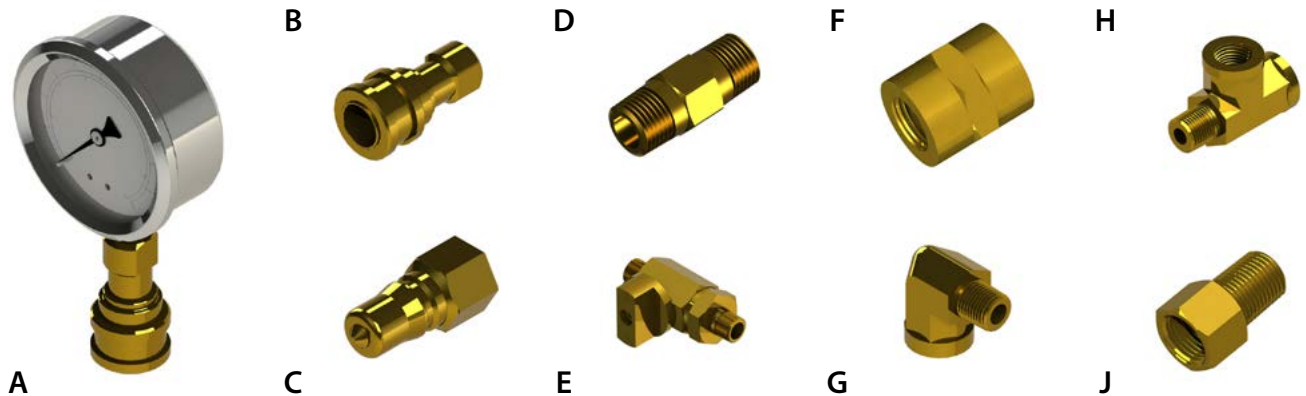
Contact EECO for More Information



[More Info](#)

Model No.	Description
VRF-20F	2" Female NPT Return Filter
VRF-20M	2" Male NPT Return Filter
VRF-20G	2" Grooved Return Filter
VRF-BAG	Replacement Filtration Bag

Control Valve Fittings



The **Pressure Gauge Fittings** are available to provide a means of attaching a Pressure gauge and or Pressure Switch to the Control Valve. All threaded fittings are 1/8 NPT brass.

ITEM	PART NO.	DESCRIPTION
A	P10200	0 - 1000 PSI LIQUID FILLED PRESSURE GAUGE
B	P10201	FEMALE QUICK DISCONNECT
C	P10202	MALE QUICK DISCONNECT
D	P10203	MALE - MALE HEX NIPPLE
E	P10204	MALE - MALE SHUTOFF VALVE
F	P10206	FEMALE - FEMALE COUPLING
G	P10207	FEMALE - MALE 90° ELBOW
H	P10208	FEMALE - FEMALE - MALE - TEE
J	P10209	FEMALE - MALE ADAPTER

Self Closing Manual Lowering Valve



The **Self Closing Manual Lowering Valve** can replace the current Manual Lowering in all EECO Control Valves.

To open the Self Closing Manual Lowering Valve the knob needs to be turned a 1/4 turn counter clockwise (CCW). Once the knob is released, the manual lowering valve will automatically close. Because of the 1/4 turn and automatic closing features, the manual lowering valve can be adapted for machine room-less or hard to reach installations. **Part No. 5713**

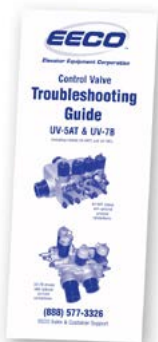
Control Valve Adjustment Tools



The **Combination Valve Adjustment Wrench** is a handy tool used to make the necessary adjustments to any EECO Control Valve. This tool has a convenient pen clip to store in your pocket. **Part No. 5712**



The **Valve Adjustment "Z" Wrench** is a tool used to make the necessary fine tuning adjustments to any EECO Control Valve. **Part No. 5722.**



The **Valve Troubleshooting Guide** is a quick reference guide to common issues with control valves found in hydraulic elevators . It provides symptoms and solutions for most problems that may arise. This guide is laminated to prevent destruction with contact of oil. For assistance with troubleshooting contact EECO at (888) 577-3326. **Model No. UV-TSG**



The **EECO Control Valve Adjustment Kit** was created to provide the mechanic with the tools to troubleshoot and adjust an EECO Control Valve. The flash drive includes a step by step training of the UV-5AT, as well as other helpful documentation about other EECO products. **Model No. UV-VAK**

Actual delivered product may differ in appearance from above images. EECO reserves the right to substitute items based on product availability or other considerations.

EECO VALVE TROUBLESHOOTING GUIDE

Forward

The information presented herein is intended for use by persons having skill and experience in hydraulic elevator or lift servicing, and used at their own risk. We believe the information to be reliable, and assume no liability or expense due to injury, sickness, or death sustained by any person, or damage or destruction of property arising from information hereunder. Please read our Equipment Warranty.

Troubleshooting

Before changing any adjustments, or removing any operating section of a valve, be sure that the electrical controller is supplying the proper information, in the correct sequence, to the valve solenoids (coils).

For a normal Up run, both **U1** & **U2** solenoids must be energized.

For an Anti-Creep or slow up run, only the **U2** solenoid must be energized.

When the elevator is making a normal Up run, and is approaching a floor for which it has been programmed to stop, the **U1** solenoid must be de-energized, by some means, at a certain distance below the floor, allowing the valve enough time to respond to the signal so as to smoothly effect a transition from high speed to low speed and to be at a stabilized leveling speed for a distance of 3 - 4 inches before the car reaches the floor. The **U2** solenoid must remain energized until the approximate floor level is reached and the motor must be allowed to run for 1 to 1 1/2 seconds after **U2** is de-energized so as to obtain the desired soft stop.

For a normal Down run, both **D1** and **D2** solenoids must be energized to obtain full down speed. For a slow or leveling speed Down run, only the **D2** solenoid must be energized.

When the elevator is making a normal Down run, and is approaching a floor for which it has been programmed to stop, the **D1** solenoid must be de-energized, by some means, at a certain distance above the floor, allowing the valve enough time to respond to the signal so as to smoothly effect a transition from high speed to low speed and to be stabilized leveling speed for a distance of 3-4 inches before the car reaches the floor. The **D2** solenoid must remain energized until the approximate floor level is reached.

In the following instructions, the terms CW & CCW are abbreviations for clockwise and counterclockwise. CW means turn to the right. CCW means turn to the left.

Caution

Be absolutely certain that the pressure has been shut off from the valve section of the system before removing or disassembling any part of the valve. Either lower the elevator car down to the pit supports and/or close the main line gate valves and tank valves. Disconnect the main electrical power switch. Always open the manual lowering valve before you close the tank shut-off.

IMPORTANT: After a valve is adjusted according to instructions, if the transition and/or leveling zones are either too long or too short, **DO NOT** readjust the valve! Move the appropriate switches or vanes/cams.

UV-4R



UV-5AT



UV-7B



EECO VALVE TROUBLESHOOTING GUIDE (continued)

NOTE: References to 'down piston seal disc' refer to UV-5A valves manufactured before November 2005. The seal disc was replaced with an O-ring Seal on valves manufactured after November 2005.

Up Section

1. MAKES HAMMERING NOISE (PUMP RUNNING)

- (a) Check oil level in tank. Check suction tank shutoff, rotation of motor.

2. CAR WILL NOT MOVE OR GO INTO FULL SPEED (PUMP RUNNING)

- (a) Check voltage at disconnect switch, controller, and valve coils. Check solenoids to see if they correspond with control voltage.
- (b) Check main line shutoff to cylinder.
- * (c) Check belt tension. If belts are too hot, they are slipping.
- (d) Check relief valve setting with gauge.
- (e) Turn **UA** adjuster CCW. See adjustment procedure on inside of valve cover (**UV-5(A/B)T**).
- (f) Worn pump.
- (g) Check down valve to see if piston is stuck in open position. Turn **DM** CW to stop and turn **DC** CCW to stop, then return **DM** CCW to 5 turns.
- * (h) Check plunger assembly, plunger enclosure, and needle orifice.

3. UP START SLOW

- (a) Check **BP** adjuster to see if it is set properly. See adjustment procedure.
- * (b) Check **UA** adjuster screen to see if it is filled with debris. **UV-7B** has a separate screen.
- (c) Check **U1** and **U2** solenoids. Both must be energized.
- * (d) Inspect **U1** and **U2** needle orifice.
- * (e) Check belts on pump motor for proper tension and that they are not slipping. (If belts are hot, they are slipping).

4. UP START ROUGH

- (a) Check **BP** to see that it is set properly. See adjustment procedure.
- (b) Check **UA** adjuster to see that it is set properly. See adjustment procedure.
- * (c) Close **UA** adjuster. If car starts up readily, check o-rings on **UA** adjuster, **BP** piston, and **UL** stem. One of these is leaking.
- (d) Check jack assembly packing to see if it is adjusted properly.
- (e) Check guide shoe adjustment and rails.
- (f) Check car speed (fpm) and static pressure (PSI) with empty car to see if valve is proper size. (If valve is too small, you will get a rough start and car will not stall).
- * (g) Inspect bypass piston spring to see if it might be broken or on the wrong side of the piston. The spring goes in first.
- * (h) Bypass piston stuck in closed position.

5. UP SPEED SLOW

- * (a) Check belts on pump and motor to see if they have proper tension and are not slipping.
- (b) Be sure **U1** and **U2** coils are energized
- (c) Check relief valve to see that it is set properly.
- (d) Check jack packing to see that it is not too tight on the piston.
- (e) Check suction to pump to see that it is not being restricted. Pump will be noisy.
- (f) Check oil level. If low, pump will be noisy.
- * (g) Check **UA** screen to see that it is not filled with debris. **UV-7B** has separate screen.
- * (h) Clean valve of all foreign material.
- (i) Check motor horsepower and line voltage drop.
- (j) Be sure adjustments are made with oil at normal operating temperature and not when oil is cold. Normal temperature is approximately 80° to 100° F.

6. TRANSITION FROM UP SPEED TO LEVELING SPEED TOO SMOOTH CAUSING DRIFTING UP THROUGH FLOOR LEVEL

- (a) Turn **UT** CCW. Remember **UT** must be opened more than **UA**. If up start is too abrupt, see (b) of section 4.

EECO VALVE TROUBLESHOOTING GUIDE (continued)

Also see (a) of section 11.

- * (b) Inspect solenoid, needle orifice, needle assembly, and plunger enclosure for dents or debris.
 - (c) Check controller and hatch switches to see if they are properly set; 2" per 10 fpm speed.
- 7. TRANSITION FROM UP SPEED TO UP LEVELING SPEED TOO ROUGH OR QUICK**
- (a) Turn **UT** adjuster CW. See adjustment procedure.
- 8. CAR STALLS AS CAR ENTERS LEVELING ZONE FROM HIGH SPEED OR WILL NOT ANTI-CREEP**
- (a) Be sure **U1** and **U2** coils are not reversed.
 - (b) Check **UL** adjustment. See adjustment procedure.
 - (c) Check **UL** assembly. (Note: To check **UL** assembly, lower car to lowest floor. Disconnect **U1** coil. Start pump and slowly turn **UL** adjuster CCW (CW for **UV-7B & BC**) from the closed position until car pulls out of stall).
 - * (d) Examine **UA** screen for debris.
 - * (e) Inspect middle O-ring on check valve closure (**UV-5A & UV-4R** only).
 - (f) Check up level switch, check all electrical circuits pertaining to up leveling.
- 9. CAR STALLS WITH CAPACITY LOAD**
- (a) Check relief valve adjustment. See adjustment procedure.
 - * (b) Check belts on pump and motor to see if they have proper tension and are not slipping.
- 10. HARD STOP AT FLOOR LEVEL**
- (a) Turn **US** CW. See adjustment procedure.
 - (b) Check to see that pump continues to run electrically for about one second after car stops at the floor level.
 - (c) Broken check valve spring. Car will settle very hard after a stop.
- 11. CAR CONTINUES TO LEVEL THROUGH FLOOR IN LEVELING SPEED**
- (a) Turn **US** adjuster CCW. See adjustment procedure.
 - * (b) **U2** needle orifice plugged with debris.
 - * (c) **US** adjuster plugged with debris.
- 12. CAR WILL NOT STALL. PUMP RUNNING - UA Adjuster TURNED OFF.**
- (a) Check **UA** adjuster to make sure it is turned off. Turn CW until stopped position is reached).
 - (b) Turn **BP** flow control screw to open position CCW until stopped). 14 turns open maximum on **UV-5(A/B)T & UV-4R**.
 - * (c) If car will not stall, install larger bypass piston. Note: On **UV-7B**, piston area may be increased (or decreased) by rotation of port ring after (removing snap ring, if existing) and loosening bolts holding port shield. Re-tighten bolts (replace snap ring) & reset **BP**. See adjustment procedure.
 - * (d) Inspect **BP** piston spring position. Spring goes in first.
- 13. CAR WILL NOT "HOLD" POSITION AFTER UP RUN, BUT LOWERS IMMEDIATELY TO PIT**
- * (a) Check valve stuck open.
 - * (b) Down valve stuck open.
 - * (c) Manual lowering open.

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Down Section

- 1. CAR WILL NOT LOWER (DOWN MAIN)**
- (a) Check voltage supply and coils on valve for proper voltage and/or open circuits.
 - (b) Turn **DM** CCW.
 - (c) Turn **DA** CCW.
 - (d) Turn **DC** CW slowly - remember that **DA** must be open more than **DC**. Closing **DC** too much may cause the car to lower into the pit at full speed!
 - (e) Open pit or tank valve, if closed.
 - (f) Check guide shoe adjustment.
 - (g) Check jack packing adjustment.
 - * (h) Inspect needle orifice for debris.
 - * (i) Inspect **DA** adjuster cavity for debris.
 - * (j) Inspect down piston O-ring or piston ring for size.

EECO VALVE TROUBLESHOOTING GUIDE (continued)**2. CAR WILL NOT LOWER (DOWN LEVEL ONLY)**

- * (a) Inspect down level spool on end of piston - if broken - replace. **UV-7B** has spring loaded needle.

3. SLOW DOWN START (BOUNCY)

- (a) Bleed jack of air.
- (b) Check jack packing adjustment.
- (c) Check guide shoe adjustment.
- (d) Check piston O-ring for size. An oversize or swollen ring can prevent a valve from opening or closing in a smooth manner. **Note: UV-7B** down piston O-ring is oversized on valves up to S/N C802. Do not change to smaller size unless you order a complete new down piston assembly.

4. SUDDEN DOWN START

- (a) Check jack packing adjustment (too tight).
- (b) Check **DA** adjustment to see if it is set properly. See adjustment procedure.

5. VALVE WILL NOT CLOSE

- (a) Check **DT** adjustment. Turn CW to stop on **UV-7B**. Turn CW until flush with nut on **UV-5AT & UV-4R**.
- * (b) Check filter screen in **DC** adjuster to see if it is full of debris. When checking this screen, do not change the adjustment. Clean screen first. If minor adjustments are required, do so after cleaning screen.
UV-7B has a separate screen.
- * (c) Check solenoid plunger tubes for damage. Plunger should slide freely in all positions.
- * (d) Check solenoid needle and seat for damage. If damaged (leaking), replace.
- (e) Check hatch switches, relays, or other electrical devices which could hold solenoid in open (energized) position.
- * (f) Clean valve of all solid debris.
- * (g) Inspect 'V' guide. Piston and 'V' guide should move freely in bore.
- * (h) Inspect piston O-ring for size. A badly oversized or swollen ring may prevent a valve from closing. See note 3 (d) (in Down Section).

6. DOWN STOP ROUGH (QUICK)

- (a) Turn down valve **DC** closing adjuster CW. See adjusting sheet.
- (b) Check main piston O-ring to see if it has shrunk.

7. DOWN STOP SLOW OR BOUNCY

- (a) Bleed jack of air.
- (b) Turn **DC** adjuster CCW. Disconnect **D1** coil when checking.
- * (c) Check filter screen in **DC** adjustment. When checking this screen, be sure not to change adjuster until after you have cleaned screen). The **UV-7B** has separate screen.
- (d) Check guide shoe adjustment.

8. DOWN TRANSITION ROUGH (WITHOUT DT ADJUSTER)

- (a) Turn **DC** CW. (Check stop after making **DC** adjustment, hatch switch adjustment might have to be made). See adjustment procedure.
- * (b) Check down piston O-ring to see if it has shrunk.

9. DOWN TRANSITION ROUGH (WITH DT ADJUSTER)

- * (a) Check **DT** adjuster to see if it is plugged with debris. (See adjusting sheets for **UV-5A, UV-5AT, UV-5ATC & UV-4R**).

10. DOWN LEAK

- (a) Check jack packing and fittings.
- (b) Close manual lowering valve.
- * (c) Inspect down valve seal disc** or o-ring seal and seat area.
- * (d) Inspect check valve seal and seat area.
- * (e) Inspect both down solenoid needle orifices and needles for sealing.
- * (f) Inspect innermost O-rings on **UL** stem and check flange, **UV-5A & UV-4R** only.

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** Down piston seal disc in **UV-5A** valve replaced with an o-ring seal after November 2005. Seal Disc no Longer Available

For EECO Valve Technical Support please call:

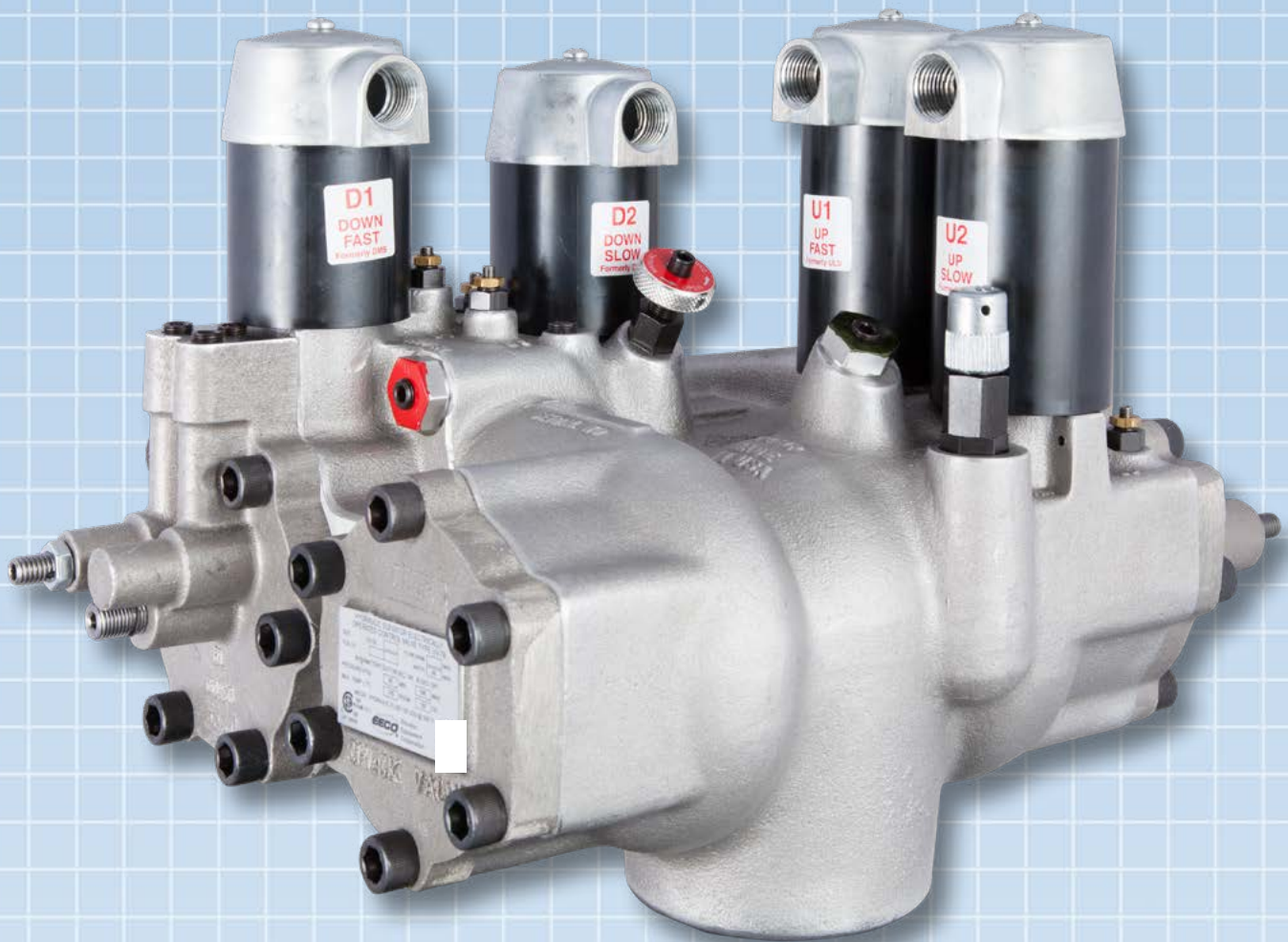
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