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#480 & #481 FLEXIBLE GUIDE CLAMP SAFETY INSTALLATION AND ADJUSTMENT INSTRUCTIONS

The #480 & #481 FGC Safety have been preset to produce 3/16" rail clearances (face of grip to side of rail), and the spring pressure has been preset to produce a slide in accordance with ASME A17.1 Elevator Code requirements. However, due to possible variances in rail surfaces, car weights, etc. the safety springs (E) may have to be re-adjusted in the field.

PROCEDURE:

1. After bolting the safety blocks to the underside of the car sling bottom channels, center the safety on the guide rails. There should be approximately 3/16" clearance between the side of the rail and the face of the grip. Also, the inside edge of the grip should be approximately 1/4" back from the face of the rail.
2. Raise the safety actuating lever (A) slowly until the grips touch the side of the rail. All four grips must engage the rail at the same instant. To accomplish this simultaneous engagement, loosen the nut (C) and adjust the rod (B).
3. Set the governor pull-thru at 400 pounds.
4. To insure proper operation of the safety, the guide rails must be clean, dry, and free of rust. If lubrication is required, a light coat of Nylub may be used.
5. After checking the levelness of the platform, apply the safety at leveling speed. Recheck the levelness of the platform for any possible rack. If the car shows rack, repeat Step #2 before conducting the leveling test again.
6. Apply the safety at contract speed and check the levelness of the platform as done in Step #5. The top of the grips must be hard-up against the underside of the top plate. Any malfunctions will show up on leveling or contract speed test.

If the safety does not produce a slide to satisfy your specifications, re-adjust the spring pressure as follows:

7. Tighten the adjusting screw (D) to shorten the slide, or loosen it to lengthen the slide.
8. Limit adjustment of adjusting screws to 1/8" increments.
9. All adjusting screws (D) must be equally adjusted.

