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	#481 DUPLEX & TRIPLEX FGC Installation & Adjustment Instructions	4/20/20	A	1 of 3	E-114-DT

#481 DUPLEX (481-D) AND TRIPLEX (481-T)
FLEXIBLE GUIDE CLAMP SAFETY
INSTALLATION AND ADJUSTMENT INSTRUCTIONS

SEE ILLUSTRATIONS PAGE 2 AND 3

The #481 Duplex (481-D) and Triplex (481-T) are made up of multiple stacked #481 FGC Safety Blocks. There are two (2) Assemblies in the Duplex, and three (3) Assemblies in the Triplex. Each Complete Safety has two (2) Block Assemblies, a left a right.

Each block assembly has 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. For this reason, Hollister-Whitney recommends that each block assembly be mounted as a single unit and not disassembled prior to installation.

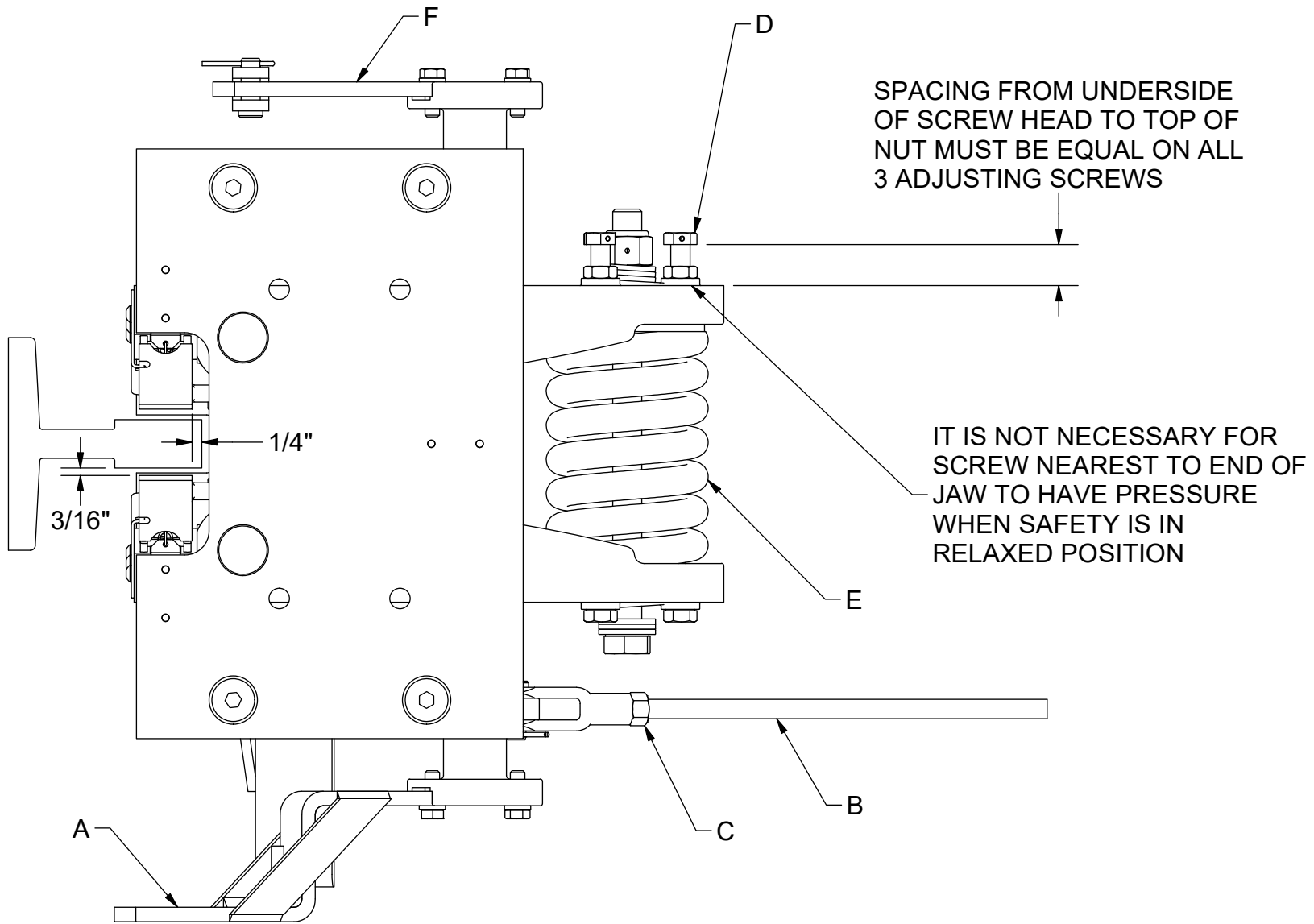
However, due to possible variances in rail surfaces, car weights, etc. the safety springs (**E**) may have to be re-adjusted in the field.

INSTALLATION & ADJUSTMENT (Refer to illustrations page 2 and 3 for the following):

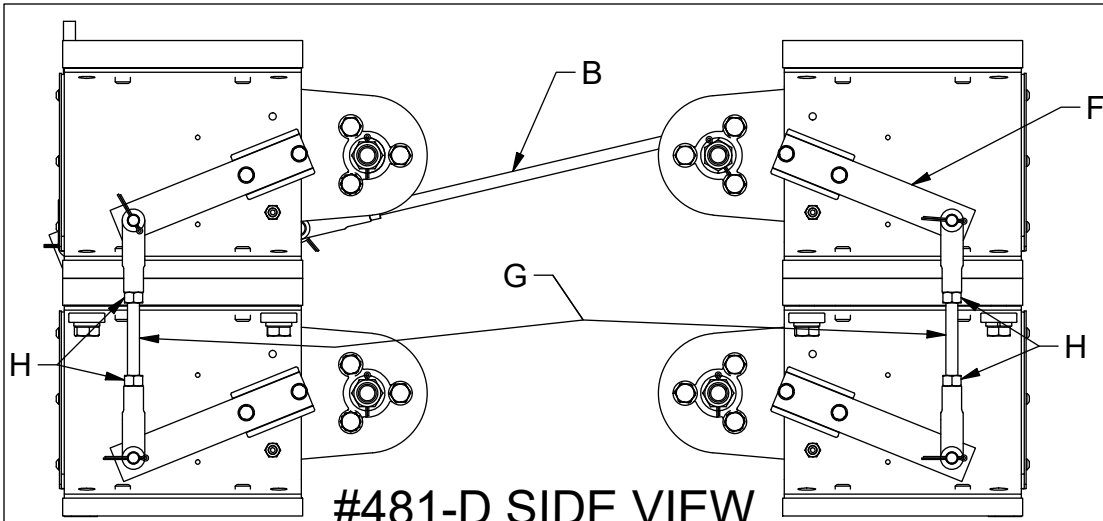
1. Bolt the Safety Block Assemblies to the underside of the car sling bottom channels and center the safety on the guide rails. There should be approximately 3/16" clearance between the side of the rail and the face of the grip. Also, the inside edge of the grip should be approximately 1/4" back from the face of the rail.
2. On the Top Block, raise the safety actuating lever (**A**) slowly until the grips touch the side of the rail. All grips (Eight for Duplex and twelve for Triplex) must engage the rail at the same instant. To accomplish this simultaneous engagement,
 - a. For left block assembly to right block assembly adjustment, loosen the nut (**C**) and adjust the rod (**B**) as necessary.
 - b. For adjustment of grips that are all on the left assembly or all on the right assembly, adjust link rod assemblies on link arms (**F**). Loosen the link arm adjustment rod nuts (**H**) and adjust the link arm adjustment rods (**G**) as necessary.
3. Set the governor pull-thru at 400-600 pounds.
4. To ensure proper operation of the safety, the guide rails must be clean, dry, and free of rust. If guide rail lubrication is required, a light coat of Nylube Rail Lube™ may be used, which is available from Hollister-Whitney. **DO NOT** use any other type of lubricant (Rail Care 45™, general lubricants, or etc.) on guide rails with #481 FGC safeties.
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, check/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:

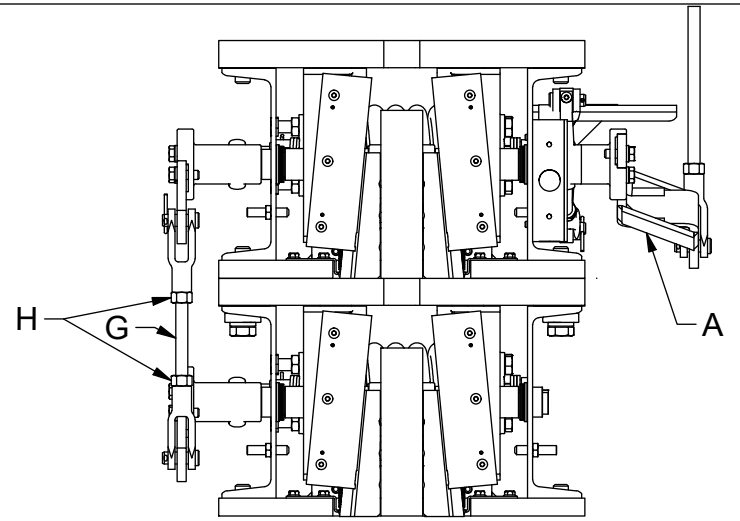
1. Tighten the adjusting screws (**D**) to shorten the slide or loosen it to lengthen the slide.
2. Limit adjustment of adjusting screws to 1/8" increments.
3. All adjusting screws (**D**) must be equally adjusted.



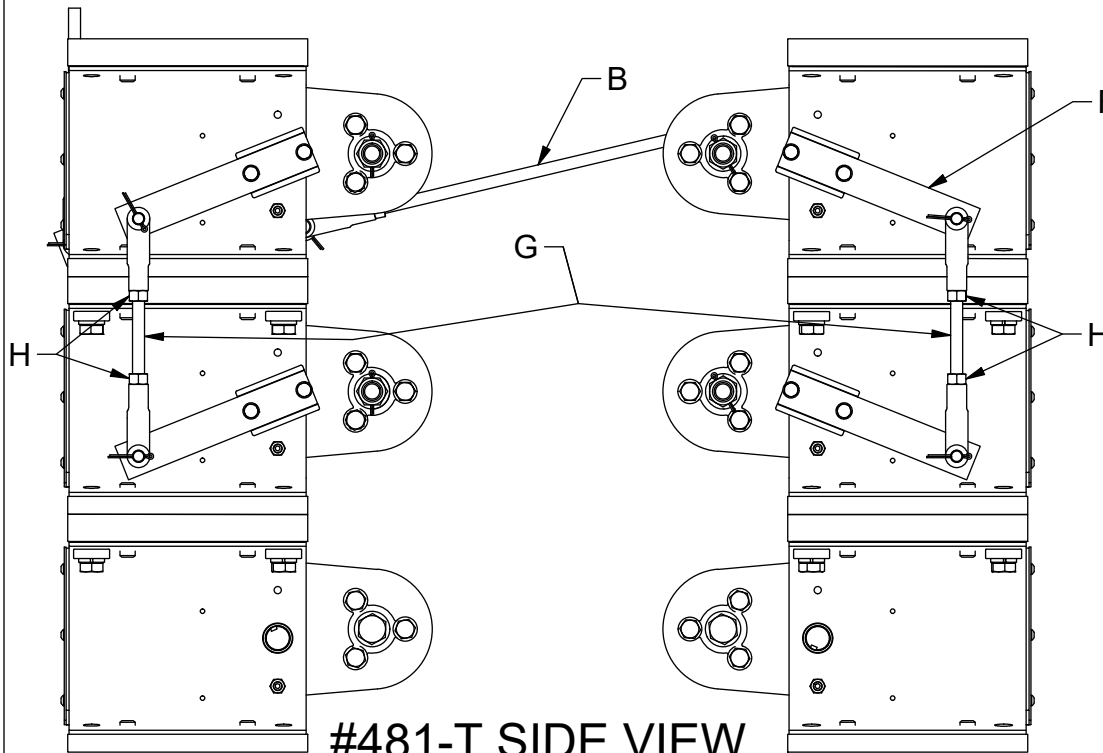
BOTTOM VIEW
SCALE 1:4



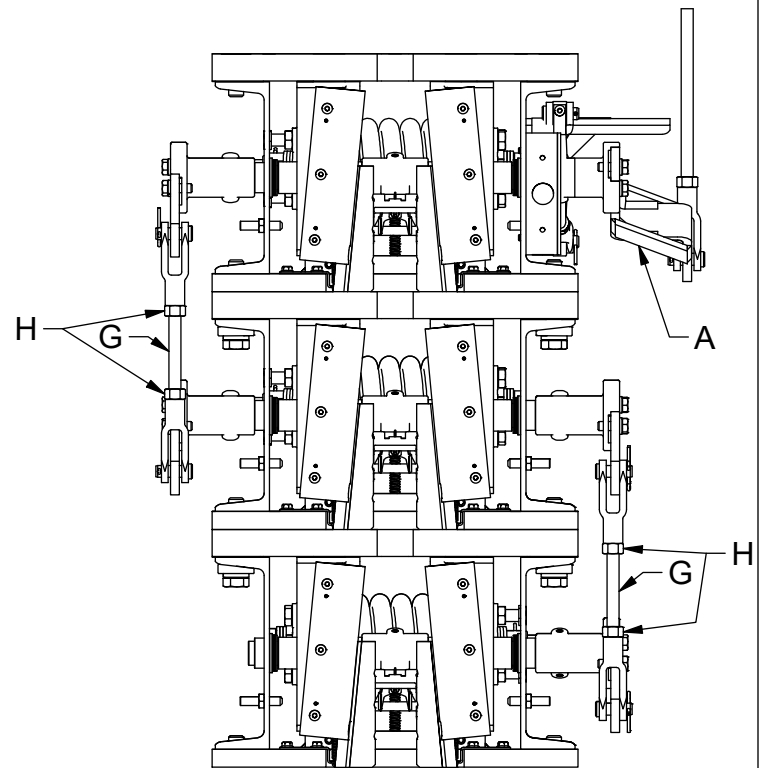
#481-D SIDE VIEW
SCALE 1:8



#481-D END VIEW



#481-T SIDE VIEW
SCALE 1:8



#481-T END VIEW