

# seco

## 90558 Universal Tri-Max Elevator Tripod



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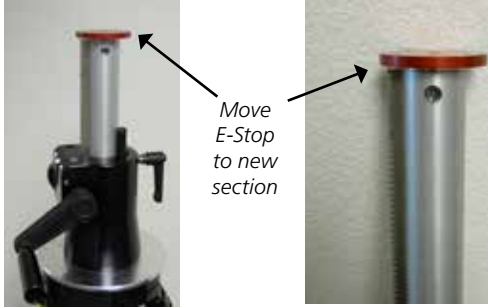
# PRODUCT INFORMATION

# INSTRUCTIONS

## 1. Adding Column Sections

An additional section may be added to gain extra height or drop the instrument below grade. The sections can be added to either end of the column and the joint can be driven through the housing. This allows the user to add length without removing the instrument. The section part number is 90558-050.

- a. Remove the red E-stop from the end of the column and place it on the new section.



*Column Adapter*

- b. Put the column adapter into the newly open end of the column in the tripod. Secure the column pin using M8x10mm set screws.
- c. Place the second column section onto the first and align the racks using a straightedge.
- d. Tighten the set screws onto the column adapter on the second column.



## 2. Using the Fail Safe Catch

The fail safe catch will automatically get out of the way going up, but will need to be activated when going down.

- a. Push the free end of the catch towards the column. It may require the column to be moved up slightly in order to move freely.

## 3. Adjusting the Central Bushing

The central bushing should be snug against the column to help reduce side to side movement. It may need adjustment for different sections as slight variations in column diameter occur as part of the manufacturing process.

- a. First remove the instrument if one is attached to the head.
- b. Slowly turn the set screw located on the column housing opposite the transmission housing until it hits the bushing.
- c. Tighten further as needed, overtightening will increase wear.



## 4. Adjust the Brake

Turn the brake screws clockwise to increase the braking force. Adjust both the top and bottom screws equally to ensure even force on the crankshaft.



## 5. Replacing the Column

Unscrew the central bushing set screw so that it does not contact the central bushing. This will make it easier to insert the column.

## 6. Set Crank Handle Position

Reset the position of the crank handle so it does not hit the head at the bottom of the stroke and aligns with the mast when the head is on the bumper for transport.

- a. Remove the head and emergency stop.
- b. Raise the column all the way up.
- c. Continue to turn the crank after the gear rack disengages with the drive gear until it is horizontal and pointed to the front of the mast.
- d. Turn the crank in the opposite direction to lower the column.



It may be necessary to steady the column and provide a slight downward pressure to engage the gear.

## 7. Recommended Shipping Configuration

- a. Set head against bumper so that the safety catch is free.
- b. Lock the column in place using the two clamp handles.
- c. Fold the crank handle up.



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# CARE AND MAINTENANCE

## 1. Bushings

The bushings do not require lubrication during their lifetime. They can be cleaned using soap and water, but are impervious to many cleaning chemicals if stronger solvents are required.

## 2. Central Bushing

Over time this bushing may become worn and may be replaced.

- To replace this bushing, remove the M6 from the back of the tower then remove the columnn.
- Remove the central bushing using a flat blade screwdriver to pull the bushing away from the housing.
- Roll the new bushing a little smaller than the opening



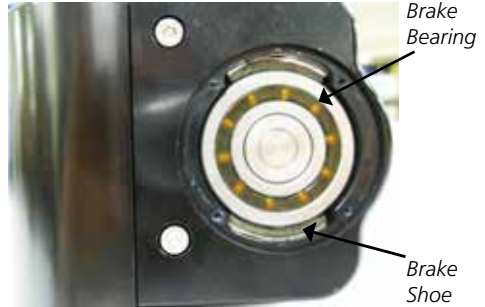
- and push it down into the housing. Rotate it to align the gap with the front of the housing. Be sure to set the boss on the back of the bushing into the M6 screw hole.



## 3. Brake Shoes

The downward braking force relies on brake shoes. Over time, these shoes may wear to a point where they no longer provide enough braking force.

- To replace the brake shoes, remove the cover plate on the side of the crank housing.
- Loosen the top and bottom brake adjusting screws.



- Remove the brake shoes and insert new ones.
- Tighten the brake adjusting screws evenly.

## 4. Brake Bearing

The brake bearing is permanently lubricated and cannot be re-lubricated in the field. The brake bearing has seals on the sides, but will allow dirt and fluid to enter if sprayed with pressure wash or pressurized air.

**seco**

4155 Oasis Road | Redding | California | 96003  
Phone: (530) 225-8155 | Fax: (530) 225-8162  
[www.surveying.com](http://www.surveying.com)