



DIAGNOSTIC FLOW CHART FOR E-58H & E-61H ELECTRO LIFT® UNITS WITH TOUCH PAD

These charts are intended to be used as an aid in diagnosing problems on the Electro Lift® units. They are not a substitute for factory training and experience. Be certain to read the General Information and Testing Tips sections before attempting any troubleshooting.

IMPORTANT: Maintenance and repairs must be performed with the moldboard on the ground.

General Information

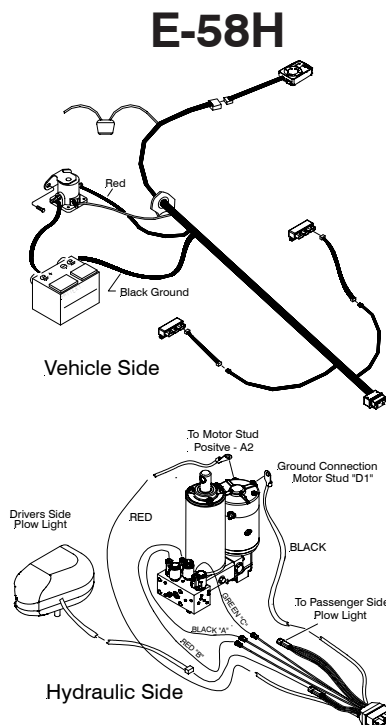
Before any troubleshooting is started, make certain the following conditions are met.

1. The moldboard is pointing straight ahead. This can often be done by coupling the left cylinder into the right cylinder and pushing the moldboard by hand.
2. The power angling cylinders must be installed correctly on to the A- frame. The left cylinder (Driver's side) has a hose attached with a male half of a coupler at the end; the right cylinder (Passenger side) has a hose attached with a female half of a coupler at the end.
3. The solenoid coils must be on their proper valve. (See drawing below).

TESTING TIPS

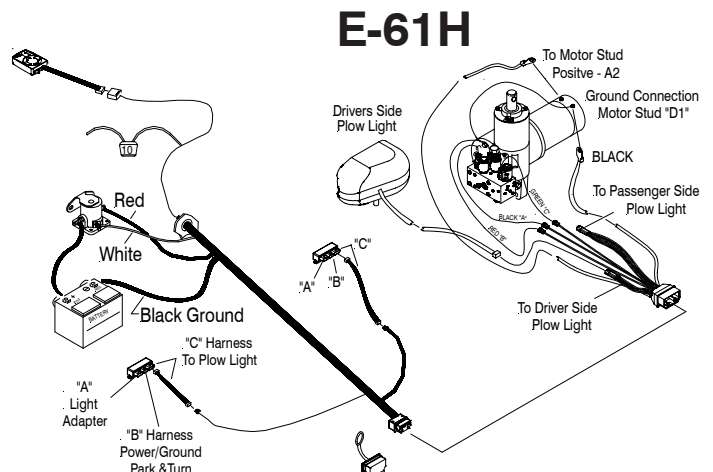
Many tests do not require removing the Electro Lift® unit from the vehicle. However, more thorough testing can be performed using the Meyer Test Stand which allows direct pressure and amperage readings.

1. Using a screwdriver or other small tool to check for magnetism of the solenoid coils "A", "B" and "C". Place the tool on the nut securing the coil and have an assistant operate the switch. You should feel strong magnetic attraction.
2. Use a test light or volt meter to determine whether there is power at the harness or switch.
3. When determining AMP draw of the motor, always obtain the highest value possible, i.e. at maximum raise or maximum angle with motor running.
4. Proper rotation for the 4-1/2" motor (Fenner/Iskra) is clockwise by looking at the motor shaft from the bottom of the motor.
5. The pump shaft of a good pump can be turned smoothly using two fingers. If it can't be turn easily, the pump is too tight and must be replaced.
6. Pump pressure can be measured at an angle hose (note pressure at full angle) or in the pressure filter port (an adaptor is necessary for the filter port).
7. Flush the complete system including unit, hoses and power angling rams with a non wax (Napthenic) oil / cleaner. If kerosene (Parrafinic) is used to flush the system, the system must be flushed again to remove any kerosene with a (Napthenic) based oil / cleaner that is wax free.

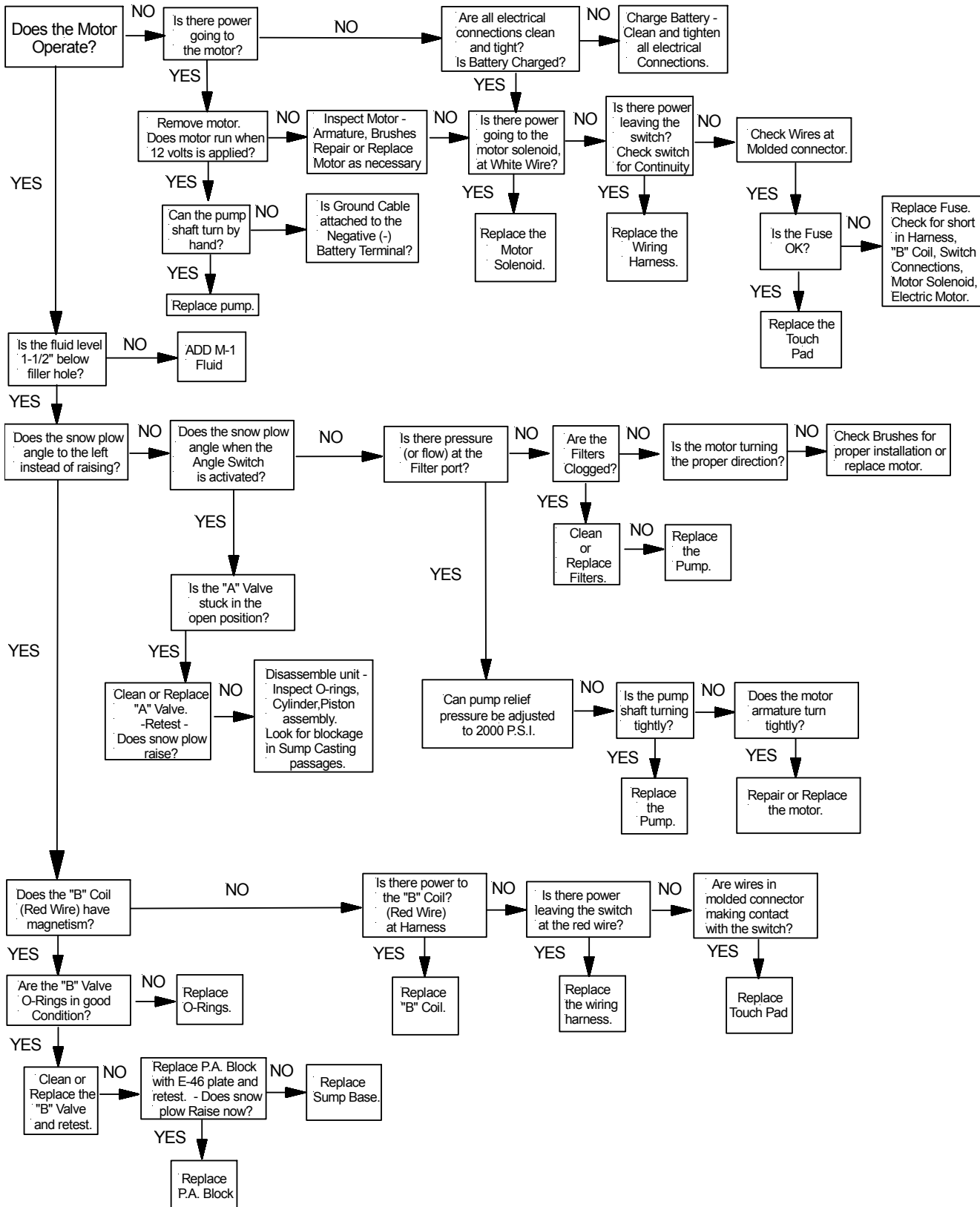


The current 22154 Electro-Touch Control has been redesigned.

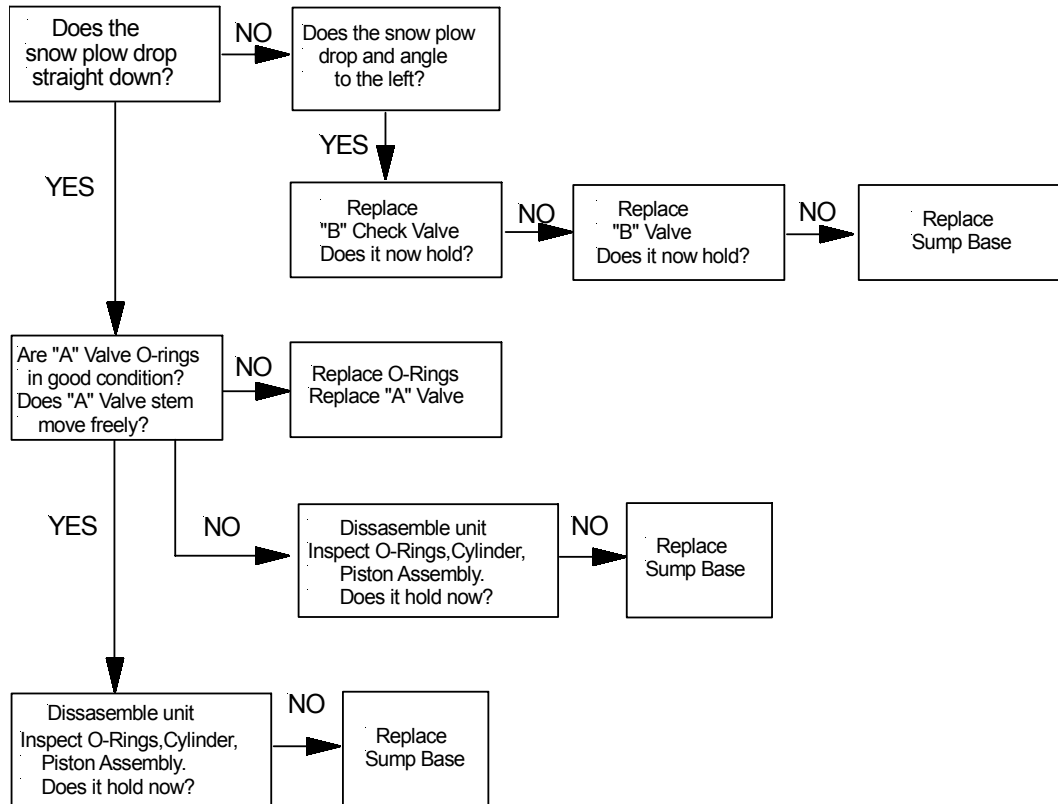
The Touch Pad now has raised buttons and its circuitry has been changed from analog to digital, functions have not changed. For troubleshooting for power at the solenoids do not disconnect wires. To check for power, prick the wire through the insulation for testing. The **Electro-Touch Control** knows when a short or an open connection occurs and will go into overload mode for the function being activated. To reset the Touch Pad turn the switch on and off. The **Electro-Touch Control** will not operate if not wired properly as per the installation instructions (1-690 & 1-759).



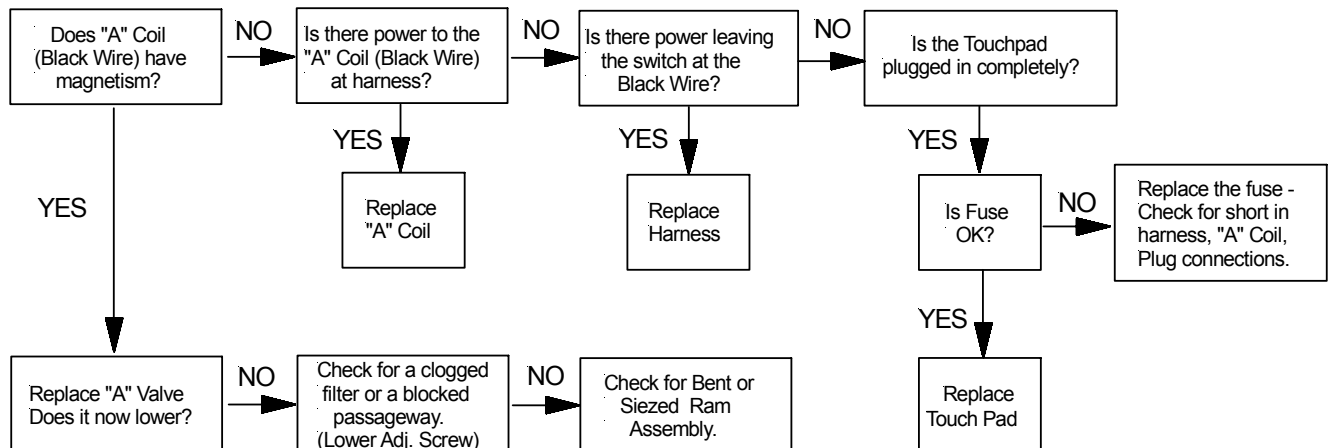
SNOW PLOW WILL NOT RAISE



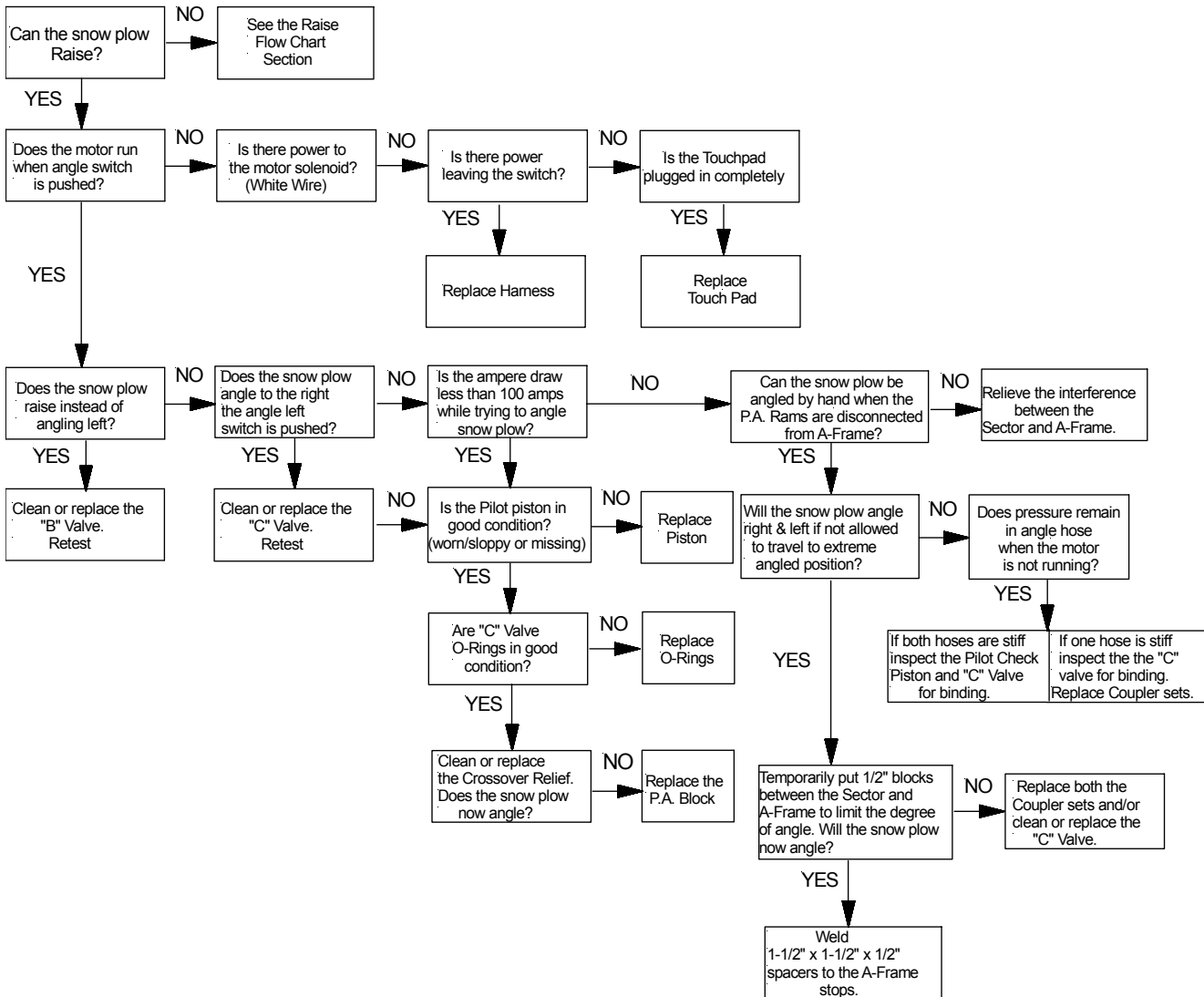
SNOW PLOW LEAKS DOWN



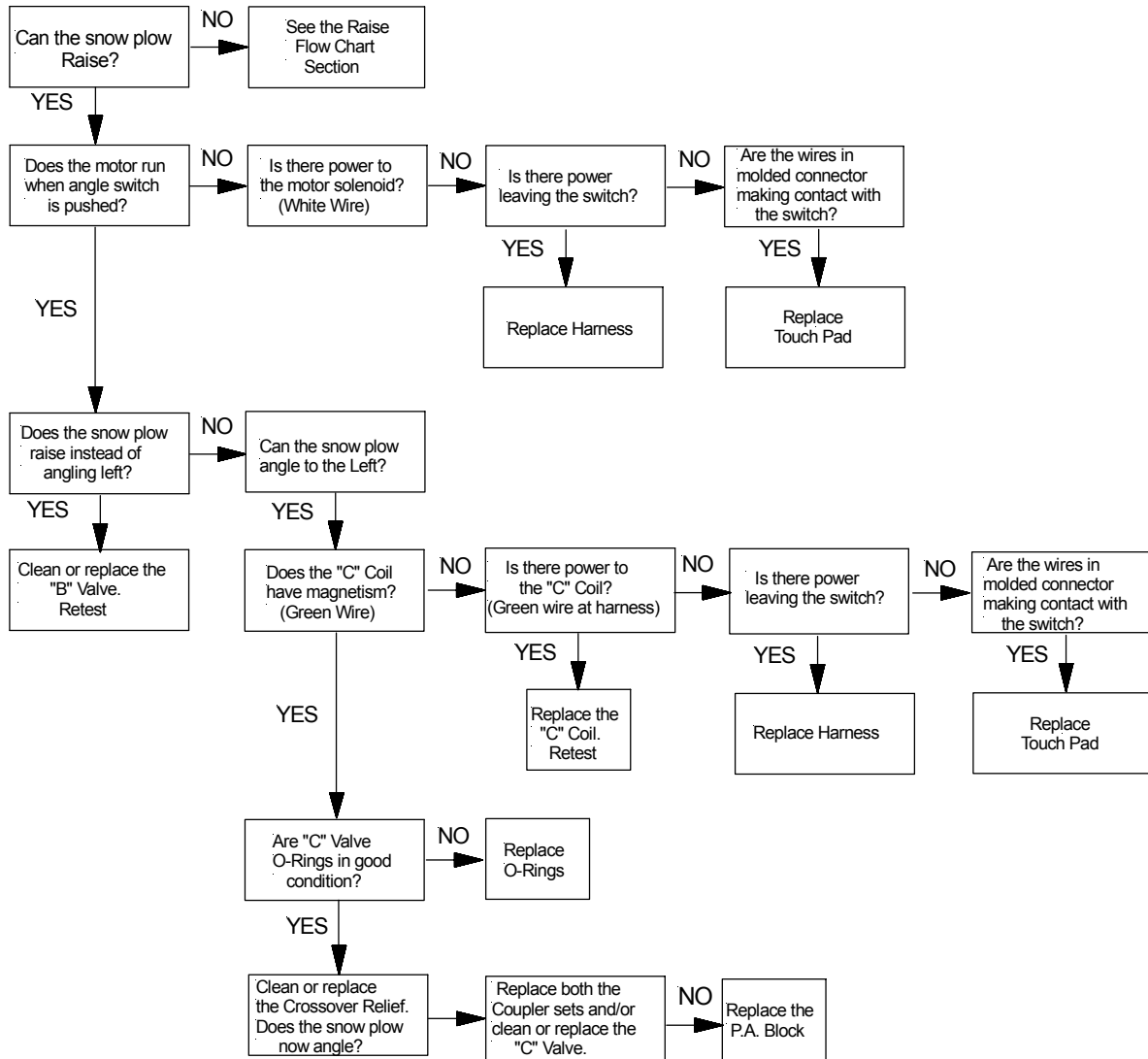
SNOW PLOW WILL NOT LOWER



SNOW PLOW WILL NOT ANGLE LEFT



SNOW PLOW WILL NOT ANGLE RIGHT



SNOW PLOW WILL NOT HOLD ANGLE

