If an operation on the unit has stopped working, follow the troubleshooting steps below:

1. Confirm the PTO/Clutch Pump switch is ON. This is located in the Cab on the dash or on a separate switch panel.

2. With all hydraulic cylinders in the retract position, check the hydraulic oil tank to make sure it is full to the top of the screen with Dextron III ATF. Also be certain there is a generous amout of grease at all grease locations. Lack of grease in the FOLD pin can cause the unit not to fold due to friction, and lack of grease on the Saddle and sides of the L Boom can prevent the unit from lifting up.

3.Check the black ground wire(s) for the control valves (solenoids) in the PS tool box. Make sure all electrical connections are tight. Older units are gounded through the mounted bolts of the manifold. Rusty body panels and excessive paint can prevent grounding. Wire and external ground wire from one of the mounting bolts of the manifold body to the chassis to confirm grounding.

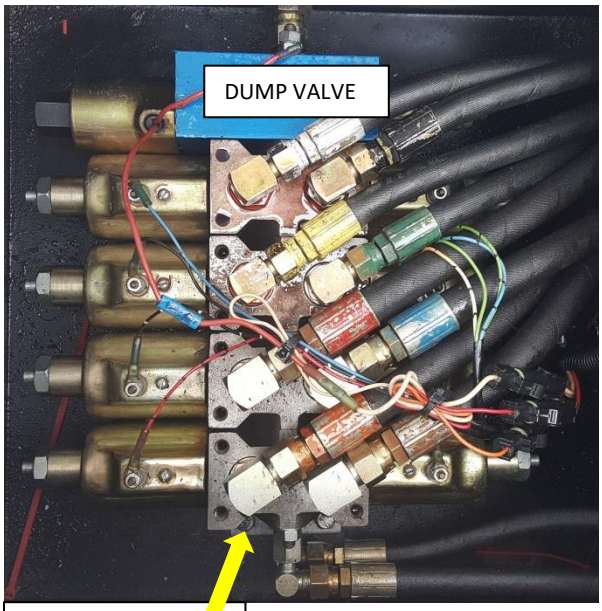
4. Disconnect the wires on both sides of the control valve (5 control valves in the picture below) that are connected with the operation on the unit that is not working and also disconnect the wires of a control valve that is working. Example: The middle control vavle in the picture below controls the FOLD operation. By dissconecting the wires on both sides of the valve and swapping the wires with the control valve right below it, the JAWS function, we can determine if the toggle switch in the hand held control is good or bad. After swapping the wires, engaging the toggle switch for the JAWS will now operate the FOLD. If the FOLD operation works, then the toggle switch in the controller is bad and needs to be replaced or the wires in the controller are loose. If the FOLD operation does not work, then the control valve may not be working.

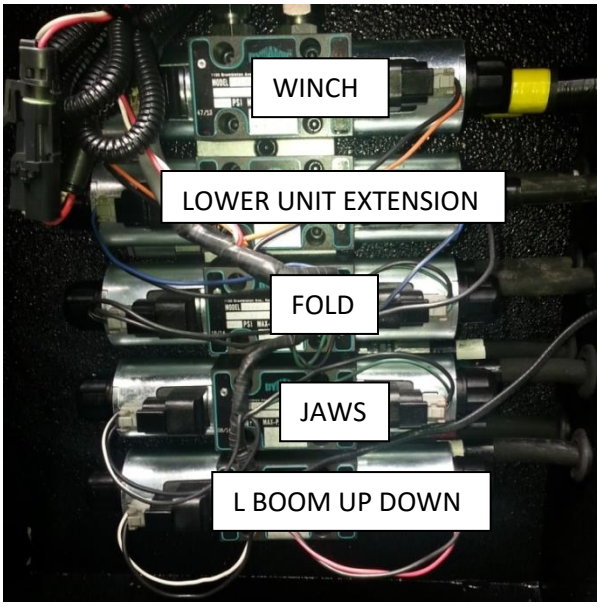
5. If the control valve is suspected of not working, a simple swap of a good control valve in the position of the suspected bad control valve can determine if the control valve is faulty. The winch valve is different from other valves. Do not swap the winch valve.

If all operations have stopped working but there is electrical power to the valve, the pump under the hood may be hydro locked/ air bound.

1. Crack the pressure line on the pump, cover with a rag, and run the unit to release the air. Fluid will shoot out of the fitting like a thumb on a water hose when the pump is primed and free of air.

Orignial units have Dump valves on the hydraulics. This dump valve diverts fluid away the hydraulic vales into the hydraulic tank. When the unit is operated, the dump valve then diverts fluid into the hydraulic valves which allows a funtion to operated. **If an all operation do not work, then it is possible the dump valve is not diverting fluid. Check the wiring connected to the dump valve.**


DUMP VALVE
GROUNDED THROUGH MANIFOLD BOLTS


WINCH
LOWER UNIT EXTENSION
FOLD
JAWS
L BOOM UP DOWN