NHTSA Compliant Troubleshooting Procedure

To better understand the Braun LCD Trouble shooting display you must first understand the numbers that appear on the screen. There are Flashing Codes, Solid Error Codes, and normal Operational Codes.

Flashing Codes; #65-80 About 10 seconds after an operation has stopped there are a set of scrolling flashing numbers that indicate whenever a particular sensor or switch has been activated. These numbers will start at number 65 and scroll through number 80, then go back to 65 and start over. Remember they are not error codes. Keep in mind that the lift will flash codes for each position and these codes must be present for that position, you will not always get an error code.

Error Codes; #50-64 these are the numbers that will come on the screen when the audible and visual alarm goes off, and will direct you to where the problem exists. These numbers will only stay on the screen for about 10 seconds and then the flashing codes will scroll indicating what sensor is active. It is important to be looking at the screen when trying to get the lift to fail.

Solid Codes; There are also solid numbers that will appear while and after the lift is moving that indicate the lift operation and platform position.

Troubleshooting procedures

1. While looking at the LCD screen operate the lift until the failure occurs. Read the number that comes on the display the moment the alarm goes off and light starts to flash. This code will only stay on the screen for 10 sec.

2. Look up the number on the correct error code sheet and determine what part on the lift is causing the failure. Go to the part on the lift suspected of causing the failure and look for anything obvious like magnets missing, broken wires etc. If nothing is found you need to determine if that sensor is sending the signal to the board.

3. Bring the platform to the level that the sensor should be activated using the backup pump if needed. At this point look up the flashing code that corresponds to that sensor in the error code sheet, look at the LCD screen and wait for the flashing scrolling numbers to appear. If the number is not included in the scrolling numbers you know that sensor is the problem. You should then check the harness, or maybe try another magnet with the south side of the magnet facing the sensor and see if the number will come up on the display.

4. If the problem is still not found or the harness is suspected, the voltages should to be checked to and from the sensor to find the exact location of the problem. First determine the 3 wire colors for this sensor at the board and understand the 3 voltage readings needed to operate the sensor, the 12v input, 8v input, and the 8 volt signal to the PC board when activated by a magnet. First is there 8v coming from the sensor to the wire going into the PC board, if there is 11 volts on this wire the sensor is not active. Next check the 12 volt and 8V signal coming out of the board going to the sensor. If these voltages are at the P-5 plug on the PC board, the voltages should then be checked at the next plug down on the harness going to the sensor until they find the location of the problem. Anytime you see the code for that specific switch you will have 8 volts on the colored wire on the 18 pin connector from that switch. IE: Outboard Barrier is closed "72" will appear on the screen and also 8 volts will be present on the wire from that switch, if no code is present the voltage will be 11 volts.