

## **Pump won't lift:**

### **1. Pump running but not lifting**

- Charge the battery
- Check for loose battery cables/wires and verify the ground is good
- Is the trailer overloaded?
- PSI setting could be too low
- Internal issues with pump (very rare)

### **2. Pump not running**

#### **A. If you are getting a clicking noise from motor**

- Charge the battery
- Verify the ground is good
- Check for loose or disconnected wires
- Starter solenoid could be bad

#### **B. Getting no noise or clicks, nothing from motor**

- Charge the battery
- Verify the ground is good
- Check for loose or disconnected wires
- Up button in remote not making proper connection. Use test light to ensure current is going through the white wire attached to top of starter solenoid.
- Starter solenoid could be bad

## **Bed won't come down (gravity down)**

\*First task is to determine if the problem is the cylinder or the pump unit down valve.

### **1. Ways to check the pump down valve**

A. Press the down button and listen for a faint click coming from the pump. If you hear a click, it's likely the pump valve is opening correctly. Also, run the bed up so there's some pressure in the line, then press the down button and see if the hose jumps/relaxes. This indicates the down valve is opening. The issue then is most likely a sticking cylinder. Skip to #2.

B. Hold the down button and touch the top of the down magnet with a screwdriver to see if it magnetizes.

- If it magnetizes, then the magnet and down button are fine. But the valve itself could be stuck closed.
- If it doesn't magnetize, the magnet or down button could be bad. Then use a test light to see if there is current coming through the magnet wire, while holding the down button. If current exists, the magnet is likely the problem. If no current, then the down button or power source is the likely the issue.

### **2. If the pump down valve is working, then the issue is likely a sticking cylinder. On older trailers, this can occur from buildup/corrosion inside the housing. You can do one or more of the following:**

- Lubricate inside the head of the cylinder by injected WD-40 or similar between the chrome push rod and the circular head opening. A small screwdriver is needed to pry back the wiper seal which surrounds the push rod entry point. This is not a guaranteed fix but may offer some temporary relief.
- Purchase new seals and have a hydraulic shop clean and repair the cylinder.
- Replace the cylinder entirely.

**Hydraulic Fluid Leaking out the air bleeder hole (on single stroke cylinder), or between the stages of a telescopic cylinder**

- This is a sign that fluid is getting past the inner piston seals
- Seals will need replaced

***Note:*** *On a telescopic cylinder, the air bleeder screw located at the top of the lower chrome shaft can leak at times. Before assuming that the leak is internal, please check the bleeder screw and tighten if necessary.*