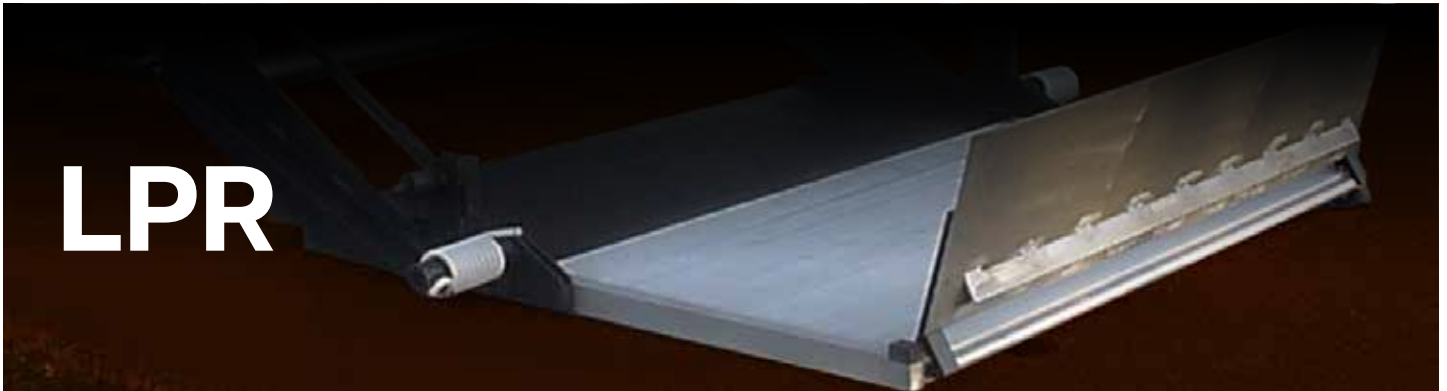


LEYMAN

LIFT GATES

Troubleshooting Guide For **LPR – LPS – TLS** Hide-A-Way Side Gates

LPR



LPS



TLS

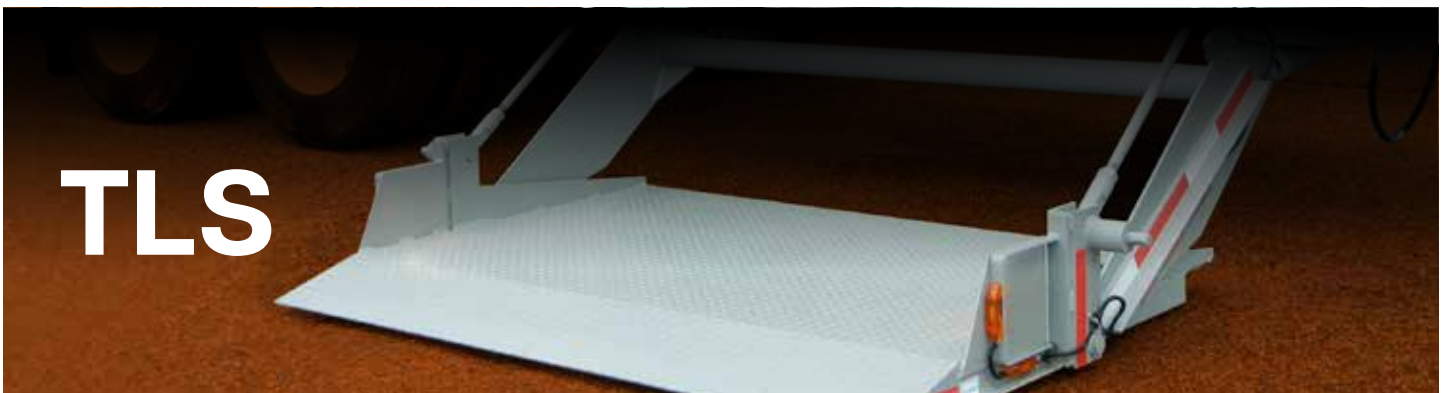
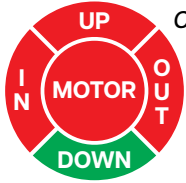


TABLE OF CONTENTS

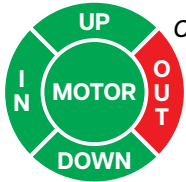
Electronics and Maintenance Minder..... Page 3

Grounding.....Page 4



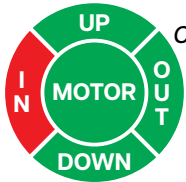
Click Icon For Remedies

1. Gate will **NOT** run **UP/IN/OUT** but goes **DOWN** – **MOTOR NOT RUNNING**Page 5



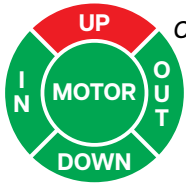
Click Icon For Remedies

2. Gate will run **UP/DOWN/IN** but will **NOT** run **OUT**Page 6



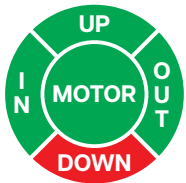
Click Icon For Remedies

3. Gate will run **UP/DOWN/OUT** but will **NOT** run **IN**Page 7

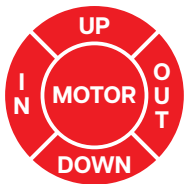


Click Icon For Remedies

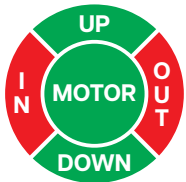
4. Gate will run **IN/OUT/DOWN** but will **NOT** run **UP**Page 8



5. Gate will run **UP/IN/OUT** but will **NOT** run **DOWN**Page 9

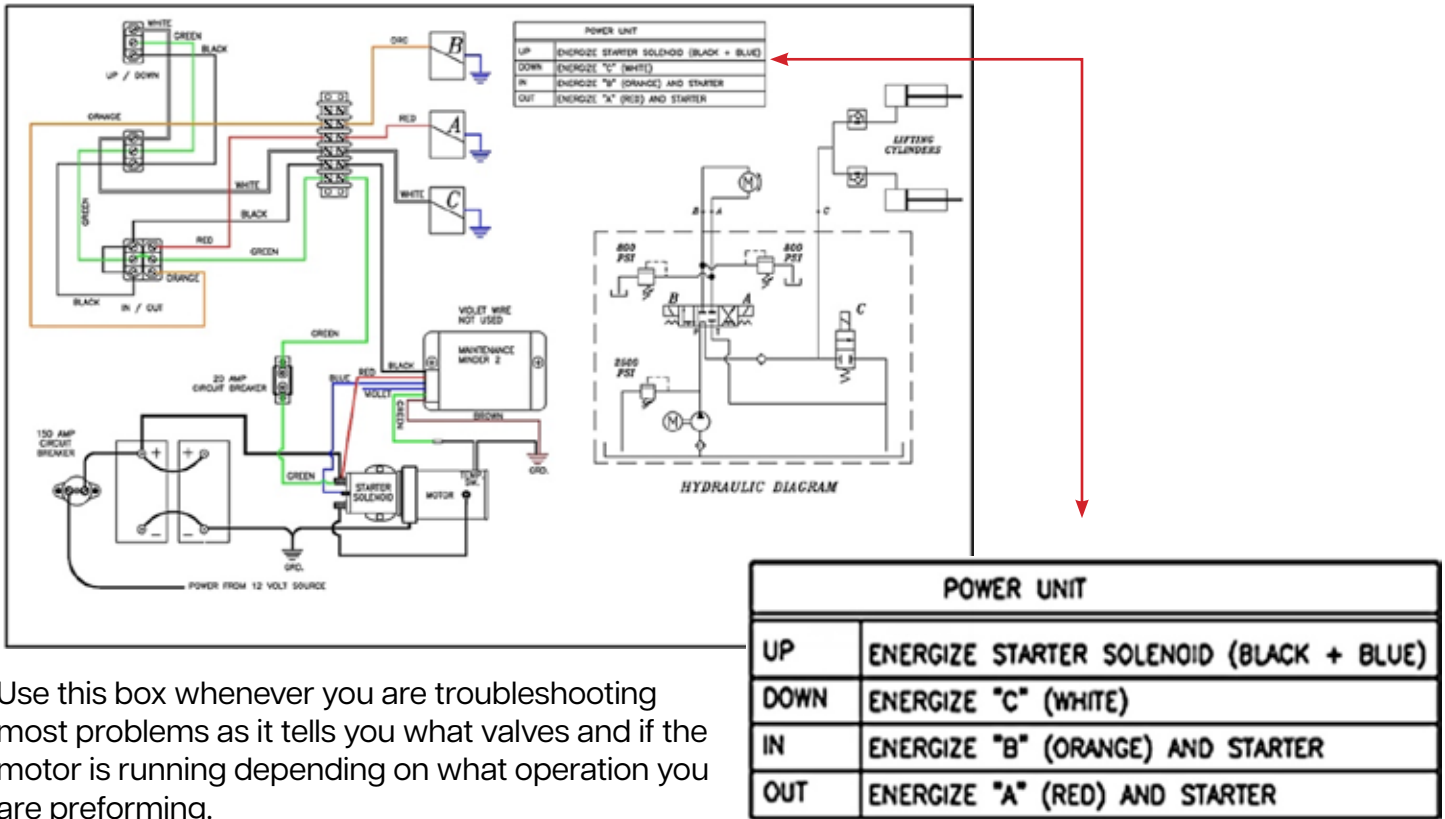


6. Gate will **NOT** run **UP/DOWN/IN/OUT** – **MOTOR NOT RUNNING**Page 10



6. Gate will **NOT** run **IN/OUT** – **MOTOR RUNS SOUNDS UNDER PRESSURE**Page 11

Laminated on the inside of the power unit door is a wire and hydraulic schematic. Also, there is a box on the schematic that lets you what color wire each valve and motor is and which are activated so you know where to look if the gate is having a particular problem.



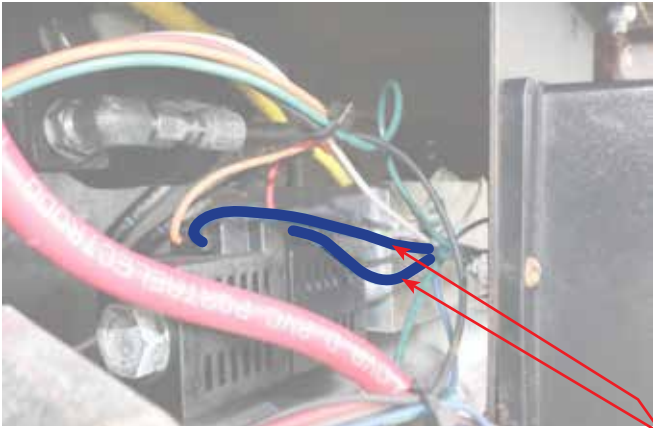
Use this box whenever you are troubleshooting most problems as it tells you what valves and if the motor is running depending on what operation you are performing.



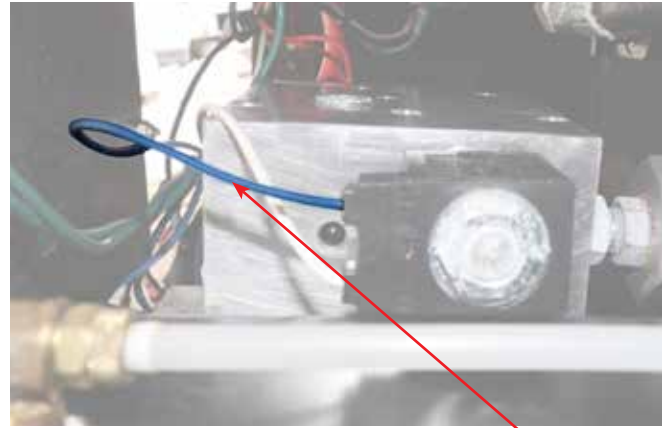
Maintenance Minder2 Left Hand Light Codes

1. Doorbell: This is caused by flipping a switch that runs the motor more than once rapidly which causes the motor to shut down and not run. Wait 2 to 3 seconds then run the gate again.
2. OK: This flashing green whenever you operate the switches to let you know everything is working properly.
3. Fault: The light becomes red to let you know a fault has happened. The screen also comes on to let you know what fault it was but only stays on for 30 seconds.
4. Service Faults: This comes on after 3000 Lifts to let you know that a PM is due. It will also beep every lift past 3000 but does not stop the operation of the gate.

NOTE: Whenever troubleshooting a gate first make sure the batteries are fully charged, all connections are clean, tight, and all ground are secure



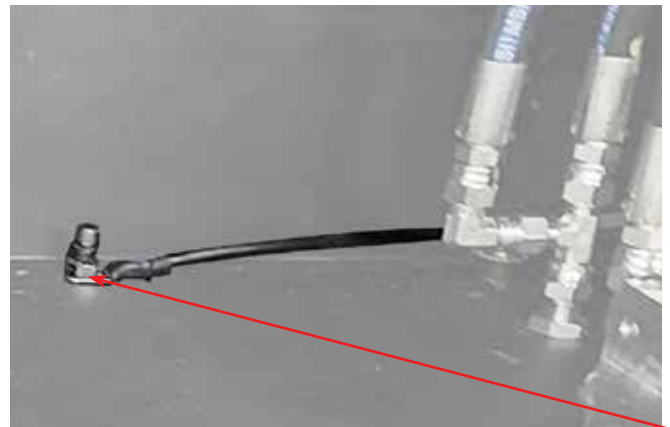
"A and B" Valve Ground Wires (Blue Wires)



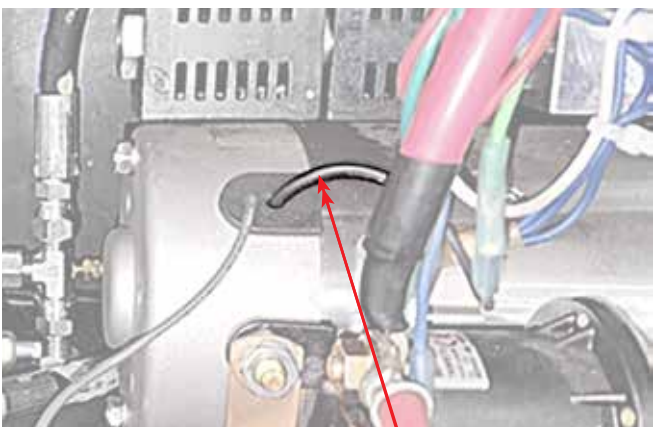
"C" Valve Ground Wire (Blue Wire)



Ground to Side of Power Unit



Ground from side of Power Unit to stud in box

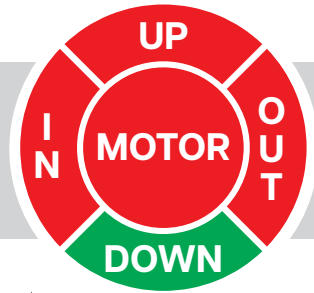


Motor Thermister Ground



Small post starter solenoid ground

SYMPTOMS

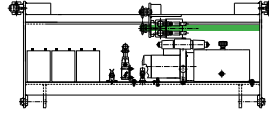


REMEDIES

1:1

Check voltage at the test point inside the power unit on the **BLACK** wire for 12V by trying to run the gate up, in or out. If you have voltage of 12 volts or higher at the **BLACK** wire at the test point, then switches and **YELLOW** wire harness from gate to the in & out box are good.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire



Cover

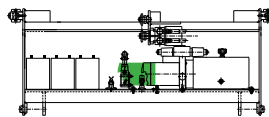


Test Point

1:2

Check to see if you have voltage on the small **BLUE/BLACK** wire on the starter solenoid when trying to run the gate up, in, or out. If you don't have voltage on the small **BLUE/BLACK** wire then more than likely the MM2 is bad or the pin on the MM2 plug is not making connection.

Power Unit Box - Solenoid



Starter Solenoid

Ground Post

Small Hot Post



1:3

If there is no voltage at the **BLACK** wire on the test plug, check continuity from the **BLACK** wire on each side of the **YELLOW** wiring harness. Unplug the **YELLOW** wire from the outside of the gate and the outside of the in & out switch box. If you have no continuity on the **BLACK** wire change the **YELLOW** cable wiring harness.

Yellow Switch Wire and Ground



Duetsch Connection Wire Layout

- White Wire
- Orange Wire
- Red Wire

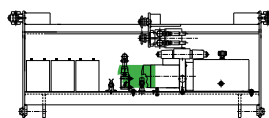
- No Connection
- Black Wire
- Green Wire



1:4

Check the condition of the starter solenoid. Use a jumper wire from the positive side of the battery to the small **BLUE/BLACK** wire on the small hot post on the starter solenoid. If the starter solenoid works and the motor runs then it could be the MM2 is not working correctly. If the starter solenoid doesn't run then the starter solenoid is bad.

Power Unit Box - Solenoid



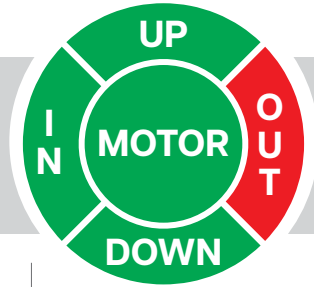
Starter Solenoid

Ground Post

Small Hot Post



SYMPTOMS

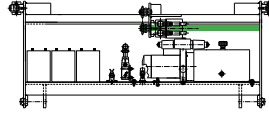


REMEDIES

2:1

Check voltage at the test point inside the power unit on the **RED** wire for 12V by trying to run the gate out. If you have voltage at the **RED** wire at the test point, then switches and **YELLOW** wiring harness from gate to the in & out box are good.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire



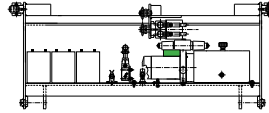
Cover

Test Point

2:2

If you have 12V, check coil on double stem. Easy way to check the coil is to swap coil "A" & "B". Push up on the In & Out switch if the gate runs out then the coil is bad. If the gate doesn't move and you hit up on the In & Out switch and the gate does not run out then the stem is bad.

Coils for In/Out in Power Unit



2:3

If there is no voltage at the **BLACK** wire on the test plug, check continuity from the **BLACK** wire on each side of the **YELLOW** wiring harness. Unplug the **YELLOW** wire from the outside of the gate and the outside of the in & out switch box. If you have no continuity on the **BLACK** wire change the **YELLOW** cable wiring harness.

Yellow Switch Wire and Ground



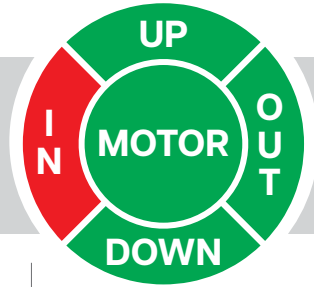
Duetsch Connection Wire Layout

- White Wire
- Orange Wire
- Red Wire



- No Connection
- Black Wire
- Green Wire

SYMPTOMS

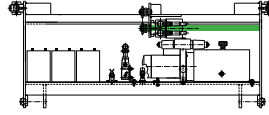


REMEDIES

3:1

Check voltage at the test point inside the power unit on the **RED** wire for 12V by trying to run the gate out. If you have voltage at the **RED** wire at the test point, then switches and **YELLOW** wiring harness from gate to the in & out box are good.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire



Cover



Test Point

3:2

If there is no voltage at the **BLACK** wire on the test plug, check continuity from the **BLACK** wire on each side of the **YELLOW** wiring harness. Unplug the **YELLOW** wire from the outside of the gate and the outside of the in & out switch box. If you have no continuity on the **BLACK** wire change the **YELLOW** cable wiring harness.

Yellow Switch Wire and Ground



Duetsch Connection Wire Layout

- White Wire
- Orange Wire
- Red Wire

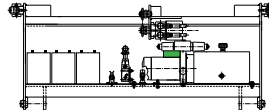


- No Connection
- Black Wire
- Green Wire

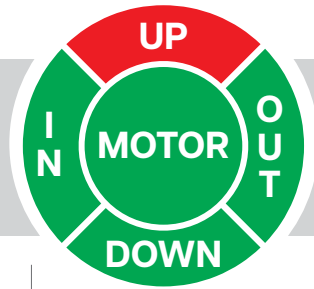
3:3

If you have 12V, check coil on double stem. Easy way to check the coil is to swap coil "A" & "B". Push up on the In & Out switch if the gate runs out then the coil is bad. If the gate doesn't move and you hit up on the In & Out switch and the gate does not run out then the stem is bad.

Coils for In/Out in Power Unit



SYMPTOMS

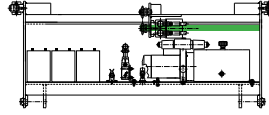


REMEDIES

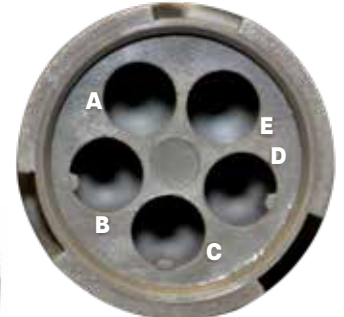
4:1

Check voltage at the **BLACK** wire at the test point inside the power unit when pushing up on the Up & Down switch. If you don't have 12V check continuity at the switches.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire



Test Point



Cover

4:2

To check continuity at the switches at the back of the In & Out box disconnect the plug at back of the box for the **YELLOW** wire. Check continuity at the up & down switch in the in & out box between the **GREEN** and **BLACK** wire when pushing up on the up & down switch in the box. If you do not get continuity then the switch inside the in & outbox is bad. But if all three up and down switches two in the sidewall of the trailer and the one in the up and down box don't work then the black wire inside the in & out box is bad.

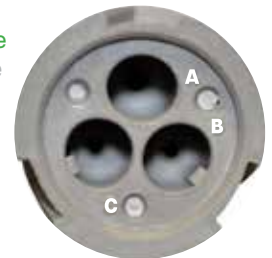
Test Point for Switches



- A - Green Wire
- B - White Wire
- C - Black Wire



Yellow Wire Plug



Wire to switches inside trailer wall

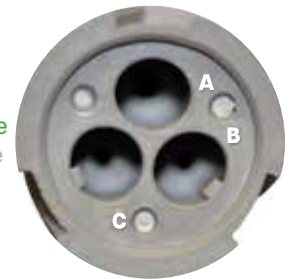
4:3

To check continuity at the switches in the side wall of the trailer at the back of the In & Out Box disconnect the plug at back of the box that goes up into the side wall of the trailer. Check continuity at the up & down switch in the in & out box between the **GREEN** and **BLACK** wire when pushing up on the up & down switch. If you get continuity then the wire and the bottom switch are good.

Test Point for Switches



- A - Green Wire
- B - White Wire
- C - Black Wire



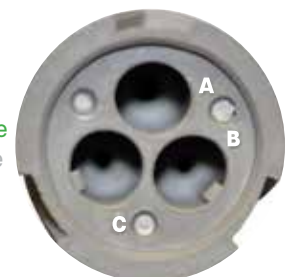
4:4

Do the same test for the upper switch. If you get continuity then wiring and switch is good. If neither switch works then the wire from the in & out box to the switches is bad.

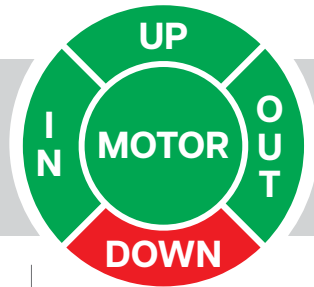
Test Point for Switches



- A - Green Wire
- B - White Wire
- C - Black Wire



SYMPTOMS

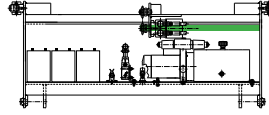


REMEDIES

5:1

Check voltage at the test point inside the power unit on the **WHITE** wire for 12V by trying to run the gate in. If you have voltage at the **WHITE** wire at the test point, then switches and **YELLOW** wiring harness from gate to the in & out box are good.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire



Cover

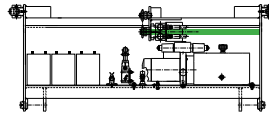


Test Point

5:2

If there is no voltage at the **WHITE** wire, check continuity from the **WHITE** wire on each side of the **YELLOW** wiring harness. Unplug the **YELLOW** wire from the outside of the gate and the outside of the in & out switch box. If you have no continuity on the **WHITE** wire change the **YELLOW** cable wiring harness.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire

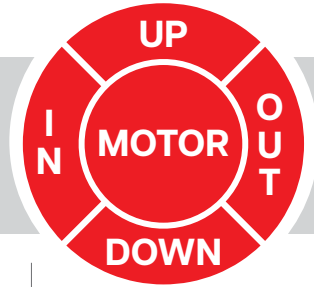


Cover



Test Point

SYMPTOMS

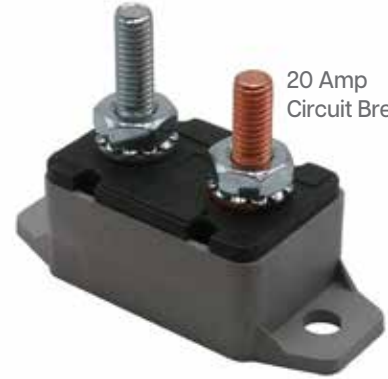
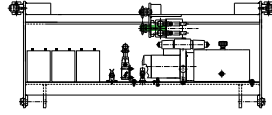


REMEDIES

6:1

Check 20 Amp circuit breaker continuity to make sure the circuit breaker isn't bad.

Test Point in Power Unit Box

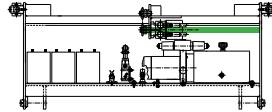


20 Amp Circuit Breaker

6:2

Check **GREEN** for power at the test point in the power unit.

Test Point in Power Unit Box



- A - White Wire
- B - Orange Wire
- C - Red Wire
- D - Black Wire
- E - Green Wire



Test Point



Cover

6:3

If **NO** power at the test point, unplug the **YELLOW** wire from the outside of the gate and the outside of the in & out switch box. If you have no continuity on the **GREEN** wire change the yellow cable wiring harness.

Yellow Switch Wire and Ground



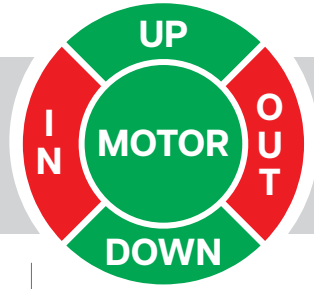
Duetsch Connection Wire Layout

- White Wire
- Orange Wire
- Red Wire



- No Connection
- Black Wire
- Green Wire

SYMPTOMS

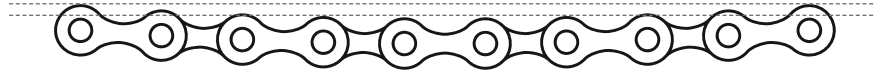


REMEDIES

7:1

In & Out chain may be too tight. Chain should have a 1/8" to 1/4" drop in the middle of the chain when all the way out.

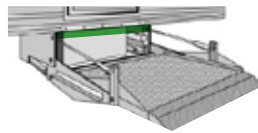
1/8" to 1/4"



7:2

Slide pads may be too tight on the side walls of the track. Loosen slide pads then re-adjust them. To do so have the gate all the way in tighten rear pads until they hit the side wall then back out 1 full turn. Then run the gate all the way out and do the same on the front pads.

Slide Pad Adjustment



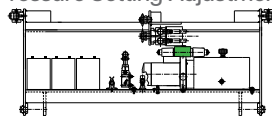
1. Run gate out all the way until it hits the front stops to adjust the front slide pads
2. Run the bolts in on each side of the gate in front until it hits the side of the track. Then back out one full turn each one.
3. Then run the gate in all the way until it hits the rear stops to adjust the rear slide pads.
4. Run the bolts in on each side of the gate in front until it hits the side of the track. Then back out one full turn each one.



7:3

Pressure setting on the in & out chain may be too low. Pressure should be between 800 and 850 PSI. Check and adjust the pressure as needed. **DO NOT ADJUST PRESSURE WITHOUT USING PRESSURE GAUGES AS THIS MAY CAUSE DAMAGE TO THE CHAIN.**

Pressure Setting Adjustment



Pressure Setting Valves for In & Out Operations



Loosen locking nut. Screw set screw in to raise pressure. Out to lower the pressure. Hold set screw in place and retighten nut after setting.