

CRYSTEEL MFG. INC.

ROLLER COMBO HOIST TROUBLE SHOOTING GUIDE

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This document is to be used as a guide for trouble shooting Roller Combo Hoist problems.

Hoist Will Not Go Up: (Direct Mount Hydraulics)

- Check cable connections at shifter and valve to make sure they are intact. Is the cable adjustment at valve correct, allowing the valve to shift fully? Check Owners Manual for proper cable adjustment.
- Confirm that the hoist is plumbed correctly. For direct mount hydraulics the “B” port is the power up and should be connected to the port at the base end of the cylinder, which is opposite the end of the cylinder shaft. The “A” port is the power down and should be connected to the port at the shaft end of the cylinder.
- Check the pressure on the power up side of the valve. On direct mount hydraulics, the “B” port is the power up side. Connect the hose that runs to the power up port of the cylinder directly into a pressure gauge (called deadheading). **Do not tap into the line with a pressure gauge.** This would measure only the amount of pressure needed to raise the hoist with the amount of weight on it at that time. If the pressure is okay, the cylinder’s internal bypass valve may be stuck open.
- Check cylinder internal by-pass. To determine if the internal by-pass valve is open, remove the hose from the valve that comes from the shaft end of the cylinder. Put the end of the hose into a bucket to catch any oil that might come out. Now try raising the hoist. If oil comes out of the loose hose and the hoist does not go up, the bypass valve is stuck open. If the cylinder is in warranty, change out the cylinder.

Hoist Will Not Come Down: (Direct Mount Hydraulics)

- Check cable connections at shifter and valve to make sure they are intact. Is the cable adjustment at valve correct, allowing the valve to shift fully? Check Owners Manual for proper cable adjustment.
- Confirm that the rear hinge and hoist frame have been greased.
- If the hoist is plumbed as single acting, how much of the body is behind the rear hinge and is there anything in the body.
- Prepare to try to lower the cylinder manually. Secure the body while in the up position by using the body prop, blocking, or chain hoist. Once the body has been secured in the up position, remove the hose from the power up port of the valve and put it into a bucket. Now you can remove the body prop and attempt to lower the hoist. If the hoist comes down, the oil will run into the bucket and the problem is probably in the valve. If the hoist still will not come down, the problem is in the hoist frame, rear hinge, or possibly a bent cylinder shaft. You will now have to check further for galled pivot pins or a bent cylinder shaft.