

26. With a multi-meter set to AC voltage, check the control voltage between DOWN contactor (KM5) coil input "A2" and DOWN relay (KA5) terminal "9". Is the control voltage present?
YES – Replace the DOWN relay (KA5) (bad relay contact)
NO – 27
27. Inspect the Slack Rope limit switch with the wire rope tight with tension. Is the wire rope tension roller up against the Slack Rope limit switch?
YES – Wire rope is on the wrong side of the roller
NO – 28
28. With a multi-meter set to Ohms (Ω), check the continuity between pin #4 and pin #6 of the motor plug on the Motor pack. Is there continuity through the circuit?
YES – Check the wiring that feeds the DOWN relay (KA5) coil terminal "9" from the Slack Rope limit switch
NO – Replace the Slack Rope limit switch
29. Do you hear a distinctive metallic click in the motor when pressing the UP or DOWN button on the Control Pendant?
YES – 30
NO – 31
30. Check the Capacitors and the capacitor connections through to the UP contactor (KM4) and DOWN contactor (KM5). Do the Capacitors and connections look ok?
YES – Check all Motor connections and the continuity of the motor windings
NO – Repair connections or replace Capacitors
31. Ensure that the Control Box is connected to the proper power, taking into factor the length of the supply cable and size of cable to limit voltage drop. Is the power fed correct?
YES – 32
NO – Correct the power feed
32. Ensure that the motor power wires have a good connection from the power plug all the way to the motor, including the motor plug connection. Are the connections good?
YES – 33
NO – Correct the connections



33. While trying to lift a load does the hoist bounce up and shuts off and then bounces down and starts up again?
YES – Adjust the Over Weight limit switch
NO – 34
34. Follow the “Maxial Brake Replacement and Adjustment Procedure”
35. Check all cable connections. Is the Control Pendant connected to the Control Box and the Power Cord plugged into power?
YES – 36
NO – Repair connections
36. Ensure that the Control Box is connected to the proper power, taking into factor the length of the supply cable and size of cable to limit voltage drop. Is the power fed correct?
YES – 37
NO – Correct the power feed
37. Check the supply voltage with a multi-meter set to AC voltage on the input side of the Motor Overload (OL1) terminals “2” and “6”. Are both lines of supply voltage present?
YES – 38
NO – Check wire connections from the Power Plug to the Motor Overload (OL1)
38. Check the supply voltage with a multi-meter set to AC voltage on the input side of the Main Contactor (KM1) terminals “2” and “6”. Are both lines of supply voltage present?
YES – 39
NO – Check the connections from the Motor Overload (OL1) and MAIN contactor (KM1)
39. Press the ENGAGE button on the Control Pendant. What does the MAIN contactor (KM1) do?
Closes and stays engaged – 40
Closes and then opens back up – 49
Does nothing – 41
40. Check the supply voltage with a multi-meter set to AC voltage on the output side of the MAIN contactor (KM1) terminals “1” and “5”. Are both lines of supply voltage present?
YES – Check wire connections between MAIN contactor (KM1), UP contactor (KM4) and DOWN contactor (KM5)
NO – Replace the MAIN contactor (KM1) (bad contactor contacts)



41. With a multi-meter set to AC voltage, check the control voltage between the MAIN contactor coil (KM1) input "A2" and both terminal sides of the Control Transformer secondary side fuse (FU5) Is the control voltage present?
Control voltage **IS** present on both sides – 46
Control voltage **ONLY** present on one side – Replace the fuse
Control voltage **NOT** present on both sides – 42
42. With a multi-meter set to AC voltage, check the control voltage between the Control Transformer (TR2) terminal "6" and terminal "10". Is the control voltage present?
YES – Check wire connections between MAIN contactor (KM1) coil input "A2" and Control Transformer (TR2) terminal "10"
NO – 43
43. With a multi-meter set to AC voltage, check the supply voltage between the Motor Overload (OL1) terminal "6" and both terminal sides of half of the Control Transformer primary side fuse (FU4-1). Is the supply voltage present?
Supply voltage **IS** present on both sides – 44
Supply voltage **ONLY** present on one side – Replace the fuse
Supply voltage **NOT** present on both sides – Check wire connection feeding that half of the Control Transformer primary side fuse (FU4-1)
44. With a multi-meter set to AC voltage, check the supply voltage between the Motor Overload (OL1) terminal "2" and both terminal sides of half of the Control Transformer primary side fuse (FU4-2). Is the supply voltage present?
Supply voltage **IS** present on both sides – 45
Supply voltage **ONLY** present on one side – Replace the fuse
Supply voltage **NOT** present on both sides – Check wire connection feeding that half of the Control Transformer primary side fuse (FU4-2)
45. With a multi-meter set to AC voltage, check the supply voltage between the Control Transformer (TR2) terminal "1" and terminal "5". Is the supply voltage present?
YES – Replace the Control Transformer (TR2)
NO – Check the wire connection feeding from the Control Transformer primary side fuses (FU4-1) and (FU4-2) to the Control Transformer (TR2)



46. With a multi-meter set to AC voltage, check the control voltage between the MAIN contactor (KM1) coil input "A2" and terminal "96" of the Motor Overload (OL1). Is the control voltage present?
YES – 47
NO – Check the wire connection from the Control Transformer secondary fuse (FU5)
47. With a multi-meter set to AC voltage, check the control voltage between the MAIN contactor (KM1) coil input "A2" and terminal "95" of the Motor Overload (OL1). Is the control voltage present?
YES – 48
NO – Let the motor cool for 30 minutes and recheck Step 46, if problem continues contact BetaMax Technical Support
48. Is the RED STOP button pressed in on the Control Pendant?
YES – Release the RED STOP button
NO – 49
49. Open the back cover of the Control Pendant. With a multi-meter set to AC voltage, check the control voltage between the Main Contactor (KM1) coil input "A2" and both terminal sides of the RED STOP button. Is the control voltage present?
Control voltage **IS** present on both sides – 50
Control voltage **ONLY** present on one side – Replace RED STOP button on Control Pendant
Control voltage **NOT** present on both sides – Check the wiring connections from Motor Overload (OL1) terminal "95" the RED STOP button
50. With a multi-meter set to AC voltage, check the control voltage between the Main Contactor (KM1) coil input "A2" and terminal "4" of the Main Contactor (KM1). Is the control voltage present?
YES – 51
NO – Check the wire connection from the RED STOP button



51. With a multi-meter set to AC voltage, check the control voltage between the MAIN contactor (KM1) coil input "A2" and both terminal sides of the ENGAGE button on the Control Pendant while pressing the ENGAGE button. Is the control voltage present?
- Control voltage **IS** present on both sides – 52
 - Control voltage **ONLY** present on one side – Replace the ENGAGE button on the Control Pendant
 - Control voltage **NOT** present on both sides – Check the wiring connections from the RED STOP button
52. With a multi-meter set to AC voltage, check the control voltage between the MAIN contactor (KM1) coil input "A2" and "A1" while pressing the ENGAGE button. Is the control voltage present?
- YES – Replace MAIN contactor (KM1) (bad contactor coil)
 - NO – Check the wire connection from the ENGAGE button