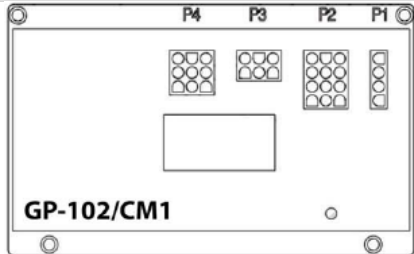
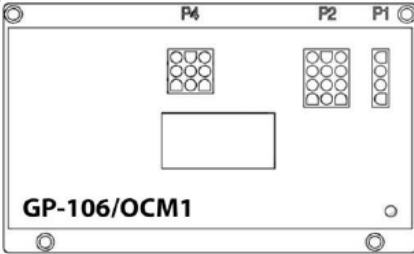
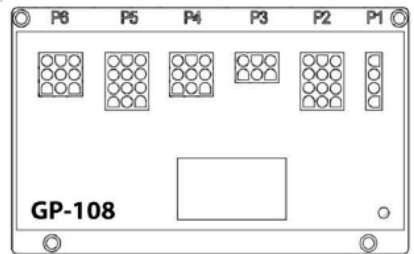


TECH TIP DECEMBER 2024 ROUGH TERRAIN SCISSOR GP MODULES

The Skyjack Rough Terrain scissor lifts (SJ7127/35, 8841, & 9250 models) utilize a GP106 control module for the auto level outrigger function. The newer ANSI models (SJ6826/32 with the 'A' serial numbers) use both a GP106 (Auto Level/Outriggers) & GP102 (Load sensing). The GP108 module is a replacement for the GP102 and the GP106.

It is important to always know which module you are working with. All 3 modules have similar operation and access procedures, but the fault code lists are slightly different.

Use the correct service manual for the serial number of the unit you are working on is the first step. Then, identify the GP module you have. Each module has a different amount of harness connectors on its front. The picture below is a partial example of the chart found in service manual. You will also find more testing and programming information in section 5 of the manual.

	GP102 LOAD SENSING		GP106 OUTRIGGER		GP108 O/R & LOAD SENSE	
						
Code	GP102		GP106		GP108	
	Description	Action	Description	Action	Description	Action
1/1	VEHICLE TILTED	These are not true faults but an indication that vehicle movement is prevented. Remove excessive load from the platform. Lower the platform if close to maximum height. Move the vehicle to level ground.	VEHICLE TILTED	This is not a true fault – move the vehicle to level ground!	VEHICLE TILTED AND NOT LOWERED	These are not true faults but an indication that vehicle movement is prevented. Remove excessive load from the platform. Lower the platform if close to maximum height. Move the vehicle to level ground.
1/2	VEHICLE TILTED AND NOT LOWERED		OUTRIGGERS CANNOT BE MOVED!	Check input on P2 pin 10 – “auto-level” or “auto-retract” has been requested but the platform is elevated.	HEIGHT NOT CALIBRATED	
1/3	VEHICLE OVERLOADED		ARMGUARD ACTIVE!		VEHICLE OVERLOADED	
1/4	TOO HIGH - DRIVE PREVENTED				TOO HIGH - DRIVE PREVENTED	
1/5	TOO HIGH - LIFT UP PREVENTED				TOO HIGH - LIFT UP PREVENTED	
2/1	ELEVATION SWITCH SHIFTED?	If the 2/1 or 2/2 flash code is triggered by a fault with the elevation switch, it does not clear. Check that the elevation switch correctly opens/closes when the platform is raised/lowered.	NOT FULLY LEVEL	The outrigger legs are all down (touching the ground) but the platform is not fully level.		
2/2	ELEVATION SWITCH STUCK?		OUTRIGGERS NOT HOME	The outrigger legs are not all down (touching the ground) and also are not all home (fully retracted).	RELEASE OUTRIGGER DEMAND!	
2/3	ARMGUARD ACTIVE!	If the 2/3 flash code is triggered by armguard, it will occur once then clear. This is not a true fault but just an indication of the reason for the vehicle stop.				
3/2					FAULT: ENERGIZED VALVE - CHECK WIRING!	
3/2					FAULT: VALVE FEEDBACK HIGH!	
3/4					FAULT: BAD INTERNAL SAFETY SWITCH!	
4/1	P4-1 OR P5-1 SHORT TO 0V?	Disconnect plug P4 and P5- if the fault clears there is a wiring fault from P4-1 or P5-1 to the rest of the vehicle.			GP102 P4-1 OR P5-1 SHORT TO 0V?	Disconnect plug P3, P4 and P5- if the fault clears there is a wiring fault from P3-4, P4-1 or P5-1 to the rest of the vehicle.