

Columbia Vehicle Group, Inc.

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COLUMBIA



TOMBERLIN

Green LED Flashes	Possible Fault Condition	Cause/ Test / Failure
0 Flash (No Green LED)	Internal MOSFET or Contactor	No power to Pin 1 from Run/Tow or Power Switch Also see charger interlock possibility above.
	Vehicle plugged in	No power to contactor coil connections
		No power from Main Contactor to Controller B+
		Controller Connector wiring open circuit
		Controller Connector pin not in place
		Dielectric Break Down at Connector (Wet/Shorted)
		Internal controller fault, MOSFET problem. Replacement of controller may be required.
1 Flash	Personality (CRC) out of range	Incorrect range settings: requires HandSet/Computer or Replacement of Controller
2 Flash	Illegal start condition	The wire harness controller connector pins may develop an open or intermittent connection, which can also result in these faults. Check Pins and Crimps.
		Seat switch not closed on direction select or accel depress (when equipped)
		Accel switch (pedal) needs to be recycled after a direction change.
		Pedal depress when key turned on
		Wiring fault - two directions selected
		Forward/ Reverse switch turned on at power up
		Speed switch out of adjustment (see section 3)
		Micro switch not open with pedal up

3 Flash	MOSFET short circuit	External Strobe (Flasher) light caused fault. Wiring polarity reversed on flasher. (Rovr / IS only)
		Armature circuit short detected or other intermittent electrical short such as brush dust, etc.
		Internal controller fault

4 Flash	Contactor Fault or Motor open circuit	Contactor failed or stuck. Bench test contactor.
		Main post to battery corroded.
		Test switched side of contactor
		Test 24 Volt small terminal coil (verify correct coil voltage)
		Motor Open Circuit or Brushes

6 Flash	Accelerator Fault	Input wire disconnected (white/ black Lead)
		Speed (Pot Box) adjustment needed (see section 3)
		Pedal depressed at Power up (see 2 flash)

7 Flash	Low or high battery voltage	End of charge cycle with Power Switch left on.
		Check for BDI Scan Sweep.
		Battery voltage has fallen to or risen: 24 Volt system 15 V Low -- 36.5 V High 36 Volt system 22.5 V Low -- 50 V High 48 Volt system 30 V Low -- 65 V High Capacitor voltage is too high
		Capacitor voltage is too high

8 Flash	Over Temp or Timed Cut out.	Defective Controller replacement may be required
		Due to excessive Temperature/ Heat sink
		Current Cut-Back

9 Flash	Monitor Tripped	F1 or A1 out of Range Boundaries 125%
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10 Flash	Auto Zero Fault	Contacto Coil Disconnected
		May be controller internal fault
		Value out of range

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