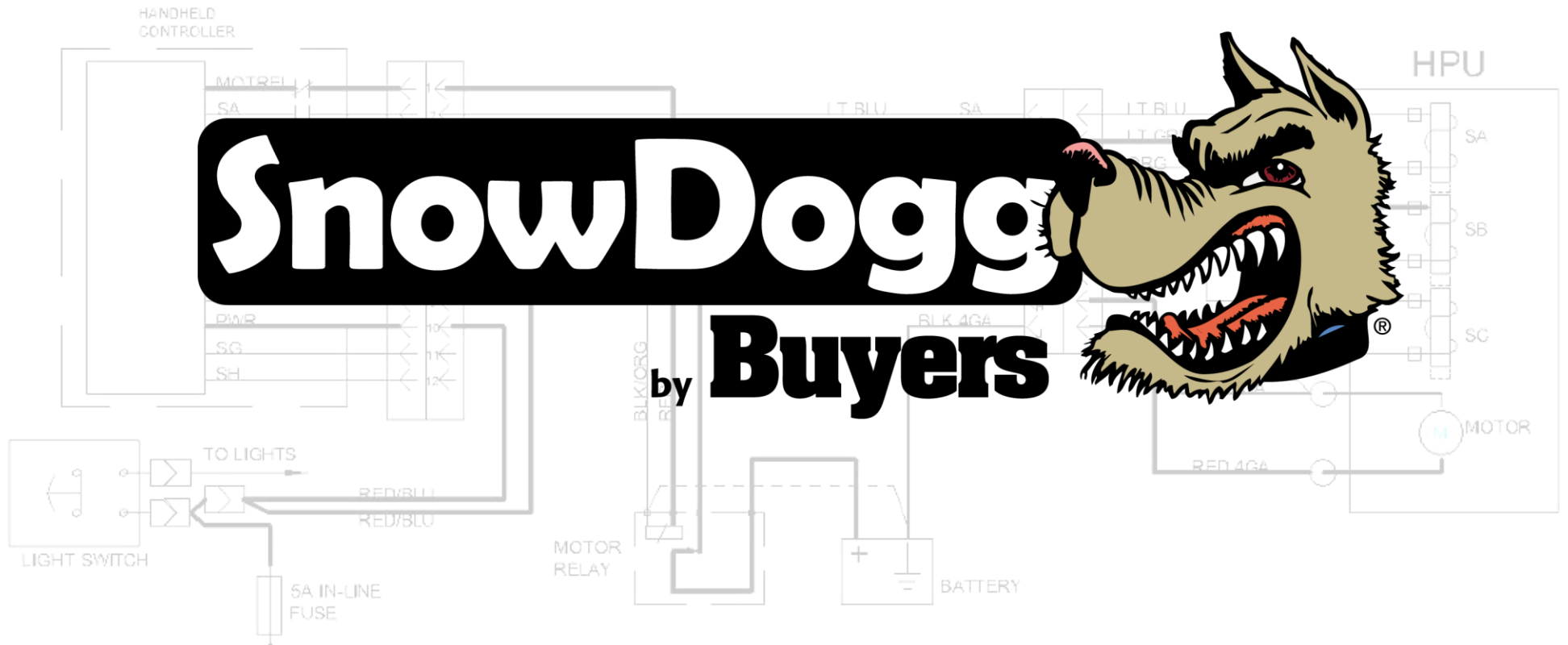


SNOWDOGG® 16151000 HYDRAULIC REFERENCE

MUT/MD/HD/EX/TE/CM PLOWS



SnowDogg

by **Buyers**



SNOWDOGG 16151000 HYDRAULIC REFERENCE

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This manual is intended for reference use for troubleshooting. Detailed parts breakdowns may be found in the plow owner's manual.

WARNING

ANY TROUBLESHOOTING OF THE PLOW ELECTRICAL OR HYDRAULIC SYSTEM MAY RESULT IN UNINTENDED MOTION OF THE PLOW.

ENSURE THAT THE AREA AROUND THE PLOW IS CLEAR TO AVOID SERIOUS INJURY.

The SnowDogg hydraulic control circuit is complete separately from the light control circuit.
Any references to wire colors are specific to the control harness.

What is different between G1 and G2?

G2 plows use the same hydraulic power units as G1 but have a new controller (16160601B) that works with the Rapidlink mount system. This controller can be used with all SnowDogg straightblade plows. G1 plows (prior to 2017) will require a 16160370 adapter to connect to the G1 harness.

Method of Operation

Starter Relay

The SnowDogg motor starter relay is the only component of the hydraulic system mounted under the hood and is always connected. Even with the plow disconnected, the starter relay should click if the controller is powered and LIFT, LEFT or RIGHT are pressed.

Hydraulic Solenoids

Three hydraulic solenoid cartridge valves are used in the HT300 power unit. They all use the same coil – so coils can be swapped to aid in troubleshooting. The solenoid coils act as electromagnets, and pull on an armature and spool or poppet inside the valve. A valve may malfunction due to faulty wiring, a bad coil, or contamination preventing the armature/spool from freely moving inside the valve. If the problem is contamination, it can often be corrected by removing and cleaning the valve. If the issue is electrical, the valve will not energize or shift. If the problem is mechanical, the valve may not shift or may be stuck in the shifted position.

Controller

The hand held digital controller controls both the starter relay coil and the hydraulic solenoids. It can withstand a continuous short circuit without damage. It has integral diagnostics to aid in troubleshooting and to notify the user of an electrical fault.

Proper Operation of HT300 Power Unit

Controller

After hitting POWER, the SnowDogg logo should be lit and the controller status light (upper right corner) should be solid GREEN. If the status light is blinking, see troubleshooting.

Lift Button

Plow lifts until lift cylinder is at end of stroke and fluid is diverted over the main relief valve at 1900PSI.

Right Button

Plow right side moves towards the truck. At the end of stroke, fluid is diverted over the main relief valve at 1900 PSI.

Left Button

Plow left side moves towards the truck. At end of stroke, fluid is diverted over the main relief valve at 1900 PSI.

Lower Button

Plow drops until the blade hits the ground or until the cylinder is fully retracted.

Float (hold Lower Button for >.5 seconds)

Float light is lit and plow drops until the blade hits the ground or until the cylinder is fully retracted – and the drop valve remains energized allowing the blade to follow the ground (depending on how the chain is set).

TROUBLESHOOTING

Troubleshooting Tips

- The wires to the coils are in alphabetical order from front to back. BLUE-SA, GREEN-SB, ORANGE-SC.
- Check for magnetism at the coils with a screwdriver or metal tool. With the coil energized, you should feel a magnetic pull at the top of the coil.
- If the controller is blinking, the problem is electrical – not hydraulic. Do not spend time troubleshooting and cleaning valves if the controller is blinking.
- Use a test light to measure for +12V at coils and connectors.
- Use a multimeter/ohmmeter to measure for continuity.
- Always start troubleshooting with the moldboard straight and on the ground.

Tools Recommended

- Multimeter (Voltmeter/Ohmmeter)
- Wrenches
- 7/8" deep socket (for solenoid valves)
- Picks (for removing/replacing o-rings)
- SnowDogg High Performance Hydraulic Fluid (P/N 16150010/16150020)

TROUBLESHOOTING

Symptom	Cause	Resolution	Tests
The plow does not move at all, pump is not running	Motor or Motor Relay is not activating	Check Motor/Motor Relay	TS1
The plow will not lift, but will angle left and right	SB valve is either contaminated or not being energized	Clean/Replace SB valve	See page 16
The plow will not drop, but lifts and angles	SA valve is either contaminated or not being energized	Clean/Replace SA valve	See page 16
The plow will not angle right, but drops, lifts, and angles left	SC valve is either contaminated or not being energized	Clean/Replace SC valve	See page 16
Plow will not lift, and angles slowly, if at all	Main Relief valve is contaminated	Clean/replace Main Relief valve	TS3
	Pump is damaged	Check Pump	
	Low fluid	Check fluid level	
Plow does not lock in position when angling	Angle lock valve is contaminated or faulty	Clean/replace Angle Lock Valve	See page 16
	Crossover relief valve is contaminated or faulty	Clean/replace Crossover Relief valve	See page 16
16160600 CONTROLLER			
Status light is blinking once	Starter Relay has electrical fault	Troubleshoot wiring – replace starter relay	TS1

TROUBLESHOOTING

Status light is blinking 2 time	Plow was connected after controller was turned on	Turn controller off and back on. Not a fault	
	SA valve (blue wire) has electrical fault	Troubleshoot wiring	TS2
Status light is blinking 3 times	SB valve (Green wire) has electrical fault	Troubleshoot wiring	TS2
Status light is blinking 4 times	SC valve (Orange wire) has electrical fault	Troubleshoot wiring	TS2
16160601B CONTROLLER			
Status light blinks 3 times	Controller fault	Use diagnostic mode to find faulty channel	See page 16

HPU SERVICING

Fill Procedure

1. Remove the fill plug from the reservoir.
2. The reservoir should be 1/2--2/3 full.

SA/SB/SC valve service/replacement

1. Remove the coil from the solenoid valve.
2. Using a 7/8" socket, remove the solenoid valve from the manifold.
3. Inspect the valve for contamination or damage.
4. Ensure that the poppet or spool travels freely.
5. Flush the valve if necessary to remove contamination.
6. Reinstall valve and tighten to 20 ft-lbs.

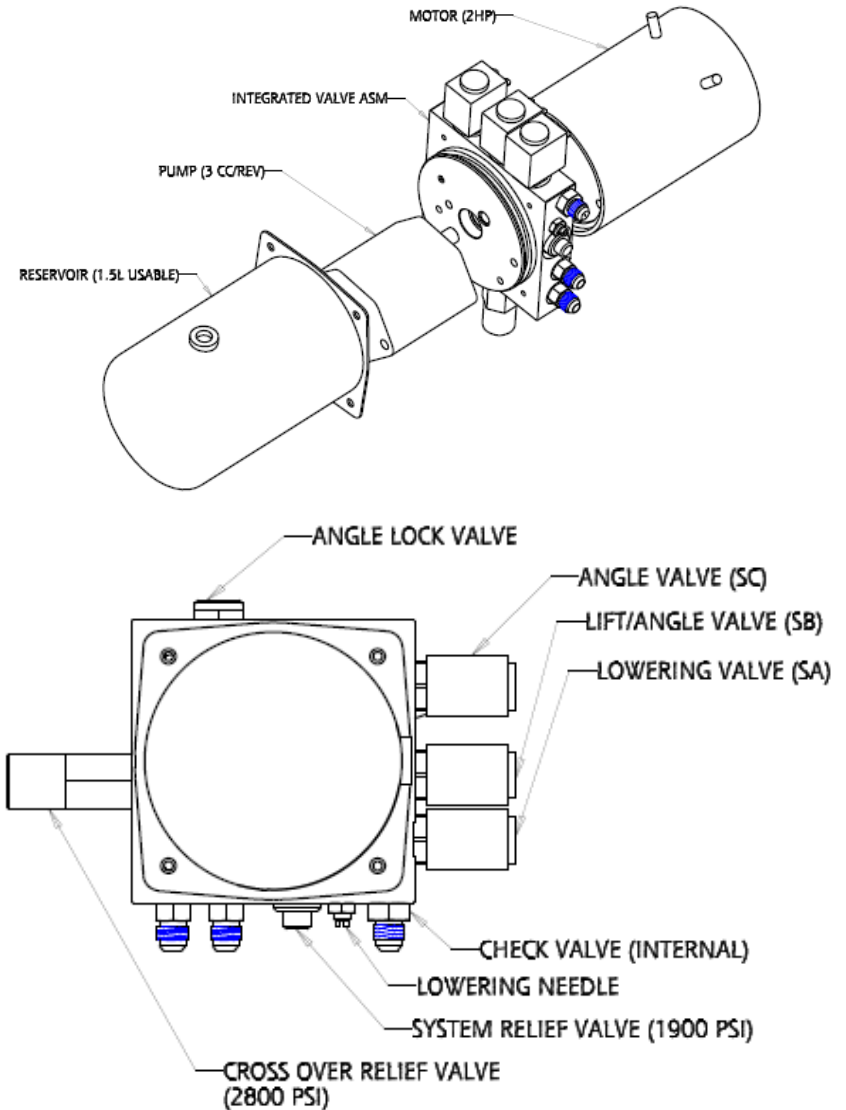
Lift Check Valve service/replacement

1. Remove the Lift Port Fitting
2. Remove the SA solenoid valve
3. Use tool 16900010 to remove the Lift Check Valve
4. There is a Teflon and rubber seat underneath the check valve that can be removed with a pick.
5. Ensure that the poppet travels freely.
6. Flush the valve if necessary to remove contamination.
7. Reinstall valve and tighten to 10 ft-lbs.

General valve service/replacement

1. Using a socket, remove the valve from the manifold.
2. Inspect the valve for contamination or damage.
3. Ensure that the poppet or spool travels freely.
4. Flush the valve if necessary to remove contamination.
5. Reinstall valve and tighten to 20 ft-lbs.

NOTE: Always lubricate components with oil prior to reassembly to prevent damage to the o-rings.



WARNING

ANY TROUBLESHOOTING OF THE PLOW ELECTRICAL OR HYDRAULIC SYSTEM MAY RESULT IN UNINTENDED MOTION OF THE PLOW.
ENSURE THAT THE AREA AROUND THE PLOW IS CLEAR TO AVOID PROPERTY DAMAGE OR SERIOUS INJURY
ALL MAINTENANCE MUST BE PERFORMED WITH MOLDBOARD ON THE GROUND

TS1 HPU Motor not running

1. With controller on, press LIFT, LEFT or RIGHT. Listen for starter relay "CLICK"
 - Click not heard
 - Check for +12V at relay control terminals (small terminals)
 - Ground for relay should be to battery
 - Click heard
 - Continue
2. Jump the large terminals of the starter relay with a large wire or screwdriver.
 - If HPU motor runs
 - Replace starter relay
 - If HPU motor does not run
 - Continue
3. Disconnect plow – check for +12V at large sockets of grill connector (truck side controller harness)
 - If +12V is not present
 - Check wiring continuity between starter relay and grill connector and battery ground and grill connector
 - If +12V is present
 - Continue
4. Check continuity between plow side connector and studs on HPU motor
 - If continuity is NOT found
 - Check wires
 - If continuity is found
 - Continue
5. Disconnect Red wire from HPU motor, directly apply +12V to HPU motor (from extra battery or using jumper cables)
 - If motor runs

TROUBLESHOOTING

Motor is not defective, check wiring
If motor does not run
Motor is defective, replace

TS2 General Coil Troubleshooting

1. Turn Controller OFF, waiting five seconds, turn Controller ON
2. Hit UP/LEFT/RIGHT/DOWN in sequence and watch the plow.
 - Plow is operating correctly / status light is not blinking
Complete
 - Plow is operating correctly / status light IS blinking
There is an intermittent short/open circuit.
Clean and check all connection points
Look for frayed/pinched/damaged wires
Continue
 - Plow is NOT operating correctly / status light IS blinking
Continue
3. Check for +12V at coil terminals
 - If +12V is present
Coil is defective, replace
 - If +12V is not present
Check ground side wire continuity
Continue
4. Check for continuity on +12V wire between coil and grill connector (see pinout)
 - If continuity is NOT found
Repair/replace plow side harness
 - If continuity is found
Continue
5. Check for continuity between grill connector and controller connector (in cab)
 - If continuity is NOT found
Repair/replace truck side control harness
 - If continuity is found
Check controller connector pins and verify everything is seated properly.

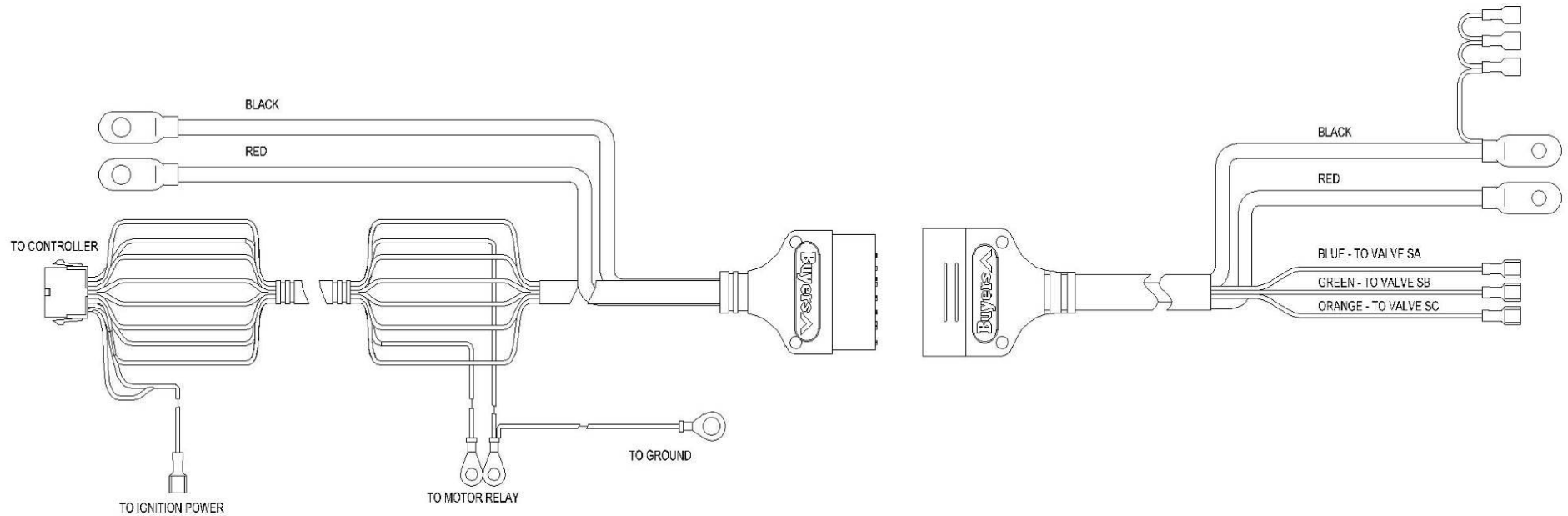
Try a known good controller

6. Contact SnowDogg Tech Support

TS3 System Pressure Check

1. Disconnect the lift cylinder hose from the manifold
2. Install a pressure gage on the lift port
3. Energize the LIFT circuit and read the gage pressure
 - Pressure is over 1800 PSI
 - Pressure is correct
 - Pressure is under 1800 PSI
 - Replace/clean the Main Relief Valve
4. Repeat pressure gage test with new Main Relief
 - Pressure is over 1800 PSI
 - Problem resolved
 - Pressure is under 1800 PSI
 - Replace/clean the SA valve (Blue Wire)
5. Repeat pressure gage test with new SA valve
 - Pressure is over 1800 PSI
 - Problem resolved
 - Pressure is under 1800 PSI
 - Call SnowDogg Tech Support

TRUCK/PLOW HARNESS



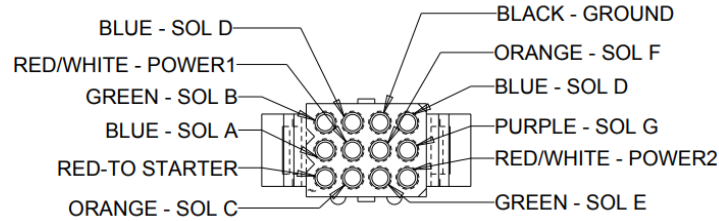
The portion on the left is the TRUCK HARNESS and is routed between the bumper (plow interface) and under the dashboard (for the controller and ignition power connections). The portion on the right is the PLOW HARNESS and comes pre-assembled to the plow. It is used during assembly for the initial plow setup and testing.

The plow harness is separate from the light harness for ease of installation and service. All under hood wiring uses SAE standard GXL and TXL insulation (per OEM specs). The power wires to the motor are 4ga. This reduces voltage drop (power loss) at high current loads. The harness has been designed with extra length to accommodate the variety of truck battery and firewall bulkhead locations.

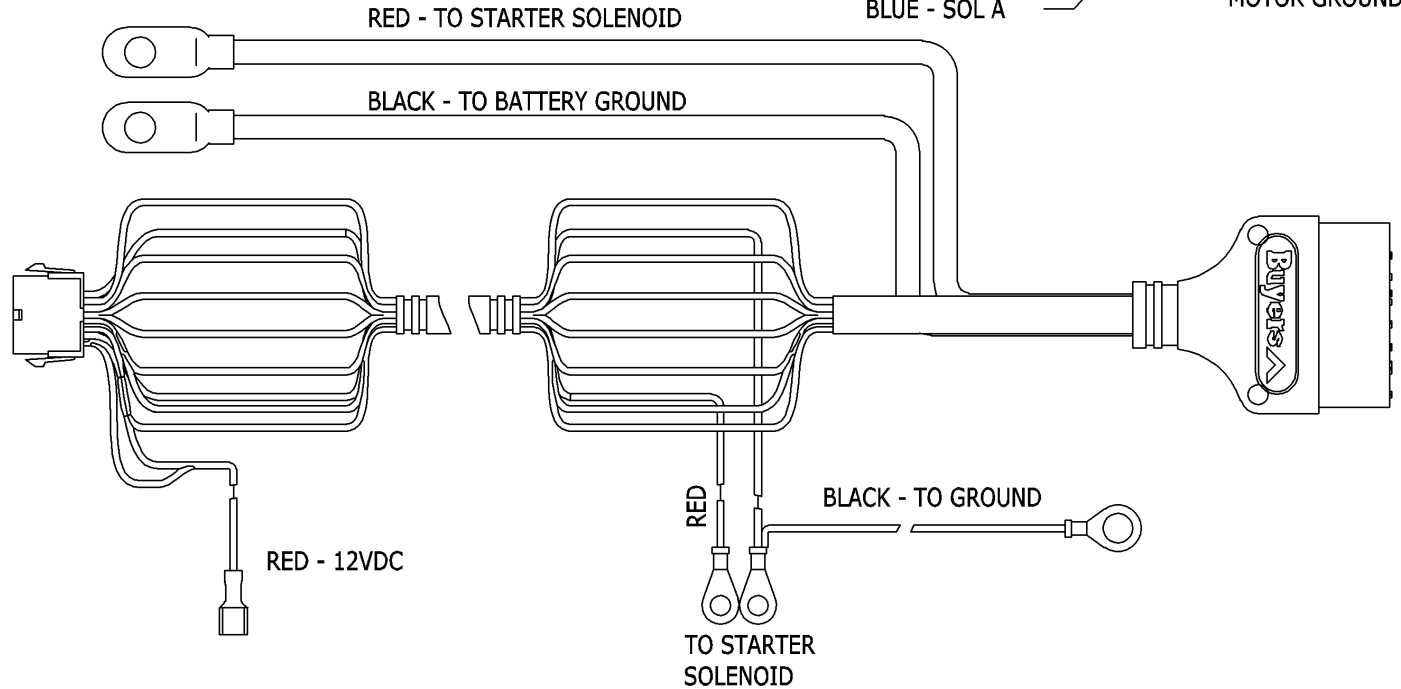
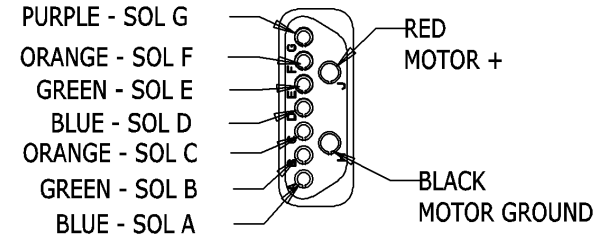
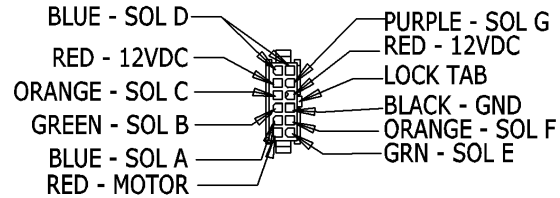
The TRUCK HARNESS is the same on all plows and is backwards compatible to all plows – so no reinstallation is necessary to change plows. The connector for the controller is the only significant difference in G2 plows. Adapters are available.

TRUCK SIDE HARNES PINOUT

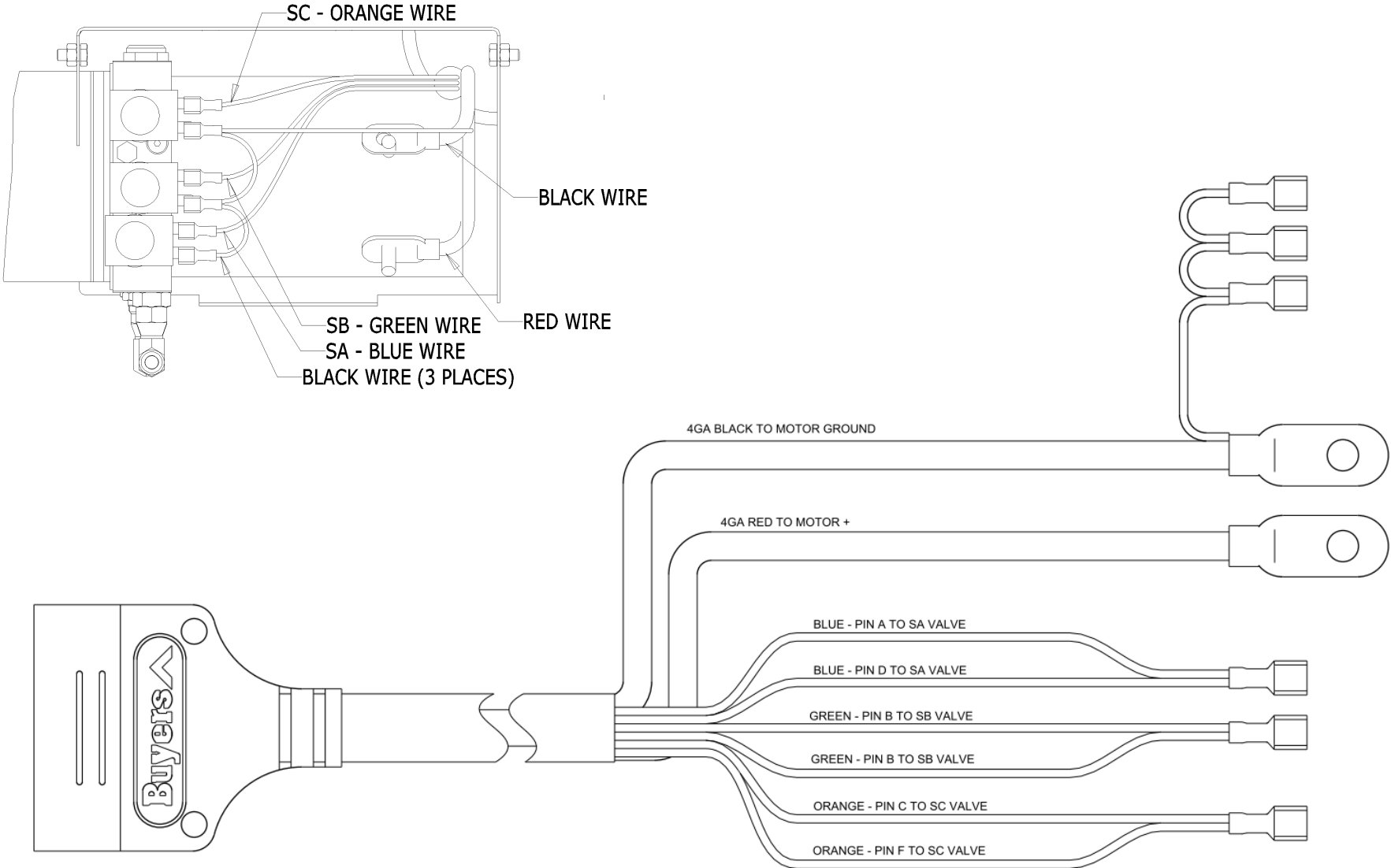
16160302 TRUCK HARNES TO
16160601B G2 CONTROLLER
(HARNES SIDE)



16160300 TRUCK HARNES TO
16160600 G1 CONTROLLER
(HARNES SIDE)



16160400C PLOW HARNESS PINOUT



SNOWDOGG CONTROLLER

The SnowDogg controller uses fault tolerant drivers that can withstand shorts to ground without failure. The failure of a single channel will not affect the performance of the remaining channels.

If the fault is intermittent it will be registered, but will not cause the controller to stop functioning.

There are two controllers that have been used with SnowDogg straightblade plows.

16160600 – G1 Controller

16160601B – G2 Controller w/Rapidlink

The 16160601B can be used with any straightblade SnowDogg. G1 plows will require use of a 16160370 adapter. Both controllers behave similarly except for the integral diagnostics.

CONTROLLER OUTPUT TABLE

CHANNEL	1	2/5	3/6	4/7
	MOTOR	SA	SB	SC
FUNCTION		DROP	LIFT/ANGLE	ANGLE
COLOR	RED	BLUE	GREEN	ORANGE
LIFT		-		-
LOWER	-		-	-
FLOAT	-		-	-
LEFT		-	-	-
RIGHT		-	-	

16160600 CONTROLLER DIAGNOSTIC MODE

Enter diagnostic mode with the following sequence.

1. Disconnect the controller from power (turn truck off)
2. Hold down the POWER button and turn truck on
3. Continue holding down POWER button until GREEN status LED begins to blink (10 seconds)
4. You are now in "Diagnostic" mode. All outputs are off.
5. Use the buttons/leds as shown to test each channel

- GREEN STATUS LED
 - Blinks the # of the channel currently selected
- RED STATUS LED
 - SOLID when selected channel is shorted
 - BLINKS when selected channel is open (broken)
- YELLOW STATUS LED
 - SOLID in any error condition in selected channel
- RIGHT
 - Increase the channel number being tested
 - This will turn off ALL channels
- LEFT
 - Decrease the channel number being tested
 - This will turn off ALL channels
- UP
 - Turns ON selected channel
- DOWN
 - Turns OFF selected channel

Exit diagnostic mode by turning the controller off and back on.

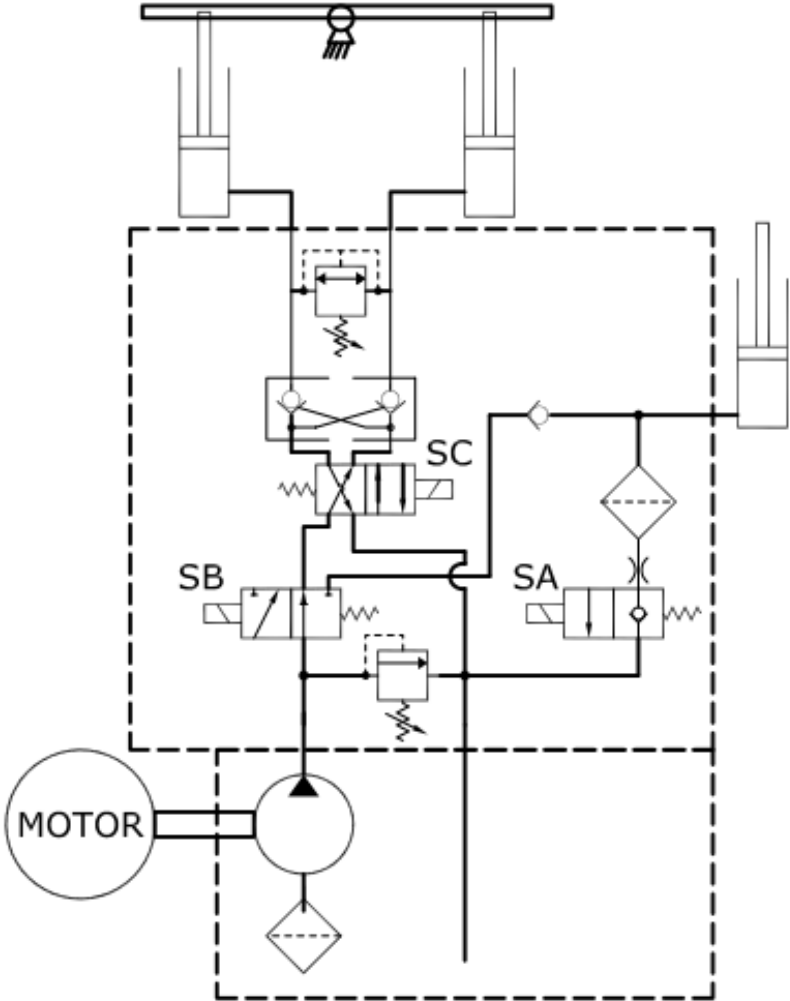
16160601B CONTROLLER DIAGNOSTIC MODE

Enter diagnostic mode with the following sequence.

1. Turn the controller off
2. Press and hold the UP button while pressing the ON/OFF button.
3. Release the UP button.
4. You are now in "Diagnostic" mode. All outputs are off.
5. Select the channel to test using the LEFT and RIGHT buttons.
6. Use the buttons/leds as shown to test each channel

- RIGHT/LIGHT
 - Increase the channel number being tested
 - This will turn off ALL channels
- UP
 - Turns ON selected channel (PLOW MAY MOVE)
- GREEN STATUS LED
 - Blinks the # of the channel currently selected
- RED STATUS LED
 - SOLID when activated channel is shorted
 - BLINKS 4 times if activated channel is open (broken)

Exit diagnostic mode by turning the controller off and back on.



Hydraulic Power Unit Wiring

