

**TB KLM008**

## TECHNICAL BULLETIN

**General Information**

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**For the Attention of :** Testers, Installers, Contract Managers, Product Support Manager, General Manager  
SLSL Branch Managers, Alan Wade, Mike Wells, Dave Franklin

**From:** Pete Canning – Product Manager

**Date:** 8 January 2017

**Product:** Kleemann Flexy, aka Stannah Maxilift 2.0

**Subject :** **Relevelling – Hydraulics (Serial Controllers)**

**Pages :** 3

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### **Background**

There have been a number of customer complaints over hydraulic lift re-levelling. We understand there are two issues, firstly, the number of relevels in any single day and secondly, the relevelling duration, between 12 – 15 seconds. With the LiSA controllers, we do not have an issue.

### **Solution**

Kleemann have produced additional software for the Serial controller that reduces the number of checks during relevelling process, thus providing a revised relevel time of around 6 – 8 seconds.

This is now standard in all production Serial controller models assembled from Q4 2016.

Before Kleemann send the software along with instructions it is recommended the following checks be carried out and results documented:

### **The Checks:**



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Item	Failure Mode	Local Effects	System Effects	Potential Causes	O	S	D	RPN	Recommended Action
1	Lift moves tight or in steps.	Lift sits on guides causing further steps down with load increase on car.	Lift steps further down causing re-leveling.	Un-plumb Guides.	5	9	7	315	Plumb Guides as per DBG
2	Ram Oil leakage	Lift loses oil and steps down.	As above.	Un-plumb guides leading to excess ram movement or ram sealant.	5	8	6	240	Plumb Guides as per DBG, change ram sealant.
3	Air in the system	Lift does not stop on level accurately.	Lift stops up or further down from level causing re-leveling.	Not fully taken out air from the system during installation.	6	7	3	126	Remove air from system ram & valve block.
4	Magnet position of CAB and CAA	Lifts stops on level and re-levels either up or down.	Re-leveling.	Not unified distance of magnets from CAA & CAB	6	7	2	84	Please follow manual instructions.
5	Oil Heater or extensive use	Oil Overheat.	Lift stops up or further down from level causing re-leveling.	Not correct temperature on heater, faulty heater, lift overuse.	6	7	6	336	Check if oil heater works all the time, measure it with a multimeter and if faulty to be replaced. If extensive use – oil coolant will be required.
6	LRV Valve/valve Leakage	Lifts drops down after time depending on leakage amount.	Lift stops and re-levels all the time (depending on leakage amount).	Dirty or problematic o-rings, dirt on filters.	4	7	5	140	Perform check A3function for LRV (lvalve self monitors). If leakage ends to 65 or 66 error and breakdown. Clean o-rings or replace them if dirty. Clean filters.
7	As above.	As above.	As above.	Dirt in the block.	5	7	6	210	Try to by-pass the block and give movement on increments of 3 secs for 3-4 times.
8	As above.	As above.	As above.	Service unit Leakage	3	7	8	168	Close the service unit gate valve and check the manometer.

RPN is the Risk Priority Rating, where: (O) is occurrence or likelihood of a cause (1=unlikely, 10=almost certain); (S) is severity of effect (1=not significant, 10=catastrophic); (D) is probability of detecting failure (1=highly likely, 10=almost impossible).



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## Actions:

- If you have releveling issues, please carry out the above checks
- Once complete, contact Kleemann UK, who will arrange for the software along with instructions to be sent.

Kleemann UK contact: Mr Angelos Strantzalis:

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I hope you all find this Bulletin to be of help and should you have any questions about this topic or would like to know a little more then please contact me on **Ext 8646 or DDI 01264 34 36 46**

Pete Canning