

Golf Car Troubleshooting Quick Reference Guide

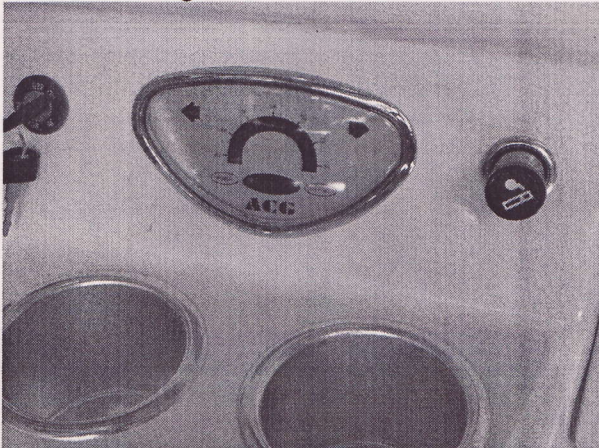
Problem: *Car not running.*

Steps to diagnose car

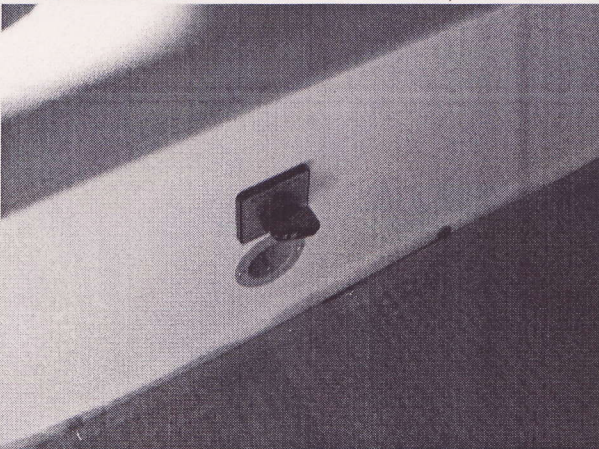
1. Turn key to on position



2. Check if indicator lights are on

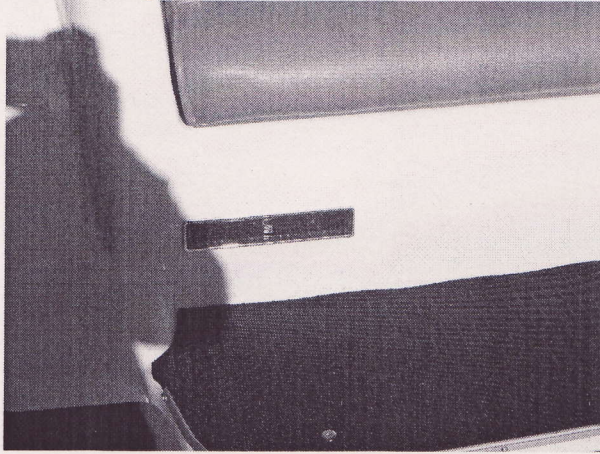


3. Turn forward-reverse switch to neutral, then reverse, then back to forward



4. Check if horn works
5. Check if turn signals work

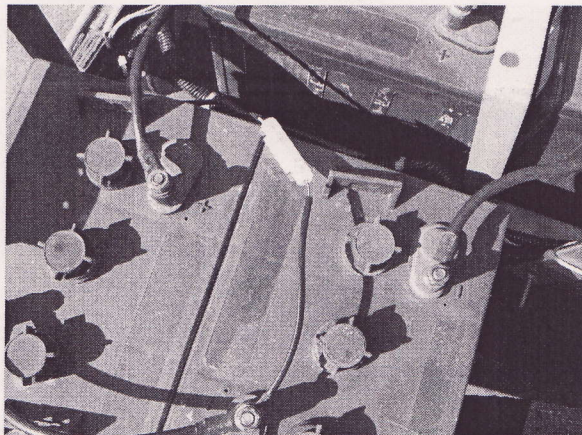
6. Turn key to next position
7. Check if the headlights work
8. Check if brake lights work



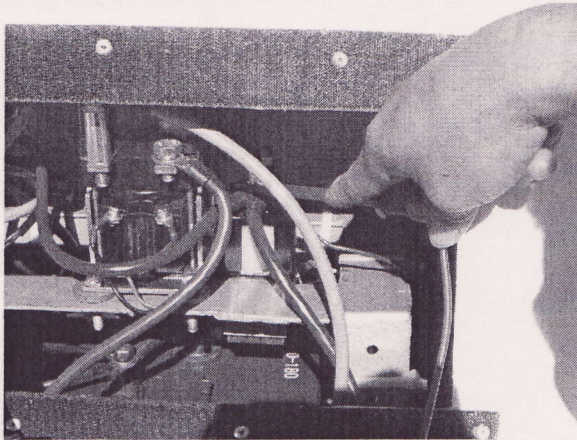
9. Turn key to on position
10. Check the 12 to 48 volt converter located in the frame well. Use the voltmeter to check the pink wire on the in line fuse. Should read 48 volts.



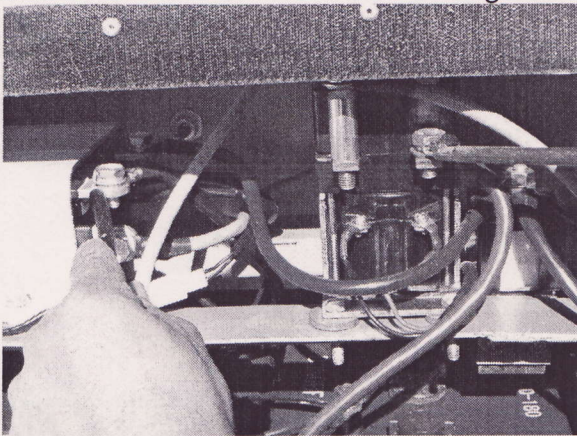
11. Touch the blue wire with white tracer that are in line view of the cigarette lighter attached to the drivers side battery with each lead of the voltmeter. This should read 12 volts.



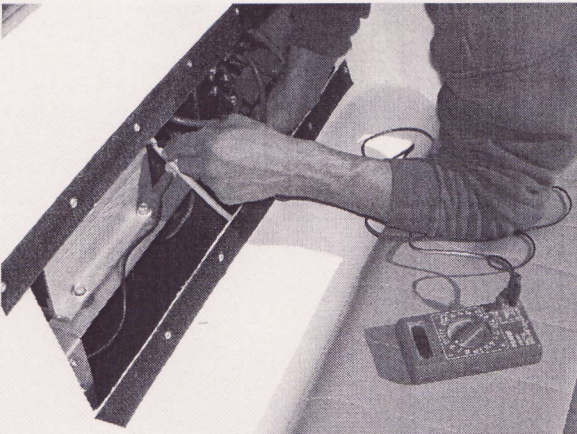
12. Check the red wire opposite the on and off cillinoid in line fuse. This should read 48 volts.



13. Attach negative lead to B negative on speed control, and touch front terminal to black or brown cillinoid. Voltage should read 45 to 52 Volts.



14. Move hot lead to forward-reverse cillinoid on blue wire. Should read 45 to 52 volts.



15. Move hot lead to gray wire, should read 45 to 52 volts.

16. Holding negative lead on B negative of the speed control, touch hot lead to the blue wire on top of the motor terminal. Should read 45 to 52 volts.

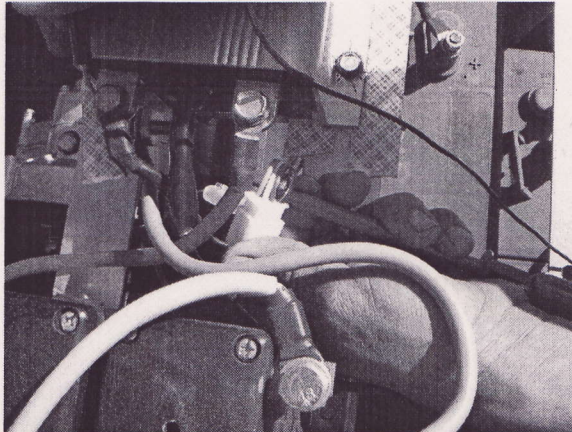
17. Move hot lead to the yellow wire, Should read 45 to 52 volts.

18. Touch hot lead to the gray wire on top of the motor. Should read 45 to 52 volts.

19. Touch hot lead to the red wire, Should read 45 to 52 volts.



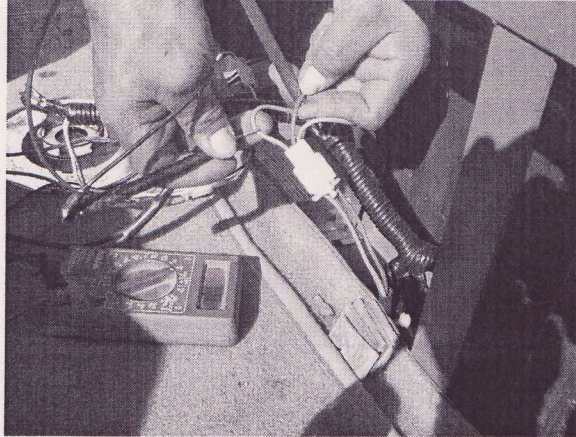
20. With the negative lead still on B negative, back probe the red wire with a white stripe on the speed control where the white malox plug is. This should read 45 to 52 volts.



21. Back probe the gray wire, Should read 24 volts. This will test the condition of the speed control

22. To test the potentiometer, find the orange and green wire, located under the front seat next to the 48 to 12 volt converter. Back probe the plug with a voltmeter. Orange is common. At full throttle, the voltmeter should read approximately 4 volts. The car will have to be driven or raised on jack

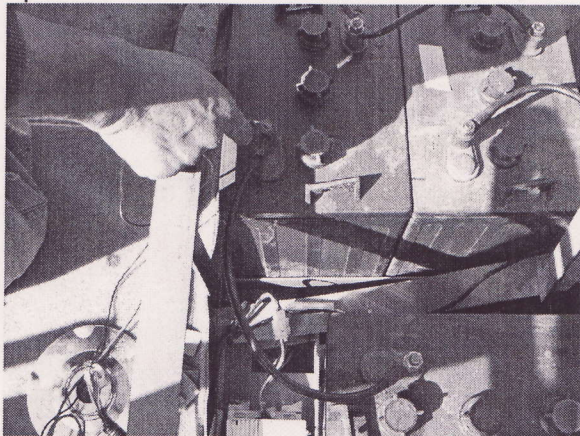
stands to do this test.



Problem: *Car Charging, but not lasting long after each charge.*

Solution:

1. Check each battery individually. They should read 6 volts or higher. If 1 is found with low voltage (ex. 4.9 volts), battery should be tested with hydrometer to reveal its condition. Unless all batteries have consistent 6 volts, speed control will shut down. If voltage drops below 46 volts, the speed control will shut down.

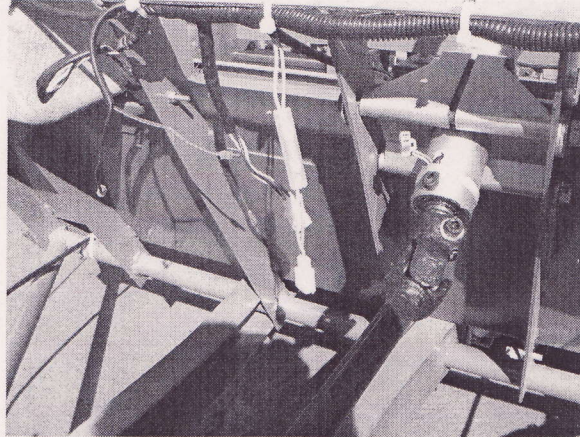


2. Check the indicator lights for the batteries under the hood in the trunk liner.

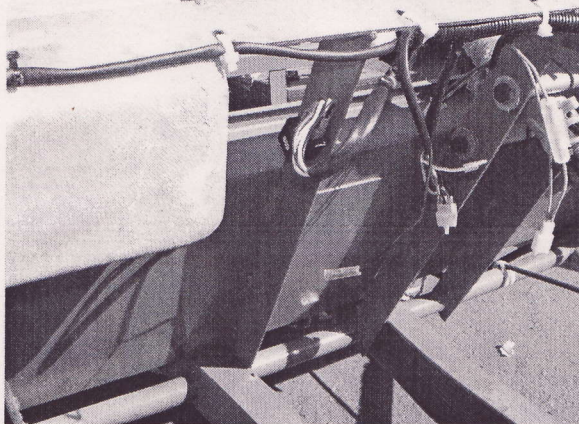
Problem: *Headlights, turn signal lights, or horn is not working.*

Solution:

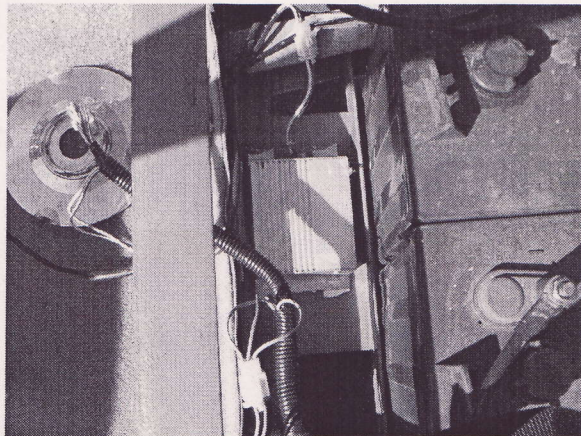
1. Check the fuse located at the front firewall,



the pink wire in line fuse. Check black relay on front firewall,



the black, pink, yellow, and blue with red stripe. Check the voltage on 48 to 12 volt converter underneath the seat in front of the battery. The black wire is the ground wire, with the red and yellow (separately) being the hot wire. The red wire should read 48 volts, while the yellow should read 12 volts. If both read 48 volts, then you have a defective converter.



2. Make sure the metal tallight housing isn't touching the rear of the chassis. This causes severe problems to the 48-volt converter.

