



An Oshkosh Corporation Company

Service and Maintenance Manual

***Model
600AJ***

PVC 2007

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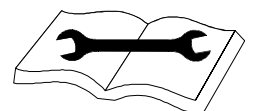
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SECTION A. INTRODUCTION - MAINTENANCE SAFETY PRECAUTIONS

A GENERAL

This section contains general safety precautions which must be observed during maintenance of the Mobile Elevating Work Platform (MEWP). It is of utmost importance that maintenance personnel pay strict attention to these warnings and precautions to avoid possible injury to themselves or others, or damage to the equipment. A maintenance program must be followed to ensure the machine is safe to operate.

⚠ WARNING

MODIFICATION OR ALTERATION OF A MOBILE ELEVATING WORK PLATFORM SHALL BE MADE ONLY WITH WRITTEN PERMISSION FROM THE MANUFACTURER.

The specific precautions to be observed during maintenance are inserted at the appropriate point in the manual. These precautions are, for the most part, those that apply when servicing hydraulic and larger machine component parts.

Your safety, and that of others, is the first consideration when engaging in maintenance of equipment. Always be conscious of weight. Never attempt to move heavy parts without the aid of a mechanical device. Do not allow heavy objects to rest in an unstable position. When raising a portion of the equipment, ensure adequate support is provided.

⚠ WARNING

SINCE THE MACHINE MANUFACTURER HAS NO DIRECT CONTROL OVER THE FIELD INSPECTION AND MAINTENANCE, SAFETY IN THIS AREA RESPONSIBILITY OF THE OWNER/OPERATOR.

B HYDRAULIC SYSTEM SAFETY

It should be noted the machines hydraulic systems operate at extremely high potentially dangerous pressures. Every effort should be made to relieve any system pressure prior to disconnecting or removing any portion of the system.



C MAINTENANCE

⚠ WARNING

FAILURE TO COMPLY WITH SAFETY PRECAUTIONS LISTED IN THIS SECTION COULD RESULT IN MACHINE DAMAGE, PERSONNEL INJURY OR DEATH AND IS A SAFETY VIOLATION.

- USE ONLY REPLACEMENT PARTS OR COMPONENTS THAT ARE APPROVED BY JLG. TO BE CONSIDERED APPROVED, REPLACEMENT PARTS OR COMPONENTS MUST BE IDENTICAL OR EQUIVALENT TO ORIGINAL PARTS OR COMPONENT.
- NO SMOKING IS MANDATORY. NEVER REFUEL DURING ELECTRICAL STORMS. ENSURE THAT FUEL CAP IS CLOSED AND SECURE AT ALL OTHER TIMES.
- REMOVE ALL RINGS, WATCHES AND JEWELRY WHEN PERFORMING ANY MAINTENANCE.
- DO NOT WEAR LONG HAIR UNRESTRAINED, OR LOOSE-FITTING CLOTHING AND NECKTIES WHICH ARE APT TO BECOME CAUGHT ON OR ENTANGLED IN EQUIPMENT.
- OBSERVE AND OBEY ALL WARNINGS AND CAUTIONS ON MACHINE AND IN SERVICE MANUAL.
- KEEP OIL, GREASE, WATER, ETC. WIPED FROM STANDING SURFACES AND HAND HOLDS.
- USE CAUTION WHEN CHECKING A HOT, PRESSURIZED COOLANT SYSTEM.
- NEVER WORK UNDER AN ELEVATED BOOM UNTIL BOOM HAS BEEN SAFELY RESTRAINED FROM ANY MOVEMENT BY BLOCKING OR OVERHEAD SLING, OR BOOM SAFETY PROP HAS BEEN ENGAGED.
- BEFORE MAKING ADJUSTMENTS, LUBRICATING OR PERFORMING ANY OTHER MAINTENANCE, SHUT OFF ALL POWER CONTROLS.
- ALWAYS DISCONNECT BATTERY DURING REPLACEMENT OF ELECTRICAL COMPONENTS.
- KEEP ALL SUPPORT EQUIPMENT AND ATTACHMENTS STOWED IN THEIR PROPER PLACE.
- USE ONLY APPROVED, NONFLAMMABLE CLEANING SOLVENTS.

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SECTION 1. SPECIFICATIONS

1.1 OPERATING SPECIFICATIONS

Machine Specifications

Maximum Work Load (Capacity) - ANSI Unrestricted:	500 lb (227 kg)
Maximum Work Load (Capacity) - CE & Australia Unrestricted:	500 lb (230 kg)
Maximum Allowable Operating Slope	ANSI/CE/AUS - 4° China - 5° 7ft Chassis - ANSI/AUS - 3° 7ft Chassis - China - 5°
Maximum Travel Grade, Stowed Position (Gradeability) 2WD 4WD	30% 45%
Maximum Travel Grade, Stowed Position (Side Slope)	ANSI/CE/AUS - 4° China - 5° 7ft Chassis - ANSI/AUS - 3° 7ft Chassis - China - 5°
Turning Radius - (Outside) 2WS 4WS	17 ft. 8 in. (5.38 m) 11 ft. 8 in. (3.56 m)
Turning Radius - (Outside) 7 ft Chassis 2WS 4WS	16 ft. 6 in. (5.03 m) 11 ft. 2 in. (3.4 m)
Turning Radius - (Inside) 2WS 4WS	11 ft. 5 in. (3.48 m) 5 ft. 6 in. (1.68 m)
Turning Radius - (Inside) 7 ft Chassis 2WS 4WS	12 ft. 2 in. (3.71 m) 5 ft. 7 in. (1.7 m)
Maximum Tire Load	12,500 lb (5670 kg)
Ground Bearing Pressure 600AJ 600AJ - 7 ft Chassis	77 psi (5.5 kg/cm ²) 94 psi (6.6 kg/cm ²)
Maximum Drive Speed	4.25 MPH (6.84 KM/hr.)
Gross Machine Weight (Approximate) 2WS 4WS 7 ft Chassis	22,240 lb (10,088 kg) 22,740 lb (10,315 kg) 24,000 lb (10,886 kg)

1.2 DIMENSIONAL DATA

Machine Dimensional Data

Machine Height (Stowed)	8 ft. 5 in. (2.57 m)
Machine Length (Stowed)	29 ft. (8.80 m)
Machine Width (by tire size) 355/55D-625 41/18LLx22.5X625 (turf)	98 in. (2.49 m) 100 in. (2.54 m)
Wheelbase	8 ft. 2 in. (2.49 m)
Ground Clearance	11.7 in. (0.29 m)
Platform Height	60 ft. 7 in. (18.47 m)
Horizontal Reach	39 ft. 9 in. (12.10 m)
Tail Swing	0 in. (0 m)

SECTION 1 - SPECIFICATIONS

1.3 CAPACITIES

Fuel Tank	30 Gallon (113.6 L)
Hydraulic Oil Tank	30.6 Gallon (115.8 L)
Hydraulic System (Including Tank)	40 Gallon (151.4 L)
Torque Hub, Drive*	20 ounces (0.6 L)
Engine Crankcase Deutz D2011L04 Deutz TD 2.9L	11 quarts (10.5 L) 2.4 Gallon (8.9 L) w/Filter
Swing Hub, Drive	32 ounces (0.9 L)
*Torque hubs should be one half full of lubricant.	

1.4 ENGINE DATA

Table 1-1. Deutz TD 2.9L4

Fuel	Ultra Low Sulfur Diesel (15 ppm)
Power	67 hp (50 kW) @ 2600 rpm
Torque	173 ft. lbs. (234 Nm) @ 1800 rpm
Oil Capacity (Crankcase)	2.4 Gallon (8.9 L) w/Filter
Coolant Capacity	0.79 Gallon (3 L)
Low RPM	1200 ± 50 rpm
High RPM	2600 ± 50 rpm
Alternator	95 Amp
Average Fuel Consumption (may vary with applications)	0.65 GPH (2.46 LPH)

Table 1-2. Deutz D 2.9L4

Fuel	Ultra Low Sulfur Diesel (15 ppm)
Power	48.8 hp (36.4 kW) @ 2600 rpm
Torque	108 ft. lbs. (147 Nm) @ 1600 rpm
Oil Capacity (Crankcase)	2.4 Gallon (8.9 L)
Coolant Capacity	0.79 Gallon (3 L)
Low RPM	1200 ± 50 rpm
High RPM	2600 ± 50 rpm
Alternator	95 Amp
Average Fuel Consumption (may vary with applications)	0.65 GPH (2.46 LPH)

Table 1-3. Deutz D2011L04

Fuel	Diesel
Oil Capacity	5 Quarts (4.5 L)
Cooling System	11 Quarts (10.5 L) w/Filter
Crankcase	16 Quarts (15 L)
Total Capacity	
Idle RPM	1000 rpm
Low RPM	1800 rpm
High RPM	2500 rpm
Alternator	60 Amp, belt drive
Battery	950 Cold Cranking Amps, 205 Minutes Reserve Capacity, 12 VDC
Average Fuel Consumption (may vary with applications)	0.65 GPH (2.46 LPH)
Horsepower	49

Table 1-4. Ford DF 2.5L, MSG 425

Fuel	Gasoline/LP Gas
Oil Capacity	7 qt (6.6 L)
Coolant Capacity	0.63 Gallon (2.4 L)
Low RPM	1000 ± 50 rpm
High RPM	3200 ± 50 rpm
Alternator	150 Amp
Starter	64.4 Amp @ 3574 rpm
Fan Ratio	1:3
Average Fuel Consumption (may vary with applications)	
Gasoline	1 GPH (3.79 LPH)
LP	5.34 lb/h (2.42 Kg/h)
Max Output (Power)	
Gasoline	84HP @ 3200
LP	80HP @ 3200
Max Output (Torque)	
Gasoline	142 ft. lbs. (192 Nm) @ 2400 RPM
LP	145 ft. lbs. (197 Nm) @ 2400 RPM

Table 1-5. Deutz TD2.2 L3 (Stage V)

Fuel	Ultra Low Sulfur Diesel (15 ppm)
Number of Cylinders	3
Total Displacement	133.8 in. ³ (2194 cm ³)
Firing Order	1, 2, 3
Bore	3.6 in. (92 mm)
Stroke	4.3 in. (110 mm)
Max. Output Power	36.4 KW (48.8 HP) @ 2600 RPM
Max. Output Torque	180 Nm @ 1600 RPM
Max. High RPM	2600
Min. Low RPM	1200
Oil Capacity	2.11 Gallon (8.0 L)
Coolant Capacity (System)	2.31 Gallon (8.75 L)
Starter Rating	12V, 2.6 kW
Alternator Rating	14V, 120 Amp
Glow Plug	12V, 80 Amp
Average Fuel Consumption (may vary with applications)	0.69 GPH (2.63 LPH)

Table 1-7. Engine Fluid 15W-40 Specs

Inspection Data	Recommended SHELL		Optional MOBIL	
	ROTELLA T3 FLEET 15W-40 (US)	RIMULA R4L 15W-40 (CE)	DELVAC 1300 SUPER 15W-40 (US)	DELVAC MX ESP 15W-40 (CE)
SAE Grade	15W-40			
Viscosity, cST at 104°F (40° C)	115		109	
Viscosity, cST at 212°F (100° C)	15.3		14	14.1
Total Base Number, mg KOH/g	10		9.4	9.8
Density at 59°F (15° C) kg/l	0.876		0.875	-
Ash, Sulfated, Mass%	LOW ASH	1.0	0.9	0.98
API Classification	CK-4		CK-4	CJ-4
ACEA Classification	E9	E9	E9	E9
Fluid Requirements				
Deutz Specification	DQC 111-10 LA		DQC 11-10 LA	

1.5 ENGINE OIL SPECIFICATIONS

Table 1-6. Engine Fluid 5W-30 Specs

Inspection Data	Recommended SHELL
	FORMULASHELL 5W-30 (US)
SAE Grade	5W-30
Viscosity, cST at 104°F (40° C)	64.18
Viscosity, cST at 212°F (100° C)	10.88
Total Base Number, mg KOH/g	-
Density at 59°F (15° C) kg/l	0.858
Ash, Sulfated, Mass%	-
API Classification	SN PLUS
ACEA Classification	-
Fluid Requirements	
FORD Specification	WSS-M2C946-A WSS-M2C929-A

1.6 TIRES

Size	IN355/55D 625	36x14-20FA
Load Range	G	*
Ply Rating	14	N/A
Tire Pressure	Foam-Filled	Solid-Boss
*Load Capacity - 11,800 lb (4404 kg) - Static		

1.7 TORQUE REQUIREMENTS

Description	Torque Value (Dry)	Interval Hours
Bearing To Chassis	190 ft. lbs. (260 Nm)	50/600*
Bearing To Turntable	190 ft. lbs. (260 Nm)	50/600*
Wire Rope	15 ft. lbs. (20 Nm)	150
Wheel Lugs	170 ft. lbs. (231 Nm)	150
Engine Mounting Bolts	165 ft. lbs. (231 Nm)	A/R
Engine Manifold Mounting Bolts	30 ft. lbs. (42 Nm)	A/R
*Check swing bearing bolts after first 50 hours of operation and every 600 hours thereafter. (See Section 3.19, Swing Bearing.)		

1.8 LUBRICATION

Hydraulic Oil

Hydraulic System Operating Temperature Range	S.A.E. Viscosity Grade
+0°F to +180°F (-18°C to +83°C)	10W
+0°F to +210°F (-18°C to +99°C)	10W-20, 10W-30
+50°F to +210°F (+10°C to +99°C)	20W-20

NOTE: Hydraulic oils must have anti-wear qualities at least to API Service Classification GL-3, and sufficient chemical stability for mobile hydraulic system service. JLG Industries recommends standard UTTO which has an SAE viscosity index of 146 and above.

NOTE: When temperatures remain below 20°F (-7°C), JLG Industries recommends the use of Premium Hydraulic Fluid.

NOTE: Aside from JLG recommendations, it is not advisable to mix oils of different brands or types. They may not contain required additives or be of comparable viscosities. If use of hydraulic oil other than standard UTTO is desired.

Table 1-8. Standard UTTO Hydraulic Fluid Specs

Inspection Data	Recommended SHELL SPIRAXS4 TXM	Optional MOBILFLUID 424
ISO Viscosity Grade	68	68
Specific Gravity API	0.882	0.880
Flash Point, °F (°C)	428 (220)	442 (228)
Pour Point, °F (°C)	-44 (-42)	-46 (-43)
Base Oil Type	HV	HV
Viscosity		
Brookfield, cP at -4°F (-20°C)	-	4300
Viscosity, cSt at 104°F (40°C)	66.93	60.21
Viscosity, cSt at 212°F (100°C)	10.53	9.26
Viscosity Index	146	134

Table 1-9. Premium Hydraulic Fluid (VG 32) Specs

Inspection Data	Recommended SHELL TELLUSS2 VX 32	Optional MOBIL DTE 10 EXCEL 32
ISO Viscosity Grade	32	32
Specific Gravity	0.854	0.847
Flash Point, °F (°C)	419 (215)	482 (250)
Pour Point, °F (°C)	-38.2 (-39)	-65.2 (-54)
Base Oil Type	HV	HV
Viscosity		
Brookfield, cP at -22 °F (-30 °C)	-	3360
Brookfield, cP at -4 °F (-20 °C)	-	1090
Viscosity, cST at 104 °F (40 °C)	33.01	32.76
Viscosity, cST at 212 °F (100 °C)	6.26	6.58
Viscosity Index	142	161

Table 1-10. Quintolubric Fire RES Hydraulic Fluid Specs

Inspection Data	Required QUINTOLUBRIC 888-46 Specs
ISO Viscosity Grade	46
Density at 15°C, g/cm ³	0.92
Flash Point, °F (°C)	572 (300)
Pour Point, °F (°C)	<-22 (<-30)
Base Oil Type	POLYOL ESTER
	HEES
	HFDU
Auto Ignition Temperature, °F (°C)	>842 (>450)
Viscosity	
Brookfield, cST at 32 °F (0 °C)	320
Brookfield, cST at 68 °F (20 °C)	109
Viscosity, cST at 104 °F (40 °C)	47.5
Viscosity, cST at 212 °F (100 °C)	9.5
Viscosity Index	190

Table 1-11. Biodegradable Synthetic Hydraulic Fluid (VG 46) Specs

Inspection Data	Recommended SHELL NATURELLE HF-E46	Optional MOBIL EAL ENVIRONSYN H46
ISO Viscosity Grade	46	46
Specific Gravity	0.921	0.874
Flash Point, °F (°C)	611.6 (322)	500 (260)
Pour Point, °F (°C)	-43.6 (-42)	-49 (-45)
Base Oil Type	POLYOL ESTER	FATTY ACID ESTER
	HEES	-
	HFDU	-
Auto Ignition Temperature, °F (°C)	>752 (>400)	-
Biodegradability (%28 Days)	76%	>60%
Viscosity		
Viscosity, cST at 104 °F (40 °C)	46.20	43.42
Viscosity, cST at 212 °F (100 °C)	9.41	7.69
Viscosity Index	193	147

Table 1-12. Premium Hydraulic Fluid (All Weather) Spec

Inspection Data	Recommended SHELL TELLUS S4 VX 32		Optional MOBIL UNIVIS HVI 26	
	UNSHEARED	SHEARED	UNSHEARED	SHEARED
ISO Viscosity Grade	32		26	
Specific Gravity	0.866	-	0.89	-
Flash Point, °F (°C)	>212 (>100)		>201.2 (>94)	
Pour Point, °F (°C)	-76 (-60)		-76 (-60)	
Base Oil Type	HV		HV	
Viscosity				
Viscosity, cST at 104 °F (40 °C)	31.41	21.64	25.78	15.28
*Relative Viscosity Loss at 104 °F (40 °C)	31.1%		40.7%	
Viscosity, cST at 212 °F (100 °C)	9.17	6.10	8.74	5.02
*Relative Viscosity Loss at 212 °F (100 °C)	33.5%		42.6%	
Viscosity Index	296	258	352	304

*Fluid is subjected to 20 hours in the CECL-45-A-99 test to be mechanically degraded.

Table 1-13. Gear Hydraulic Fluid (80W - 90) Specs

Inspection Data	Recommended SHELL SPIRAX S4 AX 80W - 90	Optional MOBILUBE GX 80W - 90
SAE Grade	80W - 90	80W - 90
Density at 15°C, kg/L	0.887	0.89
Pour Point	-16.6°F(-27°C)	-27.4°F(-33°C)
Flash Point	424.4°F(218°C)	464°F(240°C)
Viscosity		
Viscosity at 40°C	139 cSt	135 cSt
Viscosity at 100°C	14.8 cSt	14.5 cSt
Viscosity Index	110	104
API Classification	GL - 4, GL - 5	GL - 4

1.9 CRITICAL STABILITY WEIGHTS

⚠ WARNING

DO NOT REPLACE ITEMS CRITICAL TO STABILITY, SUCH AS BATTERIES OR SOLID TIRES, WITH ITEMS OF DIFFERENT WEIGHT OR SPECIFICATION. DO NOT MODIFY THE MEWP IN ANY WAY TO AFFECT STABILITY.

Components		LB	KG
Tire and Wheel (Standard Foam Filled)	355/55D345	440	200
Engine	Deutz D2011	1222	554
	Deutz TD 2.9L	1250	567
	Deutz TD 2.2L3	602.52	273.30
	Ford	873	396
Counterweight	600AJ	6100	2767
	Narrow Frame	8050	3651
Platform	30x48	151	68
	30x60	165	75
	36x72	199	90
	36x96	230	105

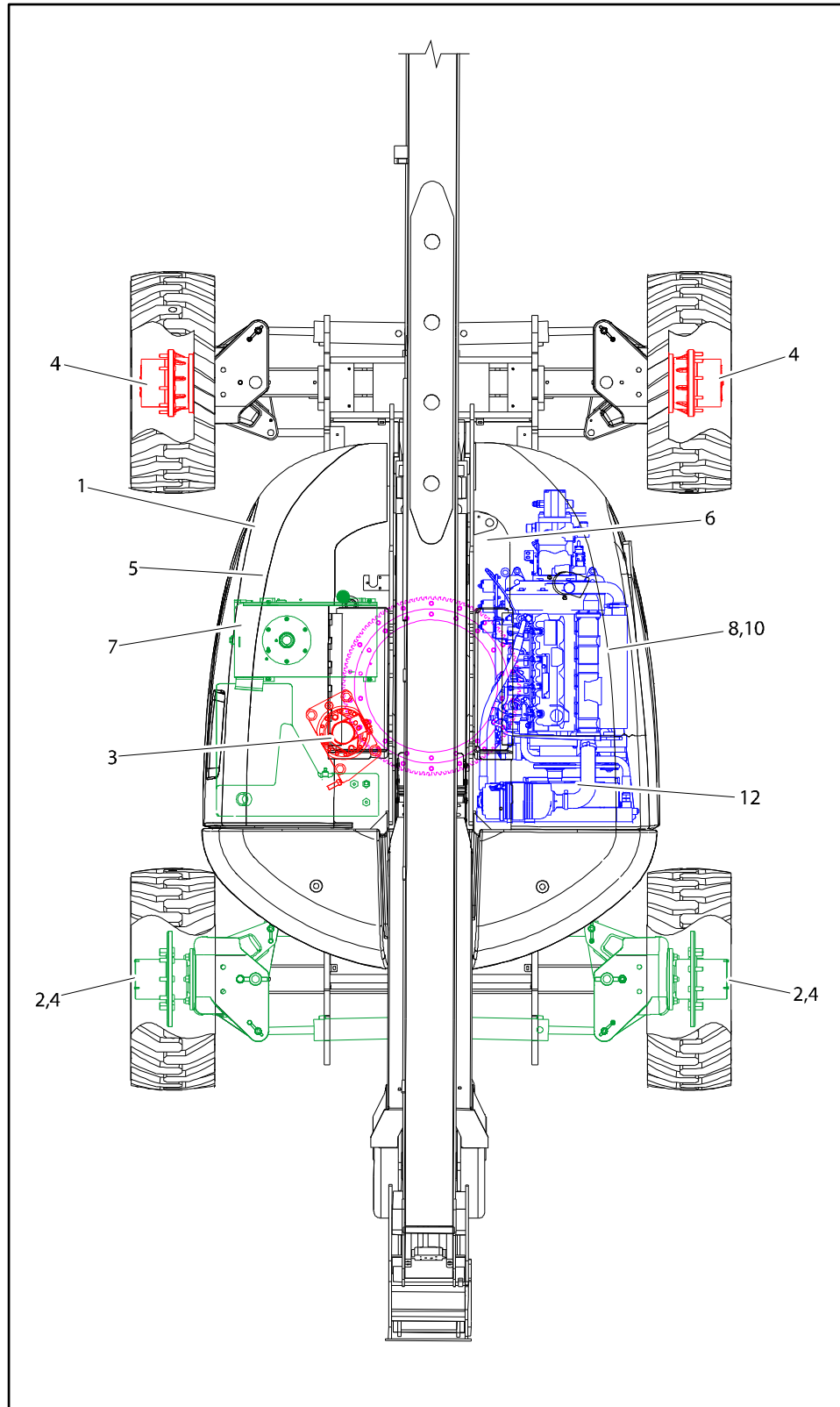


Figure 1-1. Operator Maintenance and Lubrication Diagram - Deutz D2011

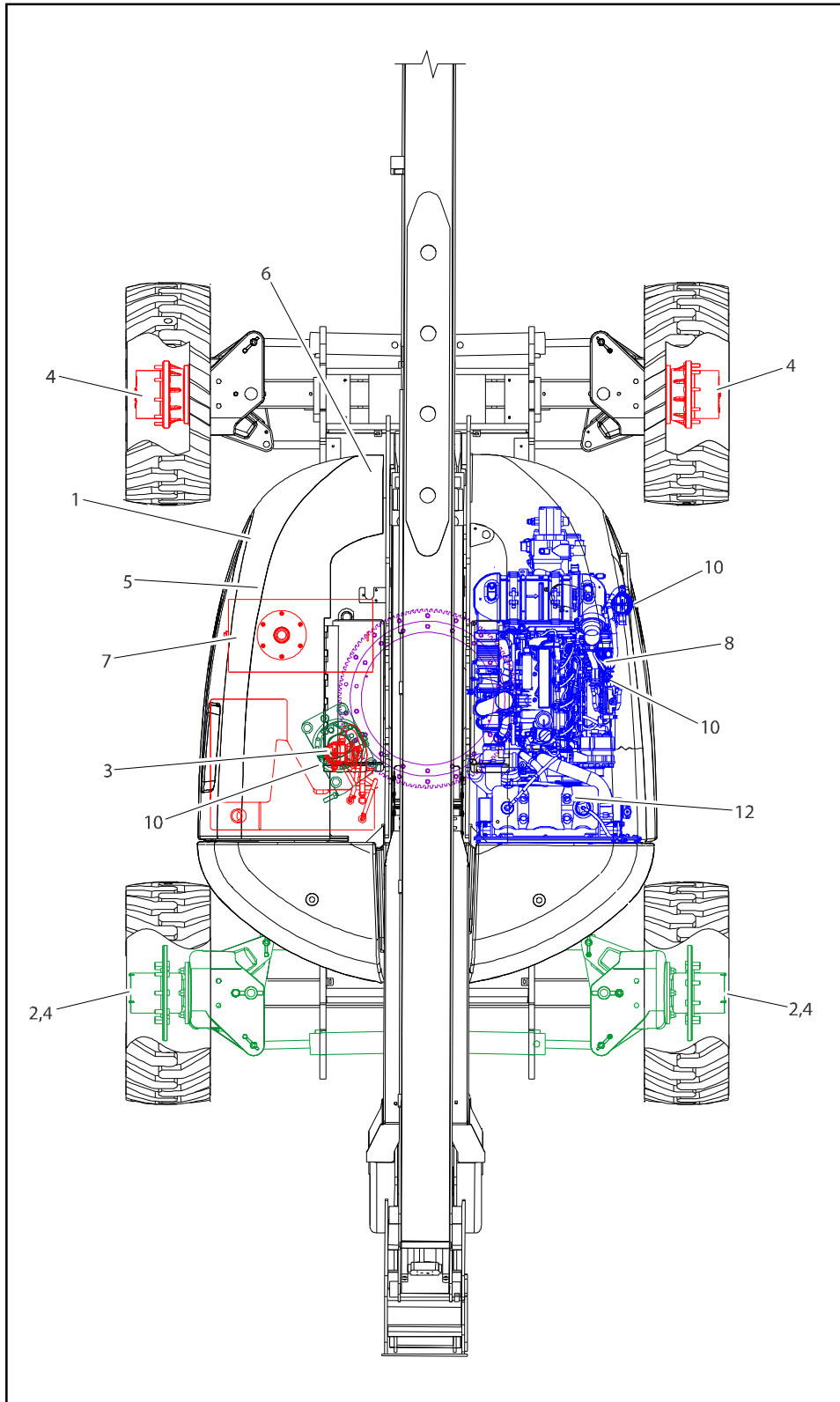


Figure 1-2. Operator Maintenance and Lubrication Diagram - Deutz TD2.9 and TD 2.2 L3

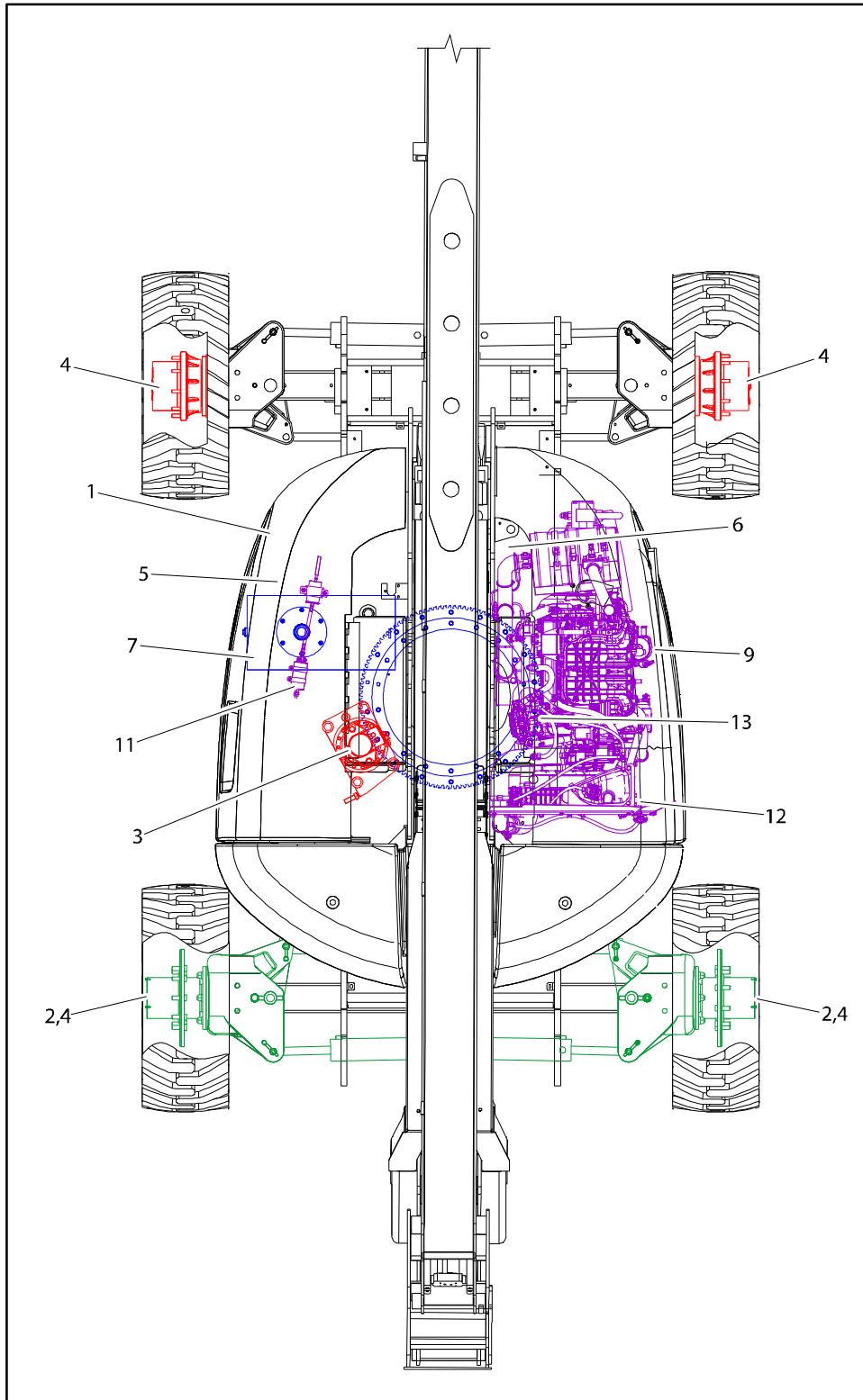


Figure 1-3. Operator Maintenance and Lubrication Diagram - Ford MSG 425

1.10 OPERATOR MAINTENANCE

NOTE: The following numbers correspond to those in Figure 1-1., Figure 1-2. and Figure 1-3.

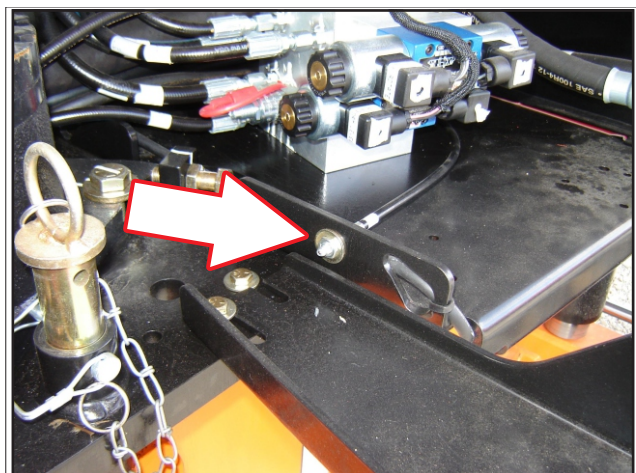
Table 1-14. Lubrication Specifications.

KEY	SPECIFICATIONS
MPG	Multipurpose Grease having a minimum dripping point of 350°F (177°C). Excellent water resistance and adhesive qualities, and being of extreme pressure type. (Timken OK 40 pounds minimum.)
EPGL	Extreme Pressure GearLube (oil) meeting API service classification GL-5 or MIL-Spec MIL-L-2105
HO	Hydraulic Oil. Refer Section 1.8, Lubrication.
EO	Engine (crankcase) Oil. Gas - API SF, SH, SG class, MIL-L-2104. Diesel - API CC/CD class, MIL-L-2104B/MIL-L-2104C.

NOTICE

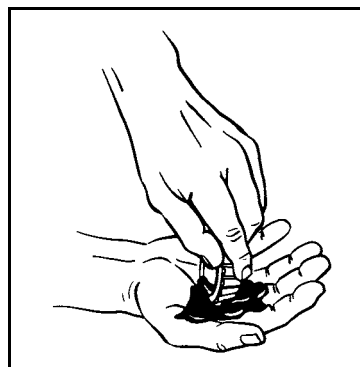
LUBRICATION INTERVALS ARE BASED ON MACHINE OPERATION UNDER NORMAL CONDITIONS. FOR MACHINES USED IN MULTI-SHIFT OPERATIONS AND/OR EXPOSED TO HOSTILE ENVIRONMENTS OR CONDITIONS, LUBRICATION FREQUENCIES MUST BE INCREASED ACCORDINGLY.

1. Swing Bearing



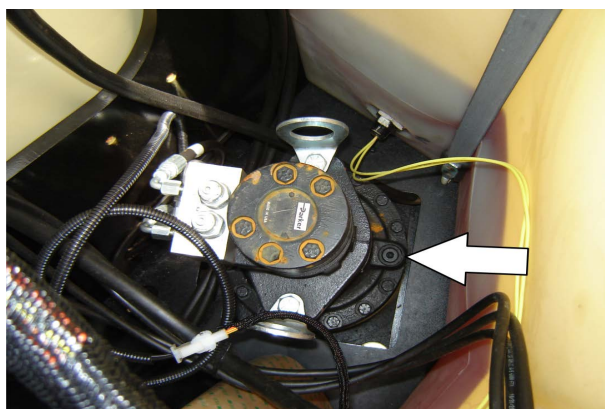
- Lube Point(s) - 1 Grease Fittings
- Capacity - A/R
- Lube - MPG
- Interval - Every 3 months or 150 hrs of operation
- Comments - Remote Access. Apply grease and rotate in 90 degree intervals until bearing is completely lubricated.

2. Wheel Bearings (If equipped)



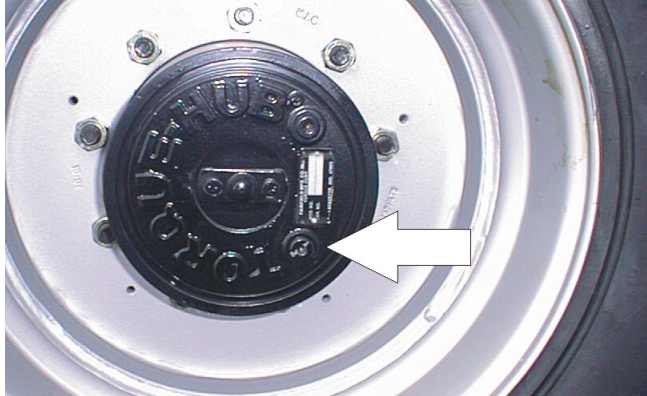
- Lube Point(s) - Repack
- Capacity - A/R
- Lube - MPG
- Interval - Every 2 years or 1200 hours of operation.

3. Swing Drive Hub



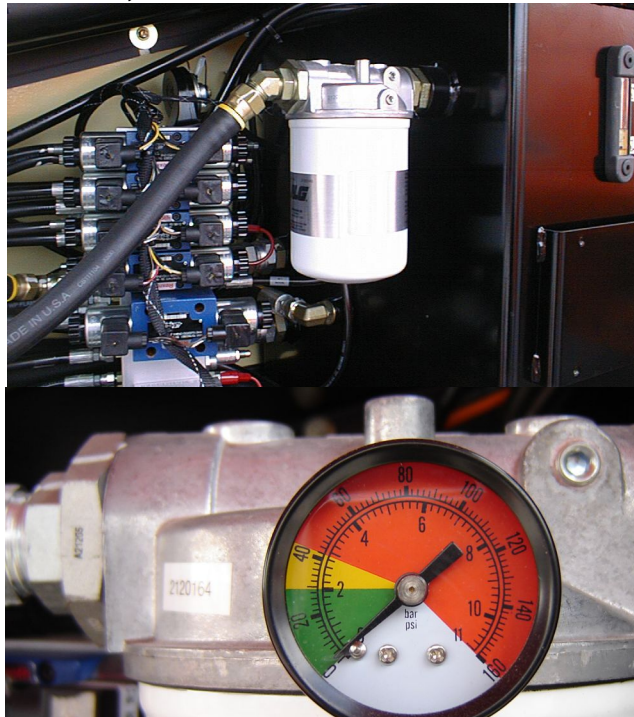
- Lube Point(s) - Level/Fill Plug
- Capacity - 43 oz. (1.3 L)
- Lube - 90w80 Gear Oil
- Interval - Check level every 3 months or 150 hrs of operation; change every 2 years or 1200 hours of operation.

4. Wheel Drive Hub



- Lube Point(s) - Level/Fill Plug
- Capacity - 20 oz. (0.6 L)
- Lube - EPGL
- Interval - Check level every 3 months or 150 hrs of operation; change every 2 years or 1200 hours of operation.

5. Hydraulic Return Filter



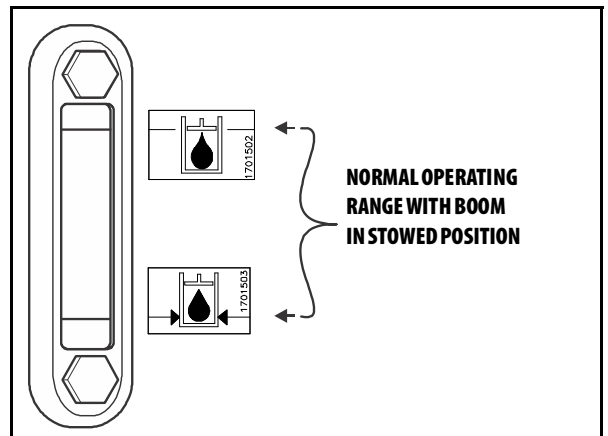
- Interval - Change after first 50 hrs. and every 6 months or 300 hrs. thereafter or as shown by Condition Indicator.

6. Hydraulic Charge Filter



- Interval - Change after first 50 hrs. and every 6 months or 300 hrs. thereafter, or as shown by Condition Indicator.

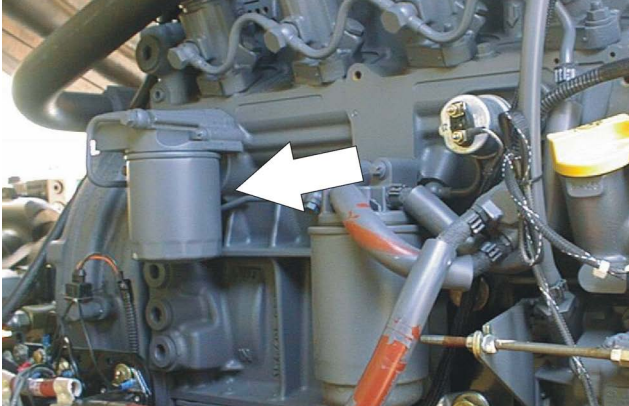
7. Hydraulic Tank Lube Point(s) - Fill Cap



- Lube Point (s) - Fill Cap
- Capacity:
Tank - 30.6 gal. (115.8 L);
System - 40 gal. (151.4 L);
- Lube - HO
- Interval - Check Level daily; Change every 2 years or 1200 hours of operation.

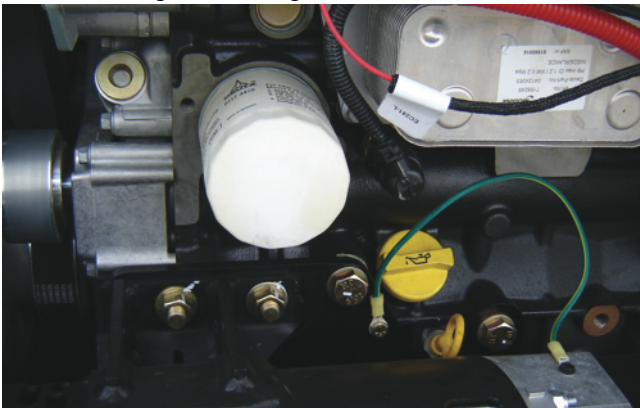
SECTION 1 - SPECIFICATIONS

8. A. Engine Oil Change w/Filter - Deutz D2011L04



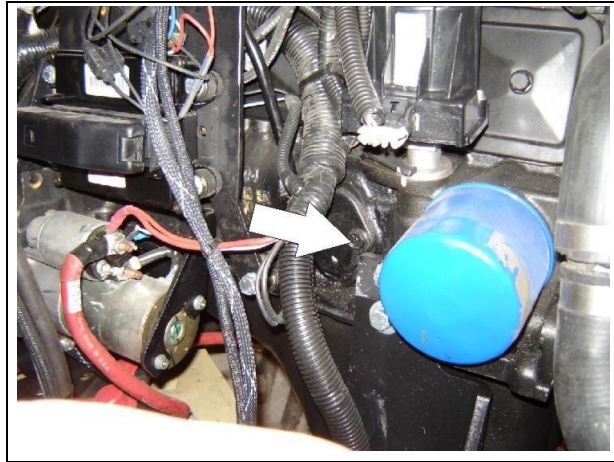
- Lube Point(s) - Fill Cap/Spin-on Element
- Capacity - 16 Quarts (15.1L)
- Lube - Deutz approved engine oil
- Interval - Every Year or 1200 hours of operation
- Comments - Check level daily/Change in accordance with engine manual.

B. Engine Oil Change w/Filter - Deutz TD2.9L/TD 2.2



- Lube Point(s) - Fill Cap/Spin-on Element
- Capacity - 8.4 Quarts (8.0 L)
- Lube -Deutz approved engine oil
- Interval - Every Year or 600 hours of operation
- Comments - Check level daily/Change in accordance with engine manual.

9. Oil Change w/Filter - Ford (On Engine)



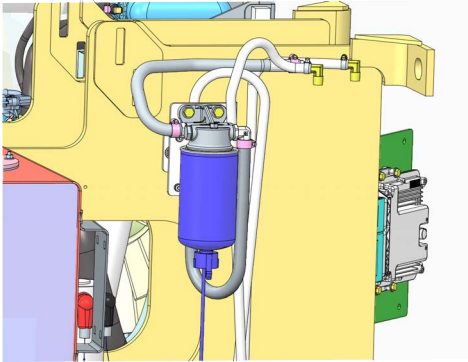
- Lube Point(s) - Fill Cap/Spin-on Element
- Capacity - 4.5 qt. (4.25 L) w/filter
- Lube - EO
- Interval - 3 Months or 150 hours of operation
- Comments - Check level daily/Change in accordance with engine manual.

10. A. Fuel Filter - Deutz D2011L04 (On Engine)



- Lube Point(s) - Replaceable Element
- Interval - Every Year or 600 hours of operation
- Comments - Check level daily/Change in accordance with engine manual. Use Deutz approved engine oil type.

B. Fuel Filter - Deutz TD2.9L/TD2.2 (On Turntable)



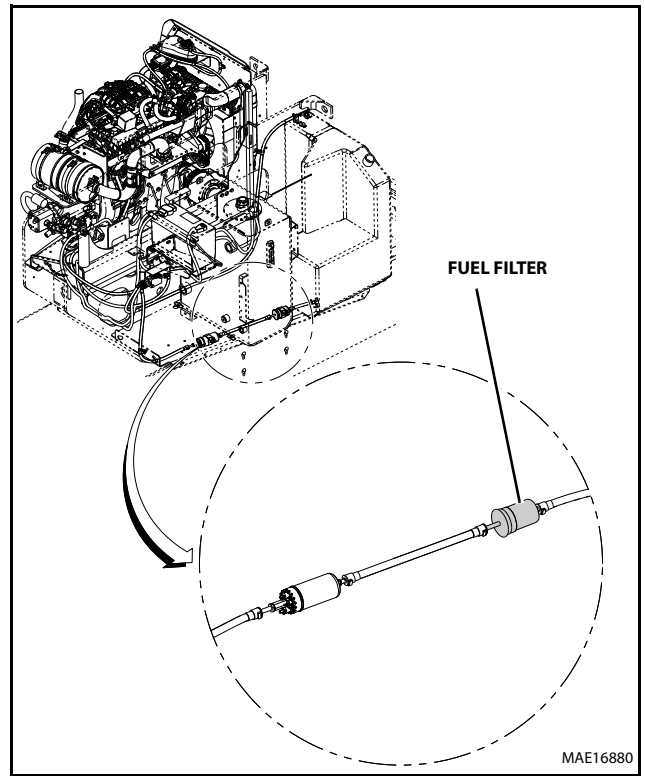
- Lube Point(s) - Replaceable Element
- Interval - Drain water daily;
- Filter must be replaced every year or 600 hours of operation (whichever comes first).

C. Fuel Filter - Deutz TD2.9L/TD2.2 (On Engine)



- Lube Point(s) - Replaceable Element
- Interval - Change in accordance with engine manual.

11. A. Fuel Filter - Ford (On Engine)



- Lube Point(s) - Replaceable Element
- Interval - Every 6 months or 300 hours of operation.

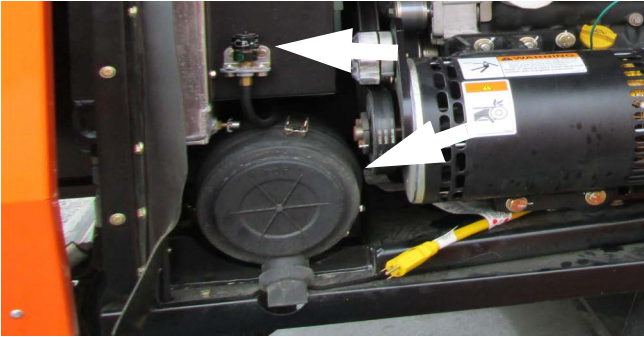
12. A. Air Filter (Deutz 2011)



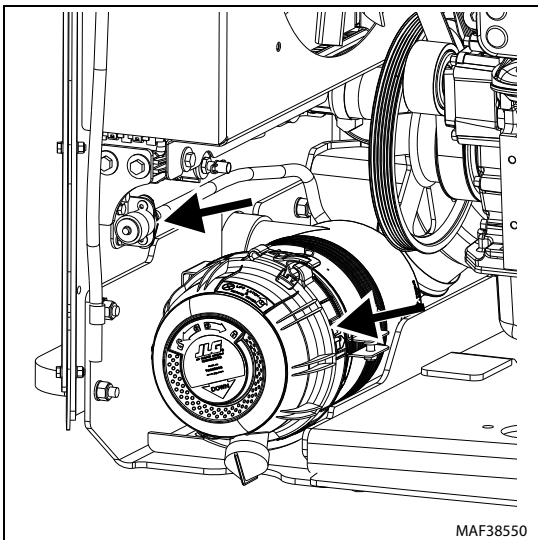
- Lube Point(s) - Replaceable Element
- Interval - Every 6 months or 300 hours of operation or as indicated by the condition indicator.

SECTION 1 - SPECIFICATIONS

B. Air Filter - Deutz D2.9

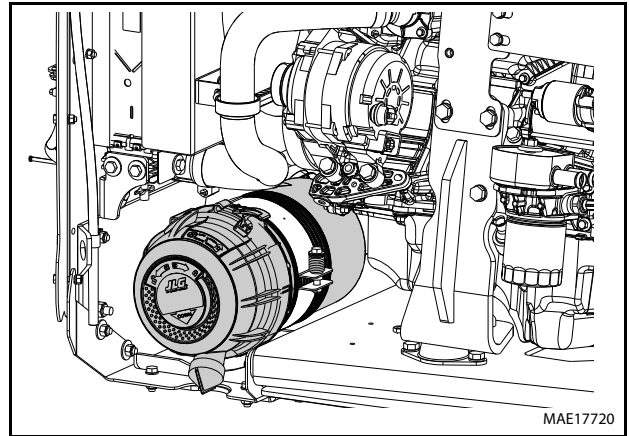


C. TD2.2



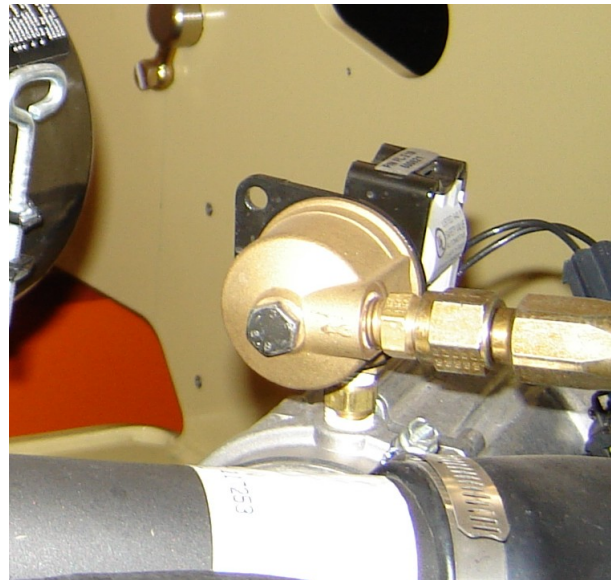
- Lube Point(s) - Replaceable Element
- Interval - Every 6 months or 300 hours of operation or as shown by condition indicator.

D. Air Filter - Ford



- Lube Point(s) - Replaceable Element
- Interval - Every 6 months or 300 hours of operation or as indicated by the condition indicator.

13. Fuel Filter (Propane) - Ford Engine



- Interval - 3 Months or 150 hours of operation
- Comments - Replace filter. Section 3.34, Ford 2.5L Engine Fuel System Repair.

1.11 THREAD LOCKING COMPOUND

JLG PN	Loctite®	ND Industries	Description
0100011	242™	Vibra-TITE™ 121	Medium Strength (Blue)
1001095650	243™	Vibra-TITE™ 122	Medium Strength (Blue)
0100019	271™	Vibra-TITE™ 140	High Strength (Red)
0100071	262™	Vibra-TITE™ 131	Medium - High Strength (Red)

NOTE: Loctite® 243™ can be substituted in place of Loctite® 242™. Vibra-TITE™ 122 can be substituted in place of Vibra-TITE™ 121.

SECTION 1 - SPECIFICATIONS

1.12 TORQUE CHARTS

SAE Fastener Torque Chart

Values for Zinc Yellow Chromate Fasteners (Ref 4150707)												
SAE GRADE 5 BOLTS & GRADE 2 NUTS												
Size	TPI	Bolt Dia	Tensile Stress Area	Clamp Load	Torque (Dry)		Torque Lubricated		Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140)		Torque (Loctite® 262™ or Vibra-TITE™ 131)	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
4	40	0.1120	0.00604	380	8	0.9	6	0.7				
	48	0.1120	0.00661	420	9	1.0	7	0.8				
6	32	0.1380	0.00909	580	16	1.8	12	1.4				
	40	0.1380	0.01015	610	18	2.0	13	1.5				
8	32	0.1640	0.01400	900	30	3.4	22	2.5				
	36	0.1640	0.01474	940	31	3.5	23	2.6				
10	24	0.1900	0.01750	1120	43	4.8	32	3.5				
	32	0.1900	0.02000	1285	49	5.5	36	4				
1/4	20	0.2500	0.0318	2020	96	10.8	75	9	105	12		
	28	0.2500	0.0364	2320	120	13.5	86	10	135	15		
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
5/16	18	0.3125	0.0524	3340	17	23	13	18	19	26	16	22
	24	0.3125	0.0580	3700	19	26	14	19	21	29	17	23
3/8	16	0.3750	0.0775	4940	30	41	23	31	35	48	28	38
	24	0.3750	0.0878	5600	35	47	25	34	40	54	32	43
7/16	14	0.4375	0.1063	6800	50	68	35	47	55	75	45	61
	20	0.4375	0.1187	7550	55	75	40	54	60	82	50	68
1/2	13	0.5000	0.1419	9050	75	102	55	75	85	116	68	92
	20	0.5000	0.1599	10700	90	122	65	88	100	136	80	108
9/16	12	0.5625	0.1820	11600	110	149	80	108	120	163	98	133
	18	0.5625	0.2030	12950	120	163	90	122	135	184	109	148
5/8	11	0.6250	0.2260	14400	150	203	110	149	165	224	135	183
	18	0.6250	0.2560	16300	170	230	130	176	190	258	153	207
3/4	10	0.7500	0.3340	21300	260	353	200	271	285	388	240	325
	16	0.7500	0.3730	23800	300	407	220	298	330	449	268	363
7/8	9	0.8750	0.4620	29400	430	583	320	434	475	646	386	523
	14	0.8750	0.5090	32400	470	637	350	475	520	707	425	576
1	8	1.0000	0.6060	38600	640	868	480	651	675	918	579	785
	12	1.0000	0.6630	42200	700	949	530	719	735	1000	633	858
1 1/8	7	1.1250	0.7630	42300	800	1085	600	813	840	1142	714	968
	12	1.1250	0.8560	47500	880	1193	660	895	925	1258	802	1087
1 1/4	7	1.2500	0.9690	53800	1120	1518	840	1139	1175	1598	1009	1368
	12	1.2500	1.0730	59600	1240	1681	920	1247	1300	1768	1118	1516
1 3/8	6	1.3750	1.1550	64100	1460	1979	1100	1491	1525	2074	1322	1792
	12	1.3750	1.3150	73000	1680	2278	1260	1708	1750	2380	1506	2042
1 1/2	6	1.5000	1.4050	78000	1940	2630	1460	1979	2025	2754	1755	2379
	12	1.5000	1.5800	87700	2200	2983	1640	2224	2300	3128	1974	2676

- NOTES: 1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER

5000059K

SAE Fastener Torque Chart (Continued)

Values for Zinc Yellow Chromate Fasteners (Ref 4150707)										
SAE GRADE 8 (HEX HD) BOLTS & GRADE 8 NUTS*										
Size	TPI	Bolt Dia	Tensile Stress Area	Clamp Load	Torque (Dry or Loctite® 263) K=0.20		Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) K=0.18		Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
4	40	0.1120	0.00604							
	48	0.1120	0.00661							
6	32	0.1380	0.00909							
	40	0.1380	0.01015							
8	32	0.1640	0.01400							
	36	0.1640	0.01474	1320	43	5				
10	24	0.1900	0.01750	1580	60	7				
	32	0.1900	0.02000	1800	68	8				
1/4	20	0.2500	0.0318	2860	143	16	129	15		
	28	0.2500	0.0364	3280	164	19	148	17		
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
5/16	18	0.3125	0.0524	4720	25	35	20	25	20	25
	24	0.3125	0.0580	5220	25	35	25	35	20	25
3/8	16	0.3750	0.0775	7000	45	60	40	55	35	50
	24	0.3750	0.0878	7900	50	70	45	60	35	50
7/16	14	0.4375	0.1063	9550	70	95	65	90	50	70
	20	0.4375	0.1187	10700	80	110	70	95	60	80
1/2	13	0.5000	0.1419	12750	105	145	95	130	80	110
	20	0.5000	0.1599	14400	120	165	110	150	90	120
9/16	12	0.5625	0.1820	16400	155	210	140	190	115	155
	18	0.5625	0.2030	18250	170	230	155	210	130	175
5/8	11	0.6250	0.2260	20350	210	285	190	260	160	220
	18	0.6250	0.2560	23000	240	325	215	290	180	245
3/4	10	0.7500	0.3340	30100	375	510	340	460	280	380
	16	0.7500	0.3730	33600	420	570	380	515	315	430
7/8	9	0.8750	0.4620	41600	605	825	545	740	455	620
	14	0.8750	0.5090	45800	670	910	600	815	500	680
1	8	1.0000	0.6060	51500	860	1170	770	1045	645	875
	12	1.0000	0.6630	59700	995	1355	895	1215	745	1015
1 1/8	7	1.1250	0.7630	68700	1290	1755	1160	1580	965	1310
	12	1.1250	0.8560	77000	1445	1965	1300	1770	1085	1475
1 1/4	7	1.2500	0.9690	87200	1815	2470	1635	2225	1365	1855
	12	1.2500	1.0730	96600	2015	2740	1810	2460	1510	2055
1 3/8	6	1.3750	1.1550	104000	2385	3245	2145	2915	1785	2430
	12	1.3750	1.3150	118100	2705	3680	2435	3310	2030	2760
1 1/2	6	1.5000	1.4050	126500	3165	4305	2845	3870	2370	3225
	12	1.5000	1.5800	142200	3555	4835	3200	4350	2665	3625

- NOTES:
1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER

5000059K

SECTION 1 - SPECIFICATIONS

SAE Fastener Torque Chart (Continued)

Values for Magni Coating Fasteners (Ref 4150701)										
SAE GRADE 5 BOLTS & GRADE 2 NUTS										
Size	TPI	Bolt Dia	Tensile Stress Area	Clamp Load	Torque (Dry) K=0.17		Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) K=0.16		Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
4	40	0.1120	0.00604	380	7	0.8				
	48	0.1120	0.00661	420	8	0.9				
6	32	0.1380	0.00909	580	14	1.5				
	40	0.1380	0.01015	610	14	1.6				
8	32	0.1640	0.01400	900	25	2.8				
	36	0.1640	0.01474	940	26	2.9				
10	24	0.1900	0.01750	1120	36	4.1				
	32	0.1900	0.02000	1285	42	4.7				
1/4	20	0.2500	0.0318	2020	86	9.7	80	9		
	28	0.2500	0.0364	2320	99	11.1	95	11		
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
5/16	18	0.3125	0.0524	3340	15	20	14	19	15	20
	24	0.3125	0.0580	3700	15	20	15	21	15	20
3/8	16	0.3750	0.0775	4940	25	35	25	34	25	34
	24	0.3750	0.0878	5600	30	40	28	38	25	34
7/16	14	0.4375	0.1063	6800	40	55	40	54	35	48
	20	0.4375	0.1187	7550	45	60	44	60	40	54
1/2	13	0.5000	0.1419	9050	65	90	60	82	55	75
	20	0.5000	0.1599	10700	75	100	71	97	65	88
9/16	12	0.5625	0.1820	11600	90	120	87	118	80	109
	18	0.5625	0.2030	12950	105	145	97	132	90	122
5/8	11	0.6250	0.2260	14400	130	175	120	163	115	156
	18	0.6250	0.2560	16300	145	195	136	185	125	170
3/4	10	0.7500	0.3340	21300	225	305	213	290	200	272
	16	0.7500	0.3730	23800	255	345	238	324	225	306
7/8	9	0.8750	0.4620	29400	365	495	343	466	320	435
	14	0.8750	0.5090	32400	400	545	378	514	355	483
1	8	1.0000	0.6060	38600	545	740	515	700	480	653
	12	1.0000	0.6630	42200	600	815	563	765	530	721
1 1/8	7	1.1250	0.7630	42300	675	920	635	863	595	809
	12	1.1250	0.8560	47500	755	1025	713	969	670	911
1 1/4	7	1.2500	0.9690	53800	955	1300	897	1219	840	1142
	12	1.2500	1.0730	59600	1055	1435	993	1351	930	1265
1 3/8	6	1.3750	1.1550	64100	1250	1700	1175	1598	1100	1496
	12	1.3750	1.3150	73000	1420	1930	1338	1820	1255	1707
1 1/2	6	1.5000	1.4050	78000	1660	2260	1560	2122	1465	1992
	12	1.5000	1.5800	87700	1865	2535	1754	2385	1645	2237

- NOTES: 1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER

5000059K

SAE Fastener Torque Chart (Continued)

Values for Magni Coating Fasteners (Ref 4150701)										
SAE GRADE 8 (HEX HD) BOLTS & GRADE 8 NUTS*										
Size	TPI	Bolt Dia	Tensile Stress Area	Clamp Load	Torque (Dry or Loctite® 263) K=0.17		Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) K=0.16		Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
4	40	0.1120	0.00604							
	48	0.1120	0.00661							
6	32	0.1380	0.00909							
	40	0.1380	0.01015							
8	32	0.1640	0.01400							
	36	0.1640	0.01474	1320	37	4				
10	24	0.1900	0.01750	1580	51	6				
	32	0.1900	0.02000	1800	58	7				
1/4	20	0.2500	0.0318	2860	122	14	114	13		
	28	0.2500	0.0364	3280	139	16	131	15		
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
5/16	18	0.3125	0.0524	4720	20	25	20	25	20	25
	24	0.3125	0.0580	5220	25	35	20	25	20	25
3/8	16	0.3750	0.0775	7000	35	50	35	50	35	50
	24	0.3750	0.0878	7900	40	55	40	55	35	50
7/16	14	0.4375	0.1063	9550	60	80	55	75	50	70
	20	0.4375	0.1187	10700	65	90	60	80	60	80
1/2	13	0.5000	0.1419	12750	90	120	85	115	80	110
	20	0.5000	0.1599	14400	100	135	95	130	90	120
9/16	12	0.5625	0.1820	16400	130	175	125	170	115	155
	18	0.5625	0.2030	18250	145	195	135	185	130	175
5/8	11	0.6250	0.2260	20350	180	245	170	230	160	220
	18	0.6250	0.2560	23000	205	280	190	260	180	245
3/4	10	0.7500	0.3340	30100	320	435	300	410	280	380
	16	0.7500	0.3730	33600	355	485	335	455	315	430
7/8	9	0.8750	0.4620	41600	515	700	485	660	455	620
	14	0.8750	0.5090	45800	570	775	535	730	500	680
1	8	1.0000	0.6060	51500	730	995	685	930	645	875
	12	1.0000	0.6630	59700	845	1150	795	1080	745	1015
1 1/8	7	1.1250	0.7630	68700	1095	1490	1030	1400	965	1310
	12	1.1250	0.8560	77000	1225	1665	1155	1570	1085	1475
1 1/4	7	1.2500	0.9690	87200	1545	2100	1455	1980	1365	1855
	12	1.2500	1.0730	96600	1710	2325	1610	2190	1510	2055
1 3/8	6	1.3750	1.1550	104000	2025	2755	1905	2590	1785	2430
	12	1.3750	1.3150	118100	2300	3130	2165	2945	2030	2760
1 1/2	6	1.5000	1.4050	126500	2690	3660	2530	3440	2370	3225
	12	1.5000	1.5800	142200	3020	4105	2845	3870	2665	3625

- NOTES:
1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER

5000059K

SECTION 1 - SPECIFICATIONS

SAE Fastener Torque Chart (Continued)

Values for Magni Coating Fasteners (Ref 4150701)										
SOCKET HEAD CAP SCREWS										
Size	TPI	Bolt Dia	Tensile Stress Area	Clamp Load See Note 4	Torque (Dry) K=0.17		Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) or Precoat® 85 K=0.16		Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
4	40	0.1120	0.00604							
	48	0.1120	0.00661							
6	32	0.1380	0.00909							
	40	0.1380	0.01015							
8	32	0.1640	0.01400							
	36	0.1640	0.01474							
10	24	0.1900	0.01750							
	32	0.1900	0.02000							
1/4	20	0.2500	0.0318	2860	122	14	114	13		
	28	0.2500	0.0364	3280	139	16	131	15		
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
5/16	18	0.3125	0.0524	4720	20	25	20	25	20	25
	24	0.3125	0.0580	5220	25	35	20	25	20	25
3/8	16	0.3750	0.0775	7000	35	50	35	50	35	50
	24	0.3750	0.0878	7900	40	55	40	55	35	50
7/16	14	0.4375	0.1063	9550	60	80	55	75	50	70
	20	0.4375	0.1187	10700	65	90	60	80	60	80
1/2	13	0.5000	0.1419	12750	90	120	85	115	80	110
	20	0.5000	0.1599	14400	100	135	95	130	90	120
9/16	12	0.5625	0.1820	16400	130	175	125	170	115	155
	18	0.5625	0.2030	18250	145	195	135	185	130	175
5/8	11	0.6250	0.2260	20350	180	245	170	230	160	220
	18	0.6250	0.2560	23000	205	280	190	260	180	245
3/4	10	0.7500	0.3340	30100	320	435	300	415	280	380
	16	0.7500	0.3730	33600	355	485	335	455	315	430
7/8	9	0.8750	0.4620	41600	515	700	485	660	455	620
	14	0.8750	0.5090	45800	570	775	535	730	500	680
1	8	1.0000	0.6060	51500	730	995	685	930	645	875
	12	1.0000	0.6630	59700	845	1150	795	1080	745	1015
1 1/8	7	1.1250	0.7630	68700	1095	1490	1030	1400	965	1310
	12	1.1250	0.8560	77000	1225	1665	1155	1570	1085	1475
1 1/4	7	1.2500	0.9690	87200	1545	2100	1455	1980	1365	1855
	12	1.2500	1.0730	96600	1710	2325	1610	2190	1510	2055
1 3/8	6	1.3750	1.1550	104000	2025	2755	1905	2590	1785	2430
	12	1.3750	1.3150	118100	2300	3130	2165	2945	2030	2760
1 1/2	6	1.5000	1.4050	126500	2690	3660	2530	3440	2370	3225
	12	1.5000	1.5800	142200	3020	4105	2845	3870	2665	3625

- NOTES:
1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER
 4. CLAMP LOAD LISTED FOR SHCS IS SAME AS GRADE 8 OR CLASS 10.9 AND DOES NOT REPRESENT FULL STRENGTH CAPABILITY OF SHCS. IF HIGHER LOAD IS REQUIRED, ADDITIONAL TESTING IS REQUIRED.

5000059K

SAE Fastener Torque Chart (Continued)

Values for Zinc Yellow Chromate Fasteners (Ref 4150707)*										
SOCKET HEAD CAP SCREWS										
Size	TPI	Bolt Dia	Tensile Stress Area	Clamp Load See Note 4	Torque (Dry) K=0.17		Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) or Precoat® 85 K=0.16		Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
4	40	0.1120	0.00604							
	48	0.1120	0.00661							
6	32	0.1380	0.00909							
	40	0.1380	0.01015							
8	32	0.1640	0.01400							
	36	0.1640	0.01474							
10	24	0.1900	0.01750							
	32	0.1900	0.02000							
1/4	20	0.2500	0.0318	2860	122	14	114	13		
	28	0.2500	0.0364	3280	139	16	131	15		
		In	Sq In	LB	FT-LB	[N.m]	FT-LB	[N.m]	FT-LB	[N.m]
5/16	18	0.3125	0.0524	4720	20	25	20	25	20	25
	24	0.3125	0.0580	5220	25	35	20	25	20	25
3/8	16	0.3750	0.0775	7000	35	50	35	50	35	50
	24	0.3750	0.0878	7900	40	55	40	55	35	50
7/16	14	0.4375	0.1063	9550	60	80	55	75	50	70
	20	0.4375	0.1187	10700	65	90	60	80	60	80
1/2	13	0.5000	0.1419	12750	90	120	85	115	80	110
	20	0.5000	0.1599	14400	100	135	95	130	90	120
9/16	12	0.5625	0.1820	16400	130	175	125	170	115	155
	18	0.5625	0.2030	18250	145	195	135	185	130	175
5/8	11	0.6250	0.2260	20350	180	245	170	230	160	220
	18	0.6250	0.2560	23000	205	280	190	260	180	245
3/4	10	0.7500	0.3340	30100	320	435	300	415	280	380
	16	0.7500	0.3730	33600	355	485	335	455	315	430
7/8	9	0.8750	0.4620	41600	515	700	485	660	455	620
	14	0.8750	0.5090	45800	570	775	535	730	500	680
1	8	1.0000	0.6060	51500	730	995	685	930	645	875
	12	1.0000	0.6630	59700	845	1150	795	1080	745	1015
1 1/8	7	1.1250	0.7630	68700	1095	1490	1030	1400	965	1310
	12	1.1250	0.8560	77000	1225	1665	1155	1570	1085	1475
1 1/4	7	1.2500	0.9690	87200	1545	2100	1455	1980	1365	1855
	12	1.2500	1.0730	96600	1710	2325	1610	2190	1510	2055
1 3/8	6	1.3750	1.1550	104000	2025	2755	1905	2590	1785	2430
	12	1.3750	1.3150	118100	2300	3130	2165	2945	2030	2760
1 1/2	6	1.5000	1.4050	126500	2690	3660	2530	3440	2370	3225
	12	1.5000	1.5800	142200	3020	4105	2845	3870	2665	3625

- NOTES:
1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER
 4. CLAMP LOAD LISTED FOR SHCS IS SAME AS GRADE 8 OR CLASS 10.9 AND DOES NOT REPRESENT FULL STRENGTH CAPABILITY OF SHCS. IF HIGHER LOAD IS REQUIRED, ADDITIONAL TESTING IS REQUIRED.

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SECTION 1 - SPECIFICATIONS

Metric Fastener Torque Chart

Values for Zinc Yellow Chromate Fasteners (Ref 4150707)*							
CLASS 8.8 METRIC (HEX/SOCKET HEAD) BOLTS CLASS 8 METRIC NUTS							
Size	Pitch	Tensile Stress Area	Clamp Load See Note 4	Torque (Dry or Loctite® 263™)	Torque (Lube)	Torque (Loctite® 262™ or 271™ or Vibra-TITE™ 131)	Torque (Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 141)
		Sq mm	KN	[N.m]		[N.m]	[N.m]
3	0.5	5.03	2.19	1.3	1.0	1.2	1.4
3.5	0.6	6.78	2.95	2.1	1.6	1.9	2.3
4	0.7	8.78	3.82	3.1	2.3	2.8	3.4
5	0.8	14.20	6.18	6.2	4.6	5.6	6.8
6	1	20.10	8.74	11	7.9	9.4	12
7	1	28.90	12.6	18	13	16	19
8	1.25	36.60	15.9	26	19	23	28
10	1.5	58.00	25.2	50	38	45	55
12	1.75	84.30	36.7	88	66	79	97
14	2	115	50.0	140	105	126	154
16	2	157	68.3	219	164	197	241
18	2.5	192	83.5	301	226	271	331
20	2.5	245	106.5	426	320	383	469
22	2.5	303	132.0	581	436	523	639
24	3	353	153.5	737	553	663	811
27	3	459	199.5	1080	810	970	1130
30	3.5	561	244.0	1460	1100	1320	1530
33	3.5	694	302.0	1990	1490	1790	2090
36	4	817	355.5	2560	1920	2300	2690
42	4.5	1120	487.0	4090	3070	3680	4290

- NOTES:
1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
 2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
 3. * ASSEMBLY USES HARDENED WASHER
 4. CLAMP LOAD LISTED FOR SHCS IS SAME AS GRADE 8 OR CLASS 10.9 AND DOES NOT REPRESENT FULL STRENGTH CAPABILITY OF SHCS. IF HIGHER LOAD IS REQUIRED, ADDITIONAL TESTING IS REQUIRED.
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Metric Fastener Torque Chart (Continued)

Values for Zinc Yellow Chromate Fasteners (Ref 4150707)*						
CLASS 10.9 METRIC (HEX HEAD) BOLTS, CLASS 10 METRIC NUTS CLASS 12.9 SOCKET HEAD CAP SCREWS M3 - M5*						
Size	Pitch	Tensile Stress Area	Clamp Load See Note 4	Torque (Dry or Loctite® 263™) K=0.20	Torque (Lube or Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) K=0.18	Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15
		Sq mm	KN	[N.m]	[N.m]	[N.m]
3	0.5	5.03	3.13			
3.5	0.6	6.78	4.22			
4	0.7	8.78	5.47			
5	0.8	14.20	8.85			
6	1	20.10	12.5			
7	1	28.90	18.0	25	23	19
8	1.25	36.60	22.8	37	33	27
10	1.5	58.00	36.1	70	65	55
12	1.75	84.30	52.5	125	115	95
14	2	115	71.6	200	180	150
16	2	157	97.8	315	280	235
18	2.5	192	119.5	430	385	325
20	2.5	245	152.5	610	550	460
22	2.5	303	189.0	830	750	625
24	3	353	222.0	1065	960	800
27	3	459	286.0	1545	1390	1160
30	3.5	561	349.5	2095	1885	1575
33	3.5	694	432.5	2855	2570	2140
36	4	817	509.0	3665	3300	2750
42	4.5	1120	698.0	5865	5275	4395

NOTES:

1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
3. * ASSEMBLY USES HARDENED WASHER
4. CLAMP LOAD LISTED FOR SHCS IS SAME AS GRADE 8 OR CLASS 10.9 AND DOES NOT REPRESENT FULL STRENGTH CAPABILITY OF SHCS. IF HIGHER LOAD IS REQUIRED, ADDITIONAL TESTING IS REQUIRED.

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SECTION 1 - SPECIFICATIONS

Metric Fastener Torque Chart (Continued)

Values for Magni Coated Fasteners (Ref 4150701)*						
CLASS 8.8 METRIC (HEX/SOCKET HEAD) BOLTS CLASS 8 METRIC NUTS						
Size	Pitch	Tensile Stress Area	Clamp Load See Note 4	Torque (Dry or Loctite® 263™) K=0.17	Torque (Lube or Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) K=0.16	Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15
		Sq mm	KN	[N.m]	[N.m]	[N.m]
3	0.5	5.03	2.19	1.1	1.1	1.0
3.5	0.6	6.78	2.95	1.8	1.7	1.5
4	0.7	8.78	3.82	2.6	2.4	2.3
5	0.8	14.20	6.18	5.3	4.9	4.6
6	1	20.10	8.74	9	8.4	7.9
7	1	28.90	12.6	15	14	13
8	1.25	36.60	15.9	22	20	19
10	1.5	58.00	25.2	43	40	38
12	1.75	84.30	36.7	75	70	66
14	2	115	50.0	119	110	105
16	2	157	68.3	186	175	165
18	2.5	192	83.5	256	240	225
20	2.5	245	106.5	362	340	320
22	2.5	303	132.0	494	465	435
24	3	353	153.5	627	590	555
27	3	459	199.5	916	860	810
30	3.5	561	244.0	1245	1170	1100
33	3.5	694	302.0	1694	1595	1495
36	4	817	355.5	2176	2050	1920
42	4.5	1120	487.0	3477	3275	3070

NOTES:

1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
3. * ASSEMBLY USES HARDENED WASHER
4. CLAMP LOAD LISTED FOR SHCS IS SAME AS GRADE 8 OR CLASS 10.9 AND DOES NOT REPRESENT FULL STRENGTH CAPABILITY OF SHCS. IF HIGHER LOAD IS REQUIRED, ADDITIONAL TESTING IS REQUIRED.

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Metric Fastener Torque Chart (Continued)

Values for Magni Coated Fasteners (Ref 4150701)*						
CLASS 10.9 METRIC (HEX HEAD) BOLTS CLASS 10 METRIC NUTS, CLASS 12.9 SOCKET HEAD CAP SCREWS M6 AND ABOVE*						
Size	Pitch	Tensile Stress Area	Clamp Load See Note 4	Torque (Dry or Loctite® 263™) K=0.17	Torque (Lube or Loctite® 242™ or 271™ or Vibra-TITE™ 111 or 140) K=0.18	Torque (Loctite® 262™ or Vibra-TITE™ 131) K=0.15
		Sq mm	KN	[N.m]	[N.m]	[N.m]
3	0.5	5.03	3.13			
3.5	0.6	6.78	4.22			
4	0.7	8.78	5.47			
5	0.8	14.20	8.85			
6	1	20.10	12.5	13	12	11
7	1	28.90	18.0	21	20	19
8	1.25	36.60	22.8	31	29	27
10	1.5	58.00	36.1	61	58	55
12	1.75	84.30	52.5	105	100	95
14	2	115	71.6	170	160	150
16	2	157	97.8	265	250	235
18	2.5	192	119.5	365	345	325
20	2.5	245	152.5	520	490	460
22	2.5	303	189.0	705	665	625
24	3	353	222.0	905	850	800
27	3	459	286.0	1315	1235	1160
30	3.5	561	349.5	1780	1680	1575
33	3.5	694	432.5	2425	2285	2140
36	4	817	509.0	3115	2930	2750
42	4.5	1120	698.0	4985	4690	4395

NOTES:

1. THESE TORQUE VALUES DO NOT APPLY TO CADMIUM PLATED FASTENERS
2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%
3. * ASSEMBLY USES HARDENED WASHER
4. CLAMP LOAD LISTED FOR SHCS IS SAME AS GRADE 8 OR CLASS 10.9 AND DOES NOT REPRESENT FULL STRENGTH CAPABILITY OF SHCS. IF HIGHER LOAD IS REQUIRED, ADDITIONAL TESTING IS REQUIRED.

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SECTION 2. GENERAL

2.1 MACHINE PREPARATION, INSPECTION AND MAINTENANCE

General

This section provides the necessary information needed by those personnel that are responsible to place the machine in operation readiness and maintain its safe operating condition. For maximum service life and safe operation, ensure that all the necessary inspections and maintenance have been completed before placing the machine into service. With proper care, maintenance, and inspections performed per JLG's recommendations, and with any and all discrepancies corrected, this product will be fit for continued use.

Preparation, Inspection and Maintenance

It is important to establish and conform to a comprehensive inspection and preventive maintenance program. The following table outlines periodic machine inspections and maintenance recommended by JLG Industries, Inc. Consult your national, regional, or local regulations for further requirements for Mobile Elevating Work Platforms. Frequency of inspections and maintenance must be increased as environment, severity and frequency of usage requires.

Pre-Start Inspection

It is the User's or Operator's primary responsibility to perform a Pre-Start Inspection of the machine before use daily or at each change of operator. Reference the Operation and Safety Manual for Pre-Start Inspection procedures. The Operation and Safety Manual must be read and understood in its entirety before performing the Pre-Start Inspection.

Pre-Delivery Inspection and Frequent Inspection

The Pre-Delivery Inspection and Frequent Inspection shall be performed by a qualified JLG equipment mechanic. JLG Industries, Inc. recognizes a qualified JLG equipment mechanic as a person who, by possession of a recognized degree, certificate, extensive knowledge, training, or experience, has successfully demonstrated the ability and proficiency to service, repair, and maintain the subject JLG product model.

The Pre-Delivery Inspection and Frequent Inspection procedures are performed in the same manner, but at different times. The Pre-Delivery Inspection shall be performed prior to each sale, lease, or rental delivery. The Frequent Inspection shall be accomplished for each machine in service for 3 months or 150 hours (whichever comes first); out of service for a period of more than 3 months; or when purchased used. Frequency of this inspection must be increased as environment, severity and frequency of usage requires.

Reference the JLG Pre-Delivery and Frequent Inspection Form and Inspection and Preventive Maintenance Schedule for

items requiring inspection. Reference appropriate areas of this manual for servicing and maintenance procedures.

Annual Machine Inspection

The Annual Machine Inspection must be performed on an annual basis, no later than thirteen (13) months from the date of the prior Annual Machine Inspection. JLG Industries recommends this task be performed by a Factory-Trained Service Technician. JLG Industries, Inc. recognizes a Factory-Trained Service Technician as a person who has successfully completed the JLG Service Training School for the subject JLG product model. Reference the machine Service and Maintenance Manual and appropriate JLG inspection form for performance of this inspection.

Reference the JLG Annual Machine Inspection Form and Inspection and Preventive Maintenance Schedule for items requiring inspection. Reference appropriate areas of this manual for servicing and maintenance procedures.

For the purpose of receiving safety-related bulletins, it is important that JLG Industries, Inc. has updated ownership information for each machine. When performing each Annual Machine Inspection, notify JLG Industries, Inc. of current machine ownership.

Preventive Maintenance

In conjunction with specified inspections, maintenance shall be performed by a qualified JLG equipment mechanic. JLG Industries, Inc. recognizes a qualified JLG equipment mechanic as a person who, by possession of a recognized degree, certificate, extensive knowledge, training, or experience, has successfully demonstrated the ability and proficiency to service, repair, and maintain the subject JLG product model.

Reference the Preventive Maintenance Schedule and appropriate areas of this manual for servicing and maintenance procedures. Frequency of service and maintenance must be increased as environment, severity and frequency of usage requires.

Table 2-1. Inspection and Maintenance

Type	Frequency	Primary Responsibility	Service Qualification	Reference
Pre-Start Inspection	Prior to use each day; or at each Operator change.	User or Operator	User or Operator	Operation and Safety Manual
Pre-Delivery Inspection	Prior to each sale, lease, or rental delivery.	Owner, Dealer, or User	Qualified JLG Mechanic	Service and Maintenance Manual and applicable JLG inspection form.
Frequent Inspection	In service for 3 months or 150 hours, whichever comes first; or out of service for a period of more than 3 months; or purchased used.	Owner, Dealer, or User	Qualified JLG Mechanic	Service and Maintenance Manual and applicable JLG inspection form.
Annual Machine Inspection	Annually, no later than 13 months from date of prior inspection.	Owner, Dealer, or User	Factory-Trained Service Technician (Recommended)	Service and Maintenance Manual and applicable JLG inspection form.
Preventive Maintenance	At intervals as specified in Service and Maintenance Manual.	Owner, Dealer, or User	Qualified JLG Mechanic	Service and Maintenance Manual

2.2 SERVICE AND GUIDELINES

General

Following information is provided to assist you in using servicing and maintenance procedures in this manual.

Safety and Workmanship

Your safety, and that of others, is the first consideration in maintenance of equipment. Always be conscious of weight. Never attempt to move heavy parts without aid of a mechanical device. Do not allow heavy objects to rest in an unstable position. Ensure adequate support is provided when raising a portion of the equipment.

Cleanliness

1. The most important single item in preserving the long service life of a machine is to keep dirt and contamination out of vital components. Shields, covers, seals, and filters are provided to keep air, fuel, and oil supplies clean; however, these items must be maintained on a schedule to function properly.
2. Any time air, fuel, or oil lines are disconnected, clean adjacent areas as well as the openings and fittings themselves. As soon as a line or component is disconnected, cap or cover all openings to prevent contamination.

3. Clean and inspect all parts during servicing or maintenance. Ensure all passages and openings are unobstructed. Cover all parts to keep them clean. Make sure all parts are clean before they are installed. New parts should remain in their containers until ready to be used.

Components Removal and Installation

1. Use adjustable lifting devices, whenever possible, if mechanical assistance is required. All slings (chains, cables, etc.) should be parallel to each other and as near perpendicular as possible to top of part being lifted.
2. Should it be necessary to remove a component on an angle, keep in mind the capacity of an eyebolt or similar bracket lessens, as the angle between the supporting structure and component becomes less than 90 degrees.
3. If a part resists removal, check to see if all nuts, bolts, cables, brackets, wiring, etc., have been removed and no adjacent parts are interfering.

Component Disassembly and Reassembly

When disassembling or reassembling a component, complete the procedural steps in sequence. Do not partially disassemble or assemble one part, then start on another. Always recheck your work to ensure nothing is overlooked. Do not make any adjustments, other than those recommended, without obtaining proper approval.

Pressure-Fit Parts

When assembling pressure-fit parts, use a molybdenum disulfide base compound or equivalent to lubricate the mating surface.

Bearings

1. When a bearing is removed, cover it to keep out dirt and abrasives. Clean bearings in nonflammable cleaning solvent and allow to drip dry. Compressed air can be used, but do not spin the bearing.
2. Discard bearings if races and balls (or rollers) are pitted, scored, or burned.
3. If bearing is found to be serviceable, apply a light coat of oil and wrap it in clean (waxed) paper. Do not unwrap reusable or new bearings until ready to install.
4. Lubricate new or used serviceable bearings before installation. When pressing a bearing into a retainer or bore, apply pressure to the outer race. If the bearing is to be installed on a shaft, apply pressure to the inner race.

Gaskets

Check holes in gaskets align with openings in mating parts. If it is necessary to hand-fabricate a gasket, use gasket material or stock of equivalent material and thickness. Be sure to cut holes in the correct location. Blank gaskets can cause serious system damage.

Bolt Usage and Torque Application

NOTICE

SELF LOCKING FASTENERS, SUCH AS NYLON INSERT AND THREAD DEFORMING LOCKNUTS, ARE NOT INTENDED TO BE REINSTALLED AFTER REMOVAL.

1. Always use new replacement hardware when installing locking fasteners. Use bolts of proper length. A bolt which is too long will bottom before the head is tight against its related part. If a bolt is too short, there will not be enough thread area to engage and hold the part properly. When replacing bolts, use only those having the same specifications of the original, or one which is equivalent.

2. Unless specific torque requirements are given within the text, use standard torque values on heat-treated bolts, studs, and steel nuts, in accordance with recommended shop practices. (See Section 1.12, Torque Charts)

Hydraulic Lines and Electrical Wiring

Clearly mark or tag hydraulic lines and electrical wiring, and their receptacles, when disconnecting or removing them from the unit. This ensures correct re-installation.

Hydraulic System

1. Keep the system clean. If evidence of metal or rubber particles are found in the hydraulic system, drain and flush the entire system.
2. Disassemble and reassemble parts on clean work surface. Clean all metal parts with non-flammable cleaning solvent. Lubricate components as needed to aid assembly.

Lubrication

Service applicable components with the amount, type, and grade of lubricant recommended in this manual at the specified intervals. When recommended lubricants are not available, consult your local supplier for an equivalent that meets or exceeds the specifications listed.

Battery

Clean battery using a non-metallic brush and a solution of baking soda and water. Rinse with clean water. After cleaning, thoroughly dry battery and coat terminals with an anti corrosion compound.

Lubrication and Servicing

Components and assemblies requiring lubrication and servicing are shown in the Lubrication Chart in Section 1.

2.3 LUBRICATION AND INFORMATION

Hydraulic System

1. The primary enemy of a hydraulic system is contamination. Contaminants can enter the system by using inadequate hydraulic oil; allowing moisture, grease, filings, sealing components, sand, or other contaminants to enter during maintenance; or allowing the pump to cavitate due to insufficient system warm-up or leaks in pump supply (suction) lines.
2. Design and manufacturing tolerances of component working parts are very close. The smallest amount of dirt or other contamination entering a system can cause wear or damage to components and faulty operation. Take every precaution to keep hydraulic oil clean - including reserve oil in storage. Check, clean, and replace hydraulic system filters as at intervals specified in the Lubrication Chart in Section 1. Always examine filters for metal particles.
3. Cloudy oils indicate high moisture content which permits organic growth and causes oxidation or corrosion. If this condition occurs, the system must be drained, flushed, and refilled with clean oil.
4. It is not advisable to mix oils of different brands or types. They may not contain required additives or be of comparable viscosities. Good grade mineral oils, with viscosities suited to ambient temperatures in which the machine is operating, are recommended for use.

NOTE: *Metal particles may appear in oil or filters of new machines due to wear-in of meshing components.*

Hydraulic Oil

1. Refer to Section 1 for viscosity ranges.

Changing Hydraulic Oil

1. Filter elements must be changed after first 50 hours of operation and every 300 hours (unless specified otherwise) thereafter. If it is necessary to change the oil, use only oils meeting or exceeding specifications in this manual. If unable to obtain same type of oil supplied with the machine, consult local supplier for assistance in selecting the proper equivalent. Do not mix petroleum and synthetic base oils.
2. Keep hydraulic oil clean. If oil must be poured from original container into another, clean all possible contaminants from service container. Always clean filter mesh element and replace cartridge any time oil is changed.

3. Inspect all hydraulic components, lines, fittings, etc. while unit is shut down. Perform a functional check of each system before placing machine back in service.

Lubrication Specifications

Specified lubricants, as recommended by component manufacturers, are always the best choice. However, multi-purpose greases usually have qualities which meet a variety of single purpose grease requirements. Should any questions arise regarding use of greases in maintenance stock, consult your local supplier for evaluation. Refer to Section 1 for an explanation of lubricant key designations in the Lubrication Chart.

2.4 CYLINDER DRIFT

Theory

When a hydraulic cylinder is supporting a load, cylinder drift may occur as a result of any of the circumstances below:

- Normal leakage of load holding valves or malfunction of load holding valves. See Cylinder Leakage Test and Table 2- 2, Cylinder Drift below for evaluation.
- Damaged or worn piston seals.
- Normal thermal expansion or contraction of the hydraulic oil within cylinders (See Cylinder Thermal Drift below).

The first two circumstances may result in cylinder movement due to oil leaking out of the cylinder externally or by leaking back to tank or due to oil leaking internally from one cylinder chamber to the other.

Thermal expansion or contraction of oil in hydraulic cylinders is a normal occurrence and does not result in oil leaking out of the cylinder or leaking internally from one cylinder chamber to the other. Thermal expansion or contraction is the tendency for materials to change size in response to a change in temperature.

Cylinder Leakage Test

Cylinder oil must be at stabilized ambient temperature before beginning this test.

Measure drift at cylinder rod with a calibrated dial indicator.

In an area free of obstructions, cylinder must have load applied and appropriately positioned to detect drift.

Cylinder leakage is acceptable if it passes this test.

Table 2-2. Cylinder Drift

Cylinder Bore Diameter		Max. Acceptable Drift in 10 Minutes	
inches	mm	inches	mm
3	76.2	0.026	0.66
3.5	89	0.019	0.48
4	101.6	0.015	0.38

Table 2-2. Cylinder Drift

Cylinder Bore Diameter		Max. Acceptable Drift in 10 Minutes	
inches	mm	inches	mm
5	127	0.009	0.22
6	152.4	0.006	0.15
7	177.8	0.005	0.13
8	203.2	0.004	0.10
9	228.6	0.003	0.08

NOTE: This information is based on 6 drops per minute cylinder leakage.

Cylinder Thermal Drift

The oil in all hydraulic cylinders will expand or contract due to thermal effects over time and may result in changes to the boom and/or platform position while the machine is stationary. These effects occur as the cylinder oil changes temperature, usually from a higher oil temperature as it cools and approaches the ambient air temperature. Results of these effects are related to several factors including cylinder length and change in temperature over the time the cylinder remains stationary.

2.5 PINS AND COMPOSITE BEARING REPAIR GUIDELINES

Filament wound bearings.

1. Pinned joints should be disassembled and inspected if the following occurs:
 - a. Excessive sloppiness in joints.
 - b. Noise originating from joint during operation.
2. Filament wound bearings should be replaced if any of the following is observed:
 - a. Frayed or separated fibers on the liner surface.
 - b. Cracked or damaged liner backing.
 - c. Bearings that have moved or spun in their housing.
 - d. Debris embedded in liner surface.
3. Pins should be replaced if any of the following is observed (Clean pin before inspection):
 - a. Detectable bearing area wear.
 - b. Flaking, peeling, scoring, or scratches on pin surface.
 - c. Rusting of pin in bearing area.

4. Re-assembly of pinned joints using filament wound bearings:
 - a. Housing should be blown out to remove all dirt and debris. Bearings and bearing housings must be free of all contamination.
 - b. Bearing / pins should be cleaned with a solvent to remove all grease and oil. Filament wound bearing are a dry joint and should not be lubricated unless otherwise instructed (i.e. sheave pins).
 - c. Pins should be inspected to ensure it is free of burrs, nicks, and scratches which would damage the bearing during installation and operation.

2.6 WELDING ON JLG EQUIPMENT

NOTE: This instruction applies to repairs, or modifications to the machine and to welding performed from the machine on an external structure, or component,

Do the Following When Welding on JLG Equipment:

- Disconnect battery.
- Disconnect moment pin connection (where fitted)
- Ground only to structure being welded.

DO NOT Do the Following When Welding on JLG Equipment:

- Ground on frame and weld on any other area than chassis.
- Ground on turntable and weld on any other area than turntable.
- Ground on platform/support and weld on any other area than platform/support.
- Ground on a specific boom section and weld on any other area than that specific boom section.
- Allow pins, wear pads, wire ropes, bearings, gearing, seals, valves, electrical wiring, or hoses to be between grounding position and welded area.

NOTICE

FAILURE TO COMPLY WITH THESE INSTRUCTIONS MAY RESULT IN COMPONENT DAMAGE (I.E. ELECTRONIC MODULES, SWING BEARING, COLLECTOR RING, BOOM WIRE ROPES ETC.).

Table 2-3. Inspection and Preventive Maintenance Schedule

AREA	INTERVAL	
	Pre-Delivery ¹ or Frequent ² Inspection	Annual ³ (Yearly) Inspection
Boom Assembly		
Boom Weldments	1,2,4	1,2,4
Hose/Cable Carrier Installations	1,2,9,12	1,2,9,12
Pivot Pins and Pin Retainers	1,2	1,2
Sheaves, Sheave Pins	1,2	1,2
Bearings	1,2	1,2
Wear Pads	1,2	1,2
Covers or Shields	1,2	1,2
Extend/Retract Chain or Cable Systems	1,2,3	1,2,3
Boom Assembly	14	14
Platform Assembly		
Platform	1,2	1,2
Railing	1	1,2
Gate	1,5	1,5
Floor	1	1,2
Rotator	5,9,15	5,9,15
Lanyard Anchorage Point	1,2,10	1,2,10
Turntable Assembly		
Swing Bearing	1,2,14	1,2,3,13,14
Oil Coupling	9	9
Swing Drive System	11	11
Turntable Lock	1,2,5	1,2,5
Hood, Hood Props, Hood Latches	5	1,2,5
Chassis Assembly		
Tires	16,17,18	16,17,18
Wheel Nuts/Bolts	15	15
Wheel Bearings	14,24	14,24
Oscillating Axle/Lockout Cylinder Systems	5,8	5,8
Extendable Axle Systems	5,8	5,8
Steer Components	1,2	1,2
Spindle Thrust Bearing/Washers	1,2	1,2
Drive Hubs	11	11

Table 2-3. Inspection and Preventive Maintenance Schedule

AREA	INTERVAL	
	Pre-Delivery ¹ or Frequent ² Inspection	Annual ³ (Yearly) Inspection
Functions/Controls		
Platform Controls	5,6	5,6
Ground Controls	5,6	5,6
Function Control Locks, Guards, or Detents	5,6	5,6
Footswitch	5	5
Emergency Stop Switches (Ground & Platform)	5	5
Function Limit or Cutout Switch Systems	5	5
Drive Brakes	5	5
Swing Brakes	5	5
Auxiliary Power	5	5
Power System		
Engine Idle, Throttle, and RPM	3	3
Engine Fluids (Oil, Coolant, Fuel)	9,11	11
Air/Fuel Filter	1,7	7
Exhaust System	1,9	9
Batteries	1,9	19
Battery Fluid	11	11
Battery Charger	5	5
Fuel Reservoir, Cap, and Breather	1,2,5	1,5
Hydraulic/Electric System		
Hydraulic Pumps	1,2,9	1,2,9
Hydraulic Cylinders	1,2,7,9	1,2,9
Cylinder Attachment Pins and Pin Retainers	1,2,9	1,2
Hydraulic Hoses, Lines, and Fittings	1,2,9,12	1,2,9,12
Hydraulic Reservoir, Cap, and Breather	1,2,5,9	1,5
Hydraulic Filter	1,7,9	7
Hydraulic Fluid	7,11	7,11
Electrical Connections	1,20	20
Instruments, Gauges, Switches, Lights, Horn	1	1,5,23
General		
Operation and Safety Manuals in Storage Box	21	21
ANSI Manual of Responsibilities and AEM Safety Manual in Storage Box (ANSI)	21	21
Capacity Decals Installed, Secure, Legible	21	21
All Decals/Placards Installed, Secure, Legible	21	21

SECTION 2 - GENERAL

Table 2-3. Inspection and Preventive Maintenance Schedule

AREA	INTERVAL	
	Pre-Delivery ¹ or Frequent ² Inspection	Annual ³ (Yearly) Inspection
Annual Machine Inspection Due	21	21
No Unauthorized Modifications or Additions	21	21
All Relevant Safety Publications Incorporated	21	21
General Structural Condition and Welds	2,4	2,4
All Fasteners, Pins, Shields, and Covers	1,2	1,2
Grease and Lubricate to Specifications	22	22
Function Test of All Systems	21	21, 22
Paint and Appearance	7	7
Stamp Inspection Date on Frame	-	22
Notify JLG of Machine Ownership	-	22
Footnotes:		
¹ Prior to each sale, lease, or delivery		
² In service for 3 months or 150 Hours; or Out of service for 3 months or more; or Purchased used		
³ Annually, no later than 13 months from the date of the prior inspection		
Performance Codes:		
1 - Check for proper and secure installation		
2 - Visual inspection for damage, cracks, distortion or excessive wear		
3 - Check for proper adjustment		
4 - Check for cracked or broken welds		
5 - Operates Properly		
6 - Returns to neutral or "off" position when released		
7 - Clean and free of debris		
8 - Interlocks function properly		
9 - Check for signs of leakage		
10 - Decals installed and legible		
11 - Check for proper fluid level		
12 - Check for chafing and proper routing		
13 - Check for proper tolerances		
14 - Properly lubricated		
15 - Torqued to proper specification		
16 - No gouges, excessive wear, or cords showing		
17 - Properly inflated and seated around rim		
18 - Proper and authorized components		
19 - Fully charged		
20 - No loose connections, corrosion, or abrasions		
21 - Verify		
22 - Perform		
23 - Sealed Properly		
24 - Drain, Clean, Refill		

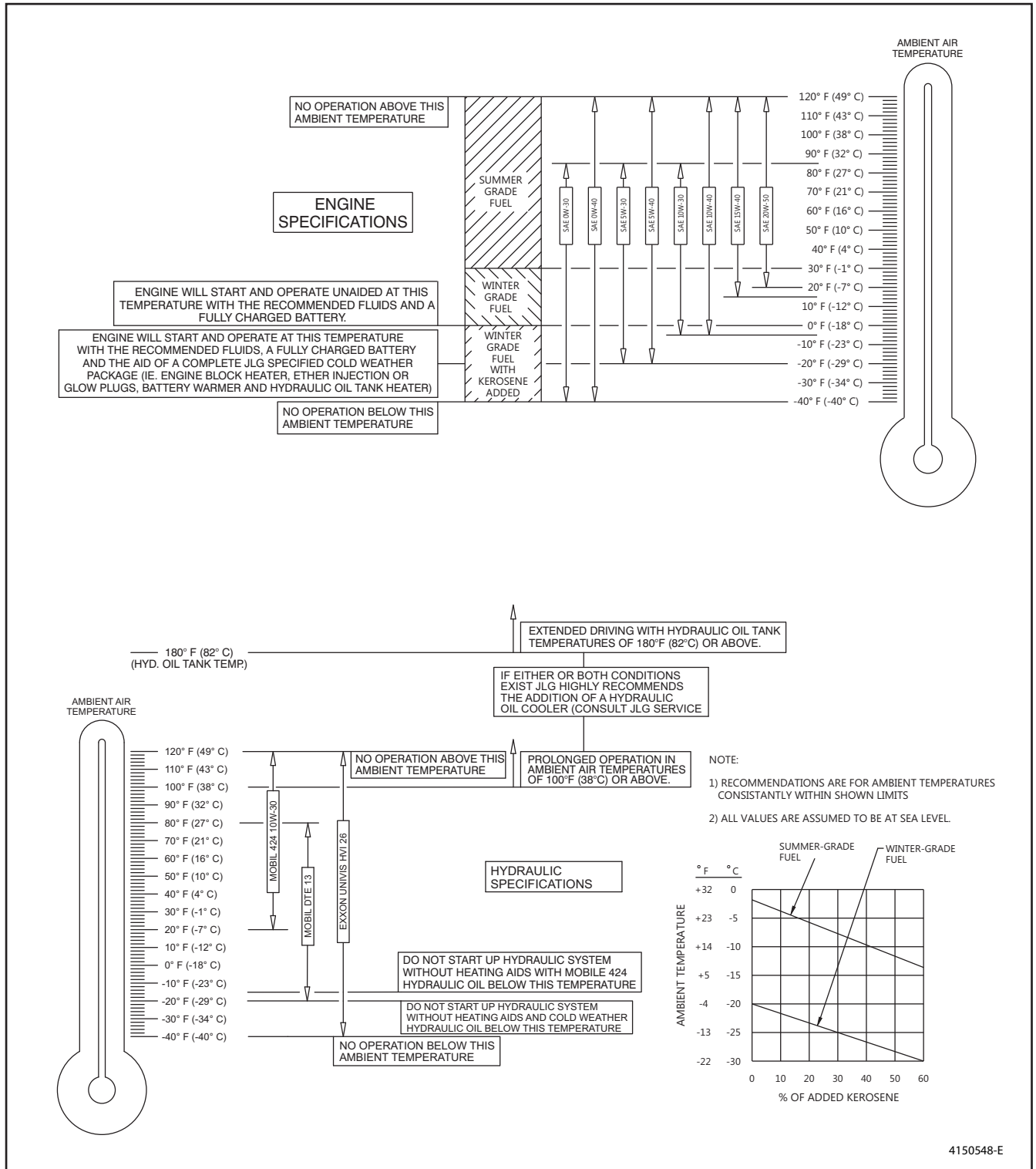


Figure 2-1. Engine and Hydraulic Operating Temperature Specifications - Deutz

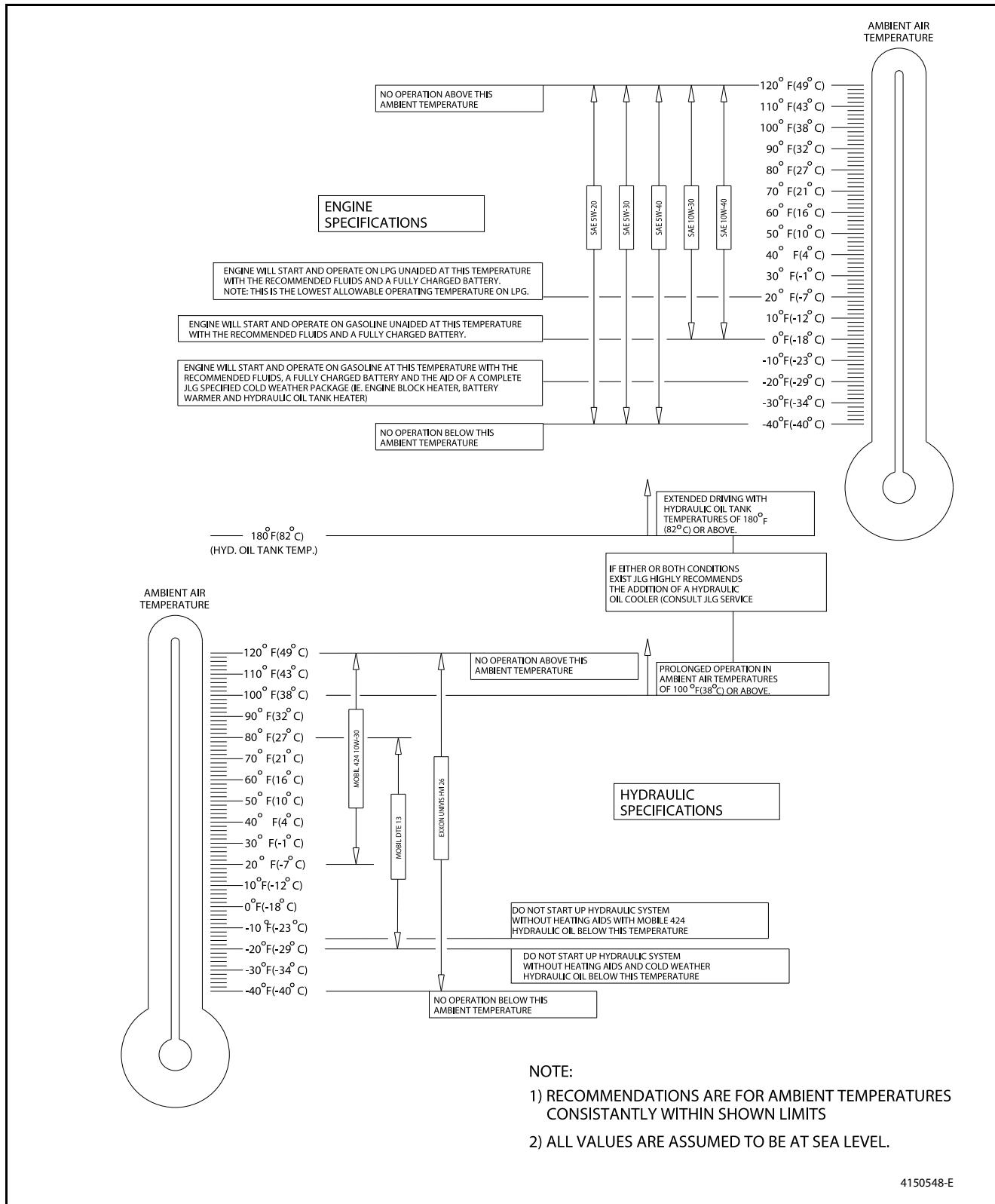


Figure 2-2. Engine and Hydraulic Operating Temperature Specifications - Ford MSG 425

SECTION 3. CHASSIS & TURNTABLE

3.1 TIRES AND WHEELS

Tire Damage

For polyurethane foam filled tires, JLG Industries, Inc. recommends that when any of the following are discovered, measures must be taken to remove the JLG product from service immediately and arrangements must be made for replacement of the tire or tire assembly.

- Smooth, even cut through cord plies which exceeds 3 inches (7.5 cm) in total length.
- Tears or rips (ragged edges) in cord plies which exceeds 1 inch (2.5 cm) in any direction.
- Any punctures which exceed 1 inch in diameter.
- Any damage to the bead area cords of the tire.

If a tire is damaged but within above criteria, it must be inspected daily to ensure damage does not exceed allowable criteria.

Tire Replacement

JLG recommends a replacement tire be the same size, ply, and brand as originally installed on the machine. Please refer to the JLG Parts Manual for part number of approved tires for a particular machine model. If not using a JLG approved replacement tire, we recommend that replacement tires have the following characteristics:

- Equal or greater ply/load rating and size of original
- Tire tread contact width equal or greater than original
- Wheel diameter, width, and offset dimensions equal to the original
- Approved for the application by the tire manufacturer (including inflation pressure and maximum tire load)

Unless specifically approved by JLG Industries Inc. do not replace a foam filled or ballast filled tire assembly with a pneumatic tire. Due to size variations between tire brands, both tires on the same axle should be the same.

Wheel Replacement

Rims installed on each product model have been designed for stability requirements which consist of track width and load capacity. Size changes such as rim width, center piece location, larger or smaller diameter, etc., without written factory recommendations, may result in unsafe stability conditions.

Wheel Installation

It is extremely important to apply and maintain proper wheel mounting torque.

WARNING

WHEEL NUTS MUST BE INSTALLED AND MAINTAINED AT THE PROPER TORQUE TO PREVENT LOOSE WHEELS, BROKEN STUDS, AND POSSIBLE DANGEROUS SEPARATION OF WHEEL FROM THE AXLE. BE SURE TO USE ONLY THE NUTS MATCHED TO THE CONE ANGLE OF THE WHEEL.

Tighten lug nuts to proper torque to prevent wheels from coming loose. Use a torque wrench to tighten fasteners. If you do not have a torque wrench, tighten fasteners with a lug wrench, then immediately have a service garage or dealer tighten lug nuts to proper torque. Over-tightening will break studs or permanently deform mounting stud holes in wheels. The proper procedure for attaching wheels is as follows:

1. Start all nuts by hand to prevent cross threading. DO NOT use a lubricant on threads or nuts.
2. Tighten nuts in the following sequence.

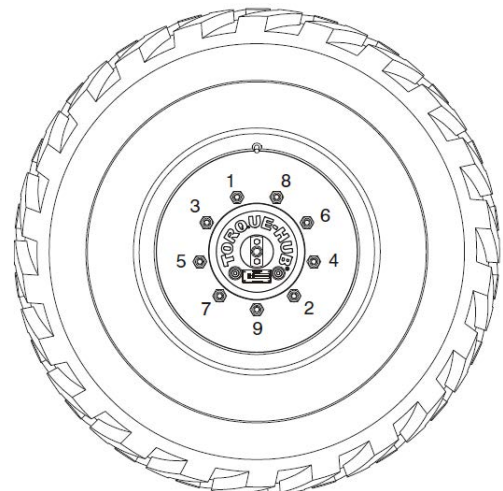


Figure 3-1. Wheel Lug Nut Tightening Sequence

3. The tightening of the nuts should be done in stages. Following the recommended sequence, tighten nuts per wheel torque chart.

Table 3-1. Wheel Torque Chart

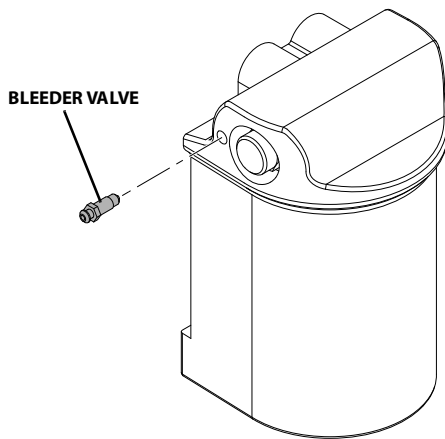
TORQUE SEQUENCE		
1st Stage	2nd Stage	3rd Stage
40 ft. lbs. (55 Nm)	95 ft. lbs. (130 Nm)	170 ft. lbs. (230 Nm)

4. Wheel nuts should be torqued after first 50 hours of operation and after each wheel removal. Check torque every 3 months or 150 hours of operation.

3.2 OSCILLATING AXLE BLEEDING PROCEDURE AND LOCKOUT TEST

Lockout Cylinder Bleeding

1. Position the turntable to the normal stowed position. In this position the axle is free oscillate. Drive charge pressure will pass through the lock out valve built into the swivel and down to the pilot section of the hold valves on the cylinders. This will automatically purge the air from the pilot section of the circuit.
2. Disconnect the brake wire connector on the brake valve located under the drive pump.
3. Locate the bleeder on the lock out cylinders. Use a small hose (gas hose, etc.) to direct the oil to a bucket. Do one cylinder a time. Using a wrench open the bleeder a 1/4 turn. Have the operator in the platform just crake the drive controller in reverse. This will activate the brake valve sending charge pressure to the lock out cylinder. make sure the bleeder is open enough to vent any air for about 10 seconds. Close the bleeder while there is fluid pressure at the bleeder.
4. Repeat the procedure for the other lockout cylinder.
5. Reconnect the brake wire connector on the brake valve.



MAE18170

Oscillating Axle Lockout Test

NOTICE

LOCKOUT SYSTEM TEST MUST BE PERFORMED QUARTERLY, ANY TIME A SYSTEM COMPONENT IS REPLACED, OR WHEN IMPROPER SYSTEM OPERATION IS SUSPECTED.

NOTE: *Ensure boom is fully retracted, lowered, and centered between drive wheels prior to beginning lockout cylinder test.*

1. Place a 6 in. (15.2 cm) high block with ascension ramp in front of left front wheel.
2. From platform control station, start engine.
3. Place the Drive control lever to the forward position and carefully drive machine up ascension ramp until left front wheel is on top of block.
4. Carefully activate Swing control lever and position boom over right side of machine.
5. With boom over right side of machine, place Drive control lever to Reverse and drive machine off of block and ramp.
6. Have an assistant check to see that left front wheel remains locked in position off of ground.
7. Carefully activate Swing control lever and return boom to stowed position (centered between drive wheels). When boom reaches center, stowed position, lockout cylinders should release and allow wheel to rest on ground, it may be necessary to activate Drive to release cylinders.
8. Place the 6 in. (15.2 cm) high block with ascension ramp in front of right front wheel.
9. Place Drive control lever to Forward and carefully drive machine up ascension ramp until right front wheel is on top of block.
10. With boom over left side of machine, place Drive control lever to Reverse and drive machine off of block and ramp.
11. Have an assistant check to see that right front wheel remains locked in position off of ground.
12. Carefully activate Swing control lever and return boom to stowed position (centered between drive wheels). When boom reaches center, stowed position, lockout cylinders should release and allow wheel to rest on ground, it may be necessary activate Drive to release cylinders.
13. If lockout cylinders do not function properly, have qualified personnel correct the malfunction prior to any further operation.

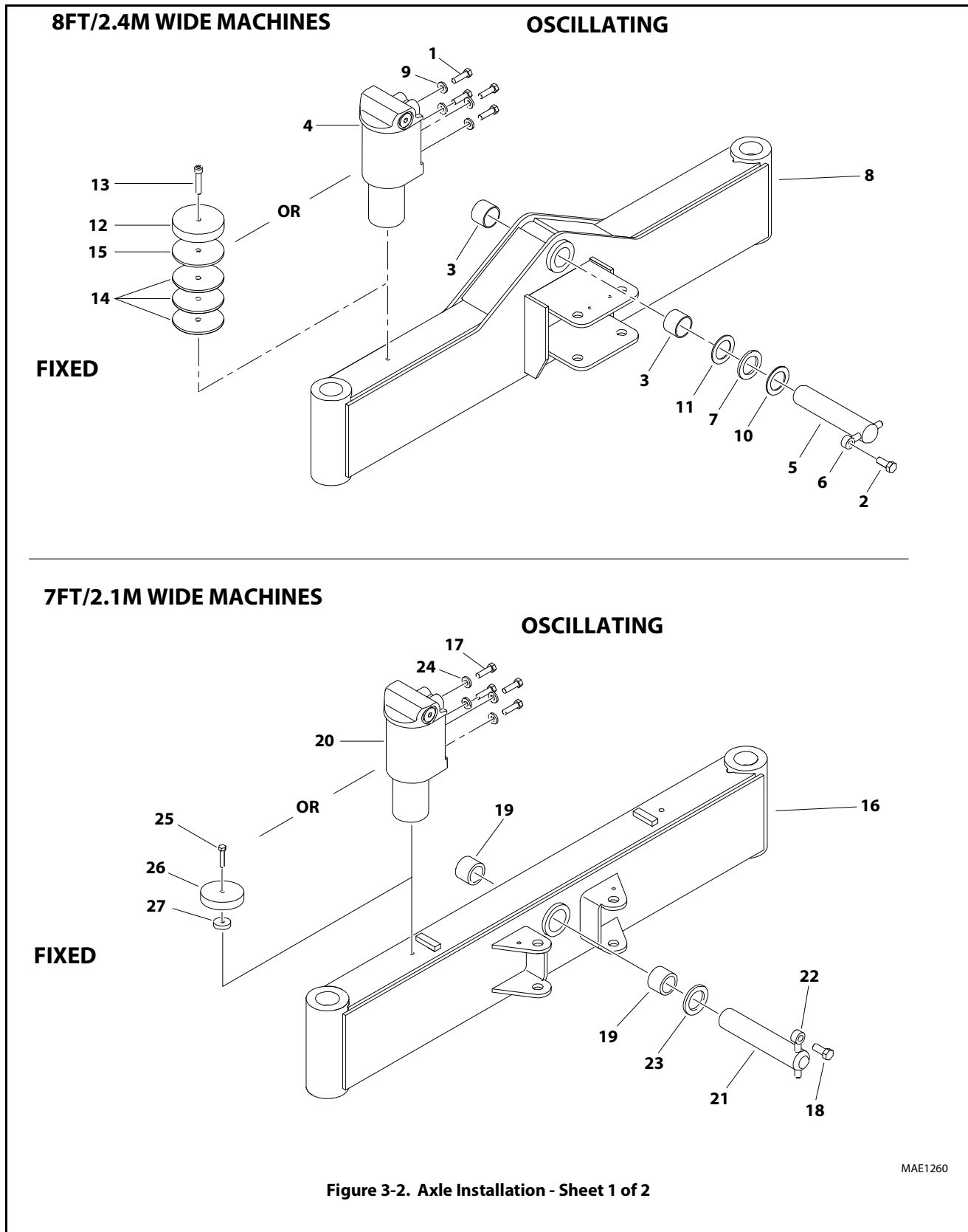


Figure 3-2. Axle Installation - Sheet 1 of 2

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- | | | |
|-----------------------------------|-------------------|------------------------------------|
| 1. Bolt | 10. Thrustwasher | 19. Bearing |
| 2. Bolt | 11. Shim | 20. Axle Lockout Cylinder Assembly |
| 3. Bearing | 12. Stop Plate | 21. Pin |
| 4. Axle Lockout Cylinder Assembly | 13. Capscrew | 22. Keeper Pin |
| 5. Pin | 14. Shim | 23. Thrustwasher |
| 6. Keeper Pin | 15. Shim | 24. Flat washer |
| 7. Thrustwasher | 16. Axle Weldment | 25. Bolt |
| 8. Axle Weldment | 17. Bolt | 26. Stop Plate |
| 9. Flat washer | 18. Bolt | 27. Spacer |

Figure 3-3. Axle Installation - Sheet 2 of 2

- | | | | |
|----------------------------|-----------------------------|------------------|------------------|
| 1. Bolt | 14. Spindle | 27. Pin | 40. Cup Bearing |
| 2. Steer Cylinder Assembly | 15. Thrustwasher | 28. Keeper Pin | 41. Bolt |
| 3. Bolt | 16. Thrustwasher | 29. Keeper Pin | 42. Hub Cap |
| 4. Bushing | 17. Thrustwasher | 30. Tie-Rod | 43. Hub |
| 5. Bushing | 18. Bolt | 31. Spindle | 43 A. Wheel Stud |
| 6. Pin | 19. Bolt | 32. Spindle | 44. Nut |
| 7. King Pin | 20. Bushing | 33. Thrustwasher | 45. Cotter Pin |
| 8. Pin | 21. Bushing | 34. Thrustwasher | 46. Seal |
| 9. Pin | 22. Steer Cylinder Assembly | 35. Thrustwasher | 47. Adapter |
| 10. Keeper Pin | 23. Hub assembly | 36. Bolt | 48. Flat Washer |
| 11. Keeper Pin | 24. Pin | 37. Nut | 49. Lock Washer |
| 12. Tie-Rod | 25. King Pin | 38. Flat Washer | |
| 13. Spindle | 26. Pin | 39. Cone Bearing | |

Figure 3-5. Steering Installation (8 ft/2.4 m Wide Machines Without Tow Package) - Sheet 2 of 2

SECTION 3 - CHASSIS & TURNTABLE

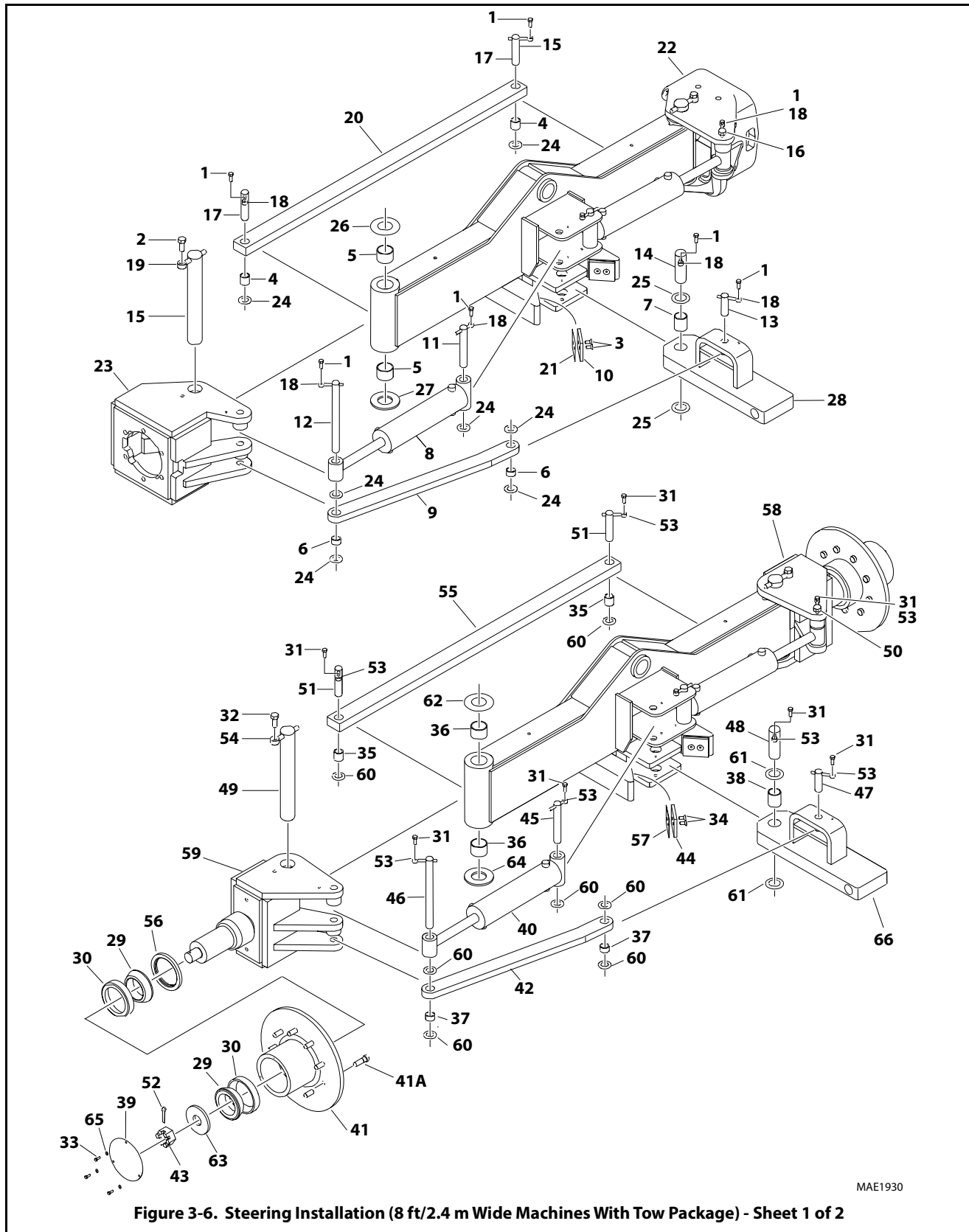
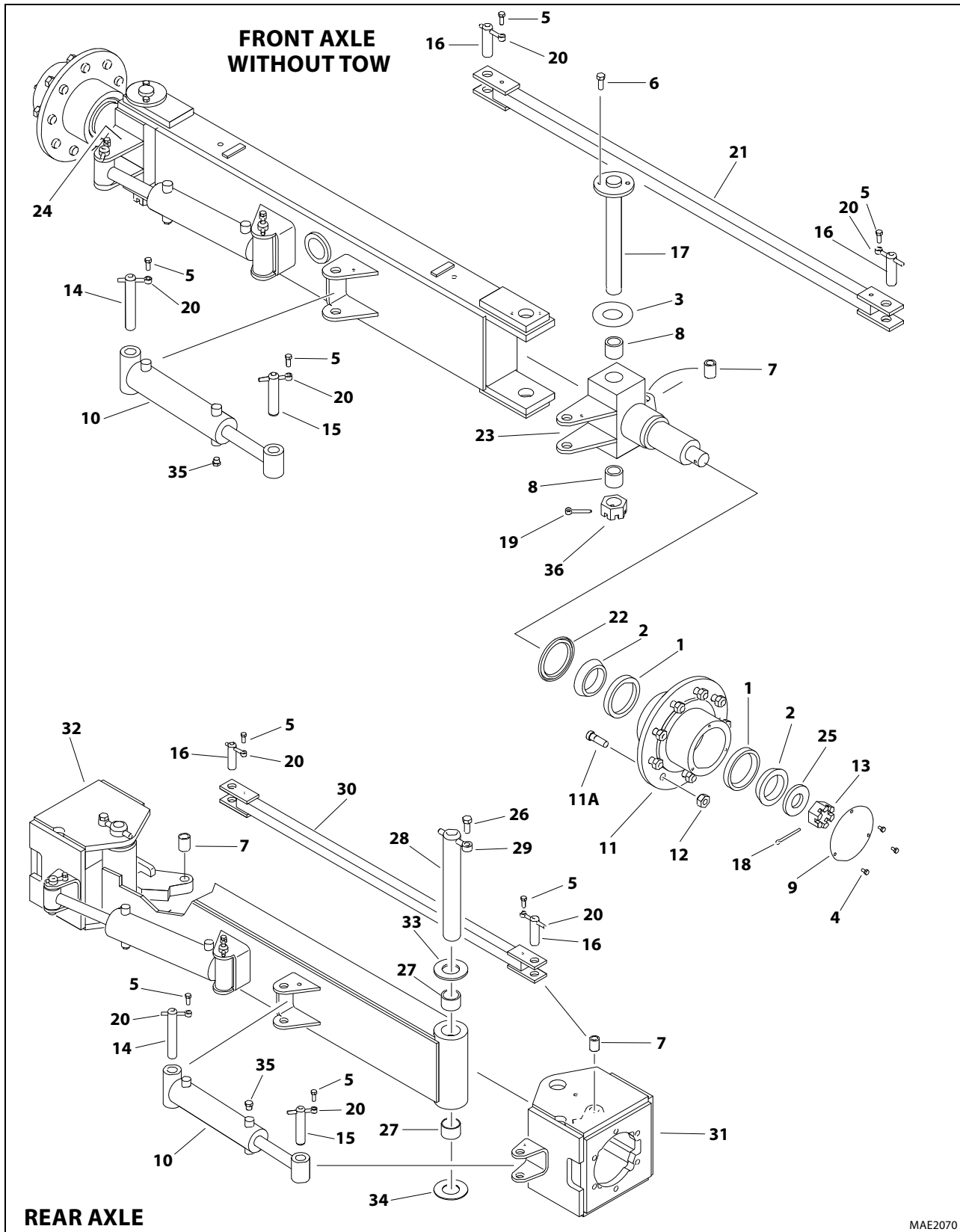


Figure 3-6. Steering Installation (8 ft/2.4 m Wide Machines With Tow Package) - Sheet 1 of 2

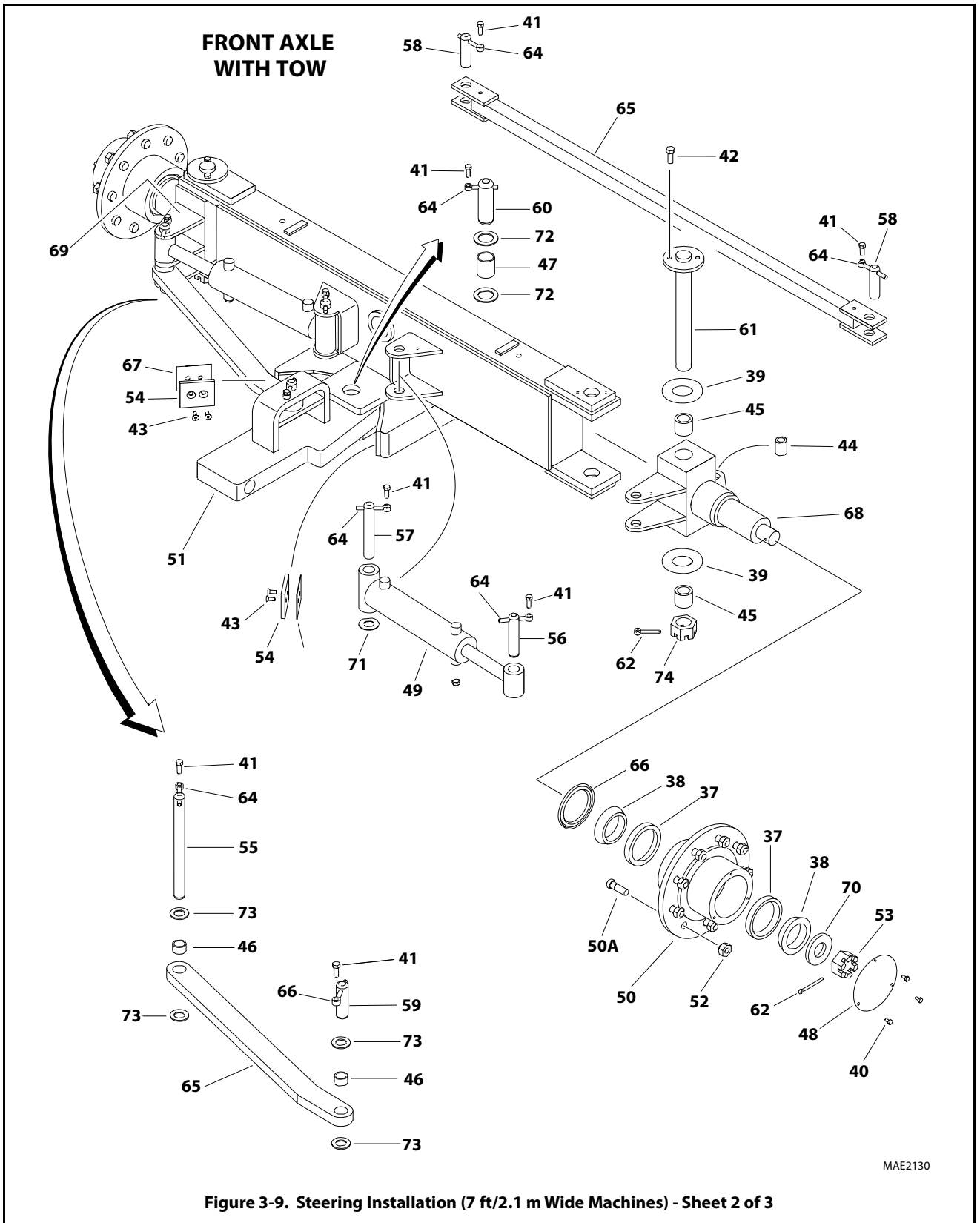
1. Bolt	18. Keeper Pin	35. Bushing	51. Pin
2. Bolt	19. Keeper Pin	36. Bushing	52. Cotter Pin
3. Screw	20. Tie-Rod	37. Bushing	53. Keeper Pin
4. Bushing	21. Shim	38. Bushing	54. Keeper Pin
5. Bushing	22. Spindle	39. Cap Hub	55. Tie-Rod
6. Bushing	23. Spindle	40. Steer Cylinder Assembly	56. Seal
7. Bushing	24. Thrustwasher	41. Hub	57. Shim
8. Steer Cylinder Assembly	25. Thrustwasher	41 A. Wheel Stud	58. Spindle
9. Link	26. Thrustwasher	42. Link	59. Spindle
10. Pad	27. Thrustwasher	43. Nut	60. Thrustwasher
11. Pin	28. Pivot	44. Pad	61. Thrustwasher
12. Pin	29. Cone Bearing	45. Pin	62. Thrustwasher
13. Pin	30. Cup Bearing	46. Pin	63. Flatwasher
14. Pin	31. Bolt	47. Pin	64. Thrustwasher
15. Pin	32. Bolt	48. Pin	65. Lock Washer
16. Pin	33. Bolt	49. Pin	66. Pivot
17. Pin	34. Screw	50. Pin	

Figure 3-7. Steering Installation (8 ft/2.4 m Wide Machines With Tow Package) - Sheet 2 of 2



MAE2070

Figure 3-8. Steering Installation (7 ft/2.1 m Wide Machines) - Sheet 1 of 3



MAE2130

Figure 3-9. Steering Installation (7 ft/2.1 m Wide Machines) - Sheet 2 of 3

SECTION 3 - CHASSIS & TURNTABLE

1. Cup Bearing	19. Cotter Pin	38. Cone Bearing	56. Pin
2. Cone Bearing	20. Keeper Pin	39. Thrustwasher	57. Pin
3. Thrustwasher	21. Tie-Rod	40. Bolt	58. Pin
4. Bolt	22. Seal	41. Bolt	59. Pin
5. Bolt	23. Spindle	42. Bolt	60. Pin
6. Bolt	24. Spindle	43. Screw	61. King Pin
7. Bushing	25. Flat Washer	44. Bushing	62. Cotter Pin
8. Bushing	26. Bolt	45. Bushing	63. Link
9. Hub Cap	27. Bearing	46. Bushing	64. Keeper Pin
10. Steer Cylinder Assembly	28. King Pin	47. Bushing	65. Tie-Rod
11. Hub	29. Keeper	48. Hub Cap	66. Seal
11 A. Wheel Stud	30. Tie-Rod	49. Steer Cylinder Assembly	67. Shim
12. Wheel Nut	31. Spindle	50. Hub	68. Spindle
13. Slotted Nut	32. Spindle	50 A. Wheel Stud	69. Spindle
14. Pin	33. Thrustwasher	51. Pivot	70. Flat Washer
15. Pin	34. Thrustwasher	52. Wheel Nut	71. Thrustwasher
16. Pin	35. Plug	53. Slotted Nut	72. Thrustwasher
17. King Pin	36. Slotted Nut	54. Pad	73. Flat Washer
18. Cotter Pin	37. Cup Bearing	55. Pin	

Figure 3-10. Steering Installation (7 ft/2.1 m Wide Machines) - Sheet 3 of 3

3.3 WHEEL DRIVE ASSEMBLY

Removal

NOTE: The drive motor can be removed through the axle flange as part of the wheel drive assembly or they can be removed separately through the bottom of the frame while leaving the drive hub bolted to the axle.

1. Use a jack to lift the frame enough so the tire and wheel assembly is off the ground. Place blocking strong enough to support the weight of the machine under the frame and remove the jack.

NOTE: The foam-filled tire & wheel assembly weighs approximately 440 lb (200 kg).

2. Remove hardware securing wheel and remove wheel assembly. Using suitable lifting device lift the wheel assembly and place in a suitable area.
3. Tag and disconnect the hydraulic lines running to the drive motor. Cap or plug all openings to ensure no dirt enters the hydraulic system.

NOTE: The drive hub and drive motor assembly weighs approximately 175 lb (80 kg).

4. Use a supporting device capable of handling the weight of the drive hub and drive motor, and unbolt the drive hub from the frame. Remove the entire assembly from the machine.
5. Remove the capscrews and washers that secure the drive motor to the drive hub and remove the drive motor. Remove and discard the O-ring between the drive motor and drive hub.

Installation

1. Install a new O-ring between the drive motor and drive hub. Apply a coat of Medium Strength Threadlocking Compound on capscrews. Install the washers and capscrews to secure the drive hub and drive motor. Refer torque values on Figure 3-11.
2. Place the drive hub flange against the mounting flange on the axle and apply a coat of Medium Strength Threadlocking Compound on capscrews. Fasten it in place with the capscrews and washers. Refer torque values on Figure 3-11.
3. Using adequate support, install wheel into wheel assembly and secure with bolts and washers. Torque the lugnuts to 170 ft. lbs. (230 Nm).

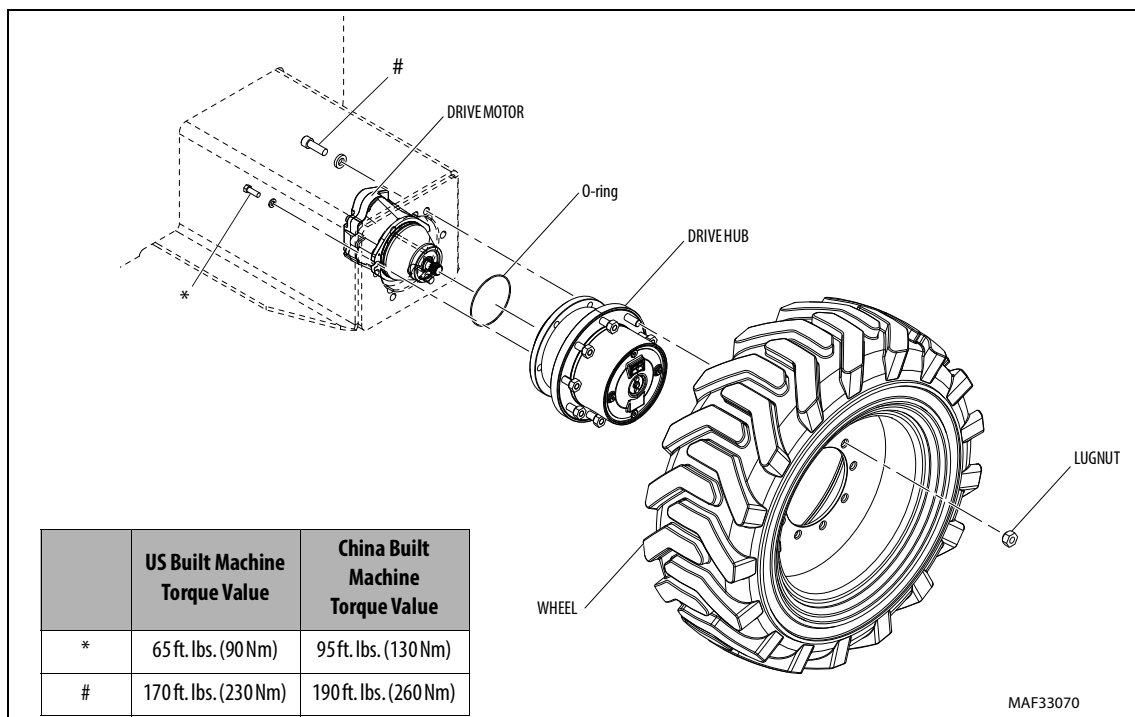


Figure 3-11. Wheel Drive Installation

3.4 DRIVE HUB

Oil Information

1. TYPE – EP90
Use EP90 for normal applications. For applications where lubricant must meet special requirements, the O.E.M can recommend a suitable substitute.
2. OIL TEMPERATURE
Continuous – 160° F (70° C) Intermittent – 200° F (95° C).
3. OIL CHANGE
Initial – After 50 hours or 50,000 revolutions of operation. Subsequent – After 1000 hours or (1) year, whichever comes first.

NOTE: Higher temperatures make it necessary to change oil more frequently.

4. OIL FILL LEVEL AND VOLUME
Unit mounted horizontal – half full. (See Diagram A.)
Approximate volume - 17 oz. (0.5 ltr).

Roll and Leak Testing

Always roll and leak test Torque-Hubs after assembly to make sure that the unit's gears and sealants are working properly. The following information briefly outlines what to look for when performing these tests.

ROLL TEST

The roll test determines if the unit's gears rotate freely and properly. You should be able to rotate gears by applying a constant force to the roll checker. If you feel more drag in gears only at certain points, gears are not rolling freely. Examine them for improper installation or defects.

Some gear packages roll with more difficulty than others. Do not be concerned if gears seem to roll hard as long as they roll with consistency.

LEAK TEST

The purpose of a leak test is to make sure unit is air tight. You can tell if your unit has a leak if pressure gauge test reading starts to fall once you have pressurized the unit.

Leaks usually occur at the main seal or wherever O-rings or gaskets are located. You can usually detect location of a leak by brushing a soap and water solution around main seal and where O-rings or gaskets meet unit exterior, then checking for air bubbles. Replace part immediately if you detect a leak in a seal, O-ring, or gasket.

Tightening and Torquing Bolts

NOTICE

USE EXTREME CARE WHEN USING AN AIR IMPACT WRENCH. DO NOT TIGHTEN BOLTS BEYOND THEIR TORQUE SPECIFICATION. NEVER USE AN IMPACT WRENCH TO TIGHTEN SHOULDER BOLTS. TIGHTEN ALL SHOULDER BOLTS BY HAND.

1. Tighten (but do not torque) bolt "A" until snug.
2. Go to opposite side of bolt circle and tighten bolt "B" until equally snug.
3. Continue around bolt circle and tighten remaining bolts.
4. Use a torque wrench to apply specified torque to bolt "A".
5. Continue around bolt circle and apply equal torque to remaining bolts.

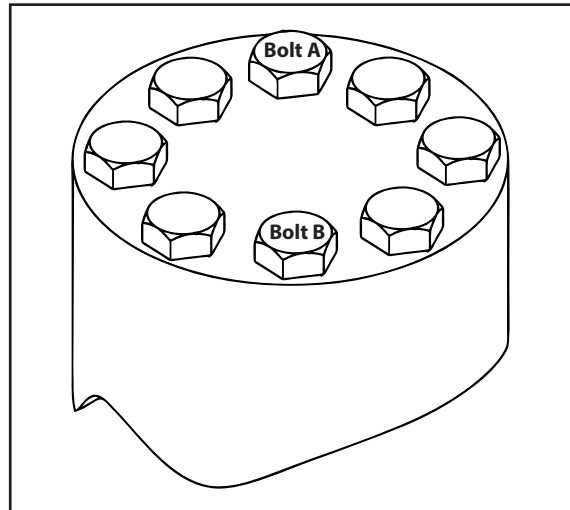
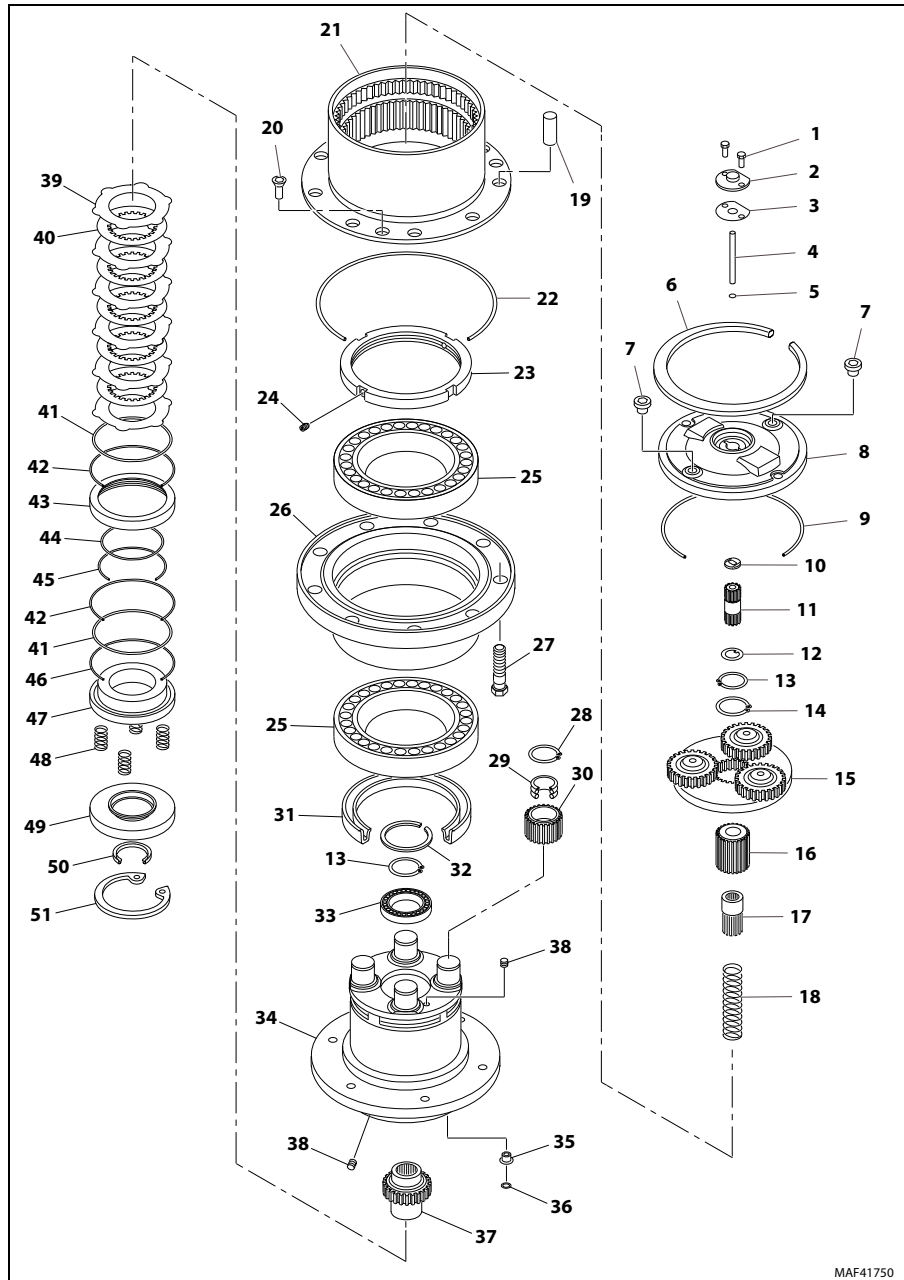


Figure 3-12. Bolt Tightening Sequence



- | | | | | | |
|-------------------------|----------------------------------|---------------------|---------------------------|--------------------|---------------------------|
| 1. Screw | 10. Shim | 19. Plug | 28. Ring, Outer Retention | 37. Shaft, Input | 46. O-Ring |
| 2. Cover, Disengagement | 11. Pinion | 20. Screw | 29. Bearing | 38. Plug | 47. Piston |
| 3. Gasket | 12. Shim | 21. Ring, Planetary | 30. Wheel, Planet | 39. Disc, Steel | 48. Spring, Brake |
| 4. Pin, Disengagement | 13. Ring, Outer Retention | 22. O-Ring | 31. Seal, Oil | 40. Disc, Sintered | 49. Spacer |
| 5. O-Ring | 14. Ring, Inner Retention | 23. Nut, Ring | 32. Ring | 41. Seal | 50. Seal, Oil |
| 6. Ring | 15. Reduction Gear Assembly | 24. Screw | 33. Bearing | 42. O-Ring | 51. Ring, Inner Retention |
| 7. Plug | 16. Pinion | 25. Bearing | 34. Axle, Stub | 43. Spacer | |
| 8. Cover | 17. Coupling, Disengagement Half | 26. Support, Hub | 35. Plug | 44. Seal | |
| 9. O-Ring | 18. Spring, Disengagement | 27. Column | 36. O-Ring | 45. O-Ring | |

Figure 3-13. Drive Hub Assembly

3.5 FREE WHEELING OPTION

Disengage Drive Motors and Brakes for Towing, etc. (Free Wheel)

1. Chock wheels securely if not on flat level surface.
2. Disconnect both drive hubs by inverting disconnect caps in center of hubs.
3. If equipped, move steer/tow selector valve to float (tow) position by pulling valve knob out.

Engage Drive Motors and Brakes (Normal Operation)

1. If equipped, move steer/tow valve to steer position by pushing valve knob in.
2. Connect both drive hubs by inverting disconnect cap in center of hub.
3. Remove chocks from wheels as required.

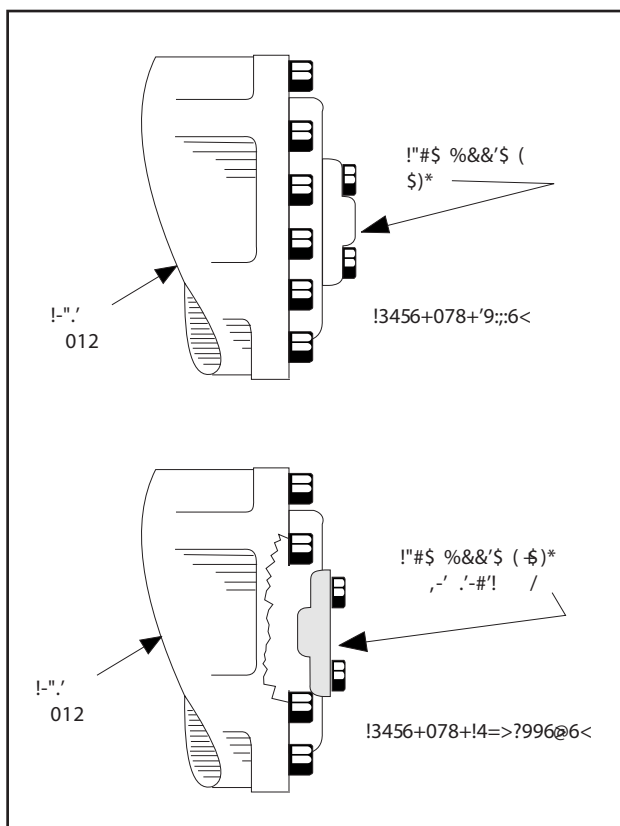
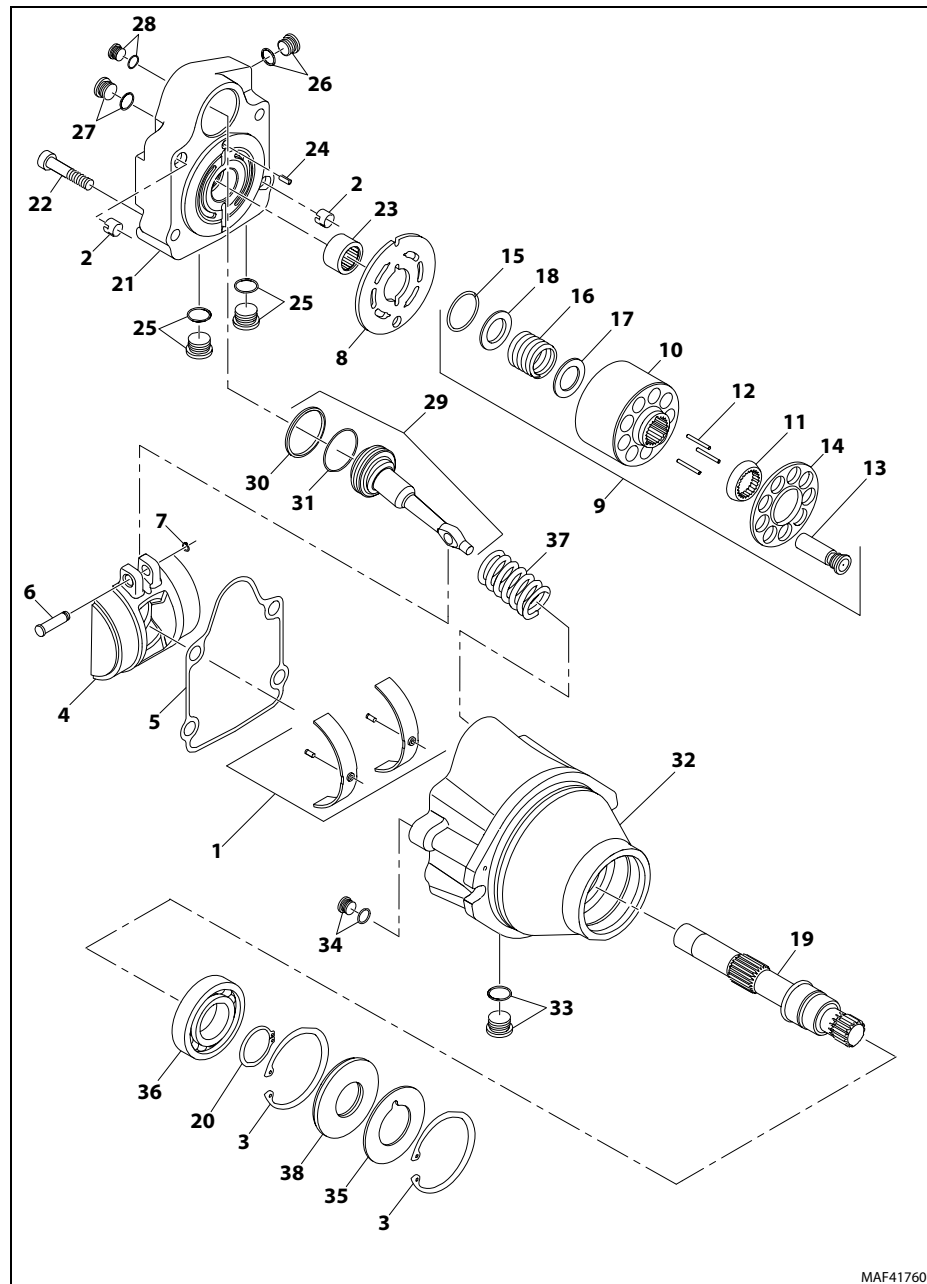


Figure 3-14. Disconnecting Drive Hubs

3.6 DRIVE MOTOR



MAF41760

- | | | | | |
|----------------------------|-----------------------------|----------------------|---------------------------|----------------------|
| 1. Swash Plate Bearing Kit | 9. Cylinder Block Kit | 17. Washer | 25. Plug with O-Ring | 33. Plug with O-Ring |
| 2. Pin | 10. Block, Cylinder | 18. Retainer, Spring | 26. Plug with O-Ring | 34. Plug with O-Ring |
| 3. Ring, Retaining | 11. Guide, Slipper Retainer | 19. Shaft | 27. Plug with O-Ring | 35. Washer, Support |
| 4. Swash Plate | 12. Pin, Slipper Hold Down | 20. Ring, Retaining | 28. Plug with O-Ring | 36. Bearing |
| 5. Gasket | 13. Piston Assembly | 21. Cap, End - Axial | 29. Servo Piston Assembly | 37. Spring |
| 6. Pin | 14. Retainer, Slipper | 22. Capscrew | 30. Ring, Piston | 38. Seal, Lip |
| 7. Ring, Retaining | 15. Ring, Retaining | 23. Bearing, Needle | 31. O-Ring | |
| 8. Plate, Valve | 16. Spring | 24. Pin | 32. Housing | |

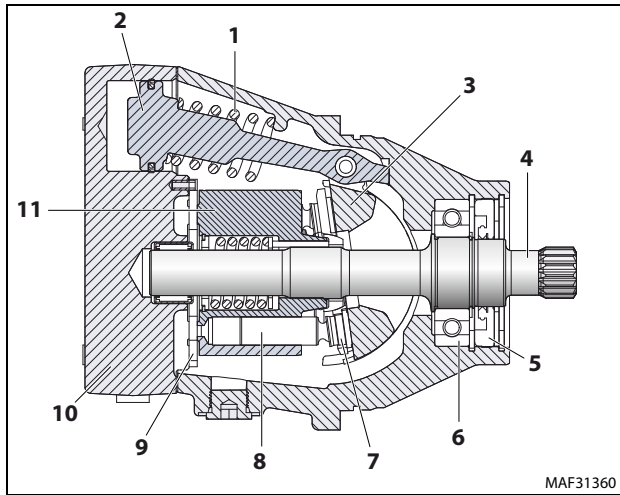
Figure 3-15. Drive Motor Assembly

Description

Drive motors are low to medium power, two-position axial piston motors incorporating an integral servo piston. They are designed for operation in open and closed circuit applications. The standard control is a direct acting single line hydraulic control. The integral servo piston controls motor displacement.

Motors are spring biased to maximum displacement and hydraulically shifted to minimum displacement. Minimum and maximum displacement can be set with fixed internal stops. The large diameter servo piston allows smooth acceleration and deceleration with relatively large circuit orificing.

The motor is ideally configured for installations requiring compact packaging and optimized plumbing, such as wheel ends. One face of the motor contains all hydraulic porting.



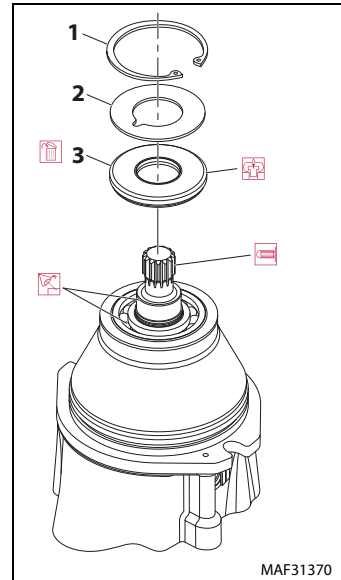
- | | | |
|-----------------|---------------|--------------------|
| 1. Bias Spring | 5. Shaft Seal | 9. Valve Plate |
| 2. Servo Piston | 6. Bearing | 10. End Cap |
| 3. Swashplate | 7. Slipper | 11. Cylinder Block |
| 4. Output Shaft | 8. Piston | |

Figure 3-16. Drive Motor Cross Section

Shaft Seal Replacement

REMOVAL

1. Remove snap ring (1) retaining shaft seal, and support washer.



1. Snap Ring
2. Support Washer
3. Shaft Seal

Figure 3-17. Removing Shaft Seal

2. Remove support washer (2).
3. Carefully pry out shaft seal (3).

NOTE: To avoid damaging shaft during removal, install a large sheet metal screw in chuck of a slide hammer. Drive screw in seal surface and use slide hammer to pull seal.

4. Discard seal.

INSPECTION

Inspect new seal, motor housing seal bore, and sealing area on shaft for rust, wear, and contamination. Polish shaft and clean housing if necessary.

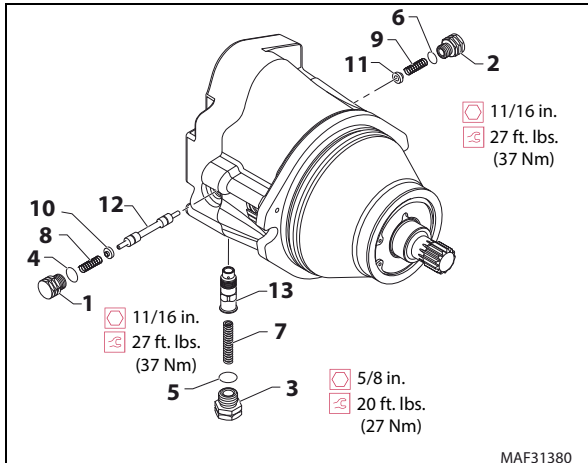
INSTALLATION

1. Cover shaft splines with an installation sleeve to protect shaft seal during installation.
2. Install new shaft seal with cupped side facing motor. Press seal into housing until it bottoms out. Press evenly to avoid binding and damaging the seal.
3. Install seal support washer.
4. Install snap ring.
5. Remove installation sleeve.

Loop Flushing Valve

REMOVAL

1. Remove plug (1) and (2) using an 11/16 in internal hex wrench.



- | | | |
|-----------|------------|--------------------|
| 1. Plug | 6. O-ring | 11. Washer |
| 2. Plug | 7. Spring | 12. Shift Spool |
| 3. Plug | 8. Spring | 13. Orifice Poppet |
| 4. O-ring | 9. Spring | |
| 5. O-ring | 10. Washer | |

Figure 3-18. Loop Flushing Spool

2. Remove plug (3) using a 1/4 in hex wrench.
3. Remove O-rings (4, 5, and 6).
4. Remove centering springs (7, 8, and 9) using pliers.
5. Remove spring retaining washers (10 and 11).
6. Remove shift spool (12).
7. Remove orifice poppet (13).

INSPECTION

Inspect new O-rings and the sealing area for rust, wear, or contamination. Check springs and poppet for wear.

INSTALLATION

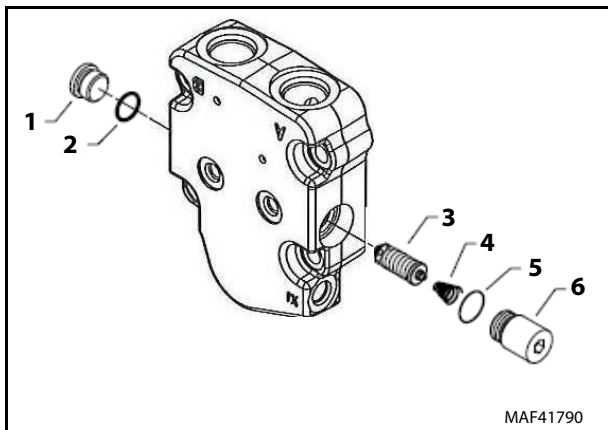
1. Install orifice poppet (13).
2. Install shift spool (12).
3. Install spring retaining washers on springs (10 and 11).
4. Carefully install centering springs (7, 8, and 9).
5. Install new O-rings (6, 4, and 5).
6. Torque plug (3) to 20 ft. lbs. (27 Nm) using an 1/4 in hex wrench.
7. Torque plugs (2 and 1) to 27 ft. lbs. (37 Nm) using an 11/16 in internal hex.

Anti-Cavitation Valve

REMOVAL

The anti-cavitation valve is installed into the high pressure port. The high pressure port depends on motor rotation. If rotation is counterclockwise, the high pressure port is A. If rotation is clockwise, the high pressure port is B.

1. Using a 5/16 in. internal hex wrench remove valve plug (6). Remove and discard O-ring (5).
2. Remove spring (4) and relief valve (3) from end cap.
3. Using a 5/16 in. internal hex wrench remove plug (1). Remove and discard O-ring (2).



INSPECT THE COMPONENTS

Inspect sealing area for rust, wear, or contamination. Check spring (4) and relief valve (3) for wear and damage. Relief valve (3) is non-serviceable, replace as complete unit if damaged.

INSTALLATION

1. Lubricate and insert relief valve (3) and spring (4) in original location.
2. Lubricate and install new O-ring (5) on valve plug (6).
3. If needed lubricate and install new O-ring (2) on plug (1).
4. Using a 5/16 in. internal hex wrench to install valve plug (6) into port with relief valve (3). Torque to 59 ft. lbs. (80 Nm).
5. If needed using a 5/16 in. internal hex wrench to install plug (1) into port without relief valve (3). Torque to 59 ft. lbs. (80 Nm).

Troubleshooting

Table 3-2. Excessive Noise and/or Vibration

Item	Description	Action
Check oil level in reservoir and oil supply to motor.	Insufficient hydraulic fluid could lead to cavitation that would cause system noise.	Fill reservoir to proper level. Ensure oil supply to motor is adequate and lines are unobstructed.
Check for air in system.	Air trapped in system lines or motor could result in cavitation that would cause system noise.	Ensure all system lines and components are purged of air.
Inspect output shaft couplings.	A loose or incorrect shaft coupling will produce vibrations that could result in system noise.	Ensure correct coupling is used and that it fits properly on shaft.
Inspect output shaft alignment.	Misaligned shafts create excessive frictional vibration that could result in system noise.	Ensure shafts are properly aligned.
Hydraulic oil viscosity above limits.	Viscosity above acceptable limits will result in cavitation that would lead to system noise.	Replace hydraulic oil with appropriate fluid for operating conditions.

Table 3-3. System Operating Hot

Item	Description	Action
Check oil level in reservoir and oil supply to pump.	Insufficient amount of hydraulic fluid will not meet system cooling demands.	Fill reservoir to proper level.
Inspect heat exchanger, (if equipped).	If heat exchanger fails, or becomes obstructed, it may not meet system cooling demands.	Ensure heat exchanger is receiving adequate air flow and is in good operating condition. Repair or replace as necessary.
Check system relief valves.	If a system relief valve becomes unseated for an extended period of time or fails for any other reason, system could become overheated.	Repair or replace any malfunctioning relief valves as applicable and verify loads on machine are not excessive.

Table 3-4. No Shift or Slow to Start

Item	Description	Action
Check signal line to servo control port.	Obstructed or restricted flow through servo control signal lines could result in slow shift or no shift motor conditions.	Ensure signal lines are not obstructed or restricted and signal pressure is adequate to shift motor.
Check correct supply and drain orifices are properly installed and not obstructed.	Supply and drain orifices determine motor shift. The smaller the orifice, the longer the time it takes to shift the motor. Obstruction also increases shift times.	Ensure proper control orifices are installed in motor and not obstructed. Clean or replace as necessary.

Initial Start-up Procedures

Follow this procedure when starting-up a new motor or when installing a motor that has been removed.

⚠ WARNING

UNINTENDED MOVEMENT OF THE MACHINE OR MECHANISM MAY CAUSE INJURY TO THE TECHNICIAN OR BYSTANDERS. TO PROTECT AGAINST UNINTENDED MOVEMENT, SECURE THE MACHINE OR DISABLE / DISCONNECT THE MECHANISM WHILE SERVICING.

Prior to installing the motor, inspect for damage incurred during shipping. Make certain all system components (reservoir, hoses, valves, fittings, heat exchanger, etc.) are clean prior to filling with fluid.

1. Fill the reservoir with recommended hydraulic fluid. Always filter fluid through a 10 micron filter when pouring into the reservoir. Never reuse hydraulic fluid.
2. Fill the inlet line leading from the pump to the reservoir. Check the inlet line for properly tightened fittings and be certain it is free of restrictions and air leaks.
3. Fill the pump and motor housing with clean hydraulic fluid. Pour filtered oil directly into the upper most case drain port.
4. To ensure the pump and motor stay filled with oil, install case drain lines into the upper most case drain ports.
5. Install a 0 to 500 psi (0 to 35 bar) gauge in the charge pressure gauge port of the pump to monitor system pressure during start up.

NOTE: Follow recommendations in the vehicle / machine operator's manual for prime mover start up procedures.

6. While watching the pressure gauge, run the engine at the lowest possible speed until system pressure builds to normal levels (minimum 160 psi [11 bar]). Once system pressure is established, increase to full operating speed. If system pressure is not maintained, shut down the prime mover, determine cause and take corrective action.
7. Operate the hydraulic system for at least fifteen minutes under light load conditions.
8. Check and adjust control settings as necessary after installation.
9. Shut down the prime mover and remove the pressure gauge. Replace plug at the charge pressure gauge port.
10. Check the fluid level in the reservoir; add clean filtered fluid if necessary. The motor is now ready for operation.

3.7 STEER ADJUSTMENTS

NOTE: 2 Wheel Steering/2 Wheel Drive: Spindles do not stop on cylinder stroke. Adjust steering stops as follows: Adjust item #1 to achieve 44° inside turn angles. Steer full left and adjust RH item #2 to contact axle. Steer full right and adjust LH item #2 to contact axle.

2 Wheel Steering/Four Wheel Drive: Spindles do not stop on cylinder stroke. Adjust steering stops as follows: Adjust item #1 to achieve 39° inside turn angles. Steer full left and adjust RH item #2 to contact axle. Steer full right and adjust LH item #2 to contact axle.

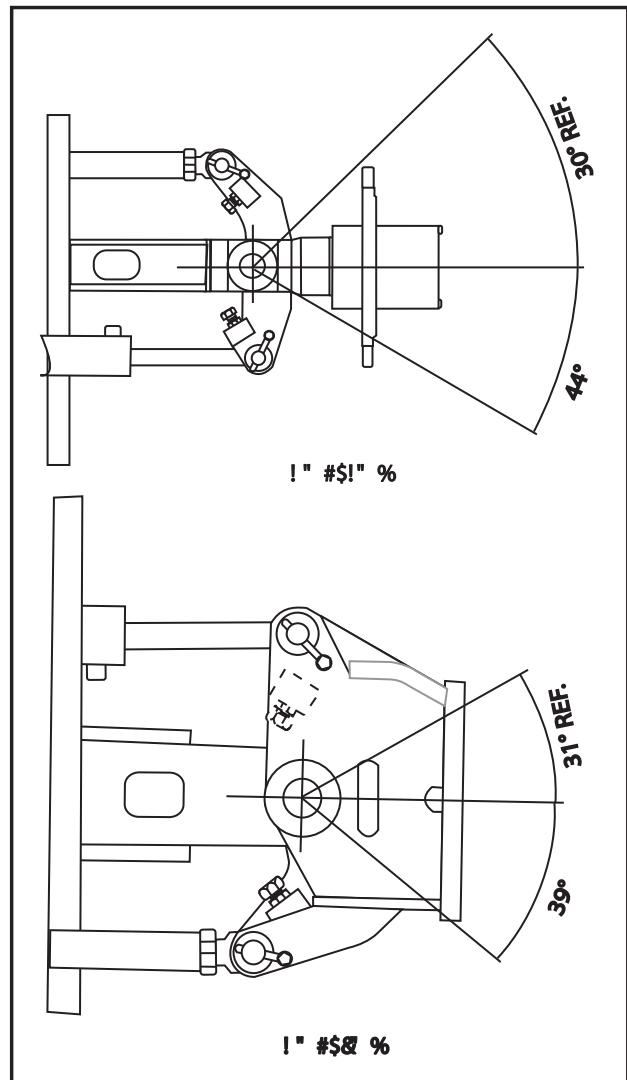


Figure 3-19. Steer Adjustments

3.8 CHASSIS TILT INDICATOR SYSTEM

The Chassis Tilt Indicator System measures the turntable angle with respect to level ground. The control system compares the reading to a pre-set turntable tilt angle value. When the machine is in transport position refer Transport Position Sensing System procedure for detail, it can travel at up to maximum speed until it tilts more than 8.0 degree, then the system will limit the drive speed to maximum displacement mode (slow drive speed).

However, when the machine is out of transport position and the turntable tilts more than the pre-set value, the boom functions can only run in creep speed mode and with the drive function disabled. The operator must return the machine into transport mode to continue drive the machine.

By factory default, the tilt sensor pre-set value for 660AJ (8 ft.) is 4 degree, but it need to select between 4.0 degree, and 3.0 degree by JLG hand held Analyzer. By factory default, the tilt sensor pre-set value for 660AJ (7 ft.) is 3 degree.

3.9 DRIVE ORIENTATION SYSTEM

The Drive Orientation System (DOS) is intended to indicate to the operator conditions that could make the direction of movement of the chassis different than the direction of movement of the drive/steer control handle.

The system indicates to the operator the need to match the black and white directional arrows on the platform control panel to the arrows on the chassis. The system uses a proximity switch mounted on the hydraulic swivel, an indicator light and a spring return override switch on the platform display panel. The proximity switch trips when the turntable is swing +/- 45 degrees off center of the normal driving position. This occurs roughly when the main boom is swing past a rear tire.

When the turntable is in the normal drive position with the boom between the rear tires, no indications or interlocks are made. When the machine is actively driving when the turntable is swing past the switch point, the system is ignored until drive/steer is released. When drive is initiated with the boom swing past the switch point, the DOS indicator will flash, and the drive/steer functions will be disabled. The operator must engage the DOS override switch to enable Drive/steer (high drive will remain disabled). When the DOS is enabled, the DOS indicator will be illuminated continuously, and a 3-second enable timer will be started and will continue for 3 seconds after the end of the last drive/steer command. If the timer expires, the DOS override switch must be re-engaged to enable drive/steer.

3.10 TRANSPORT POSITION SENSING SYSTEM

The transport position sensing system consists of two limit switches capable of recognizing position of the tower and main boom. The tower elevation switch is activated when the tower upright is raised 40 in. to 42 in. from stowed position and reset when lowered 25 in. to 30 in. from activated position. The main boom elevation switch is activated when the main boom reaches 0 to 5 degree above horizontal and reset when the main boom is lowered 4 to 9 degree below horizontal.

This system uses switches with "positive opening" contacts. These switches are used in a way that requires switch contacts to be physically broken to the open position when the machine is in the "unsafe" condition. When the machine is in the "safe" condition, the switch must be allowed to return to the closed state. This requires switch arm cams to be positioned in a way that the switch arm is actuated while the machine is in the "unsafe" condition and the switch arm is free while the machine is in the "safe" condition.

The position of the articulated jib not considered. This system used to control the following systems:

1. Beyond Transport - Drive Speed Cutback System
2. Drive/Steer - Boom Function Interlock System

3.11 BEYOND TRANSPORT - DRIVE SPEED CUTBACK SYSTEM

When the boom is positioned beyond the transport position as described in Transport Position Sensing System, the drive motors are automatically restricted to their maximum displacement position (slow speed). See the Tilt Indicator System for interaction with the tilt sensor.

3.12 DRIVE/STEER – BOOM FUNCTION INTERLOCK SYSTEM

The Drive/Steer - Boom Function Interlock System uses the Transport Position Sensing System to sense when the boom is out of the transport position. All controls are simultaneously functional when the booms are within the transport position as on the standard machine.

When the boom is beyond the transport position, the control functions interlocked to prevent simultaneous operation of any boom function with drive/steer. The first function set to be operated while in this mode, becomes the master function set. In other words, while operating drive/steer functions the boom functions are inoperable. Likewise, while operating boom functions drive/steer functions are not in operation.

3.13 OSCILLATING AXLE SYSTEM

The oscillating front axle is attached to the frame by a pivot pin, which allows all four wheels to remain on the ground when traveling on rough terrain.

The oscillating axle incorporates two lockout cylinders connected between the frame and the axle. The lockout cylinders let axle oscillation when pilot pressure allows flow through the axle cylinder holding valves.

When the turntable moved off center, as recognized by a cam valve in the hydraulic swivel coupling, pilot pressure removed from the axle cylinder holding valves and the cylinders are locked.







When the turntable moved back to center after the cylinders have been locked, the cylinders may not fully release until drive is actuated.

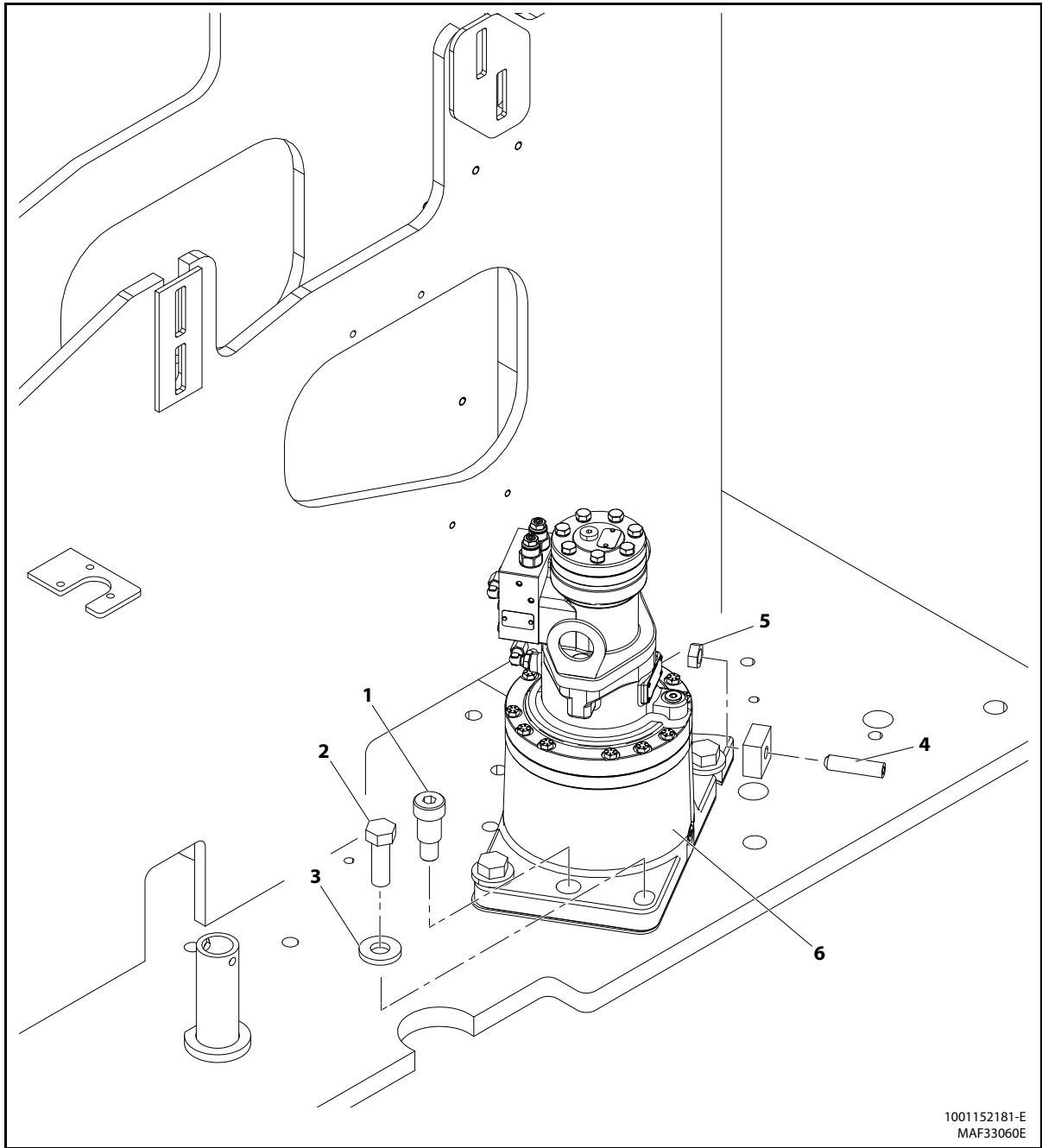
3.14 DRIVE SYSTEM

The drive system consists of one variable displacement closed loop pump, four variable displacement piston motors, gear reduction hubs, and a traction control manifold that includes three flow dividers/combiners.

Drive speed is varied by a combination of drive pump displacement, engine & integrated motor/generator speed, and motor displacement. Traction control is full-time and is present in all drive modes. There are three drive modes that can be selected at the platform console. The functionality of the drive system is dependent on the position of the boom (In Transport or Out of Transport, refer to Section 3.10, Transport Position Sensing System and Section 3.11, Beyond Transport - Drive Speed Cutback System for a detailed description). The following table describes how the system works in each drive mode.

Table 3-5. Drive Mode Speeds

Boom Position	Drive Selection (Toggle Switch Location on the Platform Console)	Engine Speed when Drive Control is Activated	Approx. Max Speed (MPH)
In Transport	Max Speed 	High – 2600 RPM	3.8
	Mid-Engine 	Mid – 1800 RPM	0.09
	Max Torque 	High – 2600 RPM	1.3
Out of Transport	Max Speed 	High – 2600 RPM	0.7
	Mid-Engine 	Mid – 1800 RPM	0.7
	Max Torque 	High – 2600 RPM	0.7



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| 1. Pivot Bolt | 3. Washer | 5. Jam Nut |
| 2. Mounting Bolt | 4. Jack Bolt | 6. Swing Hub and Motor Assembly |

Figure 3-20. Swing System

3.15 SWING DRIVE

Roll, Leak And Brake Testing

Torque-Hub units should always be roll and leak tested before disassembly and after assembly to make sure that the unit's gears, bearings and seals are working properly. The following information briefly outlines what to look for when performing these tests.

NOTE: *The brake must be released before performing the roll test. This can be accomplished by either pressure testing using the Brake Leak Test procedure below or by tightening the 12 bolts into the piston through the end plate (See Brake Disassembly Procedure).*

NOTE: *Bolts must be removed while performing brake release test.*

Roll Test

The purpose of the roll test is to determine if the unit's gears are rotating freely and properly. Remove Motor and release the brake by applying 400 psi to the brake port.

To perform a roll test, use a tool capable of applying constant rotational force to the input of the gearbox.

If more drag is felt in the gears only at certain points, then the gears are not rolling consistently and easily and should be examined for improper installation or defects.

Some gear packages roll with more difficulty than others.

Do not be concerned if the gears in the unit seem to roll hard as long as they roll with consistency.

Rotate the gearbox 36 revolutions both clockwise and counterclockwise.

Leak Test (Main Unit)

The purpose of a leak test is to make sure the unit is airtight. Use tool T201476 refer to Figure 3-35. for details to perform the leak test. If the tool is not available, the gearbox must be sealed to perform the test. This can be accomplished by assembling the sealed input device onto the gearbox at the input end and replace one of the oil plugs with an air chuck.

NOTE: *DO NOT EXCEED 10 PSI (0.7 BAR) PRESSURE DURING THE LEAK TEST.*

Higher pressure will create a false sealing effect in assemblies with lip-seals. The unit has a leak if the pressure gauge reading on your leak check fitting starts to fall after the gearbox has been pressurized and allowed to equalize. Leaks will most likely occur at the pipe plugs, the main seal or wherever O-rings or gaskets are located.

The exact location of a leak can usually be detected by brushing a soap and water solution around the main seal and where the O-rings or gaskets meet on the exterior of the unit and then checking for air bubbles.

If a leak is detected in a seal, O-ring, or gasket, the part must be replaced, and the unit rechecked. Leak test at 10 psi (0.7 bar) for 20 minutes.

Brake Test

Prior to brake check remove Motor, Tubing and Elbow as per Motor disassembly instruction. To perform a brake check, use a 7/16-20 thread fitting. Install a hydraulic hand pump with pressure gauge into brake port in Brake Housing using thread fitting.

Place ROLL TEST Tool previously used or equivalent into Sun Gear (8). Apply 25 in.lbs. (2.7 Nm) torque.

While trying to rotate tool, pump the handle on the hydraulic hand pump and increase the pressure until the brake releases. The brake is released when you are able to rotate the tool.

Record the release pressure. If brake does not release within 197 to 210 psi, check to see if it has the proper number of springs using the SPRING CHECKING PROCEDURE.

Increase to maximum pressure to 2000 psi and hold at that pressure for one minute. If the brake does not leak or lose pressure, the unit has passed the brake test. If brake loses pressure, contact JLG service department.

While brake is still released, roll check the unit for one revolution of the output member by rotating the tool. Bleed off pressure slowly while rotating the ROLL TEST Tool previously used.

Record the pressure at which the brake locks up. Using a clean rag, wipe off excess fluid from around brake port and install the pipe plug.

Spring Checking Procedure

Install two Flat Socket Head Capscrews 0.250-20 UNC, 1/2 in. length into holes in brake piston. Tighten bolts evenly to ensure that brake piston remains straight while being compressed into brake cavity of brake housing.

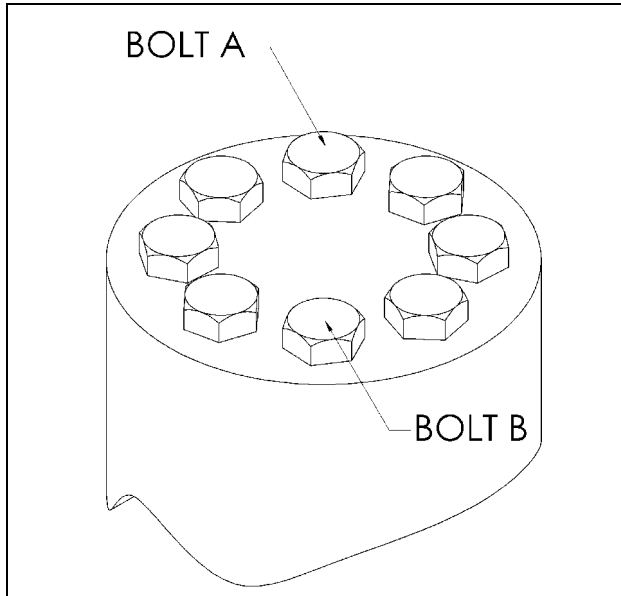
Carefully remove retaining ring from brake housing. Slowly remove bolts evenly from the input brake. Remove the pressure plate from the end of the input brake and count the number of springs in brake.

If number of springs matches the number 14, go to the next step. If number of springs does not matches the number 14, install the correct number of springs.

Tightening and Torquing Bolts

If an air impact wrench is used to tighten bolts, extreme care should be taken to ensure that the bolts are not tightened beyond their specified torque.

The following steps describe how to tighten and torque bolts or socket head Capscrews in a bolt circle.



1. Tighten (but do not torque) bolt "A" until snug.
2. Go to the opposite side of the bolt circle and tighten bolt "B" until equally snug.
3. Crisscross around the bolt circle and tighten remaining bolts.
4. Now use a torque wrench to apply the specified torque to bolt "A".
5. Using the same sequence, crisscross around the bolt circle and apply an equal torque to the remaining bolts.

Motor Control Valve Disassembly

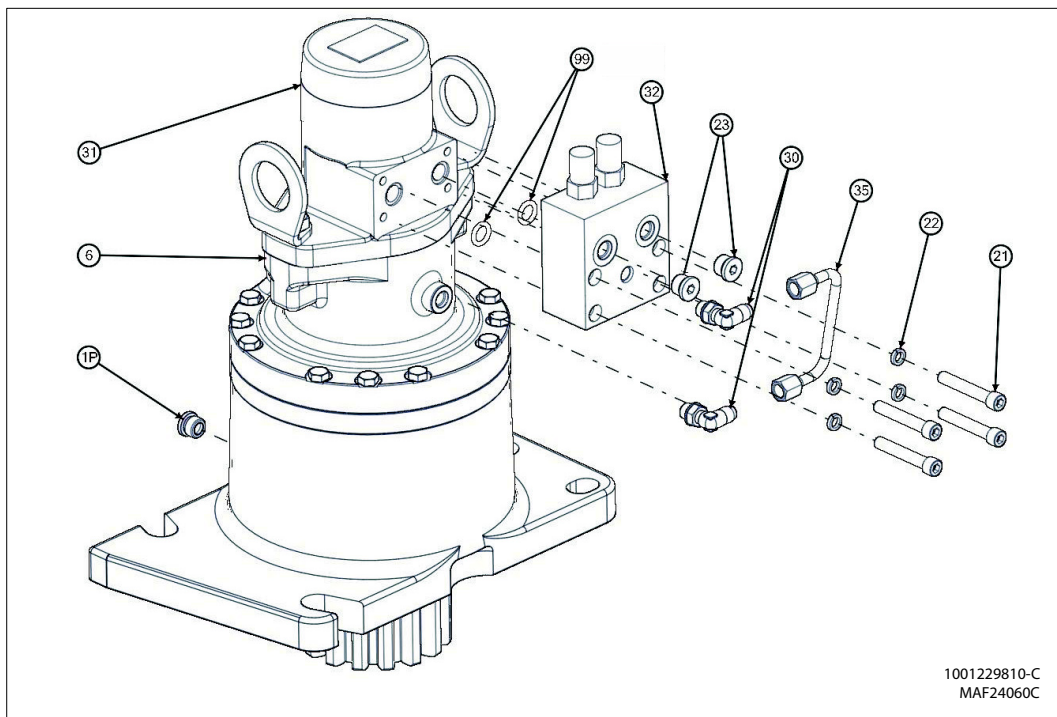
NOTE: Refer to Figure 3-21.

1. Place unit on bench with the motor end up.
2. Remove O-ring Plug (1P) and drain the oil from the gear-box.

NOTE: Record the condition and volume of the oil.

3. Remove Hydraulic Tubing Assembly (35) by loosening fittings on both ends of tube with a wrench.

4. Using a wrench, loosen jam nuts on Elbow Fittings (30) and remove fittings from Brake (6) and Motor Control Valve (32).
5. Remove O-ring Plugs (23) from Motor Control Valve (32).
6. Remove Motor Control Valve (32) from Motor (31) by removing the four Bolts (21) and washers (22).
7. Remove O-ring (99) between Motor Control Valve (32) and Motor (31). Discard O-ring.



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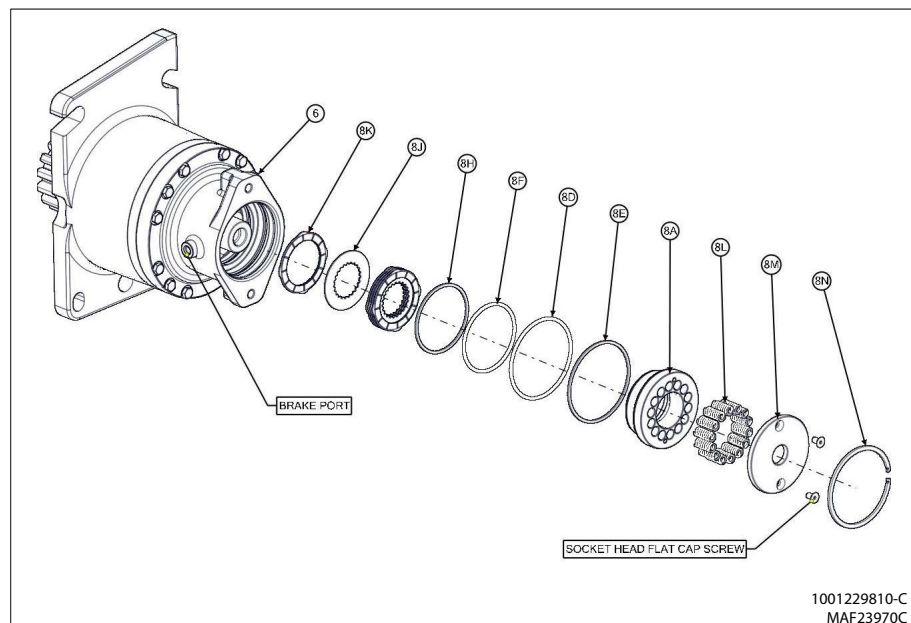
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| 1P. O-ring Plug | 30. Elbow Fitting |
| 6. Hydraulic Brake | 31. Hydraulic Motor |
| 21. Hex Bolt | 32. Motor Control Valve |
| 22. Lockwasher | 35. Hydraulic Tubing |
| 23. Plug | 99. O-ring |

Figure 3-21. Motor Control Valve

Motor and Brake Disassembly

NOTE: Refer to Figure 3-22. Motor and Brake

1. With unit resting on bench with Motor (31) end up, loosen Hex Bolts (29) and remove Lift Lugs (28) from the Motor (31).
 2. Pull Motor (31) straight up and remove Motor (31) from Brake Housing (6).
 3. Remove O-ring (26) from between Motor (31) and Brake Housing (6).
 4. Insert and tighten the 0.250 – 20 UNC flat Socket Head Capscrews through the Pressure Plate (8M) and into the Brake Piston (8A) to compress the springs and relieve pressure on the Retaining Ring (8N).
 5. Using retaining ring pliers, remove Retaining Ring (8N) which holds the Brake Piston assembly in place.
 6. Lift Brake Piston Assembly (8A) out of the Brake Housing (6). If the Brake Piston assembly (8A) will not lift out, apply less than 50 psi air to the “brake port” to remove Brake Piston(8A). Remove the Inner (Rotor) (8J), Outer (Stator) Plates (8K), from inside Brake Housing (6).
 7. Remove O-rings (8D, 8F) and Backup Rings (8E, 8H) from the Brake Housing (6). Discard O-rings and Backup Rings.
 8. Remove 0.250 – 20 UNC flat Socket Head Capscrews and lift the Pressure Plate (8M) from the Brake Piston (8A).
 9. Apply less than 50 psi (3.45 bar) air to the “brake port” to remove Brake Piston (8A).
- NOTE:** Record the number of springs and mark their locations before removing them from brake piston.
10. Remove Springs (8L) from the Brake Piston (8A).



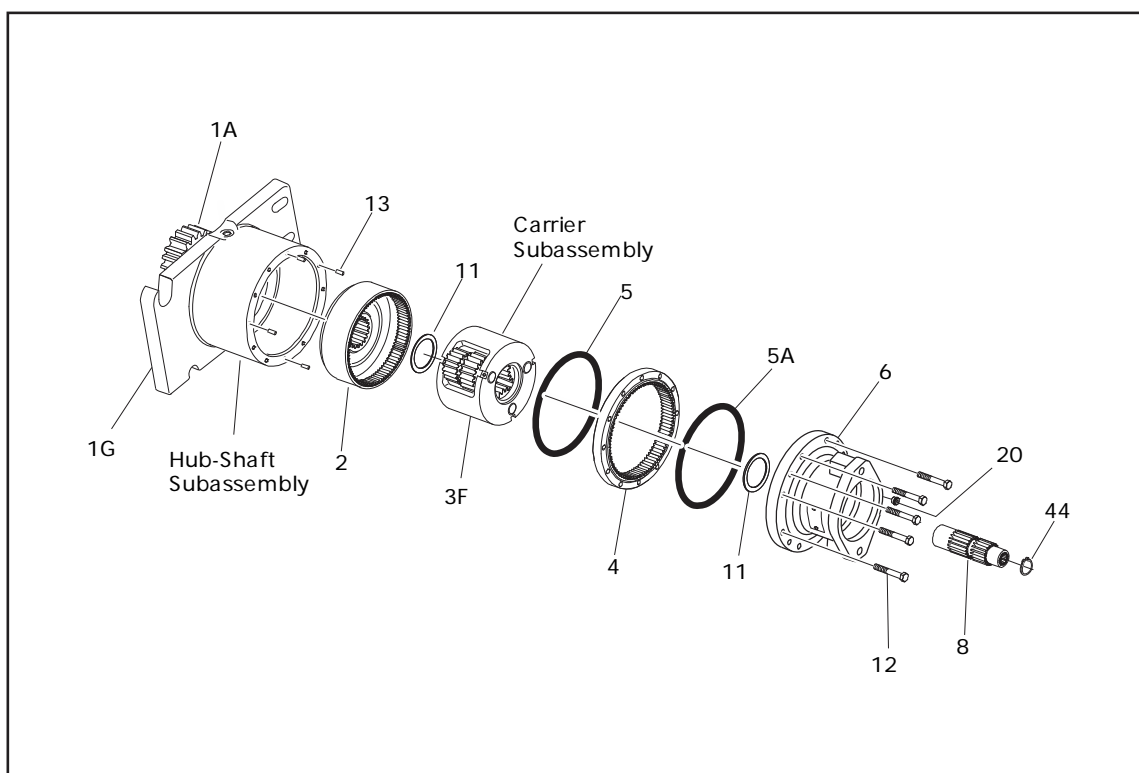
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| 6. Brake Housing | 8E. O-ring/Backup Ring |
| 8A. Brake Piston | 8H. O-ring/Backup Ring |
| 8D. O-ring | 8F. O-ring |
| 8L. Spring | 8M. Pressure Plate |
| 8J. Brake Rotors | 8N. Internal Retaining Ring |
| 8K. Brake Stator | |

Figure 3-22. Motor and Brake

Main Drive Disassembly

NOTE: Refer to Figure 3-23. Main Drive Assembly

1. Remove Sun Gear (8) with Retaining Ring (44) inside.
2. With the unit resting on the Output Shaft (Pinion) (1A), remove the Bolts (12) from the Brake Housing (6).
3. Remove the Brake Housing (6) from the main assembly.
4. Remove O-ring (5A) from between Brake Housing (6) and Ring Gear (4).
5. Remove Thrustwasher (11) from between Brake Housing (6) and Carrier Subassembly.
6. Remove Ring Gear (4) from Housing (1G).
7. Remove O-ring (5) from between Ring Gear (4) and Housing (1G).
8. Remove Carrier Sub-Assembly.
9. Remove Thrustwasher (11) from between Carrier Sub-Assembly and Internal Gear (2).
10. Remove Internal Gear (2).



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| 1A. Output Shaft (Pinion) | 5. O-ring | 12. Bolt |
| 1G. Housing | 5A. O-ring | 13. Dowel Pin |
| 2. Internal Gear | 6. Brake Housing | 20. Pipe Plug |
| 3F. Carrier subassembly | 8. Sun Gear | 44. Ring |
| 4. Ring Gear | 11. Thrustwasher | |

Figure 3-23. Main Drive Assembly

Hub-Shaft Disassembly

NOTE: Refer to Figure 3-24. Hub-Shaft

1. Using retaining ring pliers remove Retaining Ring (1I) from groove in Output Shaft (1A) and discard.

CAUTION

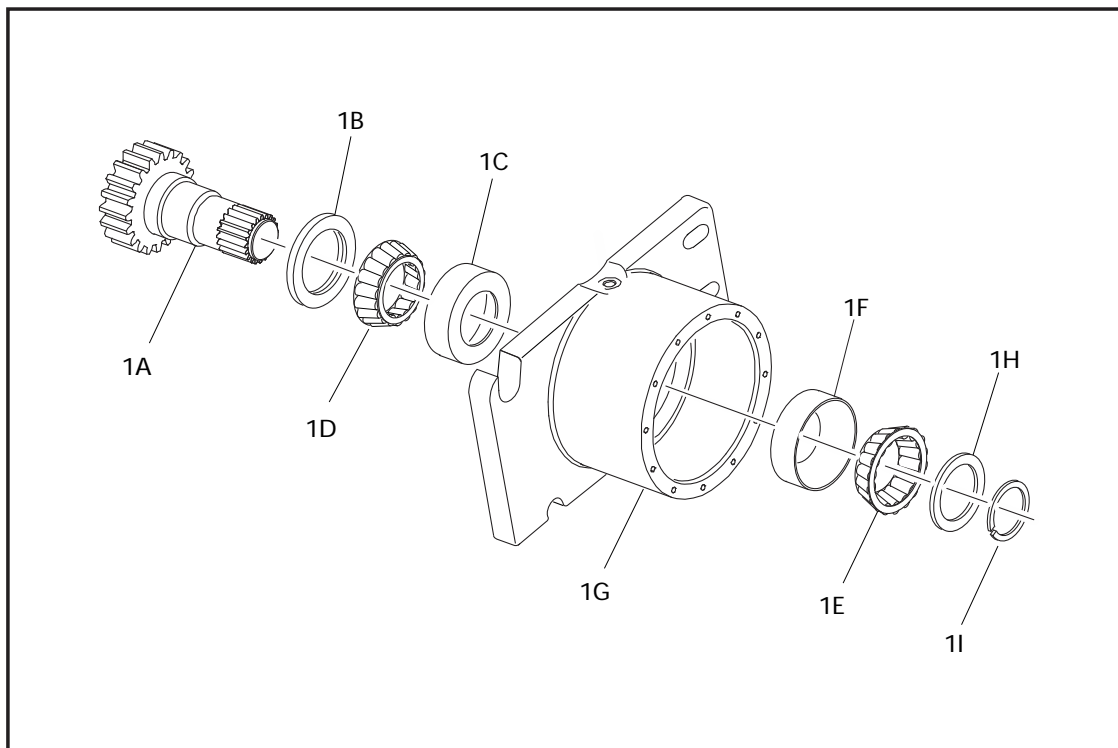
EYE PROTECTION SHOULD BE WORN DURING THIS PROCEDURE.

2. Remove Thrustwasher (1H).

3. While supporting the Housing (1G) on the Output Shaft (1A) end, press the Output Shaft (1A) out of the Housing (1G).

NOTE: The Lip Seal (1B) will be pressed out of the Housing (1G) by the Bearing Cone (1D) during this step.

4. Remove the Bearing Cone (1E) from the Housing (1G).
5. Use a bearing puller to remove the Bearing Cone (1D) from the Shaft (1A).
6. Bearing Cups (1C & 1F) will remain in Housing (1G).



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| 1A. Output Shaft | 1F. Bearing Cup |
| 1B. Lip Seal | 1G. Housing |
| 1C. Bearing Cup | 1H. Thrustwasher |
| 1D. Bearing Cone | 1I. Retaining Ring |
| 1E. Bearing Cone | |

Figure 3-24. Hub-Shaft

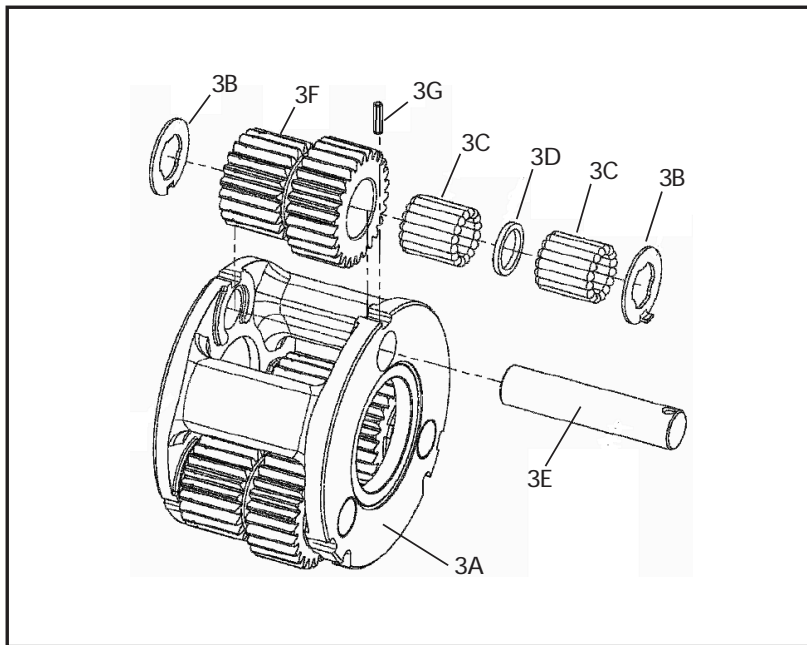
Carrier Disassembly

NOTE: Refer to Figure 3-25. Carrier

1. Using a 3/16 in. punch drive the Roll Pin (3G) which holds the Planet Shaft (3E) in the Carrier (3A) down into the Planet Shaft (3E) until it bottoms.

NOTE: Make sure that the Roll Pin has bottomed. Otherwise, damage to the carrier could occur when the Planet Shaft is removed.

2. Remove the Planet Shaft (3E) from the Carrier (3A). Use a small punch to remove the Roll Pin (3D) from the Planet Shaft (3E).
3. Slide the Planet Gear (3F), the two Thrustwashers (3B) out of the Carrier (3A).
4. Remove both rows of Needle Bearings (3C) and the Spacer (3D) from the bore of the Planet Gear (3F).
5. Repeat Steps 1 thru 4 for the remaining two Cluster Gears (3F).



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|--------------------|------------------|
| 3A. Carrier | 3E. Planet Shaft |
| 3B. Thrustwashers | 3F. Cluster Gear |
| 3C. Needle Bearing | 3G. Roll Pin |
| 3D. Spacer | |

Figure 3-25. Carrier

Hub-Shaft Assembly

NOTE: Refer to Figure 3-24. Hub-Shaft

1. Press Bearing Cup (1C) into Housing (1G) taking care to insure cup starts square with the bore of Hub (1G).
2. Place Bearing Cone (1D) in Bearing Cup (1C) in Housing (1G).
3. Press or tap Seal (1B) Into the counterbore of Housing (1G) to the point where it becomes flush with the Housing (1G) face. Care should be taken to insure Seal (1B) is being correctly installed (smooth face up). Apply grease to the rubber portion of the seal bore.
4. Invert Hub (1G) and press Bearing Cup (1E) into counterbore of Housing (1G).
5. Carefully lower Housing (1G) onto the Output Shaft (1A) until Bearing Cone (1D) contacts the Output Shaft (1A).
6. Press on the small end of the Bearing Cone (1D), being careful not to contact the bearing cage, until the Bearing Cone (1D) seats on the shoulder of the Output Shaft (1A).
7. Start the Bearing Cone (1F) onto the Output Shaft (1A).
8. Press or tap the Bearing Cone (1F) onto the Output Shaft (1A) until it is just seated in the Bearing Cup (1E). while rotating the Housing (G).
9. Install Bearing Spacer (1H) onto Output Shaft (1A) and against Bearing Cone (1F).
10. Install Retaining Ring (1I) into the groove in the Output Shaft (1A). This Retaining Ring (1I) should never be reused in a repair or rebuild.

⚠ WARNING

EYE PROTECTION SHOULD BE WORN DURING THIS PROCEDURE.

11. Tap the Retaining Ring (1I) with a soft metal punch to ensure that the Retaining Ring (1I) is completely seated in the groove of the Output Shaft (1A).

⚠ WARNING

EYE PROTECTION SHOULD BE WORN DURING THIS PROCEDURE.

12. Install O-ring Plug (1P) and torque to 23 to 24 ft. lbs. (31 to 32 Nm).

Carrier Assembly

NOTE: Refer to Figure 3-25. Carrier

1. Apply a liberal Coat of grease to the bore of Cluster Gear (3F). This will enable the Needle Rollers (3C) to be held in place during assembly.
2. Install the first row of Needle Rollers (3C) into the bore of Cluster Gear (3F).
3. Insert Spacer (3D) into bore of Cluster Gear (3F) on top of the Needle Rollers (3C).
4. Place second row of Needle Rollers (3C) into bore of Cluster Gear (3F) against Spacer (3D).
5. Place Carrier (3A) so that one of the roll pin holes is straight up.
6. Start Planet Shaft (3E) through the hole in Carrier (3A). Using ample grease to hold it in position, slide one Thrustwasher (3B) over the Planet Shaft (3E) with the tang resting in the cast slot of the Carrier (3A).
7. With large end of Cluster Gear (3F) facing the roll pin hole in the Carrier, place the Cluster Gear into position in carrier (3A) and push Planet Shaft (3E) through the Cluster Gear (3F) without going all the way through.
8. Slide the second Thrustwasher (3B) between the Cluster Gear (3F) and the Carrier (3A) with the tang of the washer located in the cast slot of the Carrier (3A). Finish sliding the Planet Shaft (3E) through the Thrustwasher (3B) and into the Carrier (3A).
9. Position the non-chamfered side on the Planet Shaft (3E) roll pin hole so that it is in line with the hole in the Carrier (3A) using a 1/8 in. (3 mm) diameter punch.
10. After using a 3/16 in. (5 mm) punch to align the two roll pin holes. Drive the Roll Pin (3G) through Carrier (3A) and into the Planet Shaft (3E) until the Roll Pin (3G) is flush with the bottom of the cast slot in the Carrier (3A) outside diameter at the thrustwasher (3B) tang. Use a 1/4 in. (6 mm) pin punch to make sure the Roll Pin (3G) is flush in the slot.
11. Repeat Steps 1 thru 10 for the remaining two Cluster Gears(3F).

Main Drive Assembly

NOTE: Refer to Figure 3-23. Main Drive Assembly

1. With the Hub Shaft Sub-Assembly resting on the Shaft (1A) install Internal Gear (2). The spline of the Internal Gear (2) bore will mesh with the spline of the Output Shaft (1A). This will be a tight fit.
2. Inspect the location of the Internal Gear (2) on the Output Shaft (1A). The portion of the Output Shaft (1A) should protrude through the Internal Gear (2) bore.
3. Install 4 Dowel Pins (13) into counterbore holes in Hub (1G).
4. Install Thrustwasher (11) in counterbore of Carrier Sub-Assembly (Small Cluster-Gear end) Use grease to hold in place.
5. Place O-ring (5) into Hub counterbore. Use grease to hold O-ring in place.

⚠ WARNING

BEWARE OF SHARP EDGES OF THE COUNTERBORE WHILE SEATING THIS O-RING.

6. Place Carrier Sub-Assembly on bench with the large end of Cluster Gears (3F) facing up with one at the 12 o'clock position. Find the punch marked tooth on each gear at the large end and locate at 12 o'clock (straight up) from each planet pin. Marked tooth will be located just under the Carrier on upper two gears. Check the timing through the slots in the carrier (See Carrier Sub-Assembly).
7. With large shoulder side of Ring Gear (4) facing down, place Ring Gear (4) over (into mesh with) cluster gears (3F). Be sure that cluster gear timing marks (punch marks) remain in correct location during Ring Gear (4) installation. The side of the Ring Gear (4) with an "X" or punch mark stamped on it should be up.
8. While holding Ring Gear (4) and Cluster Gears (3F) in mesh, place small end of Cluster Gears (3F) into mesh with the Internal Gear (2). On the Ring Gear (4) locate the hole marked "X", or punch marked, over one of the marked counterbored holes (Step 5) in Hub (1G). Check timing through the slots in the carrier. Rotate carrier in assembly to check for freedom of rotation.

NOTE: If gears do not mesh easily or Carrier Assembly does not rotate freely, then remove the Carrier and Ring Gear and check the Cluster Gear timing.

9. Install Thrustwasher (11) into the counterbore on the face of the carrier. Use grease to hold in place.
10. Place O-ring (5A) into counterbore or Brake Housing (6). Use grease to hold O-Ring in place.

⚠ CAUTION

BEWARE OF SHARP EDGES OF THE COUNTERBORE WHILE SEATING THIS O-RING.

11. Install the Brake Housing (6), taking care to correctly align Pipe Plug (20) with those in the Hub (1G).
12. Install Bolts (12) through the Brake Housing (6) into the Hub (1G) and torque to 23-27 ft. lbs. (31-37 Nm).
13. With gearbox standing on the pinion end fill gearbox with 43 oz. of 80W90 gear Oil.
14. Install Retaining Ring (44) into the groove in the Sun Gear (8).
15. Install the Sun Gear (8) into mesh with the Planet Gears (3F).
16. Install Pipe Plug (20) into Brake Housing (6) torque to 23 to 24 ft. lbs. (31-32 Nm).

Motor and Brake Assembly

NOTE: Refer to Figure 3-22. Motor and Brake

1. Starting with a Stator (8K), alternately stack and install Stators (8K) into Lobes of Brake Housing (6) and Rotors (8J) (internal splines) onto splines of Sun Gear (8).

NOTE: There should always be a Stator on the top and bottom of the stack.

2. Insert Brake Piston (8A) completely into Brake Housing (6) without O-rings (8D, 8F) and Backup Rings (8E, 8H) to check fit of brake. The Brake Piston (8A) should slide into Brake Housing (6) without being forced. If Brake Piston (8A) does not fit, check for burrs or size problems before proceeding.
3. Grease O-rings (8D, 8F) and install smaller diameter O-Ring (8F) into smaller diameter O-Ring groove in Brake Housing (6) and install larger diameter O-Ring (8D) into larger diameter O-Ring groove in Brake Housing (6).
4. Insert smaller diameter Solid Backup Ring (8H) into smaller groove in Brake Housing (6) between O-Ring (8F) and side of groove towards Output Shaft (1A).
5. Insert larger diameter Solid Backup Ring (8E) into groove in Brake Housing (6) between O-Ring (8D) and side of groove towards Motor (31).
6. Lightly grease cylinder walls of Brake Housing (6) and install Brake Piston (8A) into Brake Housing (6). If necessary, place T-134711 on top of brake and lightly tap until Brake Piston (8A) contacts brake disk stack.
7. Insert 8 Springs (8L) into Brake Piston (8A) spring holes.
8. Install Pressure Plate (8M) into Brake Housing (6) bore and onto top of Springs (8L).
9. Insert and tighten the 0.250 – 20 UNC Flat Head Capscrews through the Pressure Plate (8M) and into the Brake Piston (8A) to compress the springs. Tighten Socket Head Capscrews incrementally to evenly compress the Springs (8L).

CAUTION

CAUTION: SAFETY GLASSES MUST BE WORN DURING THESE NEXT STEPS.

10. Using retaining ring pliers, install large Retaining Ring (8N) into groove in Brake Housing (6) making sure that it is seated properly.

NOTE: Use caution when installing retaining ring (8N) into Brake Housing (6). It may cause injury if it slips out of retaining ring pliers.

11. Remove the Flat Head Capscrews from the Brake Piston (8A) incrementally to release the tension of the springs slowly. Discard Flat Head Capscrews.

12. The Unit should undergo brake test refer instruction on page 26.
13. Grease and install the O-Ring (26) into the Motor (31) pilot.
14. Install Motor (31) into the Brake Housing (6). Insure the motor valve mounting face is aligned with the radial brake release port in the Housing (1G).
15. Install Bolts (29) into Brake Housing (6) through Lifting Lugs (28) and Motor (31) flange. Torque bolts to 80-100 ft. lbs. (108-136 Nm).

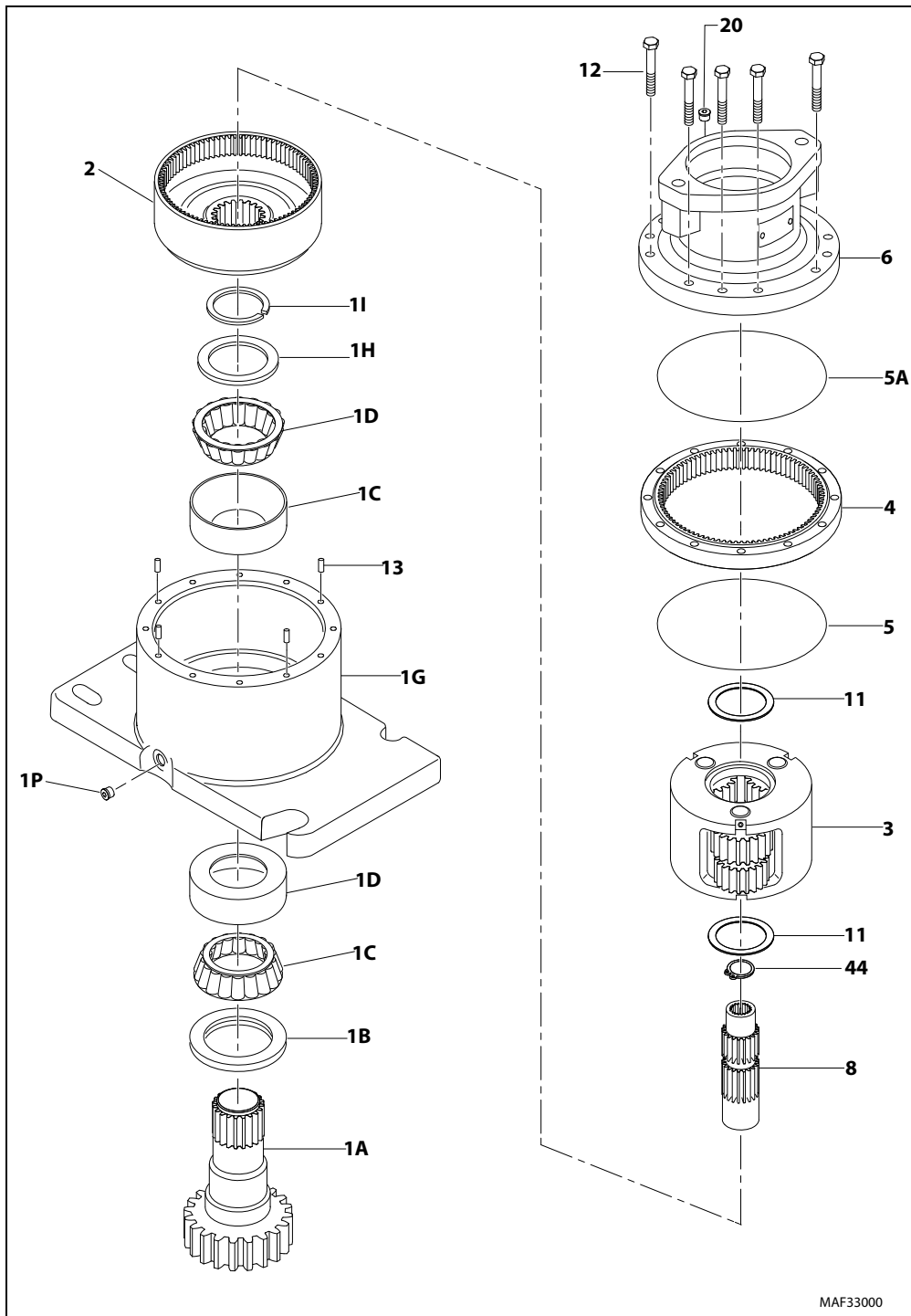
Motor Control Valve Assembly

NOTE: Refer to Figure 3-21. Motor Control Valve

1. Install O-Rings (99) into counterbore on Motor Valve face. Assemble the Motor control Valve (32) onto the Motor (31) with Bolt (21) and Lock Washers (22). Torque Bolts (21) to 18-20 ft. lbs. (23-26 Nm).

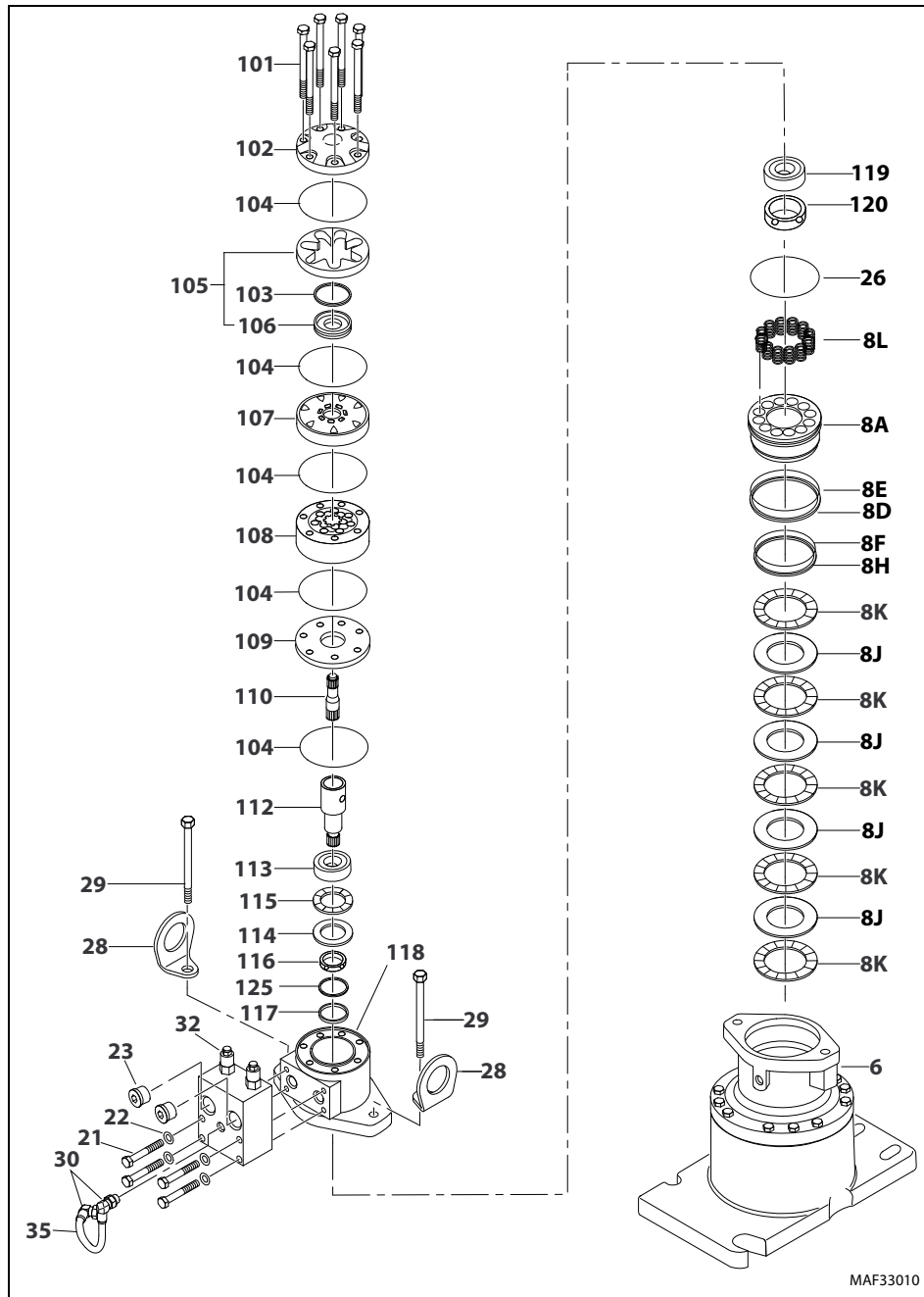
NOTE: Be sure to align the holes in the control valve with the motor ports.

2. Install Elbow Fittings (30) into Brake (6). Do not tighten jam nuts.
3. Install Elbow Fittings (30) into Motor Control Valve (32). Do not tighten jam nuts.
4. Assemble Tube (35) into Elbow Fittings (30) and torque to 13-15 ft. lbs (18-20 Nm). Tighten the jam nuts on the Elbow Fittings (30) and torque to 13-15 ft. lbs. (18-20 Nm).
5. Install one O-ring Plug (23) into Motor Control Valve (32) and torque to 18-20 ft. lbs. (23-26 Nm).
6. Pressure test brake, tube and control valve connections by applying 3000 psi (207 bar) pressure to the open port in the Motor Control Valve (32) and holding for 1 minute. Check for leaks all the control-valve-motor interface and the tube connections. Release pressure and install the remaining O-ring Plug (23) into Motor Control Valve (32) and torque to 18-20 ft. lbs. (23-26 Nm).



- | | | | | |
|------------------|--------------------|---------------------|------------------|-----------------------------|
| 1A. Output Shaft | 1G. Housing | 2. Internal Gear | 5A. O-Ring | 12. Bolt |
| 1B. Lip Seal | 1H. Tanged Washer | 3. Carrier Assembly | 6. Brake Housing | 13. Dowel Pin |
| 1C. Bearing Cone | 1I. Retaining Ring | 4. Ring Gear | 8. Sun Gear | 20. Pipe Plug |
| 1D. Bearing Cup | 1P. Pipe Plug | 5. O-Ring | 11. Thrustwasher | 44. Internal Retaining Ring |

Figure 3-26. Swing Drive Assembly



- | | | | | |
|------------------|------------------|-------------------------------|---------------------|--------------------|
| 6. Brake Housing | 8L. Spring | 32. Motor Control Valve | 107. Manifold | 116. Inner Seal |
| 8A. Piston | 21. Thrustwasher | 35. Tube | 108. Rotor Set | 117. Backup Washer |
| 8D. O-Ring | 22. Lock washer | 101. Bolt | 109. Wear Plate | 118. Housing |
| 8E. Backup Ring | 23. Pipe Plug | 102. End Cover | 110. Drive Link | 119. Outer Bearing |
| 8F. O-Ring | 26. O-Ring | 103. Commutator Seal | 112. Coupling Shaft | 120. Seal |
| 8H. Backup Ring | 28. Lifting lug | 104. Ring Seal | 113. Inner Bearing | 125. Backup Washer |
| 8J. Rotor Disc | 29. Bolt | 105. Commutator and Ring Assy | 114. Thrustwasher | |
| 8K. Stator Disc | 30. Elbow | 106. Ring | 115. Thrust Bearing | |

Figure 3-27. Swing Motor and Brake Assembly

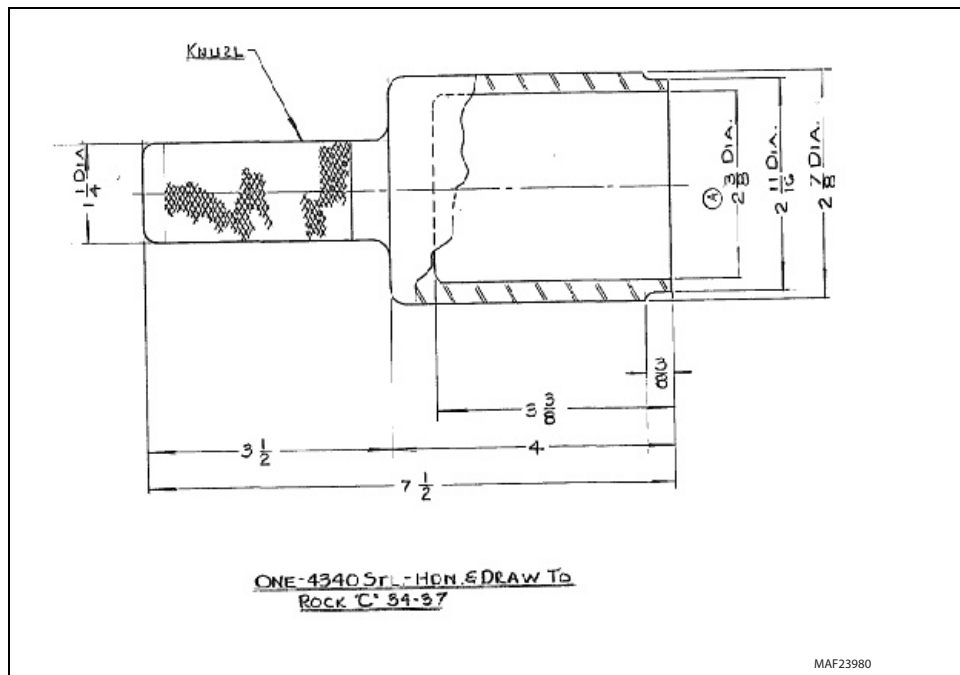


Figure 3-28. Bearing Cone Press Tool (T144566)

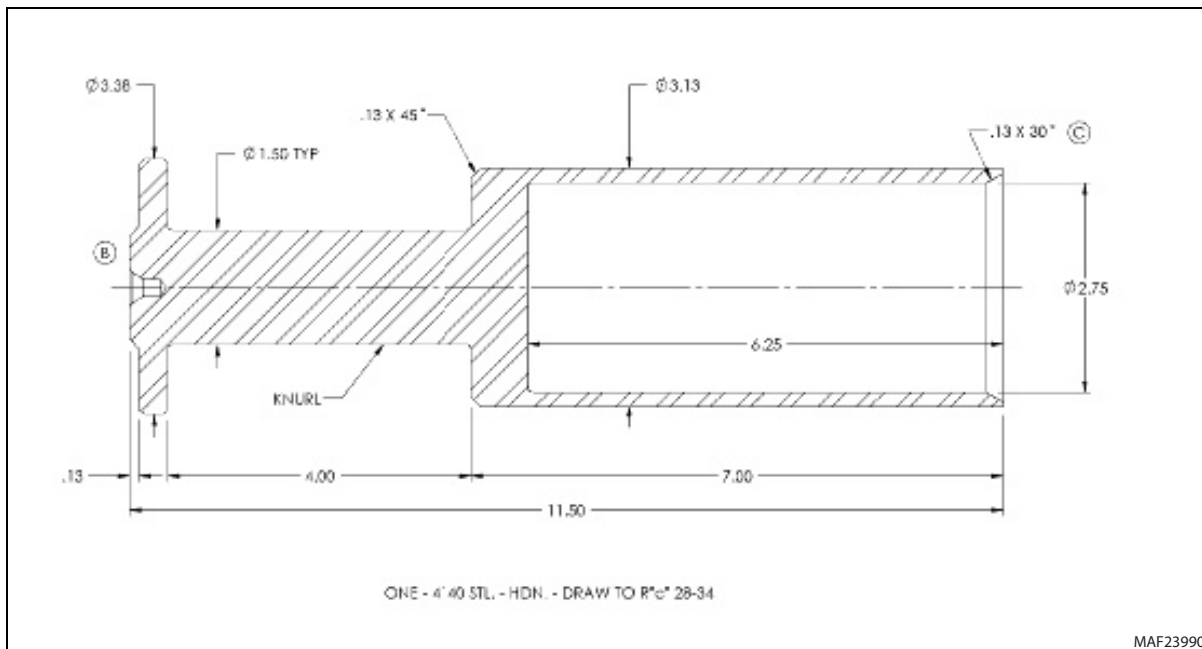


Figure 3-29. Bearing Cone Pressing Tool (T145741)

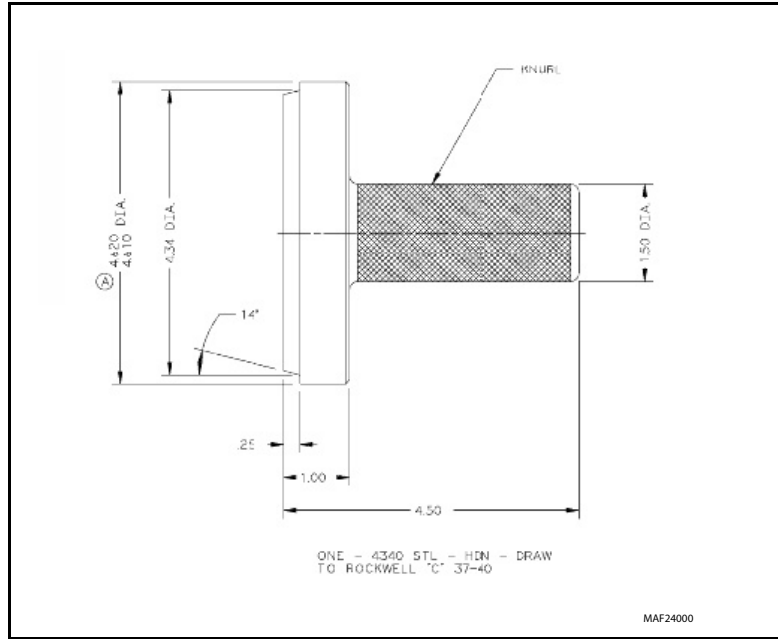


Figure 3-30. Bearing Cup Pressing Tool (T149013)

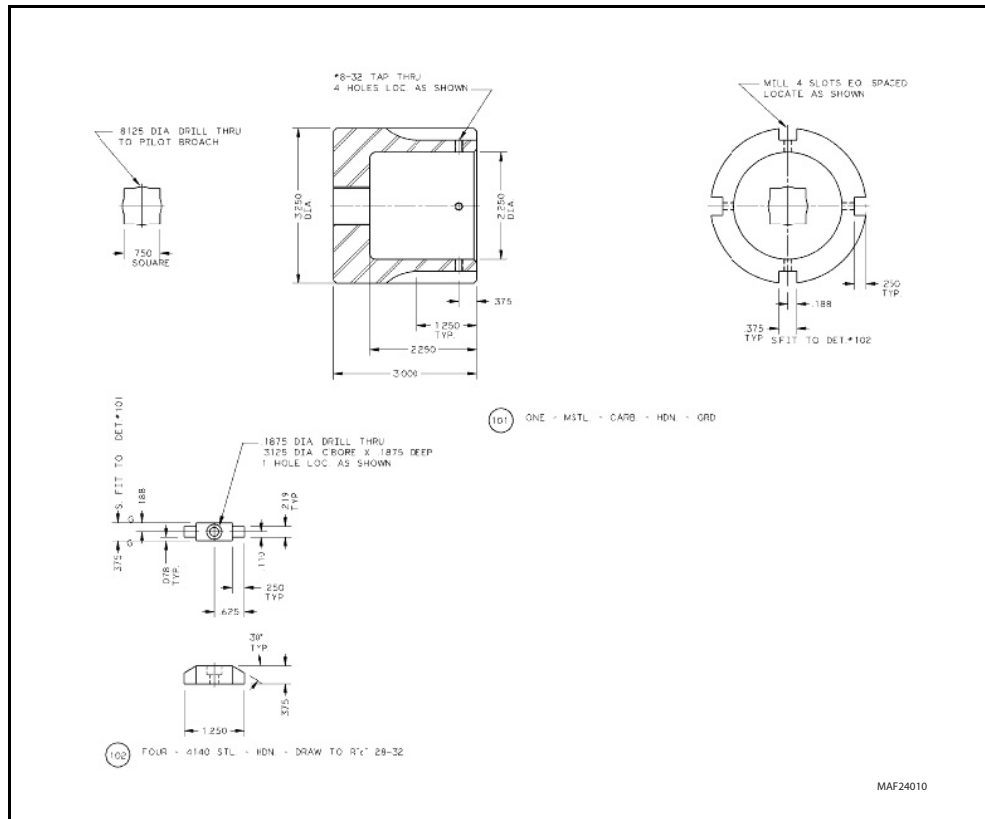


Figure 3-31. Locknut Wrench Tool (T151047)

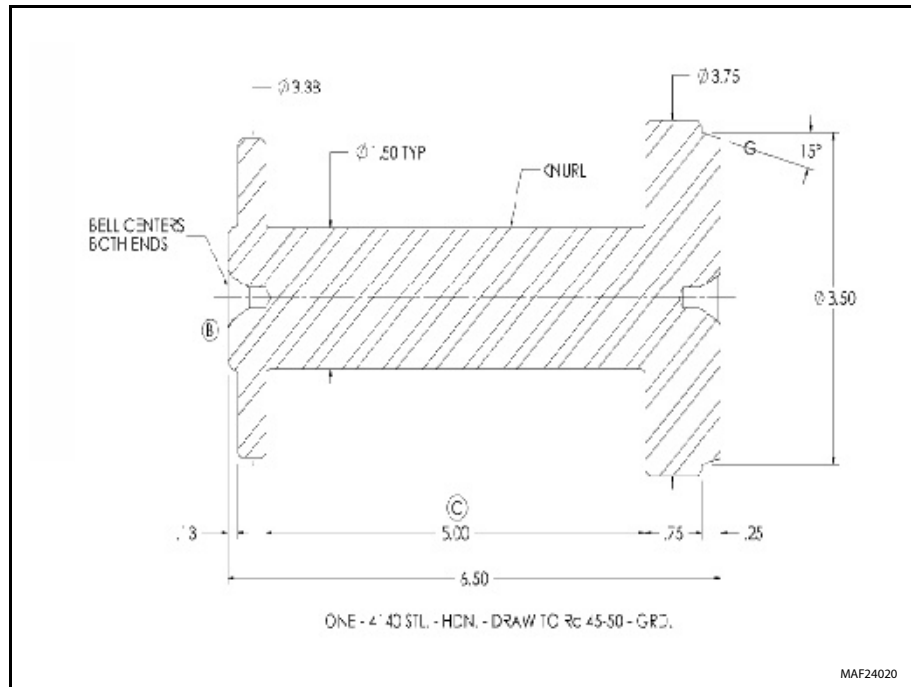


Figure 3-32. Bearing Cup Pressing Tool (T155291)

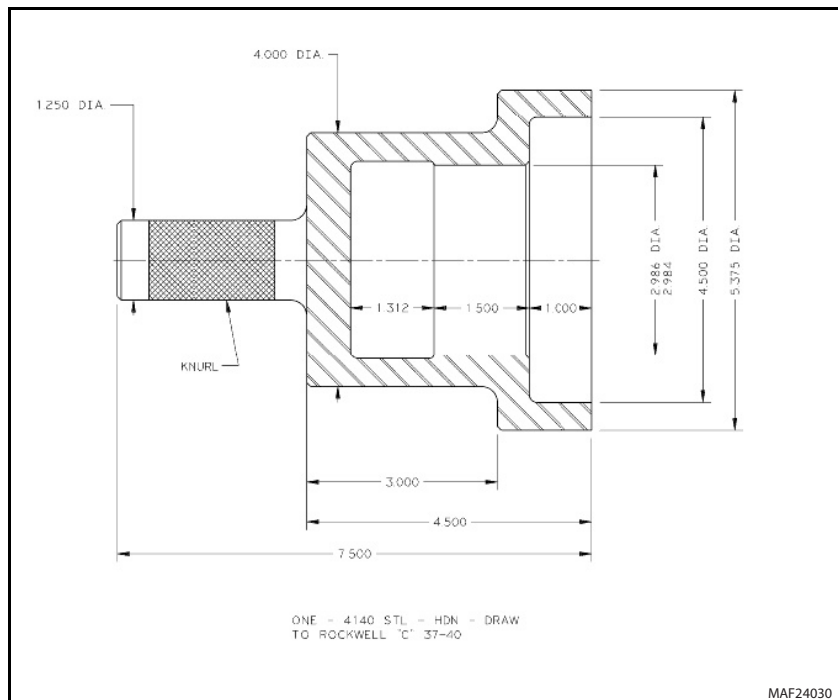


Figure 3-33. Seal Press Tool (T175741)

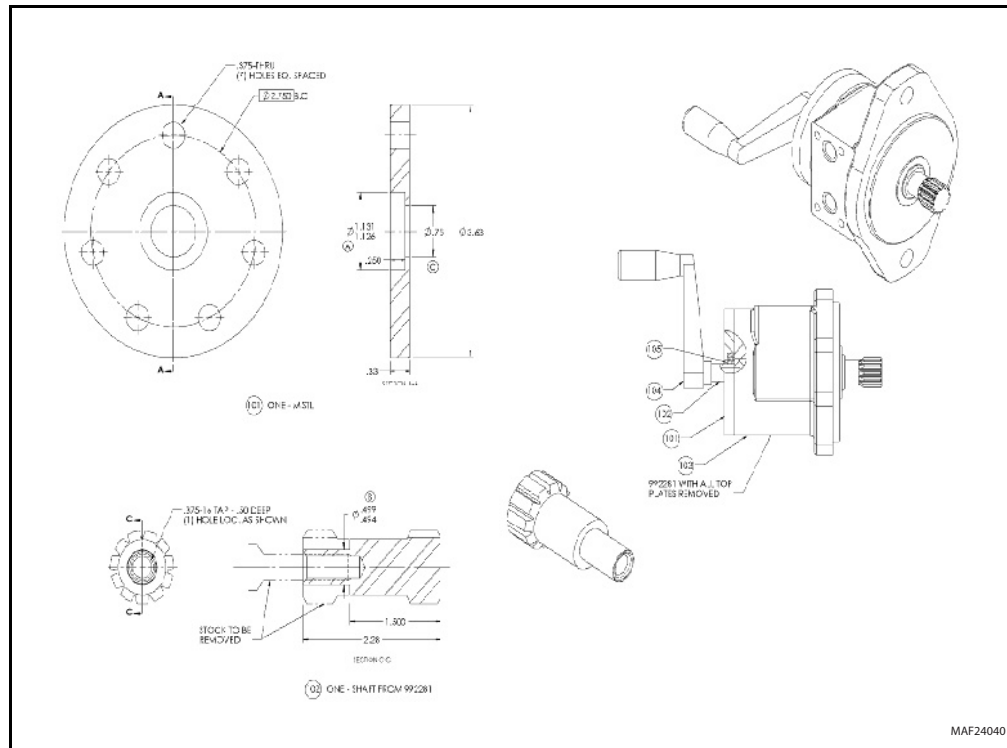


Figure 3-34. Swing Drive Test Plate (T187845)

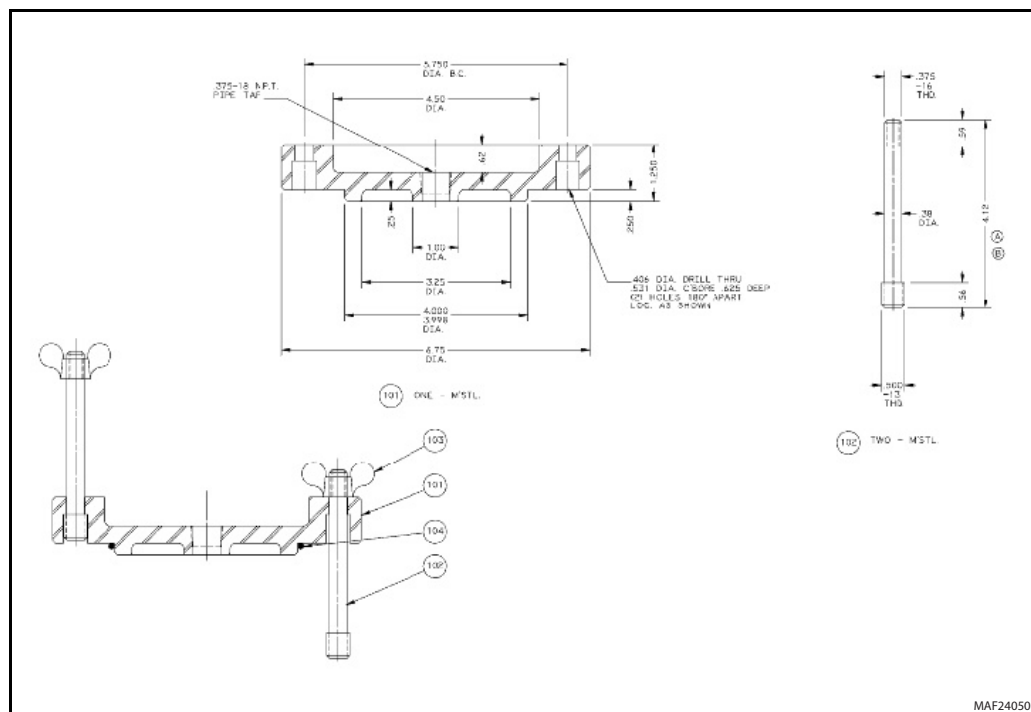
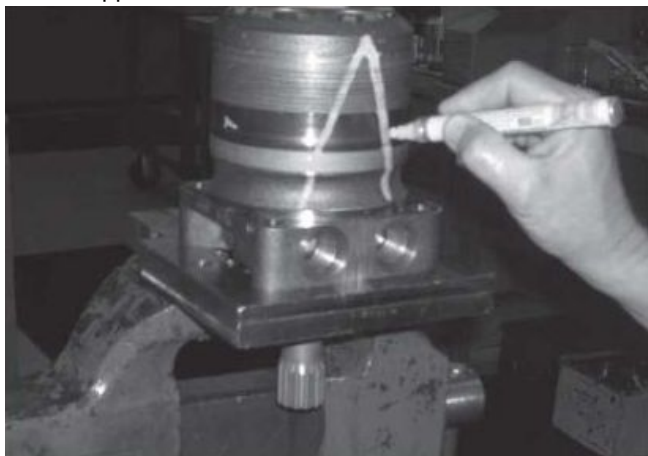


Figure 3-35. Leak Test Adapter Plate (T201476)

3.16 SWING MOTOR

Disassembly and Inspection

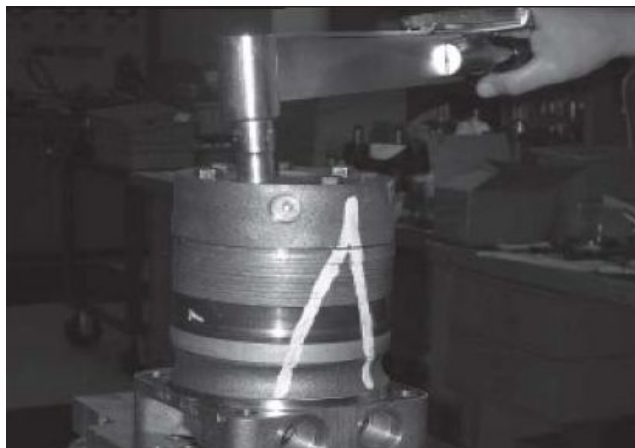
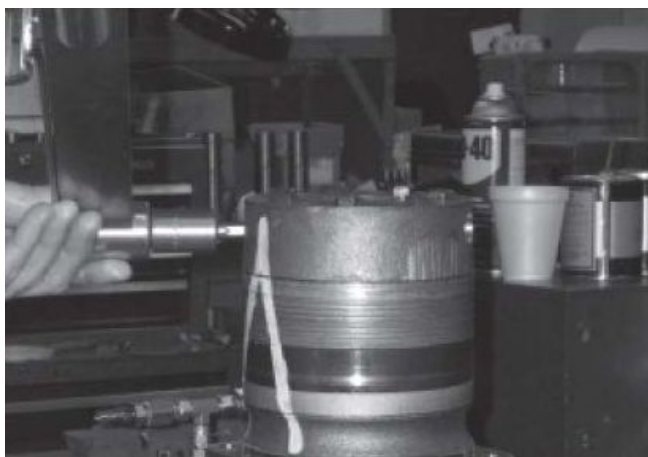
1. Place the Torqmotor™ in a soft jawed vice, with coupling shaft (12) pointed down and the vise jaws clamping firmly on the sides of the housing (18) mounting flange or port bosses. Remove manifold port O-Rings (18A) if applicable.



⚠ WARNING

IF THE TORQMOTOR™ IS NOT FIRMLY HELD IN THE VISE, IT COULD BE DISLODGED DURING THE SERVICE PROCEDURES, CAUSING INJURY.

2. Scribe an alignment mark down and across the Torqmotor™ components from end cover (2) to housing (18) to facilitate reassembly orientation where required. Loosen two shuttle or relief valve plugs (21) for disassembly later if included in end cover. 3/16 or 3/8 inch Allen wrench or 1 inch hex socket required.



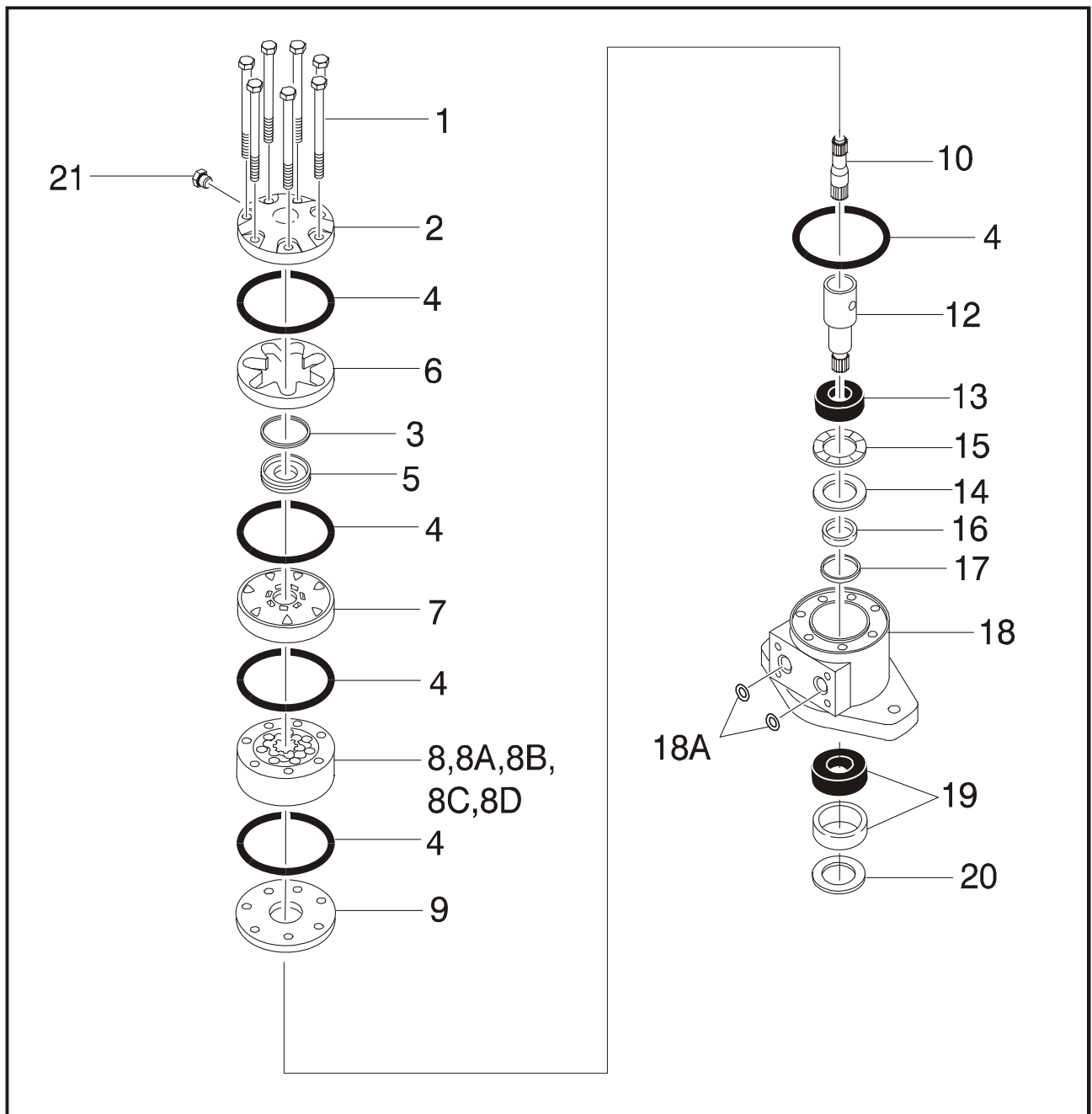
3. Remove the five, six, or seven special ring head bolts (1) using an appropriate 1/2 or 9/16 inch size socket. Inspect bolts for damaged threads, or sealing rings, under the bolt head. Replace damaged bolts.



4. Remove end cover assembly (2) and seal ring (4). Discard seal ring.



NOTE: Refer to the appropriate "alternate cover construction" on the exploded view to determine the end cover construction being serviced.



- | | | | |
|-------------------------|---------------------------|----------------------------|----------------------------|
| 1. Special Bolts | 8. Rotor Set | 12. Coupling Shaft | 18A. O-Ring |
| 2. End Cover | 8A. Rotor | 13. Bearing/Bushing, Inner | 19. Bearing/Bushing, Outer |
| 3. Seal Ring-Commutator | 8B. Stator or Stator Vane | 14. Thrustwasher | 20. Dirt & Water Seal |
| 4. Seal Ring | 8D. Stator Half | 15. Thrust Bearing | 21. Plug |
| 5. Commutator Ring | 9. Wear Plate | 16. Seal | |
| 6. Commutator Ring | 10. Drive Link | 17. Backup Washer | |
| 7. Manifold | 11. Not Used | 18. Housing | |

Figure 3-36. Swing Drive Motor

SECTION 3 - CHASSIS & TURNTABLE

5. If the end cover (2) is equipped with shuttle valve components, remove the two previously loosened plugs (21).



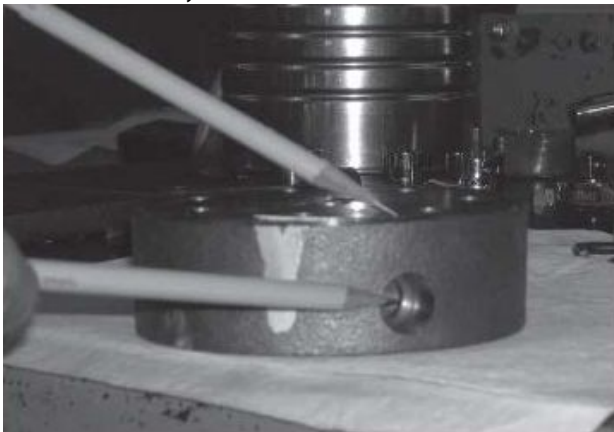
NOTICE

BE READY TO CATCH THE SHUTTLE VALVE OR RELIEF VALVE COMPONENTS THAT WILL FALL OUT OF THE END COVER VALVE CAVITY WHEN THE PLUGS ARE REMOVED.

NOTE: O-ring is not included in seal kit but serviced separately, if required.

NOTE: The insert and if included the orifice plug in the end cover (2) must not be removed as they are serviced as an integral part of the end cover.

6. Thoroughly wash end cover (2) in proper solvent and blow dry. Be sure the end cover valve apertures, including the internal orifice plug, are free of contamination. Inspect end cover for cracks and the bolt head recesses for good bolt head sealing surfaces. Replace end cover as necessary.



NOTE: A polished pattern (not scratches) on the cover from rotation of the commutator (5) is normal. Discoloration would indicate excess fluid temperature, thermal shock, or excess speed and require system investigation for cause and close

inspection of end cover, commutator, manifold, and rotor set.

7. Remove commutator ring (6). Inspect commutator ring for cracks, or burrs.



8. Remove commutator (5) and seal ring (3) Remove seal ring from commutator, using an air hose to blow air into ring groove until seal ring is lifted out and discard seal ring. Inspect commutator for cracks or burrs, wear, scoring, spalling or brinelling. If any of these conditions exist, replace commutator and commutator ring as a matched set.



9. Remove manifold (7) and inspect for cracks surface scoring, brinelling or spalling. Replace manifold if any of these conditions exist. A polished pattern on the ground surface from commutator or rotor rotation is normal. Remove and discard the seal rings (4) that are on both sides of the manifold.



NOTE: The manifold is constructed of plates bonded together to form an integral component not subject to further disassembly for service. Compare configuration of both sides of the manifold to ensure that same surface is reassembled against the rotor set.

10. Remove rotor set (8) and warplane (9), together to retain the rotor set in its assembled form, maintaining the same rotor vane (8C) to stator (8B) contact surfaces. The drive link (10) may come away from the coupling shaft (12) with the rotor set, and wear plate. You may have to shift the rotor set on the warplane to work the drive link out of the rotor (8A) and warplane. Inspect the rotor set in its assembled form for nicks, scoring, or spalling on any surface and for broken or worn splines. If the rotor set component requires replacement, the complete rotor set must be replaced as it is a matched set. Inspect the warplane for cracks, brinelling, or scoring. Discard seal ring (4) that is between the rotor set and wear plate.



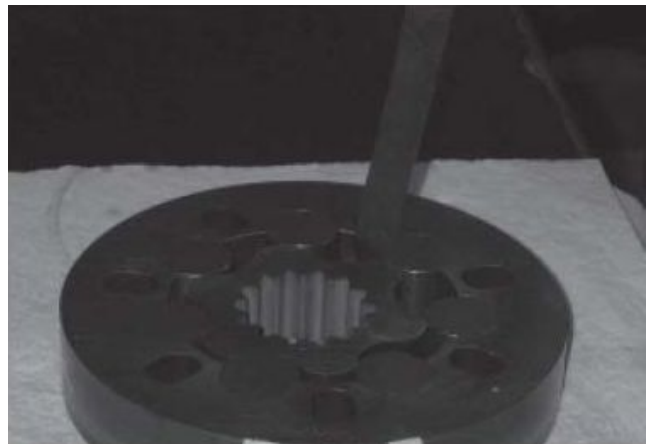
NOTE: The rotor set (8) components may become disassembled during service procedures. Marking the surface of the rotor and stator that is facing UP, with etching ink or grease pencil before removal from Torqmotor™ will ensure correct reassembly of rotor into stator and rotor set into Torqmotor™. Marking all rotor components and mating spline components for exact repositioning at assembly will ensure maximum wear life and performance of rotor set and Torqmotor™.



NOTE: Series TG and TH may have a rotor set with two stator halves (8B & 8D) with a seal ring (4) between them and two sets of seven vanes (8C & 8E). Discard seal ring only if stator halves become disassembled during the service procedures.

NOTE: A polished pattern on the wear plate from rotor rotation is normal.

11. Place rotor set (8) and wear plate (9) on a flat surface and center rotor (8A) in stator (8B) such that two rotor lobes (180 degrees apart) and a roller vane (8C) centerline are on the same stator centerline. Check the rotor lobe to roller vane clearance with a feeler gage at this common centerline. If there is more than 0.005 inches (0.13 mm) of clearance, replace rotor set.



SECTION 3 - CHASSIS & TURNTABLE

NOTE: If rotor set (8) has two stator halves (8B & 8D) and two sets of seven vanes (8C & 8E) as shown in the alternate construction TG rotor set assembly view, check the rotor lobe to roller vane clearance at both ends of rotor.

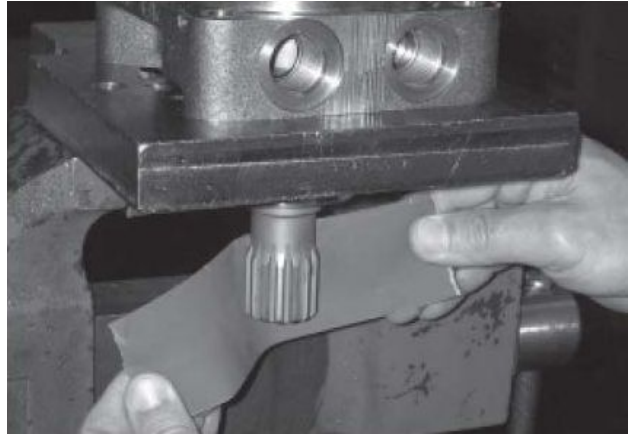
12. Remove drive link (10) from coupling shaft (12) if it was not removed with rotor set and wear plate. Inspect drive link for cracks and worn or damaged splines. No perceptible lash (play) should be noted between mating spline parts. Remove and discard seal ring (4) from housing (18).



13. Remove thrust bearing (11) from top of coupling shaft (12). Inspect for wear, brinelling, corrosion and a full complement of retained rollers.



14. Check exposed portion of coupling shaft (12) to be sure you have removed all signs of rust and corrosion which might prevent its withdrawal through the seal and bearing. Crocus cloth or fine emery paper may be used. Remove any key (12A), nut (12B), washer (12C), bolt (12D), lock washer (12E), or retaining ring (12F).



15. Remove coupling shaft (12), by pushing on the output end of shaft. Inspect coupling shaft bearing and seal surfaces for spalling, nicks, grooves, severe wear or corrosion and discoloration. Inspect for damaged or worn internal and external splines or keyway. Replace coupling shaft if any of these conditions exist.



NOTE: Minor shaft wear in seal area is permissible. If wear exceeds 0.020 inches (0.51 mm) diametrically, replace coupling shaft.

NOTE: A slight "polish" is permissible in the shaft bearing areas. Anything more would require coupling shaft replacement.

- 16. Remove and discard seal ring (4) from housing (18).
- 17. Remove thrust bearing (15) and thrustwasher (14) Inspect for wear, brinelling, corrosion and a full complement of retained rollers.



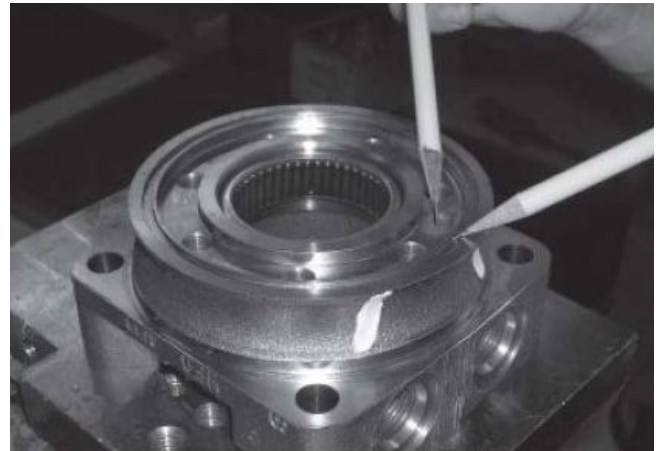
- 18. Remove seal (16) and backup washer (17) from Small Frame, housing (18). Discard both.



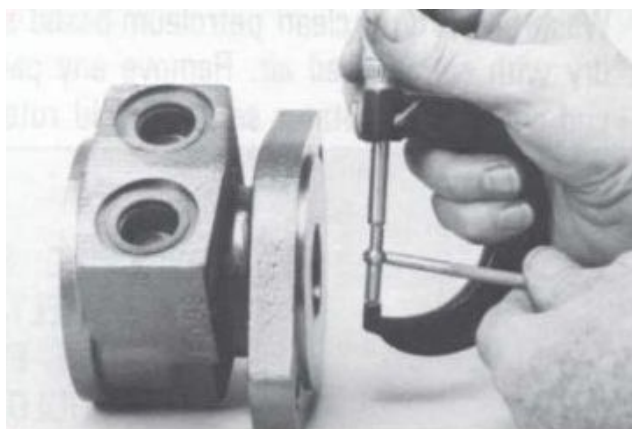
- 19. Remove housing (18) from vise, invert it and remove and discard seal
- 20. A blind hole bearing or seal puller is required.



- 21. Inspect housing (18) assembly for cracks, the machined surfaces for nicks, burrs, brinelling or corrosion. Remove burrs that can be removed without changing dimensional characteristics. Inspect tapped holes for thread damage. If the housing is defective in these areas, discard the housing assembly.



22. If the housing (18) assembly has passed inspection to this point, inspect the housing bearings/bushings (19) and (13) and if they are captured in the housing cavity the two thrustwashers (14) and thrust bearing (15). The bearing rollers must be firmly retained in the bearing cages, but must rotate and orbit freely. All rollers and thrustwashers must be free of brinelling and corrosion. The bearing (19) or (13) to coupling shaft diameter clearance must not exceed 0.010 inch (0.025 mm). A bearing, bushing, or thrustwasher that does not pass inspection must be replaced. If the housing has passed this inspection the disassembly of the Torqmotor™ is completed.



NOTE: The depth or location of bearing/bushing (13) in relation to the housing wear plate surface and the depth or location of bearing/bushing (19) in relation to the beginning of bearing/bushing counterbore should be measured and noted before removing the bearings/ bushings. This will facilitate the correct reassembly of new bearings/ bushings.



23. If the bearings, bushing or thrustwashers must be replaced use a suitable size bearing puller to remove bearing/bushings (19) and (13) from housing (18) without damaging the housing. Remove thrustwashers (14) and thrust bearing (15) if they were previously retained in the housing by bearing (13).



Assembly

Replace all seals and seal rings with new ones each time you reassemble the Torqmotor™ unit. Lubricate all seals and seal rings with SAE 10W40 oil or clean grease before assembly.

NOTE: Individual seals and seal rings as well as a complete seal kit are available. The parts should be available through most OEM parts distributors or Parker approved Torqmotor™ distributors. (Contact your local dealer for availability).

NOTE: Unless otherwise indicated, do not oil or grease parts before assembly.

Wash all parts in clean petroleum-based solvents before assembly. Blow them dry with compressed air. Remove any paint chips from mating surfaces of the end cover, commutator set, manifold rotor set, wear plate and housing and from port and sealing areas.

⚠ DANGER

SINCE THEY ARE FLAMMABLE, BE EXTREMELY CAREFUL WHEN USING ANY SOLVENT. EVEN A SMALL EXPLOSION OR FIRE COULD CAUSE INJURY OR DEATH.

⚠ WARNING

WEAR EYE PROTECTION AND BE SURE TO COMPLY WITH OSHA OR OTHER MAXIMUM AIR PRESSURE REQUIREMENTS.

1. If the housing (18) bearing components were removed for replacement, thoroughly coat and pack a new outer bearing/bushing (19) with clean corrosion resistant grease recommended in the material section. Press the new bearing/bushing into the counterbore at the mounting flange end of the housing, using the appropriate sized bearing mandrel, which will control the bearing/ bushing depth.

Torqmotor™ housings require the use of bearing mandrel to press bearing/ bushing (19) into the housing to a required depth of 0.151/0.161 inches (3.84/4.09 mm) from the end of the bearing counterbore.



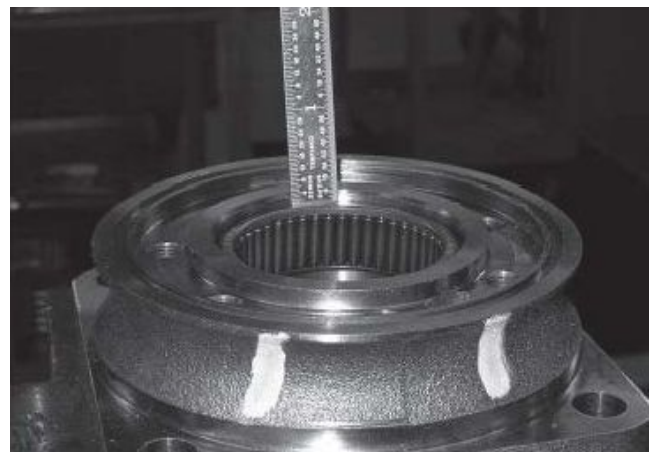
NOTE: Bearing mandrel must be pressed against the lettered end of bearing shell. Take care that the housing bore is square with the press base and the bearing/bushing is not cocked when pressing a bearing/bushing into the housing.

NOTICE

IF THE BEARING MANDREL SPECIFIED IN THE "TOOLS AND MATERIALS REQUIRED FOR SERVICING" SECTION IS NOT AVAILABLE AND ALTERNATE METHODS ARE USED TO PRESS IN BEARING/BUSHING (13) AND (19) THE BEARING/BUSHING DEPTHS SPECIFIED MUST BE ACHIEVED TO INSURE ADEQUATE BEARING SUPPORT AND CORRECT RELATIONSHIP TO ADJACENT COMPONENTS WHEN ASSEMBLED.

NOTICE

BECAUSE THE BEARING/BUSHINGS (13) AND (19) HAVE A PRESS FIT INTO THE HOUSING THEY MUST BE DISCARDED WHEN REMOVED. THEY MUST NOT BE REUSED.



SECTION 3 - CHASSIS & TURNTABLE

2. The Torqmotor™ inner housing bearing/bushing (13) can now be pressed into its counterbore in housing (18) flush to 0.03 inch (.76 mm) below the housing wear plate contact face. Use the opposite end of the bearing mandrel that was used to press in the outer bearing/ bushing (19).



3. Press a new dirt and water seal (20) into the housing (18) outer bearing counterbore.

The Torqmotor™ dirt and water seal (20) must be pressed in until its flange is flush against the housing.



- Place housing (18) assembly into a soft jawed vise with the coupling shaft bore down, clamping against the mounting flange.



- On the Torqmotor™ assemble a new backup washer (17) and new seal (16) with the seal lip facing toward the inside of Torqmotor™, into their respective counterbores in housing (18) if they were not assembled in procedure 2.



NOTICE

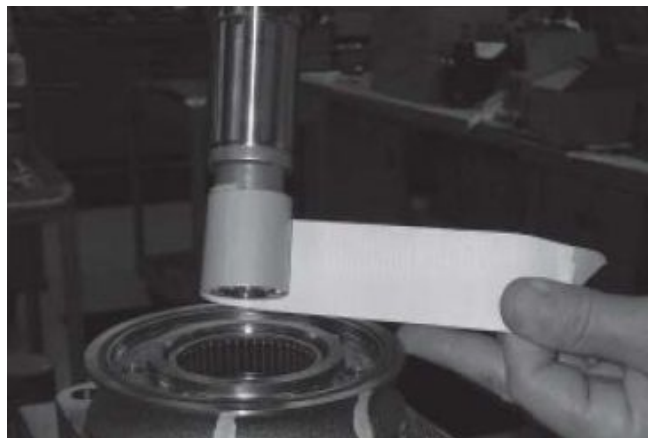
ORIGINAL DESIGN LARGE FRAME, TF & TG TORQMOTORS™ THAT DO NOT HAVE BACKUP WASHER (25) WHEN DISASSEMBLED MUST BE ASSEMBLED WITH A NEW BACKUP WASHER (17), NEW BACKUP WASHER (25), AND NEW SEAL (16).

- Assemble thrustwasher (14) then thrust bearing (15) that was removed from the Torqmotor™.



NOTE: Torqmotors™ require one thrustwasher (14) with thrust bearing (15). The coupling shaft will be seated directly against the thrust.

- Apply masking tape around splines or keyway on shaft (12) to prevent damage to seal.



8. Be sure that a generous amount of clean corrosion resistant grease has been applied to the lower (outer) housing bearing/bushing (19). Install the coupling shaft (12) into housing (18), seating it against the thrust bearing (15) in the housings.



NOTICE

THE OUTER BEARING (19) IS NOT LUBRICATED BY THE SYSTEM'S HYDRAULIC FLUID. BE SURE IT IS THOROUGHLY PACKED WITH THE RECOMMENDED GREASE, PARKER GEAR GREASE SPECIFICATION #045236, E/M LUBRICANT #K-70M OR MOBIL MOBILITH SHC® 460.

NOTE: The coupling shaft (12) will be flush or just below the housing wear plate surface on Torqmotors™ when properly seated. The coupling shaft must rotate smoothly on the thrust bearing package.

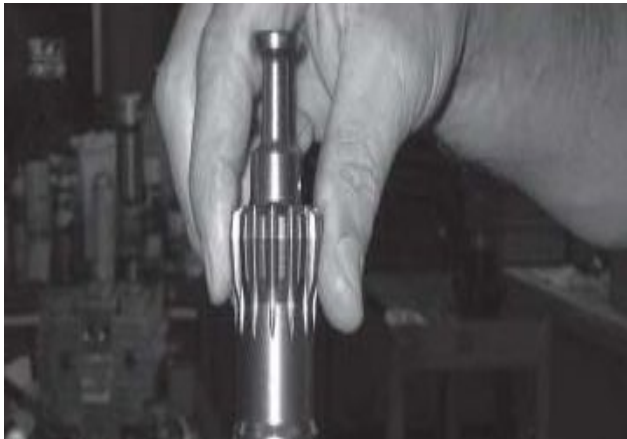


9. Apply a small amount of clean grease to a new seal ring (4) and insert it into the housing (18) seal ring groove.



NOTE: One or two alignment studs screwed finger tight into housing (18) bolt holes, approximately 180 degrees apart, will facilitate the assembly and alignment of components as required in the following procedures. The studs can be made by cutting off the heads of either 3/8-24 UNF 2A or 5/16-24 UNF 2A bolts as required that are over 0.5 inch (12.7 mm) longer than the bolts (1) used in the Torqmotor™.

10. Install drive link (10) the long splined end down into the coupling shaft (12) and engage the drive link splines into mesh with the coupling shaft splines.

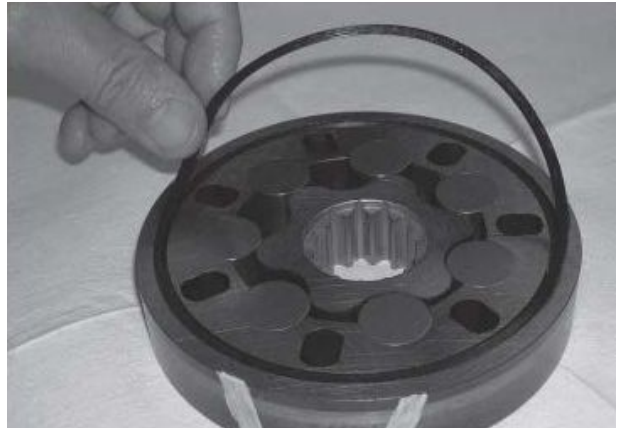


NOTE: Use any alignment marks put on the coupling shaft and drive link before disassembly to assemble the drive link splines in their original position in the mating coupling shaft splines.

11. Assemble wear plate (9) over the drive link (10) and alignment studs onto the housing (18).



12. Apply a small amount of clean grease to a new seal ring (4) and assemble it into the seal ring groove on the wear plate side of the rotor set stator (8B).



13. Install the assembled rotor set (8) onto wear plate (9) with rotor (8A) counterbore and seal ring side down and the splines into mesh with the drive link splines.

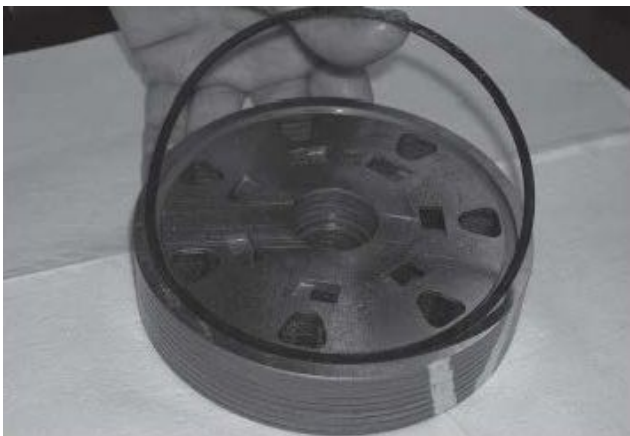


NOTE: It may be necessary to turn one alignment stud out of the housing (18) temporarily to assemble rotor set (8) or manifold (7) over the drive link.

NOTE: If necessary, go to the appropriate, "Rotor Set Component Assembly Procedure."

NOTE: The rotor set rotor counterbore side must be down against wear plate for drive link clearance and to maintain the original rotor-drive link spline contact. A rotor set without a counterbore and that was not etched before disassembly can be reinstalled using the drive link spline pattern on the rotor splines if apparent, to determine which side was down. The rotor set seal ring groove faces toward the wear plate (9).

14. Apply clean grease to a new seal ring (4) and assemble it in the seal ring groove in the rotor set contact side of manifold (7).



NOTE: The manifold (7) is made up of several plates bonded together permanently to form an integral component. The manifold surface that must contact the rotor set has it's series of irregular shaped cavities on the largest circumference or circle around the inside diameter. The polished impression left on the manifold by the rotor set is another indication of which surface must contact the rotor set.

15. Assemble the manifold (7) over the alignment studs and drive link (10) and onto the rotor set. Be sure the correct manifold surface is against the rotor set.



16. Apply grease to a new seal ring (4) and insert it in the seal ring groove exposed on the manifold (7).

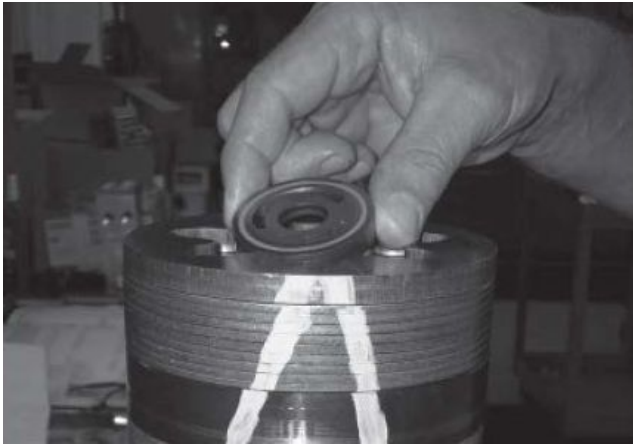


17. Assemble the commutator ring (6) over alignment studs onto the manifold.

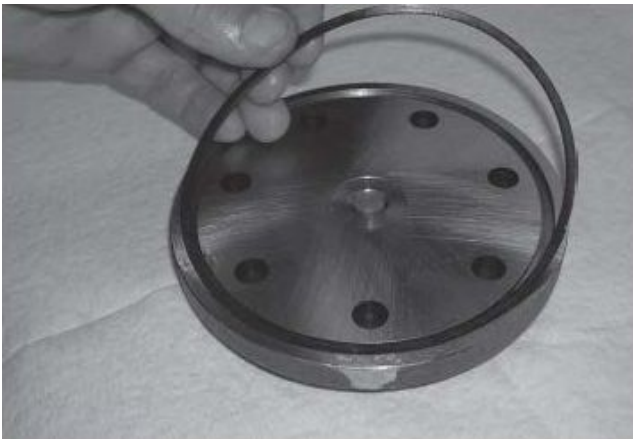
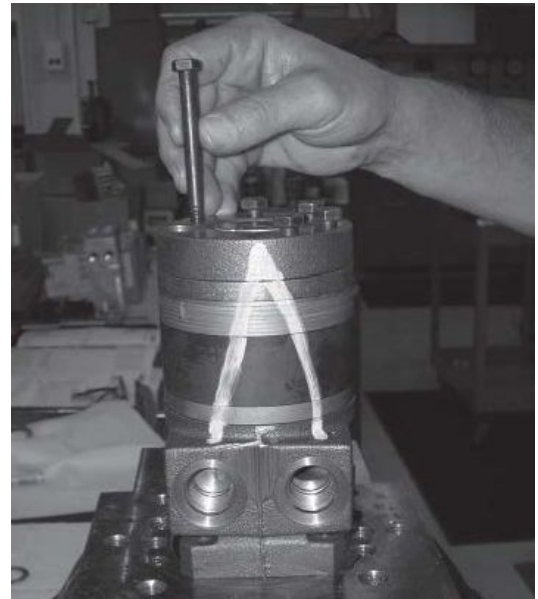


18. Assemble a new seal ring (3) flat side up, into commutator (5) and assemble commutator (5) over the end of drive link (10) onto manifold (7) with seal ring side up.



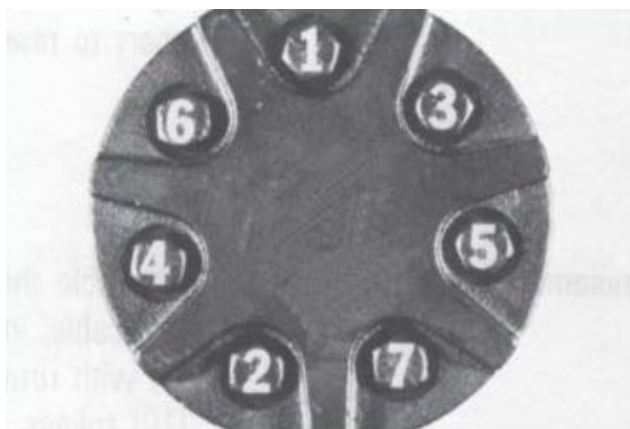
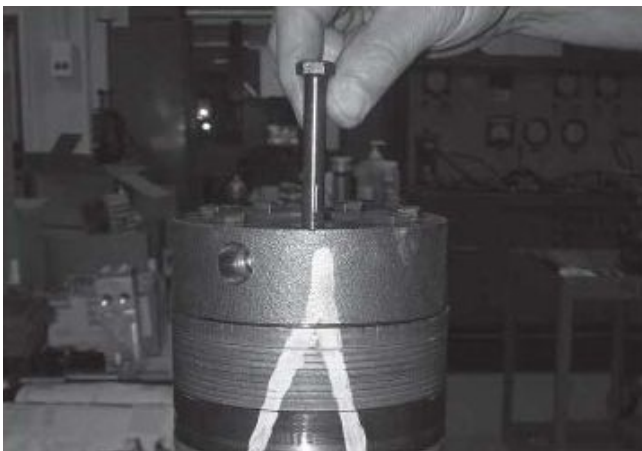


19. Assemble a new seal ring (4) into end cover (2) and assemble end cover over the alignment studs and onto the commutator set. If the end cover has only 5 bolt holes be sure the cover holes are aligned with the 5 threaded holes in housing (18).The correct 5 bolt end cover bolt hole relationship to housing port bosses.



SECTION 3 - CHASSIS & TURNTABLE

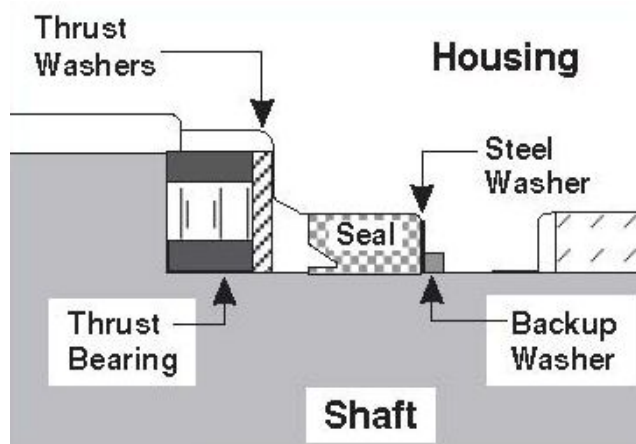
20. Assemble the 5 or 7 special bolts (1) and screw in finger tight. Remove and replace the two alignment studs with bolts after the other bolts are in place. Alternately and progressively tighten the bolts to pull the end cover and other components into place with a final torque of 50-55 ft. lbs. (68-75 Nm) for the seven 3/8 - 24 threaded bolts.



NOTE: The special bolts required for use with the relief or shuttle valve (24) end cover assembly (2) are longer than the bolts required with standard and cover assembly. Refer to the individual service parts lists or parts list charts for correct service part number if replacement is required.

21. Torque the two shuttle valve plug assemblies (21) in end cover assembly to 9-12 ft. lbs. (12-16 Nm) if cover is so equipped.

Torque the two relief valve plug assemblies (21) in end cover assembly to 45-55 ft. lbs. (61-75 Nm) if cover is so equipped.



One Piece Stator Construction

A disassembled rotor (8A) stator (8B) and vanes (8C) that cannot be readily assembled by hand can be assembled by the following procedures.

1. Place stator (8B) onto wear plate (9) with seal ring (4) side down, after following Torqmotor™ assembly procedures 1 through 13. Be sure the seal ring is in place.



2. If assembly alignment studs are not being utilized, align stator bolt holes with wear plate and housing bolt holes and turn two bolts (1) finger tight into bolt holes approximately 180 degrees apart to retain stator and wear plate stationary.
3. Assemble the rotor (8A), counterbore down if applicable, into stator (8B), and onto wear plate (9) with rotor splines into mesh with drive link (10) splines.



NOTE: If the manifold side of the rotor was etched during Torqmotor disassembly, this side should be up. If the rotor is not etched and does not have a counterbore, use the drive link spline contact pattern apparent on the rotor splines to determine the rotor side that must be against the wear plate.

4. Assemble six vanes (8C), or as many vanes that will readily assemble into the stator vane pockets.



NOTICE

EXCESSIVE FORCE USED TO PUSH THE ROTOR VANES INTO PLACE COULD SHEAR OFF THE COATING APPLIED TO THE STATOR VANE POCKETS.

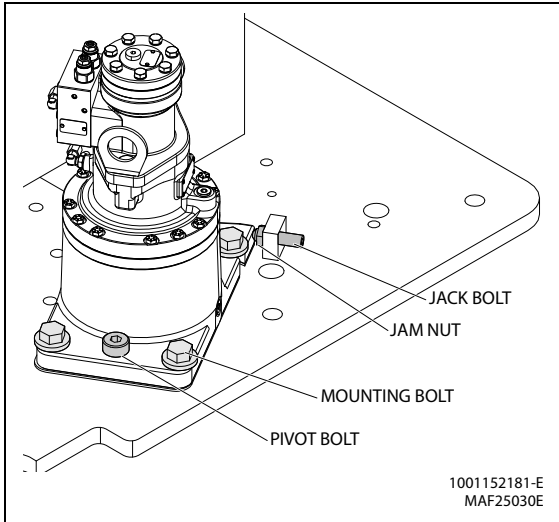
5. Grasp the output end of coupling shaft (12) with locking pliers or other appropriate turning device and rotate coupling shaft, drive link and rotor to seat the rotor and the assembled vanes (8C) into stator (8B), creating the necessary clearance to assemble the seventh or full complement of seven vanes. Assemble the seven vanes using minimum force.



6. Remove the two assembled bolts (1) if used to retain stator and wear plate.

3.17 SWING HUB REMOVAL

1. Disconnect all wiring harness terminals connected to the swing motor.
2. Gently loosen the Jack Bolt. Do not remove.
3. Remove the pivot bolt using Allen Wrench.



4. Remove the mounting bolts securing swing drive hub to the turntable.
5. Using the suitable lifting device, remove the swing drive hub from mounting plate without damaging the swing gear.
6. Place swing drive hub in the clean area.
7. Refer to Section 3.15, Swing Drive, for swing drive maintenance.

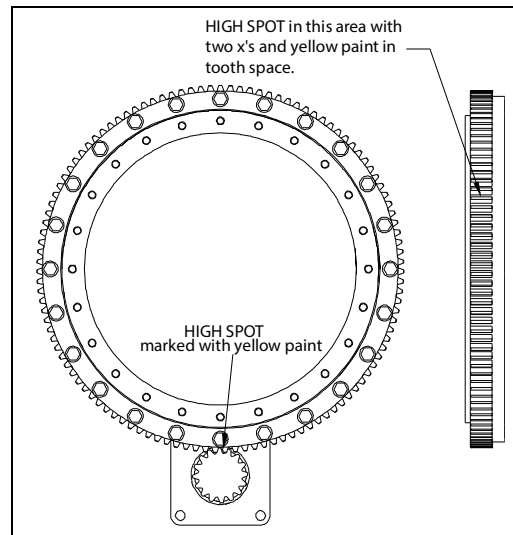
3.18 SWING HUB INSTALLATION

Ensure mounting plate and mounting location of the base plate are clean and painted with a uniform coating of minimum thickness (no runs, drips, etc.).

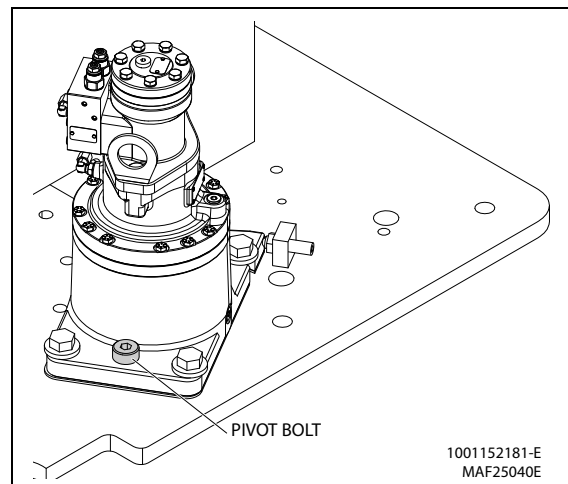
Procedure For Setting Swing Gear Backlash

Set backlash to 0.010 in. to 0.015 in. (0.254 mm - 0.381 mm) using the following procedure:

1. Place the machine on firm, level ground.
2. Place shim between pinion and bearing at bearing high spot (shown below).

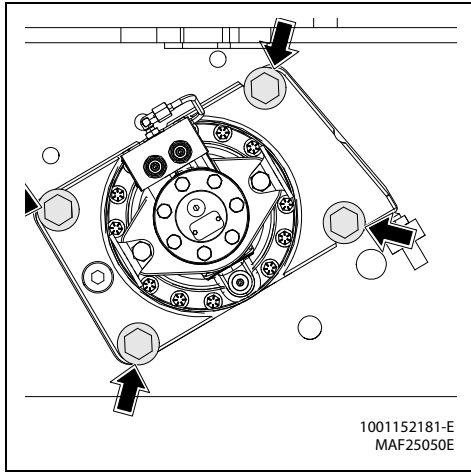


3. Apply High Strength Threadlocking Compound and torque pivot bolt to 205 ft. lbs. (280 Nm) (shown below).

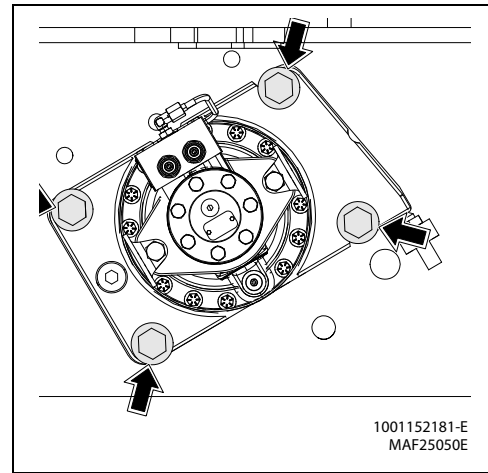


NOTE: Make sure the turntable is properly supported during the following step. The turntable can swing a few degrees when the turntable lock is removed if the turntable is not balanced properly.

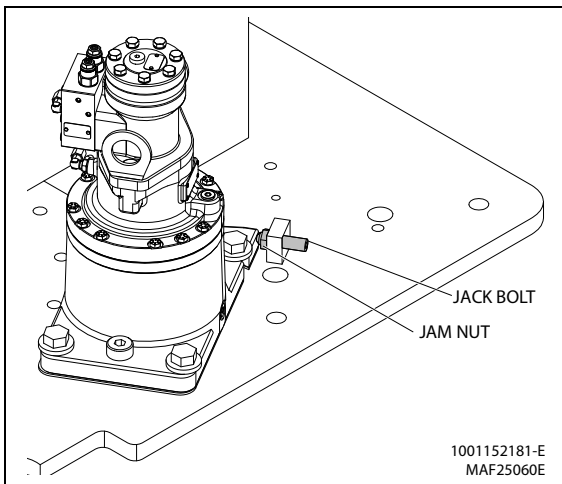
4. Remove turntable lock pin.
5. Apply High Strength Threadlocking Compound and pre-torque swing drive mounting bolts to 30 ft. lbs. (40 Nm).



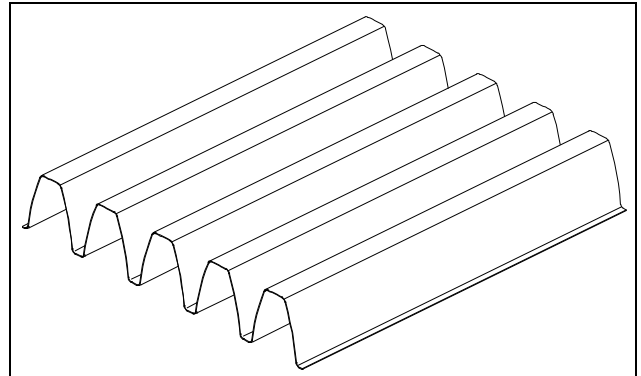
9. Torque mounting bolts to 340 ft. lbs. (460 Nm).



6. Tighten jack bolt until pinion is completely snug against shim and bearing then loosen jack bolt.



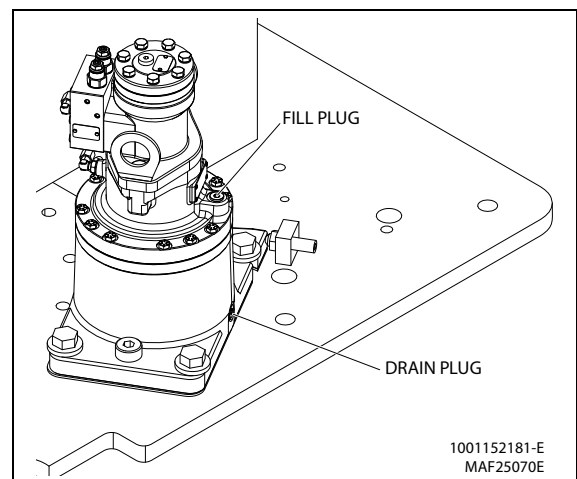
10. Remove shim and discard.



7. Apply High Strength Threadlocking Compound and torque jack bolt 50 ft. lbs. (68 Nm).
8. Apply High Strength Threadlocking Compound and tighten jam nut.

Swing Drive Lubrication

Fill Swing Drive Gearbox with 32 oz (0.95 L) 90w80 gear oil with EP additives. Oil should cover the ring gear. Torque pipe plug to 23-25 ft. lbs. (31- 33 Nm).



3.19 SWING BEARING

Turntable Bearing Mounting Bolt Condition Check

NOTE: This check is designed to replace existing bearing bolt torque checks on JLG Lifts in service. This check must be performed after first 50 hours of machine operation and every 600 hours of machine operation thereafter. If during this check any bolts are found to be missing or loose, replace missing or loose bolts with new bolts and torque to the value specified in the torque chart, after lubricating the bolt threads with High Strength Threadlocking Compound. After replacing and retorquing bolt or bolts recheck all existing bolts for looseness.

1. Check frame to bearing. Attach bolts as follows:
 - a. Elevate fully retracted main boom to 70 degrees (full elevation).
 - b. At the positions indicated on Figure 3-37, try and insert the 0.0015 in. (0.0381 mm) feeler gauge between the bolt head and hardened washer at the arrow indicated position.
 - c. Assure that the 0.0015 in. (0.0381 mm) feeler gauge will not penetrate under the bolt head to the bolt shank.
 - d. Swing turntable 90 degrees and check some selected bolts are at the new position.
 - e. Continue rotating turntable at 90 degree intervals until a sampling of bolts have been checked in all quadrants.
2. Check the turntable to bearing. Attach bolts as follows:
 - a. Elevate the fully retracted boom to 70 degrees (full elevation).
 - b. Try and insert the 0.0015 in. feeler gauge between bolt head and hardened washer at position shown in Figure 3-37.
 - c. Lower the boom to horizontal and fully extend the boom.
 - d. Try and insert the 0.0015 in. feeler gauge between bolt head and hardened washer at position shown in Figure 3-37.

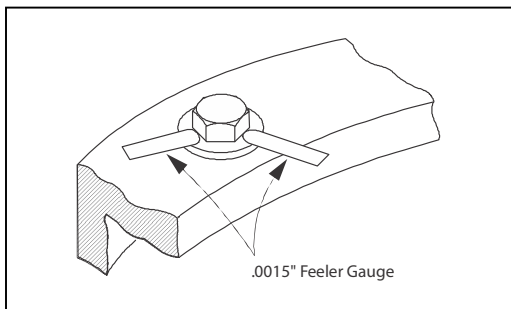


Figure 3-37. Swing Bearing Bolt Feeler Gauge Check

Wear Tolerance

1. From underside of the machine, at rear center, with the tower boom fully elevated and fully retracted, as shown in Figure 3-39. Swing Bearing Tolerance Measurement Location & Boom Placement A, using a magnetic base dial indicator, measure and record distance between swing bearing and turntable as shown in Figure .
2. At the same point, with the main boom horizontal and fully extended, and the tower boom fully elevated as shown in the Figure 3-39. Swing Bearing Tolerance Measurement Location & Boom Placement B, using a magnetic base dial indicator, measure and record distance between swing bearing and turntable as shown in Figure .
3. If difference is greater than 0.079 in. (2.00 mm), is determined, the swing bearing should be replaced.
4. If a difference less than 0.079 in. (2.00 mm) is determined, and any of the following conditions exist, the bearing should be removed, disassembled, and inspected for the following:
 - a. Metal particles in grease.
 - b. Increased drive power required.
 - c. Noise.
 - d. Rough rotation.
5. If bearing inspection shows no defects, reassemble and return to service.

NOTICE

THE SWING BEARING IS ONE OF THE MOST CRITICAL POINTS ON MOBILE ELEVATING WORK PLATFORM. IT IS HERE THAT THE STRESSES OF LIFTING ARE CONCENTRATED, AT THE CENTER OF ROTATION. BECAUSE OF THIS, PROPER MAINTENANCE OF THE SWING BEARING BOLTS IS A MUST FOR SAFE OPERATION.

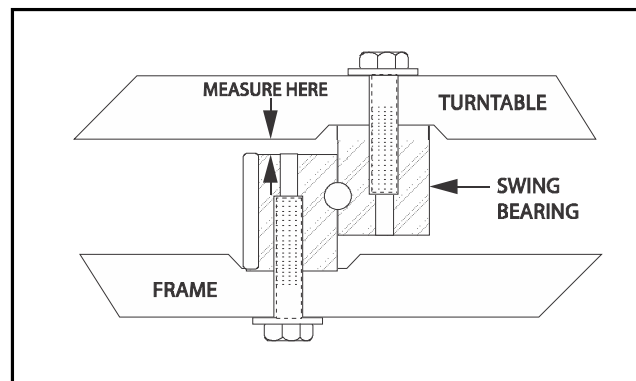


Figure 3-38. Swing Bearing Tolerance Measuring Point

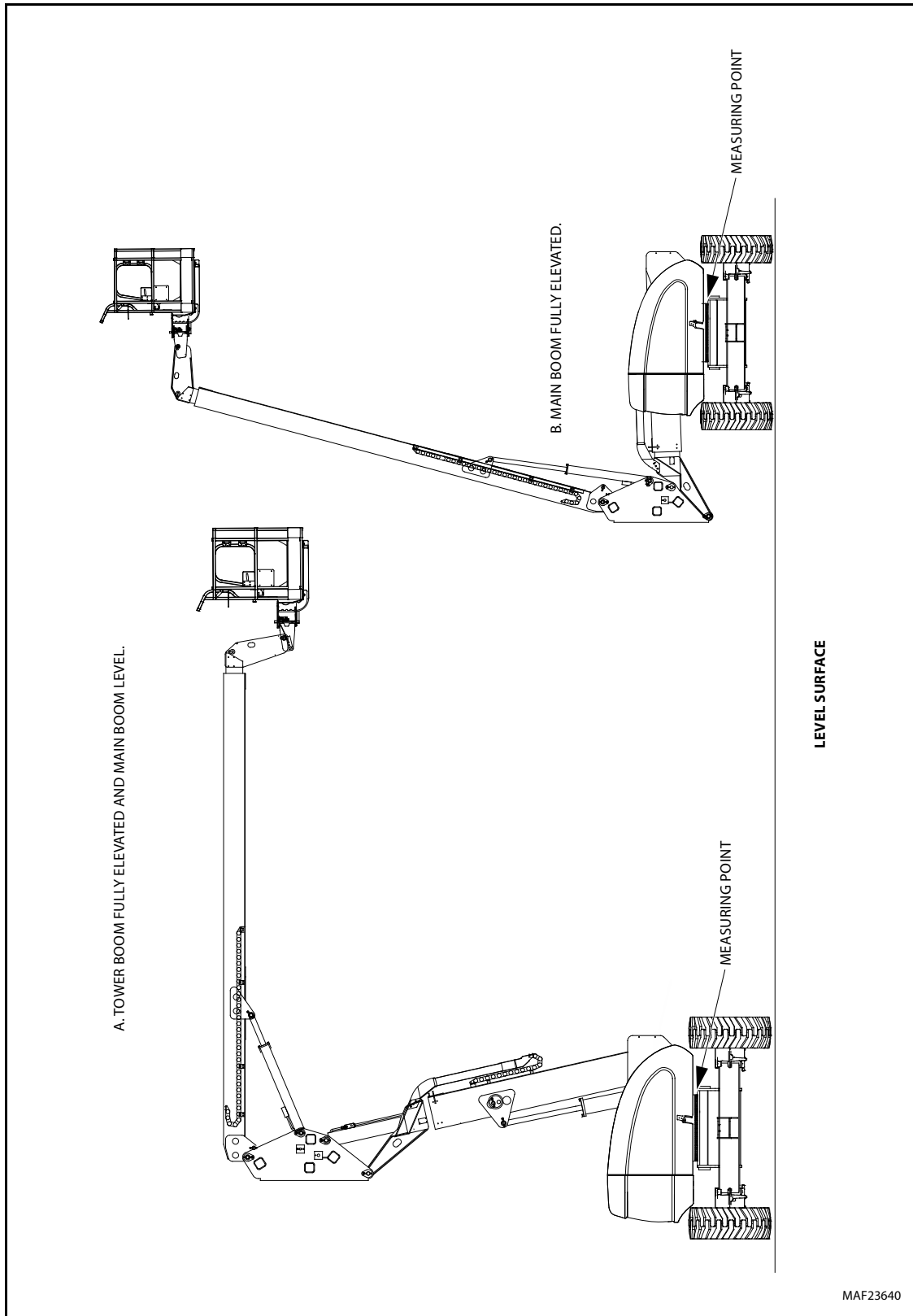


Figure 3-39. Swing Bearing Tolerance Measurement Location & Boom Placement

Swing Bearing Replacement

REMOVAL

1. From Ground Control station, operate the boom adequately to provide access to frame opening or, if equipped, to rotary coupling.

⚠ WARNING

NEVER WORK BENEATH THE BOOM WITHOUT FIRST ENGAGING BOOM SAFETY PROP OR PROVIDING ADEQUATE OVERHEAD SLING SUPPORT AND/OR BLOCKING.

2. Attach an adequate support sling to boom and draw all slack from sling. Prop or block boom if feasible.
3. From inside turntable, remove mounting hardware attaching rotary coupling retaining yoke brackets to turntable.

NOTICE

HYDRAULIC LINES AND PORTS SHOULD BE CAPPED IMMEDIATELY AFTER DISCONNECTING LINES TO AVOID THE ENTRY OF CONTAMINANTS INTO THE SYSTEM.

4. Tag and disconnect hydraulic lines from the fittings on the top of the rotary coupling. Use a suitable container to retain any residual hydraulic fluid. Immediately cap lines and ports.
5. Attach suitable overhead lifting equipment to base of the turntable weldment.
6. Use a suitable tool to scribe a line on the inner race of the swing bearing and on the underside of the turntable. This will aid in aligning the bearing upon installation. Remove the bolts and washers which attach the turntable to the bearing inner race. Discard the bolts.
7. Use the lifting equipment to carefully lift the complete turntable assembly from the bearing. Ensure that no damage occurs to the turntable, bearing or frame-mounted components.
8. Carefully place the turntable on a suitably supported trestle.
9. Use a suitable tool to scribe a line on the outer race of the swing bearing and the frame. This line will aid in aligning the bearing upon installation. Remove the bolts and washers which attach the outer race of the bearing to the frame. Discard the bolts. Use suitable lifting equipment to remove the bearing from the frame, then move the bearing to a clean, suitably supported work area.

INSTALLATION

1. Using suitable lifting equipment, carefully lower the swing bearing into position on the frame. Ensure the scribed line of the outer race of the bearing aligns with the scribed line on the frame. If a new swing bearing is used, ensure that the filler plug fitting is at 90 degrees from the fore and aft center line of the frame.

⚠ CAUTION

JLG INDUSTRIES RECOMMENDS ALL REMOVED BEARING BOLTS BE DISCARDED AND REPLACED WITH NEW BOLTS. SINCE THE SWING BEARING IS THE ONLY STRUCTURAL LINK BETWEEN THE FRAME AND TURNTABLE, IT IS IMPERATIVE SUCH REPLACEMENT HARDWARE MEETS JLG SPECIFICATIONS. USE OF GENUINE JLG HARDWARE IS HIGHLY RECOMMENDED.

2. Apply a light coating of High Strength Threadlocking Compound to the new bearing bolts, and loosely install the bolts and washers through the frame and outer race of bearing.

⚠ CAUTION

IF COMPRESSED AIR OR ELECTRICALLY OPERATED IMPACT WRENCH IS USED FOR TIGHTENING THE BEARING ATTACHMENT BOLTS, THE TORQUE SETTING ACCURACY OF THE TOOL SHOULD BE CHECKED PRIOR TO USE.

3. Refer to the Torque Sequence diagram as shown in Figure 3-58., Swing Bearing Torque Sequence Clean any residue off the new bearing bolts, then apply a light coating of High Strength Threadlocking Compound and install the bolts and washers through the frame and outer race of the bearing. Tighten the bolts to an initial torque of 190 ft. lbs. (260 Nm) w/Threadlocking Compound.
4. Remove the lifting equipment from the bearing.

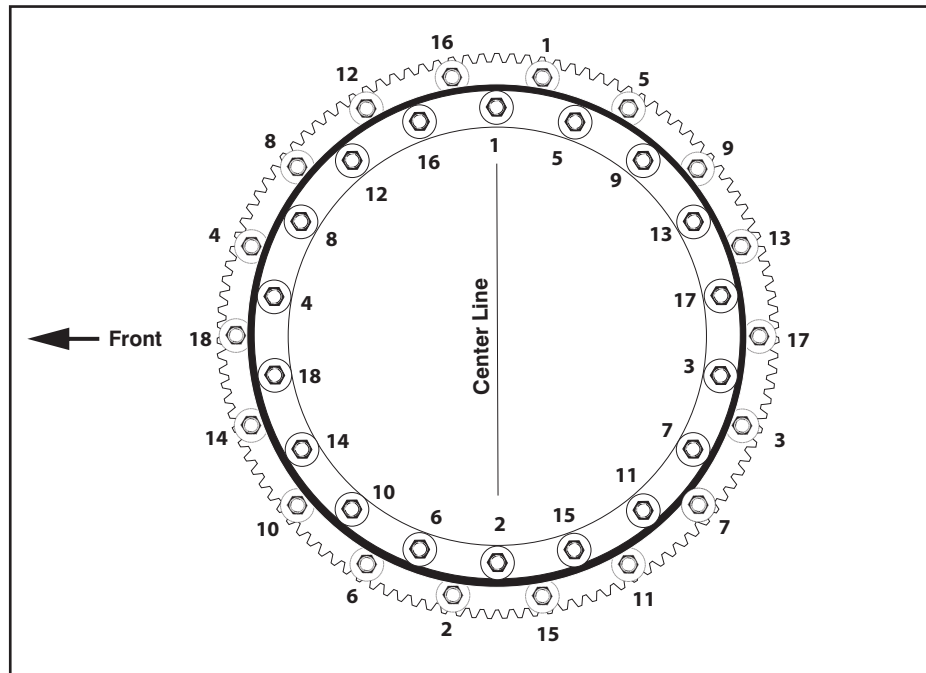


Figure 3-40. Swing Bearing Torque Sequence

5. Using suitable lifting equipment, carefully position the turntable assembly above the machine frame.
6. Carefully lower the turntable onto the swing bearing, ensuring that the scribed line of the inner race of the bearing aligns with scribed line on the turntable. If a new swing bearing is used, ensure that the filler plug fitting is at 90 degrees from the fore and aft center line of the turntable.
7. Clean any residue off the new bearing bolts, then apply a light coating of High Strength Threadlocking Compound and install the bolts and washers through the turntable and inner race of the bearing.
8. Following the Torque Sequence diagram shown in Figure 3-58., Swing Bearing Torque Sequence, tighten the bolts to a torque of 190 ft. lbs. (260 Nm) w/Threadlocking Compound.
9. Remove the lifting equipment.
10. Install the rotary coupling retaining yoke brackets, apply a light coating of Medium Strength Threadlocking Compound to the attaching bolts and secure the yoke to the turntable with the mounting hardware.
11. Connect the hydraulic lines to the rotary coupling as tagged prior to removal.
12. At ground control station, use boom lift control to lower boom to stowed position.
13. Using all applicable safety precautions, activate the hydraulic system and check the swing system for proper and safe operation.

Swing Bearing Torque Values

1. Outer Race - 190 ft. lbs. (258 Nm) with High Strength Threadlocking Compound.
2. Inner Race - 190 ft. lbs. (258 Nm) with High Strength Threadlocking Compound.
3. See Figure 3-40. Swing Bearing Torque Sequence.

⚠ WARNING

CHECK INNER AND OUTER SWING BEARING BOLTS FOR MISSING OR LOOSENESS AFTER FIRST 50 HOURS OF OPERATION AND EVERY 600 HOURS THEREAFTER.

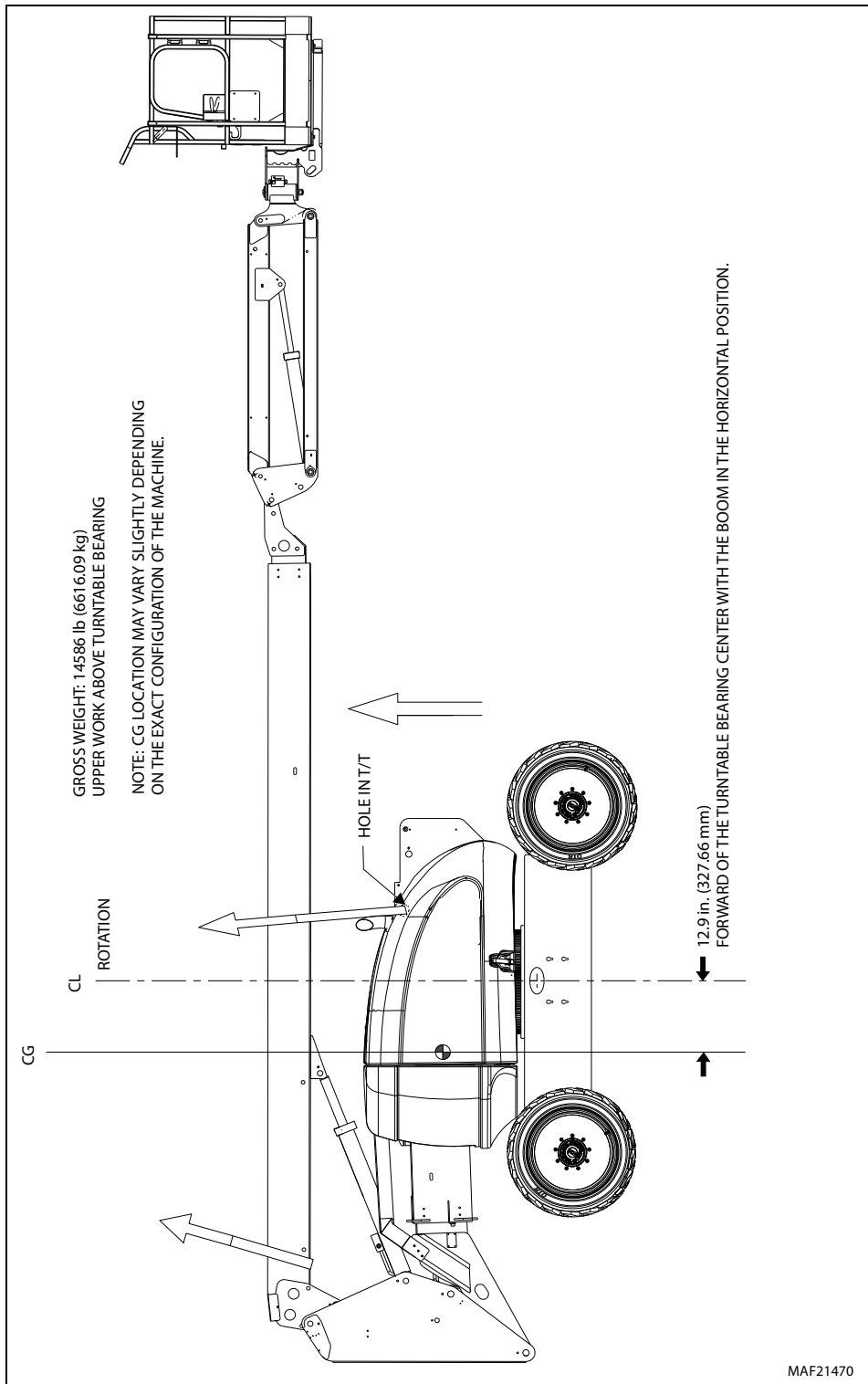
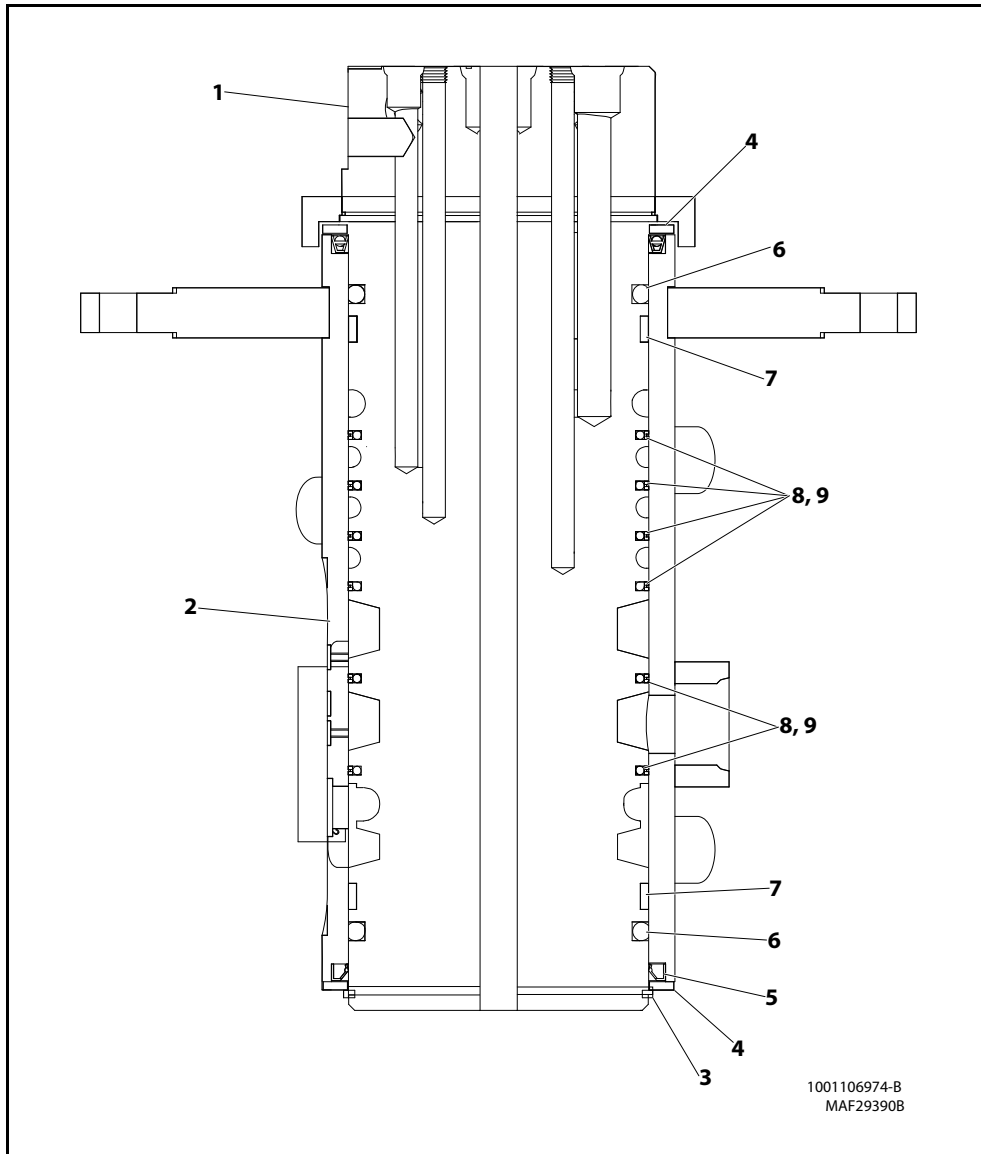


Figure 3-41. Swing Bearing Removal

3.20 ROTARY COUPLING

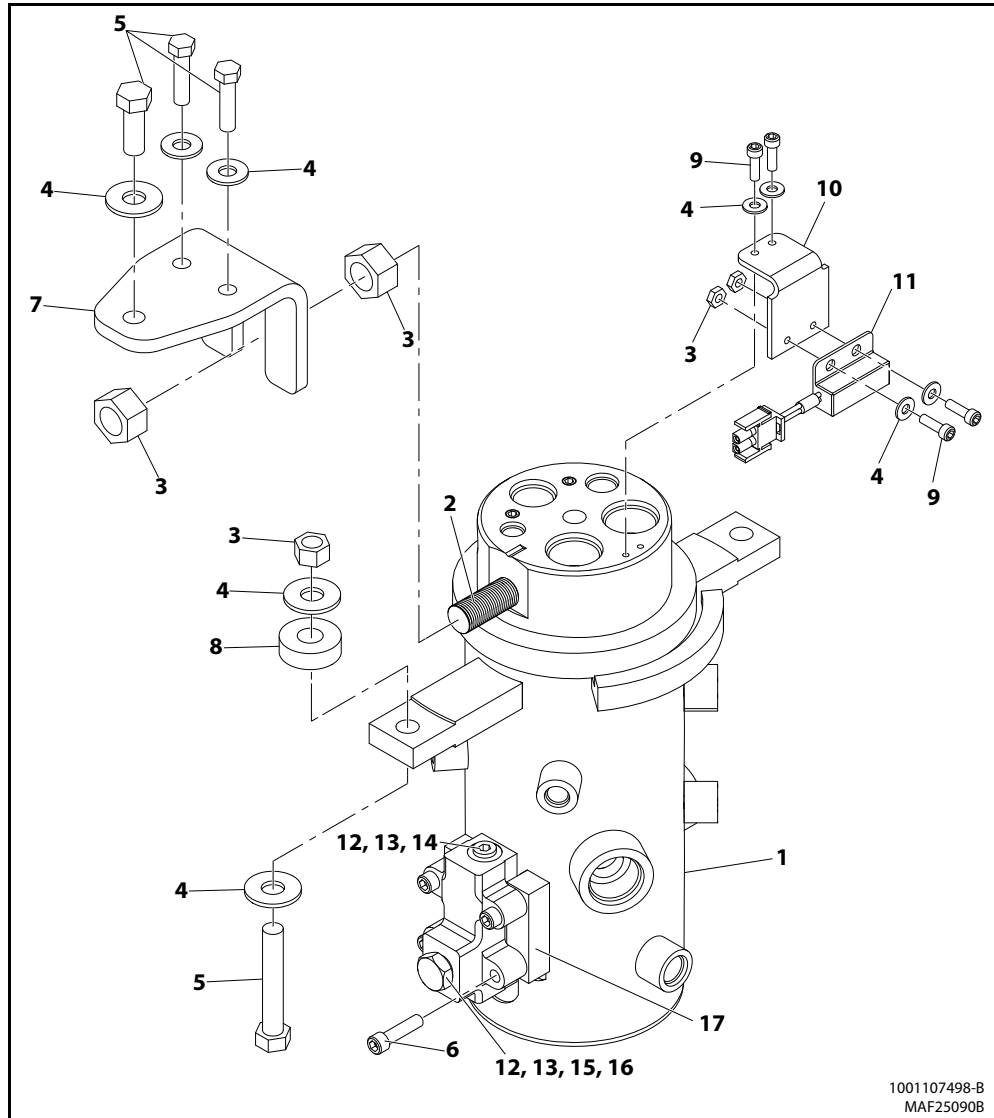
Use the following procedure to install the seal kit.

1. If not already removed, remove axle oscillation valve from cylinder barrel. The valve spool protrudes into the barrel and will damage spool and seals if left in place.
2. Remove Retaining ring (3) from end.
3. Remove ring (4) from same end.
4. Remove center body (1) from housing (2).
5. Cut off old Seal (8) and o-ring (9) positioned on the shaft and Seal (5) on the center body.
6. Assemble lip seals (5).
7. Reassemble O-ring (9).
8. Heat cap seals (8) in hydraulic oil for 5 minutes at 300° F (149° C).
9. Assemble cap seals over O-rings.
10. Reinsert center body in housing (lube with hydraulic oil).
11. Replace ring and Retaining ring.



- | | | | | |
|------------|-------------------|-----------|-------------|-----------|
| 1. Body | 3. Retaining Ring | 5. Seal | 7. Bearing | 9. O-Ring |
| 2. Housing | 4. Ring | 6. O-Ring | 8. Cap Seal | |

Figure 3-42. Rotary Coupling - Sheet 1 of 2



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MAF25090B

- | | | | | |
|--------------------|----------------|-----------------------------|------------------------|--------------------------|
| 1. Rotary Coupling | 5. Bolt | 9. Screw | 13. Plug | 17. Block Valve Assembly |
| 2. Torque Lug | 6. Bolt | 10. Switch Mounting Bracket | 14. Check Valve | |
| 3. Nut | 7. Bracket | 11. Proximity Switch | 15. Plunger Valve | |
| 4. Flatwasher | 8. Swivel Shim | 12. O-Ring | 16. Compression Spring | |

Figure 3-43. Rotary Coupling - Sheet 2 of 2

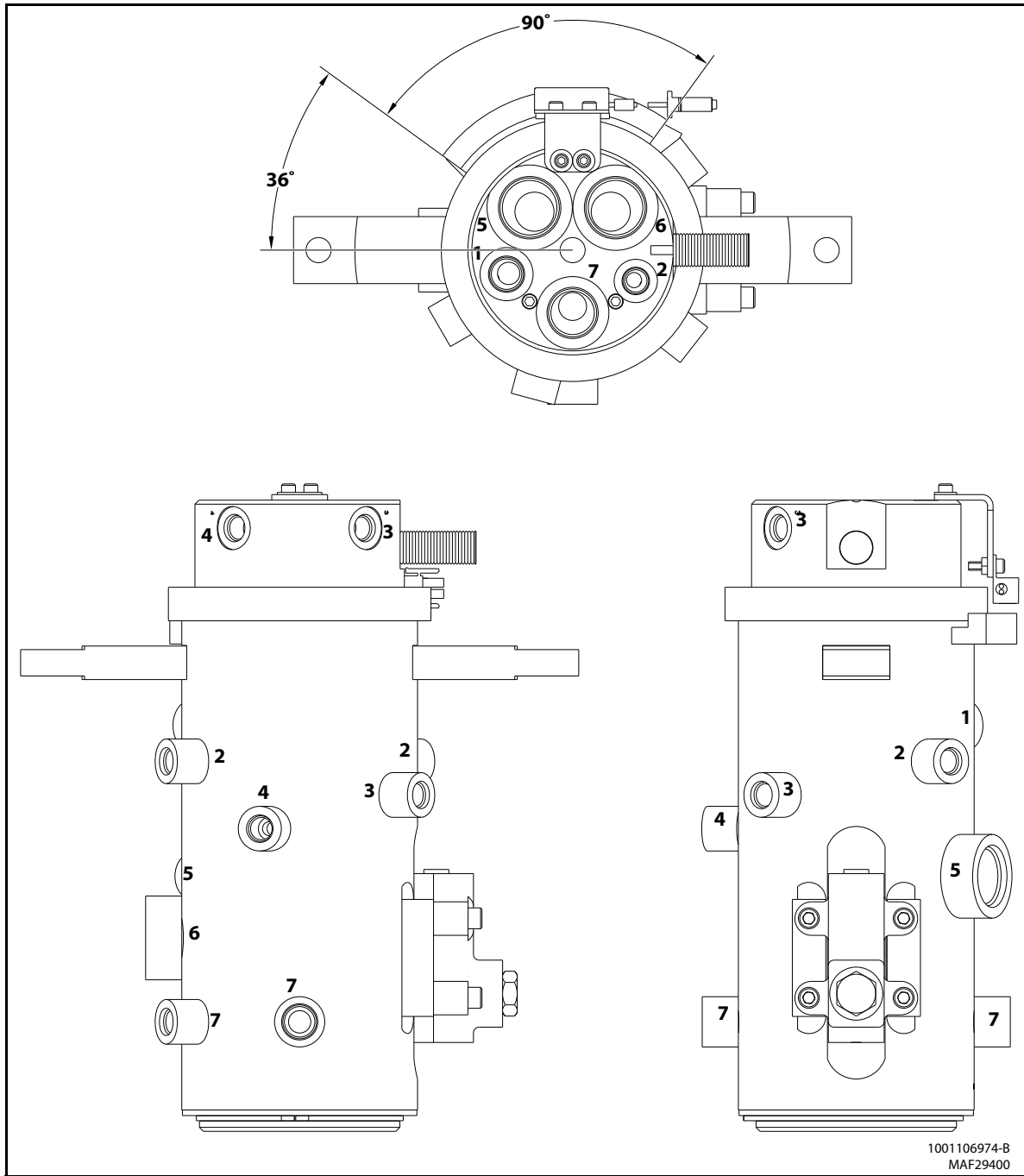


Figure 3-44. Rotary Coupling Port Location - 2WS

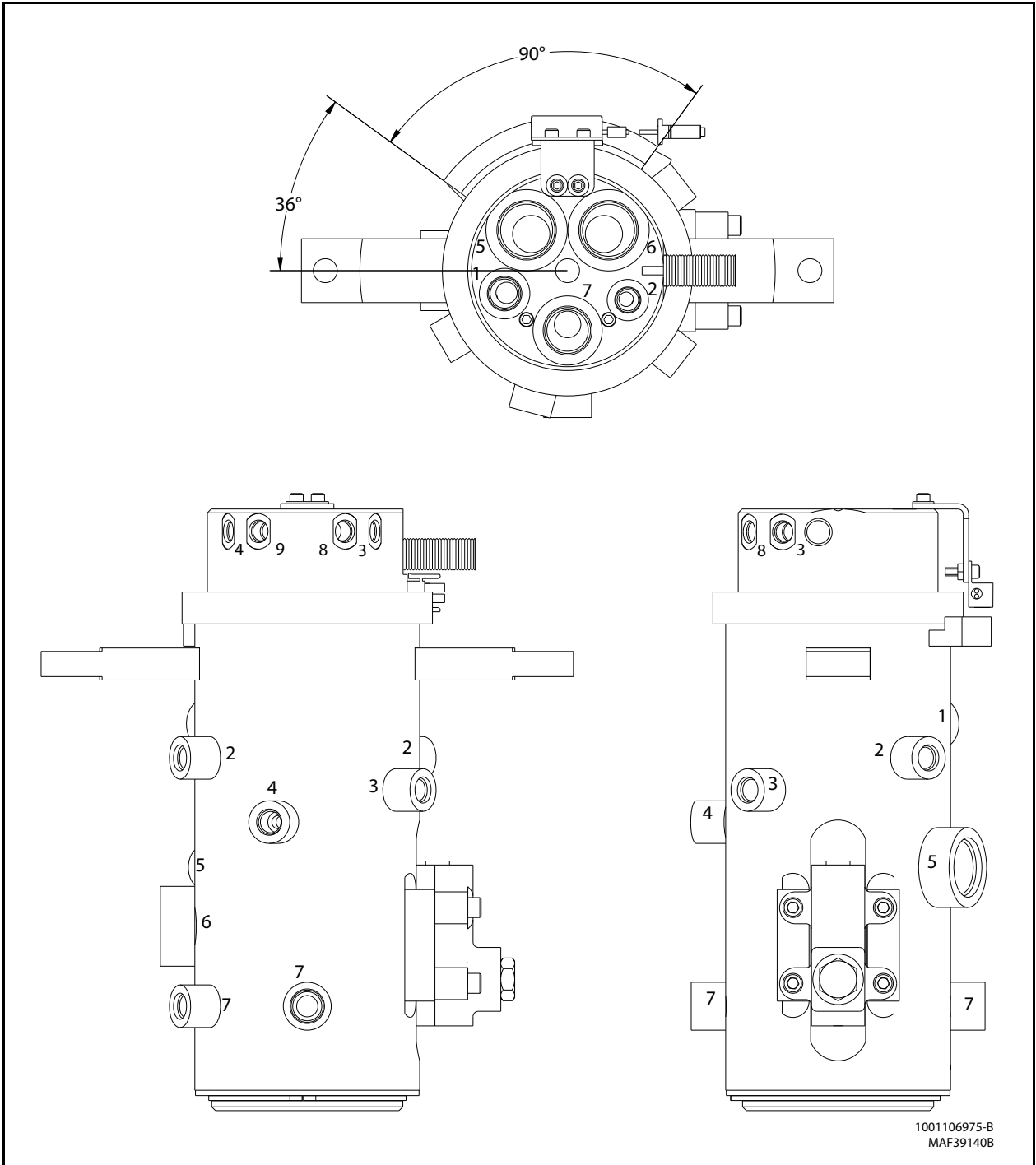


Figure 3-45. Rotary Coupling Port Location - 4WS

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Table 3-6. Coupling Port Information Table - 2WS

Port No.	Out-let	Port Size	Description	Operating Pressure PSI (Bar)	Proof Pressure PSI (Bar)
1	1	-8	Brake	450 (31)	675 (47)
2	2	-6	2 Speed	4500 (310)	6750 (465)
3	1	-6	Steer	2500 (172)	3750 (259)
4	1	-6	Steer	2500 (172)	3750 (259)
5	2	1-6, 1-16	Drive Reverse	4500 (310)	6750 (465)
6	1	-16	Drive Forward	4500 (310)	6750 (465)
7	3	2-8, 1-6	Case Drain	250 (17)	375 (26)

Table 3-7. Coupling Port Information Table - 4WS

Port No.	Out-let	Port Size	Description	Operating Pressure PSI (Bar)	Proof Pressure PSI (Bar)
1	1	-8	Brake	450 (31)	675 (47)
2	2	-6	2 Speed	4500 (310)	6750 (465)
3	1	-6	Steer	2500 (172)	3750 (259)
4	1	-6	Steer	2500 (172)	3750 (259)
5	2	-6, -16	Drive Reverse	4500 (310)	6750 (465)
6	1	-16	Drive Forward	4500 (310)	6750 (465)
7	3	-8, -6	Case Drain	250 (17)	375 (26)
8	1	-6	Steer	2500 (172)	3750 (259)
9	1	-6	Steer	2500 (172)	3750 (259)

3.21 GENERATOR AND PULLEY

REMOVAL

1. Remove the hardware securing the pulley belt tensioner assembly (1) to the generator (4) and remove pulley belt tensioner.
2. Remove hardware attaching tapered bushing (2) to the generator pulley (3) and remove tapered bushing and pulley from the generator shaft.

NOTE: The 7500 W Generator approximately weighs 103 lb (47 kg) and the 4000 W Generator approximately weighs 107.1 lb (48.6 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (4) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (4) to the engine and secure with hardware. Torque hardware to 72 ft. lbs. (97 Nm).
2. Install generator pulley (3) and tapered bushing (2) on the generator shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt tensioner assembly (1) to generator and secure with hardware.

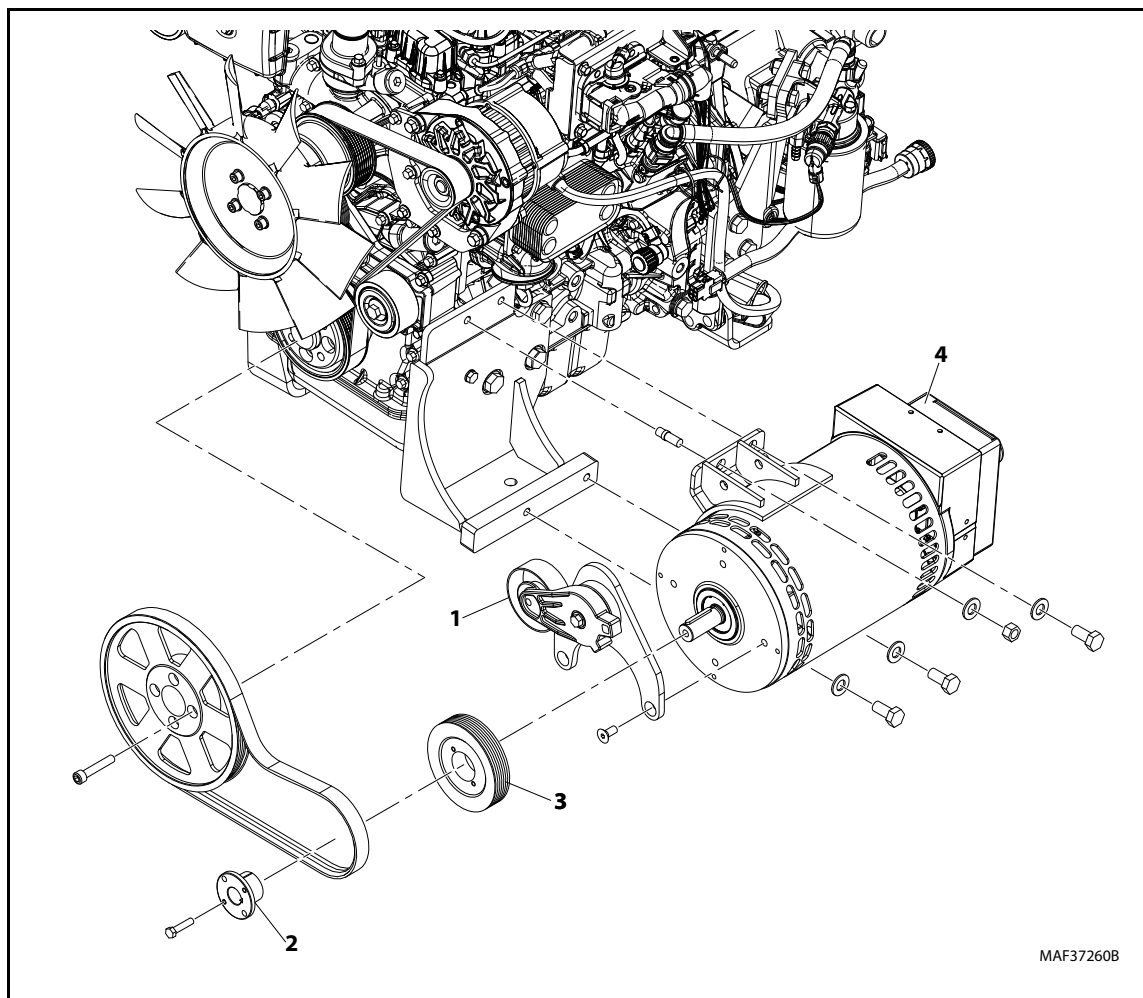


Figure 3-46. Generator and Pulley (7500W and 4000W Deutz Stage VTD 2.2)

REMOVAL

1. Remove the hardware securing the pulley belt adjusting arm (1) to the generator (2) and remove adjusting arm.
2. Remove hardware attaching engine pulley (3) to engine shaft and remove engine pulley.

NOTE: The Generator approximately weighs 35.2 lb (16 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (2) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (2) to the engine and secure with hardware.
2. Install engine pulley (3) to the engine shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt adjusting arm (1) to generator and secure with hardware.

NOTE: Adjust the belt tension to 90 lb (400N).

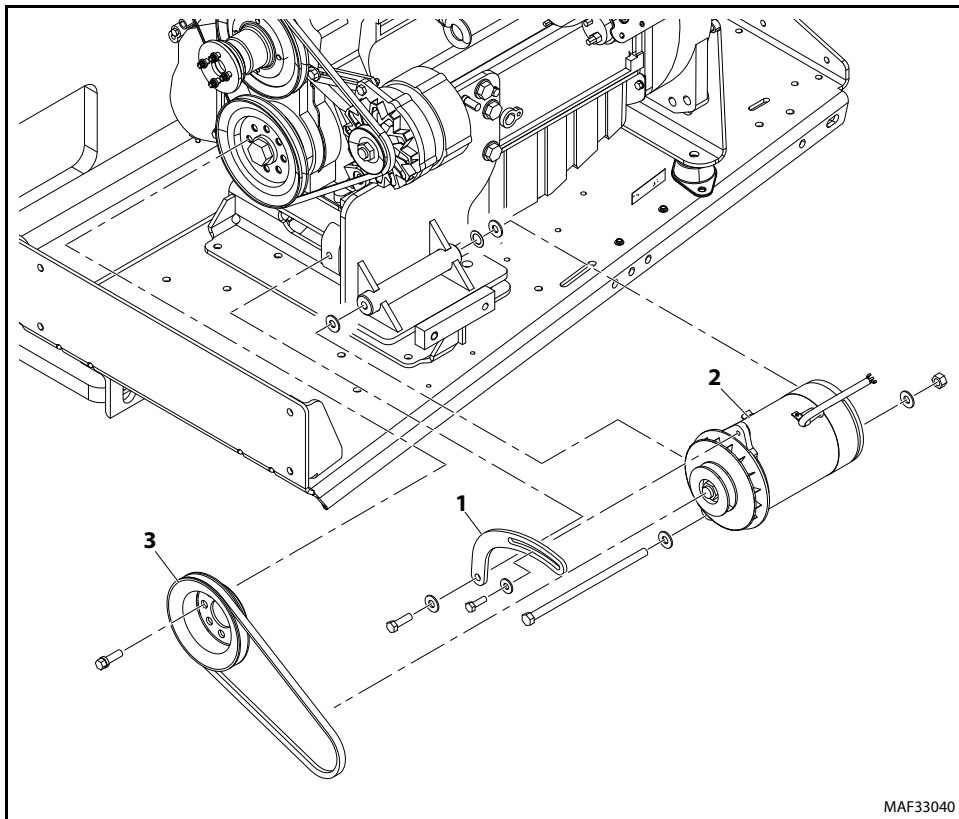


Figure 3-47. Generator and Pulley (2500W Deutz D2011)

REMOVAL

1. Remove the hardware securing the pulley belt tensioner assembly (1) to the generator (4) and remove pulley belt tensioner.
2. Remove hardware attaching tapered bushing (2) to the generator pulley (3) and remove tapered bushing and pulley from the generator shaft.

NOTE: The Generator approximately weighs 101.4 lb (46 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (4) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (4) to the engine and secure with hardware. Torque hardware to 41 ft. lbs. (55 Nm).
2. Install generator pulley (3) and tapered bushing (2) on the generator shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt tensioner (1) to generator and secure with hardware.

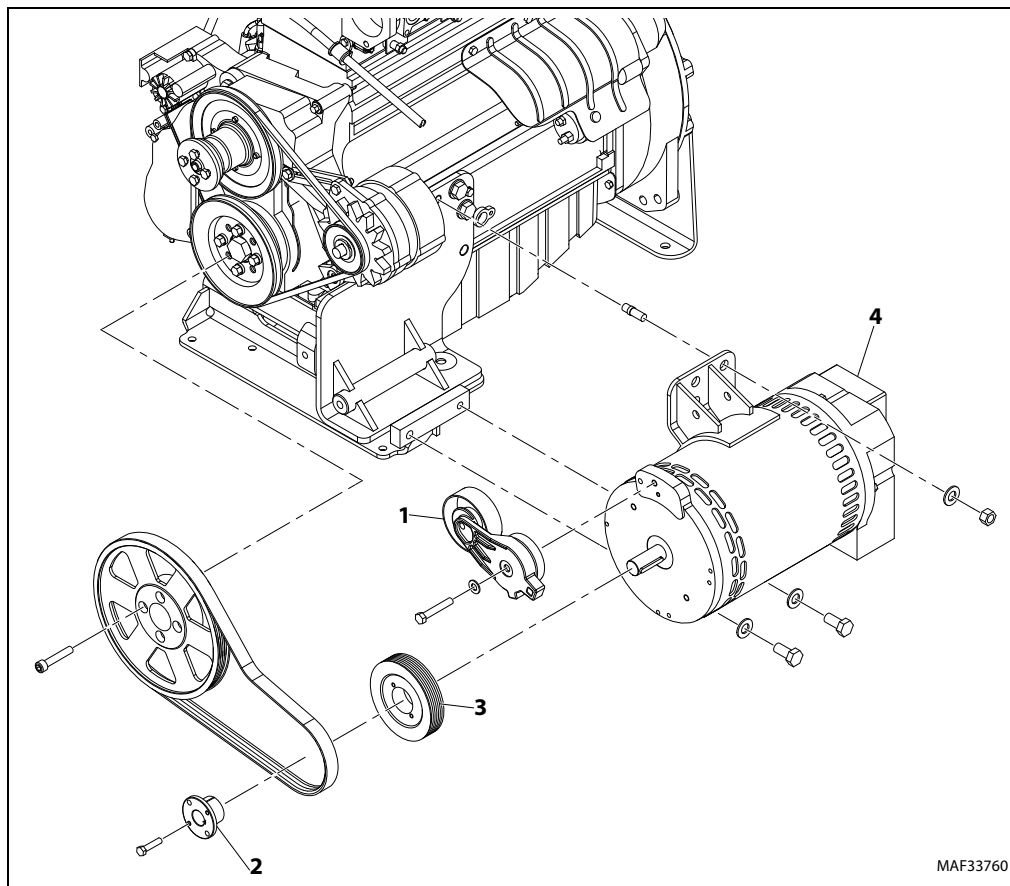


Figure 3-48. Generator and Pulley (7500W Deutz D2011 and 2500W Ford DF 2.5L)

REMOVAL

1. Remove the hardware securing the pulley belt tensioner assembly (1) to the generator (4) and remove pulley belt tensioner.
2. Remove hardware attaching tapered bushing (2) to the generator pulley (3) and remove tapered bushing and pulley from the generator shaft.

NOTE: The Generator approximately weighs 103 lb (47 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (4) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (4) to the engine and secure with hardware. Torque hardware to 85 ft. lbs. (115 Nm).
2. Install generator pulley (3) and tapered bushing (2) on the generator shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt tensioner assembly (1) to generator and secure with hardware.

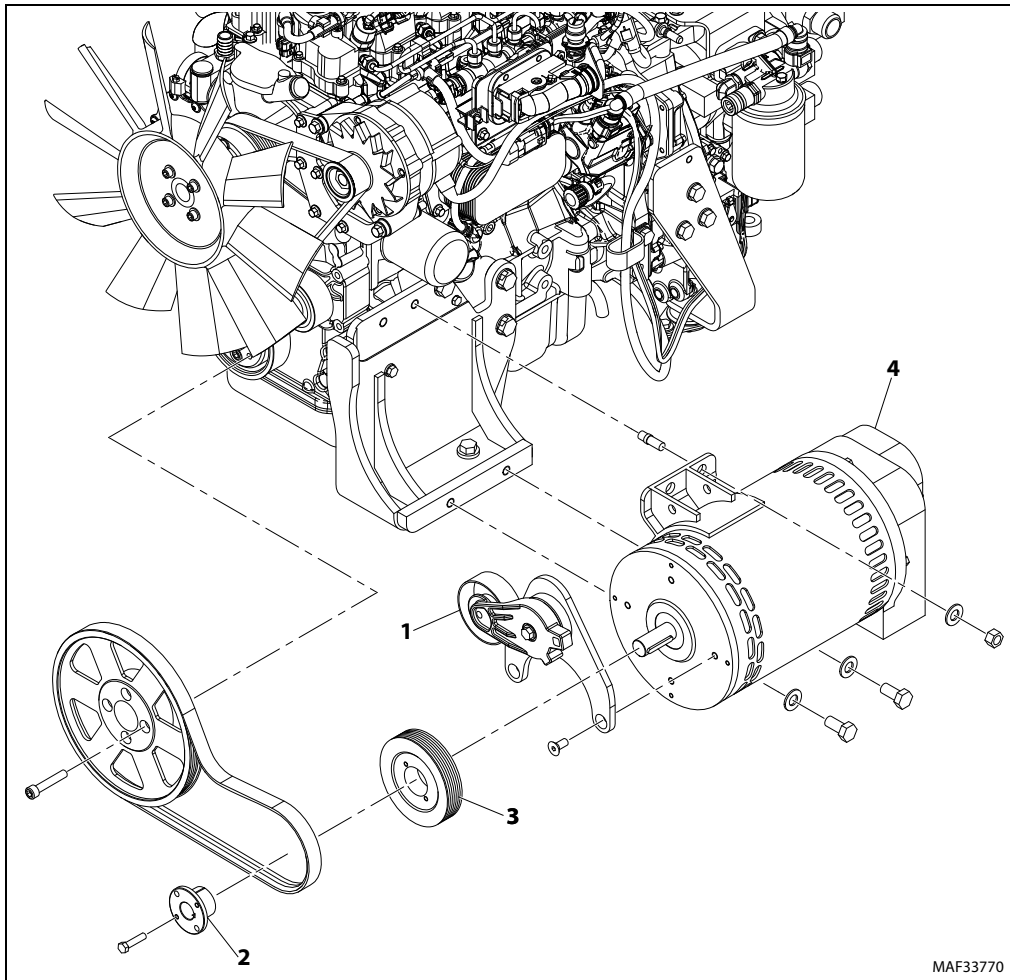


Figure 3-49. Generator and Pulley (7500W and 4000W Deutz T4F)

REMOVAL

1. Remove the hardware securing the pulley belt tensioner assembly (1) to the generator (4) and remove pulley belt tensioner.
2. Remove hardware attaching tapered bushing (2) to the generator pulley (3) and remove tapered bushing and pulley from the generator shaft.

NOTE: The Generator approximately weighs 95 lb (43 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (4) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (4) to the engine and secure with hardware. Torque hardware to 85 ft. lbs. (115 Nm).
2. Install generator pulley (3) and tapered bushing (2) on the generator shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt tensioner assembly (1) to generator and secure with hardware.

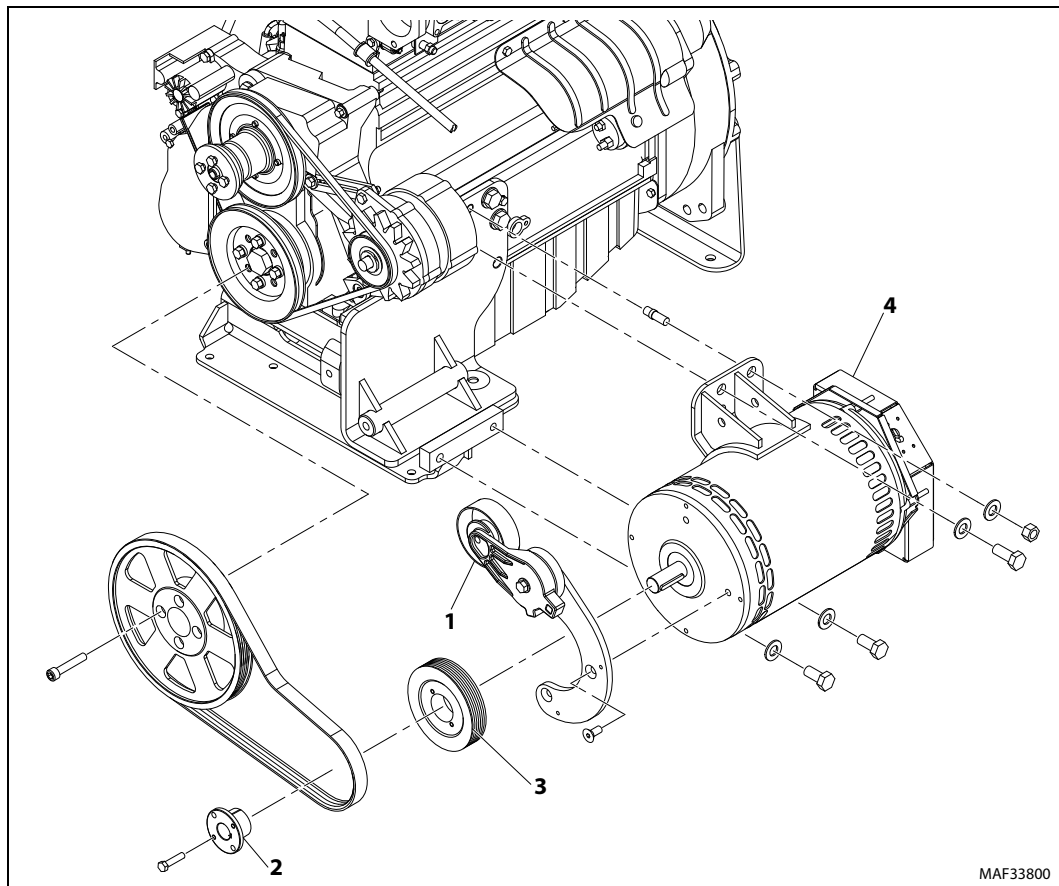


Figure 3-50. Generator and Pulley (4000W Deutz D2011)

REMOVAL

1. Remove the hardware securing the pulley belt adjusting arm (1) to the generator (2) and remove pulley belt adjusting arm.
2. Remove hardware attaching engine pulley (3) to engine shaft and remove engine pulley.

NOTE: The Generator approximately weighs 36.5 lb (16 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (2) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (2) to the engine and secure with hardware. Torque hardware to 85 ft. lbs. (115 Nm).
2. Install engine pulley (3) to the engine shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt adjusting arm (1) to generator and secure with hardware.
4. Adjust the belt tension to 90 lb (400N)

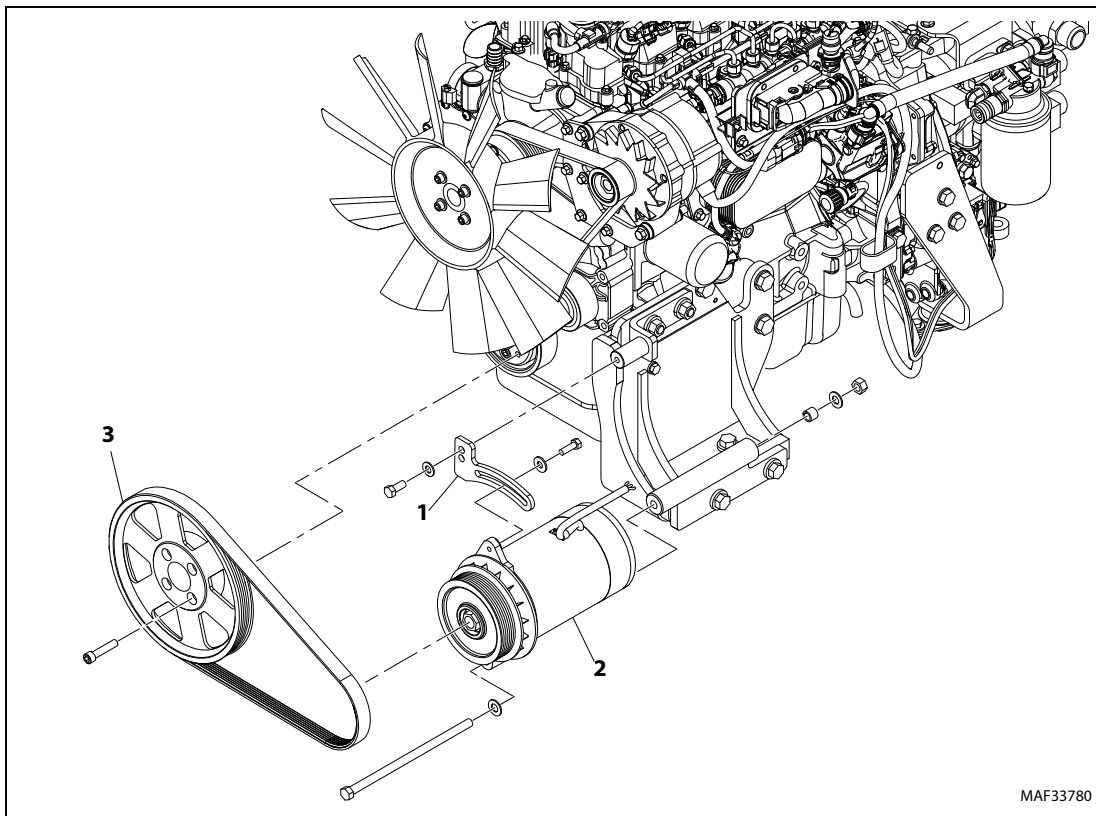


Figure 3-51. Generator and Pulley (2500W Deutz T4F)

REMOVAL

1. Remove the hardware securing the pulley belt tensioner assembly (1) to the generator (4) and remove pulley belt tensioner.
2. Remove hardware attaching tapered bushing (2) to the generator pulley (3) and remove tapered bushing and pulley from the generator shaft.

NOTE: The Generator approximately weighs 94.3 lb (42.8 kg).

3. Using suitable lifting equipment, adequately support engine assembly weight along entire length.
4. Remove the hardware securing generator (4) to the engine and remove generator from engine assembly.

INSTALLATION

1. Install generator (4) to the engine and secure with hardware. Torque hardware to 72 ft. lbs. (97 Nm).
2. Install generator pulley (3) and tapered bushing (2) on the generator shaft and secure with hardware.

NOTE: Ensure that generator pulley is aligned with engine pulley.

3. Install pulley belt tensioner assembly (1) to generator and secure with hardware.

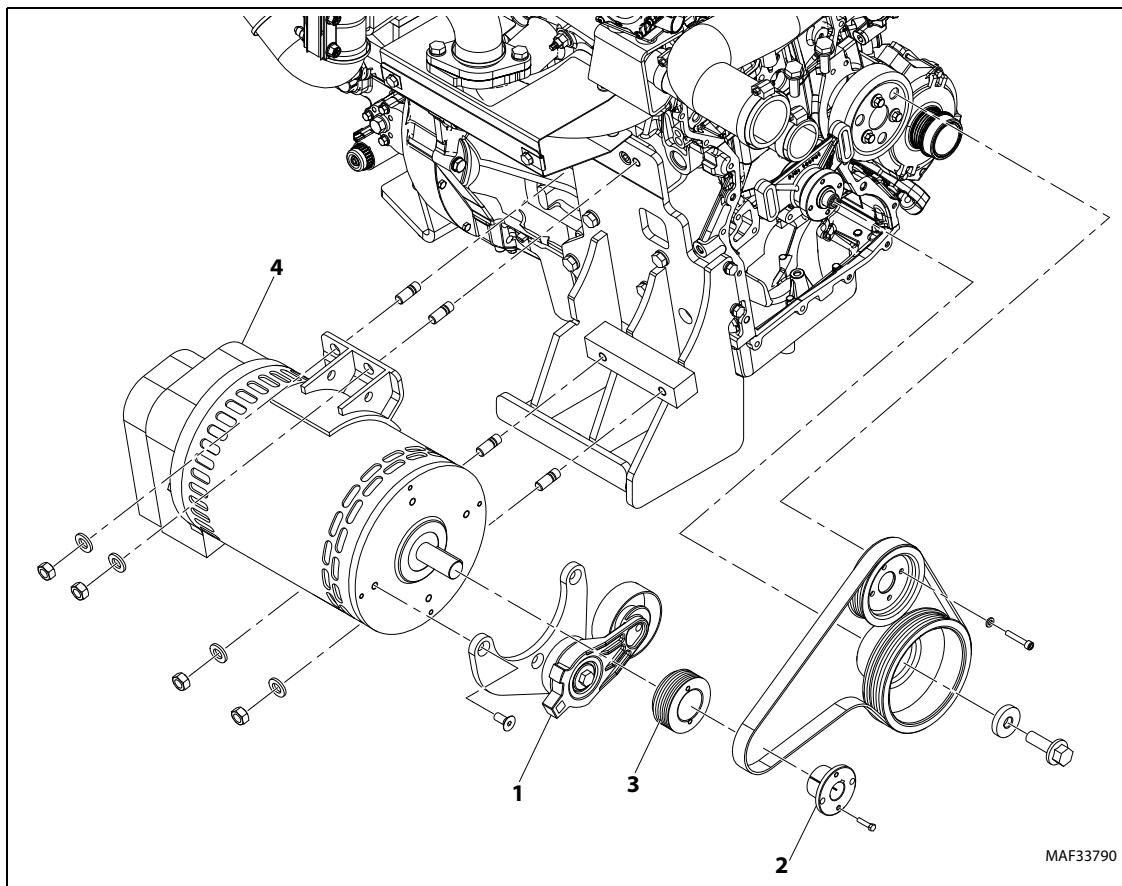


Figure 3-52. Generator and Pulley (7500W Ford DF 2.5L)

3.22 GENERATOR

Every 250 hours

Check drive belt tension every 250 hours of operation,.

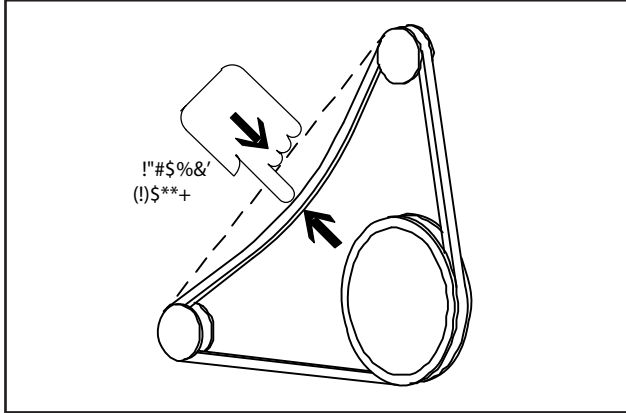


Figure 3-53. Generator Belt Tension

Every 500 hours

Service generator brushes and slip rings every 500 hours of operation. Hostile environments may require more frequent service.

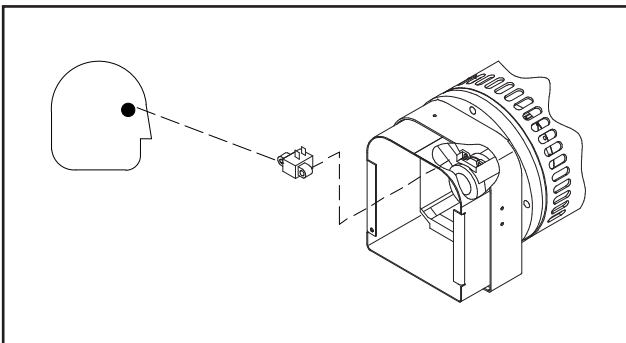


Figure 3-54. Generator Brushes and Slip Rings

Blow out inside of generator every 500 hours of service. If operating in a hostile environment, clean monthly.

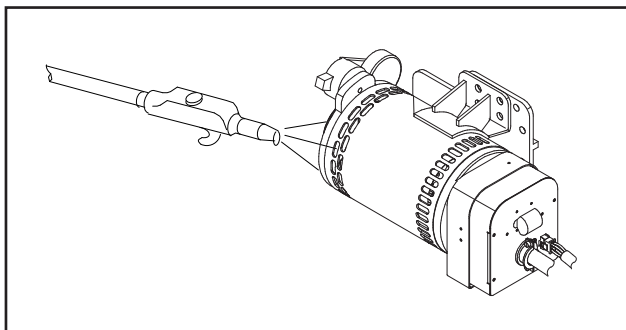


Figure 3-55. Blow Out Generator

Overload Protection

CAUTION

STOP ENGINE WHENEVER CHECKING OR INSPECTING CIRCUIT BREAKER.

The circuit breaker protects generator windings from overload. Generator output stops if circuit breaker opens.

If circuit breaker continues to open, check for faulty equipment connected to platform receptacles.

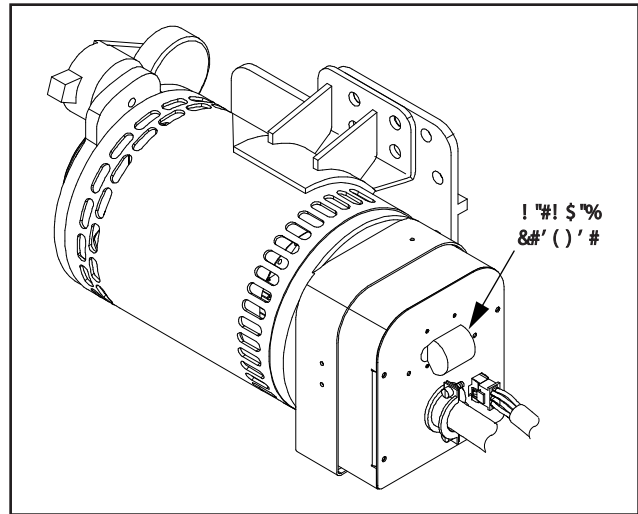


Figure 3-56. Generator Circuit Breaker Location

Inspecting Brushes, Replacing Brushes and Cleaning Slip Rings

Refer to Figure 3-57. Inspecting Generator Brushes, Replacing Brushes, and Cleaning Slip Rings.

INSPECTING BRUSH POSITION

Inspect brush alignment with slip rings. View alignment through air vents in stator barrel. Brushes must ride completely on slip rings.

INSPECTING BRUSHES

1. Remove end panel. Inspect wires.
2. Remove brush holder assembly. Pull brushes from holders.
3. Replace brushes if damaged, or if brush is at or near minimum length.

CLEANING SLIP RINGS

1. Visually inspect the slip rings. Under normal use, the rings turn dark brown.
2. If slip rings are corroded or their surface is uneven, remove belt to turn shaft by hand for cleaning.
3. Clean rings with 220 grit emery paper. Remove as little material as possible. If rings are deeply pitted and do not clean up, consult generator factory service.
4. Reinstall belt, brush holder assembly, and end panel.

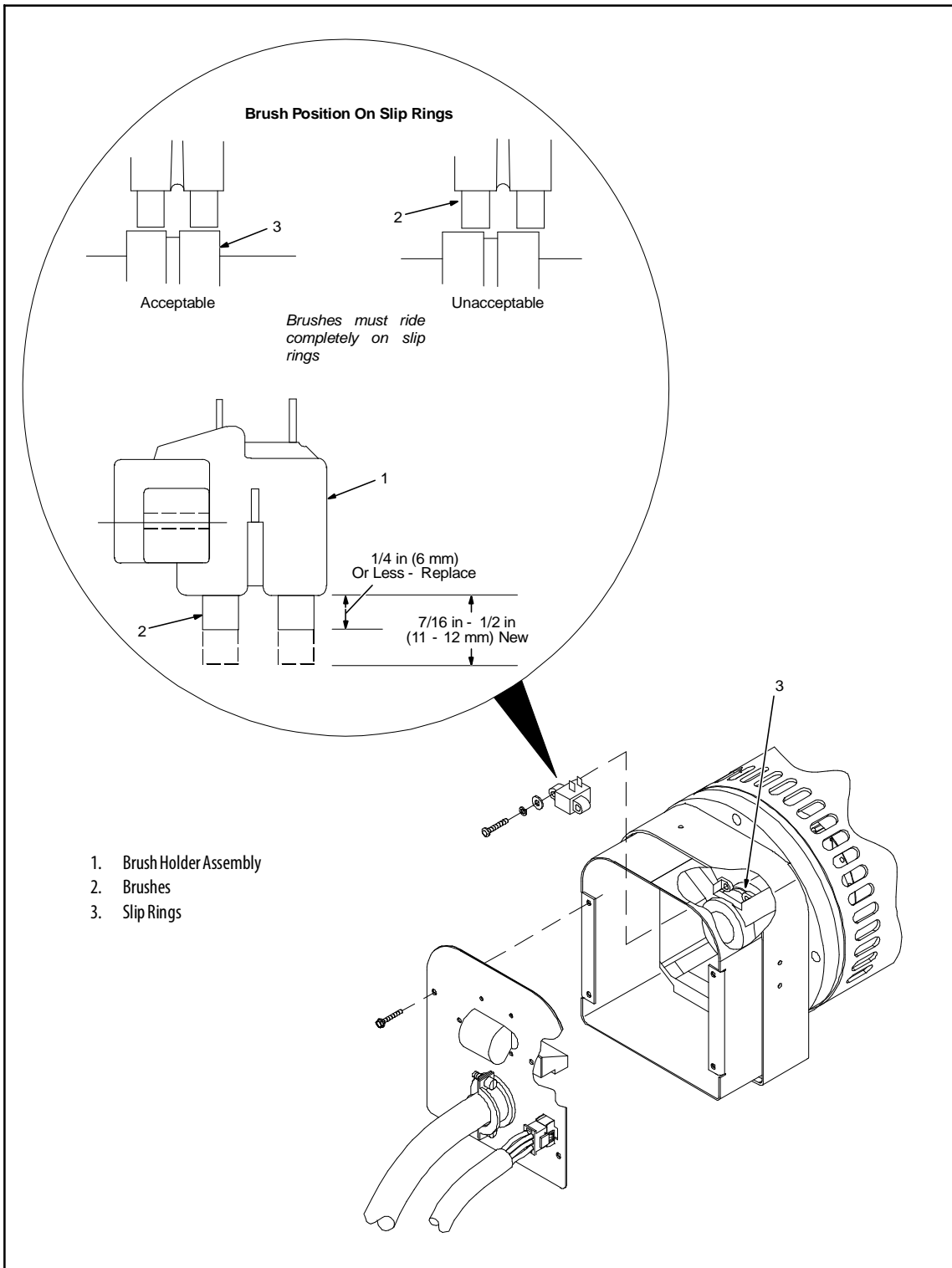


Figure 3-57. Inspecting Generator Brushes, Replacing Brushes, and Cleaning Slip Rings

Troubleshooting

Table 3-8. Troubleshooting

Trouble	Remedy
No generator output at platform AC receptacles.	Be sure generator control switch is turned on at platform.
	Check and secure electrical connections at platform, generator, and control box.
	Be sure all equipment is turned off when starting unit.
	Reset circuit breaker CB1.
	Check plug PLG3 connection and/or connections at receptacles RC3 and RC5.
	Be sure + 12 volts DC input voltage is being supplied to control box.
	Check slip rings, wiring to brushes, and brush position on slip rings. Install new brushes if necessary.
	Disconnect leads 12 and 13 from brushes, and check continuity across slip rings (nominal reading is 26 ohms). Replace generator if rotor is open.
	Disconnect stator weld leads 1, 2, and 3 from circuit breaker CB1, and check continuity between leads. Replace generator if necessary.
	Disconnect plug PLG4 and check continuity between exciter leads 5 and 6. Replace generator if necessary.
	Check power board PC1 and connections, and replace if necessary.
	Check control board PC2 and connections, and replace if necessary.
Low generator output at platform AC receptacles.	Verify generator is running at 3600 rpm (60 Hz) or 3000 rpm (50 Hz).
	Check slip rings, wiring to brushes, and brush position on slip rings. Install new brushes if necessary.
	Disconnect leads 12 and 13 from brushes, and check continuity across slip rings nominal reading is 26 ohms). Replace generator if rotor is open.
	Disconnect stator weld leads 1, 2, and 3 from circuit breaker CB1, and check continuity between leads. Replace generator if necessary.
	Disconnect plug PLG4 and check continuity between exciter leads 5 and 6. Replace generator if necessary.
	Check power board PC1 and connections, and replace if necessary.
	Check control board PC2 and connections, and replace if necessary.
High generator output at platform AC receptacles.	Verify generator is running at 3600 rpm (60 Hz) or 3000 rpm (50 Hz).
	Check slip rings, wiring to brushes, and brush position on slip rings. Install new brushes if necessary.
	Check power board PC1 and connections, and replace if necessary.
	Check control board PC2 and connections, and replace if necessary.
Erratic generator output at platform AC receptacles.	Check and secure electrical connections at platform, generator, and control box.
	Verify generator is running at 3600 rpm (60 Hz) or 3000 rpm (50 Hz).
	Check slip rings, wiring to brushes, and brush position on slip rings. Install new brushes if necessary.
	Disconnect leads 12 and 13 from brushes, and check continuity across slip rings nominal reading is 26 ohms). Replace generator if rotor is open.
	Check power board PC1 and connections, and replace if necessary
	Check control board PC2 and connections, and replace if necessary

Generator Disassembly and Assembly

Refer to Figure 3-60. and Figure 3-61. to determine if trouble is in stator, rotor, control box, or combination of these components.

1. Rotor
2. Stator Assembly

CAUTION

DO NOT DAMAGE ROTOR OR STATOR WINDINGS DURING DISASSEMBLY AND ASSEMBLY PROCEDURE.

DISASSEMBLY

1. Mark and disconnect all electrical leads, secure using cable ties.

2. Remove brush holder assembly.
3. Disassemble generator parts shown in Figure 3-59.
4. Clean all parts with approved solvent and dry with compressed air, if applicable.

ASSEMBLY

1. Assemble generator parts using torque values in table.
2. Reconnect all leads. Use cable ties to secure leads away from moving or hot parts.

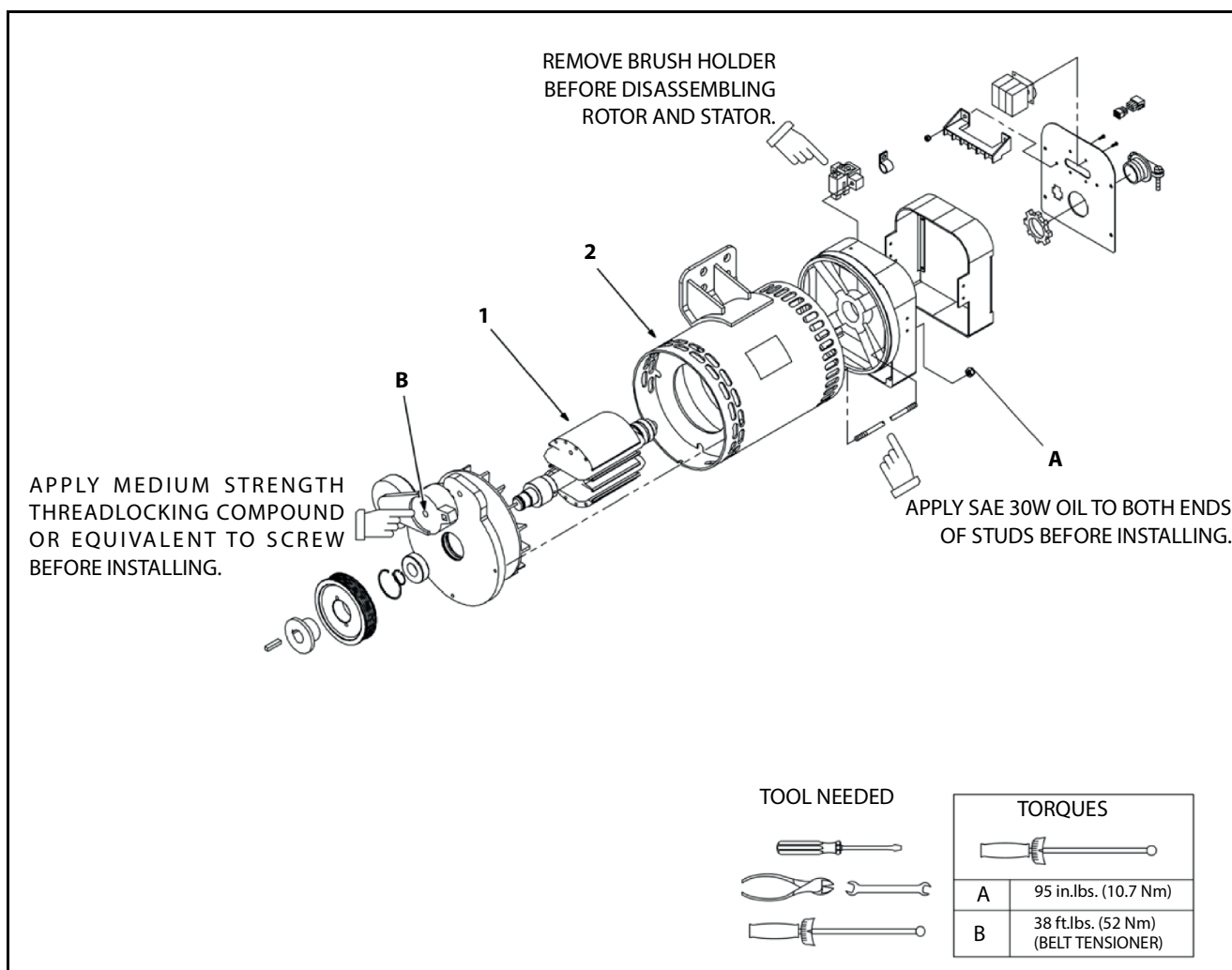


Figure 3-58. Generator Disassembly and Assembly

Resistance Values	
a)	Tolerance - $\pm 10\%$ unless specified
b)	Condition - 70°F (21°C); cold machine (no warm-up)
c)	Wiring Diagram
d)	Stop generator before checking resistance
R1	26 ohms
R2	1 ohm
R3 thru R5	Less than 1 ohm

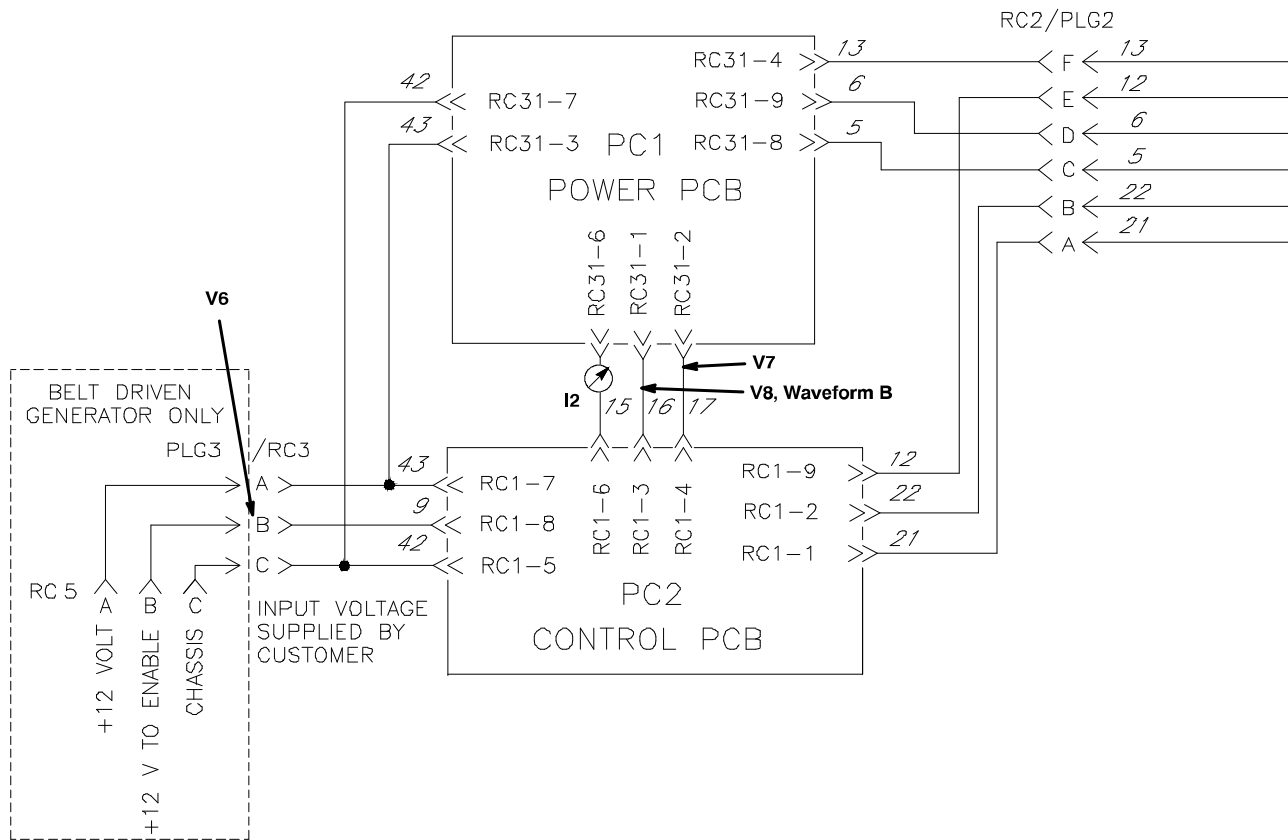
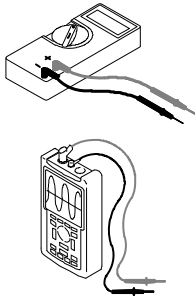


Figure 3-59. Generator Troubleshooting Circuit Diagram Sheet 1 of 2

Test Equipment Needed:



Amperage Readings	
a) Tolerance - ±5% unless specified	
b) Condition - 70°F (21°C); cold machine (no warm-up); no load	
I1	1 amps DC (60 Hz) No greater than 3.5 amps DC under load
I2	1 amps DC (60 Hz) No greater than 3.5 amps DC under load

Voltage Readings	
a) Tolerance - ±10% unless specified	
b) Condition - 70°F (21°C); cold machine (no warm-up); no load	
c) Weld/power rpm unless specified	
d) Reference - single arrow: reference to circuit common (lead 42); double arrow: reference to points indicated	
e) Wiring Diagram	
V1	Rotor: +25 volts DC at no load ±20%; +75 volts DC at full load ±10%
V2	Exciter: 150 volts AC
V3	Voltage Feedback: 240 volts AC
V4	Output (Odd Leg): 245 volts AC
V5	Output: 120 volts AC
V6	Generator Enable: +12 volts DC when generator is enabled (On); 0 volts DC when not enabled (Off)
V7	Shutdown Signal: +12 volts DC when shutdown is latched; 0 volts DC when not latched
V8	PWM Signal: 0 to +15 volts DC

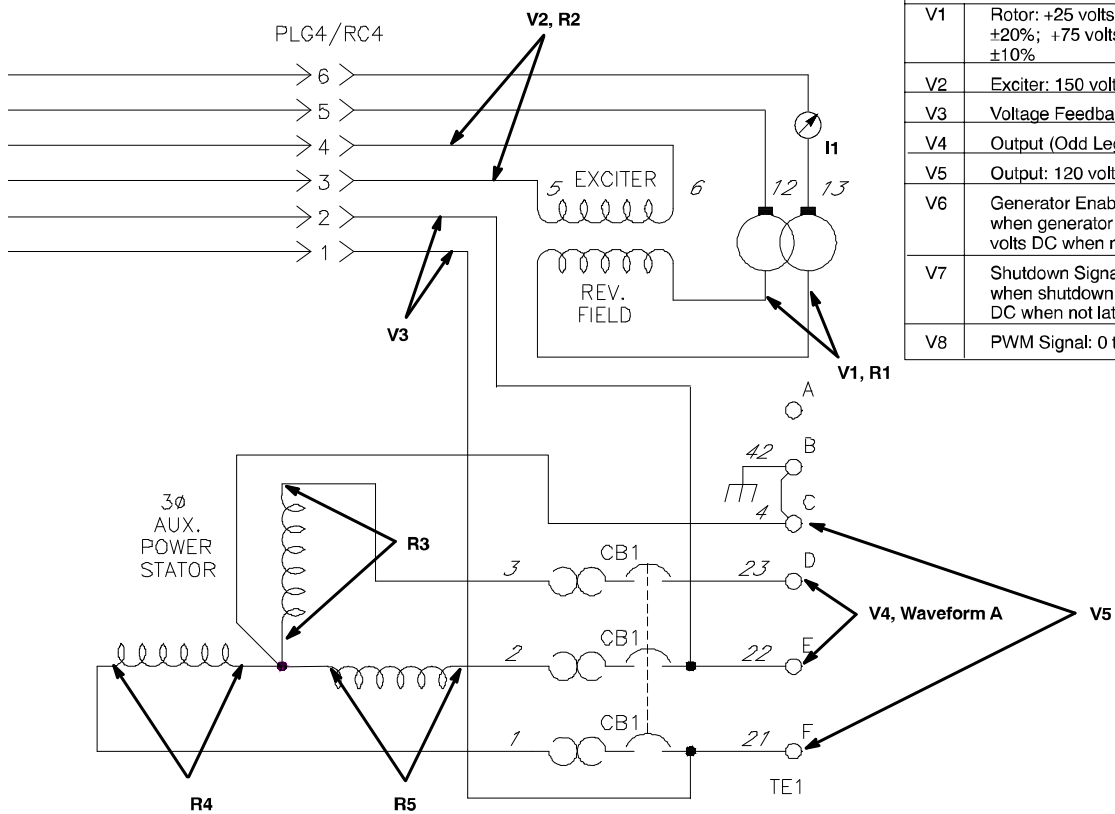


Figure 3-60. Generator Troubleshooting Circuit Diagram Sheet 2 of 2

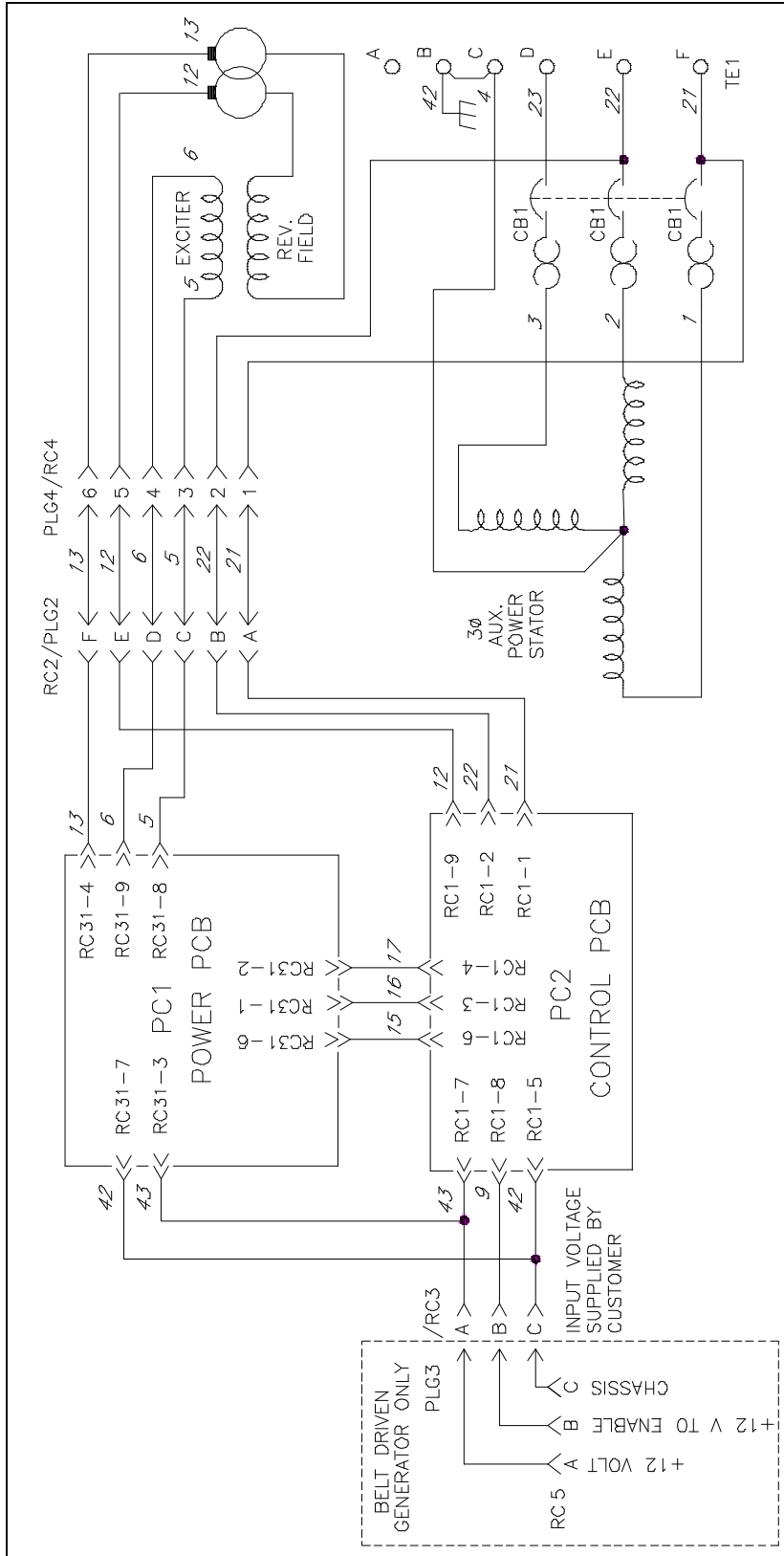


Figure 3-61. Generator Electrical Circuit Diagram

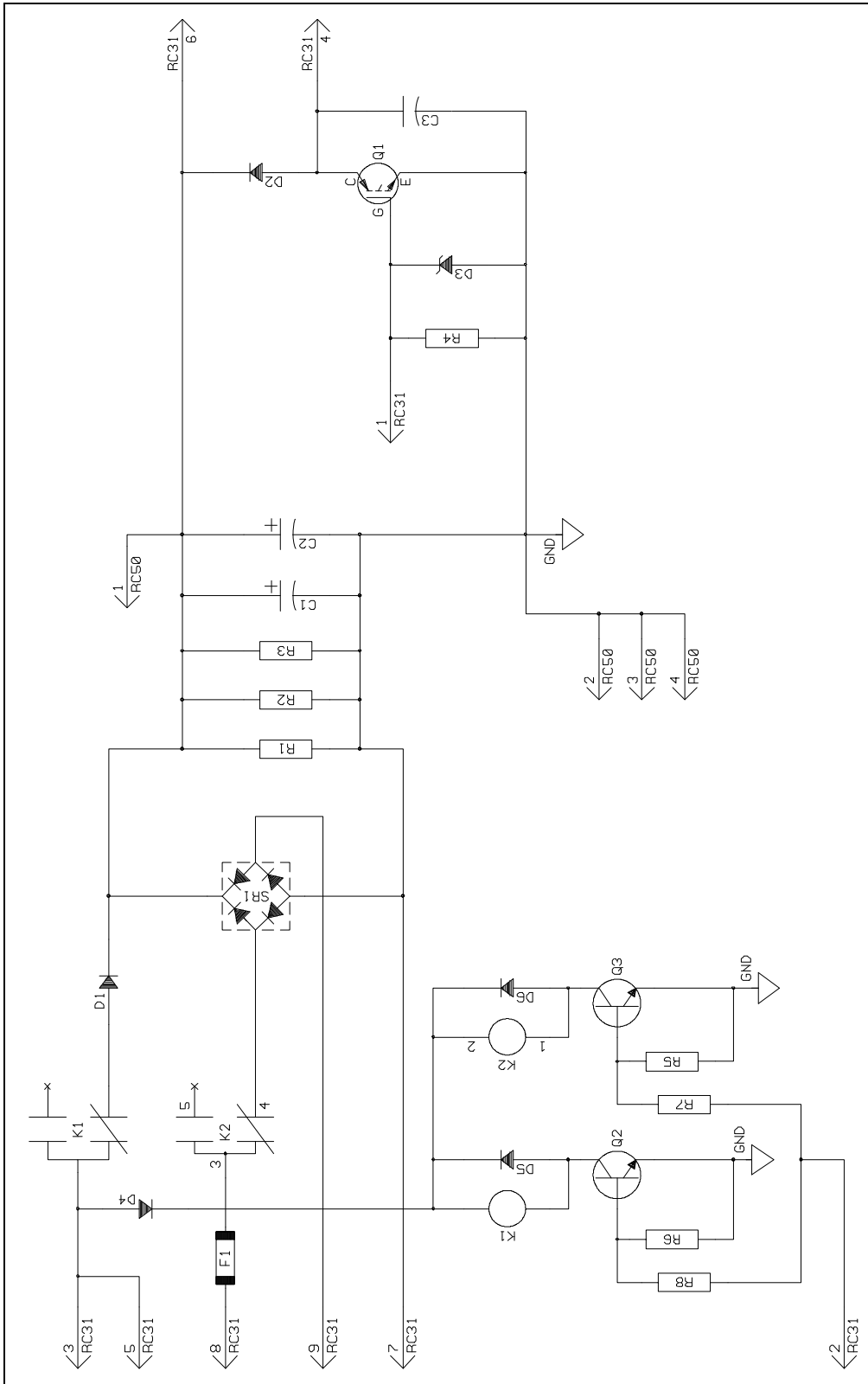


Figure 3-62. Power Board PC1 Electrical Circuit Diagram

SECTION 3 - CHASSIS & TURNTABLE

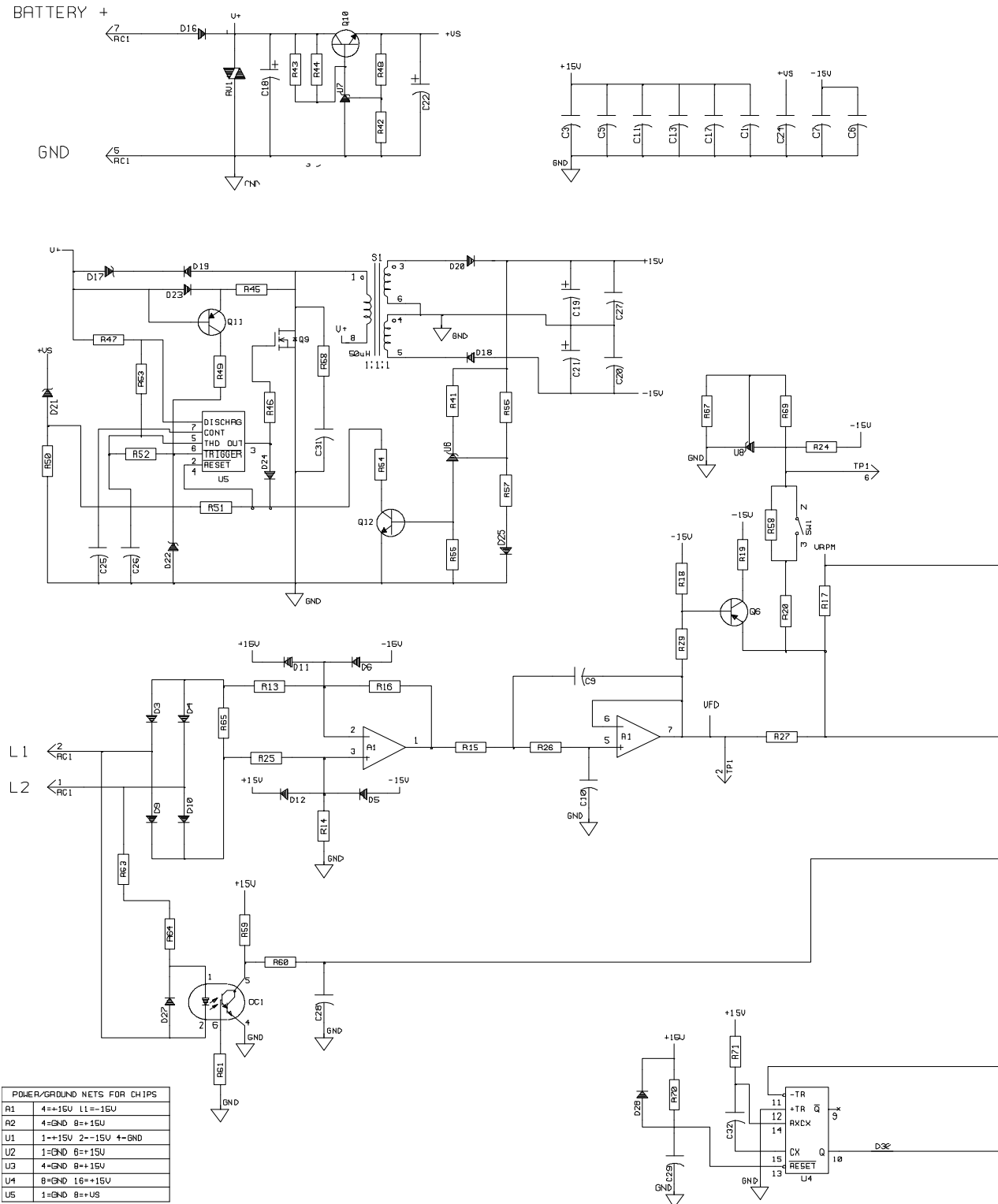


Figure 3-63. Power Board PC2 Electrical Circuit Diagram Sheet 1 of 2

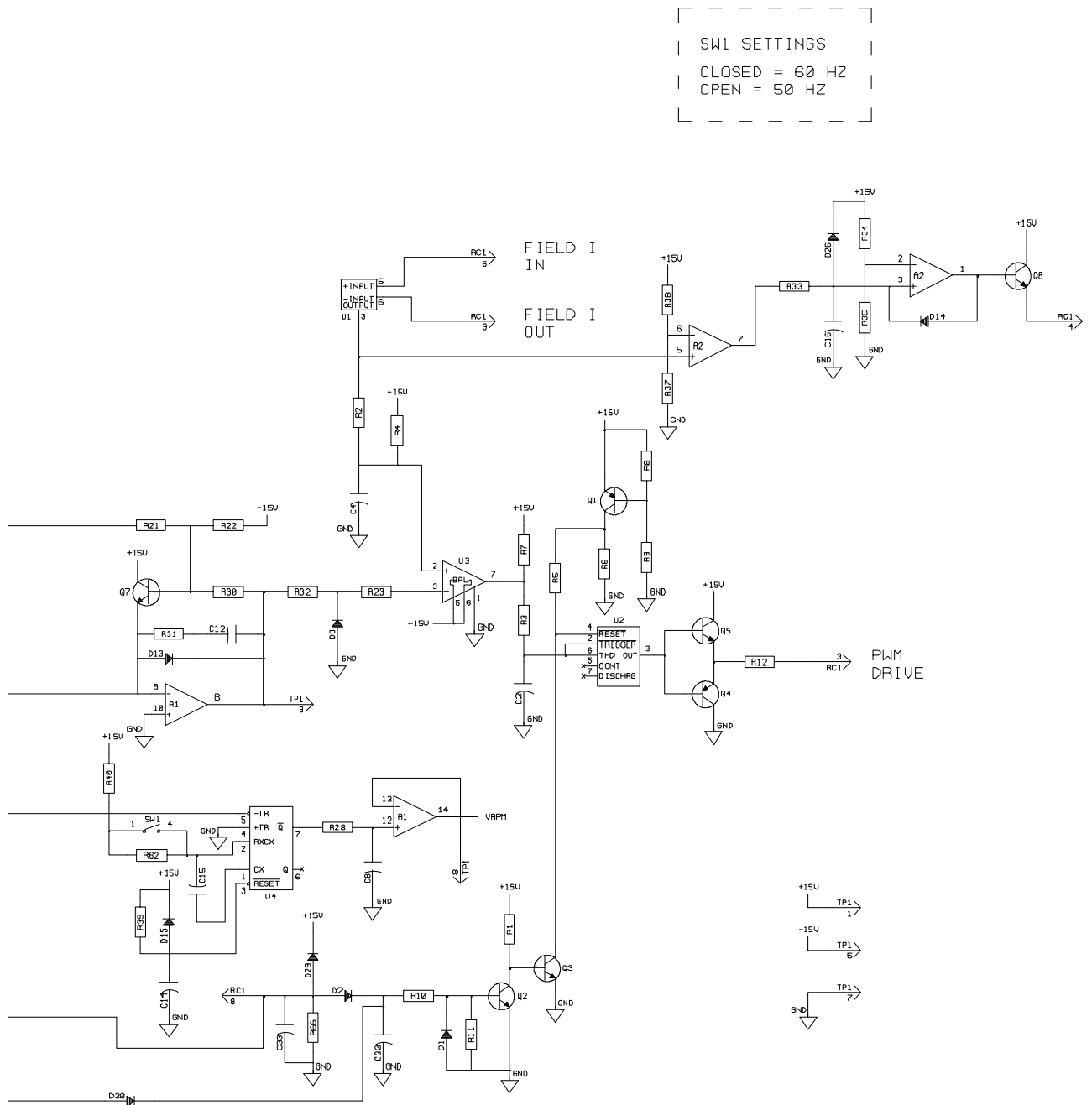


Figure 3-64. Power Board PC2 Electrical Circuit Diagram Sheet 2 of 2

Lead Connection List for Generator

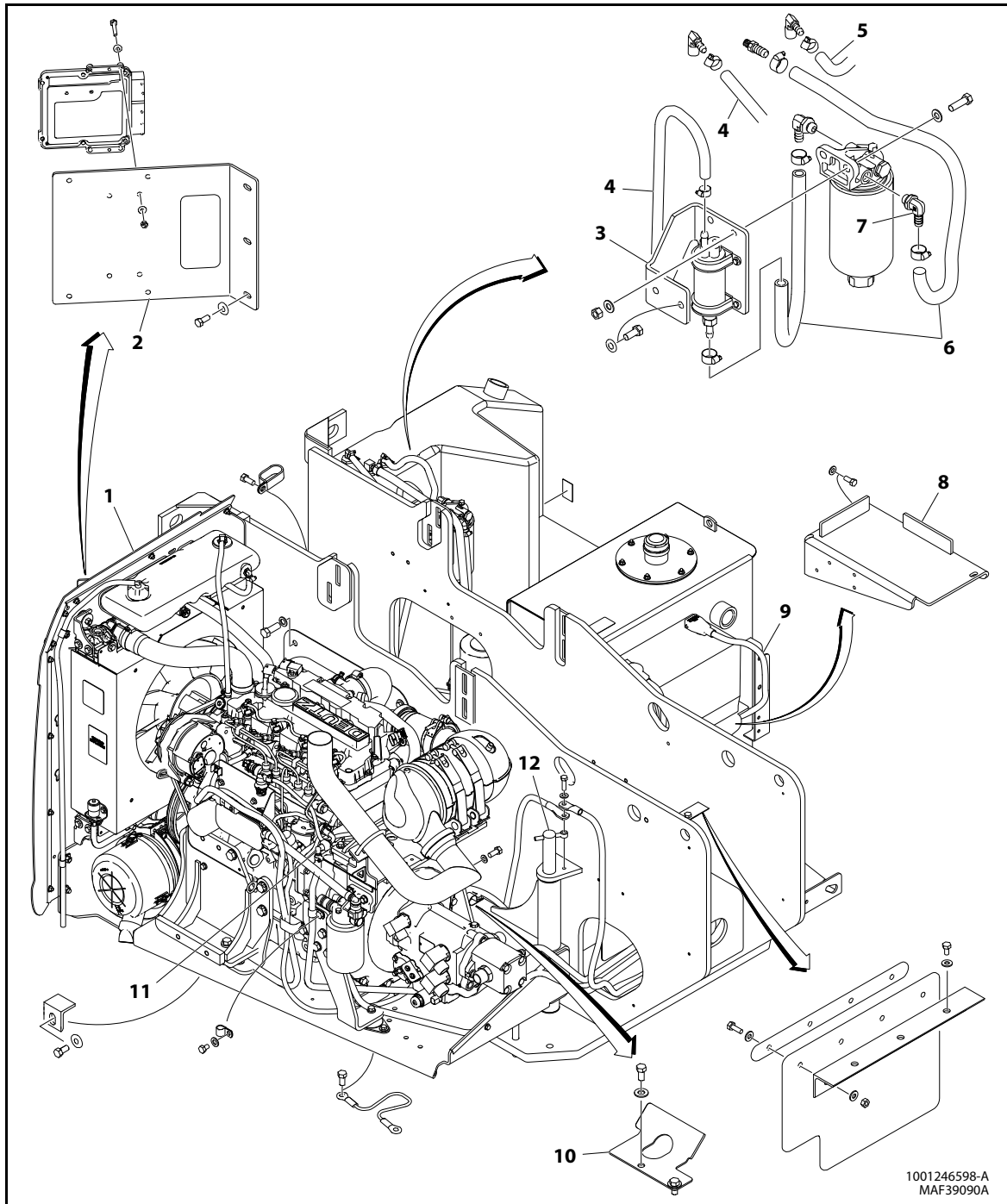
NOTE: Apply small amount of dielectric grade, non conductive electric grease to connectors where factory-applied grease had been present.

NOTE: Table shows physical lead connections and should be used with circuit diagram (table replaces wiring diagram).

Table 3-9. Lead Connection List for Generator

Leads	Connections
1A	STATOR TO CB1
2A	STATOR TO CB1
3A	STATOR TO CB1
4A	STATOR TO TE1 (C)
5A	STATOR TO RC4 (3)
5B	PLG2 (C) TO PLG4 (3)
5C	RC2 (C) PLG31 (8)
6A	STATOR TO RC4 (4)
6B	PLG2 (D) TO PLG4 (4)
6C	RC2 (D) PLG31 (9)
9A	RC5 (B) TO PLG3 (B) (Customer Supplied)
9B	RC3 (B) PLG1 (8)
12A	PLG2 (E) TO PLG4 (5)
12B	RC2 (E) PLG1 (9)
12C	RC4 (5) TO BRUSH
13A	PLG2 (F) TO PLG4 (6)
13B	RC2 (F) PLG31 (4)
13C	RC4 (6) TO BRUSH
15A	PLG1 (6) TO PLG31 (6)
16A	PLG1 (3) TO PLG31 (1)
17A	PLG1 (4) TO PLG31 (2)
21A	CB1 TO TE1 (F)
21B	PLG2 (A) TO PLG4 (1)
21C	PLG1 (1) TO RC2 (A)
21D	RC4 (1) TO CB1
22A	CB1 TO TE1 (E)
22B	PLG2 (B) TO PLG4 (2)
22C	PLG1 (2) TO RC2 (B)
22D	RC4 (2) TO CB1
23A	CB1 TO TE1 (D)
42A	RC5 (C) TO PLG3 (C) (Customer Supplied)
42B	RC3 (C) TO CONNECTION POINT 1
42C	PLG31 (7) TO CONNECTION POINT 1
42D	PLG1 (5) TO CONNECTION POINT 1
42F	END BELL SHROUD TO ENGINE MOUNT
42G	CHASSIS TO TE1 (B)
43A	RC5 (A) TO PLG3 (A) (Customer Supplied)
43B	RC3 (A) TO CONNECTION POINT 2
43C	PLG31 (3) TO CONNECTION POINT 2
43D	PLG1 (7) TO CONNECTION POINT 2

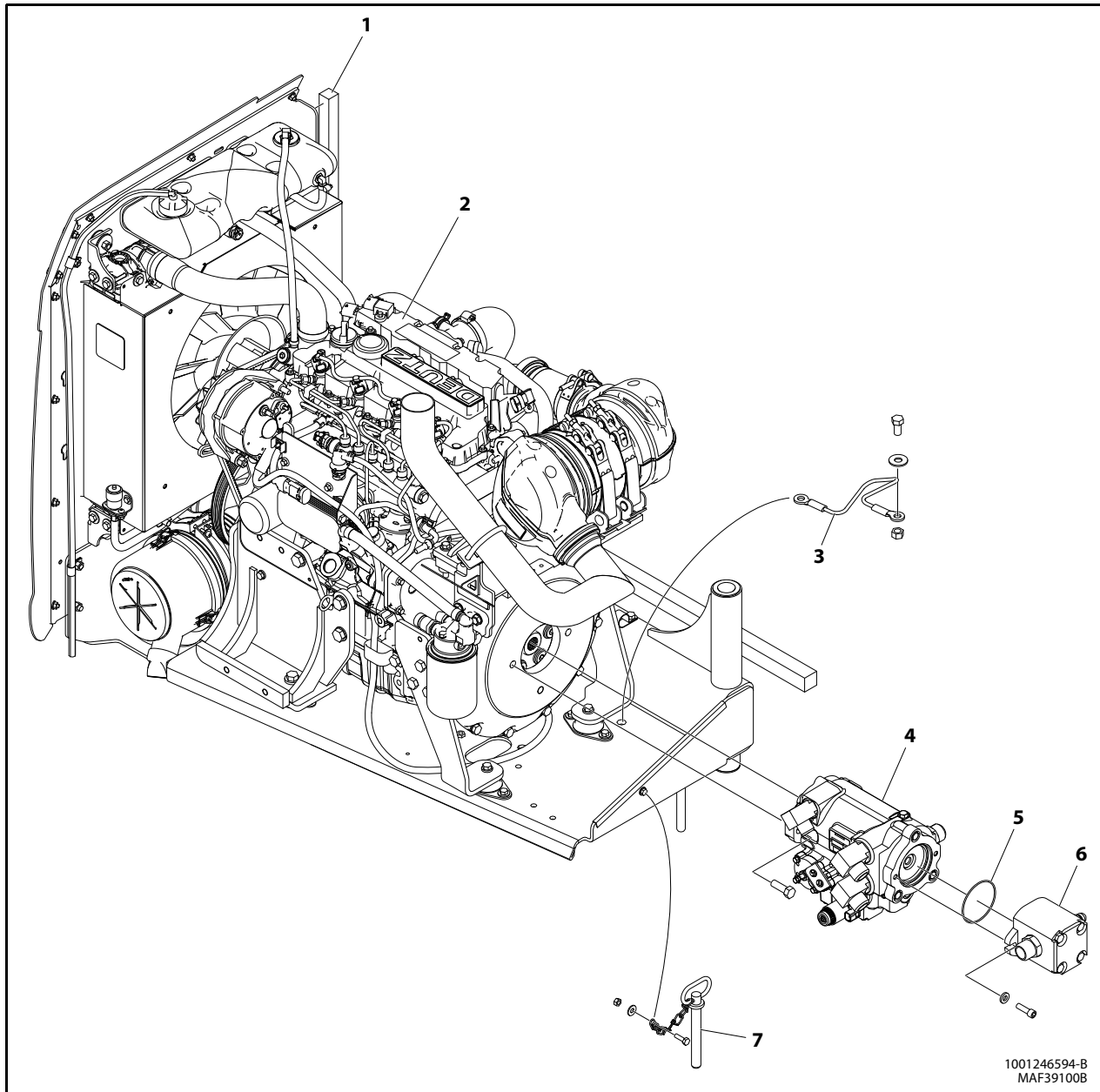
3.23 DEUTZ D2.9 L4 (T4F) ENGINE



1001246598-A
MAF39090A

- | | | |
|--------------------------------------|----------------------------------|------------------------------|
| 1. DeutzTD2.9L4 Engine with Pump | 5. Hose, Fuel Return from Engine | 9. Battery Cable Kit |
| 2. Baffle Plate | 6. Hose, Fuel Line | 10. Hose Guide |
| 3. Fuel Pump/Filter Assembly Bracket | 7. Fitting | 11. Quick Disconnect Fitting |
| 4. Hose, Fuel Supply to Engine | 8. Battery Bracket | 12. Pivot Pin |

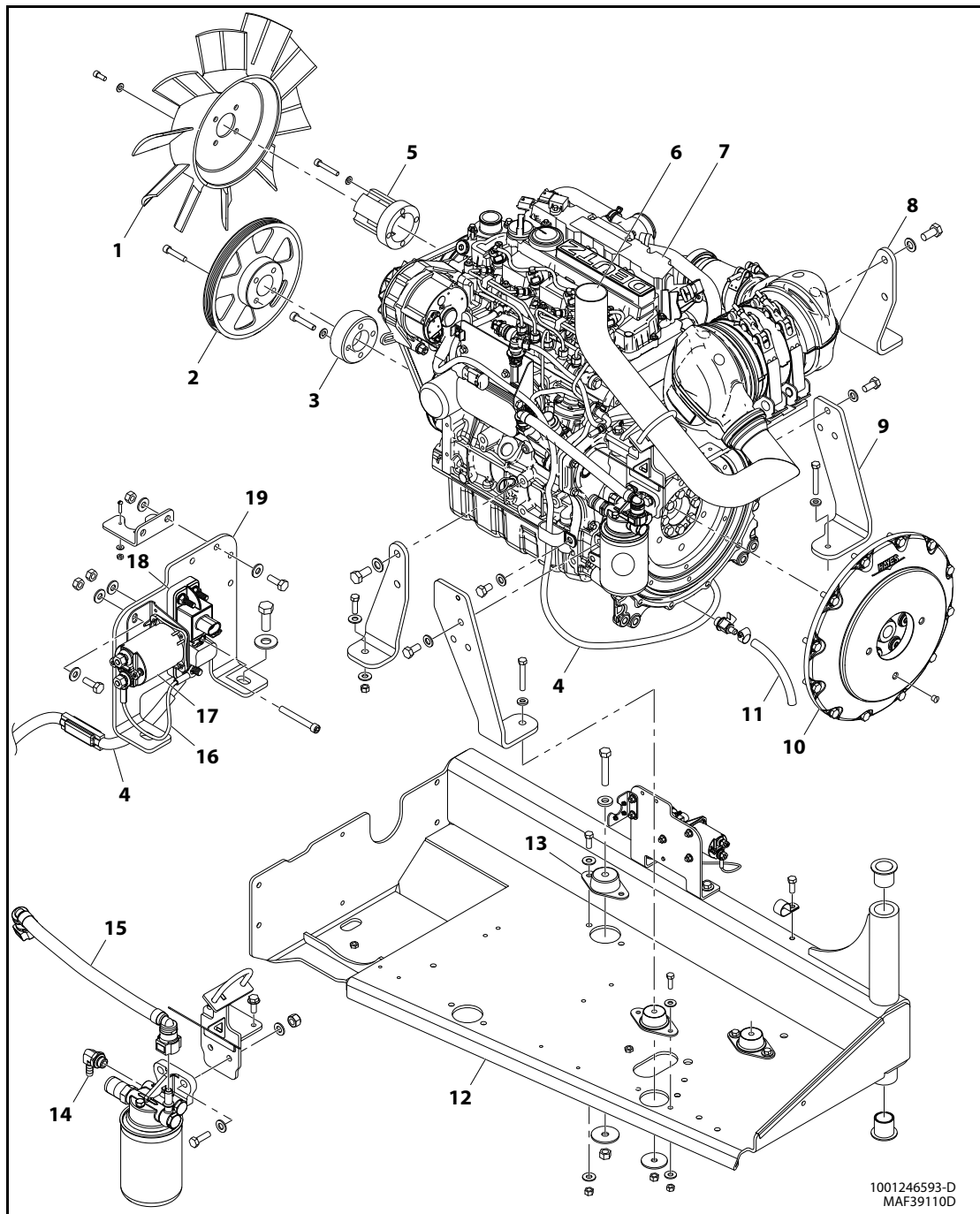
Figure 3-65. Deutz D2.9L4 Engine Installation



1001246594-B
MAF39100B

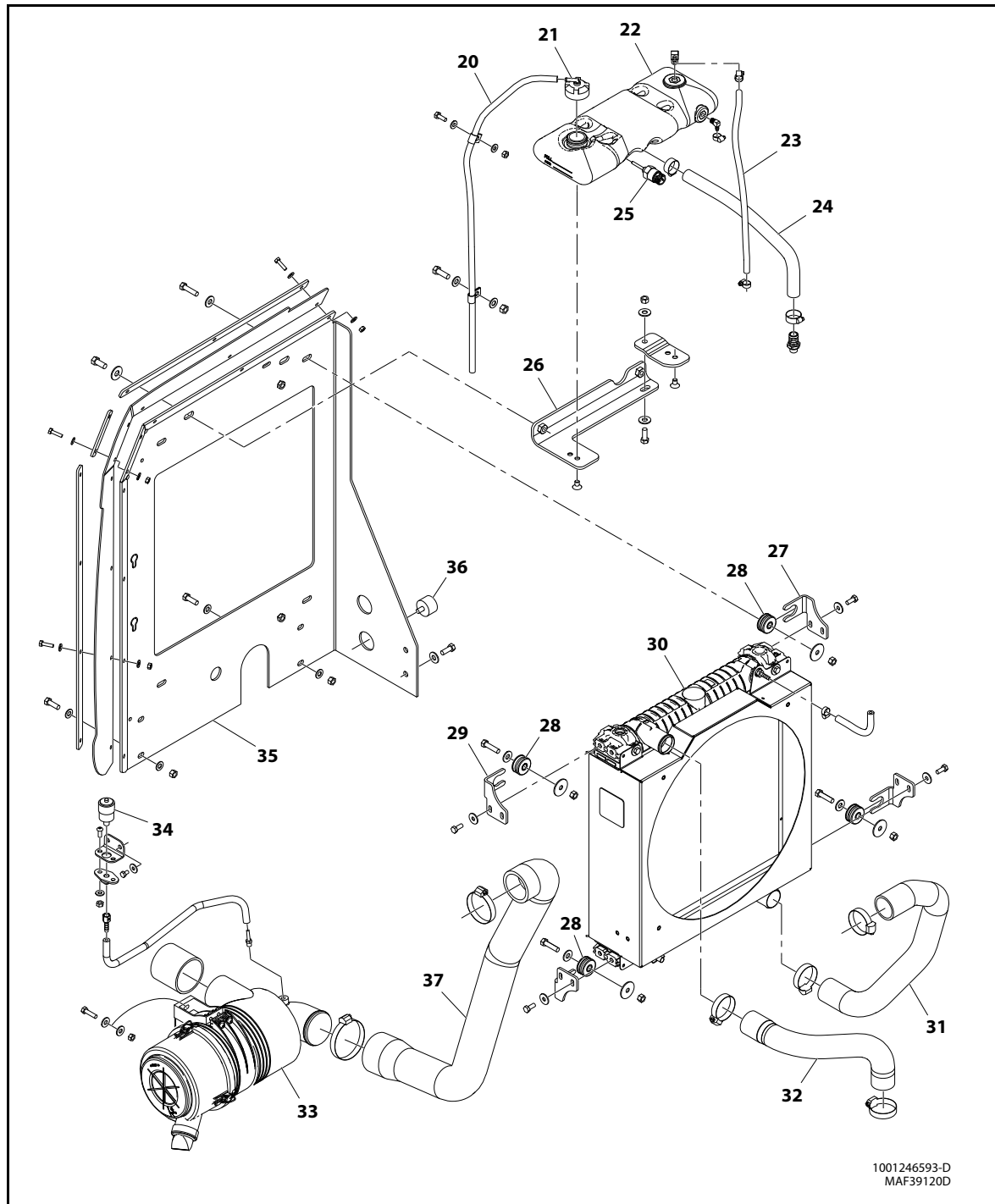
- | | |
|---------------------------------|-----------------------|
| 1. Seal | 5. O-Ring |
| 2. Deutz D2.9L4 Engine Assembly | 6. Gear Pump Assembly |
| 3. Lanyard Cable | 7. Hitch Pin |
| 4. Piston Pump Assembly | |

Figure 3-66. Deutz D2.9L4 Engine and Pumps Sub-Assembly



- | | | | |
|---------------------------|-----------------------------------|-----------------|--------------------------|
| 1. Fan | 6. Exhaust Pipe | 11. Hose | 16. Glow Plug Harness |
| 2. Pulley | 7. Deutz D2.9L4 Engine Components | 12. Support | 17. Relay |
| 3. Adapter | 8. Front Engine Mount | 13. Motor Mount | 18. Power Module Relay |
| 4. Alternator Power Cable | 9. Rear Engine Mount | 14. Fitting | 19. Relay Mounting Plate |
| 5. Adapter | 10. Pump Coupling Kit | 15. Hose | |

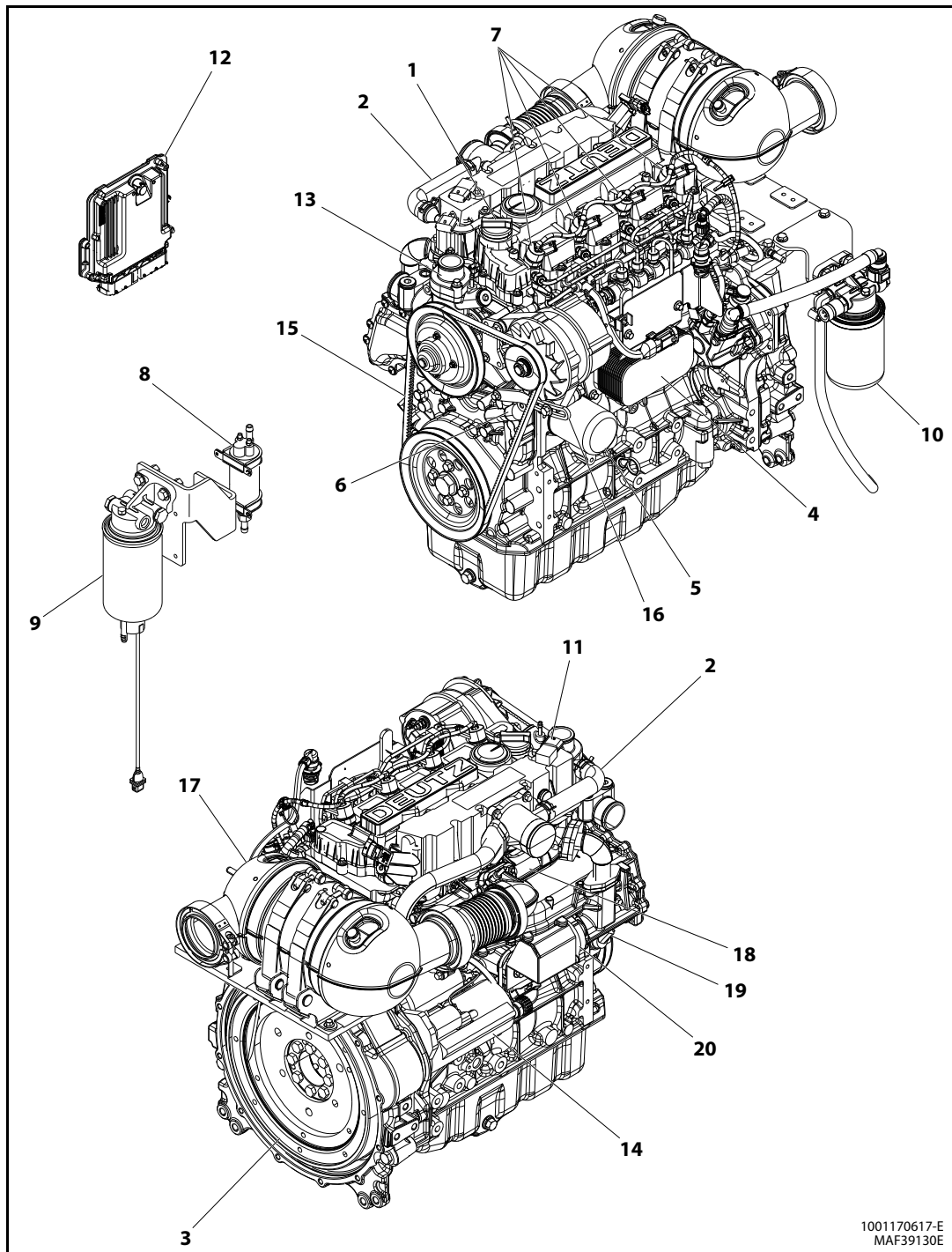
Figure 3-67. Deutz D2.9L4 Engine Assembly - Sheet 1 of 2



1001246593-D
MAF39120D

- | | | | |
|-------------------------|--------------------------|--------------------------|-----------------------------|
| 20. Tube | 25. Coolant Level Sensor | 30. Radiator | 35. Radiator Mounting Plate |
| 21. Tank Cap | 26. Tank Bracket | 31. Radiator Hose-Lower | 36. Bumper |
| 22. Surge Tank Assembly | 27. Bracket | 32. Radiator Hose-Upper | 37. Pipe |
| 23. Hose | 28. Isolator | 33. Air Cleaner Assembly | |
| 24. Hose | 29. Bracket | 34. Service Indicator | |

Figure 3-68. Deutz D2.9L4 Engine Assembly - Sheet 2 of 2



1001170617-E
MAF39130E

- | | | | |
|----------------------------|--------------------|--------------------------------------|----------------------|
| 1. Oil Fill Cap | 6. Valve Assembly | 11. Pressure Sensor | 16. Alternator |
| 2. Breather Line | 7. Fuel Injector | 12. ECU (Engine Control Unit) Module | 17. Compensator |
| 3. Flywheel with Ring Gear | 8. Fuel Pump | 13. Water Pump | 18. Exhaust Manifold |
| 4. Oil Cooler | 9. Fuel Pre-Filter | 14. Starter | 19. Speed Sensor |
| 5. Oil Filter | 10. Fuel Filter | 15. V-Belt | 20. ERG Module |

Figure 3-69. Deutz D2.9L4 Engine Components

NOTE: Refer to engine manufacturer's manual for detailed operating and maintenance instructions.

Check Oil Level

1. Make sure machine and engine are level and switch engine OFF before checking oil level.
2. Remove oil dipstick and wipe with clean cloth.
3. Insert dipstick to the stop and remove again.
4. Check oil level. Top oil level as shown in figure below with an approved grade and type of oil outlined in engine manufacturer's operator's manual.

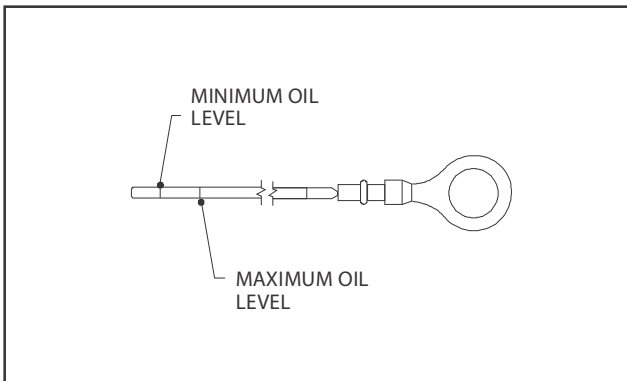


Figure 3-70. Deutz 2.9 T4F Dipstick Markings

5. Replace dipstick until fully seated.

Change Engine Oil

1. Allow engine to warm up. Engine oil should reach approximately 176° F (80° C).
2. Make sure machine and engine are level and switch off engine.
3. Place oil tray under engine.

CAUTION

HOT ENGINE OIL CAN CAUSE BURNS. AVOID CONTACT WITH HOT OIL WHEN DRAINING.

NOTICE

COLLECT USED OIL IN A CONTAINER SUITABLE FOR DISPOSAL OR RECYCLING. DISPOSE OF USED ENGINE OIL IN ACCORDANCE WITH ENVIRONMENTAL REGULATIONS.

4. Open oil drain valve and drain oil.
5. Close oil drain valve.
6. Pour in new engine oil. Refer to Section 1 for capacity and Figure 3-71. Engine Oil Viscosity.

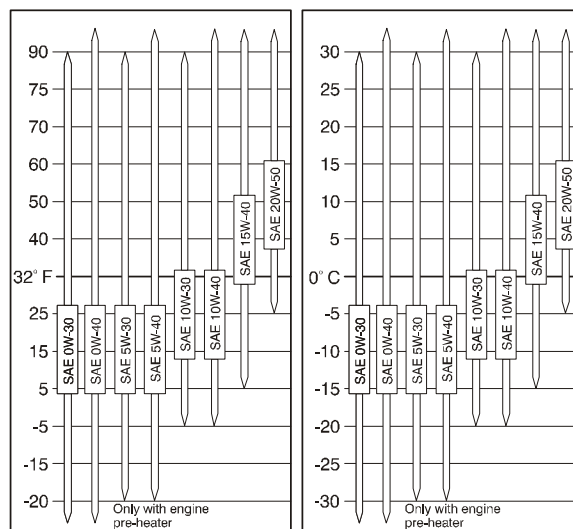
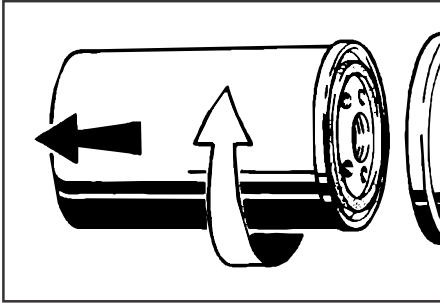


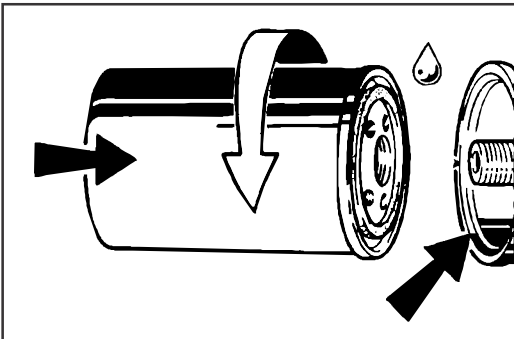
Figure 3-71. Engine Oil Viscosity

Change Oil Filter

1. Wipe area around filter to clean any dirt from area.
2. Using a suitable oil filter removal tool, loosen lube oil filter cartridge and spin off.



3. Catch any escaping oil.
4. Clean any dirt from filter carrier sealing surface.
5. Lightly coat new oil filter rubber gasket with clean oil
6. Screw in new filter by hand until gasket is flush.
7. Hand-tighten filter another half-turn.



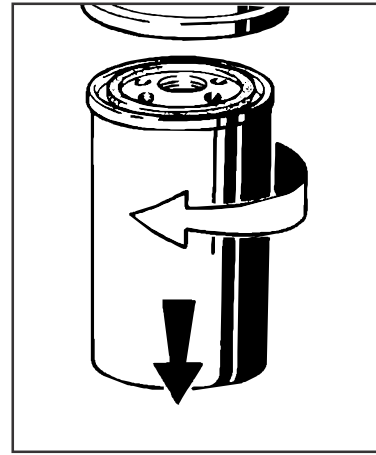
8. Check oil level.
9. Check oil pressure.
10. Check oil filter cartridge for leaks.

Change Fuel Filters

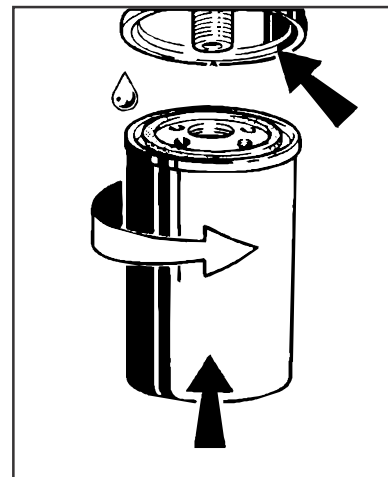
⚠ WARNING

FUEL IS FLAMMABLE AND CAN CAUSE DEATH OR SERIOUS INJURY. MAKE SURE NO OPEN FLAMES OR SPARKS ARE IN THE AREA WHEN WORKING ON FUEL SYSTEM. DO NOT SMOKE WHEN WORKING ON FUEL SYSTEM.

1. Wipe area around filter to clean any dirt from area.
2. Disconnect water sensor connector (Pre-filter Only).
3. Remove fuel filter cartridge. Catch any escaping fuel.

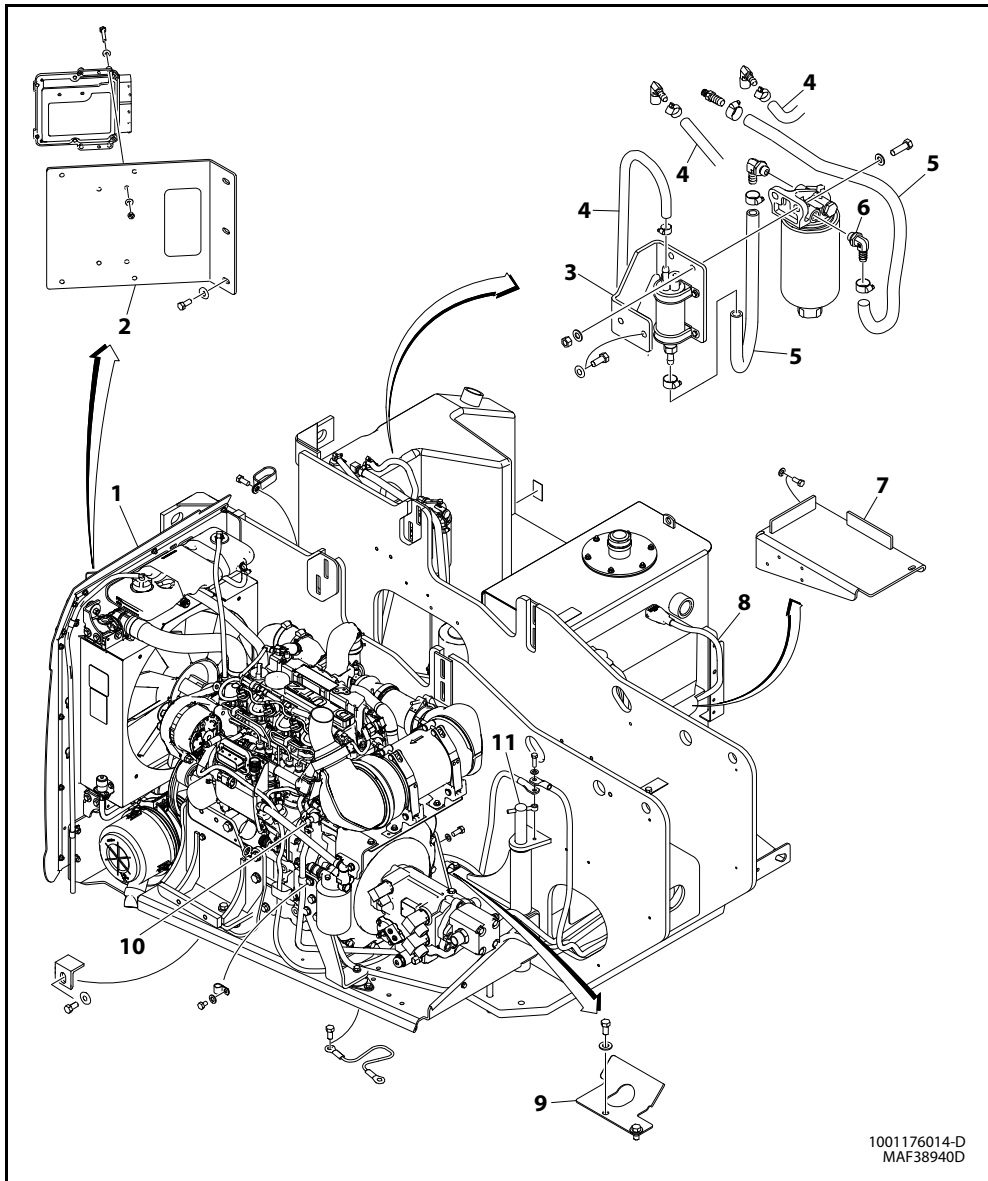


4. Clean dirt from filter carrier sealing surface.
5. Apply light film of oil or diesel fuel to rubber gasket of new filter cartridge.
6. Screw in new filter by hand until gasket is flush. Hand-tighten filter another half-turn.



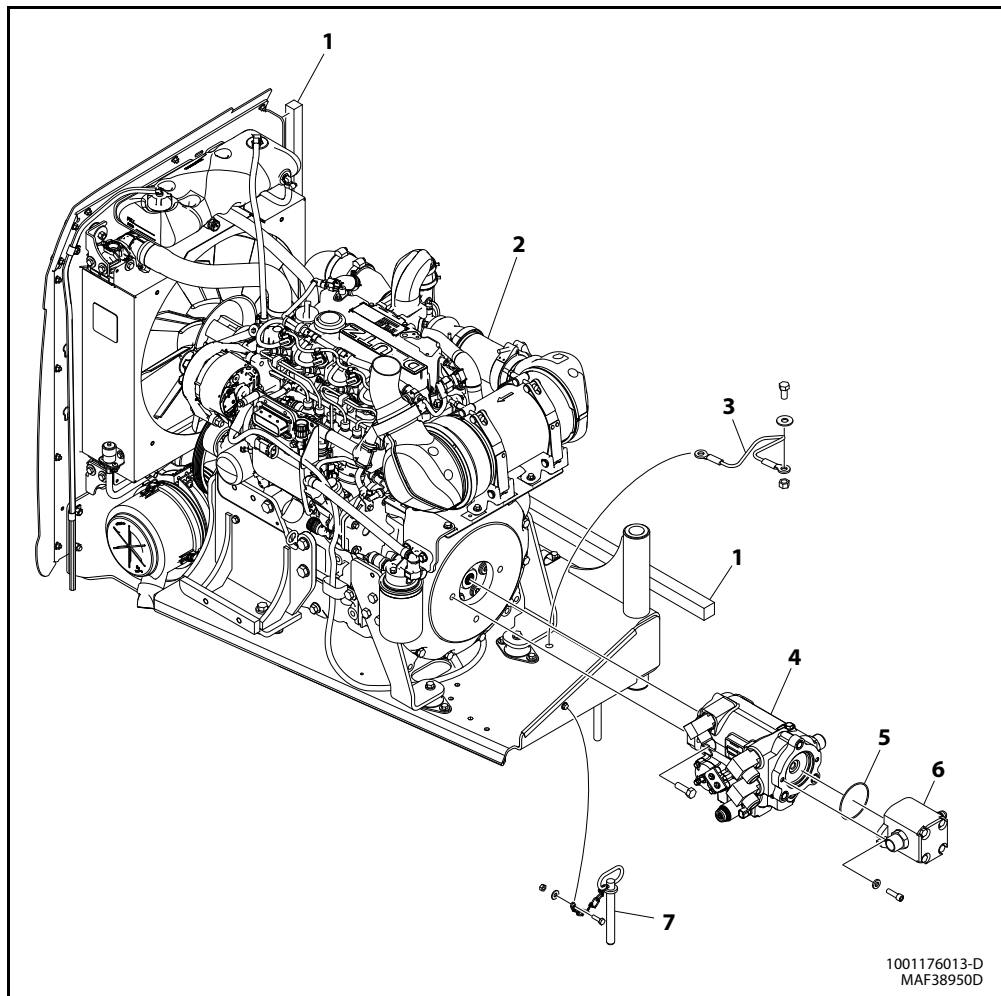
7. Connect water sensor connector (Pre-filter Only).
8. Open fuel shut-off valve.
9. Check for leaks

3.24 DEUTZ TD2.9L4 (T4F) ENGINES



- | | | |
|--------------------------------------|----------------------|------------------------------|
| 1. Deutz TD2.9L4 Engine with Pump | 5. Hose, Fuel Line | 9. Hose Guide |
| 2. Baffle Plate | 6. Fitting | 10. Quick Disconnect Fitting |
| 3. Fuel Pump/Filter Assembly Bracket | 7. Battery Bracket | 11. Pivot Pin |
| 4. Hose, Fuel Supply to Engine | 8. Battery Cable Kit | |

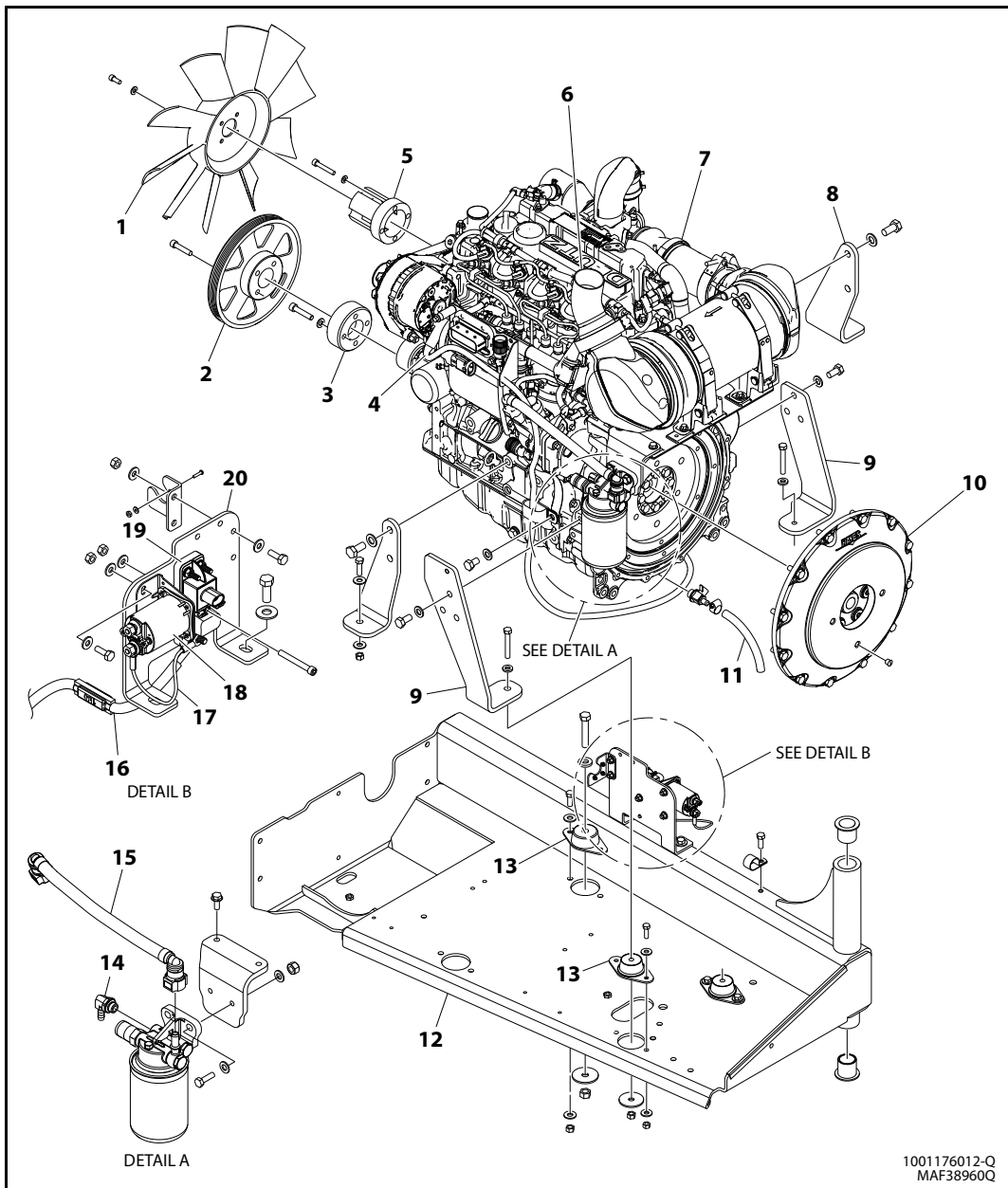
Figure 3-72. Deutz TD2.9L4 Engine Installation



1001176013-D
MAF38950D

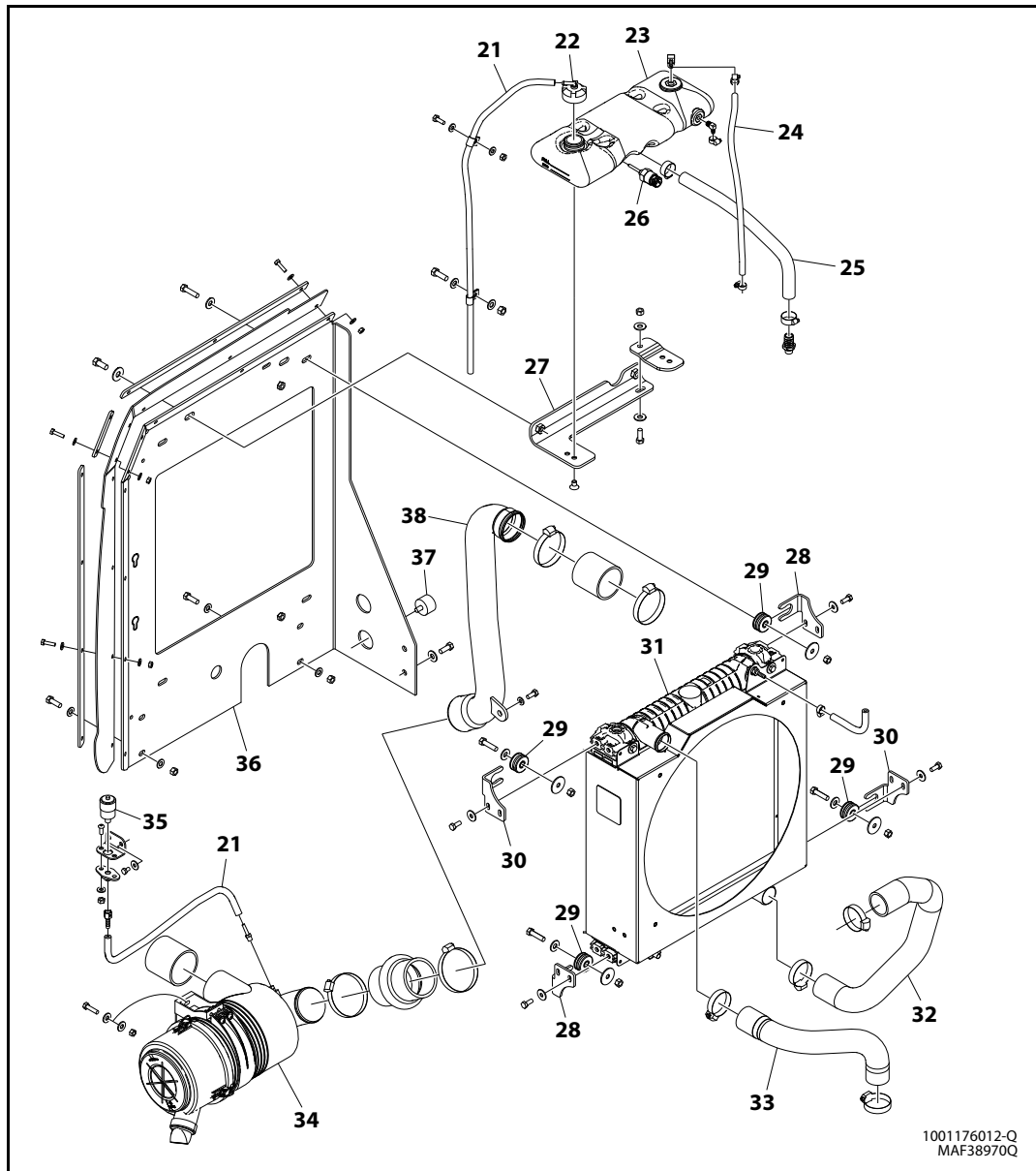
- | | |
|----------------------------------|-----------------------|
| 1. Seal | 5. O-Ring |
| 2. Deutz TD2.9L4 Engine Assembly | 6. Gear Pump Assembly |
| 3. Lanyard | 7. Hitch Pin |
| 4. Piston Pump Assembly | |

Figure 3-73. Deutz TD2.9L4 Engine and Pumps Sub-Assembly



- | | | | |
|---------------------------|------------------------------------|-----------------|----------------------------|
| 1. Fan | 6. Exhaust Pipe | 11. Hose | 16. Alternator Power Cable |
| 2. Pulley | 7. Deutz TD2.9L4 Engine Components | 12. Support | 17. Glow Plug Harness |
| 3. Adapter | 8. Front Engine Mount | 13. Motor Mount | 18. Relay |
| 4. Alternator Power Cable | 9. Rear Engine Mount | 14. Fitting | 19. Power Module Relay |
| 5. Adapter | 10. Pump Coupling Kit | 15. Hose | 20. Relay Mounting Plate |

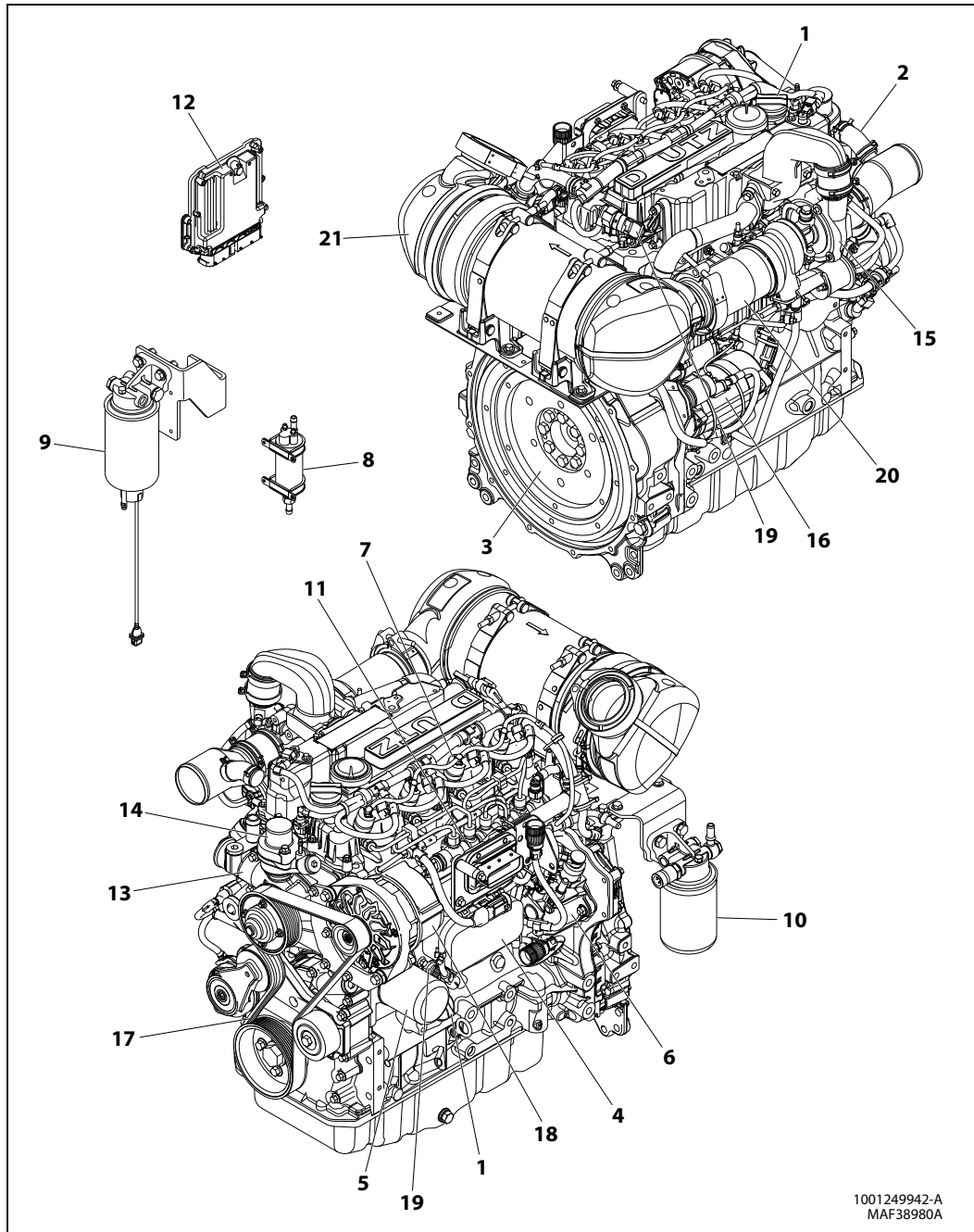
Figure 3-74. Deutz TD2.9L4 Engine Assembly - Sheet 1 of 2



1001176012-Q
MAF38970Q

- | | | | |
|-------------------------|--------------------------|---------------------------|-----------------------------|
| 21. Tube | 26. Coolant Level Sensor | 31. Radiator | 36. Radiator Mounting Plate |
| 22. Tank Cap | 27. Tank Bracket | 32. Radiator Hose - Lower | 37. Bumper |
| 23. Surge Tank Assembly | 28. Bracket | 33. Radiator Hose - Upper | 38. Pipe |
| 24. Hose | 29. Isolator | 34. Air Cleaner Assembly | |
| 25. Hose | 30. Bracket | 35. Service Indicator | |

Figure 3-75. Deutz TD2.9L4 Engine Assembly - Sheet 2 of 2



- | | | | |
|----------------------------|--------------------|-------------------------------|---------------------|
| 1. Oil Fill Cap | 6. Valve Assembly | 11. Pressure Sensor | 16. Starter |
| 2. Breather Hose | 7. Fuel Injector | 12. ECU (Engine Control Unit) | 17. Drive Belt |
| 3. Flywheel with Ring Gear | 8. Fuel Pump | 13. Water Pump | 18. Alternator |
| 4. Oil Cooler | 9. Fuel Pre-Filter | 14. Thermostat | 19. Pressure Sensor |
| 5. Oil Filter | 10. Fuel Filter | 15. Turbocharger | 20. Compensator |
| | | | 21. Muffler |

Figure 3-76. Deutz TD2.9L4 Engine Components

NOTE: Refer to engine manufacturer's manual for detailed operating and maintenance instructions.

Check Oil Level

1. Make sure machine and engine are level and switch engine OFF before checking oil level.
2. Remove oil dipstick and wipe with clean cloth.
3. Insert dipstick to the stop and remove again.
4. Check oil level. Top oil level as shown in figure below with an approved grade and type of oil outlined in engine manufacturer's operator's manual.

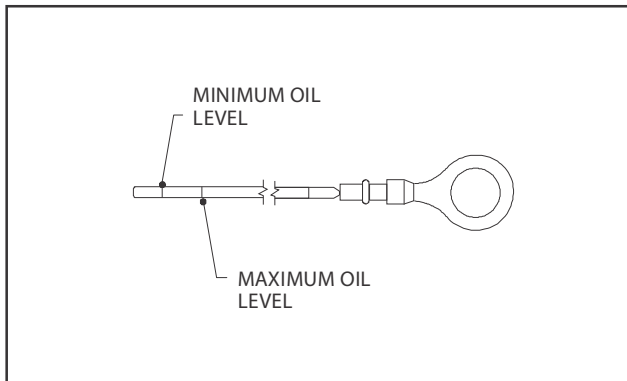


Figure 3-77. Deutz 2.9 T4F Dipstick Markings

5. Replace dipstick until fully seated.

Change Engine Oil

1. Allow engine to warm up. Engine oil should reach approximately 176° F (80° C).
2. Make sure machine and engine are level and switch off engine.
3. Place oil tray under engine.

CAUTION

HOT ENGINE OIL CAN CAUSE BURNS. AVOID CONTACT WITH HOT OIL WHEN DRAINING.

NOTICE

COLLECT USED OIL IN A CONTAINER SUITABLE FOR DISPOSAL OR RECYCLING. DISPOSE OF USED ENGINE OIL IN ACCORDANCE WITH ENVIRONMENTAL REGULATIONS.

4. Open oil drain valve and drain oil.
5. Close oil drain valve.
6. Pour in new engine oil. Refer to Section 1 for capacity and Figure 3-78. Engine Oil Viscosity.

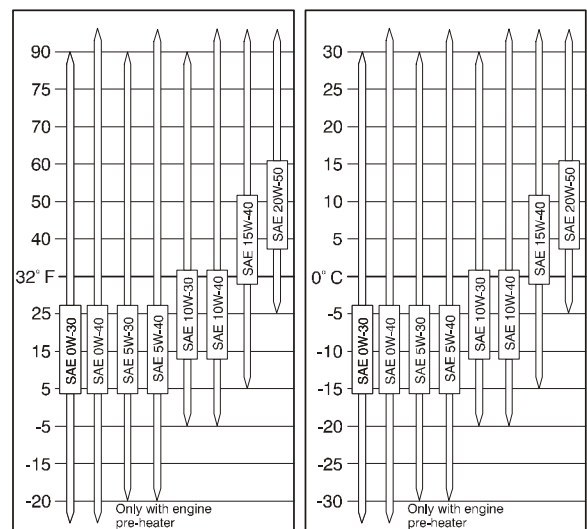
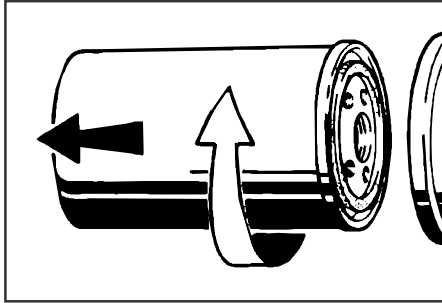


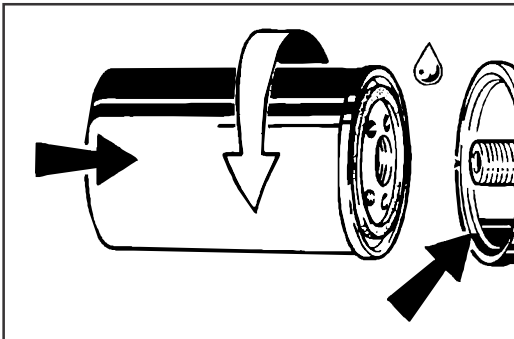
Figure 3-78. Engine Oil Viscosity

Change Oil Filter

1. Wipe area around filter to clean any dirt from area.
2. Using a suitable oil filter removal tool, loosen lube oil filter cartridge and spin off.



3. Catch any escaping oil.
4. Clean any dirt from filter carrier sealing surface.
5. Lightly coat new oil filter rubber gasket with clean oil
6. Screw in new filter by hand until gasket is flush.
7. Hand-tighten filter another half-turn.



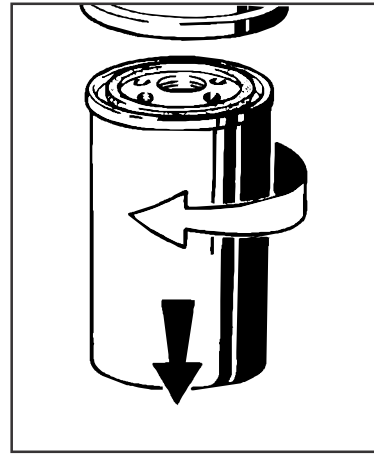
8. Check oil level.
9. Check oil pressure.
10. Check oil filter cartridge for leaks.

Change Fuel Filters

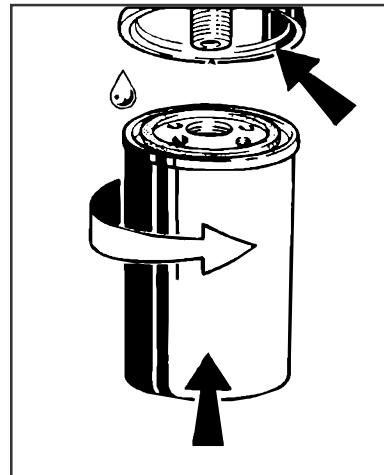
⚠ WARNING

FUEL IS FLAMMABLE AND CAN CAUSE DEATH OR SERIOUS INJURY. MAKE SURE NO OPEN FLAMES OR SPARKS ARE IN THE AREA WHEN WORKING ON FUEL SYSTEM. DO NOT SMOKE WHEN WORKING ON FUEL SYSTEM.

1. Wipe area around filter to clean any dirt from area.
2. Disconnect water sensor connector (Pre-filter Only).
3. Remove fuel filter cartridge. Catch any escaping fuel.

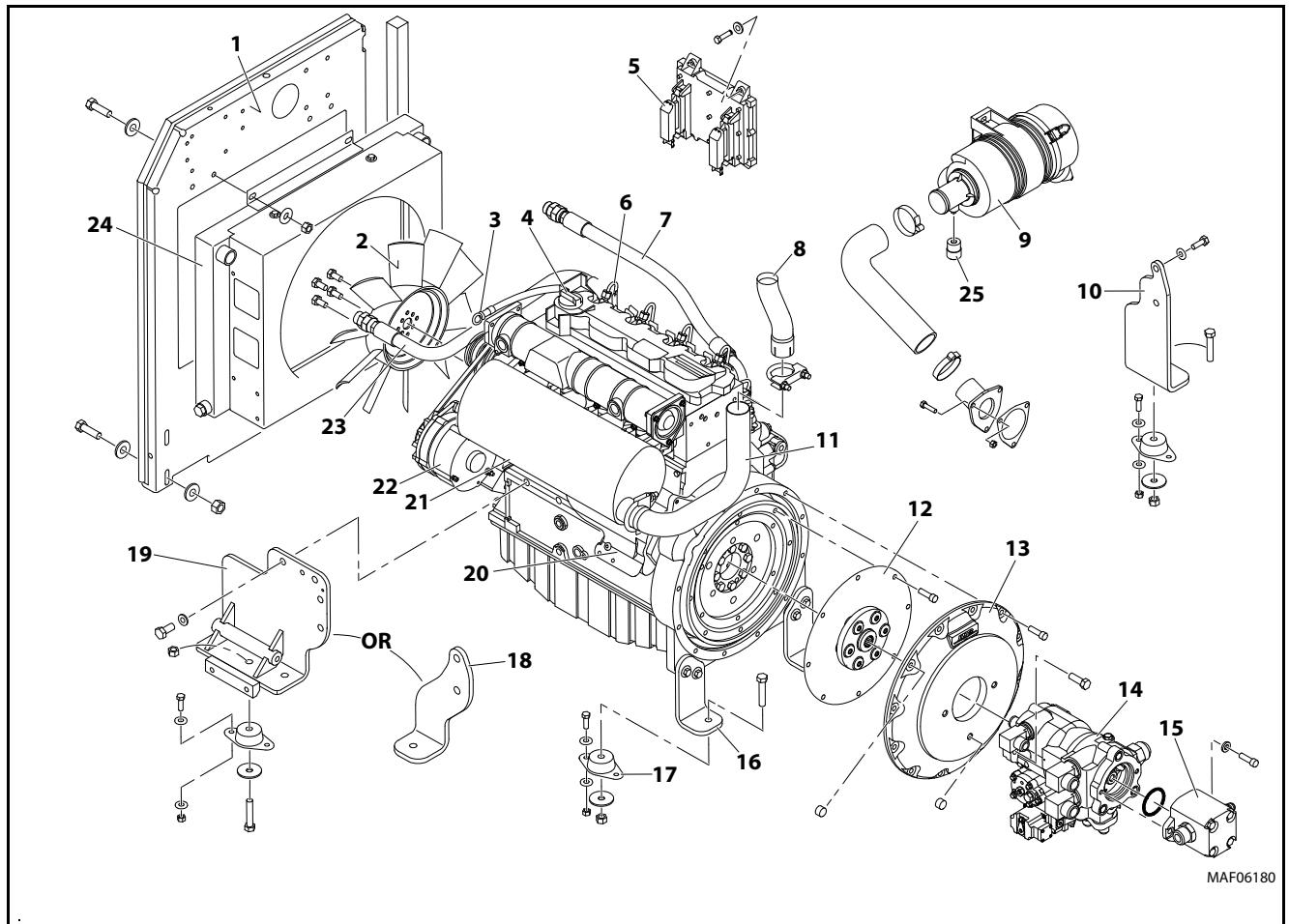


4. Clean dirt from filter carrier sealing surface.
5. Apply light film of oil or diesel fuel to rubber gasket of new filter cartridge.
6. Screw in new filter by hand until gasket is flush. Hand-tighten filter another half-turn.



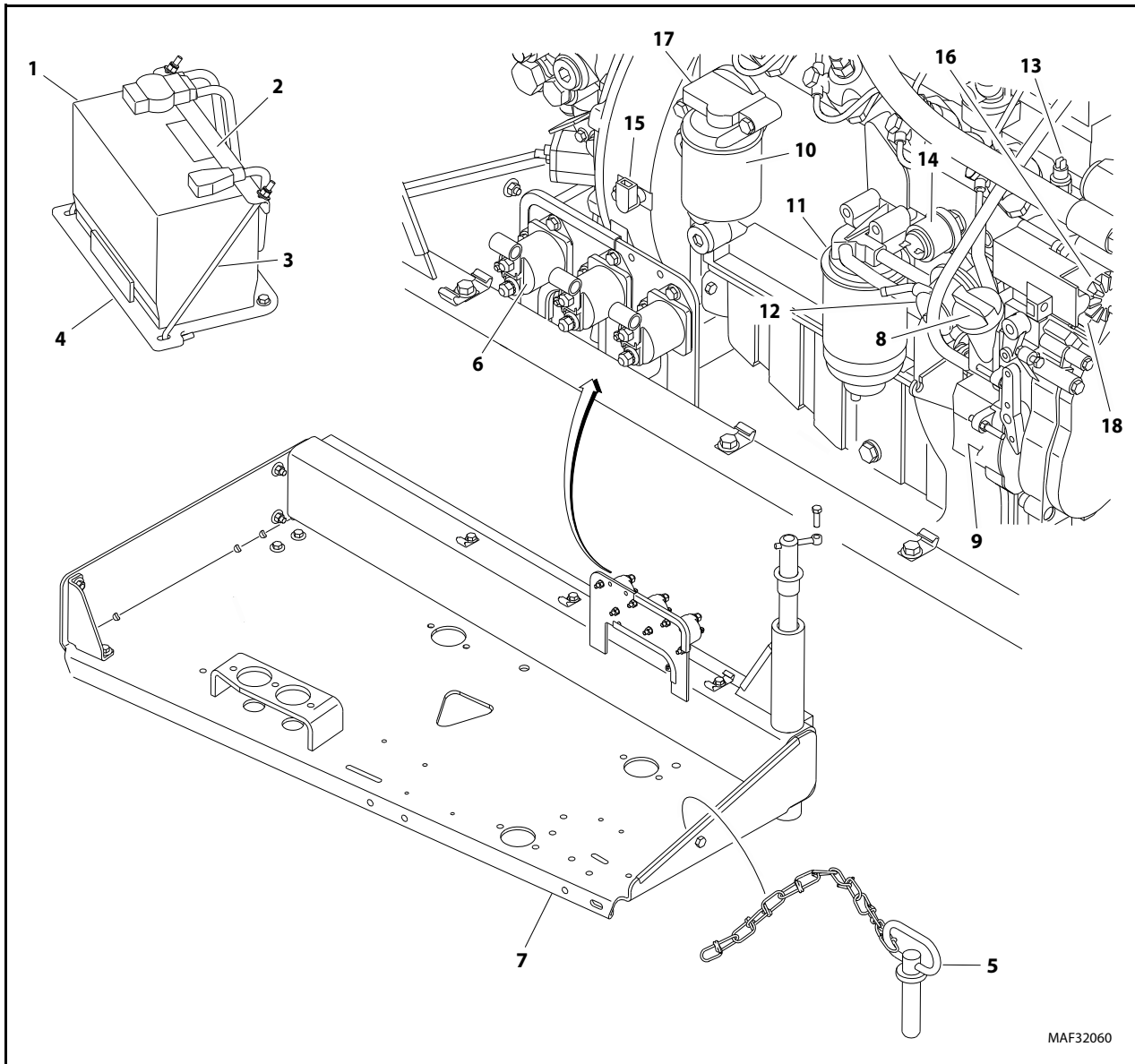
7. Connect water sensor connector (Pre-filter Only).
8. Open fuel shut-off valve.
9. Check for leaks.

3.25 DEUTZ D2011 (T4I) ENGINE



- | | | |
|----------------------------|--------------------------------------|---|
| 1. Radiator Mounting Plate | 10. Right Rear Engine Mounting Plate | 19. Left Front Engine/Generator Support |
| 2. Fan | 11. Exhaust Pipe | 20. Starter |
| 3. Dipstick | 12. Coupling | 21. Muffer |
| 4. Oil Filler Cap | 13. Pump Adapter Plate | 22. Alternator |
| 5. Control Module | 14. Piston Pump | 23. Radiator Hose |
| 6. Fuel Injector | 15. Gear Pump | 24. Radiator |
| 7. Oil Cooler Hose | 16. Left Rear Engine Mounting Plate | 25. Airfilter service indicator |
| 8. Exhaust Pipe Extension | 17. Engine Mount | |
| 9. Air Cleaner | 18. Left Front Engine Support | |

Figure 3-79. Deutz D2011 (T4i) Engine Installation - Sheet 1 of 2



MAF32060

- | | | |
|----------------------------|----------------------|-------------------------|
| 1. Battery | 7. Engine Tray | 13. Temperature Sensor |
| 2. Battery Hold-Down | 8. Filler Cap | 14. Oil Pressure Sensor |
| 3. J-Bolt | 9. Oil Lube Pump | 15. Speed Sensor |
| 4. Battery Hold-Down Plate | 10. Oil Filter | 16. Throttle Actuator |
| 5. Hitch Pin | 11. Fuel Filter | 17. Temperature Sensor |
| 6. Relay | 12. Fuel Supply Pump | 18. Starter |

Figure 3-80. Deutz D2011 (T4i) Engine Installation - Sheet 2 of 2

NOTE: Refer to engine manufacturer's manual for detailed operating and maintenance instructions.

Checking Oil Level

1. Make sure machine and engine are level and switch engine OFF before checking oil level.
2. Remove oil dipstick and wipe with clean cloth.
3. Insert dipstick to the stop and remove again.
4. Check oil level. Top oil level as shown in figure below with an approved grade and type of oil outlined in engine manufacturer's operator's manual.

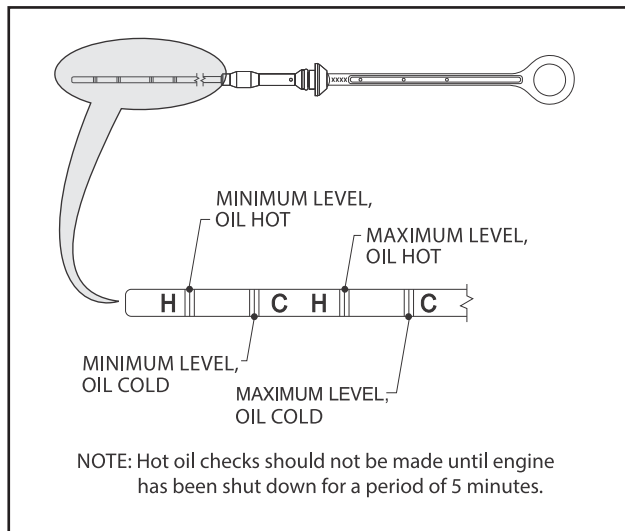


Figure 3-81. Deutz Dipstick Markings

5. Replace dipstick until fully seated.

Changing Engine Oil

1. Allow engine to warm up. Engine oil should reach approximately 176° F (80° C).
2. Make sure machine and engine are level and switch off engine.
3. Place oil tray under engine.

CAUTION

HOT ENGINE OIL CAN CAUSE BURNS. AVOID CONTACT WITH HOT OIL WHEN DRAINING.

NOTICE

COLLECT USED OIL IN A CONTAINER SUITABLE FOR DISPOSAL OR RECYCLING. DISPOSE OF USED ENGINE OIL IN ACCORDANCE WITH ENVIRONMENTAL REGULATIONS.

4. Open oil drain valve and drain oil.
5. Close oil drain valve.
6. Pour in new engine oil. Refer to Section 1 for capacity and Figure 3-82. Engine Oil Viscosity.

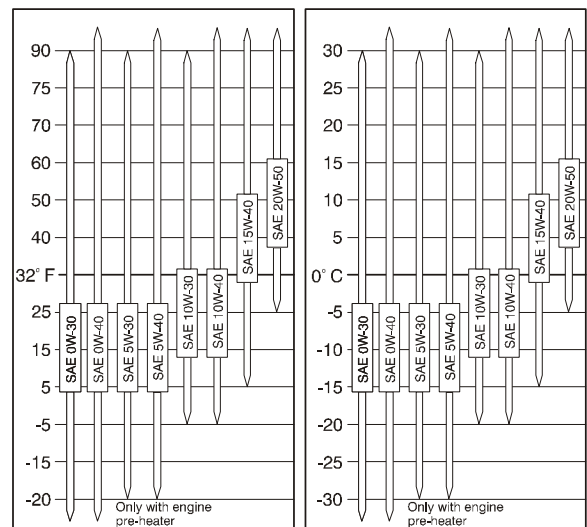
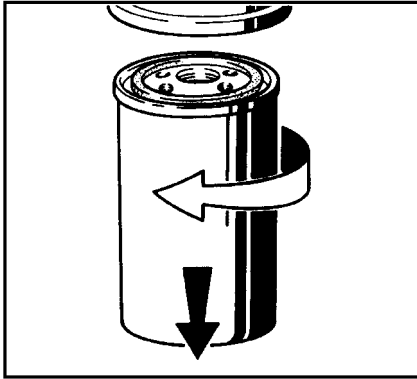


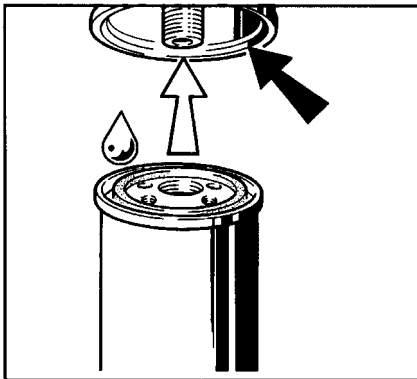
Figure 3-82. Engine Oil Viscosity

Changing Oil Filter

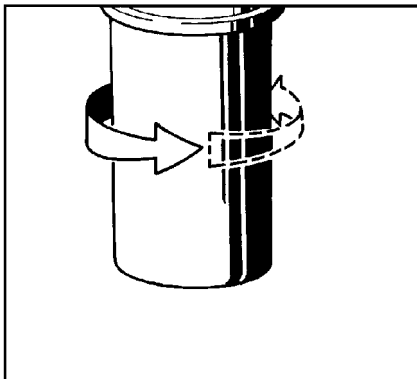
1. Wipe area around filter to clean any dirt from area.
2. Using a suitable oil filter removal tool, loosen lube oil filter cartridge and spin off.



3. Catch any escaping oil.
4. Clean any dirt from filter carrier sealing surface.
5. Lightly coat new oil filter rubber gasket with clean oil.



6. Screw in new filter by hand until gasket is flush.



7. Hand-tighten filter another half-turn.
8. Check oil level.
9. Check oil pressure.

10. Check oil filter cartridge for leaks.

Replace Fuel Filter

⚠ WARNING

FUEL IS FLAMMABLE AND CAN CAUSE DEATH OR SERIOUS INJURY. MAKE SURE NO OPEN FLAMES OR SPARKS ARE IN THE AREA WHEN WORKING ON FUEL SYSTEM. DO NOT SMOKE WHEN WORKING ON FUEL SYSTEM.

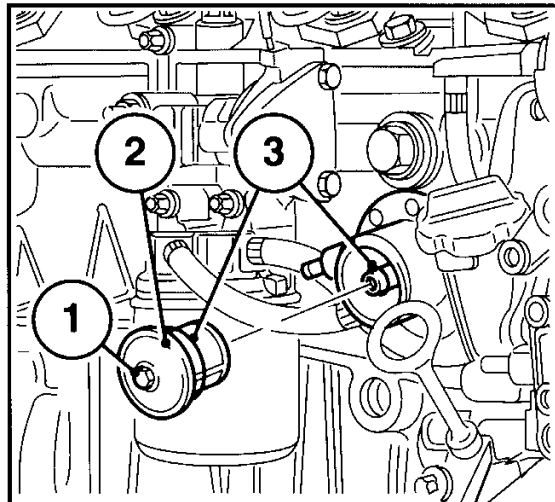
1. Wipe area around filter to clean any dirt from area.
2. Remove fuel filter cartridge. Catch any escaping fuel.
3. Clean dirt from filter carrier sealing surface.
4. Apply light film of oil or diesel fuel to rubber gasket of new filter cartridge.
5. Screw in new filter by hand until gasket is flush. Hand-tighten filter another half-turn.
6. Open fuel shut-off valve.
7. Check for leaks.

Clean Fuel Strainer

⚠ WARNING

FUEL IS FLAMMABLE AND CAN CAUSE DEATH OR SERIOUS INJURY. MAKE SURE NO OPEN FLAMES OR SPARKS ARE IN THE AREA WHEN WORKING ON FUEL SYSTEM. DO NOT SMOKE WHEN WORKING ON FUEL SYSTEM.

1. Unscrew hexagonal nut (1).



2. Remove fuel strainer cover (2).
3. Clean fuel strainer with diesel fuel and replace as needed.
4. Place seal (3) in position.
5. Install fuel strainer cover (2). Tighten screw (1).
6. Check for leaks.

3.26 SPARK ARRESTER CLEANING INSTRUCTIONS

1. Remove the cleanout plug in the bottom of spark arrester (muffler).
2. Without causing deformation (or any type of damage to the spark arrester) repeatedly tap on the arrester near the cleanout plug. This may be enough to begin drainage of the spark trap.
3. An industrial vacuum cleaner can do a complete job at this point.
 - a. Or, IN A SAFE AREA, start the engine. Then alternate between low idle and high idle for two to three minutes.
 - b. Or, operate the engine as required by the application for two to three minutes.
4. Install the cleanout plug.

3.27 GLOW PLUGS

If the glow plug option is enabled in the JLG Control System, the glow plug and indicator lamp will be energized when the Power/Emergency Stop switch is pulled on if the ambient air temperature is less than 50° F (10° C) and the engine coolant temperature is less than 140° F (60° C).

This determination will occur one second after the Power/Emergency Stop switch has been pulled on. The lamp and glow plugs will remain energized for the period of time specified by the setting in the JLG Control System. Engine start shall be disabled during this period.

On Deutz engines, the glow plugs will continue (post glow) after the engine has started for three times the machine digit setting.

3.28 DEUTZ EMR 2

The EMR2 consists of the sensors, the control unit and the actuator. Engine-side controls as well as the JLG Control System are connected by means of separate cable harnesses to the EMR control unit.

The sensors attached to the engine provide the electronics in the control unit with all the relevant physical parameters. In accordance with the information of the current condition of the engine and the preconditions (throttle position etc.), the EMR2 controls an actuator that operates the control rod of the injection pump and thus doses the fuel quantity in accordance with the performance requirements.

The exact position of the regulating rod is reported back and, if necessary, is corrected, by means of the control rod travel sensor, situated together with the rotation magnets in a housing of the actuator.

The EMR2 is equipped with safety devices and measures in the hardware and software in order to ensure emergency running (Limp home) functions.

In order to switch the engine off, the EMR2 is switched in a de-energized fashion over the ignition switch. A strong spring in the actuator presses the control rod in the de-energized condition into the zero position. As a redundancy measure, an additional solenoid serves for switching off and this, independently of the actuator, also moves the control rod in the de-energized condition into the zero position.

After the programming, that is carried out over the ISO9141 interface, the EMR2 possesses a motor-specific data set and this is then fixedly assigned to the engine. Included in this are the various application cases as well as the customer's wishes regarding a particular scope of function.

Each EMR2 module is matched by serial number to the engine. Modules cannot be swapped between engines.

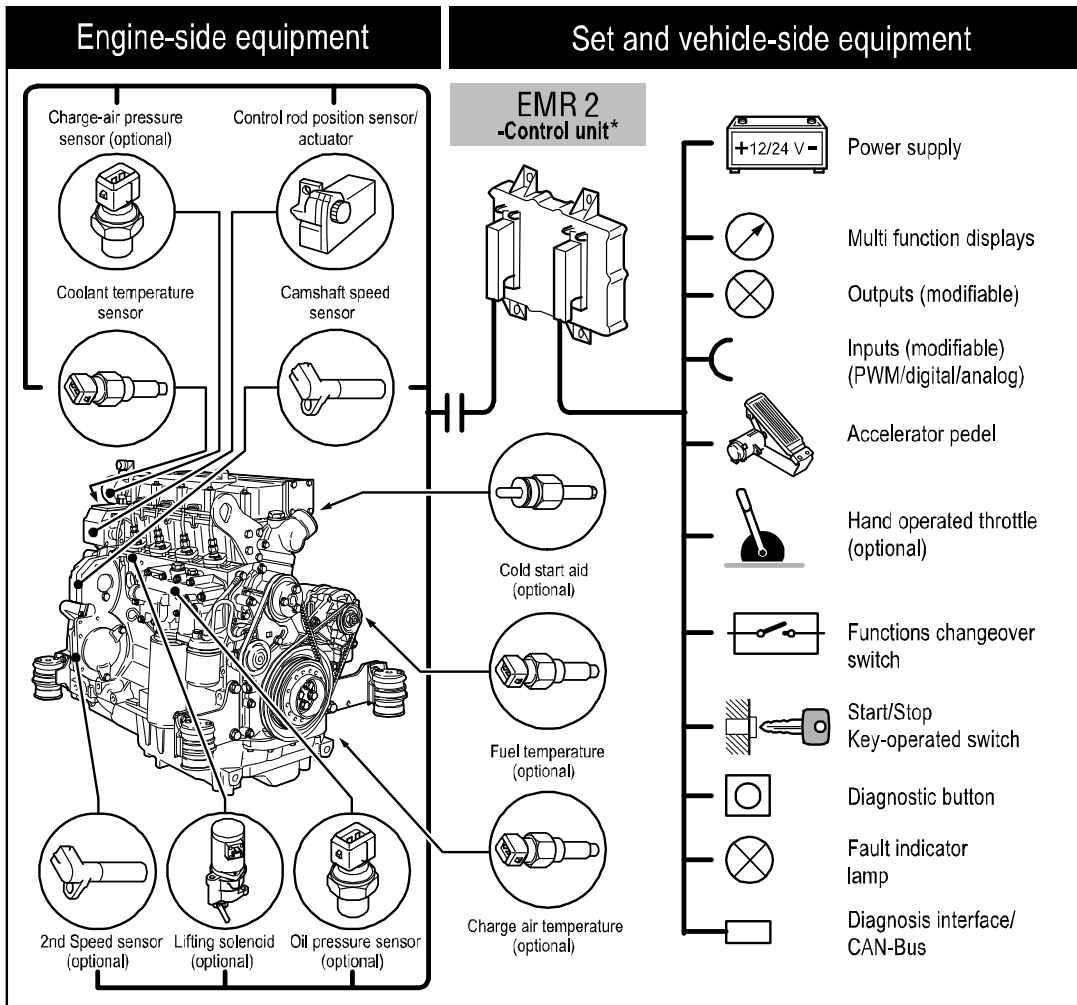


Figure 3-83. EMR 2 Engine Side Equipment

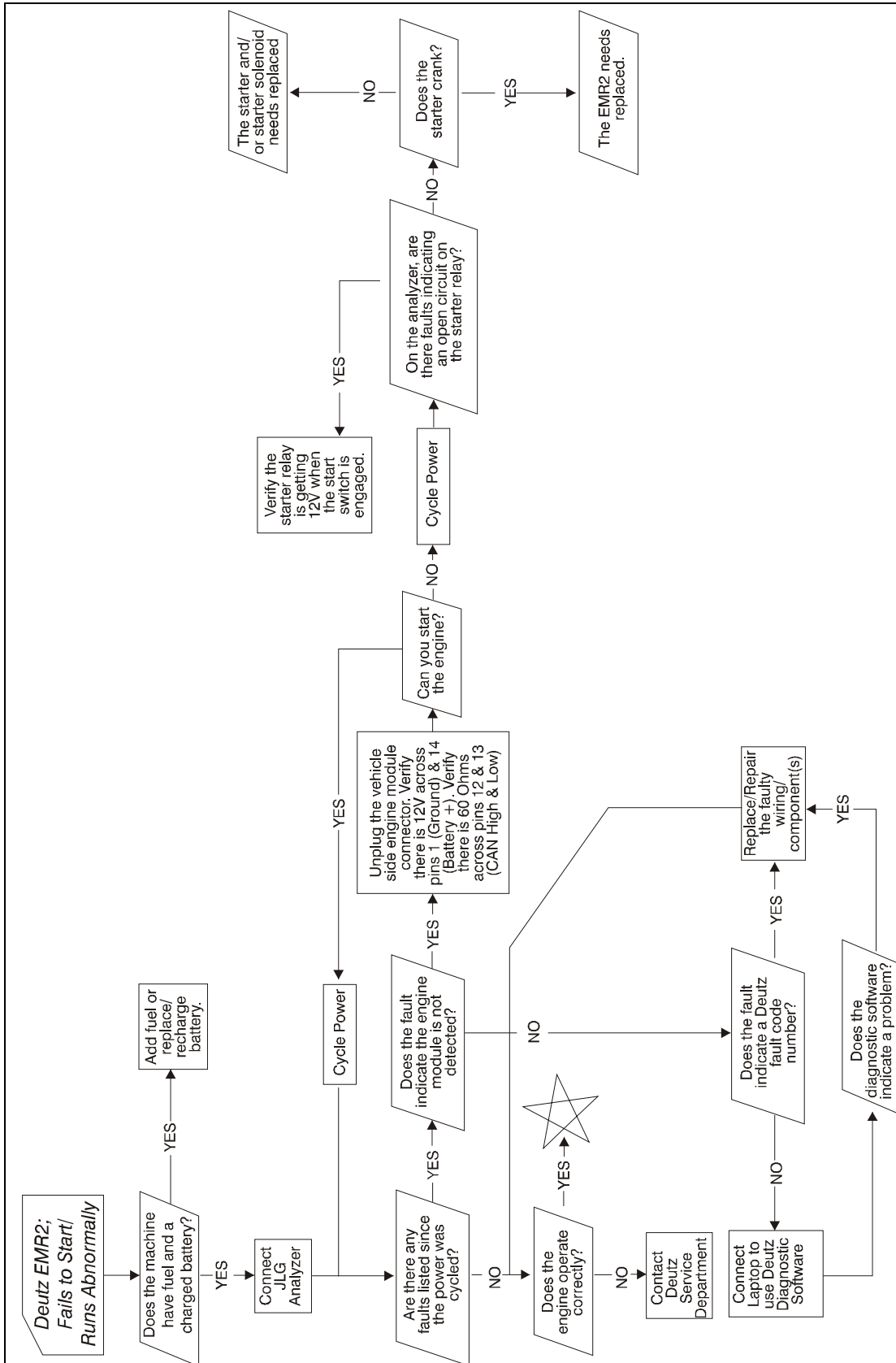
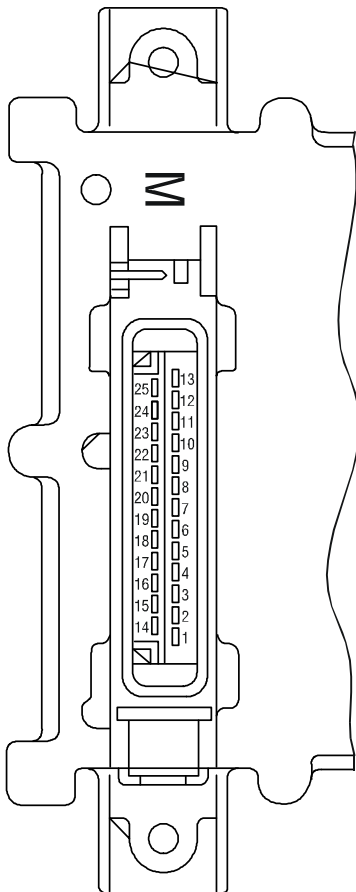


Figure 3-84. Deutz EMR 2 Troubleshooting Flow Chart

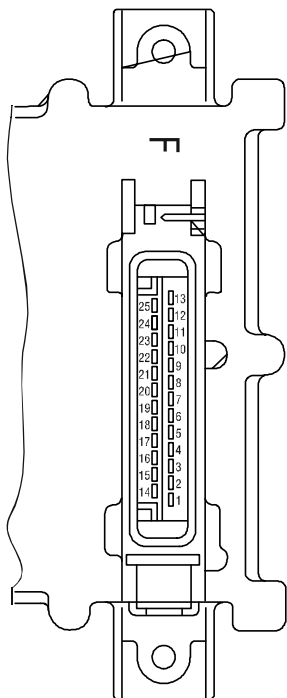


Pin No.	Designation	Description
1	Reserve	Reserve
2	Output: digital 3	Digital output for solenoid ¹⁾
3	Output: digital 4	For heating flange (optional)/ glow plug (optional)
4	Input (optional) Temp 1	Fuel temperature ²⁾
5	Input (optional) Temp 2	Charge air temperature
6	Input (optional) DigIn 5	Coolant level / oil level
7	Output: PWM2/digital 6	
8	GND	Reference potential for analog signal at pin 9
9	Input: analog 7	Analog input for Coolant temperature sensor (NTC)
10	GND	Reference potential for analog signal at pin 11
11	Multi-function input: speed 2/DigIn 2	Digital input second engine speed (crankshaft) (optional) and speed signal (optional)
12	GND	Reference potential for analog signal at pin 13
13	Input: speed 1	Digital input first engine speed (camshaft)
14	STG -	PWM output, signal for actuator coil
15	STG +	PWM output, signal for actuator coil
16	Screen	Screening regulating rod travel sensor (for lines 17, 18, 19)
17	RF -	General connection for reference and measuring coil
18	RF REF	Analog input, reference signal of the reference coil
19	RF MESS	Analog input, measuring signal of the measuring coil
20	GND	Reference potential for signal at pin 21
21	Input: analog 4/digital 9	Analog input 4 (sensor signal oil pressure sensor) or digital input 9
22	+5 V REF	+5 V Reference voltage for signal at pin 21 (max. 15 mA)
23	GND	Reference potential for signal at pin 24
24	Input: analog 2/digital 7	Analog input 2 (sensor signal charge air) or digital input 7
25	+5 V LDA	+5 V Reference potential for signal at pin 24 (max. 15 mA)

1) For continuous power: < 4 A

2) Corresponds to special function "fuel temperature compensation at the EMR (0211 2571)

Figure 3-88. EMR 2 Engine Plug Pin Identification



Pin-No.	Designation	Description
1	U Batt -	Negative pole at battery (clamp 31)
2	GND	Reference potential for signal
3	Output: digital 2	PWM or digital output, various functions
4	Input / output: DigInOut	Fault lamp and diagnostic button
5	Output: PWM 1/Dig 1	PWM or digital output, various functions
6	Multi-function input: DigIn 3	Genset applications/gear shift/motor brake
7	Input: digital 10/velocity	Speed signal (tacho input)
8	NC	Not occupied
9	NC	Not occupied
10	L-line	Serial ISO 9141 interface
11	K-line	Serial ISO 9141 interface
12	CAN high	Interface for CAN-Bus
13	CAN low	Interface for CAN-Bus
14	U Batt +	Positive pole for battery (clamp 15)
15	Output: digital 5	Digital output, various functions
16	Output: digital 7/Frequency	Frequency, PWM or digital output, various functions
17	Ground	Reference potential for signal at pins 18, 19 and 21
18	Input: digital 1 / PWM 1	PWM 1 or digital input 1, various functions
19	Multi-function input: DigIn 4	Performance curve switching/genset applications
20	Multi-function input: digital 8 / analog 3	Hand hand throttle/genset applications, Digital (8) or analog input (3)
21	Input: digital 2 / PWM 2	PWM 2 or digital input 2, various functions
22	Screen	Screening (e.g. for lines hand throttle or PWG)
23	GND	Reference potential for signal at pin 24
24	Input: analog 1 / digital 6	Analog input 1 (pedal value sensor, PWG) or digital input 6
25	+5 V REF	+5 V Reference voltage for signal at pin 24

Figure 3-89. EMR 2 Vehicle Plug Pin Identification

Fault group	Fault no. (in SERDIA)	Fault locality/ Fault description	SPN	FMI	Cause	Remarks	Help
Zero error display	-	No faults	524287	31	No active faults present		
Revolutions / speed acquisition	01	Speed sensor 1	190	8	Sensor failure. Distance from gear too far. Additional fault impulses. Cable joint interrupted.	Governor in emergency operation (if sensor 2 available). Emergency switch-off (if sensor 2 not available or failed). Governor in emergency operation (with sensor 1). Emergency switch-off (if sensor 1 not available or failed).	Check distance. Check cable connection. Check sensor and replace if required.
	03	Speed sensor	84	8	Tacho failed. Additional fault impulses. Cable connection interrupted.	Governor in emergency operation.	Check cable connection and Tacho. Replace if required.
	04	Excess speed switch-off	190	0	Speed was/is in excess of limit.e.	Engine stop.	Check parameter (21). Check speed settings.
					Check PID setting. Check rods. Check actuator and replace if required. Check cable to actuator (impulse on incorrect speed). Check No. of teeth. For vehicles check for possible thrust mode.		
Sensors	07	Charge air pressure	102	2			
	08	Oil pressure	100	2			
	09	Coolant temperature	110	2	Fault at corresponding sensor entry (e.g. short circuit or cable break).	With failure of the sensor, the associated monitoring function is de-activated.	Check sensor cable. Check sensor and replace if required. Check fault limits for sensor.
	10	Charge air temperature	105	2			
	11	Fuel temperature	174	2			

NOTE: SID is equal to 512. To get SPN #, add 512 + number. For example, SID 254 would be 512+254 or an SPN of 766.

Figure 3-90. EMR 2 Fault Codes - Sheet 1 of 5

Fault group	Fault no. (in SERDIA)	Fault locality/ Fault description	SPN	FMI	Cause	Remarks	Help
Functional fault warning	30	Oil pressure warning	100	1	Oil pressure below speed-dependent warning line characteristic	Fault message (disappears when oil pressure is again above recovery limit). After a delay time - fill limitation.	Check engine (oil level, oil pump). Check oil pressure sensor and cable. Check oil pressure warning line characteristic.
	31	Coolant temperature warning	110	0	Coolant temperature has exceeded warning level.	Fault message (disappears when coolant temperature again drops below recovery level). After a delay time - fill limitation.	Check coolant. Check coolant temperature sensor and cable.
	32	Charge air temperature warning	105	0	Charge air temperature has exceeded warning level.	Fault message (disappears when charge air temperature again drops below recovery level). After a delay time - fill limitation.	Check charge air. Check charge air-temperature sensor and cable.
	34	Coolant level warning	111	1	Switch input "Low coolant level" is active.	Fault message.	Check coolant level. Check coolant level sensor and cable.
	35	Speed warning (with thrust mode operation).	SID 190	14	revolutions was/is above (top) revolution speed limit. "Thrust mode" function is active.		Check parameters. Check speed settings.
	36	Fuel temperature warning	174	0	Check PID setting. Check rods. Check actuator and replace if required. Check cable to actuator. Check speed sensor (impulses on incorrect speed). Fuel-temperature has exceeded warning level.	Fault message (disappears when fuel temperature again drops below recovery level).	Check fuel. Check fuel temperature sensor and cable.

NOTE: SID is equal to 512. To get SPN #, add 512 + number. For example, SID 254 would be 512+254 or an SPN of 766.

Figure 3-91. EMR 2 Fault Codes - Sheet 2 of 5

Fault group	Fault no. (in SERDIA)	Fault locality/ Fault description	SPN	FMI	Cause	Remarks	Help
Functional fault switch-off	42	Charge air temperature switch-off	105	0	Charge air temperature has exceeded switch-off limit.	Emergency stop	Check charge air temperature sensor and cable. Check switch-off limit.
	44	Coolant level switch-off	111	1	Switch input "Low coolant level" is active.	Emergency stop. Start lock.	Check coolant level. Check coolant level sensor and cable.
Actuator	50	Feedback	SID 24	12	Actuator not connected. Fault in actuator confirmation.	Emergency switch-off. Actuator cannot be operated.	Check actuator, replace if required. Check cable, check fault limits for "Confirmation".
	52	Reference feedback	SID 24	13			Check actuator, replace if required. Check cable, check fault limits for "Rifeness confirmation".
	53	Control travel difference	SID 23	7	Injection pump/actuator jammed or not connected. Difference between nominal/actual control travel is > 10 % of the overall control path.	Fault message (disappears when difference is < 10 %).	Check actuator/actuator rods / injection pump, replace if required. Check actuator cable.
	59	Auto calibration BOSCH-EDC pumps faulty operation	SID 23	13	No automatic actuator equalization possible. Incorrect input of the actuator reference values.	Engine stop / start lock. Governor cannot be taken into use. EDC actuator calibration required.	Check actuator and replaced if required. Check feedback cable. Check fault limits and reference values of the feedback. Program the fault limits for feedback, save the fault limits for feedback, save values. Switch ignition off and on again. Check again. If faulty, inform DEUTZ-Service and carry out automatic equalization again. Set fault limits again.

NOTE: SID is equal to 512. To get SPN #, add 512 + number. For example, SID 254 would be 512+254 or an SPN of 766.

Figure 3-92. EMR 2 Fault Codes - Sheet 3 of 5

SECTION 3 - CHASSIS & TURNTABLE

Fault group	Fault no. (in SERDIA)	Fault locality/ Fault description	SPN	FMI	Cause	Remarks	Help
Hardware inputs/outputs	60	Digital output 3 (Switch-off solenoid, pin M 2)	SID 51	2	Fault (short circuit / cable break) at digital output.	Driver level is switched off.	Check cable of digital output (cable break or short circuit).
	62	Digital output 6, pin M 7	SID 60	2		Fault message.	
	63	Excess voltage switch-off solenoid	SID 51	6			
	67	Error Hand Setp1	91	11			
	68	Error CAN Setp1	898	2			
	Communication	70	CAN-Bus controller	SID 231	12	CAN-controller for CAN-bus is faulty. Fault removal despite re-initialising continuously not possible	Application-dependent.
71		CAN interface SAE J 1939	SID 231	9	Overflow in input buffer or a transmission cannot be placed on the bus.		
74		Cable break, short circuit or bus-error	SID 231	14			Check CAN connection, cable connection. Check sensor and replace if required.
Memory	76	Parameter programming (write EEPROM)	SID 253	12	Fault in parameter programming in the governor fixed value memory.		Switch ignition off and on again. Check again. If faulty inform DEUTZ Service
	77	Cyclic program test	SID 240	12	Constant monitoring of program memory shows error (so-called "Flash-test").	Emergency switch-off. engine cannot be started.	
	78	Cyclic RAM test	SID 254	2	Constant monitoring of working memory shows error.		Note values of parameters (3895 and 3896), Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.

NOTE: SID is equal to 512. To get SPN #, add 512 + number. For example, SID 254 would be 512+254 or an SPN of 766.

Figure 3-93. EMR 2 Fault Codes - Sheet 4 of 5

Fault group	Fault no. (in SERDIA)	Fault locality/ Fault description	SPN	FMI	Cause	Remarks	Help
Control unit hardware	80	Power supply (Actuator)	SID 254	2	Power supply for actuator not in the permissible range.	Fault message (disappears when power again in the normal range).	Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.
	83	Reference voltage 1	SID 254	2	Reference voltage for actuator not in the permissible range.	Fault message (disappears when power again in the normal range). Auxiliary value 5 V	Check voltage supply. Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.
	84	Reference voltage 2	SID 254	2			
	85	Reference voltage 4	SID 254	2			
	86	Internal temperature	171	12	Internal temperature for control unit not in permissible range.	Fault message (disappears when power again in the normal range).	Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.
	87	Atmospheric pressure	108	12	Atmospheric pressure not in permissible range.	Fault message (disappears when power again in normal range). Atmospheric pressure monitoring function de-activated.	Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.
Program logic	90	Parameter fault (EEPROM retrieval or checksum faulty).	SID 253	2	No data found or checksum of data is faulty (note: fault only occurs during setting of parameter / saving or reset.).	Engine cannot be started.	Check data for correct settings. Save parameters. Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.
	93	Stack overflow	SID 240	2	Internal calculation fault (so-called "Stack overflow" fault).	Emergency switch-off. Engine cannot be started.	Note parameters (3897 and 3898). Switch ignition off and on again. Check again. If faulty inform DEUTZ Service.
	94	Internal fault	SID 254	2			

NOTE: SID is equal to 512. To get SPN #, add 512 + number. For example, SID 254 would be 512+254 or an SPN of 766.

Figure 3-94. EMR 2 Fault Codes - Sheet 5 of 5

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
29	3	932	1-2-6	Hand throttle idle validation switch; short circuit to battery.	Sensor defect. Short cut to battery or open loop.	If the signal is below the applicable threshold APP_uRawSRCHIHTLIS_C, the signal range violation is reset after the healing debouncing. In case when the CCP is active (CCP_stActive = 1) and the reading from the EEPROM memory is successful, the signal is below the threshold APP_uHTLISCCPHi[1], a signal range violation is reset after debouncing.
29	4	937	1-2-6	Hand throttle; short circuit to ground.	Sensor defect. Short circuit to Ground.	If the signal exceeds the applicable threshold APP_uRawSRCLoHTLIS_C, the signal range violation is reset after the healing debouncing. In case when the CCP is active (CCP_stActive = 1) and the reading from the EEPROM memory is successful, the signal exceeds the threshold APP_uHTLISCCPLo[1], a signal range violation is reset after debouncing.
29	2	978	1-2-6	Plausibility error between sensor and idle switch, Acceleration Pedal Detection. In case of Hand Throttle with Low Idle Switch, it is the plausibility check between hand throttle and idle switch.	Plausibility error between sensor and idle switch.	Threshold for error detection is an internal ECU threshold. The accelerator pedal must have detected full load and idle plausibility at least once.
51	7	1016	5-9-4	Actuator position for EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8) not plausible.	Position error of throttle flap (deviation > 7%).	Threshold for error detection is an internal ECU threshold. Threshold for error detection, deviation from setpoint > 7%. Troubleshooting with SERDIA 2010 Use Case "EGR Diagnostic".
51	3	1024	5-9-4	Position sensor error of actuator EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8). Signal range check high.	Short cut to battery or open loop.	Check cabling, actuator defect, check actuator and if necessary replace it, check connection cable and if necessary repair or replace it.
51	4	1024	5-9-4	Position sensor error actuator EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8). Signal range check low.	Short cut to ground.	Check cabling, actuator defect, check actuator and if necessary replace it, check connection cable and if necessary repair or replace it.
51	5	1223	5-9-4	Actuator EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); open load.	Open circuit on component wiring.	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case.
51	6	1224	5-9-4	Actuator EGR-Valve (2.9;3.6) or Throttle-Valve (6.1,7.8); over current.	Overload on component wiring.	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case.
51	3	1226	5-9-4	EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); short circuit to battery.	Short-Circuit to battery on component wiring.	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
51	3	1227	5-9-4	EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8);short circuit to battery.	Short-Circuit to battery on component wiring.	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case.
51	4	1228	5-9-4	EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8);short circuit to ground.	Short-Circuit to ground on component wiring.	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case.
51	4	1229	5-9-4	EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8);short circuit to ground.	Short-Circuit to ground on component.	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case.
51	6	1230	5-9-4	Actuator error EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); Overload by short-circuit.	Short Circuit over Load.	Threshold for error detection is an internal ECU threshold. Check wiring, component.
51	11	1231	5-9-4	Power stage over temperature due to high current.	Temperature dependent Over Current.	Threshold for error detection is an internal ECU threshold. Check wiring, component.
51	4	1232	5-9-4	Actuator AGR valve (2.9;3.6) throttle valve (4.1;6.1;7.8);Voltage below threshold.	Monitoring for CY146 Under Voltage.	Threshold for error detection is an internal ECU threshold. Check wiring, component.
91	3	935	2-2-6	Sensor error accelerator pedal. signal range check high.	Sensor defect. Short cut to battery or open loop.	Check cabling, check accelerator pedal sensor and if necessary replace it, check connection cable and if necessary repair or replace it. If the signal is below the applicable threshold APP_uRaw1SRCHigh_C, the signal range violation is reset after the healing debouncing.
91	4	940	2-2-6	Sensor error accelerator pedal. Signal is below the range.	Sensor defect. Short circuit to Ground.	Check cabling, check accelerator pedal sensor and if necessary replace it, check connection cable and if necessary repair or replace it. If the signal exceeds the applicable table threshold APP_uRaw1SRCLow_C, the signal range violation is reset after the healing.
91	11	976	2-2-6	Plausibility error between APP1 and APP2 or APP1 and idle switch.	Measured voltage of accelerator pedal 1 is out of plausible range.	Threshold for error detection is an internal ECU threshold. Check cabling, check accelerator pedal and pedal sensor and if necessary replace it, check connection cable and if necessary repair or replace it. When the PWM period APP_tiPWMPer is in between APP_tiSRCLoPWMPer_C and APP_tiSRHiPWMPer_C.
94	3	472	2-1-6	Sensor error low fuel pressure, signal range check high.	Cable break or short circuit, sensor defective, connection cable is damaged. Short cut to battery or open loop.	Check cabling. Check connection cable and if necessary repair or replace it. If sensor is not working, check sensor and if necessary replace it.

SECTION 3 - CHASSIS & TURNTABLE

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
94	4	473	2-1-6	Sensor error low fuel pressure, signal range check low.	Cable break or short circuit, sensor defective or connection cable is damaged. Short cut to ground.	Check cabling. If sensor is not working, check sensor and if necessary replace it. Check connection cable and if necessary repair or replace it.
94	1	474	2-1-6	Low fuel pressure, warning threshold exceeded.	Fuel pressure below warning threshold.	Check low fuel pressure system: Fuel feed pump, relay, fuse, wiring, sensor. If necessary repair or replace it.
94	1	475	2-1-6	Low fuel pressure, shut off threshold exceeded.	Low fuel pressure, shut off threshold exceeded.	Not used.
97	3	464	2-2-8	Sensor error water in fuel, signal range check high.	Fuel filter water level sensor: The sensor voltage measured by ECU is out of the target range.	Check wiring and water in fuel sensor. Check cabling, if water in Fuel sensor is not working, check sensor and if necessary replace it. Check connection cable and if necessary repair or replace it.
97	4	465	2-2-8	Sensor error water in fuel, signal range check low.	Fuel filter water level sensor: The voltage of sensor measured by ECU is out of the target range.	Check wiring, sensor and ECU.
97	12	1157	2-2-8	Water in fuel level prefilter; maximum value exceeded.	Water level in fuel pre-filter reservoir over limit (bad fuel quality).	Measure Voltage at Water in Fuel Sensor and renew harness if needed.
100	3	732	2-2-4	Sensor error oil pressure; signal range check high.	Short circuit to battery or cable break.	Check battery and wiring. Check cabling. If sensor not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
100	4	733	2-2-4	Sensor error oil pressure sensor; signal range check low.	Short circuit to ground.	The sensed raw voltage value Oil_uRawPSwmp is above Oil_SRCPSwmp.uMin_C. Check cabling, if sensor not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
100	0	734	2-3-1	High oil pressure; warning threshold exceeded.	Not used.	Not used.
100	0	735	2-3-1	High oil pressure; shut off threshold exceeded.	Not used.	Not used.
100	1	736	2-3-1	Low oil pressure; warning threshold exceeded.	Oil pressure too low (pressure below warning threshold).	Check oil level, check engine for oil leakage, measure oil pressure external to evaluate sensor value. Warning threshold depending on engine speed.
100	1	737	2-3-1	Low oil pressure; shut off threshold exceeded.	Oil pressure too low (pressure below shut off threshold).	Check oil level, check engine for oil leakage, measure oil pressure external to evaluate sensor value. Shut off threshold depending on engine speed.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
102	2	88	2-2-3	Charged air pressure above warning threshold.	Charged air cooler pressure above threshold.	Check waste gate system if necessary replace TC. Check CAC, if all channels are clean, check charge air piping. If an error occurs, always check the delta P sensor and the Venturi tube for damage or contamination, because problems at this point can lead to this result error.
102	2	89	2-2-3	Charged air pressure above shut off threshold.	Charge air pressure above shut off threshold.	Check waste gate system if necessary, replace TC, check CAC if all channels are clean, check charge air piping if necessary. If an error occurs, always check the delta P sensor and the Venturi tube for damage or contamination, because problems at this point can lead to this result error.
102	3	776	2-2-3	Pressure downstream charge air cooler, short circuit to battery or open load.	The Sensor Voltage is above the Threshold.	Check cabling, if charge air pressure/temperature sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
102	4	777	2-2-3	Pressure downstream charge air cooler, short circuit to ground.	The Sensor Voltage is below the Threshold.	Check cabling, if charge air pressure/temperature sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
105	3	994	1-2-8	Electrical error charged air temperature. Signal range check high (SRC).	Short circuit to battery. sensor voltage > limit.	The sensor raw signal Air_uRawTCACDs (voltage) > Air_SRCTACDs.uMin_C. Check CAC-sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
105	4	995	1-2-8	Electrical error charged air temperature. Signal range check low.	Short circuit to ground or open load. sensor voltage < limit.	The sensor raw signal Air_uRawTCACDs (voltage) is below Air_SRCTACDs.uMin_C. Check CAC-sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
105	0	996	2-3-3	Charged air cooler temperature. System reaction initiated. High charged air cooler temperature. Warning threshold exceeded.	Charge air temperature (downstream) over warning threshold.	Check CAC system and clean it. Check fan functionality. Check cooling performance with temperature measurement. !! If an error occurs, always check the delta P sensor and the Venturi tube for damage or contamination because problems at this point can lead to this result error.!!
105	0	997	2-3-3	High charged air cooler temperature. Shut off threshold exceeded.	Charge air temperature (downstream) over the shut off threshold.	Check CAC system and clean it. Check fan functionality. Check cooling performance with temperature measurement. !! If an error occurs, always check the delta P sensor and the Venturi tube for damage or contamination because problems at this point can lead to this result error.!!
107	0	752	1-3-6	Air filter differential pressure; air filter clogged.	Pressure loss above target range, air filter clogged or defective, sensor not working, connection cable damaged. Pressure value above warning threshold.	Check air filter and if necessary clean or renew it, check cabling, check sensor and if necessary replace it, check connection cable and if necessary, repair or replace it.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
110	0	92	2-2-5	Physical range check high for coolant temperature.	Suspected components: - wiring harness - coolant temperature sensor	Check wiring harness and connected coolant temperature sensor.
110	1	93	2-2-5	Physical range check low for coolant temperature.	Suspected components: Wiring harness. Coolant temperature sensor.	Check wiring harness and connected coolant temperature sensors.
110	3	96	2-2-5	Sensor error coolant temperature; Signal range check high.	Short cut to power supply or open load.	Check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
110	4	97	2-2-5	Sensor error coolant temperature; Signal range check low.	Voltage surveillance has found short cut to ground at coolant temperature sensor.	Check sensor and if necessary replace it, check connection cable and if necessary repair or replace it. Measure voltage at coolant temperature sensor and replace harness if needed.
110	0	98	2-3-2	High coolant temperature; Warning threshold exceeded.	Cooling temperature too high. Coolant temperature above warning threshold.	Clean radiator, check fan drive, check coolant level, check cooling system in general, check thermostat function and check water pump.
110	0	99	2-3-2	Coolant temperature; System reaction initiated.	Coolant temperature above shut off threshold.	Clean radiator, check fan drive, check coolant level, check cooling system in general, check thermostat function, check water pump.
111	1	101	2-3-5	Coolant level too low.	Coolant level too low, leakage in cooling system, sensor defective, wiring damaged.	Check coolant level, inspect cooling system for leakage and if necessary repair it, check sensor and wiring.
157	3	877	1-4-7	Sensor error rail pressure. Sensor voltage above upper limit.	Short cut to battery. Damaged rail pressure sensor.	Check cabling, check rail pressure sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
157	4	878	1-4-7	Sensor error rail pressure. Sensor voltage below lower limit.	Short cut to ground. Damaged rail pressure sensor.	Check cabling, check rail pressure sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
168	3	45	3-1-8	Sensor battery voltage error; signal range check is high.	Battery voltage is above warning threshold (~38,9Volt), Short circuit to battery is possible.	Check wiring harness and connected alternator.
168	4	46	3-1-8	Sensor battery voltage error; signal range check is low.	Battery voltage is below warning threshold, Short circuit to ground is possible.	Check wiring harness and connected alternator.
168	2	47	3-1-8	High battery voltage; warning threshold is exceeded.	If Battery voltage (Ubatt_U) > 17V or above 31V for more than 0.5 sec. A warning is generated. Battery voltage is above warning threshold.	Check wiring harness and connected alternator.
168	0	1180	3-1-8	Physical range check high for battery voltage.	Battery voltage over limit.	Check alternator, regulator of alternator and if necessary replace it, check wiring and voltage of alternator.
168	1	1181	3-1-8	Physical range check low for battery voltage.	Battery voltage below limit.	Check alternator, cabling, contact resistance, safety fuses, too high load in energy system, check battery and if necessary replace it.
175	0	746	1-4-4	High oil temperature; shut off threshold exceeded.	Not used.	Not used.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
190	0	388	2-1-4	Engine speed above warning threshold. Overspeed detection in component engine protection.	Overspeed monitoring (Engine speed was above limit).	Check powertrain settings regarding overspeed.
190	0	389	2-1-4	Engine speed above warning threshold (FOC-Level 1).	Overspeed monitoring during 1 level of FOC (Failure overrun condition) if engine speed was above limit.	Check powertrain settings regarding overspeed.
190	11	390	2-1-4	Engine speed above warning threshold (FOC-Level 2).	Overspeed monitoring during 2 level of FOC (Failure overrun condition) if engine speed was above limit.	Check powertrain settings regarding overspeed.
190	14	391	2-1-4	Engine speed above warning threshold (Overrun Mode).	Overspeed monitoring during ORC (Override conditions) if engine speed was above limit.	Check powertrain settings regarding overspeed.
190	8	419	2-1-2	Sensor camshaft speed, disturbed signal.	Error in sensor or wiring.	Threshold for error detection is an internal ECU threshold, occurs by disturbed camshaft signal. Check increment wheel position, clean and adjust if necessary, check sensor position. Check camshaft sensor or wiring.
190	12	420	2-1-2	Sensor camshaft detection. Out of range, signal disrupted, no signal.	Error in sensor or wiring.	Threshold for error detection is an internal ECU threshold, occurs by disturbed or no camshaft signal. Check increment wheel position, clean and adjust if necessary, check sensor position. Check Camshaft Sensor or wiring.
190	2	421	2-1-3	Offset angle between crank- and camshaft-sensor is too large.	Offset error between crankshaft and camshaft.	Threshold for error detection is an internal ECU threshold, occurs by offset between crankshaft and camshaft. Check increment wheel position, clean and adjust if necessary, check sensor position. Check Camshaft and Crankshaft sensor or wiring.
190	8	422	2-1-2	Sensor crankshaft detection. Out of range, signal disrupted or no signal.	Error in sensor or wiring. Crankshaft sensor defect.	Threshold for error detection is an internal ECU threshold, occurs by disturbed crankshaft signal. Check increment wheel position, clean and adjust if necessary and check sensor position. Check crankshaft sensor or wiring.
190	12	423	2-1-2	Speed detection, out of range, signal disrupted or no signal.	Error in sensor or wiring.	Threshold for error detection is an internal ECU threshold, occurs by disturbed or no crankshaft signal. Check increment wheel position, clean and adjust if necessary and check Crankshaft sensor position or wiring.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
630	12	376	2-8-1	Access error EEPROM memory (delete).	Sections could not be erased.	Threshold for error detection is an internal ECU threshold. There is no healing possible for the error. In every new initialization phase, the debounce level is set to zero. If not programmed, EEPROM is defect --> ECU is defect, reprogram ECU and if necessary replace it.
630	12	377	2-8-1	Access error EEPROM memory (read).	Minimum three blocks could not be readed, EEPROM has checksum error.	Threshold for error detection is an internal ECU threshold. There is no healing possible for the error. In every new initialization phase, the debounce level is set to zero. If not programmed, EEPROM is defect --> ECU is defect, reprogram ECU and if necessary replace it.
630	12	378	2-8-1	Access error EEPROM memory (write).	Block could not be written for minimum three times.	Threshold for error detection is an internal ECU threshold. If not programmed, EEPROM is defect --> ECU is defect, reprogram ECU and if necessary replace it.
639	14	84	2-7-1	CAN-Bus0: "BusOff-Status".	Warning and limp home speed gets activated.	Threshold for error detection is an internal ECU threshold. Bus Off-bit for CAN A mode is set. Check wiring of CAN bus and if necessary, repair it. Check cable connection and if necessary, repair or replace it. Check resistance in CAN lines (120 Ohm).
651	5	568	154	Injector 1 (in firing order): Interruption of electric connection.	Interruption of electronic connection Injector cylinder 1.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
651	3	580	154	Injector 1 (in firing order): Short circuit.	Injector cylinder 1: Wiring harness, cable break or short circuit.	Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis. Threshold for error detection is an internal ECU threshold.
652	5	569	155	Injector 2 (in firing order): Interruption of electric connection.	Interruption of electronic connection Injector cylinder 2.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
652	3	581	155	Injector 2 (in firing order): Short circuit.	Injector cylinder 2: Wiring harness, cable break or short circuit.	Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis. Threshold for error detection is an internal ECU threshold.
653	5	570	156	Injector 3 (in firing order): Interruption of electric connection.	Interruption of electronic connection Injector cylinder 3.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
653	3	582	156	Injector 3 (in firing order): Short circuit.	Injector cylinder 3: Wiring harness, cable break or short circuit.	Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis. Threshold for error detection is an internal ECU threshold.
654	5	571	161	Injector 4 (in firing order): Interruption of electric connection.	Interruption of electronic connection Injector cylinder 4.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
654	3	583	161	Injector 4 (in firing order): Short circuit.	Injector cylinder 4: Wiring harness, cable break or short circuit.	Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis. Threshold for error detection is an internal ECU threshold.
655	5	572	162	Injector 5 (in firing order): Interruption of electric connection.	Interruption of electronic connection Injector cylinder 5.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
655	2	584	162	Injector 5 (in firing order): Short circuit.	Injector cylinder 5: Wiring harness, cable break or short circuit.	Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis. Threshold for error detection is an internal ECU threshold.
656	5	573	163	Injector 6 (in firing order): Interruption of electric connection.	Interruption of electronic connection Injector cylinder 6.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
656	3	585	163	Injector 6 (in firing order): Short circuit.	Injector cylinder 6: Wiring harness, cable break or short circuit.	Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis. Threshold for error detection is an internal ECU threshold.
677	3	956	5-1-2	Starter relay high side. Short circuit to battery.	Short cut High Side-output to battery.	Threshold for error detection is an internal ECU threshold. Check cabling and start relay and if necessary replace it, check connection cable and if necessary repair or replace it.
677	4	957	5-1-2	Starter relay high side short circuit to ground.	Shortcut High Side-output to ground.	Threshold for error detection is an internal ECU threshold. Check cabling and start relay and if necessary replace it, check connection cable and if necessary repair or replace it.
677	5	958	5-1-2	Starter relay low side no load error.	Open circuit/disconnection Low Side-Output.	Threshold for error detection is an internal ECU threshold. Check cabling and start relay and if necessary replace it, check connection cable and if necessary repair or replace it.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
677	12	959	5-1-2	Starter relay power stage over temperature.	Temperature over limit.	Threshold for error detection is an internal ECU threshold. Check cabling and start relay and if necessary replace it, check connection cable and if necessary repair or replace it.
677	3	960	5-1-2	Starter relay low side short circuit to battery.	Shortcut Low Side-Output to battery.	Threshold for error detection is an internal ECU threshold. Check cabling and start relay and if necessary replace it, check connection cable and if necessary repair or replace it.
677	4	961	5-1-2	Starter relay low side short circuit to ground.	Shortcut Low Side-Output to ground.	Threshold for error detection is an internal ECU threshold. Check cabling and start relay and if necessary replace it, check connection cable of terminal 50 and if necessary repair or replace it.
729	12	547	263	Cold start aid relay: Over temperature error.	High temperature around the cold start aid relay.	Check the functionality of relay and replace it if needed. Check the temperature around the cold start aid relay during worst case operation.
898	9	305	1-1-8	Timeout error of CAN-Receive-Frame TSC1TE. Setpoint.	Timeout error (missing CAN-Bus message).	Check CAN-Bus cabling (Bus scheduling, polarity, short circuit, power interrupt). Test protocol of receiver and check CAN functional range.
975	3	457	2-3-8	PWM-Signal fan, short-circuit to battery.	PWM-Signal fan, short-circuit to battery.	Check wiring, fan electronics and ECU.
1079	13	946	2-8-2	Failure of sensor supply voltage 1.	Suspected components EDC17cv52 Pin A19: DEF press / Exh.PressBeforeTurb (P3) / Air Pump Press / BrnFuelPressAfterDV2 Pin K19: Fan Speed Sensor Pin A21: LDF6T / Oil Press / Low Fuel Press Pin A17: Rail Pressure Sensor Suspected components EDC17cv54 Pin A21: CAM speed Pin K44: Delta Press Venturi / Poti EGR or Inlet Throttle Pin A24: LDF6T / Oil Press / Low Fuel Press Pin K43: Reserve 5V Sensor Supply Pin A09: second foot pedal Suspected components EDC17cv56 Pin A21: Cam speed Pin K44: DEF press / Air Filter Differs Pin A24: LDF6T / Oil Press / Low Fuel Press Pin K43: second foot pedal Pin A09: Delta Press Venturi	Check cabling of external components, check working voltage and if necessary correct it, check connection cable and if necessary repair or replace it, if error is not removable, change ECU.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
1080	13	947	2-8-2	Failure of sensor supply voltage 2.	Suspected components EDC17cv52 Pin K16: second foot pedal Pin K18: Pressure DS DPF Pin A20: Exh. Press After Turb/DPF Differs/ BrnDV1Press/HCI PressDV1DV2 Suspected components EDC17cv54 Pin K45: DPF Diff Press / Exh. Press After Turb / Fan Speed Sensor Pin A46: first foot pedal Suspected components EDC17cv56 Pin A22: Fan Speed Sensor Pin K45: Position EGR or Intake throttle flap Pin K46: First foot pedal	Check cabling of external components, check working voltage and if necessary correct it, check connection cable and if necessary repair or replace it, if error is not removable, change ECU.
1231	14	85	2-7-1	CAN-Bus 1: "BusOff-Status".	CAN BusOff error; CAN 1 (Diagnostic CAN).	Threshold for error detection is an internal ECU threshold. Bus Off bit for CAN B mode is set. Check wiring of CAN bus and if necessary, repair it. Check connection cable and if necessary, repair or replace it. Check resistance in CAN lines (120 Ohm).
1237	2	747	1-4-5	Override switch; plausibility error.	Override switch is blocked, taster locked, connection cable damaged. Plausibility error "override switch > 250ms pressed".	If the Block Button is pressed shorter than the maximum plausible pressing time. Check cabling, if sensor is not working, check override switch and if necessary replace it, check connection cable and if necessary repair or replace it.
523009	9	825	2-5-3	The pressure relief valve (PRV) has reached the number of allowed activations.	Rail pressure has exceeded the trigger threshold of the pressure limiting valve.	Replace pressure relief valve (PRV) and reset fault with Serdia.
523009	10	833	2-5-3	Open time of Pressure Relief Valve (PRV) for wear out monitoring had exceeded.	Rail pressure has exceeded the trigger threshold of the pressure limiting valve.	Replace pressure relief valve (PRV) and reset fault with Serdia.
523090	2	362	3-2-9	Engine brake Pre- Selection switch. Plausibility error.	Wiring or switch.	Threshold for error detection is an internal ECU threshold. Check wiring or switch. If error is still present, exchange ECU.
523212	9	171	3-3-3	Timeout error of CAN-Receive-Frame ComEngPrt. Engine Protection.	Timeout error (missing CAN-Bus message).	Check CAN-Bus cabling (Bus scheduling, polarity, short circuit, power interrupt). Test protocol of receiver and check CAN functional range.
523240	9	179	5-2-7	Timeout CAN-message FunModCtl. Function Mode Control.	Timeout error (missing CAN-Bus message).	Check CAN-Bus cabling (Bus scheduling, polarity, short circuit, power interrupt). Test protocol of receiver and check CAN functional range.
523350	4	565	151	Injector cylinder-bank 1: Short circuit.	Short circuit injection bank 1. All injectors of this bank can cause this fault and can be affected.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
523352	4	566	152	Injector cylinder-bank 2: Short circuit.	Short circuit injection bank 2. All injectors of this bank can cause this fault and can be affected.	Check wiring harness, injectors and if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.

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Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
523354	12	567	153	Injector power stage output defect.	Defective power stage in ECU.	If error is not removable, change ECU. Threshold for error detection is an internal ECU threshold.
523470	2	826	1-4-6	Pressure relief valve is forced to open, perform pressure increase.	Rail pressure has exceeded the trigger threshold of the pressure limiting valve.	Threshold for error detection is an internal ECU threshold. Reset the fault and at reappearance check injection system.
523470	2	827	1-4-6	Pressure Relief Valve (PRV) forced to open. Performed by pressure increase.	Rail pressure has exceeded the trigger threshold of the pressure limiting valve.	Threshold for error detection is an internal ECU threshold. Reset the fault and at reappearance check injection system.
523470	12	828	1-4-6	Pressure Relief Valve (PRV) forced to open. Shutoff conditions.	Shut Off after PRV Open.	Threshold for error detection is an internal ECU threshold. Check PRV opening counter and if necessary replace PRV, check rail-pressure sensor for plausibility and if necessary replace it, check FCU and if necessary replace it.
523470	12	829	1-4-6	Pressure Relief Valve (PRV) forced to open. Warning conditions.	Warning PRV open.	Threshold for error detection is an internal ECU threshold. Check PRV opening counter and if necessary replace PRV, check rail-pressure sensor for plausibility and if necessary replace it, check FCU and if necessary replace it.
523470	14	830	1-4-6	Open Pressure Relief Valve (PRV).	Open PRV	Threshold for error detection is an internal ECU threshold. Only after ECU reset. Check PRV opening counter and if necessary replace it, check rail-pressure sensor for plausibility and if necessary replace it, check FCU and if necessary replace it.
523470	11	831	1-4-6	Pressure Relief Valve (PRV) error; Rail pressure out of tolerance range.	Rail pressure out of tolerance range (PRV can not be opened by a pressure peak in this operating point).	Threshold for error detection is an internal ECU threshold. Check rail pressure, check rail pressure sensor for plausibility, check FCU.
523470	11	832	1-4-6	Rail pressure out of tolerance range. The PRV can not be opened at this operating point with a pressure shock.	Averaged rail pressure is outside the expected tolerance range.	Threshold for error detection is an internal ECU threshold. Check PRV and replace if necessary.
523470	7	876	1-4-6	Maximum rail pressure exceeded (PRV).	Rail pressure is out of the expected average range. PRV can not be opened.	(A) Check rail pressure relief valve and replace if necessary. (B) Check high pressure pumps, pressure relief valve and metering unit. (C) Change components if necessary.
523550	12	980	5-1-5	Terminal 50 was operated too long.	Start information to Starter (T50-switch) erratic/defect.	Threshold for error detection is an internal ECU threshold. Check cabling, if sensor not working, check start switch and if necessary replace it, check connection cable and if necessary repair or replace it.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
523601	13	948	2-8-2	Failure of sensor supply voltage 3.	Suspected components EDC17cv52 Pin A18: Delta Press Venturi / Position intake throttle flap Pin K20: First foot pedal Pin K21: Air Filter Differs Suspected components EDC17cv54 and cv56 Pin A07: Rail pressure	Check cabling of external components, check working voltage and if necessary correct it, check connection cable and if necessary repair or replace it, if error is not removable, change ECU.
523603	9	126	3-3-8	Timeout Error of CAN-receive-frame AMB; Ambient temperature sensor.	Failure of the CAN Bus message.	Check ambient temperature sensor and sensor connection, if sensor connected to the vehicle ECU, check vehicle ECU.
523612	12	387	5-5-5	Internal software error ECU. Injection cut off.	Injector shut off demand for the ICO coordinator.	Threshold for error detection is an internal ECU threshold. Caution! Sequence error, check error memory for other errors.
523612	12	612	555	Internal ECU monitoring detection reported error.	Plausibility check failed (MoCADC_uNTP_mp is higher than MoCADC_uNTP-Max_C).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	613	555	ECU reported internal software error Internal ECU monitoring detection reported error.	Analysis of test voltage (Value is out of the target -> ECU internal error).	Threshold for error detection is an internal ECU threshold. Check wiring, check connected sensors actuators. If error is still present, exchange ECU.
523612	12	614	555	ECU reported internal software error.	Analysis of the ratio metric correction (Value is out of the target -> ECU internal error).	Threshold for error detection is an internal ECU threshold. Check wiring, check connected sensors actuators. If error is still present, exchange ECU.
523612	12	615	555	ECU reported internal software error.	Error report due to an error in the plausibility of Function Coordination (FC) and Monitoring Modul (MM) (ECU internal error).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	616	555	ECU reported internal software error.	Error report due to an interrupted SPI communication (ECU internal error).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	617	555	ECU reported internal software error.	Multiple error in complete ROM-test during post drive detected (ECU internal error)	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	618	555	ECU reported internal software error.	Too less bytes received by monitoring memory from CPU as response (ECU internal error). Loss of synchronization sending bytes to the monitoring memory from CPU.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	619	555	Injection system, electrical error injectors.	Suspected components: Injector ECU wiring harness/connector	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	620	555	ECU reported internal software error	Error trying to set MM Response time (ECU internal error).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
523612	12	621	555	ECU reported internal software error	Error detected in the internal ECU communication, Too many SPI errors during MoCSOP execution.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	623	555	ECU reported internal software error.	Error in the check of the shut-off path test of the under-voltage detection (ECU internal error). Diagnostic fault check to report the error in under-voltage monitoring.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	624	555	ECU reported internal software error.	Error in the check of the shut-off path of the monitoring module (ECU internal error).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	625	555	ECU reported internal software error.	Time out error trying to set or cancelling the alarm task (ECU internal error). Failure setting the alarm task period.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	627	555	ECU reported internal software error.	Error in time monitoring of the shut-off path test (ECU internal error). Diagnostic fault check to report the timeout in the shut off path test.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	628	555	ECU reported internal software error.	Error in the check of the shut-off path test of the over voltage detection (ECU internal error). Diagnostic fault check to report the error in overvoltage monitoring.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	12	637	555	Internal ECU monitoring detection reported error.	Error in the plausibility of current energizing time with maximum permitted energizing time. Diagnostic fault check to report the error due to Over Run	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
523612	14	973	5-5-5	Software reset CPU SWReset_0.	Visibility of Software resets in DSM.	Threshold for error detection is an internal ECU threshold.
523612	14	974	5-5-5	Software reset CPU SWReset_1.	Visibility of Software resets in DSM.	Threshold for error detection is an internal ECU threshold.
523612	14	975	5-5-5	Software reset CPU SWReset_2.	Visibility of Software Resets in DSM.	Threshold for error detection is an internal ECU threshold. If possible the software update has to be done. Replace the ECU.
523612	12	1170	5-5-5	Internal software error ECU.	Error during positive test (ECU internal error). Diagnostic fault check to report that the positive test failed.	Threshold for error detection is an internal ECU threshold. Reflash ECU. If error is still active replace ECU.
523613	0	856	1-3-4	Rail pressure below setpoint, speed-dependent threshold exceeded.	Rail pressure too low.	Threshold for error detection is an internal ECU threshold. (A) Check for leakage. (B) Check fuel-primary pressure. (C) Change components, check sensor and if necessary replace it, check fuel system and if necessary repair it.

Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
523613	0	857	1-3-4	Rail pressure below setpoint, threshold exceeded.	Rail pressure too low.	Threshold for error detection is an internal ECU threshold. (A) Check for leakage. (B) Check fuel-primary pressure. (C) Change components, check sensor and if necessary replace it, check fuel system and if necessary repair it.
523613	0	858	1-3-4	Rail pressure metering unit, Rail pressure disrupted. Maximum positive deviation of rail pressure in metering unit exceeded (RailMeUn1).	Leakage is detected based on fuel quantity balance.	Threshold for error detection is an internal ECU threshold. (A) Check backflow pressure. (B) Check Injector function with SerDia. (C) Change components (metering unit, injector) if necessary.
523613	0	859	1-3-4	Rail pressure metering unit, Rail pressure below the target range (RailMeUn2). Rail system leakage detected (RailMeUn10).	Maximum negative rail pressure deviation with metering unit on lower limit is exceeded.	Threshold for error detection is an internal ECU threshold. (A) Check backflow pressure. (B) Check Injector function with SerDia. (C) Change components (metering unit, injector) if necessary.
523613	1	861	1-3-4	Rail pressure metering unit, Minimum rail pressure exceeded (RailMeUn3). Negative deviation of rail pressure second stage (RailMeUn22).	Rail pressure falls below the limiting value based on the engine speed.	Threshold for error detection is an internal ECU threshold. (A) Check backflow pressure. (B) Check Injector function with SerDia. (C) Change components (metering unit, injector) if necessary.
523613	0	862	1-3-4	Rail pressure metering unit, Maximum rail pressure exceeded.	Rail pressure exceeds the limiting value.	(A) Check backflow pressure. (B) Check pressure relief valve and metering unit. (C) Change components if necessary.
523613	2	864	1-3-4	Rail pressure metering unit, Setpoint of metering unit in overrun mode not plausible.	Pressure pump delivery quantity in overrun exceeds the threshold based on the pressure.	Threshold for detection is an internal ECU threshold. (A) Check backflow pressure. (B) Check pressure relief valve and metering unit. (C) Change components if necessary.
523615	5	592	135	Metering unit (Fuel-System): Open load.	Cable break or wiring harness defective.	Check wiring harness and metering unit, if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
523615	3	594	135	Metering unit (Fuel-System): Short circuit to battery, high side.	Short circuit to battery high side.	Check wiring harness, metering unit and ECU, if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
523615	4	595	135	Metering unit (Fuel-System): Short circuit to ground, high side.	Short circuit to ground, high side.	Check wiring harness and metering unit, if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.

SECTION 3 - CHASSIS & TURNTABLE

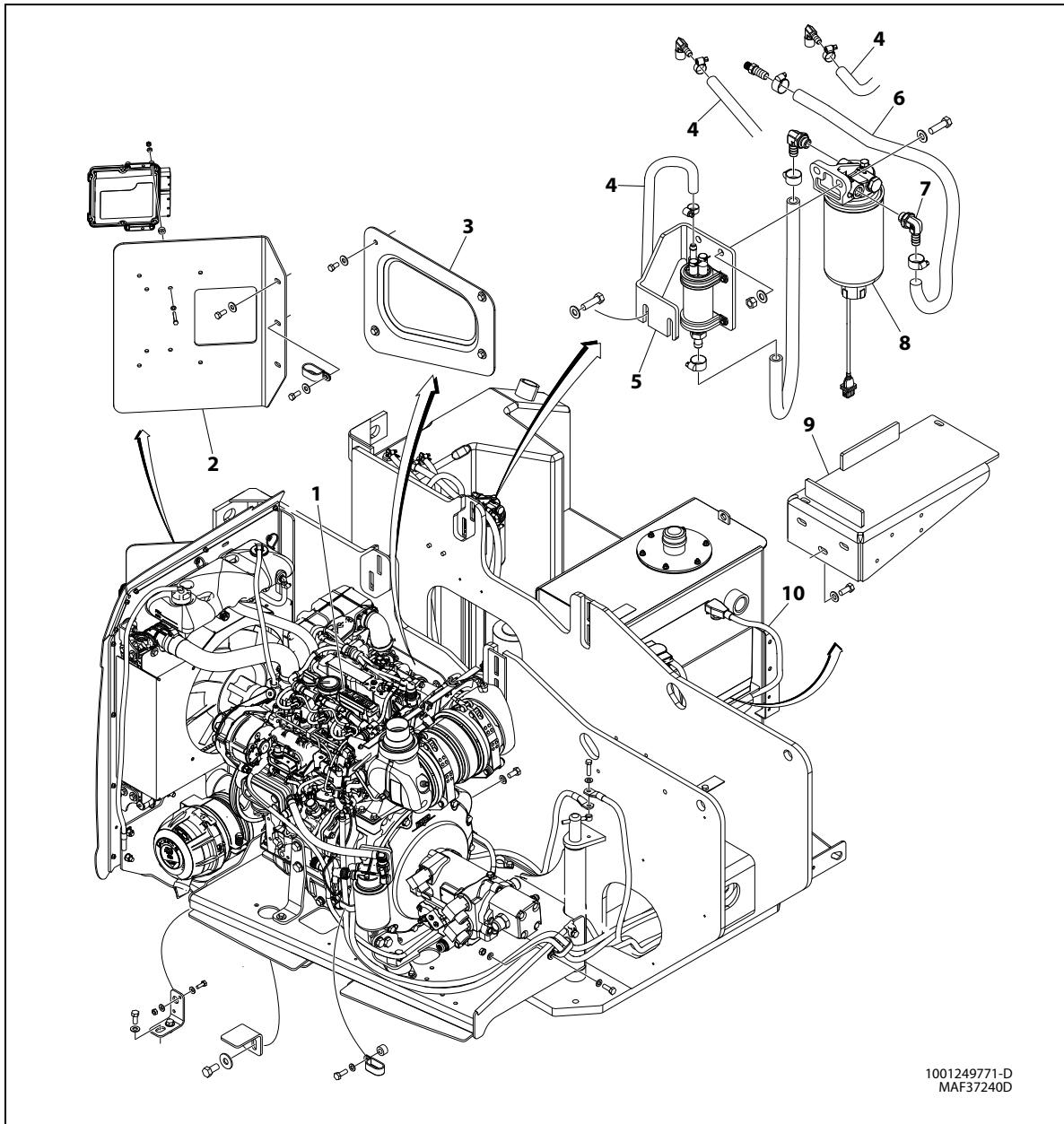
Table 3-10. Engine Fault Codes (Deutz Engine)

SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
523615	3	596	135	Metering unit (Fuel-System): Short circuit to battery, low side.	Short circuit to battery low side.	Check wiring harness and metering unit, if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
523615	4	597	135	Metering Unit (Fuel-System): Short circuit to ground, low side.	Short circuit to ground, low side.	Check wiring harness and metering unit, if necessary repair or replace it. Threshold for error detection is an internal ECU threshold.
523776	9	291	1-1-9	Timeout error of CAN-Receive-Frame TSC1TE - active.	Timeout error (missing CAN-Bus message).	Threshold for error detection is an internal ECU threshold. Check CAN Bus cabling (Bus scheduling, polarity, short circuit, power interrupt). Test protocol of receiver and check CAN functional range.
523777	9	292	1-1-9	Passive timeout error of CAN-Receive-Frame TSC1TE. Setpoint.	Passive timeout error (missing CAN-Bus message).	Check CAN-Bus cabling (Bus scheduling, polarity, short circuit, power interrupt). Test protocol of receiver, check CAN functional range and check actuator.
523895	13	559	1-5-8	Check of missing injector adjustment value programming (IMA) injector 1.	Missing or wrong injector adjustment value for cylinder 1.	Check correct injector adjustment value (IMA). Use SERDIA Use Case to check it. Threshold for error detection is an internal ECU threshold.
523896	13	560	1-5-8	Check of missing injector adjustment value programming (IMA) injector 2.	Missing or wrong injector adjustment value for cylinder 2.	Check correct injector adjustment value (IMA). Use SERDIA Use Case to check it. Threshold for error detection is an internal ECU threshold.
523897	13	561	1-5-8	Check of missing injector adjustment value programming (IMA) injector 3.	Missing or wrong injector adjustment value for cylinder 3.	Check correct injector adjustment value (IMA). Use SERDIA Use Case to check it. Threshold for error detection is an internal ECU threshold.
523900	13	564	1-5-8	Check of missing injector adjustment value programming (IMA) injector 6.	Missing or wrong injector adjustment value for cylinder 6.	Check correct injector adjustment value (IMA). Use SERDIA Use Case to check it. Threshold for error detection is an internal ECU threshold.
523906	5	834	7-6-1	Electrical fuel pre - supply pump; open load.	Cable break, open load.	Check wiring of the fuel feed pump circuit including relay, if necessary, repair or replace wiring.
523906	12	835	7-6-1	Electrical fuel pre - supply pump. ECU power stage over temperature.	Temperature is over limit.	Check fuel pump relay if necessary replace it, check wiring of fuel feed pump circuit.
523906	3	836	7-6-1	Electrical fuel pre - supply pump; short circuit to battery.	Short cut to battery.	Check wiring of the fuel feed pump circuit including relay, if necessary repair or replace wiring.
523906	4	837	7-6-1	Electrical fuel pre - supply pump. Short circuit to ground.	Short cut to ground.	Check wiring of the fuel feed pump circuit including relay, if necessary repair or replace wiring.
523982	0	360	7-3-7	Power stage diagnosis disabled. High battery voltage.	Power stage diagnosis can be deactivated due to too high battery voltage.	Check wiring, check alternator, check cables and repair or replace if necessary.
523982	1	361	7-3-7	Power stage diagnosis disabled. Low battery voltage.	Power stage diagnosis can be deactivated due to too low battery voltage.	Check wiring, check alternator, check cables and repair or replace if necessary.

Table 3-10. Engine Fault Codes (Deutz Engine)

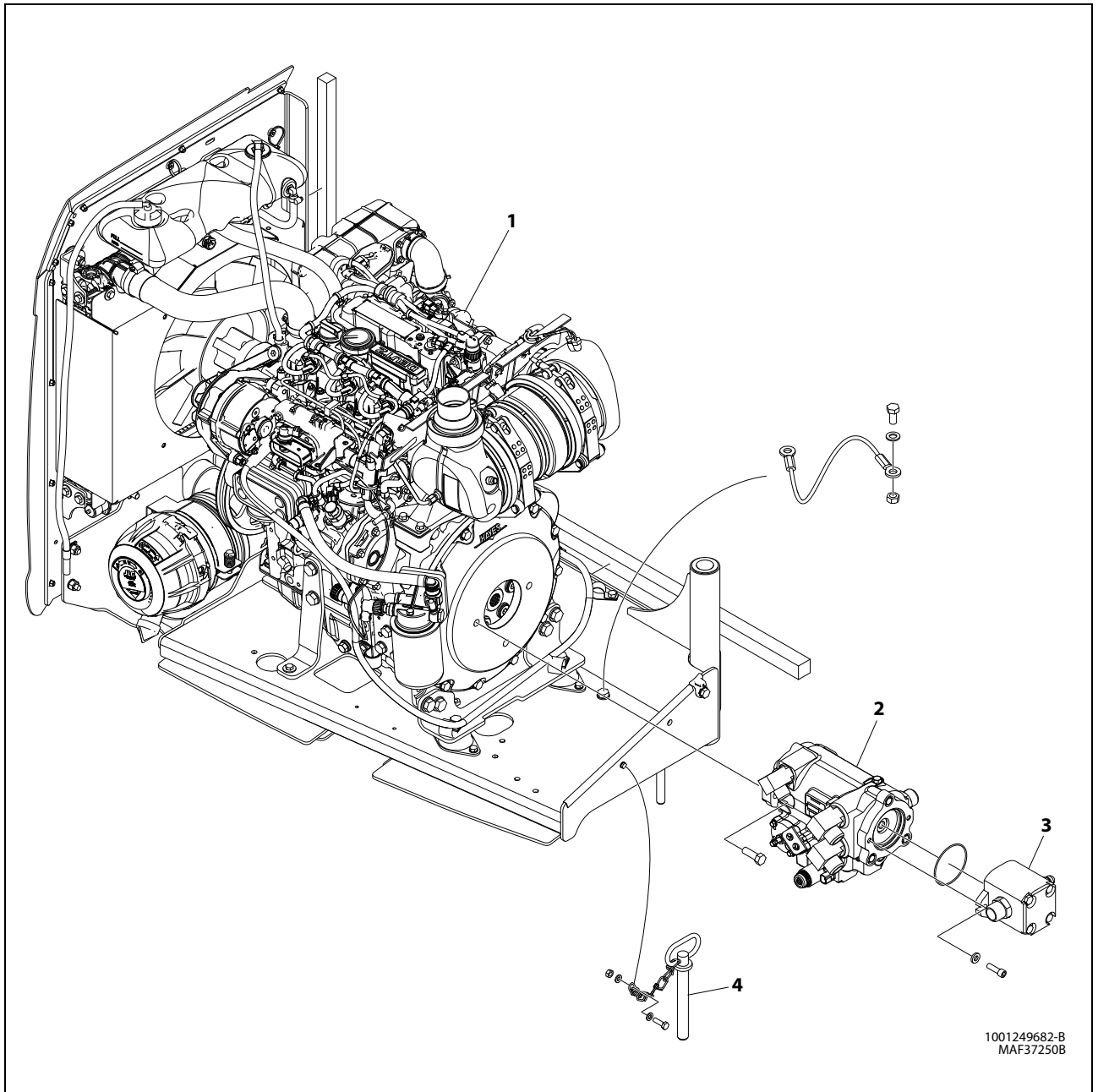
SPN	FMI	Deutz Code	Blink Code	Error Description	Possible Reasons For Error	Take Action For Repair (TAFR)
524057	2	1505	8-4-3	Fuel low pressure pump; error pressure build up.	Fuel pressure below warning threshold.	Threshold for error detection is an internal ECU threshold. Check low fuel pressure system (fuel feed pump, relay, fuse, wiring, sensor) and if necessary repair or replace it.
524105	9	1668	9-2-9	Timeout error of CAN-Transmit-Frame ComEGRMsFlw (EGR Steller).	Not used.	Not used.
524106	9	1677	1-9-5	Timeout error of CAN-Receive-Frame ComRxEGRMsFlw1 (EGR actuator).	Not used.	Not used.
524107	9	1678	9-3-1	Timeout error of CAN-Receive-Frame ComRxEGRMsFlw2 (EGR actuator).	Not used.	Not used.
524108	9	1669	9-3-2	Timeout error of CAN-Transmit-Frame ComEGRTVActr (EGR actuator).	Broken Wiring. Damaged actuator.	Check CAN BUS. Check throttle Valve.
524109	9	1679	9-3-3	Timeout error of CAN-Receive-Frame Com-RxEGRTVActr (EGR actuator).	Actuator defect.	Check CAN Bus cabling (Bus scheduling, polarity, short circuit, power interrupt), test protocol of receiver, check CAN functional range.
524110	9	1670	9-3-4	Timeout error of CAN-Transmit-Frame ComETVActrTO.	Not used.	Not used.
524111	9	1680	9-3-5	Timeout error of CAN-Receive-Frame Com-RxEVActr.	Not used.	Not used.
524112	9	1671	9-3-6	Timeout ComIntake Throttle Valve Actr.	Not used.	Not used.
524113	9	1681	9-3-7	Timeout error of CAN-Receive-Frame Com-RxITVActr.	Not used.	Not used.
524121	9	1683	9-4-5	Timeout error of CAN-Receive-Frame Com-RxTrbChActr (wastegate actuator).	Timeout Error (Missing CAN Bus message).	Check CAN Bus cabling (Bus scheduling, polarity, short circuit, power interrupt), test protocol of receiver, check CAN functional range.
524125	9	1687	9-4-9	Timeout error of CAN-Receive-Frame Com-TxTrbChActr (Wastegate actuator).	Timeout Error (Missing CAN Bus message).	Check CAN Bus cabling (Bus scheduling, polarity, short circuit, power interrupt), test protocol of receiver, check CAN functional range.

3.29 DEUTZ ENGINE TD 2.2 L3 (STAGE V)



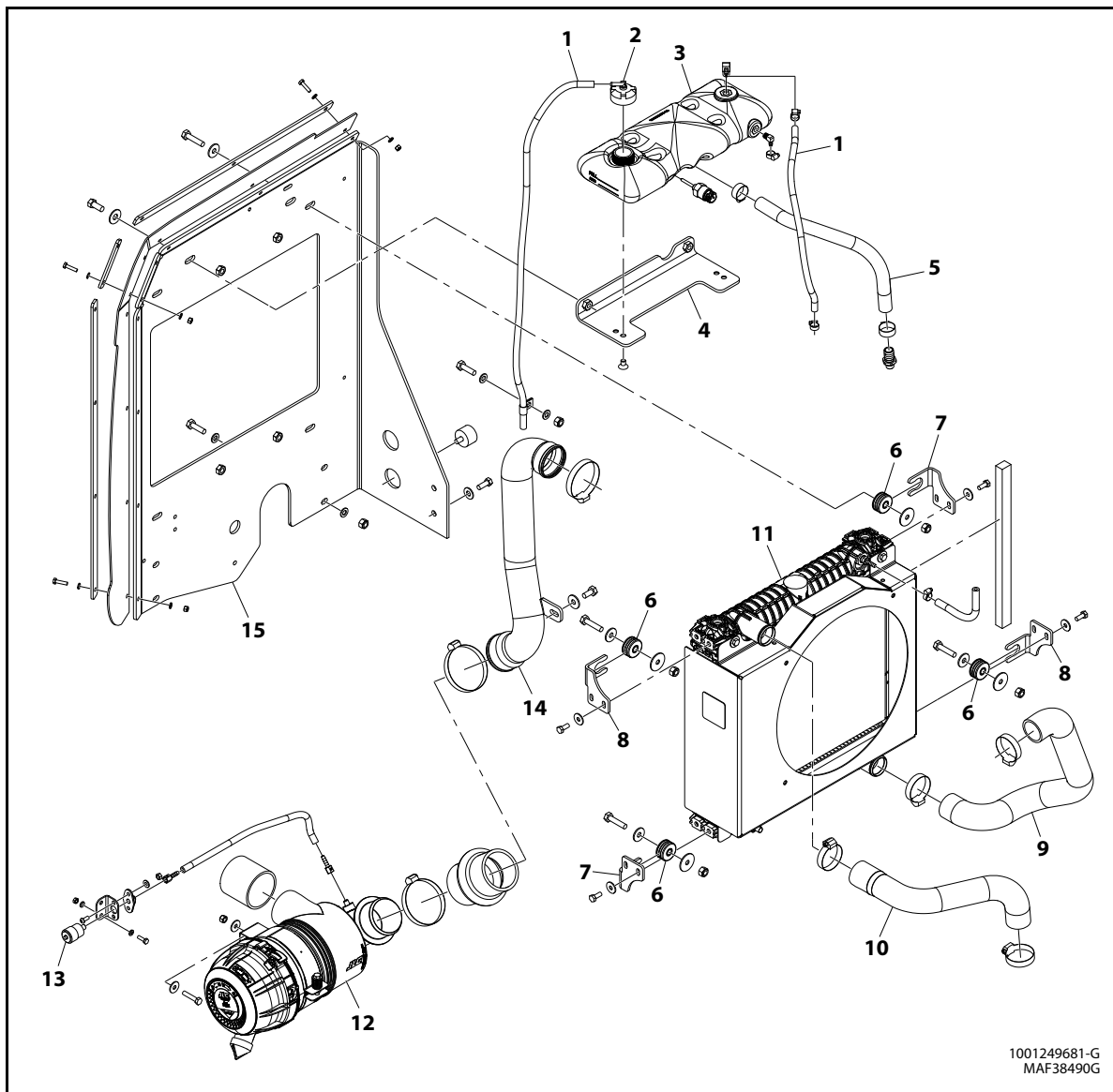
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|----------------------------------|-----------------------|
| 1. Deutz TD2.2L3 Engine and Pump | 6. Hose, Fuel Line |
| 2. ECM Mount Plate | 7. Fitting |
| 3. Turntable Cover | 8. Fuel Filter |
| 4. Hose, Fuel Supply to Engine | 9. Battery Bracket |
| 5. Bracket | 10. Battery Cable Kit |

Figure 3-95. Deutz TD 2.2 L3 (Stage V) Engine Installation



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|---------------------------------|-----------------------|
| 1. DeutzTD2.2L3 Engine Assembly | 3. Gear Pump Assembly |
| 2. Piston Pump Assembly | 4. Pin |

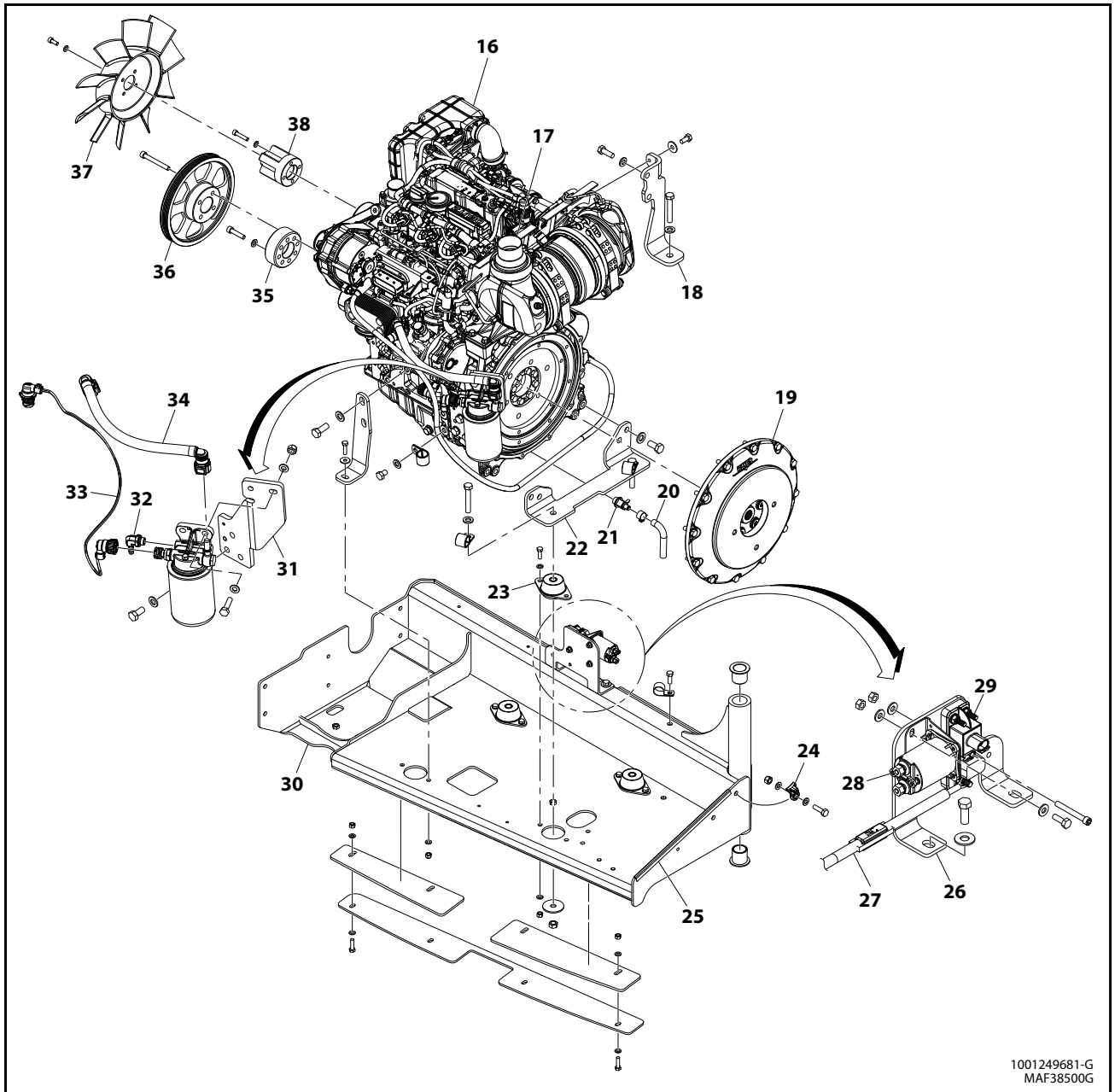
Figure 3-96. Deutz TD 2.2 L3 (Stage V) Engine and Pumps Sub-Assembly



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MAF38490G

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|------------------------|-------------------------|--------------------------|
| 1. Coolant Tube | 6. Radiator Isolator | 11. Radiator Assembly |
| 2. Cap | 7. Bracket | 12. Air Cleaner |
| 3. Surge Tank Assembly | 8. Bracket | 13. Air Filter Indicator |
| 4. Bracket | 9. Radiator Lower Hose | 14. Intake Pipe |
| 5. Coolant Hose | 10. Radiator Upper Hose | 15. Plate Radiator Mount |

Figure 3-97. Deutz TD 2.2 L3 (Stage V) Engine Assembly - Sheet 1 of 2



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MAF38500G

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|-------------------------|---------------------|----------------------------|-----------------------|--------------------------|
| 16. DeutzTD2.2L3 Engine | 21. Oil Drain Valve | 26. Plate | 31. Fuel Filter Mount | 36. Pulley |
| 17. Exhaust Pipe | 22. Bracket | 27. Cable Alternator Power | 32. Fitting | 37. Fan |
| 18. Mount | 23. Isolator Engine | 28. Contactor | 33. Harness | 38. Air Filter Indicator |
| 19. Pump Coupling Plate | 24. Cable Holder | 29. Relay | 34. Hose Fuel Line | |
| 20. Hose | 25. Shield | 30. Support Engine Tray | 35. Pulley Adapter | |

Figure 3-98. Deutz TD 2.2 L3 (Stage V) Engine Assembly - Sheet 2 of 2

General Maintenance

NOTE: Refer to engine manufacturer's manual for detailed operating and maintenance instructions. Limited engine maintenance items are presented here for convenience but detailed engine maintenance items and schedule are included in the engine manufacturer's manual.

Check Oil Level

1. Make sure machine and engine are level and switch engine OFF before checking oil level.
2. Remove oil dipstick and wipe with clean cloth.
3. Insert dipstick to the stop and remove again.
4. Check oil level. Top oil level as shown in figure below with an approved grade and type of oil outlined in engine manufacturer's operator's manual.
5. Replace dipstick until fully seated.

Replacing Engine Oil

1. Allow engine to warm up. Engine oil should reach approximately 176° F (80° C).
2. Make sure machine and engine are level.
3. Switch off engine.
4. Place oil tray under engine.

CAUTION

HOT ENGINE OIL CAN CAUSE BURNS. AVOID CONTACT WITH HOT OIL WHEN DRAINING.

NOTICE

COLLECT USED OIL IN A CONTAINER SUITABLE FOR DISPOSAL OR RECYCLING. DISPOSE OF USED ENGINE OIL IN ACCORDANCE WITH ENVIRONMENTAL REGULATIONS.

5. Open oil drain valve and drain oil.
6. Close oil drain valve.

7. Pour in new engine oil. Refer to Section 1 for capacity and Figure 3-99. Engine Oil Viscosity.

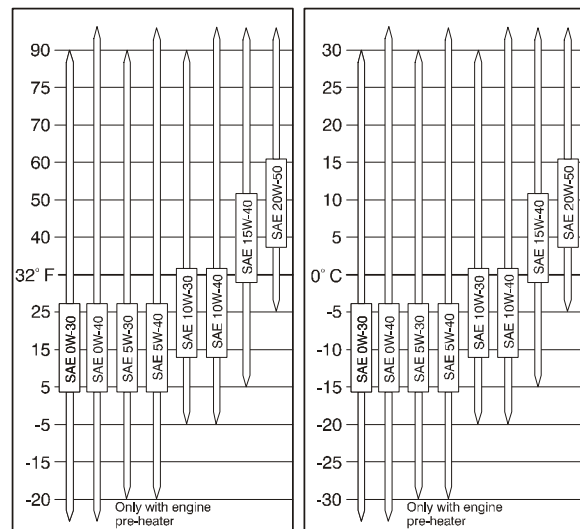


Figure 3-99. Engine Oil Viscosity

Replacing the Oil Filter

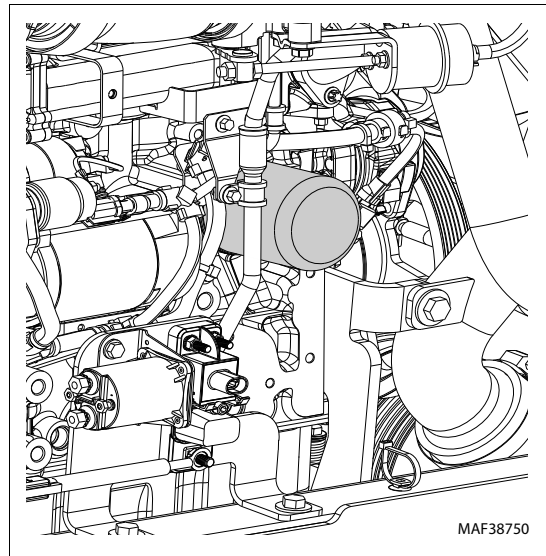
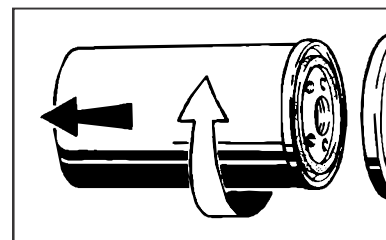
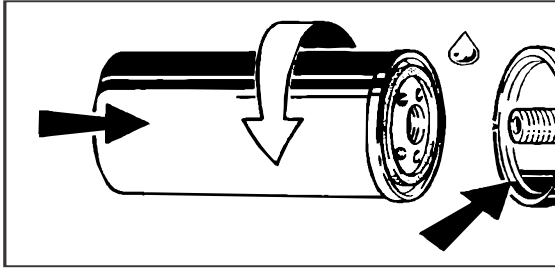


Figure 3-100. Location of the Oil Filter

1. Wipe area around filter to clean any dirt from area.
2. Using a suitable oil filter removal tool, loosen lube oil filter element and spin off.



3. Catch any escaping oil.
4. Clean any dirt from filter carrier sealing surface.
5. Lightly coat new oil filter rubber gasket with clean oil.
6. Screw in new filter by hand until gasket is flush.
7. Hand-tighten filter another half-turn.



8. Check oil level.
9. Check oil pressure.
10. Check oil filter cartridge for leaks.

Replacing the Fuel Filters



Figure 3-101. Location of the Fuel Filter

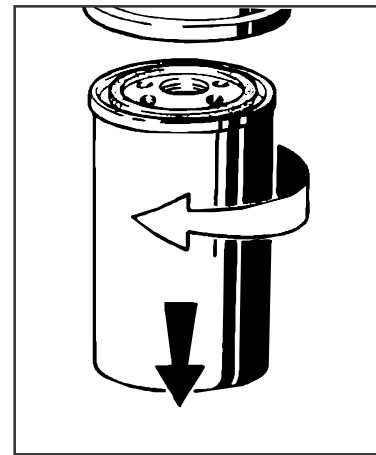


Figure 3-102. Location of the Fuel Pre-Filter

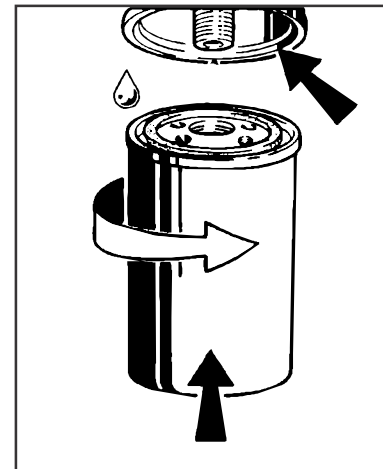
⚠ WARNING

FUEL IS FLAMMABLE AND CAN CAUSE DEATH OR SERIOUS INJURY. MAKE SURE NO OPEN FLAMES OR SPARKS ARE IN THE AREA WHEN WORKING ON FUEL SYSTEM. DO NOT SMOKE WHEN WORKING ON THE FUEL SYSTEMS.

1. Wipe area around filter to clean any dirt from area.
2. Fuel supply from the fuel tank may need to be blocked to prevent flow from the fuel tank.
3. Remove fuel filter cartridge.
4. Catch any escaping fuel.



5. Clean dirt from filter carrier sealing surface.
6. Apply light film of oil or diesel fuel to rubber gasket of new filter cartridge.
7. Screw in new filter by hand until gasket is flush. Hand-tighten filter another 3/4 turn.



8. Check for leaks.

Deutz EMR5

The EMR5 consists of the sensors, the control unit and the common rail injection system. Engine-side controls as well as the JLG Control System are connected by means of separate cable harnesses to the EMR control unit.

The sensors attached to the engine provide the electronics in the control unit with all the relevant physical parameters. In accordance with the information of the current condition of the engine and the preconditions (throttle position etc.), the EMR5 controls the injection pump and thus doses the fuel quantity in accordance with the performance requirements.

The EMR5 is equipped with safety devices and measures in the hardware and software in order to ensure emergency running (Limp home) functions.

In order to switch the engine off, the EMR5 is switched in a de-energized fashion over the ignition switch.

After the programming, that is carried out over the interface, the EMR5 possesses a motor-specific data set and this is then fixedly assigned to the engine. Included in this are the various application cases as well as the customer's wishes regarding a particular scope of function.

Each EMR5 module is matched by serial number to the engine. Modules cannot be swapped between engines.

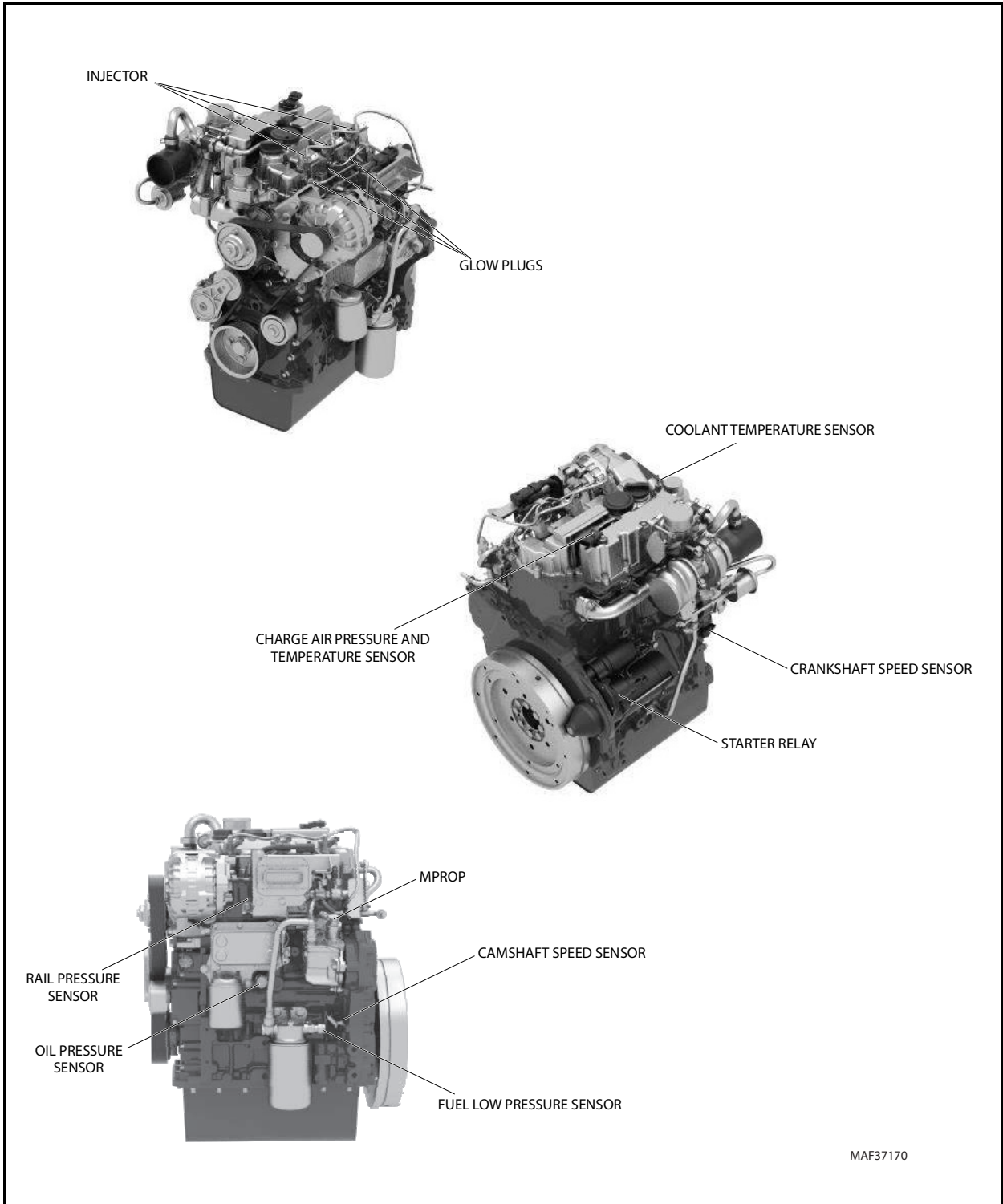


Figure 3-103. EMR5 Engine Side Equipment

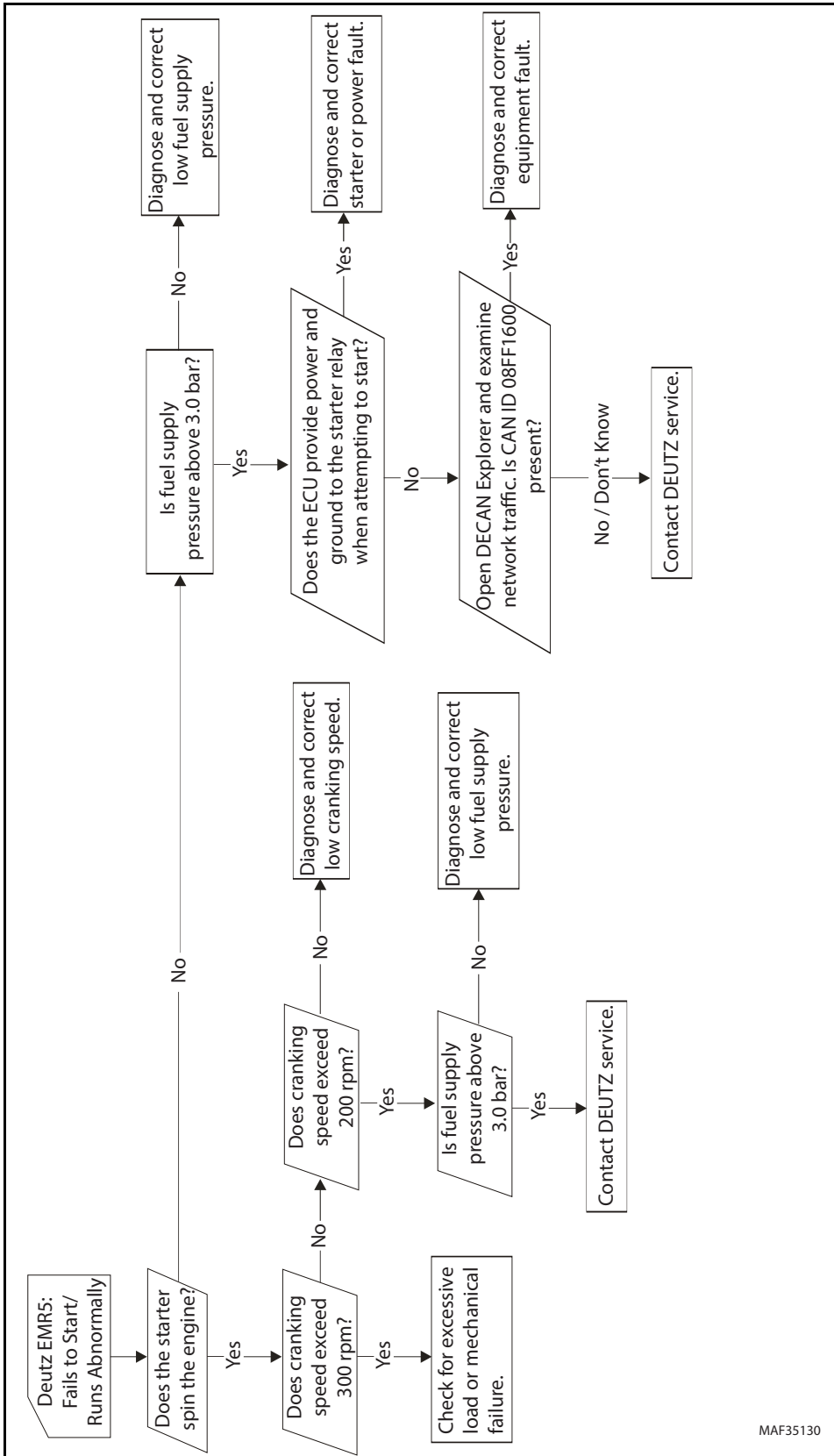


Figure 3-104. Deutz EMR5 Troubleshooting Flow Chart

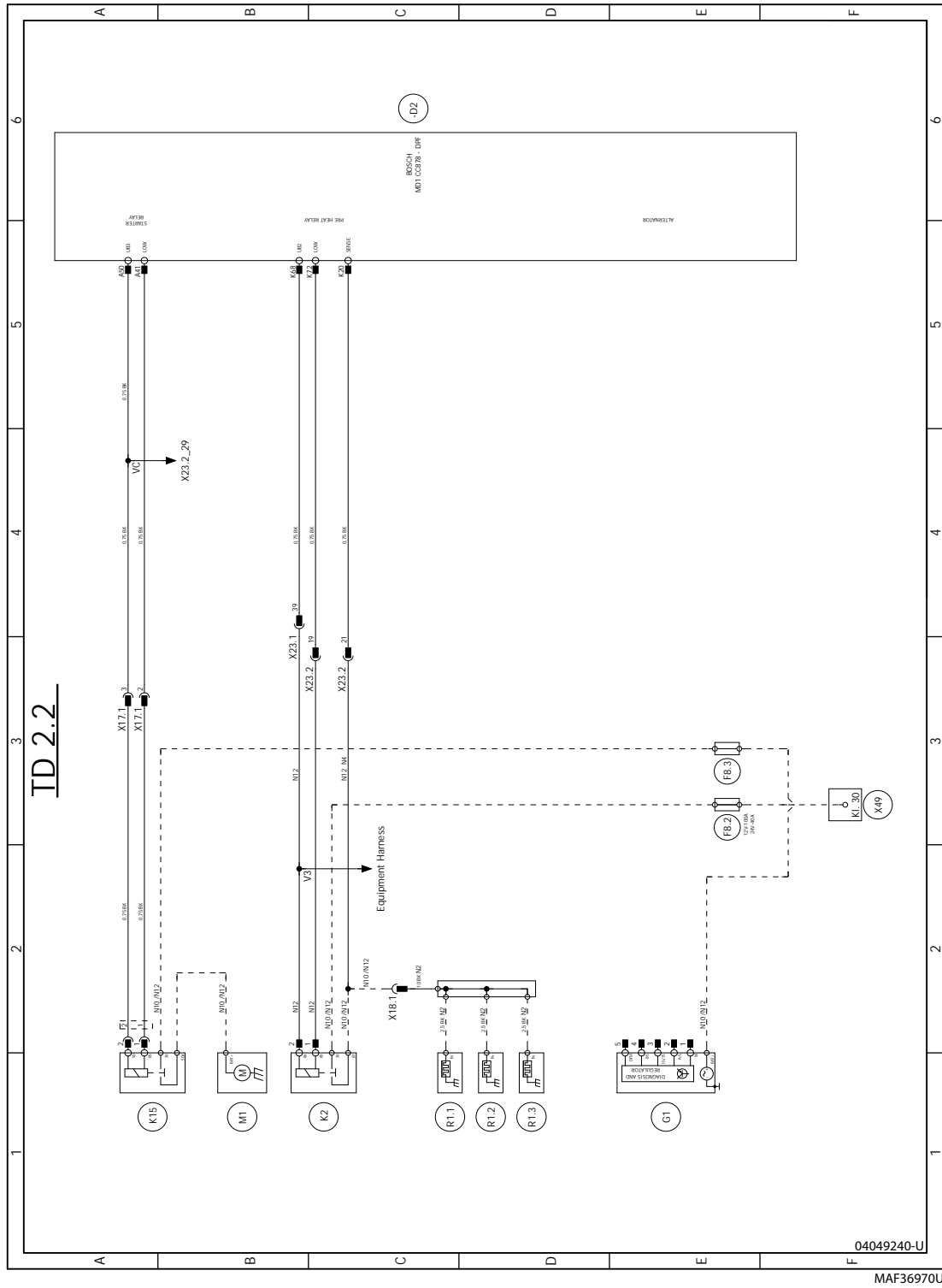


Figure 3-105. Deutz EMR5 Power Harness

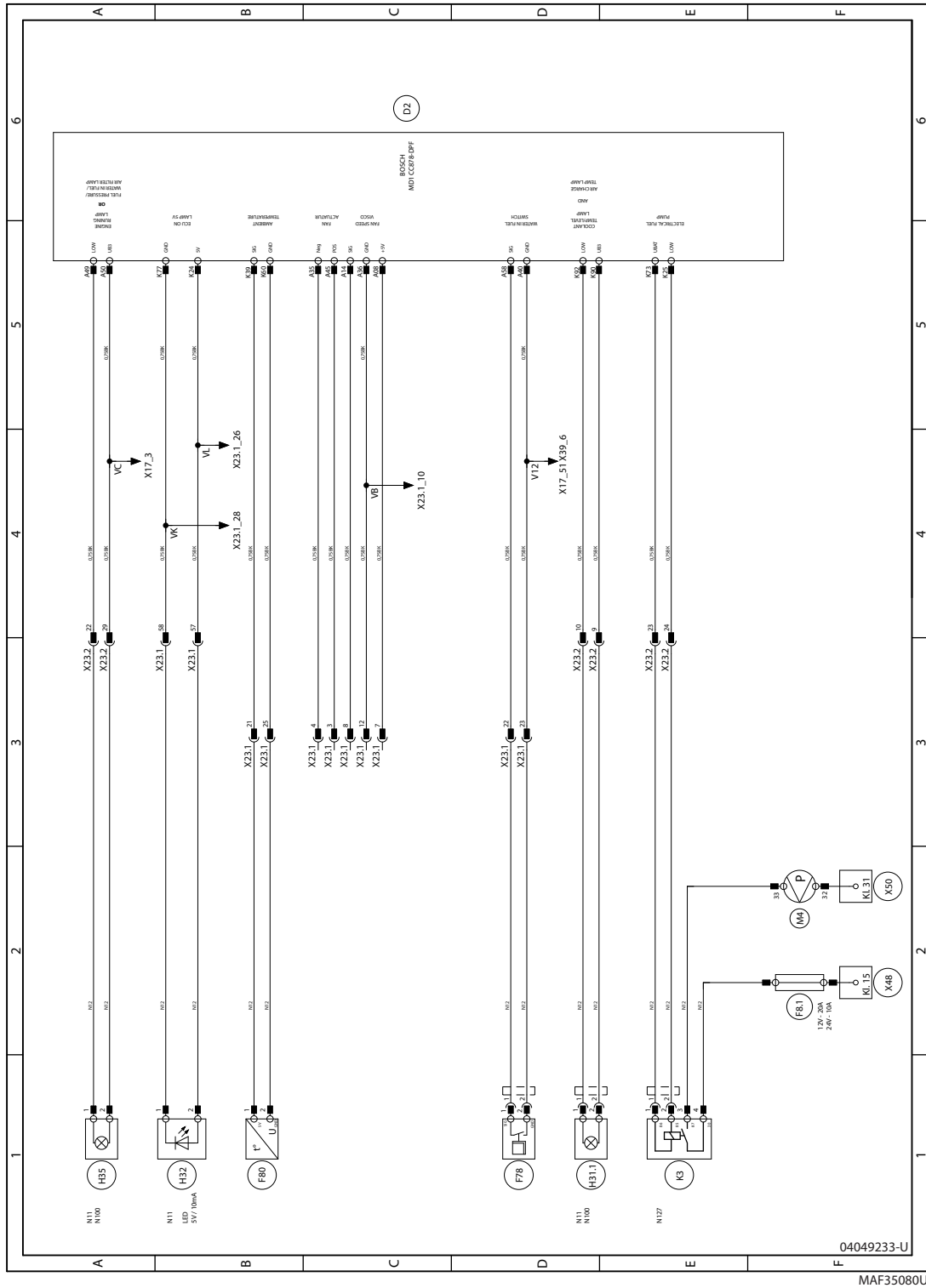


Figure 3-107. Deutz EMR5 Equipment Harness - Sheet 1 of 5

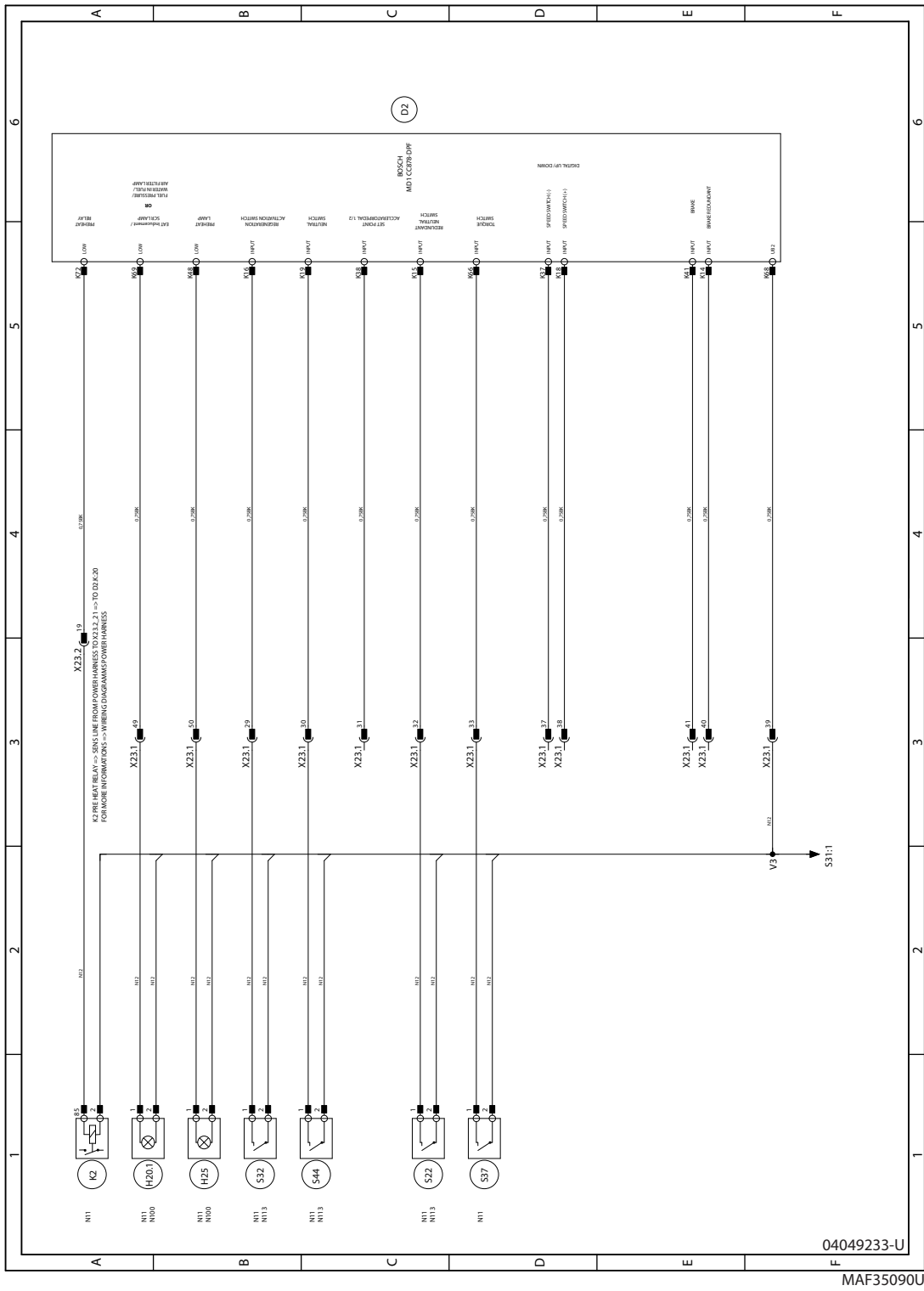


Figure 3-108. Deutz EMR5 Equipment Harness - Sheet 2 of 5

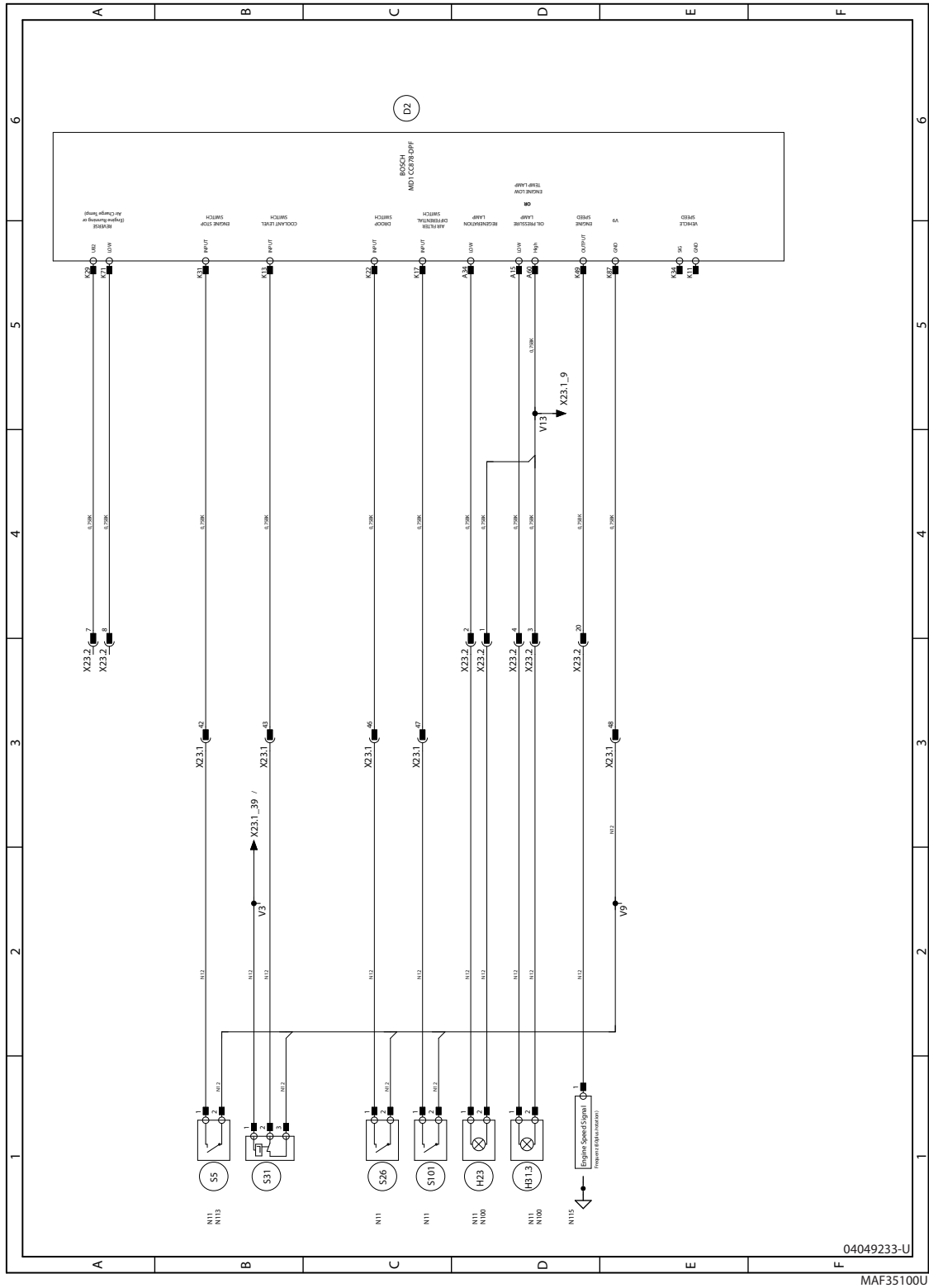


Figure 3-109. Deutz EMR5 Equipment Harness - Sheet 3 of 5

SECTION 3 - CHASSIS & TURNTABLE

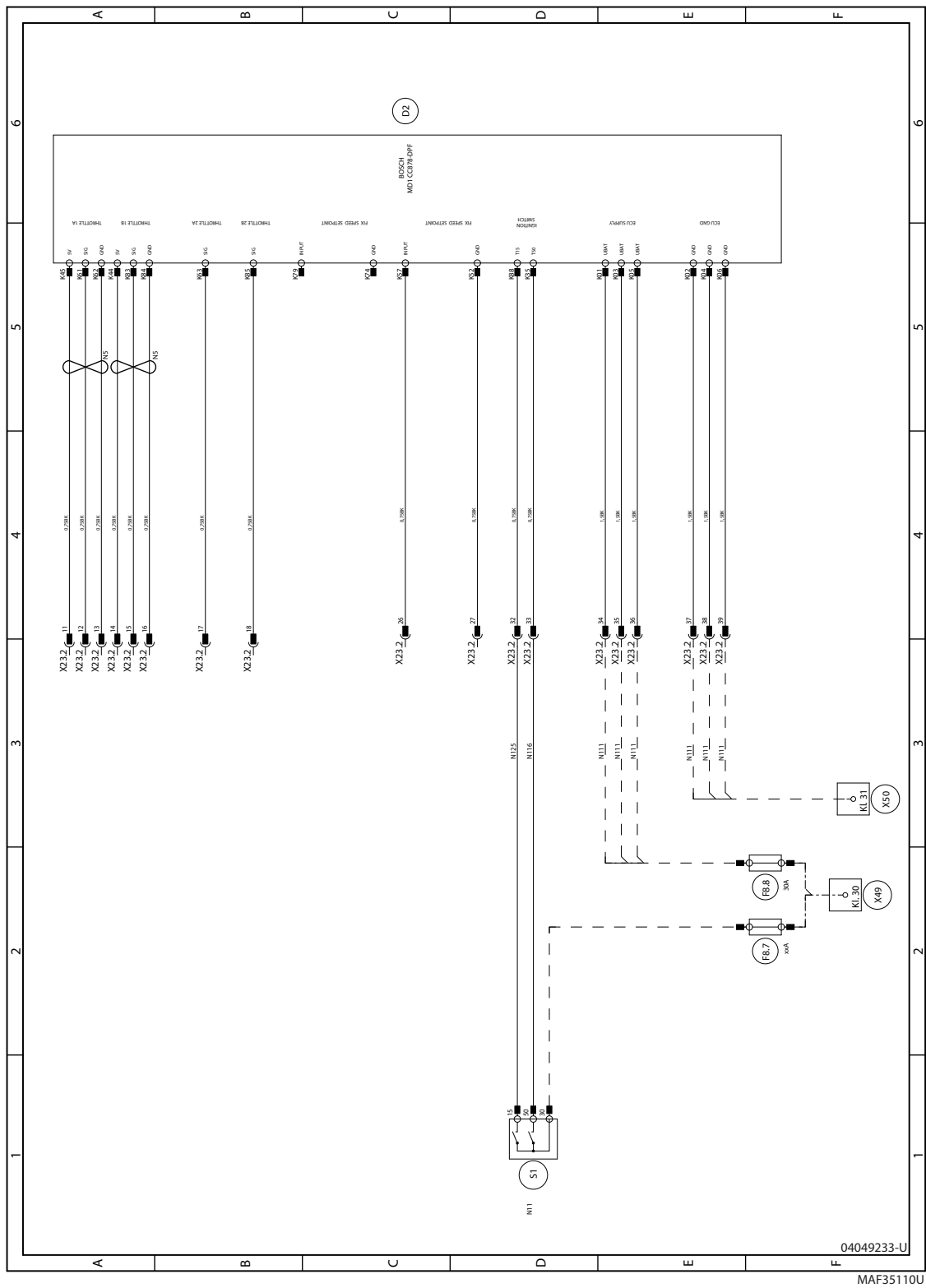


Figure 3-110. Deutz EMR5 Equipment Harness - Sheet 4 of 5

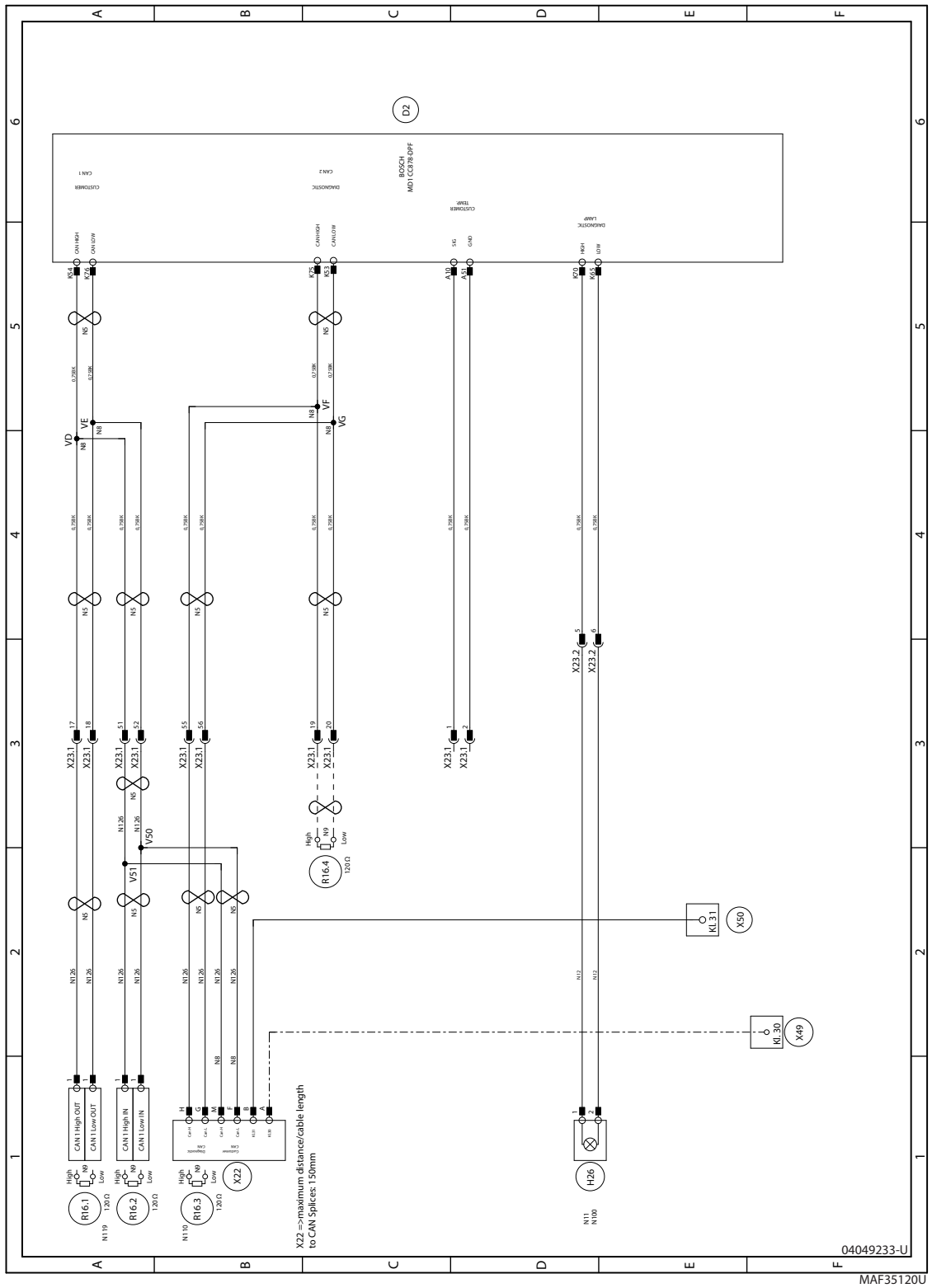
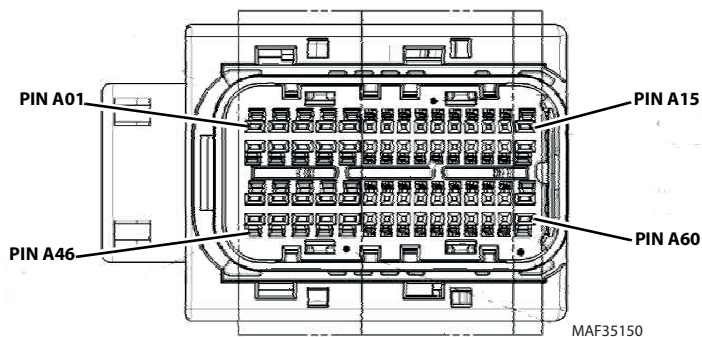


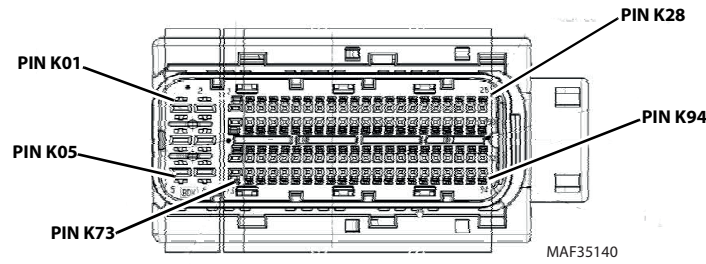
Figure 3-111. Deutz EMRS Equipment Harness - Sheet 5 of 5



Pin No.	Description
A01	INJS3
A02	INJS4
A03	INJS5
A04	Fuel metering unit (BAT+)
A05	Fuel metering unit (low side)
A06	
A07	Rail fuel pressure supply
A08	Fan speed visco supply
A09	Boost pressure and temperature supply
A10	Customer Temperature
A11	Exhaust pressure P3
A12	EGR position sensor signal
A13	Air inlet temperature
A14	Fan speed visco
A15	Oil warning lamp
A16	INJS0
A17	INJS1
A18	INJS2
A19	EGR control pos
A20	EGR control neg
A21	DPF differential pressure sensor supply
A22	EGR feedback supply
A23	Oil level sensor (Hella)
A24	Oil pressure supply
A25	Rail fuel pressure ground
A26	Rail pressure sensor signal
A27	Boost temperature
A28	Coolant temperature
A29	Exhaust pressure P3 ground
A30	Differential pressure sensor
A30	Differential pressure sensor (see analog input)

Pin No.	Description
A31	INJS3
A32	INJS4
A33	INJS0
A34	Regeneration indication lamp
A35	Fan actuator
A36	Air inlet temperature ground
A37	Cam shaft speed sensor positive
A38	Crankshaft sensor shield
A39	Crankshaft speed sensor positive
A40	EGR feedback ground
A41	Starter low side
A42	Boost pressure and temperature ground
A43	Boost pressure sensor signal
A44	Oil pressure sensor input signal
A45	Switched Battery UB2
A46	INJS5
A47	INJS1
A48	INJS2
A49	After run active
A50	Switched Battery UB3
A51	Customer Temperature ground
A52	Cam shaft speed sensor negative
A53	Camshaft speed sensor shield
A54	Crankshaft speed sensor negative
A55	Reserve Ground
A56	Reserve Ground
A57	Oil pressure ground
A58	Water in fuel switch
A59	Exhaust gas temperature 1
A60	Switched Battery UB2

Figure 3-112. EMR5 Engine Plug Pin Identification



Pin No.	Description
K01	BATTERY PLUS
K02	BATTERY MINUS
K03	BATTERY PLUS
K04	BATTERY MINUS
K05	BATTERY PLUS
K06	BATTERY MINUS
K07	EGR temperature behind venturi ground
K08	ITV-H-bridge pos
K08	Intake air throttle pos
K09	Intake air throttle neg
K09	ITV-H-bridge neg
K10	Electrical connected with K9
K11	Vehicle speed sensor ground
K12	Speed switch on/off
K13	Coolant level
K14	Redundant brake switch
K15	Clutch switch
K16	Regeneration activation switch
K17	Air filter differential
K18	Speed switch (+)
K19	Gearbox neutral switch
K20	Preheat sense
K21	Low fuel pressure ground
K22	Controller parameter choice
K23	Delta P venturi supply
K24	Reserve pressure input supply
K25	Fuel pump relay
K26	Intake air throttle (PWM) low side switch
K27	Reserve
K28	Disk seperator
K29	Switched Battery UB2
K30	Reserve
K31	Engine stop switch
K32	Speed switch (hold/resume)

Pin No.	Description
K33	EGR Temperature behind venturi
K34	Vehicle speed sensor
K35	Terminal 50
K36	Reserve analog temperatur input
K37	Speed switch (-)
K38	Parking brake switch
K39	Ambient temperature
K40	Engine brake switch
K41	Brake main switch
K42	Override switch
K43	Low fuel pressure supply
K44	App2 supply
K45	App1 supply
K46	Air intake throttle feedback supply
K47	Exhaust flap
K48	Preheat lamp
K49	Engine speed output
K50	Reserve 2
K51	Switched Battery UB6
K52	Multiple state switch 2 ground
K53	CAN2 low
K54	CAN1 high
K55	Exhaust gas temperature 2 ground
K56	Exhaust gas temperature 2
K57	Multiple state switch 2
K58	Low fuel pressure
K59	LIN bus
K61	Throttle 1a
K62	APP1 ground
K63	Throttle 2a
K65	Diagnostic lamp ground
K66	Diagnostic switch
K67	Intake air throttle (PWM) status
K68	Switched Battery UB2

Pin No.	Description
K69	OBD lamp
K70	Diagnostic lamp
K71	Engine running lamp
K72	Prehead relay
K73	Switched Battery UB3
K74	Torque / droop Line ground
K75	CAN2 high
K76	CAN1 low
K77	Reserve pressure input ground
K78	Reserve analog pressure input
K79	Torque / droop Line
K80	Feedback intake air throttle
K81	Delta p venturi
K83	Throttle 1b
K84	APP2 ground
K85	Throttle 2b
K86	Controller mode
K87	Digital ground
K88	Terminal 15
K89	Switched Battery UB3
K90	Switched Battery UB3
K91	Sent1
K92	Warning temperature lamp
K93	Reserve 3
K94	Reserve 1

Figure 3-113. EMRS Vehicle Plug Pin Identification

SECTION 3 - CHASSIS & TURNTABLE

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1000	0	98	2	Engine Oil Level - Data Erratic, Intermittent or Incorrect
1001	0	98	31	Engine Oil Level - Condition Exists
1002	0	98	31	Engine Oil Level - Condition Exists
1003	0	98	2	Engine Oil Level - Data Erratic, Intermittent or Incorrect
1004	0	98	31	Engine Oil Level - Condition Exists
1005	0	98	14	Engine Oil Level - Special Instructions
1021	0	100	3	Engine Oil Pressure 1 - Voltage Above Normal or Shorted To High Source
1022	0	100	4	Engine Oil Pressure 1 - Voltage Below Normal or Shorted To Low Source
1025	0	100	1	Engine Oil Pressure 1 - Data Below Normal Operational Range (Most Severe Level)
1026	0	100	1	Engine Oil Pressure 1 - Data Below Normal Operational Range (Most Severe Level)
1043	0	107	0	Engine Air Filter 1 Differential Pressure - Data Above Normal Operational Range (Most Severe Level)
1071	0	411	2	Engine Exhaust Gas Recirculation 1 Differential Pressure - Data Erratic, Intermittent or Incorrect
1072	0	411	0	Engine Exhaust Gas Recirculation 1 Differential Pressure - Data Above Normal Operational Range (Most Severe Level)
1073	0	411	1	Engine Exhaust Gas Recirculation 1 Differential Pressure - Data Below Normal Operational Range (Most Severe Level)
1074	0	411	2	Engine Exhaust Gas Recirculation 1 Differential Pressure - Data Erratic, Intermittent or Incorrect
1075	0	411	2	Engine Exhaust Gas Recirculation 1 Differential Pressure - Data Erratic, Intermittent or Incorrect
1077	0	411	3	Engine Exhaust Gas Recirculation 1 Differential Pressure - Voltage Above Normal or Shorted To High Source
1078	0	411	4	Engine Exhaust Gas Recirculation 1 Differential Pressure - Voltage Below Normal or Shorted To Low Source
1079	0	108	0	Barometric Pressure - Data Above Normal Operational Range (Most Severe Level)
080	0	108	1	Barometric Pressure - Data Below Normal Operational Range (Most Severe Level)
1081	0	108	15	Barometric Pressure - Data Above Normal Operational Range (Least Severe Level)

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1082	0	108	17	Barometric Pressure - Data Above Normal Operational Range (Least Severe Level)
1083	0	108	2	Barometric Pressure - Data Erratic, Intermittent or Incorrect
1084	0	3720	0	Aftertreatment 1 Diesel Particulate Filter Ash Load Percent - Data Above Normal Operational Range (Most Severe Level)
1086	0	3734	0	Aftertreatment 1 Diesel Particulate Filter Trip Active Regeneration Time - Data Above Normal Operational Range (Most Severe Level)
1087	0	4781	14	Aftertreatment 1 Diesel Particulate Filter Soot Mass - Special Instructions
1088	0	4781	0	Aftertreatment 1 Diesel Particulate Filter Soot Mass - Data Above Normal Operational Range (Most Severe Level)
1089	0	4781	16	Aftertreatment 1 Diesel Particulate Filter Soot Mass - Data Above Normal Operational Range (Moderately Severe Level)
1090	0	10156	0	DPF Active Regeneration Time Remaining - Data Above Normal Operational Range (Most Severe Level)
1091	0	3735	16	Aftertreatment 1 Diesel Particulate Filter Trip Disabled Time - Data Above Normal Operational Range (Moderately Severe Level)
1092	0	3735	0	Aftertreatment 1 Diesel Particulate Filter Trip Disabled Time - Data Above Normal Operational Range (Most Severe Level)
1093	0	4766	1	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Temperature - Data Below Normal Operational Range (Most Severe Level)
1102	0	171	2	Ambient Air Temperature - Data Erratic, Intermittent or Incorrect
1113	0	102	0	Engine Intake Manifold 1 Pressure - Data Above Normal Operational Range (Most Severe Level)
1114	0	102	1	Engine Intake Manifold 1 Pressure - Data Below Normal Operational Range (Most Severe Level)
1115	0	102	3	Engine Intake Manifold 1 Pressure - Voltage Above Normal or Shorted To High Source
1116	0	102	4	Engine Intake Manifold 1 Pressure - Voltage Below Normal or Shorted To Low Source
1118	0	102	1	Engine Intake Manifold 1 Pressure - Data Below Normal Operational Range (Most Severe Level)
1121	0	102	2	Engine Intake Manifold 1 Pressure - Data Erratic, Intermittent or Incorrect
1122	0	102	0	Engine Intake Manifold 1 Pressure - Data Above Normal Operational Range (Most Severe Level)
1123	0	102	1	Engine Intake Manifold 1 Pressure - Data Below Normal Operational Range (Most Severe Level)
1124	0	1209	2	Engine Exhaust Pressure 1 - Data Erratic, Intermittent or Incorrect
1125	0	1209	15	Engine Exhaust Pressure 1 - Data Above Normal Operational Range (Least Severe Level)
1126	0	1176	1	Engine Turbocharger 1 Compressor Intake Pressure - Data Below Normal Operational Range (Most Severe Level)
1127	0	1209	2	Engine Exhaust Pressure 1 - Data Erratic, Intermittent or Incorrect

SECTION 3 - CHASSIS & TURNTABLE

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1130	0	1209	3	Engine Exhaust Pressure 1 - Voltage Above Normal or Shorted To High Source
1131	0	1209	4	Engine Exhaust Pressure 1 - Voltage Below Normal or Shorted To Low Source
1134	0	3251	3	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Voltage Above Normal or Shorted To High Source
1135	0	3251	4	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Voltage Below Normal or Shorted To Low Source
1136	0	3251	14	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Special Instructions
1137	0	3251	14	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Special Instructions
1138	0	3251	14	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Special Instructions
1139	0	3251	14	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Special Instructions
1149	0	3251	2	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Data Erratic, Intermittent or Incorrect
1150	0	3251	0	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Data Above Normal Operational Range (Most Severe Level)
1151	0	3251	16	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Data Above Normal Operational Range (Moderately Severe Level)
1152	0	3251	1	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Data Below Normal Operational Range (Most Severe Level)
1153	0	3251	18	Aftertreatment 1 Diesel Particulate Filter Differential Pressure - Data Below Normal Operational Range (Moderately Severe Level)
1161	0	5571	16	High Pressure Common Rail Fuel Pressure Relief Valve - Data Above Normal Operational Range (Moderately Severe Level)
1162	0	5571	2	High Pressure Common Rail Fuel Pressure Relief Valve - Data Erratic, Intermittent or Incorrect
1163	0	5571	2	High Pressure Common Rail Fuel Pressure Relief Valve - Data Erratic, Intermittent or Incorrect
1164	0	5571	16	High Pressure Common Rail Fuel Pressure Relief Valve - Data Above Normal Operational Range (Moderately Severe Level)
1165	0	5571	15	High Pressure Common Rail Fuel Pressure Relief Valve - Data Above Normal Operational Range (Least Severe Level)
1166	0	5571	0	High Pressure Common Rail Fuel Pressure Relief Valve - Data Above Normal Operational Range (Most Severe Level)
1167	0	5571	2	High Pressure Common Rail Fuel Pressure Relief Valve - Data Erratic, Intermittent or Incorrect
1168	0	5571	2	High Pressure Common Rail Fuel Pressure Relief Valve - Data Erratic, Intermittent or Incorrect
1169	0	5571	13	High Pressure Common Rail Fuel Pressure Relief Valve - Out of Calibration
1170	0	5571	16	High Pressure Common Rail Fuel Pressure Relief Valve - Data Above Normal Operational Range (Moderately Severe Level)
1171	0	94	1	Engine Fuel Delivery Pressure - Data Below Normal Operational Range (Most Severe Level)

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1172	0	1347	5	Engine Fuel Pump Pressurizing Assembly 1 - Current Below Normal or Open Circuit
1174	0	1347	3	Engine Fuel Pump Pressurizing Assembly 1 - Voltage Above Normal or Shorted To High Source
1175	0	1347	4	Engine Fuel Pump Pressurizing Assembly 1 - Voltage Below Normal or Shorted To Low Source
119	0	1231	14	CAN Bus 2 / Engine/Diagnose CAN - Special Instructions
1190	0	7103	13	Engine Fuel Metering Rail Pump - Out of Calibration
1191	0	7103	13	Engine Fuel Metering Rail Pump - Out of Calibration
1194	0	7103	13	Engine Fuel Metering Rail Pump - Out of Calibration
1195	0	7103	1	Engine Fuel Metering Rail Pump - Data Below Normal Operational Range (Most Severe Level)
1197	0	7103	0	Engine Fuel Metering Rail Pump - Data Above Normal Operational Range (Most Severe Level)
1198	0	7103	2	Engine Fuel Metering Rail Pump - Data Erratic, Intermittent or Incorrect
120	0	639	14	CAN 1 / Customer CAN (J1939) - Special Instructions
1200	0	5357	14	Engine Fuel Injection Quantity Error for Multiple Cylinders - Special Instructions
1202	0	157	0	Engine Fuel 1 Injector Metering Rail 1 Pressure - Data Above Normal Operational Range (Most Severe Level)
1208	0	157	3	Engine Fuel 1 Injector Metering Rail 1 Pressure - Voltage Above Normal or Shorted To High Source
1209	0	157	4	Engine Fuel 1 Injector Metering Rail 1 Pressure - Voltage Below Normal or Shorted To Low Source
121	0	520252	2	CAN-Receive-Message EAT Control Checksum - Data Erratic, Intermittent or Incorrect
1212	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
1213	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
1215	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
1216	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
1218	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
1219	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
122	0	4207	2	TSC1 Message Checksum - Data Erratic, Intermittent or Incorrect
123	0	4207	2	TSC1 Message Checksum - Data Erratic, Intermittent or Incorrect

SECTION 3 - CHASSIS & TURNTABLE

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1233	0	5826	15	Emission Control System Operator Inducement Severity (NCD Inducement) - Data Above Normal Operational Range (Least Severe Level)
1235	0	5826	0	Emission Control System Operator Inducement Severity (NCD Inducement) - Data Above Normal Operational Range (Most Severe Level)
1236	0	5826	14	Emission Control System Operator Inducement Severity (NCD Inducement) - Special Instructions
124	0	4207	2	TSC1 Message Checksum - Data Erratic, Intermittent or Incorrect
125	0	4207	2	TSC1 Message Checksum - Data Erratic, Intermittent or Incorrect
1274	0	91	3	Accelerator Pedal Position 1 - Voltage Above Normal or Shorted To High Source
1275	0	2623	3	Accelerator Pedal 1 Channel 2 - Voltage Above Normal or Shorted To High Source
1276	0	29	3	Accelerator Pedal 2 Position - Voltage Above Normal or Shorted To High Source
1277	0	2625	3	Accelerator Pedal 2 Channel 2 - Voltage Above Normal or Shorted To High Source
1280	0	91	4	Accelerator Pedal Position 1 - Voltage Below Normal or Shorted To Low Source
1281	0	2623	4	Accelerator Pedal 1 Channel 2 - Voltage Below Normal or Shorted To Low Source
1282	0	29	4	Accelerator Pedal 2 Position - Voltage Below Normal or Shorted To Low Source
1283	0	2625	4	Accelerator Pedal 2 Channel 2 - Voltage Below Normal or Shorted To Low Source
1289	0	3509	14	Sensor supply voltage 1 from ECU - Special Instructions
1290	0	3509	0	Sensor supply voltage 1 from ECU - Data Above Normal Operational Range (Most Severe Level)
1291	0	3509	6	Sensor supply voltage 1 from ECU - Current Above Normal or Grounded Circuit
1292	0	3509	1	Sensor supply voltage 1 from ECU - Data Below Normal Operational Range (Most Severe Level)
1293	0	3510	14	Sensor supply voltage 2 from ECU - Special Instructions
1294	0	3510	0	Sensor supply voltage 2 from ECU - Data Above Normal Operational Range (Most Severe Level)
1295	0	3510	6	Sensor supply voltage 2 from ECU - Current Above Normal or Grounded Circuit
1296	0	3510	1	Sensor supply voltage 2 from ECU - Data Below Normal Operational Range (Most Severe Level)
1306	0	677	3	Engine Starter Motor Relay - Voltage Above Normal or Shorted To High Source
1307	0	677	4	Engine Starter Motor Relay - Voltage Below Normal or Shorted To Low Source
1308	0	677	5	Engine Starter Motor Relay - Current Below Normal or Open Circuit

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1310	0	677	3	Engine Starter Motor Relay - Voltage Above Normal or Shorted To High Source
1311	0	677	4	Engine Starter Motor Relay - Voltage Below Normal or Shorted To Low Source
1323	0	91	11	Accelerator Pedal Position 1 - Root Cause Not Known
1326	0	29	11	Accelerator Pedal 2 Position - Root Cause Not Known
1346	0	1041	14	Start Signal Indicator - Special Instructions
1354	0	105	0	Engine Intake Manifold 1 Temperature - Data Above Normal Operational Range (Most Severe Level)
1355	0	105	0	Engine Intake Manifold 1 Temperature - Data Above Normal Operational Range (Most Severe Level)
1357	0	1136	0	Engine ECU Temperature - Data Above Normal Operational Range (Most Severe Level)
1358	0	1136	1	Engine ECU Temperature - Data Below Normal Operational Range (Most Severe Level)
1359	0	1136	15	Engine ECU Temperature - Data Above Normal Operational Range (Least Severe Level)
1360	0	1136	17	Engine ECU Temperature - Data Above Normal Operational Range (Least Severe Level)
1361	0	1136	2	Engine ECU Temperature - Data Erratic, Intermittent or Incorrect
1362	0	412	15	Engine Exhaust Gas Recirculation 1 Temperature - Data Above Normal Operational Range (Least Severe Level)
1363	0	412	17	Engine Exhaust Gas Recirculation 1 Temperature - Data Above Normal Operational Range (Least Severe Level)
1364	0	412	3	Engine Exhaust Gas Recirculation 1 Temperature - Voltage Above Normal or Shorted To High Source
1365	0	412	4	Engine Exhaust Gas Recirculation 1 Temperature - Voltage Below Normal or Shorted To Low Source
1372	0	51	5	Engine Throttle Valve 1 Position 1 - Current Below Normal or Open Circuit
1375	0	51	3	Engine Throttle Valve 1 Position 1 - Voltage Above Normal or Shorted To High Source
1376	0	51	3	Engine Throttle Valve 1 Position 1 - Voltage Above Normal or Shorted To High Source
1377	0	51	4	Engine Throttle Valve 1 Position 1 - Voltage Below Normal or Shorted To Low Source
1378	0	51	4	Engine Throttle Valve 1 Position 1 - Voltage Below Normal or Shorted To Low Source
1379	0	51	6	Engine Throttle Valve 1 Position 1 - Current Above Normal or Grounded Circuit
1382	0	51	7	Engine Throttle Valve 1 Position 1 - Mechanical System not Responding or Out of Adjustment
1383	0	51	7	Engine Throttle Valve 1 Position 1 - Mechanical System not Responding or Out of Adjustment

SECTION 3 - CHASSIS & TURNTABLE

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
1391	0	51	3	Engine Throttle Valve 1 Position 1 - Voltage Above Normal or Shorted To High Source
1392	0	51	4	Engine Throttle Valve 1 Position 1 - Voltage Below Normal or Shorted To Low Source
1397	0	105	0	Engine Intake Manifold 1 Temperature - Data Above Normal Operational Range (Most Severe Level)
1398	0	105	1	Engine Intake Manifold 1 Temperature - Data Below Normal Operational Range (Most Severe Level)
1399	0	4766	2	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Temperature - Data Erratic, Intermittent or Incorrect
1400	0	4766	2	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Temperature - Data Erratic, Intermittent or Incorrect
1401	0	4766	15	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Temperature - Data Above Normal Operational Range (Least Severe Level)
1402	0	4766	3	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Temperature - Voltage Above Normal or Shorted To High Source
1403	0	4766	4	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Temperature - Voltage Below Normal or Shorted To Low Source
1404	0	4765	2	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data Erratic, Intermittent or Incorrect
1405	0	4765	15	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data Above Normal Operational Range (Least Severe Level)
1406	0	4765	3	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Voltage Above Normal or Shorted To High Source
1407	0	4765	4	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Voltage Below Normal or Shorted To Low Source
1408	0	4765	2	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data Erratic, Intermittent or Incorrect
142	0	520256	9	CAN-Receive-Message EAT Control - Abnormal Update Rate / Timeout
144	0	523211	9	CAN-Receive-Message EBC1 - Abnormal Update Rate / Timeout
154	0	523212	9	CAN-Receive-Message Engine Protection - Abnormal Update Rate / Timeout
1540	0	520254	8	Time in Standstill Mode - Abnormal Frequency or Pulse Width or Period
1541	0	520255	2	Hoses Connected to dp DPF SENT Sensor Inverted - Data Erratic, Intermittent or Incorrect
155	0	523741	14	Engine Shutdown Request via CAN - Special Instructions
1587	0	97	0	Water In Fuel Indicator 1 - Data Above Normal Operational Range (Most Severe Level)
188	0	523240	9	CAN-Receive-Message Function Mode Control - Abnormal Update Rate / Timeout
219	0	520253	2	CAN-Receive-Message EAT Control Message Counter - Data Erratic, Intermittent or Incorrect
220	0	4206	2	TSC1 Message Counter - Data Erratic, Intermittent or Incorrect

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
221	0	4206	2	TSC1 Message Counter - Data Erratic, Intermittent or Incorrect
222	0	4206	2	TSC1 Message Counter - Data Erratic, Intermittent or Incorrect
223	0	4206	2	TSC1 Message Counter - Data Erratic, Intermittent or Incorrect
349	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
350	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
351	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
352	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
353	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
354	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
355	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
356	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
361	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
363	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
365	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
367	0	3349	0	TSC1 Receive Timeout-Error - Data Above Normal Operational Range (Most Severe Level)
38	0	1485	3	ECM Main Relay - Voltage Above Normal or Shorted To High Source
39	0	1485	3	ECM Main Relay - Voltage Above Normal or Shorted To High Source
40	0	1485	3	ECM Main Relay - Voltage Above Normal or Shorted To High Source
41	0	1485	4	ECM Main Relay - Voltage Below Normal or Shorted To Low Source
42	0	1485	4	ECM Main Relay - Voltage Below Normal or Shorted To Low Source
43	0	1485	4	ECM Main Relay - Voltage Below Normal or Shorted To Low Source
48	0	168	0	Battery voltage - Data Above Normal Operational Range (Most Severe Level)
49	0	168	1	Battery voltage - Data Below Normal Operational Range (Most Severe Level)
50	0	168	3	Battery voltage - Voltage Above Normal or Shorted To High Source

SECTION 3 - CHASSIS & TURNTABLE

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
51	0	168	4	Battery voltage - Voltage Below Normal or Shorted To Low Source
516	0	523982	0	Powerstage Diagnosis disabled, Battery Potential - Data Above Normal Operational Range (Most Severe Level)
517	0	523982	1	Powerstage Diagnosis disabled, Battery Potential - Data Below Normal Operational Range (Most Severe Level)
52	0	168	0	Battery voltage - Data Above Normal Operational Range (Most Severe Level)
567	0	27	5	Engine Exhaust Gas Recirculation 1 Valve Position - Current Below Normal or Open Circuit
570	0	27	3	Engine Exhaust Gas Recirculation 1 Valve Position - Voltage Above Normal or Shorted To High Source
571	0	27	3	Engine Exhaust Gas Recirculation 1 Valve Position - Voltage Above Normal or Shorted To High Source
572	0	27	4	Engine Exhaust Gas Recirculation 1 Valve Position - Voltage Below Normal or Shorted To Low Source
573	0	27	4	Engine Exhaust Gas Recirculation 1 Valve Position - Voltage Below Normal or Shorted To Low Source
574	0	27	6	Engine Exhaust Gas Recirculation 1 Valve Position - Current Above Normal or Grounded Circuit
577	0	27	7	Engine Exhaust Gas Recirculation 1 Valve Position - Mechanical System not Responding or Out of Adjustment
578	0	27	7	Engine Exhaust Gas Recirculation 1 Valve Position - Mechanical System not Responding or Out of Adjustment
582	0	5763	3	Engine Exhaust Gas Recirculation 1 Actuator 1 - Voltage Above Normal or Shorted To High Source
583	0	5763	4	Engine Exhaust Gas Recirculation 1 Actuator 1 - Voltage Below Normal or Shorted To Low Source
586	0	3055	14	Engine Fuel System Monitor (ECU Internal Error) - Special Instructions
587	0	190	0	Engine Speed - Data Above Normal Operational Range (Most Severe Level)
588	0	190	0	Engine Speed - Data Above Normal Operational Range (Most Severe Level)
589	0	190	0	Engine Speed - Data Above Normal Operational Range (Most Severe Level)
590	0	190	0	Engine Speed - Data Above Normal Operational Range (Most Severe Level)
610	0	171	15	Ambient Air Temperature - Data Above Normal Operational Range (Least Severe Level)
613	0	171	3	Ambient Air Temperature - Voltage Above Normal or Shorted To High Source
614	0	171	4	Ambient Air Temperature - Voltage Below Normal or Shorted To Low Source
615	0	723	8	Camshaft Speed Sensor - Abnormal Frequency or Pulse Width or Period
616	0	723	14	Camshaft Speed Sensor - Special Instructions

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
617	0	723	13	Camshaft Speed Sensor - Out of Calibration
618	0	4201	8	Crankshaft Speed Sensor - Abnormal Frequency or Pulse Width or Period
619	0	4201	14	Crankshaft Speed Sensor - Special Instructions
68	0	1669	14	CAN Bus ID-5 - Special Instructions
70	0	110	2	Engine Coolant Temperature - Data Erratic, Intermittent or Incorrect
709	0	97	3	Water In Fuel Indicator 1 - Voltage Above Normal or Shorted To High Source
710	0	97	4	Water In Fuel Indicator 1 - Voltage Below Normal or Shorted To Low Source
721	0	94	15	Engine Fuel Delivery Pressure - Data Above Normal Operational Range (Least Severe Level)
723	0	94	3	Engine Fuel Delivery Pressure - Voltage Above Normal or Shorted To High Source
724	0	94	4	Engine Fuel Delivery Pressure - Voltage Below Normal or Shorted To Low Source
725	0	94	1	Engine Fuel Delivery Pressure - Data Below Normal Operational Range (Most Severe Level)
726	0	94	1	Engine Fuel Delivery Pressure - Data Below Normal Operational Range (Most Severe Level)
75	0	110	3	Engine Coolant Temperature - Voltage Above Normal or Shorted To High Source
76	0	110	4	Engine Coolant Temperature - Voltage Below Normal or Shorted To Low Source
77	0	110	0	Engine Coolant Temperature - Data Above Normal Operational Range (Most Severe Level)
78	0	110	0	Engine Coolant Temperature - Data Above Normal Operational Range (Most Severe Level)
797	0	676	12	Engine Cold Start Aid Relay - Bad Intelligent Device or Component
798	0	676	5	Engine Cold Start Aid Relay - Current Below Normal or Open Circuit
799	0	676	5	Engine Cold Start Aid Relay - Current Below Normal or Open Circuit
80	0	411	2	Engine Exhaust Gas Recirculation 1 Differential Pressure - Data Erratic, Intermittent or Incorrect
803	0	676	3	Engine Cold Start Aid Relay - Voltage Above Normal or Shorted To High Source
805	0	676	4	Engine Cold Start Aid Relay - Voltage Below Normal or Shorted To Low Source
807	0	2797	14	Engine Fuel 1 Injector Group 1 - Special Instructions
815	0	2797	4	Engine Fuel 1 Injector Group 1 - Voltage Below Normal or Shorted To Low Source

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Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
816	0	5358	5	Engine Cylinder 1 Fuel Injection Quantity - Current Below Normal or Open Circuit
817	0	5359	5	Engine Cylinder 2 Fuel Injection Quantity - Current Below Normal or Open Circuit
818	0	5360	5	Engine Cylinder 3 Fuel Injection Quantity - Current Below Normal or Open Circuit
819	0	5361	5	Engine Cylinder 4 Fuel Injection Quantity - Current Below Normal or Open Circuit
820	0	5362	5	Engine Cylinder 5 Fuel Injection Quantity - Current Below Normal or Open Circuit
821	0	5363	5	Engine Cylinder 6 Fuel Injection Quantity - Current Below Normal or Open Circuit
822	0	2797	6	Engine Fuel 1 Injector Group 1 - Current Above Normal or Grounded Circuit
823	0	2798	6	Engine Fuel 1 Injector Group 2 - Current Above Normal or Grounded Circuit
824	0	5358	6	Engine Cylinder 1 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
825	0	5359	6	Engine Cylinder 2 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
826	0	5360	6	Engine Cylinder 3 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
827	0	5361	6	Engine Cylinder 4 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
828	0	5362	6	Engine Cylinder 5 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
829	0	5363	6	Engine Cylinder 6 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
83	0	111	1	Engine Coolant Level 1 - Data Below Normal Operational Range (Most Severe Level)
830	0	5358	6	Engine Cylinder 1 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
831	0	5359	6	Engine Cylinder 2 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
832	0	5360	6	Engine Cylinder 3 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
833	0	5361	6	Engine Cylinder 4 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
834	0	5362	6	Engine Cylinder 5 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
835	0	5363	6	Engine Cylinder 6 Fuel Injection Quantity - Current Above Normal or Grounded Circuit
836	0	105	3	Engine Intake Manifold 1 Temperature - Voltage Above Normal or Shorted To High Source
837	0	105	4	Engine Intake Manifold 1 Temperature - Voltage Below Normal or Shorted To Low Source
838	0	2797	14	Engine Fuel 1 Injector Group 1 - Special Instructions

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
839	0	2798	14	Engine Fuel 1 Injector Group 2 - Special Instructions
840	0	4257	14	Engine Fuel 1 Injector Group 3 - Special Instructions
841	0	4258	14	Engine Fuel 1 Injector Group 4 - Special Instructions
853	0	0	0	Not defined - Data Above Normal Operational Range (Most Severe Level)
854	0	7103	5	Engine Fuel Metering Rail Pump - Current Below Normal or Open Circuit
855	0	7103	3	Engine Fuel Metering Rail Pump - Voltage Above Normal or Shorted To High Source
856	0	7103	3	Engine Fuel Metering Rail Pump - Voltage Above Normal or Shorted To High Source
857	0	7103	4	Engine Fuel Metering Rail Pump - Voltage Below Normal or Shorted To Low Source
858	0	7103	4	Engine Fuel Metering Rail Pump - Voltage Below Normal or Shorted To Low Source
859	0	7103	6	Engine Fuel Metering Rail Pump - Current Above Normal or Grounded Circuit
868	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
869	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
870	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
871	0	91	14	Accelerator Pedal Position 1 - Special Instructions
875	0	190	2	Engine Speed - Data Erratic, Intermittent or Incorrect
876	0	5357	2	Engine Fuel Injection Quantity Error for Multiple Cylinders - Data Erratic, Intermittent or Incorrect
877	0	5441	2	Engine Fuel Injection Timing Error for Multiple Cylinders - Data Erratic, Intermittent or Incorrect
878	0	5357	2	Engine Fuel Injection Quantity Error for Multiple Cylinders - Data Erratic, Intermittent or Incorrect
879	0	523612	12	Internal Recovery - Bad Intelligent Device or Component
88	0	598	10	Clutch Switch - Abnormal Rate of Change
880	0	523612	12	Internal Recovery - Bad Intelligent Device or Component
881	0	523612	12	Internal Recovery - Bad Intelligent Device or Component
882	0	5357	2	Engine Fuel Injection Quantity Error for Multiple Cylinders - Data Erratic, Intermittent or Incorrect
883	0	5357	2	Engine Fuel Injection Quantity Error for Multiple Cylinders - Data Erratic, Intermittent or Incorrect

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Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
884	0	5442	2	Engine Fuel Injection Pressure Error for Multiple Cylinders - Data Erratic, Intermittent or Incorrect
885	0	29	2	Accelerator Pedal 2 Position - Data Erratic, Intermittent or Incorrect
886	0	677	2	Engine Starter Motor Relay - Data Erratic, Intermittent or Incorrect
887	0	513	2	Actual Engine Percent Torque - Data Erratic, Intermittent or Incorrect
888	0	513	2	Actual Engine Percent Torque - Data Erratic, Intermittent or Incorrect
889	0	520250	2	Function Monitoring: Error During Subsequent Selectable Monitoring - Data Erratic, Intermittent or Incorrect
890	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
891	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
893	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
894	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
895	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
896	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
897	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
898	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
899	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
900	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
901	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
902	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
903	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
904	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
905	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
906	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
907	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
908	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component

Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
909	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
91	0	1109	2	Engine Protection System Approaching Shutdown - Data Erratic, Intermittent or Incorrect
910	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
911	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
912	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
913	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
914	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
915	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
916	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
917	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
918	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
919	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
92	0	1109	14	Engine Protection System Approaching Shutdown - Special Instructions
920	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
921	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
922	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
923	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
924	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
925	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
926	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
927	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
928	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
929	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
930	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component

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Table 3-11. EMR5 Trouble Codes

DTC-Code	FTB	SPN	FMI	Error Identification
931	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
932	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
933	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
935	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
936	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
937	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
938	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
939	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
940	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
941	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
942	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
943	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
944	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
945	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
996	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
997	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
998	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component
999	0	629	12	Engine Control Unit (Controller 1) - Bad Intelligent Device or Component

3.30 HRC ENGINE EMISSION CHARACTERISTICS

The Deutz TD2.2 L3 engine uses multiple and different technologies in order to maintain engine emissions compliance in Highly Regulated Countries (HRC).

All HRC regions, except for CE, utilize an engine with Exhaust Gas Recirculation (EGR) and Diesel Oxidation Catalyst (DOC). These systems are passive, required no operator input or regular maintenance. This engine meets ANSI Tier 4F.

The CE market utilizes a similar engine, also incorporating EGR and DOC, but also includes a Diesel Particulate Filter (DPF). This engine meets CE Stage V. The DPF system requires monitoring and periodic maintenance. Failure to follow the DPF maintenance will cause the engine to de-rate and eventually shut down, if not addressed.

The DPF traps two kinds of contaminants:

1. Soot - It can be burned off with heat.
2. Ash - It is a byproduct of the burnt soot, and builds up over time, eventually necessitating filter replacement after thousands of hours of engine run-time.

Terminology for Removing Soot

AUTOMATIC BACKGROUND REGENERATION

During normal operation, if the DPF has accumulated a little too much soot, the system automatically engages a routine to increase the exhaust temperatures to burn out the soot. It operates in the background. It does not affect operation of the machine. Long periods of idle and/or low ambient temperatures may reduce the effectiveness of this type of regen.

STANDSTILL REGENERATION

This is supposed to be activated by the operator when the Automatic Background Regen fails to reduce the soot sufficiently. The machine must be made stationary and no functions may be operated. The system elevates the exhaust temperatures much higher to clean the DPF. Regen takes estimated 35 minutes every 500 hours (will vary). If the operator refuses to initiate a standstill regen when indicated, the engine will automatically be limited to lower power and/or idle lock.

The engine's control unit also monitors the time elapsed since the last Standstill Regen. Even if soot loading doesn't rise high enough to request a regen, the clock will eventually request the regen.










3.31 DIESEL PARTICULATE FILTER (IF EQUIPPED)

Diesel Particulate Filter (DPF) is an emissions control system used in diesel engines and requires operator interaction to make sure proper operation of the system.

For peak operation, the DPF system must be cleaned using one of two methods, Standstill Cleaning and Maintenance Standstill Cleaning. Standstill Cleaning is any cleaning requested by the engine outside of the regular maintenance window (for example, if the system detects excessive soot in the DPF canister). Maintenance Standstill Cleaning is cleaning requested by the engine on the regular maintenance interval.

NOTE: The system will reset the maintenance interval back to zero hours after Standstill or Maintenance Standstill Cleaning events are perform


Table 3-12. DPF Operational Indicators

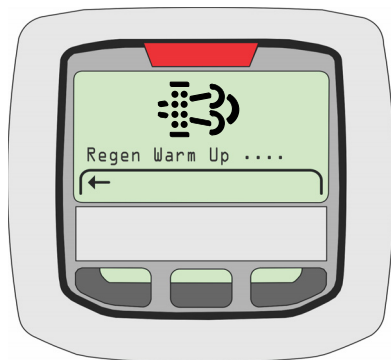
Indicator / Switch	Meaning / Use	Platform Control LED Module	Ground Control LED Module	Ground Control LCD
Regen Required	The DPF Time-Since-Last-Regen Clock, or Soot Loading, is calling for a Standstill Regeneration.		-	
Emissions Temperature Indicator	The engine is producing High Exhaust System Temperatures.			-
Ash Overload	The DPF Ash Loading has reached levels that require DPF Replacement.	-	-	
Engine Distress	The Engine's monitoring systems have detected an issue requiring service. Fault Codes will be displayed on the LCD.			Fault Codes
Emission System Malfunction	The Emission Controls' monitoring systems have detected an issue requiring service. Fault Codes will be displayed on the LCD.		-	Fault Codes
Standstill Regen Initiation Switch	Actuated by the Operator to initiate a Standstill Regeneration.	-	 Switch	-

Standstill Cleaning

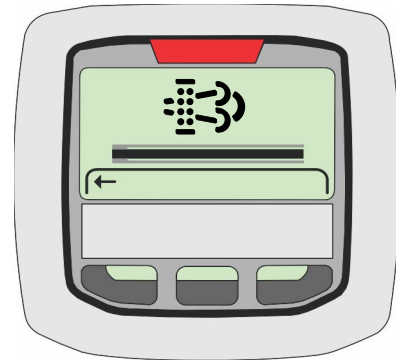
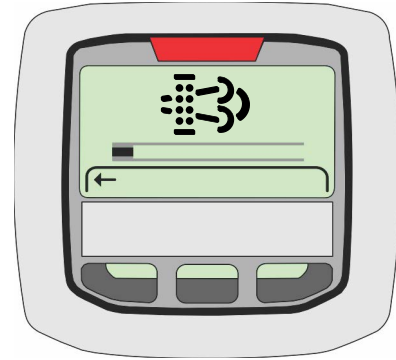
The following conditions must be met to perform Standstill Cleaning.

- Machine must be stationary
- Boom in the stowed position
- No personnel in platform
- Engine must be idling
- Coolant temperature must be above 104° F (40° C)
- Machine in Ground Station mode

1. The Diesel Particulate Filter (DPF) Indicator on the Platform Control Panel will flash when standstill cleaning is required. 
2. Move the machine to a suitable area free of flammables and personnel that could be exposed to hot exhaust.
3. Launch the cleaning process by pressing the DPF button on the Ground Console for 3 seconds. The Indicator Gauge will display the following screen.



4. The Main Cleaning process will begin and last for approximately 30 to 60 minutes. The following screen will show that the process has begun and includes a status bar that indicates the progress of the cleaning process.



5. After the cleaning process is complete, the engine will run for approximately 5 minutes to allow the Engine and Exhaust After Treatment (EAT) to cool down. The Indicator Gauge will display the "Regen Complete" screen as shown and the Emissions Temperature indicator will no longer be illuminated.



Maintenance Standstill Cleaning Initiation

Methods

Maintenance Standstill Cleaning can be started by one of two methods, by using the Analyzer or the DPF button on the Ground Console. All the same conditions as outlined under Standstill Cleaning must be met.

Canceling Maintenance Standstill

Maintenance Standstill Cleaning will be stopped immediately if:

- The Platform/Ground Select switch is switched from Ground to Platform mode
- Any function switch is enabled to perform a boom function
- The Engine is powered down

If Maintenance Standstill Cleaning is interrupted, it must be re-initiated and the Indicator Gauge will display the "Regen Failed" screen as shown.

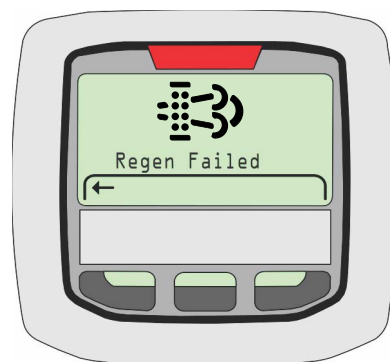


Unsuccessful Cleaning Event

If there is an unsuccessful cleaning event, the DPF icon will show on the display gauge. Possible causes of an Unsuccessful Cleaning Event are:

- Engine is not warmed up
- DEF tank is frozen
- Machine functions operated during cleaning event in progress
- Other engine faults are active

The Gauge will display "Regen Failed" screen as shown. If the cleaning event has failed, the process must be repeated.



DPF Filter Replacement due to Ash Load

The DPF collects non-burnable particulates which cannot be removed by the Standstill Cleaning process. Build up of the ash load requires filter maintenance and/or exchange. DPF filter maintenance or exchange requirement is indicated by the DPF Exchange icon shown on the display gauge.

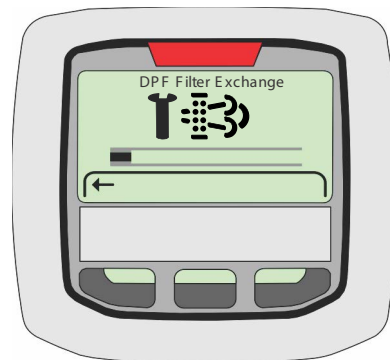


























Table 3-13. Maintenance Standstill Cleaning

Standstill Cleaning Levels		Machine Hours Since Last Cleaning	DPF Regeneration Initiation Methods	Engine Error Indicator	DPF Indicator	Emissions Temperature Indicator*	Derate	Comments
0	Normal Operation	0-500	Serdia Tool (Level 2) + (Switch in JLG machine or JLG Analyzer)	-	-		None	Between 500 and 650 hours, cleaning cycle can be initiated with a JLG analyzer or Switch in machine. (Deutz ECM will generate DPF cleaning required lamp at 500 hours. JLG will mask this lamp until 650 hours.)
		500-650	Switch in JLG Machine OR JLG Analyzer					
1	Standstill Required	650-750	Switch in JLG Machine OR JLG Analyzer	-			None	Exhaust gas temperature will be around 600°C during standstill DPF regeneration.
2	Warning Level	750-775	Switch in JLG Machine OR JLG Analyzer	Continuous 			Derating Step 1 (25% Power derate)	Machine placed in Creep and DTC active
3	Shut Off Level	>775	Must have Serdia Level 3 access + (switch in JLG machine or JLG analyzer)	Blinking 			Derating Step 2 (Idle Lock)	Idle Lock. Boom Functions Locked Out and trapped in Transport.
4	Filter Exchange	DPF Regeneration NOT POSSIBLE DPF Filter exchange required		Blinking 			Derating Step 2 (Idle Lock)	Idle Lock. Boom Functions Locked Out and trapped in Transport.

*Emissions Temperature indicator continuously ON during Standstill Cleaning

Table 3-14. Standstill Cleaning: DPF Filled with Soot





Standstill Escalation Steps		Soot Load	Time in Heat Mode (Hours)	DPF Regeneration Initiation Methods	Check Engine Lamp	DPF Cleaning Lamp	HEST Lamp (Possible), Continuously on during standstill cleaning	Derate	Comments
0	Normal Operation	<62%	-						
1	Heat Mode 1	62% to 78%	50	-	-	-		None	If soot load reaches 56% in 50 hours of Heat Mode 1, System will automatically take it to normal operation.
2	Heat Mode 2	78% to 100%	250						If soot load reaches 56% in 250 hours of Heat Mode 2, System will automatically take it to normal operation.
3	Standstill Required	100% to 109%	100	Switch in JLG Machine or JLG Analyzer	-	0.5 Hz 		None	Will remain in Standstill mode for 100 hours or until the soot load reaches 109%
4	Warning Level	109% to 125%	25	Switch in JLG Machine or JLG Analyzer	Continuous 	0.5 Hz 		Derating Step 1 (25% Power derate)	Will remain in Warning level (Derate) for 25 hours or until the soot load reaches 125%. Machine placed in Creep and DTC active
5	Shut Off Level	125% to 161%		Must have Serdia Level 3 access + (switch in JLG machine or JLG analyzer)	Blinking 	3 Hz 		Derating Step 2 (Idle Lock)	Idle Lock. Boom Functions Locked Out and Trapped in Transport.
6	Filter Exchange	>161%		DPF Regeneration NOT POSSIBLE. DPF Filter exchange required	Blinking 	3 Hz 		Derating Step 2 (Idle Lock)	Idle Lock. Boom Functions Locked Out and Trapped in Transport.

*Emissions Temperature indicator continuously ON during Standstill Cleaning

Ash Load

- During the lifetime of the EAT system the DPF collects also particulates that cannot be removed by regeneration process. All non-burnable particles stored in the filter are here summarized as ash load. This ash load leads to shortened regeneration intervals and finally a filter maintenance or exchange is required.
- When 100% of the rated ash load is reached, a filter exchange is required. The maintenance request is indicated by the ash lamp (solid on) and/or by the respective CAN-message.
- In case of continuously ignored maintenance requests the available filter volume is reduced and the need for stand-still regenerations becomes more probable.
- Therefore, at higher ash loads an error paths is set and engine protection functionalities are activated. At this state the ash lamp is flashing with 1 Hz.
- After exchanging the filter, the soot and ash load stored in the ECU must be reset with the Service Tool (SERDIA).

Table 3-15. Ash Load DPF Filter Replacement

Ash Load	AT1S Byte 2 [%]	DPF Test Monitor Byte 3.3-4	Ash Lamp	DM1 Byte 1.3-6	System reaction EU and EPA
				Warning Lamp	
				Symbol	
Normal Operation	<100%	00	Off	xx0000xx	No Derating
				-	
				-	
Filter Exchange Required	≥100%	01	On 	xx0000xx	No Derating
				-	
				-	
Warning Level	≥105%	10	Blinking 	xx0000xx	No Derating
				-	
				-	
Warning Level	≥110%	11	Blinking 	xx0000xx	Derating Step 1Active.
				On	
				Continuous 	

3.32 BIO FUEL IN DEUTZ ENGINES

General

Use of bio fuels is permitted for the compact engines made by DEUTZ.

Distillate fuels with residue oil percentages or mixed fuels may not be used in DEUTZ compact engines. The DEUTZ vehicle engines are designed for diesel fuels in accordance with EN 590 with a cetane number of at least 51. DEUTZ engines for mobile machinery are designed for a cetane number of at least 45. When using fuels of a low cetane number, disturbing white smoke and ignition misfires are to be expected under some circumstances.

A cetane number of at least 40 is permissible for the US market, therefore special engine models have been developed to avoid starting difficulties, extreme white smoke or increased hydrocarbon emissions (EPA specification - US EPA REGULATIONS FOR LARGE NONROAD COMPRESSION- IGNITION ENGINES).

If the white smoke behavior is unacceptable when using a very low cetane number, the use of ignition improvers is to be recommended as a later remedial measure.

The certification measurements for compliance with the legal emission limits are carried out with the test fuels prescribed by law. These correspond to the diesel fuels in accordance with EN 590 and ASTM D 975. No emission values are guaranteed with the other fuels described. It is the obligation of the owner to check the permission for use of the fuels in accordance with regional regulations.

Bio Fuel

PERMITTED BIO-DIESEL FUELS

as a bio-diesel fuel in Europe but fatty acid methylester (FAME) based on other oils have come onto the market increasingly in recent years. However, with the latter there is a risk that the limit values of EN 14214 are not kept in the field. Anyone who uses bio-diesel fuel in DEUTZ engines must therefore choose his supplier very carefully and have him guarantee compliance with the EN 14214 limit values. Since experience has shown that rape seed oil methylester (RME) exceeds the limit values less often than other esters, it is expressly recommended to use only rape seed oil methylester. DEUTZ customers in Germany can additionally ensure the quality by buying bio-diesel fuel with an AGQM certificate (Arbeitsgemeinschaft Qualitäts-Management Biodiesel e.V.).

The use of US bio-diesel based on soy oil methylester is only permissible in mixtures with diesel fuel with a bio-diesel part of a max. 20 weight-%. The US bio-diesel used for the mixture must comply with the ASTM D6751-07a (B100) standard.

APPROVED ENGINES

The 912, 913, 914, 1011, 2011, 1012, 2012, 1013, 2013, 413 and 513 series are approved for bio-diesel from year of manufacture 1993 under compliance with the basic conditions specified below.

BASIC CONDITIONS TO BE OBSERVED

- A power loss of 5-9% in relation to diesel fuel in accordance with EN 590 is possible due to the lower heating value. Blocking of the fuel injector is not allowed.
- The lubricating oil quality must correspond to TR 0199-99-3002. The lubricating oil change interval must be halved in relation to operation with diesel fuel in accordance with EN 590.
- Standstills of longer than 4 to 6 weeks must be avoided with bio-diesel. Otherwise the engine must be started and stopped with diesel fuel.
- Bio-diesels can be mixed with normal diesel fuel but the basic conditions described in this subsection apply for mixtures. Mixtures with up to 5% (m/m) bio-diesel (B5) which have recently been on sale at European fuel stations are excepted. These fuels must be treated like normal diesel fuels because EN 590 expressly permits adding up to 5% (m/m) bio-diesel in accordance with EN 14214.
- Approx. 30-50 hours after changing over from diesel fuel to bio-diesel, the fuel filter should be changed as a preventive measure to avoid a drop in performance due to clogged fuel filters. Deposited fuel ageing products are dissolved by bio-diesel and transported into the fuel filter. They should not be changed immediately but after approx. 30 to 50 hours because the dissolving of dirt takes a certain amount of time.

PLANT OIL**NOTICE**

PURE PLANT OILS (E.G. RAPE SEED OIL, SOY OIL, PALM OIL) ARE NOT CLASSIFIED AS BIO-DIESEL AND EXHIBIT PROBLEMATIC PROPERTIES FOR DIESEL ENGINE OPERATION (STRONG TENDENCY TO COKE, RISK OF PISTON SEIZURE, EXTREMELY HIGH VISCOSITY, POOR EVAPORATION BEHAVIOR.

The conversion of DEUTZ engines to rape seed oil fuel operation with conversion kits and modified tanks systems of various manufacturers is not allowed and leads to loss of warranty rights.

Biological Contamination In Fuels**SYMPTOMS**

The following symptoms may indicate that a fuel tank is contaminated by micro-organisms:

- . Internal tank corrosion,
- . Filter blockage and the associated loss of power due to gel-like deposits on the fuel filter (especially after long standstills)

CAUSE

Micro-organisms (bacteria, yeasts, fungi) can form biosludge under unfavorable conditions (favoured particularly by heat and water).

Penetration by water is usually caused by condensation of the water in the air. Water does not dissolve in fuel so that the penetrating water collects at the bottom of the tank. The bacteria and fungi grow in the watery phase, at the phase boundary to the fuel phase, from which they draw their nutrition. There is an increased risk especially with biodiesel (FAME).

PREVENTIVE MEASURES

- Keep the storage tank clean, regular cleaning of the tank by specialist companies
- Installation of fuel pre-filters with water traps, especially in countries with frequently fluctuating fuel qualities and high percentage of water.

If the fuel system and storage tank have already been attacked by micro-organisms. The biocide must be dosed according to the manufacturer's specifications.

- Avoid direct exposure of the storage tank to sunlight
- Use smaller storage tanks with corresponding low dwell times of the stored fuel

FUEL ADDITIVES

The use of fuel additives is not permitted. The flow improvers mentioned above are an exception. Use of unsuitable additives will result in loss of warranty.

3.33 FORD ENGINE

NOTE: Detailed Engine service instructions are provided in the following publications: Service Manual 3128849.

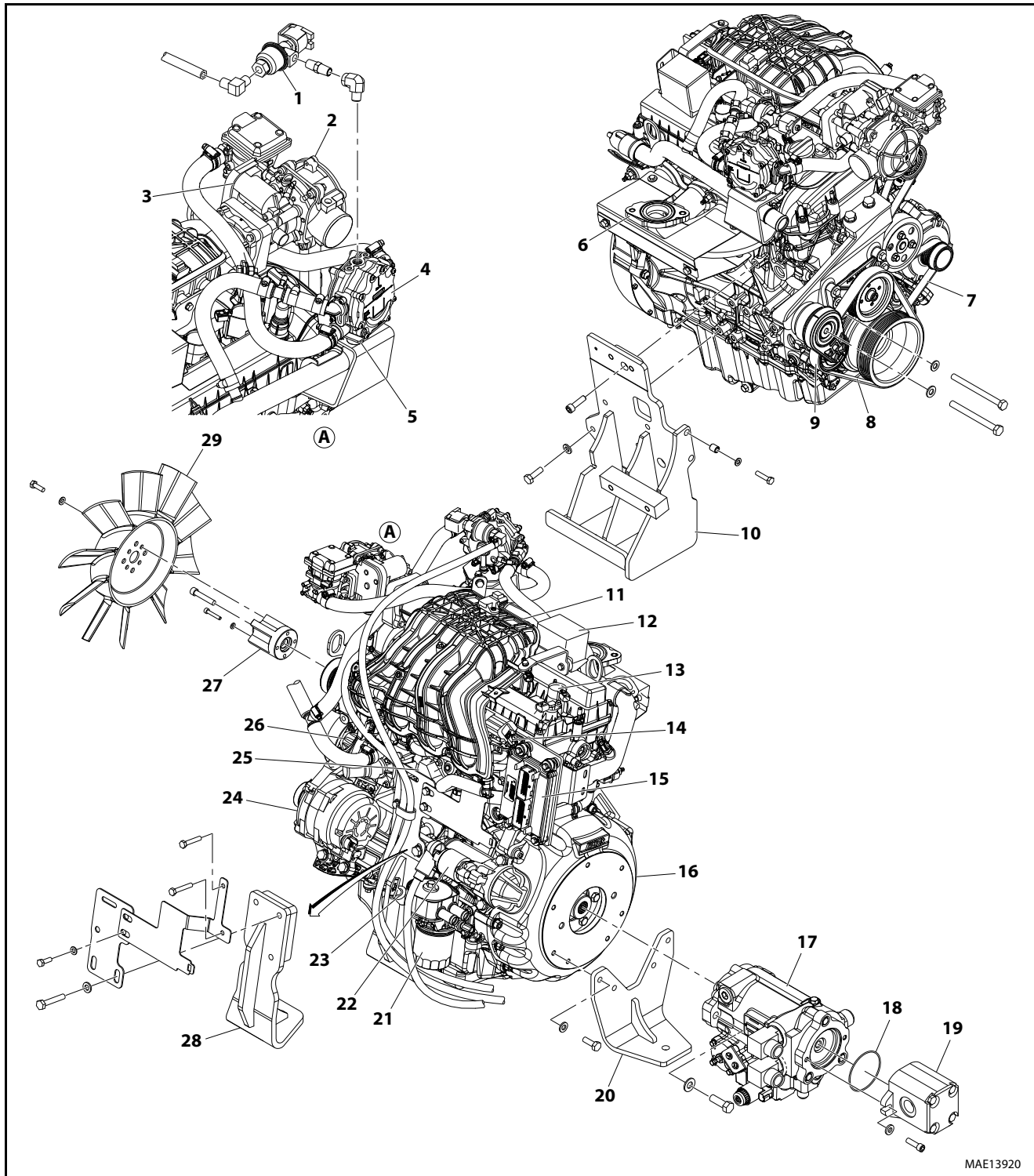


Figure 3-114. Ford Engine Installation Sheet 1 of 4

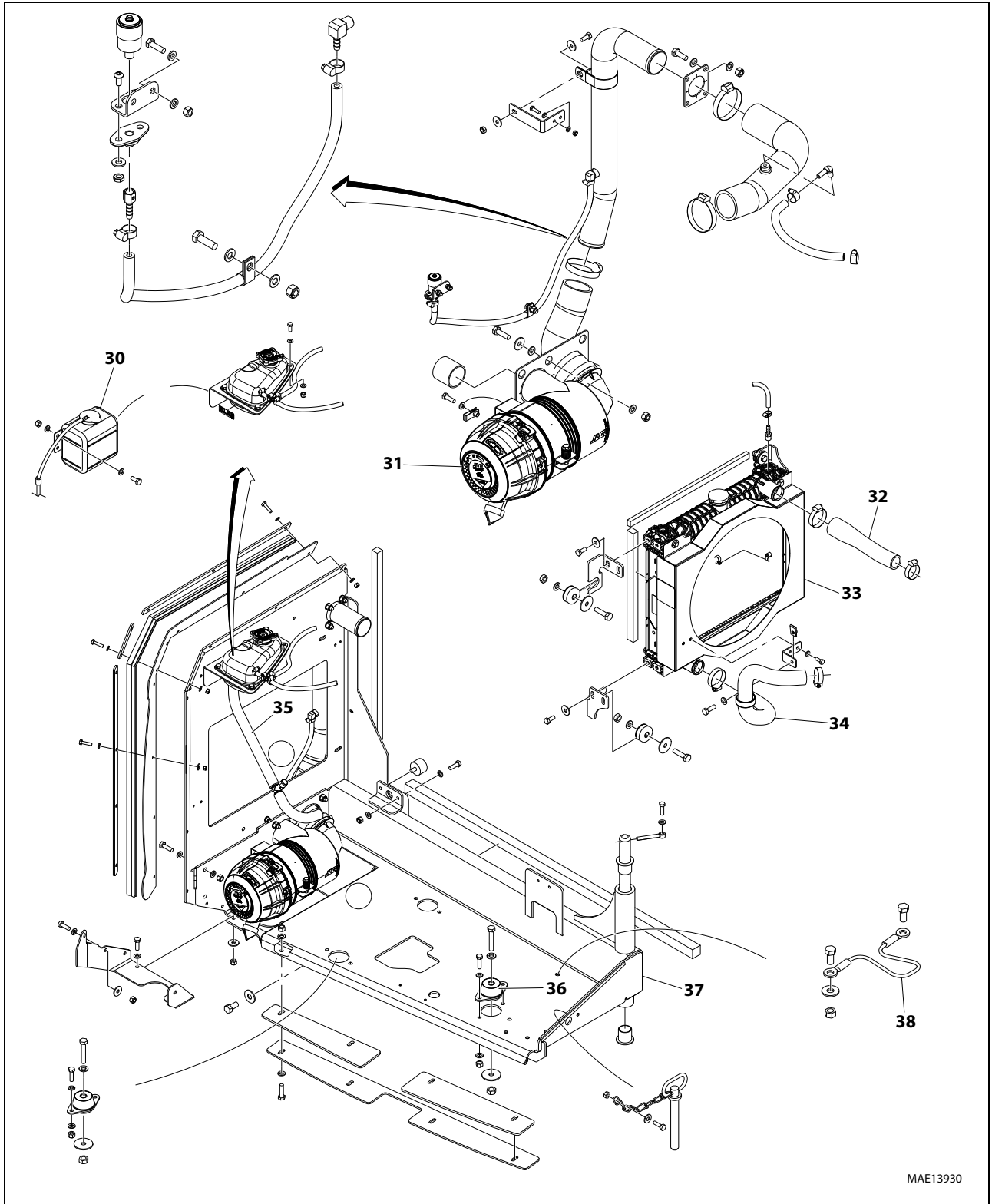
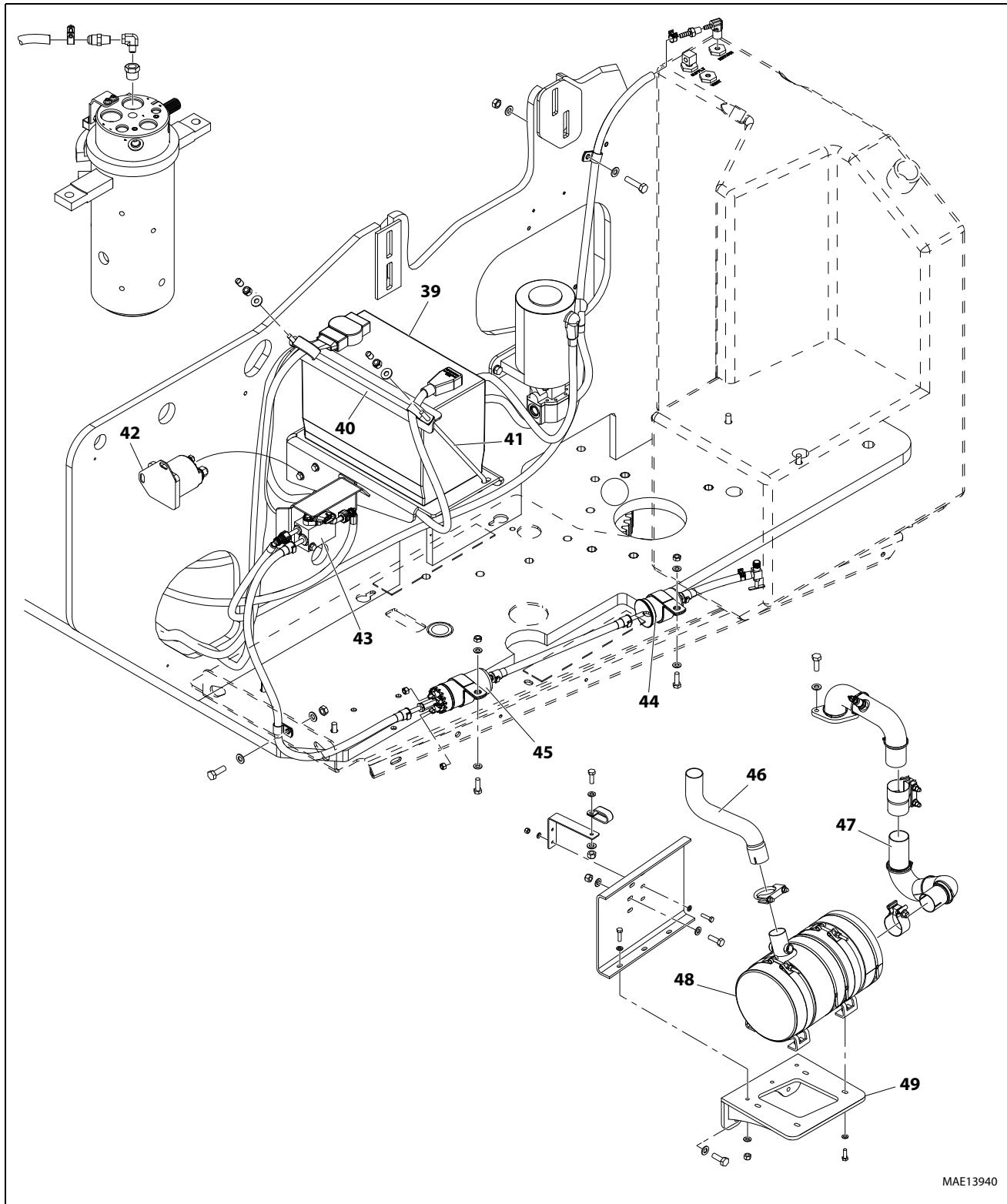


Figure 3-115. Ford Engine Installation Sheet 2 of 4

SECTION 3 - CHASSIS & TURNTABLE



MAE13940

Figure 3-116. Ford Engine Installation Sheet 3 of 4

- | | | |
|-------------------------------------|------------------------------------|-------------------------------|
| 1. Lock-Off Valve | 18. O-Ring | 35. Radiator Hose |
| 2. LP Mixer | 19. Gear Pump and Fitting Assembly | 36. Motor Mount |
| 3. Governor | 20. Rear Engine Mount | 37. Tray |
| 4. Rubber Isolator | 21. Oil Filter | 38. Lanyard Cable |
| 5. Mount Isolator | 22. Starter | 39. Battery |
| 6. Exhaust Manifold | 23. Dipstick | 40. Battery Hold-Down Bracket |
| 7. Belt | 24. Alternator | 41. J-Bolt |
| 8. V-Belt | 25. Thermostat | 42. Relay |
| 9. Pulley | 26. Water Pump | 43. Fuel Harness |
| 10. Front Right Engine Mount | 27. Fan Spacer | 44. Fuel Filter |
| 11. Engine | 28. Front Left Engine Mount | 45. Fuel Pump |
| 12. Relay (Fuel Pump & Power) | 29. Fan | 46. Tail Pipe |
| 13. Spark Plug | 30. Container | 47. Exhaust Pipe |
| 14. Fuel Injector | 31. Air Filter | 48. Muffler |
| 15. Engine Control Unit (ECU) Mount | 32. Upper Radiator Hose | 49. Bracket |
| 16. Pump Coupling | 33. Radiator | |
| 17. Piston Pump & Fitting Assembly | 34. Lower Radiator Hose | |

Figure 3-117. Ford Engine Installation Sheet 4 of 4

Table 3-16. Fault Code Cross Reference List (Ford Engine)

Original DTC Number	Fault Name	Corresponding DTC (Current)
11	Intake cam/ distributor position	11
24	Exhaust cam position	24
111	CL high LPG	1151
112	EGO open/lazy pre-cat 1	134
113	EGO open/lazy pre-cat 2/post-cat 1	154
114	EGO open/lazy post-cat 1	140
115	EGO open/lazy post-cat 2	160
121	CL high gasoline bank1	1155
122	CL low gasoline bank1	1156
124	CL low LPG	1152
125	CL high NG	1153
126	CL low NG	1154
131	CL high gasoline bank2	1157
132	CL low gasoline bank2	1158
133	Gasoline cat monitor	420
134	LPG cat monitor	1165
135	NG cat monitor	1166
136	Gasoline cat monitor	430
141	AL high gasoline bank1	171
142	AL low gasoline bank1	172
143	AL high LPG	1161
144	AL low LPG	1162
145	AL high NG	1163
146	AL low NG	1164
147	AL high gasoline bank2	174
148	AL low gasoline bank2	175
161	Battery Voltage High	563
162	Battery Voltage Low	562
163	AUX analog PD1 high	1515
164	AUX analog PD1 low	1516
165	AUX analog PU3 high	1517
166	AUX analog PU3 low	1518
167	AUX analog PUD1 high	1541
168	AUX analog PUD1 low	1542
171	AUX analog PUD2 high	1543
172	AUX analog PUD2 low	1544
173	AUX analog PUD3 high	1545
174	AUX analog PUD3 low	1546
181	AUX DIG1 high	1551
182	AUX DIG1 low	1552
183	AUX DIG2 high	1553
184	AUX DIG2 low	1554

Table 3-16. Fault Code Cross Reference List (Ford Engine)

Original DTC Number	Fault Name	Corresponding DTC (Current)
185	AUXDIG3 high	1555
186	AUXDIG3 low	1556
211	IAT high voltage	113
212	IAT low voltage	112
213	IAT higher than expected 1	111
214	IAT higher than expected 2	127
215	Oil pressure low	524
221	ECT/CHT High Voltage	118
222	ECT/CHT Low Voltage	117
223	CHT higher than expected 1	1521
224	CHT higher than expected 2	1522
225	ECT higher than expected 1	116
226	ECT higher than expected 2	217
231	MAP High Pressure	108
232	MAP Low Voltage	107
234	BP high pressure	2229
235	BP low pressure	129
242	Crank sync noise	336
243	Never crank synced at start	16
244	Cam loss	342
245	Cam sync noise	341
246	Crank loss	337
253	Knock 1 sensor Open	327
254	Knock 1 Excessive Signal	326
255	Knock 2 sensor Open	332
256	Knock 2 Excessive Signal	331
261	FP high voltage	92
262	FP low voltage	91
271	FT Gasoline High Voltage	183
272	FT Gasoline Low Voltage	182
273	FT Gaseous fuel high voltage	188
274	FT Gaseous fuel low voltage	187
281	TIP High Voltage	238
282	TIP Low Voltage	237
283	TIP Active	236
301	Emissions/catalyst damaging misfire	301
302	Emissions/catalyst damaging misfire	302
303	Emissions/catalyst damaging misfire	303
304	Emissions/catalyst damaging misfire	304
305	Emissions/catalyst damaging misfire	305
306	Emissions/catalyst damaging misfire	306
307	Emissions/catalyst damaging misfire	307

Table 3-16. Fault Code Cross Reference List (Ford Engine)

Original DTC Number	Fault Name	Corresponding DTC (Current)
308	Emissions/catalyst damaging misfire	308
311	Injector Loop Open or Low-side short to Ground	261
312	Injector Coil Shorted	262
313	Injector Loop Open or Low-side short to Ground	264
314	Injector Coil Shorted	265
315	Injector Loop Open or Low-side short to Ground	267
316	Injector Coil Shorted	268
321	Injector Loop Open or Low-side short to Ground	270
322	Injector Coil Shorted	271
323	Injector Losop Open or Low-side short to Ground	273
324	Injector Coil Shorted	274
325	Injector Loop Open or Low-side short to Ground	276
326	Injector Coil Shorted	277
331	Injector Loop Open or Low-side short to Ground	279
332	Injector Coil Shorted	280
333	Injector Loop Open or Low-side short to Ground	282
334	Injector Coil Shorted	283
335	Injector Loop Open or Low-side short to Ground	285
336	Injector Coil Shorted	286
341	Injector Loop Open or Low-side short to Ground	288
342	Injector Coil Shorted	289
351	FPump motor loop open or high-side shorted to ground	628
352	FPump motor high-side shorted to power	629
353	Megajector delivery pressure higher than expected	1171
354	Megajector delivery pressure lower than expected	1172
355	Megajector comm lost	1173
359	Fuel run-out longer than expected	1181
361	Megajector voltage supply high	1174
362	Megajector voltage supply low	1175
363	Megajector internal actuator fault detection	1176
364	Megajector internal circuitry fault detection	1177
365	Megajector internal comm fault detection	1178
411	Primary Loop Open or Low-side Short to Ground	2300
412	Primary Coil Shorted	2301
413	Primary Loop Open or Low-side Short to Ground	2303
414	Primary Coil Shorted	2304
415	Primary Loop Open or Low-side Short to Ground	2306
416	Primary Coil Shorted	2307
421	Primary Loop Open or Low-side Short to Ground	2309
422	Primary Coil Shorted	2310
423	Primary Loop Open or Low-side Short to Ground	2312
424	Primary Coil Shorted	2313

Table 3-16. Fault Code Cross Reference List (Ford Engine)

Original DTC Number	Fault Name	Corresponding DTC (Current)
425	Primary Loop Open or Low-side Short to Ground	2315
426	Primary Coil Shorted	2316
431	Primary Loop Open or Low-side Short to Ground	2318
432	Primary Coil Shorted	2319
433	Primary Loop Open or Low-side Short to Ground	2321
434	Primary Coil Shorted	2322
435	Primary Loop Open or Low-side Short to Ground	2324
436	Primary Coil Shorted	2325
441	Primary Loop Open or Low-side Short to Ground	2327
442	Primary Coil Shorted	2328
511	FPP1 high voltage	2122
512	FPP1 low voltage	2123
513	FPP1 higher than IVS limit	2115
514	FPP1 lower than IVS limit	2139
515	FPP1 higher than FPP2	2126
516	FPP1 lower than FPP2	2121
517	IVS stuck at-idle, FPP1/2 match	2130
518	IVS stuck off-idle, FPP1/2 match	2131
521	FPP2 high voltage	2128
522	FPP2 low voltage	2127
523	FPP2 higher than IVS limit	2116
524	FPP2 lower than IVS limit	2140
525	FPP1/2 simultaneous voltages out of range	1121
526	FPP1 invalid voltage and FPP2 disagrees with IVS	2120
527	FPP2 invalid voltage and FPP1 disagrees with IVS	2125
528	FPP1/2 do not match each other or the IVS	1122
531	TPS1 high voltage	123
532	TPS1 low voltage	122
533	TPS2 high voltage	223
532	TPS2 low voltage	222
535	TPS1 higher than TPS2	221
536	TPS1 lower than TPS2	121
537	Unable to reach higher TPS	2112
538	Unable to reach lower TPS	2111
539	TPS1/2 simultaneous voltages out of range	2135
541	AUX analog PU1 high	1511
542	AUX analog PU1 low	1512
543	AUX analog PU2 high	1513
544	AUX analog PU2 low	1514
545	IVS/Brake/Trans-Park interlock failure	1531
551	Max govern speed override	219
552	Fuel rev limit	1111

Table 3-16. Fault Code Cross Reference List (Ford Engine)

Original DTC Number	Fault Name	Corresponding DTC (Current)
553	Spark rev limit	1112
611	COP failure	606
612	Invalid interrupt	1616
613	A/D loss	1615
614	RTI 1 loss	1612
615	Flash checksum invalid	601
616	RAM failure	604
631	5VE1 low voltage	642
632	5VE1 high voltage	643
633	5VE2 high voltage	653
634	5VE2 low voltage	652
635	5VE 1/2 simultaneous out-of-range	1611
641	Rx Inactive	1621
642	Rx Noise	1622
643	Invalid Packet Format	1623
644	Shutdown Request	1624/1625
646	CAN Tx failure	1626
647	CAN Rx failure	1627
648	CAN addresss conflict failure	1628
655	RTI 2 loss	1613
656	RTI 3 loss	1614
711	Relay Control ground short	686
712	Relay Coil Open	685
713	Relay coil short to power	687
714	Fpump relay control ground short	628
715	Fpump relay coil open	627
716	Fpump relay coil short to power	629
721	Start relay control ground short	616
722	Start relay coil open	615
723	Start relay coil short to power	617
724	Buzzer control ground short	1641
725	Buzzer open	1642
726	Buzzer control short to power	1643
731	PWM1-Gauge1 open /ground short	1631
732	PWM1-Gauge1 short to power	1632
733	PWM2-Gauge2 open /ground short	1633
734	PWM2-Gauge2 short to power	1634
735	PWM3-Gauge3 open / ground short	1635
736	PWM3-Gauge3 short to power	1636
741	PWM4 open /ground short	1637
742	PWM4 short to power	1638
743	PWM5 open / ground short	1639

Table 3-16. Fault Code Cross Reference List (Ford Engine)

Original DTC Number	Fault Name	Corresponding DTC (Current)
744	PWM5 short to power	1640
761	MIL control ground short	1644
762	MIL open	650
763	MIL control short to power	1645
771	Tach output ground short	2618
772	Tach output short to power	2619
1182	Fuel impurity level high	1182
1183	Megajector autozero / lockoff failed	1183
1311	Misfire detected	1311
1312	Misfire detected	1312
1313	Misfire detected	1313
1314	Misfire detected	1314
1315	Misfire detected	1315
1316	Misfire detected	1316
1317	Misfire detected	1317
1318	Misfire detected	1318
1547	AUX analog PUD4 high	1547
1548	AUX analog PUD4 low	1548
1561	AUX analog PD2 high	1561
1562	AUX analog PD2 low	1562
1563	AUX analog PD3 high	1563
1564	AUX analog PD3 low	1564
1629	J1939 TSC1 message receipt lost	1629
1630	J1939 ETC message receipt lost	1630
1661	PWM6 open / ground short	1661
1662	PWM6 short to power	1662
1663	PWM7 open / ground short	1663
1664	PWM7 short to power	1664
1665	PWM8 open / ground short	1665
1666	PWM8 short to power	1666
1669	PWM9 open / ground short	1669
1670	PWM9 short to power	1670

SECTION 3 - CHASSIS & TURNTABLE

Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
108	MAP pressure high	106	16
107	MAP voltage low	106	4
118	ECT voltage high	110	3
117	ECT voltage low	110	4
116	ECT higher than expected stage 1	110	15
113	IAT voltage high	105	3
112	IAT voltage low	105	4
2229	BP pressure high	108	0
129	BP pressure low	108	1
563	Vbat voltage high	168	15
562	Vbat voltage low	168	17
643	Sensor supply voltage 1 high	1079	3
642	Sensor supply voltage 1 low	1079	4
123	TPS1 voltage high	51	3
122	TPS1 voltage low	51	4
223	TPS2 voltage high	3673	3
222	TPS2 voltage low	3673	4
221	TPS1-2 higher than expected	51	0
121	TPS1-2 lower than expected	51	1
2122	FPP1 voltage high	91	3
2123	FPP1 voltage low	91	4
2128	FPP2 voltage high	29	3
2127	FPP2 voltage low	29	4
2115	FPP1 higher than IVS	91	0
2139	FPP1 lower than IVS	91	1
2116	FPP2 higher than IVS	29	0
2140	FPP2 lower than IVS	29	1
2126	FPP1-2 higher than expected	91	16
2121	FPP1-2 lower than expected	91	18
524	Oil pressure low	100	1
171	Adaptive-learn gasoline bank1 high	4237	0
172	Adaptive-learn gasoline bank1 low	4237	1
1155	Closed-loop gasoline bank1 high	4236	0
1156	Closed-loop gasoline bank1 low	4236	1
1157	Closed-loop gasoline bank2 high	4238	0
1158	Closed-loop gasoline bank2 low	4238	1
1151	Closed-loop LPG high	4236	0
1152	Closed-loop LPG low	4236	1
1153	Closed-loop NG high	4236	0
1154	Closed-loop NG low	4236	1
174	Adaptive-learn gasoline bank2 high	4239	0
175	Adaptive-learn gasoline bank2 low	4239	1

Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
1161	Adaptive-learn LPG high	4237	0
1162	Adaptive-learn LPG low	4237	1
1163	Adaptive-learn NG high	4237	0
1164	Adaptive-learn NG low	4237	1
261	Injector 1 open or short to ground	651	5
264	Injector 2 open or short to ground	652	5
267	Injector 3 open or short to ground	653	5
270	Injector 4 open or short to ground	654	5
273	Injector 5 open or short to ground	655	5
276	Injector 6 open or short to ground	656	5
279	Injector 7 open or short to ground	657	5
282	Injector 8 open or short to ground	658	5
285	Injector 9 open or short to ground	659	5
288	Injector 10 open or short to ground	660	5
262	Injector 1 coil shorted	651	6
265	Injector 2 coil shorted	652	6
268	Injector 3 coil shorted	653	6
271	Injector 4 coil shorted	654	6
274	Injector 5 coil shorted	655	6
277	Injector 6 coil shorted	656	6
280	Injector 7 coil shorted	657	6
283	Injector 8 coil shorted	658	6
286	Injector 9 coil shorted	659	6
289	Injector 10 coil shorted	660	6
2300	Spark coil 1 primary open or short to ground	1268	5
2303	Spark coil 2 primary open or short to ground	1269	5
2306	Spark coil 3 primary open or short to ground	1270	5
2309	Spark coil 4 primary open or short to ground	1271	5
2312	Spark coil 5 primary open or short to ground	1272	5
2315	Spark coil 6 primary open or short to ground	1273	5
2318	Spark coil 7 primary open or short to ground	1274	5
2321	Spark coil 8 primary open or short to ground	1275	5
2324	Spark coil 9 primary open or short to ground	1276	5
2327	Spark coil 10 primary open or short to ground	1277	5
2301	Spark coil 1 primary shorted	1268	6
2304	Spark coil 2 primary shorted	1269	6
2307	Spark coil 3 primary shorted	1270	6
2310	Spark coil 4 primary shorted	1271	6
2313	Spark coil 5 primary shorted	1272	6
2316	Spark coil 6 primary shorted	1273	6
2319	Spark coil 7 primary shorted	1274	6
2322	Spark coil 8 primary shorted	1275	6
2325	Spark coil 9 primary shorted	1276	6

SECTION 3 - CHASSIS & TURNTABLE

Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
2328	Spark coil 10 primary shorted	1277	6
217	ECT higher than expected stage 2	110	0
111	IAT higher than expected stage 1	105	15
127	IAT higher than expected stage 2	105	0
327	Knock1 sensor open or not present	731	4
2112	Unable to reach higher TPS	51	7
2111	Unable to reach lower TPS	51	7
1531	Gov1/2/3 interlock failure	0	31
628	Fuel-pump high-side open or short to ground	1347	5
629	Fuel-pump high-side short to power	1347	6
342	Loss of CAM input signal	723	4
341	CAM input signal noise	723	2
336	CRANK input signal noise	636	2
16	Crank and/or cam could not synchronize during start	636	8
606	Microprocessor failure - COP	629	31
1612	Microprocessor failure - RTI 1	629	31
1613	Microprocessor failure - RTI 2	629	31
1614	Microprocessor failure - RTI 3	629	31
1615	Microprocessor failure - A/D	629	31
1616	Microprocessor failure - Interrupt	629	31
601	Microprocessor failure - FLASH	628	13
604	Microprocessor failure - RAM	630	12
326	Knock1 excessive or erratic signal	731	2
219	RPM higher than max allowed govern speed	515	15
1111	RPM above fuel rev limit level	515	16
1112	RPM above spark rev limit level	515	0
134	EG01 open / lazy	3217	5
154	EG02 open / lazy	3227	5
140	EG03 open / lazy	3256	5
1521	CHT higher than expected stage 1	110	16
1522	CHT higher than expected stage 2	110	0
1515	AUX analog Pull-Down 1 high voltage	710	3
1516	AUX analog Pull-Down 1 low voltage	710	4
1511	AUX analog Pull-Up 1 high voltage	701	3
1512	AUX analog Pull-Up 1 low voltage	701	4
1513	AUX analog Pull-Up 2 high voltage	702	3
1514	AUX analog Pull-Up 2 low voltage	702	4
1621	RS-485 Rx inactive	0	31
1622	RS-485 Rx noise	0	31
1623	RS-485 Rx bad packet format	0	31
1624	RS-485 remote shutdown request	0	31
238	TIP high voltage	102	3
237	TIP low voltage	102	4

Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
92	FP high voltage	94	3
91	FP low voltage	94	4
420	Catalyst inactive on gasoline (Bank 1)	3050	11
1165	Catalyst inactive on LPG	3050	11
1166	Catalyst inactive on NG	3050	11
1171	MegaJector delivery pressure higher than expected	520260	0
1172	MegaJector delivery pressure lower than expected	520260	1
1173	MegaJector comm lost	520260	31
1174	MegaJector voltage supply high	520260	3
1175	MegaJector voltage supply low	520260	4
1176	MegaJector internal actuator fault detection	520260	12
1177	MegaJector internal circuitry fault detection	520260	12
1178	MegaJector internal comm fault detection	520260	12
1131	WGP voltage high	1192	3
1132	WGP voltage low	1192	4
234	Boost control overboost failure	102	0
299	Boost control underboost failure	102	1
236	TIP active	102	2
183	FT high voltage	174	3
182	FT low voltage	174	4
524	Oil pressure sender low pressure	100	1
521	Oil pressure sender high pressure	100	0
523	Oil pressure sender high voltage	100	3
522	Oil pressure sender low voltage	100	4
337	Crank signal loss	636	4
1625	J1939 shutdown request	1110	31
1626	CAN-J1939 Tx fault	639	12
1627	CAN-J1939 Rx fault	639	12
508	IAC ground short	520201	6
509	IAC coil open/short	520201	5
686	Power relay ground short	1485	4
685	Power relay coil open	1485	5
687	Power relay coil short to power	1485	3
616	Start relay ground short	1321	4
615	Start relay coil open	1321	5
617	Start relay coil short to power	1321	3
1641	Buzzer control ground short	920	4
1642	Buzzer open	920	5
1643	Buzzer control short to power	920	3
628	Fuel pump relay control ground short	1348	4
627	Fuel pump relay coil open	1348	5
629	Fuel pump relay coil short to power	1348	3
1644	MIL control ground short	1213	4

SECTION 3 - CHASSIS & TURNTABLE
Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
650	MIL open	1213	5
1645	MIL control short to power	1213	3
2618	Tach output ground short	645	4
2619	Tach output short to power	645	3
2130	IVS stuck at-idle, FPP1/2 match	558	5
2131	IVS stuck off-idle, FPP1/2 match	558	6
1121	FPP1/2 simultaneous voltages out-of-range (redundancy lost)	91	31
2120	FPP1 invalid voltage and FPP2 disagrees with IVS (redundancy lost)	520199	11
2125	FPP1/2 do not match each other or IVS (redundancy lost)	520199	11
1122	FPP1/2 do not match each other or IVS (redundancy lost)	520199	11
653	Sensor supply voltage 2 high	1080	3
652	Sensor supply voltage 2 low	1080	4
1611	Sensors supply voltage 1 and 2 out-of-range	1079	31
332	Knock2 sensor open or not present	520197	4
331	Knock2 excessive or erratic signal	520197	2
2135	TPS1/2 simultaneous voltages out-of-range	51	31
2428	EGT temperature high	173	0
1628	J1939 CAN address / engine-number conflict	639	13
1631	PWM1-Gauge1 open /ground short	697	5
1632	PWM1-Gauge1 short to power	697	3
1633	PWM2-Gauge2 open /ground short	698	5
1634	PWM2-Gauge2 short to power	698	3
1635	PWM3-Gauge3 open /ground short	699	5
1636	PWM3-Gauge3 short to power	699	3
1637	PWM4 open /ground short	700	5
1638	PWM4 short to power	700	3
1639	PWM5 open /ground short	924	5
1640	PWM5 short to power	924	3
430	Catalyst inactive on gasoline (Bank 2)	3051	11
160	EGO4 open / lazy	3266	5
1517	AUX analog Pull-Up 3 high voltage	703	3
1518	AUX analog Pull-Up 3 low voltage	703	4
1541	AUX analog Pull-Up/Down 1 high voltage	704	3
1542	AUX analog Pull-Up/Down 1 low voltage	704	4
1543	AUX analog Pull-Up/Down 2 high voltage	705	3
1544	AUX analog Pull-Up/Down 2 low voltage	705	4
1545	AUX analog Pull-Up/Down 3 high voltage	706	3
1546	AUX analog Pull-Up/Down 3 low voltage	706	4
1551	AUX digital 1 high voltage	707	3
1552	AUX digital 1 low voltage	707	4
1553	AUX digital 2 high voltage	708	3
1554	AUX digital 2 low voltage	708	4
1555	AUX digital 3 high voltage	709	3

Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
1556	AUX digital 3 low voltage	709	4
188	Gaseous fuel temperature sender high voltage	3468	3
187	Gaseous fuel temperature sender low voltage	3468	4
1629	J1939TSC1 message receipt loss	695	9
359	Fuel run-out longer than expected	632	31
1630	J1939 ETC message receipt loss	91	19
502	Roadspeed input loss of signal	84	8
1411	EMWT1 voltage high	441	3
1412	EMWT2 voltage high	442	3
1413	EMWT1 voltage low	441	4
1414	EMWT2 voltage low	442	4
1415	EMWT1 higher than expected stage 1	441	15
1416	EMWT2 higher than expected stage 1	442	15
1417	EMWT1 higher than expected stage 2	441	0
1418	EMWT2 higher than expected stage 2	442	0
1561	AUX analog Pull-Down 2 high voltage	711	3
1561	AUX analog Pull-Down 2 low voltage	711	4
1561	AUX analog Pull-Down 3 high voltage	712	3
1561	AUX analog Pull-Down 3 low voltage	712	4
1419	ERWT1 voltage high	1385	3
1420	ERWT2 voltage high	1386	3
1421	ERWT1 voltage low	1385	4
1422	ERWT2 voltage low	1386	4
1423	ERWT1 higher than expected stage 1	1385	15
1424	ERWT2 higher than expected stage 1	1386	15
1425	ERWT1 higher than expected stage 2	1385	0
1426	ERWT2 higher than expected stage 2	1386	0
8901	UEGO microprocessor internal fault	3221	31
8902	UEGO heater supply high voltage	3222	3
8903	UEGO heater supply low voltage	3222	4
8904	UEGO cal resistor voltage high	3221	3
8905	UEGO cal resistor voltage low	3221	4
8906	UEGO return voltage shorted high	3056	3
8907	UEGO return voltage shorted low	3056	4
8908	UEGO pump voltage shorted high	3218	3
8909	UEGO pump voltage shorted low	3218	4
8910	UEGO sense cell voltage high	3217	3
8911	UEGO sense cell voltage low	3217	4
8912	UEGO pump voltage at high drive limit	3225	3
8913	UEGO pump voltage at low drive limit	3225	4
8914	UEGO sense cell slow to warm up	3222	10
8915	UEGO pump cell slow to warm up	3225	10
8916	UEGO sense cell impedance high	3222	0

SECTION 3 - CHASSIS & TURNTABLE

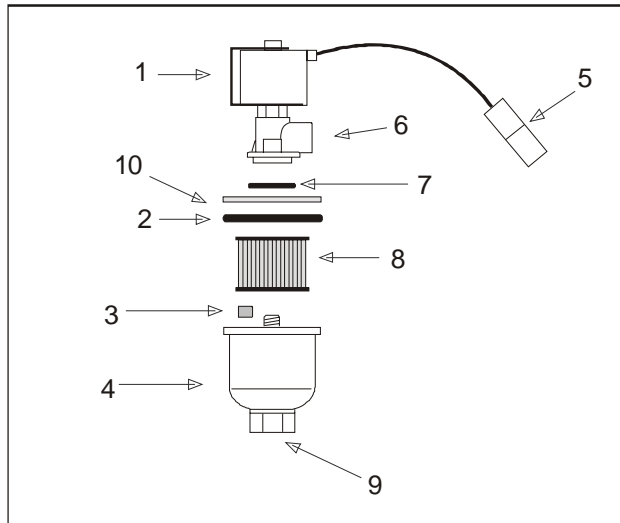
Table 3-17. CAN to DTC Cross Reference (Ford Engine)

DTC	DTC and Description	SPN	FMI
8917	UEGO pump cell impedance high	3225	0
8918	UEGO pump cell impedance low	3225	1
1311	Cylinder 1 misfire detected	1323	11
1312	Cylinder 2 misfire detected	1324	11
1313	Cylinder 3 misfire detected	1325	11
1314	Cylinder 4 misfire detected	1326	11
1315	Cylinder 5 misfire detected	1327	11
1316	Cylinder 6 misfire detected	1328	11
1317	Cylinder 7 misfire detected	1329	11
1318	Cylinder 8 misfire detected	1330	11
301	Cylinder 1 emissions/catalyst damaging misfire	1323	31
302	Cylinder 2 emissions/catalyst damaging misfire	1324	31
303	Cylinder 3 emissions/catalyst damaging misfire	1325	31
304	Cylinder 4 emissions/catalyst damaging misfire	1326	31
305	Cylinder 5 emissions/catalyst damaging misfire	1327	31
306	Cylinder 6 emissions/catalyst damaging misfire	1328	31
307	Cylinder 7 emissions/catalyst damaging misfire	1329	31
308	Cylinder 8 emissions/catalyst damaging misfire	1330	31
1651	J1939ETC message receipt loss while in-gear	91	9
1661	PWM6 open / ground short	925	5
1662	PWM6 short to power	925	3
1663	PWM7 open / ground short	926	5
1664	PWM7 short to power	926	3
1547	AUX analog Pull-Up/Down 4 high voltage	713	3
1548	AUX analog Pull-Up/Down 4 low voltage	713	4
1182	Fuel impurity level high	520401	0
1665	PWM8 open / ground short	2646	5
1666	PWM8 short to power	2646	3
1669	PWM9 open / ground short	2647	5
1670	PWM9 short to power	2647	3
1183	MegaJector autozero / lockoff failure	520803	31
11	Intake cam / distributor position error	520800	7
24	Exhaust cam position error	520801	7
88	Fuel pressure higher than expected	94	0
87	Fuel pressure lower than expected	94	1
1555	Water Intrusion Detection	709	3
520	Oil pressure sender low pressure stage 1	100	18
916	Shift actuator feedback out-of-range	520226	3
919	Shift unable to reach desired gear	520226	7
920	Shift actuator or drive circuit failed	520226	31

NOTE: For detail Diagnostic Trouble Code of Ford Engine refer DTC manual (PN 3128850).

3.34 FORD 2.5L ENGINE FUEL SYSTEM REPAIR

Propane Fuel Filter Replacement



- | | |
|------------------------------|----------------|
| 1. Electric Lockoff Solenoid | 6. Fuel Outlet |
| 2. Housing Seal | 7. O-ring |
| 3. Filter Magnet | 8. Filter |
| 4. Filter Housing | 9. Fuel Inlet |
| 5. Electrical Connector | 10. Ring |

Figure 3-118. Filter Lock Assembly

REMOVAL

1. Relieve the propane fuel system pressure. Refer to Propane Fuel System Pressure Relief.
2. Disconnect the negative battery cable.
3. Slowly loosen the Filter housing and remove it.
4. Pull the filter housing from the Electric lock off assembly.
5. Remove the filter from the housing.
6. Locate Filter magnet and remove it.
7. Remove and discard the housing seal.
8. If equipped, remove and discard the retaining bolt seal.
9. Remove and discard mounting plate to lock off O-ring seal.

INSTALLATION

NOTICE

BE SURE TO REINSTALL THE FILTER MAGNET INTO THE HOUSING BEFORE INSTALLING NEW SEAL

1. Install the mounting plate to lock off O-ring seal.
2. If equipped, install the retaining bolt seal.
3. Install the housing seal.

4. Drop the magnet into the bottom of the filter housing.
5. Install the filter into the housing.
6. If equipped, install the retaining bolt into the filter housing.
7. Install the filter up to the bottom of the electric lock off.
8. Tighten the filter bowl retainer to 106 in. lbs. (12 Nm).
9. Open manual shut-off valve. Start the vehicle and leak check the propane fuel system at each serviced fitting. Refer to Propane Fuel System Leak Test.

Propane Fuel System Pressure Relief

CAUTION

THE PROPANE FUEL SYSTEM OPERATES AT PRESSURES UP TO 312 PSI (21.5 BAR). TO MINIMIZE THE RISK OF FIRE AND PERSONAL INJURY, RELIEVE THE PROPANE FUEL SYSTEM PRESSURE (WHERE APPLICABLE) BEFORE SERVICING THE PROPANE FUEL SYSTEM COMPONENTS.

To relieve propane fuel system pressure:

1. Close the manual shut-off valve on the propane fuel tank.
2. Start and run the vehicle until the engine stalls.
3. Turn the ignition switch OFF.

CAUTION

RESIDUAL VAPOR PRESSURE WILL BE PRESENT IN THE FUEL SYSTEM. ENSURE THE WORK AREA IS WELL VENTILATED BEFORE DISCONNECTING ANY FUEL LINE.

Propane Fuel System Leak Test

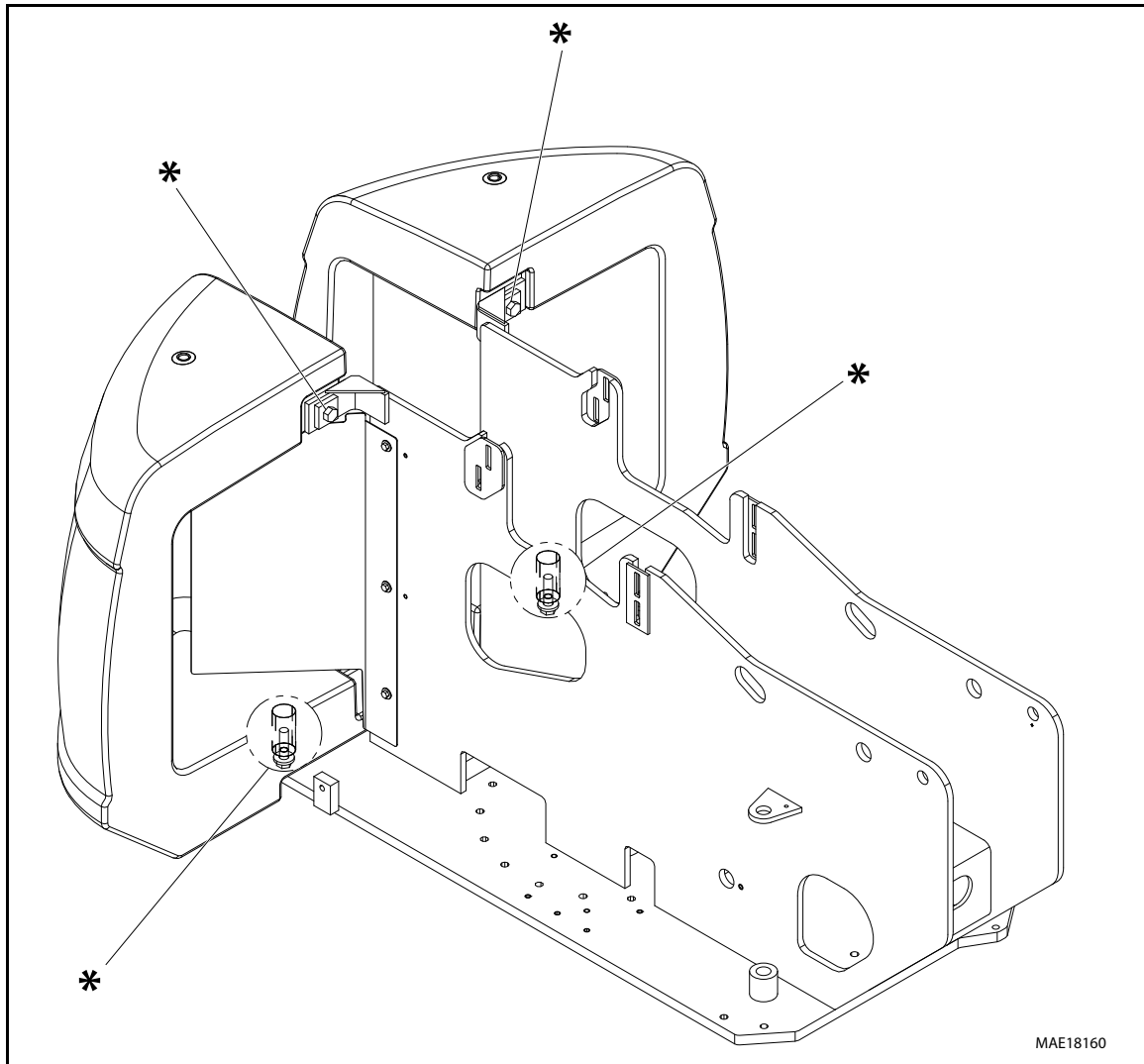
CAUTION

NEVER USE AN OPEN FLAME OF ANY TYPE TO CHECK FOR PROPANE FUEL SYSTEM LEAKS.

Always inspect the propane fuel system for leaks after performing service. Check for leaks at the fittings of the serviced or replaced component. Use a commercially available liquid leak detector or an electronic leak detector. When using both methods, use the electronic leak detector first to avoid contamination by the liquid leak detector

3.35 COUNTERWEIGHT

If the counterweight has been removed, ensure the retaining bolts are torqued to the proper value as shown in Figure 3-119. Counterweight Bolt Torque.



* Torque to 285 ft.lbs. (388 Nm)

Figure 3-119. Counterweight Bolt Torque

SECTION 4. BOOM & PLATFORM

4.1 PLATFORM CONTROL ENABLE SYSTEM

The platform controls make use of a time dependent enable circuit to limit the time availability of "live" or enabled controls. To operate any directional function, the footswitch must be depressed before activation of the function. When the footswitch is depressed, the controls are enabled, and the operator has 7 seconds to operate any function.

The controls will remain enabled as long as the operator continues to use any function and will remain enabled 7 seconds after the last function has been used. While the controls are "live", the enabled light will be illuminated in the platform display panel. When the time limit has been reached, the enabled light will turn off and the controls will be disabled.

To continue use of the machine the controls must be re-enabled to start the timer system over again. Do this by releasing all functions, then releasing and re-depressing the footswitch.

4.2 PLATFORM LOAD CONTROL SYSTEM

The Platform Load Sensing System (LSS) consists of single load cell and two linkages mounted to the platform rotator and replaces the platform support on machines that get this installation. The load cell includes a sealed circuit and is connected directly to a CAN-based platform control panel within the platform box.

This system compares the capacity to the measured weight in the platform. When the capacity is exceeded, or when there is a fault in the system, the platform overload indicator will flash, the platform alarm will sound at the rate of 5 sec/min and all platform controls (except auxiliary power) will be disabled. The ground controls are unaffected.

4.3 GROUND CONTROL KEYSWITCH SYSTEM

The ground control keyswitch is used for selecting the active control of the machine between the platform or ground control stations and as another shut off switch for machine power. The key is removable only in the off position, which allows the ground control station to have ultimate priority over the platform control.

4.4 FUNCTION SPEED CONTROL SYSTEM

The platform controls for the jib, lift, and main telescope functions are controlled through a common variable speed control knob. This knob feeds the valve driver of each control circuit allowing a smooth ramp up, controlled maximum output speed, and ramp down.

Each function has its own personality settings allowing the characteristics of each function to be modified using the standard analyzer. Not all functions will respond the same to the changes in the function speed knob position. The variable speed control knob when turned counterclockwise and into the detent position (shown with a snail on the control panel decal), will place all functions, including proportional functions, in creep.

4.5 SKYGUARD PROTECTION

This machine incorporates a device or system which protects the user from involuntarily operating the controls. Active configurations may utilize, a bolted-on bar with a sensor (SkyGuard), an optical beam sensor (SkyEye), or a magnetic sensor with a flexible trip mechanism (SkyLine). If the sensor is activated all functions in use will cease or reverse. Each configuration offers an optional red or blue beacon which flashes when the sensor is activated. In some markets, a passive system is available.

4.6 PLATFORM

Support Removal

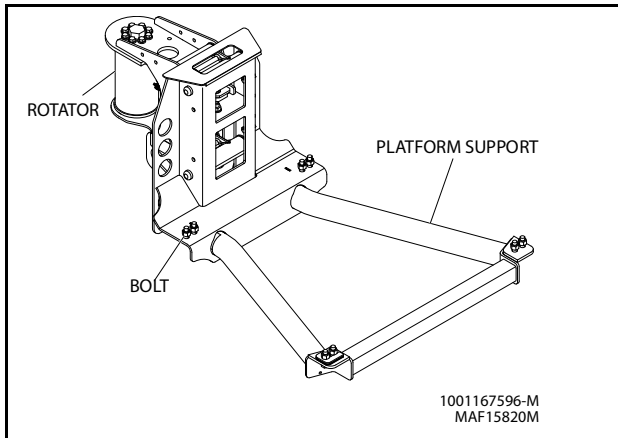
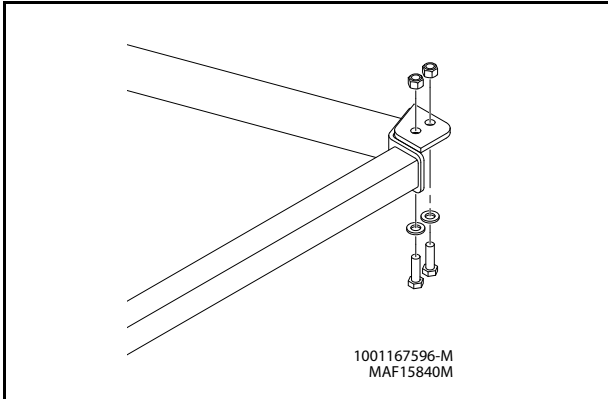


Figure 4-1. Location of Components Platform Support

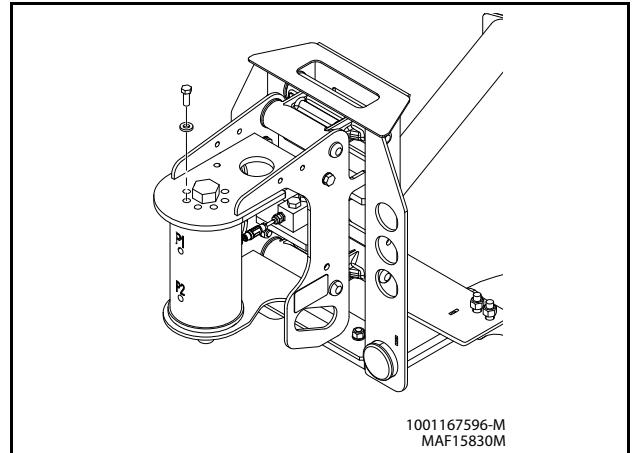
1. Disconnect electrical cables from control console.
2. Tag and disconnect the hydraulic lines from the rotator. Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
3. Remove the bolts securing the platform to the platform support, then remove the platform.



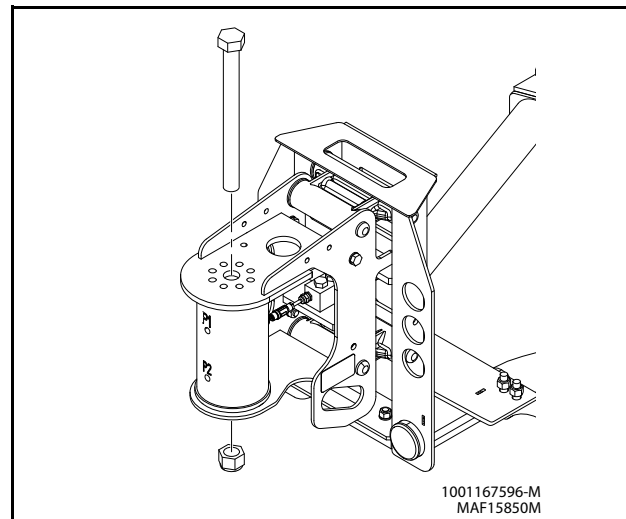
4. Using a suitable lifting device, support the platform support.

NOTE: The platform support weighs approximately 125 lb (56.8 kg).

5. Remove the bolts and locknuts securing the support to the rotator.



6. Using a suitable brass drift and hammer, remove the rotator shaft, then remove the support from the rotator.

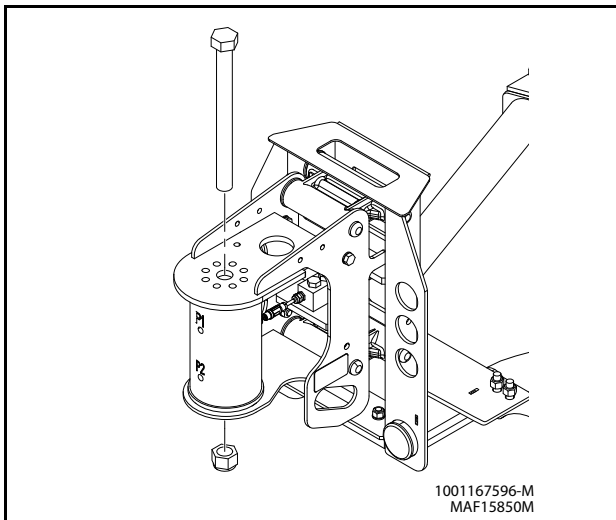


Support Installation

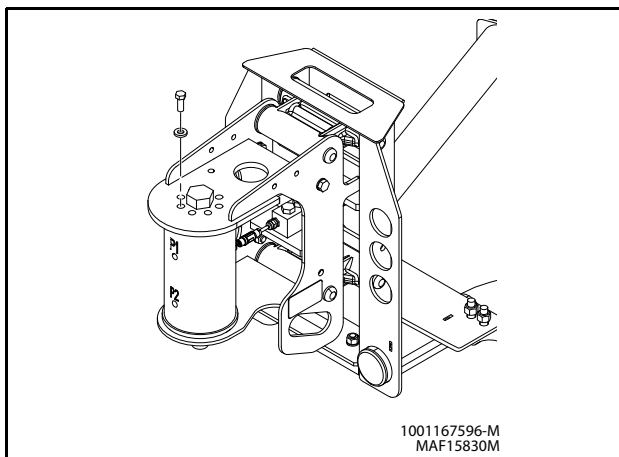
1. Using a suitable lifting device, support the platform support and position it on the rotator.

NOTE: The platform support weighs approximately 125 lb (56.8 kg).

2. Install the rotator center bolt.

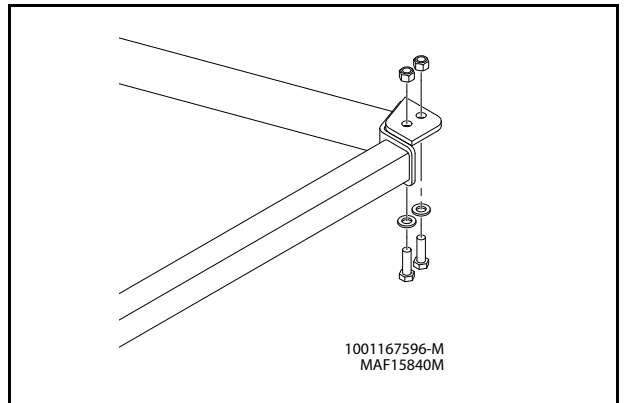


3. Apply Medium Strength Threadlocking Compound to the bolts and locknuts securing the support to the rotator and install the bolts and locknuts.

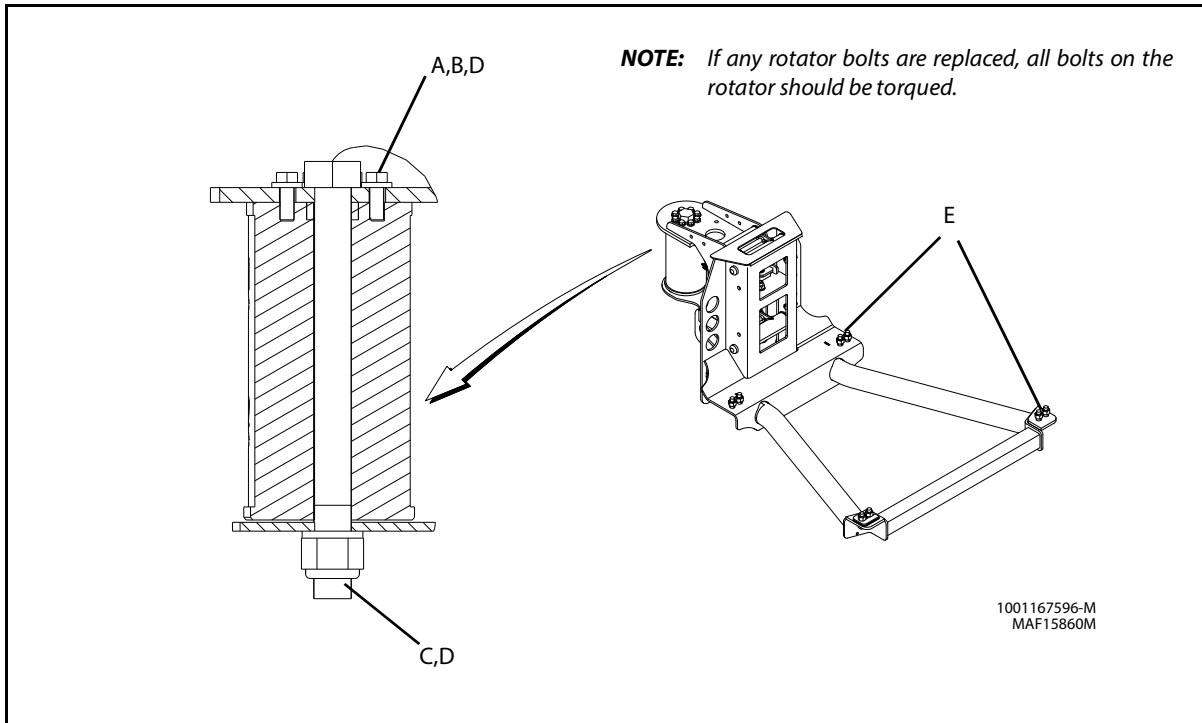


4. Torque the nut on the rotator center bolt to 586 ft. lbs. (795 Nm). Torque the retaining bolts to 40 ft. lbs. (55 Nm).

5. Position the platform on the platform support and install the bolts securing the platform to the platform support.



6. Connect the electrical cables to the platform control console.



- A Torque to 40 ft. lbs. (55 Nm)
- B Medium Strength Threadlocking Compound
- C Torque to 586 ft. lbs. (795 Nm)
- D Check torque every 150 hours of operation
- E Torque 71.5 ft. lbs. (97 Nm)

Figure 4-2. Platform Support Torque Values

4.7 ROTATOR AND SLAVE CYLINDER

Removal

1. Tag and disconnect hydraulic lines from the rotator. Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
2. Supporting the rotator, remove hardware from pin #1. Using a suitable brass drift and hammer remove pin #1 from the jib assembly.
3. Remove the hardware from pin #2. Using a suitable brass drift and hammer, remove pin #2 from the jib assembly and remove the rotator.
4. Telescope the fly section out approximately 20 in. (50.8 cm) to gain access to the slave leveling cylinder.
5. Remove the hardware from pin #3. Using a suitable brass drift and hammer remove pin #3 from the jib assembly.
6. Supporting the slave cylinder, remove the hardware from pin #4. Using a suitable brass drift and hammer remove pin #4 from the fly boom.
7. Tag and disconnect hydraulic lines from the slave leveling cylinder. Use a suitable container to collect any residual hydraulic fluid. Cap hydraulic lines and ports. Remove the slave cylinder.

Installation

1. Support the slave cylinder. Using a suitable brass drift and hammer, install pin #3 to the fly boom.
2. Support the rotator. Using a suitable brass drift and hammer, install pin #2 to the fly boom and install the rotator.
3. Using a suitable brass drift and hammer, install pin #1 to the rotator.
4. Remove tag and reconnect the hydraulic lines to the rotator and the slave cylinder.

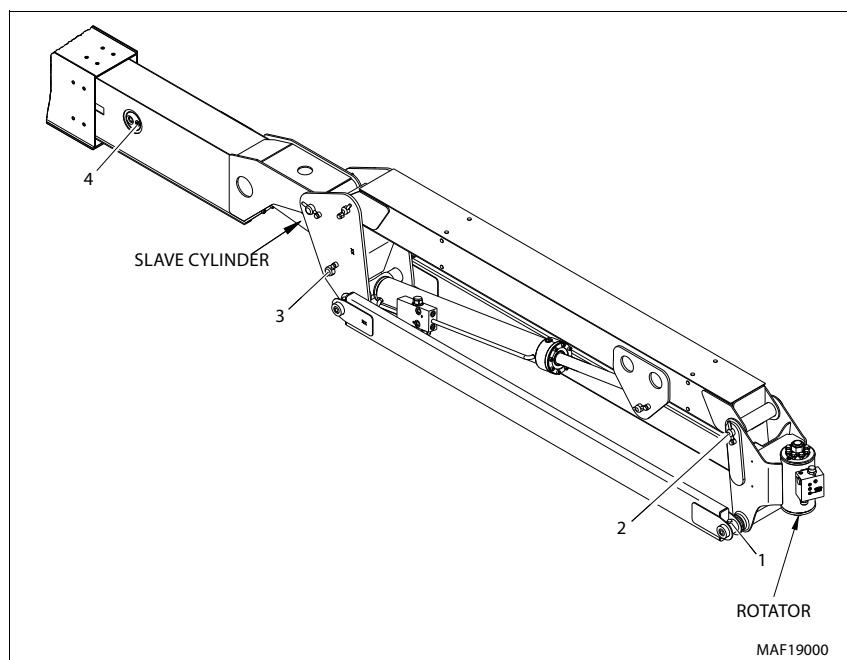


Figure 4-3. Rotator and Leveling Cylinder Components

4.8 MAIN BOOM POWERTRACK

Removal

1. Disconnect wiring harness connectors located in tower upright.

NOTICE

HYDRAULIC LINES AND PORTS SHOULD BE CAPPED IMMEDIATELY AFTER DISCONNECTING LINES TO AVOID ENTRY OF CONTAMINANTS INTO SYSTEM.

2. Tag and disconnect hydraulic lines from connectors at boom assembly. Use suitable container to collect any residual hydraulic fluid. Cap hydraulic lines and ports.
3. Remove hydraulic lines and electrical cables from powertrack.
4. Using suitable lifting equipment, adequately support powertrack weight along entire length.

NOTE: *The powertrack assembly including push tube weighs approximately 193 lb (88 kg).*

5. Remove bolts (1) and (2) securing the push tube to the fly boom section.
6. Remove bolt (3) securing the push tube to the base boom section.
7. With powertrack supported and using all applicable safety precautions, remove bolt (4) and (5) securing rail to the carrier tube. Remove powertrack from boom section.

Installation

1. Using suitable lifting equipment, adequately support the powertrack weight along entire length.

NOTE: *The powertrack assembly including push tube weighs approximately 193 lb (88 kg).*

2. With powertrack supported and using all applicable safety precautions, install bolts (4) and (5) securing rail to the carrier tube.
3. Install bolts (3) that attaches rail to the push tube to the base boom section.
4. Install bolts (1) and (2) securing the push tube to the fly boom section.
5. Remove tag and reconnect all hydraulic lines and electrical cable from powertrack.
6. Remove tag and reconnect hydraulic lines from connectors at boom assembly.

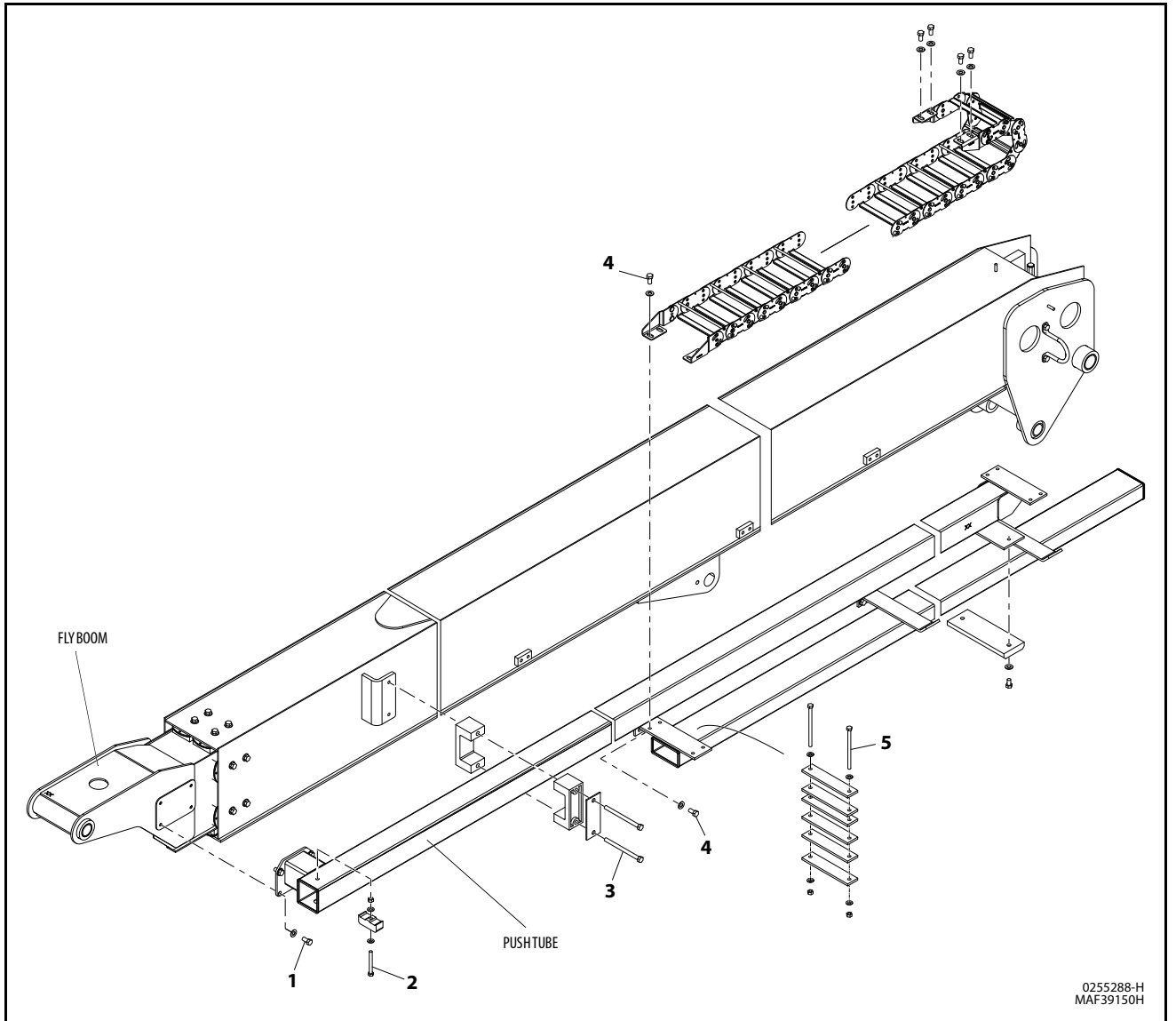


Figure 4-4. Power Track Installation - Main Boom

4.9 POWERTRACK MAINTENANCE

Remove Link

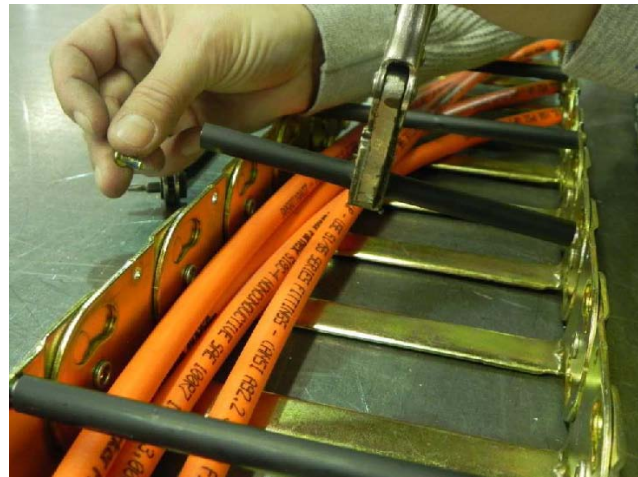
NOTE: Hoses shown in powertrack are for example only. Actual hose and cable arrangements are different.



1. Clamp bar and poly roller tightly so they do not spin when removing screw. With a small 1/4 in. ratchet and a T-20 Torx bit, remove 8-32 x 0.500 screw from one side.



2. Repeat step 1 and remove screw from other side of track. Remove bar/poly roller from powertrack.



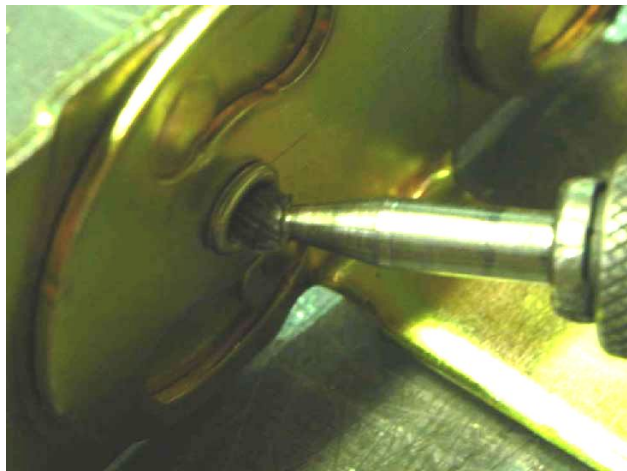
NOTICE

REPOSITION CABLES/HOSES. KEEP COVERED DURING GRINDING TO PREVENT DAMAGE.

3. To remove a link, rivets holding links together must be removed. Use a right-angle pneumatic die grinder with a 1/4 in. ball double cut bur attachment.

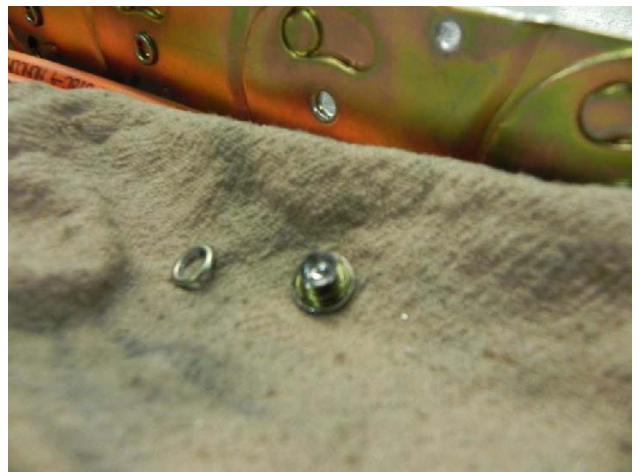


4. insert tool into rolled over end of rivet. Grind out middle of rivet until rolled over part of rivet falls off. Repeat for all rivets to be removed.



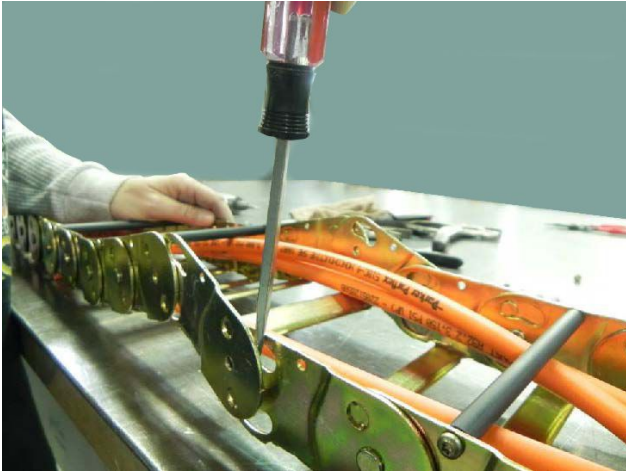
5. After grinding it may be necessary to use a center punch with a hammer to remove rivet.

NOTE: It may be necessary to loosen fixed end brackets from machine to move track section enough to disconnect links.

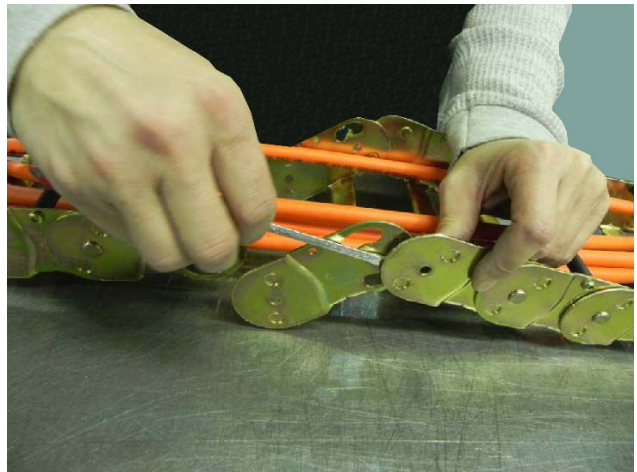


SECTION 4 - BOOM & PLATFORM

6. Insert flat head screwdriver between links. Twist and pull links apart.

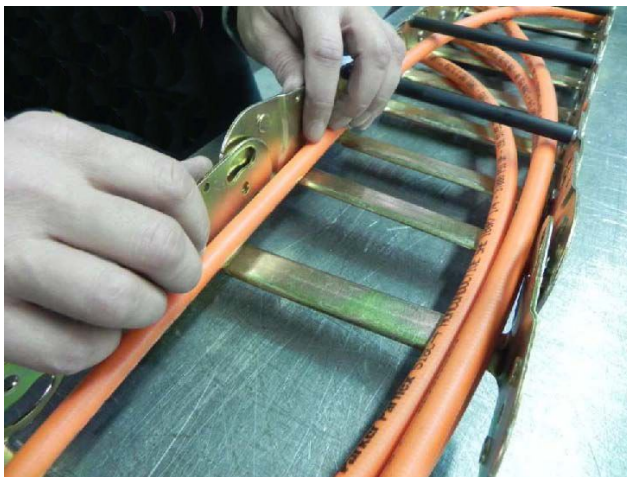


7. Remove link from other section of powertrack using screwdriver.

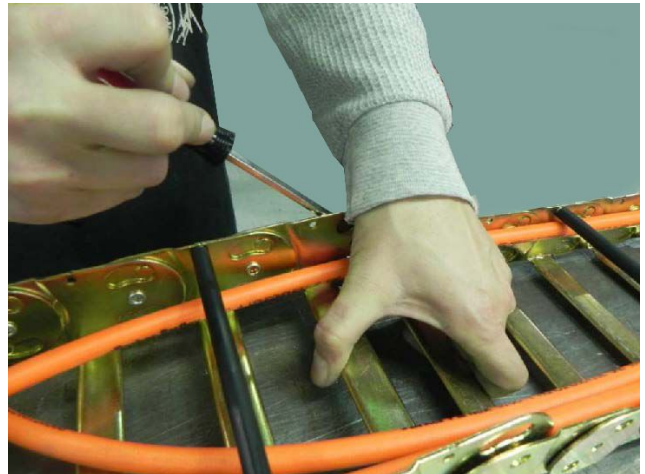
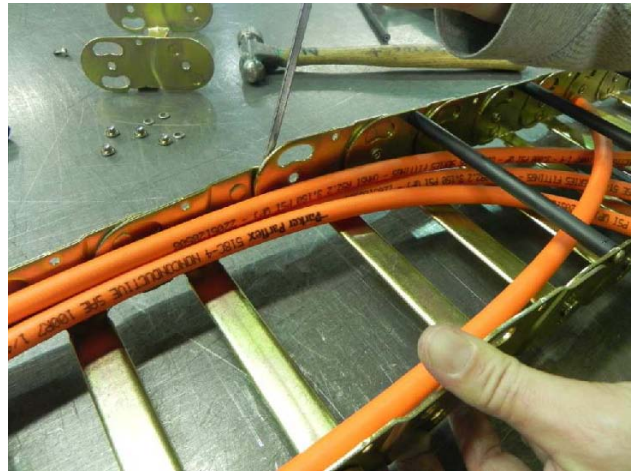


Install New Link

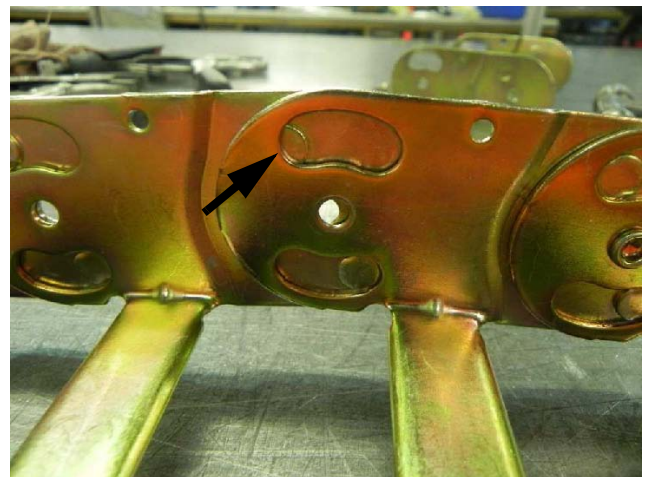
1. Squeeze cut-out end of new link into half-shear (female) end of track section.



2. Spread half-shear (female) end of new link and slide cut-out end of track section into it. Use screwdriver if necessary.

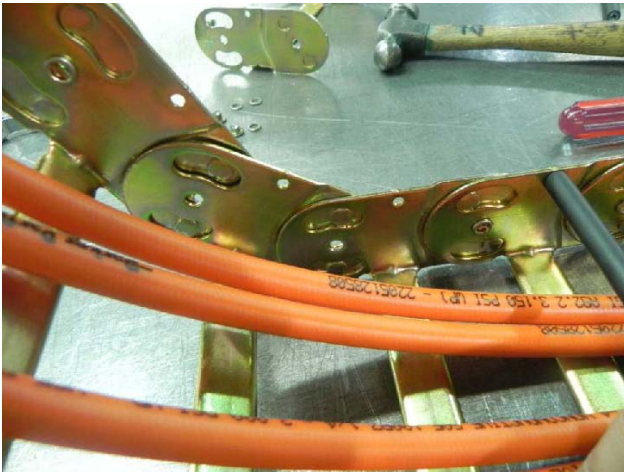


3. Round half-shears will not fit properly in cut-outs after new link is installed.

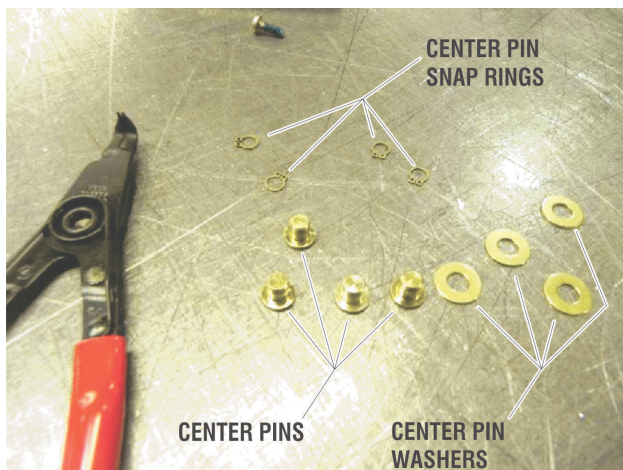


SECTION 4 - BOOM & PLATFORM

4. Pull moving end over track so new connection is positioned in curve of powertrack. Round half-shears will rotate into cut-outs.



5. Parts shown below connect new link to powertrack.



6. Push pin through center hole. Slide washer on pin.



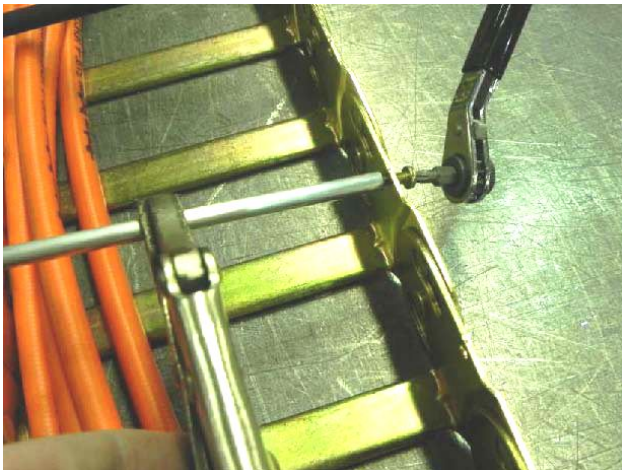
7. Install snap ring in groove on pin. Repeat pin installation steps for all center holes with rivets removed.



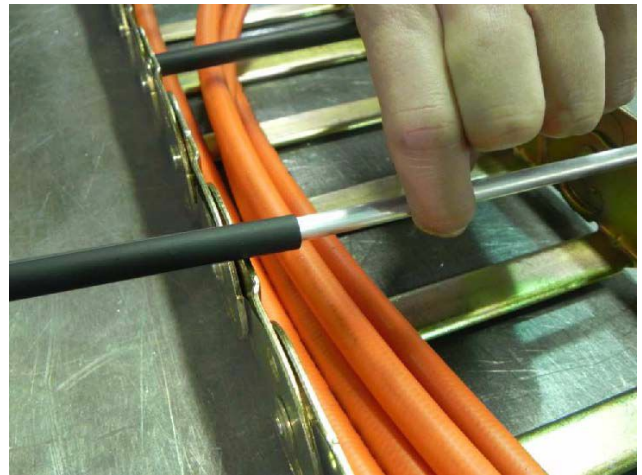
NOTE: Make sure snap rings are seated in pin groove and closed properly.



8. Install new 8-32 x 0.500 self-threading Torx head screw in end of new aluminum round bar. Torque to 18-20 in-lb (2-2.25 Nm).

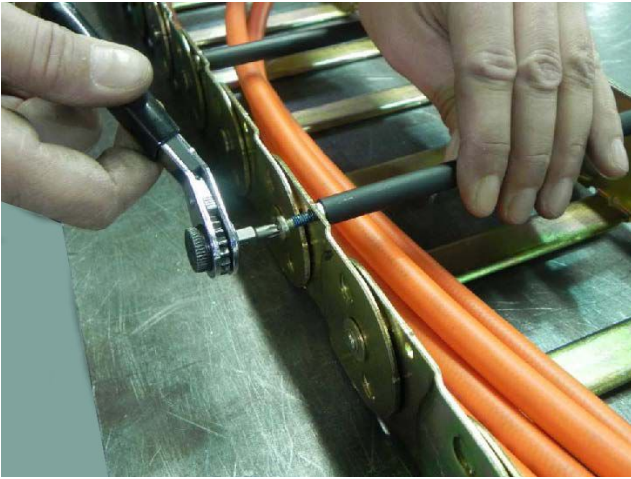


9. Pull up on other end of round bar. Slide new poly roller on bar.

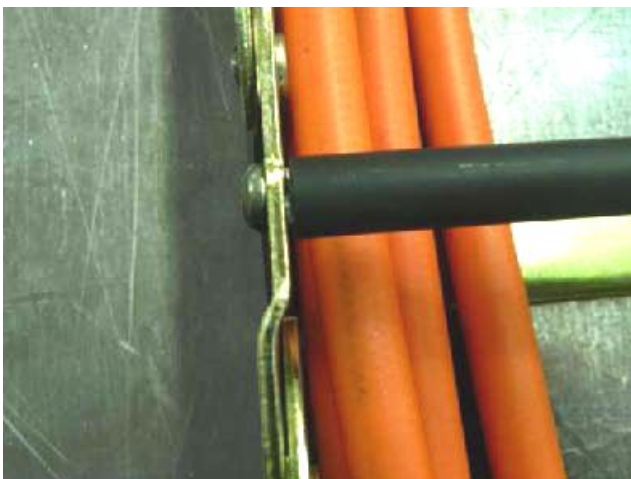


SECTION 4 - BOOM & PLATFORM

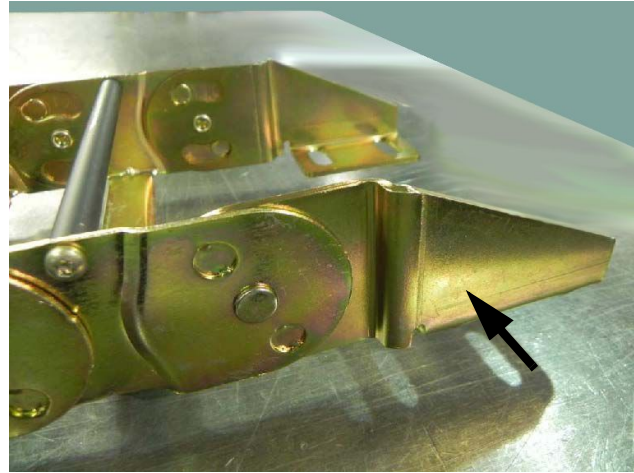
10. Install new 8-32 x 0.500 self threading screw on other side. Torque to 18-20 in-lb (2-2.25 Nm).



NOTE: When tightening screws make sure screw head is seated against link with no space in between link and underside of screw head.



Replace Fixed End Brackets



NOTICE

REPOSITION CABLES/HOSES. KEEP COVERED DURING GRINDING TO PREVENT DAMAGE.

1. Remove rivets as shown in link removal instructions.



2. Parts used: Bracket Center Pin and Center Pin Snap Ring.



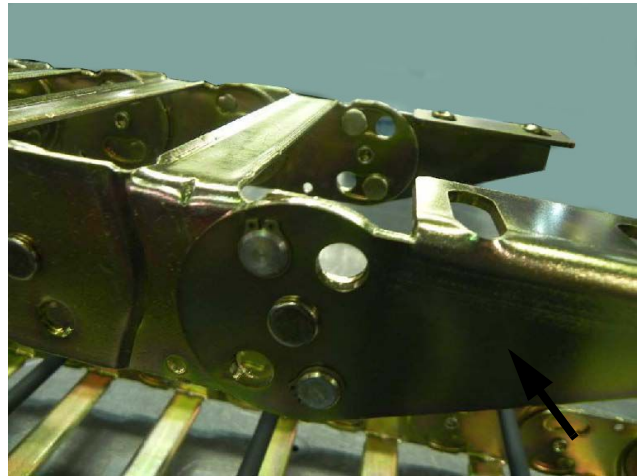
3. Take new bracket and install bracket center pin and snap ring. Repeat on other bracket if replacing it.



NOTE: Ensure snap rings are seated in pin groove and closed properly.



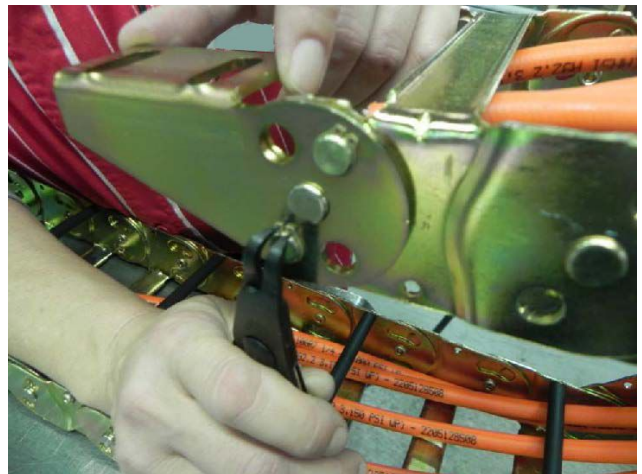
Replace Moving End Brackets



NOTICE

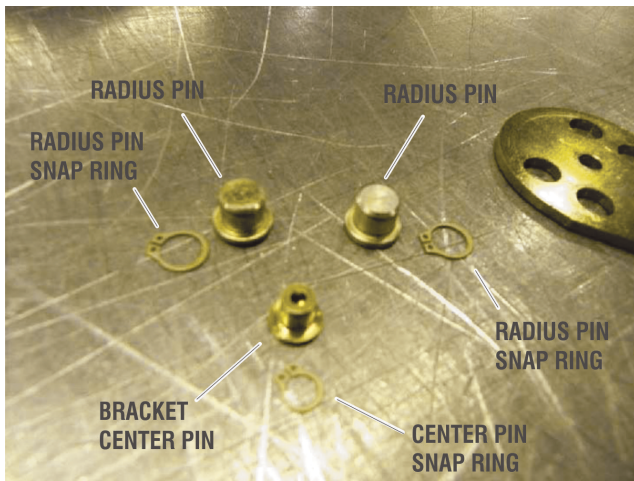
REPOSITION CABLES AND HOSES. KEEP COVERED DURING GRINDING TO PREVENT DAMAGE.

1. Remove existing pins and center rivet. Remove rivet as shown in link removal instructions on page 4-20. Repeat on other bracket if replaced.

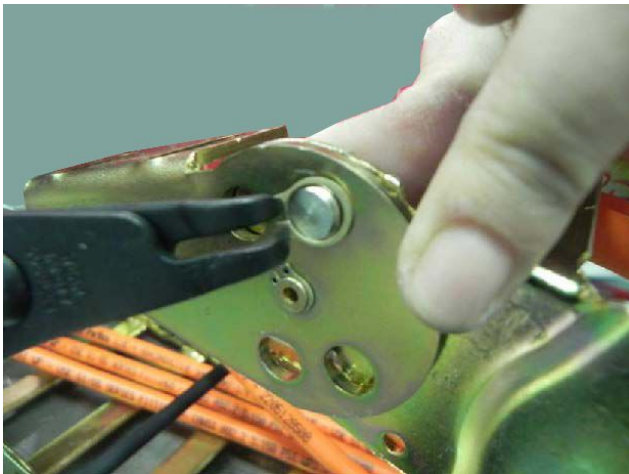


SECTION 4 - BOOM & PLATFORM

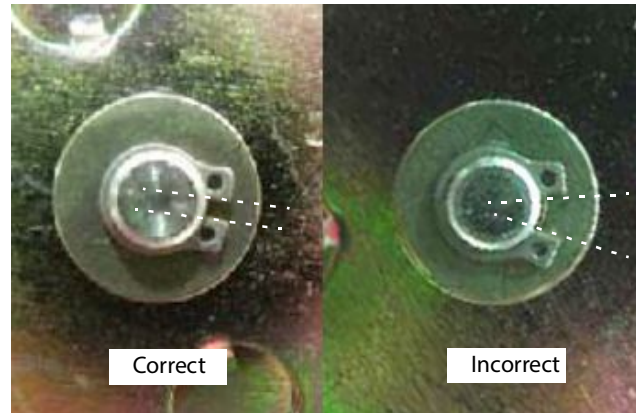
2. Install center pin with snap ring in new bracket.



3. Install radius pins and snap rings in original locations. Repeat with other moving end if replaced.



NOTE: Ensure snap rings are seated in pin groove and closed properly.



4. Make sure both brackets rotate correctly.



4.10 MAIN BOOM ASSEMBLY

Refer to Figure 4-5., Main Boom Assembly Components.

Removal

1. Support boom assembly weight along entire length using suitable lifting equipment.

NOTICE

CAP HYDRAULIC LINES AND PORTS IMMEDIATELY AFTER DISCONNECTING LINES TO PREVENT SYSTEM CONTAMINATION.

2. Tag and disconnect hydraulic lines from telescope cylinder. Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
3. Remove hardware securing lift cylinder rod end to base boom section.
4. Remove lift cylinder pin from base boom using a suitable brass drift and hammer.
5. Remove hardware securing master cylinder rod end to base boom section.
6. Remove master cylinder pin from base boom using a suitable brass drift and hammer.
7. Remove hardware securing boom pivot pin to turntable upright.
8. Using a suitable brass drift and hammer, remove pivot pin from turntable upright.
9. Using all applicable safety precautions, carefully lift boom assembly clear of upright. Lower to ground or suitably supported work surface.

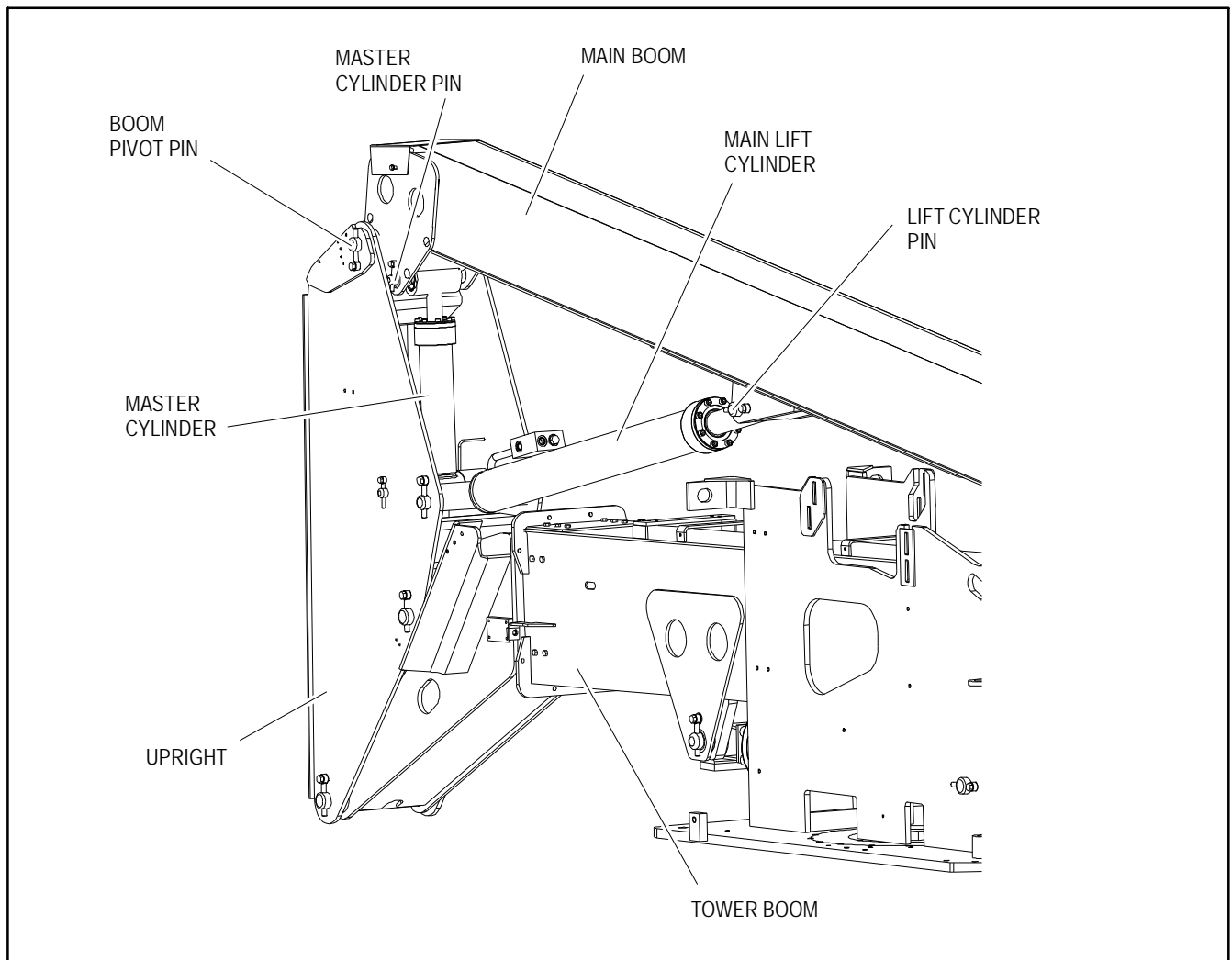


Figure 4-5. Main Boom Assembly Components

Disassembly

1. Remove hardware securing telescope cylinder to aft end of main boom section.
2. Remove hardware and wear pads from top, sides, and bottom of main boom section.
3. Remove fly boom assembly from main boom using overhead crane or suitable lifting device.
4. Remove hardware from telescope cylinder pin. Remove cylinder pin from fly boom section using a suitable brass drift and hammer.
5. Pull telescope cylinder partially from aft end of fly boom. Secure cylinder with a suitable sling and lifting device at center of gravity.
6. Carefully remove telescope cylinder and place on a suitable trestle.

NOTE: *The Main Boom Telescope Cylinder can be removed without disassembling the main boom by disconnecting hydraulic lines, top attaching pin of main boom lift cylinder and telescope cylinders as directed above, and pulling out the telescope cylinder through the access plate opening of the upright.*

7. Remove hardware and wear pads from top, sides, and bottom of fly boom section.

Inspection

NOTE: *Replace worn or damage components as needed.*

1. Inspect main boom pivot pin for wear, scoring, tapering and ovality, or other damage. Replace pins if necessary.
2. Inspect telescope cylinder attach point for scoring, tapering and ovality. Replace pins if necessary.
3. Inspect main lift cylinder attach pin for wear, scoring, tapering and ovality, or other damage. Protect pin surfaces before installation. Replace pins if necessary.
4. Inspect inner diameter of boom pivot bearing for scoring, distortion, wear, or other damage. Replace bearing if necessary.
5. Inspect all wear pads for excessive wear or other damage.
6. Inspect threaded components for stretching, thread deformation, twisting, or other damage. Replace if necessary.
7. Inspect structural units of boom assembly for bending, cracking, separation of welds, or other damage. Replace boom sections if necessary.

Assembly

NOTE: When installing fly section wear pads, install same number and thickness of shims as were removed during disassembly.

1. Measure inside dimensions of base section to determine number of shims required for proper lift.
2. Install side, top, and bottom wear pads to aft end of fly section. Shim evenly to inside measurements of base boom section.

NOTICE

ENSURE BOOM SLIDING AREAS ARE CLEAR OF CHAINS, TOOLS, AND OTHER OBJECTS WHEN ASSEMBLING BOOM SECTIONS.

3. Secure sling and lifting device at telescope cylinder center of gravity. Lift cylinder to aft end of fly boom section.
4. Slide telescope cylinder in aft end of fly boom section. Align attachment holes in fly boom section with hole in rod end of telescope cylinder.
5. Install telescope cylinder pin. Secure with mounting hardware.
6. Secure sling and lifting device at fly boom center of gravity.
7. Slide fly boom assembly in base boom section. Check for 1/16 in. (1.57 mm) clearance. Shim if needed.
8. Install wear pads in forward position of base boom section. Check for 2/10 in. (5.08 mm) clearance. Shim if needed.
9. Align cylinder with slots at aft end of base boom section. Secure cylinder with mounting hardware.

Installation

1. Use a suitable lifting device to position boom assembly on upright. Align pivot holes in boom and upright.
2. Install boom pivot pin. Ensure location of hole in pin is aligned with attach point with upright.
3. Gently tap pin in position with soft headed mallet. Install pin mounting hardware.
4. Align holes in boom structure with hole in master cylinder. Insert master cylinder pin. Ensure location of hole in pin is aligned with attach point on boom.
5. Using all applicable safety precautions, operate lifting device and position boom lift cylinder so holes in cylinder rod end and boom structure are aligned. Insert lift cylinder pin. Ensure location of hole in pin is aligned with attach point on boom.
6. Connect all wiring connectors.
7. Connect all hydraulic lines running along side of boom assembly.
8. Using all applicable safety precautions, operate machine systems and raise and extend boom fully. Note extension cycle performance.
9. Retract and lower boom. Note retraction cycle performance.

4.11 UPRIGHT

Removal

NOTICE

HYDRAULIC LINES AND PORTS SHOULD BE CAPPED IMMEDIATELY AFTER DISCONNECTING LINES TO AVOID ENTRY OF CONTAMINANTS INTO SYSTEM.

1. Tag and disconnect hydraulic lines to main lift cylinder (1). Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
2. Support main lift cylinder using suitable lifting device.
3. Remove bolt and keeper pin from main lift cylinder barrel end pin (2). Remove pin using a suitable brass drift and hammer.
4. Tag and disconnect hydraulic lines to master cylinder (3). Use a suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
5. Remove bolt and keeper pin from master cylinder barrel end pin (4). Remove pin using a suitable brass drift and hammer.
6. Disconnect wiring harness to two horizontal limit switches (5) and dual capacity limit switch (6).
7. Support tower upright (7) with suitable lifting device.
8. Remove mounting hardware and hose bracket (8) from tower upright.
9. Remove bolt and keeper pin from upright level cylinder (9) barrel end pin (10). Remove pin using a suitable brass drift and hammer.
10. Remove bolt and keeper pin from upright pivot pin (11). Remove pin using a suitable brass drift and hammer. Remove upright from tower boom assembly.

Installation

1. Using suitable lifting device, position upright on tower boom assembly so pivot holes in upright and tower boom are aligned.
2. Install upright pivot pin (11) into the tower boom assembly and secure it with the mounting hardware.
3. Using all applicable safety precautions, operate lifting device and position upright leveling cylinder (9) so holes in cylinder barrel end and upright structure are aligned. Insert level cylinder pin (10), ensuring that location of hole in pin is aligned with attach point on upright.
4. Align main lift cylinder (1) with attach holes in upright. Using a soft head mallet, install cylinder pin (2) and secure with mounting hardware.
5. Align master cylinder (3) with attach holes in upright. Using a soft head mallet, install cylinder pin (4) and secure with mounting hardware.
6. Install mounting hardware and hose bracket (8) to tower upright.
7. Connect wiring harness to horizontal limit switch (5) and dual capacity limit switch (6).
8. Connect the hydraulic lines to the main boom lift cylinder as tagged during removal.

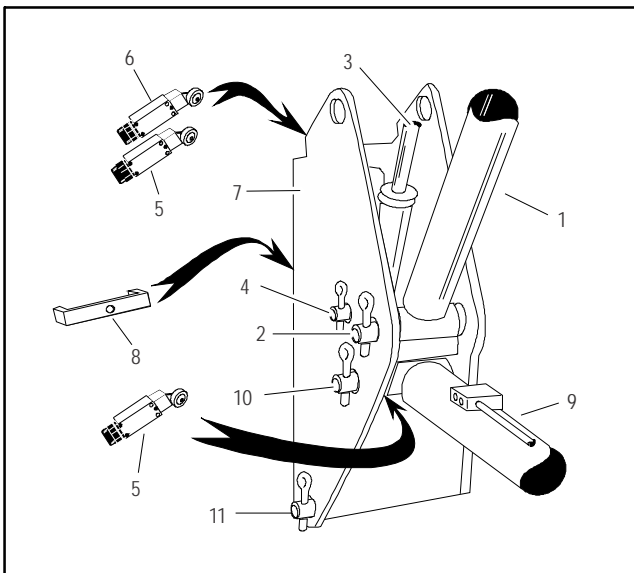


Figure 4-6. Tower Upright Components

4.12 TOWER BOOM ASSEMBLY

Removal

NOTICE

HYDRAULIC LINES AND PORTS SHOULD BE CAPPED IMMEDIATELY AFTER DISCONNECTING LINES TO AVOID ENTRY OF CONTAMINANTS INTO SYSTEM.

1. Using an overhead crane or suitable lifting device, support the entire Tower Boom Assembly and separately support the tower lift cylinder.
2. Tag and disconnect all hydraulic lines from tower boom assembly to turntable components. Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
3. Disconnect wiring harness from ground control box.
4. Remove mounting hardware from tower lift cylinder rod end. Using a suitable brass drift and hammer, remove the tower lift cylinder pin #1 from the tower boom assembly.
5. Remove mounting hardware from tower boom pivot pin. Using a suitable brass drift and hammer, remove pin #2 from turntable assembly.
6. Using all applicable safety precautions, carefully lift the Tower Boom Assembly clear of turntable and lower to ground or a suitable supported work surface.

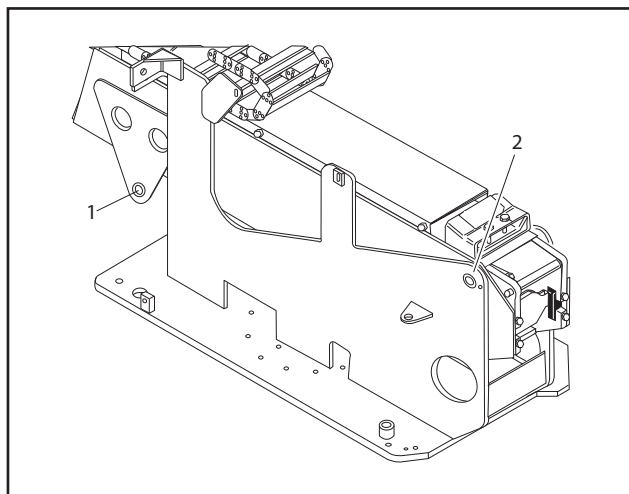


Figure 4-7. Tower Boom Components

Disassembly

1. Remove brackets securing hoses and wiring harnesses to push tubes and top of tower boom assembly.

2. Mark all hoses and wiring harnesses at bracket on rear end of tower base boom section for future assembly. Remove hoses and wiring harness from tower boom powertrack.
3. Remove mounting hardware which secures the push tubes to the tower fly boom section.
4. Remove mounting hardware which secures push tubes to the powertrack. Remove push tubes.
5. Remove mounting hardware which secures the powertrack to the cover plate, then remove powertrack.
6. Remove mounting hardware which secures the cover plate to the top of the tower base section, then remove cover plate.
7. Remove mounting hardware from tower boom telescope cylinder barrel end.
8. Remove mounting hardware which secures the wear pads to front of tower base boom section; remove the wear pads from the top, sides and bottom of the tower base boom.
9. Remove fly assembly from base section using an overhead crane or suitable lifting device.
10. Remove mounting hardware which secures tower telescope cylinder to the fly section. Remove pin from fly boom section using a suitable brass drift and hammer.
11. Remove mounting hardware which secures wear pads to aft end of tower fly boom section; remove the wear pads from the top, sides and bottom of the fly boom.
12. Remove mounting hardware which secures upright leveling cylinder to fly section. Remove pin from fly boom section using a suitable brass drift and hammer.
13. Remove hardware and wear pads from top, sides, and bottom of fly boom aft section.

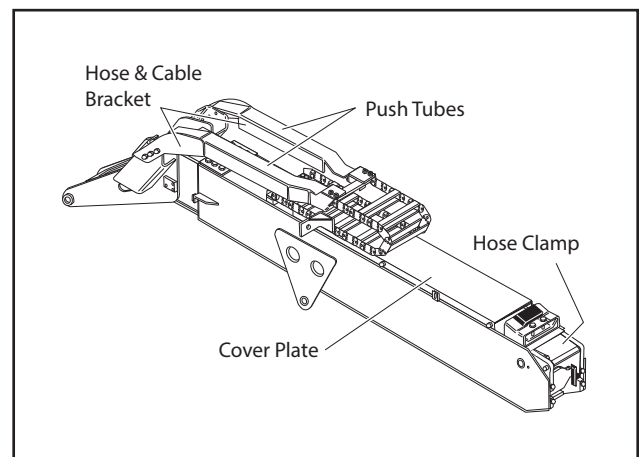


Figure 4-8. Tower Boom Powertrack Components

Inspection

NOTE: Replace worn or damage components as needed.

1. Inspect tower boom pivot pin for wear, scoring, tapering and ovality, or other damage. Replace pins if necessary.
2. Inspect tower boom pivot attach points for scoring, tapering and ovality, or other damage. Replace pins if necessary.
3. Inspect inner diameter of tower boom pivot bearings for scoring, distortion, wear, or other damage. Replace pins if necessary.
4. Inspect lift cylinder attach pin for wear, scoring, tapering and ovality, or other damage. Ensure pin surfaces are protected prior to installation. Replace pins if necessary.
5. Inspect inner diameter of upright attach point bearings for scoring, distortion, wear, or other damage. Replace bearing if necessary.
6. Inspect all threaded components for stretching, thread deformation, twisting, or other damage. Replace if necessary.
7. Inspect structural units of tower boom assembly for bending, cracking, separation of welds, or other damage. Replace boom sections if necessary.
8. Inspect powertrack for cracking, wear, or other damage. Replace links or assembly, if necessary.

Assembly

NOTE: When installing fly section wear pads, install same number and thickness of shims as were removed during disassembly.

1. Measure inside dimensions of tower base section to determine number of shims required for proper lift.
2. Install side, top and bottom wear pads to front end of tower fly section. Shim evenly to measurements of the inside of base boom section.

NOTICE

ENSURE BOOM SLIDING AREAS ARE CLEAR OF CHAINS, TOOLS, AND OTHER OBJECTS WHEN ASSEMBLING BOOM SECTIONS.

3. Align upright leveling cylinder with attach holes in tower fly boom. Using a soft head mallet, install the cylinder pin into tower fly boom and secure with mounting hardware.
4. Install side, top, and bottom wear pads to the aft end of tower fly section; shim evenly to the measurements of the inside of the base boom section.

5. Align tower telescope cylinder with attach holes in tower fly boom. Install cylinder pin in tower fly boom using a soft head mallet. Secure with mounting hardware.
6. Secure the sling and lifting device at the tower fly boom assembly's approximate center of gravity.
7. Slide tower fly boom assembly into the tower base boom section. Shim boom, if necessary, for a total of 1/16 in. (0.062) clearance.
8. Install wear pads in forward position of the tower base boom section. Shim boom, if necessary, for a total of 2/10 in. (0.20) clearance.
9. Align telescope cylinder with slots at aft end of tower base boom section. Secure cylinder with mounting hardware.
10. Install cover plate to attach point on the tower base boom section, then secure with mounting hardware.
11. Install powertrack to attach point on the tower base boom section, then secure with mounting hardware.
12. Attach push tubes to the powertrack and attach point on the tower fly boom section with mounting hardware.
13. Properly route hoses and wiring harnesses through bracket at aft end of tower base boom section.
14. Pull hoses and wiring harnesses through hose bracket to mark on hoses and harnesses from disassembly. Clamp for proper length.
15. Route hoses and harnesses through powertrack. Push tubes through holes in side of tower fly boom nose. Secure hoses and harnesses with hoses brackets.

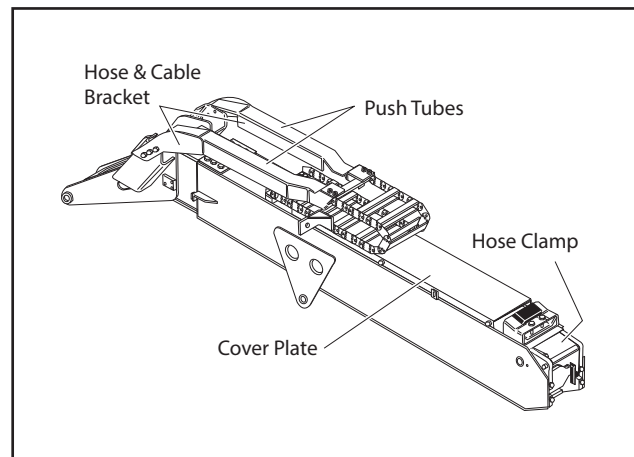


Figure 4-9. Tower Boom Powertrack Components

Installation

1. Position tower boom assembly on turntable using a suitable lifting device. Align pivot holes in boom and turntable.
2. Install tower boom pivot pin #1. Ensure location of hole in pin is aligned with attach point on turntable.
3. If necessary, gently tap pin into position with soft headed mallet. Secure pin mounting hardware.
4. Using all applicable safety precautions, operate lifting device and position lower boom lift cylinder so holes in cylinder rod end and tower boom structure are aligned. Insert lift cylinder pin #2, ensuring that location of hole in pin is aligned with attach point on tower boom.
5. Connect all wiring connections at ground controls.
6. Connect all hydraulic lines running from aft end of tower boom assembly to ground controls.

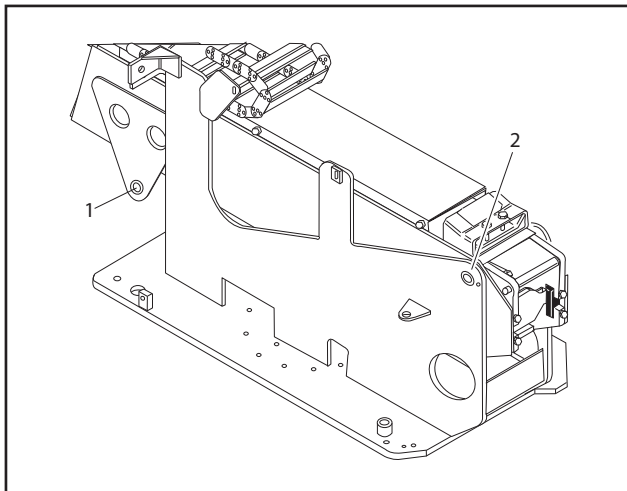


Figure 4-10. Tower Boom Components

4.13 JIB ASSEMBLY

Refer to Figure 4-11., Jib Assembly.

Removal

NOTE: Support the jib using a suitable lifting device.

1. For platform and support removal see Section 4.1, Platform Control Enable System.
2. Position the articulating jib boom level with ground.

NOTICE

HYDRAULIC LINES AND PORTS SHOULD BE CAPPED IMMEDIATELY AFTER DISCONNECTING LINES TO AVOID ENTRY OF CONTAMINANTS INTO SYSTEM.

3. Tag and disconnect hydraulic lines from level cylinder and jib lift cylinder. Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
4. Remove mounting hardware from slave leveling cylinder pin #1. Using a suitable brass drift and hammer, remove the cylinder pin from jib assembly.
5. Remove mounting hardware from jib assembly boom pivot pin #2. Using a suitable brass drift and hammer, remove the pivot pin from boom assembly.

Disassembly

1. Remove mounting hardware from jib boom pivot pins #3 and #4. Using a suitable brass drift and hammer, remove the pins from articulating jib boom pivot weldment.
2. Remove mounting hardware from rotator support pins #5 and #6. Using a suitable brass drift and hammer, remove the pins from rotator support.
3. Remove mounting hardware from lift cylinder pin #7. Using a suitable brass drift and hammer, remove the cylinder pin from articulating jib boom.

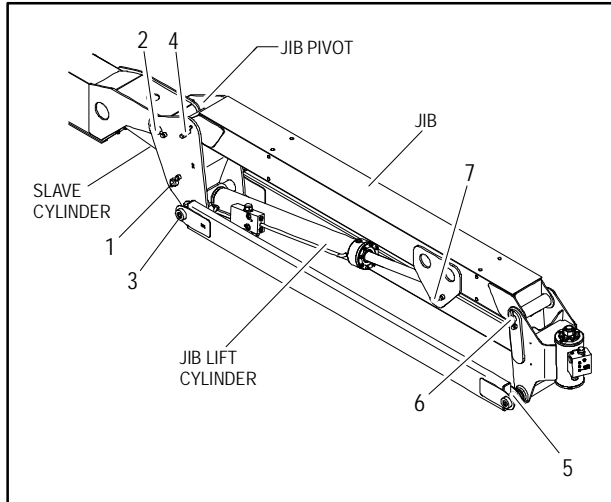


Figure 4-11. Jib Assembly

Inspection

NOTE: When inspecting pins and bearings Refer to Section 2.5 - Pins and Composite Bearing Repair Guidelines.

1. Inspect fly boom pivot pin for wear, scoring, tapering and ovality, or other damage. Replace pins as necessary.
2. Inspect fly boom pivot attach points for scoring, tapering and ovality, or other damage. Replace pins as necessary.
3. Inspect inner diameter of fly boom pivot bearings for scoring, distortion, wear, or other damage. Replace bearings as necessary.
4. Inspect lift cylinder attach pin for wear, scoring, tapering and ovality, or other damage. Ensure pin surfaces are protected prior to installation. Replace pins as necessary.
5. Inspect inner diameter of rotator attach point bearings for scoring, distortion, wear, or other damage.
6. Inspect all threaded components for damage such as stretching, thread deformation, or twisting. Replace as necessary.
7. Inspect structural units of jib boom assembly for bending, cracking, separation of welds, or other damage. Replace boom sections as necessary.

Assembly

1. Align lift cylinder with attach holes in jib assembly. Using a soft head mallet, install cylinder pin #7 into jib and secure with mounting hardware.
2. Align rotator support with attach hole in jib assembly. Using a soft head mallet, install rotator support pin #6 into jib and secure with mounting hardware.
3. Align bottom tubes with attach holes in rotator support. Using a soft head mallet, install rotator support pin #5 into jib assembly and secure with mounting hardware.
4. Align jib assembly with attach hole in jib boom pivot weldment. Using a soft head mallet, install rotator support pin #4 into jib assembly and secure with mounting hardware.
5. Align bottom tubes with attach holes in jib boom pivot weldment. Using a soft head mallet, install rotator support pin #3 into jib boom pivot weldment and secure with mounting hardware.

Installation

1. Align jib boom pivot weldment with attach holes in fly boom assembly. Using a soft head mallet, install pivot pin #2 into fly boom assembly and secure with mounting hardware.
2. Align the slave leveling cylinder with attach holes in jib boom pivot weldment. Using a soft head mallet, install slave leveling cylinder pin #1 into articulating jib boom pivot weldment and secure with mounting hardware.

4.14 BOOM CLEANLINESS GUIDELINES

The following are guidelines for internal boom cleanliness for machines that are used in excessively dirty environments.

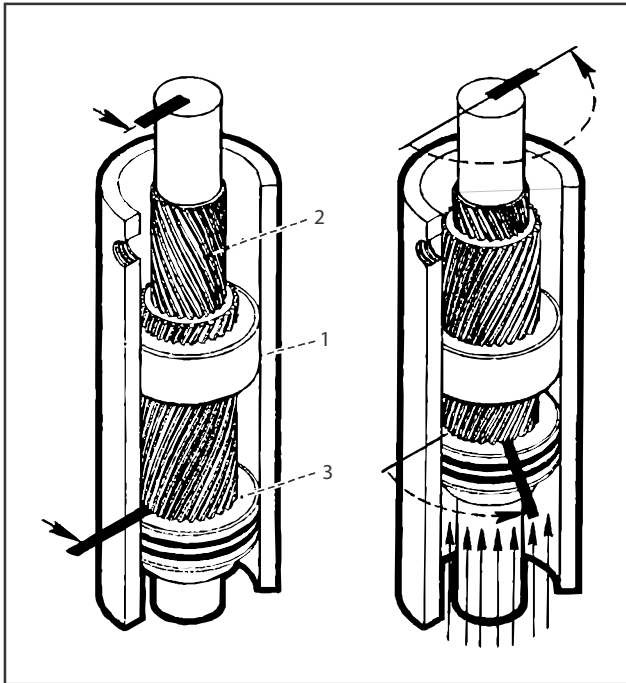
1. JLG recommends the use of the JLG Hostile Environment Package if available to keep the internal portions of a boom cleaner and to help prevent dirt and debris from entering the boom. This package reduces the amount of contamination which can enter the boom but does not eliminate the need for more frequent inspections and maintenance when used in these types of environments.
2. JLG recommends that you follow all guidelines for servicing your equipment in accordance with the instructions outlined in the JLG Service & Maintenance Manual for your machine. Periodic maintenance and inspection is vital to the proper operation of the machine. The frequency of service and maintenance must be increased as environment, severity and frequency of usage requires.
3. Debris and foreign matter inside of the boom can cause premature failure of components and should be removed. Methods to remove debris should always be done using all applicable safety precautions outlined in the JLG Service & Maintenance Manuals.
4. The first attempt to remove debris from inside the boom must be to utilize pressurized air to blow the debris toward the nearest exiting point from the boom. Make sure that all debris is removed before operating the machine.
5. If pressurized air cannot dislodge the debris, then water with mild solvents applied via a pressure washer can be used. Again the method is to wash the debris toward the nearest exiting point from the boom. Make sure that all debris is removed, that no "puddling" of water has occurred, and that the boom internal components are dry prior to operating the machine. Make sure you comply with all federal and local laws for disposing of the wash water and debris.
6. If neither pressurized air nor washing of the boom dislodges and removes the debris, then disassemble the boom in accordance to the instructions outlined in the JLG Service & Maintenance Manual to remove the debris.

4.15 ROTARY ACTUATOR

Theory of Operation

The L20 Series rotary actuator is a simple mechanism that uses the sliding spline operating concept to convert linear piston motion into powerful shaft rotation.

Each actuator is composed of a housing with integrated gear teeth (1) and only two moving parts: the central shaft with integrated bearing tube and mounting flange (2), and the annular piston sleeve (3). Helical spline teeth machined on the shaft engage matching splines on the piston inside diameter. The piston outside diameter carries a second set of opposite direction splines which engage with matching splines in the housing.



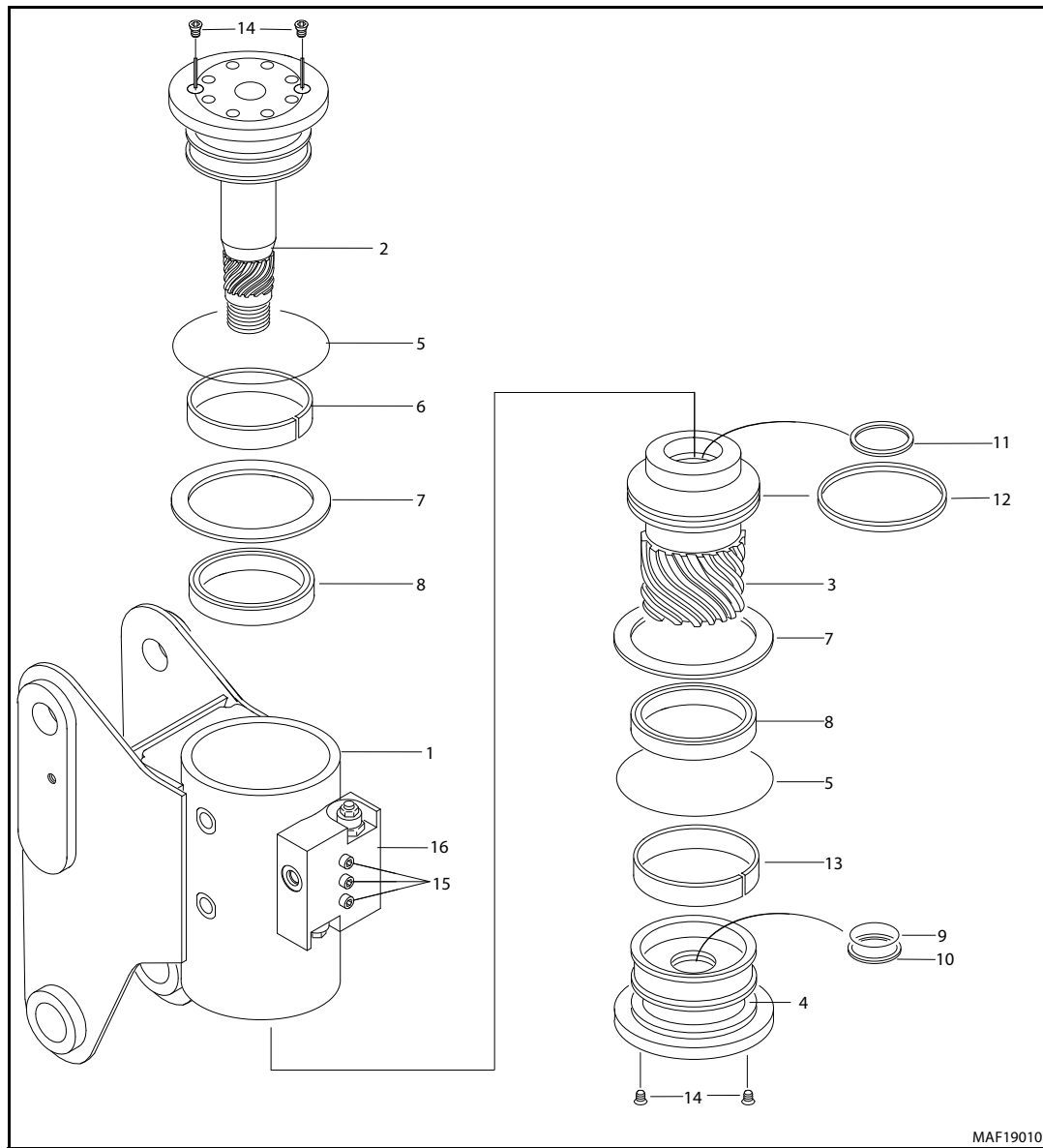
Bars indicate starting positions of piston and shaft. Arrows indicate direction of rotation. The housing with integral ring gear remains stationary. As fluid pressure is applied, the piston is displaced axially while helical gearing causes the piston and shaft to rotate simultaneously. The double helix design compounds rotation: shaft rotation is about twice of the piston.

As hydraulic pressure is applied, piston is displaced axially within the housing - similar to operation of a hydraulic cylinder - while splines cause shaft to rotate. When control valve is closed, oil is trapped inside the actuator, preventing piston movement and locking shaft in position. The shaft is supported radially by the large upper radial bearing and lower radial bearing.

Required Tools



1. Flashlight - Examine timing marks, component failure, and overall condition.
2. Felt Marker - Match mark timing marks and outline troubled areas.
3. Allen wrench - Remove port plugs and set screws.
4. Box knife - removal of seals.
5. Seal tool - assembly and disassembly of seals and wear guides.
6. Pry bar - End cap removal and manual rotation of shaft.
7. Rubber mallet- Removal and installation of shaft and piston sleeve assembly.
8. Nylon drift - Piston sleeve installation.
9. End cap dowel pins - removal and installation of end cap (sold with Helac seal kit).



- | | | | |
|------------|--------------------|-----------------|-----------------|
| 1. Housing | 5. O-Ring | 9. Cap Seal | 13. Cap Bearing |
| 2. Shaft | 6. Shaft Bearing | 10. Backup Ring | 14. Capscrew |
| 3. Piston | 7. Thrustwasher | 11. Rod Seal | 15. Bolt |
| 4. End Cap | 8. Bearing Packing | 12. Piston Seal | 16. Valve Block |

Figure 4-12. Rotary Actuator - Exploded View

Disassembly

1. Remove capscrews (113) over end cap lock pins (109).



2. Using a 1/8 in. (3.18 mm) drill bit, drill a hole in center of each lock pin approximately 3/16 in. (4.76 mm) deep.



3. Remove lock pins using an "Easy Out" (Size #2 shown). If pin will not come out, use 5/16 in. drill bit 1/2 in. (12.7 mm) deep to drill out entire pin.

NOTE: If the pin will not come out with the "Easy Out", use 5/16 in. drill bit to a depth of 1/2 in. (12.7 mm) to drill out the entire pin. Do not drill deeper than 1/2 in. (12.7 mm).



4. Remove end cap (4) using tools provided with Helac seal kit.



5. Using a metal bar or similar tool, unscrew end cap (4) by turning it counterclockwise.



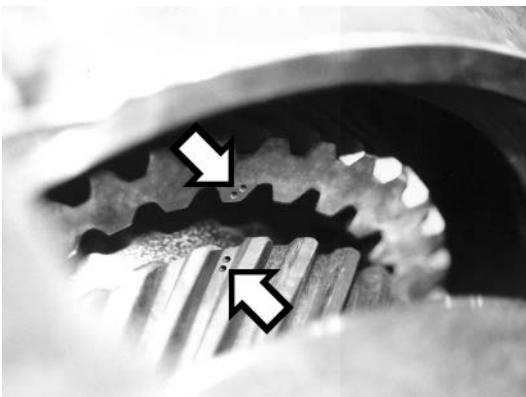
6. Remove end cap (4) and set aside for later inspection.



7. Remove stop tube if installed.



8. Actuator has timing marks for proper engagement.



9. Before removing shaft, (2), use a felt marker to clearly indicate timing marks between shaft and piston. This simplifies timing during assembly.



10. Remove shaft (2). It may be necessary to strike threaded end of shaft with a rubber mallet.

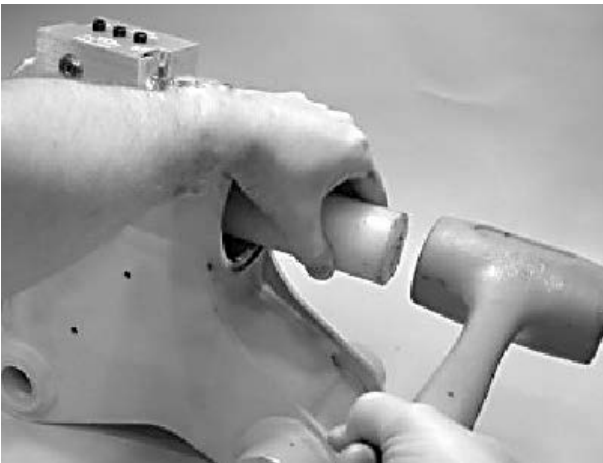


SECTION 4 - BOOM & PLATFORM

- 11.** Before removing piston (3), mark housing (1) ring gear in relation to piston O.D. gear. There should be timing marks on housing (1) ring gear, piston (3), and shaft (2).



- 12.** To remove piston (3), use a rubber mallet and plastic mandrel so piston is not damaged.



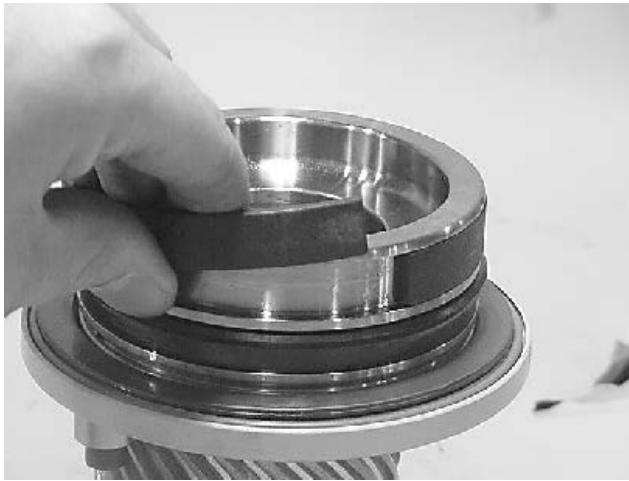
- 13.** At the point when piston gear teeth come out of engagement with housing gear teeth, mark piston and housing with a marker as shown.



- 14.** Remove O-ring (204) and backup ring (207) from end cap (4) and set aside for inspection.



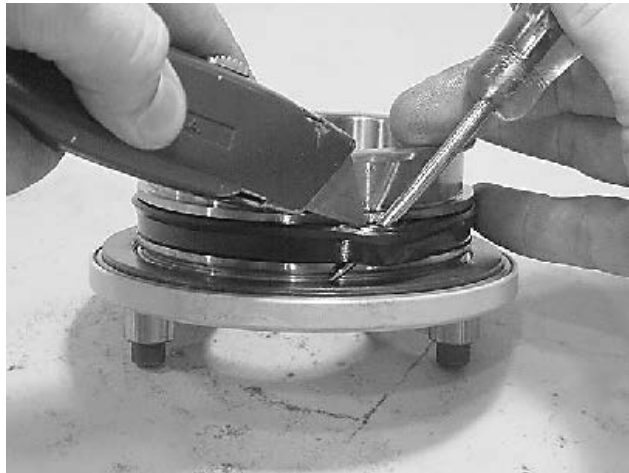
- 15.** Remove wear guides (302) from end cap (4) and shaft (2).



- 17.** Remove thrustwashers (304) from end cap (4) and shaft (2).



- 16.** To remove main pressure seals (205), cut them with a sharp razor blade. Do not to damage seal groove.



- 18.** Remove wiper seal (304.1) from end cap (4) and shaft (2).



- 19.** Remove piston O.D. seal (202).



- 20.** Remove piston I.D. seal (200).



Inspection

- 1.** Clean all parts in a solvent tank and dry with compressed air before inspecting. Carefully inspect all critical areas for any surface finish abnormalities: Seal grooves, bearing grooves, thrust surfaces, rod surface, housing bore, and gear teeth.



- 2.** Inspect thrustwashers (304) for rough or worn edges and surfaces. Measure thickness is within specifications (Not less than 0.092 in. or 2.34 mm).



- 3.** Inspect wear guide condition and measure thickness (not less than 0.123 in. or 3.12 mm).



Assembly

1. Gather all components and tools to one location. Use cut away drawing to reference seal orientations.



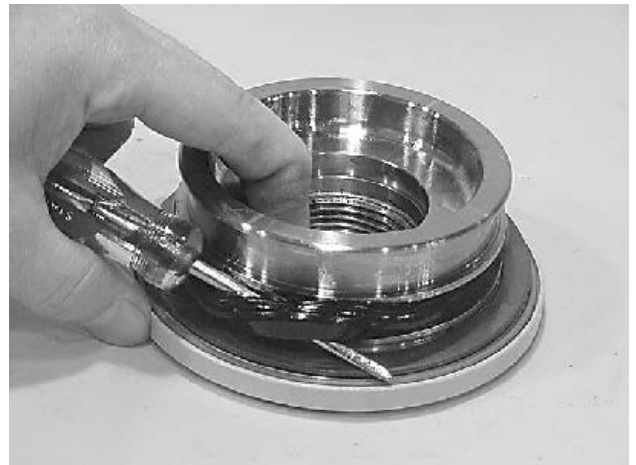
2. Install thrustwasher (304) on shaft (2) and end cap (4).



3. Install wiper seal (304.1/green O-ring) in groove on shaft (2) and end cap (4) - around outside edge of thrustwasher (304).



4. Use a seal tool install main pressure seal (205) on shaft (2) and end cap (4). Use seal tool in a circular motion.



5. Install wear guide (302) on end cap (4) and shaft (2).



SECTION 4 - BOOM & PLATFORM

6. Install inner T-seal (200) in piston (3) using a circular motion. Install outer T-seal (202) by stretching it around the groove in a circular motion. Each T-seal has two backup rings (see drawing for orientation).



7. Beginning with inner seal (200) insert one end of b/u ring in lower groove and feed the rest in using a circular motion. Make sure wedged ends overlap correctly.

Repeat for outer seal (202).



8. Insert piston (3) in housing (1) as shown, until outer piston seal (202) touches inside housing bore.



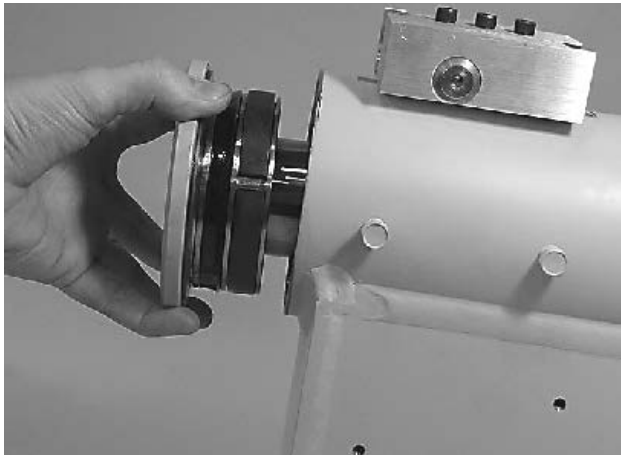
9. Looking from angle shown, rotate piston (3) until marks you put on piston and housing (1) during disassembly line up as shown. Using a rubber mallet, tap piston in housing to point where gear teeth meet.



- 10.** Looking from opposite end of housing (1) when timing marks line up, tap piston (3) in until gear teeth mesh together. Tap piston in housing until it bottoms out.



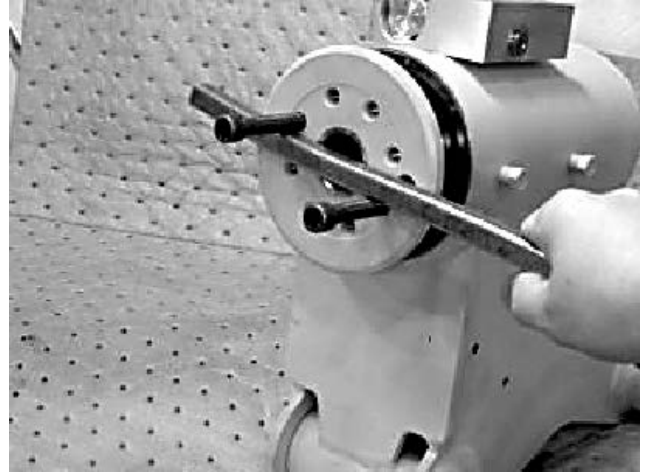
- 11.** Install shaft (2) in piston (3). Do not damage seals. Do not engage piston gear teeth.



- 12.** Looking from view shown, use existing timing marks to line up gear teeth on shaft (2) with gear teeth on inside of piston (3). Tap flange end of shaft with rubber mallet until gear teeth engage.



- 13.** Install 2 bolts in threaded holes in flange. Using a bar, rotate shaft clockwise until wear guides are seated in housing bore.



- 14.** Install stop tube on shaft end. Stop tube is an available option to limit actuator rotation.

- 15.** Coat threads on end of shaft with anti-seize grease to prevent galling.

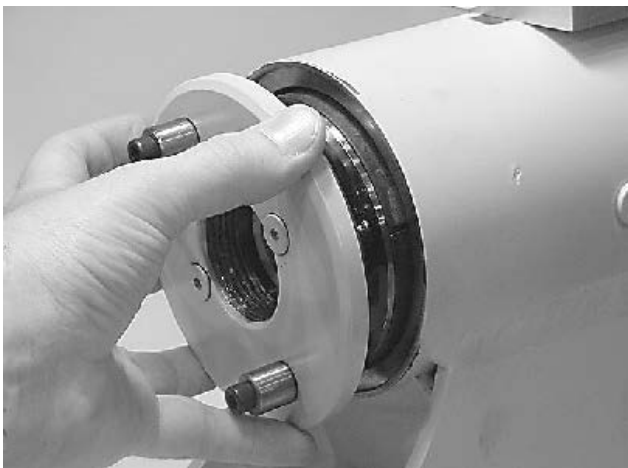


SECTION 4 - BOOM & PLATFORM

16. Install O-ring (204) and backup ring (207) in inner seal groove on end cap (4).



17. Thread end cap (4) on shaft (2) end. Ensure wear guide stays in place on end cap as it is threaded in housing (1).



18. Tighten end cap (4). Ensure holes for lock pins line up.



19. Place lock pins (109) provided in Helac seal kit in holes with dimple side up. Using a punch, tap lock pins to bottom of hole.



20. Insert set screws (113) over lock pins. Tighten to 25 in-lb (2.825 Nm).



Installing Counterbalance Valve

Refer to Figure 4-13., Rotator Counterbalance Valve.

1. Make sure surface of actuator is clean and free of any contamination and debris, including old Threadlocking Compound.
2. Make sure new valve has the O-rings in counterbores of valve to seal it to the actuator housing.
3. Bolts that come with valve are Grade 8 bolts. Install new bolts with a new valve. Apply Medium Strength Threadlocking Compound to shanks of the three bolts at time of installation.
4. Torque 1/4-inch bolts 110-120 in-lb (12.4-13.5 Nm). Do not torque over 125 in-lb (14.1 Nm). Torque 5/16-inch bolts to 140 in-lb (15.8 Nm). Do not torque over 145 in-lb (16.3 Nm).

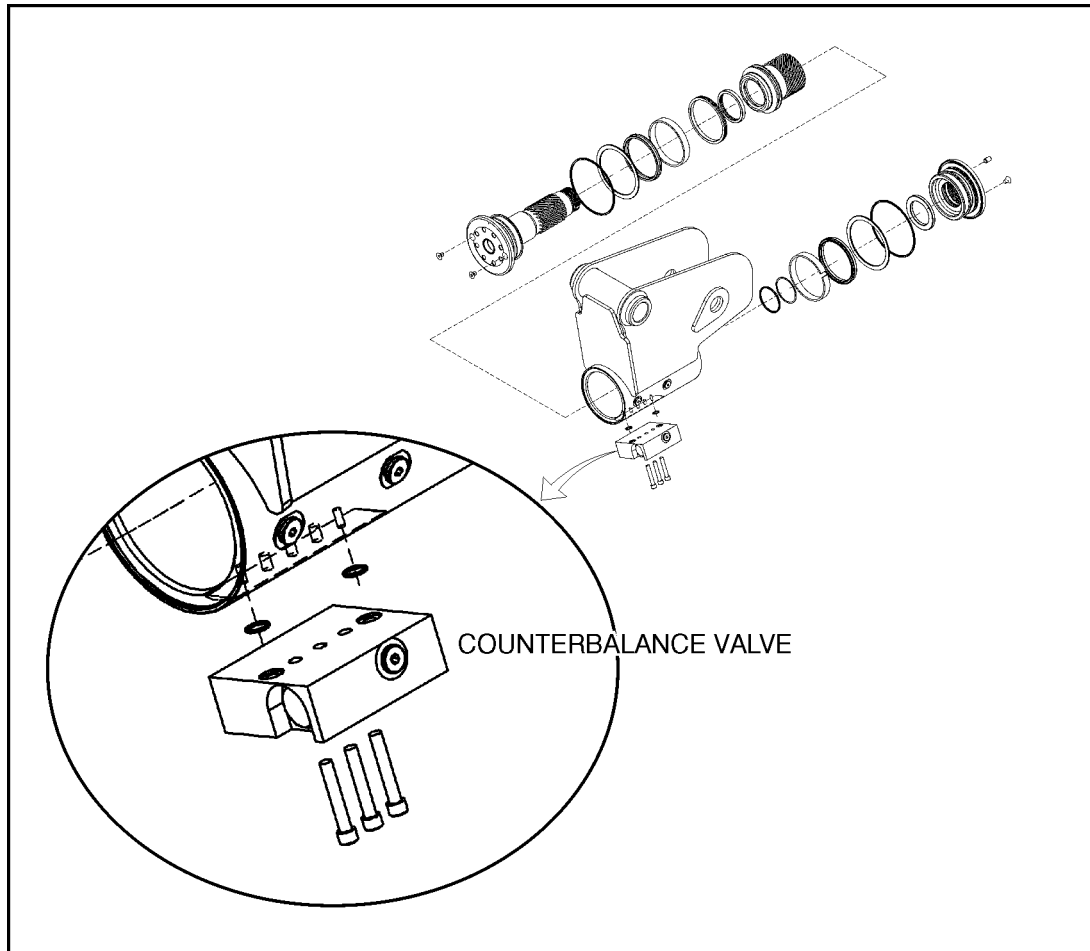


Figure 4-13. Rotator Counterbalance Valve

Testing Actuator

If equipment is available, test actuator on a hydraulic test bench. Breakaway pressure — the pressure at which the shaft begins to rotate — should be approximately 400 psi (28 bar). Cycle actuator at least 25 times at 3000 psi (210 bar) pressure. After 25 rotations, increase pressure to 4500 psi (315 bar). Check for leaks and cracks. Perform test again at end of rotation in the opposite direction.

Testing Actuator for Internal Leaks

If actuator is equipped with a counterbalance valve, plug valve ports, connect hydraulic lines to housing ports. Bleed all air from actuator (see Installation and Bleeding). Rotate shaft to end of rotation at 3000 psi (210 bar) and maintain pressure. Remove hydraulic line from non-pressurized side.

Continuous oil flow from open housing port indicates internal leakage across the piston. Replace line and rotate shaft to end of rotation in opposite direction. Repeat test procedure outlined above for other port. If there is an internal leak, disassemble, inspect, and repair.

Installation and Bleeding



WARNING

AFTER INSTALLING ACTUATOR, IT IS IMPORTANT THAT ALL SAFETY DEVICES SUCH AS TIE RODS OR SAFETY CABLES ARE PROPERLY REATTACHED.

To purge air from hydraulic lines, connect them together to create a closed loop and pump hydraulic fluid through them. Review hydraulic schematic to determine which hydraulic lines to connect. The linear feet and inside diameter of hydraulic supply lines together with pump capacity determine amount of pumping time required to fully purge the hydraulic system.

Bleeding may be necessary if excessive backlash is exhibited after actuator is connected to hydraulic system. The following steps are recommended when a minimum of two gal (8L) is purged.

1. Connect a 3/16 in. inside diameter x 5/16 in. outside diameter x 5 foot clear, vinyl drain tube to each of the two bleed nipples. Secure with hose clamps. Place vinyl tubes in a clean 5-gallon container to collect purged oil.
2. Oil can be returned to reservoir after procedure is completed.

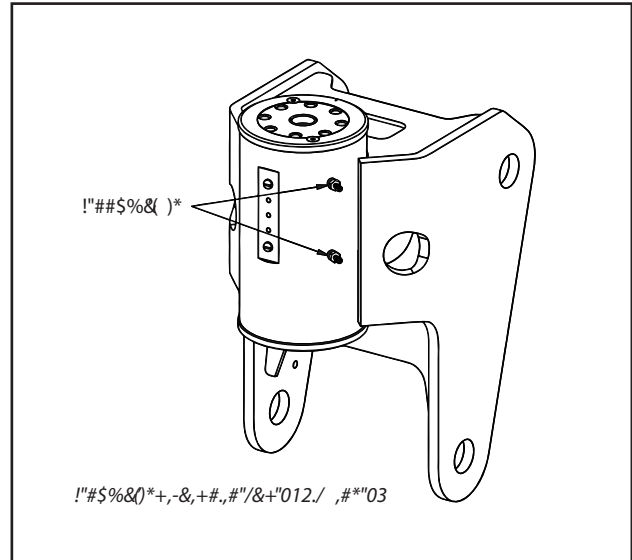


Figure 4-14. Actuator Bleed Ports

3. With an operator in the platform, open both bleed nipples 1/4 turn. Hydraulically rotate platform to end of rotation (clockwise or counterclockwise), and maintain hydraulic pressure. Oil with small air bubbles will be seen flowing through the tubes. Allow 1/2 gallon of fluid to be purged from actuator.
4. Keep fittings open and rotate platform in opposite direction to end position. Maintain hydraulic pressure until an additional 1/4 gallon of fluid is pumped into the container.
5. Repeat steps 2 & 3. After last 1/2 gallon is purged, close both bleed nipples before rotating away from end position.

Troubleshooting

Table 4-1. Troubleshooting

Problem	Cause	Solution
1. Shaft rotates slowly or not at all	<p>a. Insufficient torque output</p> <p>b. Low rate of fluid flow</p> <p>c. Control or counterbalance valve has internal leak</p> <p>d. Piston and/or shaft seal leak</p> <p>e. Corrosion build-up on the thrust surfaces</p> <p>f. Swollen seals and composite bearings caused by incompatible hydraulic fluid</p>	<p>a. Verify correct operating pressure. Do not exceed OEM's pressure specifications. Load may be above maximum capacity of the actuator.</p> <p>b. Inspect ports for obstructions and hydraulic lines for restrictions and leaks.</p> <p>c. Disconnect hydraulic lines and bypass valve. Leave valve ports open and operate actuator through housing ports (do not exceed OEM's operating pressure). Valve must be replaced if a steady flow of fluid is seen coming from valve ports.</p> <p>d. Remove plug and housing's valve ports. Operate actuator through housing ports. Conduct internal leakage test.</p> <p>e. Rebuild actuator. Remove all rust then polish. Replacement parts may be needed.</p> <p>f. Rebuild actuator. Use fluid compatible with all seals and bearings.</p>
2. Operation is erratic or not responsive	a. Air in actuator	a. Purge air from actuator. See bleeding procedures.
3. Shaft will not fully rotate	<p>a. Twisted or chipped gear teeth</p> <p>b. Port fittings are obstructing the piston</p>	<p>a. Check for gear binding. Actuator may not be able to be rebuilt and may need to be replaced. Damage could be a result of overload or shock.</p> <p>b. Check thread length of port fittings. Fittings should during stroke not reach inside housing bore.</p>
4. Selected position cannot be maintained	<p>a. Control or counterbalance valve has internal leak</p> <p>b. Piston and/or shaft seal leak</p> <p>c. Air in actuator</p>	<p>a. Disconnect hydraulic lines and bypass valve. Leave valve ports open and operate actuator through housing ports (do not exceed OEM's operating pressure). Valve must be replaced if a steady flow of fluid is seen coming from valve ports.</p> <p>b. Remove plug and housing's valve ports. Operate actuator through housing ports. Conduct internal leakage test.</p> <p>c. Purge air from actuator. See bleeding procedures</p>

4.16 FOOT SWITCH ADJUSTMENT

Adjust foot switch to operate functions when pedal is at center of travel. Adjust if switch operates within last 1/2 in. (6.35 mm) of top or bottom travel.

⚠ WARNING

ELECTRIC SHOCK OR UNCONTROLLED MACHINE MOVEMENT CAN CAUSE DEATH OR SERIOUS INJURY. DISCONNECT INPUT POWER BEFORE PERFORMING INSTALLATION OR MAINTENANCE.

NOTE: For models with two switches, both switches can be independently adjusted.

1. Remove four socket head capscrews and cover from foot switch assembly.
2. To increase travel before switch is activated, turn Adjustment Screw clockwise.
3. To decrease travel before switch is activated, turn Adjustment Screw counterclockwise.

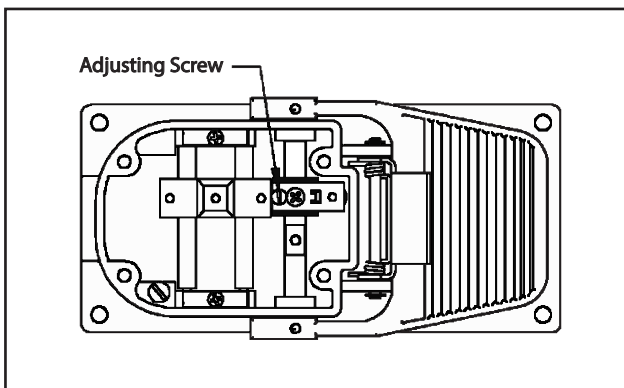


Figure 4-15. Foot Switch Adjustment

4. Install cover and secure with four socket head capscrews. Torque to 18-22 in-lb (2-3 Nm).

4.17 PLATFORM LOAD SENSING SYSTEM-

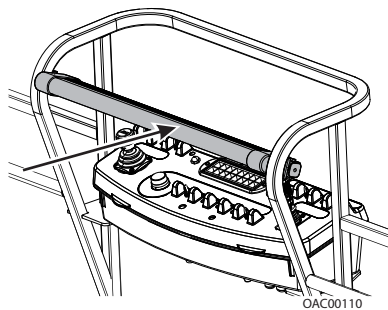
The Platform Load Sensing System (LSS) consists of 1 load cell and 2 linkages mounted to the platform rotator and replaces the platform support on machines that get this optional installation. The load cell includes a sealed circuit and is connected directly to a CAN-based platform control panel within the platform box. This system measures the weight in the platform. When the capacity is exceeded, or when there is a fault in the system, the platform overload indicator will flash, the platform alarm will sound at the standard JLG duty cycle of 5sec on / 2sec off and all platform controls (except emergency descent) will be disabled.

4.18 SKYGUARD

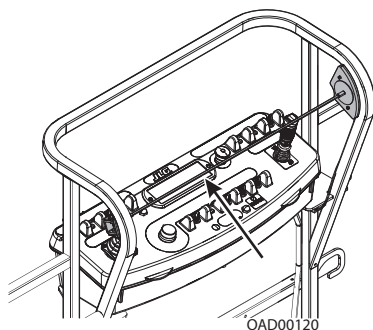
Operation

SkyGuard provides enhanced control panel protection. When the SkyGuard sensor is activated, functions in use at the time of actuation will reverse or cutout. The SkyGuard Function Table provides more details on these functions.

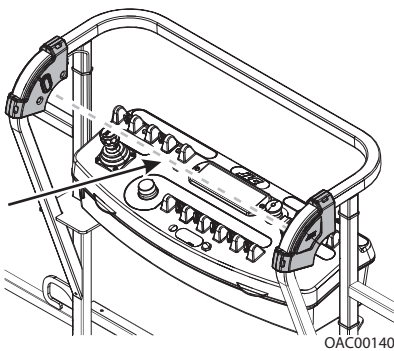
Consult the following illustrations to determine which type of SkyGuard the machine is equipped with. Regardless of the type, SkyGuard function according to the SkyGuard Function Table does not change.



SkyGuard



SkyGuard SkyLine™



SkyGuard SkyEye™

⚠ WARNING

THE MACHINE OPERATOR IS REQUIRED TO PERFORM A DAILY FUNCTION TEST TO ENSURE PROPER OPERATION OF THE SKYGUARD SYSTEM.

Function Test

SKYGUARD ONLY

Perform this function test if **SkyGuard only** is selected in machine setup (refer to Table 6-3).

From the Platform Control Console in an area free from obstructions:

1. Operate the telescope out function, then activate SkyGuard sensor.
2. Once sensor has been activated, ensure telescope out function stops then telescope in function operates for a short duration. Additionally, verify Soft Touch/SkyGuard indicator light flashes and horn sounds. If machine is equipped with SkyGuard beacon, ensure it flashes when sensor activates.
3. With SkyGuard sensor still engaged, press and hold yellow Soft Touch/SkyGuard override button. Operate a function to verify operation can be resumed.
4. Disengage SkyGuard sensor, release controls, and recycle footswitch. Ensure normal operation available.

In Ground Mode:

1. Operation is allowed regardless of SkyGuard activation.

BOTH SKYGUARD AND SOFT TOUCH

Perform this procedure if both SkyGuard and Soft Touch are selected in machine setup (refer to Table 6-3).

From the Platform Control Console in an area free from obstructions:

NOTE: *Machine will treat Soft Touch/SkyGuard override switch as if it is a Soft Touch and SkyGuard switch.*

1. Operate the telescope out function, then activate SkyGuard sensor.
2. Once sensor has been activated, ensure telescope out function stops. Additionally, verify Soft Touch/SkyGuard indicator light flashes and horn sounds. If machine is equipped with SkyGuard beacon, ensure it flashes when sensor activates.
3. With SkyGuard sensor still engaged, press and hold yellow Soft Touch/SkyGuard override button. Operate a function to verify operation can be resumed.
4. Disengage SkyGuard sensor, release controls, and recycle footswitch. Ensure sure normal operation is available.

In Ground Mode:

1. Operation is allowed regardless of SkyGuard activation.

SOFT TOUCH ONLY

If **Soft Touch only** is selected in machine setup (refer to Table 6-3), machine will treat the Soft Touch/SkyGuard override switch as if it is a Soft Touch switch.

SKYGUARD NOT SELECTED IN MACHINE SETUP

If the SkyGuard system is installed on the machine, but no option is selected in the machine setup (refer to Table 6-3), SkyGuard sensor status will be ignored. No function cutout or reversal will be implemented.

Diagnostics & Troubleshooting

If SkyGuard does not function when the sensor is engaged, first verify the configuration under the MACHINE SETUP: SKYGUARD OPTION menu using the handheld Analyzer. Ensure the selected configuration matches the actual system installed on the machine. If not, select the correct configuration, then verify operation.

Additionally, use the handheld analyzer to navigate to the DIAGNOSTICS: FEATURES → SKYGUARD INPUTS menu to determine additional SkyGuard fault information.

Engage the SkyGuard sensor and observe the Analyzer to determine if the switch/relay closes.

If the status of the switch/relay remains OPEN while the SkyGuard sensor is actively engaged, it is possible the sensor has failed and should be replaced immediately.

If the status of the switch/relay remains CLOSED while the SkyGuard sensor is actively engaged, a power or ground wire may not be making good contact or may be loose or broken. Additionally, there is a low probability that both relays may have failed.

If the switch/relay status is in disagreement, then one may have failed or is not installed correctly. In this case, the machine will be inoperable.

FAULT CODES

Refer to Table 6-11 for more fault code information

- **0039** - SkyGuard switch activation fault
- **2563** - switch disagreement fault

Table 4-2. SkyGuard Function Table

Drive Forward	Drive Reverse	Steer	Swing	Tower Lift Up	Tower Tele Out	Tower Lift Down	Tower Tele In	Boom Lift Up	Boom Lift Down	Boom Tele Out	Boom Tele In	Jib Lift	Basket Level	Basket Rotate
R*/C**	R	C	R	R	C	C	C	R	R	R	C	C	C	C
R = Indicates Reversal is Activated														
C = Indicates Cutout is Activated														
* DOS (Drive Orientation System) Enabled														
** DOS Not Enabled, machine is driving straight without steering, and any other hydraulic function is active														
Note: If SkyGuard is enabled with the Soft Touch system, functions will cut out instead of reversing														

4.19 BOLT-ON EXTERNAL FALL ARREST

The Bolt-On External Fall Arrest system is designed to provide a lanyard attach point while allowing the operator to access areas outside the platform. Exit/Enter the platform through the gate area only. The system is designed for use by one person.

Personnel must use fall protection at all times. A full body harness is required with lanyard not to exceed 6 ft. (1.8 M) in length, that limits the maximum arrest force to 900 lb (408 kg).

Bolt-On External Fall Arrest System capacity is 310 lb (140 kg) - one (1) person maximum.

Do not move the platform during use of the Bolt-On External Fall Arrest system.

⚠ WARNING

DO NOT OPERATE ANY MACHINE FUNCTIONS WHILE OUTSIDE OF PLATFORM. BE CAREFUL WHEN ENTERING/EXITING THE PLATFORM AT ELEVATION.

⚠ WARNING

IF THE BOLT-ON EXTERNAL FALL ARREST SYSTEM IS USED TO ARREST A FALL OR IS OTHERWISE DAMAGED, THE ENTIRE SYSTEM MUST BE REPLACED AND THE PLATFORM FULLY INSPECTED BEFORE RETURNING TO SERVICE. REFER TO THE SERVICE MANUAL FOR REMOVAL AND INSTALLATION PROCEDURES.

THE BOLT-ON EXTERNAL FALL ARREST SYSTEM REQUIRES AN ANNUAL INSPECTION AND CERTIFICATION. THE ANNUAL INSPECTION AND CERTIFICATION MUST BE PERFORMED BY A QUALIFIED PERSON OTHER THAN THE USER.

Inspection Before Use

The Bolt-On External Fall Arrest system must be inspected before each use of the Mobile Elevating Work Platform. Replace components if there are any signs of wear or damage.

Before each use, perform a visual inspection of the following components:

- Cable: Inspect cable for proper tension, broken strands, kinks, or any signs of corrosion.

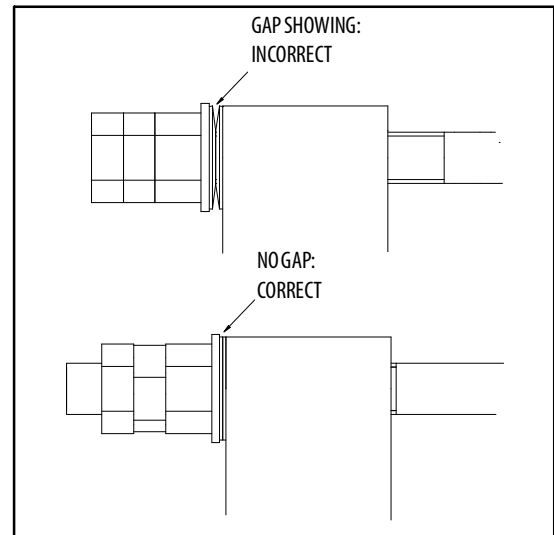
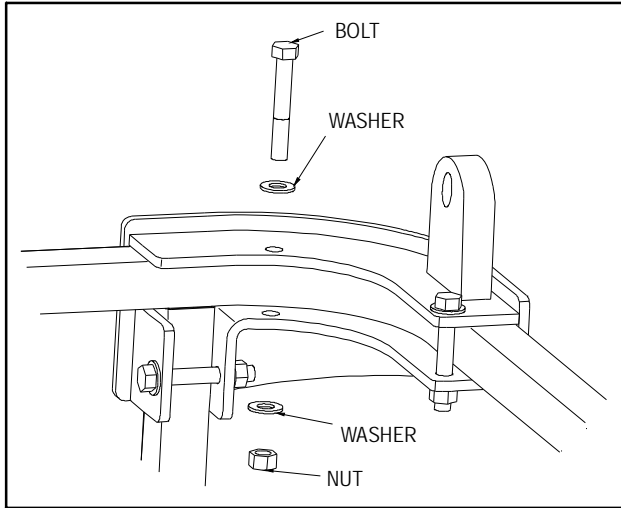


Figure 4-16. Bolt-On External Fall Arrest Cable Tension

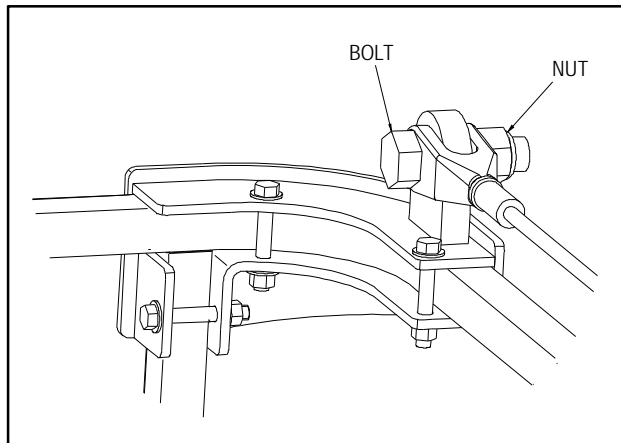
- Fittings & Brackets: Ensure all fittings are tight and there are no signs of fractures. Inspect brackets for any damage.
- Attachment Ring: No cracks or signs of wear are acceptable. Any signs of corrosion requires replacement.
- Attaching Hardware: Inspect all attaching hardware to ensure there are no missing components and hardware is properly tightened.
- Platform Rails: No visible damage is acceptable.

Installation

1. Install the retaining hardware (bolts, nuts, and washers) and secure the brackets to the platform rail. Tighten the nuts but do not torque them yet.

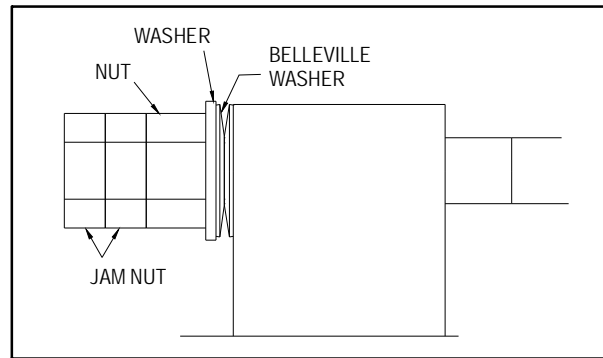


2. Attach the fall arrest cable to the right hand bracket Using the attaching bolt and nut. Orient the bolt as shown below. Do not tighten the nut so cable can still rotate.

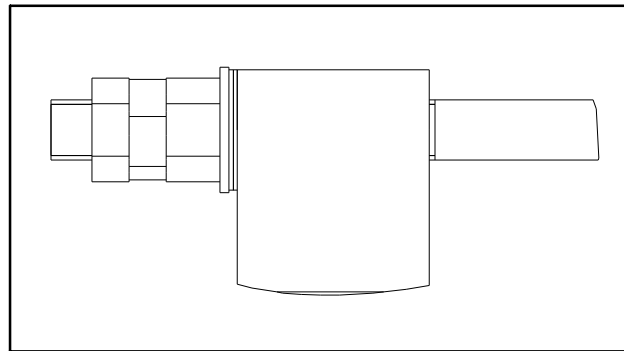


3. Install the Attachment Ring onto the cable.

4. Without twisting the fall arrest cable, pull it thru the left hand bracket and mark the top of the swaged cable end. Install the fall arrest cable through the left hand bracket and secure it using the belleville washers, washer, retaining nut, and jam nuts. Orient the hardware as shown below and with the belleville washers so the gap is present at the outside diameter of the washers. install the nuts onto the cable finger tight so the mark on the cable does not move.



5. Use the two jam nuts to prevent the cable from rotating while the nut is tightened. Tighten the nut until the belleville washers are fully compressed and no gap is present at the outside diameter of the washers. Ensure the cable has not rotated during tightening.



6. Tighten the first jam nut against the retaining nut to keep the nut from loosening. Tighten the remaining jam nut against the first jam nut. Torque the nuts and bolts securing the brackets to 15 ft. lbs. (20 Nm).

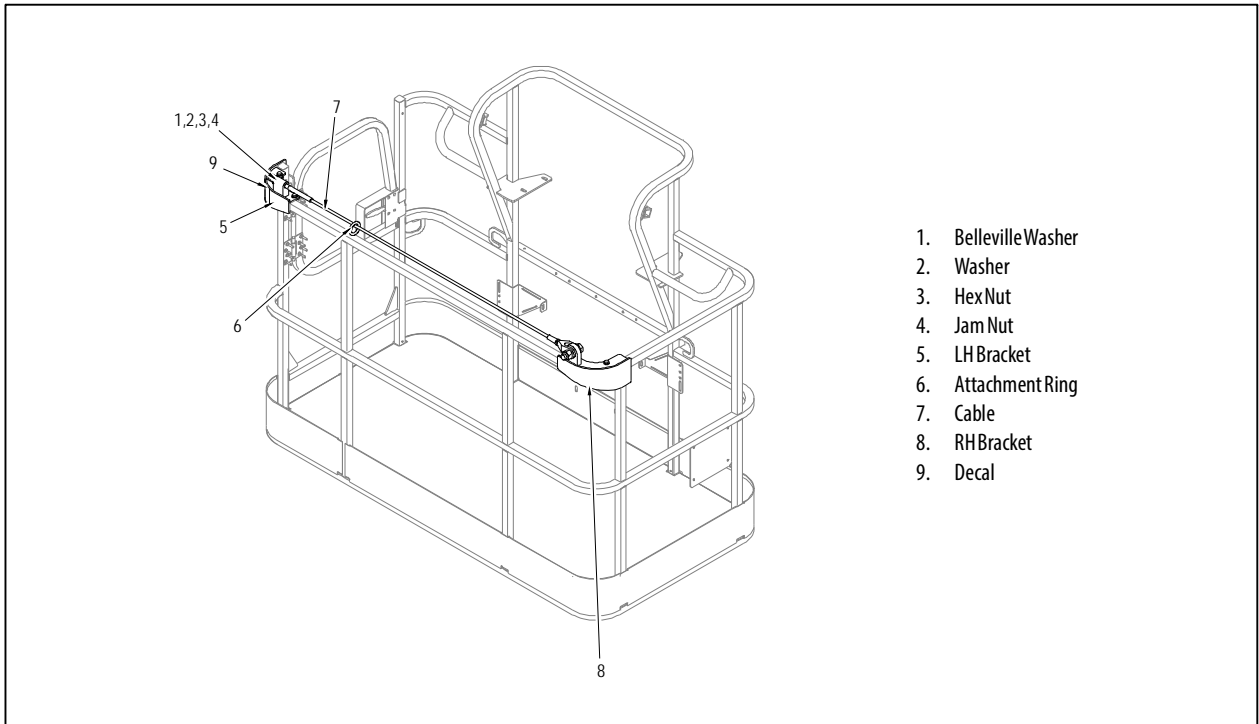


Figure 4-17. Bolt-On External Fall Arrest System

SECTION 5. BASIC HYDRAULICS INFORMATION & SCHEMATICS

5.1 LUBRICATING O-RINGS IN THE HYDRAULIC SYSTEM

When assembling connectors in the hydraulic that use o-ring fittings, it is necessary to lubricate all fittings with hydraulic oil prior to assembly. To lubricate the fittings, use one of the following procedures.

NOTE: All O-ring fittings must be pre-lubricated with hydraulic oil prior to assembly.

Cup and Brush

The following is needed to correctly oil the o-ring in this manner:

- Small container for hydraulic oil
- Small paint brush



1. Hold the fitting in one hand while using the brush with the other hand to dip into the container. Remove excess hydraulic oil from the brush so an even film of oil is applied on the o-ring.



2. Holding the fitting over the hydraulic oil container, brush an even film of oil around the entire o-ring in the fitting, making sure the entire o-ring is completely saturated.



3. Turn the o-ring on the other side of the fitting and repeat the previous step, ensuring the entire o-ring is coated with hydraulic oil.



Dip Method

NOTE: This method works best with Face Seal o-rings, but will work for all o-ring fitting types.

The following is needed to correctly oil the o-ring in this manner:

- A small leak proof container
 - Sponge cut to fit inside container
 - A small amount of hydraulic oil to saturate sponge.
1. Place sponge inside container and add hydraulic oil to the sponge until fully saturated.
 2. Dip the fitting into the sponge using firm pressure. Upon lifting the fitting, a small droplet will form and drip from the bottom of the fitting. This should signify an even coating of oil on the fitting.



3. O-ring Boss type fittings will require more pressure in able to immerse more of the fitting into the saturated sponge. This will also cause more oil to be dispersed from the sponge.



Spray Method

This method requires a pump or trigger spray bottle.

1. Fill the spray bottle with hydraulic oil.
2. Hold the fitting over suitable catch can.
3. Spray entire o-ring surface with a medium coat of oil.



Brush-on Method

This method requires a sealed bottle brush.

1. Fill the bottle with hydraulic oil.
2. Using slight pressure to the body of the spray bottle, invert the bottle so the brush end is in the downward position.
3. Brush hydraulic oil on the entire o-ring, applying an even coat of oil.



5.2 HYDRAULIC CONNECTION ASSEMBLY AND TORQUE SPECIFICATION

Tapered Thread Types

NPTF = national tapered fuel (Dry Seal) per SAE J476/J512

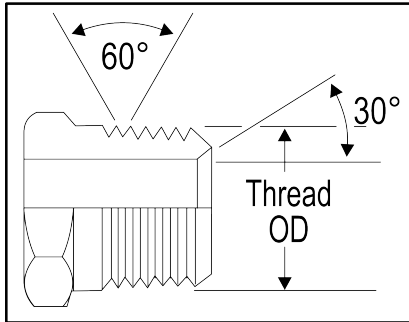


Figure 5-1. NPTF Thread

BSPT = British standard pipe tapered per ISO7-1

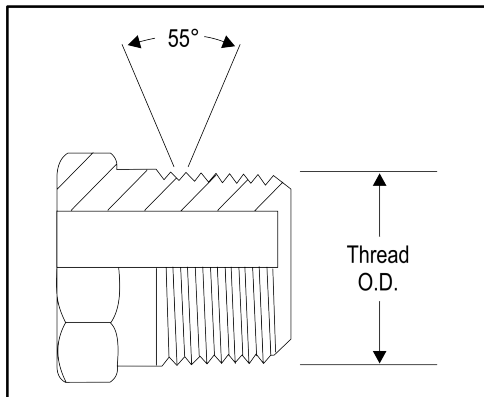


Figure 5-2. BSPT Thread

Straight Thread Types, Tube and Hose Connections

JIC = 37° flare per SAE J514

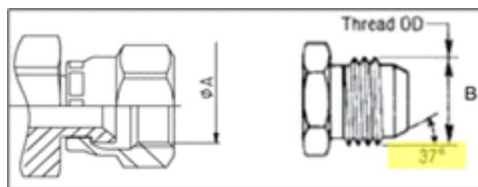


Figure 5-3. JIC Thread

SAE = 45° flare per SAE J512

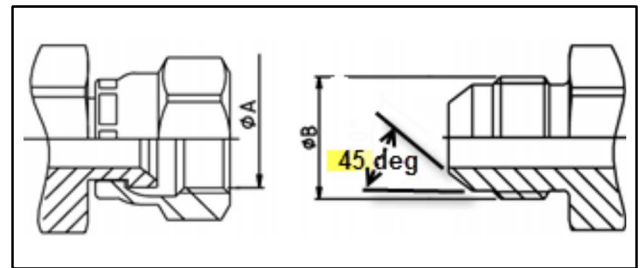


Figure 5-4. SAE Thread

ORFS = o-ring face seal per SAE J1453

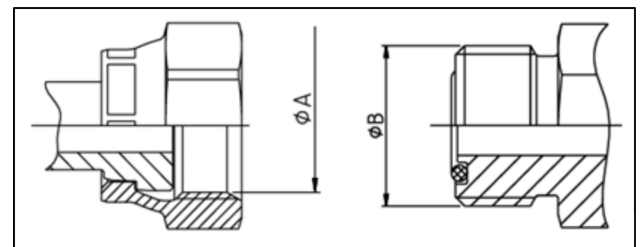


Figure 5-5. ORFS Thread

MBTL = metric flareless bite type fitting, pressure rating L (medium) per ISO 8434, DIN 2353

MBTS = metric flareless bite type fitting, pressure rating S (high) per ISO 8434, DIN 2353

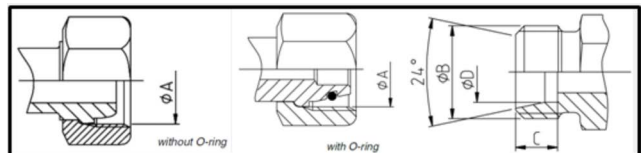


Figure 5-6. MTBL-MBTS Thread

BH = bulkhead connection – JIC, ORFS, MBTL, or MBTS types

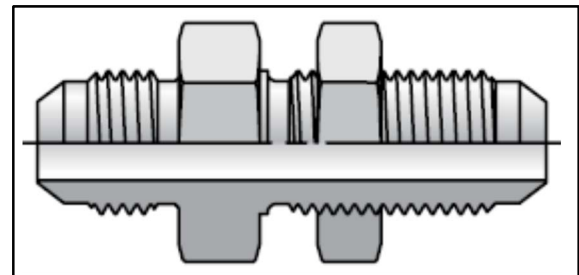


Figure 5-7. Bulkhead Thread

Straight Thread Types, Port Connections

ORB = o-ring boss per SAE J1926, ISO 11926

MPP = metric pipe parallel o-ring boss per SAE J2244, ISO 6149, DIN 3852

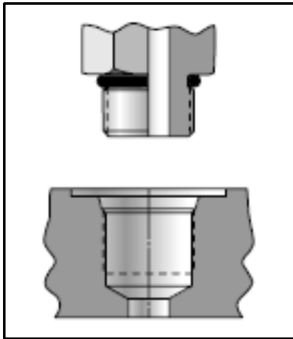


Figure 5-8. ORB-MPP Thread

MFF = metric flat face port per ISO 9974-1

BSPP = British standard parallel pipe per ISO 1179-1, DIN 3852-2

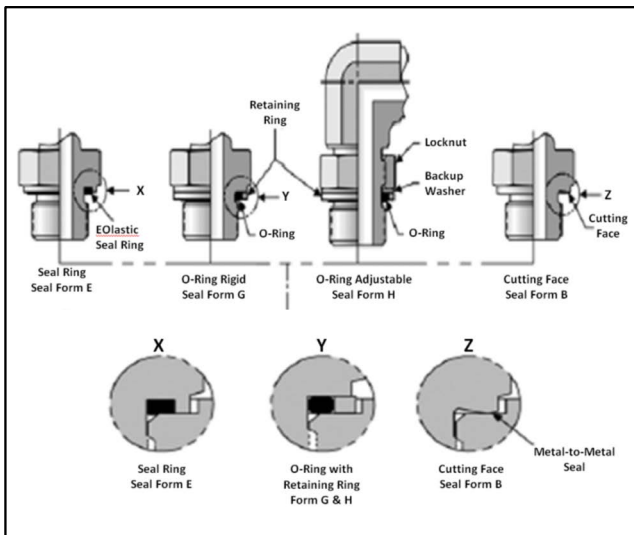


Figure 5-9. MFF-BSPP Thread

Flange Connection Types

FL61 = code 61 flange per SAE J518, ISO 6162

FL62 = code 62 flange per SAE J518, ISO 6162

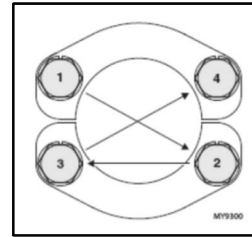


Figure 5-10. FL61-FL62

Tightening Methods

Torque = Application of a twisting force to the applicable connection by use of a precise measurement instrument (i.e. torque wrench).

Finger Tight = The point where the connector will no longer thread onto the mating part when tightened by hand or fingers. Finger Tight is relative to user strength and will have some variance. The average torque applied by this method is 3 ft-lb [4 N-m] Also referred to as 'Hand Tight'.

TFFT = Turns From Finger Tight; Application of a preload to a connection by first tightening the connection by hand (fingers) and applying an additional rotation counted by a defined number of turns by use of a tool.

FFWR = Flats from Wrench Resistance; Application of a preload to a connection by tightening to the point of initial wrench resistance and turning the nut a described number of 'flats'. A 'flat' is one side of the hexagonal tube nut and equates to 1/6 of a turn. Also referred to as the 'Flats Method'.

Assembly and Torque Specifications

Prior to selecting the appropriate torque from the tables within this section, it is necessary to properly identify the connector being installed. Refer to the Figures and Tables in this section.

GENERAL TUBE TYPE FITTING ASSEMBLY INSTRUCTIONS

1. Take precautions to ensure that fittings and mating components are not damaged during storage, handling or assembly. Nicks and scratches in sealing surfaces can create a path for leaks which could lead to component contamination and/or failure.
2. When making a connection to tubing, compression or flare, inspect the tube in the area of the fitting attachment to ensure that the tube has not been damaged.
3. The assembly process is one of the leading causes for contamination in air and hydraulic systems. Contamination can prevent proper tightening of fittings and adapters from occurring.
 - a. Avoid using dirty or oily rags when handling fittings.
 - b. If fittings are disassembled, they should be cleaned and inspected for damage. Replace fittings as necessary before re-installing.
 - c. Sealing compounds should be applied where specified; however, care should be taken not to introduce sealant into the system.
 - d. Avoid applying sealant to the area of the threads where the sealant will be forced into the system. This is generally the first two threads of a fitting.
 - e. Sealant should only be applied to the male threads.
 - f. Straight thread fittings do not require sealants. O-rings or washers are provided for sealing.
 - g. When replacing or installing an O-ring, care is to be taken while transferring the O-ring over the threads as it may become nicked or torn. When replacing an O-ring on a fitting, the use of a thread protector is recommended.
 - h. When installing fittings with O-rings, lubrication shall be used to prevent scuffing or tearing of the O-ring. See O-ring Installation (Replacement) in this section.
4. Take care to identify the material of parts to apply the correct torque values.
 - a. Verify the material designation in the table headings.
 - b. If specifications are given only for steel fittings and components, the values for alternate materials shall be as follows: Aluminum and Brass- reduce steel values by 35%; Stainless Steel- Use the upper limit for steel.
5. To achieve the specified torque, the torque wrench is to be held perpendicular to the axis of rotation.
6. Refer to the appropriate section in this manual for more specific instructions and procedures for each type of fitting connection.

Figure 5-11. Torque Wrench Angle

Assembly Instructions for American Standard Pipe Thread Tapered (NPTF) Connections

1. Inspect components to ensure male and female port threads are free of rust, splits, dirt, foreign matter, or burrs.
2. Apply a high temperature thread sealant with PTFE, to the male pipe threads if not already applied. Ensure the first 1 to 2 threads are uncovered to prevent system contamination.
3. Assemble connection hand tight.
4. Mark fittings, male and female.

⚠ CAUTION

OVER TIGHTENING MAY CAUSE DEFORMATION OF THE PIPE FITTING AND DAMAGE TO THE JOINING FITTING, FLANGE OR COMPONENT MAY OCCUR.

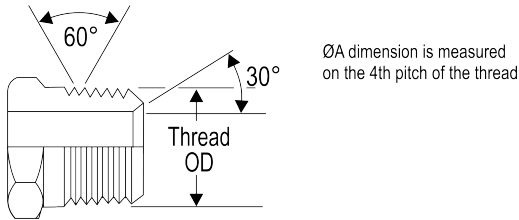
NEVER BACK OFF (LOOSEN) PIPE THREADED CONNECTORS TO ACHIEVE ALIGNMENT. MEET THE MINIMUM REQUIRED TURNS AND USE THE LAST TURN FOR ALIGNMENT.

5. Rotate male fitting the number of turns per Table 5-1, NPTF Pipe Thread. See FFWR and TFFT Methods for TFFT procedure requirements.

NOTE: TFFT values provided in Table 5-1, NPTF Pipe Thread are applicable for the following material configurations:

- a. STEEL fittings with STEEL mating components.
- b. STEEL fittings with ALUMINUM or BRASS mating components.
- c. ALUMINUM or BRASS fittings with STEEL mating components.
- d. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.

Table 5-1. NPTF Pipe Thread



TYPE/FITTING IDENTIFICATION					Turns From Finger Tight (TFFT)**
Material	Dash Size	Thread Size	ØA*		
		(UNF)	(in)	(mm)	
STEEL, ALUMINUM, OR BRASS FITTINGS WITH STEEL, ALUMINUM, OR BRASS MATING COMPONENTS	2	1/8-27	0.40	10.24	2 to 3
	4	1/4-18	0.54	13.61	2 to 3
	6	3/8-18	0.67	17.05	2 to 3
	8	1/2-14	0.84	21.22	2 to 3
	12	3/4-14	1.05	26.56	2 to 3
	16	1-11 1/2	1.31	33.22	1.5 to 2.5
	20	1 1/4-11 1/2	1.65	41.98	1.5 to 2.5
	24	1 1/2-11 1/2	1.89	48.05	1.5 to 2.5
32	2-11 1/2	2.37	60.09	1.5 to 2.5	

* ØA thread dimension for reference only.

** See FFWR and TFFT Methods for TFFT procedure requirements.

Assembly Instructions for British Standard Pipe Thread Tapered (BSPT) Connections

1. Inspect components to ensure male and female port threads are free of rust, splits, dirt, foreign matter, or burrs.
2. Apply a high temperature thread sealant with PTFE, to the male pipe threads if not already applied. Ensure the first 1 to 2 threads are uncovered to prevent system contamination.
3. Assemble connection hand tight.
4. Mark fittings, male and female.

OCCUR. NEVER BACK OFF (LOOSEN) PIPE THREADED CONNECTORS TO ACHIEVE ALIGNMENT. MEET THE MINIMUM REQUIRED TURNS AND USE THE LAST TURN FOR ALIGNMENT.

5. Rotate male fitting the number of turns per Table 5-2, BSPT Pipe Thread. See FFWR and TFFT Methods for TFFT procedure requirements.

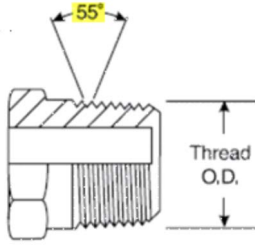
NOTE: TFFT values provided in Table 5-2, BSPT Pipe Thread are applicable for the following material configurations:

- a. STEEL fittings with STEEL mating components.
- b. STEEL fittings with ALUMINUM or BRASS mating components.
- c. ALUMINUM or BRASS fittings with STEEL mating components.
- d. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.

NOTICE

OVER TIGHTENING MAY CAUSE DEFORMATION OF THE PIPE FITTING AND DAMAGE TO THE JOINING FITTING, FLANGE OR COMPONENT MAY

Table 5-2. BSPT Pipe Thread



TYPE/FITTING IDENTIFICATION					Turns From Finger Tight (TFFT)**
MATERIAL	Dash Size	Thread Size	ØA*		
		(BSPT)	(in)	(mm)	
STEEL, ALUMINUM, OR BRASS FITTINGS WITH STEEL, ALUMINUM, OR BRASS MATING COMPONENTS	2	1/8-28	0.38	9.73	2 to 3
	4	1/4-19	0.52	13.16	2 to 3
	6	3/8-19	0.66	16.66	2 to 3
	8	1/2-14	0.83	20.96	2 to 3
	12	3/4-14	1.04	26.44	2 to 3
	16	1-11	1.31	33.25	1.5 to 2.5
	20	1 1/4-11	1.65	41.91	1.5 to 2.5
	24	1 1/2-11	1.88	47.80	1.5 to 2.5
	32	2-11	2.35	59.61	1.5 to 2.5

* ØA thread dimension for reference only.
 ** See FFWR and TFFT Methods for TFFT procedure requirements.

Assembly Instructions for 37° (JIC) Flare Fittings

1. Inspect the flare for obvious visual squareness and concentricity issues with the tube OD. Ensure surface is smooth, free of rust, weld and brazing splatter, splits, dirt, foreign matter, or burrs. If necessary replace fitting or adapter.

⚠ CAUTION

DO NOT FORCE A MISALIGNED OR SHORT HOSE/TUBE INTO ALIGNMENT. IT PUTS UNDESIRABLE STRAIN ONTO THE JOINT EVENTUALLY LEADING TO LEAKAGE.

2. Align tube to fitting and start threads by hand.

⚠ CAUTION

THE TORQUE METHOD SHOULD NOT BE USED ON LUBRICATED OR OILY FITTINGS. NO LUBRICATION OR SEALANT IS REQUIRED. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

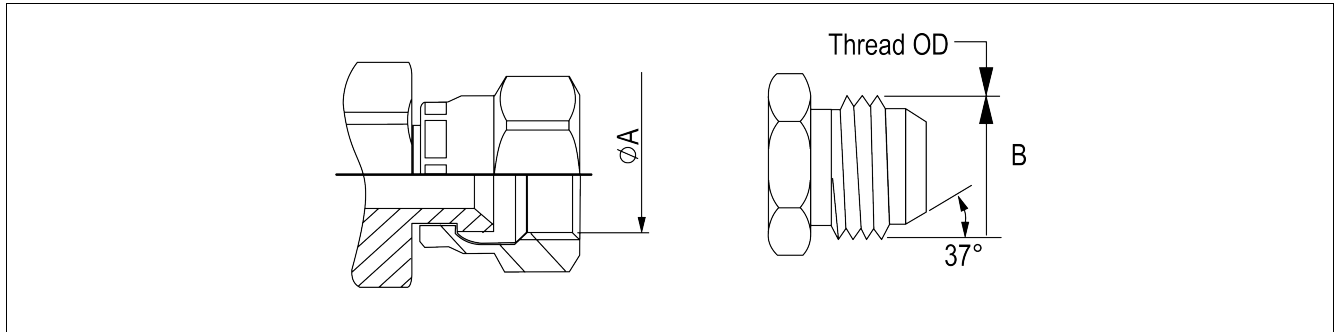
3. Torque assembly to value listed in Table 5-3, 37° Flare (JIC) Thread - Steel or Table 5-4, 37° Flare (JIC) Thread - Aluminum/Brass while using the Double Wrench Method per Double Wrench Method. Refer to FFWR and TFFT Methods for procedure requirements if using the FFWR method.

NOTE: *Torque values provided in Table 5-3, 37° Flare (JIC) Thread - Steel and Table 5-4, 37° Flare (JIC) Thread - Aluminum/Brass are segregated based on the material configuration of the connection.*

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

- a. STEEL fittings with ALUMINUM or BRASS mating components.
- b. ALUMINUM or BRASS fittings with STEEL mating components.
- c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.

Table 5-3. 37° Flare (JIC) Thread - Steel



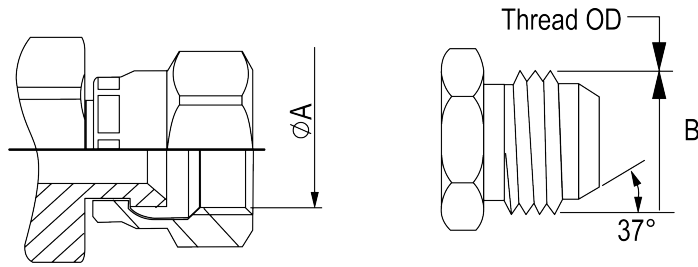
TYPE/FITTING IDENTIFICATION							Torque						Flats from Wrench Resistance (F.F.W.R)**
MATERIAL	Dash Size	Thread Size	ØA*		ØB*		[Ft-Lb]			[N-m]			
			(UNF)	(in)	(mm)	(in)	(mm)	Min	Nom	Max	Min	Nom	
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.28	7.00	0.31	7.75	6	7	7	8	9	10	--
	3	3/8-24	0.34	8.60	0.37	9.50	8	9	10	11	12	14	--
	4	7/16-20	0.39	10.00	0.44	11.10	13	14	14	18	19	19	1-1/2 to 1-3/4
	5	1/2-20	0.46	11.60	0.50	12.70	14	15	15	19	20	21	1 to 1-1/2
	6	9/16-18	0.51	13.00	0.56	14.30	22	23	24	30	31	33	1 to 1-1/2
	8	3/4-16	0.69	17.60	0.75	19.10	42	44	46	57	60	63	1-1/2 to 1-3/4
	10	7/8-14	0.81	20.50	0.87	22.20	60	63	66	81	85	89	1 to 1-1/2
	12	1 1/16-12	0.97	24.60	1.06	27.00	84	88	92	114	120	125	1 to 1-1/2
	14	1 3/16-12	1.11	28.30	1.19	30.10	100	105	110	136	142	149	1 to 1-1/2
	16	1 5/16-12	1.23	31.30	1.31	33.30	118	124	130	160	168	176	3/4 to 1
	20	1 5/8-12	1.54	39.20	1.63	41.30	168	176	185	228	239	251	3/4 to 1
	24	1 7/8-12	1.80	45.60	1.87	47.60	195	205	215	264	278	291	3/4 to 1
32	2 1/2-12	2.42	61.50	2.50	63.50	265	278	292	359	377	395	3/4 to 1	

* ØA and ØB thread dimensions for reference only.

** See FFWR and TFFT Methods for FFWR procedure requirements.

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Table 5-4. 37° Flare (JIC) Thread - Aluminum/Brass



TYPE/FITTING IDENTIFICATION							Torque						Flats from Wrench Resistance (F.F.W.R)**
MATERIAL	Dash Size	Thread Size (UNF)	$\varnothing A^*$		$\varnothing B^*$		[Ft-Lb]			[N-m]			
			(in)	(mm)	(in)	(mm)	Min	Nom	Max	Min	Nom	Max	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.28	7.00	0.31	7.75	4	4	5	5	6	7	--
	3	3/8-24	0.34	8.60	0.37	9.50	5	6	7	7	8	9	--
	4	7/16-20	0.39	10.00	0.44	11.10	8	9	9	11	12	13	1-1/2 to 1-3/4
	5	1/2-20	0.46	11.60	0.50	12.70	9	10	10	12	13	14	1 to 1-1/2
	6	9/16-18	0.51	13.00	0.56	14.30	14	15	16	19	20	21	1 to 1-1/2
	8	3/4-16	0.69	17.60	0.75	19.10	27	29	30	37	39	41	1-1/2 to 1-3/4
	10	7/8-14	0.81	20.50	0.87	22.20	39	41	43	53	56	58	1 to 1-1/2
	12	11/16-12	0.97	24.60	1.06	27.00	55	57	60	74	78	81	1 to 1-1/2
	14	13/16-12	1.11	28.30	1.19	30.10	65	68	72	88	93	97	1 to 1-1/2
	16	15/16-12	1.23	31.30	1.31	33.30	77	81	84	104	109	114	3/4 to 1
	20	15/8-12	1.54	39.20	1.63	41.30	109	115	120	148	155	163	3/4 to 1
	24	17/8-12	1.80	45.60	1.87	47.60	127	133	139	172	180	189	3/4 to 1
32	2 1/2-12	2.42	61.50	2.50	63.50	172	181	189	234	245	257	3/4 to 1	

* $\varnothing A$ and $\varnothing B$ thread dimensions for reference only.

** See FFWR and TFFT Methods for FFWR procedure requirements.

Assembly Instructions for 45° SAE Flare Fittings

1. Inspect the flare for obvious visual squareness and concentricity issues with the tube OD. Ensure surface is smooth, free of rust, weld and brazing splatter, splits, dirt, foreign matter, or burrs. If necessary replace fitting or adapter.

⚠ CAUTION

DO NOT FORCE A MISALIGNED OR SHORT HOSE/TUBE INTO ALIGNMENT. IT PUTS UNDESIRABLE STRAIN ONTO THE JOINT EVENTUALLY LEADING TO LEAKAGE.

2. Align tube to fitting.
3. Tighten fitting by hand until hand tight.

⚠ CAUTION

THE TORQUE METHOD SHOULD NOT BE USED ON LUBRICATED OR OILY FITTINGS. NO LUBRICATION OR SEALANT IS REQUIRED. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

4. Torque fitting to value listed in Table 5-5, 45° Flare (SAE) - Steel and Table 5-6, 45° Flare (SAE) - Aluminum/Brass while using the Double Wrench Method outlined in this section. Refer to FFWR and TFFT Methods for procedure requirements if using the TFFT method.

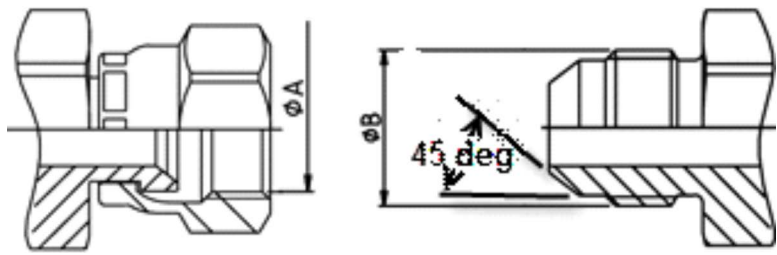
NOTE: *Torque values provided in Table 5-5, 45° Flare (SAE) - Steel and Table 5-6, 45° Flare (SAE) - Aluminum/Brass are segregated based on the material configuration of the connection.*

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

- a. STEEL fittings with ALUMINUM or BRASS mating components.
- b. ALUMINUM or BRASS fittings with STEEL mating components.
- c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.

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Table 5-5. 45° Flare (SAE) - Steel

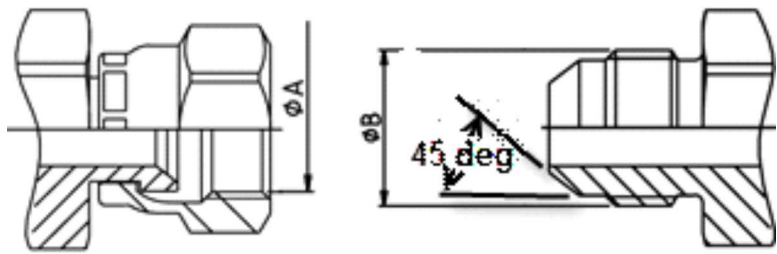


TYPE/FITTING IDENTIFICATION							Torque						Turns From Finger Tight (TFFT)**
MATERIAL	Dash Size	Thread Size	ØA*		ØB*		[Ft-Lb]			[N-m]			
		(UNF)	(in)	(mm)	(in)	(mm)	Min	Nom	Max	Min	Nom	Max	
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	4	7/16-20	0.39	9.90	0.44	11.10	13	14	14	18	19	19	1/4 to 1/2
	6	5/8-18	0.56	14.30	0.63	15.90	22	23	24	30	31	33	1/4 to 1/2
	8	3/4-16	0.69	17.50	0.75	19.10	42	44	46	57	60	62	1/4 to 1/2
	10	7/8-14	0.81	20.60	0.87	22.20	60	63	66	81	85	89	1/4 to 1/2
	12	1 1/16-14	0.98	25.00	1.06	27.00	84	88	92	114	119	125	1/4 to 1/2

* ØA and ØB thread dimensions for reference only.

** See FFWR and TFFT Methods for FFWR procedure requirements.

Table 5-6. 45° Flare (SAE) - Aluminum/Brass



TYPE/FITTING IDENTIFICATION							Torque						Turns From Finger Tight (TFFT)**
MATERIAL	Dash Size	Thread Size	ØA*		ØB*		[Ft-Lb]			[N-m]			
		(UNF)	(in)	(mm)	(in)	(mm)	Min	Nom	Max	Min	Nom	Max	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	4	7/16-20	0.39	9.90	0.44	11.10	8	9	9	11	12	12	1/4 to 1/2
	6	5/8-18	0.56	14.30	0.63	15.90	14	15	15	19	20	20	1/4 to 1/2
	8	3/4-16	0.69	17.50	0.75	19.10	27	29	30	37	39	41	1/4 to 1/2
	10	7/8-14	0.81	20.60	0.87	22.20	39	41	43	53	56	58	1/4 to 1/2
	12	1 1/16-14	0.98	25.00	1.06	27.00	55	58	61	75	79	83	1/4 to 1/2

* ØA and ØB thread dimensions for reference only.

** See FFWR and TFFT Methods for TFFT procedure requirements.

Assembly Instructions for O-Ring Face Seal (ORFS) Fittings

1. Ensure proper O-ring is installed. If O-ring is missing install per O-ring Installation (Replacement).
2. Ensure surface is smooth, free of rust, weld and brazing splatter, splits, dirt, foreign matter, or burrs. If necessary replace fitting or adapter.

CAUTION

CARE TO BE TAKEN WHEN LUBRICATING O-RING. AVOID ADDING OIL TO THE THREADED CONNECTION OF THE FITTING. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

3. Pre-lubricate the O-ring with Hydraulic Oil.
4. Place the tube assembly against the fitting body so that the flat face comes in contact with the O-ring. Hand thread the nut onto the fitting body.

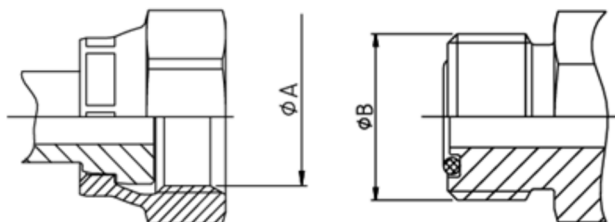
5. Torque nut to value listed in Table 5-7, O-ring Face Seal (ORFS) - Steel or Table 5-8, O-ring Face Seal (ORFS) - Aluminum/Brass while using the Double Wrench Method. Refer to FFWR and TFFT Methods for procedure requirements if using the FFWR method.

NOTE: Torque values provided in Table 5-7, O-ring Face Seal (ORFS) - Steel and Table 5-8, O-ring Face Seal (ORFS) - Aluminum/Brass are segregated based on the material configuration of the connection.

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

- a. STEEL fittings with ALUMINUM or BRASS mating components
- b. ALUMINUM or BRASS fittings with STEEL mating components
- c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.

Table 5-7. O-ring Face Seal (ORFS) - Steel

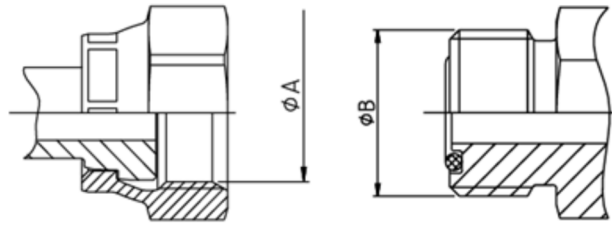


TYPE/FITTING IDENTIFICATION							Torque						Flats from Wrench Resistance (F.F.W.R)**	
MATERIAL	Dash Size	Thread Size (UNF)	ØA*		ØB*		[Ft-Lb]			[N-m]			Tube Nuts	Swivel & Hose Ends
			(in)	(mm)	(in)	(mm)	Min	Nom	Max	Min	Nom	Max		
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	4	9/16-18	0.51	13.00	0.56	14.20	18	19	20	25	26	27	1/4 to 1/2	1/2 to 3/4
	6	11/16-16	0.63	15.90	0.69	17.50	30	32	33	40	43	45	1/4 to 1/2	1/2 to 3/4
	8	13/16-16	0.75	19.10	0.81	20.60	40	42	44	55	57	60	1/4 to 1/2	1/2 to 3/4
	10	1-14	0.94	23.80	1.00	25.40	60	63	66	81	85	89	1/4 to 1/2	1/2 to 3/4
	12	13/16-12	1.11	28.20	1.19	30.10	85	90	94	115	122	127	1/4 to 1/2	1/2 to 3/4
	16	17/16-12	1.34	34.15	1.44	36.50	110	116	121	149	157	164	1/4 to 1/2	1/2 to 3/4
	20	1 1/16-12	1.59	40.50	1.69	42.90	150	158	165	203	214	224	1/4 to 1/2	1/2 to 3/4
	24	2-12	1.92	48.80	2.00	50.80	230	242	253	312	328	343	1/4 to 1/2	1/2 to 3/4
32	2 1/2-12	2.43	61.67	2.50	63.50	375	394	413	508	534	560	1/4 to 1/2	1/2 to 3/4	

* ØA and ØB thread dimensions for reference only.

** See FFWR and TFFT Methods for FFWR procedure requirements.

Table 5-8. O-ring Face Seal (ORFS) - Aluminum/Brass



TYPE/FITTING IDENTIFICATION							Torque						Flats from Wrench Resistance (F.F.W.R)**	
MATERIAL	Dash Size	Thread Size (UNF)	ØA*		ØB*		[Ft-Lb]			[N-m]			Tube Nuts	Swivel & Hose Ends
			(in)	(mm)	(in)	(mm)	Min	Nom	Max	Min	Nom	Max		
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	4	9/16-18	0.51	13.00	0.56	14.20	12	13	13	16	18	18	1/4 to 1/2	1/2 to 3/4
	6	11/16-16	0.63	15.90	0.69	17.50	20	21	22	27	28	30	1/4 to 1/2	1/2 to 3/4
	8	13/16-16	0.75	19.10	0.81	20.60	26	28	29	35	38	39	1/4 to 1/2	1/2 to 3/4
	10	1-14	0.94	23.80	1.00	25.40	39	41	43	53	56	58	1/4 to 1/2	1/2 to 3/4
	12	13/16-12	1.11	28.20	1.19	30.10	55	58	61	75	79	83	1/4 to 1/2	1/2 to 3/4
	16	17/16-12	1.34	34.15	1.44	36.50	72	76	79	98	103	107	1/4 to 1/2	1/2 to 3/4
	20	1 1/16-12	1.59	40.50	1.69	42.90	98	103	108	133	140	146	1/4 to 1/2	1/2 to 3/4
	24	2-12	1.92	48.80	2.00	50.80	150	158	165	203	214	224	1/4 to 1/2	1/2 to 3/4
	32	2 1/2-12	2.43	61.67	2.50	63.50	244	257	269	331	348	365	1/4 to 1/2	1/2 to 3/4

* ØA and ØB thread dimensions for reference only.

** See FFWR and TFFT Methods for FFWR procedure requirements.

Assembly Instructions for DIN 24° Flare Bite Type Fittings (MBTL and MBTS)

 CAUTION

A NON-SQUARE TUBE END CAN CAUSE IMPROPERLY SEATED FITTINGS AND LEAKAGE.

1. Inspect the components to ensure free of contamination, external damage, rust, splits, dirt, foreign matter, or burrs. Ensure tube end is visibly square. If necessary replace fitting or tube.
2. Lubricate thread and cone of fitting body or hardened pre-assembly tool, as well as the progressive ring and nut threads.
3. Slip nut and progressive ring over tube, assuring that they are in the proper orientation.
4. Push the tube end into the coupling body.
5. Slide collet into position and tighten until finger tight. Mark nut and tube in the finger-tight position. Tighten nut to the number of flats listed in Table 5-9, DIN 24° Cone (MBTL & MBTS) while using the Double Wrench Method. The tube must not turn with the nut.

Table 5-9. DIN 24° Cone (MBTL and MBTS)

TYPE/FITTING IDENTIFICATION								DIN 24° CONE FLARELESS BITE FITTING (With or Without O-Ring)									
MATERIAL	TYPE	Tube O.D.	Thread M Size	ØA*	ØB*	C*	ØD*	Torque						Flats from Wrench Resistance (F.F.W.R)**			
		(mm)	(Metric)	(mm)	(mm)	(mm)	(mm)	[Ft-Lb]			[N-m]						
								Min	Nom	Max	Min	Nom	Max				
STEEL FITTINGS WITH STEEL MATING COMPONENTS	DIN 24° CONE FLARELESS BITE (MBTL) FITTING	6	M12x1.5	10.50	12.00	7.00	6.20	FFWR is the recommended method of fitting assembly. Torque values are application specific due to variability in the fitting supplier, coating, lubrication, and other physical characteristics of the connection. Refer to the specific procedure in the Service Manual						1.5 to 1.75			
		8	M14x1.5	12.50	14.00	7.00	8.20							1.5 to 1.75			
		10	M16x1.5	14.50	16.00	7.00	10.20							1.5 to 1.75			
		12	M18x1.5	16.50	18.00	7.00	12.20							1.5 to 1.75			
		15	M22x1.5	20.50	22.00	7.00	15.20							1.5 to 1.75			
		18	M26x1.5	24.50	26.00	7.50	18.20							1.5 to 1.75			
		22	M30x2	27.90	30.00	7.50	22.20							1.5 to 1.75			
		28	M36x2	33.90	36.00	7.50	28.20							1.5 to 1.75			
		35	M45x2	42.90	45.00	10.50	35.30							1.5 to 1.75			
	42	M52x2	49.90	52.00	11.00	42.30	1.5 to 1.75										
	DIN 24° CONE FLARELESS BITE (MBTS) FITTING	TYPE	Tube O.D.	Thread M Size	ØA*	ØB*	C*	ØD*	Torque						Flats from Wrench Resistance (F.F.W.R)**		
			(mm)	(Metric)	(mm)	(mm)	(mm)	(mm)	[Ft-Lb]			[N-m]					
									Min	Nom	Max	Min	Nom	Max			
					6	M14x1.5	12.50	14.00	7.00	6.20	FFWR is the recommended method of fitting assembly. Torque values are application specific due to variability in the fitting supplier, coating, lubrication, and other physical characteristics of the connection. Refer to the specific procedure in the Service manual						1.5 to 1.75
					8	M16x1.5	14.50	16.00	7.00	8.20							1.5 to 1.75
					10	M18x1.5	16.50	18.00	7.50	10.20							1.5 to 1.75
					12	M20x1.5	18.50	20.00	7.50	12.20							1.5 to 1.75
					14	M22x1.5	20.50	22.00	8.00	14.20							1.5 to 1.75
16					M24x1.5	22.50	24.00	8.50	16.20	1.5 to 1.75							
20	M30x2	27.90			30.00	10.50	20.20	1.5 to 1.75									
25	M36x2	33.90			36.00	12.00	25.20	1.5 to 1.75									
30	M42x2	39.90			42.00	13.50	30.20	1.5 to 1.75									
38	M52x2	49.90	52.00	16.00	38.30	1.5 to 1.75											

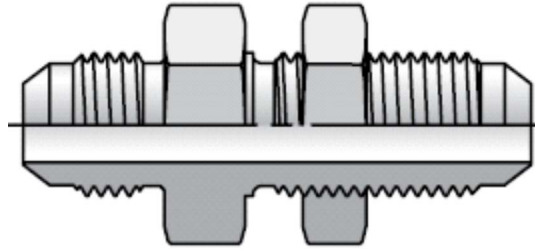
* ØA, ØB, C, & ØD thread dimensions for reference only.

** See FFWR and TFFT Methods for FFWR procedure requirements.

Assembly Instructions for Bulkhead (BH) Fittings

1. Ensure threads and surface are free of rust, weld and brazing splatter, splits, burrs or other foreign material. If necessary replace fitting or adapter.
2. Remove the locknut from the bulkhead assembly.
3. Insert the bulkhead side of the fitting into the panel or bulkhead bracket opening.
4. Hand thread the locknut onto the bulkhead end of the fitting body.
5. Torque nut onto fitting per Table 5-10 and Table 5-11 while using the Double Wrench Method.

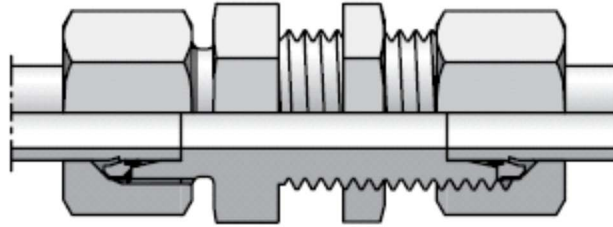
Table 5-10. Bulkhead Fittings (BH) - INCH



TYPE/FITTING IDENTIFICATION				FASTENING JAM NUT for Bulkhead Connectors						
MATERIAL	TYPE	Dash Size	Thread Size	Torque						
				[Ft-Lb]			[N-m]			
			(UNF)	Min	Nom	Max	Min	Nom	Max	
STEEL FITTINGS	O-RING FACE SEAL (ORFS) BULKHEAD FITTING	4	9/16-18	15	16	17	20	22	23	
		6	11/16-16	25	27	28	34	37	38	
		8	13/16-16	55	58	61	75	79	83	
		10	1-14	85	90	94	115	122	127	
		12	13/16-12	135	142	149	183	193	202	
		14	15/16-12	170	179	187	230	243	254	
		16	17/16-12	200	210	220	271	285	298	
		20	111/16-12	245	258	270	332	350	366	
	24	2-12	270	284	297	366	385	403		
	37° FLARE (JIC) BULKHEAD FITTING	TYPE	Dash Size	Thread Size	Torque					
					[Ft-Lb]			[N-m]		
		(UNF)	Min	Nom	Max	Min	Nom	Max		
		3	3/8-24	8	9	9	11	12	12	
		4	7/16-20	13	14	14	18	19	19	
		5	1/2-20	20	21	22	27	28	30	
		6	9/16-18	25	27	28	34	37	38	
		8	3/4-16	50	53	55	68	72	75	
		10	7/8-14	85	90	94	115	122	127	
		12	11/16-12	135	142	149	183	193	202	
		14	13/16-12	170	179	187	230	243	254	
16		15/16-12	200	210	220	271	285	298		
20	15/8-12	245	258	270	332	350	366			
24	17/8-12	270	284	297	366	385	403			
32	2 1/2-12	310	326	341	420	442	462			

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Table 5-11. Bulkhead Fittings (BH) - METRIC



TYPE/FITTING IDENTIFICATION				FASTENING JAM NUT for Bulkhead Connectors					
MATERIAL	TYPE	Connecting Tube O.D.	Thread M Size	Torque					
				[Ft-Lb]			[N-m]		
		(mm)	(metric)	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS	DIN 24° CONE FLARELESS BITE (MBTL) BULKHEAD FITTING	6	M12x1.5	14	15	16	19	20	22
		8	M14x1.5	17	18	19	23	24	26
		10	M16x1.5	22	23	24	30	31	33
		12	M18x1.5	35	37	39	47	50	53
		15	M22x1.5	44	47	50	60	64	68
		18	M26x1.5	70	75	80	95	102	108
		22	M30x2	115	120	125	156	163	169
		28	M36x2	150	157	164	203	213	222
		35	M45x2	155	162	169	210	220	229
	42	M52x2	220	230	240	298	312	325	
	DIN 24° CONE FLARELESS BITE (MBTS) BULKHEAD FITTING	Connecting Tube O.D.	Thread M Size	Torque					
		(mm)	(metric)	[Ft-Lb]			[N-m]		
				Min	Nom	Max	Min	Nom	Max
		6	M14x1.5	17	15	16	23	20	22
		8	M16x1.5	22	18	19	30	24	26
		10	M18x1.5	35	23	24	47	31	33
		12	M20x1.5	40	35	37	54	47	50
		14	M22x1.5	44	47	50	60	64	68
		16	M24x1.5	70	75	80	95	102	108
		20	M30x2	115	120	125	156	163	169
25		M36x2	150	157	164	203	213	222	
30	M42x2	155	162	169	210	220	229		
38	M52x2	220	230	240	298	312	325		

Assembly Instructions for O-Ring Boss (ORB)

Fittings

1. Inspect components to ensure that male and female port threads are free of rust, splits, dirt, foreign matter, or burrs.
2. Ensure proper O-ring is installed. If O-ring is missing install per O-ring Installation (Replacement).

⚠ CAUTION

CARE TO BE TAKEN WHEN LUBRICATING O-RING. AVOID ADDING OIL TO THE THREADED CONNECTION OF THE FITTING. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

3. Pre-lubricate the O-ring with Hydraulic Oil.
4. For Non-Adjustable and Plugs, thread the fitting by hand until contact.
5. For Adjustable fittings, refer to Adjustable Stud End Assembly for proper assembly.

6. Torque the fitting or nut to value listed in Table 5-12 thru Table 5-17 while using the Double Wrench Method.

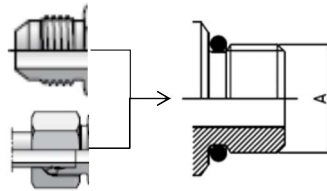
NOTE: *The table headings identify the straight thread O-ring port and the type on the other side of the fitting. The torque will be applied to the straight thread O-ring port.*

NOTE: *Torque values provided in Table 5-12 thru Table 5-17 are segregated based on the material configuration of the connection.*

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

- a. STEEL fittings with ALUMINUM or BRASS mating components.
 - b. ALUMINUM or BRASS fittings with STEEL mating components.
 - c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.
7. Inspect to ensure the O-ring is not pinched and the washer is seated flat on the counterbore of the port.

Table 5-12. O-ring Boss (ORB) - Table 1 of 6



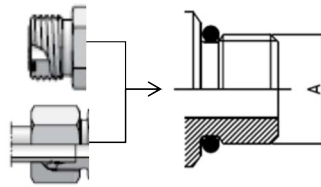
TYPE/FITTING IDENTIFICATION					HEX TYPE PLUGS & STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	(85)	(90)	(94)	10	10	11
	3	3/8-24	0.37	9.52	(155)	(163)	(171)	18	18	19
	4	7/16-20	0.44	11.11	22	23	24	29	31	33
	5	1/2-20	0.50	12.70	23	25	26	32	34	35
	6	9/16-18	0.56	14.28	29	31	32	40	42	43
	8	3/4-16	0.75	19.10	52	55	57	70	75	77
	10	7/8-14	0.87	22.22	85	90	94	115	122	127
	12	11/16-12	1.06	27.00	135	142	149	185	193	202
	14	13/16-12	1.19	30.10	175	184	193	235	249	262
	16	15/16-12	1.31	33.30	200	210	220	270	285	298
	20	15/8-12	1.63	41.30	250	263	275	340	357	373
	24	17/8-12	1.87	47.60	305	321	336	415	435	456
32	2 1/2-12	2.50	63.50	375	394	413	510	534	560	
TYPE/FITTING IDENTIFICATION					HEX TYPE PLUGS & STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	(55)	(58)	(61)	6	7	7
	3	3/8-24	0.37	9.52	(101)	(106)	(111)	11	12	13
	4	7/16-20	0.44	11.11	14	15	16	19	20	22
	5	1/2-20	0.50	12.70	15	16	17	20	22	23
	6	9/16-18	0.56	14.28	19	20	21	26	27	28
	8	3/4-16	0.75	19.10	34	36	37	46	49	50
	10	7/8-14	0.87	22.22	55	58	61	75	79	83
	12	11/16-12	1.06	27.00	88	93	97	119	126	132
	14	13/16-12	1.19	30.10	114	120	126	155	163	171
	16	15/16-12	1.31	33.30	130	137	143	176	186	194
	20	15/8-12	1.63	41.30	163	171	179	221	232	243
	24	17/8-12	1.87	47.60	198	208	218	268	282	296
32	2 1/2-12	2.50	63.50	244	256	268	331	347	363	

* ØA Thread OD dimension for reference only.

**Removal Torque for Zero Leak Gold® Hollow Hex Plugs is significantly higher than install torque, typically 1.5-3.5X install torque.

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Table 5-13. O-ring Boss (ORB) - Table 2 of 6

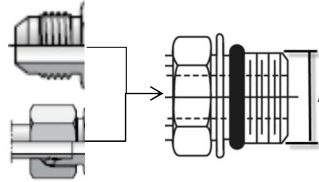


TYPE/FITTING IDENTIFICATION					STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	--	--	--	--	--	--
	3	3/8-24	0.37	9.52	--	--	--	--	--	--
	4	7/16-20	0.44	11.11	26	27	28	35	37	38
	5	1/2-20	0.50	12.70	30	32	33	40	43	45
	6	9/16-18	0.56	14.28	35	37	39	46	50	53
	8	3/4-16	0.75	19.10	60	63	66	80	85	89
	10	7/8-14	0.87	22.22	100	105	110	135	142	149
	12	1 1/16-12	1.06	27.00	135	142	149	185	193	202
	14	1 3/16-12	1.19	30.10	175	184	193	235	249	262
	16	1 5/16-12	1.31	33.30	200	210	220	270	285	298
	20	1 5/8-12	1.63	41.30	250	263	275	340	357	373
	24	1 7/8-12	1.87	47.60	305	321	336	415	435	456
32	2 1/2-12	2.50	63.50	375	394	413	510	534	560	
TYPE/FITTING IDENTIFICATION					STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	--	--	--	--	--	--
	3	3/8-24	0.37	9.52	--	--	--	--	--	--
	4	7/16-20	0.44	11.11	17	18	18	23	24	24
	5	1/2-20	0.50	12.70	20	21	21	27	28	28
	6	9/16-18	0.56	14.28	23	24	24	31	33	33
	8	3/4-16	0.75	19.10	39	41	43	53	56	58
	10	7/8-14	0.87	22.22	65	69	72	88	94	98
	12	1 1/16-12	1.06	27.00	88	93	97	119	126	132
	14	1 3/16-12	1.19	30.10	114	120	126	155	163	171
	16	1 5/16-12	1.31	33.30	130	137	143	176	186	194
	20	1 5/8-12	1.63	41.30	163	171	179	221	232	243
	24	1 7/8-12	1.87	47.60	198	208	218	268	282	296
32	2 1/2-12	2.50	63.50	244	256	268	331	347	363	

* ØA Thread OD dimension for reference only.

** Removal Torque for Zero Leak Gold® Hollow Hex Plugs is significantly higher than install torque, typically 1.5-3.5X install torque.

Table 5-14. O-ring Boss (ORB) - Table 3 of 6



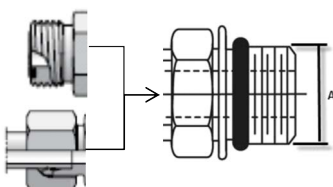
TYPE/FITTING IDENTIFICATION					ADJUSTABLE STUD END with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	(60)	(63)	(66)	7	7	7
	3	3/8-24	0.37	9.52	(100)	(105)	(110)	11	12	12
	4	7/16-20	0.44	11.11	15	16	17	20	22	23
	5	1/2-20	0.50	12.70	21	22	23	28	30	31
	6	9/16-18	0.56	14.28	29	31	32	40	42	43
	8	3/4-16	0.75	19.10	52	55	57	70	75	77
	10	7/8-14	0.87	22.22	85	90	94	115	122	127
	12	11/16-12	1.06	27.00	135	142	149	185	193	202
	14	13/16-12	1.19	30.10	175	184	193	235	249	262
	16	15/16-12	1.31	33.30	200	210	220	270	285	298
	20	15/8-12	1.63	41.30	250	263	275	340	357	373
	24	17/8-12	1.87	47.60	305	321	336	415	435	456
32	2 1/2-12	2.50	63.50	375	394	413	510	534	560	
TYPE/FITTING IDENTIFICATION					ADJUSTABLE STUD END with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	(39)	(41)	(43)	4	5	5
	3	3/8-24	0.37	9.52	(65)	(69)	(72)	7	8	8
	4	7/16-20	0.44	11.11	10	11	11	14	15	15
	5	1/2-20	0.50	12.70	14	15	15	19	20	20
	6	9/16-18	0.56	14.28	19	20	21	26	27	28
	8	3/4-16	0.75	19.10	34	36	37	46	49	50
	10	7/8-14	0.87	22.22	55	58	61	75	79	83
	12	11/16-12	1.06	27.00	88	93	97	119	126	132
	14	13/16-12	1.19	30.10	114	120	126	155	163	171
	16	15/16-12	1.31	33.30	130	137	143	176	186	194
	20	15/8-12	1.63	41.30	163	171	179	221	232	243
	24	17/8-12	1.87	47.60	198	208	218	268	282	296
32	2 1/2-12	2.50	63.50	244	256	268	331	347	363	

* ØA Thread OD dimension for reference only.

** Removal Torque for Zero Leak Gold® Hollow Hex Plugs is significantly higher than install torque, typically 1.5-3.5X install torque.

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Table 5-15. O-ring Boss (ORB) - Table 4 of 6



TYPE/FITTING IDENTIFICATION					ADJUSTABLE STUD END with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	--	--	--	--	--	--
	3	3/8-24	0.37	9.52	--	--	--	--	--	--
	4	7/16-20	0.44	11.11	15	16	17	20	22	23
	5	1/2-20	0.50	12.70	30	32	33	40	43	45
	6	9/16-18	0.56	14.28	35	37	39	46	50	53
	8	3/4-16	0.75	19.10	60	63	66	80	85	89
	10	7/8-14	0.87	22.22	100	105	110	135	142	149
	12	1 1/16-12	1.06	27.00	135	142	149	185	193	202
	14	1 3/16-12	1.19	30.10	175	184	193	235	249	262
	16	1 5/16-12	1.31	33.30	200	210	220	270	285	298
	20	1 5/8-12	1.63	41.30	250	263	275	340	357	373
	24	1 7/8-12	1.87	47.60	305	321	336	415	435	456
32	2 1/2-12	2.50	63.50	375	394	413	510	534	560	
TYPE/FITTING IDENTIFICATION					ADJUSTABLE STUD END with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	--	--	--	--	--	--
	3	3/8-24	0.37	9.52	--	--	--	--	--	--
	4	7/16-20	0.44	11.11	10	11	11	14	15	15
	5	1/2-20	0.50	12.70	20	21	21	27	28	28
	6	9/16-18	0.56	14.28	23	24	24	31	33	33
	8	3/4-16	0.75	19.10	39	41	43	53	56	58
	10	7/8-14	0.87	22.22	65	69	72	88	94	98
	12	1 1/16-12	1.06	27.00	88	93	97	119	126	132
	14	1 3/16-12	1.19	30.10	114	120	126	155	163	171
	16	1 5/16-12	1.31	33.30	130	137	143	176	186	194
	20	1 5/8-12	1.63	41.30	163	171	179	221	232	243
	24	1 7/8-12	1.87	47.60	198	208	218	268	282	296
32	2 1/2-12	2.50	63.50	244	256	268	331	347	363	

*ØA Thread OD dimension for reference only.

**Removal Torque for Zero Leak Gold® Hollow Hex Plugs is significantly higher than install torque, typically 1.5-3.5X install torque.

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Table 5-16. O-ring Boss (ORB) - Table 5 of 6



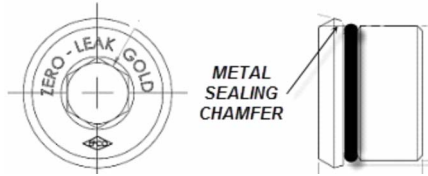
TYPE/FITTING IDENTIFICATION					HOLLOW HEX PLUGS					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
			(UNF)	(in)	(mm)	Min	Nom	Max	Min	Nom
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	(30)	(32)	(33)	3	4	4
	3	3/8-24	0.37	9.52	(55)	(58)	(61)	6	7	7
	4	7/16-20	0.44	11.11	10	11	11	14	15	15
	5	1/2-20	0.50	12.70	14	15	16	19	20	22
	6	9/16-18	0.56	14.28	34	36	38	46	49	52
	8	3/4-16	0.75	19.10	60	63	66	80	85	89
	10	7/8-14	0.87	22.22	100	105	110	135	142	149
	12	11/16-12	1.06	27.00	135	142	149	185	193	202
	14	13/16-12	1.19	30.10	175	184	193	235	249	262
	16	15/16-12	1.31	33.30	200	210	220	270	285	298
	20	15/8-12	1.63	41.30	250	263	275	340	357	373
	24	17/8-12	1.87	47.60	305	321	336	415	435	456
32	2 1/2-12	2.50	63.50	375	394	413	510	534	560	
TYPE/FITTING IDENTIFICATION					HOLLOW HEX PLUGS					
MATERIAL	Dash Size	Thread Size	ØA*		Torque					
					[Ft-Lb]			[N-m]		
			(UNF)	(in)	(mm)	Min	Nom	Max	Min	Nom
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	(20)	(21)	(21)	2	2	2
	3	3/8-24	0.37	9.52	(36)	(38)	(40)	4	4	5
	4	7/16-20	0.44	11.11	6	7	7	8	9	9
	5	1/2-20	0.50	12.70	9	10	10	12	14	14
	6	9/16-18	0.56	14.28	22	24	25	30	33	34
	8	3/4-16	0.75	19.10	39	41	43	53	56	58
	10	7/8-14	0.87	22.22	65	69	72	88	94	98
	12	11/16-12	1.06	27.00	88	93	97	119	126	132
	14	13/16-12	1.19	30.10	114	120	126	155	163	171
	16	15/16-12	1.31	33.30	130	137	143	176	186	194
	20	15/8-12	1.63	41.30	163	171	179	221	232	243
	24	17/8-12	1.87	47.60	198	208	218	268	282	296
32	2 1/2-12	2.50	63.50	244	256	268	331	347	363	

*ØA Thread OD dimension for reference only.

**Removal Torque for Zero Leak Gold® Hollow Hex Plugs is significantly higher than install torque, typically 1.5-3.5X install torque.

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Table 5-17. O-ring Boss (ORB) - Table 6 of 6



TYPE/FITTING IDENTIFICATION					ZERO LEAK GOLD® HOLLOW HEX PLUGS					
MATERIAL	Dash Size	Thread Size	ØA*		Torque**					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	2	3	4	3	4	5
	3	3/8-24	0.37	9.52	3	4	5	4	5	7
	4	7/16-20	0.44	11.11	7	8	9	9	11	12
	5	1/2-20	0.50	12.70	9	10	11	12	14	15
	6	9/16-18	0.56	14.28	11	12	13	15	16	18
	8	3/4-16	0.75	19.10	28	30	32	38	41	43
	10	7/8-14	0.87	22.22	46	48	50	62	65	68
	12	1 1/16-12	1.06	27.00	51	54	57	69	73	77
	14	1 3/16-12	1.19	30.10	Fitting size greater than -12 not typically specified on JLG applications. Consult specific service procedure if encountered.					
	16	1 5/16-12	1.31	33.30						
	20	1 5/8-12	1.63	41.30						
	24	1 7/8-12	1.87	47.60						
32	2 1/2-12	2.50	63.50							
TYPE/FITTING IDENTIFICATION					ZERO LEAK GOLD® HOLLOW HEX PLUGS					
MATERIAL	Dash Size	Thread Size	ØA*		Torque**					
					[Ft-Lb]			[N-m]		
					Min	Nom	Max	Min	Nom	Max
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	2	5/16-24	0.31	7.93	2	3	4	3	4	5
	3	3/8-24	0.37	9.52	3	4	5	4	5	7
	4	7/16-20	0.44	11.11	7	8	9	9	11	12
	5	1/2-20	0.50	12.70	9	10	11	12	14	15
	6	9/16-18	0.56	14.28	11	12	13	15	16	18
	8	3/4-16	0.75	19.10	28	30	32	38	41	43
	10	7/8-14	0.87	22.22	46	48	50	62	65	68
	12	1 1/16-12	1.06	27.00	51	54	57	69	73	77
	14	1 3/16-12	1.19	30.10	Fitting size greater than -12 not typically specified on JLG applications. Consult specific service procedure if encountered.					
	16	1 5/16-12	1.31	33.30						
	20	1 5/8-12	1.63	41.30						
	24	1 7/8-12	1.87	47.60						
32	2 1/2-12	2.50	63.50							

* ØA Thread OD dimension for reference only.

** Removal Torque for Zero Leak Gold® Hollow Hex Plugs is significantly higher than install torque, typically 1.5-3.5X install torque.

Assembly Instructions for Adjustable Port End Metric (MFF) Fittings

1. Inspect components to ensure that male and female threads and surfaces are free of rust, splits, dirt, foreign matter, or burrs.
2. If O-ring is not pre-installed, install proper size, taking care not to damage it. See O-ring Installation (Replacement) for instructions.

NOTICE

CARE TO BE TAKEN WHEN LUBRICATING O-RING. AVOID ADDING OIL TO THE THREADED CONNECTION OF THE FITTING. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

3. Pre-lubricate the O-ring with Hydraulic Oil.
4. For Non-Adjustable Fittings and Plugs, thread the fitting by hand until contact.
5. For Adjustable fittings, refer to Adjustable Stud End Assembly for proper assembly.

6. Torque the fitting or nut to value listed in Table 5-18, Table 5-19, Table 5-20, Table 5-21, Table 5-22, or Table 5-23 while using the Double Wrench Method.

NOTE: *The table headings identify the Metric port and the type on the other side of the fitting. The torque will be applied to the Metric port.*

NOTE: *Torque values provided in Table 5-18, Table 5-19, Table 5-20, Table 5-21, Table 5-22, and Table 5-23 are segregated based on the material configuration of the connection.*

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

- a. STEEL fittings with ALUMINUM or BRASS mating components.
 - b. ALUMINUM or BRASS fittings with STEEL mating components.
 - c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.
7. Inspect to ensure the O-ring is not pinched and the washer is seated flat on the counterbore of the port.

Table 5-18. Metric Flat Face Port (MFF) - L Series - Table 1 of 3

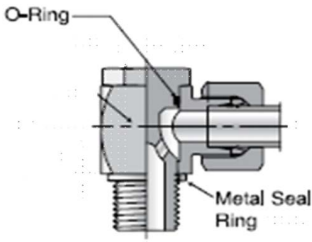
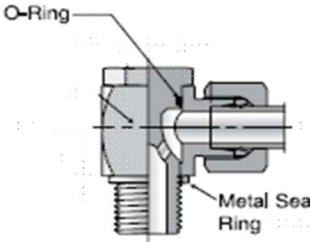
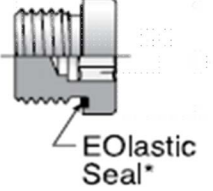
TYPE/FITTING IDENTIFICATION			FORM A (SEALING WASHER) STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end						FORM B (CUTTING FACE) STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	Thread M Size	Connecting Tube O.D.	Torque						Torque					
	(metric)	(mm)	[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	7	8	8	9	11	11	13	14	14	18	19	19
	M12x1.5	8	15	16	17	20	22	23	22	23	24	30	31	33
	M14x1.5	10	26	28	29	35	38	39	33	35	36	45	47	49
	M16x1.5	12	33	35	36	45	47	49	48	51	53	65	69	72
	M18x1.5	15	41	43	45	55	58	61	59	62	65	80	84	88
	M22x1.5	18	48	51	53	65	69	72	103	108	113	140	146	153
	M27x2	22	66	70	73	90	95	99	140	147	154	190	199	209
	M33x2	28	111	117	122	150	159	165	251	264	276	340	358	374
	M42x2	35	177	186	195	240	252	264	369	388	406	500	526	550
	M48x2	42	214	225	235	290	305	319	465	489	512	630	663	694
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	4	5	5	5	7	7	8	9	9	11	12	12
	M12x1.5	8	10	11	11	14	15	15	14	15	16	19	20	22
	M14x1.5	10	17	18	19	23	24	26	21	22	23	28	30	31
	M16x1.5	12	21	22	23	28	30	31	31	33	34	42	45	46
	M18x1.5	15	27	28	29	37	38	39	38	40	42	52	54	57
	M22x1.5	18	31	33	34	42	45	46	67	70	73	91	95	99
	M27x2	22	43	45	47	58	61	64	91	96	100	123	130	136
	M33x2	28	72	76	79	98	103	107	163	171	179	221	232	243
	M42x2	35	115	121	127	156	164	172	240	252	264	325	342	358
	M48x2	42	139	146	153	188	198	207	302	318	332	409	431	450

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Table 5-19. Metric Flat Face Port (MFF) - L Series - Table 2 of 3

TYPE/FITTING IDENTIFICATION			FORM E (EOLASTIC SEALING RING) STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end						FORM G/H (O-RING W/ RETAINING RING) STUD ENDS & ADJUSTABLE STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	Thread M Size	Connecting Tube O.D.	Torque											
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	13	14	14	18	19	19	13	14	15	18	19	20
	M12x1.5	8	18	19	20	25	26	27	18	19	20	25	26	28
	M14x1.5	10	33	35	36	45	47	49	30	31	32	40	42	44
	M16x1.5	12	41	43	45	55	58	61	41	43	45	55	58	61
	M18x1.5	15	52	55	57	70	75	77	52	54	57	70	74	77
	M22x1.5	18	92	97	101	125	132	137	66	70	73	90	95	99
	M27x2	22	133	140	146	180	190	198	133	139	146	180	189	198
	M33x2	28	229	241	252	310	327	342	229	240	252	310	326	341
	M42x2	35	332	349	365	450	473	495	332	348	365	450	473	495
M48x2	42	398	418	438	540	567	594	398	418	438	540	567	594	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	8	9	9	11	12	12	8	9	9	11	12	12
	M12x1.5	8	12	13	13	16	18	18	12	13	13	16	18	18
	M14x1.5	10	21	22	23	28	30	31	19	20	21	26	27	29
	M16x1.5	12	27	28	29	37	38	39	26	28	29	36	38	39
	M18x1.5	15	34	36	37	46	49	50	34	35	37	46	48	50
	M22x1.5	18	60	63	66	81	85	89	43	45	47	59	61	64
	M27x2	22	86	91	95	117	123	129	86	91	95	117	123	129
	M33x2	28	149	157	164	202	213	222	149	157	164	202	213	222
	M42x2	35	216	227	237	293	308	321	216	227	237	293	308	321
M48x2	42	259	272	285	351	369	386	259	272	285	351	369	386	

Table 5-20. Metric Flat Face Port (MFF) - L Series - Table 3 of 3

																				
TYPE/FITTING IDENTIFICATION		BANJO FITTINGS with L series DIN (MBTL) opposite end					HIGH PRESSURE BANJO FITTINGS with L series DIN (MBTL) opposite end					FORM E (EOELASTIC SEALING RING) HOLLOW HEX PLUGS								
MATERIAL	Thread M Size	Connecting Tube O.D. (mm)	Torque						Torque						Torque					
	(metric)		[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	13	14	14	18	19	19	13	14	14	18	19	19	9	10	10	12	14	14
	M12x1.5	8	26	28	29	35	38	39	33	35	36	45	47	49	18	19	20	25	26	27
	M14x1.5	10	37	39	41	50	53	56	41	43	45	55	58	61	26	28	29	35	38	39
	M16x1.5	12	44	46	48	60	62	65	59	62	65	80	84	88	41	43	45	55	58	61
	M18x1.5	15	59	62	65	80	84	88	74	78	81	100	106	110	48	51	53	65	69	72
	M22x1.5	18	89	94	98	120	127	133	103	108	113	140	146	153	66	70	73	90	95	99
	M27x2	22	96	101	106	130	137	144	236	248	260	320	336	353	100	105	110	135	142	149
	M33x2	28	--	--	--	--	--	--	266	280	293	360	380	397	166	175	183	225	237	248
	M42x2	35	--	--	--	--	--	--	398	418	438	540	567	594	266	280	293	360	380	397
	M48x2	42	--	--	--	--	--	--	516	542	568	700	735	770	266	280	293	360	380	397
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	8	9	9	11	12	12	8	9	9	11	12	12	6	7	7	8	9	9
	M12x1.5	8	17	18	19	23	24	26	21	22	23	28	30	31	12	13	13	16	18	18
	M14x1.5	10	24	26	27	33	35	37	27	28	29	37	38	39	17	18	19	23	24	26
	M16x1.5	12	29	30	31	39	41	42	38	40	42	52	54	57	27	28	29	37	38	39
	M18x1.5	15	38	40	42	52	54	57	48	51	53	65	69	72	31	33	34	42	45	46
	M22x1.5	18	58	61	64	79	83	87	67	70	73	91	95	99	43	45	47	58	61	64
	M27x2	22	62	66	69	84	89	94	153	161	169	207	218	229	65	69	72	88	94	98
	M33x2	28	--	--	--	--	--	--	173	182	190	235	247	258	108	114	119	146	155	161
	M42x2	35	--	--	--	--	--	--	259	272	285	351	369	386	173	182	190	235	247	258
	M48x2	42	--	--	--	--	--	--	335	352	369	454	477	500	173	182	190	235	247	258

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Table 5-21. Metric Flat Face Port (MFF) - S Series - Table 1 of 3

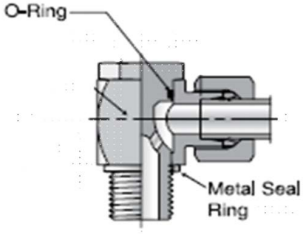
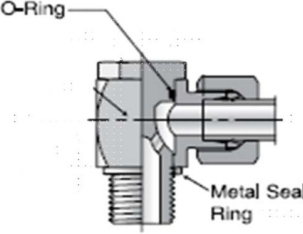
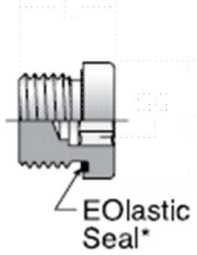
TYPE/FITTING IDENTIFICATION			FORM A (SEALING WASHER) STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end						FORM B (CUTTING FACE) STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Thread M Size	Connecting Tube O.D.	Torque						Torque					
	(metric)	(mm)	[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M12x1.5	6	15	16	17	20	22	23	26	28	29	35	38	39
	M14x1.5	8	26	28	29	35	38	39	41	43	45	55	58	61
	M16x1.5	10	33	35	36	45	47	49	52	55	57	70	75	77
	M18x1.5	12	41	43	45	55	58	61	81	85	89	110	115	121
	M20x1.5	14	41	43	45	55	58	61	111	117	122	150	159	165
	M22x1.5	16	48	51	53	65	69	72	125	132	138	170	179	187
	M27x2	20	66	70	73	89	95	99	199	209	219	270	283	297
	M33x2	25	111	117	122	150	159	165	302	317	332	410	430	450
	M42x2	30	177	186	195	240	252	264	398	418	438	540	567	594
M48x2	38	214	225	235	290	305	319	516	542	568	700	735	770	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M12x1.5	6	10	11	11	14	15	15	17	18	19	23	24	26
	M14x1.5	8	17	18	19	23	24	26	27	28	29	37	38	39
	M16x1.5	10	21	22	23	28	30	31	34	36	37	46	49	50
	M18x1.5	12	27	28	29	37	38	39	53	56	58	72	76	79
	M20x1.5	14	27	28	29	37	38	39	72	76	79	98	103	107
	M22x1.5	16	31	33	34	42	45	46	81	86	90	110	117	122
	M27x2	20	43	45	47	58	61	64	129	136	142	175	184	193
	M33x2	25	72	76	79	98	103	107	196	206	216	266	279	293
	M42x2	30	115	121	127	156	164	172	259	272	285	351	369	386
	M48x2	38	139	146	153	188	198	207	335	352	369	454	477	500

Table 5-22. Metric Flat Face Port (MFF) - S Series - Table 2 of 3

TYPE/FITTING IDENTIFICATION			FORM E (EOLASTIC SEALING RING) STUD ENDS AND HEX TYPE PLUGS with (ORFS) or S series DIN (MBTS) opposite end						FORM G/H (O-RING W/ RETAINING RING) STUD ENDS & ADJUSTABLE STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Thread M Size (metric)	Connecting Tube O.D. (mm)	Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	26	28	29	35	38	39	26	28	29	35	38	39
	M12x1.5	8	33	35	36	45	47	49	41	43	45	55	58	61
	M14x1.5	10	52	55	57	70	75	77	52	55	57	70	75	77
	M16x1.5	12	66	70	73	90	95	99	66	70	73	90	95	99
	M18x1.5	15	92	97	101	125	132	137	92	97	101	125	132	137
	M22x1.5	18	100	105	110	135	142	149	100	105	110	135	142	149
	M27x2	22	133	140	146	180	190	198	133	140	146	180	190	198
	M33x2	28	229	241	252	310	327	342	229	241	252	310	327	342
	M42x2	35	332	349	365	450	473	495	332	349	365	450	473	495
M48x2	42	398	418	438	540	567	594	398	418	438	540	567	594	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	17	18	19	23	24	26	17	18	19	23	24	26
	M12x1.5	8	21	23	23	29	31	32	27	28	29	37	38	39
	M14x1.5	10	34	36	37	46	49	50	34	36	37	46	49	50
	M16x1.5	12	43	45	47	58	61	64	43	45	47	58	61	64
	M18x1.5	15	60	63	66	81	85	89	60	63	66	81	85	89
	M22x1.5	18	65	69	72	88	94	98	65	69	72	88	94	98
	M27x2	22	86	91	95	117	123	129	86	91	95	117	123	129
	M33x2	28	149	157	164	202	213	222	149	157	164	202	213	222
	M42x2	35	216	227	237	293	308	321	216	227	237	293	308	321
	M48x2	42	259	272	285	351	369	386	259	272	285	351	369	386

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Table 5-23. Metric Flat Face Port (MFF) - S Series - Table 3 of 3

																													
TYPE/FITTING IDENTIFICATION			BANJO FITTINGS with S series DIN (MBTS) opposite end									HIGH PRESSURE BANJO FITTINGS with S series DIN (MBTS) opposite end									FORM E (EOLASTIC SEALING RING) HOLLOW HEX PLUGS								
MATERIAL	Thread M Size	Connecting Tube O.D.	Torque									Torque									Torque								
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]											
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max									
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	26	28	29	35	38	39	33	35	36	45	47	49	--	--	--	--	--	--									
	M12x1.5	8	37	39	41	50	53	56	41	43	45	55	58	61	--	--	--	--	--	--									
	M14x1.5	10	44	46	48	60	62	65	59	62	65	80	84	88	--	--	--	--	--	--									
	M16x1.5	12	59	62	65	80	84	88	74	78	81	100	106	110	--	--	--	--	--	--									
	M18x1.5	15	81	85	89	110	115	121	92	97	101	125	132	137	59	62	65	80	84	88									
	M22x1.5	18	89	94	98	120	127	133	100	105	110	135	142	149	--	--	--	--	--	--									
	M27x2	22	100	105	110	135	142	149	236	248	260	320	336	353	--	--	--	--	--	--									
	M33x2	28	--	--	--	--	--	--	266	280	293	360	380	397	--	--	--	--	--	--									
	M42x2	35	--	--	--	--	--	--	398	418	438	540	567	594	--	--	--	--	--	--									
	M48x2	42	--	--	--	--	--	--	516	542	568	700	735	770	--	--	--	--	--	--									
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M10x1	6	17	18	19	23	24	26	21	22	23	28	30	31	--	--	--	--	--	--									
	M12x1.5	8	24	26	27	33	35	37	27	28	29	37	38	39	--	--	--	--	--	--									
	M14x1.5	10	29	30	31	39	41	42	38	40	42	52	54	57	--	--	--	--	--	--									
	M16x1.5	12	38	40	42	52	54	57	48	51	53	65	69	72	--	--	--	--	--	--									
	M18x1.5	15	53	56	58	72	76	79	60	63	66	81	85	89	38	40	42	52	54	57									
	M22x1.5	18	58	61	64	79	83	87	65	69	72	88	94	98	--	--	--	--	--	--									
	M27x2	22	65	69	72	88	94	98	153	161	169	207	218	229	--	--	--	--	--	--									
	M33x2	28	--	--	--	--	--	--	173	182	190	235	247	258	--	--	--	--	--	--									
	M42x2	35	--	--	--	--	--	--	259	272	285	351	369	386	--	--	--	--	--	--									
	M48x2	42	--	--	--	--	--	--	335	352	369	454	477	500	--	--	--	--	--	--									

Assembly Instructions for Metric ISO 6149 (MPP) Port Assembly Stud Ends

1. Inspect components to ensure that male and female threads and surfaces are free of rust, splits, dirt, foreign matter, or burrs.
2. If O-ring is not pre installed, install proper size, taking care not to damage it. See O-ring Installation (Replacement) for instructions.

⚠ CAUTION

CARE TO BE TAKEN WHEN LUBRICATING O-RING. AVOID ADDING OIL TO THE THREADED CONNECTION OF THE FITTING. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

3. Pre-lubricate the O-ring with Hydraulic Oil.
4. For Non-Adjustable Fittings and Plugs, thread the fitting by hand until contact.
5. For Adjustable fittings, refer to Adjustable Stud End Assembly for proper assembly.

6. Torque the fitting or nut to value listed in Table 5-24 while using the Double Wrench Method.

NOTE: *The table headings identify the Metric port and the type on the other side of the fitting. The torque will be applied to the Metric port.*

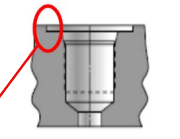
NOTE: *Torque values provided in Table 5-24 are segregated based on the material configuration of the connection.*

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

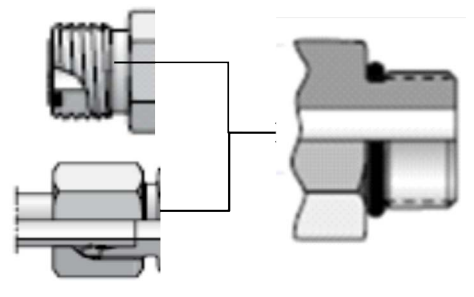
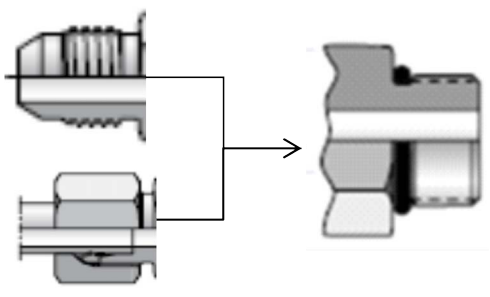
- a. STEEL fittings with ALUMINUM or BRASS mating components.
 - b. ALUMINUM or BRASS fittings with STEEL mating components.
 - c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.
7. Inspect to ensure the O-ring is not pinched and the washer is seated flat on the counterbore of the port.

Table 5-24. Metric Pipe Parallel O-Ring Boss (MPP)

TYPE/FITTING IDENTIFICATION			STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end						STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	Thread M Size	Connecting Tube O.D.	Torque									Torque		
	(metric)	(mm)	[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	M8x1	4	6	7	7	8	9	9	8	9	9	10	12	12
	M10x1	6	11	12	12	15	16	16	15	16	17	20	22	23
	M12x1.5	8	18	19	20	25	26	27	26	28	29	35	38	39
	M14x1.5	10	26	28	29	35	38	39	33	35	36	45	47	49
	M16x1.5	12	30	32	33	40	43	45	41	43	45	55	58	61
	M18x1.5	15	33	35	36	45	47	49	52	55	57	70	75	77
	M20x1.5	--	--	--	--	--	--	--	59	62	65	80	84	88
	M22x1.5	18	44	46	48	60	62	65	74	78	81	100	106	110
	M27x2	22	74	78	81	100	106	110	125	132	138	170	179	187
	M30x2	--	95	100	105	130	136	142	175	184	193	237	249	262
	M33x2	25	120	126	132	160	171	179	230	242	253	310	328	343
	M38x2	--	135	142	149	183	193	202	235	247	259	319	335	351
M42x2	30	155	163	171	210	221	232	245	258	270	330	350	366	
M48x2	38	190	200	209	260	271	283	310	326	341	420	442	462	
M60x2	50	230	242	253	315	328	343	370	389	407	500	527	552	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	M8x1	4	4	5	5	5	7	7	5	6	6	7	8	8
	M10x1	6	7	8	8	9	11	11	10	11	11	14	15	15
	M12x1.5	8	12	13	13	16	18	18	17	18	19	23	24	26
	M14x1.5	10	17	18	19	23	24	26	21	22	23	28	30	31
	M16x1.5	12	20	21	21	27	28	28	27	28	29	37	38	39
	M18x1.5	15	21	22	23	28	30	31	34	36	37	46	49	50
	M20x1.5	--	--	--	--	--	--	--	30	40	42	41	54	57
	M22x1.5	18	29	30	31	39	41	42	48	51	53	65	69	72
	M27x2	22	48	51	53	65	69	72	81	86	90	110	117	122
	M30x2	--	62	65	68	84	88	92	114	120	125	155	163	169
	M33x2	25	78	82	86	106	111	117	150	157	164	203	213	222
	M38x2	--	88	93	97	119	126	132	153	161	168	207	218	228
M42x2	30	101	106	111	137	144	150	159	168	176	216	228	239	
M48x2	38	124	130	136	168	176	184	202	212	222	274	287	301	
M60x2	50	150	157	164	203	213	222	241	253	265	327	343	359	



Note: Metric O-ring only style (ISO 6149) requires o-ring chamfer in the port, similar to ISO 11926 (SAE ORB), but is not interchangeable.



Assembly instructions for Adjustable Port End (BSPP) Fittings

1. Inspect components to ensure that male and female threads and surfaces are free of rust, splits, dirt, foreign matter, or burrs.
2. If O-ring is not pre-installed, install proper size, taking care not to damage it. See O-ring Installation (Replacement) for instructions.

⚠ CAUTION

CARE TO BE TAKEN WHEN LUBRICATING O-RING. AVOID ADDING OIL TO THE THREADED CONNECTION OF THE FITTING. THE LUBRICATION WOULD CAUSE INCREASED CLAMPING FORCE AND CAUSE FITTING DAMAGE.

3. Pre-lubricate the O-ring with Hydraulic Oil.
4. For Non-Adjustable Fittings and Plugs, thread the fitting by hand until contact.
5. For Adjustable fittings, refer to Adjustable Stud End Assembly for proper assembly.

6. Torque the fitting or nut to value listed in Table 5-25, Table 5-26, Table 5-27, Table 5-28, Table 5-29, or Table 5-30 while using the Double Wrench Method.

NOTE: *The table headings identify the BSPP port and the type on the other side of the fitting. The torque will be applied to the BSPP port.*

NOTE: *Torque values provided in Table 5-25, Table 5-26, Table 5-27, Table 5-28, Table 5-29, and Table 5-30 are segregated based on the material configuration of the connection.*

'ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS' indicate either the following material configurations:

- a. STEEL fittings with ALUMINUM or BRASS mating components.
 - b. ALUMINUM or BRASS fittings with STEEL mating components.
 - c. ALUMINUM or BRASS fittings with ALUMINUM or BRASS mating components.
7. Inspect to ensure the O-ring is not pinched and the washer is seated flat on the counterbore of the port.

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Table 5-25. British Standard Parallel Pipe Port (BSPP) - L Series - Table 1 of 3

TYPE/FITTING IDENTIFICATION			FORM A**(SEALING WASHER) STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end						FORM B**(CUTTING FACE) STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/8A	6	7	8	8	9	11	11	13	14	14	18	19	19
	G 1/4A	8	26	28	29	35	38	39	26	28	29	35	38	39
	G 1/4A	10	26	28	29	35	38	39	26	28	29	35	38	39
	G 3/8A	12	33	35	36	45	47	49	52	55	57	70	75	77
	G 1/2A	15	48	51	53	65	69	72	103	108	113	140	146	153
	G 1/2A	18	48	51	53	65	69	72	74	78	81	100	106	110
	G 3/4A	22	66	70	73	90	95	99	133	140	146	180	190	198
	G 1A	28	111	117	122	150	159	165	243	255	267	330	346	362
	G 1-1/4A	35	177	186	195	240	252	264	398	418	438	540	567	594
	G 1-1/2A	42	214	225	235	290	305	319	465	489	512	630	663	694
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/8A	6	4	5	5	5	7	7	8	9	9	11	12	12
	G 1/4A	8	17	18	19	23	24	26	17	18	19	23	24	26
	G 1/4A	10	17	18	19	23	24	26	17	18	19	23	24	26
	G 3/8A	12	21	22	23	28	30	31	34	36	37	46	49	50
	G 1/2A	15	31	33	34	42	45	46	67	70	73	91	95	99
	G 1/2A	18	31	33	34	42	45	46	48	51	53	65	69	72
	G 3/4A	22	42	45	47	57	61	64	86	91	95	117	123	129
	G 1A	28	72	76	79	98	103	107	158	166	174	214	225	236
	G 1-1/4A	35	115	121	127	156	164	172	259	272	285	351	369	386
	G 1-1/2A	42	139	146	153	188	198	207	302	318	333	409	431	451

* Typical for JLG Straight Male Stud Fittings
 ** Non typical for JLG Straight Male Stud Fittings, reference only.
 *** Typical for JLG Adjustable Fittings

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Table 5-26. British Standard Parallel Pipe Port (BSPP) - L Series - Table 2 of 3

TYPE/FITTING IDENTIFICATION			FORM E* (EOLASTIC SEALING RING) STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end						FORM G/H*** (O-RING W/ RETAINING RING) STUD ENDS & ADJUSTABLE STUD ENDS with 37° (JIC) or L series DIN (MBTL) opposite end					
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/8A	6	13	14	14	18	19	19	13	14	14	18	19	19
	G 1/4A	8	26	28	29	35	38	39	26	28	29	35	38	39
	G 1/4A	10	26	28	29	35	38	39	26	28	29	35	38	39
	G 3/8A	12	52	55	57	70	75	77	52	55	57	70	75	77
	G 1/2A	15	66	70	73	90	95	99	66	70	73	90	95	99
	G 1/2A	18	66	70	73	90	95	99	66	70	73	90	95	99
	G 3/4A	22	133	140	146	180	190	198	133	140	146	180	190	198
	G 1A	28	229	241	252	310	327	342	229	241	252	310	327	342
	G 1-1/4A	35	332	349	365	450	473	495	332	349	365	450	473	495
	G 1-1/2A	42	398	418	438	540	567	594	398	418	438	540	567	594
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/8A	6	8	9	9	11	12	12	8	9	9	11	12	12
	G 1/4A	8	17	18	19	23	24	26	17	18	19	23	24	26
	G 1/4A	10	17	18	19	23	24	26	17	18	19	23	24	26
	G 3/8A	12	34	36	37	46	49	50	34	36	37	46	49	50
	G 1/2A	15	43	45	47	58	61	64	43	45	47	58	61	64
	G 1/2A	18	43	45	47	58	61	64	43	45	47	58	61	64
	G 3/4A	22	86	91	95	117	123	129	86	91	95	117	123	129
	G 1A	28	149	157	164	202	213	222	149	157	164	202	213	222
	G 1-1/4A	35	216	227	237	293	308	321	216	227	237	293	308	321
	G 1-1/2A	42	259	272	285	351	369	386	259	272	285	351	369	386

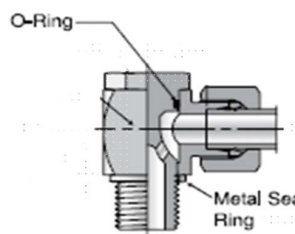
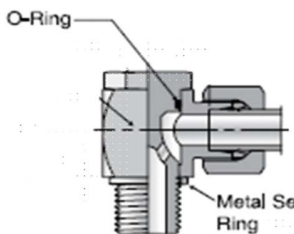
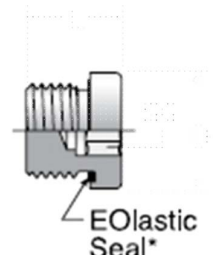
* Typical for JLG Straight Male Stud Fittings

** Non typical for JLG Straight Male Stud Fittings, reference only.

*** Typical for JLG Adjustable Fittings

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

Table 5-27. British Standard Parallel Pipe Port (BSPP) - L Series - Table 3 of 3

																													
TYPE/FITTING IDENTIFICATION			BANJO FITTINGS with L series DIN (MBTL) opposite end									HIGH PRESSURE BANJO FITTINGS with L series DIN (MBTL) opposite end									FORM E (EOLASTIC SEALING RING) HOLLOW HEX PLUGS								
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque									Torque									Torque								
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]											
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max									
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	G1/8A	6	13	14	14	18	19	19	13	14	14	18	19	19	10	11	11	13	15	15									
	G1/4A	8	30	32	33	40	43	45	33	35	36	45	47	49	22	23	24	30	31	33									
	G1/4A	10	30	32	33	40	43	45	33	35	36	45	47	49	22	23	24	30	31	33									
	G3/8A	12	48	51	53	65	69	72	52	55	57	70	75	77	44	46	48	60	62	65									
	G1/2A	15	66	70	73	90	95	99	89	94	98	120	127	133	59	62	65	80	84	88									
	G1/2A	18	66	70	73	90	95	99	89	94	98	120	127	133	59	62	65	80	84	88									
	G3/4A	22	92	97	101	125	132	137	170	179	187	230	243	254	103	108	113	140	146	153									
	G1A	28	--	--	--	--	--	--	236	248	260	320	336	353	148	156	163	200	212	221									
	G1-1/4A	35	--	--	--	--	--	--	398	418	438	540	567	594	295	313.5	332	400	425	450									
	G1-1/2A	42	--	--	--	--	--	--	516	542	568	700	735	770	332	349	365	450	473	495									
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	G1/8A	6	8	9	9	11	12	12	8	9	9	11	12	12	6	7	7	8	9	9									
	G1/4A	8	20	21	21	27	28	28	21	22	23	28	30	31	14	15	16	19	20	22									
	G1/4A	10	20	21	21	27	28	28	21	22	23	28	30	31	14	15	16	19	20	22									
	G3/8A	12	31	33	34	42	45	46	34	36	37	46	49	50	29	30	31	39	41	42									
	G1/2A	15	43	45	47	58	61	64	58	61	64	79	83	87	38	40	42	52	54	57									
	G1/2A	18	43	45	47	58	61	64	58	61	64	79	83	87	38	40	42	52	54	57									
	G3/4A	22	60	63	66	81	85	89	111	117	122	150	159	165	67	70	73	91	95	99									
	G1A	28	--	--	--	--	--	--	153	161	169	207	218	229	96	101	106	130	137	144									
	G1-1/4A	35	--	--	--	--	--	--	259	272	285	351	369	386	216	227	237	293	308	321									
	G1-1/2A	42	--	--	--	--	--	--	335	352	369	454	477	500	216	227	237	293	308	321									

* Typical for JLG Straight Male Stud Fittings

** Non typical for JLG Straight Male Stud Fittings, reference only.

*** Typical for JLG Adjustable Fittings

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Table 5-28. British Standard Parallel Pipe Port (BSPP) - S Series - Table 1 of 3

TYPE/FITTING IDENTIFICATION			FORM A** (SEALING WASHER) STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end						FORM B** (CUTTING FACE) STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/4A	6	26	28	29	35	38	39	41	43	45	55	58	61
	G 1/4A	8	26	28	29	35	38	39	41	43	45	55	58	61
	G 3/8A	10	33	35	36	45	47	49	66	70	73	90	95	99
	G 3/8A	12	33	35	36	45	47	49	66	70	73	90	95	99
	G 1/2A	14	48	51	53	65	69	72	111	117	122	150	159	165
	G 1/2A	16	48	51	53	65	69	72	96	101	106	130	137	144
	G 3/4A	20	66	70	73	90	95	99	199	209	219	270	283	297
	G 1A	25	111	117	122	150	159	165	251	264	276	340	358	374
	G 1-1/4A	30	177	186	195	240	252	264	398	418	438	540	567	594
	G 1-1/2A	38	214	225	235	290	305	319	516	542	568	700	735	770
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/4A	6	17	18	19	23	24	26	27	28	29	37	38	39
	G 1/4A	8	17	18	19	23	24	26	27	28	29	37	38	39
	G 3/8A	10	21	22	23	28	30	31	43	45	47	58	61	64
	G 3/8A	12	21	22	23	28	30	31	43	45	47	58	61	64
	G 1/2A	14	31	33	34	42	45	46	72	76	79	98	103	107
	G 1/2A	16	31	33	34	42	45	46	62	66	69	84	89	94
	G 3/4A	20	43	45	47	58	61	64	129	136	142	175	184	193
	G 1A	25	72	76	79	98	103	107	163	171	179	221	232	243
	G 1-1/4A	30	115	121	127	156	164	172	259	272	285	351	369	386
	G 1-1/2A	38	139	146	153	188	198	207	335	352	369	454	477	500

* Typical for JLG Straight Male Stud Fittings
 ** Non typical for JLG Straight Male Stud Fittings, reference only.
 *** Typical for JLG Adjustable Fittings

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

Table 5-29. British Standard Parallel Pipe Port (BSPP) - S Series - Table 2 of 3

TYPE/FITTING IDENTIFICATION			FORM E* (EOLASTIC SEALING RING) STUD ENDS AND HEX TYPE PLUGS with (ORFS) or S series DIN (MBTS) opposite end						FORM G/H*** (O-RING W/ RETAINING RING) STUD ENDS & ADJUSTABLE STUD ENDS with (ORFS) or S series DIN (MBTS) opposite end					
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
	(metric)	(mm)	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/4A	6	41	43	45	55	58	61	26	28	29	35	38	39
	G 1/4A	8	41	43	45	55	58	61	26	28	29	35	38	39
	G 3/8A	10	59	62	65	80	84	88	52	55	57	70	75	77
	G 3/8A	12	59	62	65	80	84	88	52	55	57	70	75	77
	G 1/2A	14	85	90	94	115	122	127	66	70	73	90	95	99
	G 1/2A	16	85	90	94	115	122	127	66	70	73	90	95	99
	G 3/4A	20	133	140	146	180	190	198	133	140	146	180	190	198
	G 1A	25	229	241	252	310	327	342	229	241	252	310	327	342
	G 1-1/4A	30	332	349	365	450	473	495	332	349	365	450	473	495
G 1-1/2A	38	398	418	438	540	567	594	398	418	438	540	567	594	
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	G 1/4A	6	27	28	29	37	38	39	17	18	19	23	24	26
	G 1/4A	8	27	28	29	37	38	39	17	18	19	23	24	26
	G 3/8A	10	38	40	42	52	54	57	34	36	37	46	49	50
	G 3/8A	12	38	40	42	52	54	57	34	36	37	46	49	50
	G 1/2A	14	55	58	61	75	79	83	43	45	47	58	61	64
	G 1/2A	16	55	58	61	75	79	83	43	45	47	58	61	64
	G 3/4A	20	86	91	95	117	123	129	86	91	95	117	123	129
	G 1A	25	149	157	164	202	213	222	149	157	164	202	213	222
	G 1-1/4A	30	216	227	237	293	308	321	216	227	237	293	308	321
G 1-1/2A	38	259	272	285	351	369	386	259	272	285	351	369	386	

*Typical for JLG Straight Male Stud Fittings

** Non typical for JLG Straight Male Stud Fittings, reference only.

***Typical for JLG Adjustable Fittings

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

Table 5-30. British Standard Parallel Pipe Port (BSPP) - S Series - Table 3 of 3

															<p>Note: BSPP O-ring only style (ISO 228-1) requires o-ring chamfer in the port, similar to ISO 11926 (SAE ORB), but is not interchangeable. Not typically used on JLG machines.</p>								
TYPE/FITTING IDENTIFICATION			BANJO FITTINGS with S series DIN (MBTS) opposite end									HIGH PRESSURE BANJO FITTINGS with S series DIN (MBTS) opposite end						JIS/BSPP O-RING ONLY					
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque									Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]					
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max			
STEEL FITTINGS WITH STEEL MATING COMPONENTS; UN-LUBRICATED THREADS	G1/4A	6	30	32	33	40	43	45	33	35	36	45	47	49	Fitting type not typically specified on JLG applications. Refer to the specific procedure in this Service Manual.								
	G1/4A	8	30	32	33	40	43	45	33	35	36	45	47	49									
	G3/8A	10	48	51	53	65	69	72	52	55	57	70	75	77									
	G3/8A	12	48	51	53	65	69	72	52	55	57	70	75	77									
	G1/2A	14	66	70	73	90	95	99	89	94	98	120	127	133									
	G1/2A	16	66	70	73	90	95	99	89	94	98	120	127	133									
	G3/4A	20	92	97	101	125	132	137	170	179	187	230	243	254									
	G1A	25	--	--	--	--	--	--	236	248	260	320	336	353									
	G1-1/4A	30	--	--	--	--	--	--	398	418	438	540	567	594									
G1-1/2A	38	--	--	--	--	--	--	516	542	568	700	735	770										
MATERIAL	BSPP Thread G Size	Connecting Tube O.D.	Torque									Torque						Torque					
			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]					
			Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max			
ALUMINUM/BRASS FITTINGS OR ALUMINUM/BRASS MATING COMPONENTS; UN-LUBRICATED THREADS	G1/4A	6	20	21	21	27	28	28	22	22	23	30	30	31	Fitting type not typically specified on JLG applications. Refer to the specific procedure in this Service Manual.								
	G1/4A	8	20	21	21	27	28	28	22	22	23	30	30	31									
	G3/8A	10	31	33	34	42	45	46	34	36	37	46	49	50									
	G3/8A	12	31	33	34	42	45	46	34	36	37	46	49	50									
	G1/2A	14	43	45	47	58	61	64	58	61	64	79	83	87									
	G1/2A	16	43	45	47	58	61	64	58	61	64	79	83	87									
	G3/4A	20	60	63	66	81	85	89	111	117	122	150	159	165									
	G1A	25	--	--	--	--	--	--	153	161	169	207	218	229									
	G1-1/4A	30	--	--	--	--	--	--	259	272	285	351	369	386									
G1-1/2A	38	--	--	--	--	--	--	335	352	368	454	477	499										
* Typical for JLG Straight Male Stud Fittings																							
** Non typical for JLG Straight Male Stud Fittings, reference only.																							
*** Typical for JLG Adjustable Fittings																							

**Assembly Instructions for Flange Connections:
(FL61 and FL62)**

1. Make sure sealing surfaces are free of rust, splits, scratches, dirt, foreign matter, or burrs.
2. See O-ring Installation (Replacement) for O-ring installation instructions.
3. Pre-lubricate the O-ring with Hydraulic Oil.
4. Position flange and clamp halves.
5. Place lock washers on bolt and bolt through clamp halves.
6. Tighten all bolts by hand.
7. Torque bolts in diagonal sequence in two or more increments to the torque listed on Table 5-31 and Table 5-32.

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Table 5-31. Flange Code (FL61 and FL62) - Inch Fasteners

TYPE/FITTING IDENTIFICATION						STEEL 4-BOLT FLANGE SAE J518 (INCH FASTENERS)													
TYPE	Inch Flange SAE Dash Size	Flange Size		A*		Bolt Thread Size	Fastener Torque for Flanges Equipped with GRADE 5 Screws						Fastener Torque for Flanges Equipped with GRADE 8 Screws						
		(in)	(mm)	(in)	(mm)		[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			
							Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	
CODE 61 SPLIT FLANGE (FL61)	8	0.50	13	1.50	38.10	5/16-18	18	19	19	24	25	26	24	25	26	32	34	35	
	12	0.75	19	1.88	47.75	3/8-16	32	33	35	43	45	47	44	46	49	60	63	66	
	16	1.00	25	2.06	52.32	3/8-16	32	33	35	43	45	47	44	46	49	60	63	66	
	20	1.25	32	2.31	58.67	7/16-14	52	54	57	70	74	77	68	71	75	92	97	101	
	24	1.50	38	2.75	69.85	1/2-13	77	81	85	105	110	116	111	116	122	150	158	165	
	32	2.00	51	3.06	77.72	1/2-13	77	81	85	105	110	116	111	116	122	150	158	165	
	40	2.50	64	3.50	88.90	1/2-13	77	81	85	105	110	116	111	116	122	150	158	165	
	48	3.00	76	4.19	106.43	5/8-11	155	163	170	210	221	231	218	228	239	295	310	325	
	56	3.50	89	4.75	120.65	5/8-11	155	163	170	210	221	231	218	228	239	295	310	325	
	64	4.00	102	5.13	130.30	5/8-11	155	163	170	210	221	231	218	228	239	295	310	325	
	80	5.00	127	6.00	152.40	5/8-11	155	163	170	210	221	231	218	228	239	295	310	325	
TYPE	Inch Flange SAE Dash Size	Flange Size		A*		Bolt Thread Size	Fastener Torque for Flanges Equipped with GRADE 5 Screws						Fastener Torque for Flanges Equipped with GRADE 8 Screws						
		(in)	(mm)	(in)	(mm)		[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]			
							Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	
CODE 62 SPLIT FLANGE (FL62)	8	0.50	13	1.59	40.39	5/16-18	--	--	--	--	--	--	24	25	26	32	34	35	
	12	0.75	19	2.00	50.80	3/8-16	--	--	--	--	--	--	44	46	49	60	63	66	
	16	1.00	25	2.25	57.15	7/16-14	--	--	--	--	--	--	68	71	75	92	97	101	
	20	1.25	32	2.62	66.55	1/2-13	--	--	--	--	--	--	111	116	122	150	158	165	
	20	1.25	32	2.62	66.55	--	--	--	--	--	--	--	--	--	--	--	--	--	
	24	1.50	38	3.12	79.25	5/8-11	--	--	--	--	--	--	218	228	239	295	310	325	
	32	2.00	51	3.81	96.77	3/4-10	--	--	--	--	--	--	332	348	365	450	473	495	

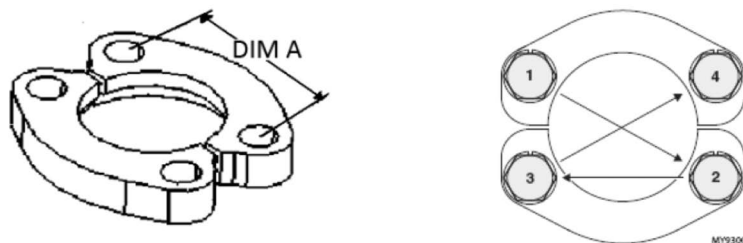
* A dimension for reference only.

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

Table 5-32. Flange Code (FL61 and FL62) - Metric Fasteners

TYPE/FITTING IDENTIFICATION						STEEL 4-BOLT FLANGE SAE J518 (INCH FASTENERS)												
TYPE	Inch Flange SAE Dash Size	Flange Size		A*		Bolt Thread Size (Metric)	Fastener Torque for Flanges Equipped with CLASS 8.8 Screws						Fastener Torque for Flanges Equipped with CLASS 10.9 Screws					
		(in)	(mm)	(in)	(mm)		[Ft-Lb]			[N-m]			[Ft-Lb]			[N-m]		
							Min	Nom	Max	Min	Nom	Max	Min	Nom	Max	Min	Nom	Max
CODE 61 SPLIT FLANGE (FL61)	8	0.50	13	1.50	38.10	(Metric)	18	19	19	24	25	26	18	19	19	24	25	26
	12	0.75	19	1.88	47.75	M8x1.25	37	39	41	50	53	55	37	39	41	50	53	55
	16	1.00	25	2.06	52.32	M10x1.5	37	39	41	50	53	55	37	39	41	50	53	55
	20	1.25	32	2.31	58.67	M10x1.5	37	39	41	50	53	55	37	39	41	50	53	55
	24	1.50	38	2.75	69.85	M10x1.5	68	71	75	92	97	101	68	71	75	92	97	101
	32	2.00	51	3.06	77.72	M12x1.75	68	71	75	92	97	101	68	71	75	92	97	101
	40	2.50	64	3.50	88.90	M12x1.75	68	71	75	92	97	101	68	71	75	92	97	101
	48	3.00	76	4.19	106.43	M12x1.75	155	163	170	210	221	231	155	163	170	210	221	231
	56	3.50	89	4.75	120.65	M16x2	155	163	170	210	221	231	155	163	170	210	221	231
	64	4.00	102	5.13	130.30	M16x2	155	163	170	210	221	231	155	163	170	210	221	231
	80	5.00	127	6.00	152.40	M16x2	155	163	170	210	221	231	155	163	170	210	221	231
CODE 62 SPLIT FLANGE (FL62)	8	0.50	13	1.59	40.39	M8x1.25	--	--	--	--	--	--	24	25	26	32	34	35
	12	0.75	19	2.00	50.80	M10x1.5	--	--	--	--	--	--	52	54	57	70	74	77
	16	1.00	25	2.25	57.15	M12x1.75	--	--	--	--	--	--	96	101	105	130	137	143
	20	1.25	32	2.62	66.55	M12x1.75	--	--	--	--	--	--	96	101	105	130	137	143
	20	1.25	32	2.62	66.55	M14x2	--	--	--	--	--	--	133	139	146	180	189	198
	24	1.50	38	3.12	79.25	M16x2	--	--	--	--	--	--	218	228	239	295	310	325
	32	2.00	51	3.81	96.77	M20x2.5	--	--	--	--	--	--	406	426	446	550	578	605

* A dimension for reference only.



Double Wrench Method

To prevent undesired hose or connector rotation, two wrenches must be used; one torque wrench and one backup wrench. If two wrenches are not used, inadvertent component rotation may occur which absorbs torque and causes

improper joint load and leads to leaks. For hose connections, the 'layline' printed on the hose is a good indicator of proper hose installation. A twisted lay-line usually indicates the hose is twisted. See Figure 5-12., for double wrench method requirements.

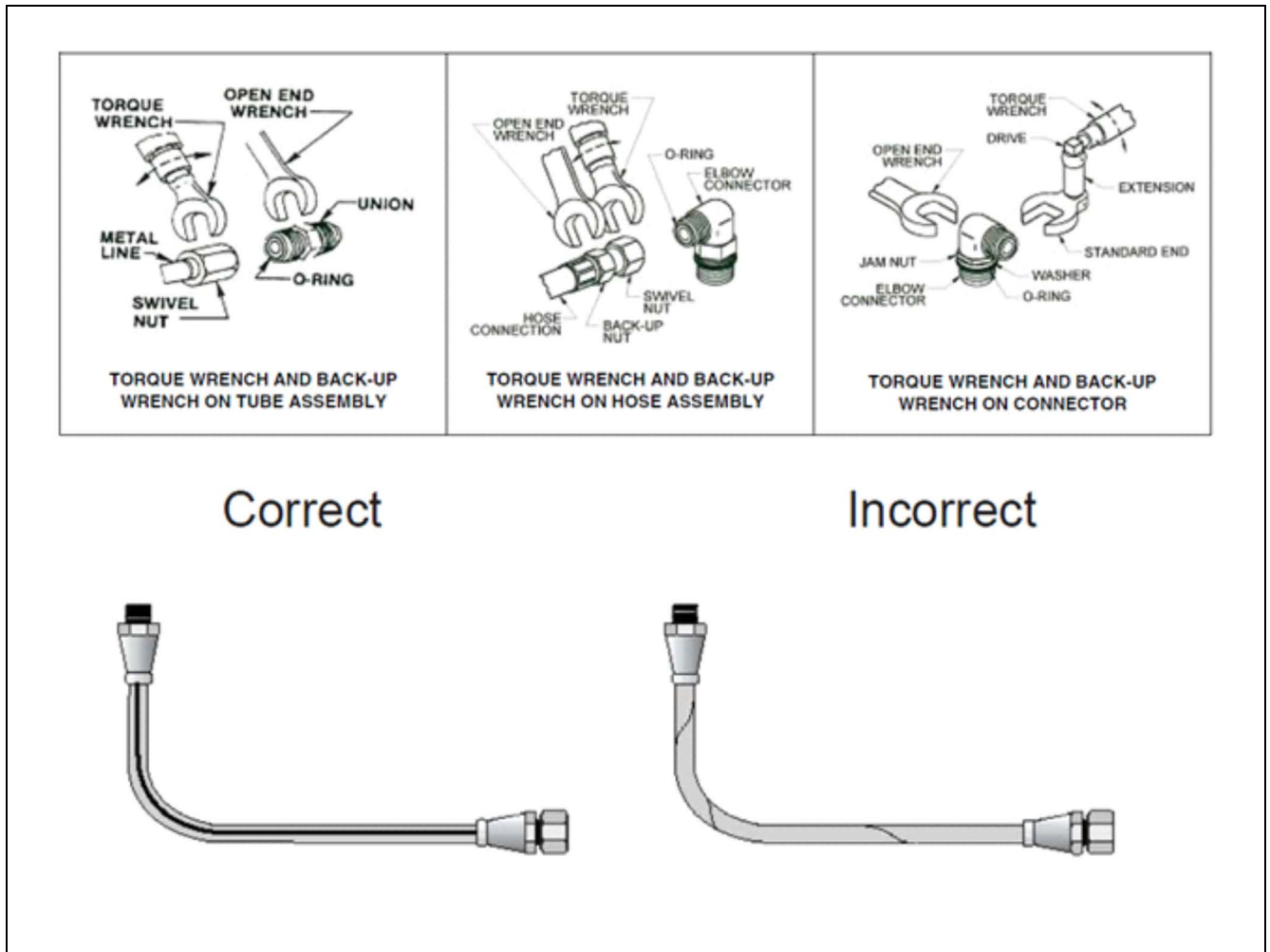


Figure 5-12. Double Wrench Method

FFWR and TFFT Methods

FFWR (FLATS FROM WRENCH RESISTANCE METHOD)

1. Tighten the swivel nut to the mating fitting until no lateral movement of the swivel nut can be detected; finger tight condition.
2. Mark a dot on one of the swivel hex nut flats and another dot in line on the connecting tube adapter. See Figure 5-13.,
3. Use the double wrench method, turn the swivel nut to tighten as shown in Figure 5-13., The nut is to be rotated clockwise the number of hex flats as defined by the applicable Table in Section 5.0.
4. After the connection has been properly tightened, mark a straight line across the connecting parts, not covering the dots, to indicate the connection has been properly tightened. See Figure 5-13.,

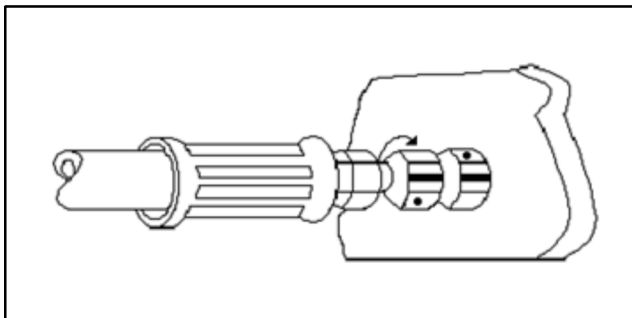


Figure 5-13. FFWR Method

TFFT (TURNS FROM FINGER TIGHT METHOD)

1. Tighten the swivel nut to the mating fitting until no lateral movement of the swivel nut can be detected; finger tight condition.
2. Mark a dot on one of the swivel hex nut flats and another dot in line on the connecting tube adapter.
3. Use the double wrench method, turn the swivel nut to tighten. The nut is to be rotated clockwise the number of turns as defined by the applicable Table in Section 5.0.
4. After the connection has been properly tightened, mark a straight line across the connecting parts, not covering the dots, to indicate the connection has been properly tightened.

Adjustable Stud End Assembly

For Adjustable Stud End Connections; the following assembly steps are to be performed:

1. Lubricate the O-ring with a light coat of hydraulic oil.
2. Position #1 – The O-ring should be located in the groove adjacent to the face of the backup washer. The washer and o-ring should be positioned at the extreme top end of the groove as shown.
3. Position #2 – Position the locknut to just touch the backup washer as shown. The locknut in this position will eliminate potential backup washer damage during the next step.
4. Position #3 – Install the connector into the straight thread box port until the metal backup washer contacts the face of the port as shown.
5. Position #4 – Adjust the connector to the proper position by turning out (counterclockwise) up to a maximum of one turn as shown to provide proper alignment with the mating connector, tube assembly, or hose assembly.
6. Position #5 – Using two wrenches, use the backup wrench to hold the connector in the desired position and then use the torque wrench to tighten the locknut to the appropriate torque.
7. Visually inspect, where possible, the joint to ensure the o-ring is not pinched or bulging out from under the washer and that the backup washer is properly seated flat against the face of the port.

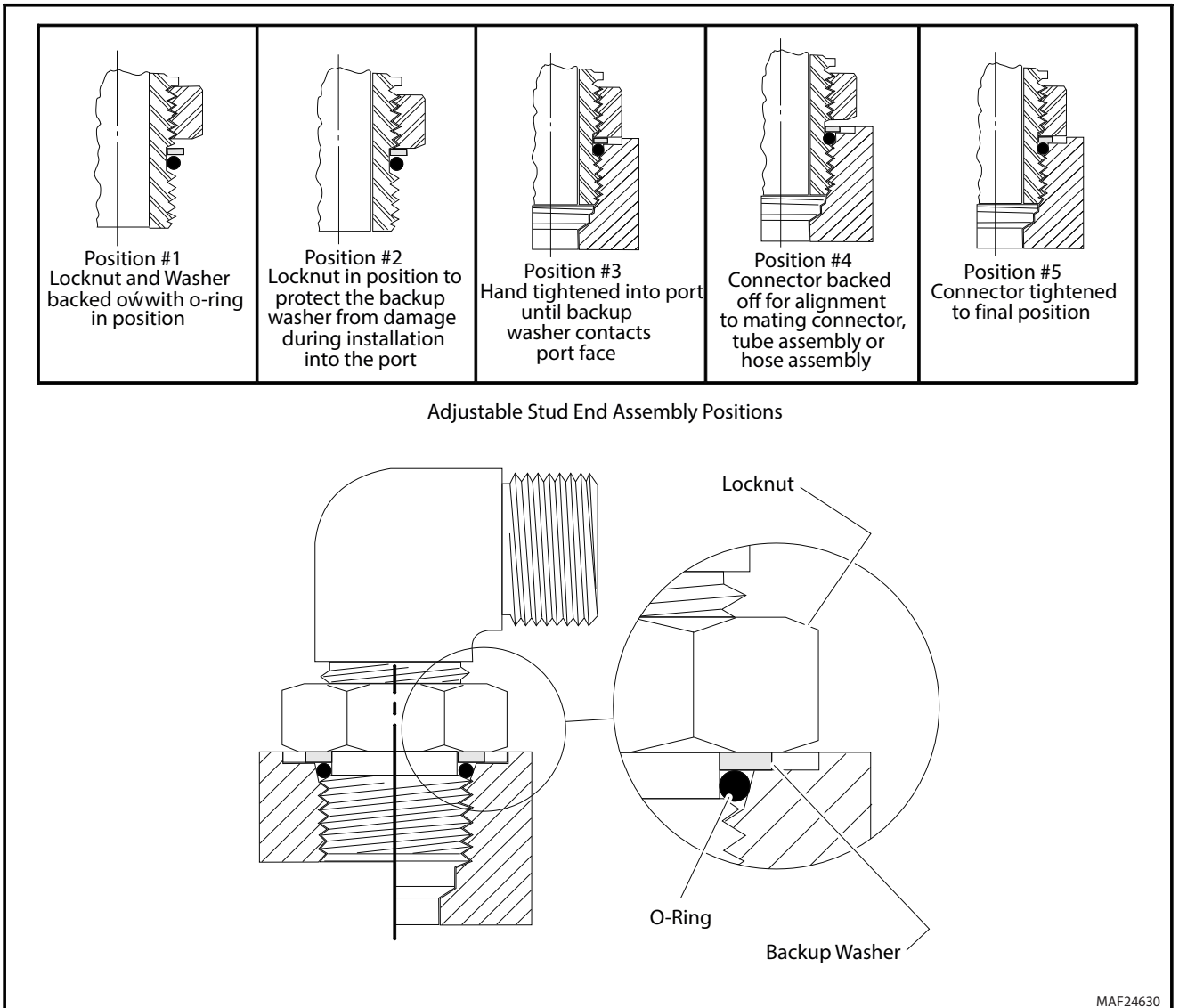


Figure 5-14. Adjustable Stud End Assembly

O-ring Installation (Replacement)

Care must be taken when installing O-rings over threads during replacement or installation. O-rings could become nicked or torn. A damaged O-ring could lead to leakage problems.

1. Inspect O-ring for tears or nicks. If any are found replace O-ring.
2. Ensure proper O-ring to be installed. Many O-rings look the same but are of different material, different hardness, or are slightly different diameters or widths.
3. Use a thread protector when replacing O-rings on fittings.
4. In ORB; ensure O-ring is properly seated in groove. On straight threads, ensure O-ring is seated all the way past the threads prior to installation.
5. Inspect O-ring for any visible nicks or tears. Replace if found.

5.3 CYLINDERS - THEORY OF OPERATION

Systems With Double Acting Cylinders

Systems with double acting cylinders are the Platform Level, Master Level, Lift, Telescope, Articulating Jib Boom Lift, Axle Lockout, and Steer. A double acting cylinder is one that requires oil flow to operate the cylinder rod in both directions. Directing oil (by actuating the corresponding control valve to piston side of cylinder) forces the piston to travel toward the rod end of the barrel, extending the cylinder rod (piston attached to rod). When oil flow is stopped, movement of rod stops. By directing oil to the rod side of the cylinder, the piston is forced in the opposite direction and the cylinder rod retracts.

Systems With Holding Valves

Holding valves are used in the Lift, Telescope, Lockout, Platform Level, and Articulating Jib Boom Lift circuits to prevent retraction of the cylinder rod should a hydraulic line rupture or a leak develop between the cylinder and its control valve.

5.4 CYLINDER CHECKING PROCEDURE

NOTE: Cylinder check must be performed any time a system component is replaced or when improper system operation is suspected.

Cylinders Without Counterbalance Valves - Master Cylinder and Steer Cylinder

1. Using all applicable safety precautions, activate engine and fully extend cylinder to be checked. Shut down engine.
2. Carefully disconnect hydraulic hoses from retract port of cylinder. There will be some initial weeping of hydraulic fluid which can be caught in a suitable container. After initial discharge, there should be no further drainage from the retract port.
3. Activate engine and extend cylinder.
4. If cylinder retract port leakage is less than 6-8 drops per minute, carefully reconnect hose to port and retract cylinder. If leakage continues at a rate of 6-8 drops per minute or more, repair cylinder.
5. With cylinder fully retracted, shut down engine and carefully disconnect hydraulic hose from cylinder extend port.
6. Activate engine and retract cylinder. Check extend port for leakage.
7. If extend port leakage is less than 6-8 drops per minute, carefully reconnect hose to extend port, then activate cylinder through one complete cycle and check for leaks. If leakage continues at a rate of 6-8 drops per minute or more, repair cylinder.

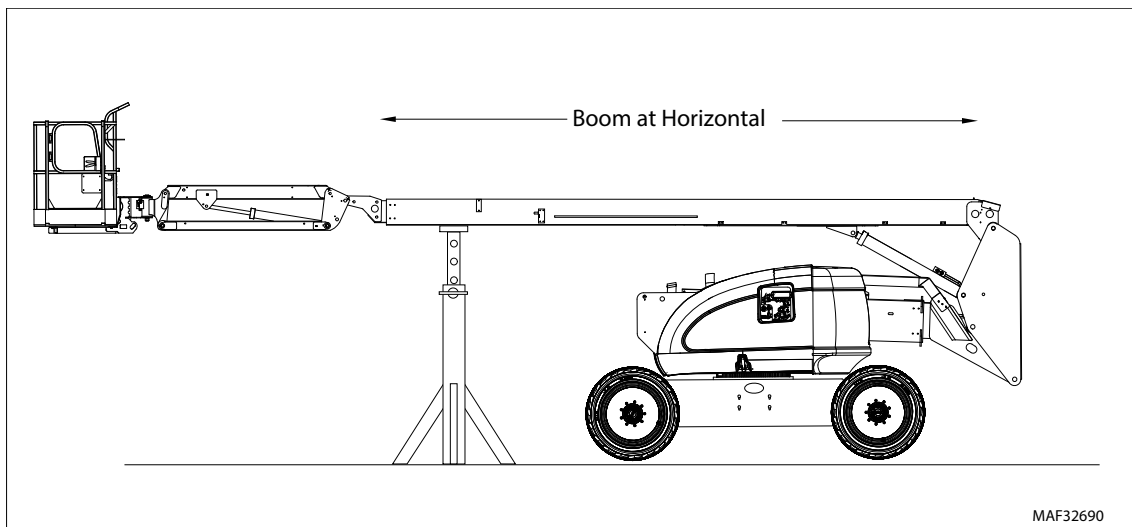


Figure 5-15. Boom Positioning and Support

Cylinders With Single Counterbalance Valve

(Main Lift Cylinder)

⚠ WARNING

OPERATE ALL FUNCTIONS FROM GROUND CONTROL STATION ONLY.

1. Using all applicable safety precautions, activate hydraulic system.

⚠ WARNING

IMPROPERLY SUPPORTED BOOM CAN FALL AND CAUSE DEATH, SERIOUS INJURY, OR DAMAGE TO PROPERTY AND EQUIPMENT. DO NOT WORK ON CYLINDER WITHOUT A SUITABLE PROP IN PLACE. WHEN WORKING ON MAIN LIFT CYLINDER, RAISE BOOM TO HORIZONTAL AND PLACE A BOOM PROP APPROXIMATELY 1 INCH (2.54 CM) BELOW THE MAIN BOOM.

2. Shut down hydraulic system and allow machine to sit for 10-15 minutes. If machine is equipped with proportional control valves, turn IGNITION SWITCH to ON, move control switch or lever for applicable cylinder in each direction, then turn IGNITION SWITCH to OFF. If machine is equipped with hydraulic control valves, move control lever for applicable cylinder in each direction. This is done to relieve hydraulic line pressure. Carefully remove hydraulic hoses from appropriate cylinder port block.
3. There will be initial weeping of hydraulic fluid, which can be caught in a suitable container. After initial discharge, there should be no further leakage from the ports. If leakage continues at a rate of 6-8 drops per minute or more, counterbalance valve is defective and must be replaced.
4. To check piston seals, carefully remove counterbalance valve from the retract port. After initial discharge, there should be no further leakage from the ports. If leakage occurs at a rate of 6-8 drops per minute or more, piston seals are defective and must be replaced.
5. If no repairs are necessary or when repairs have been made, replace counterbalance valve and connect hydraulic hoses to cylinder port block.
6. If used, remove lifting device from upright or remove prop from below main boom. Activate hydraulic system and run cylinder through one complete cycle to check for leaks.

Cylinders With Dual Counterbalance Valves

(Articulating Jib Boom Lift, and Platform), (Platform Level, Lower Lift, Upright level, Main Telescope and Tower Telescope)

⚠ WARNING

OPERATE ALL FUNCTIONS FROM GROUND CONTROL STATION ONLY.

1. Using all applicable safety precautions, activate hydraulic system.

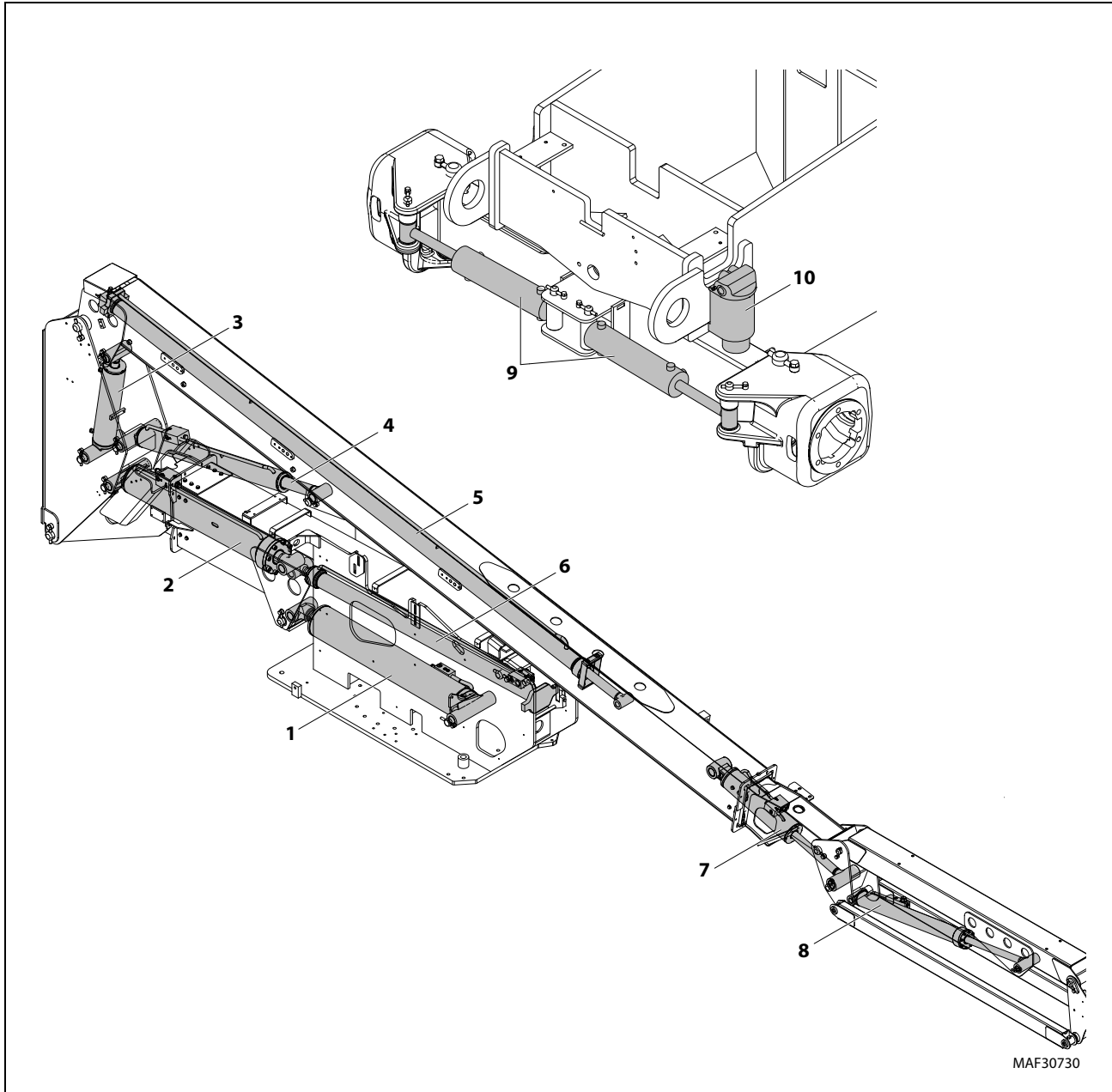
⚠ WARNING

IF WORKING ON TOWER BOOM LIFT CYLINDER, RAISE TOWER BOOM HALFWAY, FULLY ELEVATE MAIN BOOM WITH TELESCOPE CYLINDER FULLY RETRACTED. ATTACH AN OVERHEAD CRANE TO THE UPRIGHT FOR SUPPORT, LEAVING APPROXIMATELY 1 INCH (2.54 CM) OF SLACK IN CHAIN OR SLING FOR TEST PURPOSES. IF WORKING ON THE UPRIGHT LEVEL, RAISE TOWER BOOM HALFWAY, THEN RAISE MAIN BOOM TO HORIZONTAL AND POSITION A SUITABLE BOOM PROP APPROXIMATELY 1 INCH (2.54 CM) BELOW MAIN BOOM. IF WORKING ON PLATFORM LEVEL CYLINDER, STROKE PLATFORM LEVEL CYLINDER FORWARD UNTIL PLATFORM SITS AT A 45 DEGREE ANGLE.

2. Shut down hydraulic system and allow machine to sit for 10-15 minutes. If machine is equipped with proportional control valves, turn IGNITION SWITCH to ON, move control switch or lever for applicable cylinder in each direction, then turn IGNITION SWITCH to OFF. If machine is equipped with hydraulic control valves, move control lever for applicable cylinder in each direction. This is done to relieve hydraulic line pressure. Carefully remove hydraulic hoses from appropriate cylinder port block.
3. Catch initial weeping of hydraulic fluid in a suitable container. After initial discharge, there should be no further leakage from ports. If leakage continues at a rate of 6-8 drops per minute or more, counterbalance valve is defective and must be replaced.
4. To check piston seals, carefully remove counterbalance valve from retract port. After initial discharge, there should be no further leakage from the ports. If leakage occurs at a rate of 6-8 drops per minute or more, piston seals are defective and must be replaced.
5. If no repairs are necessary or when repairs have been made, replace counterbalance valve and carefully connect hydraulic hoses to cylinder port block.
6. Remove lifting device from upright or remove prop from below main boom. Activate hydraulic system and run cylinder through one complete cycle to check for leaks.

5.5 HYDRAULIC CYLINDERS

Cylinder Locations



MAF30730

Item	Cylinder	Item	Cylinder
1	Tower Boom Lift	6	Tower Boom Telescope
2	Upright Level	7	Platform Level (Slave)
3	Master	8	Jib Lift
4	Main Boom Lift	9	Steer
5	Main Boom Telescope	10	Axle Lockout

Figure 5-16. Hydraulic Cylinder Locations

Main Boom Telescope Cylinder Removal

1. Place machine on flat and level surface with main boom horizontal. Extend telescope for access to cylinder rod pin (1).
2. Shut down engine. Support main boom basket end with a prop (2). See Figure 5-15. Boom Positioning and Support.

NOTICE

CAP HYDRAULIC LINES AND PORTS IMMEDIATELY AFTER DISCONNECTING LINES TO PREVENT SYSTEM CONTAMINATION.

3. Tag and disconnect hydraulic lines to telescope cylinder (1). Use suitable container to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
4. Remove bolt and keeper pin from cylinder rod pin (3).
5. Carefully drive telescope cylinder rod pin from fly boom using a suitable brass drift.
6. Remove four bolts (4), two blocks (5), and shims (6) from telescope cylinder barrel end support.
7. Attach a suitable sling to telescope cylinder. Attach suitable lifting device to sling and pull cylinder partially from boom assembly.
8. Secure cylinder with a suitable sling and lifting device at approximate center of gravity.
9. Lift cylinder clear of boom assembly. Lower to ground or suitably supported work area.

Main Boom Telescope Cylinder Installation

1. Attach hydraulic power supply to telescope cylinder ports. Using suitable supports or lifting devices at each end of cylinder, extend rod so cylinder pin holes are same distance apart as boom pin attach holes.
2. Using suitable lifting equipment, carefully lower cylinder to boom assembly.
3. Install cylinder in boom assembly.
4. Remove lifting devices from telescope cylinder (1).
5. Install telescope cylinder rod pin (3) in fly boom. Install keeper pin and bolt.
6. Install telescope cylinder barrel end support in slots in base boom. Apply Medium Strength Threadlocking Compound to bolts (4) and install with shims (6) and blocks (5).
7. Remove hydraulic line and port caps. Correctly route and connect hydraulic lines as tagged to the telescope cylinder.
8. Remove boom prop and overhead crane. Activate hydraulic system.
9. Operate boom functions following all applicable safety precautions. Check for correct operation and hydraulic leaks. Secure as necessary.
10. Check fluid level of hydraulic tank. Adjust as needed.

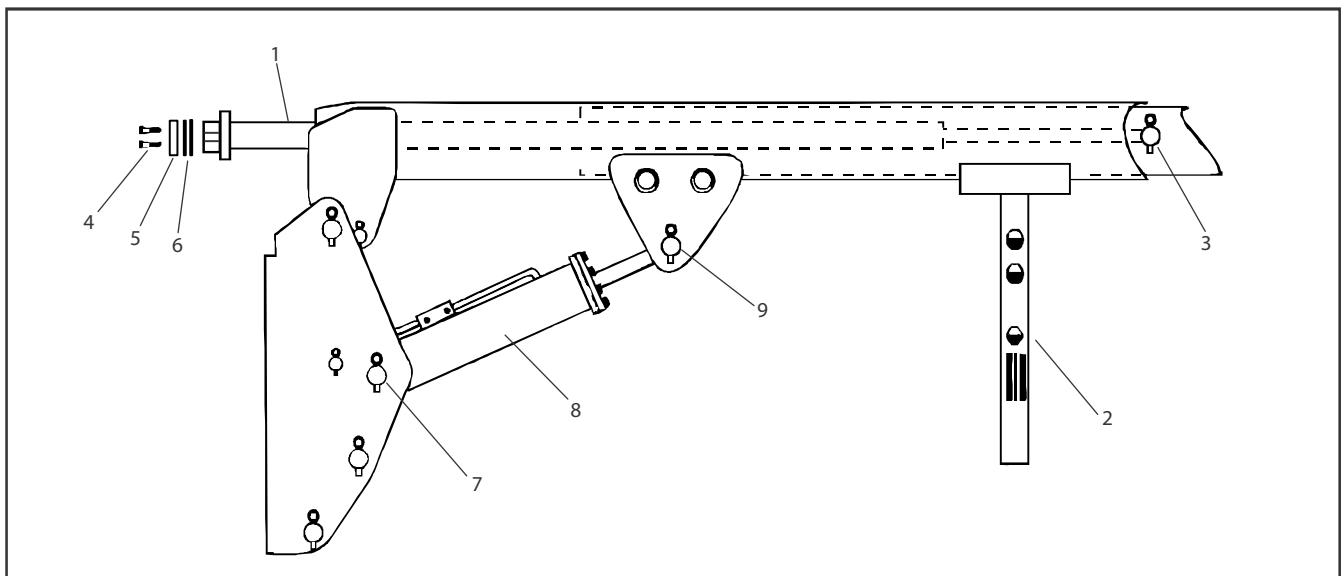


Figure 5-17. Telescope and Lift Cylinder Installation

Main Boom Lift Cylinder Removal

NOTE: Refer to Figure 5-17. Telescope and Lift Cylinder Installation

1. Place machine on flat and level surface. Start engine and place main boom horizontal. Shut down engine and prop boom. (See Figure 5-15. Boom Positioning and Support.
2. Remove bolt and keeper pin from cylinder barrel end pin (7). Drive out pin using a suitable brass drift.
3. Fully retract lift cylinder rod using auxiliary power,
4. Disconnect, cap, and tag main boom lift cylinder (8) hydraulic lines and ports.
5. Remove rod end attach pin (9) keeper pin and bolt. Drive out rod end attach pin from upright using a suitable brass drift.
6. Remove cylinder from boom and place in a suitable work area.

Main Boom Lift Cylinder Installation

NOTE: Refer Figure 5-17. Telescope and Lift Cylinder Installation

1. Install lift cylinder in place using suitable slings or supports. Align attach pin mounting holes on upright.
2. Using a suitable drift, drive barrel end attach pin (7) through mounting holes in lift cylinder and upright. Install keeper pin and bolt.
3. Remove cylinder port plugs and hydraulic line caps. Connect previously tagged lines to cylinder ports.
4. Using auxiliary power extend cylinder rod until attach pin hole aligns with those in the boom. Using a suitable drift drive cylinder rod attach pin (9) through aligned holes, taking care to align the grooved pin holes. Install keeper pin and bolt.
5. Remove boom prop and overhead crane. Activate hydraulic system.
6. Using all applicable safety precautions, operate boom functions. Check for correct operation and hydraulic leaks. Secure as necessary.
7. Check fluid level of hydraulic tank. Adjust as needed.

Upright Level Cylinder Removal

1. With aid of an assistant, manually override Plunger Valve with a pry bar. From Ground Control, use auxiliary power and extend tower telescope to access leveling cylinder rod end pin (3).

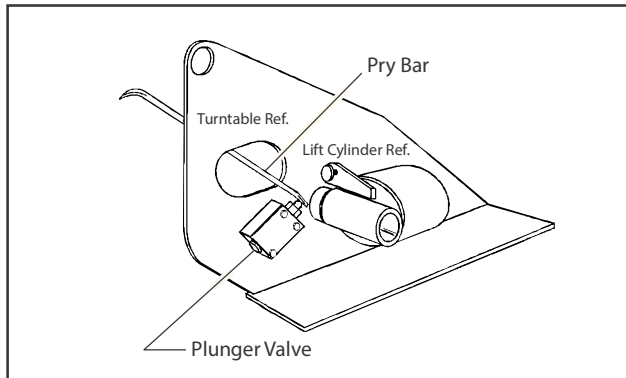


Figure 5-18. Plunger Valve Override

2. Position and support main boom as shown in Figure 5-20. Boom Positioning and Support, Cylinder Repair.
3. Remove bolt and retaining pin from leveling cylinder to upright pin (1).

4. Support upper boom assembly with overhead crane. Raise boom until tension is released from cylinder pin (1).
5. Drive barrel end attach pin (1) through mounting holes in upright and leveling cylinder using a suitable drift.
6. Remove mounting hardware from upright to tower boom assembly pivot pin (2).
7. Drive pivot pin (2) through mounting holes in upright and tower boom assembly using a suitable drift.
8. Using all applicable safety precautions, operate overhead crane to move upright and upper boom assembly forward to clear tower boom.
9. After moving assemblies forward, operate overhead crane left far enough to remove leveling cylinder.
10. Tag, disconnect, and cap level cylinder hydraulic lines.
11. Remove mounting hardware from leveling cylinder to tower boom fly assembly rod end pin (3).
12. Drive leveling cylinder pin (3) through mounting holes in tower boom fly and leveling cylinder using a suitable drift. Remove leveling cylinder.

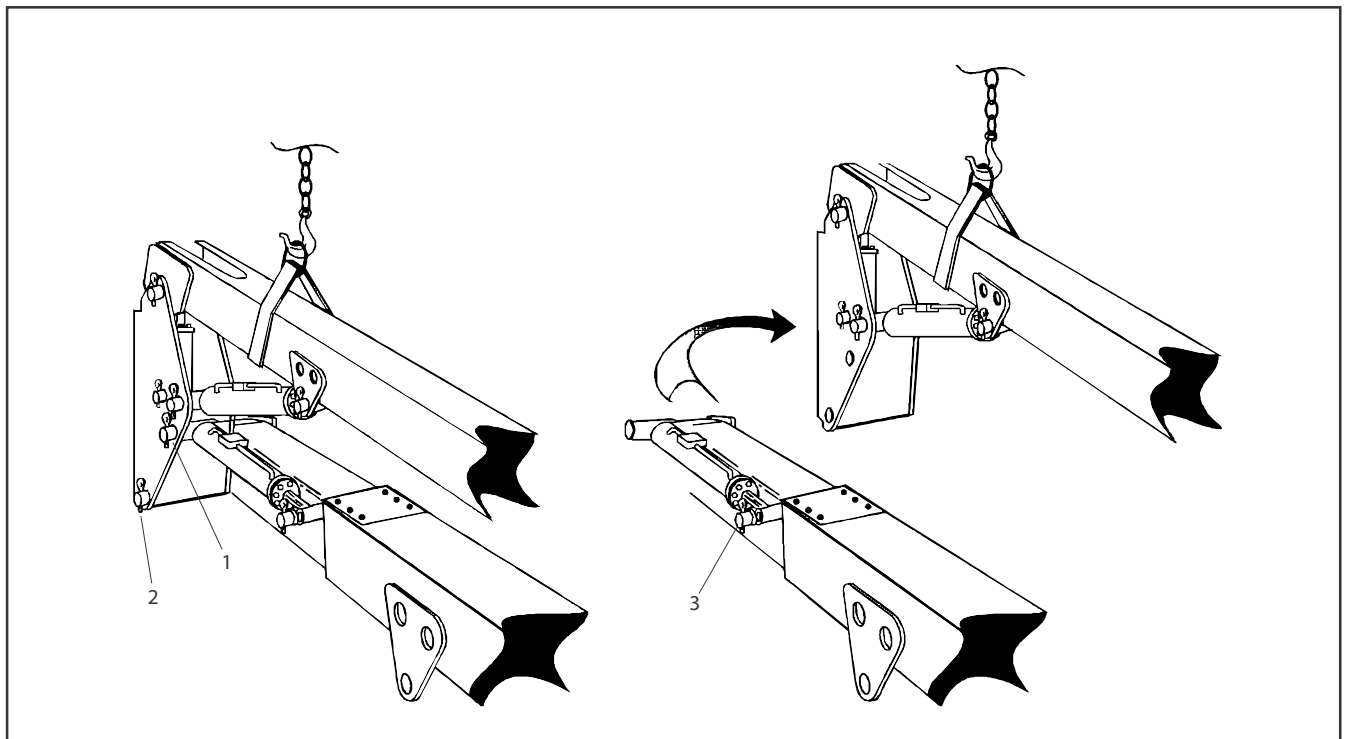


Figure 5-19. Leveling Cylinder Removal

Upright Level Cylinder Installation

1. Place leveling cylinder in position in tower boom. Align holes in tower boom and leveling cylinder. Install leveling cylinder attach pin (3) using a suitable rubber mallet.
2. Secure pin to tower boom with mounting hardware.
3. Remove cylinder port plugs and hydraulic line caps and correctly attach lines to cylinder ports.
4. Using all applicable safety precautions, operate the overhead crane to move upright and upper boom assembly in proper position with tower boom.
5. Align holes in upright and tower boom assembly and install upright pivot pin (2) using a suitable rubber mallet. Secure pin with mounting hardware.
6. Align holes in upright and leveling cylinder barrel end. Install leveling cylinder pin (1) using a suitable rubber mallet. Install keeper pin and bolt.
7. Remove overhead crane from upper boom. Activate hydraulic system.
8. Using all applicable safety precautions, operate the boom functions. Check for correct operation and hydraulic leaks. Secure as necessary.
9. Check fluid level of hydraulic tank Adjust as needed.

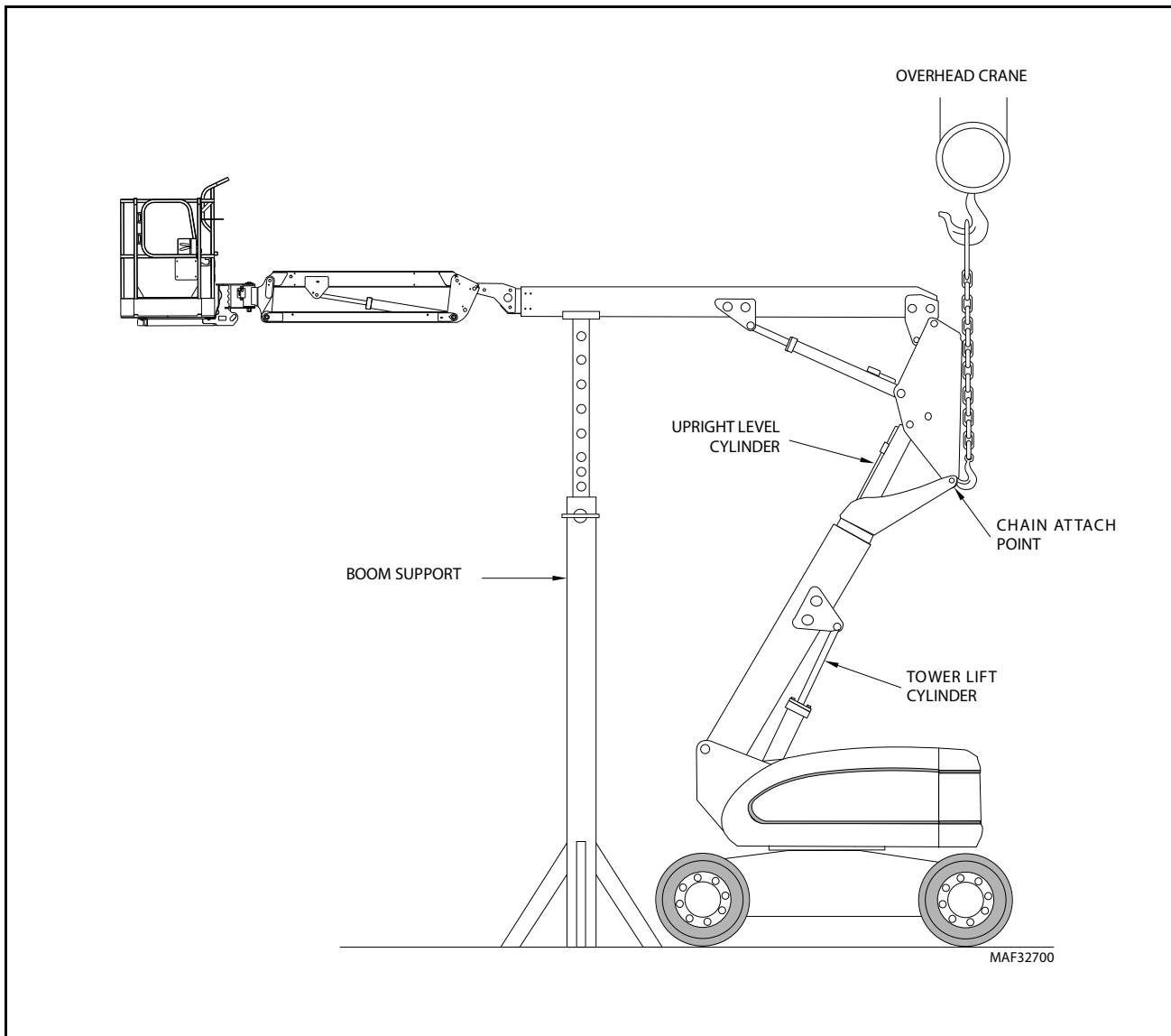


Figure 5-20. Boom Positioning and Support, Cylinder Repair

Tower Boom Lift Cylinder Removal

NOTE: Refer to Figure 5-20. Boom Positioning and Support, Cylinder Repair.

1. Place machine on a flat and level surface. Place main boom in a horizontal position with telescope cylinder fully retracted. Place tower boom in a fully elevated and fully retracted position.
2. Support main boom with a prop. Support upright with an overhead crane.
3. Using slings restrain tower lift cylinder.
4. Remove mounting hardware securing cylinder rod pin to tower boom. Drive out cylinder rod attach pin using a suitable brass drift.
5. Tag, disconnect, and cap tower lift cylinder hydraulic lines and ports.
6. Remove mounting hardware securing cylinder barrel pin to turntable. Drive out cylinder barrel pin using a suitable brass drift.
7. Carefully remove restraining slings. Remove tower lift cylinder from turntable and place in a suitable work area.
8. Fully retract lift cylinder. Use auxiliary power source if necessary.

Tower Lift Cylinder Installation

1. With main boom and tower boom positioned and supported as in Figure 5-20. Boom Positioning and Support, Cylinder Repair, place tower lift cylinder in position on turntable. Secure in place using slings.
2. Align holes in turntable and lift cylinder. Install cylinder barrel pin using a suitable rubber mallet. Install keeper pin and bolt.
3. Connect auxiliary power source to cylinder. Extend cylinder rod until cylinder rod bushing aligns with bushings on boom.
4. Drive rod attach pin through aligned bushings using an appropriate brass drift. Secure pin with attaching hardware.
5. Remove caps from cylinder hydraulic lines. Install lines to cylinder as previously tagged.
6. Remove boom prop and overhead crane. Activate hydraulic system.
7. Operate boom functions following all applicable safety precautions. Check for correct operation and hydraulic leaks. Secure as necessary.
8. Check fluid level of hydraulic tank. Adjust as needed.

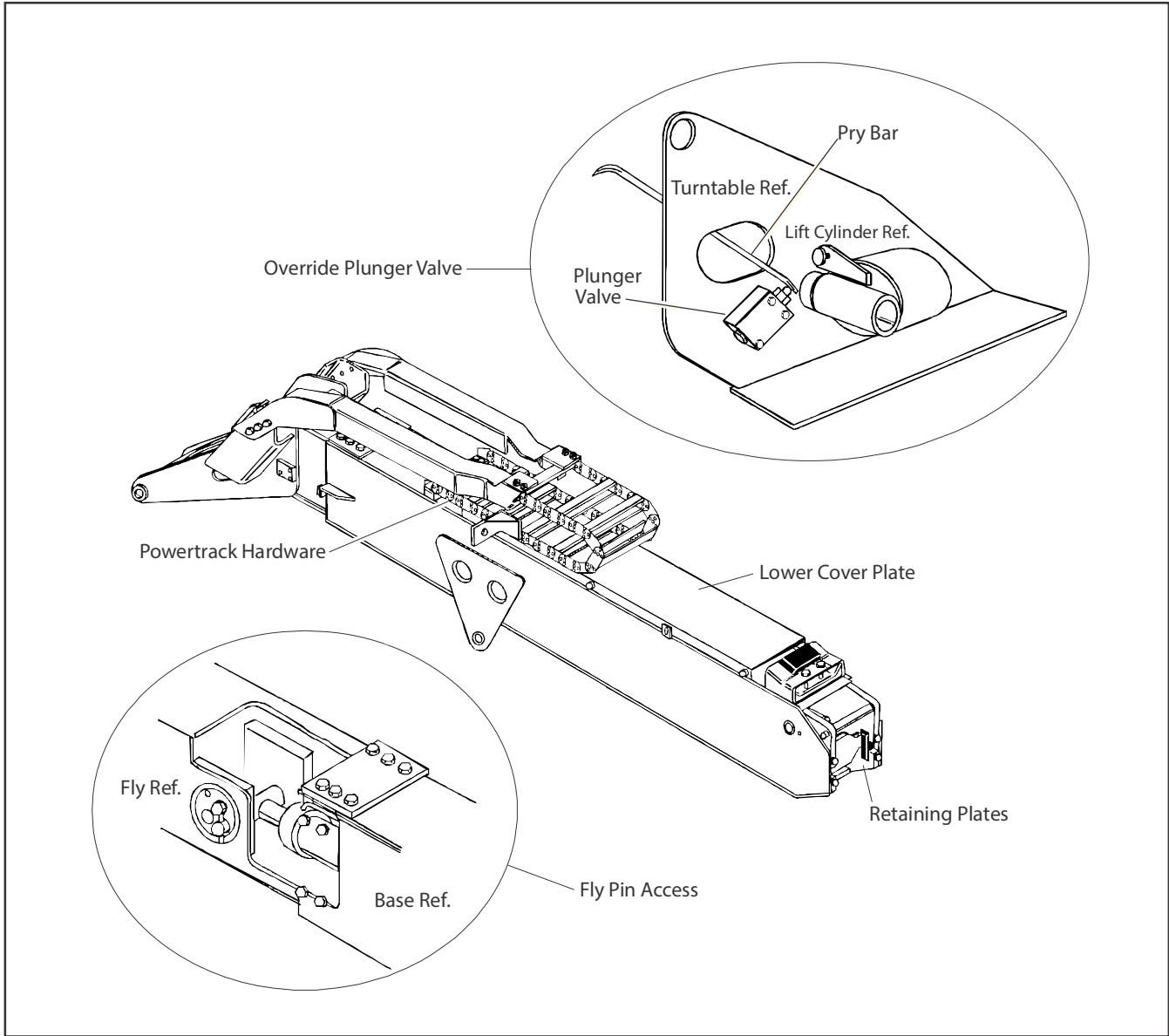


Figure 5-21. Tower Telescope Cylinder Removal

Tower Telescope Cylinder Removal

NOTE: Refer to Figure 5-21. Tower Telescope Cylinder Removal.

1. Place machine on a flat and level surface, with main boom horizontal. Shut down engine and prop boom See Figure 5-17. Telescope and Lift Cylinder Installation.
2. With aid of an assistant, manually override Plunger Valve with a pry bar. From Ground Control, using auxiliary power, extend tower telescope to access fly attach pin.
3. Remove lower cover plate.
4. Remove mounting hardware securing powertrack to tower boom assembly. Slide powertrack back to move holes and wiring harness for access to telescope cylinder.
5. Tag, disconnect, and cap hydraulic hoses to Tower Telescope Cylinder. Plug cylinder ports.
6. Remove mounting hardware securing upper cylinder pin to fly boom. Drive out cylinder rod pin using a suitable brass drift.
7. Remove mounting hardware attaching retaining plates to base boom. Remove plate.
8. Carefully slide telescope cylinder from boom. Place cylinder on a suitable work area

Tower Telescope Cylinder Installation

NOTE: Refer to Figure 5-21. Tower Telescope Cylinder Removal.

1. With boom positioned as in Figure 5-17. Telescope and Lift Cylinder Installation, slide telescope cylinder into boom, aligning cylinder port block end with slotted holes in Base Boom. Secure telescope cylinder with mounting hardware.
2. Remove caps and plugs from hydraulic lines and ports. Connect hydraulic lines to cylinder as tagged during Removal. Reinstall cover plate.
3. Start engine. With aid of an assistant, manually override the plunger valve. Activate Tower telescope out to align attaching pin holes in Fly Boom. Shut down engine.
4. Using a brass drift, drive in attach pin. Secure with mounting hardware.
5. Align holes in base boom and powertrack. Secure powertrack with mounting hardware.
6. Remove boom prop and overhead crane. Activate hydraulic system.
7. Using all applicable safety precautions, operate boom functions. Check for correct operation and hydraulic leaks. Secure as necessary.
8. Check hydraulic tank fluid level. Adjust as needed.

5.6 HYDRAULIC CYLINDER REPAIR

Tower Boom Lift Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-25. Tower Boom Lift Cylinder

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE. MAKE SURE THAT TUBE OR PIPE PART SHOULD NOT BE FIXED.

2. Operate auxiliary hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod.
3. Place cylinder barrel in a suitable holding fixture, use a clamp to hold it in place.



Figure 5-22. Cylinder Clamp Holder

CAUTION

THE HYDRAULIC OIL AND PRESSURE MUST BE DISCHARGED DURING ROD DECOMPOSITION.

4. Remove the counterbalance valves and plugs from the cylinder port block and discard o-rings. Use allen wrench for steel plug and monkey spanner for plastic plug.

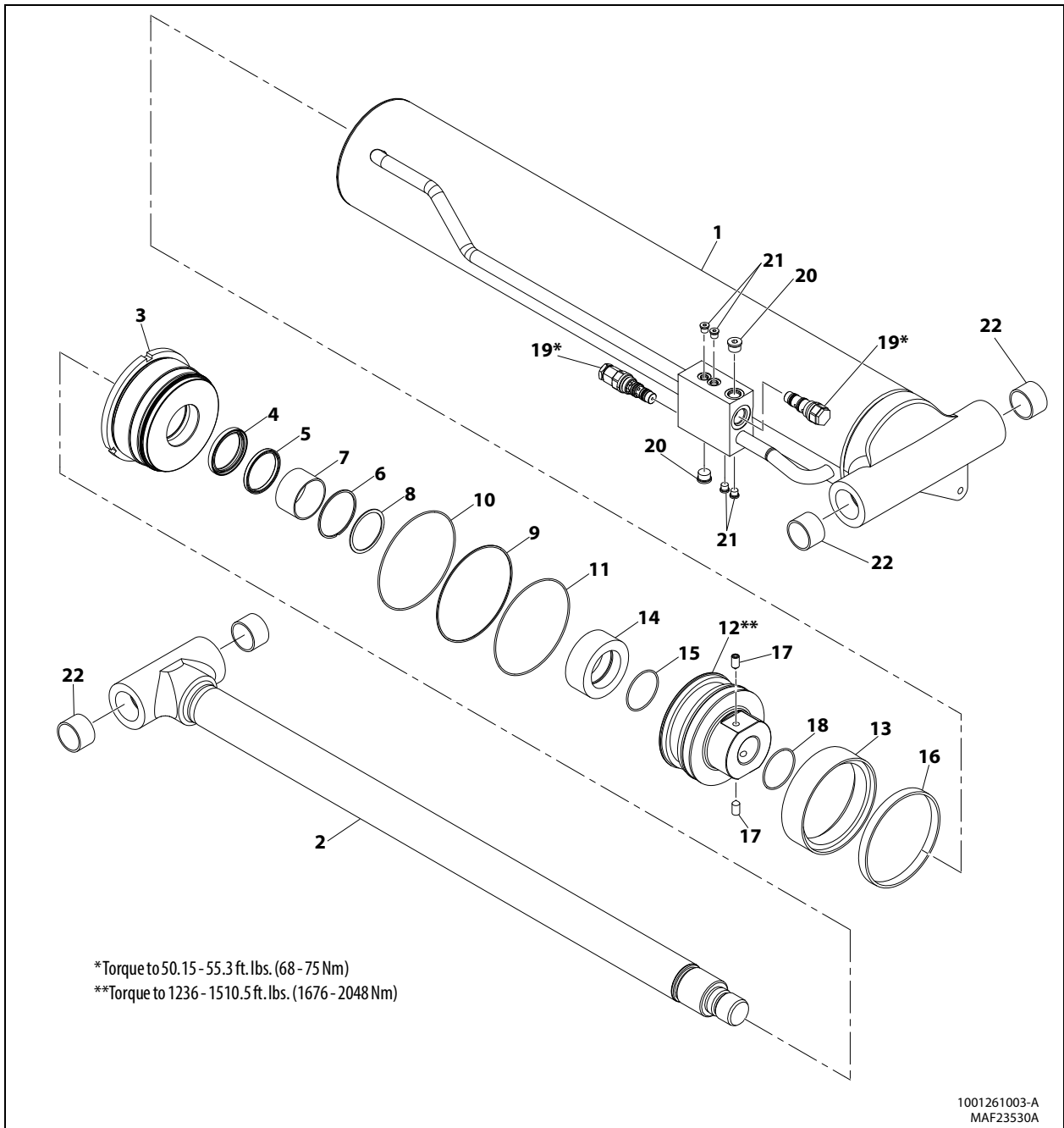


Figure 5-23. Cylinder Plug Removal

5. Use chisel and hammer to unlock the cylinder head rod cover.



Figure 5-24. Staking Removal



- | | | | | |
|------------------|-------------------|------------------|---------------|--------------------------|
| 1. Barrel | 6. Backup Ring | 11. O-Ring | 15. O-Ring | 19. Counterbalance valve |
| 2. Rod | 7. Wear Ring | 12. Piston | 16. Wear Ring | 20. Dust Cap |
| 3. Cylinder Head | 8. Retaining Ring | 13. Compact Seal | 17. Set Screw | 21. Plug |
| 4. Wiper Seal | 9. O-Ring | 14. Spacer | 18. O-Ring | 22. Bushing |
| 5. Rod Seal | 10. Backup Ring | | | |

Figure 5-25. Tower Boom Lift Cylinder

NOTICE

COVER THE ROD WITH A PROTECTIVE COVER AS IT MAY DAMAGE THE ROD DURING DISASSEMBLY. USE HAMMER TO LOOSEN THE HEAD COVER.

6. Unscrew cylinder head cover with hook spanner wrench.

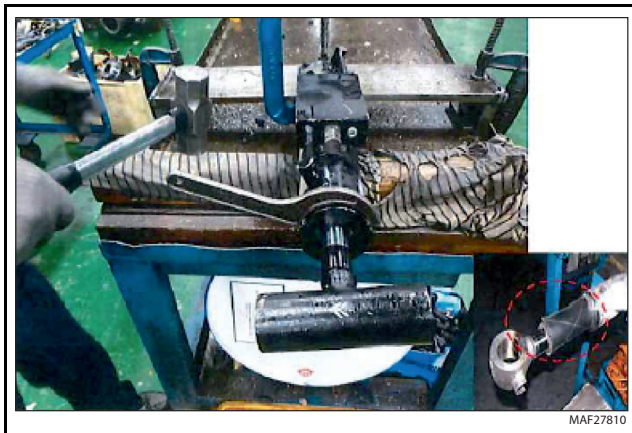


Figure 5-26. Cylinder Head Cover Removal

NOTICE

USE EXTREME CARE WHEN REMOVING CYLINDER ROD, HEAD, AND PISTON. MAKE SURE THAT WHEN THE ROD IS RELEASED, IT MAY TILT AND SLIP.

7. Secure barrel on the clamp. Pull out the rod assembly from the barrel.



Figure 5-27. Cylinder Rod Removal

NOTICE

TO PREVENT SCRATCHES ON THE SURFACE OF THE ROD, COVER THE FABRIC WITH A CLOTH OR PROTECTIVE COVER.

8. Protect cylinder rod from damage. Clamp cylinder rod in a vise or a holding fixture close to piston for disassembly of piston nut, piston, and cylinder head.



Figure 5-28. Cylinder Rod Support

CAUTION

IF THE SCREWS ARE BROKEN AT THE TIME OF UNFASTENING WITH UNREASONABLY STRONG TORQUE AFTER THAT DISASSEMBLY IS NOT POSSIBLE.

9. Use hammer to unlock the cracked where the setscrew is coiled to prevent unfastening.
10. Loosen and remove the setscrew and ball with allen wrench which attaches the piston to the rod.

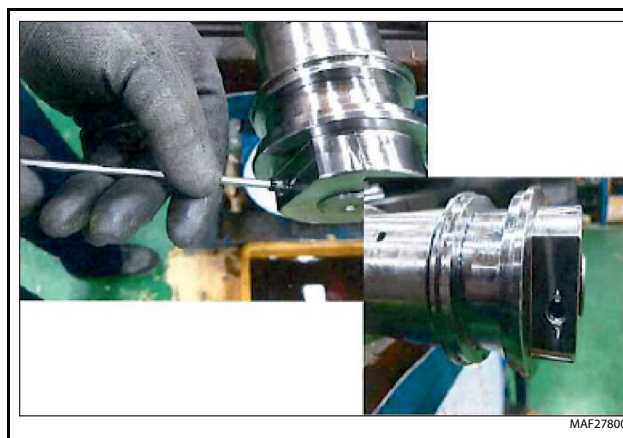


Figure 5-29. Piston Setscrew Removal

11. Use the U-wrench to the bolt hole in the piston section for disassembly.
12. Screw the piston counterclockwise and remove the piston from cylinder rod.

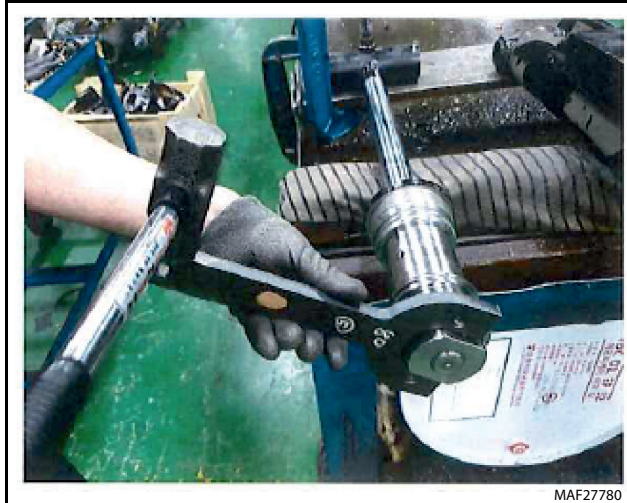


Figure 5-30. Piston Removal

13. Pull the cylinder head from cylinder rod with your hand, use plastic hammer as needed.



Figure 5-31. Cylinder Head Disassembly

NOTICE
MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

14. Remove and discard the piston seal, wear ring and backup ring by using flat head screwdriver.

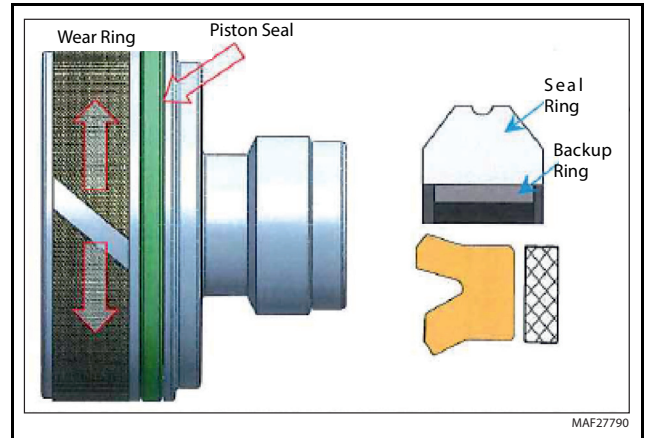


Figure 5-32. Piston Seal Disassembly

15. Raise cylinder head to the horizontal workbench.
16. Remove and discard backup ring and o-ring from cylinder head by using remover.
17. Remove and discard retaining ring with use of flat head screwdriver and remover.

NOTICE
MAKE SURE FIRST REMOVE RETAINING RING BEFORE REMOVING WIPER SEAL.

18. Secure the cylinder head to the vise and fix the long flat head screwdriver to the groove of the dust wiper and pull it out with the hammer.

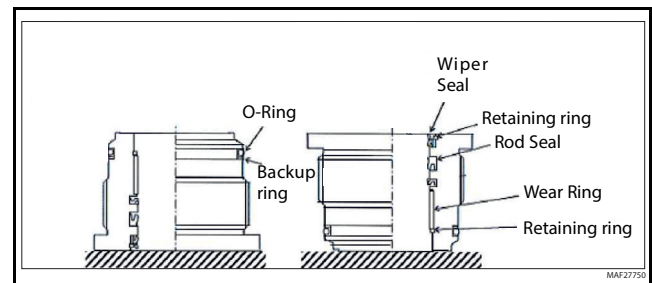


Figure 5-33. Cylinder Head Seal Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. Inspect rod and barrel bearings for signs of correct excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of the steel bushing with the bearing installation.

NOTE: *Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.*

- d. Press bushing in barrel or rod bushing with correct size arbor.

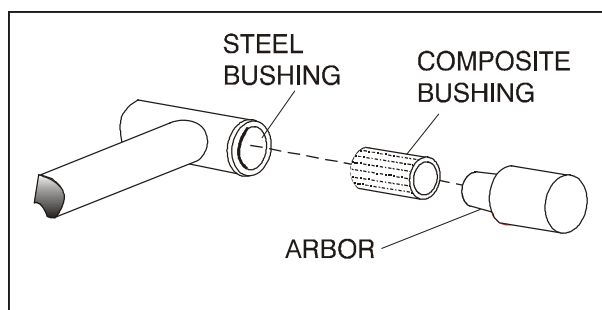


Figure 5-34. Bushing Installation

14. Inspect spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
15. Inspect port block fittings and holding valves. Replace as necessary.
16. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. A special tool is used to install a new rod seal into the applicable cylinder head groove.

NOTICE

WHEN INSTALLING NEW SEALS, ENSURE SEALS ARE INSTALLED PROPERLY. IMPROPER SEAL INSTALLATION COULD RESULT IN CYLINDER LEAKAGE AND IMPROPER CYLINDER OPERATION.

2. Use a soft mallet to tap a new wiper seal into the applicable cylinder head groove. Install a new bearing into the applicable inside diameter of the cylinder head groove.
3. Install o-ring, retaining ring, wiper seal, and backup ring on cylinder head.

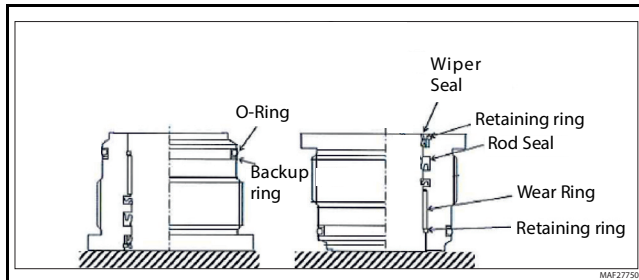


Figure 5-35. Cylinder Head Seal Assembly

4. Install piston seal, wear ring, and backup ring on piston.
5. Place new piston seal in the outer diameter of piston groove. (A tube, with I.D. slightly larger than the O.D. of the piston is recommended to install the solid seal).

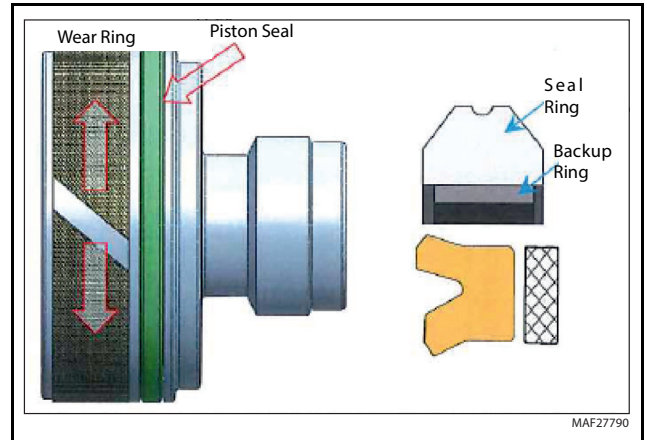


Figure 5-36. Piston Seal Assembly

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN INSTALLING THE CYLINDER ROD, HEAD AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

6. Carefully install the cylinder head on the rod, ensuring that the wiper seal, wear ring, backup rings, rod seal and backup rings are not damaged or dislodged. Push the head along the rod to the rod end, as applicable.



Figure 5-37. Cylinder Head Assembly

7. Carefully thread the piston on the cylinder rod, ensuring that the o-ring, backup ring, and piston seal are not damaged or dislodged.

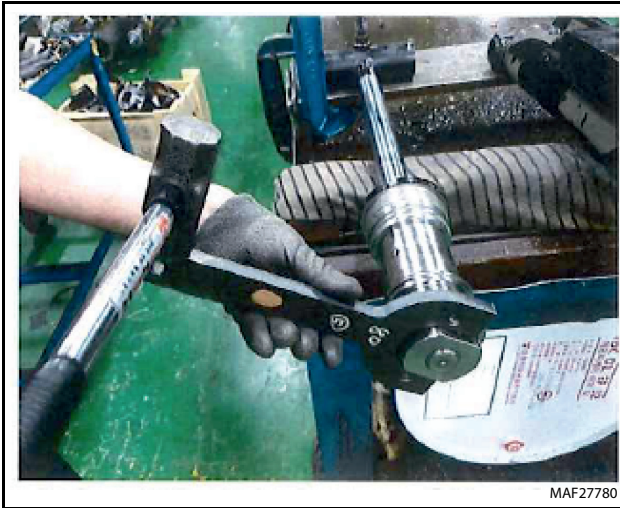


Figure 5-38. Piston Installation

8. Install the setscrew and ball on the piston and attach the piston on the rod.

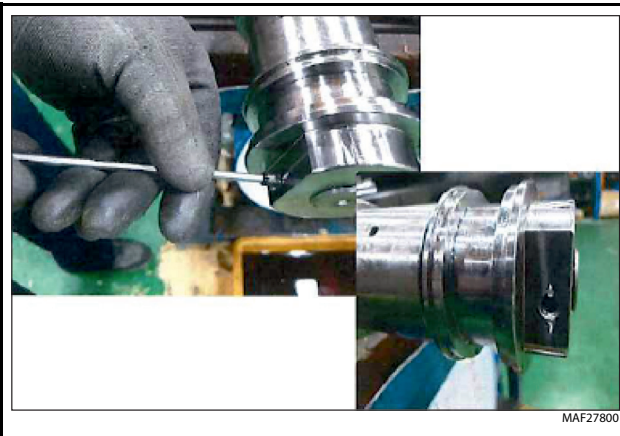


Figure 5-39. Piston Setscrew Installation

9. Remove the cylinder rod from the holding fixture.



Figure 5-40. Cylinder Rod Support

10. Position the cylinder barrel in a suitable holding fixture.
11. With barrel clamped secured and adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring and piston seal is not damaged or dislodged.
12. Continue pushing the rod into the barrel until the cylinder head can be inserted into the cylinder barrel.



Figure 5-41. Cylinder Rod Installation

13. Screw the cylinder head into the barrel using a hook spanner wrench.



Figure 5-42. Cylinder Head Cover Installation

14. Stack at the machined area of the cylinder barrel end so that it locks the cylinder head in place and it does not unscrew from the barrel.
15. After the cylinder has been reassembled, the rod should be pushed all the way in (fully retracted) prior to the re-installation of any plugs.
16. Install the plugs in the cylinder ports.
17. Install two counterbalance valves with new o-rings in valve block.

Upright Level Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-46. Upright Level Cylinder

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod, if applicable.
3. If applicable, remove cartridge-type counterbalance valve and fittings from cylinder port block. Discard O-rings.
4. Place cylinder barrel in a suitable holding fixture.

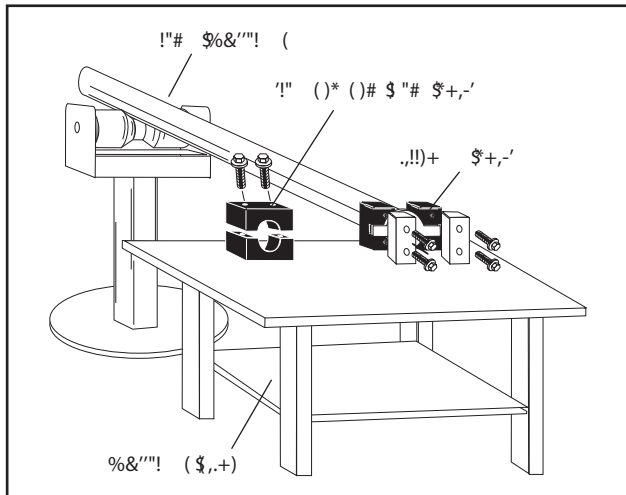


Figure 5-43. Cylinder Barrel Support

5. Mark cylinder head and barrel with a center punch for easy realignment. Using an allen wrench, loosen the cylinder head retainer capscrews and remove capscrews from cylinder barrel.

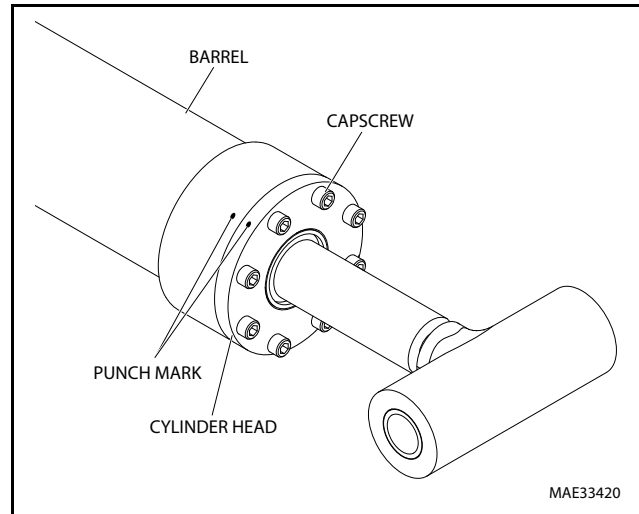


Figure 5-44. Marking Cylinder for Alignment

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN REMOVING THE CYLINDER ROD, HEAD, AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

6. Clamp barrel securely. Pull rod assembly and cylinder head from barrel.
7. Protect cylinder rod from damage and clamp in a vise or holding fixture as close to piston as possible.

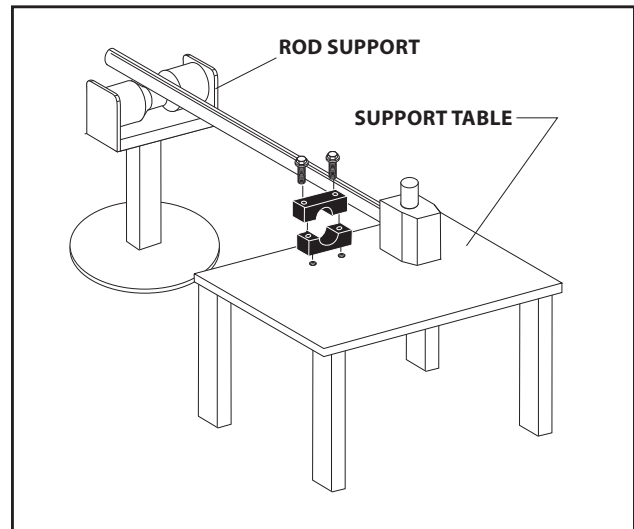
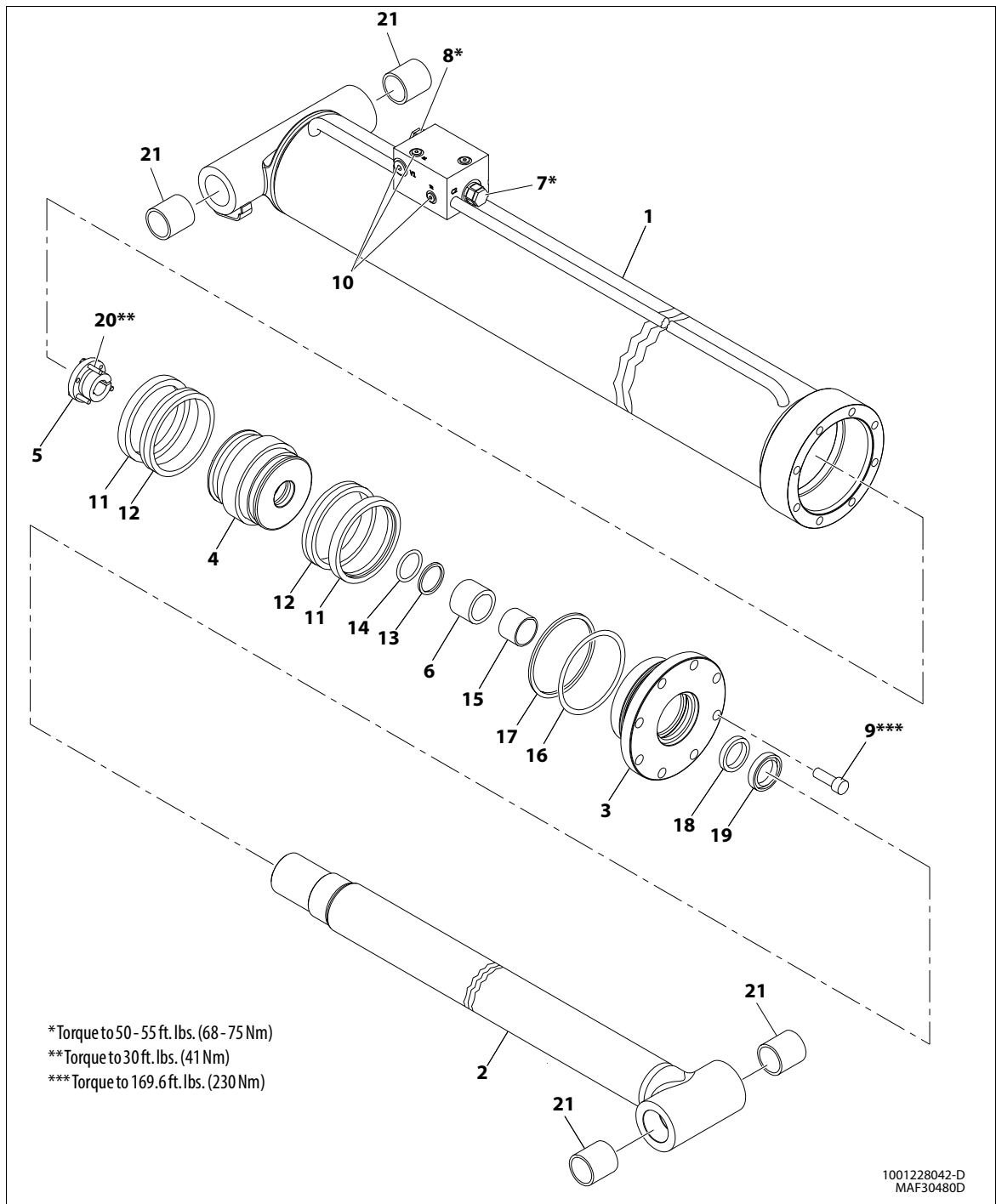


Figure 5-45. Cylinder Rod Support



- | | | | |
|--------------------|-------------------------|--------------------|-----------------|
| 1. Barrel | 6. Spacer | 11. Lock Ring | 17. Backup Ring |
| 2. Rod | 7. Counterbalance Valve | 12. Hydrolock Seal | 18. Rod Seal |
| 3. Head | 8. Counterbalance Valve | 13. O-ring | 19. Wiper Seal |
| 4. Piston | 9. Capscrew | 14. Backup Ring | 20. Capscrew |
| 5. Tapered Bushing | 10. Plug | 15. Wear Ring | 21. Bushing |
| | | 16. O-ring | |

Figure 5-46. Upright Level Cylinder

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

8. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Remove the capscrew from drilled holes.
10. Insert capscrews in threaded holes in outer piece of tapered bushing. Progressively tighten capscrews until bushing is loose on piston.
11. Remove tapered bushing from piston.
12. Screw piston counterclockwise by hand and remove from cylinder rod.

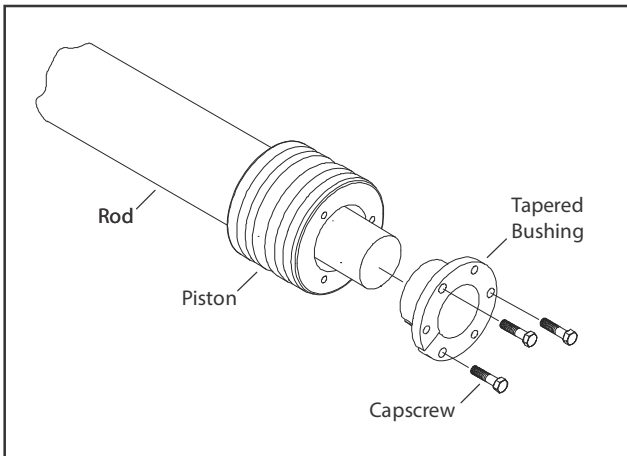


Figure 5-47. Tapered Bushing Removal

NOTICE

REMOVE SEALS USING A BRASS OR PLASTIC PICK ONLY. DO NOT USE A KNIFE, SHARP OBJECT, OR SCREW DRIVER. MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

13. Remove and discard O-ring (13) and backup ring (14) from inside grooves of piston (4).

14. Remove and discard two lock rings (11) and seals (12) from outside grooves of piston.

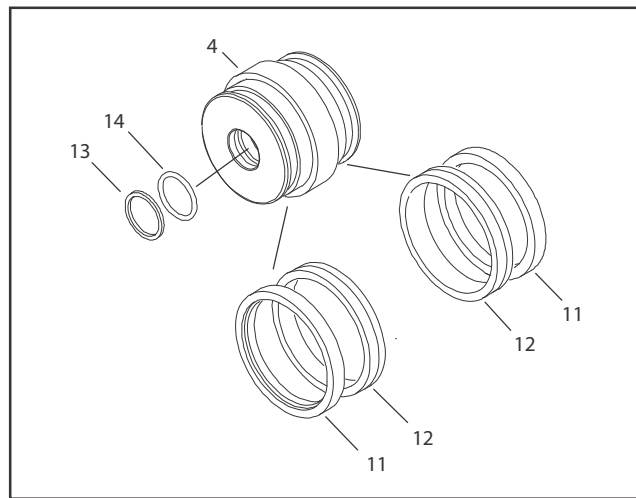


Figure 5-48. Piston Disassembly

15. Remove spacer (6) from rod (2).
16. Remove rod from holding fixture. Remove cylinder head (3).
17. Remove and discard wear ring (15), wiper seal (19), and rod seal (18) from inside of cylinder head (3). Remove and discard O-ring (16) and backup ring (17) from outer grooves of cylinder head.

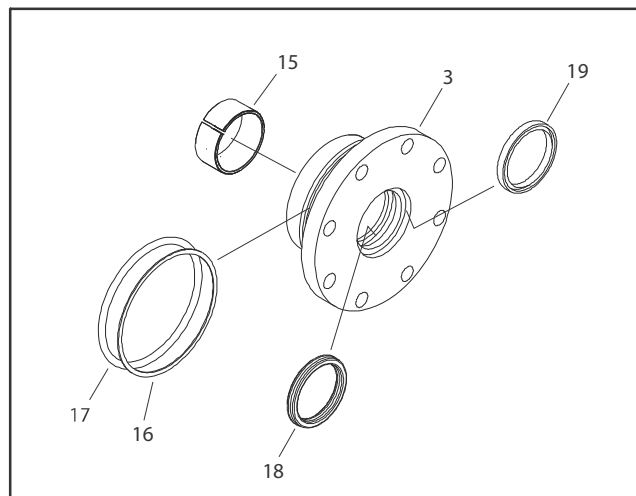


Figure 5-49. Cylinder Head Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. Inspect rod and barrel bearings for signs of excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of steel bushing with WD40 prior to bearing installation.

NOTE: Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.

14. Press composite bushing into barrel or rod bushing with correct size arbor.

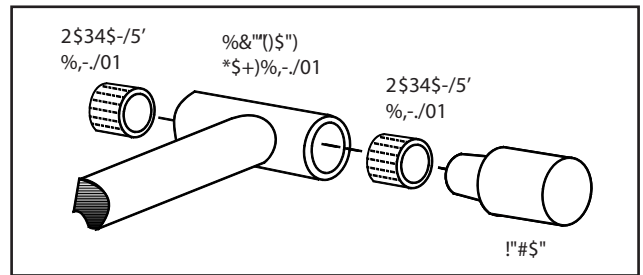


Figure 5-50. Composite Bushing Installation

15. Inspect travel limiting collar or spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
16. Inspect port block fittings and cartridge valves. Replace as necessary.
17. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. Support rod in holding fixture.
2. Install wear ring (15), rod seal (18), and wiper seal (19) in cylinder head (3).
3. Install new backup ring (17) and O-ring (16) in outside diameter groove of cylinder head (3).

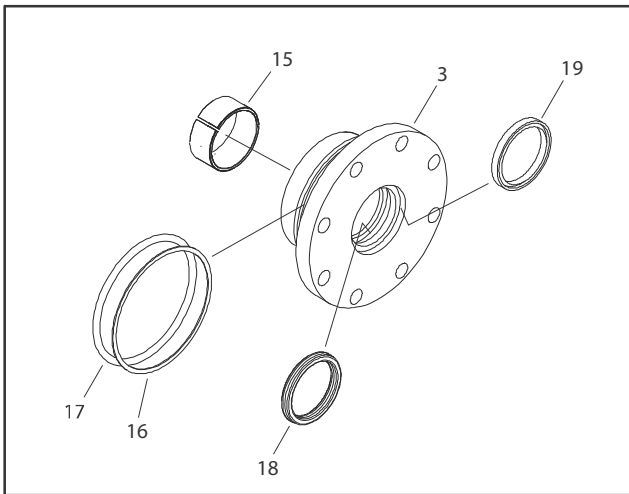


Figure 5-51. Head Seal Kit Installation

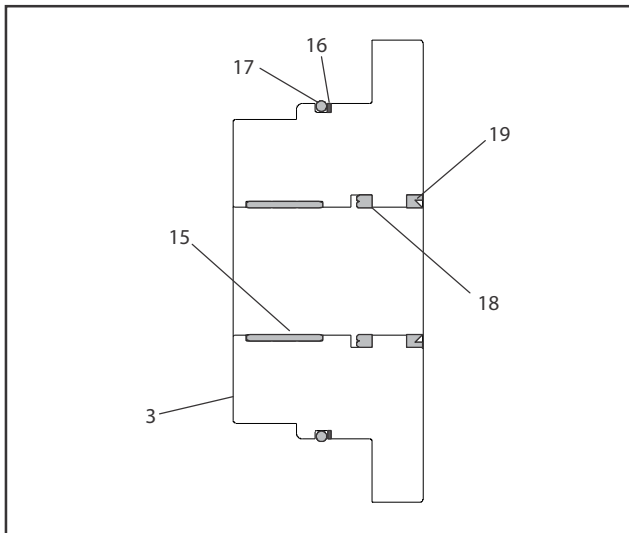


Figure 5-52. Cylinder Head Seals

4. Carefully install cylinder head assembly on rod. Do not damage or dislodge wiper and rod seals. Push head along rod to rod end.
5. Carefully slide spacer (6) on rod.
6. Install O-ring (13) and backup ring (14) in piston (4).
7. Install two seals (12) and lock rings (11) in outside diameter piston grooves.

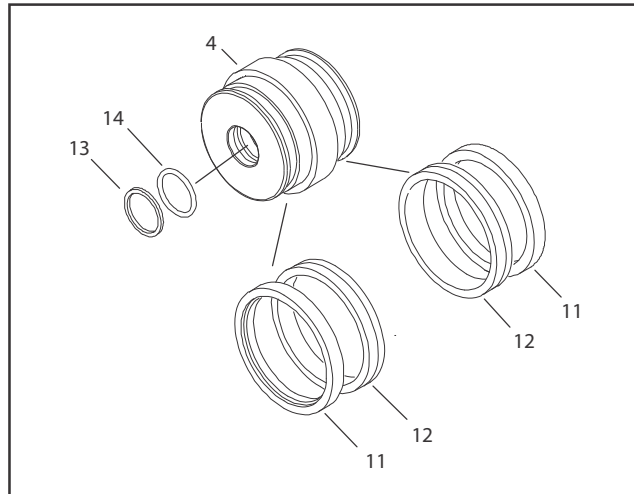


Figure 5-53. Piston Seal Kit Installation

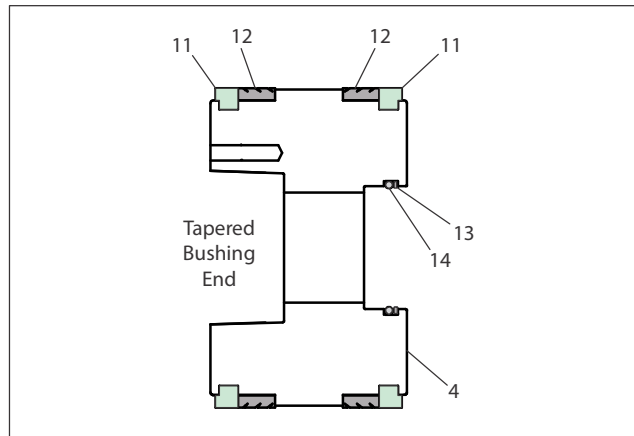


Figure 5-54. Piston Seals

8. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Carefully thread piston on cylinder rod hand tight. Do not damaged or dislodge O-ring and backup rings.

NOTE: Piston and mating end of rod must be free of oil when installing tapered bushing.

10. Thread piston on rod until it aligns with spacer.

NOTE: Apply Medium Strength Threadlocking Compound to new JLG furnished tapered bushing capscrews when rebuilding master, platform level, lift, and telescope cylinders.

11. Insert tapered bushing loosely in the piston. Install JLG capscrews (not vendor capscrews) through drilled holes in the bushing and tapped holes in piston.

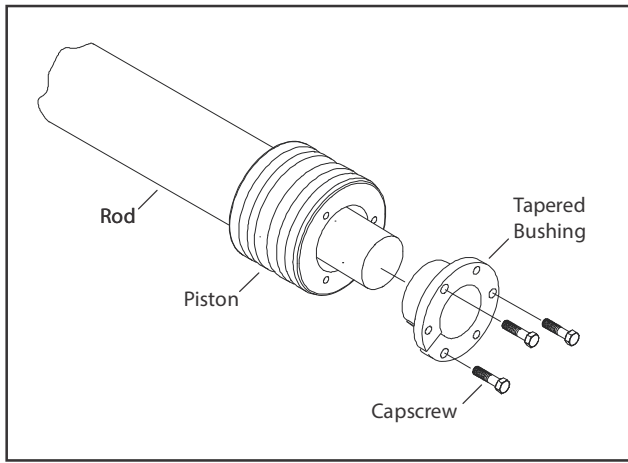


Figure 5-55. Tapered Bushing Installation

12. Tighten capscrews evenly and progressively, and torque as shown in Figure 5-46.
13. Set tapered bushing with a 16-24 oz (454-680g) hammer and 3/4 in (19mm) brass drift. Place drift against bushing between capscrews and tap once. Repeat for remaining two spaces between capscrews.

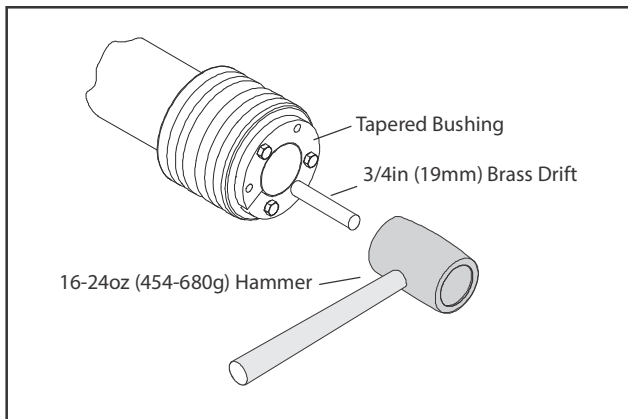


Figure 5-56. Seating Tapered Bushing

14. Re-torque capscrews evenly and progressively, and torque as shown in Figure 5-46.
15. Remove cylinder rod from holding fixture.

16. Position cylinder barrel in a suitable holding fixture.

NOTICE

INSERTING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN INSTALLING CYLINDER ROD, HEAD, AND PISTON.

17. With barrel (1) clamped securely, and while adequately supporting the rod (2), insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring, seals and rings are not damaged or dislodged.
18. Continue pushing rod into cylinder until cylinder head assembly (3) can be inserted into cylinder.
19. Align marks made during disassembly.
20. Apply locking primer (JLG PN 0100038) and Medium Strength Threadlocking Compound to eight socket head bolts (9).
21. Secure cylinder head with socket head capscrew (9) and torque as shown in Figure 5-46. Upright Level Cylinder.

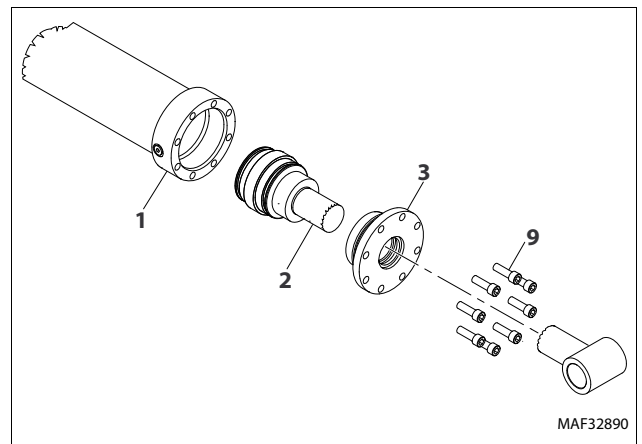


Figure 5-57. Rod Assembly Installation

Master Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-60. Master Cylinder

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE. MAKE SURE THAT TUBE OR PIPE PART SHOULD NOT BE FIXED.

2. Operate auxiliary hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod.
3. Place cylinder barrel in a suitable holding fixture, use a clamp to hold it in place.



Figure 5-58. Cylinder Clamp Holder

CAUTION

THE HYDRAULIC OIL AND PRESSURE MUST BE DISCHARGED DURING ROD DECOMPOSITION.

4. Remove the plugs from the cylinder port. Use monkey spanner to remove plastic plug.

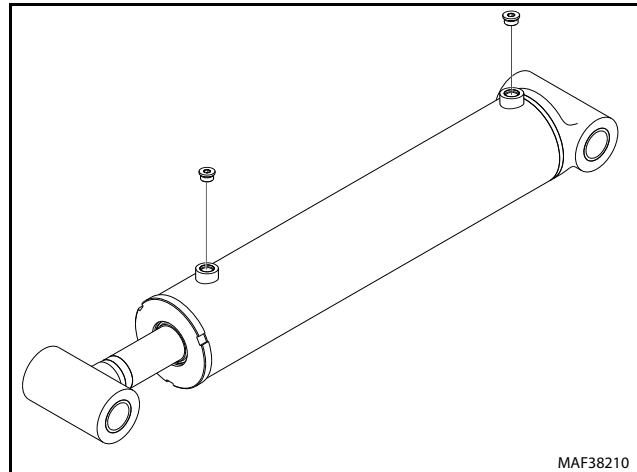
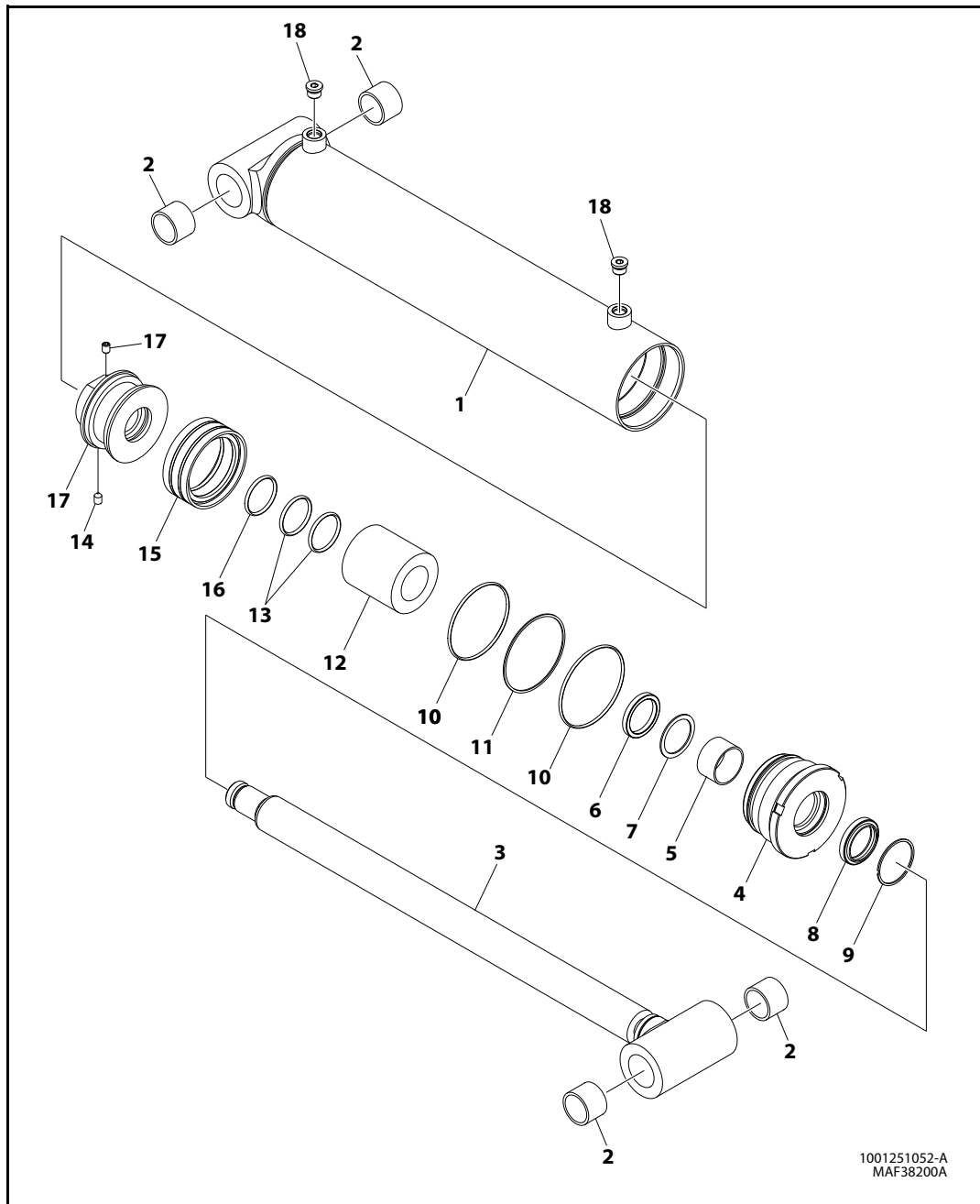


Figure 5-59. Cylinder Plug Removal



1001251052-A
MAF38200A

- | | | | |
|-----------------|-------------------|-----------------|--------------|
| 1. Barrel | 6. Seal | 11. Backup Ring | 16. O-Ring |
| 2. Bushing | 7. Backup Ring | 12. Spacer | 17. Setscrew |
| 3. Rod Weldment | 8. Wiper Seal | 13. O-Ring | 18. Dust Cap |
| 4. Head | 9. Retaining Ring | 14. Piston | |
| 5. Wear Ring | 10. O-Ring | 15. Seal | |

Figure 5-60. Master Cylinder

NOTICE

COVER THE ROD WITH A PROTECTIVE COVER AS IT MAY DAMAGE THE ROD DURING DISASSEMBLY. USE HAMMER TO LOOSEN THE HEAD COVER.

5. Unscrew cylinder head cover with hook spanner wrench.

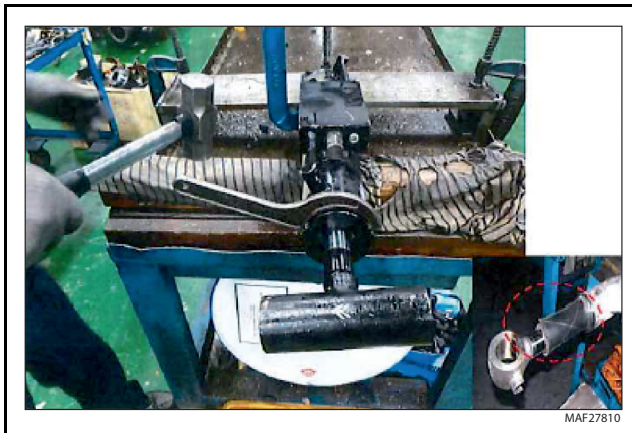


Figure 5-61. Cylinder Head Cover Removal

NOTICE

USE EXTREME CARE WHEN REMOVING CYLINDER ROD, HEAD, AND PISTON. MAKE SURE THAT WHEN THE ROD IS RELEASED, IT MAY TILT AND SLIP.

6. Secure barrel on the clamp. Pull out the rod assembly from the barrel.



Figure 5-62. Cylinder Rod Removal

NOTICE

TO PREVENT SCRATCHES ON THE SURFACE OF THE ROD, COVER THE FABRIC WITH A CLOTH OR PROTECTIVE COVER.

7. Protect cylinder rod from damage. Clamp cylinder rod in a vise or a holding fixture close to piston for disassembly of piston nut, piston, and cylinder head.



Figure 5-63. Cylinder Rod Support

CAUTION

IF THE SCREWS ARE BROKEN AT THE TIME OF UNFASTENING WITH UNREASONABLY STRONG TORQUE AFTER THAT DISASSEMBLY IS NOT POSSIBLE.

8. Use hammer to unlock the cracked where the setscrew is coiled to prevent unfastening.
9. Loosen and remove the setscrew and ball with allen wrench which attaches the piston to the rod.

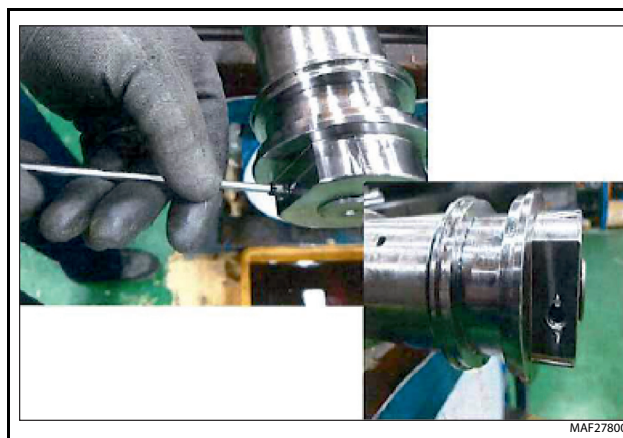


Figure 5-64. Piston Setscrew Removal

10. Use the U-wrench to the bolt hole in the piston section for disassembly.
11. Screw the piston counterclockwise and remove the piston from cylinder rod.

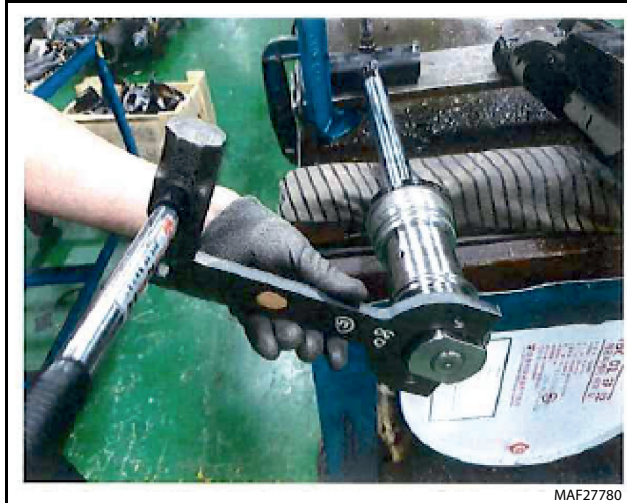


Figure 5-65. Piston Removal

12. Pull the cylinder head from cylinder rod with your hand, use plastic hammer as needed.



Figure 5-66. Cylinder Head Disassembly

NOTICE

MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

13. Remove and discard the piston seal, wear ring and backup ring by using flat head screwdriver.

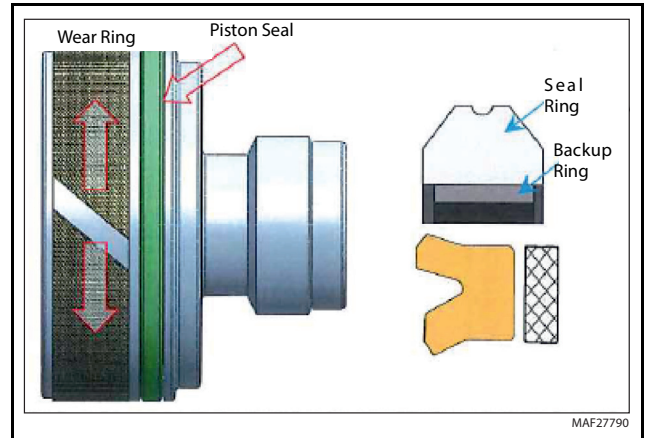


Figure 5-67. Piston Seal Disassembly

14. Raise cylinder head to the horizontal workbench.
15. Remove and discard backup ring and o-ring from cylinder head by using remover.
16. Remove and discard retaining ring with use of flat head screwdriver and remover.

NOTICE

MAKE SURE FIRST REMOVE RETAINING RING BEFORE REMOVING WIPER SEAL.

17. Secure the cylinder head to the vise and fix the long flat head screwdriver to the groove of the dust wiper and pull it out with the hammer.

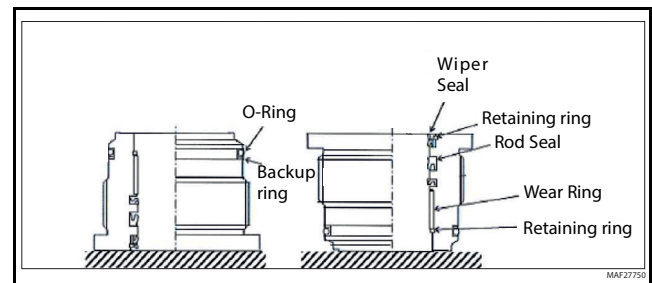


Figure 5-68. Cylinder Head Seal Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. Inspect rod and barrel bearings for signs of correct excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of the steel bushing with the bearing installation.

NOTE: *Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.*

- d. Press bushing in barrel or rod bushing with correct size arbor.

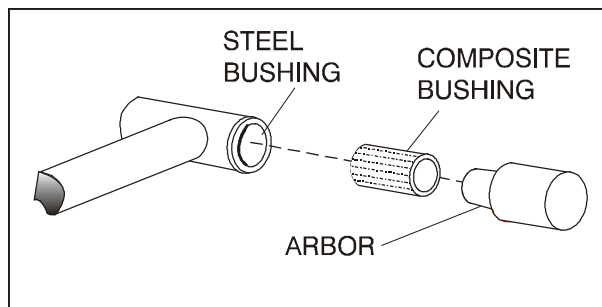


Figure 5-69. Bushing Installation

14. Inspect spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
15. Inspect port block fittings and holding valves. Replace as necessary.
16. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. A special tool is used to install a new rod seal into the applicable cylinder head groove.

NOTICE

WHEN INSTALLING NEW SEALS, ENSURE SEALS ARE INSTALLED PROPERLY. IMPROPER SEAL INSTALLATION COULD RESULT IN CYLINDER LEAKAGE AND IMPROPER CYLINDER OPERATION.

2. Use a soft mallet to tap a new wiper seal into the applicable cylinder head groove. Install a new bearing into the applicable inside diameter of the cylinder head groove.
3. Install o-ring, retaining ring, wiper seal, and backup ring on cylinder head.

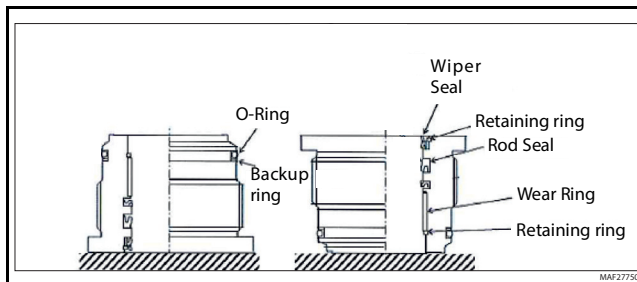


Figure 5-70. Cylinder Head Seal Assembly

4. Install piston seal, wear ring, and backup ring on piston.
5. Place new piston seal in the outer diameter of piston groove. (A tube, with I.D. slightly larger than the O.D. of the piston is recommended to install the solid seal).

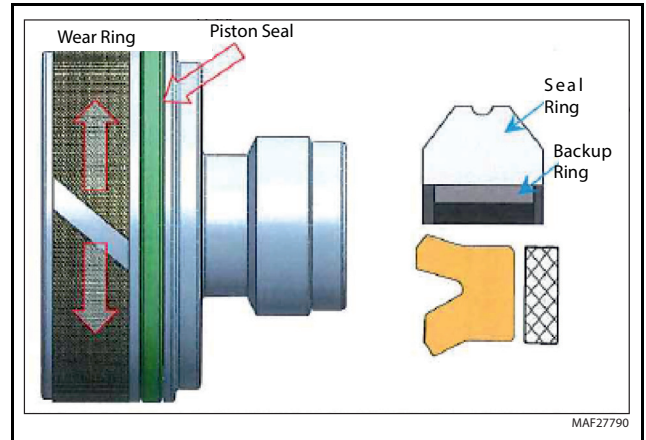


Figure 5-71. Piston Seal Assembly

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN INSTALLING THE CYLINDER ROD, HEAD AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

6. Carefully install the cylinder head on the rod, ensuring that the wiper seal, wear ring, backup rings, rod seal and backup rings are not damaged or dislodged. Push the head along the rod to the rod end, as applicable.

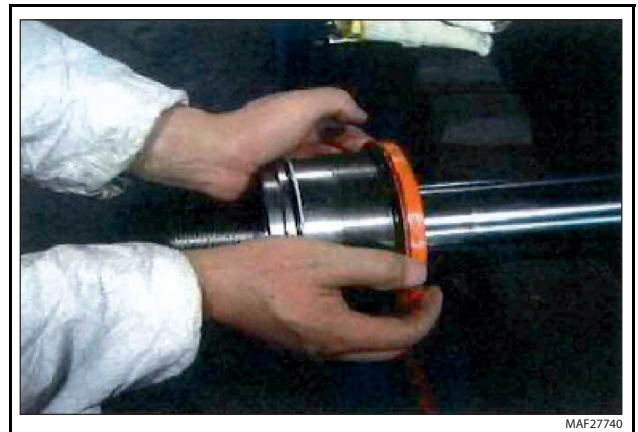


Figure 5-72. Cylinder Head Assembly

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

7. Carefully thread the piston on the cylinder rod, ensuring that the o-ring, backup ring, and piston seal are not damaged or dislodged. Torque to 586-715 ft. lbs. (794-970 Nm).



Figure 5-73. Piston Installation

8. Install the setscrew and ball on the piston. Torque setscrews to 12.3-14.4 ft. lbs. (16.7 - 19.6 Nm).

NOTE: Apply Medium Strength Threadlocking Compound to setscrews.

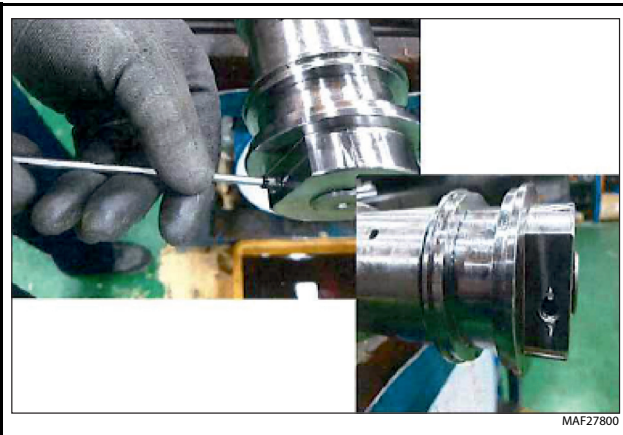


Figure 5-74. Piston Setscrew Installation

9. Remove the cylinder rod from the holding fixture.



Figure 5-75. Cylinder Rod Support

10. Position the cylinder barrel in a suitable holding fixture.
11. With barrel clamped secured and adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring and piston seal is not damaged or dislodged.
12. Continue pushing the rod into the barrel until the cylinder head can be inserted into the cylinder barrel.

NOTE: Apply Medium Strength Threadlocking Compound onto the threaded portion of rod cover.



Figure 5-76. Cylinder Rod Installation

13. Screw the cylinder head into the barrel using a hook spanner wrench. Torque to 507-579 ft. lbs. (687-785 Nm).

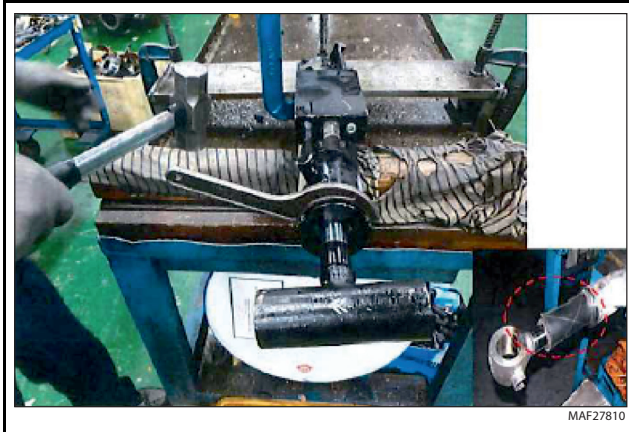


Figure 5-77. Cylinder Head Cover Installation

14. Stack at the machined area of the cylinder barrel end so that it locks the cylinder head in place and it does not unscrew from the barrel.
15. After the cylinder has been reassembled, the rod should be pushed all the way in (fully retracted) prior to the reinstallation of any plugs.
16. Install the plugs in the cylinder ports.

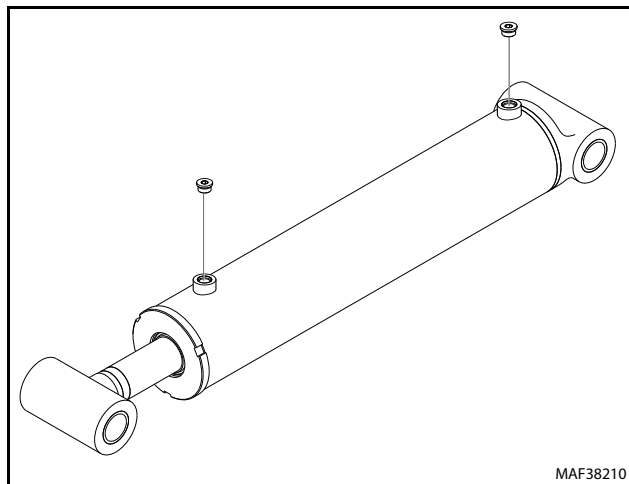


Figure 5-78. Cylinder Plug Installation

Main Boom Lift Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-82. Main Boom Lift Cylinder Assembly

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod, if applicable.
3. If applicable, remove cartridge-type counterbalance valve and fittings from cylinder port block. Discard O-rings.
4. Place cylinder barrel in a suitable holding fixture. Tap around outside of cylinder head retainer with a suitable hammer to break thread-locking compound.

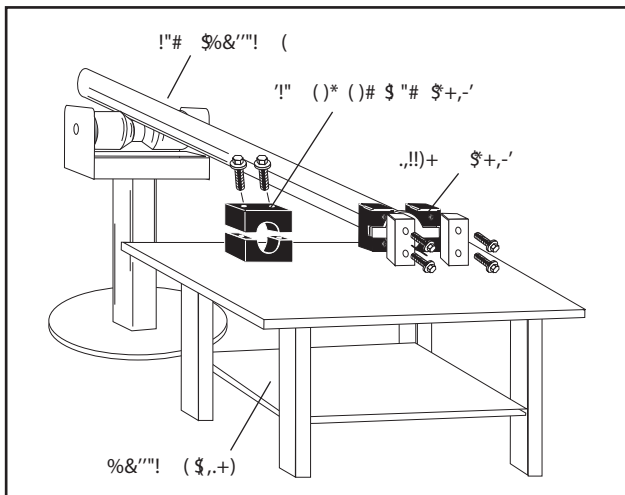


Figure 5-79. Cylinder Barrel Support

5. Mark cylinder head (3) and barrel (1) with center punch marks for later realignment. Remove cylinder head cap-screws (9).

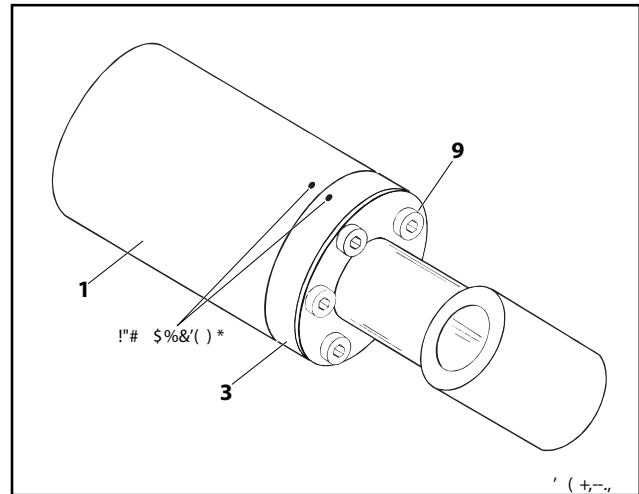


Figure 5-80. Marking Cylinder for Alignment

NOTICE

PULLING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN REMOVING CYLINDER ROD, HEAD, AND PISTON.

6. Clamp barrel securely. Pull rod assembly and cylinder head from barrel.
7. Protect cylinder rod from damage and clamp in a vise or holding fixture as close to piston as possible.

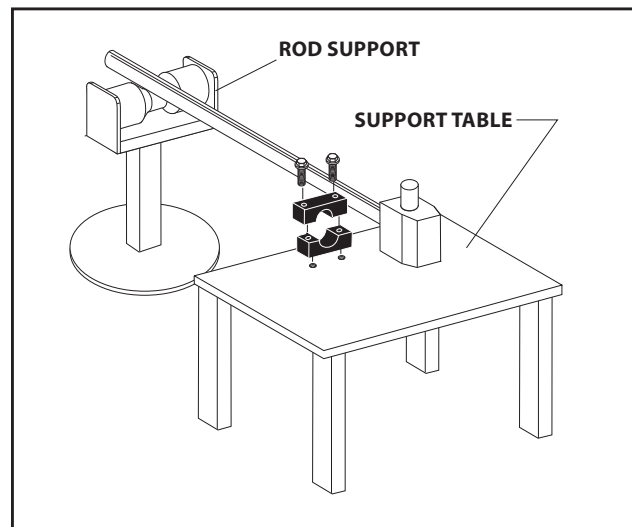
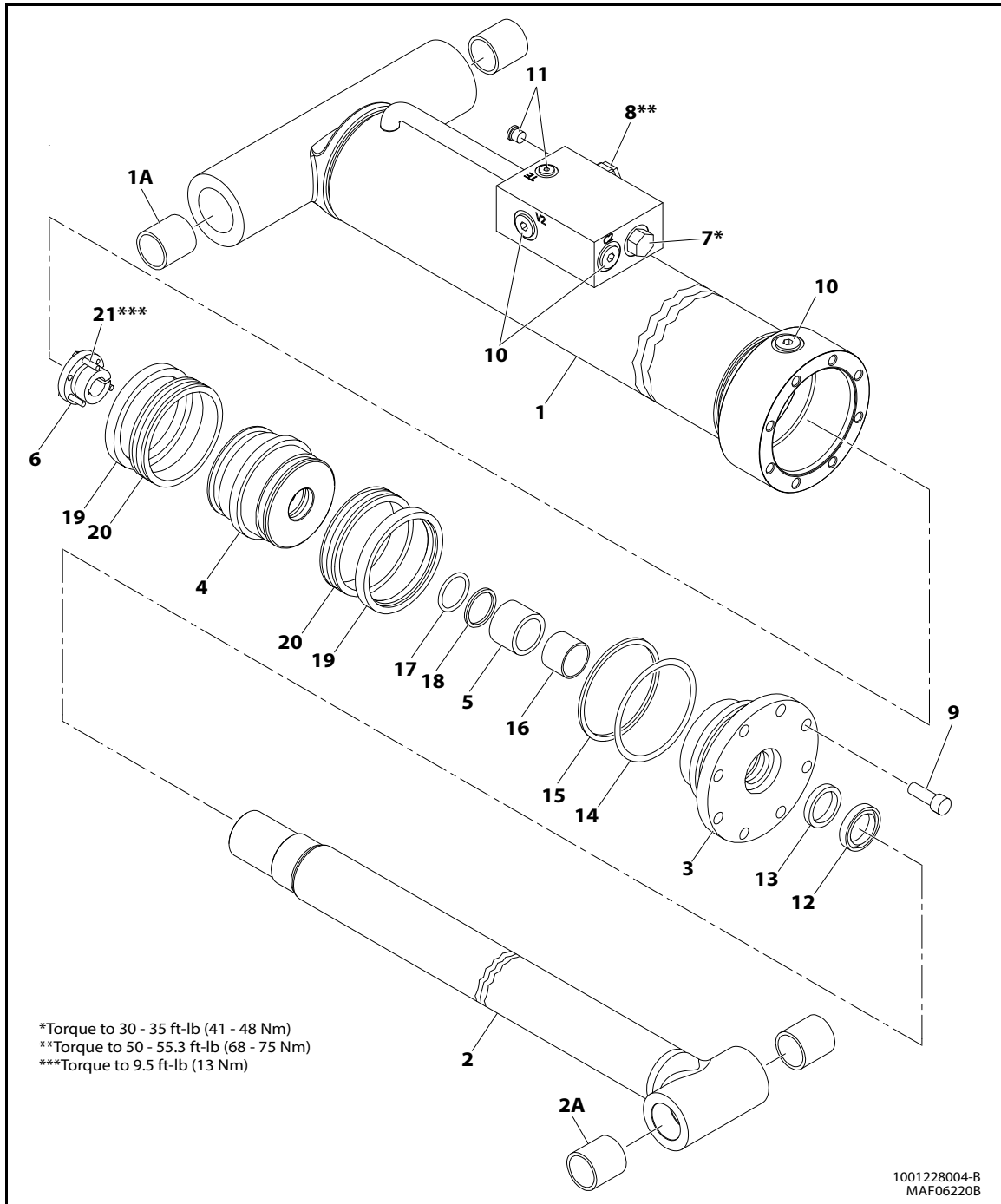


Figure 5-81. Cylinder Rod Support



- | | | | | |
|-----------------------|--------------------|-----------------|-----------------|---------------|
| 1. Barrel | 4. Piston | 9. Capscrew | 14. O-Ring | 19. Lock Ring |
| 1a. Composite Bushing | 5. Spacer | 10. Plug | 15. Backup Ring | 20. Seal |
| 2. Rod | 6. Tapered Bushing | 11. O-Ring Plug | 16. Wear Ring | 21. Capscrew |
| 2a. Composite Bushing | 7. Cartridge Valve | 12. Wiper Seal | 17. O-Ring | |
| 3. Head | 8. Cartridge Valve | 13. Rod Seal | 18. Backup Ring | |

Figure 5-82. Main Boom Lift Cylinder Assembly

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

8. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Remove capscrews attaching tapered bushing to piston.
10. Insert capscrews in threaded holes in outer piece of tapered bushing. Progressively tighten capscrews until bushing is loose on piston.
11. Remove tapered bushing from piston. Discard capscrews.
12. Screw piston counterclockwise by hand and remove from cylinder rod.

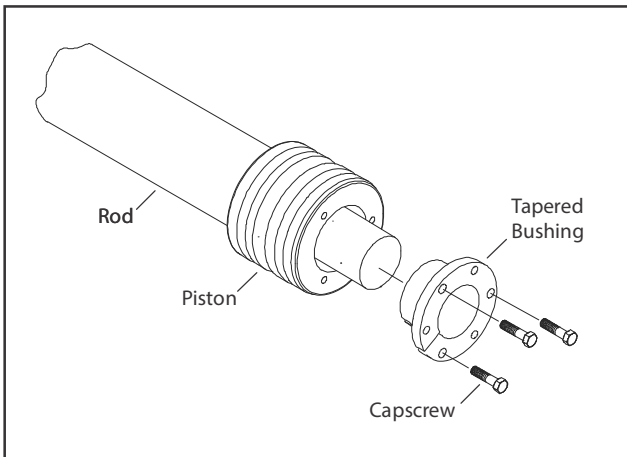


Figure 5-83. Tapered Bushing Removal

NOTICE

REMOVE SEALS USING A BRASS OR PLASTIC PICK ONLY. DO NOT USE A KNIFE, SHARP OBJECT, OR SCREW DRIVER. MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

13. Remove and discard backup ring (17) and O-ring (18) from inside grooves of piston (4).

14. Remove and discard two lock rings (19) and seals (20) from outside grooves of piston.

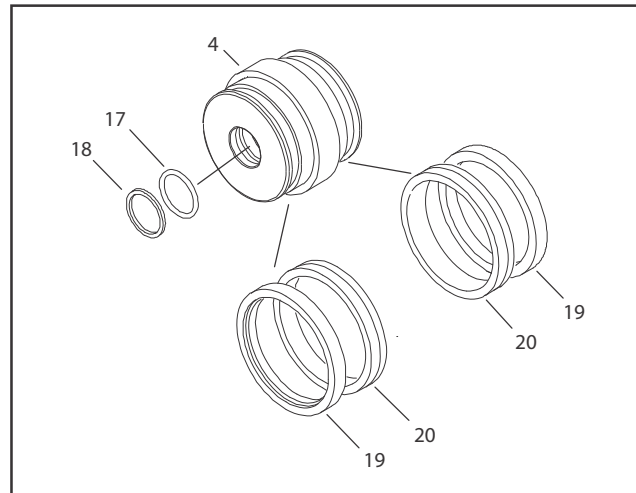


Figure 5-84. Piston Disassembly

15. Remove spacer (5) from rod (2).
16. Remove rod from holding fixture. Remove cylinder head (3) and washer ring (10) if applicable.
17. Remove and discard wear ring (16), wiper seal (12), and rod seal (13) from inside of cylinder head (3). Remove and discard O-ring (15) and backup ring (14) from outer grooves of cylinder head.

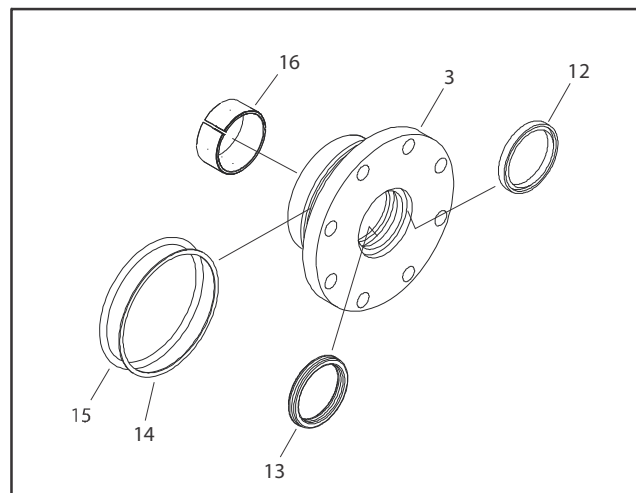


Figure 5-85. Cylinder Head Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. Inspect rod and barrel bearings for signs of excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of steel bushing with WD40 before bearing installation.

NOTE: Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.

14. Press composite bushing into barrel or rod bushing with correct size arbor.

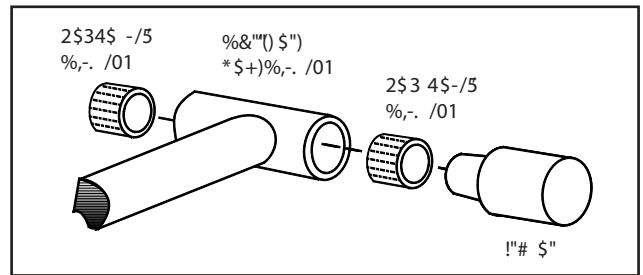


Figure 5-86. Composite Bushing Installation

15. Inspect travel limiting collar or spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
16. Inspect port block fittings and cartridge valves. Replace as necessary.
17. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

Apply a light film of hydraulic oil to all components before assembly.

1. Install wear ring (16), rod seal (13), and wiper seal (12) in cylinder head (3).
2. Install new backup ring (14) and O-ring (15) in outside diameter groove of cylinder head (3).

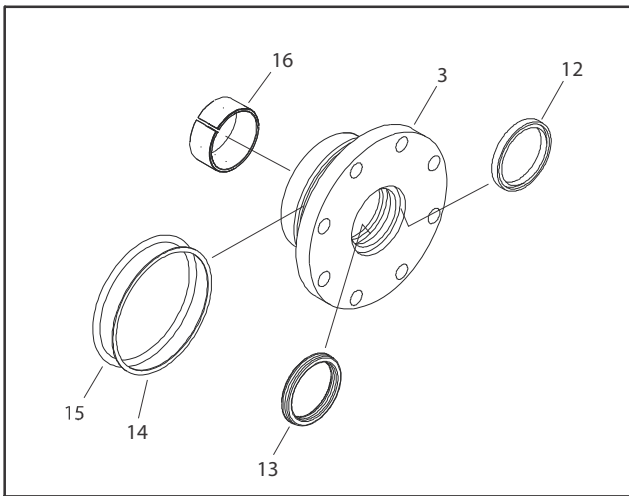


Figure 5-87. Head Seal Kit Installation

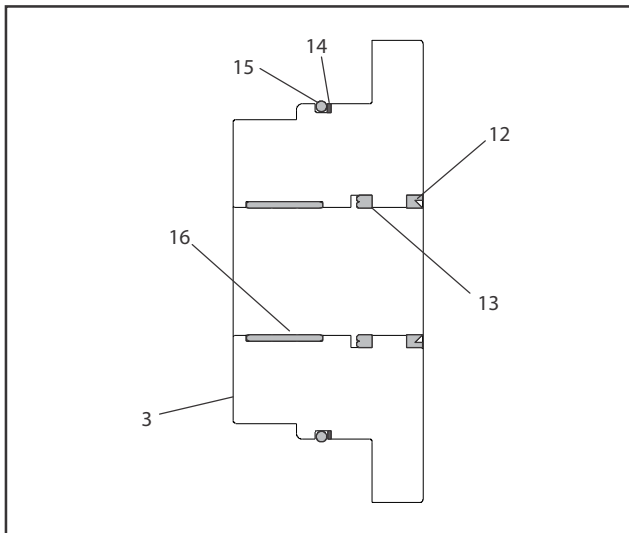


Figure 5-88. Cylinder Head Seals

3. Install washer ring (10) if applicable on rod (2). Carefully install cylinder head assembly on rod. Do not damage or dislodge wiper and rod seals. Push head along rod to rod end.
4. Carefully slide spacer (5) on rod.
5. Install O-ring (17) and backup ring (18) in piston (4).
6. Install two seals (20) and lock rings (19) in outside diameter piston grooves.

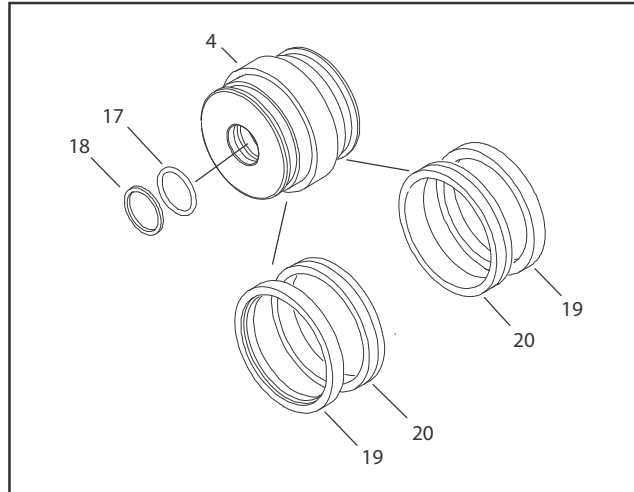


Figure 5-89. Piston Seal Kit Installation

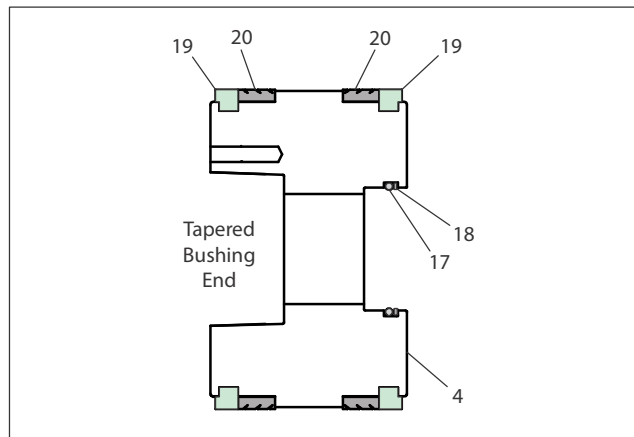


Figure 5-90. Piston Seals

7. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
8. Carefully thread piston on cylinder rod hand tight. Do not damaged or dislodge O-ring and backup rings.

NOTE: Piston and mating end of rod must be free of oil when installing tapered bushing.

9. Thread piston on rod until it aligns with spacer.

NOTE: Apply Medium Strength Threadlocking Compound to new JLG furnished tapered bushing capscrews when rebuilding master, slave, lift, and telescope cylinders.

10. Insert tapered bushing loosely in the piston. Install JLG capscrews (not vendor capscrews) through drilled holes in the bushing and tapped holes in piston.

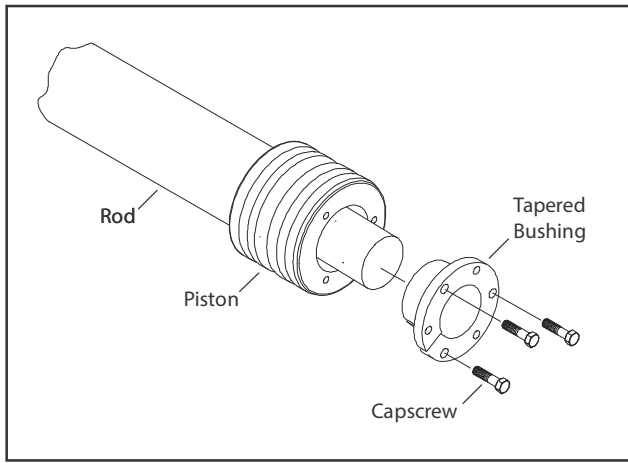


Figure 5-91. Tapered Bushing Installation

11. Tighten capscrews evenly and progressively, and torque as shown in Figure 5-82.
12. Set tapered bushing with a 16-24 oz (454-680g) hammer and 3/4 in (19mm) brass drift. Place drift against bushing between capscrews and tap once. Repeat for remaining two spaces between capscrews.

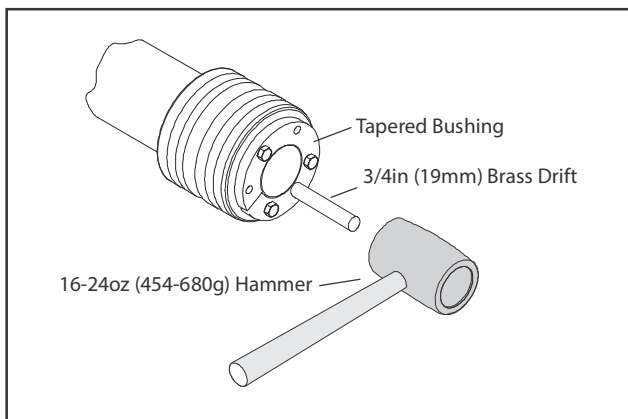


Figure 5-92. Seating Tapered Bushing

13. Re-torque capscrews evenly and progressively, and torque as shown in Figure 5-82.
14. Remove cylinder rod from holding fixture.

15. Position cylinder barrel in a suitable holding fixture.

NOTICE

INSERTING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN INSTALLING CYLINDER ROD, HEAD, AND PISTON.

16. Clamp barrel (1) securely and support rod (2). Insert piston in cylinder. Do not damage or dislodge piston loading O-ring and seal ring.
17. Continue pushing rod into cylinder until cylinder head assembly (3) can be inserted into cylinder.
18. Align marks made during disassembly.
19. Apply locking primer (JLG PN 0100038) and Medium Strength Threadlocking Compound to eight socket head bolts (9).
20. Secure cylinder head and washer ring (10) if applicable with socket head Capscrew (9).

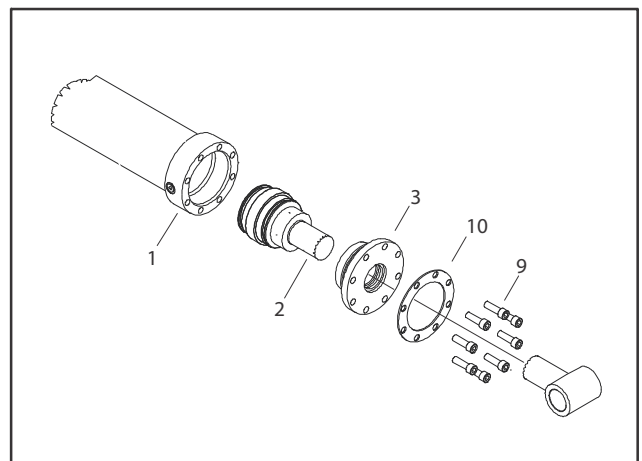


Figure 5-93. Rod Assembly Installation

Main Boom Telescope Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-97. Main Boom Telescope Cylinder Assembly

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod, if applicable.
3. Remove cartridge-type counterbalance valve and fittings from cylinder port block. Discard O-rings.
4. Place cylinder barrel in a suitable holding fixture. Tap around outside of cylinder head retainer with a suitable hammer to break thread-locking compound.

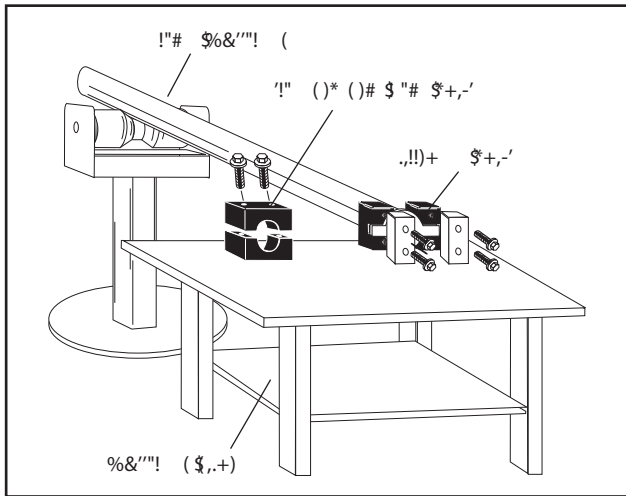


Figure 5-94. Cylinder Barrel Support

5. Mark cylinder head and barrel with a center punch for easy realignment. Using an allen wrench, loosen the cylinder head retainer capscrews and remove capscrews from cylinder barrel.

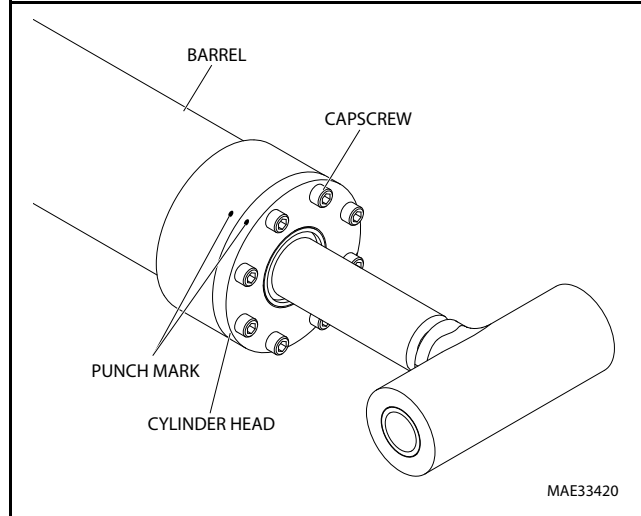


Figure 5-95. Marking Cylinder for Alignment

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN REMOVING THE CYLINDER ROD, HEAD AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

6. Clamp barrel securely. Pull rod assembly and cylinder head from barrel.
7. Protect cylinder rod from damage and clamp in a vise or holding fixture as close to piston as possible.

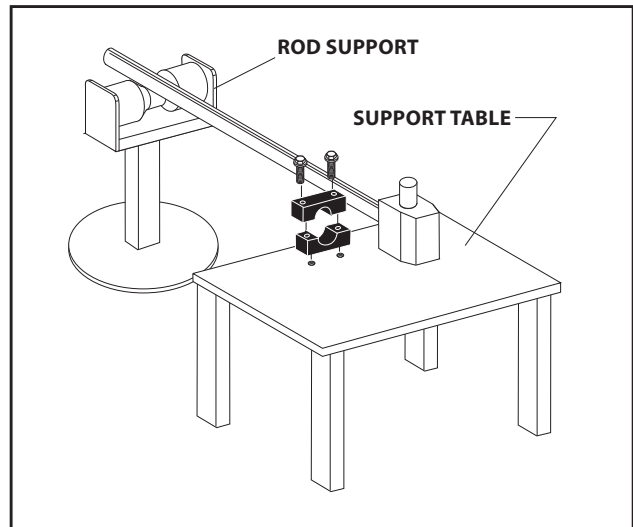
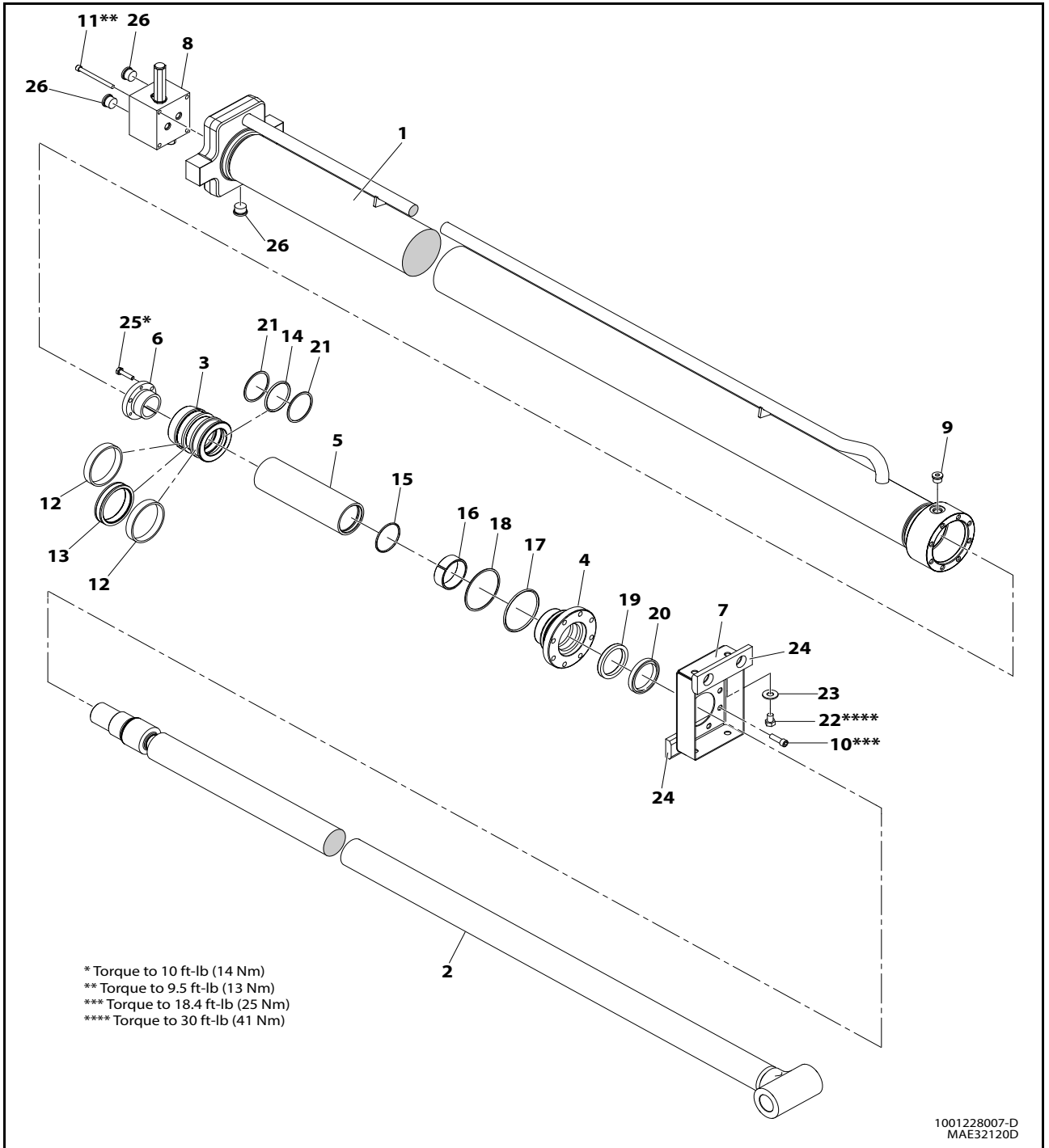


Figure 5-96. Cylinder Rod Support



- | | | | | |
|-----------|----------------------------|---------------|-----------------|-----------------|
| 1. Barrel | 6. Tapered Bushing | 11. Capscrew | 16. Wear Ring | 21. Backup Ring |
| 2. Rod | 7. Wear Pad Mounting Plate | 12. Wear Ring | 17. O-Ring | 22. Capscrew |
| 3. Piston | 8. Valve Block Assembly | 13. Seal | 18. Backup Ring | 23. Flat Washer |
| 4. Head | 9. O-Ring Plug | 14. O-Ring | 19. Rod Seal | 24. Wear Pad |
| 5. Spacer | 10. Capscrew | 15. O-Ring | 20. Wiper Seal | 25. Capscrew |
| | | | | 26. Plug |

Figure 5-97. Main Boom Telescope Cylinder Assembly

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

8. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Remove capscrews attaching tapered bushing to piston.
10. Insert capscrews in threaded holes in outer piece of tapered bushing. Progressively tighten capscrews until bushing is loose on piston.
11. Remove tapered bushing from piston. Discard capscrews.
12. Screw piston counterclockwise by hand and remove from cylinder rod.

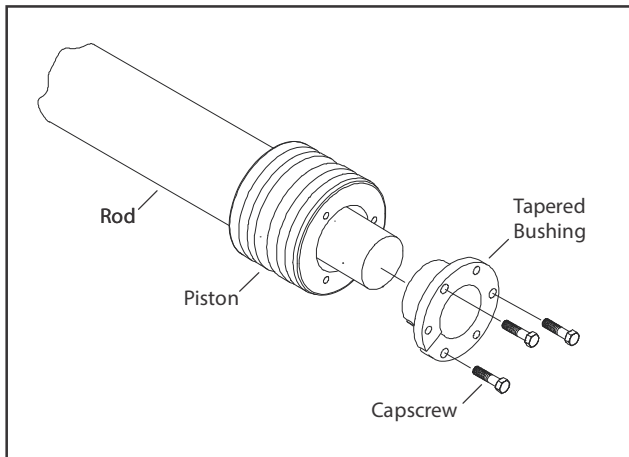


Figure 5-98. Tapered Bushing Removal

NOTICE

REMOVE SEALS USING A BRASS OR PLASTIC PICK ONLY. DO NOT USE A KNIFE, SHARP OBJECT, OR SCREW DRIVER. MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

13. Remove and discard backup ring (21), O-ring (14), backup ring (21) from inside grooves of piston (3).
14. Remove and discard two lock rings (12) and seal (13) from outside grooves of piston.

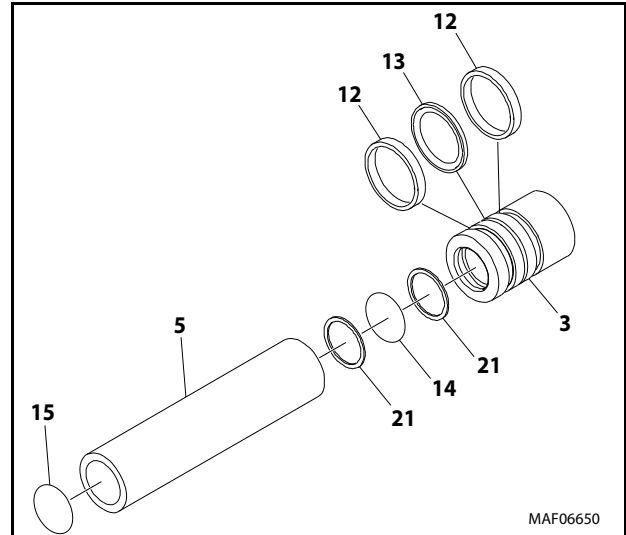


Figure 5-99. Piston Disassembly

15. Remove spacer (5) from rod (2). Remove and discard O-ring (15).
16. Remove rod from holding fixture. Remove cylinder head (4) and wear pad mounting plate (7).
17. Remove and discard wear ring (16), wiper seal (20), and rod seal (19) from inside of cylinder head (4). Remove and discard O-ring (18) and backup ring (17) from outer grooves of cylinder head.

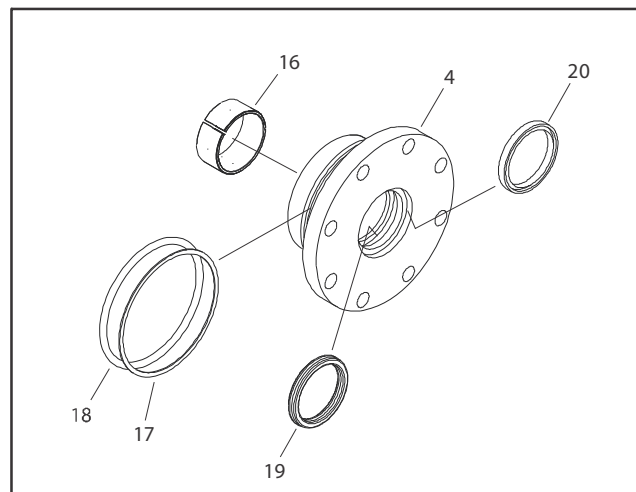


Figure 5-100. Cylinder Head Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.
13. Inspect wear pad assembly (7) for damage and worn pads (24). Replace parts as required.

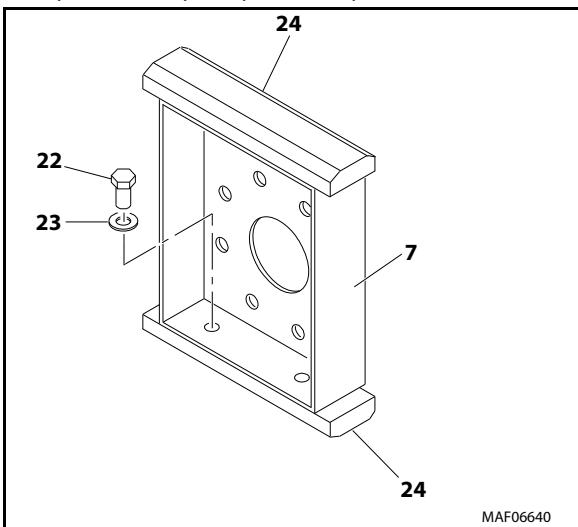


Figure 5-101. Wear Pad Assembly

14. Inspect rod and barrel bearings for signs of excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of steel bushing with WD40 before bearing installation.

NOTE: Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.

- d. Press composite bushing into barrel or rod bushing with correct size arbor.

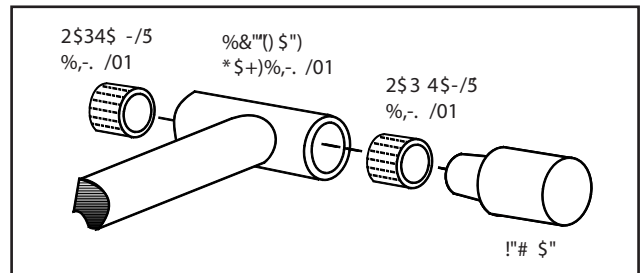


Figure 5-102. Composite Bushing Installation

15. Inspect travel limiting collar or spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
16. Inspect port block (8) fittings and cartridge valve. Replace as necessary.
17. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. Support rod in holding fixture
2. Install wear ring (16), rod seal (19) and wiper seal (20) in cylinder head (4).
3. Install new backup ring (18) and O-ring (17) in outside diameter groove of cylinder head (4).

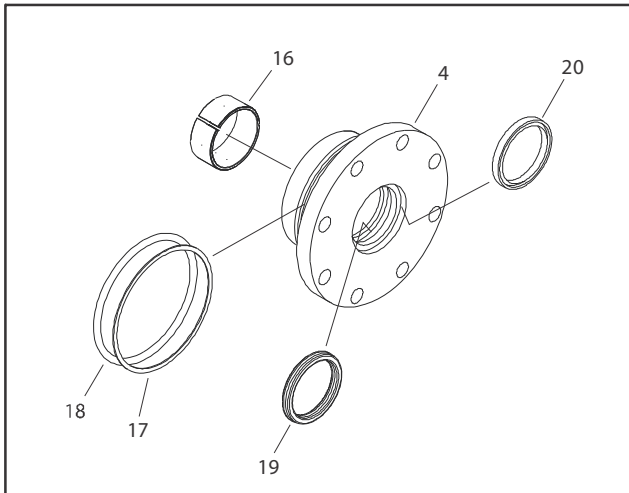


Figure 5-103. Head Seal Kit Installation

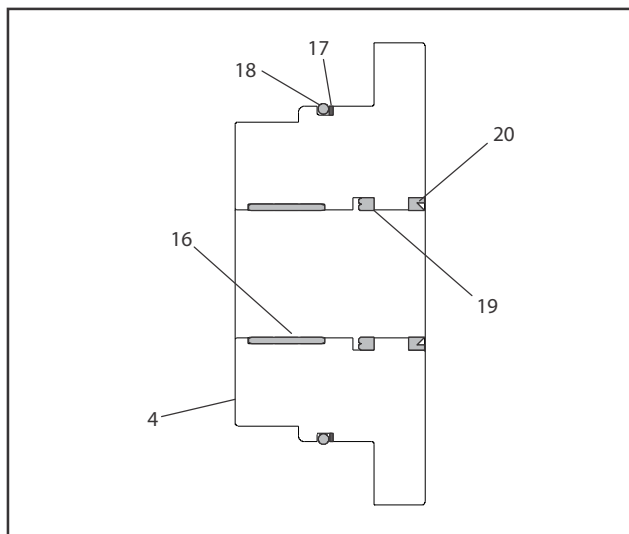


Figure 5-104. Cylinder Head Seals

4. Install wear pad assembly (7) on rod (2). Carefully install cylinder head assembly (4) on rod. Do not damage or dislodge wiper and rod seals. Push head along rod to rod end.
5. Install O-ring (15) in spacer (5). Carefully slide spacer with O-ring end facing cylinder head, on rod.
6. Install backup ring (21), O-ring (14) and backup ring (21) in piston (3).
7. Install seal (13) and two lock rings (12) in outside diameter piston grooves.

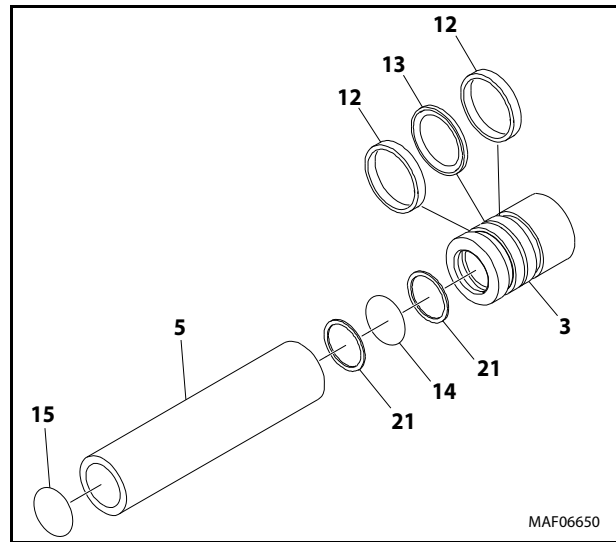


Figure 5-105. Piston Seal Kit Installation

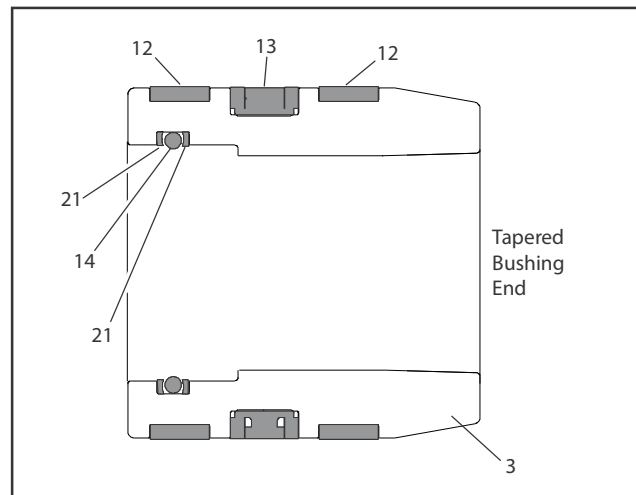


Figure 5-106. Piston Seals

8. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Carefully thread piston on cylinder rod hand tight. Do not damaged or dislodge O-ring and backup rings.

NOTE: Piston and mating end of rod must be free of oil when installing tapered bushing.

10. Thread piston on rod until it aligns with spacer.

NOTE: Apply Medium Strength Threadlocking Compound to new JLG furnished tapered bushing capscrews when rebuilding master, platform level, lift, and telescope cylinders.

11. Insert tapered bushing loosely in the piston. Install JLG capscrews (not vendor capscrews) through drilled holes in the bushing and tapped holes in piston.

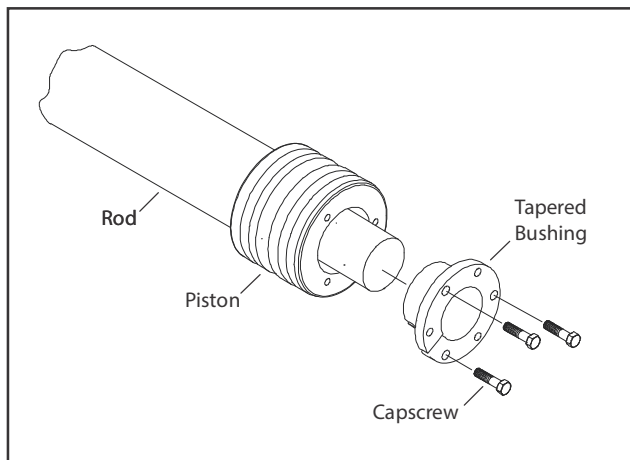


Figure 5-107. Tapered Bushing Installation

12. Tighten capscrews evenly and progressively, and torque as shown in Figure 5-97.
13. Set tapered bushing with a 16-24 oz (454-680g) hammer and 3/4 in (19mm) brass drift. Place drift against bushing between capscrews and tap once. Repeat for remaining two spaces between capscrews.

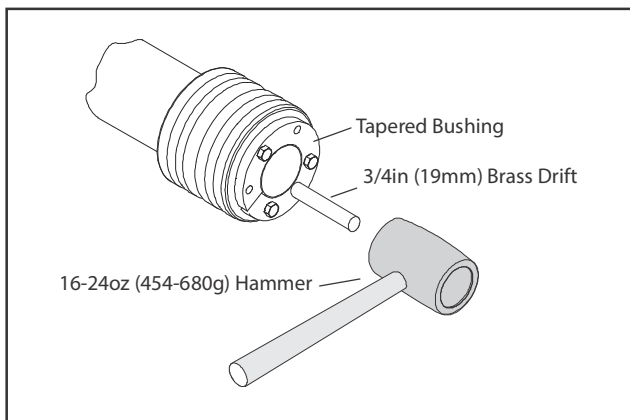


Figure 5-108. Seating Tapered Bushing

14. Re-torque capscrews evenly and progressively, and torque as shown in Figure 5-97.
15. Remove cylinder rod from holding fixture.

16. Position cylinder barrel in a suitable holding fixture.

NOTICE

INSERTING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN INSTALLING CYLINDER ROD, HEAD, AND PISTON.

17. Clamp barrel (1) securely and support rod (2). Insert piston (3) in cylinder. Do not damage or dislodge piston loading O-ring and seal ring.
18. Continue pushing rod into cylinder until cylinder head assembly (4) can be inserted into cylinder.
19. Align marks made during disassembly.
20. Apply locking primer (JLG PN 0100038) and Medium Strength Threadlocking Compound to eight socket head bolts (10).
21. Secure cylinder head (4) and wear pad assembly (24) with socket head capscrew (10).

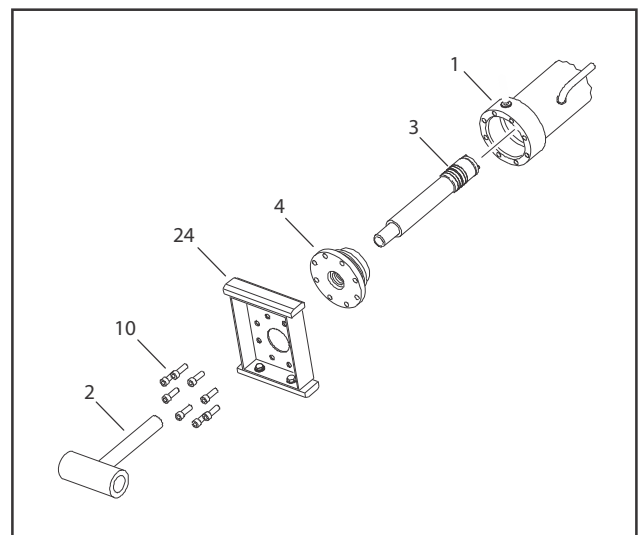


Figure 5-109. Rod Assembly Installation

Tower Boom Telescope Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-113. Tower Boom Telescope Cylinder Assembly

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod, if applicable.
3. If applicable, remove cartridge-type counterbalance valve and fittings from cylinder port block. Discard O-rings.
4. Place cylinder barrel in a suitable holding fixture. Tap around outside of cylinder head retainer with a suitable hammer to break thread-locking compound.

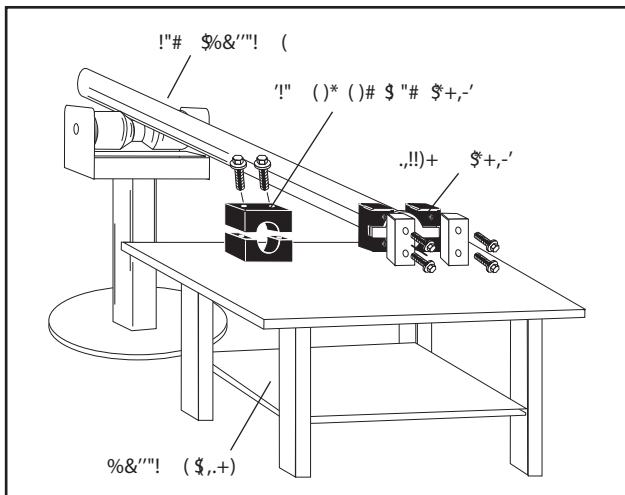


Figure 5-110. Cylinder Barrel Support

5. Mark cylinder head and barrel with a center punch for easy realignment. Using an allen wrench, loosen the cylinder head retainer capscrews and remove capscrews from cylinder barrel.

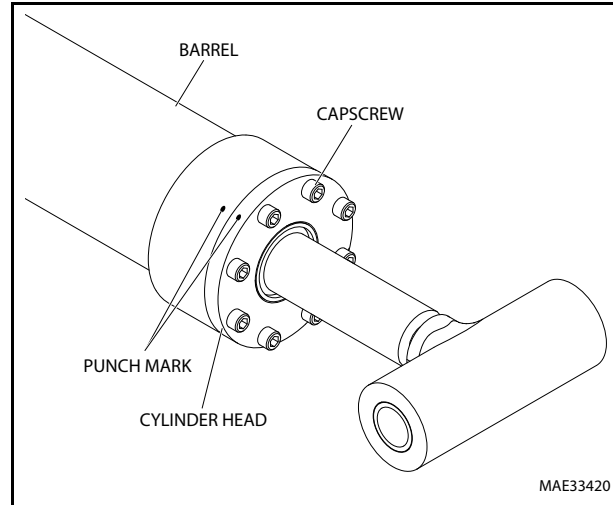


Figure 5-111. Marking Cylinder for Alignment

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN REMOVING THE CYLINDER ROD, HEAD, AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

6. Clamp barrel securely. Pull rod assembly and cylinder head from barrel.
7. Protect cylinder rod from damage and clamp in a vise or holding fixture as close to piston as possible.

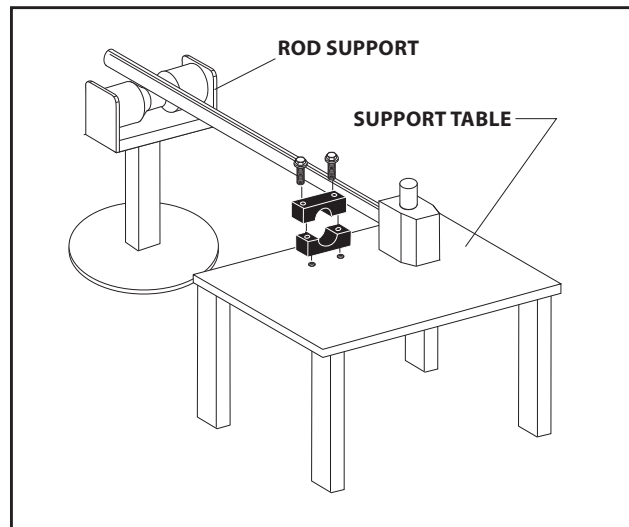
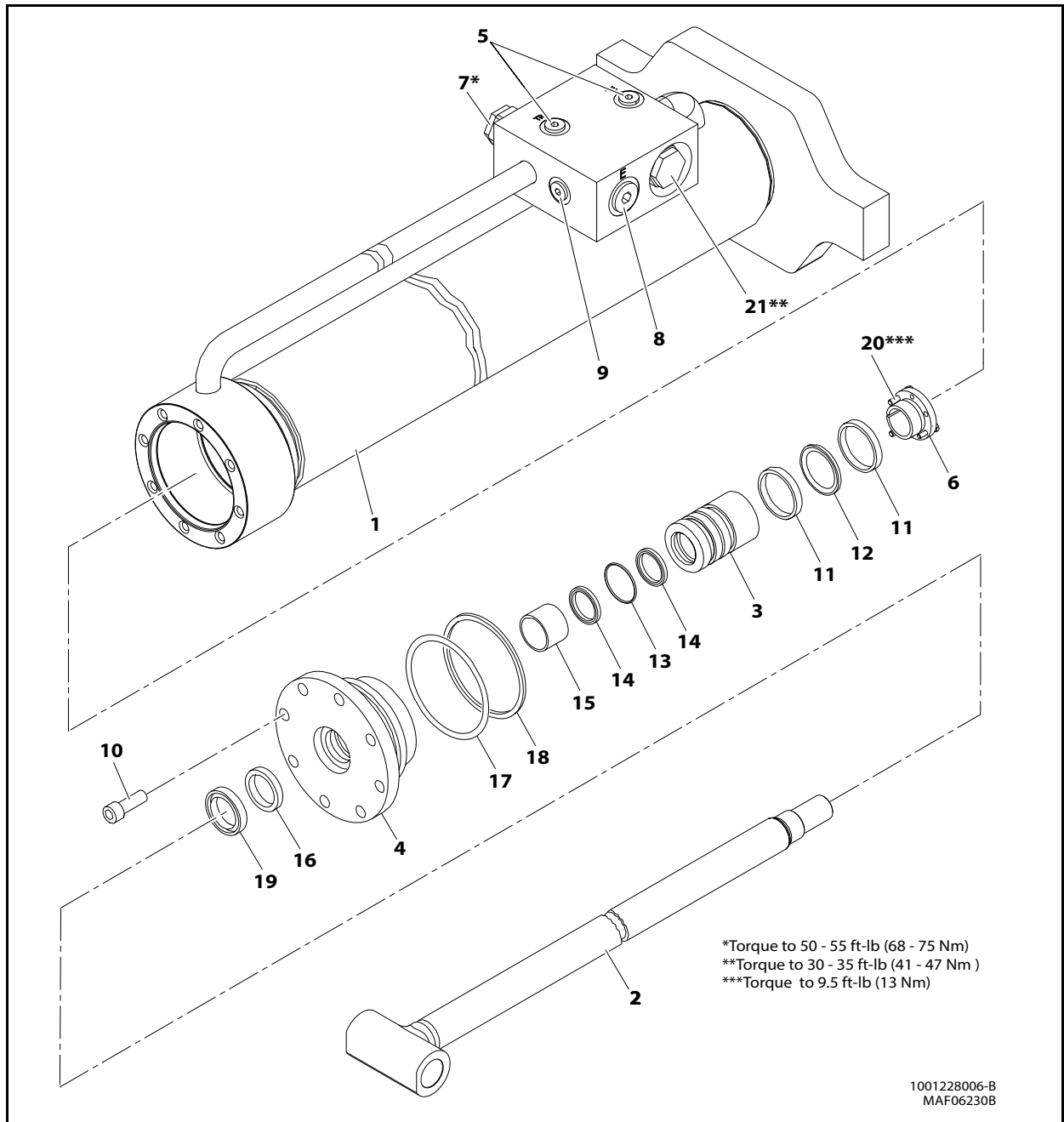


Figure 5-112. Cylinder Rod Support



- | | | | | |
|-----------|--------------------|-----------------|-----------------|---------------------|
| 1. Barrel | 6. Tapered Bushing | 11. Wear Ring | 16. Rod Seal | 21. Cartridge Valve |
| 2. Rod | 7. Cartridge Valve | 12. Piston Seal | 17. O-Ring | |
| 3. Piston | 8. O-Ring Plug | 13. O-Ring | 18. Backup Ring | |
| 4. Head | 9. O-Ring Plug | 14. Backup Ring | 19. Wiper Seal | |
| 5. Plug | 10. Capscrew | 15. Wear Ring | 20. Capscrew | |

Figure 5-113. Tower Boom Telescope Cylinder Assembly

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

8. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Remove capscrews attaching tapered bushing to piston.
10. Insert capscrews in threaded holes in outer piece of tapered bushing. Progressively tighten capscrews until bushing is loose on piston.
11. Remove tapered bushing from piston. Discard capscrews.
12. Screw piston counterclockwise by hand and remove from cylinder rod.

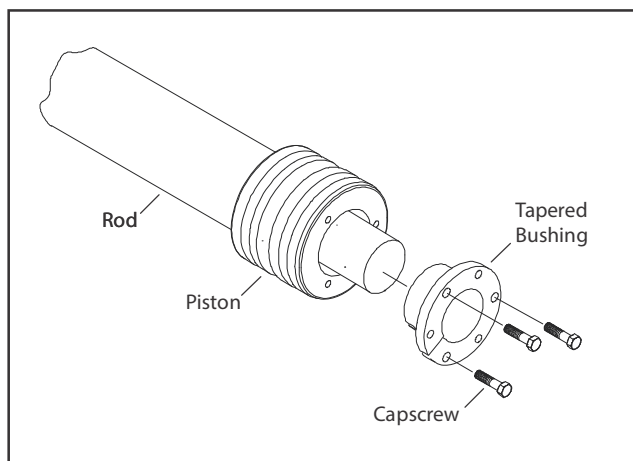


Figure 5-114. Tapered Bushing Removal

NOTICE

REMOVE SEALS USING A BRASS OR PLASTIC PICK ONLY. DO NOT USE A KNIFE, SHARP OBJECT, OR SCREW DRIVER. MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

13. Remove and discard backup ring (14), O-ring (13), and backup ring (14) from inside grooves of piston (3).

14. Remove and discard two lock rings (11) and seal (12) from outside grooves of piston.

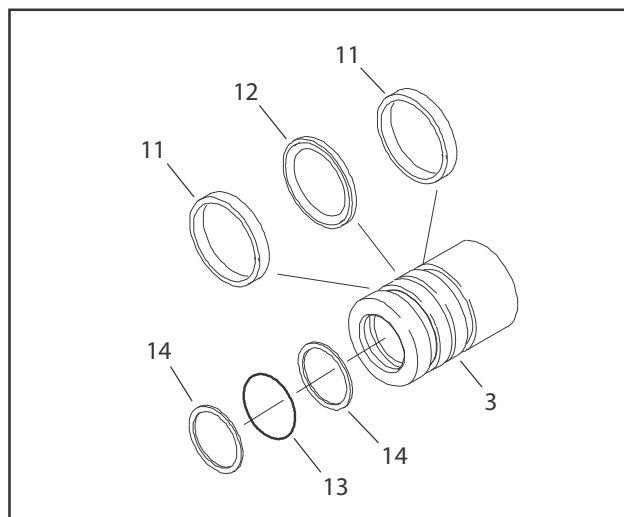


Figure 5-115. Piston Disassembly

15. Remove rod from holding fixture. Remove cylinder head (4) and washer ring (5) if applicable.
16. Remove and discard wear ring (15), wiper seal (19), and rod seal (16) from inside of cylinder head (4). Remove and discard O-ring (18) and backup ring (17) from outer grooves of cylinder head.

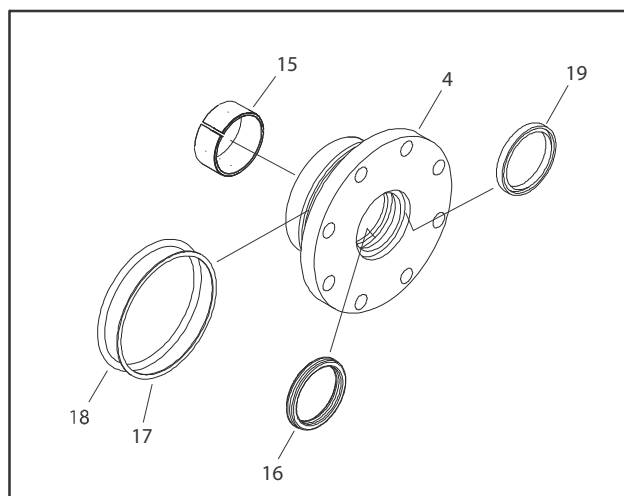


Figure 5-116. Cylinder Head Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. Inspect rod and barrel bearings for signs of excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of steel bushing with WD40 before bearing installation.

NOTE: Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.

- d. Press composite bushing into barrel or rod bushing with correct size arbor.

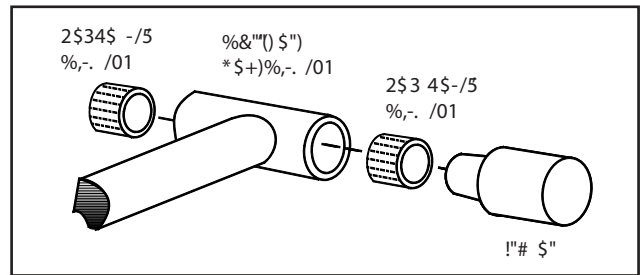


Figure 5-117. Composite Bushing Installation

14. Inspect port block fittings and cartridge valves. Replace as necessary.
15. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. Support rod in holding fixture.
2. Install wear ring (15), rod seal (16), and wiper seal (19) in cylinder head (4).
3. Install new backup ring (17) and O-ring (18) in outside diameter groove of cylinder head (4).

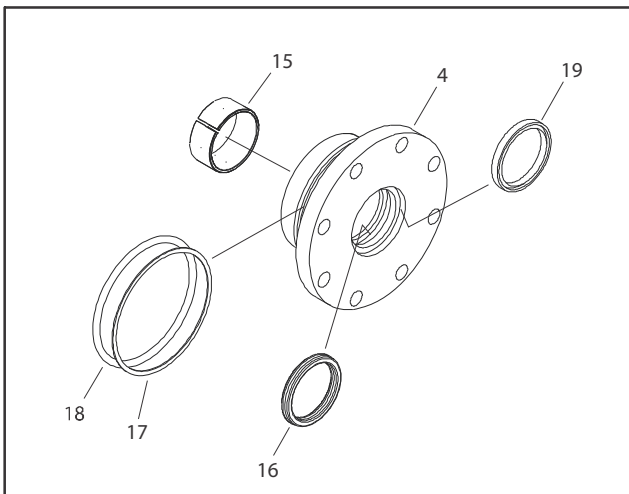


Figure 5-118. Head Seal Kit Installation

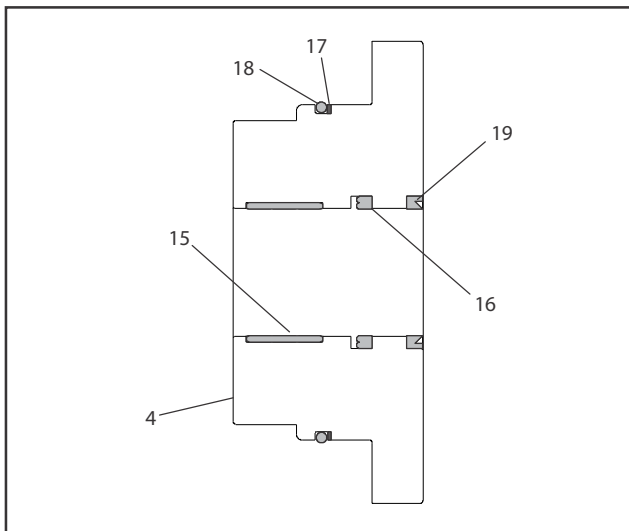


Figure 5-119. Cylinder Head Seals

4. Install washer ring (5) if applicable on rod (2). Carefully install cylinder head assembly on rod. Do not damage or dislodge wiper and rod seals. Push head along rod to rod end.
5. Install backup ring (14), O-ring (13), and backup ring (14) in piston (3).
6. Install two seal (12) and two lock rings (11) in outside diameter piston grooves.

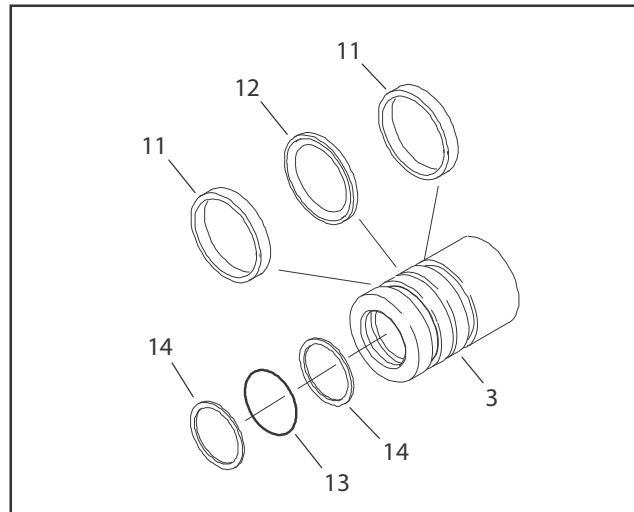


Figure 5-120. Piston Seal Kit Installation

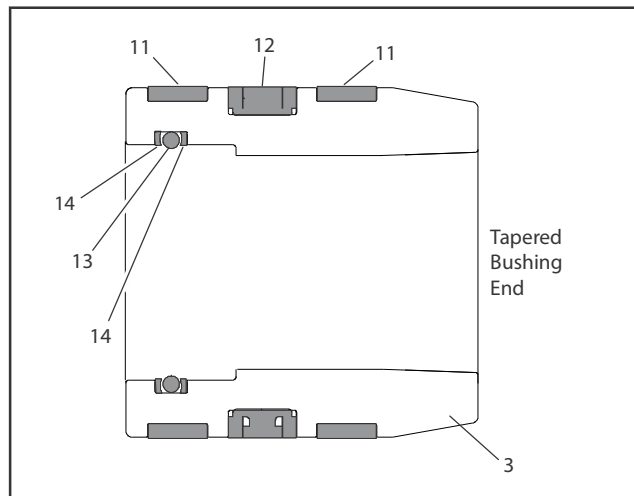


Figure 5-121. Piston Seals

7. Using suitable protection, clamp cylinder rod in a vise or similar holding fixture as close to piston as possible.
8. Carefully thread piston on cylinder rod hand tight. Do not damaged or dislodge O-ring and backup rings.

NOTE: Piston and mating end of rod must be free of oil when installing tapered bushing.

9. Thread piston on rod until it aligns with spacer.

NOTE: Apply Medium Strength Threadlocking Compound to new JLG furnished tapered bushing capscrews when rebuilding master, slave, lift, and telescope cylinders.

10. Insert tapered bushing loosely in the piston. Install JLG capscrews (not vendor capscrews) through drilled holes in the bushing and tapped holes in piston.

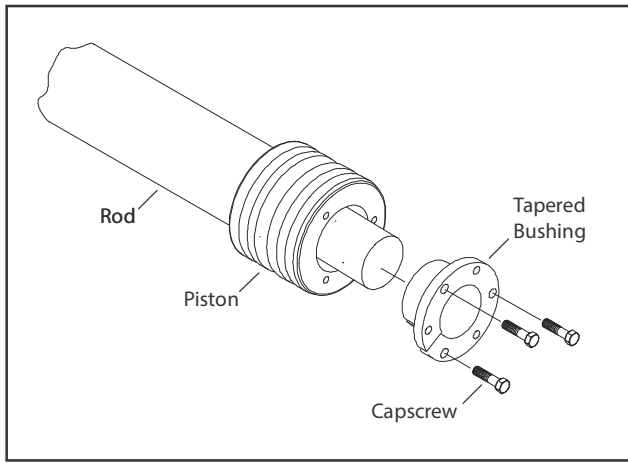


Figure 5-122. Tapered Bushing Installation

11. Tighten capscrews evenly and progressively, and torque as shown in Figure 5-113.
12. Set tapered bushing with a 16-24 oz (454-680g) hammer and 3/4 in (19mm) brass drift. Place drift against bushing between capscrews and tap once. Repeat for remaining two spaces between capscrews.

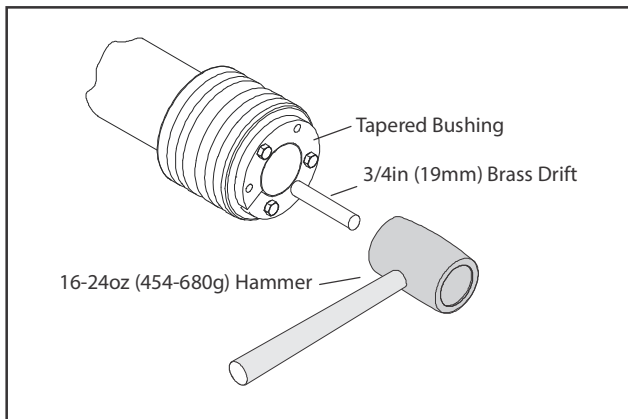


Figure 5-123. Seating Tapered Bushing

13. Re-torque capscrews evenly and progressively, and torque as shown in Figure 5-113.
14. Remove cylinder rod from holding fixture.

15. Position cylinder barrel in a suitable holding fixture.

NOTICE

INSERTING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN INSTALLING CYLINDER ROD, HEAD, AND PISTON.

16. Clamp barrel (1) securely and support rod (2). Insert piston in cylinder. Do not damage or dislodge piston loading O-ring and seal ring.
17. Continue pushing rod into cylinder until cylinder head assembly (4) can be inserted into cylinder.
18. Align marks made during disassembly.
19. Apply locking primer (JLG PN 0100038) and Medium Strength Threadlocking Compound to eight socket head bolts (10).
20. Secure cylinder head with socket head capscrew (10).

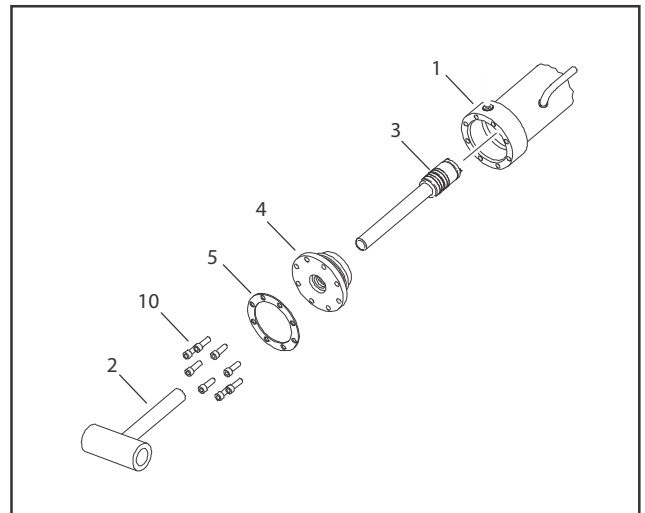


Figure 5-124. Rod Assembly Installation

Platform Level Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-128. Platform Level Cylinder.

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE. MAKE SURE THAT TUBE OR PIPE PART SHOULD NOT BE FIXED.

2. Operate auxiliary hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod.
3. Place cylinder barrel in a suitable holding fixture. use a clamp to hold it in place.



Figure 5-125. Cylinder Clamp Holder

CAUTION

THE HYDRAULIC OIL AND PRESSURE MUST BE DISCHARGED DURING ROD DECOMPOSITION.

4. Remove the counterbalance valves and plugs from the cylinder port block and discard o-rings. Use allen wrench for steel plug and monkey spanner for plastic plug.



Figure 5-126. Cylinder Plug Removal

5. Use chisel and hammer to unlock the cylinder head rod cover.

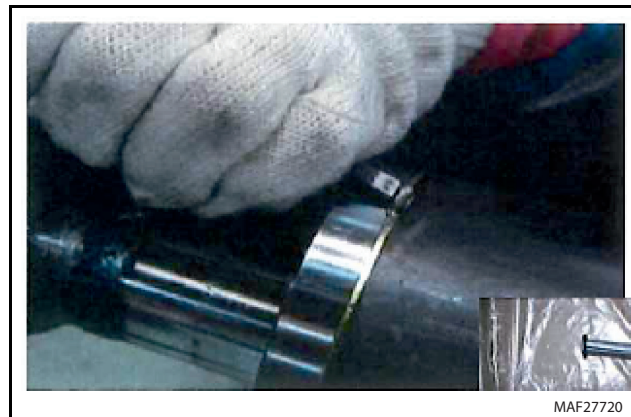
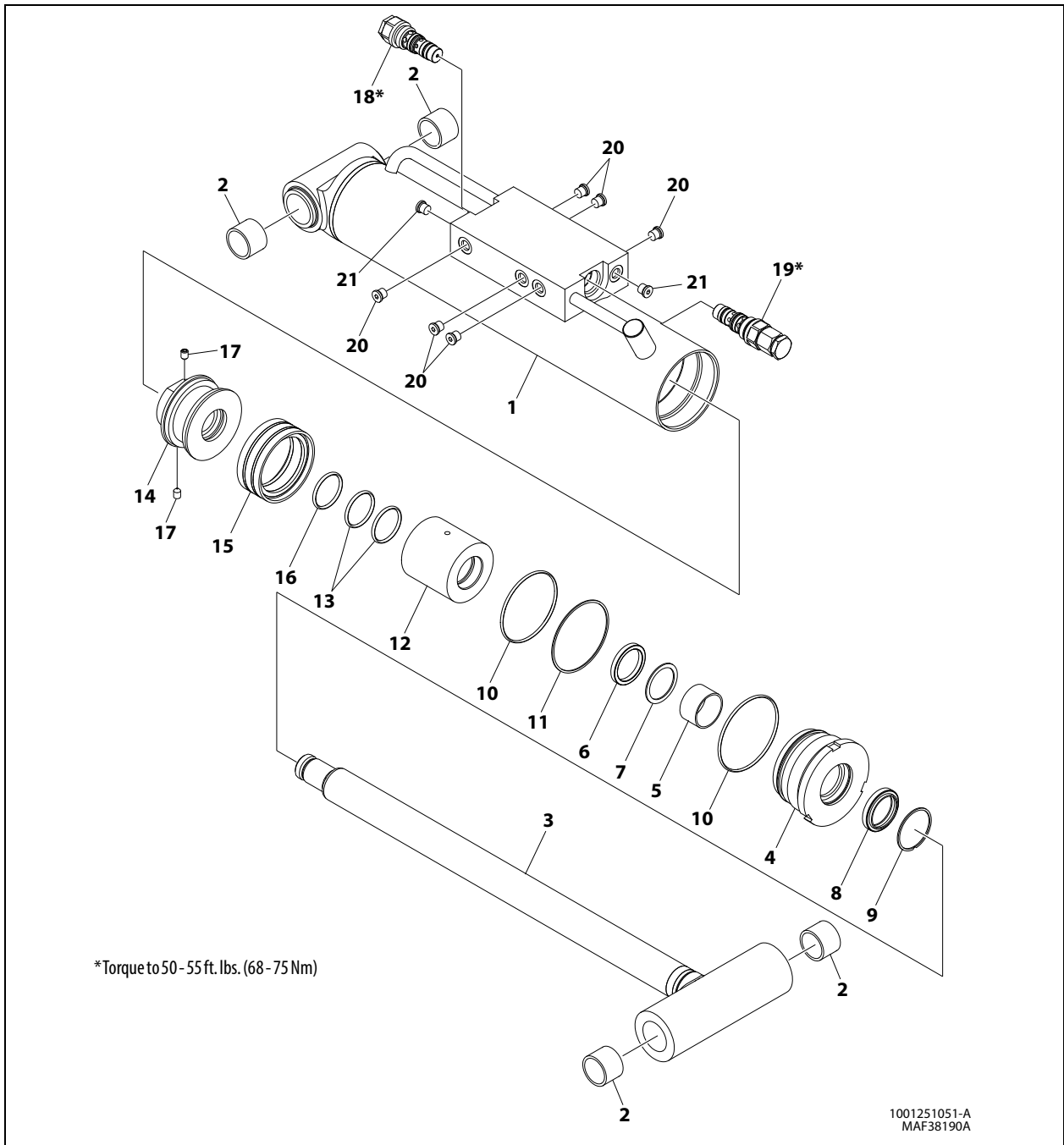


Figure 5-127. Staking Removal



- | | | | | |
|--------------|-------------------|----------------|--------------------------|--------------------------|
| 1. Barrel | 6. Seal | 11. BackupRing | 15. Seal | 19. Counterbalance valve |
| 2. Bushing | 7. BackupRing | 12. Spacer | 16. O-Ring | 20. Plug |
| 3. Rod | 8. WiperSeal | 13. O-Ring | 17. Setscrew | 21. Dust Cap |
| 4. Head | 9. Retaining Ring | 14. Piston | 18. Counterbalance Valve | |
| 5. Wear Ring | 10. O-Ring | | | |

Figure 5-128. Platform Level Cylinder

NOTICE

COVER THE ROD WITH A PROTECTIVE COVER AS IT MAY DAMAGE THE ROD DURING DISASSEMBLY. USE HAMMER TO LOOSEN THE HEAD COVER.

6. Unscrew cylinder head cover with hook spanner wrench.



Figure 5-129. Cylinder Head Cover Removal

NOTICE

USE EXTREME CARE WHEN REMOVING CYLINDER ROD, HEAD, AND PISTON. MAKE SURE THAT WHEN THE ROD IS RELEASED, IT MAY TILT AND SLIP.

7. Secure barrel on the clamp. Pull out the rod assembly from the barrel.



Figure 5-130. Cylinder Rod Removal

NOTICE

TO PREVENT SCRATCHES ON THE SURFACE OF THE ROD, COVER THE FABRIC WITH A CLOTH OR PROTECTIVE COVER.

8. Protect cylinder rod from damage. Clamp cylinder rod in a vise or a holding fixture close to piston for disassembly of piston nut, piston, and cylinder head.



Figure 5-131. Cylinder Rod Support

CAUTION

IF THE SCREWS ARE BROKEN AT THE TIME OF UNFASTENING WITH UNREASONABLY STRONG TORQUE AFTER THAT DISASSEMBLY IS NOT POSSIBLE.

9. Use hammer to unlock the cracked where the setscrew is coiled to prevent unfastening.
10. Loosen and remove the setscrew and ball with allen wrench which attaches the piston to the rod.

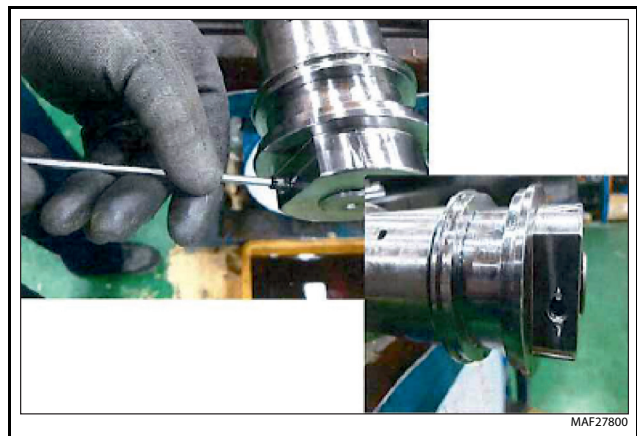


Figure 5-132. Piston Setscrew Removal

11. Use the U-wrench to the bolt hole in the piston section for disassembly.
12. Screw the piston counterclockwise and remove the piston from cylinder rod.



Figure 5-133. Piston Removal

13. Pull the cylinder head from cylinder rod with your hand, use plastic hammer as needed.



Figure 5-134. Cylinder Head Disassembly

NOTICE
MAKE NOTE OF SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

14. Remove and discard the piston seal, wear ring and backup ring by using flat head screwdriver.

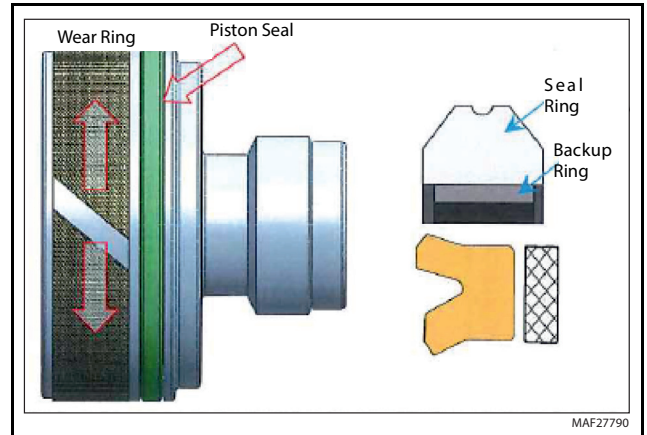


Figure 5-135. Piston Seal Disassembly

15. Raise cylinder head to the horizontal workbench.
16. Remove and discard backup ring and o-ring from cylinder head by using remover.
17. Remove and discard retaining ring with use of flat head screwdriver and remover.

NOTICE
MAKE SURE FIRST REMOVE RETAINING RING BEFORE REMOVING WIPER SEAL.

18. Secure the cylinder head to the vise and fix the long flat head screwdriver to the groove of the dust wiper and pull it out with the hammer.

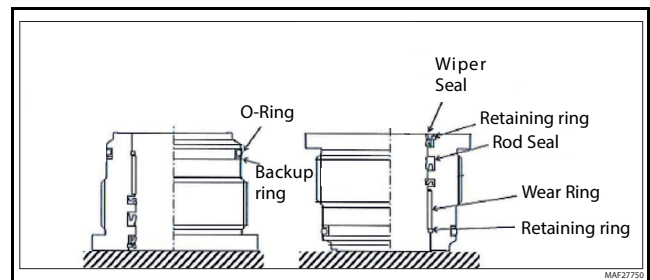


Figure 5-136. Cylinder Head Seal Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. Inspect rod and barrel bearings for signs of correct excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of the steel bushing with the bearing installation.

NOTE: *Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.*

- d. Press bushing in barrel or rod bushing with correct size arbor.

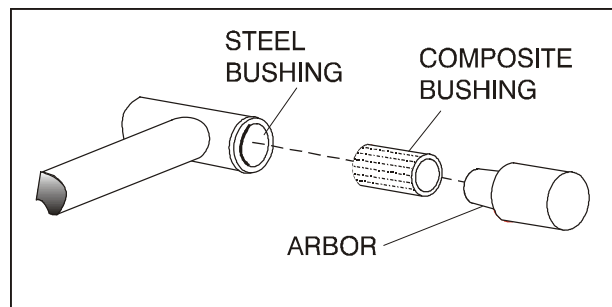


Figure 5-137. Bushing Installation

14. Inspect spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
15. Inspect port block fittings and holding valves. Replace as necessary.
16. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.

ASSEMBLY

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. A special tool is used to install a new rod seal into the applicable cylinder head groove.

NOTICE

WHEN INSTALLING NEW SEALS, ENSURE SEALS ARE INSTALLED PROPERLY. IMPROPER SEAL INSTALLATION COULD RESULT IN CYLINDER LEAKAGE AND IMPROPER CYLINDER OPERATION.

2. Use a soft mallet to tap a new wiper seal into the applicable cylinder head groove. Install a new bearing into the applicable inside diameter of the cylinder head groove.
3. Install o-ring, retaining ring, wiper seal, and backup ring on cylinder head.

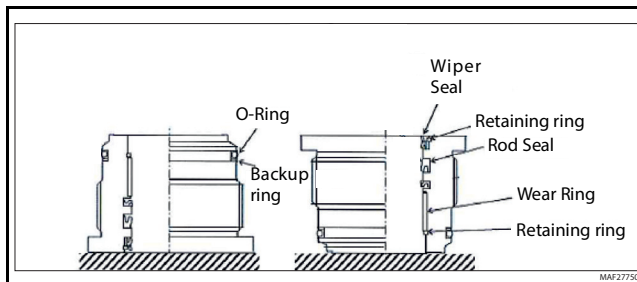


Figure 5-138. Cylinder Head Seal Assembly

4. Install piston seal, wear ring, and backup ring on piston.
5. Place new piston seal in the outer diameter of piston groove. (A tube, with I.D. slightly larger than the O.D. of the piston is recommended to install the solid seal).

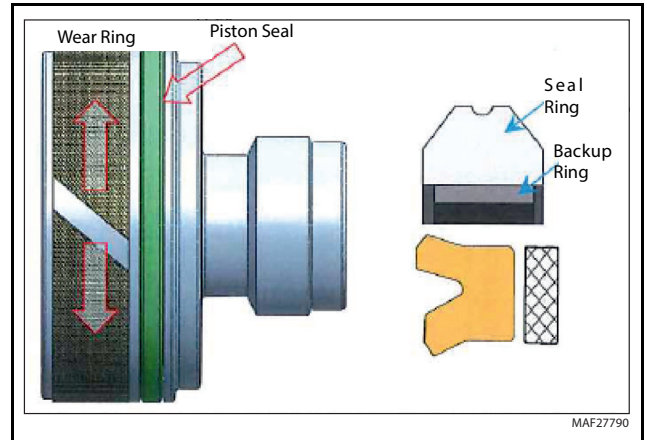


Figure 5-139. Piston Seal Assembly

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN INSTALLING THE CYLINDER ROD, HEAD AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

6. Carefully install the cylinder head on the rod, ensuring that the wiper seal, wear ring, backup rings, rod seal and backup rings are not damaged or dislodged. Push the head along the rod to the rod end, as applicable.

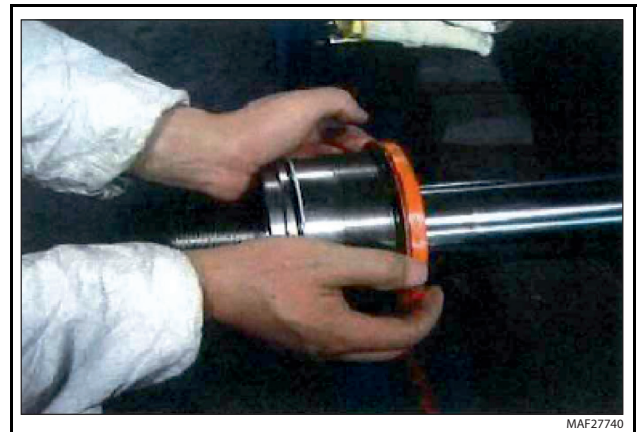


Figure 5-140. Cylinder Head Assembly

7. Carefully thread the piston on the cylinder rod, ensuring that the o-ring, backup ring, and piston seal are not damaged or dislodged.

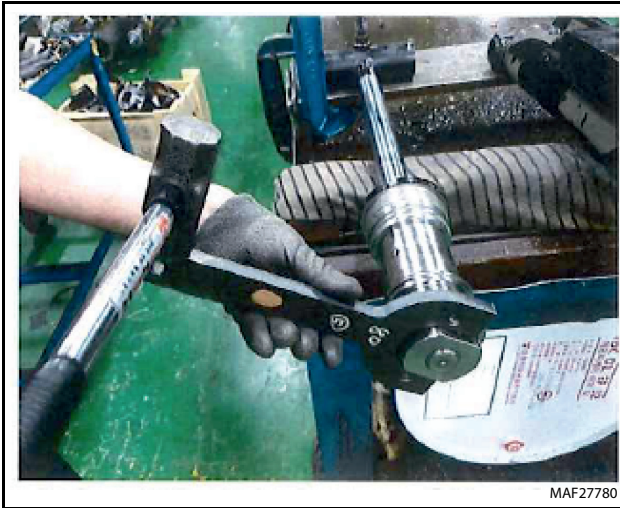


Figure 5-141. Piston Installation

8. Install the setscrew and ball on the piston and attach the piston on the rod.

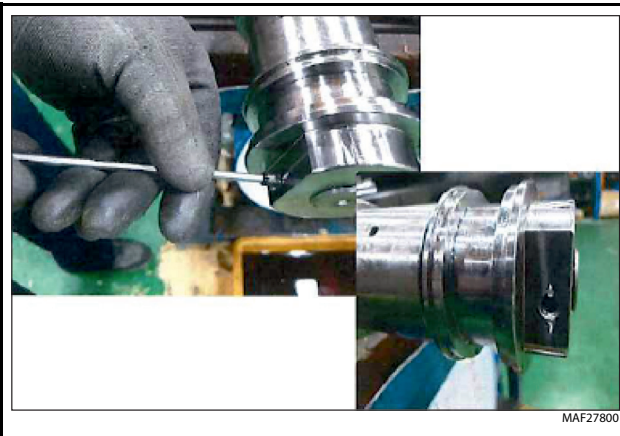


Figure 5-142. Piston Setscrew Installation

9. Remove the cylinder rod from the holding fixture.



Figure 5-143. Cylinder Rod Support

10. Position the cylinder barrel in a suitable holding fixture.
11. With barrel clamped secured and adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring and piston seal is not damaged or dislodged.
12. Continue pushing the rod into the barrel until the cylinder head can be inserted into the cylinder barrel.



Figure 5-144. Cylinder Rod Installation

13. Screw the cylinder head into the barrel using a hook spanner wrench.



Figure 5-145. Cylinder Head Cover Installation

14. Stack at the machined area of the cylinder barrel end so that it locks the cylinder head in place and it does not unscrew from the barrel.
15. After the cylinder has been reassembled, the rod should be pushed all the way in (fully retracted) prior to the re-installation of any plugs.
16. Install the plugs in the cylinder ports.
17. Install two counterbalance valves with new o-rings in valve block.

Jib Lift Cylinder (US Market)

DISASSEMBLY

NOTICE

DISASSEMBLY OF THE CYLINDER SHOULD BE PERFORMED ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to the cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate the hydraulic power source and extend the cylinder. Shut down and disconnect the power source. Adequately support the cylinder rod, if applicable.
3. Remove the counterbalance holding valves and plugs from the cylinder port block. Discard o-rings.
4. Place the cylinder barrel into a suitable holding fixture.

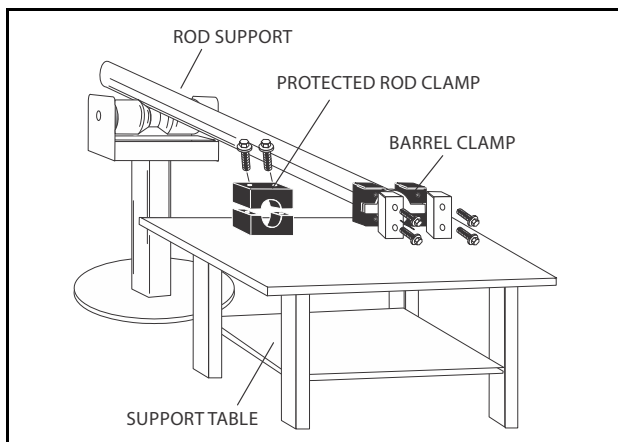


Figure 5-146. Cylinder Barrel Support

5. Mark cylinder head and barrel with a center punch for easy realignment. Using an allen wrench, loosen the cylinder head retainer capscrews and remove capscrews from cylinder barrel.

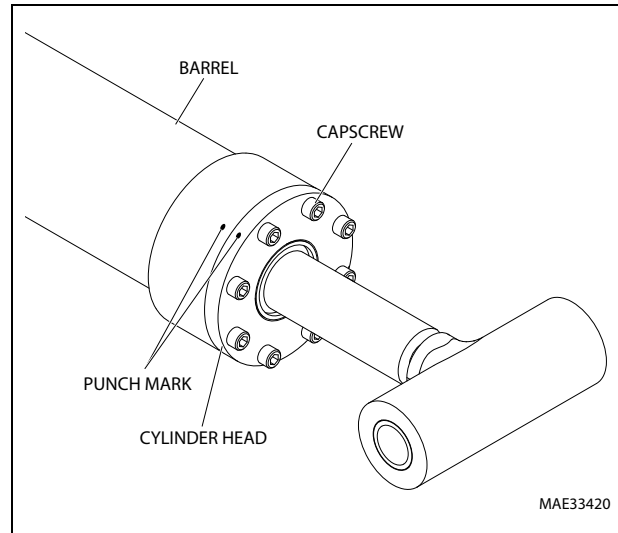


Figure 5-147. Capscrew Removal

6. Attach a suitable pulling device to the cylinder rod port block end or cylinder rod end, as applicable.

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN REMOVING THE CYLINDER ROD, HEAD AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

7. With the barrel clamped securely, apply pressure to the rod pulling device and carefully withdraw the complete rod assembly from the cylinder barrel.

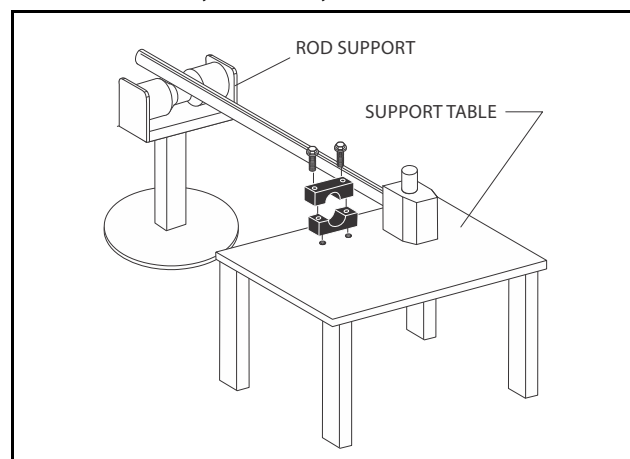
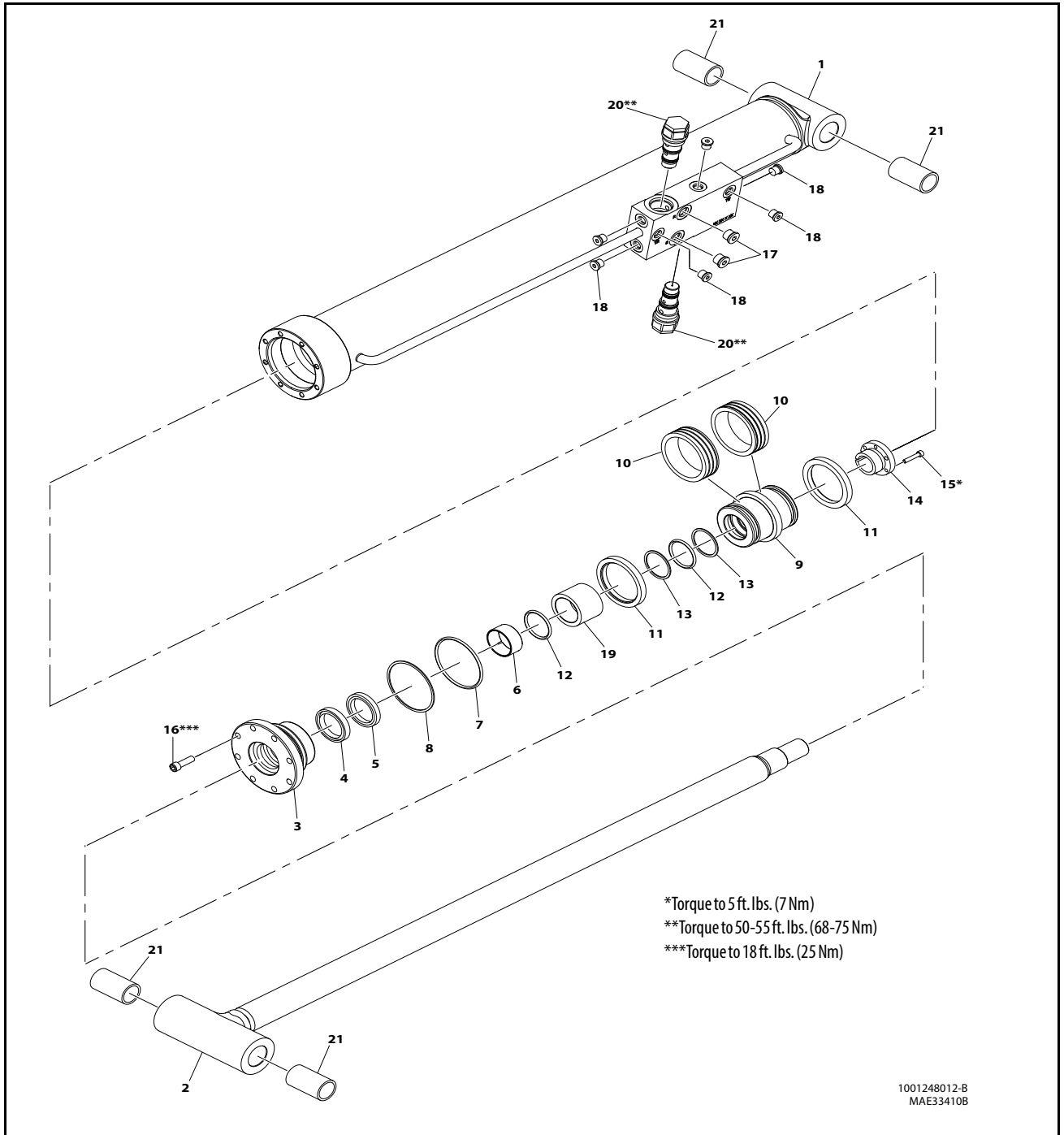


Figure 5-148. Cylinder Rod Support



- | | | | |
|---------------|--------------------|---------------------|--------------------------|
| 1. Barrel | 7. O-ring | 13. Backup Ring | 19. Spacer |
| 2. Rod | 8. Backup Ring | 14. Tapered Bushing | 20. Counterbalance Valve |
| 3. Head | 9. Piston | 15. Capscrew | 21. Bushing |
| 4. Dust Wiper | 10. Hydrolock Seal | 16. Capscrew | |
| 5. Rod Seal | 11. Guidelock Ring | 17. Plug | |
| 6. Wear Ring | 12. O-ring | 18. Plug | |

Figure 5-149. Jib Lift Cylinder (US Market)

8. Using suitable protection, clamp the cylinder rod in a vise or similar holding fixture as close to the piston as possible.
9. Remove capscrews from drilled holes.
10. Insert the capscrews in the threaded holes in the outer piece of the tapered bushing. Progressively tighten the capscrews until the bushing is loosen on the piston.
11. Remove the bushing from the piston.

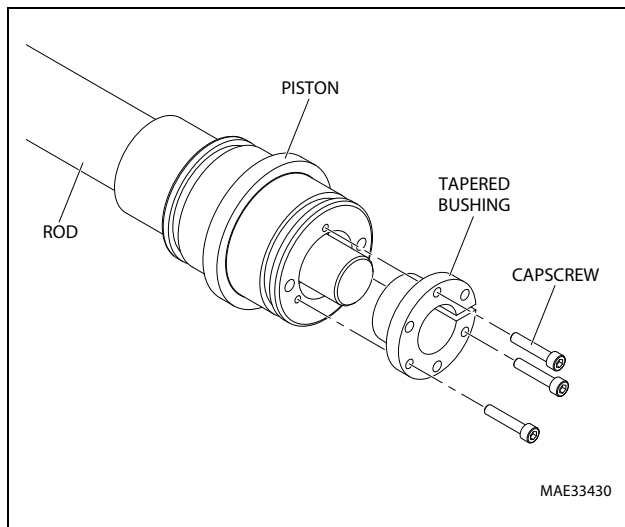


Figure 5-150. Tapered Bushing Removal

12. Screw the piston counterclockwise by hand and remove the piston from cylinder rod.
13. Remove and discard the piston o-rings, seal rings and backup rings.
14. Remove piston spacer from the rod.
15. Remove the rod from the holding fixture. Remove the cylinder head gland. Discard the o-rings, backup rings, rod seals, wear rings and wiper seals.

CLEANING AND INSPECTION

1. Clean all parts thoroughly in an approved cleaning solvent.
2. Inspect the cylinder rod for scoring, tapering, ovality or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect piston surface for damage and scoring and for distortion. Dress piston surface or replace piston as necessary.
6. Inspect threaded portion of piston for damage. Dress threads as necessary.
7. Inspect seal and o-ring grooves in piston for burrs and sharp edges. Dress applicable surfaces as necessary.
8. Inspect cylinder head inside diameter for scoring, tapering, ovality or other damage. Replace if necessary.
9. Inspect seal and o-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
10. Inspect cylinder head outside diameter for scoring, tapering, ovality or other damage. Replace if necessary.
11. Inspect rod and barrel bearings for signs of correct excessive wear or damage. Replace if necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inner side of steel bushing prior to bearing installation.
 - d. Using an arbor of the correct size, carefully press the bearing into steel bushing.

NOTE: Install pin into the composite bearing dry. Lubrication is not required with nickel plated pins and bearings.

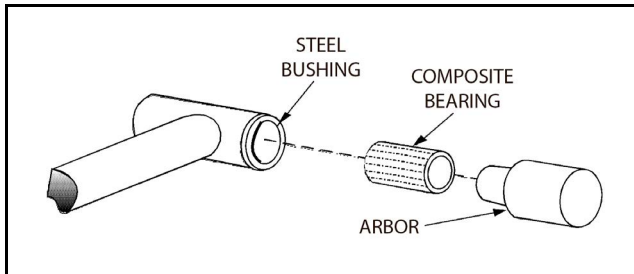


Figure 5-151. Composite Bearing Installation

12. If applicable, inspect port block fittings and holding valve. Replace if necessary.
13. Inspect the oil ports for blockage or the presence of dirt or other foreign material. Repair if necessary.
14. If applicable, inspect piston rings for cracks or other damage. Replace if necessary.

ASSEMBLY

NOTE: Prior to cylinder assembly, ensure that the proper cylinder seal kit is used. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components prior to assembly.

1. A special tool is used to install a new rod seal into the applicable cylinder head gland groove.

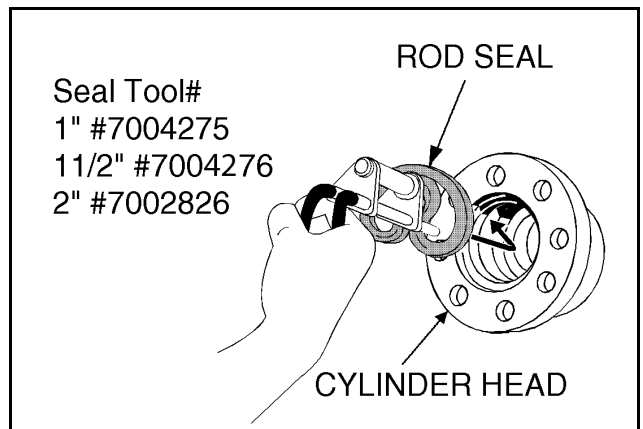


Figure 5-152. Rod Seal Installation

NOTICE

WHEN INSTALLING NEW SEALS, ENSURE SEALS ARE INSTALLED PROPERLY. IMPROPER SEAL INSTALLATION COULD RESULT IN CYLINDER LEAKAGE AND IMPROPER CYLINDER OPERATION.

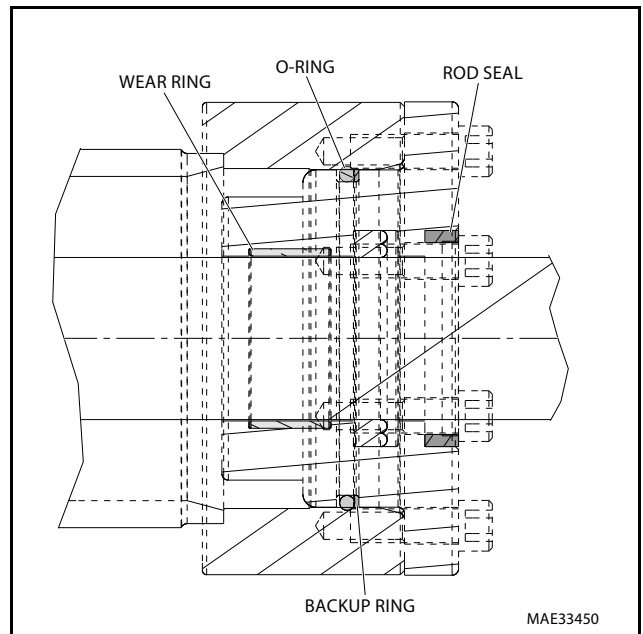


Figure 5-153. Cylinder Head Seal Installation

- Use a soft mallet to tap a new wiper seal into the applicable cylinder head gland groove. Install a new wear ring into the applicable cylinder head gland groove.

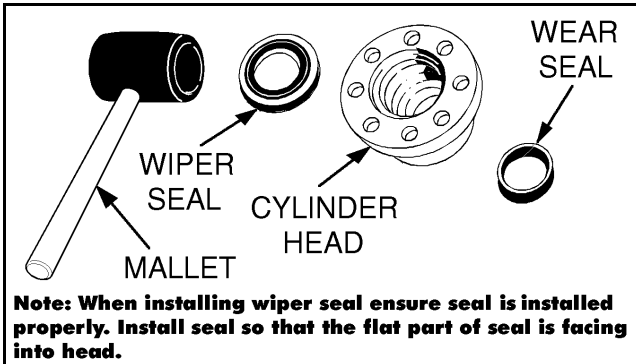


Figure 5-154. Wiper Seal Installation

- Place a new o-ring and backup seal in the applicable outside diameter groove of the cylinder head.

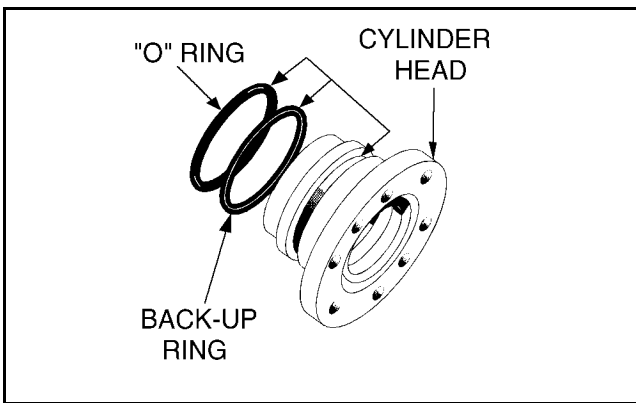


Figure 5-155. Installation of Head Seal Kit

- Carefully install the head gland on the rod, ensuring that the wiper and rod seals are not damaged or dislodged. Push the head along the rod to the rod end, as applicable.
- Carefully slide the piston spacer on the rod.
- Using suitable protection, clamp the cylinder rod in a vise or similar holding fixture as close to piston as possible.
- Place a new o-ring and backup rings in the inner piston diameter groove.
- Carefully thread the piston on the cylinder rod hand tight, ensuring that the o-ring and backup rings are not damaged or dislodged.
- Thread piston onto rod end and install the tapered bushing.

NOTE: When installing the tapered bushing, piston and mating end of rod must be free of oil.

- Assemble the tapered bushing loosely into the piston and insert capscrews through the drilled holes in the bushing and into the tapped holes in the piston.

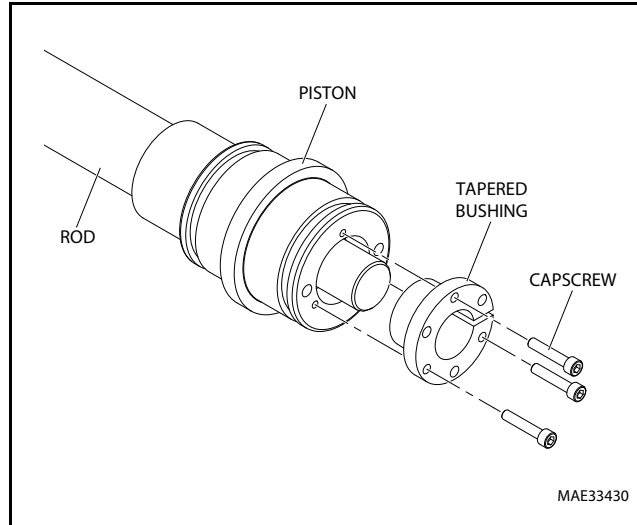


Figure 5-156. Tapered Bushing Installation

- Tighten the capscrews evenly and progressively in rotation to 5 ft. lbs. (7 Nm).
- After the screws have been torqued, tap the tapered bushing with a hammer (16 to 24 oz.) and brass shaft (approximately 3/4 in. diameter) as follows:
 - Place the shaft against the cylinder rod and in contact with the bushing in the spaces between the capscrews.
 - Tap each space once; this means the tapered bushing is tapped 3 times as there are 3 spaces between the capscrews.

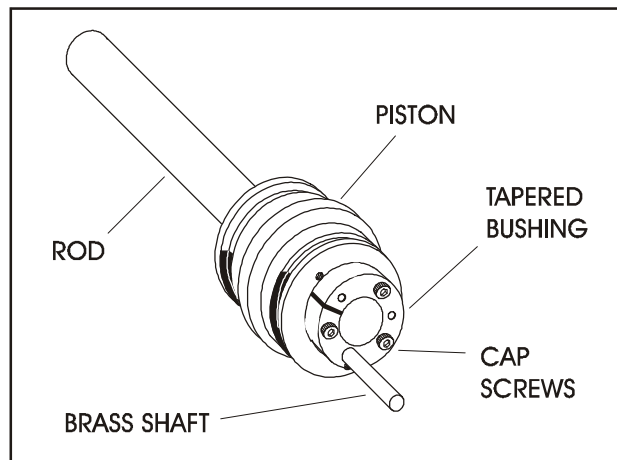


Figure 5-157. Seating the Tapered Bearing

13. Rotate the capscrews evenly and progressively in rotation to 5 ft. lbs. (7 Nm).
14. Remove the cylinder rod from the holding fixture.

NOTICE

WHEN INSTALLING HYDROLOCK PISTON SEALS, ENSURE SEALS ARE INSTALLED PROPERLY. REFER TO HYDROLOCK PISTON SEAL INSTALLATION FOR CORRECT SEAL ORIENTATION. IMPROPER SEAL INSTALLATION COULD RESULT IN CYLINDER LEAKAGE AND IMPROPER CYLINDER OPERATION.

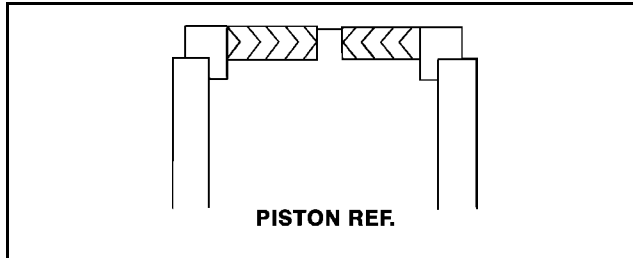


Figure 5-158. Hydrolock Piston Seal Installation

15. Place new hydrolock seal and guidelock rings in the outer piston diameter groove. (A tube, with I.D. slightly larger than the O.D. of the piston is recommended to install the solid seal).

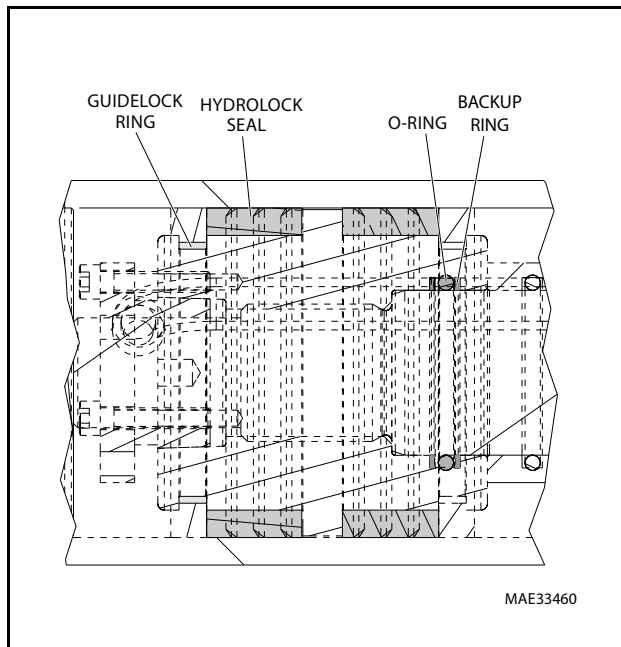


Figure 5-159. Piston Seal Kit Installation

16. Position the cylinder barrel in a suitable holding fixture.

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN INSTALLING THE CYLINDER ROD, HEAD, AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

17. With barrel clamped secured and adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring and seal ring are not damaged or dislodged.
18. Continue pushing the rod into the barrel until the cylinder head gland can be inserted into the barrel cylinder.

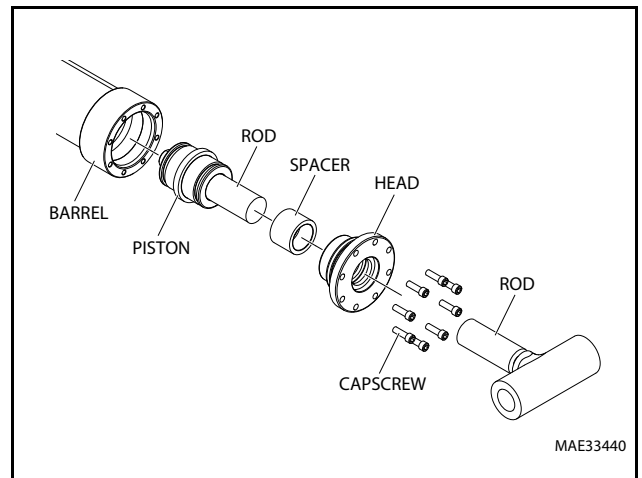


Figure 5-160. Rod Assembly Installation

19. Secure the cylinder head gland using the capscrews. Torque capscrews to 18 ft. lbs. (25 Nm).
20. After the cylinder has been reassembled, the rod should be pushed all the way in (fully retracted) prior to the re-installation of any holding valve or valves.
21. If applicable, install the cartridge-type holding valve and fittings in the rod port block, using new o-rings as applicable. Torque valves to 50-55 ft. lbs. (68-75 Nm).

Jib Lift Cylinder (China Market)

DISASSEMBLY

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod, if applicable.
3. If applicable, remove cartridge-type counterbalance valve and fittings from cylinder port block. Discard O-rings.
4. Place cylinder barrel in a suitable holding fixture. Tap around outside of cylinder head retainer with a suitable hammer to break thread-locking compound.

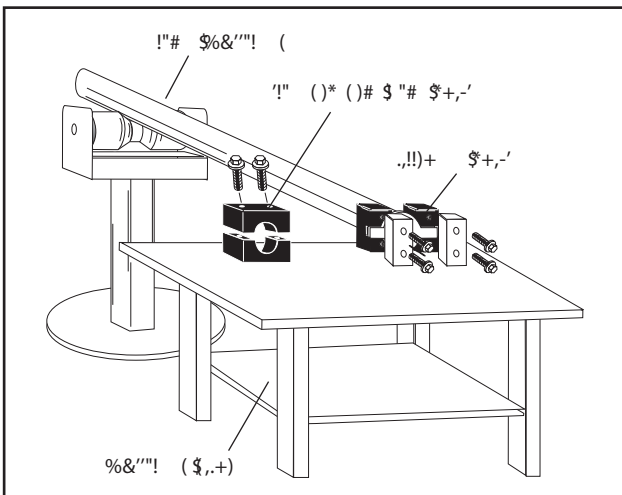


Figure 5-161. Cylinder Barrel Support

5. Unscrew cylinder head (4) with pin-face spanner wrench.

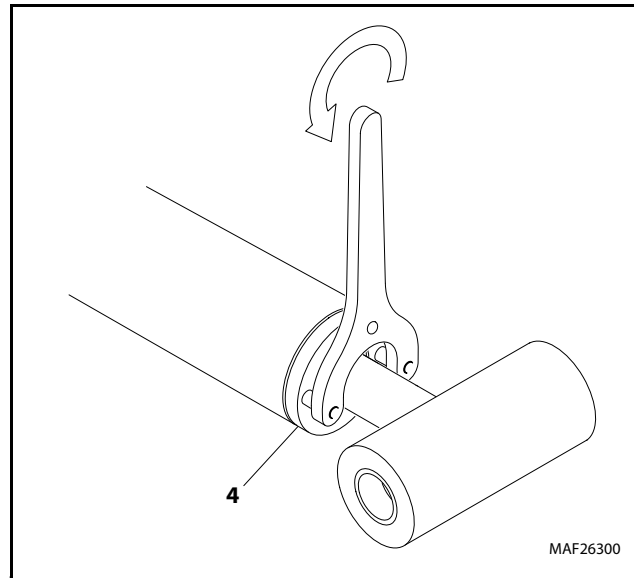


Figure 5-162. Cylinder Head Removal

NOTICE

PULLING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN REMOVING CYLINDER ROD, HEAD, AND PISTON.

6. Clamp barrel securely. Pull rod assembly and cylinder head from barrel.
7. Protect cylinder rod from damage and clamp in a vise or holding fixture as close to piston as possible.

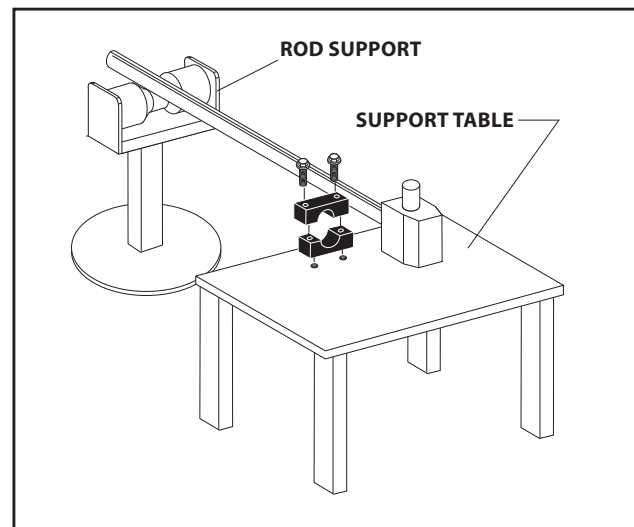
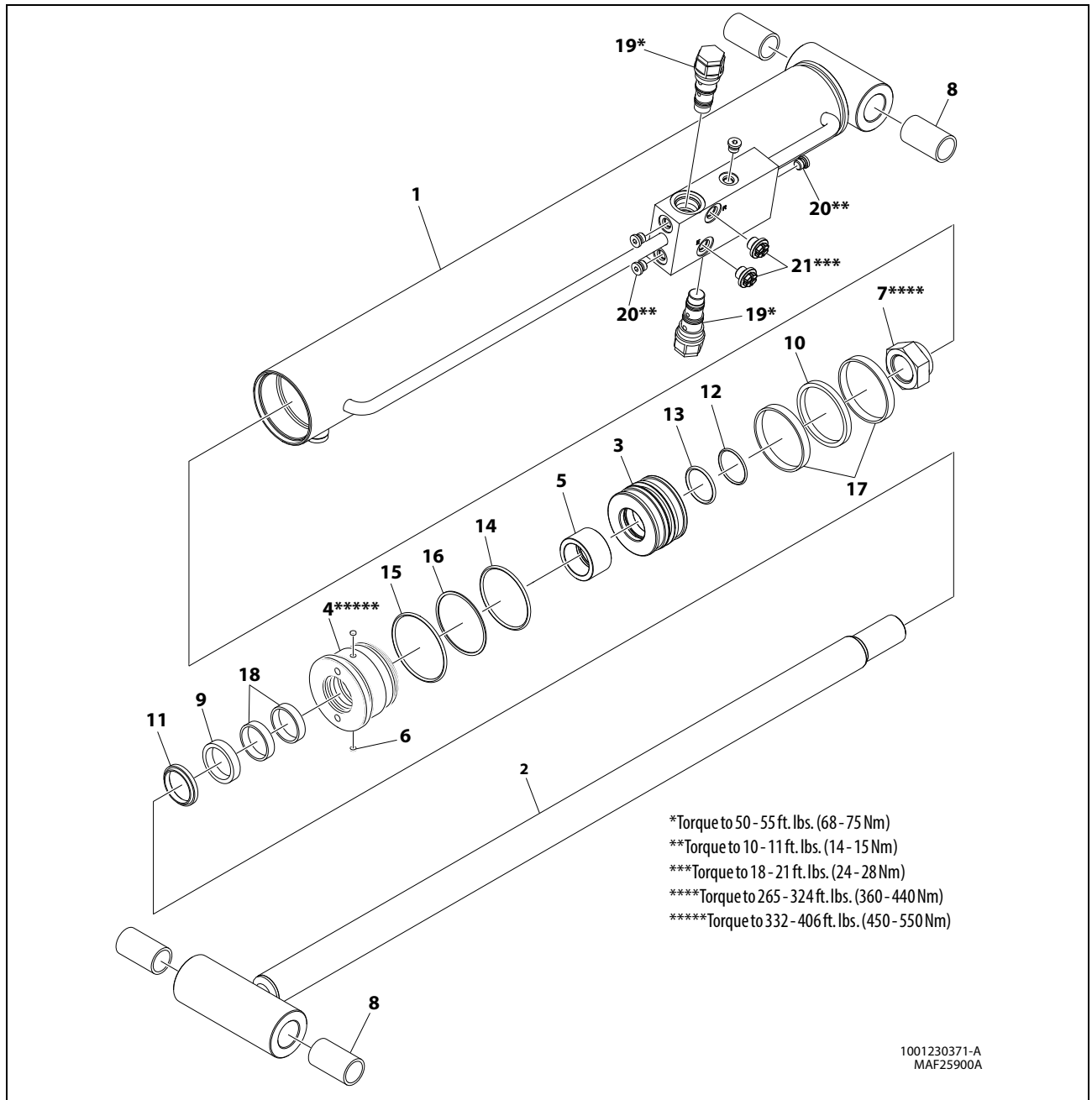


Figure 5-163. Cylinder Rod Support



- | | | | |
|----------------|-----------------|-----------------|--------------------------|
| 1. Barrel | 7. Lock Nut | 13. O-Ring | 19. Counterbalance Valve |
| 2. Rod | 8. Bushing | 14. O-Ring | 20. Plug |
| 3. Piston | 9. Rod Seal | 15. O-Ring | 21. Plug |
| 4. Head | 10. Piston Seal | 16. Backup Ring | |
| 5. Tube Spacer | 11. Wiper | 17. Wear Ring | |
| 6. Insert Lock | 12. O-Ring | 18. Wear Ring | |

Figure 5-164. Jib Lift Cylinder (China Market)

8. Using suitable protection, clamp the cylinder rod in a vise or similar holding fixture as close to the piston as possible.
9. Remove locknut from the rod.

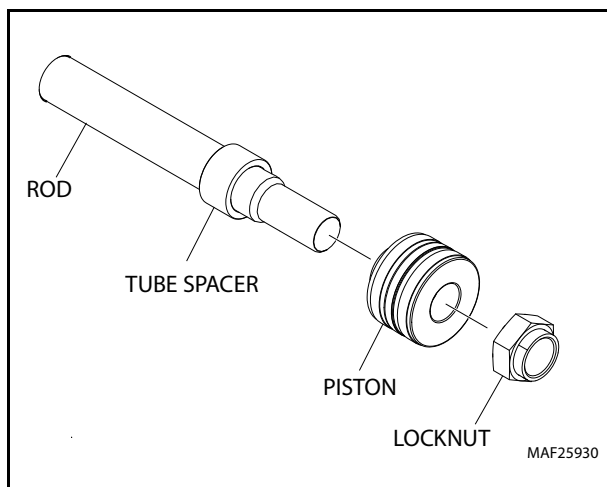


Figure 5-165. Piston Removal

10. Screw the piston counterclockwise by hand and remove the piston from cylinder rod.
11. Remove and discard the piston o-rings, piston seal and wear rings from piston.

NOTICE

REMOVE SEALS USING A BRASS OR PLASTIC PICK ONLY. DO NOT USE A KNIFE, SHARP OBJECT, OR SCREW DRIVER. NOTE SEAL ORIENTATION BEFORE REMOVING FOR PROPER INSTALLATION.

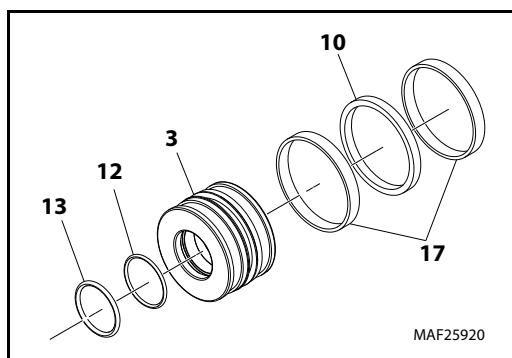


Figure 5-166. Piston Disassembly

12. Remove rod from holding fixture.
13. Remove insert locks from cylinder head.
14. Remove cylinder head from rod.

15. Remove and discard o-ring, backup ring, and o-ring from cylinder head.
16. Remove and discard wiper, rod seal and wear rings from cylinder head.

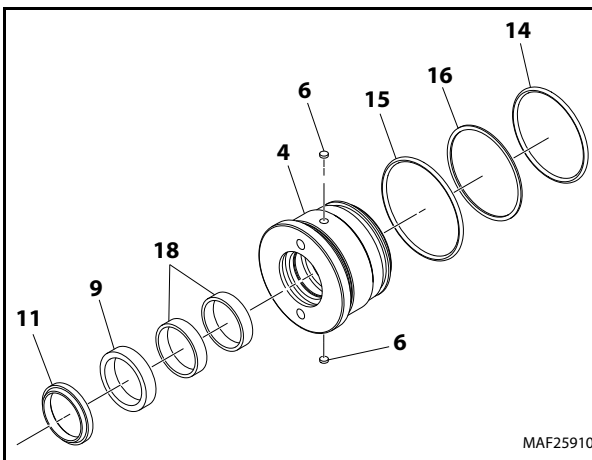


Figure 5-167. Cylinder Head Disassembly

CLEANING AND INSPECTION

1. Clean parts thoroughly with approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage, scoring, or distortion. Dress piston surface or replace piston as necessary.
7. Inspect threaded portion of piston for damage. Dress threads as necessary.
8. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress surfaces as necessary.
9. Inspect cylinder head inside diameter for scoring or other damage, and for ovality and tapering. Replace as necessary.
10. Inspect threaded portion of head for damage. Dress threads as necessary.
11. Inspect seal and O-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
12. Inspect cylinder head outside diameter for scoring, damage, ovality, and tapering. Replace as necessary.

13. If applicable, inspect rod and barrel bearings for signs of correct excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean hole, (steel bushing) of burrs, dirt etc. to facilitate bearing installation.
 - b. Inspect steel bushing for wear or other damage. If steel bushing is worn or damaged, rod/barrel must be replaced.
 - c. Lubricate inside of the steel bushing with WD40 prior to bearing installation.

NOTE: Lubrication is not required with nickel plated pins and bearings. Install pin in composite bushing dry.

- d. Press composite bushing into barrel or rod bushing with correct size arbor.

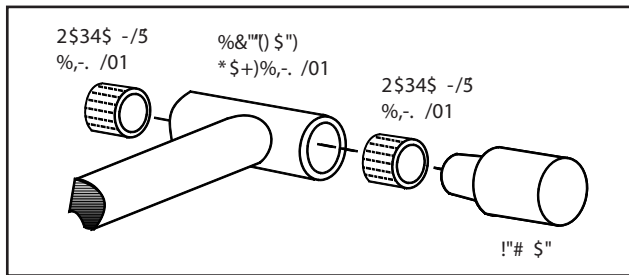


Figure 5-168. Composite Bushing Installation

14. Inspect travel limiting collar or spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
15. If applicable, inspect port block fittings and holding valve. Replace as necessary.
16. Inspect oil ports for blockage or presence of dirt or other foreign material. Repair as necessary.
17. If applicable, inspect piston rings for cracks or other damage. Replace as necessary.

ASSEMBLY

NOTICE

INCORRECT SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION. ENSURE ALL PISTON SEALS ARE CORRECTLY INSTALLED. REFER TO CROSS SECTION ILLUSTRATIONS FOR CORRECT SEAL ORIENTATION.

NOTE: Use proper cylinder seal kit for cylinder assembly. See your JLG Parts Manual.

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. Support rod in holding fixture.
2. Install wiper, rod seal and wear rings in inner diameter grooves of cylinder head.
3. Install o-ring, backup ring and o-ring on outer diameter of cylinder head.
4. Slide cylinder head assembly on rod to rod end. Do not dislodge or damage seals.
5. Install insert locks on cylinder head.

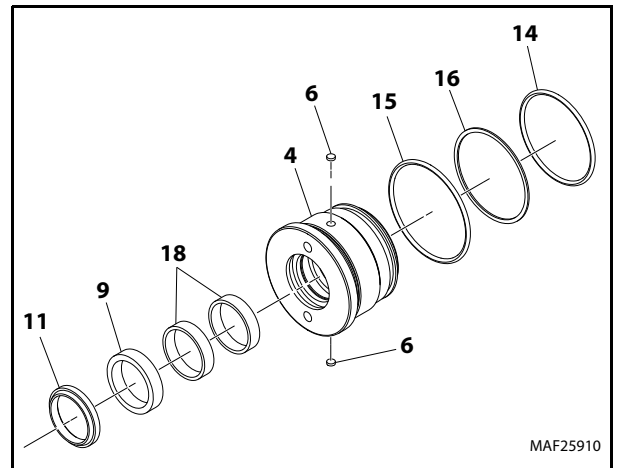


Figure 5-169. Cylinder Head Assembly

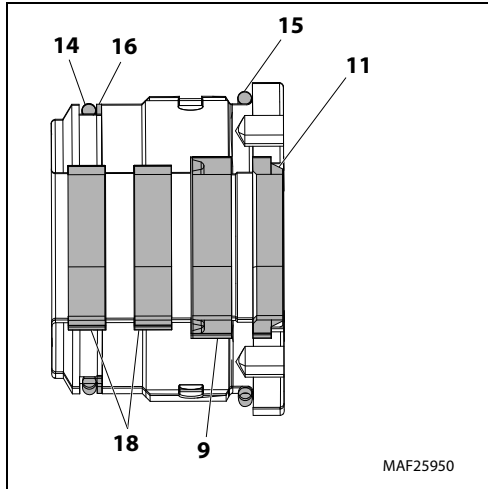


Figure 5-170. Head Seal Kit Installation

6. Install piston o-rings in inner diameter grooves of piston. Install piston seal and wear rings on outer diameter of piston.

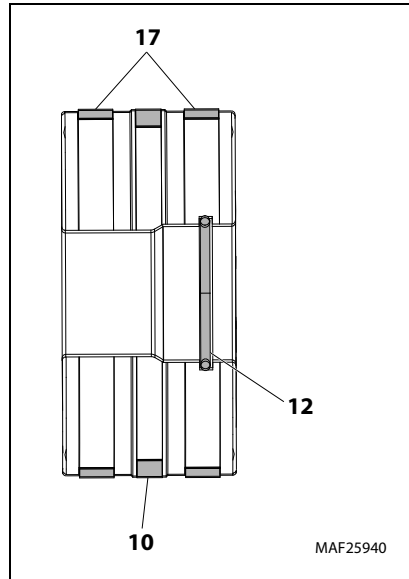


Figure 5-172. Piston Seal Kit Installation

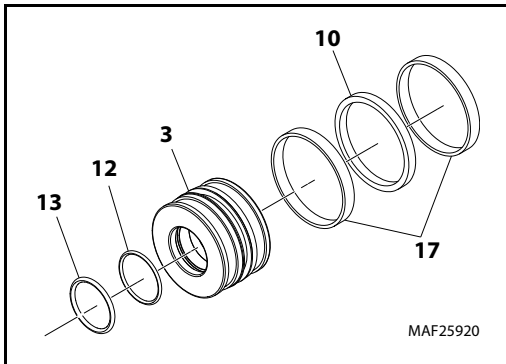


Figure 5-171. Piston Assembly

7. Carefully slide the piston spacer on the rod.
8. Using suitable protection, clamp the cylinder rod in a vise or similar holding fixture as close to piston as possible.
9. Carefully thread the piston on the cylinder rod and hand tight.
10. Install locknut onto the piston rod. Torque locknut to 265-324 ft. lbs. (360-440 Nm).

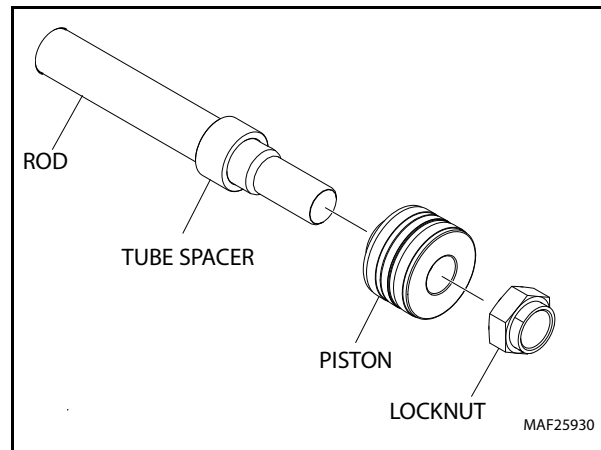


Figure 5-173. Piston Installation

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN INSTALLING THE CYLINDER ROD, HEAD AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

11. With barrel clamped secured and adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring and seal ring are not damaged or dislodged.
12. Continue pushing the rod into the barrel until the cylinder head gland can be inserted into the barrel cylinder.
13. Screw the cylinder head into the barrel using a pin-face spanner wrench and torque cylinder head to 332-406 ft. lbs. (450-550 Nm).
14. After the cylinder has been reassembled, the rod should be pushed all the way in (fully retracted) prior to the re-installation of any holding valve or valves.
15. Install the new o-rings and plugs into the cylinder port block. Install the counterbalance valves in the rod port block and torque to 50-55 ft. lbs. (68-75 Nm) as shown in Figure 5-164.

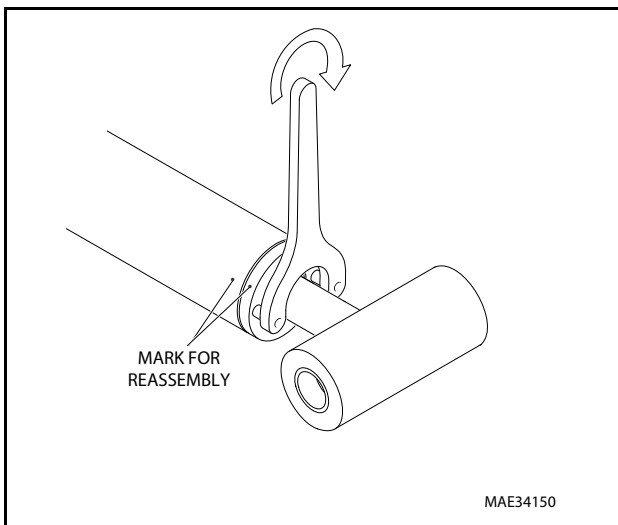


Figure 5-174. Cylinder Head Installation

Steer Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-178. Steer Cylinder Assembly

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to cylinder port block fitting.

WARNING

DO NOT FULLY EXTEND CYLINDER TO THE END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate hydraulic power source and extend cylinder. Shut down and disconnect power source. Adequately support cylinder rod, if applicable.
3. Place cylinder barrel in a suitable holding fixture. Tap around outside of cylinder head retainer with a suitable hammer to break threadlocking compound.

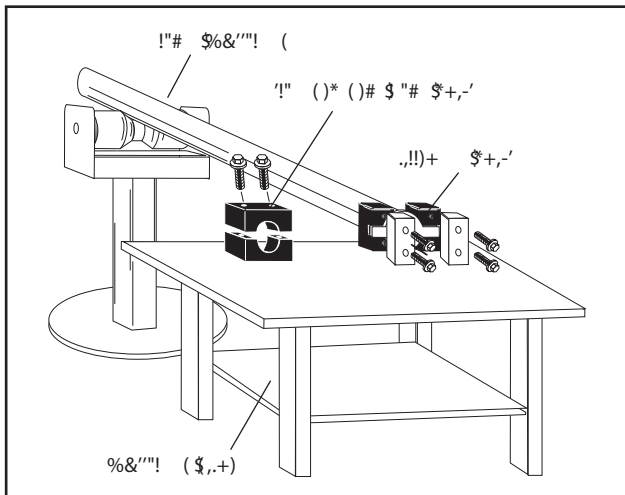


Figure 5-175. Cylinder Barrel Support

4. Remove burrs and contamination from cylinder before disassembly.

5. Unscrew Spanner Nut (13) with hook spanner.

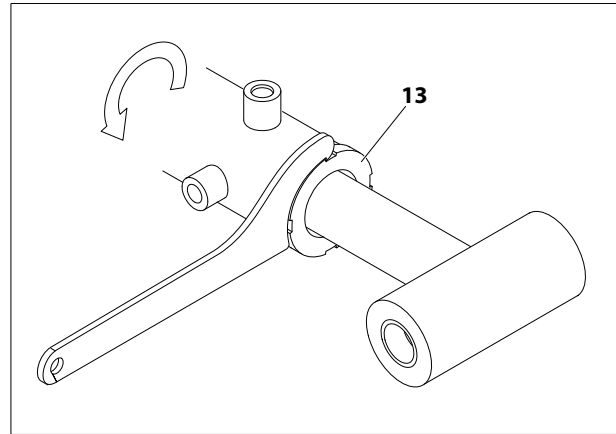


Figure 5-176. Removing Spanner Nut

NOTICE

PULLING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE WHEN REMOVING CYLINDER ROD AND PISTON.

6. Clamp barrel securely. Apply pressure to rod pulling device and carefully withdraw complete rod assembly from cylinder barrel.

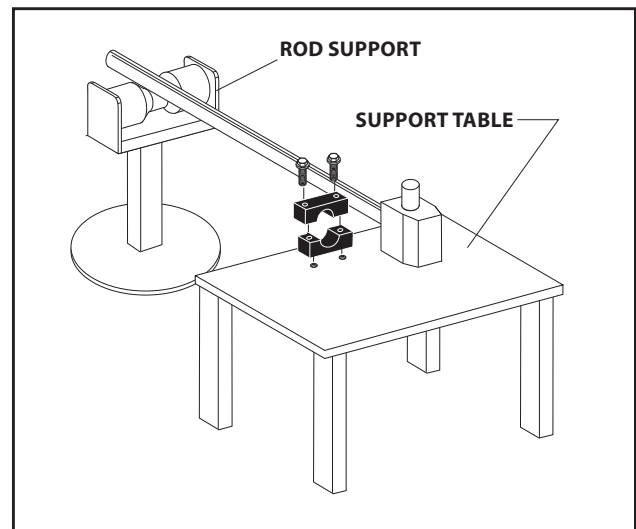
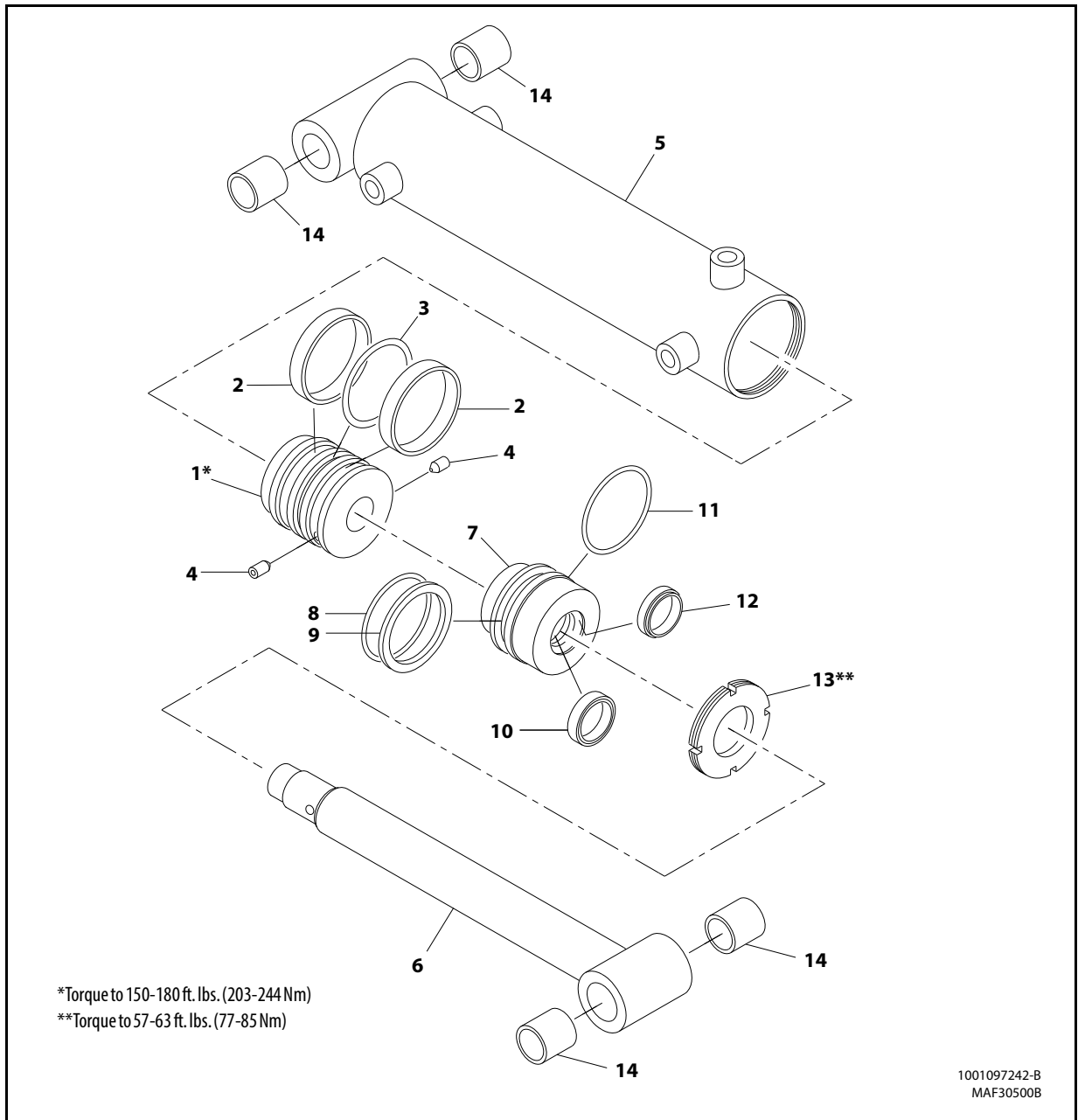


Figure 5-177. Cylinder Rod Support



- | | | | |
|-------------|-----------|----------------|-----------------------|
| 1. Piston | 5. Barrel | 9. Backup Ring | 12. Wiper Seal |
| 2. Seal | 6. Rod | 10. Seal | 13. Spanner Nut |
| 3. O-Ring | 7. Head | 11. O-Ring | 14. Composite Bushing |
| 4. Setscrew | 8. O-Ring | | |

Figure 5-178. Steer Cylinder Assembly

7. Remove two seals (2) and o-ring (3) from piston (1).
8. Loosen two Setscrews (4) from piston (1). Unscrew and remove piston (1) from rod (6) with strap wrench.

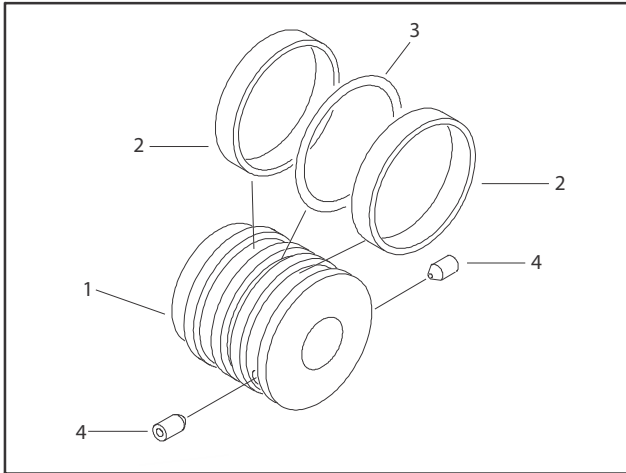


Figure 5-179. Piston Seal and Wear Ring

9. Remove cylinder head (7) from rod (6).
10. Remove o-ring (11), o-ring (8), and backup ring (9) from cylinder head (7).
11. Remove wiper seal (12) and rod seal (10). Do not damage cylinder head groove.
12. Remove Spanner Nut (13) from Rod (6).

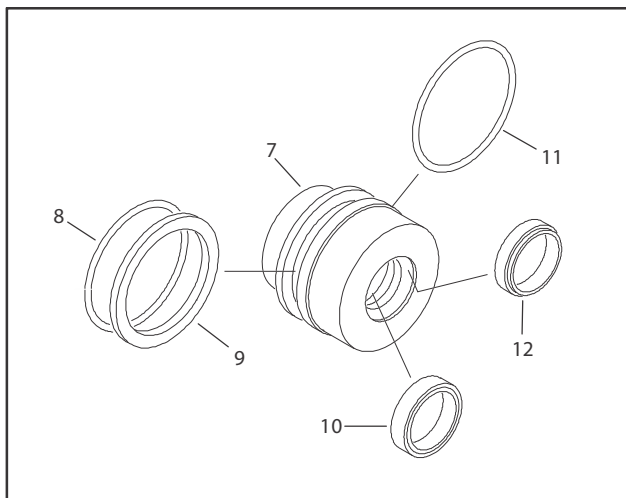


Figure 5-180. Cylinder Head Disassembly

CLEANING AND INSPECTION

1. Clean all parts in an approved cleaning solvent.
2. Inspect cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite™ or equivalent. Replace rod if necessary.
3. Inspect inner surface of cylinder barrel tube for scoring, tapering, ovality, or other damage. Replace if necessary.
4. Inspect threaded portion of barrel for damage. Dress threads as necessary.
5. Inspect piston surface for damage and scoring and for distortion. Inspect seal and O-ring grooves in piston for burrs and sharp edges. Dress piston surfaces or replace rod assembly as necessary.
6. Inspect rod bushings for excessive wear or damage. Replace as necessary.
 - a. Thoroughly clean rod bushing of burrs, dirt, etc.
 - b. Inspect rod bushing for wear or other damage. If rod bushing is worn or damaged, rod must be replaced.
 - c. Lubricate inside of rod bushing before installing composite bushing.
 - d. Press composite bushing in rod bushing using correct size arbor.

NOTE: Pin is installed in composite bushing dry. Lubrication is not required with nickel plated pins and bearings.

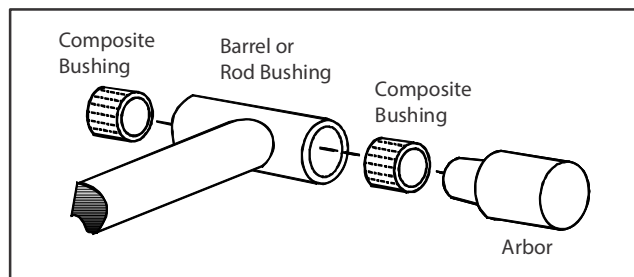


Figure 5-181. Composite Bushing Installation

7. Inspect cylinder head inside diameter for scoring, tapering, ovality, or other damage. Replace as necessary.
8. Inspect threads, and seal and O-Ring grooves in head for burrs, sharp edges, and other damage. Dress surfaces as necessary.
9. Inspect oil ports for blockage or contamination. Repair as necessary.

ASSEMBLY

NOTE: Apply a light film of hydraulic oil to all components before assembly.

1. Position cylinder barrel in a suitable holding fixture.

NOTICE

IMPROPER SEAL INSTALLATION CAN CAUSE CYLINDER LEAKS AND IMPROPER CYLINDER OPERATION.

2. Install spanner nut (13) on rod (6).
3. Install rod seal (10) and wiper seal (12) in Cylinder Head (7).
4. Install backup ring (9), o-ring (8), and o-ring (11).

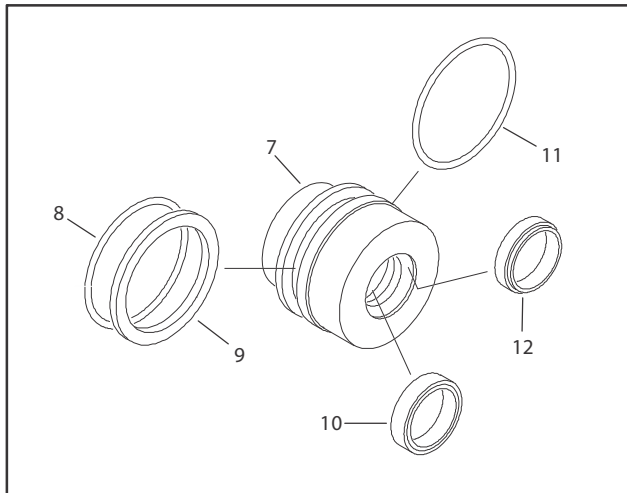


Figure 5-182. Cylinder Head Assembly

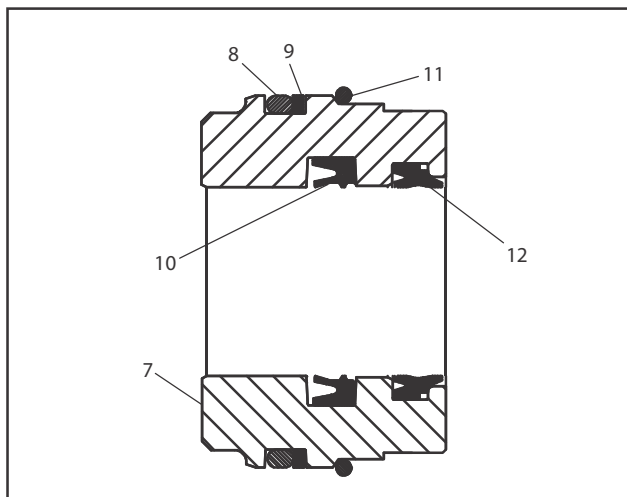


Figure 5-183. Cylinder Head Seals

5. Install two wear ring (2) onto piston groove.
6. Install seal (3) onto piston groove.
7. Install setscrew (4) to piston.

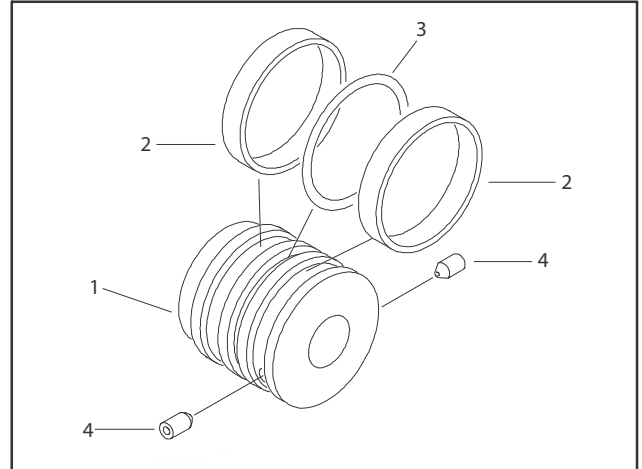
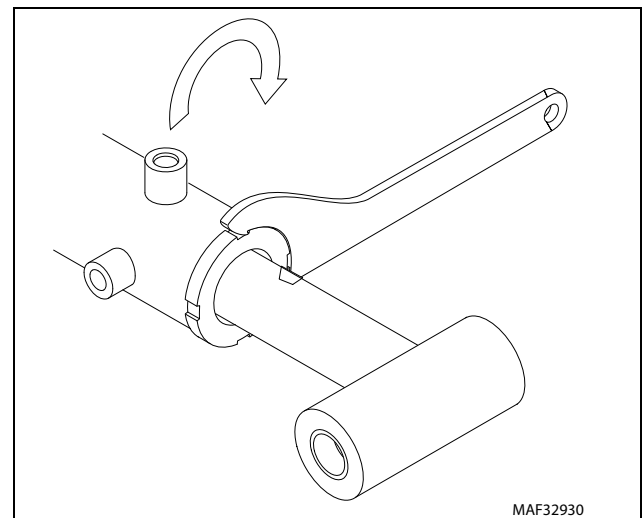


Figure 5-184. Piston Seal and Wear Ring Assembly

NOTICE

INSERTING ROD OFF-CENTER CAN DAMAGE PISTON AND CYLINDER BARREL SURFACES. USE EXTREME CARE INSTALLING CYLINDER ROD AND PISTON.

6. With barrel clamped securely, and while adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring seals and rings are not damaged or dislodged.
7. Apply locking primer (JLG PN 0100038) and Medium Strength Threadlocking Compound to spanner nut threads (3).
8. Tighten spanner nut with hook spanner to as shown in Figure 5-178.,



MAF32930

Axle Lockout Cylinder

DISASSEMBLY

NOTE: Refer to Figure 5-185. Axle Lockout Cylinder

NOTICE

CONTAMINATION MAY DAMAGE EQUIPMENT. DISASSEMBLE CYLINDER ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

CAUTION

PISTON CAN FALL OUT OF HOUSING AND CAUSE INJURY OR DAMAGE TO EQUIPMENT. BE CAREFUL WHEN REMOVING AXLE CYLINDER. OPENING BLEED VALVE CAN CAUSE PISTON TO FALL OUT OF HOUSING.

1. Open bleed valve (8). Rotate piston (2) and remove from housing (1).
2. Remove wiper seal (6). Do not scratch housing bore.
3. Remove two wear rings (5) and rod seal (7) from grooves in piston bore. Do not scratch housing bore.
4. Remove check valve (9), if required.
5. Inspect bore and piston for scoring, pitting, or excessive wear.
6. Remove minor surface blemishes with wet 2000-grit sandpaper. Pitting requires replacement of housing or piston.
7. Clean all parts with approved solvent and dry with compressed air.

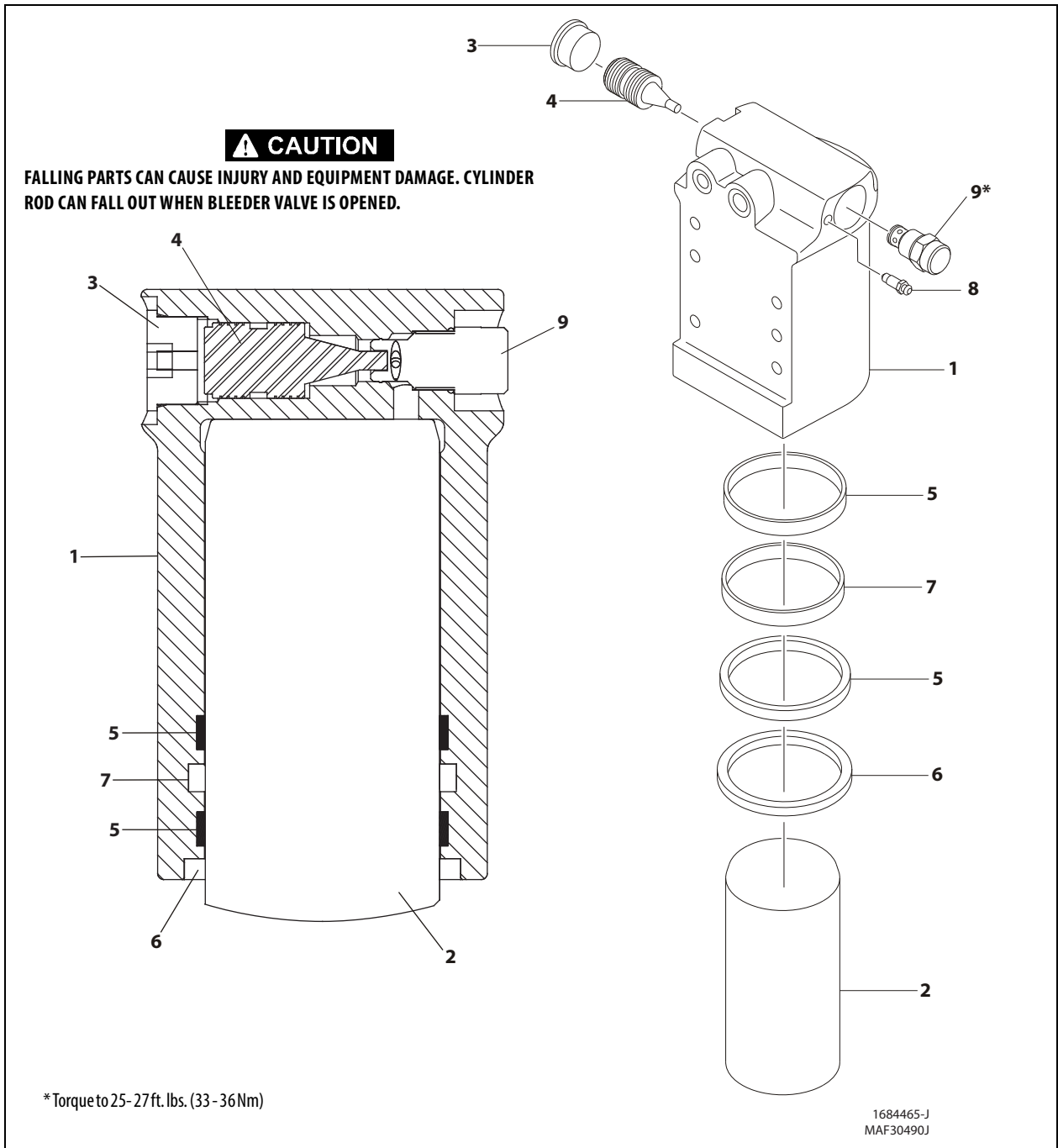
ASSEMBLY

1. Install two new wear rings (5) and rod seal (7) in piston bore grooves. Make sure they are not twisted.
2. Install new wiper seal (6) in housing.
3. Lubricate piston bore with clean hydraulic fluid.

NOTICE

INSERTING PISTON OFF-CENTER CAN DAMAGE PISTON AND PISTON BORE SURFACES. USE EXTREME CARE WHEN INSTALLING PISTON.

4. Install piston (2) in bore and push to top of bore.
5. Install check valve (9). Torque to 25 - 27 ft. lbs. (33 - 36 Nm).
6. Bleed system.



- | | | |
|-----------|-----------------|------------------|
| 1. Barrel | 4. Pilot Piston | 7. Rod Seal |
| 2. Rod | 5. Wear Ring | 8. Bleeder Valve |
| 3. Plug | 6. Wiper Seal | 9. Check Valve |

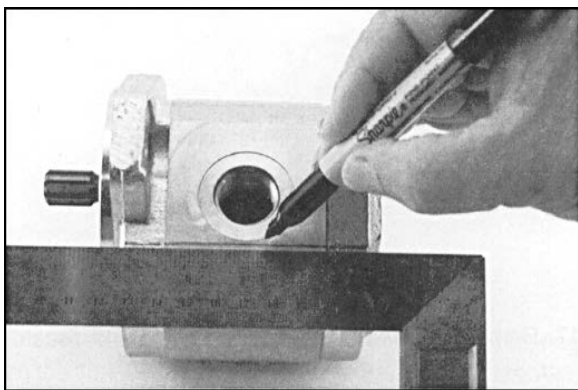
Figure 5-185. Axle Lockout Cylinder

5.7 HYDRAULIC PUMP (GEAR)

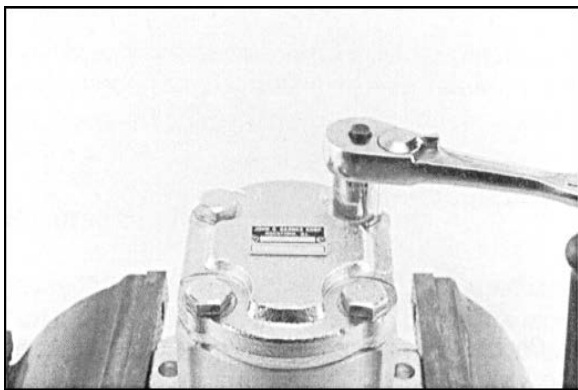
Disassembly

NOTE: The following general instructions also apply to multiple section gear pumps. The only extra parts are the coupling between drive shafts and center distance plate which divides the two pump sections. This repair procedure also applies to "W" series Gear Motors.

1. Always work in a clean work area when repairing hydraulic products. Plug ports and wash exterior of pump with approved cleaning solvent.
2. Remove port plugs and drain oil from pump.

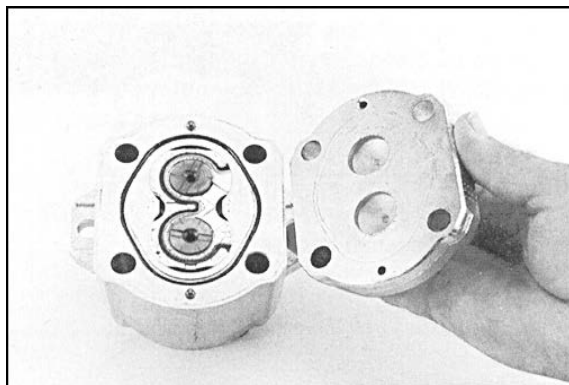


3. Use a permanent marker pen to mark a line across mounting flange, gear housing and end cover. This will assure proper reassembly and rotation of pump.
4. Remove key from drive shaft if applicable.

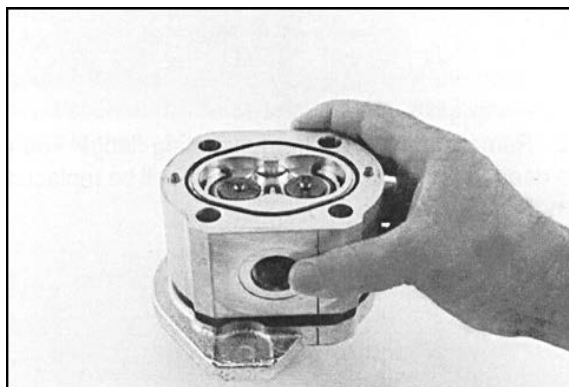


5. Clamp mounting flange in a protected jaw vise with pump shaft facing down.
6. Loosen four metric hex head bolts.

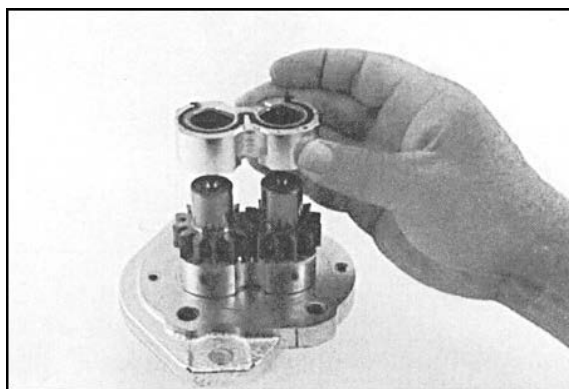
7. Remove pump from vise and place on clean work bench. Remove four hex head bolts and spacers if applicable.



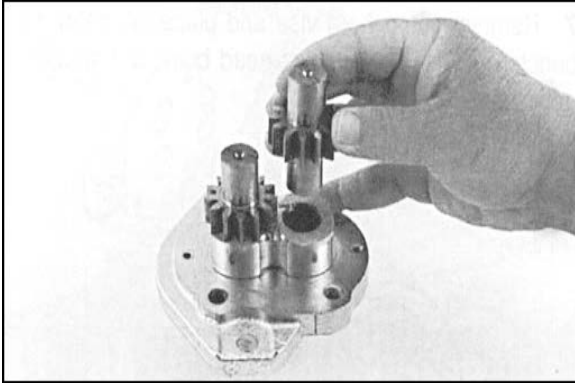
8. Lift and remove end cover.



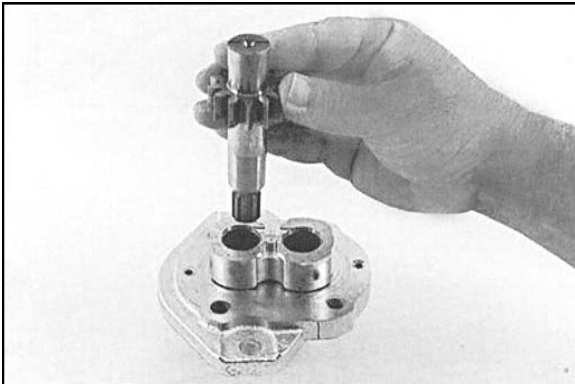
9. Carefully remove gear housing and place on work bench. Make sure rear bearing block remains on drive and idler shafts.



10. Remove rear bearing block from drive and idler shafts.

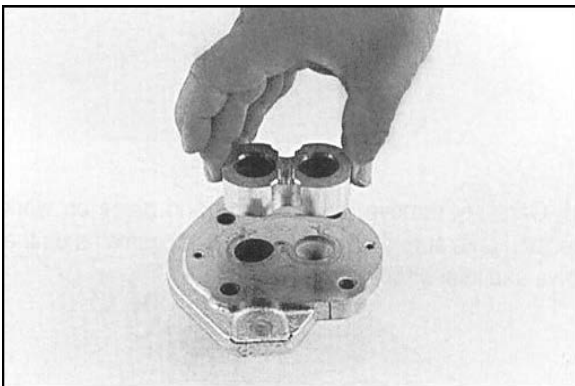


11. Remove idler shaft from bearing block.

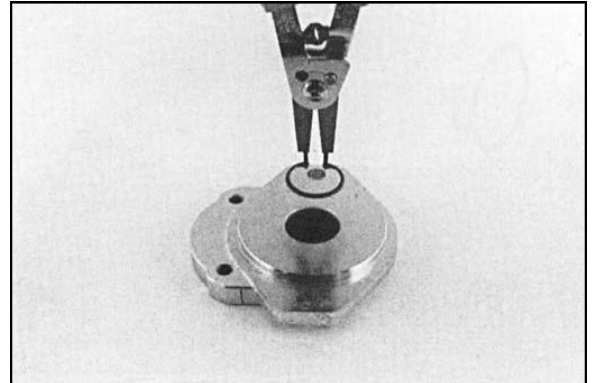


12. Remove drive shaft from mounting flange.

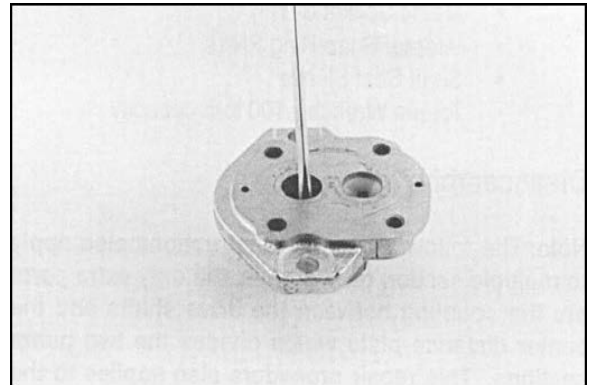
NOTE: Shaft seal will be replaced.



13. Remove front bearing block.

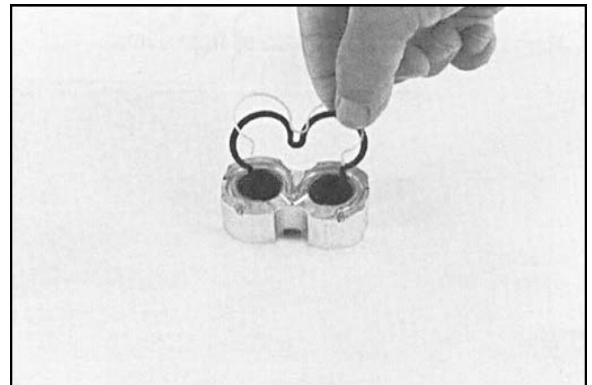


14. Turn mounting flange over, with shaft seal up. Remove retaining ring with snap ring pliers.



15. Remove oil seal from mounting flange. Do not mar or scratch seal bore.

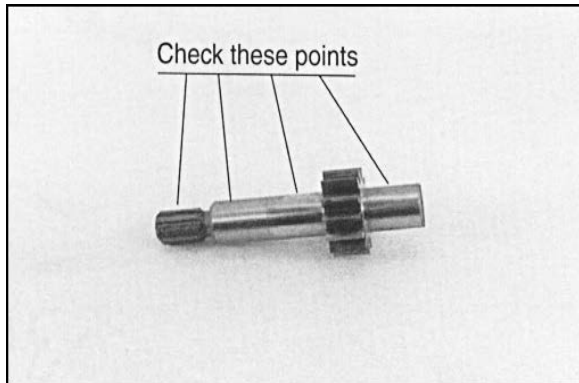
16. Remove dowel pins from gear housing. Do not lose pins.



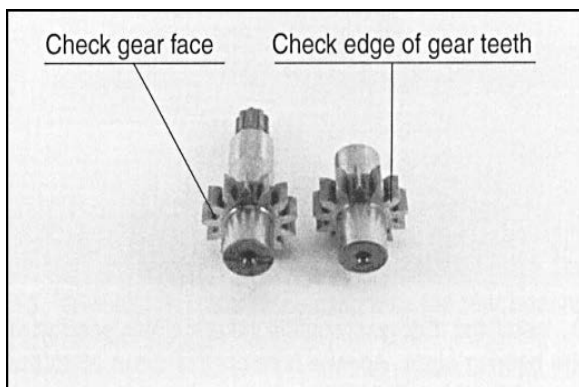
17. Remove and discard seals from both bearing blocks.

Inspect Parts For Wear

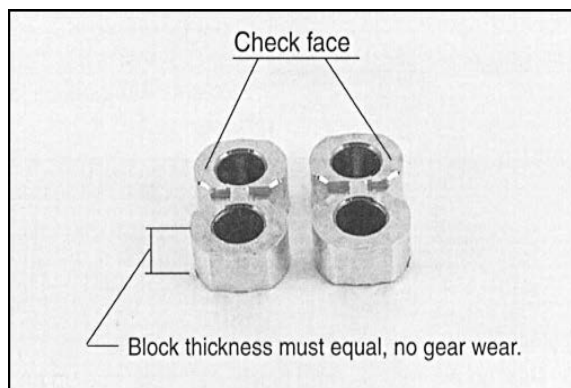
1. Clean and dry all parts thoroughly before inspection. It is not necessary to inspect seals. They will be placed as new items.



2. Check drive shaft spine for twisted or broken teeth, check keyed drive shaft for broken or chipped keyway. No marks or grooves on shaft in seal area, some discoloration of shaft is allowable.
3. Inspect drive gear shaft and idler gear shafts at bearing points and seal area for rough surfaces and excessive wear.



4. Inspect gear face for scoring or excessive wear. If face edge of gear teeth are sharp, they will mill into the bearing blocks. If wear has occurred, parts are unusable.



5. Inspect bearing blocks for excessive wear or scoring on surfaces in contact with gears. Inspect bearings for excessive wear or scoring.
6. Inspect area inside gear housing. A clean "wipe" on inside surface of intake side is normal. There should not be excessive wear, deep scratches, or gouges.

General Information

NOTICE

FAILURE TO PROPERLY ASSEMBLE THIS PUMP WILL RESULT WITH LITTLE OR NO FLOW AT RATED PRESSURE. RELATIONSHIP OF MOUNTING FLANGE, BEARING BLOCKS, AND GEAR HOUSING MUST BE CORRECT.

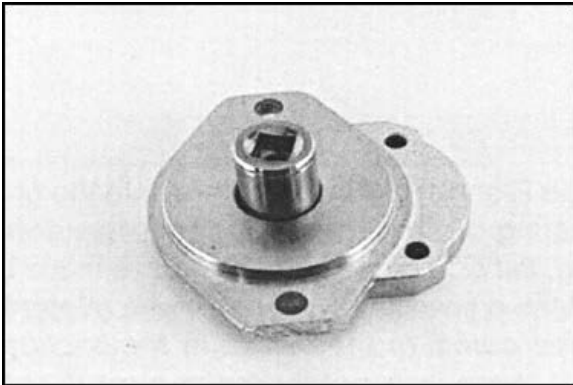
Reverse Shaft Rotation of Pump

NOTE: Pump is not bi-rotational. Use the following procedure if shaft rotation direction is changed.

Reverse shaft rotation of "W" series gear pump by rotating, as a group, two bearing blocks and gear housing 180° in relationship to remaining parts of pump. This places pressure port opposite from original position.

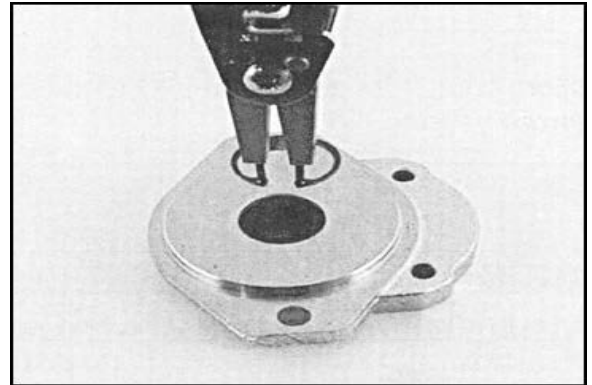
Assembly

NOTE: Install new seals when reassembling pump or motor. Go to page 8 for kit part numbers for W-600, W-900, and W-1500 pumps and motors.

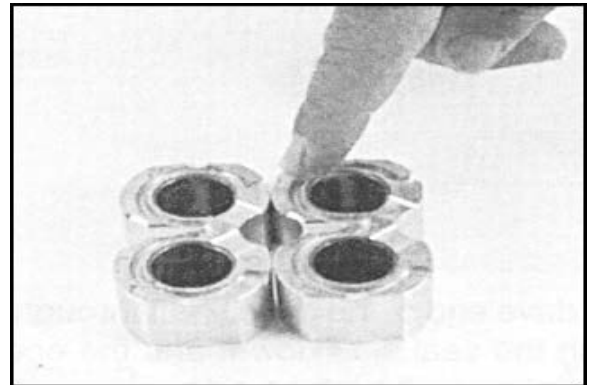


1. Install new shaft seal in mounting flange with part number side facing out. Press seal into seal bore until seal reaches bottom of bore. Use uniform pressure to prevent seal misalignment or damage.

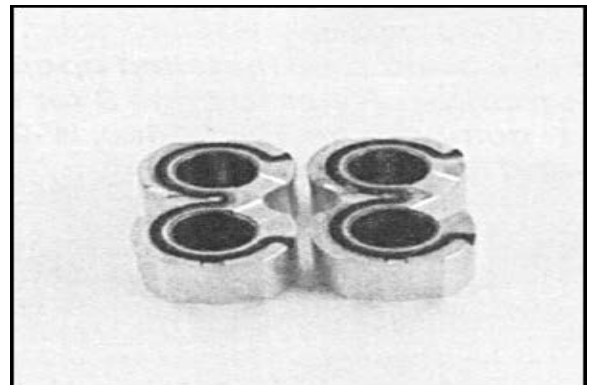
2. Install retaining ring in groove in seal bore of mounting flange.



3. Place front and back bearing blocks on a clean surface with E-seal grooves facing up. Apply a light coating of petroleum jelly in the grooves. Coat E-seal and backup with petroleum jelly. This helps keep seals in place during reassembly

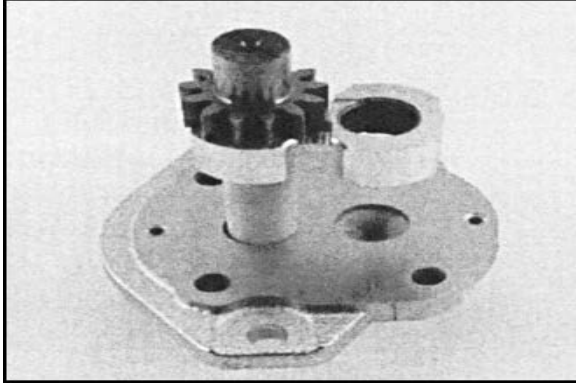


4. Place E-seals, flat side out, into grooves in both bearing blocks. Carefully place backup ring, flat side out, in groove made by E-seal and groove in bearing block. (Note: W900 series pump - In center of backup ring and E-seal there is a notch. Make sure notches line up so backup ring will set flush with E-seal). Backup ring in W1500 pump is symmetrical.

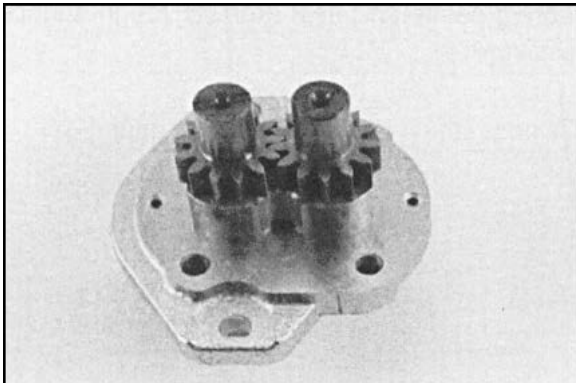


SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

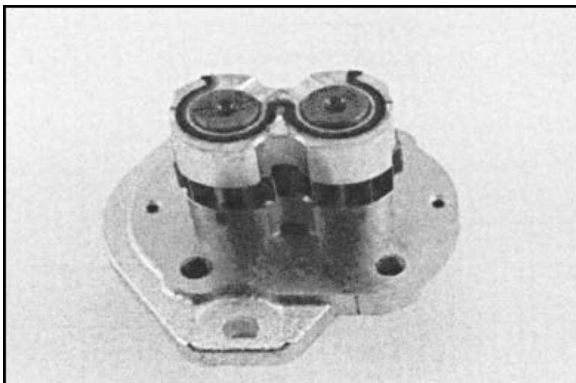
5. Place mounting flange, with shaft seal side down, on a clean flat surface.
6. Apply a light coating of petroleum jelly to exposed face of front bearing block.



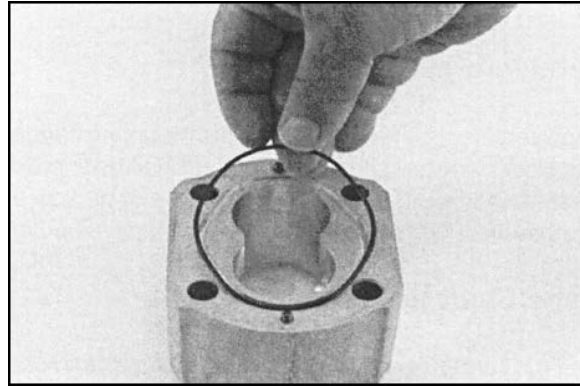
7. Insert drive end of drive shaft through bearing block with seal side down and open side of E-seal pointing to intake side of pump.
8. Install seal sleeve over drive shaft. Carefully slide drive shaft through shaft seal. Remove seal sleeve from shaft.



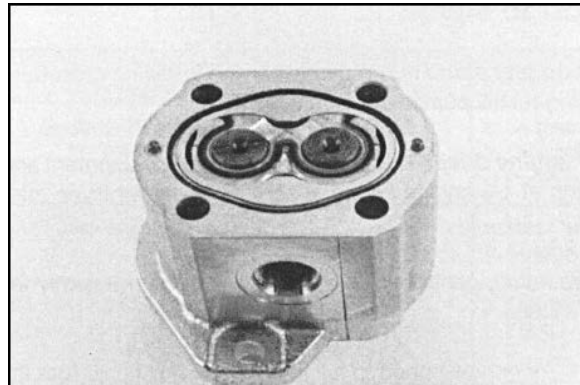
9. Install idler gear shaft in remaining position in bearing block. Apply a light coat of clean oil to face of drive and idler gears.



10. Place rear bearing block over drive and idler gear shafts with seal side up and open end of E-seal facing intake side of pump.
11. Install two dowel pins in mounting flange holes or two long dowel pins through gear housing if pump is a multiple section pump.

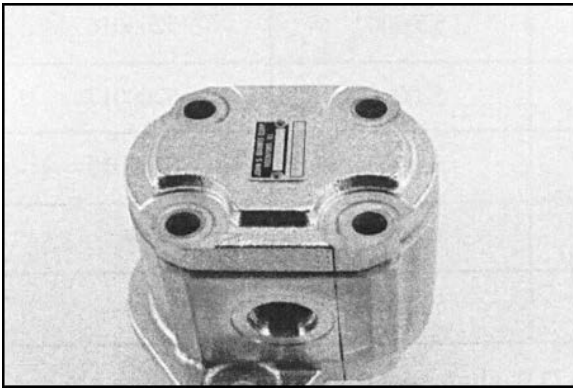


12. Apply a light coating of petroleum jelly in grooves on both sides of gear housing. Coat new O-rings and install in grooves.

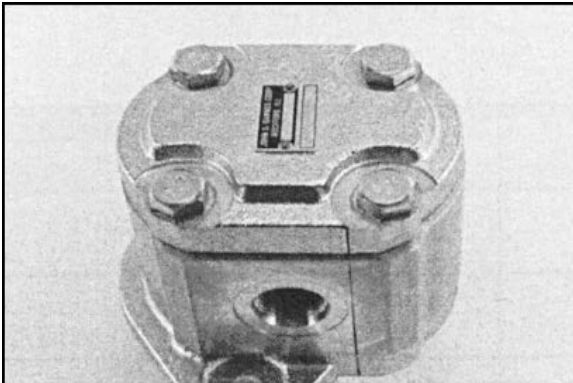


13. Gently slide gear housing over rear bearing block assembly. Slide housing down until it engages dowel pins. Press firmly in place with hands, do not force or use any tool. Check intake port in housing is on same side as open end of E-seal, and marked lines on mounting flange and gear housing are aligned.

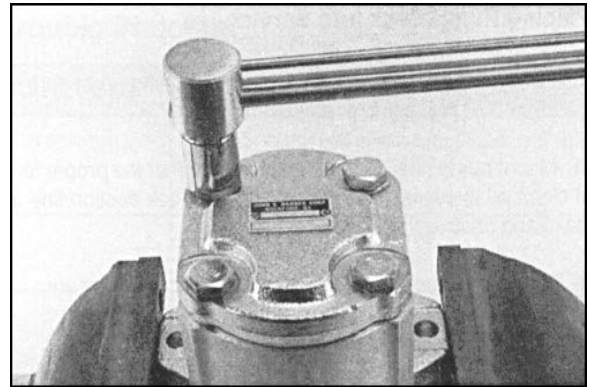
NOTE: Rear bearing block surface should be slightly below gear housing face. If bearing block is higher than rear face of gear housing, E-seal or O-ring have shifted out of groove. Remove gear housing and check for proper seal installation.



14. Install two remaining dowel pins in rear of gear housing, if applicable. Place end cover over back of pump.



15. Install four spacers (if applicable) and hex head bolts through bolt holes in end cover. Hand tighten.



16. Place mounting flange of pump in protected jawed vise and alternately torque bolts to torque chart specifications. All torque figures are for "dry torque" bolts.

Table 5-33. Hydraulic Pump Bolt Torque Chart

Pump Series	Thread Size	Torque Values, Black Oxide End Cover	Torque Values, Zinc Plated End Cover
W-600	M 8 x 1.25	18-21 ft. lb. 24-30 Nm	16-18 ft. lb. 21.7-24.4 Nm
W-900	M 10 x 1.5	50-55 ft. lb. 68-75 Nm	38-43 ft. lb. 51.5-58.3 Nm
W-1500	M 12 x 1.75	80-85 ft. lb. 108-115 Nm	68-73 ft. lb. 92.2-99 Nm

17. Remove pump from vise.
18. Place a small amount of clean oil in pump inlet and rotate drive shaft away from inlet one revolution. If drive shaft binds, disassemble pump and check for assembly problems. Reassemble pump.

Placing Pump Back Into Service

1. *If shop test stand is available, use the following procedure for testing rebuilt pumps:*
 - a. Mount pump on test stand. Make sure proper level of clean oil is available in reservoir. Check suction line for leaks and obstructions.
 - b. Start pump and run for three minutes at zero pressure.
 - c. Intermittently load pump to 500 psi (35 bar) for three minutes.
 - d. Intermittently load pump to 1000 psi (60 bar) for three minutes.
 - e. Intermittently load pump to 2000 psi (120 bar) for three minutes.
 - f. Remove pump from test stand and check for freeness of drive shaft. Check pump for signs of external leakage.
2. *If shop test stand is not available, use the following procedure for testing rebuilt pumps:*
 - a. *For engine driven pumps,* mount pump on equipment and run pump at 1/2 engine speed at zero pressure for three minutes.
 - b. Operate control valve and build pressure intermittently for three minutes.
 - c. Increase engine speed to full throttle and build pressure intermittently for three minutes.
 - d. Stop engine and check pump for external leaks.

5.8 VARIABLE PUMP

Ports and Pressure Gauges

Proper servicing of pumps and motors requires pressure measured and monitored at various hydraulic circuit points. The Series 42 pump has several locations at which to take these measurements. The following outlines show gauge port locations, and gauge and fitting size for each port.

Table 5-34. Recommended Gauge Size

Gauge Port Name	Pressure Measured	Recommended Gauge Size		Fitting
		psi	bar	
M1&M2	System Pressure Ports A & B	10000	600	9/16-18ORF
M3	Charge	1000	60	3/4-16ORF
M4&M5	Servo	1000	60	9/16-18ORF
L1&L2	Case	500	35	1-1/16-12ORF
S	Charge Pump Inlet Vacuum	30in. HgVac.	1	1-1/16-12ORF

NFPE Control

The 3-position FNR control, and electric and hydraulic non-feedback proportional (NFPE and NFPH) controls are non-feedback type controls. FNR and NFPE controls consist of pump housing mounted modules. Hydraulic input for NFPH is received through ports on top of pump [9/16-18 SAE O-ring fitting].

Non-feedback controls are factory set. Control modules can be removed to clean ports and change O-rings.

FNR and NFPE orifice plugs are located inside the servo piston covers. NFPH orifice plugs are located in the NFPH ports. Orifice plugs may be cleaned or replaced.

Remove and Install FNR and NFPE Modules

1. Clean pump and module housings.
2. Remove four screws retaining module to pump housing (4 mm Int. Hex). Remove module from housing.
3. Remove O-rings from the control ports. Examine ports for cleanliness.
4. Clean sealing surfaces.
5. Replace locator pin.
6. Install new O-rings.
7. Replace screws. Torque to 3.5 - 4.5 ft. lbs. (4.7-6.1 Nm).

Remove and Install FNR and NFPE Control Orifices

NOTE: Future models may contain an orifice plate between module and pump housing. This will take the place of the orifice plugs beneath the servo piston cover.

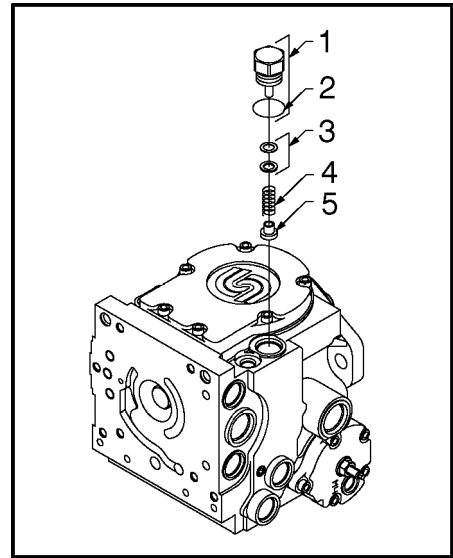
1. Remove servo piston cover.
2. Remove orifice plug (1/8 in. Int. Hex).
3. Examine orifice and port for cleanliness.
4. Install orifice plug. Torque to 1.5 - 2.5 ft. lbs. (2.0-3.4 Nm).

Charge Relief Valve

Charge relief valve may be removed for cleaning and installation of new O-rings. Pressure setting may be changed for different charge flows depending on charge pump size and pump speed.

Factory setting is set relative to case pressure at 1800 rpm. Actual charge pressure varies at different speeds.

SHIM ADJUSTABLE STYLE

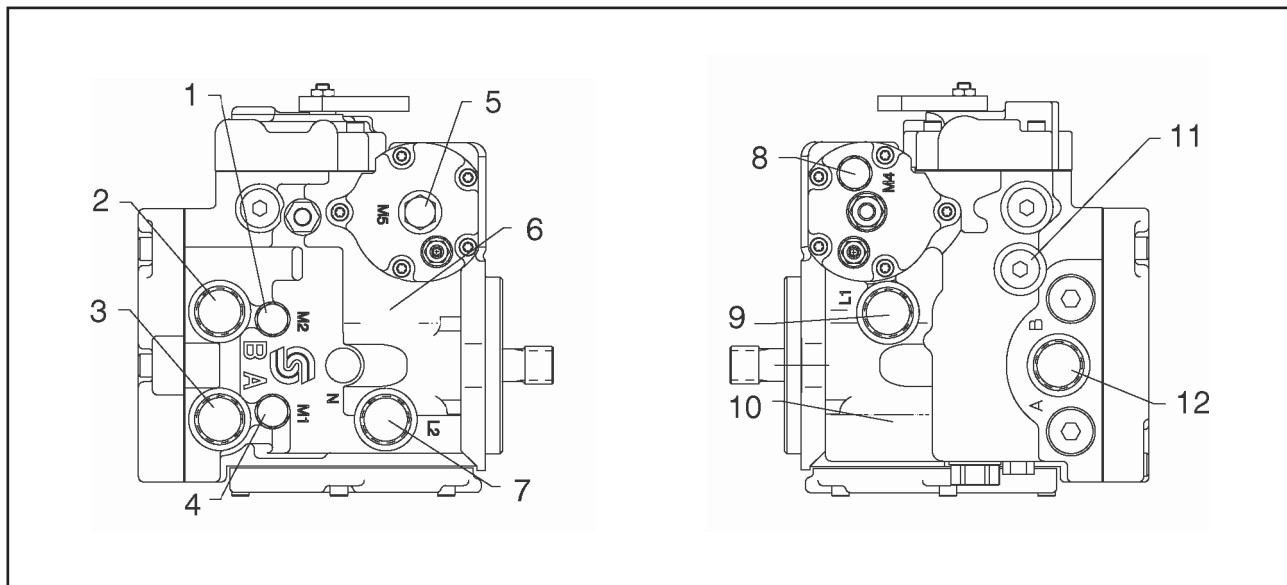


- | | |
|-----------|------------------|
| 1. Plug | 4. Spring-T-Seal |
| 2. O-Ring | 5. Poppet |
| 3. Shims | |

Figure 5-186. Shim Adjustable Charge Relief Valve Components

1. Remove shim adjustable charge relief valve plug (1 in. Hex) from pump housing. Remove O-ring from plug.
2. Remove spring and poppet from housing.
3. Do not alter shims which may be installed between spring and valve plug, or interchange parts with another valve. Inspect poppet and mating seat in housing for damage or foreign material.
4. If desired, change charge relief valve setting. An approximate rule of thumb is 4 bar / 1.25 mm (58 psi / 0.050 in). Effective setting will vary.

To confirm charge relief valve setting, measure charge pressure (port M3) with pump in stroke. Charge pressure should level off when relief setting is reached.



- | | |
|--------------------------------------|---------------------------------------|
| 1. System Pressure Gauge Port M2 | 7. Case Drain Port L2 |
| 2. System Pressure Port B | 8. Servo Pressure Gauge Port L4 |
| 3. System Pressure Port A | 9. Case Drain Port L1 |
| 4. System Pressure Gauge Port M1 | 10. Case Drain Port L1 (non-feedback) |
| 5. Servo Pressure Gauge Port M5 | 11. Charge Pressure Gauge |
| 6. Case Drain Port L2 (non-feedback) | 12. Charge Pump Inlet Port S |

Figure 5-187. Gauge Port Locations

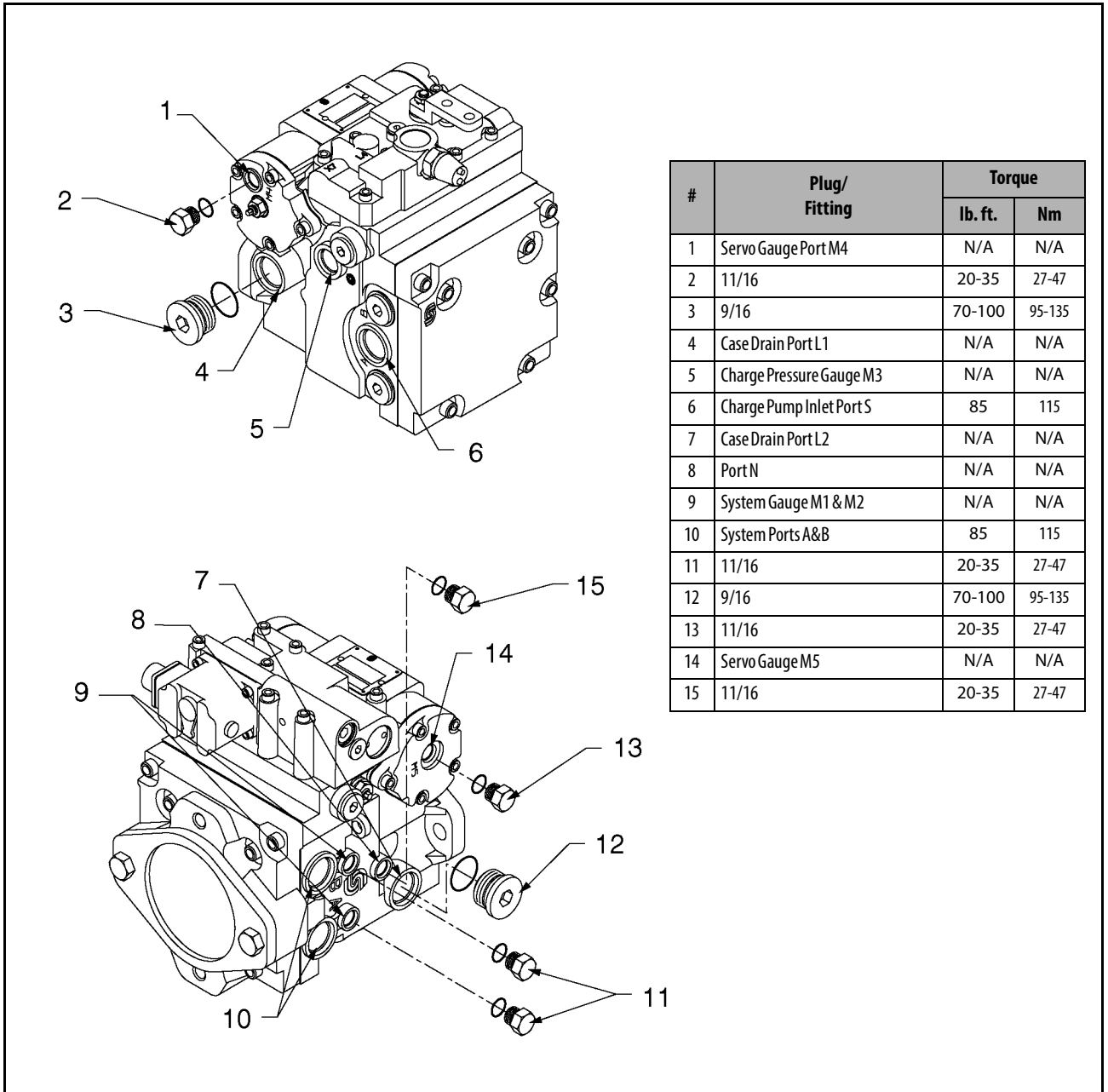
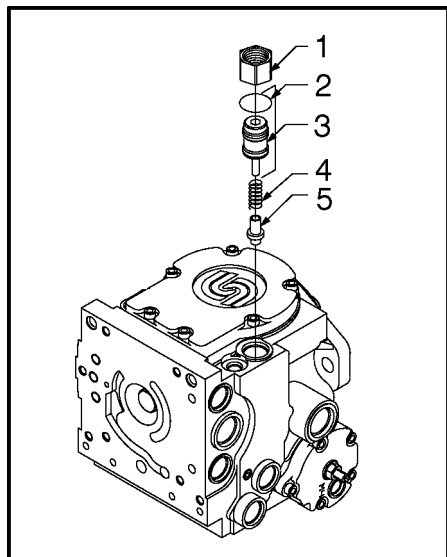


Figure 5-188. Plugs/Fittings Size & Torque

5. Install new O-ring on valve plug. Reinstall poppet, spring, and plug (with shims and O-ring) into pump housing. Torque to 40-100 ft-lb (55-135 Nm).

SCREW ADJUSTABLE STYLE

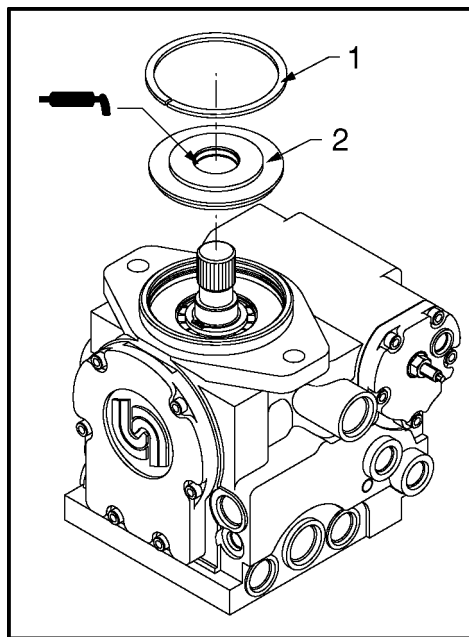


- | | |
|-------------|------------------|
| 1. Lock Nut | 4. Spring-T-Seal |
| 2. O-Ring | 5. Poppet |
| 3. Plug | |

Figure 5-189. Screw Adjustable Charge Relief Valve Components

1. Mark plug, lock nut, and housing to maintain original adjustment before removing screw adjustable relief valve plug. Loosen lock nut (1-1/16 in. Hex) and remove plug (8 mm Int. Hex). Remove O-ring from plug.
2. Remove spring and poppet from housing.
3. Inspect poppet and mating seat in housing for damage or foreign material.
4. Install new O-ring on valve plug. Reinstall poppet and spring. Reinstall plug and lock nut. Torque to 34 - 42 ft-lb (47-57 Nm), aligning marks made at disassembly.
5. Check and adjust charge pressure if necessary. For screw adjustable "anti-stall" charge relief valves, an approximate rule of thumb is 2.8 bar/quarter turn (40 psi/quarter turn).
6. Measure charge pressure (port M3) with pump in stroke. Charge pressure should level off when relief setting is reached.

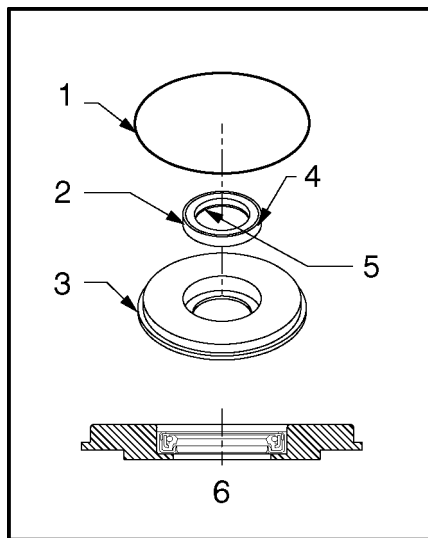
Shaft Seal and Shaft Replacement



- | | |
|-------------------|--------------------------|
| 1. Retaining Ring | 2. Seal Carrier Assembly |
|-------------------|--------------------------|

Figure 5-190. Shaft Seal Components

A lip type shaft seal is used in Series 42 pumps. Seal and shaft can be replaced without major unit disassembly. Replacement generally requires removing pump from machine.



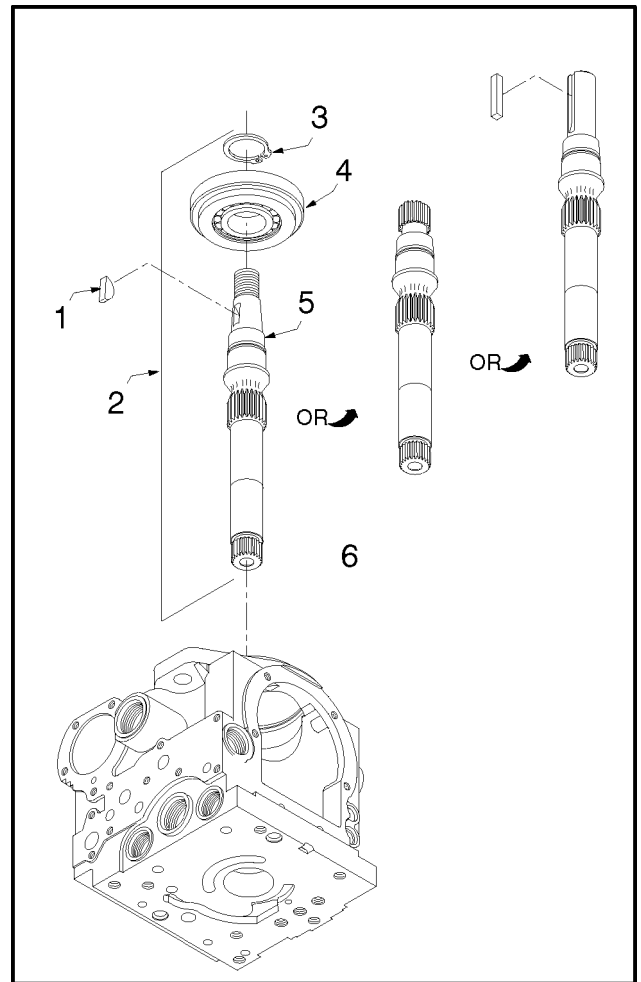
- | | |
|-----------------|--|
| 1. O-Ring | 4. Sealant may be used on outside diameter |
| 2. Seal | 5. Inside Lip (face down) |
| 3. Seal Carrier | 6. Press Seal to Bottom of Seal Carrier |

Figure 5-191. Shaft Seal Installation

1. Position pump with shaft facing up.

NOTE: If unit is positioned horizontally when shaft is removed, cylinder block could move out of place, making shaft installation difficult.

2. Remove retaining ring from housing.
3. Pull out seal carrier assembly.
4. Remove O-ring from seal carrier. To install a new shaft only, go to step 8.
5. Place seal carrier in an arbor press with shaft bearing side down and press out old seal. An appropriately sized pipe spacer or socket wrench can be used as a press tool. Seal is not reusable.
6. Inspect seal carrier and new seal for damage. Inspect sealing area on shaft for rust, wear, or contamination. Polish sealing area on shaft if necessary.
7. Press new seal in shaft bearing side of seal carrier. Seal lip must face outside of pump. Do not damage seal. Outside diameter of seal may be coated with a sealant (e.g. High Strength Threadlocking Compound) before installation. This helps prevent leaks caused by damage to seal bore in seal carrier. If shaft is not being replaced go to step 11.
8. Remove shaft and roller bearing assembly from pump or motor.
9. Remove retaining ring from roller bearing assembly with snap ring pliers. Remove roller bearing assembly.
10. Place roller bearing assembly on new shaft and secure with retaining ring.
11. Wrap spline or key end of shaft with thin plastic to prevent damage to seal lip during installation. Lubricate inside diameter of shaft seal with petroleum jelly.
12. Place O-ring on shaft bearing and lubricate with petroleum jelly.
13. Slide seal carrier assembly over shaft and into housing bore. Press against O-ring. Hold inward pressure against shaft to compress cylinder block spring while pressing seal carrier into place.
14. Install retaining ring.



- | | |
|-------------------|-------------------|
| 1. Key | 4. Roller Bearing |
| 2. Shaft Assembly | 5. Shaft |
| 3. Retaining Ring | |

Figure 5-192. Shaft Components

Hydraulic Pump W/Hayes Pump Drive Coupling Lubrication

Coat pump and drive coupling splines with Lithium Soap Base Grease (TEXACO CODE 1912 OR EQUIVALENT) whenever pump or pump drive coupling is removed. Coupling is greased prior to assembly.

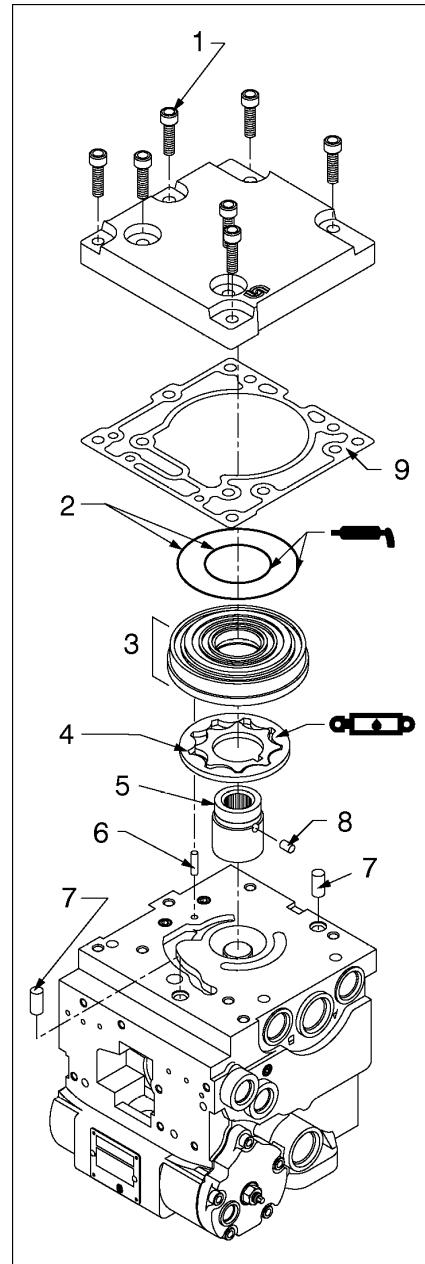
Charge Pump

NOTE: Disassemble charge pump to inspect and clean, or change auxiliary shaft drive coupling.

1. Remove auxiliary pump if necessary.
2. Remove screws retaining charge pump cover to pump housing (Torx T). Seven screws are used with "no pad" or SAE "A" auxiliary mounting pad charge pump cover, and six screws are used with SAE "B" auxiliary mounting pad charge pump cover. Remove charge pump cover, gasket, and cover locating pins.
3. Remove gerotor cover assembly from charge pump cover or back of pump housing. Remove gerotor cover O-rings. Two O-rings are used on gerotor cover of all pumps.
4. Remove gerotor assembly from gerotor cover or pump housing.
5. Remove gerotor drive pin and drive coupling. Remove gerotor cover locating pin from pump housing.
6. Inspect each part if they are to be reused. If either gerotor assembly parts needs to be replaced, they must both be replaced. Always replace O-rings and charge pump cover gasket. Inspect journal bearing in gerotor cover for excessive wear.
7. Lubricate gerotor assembly with clean hydraulic oil before assembly.
8. Install gerotor drive pin into hole in drive coupling. Apply grease or petroleum jelly to keep in place.
9. Install drive coupling on pump shaft with smaller outside diameter facing away from shaft.
10. Install gerotor assembly onto coupling.
11. Install gerotor cover locating pin into pump housing. Install gerotor cover assembly over gerotor. Locating pin must engage slot in gerotor cover.

NOTE: Charge pump rotation is determined by location of gerotor recess and pressure balance hole in gerotor cover. Different gerotor covers are used for clockwise and counterclockwise rotation pumps.

12. Install new pressure balance O-rings to gerotor cover and retain with petroleum jelly or grease.
13. Install charge pump cover locating pins and new charge pump cover gasket.
14. Install charge pump cover. Cover must engage gerotor cover and locating pins. Install charge pump cover screws. Torque evenly to 26-32 ft-lb (36-43 Nm).
15. Reinstall auxiliary pump if necessary.



- | | |
|--------------------------|-----------------------------------|
| 1. Cover Retaining Screw | 6. Gerotor Cover Locating Pin |
| 2. O-Ring | 7. Charge Pump Cover Locating Pin |
| 3. Gerotor Cover | 8. Gerotor Drive Pin |
| 4. Gerotor Assembly | 9. Gasket |
| 5. Drive Coupling | |

Figure 5-193. Charge Pump Components

5.9 HYDRAULIC COMPONENT START-UP

The goal at hydrostatic system start up is to preserve the designed life span of the system. Use the following start-up procedure when a new pump or motor is installed or a system is restarted after a pump or motor has been removed and reinstalled.

⚠ WARNING

THE FOLLOWING PROCEDURE MAY REQUIRE MACHINE TO BE DISABLED (WHEELS RAISED OFF THE GROUND, WORK FUNCTIONS DISCONNECTED, ETC.) WHILE PERFORMING PROCEDURE. TO PREVENT INJURY. TAKE NECESSARY SAFETY PRECAUTIONS BEFORE MOVING VEHICLE/MACHINE.

Inspect pumps or motors for damage that may have been incurred during shipping and handling before installation. Make sure all system components (reservoir, hoses, valves, fittings, heat exchanger, etc.) are clean before filling with fluid.

Fill reservoir with recommended hydraulic fluid. This fluid should be passed through a 10 micron (nominal, no bypass) filter before entering reservoir. Using contaminated fluid can damage components and may cause unexpected vehicle/machine movement.

NOTICE

INSPECT ALL PUMPS OR MOTORS FOR DAMAGE AND CONTAMINATION IF ANY PUMP OR MOTOR IS REPLACED DUE TO INTERNAL DAMAGE. FLUSH AND REPLACE ALL HYDRAULIC SYSTEM FLUID OR DAMAGE TO ENTIRE SYSTEM MAY RESULT.

Inlet line from reservoir to pump must be filled prior to start-up. Check inlet line for properly tightened fittings, restrictions, and air leaks.

NOTE: *Reservoir is usually above pump inlet. Pressure head created by higher oil level helps keep inlet pressures within acceptable range and prevent high vacuum levels. However, air may be trapped due to hose routing or low reservoir locations. Bleed air by loosening hose at fitting closest to pump. When oil begins to flow, line is full and air is purged. Tighten fitting to specified torque. If tank needs to be pressurized to start oil flow, take a vacuum reading at pump inlet during operation to verify pump is not trying to draw an inlet vacuum higher than its capability.*

Fill pump and motor housing with clean hydraulic fluid before start up. Fill housing by pouring filtered oil in upper case drain port.

NOTE: *Use highest possible case drain port. This ensures housing contains as much oil as possible and offers the greatest amount of lubrication to internal components.*

NOTE: *It may be easier to fill housing before installing the case drain line. Component (especially motor) location may prevent case drain port access after installation.*

NOTE: *Oil used to fill component housing must be clean. Store fill container properly to prevent contamination.*

Install 1000 psi (60 bar) pressure gauge in charge pressure gauge port to monitor charge pressure during start-up.

It is recommended external control input signal, (electrical connections for EDC), be disconnected at pump control until after initial start-up. This ensures pump remains in its neutral position.

⚠ WARNING

DO NOT START ENGINE UNLESS PUMP IS IN NEUTRAL POSITION (0° SWASH-PLATE ANGLE). TAKE PRECAUTIONS TO PREVENT MACHINE MOVEMENT IN CASE PUMP IS ACTUATED DURING INITIAL START-UP.

"Jog" or slowly rotate engine until charge pressure starts to rise. Start engine and run at lowest possible RPM until charge pressure is established. Excess air should be bled from system lines as close to motors as possible.

NOTE: *With engine on low idle loosen, do not remove, system lines at motor(s). Continue to run engine at low idle and tighten system lines as soon as oil is observed to leak from them. When oil is observed to "leak" at motor, line is full and air is purged. Tighten system hoses to specified torque.*

Once charge pressure is established, increase speed to normal operating RPM. Charge pressure should be as indicated in the pump model code. If charge pressure is inadequate, shut down and determine cause.

⚠ WARNING

INADEQUATE CHARGE PRESSURE WILL AFFECT OPERATOR'S ABILITY TO CONTROL MACHINE.

Shut down engine and connect external control input signal. Reconnect machine function(s), if disconnected earlier. Start engine, checking pump remains in neutral. With engine at normal operating RPM, slowly check forward and reverse machine operation.

Charge pressure may slightly decrease during forward or reverse operation. Continue to cycle slowly between forward and reverse for at least five minutes.

Shut down engine, remove gauges, and plug ports. Check reservoir level and add filtered fluid if needed.

Machine is ready for operation.

5.10 MAIN VALVE BLOCK PRESSURE SETTINGS

To ensure all pressures are set correctly, the following procedures must be followed. Refer to Figure 5-194. Main Control Valve - 2WS and Figure 5-195. Main Control Valve - 4WS.

NOTICE

COLD TEMPERATURES HAVE A SIGNIFICANT IMPACT ON PRESSURE READINGS. JLG INDUSTRIES, INC. RECOMMENDS OPERATING MACHINE UNTIL THE HYDRAULIC SYSTEM HAS WARMED TO NORMAL OPERATING TEMPERATURES BEFORE CHECKING PRESSURES. JLG ALSO RECOMMENDS USING A CALIBRATED GAUGE. PRESSURE READINGS ARE ACCEPTABLE IF WITHIN +/- 5% OF SPECIFIED PRESSURES.

Main Relief

1. Install high pressure gauge in port MP (9).
2. Activate upper telescope in.
3. Adjust main pressure relief valve (12) to 3000 psi (206.85 bar). Turn adjuster clockwise to increase or counterclockwise to decrease pressure.

Upper (Main) Lift Down

1. Install high pressure gauge in port MP (9).
2. Activate upper lift down.
3. Adjust upper (main) pressure relief valve (5) to 1500 psi (103 bar). Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.

Swing

NOTE: *Left and right swing pressures are set with one adjustment.*

1. Install high pressure gauge in port MP (9).
2. Lock turntable with turntable lock pin.
3. Activate swing left or right
4. Check both directions of swing and adjust lowest pressure reading at boom swing pressure relief valve (17) to 1700 psi (117 bar). Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.

2-Wheel Steer

1. Install high pressure gauge in port MP (9).
2. Activate steer left and right.
3. Adjust front steer relief valves (10) to 2050 psi (141 bar) in both directions. Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.

NOTE: *This pressure allows for system pressure drop and should equal 1800 psi (124 bar) at the work port.*

4-Wheel Steer

1. Install pressure gauge in port MP (9).
2. Activate front wheel steer left and right.

NOTE: *Rear steer relief cartridges are preset and not field adjustable.*

3. Adjust front steer relief valves (10) to 2850 psi (196 bar) in both directions. Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.

5.11 PLATFORM VALVE BLOCK PRESSURE SETTINGS

Refer to Figure 5-196. Location of Components - Platform Control Valve Block

Platform Level Extend

1. Install high pressure gauge in port M1 (2).
2. Activate level up to end of stroke.
3. Adjust level up relief (1) to 2800 psi (193 bar). Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.

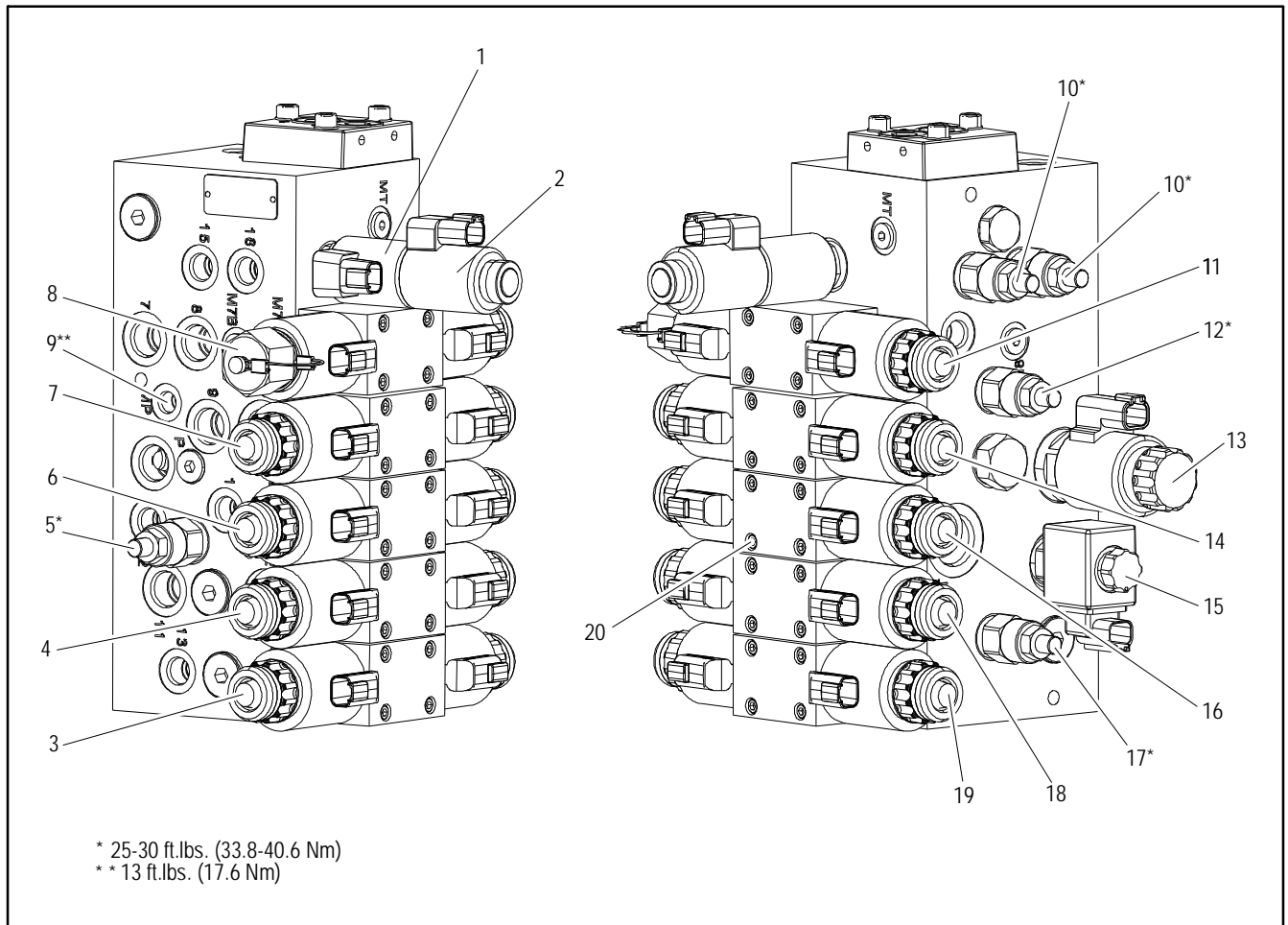
Platform Level Retract

1. Install high pressure gauge at quick disconnect on port M2 (4).
2. Activate level down to end of stroke.
3. Adjust level down relief (3) to 1800 psi (124 bar). Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.

Articulating Jib

NOTE: *Relief pressure is bi-directional, but can only be read in one direction.*

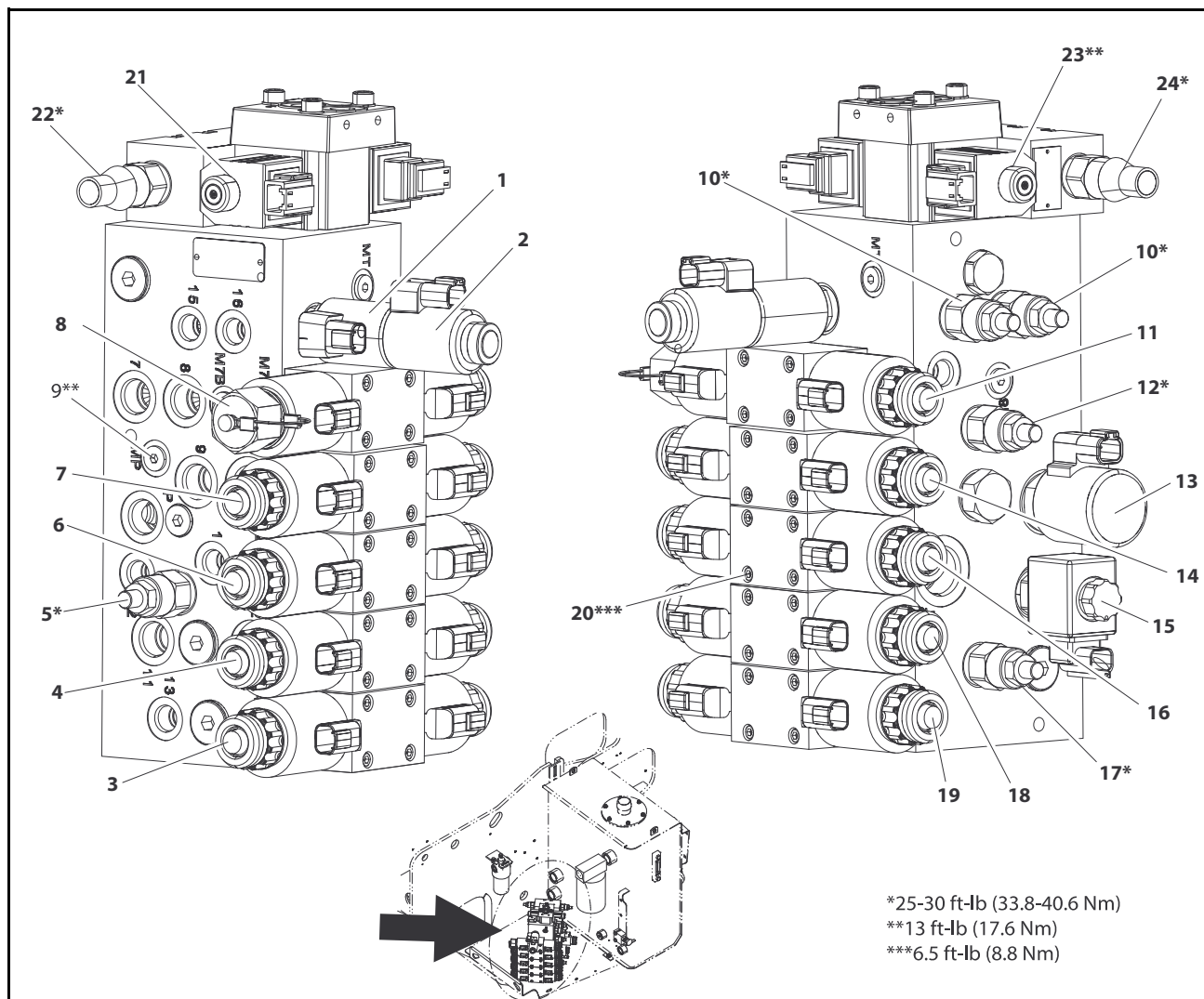
1. Install high pressure gauge in port M3 (13).
2. Activate jib extend to end of stroke.
3. Adjust jib relief (14) to 1500 psi (103 bar). Turn adjuster clockwise to increase pressure or counterclockwise to decrease pressure.



* 25-30 ft.lbs. (33.8-40.6 Nm)
 ** 13 ft.lbs. (17.6 Nm)

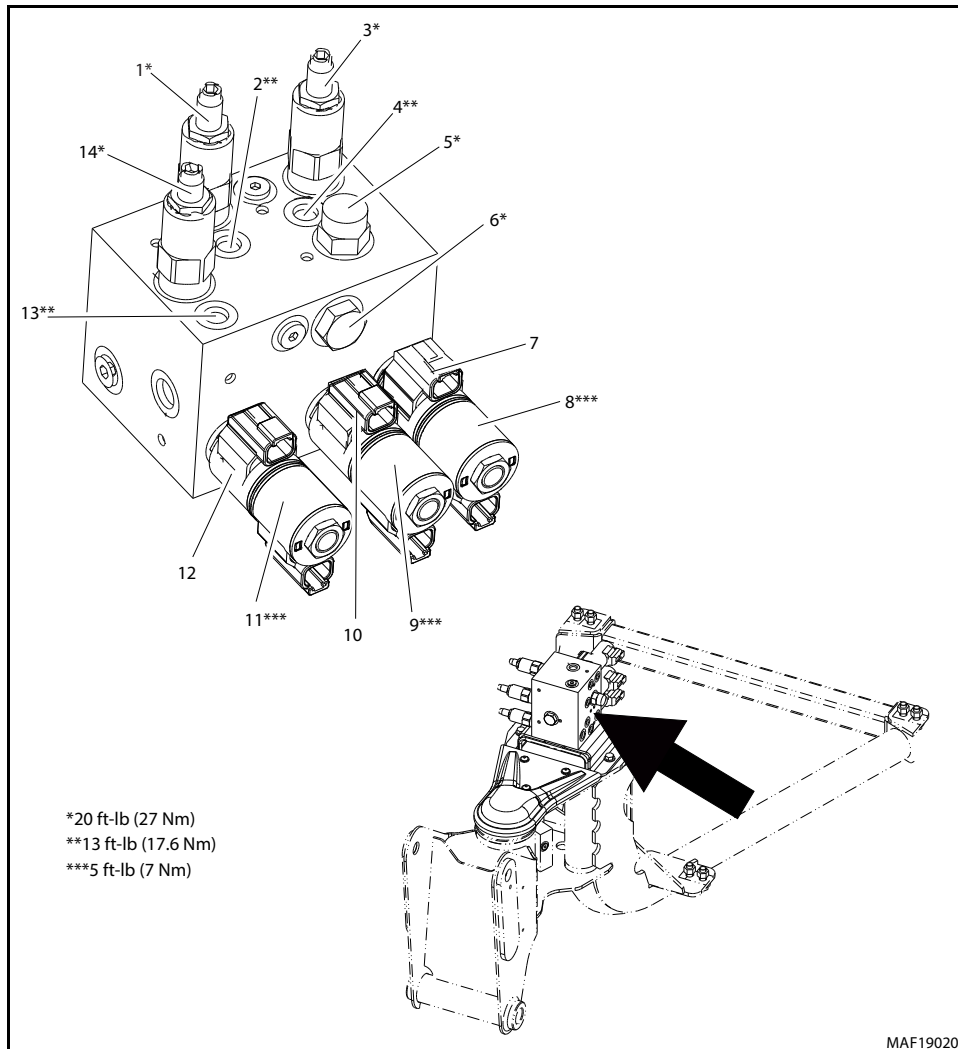
- | | | |
|--------------------------------------|---------------------------------|--|
| 1. Front Steer Left | 8. Tower Lift Down | 15. Direct Control Dump Valve |
| 2. Front Steer Right | 9. Test Port MP | 16. Tower Telescope Out |
| 3. Swing Right | 10. Front Steer Pressure Relief | 17. Boom Swing Pressure Relief |
| 4. Main Lift Down | 11. Tower Lift Up | 18. Main Lift Up |
| 5. Upper (Main) Lift Pressure Relief | 12. Main Pressure Relief | 19. Swing Left |
| 6. Tower Telescope In | 13. Flow Control | 20. Capscrew |
| 7. Main Telescope In | 14. Main Telescope Out | 21. Pilot Operated Check Valve (On back - Not Shown) |

Figure 5-194. Main Control Valve - 2WS



- | | | |
|--------------------------------------|---------------------------------|--|
| 1. Front Steer Left | 10. Front Steer Pressure Relief | 19. Swing Left |
| 2. Front Steer Right | 11. Tower Lift Up | 20. Capscrew |
| 3. Swing Right | 12. Main Pressure Relief | 21. Rear Steer Left (4-Wheel Steer Only) |
| 4. Main Lift Down | 13. Flow Control | 22. Rear Steer Pressure Relief (4-Wheel Steer Only) |
| 5. Upper (Main) Lift Pressure Relief | 14. Main Telescope Out | 23. Rear Steer Right (4-Wheel Steer Only) |
| 6. Tower Telescope In | 15. Direct Control Dump Valve | 24. Rear Steer Pressure Relief (4-Wheel Steer Only) |
| 7. Main Telescope In | 16. Tower Telescope Out | 25. Pilot Operated Check Valve (On back - Not Shown) |
| 8. Tower Lift Down | 17. Boom Swing Pressure Relief | |
| 9. Test Port MP | 18. Main Lift Up | |

Figure 5-195. Main Control Valve - 4WS



- | | | | | | |
|----|-------------------------------|-----|------------------------------|-----|------------------------|
| 1. | Level Up Relief Valve (RV2) | 6. | Flow Relief Valve (FR1) | 11. | Jib Up Solenoid |
| 2. | Test Port M1 | 7. | Rotate Left Solenoid | 12. | Jib Down Solenoid |
| 3. | Level Down Relief Valve (RV1) | 8. | Rotate Right Solenoid | 13. | Test Port M3 |
| 4. | Test Port M2 | 9. | Platform Level Up Solenoid | 14. | Jib Relief valve (CR1) |
| 5. | Flow Relief Valve (FR2) | 10. | Platform Level Down Solenoid | | |

Figure 5-196. Location of Components - Platform Control Valve Block

5.12 HYDRAULIC SCHEMATICS

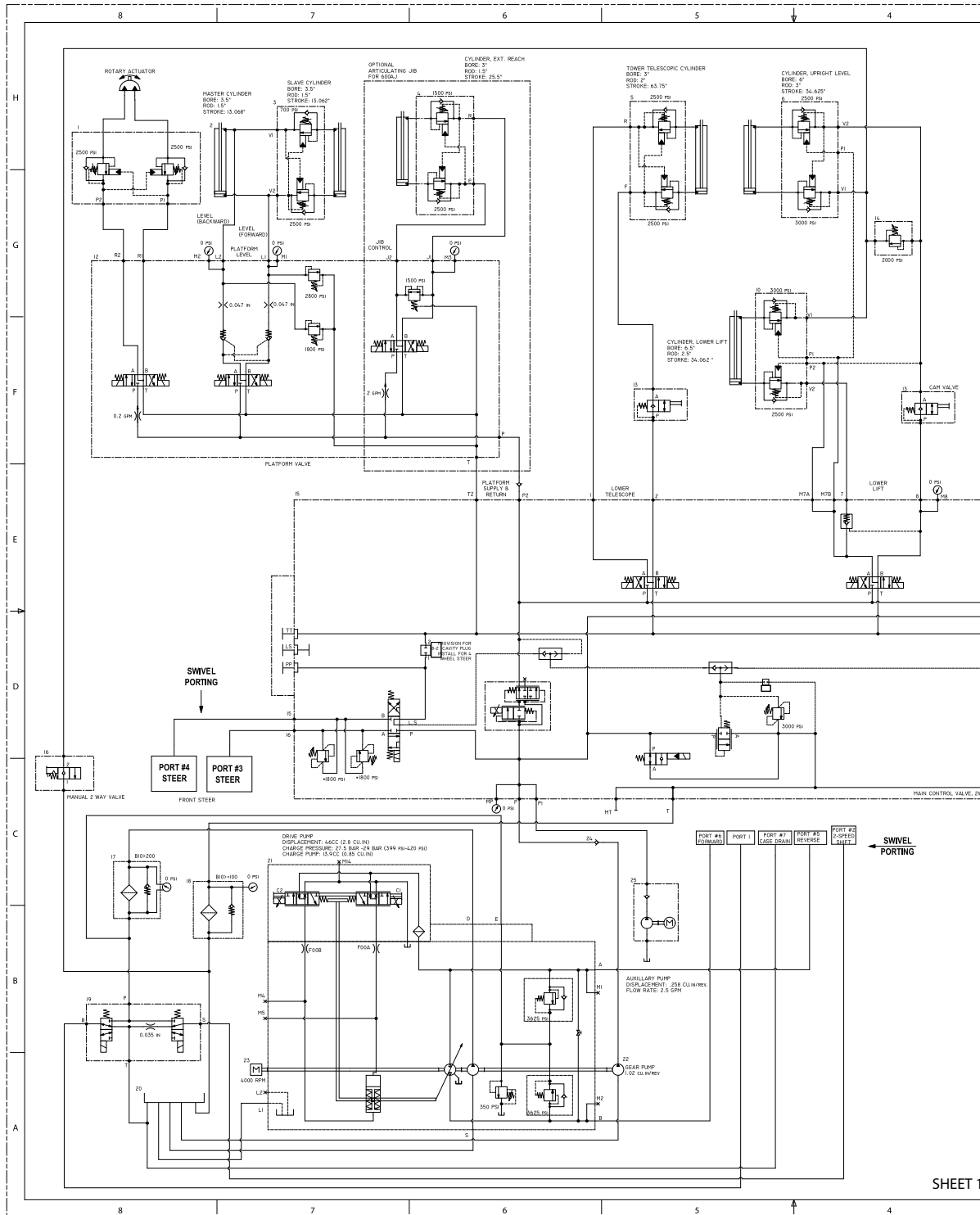


Figure 5-197. 2-Wheel Steer (2WS) Hydraulic Schematic 1 of 2

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

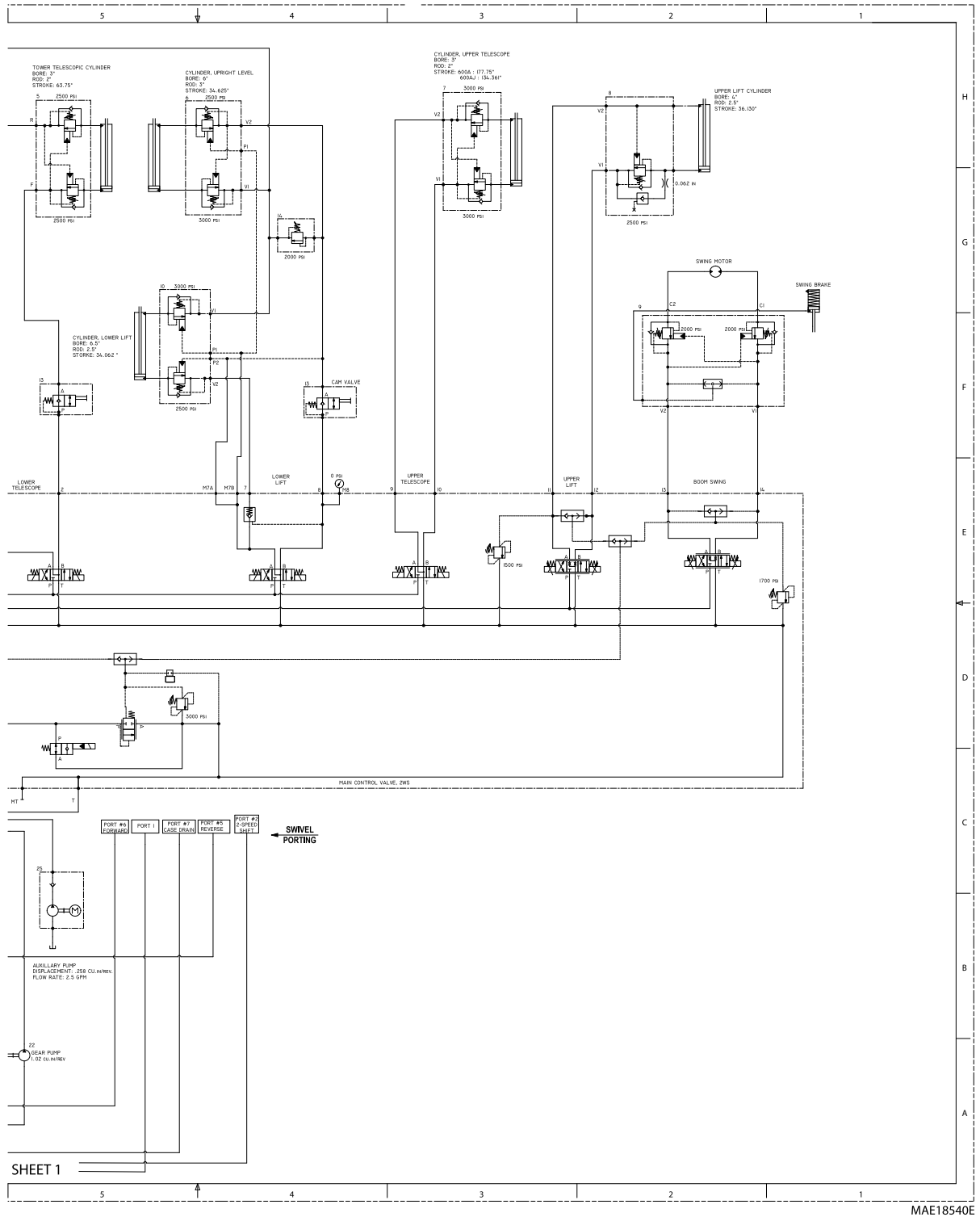


Figure 5-198. 2-Wheel Steer (2WS) Hydraulic Schematic 2 of 2

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

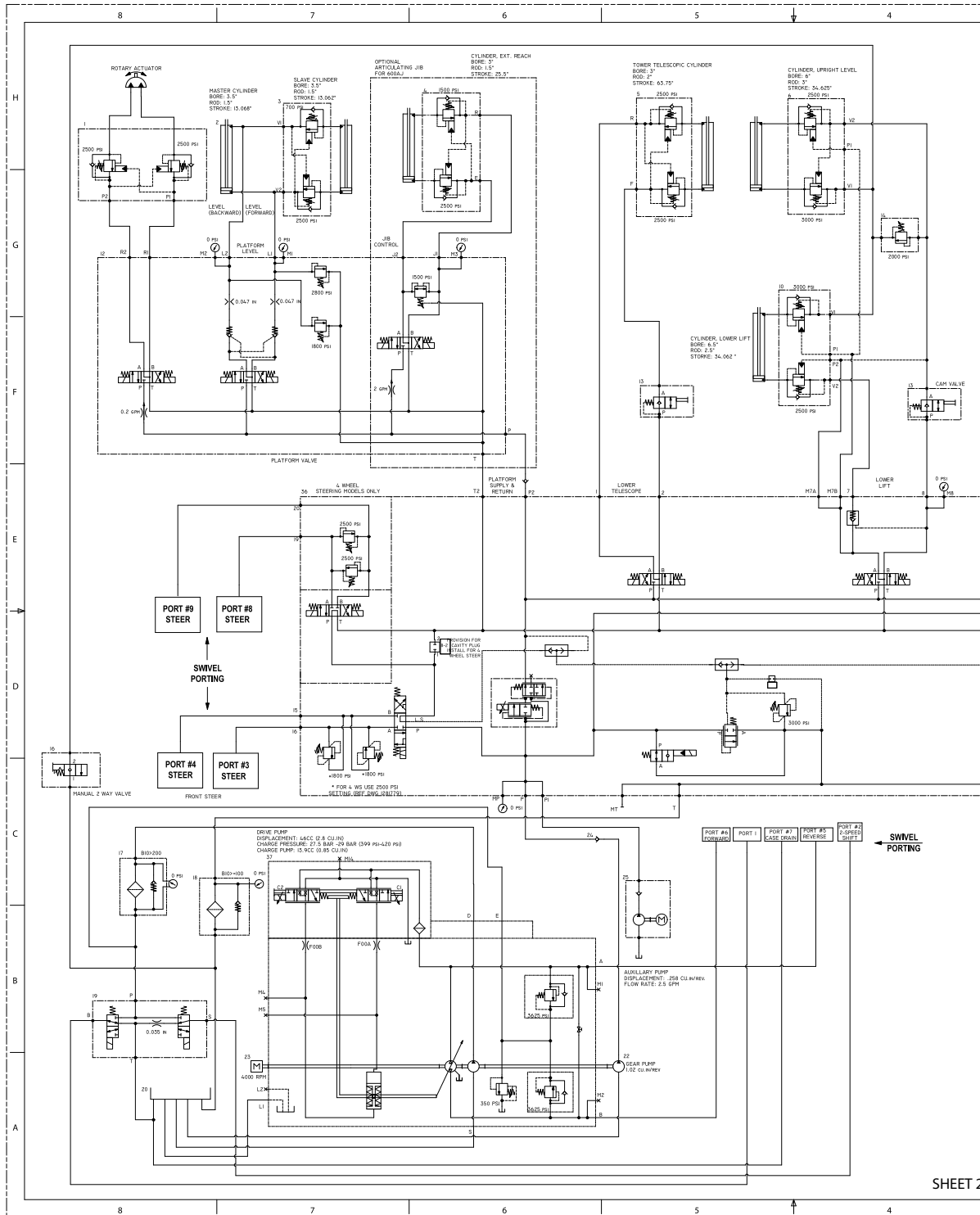


Figure 5-199. 4-Wheel Steer (4WS) Hydraulic Schematic 1 of 2

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

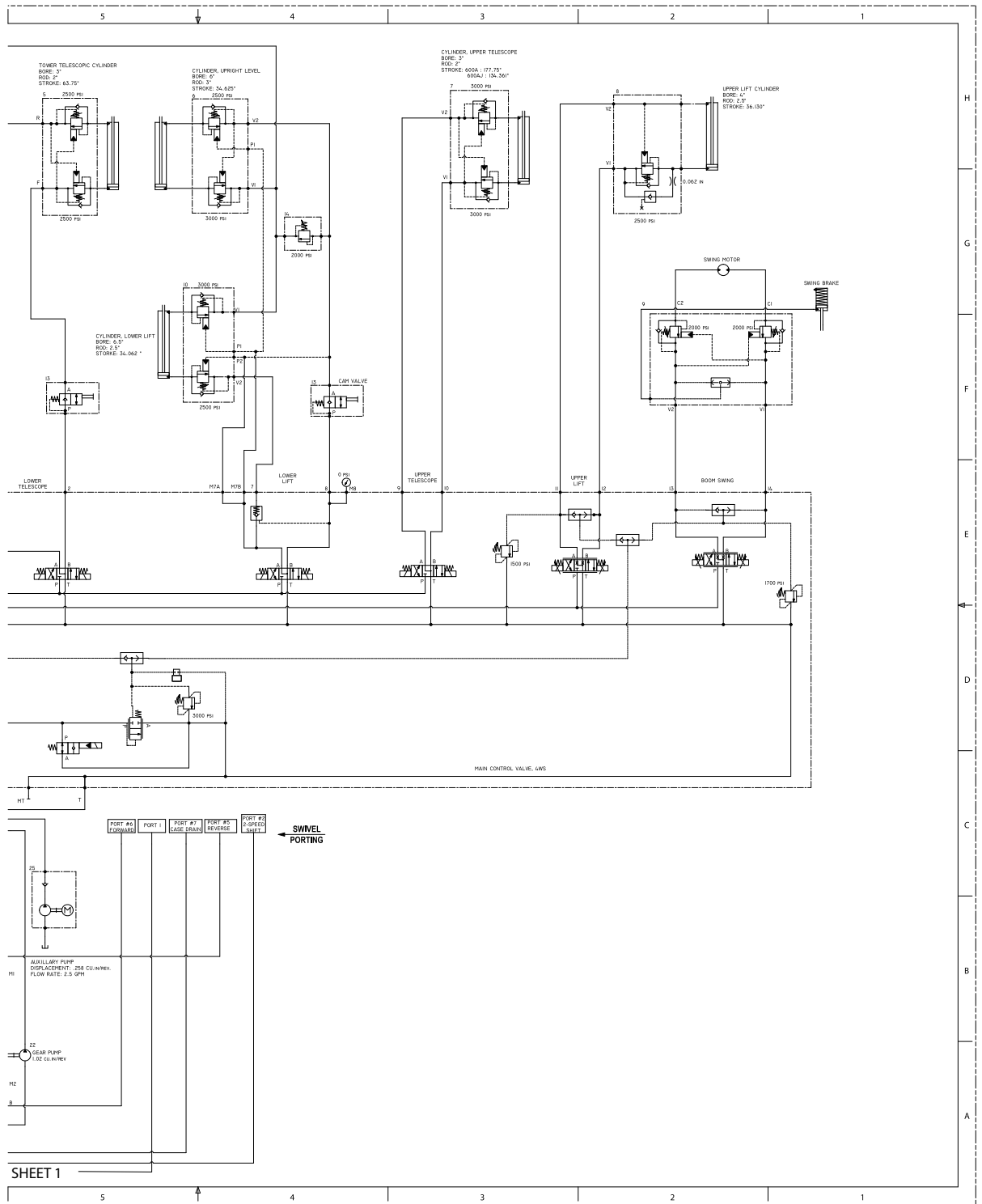


Figure 5-200. 4-Wheel Steer (4WS) Hydraulic Schematic 2 of 2

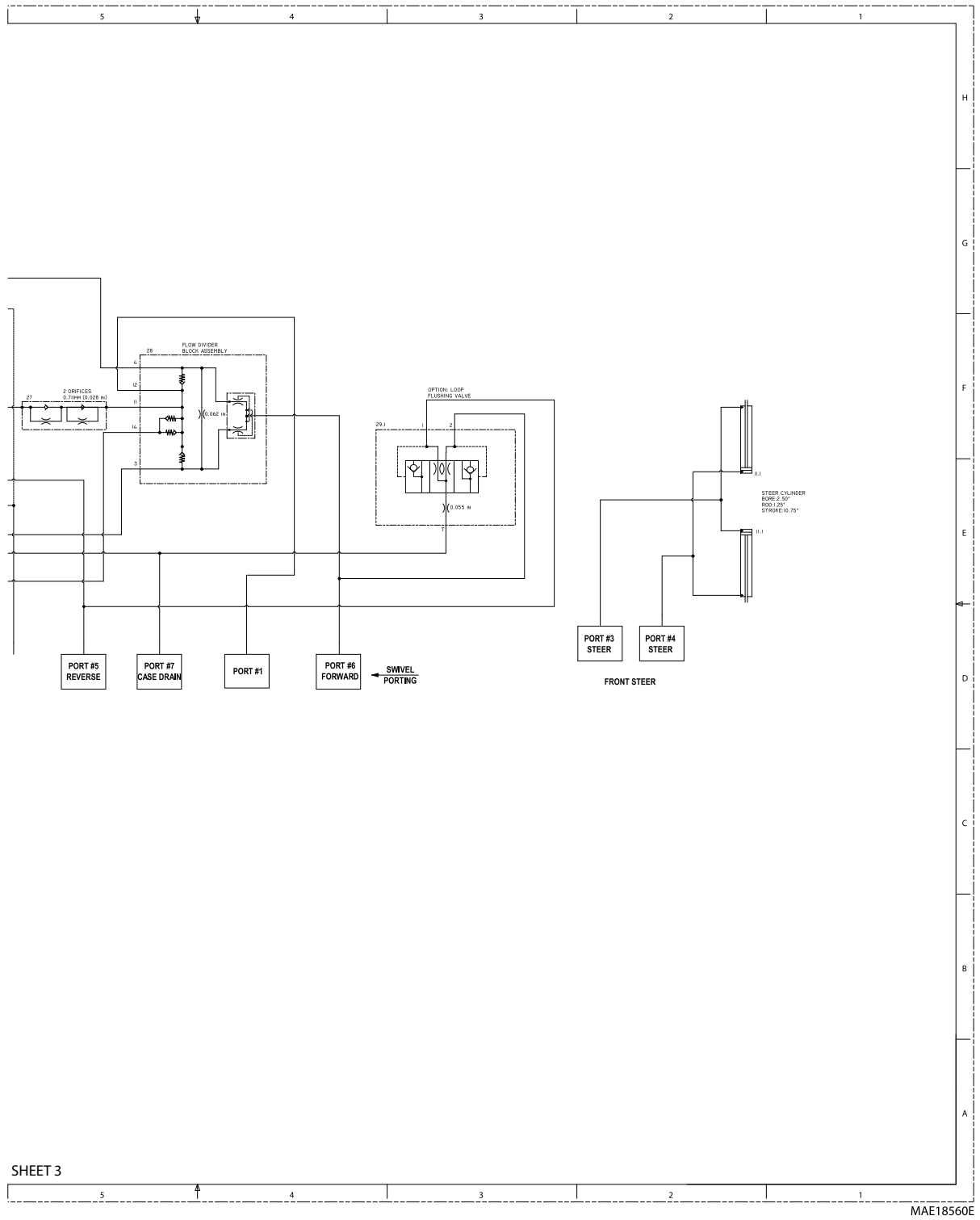


Figure 5-202. 2-Wheel Drive (2WD) Hydraulic Schematic 2 of 2

SECTION 5 - BASIC HYDRAULICS INFORMATION & SCHEMATICS

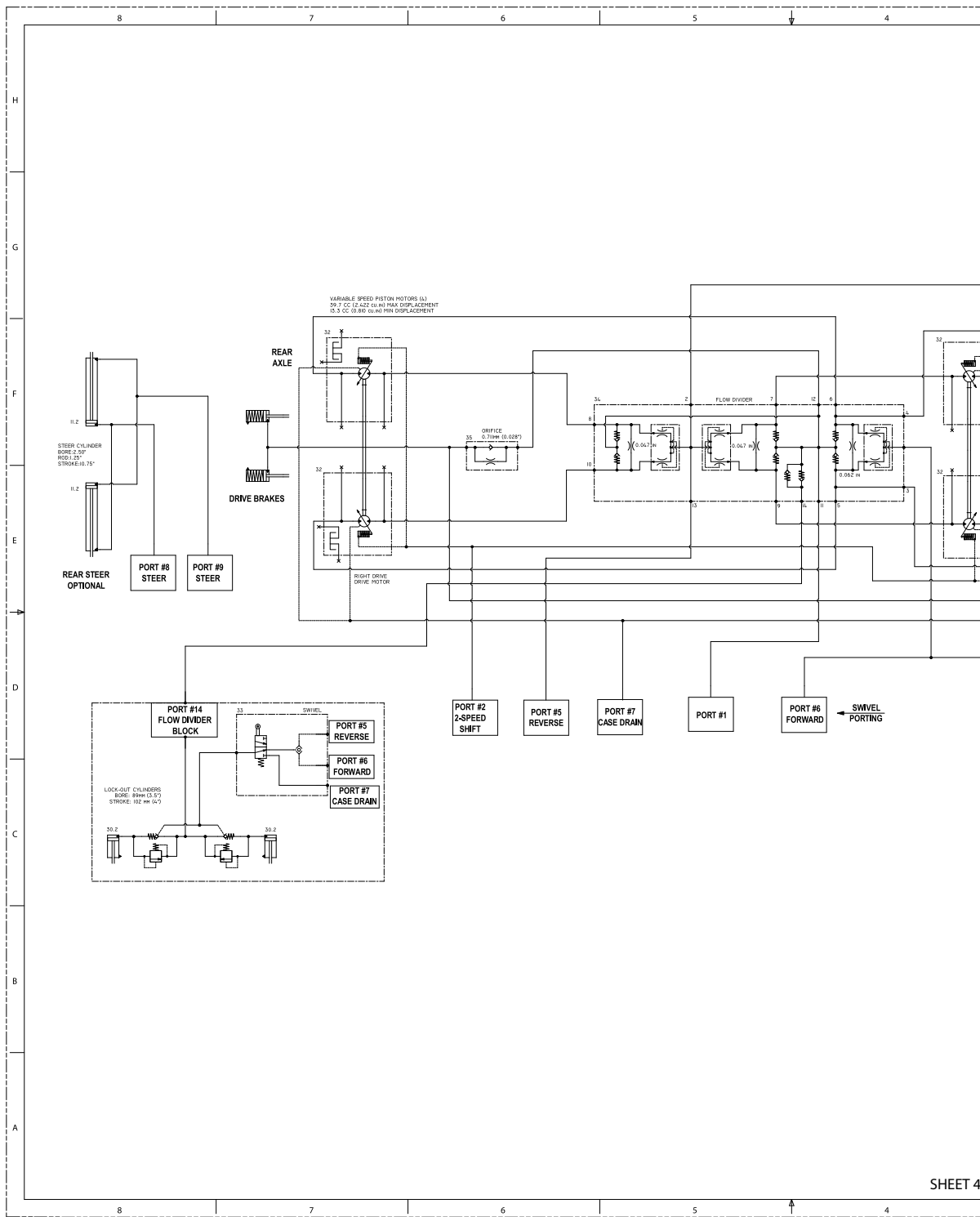


Figure 5-203. 4-Wheel Drive (4WD) Hydraulic Schematic 1 of 2

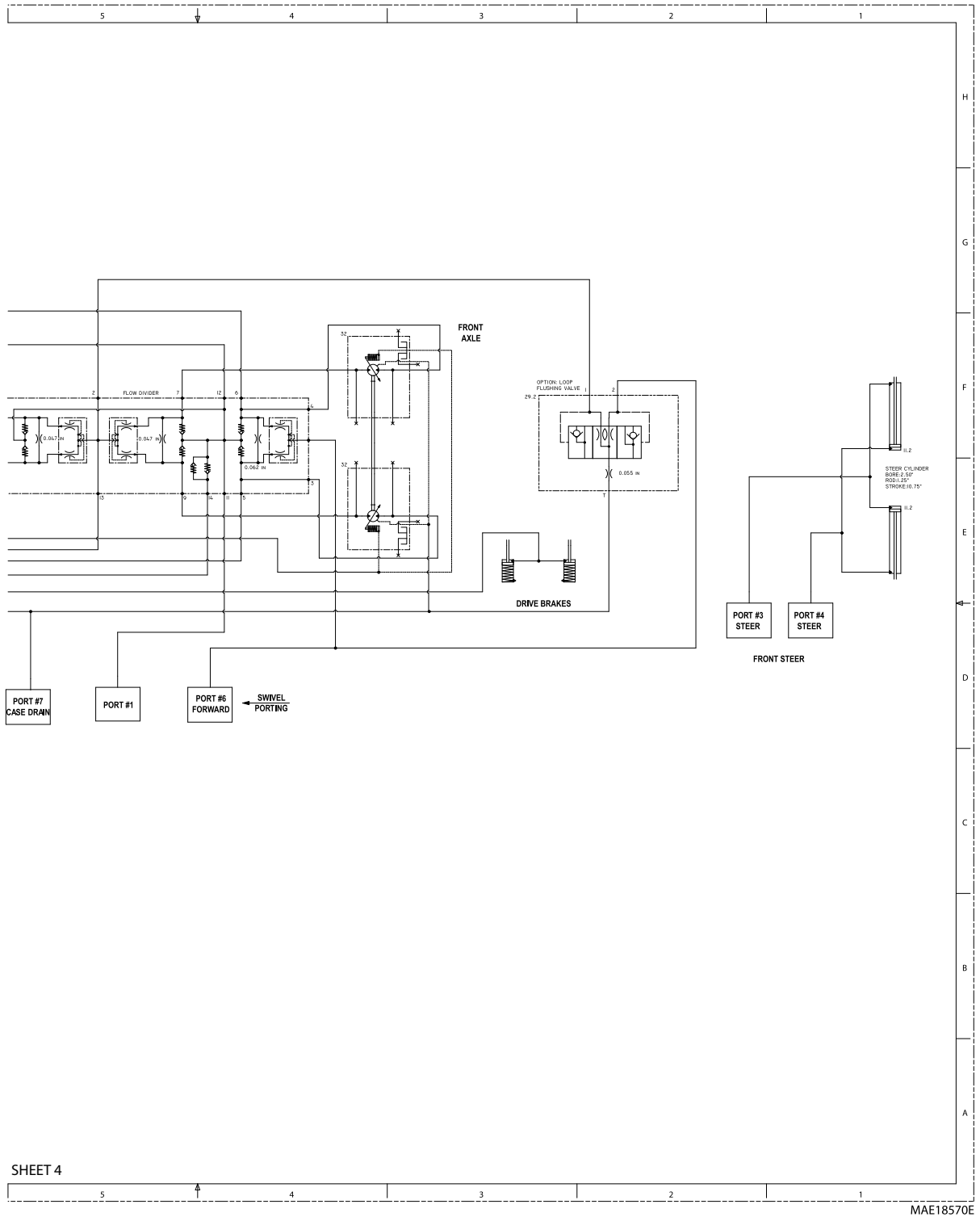


Figure 5-204. 4-Wheel Drive (4WD) Hydraulic Schematic 2 of 2

SECTION 6. JLG CONTROL SYSTEM

6.1 JLG CONTROL SYSTEM ANALYZER KIT
INSTRUCTIONS

Introduction

NOTICE

WHEN INSTALLING A NEW POWER MODULE CONTROLLER ON THE MACHINE, IT WILL BE NECESSARY TO PROGRAM THE CONTROLLER FOR THE PROPER MACHINE CONFIGURATION, INCLUDING OPTIONS.

NOTICE

IT IS A GOOD PRACTICE TO AVOID PRESSURE-WASHING ELECTRICAL/ELECTRONIC COMPONENTS. SHOULD PRESSURE-WASHING BE UTILIZED TO WASH AREAS CONTAINING ELECTRICAL/ELECTRONIC COMPONENTS, JLG INDUSTRIES, INC. RECOMMENDS A MAXIMUM PRESSURE OF 750 PSI (52 BAR) AT A MINIMUM DISTANCE OF 12 INCHES (30.5 CM) AWAY FROM THESE COMPONENTS. IF ELECTRICAL/ELECTRONIC COMPONENTS ARE SPRAYED, SPRAYING MUST NOT BE DIRECT AND BE FOR BRIEF TIME PERIODS TO AVOID HEAVY SATURATION.

The JLG designed Control System is a 12 volt based motor control unit installed on the boom lift.

The JLG Control System has reduced the need for exposed terminal strips, diodes and trimpots and provides simplicity in

viewing and adjusting the various personality settings for smooth control of: acceleration, deceleration, creep, min speed, and max-speed for all boom, drive, and steering functions.

The main lift, swing, and drive are controlled by individual joysticks. Steering is controlled by a rocker switch built in the top of the drive joystick. To activate Drive, Lift, and Swing; pull up the slide lock on the joystick and move the handle in the desired direction.

The control system provides voltage output to the valves and pump, as programmed, for smooth operation and maximum cycle time. Ground control speeds for all boom functions can also be programmed in the control system.

The JLG Control System controller has a built in LED to indicate any faults. The system stores recent faults which may be accessed for troubleshooting. Optional equipment includes a soft touch system, head and tail lights, and ground alarm. These options may be added later but must be programmed into the control system when installed.

The Control System may be accessed utilizing a custom designed, hand held analyzer (Analyzer Kit, JLG part no. 1001249695) which will display two lines of information at a time, by scrolling through the program.

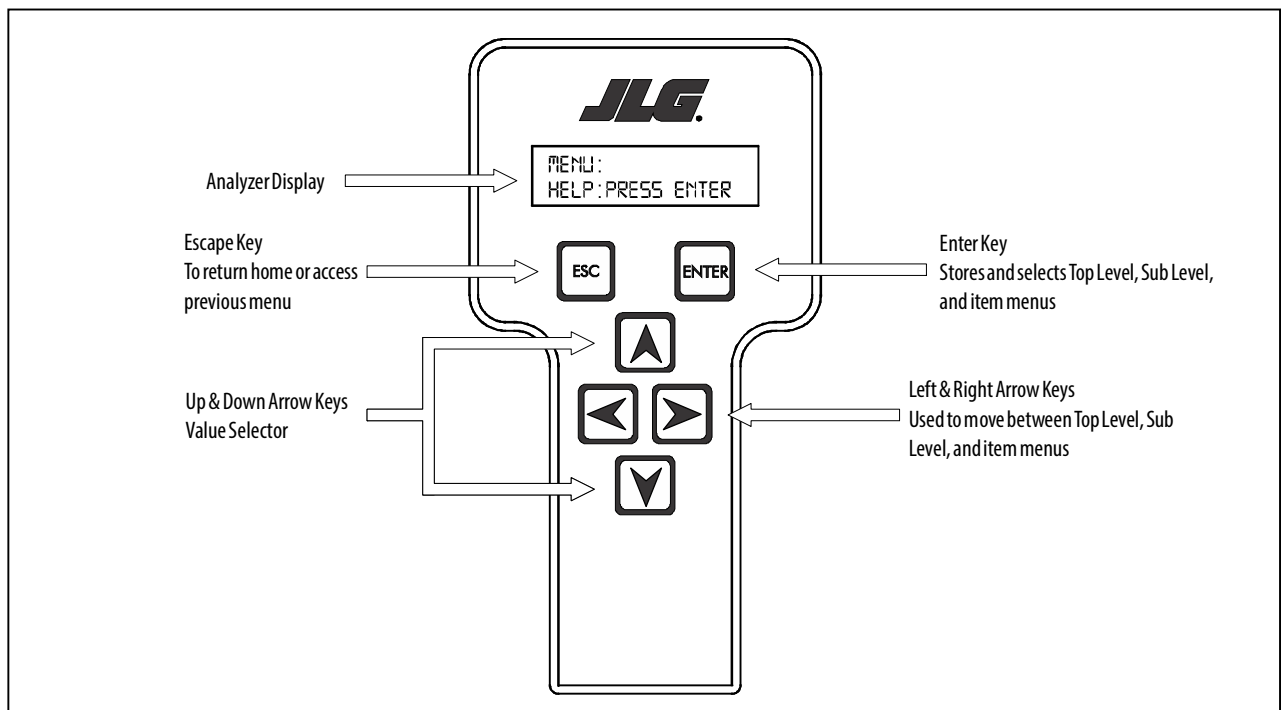


Figure 6-1. Hand Held Analyzer

Connect JLG Control System Analyzer

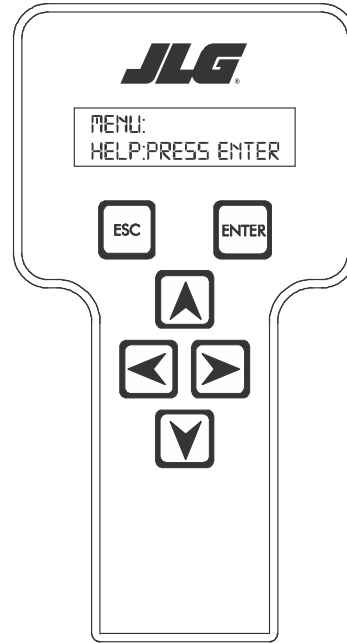
1. Connect four pin end of cable supplied with hand-held or wireless analyzer to controller module on platform box or at controller module inside ground control box. Connect other end of cable to analyzer.

NOTE: The cable has a four pin connector at each end of the cable; the cable cannot be connected backwards.

2. Power up the Control System by turning the lower key to the platform or ground position and pulling both emergency stop buttons on.


Using the Analyzer


With the machine power on and the analyzer connected properly, the analyzer will display the following.



**HELP:
PRESS ENTER**


At this point, using the **RIGHT**  and **LEFT**  arrow keys, you can move between the top level menu items. To


select a displayed menu item, press **ENTER** . To cancel a

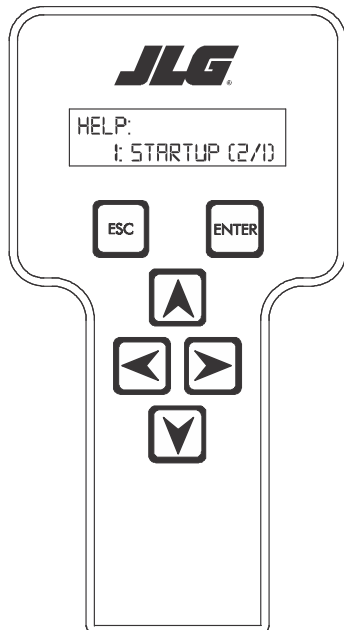
selected menu item, press **ESCAPE** ; then you will be able to scroll using the right and left arrow keys to select a different menu item.

The top level menus are as follows:

- HELP
- DIAGNOSTICS
- SYSTEM TEST
- ACCESS LEVEL
- PERSONALITIES
- MACHINE SETUP
- CALIBRATIONS (view only)
- SERVICE MODE

If you press **ENTER** , at the **HELP: PRESS ENTER** display, and a fault is present, the analyzer display will scroll the fault across the screen. If there was no fault detected, the display will read: **HELP: EVERYTHING OK**. If powered up at the ground station, the display will read: **GROUND OK**.

If **ENTER**  is pressed again, the display moves to the following display:




LOGGED HELP
1: STARTUP (2/1)


At this point, the analyzer will display the last fault the system has seen, if any are present. You may scroll through the fault logs to view what the last 25 faults were. Use the right and left arrow keys to scroll through the fault logs. To return to the

beginning, press **ESCAPE**  two times. **STARTUP (2/1)** indicates a power up.

When a top level menu is selected, a new set of menu items may be offered: for example:

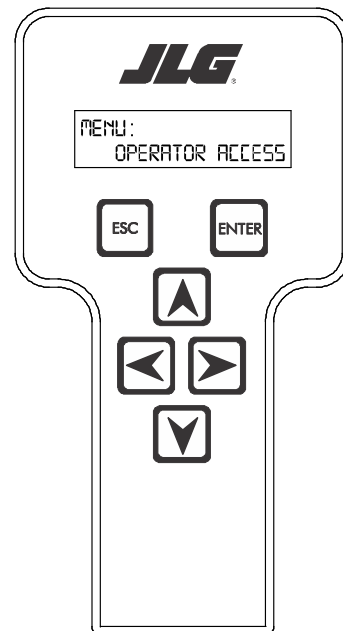
- DRIVE
- BOOM
- SYSTEM
- DATALOG
- VERSIONS

Pressing **ENTER**  with any of the above displayed menus, will display additional sub-menus within the selected menu. In some cases, such as **DRIVE**, the next level is the parameter or information to be changed. Refer to the flow chart for what menus are available within the top level menus. You may only view the personality settings for selected menus while in access level 2. Remember, you may always cancel a selected


menu item by pressing the **ESCAPE**  key.

Changing the Access Level of the Hand Held Analyzer

When the analyzer is first connected, you will be in access level 2 which enables you to only view most settings which cannot be changed until you enter a password to advance to a lower level. This ensures that a setting cannot be accidentally altered. To change the access level, the correct password must be entered. To enter the password, scroll to the **ACCESS LEVEL** menu. For example:




ACCESS LEVEL:
CODE 00000

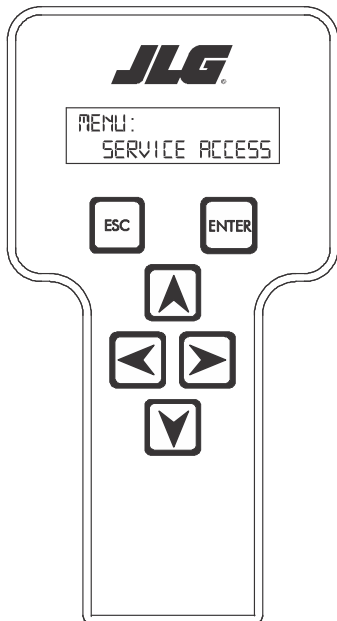
Press **ENTER**  to select the **ACCESS LEVEL** menu.

Using the **UP**  or **DOWN**  arrow keys, enter the first digit of the password, 3.

Then using the **RIGHT**  arrow key, position cursor to the right one space to enter the second digit of the password.

Use the **UP**  or **DOWN**  arrow key to enter the second digit of the password which is 33271.

When correct password is displayed, press **ENTER** . The access level displays the following if password was entered correctly:



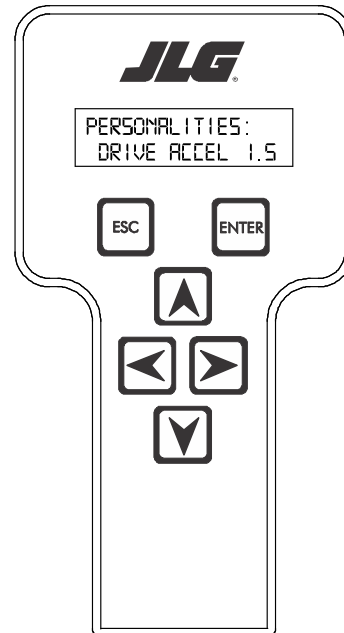
**MENU:
SERVICE ACCESS**

Repeat the above steps if the correct access level is not displayed or you can not adjust the personality settings.

Adjusting Parameters Using the Hand Held Analyzer


Once you have gained access to level 1, and a personality item


is selected, press the **UP**  or **DOWN**  arrow keys to adjust its value, for example:




**PERSONALITIES:
DRIVE ACCEL 1.5s**


There will be a minimum and maximum for the value to ensure efficient operation. The Value will not increase if the **UP**

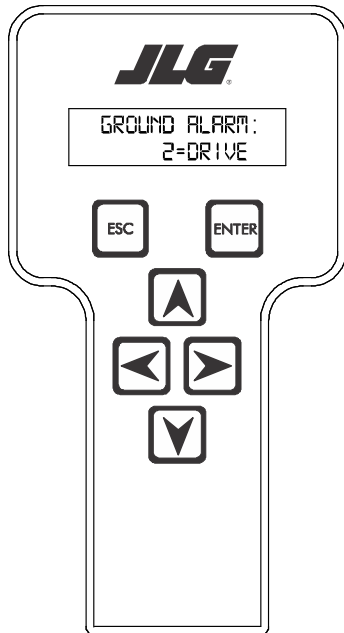
 arrow is pressed when at the maximum value nor will

the value decrease if the **DOWN**  arrow is pressed and the value is at the minimum value for any particular personality. If the value does not change when pressing the up and down arrows, check the access level to ensure you are at service access.

Machine Setup

When a machine digit item is selected, press **UP**  or

DOWN  arrow keys to adjust its value, for example:



GROUND ALARM: 2 = DRIVE

The effect of the machine digit value is displayed along with its value. The above display would be selected if the machine was equipped with a ground alarm and you wanted it to sound when driving. There are certain settings allowed to install optional features or select the machine model.

When selection the machine model to match the size of the machine, the personality settings will all default to the factory recommended setting.

NOTE: Refer to *Personality Ranges/Defaults* for the recommended factory settings.

NOTE: Password 33271 allows access to service access to change machine personality settings.

There is a setting that JLG strongly recommends that you do not change. This setting is so noted below:

ELEVATION CUTBACK

WARNING

CHANGING ELEVATION CUTBACK SETTING MAY ADVERSELY AFFECT PERFORMANCE OF YOUR MACHINE.

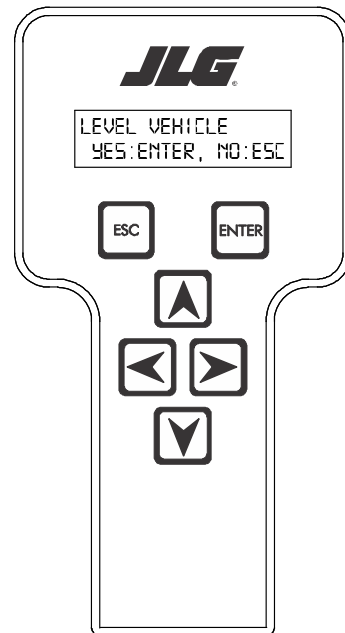
NOTICE

AVOID PRESSURE-WASHING ELECTRICAL/ELECTRONIC COMPONENTS. IF PRESSURE-WASHING IS USED TO WASH AREAS CONTAINING ELECTRICAL/ELECTRONIC COMPONENTS, JLG INDUSTRIES INC. RECOMMENDS A MAXIMUM PRESSURE OF 750 PSI (52 BAR) AT A MINIMUM DISTANCE OF 12 INCHES (30.5CM) FROM THESE COMPONENTS. IF ELECTRICAL/ELECTRONIC COMPONENTS ARE SPRAYED, SPRAYING MUST NOT BE DIRECT AND FOR BRIEF TIME PERIODS TO AVOID HEAVY SATURATION.


Level Vehicle Description

WARNING

DO NOT LEVEL VEHICLE EXCEPT ON A LEVEL SURFACE.



LEVEL VEHICLE YES:ENTER, NO:ESC

Not available at password level 2 **ENTER**  confirms that vehicle is currently level, and zeroes the tilt sensor measurements.

SECTION 6 - JLG CONTROL SYSTEM

Table 6-1. Analyzer Abbreviations

ABBREVIATION	MEANING
ACCEL	ACCELERATE
ACT	ACTIVE
A/D	ANALOG DIGITAL CONVERTER COUNT
AMB.	AMBIENT
ANG	ANGLE
AUX	AUXILIARY
BCS	BOOM CONTROL SYSTEM
BM	BOOM LENGTH ANGLE MODULE
BLAM	BOOM LENGTH ANGLE MODULE
BR	BROKEN
BSK	BASKET
CAL	CALIBRATION
CL	CLOSED
CM	CHASSIS MODULE
CNTL	CONTROL
CNTRL	CONTROL
C/O	CUT OUT
CONT(S)	CONTRACTOR(S)
COOR	COORDINATED
CRKPT	CRACK POINT
CRP	CREEP
CUT	CUTOUT
CYL	CYLINDER
DECEL	DECELERATE
D	DOWN
DN	DOWN
DWN	DOWN
DEG.	DEGREE
DOS	DRIVE ORIENTATION SYSTEM
DRV	DRIVE
E	ERROR
E&T	ELEVATED & TILTED
ELEV	ELEVATION
ENG	ENGINE
EXT	EXTEND
F	FRONT
FL	FLOW
FNT	FRONT
FOR	FORWARD
FWD	FORWARD
FSW	FOOT SWITCH
FUNC	FUNCTION
G	GROUND

Table 6-1. Analyzer Abbreviations

ABBREVIATION	MEANING
GND	GROUND
GRN	GREEN
GM	GROUND MODULE
H	HOURS
HW	HARDWARE
HWFS	HARDWARE FAILSAFE
I	IN or CURRENT
JOY	JOYSTICK
L	LEFT
LB	POUND
LEN	LENGTH
LIM	LIMIT
LT	LEFT
LVL	LEVEL
M	MINUTES
MIN	MINIMUM
MAX	MAXIMUM
M	MAIN
MN	MAIN
NO	NORMALLY OPEN or NO
NC	NORMALLY CLOSED
O	OUT
O/C	OPEN CIRCUIT
OP	OPEN
O/R	OVERRIDE or OUTRIGGER
O//R	OVERRIDE
OSC	OSCILLATING
OVRD	OVERRIDE
P	PLATFORM
P	PRESSURE
PCV	PROPORTIONAL CONTROL VALVE
PLAT	PLATFORM
PLT	PLATFORM
PM	PLATFORM MODULE
POT	POTENTIOMETER
PRES	PRESSURE
PRS	PRESSURE
PT	POINT
R	REAR or RIGHT
REV	REVERSE or REVISION
RET	RETRACT
ROT.	ROTATE
RT	RIGHT

Table 6-1. Analyzer Abbreviations

ABBREVIATION	MEANING
S/C	SHORT CIRCUIT
SEL	SELECTOR
SN	SERIAL NUMBER
SPD	SPEED
STOW	STOWED
STOWD	STOWED
SW	SWITCH or SOFTWARE
TELE	TELESCOPE
TEMP	TEMPERATURE
TORQ.	TORQUE
TRN	TRANSPORT
T/T	TURNTABLE
T	TOWER
TURNTBL	TURNTABLE
TWR	TOWER
U	UPPER or UP
V	VOLT
VER	VERSION
VLV	VALVE
WIT	WITNESS
YEL	YELLOW

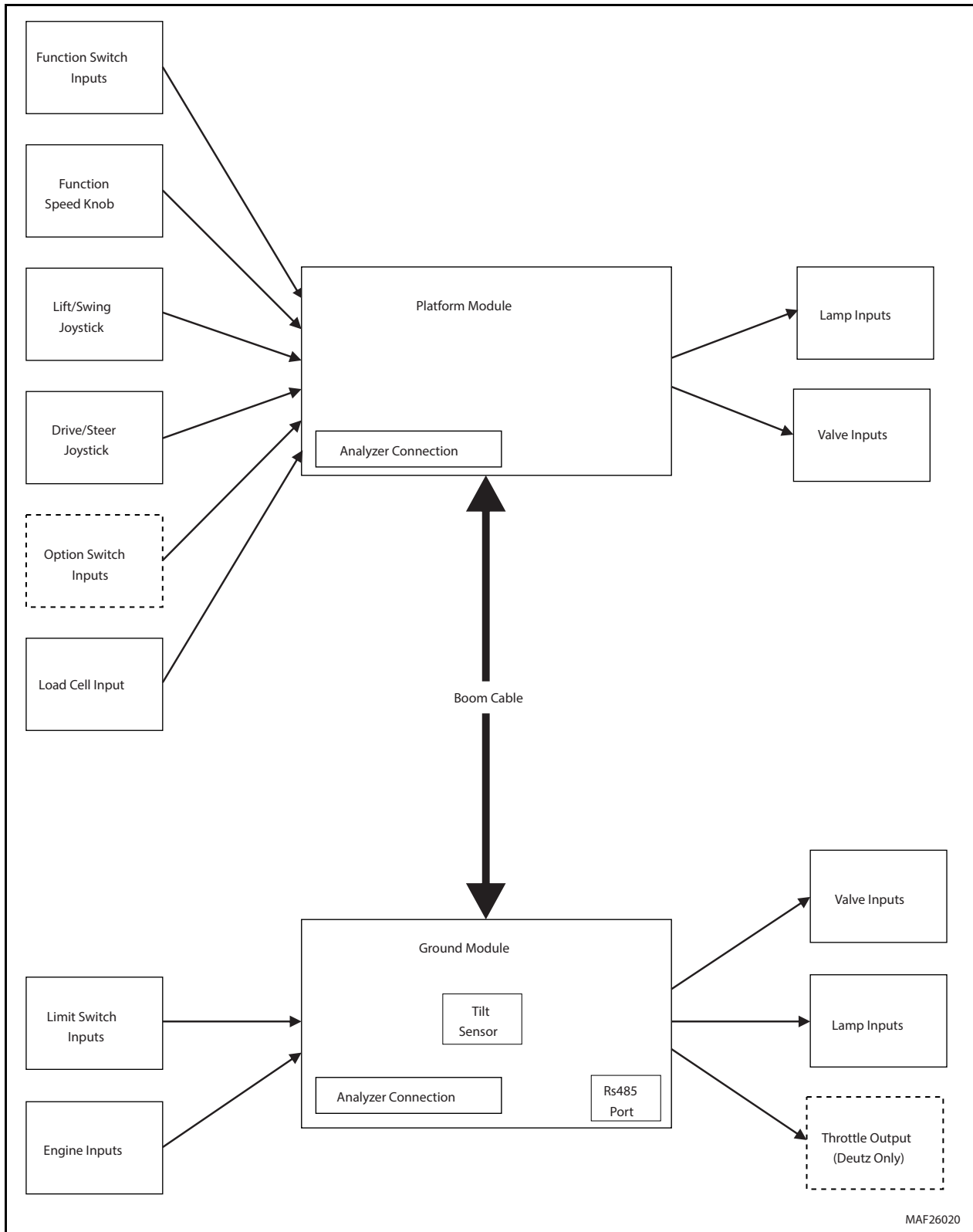
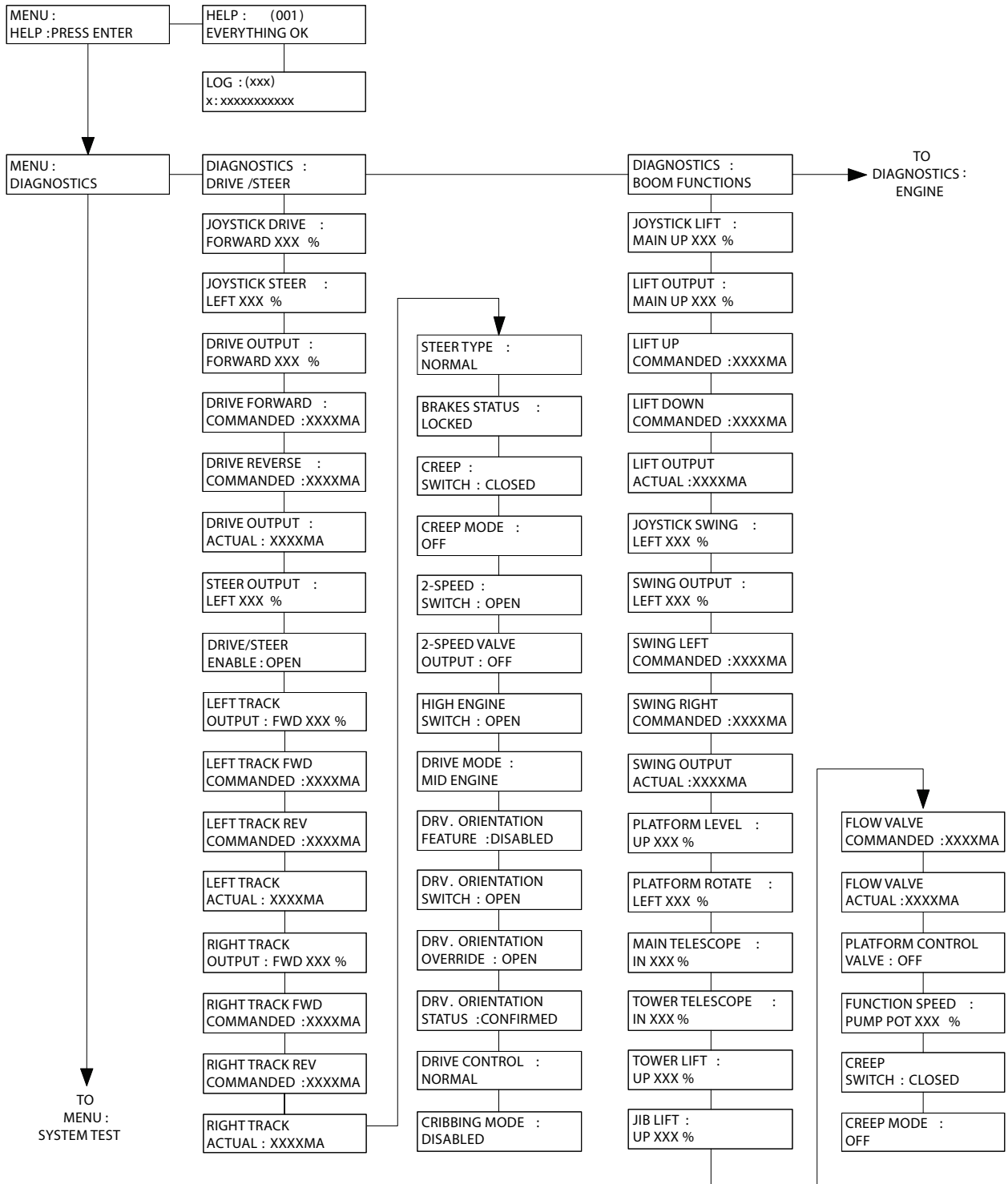


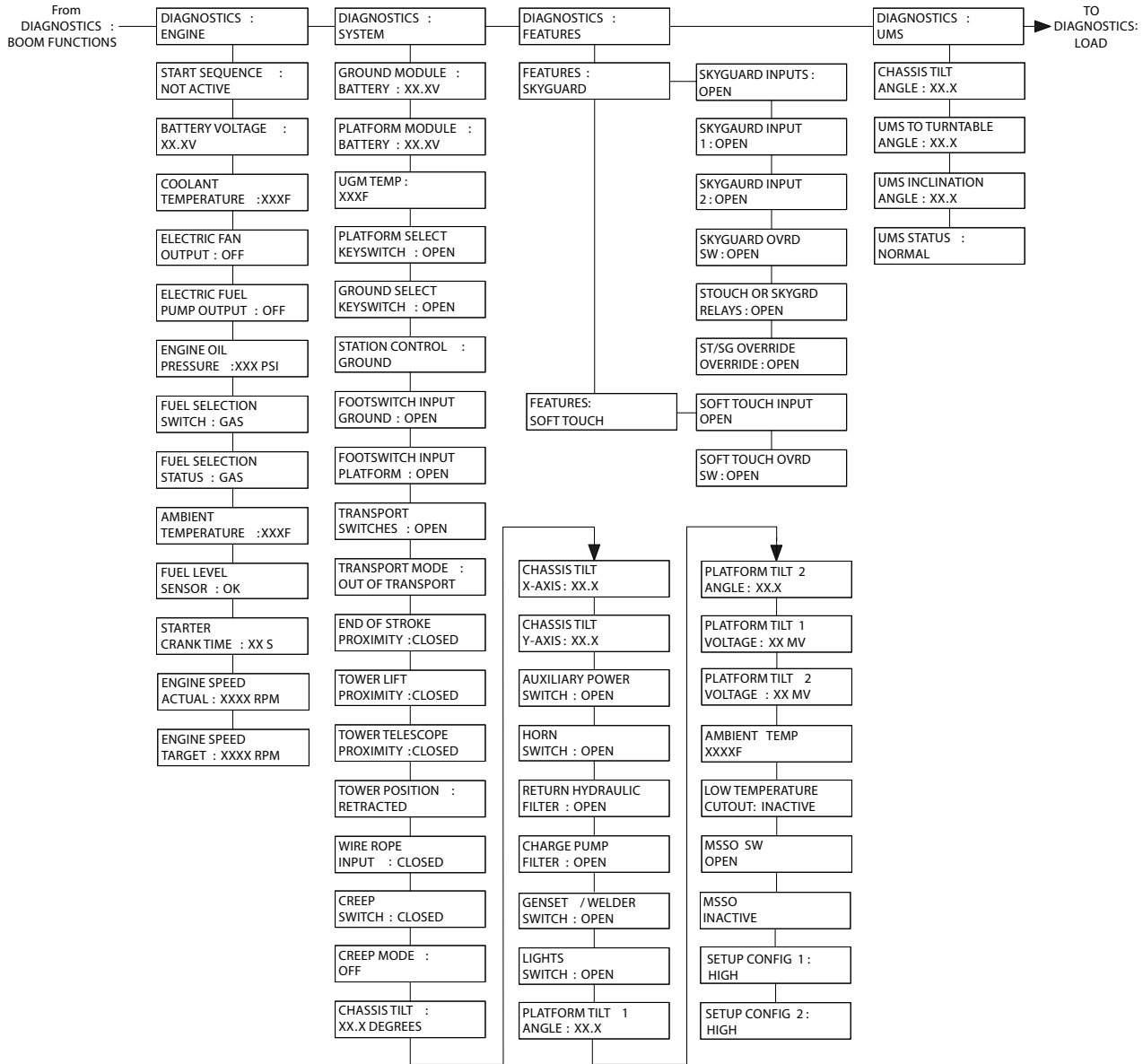
Figure 6-2. ADE Block Diagram



1001103790-X
MAE9780X

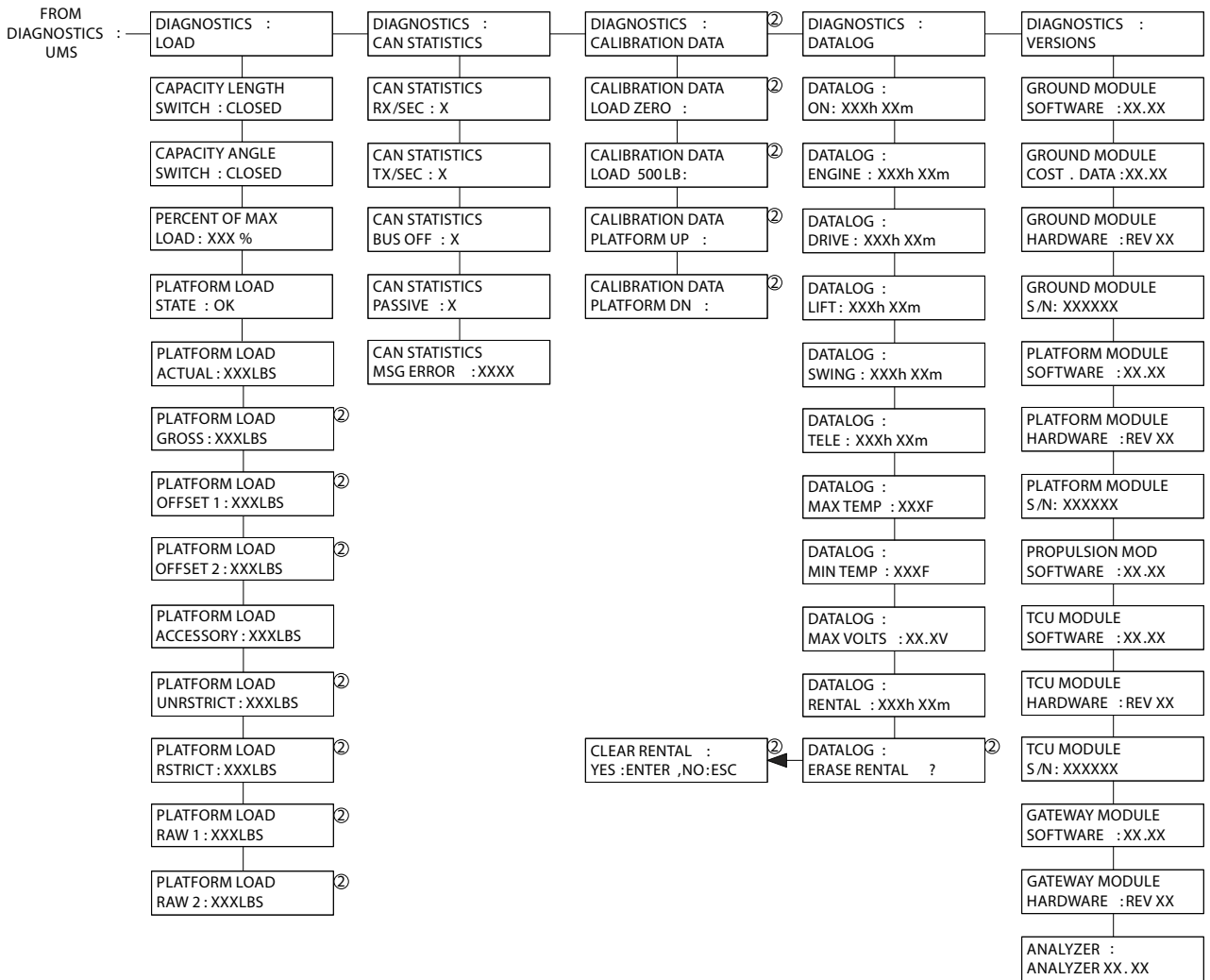
Figure 6-3. Analyzer Flow Chart Software Version P6.33 - Sheet 1 of 7

SECTION 6 - JLG CONTROL SYSTEM



1001103790-X
MAE8990X

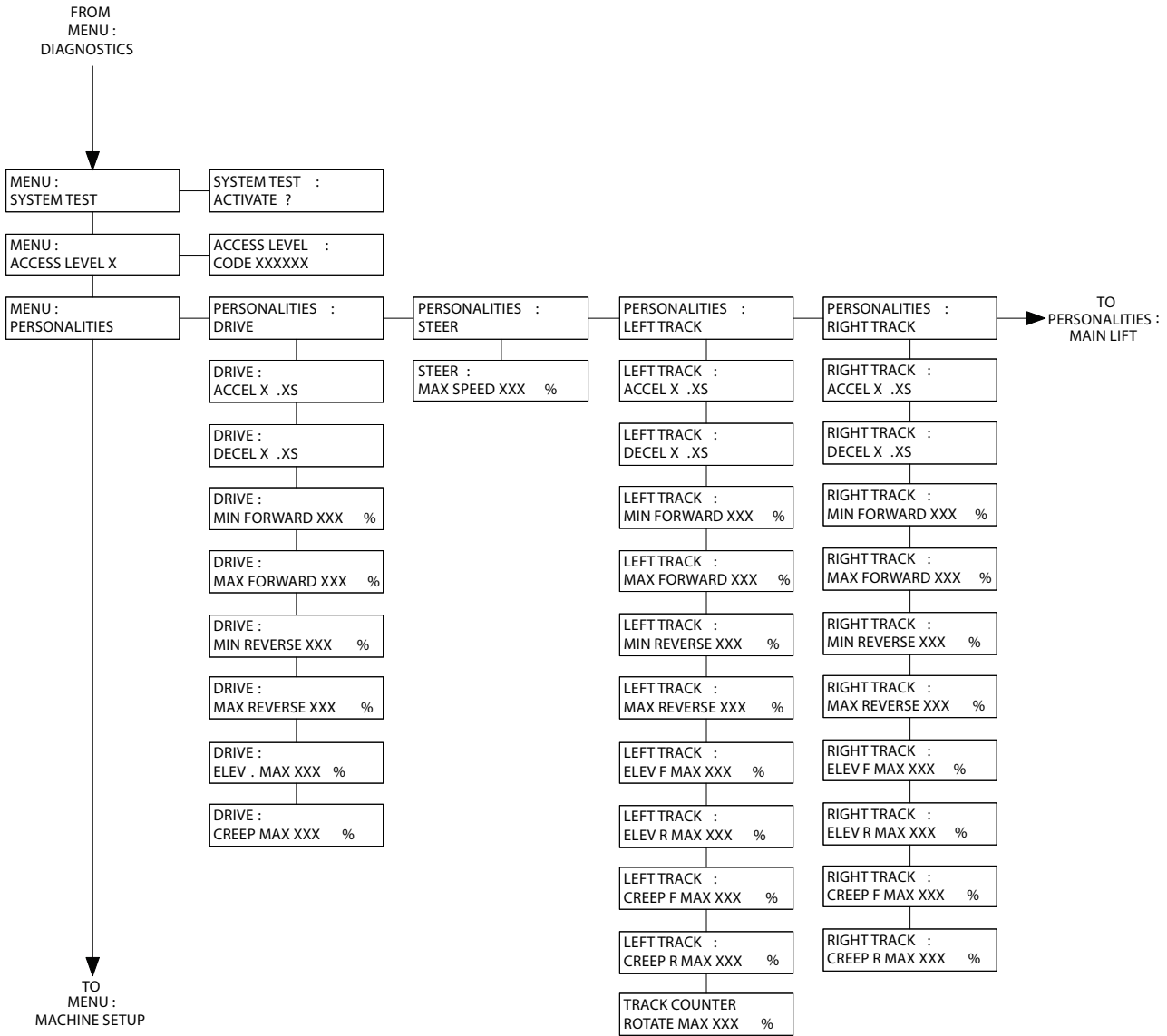
Figure 6-4. Analyzer Flow Chart Software Version P6.33 - Sheet 2 of 7



1001103790-X
MAE9200X

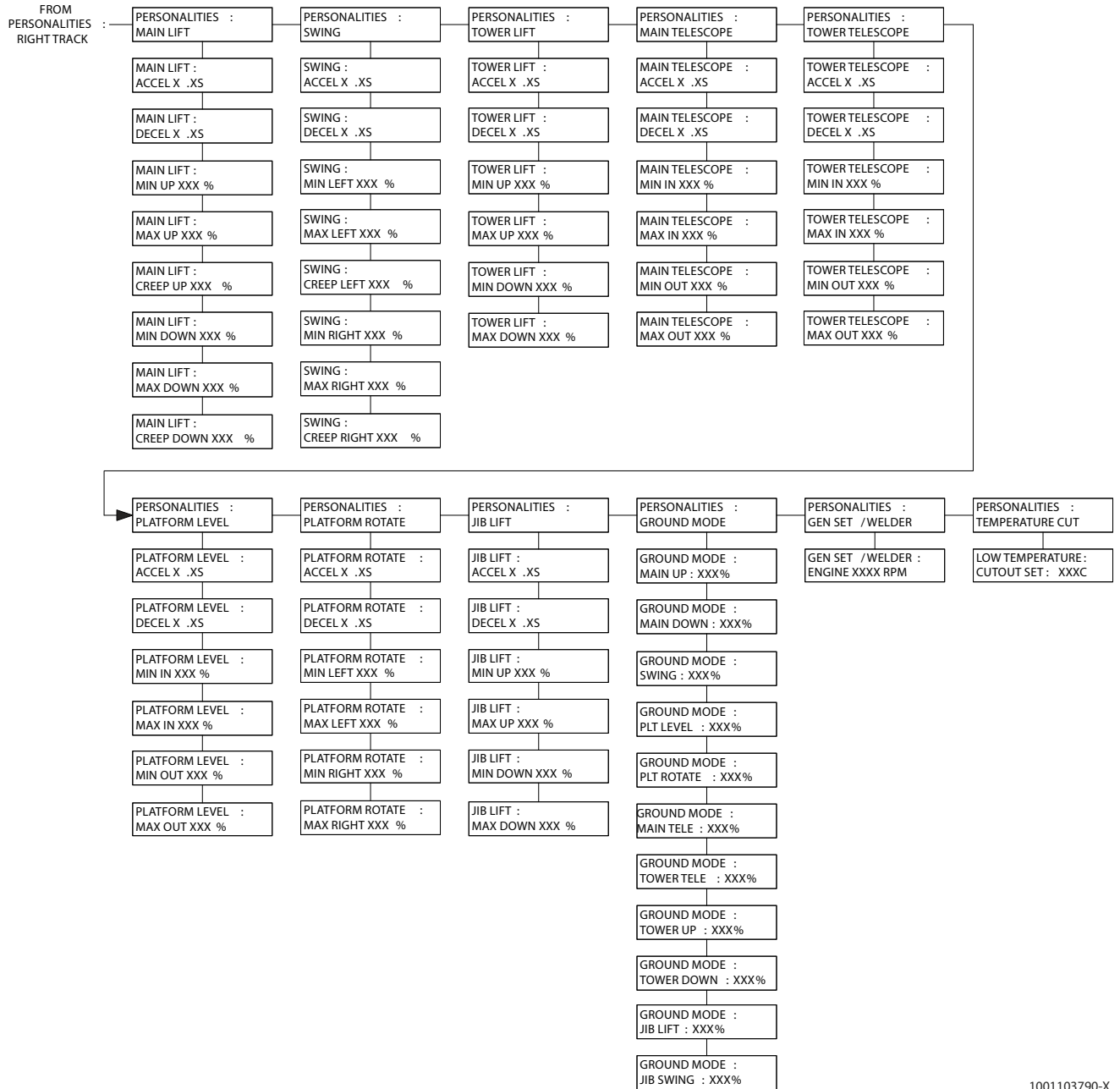
Figure 6-5. Analyzer Flow Chart Software Version P6.33 - Sheet 3 of 7

SECTION 6 - JLG CONTROL SYSTEM



1001103790-X
MAE9510X

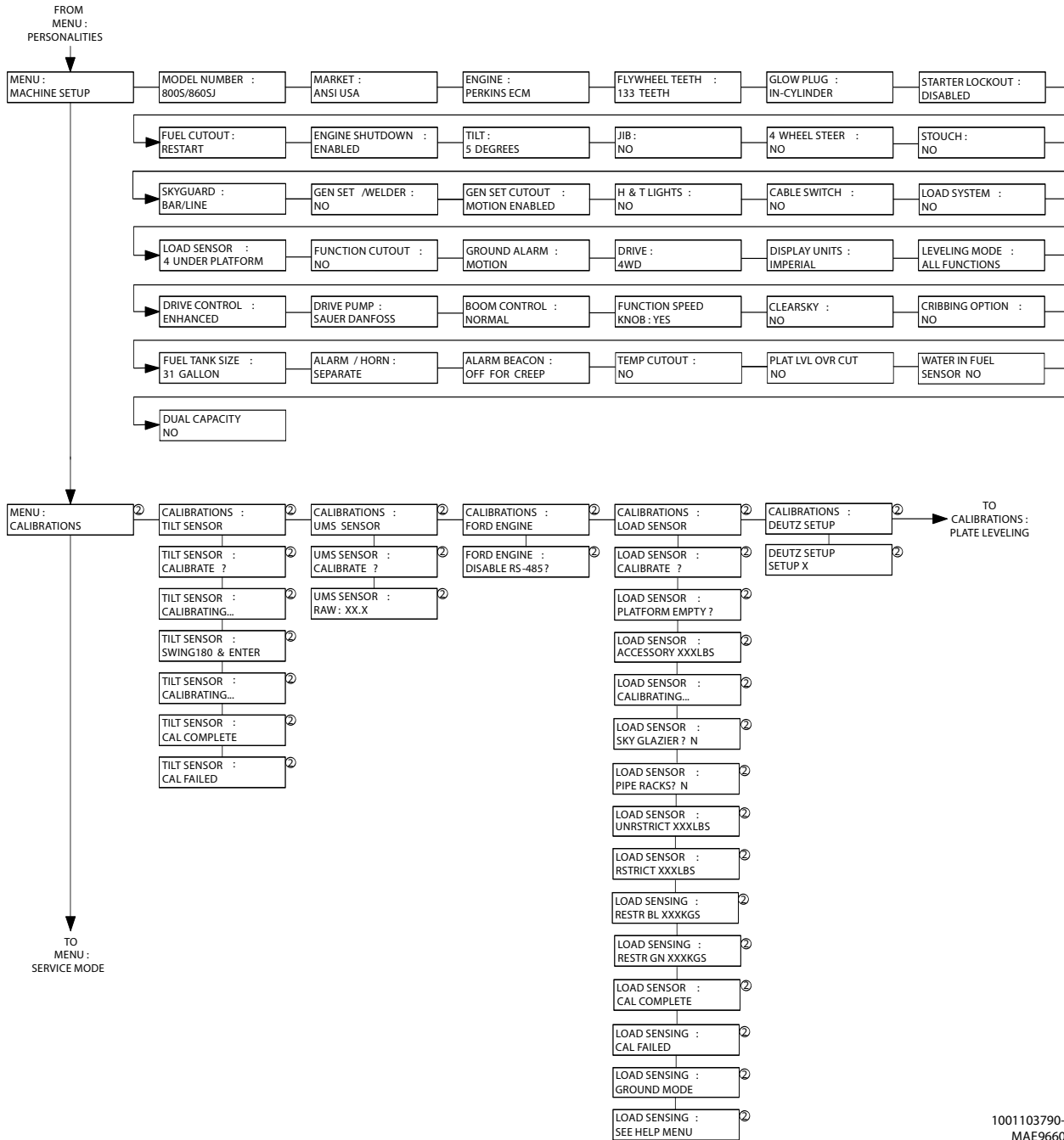
Figure 6-6. Analyzer Flow Chart Software Version P6.33 - Sheet 4 of 7



1001103790-X
MAE9580X

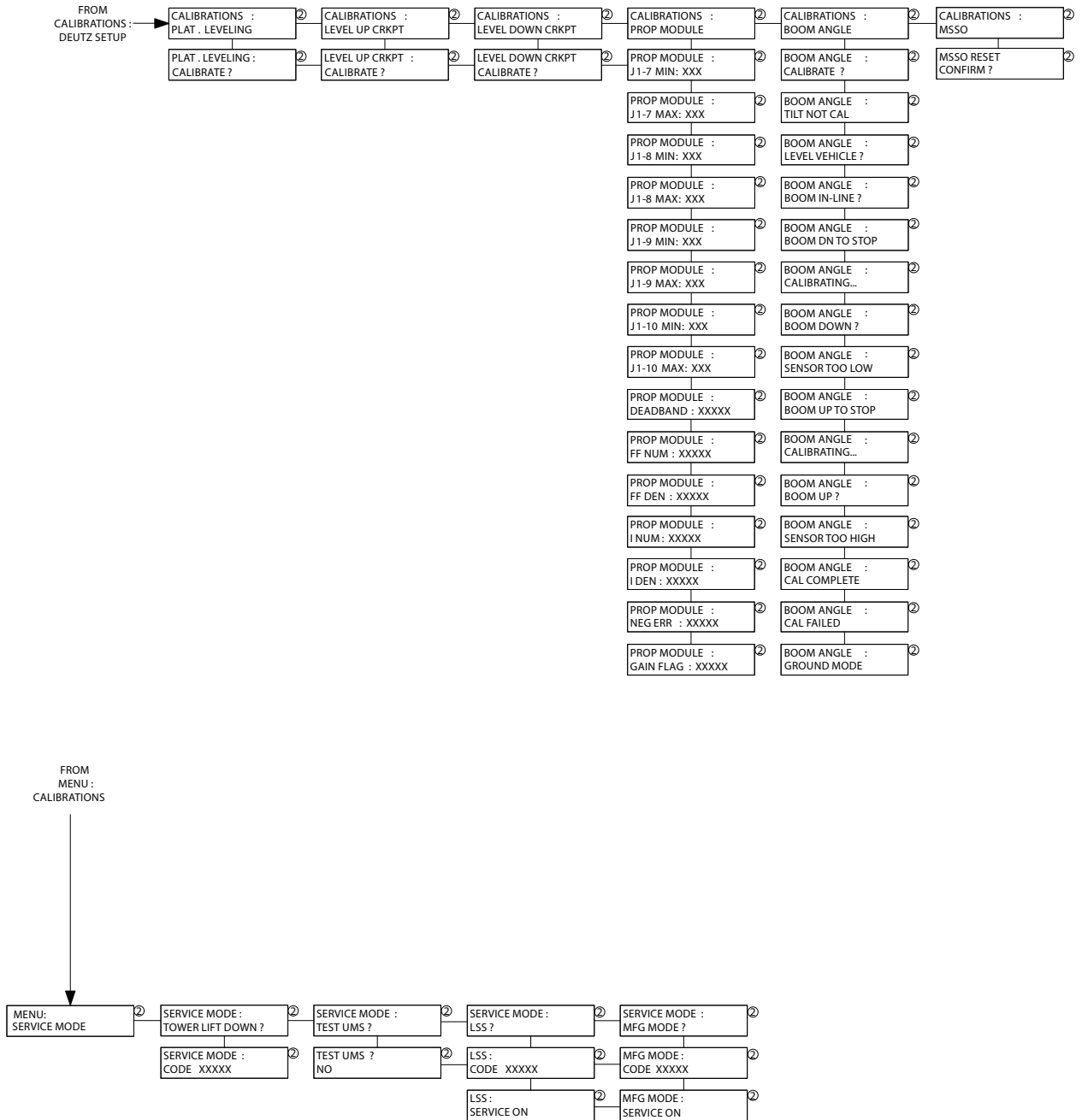
Figure 6-7. Analyzer Flow Chart Software Version P6.33 - Sheet 5 of 7

SECTION 6 - JLG CONTROL SYSTEM



1001103790-X
MAE9660X

Figure 6-8. Analyzer Flow Chart Software Version P6.33 - Sheet 6 of 7



1001103790-X
MAF06050X

Figure 6-9. Analyzer Flow Chart Software Version P6.33 - Sheet 7 of 7

6.2 MACHINE PERSONALITY SETTINGS

NOTE: Personality settings can be adjusted within the adjustment range for optimum machine performance.

Table 6-2. Personality Ranges/Defaults

FUNCTION	PERSONALITY	RANGE	DEFAULTS	
			Drive Pump M46-XXX	Drive Pimp 830XXX
DRIVE	Acceleration	0.0s to 5.0s	2.0s	
	Deceleration	0.0s to 3.0s	2.0s	
	Forward Minimum	1 to 35%	4%	
	Forward Maximum	1 to 100%	50%	97%
	Reverse Minimum	1 to 35%	4%	
	Reverse Maximum	1 to 100%	50%	97%
	Elevated Maximum	1 to 100%	15%	62%
	Creep Maximum	1 to 90%	20%	45%
STEER	Maximum	1 to 100%	100%	
MAIN LIFT	Acceleration	0.0s to 5.0s	2.0s	
	Deceleration	0.0s to 3.0s	0.7s	
	Minimum Up	1 to 60%	60%	
	Maximum Up	1 to 100%	75%	
	Creep Up	1 to 65%	65%	
	Minimum Down	1 to 60%	50%	
	Maximum Down	1 to 100%	80%	
	Creep Down	1 to 75%	72%	
	Soft Up	1 to 75%	60%	
	Soft Down	1 to 75%	55%	
TOWER LIFT	Acceleration	0.0s to 5.0s	1.0s	
	Deceleration	0.0s to 3.0s	0.5s	
	Minimum Up	1 to 60%	45%	
	Maximum Up	1 to 100%	100%	
	Minimum Down	1 to 60%	45%	
	Maximum Down	1 to 100%	100%	

Table 6-2. Personality Ranges/Defaults

FUNCTION	PERSONALITY	RANGE	DEFAULTS	
			Drive Pump M46-XXX	Drive Pimp 830XXX
SWING	Acceleration	0.0s to 5.0s	2.0	
	Deceleration	0.0s to 3.0s	1.5	
	Minimum Left	1 to 50%	50%	
	Maximum Left	1 to 100%	70%	
	Creep Left	1 to 65%	60%	
	Minimum Right	1 to 50%	50%	
	Maximum Right	1 to 100%	70%	
	Creep Right	1 to 65%	60%	
MAINTELESCOPE	Acceleration	0.0s to 5.0s	3.5s	
	Deceleration	0.0s to 3.0s	1.2s	
	Minimum In	1 to 65%	40%	
	Maximum In	1 to 100%	75%	
	Minimum Out	1 to 65%	45%	
	Maximum Out	1 to 100%	100%	
TOWERTELESCOPE	Acceleration	0.0s to 5.0s	1.0s	
	Deceleration	0.0s to 3.0s	0.5s	
	Minimum In	1 to 65%	45%	
	Maximum In	1 to 100%	100%	
	Minimum Out	1 to 65%	45%	
	Maximum Out	1 to 100%	100%	
PLATFORM LEVEL	Acceleration	0.0s to 5.0s	2.5s	
	Deceleration	0.0s to 3.0s	0.5s	
	Minimum Up	1 to 65%	28%	
	Maximum Up	1 to 100%	100%	
	Minimum Down	1 to 65%	27%	
	Maximum Down	1 to 100%	85%	

SECTION 6 - JLG CONTROL SYSTEM

Table 6-2. Personality Ranges/Defaults

FUNCTION	PERSONALITY	RANGE	DEFAULTS	
			Drive Pump M46-XXX	Drive Pimp 830XXX
PLATFORM ROTATE	Acceleration	0.0s to 5.0s	1.4s	
	Deceleration	0.0s to 3.0s	0.7s	
	Minimum Left	1 to 100%	23%	
	Maximum Left	1 to 100%	100%	
	Minimum Right	1 to 100%	23%	
	Maximum Right	1 to 100%	100%	
JIB LIFT	Acceleration	0.0s to 5.0s	1.8s	
	Deceleration	0.0s to 3.0s	0.8s	
	Minimum Up	1 to 65%	30%	
	Maximum Up	1 to 100%	100%	
	Minimum Down	1 to 65%	30%	
	Maximum Down	1 to 100%	100%	
GROUND MODE	TowerLift Up	1 to 100%	99%	
	TowerLift Down	1 to 100%	99%	
	Main Lift Up	1 to 100%	74%	
	Main Lift Down	1 to 100%	79%	
	Swing	1 to 100%	69%	
	Main Telescope	1 to 100%	74%	
	Tower Telescope	1 to 100%	99%	
	Platform Level	1 to 100%	84%	
	Platform Rotate	1 to 100%	99%	
	Jib Lift	1 to 100%	99%	

NOTE: Personality settings can be adjusted anywhere within the adjustment range for optimum machine performance.

NOTE: GROUND MODE speeds are automatically limited to being lower than platform speed for a given function.

NOTE: Set personalities in the following order: creep speeds, platform speeds, and then set ground speeds.

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6.3 MACHINE CONFIGURATION PROGRAMMING INFORMATION

Table 6-3. Machine Configuration Programming Information - Version P6.33

Configuration Label/Digit	Number	Description	Default Number
NOTE: The machine configuration must be completed before any personality settings can be changed. Changing the personality settings first and then changing the model number of the machine configuration will cause the personality settings to return to default values.			
MODEL NUMBER: 1	1	600A	1
	2	800A	
	3	800S	
	4	H800A	
MARKET: 2*	1	ANSI USA	1
	2	ANSI EXPORT	
	3	CSA	
	4	CE	
	5	AUSTRALIA	
	6	JAPAN	
	7	GB	
*Certain model selections will limit market options.			

SECTION 6 - JLG CONTROL SYSTEM

Table 6-3. Machine Configuration Programming Information - Version P6.33

Configuration Label/Digit	Number	Description	Default Number
ENGINE: 3*	1	FORD EFI GAS: Ford LRG425 EFI Gas (Tier 1)	13
	2	FORD EFI D/F: Ford LRG425 EFI dual fuel (Tier 1)	
	3	DEUTZ F4 TIER1: Deutz F4M1011F Diesel (Tier 1)	
	4	DEUTZ F3 TIER1: Deutz F3M1011F Diesel (Tier 1)	
	5	CAT. 3024C: CAT 3024C Diesel (Tier 2)	
	6	CAT. 3044C: CAT 3044C Diesel (Tier 2)	
	7	PERKINS 404C: (Tier 2)	
	8	PERKINS 804C	
	9	DEUTZ F4 TIER2: Deutz F4M2011 Diesel (Tier 2)	
	10	DEUTZ F3 TIER2: Deutz F3M2011 Diesel (Tier 2)	
	11	FORD GAS TIER2: Ford LRG425 EFI Gas (Tier 2)	
	12	FORD D/F TIER2: Ford LRG425 EFI Dual Fuel (Tier 2)	
	13	DEUTZ ECM: Engine Control Module - ECM (Tier 2 and Tier 3)	
	14	DUAL FUEL ECM: GM/PSI 3.0L Dual Fuel (Tier 2)	
	15	PERKINS ECM	
	16	CAT ECMT4I	
	17	CAT ECMT4F	
	18	DEUTZ EMR4: Deutz Engine Control Module (Tier 4 Final)	
	19	FORD DUAL FUEL	
	20	KUBOTA D1305	
<p>* Certain model selections will limit engine options. * Certain market selections will limit engine options.</p>			
GLOW PLUG: 4*	1	NO GLOW PLUGS: No glow plugs installed.	3
	2	AIR INTAKE: Glow plugs installed in the air intake on the manifold.	
	3	IN-CYLINDER: Glow plugs installed in each cylinder.	
<p>* Only visible for diesel engine selections.</p>			

Table 6-3. Machine Configuration Programming Information - Version P6.33

Configuration Label/Digit	Number	Description	Default Number
STARTER LOCKOUT: 5*	1	DISABLED: Automatic pre-glow time determined by ambient air temperature; engine start can be attempted at any time during pre-glow.	1
	2	ENABLED: Automatic pre-glow time determined by ambient air temperature; engine start is NOT permitted until pre-glow is finished.	
* Only visible for diesel engine selections.			
ENGINE SHUTDOWN: 6	1	DISABLED: No engine shutdown.	2
	2	ENABLED: Shutdown engine when coolant temperature is greater than 110 deg. C or the oil pressure is less than 8 PSI.	
FUEL CUTOUT: 7*	1	RESTART: Engine allowed to be restarted multiple times when very low fuel level is reached	1
	2	ONERESTART: Engine allowed to be restarted once for 2 minutes when very low fuel level is reached	
	3	ENGINE STOP: Engine not able to restart when very low fuel level is reached	
* Only visible for diesel engine selections.			
TILT: 8*	1	5 DEGREES: Reduces the maximum speed of all boom functions to creep when tilted more than 5 degrees and above elevation; also reduces drive speed to creep.	8
	2	4 DEGREES: Reduces the maximum speed of all boom functions to creep when tilted more than 4 degrees and above elevation; also reduces drive speed to creep.	
	3	3 DEGREES: Reduces the maximum speed of all boom functions to creep when tilted more than 3 degrees and above elevation; also reduces drive speed to creep.	
	4	4 DEGREES + CUT: Reduces the maximum speed of all boom functions to creep when tilted more than 4 degrees and above elevation; also disallows tower lift up, tower telescope out, drive, main telescope out and main lift up.	
	5	3 DEGREES + CUT: Reduces the maximum speed of all boom functions to creep when tilted more than 3 degrees and above elevation; also disallows tower lift up, tower telescope out, drive, main telescope out and main lift up.	
	6	5 DEGREES + CUT: Reduces the maximum speed of all boom functions to creep when tilted more than 5 degrees and above elevation; also disallows tower lift up, tower telescope out, drive, main telescope out and main lift up.	
	7	5 DEG + DRV CUT Reduces the maximum speed of all boom functions to creep when tilted more than 5 degrees and above elevation; also reduces drive speed to creep when drive reversal is allowed, drive is disallowed otherwise.	
	8	4 DEG + DRV CUT Reduces the maximum speed of all boom functions to creep when tilted more than 4 degrees and above elevation; also reduces drive speed to creep when drive reversal is allowed, drive is disallowed otherwise.	
	9	3 DEG + DRV CUT Reduces the maximum speed of all boom functions to creep when tilted more than 3 degrees and above elevation; also reduces drive speed to creep when drive reversal is allowed, drive is disallowed otherwise.	
* Certain market selections will limit tilt options and alter default setting.			

SECTION 6 - JLG CONTROL SYSTEM

Table 6-3. Machine Configuration Programming Information - Version P6.33

Configuration Label/Digit	Number	Description	Default Number
JIB: 9*	1	NO: No jib installed.	1
	2	YES: Jib installed which has up and down movements only.	
* Only visible under certain model selections.			
4 WHEEL STEER: 10*	1	NO: No four-wheel steer installed.	1
	2	YES: Four-wheel steer installed.	
* Only visible under certain model selections.			
SOFT TOUCH: 11*	1	NO: No soft touch installed.	1
	2	YES: Soft touch installed	
* Only visible under certain model selections.			
SKY GUARD: 12	1	NO: No SkyGuard installed.	2
	2	BAR/SKYLINE: SkyGuard system installed.	
	3	SKYEYE: SkyGuard system installed.	
GEN SET/WELDER: 13	1	NO: No generator installed.	1
	2	BELT DRIVE: Belt driven setup.	
GEN SET CUTOUT: 14*	1	MOTION ENABLED: Motion enabled when generator is ON.	1
	2	MOTION CUTOUT: Motion cutout in platform mode only.	
* Only visible if gen set/ welder selection is not NO.			
H & T LIGHTS: 15	1	NO: No head and tail lights installed.	1
	2	YES: Head and tail lights installed.	
CABLE SWITCH: 16*	1	NO: No broken cable switch installed.	1
	2	YES: Broken cable switch installed.	
* Only visible under certain model selections.			
LOAD SYSTEM: 17*	1	NO: No load sensor installed.	3
	2	WARN ONLY: Functions in creep, overload lamp lit, platform alarm beeps (5 sec ON, 2 sec OFF).	
	3	CUTOUT PLATFORM: All functions cutout, overload lamp lit, platform alarm beeps (5 sec ON, 2 sec OFF).	
	4	CUTOUT ALL: All functions cutout, flash overload light (500mS on, 500mS off), platform alarm beeps (5 sec ON, 2 sec OFF).	
* Certain market selections will limit load system options or alter default setting.			

Table 6-3. Machine Configuration Programming Information - Version P6.33

Configuration Label/Digit	Number	Description	Default Number
FUNCTION CUTOUT: 18*	1	NO: No drive cutout.	1
	2	BOOM CUTOUT: Boom function cutout while driving above elevation.	
	3	DRIVE CUTOUT: Drive & steer cutout above elevation.	
* Certain market selections will limit function cutout options or alter default setting.			
GROUND ALARM: 19	1	NO: No ground alarm installed.	4
	2	DRIVE: Travel alarm sounds when the drive function is active (Option).	
	3	DESCENT: Descent alarm sounds when lift down is active (Option).	
	4	MOTION: Motion alarm sounds when any function is active (Option).	
DRIVE: 20	1	4WD: Four wheel drive.	1
	2	2WD: Two wheel drive	
	3	2WDW/ 2-SPEED: Two wheel drive with 2-speed valve.	
DISPLAY UNITS: 21*	1	IMPERIAL: DEG F, PSI, LB	1
	2	METRIC: DEG C, KPA, KGS	
* Certain market selections will alter default setting.			
LEVELING MODE: 22*	1	ALL FUNCTIONS: Platform level with all functions.	1
	2	LEVEL LIFT/TELESCOPE: Platform level on lift and telescope only.	
* Only visible under certain model selections.			
DRIVE CONTROL 23*	1	NORMAL: Drive coils are energized from the Ground Module.	3
	2	PROPULSION: Drive coils are energized from the Propulsion Module.	
	3	ENHANCED: Drive coils are energized from the Ground Module and the ground side of the drive coils are brought back to current feedback returns.	
* Only visible under certain model selections.			
DRIVE PUMP: 24*	1	SAUER DANFOSS: Machine equipped with Sauer Danfoss drive pump.	1
	2	EATON: Machine equipped with Eaton drive pump.	
	3	M46-XXXX: Machine equipped with M46-XXXX drive pump.	
	4	830XXXXX: Machine equipped with 830XXXXX: drive pump	
* Only visible under certain model selections.			

SECTION 6 - JLG CONTROL SYSTEM

Table 6-3. Machine Configuration Programming Information - Version P6.33

Configuration Label/Digit	Number	Description	Default Number
BOOM CONTROL: 25*	1	NORMAL: Boom function coils are energized from the Ground Module.	2
	2	ENHANCED: Boom function are energized from the Ground Module and the ground side of the drive coils are brought back to current feedback returns.	
* Only visible under certain model selections.			
CLEARSKY: 26	1	NO: ClearSky (telematics) options is disabled.	1
	2	YES: ClearSky (telematics) option is enabled.	
CRIBBING OPTION: 27*	1	NO: Cribbing Option is disabled.	1
	2	YES: Cribbing Option is enabled.	
* Only visible under certain model selections.			
FUEL TANK SIZE: 28*	1	31 Gallon Tank	1
	2	52 Gallon Tank	
* Only visible under certain model selections.			
ALARM / HORN: 29	1	SEPARATE: Separate alarm and horn.	2
	2	COMBINED: Combination alarm / horn.	
ALERT BEACON: 30	1	OFF FOR CREEP: Alert beacon will not flash while in Creep	1
	2	20FPS FOR CREEP: Alert beacon will flash at 20FPS while in Creep	
TEMP CUTOUT: 31*	1	NO: Temp Cutout is Disabled	1
	2	YES: Temp Cutout is Enabled	
* Certain model selections will limit temp cutout options.			
PLAT LVL OVR CUT 32	1	NO: Platform Level Override will always be functional	1
	2	YES: Platform Level Override will only be functional when In Transport	
WATER IN FUEL SENSOR: 33*	1	NO: Water in Fuel Sensor Disabled	1
	2	YES: Water in Fuel Sensor Enabled	
* Only visible if engine selection is Deutz EMR4.			
DUAL CAPACITY 34*	1	NO: Dual Capacity is disabled.	1
	2	YES: Dual Capacity is enabled.	
	3	TRIPLE: Triple Capacity system installed.	
* Only visible under certain model selections.			

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**Table 6-4. Machine Configuration Programming Settings
(Software Version P6.33)**

600AJ	ANSI USA	ANSI Export	CSA	CE	Australia	Japan	GB
Model Number	1	1	1	1	1	1	1
Market	1	2	3	4	5	6	7
Engine	13	13	13	13	13	13	13
Glow Plug	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
	3	3	3	3	3	3	3
Starter Lockout	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Engine Shutdown	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Fuel Cutout	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
	3	3	3	3	3	3	3
Tilt	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	4	4	4	4	4	4	4
	5	5	5	5	5	5	5
	X	X	X	X	X	6	X
	X	X	X	X	X	7	X
	8	8	8	8	8	8	8
	9	9	9	9	9	9	9
Jib	X	X	X	X	X	X	X
	2	2	2	2	2	2	2
4 Wheel Steer	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Soft Touch	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Skyguard	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
	3	3	3	3	3	3	3
Gen Set / Welder	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Gen Set Cutout	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Head & Tail Lights	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Cable Break Switch	1	1	1	1	1	1	1
	X	X	X	X	X	X	X

**Table 6-4. Machine Configuration Programming Settings
(Software Version P6.33)**

600AJ	ANSI USA	ANSI Export	CSA	CE	Australia	Japan	GB
Load System	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	3	3	3	X	3	3	3
	4	4	4	4	X	4	4
Function Cutout	1	1	1	1	1	1	1
	X	2	2	2	2	2	2
	3	3	3	X	3	3	3
Ground Alarm	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
	3	3	3	3	3	3	3
	4	4	4	4	4	4	4
Drive Type	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
	3	3	3	3	3	3	3
Display Units	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Leveling Mode	1	1	1	1	1	1	1
	X	X	X	X	X	X	X
Drive Control	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
	3	3	3	3	3	3	3
Drive Pump	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	3	3	3	3	3	3	3
	4	4	4	4	4	4	4
Boom Control	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Clear Sky	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Cribbing Option	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Fuel Tank Size	1	1	1	1	1	1	1
	X	X	X	X	X	X	X
Alarm / Horn	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Alert Beacon	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Temp Cutout	1	1	1	1	1	1	1
	X	2	X	2	X	X	2

SECTION 6 - JLG CONTROL SYSTEM

**Table 6-4. Machine Configuration Programming Settings
(Software Version P6.33)**

600AJ	ANSI USA	ANSI Export	CSA	CE	Australia	Japan	GB
Plat Lvl Ovr Cut	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Water In Fuel Sensor	1	1	1	1	1	1	1
	2	2	2	2	2	2	2
Capacity	1	1	1	1	1	1	1
	X	X	X	X	X	X	X
	3	3	3	3	3	3	3
<p>BOLD BLUE text indicates the default setting. Plain text indicates another available selection. ITALIC TEXT indicates the default when option is factory installed. SHADED CELLS indicate hidden menu or selection.</p>							
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6.4 MACHINE PERSONALITY SETTINGS

DRIVE (Below Elevation): Test should perform on a smooth, level surface. The Drive Select Switch should be in the "Max Speed" position. Start approximately 25 ft. (7.6 m) from starting point so the unit is at a maximum speed when starting the test. Results should be recorded for a 200 ft. (61 m) course. Drive forward, "High Speed", record time.

DRIVE (Above Elevation): Test should perform on a smooth, level surface. The Drive Select Switch should be in the "Max Speed" position, the boom should be > 10 degrees above horizontal to ensure the drive is working in Max Torque mode. Results should be recorded for a 50 ft. (15.2 m) course. Drive forward, record time. Drive reverse, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Drive Forward and Reverse. Return Knob to fully clockwise.

SWING: Boom at full elevation, Telescope Retracted. Swing Right until over rear axle or end stop (if equipped). To eliminate effect of controller ramp up/down, record time starting, while swinging, as turntable is centered. Swing Left 360 degrees or end stop (if equipped), record time. Swing Right 360 degrees or end stop (if equipped), record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will swing left and right. Return Knob to fully clockwise.

TOWER LIFT: Upper boom horizontal, Telescope Retracted. Tower Lift Up, record time. Tower Lift Down, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Tower Up and Down. Return Knob to fully clockwise.

MAIN LIFT: Tower Lift fully elevated, Tower Telescope fully extended, Main Telescope fully retracted. Main Lift Up, record time. Main Lift Down, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Lift Up and Down. Return Knob to fully clockwise.

MAIN TELESCOPE: Main Lift at full elevation, Telescope retracted. Telescope Out, record time. Telescope In, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Telescope In and Out. Return Knob to fully clockwise.

TOWER TELESCOPE: Tower Lift fully elevated, upper boom horizontal, Telescope retracted. Telescope out, record time. Telescope in, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Jib Lift Up and Down. Return Knob to fully clockwise.

JIB LIFT: Platform level and centered with the boom, Jib Lift down until stop. Jib Lift Up, record time. Jib Lift Down, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Jib Lift Up and Down. Return Knob to fully clockwise.

PLATFORM ROTATE: Platform level, rotate platform right until stop. Platform Left, record time. Platform Right, record time. Turn Platform Speed Control Knob fully counterclockwise to enter Creep mode; Creep light on Panel must be energized. Verify that machine will Platform Rotate Left and Right. Return Knob to fully clockwise.

NOTE: *When the platform speed control knob turned fully counterclockwise. The platform rotate may not work, this is acceptable.*

Test Notes

1. Personality settings can be adjusted anywhere within the adjustment range in order to achieve optimum machine performance.
2. Stop watch should be started with the function movement, not with actuation of the joystick or switch.
3. Drive speeds should be set to the values below regardless of the tire size.
4. All speed tests are run from the platform, these speeds do not reflect the ground control operation.
5. The Platform Speed Control knob must be at full speed (turned clockwise completely) unless noted.
6. Some flow control functions may not work with the Platform Speed Control knob clicked into the creep position.
7. Functional speeds may vary due to cold thick hydraulic oil. Test should be run with the oil temperature above 38° C (100° F).

Table 6-5. Function Speeds (In Seconds)

Function	Speed (Seconds)
Main Lift Up	26 - 32
Main Lift Down	26 - 32
Swing Right & Left (No more than 10% difference between swing left and swing right.)	79 - 101
Main Telescope In	22 - 30
Main Telescope Out	35 - 50
Platform Rotate Right & Left (No more than 15% difference between rotate left and rotate right.)	16 - 25
Articulating Jib Up	22 - 34
Articulating Jib Down	16 - 26
Tower Lift Up	37 - 50
Tower Lift Down	28 - 38
Tower Telescope Out	15 - 23
Tower Telescope In	09 - 15
Drive (4WD) (Other Engines) (Forward)	30 - 34
Drive (4WD) (Deutz Engines) (Forward)	34 - 38
Drive (4WD) (Above Horizontal) (Forward & Reverse)	46 - 54

6.5 CANBUS COMMUNICATIONS

CANbus: CAN (Control Area Network) is a two wire differential serial link between the Platform and Ground Modules providing bi-directional communications.

Two-wire: One wire (red) is driven high (5v) and the other low (black) (0v) to send a signal. Both wires "float" (2.5v) when no signal is being sent.

Differential: Any electrical line noise can affect the high or the low wires but never both, so communications is not corrupted.

Serial Link: Messages are being sent bit by bit along the wires; the high bus speed allow all modules to be constantly updated around 20 times per second. Typical traffic is 300 - 500 messages per second.

A complete CANbus circuit is approximately 60 ohms, which can be verified at the "T" fitting inside the ground station. Individual circuits are approximately 120 ohms.

The GROUND MODULE (UGM) is the master system controller. Most functions are dispatched and coordinated from this module. The PLATFORM MODULE handles sub-tasks. All characterized information (values) are stored in the ground module (i.e., Personalities or Calibrations).

Interlocks: Any device that sends an electrical input. (For an example a limit switch, proximity switch, etc).

Platform Level: The GROUND MODULE stores default values and handles interlocks. The PLATFORM MODULE reads sensors mounted on the platform assembly and controls Level Up / Down valves to maintain setpoint sent from the GROUND MODULE.

Steer: The GROUND MODULE stores crack points, and sends desired drive direction, steering mode, and axle extend/retract commands. The PLATFORM MODULE reports steering switch position to the GROUND MODULE.

Drive: The GROUND MODULE stores crack points and sends commands for each drive pump. (Command is computed from drive joystick input, interlocks, wheel angle, etc).

Lift, Tele, & Swing: The GROUND MODULE stores default values, and handles interlocks and calibration information. Lift, Telescope, and Swing commands depend on interlocks through out the machine. Boom angle, length, and swing are controlled by the GROUND MODULE.

6.6 MSSO (MACHINE SAFETY SYSTEM OVERRIDE)


The MSSO (Machine Safety System Override) fitted to the ground console and is standard only for the CE market. The MSSO is only used to retrieve an operator who is pinned, trapped, or unable to operate the machine from the platform controls and function controls are locked out from platform due to a platform overload situation.

Platform overload fault is logged like any other fault, it remains active and is displayed until it is removed using the JLG Analyzer.

No functional checks of the MSSO system are necessary. The JLG control system will set a Diagnostic Code if the MSSO enable switch is faulty.

6.7 LSS SYSTEM

The JLG-designed Load Sensing System (LSS) measures platform load via a sensor mounted in the platform support structure. If the actual platform load exceeds the selected Rated Load, the following will occur:

1. The Overload Visual Warning Indicator will flash at the selected control position (platform or ground). 
2. The Platform and Ground Alarms will sound 5 seconds On, and 2 seconds Off.
3. All normal movement will be prevented from the platform control position (optional - ground control functions may be prevented).
4. Further movement is permitted by:
 - a. Removing the excess platform load until actual platform load is less than Rated Load.
 - b. Operation of the overriding emergency system (Auxiliary Power Unit).
 - c. By an authorized person at the ground control position (optional - ground control functions may be prevented).
5. The Load Sensing System must be calibrated when one or more of the following conditions occur:
 - a. LSS Sensor removal or replacement
 - b. Addition or removal of certain platform mounted accessories. (Refer to Calibration)
 - c. Platform is removed, replaced, repaired or shows evidence of impact.



NOTICE

THE LOAD SENSING SYSTEM REQUIRES PERIODIC FUNCTION VERIFICATION NOT TO EXCEED 6 MONTHS FROM PREVIOUS VERIFICATION. REFER TO TESTING & EVALUATION.

All calibration procedures are menu driven through the use of a JLG Analyzer.

Diagnostic Menu

The Diagnostic Menu is another troubleshooting tool for the Load Sensing System. Sensor and status information is presented in real-time for the technician. Several sub-menus exist to organize the data.

To access the Diagnostic Menu, use the LEFT  and RIGHT  Arrow keys to select DIAGNOSTICS from the Top Level

Menu. Press the ENTER key  to view the menu.

Press the LEFT and RIGHT Arrow keys to view the displays and select the various sub-menus. To access a sub-menu, press the ENTER key. Once in a sub-menu, press the LEFT and RIGHT Arrow keys to view the various displays (just like a Top Level


menu). To exit a sub-menu, press the ESC key .

Table 6-6, Diagnostic Menu Descriptions details the structure of the Diagnostic Menu, and describes the meaning of each piece of information presented.

Table 6-6. Diagnostic Menu Descriptions

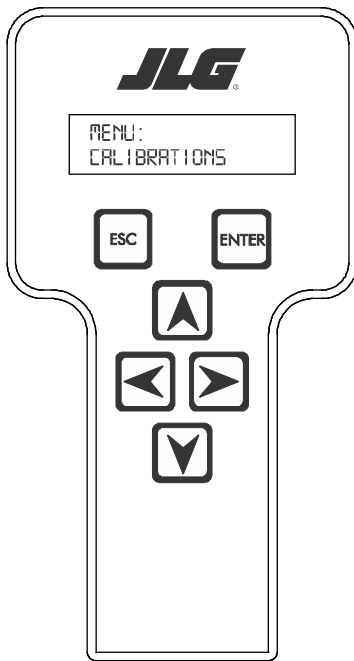
Diagnosics Menu (Displayed on Analyzer 1 st Line)	Parameter (Displayed on Analyzer 2 nd Line)	Parameter Value (Displayed on Analyzer 2 nd Line)	Description
PLATFORM LOAD	STATE:	OK / OVERLOAD	LSS Status.
PLATFORM LOAD	ACTUAL:	XXX.X KG	Calibrated weight of the platform. ??? if Platform Load is Unhealthy**.
PLATFORM LOAD (service*)	GROSS:	XXX.X KG	Gross weight of the platform. ??? if both Cells are Unhealthy**.
PLATFORM LOAD (service*)	OFFSET 1:	XXX.X KG	Stored offset weight of Cell 1. ??? if LSS is not calibrated.
PLATFORM LOAD (service*)	OFFSET 2:	XXX.X KG	Stored offset weight of Cell 1. ??? if LSS is not calibrated.
PLATFORM LOAD (service*)	ACCESSORY	XXX.X KG	Stored accessory weight. ??? if LSS is not calibrated.
PLATFORM LOAD (service*)	UNRESTRICT	XXX.X KG	UGM will set Unrestricted Rated Load as defined by Machine Configuration.
PLATFORM LOAD (service*)	RESTRICT	XXX.X KG	UGM will set Restricted Rated Load as defined by Machine Configuration.
PLATFORM LOAD (service*)	RAW 1:	XXX.X KG	Gross value from Cell 1. ??? if Unhealthy**.
PLATFORM LOAD (service*)	RAW 2:	XXX.X KG	Gross value from Cell 2. ??? if Unhealthy**.

* Indicates only visible in service view mode


** Typically indicates a DTC is active

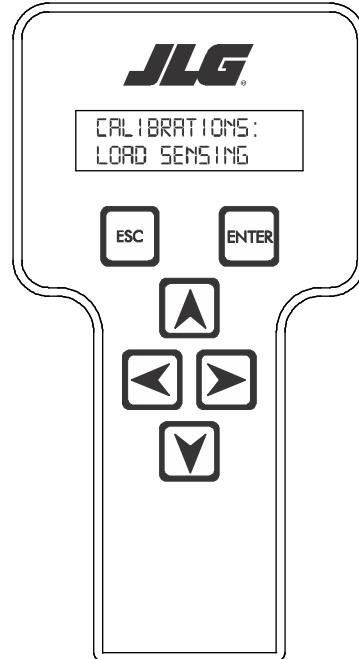
Calibration Procedure

1. Remove everything from the platform, except permanently fixed JLG Accessories, to allow the Load Sensing System to record its' weight during calibration. This includes all tools, debris, and customer-installed devices.
2. Plug the JLG Analyzer into the Machine at the Ground Station and enter Service Access Password 33271.
3. The platform should be approximately level for calibration. Level the platform from ground control (if necessary) to within +/- 5°.
4. To access the Calibration Menu, use the LEFT and RIGHT Arrow keys to select CALIBRATION from the Top Level Menu. The screen will read:

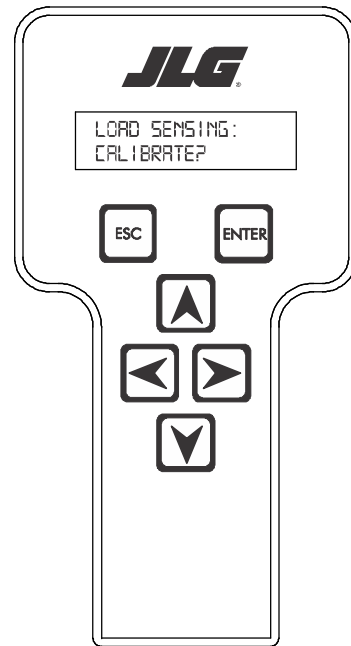


NOTE: The Calibration Menu is not available in OPERATOR ACCESS.


5. Press the ENTER key  to view the menu. Upon entry to the Calibration Menu, the JLG Control System will link to the Analyzer and the screen will read:




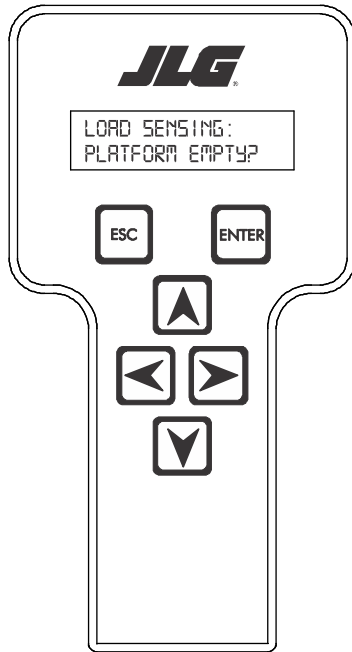
6. Press Enter . The Screen will read:




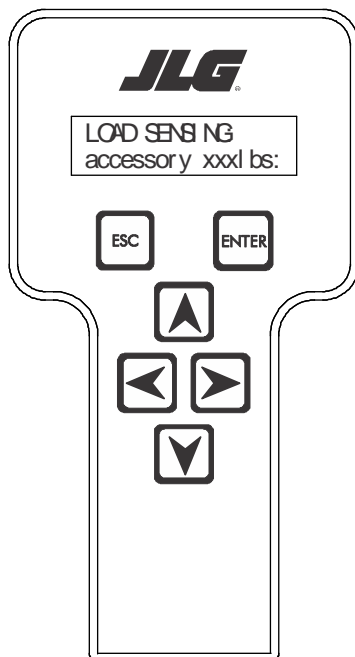
NOTE: Calibration will auto fail if LSS DTC's are active (443, 444, 4479, 4480, 663, 821, 822, 823, 824, 8218, 8222 -> 8238, 991, 992, 993, 994 or 99285).

Pressing the ESC key  after starting calibration and before calibration is complete will display the CAL FAILED message. This will not disturb the prior calibration information.

7. Press ENTER . The analyzer screen will read:




8. If the platform is empty, press ENTER . The screen will read:



NOTE: Accessory weight will reset to 0 lb each time the machine is re-calibrated and will need to be re-entered.

NOTE: The Accessory weight will be temporarily stored in the Control System until calibration has been completed successfully.

Refer to Table 6-7, Accessory Weights. Use the up and down analyzer keys to enter the accessory weight(s) (in lb). When all the accessory weights are entered, press

ENTER . The screen will read:

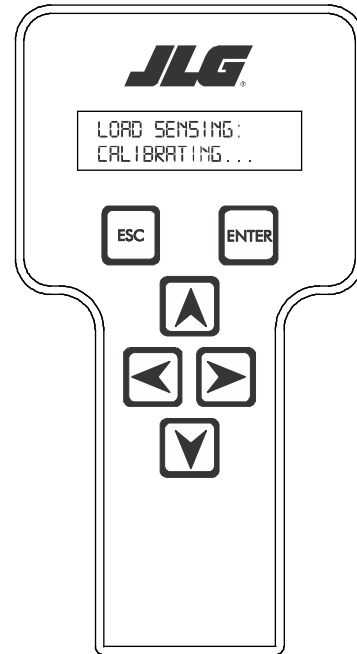


Table 6-7. Accessory Weights

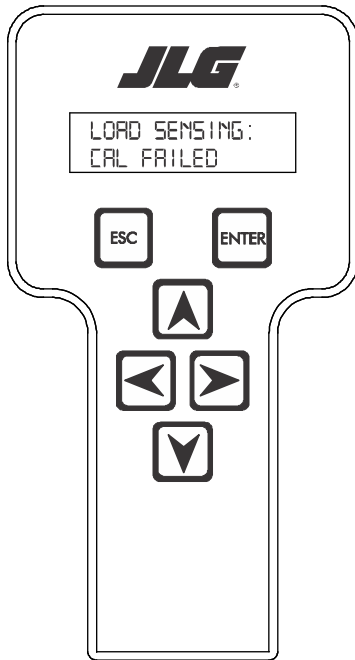
Accessory	Weight
SkyWelder (stick welder)	70 lb (32 kg)
SkyWelder Prep	Prep only = 15 lb (7 kg) Full install = 70 lb (32 kg)
SkyCutter (plasma cutter)	70 lb (32 kg)
SkCutter / SkyWelder Combo	140 lb (64 kg)
Fire Extinguisher	45 lb (20 kg)
Overhead SoftTouch	80 lb (36 kg)
WorkSurface	20 lb (9 kg)

NOTE: Not all Accessories are available on every JLG model. Some Accessory combinations are prohibited due to excessive weight and/or load restriction. If any installed JLG Accessories are labeled with weight decals but are not listed in the table above, include their weight when entering the ACC WEIGHT value.


SECTION 6 - JLG CONTROL SYSTEM

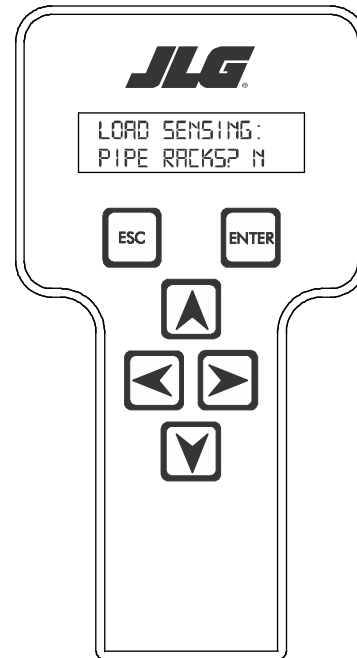
9. The control system will calculate the load cell readings and ensure it is greater than 130 lb (59 kg), but less than 575 lb (261 kg).


If the platform weight is not within the allowed range, the calibration attempt will be unsuccessful and the Analyzer will show the following:

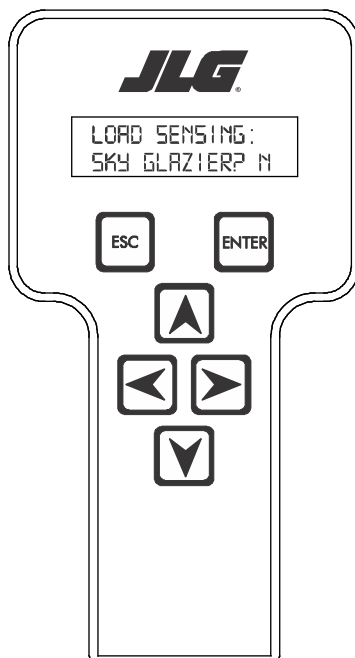


11. Use the analyzer keys to select N for no or Y for yes. Press


ENTER . The screen will read:



10. Press ENTER . The control system will ask for installed accessories. The screen will show the following:



12. Use the analyzer keys to select N for no or Y for yes. Press

ENTER . The control system will default to an estimate of unrestricted capacity, which can be adjusted if necessary. Refer to Table 6-8, SkyGlazier Capacity Reductions and Table 6-9, Pipe Rack Capacity Reductions.

The screen will read:

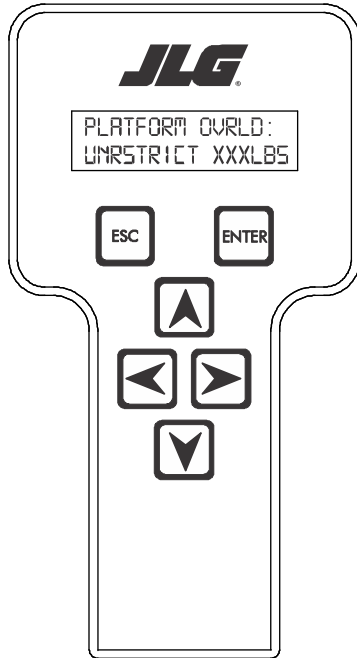


Table 6-8. SkyGlazier Capacity Reductions


Capacity	PLATFORM OVRLD	PLATFORM OVRLD RESTRICT
500 lb (227 kg)	400 lb (181 kg)	N/A
550 lb (250 kg)	400 lb (181 kg)	N/A
600 lb (272 kg)	400 lb (181 kg)	N/A
750 lb (340 kg)	N/A	590 lb (268 kg)
1000 lb (454 kg)	N/A	750 lb (340 kg)

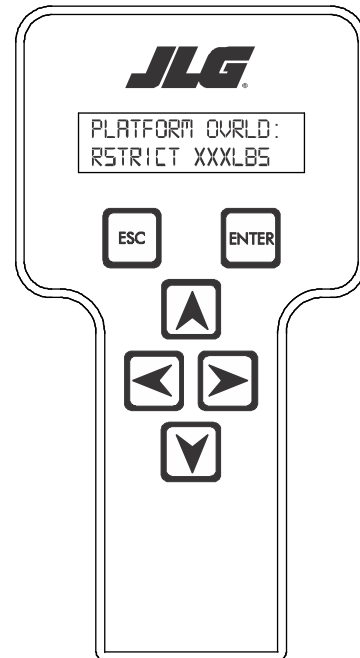
Note: If both SkyGlazier and Pipe Racks are configured, capacity will be the lower of the two values.


Table 6-9. Pipe Rack Capacity Reductions

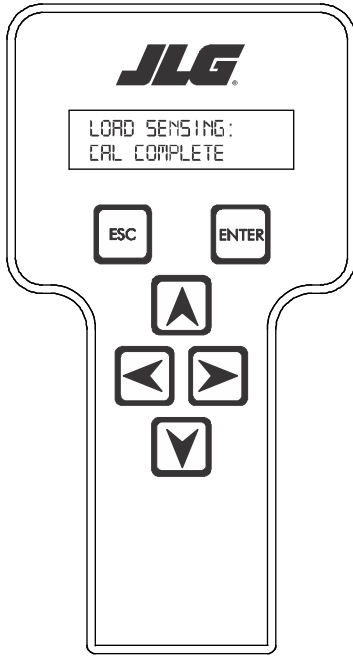
Capacity	PLATFORM OVRLD	PLATFORM OVRLD RESTRICT
500 lb (227 kg)	400 lb (181 kg)	N/A
550 lb (250 kg)	450 lb (204 kg)	N/A
600 lb (272 kg)	500 lb (227 kg)	N/A
750 lb (340 kg)	N/A	650 lb (295 kg)
1000 lb (454 kg)	N/A	900 lb (408 kg)

Note: If both SkyGlazier and Pipe Racks are configured, capacity will be the lower of the two values.

13. Press ENTER . The following screen will be displayed for restricted capacity, which can be adjusted if necessary. Refer to Table 6-8, SkyGlazier Capacity Reductions and Table 6-9, Pipe Rack Capacity Reductions.



14. Press ENTER . If calibration is successful, the screen will read:



Testing & Evaluation

Refer to Troubleshooting if the Load Sensing System fails to meet these guidelines.

1. Connect the JLG Analyzer.
2. Level the Platform. The platform should be approximately level for analysis, or the guidelines below will not be applicable. Level the platform from Ground Control (if necessary) to within ± 5 degrees.
3. Observe the Empty Platform Weight. Proceed to the DIAGNOSTICS, PLTLOAD sub-menu and observe the measured platform load. All tools, debris, and customer-installed devices shall be removed during evaluation. Ideally, the PLTLOAD should be zero but can vary ± 15 lb (± 7 kg). Further, the reading should be stable and should not vary by more than ± 2 lb (± 1 kg) (unless there is heavy influence from wind or vibration).
4. Use the Technician's Weight to Evaluate. The technician should enter the platform and record the PLTLOAD reading while standing in the center of the platform.
5. Confirm Control System Warnings and Interlocks. Using the keyswitch, select Platform Mode and power-up. Start the vehicle's engine and ensure that all controls are functional and the Load Sensing System's Overload Visual and Audible Warnings are not active. Simulate an Overload by unplugging the Shear Beam Load Cell. The Overload Visual Warning should flash, and the Audible Warning (at Platform and Ground) should sound for 5 seconds On, and 2 seconds Off. With the engine running, all control should be prevented. Cycle the Platform EMS to stop the engine and then power-up again. The Overload Visual and Audible Warning should continue. Confirm that controls are responsive when using the Auxiliary Power Unit for emergency movement. Reconnect the Load Cell. The Overload Visual and Audible Warnings should cease and normal control function should return. Switch the vehicle's keyswitch to Ground Mode and repeat the above procedure. The Overload Visual Warning at the Ground Controls should flash, and the Audible Warning (at Platform and Ground) should sound for 5 seconds On, 2 seconds Off. However, the controls should remain functional when using the engine and the Auxiliary Power Unit (if the Control System's MACHINE SETUP, LOAD is set to "2=CUTOUT PLT". If set to "3=CUTOUT ALL", then Ground Controls will be prevented when using the engine as in the platform).
6. Confirm Control System Capacity Indication (optional for vehicles with Dual Capacity Ratings). For vehicles equipped with a Capacity Select switch on the Platform Console Box, it is necessary to examine an additional interface between the Load Sensing System and the Control System. Using the keyswitch, select Platform Mode and power-up. If necessary, put the boom in the transport position (completely stowed) and center the Jib Plus (if equipped). Place the Capacity Select switch in the unrestricted position and ensure that the proper indicator illuminates on the Platform Console Box. Plug the JLG Analyzer into the Analyzer connection and proceed to the DIAGNOSTICS, SYSTEM submenu. Ensure that the CAPACITY displays indicate OFF. Place the Capacity Select switch in the unrestricted position (if so equipped) and ensure that the proper indicator illuminates on the Platform Console Box (but does not flash). For vehicles with unrestricted capacity, ensure that the unrestricted CAPACITY display indicates ON but the restricted CAPACITY indicates OFF. For vehicles with restricted capacity, ensure that the unrestricted CAPACITY display indicates OFF but the restricted CAPACITY indicates ON.
7. Confirm Load Sensing System Performance with Calibrated Weights. Operate the vehicle from Ground Control and place the boom in the transport position (fully stowed) for safety. Plug the JLG Analyzer into the control system connection and proceed to the DIAGNOSTICS, PLTLOAD display. Place 500 lb (230 kg) in the platform and ensure that PLTLOAD is with $\pm 5\%$ of the actual weight. For Dual Capacity vehicles, do the same for the alternate capacity (unrestricted or restricted).

Troubleshooting

The following tables are furnished to provide possible resolutions for common difficulties. Difficulties are classified as General, Calibration, Measurement Performance, and Host System Functionality.

Table 6-10. LSS Troubleshooting Chart

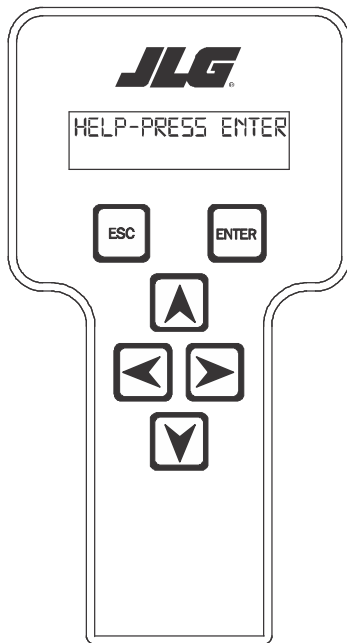
Difficulty	Possible Resolution
<p>Empty Platform Weight (DIAGNOSTICS, PLAT-FORM LOAD) is not within $\pm 15\text{lb}$ ($\pm 7\text{kg}$) of zero.</p> <p>or</p> <p>Platform Load readings (DIAGNOSTICS, PLTLOAD) are unstable by more than $\pm 2\text{lb}$ ($\pm 1\text{kg}$) (without the influence of vibration or wind).</p> <p>or</p> <p>There are large variations in Platform Load (DIAGNOSTICS, PLTLOAD) based on the location of the load. Tolerance to variations is 20lb for an evaluation using the technician's weight, and $\pm 5\%$ of Rated Load when using calibrated weights.</p>	<p>The LSS System is unable to properly measure the platform weight.</p> <ol style="list-style-type: none"> 1. The Load Cell is not properly plugged into the LSS Harness. It is possible poor electrical contact is made. 2. Wiring leading to the Load Cell is damaged. Carefully inspect sensor wiring where it passes through cable clamps for signs of damage. Inspect wiring where damage to the channel is apparent. 3. The Load Cell was not assembled properly during installation. Examine the sensor's reading using the JLG Analyzer. Proceed to the DIAGNOSTICS, CELL, LOAD displays and determine if the readings are reasonable. It is often helpful to apply slight downward pressure above the sensor and observe that its output increases (increasing force measurement; decreasing means the sensor is mounted upside-down). 4. The Load Cell is contaminated by debris or moisture. Examine the sensor's reading using the JLG Analyzer. Proceed to the DIAGNOSTICS, CELL, LOAD displays and determine if the readings are reasonable and stable (not changing by more than $\pm 2\text{lb}$ ($\pm 1\text{kg}$) (without the influence of vibration or wind). Lack of measurement stability is a key indication of contamination. Unplug the connector and inspect for dirt or moisture. Look carefully into the female connector on the sensor's cordset for evidence of contamination. Debris should be brushed away with a soft bristle brush (do not introduce any cleaners as they will leave conductive residue). Moisture should be allowed to evaporate or accelerated with a heat-gun (use low heat and be carefully to not melt connector materials). Moisture intrusion into the molded portion of the connector (capillary action into the wire bundle) or the Shear Beam Load Cell itself will require replacement of the sensor. 5. The Load Cell has been mechanically damaged. If the Load Cell is physically deformed or has damage to the cover it should be replaced immediately. It is also possible to have invisible mechanical damage resulting from an extreme overload ($> 6000\text{lb}$ [$> 2722\text{kg}$]).
<p>The Visual and Audible Overload Warnings fail to sound when platform is loaded beyond Rated Load, or when simulated by unplugging the Load Cell. Controls remain functional at Platform and Ground Control positions.</p>	<p>The Control System is failing to regard the overload signal from the LSS System, or the signal is shorted.</p> <ol style="list-style-type: none"> 1. The Load Sensing System must be enabled within the Control System. Plug the JLG Analyzer into the Control System, enter the Access Level 1 password (33271), and examine the MACHINE SETUP, LOAD sub-menu. The selection "2=CUTOUT PLT" should be displayed (platform controls prevented during overload, ground controls remain operational). In country- or customer-specific circumstance, the selection "3=CUTOUT ALL" is used (platform and ground controls prevented during overload).
<p>The Ground Audible Warning fails to sound, but the Platform Audible Warning sounds properly.</p>	<p>The Ground Alarm is missing or improperly installed. Verify that the device is mounted. Verify wiring from the Main Terminal Box and Ground Module.</p>
<p>Controls remain functional at the Ground Control position during an overload, or when simulated by unplugging the Load Cell. The Controls at the Platform Control position are prevented when using the engine, but not when using the Auxiliary Power Unit.</p>	<p>The JLG Control System is configured to prevent platform controls only in the event of overload. Alternately, the Host Control System can be configured to prevent ground and platform controls for country- or customer-specific circumstances.</p> <p>Using the JLG Analyzer, enter the Access Level 1 password (33271). Proceed to the MACHINE SETUP, LOAD sub-menu. Set this parameter to "2=CUTOUT PLT" to prevent platform controls in the event of overload. Set this parameter to "3=CUTOUT ALL" to prevent platform and ground controls in the event of overload.</p>



6.8 RESETTING THE MSSO SYSTEM

1. Use the following procedure to reset the MSSO system.
2. Position the Platform/Ground select switch to the desired position.
3. Plug the analyzer into the connector coming from the ground control module or from the platform console.

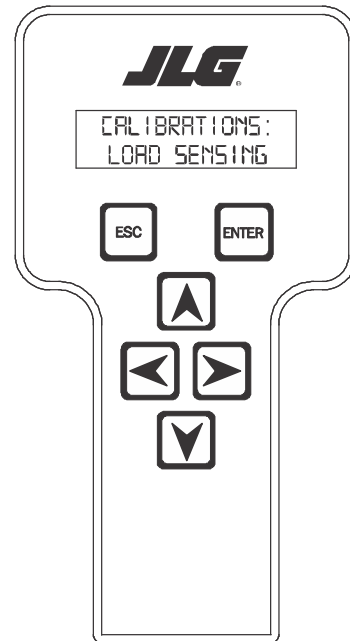
NOTE: If performing the procedure from the platform console, the Emergency Stop switch on the ground console must also be pulled out.



4. Pull out the Emergency Stop switch.
5. The analyzer screen should read:



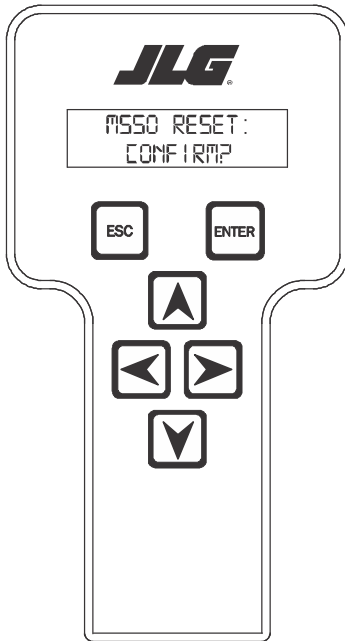
6. Use the arrow button to reach OPERATOR ACCESS. Press  Enter.
7. Enter the Access Code, 33271.
8. Use the right Arrow key to reach MENU: CALIBRATIONS. Press Enter .



9. Use the arrow keys to reach the LOAD SENSING menu. The screen should read:



10. Press ENTER .
11. Use the Down  arrow to reach MSSO RESET.

12. Press Enter . The screen will read:



13. Press Enter . The JLG Control System will reset an active 873 DTC and the MSSO System will be reset. Press Escape  to return to the CALIBRATIONS menu.

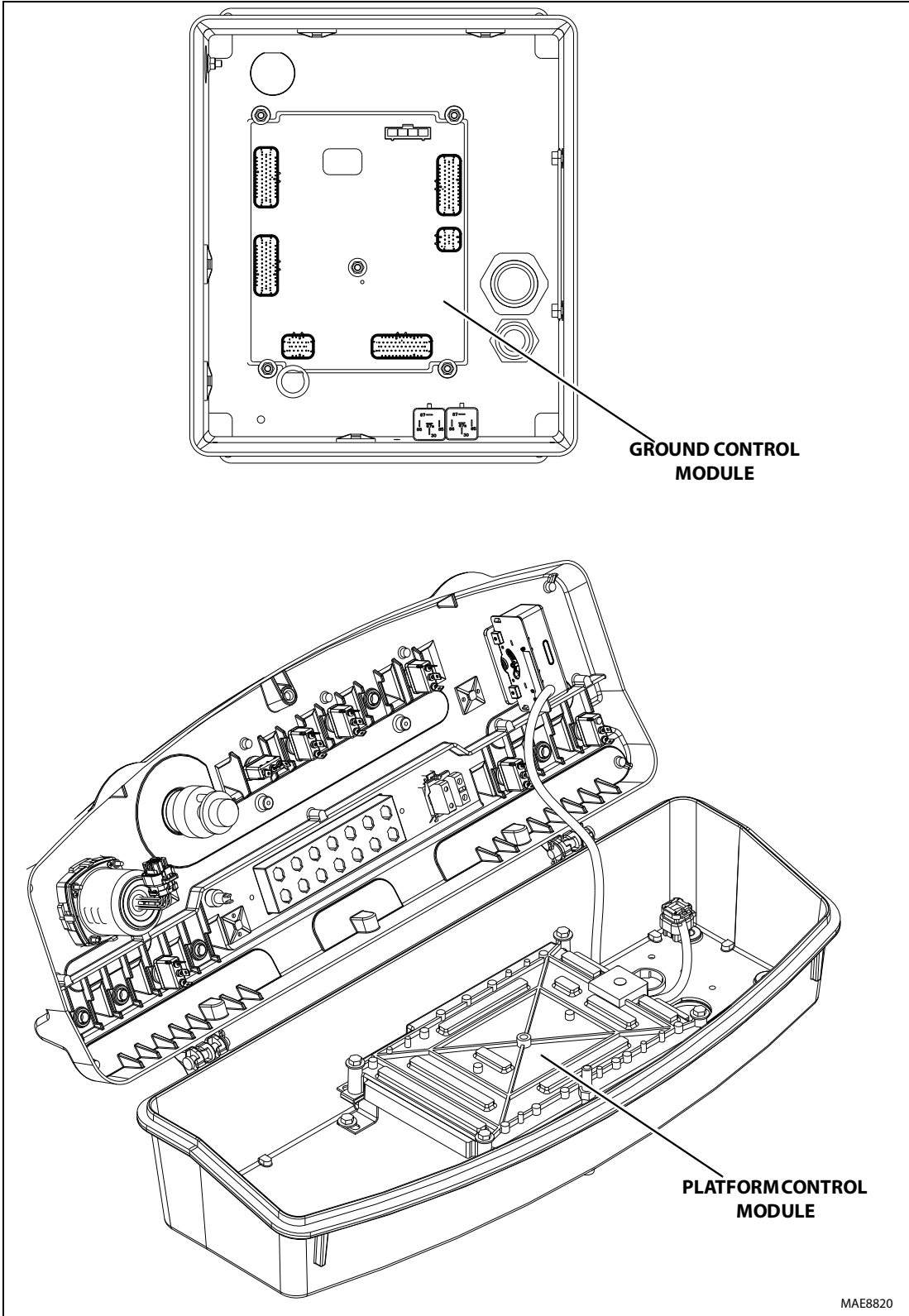
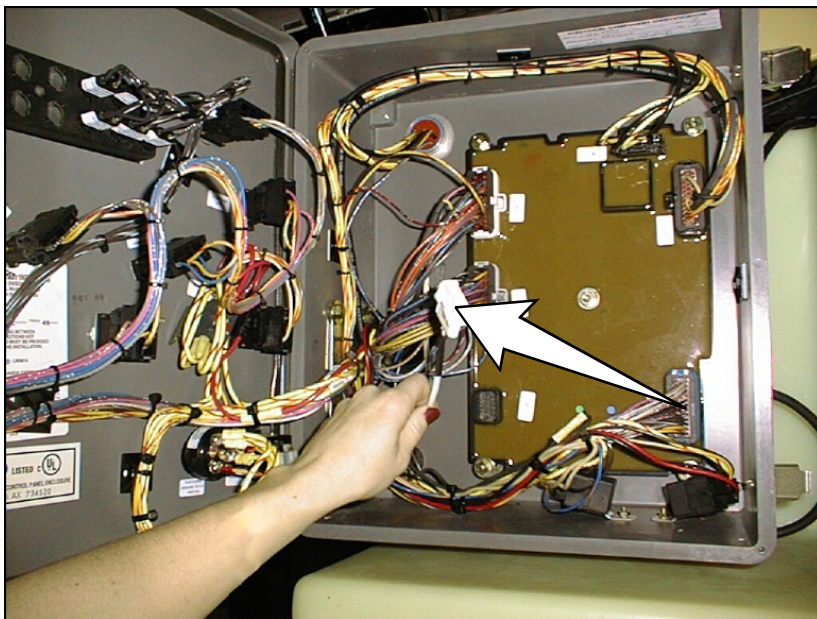


Figure 6-10. Control Module Locations

MAE8820



PLATFORM CONNECTION



GROUND CONTROL CONNECTION

Figure 6-11. Analyzer Connecting Points

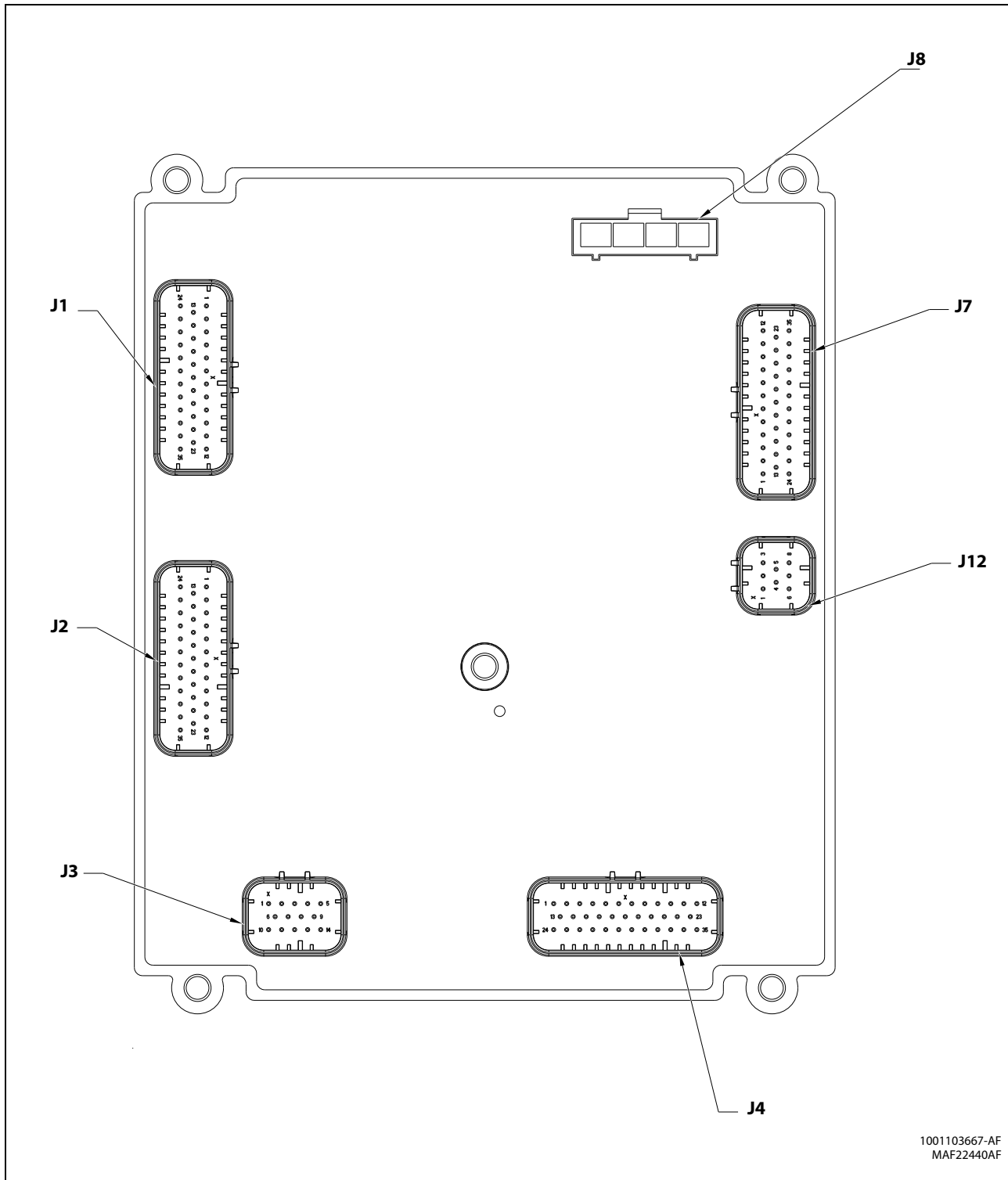


Figure 6-12. Ground Control Module Pin Connections

Connector	Pin	Function	Type	
J1 NATURAL	1	ENGINE THROTTLE ACTUATOR	DIGITAL	OUTPUT
	2	LP START ASSIST	DIGITAL	OUTPUT
	3	DRIVE / LEFT TRACK FORWARD COIL	DIGITAL	OUTPUT
	4	GROUND	GROUND	INPUT
	5	GROUND	GROUND	INPUT
	6	DRIVE / LEFT TRACK REVERSE COIL	DIGITAL	OUTPUT
	7	LP LOCK / ELECTRIC FAN DRIVE	DIGITAL	OUTPUT
	8	GROUND	GROUND	INPUT
	9	GROUND	GROUND	INPUT
	10	IGNITION ON RELAY / ALTERNATOR EXCITATION / FUEL ON SOLENOID	DIGITAL	OUTPUT
	11	START SOLENOID	DIGITAL	OUTPUT
	12	ENGAGE GLOW PLUGS	DIGITAL	OUTPUT
	13	APU ENABLE RELAY	DIGITAL	OUTPUT
	14	ENGINE COOLANT TEMPERATURE	ANALOG	INPUT
	15	ENGINE OIL PRESSURE	ANALOG	INPUT
	16	ENGINE SPEED	FREQUENCY	INPUT
	17	GROUND	GROUND	INPUT
	18	GROUND	GROUND	INPUT
	19	GROUND	GROUND	INPUT
	20	2-SPEED VALVE	DIGITAL	OUTPUT
	21	CHARGE PUMP FILTER BY-PASS	DIGITAL	INPUT
	22	GENERATOR ENABLE RELAY	DIGITAL	OUTPUT
	23	BRAKE VALVE	DIGITAL	OUTPUT
	24	NOT CONNECTED	N/C	N/C
	25	RS-485 HIGH	SERIAL	I/O
	26	RS-485 LOW	SERIAL	I/O
	27	GROUND	GROUND	INPUT
	28	ANALYZER POWER	VOLTAGE	OUTPUT
	29	ANALYZER RS-232 RX	SERIAL	INPUT
	30	ANALYZER RS-232	SERIAL	OUTPUT
	31	ANALYZER GROUND	GROUND	INPUT
	32	ALTERNATOR EXCITATION	DIGITAL	OUTPUT
	33	RS-485 GROUND	GROUND	INPUT
	34	AIR FILTER BY-PASS	DIGITAL	INPUT
	35	NOT CONNECTED	DIGITAL	INPUT

Connector	Pin	Function	Type	
J2 GRAY	1	STEER DUMP VALVE	DIGITAL	OUTPUT
	2	HORN OUTPUT	DIGITAL	OUTPUT
	3	TOWER TELESCOPE IN SOLENOID	DIGITAL	OUTPUT
	4	MAIN TELESCOPE IN SOLENOID	DIGITAL	OUTPUT
	5	PLATFORM LEVEL UP SOLENOID	DIGITAL	OUTPUT
	6	GROUND	GROUND	INPUT
	7	PLATFORM LEVEL DOWN SOLENOID	DIGITAL	OUTPUT
	8	RIGHT TRACK REVERSE COIL	DIGITAL	OUTPUT
	9	NOT ALLOCATED	DIGITAL	OUTPUT
	10	PLATFORM ROTATE LEFT SOLENOID	DIGITAL	OUTPUT
	11	MAIN LIFT UP SOLENOID	DIGITAL	OUTPUT
	12	JIB UP SOLENOID	DIGITAL	OUTPUT
	13	MAIN DUMP VALVE	DIGITAL	OUTPUT
	14	GROUND	GROUND	INPUT
	15	TOWER TELESCOPE OUT SOLENOID	DIGITAL	OUTPUT
	16	MAIN TELESCOPE OUT SOLENOID	DIGITAL	OUTPUT
	17	GROUND	GROUND	INPUT
	18	GROUND	GROUND	INPUT
	19	RIGHT TRACK FORWARD COIL	DIGITAL	OUTPUT
	20	NOT ALLOCATED	DIGITAL	OUTPUT
	21	PLATFORM ROTATE RIGHT SOLENOID	DIGITAL	OUTPUT
	22	MAIN LIFT DOWN SOLENOID	DIGITAL	OUTPUT
	23	JIB DOWN SOLENOID	DIGITAL	OUTPUT
	24	RETURN FILTER BY-PASS	DIGITAL	OUTPUT
	25	FUEL LEVEL SENSOR	ANALOG	INPUT
	26	HEAD / TAIL LIGHT ENABLE RELAY	DIGITAL	OUTPUT
	27	ALARM OUTPUT	DIGITAL	OUTPUT
	28	GROUND	GROUND	INPUT
	29	GROUND	GROUND	INPUT
	30	GROUND	GROUND	INPUT
	31	FLOW CONTROL VALVE	DIGITAL	OUTPUT
	32	TOWER LIFT DOWN SOLENOID	DIGITAL	OUTPUT
	33	TOWER LIFT UP SOLENOID	DIGITAL	OUTPUT
	34	SWING LEFT SOLENOID	DIGITAL	OUTPUT
	35	SWING RIGHT SOLENOID	DIGITAL	OUTPUT

SECTION 6 - JLG CONTROL SYSTEM

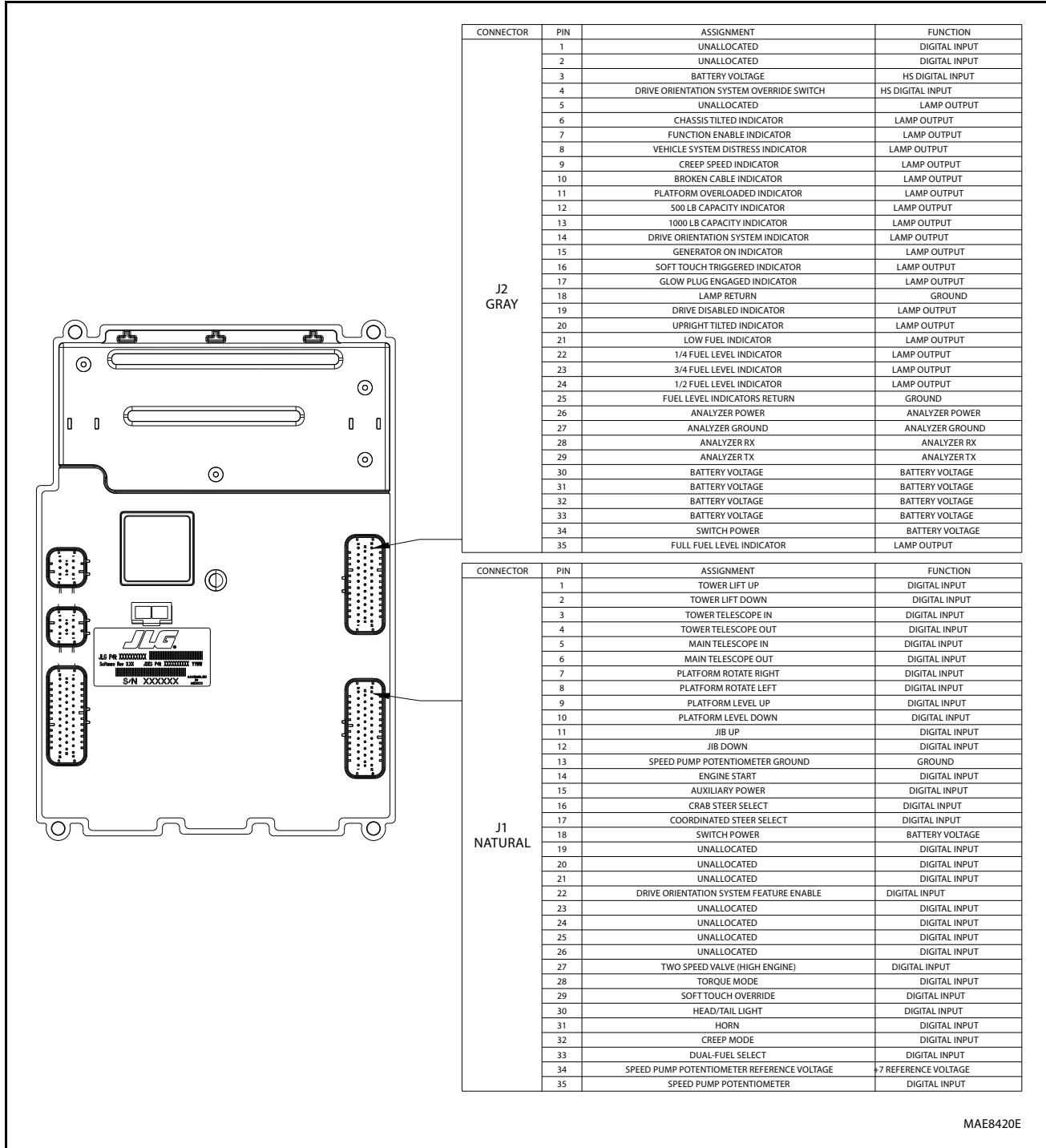
Connector	Pin	Function	Type	
J3 BLACK	1	DRIVE / LEFT TRACK CURRENT	GROUND	INPUT
	2	RIGHT TRACK CURRENT FEEDBACK	GROUND	INPUT
	3	GROUND	GROUND	INPUT
	4	SWING CURRENT FEEDBACK	GROUND	INPUT
	5	NOT CONNECTED	GROUND	INPUT
	6	FLOW CONTROL CURRENT FEEDBACK	GROUND	INPUT
	7	BATTERY VOLTAGE	VBAT	OUTPUT
	8	UMS ANGLE SENSOR	DIGITAL	INPUT
	9	CRIBBING ENGAGE SWITCH	DIGITAL	INPUT
	10	NOT CONNECTED	DIGITAL	INPUT
	11	CONFIGURATION #1	DIGITAL	INPUT
	12	NOT CONNECTED	VOLTAGE	OUTPUT
	13	NOT CONNECTED	ANALOG	INPUT
	14	LIFT CURRENT FEEDBACK	GROUND	INPUT

Connector	Pin	Function	Type	
J4 BLUE	1	CRIBBING ENGAGED INDICATOR	DIGITAL	OUTPUT
	2	500 LB CAPACITY LAMP	DIGITAL	OUTPUT
	3	GLOWPLUG INDICATOR	DIGITAL	OUTPUT
	4	ENGINE START	DIGITAL	INPUT
	5	PLATFORM LEVEL DOWN	DIGITAL	INPUT
	6	PLATFORM ROTATE LEFT	DIGITAL	INPUT
	7	MAIN TELESCOPE IN	DIGITAL	INPUT
	8	JIB DOWN	DIGITAL	INPUT
	9	JIB LEFT	DIGITAL	INPUT
	10	TOWER LIFT UP	DIGITAL	INPUT
	11	TOWER TELESCOPE IN	DIGITAL	INPUT
	12	HOURLMETER	DIGITAL	OUTPUT
	13	RETURN FILTER BY-PASS LAMP	DIGITAL	OUTPUT
	14	PLATFORM OVERLOADED INDICATOR	DIGITAL	OUTPUT
	15	BOOM MALFUNCTION INDICATOR	DIGITAL	OUTPUT
	16	AUXILIARY POWER / FUNCTION ENABLE	DIGITAL	INPUT
	17	PLATFORM LEVEL UP	DIGITAL	INPUT
	18	PLATFORM ROTATE RIGHT	DIGITAL	INPUT
	19	JIB UP	DIGITAL	INPUT
	20	JIB RIGHT	DIGITAL	INPUT
	21	TOWER LIFT DOWN	DIGITAL	INPUT
	22	TOWER TELESCOPE OUT	DIGITAL	INPUT
	23	MAIN LIFT UP	DIGITAL	INPUT
	24	BATTERY VOLTAGE	VBAT	OUTPUT
	25	BATTERY VOLTAGE - (GROUND ENABLE PRESENT)	VBAT	OUTPUT
	26	BATTERY LOW / NOT CHARGING INDICATOR	DIGITAL	OUTPUT
	27	CHARGE PUMP FILTER BY-PASS LAMP	DIGITAL	OUTPUT
	28	ENGINE HIGH COOLANT TEMPERATURE INDICATOR	DIGITAL	OUTPUT
	29	ENGINE LOW OIL PRESSURE INDICATOR	DIGITAL	OUTPUT
	30	MAIN TELESCOPE OUT	DIGITAL	INPUT
	31	GROUND	GROUND	INPUT
	32	GROUND	GROUND	INPUT
	33	MAIN LIFT DOWN	DIGITAL	INPUT
	34	SWING LEFT	DIGITAL	INPUT
	35	SWING RIGHT	DIGITAL	INPUT

Connector	Pin	Function	Type	
J7 BLACK	1	PLATFORM EMS	DIGITAL	INPUT
	2	PLATFORM MODE	DIGITAL	INPUT
	3	GROUND MODE	DIGITAL	INPUT
	4	CAPACITY ANGLE SWITCH	ANALOG	INPUT
	5	+5 VOLTS	VOLTAGE	OUTPUT
	6	CAN1 TERMINATOR	TERM	I/O
	7	CAPACITY LENGTH SWITCH	ANALOG	INPUT
	8	NOT CONNECTED	ANALOG	INPUT
	9	GROUND	GROUND	INPUT
	10	GROUND	GROUND	INPUT
	11	IN/OUT OF TRANSPORT SWITCHES	DIGITAL	INPUT
	12	BROKEN CABLE SWITCH	DIGITAL	INPUT
	13	CAN1 HIGH	SERIAL	I/O
	14	GROUND MODE POWER TO PLATFORM	DIGITAL	INPUT
	15	FOOTSWITCH	DIGITAL	INPUT
	16	+5 VOLTS	VOLTAGE	OUTPUT
	17	CAN1 TERMINATOR	TERM	I/O
	18	CAN1 SHEILD	GROUND	INPUT
	19	GROUND	GROUND	INPUT
	20	NOT CONNECTED	ANALOG	INPUT
	21	TOWER TELESCOPE PROXIMITY (800A ONLY)/DRIVE ORIENTATION SWITCH	DIGITAL	INPUT
	22	TOWER LIFT PROXIMITY (800A ONLY)	DIGITAL	INPUT
	23	GROUND FUNCTION ENABLE AVAILABLE	DIGITAL	INPUT
	24	CAN1 LOW	SERIAL	I/O
	25	GROUND	GROUND	INPUT
	26	+5 VOLTS	VOLTAGE	OUTPUT
	27	+5 VOLTS	VOLTAGE	OUTPUT
	28	GROUND	GROUND	INPUT
	29	BATTERY VOLTAGE	VBAT	OUTPUT
	30	BATTERY VOLTAGE	VBAT	OUTPUT
	31	BATTERY VOLTAGE	VBAT	OUTPUT
	32	BATTERY VOLTAGE	VBAT	OUTPUT
	33	BATTERY VOLTAGE	VBAT	OUTPUT
	34	BATTERY VOLTAGE (PROPULSION MODULE)	VBAT	OUTPUT
	35	BOOM ANGLE PROXIMITY SWITCH (800S ONLY)/DRIVE ORIENTATION	DIGITAL	INPUT

Connector	Pin	Function	Type	
J8 BLACK	1	MODULE GROUND FEEDBACK	GROUND	OUTPUT
	2	MODULE POWER	VBAT	INPUT
	3	GROUND TO PLATFORM MODULE	GROUND	INPUT
	4	POWER TO PLATFORM MODULE	VBAT	OUTPUT

Connector	Pin	Function	Type	
J12 BLACK	1	NOT CONNECTED	FREQUENCY	INPUT
	2	NOT CONNECTED	FREQUENCY	INPUT
	3	CAN2 HIGH (TELEMATICS)	SERIAL	I/O
	4	CAN2 LOW (TELEMATICS)	SERIAL	I/O
	5	CAN2 SHIELD (TELEMATICS)	GROUND	INPUT
	6	CAN2 TERMINATOR	TERM	I/O
	7	CAN2 TERMINATOR	TERM	I/O
	8	MSSO	DIGITAL	INPUT



MAE8420E

Figure 6-13. Platform Control Module Pin Connections 1 of 2

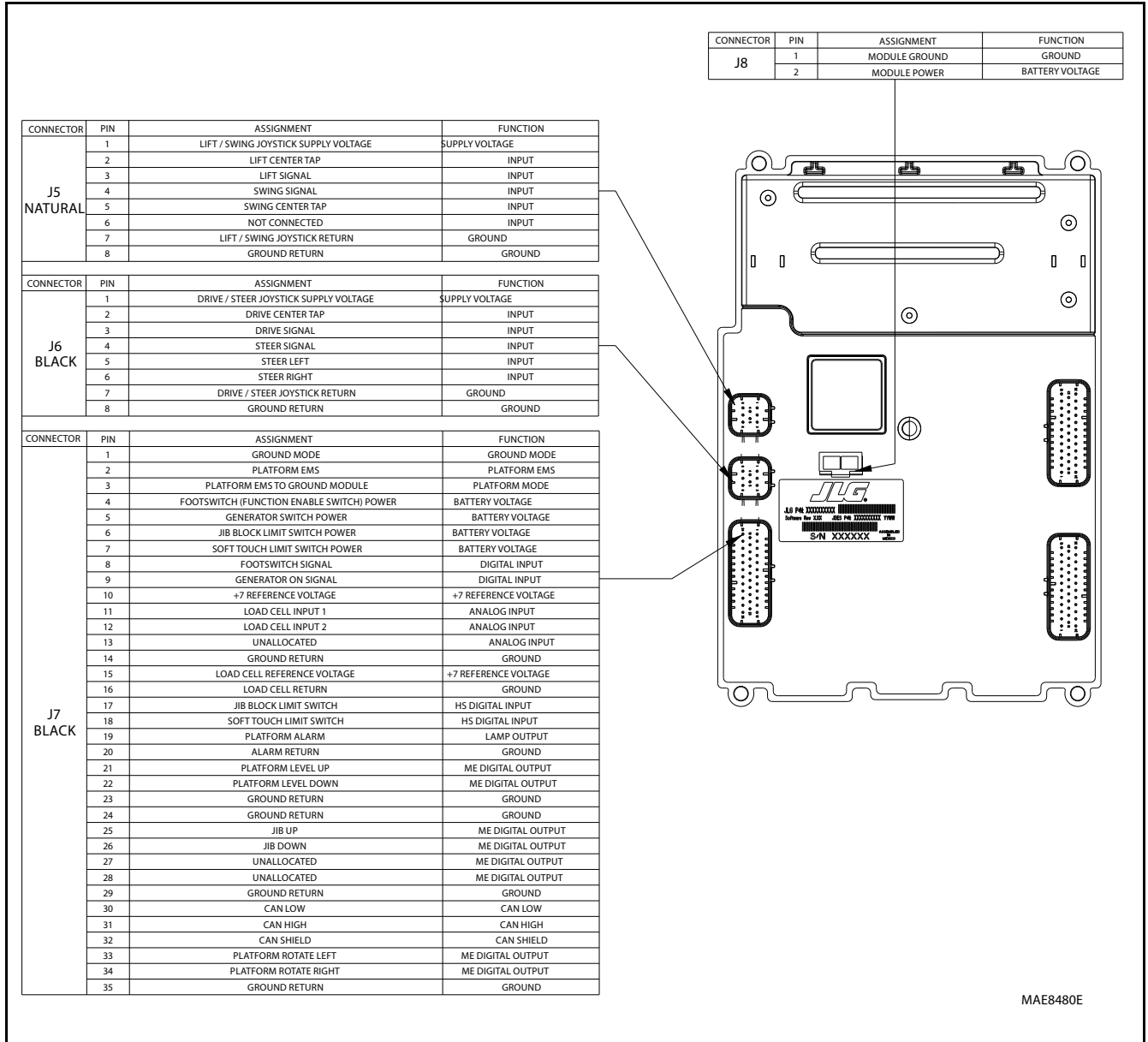


Figure 6-14. Platform Control Module Pin Connections 2 of 2

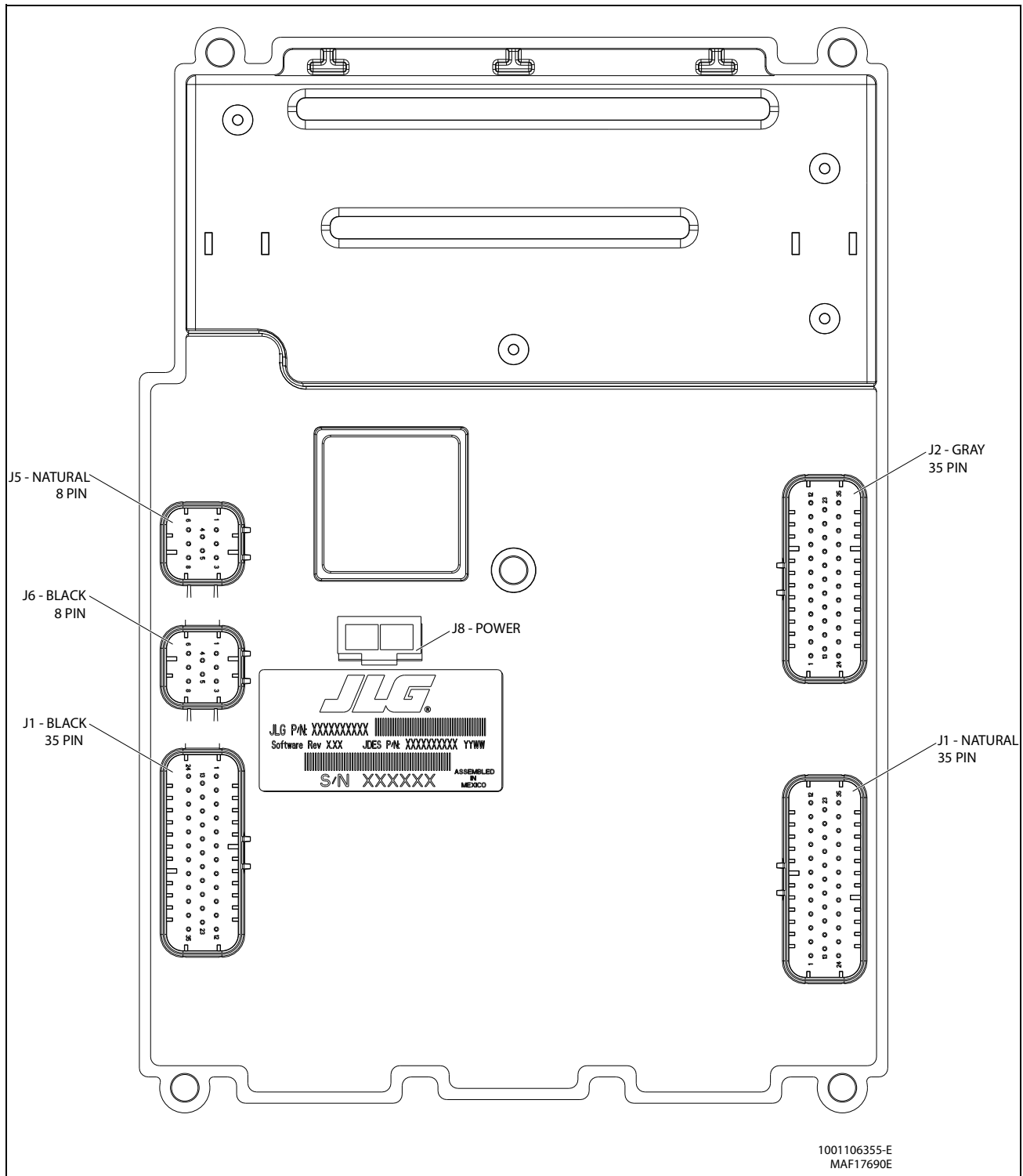


Figure 6-15. Platform Control Module (China Market)

Connector	Pin	Assignment	Function
J1 NATURAL	1	TOWER LIFT UP	DIGITAL INPUT
	2	TOWER LIFT DOWN	DIGITAL INPUT
	3	TOWER TELESCOPE IN	DIGITAL INPUT
	4	TOWER TELESCOPE OUT	DIGITAL INPUT
	5	MAIN TELESCOPE IN	DIGITAL INPUT
	6	MAIN TELESCOPE OUT	DIGITAL INPUT
	7	PLATFORM ROTATE RIGHT	DIGITAL INPUT
	8	PLATFORM ROTATE LEFT	DIGITAL INPUT
	9	PLATFORM LEVEL UP	DIGITAL INPUT
	10	PLATFORM LEVEL DOWN	DIGITAL INPUT
	11	JIB UP	DIGITAL INPUT
	12	JIB DOWN	DIGITAL INPUT
	13	SPEED PUMP POTENTIOMETER GROUND	GROUND
	14	ENGINE START	DIGITAL INPUT
	15	AUXILIARY POWER	DIGITAL INPUT
	16	CRAB STEER SELECT	DIGITAL INPUT
	17	COORDINATED STEER SELECT	DIGITAL INPUT
	18	SWITCH POWER	BATTERY
	19	UNALLOCATED	DIGITAL INPUT
	20	UNALLOCATED	DIGITAL INPUT
	21	UNALLOCATED	DIGITAL INPUT
	22	DRIVE ORIENTATION SYSTEM FEATURE ENABLE	DIGITAL INPUT
	23	UNALLOCATED	DIGITAL INPUT
	24	UNALLOCATED	DIGITAL INPUT
	25	UNALLOCATED	DIGITAL INPUT
	26	UNALLOCATED	DIGITAL INPUT
	27	TWO SPEED VALVE (HIGH ENGINE)	DIGITAL INPUT
	28	TORQUE MODE	DIGITAL INPUT
	29	SOFT TOUCH OVERRIDE	DIGITAL INPUT
	30	HEAD/TAIL LIGHT	DIGITAL INPUT
	31	HORN	DIGITAL INPUT
	32	CREEP MODE	DIGITAL INPUT
	33	DUAL-FUEL SELECT	DIGITAL INPUT
	34	SPEED PUMP POTENTIOMETER REFERENCE	+7 REFERENCE
	35	SPEED PUMP POTENTIOMETER	DIGITAL INPUT

Connector	Pin	Assignment	Function
J2 GRAY	1	UNALLOCATED	DIGITAL INPUT
	2	UNALLOCATED	DIGITAL INPUT
	3	BATTERY VOLTAGE	HS DIGITAL
	4	DRIVE ORIENTATION SYSTEM OVERRIDE	HS DIGITAL
	5	UNALLOCATED	LAMP OUTPUT
	6	CHASSIS TILTED INDICATOR	LAMP OUTPUT
	7	FUNCTION ENABLE INDICATOR	LAMP OUTPUT
	8	VEHICLE SYSTEM DISTRESS INDICATOR	LAMP OUTPUT
	9	CREEP SPEED INDICATOR	LAMP OUTPUT
	10	BROKEN CABLE INDICATOR	LAMP OUTPUT
	11	PLATFORM OVERLOADED INDICATOR	LAMP OUTPUT
	12	500 LB CAPACITY INDICATOR	LAMP OUTPUT
	13	1000 LB CAPACITY INDICATOR	LAMP OUTPUT
	14	DRIVE ORIENTATION SYSTEM INDICATOR	LAMP OUTPUT
	15	GENERATOR ON INDICATOR	LAMP OUTPUT
	16	SOFT TOUCH TRIGGERED INDICATOR	LAMP OUTPUT
	17	GLOW PLUG ENGAGED INDICATOR	LAMP OUTPUT
	18	LAMP RETURN	GROUND
	19	DRIVE DISABLED INDICATOR	LAMP OUTPUT
	20	UPRIGHT TILTED INDICATOR	LAMP OUTPUT
	21	LOW FUEL INDICATOR	LAMP OUTPUT
	22	1/4 FUEL LEVEL INDICATOR	LAMP OUTPUT
	23	3/4 FUEL LEVEL INDICATOR	LAMP OUTPUT
	24	1/2 FUEL LEVEL INDICATOR	LAMP OUTPUT
	25	FUEL LEVEL INDICATORS RETURN	GROUND
	26	ANALYZER POWER	ANALYZER
	27	ANALYZER GROUND	ANALYZER
	28	ANALYZER RX	ANALYZER RX
	29	ANALYZER TX	ANALYZER TX
	30	BATTERY VOLTAGE	BATTERY
	31	BATTERY VOLTAGE	BATTERY
	32	BATTERY VOLTAGE	BATTERY
	33	BATTERY VOLTAGE	BATTERY
	34	SWITCH POWER	BATTERY
	35	FULL FUEL LEVEL INDICATOR	LAMP OUTPUT

SECTION 6 - JLG CONTROL SYSTEM

Connector	Pin	Assignment	Function
J7 BLACK	1	GROUND MODE	GROUND MODE
	2	PLATFORM EMS	PLATFORM EMS
	3	PLATFORM EMS TO GROUND MODULE	PLATFORM
	4	FOOTSWITCH (FUNCTION ENABLE SWITCH)	BATTERY
	5	GENERATOR SWITCH POWER	BATTERY
	6	JIB BLOCK LIMIT SWITCH POWER	BATTERY
	7	SOFT TOUCH LIMIT SWITCH POWER	BATTERY
	8	FOOTSWITCH SIGNAL	DIGITAL INPUT
	9	GENERATOR ON SIGNAL	DIGITAL INPUT
	10	+7 REFERENCE VOLTAGE	+7 REFERENCE
	11	LOAD CELL INPUT 1	ANALOG INPUT
	12	LOAD CELL INPUT 2	ANALOG INPUT
	13	UNALLOCATED	ANALOG INPUT
	14	GROUND RETURN	GROUND
	15	LOAD CELL REFERENCE VOLTAGE	+7 REFERENCE
	16	LOAD CELL RETURN	GROUND
	17	JIB BLOCK LIMIT SWITCH	HS DIGITAL
	18	SOFT TOUCH LIMIT SWITCH	HS DIGITAL
	19	PLATFORM ALARM	LAMP OUTPUT
	20	ALARM RETURN	GROUND
	21	UNALLOCATED/NOT POPULATED	MEDIGITAL
	22	UNALLOCATED/NOT POPULATED	MEDIGITAL
	23	GROUND RETURN	GROUND
	24	GROUND RETURN	GROUND
	25	UNALLOCATED/NOT POPULATED	MEDIGITAL
	26	UNALLOCATED/NOT POPULATED	MEDIGITAL
	27	UNALLOCATED	MEDIGITAL
	28	UNALLOCATED	MEDIGITAL
	29	GROUND RETURN	GROUND
	30	CAN LOW	CAN LOW
	31	CAN HIGH	CAN HIGH
	32	CAN SHIELD	CAN SHIELD
	33	UNALLOCATED/NOT POPULATED	MEDIGITAL
	34	UNALLOCATED/NOT POPULATED	MEDIGITAL
	35	GROUND RETURN	GROUND

Connector	Pin	Assignment	Function
J5 NATURAL	1	LIFT / SWING JOYSTICK SUPPLY VOLTAGE	SUPPLY VOLTAGE
	2	LIFT CENTER TAP	INPUT
	3	LIFT SIGNAL	INPUT
	4	SWING SIGNAL	INPUT
	5	SWING CENTER TAP	INPUT
	6	NOT CONNECTED	INPUT
	7	LIFT / SWING JOYSTICK RETURN	GROUND
	8	GROUND RETURN	GROUND

Connector	Pin	Assignment	Function
J6 BLACK	1	DRIVE / STEER JOYSTICK SUPPLY VOLTAGE	SUPPLY VOLTAGE
	2	DRIVE CENTER TAP	INPUT
	3	DRIVE SIGNAL	INPUT
	4	STEER SIGNAL	INPUT
	5	STEER LEFT	INPUT
	6	STEER RIGHT	INPUT
	7	DRIVE / STEER JOYSTICK RETURN	GROUND
	8	GROUND RETURN	GROUND

Connector	Pin	Assignment	Function
J8	1	MODULE GROUND	GROUND
	2	MODULE POWER	BATTERY

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
001	00	1	EVERYTHING OK	The normal help message in Platform Mode.	No response required for this DTC.
002	00	2	GROUND MODE OK	The normal help message in Platform Mode.	No response required for this DTC.
0010	00	10	RUNNING AT CUTBACK - OUT OF TRANSPORT POSITION	Drive speed is limited to "ELEVATED MAX" while the vehicle is out of transport position. The normal help message in Ground Mode.	Response described in Drive Modes section.
000	00	0	<<< HELP COMMENT >>>		
0011	00	11	FSW OPEN (Foot switch open)	A drive / boom function was selected with the Footswitch open.	The UGM shall not Enable the Machine.
0012	00	12	RUNNING AT CREEP - CREEP SWITCH OPEN	All functions at creep while the Creep Switch is open.	The UGM shall limit the machine to Creep speed.
0013	00	13	RUNNING AT CREEP - TILTED AND ABOVE ELEVATION	All functions at creep while the Platform is elevated and the Chassis is tilted.	
0014	00	14	CHASSIS TILT SENSOR OUT OF RANGE	The Chassis is tilted > 19 degrees for more than 4 seconds.	Not reported during power-up.
0015	00	15	LOAD SENSOR READING UNDER WEIGHT	The Load Sensing System indicates > 20% under calibrated zero point.	
0031	00	31	FUEL LEVEL LOW - ENGINE SHUTDOWN	Engine Shutdown has occurred due to Fuel Level = EMPTY condition.	Response described in Fuel Shutdown section.
0035	00	35	APU ACTIVE	Auxiliary Power/Emergency Descent Mode is active.	Response described in Auxiliary Power/Emergency Descent Mode section.
0039	00	39	SKYGUARD ACTIVE - FUNCTIONS CUTOUT	Response described in Auxiliary Power/Emergency Descent Mode section.	Response described in Sky-Guard section.
0040	00	40	RUNNING AT CREEP - CREEP SWITCH CLOSED	All Function speeds are limited to creep because the creep switch is closed.	
210	21	0	<<< POWER-UP >>>		
211	21	1	POWER CYCLE	The normal help message is issued at each power cycle.	
212	21	2	KEYSWITCH FAULTY	Both Platform and Ground modes are selected simultaneously.	The UGM shall assume a station selection of Ground.
213	21	3	FSW FAULTY	Both Footswitches are closed for more than one second.	The UGM shall not Enable the Machine.
220	22	0	<<< PLATFORM CONTROLS >>>		
227	22	7	STEER SWITCHES FAULTY	Both Steer Left and Steer Right inputs are closed simultaneously.	The UGM shall prohibit Steer; The UGM shall limit Drive to Creep The Steer Left switch input = Low; The Steer Right switch input = Low; Steer and full Drive speed permitted after controls are initialized

SECTION 6 - JLG CONTROL SYSTEM

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
2211	22	11	FSW INTERLOCK TRIPPED	The Footswitch was closed for more than seven seconds.	Can be reported during power-up.
2212	22	12	DRIVE LOCKED - JOYSTICK MOVED BEFORE FOOTSWITCH	A drive function was selected with Footswitch open.	Can be reported during power-up.
2213	22	13	STEER LOCKED - SELECTED BEFORE FOOTSWITCH	A steer function was selected with Footswitch open.	The UGM shall not Enable the Machine.
2214	22	14	DRIVE/STEER LOCKED - JOYSTICK MOVED BEFORE ENABLE	Drive/Steer was selected before Enable switch activated.	
2216	22	16	D/S JOY. OUT OF RANGE HIGH	The D/S Joystick reference voltage is > 8.1V.	Resistive joysticks. If the reference voltage is > 7.7V then the reference voltage is out of tolerance of a short to battery has occurred.
2217	22	17	D/S JOY. CENTER TAP BAD	The D/S Joystick center tap voltage is < 3.08V or > 3.83V.	Resistive joysticks. - There is a +/- .1V range around these values due to resistor tolerances.
2219	22	19	L/S JOY. OUT OF RANGE HIGH	The L/S Joystick reference voltage is > 8.1V.	Resistive joysticks. - If the reference voltage is > 7.7V then the reference voltage is out of tolerance of a short to battery has occurred.
2220	22	20	L/S JOY. CENTER TAP BAD	The L/S Joystick center tap voltage is < 3.08V or > 3.83V.	Resistive joysticks. - There is a +/- .1V range around these values due to resistor tolerances.
2221	22	21	LIFT/SWING LOCKED - JOYSTICK MOVED BEFORE FOOTSWITCH	A lift / swing function was selected with Footswitch open.	If triggered by the Lift and/or Swing joystick not being in the neutral position at Startup, the UGM shall prohibit Lift and Swing. If triggered by Lift and/or Swing joystick is not in the neutral position when Footswitch becomes active or while DTC 2212, 2213 or 2223 is active, the UGM shall not Enable the Machine.
2222	22	22	WAITING FOR FSW TO BE OPEN	The Footswitch was closed during Platform selection.	Can be reported during power-up.
2223	22	23	FUNCTION SWITCHES LOCKED - SELECTED BEFORE ENABLE	A boom function was selected with Footswitch open.	The UGM shall not Enable the Machine.
2224	22	24	FOOTSWITCH SELECTED BEFORE START	The Footswitch was closed during engine start.	The UGM shall prohibit Engine Start.
2269	22	69	FUNCTION PROBLEM - HIGH SPEED & CREEP ACTIVE TOGETHER		

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
234	23	4	FUNCTION SWITCHES FAULTY - CHECK DIAGNOSTICS/BOOM	A boom function has both directions selected together.	Disable whichever boom functions whose boom control inputs are triggering the fault. If Engine Start/Aux at fault, disable Engine Start but permit Auxiliary Power/ Emergency Descent.
235	23	5	FUNCTION SWITCHES LOCKED - SELECTED BEFORE AUX POWER	A boom function was selected before aux power.	
236	23	6	FUNCTION SWITCHES LOCKED - SELECTED BEFORE START SWITCH	A boom function was selected before engine start.	
237	23	7	START SWITCH LOCKED - SELECTED BEFORE KEYSWITCH	The Start Switch was closed during power-up.	The UGM shall prohibit Engine Start.
23163	23	163	FUNCTION PROBLEM - MSSO PERMANENTLY SELECTED	The MSSO switch input = Low at Startup.	No response required for this DTC Power Cycled.
240	24	0	<<< OTHER CONTROLS >>>		
241	24	1	AMBIENT TEMPERATURE SENSOR - OUT OF RANGE LOW	MACHINE SETUP > TEMP CUTOUT = YES; Ambient Temperature sensor reading - 50C.	The UGM shall set Low Temperature Cutout state = Faulty If the Machine is in Platform Mode and if the Boom is Above Elevation; The UGM shall suspend motion; If the Machine is in Ground Mode; No response required for this DTC.
242	24	2	AMBIENT TEMPERATURE SENSOR - OUT OF RANGE HIGH	Ambient Temperature sensor reading \geq 85C.	Check Ambient Temperature sensor reading < 85C.
250	25	0	<<< FUNCTION PREVENTED >>>		
259	25	9	MODEL CHANGED - HYDRAULICS SUSPENDED - CYCLE EMS	The model selection has been changed.	Disable all machine and engine functions (i.e., command engine shutdown and do not permit start).
2513	25	13	GENERATOR MOTION CUTOUT ACTIVE	Driving is not possible while the vehicle generator is running AND is configured to prevent drive.	The UGM shall not Enable the Machine.
2514	25	14	BOOM PREVENTED - DRIVE SELECTED	Boom functions are not possible while the vehicle is being driven AND is configured to not allow simultaneous drive & boom operation.	The UGM shall prohibit all boom functions.
2516	25	16	DRIVE PREVENTED - ABOVE ELEVATION	Driving is not possible while Boom functions are selected AND is configured to not allow simultaneous drive & boom operation.	The UGM shall prohibit Drive and Steer.
2517	25	17	DRIVE PREVENTED - TILTED & ABOVE ELEVATION	Driving is not possible while the vehicle is tilted and above elevation AND is configured to prevent drive while tilted and above elevation.	The UGM shall prohibit Drive and Steer.

SECTION 6 - JLG CONTROL SYSTEM

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
2518	25	18	DRIVE PREVENTED - BOOM SELECTED	MACHINE SETUP > FUNCTION CUTOUT = BOOM CUTOUT The boom is Above Elevation Any boom function is already active The operator attempts to activate Drive or Steer.	The UGM shall prohibit Drive and Steer.
2519	25	19	DRIVE PREVENTED - TILTED & EXTENDED OR HIGH ANGLE	Drive Selected while tilted and extended and tilt is configured to cutout drive.	
2520	25	20	FUNCTIONS LOCKED OUT - CONSTANT DATA VERSION IMPROPER		
2563	25	63	SKYGUARD SWITCH - DISAGREEMENT	MACHINE SETUP > SKYGUARD = YES; Machine is in Platform Mode; [(SkyGuard input #1 Platform Module J7-18) ≠ (SkyGuard input #2 Platform Module J1-23)] > 160ms	Response detailed in Sky-Guard section.
2568	25	68	TEMPERATURE CUTOUT ACTIVE - AMBIENT TEMPERATURE TOO LOW	Low Temperature Cutout = Active	If the Boom is Above Elevation; The UGM shall suspend motion; The UGM shall limit the machine to Creep speed after controls initialized If the Machine is in Platform Mode and if the Boom is not Above Elevation.
2576	25	76	PLATFORM LEVEL PREVENTED - ABOVE ELEVATION	Platform Level Override Cutout = Enabled; The Platform Level Up or Down switch input = High; Footswitch is active.	The UGM shall suspend Platform Level Up and Down commands; The UGM shall prohibit Platform Level Up and Down
2577	25	77	DRIVE PREVENTED - START BATTERY CONNECTED	Start battery is connected	Check the battery.
330	33	0	<<< GROUND OUTPUT DRIVER >>>		
331	33	1	BRAKE - SHORT TO BATTERY	There is a Short to Battery to the Brake Valve.	Check Harness for damage.
332	33	2	BRAKE - OPEN CIRCUIT	There is an Open Circuit to the Brake Valve.	Check Harness for damage.
3311	33	11	GROUND ALARM - SHORT TO BATTERY	There is a Short to Battery to the Ground Alarm.	Ground Alarm equipped vehicles only.
3336	33	36	ALTERNATOR POWER - SHORT TO GROUND	There is a Short to Ground to the Alternator/ECM.	Check Harness for damage.
3340	33	40	AUX POWER - SHORT TO GROUND	There is a Short to Ground to the Auxiliary Power Pump Relay.	Check Harness for damage.
3341	33	41	AUX POWER - OPEN CIRCUIT	There is an Open Circuit to the Auxiliary Power Pump Relay.	Check Harness for damage.
3342	33	42	AUX POWER - SHORT TO BATTERY	There is a Short to Battery to the Auxiliary Power Pump Relay.	Check Harness for damage.
3346	33	46	ELECTRIC FAN - SHORT TO GROUND	There is a short to ground to the Electric Fan.	Check Harness for damage.
3347	33	47	ELECTRIC FAN - OPEN CIRCUIT	There is an Open Circuit to the Electric Fan.	Check Harness for damage.
3348	33	48	ELECTRIC FAN - SHORT TO BATTERY	There is a Short to Battery to the Electric Pump.	Check Harness for damage.
3349	33	49	ELECTRIC PUMP - SHORT TO GROUND	There is a Short to Ground to the Pump Relay.	Check Harness for damage.

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
3350	33	50	ELECTRIC PUMP - OPEN CIRCUIT	There is an Open Circuit to the Pump Relay.	Check Harness for damage.
3351	33	51	ELECTRIC PUMP - SHORT TO BATTERY	There is a Short to Battery to the Pump Relay.	Check Harness for damage.
3352	33	52	LP LOCK - SHORT TO GROUND	There is an Open Circuit to the LP Lock.	Check Harness for damage.
3353	33	53	LP LOCK - OPEN CIRCUIT	There is an Open Circuit to the LP Lock.	Check Harness for damage.
3354	33	54	LP LOCK - SHORT TO BATTERY	There is a short to Battery to the LP Lock.	Check Harness for damage.
3355	33	55	LP START ASSIST - SHORT TO GROUND	There is a short to ground to the LP Start Assist.	Check Harness for damage.
3356	33	56	LP START ASSIST - OPEN CIRCUIT	There is an Open Circuit to the LP Start Assist.	Check Harness for damage.
3357	33	57	LP START ASSIST - SHORT TO BATTERY	There is a short to battery to the LP Start Assist.	Check Harness for damage.
3358	33	58	MAIN DUMP VALVE - SHORT TO GROUND	There is a Short to Ground to the Main Dump Valve.	Check Harness for damage.
3359	33	59	MAIN DUMP VALVE - OPEN CIRCUIT	There is an Open Circuit to the Main Dump Valve.	Check Harness for damage.
3360	33	60	MAIN DUMP VALVE - SHORT TO BATTERY	There is a Short to Battery to the Main Dump Valve.	Check Harness for damage.
3361	33	61	BRAKE - SHORT TO GROUND	There is a Short to Ground to the Brake Valve.	Check Harness for damage.
3362	33	62	START SOLENOID - SHORT TO GROUND	There is a Short to Ground to the Start Relay.	Check Harness for damage.
3363	33	63	START SOLENOID - OPEN CIRCUIT	There is an Open Circuit to the Start Relay.	Check Harness for damage.
3364	33	64	START SOLENOID - SHORT TO BATTERY	There is a Short to Battery to the Start Relay.	Check Harness for damage.
3365	33	65	STEER DUMP VALVE - SHORT TO GROUND	There is a Short to Ground to the Steer Dump Valve.	Check Harness for damage.
3366	33	66	STEER DUMP VALVE - OPEN CIRCUIT	There is an Open Circuit to the Steer Dump Valve.	Check Harness for damage.
3367	33	67	STEER DUMP VALVE - SHORT TO BATTERY	There is a Short to Battery to the Steer Dump Valve.	Check Harness for damage.
3368	33	68	TWO SPEED VALVE - SHORT TO GROUND	There is a Short to Ground to the Two Speed Valve.	Check Harness for damage.
3369	33	69	TWO SPEED VALVE - OPEN CIRCUIT	There is an Open Circuit to the Two Speed Valve.	Check Harness for damage.
3370	33	70	TWO SPEED VALVE - SHORT TO BATTERY	There is a Short to Battery to the Two Speed Valve.	Check Harness for damage.
3371	33	71	GROUND ALARM - SHORT TO GROUND	There is a Short to Ground to the Ground Alarm.	Check Harness for damage.
3372	33	72	GROUND ALARM - OPEN CIRCUIT	There is an Open Circuit to the Ground Alarm.	Check Harness for damage.
3373	33	73	GEN SET/WELDER - SHORT TO GROUND	There is a Short to Ground to the Generator Relay.	Check Harness for damage.

SECTION 6 - JLG CONTROL SYSTEM

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
3374	33	74	GEN SET/WELDER - OPEN CIRCUIT	There is an Open Circuit to the Generator Relay.	Check Harness for damage.
3375	33	75	GEN SET/WELDER - SHORT TO BATTERY	There is a Short to Battery to the Generator Relay.	Check Harness for damage.
3376	33	76	HEADTAIL LIGHT - SHORT TO GROUND	There is a Short to Ground to the Head Light Relay.	Check Harness for damage.
3377	33	77	HEADTAIL LIGHT - OPEN CIRCUIT	There is an Open Circuit to the Head Light Relay.	Check Harness for damage.
3378	33	78	HEADTAIL LIGHT - SHORT TO BATTERY	There is a Short to Battery to the Head Light Relay.	Check Harness for damage.
3379	33	79	HOUR METER - SHORT TO GROUND	There is a Short to Ground to the Hour Meter.	Check Harness for damage.
3382	33	82	PLATFORM LEVEL UPVALVE - SHORT TO GROUND	There is a Short to Ground to the Platform Level Up Valve	Check Harness for damage.
3383	33	83	PLATFORM LEVEL UPVALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Level Up Valve.	Check Harness for damage.
3384	33	84	PLATFORM LEVEL UPVALVE - SHORT TO BATTERY	There is a Short to Battery to the Platform Level Up Valve	Check Harness for damage.
3388	33	88	PLATFORM LEVEL DOWN VALVE - SHORT TO GROUND	There is a Short to Ground to the Platform Level Down Valve	Check Harness for damage.
3389	33	89	PLATFORM LEVEL DOWN VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Level Down Valve.	Check Harness for damage.
3390	33	90	PLATFORM LEVEL DOWN VALVE - SHORT TO BATTERY	There is a Short to Battery to the Platform Level Down Valve	Check Harness for damage.
3394	33	94	PLATFORM ROTATE LEFT VALVE - SHORT TO GROUND	There is a Short to Ground to the Platform Rotate Left Valve.	Check Harness for damage.
3395	33	95	PLATFORM ROTATE LEFT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Rotate Left Valve.	Check Harness for damage.
3396	33	96	PLATFORM ROTATE LEFT VALVE - SHORT TO BATTERY	There is a Short to Battery to the Platform Rotate Left Valve.	Check Harness for damage.
3397	33	97	PLATFORM ROTATE RIGHT VALVE - SHORT TO GROUND	There is a Short to Ground to the Platform Rotate Right Valve.	Check Harness for damage.
3398	33	98	PLATFORM ROTATE RIGHT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Rotate Right Valve.	Check Harness for damage.
3399	33	99	PLATFORM ROTATE RIGHT VALVE - SHORT TO BATTERY	There is a Short to Battery to the Platform Rotate Right Valve.	Check Harness for damage.
33100	33	100	JIB LIFT UP VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Lift Up Valve.	Check Harness for damage.
33101	33	101	JIB LIFT UP VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Lift Up Valve.	Check Harness for damage.
33102	33	102	JIB LIFT UP VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Lift Up Valve.	Check Harness for damage.
33103	33	103	JIB LIFT DOWN VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Lift Down Valve.	Check Harness for damage.
33104	33	104	JIB LIFT DOWN VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Lift Down Valve.	Check Harness for damage.
33105	33	105	JIB LIFT DOWN VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Lift Down Valve.	Check Harness for damage.

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
33106	33	106	TOWER LIFT UP VALVE - SHORT TO GROUND	There is a Short to Ground to the Tower Lift Up Valve.	Check Harness for damage.
33107	33	107	TOWER LIFT UP VALVE - OPEN CIRCUIT	There is an Open Circuit to the Tower Lift Up Valve.	Check Harness for damage.
33108	33	108	TOWER LIFT UP VALVE - SHORT TO BATTERY	There is a Short to Battery to the Tower Lift Up Valve.	Check Harness for damage.
33109	33	109	TOWER LIFT DOWN VALVE - SHORT TO GROUND	There is a Short to Ground to the Tower Lift Down Valve.	Check Harness for damage.
33110	33	110	TOWER LIFT DOWN VALVE - OPEN CIRCUIT	There is an Open Circuit to the Tower Lift Down Valve.	Check Harness for damage.
33111	33	111	TOWER LIFT DOWN VALVE - SHORT TO BATTERY	There is a Short to Battery to the Tower Lift Down Valve.	Check Harness for damage.
33112	33	112	TOWER TELESCOPE IN VALVE - SHORT TO GROUND	There is a Short to Ground to the Tower Telescope In Valve.	Check Harness for damage.
33113	33	113	TOWER TELESCOPE IN VALVE - OPEN CIRCUIT	There is an Open Circuit to the Tower Telescope In Valve.	Check Harness for damage.
33114	33	114	TOWER TELESCOPE IN VALVE - SHORT TO BATTERY	There is a Short to Battery to the Tower Telescope In Valve.	Check Harness for damage.
33115	33	115	TOWER TELESCOPE OUT VALVE - SHORT TO GROUND	There is a Short to Ground to the Tower Telescope Out Valve.	Check Harness for damage.
33116	33	116	TOWER TELESCOPE OUT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Tower Telescope Out Valve.	Check Harness for damage.
33117	33	117	TOWER TELESCOPE OUT VALVE - SHORT TO BATTERY	There is a Short to Battery to the Tower Telescope Out Valve.	Check Harness for damage.
33118	33	118	SWING RIGHT VALVE - SHORT TO GROUND	There is a Short to Ground to the Swing Right Valve.	Check Harness for damage.
33119	33	119	SWING RIGHT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Swing Right Valve.	Check Harness for damage.
33120	33	120	TELESCOPE IN VALVE - SHORT TO BATTERY	There is a Short to Battery to the Main Telescope In Valve.	Check Harness for damage.
33121	33	121	SWING RIGHT VALVE - SHORT TO BATTERY	There is a Short to Battery to the Swing Right Valve.	Check Harness for damage.
33122	33	122	SWING LEFT VALVE - SHORT TO GROUND	There is a Short to Ground to the Swing Left Valve.	Check Harness for damage.
33123	33	123	TELESCOPE OUT VALVE - SHORT TO BATTERY	There is a Short to Battery to the Main Telescope Out Valve.	Check Harness for damage.
33130	33	130	THROTTLE ACTUATOR - SHORT TO GROUND	There is a Short to Ground to the Throttle Actuator.	Check Harness for damage.
33131	33	131	THROTTLE ACTUATOR - OPEN CIRCUIT	There is an Open Circuit to the Throttle Actuator.	Check Harness for damage.
33132	33	132	THROTTLE ACTUATOR - SHORT TO BATTERY	There is a Short to Battery to the Throttle Actuator.	Check Harness for damage.
33170	33	170	LIFT DOWN VALVE - OPEN CIRCUIT	There is a Short to Ground to the Lift Down Valve.	Check Harness for damage.
33171	33	171	LIFT DOWN VALVE - SHORT TO BATTERY	There is an Open Circuit to the Lift Down Valve.	Check Harness for damage.
33172	33	172	LIFT DOWN VALVE - SHORT TO GROUND	There is a Short to Battery to the Lift Down Valve.	Check Harness for damage.

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Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
33175	33	175	JIB ROTATE LEFT VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Rotate Left Valve.	Check Harness for damage.
33176	33	176	JIB ROTATE LEFT VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Rotate Left Valve.	Check Harness for damage.
33177	33	177	JIB ROTATE LEFT VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Rotate Left Valve.	Check Harness for damage.
33178	33	178	JIB ROTATE RIGHT VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Rotate Right Valve.	Check Harness for damage.
33179	33	179	JIB ROTATE RIGHT VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Rotate Right Valve.	Check Harness for damage.
33180	33	180	JIB ROTATE RIGHT VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Rotate Right Valve.	Check Harness for damage.
33182	33	182	LIFT VALVES - SHORT TO BATTERY	There is a Short to Battery to the Lift Valves.	Check Harness for damage.
33186	33	186	TELESCOPE OUT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Main Telescope Out Valve.	Check Harness for damage.
33188	33	188	TELESCOPE OUT VALVE - SHORT TO GROUND	There is a Short to Ground to the Main Telescope Out Valve.	Check Harness for damage.
33189	33	189	TELESCOPE IN VALVE - OPEN CIRCUIT	There is an Open Circuit to the Main Telescope In Valve.	Check Harness for damage.
33190	33	190	TELESCOPE IN VALVE - SHORT TO GROUND	There is a Short to Ground to the Main Telescope In Valve.	Check Harness for damage.
33207	33	207	HORN - OPEN CIRCUIT	There is an Open Circuit to the Horn.	Check Harness for damage.
33208	33	208	HORN - SHORT TO BATTERY	There is a Short to Battery to the Horn.	Check Harness for damage.
33209	33	209	HORN - SHORT TO GROUND	There is a Short to Ground to the Horn.	Check Harness for damage.
33279	33	279	GLOWPLUG - OPEN CIRCUIT	There is an Open Circuit to the Glow Plugs.	Check Harness for damage.
33280	33	280	GLOWPLUG - SHORT TO BATTERY	There is a Short to Battery to the Glow Plugs.	Check Harness for damage.
33281	33	281	GLOWPLUG - SHORT TO GROUND	There is a Short to Ground to the Glow Plugs.	Check Harness for damage.
33287	33	287	LIFT - CURRENT FEEDBACK READING TOO LOW	The Engine State = ENGINE RUNNING; The UGM commanded current > 250mA; The difference between the commanded current and the measured feedback current > [the larger of (125mA) or (15% of the commanded function Max)] for longer than 1 second	The UGM shall suspend Lift Up and Down command and revert to Open Loop Current control for Lift; The UGM shall limit Lift Up and Down to Creep speed after controls initialized
33295	33	295	SWING LEFT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Swing Left Valve.	Check Harness for damage.
33306	33	306	SWING LEFT VALVE - SHORT TO BATTERY	There is short to Battery to the Swing Left Valve.	Check Harness for damage.
33314	33	314	FLOW CONTROL VALVE - OPEN CIRCUIT	There is an Open Circuit to the Flow Control Valve.	Check Harness for damage.
33315	33	315	FLOW CONTROL VALVE - SHORT TO BATTERY	There is short to Battery to the Flow Control Valve	Check Harness for damage.

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
33316	33	316	FLOW CONTROL VALVE - SHORT TO GROUND	There is short to Ground to the Flow Control Valve	Check Harness for damage.
33317	33	317	DRIVE FORWARD VALVE - OPEN CIRCUIT	There is an Open Circuit to the Drive Forward Valve.	Check Harness for damage.
33318	33	318	DRIVE FORWARD VALVE - SHORT TO BATTERY	There is short to Battery to the Drive Forward Valve.	Check Harness for damage.
33319	33	319	DRIVE FORWARD VALVE - SHORT TO GROUND	There is short to Gropund to the Drive Forward Valve.	Check Harness for damage.
33320	33	320	DRIVE REVERSE VALVE - OPEN CIRCUIT	There is an Open Circuit to the Drive Reverse Valve.	Check Harness for damage.
33321	33	321	DRIVE REVERSE VALVE - SHORT TO BATTERY	There is a short to Battery to the Drive Reverse Valve.	Check Harness for damage.
33322	33	322	DRIVE REVERSE VALVE - SHORT TO GROUND	There is a short to Ground to the Drive Reverse Valve.	Check Harness for damage.
33323	33	323	LIFT UP VALVE - OPEN CIRCUIT	There is an Open Circuit to the Lift Up Valve.	Check Harness for damage.
33324	33	324	LIFT UP VALVE - SHORT TO BATTERY	There is a short to Battery to the Lift Up Valve.	Check Harness for damage.
33325	33	325	LIFT UP VALVE - SHORT TO GROUND	There is a Short to Ground to the Lift Up Valve.	Check Harness for damage.
33331	33	331	DRIVE - CURRENT FEEDBACK READING TOO LOW	The Engine State = ENGINE RUNNING; The UGM commanded current > 250mA; The difference between the commanded current and the measured feedback current > [the larger of (125mA) or (15% of the commanded function Max)] for longer than 1 second	The UGM shall suspend Drive Forward and Reverse command and revert to Open Current loop control for Drive; The UGM shall limit Drive Forward and Reverse to Creep speed after controls initialized
33410	33	410	DRIVE - CURRENT FEEDBACK READING LOST	Measured feedback current < 225mA while PWM output > 40% for a period of 100ms.	The UGM shall suspend Drive Forward and Reverse command and revert to Open Current loop control for Drive; The UGM shall limit Drive Forward and Reverse to Creep speed after controls initialized
33412	33	412	SWING VALVES - SHORT TO BATTERY	There is a short to Battery to the Swing Valves.	Check Harness for damage.
33414	33	414	SWING - CURRENT FEEDBACK READING TOO LOW	Current feedback into controller is below threshold value.	Check wiring and coil.
33415	33	415	FLOW CONTROL VALVE - CURRENT FEEDBACK READING TOO LOW	The Engine State = ENGINE RUNNING; The UGM commanded current > 250mA; The difference between the commanded current and the measured feedback current > [the larger of (125mA) or (15% of the commanded function Max)] for longer than 1 second.	The UGM shall suspend Flow Control and revert to Open Current loop control for Flow Control.

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Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
33417	33	417	LIFT - CURRENT FEEDBACK READING LOST	Measured feedback current < 225mA while PWM output > 40% for a period of 100ms.	The UGM shall suspend Lift Up and Down command and revert to Open Loop Current control for Lift; The UGM shall limit Lift Up and Down to Creep speed after controls initialized.
33418	33	418	SWING - CURRENT FEEDBACK READING LOST	Current feedback into controller not detected.	Check wiring and coil.
33419	33	419	FLOW CONTROL VALVE - CURRENT FEEDBACK READING LOST	Measured feedback current < 225mA while PWM output > 40% for a period of 100ms.	The UGM shall suspend Flow Control and revert to Open Current loop control for Flow Control.
33488	33	488	SWING FLOW CONTROL VALVE - SHORT TO GROUND	There is a short to the Ground to the Swing Flow Control Valve.	Check Harness for damage.
33575	33	575	ECM PULL DOWN RESISTOR - OPEN CIRCUIT	There is an Open Circuit to the ECM Pull Down Resistor.	Check Harness for damage.
340	34	0	<<< PLATFORM OUTPUT DRIVER >>>		
341	34	1	PLATFORM LEVEL UP VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Level Up Valve.	Check Harness for damage.
342	34	2	PLATFORM LEVEL UP VALVE - SHORT TO BATTERY	There is a Short to Battery to the Platform Level Up Valve.	Check Harness for damage.
343	34	3	PLATFORM LEVEL UP VALVE - SHORT TO GROUND	There is a Short to Ground to the Platform Level Up Valve.	Check Harness for damage.
344	34	4	PLATFORM LEVEL UP VALVE - SHORT TO BATTERY OR OPEN CIRCUIT	There is a Short to Battery or an Open Circuit to the Platform Level Up Valve.	Check Harness for damage.
345	34	5	PLATFORM LEVEL DOWN VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Level Down Valve.	Check Harness for damage.
346	34	6	PLATFORM LEVEL DOWN VALVE - SHORT TO BATTERY	There is a short to Battery to the Platform Level Down Valve.	Check Harness for damage.
347	34	7	PLATFORM LEVEL DOWN VALVE - SHORT TO GROUND	There is a short to the Ground to the Platform Level Down Valve.	Check Harness for damage.
348	34	8	PLATFORM LEVEL DOWN VALVE - SHORT TO BATTERY OR OPEN CIRCUIT	There is a Short to Battery or an Open Circuit to the Platform Level Down Valve.	Check Harness for damage.
349	34	9	PLATFORM ROTATE LEFT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Rotate Left Valve.	Check Harness for damage.
3410	34	10	PLATFORM ROTATE LEFT VALVE - SHORT TO BATTERY	There is a short to Battery to the Platform Rotate Left Valve.	Check Harness for damage.
3411	34	11	PLATFORM ROTATE LEFT VALVE - SHORT TO GROUND	There is a short to Ground to the Platform Rotate Left Valve.	Check Harness for damage.
3412	34	12	PLATFORM ROTATE RIGHT VALVE - OPEN CIRCUIT	There is an Open Circuit to the Platform Rotate Right Valve.	Check Harness for damage.
3413	34	13	PLATFORM ROTATE RIGHT VALVE - SHORT TO BATTERY	There is a short to Battery to the Platform Rotate Right Valve.	Check Harness for damage.
3414	34	14	PLATFORM ROTATE RIGHT VALVE - SHORT TO GROUND	There is a short to Ground to the Platform Rotate Right Valve.	Check Harness for damage.
3415	34	15	JIB LIFT UP VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Lift Up Valve.	Check Harness for damage.

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
3416	34	16	JIB LIFT UP VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Lift Up Valve.	Check Harness for damage.
3417	34	17	JIB LIFT UP VALVE - SHORT TO GROUND	There is a short to Ground to the JIB Lift Up Valve.	Check Harness for damage.
3418	34	18	JIB LIFT DOWN VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Lift Down Valve.	Check Harness for damage.
3419	34	19	JIB LIFT DOWN VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Lift Down Valve.	Check Harness for damage.
3420	34	20	JIB LIFT DOWN VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Lift Down Valve.	Check Harness for damage.
3421	34	21	JIB ROTATE LEFT VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Rotate Left Valve.	Check Harness for damage.
3422	34	22	JIB ROTATE LEFT VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Rotate Left Valve.	Check Harness for damage.
3423	34	23	JIB ROTATE LEFT VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Rotate Left Valve.	Check Harness for damage.
3424	34	24	JIB ROTATE RIGHT VALVE - OPEN CIRCUIT	There is an Open Circuit to the JIB Rotate Right Valve.	Check Harness for damage.
3425	34	25	JIB ROTATE RIGHT VALVE - SHORT TO BATTERY	There is a Short to Battery to the JIB Rotate Right Valve.	Check Harness for damage.
3426	34	26	JIB ROTATE RIGHT VALVE - SHORT TO GROUND	There is a Short to Ground to the JIB Rotate Right Valve.	Check Harness for damage.
430	43	0	<<< ENGINE >>>		
431	43	1	FUEL SENSOR - SHORT TO BATTERY OR OPEN CIRCUIT	The Fuel Sensor reading is > 4.3V.	Energize fuel sensor per System Indicators
432	43	2	FUEL SENSOR - SHORT TO GROUND	The Fuel Sensor reading is < 0.2V.	Energize fuel sensor per System Indicators
433	43	3	OIL PRESSURE - SHORT TO BATTERY	The Oil Pressure Sensor reading is > 6.6V.	Deutz engine only.
434	43	4	OIL PRESSURE - SHORT TO GROUND	The Oil Pressure Sensor reading is < 0.1V for more then 5 seconds.	Deutz engine only. - Not reported during engine start.
435	43	5	COOLANT TEMPERATURE - SHORT TO GROUND	The Coolant Temperature Sensor reading is < 0.1V.	Deutz engine only.
436	43	6	FORD FAULT CODE##	All ford fault codes except 63 are simply passed through from the Ford ECM. They only occur if a Ford Engine is selected in the machine configuration digits. Can be reported during power-up sequence.	
437	43	7	ENGINE TROUBLE CODE	Displays engine SPN FMI code.	Report and log in Help If [(MACHINE SETUP > DEUTZ EMR2) or (MACHINE SETUP > DEUTZ EMR4) and SPN:FMI = 535:7], prohibit engine cranking.
438	43	8	HIGH ENGINE TEMP	(Ford engine only) The engine temperature is > 117 C. (Deutz engine only) The engine temperature is > 130 C.	Ford / Deutz engine only.
439	43	9	AIR FILTER BYPASSED	The Air Filter is clogged.	Check Airfilter for clogging

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Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
4310	43	10	NO ALTERNATOR OUTPUT	Battery voltage is < 11.5 volts for more than 15 seconds after engine start.	Activate the No Charge indicator J4-26 per System Indicators.
4311	43	11	LOW OIL PRESSURE	(Ford engine only) The ECM has reported a low oil pressure fault. (Deutz engine only) Oil pressure is < 8 PSI for more than 10 seconds after engine start.	Ford / Deutz engine only.
4312	43	12	485 COMMUNICATIONS LOST	This fault only occurs with a Ford Engine. It occurs when no response are received from the ECM for 2.5 seconds. Can be reported during power-up sequence.	
4313	43	13	THROTTLE ACTUATOR FAILURE	The engine RPM is > XXX for more than XX seconds.	
4314	43	14	WRONG ENGINE SELECTED - ECM DETECTED	A ECM was detected with a non- ECM type engine selected.	
4322	43	22	LOSS OF ENGINE SPEED SENSOR	The engine RPM sensor indicates 0 RPM AND the Oil Pressure Sensor indicates > 8 PSI for three seconds.	Diesel engine only.
4323	43	23	SPEED SENSOR READING INVALID SPEED	The engine RPM sensor indicates > 4000 RPM.	Diesel engine only.
4331	43	31	SOOTLOAD WARNING - LOW	SPN/FMI 3719 / 16 3703 / 31	Check Engine.
4332	43	32	SOOTLOAD WARNING - HIGH	SPN/FMI 3719 / 0 3714 / 31	Check Engine.
4333	43	33	SOOTLOAD WARNING - SEVERE	SPN/FMI 3715 / 31	Check Engine.
4334	43	34	ENGINE COOLANT - LOW LEVEL	MACHINE SETUP > ENGINE = DEUTZ EMR4; ECM transmits a J1939 DM1 message for an engine coolant low level fault (SPN:FMI 111:1) on CAN2 or uses the J1939 Transport Protocol every one second to send this information if multiple engine faults exist.	MACHINE SETUP > ENGINE SHUTDOWN = ENABLED then shutdown the engine; Activate High Engine Temperature indicator J4-28.
440	44	0	<<< BATTERY SUPPLY >>>		
441	44	1	BATTERY VOLTAGE TOO LOW - SYSTEM SHUTDOWN	Battery voltage is < 9V.	
442	44	2	BATTERY VOLTAGE TOO HIGH - SYSTEM SHUTDOWN	Battery voltage is > 16V.	
445	44	5	BATTERY VOLTAGE LOW	Battery voltage is < 11V for more than 5 seconds.	
660	66	0	<<< COMMUNICATION >>>		
662	66	2	CANBUS FAILURE - PLATFORM MODULE	Platform Module CAN communication lost.	
664	66	4	CANBUS FAILURE - ACCESSORY MODULE	The accessory module is not receiving CAN messages. This is probably due to wiring problem.	Check the Wiring.
666	66	6	CANBUS FAILURE - ENGINE CONTROLLER	Engine Control Module CAN	ECM equipped engine only.
6620	66	20	CANBUS FAILURE - UM SENSOR	Communication lost.	
6622	66	22	CANBUS FAILURE - TCU MODULE	Machine Setup/Telematics = YES, No device heartbeat for 30 sec	

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
6623	66	23	CANBUS FAILURE - GATEWAY MODULE	Machine Setup/Telematics=YES, No device heartbeat for 30 sec	
6629	66	29	CANBUS FAILURE - TELEMATICS CANBUS LOADING TOO HIGH		
6657	66	57	CANBUS FAILURE - TEMPERATURE SENSOR	MACHINE SETUP > TEMP CUTOUT = YES; UGM does not receive any CAN messages from the Ambient Temperature sensor in 250ms	The UGM shall set Low Temperature Cutout state = Faulty If the Machine is in Platform Mode and if the Boom is Above Elevation; The UGM shall suspend motion; The UGM shall limit the machine to Creep speed after controls initialized If the Machine is in Platform Mode and if the Boom is not Above Elevation.
671	67	1	ACCESSORY FAULT		
680	68	0	<<< TELEMATICS >>>		
681	68	1	REMOTE CONTRACT MANAGEMENT OVERRIDE - ALL FUNCTIONS IN CREEP		
810	81	0	<<< TILT SENSOR >>>		
813	81	3	CHASSIS TILT SENSOR NOT CALIBRATED	The Chassis Tilt Sensor has not been calibrated.	
815	81	5	CHASSIS TILT SENSOR DISAGREEMENT		
820	82	0	<<< PLATFORM LOAD SENSE >>>		
825	82	5	LSS HAS NOT BEEN CALIBRATED	The Load Sensing System Module has not been calibrated.	UGM to set Platform Load State = Overloaded
826	82	6	RUNNING AT CREEP - PLATFORM OVERLOADED	All functions at creep, the Load Sensing System indicates the Platform is overloaded AND is configured to warn only while the Platform is overloaded.	
827	82	7	DRIVE & BOOM PREVENTED - PLATFORM OVERLOADED	Driving and boom functions are not possible while the Load Sensing System indicates the Platform is overloaded AND is configured to prevent drive and boom functions while the Platform is overloaded.	
828	82	8	LIFT UP & TELE OUT PREVENTED - PLATFORM OVERLOADED	Lift up and telescope out are not possible while the Load Sensing System indicates the Platform is overloaded AND is configured to prevent Lift up and telescope out while the Platform is overloaded.	
8639	86	39	FRONT LEFT STEER VALVE - OPEN CIRCUIT	There is an open circuit to the Front Left Steer Valve	Check Harness for damage.
8640	86	40	FRONT LEFT STEER VALVE - SHORT TO BATTERY	There is a short to Battery to the Front Left Steer Valve	Check Harness for damage.

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Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
8641	86	41	FRONT LEFT STEER VALVE - SHORT TO GROUND	There is a short to Ground to the Front Left Steer Valve	Check Harness for damage.
8642	86	42	FRONT RIGHT STEER VALVE - OPEN CIRCUIT	There is an open circuit to the Front Right Steer Valve	Check Harness for damage.
8643	86	43	FRONT RIGHT STEER VALVE - SHORT TO BATTERY	There is a short to Battery to the Front Right Steer Valve	Check Harness for damage.
8644	86	44	FRONT RIGHT STEER VALVE - SHORT TO GROUND	There is a short to Ground to the Front Right Steer Valve	Check Harness for damage.
8645	86	45	REAR LEFT STEER VALVE - OPEN CIRCUIT	There is an open circuit to the Rear Left Steer Valve	Check Harness for damage.
8646	86	46	REAR LEFT STEER VALVE - SHORT TO BATTERY	There is a short to Battery to the Rear Left Steer Valve	Check Harness for damage.
8647	86	47	REAR LEFT STEER VALVE - SHORT TO GROUND	There is a short to Ground to the Rear Left Steer Valve	Check Harness for damage.
8648	86	48	REAR RIGHT STEER VALVE - OPEN CIRCUIT	There is an open circuit to the Rear Right Steer Valve	Check Harness for damage.
8649	86	49	REAR RIGHT STEER VALVE - SHORT TO BATTERY	There is a short to Battery to the Rear Right Steer Valve	Check Harness for damage.
8650	86	50	REAR RIGHT STEER VALVE - SHORT TO GROUND	There is a short to Ground to the Rear Right Steer Valve	Check Harness for damage.
871	87	1	RETURN FILTER BYPASSED	Hydraulic Return Filter Clogged	Check Hydraulic Return Filter.
872	87	2	CHARGE PUMP FILTER BYPASSED	Charge Pump Filter Clogged	Check Charge Pump Filter.
873	87	3	MACHINE SAFETY SYSTEM OVERRIDE OCCURRED	MSSO = Active	Response described in MSSO Influence on Machine Operation section.
998	99	8	EEPROM FAILURE - CHECK ALL SETTINGS	The Ground Module has reported an EEPROM failure.	Disable all machine and engine functions (i.e., command engine shutdown and do not permit start); reset the section of EEPROM where the failure occurred to defaults.
9910	99	10	FUNCTIONS LOCKED OUT - PLATFORM MODULE SOFTWARE VERSION IMPROPER	The Platform Module software version is not compatible with the rest of the system.	Activate the platform alarm continuously Creep mode is active If Platform Mode is active, disable all Drive, Steer, and Boom functions and do not permit Machine Enable.
9914	99	14	PLATFORM MODULE SOFTWARE UPDATE REQUIRED	The Platform Module software requires an update.	
9915	99	15	CHASSIS TILT SENSOR NOT GAIN CALIBRATED	The Chassis Tilt Sensor gain calibration has been lost.	
9916	99	16	CHASSIS TILT SENSOR GAIN OUT OF RANGE	The Chassis Tilt Sensor gain calibration has become corrupted.	
9919	99	19	GROUND SENSOR REF VOLTAGE OUT OF RANGE	The Ground Module has reported that its sensor reference voltage is outside acceptable range.	Not reported during power-up.

Table 6-11. Help Fault Codes, Displayed Faults, and Descriptions

DTC	Flash Code	Sequence	Fault Message	Fault Description	Check
9920	99	20	PLATFORM SENSOR REFVOLTAGE OUT OF RANGE	The Platform Module has reported that its sensor reference voltage is outside acceptable range.	Not reported during power-up.
9921	99	21	GROUND MODULE FAILURE - HIGH SIDE DRIVER CUTOUT FAULTY	The Ground Module has reported that its high side driver cutout failed.	
9922	99	22	PLATFORM MODULE FAILURE - HWFS CODE 1	The Platform Module has reported that the V(Low) FET has failed.	
9923	99	23	GROUND MODULE FAILURE - HWFS CODE 1	The Ground Module has reported that the V(Low) FET has failed.	
9924	99	24	FUNCTIONS LOCKED OUT - MACHINE NOT CONFIGURED	The machine is powered up and no model has been selected yet in the MACHINE SETUP menu	Display ??? or NO MODEL at Analyzer MACHINE SETUP menu MACHINE SETUP->MODEL NUMBER Do not report any other faults Disable all machine and engine functions (i.e., command engine shutdown and do not permit start).
9944	99	44	CURRENT FEEDBACK GAINS OUT OF RANGE	The factory set current feedback gains are out of range.	A gain of 1 is used for the factory gain(s) that was out of range; all functions shall be placed in Creep mode.
9945	99	45	CURRENT FEEDBACK CALIBRATION CHECKSUM INCORRECT	The factory set current feedback checksum is not correct.	
9979	99	79	FUNCTIONS LOCKED OUT - GROUND MODULE SOFTWARE VERSION IMPROPER	Temporary fault for the telematics project. The model needs to be a 600S or 1350S if not this fault will be generated and Platform controls will be prevented. This fault was to ensure that the software will only work for these two models.	Disable all machine and engine functions (i.e., command engine shutdown and do not permit start).

SECTION 7. BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

7.1 GENERAL

This section contains basic electrical information and schematics for locating and correcting most electrical problems. If a problem develops which is not presented in this section or corrected by listed corrective actions, obtain technically qualified guidance before proceeding with any additional maintenance.

NOTE: Some procedures/connectors shown in this section may not apply to all models.

7.2 MULTIMETER BASICS

A wide variety of multimeters or Volt Ohm Meters (VOM) can be used for troubleshooting your equipment. This section shows diagrams of a common, digital VOM configured for several different circuit measurements. Instructions for your VOM may vary. Please consult the meter operator's manual for more information.

Grounding

"Grounding the meter" means to take the black lead (which is connected to the COM (common) or negative port) and touch it to a good path to the negative side of the Voltage source.

Backprobing

To "backprobe" means to take the measurement by accessing a connector's contact on the same side as the wires, the back of the connector. Readings can be done while maintaining circuit continuity this way. If the connector is the sealed type, great care must be taken to avoid damaging the seal around the wire. It is best to use probes or probe tips specifically designed for this technique, especially on sealed connectors. Whenever possible insert probes into the side of the connector such that the test also checks both terminals of the connection. It is possible to inspect a connection within a closed connector by backprobing both sides of a connector terminal and measuring resistance. Do this after giving each wire a gentle pull to ensure the wires are still attached to the contact and contacts are seated in the connector.

Min/Max

Use of the "Min/Max" recording feature of some meters can help when taking measurements of intermittent conditions while alone. For example, you can read voltage applied to a solenoid when it is only operational while a switch, far from the solenoid and meter, is held down.

Polarity

Getting a negative Voltage or current reading when expecting a positive reading frequently means the leads are reversed. Check what reading is expected, location of the signal and leads are correctly connected to the device under test. Also check the lead on the "COM" port goes to the ground or negative side of the signal and lead on the other port goes to the positive side of the signal.

Scale

M = Mega = 1,000,000 * (Displayed Number)

k = kilo = 1,000 * (Displayed Number)

m = milli = (Displayed Number) / 1,000

μ = micro = (Displayed Number) / 1,000,000

Example: 1.2 kW = 1200 W

Example: 50 mA = 0.05 A

Voltage Measurement

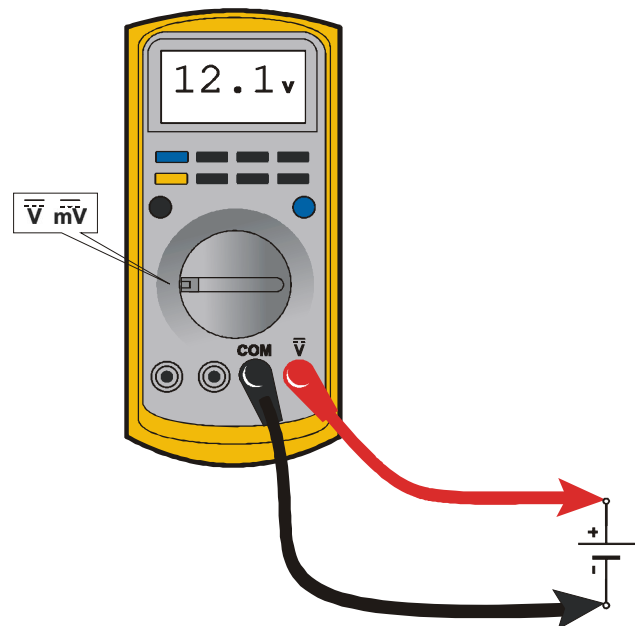


Figure 7-1. Voltage Measurement (DC)

- If meter is not auto ranging, set it to the correct range (See multimeter's operation manual)
- Use firm contact with meter leads

Resistance Measurement

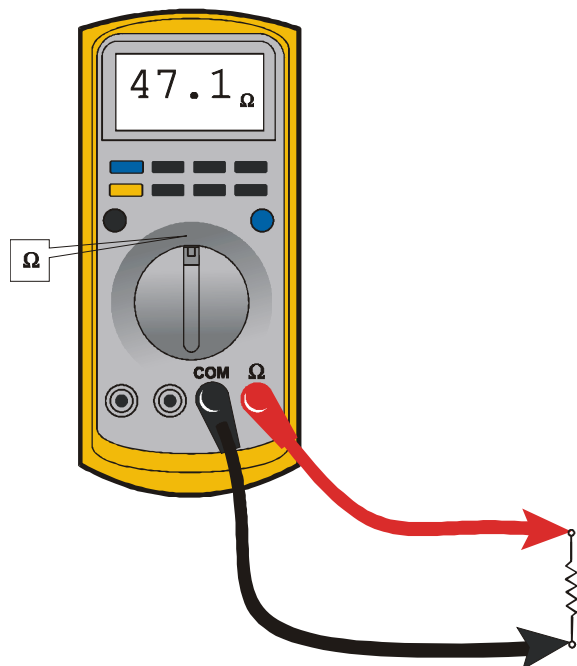


Figure 7-2. Resistance Measurement

- First test meter and leads by touching leads together. Resistance should read a short circuit (very low resistance)
- Circuit power must be turned OFF before testing resistance
- Disconnect component from circuit before testing
- If meter is not auto ranging, set it to the correct range (See multimeter's operation manual)
- Use firm contact with meter leads

Continuity Measurement

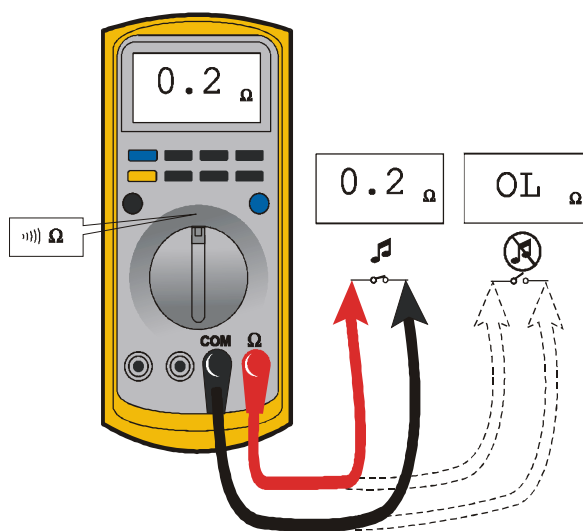


Figure 7-3. Continuity Measurement

- Some meters require a separate button press to enable audible continuity testing
- Circuit power must be turned OFF before testing continuity
- Disconnect component from circuit before testing
- Use firm contact with meter leads
- First test meter and leads by touching leads together. Meter should produce an audible alarm, indicating continuity

Current Measurement

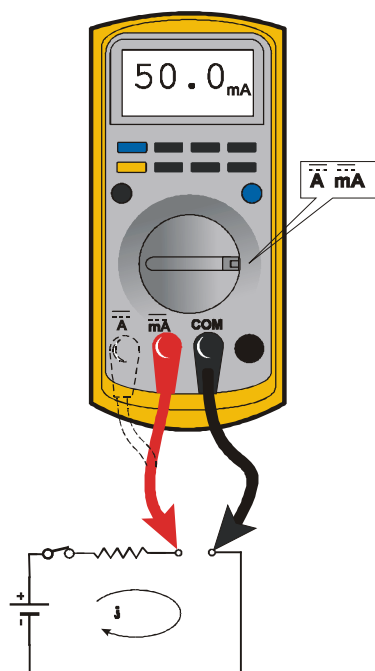


Figure 7-4. Current Measurement (DC)

- Set up meter for expected current range
- Be sure to connect meter leads to correct jacks for selected current range
- If meter is not auto ranging, set it to correct range (See multi meter's operation manual)
- Use firm contact with meter leads

7.3 APPLYING SILICONE DIELECTRIC COMPOUND ELECTRICAL CONNECTIONS

NOTE: This section is not applicable for battery terminals.

NOTICE

JLG PN 0100048 DIELECTRIC GREASE (NOVAGARD G661) IS THE ONLY MATERIAL APPROVED FOR USE AS A DIELECTRIC GREASE.

NOTE: Do NOT apply dielectric grease to the following connections:

- Main Boom Rotary sensor connections (on Celesco Sensor).
- LSS Modules connections.
- Deutz EMR 2 ECM connection.

Silicone Dielectric Compound must be used on all electrical connections except for those mentioned above for the following reasons:

- To prevent oxidation at the mechanical joint between male and female pins.
- To prevent electrical malfunction caused by low level conductivity between pins when wet.

Use the following procedure to apply Silicone Dielectric Compound to the electrical connectors. This procedure applies to all plug connections not enclosed in a box. Silicone grease should not be applied to connectors with external seals.

1. To prevent oxidation, silicone grease must be packed completely around male and female pins on the inside of the connector prior to assembly. This is most easily achieved by using a syringe.

NOTE: Over a period of time, oxidation increases electrical resistance at the connection, eventually causing circuit failure.

2. To prevent shorting, silicone grease must be packed around each wire where they enter the outside of the connector housing. Also, silicone grease must be applied at the joint where the male and female connectors come together. Any other joints (around strain reliefs, etc.) where water could enter the connector should also be sealed.

NOTICE

THIS CONDITION IS ESPECIALLY COMMON WHEN MACHINES ARE PRESSURE WASHED SINCE THE WASHING SOLUTION IS MUCH MORE CONDUCTIVE THAN WATER.

- 3. Anderson connectors for the battery boxes and battery chargers should have silicone grease applied to the contacts only.

NOTE: *Curing-type sealants might also be used to prevent shorting and would be less messy, but would make future pin removal more difficult.*

When applied to electrical connections, dielectric grease helps to prevent corrosion of electrical contacts and improper conductivity between contacts from moisture intrusion. Open and sealed connectors benefit from the application of dielectric grease.

Dielectric grease shall be applied to all electrical connectors at the time of connection (except those noted under Exclusions).

7.4 DIELECTRIC GREASE APPLICATION

Dielectric grease helps to prevent corrosion of electrical contacts and improper conductivity between contacts from moisture intrusion. Non-waterproof connectors benefit from the application of dielectric grease.

Installation

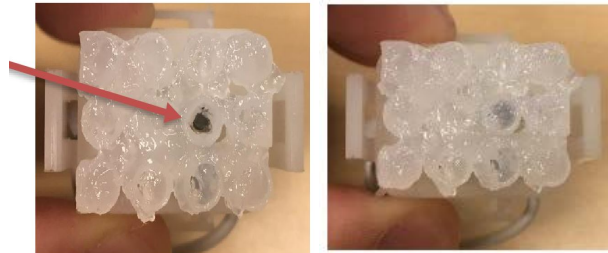
The following is general guidance for the installation of dielectric grease in a connector system.

- Use dielectric grease in a tube for larger connection points or apply with a syringe for small connectors.
- Apply dielectric grease to plug/male connector housing which typically contains sockets contact/female terminals.
- Leave a layer of dielectric grease on the mating face of the connector, completely covering each connector terminal hole. Refer the pictures shown below.
- Assemble the connector system immediately to prevent moisture ingress or dust contamination.

The following connector systems are specifically addressed because of their widespread use at JLG. However, this guidance may be applied to similar devices.

AMP Mate-N-Lok

This connector system is widely used inside enclosures for general-purpose interconnect. Follow the general guidance for installation.



Improper

Proper

AMP Faston

This connector system is typically used on operator switches at JLG. Follow the general guidance for installation.

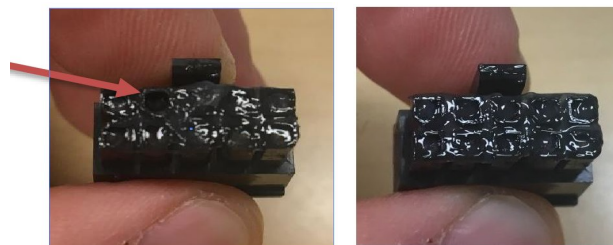


Improper

Proper

AMP Micro-Fit

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.

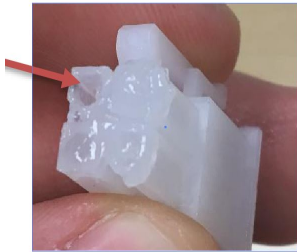


Improper

Proper

AMP Mini Fit Jr

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



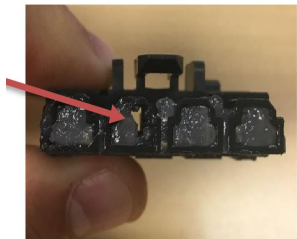
Improper



Proper

Mini Fit Sr

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



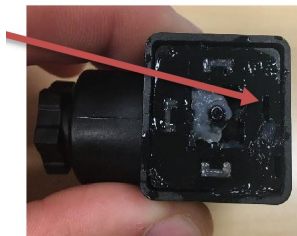
Improper



Proper

DIN Connectors

This connector is typically used on hydraulic valves. Follow the installation instructions



Improper



Proper

Exceptions

Some waterproof connector applications do benefit from dielectric grease, and some non waterproof connectors do not benefit from dielectric grease.

In the exceptions below, we have found dielectric grease is not needed for some applications, and in some cases can interfere with the intended connection. Dielectric grease shall be used as an exception in other applications.

Enclosures

Application of dielectric grease is not required in properly sealed enclosures. To meet criteria, the enclosure must be rated to at least IP56 (dust protected; protected from powerful jets of water).

Carling Switch Connectors

Carling switches may experience high impedance, or discontinuity, due to silicone dielectric grease ingress when switching inductive loads. Therefore, dielectric grease shall not be applied to Carling switch mating connectors unless specifically noted.

7.5 AMP CONNECTOR

Assembly

Check to be sure the wedge lock is in the open, or as-shipped, position (See Figure 7-5.). Proceed as follows:

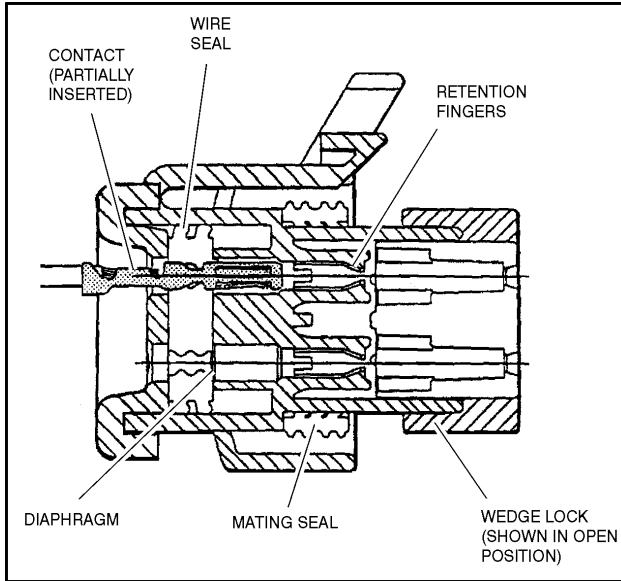


Figure 7-5. Connector Assembly Figure 1

2. Pull back on the contact wire with a force of 1 or 2 lbs. to be sure the retention fingers are holding the contact (See Figure 7-7.).

1. To insert a contact, push it straight into the appropriate circuit cavity as far as it will go (See Figure 7-7.).

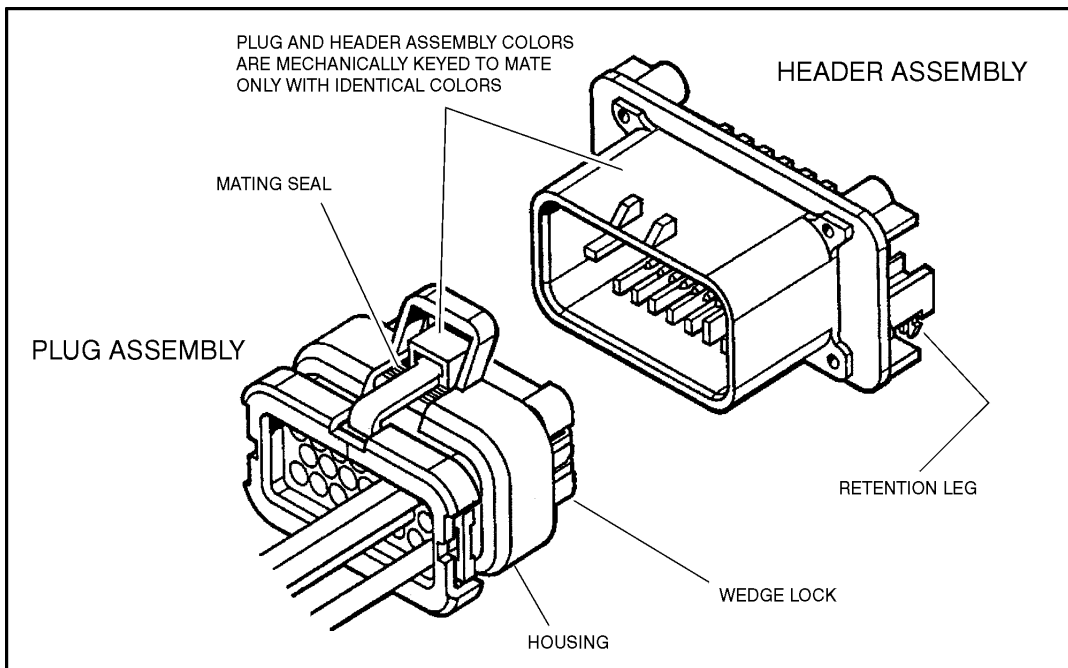


Figure 7-6. AMP Connector

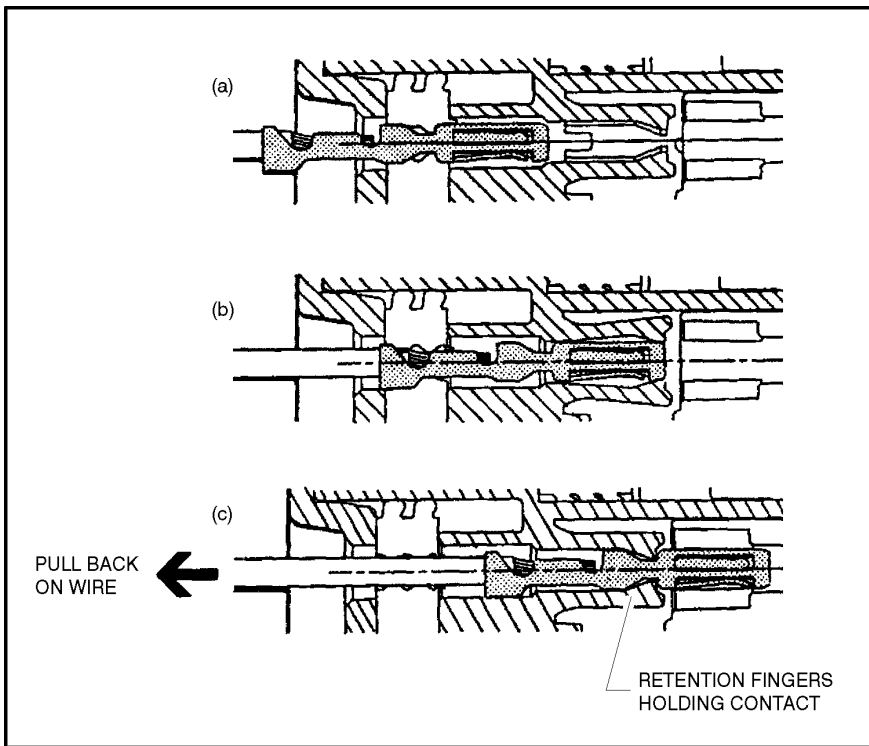


Figure 7-7. Connector Assembly Figure 2

3. After all required contacts have been inserted, the wedge lock must be closed to its locked position. Release the locking latches by squeezing them inward (See Figure 7-8).

4. Slide the wedge lock into the housing until it is flush with the housing (See Figure 7-9.)

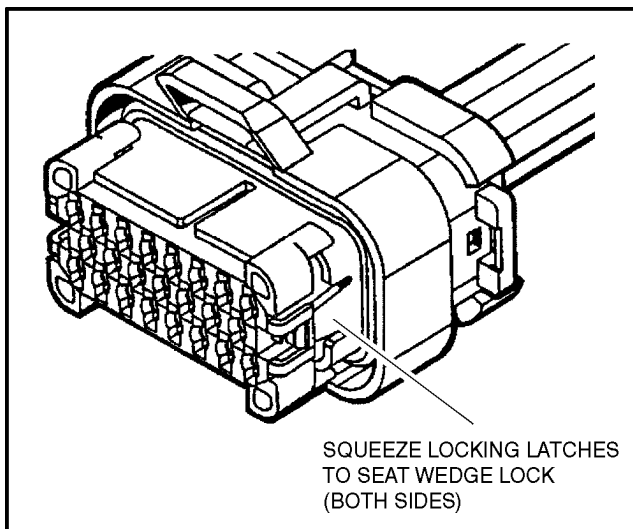


Figure 7-8. Connector Assembly Figure 3

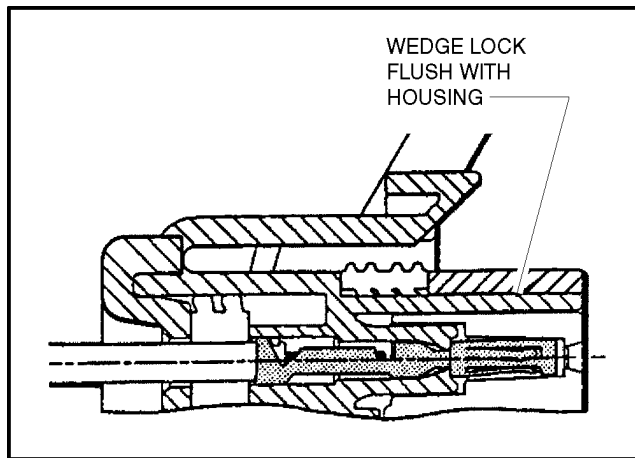


Figure 7-9. Connector Assembly Figure 4

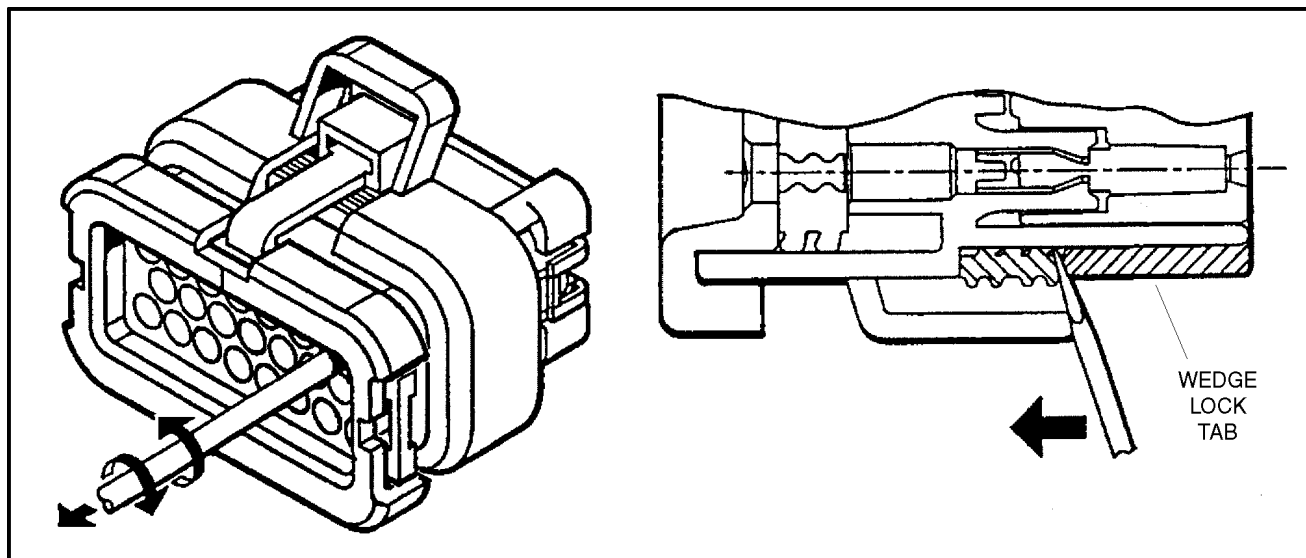


Figure 7-10. Connector Disassembly

Disassembly

1. Insert a 4.8 mm (3/16 in.) wide screwdriver blade between the mating seal and one of the red wedge lock tabs.
2. Pry open the wedge lock to the open position.
3. While rotating the wire back and forth over a half turn (1/4 turn in each direction), gently pull the wire until the contact is removed.

NOTE: *The wedge lock should never be removed from the housing for insertion or removal of the contacts.*

Wedge Lock

The wedge lock has slotted openings in the forward, or mating end. These slots accommodate circuit testing in the field, by using a flat probe such as a pocket knife. DO NOT use a sharp point such as an ice pick.

Service - Voltage Reading

NOTICE

DO NOT PIERCE WIRE INSULATION TO TAKE VOLTAGE READINGS.

It has been common practice in electrical troubleshooting to probe wires by piercing the insulation with a sharp point. This practice should be discouraged when dealing with the AMP-SEAL plug assembly, or any other sealed connector system. The resulting pinholes in the insulation will allow moisture to invade the system by traveling along the wire strands. This nullifies the effectiveness of the connector seals and could result in system failure.

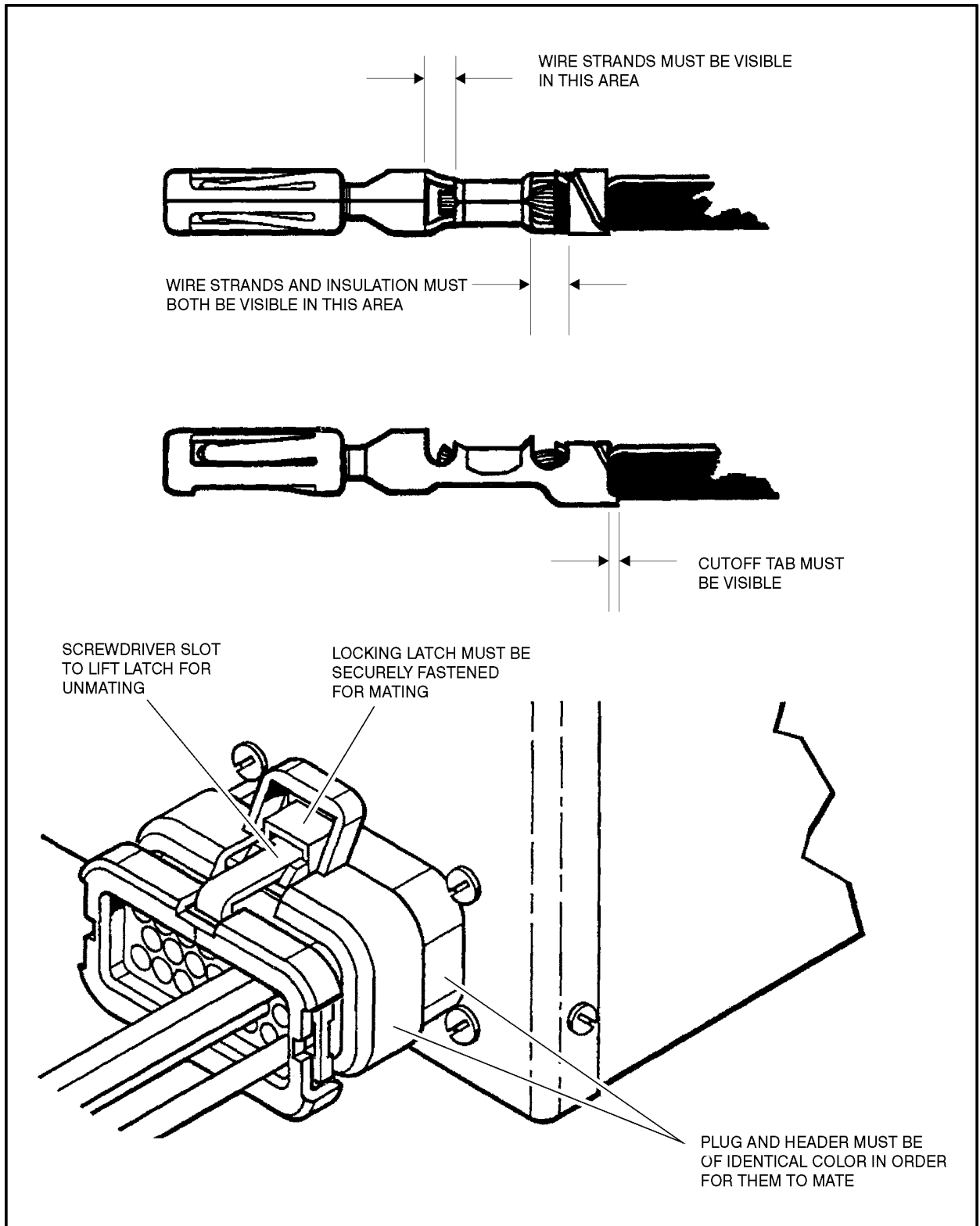


Figure 7-11. Connector Installation

7.6 DEUTSCH CONNECTORS

DT/DTP Series Assembly

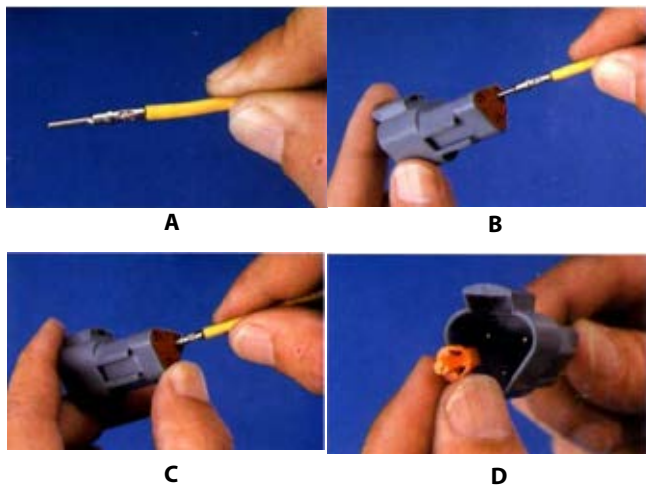


Figure 7-12. DT/DTP Contact Installation

1. Grasp crimped contact about 25mm behind the contact barrel.
2. Hold connector with rear grommet facing you.
3. Push contact straight into connector grommet until a click is felt. A slight tug will confirm that it is properly locked in place.
4. Once all contacts are in place, insert wedgelock with arrow pointing toward exterior locking mechanism. The wedgelock will snap into place. Rectangular wedges are not oriented. They may go in either way.

NOTE: The receptacle is shown - use the same procedure for plug.

DT/DTP Series Disassembly

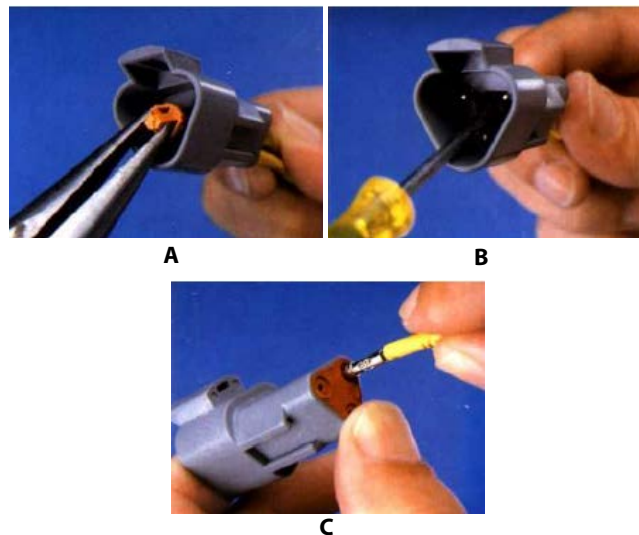


Figure 7-13. DT/DTP Contact Removal

1. Remove wedgelock using needlenose pliers or a hook shaped wire to pull wedge straight out.
2. To remove the contacts, gently pull wire backwards, while at the same time releasing the locking finger by moving it away from the contact with a screwdriver.
3. Hold the rear seal in place, as removing the contact may displace the seal.

HD30/HDP20 Series Assembly

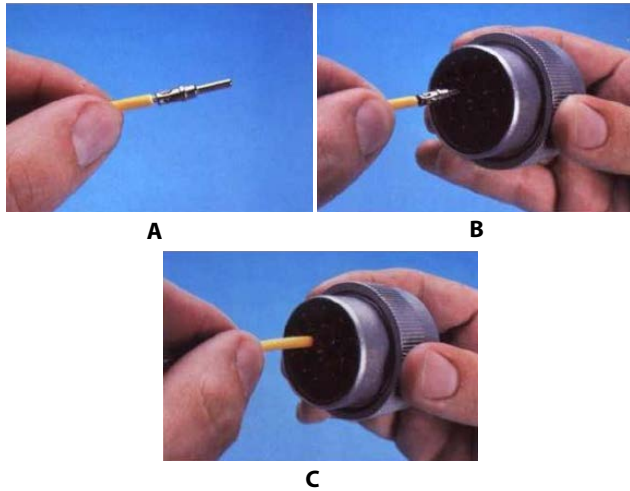


Figure 7-14. HD/HDP Contact Installation

1. Grasp contact about 25mm behind the contact crimp barrel.
2. Hold connector with rear grommet facing you.
3. Push contact straight into connector grommet until a positive stop is felt. A slight tug will confirm that it is properly locked in place.

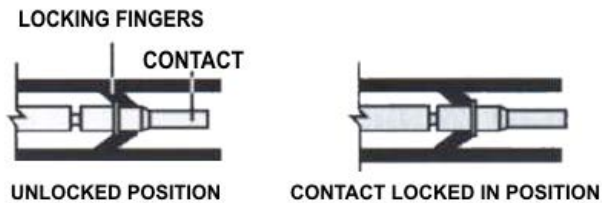


Figure 7-15. HD/HDP Locking Contacts Into Position

NOTE: For unused wire cavities, insert sealing plugs for full environmental sealing.

HD30/HDP20 Series Disassembly

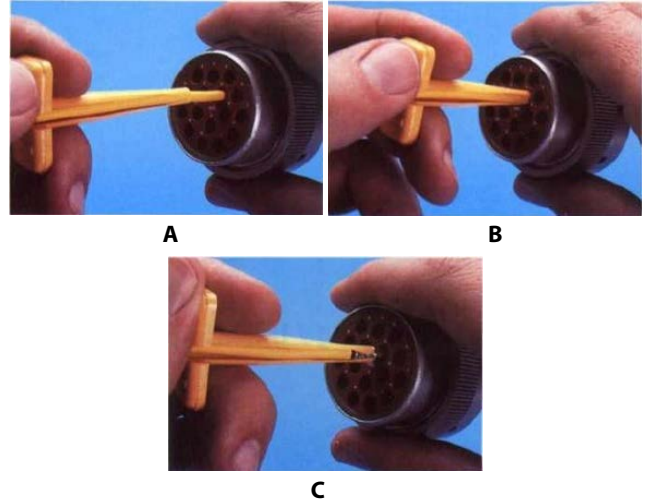


Figure 7-16. HD/HDP Contact Removal

1. With rear insert toward you, snap appropriate size extractor tool over the wire of contact to be removed.
2. Slide tool along into the insert cavity until it engages contact and resistance is felt.
3. Pull contact-wire assembly out of connector.

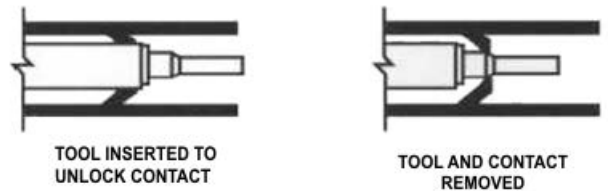


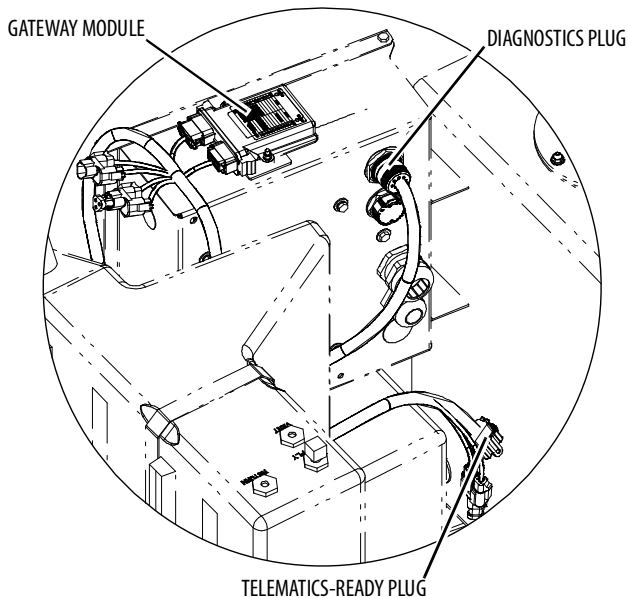
Figure 7-17. HD/HDP Unlocking Contacts

NOTE: Do Not twist or insert tool at an angle.

7.7 TELEMATICS GATEWAY

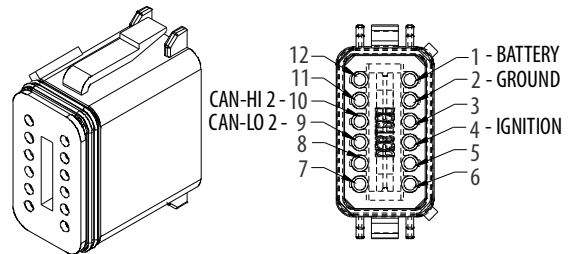
Personnel using machines equipped with an optional telematics gateway will be able to view the following data through their telematics device:

JLG LABEL	DESCRIPTION	UNIT
Engine Speed	Actual engine speed.	RPM
DEF Tank Level (If Equipped)	Indicates the level of DEF (diesel exhaust fluid) within the DEF tank if the machine is equipped with DEF tank. <ul style="list-style-type: none"> • 0% = Empty • 100% = Full 	Percentage (%)
JLG Machine Faults: Active / Not-Active	<ul style="list-style-type: none"> • 00 - No Machine Faults • 01 - Active Machine Fault • 10 - Error • 11 - Not available 	Bit
Total Idle Fuel Used	Total amount of fuel used during vehicle operation during idle conditions.	Liters
Total Idle Hours	Total time of engine operation during idle conditions.	Seconds
Total Engine Hours	Total time of engine operation.	Seconds
Total Fuel Used	Total amount of fuel used during vehicle operation.	Liters
Fuel Rate	Amount of fuel consumed by engine per unit of time.	Liters/Hour
Fuel Level	Ratio of fuel volume to the total volume of the fuel storage container. When a low fuel limit switch is present, the fuel level will indicate "full" until the switch opens, which will then indicate 10% fuel remaining. When Fuel Level 2 (SPN 38) is not used, Fuel Level 1 represents the total fuel in all fuel storage containers. When Fuel Level 2 is used, Fuel Level 1 represents the fuel level in the primary or left side fuel storage container.	Percentage (%)
DM1 Engine Faults	Shows actual engine fault codes.	N/A



Telematics-Ready (TCU) Plug

The telematics-ready (TCU) plug is a standard 12-pin Deutsch connector. Pin-out locations are shown below:



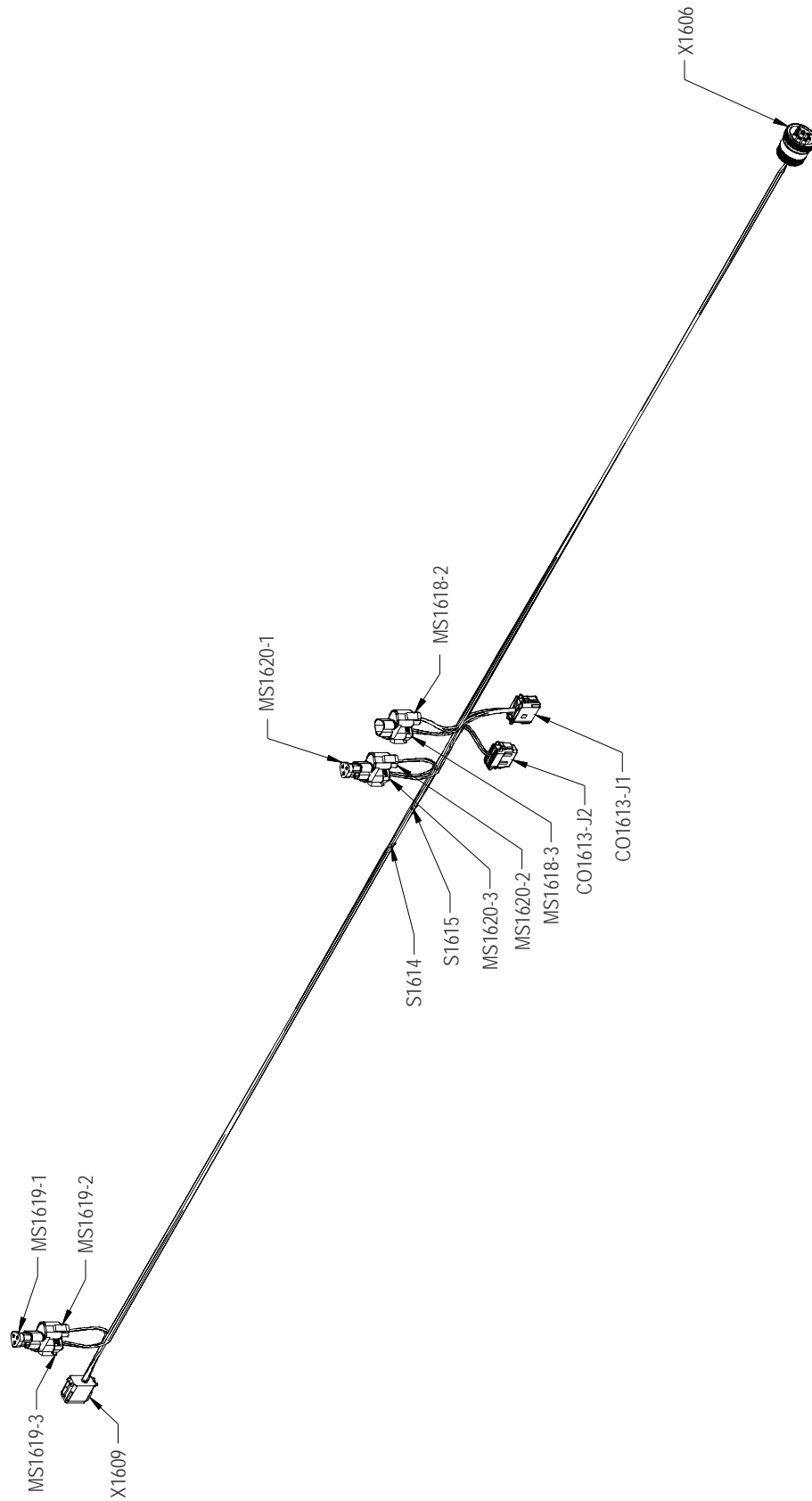


Figure 7-18. Telematics Gateway Harness - Sheet 1 of 3

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

X1609 (TCU)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	1-0 BAT	16 AWG	GXL	X1606 (B)
2	BLK	0-0 GND	16 AWG	GXL	S1615 (1)
4	ORN	2-0 IGN	16 AWG	GXL	S1614 (1)
9	GRN	CANL2	18 AWG	GXL	MS1619-2 (B)
10	YEL	CANH2	18 AWG	GXL	MS1619-2 (A)

MS1619-2 (CAN-T 2)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CANH2	18 AWG	GXL	X1609 (10)
B	GRN	CANL2	18 AWG	GXL	X1609 (9)

MS1619-3 (CAN-T 2)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CANH2	18 AWG	GXL	MS1620-2 (A)
B	GRN	CANL2	18 AWG	GXL	MS1620-2 (B)

CO1613-J1 (GATEWAY 1)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
9	GRN	CAN1	18 AWG	GXL	MS1618-2 (B)
10	YEL	CANH1	18 AWG	GXL	MS1618-2 (A)
11	BLK	0-2 GND	16 AWG	GXL	S1615 (2)
12	ORN	2-2 IGN	16 AWG	GXL	S1614 (2)

CO1613-J2 (GATEWAY 2)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
9	GRN	CANL2	18 AWG	GXL	MS1620-3 (B)
10	YEL	CANH2	18 AWG	GXL	MS1620-3 (A)

MS1620-2 (CAN-T 2)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CANH2	18 AWG	GXL	MS1619-3 (A)
B	GRN	CANL2	18 AWG	GXL	MS1619-3 (B)

MS1620-3 (CAN-T 2)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CANH2	18 AWG	GXL	CO1613-J2 (10)
B	GRN	CANL2	18 AWG	GXL	CO1613-J2 (9)

S1614					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	ORN	2-0 IGN	16 AWG	GXL	X1609 (4)
2	ORN	2-1 IGN	16 AWG	GXL	X1606 (H)
2	ORN	2-2 IGN	16 AWG	GXL	CO1613-J1 (12)

S1615					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	0-0 GND	16 AWG	GXL	X1609 (2)
2	BLK	0-1 GND	16 AWG	GXL	X1606 (A)
2	BLK	0-2 GND	16 AWG	GXL	CO1613-J1 (11)

MS1618-2 (CAN-T 1)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CANH1	18 AWG	GXL	CO1613-J1 (10)
B	GRN	CANL1	18 AWG	GXL	CO1613-J1 (9)

MS1618-3 (CAN-T 1)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CANH1	18 AWG	GXL	X1606 (C)
B	GRN	CANL1	18 AWG	GXL	X1606 (D)

X1606 (DIAG)					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	BLK	0-1 GND	16 AWG	GXL	S1615 (2)
B	RED	1-0 BAT	16 AWG	GXL	X1609 (1)
C	YEL	CANH1	18 AWG	GXL	MS1618-3 (A)
D	GRN	CANL1	18 AWG	GXL	MS1618-3 (B)
H	ORN	2-1 IGN	16 AWG	GXL	S1614 (2)

Figure 7-19. Telematics Gateway Harness - Sheet 2 of 3

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

					FROM		TO	
WIRE NO.	COLOR	WIRE GAUGE	LENGTH (mm)	JACKET	REFERENCE	PIN	REFERENCE	PIN
CAN L2	GRN	18 AWG	1151	GXL	MS1619-3	B	MS1620-2	B
CAN L2	GRN	18 AWG	151	GXL	X1609	9	MS1619-2	B
CAN L1	GRN	18 AWG	157	GXL	MS1618-2	B	CO1613-J1	9
CAN L2	GRN	18 AWG	225	GXL	MS1620-3	B	CO1613-J2	9
CAN L1	GRN	18 AWG	1076	GXL	MS1618-3	B	X1606	D
CAN H2	YEL	18 AWG	155	GXL	X1609	10	MS1619-2	A
CAN H2	YEL	18 AWG	233	GXL	MS1620-3	A	CO1613-J2	10
CAN H1	YEL	18 AWG	157	GXL	MS1618-2	A	CO1613-J1	10
CAN H2	YEL	18 AWG	1150	GXL	MS1619-3	A	MS1620-2	A
CAN H1	YEL	18 AWG	1079	GXL	MS1618-3	A	X1606	C
0-0 GND	BLK	16 AWG	1006	GXL	X1609	2	S1615	1
0-1 GND	BLK	16 AWG	1145	GXL	X1606	A	S1615	2
0-2 GND	BLK	16 AWG	223	GXL	CO1613-J1	11	S1615	2
1-0 BAT	RED	16 AWG	2150	GXL	X1609	1	X1606	B
2-0 IGN	ORN	16 AWG	939	GXL	X1609	4	S1614	1
2-1 IGN	ORN	16 AWG	1212	GXL	S1614	2	X1606	H
2-2 IGN	ORN	16 AWG	287	GXL	CO1613-J1	12	S1614	2

Figure 7-20. Telematics Gateway Harness - Sheet 3 of 3

7.8 WIRING HARNESS

Connector Labels

Connectors between harnesses are identified by the prefix “X” and a sequentially assigned number. An optional suffix (letters & numbers) may be added when multiple terminations occur at one device or when there are optional connections.

Examples:

X25 connects to X25 in another harness.

X65A, X65B connect to different portions of one device

X163 connects to X163A in ANSI and X163B in CE machines

Component Labels

Every component on the vehicle has a unique identification. A standard prefix letter is assigned according to the table below, followed by a unique sequential number. An optional suffix (letters & numbers) may be added when multiple terminations occur at one device.

Terminals that are not loaded into connectors are considered independent components and labeled in the same fashion.

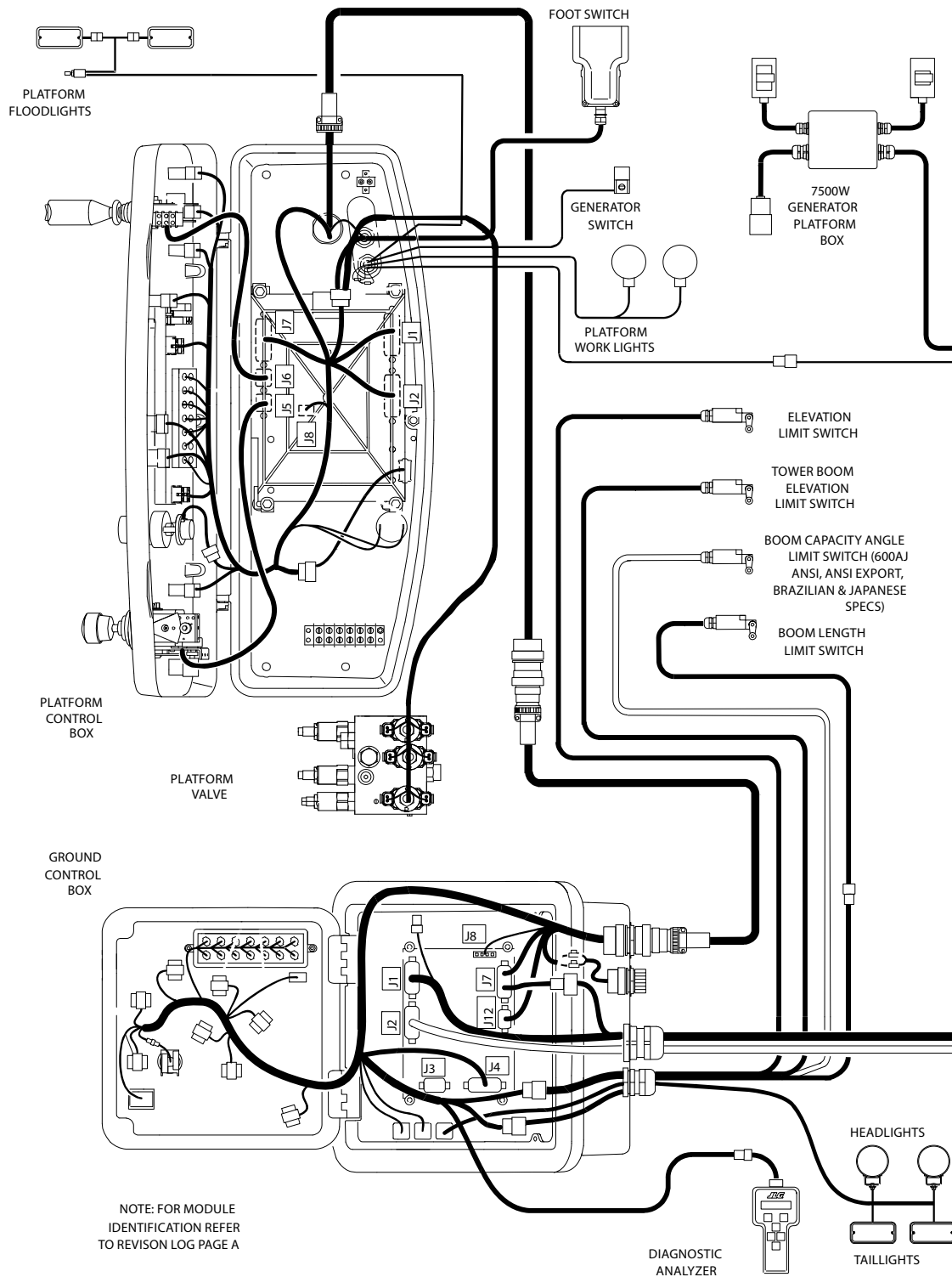
Table 7-1. Wiring Harness Connector Labels

Component	Category	Label
Audible	Alarms	AH
	Horns	
Battery	Batteries	BT
	Battery Terminals	
Control Module	Ground	CO
	LSS	
	Platform	
Engine	Alternator	EC
	Cold Start	
	Controller	
	Coolant Temp	
	Fuel Pump	
	Fuel Solenoid	
	Glow Plugs	
	Oil Pressure	
Starter		
Fuse & CB Fuse FC	Fuse	FC
	Fusible Link	FC
	Circuit Breaker	CB
Gauge & Display	Board	GD
	Cluster	
	Hourmeter	
	LMI	
	Speedometer	
Inline	Resistor	R
	Diode	D
Joystick & Steering	Electronic	JS
	Hydraulic	
Lights	Dome	LB
	Headlights	
	Simple	
	Taillights	
Membrane Panel		MP
Miscellaneous	Radio	MS
	Speakers	
	Splice Blocks	
	T-Connectors	

Table 7-1. Wiring Harness Connector Labels

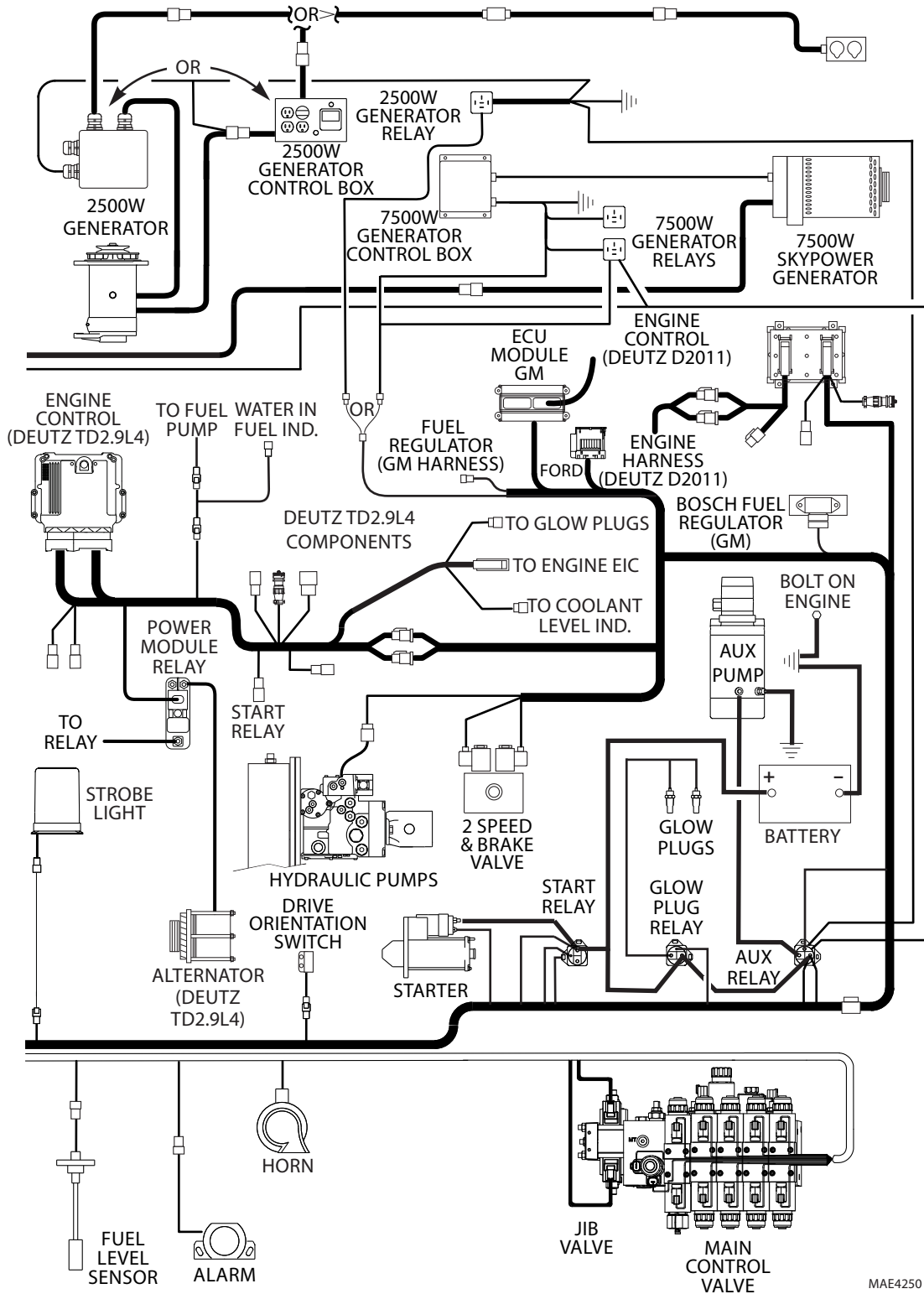
Component	Category	Label
Other Switches	Disconnect	SW
	EMS	
	Foot	
	HVAC	WH
	Key	SW
	Park brake	
	Pump pot	
	Push	
	Shifter	
	Turn signal	
Relay	5 Pin	RL
	4 Pin	
	Contactors	
	Power module	
Rocker Switch		SW
Sensor	Angle	SN
	Fuel	
	Length	
	Limit	
	Load	
	Pressure	
	Proximity	
	Speed	
	Temperature	
	Terminals	
Sockets		
Male Blades		
Female Blades		
Rings		
Forks		
Toggle Switch	DPDT	SW
	DPST	
	SPDT	
	SPST	
	Special	
Valves	Simple	HV
	Suppression	
<p>Examples: <i>T67 is a ring terminal connected during installation.</i> <i>C01-J3 is the J3 connector for a UGM control module.</i> <i>EC9 is a glow plug supplied with the engine</i></p>		

7.9 WIRING HARNESS BREAKDOWN



MAE17990

Figure 7-21. Electrical Components 1 of 2



MAE4250

Figure 7-22. Electrical Components 2 of 2

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

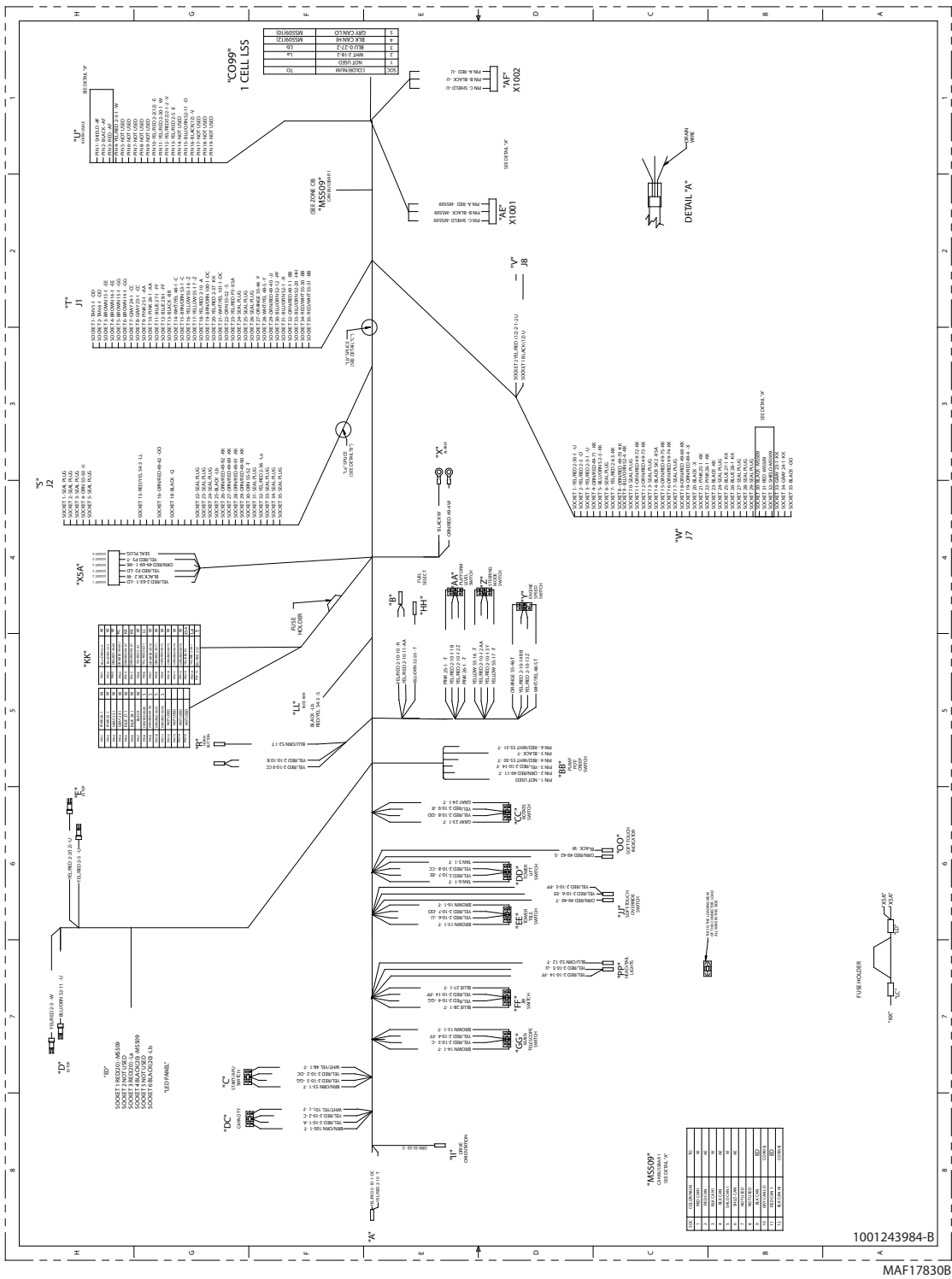


Figure 7-23. Platform Console Box SkyGuard - Sheet 1 of 2

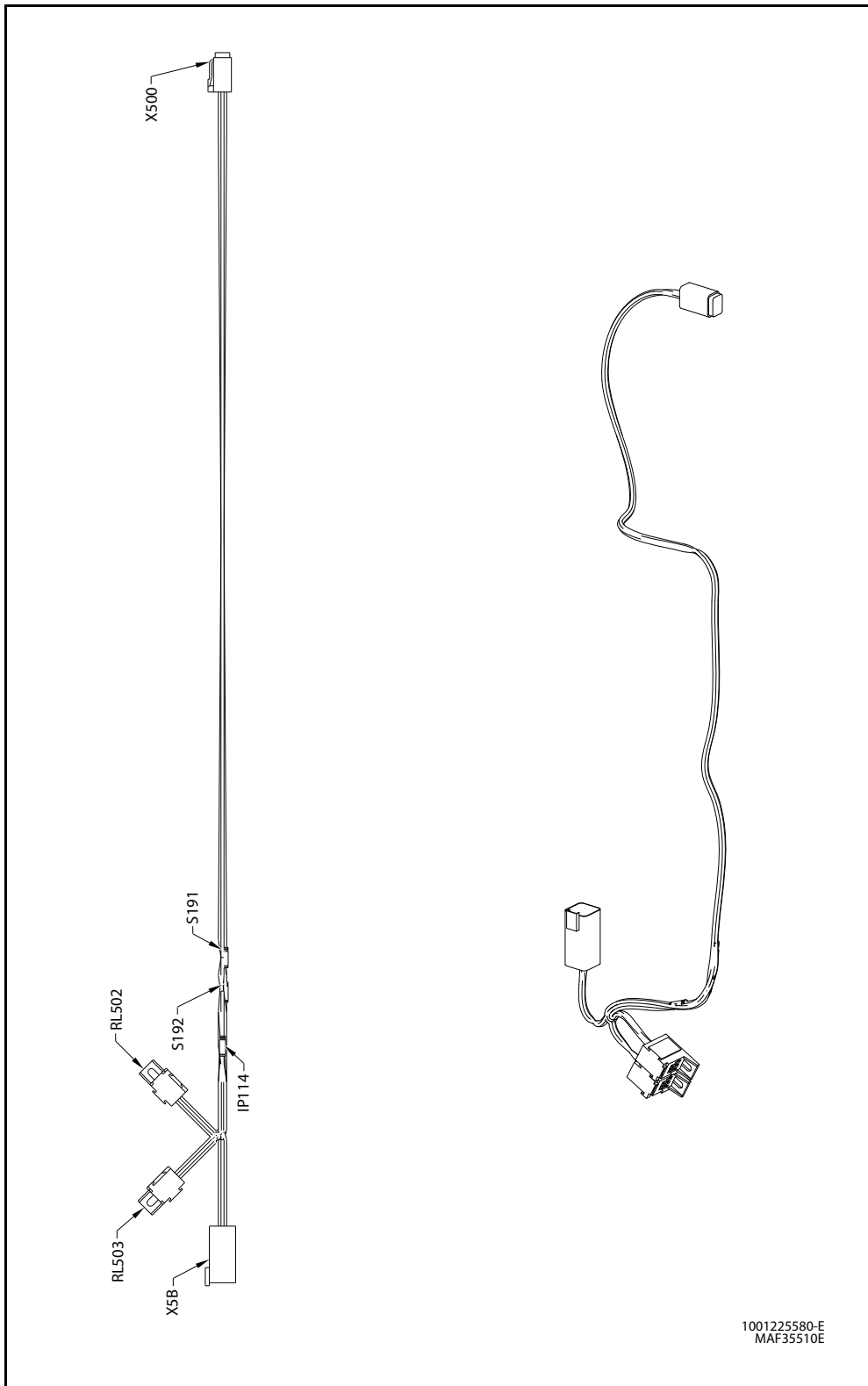


Figure 7-25. Gen 2 Plat Interface Harness

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

X5B-INTERFACE					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	P2	18AWG	GXL	IP114 (1)
2	WHT	P6	18AWG	GXL	X500 (2)
3					
4	WHT	P1	18AWG	GXL	RL503 (87)
5	WHT	P3	18AWG	GXL	RL502 (87)
6					

IP114					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	P2	18 AWG	GXL	X5B (1)
1	WHT	P9-1	18 AWG	GXL	RL503 (30)
1	WHT	P9-2	18 AWG	GXL	RL502 (30)
2	WHT	P10	18 AWG	GXL	X500 (1)

RL503-SKYGUARD RELAY #1					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
30	WHT	P9-1	18AWG	GXL	IP114 (1)
85	WHT	P5-1	18AWG	GXL	S191 (1)
86	WHT	P4-1	18AWG	GXL	S192 (1)
87	WHT	P1	18AWG	GXL	X5B (4)
87A					

RL502-SKYGUARD RELAY #2					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
30	WHT	P9-2	18AWG	GXL	IP114 (1)
85	WHT	P5-2	18AWG	GXL	S191 (1)
86	WHT	P4-2	18AWG	GXL	S192 (1)
87	WHT	P3	18AWG	GXL	X5B (5)
87a					

S192					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	P4-1	18AWG	GXL	RL503 (86)
1	WHT	P4-2	18AWG	GXL	RL502 (86)
2	WHT	P4	18AWG	GXL	X500 (3)

S191					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	P5-1	18AWG	GXL	RL503 (85)
1	WHT	P5-2	18AWG	GXL	RL502 (85)
2	WHT	P5	18AWG	GXL	X500 (4)

X500-PLATSENSOR					
CONN-POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	P10	18AWG	GXL	IP114 (2)
2	WHT	P6	18AWG	GXL	X5B (2)
3	WHT	P4	18AWG	GXL	S192 (2)
4	WHT	P5	18AWG	GXL	S191 (2)

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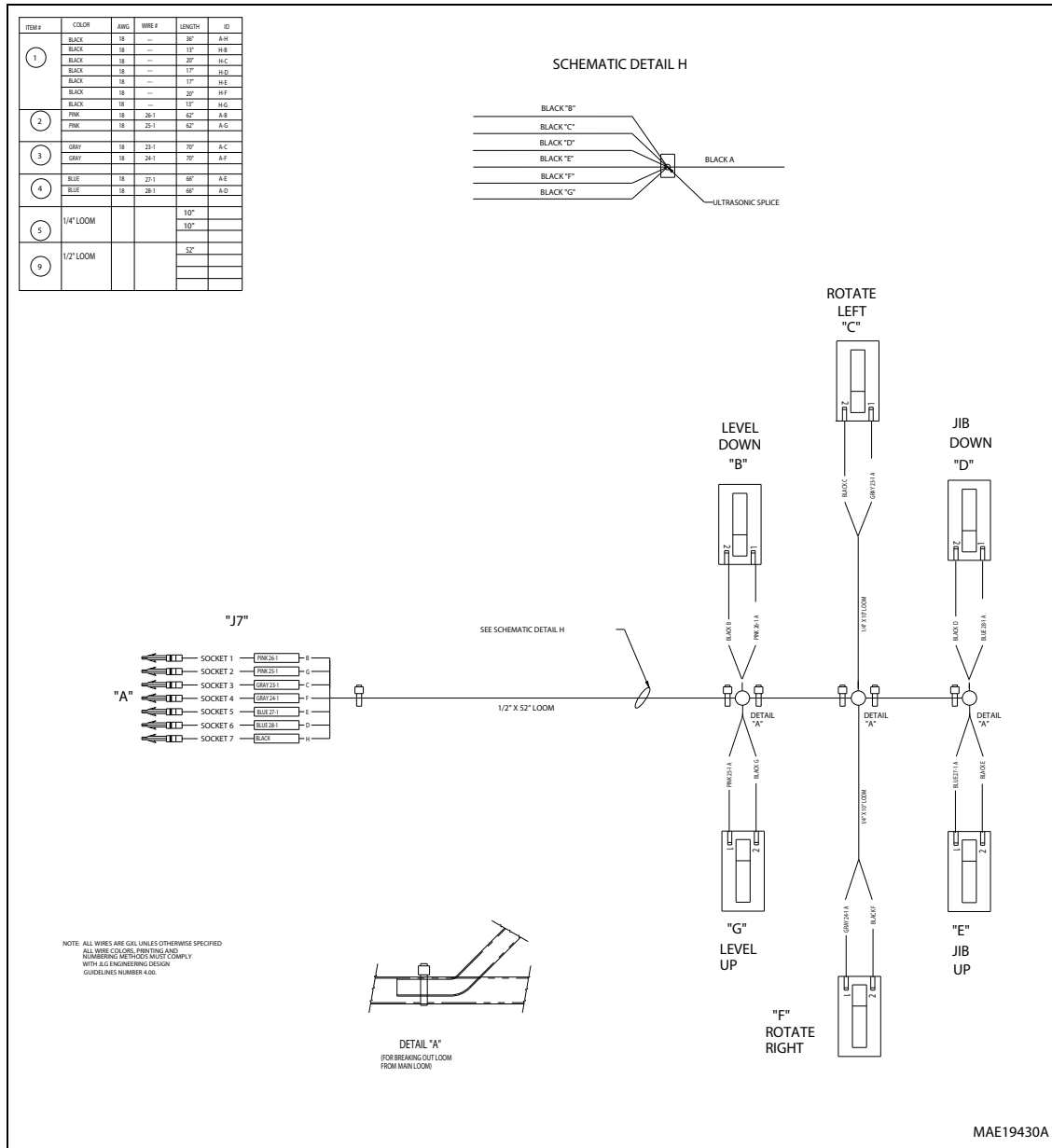


Figure 7-26. Platform Valve Harness Assembly

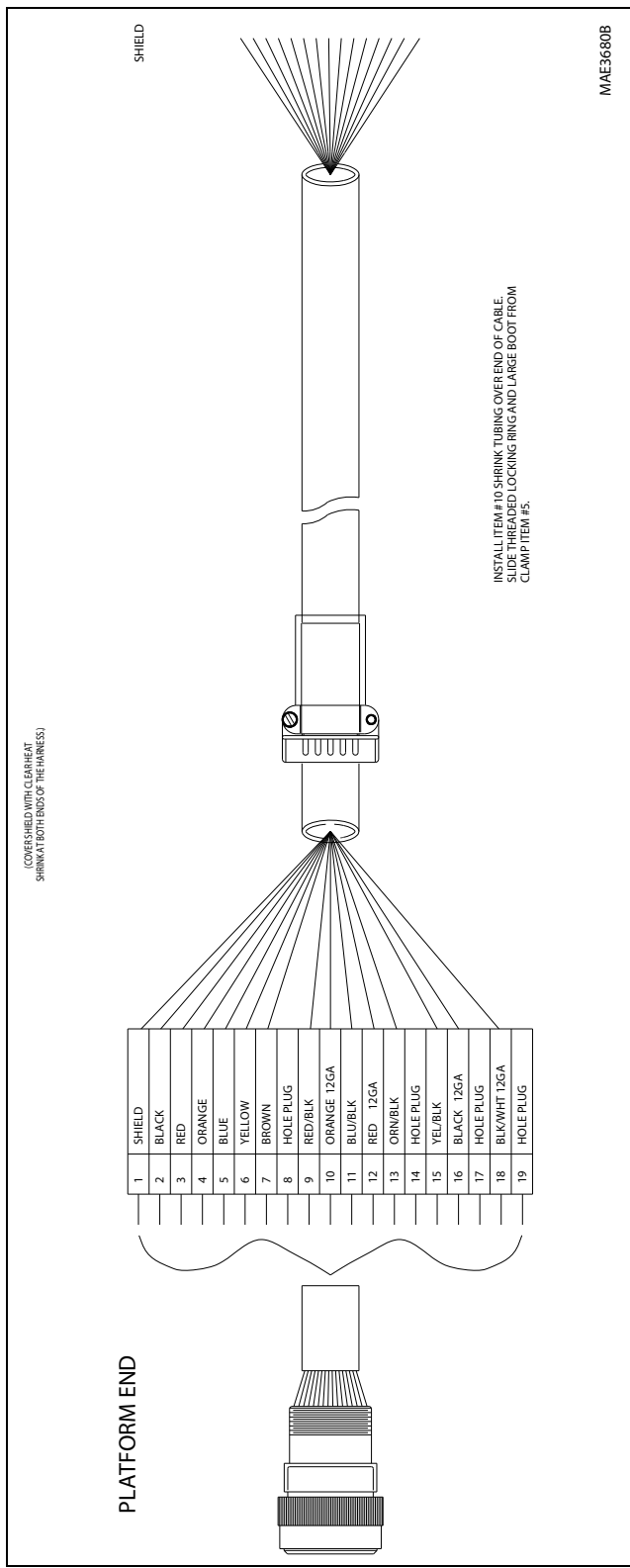


Figure 7-27. Main Boom Harness without Arctic Package

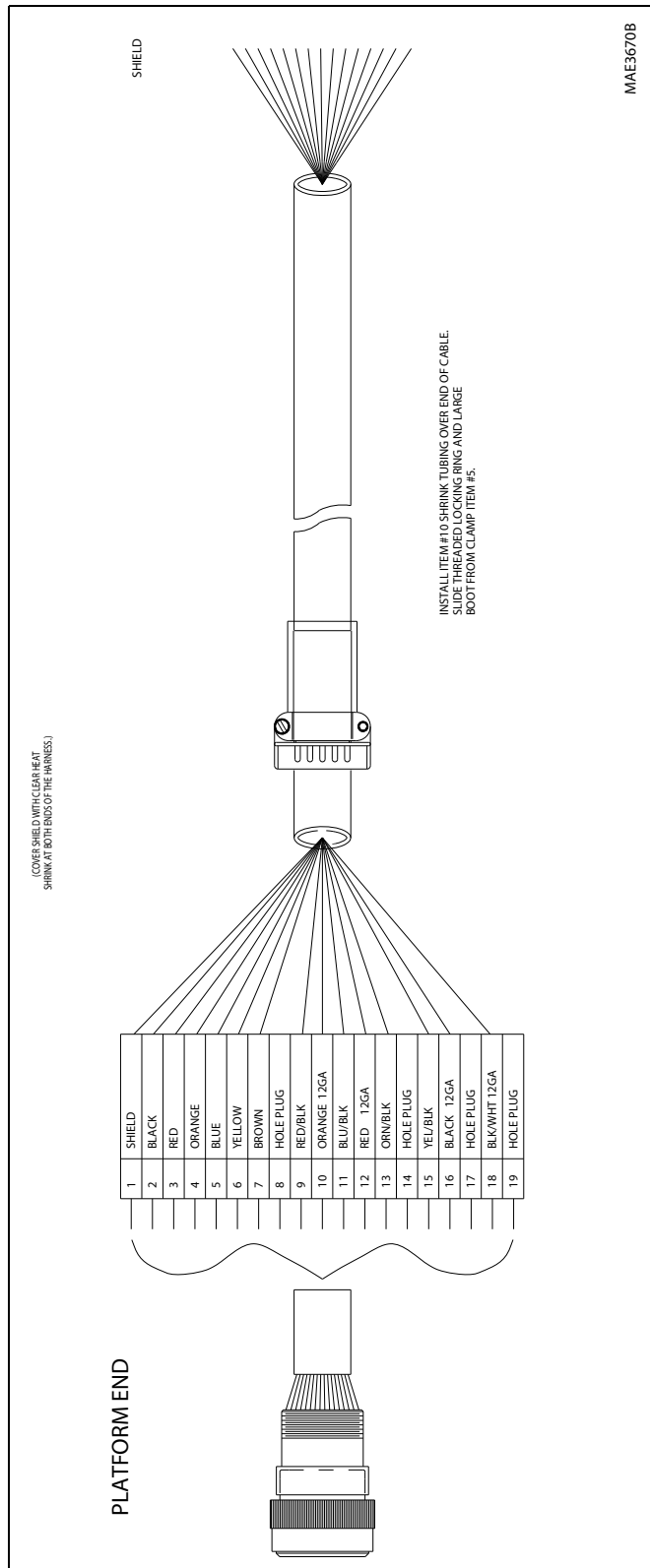


Figure 7-28. Main Boom Harness with Arctic Package

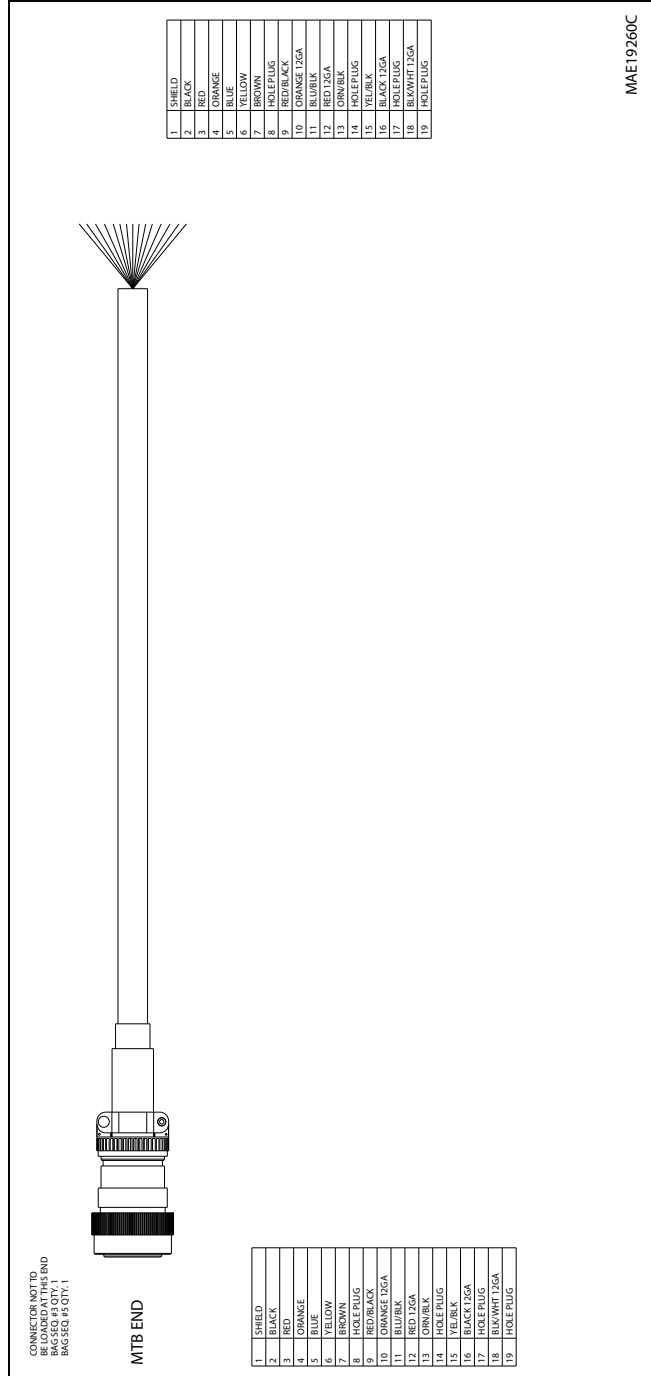


Figure 7-29. Tower Boom Cable Harness without Arctic Package

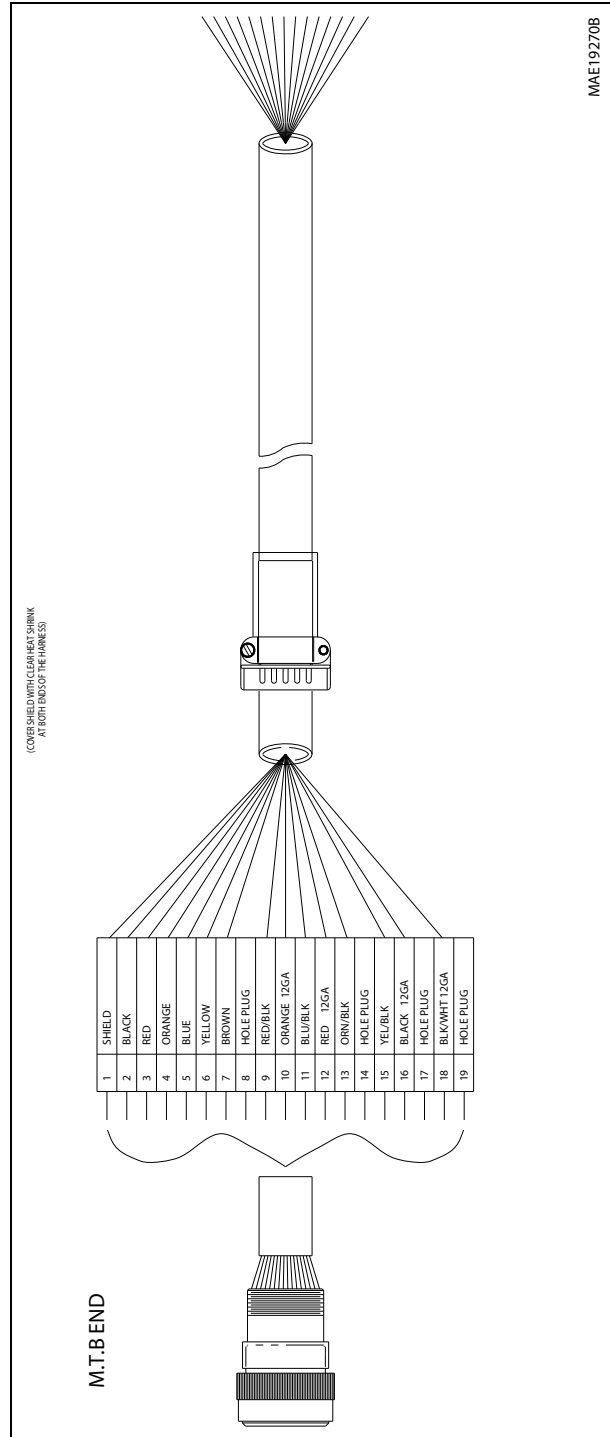


Figure 7-30. Tower Boom Cable Harness with Arctic Package

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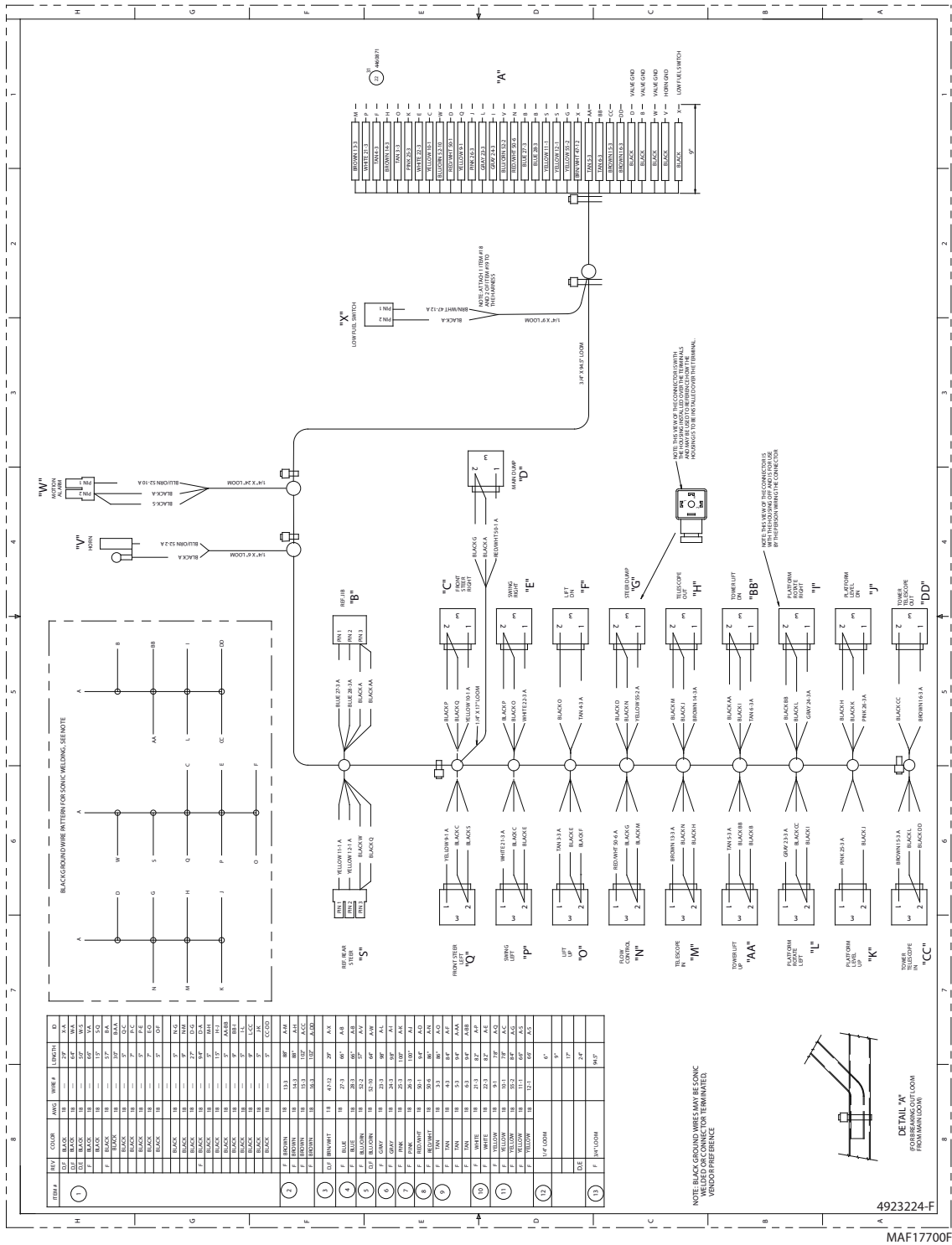


Figure 7-33. Main Valve Harness (China Market)

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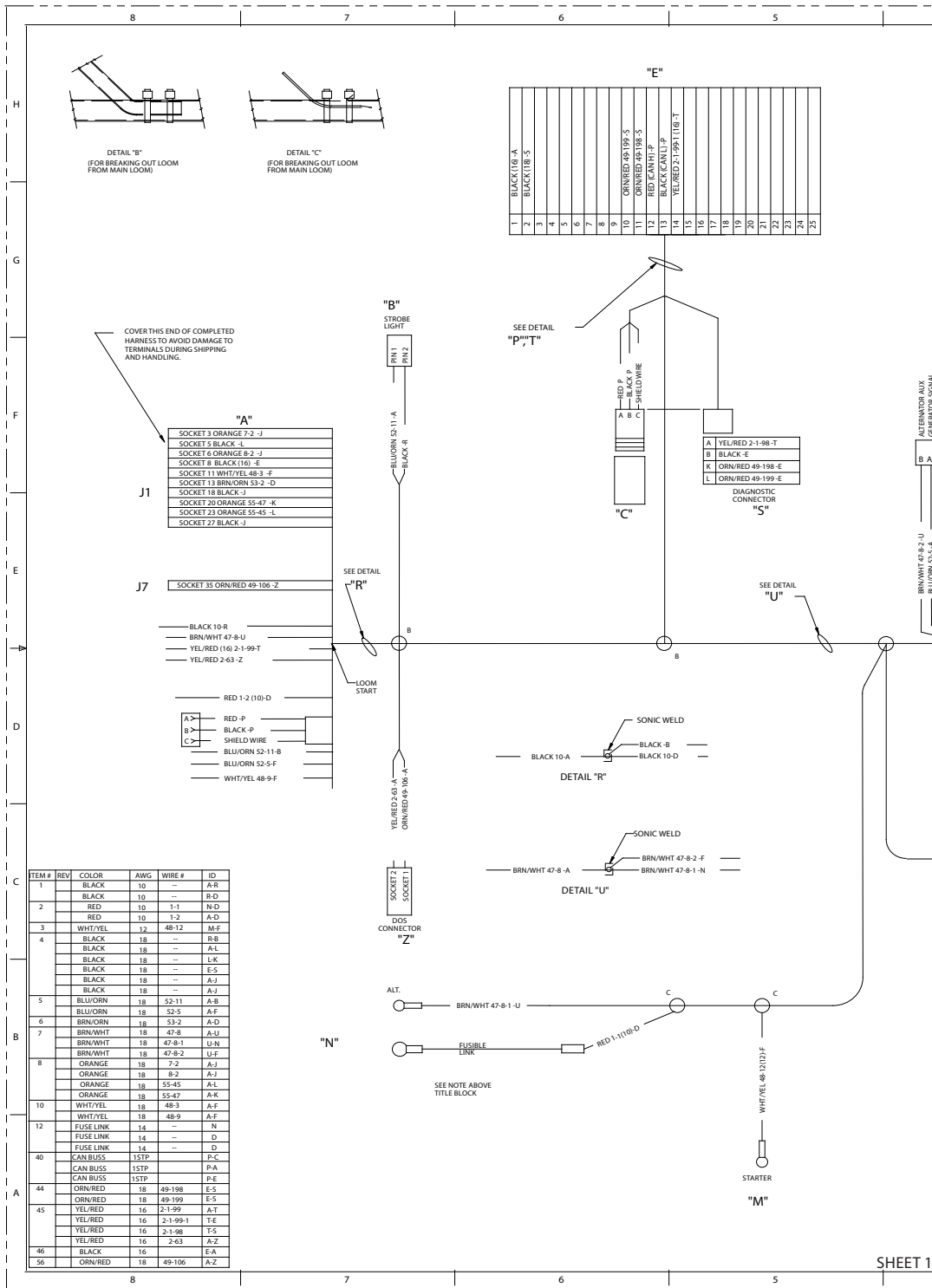


Figure 7-35. Deutz D2011 (T4i) Engine Harness - Sheet 1 of 2 (China Market)

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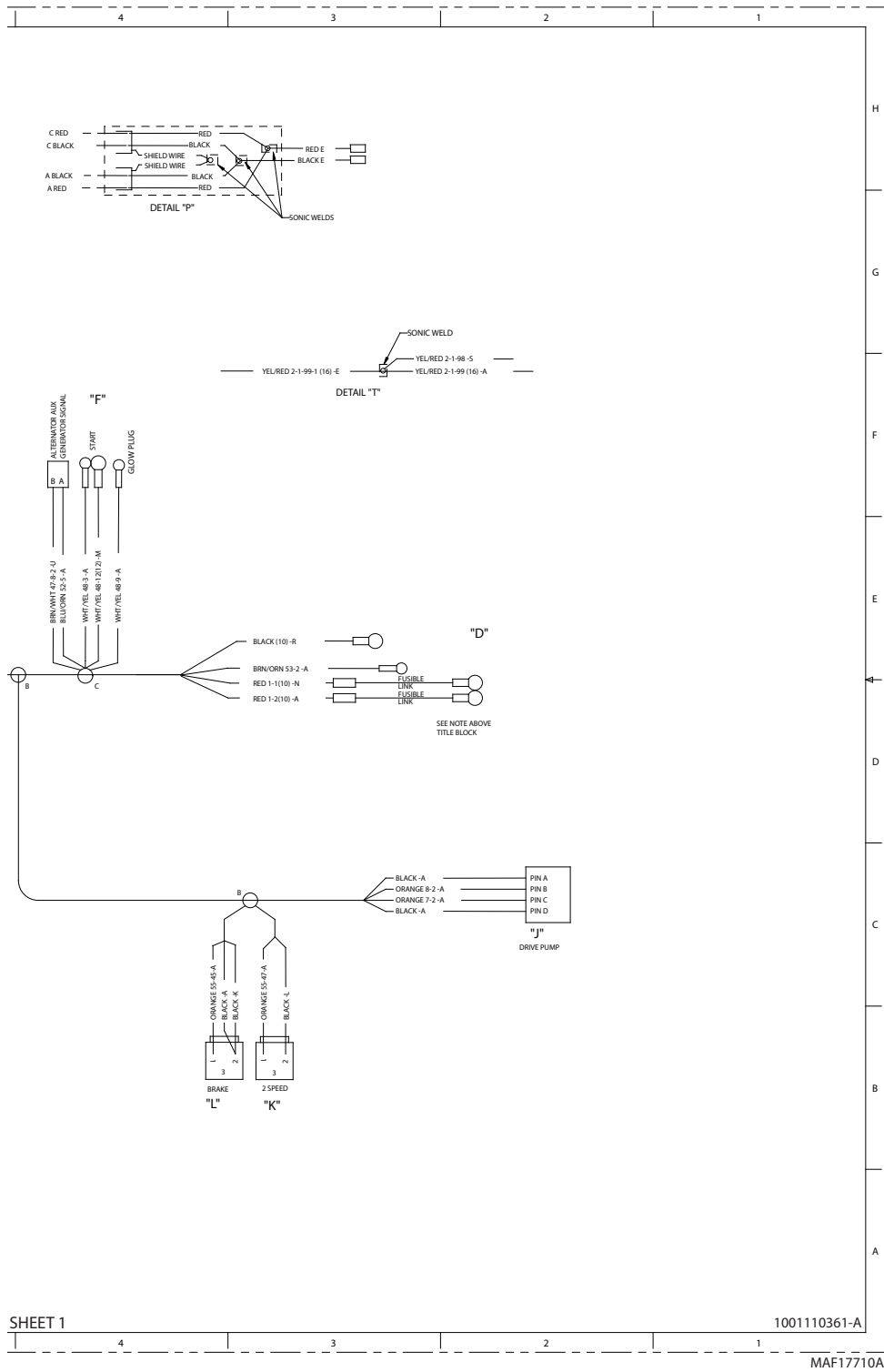
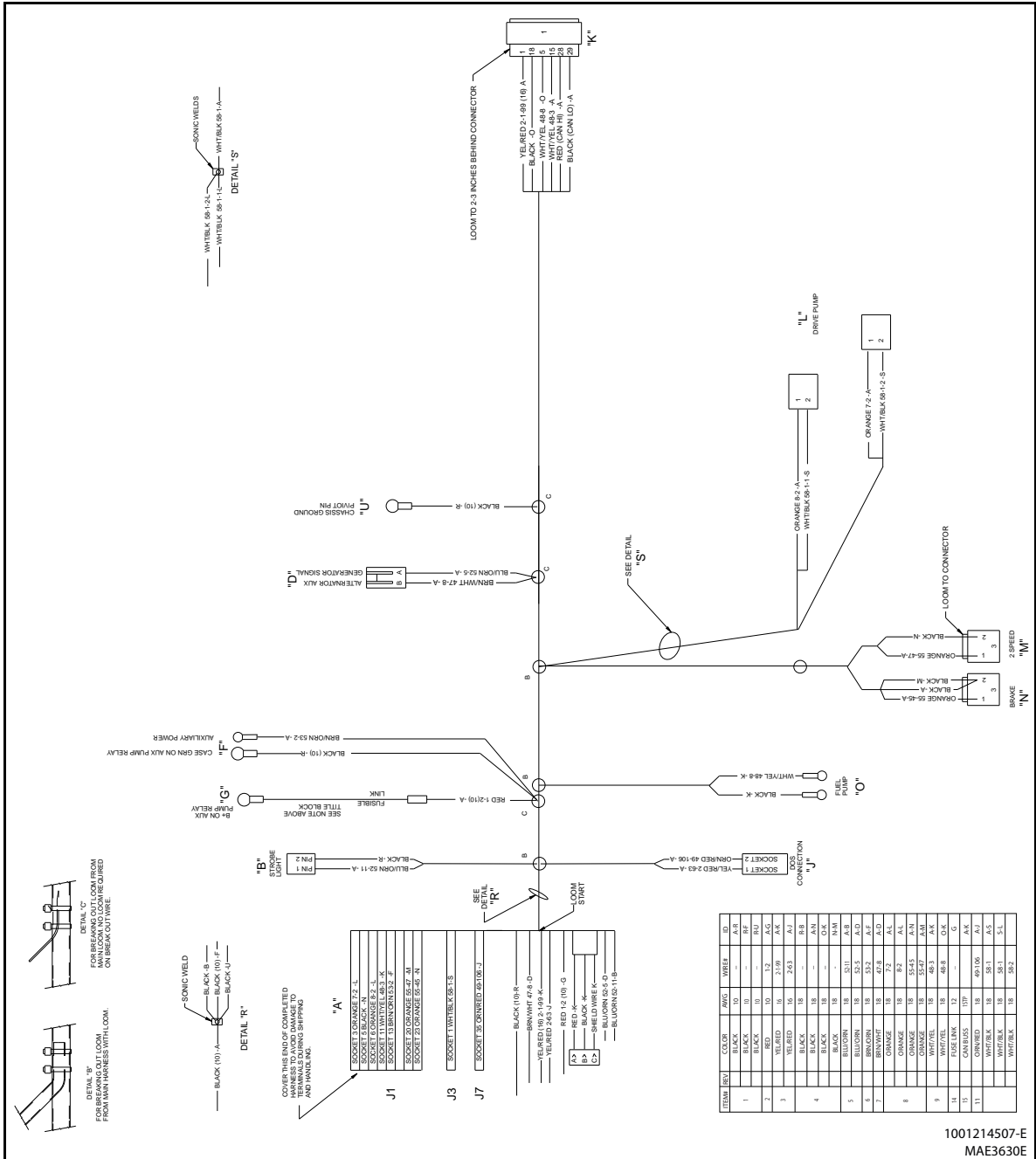


Figure 7-36. Deutz D2011 (T4i) Engine Harness - Sheet 2 of 2 (China Market)

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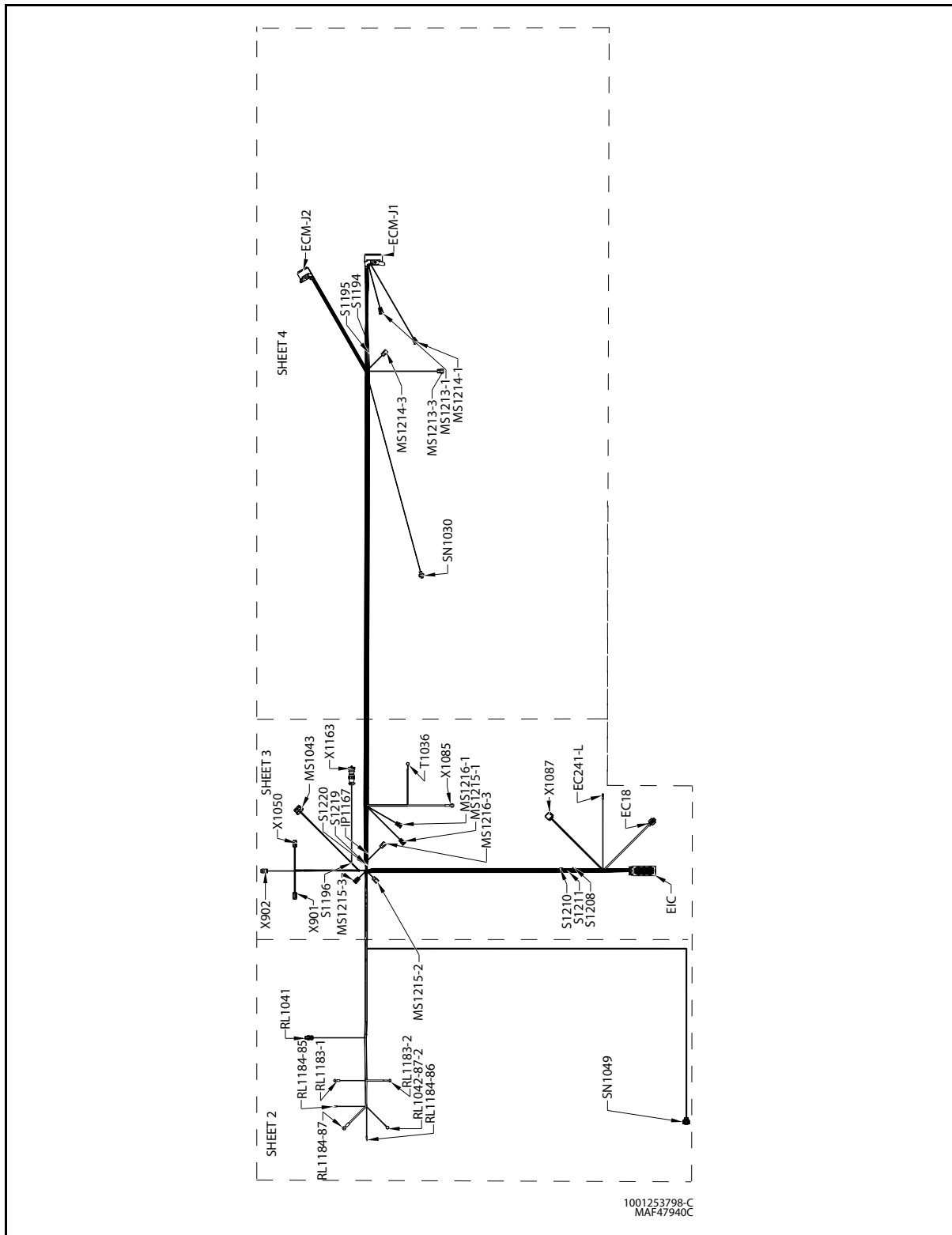


Figure 7-39. Deutz TD 2.2 L3 (Stage V) Engine Harness - Sheet 1 of 4

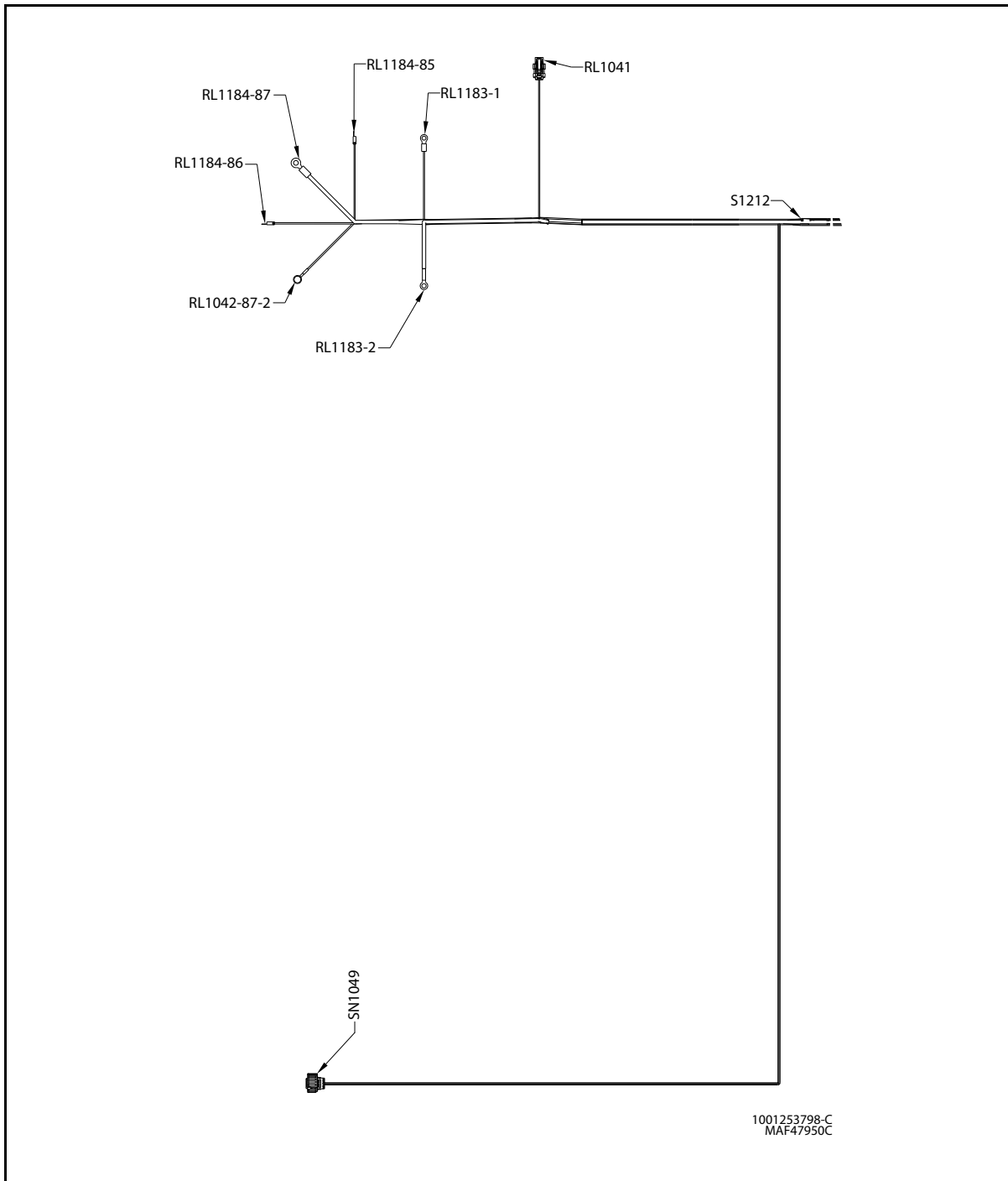


Figure 7-40. Deutz TD 2.2 L3 (Stage V) Engine Harness - Sheet 2 of 4

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SN1049 - COOLANT LEVEL					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	148-89	0.75 mm ²	FLRYW	ECM-J1 (29)
2	BLK	148-87-1	0.75 mm ²	FLRYW	S1212 (2)
3	BLK	148-13	0.75 mm ²	FLRYW	ECM-J1 (13)
4					

RL1183-1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	48-96	0.75 mm ²	FLRYW	X1050 (3)

RL1183-2					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	148-135	8 AWG	GXL	S1194 (2)

RL1041 - PWR RELAY					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	YEL	148-73	18 AWG	TXL	ECM-J1 (73)
2	BLK	148-25	0.75 mm ²	FLRYW	ECM-J1 (25)

RL1042-87-2					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	ORG	148-20-1	18 AWG	GXL	MS1043 (F)

S1212					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	148-87	0.75 mm ²	FLRYW	ECM-J1 (87)
1	BLK	148-87-2	0.75 mm ²	FLRYW	X1050 (2)
2	BLK	148-87-1	0.75 mm ²	FLRYW	SN1049 (2)

RL1184-86					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	YEL	2-48-3	18 AWG	GXL	S1196 (2)

RL1184-87					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	48-13	8 AWG	GXL	EC18 (1)

RL1184-85					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	148-72	0.75 mm ²	FLRYW	ECM-J1 (72)

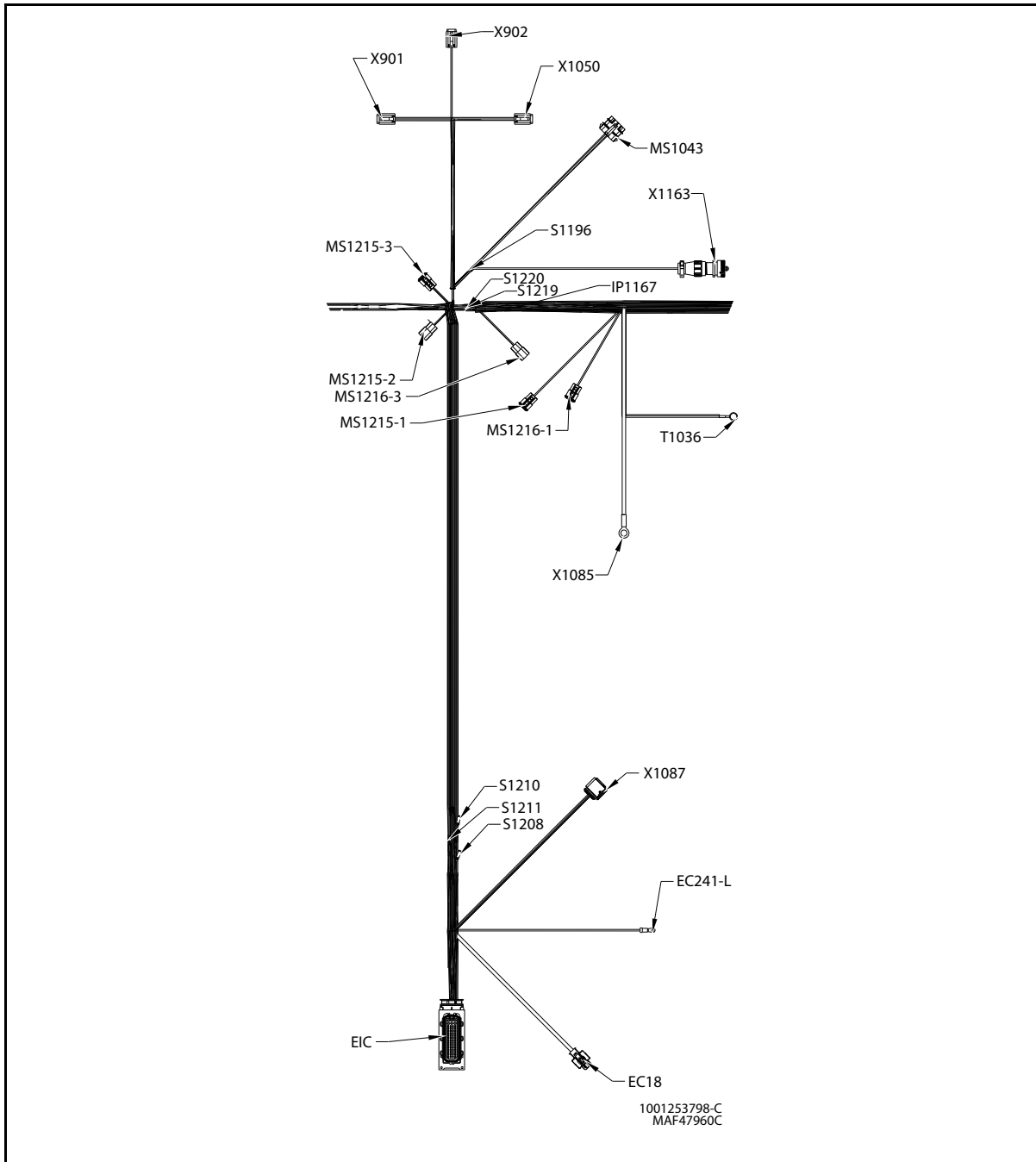


Figure 7-41. Deutz TD 2.2 L3 (Stage V) Engine Harness - Sheet 3 of 4

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X901 - INTERFACE1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1					
2	WHT	48-3	0.75 mm ²	FLRYW	S1219 (2)
3	YEL	CAN_1_HI	20 AWG	J1939 CABLE	MS1215-3 (A)
4	GRN	CAN_1_LO	20 AWG	J1939 CABLE	MS1215-3 (B)
5	RED	47-8	16 AWG	GXL	EC241-L (1)
6					

MS1215-1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_1_HI	20 AWG	J1939 CABLE	MS1214-3 (A)
B	GRN	CAN_1_LO	20 AWG	J1939 CABLE	MS1214-3 (B)
C					

MS1216-1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_2_HI	20 AWG	J1939 CABLE	MS1213-3 (A)
B	GRN	CAN_2_LO	20 AWG	J1939 CABLE	MS1213-3 (B)
C					

S1220					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	000-48-4	18 AWG	GXL	T1036 (1)
2	BLK	FUSE	14 AWG	GXL	IP1167 (2)

MS1215-2					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_1_HI	18 AWG	J1939 CABLE	X1163 (M)
B	GRN	CAN_1_LO	18 AWG	J1939 CABLE	X1163 (F)
C					

IP1167					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	FUSE	14 AWG	GXL	S1219 (2)
2	BLK	FUSE	14 AWG	GXL	S1220 (2)

MS1215-3					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_1_HI	20 AWG	J1939 CABLE	X901 (3)
B	GRN	CAN_1_LO	20 AWG	J1939 CABLE	X901 (4)
C					

X1163 - DIAGNOSTIC					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	2-48-2	18 AWG	GXL	S1196 (1)
B	BLK	000-48-2	18 AWG	GXL	T1036 (1)
C					
D					
E					
F	GRN	CAN_1_LO	18 AWG	J1939 CABLE	MS1215-2 (B)
G	GRN	CAN_2_LO	18 AWG	J1939 CABLE	MS1216-3 (B)
H	YEL	CAN_2_HI	18 AWG	J1939 CABLE	MS1216-3 (A)
I					
J					
K					
L					
M	YEL	CAN_1_HI	18 AWG	J1939 CABLE	MS1215-2 (A)

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MS1043					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A					
B					
C					
D					
E	BLK	148-20	0.75 mm ²	FLRYW	ECM-J1 (20)
F	ORG	148-20-1	18 AWG	GXL	RL1042-87-2 (1)
G	YEL	2-1-99	18 AWG	GXL	X902 (1)
H	YEL	2-48-1	18 AWG	GXL	S1196 (1)

MS1216-3					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_2_HI	18 AWG	J1939 CABLE	X1163 (H)
B	GRN	CAN_2_LO	18 AWG	J1939 CABLE	X1163 (G)
C					

S1196					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	YEL	2-48-1	16 AWG	GXL	MS1043 (H)
1	YEL	2-48-2	18 AWG	GXL	X1163 (A)
2	YEL	2-48-3	18 AWG	GXL	RL1184-86 (1)
2	YEL	2-48-4	0.75 mm ²	FLRYW	ECM-J1 (88)
2	YEL	2-48-5	0.75 mm ²	FLRYW	ECM-J1 (19)

X1050 - WIF/FUEL PUMP					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	248-58	0.75 mm ²	FLRYW	ECM-J2 (58)
2	BLK	148-87-2	0.75 mm ²	FLRYW	S1212 (1)
3	WHT	48-96	0.75 mm ²	FLRYW	RL1183-1 (1)
4	BLK	000-48-1	14 AWG	GXL	T1036 (1)

T1036 - GND					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	000-48-1	14 AWG	GXL	X1050 (4)
1	BLK	000-48-2	18 AWG	GXL	X1163 (B)
1	BLK	000-48-4	18 AWG	GXL	S1220 (1)

X902 - INTERFACE2					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	YEL	2-1-99	18 AWG	GXL	MS1043 (G)
2					
3					
4					
5					
6					
7					
8					

S1211					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	248-57	0.75 mm ²	FLRYW	ECM-J2 (57)
2	BLK	248-57-2	0.75 mm ²	FLRYW	X1087 (2)
2	BLK	248-57-33	0.75 mm ²	FLRYW	EIC (33)
2	BLK	248-57-45	0.75 mm ²	FLRYW	EIC (45)

S1208					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	248-24	0.75 mm ²	FLRYW	ECM-J2 (24)
2	BLK	248-24-1	0.75 mm ²	FLRYW	EIC (43)
2	BLK	248-24-2	0.75 mm ²	FLRYW	EIC (30)

X1085 - GND					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	148-246	8 AWG	GXL	S1195 (2)

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EC18 - GLOW PLUGS					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	48-13	8 AWG	GXL	RL1184-87 (1)

X1087 - DPF					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	248-59	0.75 mm ²	FLRYW	ECM-J2 (59)
2	BLK	248-57-2	0.75 mm ²	FLRYW	S1211 (2)
3	BLK	148-56	0.75 mm ²	FLRYW	ECM-J1 (56)
4	BLK	148-55	0.75 mm ²	FLRYW	ECM-J1 (55)
5	BLK	248-21	0.75 mm ²	FLRYW	ECM-J1 (91)
6	BLK	248-40-7	0.75 mm ²	FLRYW	S1210 (2)
7	BLK	248-30	0.75 mm ²	FLRYW	ECM-J2 (21)
8					

S1219					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	WHT	48-3-2	0.75 mm ²	FLRYW	ECM-J1 (35)
2	WHT	48-3	0.75 mm ²	FLRYW	X901 (2)
2	BLK	FUSE	14 AWG	GXL	IP1167 (1)

EC241-L - ALT					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	47-8	16 AWG	GXL	X901 (5)

S1210					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	248-40	0.75 mm ²	FLRYW	ECM-J2 (40)
2	BLK	248-40-7	0.75 mm ²	FLRYW	X1087 (6)
2	BLK	48-40-51	0.75 mm ²	FLRYW	EIC (51)

EIC					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	SHLD	248-38	18 AWG	CABLE	ECM-J2 (38)
2	BLK	148-30	0.75 mm ²	FLRYW	ECM-J2 (41)
3	BLK	148-51	0.75 mm ²	FLRYW	ECM-J2 (50)
4	BLK	148-23	0.75 mm ²	FLRYW	ECM-J1 (23)
5	BLK	148-82	0.75 mm ²	FLRYW	ECM-J1 (82)
6	BLK	148-81	0.75 mm ²	FLRYW	ECM-J1 (81)
7	BLK	148-33	0.75 mm ²	FLRYW	ECM-J1 (33)
8	BLK	148-7	0.75 mm ²	FLRYW	ECM-J1 (7)
9	SHLD	248-53	18 AWG	CABLE	ECM-J2 (53)
10					
11					
12					
13	BLK	248-52	18 AWG	CABLE	ECM-J2 (52)
14	RED	248-37	18 AWG	CABLE	ECM-J2 (37)
15	RED	248-39	18 AWG	CABLE	ECM-J2 (39)
16					
17	BLK	148-58	0.75 mm ²	FLRYW	ECM-J1 (58)
18	BLK	148-43	0.75 mm ²	FLRYW	ECM-J1 (43)
19	BLK	248-5	1.5 mm ²	FLRYW	ECM-J2 (5)
20	BLK	248-4	1.5 mm ²	FLRYW	ECM-J2 (4)
21	BLK	248-54	0.75 mm ²	CABLE	ECM-J2 (54)
22	BLK	248-9	0.75 mm ²	FLRYW	ECM-J2 (9)
23	BLK	248-43	0.75 mm ²	FLRYW	ECM-J2 (43)
24	BLK	248-28	0.75 mm ²	FLRYW	ECM-J2 (28)
25	BLK	248-26	0.75 mm ²	FLRYW	ECM-J2 (26)
26	BLK	248-44	0.75 mm ²	FLRYW	ECM-J2 (44)
27	BLK	248-29	0.75 mm ²	FLRYW	ECM-J2 (29)
28	BLK	248-42	0.75 mm ²	FLRYW	ECM-J2 (42)
29	BLK	248-27	0.75 mm ²	FLRYW	ECM-J2 (27)
30	BLK	248-24-2	0.75 mm ²	FLRYW	S1208 (2)
31	BLK	248-25	0.75 mm ²	FLRYW	ECM-J2 (25)
32	BLK	248-7	0.75 mm ²	FLRYW	ECM-J2 (7)
33	BLK	248-57-33	0.75 mm ²	FLRYW	S1211 (2)
34	BLK	148-21	0.75 mm ²	FLRYW	ECM-J1 (21)
35	BLK	248-16	1.5 mm ²	FLRYW	ECM-J2 (16)
36	BLK	248-33	1.5 mm ²	FLRYW	ECM-J2 (33)
37	BLK	248-18	1.5 mm ²	FLRYW	ECM-J2 (18)
38	BLK	248-32	1.5 mm ²	FLRYW	ECM-J2 (32)
39	BLK	248-2	1.5 mm ²	FLRYW	ECM-J2 (2)
40					
41					

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42	BLK	248-48	1.5 mm ²	FLRYW	ECM-J2 (48)
43	BLK	248-24-1	0.75 mm ²	FLRYW	S1208 (2)
44	BLK	248-11	0.75 mm ²	FLRYW	ECM-J2 (11)
45	BLK	248-57-45	0.75 mm ²	FLRYW	S1211 (2)
46	BLK	248-12	0.75 mm ²	FLRYW	ECM-J2 (12)
47	BLK	248-19	1.5 mm ²	FLRYW	ECM-J2 (19)
48	BLK	248-20	1.5 mm ²	FLRYW	ECM-J2 (20)
49	BLK	148-80	0.75 mm ²	FLRYW	ECM-J1 (80)
50	BLK	248-22	0.75 mm ²	FLRYW	ECM-J2 (22)
51	BLK	248-40-51	0.75 mm ²	FLRYW	S1210 (2)
52	BLK	148-64	0.75 mm ²	FLRYW	ECM-J1 (64)
53	BLK	148-46	0.75 mm ²	FLRYW	ECM-J1 (46)
54					
55					
56					
57					
58					
59	BLK	148-8	0.75 mm ²	FLRYW	ECM-J1 (8)
60	BLK	148-9	0.75 mm ²	FLRYW	ECM-J1 (9)
61					
62					

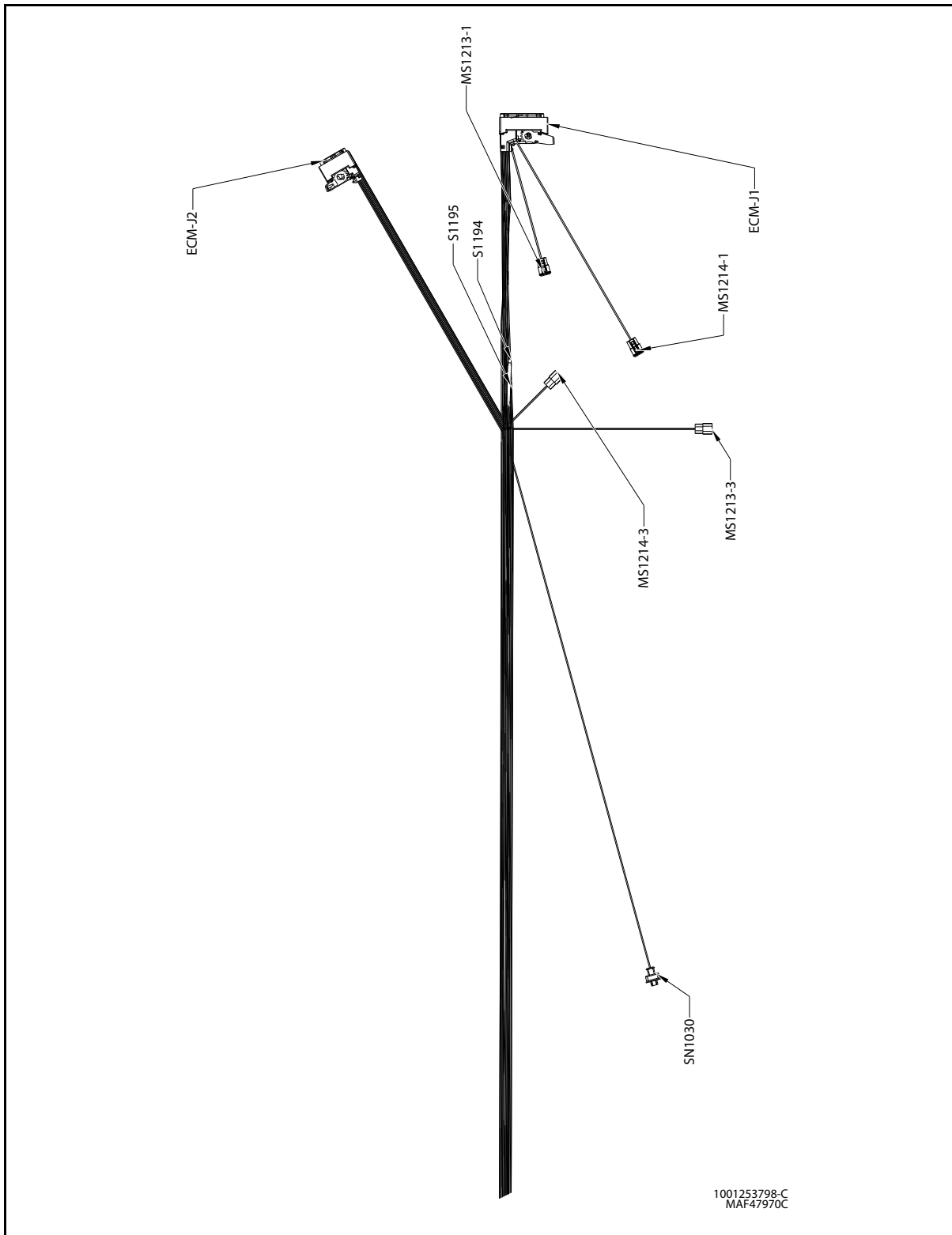


Figure 7-42. Deutz TD 2.2 L3 (Stage V) Engine Harness - Sheet 4 of 4

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

S1194					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	148-1	2.5 mm ²	FLRYW	ECM-J1 (1)
1	RED	148-3	2.5 mm ²	FLRYW	ECM-J1 (3)
1	RED	148-5	2.5 mm ²	FLRYW	ECM-J1 (5)
2	RED	148-135	8 AWG	GXL	RL1183-2 (1)

S1195					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	148-2	2.5 mm ²	FLRYW	ECM-J1 (2)
1	BLK	148-4	2.5 mm ²	FLRYW	ECM-J1 (4)
1	BLK	148-6	2.5 mm ²	FLRYW	ECM-J1 (6)
2	BLK	148-246	8 AWG	GXL	X1085 (1)

SN1030 - AMBIENT TEMP					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	BLK	148-39	0.75 mm ²	FLRYW	ECM-J1 (39)
2	BLK	148-60	0.75 mm ²	FLRYW	ECM-J1 (60)

MS1213-1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_2_HI	20 AWG	TXL	ECM-J1 (75)
B	GRN	CAN_2_LO	20 AWG	TXL	ECM-J1 (53)
C					

MS1214-3					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_1_HI	20 AWG	J1939 CABLE	MS1215-1 (A)
B	GRN	CAN_1_LO	20 AWG	J1939 CABLE	MS1215-1 (B)
C					

ECM-J2					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1					
2	BLK	248-2	1.5 mm ²	FLRYW	EIC (39)
3					
4	BLK	248-4	1.5 mm ²	FLRYW	EIC (20)
5	BLK	248-5	1.5 mm ²	FLRYW	EIC (19)
6					
7	BLK	248-7	0.75 mm ²	FLRYW	EIC (32)
8					
9	BLK	248-9	0.75 mm ²	FLRYW	EIC (22)
10					
11	BLK	248-11	0.75 mm ²	FLRYW	EIC (44)
12	BLK	248-12	0.75 mm ²	FLRYW	EIC (46)
13					
14					
15					
16	BLK	248-16	1.5 mm ²	FLRYW	EIC (35)
17					
18	BLK	248-18	1.5 mm ²	FLRYW	EIC (37)
19	BLK	248-19	1.5 mm ²	FLRYW	EIC (47)
20	BLK	248-20	1.5 mm ²	FLRYW	EIC (48)
21	BLK	248-30	0.75 mm ²	FLRYW	X1087 (7)
22	BLK	248-22	0.75 mm ²	FLRYW	EIC (50)
23					
24	BLK	248-24	0.75 mm ²	FLRYW	S1208 (1)
25	BLK	248-25	0.75 mm ²	FLRYW	EIC (31)
26	BLK	248-26	0.75 mm ²	FLRYW	EIC (25)
27	BLK	248-27	0.75 mm ²	FLRYW	EIC (29)
28	BLK	248-28	0.75 mm ²	FLRYW	EIC (24)
29	BLK	248-29	0.75 mm ²	FLRYW	EIC (27)
30					
31					
32	BLK	248-32	1.5 mm ²	FLRYW	EIC (38)
33	BLK	248-33	1.5 mm ²	FLRYW	EIC (36)
34					
35					
36					
37	RED	248-37	18 AWG	CABLE	EIC (14)
38	SHLD	248-38	18 AWG	CABLE	EIC (1)
39	RED	248-39	18 AWG	CABLE	EIC (15)
40	BLK	248-40	0.75 mm ²	FLRYW	S1210 (1)
41	BLK	148-30	0.75 mm ²	FLRYW	EIC (2)

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

42	BLK	248-42	0.75 mm ²	FLRYW	EIC (28)
43	BLK	248-43	0.75 mm ²	FLRYW	EIC (23)
44	BLK	248-44	0.75 mm ²	FLRYW	EIC (26)
45					
46					
47					
48	BLK	248-48	1.5 mm ²	FLRYW	EIC (42)
49					
50	BLK	148-51	0.75 mm ²	FLRYW	EIC (3)
51					
52	BLK	248-52	18 AWG	CABLE	EIC (13)
53	SHLD	248-53	18 AWG	CABLE	EIC (9)
54	BLK	248-54	18 AWG	CABLE	EIC (21)
55					
56					
57	BLK	248-57	0.75 mm ²	FLRYW	S1211 (1)
58	BLK	248-58	0.75 mm ²	FLRYW	X1050 (1)
59	BLK	248-59	0.75 mm ²	FLRYW	X1087 (1)
60					

MS1214-1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_1_HI	20 AWG	TXL	ECM-J1 (54)
B	GRN	CAN_1_LO	20 AWG	TXL	ECM-J1 (76)
C					

MS1213-3					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
A	YEL	CAN_2_HI	20 AWG	J1939 CABLE	MS1216-1 (A)
B	GRN	CAN_2_LO	20 AWG	J1939 CABLE	MS1216-1 (B)
C					

ECM-J1					
CONN POS	WIRE COLOR	WIRE LABEL	GAUGE	JACKET	TO
1	RED	148-1	2.5 mm ²	FLRYW	S1194 (1)
2	BLK	148-2	2.5 mm ²	FLRYW	S1195 (1)
3	RED	148-3	2.5 mm ²	FLRYW	S1194 (1)
4	BLK	148-4	2.5 mm ²	FLRYW	S1195 (1)
5	RED	148-5	2.5 mm ²	FLRYW	S1194 (1)
6	BLK	148-6	2.5 mm ²	FLRYW	S1195 (1)
7	BLK	148-7	0.75 mm ²	FLRYW	EIC (8)
8	BLK	148-8	0.75 mm ²	FLRYW	EIC (59)
9	BLK	148-9	0.75 mm ²	FLRYW	EIC (60)
10					
11					
12					
13	BLK	148-13	0.75 mm ²	FLRYW	SN1049 (3)
14					
15					
16					
17					
18					
19	YEL	2-48-5	0.75 mm ²	FLRYW	S1196 (2)
20	BLK	148-20	0.75 mm ²	FLRYW	MS1043 (E)
21	BLK	148-21	0.75 mm ²	FLRYW	EIC (34)
22					
23	BLK	148-23	0.75 mm ²	FLRYW	EIC (4)
24					
25	BLK	148-25	0.75 mm ²	FLRYW	RL1041 (2)
26					
27					
28					
29	WHT	148-89	0.75 mm ²	FLRYW	SN1049 (1)
30					
31					
32					
33	BLK	148-33	0.75 mm ²	FLRYW	EIC (7)
34					
35	WHT	48-3-2	0.75 mm ²	FLRYW	S1219 (1)
36					
37					
38					
39	BLK	148-39	0.75 mm ²	FLRYW	SN1030 (1)
40					
41					

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

42					
43	BLK	148-43	0.75 mm ²	FLRYW	EIC (18)
44					
45					
46	BLK	148-46	0.75 mm ²	FLRYW	EIC (53)
47					
48					
49					
50					
51					
52					
53	GRN	CAN_2_LO	20 AWG	TXL	MS1213-1 (B)
54	YEL	CAN_1_HI	20 AWG	TXL	MS1214-1 (A)
55	BLK	148-55	0.75 mm ²	FLRYW	X1087 (4)
56	BLK	148-56	0.75 mm ²	FLRYW	X1087 (3)
57					
58	BLK	148-58	0.75 mm ²	FLRYW	EIC (17)
59					
60	BLK	148-60	0.75 mm ²	FLRYW	SN1030 (2)
61					
62					
63					
64	BLK	148-64	0.75 mm ²	FLRYW	EIC (52)
65					
66					
67					
68					
69					
70					
71					
72	BLK	148-72	0.75 mm ²	FLRYW	RL1184-85 (1)
73	YEL	48-73	18 AWG	TXL	RL1041 (1)
74					
75	YEL	CAN_2_HI	20 AWG	TXL	MS1213-1 (A)
76	GRN	CAN_1_LO	20 AWG	TXL	MS1214-1 (B)
77					
78					
79					
80	BLK	148-80	0.75 mm ²	FLRYW	EIC (49)

81	BLK	148-81	0.75 mm ²	FLRYW	EIC (6)
82	BLK	148-82	0.75 mm ²	FLRYW	EIC (5)
83					
84					
85					
86					
87	BLK	148-87	0.75 mm ²	FLRYW	S1212 (1)
88	YEL	2-48-4	0.75 mm ²	FLRYW	S1196 (2)
89					
90					
91	BLK	248-21	0.75 mm ²	FLRYW	X1087 (5)
92					
93					
94					

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

7.10 ELECTRICAL SCHEMATICS

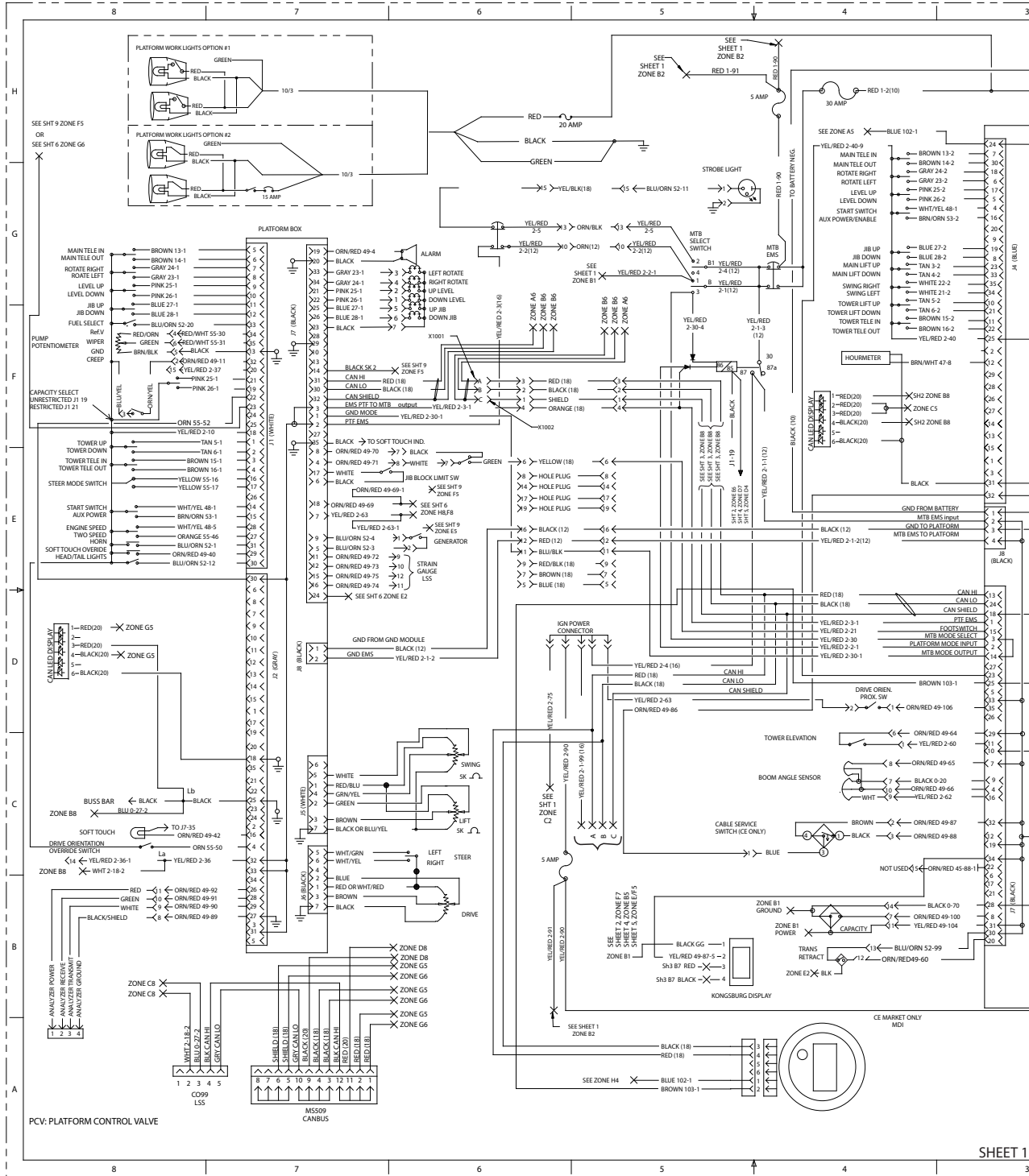


Figure 7-45. Electrical Schematic - Sheet 1 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

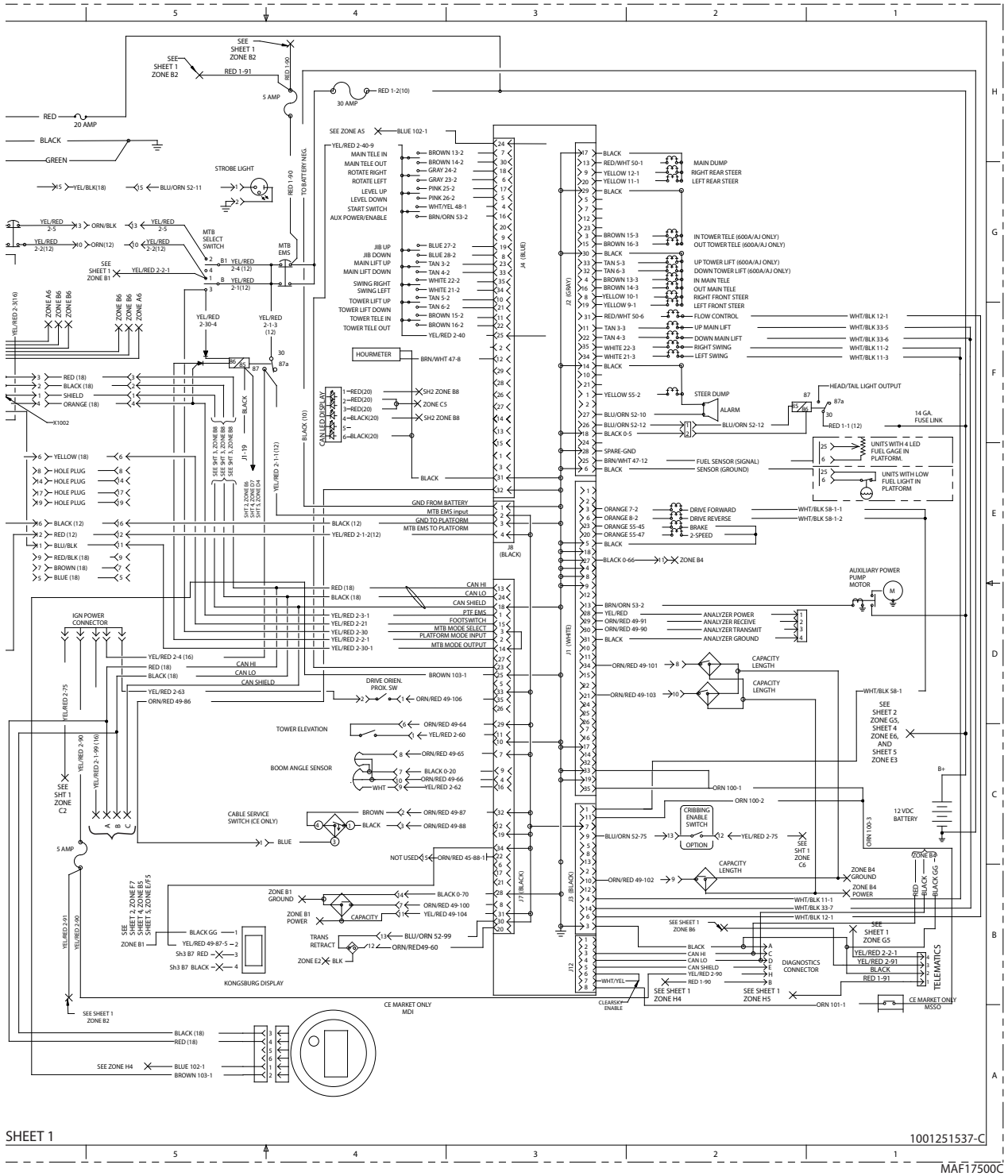


Figure 7-46. Electrical Schematic - Sheet 2 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

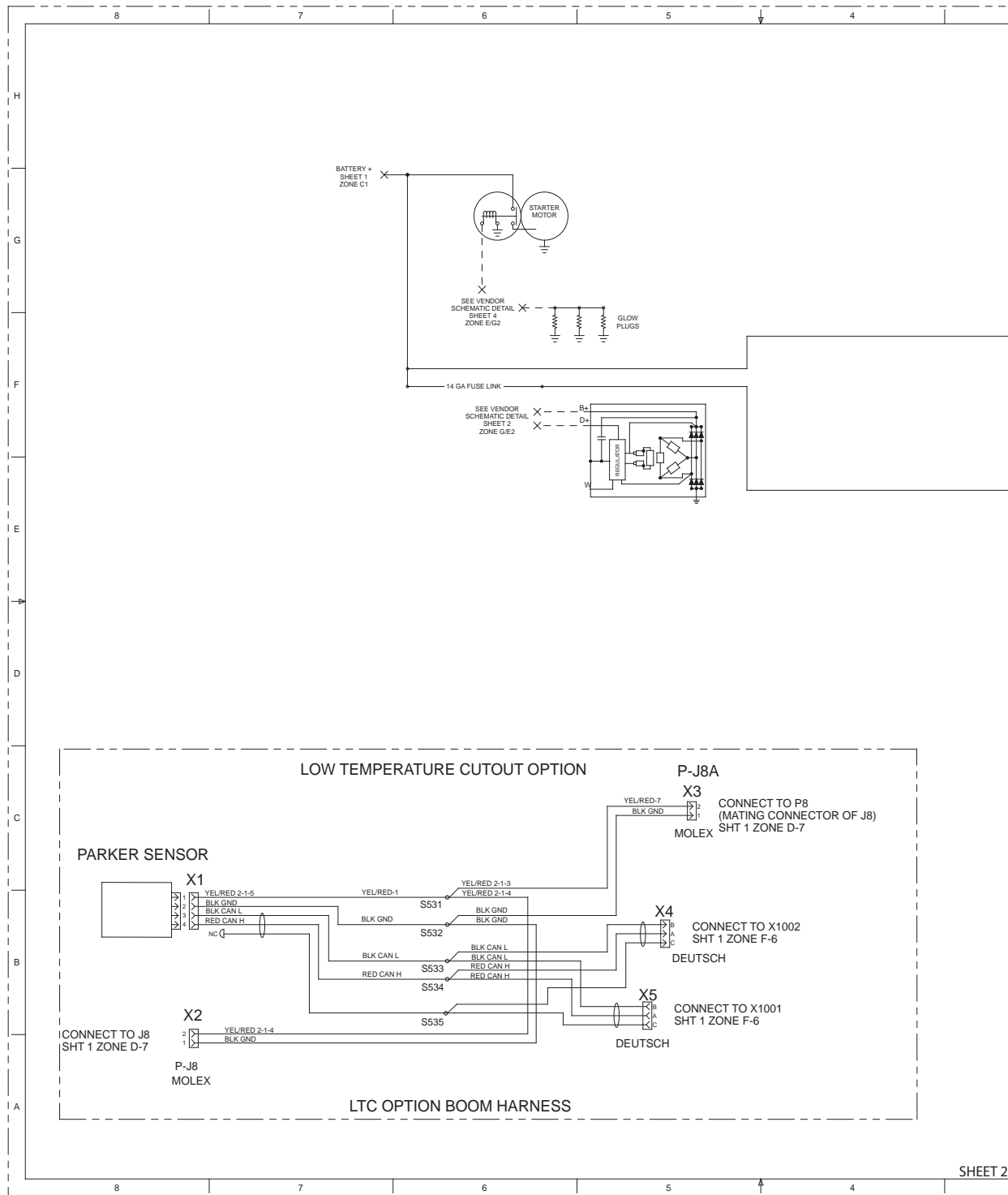


Figure 7-47. Electrical Schematic - Sheet 3 of 17

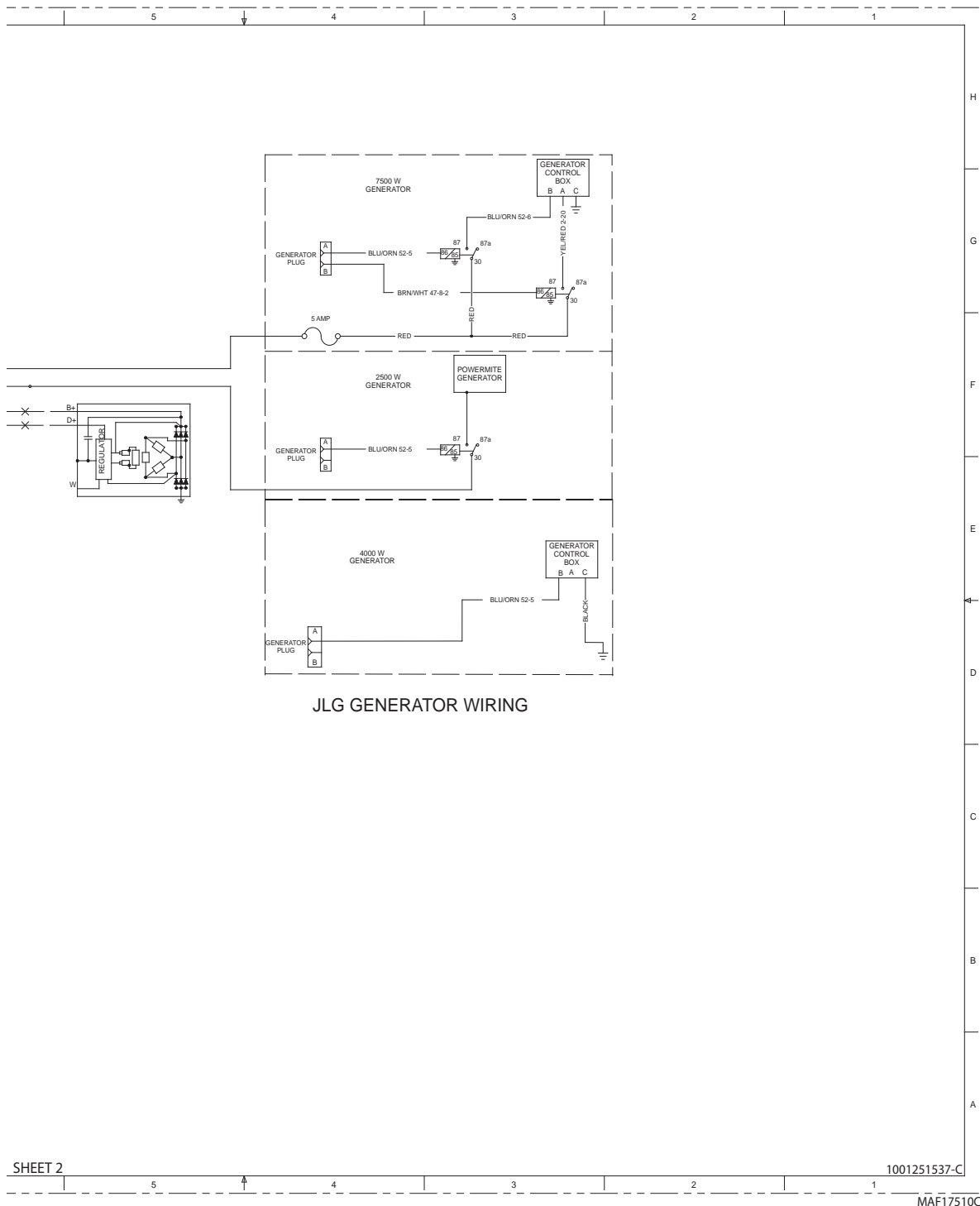


Figure 7-48. Electrical Schematic - Sheet 4 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

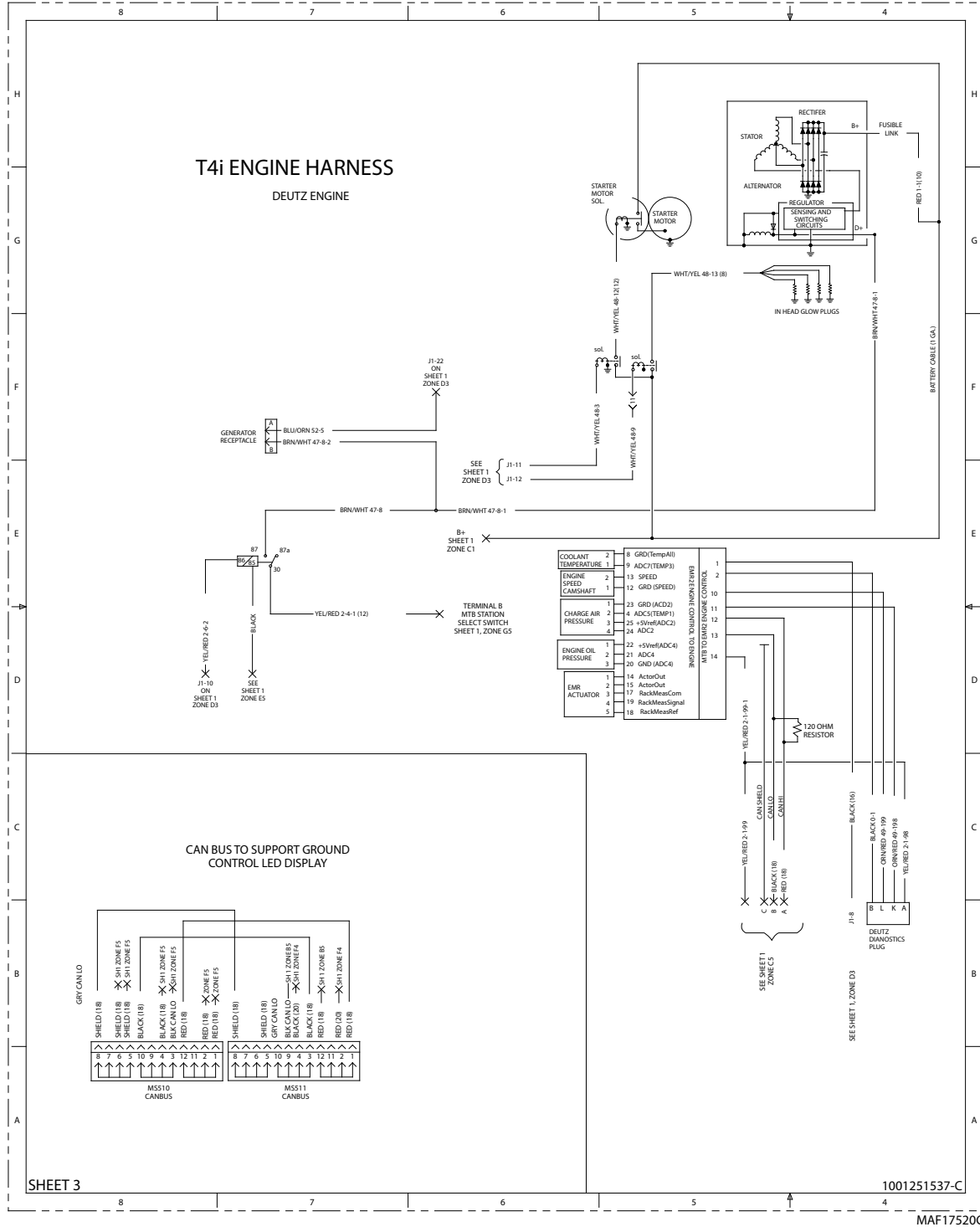


Figure 7-49. Electrical Schematic - Sheet 5 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

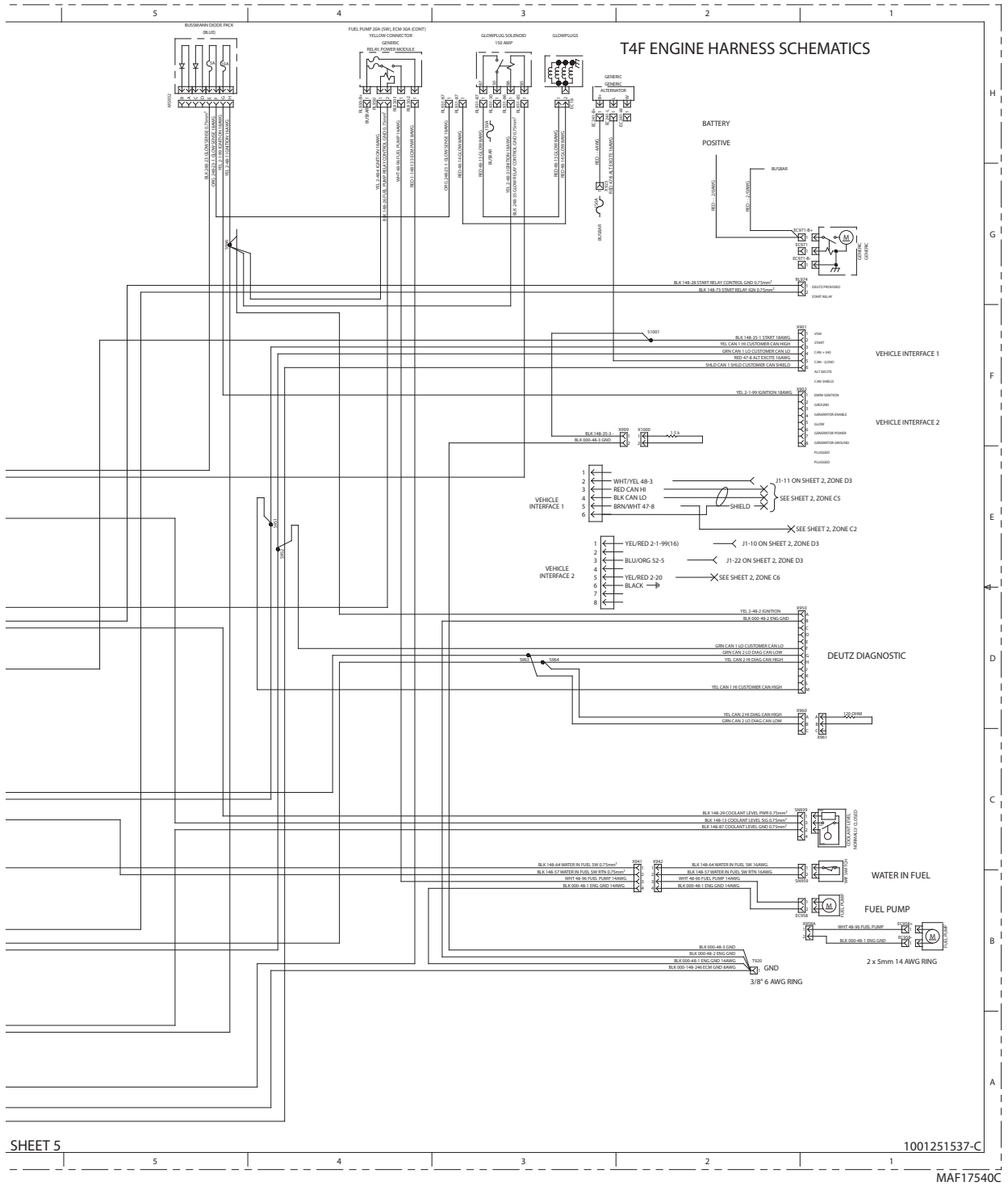
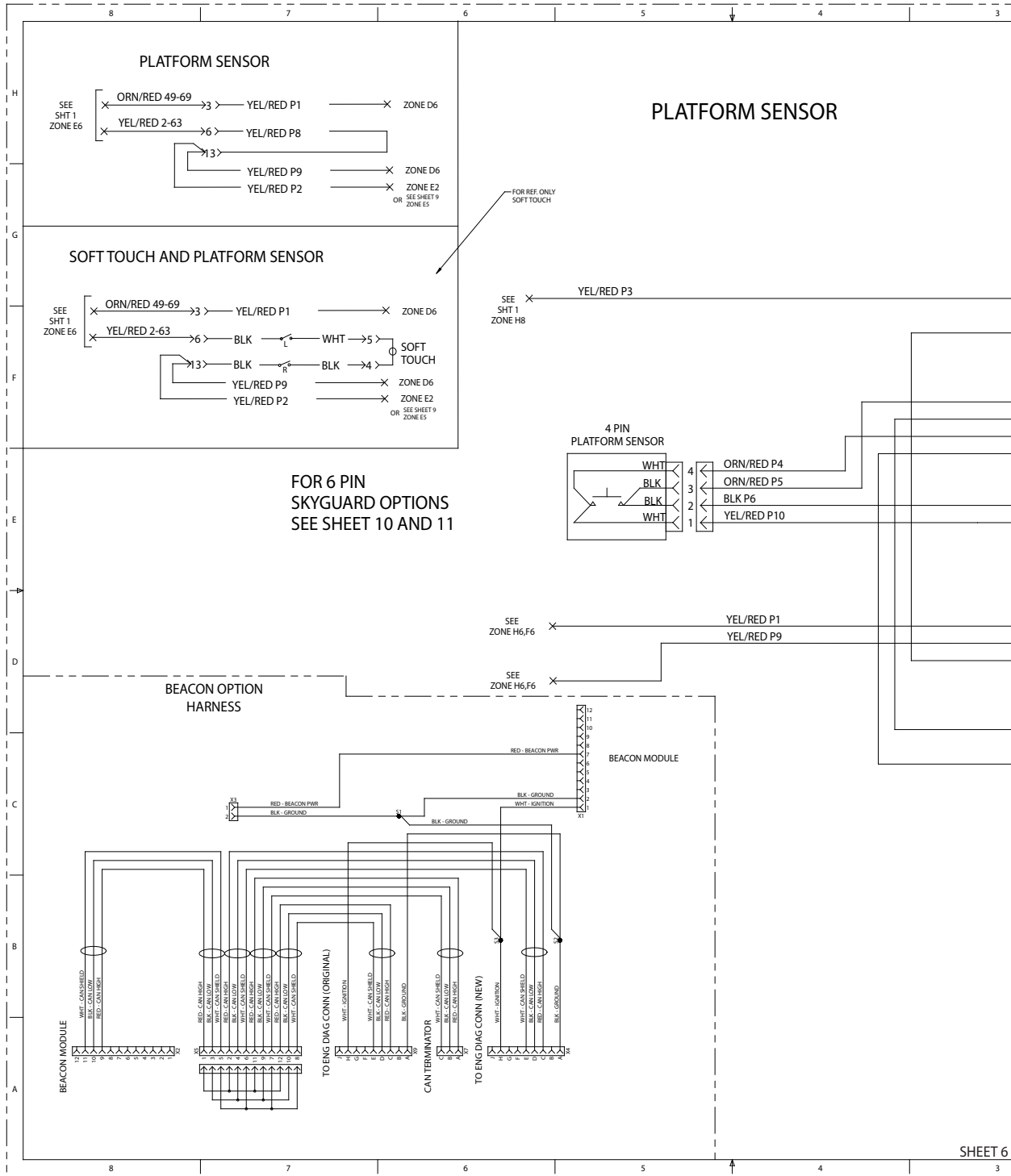


Figure 7-51. Electrical Schematic - Sheet 7 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS



SHEET 6

Figure 7-52. Electrical Schematic - Sheet 8 of 17

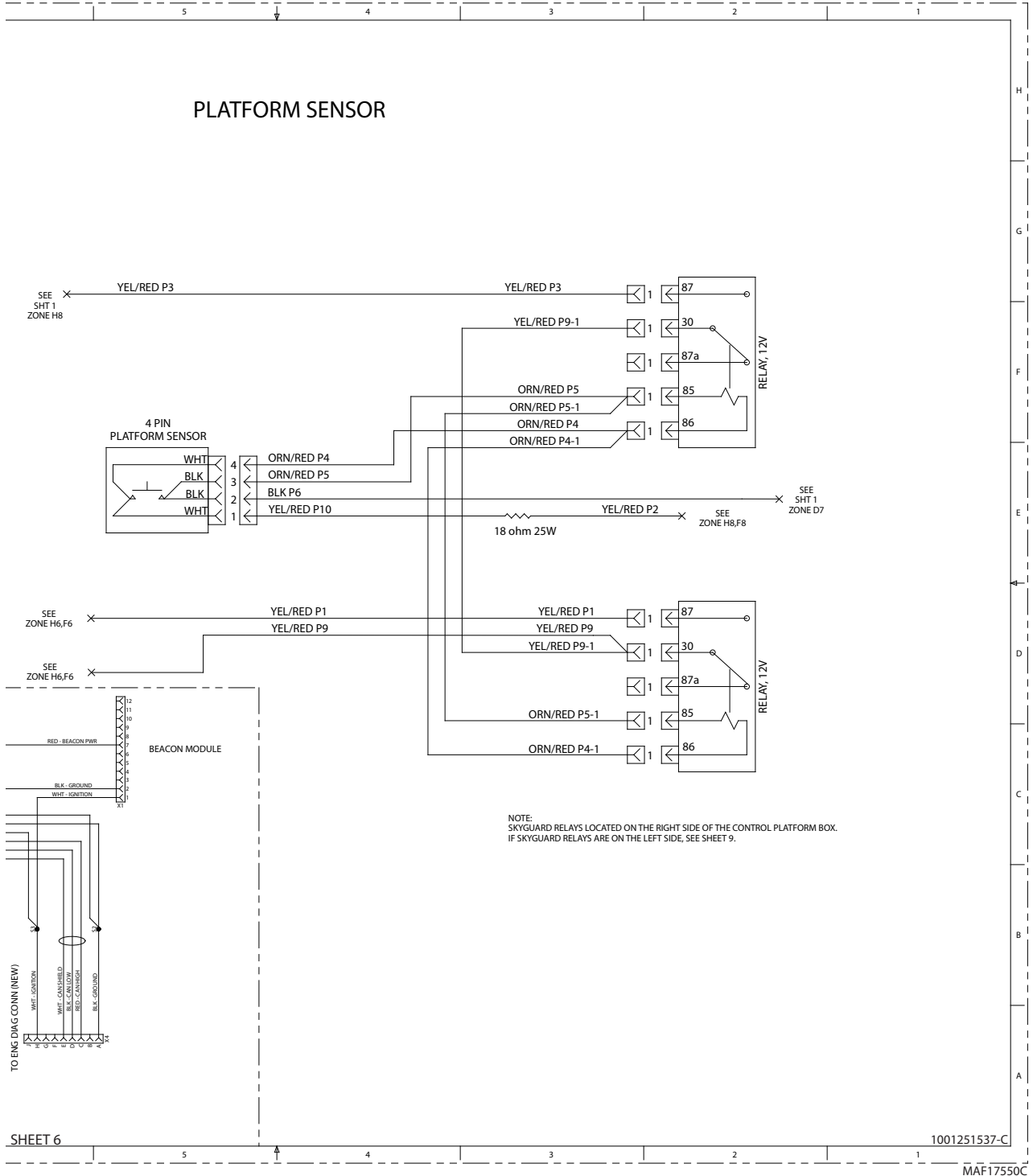


Figure 7-53. Electrical Schematic - Sheet 9 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

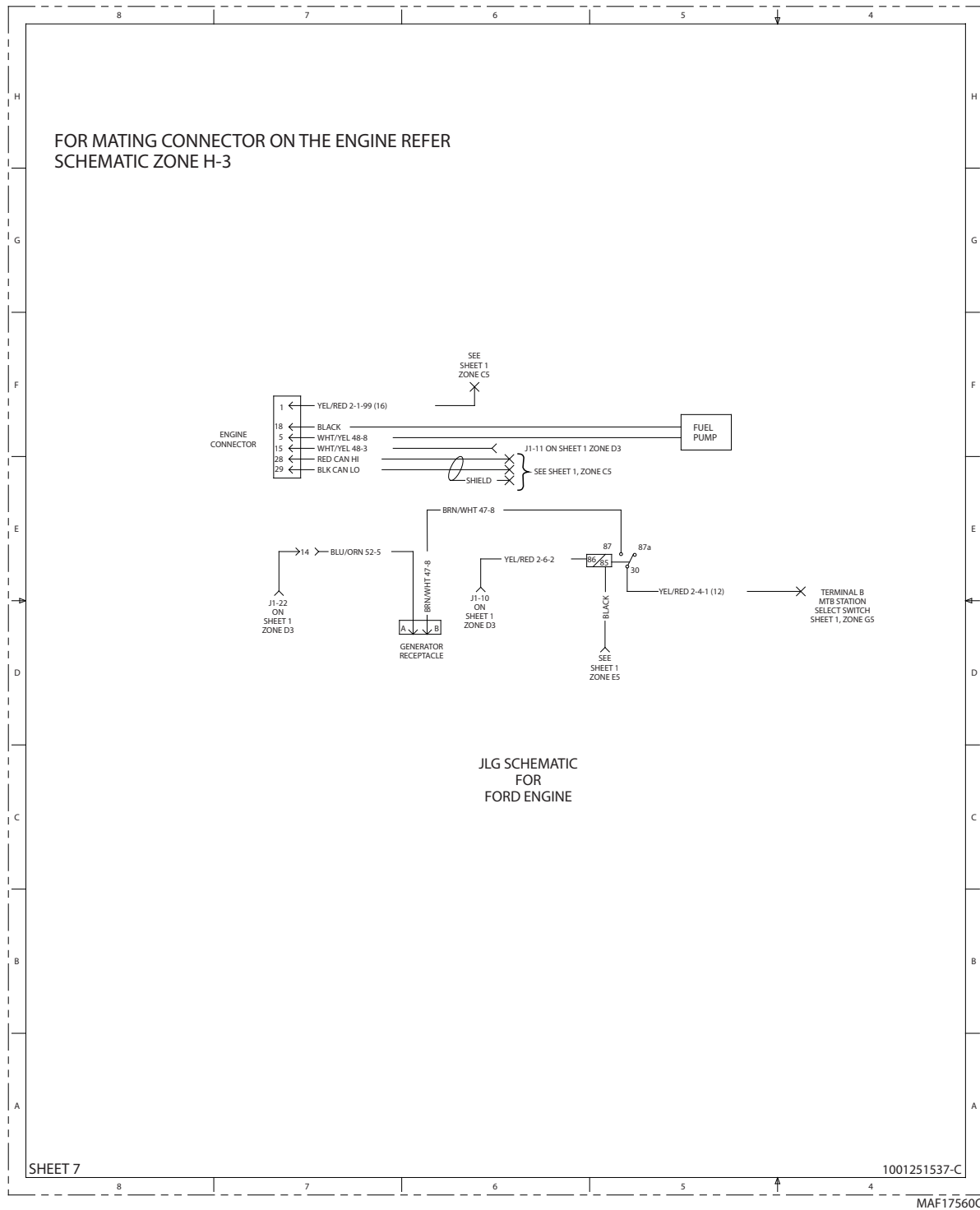


Figure 7-54. Electrical Schematic - Sheet 10 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

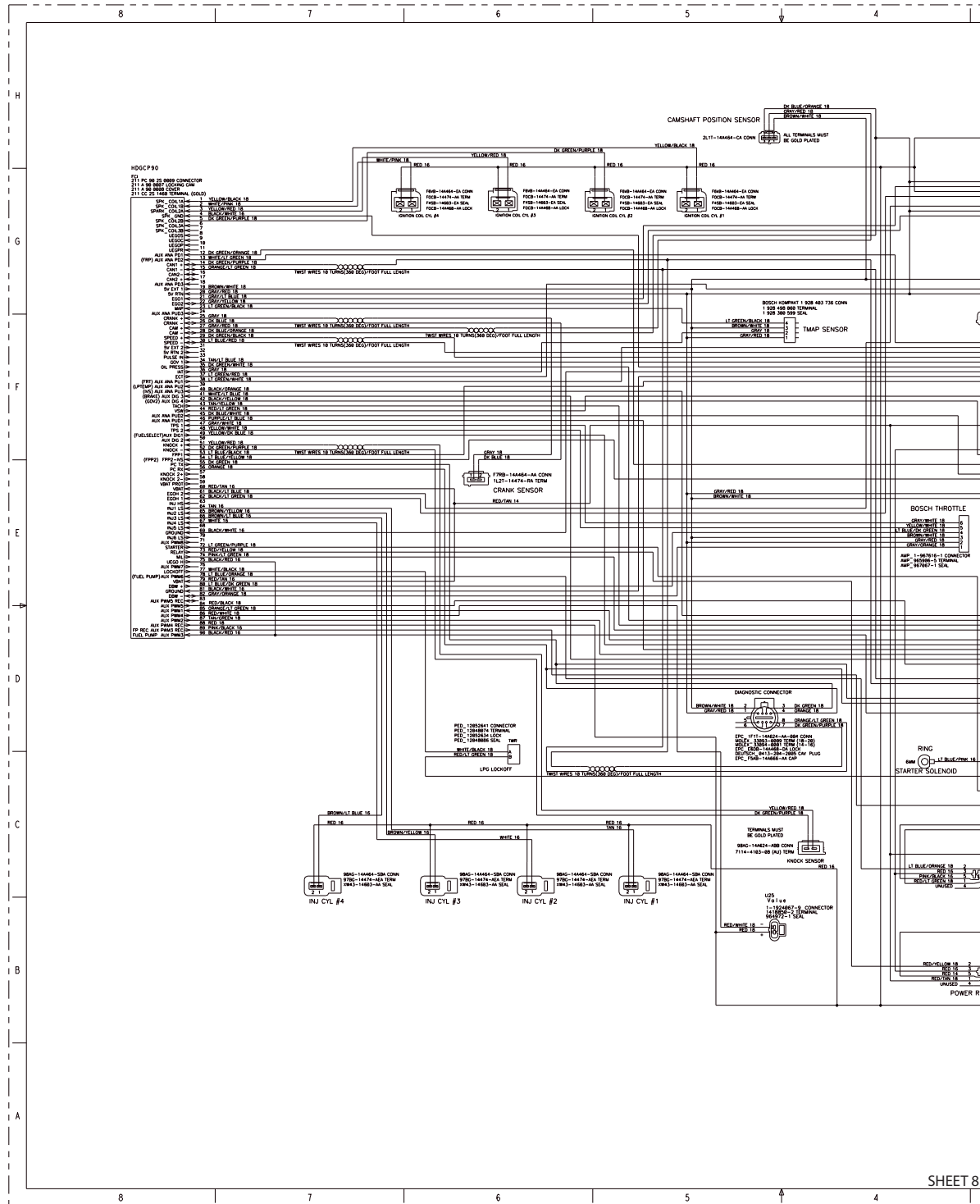


Figure 7-55. Electrical Schematic - Sheet 11 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

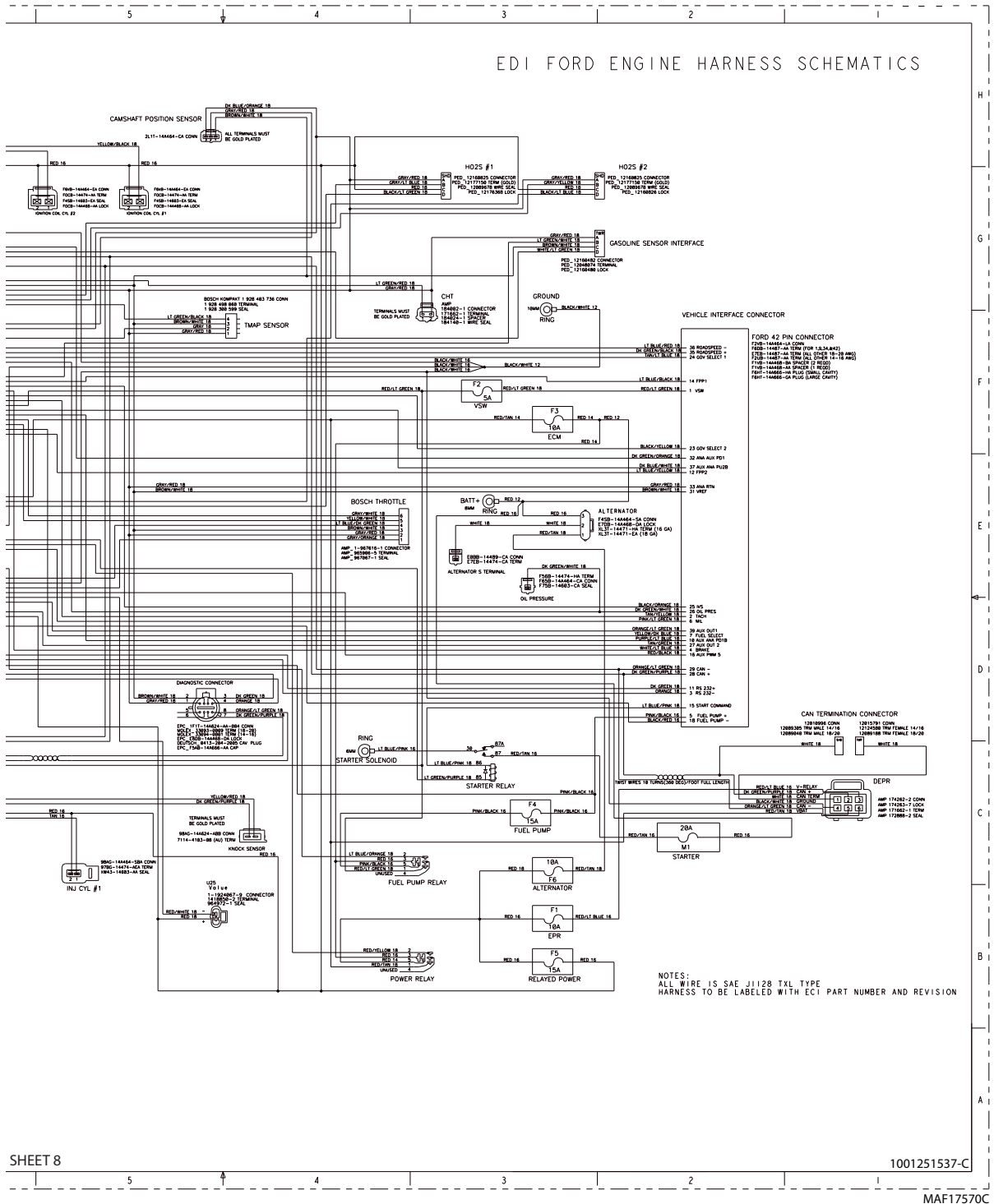


Figure 7-56. Electrical Schematic - Sheet 12 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

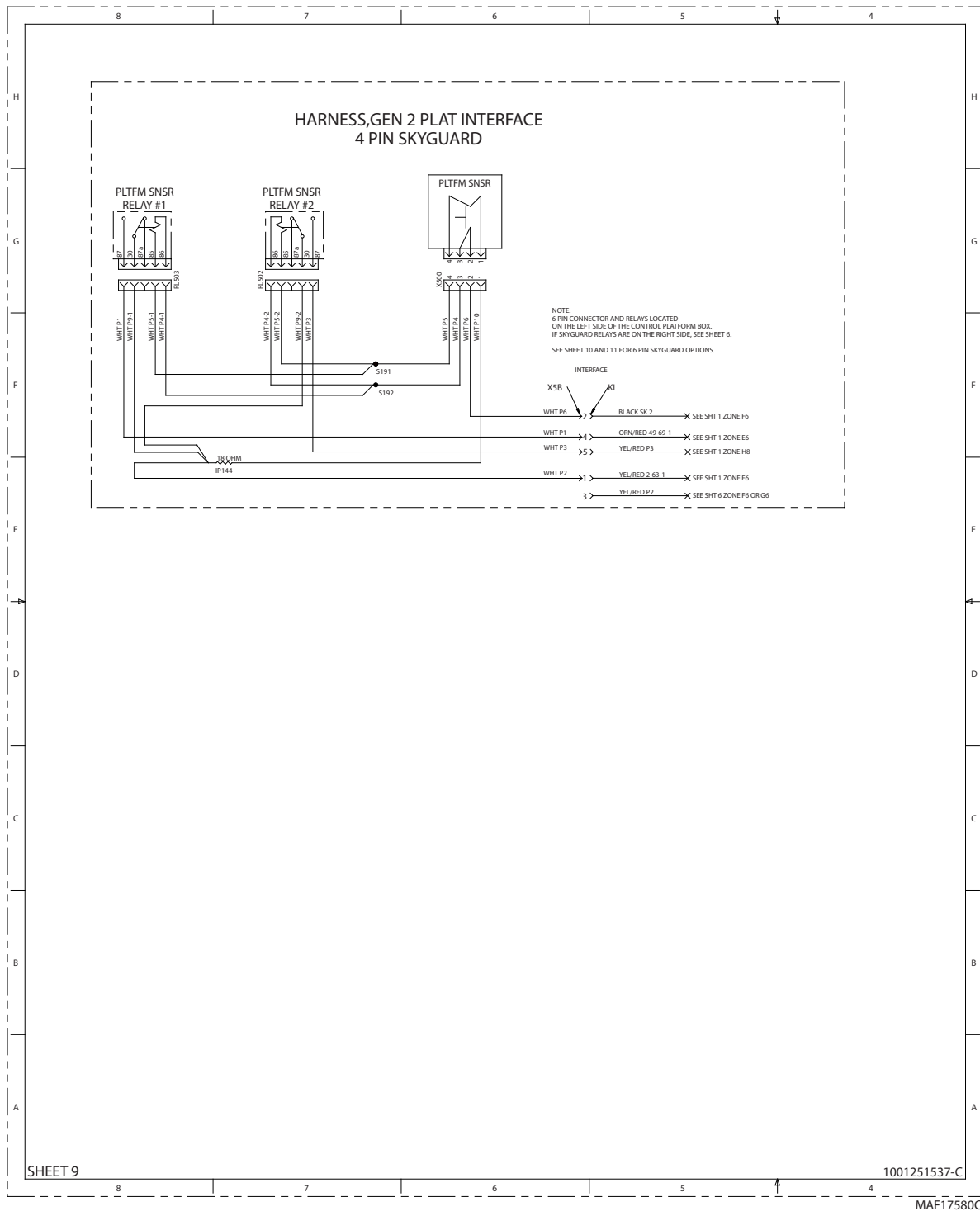


Figure 7-57. Electrical Schematic - Sheet 13 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

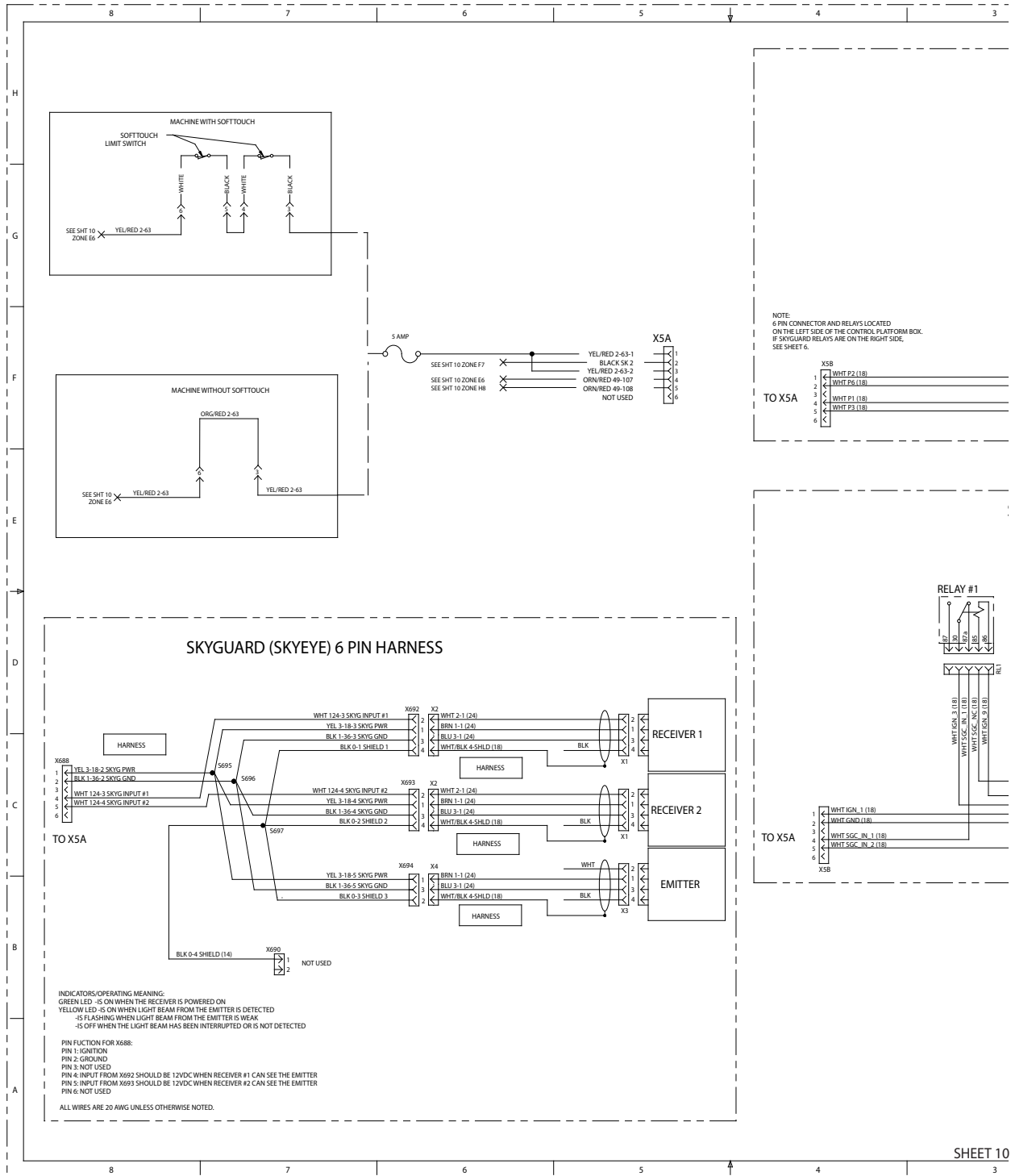


Figure 7-58. Electrical Schematic - Sheet 14 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

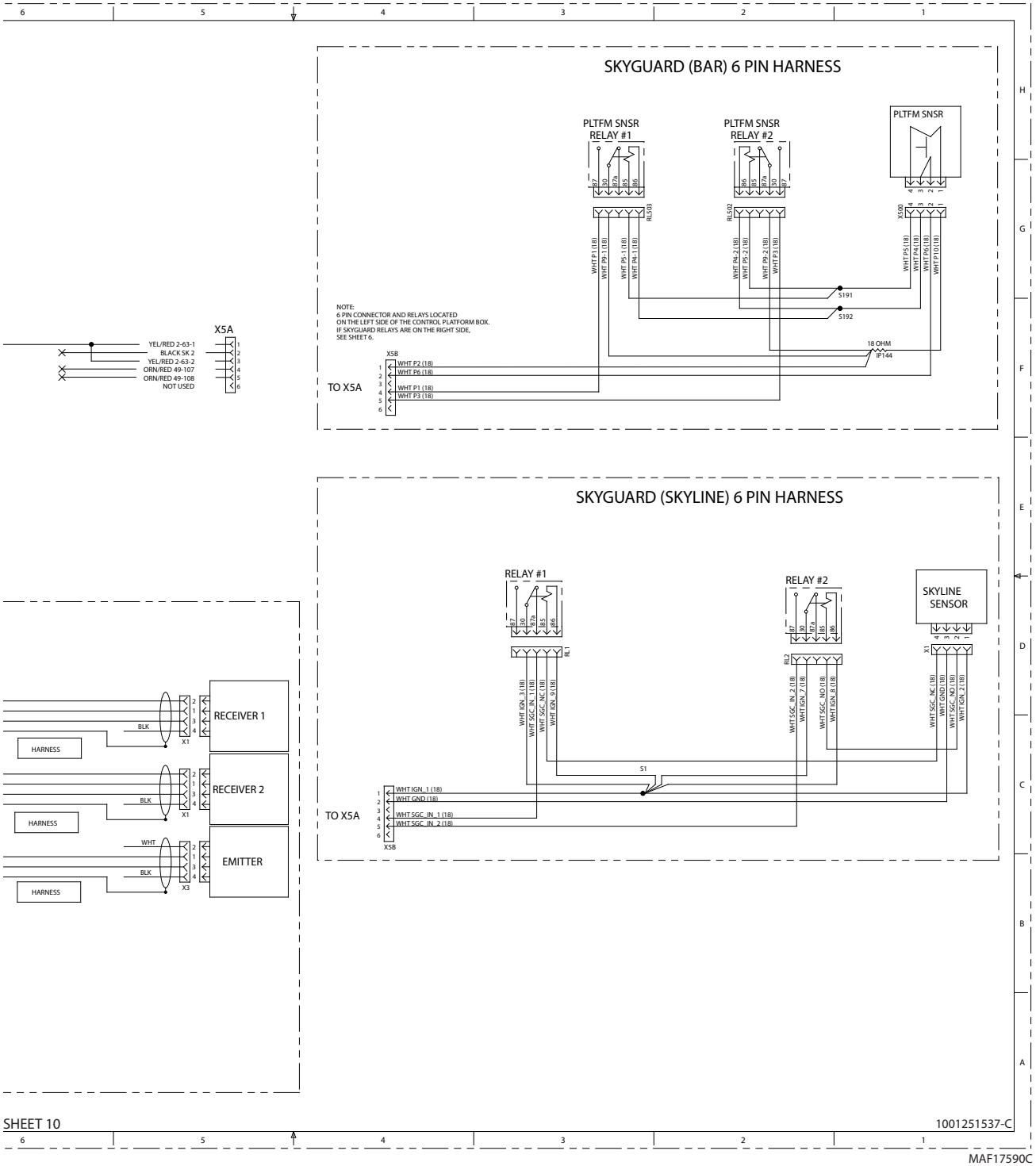


Figure 7-59. Electrical Schematic - Sheet 15 of 17

SECTION 7 - BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS

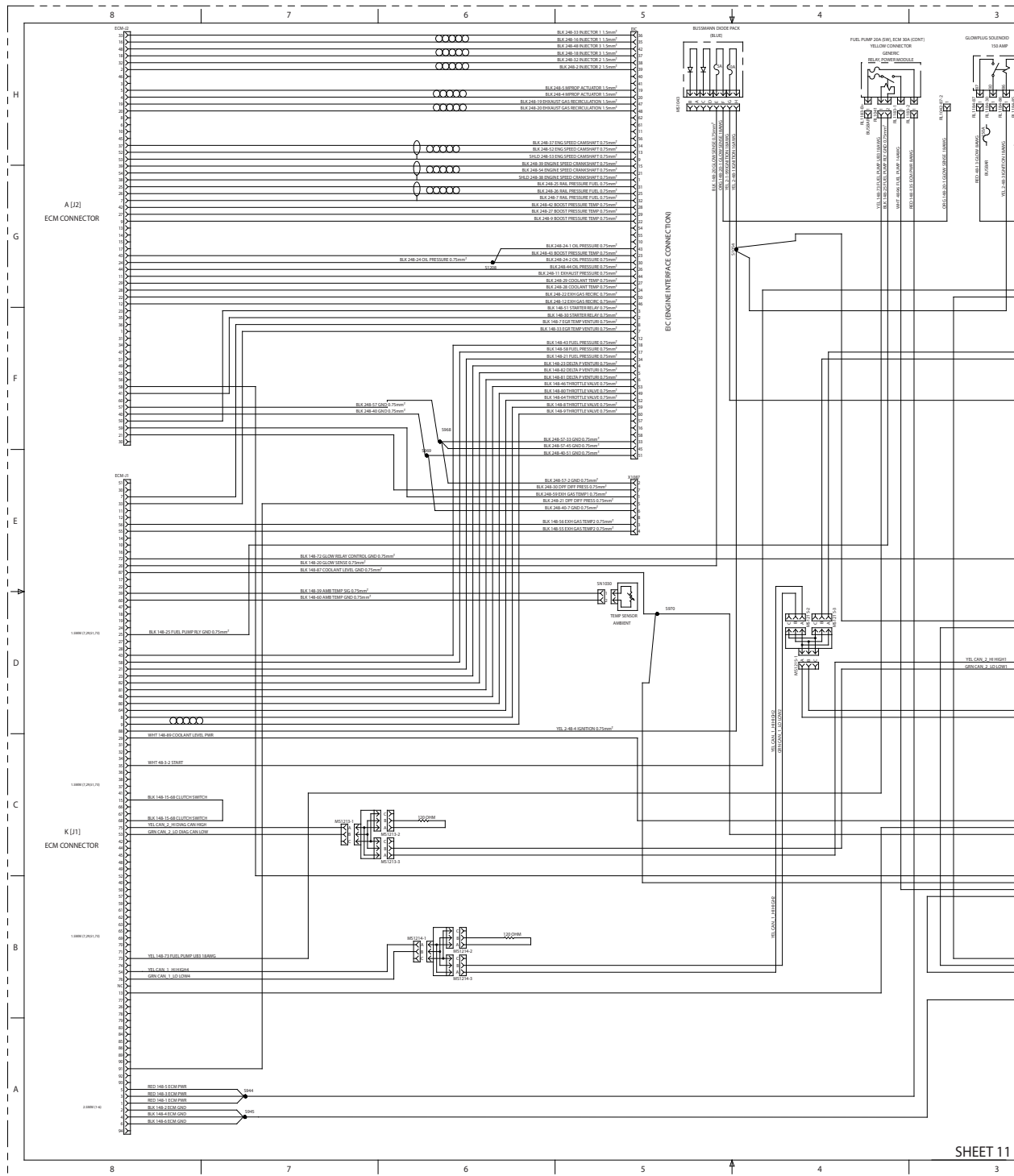


Figure 7-60. Electrical Schematic - Sheet 16 of 17



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