



An Oshkosh Corporation Company



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Service and Maintenance Manual

Models
1200SJP
1350SJP

PVC 2001

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CE



AS/NZS

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SECTION A. INTRODUCTION - MAINTENANCE SAFETY PRECAUTIONS

A GENERAL

This section contains the general safety precautions which must be observed during maintenance of the mobile elevating work platform. 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 that 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 the 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 that 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 that 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. Do not use your hand to check for leaks. Use a piece of cardboard or paper to search for leaks. Wear gloves to help protect hands from spraying fluid.



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 COMPONENTS.
- 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.
- BATTERY SHOULD ALWAYS BE DISCONNECTED DURING REPLACEMENT OF ELECTRICAL COMPONENTS.
- KEEP ALL SUPPORT EQUIPMENT AND ATTACHMENTS STOWED IN THEIR PROPER PLACE.
- USE ONLY APPROVED, NONFLAMMABLE CLEANING SOLVENTS.

REVISION LOG

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SECTION NO.	TITLE	PAGE NO.
SECTION A - INTRODUCTION - MAINTENANCE SAFETY PRECAUTIONS		
A	General	A-1
B	Hydraulic System Safety	A-1
C	Maintenance	A-1
SECTION 1 - SPECIFICATIONS		
1.1	Capacities	1-1
1.2	Tires	1-1
1.3	Engine Data	1-1
	Deutz TD2011L4	1-1
	Deutz TCD 2.9L4	1-1
	Deutz TCD 2.9L4 GUOIII	1-1
1.4	Specifications and Performance Data	1-2
	Reach Specifications	1-2
	Dimensional Data	1-2
	Chassis Specifications	1-2
1.5	Torque Requirements	1-3
1.6	Hydraulic Oil Specifications	1-3
1.7	Major Component Weights	1-4
1.8	Pressure Settings	1-5
1.9	Lubrication and Maintenance	1-7
1.10	Threadlocking Compound	1-13
1.11	Torque Charts	1-14
	SAE Fastener Torque Chart	1-14
	SAE Fastener Torque Chart (Continued)	1-15
	SAE Fastener Torque Chart (Continued)	1-16
	SAE Fastener Torque Chart (Continued)	1-17
	SAE Fastener Torque Chart (Continued)	1-18
	SAE Fastener Torque Chart (Continued)	1-19
	Metric Fastener Torque Chart	1-20
	Metric Fastener Torque Chart (Continued)	1-21
	Metric Fastener Torque Chart (Continued)	1-22
	Metric Fastener Torque Chart (Continued)	1-23
SECTION 2 - GENERAL		
2.1	Machine Preparation, Inspection, and Maintenance	2-1
	General	2-1
	Preparation, Inspection, and Maintenance	2-1
	Pre-Start Inspection	2-1
	Pre-Delivery Inspection and Frequent Inspection	2-1
	Annual Machine Inspection	2-1
	Preventative Maintenance	2-1
2.2	Service and Guidelines	2-2
	General	2-2
	Safety and Workmanship	2-2
	Cleanliness	2-2
	Components Removal and Installation	2-2
	Component Disassembly and Reassembly	2-3
	Pressure-Fit Parts	2-3
	Bearings	2-3
	Gaskets	2-3
	Bolt Usage and Torque Application	2-3
	Hydraulic Lines and Electrical Wiring	2-3
	Hydraulic System	2-3
	Lubrication	2-4
	Battery	2-4
	Lubrication and Servicing	2-4

TABLE OF CONTENTS

SECTION NO.	TITLE	PAGE NO.
2.3	Lubrication and Information	2-4
	Hydraulic System	2-4
	Hydraulic Oil	2-4
	Changing Hydraulic Oil	2-4
	Lubrication Specifications	2-4
2.4	Cylinder Drift	2-5
	Theory	2-5
	Cylinder Leakage Test	2-5
	Cylinder Thermal Drift	2-5
2.5	Pins and Composite Bearing Repair Guidelines	2-6
2.6	Welding on JLG Equipment	2-6
	Do the Following When Welding on JLG Equipment	2-6
	Do Not Do the Following When Welding on JLG Equipment	2-6
 SECTION 3 - CHASSIS & TURNTABLE		
3.1	Tires & Wheels	3-1
	Wheel and Tire Replacement	3-1
	Wheel Installation	3-1
3.2	Extending Axles	3-1
3.3	Axle Limit Switch Adjustment Procedure	3-2
3.4	Drive System	3-2
3.5	Steering Control System	3-3
3.6	Drive/Steering Speed Control	3-4
3.7	Traction Control System	3-4
3.8	Drive Orientation System	3-4
3.9	Oscillating Axle System	3-16
3.10	Oscillating Axle Bleeding Procedure and Lockout Test	3-16
	Lockout Cylinder Bleeding	3-16
	Oscillating Axle Lockout Test	3-17
3.11	Wheel Drive Assembly	3-18
	Removal	3-18
	Installation	3-18
3.12	Drive Hub	3-19
	Removal	3-19
	Installation	3-19
3.13	Drive Motor	3-20
	Removal	3-20
	Installation	3-20
3.14	Drive Hub - If Equipped With Bonfiglioli	3-22
	Product Identification	3-22
	Hydraulic Motor Installation	3-22
	Installation of the Wheel Drive on the Machine	3-22
	Start Up and Running In	3-22
	General Information	3-23
	Connecting the Brake	3-23
	Filling-up the Gearbox with Lubricating Oil	3-23
	Gearbox Disengagement	3-25
	Maintenance Information	3-27
	Changing the Lubricating oil	3-27
	Troubleshooting	3-28
	Disassembly Information	3-28
	Disassembly Procedure	3-28
	Inspection of Parts	3-36
	Assembly	3-37
	Final Test and Reinstallation	3-47

SECTION NO.	TITLE	PAGE NO.
3.15	Drive Hub - If Equipped With Reggiana Riduttori	3-52
	Symbol Nomenclature	3-52
	Tools	3-52
	Disassembly	3-57
	Assembly	3-61
3.16	Swing Drive	3-67
3.17	Swing Brake	3-71
3.18	Swing Motor	3-72
3.19	Procedure For Setting Gear Backlash	3-73
3.20	Swing Drive Lubrication	3-74
3.21	Swing Bearing	3-75
	Turntable Bearing Mounting Bolt Condition Check	3-75
	Wear Tolerance	3-78
	Swing Bearing Removal	3-78
	Swing Bearing Installation	3-80
	Swing Bearing Torque Values	3-81
3.22	Swing Speed Proportioning	3-82
3.23	Chassis Tilt Indicator System	3-82
3.24	Rotary Coupling	3-83
3.25	Generator	3-87
	Every 250 hours	3-87
	Every 500 hours	3-87
	Overload Protection	3-88
	Inspecting Brushes, Replacing Brushes, and Cleaning Slip Rings	3-88
3.26	Auxiliary Power System	3-90
3.27	Cold Weather Package	3-92
3.28	Engine	3-92
	Glow Plugs	3-92
	Checking Oil Level	3-92
	Changing Engine Oil	3-92
	Changing the Oil Filter	3-93
	Replacing the Fuel Filter	3-94
	Cleaning the Fuel Strainer	3-94
3.29	Deutz Engine - TD2.9L4	3-95
	Glow Plugs	3-95
	Check Oil Level	3-95
	Replacing Engine Oil	3-95
	Replacing the Oil Filter	3-96
	Replacing the Primary Fuel Filters	3-96
	Replacing the Fuel Pre-Filter	3-97
	Water in Fuel Sensing System (Optional)	3-98
	Draining Water	3-98
	Auxiliary Fuel Filter	3-98
3.30	Deutz TD2011 Engine	3-100
3.31	Deutz 2.9 L4 (Guo III) Engine	3-101
3.32	Deutz 2.9L4 Engine	3-103
3.33	Deutz EMR 2 (SN 87579 to Present)	3-105
3.34	Bio Fuel in Deutz Engines	3-118
	General	3-118
	Bio Fuel	3-118
	Biological Contamination In Fuels	3-119
3.35	Deutz Engine Fault Codes	3-120

TABLE OF CONTENTS

SECTION NO.	TITLE	PAGE NO.
SECTION 4 - BOOM & PLATFORM		
4.1	Boom Systems	4-1
	Broken Cable Indicator System.....	4-1
	Platform Control Enable System.....	4-1
	Transport Position Sensing System.....	4-1
	Beyond Transport - Drive Speed Cutback System	4-1
	Drive/Steer – Boom Function Interlock System (CE ONLY).....	4-2
	Jib Stow System	4-2
	Envelope Tracking System	4-2
	Moment Control System.....	4-3
	Boom Control System (BCS) Functional Check (Push to Test) System	4-3
	Controlled Arc System	4-3
	Controlled Boom Angle System	4-4
	Envelope Tracking.....	4-4
	Slow Down System	4-4
	Dual Capacity System.....	4-5
	Platform Load Sensing System (LSS).....	4-5
	Electronic Platform Leveling	4-5
	Boom Control Select.....	4-6
4.2	Platform	4-7
	Support Removal	4-7
	Support Installation	4-8
4.3	Boom Removal, Disassembly/Assembly, & Cable Replacement	4-10
	Removal	4-10
	Disassembly.....	4-18
	Assembly	4-29
4.4	Rotator.....	4-46
	Removal	4-46
	Installation	4-46
4.5	Boom Lubrication Application	4-47
4.6	Boom Shimming Procedure.....	4-47
4.7	Jib Rotator Orientation	4-48
4.8	Jib Lift End of Stroke Dampening	4-48
4.9	Load Sensing Pin Removal and Installation	4-49
4.10	Powertrack Maintenance	4-61
	One Piece Bracket Maintenance.....	4-61
	Two Piece Bracket Maintenance.....	4-63
	Snap Rings and Screws	4-64
4.11	Hose Routing Procedure	4-72
4.12	Wire Rope.....	4-72
	Inspection.....	4-72
	Three Month Inspection	4-72
	Additional Inspection Required If:.....	4-72
	12 Year or 7000 Hour Replacement.....	4-72
	Additional Replacement Criteria	4-73
4.13	Wire Rope Tensioning Adjustment	4-73
	Boom Section Re-Positioning	4-73
	Wire Rope Tensioning Procedure	4-75
4.14	Broken Boom Cable Proximity Switch	4-82
	Adjusting the Proximity Switch	4-82
4.15	Electronic Platform Leveling	4-82
	Description.....	4-82
	Normal Operation	4-83

SECTION NO.	TITLE	PAGE NO.
4.16	Rotary Actuator	4-84
	Theory of Operation.....	4-84
	Required Tools.....	4-84
	Disassembly	4-87
	Inspection	4-91
	Assembly	4-91
	Installing Counterbalance Valve	4-96
	Testing the Actuator	4-96
	Bleeding After Installation	4-96
4.17	Bolt-on External Fall Arrest	4-98
	Inspection Before Use	4-98
	Installation.....	4-98
4.18	Skyguard	4-101
	Operation.....	4-101
	Function Test	4-101
	Diagnostics & Troubleshooting	4-102
 SECTION 5 - BASIC HYDRAULIC INFORMATION & HYDRAULIC SCHEMATICS		
5.1	Lubricating O-Rings in the Hydraulic System	5-1
	Cup and Brush	5-1
	Dip Method.....	5-2
	Spray Method.....	5-2
	Brush-on Method	5-2
5.2	Hydraulic Connection Assembly and Torque Specification.....	5-3
	Tapered Thread Types	5-3
	Straight Thread Types, Tube and Hose Connections	5-3
	Straight Thread Types, Port Connections.....	5-4
	Flange Connection Types.....	5-4
	Tightening Methods	5-4
	Assembly And Torque Specifications.....	5-5
	Assembly Instructions for American Standard Pipe Thread Tapered (NPTF) Connections.	5-6
	Assembly Instructions for British Standard Pipe Thread Tapered (BSPT) Connections	5-7
	Assembly Instructions for 37° (JIC) Flare Fittings.....	5-8
	Assembly Instructions for 45° SAE Flare Fittings	5-12
	Assembly Instructions for O-Ring Face Seal (ORFS) Fittings	5-14
	Assembly Instructions for DIN 24° Flare Bite Type Fittings (MBTL and MBTS).....	5-18
	Assembly Instructions for Bulkhead (BH) Fittings	5-20
	Assembly Instructions for O-Ring Boss (ORB) Fittings	5-24
	Assembly Instructions for Adjustable Port End Metric (MFF) Fittings	5-32
	Assembly Instructions for Metric ISO 6149 (MPP) Port Assembly Stud Ends	5-40
	Assembly instructions for Adjustable Port End (BSPP) Fittings.....	5-42
	Assembly Instructions for Flange Connections: (FL61 and FL62)	5-50
	Double Wrench Method.....	5-53
	FFWR and TFFT Methods	5-54
	Adjustable Stud End Assembly	5-54
	O-ring Installation (Replacement).....	5-55
5.3	Cylinder Repair.....	5-56
	Disassembly	5-56
	Cleaning and Inspection.....	5-65
	Assembly	5-66
	Steer Cylinder.....	5-70
	Cleaning And Inspection	5-72
	Assembly	5-73
5.4	Hydraulic Tank.....	5-82

TABLE OF CONTENTS

SECTION NO.	TITLE	PAGE NO.
5.5	Pressure Setting Procedure	5-82
	Set Up of the Function Pump	5-82
	Adjustments Made at the Main Valve Bank	5-83
	Adjustments Made at the Frame Valve Bank	5-84
	Adjustments Made at the Platform Valve Bank	5-88
5.6	Drive Pumps (Rexroth)	5-89
	Troubleshooting Procedure	5-89
	Charge Pressure Relief Valve Adjustment	5-92
	Mechanical Centering of Pump	5-93
	Hydraulic Centering of Control Modules	5-93
	High Pressure Relief Valve Adjustments	5-94
	Removal and Inspection of Charge Pump	5-94
	Routine Maintenance	5-95
	Removal and Installation of Shaft Seal	5-97
5.7	Function Pump (Rexroth)	5-98
	Spare Parts	5-98
	Sealing the Drive Shaft	5-99
	Disassembly and Assembly of the Complete Unit	5-100
	Assembly	5-103
	Adjustments	5-104
	Tightening Torques	5-104
	Pump Control Disassembly For Cleaning	5-106
5.8	Drive Pumps (SAUER)	5-108
	Port Locations and Gauge Installation	5-108
	Initial Startup Procedures	5-111
	Troubleshooting	5-111
	Adjustments	5-115
	Removing The Pump	5-119
	Inspection	5-119
	Replacement	5-119
	Electric Control Module	5-120
	Shaft, Seal, and Bearing	5-121
	Charge Pump	5-122
	Charge Check / HPRV	5-124
	Charge Pressure Relief Valve	5-125
	Control Cutoff Valve	5-126
5.9	Function Pump (SAUER)	5-129
	Disassembly	5-129
	Inspection	5-131
	Assembly	5-134
5.10	Gear pump (Sauer)	5-138
	Disassembly	5-138
	Assembly	5-141
	Trouble Shooting	5-148
5.11	Drive & Function Pump Start Up Procedures	5-149
	Start-Up Procedure	5-149
5.12	Hydraulic Schematics	5-152

SECTION NO.	TITLE	PAGE NO.
SECTION 6 - JLG CONTROL SYSTEM		
6.1	Introduction	6-1
6.2	CANbus Communications	6-2
6.3	Calibration Instructions	6-4
6.4	To Connect the JLG Control System Analyzer.....	6-22
6.5	Using the Analyzer	6-22
6.6	Changing the Access Level of the Hand Held Analyzer.....	6-23
6.7	Adjusting Parameters Using the Hand Held Analyzer	6-24
6.8	Machine Setup.....	6-24
6.9	Machine Personality Settings/Function Speeds.....	6-34
6.10	Machine Orientation When Setting Function Speeds	6-38
	Test Notes	6-38
6.11	System Test.....	6-39
	Test from the Platform	6-39
	Test from the Ground Station.....	6-42
6.12	Calibrating Steer	6-57
6.13	Calibrating Drive.....	6-60
6.14	LSS System	6-63
	Diagnostic Menu.....	6-64
	Calibration Procedure	6-65
	Testing & Evaluation	6-70
	Troubleshooting	6-71
6.15	Resetting The MSSO System.....	6-72
6.16	Electronic Platform Leveling.....	6-74
	Platform Leveling Fault Warning.....	6-74
	Fault Response.....	6-74
	CAN Errors	6-75
	Additional Platform and Jib Valves.....	6-75
	Platform Leveling Calibration Procedure.....	6-76
6.17	Calibrating Platform Level.....	6-77
	Step 1: Setting The Platform Valve Minimums	6-77
	Step 2: Calibrating The Platform Level Sensors	6-78
	Step 3: Bleeding The Platform Valves.....	6-79
	Step 4: Calibrating The Platform Level Up And Down Valve Crackpoints.....	6-80
6.18	Calibrating Lift Crack Point	6-81
6.19	Calibrating Telescope Crack point	6-84
6.20	Calibrating Tilt Sensor	6-87
6.21	Calibrating the Boom Sensors	6-88
	Boom Control System Check Procedure.....	6-101
6.22	CANbus Troubleshooting.....	6-140
	CANbus Communication Failure.....	6-147
	Load Moment Pin Troubleshooting	6-160

TABLE OF CONTENTS

SECTION NO.	TITLE	PAGE NO.
SECTION 7	- BASIC ELECTRICAL INFORMATION & ELECTRICAL SCHEMATICS	
7.1	General	7-1
7.2	Multimeter Basics	7-1
	Grounding	7-1
	Backprobing	7-1
	Min/Max	7-1
	Polarity	7-1
	Scale	7-1
	Voltage Measurement	7-1
	Resistance Measurement	7-2
	Continuity Measurement	7-2
	Current Measurement	7-3
7.3	Applying Silicone Dielectric Compound to Electrical Connections	7-3
7.4	Dielectric Grease Application	7-4
	Installation	7-4
	AMP Mate-N-Lok	7-4
	AMP Faston	7-4
	AMP Micro-Fit	7-4
	AMP Mini Fit Jr	7-5
	Mini Fit Sr	7-5
	DIN Connectors	7-5
	Exceptions	7-5
7.5	AMP Connector	7-6
	Applying Silicone Dielectric Compound to AMP Connectors	7-6
	Assembly	7-6
	Disassembly	7-8
	Wedge Lock	7-8
	Service - Voltage Reading	7-8
7.6	Deutsch Connectors	7-10
	DT/DTP Series Assembly	7-10
	DT/DTP Series Disassembly	7-10
	HD30/HDP20 Series Assembly	7-11
	HD30/HDP20 Series Disassembly	7-11
7.7	Telematics Gateway	7-12
	Telematics-Ready (TCU) Plug	7-13
7.8	Electrical Schematics	7-23

FIGURE NO.	TITLE	PAGE NO.
1-1.	Lubrication and Maintenance Diagram	1-6
1-2.	Deutz Engine Dipstick	1-10
2-1.	Engine Operating Temperature Specifications - Deutz	2-10
3-1.	Axle Limit Switch Adjustment	3-2
3-2.	Conventional Two Wheel Steer Mode	3-3
3-3.	Crab Steer Mode	3-3
3-4.	Coordinated Steer Mode	3-3
3-5.	Chassis Component Location - Sheet 1 of 2	3-6
3-6.	Chassis Component Location - Sheet 2 of 2	3-7
3-7.	Turntable and Boom Component Location - Sheet 1 of 2	3-8
3-8.	Turntable and Boom Component Location - Sheet 2 of 2	3-9
3-9.	Axle Installation - Oscillating - Sheet 1 of 2	3-10
3-10.	Axle Installation - Oscillating - Sheet 2 of 2	3-11
3-11.	Axle Installation - Fixed - Sheet 1 of 2	3-12
3-12.	Axle Installation - Fixed - Sheet 2 of 2	3-13
3-13.	Axle Threadlocking Compound Application	3-14
3-14.	Steering Installation	3-15
3-15.	Wheel Drive Removal and Installation	3-18
3-16.	Drive Hub Removal and Installation	3-19
3-17.	Drive Motor Removal and Installation	3-20
3-18.	Drive Motor Assembly	3-21
3-19.	Drive Hub Identification Plate	3-22
3-20.	Hub Assembly	3-24
3-21.	Gearbox Engaged	3-26
3-22.	Gearbox Disengaged	3-27
3-23.	Drive Hub - If Equipped With Bonfiglioli	3-30
3-24.	Drive Hub Special Tools - Sheet 1 of 4	3-48
3-25.	Drive Hub Special Tools - Sheet 2 of 4	3-49
3-26.	Drive Hub Special Tools - Sheet 3 of 4	3-50
3-27.	Drive Hub Special Tools - Sheet 4 of 4	3-51
3-28.	Bearing Track Spacer Mounting C016117	3-52
3-29.	Oil Seal Spacer Mounting C125049	3-52
3-30.	Bearing Spacer Mounting CO16117	3-53
3-31.	Assembly Diagram 1	3-53
3-32.	Wrench For Ring Nut	3-54
3-33.	Anti-rotation Flange	3-54
3-34.	Anti-rotation Block	3-54
3-35.	Anti-rotation Pin	3-54
3-36.	Assembly Diagram 2	3-55
3-37.	Tools For Assembling Bearing 3rd Stage Planetary Gear Assembly Diagram	3-56
3-38.	Reggiana Riduttori Hub - Sheet 1 of 2	3-58
3-39.	Reggiana Riduttori Hub - Sheet 2 of 2	3-59
3-40.	Swing System	3-66
3-41.	Swing Motor - Sheet 1 of 2	3-69
3-42.	Swing Motor - Sheet 2 of 2	3-70
3-43.	Swing Drive Ports	3-74
3-44.	Swing Bearing Tolerance Boom Placement - Sheet 1 of 2	3-76
3-45.	Swing Bearing Tolerance Boom Placement - Sheet 2 of 2	3-77
3-46.	Swing Bolt Feeler Gauge Check	3-78
3-47.	Swing Bearing Removal	3-79
3-48.	Swing Bearing Torque Sequence	3-82
3-49.	Rotary Coupling Seal Installation	3-83
3-50.	Rotary Coupling Cutaway	3-84
3-51.	Rotary Coupling Installation	3-85

LIST OF FIGURES

FIGURE NO.	TITLE	PAGE NO.
3-52.	Rotary Coupling Port Location	3-86
3-53.	Inspecting Generator Brushes, Replacing Brushes, and Cleaning Slip Rings	3-89
3-54.	Auxiliary Pump Installation	3-90
3-55.	Cold Weather Package	3-91
3-56.	Deutz Engine Dipstick	3-92
3-57.	Engine Oil Viscosity	3-93
3-58.	Deutz Engine Dipstick	3-95
3-59.	Engine Oil Viscosity	3-95
3-60.	Location of the Oil Filter	3-96
3-61.	Location of the Primary Fuel Filter	3-96
3-62.	Location of Fuel Pre-Filter	3-97
3-63.	Components of Fuel Pre-Filter	3-97
3-64.	Components of Auxiliary Fuel Filter	3-98
3-65.	Detuz TD2011 L040 Engine Installation	3-100
3-66.	Detuz 2.9 L4 (GUO III) Engine Installation - Sheet 1 of 2	3-101
3-67.	Detuz 2.9 L4 (GUO III) Engine Installation - Sheet 2 of 2	3-102
3-68.	Detuz TCD2.9L4 Engine Installation - Sheet 1 of 2	3-103
3-69.	Detuz TCD2.9L4 Engine Installation - Sheet 2 of 2	3-104
3-70.	EMR 2 Engine Side Equipment	3-106
3-71.	Deutz EMR 2 Troubleshooting Flow Chart	3-107
3-72.	Deutz EMR 2 Vehicle Side Connection Diagram	3-108
3-73.	Deutz EMR 2 Engine Side Connection Diagram - Sheet 1 of 2	3-109
3-74.	Deutz EMR 2 Engine Side Connection Diagram - Sheet 2 of 2	3-110
3-75.	EMR 2 Engine Plug Pin Identification	3-111
3-76.	EMR 2 Vehicle Plug Pin Identification	3-112
3-77.	EMR2 Fault Codes - Sheet 1 of 5	3-113
3-78.	EMR2 Fault Codes - Sheet 2 of 5	3-114
3-79.	EMR2 Fault Codes - Sheet 3 of 5	3-115
3-80.	EMR2 Fault Codes - Sheet 4 of 5	3-116
3-81.	EMR2 Fault Codes - Sheet 5 of 5	3-117
4-1.	Platform Support Torque Values	4-9
4-2.	Boom Assembly - Sheet 1 of 7	4-11
4-3.	Boom Assembly - Sheet 2 of 7	4-12
4-4.	Boom Assembly - Sheet 3 of 7	4-13
4-5.	Boom Assembly - Sheet 4 of 7	4-14
4-6.	Boom Assembly - Sheet 5 of 7	4-15
4-7.	Boom Assembly - Sheet 6 of 7	4-16
4-8.	Boom Assembly - Sheet 7 of 7	4-17
4-9.	Boom Assembly Torque Values - Sheet 1 of 2	4-31
4-10.	Boom Assembly Torque Values - Sheet 2 of 2	4-32
4-11.	Locations for Threadlocker Application - Sheet 1 of 4	4-42
4-12.	Locations for Threadlocker Application - Sheet 2 of 4	4-43
4-13.	Locations for Threadlocker Application - Sheet 3 of 4	4-44
4-14.	Locations for Threadlocker Application - Sheet 4 of 4	4-45
4-15.	Platform Rotator Removal and Installation	4-46
4-16.	Measuring Boom Section Sweep	4-47
4-17.	Jib Rotator Orientation	4-48
4-18.	Load Pin Removal Tool, JLG PN 4846765	4-50
4-19.	Boom/Jib Sensors and Switches Installation - Sheet 1 of 4	4-51
4-20.	Boom/Jib Sensors and Switches Installation - Sheet 2 of 4	4-52
4-21.	Boom/Jib Sensors and Switches Installation - Sheet 3 of 4	4-53
4-22.	Boom/Jib Sensors and Switches Installation - Sheet 4 of 4	4-54
4-23.	Boom/Jib Sensors and Switches Installation - Sheet 1 of 4	4-55
4-24.	Boom/Jib Sensors and Switches Installation - Sheet 2 of 4	4-56

FIGURE NO.	TITLE	PAGE NO.
4-25.	Boom/Jib Sensors and Switches Installation - Sheet 3 of 4	4-57
4-26.	Boom/Jib Sensors and Switches Installation - Sheet 4 of 4	4-58
4-27.	Boom Wiper Installation	4-59
4-28.	Pivot Pin Installation	4-60
4-29.	Powertrack Installation - Sheet 1 of 6	4-66
4-30.	Powertrack Installation - Sheet 2 of 6	4-67
4-31.	Powertrack Installation - Sheet 3 of 6	4-68
4-32.	Powertrack Installation - Sheet 4 of 6	4-69
4-33.	Powertrack Installation - Sheet 5 of 6	4-70
4-34.	Powertrack Installation - Sheet 6 of 6	4-71
4-35.	Torque Sequence for Fly Extend Rope	4-76
4-36.	Wire Rope Tensioning	4-78
4-37.	Outer Mid Boom Extend/Retract Cables	4-79
4-38.	Fly Boom Extend/Retract Cables	4-80
4-39.	Wire Rope Adjustment Tools (Optional)	4-81
4-40.	Broken Boom Cable Proximity Switch Location	4-82
4-41.	Rotary Actuator - Exploded View	4-85
4-42.	Rotary Actuator - Assembly Drawing	4-86
4-43.	Rotator Counterbalance Valve	4-97
4-44.	Bolt-On External Fall Arrest Cable Tension	4-98
4-45.	Bolt-On External Fall Arrest System	4-100
5-1.	NPTF Thread	5-3
5-2.	BSPT Thread	5-3
5-3.	JIC Thread	5-3
5-4.	SAE Thread	5-3
5-5.	ORFS Thread	5-3
5-6.	MTBL-MBTS Thread	5-3
5-7.	Bulkhead Thread	5-3
5-8.	ORB-MPP Thread	5-4
5-9.	MFF-BSPP Thread	5-4
5-10.	ORB-MPP Thread	5-4
5-11.	Torque Wrench Angle	5-5
5-12.	Double Wrench Method	5-53
5-13.	FFWR Method	5-54
5-14.	Adjustable Stud End Assembly	5-55
5-15.	Cylinder Barrel Support	5-56
5-16.	Cap Screw Removal	5-56
5-17.	Cylinder Rod Support	5-56
5-18.	Axle Extension Cylinder	5-57
5-19.	Axle Lockout Cylinder	5-58
5-20.	Platform Level Cylinder (With Cold Weather Plus Package)	5-59
5-21.	Platform Level Cylinder (Without Cold Weather Plus Package)	5-60
5-22.	Lift Cylinder	5-61
5-23.	Jib Cylinder	5-62
5-24.	Telescope Cylinder -1200SJP	5-63
5-25.	Telescope Cylinder -1350SJP	5-64
5-26.	Cylinder Rod Support	5-65
5-27.	Tapered Bushing Removal	5-65
5-28.	Composite Bearing Installation	5-66
5-29.	Rod Seal Installation	5-66
5-30.	Poly-Pak Piston Seal Installation	5-67
5-31.	Wiper Seal Installation	5-67
5-32.	Installation of Head Seal Kit	5-67
5-33.	Piston Seal Kit Installation	5-67

FIGURE NO.	TITLE	PAGE NO.
5-34.	Tapered Bushing Installation.....	5-68
5-35.	Seating the Tapered Bearing.....	5-68
5-36.	Rod Assembly Installation	5-69
5-37.	Cylinder Barrel Support.....	5-70
5-38.	Cylinder Cap Removal	5-70
5-39.	Cylinder Cap Removal	5-70
5-40.	Steer Cylinder	5-71
5-41.	Cylinder Rod Support.....	5-72
5-42.	Composite Bearing Installation	5-72
5-43.	Rod Seal Installation	5-73
5-44.	Poly-Pak Piston Seal Installation.....	5-73
5-45.	Wiper Seal Installation	5-73
5-46.	Installation of Head Seal Kit.....	5-73
5-47.	Hydraulic Tank	5-75
5-48.	Chassis Control Valve Locations.....	5-76
5-49.	Platform Valve Identification - JLG PN 4641266	5-77
5-50.	Platform Valve Identification - JLG PN 4641460	5-78
5-51.	Main Valve Identification	5-79
5-52.	Main Valve Cartridge Torque Values.....	5-80
5-58.	Main Valve Plug Torque Values.....	5-81
5-59.	Hydraulic Oil Level Gauge	5-82
5-60.	Steer Pressure Adjustments.....	5-85
5-61.	Function Pump - Sectional View	5-98
5-62.	Function Pump, Pressure and Flow Control - Sheet 1.....	5-105
5-63.	Function Pump, Pressure and Flow Control - Sheet 2.....	5-105
5-64.	Function Pump, Pressure and Flow Control - Sheet 3.....	5-106
5-65.	Piston Pump Cross Sectional View	5-108
5-66.	Port Locations - Sheet 1 of 2	5-109
5-67.	Port Locations - Sheet 2 of 2	5-110
5-68.	Charge Pressure Adjustment.....	5-115
5-69.	Control Neutral Adjustment	5-116
5-70.	Servo and System Pressure Gauge Port Locations.....	5-118
5-71.	Control Module And Solenoid Removal/installation	5-120
5-72.	Shaft Assembly.....	5-121
5-73.	Charge Pump	5-123
5-74.	Charge Check / HPRV	5-124
5-75.	Charge Check / HPRV	5-125
5-76.	Charge Pressure Relief Valve	5-126
5-77.	Control Cutoff Valve	5-127
5-78.	Fastener and Plug Locations	5-128
5-79.	Hydraulic Schematic - Boom Functions - Sheet 1 of 2	5-152
5-80.	Hydraulic Schematic - Boom Functions - Sheet 2 of 2	5-153
5-81.	Hydraulic Schematic - Axle/Steer Control - Sheet 1 of 2	5-154
5-82.	Hydraulic Schematic - Axle/Steer Control - Sheet 2 of 2	5-155
5-83.	Hydraulic Schematic - Drive System Bosch/Rexroth Pumps - Sheet 1 of 2	5-156
5-84.	Hydraulic Schematic - Drive System Bosch/Rexroth Pumps - Sheet 2 of 2	5-157
5-85.	Hydraulic Schematic - Drive System Sauer/Danfoss Pumps - Sheet 1 of 2	5-158
5-86.	Hydraulic Schematic - Drive System Sauer/Danfoss Pumps - Sheet 2 of 2	5-159
6-1.	Hand Held Analyzer	6-1
6-2.	Control System Block Diagram	6-3
6-3.	Analyzer Flow Chart - Personalities (Software Version P7.33) - Sheet 1 of 6.....	6-5
6-4.	Analyzer Flow Chart - Machine Setup (Software Version P7.33) - Sheet 2 of 6.....	6-6
6-5.	Analyzer Flow Chart - Calibrations (Software Version P7.33) - Sheet 3 of 6.....	6-7
6-6.	Analyzer Flow Chart - Diagnostics (Software Version P7.33) - Sheet 4 of 6.....	6-8

FIGURE NO.	TITLE	PAGE NO.
6-7.	Analyzer Flow Chart - Diagnostics (Software Version P7.33) -- Sheet 5 of 6	6-9
6-8.	Analyzer Flow Chart - Diagnostics (Software Version P7.33) -- Sheet 6 of 6	6-10
6-9.	Control Module Location	6-11
6-10.	Analyzer Connecting Points	6-12
6-11.	Platform Control Module	6-13
6-12.	Ground control module	6-16
6-13.	BLAM Controller	6-20
6-14.	System Test Flow Chart - Ground Station Tests	6-43
6-15.	Boom Sensor Calibration Position 1	6-88
6-16.	Boom Sensor Calibration Position 2	6-93
6-17.	Boom Sensor Calibration Position 3	6-94
6-18.	Boom Sensor Calibration Position 4	6-95
6-19.	Boom Sensor Calibration Position 5	6-96
6-20.	Boom Sensor Calibration Position 6	6-97
6-21.	Boom Sensor Calibration Position 7	6-97
6-22.	Boom Sensor Calibration Position 8	6-98
6-23.	Boom Sensor Calibration Position 9	6-99
6-24.	Boom Sensor Calibration Position 10	6-100
6-25.	Fault Code Light Location	6-102
6-26.	CANbus Connections Diagram	6-140
6-27.	CANbus Connections - Sheet 1 of 5	6-141
6-28.	CANbus Connections - Sheet 2 of 5	6-142
6-29.	CANbus Connections - Sheet 3 of 5	6-143
6-30.	CANbus Connections - Sheet 4 of 5	6-144
6-31.	CANbus Connections - Sheet 5 of 5	6-145
6-32.	CANbus Circuit	6-146
6-33.	Moment Chart	6-164
7-1.	Voltage Measurement (DC)	7-1
7-2.	Resistance Measurement	7-2
7-3.	Continuity Measurement	7-2
7-4.	Current Measurement (DC)	7-3
7-5.	Connector Assembly	7-6
7-6.	AMP Connector	7-6
7-7.	Connector Assembly Figure 2	7-7
7-8.	Connector Assembly Figure 3	7-7
7-9.	Connector Assembly Figure 4	7-7
7-10.	Connector Disassembly	7-8
7-11.	Connector Installation	7-9
7-12.	DT/DTP Contact Installation	7-10
7-13.	DT/DTP Contact Removal	7-10
7-14.	HD/HDP Contact Installation	7-11
7-15.	HD/HDP Locking Contacts Into Position	7-11
7-16.	HD/HDP Contact Removal	7-11
7-17.	HD/HDP Unlocking Contacts	7-11
7-18.	Telematics Gateway Harness - Sheet 1 of 3	7-14
7-19.	Telematics Gateway Harness - Sheet 2 of 3	7-15
7-20.	Telematics Gateway Harness - Sheet 3 of 3	7-16
7-21.	Chassis Electrical Components - Sheet 1 of 2	7-18
7-22.	Chassis Electrical Components - Sheet 2 of 2	7-19
7-23.	Turntable Electrical Components - Sheet 1 of 2	7-20
7-24.	Turntable Electrical Components - Sheet 2 of 2	7-21
7-25.	Electrical Schematic - Sheet 1 of 19	7-23
7-26.	Electrical Schematic - Sheet 2 of 19	7-24
7-27.	Electrical Schematic - Sheet 3 of 19	7-25

LIST OF FIGURES

FIGURE NO.	TITLE	PAGE NO.
7-28.	Electrical Schematic - Sheet 4 of 19.....	7-26
7-29.	Electrical Schematic - Sheet 5 of 19.....	7-27
7-30.	Electrical Schematic - Sheet 6 of 19.....	7-28
7-31.	Electrical Schematic - Sheet 7 of 19.....	7-29
7-32.	Electrical Schematic - Sheet 8 of 19.....	7-30
7-33.	Electrical Schematic - Sheet 9 of 19.....	7-31
7-34.	Electrical Schematic - Sheet 10 of 19.....	7-32
7-35.	Electrical Schematic - Sheet 11 of 19.....	7-33
7-36.	Electrical Schematic - Sheet 12 of 19.....	7-34
7-37.	Electrical Schematic - Sheet 13 of 19.....	7-35
7-38.	Electrical Schematic - Sheet 14 of 19.....	7-36
7-39.	Electrical Schematic - Sheet 15 of 19.....	7-37
7-40.	Electrical Schematic - Sheet 16 of 19.....	7-38
7-41.	Electrical Schematic - Sheet 17 of 19.....	7-39
7-42.	Electrical Schematic - Sheet 18 of 19.....	7-40
7-43.	Electrical Schematic - Sheet 19 of 19.....	7-41

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TABLE NO.	TITLE	PAGE NO.
1-1	Mobilfluid 424 Specs	1-3
1-2	Mobil DTE 10 Excel 32 Specs.....	1-3
1-3	UCon Hydrolube HP-5046	1-3
1-4	Mobil EAL H 46 Specs	1-4
1-5	Exxon Univis HVI 26 Specs.....	1-4
1-6	Lubrication Specifications	1-7
2-1	Inspection and Maintenance	2-2
2-2	Cylinder Drift	2-5
2-3	Inspection and Preventive Maintenance Schedule	2-7
3-1	Wheel Torque Chart.....	3-1
3-2	Steering Assembly Notes.....	3-15
3-3	Brake Technical Data.....	3-23
3-4	Suggested Lubricants According SAE 80W/90 and SAE 85W/140 API GL5 Grade.....	3-25
3-5	Drive Hub Maintenance Schedule	3-27
3-6	Troubleshooting	3-28
3-7	Coupling Port Information Table	3-87
3-8	Engine Fault Codes	3-120
4-1	Hose/Cable Pull Chart	4-70
4-2	Hose/Cable Pull Chart	4-70
4-3	SkyGuard Function Table.....	4-102
5-1	NPTF Pipe Thread	5-6
5-2	BSPT Pipe Thread	5-7
5-3	37° Flare (JIC)Thread - Steel.....	5-9
5-4	37° Flare (JIC)Thread - Aluminum/Brass	5-10
5-5	45° Flare (SAE) - Steel.....	5-13
5-6	45° Flare (SAE) - Aluminum/Brass	5-13
5-7	O-ring Face Seal (ORFS) - Steel.....	5-15
5-8	O-ring Face Seal (ORFS) - Aluminum/Brass	5-16
5-9	DIN 24°Cone (MBTL & MBTS)	5-19
5-10	Bulkhead Fittings (BH) - INCH.....	5-21
5-11	Bulkhead Fittings (BH) - METRIC	5-22
5-12	O-ring Boss (ORB) - Table 1 of 6.....	5-25
5-13	O-ring Boss (ORB) - Table 2 of 6.....	5-26
5-14	O-ring Boss (ORB) - Table 3 of 6.....	5-27
5-15	O-ring Boss (ORB) - Table 4 of 6.....	5-28
5-16	O-ring Boss (ORB) - Table 5 of 6.....	5-29
5-17	O-ring Boss (ORB) - Table 6 of 6.....	5-30
5-18	Metric Flat Face Port (MFF) - L Series - Table 1 of 3.....	5-33
5-19	Metric Flat Face Port (MFF) - L Series - Table 2 of 3.....	5-34
5-20	Metric Flat Face Port (MFF) - L Series - Table 3 of 3.....	5-35
5-21	Metric Flat Face Port (MFF) - S Series - Table 1 of 3.....	5-36
5-22	Metric Flat Face Port (MFF) - S Series - Table 2 of 3.....	5-37
5-23	Metric Flat Face Port (MFF) - S Series - Table 3 of 3.....	5-38
5-24	Metric Pipe Parallel O-Ring Boss (MPP)	5-41
5-25	British Standard Parallel Pipe Port (BSPP) - L Series - Table 1 of 3	5-43
5-26	British Standard Parallel Pipe Port (BSPP) - L Series - Table 2 of 3	5-44
5-27	British Standard Parallel Pipe Port (BSPP) - L Series - Table 3 of 3	5-45
5-28	British Standard Parallel Pipe Port (BSPP) - S Series - Table 1 of 3	5-46
5-29	British Standard Parallel Pipe Port (BSPP) - S Series - Table 2 of 3	5-47
5-30	British Standard Parallel Pipe Port (BSPP) - S Series - Table 3 of 3	5-48
5-31	Flange Code (FL61 & FL62) -Inch Fasteners.....	5-51
5-32	Flange Code (FL61 & FL62) - Metric Fasteners	5-52
5-33	Cylinder Head and Tapered Bushing Torque Specifications	5-69
5-34	Holding Valve Torque Specifications.....	5-69
5-35	Cartridge Torque Values.....	5-80
5-36	Plug Torque Values	5-81
5-37	Torque Specs for Relief Valves into Port Block	5-94

TABLE NO.	TITLE	PAGE NO.
5-38	Tightening Torques	5-104
5-39	Port Information	5-108
5-40	Electrical Troubleshooting	5-112
5-41	Neutral Difficult or Impossible to Find	5-112
5-42	System Operating Hot	5-112
5-43	System Will not Operate	5-113
5-44	System Noise or Vibration	5-113
5-45	Sluggish System Response	5-114
5-46	Displacement Limiter Adjustment Data	5-116
5-47	Fastener Size and Torque Chart	5-127
5-48	Plug Size and Torque Chart	5-127
5-49	Troubleshooting	5-148
6-1	Calibration Instructions	6-4
6-2	Machine Configuration Programming Information - Version P7.33	6-25
6-3	Machine Configuration Programming Settings - Version P7.33	6-31
6-4	Machine Configuration Programming Settings - Version P7.33	6-32
6-5	Personality Ranges/Defaults	6-34
6-6	System Test Messages	6-44
6-7	Machine Diagnostics Parameters	6-47
6-8	Diagnostic Menu Descriptions	6-64
6-9	Accessory Weights	6-67
6-10	SkyGlazier Capacity Reductions	6-68
6-11	Pipe Rack Capacity Reductions	6-68
6-12	LSS Troubleshooting Chart	6-71
6-13	Diagnostic Trouble Code Chart	6-103
6-14	Troubleshooting: Platform Can Communications Lost	6-149
6-15	Troubleshooting: BLAM Can Communications Lost	6-155
6-16	Troubleshooting: Chassis Can Communications Lost	6-159
6-17	Load Moment Pin Troubleshooting: Can Communications Lost	6-160
6-18	Load Moment Pin Troubleshooting: Moment Pin Horizontal Force Out of Range	6-161
6-19	Load Moment Pin Troubleshooting: Moment Pin Vertical Force Out of Range	6-162
6-20	Load Moment Pin Troubleshooting: Moment Pin Sensor Fault	6-163
6-21	Load Moment Pin Troubleshooting: New Moment Pin Detected Fault	6-163

SECTION 1. SPECIFICATIONS

1.1 CAPACITIES

Hydraulic Tank	55 gallons (208 liters)
Fuel Tank	
Standard	31 gallons (117 liters)
Optional	52.8 gallons (200 liters)
Hydraulic System	66 gallons (250 liters)
Wheel Drive Hub	
Bonfiglioli	TBD
Reggiana Riduttori	1.59qt (1.5L)

1.2 TIRES

Size	445/50D710
Load Range	J
Ply Rating	18
Load Rating	26,500 lb @ 100 psi (12020 kg @ 6.9 Bar)
Foam Fill	Poly urethane HD (55 Durometer) Foam
Max Tire Load	
1200SJP	25,000 lb (11,340 kg)
1350SJP	26,250 lb (11,907 kg)
Max Tire Load (Non-Marking Tire)	
@6 km/h	33,000 lb (15,000 kg)
@10 km/h	29,700 lb (13,500 kg)
@25 km/h	25,300 lb (11,500 kg)

1.3 ENGINE DATA

Deutz TD2011L4

Type	Liquid Cooled
Number of Cylinders	4
Bore	3.7 in. (94 mm)
Stroke	4.4 in. (112 mm)
Total Displacement	190 cu. in. (3108 cm ³)
Compression Ratio	17.5:1
Firing Order	1-3-4-2
Output	75 hp (56 kW)
Oil Capacity	
Cooling System	5 Quarts (4.5 L)
w/Filter	11 Quarts (10.5 L)
Total Capacity	16 Quarts (15 L)
Average Fuel Consumption	1.1 gph (4.1 lph)
Idle Engine RPM	1200
Mid Engine RPM	1800
High Engine RPM	2475

Deutz TCD 2.9L4

Type	Liquid Cooled
Output Power	74.2hp (55.4 kW)
Output Torque	192 ft.lbs. (260 Nm) @ 1800 rpm
Max High Engine RPM	2500
Min Low Engine RPM	900
High RPM set	2500 ± 50 RPM
Low RPM set	1200 ± 50 RPM
Engine Oil Capacity	2.4 gal. (8.9 L)
Coolant Capacity (Engine Only)	0.79 gal. (3 L)
Average Fuel Consumption	1.2 gph (4.1 lph)
Acceptable Fuel Grades (Dependent upon Regulated Area)	Ultra Low Sulfur (15 ppm) Up to 5% Biodiesel

Deutz TCD 2.9L4 GU0III

Type	Liquid Cooled
Output Power	74.2 hp (55.4 kW)
Output Torque	192 ft.lbs. (260 Nm) @ 1800 rpm
Max High Engine RPM	2600
Min Low Engine RPM	900
High RPM set	2500 ± 50 RPM
Low RPM set	1200 ± 50 RPM
Engine Oil Capacity	2.11 gal. (8.0 L)
Coolant Capacity (Engine Only)	0.92 gal. (3.5 L)
Average Fuel Consumption	1.2 gph (4.1 lph)
Acceptable Fuel Grades (Dependent upon Regulated Area)	Ultra Low Sulfur (15 ppm) Up to 5% Biodiesel

1.4 SPECIFICATIONS AND PERFORMANCE DATA

Reach Specifications

Maximum Work Load (Capacity)	
Unrestricted	500 lb (230 kg)
Restricted	1000 lb (450 kg)
Max. Vertical Platform Height (Unrestricted)	
1200SJP	120 ft. (36.6m)
1350SJP	135 ft. (41.15 m)
Max. Vertical Platform Height (Restricted)	
1200SJP	115 ft. 8 in. (35.26 m)
1350SJP	125 ft. 10 in. (38.35 m)
Max. Horizontal Platform Reach (Unrestricted)	
1200SJP	75 ft. (22.9 m)
1350SJP	80 ft. (24.4 m)
Max. Horizontal Platform Reach (Restricted)	
1200SJP	65 ft. (19.8 m)
1350SJP	70 ft. (21.3 m)
JibPLUS	
Length	8 ft. (2.44m)
Horizontal Motion	180° working, 244° stowed
Vertical Motion	130° (+75/-55)
Maximum Operating Slope	5°
Maximum Travel Grade With boom in stowed position (Gradeability)	45%
Maximum Travel Grade With boom in stowed position (Side Slope)	5°
Turning Radius (Axles Retracted)	
Outside	22 ft. 6 in. (6.8 m)
Inside	14 ft. 5 in. (4.4 m)
Turning Radius (Axles Extended)	
Inside	8 ft. (2.4 m)
Outside	19 ft. 4 in. (5.9 m)
Max Tire Load	
1200SJP	25,000 lb (11,340 kg)
1350SJP	26,250 lb (11,907 kg)
Max Ground Bearing Pressure	
1200SJP	100 psi (7.03 kg/cm ²)
1350SJP	105 psi (7.38 kg/cm ²)
Maximum Drive Speed	3.25 mph (5.2 km/h)
Max. Hydraulic System Pressure	4600 psi (317 Bar)
Maximum Wind Speed	28 mph (12.5 m/s)
Maximum Manual Force	400 N
Electrical System Voltage	12 Volts
Gross Machine Weight (Platform Empty)	
1200SJP	41,100 lb (18,643 kg)
1350SJP	44,750 lb (20,298 kg)

Dimensional Data

Overall Width	
Axles Retracted	8 ft. 2 in. (2.49 m)
Axles Extended	12 ft. 6 in. (3.8 m)
Stowed Height	10 ft. (3.04 m)
Stowed Length (Transport Mode)	
1200SJP	34 ft. 11 in. (10.64 m)
1350SJP	38 ft. 11 in. (11.86 m)
Stowed Length (Working Mode)	
1200SJP	44 ft. 11 in. (13.69 m)
1350SJP	48 ft. 11 in. (14.91 m)
Wheelbase	12 ft. 6 in. (3.81 m)
Tailswing	5 ft. 6 in. (1.6 m)
Ground Clearance (Axle)	12 in. (30.4 cm)
Ground Clearance (Chassis)	25.5 in. (64.7 cm)

Chassis Specifications

Maximum Travel Grade With boom in stowed position (Gradeability)	45%
Maximum Travel Grade With boom in stowed position (Side Slope)	5°
Turning Radius (Axles Retracted)	
Outside	22 ft. 6 in. (6.8 m)
Inside	14 ft. 5 in. (4.4 m)
Turning Radius (Axles Extended)	
Inside	8 ft. (2.4 m)
Outside	19 ft. 4 in. (5.9 m)
Max Tire Load	
1200SJP	25,000 lb (11,340 kg)
1350SJP	26,250 lb (11,907 kg)
Max Ground Bearing Pressure	
1200SJP	100 psi (7.03 kg/cm ²)
1350SJP	105 psi (7.38 kg/cm ²)
Maximum Drive Speed	3.25 mph (5.2 kph)
Max. Hydraulic System Pressure	4600 psi (317 bar)
Maximum Wind Speed	28 mph (12.5 m/s)
Maximum Manual Force	400 N
Electrical System Voltage	12 Volts
Gross Machine Weight (Platform Empty)	
1200SJP	41,100 lb (18,643 kg)
1350SJP	44,750 lb (20,298 kg)

1.5 TORQUE REQUIREMENTS

Description	Torque Value (Dry)	Interval Hours
Wheel Bolts	180 ft. lbs. (244Nm)	150
Swing Bearing Bolts	190 ft. lbs. (258Nm)	50/600*
Tele Cylinder Regen Valve Mounting Bolts	13 ft. lbs. (18Nm)	As required
Starter Solenoid Contacts Coil	95 in. lbs. (9.5 Nm) 40 in. lbs. (4Nm)	As required

*Check swing bearing bolts for security after first 50 hours of operation and every 600 hours thereafter. (See Swing Bearing in Section 3.)

NOTE: When maintenance becomes necessary or a fastener has loosened, refer to the Torque Chart to determine proper torque value.

1.6 HYDRAULIC OIL SPECIFICATIONS

Hydraulic System Operating Temperature Range	S.A.E. Viscosity Grade
+0° to +180°F (-18° to +83°C)	10W
+0° to +210°F (-18° to +99°C)	10W-20, 10W30
+50° to +210°F (+10° 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 fluid which has an SAE viscosity index of 152.

NOTE: When temperatures remain consistently below 20 degrees F. (-7 degrees 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, as they may not contain the same required additives or be of comparable viscosities.

Table 1-1. Mobilfluid 424 Specs

SAE Grade	10W30
Gravity, API	29.0
Density, Lb/Gal. 60°F	7.35
Pour Point, Max	-46°F (-43°C)
Flash Point, Min.	442°F (228°C)
Viscosity	
Brookfield, at -18°C	2700 cP
at 40°C	55 cSt
at 100°C	9.3 cSt
Viscosity Index	152

Table 1-2. Mobil DTE 10 Excel 32 Specs

ISO Viscosity Grade	#32
Specific Gravity	0.877
Pour Point, Max	-40°F (-40°C)
Flash Point, Min.	330°F (166°C)
Viscosity	
at 40°C	32cSt
at 100°C	6.6 cSt
at 100°F	32.7 cSt
at 212°F	6.63 cSt
at -30°F	6,200 cp
Viscosity Index	140

Table 1-3. UCon Hydrolube HP-5046

Type	Synthetic Biodegradable
Specific Gravity	1.082
Pour Point, Max	-58°F (-50°C)
pH	9.1
Viscosity	
at 0°C (32°F)	340 cSt (1600SUS)
at 40°C (104°F)	46 cSt (215SUS)
at 65°C (150°F)	22 cSt (106SUS)
Viscosity Index	170

Table 1-4. Mobil EAL H 46 Specs

Type	Synthetic Biodegradable
ISO Viscosity Grade	46
Specific Gravity	.910
Pour Point	-45°F (-42°C)
Flash Point	500°F (260°C)
Operating Temp.	-0 to 180°F (-17 to 162°C)
Weight	7.64 lb. per gal. (0.9 kg per liter)
Viscosity	
at 40°C	45 cSt
at 100°C	8.0 cSt
Viscosity Index	153

Table 1-5. Exxon Unavis HVI 26 Specs

Specific Gravity	32.1
Pour Point	-76°F (-60°C)
Flash Point	217°F (103°C)
Viscosity	
at 40°C	25.8 cSt
at 100°C	9.3 cSt
Viscosity Index	376
NOTE: Mobil/Exxon recommends that this oil be checked on a yearly basis for viscosity.	

1.7 MAJOR COMPONENT WEIGHTS

Component	Pound	Kilograms
Tire & Wheel (Foam Filled)	867	393
Tire & Wheel (Solid)	990	449
Drive Hub & Motor	275.5	123
Swing Drive	290	132
Engine Assembly	1275	579
1350 Boom (Complete)	11850	5375
1200 Boom (Complete)	11100	5035
Lift Cylinder	787	357
1350 Tele Cylinder	1322	600
1200 Tele Cylinder	1170	531
Jib Cylinder	69	31
Axle Oscillation Cylinder	74	34
Axle Extend Cylinder	92	42
Level Cylinder	89	40
Platform 36 x 96	245	111
Platform 36 x 72	195	89
1350 Counterweight	8500	3856
1200 Counterweight	5494	2492
T/T Assy. (less Cwt)	9450	4286

1.8 PRESSURE SETTINGS

Circuit	PSI	Bar
Function Pump, High	3400	234.4
Function Pump, Low	300	20.6
Drive, Pre-Set	5000	344.7
Lift Up	2750	189.6
Lift Down	1500	103.4
Swing	1500	103.4
Tele Out	3000	206.8
Telescope In	3200	220.6
Steer Right	2000	137.9
Steer Left	2600	172.3
Platform Level Up	2500	172.3
Platform Level Down	1500	103.4
Jib Up	2750	189.6
Jib Down	2750	189.6
Extendable Axles	2500	172.3

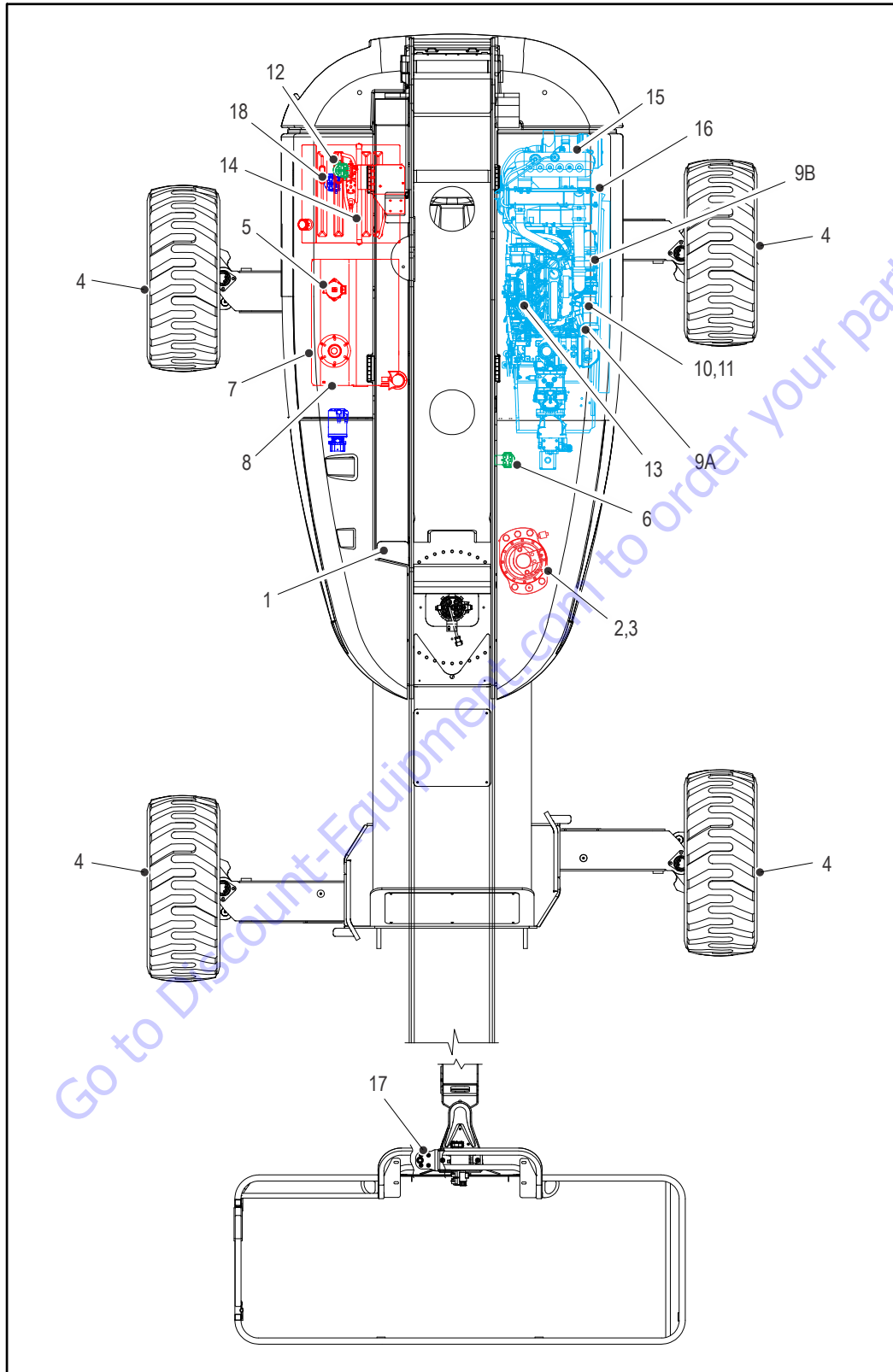


Figure 1-1. Lubrication and Maintenance Diagram

1.9 LUBRICATION AND MAINTENANCE

NOTE: The following numbers correspond to those in Figure 1-1., Lubrication and Maintenance Diagram.

Table 1-6. 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 lb minimum.)
EPGL	Extreme Pressure Gear Lube (oil) meeting API service classification GL-5 or MIL-Spec MIL-L-2105
HO	Hydraulic Oil. API service classification GL-3, e.g. Mobilfluid 424.
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.

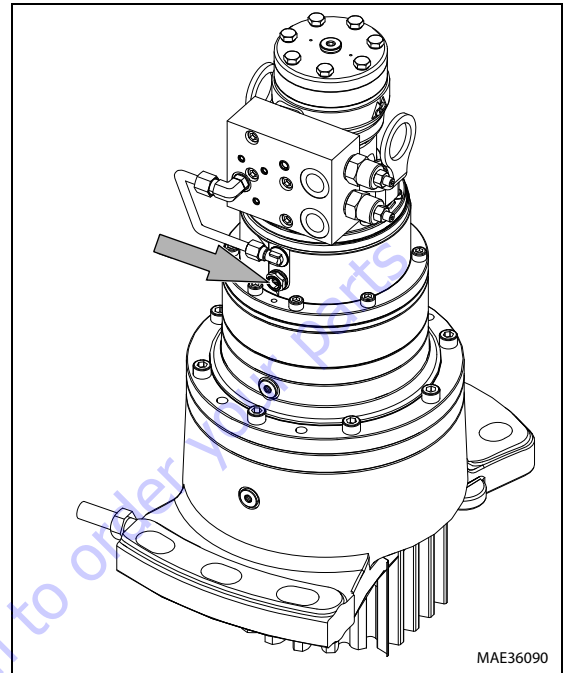
NOTE: It is recommended as a good practice to replace all filters at the same time.

1. Swing Bearing - Remote Lube



Lube Point(s) - 2 Grease Fitting
 Capacity - A/R
 Lube - MPG
 Interval - Every 3 months or 150 hours of operation.

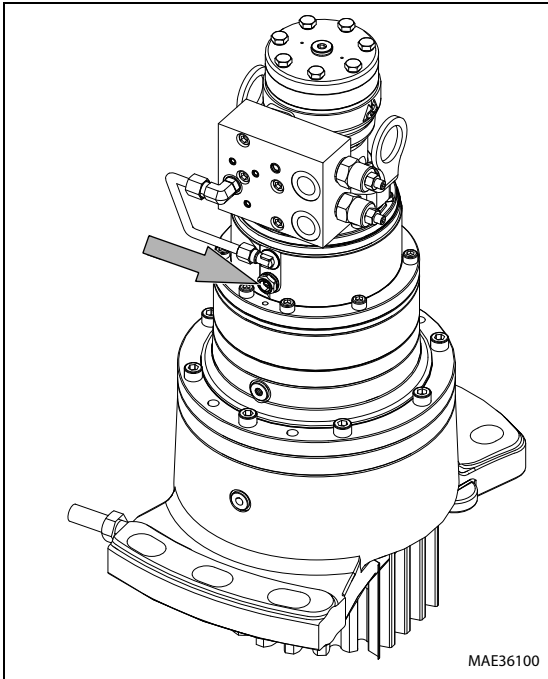
2. Swing Gearbox



Lube Point(s) - Fill Plug
 Capacity - 79 ounces (2.3 L)
 Lube - GL-5
 Interval - Check level every 150 hrs/Change every 1200 hours of operation. Fill to cover ring gear.

SECTION 1 - SPECIFICATIONS

3. Swing Brake



Lube Point(s) - Fill Plug
 Capacity - 2.7 ounces (80 ml)
 Lube - DTE24
 Interval - Check level every 150 hrs/Change every 1200 hours of operation.

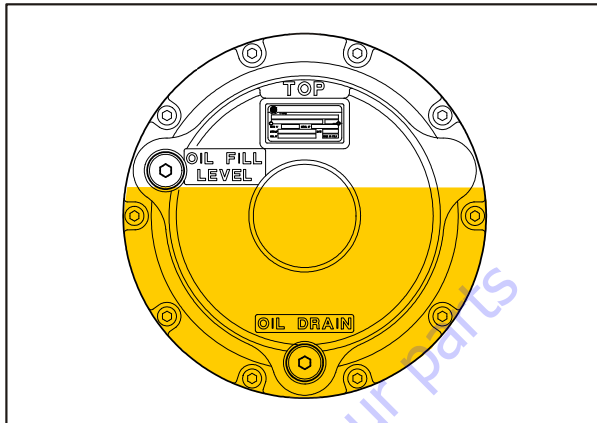
NOTE: After S/N 0300134389 machines may be built with either Bonfiglioli or Reggiana Riduttori wheel drive hubs.

4. A. Wheel Drive Hub - Rexroth



Lube Point(s) - Level/Fill Plug
 Capacity - 0.5 liters (1/2 full)
 Lube - EPGL
 Interval - Change after first 150 hours then every 1200 hours of operation
 Comments - Place Fill port at 12 o'clock position and Check port at 3 o'clock position. Pour lubricant into fill port until it just starts to flow out of check port.

B: Wheel Drive Hub - Bonfiglioli.



Lube Point(s) - Level/Fill Plug
 Capacity - 2.1 quarts (2 liters) \pm 10%
 Lube - EPGL
 Interval - Change after first 150 hours then every 1200 hours of operation
 Comments - Place Fill port at 12 o'clock position and Check port at 8 o'clock position. Pour lubricant into fill port until it just starts to flow out of check port.
 C: Wheel Drive Hub - Reggiana Riduttori



Lube Point(s) - Level/Fill Plug
 Capacity - 0.5 quarts (0.5 liters) \pm 10%
 Lube - EPGL
 Interval - Change after first 150 hours then every 1200 hours of operation
 Comments - Place Fill port at 12 o'clock position and Check port at 3 o'clock position. Pour lubricant into fill port until it just starts to flow out of check port.

5. Hydraulic Return Filter

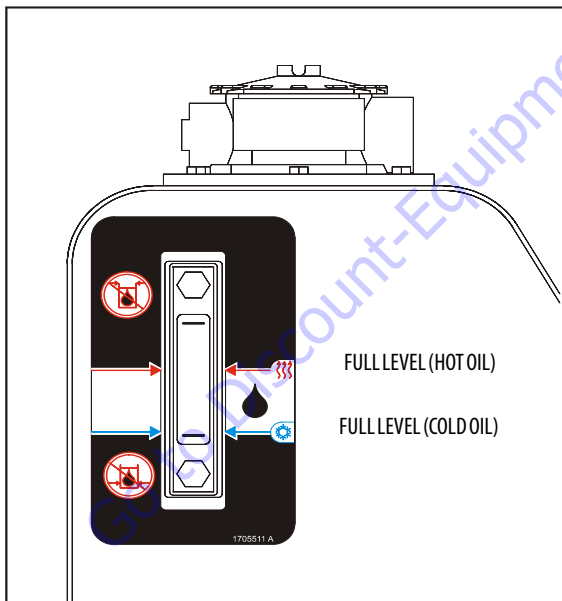


Lube Point(s) - Replaceable Element
 Interval - Change after first 50 hours and every 300 hours thereafter or as indicated by condition indicator.

6. Hydraulic Charge Filter

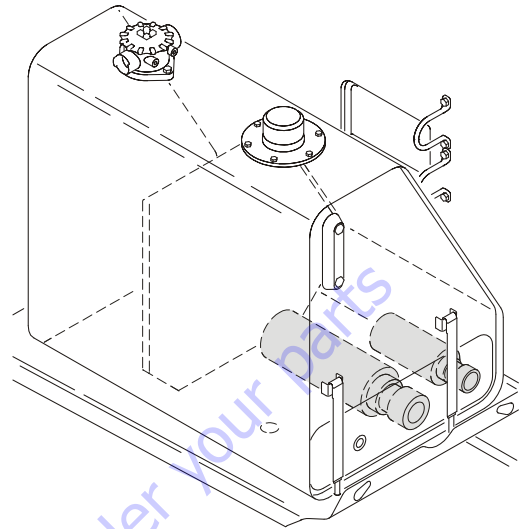
Lube Point(s) - Replaceable Element
 Interval - Change after first 50 hours and every 300 hours thereafter or as indicated by condition indicator.

7. Hydraulic Oil



Lube Point(s) - Fill Cap
 Capacity - 55 gallons (208 liters) Tank
 Lube - HO
 Interval - Check level daily. Change every 2 years or 1200 hours of operation.

8. Suction Strainers (In Tank)



Lube Point(s) - 2
 Interval - Every 2 years or 1200 hours of operation.
 Remove and clean at time of hydraulic oil change.

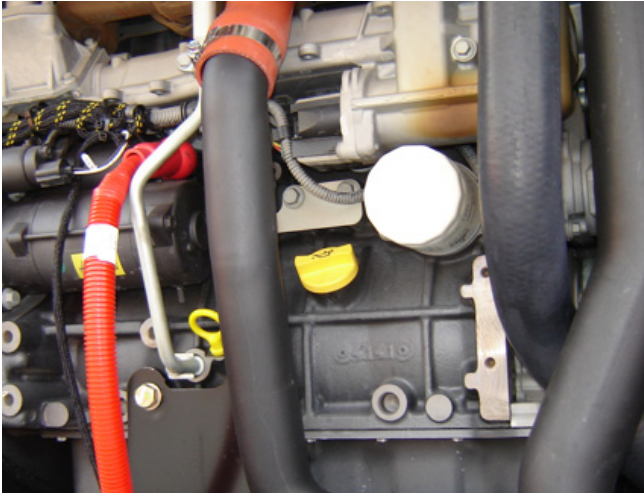
9. A. Oil Change w/Filter - Deutz 2011



Lube Point(s) - Fill Cap/Spin-on Element
 Capacity -
 5 Quarts (4.5 L) Cooling System
 11 Quarts (10.5 L) w/Filter
 16 Quarts (15 L) Total Capacity
 Lube - EO
 Interval - Check level daily; change every 500 hours or six months, whichever comes first. Adjust final oil level by mark on dipstick.

SECTION 1 - SPECIFICATIONS

B. Oil Change w/Filter - Deutz TCD2.9



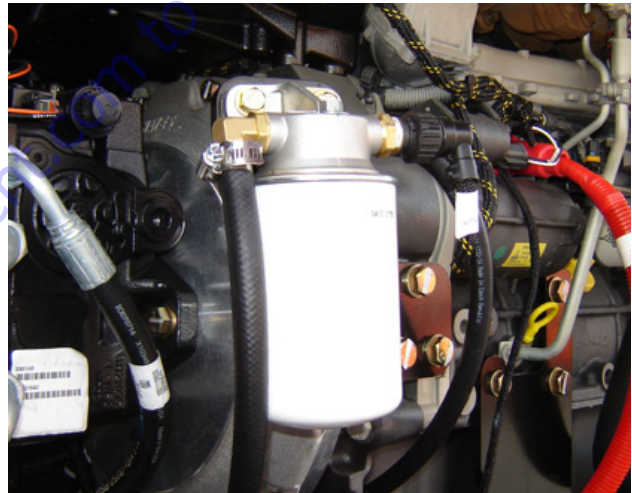
Lube Point(s) - Fill Cap/Spin-on Element
 Capacity - 2.4 Gallon (8.9 L)
 Lube - EO
 Interval - Check level daily; change every 500 hours or six months, whichever comes first. Adjust final oil level by mark on dipstick.

10. A. Fuel Filter - Deutz 2011



Lube Point(s) - Replaceable Element
 Interval - Every year or 600 hours of operation.

B. Fuel Filter - Deutz TCD2.9



Lube Point(s) - Replaceable Element
 Interval - Every year or 600 hours of operation.

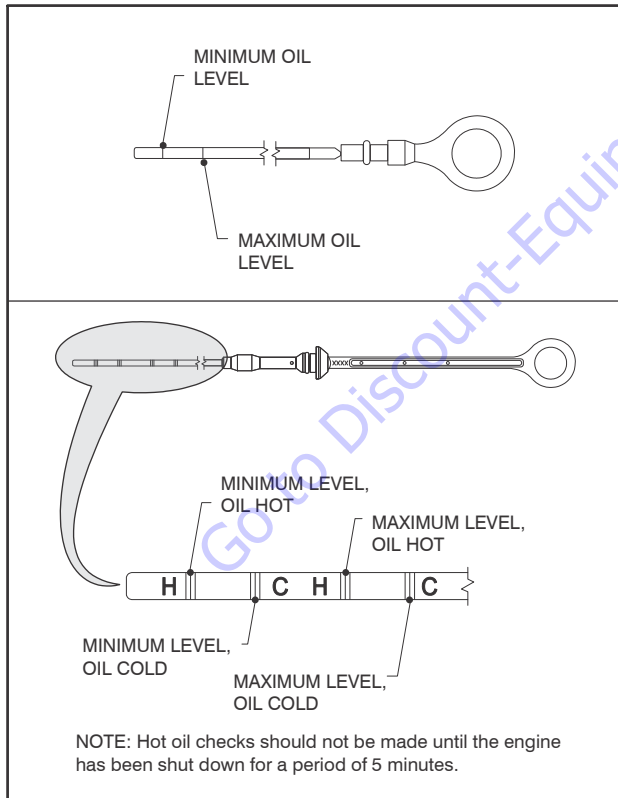
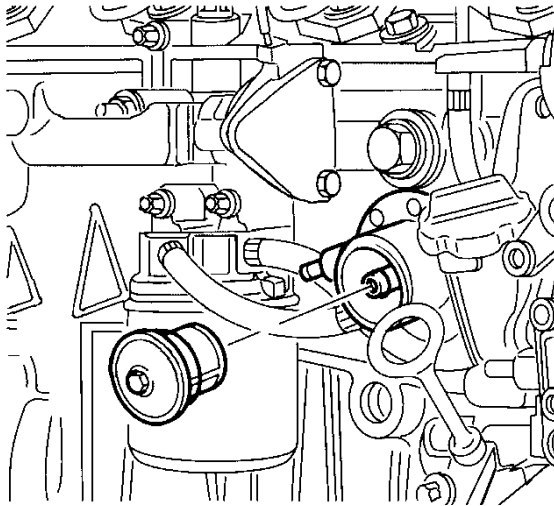


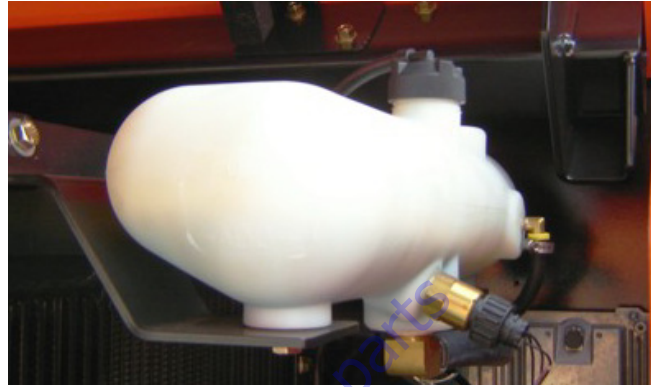
Figure 1-2. Deutz Engine Dipstick

11. Fuel Strainer - Deutz 2011



Lube Point(s) - Replaceable Element
Interval - Every year or 600 hours of operation.

13. Radiator Coolant TCD2.9



Lube Point(s) - Fill Cap
Capacity - 3.2Gallon (12.1 L)
Lube - Anti-Freeze
Interval - Check level daily; change every 1000 hours or 2 years, whichever comes first.

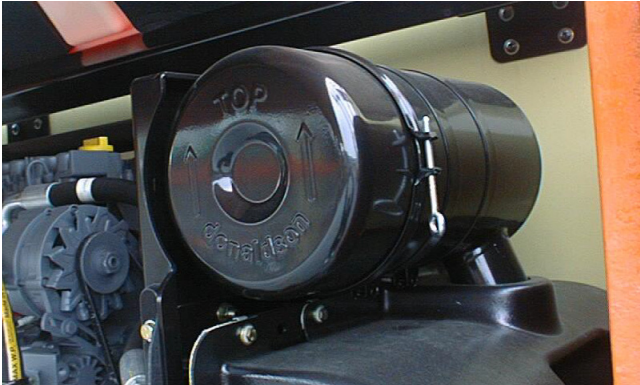
12. Fuel Pre-Filter TCD2.9



Lube Point(s) - Replaceable Element
Interval - Drain water daily; Change every year or 600 hours of operation.

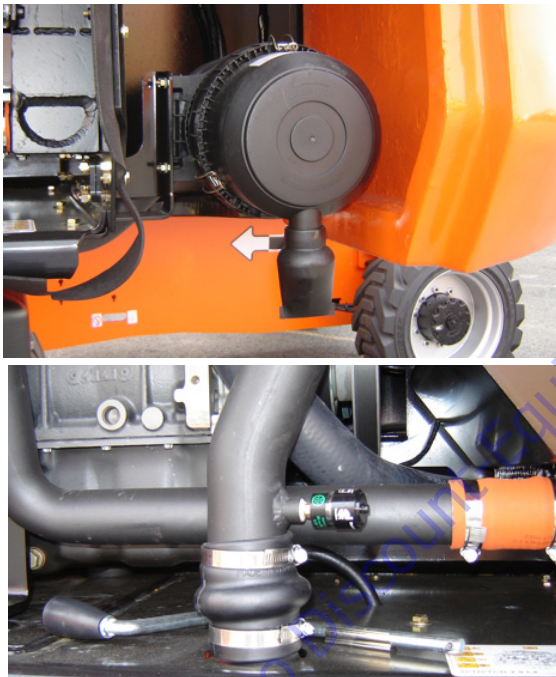
SECTION 1 - SPECIFICATIONS

14. 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.

B. Air Filter - Deutz TCD2.9



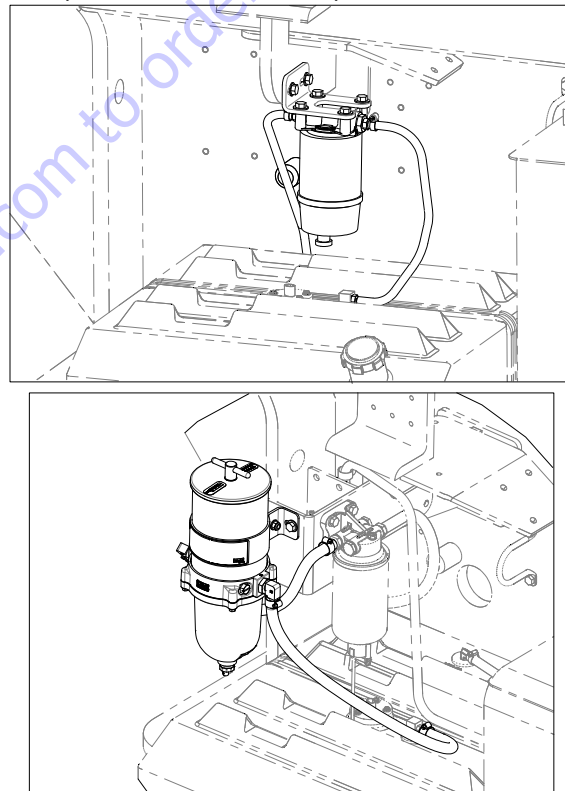
Lube Point(s) - Replaceable Element
Interval - Every 6 months or 300 hours of operation or as indicated by the condition indicator
Comments - Check Dust Valve daily.

15. Platform Filter



Lube Point(s) - Replaceable Element
Interval - Change after first 50 hours and then every year or 600 hours of operation thereafter.

16. Optional Fuel Filter/Water Separator



Lube Point(s) - Replaceable Element
Interval - Drain water daily; Change every year or 600 hours of operation.

1.10 THREADLOCKING 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

1.11 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™ 111)	
					IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]
		In	Sq In	LB	IN-LB	[N.m]	IN-LB	[N.m]	IN-LB	[N.m]	IN-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

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2. ALL TORQUE VALUES ARE STATIC TORQUE MEASURED PER STANDARD AUDIT METHODS TOLERANCE = ±10%

3. * ASSEMBLY USES HARDENED WASHER

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

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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]
		In	Sq In	LB	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]
		In	Sq In	LB	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 CAPSCREWS										
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]
		In	Sq In	LB	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 5000059K
 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.

SAE Fastener Torque Chart (Continued)

Values for Zinc Yellow Chromate Fasteners (Ref 4150707)*										
SOCKET HEAD CAPSCREWS										
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]
		In	Sq In	LB	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

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.

5000059K

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 CAPSCREWS 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.

5000059K

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.

5000059K

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 CAPSCREWS 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 the periodic machine inspections and maintenance recommended by JLG Industries, Inc. Consult your national, regional, or local regulations for further requirements for Mobile Elevating Work Platform. The 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 prior to use daily or at each change of operator. Reference the Operation and Safety Manual for completion procedures for the Pre-Start Inspection. The Operation and Safety Manual must be read in its entirety and understood prior to 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. The 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 the Inspection and Preventative Maintenance Schedule for items requiring inspection during the performance of these inspections. Reference the 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 the Inspection and Preventative Maintenance Schedule for items requiring inspection during the performance of this inspection. Reference the 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 the current machine ownership.

Preventative Maintenance

In conjunction with the 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 Preventative Maintenance Schedule and the appropriate areas of this manual for servicing and maintenance procedures. The 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 Inspec- tion	Annually, no later than 13 months from the date of the 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 the Service and Mainte- nance Manual.	Owner, Dealer, or User	Qualified JLG Mechanic	Service and Maintenance Manual

2.2 SERVICE AND GUIDELINES

General

The following information is provided to assist you in the use and application of servicing and maintenance procedures contained in this book.

Safety and Workmanship

Your safety, and that of others, is the first consideration when engaging in the 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 that adequate support is provided.

Cleanliness

1. The most important single item in preserving the long service life of a machine is to keep dirt and foreign materials out of the vital components. Precautions have been taken to safeguard against this. Shields, covers, seals, and filters are provided to keep air, fuel, and oil supplies clean; however, these items must be maintained on a scheduled basis in order to function properly.
2. At any time when air, fuel, or oil lines are disconnected, clear 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 entry of foreign matter.

3. Clean and inspect all parts during servicing or maintenance, and assure that all passages and openings are unobstructed. Cover all parts to keep them clean. Be sure all parts are clean before they are installed. New parts should remain in their containers until they are 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 that the capacity of an eyebolt or similar bracket lessens, as the angle between the supporting structure and the component becomes less than 90 degrees.
3. If a part resists removal, check to see whether all nuts, bolts, cables, brackets, wiring, etc., have been removed and that 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 assure that nothing has been overlooked. Do not make any adjustments, other than those recommended, without obtaining proper approval.

Pressure-Fit Parts

When assembling pressure-fit parts, use an anti-seize or molybdenum disulfide base compound 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 the 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 they are 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 that holes in gaskets align with openings in the mating parts. If it becomes necessary to hand-fabricate a gasket, use gasket material or stock of equivalent material and thickness. Be sure to cut holes in the right location, as 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. 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, standard torque values should be used on heat-treated bolts, studs, and steel nuts, in accordance with recommended shop practices. (See Torque Chart Section 1.)

Hydraulic Lines and Electrical Wiring

Clearly mark or tag hydraulic lines and electrical wiring, as well as their receptacles, when disconnecting or removing them from the unit. This will assure that they are correctly reinstalled.

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 required, 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 enter the system by various means, e.g., using inadequate hydraulic oil, allowing moisture, grease, filings, sealing components, sand, etc., to enter when performing maintenance, or by permitting the pump to cavitate due to insufficient system warm-up or leaks in the pump supply (suction) lines.
2. The design and manufacturing tolerances of the component working parts are very close, therefore, even the smallest amount of dirt or foreign matter entering a system can cause wear or damage to the components and generally results in faulty operation. Every precaution must be taken to keep hydraulic oil clean, including reserve oil in storage. Hydraulic system filters should be checked, cleaned, and/or replaced as necessary, at the specified intervals required in the Lubrication Chart in Section 1. Always examine filters for evidence of metal particles.
3. Cloudy oils indicate a high moisture content which permits organic growth, resulting in 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, as they may not contain the same required additives or be of comparable viscosities. Good grade mineral oils, with viscosities suited to the ambient temperatures in which the machine is operating, are recommended for use.

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

Hydraulic Oil

1. Refer to Section 1 for recommendations for viscosity ranges.
2. JLG recommends Standard UTTO Fluid, which has an SAE viscosity of 10W-30 and a viscosity index of 152.

NOTE: *Start-up of hydraulic system with oil temperatures below -15 degrees F (-26 degrees C) is not recommended. If it is necessary to start the system in a sub-zero environment, it will be necessary to heat the oil with a low density, 100VAC heater to a minimum temperature of -15 degrees F (-26 degrees C).*

3. The only exception to the above is to drain and fill the system with premium hydraulic fluid oil or its equivalent. This will allow start up at temperatures down to -20 degrees F (-29 degrees C). However, use of this oil will give poor performance at temperatures above 120 degrees F (49 degrees C). Systems using premium hydraulic fluid should not be operated at temperatures above 200 degrees F (94 degrees C) under any condition.

Changing Hydraulic Oil

1. Filter elements must be changed after the first 50 hours of operation and every 300 hours (unless specified otherwise) thereafter. If it is necessary to change the oil, use only those oils meeting or exceeding the specifications appearing in this manual. If unable to obtain the same type of oil supplied with the machine, consult local supplier for assistance in selecting the proper equivalent. Avoid mixing petroleum and synthetic base oils.
2. Use every precaution to keep the hydraulic oil clean. If the oil must be poured from the original container into another, be sure to clean all possible contaminants from the service container. Always clean the mesh element of the filter and replace the cartridge any time the system oil is changed.
3. While the unit is shut down, a good preventive maintenance measure is to make a thorough inspection of all hydraulic components, lines, fittings, etc., as well as a functional check of each system, before placing the machine back in service.

Lubrication Specifications

Specified lubricants, as recommended by the component manufacturers, are always the best choice, however, multi-purpose greases usually have the qualities which meet a variety of single purpose grease requirements. Should any question arise, regarding the use of greases in maintenance stock, consult your local supplier for evaluation. Refer to Section 1 for an explanation of the lubricant key designations appearing 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
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 the 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 (pin should be properly cleaned prior to inspection):
 - a. Detectable wear in the bearing area.
 - b. Flaking, peeling, scoring, or scratches on the pin surface.
 - c. Rusting of the pin in the 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 the battery.
- Disconnect the 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 the chassis.
- Ground on turntable and weld on any other area than the turntable.
- Ground on the platform/support and weld on any other area than the 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 the grounding position and the welded area.

NOTICE

FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS 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

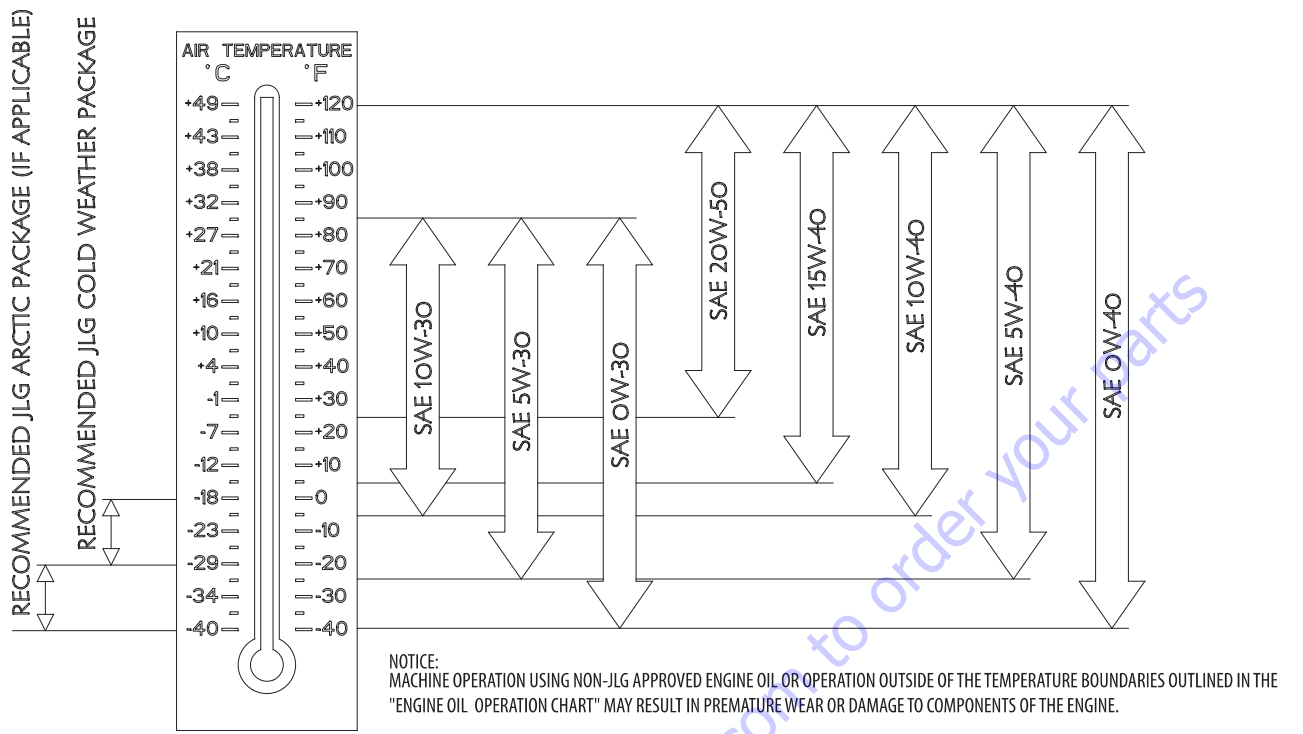
AREA	INTERVAL	
	Pre-Delivery ¹ or Frequent ² Inspection	Annual ³ (Yearly) Inspection
Boom Assembly		
Boom Weldments	1,2,4	1,2,4
Hose/Cable Carrier Installations	1,2,9,12	1,2,9,12
Pivot Pins and Pin Retainers	1,2	1,2
Sheaves, Sheave Pins	1,2	1,2
Bearings	1,2	1,2
Wear Pads	1,2	1,2
Covers or Shields	1,2	1,2
Extend/Retract Chain or Cable Systems	1,2,3	1,2,3
Platform Assembly		
Platform	1,2	1,2
Railing	1,2	1,2
Gate	1,5	1,5
Floor	1,2	1,2
Rotator	9,5,15	9,5,15
Lanyard Anchorage Point	1,2,10	1,2,10
Turntable Assembly		
Swing Bearing or Worm Gear	1,2,14	1,2,3,13,14
Oil Coupling	9,11,23	9,11,23
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	1,16,17,18	1,16,17,18
Wheel Nuts/Bolts	1,15	1,15
Wheel Bearings	14,24	14,24
Oscillating Axle/Lockout Cylinder Systems	5,8	5,8
Outrigger or Extendable Axle Systems	5,8	5,8
Steer Components	1,2,3,4,16	1,2,3,4,16
Drive Motors	1,2,5,6,7,9,23	1,2,5,6,7,9,23
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	1,5	1,5
Footswitch	1,5	1,5
Emergency Stop Switches (Ground & Platform)	5	5
Function Limit or Cutout Switch Systems	5	5
Capacity Indicator	5	5
Drive Brakes	5	5
Swing Brakes	5	5
Boom Synchronization/Sequencing Systems	5	5
Manual Descent or Auxiliary Power	5	5
Power System		
Engine Idle, Throttle, and RPM	3	3
Engine Fluids (Oil, Coolant, Fuel)	9,11	9,11
Air/Fuel Filter	1,7	1,7
Exhaust System	1,9	1,9
Batteries	1,5,9	1,5,9
Battery Fluid	11	11
Battery Charger	5	5
Fuel Reservoir, Cap, and Breather	1,2,5,9,11	1,2,5,9,11
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	1,2,5,9,11	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		
Operators and Safety Manuals in Storage Box	21	21
ANSI Manual of Responsibilities and AEM Safety Manual in Storage Box (ANSI only)	21	21

Table 2-3. Inspection and Preventive Maintenance Schedule

AREA	INTERVAL	
	Pre-Delivery ¹ or Frequent ² Inspection	Annual ³ (Yearly) Inspection
Capacity Decals Installed, Secure, Legible	21	21
All Decals/Placards Installed, Secure, Legible	21	21
Walk-Around Inspection Performed	21	21
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		



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Figure 2-1. Engine Operating Temperature Specifications - Deutz

PARTS FINDER

**Search Website
by Part Number**



**Search Manual
Library For Parts
Manual & Lookup Part
Numbers – Purchase
or Request Quote**

Search Manuals

Enter your information to search for manuals and parts.

* Brand:

* Model:

* Serial:

* Part Number:

SEARCH

**Can't Find Part or
Manual? Request Help
by Manufacturer,
Model & Description**

Parts Order Form

Please fill in the following information:

Manufacturer:

Model:

Description:

Quantity:

Part Number:

Part Name:

Part Description:

Part Category:

Part Location:

Part Status:

Part Condition:

Part Material:

Part Color:

Part Weight:

Part Dimensions:

Part Notes:

Submit

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Click on this link: <http://www.discount-equipment.com/category/5443-parts/> and choose one of the options to help get the right parts and equipment you are looking for. Please have the machine model and serial number available in order to help us get you the correct parts. If you don't find the part on the website or on once of the online manuals, please fill out the request form and one of our experienced staff members will get back to you with a quote for the right part that your machine needs.

We sell worldwide for the brands: Genie, Terex, JLG, MultiQuip, Mikasa, Essick, Whiteman, Mayco, Toro Stone, Diamond Products, Generac Magnum, Airman, Haulotte, Barreto, Power Blanket, Nifty Lift, Atlas Copco, Chicago Pneumatic, Allmand, Miller Curber, Skyjack, Lull, Skytrak, Tsurumi, Husquvarna Target, , Stow, Wacker, Sakai, Mi-T- M, Sullair, Basic, Dynapac, MBW, Weber, Bartell, Bennar Newman, Haulotte, Ditch Runner, Menegotti, Morrison, Contec, Buddy, Crown, Edco, Wyco, Bomag, Laymor, Barreto, EZ Trench, Bil-Jax, F.S. Curtis, Gehl Pavers, Heli, Honda, ICS/PowerGrit, IHI, Partner, Imer, Clipper, MMD, Koshin, Rice, CH&E, General Equipment, ,AMida, Coleman, NAC, Gradall, Square Shooter, Kent, Stanley, Tamco, Toku, Hatz, Kohler, Robin, Wisconsin, Northrock, Oztec, Toker TK, Rol-Air, Small Line, Wanco, Yanmar

SECTION 3. CHASSIS & TURNTABLE

3.1 TIRES & WHEELS

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.

- a smooth, even cut through the cord plies which exceeds 3 inches (7.5 cm) in total length
- any tears or rips (ragged edges) in the 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 is within the above noted criteria, the tire must be inspected on a daily basis to insure the damage hasn't propagated beyond the allowable criteria.

Wheel and Tire Replacement

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

Wheel Installation

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

⚠ WARNING

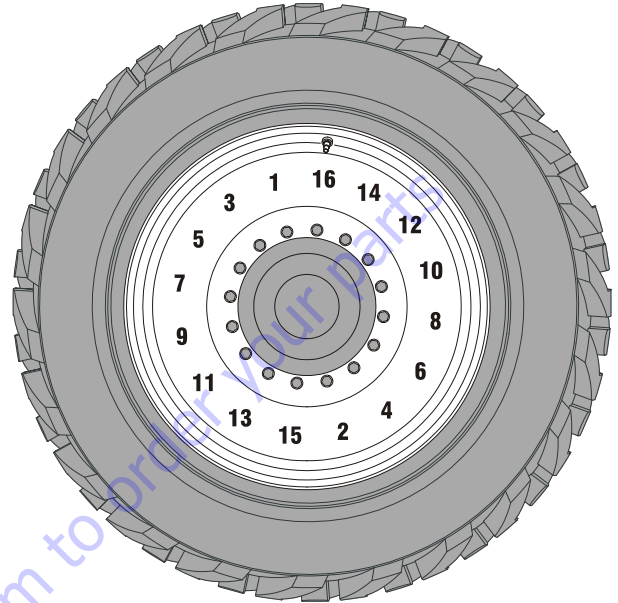
WHEEL NUTS MUST BE INSTALLED AND MAINTAINED AT THE PROPER TORQUE TO PREVENT LOOSE WHEELS, BROKEN STUDS, AND POSSIBLE DANGEROUS SEPARATION OF WHEEL FROM THE AXLE. BE SURE TO USE ONLY THE NUTS MATCHED TO THE CONE ANGLE OF THE WHEEL.

Tighten the lug nuts to the proper torque to prevent wheels from coming loose. Use a torque wrench to tighten the fasteners. If you do not have a torque wrench, tighten the fasteners with a lug wrench, then immediately have a service garage or dealer tighten the lug nuts to the proper torque. Over-tightening will result in breaking the studs or permanently deforming the mounting stud holes in the 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:



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
45 ft. lbs. (61 Nm)	100 ft. lbs. (136 Nm)	180 ft. lbs. (244 Nm)

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

3.2 EXTENDING AXLES

The Axle Extension System allows each of the four axles to be extended and retracted together while maintaining full steering control as the machine is driven. The system allows the axles to extend or retract only while the boom is in the transport position and in order to minimize wheel scrubbing during axle movement, a minimum drive speed must be attained before axle extension/retraction will be permitted. The system uses four limit switches (one at each axle) to sense when the axles are fully extended. If any of the switches are not made, the control system considers the axles retracted. To extend/retract the axles, the user engages the axle extend/retract

switch on the platform console and the drive control at the same time. The axle set indicator will be off when the axles are not fully extended and the axle extend/retract switch is not engaged. It will flash while the axles are extending or retracting and will be on constantly when the axles are fully extended. With the axles not fully extended, the boom is restricted to operation within the transport position. If a signal from any axle extend sensing switch is lost when the boom beyond the transport position, the axle set indicator will flash and drive/steer functions will be disabled until the boom is brought back into the transport position. The steering angle will be automatically limited to +/- 25 degrees anytime the axles are not fully extended. If the wheel angle is more than +/- 25 degrees when the axle retract command is engaged, the control system will automatically reduce the wheel angle to 25 degrees during axle retraction.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

3.3 AXLE LIMIT SWITCH ADJUSTMENT PROCEDURE

1. Fully extend the axles.
2. Initially position the limit switch arm straight.
3. Select the mounting plate bolt pattern to position the switch roller within 0.125 inches (3.1 mm) from the edge of the axle cutout. It may be necessary to reposition the switch arm $\pm 10^\circ$ to accomplish this.

4. Ensure the arm will clear the axle (without bottoming out to 70° stroke of the switch) in the retracted position.
5. Check for proper operation. Axle set light is to deactivate when the axle is retracted 0.625 inches (16 mm) maximum from fully extended.

3.4 DRIVE SYSTEM

The drive system utilizes 2 traction pumps so each side is powered individually. This produces maximum tractive effort to wheels by minimizing flow divider losses. The maximum drive speed is modulated with the steered angle of the wheels to eliminate the whiplash effect of driving at full speed and maximum steering lock.

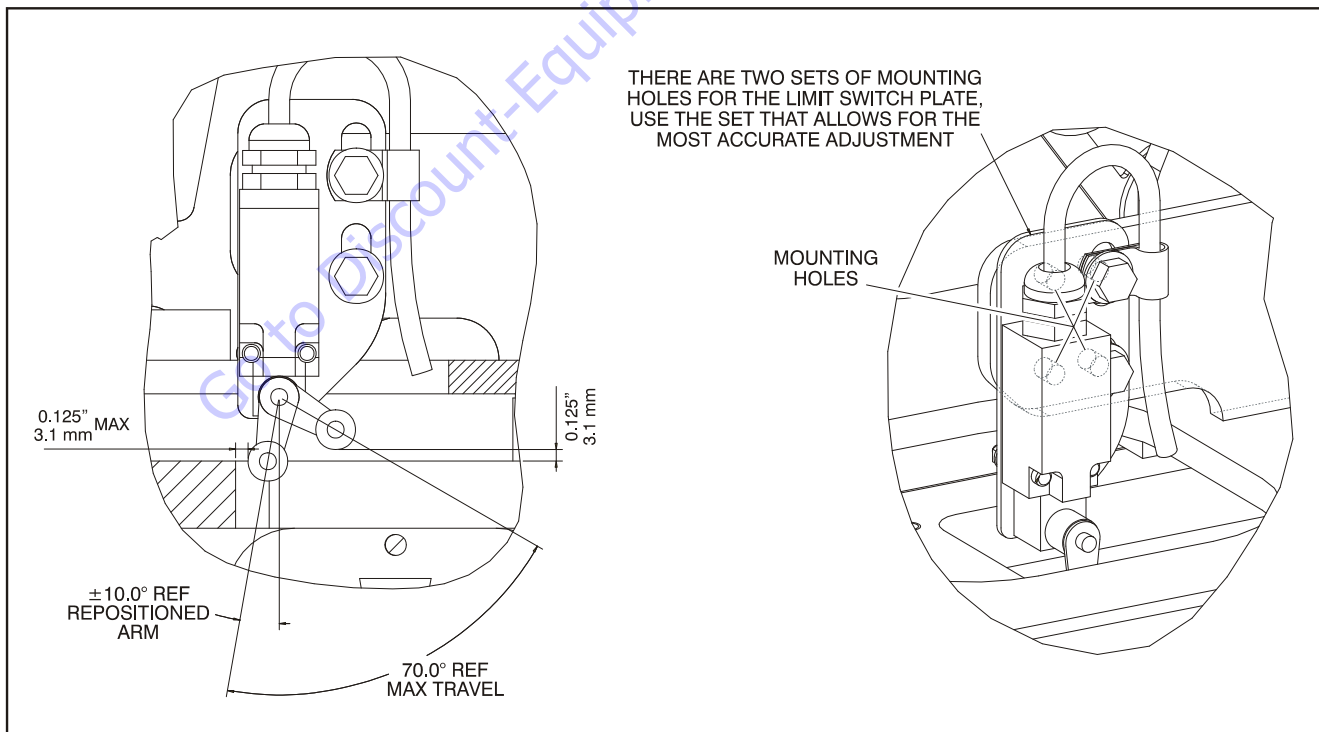


Figure 3-1. Axle Limit Switch Adjustment

3.5 STEERING CONTROL SYSTEM

Each wheel is individually steered by means of a closed circuit control system utilizing a steer sensor on each wheel, 4 steer cylinders, and proportional valves.

The control system senses the wheel position in relation to the steering command (direction and steering mode) and automatically synchronizes the movement of all 4 wheels to the desired position.

There are three different modes of steering selectable by the position of the steer select switch on the platform control panel: conventional two wheel steering, crab and coordinated. These are shown below.

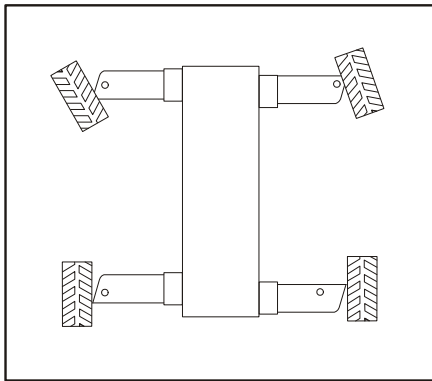


Figure 3-2. Conventional Two Wheel Steer Mode

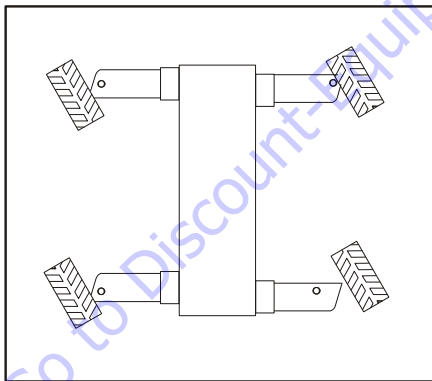


Figure 3-3. Crab Steer Mode

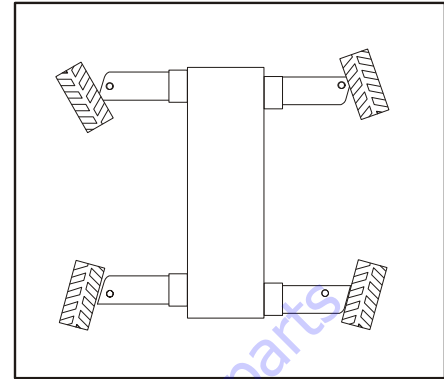


Figure 3-4. Coordinated Steer Mode

Each wheel has its own steer cylinder, wheel angle sensor, and proportional valve, allowing the control system to position each wheel to the ideal angle for all steering modes and all steering commands. Changes in steering modes while the footswitch is depressed causes the wheels to automatically adjust to the appropriate angle for the selected steering mode based on the position of the inside front wheel. If the steer select switch is changed without the footswitch depressed or the EMS is off, the wheels will not move until the footswitch is depressed and a steering or drive command has been initiated. The steering angles are limited to ± 25 degrees anytime the axles are not fully extended. If a wheel cannot achieve its commanded angle within a specified time, it is considered jammed. When a wheel is considered jammed during steering, a fault is reported and the remaining wheels will continue to their commanded position. The fault is cleared when the footswitch is cycled. If a wheel is jammed making it significantly out of position, with regard to the other wheels, the drive motors are restricted to their maximum displacement (slow speed). Wheel angle sensor failures will result in an approximated steering control logic that will allow the operator to move the machine until it can be repaired. The wheel at the failed sensor will be driven based on the information available from the other sensors. This wheel will not track perfectly and will become farther out of position over time. When the wheel becomes prohibitively out of position, the wheels can be re-synchronized by fully steering against the mechanical stops.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

3.6 DRIVE/STEERING SPEED CONTROL

The Drive/Steering Speed Control system uses the steering sensors from the steering control system to increase operator control and comfort by reducing the effect of turning the chassis on the resulting lateral platform speed. The system proportionally varies the drive speed based on the predicted turning radius of the chassis for both coordinated and conventional two wheel steer modes. The tighter the turn the slower the allowable drive speed. As crab steer does not steer on a radius, full drive speed is maintained regardless of steer angle.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

3.7 TRACTION CONTROL SYSTEM

The traction control system uses the steering sensors from the steering control system to optimize the performance of the drive system. This is especially important due to the disparity of wheel speeds generated between the inside and outside wheels of the extended axle chassis with large steering angle capability. The steering sensors are used to predict the rolling path and therefore the required wheel speed of each wheel as the steering angles change and steering modes change. The control system can then command the ideal flow from each of the two drive pumps, one for the right side of the machine and one for the left side. Two flow dividers, one for the right side front to back and one for the left side front to back absorb the variation in wheel speed front to back.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

3.8 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 an override switch on the platform display panel. The proximity switch trips when the turntable is swung +/- 45 degrees off center of the normal driving position. This occurs roughly when the boom is swung 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 swung past the switch point, the system is ignored until drive/steer is released. When drive is initiated with the boom swung 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 the last drive/steer command. If the timer expires, the DOS override switch must be re-engaged to enable drive/steer.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

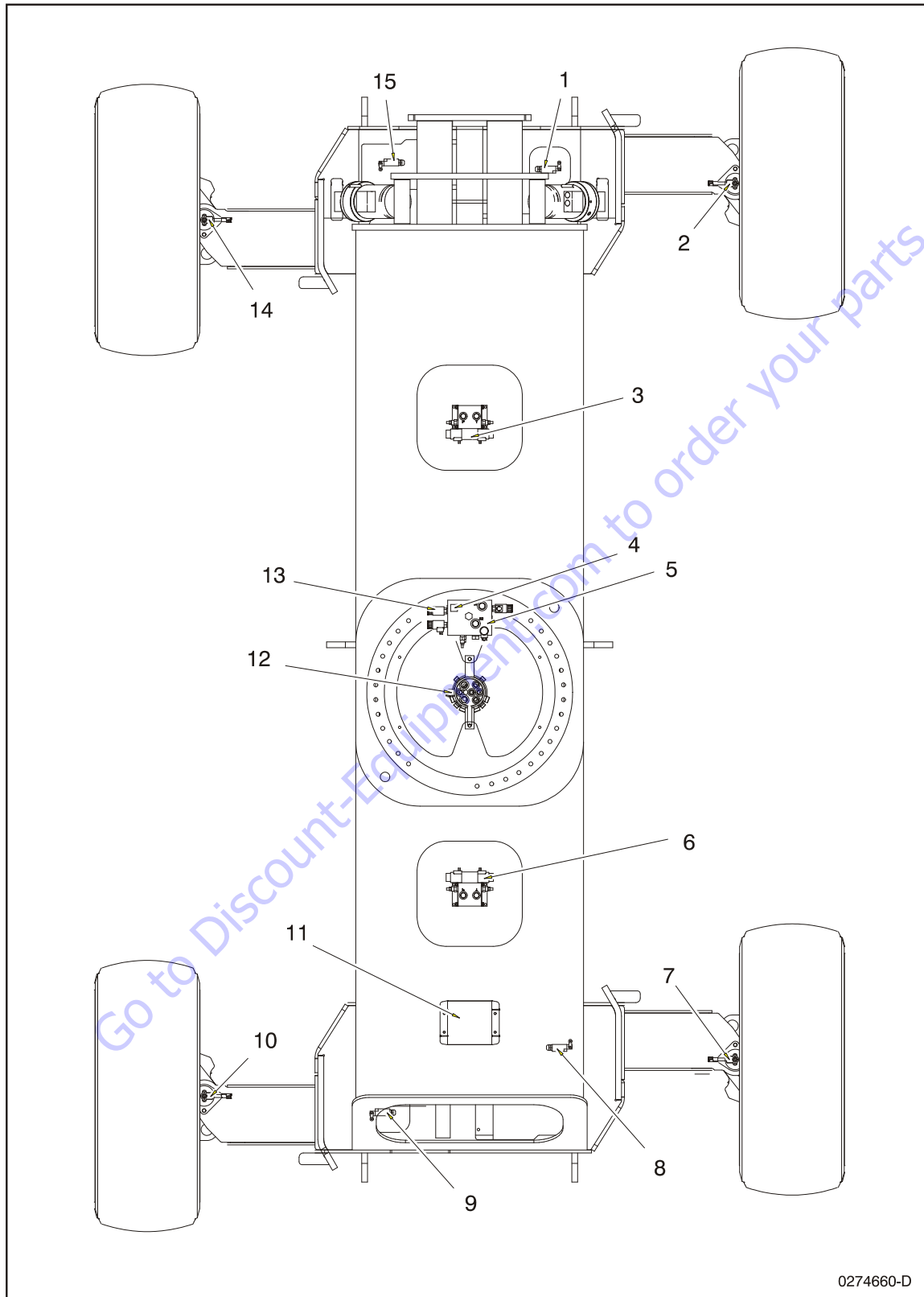


Figure 3-5. Chassis Component Location - Sheet 1 of 2

1. Axle Limit Switch (Right Front)
2. Steer Angle Sensor (Right Front)
3. Steer Valve (Front)
4. Axle Lockout Valve
5. Traction Valve
6. Steer Valve (Rear)
7. Steer Angle Sensor (Right Rear)
8. Axle Limit Switch (Right Rear)
9. Axle Limit Switch (Left Rear)
10. Steer Angle Sensor (Left Rear)
11. Chassis Module
12. Swivel/Collector Ring
13. Axle Lockout Pressure Switch
14. Steer Angle Sensor (Left Front)
15. Axle Limit Switch (Left Front)

Figure 3-6. Chassis Component Location - Sheet 2 of 2

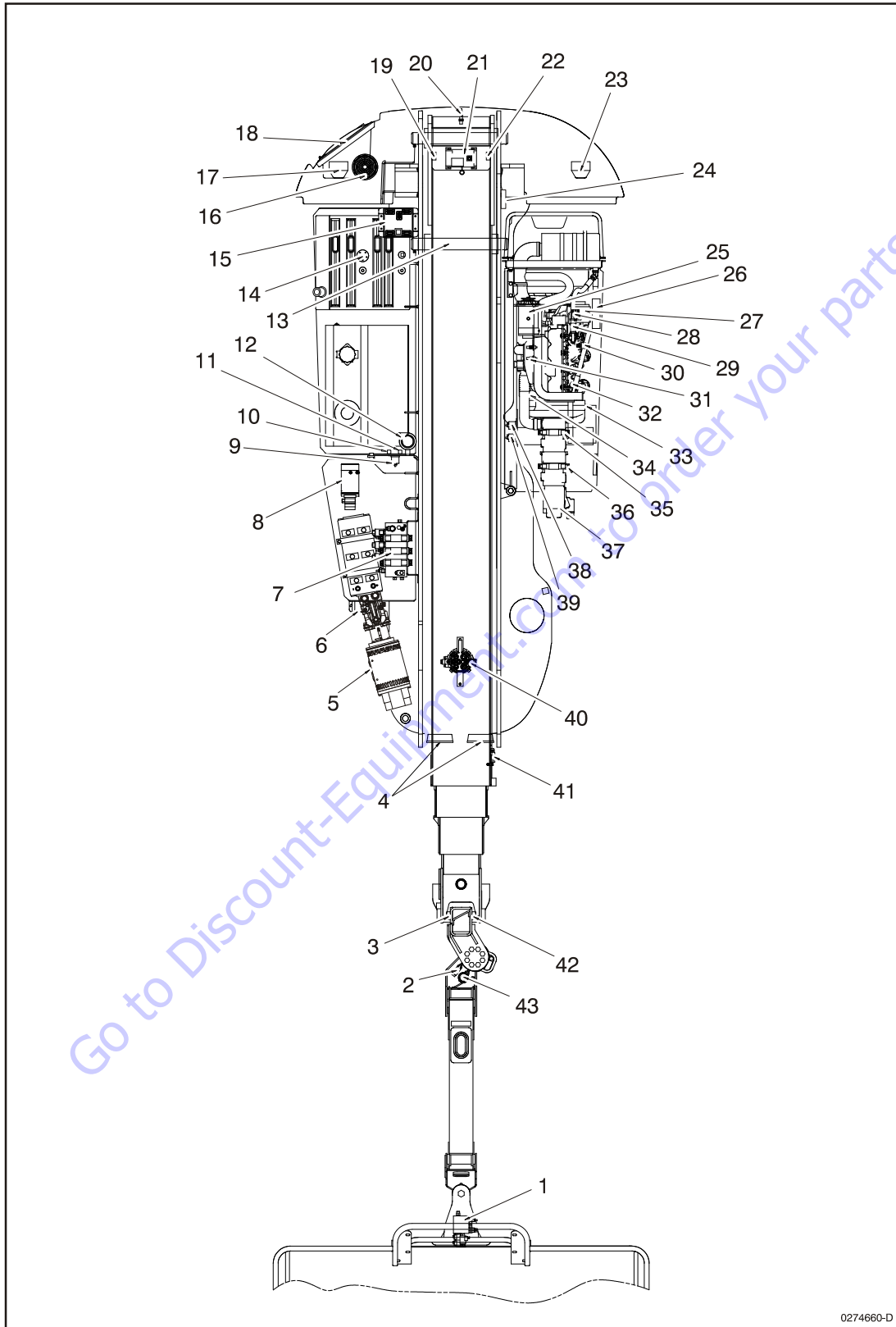


Figure 3-7. Turntable and Boom Component Location - Sheet 1 of 2

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- | | |
|---|---|
| 1. Platform Control Valve | 23. Headlight |
| 2. Jib Stow Switch | 24. Deutz EMR2 Module |
| 3. Platform Level Sensor (Secondary - Left) | 25. 110V / 220V Generator |
| 4. Tail Lights | 26. Generator Control Box |
| 5. Skypower Generator | 27. Alternator |
| 6. Alarm | 28. Throttle Actuator |
| 7. Main Control Valve | 29. Oil Temperature Switch |
| 8. Auxiliary Power Pump | 30. Oil Pressure Switch |
| 9. Auxiliary Power Relay | 31. Intake Heaters |
| 10. Chassis Power Distribution Relay | 32. In Head Glow Plug |
| 11. Headlight/Tail Light Relay | 33. Engine Speed Sensor |
| 12. Horn | 34. Starter |
| 13. Lift Cylinder Pivot Pin | 35. Drive Pump (Right Side) |
| 14. Fuel Level Sensor | 36. Drive Pump (Left Side) |
| 15. B.L.A.M. Module | 37. Function Pump |
| 16. Strobe Light | 38. Starter Relay |
| 17. Headlight | 39. Glow Plug Relay |
| 18. Ground Control Box | 40. Swivel/Collector Ring |
| 19. Boom Angle Sensor (Left) | 41. Transport Limit Switch |
| 20. Broken Cable Proximity Switch | 42. Platform Level Sensor (Primary - Right) |
| 21. Boom Length Sensor | 43. Dual Capacity Jib Position Switch |
| 22. Boom Angle Sensor (Right) | |

Figure 3-8. Turntable and Boom Component Location - Sheet 2 of 2

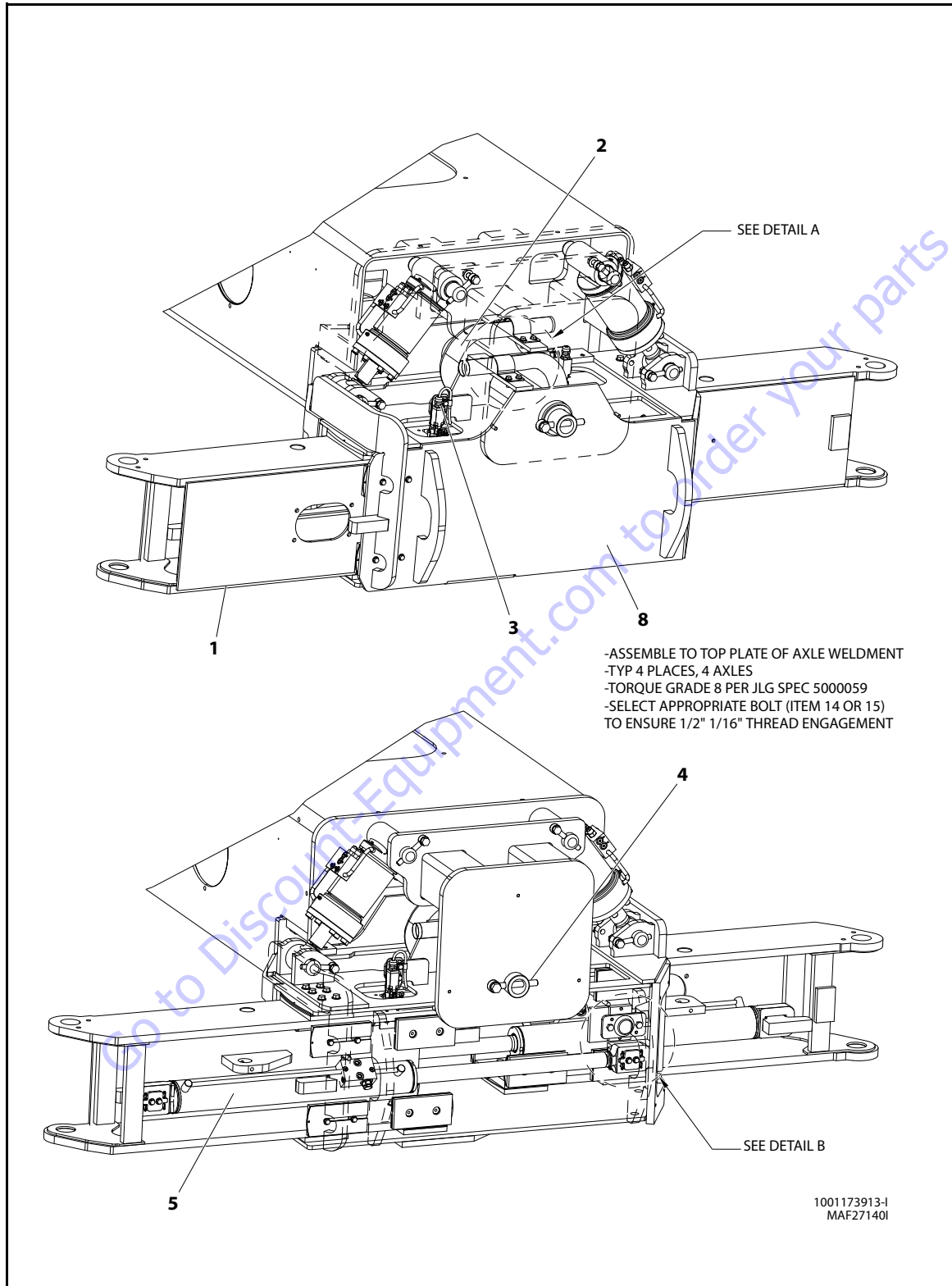
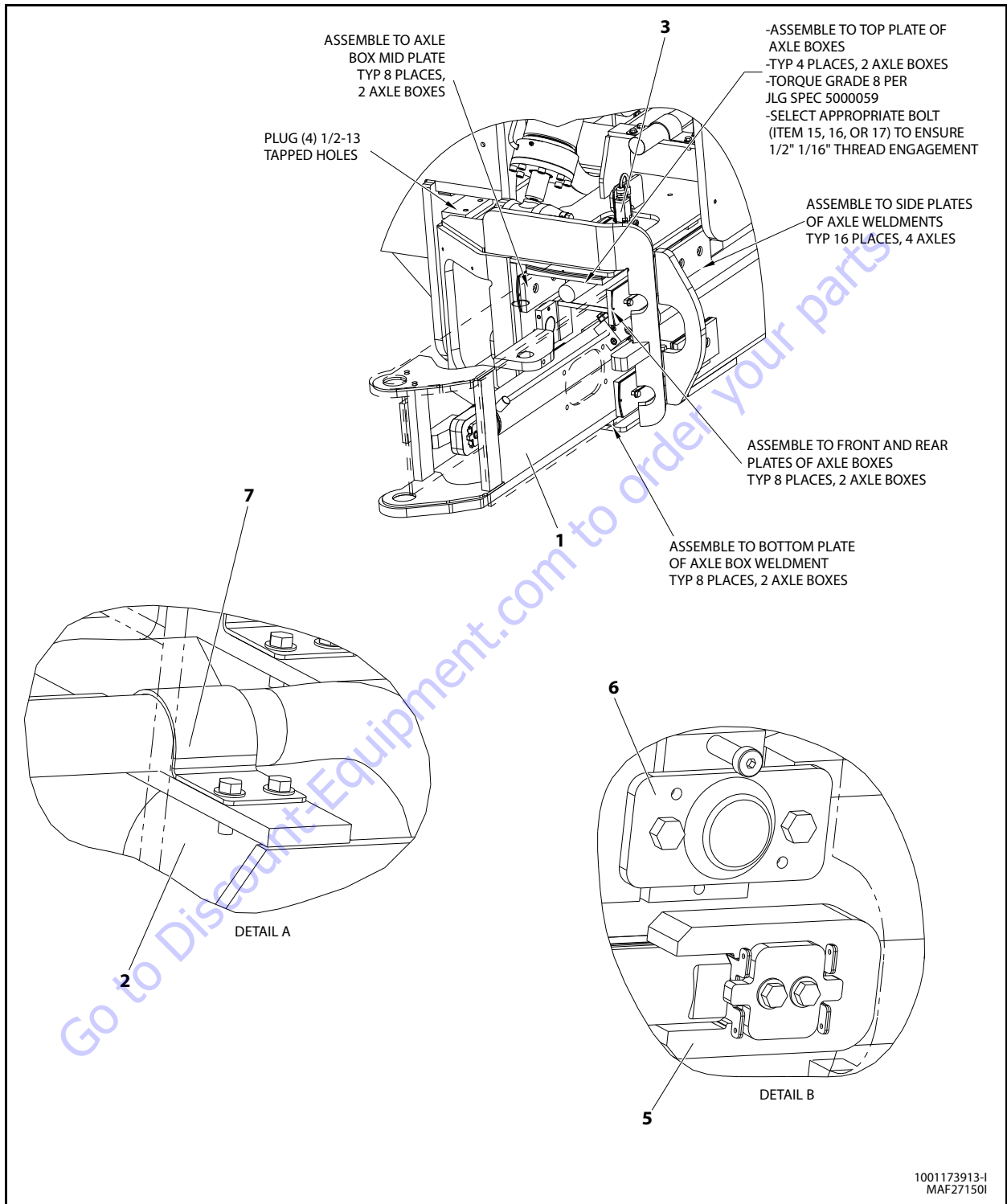


Figure 3-9. Axle Installation - Oscillating - Sheet 1 of 2



- | | | | |
|-----------|----------------------|-----------------------|------------------------|
| 1. Axle | 3. Axle Limit Switch | 5. Extension Cylinder | 7. Bracket |
| 2. Sleeve | 4. Axle Pivot Pin | 6. Axle Stop Pin | 8. Axle Pivot Weldment |

Figure 3-10. Axle Installation - Oscillating - Sheet 2 of 2

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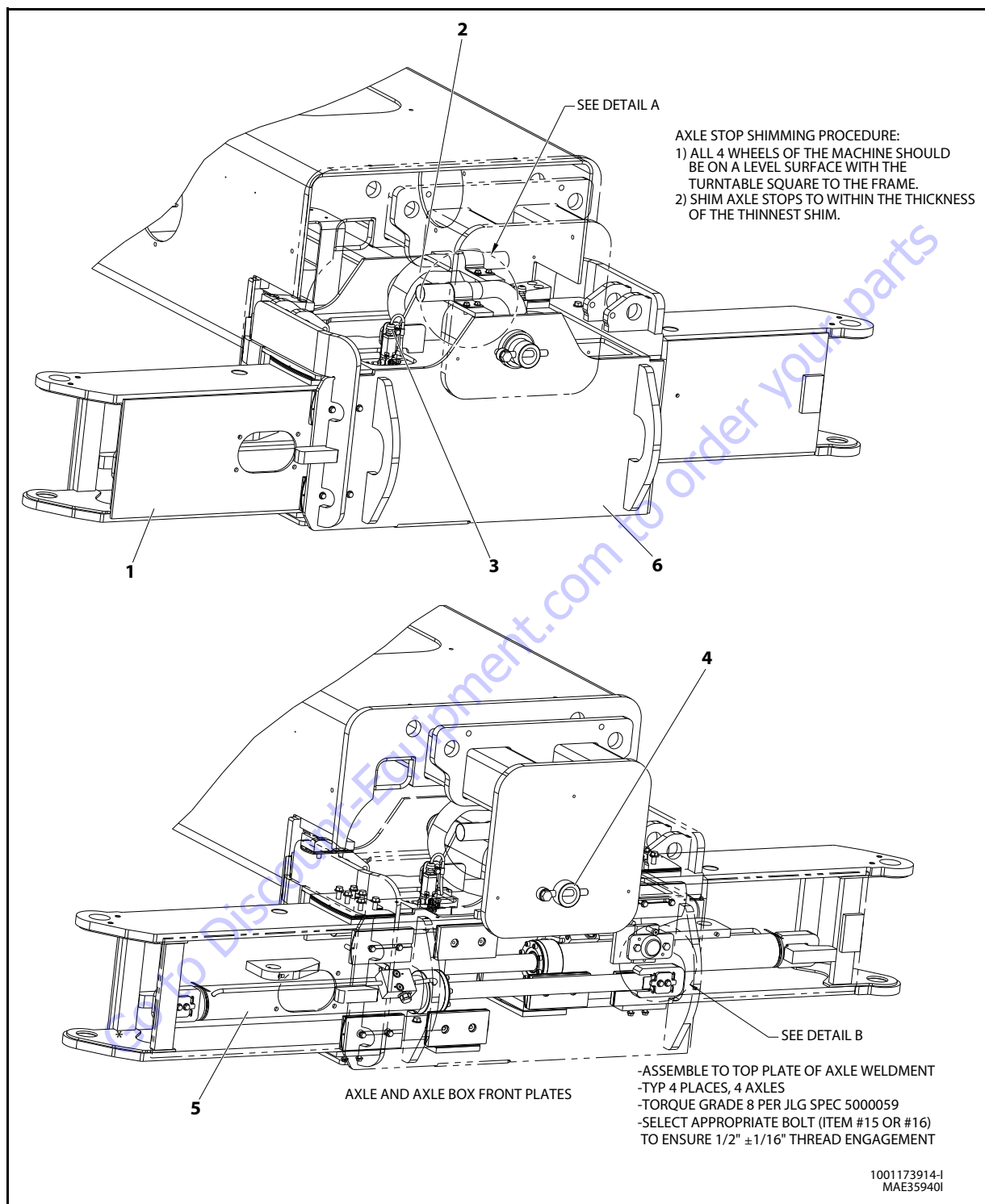
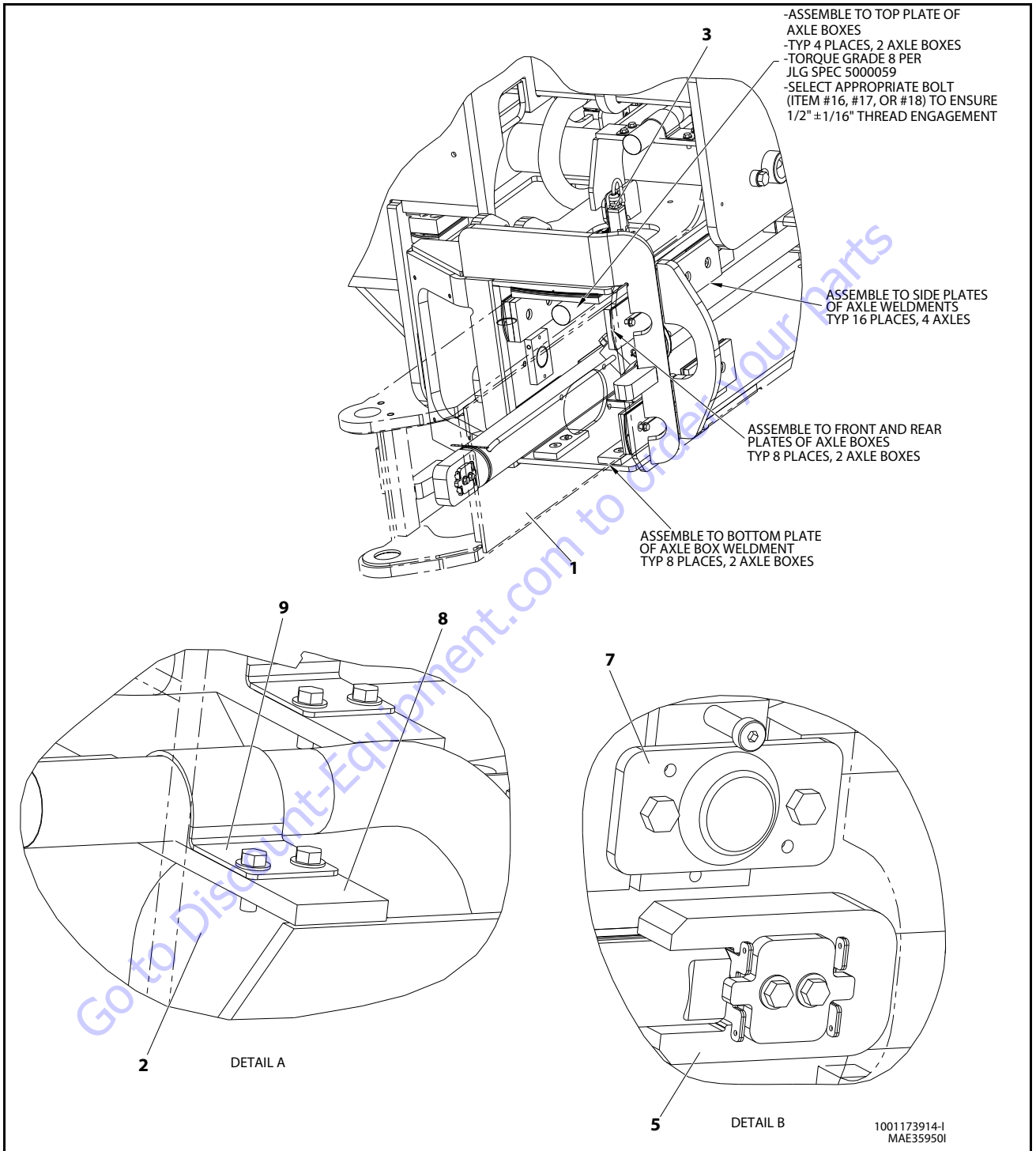


Figure 3-11. Axle Installation - Fixed - Sheet 1 of 2



- | | |
|----------------------|------------------------|
| 1. Axle | 5. Extension Cylinder |
| 2. Axle Power Track | 6. Axle Pivot Weldment |
| 3. Axle Limit Switch | 7. Axle Stop Pin |
| 4. Axle Pivot Pin | 8. Rubber Pad |

Figure 3-12. Axle Installation - Fixed - Sheet 2 of 2

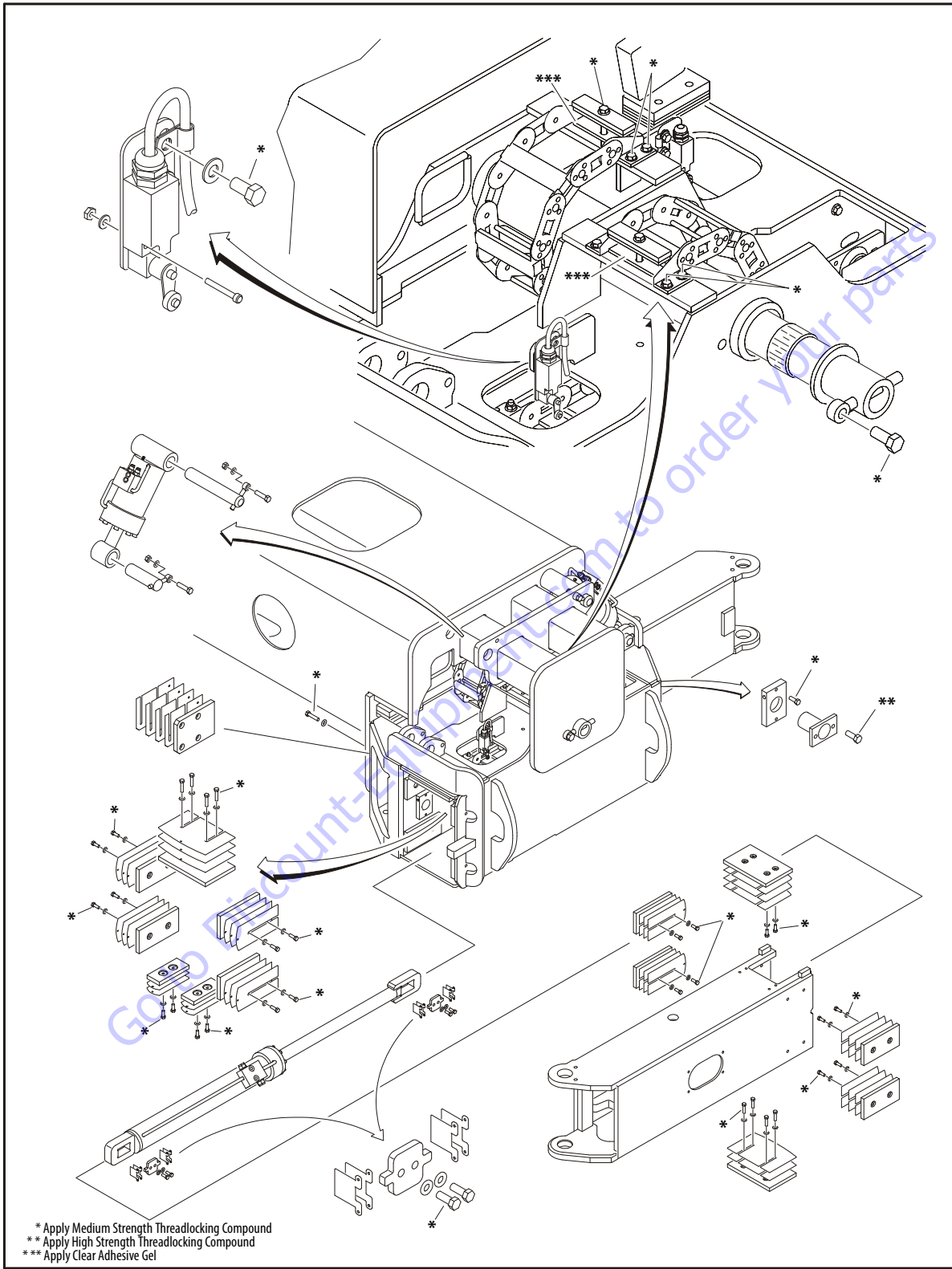
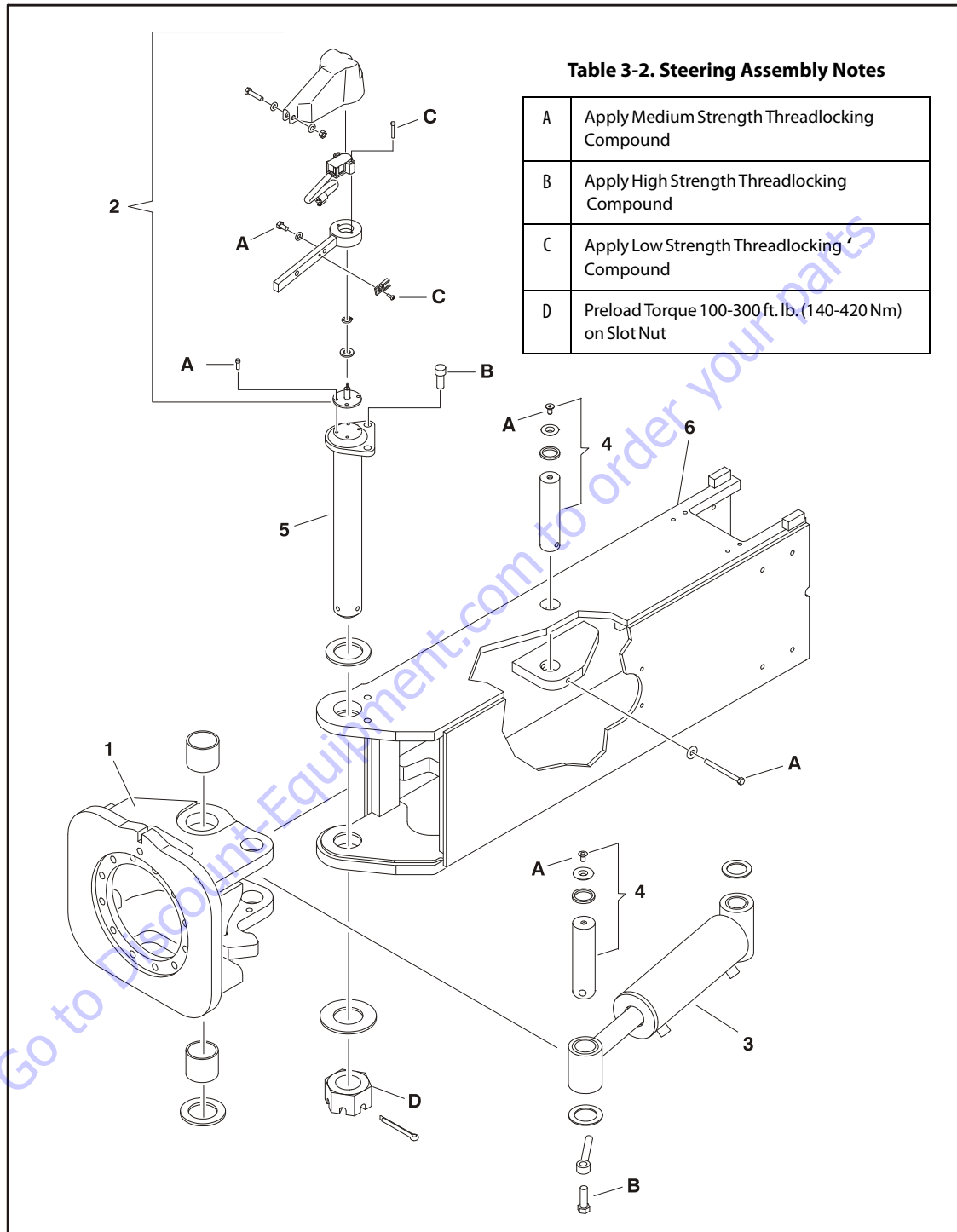


Figure 3-13. Axle Threadlocking Compound Application



- 1. Spindle
- 2. Angle Sensor Assembly
- 3. Steer Cylinder
- 4. Steer Cylinder Pivot Pin
- 5. King Pin
- 6. Axle

Figure 3-14. Steering Installation

3.9 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 also incorporates two lockout cylinders connected between the frame and the axle. The lockout cylinders permit axle oscillation when the boom is in the transport position and drive is commanded. The lockout cylinders will lock and hold the axle when drive is not commanded or when the boom is outside the transport position. The cylinders unlock when pilot pressure is applied to the holding valves mounted on the cylinders and lock when pilot pressure is removed. Pilot pressure is available from brake pressure and is controlled by a solenoid operated NC lockout valve mounted in the frame. To ensure the lockout valve is functioning correctly, a NO pressure switch is mounted between the lockout valve and the holding valves. The system is "healthy" when pressure trips the pressure switch when the lockout valve is commanded to be open and conversely is healthy when the lack of pressure resets the pressure switch when the lockout valve is commanded to be closed. Failures in the oscillating axle system will cause the control system to disallow lift up and telescope out when the boom is within the transport position and will disallow drive/steer, lift up and telescope out when the boom is beyond the transport position.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

3.10 OSCILLATING AXLE BLEEDING PROCEDURE AND LOCKOUT TEST

Lockout Cylinder Bleeding

To start the test, the axle must be fully oscillated in one direction. Start with oscillating the axle so that the left lock-out cyl. is fully retracted (left front tire up), and the right lock-out cyl. is fully extended (right front tire down).

NOTICE

ENSURE PLATFORM IS FULLY LOWERED AND BOOM IS CENTERED OVER REAR AXLE PRIOR TO BEGINNING BLEEDING PROCEDURE. MAKING SURE MACHINE IS ON A LEVEL SURFACE AND REAR WHEELS ARE BLOCKED, BRAKE WIRE IS DISCONNECTED.

1. Making sure machine is on a level surface and rear wheels are blocked, machine is in transport mode.
2. Disengage the drive hubs.
3. Use suitable container to catch any residual hydraulic fluid, place container under the lockout cylinder.
4. With the left lock-out cyl. retracted, open the bleeder on top of the cylinder, then have an operator from the platform (on high engine) feather drive. Activate drive fully.
5. Close the bleeder when there is a steady stream of oil and not air.
6. With the axle in the same position, go to the right lock-out cyl. and open the bleeder at the rod end. Activate drive in the same manner and close when all air has been purged.
7. Close the bleeder when there is a steady stream of oil and not air.
8. Oscillate the axle the other direction, left lock-out cyl. extended (tire down), right lock-out cyl. retracted (tire up). Use the same procedure for the bleeder in the rod end of the left lock-out cyl., Then the piston end of the right lock-out cyl. then close.
9. Repeat this process one more time to ensure that all air has been purged from the system.
10. Perform oscillating axle lockout test.
11. If necessary, repeat steps 1 thru 9.

NOTE: Bleeding of the oscillating axles is an infrequent operation performed after hydraulic line failure and or lock-out cylinder repair.

Oscillating Axle Lockout Test

The front axles will oscillate when the boom is in the transport position (i.e. when the boom is less than 15° above horizontal and not extended beyond 12" [30.4 cm] on the 1350SJP or 24" [60.9 cm] on the 1200SJP) and drive is selected.

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. The axles must also be fully extended.*

1. Place a 6 inch (15.2 cm) high block with ascension ramp in front of left front wheel.
2. From platform control station, activate machine hydraulic system.
3. Place FUNCTION SPEED CONTROL and DRIVE SPEED/TORQUE SELECT control switches to their respective LOW positions.
4. Place DRIVE control lever to FORWARD position and carefully drive machine up ascension ramp until left front wheel is on top of block.
5. Telescope the boom out of the transport position.
6. Drive machine off of block and ramp back onto the level surface.
7. Have an assistant check to see that left front wheel remains locked in position off of ground.
8. Retract the boom back in to the transport position. Activate drive and the lockout cylinders should release.
9. Place the 6 inch (15.2 cm) high block with ascension ramp in front of right front wheel.
10. Place DRIVE control lever to FORWARD and carefully drive machine up ascension ramp until right front wheel is on top of block.
11. Telescope the boom out of the transport position.
12. Drive machine off of block and ramp back onto the level surface.
13. Have an assistant check to see that right front wheel remains locked in position off of ground.
14. Retract the boom back in to the transport position. Activate drive and the lockout cylinders should release.
15. If lockout cylinders do not function properly, have qualified personnel correct the malfunction prior to any further operation.

3.11 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 torque hub bolted to the axle.

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

NOTE: The solid tire & wheel assembly weighs approximately 990 lb (449 kg). The foam-filled tire & wheel assembly weighs approximately 867 lb (393 kg).

2. Remove hardware securing wheel and remove wheel assembly.
3. Using suitable lifting device lift the wheel assembly and place in a suitable area.

Installation

1. Use a jack to lift the frame enough so the tire and wheel assembly is off of the ground. Place blocking strong enough to support the weight of the machine under the frame and remove the jack.
2. Using adequate support, install wheel into wheel assembly and secure with bolts and washers.

NOTE: Torque the bolts to 180 ft. lbs. (244 Nm).

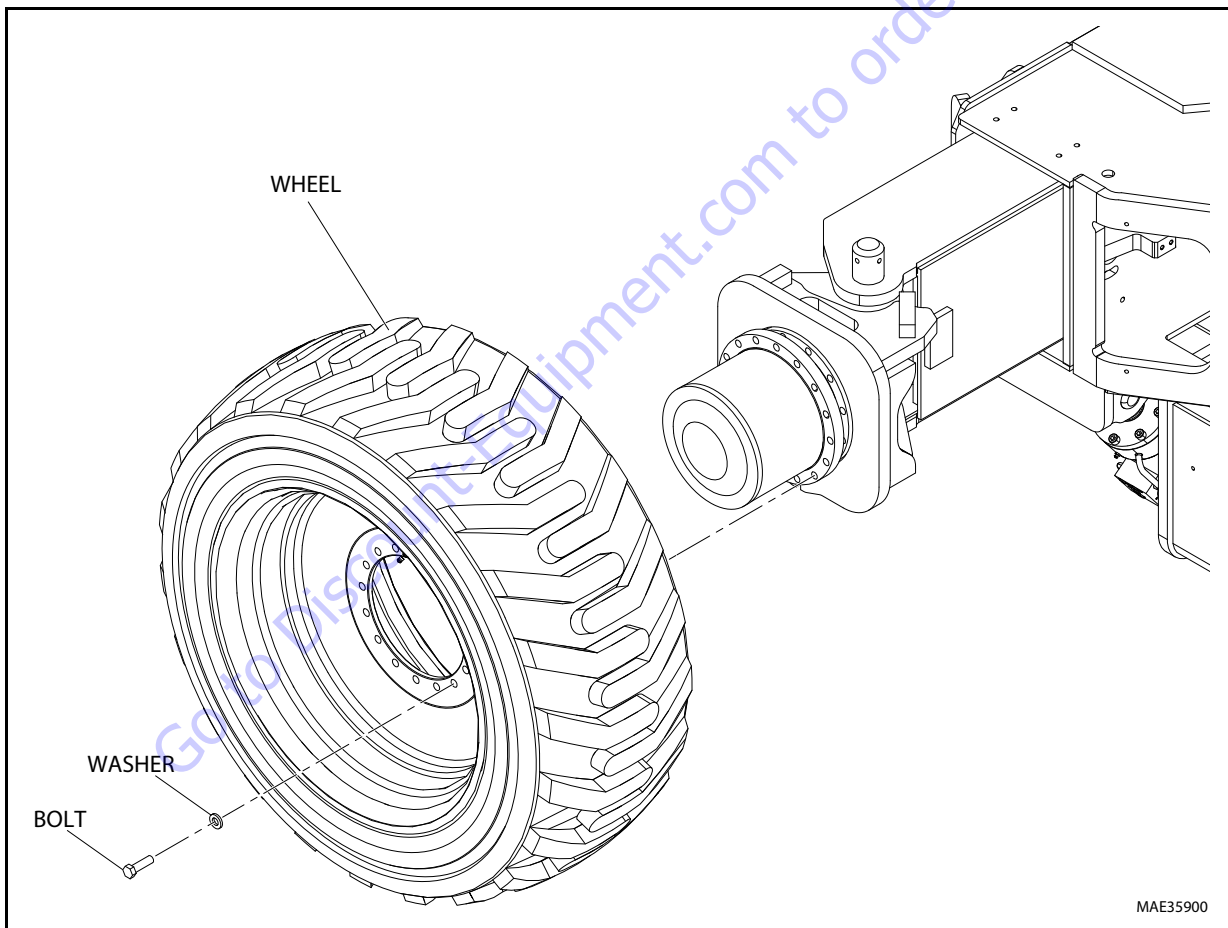


Figure 3-15. Wheel Drive Removal and Installation

3.12 DRIVE HUB

Removal

1. Place machine on the firm level surface.
2. Disconnect the battery power and all electrical connections from the drive motor assembly.
3. Use suitable lifting device to support the drive hub.

NOTE: The drive hub weighs approximately 267 lb (121 kg).

4. Remove twelve bolts attached drive hub to the frame.
5. Remove the hub from machine and place in a clean work area.

Installation

1. Use suitable lifting device to support the drive hub.

NOTE: The drive hub weighs approximately 267 lb (121 kg).

2. Install the drive hub to the machine.
3. Use six bolts and attach the drive hub to the machine.
4. Install previously removed hydraulic hoses to drive motor.

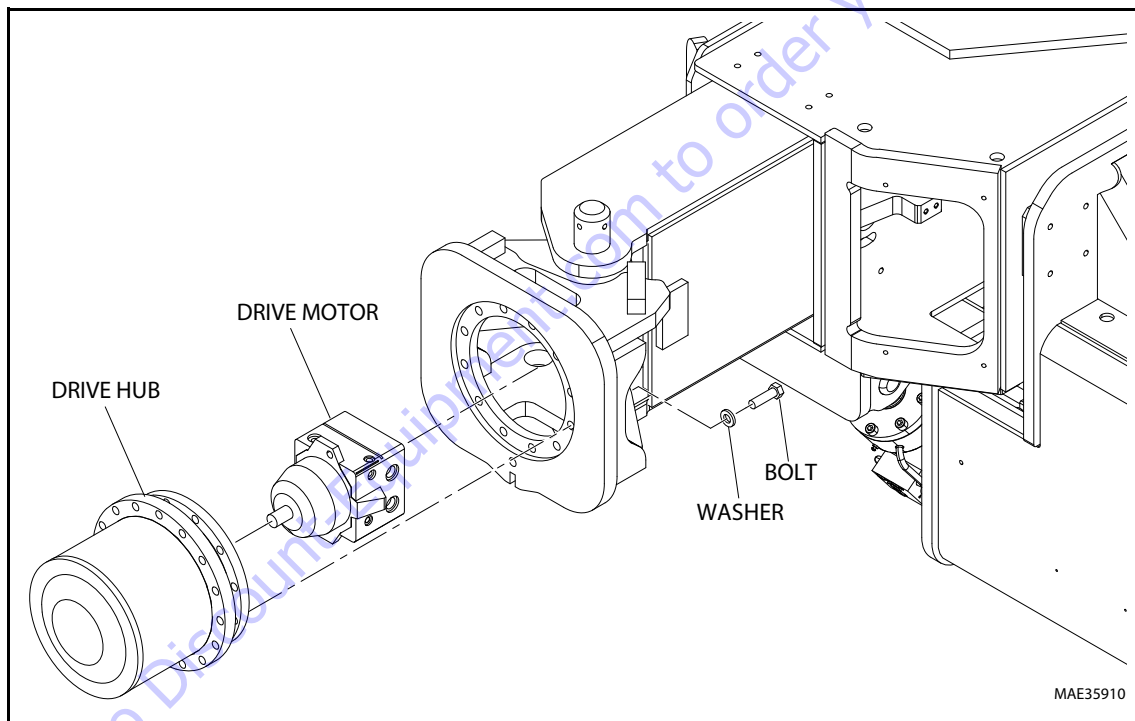


Figure 3-16. Drive Hub Removal and Installation

3.13 DRIVE MOTOR

Removal

1. Place machine on the firm level surface.
2. Disconnect the battery power and all electrical connections from the drive motor.
3. Use suitable lifting device to support the drive motor.

NOTE: The drive motor weighs approximately 34 lb (15.4 kg).

4. Remove two bolts attached drive motor to the drive hub.
5. Remove the motor from machine and place in a clean work area.
6. Clean the motor for dirt. Remove rust or corrosion from coupling shaft.

Installation

1. Use suitable lifting device to support the drive motor.

NOTE: The drive motor weighs approximately 34 lb (15.4 kg).

2. Install the drive motor to the drive hub.

CAUTION

INCORRECT SHAFT ALIGNMENT MAY RESULT IN DAMAGE TO DRIVE SHAFT, BEARINGS, OR SEAL WHICH CAN CAUSE EXTERNAL OIL LEAKAGE.

3. Make sure that the pump shaft is properly aligned.
4. Use the bolts and attach the drive motor to the machine.
5. Reconnect all electrical connections to the drive motor.
6. Start the machine and check the motor for proper functioning.

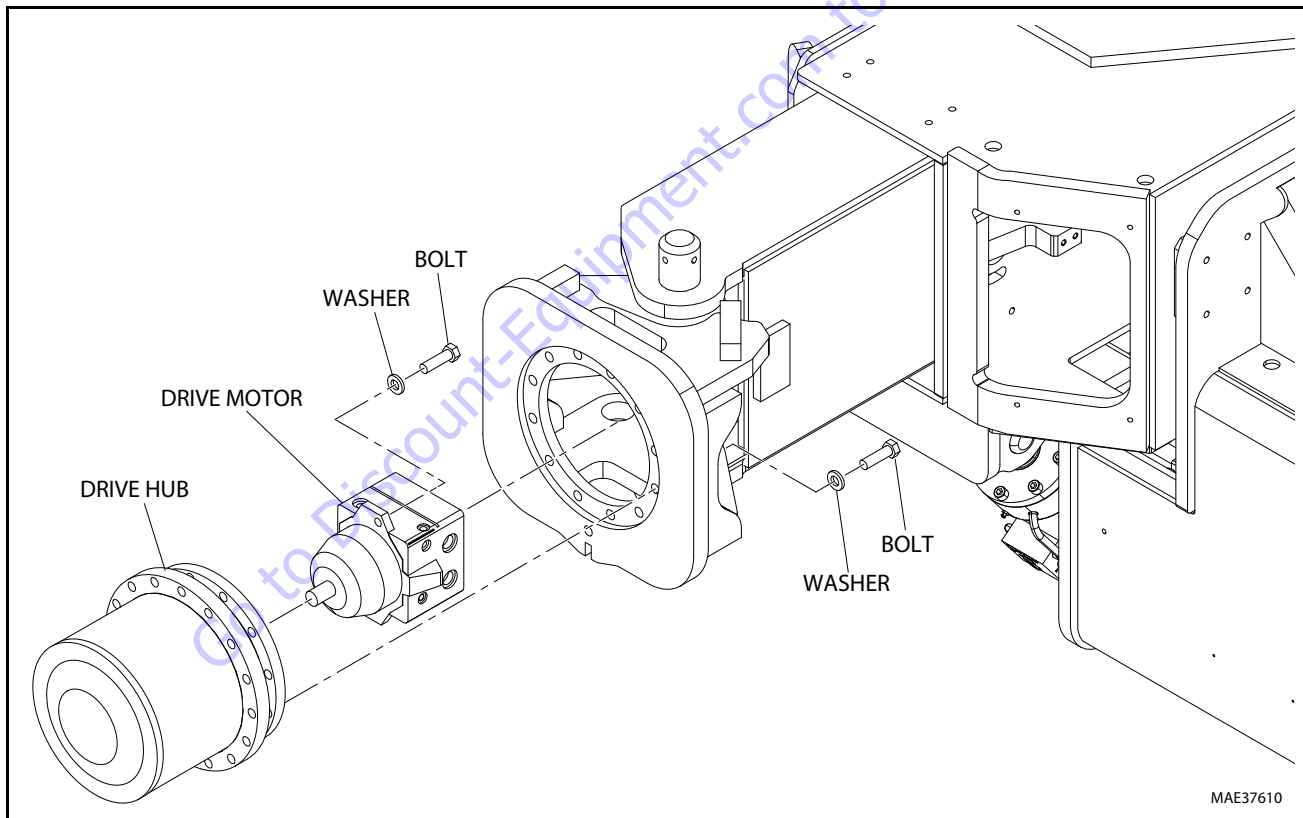
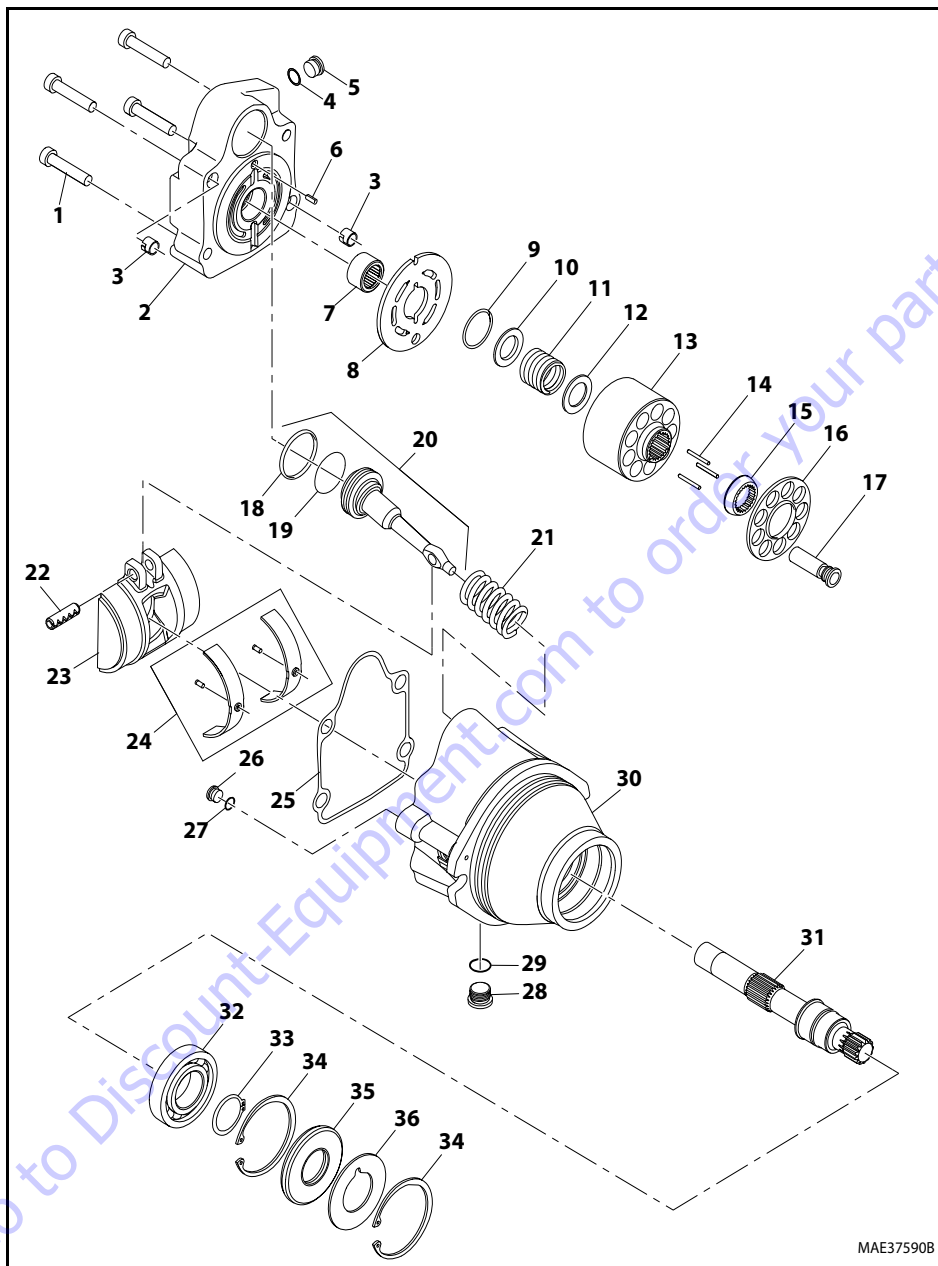


Figure 3-17. Drive Motor Removal and Installation



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- | | | | | |
|-------------------|---------------------|---------------------|-------------|--------------|
| 1. Bolt | 9. Snapring | 17. Cylinder Piston | 25. Gasket | 33. Snapring |
| 2. End cap motor | 10. Spring Retainer | 18. Piston Ring | 26. Plug | 34. Snapring |
| 3. Locating pin | 11. Spring | 19. O-ring | 27. O-ring | 35. Seal |
| 4. O-ring | 12. Washer | 20. Piston | 28. Plug | 36. Washer |
| 5. Plug | 13. Cylinder block | 21. Spring | 29. O-ring | |
| 6. Dowel pin | 14. Slipper Pin | 22. Pin | 30. Housing | |
| 7. Needle Bearing | 15. Guide | 23. Swash Plate | 31. Shaft | |
| 8. Valve Plate | 16. Slip Retainer | 24. Kit Bearing | 32. Bearing | |

Figure 3-18. Drive Motor Assembly

3.14 DRIVE HUB - IF EQUIPPED WITH BONFIGLIOLI

NOTE: After S/N 0300134389 machines may be built with either Bonfiglioli or Reggiana Riduttori wheel drive hubs. See Section 3.15, Drive Hub - If Equipped With Reggiana Riduttori. Do not use different hubs on the same machine.

Product Identification

The identification data of the hub is shown on a name plates on the hub. Figure 3-19., Drive Hub Identification Plate shows how the information is displayed.

The informations stamped on the name plates must always be readable. Use the identification data (at least serial number) for spare part enquiries, information and service, etc.

Hydraulic Motor Installation

The mating areas and the pilot diameter of the gearbox where the motor is to be mounted must be clean and without burrs.

Before assembling the hydraulic motor, verify by a depth slide gauge the correct assembly of the unit checking the axial distance as shown in the scheme below as shown in the scheme below.

1. Fit the O-ring seal, supplied with the gearbox, in its seat in the hydraulic motor, and assemble it to the gearbox being careful not to damage the seal already fitted.
2. Torque the bolts to 63.5 ft.lbs. (86 Nm) torque.

Installation of the Wheel Drive on the Machine

1. Clean the mating surfaces from oils or paint and fit the wheel drive on the machine frame.
2. Attach the gearbox to the machine frame with the mounting bolts and torque to 178 ft.lbs. (241 Nm).

Start Up and Running In

If new hubs are being installed, it is advised to follow the measures given below:

1. Bleed air from every part of the hydraulic and add oil in the tank if necessary.

NOTICE

THE PRESENCE OF RESIDUAL AIR IN THE HYDRAULIC CIRCUIT WILL BE RECOGNIZED BY THE PRESENCE OF FOAM IN THE TANK AND WILL LEAD TO A JERKING OF THE MOTOR AS WELL AS EXCESSIVE NOISE COMING FROM THE MOTOR AND THE VALVES.

2. Start the gearmotor at a low speed and gradually increase it after having verified that it is functioning correctly without any noises or vibrations.

NOTICE

DO NOT REACH MAXIMUM PRESSURE UNLESS THE ENTIRE SYSTEM HAS BEEN FILTERED TO ELIMINATE ANY PARTICLES OF DIRT THAT MAY BE PRESENT.

NOTE: During the running-in stage follow the steps given below.

3. Check the correct revolution and direction of rotation.
4. Make sure that the functioning is regular and without any excessive noises and vibrations.
5. Make sure that the oil temperature does not exceed values listed previously.

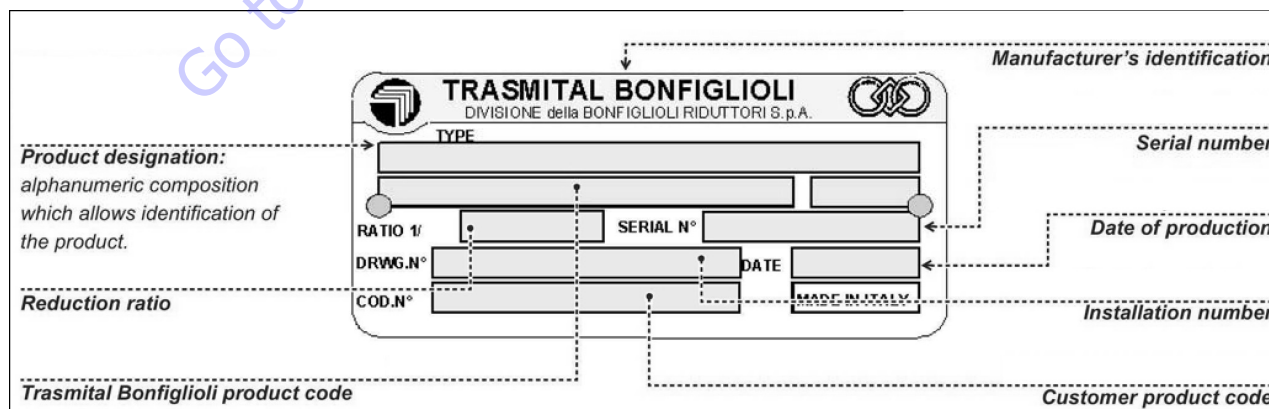


Figure 3-19. Drive Hub Identification Plate

After having finished running-in the gearbox, follow the steps given below.

6. Check that there are no oil leaks. If leaks are present, fix them before proceeding.
7. Check the level of oil in the gearmotor.
8. It possible that the presence of air in the system during the first start up could cause the application of the brake to be slowed down. It is advised to repeat the application and release functions of the brake to purge air from the brake.
9. Check that there are no other problems in general.

General Information

The gearbox is designed and built for wheel drive.

The unit includes planetary gearbox, 3 stages, rotating housing type.

The illustrations show the parts and the main functions of the gearbox.

A strict and consistent compliance with the specifications of this technical manual ensure the minimum operating costs and a longer unit life.

Photographic documentation and drawings are supplied for educational purposes, so as to safely and properly carry out maintenance operations.

Minor deviations from pictures of this manual may appear on the actual gearbox. However, these discrepancies are not relevant to the main parameters, or maintenance functions.

Connecting the Brake

The gearbox is fitted with a negative multi disk safety brake with hydraulic control release (parking brake). For information regarding the characteristics of the brake refer to the installation drawing.

Table 3-3. Brake Technical Data

Brake Release Pressure	(16 bar)
Maximum Operating Pressure Brake	(50 bar)
Braking Torque	(265 ± 10% Nm)

Filling-up the Gearbox with Lubricating Oil

The motor and the gearbox have separate lubrication. The gearbox is lubricated by oil splashing. The recommended type of oil is SAE 80W/90 or SAE 85W/140 with EP features complying with MIL-L-2105 C & API GL5. Refer to Table 3-4, Suggested Lubricants According SAE 80W/90 and SAE 85W/140 API GL5 Grade.

NOTE: During operation the oil temperature must not exceed 85-90° C intermittent.

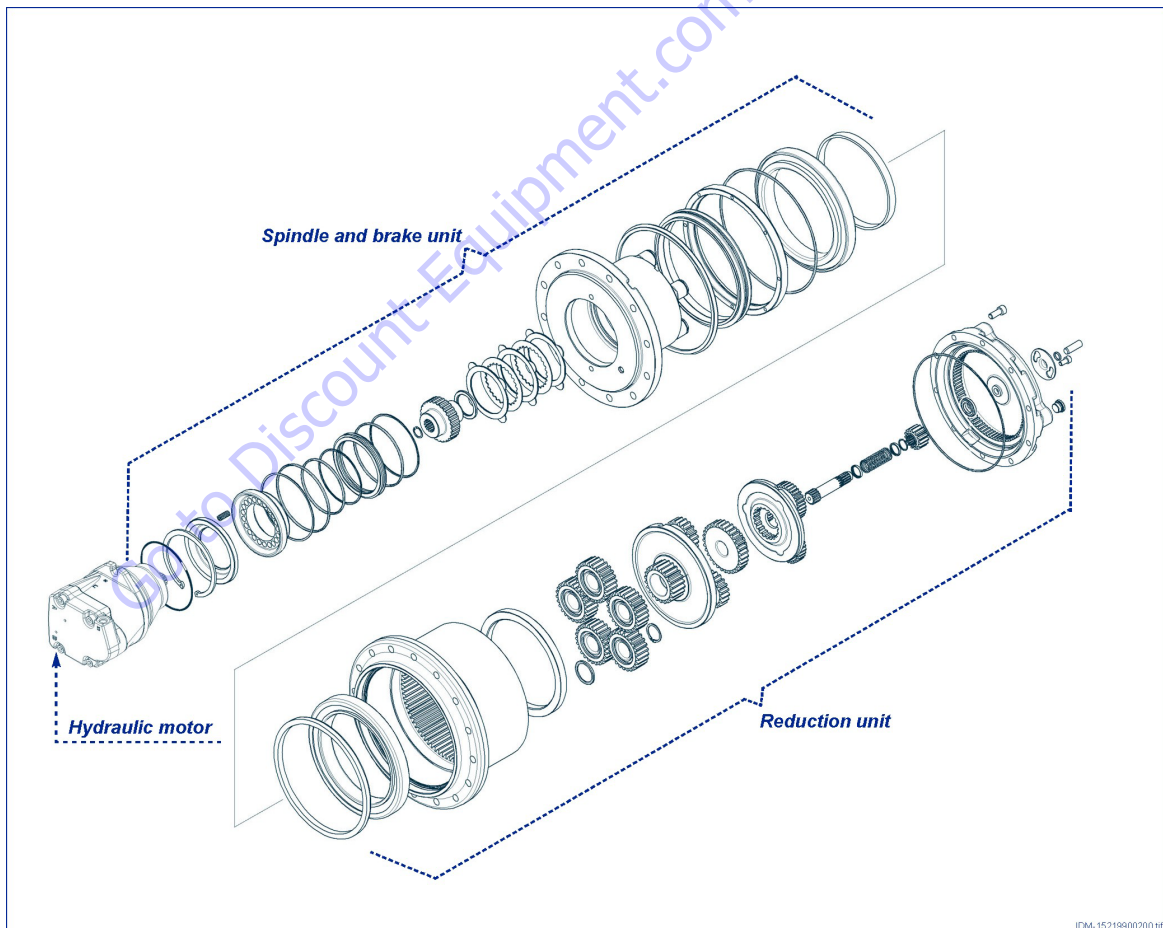
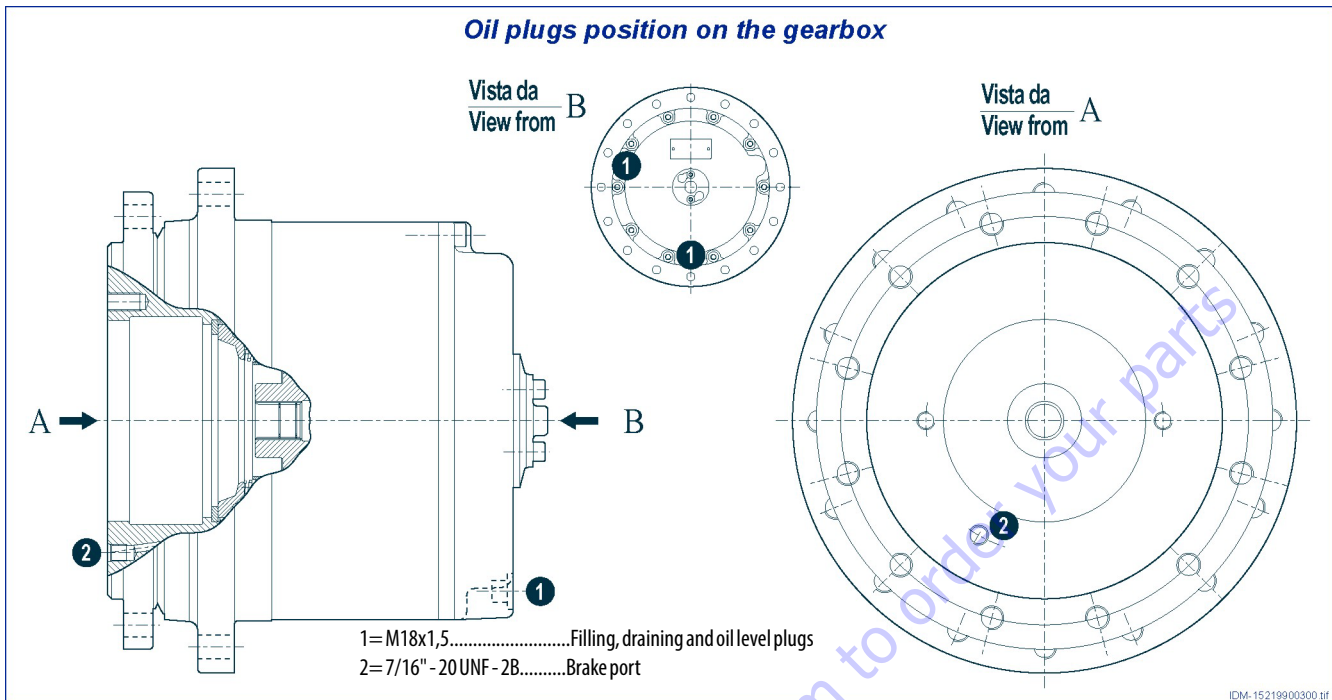


Figure 3-20. Hub Assembly

Table 3-4. Suggested Lubricants According SAE 80W/90 and SAE 85W/140 API GL5 Grade

Ambient temperature Oil viscosity		-20°C / +30°C SAE 80W/90	+10°C / +45°C SAE 85W/140
Manufacturer		Oil Brand	
	SHELL	SPIRAX HD	SPIRAX HD
	AGIP	ROTRA MP	ROTRA MP
	ARAL	GETRIEBEOL HYP	GETRIEBEOL HYP
	BP-MACH	HYPOGEAREP	HYPOGEAREP
	CASTROL	HYPOY	HYPOY
	CHEVRON	UNIVERSAL GEAR LUBRICANT	UNIVERSAL GEAR LUBRICANT
	ELF	TRANSELF B	TRANSELF B
	ESSO	GEAR OIL GX PONTONIC MP	GEAR OIL GX PONTONIC MP
	I.P.	PONTIAX HD	PONTIAX HD
	MOBIL	MOBILUBE HD	MOBILUBE HD
	TOTAL	TRASSMISSION TM	TRASSMISSION TM

NOTE: Do not mix together oils of different brands or characteristics.

NOTE: The gearbox is supplied without oil; before putting the gearbox into operation, it is necessary to fill it with oil.

This procedure is undertaken following the indications given below.

1. Check that the gearbox axis is horizontal. Rotate the gearbox housing until the drain plug (A) is on the bottom on the vertical axis of the end cover.
2. Unscrew the fill and level oil plug (B).
3. Fill from the hole until the lubricant flows out.

4. Tighten the fill and level oil plug (B) and let the gearbox run. After a few minutes, stop and check the oil level.

5. If necessary, refill with lubricant oil. Approximate oil capacity = 2 liters \pm 10%

Gearbox Disengagement

The gearbox is supplied with mechanical disengagement.

WARNING

THE DISENGAGEMENT OPTION MUST BE CONNECTED OR DISCONNECTED ONLY WHEN THE GEARBOX IS STOPPED ON FLAT GROUND.

NOTICE

THE MAX WHEEL SPEED WITH DISENGAGED GEARBOX MUST NOT EXCEED 25 REV/MIN.

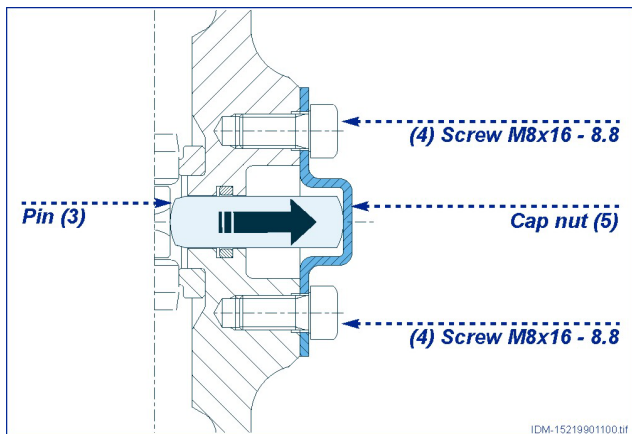
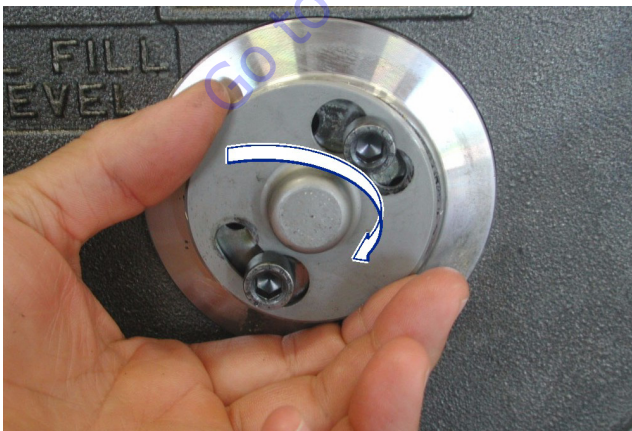


Figure 3-21. Gearbox Engaged

1. Unscrew the 2 socket head screws M8x16 (4), grade 8.8, of the end cover (7) with a male hex head wrench.



2. Rotate the cap nut (5).



3. Take out the cap nut (5).



4. Turn the cap nut (5) upside down. As result the pin (3) will be pushed inside in order to permit disengagement of the gearbox.



5. Rotate the cap nut (5).



6. Tighten the 2 socket head screws M8x16 (4) with a male hex head torque wrench at 18.4 ft.lbs. (25 Nm) torque.

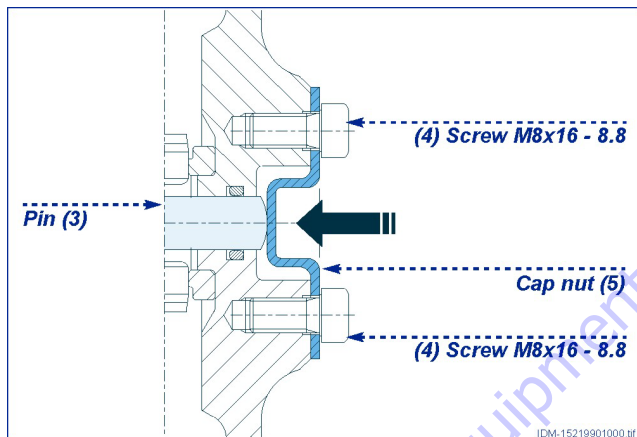


Figure 3-22. Gearbox Disengaged

7. Repeat the above steps to engage the gearbox again.

Operation:

- a. Engaged gearbox

At this condition the motion is transmitted from the hydraulic motor to the gearbox.

- b. Disengaged gearbox

NOTICE

AT THIS CONDITION THE HYDRAULIC MOTOR AND THE BRAKE ARE DISCONNECTED TO THE GEARBOX: THE WHEEL IS IDLE.

Maintenance Information

PERIODIC MAINTENANCE

The gearbox only requires the scheduled maintenance procedures set out by the manufacturer (see Table 3-5).

Good maintenance will ensure an ongoing functioning in time as well as maximum reliability.

Should irregularities in function arise, it will be necessary to consult the troubleshooting checklist to find the most adequate solution.

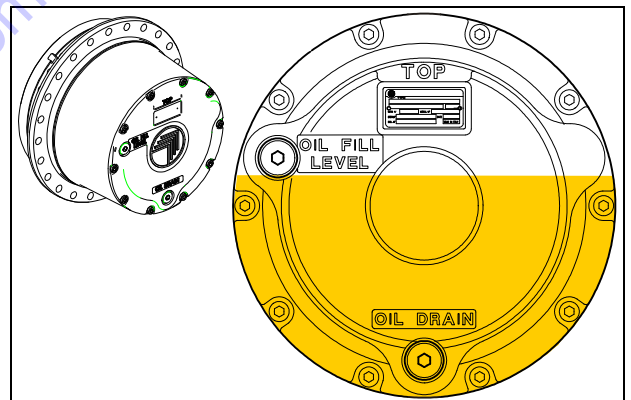
If unsuccessful, it may be necessary to partially or completely disassemble the gearbox.

Table 3-5. Drive Hub Maintenance Schedule

Inspection	Frequency	Action
Tightening bolts	After the first 50 operating hours of the gearbox	Bolt tightening torque check
Oil level	Every 150 operating hours of the gearbox	Refill oil if necessary
1 st oil change	At 150 operating hours of the gearbox	Oil replacement
Next oil change	Every 1200 operating hours	Oil replacement

Changing the Lubricating oil

1. Check that the gearbox axis is horizontal. Rotate the gearbox housing until the drain plug is on the bottom of the vertical axis of the end cover.



2. Unscrew the both plugs (Fill and Drain) and let the oil flow in a large enough container; in order to facilitate draining the oil must still be warm.
3. Wait a few minutes until all the oil is drained and then proceed to screw on the plugs.
4. Proceed with the oil fill-up. Refer to Filling-up the Gearbox with Lubricating Oil.

NOTE: Never mix mineral oils with synthetic oils and vice versa.

NOTICE

DO NOT DISPOSE OF THE OIL IN THE NATURAL ENVIRONMENT. BE CAREFUL TO ELIMINATE IT IN COMPLIANCE WITH THE RELATIVE RULES AND REGULATIONS THAT GOVERN LOCALLY.

Troubleshooting

The following table is provided to help locate problems in the gearbox.

Table 3-6. Troubleshooting

Symptom	Causes	Remedies
External oil leakage:		
From the lifetime seal	a) Lifetime seal damaged	a) Replace lifetime seal
From the end cover	a) O-ring seal damaged	a) Replace O-ring seals
From the plugs	a) Plug seal damaged	a) Replace plug seal
	b) Plugs or screws loose	b) Tighten the plugs/screws
Too much noise:		
Hydraulic noise (during the slowing down of the motor speed)	a) Hydraulic circuit malfunctioning	a) Verify hydraulic circuit
Inside the gearmotor (reductions)	a) Internal damage	a) Check the gearbox
Other:		
Overheating	a) Insufficient oil level	a) Check the oil level and refill if necessary
	b) Hydraulic oil too warm	b) Check the hydraulic circuit
	c) Brake not fully released	c) Check brake release pressure
Parking brake malfunctioning		
Insufficient braking torque	a) Brake discs worn	a) Replace brake disc pack
	b) Damaged parts	b) Check brake components
Wheel Locked	a) Parking brake locked	a) Check the complete brake release
	b) Mechanical components damaged	b) Replace damaged parts

Disassembly Information

It is also important that this procedure is undertaken in a workshop that is equipped with the proper tools. As well as normal workshop tools it will be necessary to use special tools that can be made (see special tools attachment) or may be requested from the manufacturer.

Special Tools:

Puller.....Code/: 6689960240

Tool for lifetime seal assembly.....Code/: 6689960300

Puller for brake disassembly.....Code/: 6689960310

Torque multiplier.....Code/: ATZ.09.016.0

To be able to produce these special tools refer to Figure 3-24. thru Figure 3-27.

It is important to strictly adhere to all the procedures for disassembling and reassembling the gearbox. Proceed with these instructions using all the necessary safety measures, for example:

1. Plug all the Hydraulic ports on the gearbox to avoid the introduction of any foreign particles in the circuit and the gearbox.

2. Making sure that the coupling surfaces are not damaged.
3. Handle with care so as to be sure that there are no risks for personnel safety and to guarantee the reliability of the gearbox.
4. Making available a work area that is in line with work and health safety in the workplace guidelines.

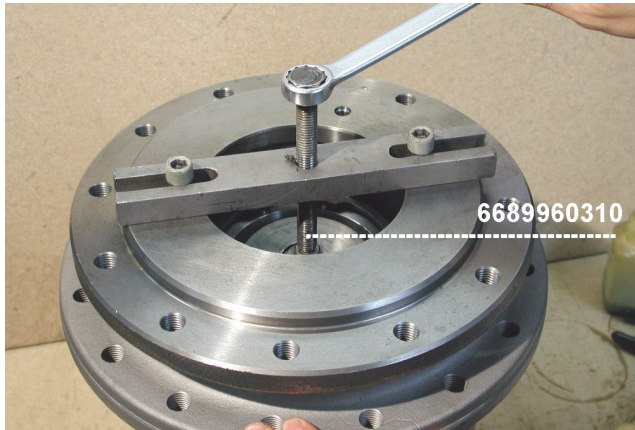
Disassembly Procedure

NOTE: Below are all the steps to follow during Disassembly and Assembly. Numbers in brackets in the text correspond to the references in the exploded view.

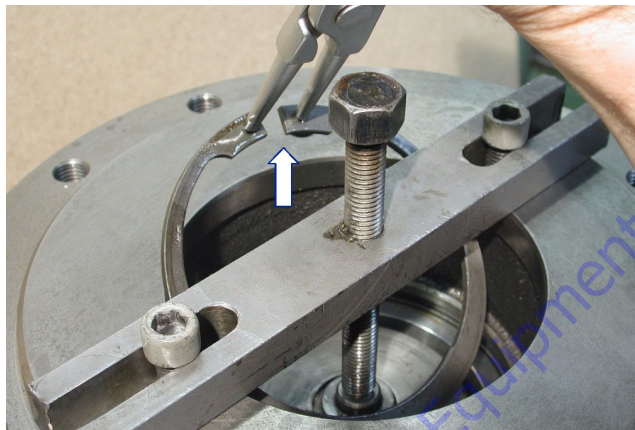
Initial inspection can be made without disassembling the hub from the machine. Before wheel drive disassembling, make sure that the oil is drained from the hub.

Unscrew and remove the nos. 2 screws M12, grade 8,8, and remove the hydraulic motor and its O-ring seal (48).

1. Install the special tool (6689960310) on the flanged hub (31) and turn the screw until it compresses the springs (45).



2. Remove the circlip (47) and remove the special tool.



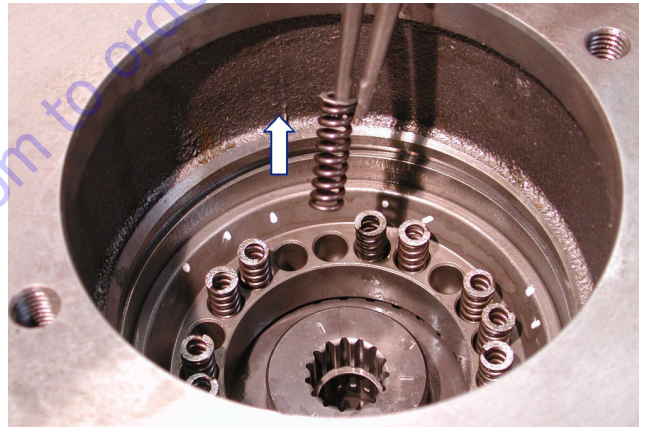
3. Remove the spring retainer disc (46).



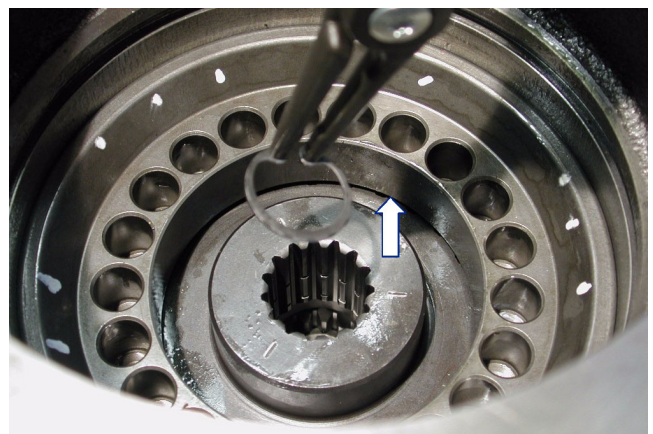
4. Mark the position of the springs (45) as a reference for the reassembly.

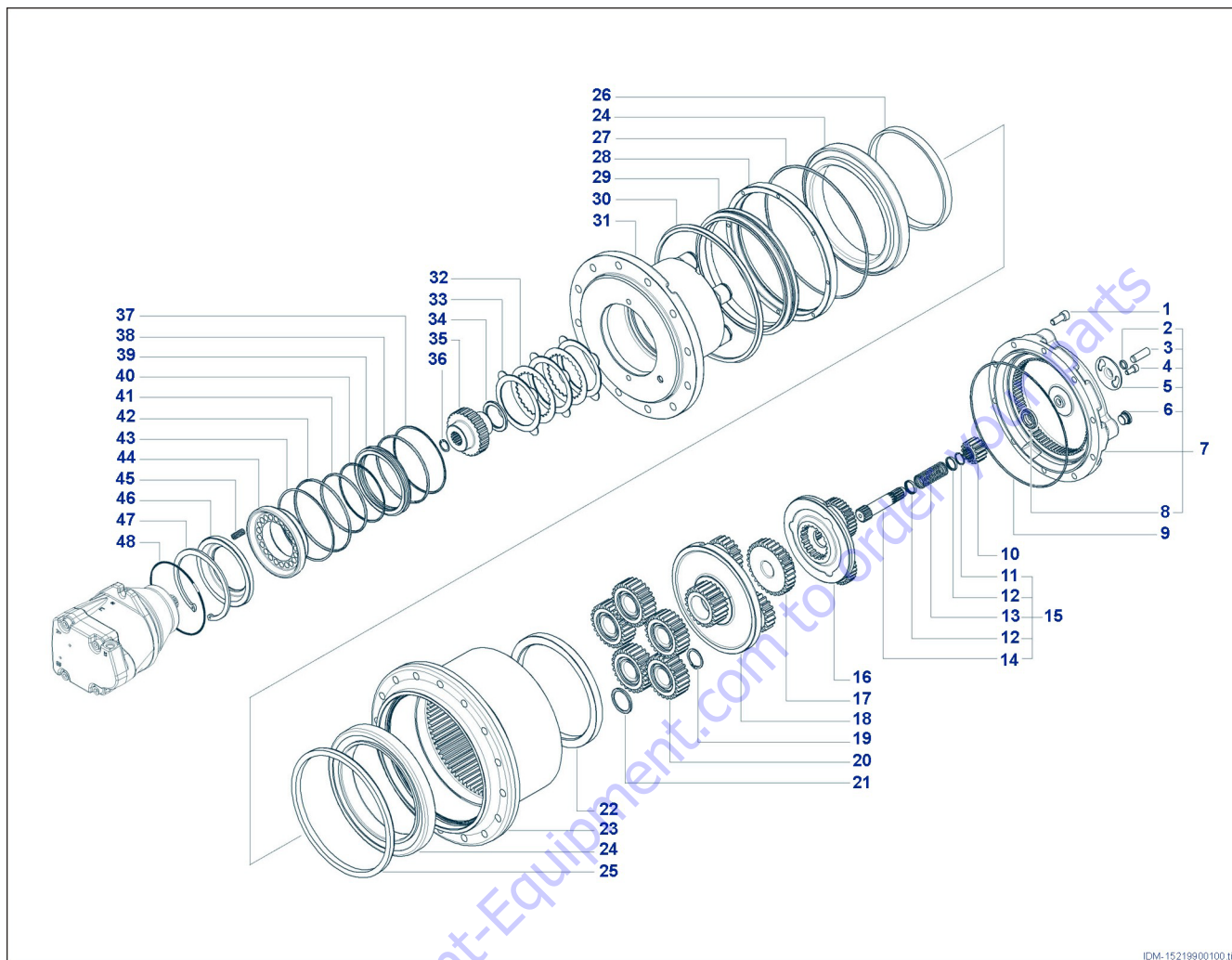


5. Remove the springs (45) from their seats in the brake piston (44).



6. By using pliers remove the circlip (36) from its seat in the brake shaft (35).



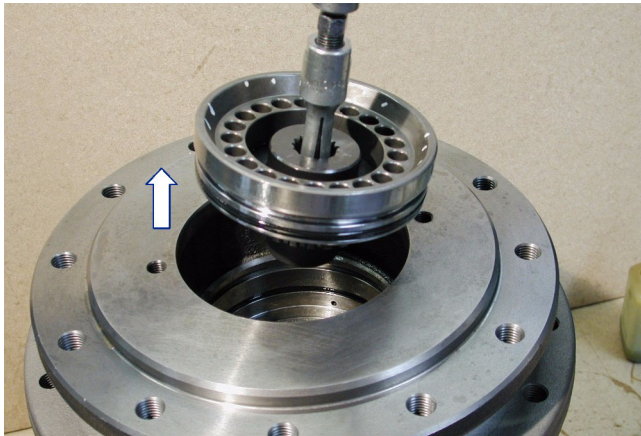


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- | | | | | |
|------------------------|----------------------------|---------------------|---------------------------|-------------------|
| 1. Screw | 11. Elastic Ring | 21. Spacer | 31. Flanged Hub | 41. O-ring |
| 2. O-ring | 12. Washers | 22. Ring Nut | 32. Disc (Internal Teeth) | 42. O-ring |
| 3. Pin | 13. Spring | 23. Gearbox Housing | 33. Disc (External Teeth) | 43. Backup Ring |
| 4. Screw | 14. Splined Shaft | 24. Bearing | 34. Spacer | 44. Brake Piston |
| 5. Cap Nut | 15. Disengagement Shaft | 25. Spacer | 35. Brake Shaft | 45. Springs |
| 6. Oil Plug | 16. 1st Reduction Assembly | 26. Spacer | 36. Circlip | 46. Retainer Disc |
| 7. End Cover | 17. 2nd Stage Sun Gear | 27. O-ring | 37. Backup Ring | 47. Circlip |
| 8. Pad | 18. 2nd Reduction Assembly | 28. Spacer | 38. O-ring | 48. O-ring |
| 9. O-ring | 19. Circlip | 29. Half Seal | 39. Spacer | |
| 10. 1st Stage Sun Gear | 20. 3rd Reduction Assembly | 30. Seal Ring | 40. Backup Ring | |

Figure 3-23. Drive Hub - If Equipped With Bonfiglioli

7. By using a puller remove, at the same time, the brake piston (44), the spacer (39) and the brake shaft (35).



8. Remove the spacer (39) from the brake piston (44).



9. Remove the internal O-Ring seal (41) and the backup ring (40) from their seat in the spacer (39).



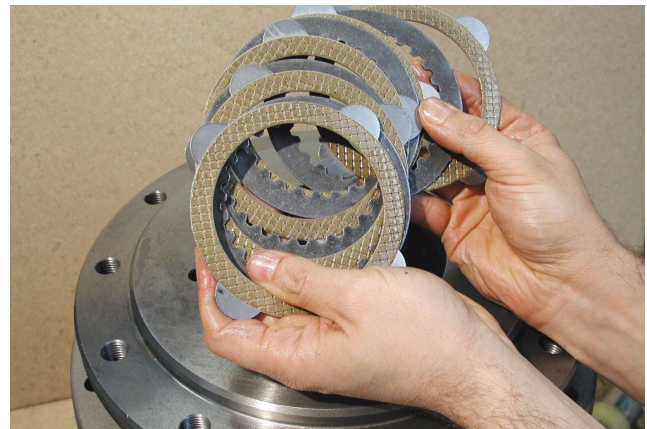
10. Remove the external O-Ring seal (38) and the backup ring (37) from their seat in the spacer (39).



11. Remove the O-ring seal (42) and the backup ring (43) from their seats in the flanged hub (31).

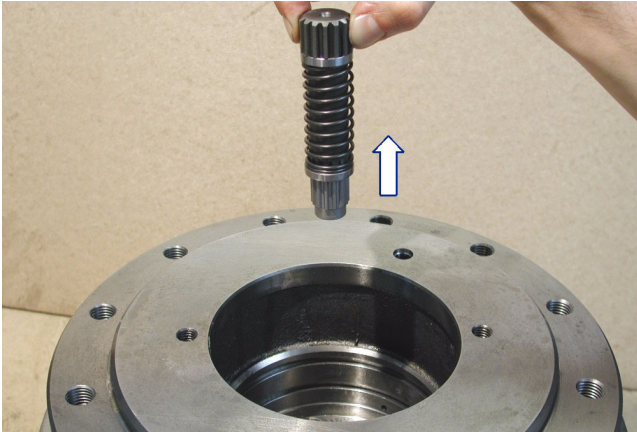


12. Remove brake discs pack (32-33).



SECTION 3 - CHASSIS & TURNTABLE

13. Remove the disengagement shaft kit (15).



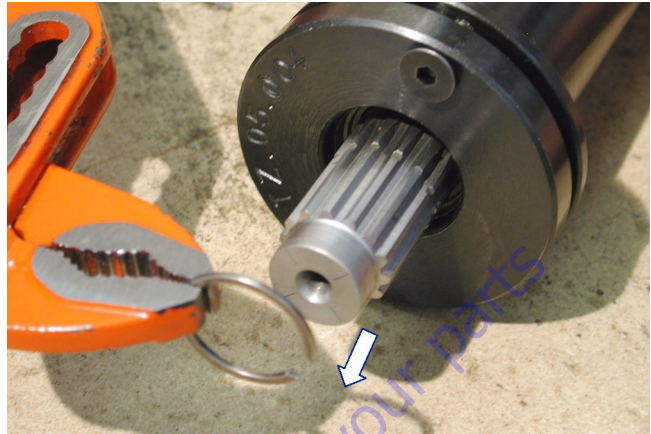
14. Place the disengagement shaft kit (15) inside the special tool (6689960240).



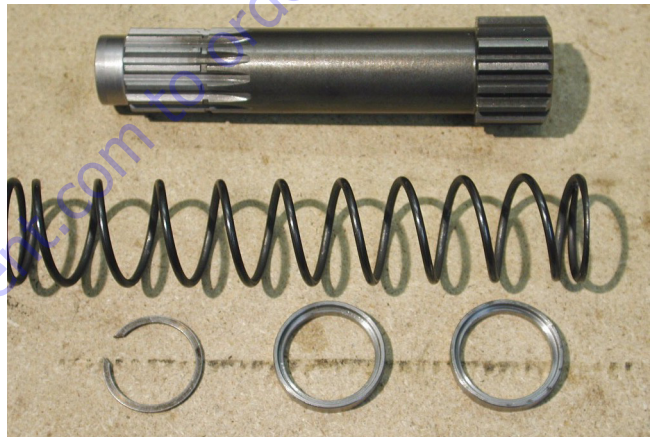
15. Tighten the 2 screws M5x16, grade 8.8, of the cover by a torque wrench to 18.4 ft.lbs. (25 Nm).



16. By using pliers remove the elastic ring (11) from the splined shaft (14).



17. Remove the special tool and remove the spring (13) and the washers (12).



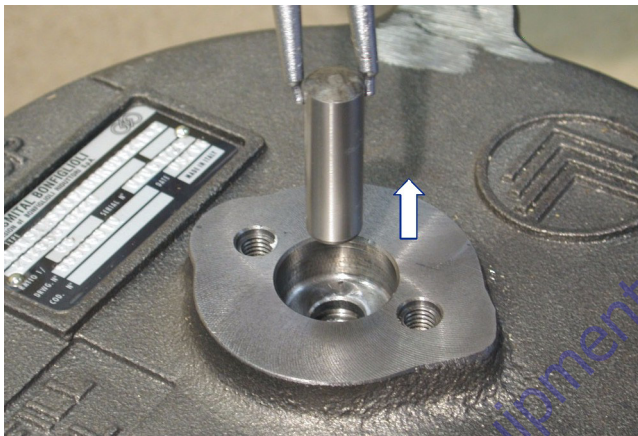
18. Turn the gearbox upside down and unscrew the 2 screws M8x16 (4), grade 8.8, of the end cover (7).



19. Remove the cap nut (5).



20. Remove the pin (3).



21. Remove the O-ring seal (2) from its seat in the end cover (7).



22. Unscrew the draining-filling-level oil plugs (6) by a male hex head wrench.



23. Unscrew the 10 screws M10X25 (1), grade 12,9, from the end cover (7).

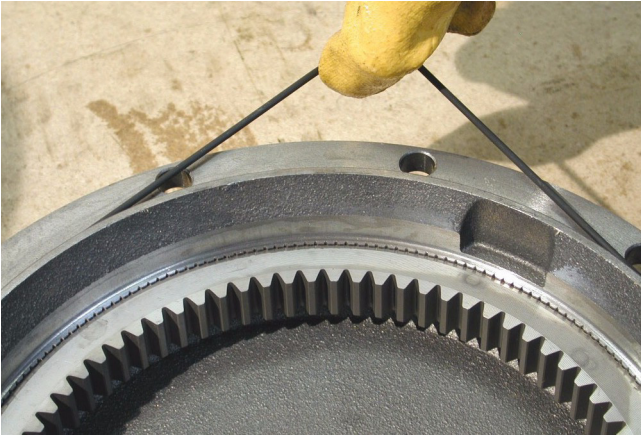


24. Remove the end cover (7).

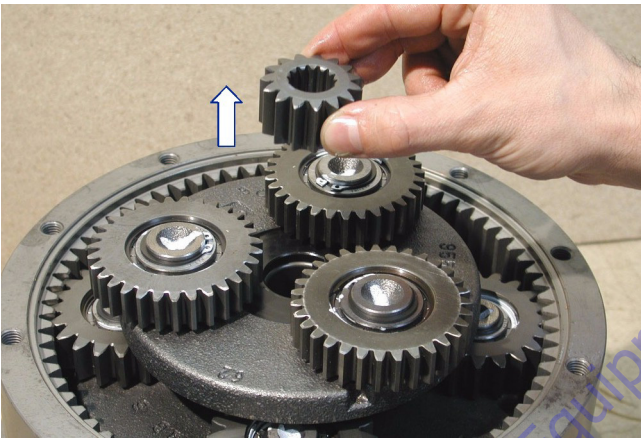


SECTION 3 - CHASSIS & TURNTABLE

25. Remove the O-ring seal (9) from its seat in the end cover (7).



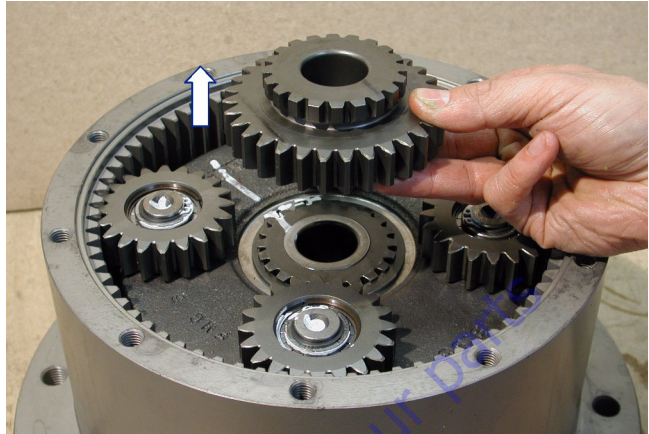
26. Remove the 1st stage sun gear (10).



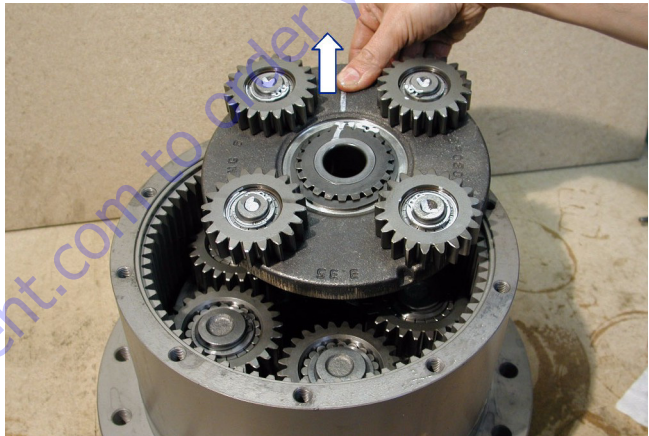
27. Remove the 1st reduction assembly (16).



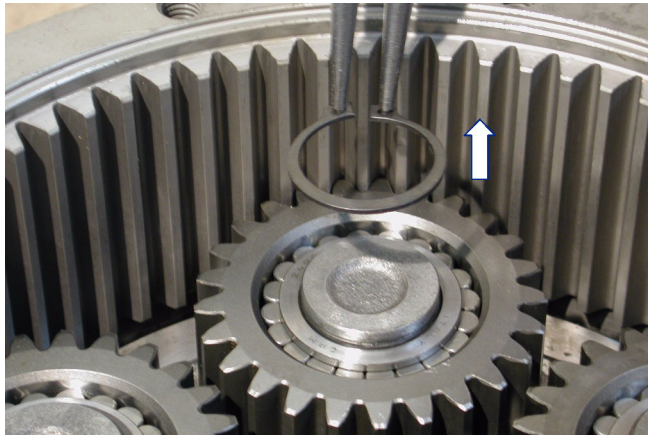
28. Remove the 2nd stage sun gear (17).



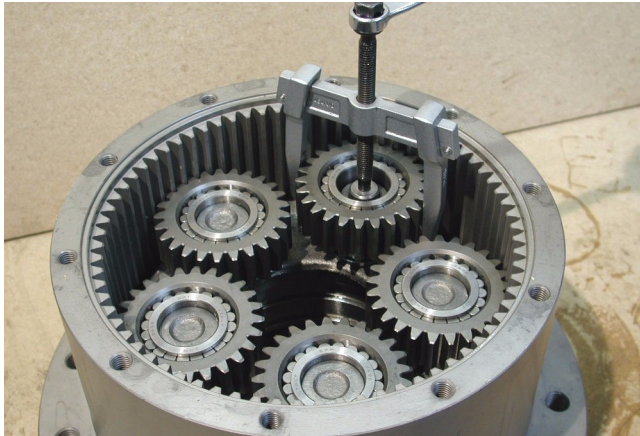
29. Remove the 2nd reduction assembly (18).



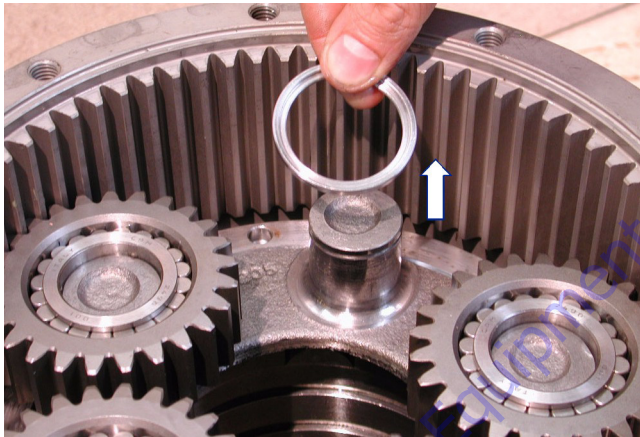
30. By using pliers remove the circlips (19) from their seats in the flanged hub's pins (31).



31. By using a puller remove the planet assemblies of the 3rd reduction (20).



32. Remove the spacer (21) from their seats in the pins of the flanged hub (31).



NOTE: In order to proceed with the gearbox disassembly, it is now necessary to remove it from the machine and bring it to a properly equipped workshop.

33. By using a drill remove the caulking on the ring nut (22).



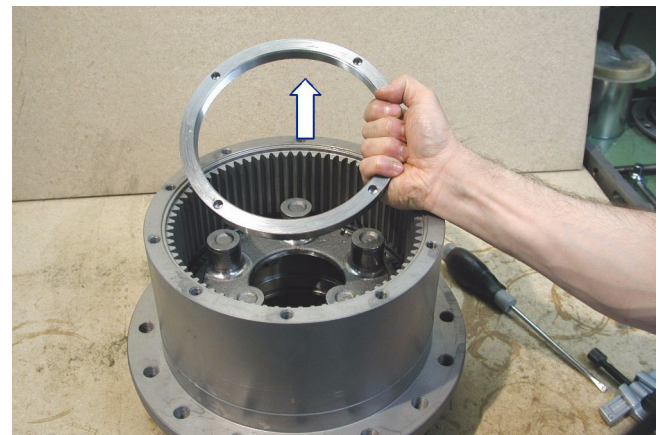
34. By using a tackle place the torque multiplier (ATZ.09.016.0) on the ring nut (22).



35. By using the torque multiplier (ATZ.09.016.0) loosen the ring nut (22).

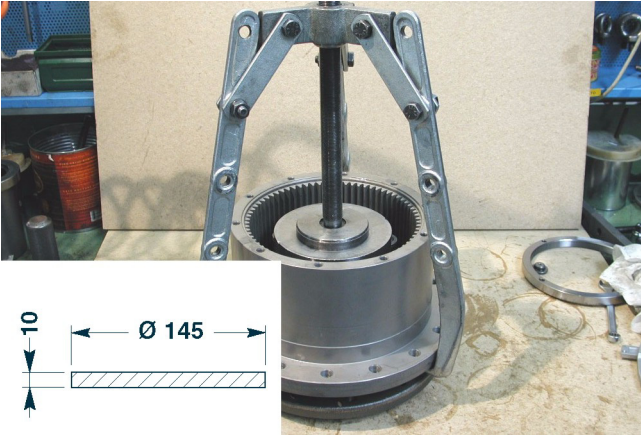


36. Take out the ring nut (22).

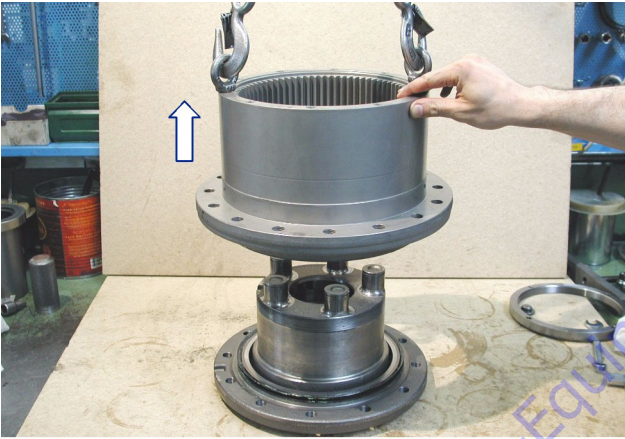


SECTION 3 - CHASSIS & TURNTABLE

37. By using a puller and a metal stopper, remove the flanged hub (31) from the gearbox housing (23).



38. By using a tackle remove the gearbox housing (23) from the flanged hub (31).



39. Remove the seal ring (30) from its seat in the flanged hub (31).



NOTE: In case of oil leaks, it may be necessary to check and eventually replace the lifetime seal (29), which means both the metal rings parts and the O-ring seals.

40. By using a screwdriver, remove the 1st half-seal (29) from the flanged hub (31).



41. By using a screwdriver, remove the 2nd half-seal (29) from the gearbox housing (23).



NOTE: The gearbox disassembly ends with the above operation. All items are now available for the necessary inspections.

Inspection of Parts

The pieces that are subject to general wear and tear are the following:

- Gears.
- Bearings.
- All the seals

Replace the used or irregular parts using the following steps:

1. Remove dirt, and in particular properly clean the seals, bearings and locking rings seating.
2. Lubricate the parts before connecting them.
3. In the case of damaged gears, for example a planetary, do not proceed to replace the individual gear but the entire reduction assembly.

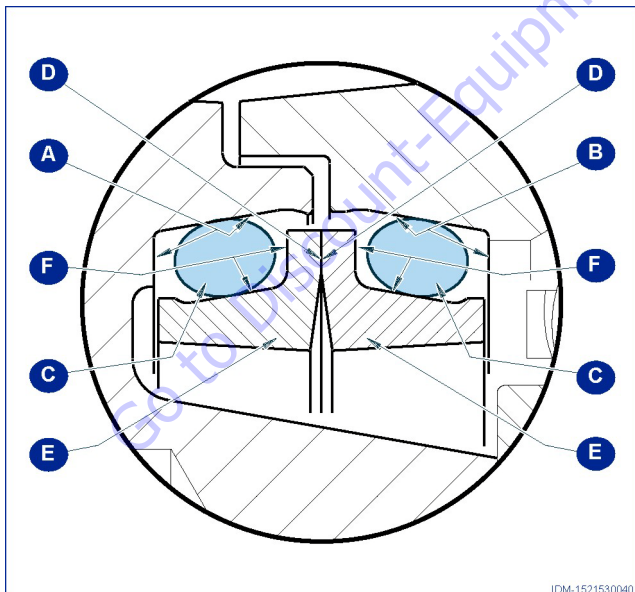
4. When reassembling a part always replace all the seals involved. Add some grease on the seats and on the new seals to make reassembly easier.
5. Replace all the damaged parts with original spare parts.

Assembly

Apply grease TECNOLUBE SEAL GS730 on the gearbox housing (23).



1. Follow the steps below to prepare the lifetime seal for assembly:
 - a. Carefully clean the seats (A and B) using, if necessary, metallic brushes or solvent (surfaces in contact with or (C) must be perfectly clean and dry).



- b. Make sure that sealing surfaces (D) of metal rings (E) are free from scratches, dinges or foreign substances; metallic ring surfaces must be perfectly clean and dry. We suggest to dip the metallic rings in volatile solvent or industrial degreasing alcohol.

- c. Carefully clean the lapped surface (D) of metal rings (E) and remove dust or fingerprints. Then lubricate them with a thin oil film, taking care not to oil the other components.

2. Assemble the half seal (29) on the tool (6689960300).



3. Assemble the 1st half seal (29) on the gearbox housing (23).

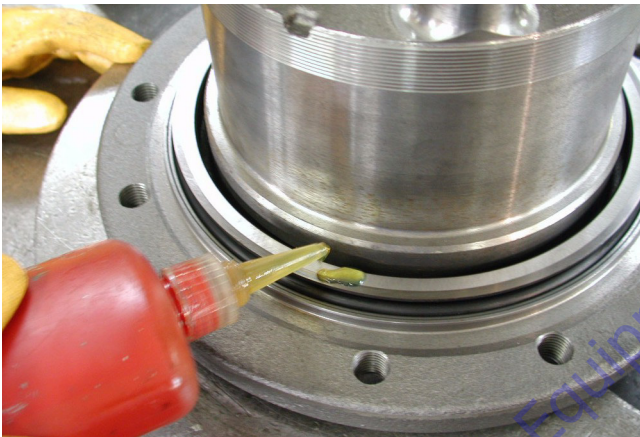


SECTION 3 - CHASSIS & TURNTABLE

- Using the same tool (6689960300), assemble the 2nd half seal (29) on the flanged hub (31).



- Carefully clean the metallic faces of the lifetime seal (29) and lube the surfaces with oil.



- Insert the seal ring (30) in its seat in the flanged hub (31).



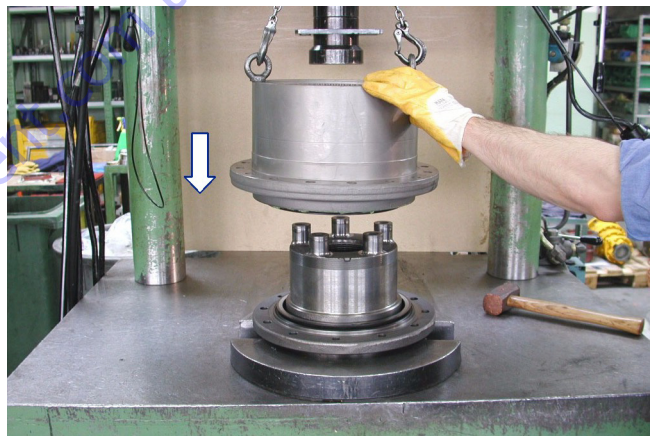
- Apply grease TECNOLUBE SEAL GS730 on the seal ring (30).



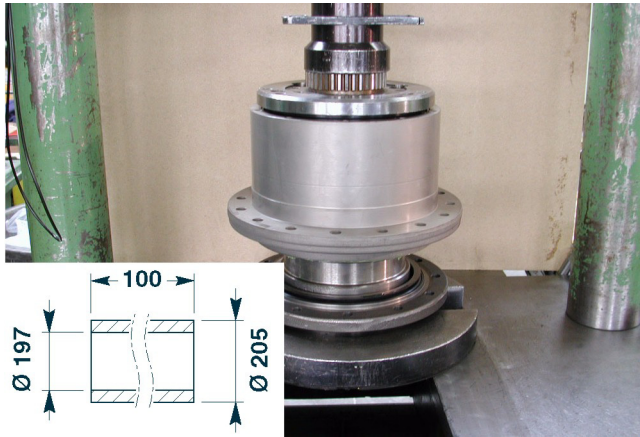
NOTICE

AVOID GETTING GREASE IN CONTACT WITH THE LIFETIME SEAL (29)

- By using a hoist, place the gearbox housing (23) on the flanged hub (31).



9. By using a press and a metallic stopper, push the gearbox housing (23) against the shoulder on the flanged hub (31) until assembling of the unit is complete.



NOTICE

SCREW THE NUT (22) ON PARTIALLY IN ORDER TO PREVENT THE FLANGED HUB (31) FROM COMING OUT OF THE GEARBOX HOUSING (23) DURING THE FOLLOWING STEPS.



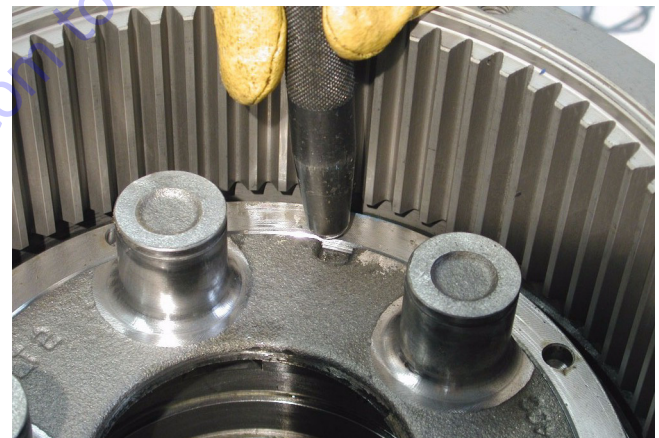
10. By using a hoist place the torque multiplier (ATZ.09.016.0) on the ring nut (22).



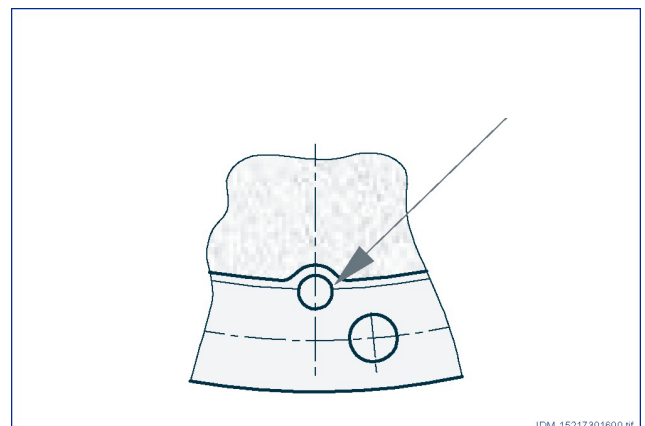
11. By using the multiplier (ATZ.09.016.0), tighten the ring nut (22), using a torque wrench with an input multiplier torque of 71 ± 3 ft.lbs. ($96,5 \pm 4,5$ Nm) corresponding to an output multiplier torque of 3688 ± 184 ft.lbs. (5000 ± 250 Nm).



12. Stake the ring nut (22) near 2 seats at 180° of the flanged hub (31) on the right side.

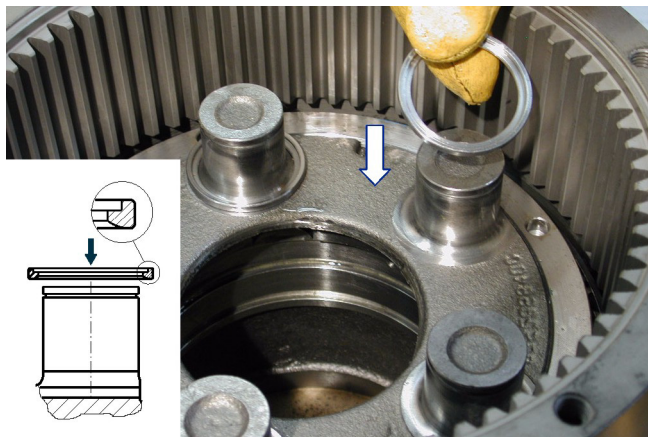


NOTE: Stake $\varnothing 4+5$ mm (depth $1+1,5$ mm).

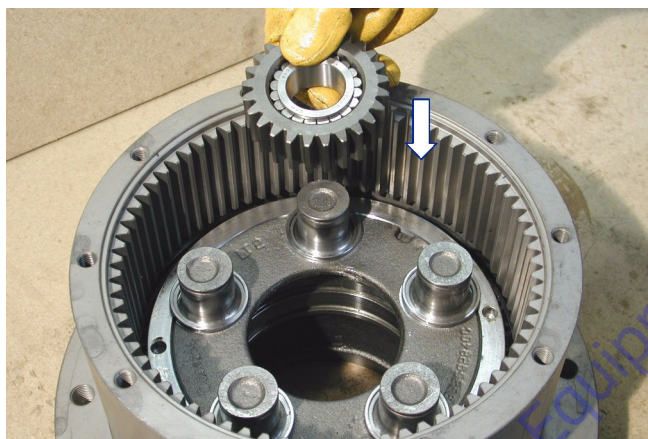


SECTION 3 - CHASSIS & TURNTABLE

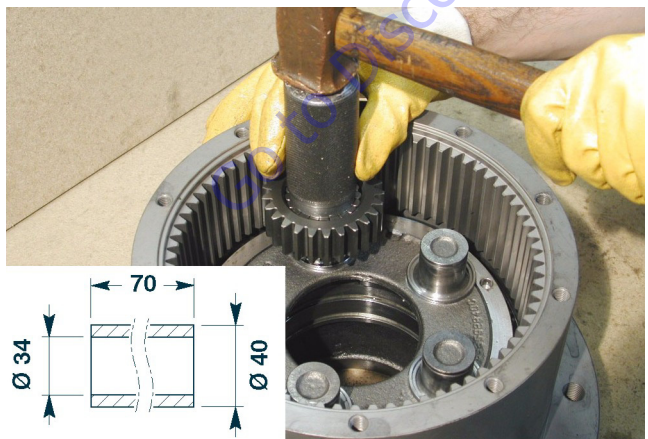
13. Assemble correctly the spacers (21) on the pins of the flanged hub (31).



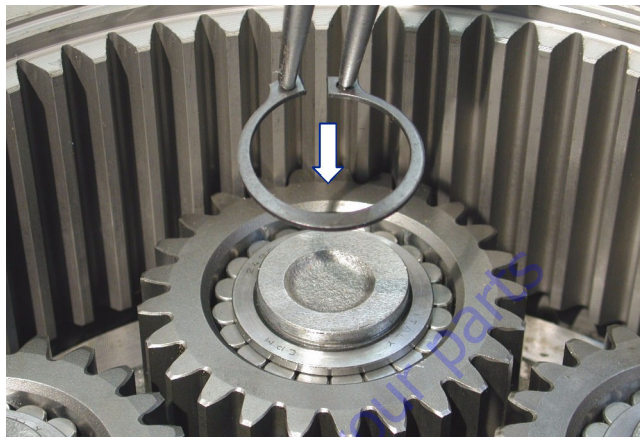
14. Place the 5 planet assemblies of the 3rd reduction (20) in the flanged hub's pin (31).



15. By using a rubber hammer and a metal stopper push the planet assemblies of the 3rd reduction (20) against the shoulder until assembly is complete.



16. By using pliers, assemble the circlips (19) in the flanged hub pin seats (31).



17. Assemble the 2nd reduction assembly (18).



18. Insert the 2nd stage sun gear (17).



19. Assemble the 1st reduction assembly (16).



20. Insert the 1st stage sun gear (10).



21. Assemble the O-ring seal (9) into its seat in the end cover (7).



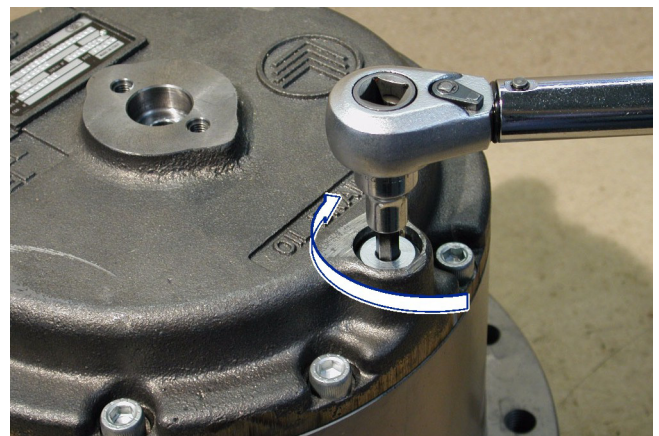
22. Place the end cover (7) on the gearbox housing (23).



23. Tighten the 10 socket head screws M10x25 (1), grade 12,9, by a torque wrench at 62.7 ft.lbs. torque (85 Nm).

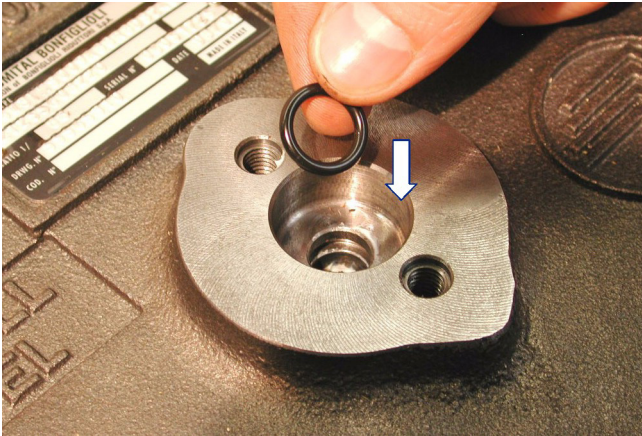


24. Insert the plugs (6) into the oil draining-filling holes of the end cover (7). Torque the plugs to 52 ± 7 ft.lbs. (70 ± 10 Nm).

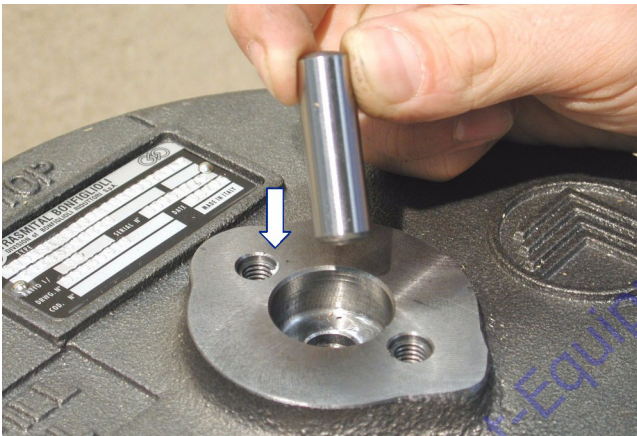


SECTION 3 - CHASSIS & TURNTABLE

25. Assemble the O-ring seal (2) into its seat in the end cover (7).



26. Protect the seat and the pin (3) with grease type MOLYKOTE G6000. Wait 15 minutes for it to completely dry. Insert the pin (3) in its seat in the end cover (7).



27. Assemble the cap nut (5).



28. Torque the 2 screws M8x16 (4) grade 8.8, to 18.4 ft.lbs. (25 Nm).



29. Insert the 1st washer (12) in the splined shaft (14).



30. Insert the spring (13) in the splined shaft (14).



31. Insert the splined shaft (14) in the equipment (6689960240).



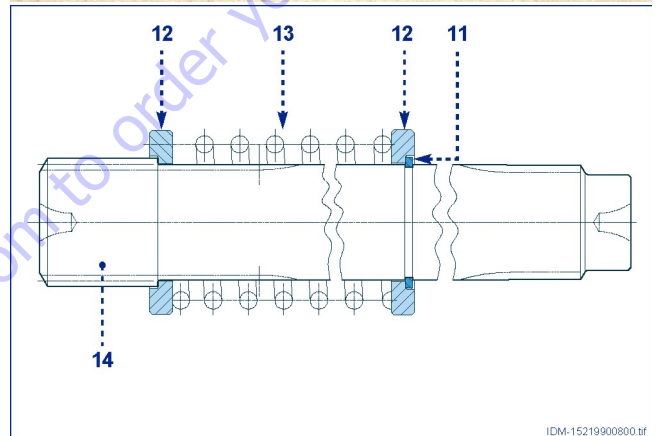
32. Insert the 2nd washer (12) correctly in the splined shaft (14).



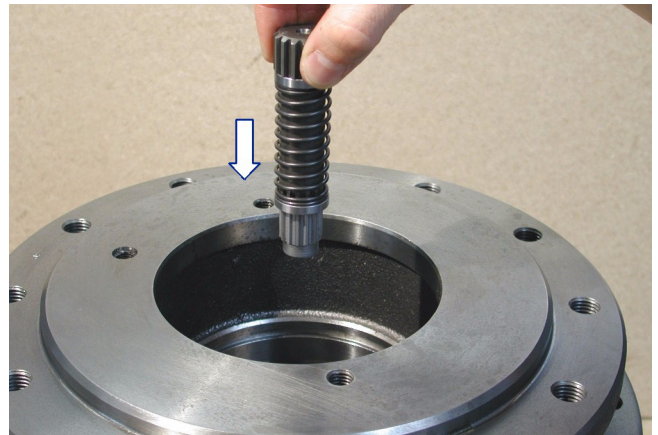
33. Torque the 2 screws M5x16, grade 8.8, of the cover to 18.4 ft.lbs. (25 Nm).



34. By using pliers, assemble the elastic ring (11) into its seat in the splined shaft (14).

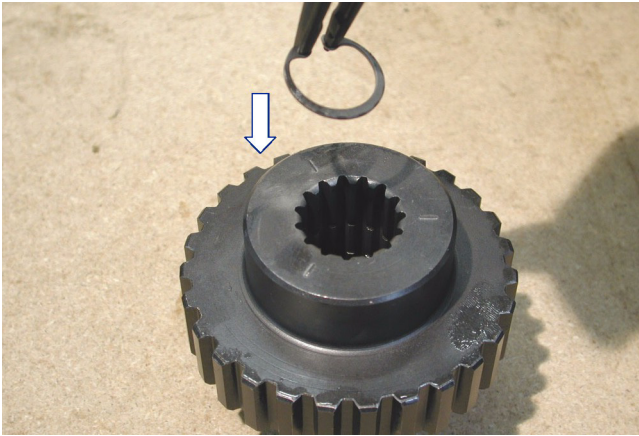


35. Insert the disengagement shaft kit (15) in the flanged hub (31).



SECTION 3 - CHASSIS & TURNTABLE

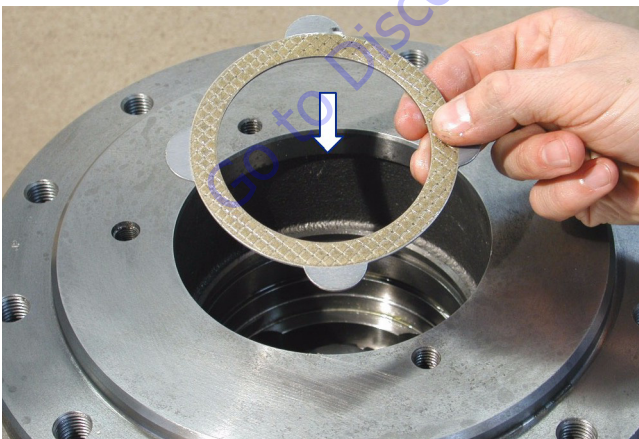
36. By using pliers assemble the circlip (36) into its seat in the brake shaft (35).



37. Turn the gearbox upside down and assemble the brake shaft (35) inside the flanged hub (31).



38. Assemble the brake discs package according to the following order: first, insert one sintered bronze disc with external teeth (33).



39. Then insert an internally toothed steel disc (32). Repeat the operation until all 5 sintered bronze discs and 4 steel discs have been assembled.



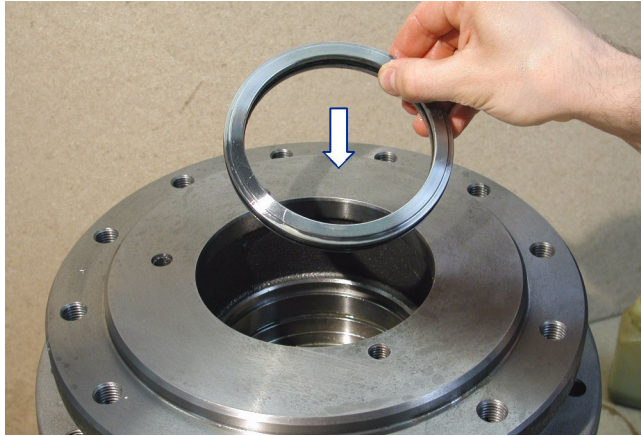
40. Fit the internal O-ring seal (41) and the backup ring (40) into their seats in the spacer (39).



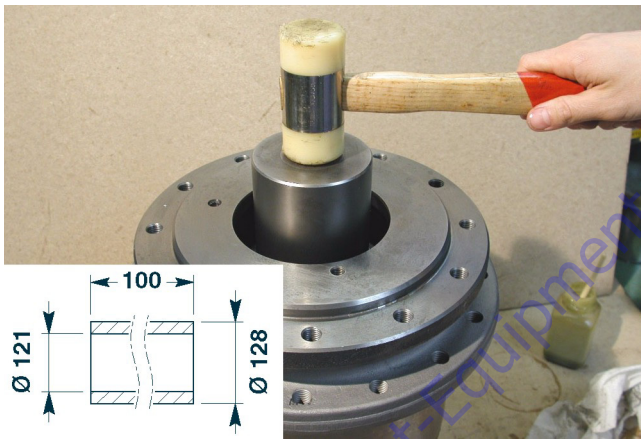
41. Fit the external O-ring seal (38) and the backup ring (37) into their seats in the spacer (39).



42. Insert the spacer (39) inside the flanged hub (31), paying attention not to damage the seals already fitted.



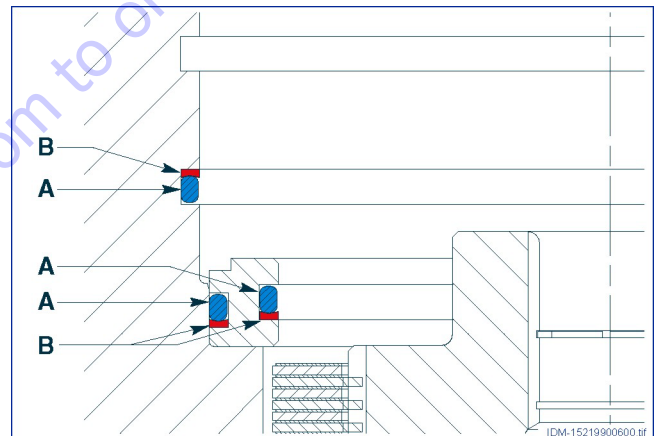
43. By using a rubber hammer and a metal stopper push the spacer (39) against the flanged hub (31), paying attention not to damage the seals already fitted.



44. Lube the seal seats into the flanged hub (31) and assemble the O-ring seal (42) and the backup ring (43).



NOTE: The O-ring seals (A) and backup rings (B) must be fitted in the seats according the mutual position as shown in the scheme.

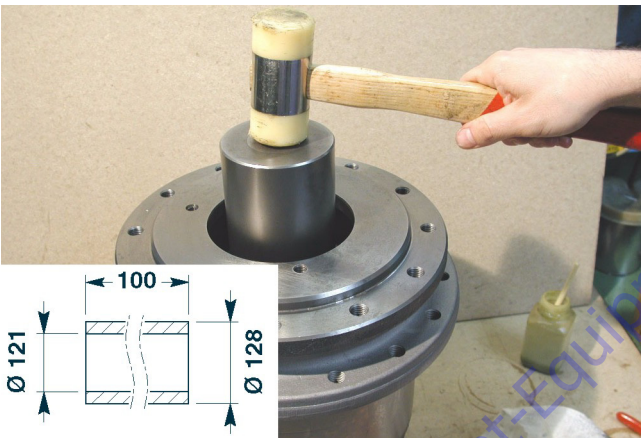


SECTION 3 - CHASSIS & TURNTABLE

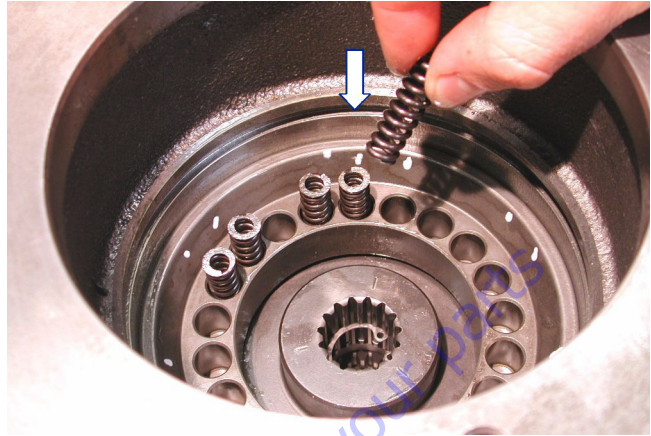
45. Insert the brake piston (44) inside the flanged hub (31), paying attention not to damage the seals already fitted.



46. By using a rubber hammer and a metal stopper push the brake piston (44) against the flanged hub (31), paying attention not to damage the seals already fitted.



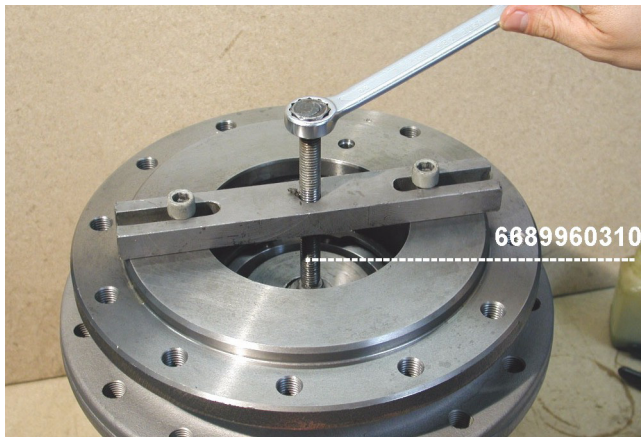
47. Insert the springs (45) into the holes in the brake piston (44) marked previously.



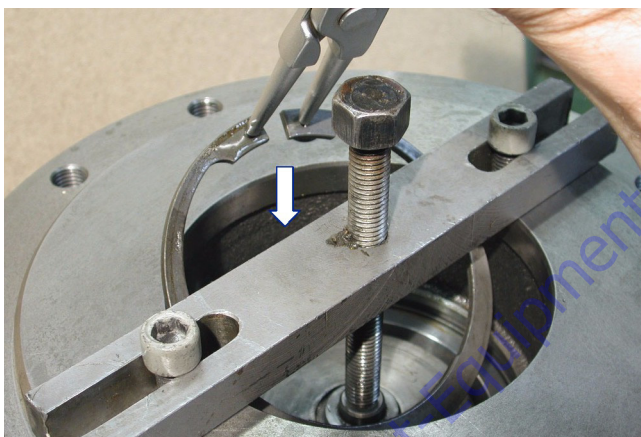
48. Insert the spring retainer disc (46).



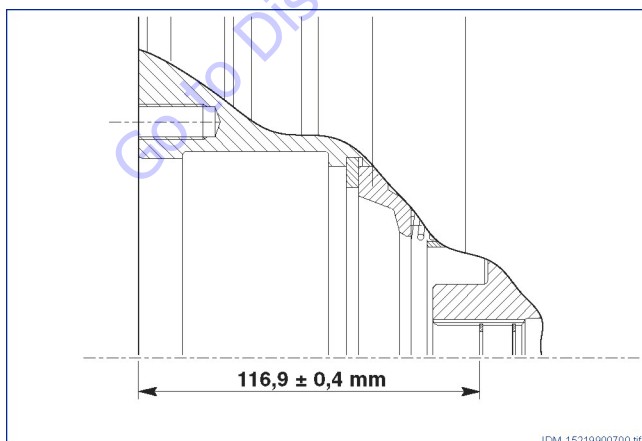
49. Install the special tool (6689960310) on the flanged hub (31) and turn the screw until it compresses the springs (45).



50. Assemble the circlip (47) in its seat and remove the special tool.



NOTE: Before assembling the hydraulic motor, verify by a depth slide gauge the correct assembly of the unit checking the axial distance as shown below.



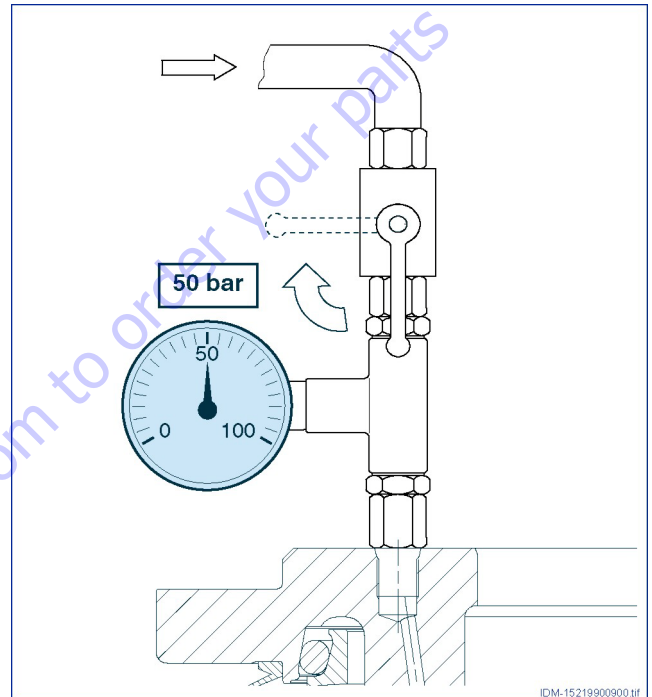
Final Test and Reinstallation

Check the product by remounting it to the machine.

Check the function of the drive hub following all the checks shown in Startup and Running In.

If work on the brake was undertaken, it is important to check that there are no oil leaks. Follow the procedure below:

1. Connect the pressure pilot line with the manometer (with a base scale of 100 bars) to the brake release port.



2. Open the flow valve and release the brake with the pilot pressure of 50 bar.
3. Close the flow valve and keep the brake released 3 minutes or longer.
4. Using the manometer, check that the pressure remains constant.

NOTE: If the pressure drops it may mean that the brake seals are not tight and consequently they must be replaced or it may mean that the reassembling was not completed properly.

5. After having reassembled the gearbox, install the hydraulic motor.
6. Fill the gearmotor with the lubricant oil.

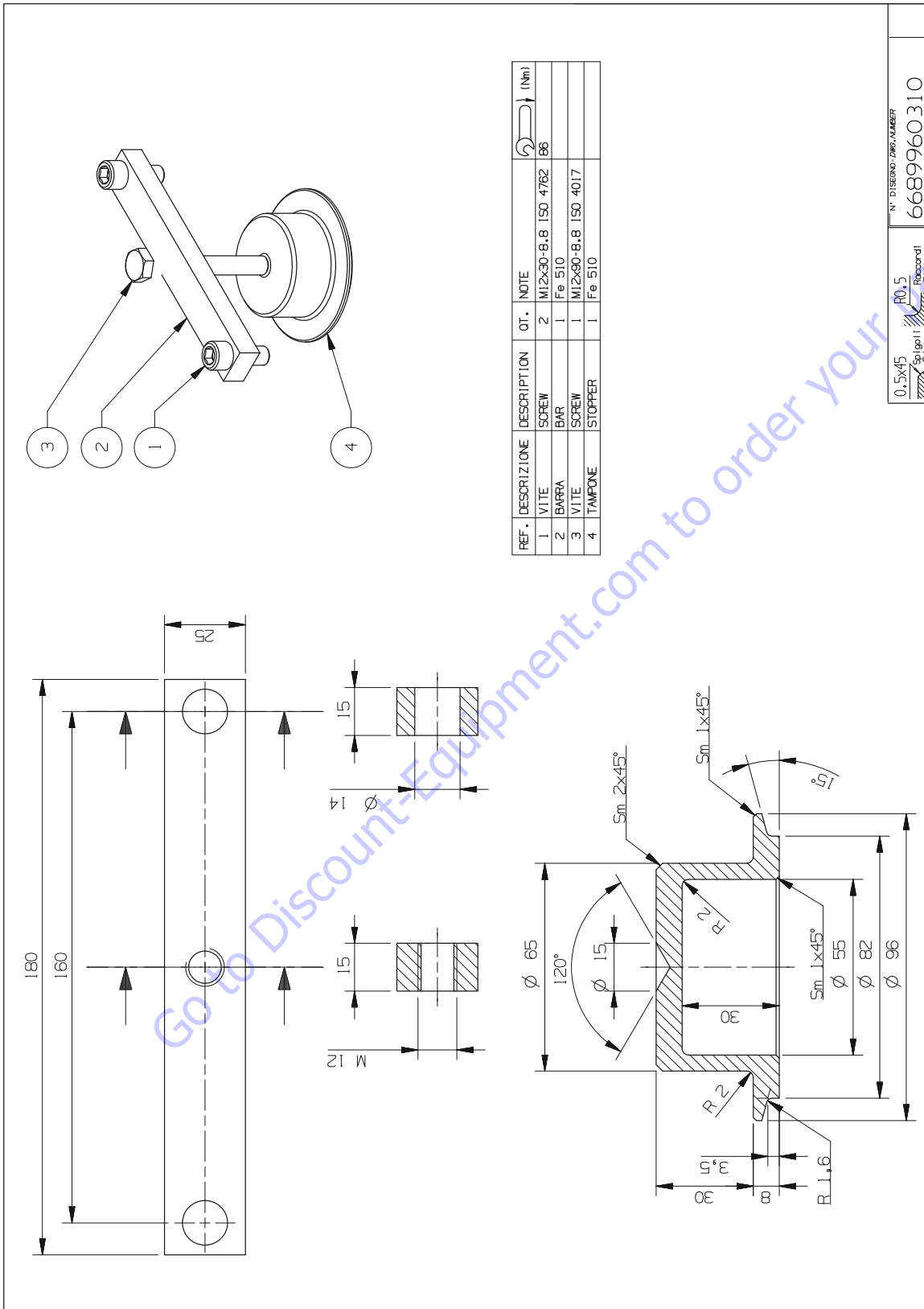


Figure 3-26. Drive Hub Special Tools - Sheet 3 of 4

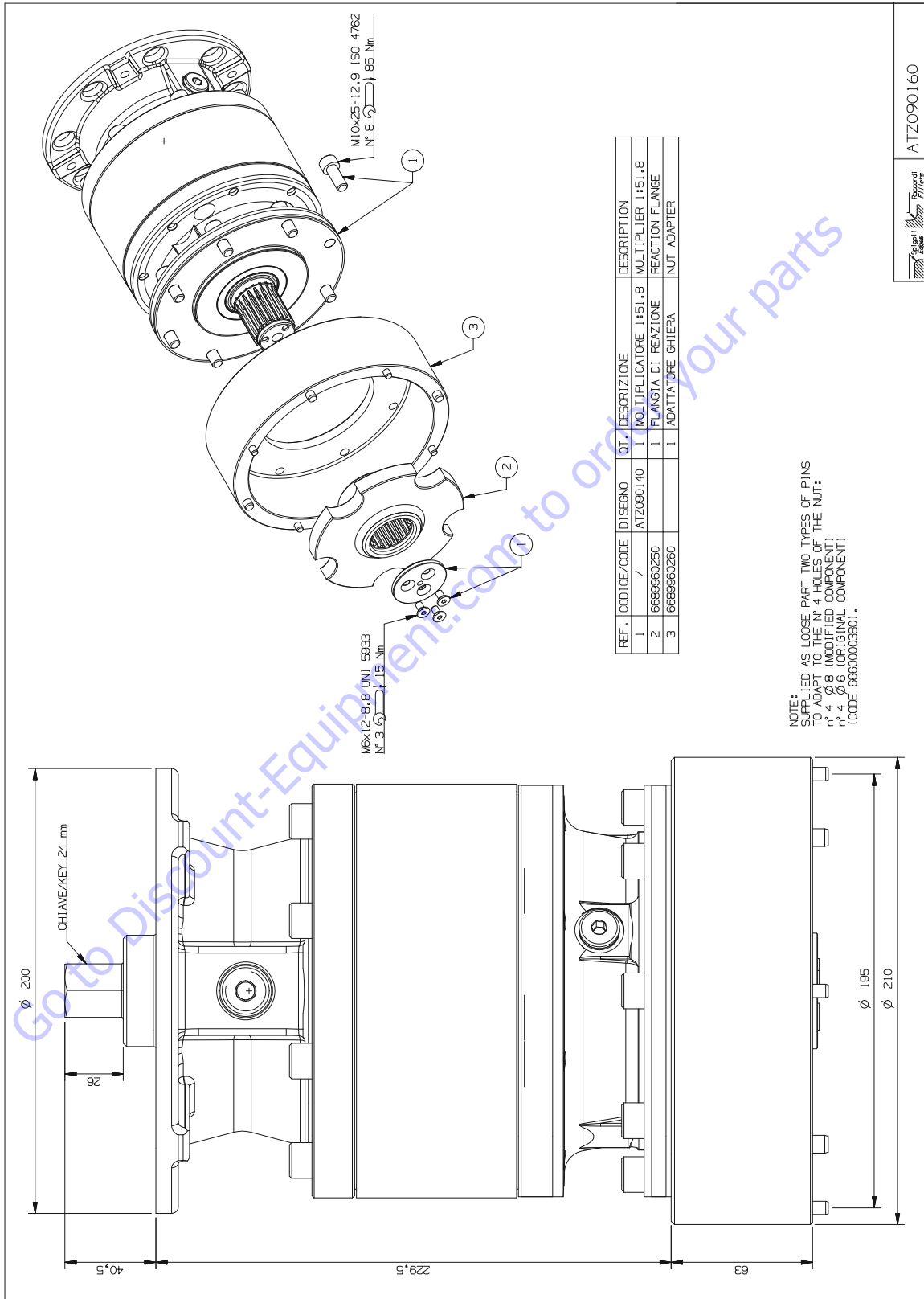


Figure 3-27. Drive Hub Special Tools - Sheet 4 of 4

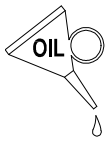
3.15 DRIVE HUB - IF EQUIPPED WITH REGGIANA RIDUTTORI

NOTE: After S/N 0300134389 machines may be built with either Bonfiglioli or Reggiana Riduttori wheel drive hubs. See Section 3.14, Drive Hub - If Equipped With Bonfiglioli. Do not use different hubs on the same machine.

Symbol Nomenclature



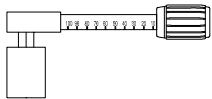
= ADHESIVE



= LUBRICANT



= GREASE



= TORQUE WRENCH



= DISPOSAL

Tools

Tools required for assembling and disassembling the wheel gear RRTD1701TB

1. Hammer;
2. Clamps for inner retention rings;
3. Clamps for outer retention rings;
4. Electric or pneumatic screwdriver;
5. Special spacer mounting;
6. Torque wrench;
7. Hydraulic press;

8. Wrench for M6, M8, M10 socket head screws and 1/4"G plug.
9. Socket wrench for M6 hexagonal screw.

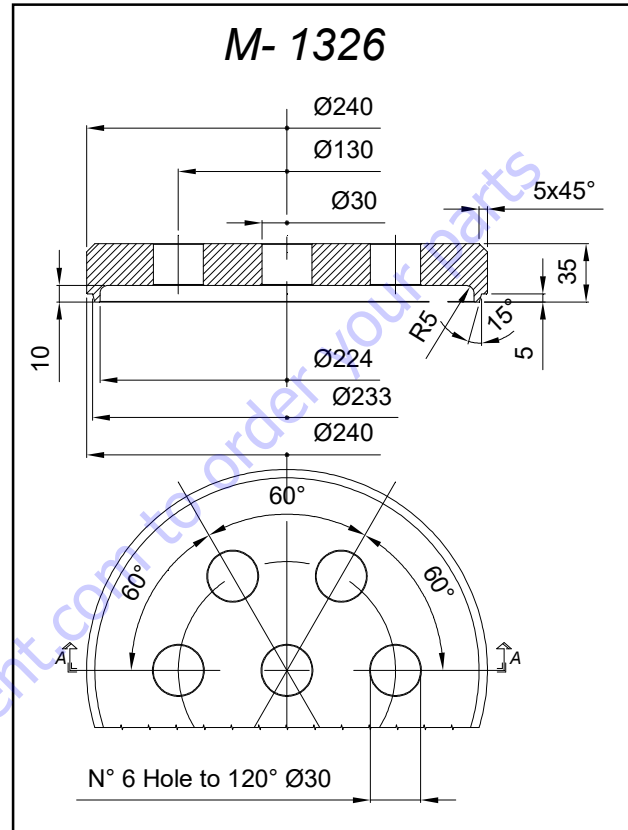


Figure 3-28. Bearing Track Spacer Mounting C016117

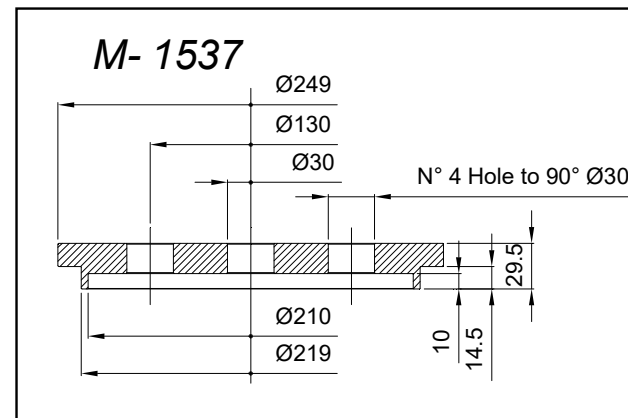


Figure 3-29. Oil Seal Spacer Mounting C125049

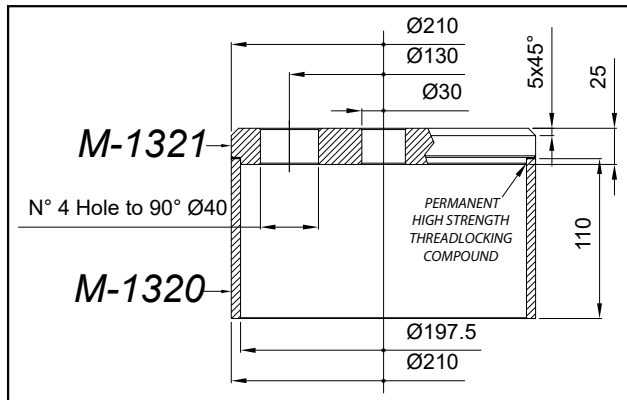


Figure 3-30. Bearing Spacer Mounting CO16117

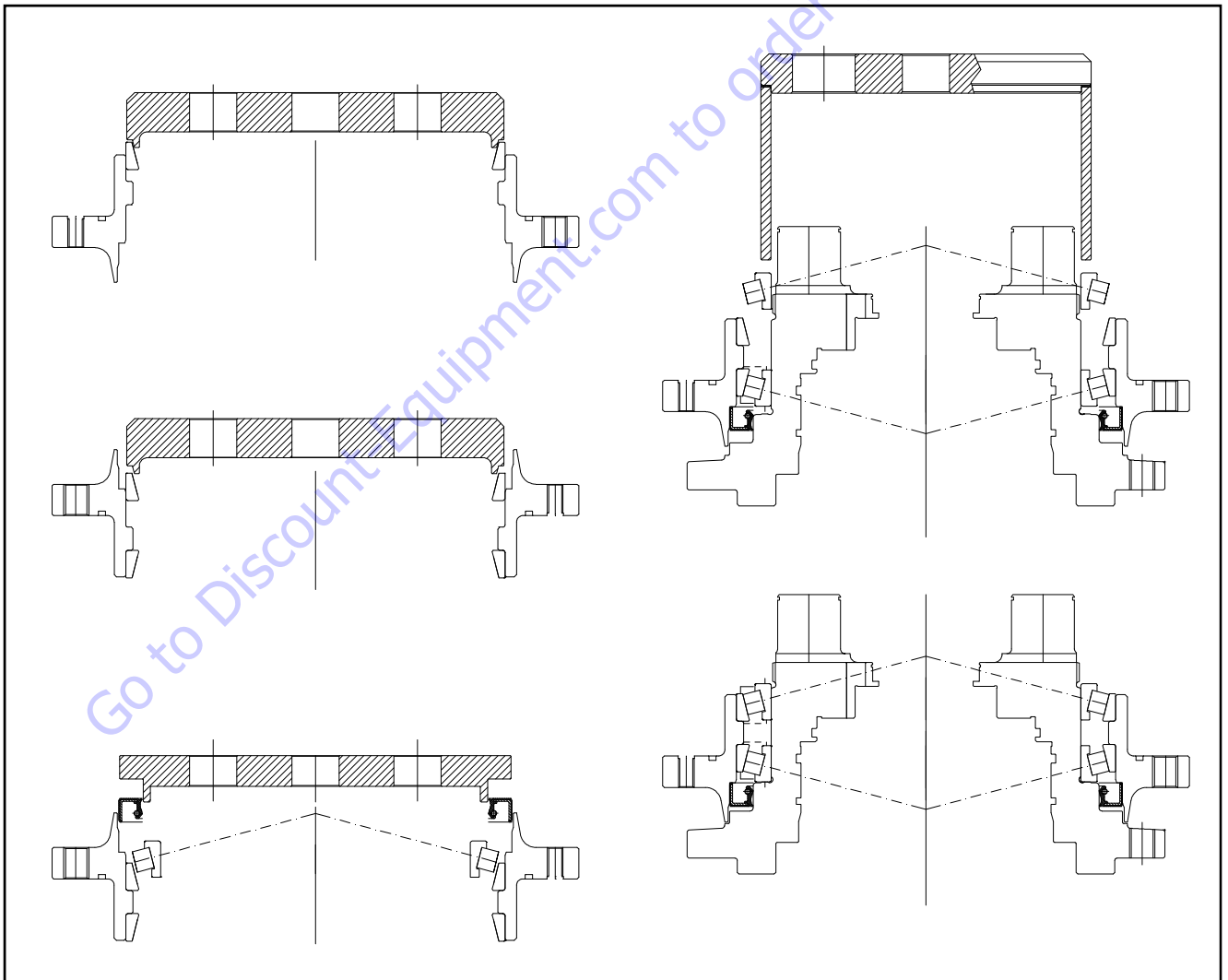


Figure 3-31. Assembly Diagram 1

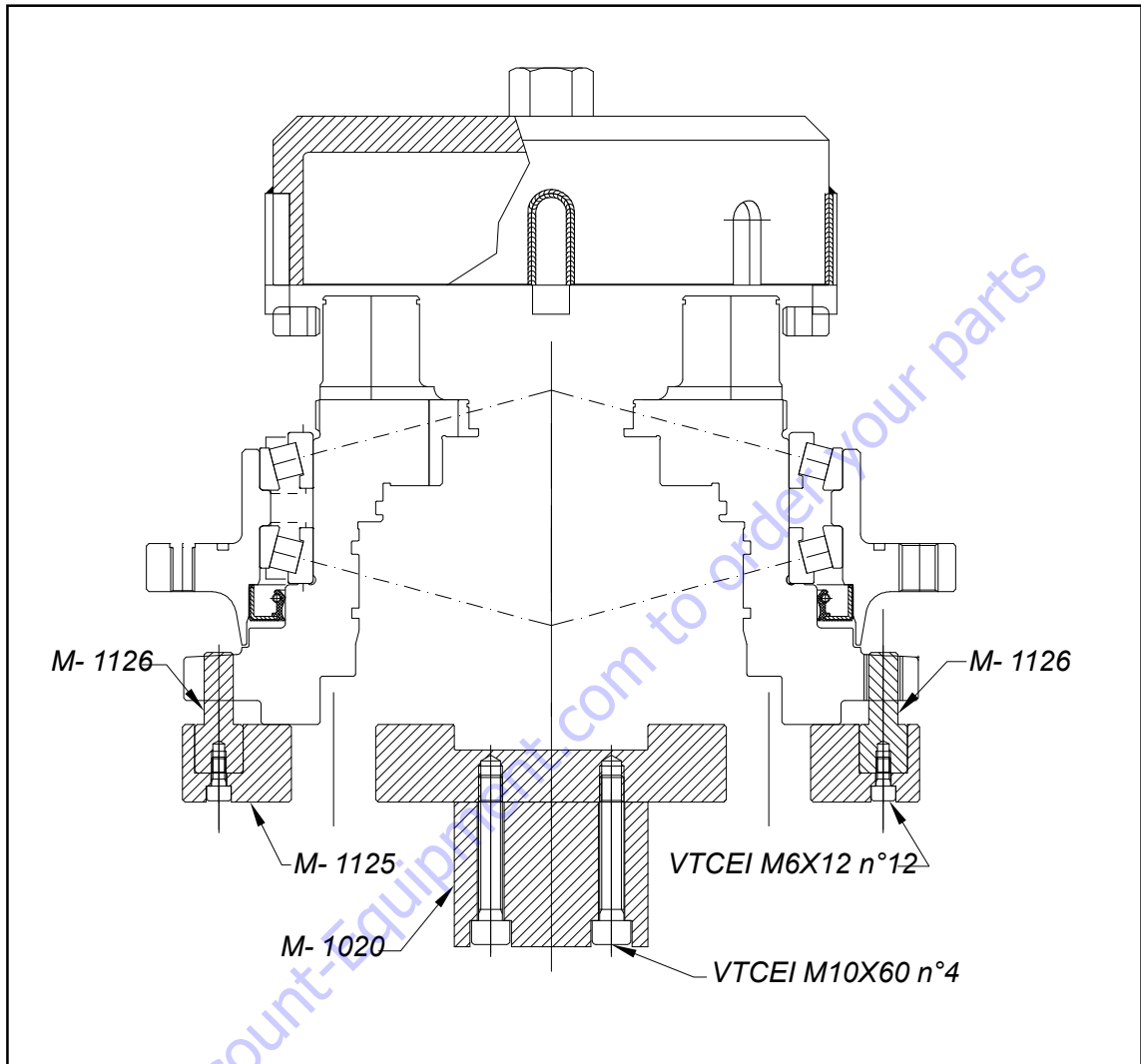


Figure 3-36. Assembly Diagram 2

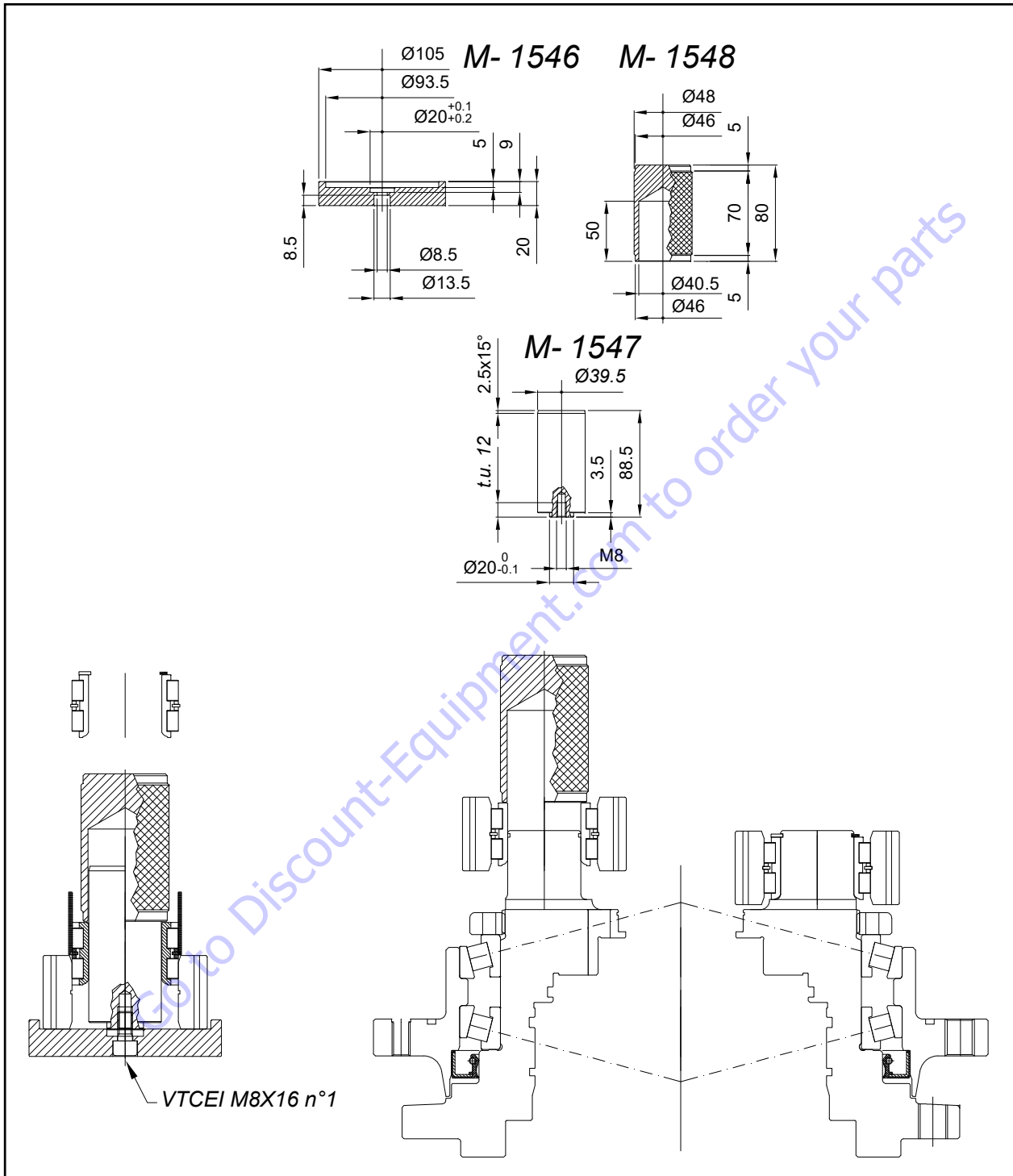
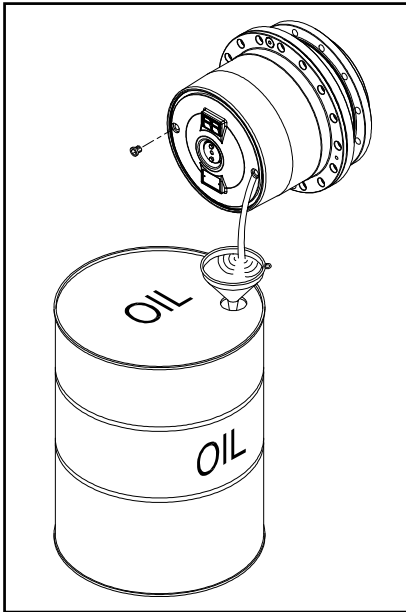


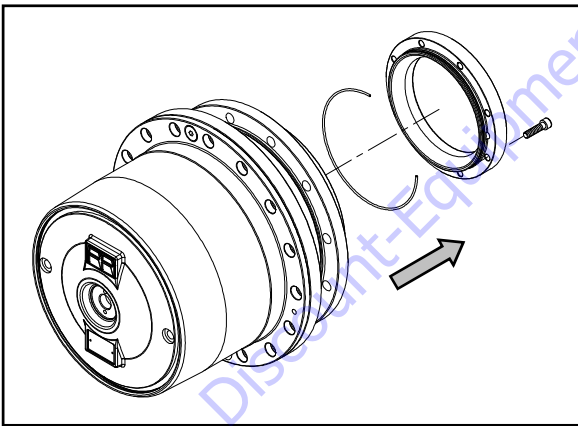
Figure 3-37. Tools For Assembling Bearing 3rd Stage Planetary Gear Assembly Diagram

Disassembly

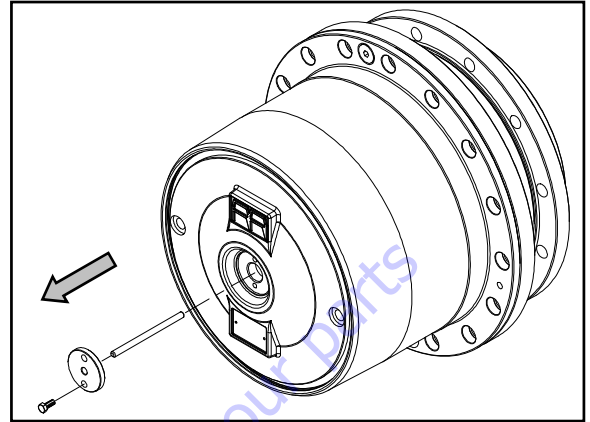
1. Remove the plugs and pour the lubricant in a container.



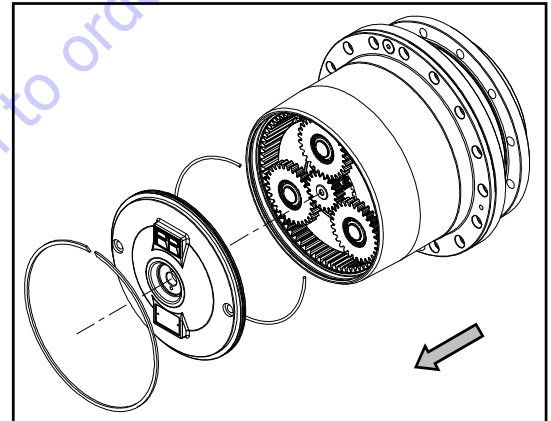
2. Release the screws to disassemble the motor flange taking care not to damage the O-Ring.



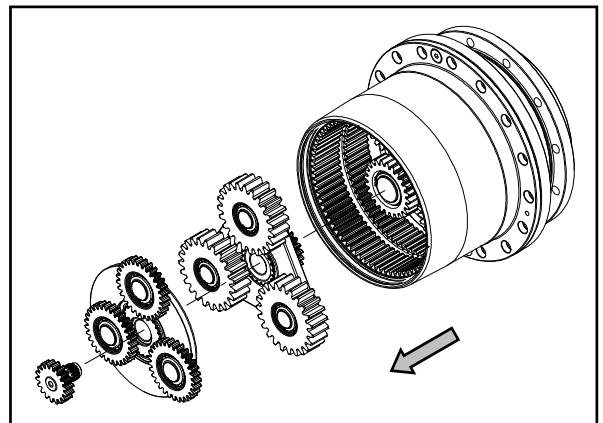
3. Release the screws from the release cover and pull the pin out.



4. Remove the BR250 ring and pull the cover out avoiding to damage the O-Ring.



5. Pull the reduction gears out.



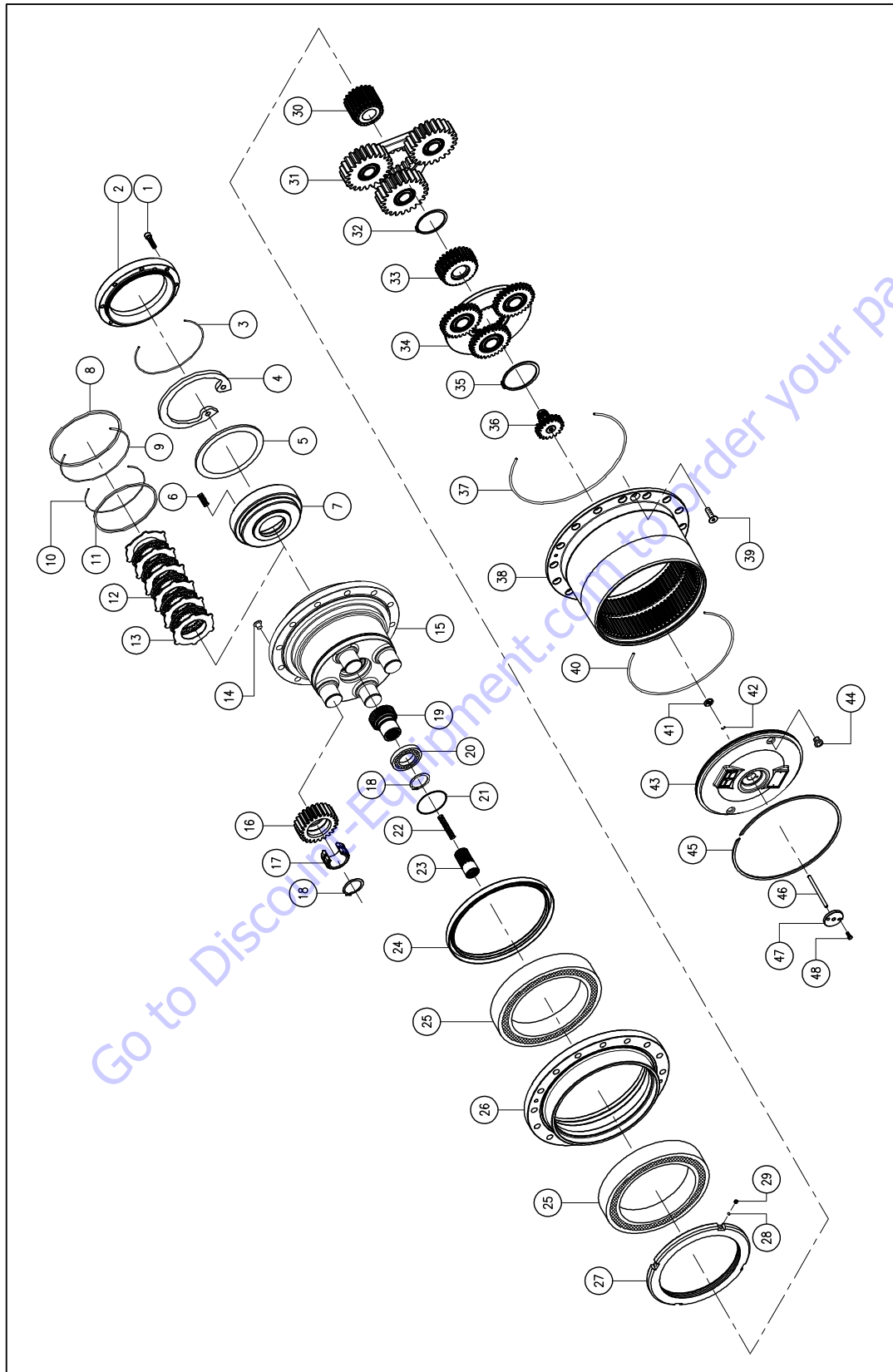


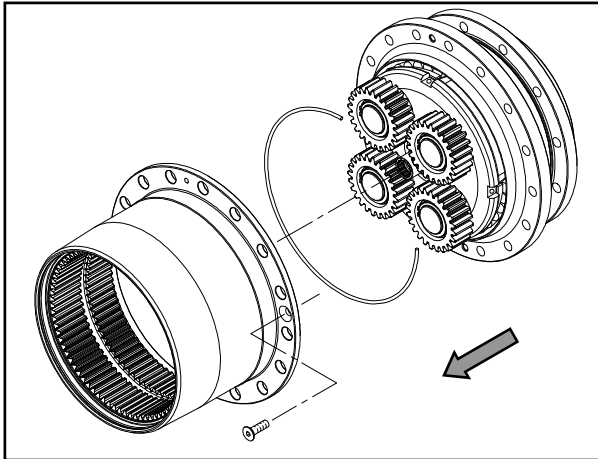
Figure 3-38. Reggiana Reduttori Hub - Sheet 1 of 2

- | | | | |
|-------------------------|--------------------------|----------------------------|--------------------------|
| 1. Screw | 13. Iron Brake Disc | 25. Tapered Roller Bearing | 37. O-ring |
| 2. Motor Support | 14. Plastic Plug | 26. Bearing Support | 38. Crown Gear |
| 3. O-ring | 15. Spindle | 27. Ring Nut | 39. Crown Gear Screw |
| 4. Inner Retention Ring | 16. Planet Wheel | 28. Sphere | 40. O-ring |
| 5. Brake Spring Spacer | 17. Bearing | 29. Screw | 41. Support Tablet |
| 6. Brake Spring | 18. Outer Retention Ring | 30. Pinion | 42. O-ring |
| 7. Brake Piston | 19. Input Shaft | 31. Reduction Gears | 43. Cover |
| 8. Parbak | 20. Input Shaft Bearing | 32. Outer Retention Ring | 44. Steel Plug |
| 9. O-ring | 21. Ring | 33. Pinion | 45. Cover Retaining Ring |
| 10. O-ring | 22. Disengagement Spring | 34. Reduction Gears | 46. Disengagement Stud |
| 11. Parbak | 23. Disengagement Shaft | 35. Outer Retention Ring | 47. Disengagement Cap |
| 12. Sintered Brake Disc | 24. Spindle Oil Seal | 36. Pinion | 48. Disengagement Screw |

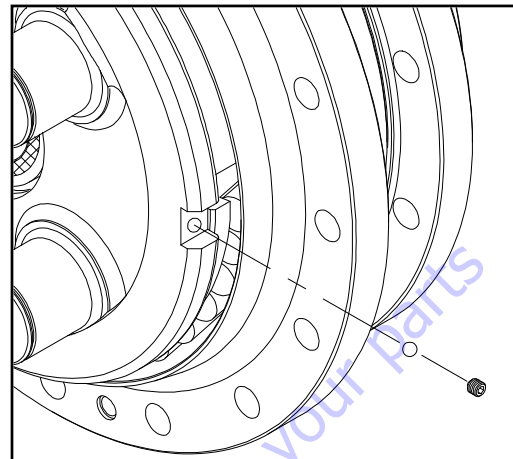
Figure 3-39. Reggiana Riduttori Hub - Sheet 2 of 2

SECTION 3 - CHASSIS & TURNTABLE

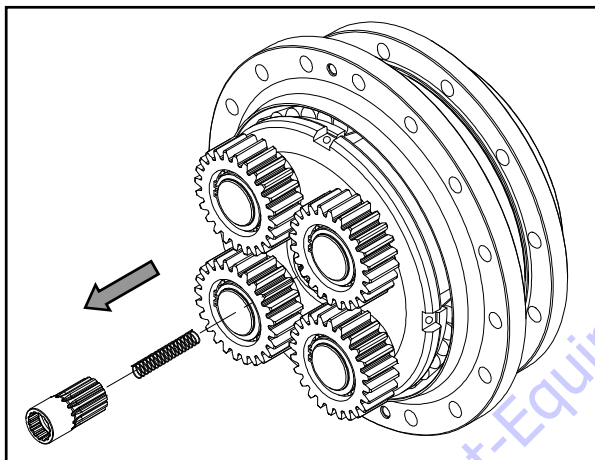
6. Loosen the M10x25 flathead socket screws and remove the planetary ring without damaging the O-Ring.



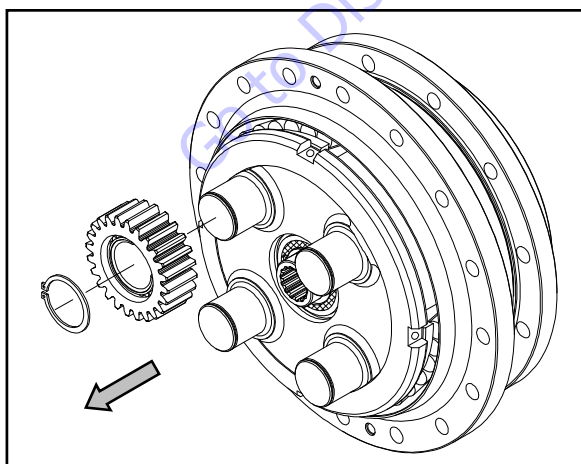
9. Loosen the M6x6 socket headless screws and also remove the 3/16" balls.



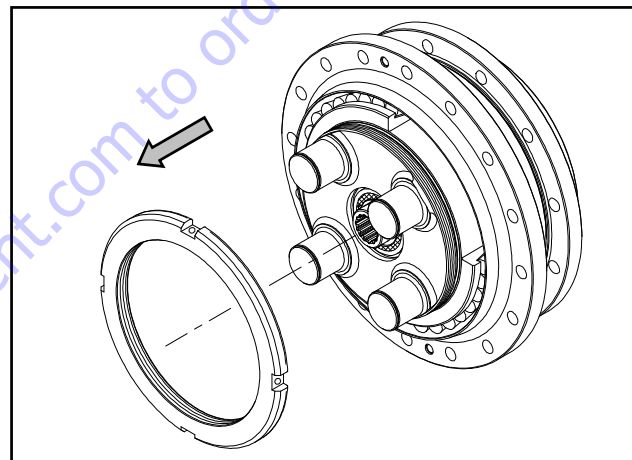
7. Remove the release joint together with the spring.



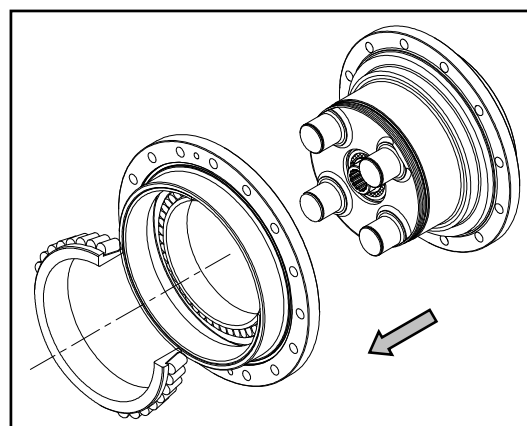
8. Disassemble the Ø40 outer snap rings and using an extractor remove the planetary gears from the spindle pins.



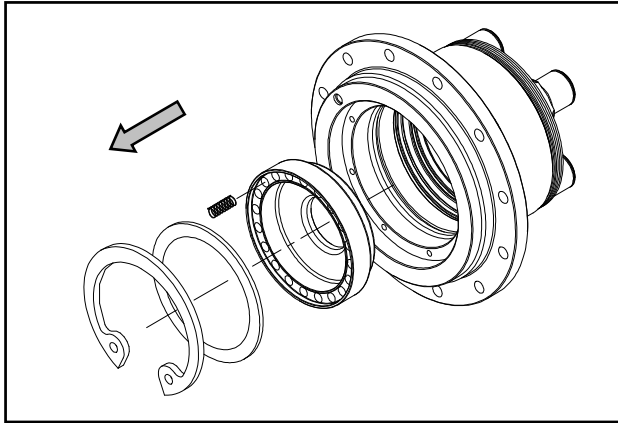
10. Loosen the ring nut using the special wrench.



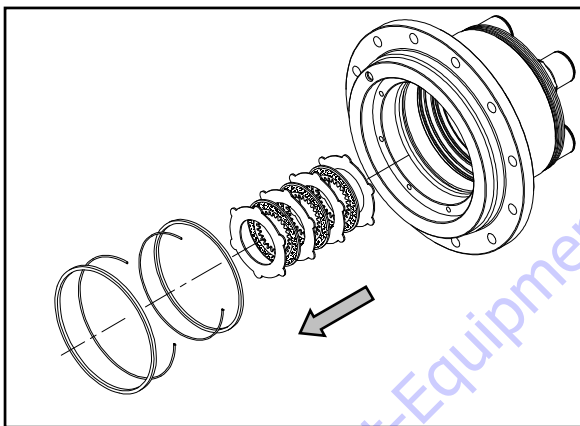
11. Remove the hub support together with the roller bearing inner track.



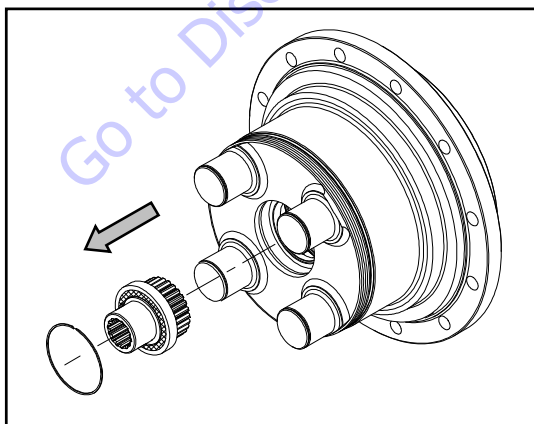
12. Disassemble the $\varnothing 160$ inner snap ring and pull the spring holder spacer out. Remove the springs and using a compressed air jet in the brake control hole pull the piston out of the spindle.



13. Remove the brake discs and seals.

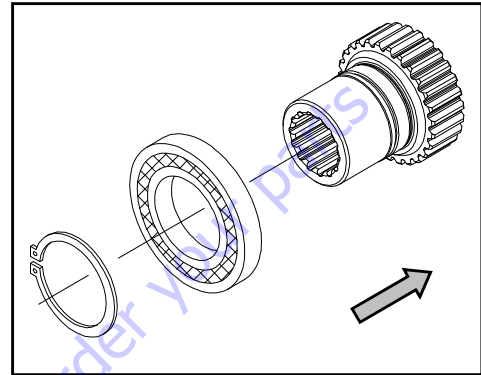


14. Fit the ball bearing into the input shaft and lock it with a $\varnothing 40$ outer snap ring. Then mount the motor shaft in the spindle and lock with a BR68 ring. Lubricate the bearing.

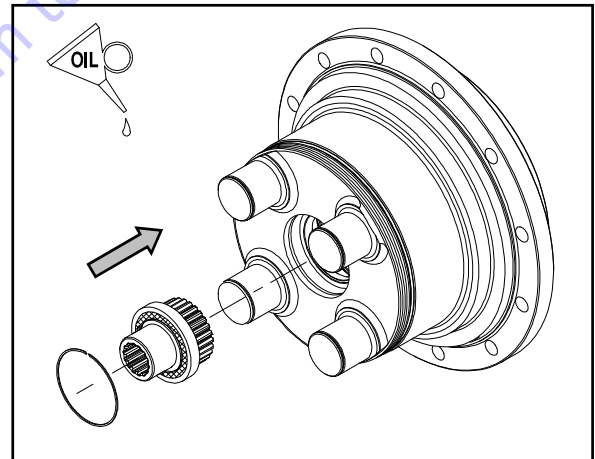


Assembly

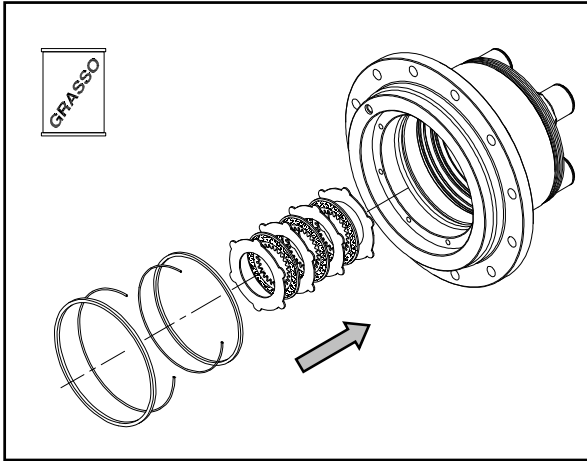
1. Make sure all the component parts of the wheel gear are devoid of burrs, machining residues and that they are correctly washed.
2. Fit the ball bearing in the input shaft and lock with a $\varnothing 40$ outer snap ring.



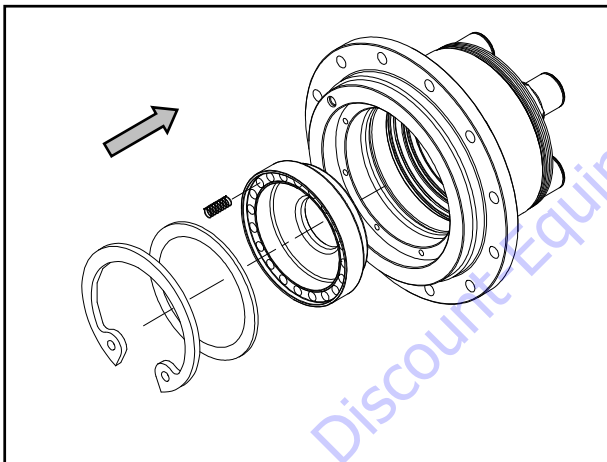
3. Mount the motor shaft in the spindle and lock with BR68 ring. Lubricate the bearing.



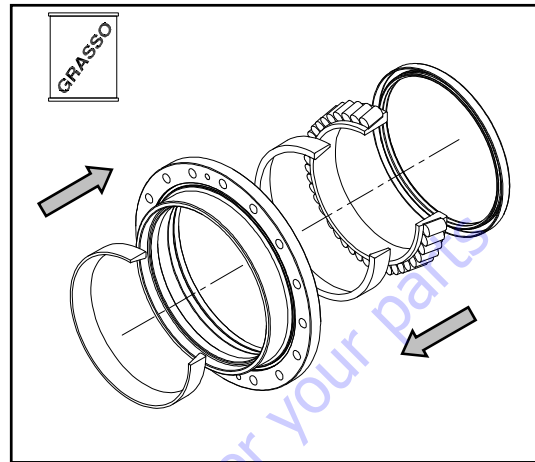
4. Fit the brake sealing rings O-Ring and PARBAK (lubricated with grease) in the respective spindle seats. Place the brake discs making sure to centre them on the spindle and on the input shaft.



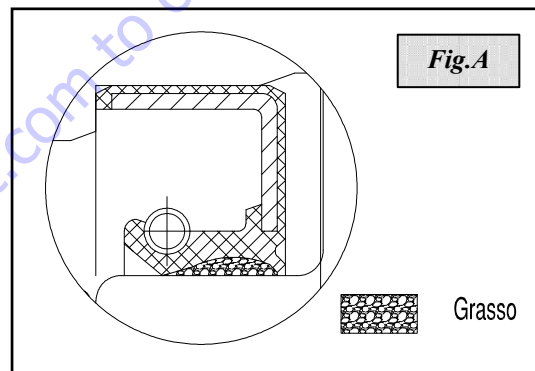
5. Insert the brake piston and place the springs into the piston holes. Close the brake fitting the spring holder plate, then lock with the Ø160 inner snap ring. Check the brake leakage, if any, as well as the static torque and minimum opening pressure.



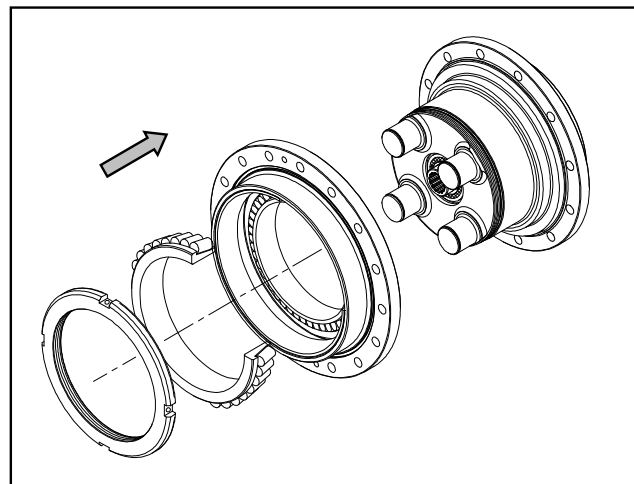
6. Prepare the hub support, mounting on it the two roller bearing outer tracks. Place the first roller bearing inner track.



7. Fit the oil seal lubricated with grease onto the support with the special spacer mounting (see figure A).

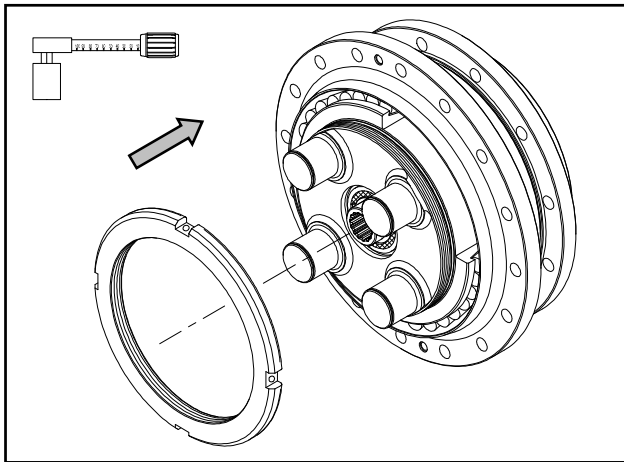


8. Place the hub support already assembled on the spindle making sure that the first roller bearing inner track goes correctly against it; then fit the second roller bearing inner track by means of the spacer mounting. Tighten the ring nut.

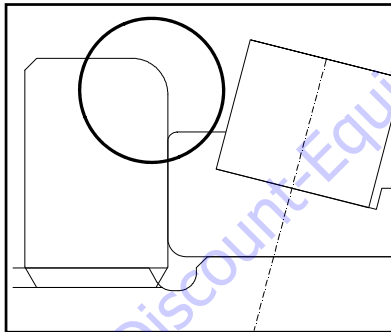


9. Now check the unit roll torque and proceed in the following order:

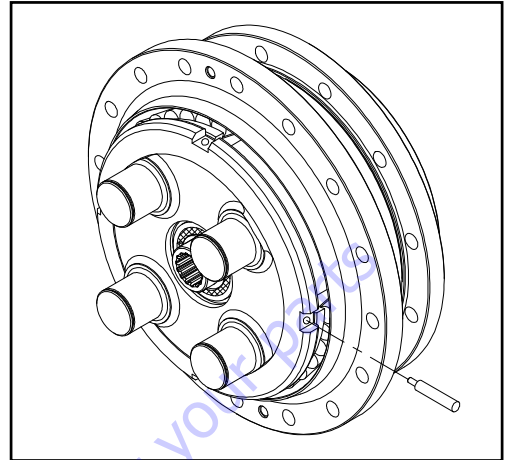
10. 7.) By keeping the spindle locked, apply a setting preload by tightening the ring nut at 40daNm, turn completely the hub support twice using the special wrench to recover any bearing cage misalignments. Release and tighten the ring nut at the final torque of 30daNm (alternate tightening and some setting turns). Check the roll torque with seal which must be within $1 \div 1,5$ daNm.



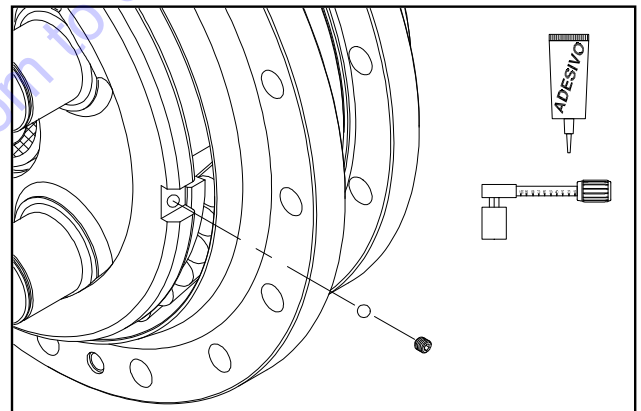
NOTE: Place the ring nut with its convex part facing the roller bearing as shown below.



11. Using the special tool and hammer make four dents on the spindle thread by the M6 holes of the ring nut.

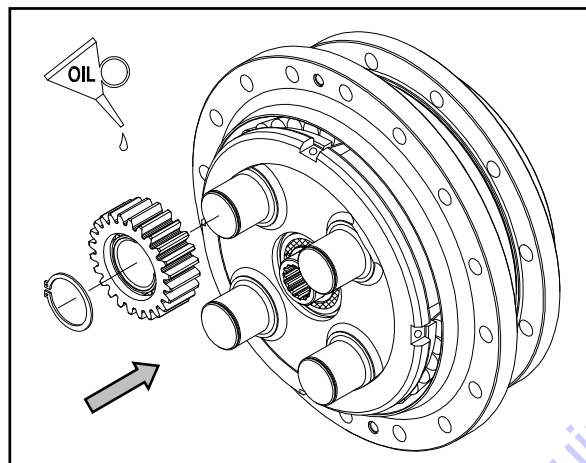
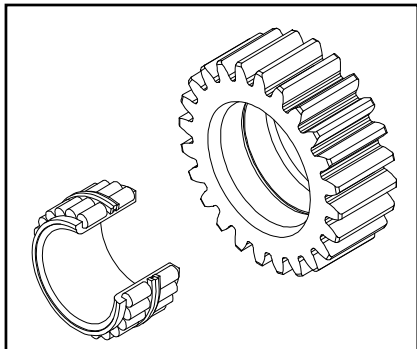


12. Fit the 4 3/16" balls and tighten with Medium Strength Threadlocking Compound the 4 M6x6 socket headless screws at the torque of 1 daNm.

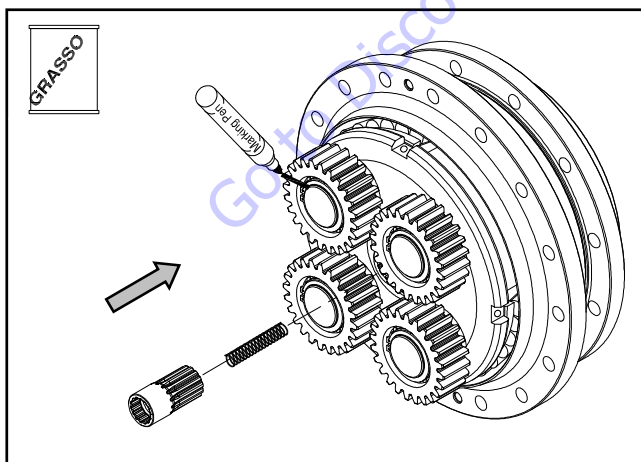


SECTION 3 - CHASSIS & TURNTABLE

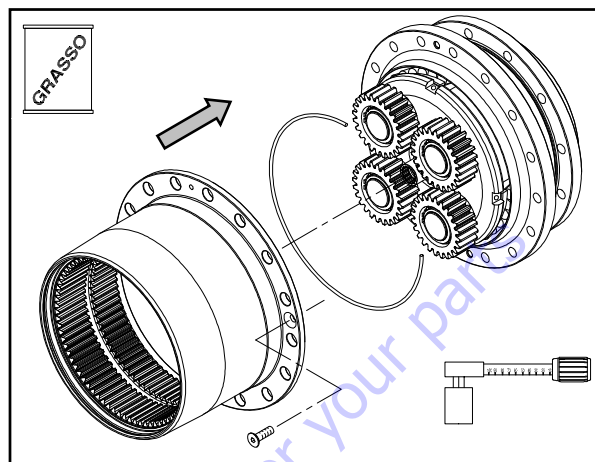
13. Fit the bearings onto the 3rd stage planetary gears and using a spacer mounting mount everything on the spindle pins. Lock with a $\dot{y}40$ outer snap ring. Lubricate the bearings.



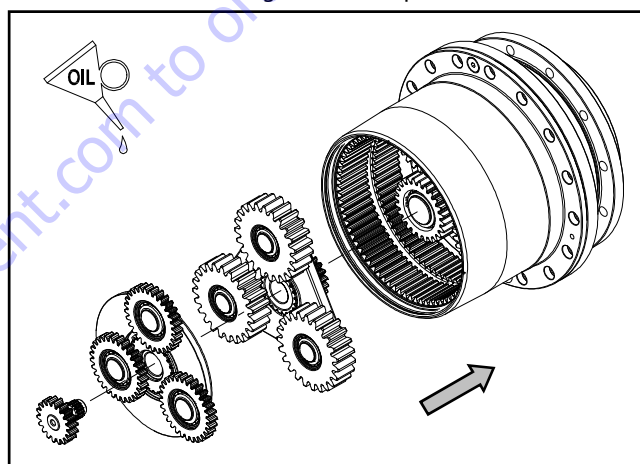
14. Using a marking pen, make a mark between the snap ring and the bearing. Fit the greased spring and the release joint. Use grease to fit the O-Ring 2-275 in the hub support seat.



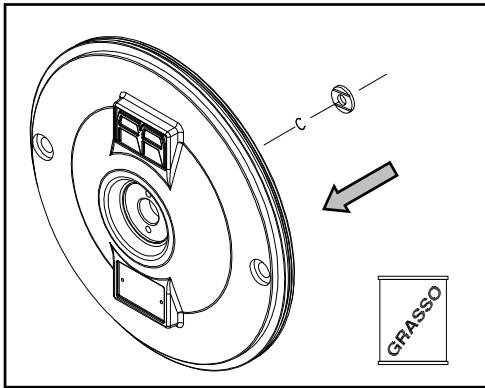
15. Place the hub onto the support making the two holes coincide for tightening the M10x25 flathead socket screws at the torque of 5daNm.



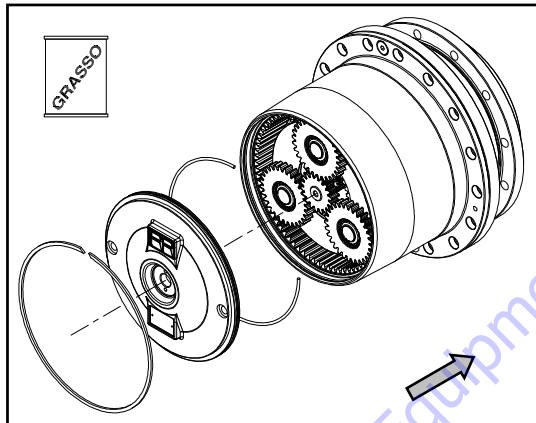
16. Fit the reduction gears and the pinion in the unit.



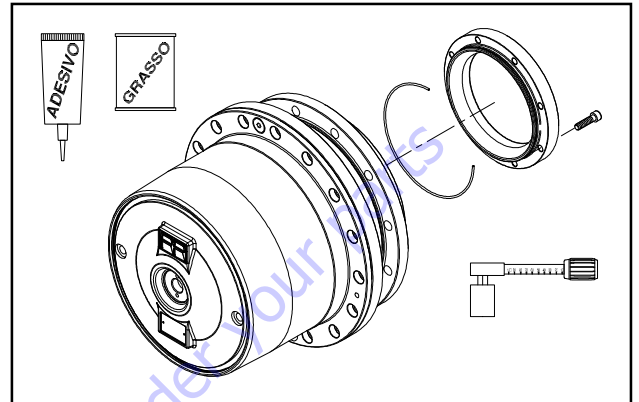
17. Prepare the closing cover fitting the O-ring 5-582 suitably greased and lock it with the shimming ring. Lubricate the bearings.



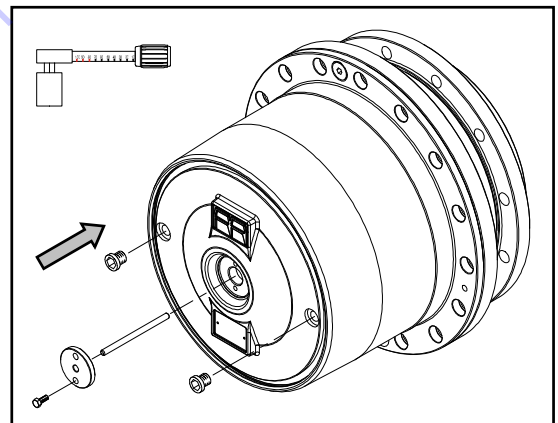
18. Fit the O-Ring 2-177 suitably greased, mount the cover locking it with the BR250 ring.

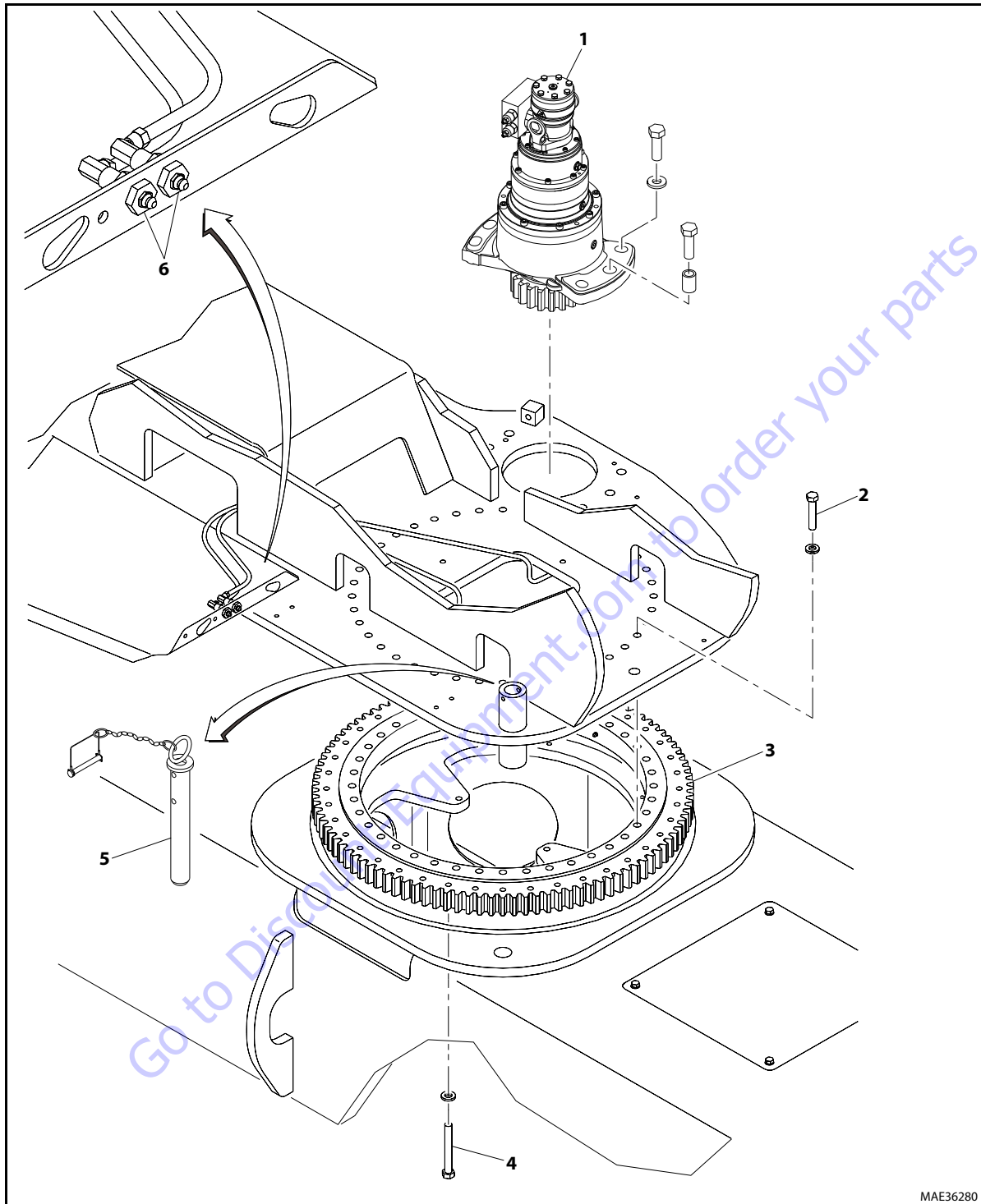


19. Fit the O-Ring 2-163 suitably greased, onto the motor coupling flange S-D LC/KC. Mount the flange on the spindle with 6 M8x25 socket cap screws at the torque of 2.4daNm with Medium Strength Threadlocking Compound. Insert the pin and carry out the rotation test according to PGQ-22 standard.



20. Mount the release cover fastening it with 2 M6x20 hexagonal screws at the torque of 1daNm. Mount the 1/4" GAS plugs on the cover at the torque of 1daNm.





MAE36280

- | | |
|----------------------------|--|
| 1. Swing Drive | 4. Outer Race Bearing Bolt |
| 2. Inner Race Bearing Bolt | 5. Turntable Lock Pin |
| 3. Swing Bearing | 6. Remote Bearing Lubrication Fittings |

Figure 3-40. Swing System

3.16 SWING DRIVE

NOTE: SERVICE INFORMATION NOT AVAILABLE AT TIME OF PUBLICATION.

Go to Discount-Equipment.com to order your parts

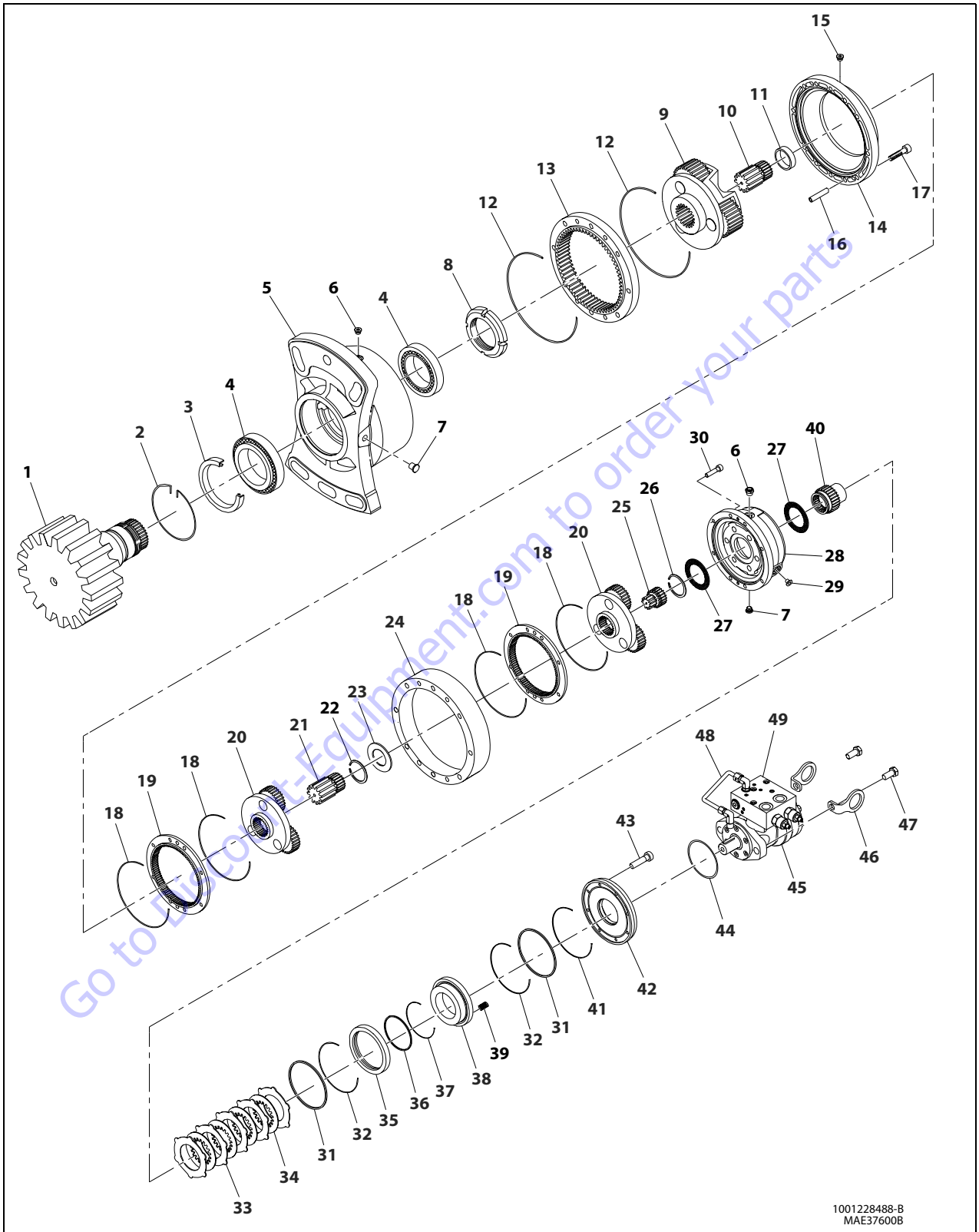


Figure 3-41. Swing Motor - Sheet 1 of 2

- | | | | | |
|-------------------|--------------------|-------------------|------------------|-------------------------|
| 1. Shaft | 11. Spacer | 21. Pinion | 31. Seal | 41. O-ring |
| 2. Ring | 12. O-Ring | 22. Ring | 32. O-Ring | 42. Cover |
| 3. Oil Seal | 13. Planetary Gear | 23. Spacer | 33. Steel Disc | 43. Screw |
| 4. Bearing | 14. Spacer | 24. Spacer | 34. Disc | 44. O-ring |
| 5. Support | 15. O-Ring Plug | 25. Pinion | 35. Disc | 45. Motor |
| 6. O-ring Plug | 16. Spring | 26. Ring | 36. Seal | 46. Lung Lifting |
| 7. O-ring Plug | 17. Capscrew | 27. Washer | 37. O-ring | 47. Capscrew |
| 8. Nut Ring | 18. O-ring | 28. Brake Housing | 38. Piston Brake | 48. Brake valve adapter |
| 9. Reduction Gear | 19. Planetary Ring | 29. Plug | 39. Spring Brake | 49. Valve |
| 10. Pinion | 20. Reduction Gear | 30. Capscrew | 40. Shaft Input | |

Figure 3-42. Swing Motor - Sheet 2 of 2

3.17 SWING BRAKE

NOTE: SERVICE INFORMATION NOT AVAILABLE AT TIME OF PUBLICATION.

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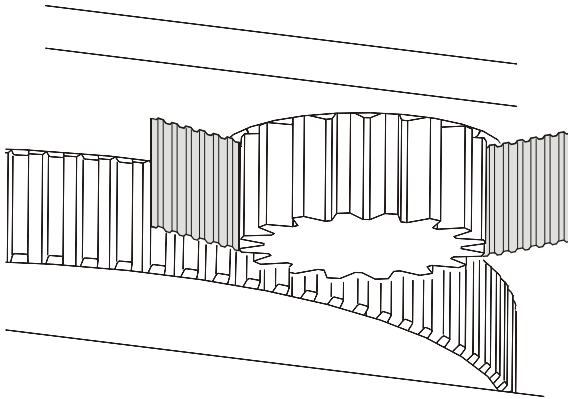
3.18 SWING MOTOR

NOTE: SERVICE INFORMATION NOT AVAILABLE AT TIME OF PUBLICATION.

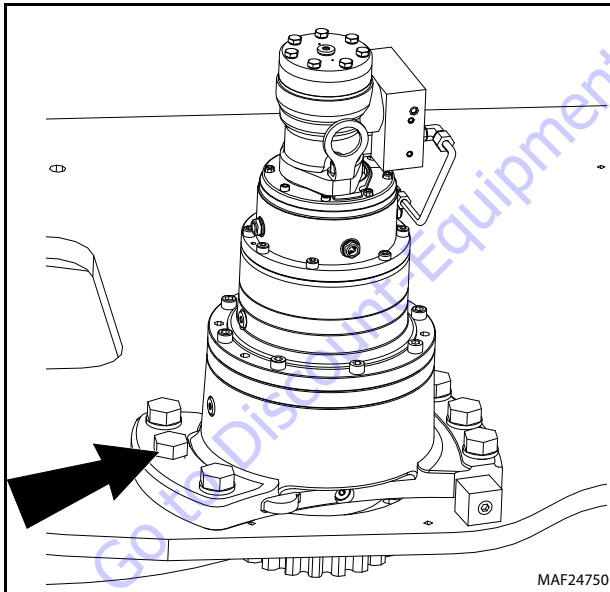
Go to Discount-Equipment.com to order your parts

3.19 PROCEDURE FOR SETTING GEAR BACKLASH

1. Set backlash to 0.010 to 0.015" using the following procedure.
2. Place shim (JLG PN 4071041) between pinion and bearing on bearing high spot. The bearing high spot should be stamped with an "X" on the surface below the teeth and marked with yellow paint in the tooth space.

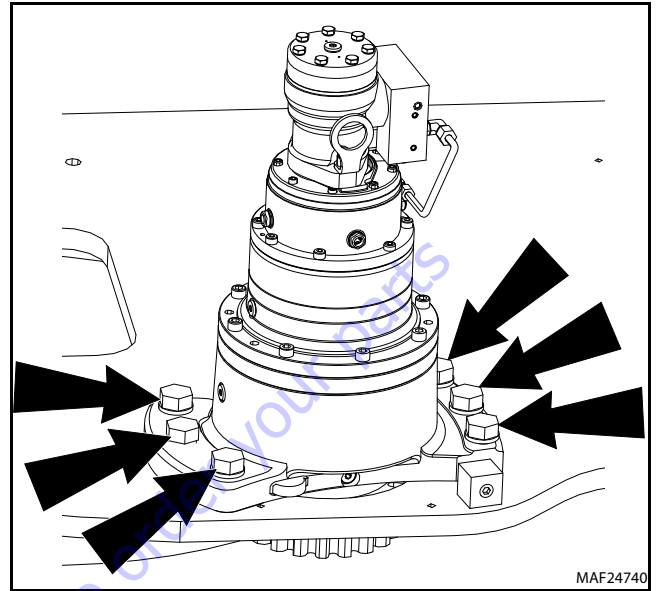


3. Torque the shoulder screw (shown below) to 660 ft-lbs (896 Nm) with High Strength Threadlocking Compound.

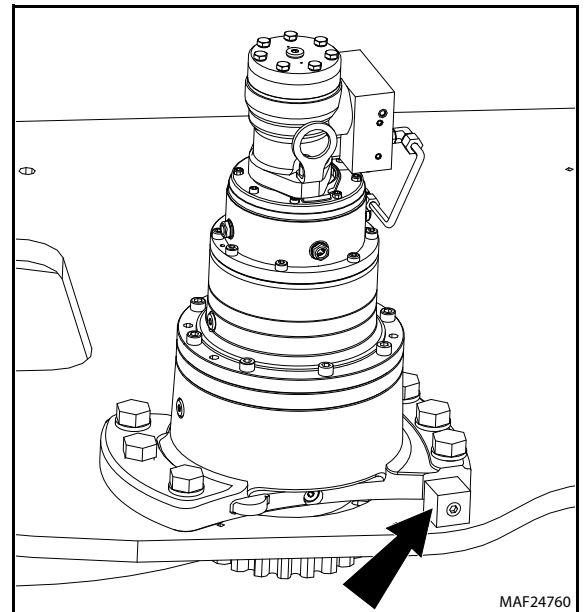


4. Remove turntable lock pin.

5. Pre-torque the capscrews (shown below) to 90 ft-lbs (122 Nm) with High Strength Threadlocking Compound.

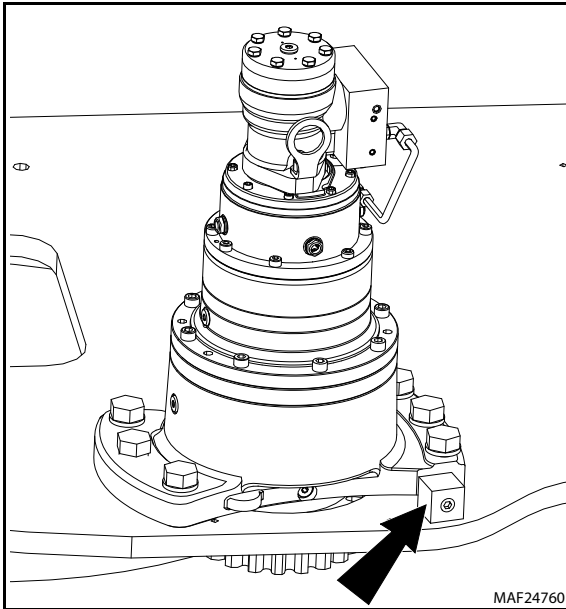


6. Tighten setscrew (shown below) until pinion is completely snug against shim and bearing, then back off the setscrew.



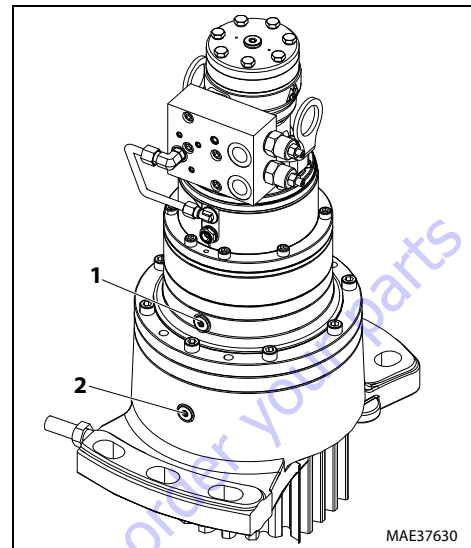
7. Torque setscrew to 50 ft-lb (68 Nm).

8. Tighten jam nut (shown below) with High Strength Threadlocking Compound.



9. Torque capscrews shown in step 5 to 660 ft-lb (896 Nm).
10. Remove shim and discard.

3.20 SWING DRIVE LUBRICATION



- 1 Swing Gearbox/Brake Fill Port
- 2 Swing Gearbox/Brake Drain Port

Figure 3-43. Swing Drive Ports

The brake on swing drive uses same oil cavity as gearbox. Remove the swing gearbox/brake fill plug and fill the unit with 105 ounces (3.1 L) of ISO VG 150 oil, until oil reaches halfway of the plug opening. Close the swing gearbox/brake fill port (1) immediately. Drain oil through the swing gearbox/brake drain port (2).

3.21 SWING BEARING

Turntable Bearing Mounting Bolt Condition Check

NOTICE

THE SWING BEARING IS ONE OF THE MOST CRITICAL POINTS ON AN AERIAL LIFT. 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.

NOTE: This check is designed to replace the existing bearing bolt torque checks on JLG Lifts in service. This check must be performed after the 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 applying High Strength Threadlocking Compound to the bolt threads. After replacing and retorquing bolt or bolts recheck all existing bolts for looseness.

1. Check the frame to bearing attach bolts as follows:
 - a. Fully elevate the main boom. (See Figure 3-44.)
 - b. At the position indicated on Figure 3-44., try to insert a 0.0015 feeler gauge between the bolt and hardened washer at the arrow indicated position.
 - c. Ensure that the 0.0015" feeler gauge will not penetrate under the bolt head to the bolt shank.
 - d. Swing the turntable 90 degrees, and check some selected bolts at the new position.
 - e. Continue rotating the 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 main boom to full elevation.
 - b. At the position indicated on Figure 3-46. try to insert the 0.0015" feeler gauge between the bolt head and hardened washer at the arrow indicated position.
 - c. Lower the boom to horizontal and fully extend the boom.
 - d. At the position indicated on Figure 3-45., try and insert the 0.0015" feeler gauge between the bolt head and hardened washer at the arrow indicated position.

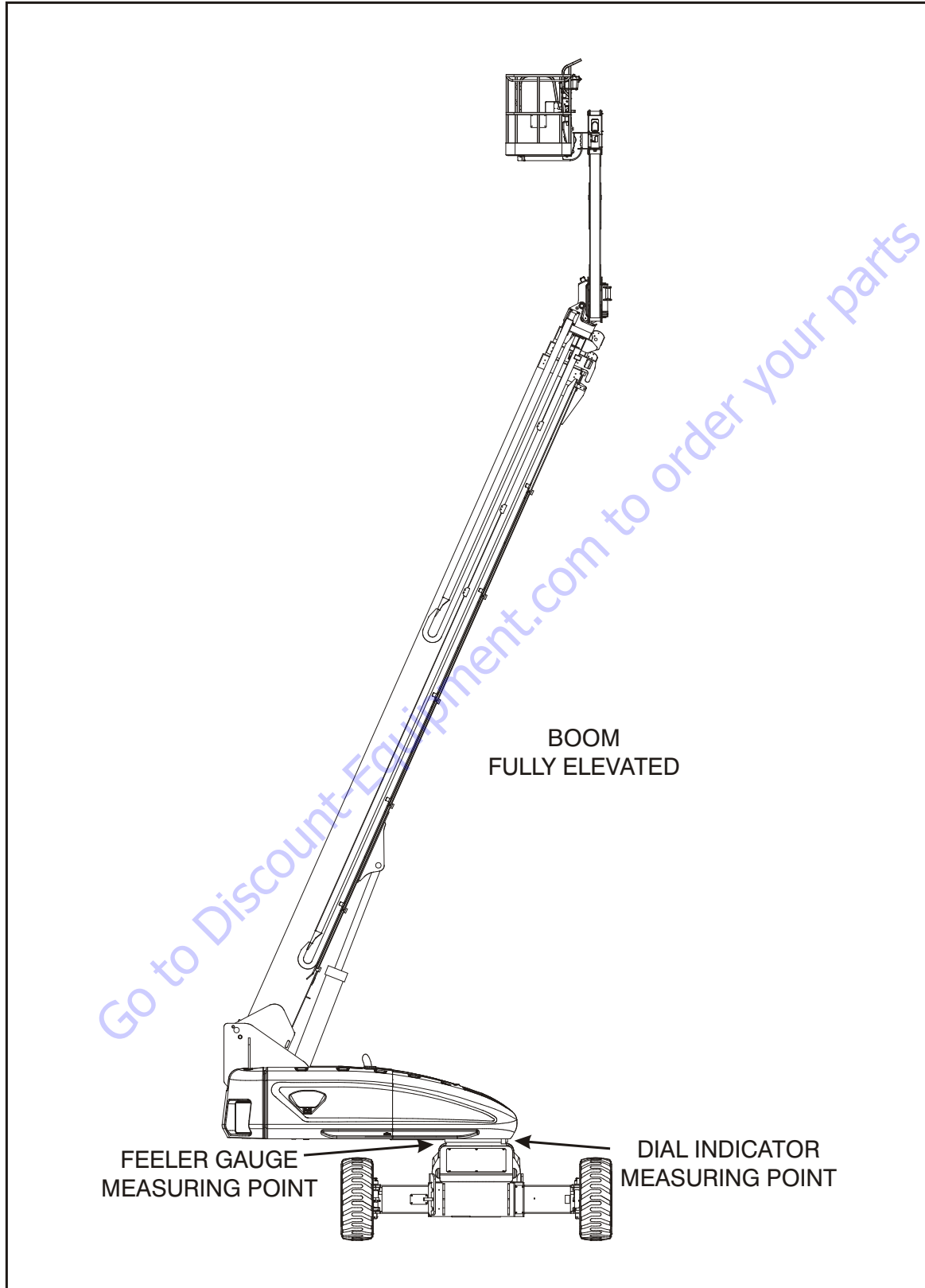


Figure 3-44. Swing Bearing Tolerance Boom Placement - Sheet 1 of 2

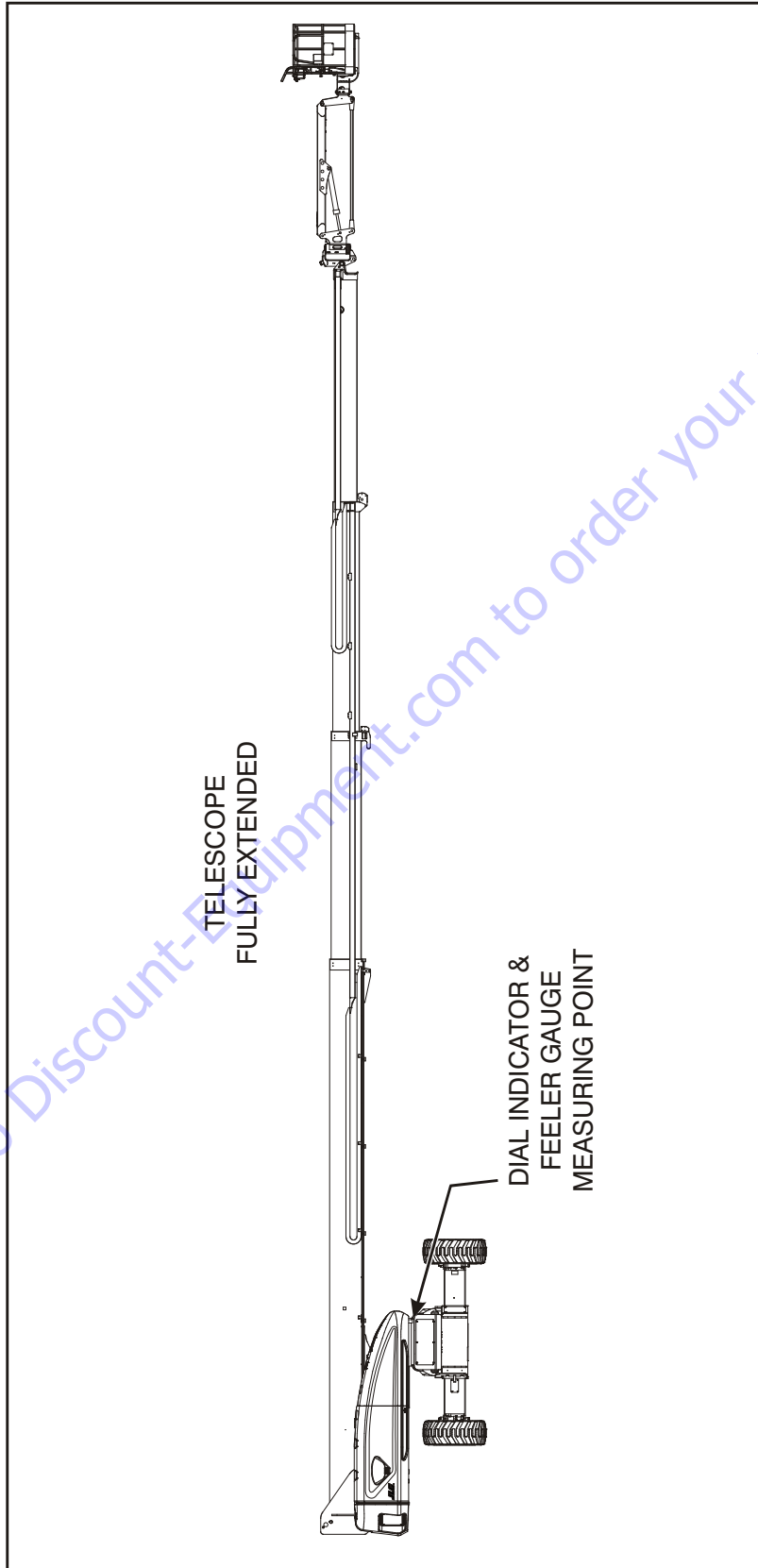


Figure 3-45. Swing Bearing Tolerance Boom Placement - Sheet 2 of 2

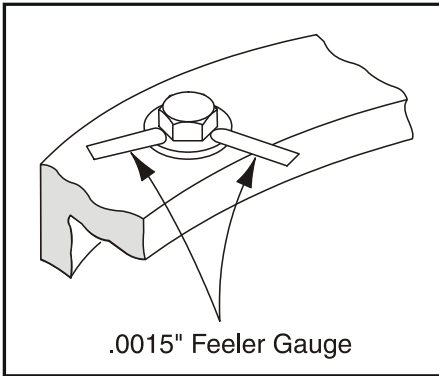


Figure 3-46. Swing Bolt Feeler Gauge Check

Wear Tolerance

1. From the underside of the machine, at rear center, with the main boom fully elevated and fully retracted, as shown in Figure 3-44., Swing Bearing Tolerance Boom Placement - Sheet 1 of 2, set up a magnetic base dial indicator as shown below and set the indicator to 0 (zero).



2. Next, position the main boom fully extended and horizontal as shown in Figure 3-45., Swing Bearing Tolerance Boom Placement - Sheet 2 of 2. Read the measurement recorded on the dial indicator gauge.

3. If the measurement is greater than 0.094 in. (2.387 mm), the swing bearing should be replaced.
4. If the measurement is less than 0.094 in. (2.387 mm), and any of the following conditions exist, the bearing should be removed, disassembled, and inspected for the following:
 - a. Metal particles in the grease.
 - b. Increased drive power required.
 - c. Noise.
 - d. Rough rotation.
5. If bearing inspection shows no defects, reassemble and return to service.

Swing Bearing Removal

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

⚠ DANGER

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 the boom and draw all slack from sling. Prop or block the boom if feasible.

NOTICE

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

3. Tag and disconnect the 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.

NOTICE

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

4. From inside turntable, remove mounting hardware which attach rotary coupling retaining yoke brackets to turntable.

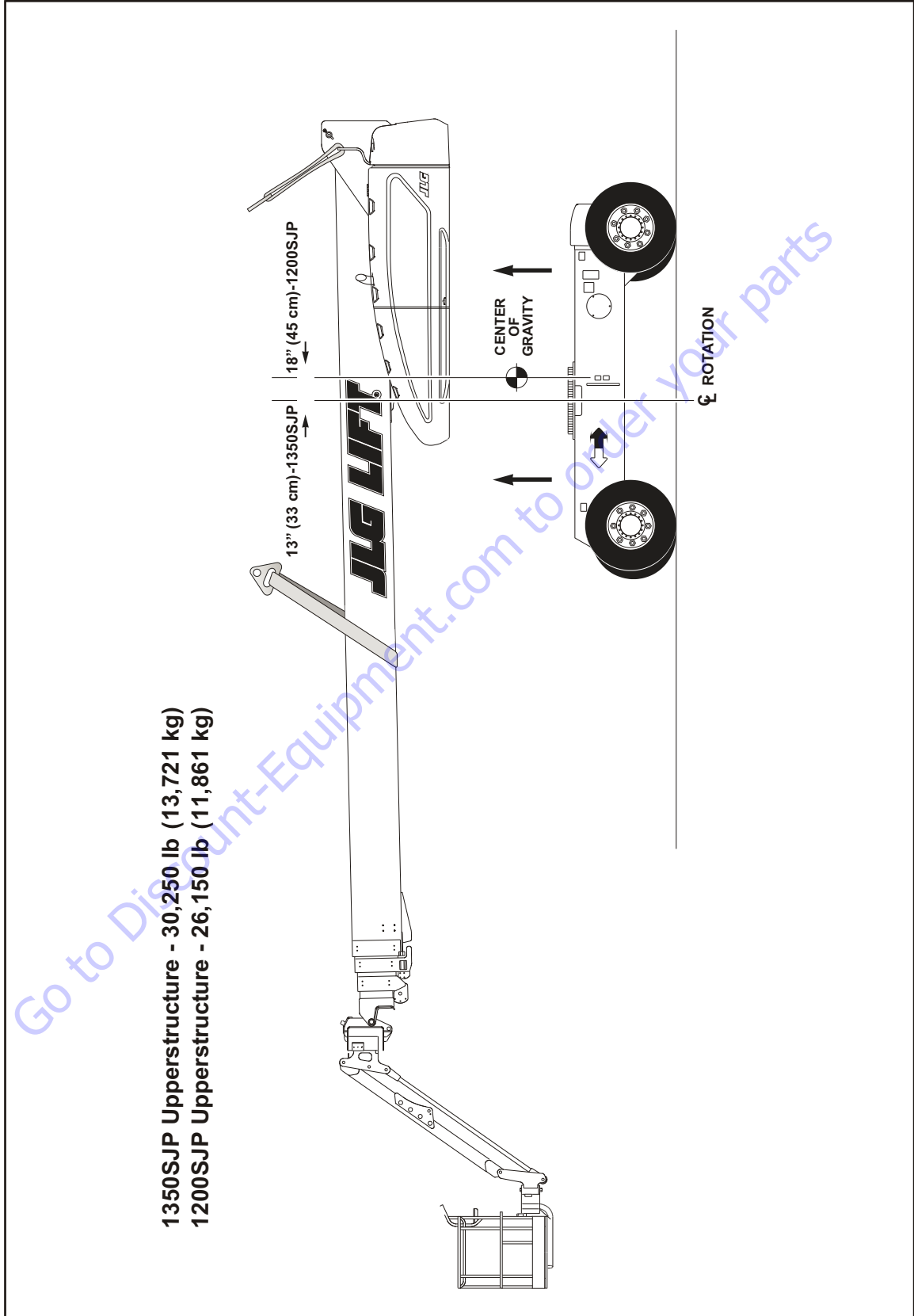
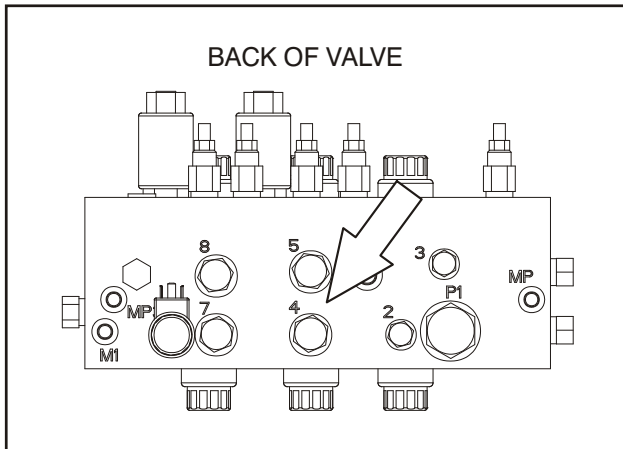


Figure 3-47. Swing Bearing Removal

- At the rear of the main valve, remove the lift hose from port #4. Immediately cap the line and port.



- Attach suitable overhead lifting equipment to the machine. Refer to Figure 3-47., Swing Bearing Removal.
- 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.
- 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.
- Carefully place the turntable on a suitably supported trestle.

NOTE: The swing bearing weighs approximately 300 lb (136 kg).

- 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.

Swing Bearing Installation

NOTE: The swing bearing weighs approximately 300 lb (136 kg).

- 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 spot with minimum gear backlash (marked with yellow paint) is towards the centerline of the swing drive (as close as the bolt pattern will allow).

NOTICE

JLG INDUSTRIES RECOMMENDS THAT 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 THAT SUCH REPLACEMENT HARDWARE MEETS JLG SPECIFICATIONS. USE OF GENUINE JLG HARDWARE IS HIGHLY RECOMMENDED.

- 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.

NOTICE

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.

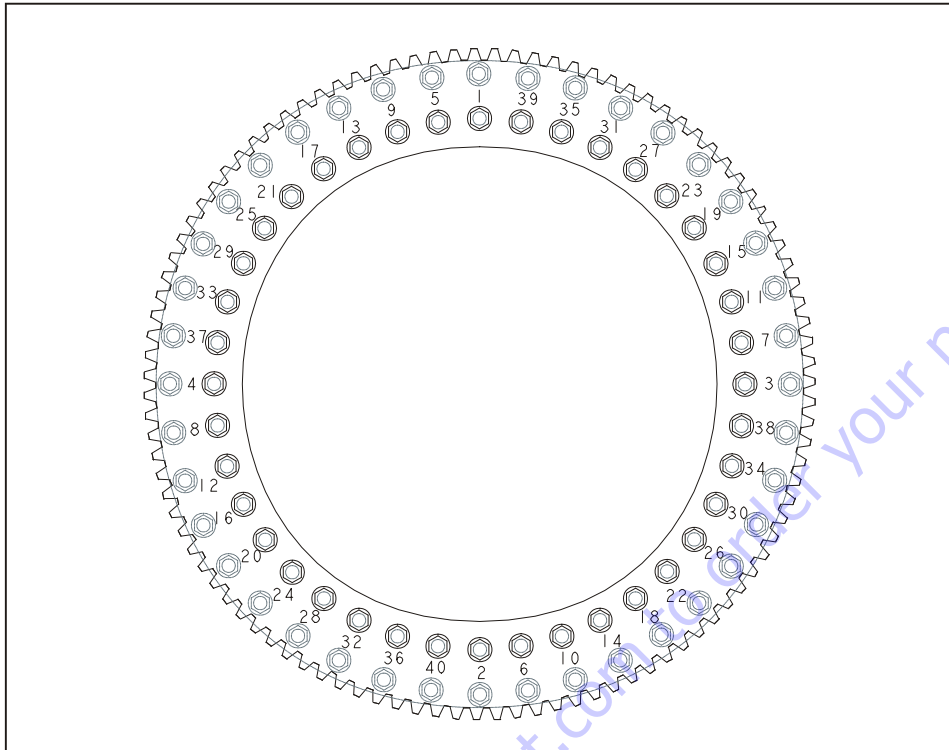
3. Refer to the Torque Sequence diagram as shown in Figure 3-48., Swing Bearing Torque Sequence. Spray a light coat of Safety Solvent 13 on the new bearing bolts. Then apply a light coating of High Strength Threadlocking Compound to the new bearing bolts, and install the bolts and washers through the frame and outer race of the bearing. Tighten the bolts to an initial torque of 190 ft. lbs. (258 Nm) w/Threadlocking.
4. Remove the lifting equipment from the bearing.
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. Spray a light coat of Safety Solvent 13 on the new bearing bolts. Then apply a light coating of High Strength Threadlocking Compound to the new bearing bolts, and install the bolts and washers through the turntable and inner race of the bearing.
8. Following the Torque Sequence diagram shown in Figure 3-48., Swing Bearing Torque Sequence, tighten the bolts to a torque of 190 ft. lbs. (258 Nm) w/Threadlocking.
9. Connect the hydraulic lines to the rotary coupling as tagged prior to removal.
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 line disconnected during removal back to port #4 on the back of the main hydraulic valve.
12. Remove the lifting equipment.
13. At ground control station, use boom lift control to lower boom to stowed position.
14. 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) w/Threadlocking.
2. Inner Race - 190 ft. lbs. (258 Nm) w/Threadlocking.
3. See Swing Bearing Torquing Sequence.

⚠ WARNING

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



NOTE: Swing Bearing Torque Sequence is typical for both inner and outer races.

Figure 3-48. Swing Bearing Torque Sequence

3.22 SWING SPEED PROPORTIONING

Swing Speed Proportioning uses the boom length and angle sensors to improve the comfort, speed and control of the turntable swing function. Turntable swing speed is increased as the distance of the platform to the center of rotation is decreased. This results in approximately constant platform speeds regardless of boom position. Swing speed proportioning is disabled with any envelope sensors failure. Disabling of swing speed proportioning will default to the slowest swing speed setting.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Beyond Transport - Drive Speed Cutback System, the tilt sensor will cause an alarm to sound, and automatically put all functions in the creep speed mode. With the exception of the speed cutback, this is a warning system only. The machine will continue to function. The operator is responsible to prevent the machine from attaining an unstable position. The 8.0 degree angle is used exclusively for the purpose of automatically shifting the drive motors to the maximum displacement position (slow speed). The control system responds to indicated angle readings 0.5 degrees smaller than the required angles to account for calibration and sensor variation.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

3.23 CHASSIS TILT INDICATOR SYSTEM

The Chassis Tilt Indicator System measures the turntable angle with respect to level ground. The tilt sensor (which is an integral part of the ground module) has two settings; 5.0 and 8.0 degrees. The smaller angle is used for the purpose of warning the operator by means of the chassis tilt light in the platform display panel. Additionally when used in conjunction with the

3.24 ROTARY COUPLING

Use the following procedure to for installing the seal kit.

1. Remove snap ring (7) from end.
2. Remove thrust ring (3) from same end.
3. Remove center body (1) from housing (3).
4. Cut off old seals (2,3,5).
5. Assemble lip seals (2) in direction shown in Figure 3-49., Rotary Coupling Seal Installation.
6. Reassemble O-ring (4).
7. Heat cap seals (5) in hydraulic oil for 5 minutes at 300° F (149° C).
8. Assemble cap seals over O-rings
9. Reinsert center body into housing (lube with hydraulic oil).
10. Replace thrust ring and snap ring.

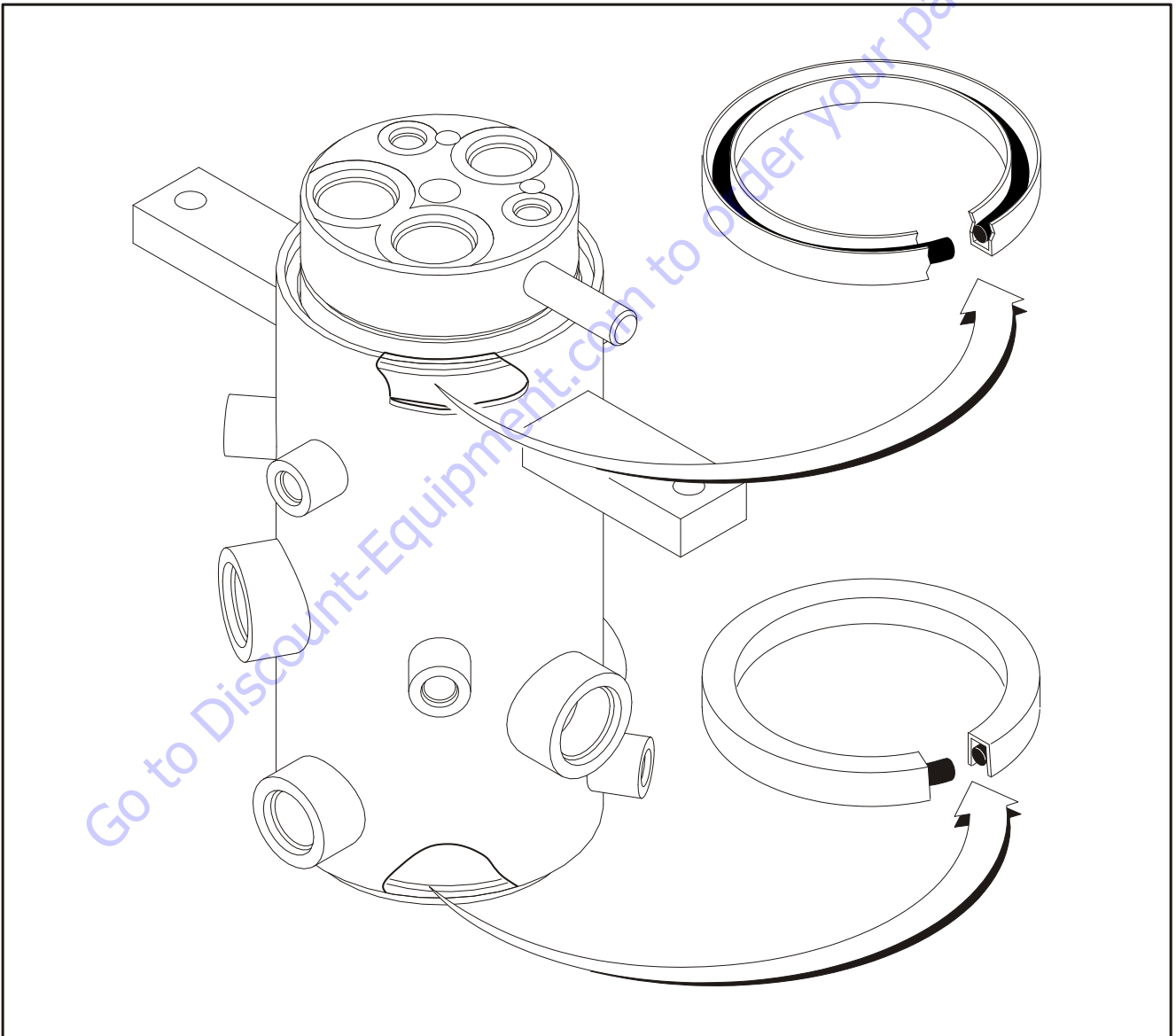
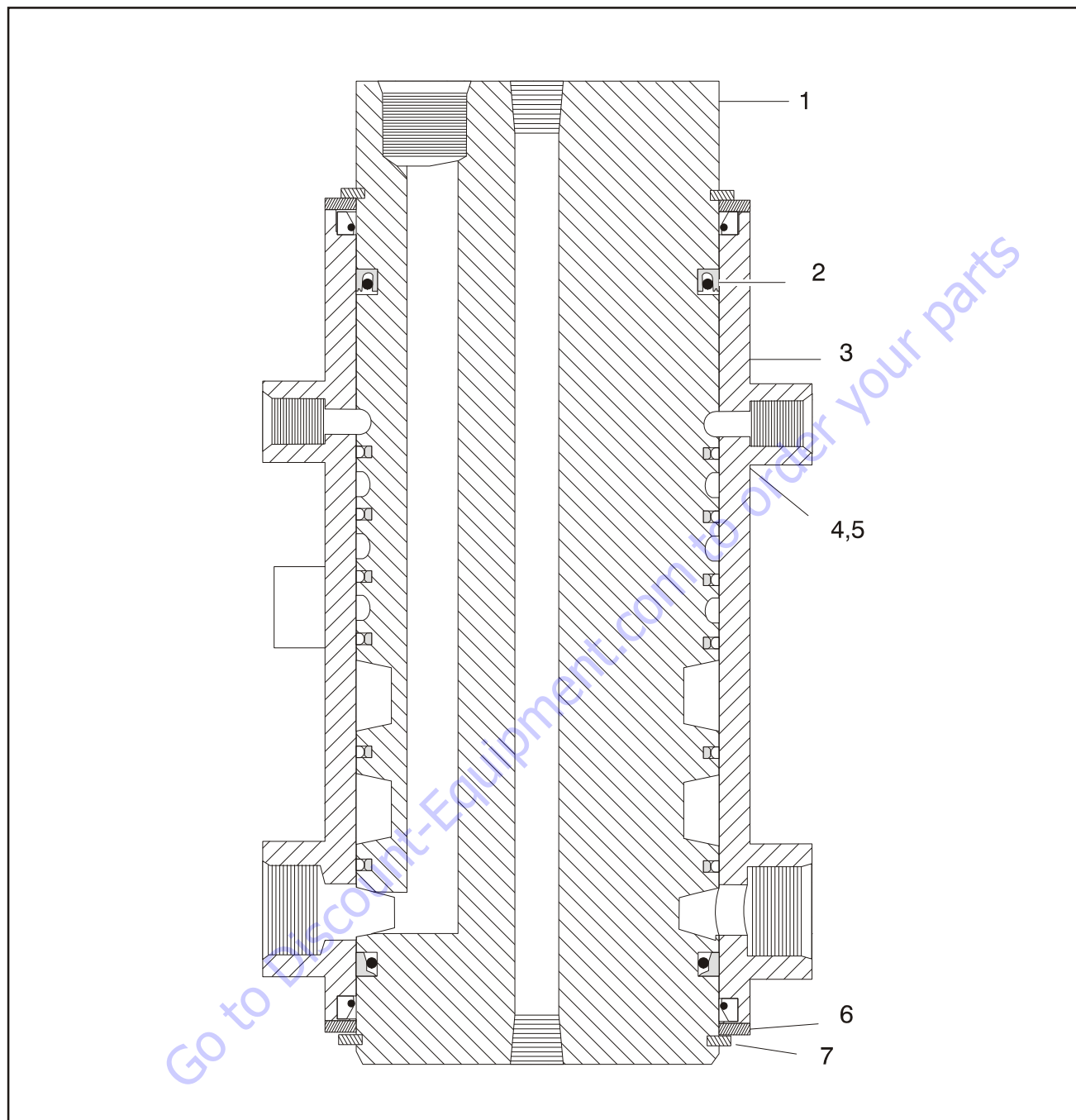
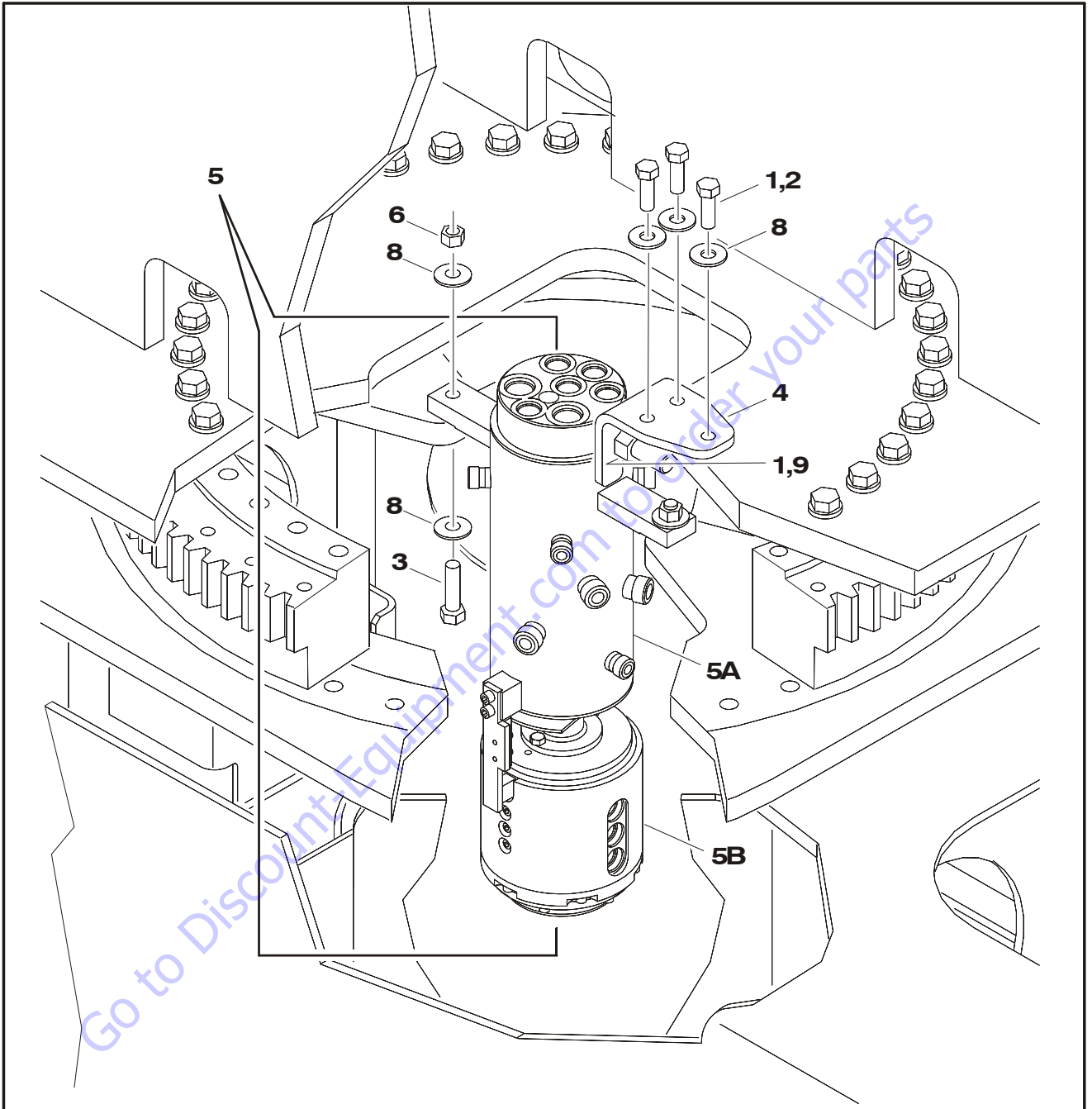


Figure 3-49. Rotary Coupling Seal Installation



- | | |
|----------------|----------------|
| 1. Center Body | 5. Seal |
| 2. Seal | 6. Thrust Ring |
| 3. Housing | 7. Snap Ring |
| 4. O-ring | |

Figure 3-50. Rotary Coupling Cutaway



- | | |
|--|------------------------------|
| 1. Medium Strength Threadlocking Compound | 5B. Rotary Circuit Contactor |
| 2. Bolt | 6. Locknut |
| 3. Bolt | 7. Not Used |
| 4. Swivel Bracket | 8. Flatwasher |
| 5. Rotary Coupling & Collector Ring Assembly | 9. Nut |
| 5A. Rotary Coupling | |

Figure 3-51. Rotary Coupling Installation

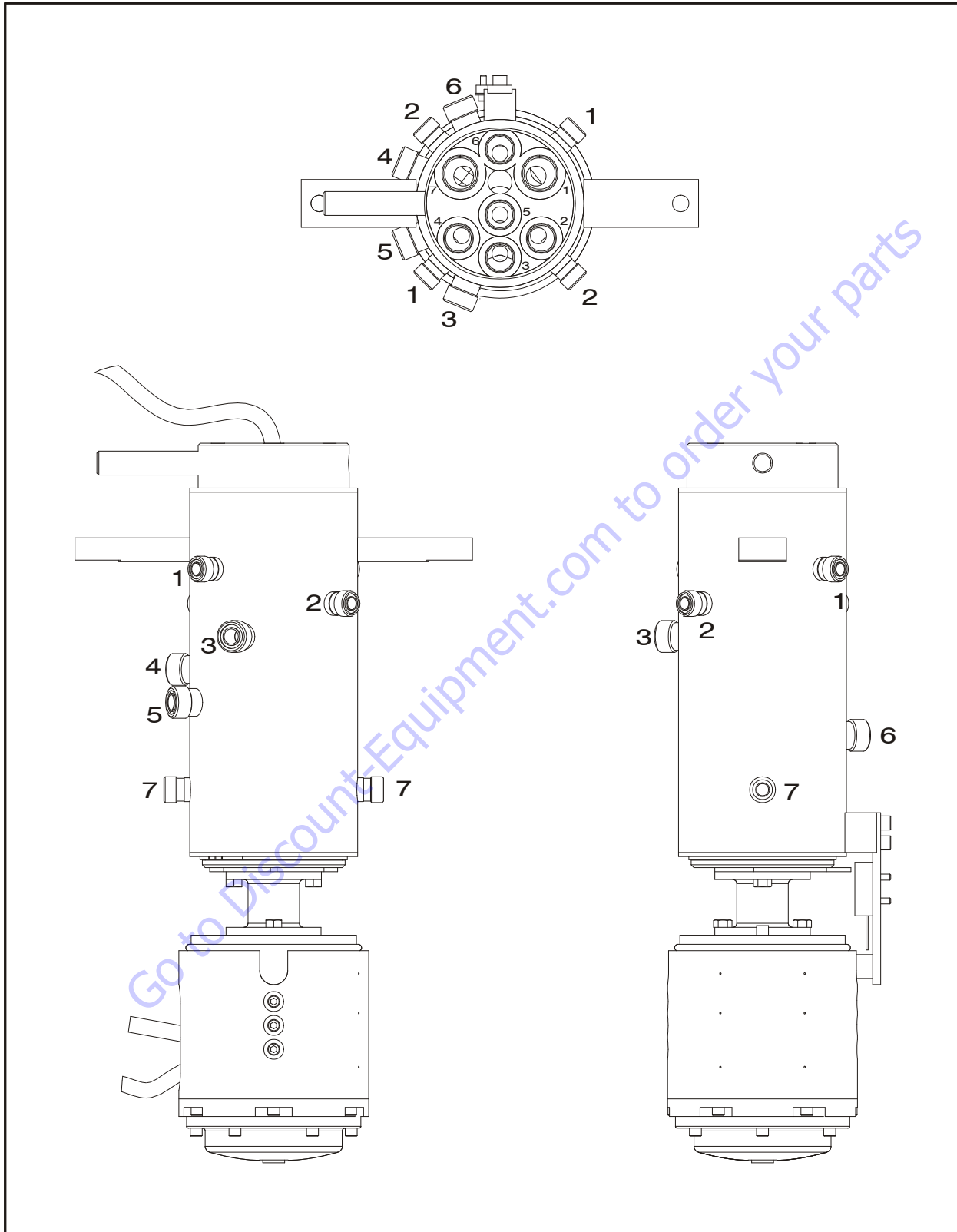


Figure 3-52. Rotary Coupling Port Location

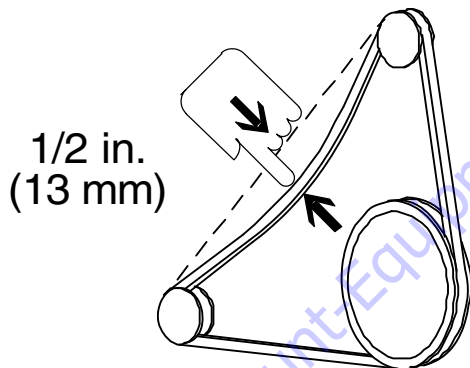
Table 3-7. Coupling Port Information Table

Port No.	Outlets	Port Size	Description	Operating Pressure PSI (Bar)	Proof Pressure PSI (Bar)
1	2	-12	Steer/Axle Extend (Tank)	250 (17)	375 (26)
2	2	-10	Steer/Axle Extend (Pressure)	3000 (207)	4500 (310)
3	1	-10	Drive A	3000 (207)	4500 (310)
4	1	-10	Drive B	3000 (207)	4500 (310)
5	1	-10	Drive A	3000 (207)	4500 (310)
6	1	-10	Drive B	3000 (207)	4500 (310)
7	2	-12	Case Drain	250 (17)	375 (26)

3.25 GENERATOR

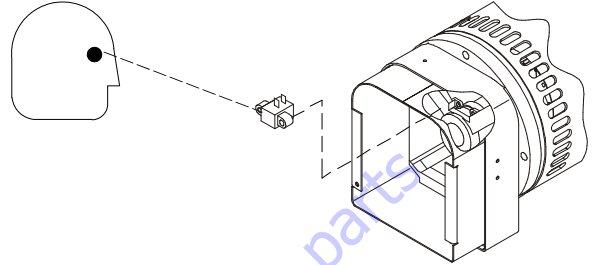
Every 250 hours

Every 250 hours of operation, check the drive belt for proper tension.

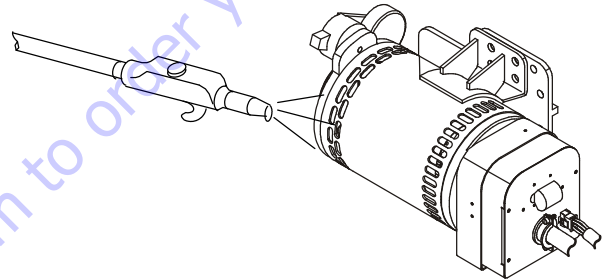


Every 500 hours

Every 500 hours of operation, service the generator brushes and slip rings. Hostile environments may require more frequent service.



Every 500 hours of service, blow out the inside of the generator. If operating in a hostile environment, clean monthly.

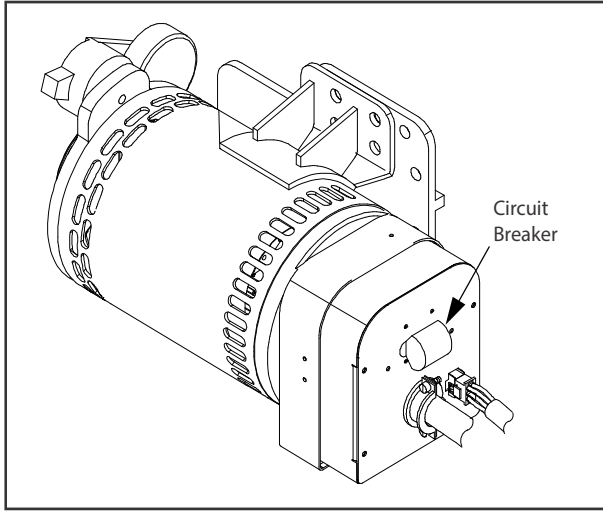


Overload Protection

⚠ CAUTION

STOP THE ENGINE WHENEVER CHECKING OR INSPECTING THE CIRCUIT BREAKER.

The circuit breaker protects the generator windings from overload. If the circuit breaker opens, generator output stops. If the circuit breaker continues to open, check for faulty equipment connected to the platform receptacles.



Inspecting Brushes, Replacing Brushes, and Cleaning Slip Rings

Refer to Figure 3-53, Inspecting Generator Brushes, Replacing Brushes, and Cleaning Slip Rings.

INSPECTING BRUSH POSITION

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

INSPECTING BRUSHES

Remove the end panel. Inspect the wires. Remove the brush holder assembly. Pull the brushes from the holders.

Replace the brushes if damaged, or if the brush is at or near minimum length.

CLEANING SLIP RINGS

Visually inspect the slip rings. Under normal use, the rings turn dark brown.

If the slip rings are corroded or their surface is uneven, remove the belt to turn the shaft by hand for cleaning.

Clean the rings with 220 grit emery paper. Remove as little material as possible. If the rings are deeply pitted and do not clean up, consult generator factory service.

Reinstall the belt, brush holder assembly, and end panel.

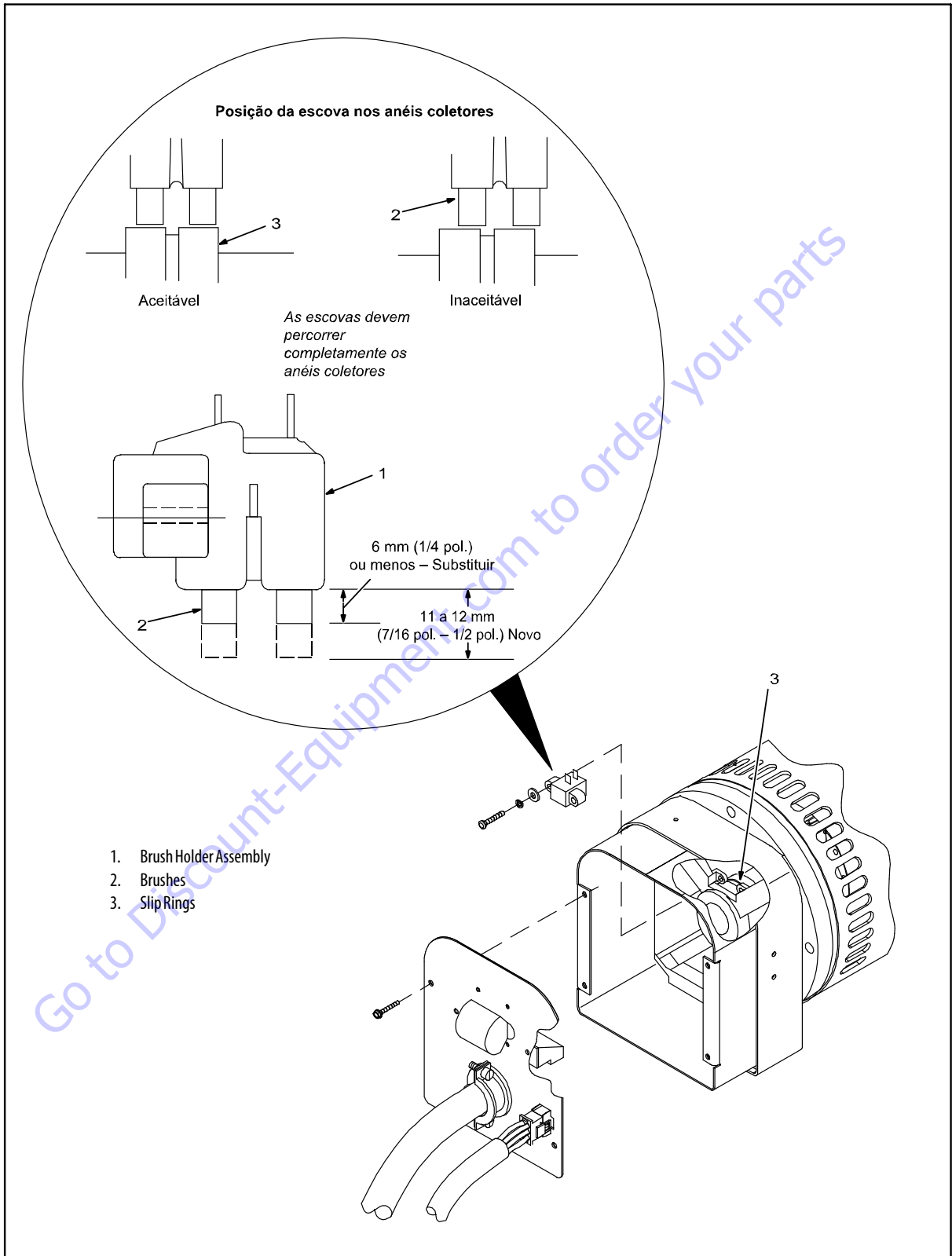
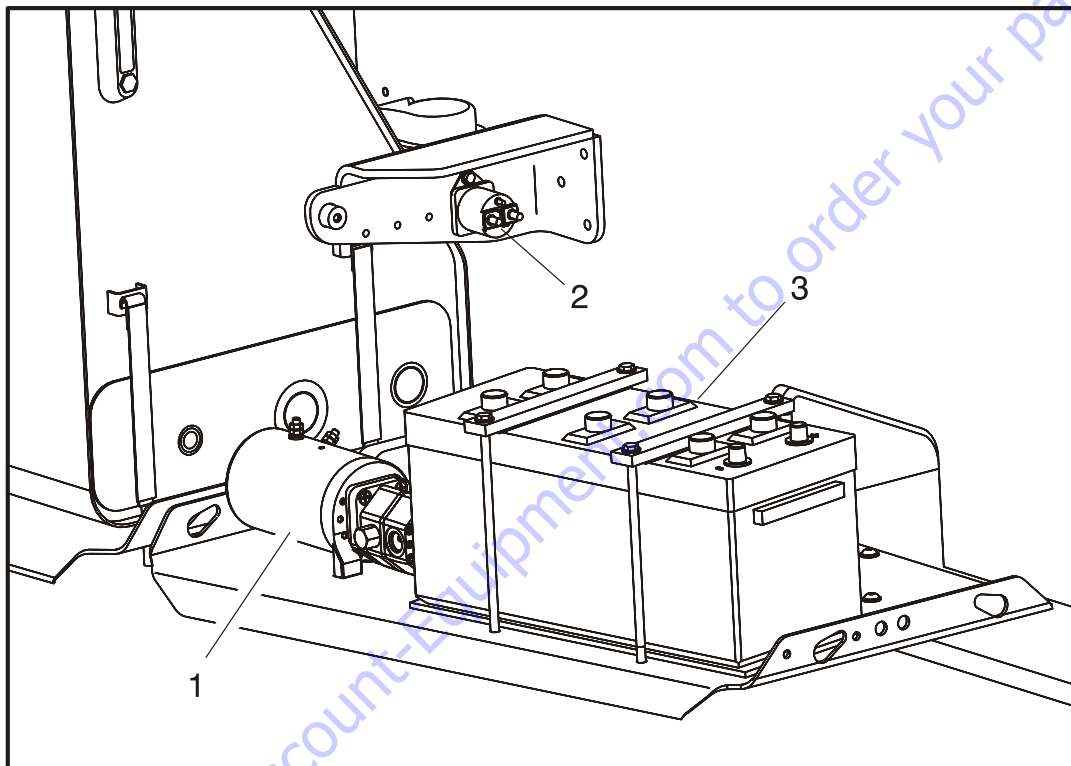


Figure 3-53. Inspecting Generator Brushes, Replacing Brushes, and Cleaning Slip Rings

3.26 AUXILIARY POWER SYSTEM

The auxiliary power system is intended as a secondary means of moving the boom in the event of primary power loss. This system uses an electric motor/pump unit powered by a 12V battery capable of operating all functions except drive, controlled arc, controlled boom angle, and envelope tracking. During lift up or down functions, no other functions are permitted and during lift up functions, automatic platform leveling is not active. To reduce the demand on the battery and therefore extend the run time of the system, the auxiliary power functionality differs from the primary power functional-

ity. The auxiliary power lift down function supplies pilot pressure to the lift cylinder allowing gravity to lower the boom. The system redirects discharge oil from the lift cylinder to retract the telescope cylinder. When the boom is retracted to the transport length, the telescope in valve is dropped out and lift down is operated alone allowing the platform to reach the ground. This not only greatly reduces the power required for these functions but also lowers the boom within the envelope regardless of starting position. Envelope control and moment control remain active during the auxiliary power function.



- 1. Auxiliary Pump
- 2. Power Relay
- 3. Battery

Figure 3-54. Auxiliary Pump Installation

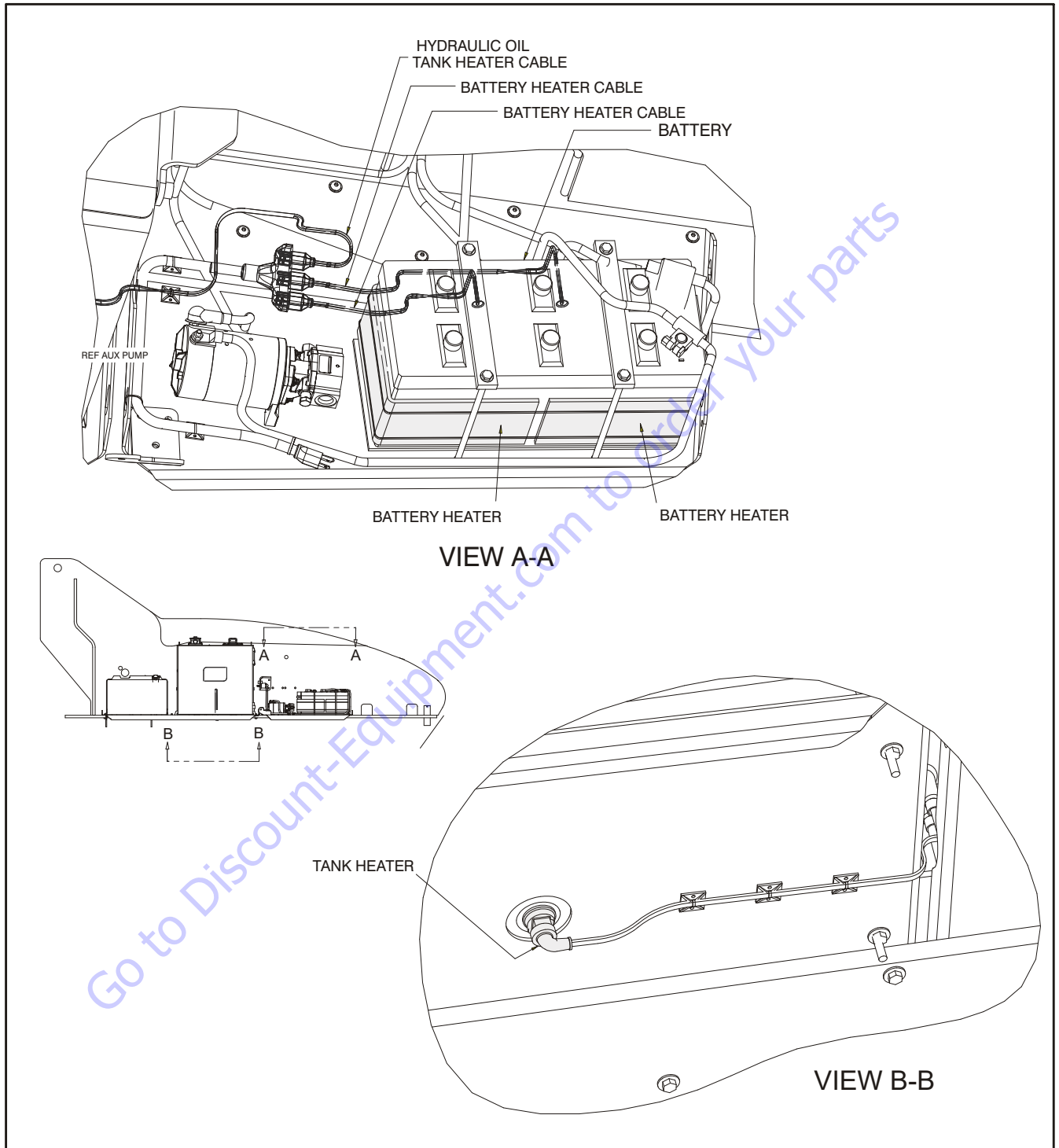


Figure 3-55. Cold Weather Package

3.27 COLD WEATHER PACKAGE

As an option, a cold weather package is available to allow the machine to be operated in lower temperatures. The package consists of battery heaters, a hydraulic tank heater, Exxon Unis hydraulic oil, and diesel fuel conditioner. See Figure 3-55., Cold Weather Package.

3.28 ENGINE

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

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.

Checking Oil Level

1. Switch the engine off before checking oil level.
2. Make sure the machine and engine are level.
3. Remove the oil dipstick.
4. Wipe the dipstick with non-fibrous, clean cloth.
5. Insert the dipstick to the stop and remove again.



Check the oil level, and if necessary, top the oil level up to the MAX mark with an approved grade and type of oil as outlined in the engine manufacturer's operator's manual. Refer to Figure 3-56., Deutz Engine Dipstick.

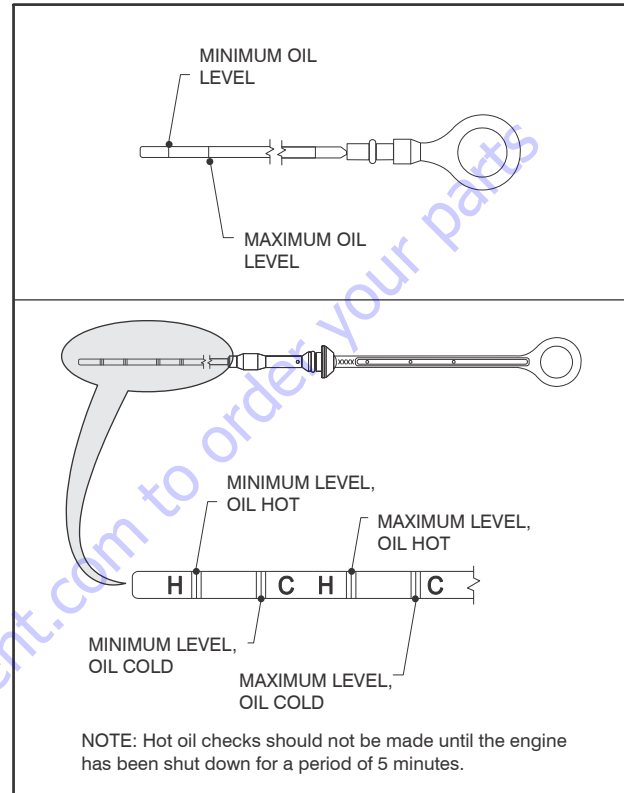


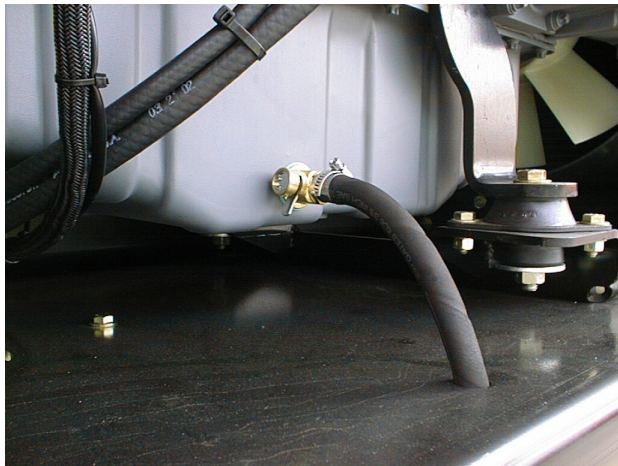
Figure 3-56. Deutz Engine Dipstick

6. Replace the dipstick making sure that it is fully seated in the dipstick tube to seal off the crankcase.

Changing Engine Oil

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

- Open the oil drain valve.



⚠ WARNING

WHEN DRAINING HOT ENGINE OIL THERE IS A RISK OF SCALDING.

NOTICE

DO NOT LET USED OIL RUN INTO THE SOIL; COLLECT THE USED OIL IN A CONTAINER SUITABLE FOR DISPOSAL OR RECYCLING. DISPOSE OF THE USED ENGINE OIL IN ACCORDANCE WITH ENVIRONMENTAL REGULATIONS.

- Drain the oil.
- Close the oil drain valve.
- Pour in new engine oil. Refer to Section 1 for capacity and refer to Figure 3-57., Engine Oil Viscosity for the proper grade.

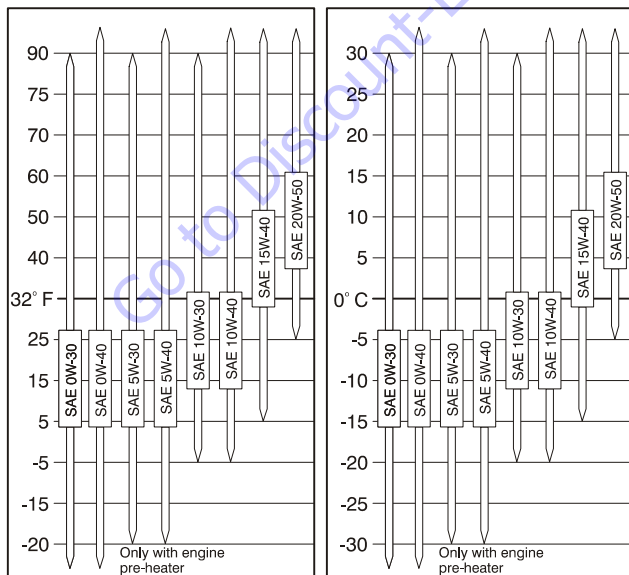
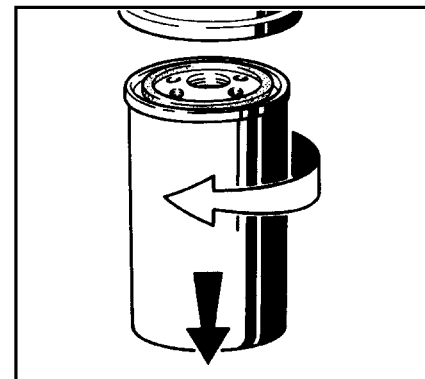


Figure 3-57. Engine Oil Viscosity

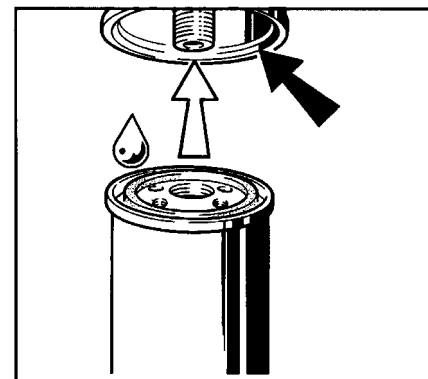
Changing the Oil Filter



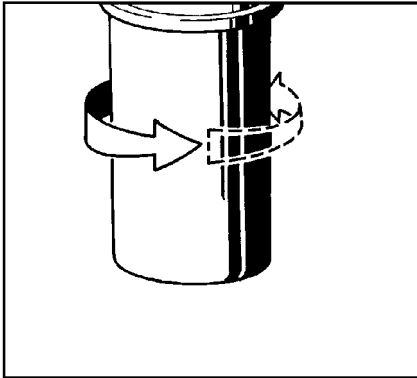
- Wipe the area around the filter to clean any dirt from the area.
- Using a suitable oil filter removal tool, loosen the lube oil filter cartridge and spin off.



- Catch any escaping oil.
- Clean any dirt from the filter carrier sealing surface.
- Lightly oil the rubber gasket on the new oil filter.

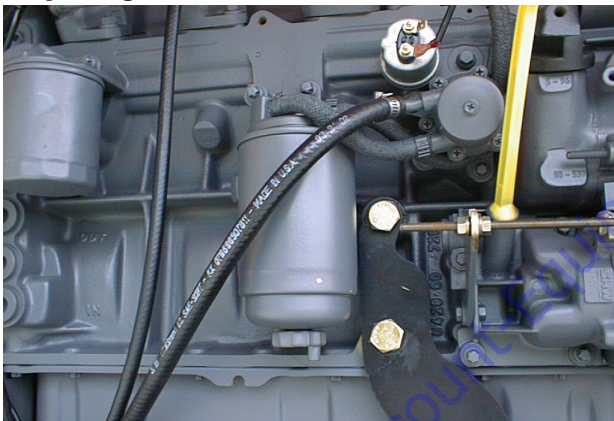


6. Manually screw in the new filter until the gasket is flush.



7. Tighten the filter another half-turn.
8. Check the oil level.
9. Check the oil pressure.
10. Check the oil filter cartridge and make sure there are no leaks.

Replacing the Fuel Filter



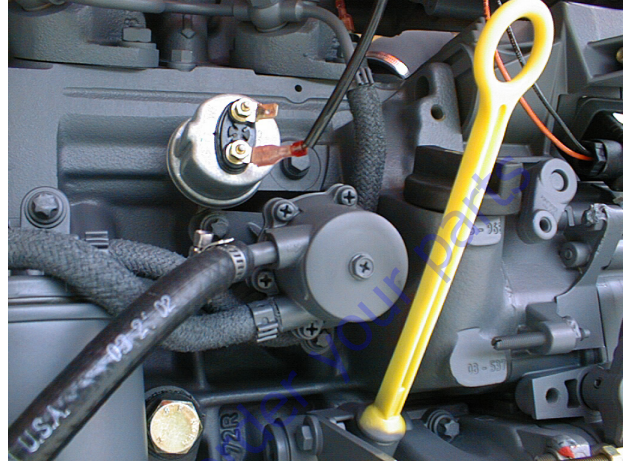
⚠ WARNING

WHEN WORKING ON THE FUEL SYSTEM, MAKE SURE THERE ARE NO OPEN FLAMES OR SPARKS IN THE AREA. DO NOT SMOKE WHEN WORKING ON THE FUEL SYSTEM.

1. Wipe the area around the filter to clean any dirt from the area.
2. Undo the fuel filter cartridge and spin off.
3. Catch any escaping fuel.
4. Clean any dirt from the filter carrier sealing surface.
5. Apply a light film of oil or diesel fuel to the rubber gasket of the new filter cartridge.
6. Manually screw in the new filter until the gasket is flush.
7. Tighten the fuel filter cartridge with a final half-turn.

8. Open the fuel shut-off valve.
9. Check for leaks.

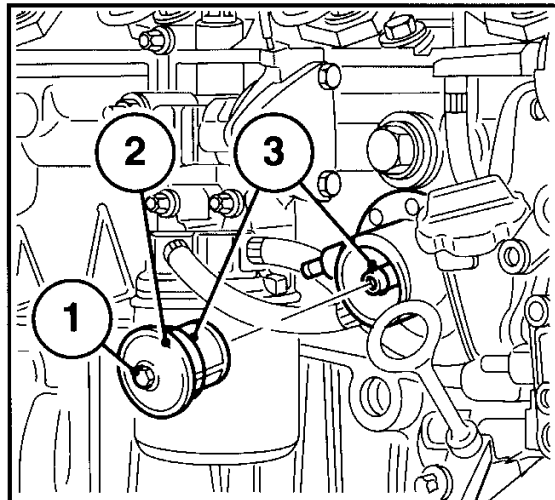
Cleaning the Fuel Strainer



⚠ WARNING

WHEN WORKING ON THE FUEL SYSTEM, MAKE SURE THERE ARE NO OPEN FLAMES OR SPARKS IN THE AREA. DO NOT SMOKE WHEN WORKING ON THE FUEL SYSTEM.

1. Unscrew the hexagonal nut (1).



2. Remove the fuel strainer cover (2).
3. Clean the fuel strainer with diesel fuel, replace if necessary.
4. Place the seal (3) in position.
5. Install the fuel strainer cover (2) in position and tighten the hexagonal screw (1).
6. Check for leaks.

3.29 DEUTZ ENGINE - TD2.9L4

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.

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.

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.

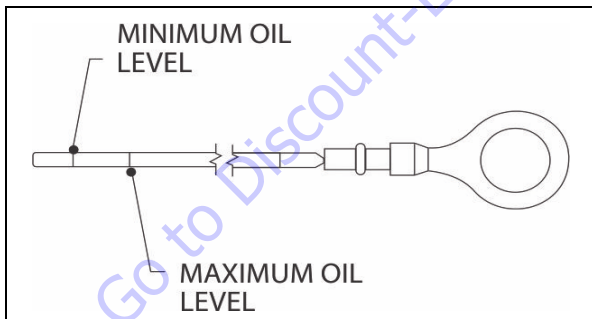


Figure 3-58. Deutz Engine Dipstick

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 3-59., Engine Oil Viscosity.

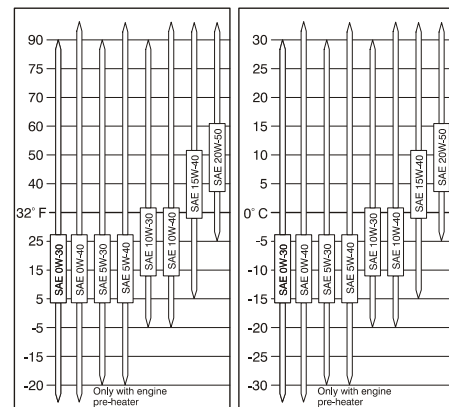


Figure 3-59. Engine Oil Viscosity

Replacing the Oil Filter

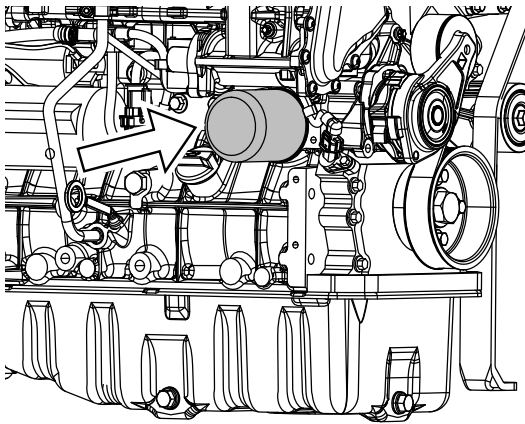
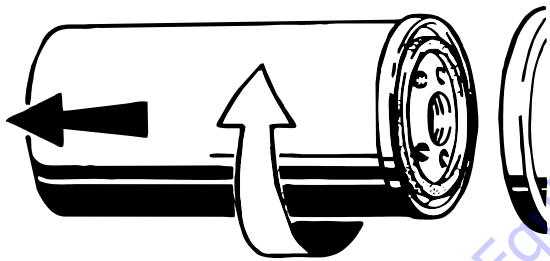
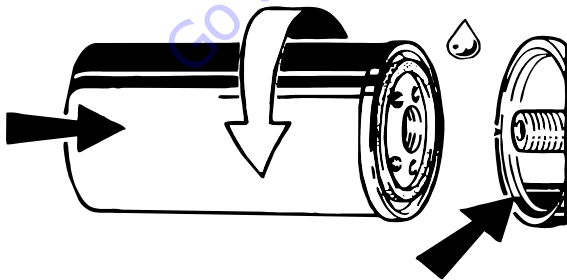


Figure 3-60. Location of the Oil Filter

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 Primary Fuel Filters

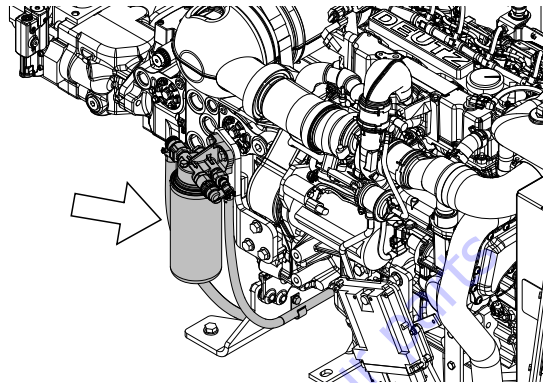
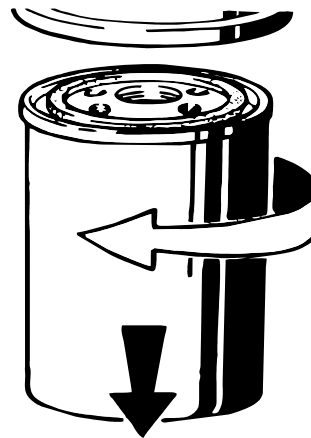


Figure 3-61. Location of the Primary Fuel Filter

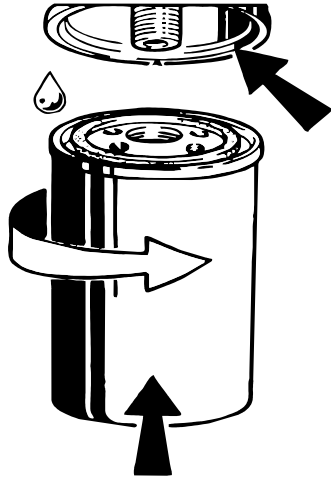
⚠ WARNING

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 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.

Replacing the Fuel Pre-Filter

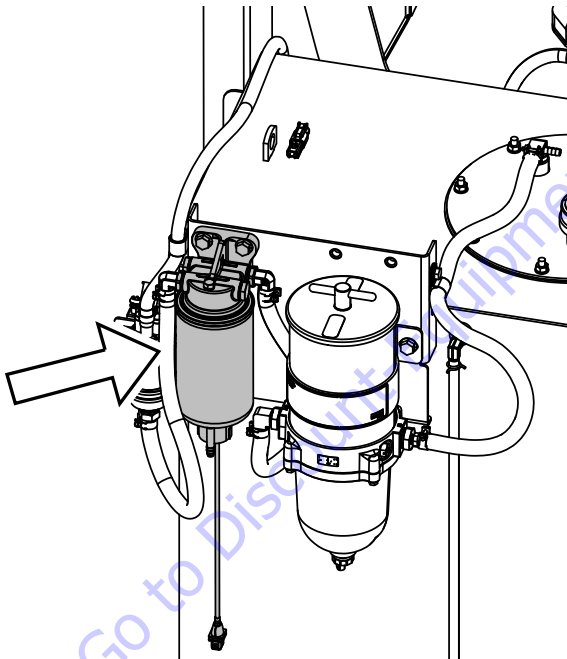
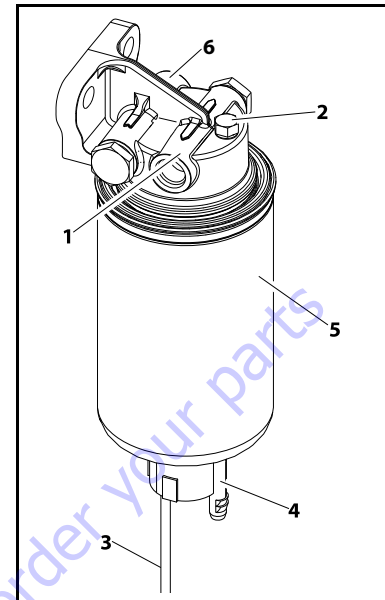


Figure 3-62. Location of Fuel Pre-Filter

NOTE: Refer Figure 3-63., Components of Fuel Pre-Filters.



- | | |
|---|----------------------------------|
| 1. Fuel Supply Flow to the Pump | 4. Drain Plug |
| 2. Venting Screw | 5. Filter Element |
| 3. Electrical Connection for Water Level Sensor | 6. Fuel Inlet from the Fuel Tank |

Figure 3-63. Components of Fuel Pre-Filter

⚠ WARNING

WHEN WORKING ON THE FUEL SYSTEM, MAKE SURE THERE ARE NO OPEN FLAMES OR SPARKS IN THE AREA. DO NOT SMOKE WHEN WORKING ON THE FUEL SYSTEM.

1. Switch off the engine.
2. Fuel supply from the fuel tank may need to be blocked to prevent fuel flow from the tank.
3. Place suitable collecting container under drain plug.
4. Disconnect electrical connections from water sensor.
5. Loosen drain plug and drain liquid.
6. Remove filter element.
7. Catch any escaping fuel.
8. Clean any dirt of the sealing surfaces of the new filter element and opposite side of filter head.
9. Wet the sealing surfaces of new filter element slightly with fuel.
10. Install new filter onto the filter head in clockwise direction. Torque to 12.5-13.3 ft. lbs. (17-18 Nm).
11. Install the drain plug and tighten to torque 1-1.4 ft. lbs. (1.3-1.9 Nm).
12. Connect electrical connection to water sensor.
13. Check for leaks after starting engine.

Water in Fuel Sensing System (Optional)

The Water in Fuel Sensing System detects when there is an excessive amount of water in the fuel and sets a DTC code in the JLG Control System to alert the operator and/or service technician.

When Water in Fuel condition occurs, the machine will respond in the following way:

- The engine will shut down automatically.
- The JLG Control System will set DTC 4375 - Water in Fuel.
- An alarm will sound from the active control station (ground or platform).
- If in platform mode, the Low Fuel Indicator will flash.
- Engine Restart will be permitted after the machine senses the Water in Fuel condition, but will only run for 2 minutes and the engine will shut down again. This restart process will continue until the Water in Fuel condition is corrected.

Draining Water

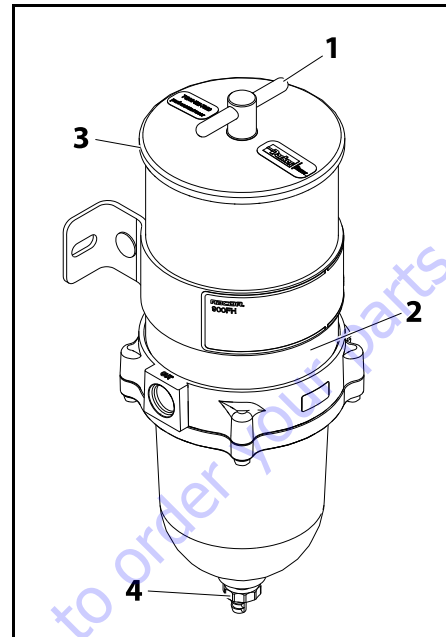
Frequency of water draining is determined by the contamination level of the fuel. Inspect or drain the collection bowl of water daily or as necessary. The collection bowl must be drained before contaminants reach the top of the turbine or when the Water Detection Module (optional) indicates it's time to drain water.

PRESSURE APPLICATIONS / INSTALLATIONS:

1. Open the drain plug on the bottom of the bowl to evacuate water and contaminants with a suitable collection container in place.
2. Close the drain after all the water and contaminants have been evacuated.

NOTE: Do not leave the drain open too long as it may completely drain the entire filter assembly of water and fuel.

Auxiliary Fuel Filter



- | | |
|-------------------|---------------|
| 1. T-handle | 3. Lid |
| 2. Filter Element | 4. Drain Plug |

Figure 3-64. Components of Auxiliary Fuel Filter

WARNING

WHEN WORKING ON THE FUEL SYSTEM, MAKE SURE THERE ARE NO OPEN FLAMES OR SPARKS IN THE AREA. DO NOT SMOKE WHEN WORKING ON THE FUEL SYSTEM.

ELEMENT REPLACEMENT

Frequency of element replacement is determined by the contamination level of the fuel. Replace the elements every 500 hours, if power loss is noticed or annually, whichever comes first.

1. Switch off the engine.
2. Fuel supply from the fuel tank may need to be blocked to prevent fuel flow from the tank.
3. Wipe the area around the filter to clean any dirt from the area.
4. Remove the T-handle and lid.
5. Remove the element by holding the bail handles and slowly pulling upward with a twisting motion. Dispose of properly.
6. Replace old lid gasket and T-handle O-ring with new seals (supplied with new element). Lubricate both seals with motor oil or diesel fuel before installation.
7. Refer to Priming of auxiliary fuel filter or fill the unit with clean fuel, then replace the lid and T-handle then tighten snugly by hand only.

NOTE: Do not use any tool for removal and installation of T-handle.

PRIMING OF AUXILIARY FUEL FILTER

1. Remove the T-handle and lid from the top of the filter assembly.
2. Fill the filter assembly with clean fuel.
3. Lubricate lid gasket and T-handle O-ring with clean fuel or motor oil.
4. Replace the lid and T-handle and tighten snugly by hand only.

NOTE: Do not use any tool for removal and installation of T-handle.

5. Start engine and check for fuel system leaks.
6. Correct as necessary with engine off and pressure relieved from filter assembly.

DRAINING WATER

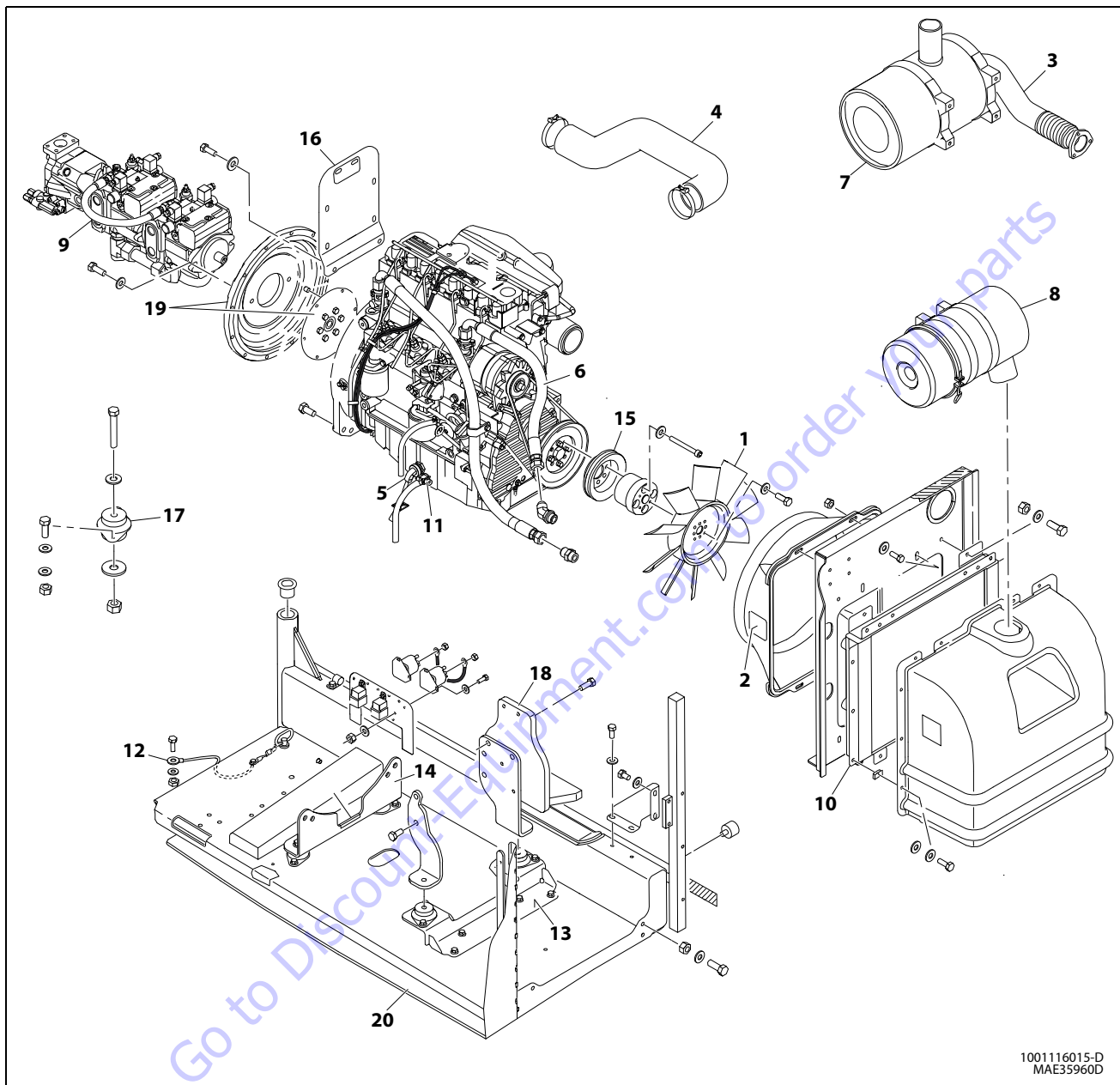
Frequency of water draining is determined by the contamination level of the fuel. Inspect or drain the collection bowl of water daily or as necessary. The collection bowl must be drained before contaminants reach the top of the turbine or when the Water Detection Module (optional) indicates it's time to drain water.

PRESSURE APPLICATIONS / INSTALLATIONS:

1. Open the self-venting drain plug on the bottom of the bowl to evacuate water and contaminants with a suitable collection container in place. Head pressure will push any water and contaminants out of the drain while keeping the filter primed.
2. Close the drain after all the water and contaminants have been evacuated.
3. If necessary, follow priming of auxiliary fuel filter.

NOTE: Do not leave the drain open too long as it may completely drain the entire filter assembly of water and fuel.

3.30 DEUTZ TD2011 ENGINE

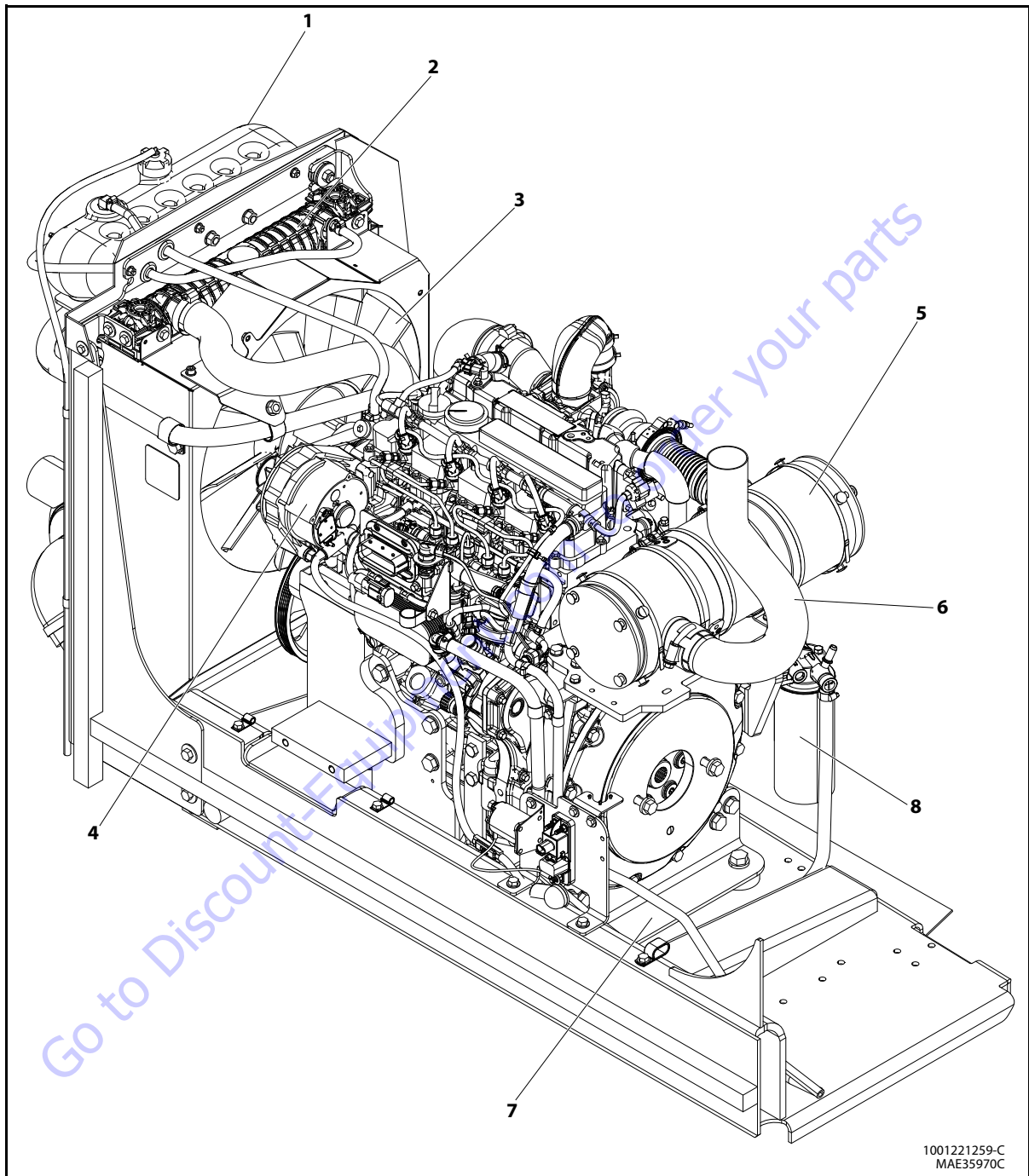


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MAE35960D

- | | | | |
|---------------|-------------------------|---------------------------------|-----------------------|
| 1. Fan | 6. Oil Cooler | 11. Oil Drain | 16. Muffler Bracket |
| 2. Rod | 7. Muffler | 12. Lanyard | 17. Motor Mount |
| 3. Exhaust | 8. Air Cleaner Assembly | 13. Front Engine Mounting Plate | 18. Generator Mount |
| 4. Air Intake | 9. Pump Assembly | 14. Rear Engine Mounting Plate | 19. Pump Coupling Kit |
| 5. Heater | 10. Cooler | 15. Pulley | 20. Engine Tray |

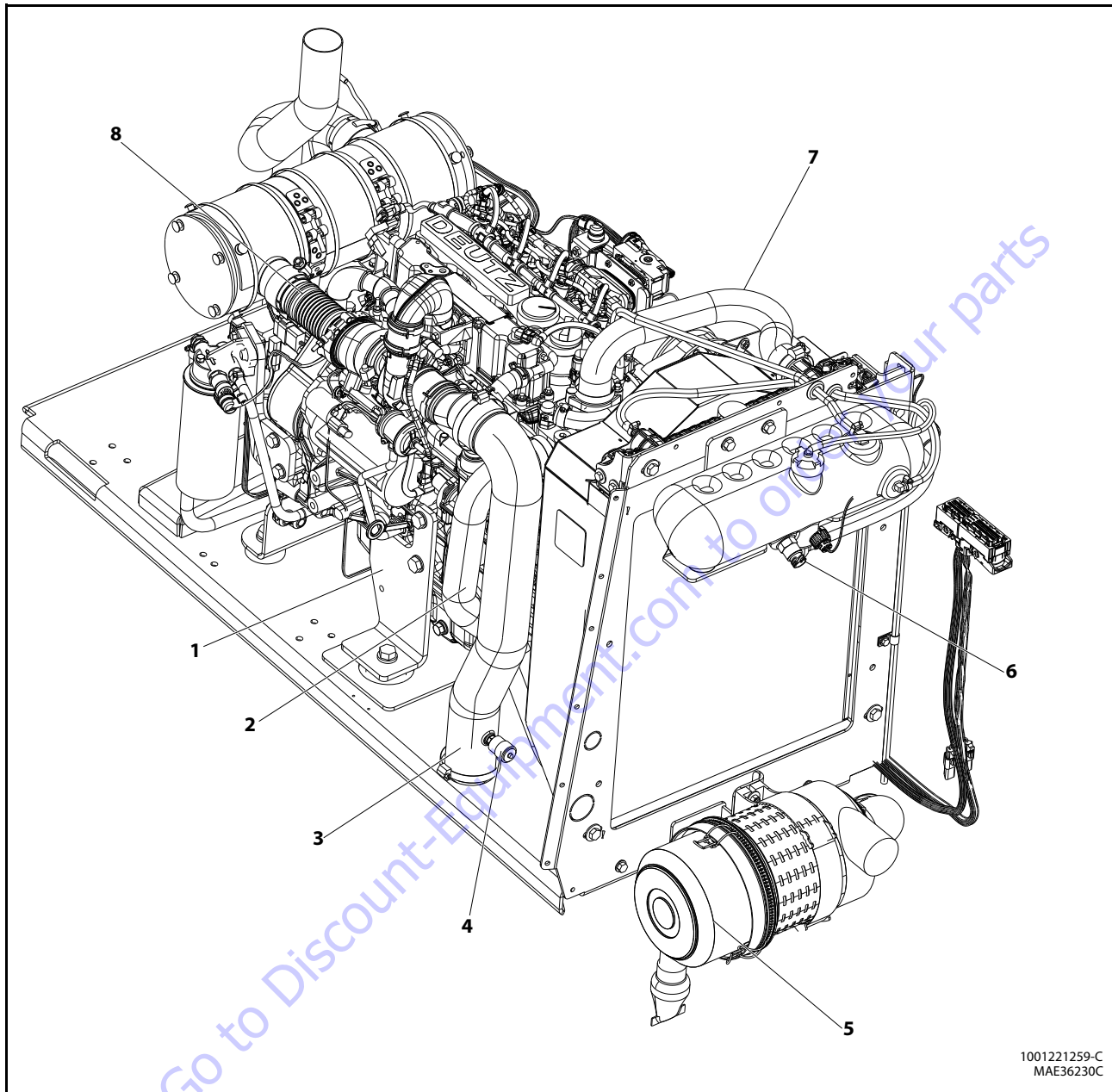
Figure 3-65. Detuz TD2011 L040 Engine Installation

3.31 DEUTZ 2.9 L4 (GUO III) ENGINE



- | | |
|---------------|----------------------|
| 1. Surge Tank | 5. Muffler |
| 2. Radiator | 6. Exhaust Tail Pipe |
| 3. Fan | 7. Engine Mount |
| 4. Alternator | 8. Fuel Filter |

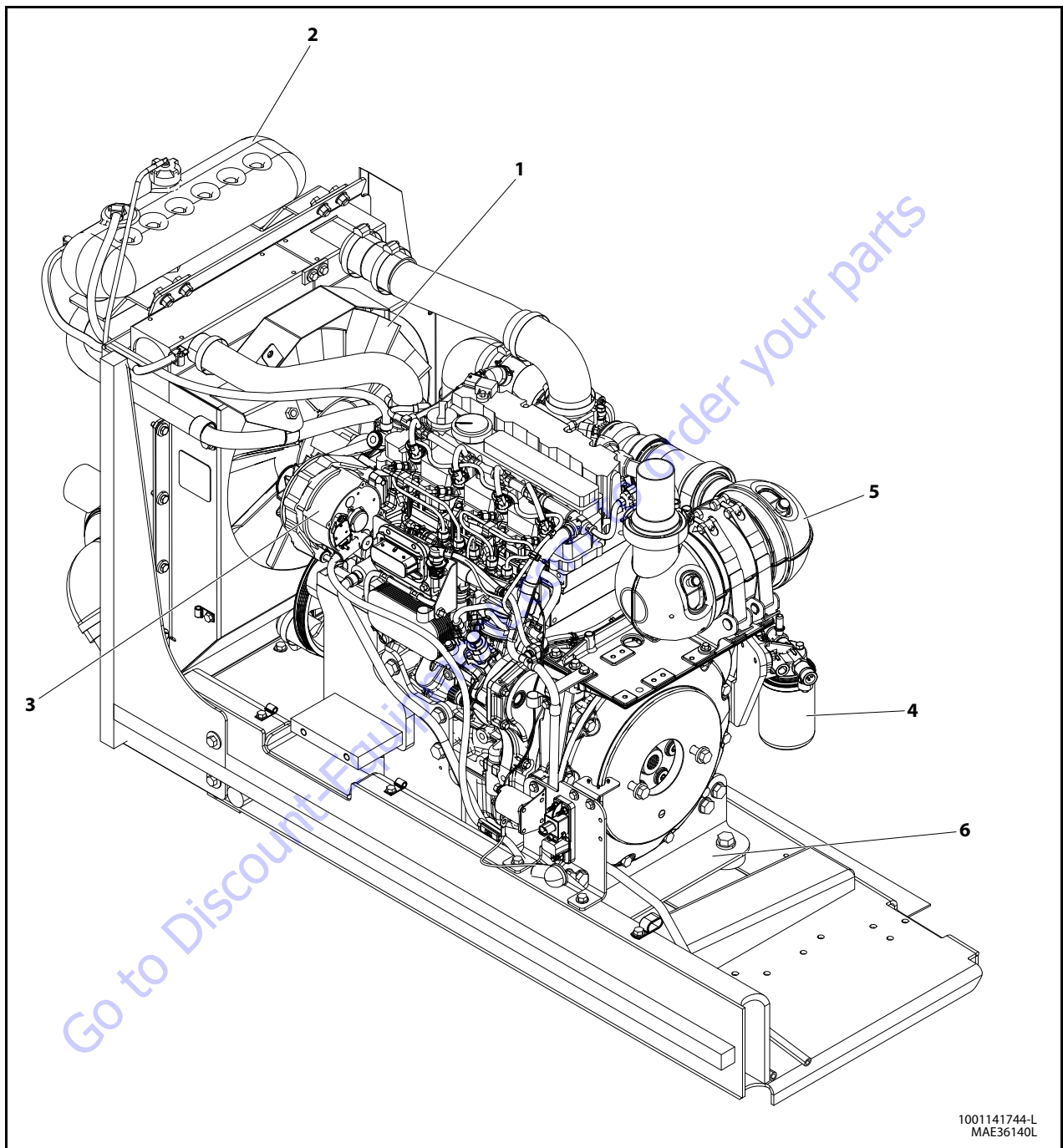
Figure 3-66. Deutz 2.9 L4 (GUO III) Engine Installation - Sheet 1 of 2



- | | |
|-------------------------|-------------------------|
| 1. Generator Mount | 5. Air Filter |
| 2. Lower Radiator Hose | 6. Coolant Level Sensor |
| 3. Air Intake Hose | 7. Upper Radiator Hose |
| 4. Air Filter Indicator | 8. Pipe Flex Assembly |

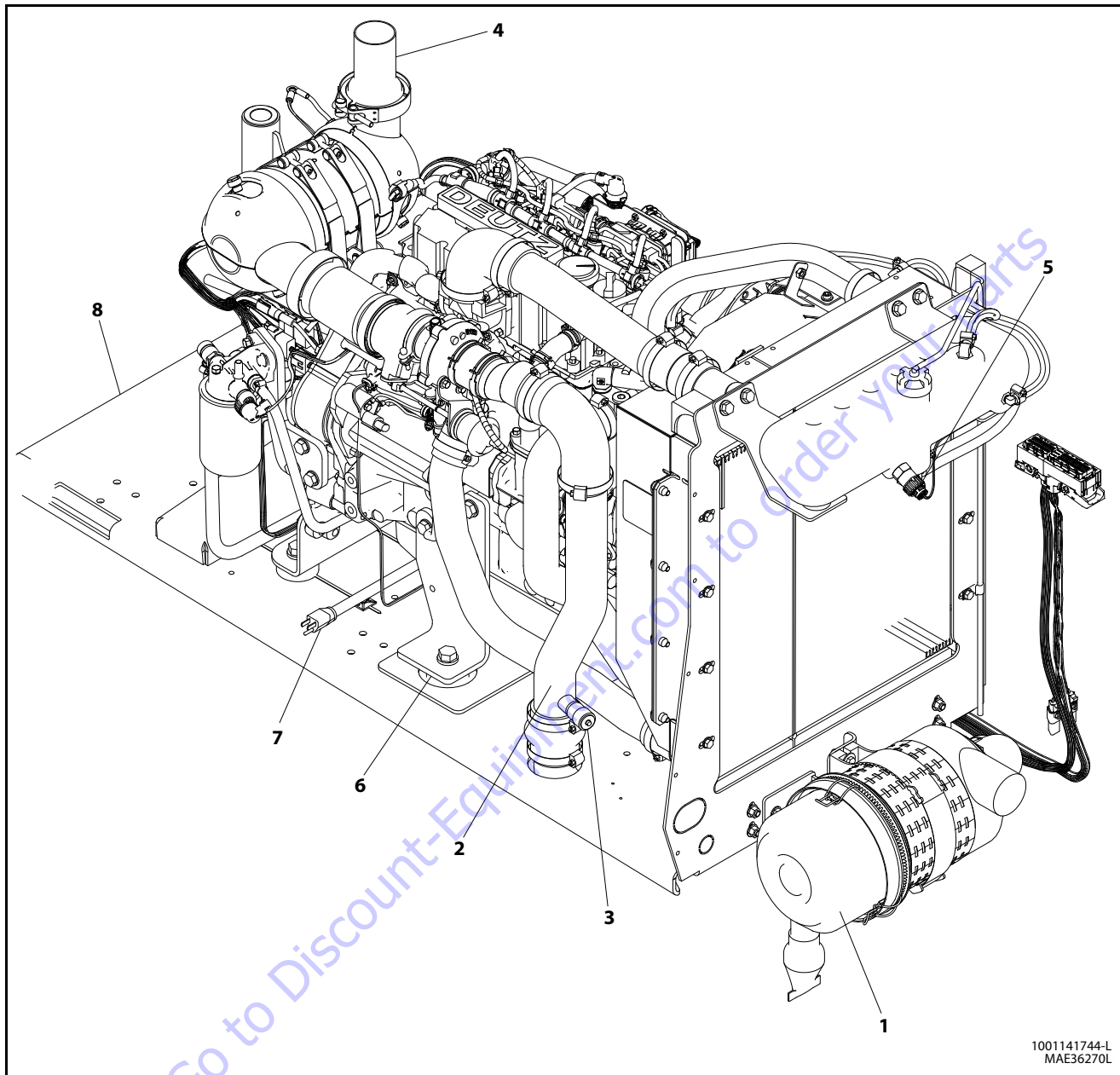
Figure 3-67. Detuz 2.9 L4 (GUO III) Engine Installation - Sheet 2 of 2

3.32 DEUTZ 2.9L4 ENGINE



- | | |
|--------------------|-----------------|
| 1. Fan | 5. Muffler |
| 2. Fuel Tank | 6. Engine Mount |
| 3. Alternator | 7. Radiator |
| 4. Air Fuel Filter | |

Figure 3-68. Detuz TCD2.9L4 Engine Installation - Sheet 1 of 2



- | | |
|----------------------------------|-------------------------|
| 1. Air Filter | 5. Sensor Coolant Level |
| 2. Air Intake | 6. Generator Mount |
| 3. Fuel Filter Service Indicator | 7. Heater Engine Block |
| 4. Pipe Exhaust | 8. Engine Tray |

Figure 3-69. Detuz TCD2.9L4 Engine Installation - Sheet 2 of 2

3.33 DEUTZ EMR 2 (SN 87579 TO PRESENT)

NOTE: S/N 87532 also incorporates EMR2. S/N 87765 incorporates old Engine controls.

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.

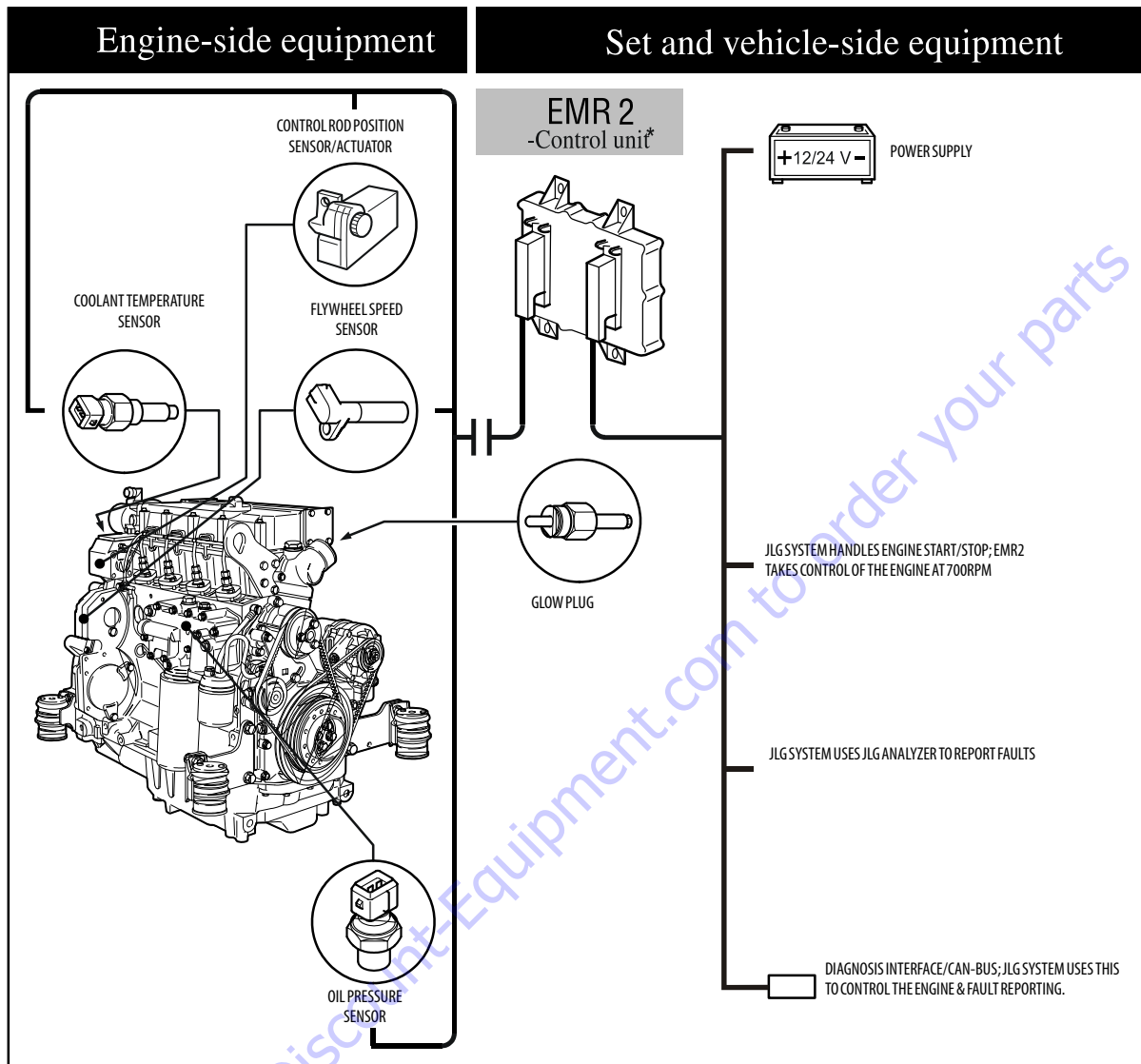


Figure 3-70. EMR 2 Engine Side Equipment

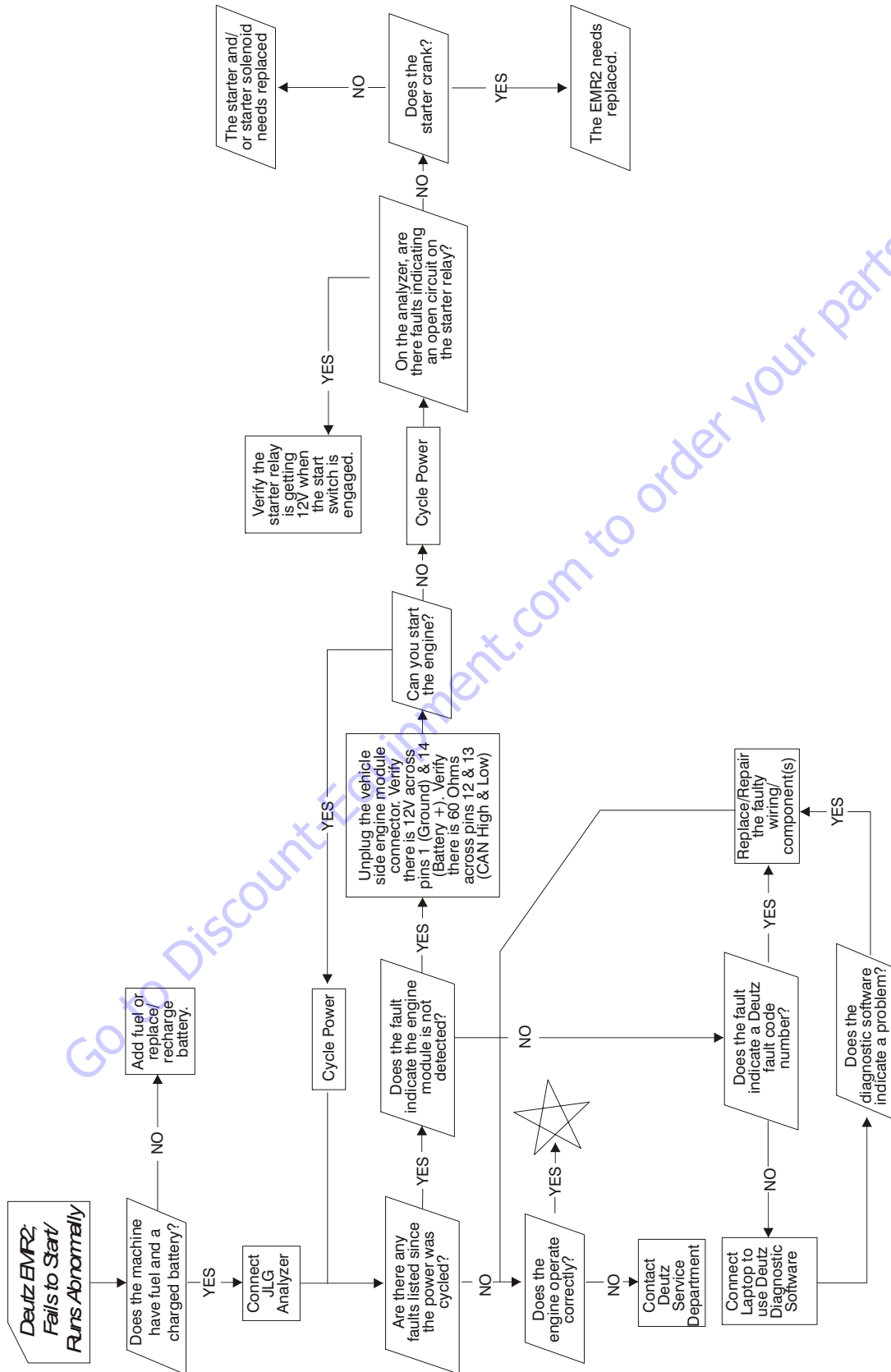


Figure 3-71. Deutz EMR 2 Troubleshooting Flow Chart

- Notes: (N ...)
- equipment designation according (X22) to H22986, part 1, e.g.
 - bus terminal resistance for CAN interface SAE J 1939 to be monitored externally, see page 043 307/10
 - cross-section of conducting lines: 1,5 mm²
 - control unit ECU → battery: 7 m
control unit ECU → actuator: 5,5 m
equipment plug → control- and display elements: 5 m
 - not applicable current: 30 mA
 - not supplied by BUZ12
 - don't connect end-signal to chassis behind fuse F75
 - place connection points near ECU

- Notes: (N ...)
- Gerätebezeichnung nach H22990 Teil 1, z.B. extern beschriften, siehe Anhang 043 307/10
 - nicht mechanische Leistungsanschlüsse über 1,5 mm²
 - Steuergerät ECU → Batterie: 7 m
Steuergerät ECU → Aktuator: 5,5 m
Gerätestecker → Bedien- und Anzeigenelemente: 5 m
 - Kein BUZ12 liefern!
 - Ende nicht mit Masse verbinden
 - Nach Sicherung
 - keine zusätzlichen Verbraucher anschließen
 - Anschlusspunkte nahe am Steuergerät montieren

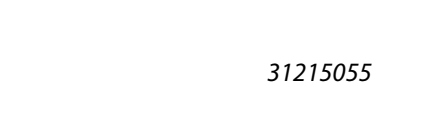
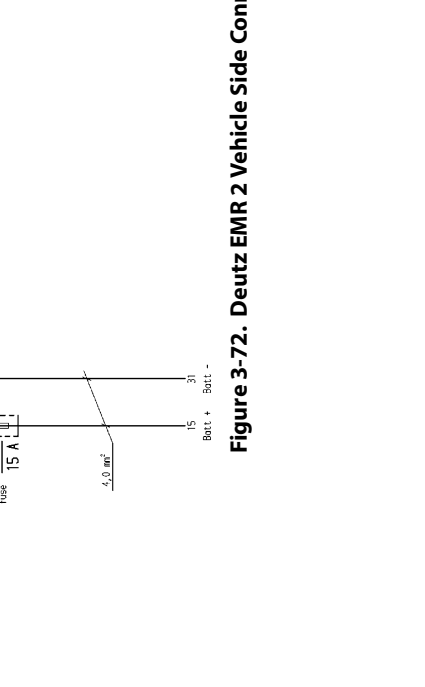
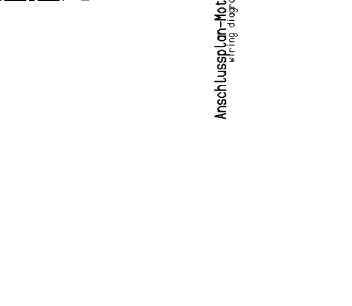
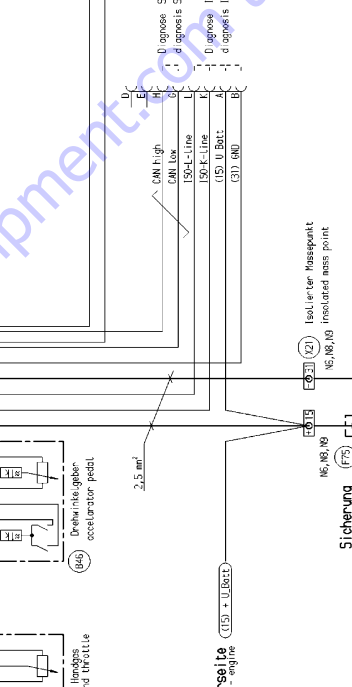
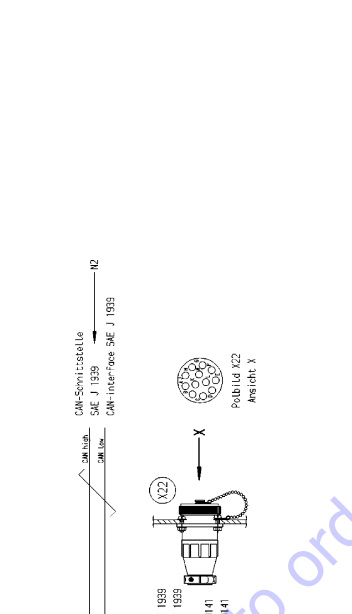
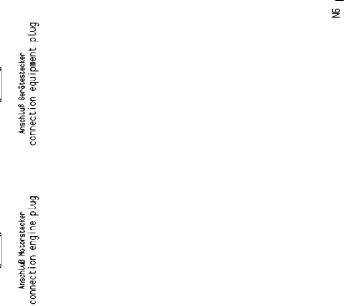
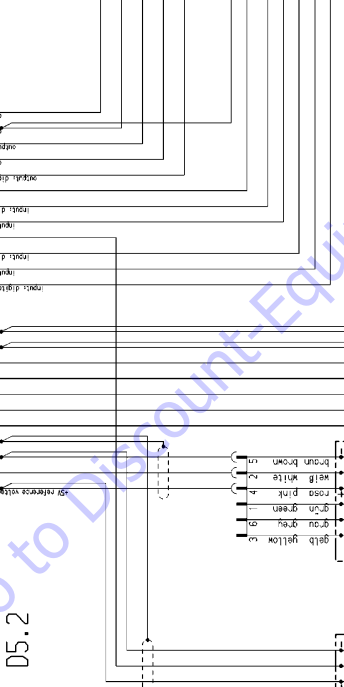
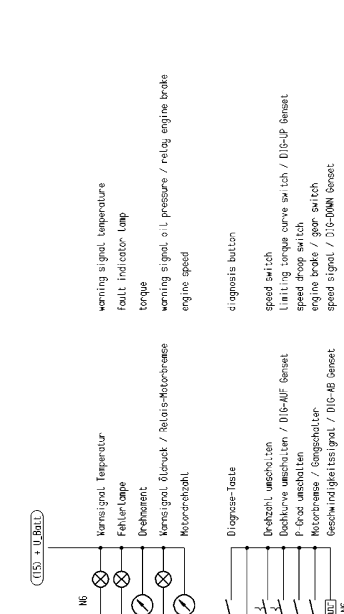
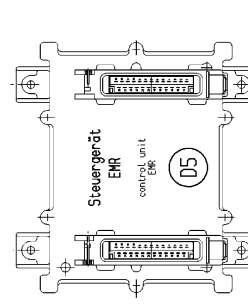
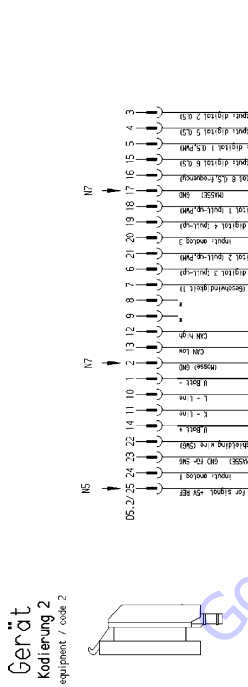


Figure 3-72. Deutz EMR 2 Vehicle Side Connection Diagram

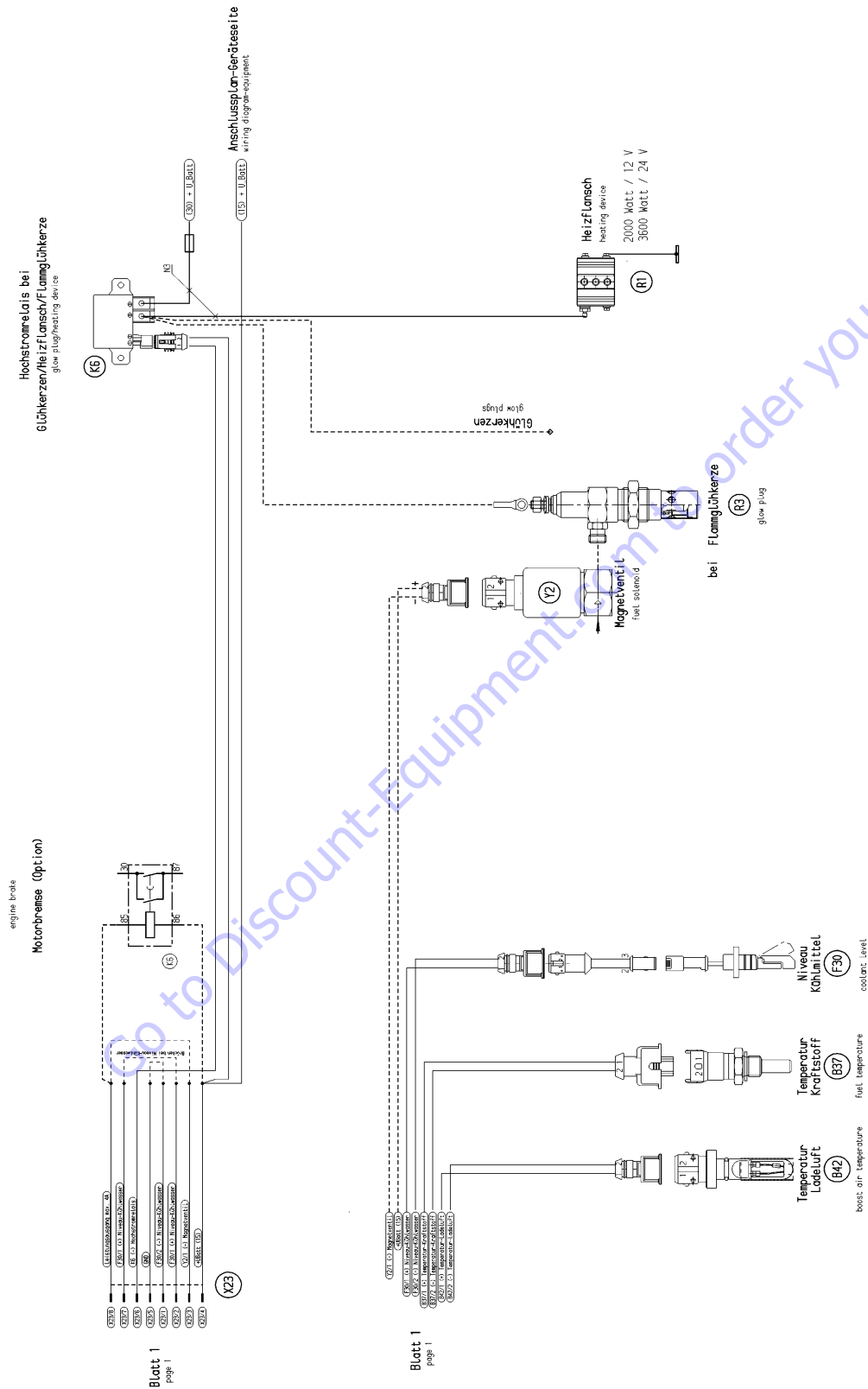
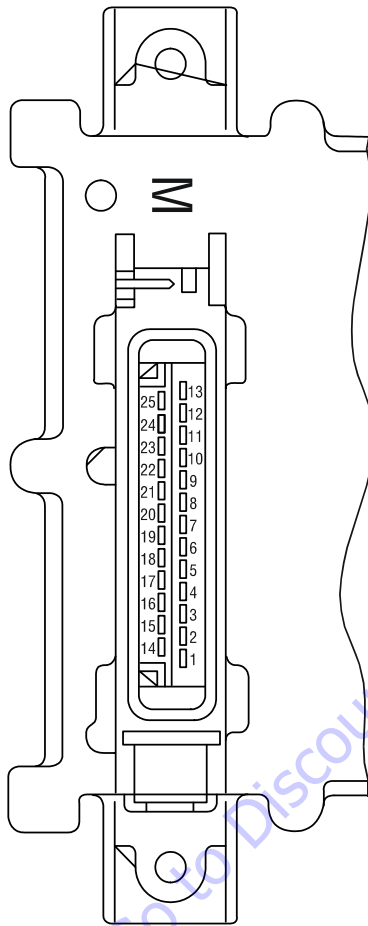


Figure 3-74. Deutz EMR 2 Engine Side Connection Diagram - Sheet 2 of 2

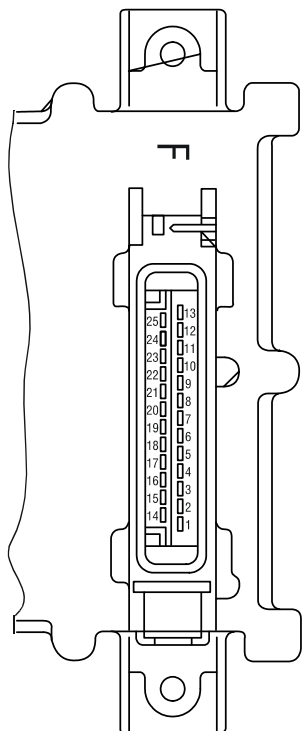


Pin No.	Designation	Description
1	Reserve	Reserve
2	Output: digital 3	Digital output for solenoid ¹⁾
3	Output: digital 4	For heating flange (optional)/ glow plug (optional)
4	Input (optional) Temp 1	Fuel temperature ²⁾
5	Input (optional) Temp 2	Charge air temperature
6	Input (optional) DigIn 5	Coolant 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 3-75. 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 3-76. 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. 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.	Engine stop.	Check parameter (21). Check speed settings.
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 3-77. EMR2 Fault Codes - Sheet 1 of 5

SECTION 3 - CHASSIS & TURNTABLE

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 gain 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	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 3-78. EMR2 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. 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 3-79. EMR2 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 3-80. EMR2 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.	
	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.
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 3-81. EMR2 Fault Codes - Sheet 5 of 5

3.34 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

Originally only rape seed oil methylester (RME) was sold 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 stand-stills)

CAUSE

Micro-organisms (bacteria, yeasts, funguses) can form bio-sludge 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 funguses 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 bio-diesel (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.

3.35 DEUTZ ENGINE FAULT CODES

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
38	731	523925	3	Short circuit to battery error of actuator relay 2. Components on Pin A88, K57 cannot be activated. Internal ECU power stage switched off.	Suspected Components: 1- Lamps K57: Warn Ash Charge, Diagnostic, Warn Coolant Temp/Level, Warn Oil, Warn Boost Air, Warn Air Filter, Warn Water in Fuel, SCR, Regeneration, Engine Running. 2- Relay Preheat A88 3- Exhaust Flap A88	Check wiring harness and connected loads on pins A88, K57.
40	733	523927	3	Short circuit to battery error of actuator relay 2. Components on Pin A04, A05 cannot be activated. Internal ECU power stage switched off.	Suspected Components: 1- Urea Pump A04 2- SCR Heater A05	Check wiring harness and connected loads on pins A04, A05.
42	167	523924	4	Overload at Pins O_V_RH2x: A01, K74, K91. Components on A01, K74, K91 cannot be activated. Internal ECU power stage switched off.	Suspected components: 1- Pin K91: Clutch switch, Brake switch, Engine brake demand, Regeneration activation, Parking brake, Gearbox N, Fan control 1 2- Pin K74: Boost air cooler bypass or electrical fuel pump relay, Fan control 2/fuel valve for flame star	Threshold for error detection is an internal ECU threshold. Check wiring harness and connected loads on pins A01, K74, K91 and/or reflash ECU. If error is still present, exchange ECU.
43	731	523925	4	Short circuit to ground actuator relays 3 Overload at Pins O_V_RH3x: A88, K57	Suspected components: 1- Pin A88: Preheat relay, Exhaust flap 2- Pin K57: - control lamps: - OBD, preheat lamp, warning temp., warning oil, maintenance lamp, regeneration indicator, alternator management, engine running, diagnostic	Threshold for error detection is an internal ECU threshold. Check wiring harness and connected loads on pins A88, K57. If error is still present, exchange ECU.
44	732	523926	4	Short circuit to ground aktuator relays 4. Overload at Pins O_V_PCV: A90	Suspected components: Fan, Wiring harness	Threshold for error detection is an internal ECU threshold. Check wiring harness and connected loads on pin A90. If error is still present, exchange ECU.
45	318	168	3	Battery voltage: the voltage measured by ECU is out of the target range, system reaction is initiated	Battery voltage above warning threshold (~38,9Volt), Short cut to battery possible.	Check wiring harness and connected alternator.
46	318	168	4	Battery voltage: the voltage measured by ECU is out of the target range, system reaction is initiated	Battery voltage below warning threshold, Short cut to ground	Check wiring harness and connected alternator.
47	318	168	2	Battery voltage: the voltage measured by ECU is out of the target range, system reaction is initiated	If Battery voltage (U _{batt_U}) > 17V or 31V for mor than =0.5sec a warning is generated Battery voltage above warning threshold	Check wiring harness and connected alternator.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
73	7-2-2	523912	4	@ engines < 4l: Throttle valve error, Open Load or Short cut to Battery, blocked valve or wrong control signal for valve. @ engines with Burner T4i: Pressure Sensor error after valve (DV2), lower limit reached	The sensed raw voltage value is below the minimum threshold.	The sensed raw voltage value DPM_uRawBrnDVDsP is above the minimum threshold DPM_SRCBrnDVDsPuMin_C @ CRT < 4l: check throttle valve @ engines with Burner T4i: check back-pressure valve
84	271	639	14	CAN bus 0: the ECU is not allowed to send messages, because the status "BusOff" is detected.	CAN BusOff error; CAN 0 (Customer CAN)	Threshold for error detection is an internal ECU threshold. BusOff bit for CAN A node 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)
85	271	1231	14	CAN bus 1: the ECU is not allowed to send messages, because the status "BusOff" is detected Warning, no diagnostic with SERDIA2010 possible	CAN BusOff error; CAN 1 (Diagnostic CAN)	Threshold for error detection is an internal ECU threshold. BusOff bit for CAN B node 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)
86	271	1235	14	CAN bus 2: the ECU is not allowed to send messages, because the status "BusOff" is detected. Warning, depends on engine, EAT.	CAN BusOff error; CAN 2 (Engine CAN)	Threshold for error detection is an internal ECU threshold. BusOff bit for CAN C node 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)
88	223	102	2	Charge air pressure measured by sensor is above the shut off threshold.	Charged air cooler pressure below threshold.	Check waste gate system if necessary replace TC, check CAC if all channels are clean, check charge air piping if necessary.
89	223	102	2	Charge air pressure measured by sensor is above the warning 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.
93	225	110	1	Coolant temperature sensor: the voltage of the sensor measured by ECU is out of the target range.	Suspected components: wiring harness, coolant temperature sensor.	Check wiring harness and connected Coolant Temp Sens.
96	225	110	3	Coolant temperature sensor: the voltage of the sensor measured by ECU is out of the target range	Short cut to battery or open load.	Check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
97	225	110	4	Coolant temperature sensor: the voltage of the sensor measured by ECU is out of the target range	Voltage Surveillance has found shortcut 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 renew harness if needed.
98	232	110	0	Coolant temperature: the coolant temperature calculated by ECU is above the target range; the ECU activates a system reaction	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, check water pump

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
99	232	110	0	Coolant temperature: the coolant temperature calculated by ECU is above the target range. The ECU activates a system reaction	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
101	235	111	1	Coolant level: the coolant level calculated by ECU is underneath the allowed minimum.	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
121	341	1109	2	Request of engine shut off: the operator ignores the engine shut off request within an allowed period.	Engine Shut Off demand has been ignored by the user	Depending on error requested a shut off.
122	591	523698	11	Shut off request from supervisory monitoring function	Engine Shut Off due to supervisory function	Threshold for error detection is an internal ECU threshold. Check error memory for additional error code to find root cause. Depending on additional error follow the documented "Take action for repair".
129	596	3224	2	DLC Error of CAN-Receive-Frame AT11G1Vol NOX Sensor (SCR-system upstream cat; DPF-system downstream cat); length of frame incorrect	Not Used	Threshold for error detection is an internal ECU threshold. Check Nox-Sensor and the wiring from CAN-BUS.
130	597	3224	9	Timeout Error of CAN-Receive-Frame AT11G1Vol; NOX sensor (SCR-system upstream cat; DPF-system downstream cat)	Failure of the CAN Bus message	NOX sensor and sensor connection check
133	766	523938	9	Timeout Error (BAM to packet) for CAN-Receive-Frame AT11GCVol1 information; factors & Sensor calibration for NOX Sensor (SCR-system upstream cat; DPF-system downstream cat)	Failure of the CAN Bus message	NOX sensor and sensor connection check
134	766	523939	9	Broadcast Announce Message of the calibration message of the upstream catalytic NOx sensor has failed. Timeout Error (BAM to BAM) for CAN-Receive-Frame AT11GCVol1 information. factors & Sensor calibration for NOX Sensor (SCR-system upstream cat, DPF-system downstream cat).	Defective Nox sensor, faulty parameterization	NOX sensor and sensor connection check
135	766	523940	9	Timeout Error (PCK2PCK) for CAN-Receive-Frame AT11GCVol1 information; factors & Sensor calibration for NOX Sensor (SCR-system upstream cat; DPF-system downstream cat)	Failure of the CAN Bus message	NOX sensor and sensor connection check
138	114	3234	2	DLC Error of CAN-Receive-Frame AT101Vol NOX Sensor (SCR-system downstream cat; DPF-system downstream cat); length of frame incorrect	Failure of the CAN Bus message	NOX downstream sensor and sensor connection check
139	117	3234	9	Timeout Error of CAN-Receive-Frame AT10G1Vol; NOX sensor (SCR-system downstream cat; DPF-system downstream cat)	Failure of the CAN Bus message	NOX downstream sensor and sensor connection check

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
140	767	523941	9	Timeout Error (BAM to packet) for CAN-Receive-Frame AT10GCVol2 information; factors & Sensor calibration for NOX Sensor (SCR-system downstream cat; DPF-system downstream cat)	Timeout Error (Missing CAN Bus message)	NOX downstream sensor and sensor connection check
141	767	523942	9	Timeout Error (BAM to BAM) for CAN-Receive-Frame AT10GCVol2 information, Calibration message 1 of the after catalyst NOx sensor has failed. Factors & Sensor calibration for NOX Sensor (SCR-system downstream cat, DPF-system downstream cat)	Defective Nox sensor, faulty parameterization.	NOX downstream sensor and sensor connection check.
142	767	523943	9	Timeout Error (PCK2PCK) for CAN-Receive-Frame AT10GCVol2 information; factors & Sensor calibration for NOX Sensor (SCR-system downstream cat; DPF-system downstream cat)	The fault is detected when a timeout error in packet 2 of NOxSenVol2Rx frame occurs.	NOX downstream sensor and sensor connection check
168	763	523935	12	Timeout Error of CAN-Transmit-Frame EEC3VOL1; Engine send messages	Fault is detected if a TimeOut of the EEC3VOL1 frame has occurred.	Check wiring harness and customer nodes
169	764	523936	12	Timeout Error of CAN-Transmit-Frame EEC3VOL2; Engine send messages	Timeout Error (Missing CAN Bus message)	Check wiring harness and customer nodes
171	3-3-3	523212	9	Timeout Error of CAN-Receive-Frame ComEngPrt; Engine Protection	Timeout Error (Missing CAN Bus message)	Check wiring harness and customer devices
179	527	523240	9	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, check CAN functional range.
291	119	523776	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, check CAN functional range.
292	119	523777	9	Message TSC1-TE has been missing (passive)	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, check actuator
305	118	898	9	Timeout Error of CAN-Receive-Frame TSC1TE - active	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.
360	737	523982	0	Powerstage diagnosis disabled; Indicating that battery voltage is not high.	Powerstage diagnostic can be deactivated due to too high battery voltage.	Check wiring, check alternator, check cables and repair or replace if necessary.
361	737	523982	1	Powerstage diagnosis disabled; Indicating that battery voltage is not low.	Powerstage diagnostic can be deactivated due to too low battery voltage.	Check wiring, check alternator, check cables and repair or replace if necessary.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
376	281	630	12	Internal hardware monitoring: the ECU finds an error during the access to its EEPROM memory or works with an alternative value	Section could not be erased	Threshold for error detection is an internal ECU threshold. There is no healing possible for the error. In the every new initialization phase, the debounce level is set to zero. If not programmed, EEPROM is defect --> ECU is defect, reprogramm ECU and if necessary replace it.
377	281	630	12	Internal hardware monitoring: the ECU finds an error during the access to its EEPROM memory or works with an alternative value	Minimum 3 blocks could not be readed, EEPROM has Checksum Error	There is no healing possible for the error. In the every new initialization phase, the debounce level is set to zero. If not programmed, EEPROM is defect --> ECU is defect, reprogramm ECU and if necessary replace it
378	281	630	12	Internal hardware monitoring: the ECU finds an error during the access to its EEPROM memory or works with an alternative value	Block could not be written for minimum 3 times	Threshold for error detection is an internal ECU threshold. If not programmed, EEPROM is defect --> ECU is defect, reprogramm ECU and if necessary replace it.
381	693	411	4	Range check cannot be done or interrupted.	EGR or wiring defect	Check wiring harness and connected EGR.
387	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	Injector shut off demand for the ICO coordinator System responses: not	Threshold for error detection is an internal ECU threshold. Caution! Sequence error, check error memory for other errors.
389	214	190	0	Engine speed: the engine speed calculated by ECU is above the target range; the ECU activates a system reaction	Overspeed monitoring during 1 level of FOC (Failure overrun condition) if engine speed was over Limit.	check powertrain settings regarding overspeed
390	214	190	11	Engine speed: the engine speed calculated by ECU is above the target range; the ECU activates a system reaction	Overspeed monitoring during 2 level of FOC (Failure overrun condition) if engine speed was over limit.	check powertrain settings regarding overspeed
391	214	190	14	Engine speed: the engine speed calculated by ECU is above the target range; the ECU activates a system reaction	Overspeed monitoring during ORC (Override conditions) if engine speed was over 2900rpm	check powertrain settings regarding overspeed
417	312	171	3	Sensor error SCR-System environment temperature; DPF-System air inlet temperature; signal range check high	open loop to sensor	Check cabling, if environment temperature sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
418	312	171	4	Sensor error SCR-System environment temperature; DPF-System air inlet temperature; signal range check low	short circuit to Ground	Check cabling, if environment temperature sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it
419	212	190	8	Camshaft speed sensor: the ECU receives no signal and uses the signal from crankshaft speed sensor as alternative to calculate the engine speed	When disturbed camshaft signal detected. 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.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
420	212	190	12	Camshaft speed sensor: the ECU receives no signal and uses the signal from camshaft speed sensor as alternative to calculate the engine speed Threshold:	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.
421	213	190	2	ECU measures a deviation between camshaft and crankshaft angle to target.	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.
422	212	190	8	Sensor crankshaft speed; disturbed 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, check sensor position. Check Crankshaft Sensor or wiring.
423	212	190	12	Crankshaft speed sensor: the ECU receives no signal and uses the signal from camshaft speed sensor as alternative to calculate the engine speed.	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, check Crankshaft sensor position or wiring.
464	228	97	3	Fuel filter water level sensor: the voltage of sensor measured by ECU is out of the target range	Sensor not connected or sensor defect.	Check of wiring and water in fuel sensor. Check cabling, if charge Water in Fuel sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
465	228	97	4	Fuel filter water level sensor: the voltage of sensor measured by ECU is out of the target range.	cable break or short circuit, sensor defective, connection cable damaged. Short cut to ground.	Check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
472	216	94	3	Low fuel pressure sensor: the voltage of sensor measured by ECU is out of the target range	cable break or short circuit, sensor defective, connection cable damaged Short cut to battery or open loop	Check cabling, if sensor not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it
473	216	94	4	Low fuel pressure sensor: the voltage of sensor measured by ECU is out of the target range	cable break or short circuit, sensor defective, connection cable damaged short cut to ground	Check cabling, if sensor not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it
474	216	94	1	Low fuel pressure: the low fuel pressure calculated by ECU is underneath the target range; the ECU activates a system reaction	Fuel pressure below warning threshold	Check low fuel pressure system (fuel feed pump, relay, fuse, wiring, sensor) and if necessary repair or replace it.
543	263	676	11	Cold start aid relay error.	Relay defect or wire harness problem	Threshold for error detection is an internal ECU threshold. check wire harness, replace relay
544	263	676	11	Cold start aid relay open load	Relay or wire harness	Threshold for error detection is an internal threshold. check wire harness, replace relay

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
545	263	729	5	The cold start aid relay is according to wiring faulty.	Relay defect or wire harness problem	Threshold for error detection is an internal ECU threshold. Electrical error, check wires
547	263	729	12	The cold start aid relay is overheated, which causes this error	High temperature around the cold start relay.	Check the functionality of relay and replace it if needed. Check the temperature around the cold start relay during worst case operation.
549	263	729	3	wiring to the intake air heater device is faulty.	Intake Air Heater Device: overload, short-circuit	Threshold for error detection is an internal ECU threshold. Electrical error, Check wiring to the intake air heater device.
551	263	729	4	wiring to the air intake heater is faulty	Relay (for cold start aid) cable break or short to ground:	Threshold for error detection is an internal ECU threshold. Electrical error, check wiring to the air intake heater.
559	1-5-8	523895	13	Missing or wrong injector adjustment value programming (IMA) injector 1 (in firing order).	Missing or wrong injector adjustment value for cyl. 1.	Threshold for error detection is an internal ECU threshold. Check correct injector adjustment value (IMA). Use SERDIA UseCase to check it.
560	1-5-8	523896	13	Missing or wrong injector adjustment value programming (IMA) injector 2 (in firing order).	Missing or wrong injector adjustment value for cyl. 2	Threshold for error detection is an internal ECU threshold. check dataset and flash correct injector adjustment value (IMA). Use SERDIA UseCase to check it.
561	1-5-8	523897	13	Missing or wrong injector adjustment value programming (IMA) injector 3 (in firing order).	Missing or wrong parametrisation of injector adjustment cyl. 3.	Threshold for error detection is an internal ECU threshold. Check correct injector adjustment value (IMA).
562	1-5-8	523898	13	Missing or wrong injector adjustment value programming (IMA) injector 4 (in firing order).	Missing or wrong injector adjustment value for cyl. 4.	Threshold for error detection is an internal ECU threshold. Check correct injector adjustment value (IMA).
563	1-5-8	523899	13	Missing or wrong injector adjustment value programming (IMA) injector 5 (in firing order).	Missing or wrong injector adjustment value for cyl. 5.	Threshold for error detection is an internal ECU threshold. Check correct injector adjustment value (IMA).
564	1-5-8	523900	13	Missing or wrong injector adjustment value programming (IMA) injector 6 (in firing order).	Missing or wrong injector adjustment value for cyl. 6.	Threshold for error detection is an internal ECU threshold. Check correct injector adjustment value (IMA).
565	151	523350	4	Injector cylinder bank 1: the current drop measured by ECU is above the target range	Short circuit injection bank 1 (all injectors of this bank can be affected)	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
566	152	523352	4	Injector cylinder bank 2: the current drop measured by ECU is above the target range	Short circuit injection bank 2 (all injectors of this bank can be affected)	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
567	153	523354	12	Internal hardware monitoring: the ECU detects an error of its injector high current output. Chip of CY33x defect power stage components	Defective powerstage in ECU	Threshold for error detection is an internal ECU threshold. If error is not removable, change ECU.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
568	154	651	5	Injector cyl. 1: interruption of electrical connection	Interruption of electronic connection Injector cyl. 1	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
569	155	652	5	Injector cyl. 2: interruption of electrical connection	Interruption of electronic connection Injector cyl. 2	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
570	156	653	5	Injector cyl. 3: interruption of electrical connection	Interruption of electronic connection Injector cyl. 3	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
571	161	654	5	Injector cyl. 4: interruption of electrical connection	Interruption of electronic connection Injector cyl. 4	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
572	162	655	5	Injector cyl. 5: interruption of electrical connection	Interruption of electronic connection Injector cyl. 5	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
573	163	656	5	Injector cyl. 6: interruption of electrical connection	Interruption of electronic connection Injector cyl. 6	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it.
580	154	651	3	Injector cyl. 1: the current drop measured by ECU is above the target range	Suspected Components: injector cylinder 1 wiring harness, cable break or short circuit, sensor defective, connection cable damaged	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis.
581	155	652	3	Injector cyl. 2: the current drop measured by ECU is above the target range	Suspected Components: injector cylinder 2 wiring harness, cable break or short circuit, sensor defective, connection cable damaged	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis.
582	156	653	3	Injector cyl. 3: the current drop measured by ECU is above the target range	Suspected Components: injector cylinder 3 wiring harness, cable break or short circuit, sensor defective, connection cable damaged	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis.
583	161	654	3	Injector cyl. 4: the current drop measured by ECU is above the target range	Suspected Components: injector cylinder 4 wiring harness, cable break or short circuit, sensor defective, connection cable	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis.
584	162	655	3	Injector cyl. 5: the current drop measured by ECU is above the target range	Suspected Components: injector cylinder 5 wiring harness, cable break or short circuit, sensor defective, connection cable	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
585	163	656	3	Injector cyl. 6: the current drop measured by ECU is above the target range	Suspected Components: injector cylinder 6 wiring harness, cable break or short circuit, sensor defective, connection cable	Threshold for error detection is an internal ECU threshold. Check wiring harness, injectors and if necessary repair/replace it. Use SerDia Injector test for diagnosis.
592	135	523615	5	Detecting an open load fault in the metering unit	wiring harness defective, cable break	Threshold for error detection is an internal ECU threshold. Check wiring harness and metering unit if necessary repair/replace it.
593	135	523615	12	powerstage of metering unit is overheated	over temperature	Threshold for error detection is an internal ECU threshold. Check functionality of metering unit and replace it if needed. Check temperature of metering unit and improve the installation in case of overheating.
594	135	523615	3	Fuel metering unit: the current drain measured by ECU is above the target range	short circuit to battery high side	Threshold for error detection is an internal ECU threshold. Check wiring harness and metering unit if necessary repair/replace it.
595	135	523615	4	Fuel metering unit: the current drain measured by ECU is above the target range	short circuit to ground high side	Threshold for error detection is an internal ECU threshold. Check wiring harness and metering unit if necessary repair/replace it.
596	135	523615	3	Fuel metering unit: the current drain measured by ECU is above the target range	short circuit to battery low side	Threshold for error detection is an internal ECU threshold. Check wiring harness and metering unit if necessary repair/replace it.
597	135	523615	4	Fuel metering unit: the current drain measured by ECU is above the target range	short circuit to ground low side	Threshold for error detection is an internal ECU threshold. Check wiring harness and metering unit if necessary repair/replace it.
612	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory.	Plausibility check failed (MoCADC_uNTP_mps higher than MoCADC_uNTPMax_C).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
613	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
614	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	Analysis of the ratiometric 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.
615	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
616	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
617	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	multiple error in complete ROM-test during postdrive detected (ECU internal error)	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
618	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
619	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	Suspected components: Injector ECU wiring harness/connector	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
620	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
621	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
623	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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 undervoltage monitoring	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
624	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
625	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
627	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
628	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
629	555	523612	12	The two voltage values (ADC_VAL1, ADC_VAL2), detected by the accelerator pedal, are not plausible to each other.	Defect pedal or wiring	Threshold for error detection is an internal ECU threshold. Check Pedal, repair or exchange the Pedal. Check wiring. If error is still present, exchange ECU.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
630	555	523612	12	Impermissible offset between the engine speed of level 2 and level 1	Calculated engine speed in level 1/2 implausible (-> ECU internal error).	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
631	555	523612	12	Diagnostic fault check to report the plausibility error between level 1 energizing time and level 2 information	Implausible injection energizing time for either Pilx or MI1 or Polx.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
632	555	523612	12	Error in the plausibility of the start of energising angles	Implausible start of energising of either Pilx or MI1 or Polx.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
633	555	523612	12	Error in the plausibility of the energising times of the zero fuel quantity calibration	The energising times of the zero fuel quantity calibration ZFC is out of the target. (-> ECU internal error)	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
634	555	523612	12	Error in the plausibility of Pol2 efficiency.	Error in the plausibility of Pol2 efficiency.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
635	555	523612	12	Error in the Pol2 shut-off.	Error in the Pol2 shut-off.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
636	555	523612	12	Error in the plausibility of Pol3 efficiency.	Error in the plausibility of Pol3 efficiency.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
637	555	523612	12	Engine speed: the engine speed calculated by ECU is above the target range; the ECU activates a system reaction	Error in the plausibility of current energising time with maximum permitted energising 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.
638	555	523612	12	Error in the plausibility of the wave correction parts	Error in the plausibility of the wave correction parts	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
639	555	523612	12	Plausibility error of the Rail pressure sensor	In case the gradient of rail pressure is larger than the max threshold or lesser than the min threshold. Rail metering unit defect. Leakage in the Rail System.	Threshold for error detection is an internal ECU threshold. Check metering unit or cable. Check Rail pressure. Check the Rail System of leakage.
640	555	523612	12	Error in the torque comparison between permissible engine torque and current actual torque	Error in the torque comparison between the permissible inner engine torque and the current plausible actual torque.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
641	555	523612	12	Diagnosis of curr path limitation forced by ECU monitoring level 2	The torque comparison is not plausible with the torque monitoring.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
642	555	523612	12	Diagnosis of lead path limitation forced by ECU monitoring level 2	The setpoint path of the air system is limited by the limitation torque of the functional control unit monitoring.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
643	555	523612	12	Diagnosis of set path limitation forced by ECU monitoring level 2.	If the quantity setpoint is exceeds the limit of the torque function.	Threshold for error detection is an internal ECU threshold. If error is still present, exchange ECU.
644	555	523612	3	supply voltage too high	not used	Threshold for error detection is an internal ECU threshold.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
646	555	523612	4	supply voltage too low	not used	Threshold for error detection is an internal ECU threshold.
714	555	523612	12	Error report "WDA wire is active" due to a defect query/response communication	Error detection by monitoring module	Threshold for error detection is an internal ECU threshold. Software reset.
715	555	523612	12	Error report "ABE wire is active" due to undervoltage detection	The reason is that a slow dropping of the vehicle electrical system voltage (defective autobattery) should not lead the ECU OCWDA's diagnose to enter an error in the fault memory due to an undervoltage recognition.	Threshold for error detection is an internal ECU threshold. Software reset.
716	555	523612	12	Error report "ABE wire is active" due to over-voltage detection	If the ABE/WDA powerstage shut-off is active due to an overvoltage detection.	Threshold for error detection is an internal ECU threshold. software reset.
717	555	523612	12	Error report "ABE/WDA active" due to an unknown reason	The reason is that a slow dropping of the vehicle electrical system voltage (defective autobattery) should not lead the ECU OCWDA's diagnose to enter an error in the fault memory due to an undervoltage recognition.	Threshold for error detection is an internal ECU threshold. Software reset.
732	224	100	3	Oil pressure sensor: the voltage of sensor measured by ECU is out of the target range	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.
733	224	100	4	Oil pressure sensor: the voltage of sensor measured by ECU is out of the target range	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 No detail informationen!
736	231	100	1	Oil pressure is below the target range (warning threshold)	Oil pressure too low (pressure below warning threshold)	Threshold for error detection is an internal ECU threshold. Check oil level, check engine for oil leakage, measure oil pressure external to evaluate sensor value
737	231	100	1	Oil pressure is below the target range (shut off threshold)	Oil pressure too low (pressure below shut off threshold).	Threshold for error detection is an internal ECU threshold. Check oil level, check engine for oil leakage, measure oil pressure external to evaluate sensor value.
747	145	1237	2	Override switch switch: the ECU receives a permanent signal.	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 switch and if necessary replace it, check connection cable and if necessary repair or replace it.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
752	136	107	0	Air filter differential pressure: the pressure difference of the intake air between the filter inlet and outlet calculated by ECU is above the target range and the ECU activates a system reaction	Pressure loss above target range with system reaction, air filter clogged or defective, sensor not working, connection cable damaged Pressure value above warning threshold	Check airfilter 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
772	223	102	2	Deviation between sensed intake manifold pressure is not plausible compared to environment pressure. Which sensor is not okay can not be said.	deviation between ambient pressure sensor and charge air pressure sensor at not running engine to high	1) Exchange boost pressure sensor 2) Exchange ECU
774	223	102	1	charge air pressure below lower limit	measured charge air pressure below the threshold.	Check complete air system of engine for massive leakage, especially from compressor to intake air manifold. Check air filter. Exchange charge air pressure sensor.
776	223	102	3	Charge air pressure sensor: the measured voltage of sensor by ECU is out of the target range	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.
777	223	102	4	Charge air pressure sensor: the measured voltage of sensor by ECU is out of the target range	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
791	693	411	0	delta pressure across venturi in EGR line above physical high limit	sensed value of venturi difference pressure > high limit	Threshold for error detection is an internal ECU threshold. EGR-Valve blocked open EGR-Valve actuator defect EGR-cooler defect (check for coolant water) Reed Valve defect Intake throttle blocked in closed position => Check intake throttle Exhaust pressure too high => Check Exhaust pressure Check Nox-sensor upstream SCR catalyst dp venturi sensor defect
792	693	411	1	delta pressure across venturi in EGR line below physical low limit	sensed value of venturi difference pressure < low limit	Threshold for error detection is an internal ECU threshold. Check correct mounting of difference pressure sensor at venturi tube Exchange difference pressure sensor broken

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
793	693	411	11	DFC is stored in EEPROM and status kept until check is allowed to be carried out again DFC can be reset by service routine 216	deviation between desired O2 concentration in intake air manifold and the real O2-concentration within intake air manifold > limit	Threshold for error detection is an internal ECU threshold. EGR-Valve mechanically blocked open or closed EGR-pipe blocked with metall plate instead sealing downstream EGR-Valve EGR-Valve actuator defect EGR-cooler defect (check for coolant water) Reed Valve defect Intake throttle blocked in closed position => Check intake throttle Exhaust pressure too high => Check Exhaust pressure Check Nox-sensor upstream SCR catalyst dp venturi sensor defect
795	693	411	3	The sensed raw voltage Air_uRawPEGRDeltaP is above the maximum threshold.	EGR Delta pressure Sensor defect	Check cabling, if charge EGR Delta pressure sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
796	693	411	4	The sensed raw voltage value Air_uRawPEGRDeltaP is above the minimum threshold.	EGR Delta pressure Sensor defect	Check cabling. If charge EGR Delta pressure sensor is not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
825	253	523009	9	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.
826	146	523470	2	The pressure relief valve (PRV) has been opened due to excessive pressure.	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.
827	146	523470	2	The pressure relief valve (PRV) has been opened due to excessive pressure.	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.
828	146	523470	12	Rail pressure relief valve: is 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.
829	146	523470	12	Rail pressure relief valve is 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.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
830	146	523470	14	Rail pressure relief valve is open. (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.
831	146	523470	11	Rail pressure relief valve can not be opened due to the rail pressure.	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.
832	146	523470	11	Rail pressure is out of the expected average 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.
833	2-5-3	523009	10	The pressure relief valve (PRV) has reached the allowed opening time.	Rail pressure has exceeded the trigger threshold of the pressure limiting valve.	Replace pressure relief valve (PRV) and reset fault with SerDia.
839	1-4-3	523450	4	Diagnostic fault check for min error of COM message.	The sensed raw value is less than the threshold.	Check cabling, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
856	134	523613	0	Rail pressure: the fuel pressure in rail calculated by ECU is below the target range which is dependant on the engine speed.	Pressure governor deviation exceeds the limiting value based on the engine speed.	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
857	134	523613	0	Rail pressure: the fuel pressure in rail calculated by ECU is below the target range which is dependant on the engine speed.	maximum positive deviation of rail pressure exceeded concerning set flow of fuel.	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
858	134	523613	0	Rail pressure: the fuel pressure in rail calculated by ECU is above the target range which is dependant on the engine speed.	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
859	134	523613	0	Rail pressure: the fuel pressure in rail calculated by ECU is above the target range which is dependant on the engine speed.	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

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
861	134	523613	1	Rail pressure: the fuel pressure in rail calculated by ECU is below the target range which is dependant on the engine speed.	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
862	134	523613	0	Rail pressure: the fuel pressure in rail calculated by ECU is above the target range.	Rail pressure exceeds the limiting value.	(A) Check backflow pressure (B) Check pressure relief valve and metering unit. (C) Change components if necessary
864	134	523613	2	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
876	146	523470	7	Rail pressure is out of the expected average range.	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
877	147	157	3	Rail pressure sensor: the voltage of sensor measured by ECU is out of the target range.	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.
878	147	157	4	Rail pressure sensor: the voltage of sensor measured by ECU is out of the target range.	Check cabling, check rail pressure sensor and if necessary replace it, check connection cable and if necessary repair or replace it.	Check cabling, check rail pressure sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
925	148	523720	8	Supply module heater: Duration of switch on is too long.	Duty cycle for temperature readout from supply module heater to the control unit is out of range; Supply modul defect, fault in the wiring.	When the received supply module heater temperature duty cycle SCR_rSMT is out of the failurerange (SCR_rSMFailMax_C < SCR_rSMHtrT < SCR_rSMFailMin_C) Supply module check and replace if necessary. Check the wiring.
926	148	523720	8	Supply module heater: Dutycycle timing over error threshold.	Duty cycle for temperature readout from supply module heater to the control unit is not valid. Supply modul defect, fault in the wiring.	When the received supply module heater duty cycle SCR_rSMHtrT is in the valid range (SCR_r- Supply module check and replace if necessary. Check the wiring.
927	689	523721	11	Supply module heater: temperature measurement not available.	Duty cycle for temperature readout from supply module heater to the control unit is not available. Supply modul defect, fault in the wiring.	Threshold for detection is an internal ECU threshold. No erasing in the current driving cycle. Supply module check and replace if necessary. Check the wiring.
928	928	691	8	Supply module heater: PWM time periode out of valid range.	PWM signal for temperature readout from supply module to the control unit is out of range. Supply modul defect, fault in the wiring.	The Time period of the received PWM signal SCR_tiSMPerPwm is within the specified range of 150ms to 250ms Supply module check and replace if necessary. Check the wiring.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
929	691	523722	8	Supply module heater: Faulty PWM signal from supply module.	PWM Signal for temperature readout from supply module to the control unit is not valid. Supply modul defect, fault in the wiring.	Threshold for error detection is an internal ECU threshold. When valid Sync followed by temperature information signal is received AND valid sync and temperaturesignal for both information is received one after the other. Supply module check and replace if necessary. Check the wiring.
930	689	523721	8	Supply module heater: Dutycycle timing over error threshold.	Duty cycle for temperature readout from supply module to the control unit is out of range. Supply modul defect, fault in the wiring.	Supply module check and replace if necessary. Check the wiring.
931	689	523721	8	Supply module heater: Dutycycle timing out of valid range.	Duty cycle for temperature readout from supply module to the control unit is not valid. Supply modul defect, fault in the wiring.	When the received supply module duty cycle SCR_rSMT is in the valid range (SCR_rSMTVld-Min_C <= SCR_rSMT <= SCR_rSMTVldMax_C), OR in the failure range (SCR_rSMFailMin_C <= SCR_rSMT <= SCR_rSMFailMax_C) Supply module check and replace if necessary. Check wiring.
932	1-2-6	29	3	Diagnostic fault check of short circuit to supply voltage (signal range check high) of acceleration pedal signal.	The signal exceeds the applicatable threshold; signal range violation	If the signal is below the applicatable 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.
935	2-2-6	91	3	Analog accelerator pedal sensor 1 or double accelerator pedal sensor: the voltage measured by ECU is out of the target range or the calculated pedal position is implausible compared with the position of the second pedal	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 applicatable threshold APP_uRaw1SRCHigh_C, the signal range violation is reset after the healing debouncing.
937	1-2-6	29	4	Diagnostic fault check of short circuit to ground (signal range check low) of acceleration pedal signal	The signal is below the applicatable threshold; signal range violation	If the signal exceeds the applicatable 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.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
940	2-2-6	91	4	Analog accelerator pedal sensor 1 or double accelerator pedal sensor: the voltage measured by ECU is out of the target range or the calculated pedal position is implausible compared with the position of the second pedal	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 threshold APP_uRaw1SRCLow_C, the signal range violation is reset after the healing
946	282	1079	13	Internal hardware monitoring: the ECU detects a deviation of the target range of the power supply voltage of sensor output 1.	Suspected components EDC17cv52 Pin A19: DEF press / Exh.PressBeforeTurb (P3) / Air Pump Press /BrnFuelPressAfterDV2 Pin K19: Fan Speed Sensor Pin A21: LDF6T / OilPress / LowFuelPress 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 / OilPress / LowFuelPressPin K43: Reserve 5V Sensor Supply Pin A09: second footpedal Suspected components EDC17cv56 Pin A21: Cam speed Pin K44: DEF press / Air FilterDiffPress Pin A24: LDF6T / OilPress / LowFuelPress Pin K43: second footpedal 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.
947	282	1080	13	Internal hardware monitoring: the ECU detects a deviation of the target range of the power supply voltage of sensor output 2.	Suspected components EDC17cv52 Pin K16: second footpedal Pin A20: Exh.PressAfterTurb/DPPDiffPress/ BrnDV1Press/HCI PressDV1DV2 Suspected components EDC17cv54 Pin K45: DPF Diff Press / Exh. Press After Turb / Fan Speed Sensor Pin A46: first footpedal Suspected components EDC17cv56 Pin A22: Fan Speed Sensor Pin K45: Position EGR or Intake throttle flap Pin K46: First footpedal	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.
948	282	523601	13	Internal hardware monitoring: the ECU detects a deviation of the target range of the power supply voltage of sensor output 3.	Suspected components EDC17cv52 Pin A18: DeltaPressVenturi / Position intake throttle flap Pin K20: First footpedal Pin K21: Air FilterDiffPress 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.
956	512	677	3	Start relay (high side power stage): the current drop measured by ECU is above the target range.	Short cut HighSide-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.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
957	512	677	4	Start relay (high side power stage): the current drain measured by ECU is above the target range.	Shortcut HighSide-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.
958	512	677	5	Start relay (low side power stage): the current drop measured by ECU is above the target range	Open circuit/disconnection LowSide-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.
959	512	677	12	Start relay (low side power stage): the current drop measured by ECU is above the target range.	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.
960	512	677	3	Start relay (low side power stage): the current drain measured by ECU is above the target range.	Shortcut LowSide-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.
961	512	677	4	Start relay (low side power stage): the current drop measured by ECU is above the target range.	Shortcut LowSide-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.
973	555	523612	14	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory.	Visibility of Software resets in DSM	Threshold for error detection is an internal ECU threshold.
974	555	523612	14	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory.	Visibility of Software resets in DSM	Threshold for error detection is an internal ECU threshold.
975	555	523612	14	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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.
976	2-2-6	91	11	Diagnostic fault check of synchronism of single potentiometer and Low idle switch (LIS).	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_tISRCHiPWMPer_C.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
978	1-2-6	29	2	Diagnostic fault check of synchronism of hand throttle and Low idle switch (LIS).	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.
980	515	523550	12	Terminal 50 was operated for more than 2 minutes. This may happen due to short to battery or wrong usage of Terminal 50. Starter control is disabled until this error is healed.	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.
992	128	105	1	Charged Air cooler down stream temperature. Temperature below lower physical threshold.	Sensed temperature within intake air manifold < threshold.	actual temperature below -40°C? exchange sensor
994	128	105	3	Charge air temperature sensor: the voltage of sensor measured by ECU is out of the target range.	Short circuit to battery. sensor voltage > limit	The sensor raw signal Air_uRawTCACDs (voltage) > Air_SRCTCACDs.uMin_C. Check CAC-sensor and if necessary replace it, check connection cable and if necessary repair or replace it.
995	128	105	4	Charge air temperature sensor: the voltage of sensor measured by ECU is out of the target range.	Short circuit to ground or open load. sensor voltage < limit.	The sensor raw signal Air_uRawTCACDs (voltage) is below Air_SRCTCACDs.uMin_C. Check CAC-sensor and if necessary replace it, check connection cable and if necessary repair or replace it
996	233	105	0	Charge air temperature downstream calculated by ECU is above the target range. The ECU activates a system reaction.	Charge air temperature (downstream) over warning threshold.	Check CAC system and clean it. Check fan functionality. Check cooling performance with temperature measurement.
997	233	105	0	Charge air temperature downstream calculated by ECU is under the shut down threshold. The ECU activates a system reaction.	Charge air temperature (downstream) over the low threshold.	Check CAC system and clean it. Check fan functionality. Check cooling performance with temperature measurement.
1007	682	412	3	EGR downstream temperature sensor: the voltage of sensor measured by ECU is out of the target range.	Short circuit to battery. sensor voltage > limit	Check wiring harness to TEGR-sensor. Exchange TEGR-sensor.
1008	682	412	4	EGR downstream temperature sensor: the voltage of sensor measured by ECU is out of the target range.	Short circuit to ground or open load. sensor voltage < limit	Check wiring harness to TEGR-sensor. Exchange TEGR-sensor.
1011	771	523960	0	Physical range check high for EGR cooler downstream temperature.	Sensed temperature downstream EGR-cooler > limit.	EGR-Valve blocked open EGR-Valve actuator defect EGR-cooler defect (check for coolant water) Reed Valve defect Intake throttle blocked in closed position Exhaust pressure too high Check Nox-sensor upstream SCR catalyst dp venturi sensor defect

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1012	771	523960	1	Physical range check low for EGR cooler downstream temperature.	sensor voltage > lower limit	EGR-Valve blocked open EGR-Valve actuator defect EGR-cooler defect (check for coolant water) Reed Valve defect Intake throttle blocked in closed position Exhaust pressure too high Check Nox-sensor upstream SCR catalyst dp venturi sensor defect
1014	594	5763	6	Actuator error EGR-Valve. Signal range check high.	Short cut to batterie.	Check wiring and repair or replace if necessary, check actuator with SERDIA test for EGR and if necessary replace it.
1015	594	520521	5	Actuator error EGR-Valve. Signal range check low.	Short cut to ground.	Check wiring and repair or replace if necessary, check actuator with SERDIA test for EGR and if necessary replace it.
1016	594	5763	7	Actuator position for EGR valve is not plausible, internal error, angular misalignement of the flap.	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".
1022	5-9-4	5763	6	Actuator error EGR-Valve; signal range check high, measured current by ECU is over target	Short circuit to battery or open circuit.	Check cabling, actuator defect, check actuator and if necessary replace it, check connection cable and if necessary repair or replace it.
1023	5-9-4	5763	5	Actuator error EGR-Valve; signal range check low, measured current is below target	Short circuit to ground.	Check wiring, check cabels and repair or replace if necessary, check actuator with SERDIA 2010 test for EGR and if necessary replace it.
1024	594	5763	3	Actuator of the external EGR valve: the ECU detects a short circuit to battery or open load.	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.
1025	594	5763	4	Actuator of the external EGR valve: the ECU detects a short circuit to ground.	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.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1036	683	4768	2	<p>Static plausibility check: The exhaust temperature value from the sensor before DOC, the exhaust temperature value from the sensor after DOC, the temperature value from the sensor before SCR-Cat, the environment temperature and the coolant engine temperature their ratios to each other exceed their related thresholds.</p> <p>Dynamic plausibility check with environment temperature sensor value: The exhaust temperature value from the sensor before DOC is lower than an applicable environment temperature threshold</p>	<p>Static plausibility check: The exhaust temperature value from the sensor before DOC, the exhaust temperature value from the sensor after DOC, the temperature value from the sensor before SCR-Cat, the environment temperature and the coolant engine temperature their ratios to each other exceed their related thresholds. (difference between temperature after DOC and temperature before DOC > Threshold 1 difference between temperature before DOC and before SCR > Threshold 2 difference between temperature after DOC and before SCR < Threshold 3 difference between temperature after DOC and ambient temperature < Threshold 4 difference between temperature ambient temperature and engine temperature < Threshold 5)</p> <p>Dynamic plausibility check with environment temperature sensor value: The exhaust temperature value from the sensor before DOC is lower than an applicable environment temperature threshold (< environment temperature + Threshold 6)</p>	<p>Check ambient temperature => value plausible? upstream DOC sensor mounted within exhaust line? T upstream DOC sensor physically mounted in correct position upstream DOC? (not upstream SCR or downstream DOC?) Check T upstream DOC sensor Check other T-sensors within EAT-system (Exh_tOxiCatDs & UCatUsT_tFlt_mp show plausible values? No errors on them?</p>
1039	683	4765	0	<p>The exhaust temperature value from the sensor before DOC is above an applicable upper shutoff threshold TOxiCatUs_tShOffThresHiAds_C = Threshold 1 in Normal and Heatmodes (TOxiCatUs_tShOffThresHiRgn_C = Threshold 2 in stand-still)</p>	sensed temperature upstream DOC > shut-off limit	<p>Check air path of engine: EGR-Valve, Intake-Throttle, Check Turbocharger and Piping each for leakage and correct function Check injectors: is an injector got stuck? Exchange temperature sensor upstream DOC</p>
1040	683	4765	0	<p>The exhaust temperature value from the sensor before DOC is above an applicable upper warning threshold TOxiCatUs_tWarnThresHi_C = Threshold</p>	Sensed temperature upstream DOC > warning limit	<p>Check air path of engine: EGR-Valve, Intake-Throttle, Turbocharger and Piping each for leakage and correct function Check injectors: is an injector got stuck? Exchange temperature sensor upstream DOC</p>
1044	683	4768	3	Oxidation catalyst upstream temperature sensor: the voltage of sensor measured by ECU is out of the target range	The sensed raw voltage value Exh_uRawTOxiCatUs is above Exh_SRCTOxiCatUs.uMax_C Shortcut to battery	<p>Check wiring harness to temperature sensor upstream DOC Exchange temperature sensor upstream DOC</p>
1045	683	4768	4	Oxidation catalyst upstream temperature sensor: the voltage of sensor measured by ECU is out of the target range	The sensed raw voltage value Exh_uRawTOxiCatUs is below Exh_SRCTOxiCatUs.uMin_C Shortcut to ground	<p>Check wiring harness to temperature sensor upstream DOC Exchange temperature sensor upstream DOC</p>

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1069	668	4360	0	The filtered urea cat upstream temperature is greater than an applicable maximum temperature threshold	Sensed temperature upstream SCR > physical high limit	Check temperature difference across DOC (Exh_tOxiCatDs-Exh_TOxiCatUs) at higher engine load => high difference > 100K? If yes, the engine emits too many Hydrocarbons => check injectors: is an injector got stuck? => Check EGR Valve If difference normal the exhaust out of the engine itself is too hot: => Check air path of engine: EGR-Valve, Intake-Throttle, Turbocharger and Piping each for leakage and correct function If that error was set while stand-still operation the error source could be exothermal soot burn off in DPF (which should not happen) => Dismount DPF and check it visually exchange temperature sensor upstream SCR
1070	668	4360	1	The filtered temperature before urea cat is less than an applicable minimum temperature threshold	Sensed temperature upstream SCR catalyst < than physical low limit	Cold start and ambient temperature < Threshold? Missdetection? Check wiring harness to UCatUsT-sensor Exchange UCatUsT-sensor
1072	668	4361	3	Urea catalyst upstream temperature sensor: the voltage of sensor measured by ECU is out of the target range	Voltage of temperature sensor upstream SCR catalyst > maximum limit Short circuit to battery	Check sensor Check wiring Replace UCatUsT-sensor
1073	668	4361	4	Urea catalyst upstream temperature sensor: the voltage of sensor measured by ECU is out of the target range	Voltage of temperature sensor upstream SCR catalyst < minimum limit Short circuit to ground	Check sensor Check wiring Replace UCatUsT-sensor
1075	677	3361	6	Urea dosing valve: the current measured value by ECU at the end of the injection is too high	Fault in the wiring Defect urea dosing injection valve	Check wiring Check the urea dosing injection valve
1077	677	3361	3	Urea dosing valve (low side power stage): the current drain measured by ECU is above the target range	Fault in the wiring	Threshold for error detection is an internal ECU threshold See substitute function Check the wiring
1078	677	3361	3	Urea dosing valve (high side power stage): the current drain measured by ECU is above the target range	Fault in the wiring	Threshold for error detection is an internal ECU threshold Check the wiring
1079	677	3361	4	Urea dosing valve (low side power stage): the current drain measured by ECU is above the target range	Fault in the wiring	Check the wiring
1080	677	3361	4	Urea dosing valve (high side power stage): the current drain measured by ECU is above the target range	Fault in the wiring	Threshold for error detection is an internal ECU threshold Check the wiring
1090	674	4345	5	Urea backflow line heater: the current drain measured by ECU is above the target range	Open load If this error detected during the heating phase is a result error: KWP 1089 Broken wiring, broken heating element in back-flow line	Threshold for error detection is an internal ECU threshold Check wiring Check heating element

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1092	674	4345	3	Urea backflow line heater: the current drain measured by ECU is above the target range	Shortcut to battery If this error detected during the heating phase is a result error: KWP 1089 Short cut to battery or broken wiring, broken heating element in backflow line	Threshold for error detection is an internal ECU threshold Check wiring Check heating element
1093	674	4345	4	Urea backflow line heater: the current drain measured by ECU is above the target range	Shortcut to ground If this error detected during the heating phase is a result error: KWP 1089 Short cut to ground or broken wiring, broken heating element in backflow line	Threshold for error detection is an internal ECU threshold Check wiring Check heating element
1094	673	4343	5	Urea pressure line heater: the current drain measured by ECU is above the target range	Open load If this error detected during the heating phase is a result error: KWP 1089 Broken wiring, broken heating element in pressure line	Threshold for error detection is an internal ECU threshold Check wiring Check heating element
1096	673	4343	3	Urea pressure line heater: the current drain measured by ECU is above the target range	shortcut to battery If this error detected during the heating phase is a result error: KWP 1089 broken heating element in pressure line	Threshold for error detection is an internal ECU threshold Check wiring Check heating element
1097	673	4343	4	Urea pressure line heater: the current drain measured by ECU is above the target range	Shortcut to ground If this error detected during the heating phase is a result error: KWP 1089 Short cut to ground or broken wiring, broken heating element in pressure line	Threshold for error detection is an internal ECU threshold Check wiring Check heating element
1098	676	523718	5	Urea heater relay: the current drain measured by ECU is above the target range	Open load If this error detected during the heating phase it is a result error: KWP 1089 Broken wiring broken relay	Threshold for error detection is an internal ECU threshold Test SCR main relay Check cabling, if necessary replace relay.
1100	676	523718	3	Urea heater relay: the current drain measured by ECU is above the target range	Shortcut to battery If this error detected during the heating phase it is a result error: KWP 1089 Broken wiring, broken relay	Threshold for error detection is an internal ECU threshold Check wiring Check SCR main relay
1101	676	523718	4	Urea heater relay: the current drain measured by ECU is above the target range	Shortcut to ground If this error detected during the heating phase it is a result error: KWP 1089 Broken wiring, broken relay	Threshold for error detection is an internal ECU threshold Check wiring Check SCR main relay
1102	675	4341	5	Urea heater supply line: the current drain measured by ECU is above the target range	electrical error	Threshold for error detection is an internal ECU threshold Check wire harness Check supply line
1104	675	4341	3	Urea heater supply line: the current drain measured by ECU is above the target range	electrical error	Threshold for error detection is an internal ECU threshold Check wire harness Check supply line
1105	675	4341	4	Urea heater supply line: the current drain measured by ECU is above the target range	electrical error	Threshold for error detection is an internal ECU threshold Check wire harness Check supply line

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1106	672	523719	5	Urea supply module heater: the current drain measured by ECU is above the target range	Open load If this error detected during the heating phase is a result error: KWP 1089 Broken wiring Heating element in supply module defect	Threshold for error detection is an internal ECU threshold Check wiring Check cabling, if necessary replace supply module
1108	672	5232719	3	Urea supply module heater: the current drain measured by ECU is above the target range	Short circuit to battery If this error detected during the heating phase it is a result error: KWP 1089 Broken wiring Heating element in supply module defect	Threshold for error detection is an internal ECU threshold Check wiring Check cabling, if necessary replace supply module
1109	672	523719	4	Urea supply module heater: the current drain measured by ECU is above the target range	Shortcut to ground If this error detected during the heating phase it is a result error: KWP 1089 Broken wiring Heating element in supply module defect	Threshold for error detection is an internal ECU threshold Check wiring Check cabling, if necessary replace supply module
1110	671	4366	5	Urea tank heating valve: the current drain measured by ECU is above the target range	Open load If this error detected during the heating phase is a result error: KWP 1089 Broken wiring Urea tank heating valve defect	Threshold for error detection is an internal ECU threshold Check wiring Check urea tank heating valve
1112	671	4366	3	Urea tank heating valve: the current drain measured by ECU is above the target range	Shortcut to battery If this error detected during the heating phase is a result error: KWP 1089 Broken wiring Urea tank heating valve defect	Threshold for error detection is an internal ECU threshold Check wiring Check urea tank heating valve
1113	671	4366	4	Urea tank heating valve: the current drain measured by ECU is above the target range	Shortcut to ground If this error detected during the heating phase is a result error: KWP 1089 Broken wiring Urea tank heating valve defect	Threshold for error detection is an internal ECU threshold Check wiring Check urea tank heating valve
1117	666	523632	11	Urea supply module pump: the current drain measured by ECU is above the target range	When the pump motor does not switch to pump actuation mode after temperature measurement has been carried out.	Threshold for error is an internal ECU threshold
1118	666	4375	5	Urea supply module pump: the ECU can not measure any reaction during pump control	Open load Broken wiring Pump in urea supply module defect	Threshold for error detection is an internal ECU threshold The hardware detects the presence of load on the PWM output power stage for the urea pump module actuator. Check wiring Check pump in the urea supply module
1120	666	4375	3	Urea supply module pump: the current drain measured by ECU is above the target range	Shortcut to battery If this error detected during the heating phase is a result error: KWP 1089 Broken wiring Pump in urea supply module defect	Threshold for error detection is an internal ECU threshold The hardware detects absence of any short circuit to battery on the PWM output power stage for the urea pump module actuator Check wiring Check pump in the urea supply module

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1121	666	4375	4	Urea supply module pump: the current drain measured by ECU is above the target range	Shortcut to ground If this error detected during the heating phase is a result error: KWP 1089 Broken wiring Pump in urea supply module defect	Threshold for error detection is an internal ECU threshold The hardware detects a short circuit to ground error on the PWM output power stage for the UreaPump Module Motor Actuator. The error is updated by setting bit 1 of measuring point UPmp-Mot_stPrevTstRslt_mp Check wiring Check pump in the urea supply module
1122	665	4334	0	The absolute pressure value of the urea pump is greater than an applicable maximal filtered pressure threshold	Suspected Components: Urea pump defect Supply module pressure sensor defect Pump contains dirty parts	Check the urea pump Check the supply module pressur sensor Clean the urea pump (filter)
1123	665	4334	1	Urea supply module pressure sensor: The absolute pressure value of the urea pump is less than an applicable minimal filtered pressure threshold	Check the urea pump Check the supply module pressur sensor Clean the urea pump (filter)	Check the urea pump Check the supply module pressur sensor Clean the urea pump (filter)
1127	665	523632	3	Urea supply module pressure sensor: the current drain measured by ECU is above the target range	Shortcut to battery Broken wiring Pressure sensor in urea supply module defect	Check wiring Check pressure sensor in urea supply module
1128	665	523632	4	Urea supply module pressure sensor: the current drain measured by ECU is above the target range The sensed raw voltage value SCR_uRawUPmpP is above SCR_SRCUPmpP.uMin_C	Shortcut to ground Broken wiring Pressure sensor in urea supply module defect	Check wiring Check pressure sensor in urea supply module
1129	667	4376	5	Urea supply module reversal valve: the current drain measured by ECU is above the target range	Open load Fault in the wiring Reversal valve in the urea supply module defect	Threshold for error detection is an internal ECU threshold Check wiring Check urea supply modul
1131	667	4376	3	Urea supply module reversal valve: the current drain measured by ECU is above the target range	Shortcut to battery Fault in the wiring Reversal valve in the urea supply module defect	Threshold for error detection is an internal ECU threshold Check wiring Check urea supply modul
1132	667	4376	4	Urea supply module reversal valve: the current drain measured by ECU is above the target range	Shortcut to ground Fault in the wiring Reversal valve in the urea supply module defect	Threshold for error detection is an internal ECU threshold Check wiring Check urea supply modul

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1135	669	3031	0	The urea tank temperature sensor detects a value above the maximum allowed threshold	Sensed urea tank temperature > physical range high limit	Case "CANBUS sensor": Check urea tank temperature: really hot? Check CANBus-message of DEF sensor urea tank temperature Com_dRxSCR2Byt2 Compare it to Com_dRxSCR1Byt1 (urea temperature at quality sensor) identical? Tank heater permantly on? Check wiring of DEF-quality sensor Case "analog DEFT & Level sensor": Check urea tank temperature: really hot? Check urea tank temperature SCR_tSensUTnKT Compare urea tank temperature to EnvT_t or to SCR_tSMT (the urea temperature inside the supply module) identical? Tank heater permantly on? Check wiring of analog DEFT & Level sensor
1136	669	3031	1	The urea tank temperature sensor detects a value lower than the minimum allowed threshold.	sensed urea tank temperature < physical range low limit	Case "CANBUS sensor": Check ambient temperature EnvT_t=> About -40°C? If yes Error could be plausible Check CANBus-message of DEF sensor urea tank temperature Com_dRxSCR2Byt2 Compare it to Com_dRxSCR1Byt1 (urea temperature at quality sensor) identical? Check wiring of DEF-quality sensor Check quality sensor Case "analog DEFT & Level sensor": Check urea tank temperature: really that cold? Check ambient temperature EnvT_t=> About -40°C? If yes Error could be plausible Check urea tank temperature SCR_tSensUTnKT Check wiring of analog DEFT & Level sensor Check analog DEFT & Level sensor
1137	6-6-9	4365	2	Signal error in case of Urea tank temperature trnasmitted via CAN-signal Com_tUTnKT.	CAN message is not send properly.	Check sensor connector Check CANbus
1138	6-6-9	4365	3	Urea tank temperature sensor: he current drain measured by ECU is above the target range.	Shortcut or open load.	Threshold for error detection is an internal ECU threshold. The Sensed raw voltage value SCR_uRawUTnKT is below SCR_SRCUTnKT.uMax_C. Check wiring.
1139	6-6-9	4365	4	Urea tank temperature sensor: he current drain measured by ECU is above the target range.	Shortcut or open load.	Threshold for error detection is an internal ECU threshold. The sensed raw voltage value SCR_uRawUTnKT is above SCR_SRCUTnKT.uMin_C. Check wiring.
1157	228	97	12	Fuel filter water level sensor: the maximum level is 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.
1170	555	523612	12	Internal hardware monitoring: the CPU of the ECU is reset and the cause is logged internally; no item will be created in error memory	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 activ replace ECU.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1180	318	168	0	Battery voltage: the voltage measured by ECU is out of the target range	Battery voltage over limit	Check alternator, regulator of alternator and if necessary replace it, check wiring and voltage of alternator
1181	318	168	1	Battery voltage: the voltage measured by ECU is out of the target range	Battery voltage below limit	Check alternator, cabling, contact resistance, safety fuses, too high load in energy system, check battery and if necessary replace it
1183	226	172	1	sensed air temperature within air intake path of engine below physical low limit	sensed air temperature within air intake path of engine below physical low limit	Cold start and ambient temperature < threshold Check wiring harness to AFST-sensor Exchange AFST-sensor
1222	2-1-2	190	14	Camshaft- and Crankshaft speed sensor signal not available on CAN or defect.	Sensors for engine speed are defect.	Threshold for error detection is an internal ECU threshold. Check wiring, check cables and repair or replace if necessary.
1223	594	5763	6	Actuator EGR-Valve: Open load on ECU output is detected	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
1224	594	5763	6	Actuator EGR-valve: too high current is going into the actuator. Output is switched off	Overload on component wiring	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Check repair with SerDia 2010 use case
1226	594	5763	3	Actuator EGR-valve: short cut to battery is detected	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
1227	594	5763	3	Actuator EGR-valve: short cut to battery on ECU pin is detected	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
1228	594	5763	4	Actuator EGR-valve: short cut to ground on ECU pin is detected	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
1229	594	5763	4	Actuator EGR-valve: short cut to battery on ECU pin is detected	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
1230	5-9-4	5763	6	Actuator error EGR-valve; Overload by short-circuit	Short Circuit over Load	Threshold for error detection is an internal ECU threshold. Check wiring, component
1231	5-9-4	5763	11	Power stage overtemperature due to high current.	Temperature dependent Over Current	Threshold for error detection is an internal ECU threshold. Check wiring, component
1232	5-9-4	5763	4	Actuator error EGR-Valve (2.9;3.6) or Throttle-Valve (4.1;6.1;7.8); Voltage below threshold 3.6) Drosselklappe (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

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1239	788	523984	3	Actuator relay 5: the voltage measured by ECU is out of the target range	Short-Circuit to battery to component	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU
1241	176	523986	4	Actuator relay 4: the voltage measured by ECU is out of the target range	Short-Circuit to ground to component	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU
1242	791	523987	4	Actuator relay 5: the voltage measured by ECU is out of the target range	Short-Circuit to ground to component	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU
1337	565	2797	4	Injector diagnosis: Timeout of Injector detection cylinder bank 0	Short-Circuit to ground on component wiring	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Note: affected injector has to be evaluated according to firing order
1338	566	2798	4	Injector diagnosis: Timeout of Injector detection cylinder bank 1	Short-Circuit to ground on component wiring	Threshold for error detection is an internal ECU threshold. Check wiring, component, ECU Note: affected injector has to be evaluated according to firing order
1339	565	2797	4	Injector test: Short cut to ground on cylinder bank 0	Short-Circuit to ground on component wiring	Check wiring, component, ECU Note: affected injector has to be evaluated according to firing order
1340	566	2798	4	Injector test: Short cut to ground on cylinder bank 1	Short-Circuit to ground on component wiring	Check wiring, component, ECU Note: affected injector has to be evaluated according to firing order
1381	839	164	2	Rail pressure safety function is not executed correctly	Rail pressure is still above threshold.	Threshold for error detection is an internal ECU threshold. Reset the fault and at reappearance check ECU and injection system
1398	681	1136	0	ECU internal temperature, temperature measured by ECU is out of the target range	Short-Circuit in ECU, ECU heated by hot air	Close warm air circuits, replace ECU
1425	226	172	0	sensed intake air temperature at air filter > physical high limit	sensed intake air temperature at air filter > physical high limit	Check outside conditions: Temperature > Threshold within the intake air system of the engine? E.G: engine sucks in air from hot asphalt out of paver bucket Sensor positioned within black air filter housing above engine lid at hot environmental conditions and idling or similar? => if yes check with application team to adapt limits if not check sensor and wiring harness exchange sensor
1434	8-3-6	524050	11	CAN; not used	not used	not used
1435	8-3-7	524051	11	CAN; not used	not used	not used

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1455	711	3711	12	TemperaturePhy_tPFWgh, the weighted DPF temperature < Threshold 1 TemperaturePhy_tPFWgh, the weighted DPF temperature > Threshold 2 towards the end of the stand-still main phase.	temperaturePhy_tPFWgh, the weighted DPF temperature, is below or above the target temperature towards the end of the stand-still main phase.	Check temperature upstream DOC Exh_tSensOxiCatUs within Stand-still: > 450 °C? If not: => Check air path of engine: EGR-Valve, Intake-Throttle, Turbocharger and Piping each for leakage and correct function Check temperature difference across DOC by Exh_tSensOxiCatDs - Exh_tSensOxiCatUs within Stand-still: < 100°C? If not: Check exhaust pipe downstream turbo charger for oil? check injectors: is an injector got stuck? Too many hydrocarbons in exhaust? White smoke (at hot EAT system, not at cold start)? Check air path of engine: EGR-Valve, Intake-Throttle, Turbocharger and Piping each for leakage and correct function Check exhaust gas temperature sensors within EAT-system: T upstream DOCC, T downstream DOC & T upstream SCR catalyst all three of them can influence Phy_tPFWgh
1505	8-4-3	524057	2	Low fuel pressure: the low fuel pressure calculated by ECU is underneath the target range; the ECU activates a system reaction	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.
1533	246	524074	9	Open load sensor internally at NOx-sensor downstream SCR	Open load sensor internally at NOx-sensor downstream SCR	Threshold for error detection is an internal ECU threshold. Check NOx-Sensor downstream SCR catalyst: water inside? Shake out sensor after dismantling. => If water inside, replace sensor. Check mounting position of sensor and judge it regarding condense water formation / agglomeration. Check wiring harness Exchange sensor
1534	247	524075	11	Short circuit sensor internally at NOx-sensor downstream SCR	Short circuit sensor internally at NOx-sensor downstream SCR	Threshold for error detection is an internal ECU threshold. Check NOx-Sensor downstream SCR catalyst: water inside? Shake out sensor after dismantling. => If water inside, replace sensor. Check mounting position of sensor and judge it regarding condense water formation / agglomeration? Rearrange if critical and possible Check wiring harness Exchange sensor

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1535	248	524076	9	Open line sensor internally at NOx-sensor downstream SCR NOx Sensors are CAN Sensors --> no HW Pin on the ECU	Open line sensor internally at NOx-sensor downstream SCR	Threshold for error detection is an internal ECU threshold. Check NOx-Sensor upstream SCR catalyst: water inside? Shake out sensor after dismantling. => If water inside, replace sensor. Check mounting position of sensor and judge it regarding condense water formation / agglomeration. Check wiring harness Exchange sensor
1536	249	524077	11	Short circuit sensor internally at NOx-sensor downstream SCR NOx Sensors are CAN Sensors --> no HW Pin on the ECU	Short circuit sensor internally at NOx-sensor downstream SCR	Threshold for error detection is an internal ECU threshold. Check NOx-Sensor upstream SCR catalyst: water inside? Shake out sensor after dismantling. => If water inside, replace sensor. Check mounting position of sensor and judge it regarding condense water formation / agglomeration. Check wiring harness Exchange sensor
1537	255	524078	9	Lambda value of NOx-Sensor downstream SCR is out of range. When the filtered Lambda concentration value at the sensor (ComRxSCR_rFltLamDs_mp) is greater than the physical range check max. lambda threshold	sensed lambda value of Nox-sensor downstream SCR catalyst is > physical high limit ComRxSCR_rCanLamDs_mp > threshold	Check whether NOx-sensor downstream SCR catalyst is physically mounted within the exhaust line Check Lambda values of NOx-sensor downstream SCR catalyst at idle conditions, ComRxSCR_rCanLamDs_mp > threshold? Compare to ComRxSCR_rCanLamUs_mp. Values must be almost identical Check CANBus of NOx-sensor downstream SCR catalyst Check NOx-sensor downstream SCR catalyst wiring Check NOx-sensor downstream SCR catalyst itself Replace NOx-sensor downstream SCR catalyst

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1538	256	524079	9	sensed lambda value of NOx-sensor downstream SCR catalyst is < physical low limit ComRxSCR_rCanLamDs_mp < threshold	sensed lambda value of NOx-sensor downstream SCR catalyst is < physical low limit ComRxSCR_rCanLamDs_mp < threshold	Compare to ComRxSCR_rCanLamUs_mp. ComRxSCR_rCanLamDs_mp must be almost identical! If almost identical, Check air path of engine: EGR-Valve, Intake-Throttle, Turbocharger and Piping each for leakage and correct function Check injection system of engine. Injector stuck? if sensed lambda upstream SCR higher (ComRxSCR_rCanLamUs_mp): Diesel in Urea-tank? Check CANBus of NOx-sensor downstream SCR catalyst Check NOx-sensor downstream SCR catalyst wiring Check NOx-sensor downstream SCR catalyst itself Replace NOx-sensor downstream SCR catalyst
1539	257	524080	9	sensed lambda value of Nox-sensor upstream SCR catalyst is > physical high limit ComRxSCR_rCanLamUs_mp > Threshold	sensed lambda value of Nox-sensor upstream SCR catalyst is > physical high limit ComRxSCR_rCanLamUs_mp > Threshold	Check whether NOx-sensor upstream SCR catalyst is physically mounted within the exhaust line Check Lambda values of NOx-sensor upstream SCR catalyst at idle conditions, ComRxSCR_rCanLamUs_mp < Threshold? Compare to ComRxSCR_rCanLamDs_mp. Must be almost identical Check CANBus of NOx-sensor upstream SCR catalyst Check NOx-sensor upstream SCR catalyst wiring Check NOx-sensor upstream SCR catalyst itself Replace NOx-sensor upstream SCR catalyst
1540	258	524081	9	sensed lambda value of Nox-sensor upstream SCR catalyst is < physical low limit ComRxSCR_rCanLamUs_mp < Threshold	sensed lambda value of Nox-sensor upstream SCR catalyst is < physical low limit ComRxSCR_rCanLamUs_mp < Threshold	Check air path of engine: EGR-Valve, Intake-Throttle, Turbocharger and Piping each for leakage and correct function Check injection system of engine. Injector stuck? Check CANBus of NOx-sensor upstream SCR catalyst Check NOx-sensor upstream SCR catalyst wiring Check NOx-sensor upstream SCR catalyst itself Replace NOx-sensor upstream SCR catalyst
1542	261	524083	9	sensed NOx-value of NOx-sensor downstream SCR catalyst < Threshold	sensed Nox-value of Nox-sensor downstream SCR catalyst < physical low limit	Check CANBus of NOx-sensor downstream SCR catalyst Check NOx-sensor downstream SCR catalyst wiring Check NOx-sensor downstream SCR catalyst itself Replace NOx-sensor downstream SCR catalyst

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1544	912	524085	9	sensed Nox-value of Nox-sensor upstream SCR catalyst < Threshold	sensed Nox-value of Nox-sensor upstream SCR catalyst < physical low limit	Check CANBus of NOx-sensor upstream SCR catalyst Check NOx-sensor upstream SCR catalyst wiring Check NOx-sensor upstream SCR catalyst itself Replace NOx-sensor upstream SCR catalyst
1555	869	524063	5	Urea backflow line heater: broken wiring detected Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	Open Load on wiring to component	Check wiring, component
1556	869	524063	5	Urea main relay: broken wiring detected Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	relay defect relay not connected wiring harness broken problems with supply voltage	Check wiring, component
1557	869	524063	5	Urea pressure line heater: broken wiring detected Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	Open load on wiring to component	Check wiring, component
1558	869	524063	3	SCR heater main relay; short circuit to battery Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	Short-Circuit to battery on wiring to component	Check wiring, component
1559	869	524063	4	Connection between heating valve (Y31) on the control unit Pin A:92 and Load side SCR heater main relay (K31) is a short cut to ground. Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	Faulty wiring, faulty heater relay (K27-K31), defective heating valve (Y31), broken element in heating.	Disconnect plug from heating valve (Y31) and reset fault. If fault is still present you have to look in the wiring of Y31 to the control unit Pin A:92. If error is no longer present, you have to check the wiring of Y31 via relay K31 and possibly the heating cables and relay (K27-K30).
1560	869	524063	5	SCR relay for suction line not connected Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	relay defect relay not connected wiring harness broken problems with supply voltage	Check wiring, component
1561	869	524063	5	Open load on wiring to component Threshold 1 < SCRHtr_rUHtrMeasRatio_mp < Threshold 2	Open load on wiring to component	Check wiring, component
1562	869	524063	5	SCR heater tank; open load	Open load on wiring to component	Check wiring, component

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1565	892	524065	0	The relativ pressure value of the exhaust gas from the urea cat upstream sensor is greater than an applicable maximum pressure threshold	sensed presure upstream SCR catalyst > physical high range limit f(exhaust volume flow) UCatUsP_pRelFlt_mp > UCatUsP_pMax_mp	Check for crystallisation in exhaust line upstream SCR and dwnstream of urea injector Check correct connection from exhaust line to pressure sensor upstream SCR catalyst: syphons?, water in tube?, water in sensor? Check that exhaust pipe outlet is free (downstream SCR catalyst) Check wiring of pressure sensor upstream SCR catalyst Check pressure sensor upstream SCR catalyst: sensor has no connection to vehicle body? => Ensure that sensor is free Does sensor oscillate heavily at engine low idle /high idle? => try to supress the oscillating Exchange pressure sensor upstream SCR catalyst Check calculated exhaust volume flow of engine within EDC: SCR_dvolSCRUs pausable? If not: Check T sensor upstream SCR catalyst, check complete engine air path: EGR-Valve, Intake throttle, turbocharger, piping for leakage and function Check SCR catalyst: Broken? Exchange SCR-Catalyst
1566	892	524065	1	The relativ pressure value of the exhaust gas from the urea cat upstream sensor is less than an applicable minimum pressure threshold	sensed presure upstream SCR catalyst > physical high range limit f(exhaust volume flow) UCatUsP_pRelFlt_mp < UCatUsP_pMin_mp	Check correct connection from exhaust line to pressure sensor upstream SCR catalyst: leakage? Check electric connector: 4h pin open / new connector type used? pressure exchange from inside electrical connector with the environemt possible Check exhaust line: any leakages upstream of SCR catalyst? Check wiring of pressure sensor upstream SCR catalyst Exchange pressure sensor upstream SCR catalyst Check calculated exhaust volume flow of engine within EDC: SCR_dvolSCRUs pausable? If not: Check T sensor upstream SCR catalyst, check complete engine air path: EGR-Valve, Intake throttle, turbocharger, piping for leakage and function Check SCR catalyst: Broken? Exchange SCR-Catalyst
1569	892	524065	3	voltage of pressure sensor upstream SCR > voltage high limit	voltage of pressure sensor upstream SCR > voltage high limit	Check wiring of pressure sensor upstream SCR catalyst Check pressure sensor upstream SCR catalyst Exchange pressure sensor upstream SCR catalyst

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1570	892	524065	4	voltage of pressure sensor upstream SCR < voltage low limit	voltage of pressure sensor upstream SCR < voltage low limit	Check wiring of pressure sensor upstream SCR catalyst. Check pressure sensor upstream SCR catalyst. Exchange pressure sensor upstream SCR catalyst
1581	894	524067	0	Filtered urea supply module heater temperature value is above an applicable maximum heater temperature threshold of the supply module The temperature is read out via the PWM signal of the urea pump. That is only possible in status init of the SCR-system short after ignition was switched on. When that state is left the sensed temperature value is frozen.	sensed temperature of supply module heater > physical high range limit	Compare SCR_tSMT with SCR_tSMHtrT. Both show the same value? Check urea tank temperature (SCR_tAdapUTnkT). Very hot (> 70°C), urea tank heater permanent on? Does the pump never stop working? Check wiring to supply module Compare SCR_tSMT with SCR_tSMHtrT. Both show different values or urea tank temperature (SCR_tAdapUTnkT) is cold: exchange urea pump unit Supply module heater temperature sensor defect Supply module heater defect Supply module defect
1582	894	524067	1	Filtered urea supply module heater temperature value is below an applicable minimum heater temperature threshold of the supply module The temperature is read out via the PWM signal of the urea pump. That is only possible in status init of the SCR-system short after ignition was switched on. When that state is left the sensed temperature value is frozen.	sensed temperature of supply module heater < threshold	Check ambient temperature EnvT_t < Threshold? Compare SCR_tSMT with SCR_tSMHtrT Check wiring with regard to supply module heater exchange urea pump unit Supply module heater temperature sensor defect Supply module defect
1585	894	524067	0	Filtered urea supply module temperature value (SCR_tSMT) is above an applicable maximum temperature threshold of the supply module The temperature is read out via the PWM signal of the urea pump. That is only possible in status init of the SCR-system short after ignition was switched on. When that state is left the sensed temperature value is frozen.	sensed temperature of urea within supply module > physical high range limit	Compare SCR_tSMT with SCR_tSMHtrT. Both show the same value? Check urea tank temperature (SCR_tAdapUTnkT). Very hot (> 70°C), urea tank heater permanent on? Does the pump never stop working? Check wiring to supply module Compare SCR_tSMT with SCR_tSMHtrT. Both show different values or urea tank temperature (SCR_tAdapUTnkT) is cold: exchange urea pump unit Supply module temperature sensor defect Supply module heater defect Supply module defect

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1586	894	524067	1	Filtered urea supply module temperature (SCR_tSMT) value is below an applicable minimum temperature threshold of the supply module The temperature is read out via the PWM signal of the urea pump. That is only possible in status init of the SCR-system short after ignition was switched on. When that state is left the sensed temperature value is frozen.	sensed temperature of urea within supply module < physical low range limit	Check ambient temperature EnvT_t < threshold? Compare SCR_tSMT with SCR_tSMHtrT Check wiring with regard to supply module heater exchange urea pump unit Supply module temperature sensor defect Supply module defect
1593	129	1761	0	The urea tank level sensor detects a value higher than the maximum allowed threshold	Suspected components: Urea Quality Sensor defect mechanical defect at the float gauge	Check level sensor and float gauge
1594	129	1761	1	The DEF tank level sensor detects a value lower than the minimum allowed threshold	Suspected components: Urea Quality Sensor defect mechanical defect at the float gauge	Check level sensor and float gauge
1598	892	524065	2	Comparison of urea cat upstream exhaust gas- and environment pressure, the difference should not exceed a certain limit $\text{abs}(\text{UCatUsP_pDiffEnvCat_mp}) > \text{Threshold}$	absolut value of difference between sensed pressure upstream SCR catalyst and environmental pressure > limit $\text{abs}(\text{UCatUsP_pDiffEnvCat_mp}) > \text{Threshold}$	Check electric connector: 4h pin open / new connector type used? pressure exchange from inside electrical connector with the environemt possible? water in sensor? sensor frozen? Check wiring of pressure sensor upstream SCR catalyst Exchange pressure sensor upstream SCR catalyst Check intake manifold pressure sensor (Air_pCACDs) Check ambient pressure sensor (EnvP_p)

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1639	966	524147	13	No proper urea pressure level could be build up within the SCR system state "Fill Lines" => SCRCo_stStatus_mp = 1 within some miuntes	This error shows up, if no proper urea pressure level could be build up within the SCR system state "Fill Lines" => SCRCo_stStatus_mp = 1 within some minutes Once the urea pump pressure has exceeded the threshold the error is declared as okay. Suspected components: Suction line blocked PWM Powerstage has a defect and a default value which leads not to a rising pressure Pump Pressure sensor defect pump filter contains dirty parts reverting valve continously open	Make sure that frozen lines, pump or tank can be excluded! Check whether there is urea in the urea tank Check urea lines: All lines connected? The right lines connected to the correct places? Suction line blocked? No leakage? Not also urea to the outside but also air into the lines, especially in the suction line! Perform service routine "pressure test": Does the urea pump work? => check wiring harness & PWM signal for pump Does the urea pressure rise? DFC already healed? If all unsuccessful so far: Check urea pressure sensor: At ignition on and SCR system state = 0 ("Init check"), SCR_pAbsAdapUPmpP shall be identical to EnvP_p. Fulfilled: Sensor okay! Check reverting valve => see DFC_SCRCoRevVlvBlk Check pump filter: dirt inside? Suspected components: Urea pump broken Reverting valve continously open Urea suction line, backflow line broken or connection swapped PWM Powerstage has a defect Pump Pressure sensor broken
1646	869	524063	12	SCR supply module temperature is not reaching a threshold before a calibratable time is exceeded. Corresponding to the environmental Temperature a specific defrosting time is given. After starting the defrosting a clock counter is starting. Does the counter reach the given defrosting time limit, an error will be detected. Is the temperature reached in time the clock counter will be reset Example: by using the calibrated temperature/time curve --> environmental temperature 0°C --> defrosting time limit 6000s --> if the clock counter reaches 6000s the error will be detected	Suspected components: Enviroment temperature sensor defect SCR supply module temperature sensor defect SCR supply module electrical heater defect	Check Environment temperature sensor SCR supply module temperature sensor SCR supply module electrical heater

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1655	138	1761	14	The urea tank volume ratio is below the threshold of <5%	actual urea tank level SCRUTnk_rVol_mp [%] is below applicable threshold 5%	Check urea level => if empty, then fill in urea Check DEF level sensor. If there is urea in the tank, then move the floater of the level sensor. The floater must be free. If you lift the sensor body, then SCRUTnk_rVol_mp must change. Exchange DEF level sensor, if no change of value or it's implausible.
1656	138	1761	14	The urea tank volume ratio is below the threshold of <2.5%	actual urea tank level SCRUTnk_rVol_mp [%] is below 2.5%	Check urea level => if empty, then fill in urea Check DEF level sensor. If there is urea in the tank, then move the floater of the level sensor. The floater must be free. If you lift the sensor body, then SCRUTnk_rVol_mp must change. Exchange DEF level sensor, if no change of value or it's implausible.
1666	924	524100	9	Timeout error of CAN-Transmit-Frame ComDPFHisDat.	Open load on CANBUS wiring.	Check wiring, component.
1672	9-4-2	524118	9	Timeout error of CAN-Receive-Frame ComRxCM1	If the frame CM1 message is not transmitted successfully	Check CAN Bus cabling (Bus scheduling, polarity, short circuit, power interrupt), test protocol of receiver, check CAN functional range.
1676	928	524104	9	Timeout error of CAN-Receive-Frame ComRxDPFctl. CM1 Module Customer Recieve Message.	Time out of Check CANBUS EAT Control Receive Message, PGN65348. The message is not received.	Threshold for error detection is an internal ECU threshold. Check CANBUS EAT Control Receive Message, PGN65348. CM1 Module Customer Recieve Message.
1683	9-4-5	524121	9	Timeout error of CAN-Receive-Frame ComRxTrbChActr	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.
1687	9-4-9	524125	9	Timeout error of CAN-Receive-Frame ComTxTrbChActr	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.
1705	972	524156	9	Timeout error of CAN-Receive-Frame ComRxEBC2 from wheel speed sensor.	Timeout Error (Missing CAN Bus message) Defect on wheel speed sensor.	Check CAN Bus cabling (Bus scheduling, polarity, short circuit, power interrupt), test protocol of receiver, check CAN functional range. Replace the wheel speed sensor.
1752	415	2791	7	EGR actuator is mechanically blocked.	EGR actuator faulty or blocked.	Threshold for error detection is an internal ECU threshold. Check the EGR actuator and EGR valve to mechanical blockage / clean. Check for free movement of the valve. If it's blocked, then exchange the EGR valve.
1753	415	2791	2	corrupted CAN communication with actuator.	CAN bus error or faulty EGR actuator.	Threshold for error detection is an internal ECU threshold. Check other CAN bus components. If no message is sent, fix the wiring. If o.k. exchange EGR actuator.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1754	415	2791	13	EGR actuator can not learn stop positions. Possibly only second failure if other EGRTV failures occur.	Error detection during the learning process.	Threshold for error detection is an internal ECU threshold. Start Serdia Usecase to reset EGR actuator. Check EGR valve and mounting situation. If o.k. change EGR actuator.
1755	415	2791	12	Internal electrical fault of EGR actuator.	Internal damage of EGR actuator due to high temperature or electrical wiring issue.	Threshold for error detection is an internal ECU threshold. Exchange EGR actuator.
1756	415	2791	13	EGR actuator can not learn stop positions because procedure was interrupted.	Interruption of learning process due to mechanical damage.	Threshold for error detection is an internal ECU threshold. Start Serdia Usecase to reset EGR actuator.
1757	415	2791	6	Overcurrent to EGR actuator.	High voltage from battery. EGR actuator is blocked or moving very hard.	Check battery voltage. Check if EGR is blocked or not running smoothly. If everything is o.k. change EGR actuator.
1758	415	2791	3	Overvoltage at EGR actuator.	High voltage from the battery	Check battery voltage.
1759	415	2791	4	Undervoltage at EGR actuator.	Low voltage from the battery.	Check battery voltage.
1760	415	2791	13	Stop positions of EGR valve not o.k.	Mechanical damage of EGR actuator. EGR valve is blocked or moving very hard.	Threshold for error detection is an internal ECU threshold. Start Serdia Usecase to reset EGR actuator.
1761	415	2791	7	EGR actuator spring broken.	mechanical damage of spring due to overstress.	Threshold for error detection is an internal ECU threshold. Exchange EGR actuator.
1762	415	2791	16	Internal actuator temperature above threshold.	overheating of EGR actuator	Let EGR actuator cool down, check heat accumulation during worst case operation.
1763	415	2791	0	Internal actuator temperature is above threshold.	Overheating of EGR actuator during operation.	Let EGR actuator cool down and check heat accumulation during worst case operation.
1827	192	524141	7	DEF dosing valve is blocked with crystalized urea or other deposits.	While SCR system is starting up and after urea pressure reaches 10000 hPa, the DEF dosing module is tested. Expectation is that urea pressure drops below 1500 hPa if injector works properly. The test is repeated up to 3 times before an error is set. SCR SysPresMon_stPresDropDet_mp=0 while SCR Co_stStatus_mp=16. Suspected component: wiring harness DEF dosing valve The error is stored into the EEPROM of the ECU and status at ECU shut down is regained at ignition on.	Check electrical connection of urea injector: - wiring harness - connector Conduct SERDIA use-case "injection test". If it is faulty: - remove urea injector from exhaust line: - check for crystallisation direct on injector nozzle / plate - rinse it thoroughly in water - remount urea injector and conduct SERDIA use-case "injection test" If the error is still active, then exchange urea injector.
1857	555	523612	12	Fault in the monitoring during the engine start. Start requested in level 1, but not released in level 2 which leads to no fuel injection.	wiring is not according DEUTZ requirements engine start conditions are not observed low battery voltage during start malfunction of starter	Threshold for error detection is an internal ECU threshold. check other active errors and fix them. check all needed engine start conditions, e.g. neutral switch. check the engine speed during starting of the engine. If it's too low, then check the battery voltage and then check the starter for malfunction.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1858	192	524141	7	DEF dosing valve is blocked with crystalized urea or other deposits.	While SCR system is starting up and fter urea pressure reaches 10000 hPa, the DEF dosing module is tested. Expectation is that urea pressure drops below 1500 hPa if injector works properly. The test is repeated up to 3 times before an error is set. SCRSysPresMon_stPresDropDet_mp=0 while SCRCo_stStatus_mp=16. Suspected component: wiring harness DEF dosing valve The error is stored into the EEPROM of the ECU and status at ECU shut down is regained at ignition on.	Check electrical connection of urea injector: - wiring harness - connector Conduct SERDIA use-case "injection test". If it is faulty: - remove urea injector from exhaust line: - check for crystallisation direct on injector nozzle / plate - rinse it thoroughly in water - remount urea injector and conduct SERDIA use-case "injection test" If the error is still active, then exchange urea injector.
1863	995	524177	7	The error shows up, if no proper urea presure could be build up within the SCR system state "Fill Lines" => SCRCo_stStatus_mp=1.	This error shows up, if no proper urea presure could be build up within the SCR system state "Fill Lines" => SCRCo_stStatus_mp=1. 3 cases can lead to the error: Case A: increasing pressure is detected within 15s the check has passed => no error Case B: The pressure threshold was not reached within the 60s but case A was not positiv. Case C: The minimum pressure of 3000 hPa was not reached within the 60s.	Make sure that DEF lines, pump and tank are not frozen. Check for DEF level in the tank. Check DEF lines: Are all DEF lines connected? Is the suction line blocked? Is ther any leakage? Not only urea to the outside but also air into the lines, especially in the suction line! Perform SERDIA usecase "pressure test": Does the DEF pump work? => check wiring harness & PWM signal for pump. Does the urea pressure increase? All errors are already healed? If still unsuccessful so far: Check urea pressure sensor: At ignition on and SCR system state = 0 ("Init check"), SCR_pAbsAdapUPmpP shall be identical to EnvP_p. Fulfilled: Sensor okay! Check DEF pump filter: Is any dirt inside? Suspected components: Suction line PWM Powerstage has a defect and a default value which leads not to a rising pressure DEF pump pressure sensor defect DEF pump filter contains dirty parts

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1864	996	524178	7	The urea pump is not able to control the urea pressure between 9bar and 11 bar.	The urea pump controller is not able to control the urea pressure between 9bar and 11 bar due to malfunction in the SCR system. Suspected components: - DEF pump broken - Reverting valve continuously open - Urea suction line, backflow line broken or connection swapped - PWM Powerstage has a defect - Pump Pressure sensor broken	Make sure that DEF lines, pump and tank are not frozen. Check for DEF level in the tank Check DEF lines: All lines connected? The right lines connected to the correct places? Suction line blocked? Is there any leakage? Not also urea to the outside but also air into the lines, especially in the suction line! Perform SERDIA usecase "pressure test": Does the DEF pump work properly? => check wiring harness & PWM signal for pump Does the DEF pressure rise? Is the error healed? If still unsuccessful so far: - Check DEF pressure sensor: At ignition on and SCR system state = 0 ("Init check"), SCR_pAbsAdapUPmpP shall be identical to EnvP_p. Fulfilled: Sensor okay! - Check reverting valve - Check DEF pump filter: dirt inside? Suspected components: DEF pump broken Reverting valve continuously open DEF suction line, backflow line broken or connection swapped PWM Powerstage has a defect DEF pump pressure sensor broken
1865	668	4360	2	Error at static plausibility check: absolut temperature difference of sensed temperature upstream SCR catalyst and ambient temperature > as static plausibility limit at engine cold start (engine was off for at least 8 h), temperature upstream of SCR catalyst is expected to be identical to ambient temperature => see enable conditions for details. Error at dynamic plausibility check: temperature difference of sensed temperature upstream SCR catalyst and ambient temperature < as dynamic plausibility limit dynamic check is blocked if static plausibility check is already faulty => Temperature upstream SCR catalyst must be by 40°C higher than ambient temperature if engine runs and a certain delay time has expired.	Error at static plausibility check: absolut temperature difference of sensed temperature upstream SCR catalyst and ambient temperature > as static plausibility limit at engine cold start (engine was off for at least 8 h), temperature upstream of SCR catalyst is expected to be identical to ambient temperature => see enable conditions for details. Error at dynamic plausibility check: temperature difference of sensed temperature upstream SCR catalyst and ambient temperature < as dynamic plausibility limit dynamic check is blocked if static plausibility check is already faulty => Temperature upstream SCR catalyst must be by 40°C higher than ambient temperature if engine runs and a certain delay time has expired.	Check whether temperature sensor upstream of SCR catalyst is physically mounted within exhaust pipe If cold start condition can be made sure (engine was off for at least 8 h) compare values of EnvT_t, EngDa_tEng, Exh_TOxiCatUs, Exh_tOxiCatDs and SCR_tSensUCatUsT at ignition on, without starting the engine. All identical? Compare values of Exh_TOxiCatUs, Exh_tOxiCatDs and SCR_tSensUCatUsT after 15 min in constant operation point: show all similar values (30 K tolerance width). Are ambient temperature and (EnvT_t), cooling water temperature (EngDa_tEng) plausible? Sensor coated with urea crystals? Dismount urea injector and inspect temperature sensor upstream SCR catalyst visually Check wiring of sensor Replace sensor

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1866	665	4334	2	absolute difference of sensed urea pump pressure (SCR_pAbsSensUPmpP) and ambient pressure (EnvP_p) > limit abs(UPmpP_pDiffPmpEnv_mp) > UPmpP_pDiffPmpEnv_C (250 hPa)	absolute difference of sensed urea pump pressure (SCR_pAbsSensUPmpP) and ambient pressure (EnvP_p) > limit abs(UPmpP_pDiffPmpEnv_mp) > UPmpP_pDiffPmpEnv_C	Check environment pressure sensor (EnvP_p) => plausible value? Engine shut-off and immediately re-started? => Shut-off again. Wait until afterun of ECU has finished, re-Start engine Back-flow line free? Does the urea pump pressure show values < 1000 hPa in SCR state emptying (64)? Check revision valve => Does the urea pump pressure show values < 1000 hPa in SCR state emptying (64)? => exchange supply module Supply module pressure sensor defect => exchange supply module
1867	894	524067	2	absolute difference of sensed temperature of supply module heater temperature and ambient temperature UPmpT_tDiffPmpHtrAmb_mp > threshold	absolute difference of sensed temperature of supply module heater temperature and ambient temperature UPmpT_tDiffPmpHtrAmb_mp > threshold	Compare SCR_tSMT with SCR_tSMHtrT, EnvT_t and CEngTds_t and SCR_tAdapUTnkT => All identical? If not: Has the machine been brought from cold environment into a warm one or vice versa without engine running, e.g. at workshop? Environment temperature sensor defect Coolant temperature sensor defect Supply module temperature sensor defect Problem at Supply module unit (broken?) => exchange supply module
1868	894	524067	2	absolute difference of sensed temperature of supply module temperature and ambient temperature > threshold	absolute difference of sensed temperature of supply module temperature and ambient temperature UPmpT_tDiffPmpAmb_mp > threshold	Compare SCR_tSMT with SCR_tSMHtrT, EnvT_t and CEngTds_t and SCR_tAdapUTnkT => All identical? If not: Has the machine been brought from cold environment into a warm one or vice versa without engine running, e.g. at workshop? Environment temperature sensor defect Coolant temperature sensor defect Supply module temperature sensor defect Problem at Supply module unit (broken?) => exchange supply module
1874	971	524152	2	CAN message is not received for a definite time => error is set. As soon as the message is received the error heals.	CAN message is not received for a definite time => error is set. As soon as the message is received the error heals.	Check electrical connection of urea quality sensor Check engine CAN bus Check urea quality sensor itself Exchange urea quality sensor
1875	997	524153	2	CAN message is not received for a definite time => error is set. As soon as the message is received the error heals.	CAN message is not received for a definite time => error is set. As soon as the message is received the error heals.	Check electrical connection of suction unit sensor (combined sensor with tank level and tank temperature) Check engine CAN bus Check level sensor itself Exchange suction unit

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1880	138	1761	14	The DEF tank level is below the threshold.	actual DEF tank level SCRUTnk_rVol_mp [%] is below the threshold	Check DEF level => if empty, refill Check DEF level sensor. If there is urea in the tank loose the sensor and move it. The floater must be free and move if you lift the sensor body. SCRUTnk_rVol_mp must change. Compare SCRUTnk_rVol_mp to: 1 = SCR_rawUtnkLvl 2 = SCR_rAdapUtnkLvl 3 = SCRUTnk_rActTnkVol *SCRUTnk_facVolPer_mp In case of malfunction, exchange DEF level sensor.
1881	683	4768	2	At engine cold start conditions the sensed exhaust gas temperature downstream DOC (Exh_tSensTOxiCatDs) has exceeded the sum of ambient temperature (EnvT_t) + offset (40°C) earlier than the sensed exhaust gas temperature upstream of DOC (Exh_tSensTOxiCatUs). The check is only performed once each ignition cycle and only if the start is judged a cold start. Error status is frozen for that ignition cycle. No healing possible.	Difference temperature of exhaust gas temperature downstream DOC and fixed ambient temperature at ignition on exceeds a certain limit earlier than the difference temperature of exhaust gas temperature upstream DOC and fixed ambient temperature at ignition on.	Check whether all exhaust gas temperature sensors within the EAT system are mounted properly: Within the exhaust line and at correct positions. Check the position of the sensor upstream SCR which might be physically mounted in the wrong position. If cold start condition can be made sure (engine was off for at least 8 h) compare values of EnvT_t, EngDa_tEng, Exh_TOxiCatUs, Exh_tOxiCatDs and SCR_tSensUCatUsT at ignition on, without starting the engine. All identical? Then the sensors itself are okay. Check exhaust piping for leakage. Check wiring of sensors Replace sensors Check DOC => physically intact?
1891	272	524190	14	Not enough urea in tank or low urea quality or hardware tampering failure is detected or hardware failure is detected	Low DEF tank level Low DEF quality Hardware Tampering is active Hardware Failure is active	Check DEF level in tank. If there is no DEF, refill up to volume above the warning threshold. Check the DEF quality in the tank. If wrong fluid is filled, refill with proper DEF. Check other errors based on hardware malfunctions.
1892	273	524191	14	A low DEF tank level or a low DEF quality is detected or hardware tampering (system components are pinched off) or hardware failures as shortcut to battery, shortcut to ground etc. are detected.	Low DEF tank level Low DEF quality Hardware Tampering is active Hardware Failure is active	Threshold for error detection is an internal ECU threshold. Check the DEF level in tank. If there is no DEF, refill up above the warning level. Check DEF quality filled in the tank. Check other errors based on hardware tampering or failure.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1893	275	524193	8	The total time in standstill-regeneration mode exceeds the long-limit threshold within last 500h total engine run time. The error is activated if the engine runs to many times in Standstill regeneration.	Stand-still mode is very often aborted by the operator. Stand-still mode does not reach required temperature level and regeneration level is therefore reached after a short time again	Read out stand-still statistics => see service manual: Stand-still operation finished or often interrupted by driver / engine shut-off? => Run stand-still and instruct operator Stand-still operation required often by soot load => Check dp DPF pressure sensor Stand-still mode does not reach required temperature level: Check engine air path: Intake Trottle, EGR-Valve and turbocharger okay? Any leakage in engine air intake system or exhaust gas system? Check temperature sensors within exhaust system: upstream DOC, downstream DOC If soot load level of DPF allow it: Perform Stand-still and check reached temperature level upstream and downstream DOC: T upstream DOC in the range of 480-550°C? Downstream DOC after 25 min stand-still main phase 590°C are reached? Temperature traces are steady and even? Temperature downstream DOC higher than upstream DOC but difference does not exceed 100 K? Very small difference (< 10 K after 25 min stand-still main phase, 590 °C downstream DOC are not reached) => exchange DOC Very big difference (> 100 K after 25 min stand-still main phase, 590 °C downstream DOC exceeded) => check injection system of engine & engine air path

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1894	276	524194	8	The total time in standstill-regeneration mode exceeds the long-limit threshold: 2,5h stand-still operation within 50h total motor run time. The error is activated if the engine runs to much time in short Standstill regeneartion.	Stand-still mode is aborted / interrupted too often by the operator Stand-still is required too often due to miscalculation in the soot model Stand-still mode does not reache temperature level and regeneration level is therefore reached after a short time again.	Read out stand-still statistics => see service manual: Stand-still operation finished or often interrupted by driver / engine shut-off? => Run stand-still and instruct operator Stand-still operation required often by soot load => Check dp DPF pressure sensor Stand-still mode does not reach required temperature level: Check engine air path: Intake Trottle, EGR-Valve and turbocharger okay? Any leakage in engine air intake sytem or exhaust gas system? Check temperature sensors within exhaust system: upstream DOC, downstream DOC If soot load level of DPF allows it: Perform Stand-still and check reached temperature level upstream and downstream DOC: T upstream DOC in the range of 480-550°C? Downstream DOC after 25 min stand-still main phase 590°C are reached? Temerature traces are steady and even? Temperature downstream DOC higher than upstream DOC but difference does not exceed 100 K? Very small difference (< 10 K after 25 min stand-still main phase, 590 °C downstream DOC are not reached) => exchange DOC Very big difference (> 100 K after 25 min stand-still main phase, 590 °C downstream DOC exceeded) => check injection system of engine & engine air path
1895	277	3519	12	The integrated temperature sensor of the Urea Quality Sensor measures higher temperature than threshold	Temperature sensor inside the UQS defect. CAN Communication corrupted. Overheating of the DEF tank due to malfunction of the heating valve. Flow direction is of coolant is wrong due to mixed up the hoses routed to the heating valve. Overheating of the DEF tank due to heat transfer from neighbor parts.	Check the temperature sensor signal for plausibility. In case of improper signal, exchange the suction unit in the tank. Check CAN bus communication for proper signal. In case of improper signal, exchange the suction unit in the tank. Check the function of heating valve and routing of the hoses. The coolant flow through the heating valve must be observed according to the shown arrow. In case all actions above are OK, check the real temperature in the DEF tank during worst case condition and improve the installation of the DEF tank.
1896	278	3520	3	The integrated diagnostic of the Urea Quality Sensor recognized a short circuit to battery	wiring harness of UQS corrupted CAN Communication corrupted	Threshold for error detection is an internal ECU threshold. Check the wiring harness from the ECU to the suction unit of the DEF tank Check the CAN bus communication. If the signal is corrupt, then exchange the suction unit.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1897	278	3520	4	The integrated diagnostic of the Urea Quality Sensor recognized a short circuit to ground.	wiring harness to the suction unit in the DEF tank is corrupted CAN Communication corrupted	Threshold for error detection is an internal ECU threshold. Check the wiring to the suction unit in the DEF tank. Check the CAN bus communication. In case the communication is corrupt, exchange the suction unit in the DEF tank.
1898	277	3519	3	The integrated diagnostic of the temperature sensor of the Urea Quality Sensor recognized a short circuit to battery. The UQS Sensor is an combined sensor of tank temperature, filling grade and DEF quality and it is also an CAN sensor--> no PIN	Wrong diagnostic of the short circuits logic inside the temperature sensor of the UQS CAN Communication corrupted	Check the wiring to the suction unit in the DEF tank. Check the CAN bus communication of the suction unit. In case the communication is corrupt, exchange the suction unit.
1899	277	3519	4	The integrated diagnostic of the temperature sensor of the Urea Quality Sensor recognized a short circuit to ground	DEF quality sensor in the suction unit of the DEF tank is defect CAN Communication corrupted	Check the wiring to the suction unit of the DEF tank. Check the CAN bus communication from the suction unit. In case the signal is corrupt, exchange the suction unit in the DEF tank.

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1900	279	524195	14	<p>The standstill request of detected crystallization is ignored for more than 5h(>300min)</p> <p>This will be activated if there is a standstill request activated by Crystallisation Monitoring.</p>	<p>Back pressure upstream SCR catalyst has reached a level which indicates crystallisation inside of exhaust line.</p> <p>The error detection depends on the sensed pressure upstream of the SCR catalyst and the calculated exhaust volume flow through the mixer pipe.</p> <p>In case of error is set, but no crystallisation can be found in the mixing pipe, a possible reason can be the defect sensors:</p> <ul style="list-style-type: none"> - exhaust pressure & temperature upstream of the SCR catalyst, - the ambient pressure - the exhaust mass flow => Check air path system at the engine. 	<p>Dismount urea injector from exhaust line and inspect visually the injector and the exhaust line for urea crystallisation upstream of SCR catalyst:</p> <p>If crystallisation can be clearly seen, then standstill must be processed.</p> <p>Has the engine been operated in low load for longer time? If yes, then it could be the reason for crystallisation.</p> <p>Does the NOx-Sensors work properly? Compare ComRxSCR_rNOxUs to ComRxSCR_rNOxDs, when ComRxSCR_stNOxRdyUs = 1 & ComRxSCR_stNOxRdyDs = 1 (Warm engine and EAT-system, SCRT_tCatAvgExhGs_mp > 250°C, SCR_stStatus = "Dosing" = 8): sensed NOx upstream of SCR catalyst must be higher than downstream of SCR catalyst.</p> <p>Go to idle and wait until SCR system enters status "stand-by" (no dosing), SCRT_tCatAvgExhGs_mp < 225°C: ComRxSCR_rNOxUs = ComRxSCR_rNOxDs</p> <p>Clean urea injector: rinse it thoroughly under water</p> <p>Check EGR-Path: difference pressure sensor at venturi tube, EGR cooler, EGR-Valve, Reed-Valve, Intake throttle regarding function and leakage. Does the EGR-cooler leak water in the exhaust?</p> <p>Check air path for leakage</p> <p>Check turbocharger</p> <p>No crystallisation can be seen in the mixing pipe:</p> <p>Check exhaust pressure sensor upstream of SCR catalyst (SCR_pSensUCatUsP): tube, water in sensor?</p> <p>Check environmental pressure sensor (EnvP_p): plausible?</p> <p>Check exhaust temperature sensor upstream of SCR-catalyst (SCR_tSensUCatUsT): plausible compared to Exh_tOxiCatUs & Exh_tOxiCatDs e.g. when engine has idled for 20 minutes?</p> <p>=> Run stand-still to remove crystallisation and to reset the DFC</p>

Table 3-8. Engine Fault Codes

Deutz Code	Blink Code	SPN	FMI	Description	Possible Cause	Action
1904	2-7-8	3520	2	Measured DEF Quality from UQS is too low. Quality value received from UQS is < 22% for a certain time and a certain number or for measuring conditions not observed for a certain time.	Suspected components: Urea quality sensor defect Wrong installation (measuring air) Urea level sensor defect Non urea filled in tank CANBUS problems Evaluation conditions for new quality check not fulfilled after one previous mal detection	Check that there is liquid urea of known quality in the tank first Check urea tank level. Add urea until level is at least 10 cm above sensor. Ensure that urea is not frozen / sufficient urea is liquid Check Sensor: Are urea tank temperature and level displayed? Changes the level if you refill urea? Check electrical connection Check CANBus New quality detection is carried out if urea refill is detected or if a quality evaluation was triggered and was not finished successfully: To provoke a quality measurement: refill urea, at least 10% of tank volume Wait until quality evaluation was carried out, can take up to 30 minutes => check value. It should be about 33% Exchange quality sensor
1907	278	3520	13	Urea quality at UQS out of range the specified thresholds; invalid quality of the urea quality	Suspected components DEF quality sensor DEF	Check DEF quality and/or DEF quality sensor
1908	277	3519	13	Temperature at UQS out of range the specified thresholds; invalid quality of the temperature	Suspected Components Tank heater DEF sensor	Check temperature system and/or DEF quality sensor
1911	127	3532	3	The urea quality value from the sensor is greater than the maximum physical range threshold Comment: tank temperature is measured by the UQS sensor	Suspected Components: UQS defect	Check DEF quality and/or sensor.
1912	127	3532	4	The urea quality value from the sensor is lower than the minimum physical range threshold.	Suspected Components: UQS defect	Check DEF quality and/or Sensor.
1914	669	4365	3	Internal error of DEF quality sensor.	Suspected components: DEF quality sensor Wiring harness	Check wiring harness and DEF quality sensor
1915	6-6-9	4365	4	Internal error of DEF quality sensor.	Suspected components: DEF quality sensor Wiring harness	Check wiring harness and DEF quality sensor
1917	2-8-6	3936	14	Standstill escalation by time. In case the standstill request will not be released within 50 h by the driver this fault code will be set.	Stand-still request ignored by the operator. Display / stand-still request lamp broken.	Perform Stand-still. If soot load level of DPF has increased too high already call service to perform stand-still. In case the DPF soot load level remove DPF => Exchange DPF.

SECTION 4. BOOM & PLATFORM

4.1 BOOM SYSTEMS

Broken Cable Indicator System

The boom on this model is a 4 section proportionally driven telescopic boom. The inner mid boom is driven directly by the telescope cylinder. The outer mid and fly booms are each driven by separate wire rope systems. Each rope system contains redundant ropes that are capable of allowing the operator to unknowingly continue use of the machine with a single rope failure. These kinds of failures with the extend ropes are self revealing to the operator so proper action can be taken. Failures within the fly extend ropes are self revealing as they are exposed on the exterior of the boom where a broken rope would be obvious. Failures within the outer mid ropes require the addition of the Broken Cable Indicator System in order to be self-revealing to the operator. This system uses a proximity sensor to detect excessive movement of the sensed rope as would be expected with a rope failure. A broken rope detection results in illuminating the Cable Break indicator on the platform control panel. No restrictions are made to the functionality of the control system. It is the responsibility of the operator to take the appropriate action.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

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 control. 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 "dead" or disabled. To continue use of the machine the controls must be re-enabled to start the timer system over again. This is done by releasing all functions, then releasing and re-depressing the footswitch.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Transport Position Sensing System

The transport position sensing system uses the boom angle sensors and the boom length sensor mounted in the pivot end of the base boom in addition to the boom length switch mounted on the platform end of the base boom to sense when the boom is in the position associated with high speed travel. Above transport angle is recognized when one angle sensor reads more than 15° with respect to gravity and resets to within transport position when both angle sensors read less than 10° with respect to gravity. Transport length is recognized when both the length switch and length sensor read less than 1 ft extension for the 1350SJP (2 ft extension for the 1200SJP). During failures of either the length switch or length sensor, the transport length will be determined by the remaining sensor or switch. The position of the articulated jib is not considered.

This system is used to control the following systems:

- Beyond Transport - Drive Speed Cutback System
- Drive/Steer - Boom Function Interlock System - CE Only
- Jib Stow System
- Axle Extension System
- Oscillating Axle System

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Beyond Transport - Drive Speed Cutback System

When boom is positioned beyond the Transport Position, the drive motors are automatically restricted to their maximum displacement position (slow speed).

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Drive/Steer – Boom Function Interlock System (CE ONLY)

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 are interlocked to prevent simultaneous operation of any boom function with drive/steer. The first function set to be operated 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 inoperable.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Jib Stow System

This machine is equipped with a full function side swing rotator that is mechanically limited to 90 degree rotation to the left and electrically limited to 90 degrees to the right through the use of a positive action limit switch mounted on the rotator assembly. The machines stowed length can be reduced to facilitate transportation on standard trailers by swinging the jib further to the right using the hydraulic power of the side swing rotator. The control system will prevent swinging the jib past the 90 degree position unless the axles are retracted, the boom is in the transport position, and the jib stow override button on the platform control panel is held in combination with the jib swing function switch. When the jib is stowed, automatic platform leveling is disabled, the boom is restricted to the transport position, and axle extension is disabled. This system is functional only in the 500 lb (230 kg) mode of the Dual Capacity System.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Envelope Tracking System

The Envelope Tracking System uses the envelope control sensors to enhance the control of the boom within the working envelope. Due to the shape of the working envelope, the maximum boom angle varies with telescope length. To maintain unrestricted operation of the boom, the lift down function is automatically introduced while telescoping in only when the boom is on the rearward edge of the envelope. This only occurs when telescoping in along the rearward edge and is not used elsewhere within the envelope or when telescoping out. Envelope tracking is disabled with any envelope or moment violations or failures. The envelope tracking functionality can be turned off using the manual position of the boom control select switch. Refer to Boom Control Select.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Moment Control System

The Moment Control System is the secondary means of controlling the stability of the machine. This system uses a load moment pin to attach the lift cylinder of the boom to the turntable. This pin is instrumented with gauges allowing the forces in the pin to be monitored. These forces are used to compare the actual boom moment (force at a distance) to a predetermined allowable boom moment. In controlling the boom moment, the position and load of the boom is controlled. The moment control system will detect moments larger than expected as well as those smaller than expected. This effectively controls the forward and rearward positions of the boom. The moment control system varies the maximum allowable moment based on ground slope. On level ground and with rated load in the platform, the allowable moments establish a working envelope slightly larger than the Envelope Control System's envelope to minimize interaction of the systems. With increasing ground slopes and rated load in the platform, the allowable moments may establish a working envelope smaller than the Envelope Control System's envelope and may result in moment violations at the extreme platform positions. Violations of the moment control systems allowable moment will result in reduced function speeds, BCS warning light illumination, restriction of functions, and sounding of the platform alarm and the flashing of the BCS light with attempts to operate restricted functions. The restricted functions due to moment system violations related to forward reach are disallowing jib functions, lift down, telescope out, swing, drive, and steer. The restricted functions due to moment system violations related to backward reach are disallowing jib functions, lift up, telescope in, swing, drive, and steer. Recognized failures within this system will result in control by the Envelope Control System, reduced function speeds, BCS warning light illumination. The boom will be restricted from leaving the transport position until the failure is resolved.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Boom Control System (BCS) Functional Check (Push to Test) System

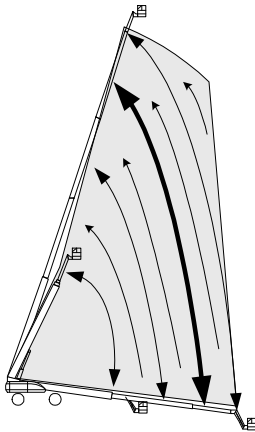
The machine is equipped with a system for the operator to daily verify the proper functioning of the Boom Control System (Envelope Control System and the Moment Control System). The operator is instructed to position the boom in the position described by the instruction decal and to then verify the control system cut out the telescope movement at the correct length. When the operator pushes the push button mounted on the ground control panel, the control system compares the current moment reading in the moment system and compares it to the moment expected for this position. If the current moment is within allowable tolerance for the test position, the green BCS indicator will illuminate indicating the system is working properly. If the current moment is not within the allowable tolerance for the test position, the red BCS indicator will illuminate indicating the machine requires service by JLG authorized service personnel before the system is used. Failure of this test will not restrict the functionality of the machine and will not cause a system fault. It is the operators responsibility to take proper action. The machine can be in either capacity mode of the dual capacity system for this system check.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Controlled Arc System

The Controlled Arc System uses the envelope control sensors to enhance the control of the boom within the working envelope. The purpose of the controlled arc system is to minimize the interaction of lift functions with envelope edges and to increase user efficiency. This minimizes the effect of a long boom working in a comparatively narrow envelope. Because the boom is permitted to extend to longer lengths at high angles than at it is low angles, lift commands would normally cause the boom to violate the permitted envelope while lifting down or conversely require the operator to frequently command telescope out while lifting to high heights. The controlled arc system optimizes the envelope shape by automatically introducing telescope in or out during "lift only" commands. Telescope flow is regulated during lift commands to maintain a constant percentage of available boom length (0% is always fully retracted, 100% is variable as the permitted length changes when the boom is raised). The target percentage will be maintained throughout the lift command whether it is maintaining 0%, 100%, or any percentage in between. The target percentage is established at the start of lift command or end of manual telescope commands when using multiple functions with lift. The telescope command can be used independently or in combination with other functions. Manual introduction of telescope will override the controlled arc system and result in conventional control. Controlled arc will be disabled with any sensor failure, any moment violation, any envelope violation, or with auxiliary power functions. The controlled arc functionality and be turned off using the manual

position of the boom control select switch. Refer to Boom Control system.



Controlled Arc Boom Movement

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Controlled Boom Angle System

The Controlled Boom Angle System uses the envelope control sensors to enhance the control of the boom by minimizing the interaction of swing and drive functions with the envelope edges. This interaction is due to two factors. First, the envelope is controlled relative to gravity regardless of ground slope and second, the turntable/boom mounting is effected by swing and drive functions when the ground slope varies. This can cause the boom position to vary within the envelope or even violate the envelope edges when swinging or driving without intentionally moving the boom. The controlled boom angle system minimizes this effect by automatically introducing lift up or down during swing and drive commands to maintain a constant boom angle relative to gravity for all boom angles greater than 9 degrees. Controlled boom angle is disabled with any envelope or moment violations or failures. The controlled boom angle functionality and be turned off using the manual position of the boom control select switch. Refer to Boom Control Select.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Envelope Tracking

The Envelope Tracking System uses the envelope control sensors to enhance the control of the boom within the working envelope. Due to the shape of the working envelope, the maximum boom angle varies with telescope length. To maintain unrestricted operation of the boom, the lift down function is automatically introduced while telescoping in only when the boom is on the rearward edge of the envelope. This only occurs when telescoping in along the rearward edge and is not used elsewhere within the envelope or when telescoping out. Envelope tracking is disabled with any envelope or moment violations or failures. The envelope tracking functionality and be turned off using the manual position of the boom control select switch. Refer to Boom Control Select.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Slow Down System

When the boom approaches the edges of the working envelope, all functions (except jib and platform functions, telescope in or out on the rearward edge and telescope in on the forward edge) are automatically slowed down by the control system to reduce the machine dynamics and improve operator control. The slow down starts within 4 feet of all edges and is at the fully reduced speeds 2 feet from all edges. The control system indicates to the operator this automatic introduction of slow down by flashing the creep light on the platform display panel. This feature applies to both platform and ground controls, however, no indication is made on the ground control panel.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Dual Capacity System

The Dual Capacity System on this machine is a multiple envelope control system as opposed to an indication system. The control system changes the working envelope and moment limits to match the capacity select mode to either the 500 lb (230 kg) mode or the 1000 lb (450 kg) mode. It then displays the capacity mode on the platform and ground display panel and controls the positions of the boom within the allowable envelope for that mode. This mode is selectable by the operator with the dual capacity select switch on the platform control panel. The 500 lb (230 kg) mode has the largest envelope and allows the use of the side swing jib. The 1000 lb (450 kg) mode has a smaller envelope and requires the jib to be fixed in the centered position. To select the 1000 lb (450 kg) mode the boom must already be in the smaller 1000 lb (450 kg) envelope and the jib must be centered (+/-10 degrees) verified to the control system by the jib centered limit switch mounted on the side swing rotator. When the operator selects the 1000 lb (450 kg) mode and these conditions are met, the capacity light changes from 500 lb (230 kg) to 1000#, jib swing is disallowed, and the envelope and permitted moment values are changed accordingly. When the operator selects the 1000 lb (450 kg) mode and these conditions are not met, both capacity lights will flash, the platform alarm will sound, and all functions except jib swing will be disabled until the capacity select switch is put back into the 500 lb (230 kg) position. Operation of jib swing in this condition can be used to find the center position of the jib as the jib swing function will stop when the center position is reached.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Platform Load Sensing System (LSS)

The Platform Load Sensing System consists of single load cell mounted between the platform and platform support, and a dedicated electronic interface module (EIM) located below the platform console. 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 5 sec on / 2sec off and all platform controls (except emergency descent) will be disabled.

Electronic Platform Leveling

The electronic platform leveling system uses two tilt sensors (mounted on either side of the pivot weldment), a control valve (mounted to the platform support), a level cylinder, and the platform control module (mounted in the platform control box) to automatically measure and control the incline of the platform with respect to gravity. While in the automatic position of the boom control select (item 33) platform leveling is active while operating drive, telescope, lift or swing and is not active while operating any other function (e.g. rotate, jib, or steer). While in the manual position of the boom control select, platform leveling is active while operating lift only. The system controls the platform angle relative to gravity using a set point established during power-up (cycling of the EMS) or at the conclusion of a manual platform level override by the operator using the platform level override switch from either the platform or the ground control. In other words the operator can chose a platform incline other than level with gravity and the system will maintain that incline automatically.

If a fault occurs in the platform leveling system the following will occur:

- Automatic platform leveling will stop (except when there is a fault in only one sensor)
- The platform level fault indicator will flash
- The platform alarm will sound
- All functions will default to creep speed if in platform mode and the boom is out of the transport position. Refer to Transport Position Sensing System.

To reset the fault the emergency stop switch should be recycled.

NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

Boom Control Select

The boom control select switch is mounted on the platform control panel and allows the operator the ability to select between two different modes of boom control functionality: automatic and manual. While in either mode, the Envelope Control System and Moment Control System remains active.

When the boom control is selected to the automatic boom control position, lift and telescope movements are coordinated by the control system as described in the Controlled Arc, Controlled Boom Angle, and Envelope Tracking descriptions. These systems will remain active to automatically assist the operator in keeping the boom within the envelope boundaries.

When operating in the automatic mode, the following functionality characteristics should be noted.

- While operating Lift Up, the boom may also telescope out (Controlled Arc)
- While operating Lift Down, the boom may also telescope in (Controlled Arc)
- While operating Swing or Drive, the boom may lift up or lift down (Controlled Boom Angle)
- While operating Telescope In, the boom may lift down when at high boom angles and the creep light is flashing (Envelope Tracking)

In addition, when the boom control is selected to the automatic position, the automatic platform leveling feature is active during lift, telescope, swing, and drive movements as described in the Electronic Platform Leveling System description.

When the boom control is selected to the manual position, lift and telescope movements are controlled separately by the operator effectively turning off the controlled arc, controlled boom angle, and envelope tracking systems. Without these systems being active, the control system will stop the movements of the boom when the envelope boundaries are reached and the functions that could violate the envelope will be restricted. The platform alarm will sound and the BCS light will flash with attempts to operate a restricted function. In addition, when the boom control is selected to the manual position, the automatic platform leveling feature is active only during lift movements.

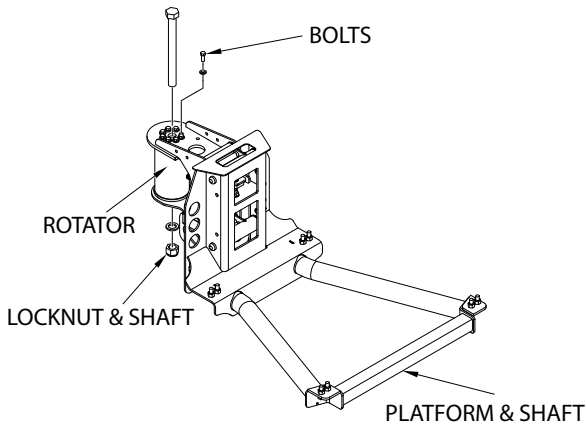
NOTE: For more detailed information concerning system adjustment and operation, refer to Section 6 - JLG Control System.

4.2 PLATFORM

Support Removal

NOTE: The platform support weighs approximately 81.6 lb (35 kg).

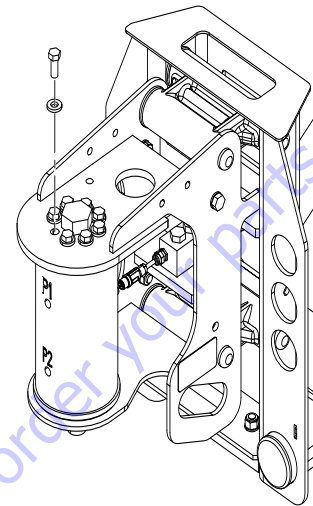
- Remove the bolts securing the support to the rotator.



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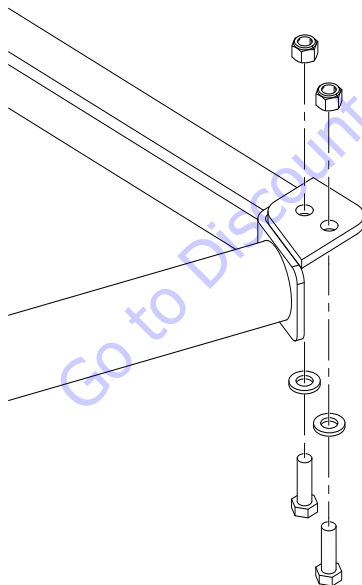
- Disconnect electrical cables from control console.
- Remove the bolts securing the platform to the platform support, then remove the platform.

NOTE: The platform weighs approximately 132.2 lb (60 kg).



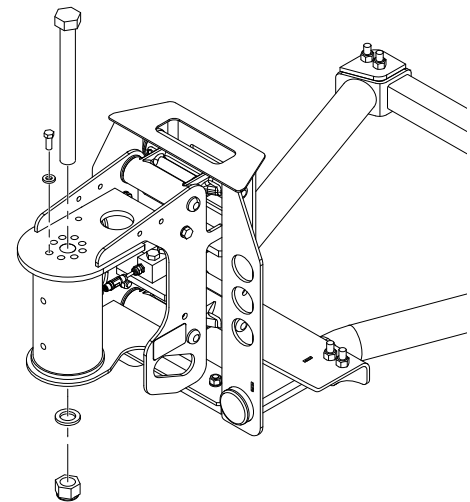
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- Using a suitable brass drift and hammer, remove the center bolt and locknut.



MAF27870

- Using a suitable lifting device, support the platform support.



MAF27880

- Remove the platform support from rotator.