Jlg t350 service manual





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SECTION A. INTRODUCTION - MAINTENANCE SAFETY PRECAUTIONS A GENERAL C MAINTENANCE This section contains general precautions that must be followed when maintaining an air platform. It is essential that service personnel pay close attention to these warnings and precautions in order to avoid possible damage to	
themselves or others or equipment damage. You need to follow a maintenance program to make sure the machine is safe to operate. INTRODUCTION REVISON LOG Opигинальный пересмотренный пересмотренный пересмотренный пересмотренный пересмотренный пересмотренный A-2 - 15 января, 2005 - 15 июл	R
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Intentionally. SECTION 1 - SPECS SECTION 1. SPECIFICATIONS 1.1 OPERATING SPECS 1.2 MARKET Table 1-2. Opportunity	Table 1-1. Exploitation and Towing Specifications Language Weight (ANSI): 252 pounds (114 kg) Maximum allowable towing speed: (Do not exceed the legal speed limit) 65 mph (105 km/h) Maximum
workload (capacity) w/ Rotator 440 pounds. (200 kg) Maximum workload (capacity) w/ o Rotator 500 lbs (230 kg) Maximum workload	Id (capacity) w/ Rotator and panel Tray 320 lbs. SECTION 1 - SPECIFICATIONS 1.5 ENGINE 1.7 Battery hydraulic oil table 1-5. Battery specifications BCI Group Size 51R Cranking Performance 550 amps -
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Engine Assy. (Incl. Tray) 116 53 Engine (naked) 57 26 Master Cylinder 18 8 Axle 140 64 PRESSURE SETTINGS Cold temperature	s have a significant impact on pressure readings. JLG Industries Inc.SECTION 1 - SPECIFICATIONS 1. 2. 3. 4. Wheel bearing hydraulic oil hydraulic filter and breather Swing Bearing 5. 6. 7. 8. Swing
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the bearing back and forth to ensure the lubricant is distributed evenly all the way around the bearing 3. Hydraulic filter and respite	5 SECTION 1 - COSY 7 Engine 10. The power of sharp braking - see the guide to the engine Lube - EO 10W30 API S1 Interval - Daily check level: changes in the manufacturer's engine manual. Comments
- Adjust the final oil level at the dipstick Lube Point (s) Fill the cap capacity - No more than 1/2 (13 mm) from the top of the Lube tan	k - DOT 3 or 4 Brake Fluid Interval - Check before each tow. Rinse the system annually or when the system is known to be contaminated 8. Fuel Tank 11. SECTION 1 - SPECIFICATIONS Values for zinc
yellow Chromate clasp (Ref 4150707) SAE GRADE 5 BOLTS - GRADE 2 NUTS Torgue smeared torgue (dry) Tension clamps stres	ss area Крутящий момент (Локтит® 242TM или 271TM (Локтит® 262TM или VibraTM или Vibra-TITE 111 или TITETM 131) 140) Размер TPI Bolt Dia In Sq In LB IN-LB (N.m) IN-LB (N.m) 4 40 48
32 40 32 36 24 22 20 28 0.1120 0.1120 0.1380 0 .1380 0.1640 0.1640 0.1900 0.1900 0.2500 0.2500 0.00604 0.00661 0.0.6000909) 0.01015 0.01400 0.SECTION 1 - SPECIFICATIONS SAE GRADE 8 (HEX HD)® БОЛТС 0.20 Крутящий момент (Локтит® 242TM или 271TM (Локтит® 262TM или VibraOR Vibra-TITE TM 111 или
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CAP SCREWS Magni Coating (Ref 4150701) Нагрузка Смотрите Примечание 4 Крутящий момент (Сухой) К No .17 Крутящий	момент (Loctite® 242TM или 271TM или Вибра-ТИТ TM 111 или 140 ИЛИ Precoat 85® К'0.16 Размер ТРІ Болт Диа в Sq B LB IN-LB Н.М. В-ЛБ (N.m) 4 40 48 32 40 32 36 24 32 20 28 0.1120 0.1120
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момент (Loctite® 242TM или 271TM или Вибра-ТИТЕ ТМ 111 или 140 ИЛИ Precoat 85® К'0.18 Крутящий момент (сухой) К No	20 Размер ТРІ Болт Диа В Sq In LB IN-LB (N.m) IN-LB (N.m) 4 40 48 32 40 32 24 32 20 28 0.1120 0.1120 0.1380 0.1380 0.1640 0.1640 0.1900 0.1900 0.2500 0.2500 0.00604 0.00661 0.00909 0.01015

0.01400 0.01474 0.01750 0.02000 0.0318 0.РАЗДЕЛ 1 - СПЕЦИФИКАЦИИ КЛАСС 8.8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8.8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8.8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8.8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8 МЕТРИЧЕСКИЕ БОЛТЫ КЛАСС 8.8 МЕТРИЧЕСКИЕ ВОЛТЫ К 262TM 242TM или 271TM или 271TM VibraOR VibraTITETM 131) TITETM 111 или 140) 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 9,1 - SPECIFICATIONS CLASS 10.9 METRIC BOLTS CLASS 10 METRIC NUTS CLASS 12.9 SOCKET HEAD CAP SCREWS M3 - M5 Pasmep PITCH Tensile Stress Area Clamp Load Torque (сухой или локтит® 263TM) К 0.. 20 кв.мм КН (Lub OR Loctite® 242TM или 271TM или 140) КЗ 0,18 крутящий момент (Локтит® 262TM ИЛИ Вибра-ТИТЕ TM 131) КЗ0.15 (Н.м.) 3 0,5 5,03 3,13 3,5 0,0,1 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 25.2 22.7 18.9 8 1.SECTION 1 - SPECIFICATIONS Magni Coating (Ref 4150701) 9 SOCKET HEAD CAP SCREWS M6 И ABOVE' Размер PITCH Тенстильной Зоны Напряжения Кв Мм Крутяший момент (Lub OR Loctite® Крутяший момент (Локтит® 262TM Зажимная нагрузка (Сухой или Локтит® 242TM или 271TM или Вибра-ТИТЕ Cm. Note 4 263TM) OR VIBRA-TITE TM 131) K .17 111 or 140) K N.M. 11 3 0.5 5.03 3.5 0.6 6.78 4 0.7 8.78 5 0 8 14.20 6 6 6 1 20.10 12.5 13 12 7 1 28.90 18.0 21 20 1 9 8 1.25 36.60 22. SECTION 1 - SPECIFICATIONS NOTES: 1-14 - JLG Lift - 3121198SECTION 2 - GENERAL SECTION 2 2. GENERAL 2.1 MACHINE PREPARATION, INSPECTION, AND MAINTENANCE General This section provides the necessary information necessary for those employees who are responsible for ensuring the machine's readiness for operation and maintaining its safe operating condition. For maximum lifespan and safe operation, make sure that all necessary checks and maintenance have been completed before the machine is put into operator. User or Operator Operator Operator and Inspection by pre-delivery before each sale, lease or lease. Owner, dealer or user Qualified JLG Mechanics Maintenance Guide and applicable JLG inspection form. SECTION 2 - GENERAL Disassembly and assembly and assembly and collect part of one part, and start with the other. Always double-check your work to make sure nothing has been missed. Do not make any adjustments other than those recommended without obtaining proper permission. SECTION 2 - TOTAL LUBRICANT 2.3 AND F INFORMATION (-29 DEGREES CELSIUS). However, the use of this oil will give poor performance at temperatures above 120 degrees Fahrenheit (49 degrees Celsius). Systems using DTE 13 oil should not be operated at temperatures above 200 degrees Fahrenheit (94 degrees Celsius) under any condition. Hydraulic system 1. Pollution is the main enemy of the hydraulic system. Pollutants enter the system in a variety of ways, such as using insufficient hydraulic oil, allowing moisture, lubricant, sawdust, sealing of components, sand, etc. SECTION 2 - GENERAL 2.4 CYLINDER DRIFT TEST 2.5 The maximum acceptable cylinder drift should be measured using the following methods. PINS AND COMPOSITE BEARING REPAIR GUIDELINES THREAD bearing wounds. 1. Attached joints should be disassembled if the following happens: The Drift Measure platform drifts the platform to the ground. Lower arrows (if equipped) are slightly raised, the main boom is completely expanded with high load on the platform and power outages. SECTION 2 - GENERAL 2.6 WELDING ON JLG EQUIPMENT NOTE: This instruction applies to repair or modification of the machine and welding performed from the machine on an external design, or - Land on the frame and welding on any other area except the chassis. On the ground on the turntable and welding on any other area except the chassis. welding on JLG equipment - Ground on platform/support and welding on any area than platform/support. Turn off the battery. SECTION 2 - GENERAL Table 2-3.SECTION 3 - CHASSIS - TURNTABLE SECTION 3 - CHASSIS - TURNTABLE 3.1 BREAKING-IN A NEW TRAILER 3.2 Retighten Lug Nuts in the first 10, 25 and 50 miles of driving. Failure to do so may result in the wheel leaving the trailer, resulting in an accident resulting in death or serious injury. SECTION 3 - CHASSIS -TURNTABLE pressure lining on the drum produces little resistance. shoes and brake drums until the desired stop is reached. 5. Remount the wheel and brake controller 6. Repeat the above-mentioned procedure on all brakes. Requires a tow truck brake controller. These controllers have amplification controls to vary the amount of current to the brakes, and control the level that sets the controller's inertia sensor to feel the slowdown. SECTION 3 - CHASSIS and TURNTABLE reverse are significantly less effective than in the forward direction. 1. 2. 3. 4. 5. Anchor Post Wheel Cylinder Hold Down Spring Primary Assembly Setting Shoe 6. 7. 8. 9. Parking brake parking brake running cable. The body of the parking brake to activate the brake back sheet. The end of the cable is attached to the internal lever of the parking brake to activate the brake. SECTION 3 - CHASSIS AND PLAYER 3. Using a screwdriver or a standard adjustment tool, rotate the star wheel of the assembly of the controllers to expand the brake shoes. Adjust the brake shoes until the pressure of the pads on the drum will make the wheel turns freely with a little lining resistance. 5. Replace the adjusting bay holes and lower the wheel to the ground. 6. Repeat the above-mentioned procedure on all brakes. SECTION 3 - CHASSIS - TURNTABLE Bearing Grease 1. Remove the seal from the hub with a screwdriver. Never expel a seal with an internal bearing as you can damage the bearing. The bearings must be smeared every 12 months or 12,000 miles. The procedure for repackaging bearing cones is as follows: 1. Place the amount of fat in the palm of your hand. 2.SECTION 3 - CHASSIS AND PLAYER 1. 2. 3. 4. Grease the seal of the inner bearing cup of the brake assembly 5. 6. 7. 8. Hub Assembly Wheel Stud External bearing Cup External bearing Cone 9. 10. 11. 12. Spindel Puck Spindle Nut Cotter Pin Cap 13. Wheel Nut 14. Hub Figure 3-3. SECTION 3 - CHASSIS - TURNTABLE WHEEL CYLINDERS Leak Check and Smooth Operation. Clean with the brake clean and flush with brake fluid. Hone or replace as needed. The following tyre wear diagnostic chart will help you identify the causes and solutions to tire wear problems. Table 3-1. Tires wear a BRAKE LINE wear pattern pattern cracks, kinks or locks. Rinse with fresh brake liquid. A bleeding system to remove all air. Replace as needed. SECTION 3 - CHASSIS and TURNTABLE Wheel Installation It is extremely important to apply and maintain the correct torque of wheel mounting. The tightening of the screws should be done in stages. Following the recommended sequence, tighten the nuts on the wheel torgue chart. Table 3-2. Wheel TORgue diagram - ANSI, ANSI EXPORT, CSA, WHEELS AUS NUTS MUST BE SET AND SUPPORTED ON THE RIGHT TORQUE TO PREVENT FREE WHEELS, BROKEN STUDS, AND POSSIBLE DANGEROUS DISCONNECT OF THE WHEEL FROM THE AXIS. SECTION 3 - CHASSIS - TURNTABLE PLACE SPARE ON THE HOOK PROVIDED FOR THE MOUNTING FIXTURE, THEN FOLLOW THE DIRECTOINS BELOW TO ROTATE THE SPARE SO THE TWO HOLES LINE UP WITH TWO SLOTS IN THE MOUNTING PLATE AND INSERT THE CARRIAGE BOLTS THROUGH FROM THE BACK. COLLECT THE WHEEL NUTS TO THIS SIDE INSERT OF THE CARRIAGE BOLTS SO THAT THE SQUARE NECKS ARE IN SLOTS ON THIS SIDE, AS SHOWN IN THE PICTURE 3-4. SECTION 3 - CHASSIS AND TURNTABLE 3.7 HYDRAULIC BRAKE PAIR REMOVAL, IF ANY OF THE FOLLOWING CONDITIONS DEVELOPS, THE TRAILER SHOULD NOT BE USED UNTIL PROPER CORRECTIVE MEASURES ARE TAKEN. Table 3-4. SECTION 3 - CHASSIS - TURNTABLE Bleeding Brake System 8. After bleeding, re-check the level of fluid in the main cylinder. DO NOT USE THE BRAKE FLUID DRAINED FROM THE BRAKING SYSTEM WHEN REFUELING THE BRAKE FLUID USED MAY BE CONTAMINATED FROM THE SYSTEM. 1. Remove the cylinder filler lid and fill the tank with DOT Type 3 or 4 car brake fluid. 2. Check all hydraulic line fittings and connections to make sure they leak for free. SECTION 3 - CHASSIS AND PLAYER 4. Close the release handle. The release stick will close freely with the pressure of the finger when the ball is properly inserted into the ball socket. 9. Cross the safety chain under the tongue and securely attach to the bumper or frame of the tow truck. REFUSING TO USE SAFETY CHAINS CAN DAMAGE THE TRAILER BOOM. 10. Clean the nest completely. Place the charmer wheel in a positioned position. 11. SECTION 3 - CHASSIS and TURNTABLE Travel. Plush the lever handle down to deal with locking the notch. 3. Check the level of brake fluid in the main tank of the cylinder. Keep filled within 1/2 (13 mm) of the top of the tank. Use only DOT 3 or 4 brake fluid. 4. Rinse the system annually or when the system and seals must be checked and packed at this time. SECTION 3 - CHASSIS - TURNTABLE 3.8 COMBINATION COUPLER GENERAL TECHNICAL SERVICE 1. Check the level of the brake fluid frequently. approve, clean and uncontaminaate the liquid. THE WEIGHT SCORE OF THE PAIR DEPENDS ON THE CORRECT USE OF BOLTS. USE BOLTS PROVIDED BY THE PAIR. IF BOLTS ARE MISSING, REFER TO THE MANUAL PARTS AND GET REPLACEMENT BOLTS OR USE THE EXACT SIZE, CLASS AND NUMBER OF BOLTS AS BOTH 3 - CHASSIS AND PLAYER 1. 2. 3. 4. 5. 6. Not used is not used Push Rod Shock Absorber release Pen Master cylinder 7. Gasguet 8. 9. 10. 11. 12. Boot Stop is not used Locknut is not used 13. 14. 15. 16. 17. 18. Spring Bolt Cap Lanyard S-Hook Bolt 19. 20. 21. 22. 23. 24. Not used Bolt Flatwasher Link Flatwasher Link Flatwasher Locknut 25. 26. 27. 28. 29. 30. Block Bushing Flatwasher Flatwasher Flatwasher Flatwasher Flatwasher Flatwasher Sign and TURNTABLE 1. 2. 3. 4. 5. 6. 7. The unused no-use pin code does not use the damper to shock the outer body of the 8. 9. 10. 11. 12. Lockwasher Cotter Pin Cable with Hook Hook Extraordinary Lever Spring Plate 13.
Bolt 14. 15. 16. 17. 18. Bolt 14. 15. 16. 17. 18. Bolt Lockwasher Lanyard S-Hook Push Rod and Piston Assembly 19. Nut 20. 21. 22. 23. Gasquet Reservoir Fitting w/Orifice Extraordinary Lever Guide 24. Download 25. Contact 26. 27. 28. 55. Upper Slider Lower Slider Side Spacer Channel Centered Slider Figure 3-6.SECTION 3 - CHASSIS - TURNTABLE 3.9 HITCH COUPLER - AXLE (CE ONLY) TO ensure constant reliability and road safety, maintenance tasks must be performed at set intervals. Maintenance, repair and replacement of parts for the chassis and braking system can only be performed by a gualified garage. To steam the trailer, place an open ball pairr (X position) on the towing vehicle ball, so that it presses into place audibly. SECTION 3 - CHASSIS AND PLAYER IF THE INDICATOR IS IN THE RED ZONE - THE CONNECTION DOES NOT CLOSE PROPERLY AND THE TRAILER SHOULD NOT BE TOWED! POSITION THE CONNECTION POINT ON THE TRAILER TO ACHIEVE PROPER DRIVING AND BRAKING BEHAVIOR IN THE TRAILER, IT IS ABSOLUTELY NECESSARY TO CONNECT THE HEIGHTS OF THE TOWING VEHICLE AND THE TRAILER TO MATCH. The position of the connection point on the trailer should be in the range of 430 degrees ± 35 mm above the horizontal surface of the bus contact. SECTION 3 - CHASSIS - TURNTABLE Head Service Link 9. If the damper has been released the rear mounting bracket will need to be re-equipped. This means that the damper must be compressed so that the bolts can be installed. WARNING: Continue with caution! Squeeze the damper with the lever and provide the mounting bolts of the bracket. REPLACING Before replacing the head compound, it is important to confirm the state of the damper. Check damper as stated in the DAMPER REACTION TEST. 1. SECTION 3 - CHASSIS -TURNTABLE Damper Maintenance c. Knock out the retaining pin and remove the rear bolt, allowing the damper to move forward and connect to the front bolt. Shockers collected within the cost of the compound are under pressure. During the assembly, the damper recharges and to make the connection work properly. Care should be taken when working, processing and disposing of the compound/damper. SECTION 3 - CHASSIS - VERTHIBLE Brake Brakes REPLACING BRAKE SHOES WHEEL BRAKES Wheel Brakes wear parts, so their condition should be checked every 3,000 miles (5,000 km) or every year, depending on what comes first, using viewing holes on wheellit plates. Place the trailer on the stands with all the wheels off the ground. WARNING: The handbrake must be released and the handbrake must be released and the handbrake lock bolt installed. SECTION 3 - CHASSIS AND PLAYER 1, 2, 3, 4, 5, 6, Flanged screw flanged screw hub/drum assembly dust cover Flanged Nut Bearing 7, 8, 9, 10, 11, Circle clip brake shoes (secondary) brake shoes (primary) Tension Spring (above) Tension Spring (bottom) 12. 13. 14. 15. 16. Tension Spring (center) Harvest Spring (bottom) 12. 13. 14. 15. 16. Tension Spring (center) Harvest Spring (bottom) 12. 13. 14. 15. 16. Tension Spring (center) Harvest Spring (bottom) 12. 13. 14. 15. 16. Tension Spring (center) Harvest Spring (bottom) 12. 13. 14. 15. 16. Tension Spring (center) Harvest Spr and TURNTABLE 7. Remove the lock on the brake rod (front at the back) next to the compensator. Relax the second nut on the brake cable. NOTE: When adjusting the brake drum, only turn the wheel in the direction of the rotation forward. 1. Turn each wheel in the direction of the front rotation. SECTION 3 - CHASSIS - TURNTABLE Adjustment and adjustment of the overspending of the procedure 1 braking system. Brake ADJUSTING BRAKE SYSTEM A. Loosen the link Preparation: 1. Place the trailer on jacks with wheels off the ground. 2. Release the handbrake b. Tighten the adjusting screw (12) (on the outside of the brake plate, opposite the cable entrance), turning clockwise until the wheel is turned only with difficulty or not at all. 3. SECTION 3 - CHASSIS and TURNTABLE d. The compression spring can only be slightly claimed and should not be completely compressed when activated. CHECK THE EXPANDING LOCKING MECHANISM AND CONTROL THE CABLE. THE EXTENDING LOCK COMPENSATOR SHOULD NOT BE PRE-STRETCHED IN THE BRAKE. DO NOT TRY TO COMPENSATE FOR THE EASE OF MOVEMENT CAUSED BY THE WEAR OF THE BRAKE LINING BY ADJUSTING (REDUCING) THE BRAKING CONNECTION BY ATTACHING THE SCREW TO THE CONNECTION. 1. Adjustment: a.SECTION 3 - CHASSIS - TURNTABLE Troubleshooting Table 3-5.SECTION 3 - CHASSIS - TURNTABLE 3.10 COUPLER ASSEMBLY (S/N 0030002099 TO PRESENT) To disconnect the breakaway mechanism, first release the pressure of the brake line, briefly opening the bleeding valve. Expand the pair forward to access the 1/2 hole at the top of the housing coupler as shown below. Bringing a manual lock lever to the manual lock lever is used to control the brake pressure applied to the trailer when backing up. SECTION 3 - CHASSIS 4 3 5 6 24 9 1 2 21 20 17 19 8 16 7 23 14 18 13 22 15 13 11 12 10 1. 2. 3. 4. 5. 6. Cover Capscrew 7. 8. 9. 10. 11. 12. Housing Lanyard / Pushrod Top Slide Lower Slide Damper Shock 13. 14. 15. 16. 17. 18. Spacer Capscrew Lockn Locknat bracket 19. 20. 21. 22. 23. 24. Pin Breakaway Roller Roller Lever Fitting Button Figure 3-9. SECTION 3 - CHASSIS - TURNTABLE Drive Service 1. Often check the level of brake fluid (liquid must be approved by DOT3 or 4, clean and uncontaminated). 2. Maintain oil film on reference points and safety latch spring using SAE 30W. 2 motor oil. Make sure that the mounting bolts are properly tightened from 15 to 20 feet (20 to 27 nm) without straining the vapors. 3. Examine the entire drive, immediately replace any curved, worn or damaged parts. 4.SECTION 3 - CHASSIS - TURNTABLE 3.11 TRAILER JACK (SOLID WHEELS) piston pin snaps into the proper bracket hole. Installation 1. Place the socket against the trailer's tongue and spread the mounting straps on the opposite side of the tongue. Place the straps so flat side against the tongue. 2. Set the bolts through the bracket and straps. Position the socket so the tongue as possible. SECTION 3 - CHASSIS - TURNTABLE 3.12 SWING MOTOR (PRIOR TO S/N 0030000960) Build HANDLE NOTE: This engine can also be used on some machines manufactured between S/N 003000960 to 0030001050. REMOVING HANDLE 1. Remove the two bolts that provide the engine for the swing drive. SPLIT PIPE SPACER 2. Lift the engine up to gain access to hydraulic lines and tag and disable lines, and running to the engine. Cap or plug all the holes. SPACE NUT BOLT ROLLER 1. Place one spacer over the bolt. 2.SECTION 3 - CHASSIS AND PLAYER 6. Remove the plate. Remove the plate. Remove the body seals from the rotor and body and discard the seals. 7. Remove the drive links and drive the link from the engine and set aside. 8. Gently push the shaft up through the enclosure and remove through the back of the house. Flip the shaft and remove the cooling fork. ASSEMBLING FOR THE CORRECT OPERATION, THE ENGINE DEPENDS ON THE CORRECT ORIENTATION OF THE PARTS, AS WELL AS THE CORRECT INTERNAL TIME. 1.SECTION 3 - CHASSIS AND PLAYER 7. Place a high-pressure seal in the groove in the case. 7. To sit the seal carrier against the wire ring, gently touch the drive link in the back of the housing supply. 8.SECTION 3 - CHASSIS AND PLAYER 11. The lower rotor on the drive link making sure that the time mark on the drive link is aligned with the peak on the rotor, as shown in Figure 3-12., Timeline Mark. TIME MARK 16. Insert four bolts and torque at an initial value of 10 feet. (13.5 Nm). Using a criss-cross pattern, apply the final torque to 50 ft.lbs. (68 Nm). 17. Remove the engine from the thing and place on a clean work surface with a shaft SECTION 3 - CHASSIS AND PLAYER 1. 2. 3. 4. 5. Dust seal retainer ring backs up Shim housing shelter Body Seal 6. 7. 8. 9. 10. Shaft Seal Thrust washer thrust bearing wearing a plate end cap 11. 12. 13. 14. 15. Ball Cooling Plug Housing Drive Link Rotor Set 16. 17. 18. 19. Drive Link Pin Bolt Shaft Key Figure 3-13.SECTION 3 - CHASSIS and TURNTABLE 3.13 SWING MOTOR (S/N 003000100 TO PRESENT) NOTE: This engine can also be used on some machines manufactured between S/N 0030001050. 2. Write an alignment sign down and through Torqlink[™] components from the end of the cover (2) to the dwelling (18) to facilitate re-orientation where necessary. Loosen two shuttles or the relief of the cork valve (21) for disassembly later if included at the end of the lid. 3/16 or 3/8 inch Allen wrench or 1 inch hex nest required. Removal 1.SECTION 3 - CHASSIS AND PLAYER 1. Special Bolts 2. End Cover 3. Print Ring-Commutator 4. Print Ring 5. Switch Ring 6. Switch Ring 7. Diversity 8. Rotor Set 8A. Rotor 8B. Stator or Stator Vane 8C. Vane 8D. Stator Half 9. Wear a plate of 10. Drive Link 12. Shaft 13. Bearing/Bushing, External 20. Dirt and water seal 21. Connect the 3-14 drawing. Swing Drive Motor 4.SECTION 3 - CHASSIS and TURNTABLE 5. If the end of the lid (2) is equipped with shuttle valve components, remove the two previously weakened corks (21). BE PREPARED TO CATCH THE SHUTTLE VALVE OR RELIEF VALVE COMPONENTS THAT WILL FALL OUT OF THE VALVE CAVITY OF THE END OF THE LID WHEN THE PLUGS ARE REMOVED. 7. Remove switch ring (6). Examine the switch ring for cracks, or burrs. 8.SECTION 3 - CHASSIS AND PLAYER 9. Remove variety (7) and check for cracked surface scoring, brinelling or spalling. Replace diversity if any of these conditions exist. A polished pattern on the surface of the ground from the switch or rotation of the rotor is normal. Remove and discard the seal rings (4) that are on either side of the variety. NOTE: Diversity is built from plates connected together to form an integral component that is not subject to the gueresassembly forservice. SECTION 3 - CHASSIS AND PLAYER 12. Remove the drive joint (10) from the shaft (12) if it has not been removed with a rotary set and the plate is worn. View the drive connection for bounce and worn or damaged splines. No noticeable eyelashes (play) should be noted between pairing
spline parts. Remove and throw the seal ring (4) out of the dwelling (18). 15. Remove the pulp compound (12) by pressing on the output end of the shaft. SECTION 3 - CHASSIS AND PLAYER 17. Remove the traction bearing (15) and the traction washer (14) Inspection for wear, brinelling, corrosion and a full set of stored rollers. 19. Remove the dwelling (18) from the tas, invert it and and throw away the seal (20). A blind bearing hole or seal pulley is required. 18. 20. Inspection of housing (18) assemblage on cracks, charred surfaces for nicknames, burrs, brinelling or corrosion. Remove burrs that can be removed without changing the size 3 - CHASSIS AND PLAYER 21. If the dwelling (18) assembly has been inspected up to this point, inspect the bearings/bushings (19) and (13) and if they are trapped in a residential cavity, then two traction washers (14) and a traction bearing cells, but must rotate and rotate freely. All rollers and traction washers should be free of brinelling and corrosion. Bushes (19) or (13) to connect the shaft diameter gap should not exceed 0.SECTION 3 - CHASSIS and TURNTABLE Build Replace all seals and ring seals with new ones every time you collect Torglink[™] units. Grease all seals and ring seals with SAE 10W40 oil or clean grease before assembly. NOTE: Individual seals and seal rings, as well as a full seal kit are available. Parts must be available through most OEM parts distributors or Parker-approved Torglink[™] internal bearing/bushing (13) can now be pressed into its counterbore in the case (18) flush to 0.03 inches (.76 mm) under the face of housing plate contact. Use the opposite end of the bearing, which was used to press the outer bearing/bushing (19). 3. Tap the new dirt and seal the water (20) into the enclosure (18) the outer bearing counterbore. Torglink[™] mud and water seal (20) should be pressed until its flank flush against the shelter. SECTION 3 - CHASSIS AND PLAYER 4. Place the hull (18) of the assembly in a soft jaw-dropping tie with a viscous shaft bore down, clamping against the mounting flank. 5. At Torglinks[™] to assemble a new seal (16) with a lip print face to the inside of Torglinks[™] in their respective counter-charges in housing (18) if they were not collected in procedure 2. 6. Collect the traction washer (14), then the traction bearing (15), which has been removed from Torglink[™].SECTION 3 - CHASSIS - TURNTABLE BEARING OUTER (19) NOT LUBRICATED BY SYSTEM'S FLUID HYDRAULIC. MAKE SURE IT IS CAREFULLY PACKAGED WITH RECOMMENDED LUBRICANT. PARKER GEAR FAT SPECS #045236. E/M LUBRICANT #K-70M. NOTE: Mobil Mobilith SHC @ 460 NOTE: 102Tube (P/N 406010) is included in each seal kit. NOTE: The compound shaft (12) will flush or just below the surface of the shelter wear plate on Torglinks[™] when sitting properly. SECTION 3 - CHASSIS AND PLAYER 12. Apply a small amount of pure lubricant to the new sealing ring (4) and assemble it into a seal ring groove on the side of the rotor stator plate wear (8B). 14. Apply pure grease to the new seal ring (4) and assemble it into the groove of the seal ring in the rotor to establish the touch side of the variety (7). 13. Set the assembled set of rotor (8) to wear the plate (9) with a rotor (8A) counter-collection and seal the ring down and splines into the grid with a drive link link 3 - CHASSIS and TURNTABLE Bolt end cover bolt hole attitude to housing port bosses. 17. Assemble the Switch Ring (6) over the alignment of the studs to variety. 18. Collect a new seal ring (3) flat side up, into the commutator (5) and collect the commutator over the end of the drive link (10) on the variety (7) with the seal ring side up. 19. If the components of the shuttle valve #21, have been removed from the end cover (2) to turn the plug (21), loosely at one end of the valve cavity at the end of the lid. SECTION 3 - CHASSIS AND PLAYER 21. Collect 5 or 7 special bolts (1) and screw into your finger tightly. Remove and replace the two leveling studs with bolts after the other bolts to pull the end of the lid and other components into place with the final torque of 22-26 feet pounds 45-55 feet (61-75 nm) for seven 3/8-24 threaded bolts. 22. The torque of the two shuttle valves of the assembly plug (21) at the end of the assembly cover up to 9-12 feet. SECTION 3 - CHASSIS AND PLAYER 3. Assemble the rotor (8A), counter-punch down, if applicable, into the stator (8B), and to wear the plate (9) with the rotor splines into the grid with drive link (10) splines. seventh or full set of seven van. Collect seven vans using minimal force. NOTE: If the multi-faceted side of the rotor was engraved during the Torglink disassembly, this side should be up. SECTION 3 - CHASSIS - TURNTABLE 3.14 SWING BEARING Turning Holding Mounting Bolt Condition Check NOTE: This test is designed to replace existing torque checks bearing JLG Lifts in operation. This check must be performed after the first 50 hours of the machine operation after that. SECTION 3 - CHASSIS AND PLAYER 1. 2. 3. 4. 5. 6. Inner Race Bolt External Race Bolt Internal Bearing Cup Swing Motor Bearing Swing Hand Figure 3-16.SECTION 3 - CHASSIS - TURNTABLE Wear Tolerance Swing Bearing Removal 1. On the underside of the machine, at the back of the center, with the main boom completely removed, using the magnetic indicator of the base dial, measure and record the distance between the swing bearing and the turntable. See Figure 3-17., Swing Bearing Tolerance Measuring Point 2.SECTION 3 - CHASSIS - TURNTABLE Swing Bearing Installation ble. If this is not the case, manually rotate the outer race with a hexagonal 7/8 until the soft spot is positioned, as shown in the photo. 1. Place the swing drive on the table. 2. Place the bearing on the case, making sure that the grease installation is aligned in the proper place. 3. On the underside of the bearing, collect two screws freely in counterbored holes. 4. SECTION 3 - CHASSIS - TURNTABLE is shown below. Tighten all the bolts to the original torgue of 115 ft.lbs. (155 Nm) w /Loktit. INTERNAL AND EXTERNAL SWING BEARING BOLTS FOR MISSING OR LOOSE AFTER THE FIRST 50 HOURS OF WORK, AND EVERY 600 HOURS AFTER THAT. Swing Drive Checks THESE TWO BOLTS SHORTER THAN REST REST three visual checks that can be used to determine if a swing drive is worn. Gently swing the boom back and forth and look for the following: 1.SECTION 3 - CHASSIS and TURNTABLE NOTE: Swing Bearing Torque Sequence is typical for both domestic and external races. Figure 3-19.SECTION 3 - CHASSIS - TURNTABLE 3.15 ENGINE Checking RPM Level NOTE: Contact engine manufacturer management for detailed instructions on operation and maintenance. Throttle and Choking Adjustment 1. Connect the JLG analyzer to the ground control box. Check section 6.2 to connect the JLG management system analysis. 2. Set a level 2 access analyzer. Check for section 6.4, changing the level of access of the manual aid analyzer. 1. Start the engine. 3. Use the right TICS arrow key. SECTION 3 -CHASSIS - TURNTABLE Choke Actuator If a new carb is needed, choking should be removed from the new carb to make the choking drive function loose. Use the following procedure. 1. Remove the suffocating set from the carb by carefully opening the slot in the choke shaft to remove the choking plate and pull the shaft from above. 2. Carefully file or grind the choking detent away. 3. Replace the choke shaft and choking plate. Check oil level 4. Remove the dipstick 9. 10. 11. 12. Throttle Relay Voltage Regulator Choke Relay Engine Stop Relay 13. 14. 15. 16. Throttle Solenoid Wheel Mounting Machine Choke Solenoid Drive Pump 17. 18. 19. 20. Pump oil compound fill the battery Hold-Down Figure 3-20. SECTION 3 - CHASSIS and TURNTABLE 3.16 OUTRIGGER cylinder AND STABILISER 5. At the opposite end of the cylinder, remove the bolt and the keeper, fastening the pin, and remove the pin. Removal 1. Using the analyzer and maintenance mode, lower the outrigger cylinder to be removed, but not lower enough that the outrigger supports any of the machine's weight. 2. Place the appropriate lifting strap around the cylinder and use an adequate lifting device to support the weight of the cvlinder. SECTION 3 - CHASSIS - INSTALLATION OF THE TURNING TABLE 1. When removing, place the stabilizer on the frame and install the pin, keeper and bolt that connects the stabilizer to the frame. 2. When removed, place the cylinder cover on the cylinder. Using an adequate lifting device, strut the cylinder in place on the machine. NOTE: The outrigger cylinder weighs approximately 48 pounds. (22 kg). 3. Set the bolt and the keeper to secure the pin on the end of the stabilizer pad and install the pin. SECTION 3 - CHASSIS AND PLAYER 1. 2. 3. 4. 5. 6. Outrigger Pad cylinder stabilizer cylinder cylinder cylinder cylinder cover Pad Rod Bolt 7. 8. 9. 10. 11. Keeper Pin Pin Сохраняя Кубок Outrigger Cam Pin Рисунок 3-21.SECTION 3 - CHASSIS - TURNTABLE 3.17 OUTRIGGER LIMIT SWITCHES A A The switch limit on each outrigger has been set. The control system reports the condition of each outrigger through the analyzer, and displays a solid LED on the ground control when set All outriggers must be installed before alignment. SECTION 3 - CHASSIS AND PLAYER 4. Repeat step 3 for left front, right rear and left rear outriggers. 5. Power to work the draw function can be provided from any 12-volt power source. Connect the red alligator clip to the positive, and the clip of the black alligator to the negative. 6. The press button switch is located on the harness. Pressing the switch activates all five solenoids, four on outrigger cylinders and one on the control valve. SECTION 3 - CHASSIS AND PLAYER 3. If the board has been replaced or the tilt sensor is not calibrate the tilt sensor. Enter Level 2 in the analyzer and use the correct hand-setting when the machine is not on a solid surface level and adjustment procedure: to scroll the calibration. Then use the arrow down to reach TILT SENSOR. ENTER key Then click.
1. Connect the analyzer to the car on the ground control. SECTION 3 - CHASSIS -TURNTABLE 3.20 DRIVE - SET The Drive - Set Option is used to position the machine after it has been towed to work. Before the drive and install a set of handbrakes. SECTION 3 - CHASSIS - TURNTABLE In order to use drive and set, the following conditions must be met: Drive and install lock - the machine must be stowed - Turntable position so cart over the tongue Proximity switch below the tower link (on a boom rest) to feel that it is alive while feeding. The telescope is completely in the boom is not elevated 2. Handbrake switch - Proximity Switch handbrake set to determine the location of the cylinder for the release of brakes. SECTION 3 - CHASSIS - TURNTABLE Adjust the limit switch by 0.125 inches, 0.063 -0 (3.175 mm, 1,600 -0) from the tower when the arrow completely descends into a transport position. 3 4 9 10 5 1 8 11 2 7 10 8 * 1. 2. 3. 4. 5. 6. 6 - Apply Loctite #242 and torque bolt up to 190 feet (258 nm) Flow Divider Drive Valve Turn Proximity Motion Sensor Motion Module Drive Engagement Release Valve Release Valve Valve Turn Proximity Motion Sensor Motion Module Drive Engagement Release Valve Valve Valve Release Valve Valve Valve Release Valve Valve Release Valve Valve Release Valve Valve Release Valve Va mm, 1,600 -0). Adjust the attaching switch so the barrel cylinder moves forward completely from The zone limit switch when the parking brake is engaged. 11 3 5 9 1 Figure 3-23.3-70 - JLG Lift - DRIVE DIRECTIONAL VALVE BOTTOM FLOW DIVIDER TOP DRIVE ENGAGEMENT RELEASE VALVE BRAKE PROMSUT CYLINDER Figure 3-24. DRIVE DRIVE drive and set The designation of the right and left cylinder engines is determined by the operator standing on the platform. SECTION 3 - CHASSIS - TURNTABLE 3.21 DRIVE MOTOR Showdown and Inspection 1. Place the Torqlink[™] in a soft jaw blemish, with the compound shaft (12) pointed down and the of the jaw clamping firmly on the sides of the dwelling (18) mounting flank or port bosses. Remove the o-Rings (18A) port if applicable. 3. Remove five, six or seven special bolts of head rings (1) using a matching 1/2 or 9/16 inch size socket. Examine the bolts on the damaged strands, or seal the ring, under the head bolt. SECTION 3 -CHASSIS AND PLAYER 1. Special Bolts 2. End Cover 3. Print Ring-Commutator 4. Print Ring 5. Switch Ring 6. Switch Ring 7. Diversity 8. Rotor 8B. Stator or Stator Vane 8C. Vane 8D. Stator Vane 8C. Vane 8D. Stator Half 9. Wear a plate of 10. Drive Link 12. Shaft 13. Bearing/Bushing, Inner 14. Pull puck 15. Pulling Bearing 16. Print 17. Reserve puck 18. CORPUS 18A. O-Ring 19. Bearing/Bushing, External 20. Dirt and water seal 21. Connect the picture 3-25. Swing Drive Motor 5. SECTION 3 - CHASSIS and TURNTABLE 6. Thoroughly wash the end of the lid (2) in a proper solvent and dry. Make sure that the valve holes of the end of the lid, including the inner plug of the hole, are free of contamination. View the end cover for the cracks and bolt head recesses for good bolt head seal surfaces. Replace the end of the lid as needed. 8. Remove the seal ring from the switchboard using an air hose to blow the air into the ring groove until the seal ring rises and refuse to seal the ring. SECTION 3 - CHASSIS - TURNTABLE NOTE: The variety is built from plates connected together to form an integral component not subject to tofurther disassembly forservice. Compare configurations of both sides of the oft hemline, if old, to make sure that the same surface is collected against the rotor set. 10. Remove the rotary set (8) and the military aircraft (9) together to keep the rotor installed in its assembled form, retaining the same rotary blade (8C) for the stent (8B) contact surfaces. SECTION 3 - CHASSIS AND PLAYER 12. Remove the drive joint (10) from the shaft (12) if it has not been removed with a rotary set and the plate is worn. View the drive connection for bounce and worn or damaged splines. No noticeable eyelashes (play) should be noted between pairing spline parts. Remove the pulp compound (12) by pressing on the output end of the shaft. SECTION 3 - CHASSIS AND PLAYER 17. Remove the traction bearing (15) and the traction washer (14) Inspection for wear, brinelling, corrosion and a full set of stored rollers. 19. Remove housing (18) from the tes, it and remove and throw away the seal (20). A blind bearing hole or seal pulley is required. 18. 20. Inspection of housing (18) assemblage on cracks, charred surfaces for nicknames, burrs, brinelling or corrosion. Remove burrs that can be removed without changing the size 3 - CHASSIS AND PLAYER 21. If the dwelling (18) assembly has been inspected up to this point, inspect the bearings/bushings (19) and if they are trapped in a residential cavity, then two traction washers (14) and a traction bearing (15). Bearing rollers should be firmly preserved in bearing cells, but must rotate and rotate freely. All rollers and traction washers should be free of brinelling and corrosion. Bushes (19) or (13) to connect the shaft diameter gap should not exceed 0.SECTION 3 - CHASSIS and TURNTABLE Build Replace all seals and ring seals with new ones every time you collect Torglink[™] units. Grease all seals and seal the rings with SAE 10W40 oil or clean grease before assembly. NOTE: Individual seals and seal rings, as well as a full seal kit are available. Parts must be available through most OEM parts distributors or Parker-approved Torglink[™] distributors. (Contact your local dealer for access). SECTION 3 - CHASSIS AND PLAYER 2. Torglink[™] internal bearing/bushing (13) can now be pressed into its counterbore in the case (18) flush to 0.03 inches (.76 mm) under the face of housing plate contact. Use the opposite end of the bearing, which was used to press the outer bearing/bushing (19). 3. Tap the new dirt and seal the water (20) into the enclosure (18) the outer bearing counterbore. Torglink[™] mud and water seal (20) should be pressed until its flank flush against the shelter. SECTION 3 - CHASSIS AND PLAYER 4. Place the hull (18) of the assembly in a soft jaw-dropping tie with a viscous shaft bore down, clamping against the mounting flank. 5. At Torglinks^M to assemble a new backup puck (17) and a new seal (16) with a lip print face to the inside of Torglink^M, in their respective counter-charges in housing (18), which has been removed from Torqlink[™].SECTION 3 - CHASSIS - TURNTABLE BEARING OUTER (19) NOT LUBRICATED BY SYSTEM'S FLUID HYDRAULIC. MAKE SURE IT IS CAREFULLY PACKAGED WITH RECOMMENDED LUBRICANT, PARKER GEAR FAT SPECS #045236, E/M LUBRICANT #K-70M. NOTE: Mobil Mobilith SHC ® 460 NOTE: 102Tube (P/N 406010) is included in each seal kit. NOTE: The compound shaft (12) will flush or just below the surface of the shelter wear plate on Torglinks[™] when sitting properly. SECTION 3 - CHASSIS AND PLAYER 12. Apply a small amount of pure lubricant to the new sealing ring (4) and assemble it into a seal ring groove on the side of the rotor stator plate wear (8B). 14. Apply pure grease to the new seal ring (4) and assemble it into the groove of the seal ring in the rotor (8) to wear the plate (9) with a rotor (8A) counter-collection and seal the ring down and splines into the grid with a drive link link 3 - CHASSIS and TURNTABLE Bolt end cover bolt hole attitude to housing port bosses. 17. Assemble the Switch Ring (3) flat side up, into the commutator (5) and collect the commutator over the end of the drive link (10) on the variety (7) with the seal ring side up. 19. If the components of the shuttle valve #21, have been removed from the end cover (2) to turn the plug (21), loosely at one end of the lid. SECTION 3 - CHASSIS AND PLAYER 21. Collect 5 or 7 special bolts (1) and screw into your finger tightly. Remove and replace the two leveling studs with bolts after the other bolts are in place. Alternately and gradually tighten the bolts to pull the end of the lid and other components into place with the final torque of 22-26 feet pounds 45-55 feet (61-75 nm) for seven 3/8-24 threaded bolts. 22. The torque of the two shuttle valves of the assembly plug (21) at the end of the assembly cover up to 9-12 feet. SECTION 3 - CHASSIS AND PLAYER 3. Assemble the rotor (8A), counter-punch down, if applicable, into the stator (8B), and to wear the plate (9) with the rotor splines into the grid with drive link (10) splines. seventh or full set of seven van. Collect seven vans using minimal force. NOTE: If the multi-faceted side of the rotor was engraved during the Torglink disassembly, this side should be up. SECTION 3 - CHASSIS - TURNTABLE 3.22 BATTERIES (ELECTRIC MACHINES) Electric system, supplied four, six volts, 220 am-hour batteries. Two batteries are located on the right side of the frame and two are located on the left side. A grey fast outage is used to cut power between the batteries and the machine if necessary. NOTE: Battery weight is essential for stability. Each battery weight is essential for stability. Each battery weight is essential for stability. Each battery weight is essential for stability. Down Strap Rubber Ribbon Figure 3-26.SECTION 3 - CHASSIS - TURNTABLE Application of Dielectric Grease B Torgue M6 Bolts up to 60 (7 1.4 Nm) C Torgue contactor nuts up to 45 in.lbs. (5 Nm) 1 in.lbs. 9. Sevkon Controller 10. Relay 11. Ground Control Module Figure 3-26.SECTION 3 - CHASSIS - TURNTABLE Figure 3-26.SECTION 3 - CHASSIS - TURNTABLE 3.23 FREE COVER CHARGE 1. Remove eight (8) screws on the sides of the charger lid and remove the lid. (UP TO S/N 030000236) OPENING THE CHARGER WHILE THE MACHINE IS UNDER WARRANTY VOID VOID CHARGER WARRANTY. IF YOU REQUEST A REPLACEMENT CHARGER AT A WARRANTY REQUEST. USE THE TROUBLESHOOTING CHARGER MANUFACTURERS TO CHECK INTERNAL AC AND DC CIRCUITS TO DETERMINE WHICH COMPONENT HAS FAILED. SECTION 3 - CHASSIS - TURNTABLE Printed Printed Lock Replacement Board Replacement 1. Disconnect the wide wiring connector from the end of the board. 1. Disable
the wiring connected to the relay. 2. Remove four (4) screws by attaching the card to the front of the charger chassis. 3. Remove the relay. Replacement rectifier SCR (either side) 1. Remove the wiring from the rectifier SCR. 2.SECTION 3 - CHASSIS - TURNTABLE AC Circuit Breaker Replacement Switch DC 1. Turn off the wiring from the terminals of the DC switch. 2. Remove two (2) nuts that provide a AC switch to the chassis screws. 2. To remove the switch from the front of the charger, on the inside of the front of the charger, tap the tabs located on the sides of the assembly switch and remove the switch from the front of the charger. SECTION 3 - CHASSIS - TURNtable RisunOK 3-27.SECTION 3 - CHASSIS - PLAYER 1. 2. 3. 4. 5. Selector switch AC circuit breaker relay Varistor Shunt Build 6. 7. 8. 9. 10. DC Harness DC Circuit Breaker SCR Rectifier Transformer Circuit Card Figure 3-28.SECTION 3 - CHASSIS and TURNTABLE 3.24 BATTERY BATTERY BATTERY CHARGER 4.If the malfunction occurred while charging, the red FAULT LED will flash the code corresponding to the error. (S/N 030000199 to 030000225 -S/N 030000236 to date) Maintenance Instructions 1. For flooded lead-acid battery manufacturer, Section 3 - CHASSIS -TURNTABLE NOTES: 3-96 - JLG Lift - 3121198SCTION 4 - BOOM AND PLATFORM SECTION 4. BOOM and PLATFORM 4.1 BOOM AND CYLINDER ASSEMBLY NOTE: the assembly of arrows and cylinders weigh about 1,130 pounds (513 kg). Removal 1. Using an adequate auxiliary device, you can't adjust the weight of the arrow and cylinder assembly. 6. Lift the assembly from the machine and lower it to proper auxiliary devices. Installation NOTE: The boom and cylinder assembly weigh about 1,130 pounds (513 kg). 2.SECTION 4 - BOOM and PLATFORM 4.2 MAIN BOOM machine and place it on proper support for maintenance. Removal NOTE: Before removing the boom, it will be helpful to extend the boom fly section far enough to access the telescope cylinder while retaining the weight of the main boom. NOTE: The major boom weighs about 626 pounds (284 kg). 2. To gain access to the telecylindra, remove the main cylinder. SECTION 4 - BOOM AND PLATFORM 2. Remove the bolt, the keeper's pin and the top pin to rotate the platform. 5. Remove the bolts that provide the telescope cylinder, base section of the arrow. 3. Remove the prop from the boom boom 6. Remove the retaining rings and attach the pins that rovide the telescope cylinder to the boom fly section. NOTE: The turn weighs about 19 pounds (9 kg). 4. Remove the slave cylinder. 3121198 - JLG Lift - 7.SECTION 4 - BOOM and PLATFORM NOTE: Telescope cylinder weighs about 110 pounds (50 kg). Assembly 8. Remove the pad wear from front of the boom base section. 1. If removed, install the wear pads and shell on the back of the fly section. Apply elbows #242 bolts and torque up to 35 feet. (47 Nm). 9. Pull the fly section out of the base section. 2. Place the fly section in the base section. 1. If removed, install the wear pads about 125 pounds (57 kg. SECTION 4 -BOOM AND PLATFORM 4. Tap the telescope cylinder in the back of the arrow. 6. Apply the loctite #242 on the bolts up to 85 feet (115 nm) NOTE: The telescope cylinder weighs about 110 pounds (50 kg). 7. Set a slave cylinder. Refer to section 4.4, Slave cylinder. 5. Place the retaining rings and attach the pins that provide the telescope cylinder to the boom-fly section. 8.SECTION 4 - BOOM AND PLATFORM 9. Install the bolt, the keeper's pin and the top turn pin to allow the platform to rotate to the boom. NOTE: The major boom weighs about 626 pounds (284 kg). 10. Set the bolt, the keeper's pin and the bottom pin to allow the platform to rotate to the boom. 2. Set the pin, nut and bolt to provide the top of the boom-connection timing. 3. Place the pin, the keeper pin, and the bolt providing the end of the lift cylinder terminal to the barrage. Installation 1. SECTION 4 - BOOM and PLATFORMA 4.3 MASTER cylinder installation 1. Lift the main cylinder into position and place the turn pin and keeping the pin at the end of the cylinder barrel. Removal 1. Swing boom from language. 2. Place appropriate support or lock under the platform support. 3. Turn off the hoses, and running to the main cylinder. Cover or connect all open ends. 4. Remove the retaining pins and pin from the end of the cylinder. SECTION 4 - BOOM AND PLATFORM 4.4 SLAVE CYLINDER INSTALLATION 1. Lift the slave cylinder trunk. Removal 1. Swing boom from language. 2. Place appropriate support or lock under the platform support. 3. Turn off the hoses, and running to the slave cylinder. Cover or connect all open ends. 4. Remove the retaining pins and pin from the end of the cylinder. SECTION 4 - BOOM AND PLATFORM 1. 2. 3. 4. 5. Boom and Cylinder Build Keeper Bolt Keeping Pin Pivot Pin Boom Rest 6. 7. 8. 9. 10. Gravity Lock Pin Home Boom Tower Boom Tower Boom Link Master Cylinder 11. 12. 13. 14. 15. Lift cylinder vertical time link Powertrack Rab Cylinder Figure 4 - BOOM and PLATFORM 4.5 BOOM SENSORS Boom Elevation Limit Switch there are two mechanical sensors that are standard on the machine that feel the state of the boom. One is located on the side of the base boom and feels when the boom is fully telescoped in. BOOM HEIGHT LIMIT SWITCH 1. Set the limit switch for travel on 3.SECTION 5. HYDRAULICS 5.1 LUBRICATING O-RINGS IN THE HYDRAULIC SYSTEM When assembling hydraulic connectors using fittings, you must grease all fittings with hydraulic oil before assembly. Use one of the following procedures to lubricate fittings. 2. Holding the fitting over the hydraulic oil container, clean the entire o-ring is completely saturated. SECTION 5 - HYDRAULICS Dip Method Spray Method NOTE: This method works best with Face Seal o-rings, but will work for all O-ring installation types. This method requires a pump or call a spray bottle, 1. Fill the spray bottle, 1. Fill the spray bottle with hydraulic oil, For the correct oil of the o-ring with a medium layer of oil. SECTION 5 - HYDRAULICS 5.2 CYLINDER REPAIR Inspection Showdown IS NOT AN ATTEMPT TO SERVICE HYDRAULIC CYLINDER MUST BE REMOVED FROM THE MACHINE AND ALL PRESSURE MUST BE RELEASED. THE AIR SHOULD NOT BE USED TO EXPAND OR PULL THE CYLINDER. PROTECTIVE GOGGLES MUST BE WORN AT ANY TIME BY THE STAFF. 1. Inspect all seals, backup rings, wipers, and wear rings for tears, grooves, foreign matter, and excessive wear. SECTION 5 - HYDRAULICS 1. 2. 3. 4. Cylinder head cylinder Rod Piston barrel 5. O-ring 6. O-ring 7. Rod Seal 8. Backup ring 9. 10. 11. 12. Wiper wearing a ring piston seal Locknut 13. 14. 15. 16. Bushing Cartridge Plug Figure 5-1. SECTION 5 - HYDRAAVLY 1. 2. 3. 4. 5. Cylinder head cylinder Rod Piston barrel O-ring 6. O-ring 7. Rod Seal 8. Backup ring 9. Wipe 10. Wear ring 11. 12. 13. 14. 15. Piston Seal Locknut Bushing Cartridge Check Cartridge 16. 17. 18. 19. Pilot Check Help Cartridge Plug Spacer Figure 5-2.SECTION 5 - HYDRAULICS 1. 2. 3. 4. Cylinder head cylinder Rod Piston barrel 5. O-ring 6. O-ring 7. Rod Seal 8. Backup ring 11. Piston print 12. Lockn 13. Bushing Figure 5-3.SECTION 5 - HYDRAULICS 19 18 17 19 3 17 5 9 8 4 11 10 11 16 15 13 12 2 14 17 17 EASTERN SALTAL, HOW SHOW 1. 2. 3. 4. 5. Cylinder Rod Cylinder Head barrel Pistons Lockn 6. Not 7. Not used 8. T-Print 9. Wear ring 10. O-ring 11. 12. 13. 14. 15. Backup Ring Rod Seal Wear a Wiper O-Ring ring 16. 17. 18. 19. Bushing Bushing Reserve Ring Connect Figure 5-4.SECTION 5 - HYDRAULICS 1. 2. 3. 4. 5. Cylinder head cylinder Rod Piston barrel O-ring 6. 7. 8. 9. 10. O-ring O-Ring Rod Print Reserve Ring Wiper 11. 12. 13. 14. Wear a ring wearing a Ring Piston Seal Locknut 15. 16. 17. 18. Wear Pad Counterweight Cartridge Counterweight Cartridge Shuttle Cartridge 19. 20. 21. 22. Connect Bolt Locknut Spacer Figure 5-5. SECTION 5 -HYDRAULICS Assembly cylinder INSPECT ALL COMPONENTS AS DESCRIBED UNDER INSPECTION. CLEAN ALL THE COMPONENTS WITH LINT-FREE CLOTH. THE BARREL SHOULD BE WASHED AWAY AND DRAINED. COMPRESSED AIR SHOULD BE USED TO BLOW OUT THE BARREL OF THE WELL AND ALL PORTS. GREASE ALL SEALS WITH HYDRAULIC FLUID BEFORE ASSEMBLY. Telescope, Rab, Master 350 ft.lbs. (475 nm) Raise 150 ft.lbs. (203 nm) FINAL WINNER 1. Make sure all rags etc are removed from the borehole. SECTION 5 - HYDRAULICS 5.3 PRESSURE SETTING Procedure Platform Level Up Cold Temperatures have a significant impact on pressure readings. JLG Industries Inc. recommends working with the machine until the hydraulic system warms to normal operating temperatures before the pressure check. JLG Industries Inc. also recommends the use of a calibrated sensor. Pressure readings are permissible if they are ± 5% of the said pressure. 1.SECTION 5 - HYDRAULICS Figure 5-6.SECTION 5 - HYDRAULICS outrigger to 5.5 1. Install a pressure sensor in the G-marked port at the top of the block. 2. Plug and cover the hose on the RA port, or activate the outrigger until the cylinders all bottom out. 3. The sensor should read 2500 psi. (172.5 bar). 4. The outrigger relief valve is located on the front side below the lift button of the manual descent valve. To zoom in, screw the watch wise to reduce the screw counter watch wise to 24 31-32.5 5 17-19 23-26 9 4-5 5.5-6.75 2 4 .5 6 6 43-48 58-65 10 9.3 12.5 3 13-15 17.5-20 7 2 4-26 32.5-35.25 11 25-28 34-38 4 28-33 38-45 8 18. 5-22 25-30 12 154-170 209-230.5 Figure 5-7.SECTION 5 - HYDROAVYK Table 5-2. Control Valve Torgue Values Ft-Lbs. Nm Ft-Lbs. Nm Ft-Lbs. Nm 1 23-24 31-32.5 5 17-19 23-26 9 4-5 5.5-6.75 2 2 x 4.5 6 6 43-48 58-65 10 9.3 12.5 3 13-15 17.5-20 20 7 24-26 32.5-35.25 11 25-28 34-38 4 28-33 38-45 8 818.5-22 25-30 12 154-170 209-230.5 Figure 5-7.SECTION 5 - HYDRAAVLIA 1. 2. 3. 4. 5. Left Drive Valve Shuttle Valve (LS2) Right Drive Valve EP2 EP1 6. 7. 8. 9. Pressure Check Shuttle Valve (LS1) Shuttle Valve (LS3) Counterweight Valky Figure 5-7.SECTION 5 - HYDRAULICS Ft-Lbs. NM 18-20 24-27 B 30-35 41-47 C 35-40 47-54 Figure 5-8.SECTION 5 - HYDRAULICS NOTE: All cartridges torgue 18-20 ft.lbs. (24-27 Nm). Solenoid
should be torgue 25-27 ft.lbs. (34-36.5 Nm). There is no torgue specification for the filter. 1. 2. 3. 4. 5. 6. Pressure Regulator (PR1) (PR1) Valve (CV1) Relief Valve (RV2) Solenoid Valve (SV1) Filter (F1) Figure 5-9.SECTION 6 - JLG CONTROL SYSTEM SECTION S rise. WHEN INSTALLING ANY NEW MODULE CONTROLLER ON THE MACHINE, YOU WILL NEED TO PROGRAM THE CONTROLLER TO THE CORRECT CONFIGURATION OF THE MACHINE, INCLUDING OPTIONS AND PROPERLY CALIBRATE THE TILT SENSOR. IT IS A GOOD PRACTICE TO AVOID THE PRESSURE OF WASHING ELECTRICAL/ELECTRONIC COMPONENTS. SECTION 6 - JLG 6.2 CONTROL SYSTEM ANALYZER 1. Connect the cable delivered with the analyzer to the controller module in the ground control box and connect the remaining end of the cable to the analyzer. NOTE: The cable has four contact connectors at each end of the cable; The cable cannot be plugged back. 2. Connect the ground and pulling the emergency stop button. SECTION 6 - JLG CONTROL SYSTEM If ENTER is pressed again, the display moves to the following display: 6.4 CHANGING THE ACCESS LEVEL OF THE HAND HELD ANALYZER When the analyzer is first connected, you will be in Access Level 2, which allows you to view only most settings that cannot be accidentally changed. To change the level of access, you need to enter the correct password. SECTION 6 - JLG CONTROL SYSTEM After displaying the correct password was entered correctly: 6.5 ADJUSTING PARAMETERS USING THE HAND HELD. ANALYZER Once you have accessed Level 1, and selected an item of personality, press the UP or DOWN arrow keys to adjust its value, such as: MENU: ACCESS LEVEL 1 Repeat the above steps if the correct level of access is not displayed or you can't adjust your personality settings. SECTION 6 - JLG CONTROL SYSTEM 6.6 MACHINE SETUP When selecting an item of machine numbers, press the UP or DOWN arrow keys to adjust its value. The aforementioned display will be selected if the machine was equipped with a ground alarm and you wanted it to sound when climbing down. There are certain settings allowed to install additional functions or select a model of the machine.6-6 (see figure 6-5.) or (see figure 6-5.) or (see figure 6-5.) or (see figure 6-4.) - JLG Lift - Figure 6-5.) or (see figure depending on the configuration of the machine. (See picture - JLG Lift - Figure 6-3. Analyzer Flow Chart - Diagnostic NOTE: The mock-up shown includes all possible analyzer Rote that some screens may not be available depending on the configuration of the machine. (See picture - JLG Lift - Figure 6-4. Analyzer Flow Chart - Diagnostic NOTE: The mock-up shown includes all possible analyzer Rote that some screens may not be available depending on the configuration of the machine. Personalties NOTE: The layout shown includes all possible analyzer screens. Please note that some screens may not be available depending on the configuration of the machine. SECTION 6 - JLG 6.7 SYSTEM TEST 4. The analyzer screen should read: The control system includes all possible analyzer screens. functions of the system. To use this feature, use the following procedures. Platform Test 1. Position Platform/Earth select switch to platform control box. 5. Use the arrow button to reach the SYSTEM TEST. Hit Enter. Figure 6-5. SECTION 6 - JLG CONTROL SYSTEM Ground Test 5. Use the arrow button to reach the SYSTEM TEST. Hit Enter again to activate the system test; Hit Enter again Figure 6-6, System Test Flow Chart - Ground Station Tests and Component Tests. SECTION 6 - JLG CONTROL SYSTEM 6.8 USER FAULT CODES Table 6-1. The user's fault codes Single Fault Code flashes on the platform and Ground control panel to alert the operator to the malfunctioning procedure. Check table 6-1, user error codes. Table 6-1. Figure 6-6. SECTION 6 - JLG CONTROL SYSTEM J1 NATURAL 35 PIN refers to figure 6-8. J7 BLACK 35 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. Figure 6-7. SECTION 6 - JLG SYSTEM SCORE Figure 6-8. SECTION 6 - JLG SYSTEM SCORE Figure 6-8. J7 BLACK 35 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. Figure 6-7. SECTION 6 - JLG SYSTEM SCORE Figure 6-8. SECTION 6 - JLG SYSTEM SCORE Figure 6-8. SECTION 6 - JLG SYSTEM SCORE Figure 6-8. J7 BLACK 35 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. Figure 6-7. SECTION 6 - JLG SYSTEM SCORE Figure 6-8. SECTION 6 - JLG SYSTEM SCORE FIGURE 6-9. J4 BLUE 35 PIN refers to 6-10. J3 BLACK 14 PIN refers to 6-10. J4 BLUE 35 PIN refers to 6-10 SYSTEM RISUNOK 6-9.SECTION 6 - JLG SYSTEM SCORE Figure 6-10.SECTION 6 - JLG SYSTEM RISUNOK 6-11.SECTION 6 - JLG SYSTEM RISUNOK 6-11.SECTION 6 - JLG SYSTEM RISUNOK 6-11.SECTION 6 - JLG SYSTEM RISUNOK 6-10.SECTION 6 - JLG SYSTEM RISUNOK 6-11.SECTION 6 - JLG SYSTEM RISUNOK 6-10.SECTION 6 - JLG SYSTEM RISUNOK 6-11.SECTION 6 - JLG SYSTEM RISUNOK 6-10.SECTION 6 - JLG SYSTEM DEFAULTS RANGES5 T350 Electric T350 Gas T500J Electric T500J Gas ACCEL from 0... 1 to 5.0 sec 0.1 0.1 0.1 DECEL 0.1 to 3.0 sec 0.1 0.1 0.1 DECEL 0.1 2.5 2.SECTION 6 - JLG CONTROL SYSTEM Table 6-3.SECTION 6 - JLG CONTROL SYSTEM Table 6-3. Machine model and speed adjustments - CE Only ADJUSTMENT1.4 FUNCTION MODEL TIME RANGE (SECONDS)2.3 MODEL DEFAULTS RANGES5 T350 Electric T350 Gas T500J T500J Gas ACCEL 0,1 to 5,0 s 0,1 0,1 0,1

DECEL 0,1 to 3,0 s 0,1 0,1 0,1 0,1 min. UP from 0 to 25% (75%) 12 53 12 53 MAX UP from 0 to 50% (85%) 27 72 27 72 MIN DOWN from 0 to 25% (75%) 12 53 12 53 MAX DOWN from 0 to 25% (75%) 12 53 12 53 MAX DOWN from 0 to 50% (85%) from 27 72 27 72 0,1 to 5,0 s N/A N/A 2. SECTION 6 - JLG CONTROL SYSTEM 6.9 MACHINE ORIENTATION WHEN SPEEDS Test Notes LIFT: Telescope recalled, upgrade and record time. Lift down and record time. Swings opposite 360 degrees and record time. TELESCOPE: Boom lift at full altitude, telescope retracted, 360 degrees and record time. JIB: Record time for full iib running, 3121198 - JLG Lift - 1.SECTION 6 - JLG CONTROL SYSTEM Table 6-4. Machine Configuration Programming Information Configuration Digit Market Setting Default 1 (MODEL) 0 1 T350 - 35ft, T500 - 50ft, 0 2 (POWER) 0 1 Electric - 24V Battery Engine - Honda Petrol 0 3 (DRIVE) 3 0 1 NO - Drive option is not installed. YES - Drive option installed. SECTION 6 - JLG CONTROL SYSTEM Table 6-5.SECTION 6 - JLG CONTROL SYSTEM Table 6-5.SECTION 6 - JLG CONTROL SYSTEM JLG TABLE 6-5.SECTION 6 - SYSTEM JLG TABLE 6-5.SECTION 6 - JLG CONTROL SYSTEM TABLE 6-5.SECTION 6 - SYSTEM JLG TABLE 6-5.SECTION 6 - SYSTEM JLG TABLE 6-5.SECTION 6 - JLG CONTROL SYSTEM TABLE 6-5.SECTION 6 - SYSTEM JLG TA TABLE 6-5.SECTION 6 - JLG CONTROL SYSTEM TABLE 6-5.SECTION 6 - JLG CONTROL SYSTEM TABLE 6-5.SECTION 6 - JLG CONTROL SYSTEM TABLE 6-5.SECTION 6 - SYSTEM JLG MANAGEMENT Table 6-5.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS SECTION 7. BASIC ELECTRICAL INFORMATION - SCHEMATICS 7.1 GENERAL This section contains basic electrical information and circuits that will be used to detect and correct most operational problems that may arise. If there is a problem that is not presented in this section or which is not corrected by these corrective actions, you need to get technically qualified recommendations before proceeding with any maintenance. SECTION 7 - BASIC ELECTRICAL INFORMATION - COSMATICS Continuity Measurement Figure 7-3. Continuity Measurement - Some counters require a separate click to provide audio continuity testing - The power of the circuit must be turned off off before testing the continuity of Figure 7-2. Resistance measure - First test meter and leads by touching leads together. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS Current Dimension C. Measure resistance again with leads in the same positions. If the counter is short, it should read open. If the counter is reading open it should read short. 5. If the switch has more than two terminals, consult the diagram or switch to a diagram to determinals a.SECTION 7 - BASIC ELECTRICAL INFORMATION - Automatic Switches 7.4 APPLYING SILICONE DIELECTRIC COMPOUND TO ELECTRICAL CONNECTIONS If the switch is activated automatically, by temperature or pressure, for example, find a way to manually turn on the switch to check it. Do this either by applying or pressure, for example, on the switch. These switches may need to be energized to power. The Silicon Dielectric Compound should be used on all electrical connections for the following reasons: 1.SECTION 7 - BASIC ELECTRICAL INFORMATION and SCHEMATICS 7.5 AMP CONNECTOR Assembly Check to make sure that the wedge lock is in the open air or asshipped, position (see figure 7-5.). Continue as follows: The application of Silicon Dielectric Compound to AMP Silicon Dielectric Connectors should be used on AMP compounds for the following reasons: - To prevent electrical equipment malfunctioning caused by low-level conductivity between the pins in humidity. SECTION 7 - Basic Electrical INFORMATION - SCHEMATIC Figure 7-7. Connector Build Figure 2 3. After inserting all the necessary contacts, the wedge lock should be closed in a locked position. Release the lock latches by squeezing them inside (see figure 7-8.). 4. Slide the wedge-shaped lock into the enclosure until it is flush with housing (see figure 7-8.). 9.), Figure 7-9, Connector Build Figure 7-8, SECTION 7 - BASIC ELECTRICAL INFORMATION - GRAPHIC Figure 7-10, Connector disassembly service - Voltage Reading 1, Insert a 4.8mm (3/16) wide screwdriver blade between the seal mating and one of the red wedge lock tabs, 2, Prv open the wedge lock into an open position. 3. While the wire rotates back and forth during the half turn (1/4 turn in each direction), gently pull the wire until the contact is removed. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS Figure 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS Figure 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS Figure 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS Figure 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS Figure 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS FIGURE 7-11.SECTION Series Disassembly DT/DTP Series Assembly A B B C C D Figure 7-12. DT/DTP Contact Installation Figure 7-13. Removing contact behind the contact barrel. 2. Keep the connector with the back grommet in front of you. 3. Tap the contact directly into the grommet connector until the click is felt. A small tug will confirm that it is properly locked in place. 4.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS HD30/HDP20 Series Disassembly B A C C Figure 7-14. HD/HDP Contact Installation Figure 7-16. HD/HDP Contact Removal 1. Take contact about 25 mm behind the barrel of the contact crimd. 1. With the back insert to you, snap an appropriate size extractor tool over the wire of the contact directly into the grommet connector until a positive stop is felt. SECTION 7 - BASIC ELECTRICAL INFORMATION -SCHEMATICS This page is left blank intentionally. SECTION 7 - BASIC INFO - SCHEMATIC GROUND CONTROL BOX AC OUTPUT BOX STROBE LIGHT DRIVE PROXIMITY SWITCHES (OPTIONAL) DRIVE DIRECTIONAL VALVE (OPTIONAL) PROPULSION ALARM LIFT DOWN THE PROP OF THE IGNITION VALVE J8 J1 J7 J2 J2 LEVEL LIMIT SWITCH J3 VALVE /ENGINE/MOTOR (MOTOR SIDE) (ELECTRIC CAR SHOWN) J4 TELESCOPE LIMIT SWITCH O / R JACK LIMIT SWITCH O/R JACK VALVE O/R JACK LIMIT SWITCH VALVE / ENGINE /TANK (TANK SIDE) O/R JACK LIMIT SWITCH O/R JACK VSECTION 7 - BASIC ELECTRICAL INFORMATION - CONSOLE PLATFORM SCHEMATICS, LOCATED ON THE PLATFORM PIVOT J2 DRIVE MODULE (OPTIONAL) FOR THE ANALYZER B- F1 B SEVCON MODULE (ELECTRIC POWER) JIB VALVE (T500) ONLY) P CONTACTOR (ELECTRIC POWER) CHARGER (ELECTRIC POWER) F2 M1 M2 BATTERY (ELECTRIC POWER) LEFT SIDE MARKER LIGHT WITH DRIVE OPTION ONLY TOW VEHICLE TOWING VEHICLE CHOKE COIL RIGHT THROTTLE COSECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATIC FIGURE 7-20. SECTION 7 - BASIC ELECTRICAL INFORMATICAL PAGE Engine Engine Throttle Coil Engine Powered, Battery Pos. Engine works, Neg battery. Power Module (Sevcon), M2 Sevcon Power Cable In-line 6V Batt 1, Pos.SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS This page is left blank intentionally. SECTION 7 - BASIC ELECTRICAL INFORMATION - DIAGRAM DRAWING 7-21. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - DIAGRAM DRAWING 7-21. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - DIAGRAM DRAWING 7-21. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - DIAGRAM DRAWING 7-21. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - DIAGRAM DRAWING 7-21. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. SECTION 7 - BASIC ELECTRICAL INFORMATION - SCHEMATICS 1870172 | FIGURE 7-22. 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