An Oshkosh Corporation Company

Service and Maintenance Manual

Model
110HX
100HX+10

P/N - 3120864

March 11, 2010

CE

An Oshkosh Corporation Company

SECTION A. INTRODUCTION - MAINTENANCE SAFETY PRECAUTIONS

A GENERAL

This section contains the general safety precautions which must be observed during maintenance of the aerial 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 OF THE MACHINE WITHOUT CERTIFICATION BY A RESPONSIBLE AUTHORITY THAT THE MACHINE IS AT LEAST AS SAFE AS ORIGINALLY MANUFACTURED, IS A SAFETY VIOLATION.

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.

Relieve system pressure by cycling the applicable control several times with the engine stopped and ignition on, to direct any line pressure back into the reservoir. Pressure feed lines to system components can then be disconnected with minimal fluid loss.

C MAINTENANCE

⚠ WARNING

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

- 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 SERVICEMANUAL.
- 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.

REVISON LOG

January, 1991	- Original Issue
May, 1998	- Revised
October 15, 1999	- Revised
May 22, 2002	- Revised
April 6, 2009	- Revised
March 11, 2010	- Revised

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SECTION 1. SPECIFICATIONS

1.1 CAPACITIES

Fuel Tank - 98 liters.

Hydraulic Oil Tank - 208 liters.

Hydraulic System (Including Tank) - 246 liters.

Torque Hub, Drive - 2.7 liters.

Torque Hub, Swing - 0.5 liters.

NOTE: *Torque Hubs should be one-half full of lubricant. (EPGL-90)*

Engine Crankcase.
Deutz F4L912 w/Filter - 11 liters.

1.2 COMPONENT DATA

NOTE: *Tolerance on all engine rpm settings is plus or minus 10%.*

Engine - Diesel

Manufacturer/Model - Deutz F4L912.

Oil Capacity - 12 liters.

Low (Mid) RPM - 1800.

High RPM - 2400.

Alternator -

Prior to Oct. 91 85 Amp

Oct 91 to Present 55 Amp.

Battery - 1000 cold cranking Amps, 210 minutes reserve capacity, 12 VDC.

Fuel Consumption

Low RPM - 2.4 gph (9.1 lph).

High RPM - 3.8 gph (14.2 lph).

Horsepower - 70 @ 2400 RPM, no load.

Drive System

Tires.

Prior to March, 1993 - 15 x 22.5, 16 ply rating, foam filled.

After March, 1993 - 385/65R22.5, 18 ply rating, foam filled.

Drive Motor - 6.4 cm3 /rev. displacement.

Drive Hub - 93.7:1 ratio.

Drive Brake - Automatic spring applied, hydraulically released.

Steer System

Tires.

Prior to March, 1993 - 15 x 22.5, 16 ply rating, foam filled.

After March, 1993 - 385/65R22.5, 18 ply rating, foam filled.

Toe-In - Adjust for 6.4 mm overall.

Swing System

Swing Motor - 26.2 cm3/rev. displacement.

Swing Hub - 69.5:1 ratio.

Swing Brake - Automatic spring applied, hydraulically released.

Hydraulic Pump

1st Section - 56.8 lpm.

2nd Section - 34.1 lpm.

3rd Section - 34.1 lpm.

Auxiliary Power Pump

18.0 lpm.

12 Volts DC motor.

Clockwise rotation.

Hydraulic Filter - Tank

Return - Bypass Type.

10 Microns Nominal.

Hydraulic Filter - Inline

Return - Non-Bypass Type.

10 Microns Nominal.

1.3 PERFORMANCE DATA

Travel Speed

4.5 kmh.

Gradeability

25% or 14° slope, hard surface.

Turning Radius

Outside - 7.1 m w/axles extended.

Boom Speed

Extend - 128-156 Seconds.

Retract - 93-113 Seconds.

Lift Up - 65-80 Seconds

Lift Down - 52-64 Seconds.

Swing Speed

360° - 260-350 Seconds.

Boom Elevation

Models 100HX/110HX.

+75° (above horizontal) to -21° (below horizontal).

Model 100HX+10 (110HXER).

Main Boom - +75° (above horizontal) to -21° (below horizontal).
Extend-a-Reach - +15° (above horizontal) to -80° (below horizontal).

Machine Weight

100HX - 16,511 kg.

110HX - 18,330 kg.

100HX+10 (110HXER) - 18,001 kg.

Machine Stowed Height

3.0 m.

Machine Stowed Length

100HX - 11.0 m

110HX - 11.8 m

100HX+10 (110HXER) - 13.5 m

Machine Width

With axles retracted - 2.6 m.

With axles extended - 3.3 m.

Wheelbase

3.4 m

Maximum Tire Loads

Table 1-1.Maximum Tire Loads

Description	Max. Load Kg	Max Bearing Pressure kg/cm^2
100HX	9027	10
100HX+10	10769	11.8
110HX	9771	10.7

1.4 TORQUE REQUIREMENTS

Table 1-2.Torque Requirements

Description	Torque Value	Interval Hours
Bearing to Chassis	298 Nm	50/600*
Bearing to Turntable	298 Nm	50/600*
Wheel Lugs	407 Nm	100
Turntable Springs	102	200
Boom Chains	80	500
Platform Rotator Bolt	190	500

* Check swing bearing bolts for security after first 50 hours of operation and every 600 hours thereafter.

NOTE: *See Procedure Section for tightening sequence of turntable bearing bolts.*

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

1.5 LUBRICATION

Deutz F4L912 Engine

Single Viscosity Oils (CD-SE, CD-SF).

When Outside Temp is Consistently	Use SAE Viscosity Number
-29° C to -4° C	*10W
-10° C to +10° C	20W-20
+4° C to +30° C	30
Above +24° C	40

Multi-Viscosity Oils (CD-SE, CD-SF).

When Outside Temp is Consistently	Use SAE Viscosity Number
-40° C to +24° C	*5W-20 (Synthetic)
-21° C to +21° C	10W-30
-21° C to +30° C	10W-40
-10° C to +24° C	15W-30
Above -10° C	15W-40

* This viscosity can be used at colder temperatures only with engine oil preheating.

NOTE: *Crankcase oil should meet one of the following API classification grades: SE/CC, SE/CD, SF/CC, SF/CD.*

Table 1-3.Hydraulic Oil

Hydraulic System Operating Temperature Range	SAE Viscosity Grade
-18° C to -5° C	10W
-18° C to +100° C	10W-20, 10W-30
+10° C to +99° C	20W-20

NOTE: *Hydraulic oils must have anti-wear qualities at least to API Service Classification GL-3, and sufficient chemical stability for mobile hydraulic system service. JLG Industries recommends Mobilfluid 424 hydraulic oil, which has an SAE viscosity index of 152.*

NOTE: *When temperatures remain consistently below -7 degrees C., JLG Industries recommends the use of Mobil DTE11.*

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. If use of hydraulic oil other than Mobilfluid 424 is desired, contact JLG Industries for proper recommendations.*

Some machines may be specially equipped with Mobil EAL224H biodegradable and non-toxic hydraulic oil. This oil is vegetable oil based and possesses the same anti-wear and rust protection characteristics as mineral oils, but will not adversely affect ground water or the environment when spilled or leaked in small amounts. Mobil EAL224H has a viscosity of 34 cST at 40° C and a viscosity index of 213. The operating range of this oil is -18° C to +83° C.

NOTICE

IT IS RECOMMENDED THAT MOBIL EAL224H HYDRAULIC OIL BE STORED ABOVE FREEZING (0 C) AS THE OIL MAY APPEAR CLOUDY AFTER EXPOSURE TO LOW TEMPERATURES FOR EXTENDED PERIODS OF TIME. THE CLOUDINESS WILL DISAPPEAR WHEN THE OIL IS WARMED TO AT LEAST 10 C AND AGITATED. DO NOT ATTEMPT TO "THIN" THE OIL WITH NO.2 DIESEL FUEL. FOR BEST RESULTS, STORE THE OIL ABOVE FREEZING.

NOTE: *Accidentally mixing Mobil EAL224H hydraulic oil with other mineral oils will cause no loss of performance characteristics. However, biodegradability may be reduced and toxicity may be increased, depending on the oil and level of contamination.*

Table 1-4. Mobil EAL Envirosyn H 46 Specs

Type	Synthetic Biodegradable
ISO Viscosity Grade	46
Specific Gravity	.910
Pour Point, Max	-44°F (-44°C)
Flash Point, Min.	500°F (260°C)
Weight	**7.64 lb. per gal. (0.9 kg per liter)**
Viscosity	
at 104° F (40° C)	45 cSt
at 212° F (100° C)	8.0 cSt
Viscosity Index	153

Table 1-5. Mobil EAL 224 H Specs

Type	Biodegradable Vegetable Oil
ISO Viscosity Grade	32/46
Specific Gravity	.922
Pour Point, Max	-25°F (-32°C)
Flash Point, Min.	428°F (220°C)
Weight	**7.64 lb. per gal. (0.9 kg per liter)**
Viscosity	
at 104° F (40° C)	37 cSt
at 212° F (100° C)	8.4 cSt
Viscosity Index	213
Operating Temp	0-180° F (-17 - -162°C)
Note: Must be stored above 32° F (14° C)	

Table 1-6. Mobil DTE 13M Specs

Type	Petroleum Base
ISO Viscosity Grade	32
Specific Gravity	.877
Pour Point, Max	-40°F (-40°C)
Flash Point, Min.	330°F (166°C)
Viscosity	
at 104° F (40° C)	33 cSt
at 212° F (100° C)	6.5 cSt
Viscosity Index	140

Lubrication Specifications

Table 1-7.Lubrication Specifications

KEY	SPECIFICATIONS
MPG	Multipurpose Grease having a minimum dripping point of 350 degrees F. Excellent water resistance and adhesive qualities; and being of extreme pressure type (Timken OK 40 pounds 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, SAE 10W-20, Viscosity Index 152, e.g. Kendall Hyken 052.
EO	Engine (crankcase) Oil. Gas - API SF/SG class, MIL-L-2104. Diesel - API CC/CD class, MIL-L-2104B/MIL-L-2104C.

NOTE: *Refer to Lubrication Chart for specific lubrication procedures.*

1.6 PRESSURE SETTINGS

Proportional Valve.

Drive - 241 bar.

Lift Up - 207 bar.

Lift Down - 83 bar.

Telescope In - 172 bar.

Telescope Out - 103 bar.

Swing - 83 bar.

Accessory Valve.

Main Relief - 241 bar.

Sequence Cartridge - 31 bar.

Pressure Reducing Cartridge - 38 bar.

Solenoid Valve.

Main Relief - 172 bar.

Rotate - 172 bar.

Level - 172.4 bar.

Steer - 138 bar.

Extend-A-Reach Valve.

Extend (Up) - 172 bar.

Retract (Down) - 48 bar.

NOTE: *Refer to Section 2 for pressure setting procedures.*

1.7 CYLINDER SPECIFICATIONS

NOTE: *All cylinder dimensions are given in inches (in), with the metric equivalent, centimeters (cm) in parentheses.*

Table 1-8.Cylinder Specifications

Cylinder	Bore	Stroke	Rod Dia.
Lift	9.0 (22.9)	43.375 (120.3)	4.0 (10.2)
Maser Level (100HX, 110HX)	2.5 (6.4)	14.5 (36.8)	1.25 (3.2)
Master Level (100HX+10)	2.5 (6.4)	15.1 (38.4)	1.25 (3.2)
Slave Level (100HX, 110HX)	2.5 (6.4)	13.875 (35.2)	1.25 (3.2)
Slave Level (100HX+10)	3.5 (8.9)	6.94 (17.6)	1.75 (4.4)
Steer	3 (7.6)	10.31 (26.2)	1.5 (3.8)
Telescope (100HX, 100HX+10	5 (12.7)	247.81 (629.4)	3.5 (8.9)
Telescope (110HX)	5 (12.7)	266 (675.6)	3.5 (8.9)
Axle Extension	2.5 (6.4)	28.19 (71.6)	1.25 (3.2)
Extend-a-Reach (100HX+10)	3.5 (8.9	18.31 (46.5)	2.5 (6.4)

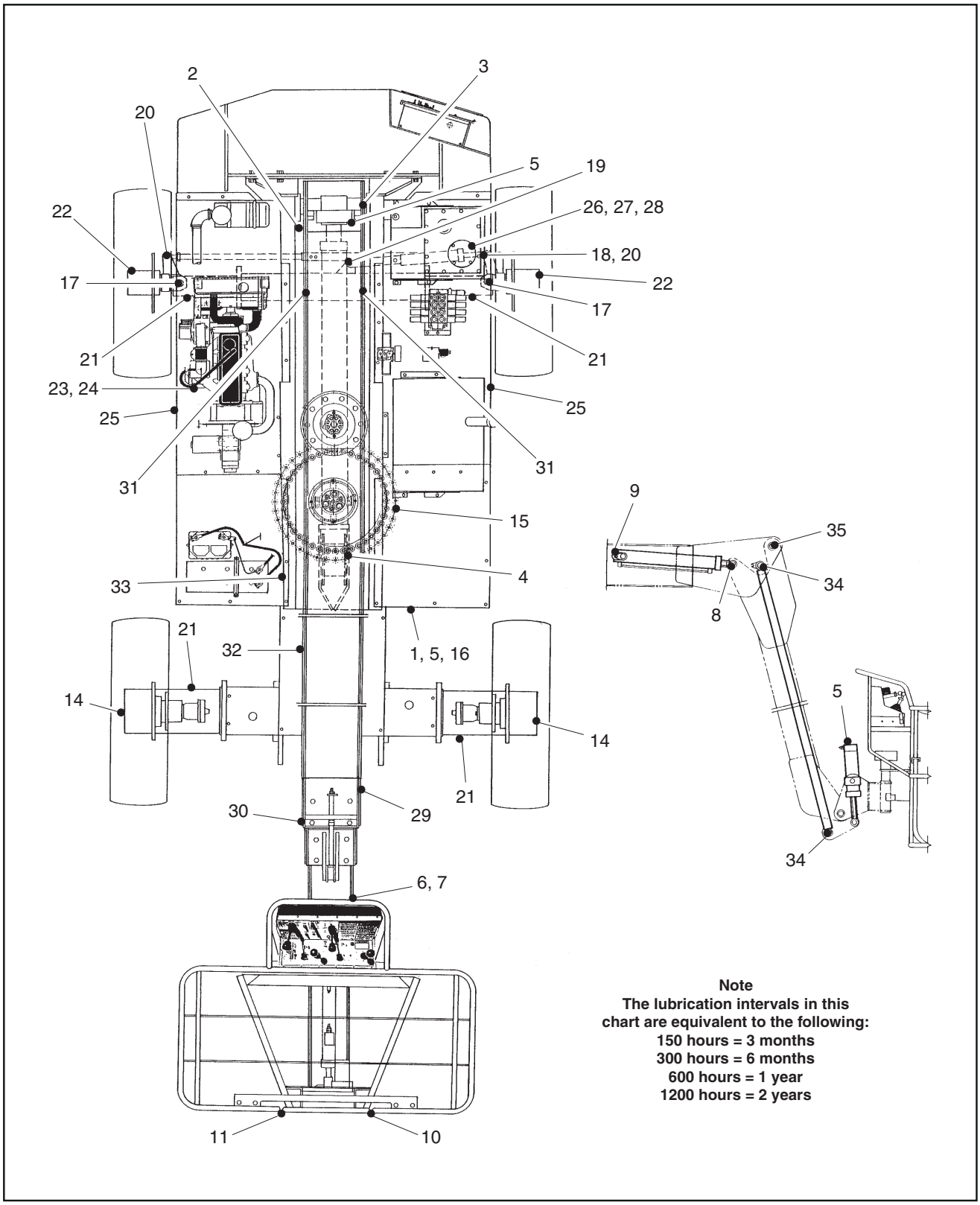

Figure 1-1. Lubrication Chart

Table 1-9. Lubrication Chart

	Components	Number/Type Lube Points	Lube & Method	Interval Hours	Comments
1	Master Cylinder - Barrel End	1 Grease Fitting	MPG - Pressure Gun	150	Remote Access
2	Master Cylinder - Rod End	1 Grease Fitting	MPG - Pressure Gun	150	
3	Boom Pivot Bushings	2 Grease Fittings	MPG - Pressure Gun	150	
4	Lift Cylinder - Rod End	1 Grease Fitting	MPG - Pressure Gun	150	
5	Lift Cylinder - Barrel End	1 Grease Fitting	MPG - Pressure Gun	150	Remote Access
6	Slave Cylinder - Rod End	1 Grease Fitting	MPG - Pressure Gun	150	
7	Slave Cylinder - Shaft End	1 Grease Fitting	MPG - Pressure Gun	150	
8	Extend-A-Reach Cylinder - Rod End	1 Grease Fitting	MPG- Pressure Gun	150	
9	Extend-A-Reach Cylinder - Attach Pin	2 Grease Fittings	MPG - Pressure Gun	150	
10	Platform Door Hinges	2 Grease Fittings	MPG - Pressure Gun	150	
11	Platform Door Latch	N/A	SAE10 - Oil Can	150	
12	Rotary Platform Control Stand	2 Grease Fittings	MPG - Pressure Gun	150	
13	Platform Attach Pin and Rotary Worm Gear	1 Grease Fitting Each	MPG - Pressure Gun	150	
14	Drive Hubs	Fill Plug	EPGL - SAE90	150/1200	Check every 150 hrs. /Change every 1200 hrs.
15	Swing Bearing Gear	N/A	MPG - Brush	150	
16	Swing Bearing	1 Grease Fitting	MPG - Pressure Gun	150	
17	Steer Spindles	2 Grease Fittings	MPG - Pressure Gun	150	
18	Steer Cylinder - Rod End	1 Grease Fitting	MPG - Pressure Gun	150	
19	Steer Cylinder - Barrel End	1 Grease Fitting	MPG - Pressure Gun	150	
20	Tie Rod Ends	2 Grease Fittings	MPG - Pressure Gun	150	
21	Extending Axle Beams	N/A	MPG - Brush	150	
22	Wheel Bearings	N/A	MPG - Repack	1200	
23	Engine Crankcase	Fill Cap	EO-SAE30	10/300	Check daily/Change every 300 hrs.
24	Engine Oil Filter	N/A	Replaceable Cartridge	300	
25	Door and Access Panel Hinges	N/A	SAE10 - Oil Can	150	
26	Hydraulic Fluid	Fill Cap	HO	10/1200	Check daily/Change every 1200 hrs.
27	Hyd. Filter Element (Tank)	N/A	N/A	50/300	Replace filter after first 50 hrs. of operation, then every 300 hrs. thereafter
28	Hyd. Filter Element (Inline)	N/A	N/A	50/300	Replace filter after first 50 hrs. of operation, then every 300 hrs. thereafter
29	Telescope Cylinder Sheave	1 Grease Fitting	MPG - Pressure Gun	150	
30	Extend Chain Sheave	1 Grease Fitting	MPG - Pressure Gun	150	
31	Retract Chain Sheave	1 Grease Fitting	MPG - Pressure Gun	150	

Table 1-9. Lubrication Chart

	Components	Number/Type Lube Points	Lube & Method	Interval Hours	Comments
32	Boom Chains	N/A	Chain Lube/Hot Oil Dip	1200	Includes extend and retract chains
33	Turntable Pivot Pin	2 Grease Fittings	MPG - Pressure Gun	150	
34	Extend-A-Reach Link Attach Pin	1 Grease Fitting	MPG - Pressure Gun	150	
35	Extend-A-Reach Pivot Pin	2 Grease Fittings	MPG - Pressure Gun	150	
NOTES:				Key to Lubricants:	
				EO EPGL HO MPG t	Engine Oil Extreme Pressure Gear Lube Hydraulic Fluid (Mobil #424 or equivalent) Multi-Purpose Grease

1.8 BOOM TAPE

100HX Dual Capacity.

Blue - Not used.

Yellow - 157.5 cm.

Red - 228.6 cm.

White- 299.7 cm.

110HX Single Capacity.

Blue - Not used.

Yellow - Not used.

Red - 311.2 cm.

White - 400.1 cm.

110HX Dual Capacity.

Blue - Not used.

Yellow - 217.2 cm.

Red - 311.2 cm.

White - 400.1 cm.

100HX+10.

Blue - 134.6 cm.

Yellow - Not used.

Red - 221.0 cm.

White - 351.8 cm.

1.9 MAJOR COMPONENT WEIGHTS

Table 1-10.Major Component Weights

Component	KG.
Platform (36x48) w/o Control Box	68
Platform (36x60) w/o Control Box	75
Platform (36x72) w/o Control Box	82
Platform (36x96) w/o Control Box	100
Boom - 100HX (Incl. Lift Cylinder)	4.500
Boom - 110HX (Incl. Lift Cylinder)	4,971
Boom - 100HX+10 (Incl. Lift Cylinder)	4,844
Turntable (w/Ford Engine, Less Cwt.)	4,672
Turntable (w/Deutz Engine, Less Cwt.)	4,817
Turntable (w/Cummins Engine, Less Cwt.)	4,742
Frame Complete (incl. Wheels and Tires)	6,178
Complete Machine - 100HX	16,783
Complete Machine - 110HX	18,371
Complete Machine - 100HX+10	17,464

1.10 SERIAL NUMBER LOCATIONS

For machine identification, a serial number plate is affixed to the left side of the frame, below the battery compartment. If the serial number plate is damaged or missing, the machine serial number is stamped on the left side of the frame between the front and rear wheels, below the turntable bearing and on the right side of the turntable in the bottom of the valve compartment. In addition, the last five digits of the serial number are stamped on top of the fly end of the base boom section.

1.11 CRITICAL STABILITY WEIGHTS

⚠ WARNING

DO NOT REPLACE ITEMS CRITICAL TO STABILITY, SUCH AS THE COUNTERWEIGHT OR FOAM-FILLED TIRES, WITH ITEMS OF DIFFERENT WEIGHT OR SPECIFICATION. DO NOT MODIFY UNIT IN ANY WAY TO AFFECT STABILITY.

NOTE: *All weights listed below are in Kg.*

Table 1-11.Critical Stability Weights

Component	100HX	110HX	100HX+10
Counterweight (1.5:1)	2790	4695	4468
Counterweight (2:1)	N/A	4695	4468
Foam-Filled Tires (each)	318	318	318
Ford Engine	238	238	238
Deutz Engine	380	380	380
Cummins Engine	308	308	308
36x48 Platform	N/A	N/A	68
36x60 Platform	N/A	N/A	75
36x72 Platform	N/A	N/A	82
36x96 Platform	100	100	100

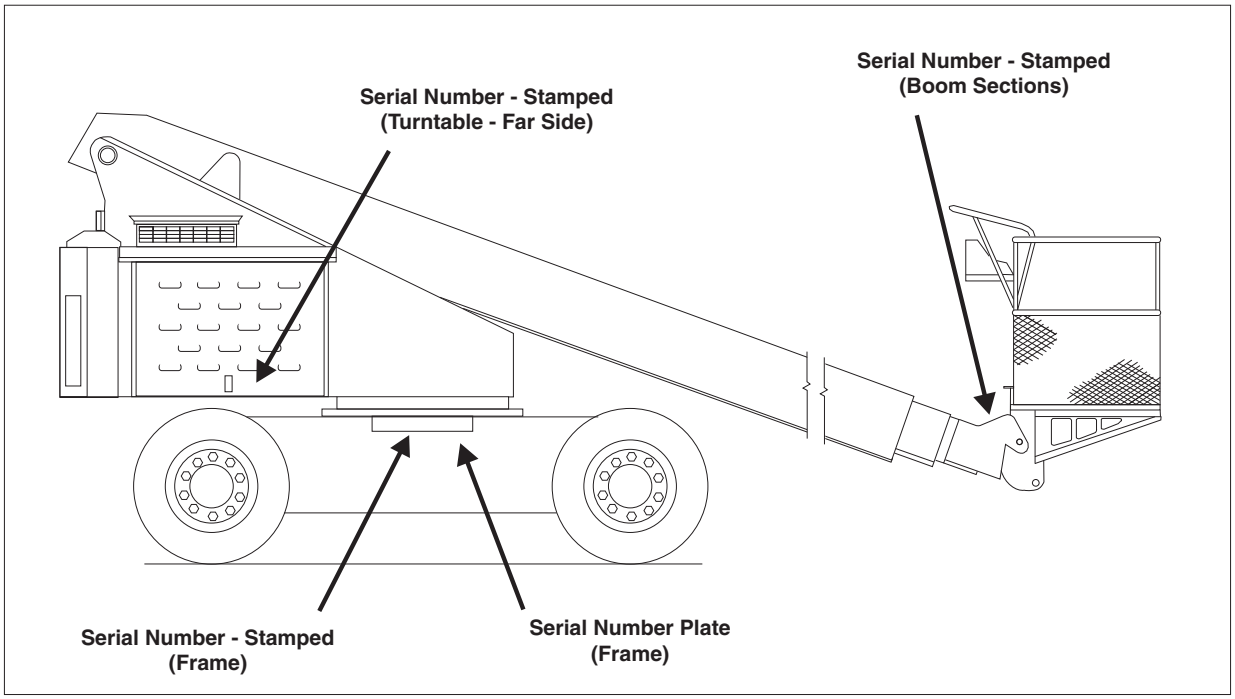

Figure 1-2. Serial Number Locations

1.12 BOOM LIMIT SWITCHES

The following table charts the settings for the boom limit switch, horizontal cut-out switch, and drive cut-out switch.

Table 1-12.Boom Limit Switches

Description	Function
Boom Limit Switch	3 Meters Extension
High Engine, High Drive, Two Speed Cutout	Horizontal
Drive Cutout	Europe - None France - None Holland - 8 Meters Italy Horizontal

SIZE	THD	BOLT DIA. (CM)	THREAD STRESS AREA (SQ. CM)	VALUES FOR ZINC PLATED BOLTS ONLY										UNPLATED CAP SCREWS	
				SAE GRADE 5 BOLTS & GRADE 2 NUTS					SAE GRADE 8 BOLTS & GRADE 8 NUTS					UNBRAKO 1960 SERIES SOCKET HEAD CAP SCREW WITH LOC-WEL PATCH	
				CLAMP LOAD (KG)	TORQUE				CLAMP LOAD (KG)	TORQUE				CLAMP LOAD (KG)	TORQUE (as received)
					(DRY OR LOC. 263)	(LUB.)	(LOCTITE 262)	(LOCTITE 242 OR 271)		(DRY OR LOC. 263)	(LUB.)	(LOCTITE 262)	(LOCTITE 242 OR 271)		
					NM	NM	NM	NM		NM	NM	NM	NM		NM
4	40	0.2845	0.0153	172	1	1	—	—	245	2	1	—	—	—	—
	48		0.0168	191	1	1	—	—	272	2	1	—	—	—	—
6	32	0.3505	0.0232	263	2	2	—	—	372	3	2	—	—	—	—
	40		0.0258	277	2	2	—	—	417	3	2	—	—	—	—
8	32	0.4166	0.0356	408	4	3	—	—	572	5	4	—	—	—	—
	36		0.0374	426	4	3	—	—	599	5	4	—	—	—	—
10	24	0.4826	0.0445	508	5	4	—	—	717	7	5	—	—	—	—
	32		0.0508	583	6	4	—	—	817	8	6	—	—	—	—
1/4	20	0.6350	0.0808	916	11	9	—	12	1297	16	12	—	18	1442	18
	28		0.0925	1052	14	10	—	16	1488	19	14	—	21	1651	19
5/16	18	0.7938	0.1331	1515	23	18	22	26	2141	34	25	30	41	2377	34
	24		0.1473	1678	26	19	23	29	2821	34	27	34	41	2631	37
3/8	16	0.9525	0.1969	2241	41	31	38	48	3175	61	48	54	68	3493	61
	24		0.2230	2540	48	34	43	54	3583	68	48	61	75	3983	68
7/16	14	1.1112	0.2700	3085	68	48	61	75	4332	95	75	85	109	4822	95
	20		0.3015	3425	75	68	68	81	4854	109	81	95	122	5384	102
1/2	13	1.2700	0.3604	4105	102	75	92	115	5783	149	109	130	163	6437	149
	20		0.4061	4854	122	88	108	136	6532	163	122	146	183	7253	156
9/16	12	1.4288	0.4623	5262	149	109	133	163	7539	204	149	188	224	8256	210
	18		0.5156	5874	163	122	148	183	8278	231	176	209	258	9208	224
5/8	11	1.5875	0.5740	6532	204	149	183	224	9231	298	231	244	326	10251	285
	18		0.6502	7394	231	176	207	258	10433	326	244	277	359	11612	298
3/4	10	1.9050	0.8484	9662	353	271	325	387	13653	515	380	408	570	15150	495
	16		0.9474	10796	407	298	363	448	15241	570	434	456	631	16919	542
7/8	9	2.2225	1.1735	13336	583	434	523	644	18870	814	624	658	895	20956	793
	14		1.2929	14697	637	475	576	705	20775	895	678	724	983	23088	861
1	8	2.5400	1.5392	17509	868	651	785	915	23360	1220	922	931	1342	27488	1173
	12		1.6840	19142	949	719	858	997	27080	1356	1003	1079	1492	30074	1241
1-1/8	7	2.8575	1.9380	19187	1085	814	968	1139	31162	1736	1302	1396	1898	34610	1681
	12		2.1742	21546	1193	895	1087	1254	34927	1953	1464	1566	2136	38828	1871
1-1/4	7	3.1750	2.4613	24404	1519	1139	1368	1593	38554	2468	1844	1970	2712	43954	2373
	12		2.7254	27035	1681	1247	1516	1762	43818	2712	2034	2183	2983	48671	2549
1-1/2	6	3.4925	2.9337	29076	1980	1492	1792	2068	47174	3227	2413	2586	3559	52391	3145
	12		3.3401	33113	2278	1708	2042	2373	53570	3688	2766	2935	4068	59648	3308
1-1/2	6	3.8100	3.5687	35381	2630	1980	2379	2746	57380	4284	3200	3430	4712	63731	4122
	12		4.0132	39781	2983	2224	2676	3118	142200	4827	3607	3856	5322	71669	4433

Note: These torque values do not apply to cadium plated fasteners.

Figure 1-3. Torque Chart

SAE GRADE 5

SAE GRADE 8

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SECTION 2. PROCEDURES

2.1 GENERAL

NOTE: *The JLG Models 100HX, 110HX and 100HX+10 (110HXER) have been built with two different turntable configurations. Turntable number 4620044 is used on machines with serial numbers 11511, 12249, 12598, 12836, 12838 and higher through March, 1992. Turntable number 4620078 is used on machines since March, 1992. Where differences between specifications on maintenance procedures exist, the turntable number will be specified. Refer to the JLG Illustrated Parts Manual for turntable illustrations.*

This section provides information necessary to perform maintenance on the aerial platform. Descriptions, techniques and specific procedures are designed to provide the safest and most efficient maintenance for use by personnel responsible for ensuring the correct installation and operation of machine components and systems.

⚠ CAUTION

WHEN AN ABNORMAL CONDITION IS NOTED AND PROCEDURES CONTAINED HEREIN DO NOT SPECIFICALLY RELATE TO THE NOTED IRREGULARITY, WORK SHOULD BE STOPPED AND TECHNICALLY QUALIFIED GUIDANCE OBTAINED BEFORE WORK IS RESUMED.

The maintenance procedures included consist of servicing and component removal and installation, disassembly and assembly, inspection, lubrication and cleaning. Information on any special tools or test equipment is also provided where applicable.

2.2 SERVICING AND MAINTENANCE GUIDELINES

General

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

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

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 Figure 1-1.)

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 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 Figure 1-2. 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 Table 1-1 for recommendations for viscosity ranges.
2. JLG recommends Mobilfluid 424 hydraulic oil, which has an SAE viscosity of 10W-30 and a viscosity index of 152 or Kendall Hyken 052 hydraulic oil, which has an SAE viscosity of 10W-20 and a viscosity index of 152.

NOTE: *Start-up of hydraulic system with oil temperatures below -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 -26 degrees C.*

3. The only exception to the above is to drain and fill the system with Mobil DTE 11 oil or its equivalent. This will allow start up at temperatures down to -29 degrees C. However, use of this oil will give poor performance at temperatures above 49 degrees C. Systems using DTE 11 oil should not be operated at temperatures above 94 degrees C under any condition.

Changing Hydraulic Oil

1. Use of any of the recommended crankcase or hydraulic oils eliminates the need for changing the oil on a regular basis. However, filter elements must be changed after the first 50 hours of operation and every 300 hours 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. JLG Industries recommends changing the hydraulic oil annually.
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 Table 1-2 for an explanation of the lubricant key designations appearing in the Lubrication Chart.

2.4 CYLINDERS - THEORY OF OPERATION

1. Cylinders are of the double acting type. Systems incorporating double acting cylinders are as follows: Lift, Telescope, Steer, Master Level, Slave Level, Axle Extend, Frame Lift (if equipped) and Extend-A-Reach (if equipped). A double acting cylinder is one that requires oil flow to operate the cylinder rod in both directions. Directing oil (by actuating the corresponding control valve to the piston side of the cylinder) forces the piston to travel toward the rod end of the barrel, extending the cylinder rod (piston attached to rod). When the oil flow is stopped, movement of the rod will stop. By directing oil to the rod side of the cylinder, the piston will be forced in the opposite direction and the cylinder rod will retract.
2. Holding valves are used in the Lift, Slave Level, Telescope, and Extend-A-Reach circuits to prevent retraction of the cylinder rod should a hydraulic line rupture or a leak develop between the cylinder and its related control valve.

2.5 VALVES - THEORY OF OPERATION

Solenoid Control Valves (Bang-Bang)

Control valves used are four-way three-position solenoid valves of the sliding spool design. When a circuit is activated and the control valve solenoid energizes, the spool is shifted and the corresponding work port opens to permit oil flow to the component in the selected circuit, with the opposite work port opening to reservoir. Once the circuit is deactivated (control returned to neutral), the valve spool returns to neutral (center) and oil flow is then directed through the valve body and returns to reservoir.

A typical control valve consists of the valve body, sliding spool, and two solenoid assemblies. The spool is machine fitted in the bore of the valve body. Lands on the spool divide the bore into various chambers, which, when the spool is shifted, align with corresponding ports in the valve body open to common flow. At the same time other ports would be blocked to flow. The spool is spring-loaded to center position, therefore when the control is released, the spool automatically returns to neutral, prohibiting any flow through the circuit.

Manual Hydraulic Control Valves

The manual hydraulic control valves consist of four-way, multi-position valve sections, each section incorporating a sliding spool, spring-loaded to neutral or off. Each spool is attached to a control lever which provides for proportional control of the selected system function. This proportional control enables metering of oil flow in accordance with spool position, affording variable and smooth speed control capability. Spool movement causes work ports within the valve to align in a predetermined way, permitting flow to the selected function, with the opposing work ports positioned to allow return flow to the hydraulic reservoir.

Proportional Control Valves - Vickers

The Vickers proportional valves provide a power output matching that required by the load. A small line connected to a load sensing port feeds load pressure back to a sequence valve. The sequence valve senses the difference between the load and pump outlet pressure, and varies the pump displacement to keep the difference constant. This differential pressure is applied across the valve's meter-in spool, with the effect that pump flow is determined by the degree of spool opening, independent of load pressure. Return lines are connected together, simplifying routing of return flow and to help reduce cavitation.

Load sensing lines connect through shuttle valves to feed the highest load signal back to the sequence valve. Integral actuator port relief valves, anti-cavitation check valves, and load check valves are standard.

Relief Valves

Main relief valves are installed at various points with the hydraulic system to protect associated systems and components against excessive pressure. Excessive pressure can be developed when a cylinder reaches its limit of travel and the flow of pressurized fluid continues from the system control. The relief valve provides an alternate path for the continuing flow from the pump, thus preventing rupture of the cylinder, hydraulic line or fitting. Complete failure of the system pump is also avoided by relieving circuit pressure. The relief valve is installed in the circuit between the pump outlet (pressure line) and the cylinder of the circuit, generally as an integral part of the system valve bank. Relief pressures are set slightly higher than the load requirement, with the valve diverting excess pump delivery back to the reservoir when operating pressure of the component is reached.

Crossover Relief Valves

Crossover relief valves are used in circuits where the actuator requires an operating pressure lower than that supplied to the system. When the circuit is activated and the required pressure at the actuator is developed, the crossover relief diverts excess pump flow to the reservoir. Individual, integral reliefs are provided for each side of the circuit.

2.6 BOOM CHAINS

Adjusting Procedures

⚠ WARNING

ENSURE MACHINE IS ON A FIRM AND LEVEL SURFACE.

1. Position boom fully retracted at +5 degrees horizontal, no load in platform.
2. Torque outer mid section extend chain adjuster to 80 Nm.
3. Torque outer mid section retract chain adjuster to 80 Nm.
4. Torque fly section extend chain adjuster to 80 Nm.
5. Torque fly section retract chain adjuster to 80 Nm.
6. Cycle boom (extend at least 2 meters, then retract fully).
7. Recheck outer mid section extend chain.
8. Recheck outer mid section retract chain.
9. Recheck fly section extend chain.
10. Recheck fly section retract chain.
11. Repeat steps (2) thru (10) if necessary.
12. Check for proper operation of boom.

JLG Industries, Inc. requires a complete boom disassembly, per instructions outlined in Boom Maintenance in this section, every two years. All boom chains and related components (i.e., sheaves, pins, sprockets, wear pads, etc.) must also be inspected and replaced (as necessary) during this disassembly.

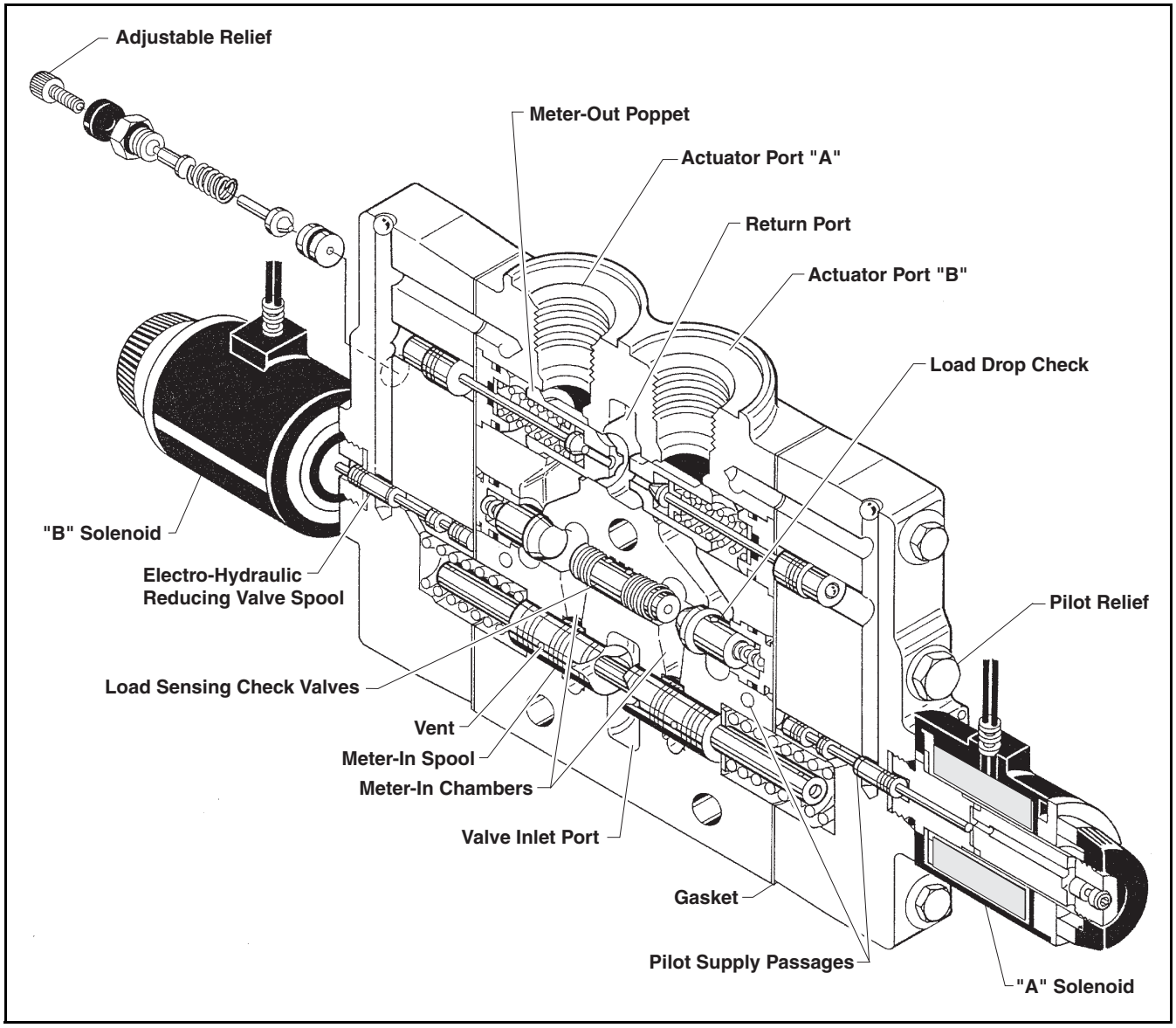


Figure 2-1. Proportional Control Valve

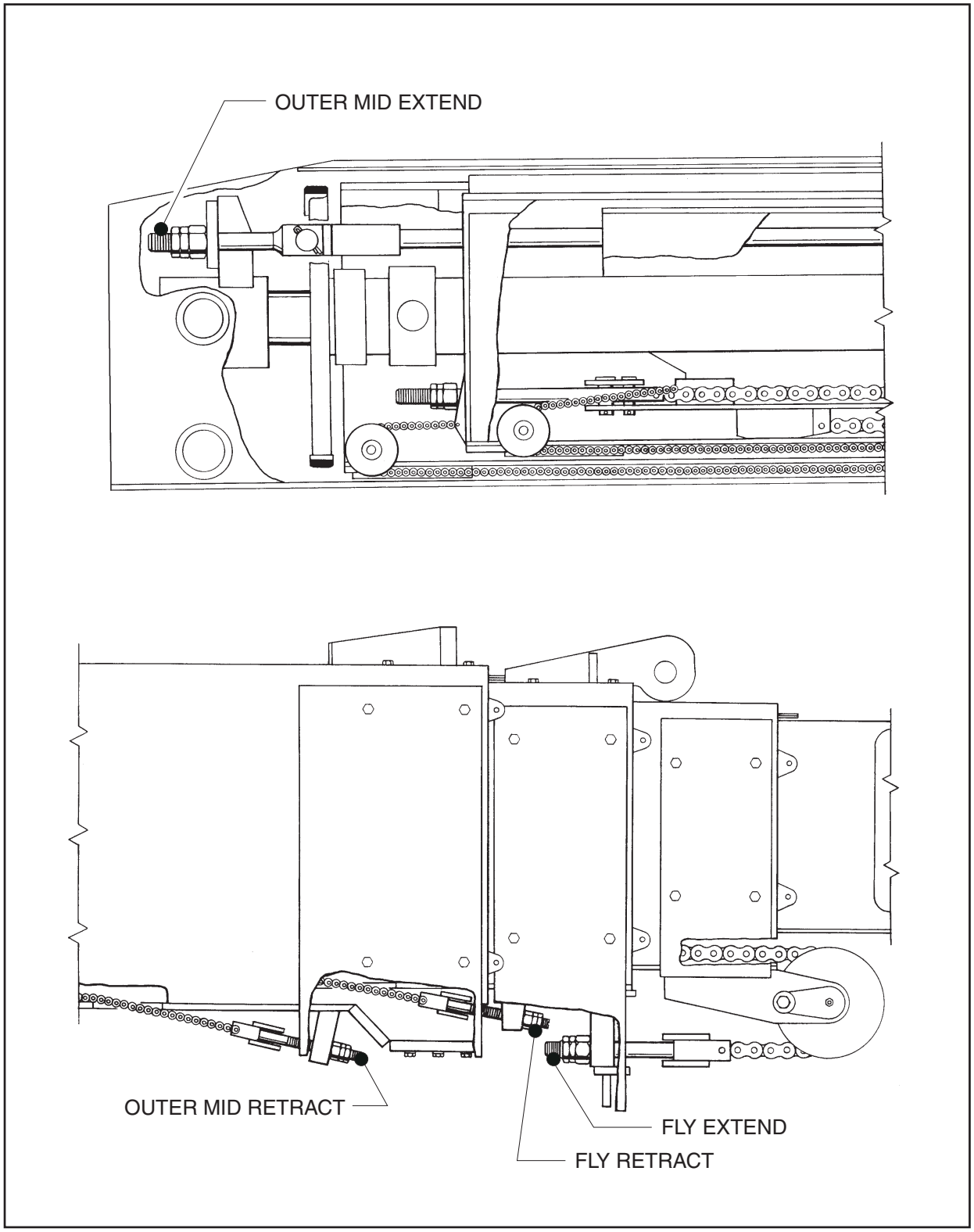


Figure 2-2. Boom Chain Adjustments

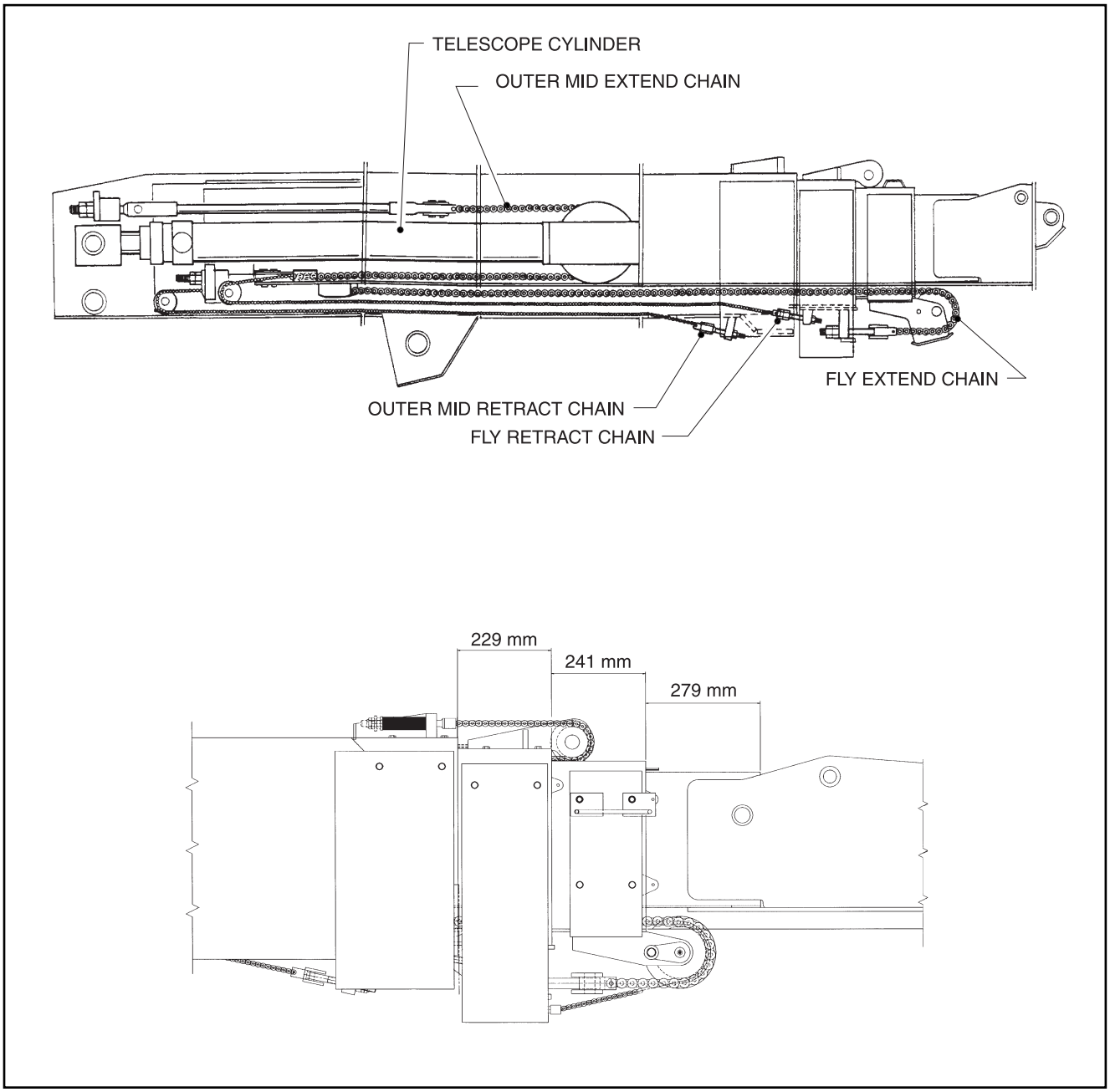


Figure 2-3. Typical Boom Assembly

An immediate disassembly of the boom assembly and inspection of the boom chains and related components is required if any of the following conditions occur:

1. After the machine is exposed to hostile environments or conditions (i.e. extreme cold, dust, sand, blasting grit, salt, chemicals, etc.), which could adversely affect boom operation.
2. Erratic boom operation or unusual noise exists. See the Troubleshooting section in this Service Manual.
3. Chain adjustment is required more often than specified in the Preventive Maintenance and Inspection Schedule or links need to be removed (chain shortened) to make the proper adjustment.
4. The machine is idle for an extended period (6 months or longer.)
5. The boom is overloaded or sustained a shock load.

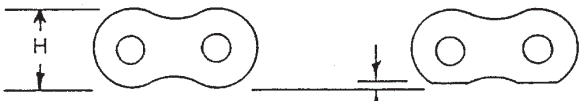
⚠ WARNING

FAILURE TO DISASSEMBLE THE BOOM ASSEMBLY AND PROPERLY INSPECT AND/OR REPLACE THE BOOM CHAINS AND RELATED COMPONENTS (I.E., SHEAVES, PINS, SPROCKETS, WEAR PADS, ETC.) COULD RESULT IN THE DAMAGE AND/OR BREAKAGE OF THE BOOM CHAINS AND/OR RELATED COMPONENTS. DAMAGE AND/OR BREAKAGE OF THESE ITEMS COULD RESULT IN UNCONTROLLED EXTENSION OR RETRACTION OF THE BOOM ASSEMBLY AND COULD CAUSE SERIOUS INJURY OR DEATH TO PERSONNEL OPERATING THE JLG BOOM LIFT.

Inspection Procedure

Inspect boom chains for the following conditions:

1. **Wear:** Always inspect that segment of chain that operates over a sheave. As the chain flexes over the extend/retract sheaves, joints and plate edges very gradually wear. Chain “stretch” can be measured using a manufacturers wear scale or steel tape. When chains have elongated 3% they must be removed and replaced. Refer to Table 2-1 for proper chain specifications and allowable stretch tolerances. Peening and wear of chain plate edges are caused by sliding over a chain worn contact face of a sheave, or unusually heavy loads. All of the above require replacement of the chain and correction of the cause. Chain side wear, noticeable when pin heads and outside plates show a definite wear pattern, is caused by misalignment of the sheave/chain anchors and must be corrected promptly. Do not repair chains; if a section of chain is damaged, replace the entire chain set.



Example

H for a 1" chain	= 0.950"
Maximum wear	= 5% of 0.950" = 0.047"
Minimum plate depth	= 0.950" - 0.047" = 0.903"

Table 2-1.Chain Stretch Tolerance

Chain Size	Pin to Pin Measurement	Allowable Stretch
0.50 in. (1.27 cm) pitch	36 cm or 28 pitches	1.07 cm
0.625 in. (1.59 cm) pitch	38 cm or 24 pitches	1.14 cm
0.75 in. (1.91 cm) pitch	38 cm or 20 pitches	1.14 cm
1 in. (2.54 cm) pitch	36 cm or 14 pitches	1.07 cm
1.25 in. (3.18 cm) pitch	38 or 12 pitches	1.14 cm

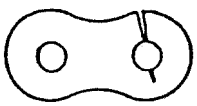
2. **Lubrication:** One of the most important but often overlooked factors is adequate lubrication. In addition to reducing internal friction, maintaining a film of oil on all chain surfaces will inhibit rusting and corrosion. This is important as corrosion of highly stressed, hardened steel chain components can cause a major reduction in the load capacity of leaf chain and result in link plate cracking.

NOTE: *The need for lubrication can be determined by the presence of rust on the exposed portions of chain.*

3. **Rust and Corrosion:** Rust and corrosion will cause a major reduction in the load carrying capacity of the chain, because these are primary reasons for side plate cracking. The initial lubrication at the factory is applied in a hot dip tank to assure full penetration into the joint. Do not steam clean or degrease chains. At time of chain installation, factory lube must be supplemented by a maintenance program to provide a film of oil on the chains at all times.

   If chains are corroded, they must be inspected, especially the outside plates, for cracks in-line with the pins. If cracks are found, replace the chain; if no cracks are discovered, lubricate the chains by dipping in heated oil, and reinstall on the machine. Keep chains lubricated.

4. **Fatigue Cracks:** Fatigue is a phenomenon that affects most metals, and is the most common cause of chain plate failures. Fatigue cracks are found through the link holes, perpendicular (90 degrees) from the pin in-line position. Inspect chains carefully after long time use and heavy loading for this type of crack. If any cracks are discovered, replace all chains, as seemingly sound plates are on the verge of cracking. Fatigue and ultimate strength failures on JLG Lifts are incurred as a result of severe abuse as design specs are well within the rated lifting capacity of these chains.

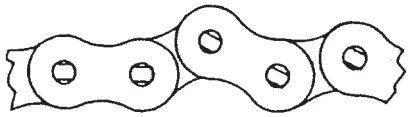


5. **Tight Joints:** All joints in the roller chain should flex freely. On roller chain, tight joints are usually caused by rust/corrosion, or the inside plates “walking” off the bushing. Limber up rusty/corroded chains (after inspecting carefully) with a heavy application of oil (preferably a hot oil dip). Tap inside “walking” plates inward; if “walking” persists, replace the chain. This type of problem is accelerated by poor lubrication maintenance practice, and most tight joint chains have been operated with little or no lubrication. Tight joints on leaf chain are generally caused by:

   1. Bent pins or plates.
   2. Rusty joints.
   3. Peened plate edges.

   Oil rusty chains, and replace chains with bent or peened chain components. Keep chains lubricated.

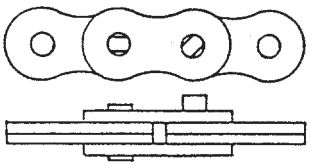
TIGHT JOINTS



6. **Protruding or Turned Pins:** Chains operating with inadequate lube generate tremendous friction between the pin and plates (pin and bushing on roller chain). In extreme cases, this frictional torque can actually turn the pins in the outside press-fit plates. Inspect for turned pins, which can be easily spotted as the “V” flats on the pin heads are no longer in line. Replace all chains showing evidence of turned or protruding pins. Keep chains lubricated.

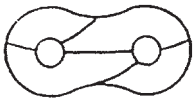
7. **Stress Corrosion Cracking:** The outside link plates, which are heavily press-fitted to the pins, are particularly susceptible to stress corrosion cracking. Like fatigue cracks, these initiate at the point of highest stress (aperture) but tend to extend in an arc-like path, often parallel to the rolling grain of the material.

ABNORMAL PROTRUSION OR TURNED PINS



Also, more than one crack can often appear on a link plate. In addition to rusting, this condition can be caused by exposure to an acidic or caustic medium or atmosphere. Stress corrosion is an environmentally assisted failure. Two conditions must be present - corrosive agent and static stress.

ARC-LIKE CRACKED PLATES (STRESS CORROSION)



In the chain, static stress is present at the aperture due to the press fit pin. No cycle motion is required and the plates can crack during idle periods. The reactions of many chemical agents (such as battery acid fumes) with hardened metals liberate hydrogen which attacks and weakens the metal grain structure.

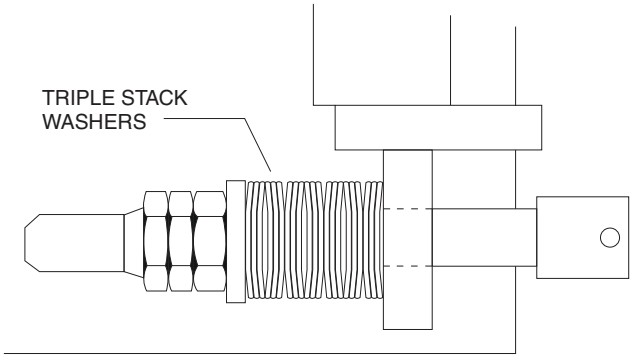
8. **Chain Anchors and Sheaves:** An inspection of the chain must include a close examination of chain anchors and sheaves. Check chain anchors for wear breakage and misalignment. Anchors with worn or broken fingers should be replaced. They should also be adjusted to eliminate twisting the chain for an even load distribution.

   Sheaves should be inspected for worn flanges, which would indicate misalignment, and wear on the outside diameter of the sheave. A worn sheave can mean several problems, as follows:

   1. Chains too tight.
   2. Sheave bearings/pin bad.
   3. Bent/misaligned chains.

Auxiliary Boom Chains

The auxiliary boom chains are located on the top and bottom of the boom. One end of the top chain is attached to an adjustable clevis on top of the front end of the base section, and uses belleville washers and adjusting nuts to adjust chain tension. The other end of the top chain is attached to a fixed clevis on top of the outer mid section. One end of the bottom chain is attached to an adjustable clevis attached to the bottom front of the inner mid section. The other end of the bottom chain is attached to a fixed clevis on the bottom of the fly section. A limit switch is installed adjacent to the adjustable clevis on the top of the base section and, when tripped, shuts down the machine. Adjust chain tension for the top chain so there is no slack in the chain and torque the adjusting nut to 18 Nm. Set the switch cam so the switch trips when the belleville washers compress 1 to 1.3 cm. Adjust chain tension for the bottom chain so there is no slack in the chain and torque the adjusting nut to 18 Nm. Triple stack all belleville washers as shown.



NOTICE

REPLACE THE BELLEVILLE WASHERS ONCE THEY HAVE BEEN COMPRESSED.

2.7 WEAR PADS

1. Shim up wear pads to within 0.8 mm tolerance between wear pad and adjacent surface.
2. Replace wear pads when worn within 3.2 mm of threaded insert.

2.8 DRIFT TEST

NOTE: *It is recommended that the machine be shut down in the test mode for at least one hour prior to beginning the drift test. This will allow the oil temperature in the cylinder to stabilize with the ambient temperature. Thermal expansion or retraction of the hydraulic oil can greatly affect cylinder movement.*

Telescope Cylinder

NOTE: *Switches referenced in this procedure are located on the Ground Control Panel.*

1. Activate hydraulic system, properly set extendable axles and position boom in stowed position; adhere to all safety precautions.

⚠ WARNING

BEFORE RAISING AND EXTENDING BOOM, ENSURE THAT AREAS ABOVE AND BELOW BOOM AND PLATFORM AND AHEAD OF PLATFORM ARE CLEAR OF ALL OBSTRUCTIONS AND PERSONNEL.

2. Position LIFT control switch to UP and hold until boom reaches horizontal.
3. Position TELESCOPE control switch to OUT and hold until boom extends approximately 1.2 meter; measure from end of base section to end of mid section.
4. Position LIFT control switch to UP and hold until boom reaches maximum elevation. Shut down engine.
5. Tag and carefully disconnect the hydraulic lines to the telescope cylinder at control valve.
6. Observe oil flow from cylinder lines. Oil leaking from extend port hose indicates a leaking counterbalance valve. Oil leaking from retract port hose indicates leakage by cylinder piston.
7. Leave boom elevated in test position for approximately one hour.

⚠ WARNING

BEFORE LOWERING BOOM, ENSURE THAT AREAS BELOW BOOM AND PLATFORM ARE CLEAR OF ALL PERSONNEL AND OBSTRUCTIONS.

8. Position LIFT control switch to DOWN and hold until boom reaches horizontal; check boom length against measurement. If boom has retracted more than 2.5 cm and oil is leaking around rod-end of telescope cylinder (check with light and inspection mirror), seals are defective and require replacement, or cylinder rod is scored and cylinder requires overhaul or replacement. If boom has retracted and oil is leaking from counterbalance valve, the valve is either improperly adjusted, or defective and requires replacement.
9. Connect hydraulic lines to control valve.

Lift Cylinder

NOTE: *Switches referenced in this procedure are located on the Ground Control Panel.*

1. Activate hydraulic system, properly set extendable axles and position boom in stowed position; adhere to all safety precautions.

NOTE: *Tape measure or cord should be at least 2.1 meters long for use in this test.*

2. Attach tape measure or cord to bottom of platform.

⚠ WARNING

BEFORE RAISING BOOM, ENSURE THAT AREAS ABOVE AND BELOW BOOM AND PLATFORM ARE CLEAR OF ALL OBSTRUCTIONS AND PERSONNEL.

3. With boom fully retracted, place LIFT control switch to UP and hold until platform is approximately 2 meters above ground level. Shut down engine.
4. Tag and carefully disconnect hydraulic lines to lift cylinder at control valve. Use a suitable container to retain any residual hydraulic fluid.
5. Observe oil flow from cylinder lines. Oil leaking from extend port hose indicates a leaking counterbalance valve. Oil leaking from retract port hose indicates leakage by cylinder piston.
6. Leave boom elevated in test position for approximately one (1) hour.
7. With tape measure or cord used for reference, check to see whether boom has lowered (crept) more than 7.6 cm.
8. If boom has lowered and oil is leaking around rod-end cap of cylinder, seals in cylinder are defective and require replacement. If boom has lowered and oil is leaking from the counterbalance valve, the valve is either improperly adjusted or defective and requires replacement.

⚠ CAUTION

ENSURE THAT HYDRAULIC LINES ARE CONNECTED AS MARKED PRIOR TO BEING DISCONNECTED.

9. Connect hydraulic lines to control valve.

2.9 CYLINDER CHECKING PROCEDURES

NOTE: *Cylinder checks must be performed any time a cylinder component is replaced or when improper system operation is suspected.*

Cylinder w/o Counterbalance Valves

Steer Cylinder, Master Level Cylinder, Axle Extension Cylinders

NOTICE

OPERATE FUNCTIONS FROM GROUND CONTROL STATION ONLY.

1. Using all applicable safety precautions, activate engine and fully extend cylinder to be checked. Shut down engine.

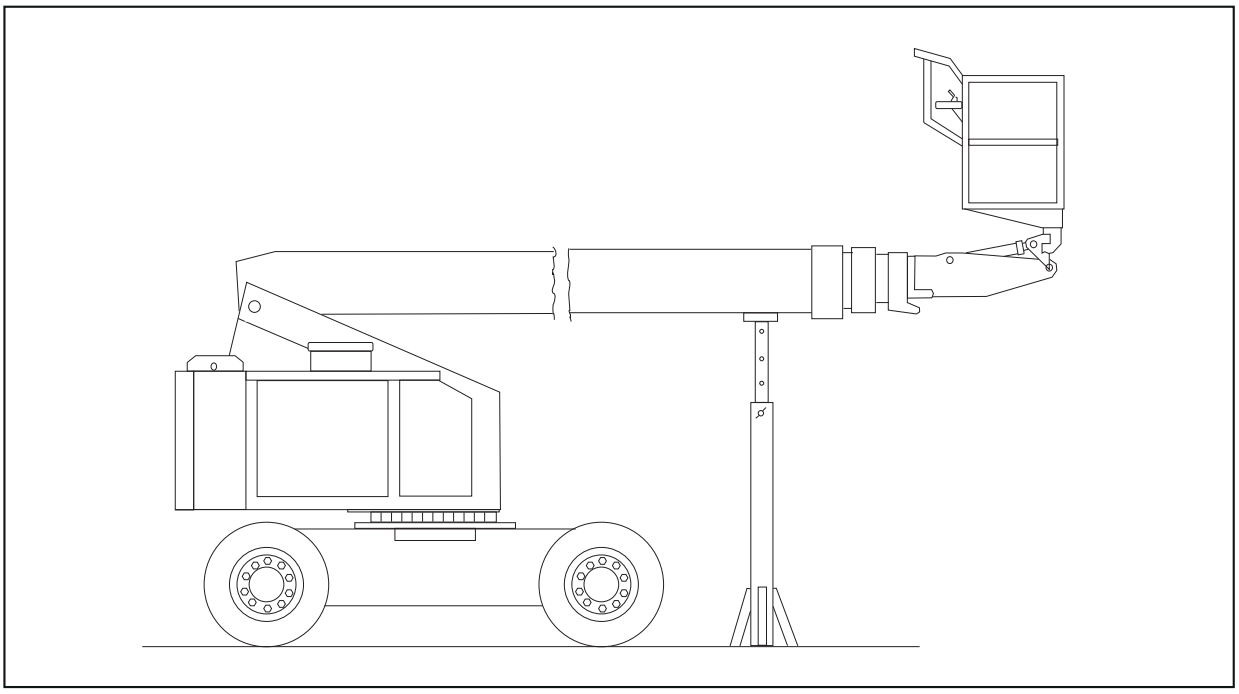


Figure 2-4. Boom Positioning and Support - Cylinder Repair

2. Carefully disconnect hydraulic hose from retract port of cylinder. There will be initial weeping of hydraulic fluid which can be caught in a suitable container. After the initial discharge, there should be no further leakage from the retract port.
3. Activate engine and activate cylinder extend function. Check retract port for leakage.
4. If cylinder leakage is 6-8 drops per minute or more, piston seals are defective and must be replaced. If cylinder retract port leakage is less than 6-8 drops per minute, carefully reconnect hose to retract port and retract cylinder.
5. With cylinder fully retracted, shut down engine and carefully disconnect hydraulic hose from cylinder extend port.
6. Activate engine and activate cylinder retract function. Check extend port for leakage.
7. If cylinder leakage is 6-8 drops per minute or more, piston seals are defective and must be replaced. If extend port leakage is less than 6-8 drops per minute, carefully reconnect hose to extend port, then activate cylinder through one complete cycle and check for leaks.

Cylinders w/Single Counterbalance Valves

Lift Cylinder, Telescope Cylinder, Extend-A-Reach Cylinder (if equipped)

NOTICE

OPERATE ALL FUNCTIONS FROM GROUND CONTROL STATION ONLY.

1. Using all applicable safety precautions, activate hydraulic system.

⚠ WARNING

WHEN WORKING ON THE LIFT CYLINDER, RAISE THE BOOM TO HORIZONTAL AND SUPPORT THE BOOM USING A SUITABLE BOOM PROP OR OVERHEAD LIFTING DEVICE.

2. If working on the lift cylinder, raise boom to horizontal and place a suitable boom prop approximately 2.5 cm below the boom. If working on the telescope cylinder, raise the boom above horizontal and extend the fly boom approximately 30.5 cm.
3. Shut down hydraulic system and allow machine to sit for 10-15 minutes. Turn ignition switch to ON, move control switch or lever for applicable cylinder in each direction, then turn ignition switch to OFF. This is done to relieve excess pressure in the hydraulic lines. Carefully remove hydraulic hoses from appropriate cylinder port block.

4. There will be initial weeping of hydraulic fluid, which can be caught in a suitable container. After the initial discharge, there should not be any further leakage from the ports. If leakage continues at a rate of 6-8 drops per minute or more, cylinder repairs must be made. If the retract port is leaking, the piston seals are defective and must be replaced. If the extend port is leaking, the counterbalance valve is defective and must be replaced.
5. If no repairs are necessary or when repairs have been made, carefully reconnect hydraulic hoses to the appropriate ports.
6. If used, remove boom prop or lifting device from boom, activate hydraulic system and run cylinder through one complete cycle to check for leaks.

Cylinders w/Dual Counterbalance Valve

Platform Slave Level Cylinder, Extend-A-Reach Slave Level Cylinder (if equipped), Axle Lift Cylinder (if equipped)

NOTICE

OPERATE ALL FUNCTIONS FROM GROUND CONTROL STATION ONLY.

1. Using all applicable safety precautions, activate hydraulic system.
2. If working on the telescope cylinder, raise the boom above horizontal and extend the fly boom approximately 30.5 cm. If working on the platform slave level cylinder, stroke platform level cylinder forward until platform sits at a 45° angle.
3. Shut down hydraulic system and allow machine to sit for 10-15 minutes. Turn ignition switch to ON, move control switch or lever for applicable cylinder in each direction, then turn ignition switch to OFF. This is done to relieve pressure in the hydraulic lines. Carefully remove hydraulic hoses from appropriate cylinder port block.
4. There will be initial weeping of hydraulic fluid which can be caught in a suitable container. After the initial discharge, there should not be any further leakage from the ports. If leakage continues at a rate of 6-8 drops per minute or more, the counterbalance valve is defective and must be replaced.
5. To check piston seals, carefully remove the counterbalance valve from the retract port. After initial discharge, there should not be any further leakage from the ports. If leakage occurs at a rate of 6-8 drops per minute or more, the piston seals are defective and must be replaced.
6. If no repairs are necessary or when repairs have been made, replace counterbalance valve and carefully reconnect hydraulic hoses to cylinder port block.
7. Activate hydraulic system and run cylinder through one complete cycle to check for leaks.

2.10 CYLINDER REMOVAL AND INSTALLATION

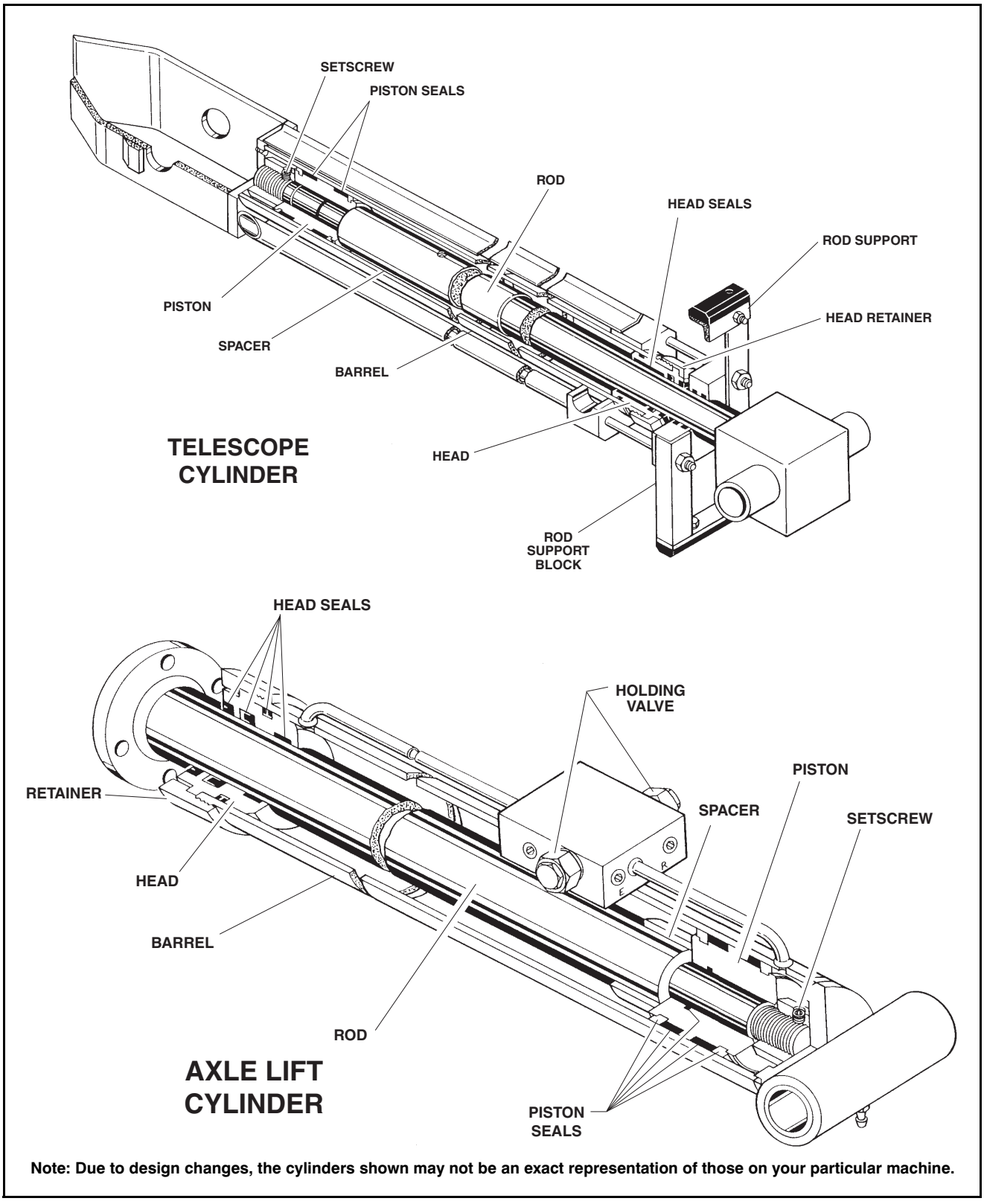
Telescope Cylinder Removal

1. Place machine on a flat and level surface, with axles extended and the boom fully retracted and in the horizontal position.
2. Shut down engine. Support boom platform end with a prop or suitable overhead lifting device.
3. Remove boom end cover.
4. Remove boom length/angle indicator from boom assembly.

⚠ CAUTION

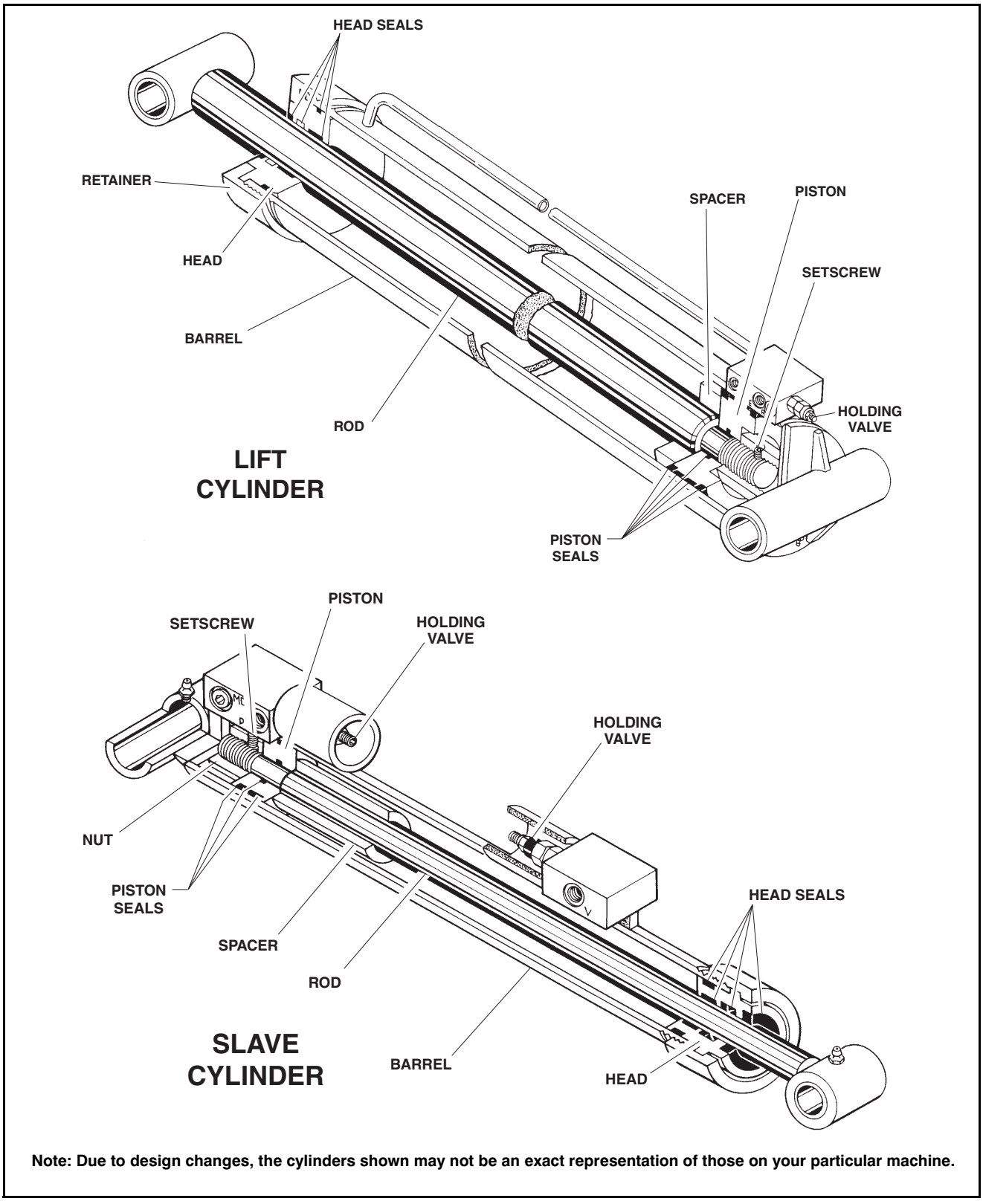
HYDRAULIC LINES AND PORTS SHOULD BE CAPPED IMMEDIATELY AFTER DISCONNECTING LINES TO AVOID THE ENTRY OF CONTAMINANTS INTO THE SYSTEM.

5. Tag and disconnect hydraulic lines to telescope cylinder. Use suitable containers to retain any residual hydraulic fluid. Cap hydraulic lines and ports.
6. Remove the two (2) cotter pins that retain the telescope rod attach pin to the base boom.
7. Using a suitable brass drift, carefully drive the telescope cylinder rod attach pin from the base boom.
8. Remove the telescope cylinder trunnion attach pin cover from each side of the base boom.
9. Remove the setscrews securing the telescope cylinder attach pin from each side of the telescope cylinder trunnion.
10. Using a suitable slide hammer, remove the half pins attaching the telescope cylinder to the inner mid boom section.
11. Attach a suitable sling to the telescope cylinder rod. Support with an overhead crane or other suitable lifting device.
12. Remove the rod support bracket at the aft end of the base boom.
13. Remove the two (2) extension chain adjusting nuts at the aft end of the base boom.
14. Remove the three (3) bolts, washers and lockwashers attaching the chain adjust bracket to the aft end of the base boom and remove bracket.



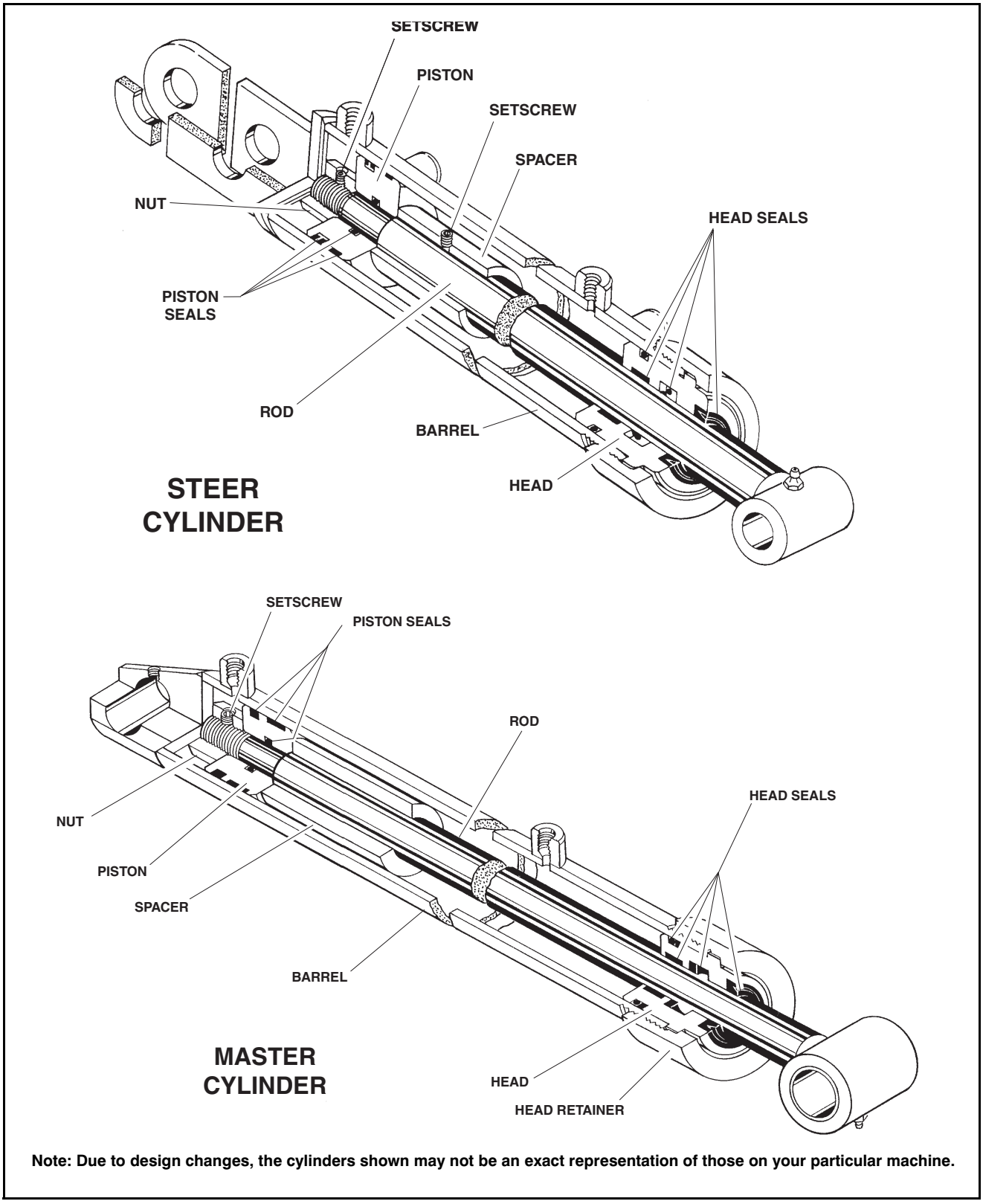
Note: Due to design changes, the cylinders shown may not be an exact representation of those on your particular machine.

Figure 2-5. Typical Hydraulic Cylinders - Sheet 1 of 5



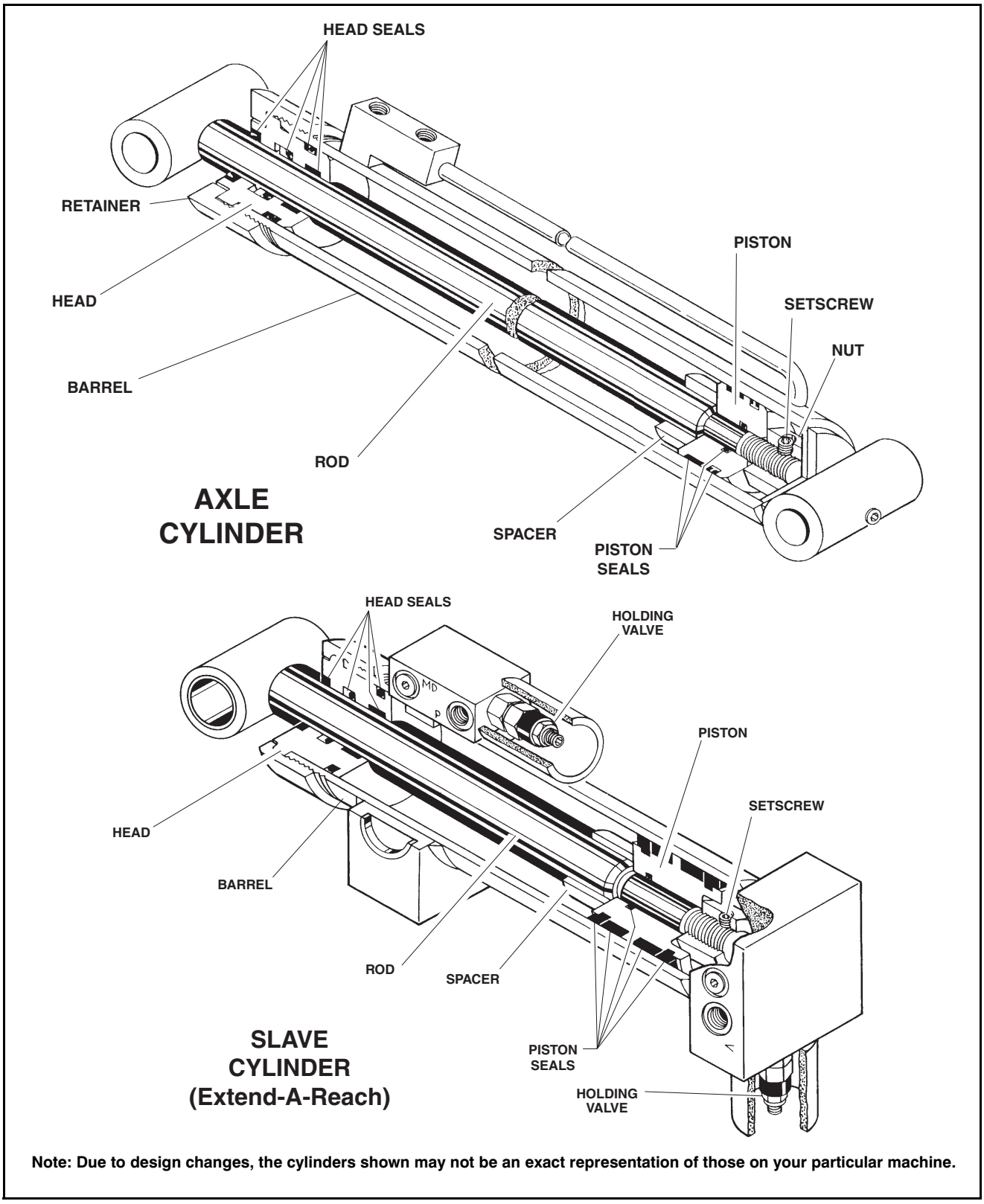
Note: Due to design changes, the cylinders shown may not be an exact representation of those on your particular machine.

Figure 2-6. Typical Hydraulic Cylinders -Sheet 2 of 5



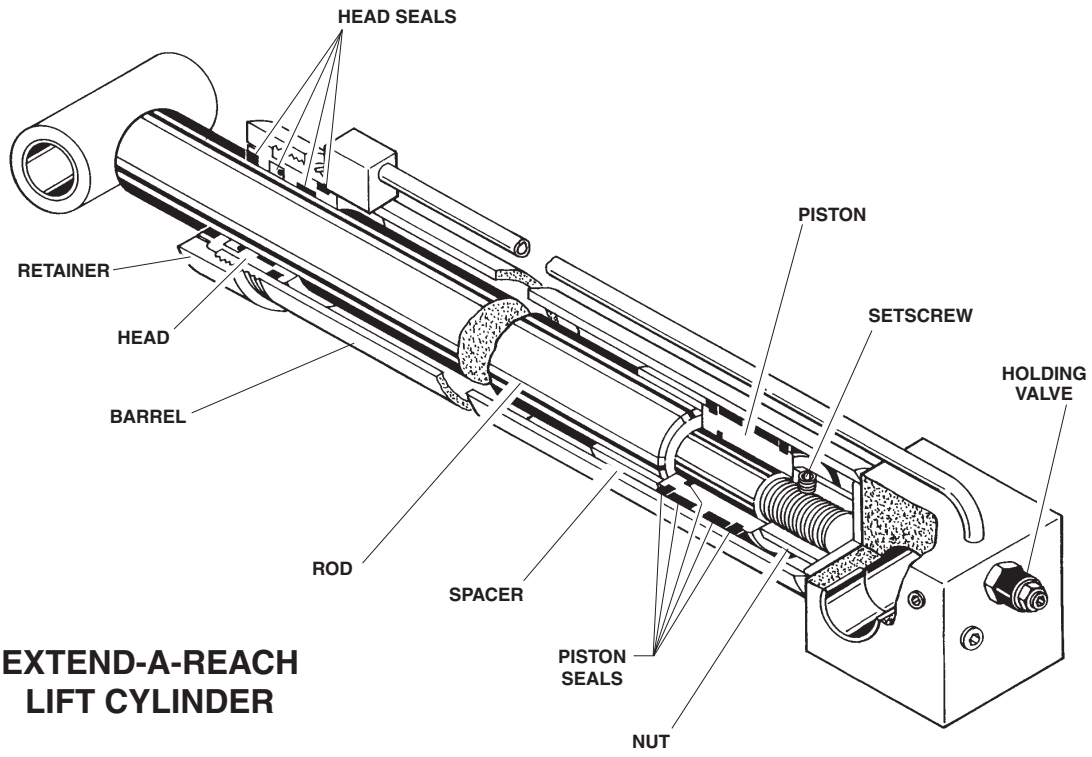
Note: Due to design changes, the cylinders shown may not be an exact representation of those on your particular machine.

Figure 2-6. Typical Hydraulic Cylinders - Sheet 3 of 5



Note: Due to design changes, the cylinders shown may not be an exact representation of those on your particular machine.

Figure 2-6. Typical Hydraulic - Sheet 4 of 5



Note: Due to design changes, the cylinders shown may not be an exact representation of those on your particular machine.

Figure 2-6. Typical Hydraulic Cylinders - Sheet 5 of 5

15. Pull boom sections apart several feet.
16. Using the lifting equipment, raise the cylinder to obtain sufficient clearance for removal of the cylinder.
17. Connect a suitable lifting device to the extension chain adjust rod on top of the telescope cylinder.
18. Using both lifting devices, carefully pull the cylinder from the boom assembly.

NOTE: *The extension rod will come out of the boom twice as far as the telescope cylinder proportionally.*

19. Continue sliding the cylinder and extension rod out of the boom until the rod can be separated from the extension chain by removing the chain clevis attach pin.
20. Using the lifting equipment, remove the extension chain bar.
21. Continue sliding the cylinder from the boom, laying the extension chain on top of the base boom as the cylinder is coming out.
22. Using another lifting device, support the sheave wheel end of the cylinder and remove the cylinder from the boom assembly.
23. Carefully lift the cylinder clear of the boom assembly and lower to the ground or suitably supported work area.

Telescope Cylinder Installation

1. Using suitable lifting equipment, carefully lower the cylinder to the boom assembly.
2. Using another lifting device, support the sheave wheel end of the cylinder and install the cylinder into the boom assembly.
3. Slide the extension cylinder into the boom, sliding the extension chain in place as the cylinder is moving in.
4. Using the lifting equipment, install the extension chain bar.
5. Continue sliding the cylinder and extension rod into the boom until the rod can be attached to the extension chain by installing the chain clevis attach pin.

6. Install the chain adjust bracket and install the three (3) bolts, washers and lockwashers which attach the bracket to the aft end of the base boom.
7. Install the two (2) extension chain adjusting nuts at the aft end of the base boom.
8. Install the rod support bracket at the aft end of the base boom.
9. Remove the sling attached to the telescope cylinder rod.
10. Pull boom sections back into the fully retracted position.
11. Using a suitable brass drift, if necessary, install the half pins attaching the telescope cylinder to the inner mid boom section.
12. Install setscrews that attach the telescope cylinder attach pins to each side of the telescope cylinder trunnions.
13. Install the telescope cylinder trunnion attach pin cover to each side of the base boom.
14. Carefully install the telescope cylinder rod attach pin into the base boom.
15. Install the two (2) cotter pins that retain the telescope rod attach pin to the base boom.
16. Remove applicable hydraulic line and port caps and correctly connect the hydraulic lines to the telescope cylinder. Ensure that all hoses are correctly routed.
17. Cycle telescope function several times to dissipate any air from cylinder and lines. Properly torque boom chains to 59 ft. lb. (80 Nm).
18. Install boom length/angle indicator on boom assembly.

NOTE: *Boom length/angle indicator will need to be adjusted as per the procedure listed in paragraph 2-30 of this manual.*

19. Using all applicable safety precautions, operate the boom functions. Check for correct operation and hydraulic leaks. Secure as necessary.
20. Install boom end cover.
21. Retract boom fully and place in stowed position.

Lift Cylinder Removal

1. Place the machine on a flat and level surface. Start the engine and place the boom in a horizontal position. Shut down the engine and attach a suitable support device to the boom. Using a suitable brass drift drive out the cylinder rod attach pin.
2. Using auxiliary power, retract the lift cylinder rod completely.
3. Remove the barrel end attach pin retaining plate and hardware. Using a suitable brass drift drive out the barrel end attach pin from the upright.
4. Remove the cylinder from the boom and place in a suitable work area.

Lift Cylinder Installation

1. Install lift cylinder in place using suitable slings or supports, aligning attach pin mounting holes on the upright.
2. Using a suitable drift, drive the barrel end attach pin through the mounting holes in the lift cylinder and the upright. Secure in place with the pin retaining plate and hardware.
3. Remove cylinder port plugs and hydraulic line caps and correctly attach lines to cylinder ports.
4. Using auxiliary power, extend the cylinder rod until the attach pin hole aligns with those in the boom. Using a suitable drift, drive the cylinder rod attach pin through the aligned holes, taking care to align the grooved pin holes. Secure the pin in place with the bolt, lockwasher and nut.
5. Place boom in the stowed position and shut down engine. Check hydraulic fluid level and adjust accordingly.

Master Level Cylinder Removal

1. With the main boom positioned to horizontal and properly supported, prepare to remove the upright level cylinder.
2. Remove the bolt, lockwasher and nut securing the level cylinder rod attach pin to the tower boom. Using an appropriate brass drift, drive out the level cylinder rod attach pin.
3. Tag, disconnect and cap hydraulic lines to level cylinder.

NOTE: *When disconnecting hydraulic lines, any residual hydraulic fluid should be drained into a suitable container.*

4. Make up two temporary hose assemblies (3/8 In. x 10 ft.) to carry power from the turntable swing motor supply hoses to the lift cylinder. Couple temporary hoses to swing motor supply hoses, using reducer fittings if necessary. Plug ports in swing motor.
5. After installing temporary hoses, activate swing function, using auxiliary power, to fully retract level cylinder rod.

6. Remove temporary hoses from level cylinder and cap them. Plug cylinder ports.
7. Using slings, restrain level cylinder.
8. Remove retaining plate and bolts from upright cylinder attach pin.
9. Using an appropriate brass drift, drive out the upright attach pin. Carefully remove restraining slings and remove level cylinder from boom

Master Level Cylinder Installation

1. With the boom positioned at horizontal and properly supported, place the master level cylinder in position on the boom and secure in place using slings.
2. Align barrel end bushing with pin attach blocks in turntable upright and install upright attach pin using appropriate brass drift. Secure pin with retaining plate and retaining plate bolts.
3. Remove caps from temporary hydraulic lines and attach to level cylinder ports. Using auxiliary power, activate swing function and extend cylinder rod until rod bushing aligns with boom lift cylinder rod end attach bushing.
4. Using an appropriate brass drift drive the rod attach pin through the aligned bushings of the cylinder rod and boom lift cylinder rod end attach plate, taking care to align holes for bolt attachment. Secure rod end attach pin with bolt, lockwasher and nut.
5. Remove restraining slings from level cylinder.
6. Remove temporary hydraulic lines from cylinder ports and turntable swing motor hydraulic supply. Reattach hydraulic supply to swing motor.
7. Remove caps from cylinder hydraulic lines and correctly install lines to cylinder.
8. Remove boom support. Place boom in stowed position. Check hydraulic fluid level and adjust accordingly.

2.11 CYLINDER REPAIR

NOTE: *The following are general procedures that apply to all of the cylinders on this machine. Procedures that apply to a specific cylinder will be so noted.*

Disassembly

NOTICE

DISASSEMBLY OF THE CYLINDER SHOULD BE PERFORMED ON A CLEAN WORK SURFACE IN A DIRT FREE WORK AREA.

1. Connect a suitable auxiliary hydraulic power source to the cylinder port block fitting.

NOTICE

DO NOT FULLY EXTEND CYLINDER TO END OF STROKE. RETRACT CYLINDER SLIGHTLY TO AVOID TRAPPING PRESSURE.

2. Operate the hydraulic power source and extend the cylinder. Shut down and disconnect the power source. Adequately support the cylinder rod, if applicable.
3. If applicable, remove the cartridge-type holding valve and fittings from the cylinder port block. Discard o-rings.

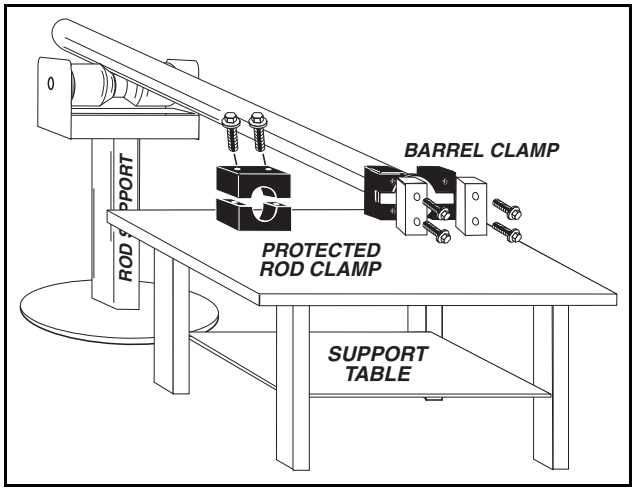


Figure 2-6. Cylinder Barrel Support

4. Place the cylinder barrel into a suitable holding fixture.
5. Tap around outside of cylinder head retainer, if applicable, and/or cylinder head gland with a suitable hammer to shatter loctite.
6. Using a suitable spanner wrench or chain wrench, loosen the cylinder head retainer, if applicable, and/or cylinder head gland, and remove from cylinder barrel. If using a chain wrench, keep wrench toward outside (rod side) of gland nut to avoid distorting threads.
7. Attach a suitable pulling device to the cylinder rod port block end or cylinder rod end, as applicable.

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN REMOVING THE CYLINDER ROD, HEAD, AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

8. With the barrel clamped securely, apply pressure to the rod pulling device and carefully withdraw the complete rod assembly from the cylinder barrel.

⚠ CAUTION

ONCE THE HEAD GLAND HAS CLEARED THE CYLINDER CASE MOUTH, THE ROD MUST BE SUPPORTED CLOSE TO THE CYLINDER CASE PRIOR TO THE PISTON BEING PULLED PAST THE CYLINDER CASE THREADS. THIS IS DONE TO AVOID DAMAGE TO THE CYLINDER CASE THREADS, AND/OR THE PISTON AND PISTON SEALS.

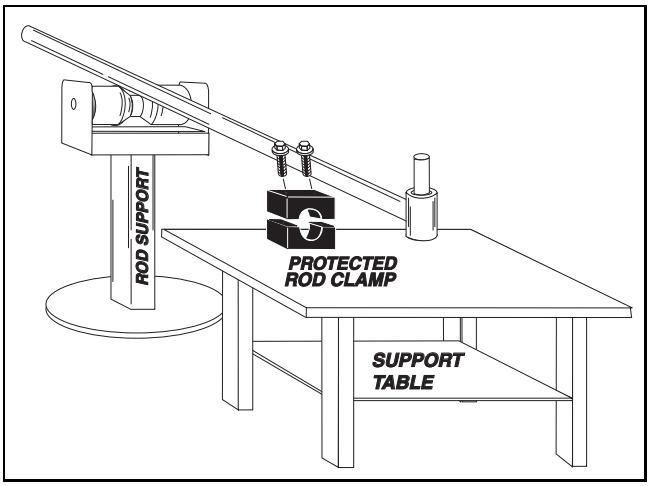


Figure 2-7. Cylinder Rod Support

9. Using suitable protection, clamp the cylinder rod in a vise or similar holding fixture as close to the piston as possible.
10. Remove the set screw(s), if applicable, and nut which attach the piston to the rod, and remove the piston. Discard nylon point set screws.
11. Remove the piston rings.
12. Remove and discard the piston o-rings, seal rings, and backup rings.
13. Remove the set screw, if applicable, piston spacer, and wear ring, if applicable, from the rod.
14. Remove the rod from the holding fixture. Remove the cylinder head gland and retainer, if applicable. Discard the o-rings, back-up rings, rod seals, and wiper seals.

Cleaning and Inspection

1. Clean all parts thoroughly in an approved cleaning solvent.
2. Inspect the cylinder rod for scoring, tapering, ovality, or other damage. If necessary, dress rod with Scotch Brite or equivalent. Replace rod if necessary.
3. Inspect threaded portion of rod for excessive damage. Dress threads as necessary.
4. Inspect inner surface of cylinder barrel tube for scoring or other damage. Check inside diameter for tapering or ovality. Replace if necessary.
5. Inspect threaded portion of barrel for damage. Dress threads as necessary.
6. Inspect piston surface for damage and scoring and for distortion. Dress piston surface or replace piston as necessary.
7. Inspect seal and o-ring grooves in piston for burrs and sharp edges. Dress applicable surfaces as necessary.
8. Inspect cylinder head inside diameter for scoring or other damage and for ovality and tapering. Replace as necessary.
9. Inspect seal and o-ring grooves in head for burrs and sharp edges. Dress applicable surfaces as necessary.
10. If applicable, inspect cylinder head retainer or end cap for surface or thread damage. Repair or replace as necessary.
11. Inspect cylinder head outside diameter for scoring or other damage and ovality and tapering. Replace as necessary.
12. If applicable, inspect thread ring for scoring or other damage. Dress threads or applicable surfaces as necessary.
13. If applicable, inspect rod and barrel bushings for signs of correct lubrication and excessive wear. Replace as necessary.
14. Inspect travel limiting collar or spacer for burrs and sharp edges. If necessary, dress inside diameter surface with Scotch Brite or equivalent.
15. If applicable, inspect port block fittings and holding valve. Replace as necessary.
16. Inspect the oil ports for blockage or the presence of dirt or other foreign material. Repair as necessary.
17. If applicable, inspect piston rings for cracks or other damage. Replace as necessary.

Assembly

NOTE: *Prior to cylinder assembly, ensure that the proper cylinder seal kit is used. See your JLG Parts Manual.*

Apply a light film of hydraulic oil to all components prior to assembly.

NOTICE

WHEN INSTALLING NEW "POLY-PAK" TYPE PISTON SEALS, ENSURE SEALS ARE INSTALLED PROPERLY. REFER TO FIGURE 2-8 FOR CORRECT SEAL ORIENTATION. IMPROPER SEAL INSTALLATION COULD RESULT IN CYLINDER LEAKAGE AND IMPROPER CYLINDER OPERATION.

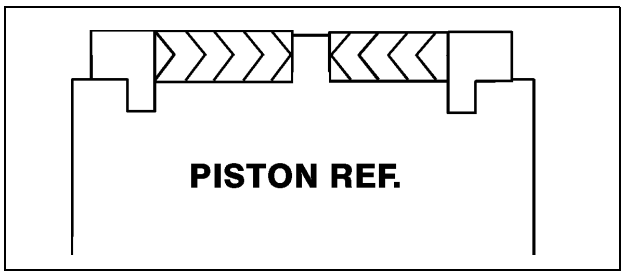


Figure 2-8. Poly-Pak Seal Installation

1. Place a new wiper seal and rod seal into the applicable cylinder head gland grooves.
2. Carefully install the head gland on the rod, ensuring that the wiper and rod seals are not damaged or dislodged. Push the head along the rod to the rod end, as applicable.
3. Carefully slide the piston spacer on the rod. If applicable, align the oil holes in the rod and the spacer. Secure the spacer, if applicable.
4. If applicable, correctly place a new o-ring and back-up rings in the inner piston diameter groove.
5. Carefully place the piston on the cylinder rod, ensuring that the o-ring and back-up rings are not damaged or dislodged.
6. Using suitable protection, clamp the cylinder rod in a vise or similar holding fixture as close to the piston as possible.
7. Push the piston onto the rod until it abuts the spacer end and install the attaching nut.

⚠ WARNING

IF CYLINDER IS EQUIPPED WITH A PISTON NUT, APPLY "LOCQUIC PRIMER T" AND LOCTITE #242 TO PISTON NUT THREADS, THEN TIGHTEN NUT TO TORQUE SHOWN IN TABLE 2-2.

Table 2-2.Cylinder Piston Nut Torque Specifications.

Description	Nut Torque Value (Wet)	Setscrew Torque Value (Dry)
Lift Cylinder	814 Nm	22.5 Nm
Slave Cylinder	109 Nm	12 Nm
Master Cylinder	109 Nm	12 Nm
Steer Cylinder	109 Nm	12 Nm
Telescope Cylinder	814 Nm	12 Nm
Axle Extension Cylinder	109 Nm	12 Nm
Axle Lift Cylinder	553 Nm	12 Nm
Extend - A - Reach		
Lift Cylinder	553 Nm	12 Nm
Slave Cylinder	271 Nm	12 Nm

NOTE: *Self-locking setscrews used on piston nuts should be discarded and replaced whenever they are removed.*

8. If applicable, torque the piston nut to the proper torque as outlined in Table 2-2. Spot drill the piston rod at the point where the setscrew is inserted into the piston nut. Install the setscrew(s) which secure the piston attaching nut to the diameter groove.
9. Remove the cylinder rod from the holding fixture.
10. Place new o-rings and seals in the applicable outside diameter grooves of both the piston and the cylinder head.
11. Position the cylinder barrel in a suitable holding fixture.

NOTICE

EXTREME CARE SHOULD BE TAKEN WHEN INSTALLING THE CYLINDER ROD, HEAD, AND PISTON. AVOID PULLING THE ROD OFF-CENTER, WHICH COULD CAUSE DAMAGE TO THE PISTON AND CYLINDER BARREL SURFACES.

12. With barrel clamped securely, and while adequately supporting the rod, insert the piston end into the barrel cylinder. Ensure that the piston loading o-ring and seal ring are not damaged or dislodged.
13. Continue pushing the rod into the barrel until the cylinder head gland can be inserted into the barrel cylinder or, if applicable, until the cylinder head threads engage the threads of the barrel.
14. If applicable, secure the cylinder head retainer using a suitable spanner type wrench in the holes provided.
15. After the cylinder has been reassembled, the rod should be pushed all the way in (fully retracted) prior to the reinstallation of any holding valve or valves.

16. If applicable, install the cartridge-type holding valve and fittings in the rod port block using new o-rings as applicable. Torque holding valves in accordance with Table 2-3.

⚠ CAUTION

IF THE CYLINDER IS TO BE TESTED PRIOR TO INSTALLATION ON THE MACHINE, EXTREME CARE SHOULD BE USED TO INSURE THAT THE OUTER END OF THE ROD IS SUPPORTED. USE EITHER A TRAVELING OVERHEAD HOIST, FORKLIFT, OR OTHER MEANS TO SUPPORT THE OVERHANGING WEIGHT OF THE EXTENDING ROD.

Table 2-3.Holding Valve Torque Specifications

Description	Torque Value
Sun - 7/8 Hex M20 x 1.5 Thds.	41-48 Nm
Sun - 1 1/8 Hex 1/14 UND Thds.	61-68 Nm
Sun - 1 1/4 Hex M36 x 2 Thds.	204-217 Nm
Racine - 1 1/8 Hex 1 1/16 - 12 Thds.	68-75 Nm
Racine - 1 3/8 Hex 1 3/16 - 12 Thds.	102-109 Nm
Racine - 1 7/8 Hex 1 5/8 - 12 Thds.	136-149 Nm

NOTE: *Steps (17) thru (20) apply to the telescope cylinder.*

17. Elevate the barrel end of the cylinder to a work bench or other suitable device.
18. Plug the retract port and supply hydraulic power to the extend port.
19. Open the bleeder port plug (TP), venting all trapped air to atmosphere. Retighten the bleeder port plug. Disconnect the hydraulic power source and remove plug from retract port.
20. An alternative to steps (18) thru (20) is to position the barrel horizontally in a suitable holding device, attach a hydraulic power source to both extend and retract ports, while supporting the cylinder rod, cycle the cylinder a minimum of 5 times with the bleeder port unplugged, venting all trapped air to atmosphere. A suitable hose may be attached to the bleeder port with the end in a container suitable to contain the hydraulic fluid. After all air is vented remove all attached hoses, and install the bleeder port plug. Also plug the extend and retract ports until cylinder is installed in boom.

2.12 BOOM MAINTENANCE

Removal

1. Shut down machine systems.

NOTE: *Boom Assembly weighs approximately 4536 kg.*

2. Using suitable lifting equipment, adequately support boom weight along entire length of retracted boom.

⚠ CAUTION

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

3. Tag and disconnect hydraulic lines that run along the side of the boom.
4. Remove hardware attaching upper lift cylinder attach pin to boom.
5. Using a slide hammer or similar tool, and taking care not to damage pin, remove pin from boom.
6. Using all applicable safety precautions, and only if necessary, operate crane and fully retract lift cylinder.
7. Shut down machine systems.
8. Tag and disconnect all wiring to ground control box.
9. Remove boom length/angle indicator box.
10. Loosen and remove hardware securing boom pivot pin.
11. Ensuring that boom is adequately supported and using a suitable slide hammer, carefully remove pivot pin from boom and turntable structure. Ensure that boom and turntable structure are not damaged.
12. Carefully lift boom assembly clear of turntable and lower to ground or suitably supported work surface.

Disassembly

NOTE: *Left or right is determined facing the machine from the platform.*

1. Loosen the right side powertrack bracket and powertrack and lay on top of boom assembly.

⚠ CAUTION

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

2. Tag and disconnect hydraulic lines to slave level cylinder and rotator motor.
3. Tag and disconnect wiring to platform control box.
4. Remove the left side powertrack.
5. Remove platform from boom assembly.
6. Remove cotter pins retaining telescope cylinder rod attach pin to base section.
7. Using a suitable brass drift, carefully drive telescope cylinder pin from base section.
8. Remove outer mid section extend chain adjust nut and locknut at upper aft end of base section.
9. Remove bolts, washers and lockwashers attaching outer mid section extend chain attach block to upper aft end of base section. Remove block.
10. Remove fly section extend chain adjust nut and locknut at lower front end of inner mid section.
11. Remove outer mid section retract chain adjust nut and locknut at lower front end of base section.
12. Remove fly section retract chain adjust nut and locknut at lower front end of inner mid section.

NOTE: *Note and record the number and thickness of any wear pad shims during wear pad removal.*

13. Remove bolts and lockwashers attaching side wear pads to front of base section. Remove pads and any shims.
14. Remove bolts, washers and lockwashers attaching lower front wear pads and mounting blocks to base section. While supporting assembled fly, outer mid and inner mid sections, remove wear pads, mounting blocks and shims.
15. Remove bolts and lockwashers attaching top front wear pad to base section. Remove pad and shims.
16. Using suitable lifting equipment, partially slide assembled inner mid, outer mid and fly sections out of base section.
17. Using suitable straps, tie off outer mid section retract chains to underside of inner mid section as inner mid, outer mid and fly sections are exiting base section.
18. Carefully lift inner mid, outer mid and fly sections clear of base section and lower to a suitably supported work area.
19. Using suitable lifting equipment, support telescope cylinder rod.
20. Remove setscrews securing trunnion pins that secure inner mid section to telescope cylinder.
21. Using a suitable tool, scribe a line on the outer end of each trunnion pin and boom structure as an aid to pin alignment during boom assembly.
22. Using a suitable slide hammer, remove trunnion pins attaching telescope cylinder to inner mid section.
23. Remove cotter pins and chain attach pins attaching outer mid section retract chains to lower aft end of outer mid section and remove chains.
24. Remove setscrews which attach chain sheave pins at lower aft end of inner mid section.
25. Using a suitable brass drift, carefully drive sheave pins from inner mid section and remove sheaves and thrust washers. If necessary, remove bushings from sheaves and replace. Ensure that pins, grease fittings and corresponding boom and sheave surfaces are not damaged.
26. Remove cotter pins and chain attach pins attaching fly section retract chains to lower aft end of fly section and remove chains.
27. Remove setscrews which attach chain sheave pins at lower aft end of outer mid section.
28. Using a suitable brass drift, carefully drive sheave pins from outer mid section and remove sheaves, seals, and thrustwashers. If necessary, remove bushings from sheaves and replace. Ensure that pins, grease fittings and corresponding boom and sheave surfaces are not damaged.
29. Pull boom sections out several feet to allow ample clearance for telescope cylinder removal.
30. Remove outer mid section extension chain adjust nut and locknut from clevis at lower aft end of outer mid section.
31. Using suitable lifting equipment, carefully slide telescope cylinder out of fly, outer mid, and inner mid sections, along with extension chain and bar.
32. When approximately one-half of the telescope cylinder is removed from the boom assembly, the extension bar attach to chain will become accessible. Remove cotter pins and clevis pin attaching extension bar to chain and remove bar.
33. Carefully lift telescope cylinder clear of boom assembly and lower to ground or suitably supported work area.
34. Remove bolts attaching outer mid section retract chain adjust block at lower front end of inner mid section and remove block.

NOTE: *Note and record number and thickness of any wear pad shims during wear pad removal.*

35. Remove bolts and lockwashers which attach upper aft inner mid section wear pads and remove pads and any shims.
36. Remove bolts, washers and lockwashers which attach bottom wear pads at front of inner mid section and remove pads and any shims.
37. Remove bolts and lockwashers which attach side wear pads at front of inner mid section and remove pads and any shims.
38. Remove bolts and lockwashers which attach top wear pad at front of inner mid section and remove pad and any shims.
39. Using suitable lifting equipment, carefully slide outer mid and fly sections clear of inner mid section and lower to ground or other suitably supported work area.
40. Remove bolts and lockwashers which attach upper aft outer mid section wear pads and remove pads and any shims.
41. Remove bolts and lockwashers which attach bottom wear pads at front of outer mid section and remove pads and any shims.
42. Remove bolts and lockwashers which attach side wear pads at front of outer mid section and remove pads and any shims.
43. Remove bolts and lockwashers which attach top wear pads to front of outer mid section and remove pads and any shims.
44. Remove bolt, washer and lockwasher attaching fly section right hand extend chain sheave attach pin to front of outer mid section.
45. Using a suitable brass drift, carefully drive each sheave pin from the boom section and remove the sheave assemblies. Inspect pins, lubrication fittings and sheave bearings for damage and dirt or foreign material. Replace components as necessary.
46. Repeat steps (42) and (43) for left hand sheave.
47. Using suitable lifting equipment, carefully slide fly section clear of outer mid section and lower to ground or suitably supported work area.

Inspection

1. Inspect all sheaves (extend chains, retract chains and telescope cylinder) for excessive groove wear, burrs or other damage. Replace sheaves as necessary.
2. Inspect extend chain and retract chain sheave bearings for wear, scoring, or other damage, and for ovality. Replace bearings as necessary, ensuring they are installed flush with sheave surface.
3. Inspect extend chain and retract chain sheave pins for scoring, tapering, ovality and evidence of correct lubrication. Replace pins as necessary.
4. Inspect telescope cylinder sheave pin for tapering, scoring, ovality and evidence of correct lubrication. Replace pin as necessary.
5. Inspect boom pivot pin for wear, scoring or other damage, and for tapering or ovality. Replace pin as necessary.
6. Inspect upper lift cylinder attach pin for tapering, ovality, scoring, wear, or other damage. Ensure pin surfaces are protected prior to installation. Replace pin as necessary.
7. Inspect telescope cylinder trunnion attach pin for tapering, ovality, scoring, wear, or other damage. Replace pin as necessary.
8. Inspect extend chain attach clevis pins for wear, scoring, or other damage. Replace pins as necessary.
9. Inspect telescope cylinder rod attach pin for scoring, wear, or other damage. Replace pin as necessary.
10. Inspect inner diameter of boom pivot bushing for scoring, distortion, wear, or other damage. Replace bushing as necessary.
11. Inspect all wear pads for excessive wear or damage. Replace pads when worn to within 3.2 mm of insert.
12. Inspect extend and retract chains and chain attach components for cracks, stretching, distortion, or other damage. Replace components as necessary.
13. Inspect all threaded components for damage such as stretching, thread deformation, or twisting. Replace as necessary.
14. Inspect structural units of boom assembly for bending, cracking, separation of welds, or other damage. Replace boom sections as necessary.

Assembly

NOTE: *When installing fly section wear pads, install same number and thickness of shims as were removed during disassembly.*

1. Install upper aft fly section wear pads and shims, as required, using bolts and lockwashers.
2. Using suitable lifting equipment, carefully slide fly section into outer mid section.
3. Install fly section extend chain sheaves on front of outer mid section and install sheave pins. If necessary, tap pins into place using a soft headed mallet. Secure pins using bolts, washers and lockwashers.

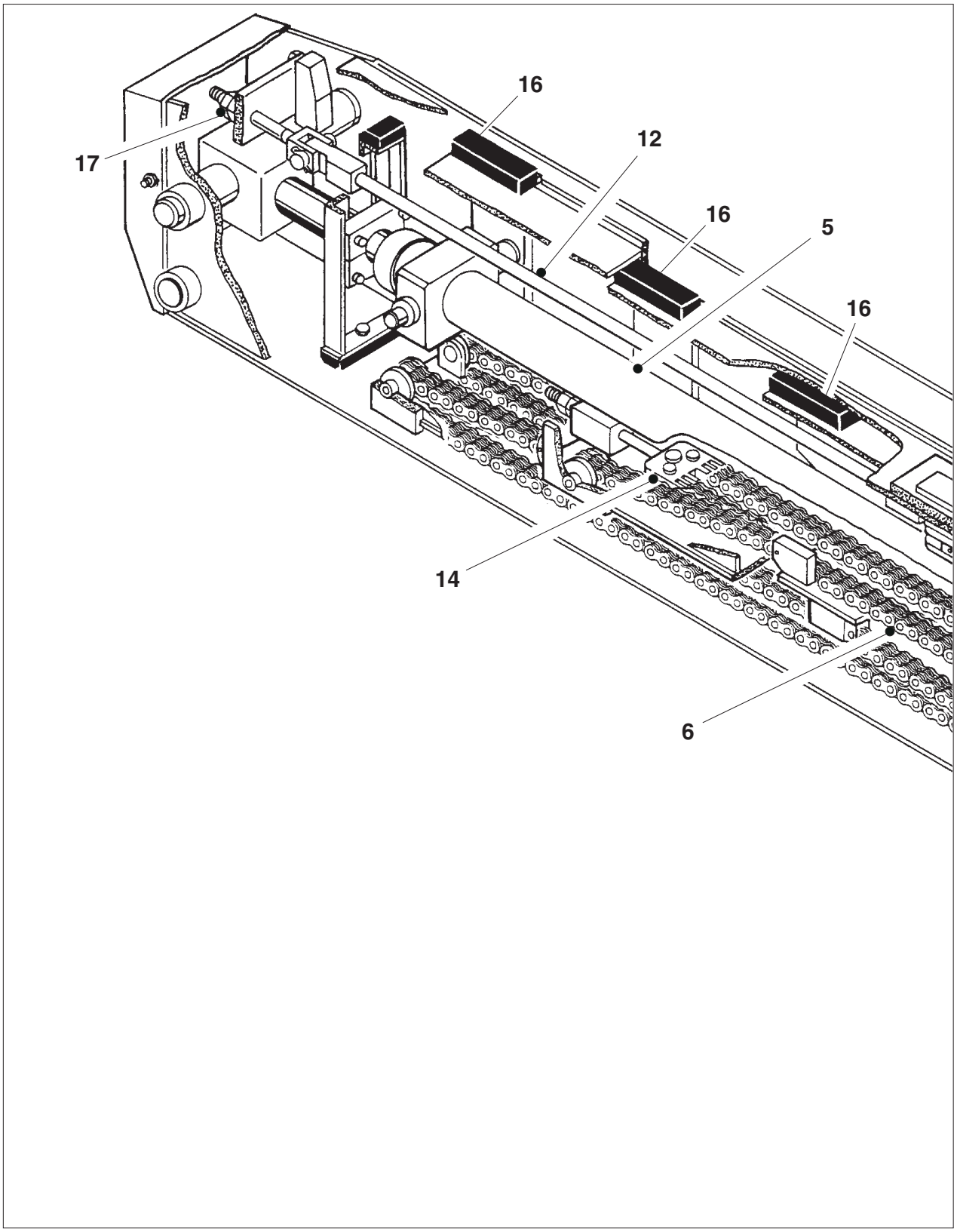


Figure 2-9. Boom Assembly (Sheet 1 of 2)

1. Boom Base
2. Inner Mid Boom
3. Outer Mid Boom
4. Fly Boom
5. Telescope Cylinder
6. Outer Mid Extend Chain
7. Fly Extend Chain
8. Fly Retract Chain
9. Outer Mid Retract Chain
10. Tele Cylinder Sheave
11. Sheave
12. Chain Extend Rod
13. Chain Attach Pin
14. Chain Adjustment Assembly
15. Chain Adjustment Assembly
16. Upper Rear Wear Pad
17. Adjustment & Jam Nuts
18. Safety Chain

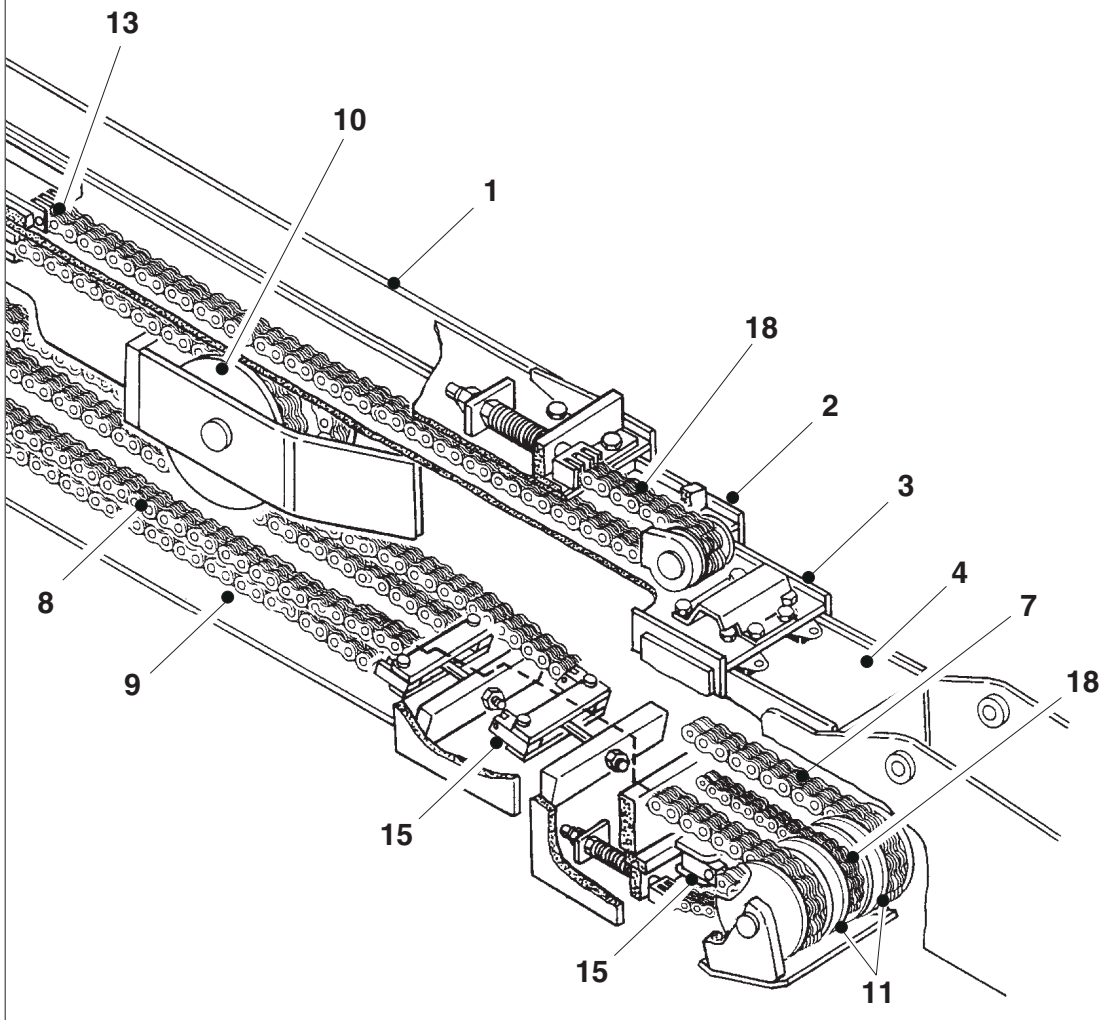


Figure 2-9. Boom Assembly (Sheet 2 of 2)

4. Install lubrication fittings in ends of pins and lubricate sheaves with MPG.

NOTE: *When installing outer mid section wear pads, install same number and thickness of shims as were removed during disassembly.*

5. Install outer mid section top front wear pads and shims, as required, using bolts and lockwashers.
6. Install outer mid section side front wear pads and shims, as required, using bolts and lockwashers.
7. Install outer mid section bottom front wear pads and shims, as required, using bolts and lockwashers.
8. Install outer mid section upper aft wear pads and shims, as required, using bolts and lockwashers.
9. Using suitable lifting equipment, carefully slide assembled outer mid and fly sections into inner mid section.

NOTE: *When installing inner mid section wear pads, install same number and thickness of shims as were removed during disassembly.*

10. Install inner mid section top front wear pads and shims, as required, using bolts and lockwashers.
11. Install inner mid section side front wear pads and shims, as required, using bolts and lockwashers.
12. Install inner mid section bottom front wear pads and shims, as required, using bolts, washers and lockwashers.
13. Install inner mid section upper aft wear pads and shims, as required, using bolts and lockwashers.
14. Install fly section retract chain adjust block on lower front end of inner mid section and secure with bolts.
15. Place outer mid section extend chain assembly along telescope cylinder chain rest with chain adjust assembly hanging just below cylinder sheave.
16. Using lightweight motor oil (SAE 20W), adequately lubricate portion of chain occupying cylinder chain rest.
17. Using suitable lifting equipment, maneuver telescope cylinder and outer mid section extend chain assembly into position at aft end of assembled boom sections.
18. With a slight downward angle on the cylinder, insert sheave and chain adjust into boom sections until it is possible to insert chain adjust into attach block at rear of outer mid section. Temporarily install chain adjust and locknuts.
19. Carefully feed telescope cylinder approximately halfway into boom sections, lubricating chain with lightweight motor oil as it passes along chain rest. Attach extension bar to chain and continue inserting into boom sections.
20. Install fly section retract chain sheaves, seals and thrustwashers at aft end of outer mid section.
21. Install sheave pins and if necessary, tap pins into place using a soft headed mallet. Secure pins with setscrews.
22. Install lubrication fittings on ends of pins and lubricate sheaves with MPG.
23. Install fly section retract chains at lower aft end of fly section. Install chain attach pins and flatwashers and secure with cotter pins.
24. Carefully place fly section retract chains around chain sheaves at aft end of inner mid section and through bottom of inner mid section.
25. Install fly section retract chain clevis into attach block at lower front end of inner mid section. Install adjust nut and locknut on clevis.
26. Install outer mid section retract chain sheaves and thrust washers at aft end of inner mid section.
27. Install sheave pins and, if necessary, tap pins into place using a soft headed mallet. Secure pins with setscrews.
28. Install lubrication fittings on ends of pins and lubricate sheaves with MPG.
29. Install outer mid section retract chains at lower aft end of outer mid section. Install chain attach pins and flatwashers and secure with cotter pins.
30. Carefully place outer mid section retract chains around chain sheaves at aft end of inner mid section. Tie chains to underside of inner mid section using suitable straps.
31. Using suitable lifting equipment, carefully align holes in telescope cylinder trunnion and holes in aft end of inner mid section.
32. Install trunnion pins, ensuring that holes in pins align with holes in trunnion. If necessary, tap pins into place with a soft headed mallet. Secure pins with setscrews.
33. Using suitable lifting equipment, carefully slide assembled inner mid, outer mid, and fly sections into base section.
34. As sections are being installed, remove straps from outer mid section retract chains and feed attach clevis through holes in bottom of forward end of base section.

35. Install outer mid section retract chain clevis into attach block at lower front end of base boom section. Install adjust nut and locknut on clevis.

NOTE: *When installing base section wear pads, install same number and thickness of shims as were removed during disassembly.*

36. Install base section top front wear pads and shims, as required, using bolts and lockwashers.
37. Install base section lower front wear pads, mounting blocks, and shims, as required, using bolts, washers, and lockwashers.
38. Install base section side front wear pads and shims, as required, using bolts and lockwashers.
39. Carefully align telescope cylinder rod end with holes in aft end of base boom section and install attach pin. If necessary, tap pin into place using a soft headed mallet. Secure pin with cotter pins.
40. Install outer mid section extend chain attach block at aft end of base section and secure with bolts and lockwashers.
41. Install outer mid section extend chain clevis through hole in attach block and secure with adjust nut and locknut.
42. Attach platform to boom assembly.
43. Attach the left side powertrack to boom assembly.
44. Connect wiring to platform control box.
45. Connect hydraulic lines to slave level cylinder and rotator motor.
46. Attach the right side powertrack bracket and powertrack to boom assembly.

Installation

1. Using suitable lifting equipment, position assembled boom on turntable so that boom pivot holes in both boom and turntable are aligned.
2. Insert boom pivot pin, ensuring that locating slots in pin are aligned with setscrew locating holes in pin bushings.
3. If necessary, gently tap pin into position with a soft headed mallet. Secure pin with setscrews.
4. Connect all wiring to ground control box.
5. Using all applicable safety precautions, operate lifting equipment in order to position boom lift cylinder so that holes in cylinder rod end and boom structure are aligned. Insert lift cylinder pin.
6. If necessary, gently tap pin into position with a soft headed mallet, ensuring that pin plate holes are aligned with attach holes in boom structure. Install pin attaching bolts, washers and lockwashers.
7. Shut down machine systems.
8. Connect hydraulic lines running along side of boom.
9. Install boom length/angle sensor box. Adjust boom length/angle sensor box in accordance with paragraph 2-30.
10. Using all applicable safety precautions, operate machine systems and raise and extend boom fully, noting the performance of the extension cycle. If chattering is apparent, extend chain system requires adjustment.
11. Retract and lower boom, noting performance of retraction cycle. If chattering is apparent, retract chain system requires adjustment.
12. Shut down machine systems.
13. Adjust extend and retract chain systems as required and secure adjustment locknuts.
14. As necessary, lubricate all points requiring lubrication.

2.13 TILT ALARM SWITCH LEVELING

NOTE: *Each machine is equipped with a tilt alarm switch, factory set to activate at 5 degrees, which will illuminate a warning light, sound a warning horn and cut out 2 Speed Drive. Consult factory for tilt sensor adjustment. The only field adjustment necessary is leveling the switch on the spring loaded studs. There are two methods of adjustment, a manual adjustment and an adjustment using a voltmeter.*

⚠ CAUTION

PERFORM TILT ALARM SWITCH LEVELING PROCEDURE A MINIMUM OF EVERY SIX MONTHS TO ENSURE PROPER OPERATION AND ADJUSTMENT OF SWITCH.

Manual Adjustment

1. Park the machine on a flat, level surface. Ensure machine is level and tires are filled to rated pressure.

NOTE: *Ensure switch mounting bracket is level and securely attached.*

2. Level the base of the indicator by tightening the three flange nuts. Tighten each nut through approximately one half of it's spring's travel. DO NOT ADJUST THE "X" NUT DURING THE REMAINDER OF THE PROCEDURE.

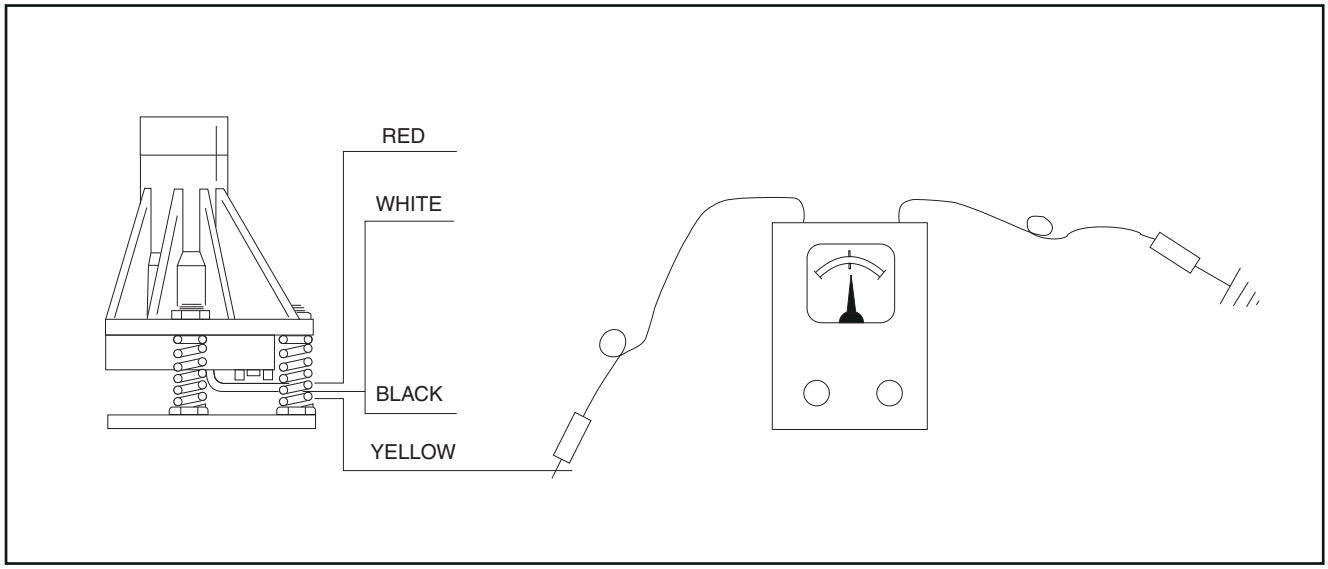


Figure 2-10. Tilt Switch Adjustment - Voltmeter

3. With the electrical connections complete, slowly tighten one of the “Y” nuts until the circuit is closed and the light on the Platform Control Console illuminates.

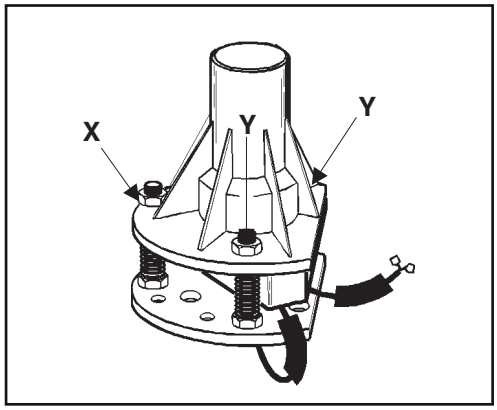


Figure 2-11. Tilt Switch Adjustment - Manual

4. Slowly back off the nut, counting the number of turns, until the circuit is again closed and the light again illuminates.
5. Divide the number of turns determined in step 4 in half. Tighten the nut this many turns. The line determined by this nut and the “X” nut is now parallel to the ground.
6. Repeat steps 3 through 5 for the remaining “Y” nut. The switch is now level.
7. Individually push down on one corner at a time; there should be enough travel to cause the switch to trip. If the switch does not trip in all three tests, the flange nuts have been tightened too far. Loosen the “X” nut and repeat steps 3 through 7.

Voltmeter Adjustment

1. Park machine on a flat, level surface. Ensure machine is level and tires are filled to rated pressure.
2. If engine is not running, turn ignition switch to ON.
3. Connect black lead of voltmeter to ground and red lead to yellow wire protruding from pot on bottom of sensor.
4. Adjust leveling nuts to obtain the highest possible voltage reading.
5. Check voltage at trip point in all four directions. If voltage reading is not symmetrical, repeat step 4 above.

2.14 LIMIT SWITCH ADJUSTMENTS

Boom Limit Switch

The boom limit switch is located on the left side of the base section of the boom. The switch will activate when the boom is extended past a set point with the axles retracted. When activated, the switch cuts out Telescope Out and Lift Up. Adjust the limit switch to trip at 10 feet (3 meters) of boom extension.

Horizontal Cut-Out Switch

The horizontal cut-out switch is located on the right side of the boom at the boom pivot pin. When activated, the switch cuts out the High Engine, High Drive and 2 Speed functions. Adjust the switch to activate when the boom reaches horizontal.

2.15 THROTTLE CHECKS AND ADJUSTMENTS - DEUTZ F4L-912 ENGINE

NOTE: *Never run fuel tank dry. Diesel engines cannot be restarted after running out of fuel until fuel system has been air-vented or "bled" of air. See Deutz instruction manual for procedure.*

1. Disconnect actuator cable from throttle lever. With the aid of an assistant, start the engine and allow it to come up to operating temperature. Adjust throttle lever stop until engine runs at 1800 RPM. Shut down engine. Reattach actuator cable to throttle lever, making sure that low (mid) engine setting remains the same. If necessary, adjust slide pin to contact low (mid) engine limit switch at 1800 RPM. Shut down engine.
2. Start the engine from ground controls and allow to come up to operating temperature. Inside the ground control terminal box, attach a "hot" wire from the 12 Volt power (red) wire at the PLATFORM/ GROUND SELECT switch to terminal 1 (brown/black wire) on the relay circuit card at the top of the ground control terminal box. This will cause the engine to run as if HIGH ENGINE and HIGH DRIVE are activated. Adjust slide pin to contact high engine limit switch at 2500 RPM. Remove "hot" wire from terminal 1 and from PLATFORM/GROUND SELECT switch. Shut down engine.

NOTE: *Actuator cable travel must stop slightly before lever makes contact with throttle lever stop. Failure to do so will burn out actuator.*

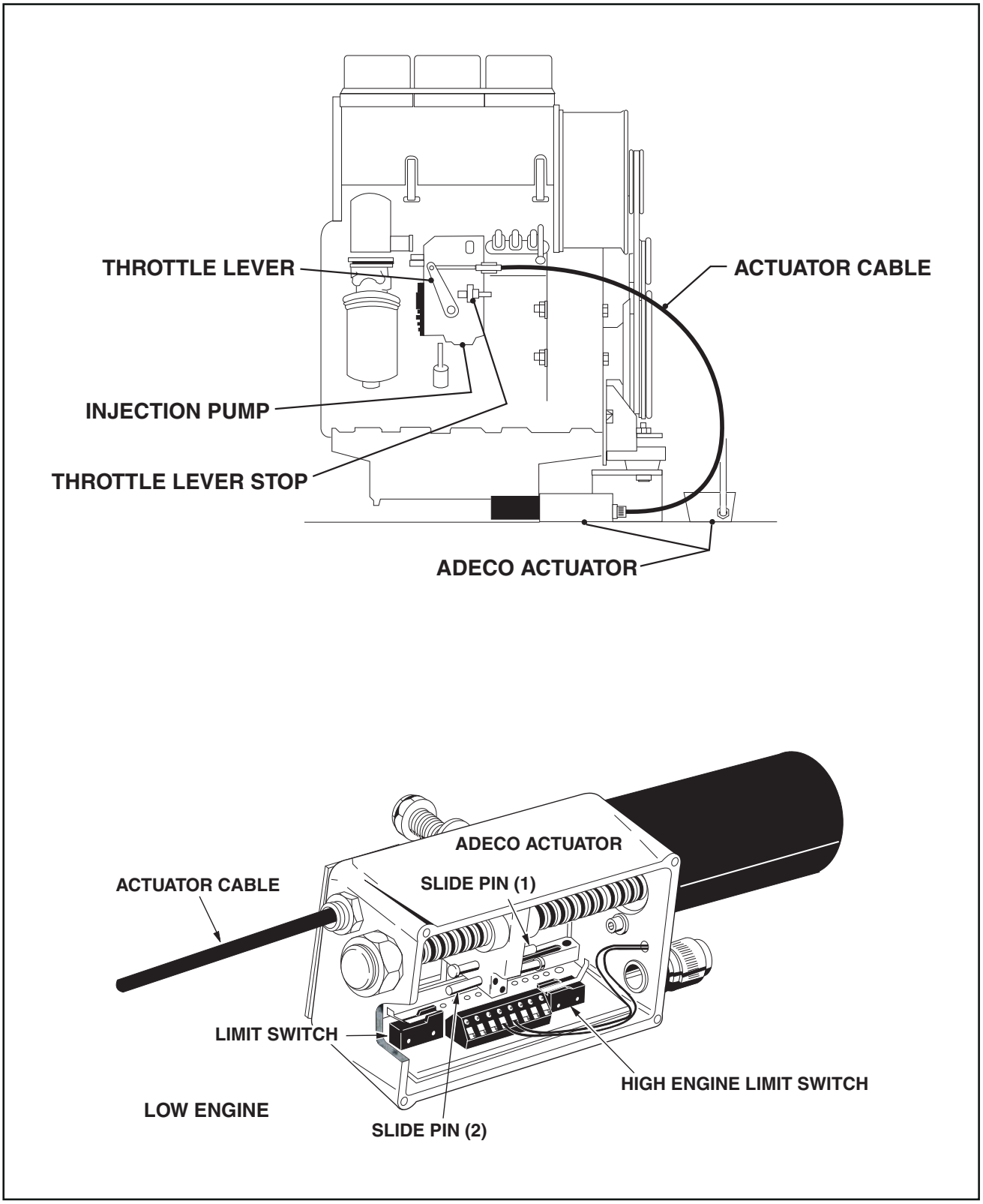


Figure 2-12. Throttle Checks and Adjustments - Deutz Engine

2.16 THROTTLE CHECKS AND PRECISION GOVERNOR ADJUSTMENTS - FORD ENGINE

Checks

1. Check that anti-dieseling solenoid is operating. If solenoid is operating, an audible click at the carburetor should be heard when the ignition is switched on.
2. Check throttle linkage for smooth operation by rotating throttle lever by hand to full throttle position, then slowly back to idle position, felling closely for sticking or binding. To accomplish this, the throttle must first be disconnected.

Choke Adjustments

NOTE: *Automatic choke and vacuum pulloff adjustment procedure to be made only on a cold engine.*

1. Make sure choke body and mounting bracket are positioned so that choke rod moves freely with no binding anywhere through its stroke.
2. The choke spring should hold the choke plate firmly closed but require only slight finger pressure to open at 70 degrees F (21 degrees C).
3. Retract pulloff shaft until it bottoms (as if under engine vacuum). Bend pulloff rod until a 9.5 mm rod just fits between choke plate and carburetor body.
4. The above procedure outlines the correct choke system environment for most conditions. Some environments such as high altitude, very warm or very cold temperatures may require that the choke cover be set richer or leaner, or the amount of pulloff may need to be varied somewhat.

Carburetor and Governor Adjustments

1. With the aid of an assistant, start the engine at the platform console and allow it to come up to operating temperature with the air cleaner installed. Adjust carburetor idle screw until engine idles at 1000 RPM. Shut down engine.

NOTE: *Steps 2, 3, and 4 are preliminary settings.*

2. With engine shut down, turn ‘low (mid) engine’ adjusting screw CCW to the stop. Do not turn past stop, as this breaks the pot, disabling the governor.
3. On controller, turn ‘high engine’ (P1) adjusting screw 25-30 turns CCW, then 10 turns CW.
4. On controller, turn ‘gain’ (P2) adjusting screw CCW to the stop, then CW until screw slot is vertical (approximately 1/4 turn).
5. On controller, turn ‘droop’ (P3) adjusting screw CCW to the stop, then CW until screw slot is vertical (approximately 1/4 turn). No further adjustment should be necessary to ‘droop’ (P3).
6. With the aid of an assistant at platform control console, start engine and allow to come up to operating temperature. Then have assistant depress footswitch and place engine speed switch to HIGH ENGINE.
7. If engine surging occurs at this point, turn ‘gain’ (P2) adjusting screw CCW until surging ceases. Turn ‘high engine’ (P1) adjusting screw until engine runs at 3000 RPM. Turning the screw CW increases RPM. Turning the screw CCW decreases RPM.
8. While your assistant continues to depress the footswitch, have them place engine speed switch to LOW ENGINE. Turn ‘low (mid) engine’ adjusting screw until engine runs at 1625 RPM. Turning the screw CW increases RPM. Turning the screw CCW decreases RPM. Shut down engine.

NOTE: *If engine surges under no load and you cannot get enough response from adjusting ‘gain’ (P2), try adjusting surge screw on actuator. Loosen surge screw locknut. Disconnect throttle linkage. Turn surge screw CW until linkage arm moves. Manually stroke the linkage fully and allow to return slowly until it stops. Try to move linkage toward return position. If linkage moves, turn surge screw CCW 1/2 turn. Again stroke linkage and allow to return slowly until it stops. Try to move linkage toward return position. If linkage moves, turn surge screw CCW 1/2 turn. Again stroke linkage and allow to return slowly until it stops. Try to move linkage toward return position. If linkage moves, turn surge screw CCW 1/2 turn. Repeat this procedure until linkage does not move after stroking. This will set buffer spring tension properly. Reconnect throttle linkage.*

9. With engine speed switch set to LOW ENGINE, when footswitch is depressed, engine should immediately respond. If response times lags, turn ‘gain’ (P2) adjusting screw CW to improve response time. Turn adjusting screw in small increments only until response time is correct. Turning adjusting screw too far CW can cause surging. (See step (7) above.)

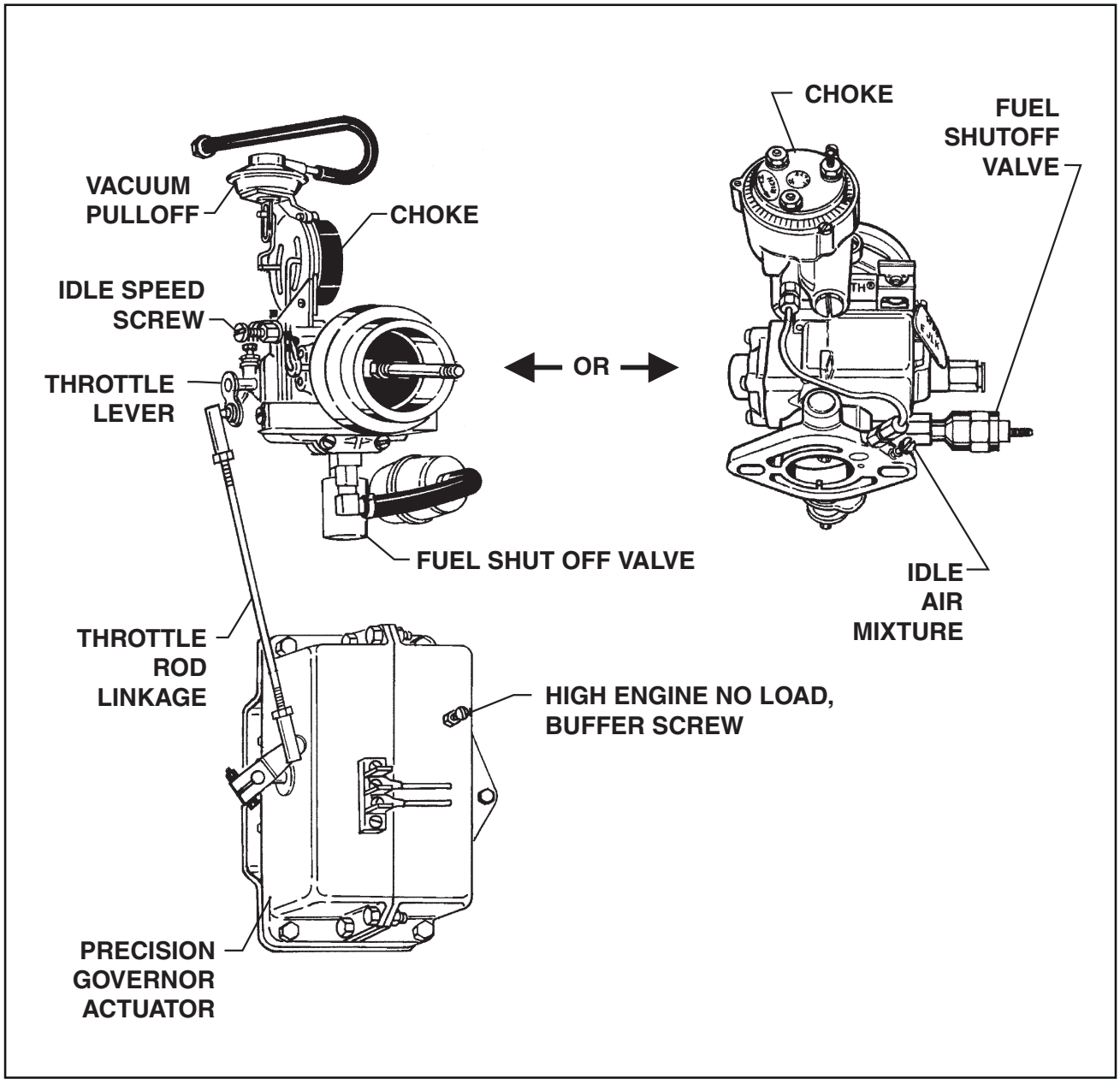


Figure 2-13. Precision Governor Adjustment - Ford Engine (Sheet 1 of 2)

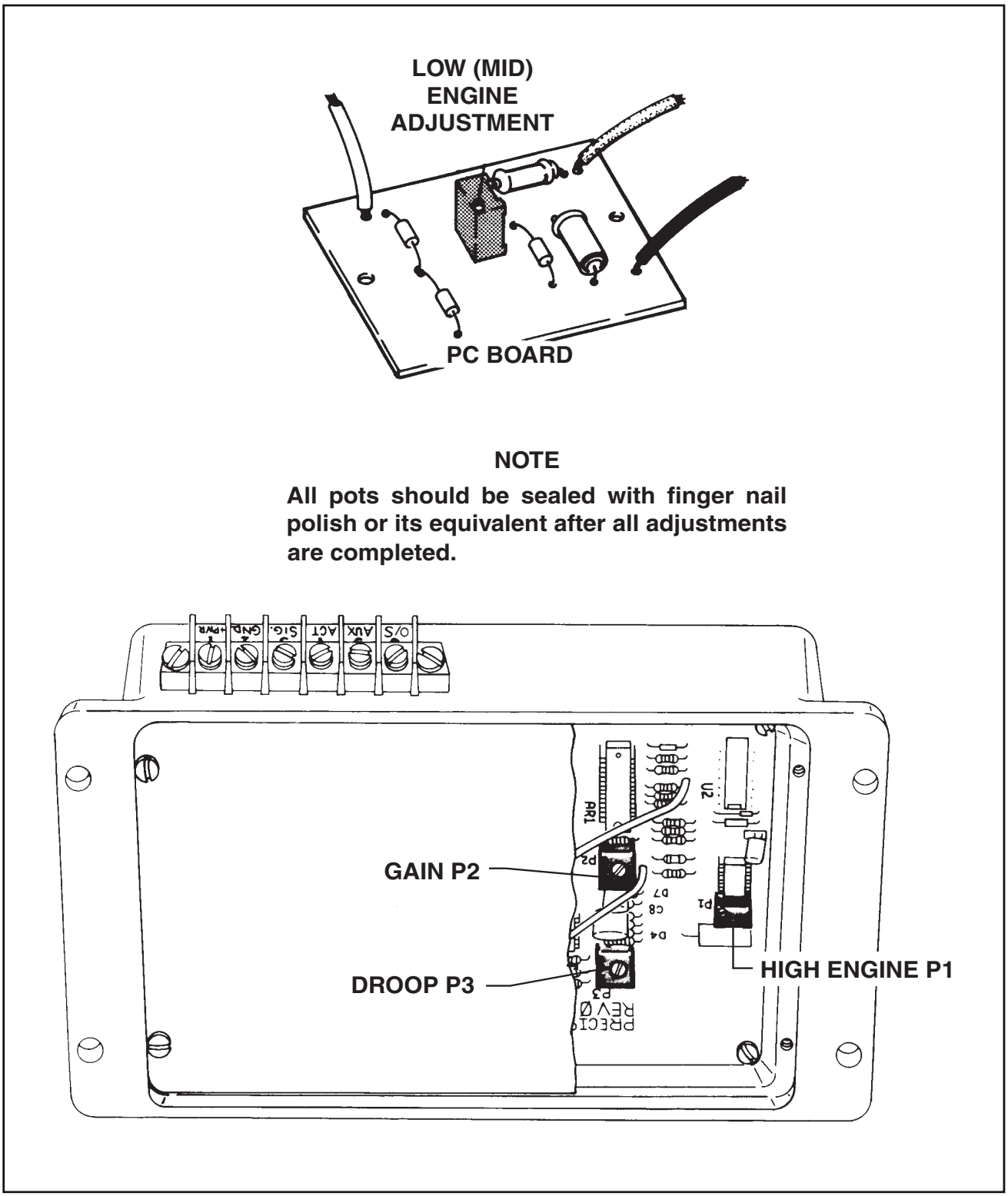


Figure 2-13. Precision Governor Adjustment - Ford Engine (Sheet 2 of 2)

2.17 PRESSURE SETTING PROCEDURES

Sequence Pressure (Prior to 1990)

1. Plug pressure gauge into quick-connect on high drive dump valve. Monitor gauge.
2. On sequence valve, loosen nut at main relief. On sequence valve 4640535 depress plunger; on sequence valve 4640580 use an allen wrench to turn the plunger in. Use plunger to set main relief to 300 psi (21 bar).
3. Loosen nut on sequence cartridge and adjust sequence pressure to 450 psi (31 bar). Tighten nut.
4. Use plunger to set main relief to 3500 psi (241 bar) and tighten nut on main relief cartridge.
5. Remove pressure gauge.

Sequence Pressure (1990 to Present)

1. Plug pressure gauge into quick-connect on high drive dump valve. Monitor gauge.
2. Run an electrical current to activate the dump valve.
3. Loosen the lock nut on sequence cartridge and adjust sequence pressure to 450 psi (31 bar). Turn the adjusting screw clockwise to increase pressure or counterclockwise to decrease pressure.
4. Tighten the lock nut and remove the electrical current from the dump valve.
5. Remove pressure gauge.

Pilot Pressure

1. Plug pressure gauge into quick-connect on accessory valve at PO port. Monitor gauge.
2. Activate lift down function and bottom out function.
3. Loosen nut on pressure reducing cartridge and adjust cartridge to 38 bar. Tighten nut.
4. Release lift down function.
5. Remove pressure gauge.

Proportional Valve

NOTE: *Make all proportional valve adjustments with engine at low rpm and pressure gauge attached to quick-connect on high drive dump valve.*

1. Swing Relief.
   a. Plug pressure gauge into quick-connect on high drive dump valve.
   b. Lock turntable, activate swing right function, bottom out function and monitor pressure gauge.
   c. Remove torque plug at swing right relief and adjust pressure to 83 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
   d. Release swing right function, activate swing left function, bottom out function and monitor pressure gauge.
   e. Remove torque plug at swing left relief and adjust pressure to 83 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
   f. Release swing left function and unlock turntable.
2. Lift Down Relief.
   a. Activate lift down function, bottom out function and monitor pressure gauge.
   b. Remove torque plug at lift down relief and adjust pressure to 83 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
   c. Release lift down function.
3. Lift Up Relief.
   a. Activate lift up function, bottom out function and monitor pressure gauge.
   b. Remove torque plug at lift up relief and adjust pressure to 207 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
   c. Release lift up function.
4. Telescope In Relief.
   a. Activate telescope in function, bottom out function and monitor pressure gauge.
   b. Remove torque plug at telescope in relief and adjust pressure to 172 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
   c. Release telescope in function.
5. Telescope Out Relief.
   a. Activate telescope out function, bottom out function and monitor pressure gauge.
   b. Remove torque plug at telescope out relief and adjust pressure to 103 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
   c. Release telescope out function.

6. Drive Relief.
    a. Disconnect and cap hose to drive motor and plug port on drive section of proportional valve. Monitor pressure gauge.
    b. Have an assistant activate drive forward.
    c. Remove torque plug at drive forward relief and adjust pressure to 241 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
    d. Have assistant deactivate drive forward and activate drive reverse.
    e. Remove torque plug at drive reverse relief and adjust pressure to 241 bar. Add shims to increase pressure, remove shims to decrease pressure. Install torque plug.
    f. Have assistant deactivate drive reverse.
    g. Remove plugs from drive ports on proportional valve and reconnect drive motor hoses to valve.
7. Main Relief.
    a. Disconnect and cap hoses to drive motor; plug ports on drive section of proportional valve. Monitor pressure gauge.
    b. On accessory valve, loosen nut on main relief cartridge and back out adjustment two (2) turns (CCW).
    c. Have an assistant activate drive function.
    d. Slowly turn adjustment in (CW) and watch pressure gauge. Continue turning until gauge stops moving (approximately 241 bar).
    e. Turn adjustment in an additional 1/2 turn. This will result in a relief setting approximately 200 psi (14 bar) higher than the drive relief setting.

Solenoid Valve

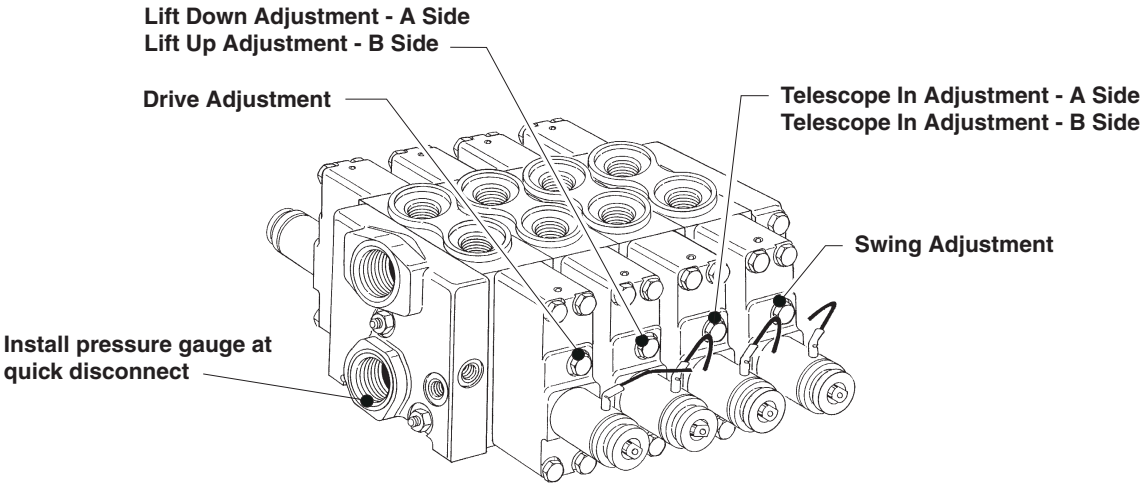
NOTE: *Make all solenoid valve adjustments with engine at low rpm and pressure gauge attached to quick-connect on solenoid valve.*

1. Main Relief.
    a. Activate platform level up function, bottom out function and monitor pressure gauge.
    b. Remove plug from main relief section and turn adjusting screw to adjust main relief pressure to 172 bar. Turn adjusting screw CW to increase pressure, CCW to decrease pressure. Replace plug.
    c. Release platform level up function.
2. Steer Relief.
    a. Activate steer right function, bottom out function and monitor pressure gauge.
    b. Loosen locknut on steer right cartridge and turn adjusting screw to adjust steer right relief pressure to 138 bar. Turn adjusting screw CW to increase pressure, CCW to decrease pressure. Tighten locknut.
    c. Release steer right function, activate steer left function, bottom out function and monitor pressure gauge.
    d. Loosen locknut on steer left cartridge and turn adjusting screw to adjust steer left relief pressure to 138 bar. Turn adjusting screw CW to increase pressure, CCW to decrease pressure. Tighten locknut.
    e. Release steer left function.
3. Platform Rotate Relief.
    a. Activate platform rotate right function, bottom out function and monitor pressure gauge.
    b. Loosen locknut on platform rotate right cartridge and turn adjusting screw to adjust platform rotate right relief pressure to 172 bar. Tighten locknut.
    c. Release platform rotate right function, activate platform rotate left function, bottom out function and monitor pressure gauge.
    d. Loosen locknut on platform rotate left cartridge and turn adjusting screw to adjust platform rotate left relief pressure to 172 bar. Tighten locknut.
    e. Release platform rotate left function.

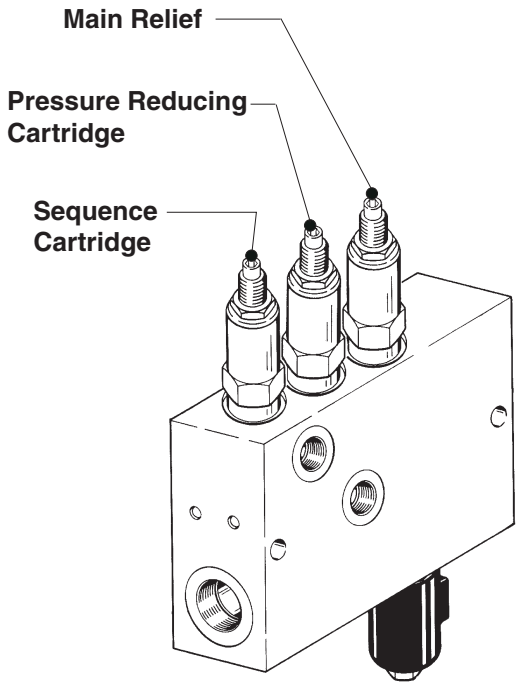
Extend-A-Reach Valve (If Equipped)

NOTE: *Make extend-a-reach valve adjustment with engine at low rpm and pressure gauge attached to quick-connect on solenoid valve.*

    a. Activate extend-a-reach up function, bottom out function and monitor pressure gauge.
    b. Loosen locknut on extend-a-reach up cartridge and turn adjusting screw to adjust extend-a-reach up relief pressure to 172 bar. Tighten locknut.
    c. Release extend-a-reach up function, activate extend-a-reach down function, bottom out function and monitor pressure gauge.
    d. Loosen locknut on extend-a-reach down cartridge and turn adjusting screw to adjust extend-a-reach down relief pressure to 48 bar. Tighten locknut.
    e. Release extend-a-reach down function and remove pressure gauge from solenoid valve.



PROPORTIONAL VALVE



ACCESSORY VALVE

Figure 2-14. Pressure Setting Adjustments (Sheet 1 of 3)

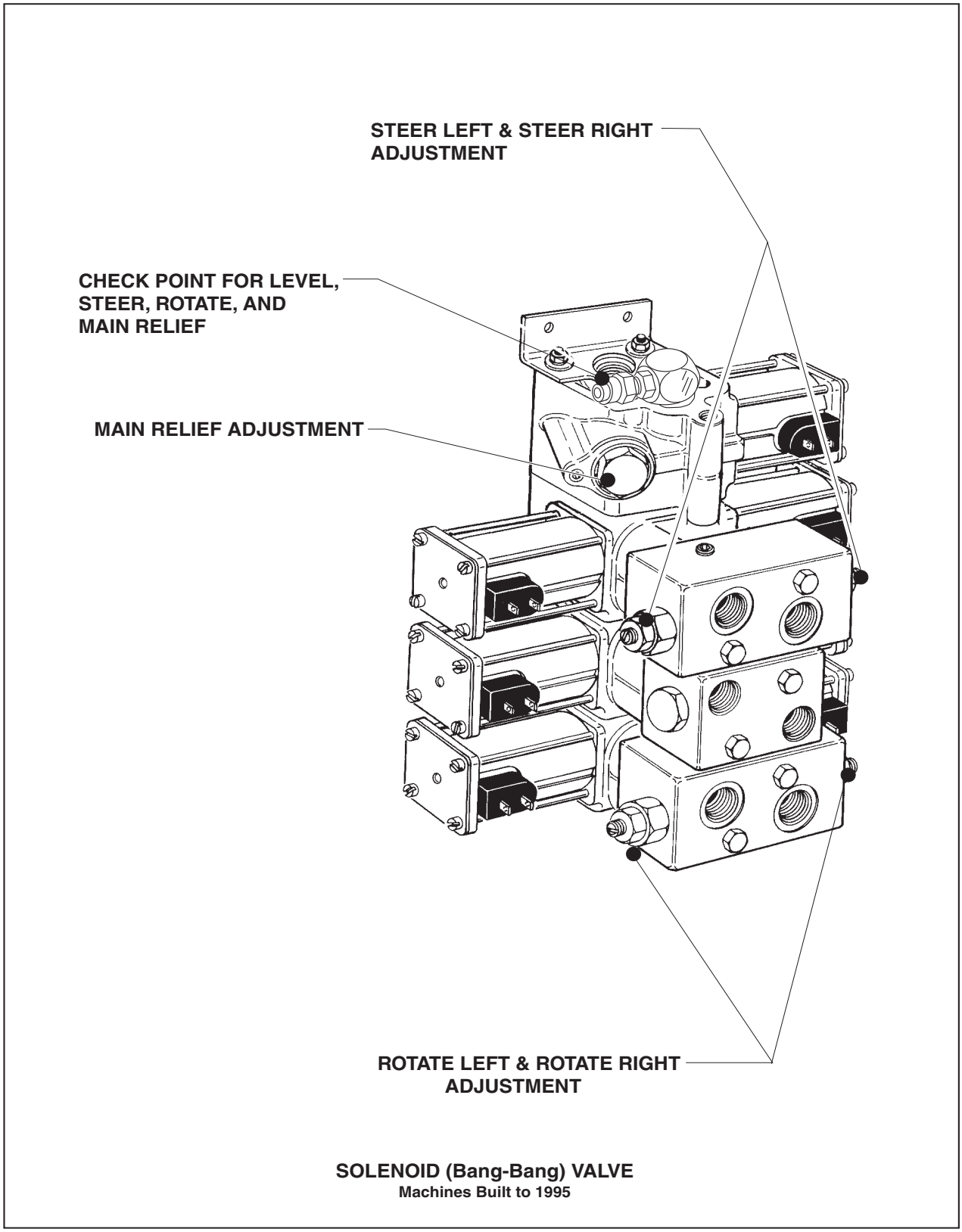


Figure 2-14. Pressure Setting Adjustments (Sheet 2 of 3)

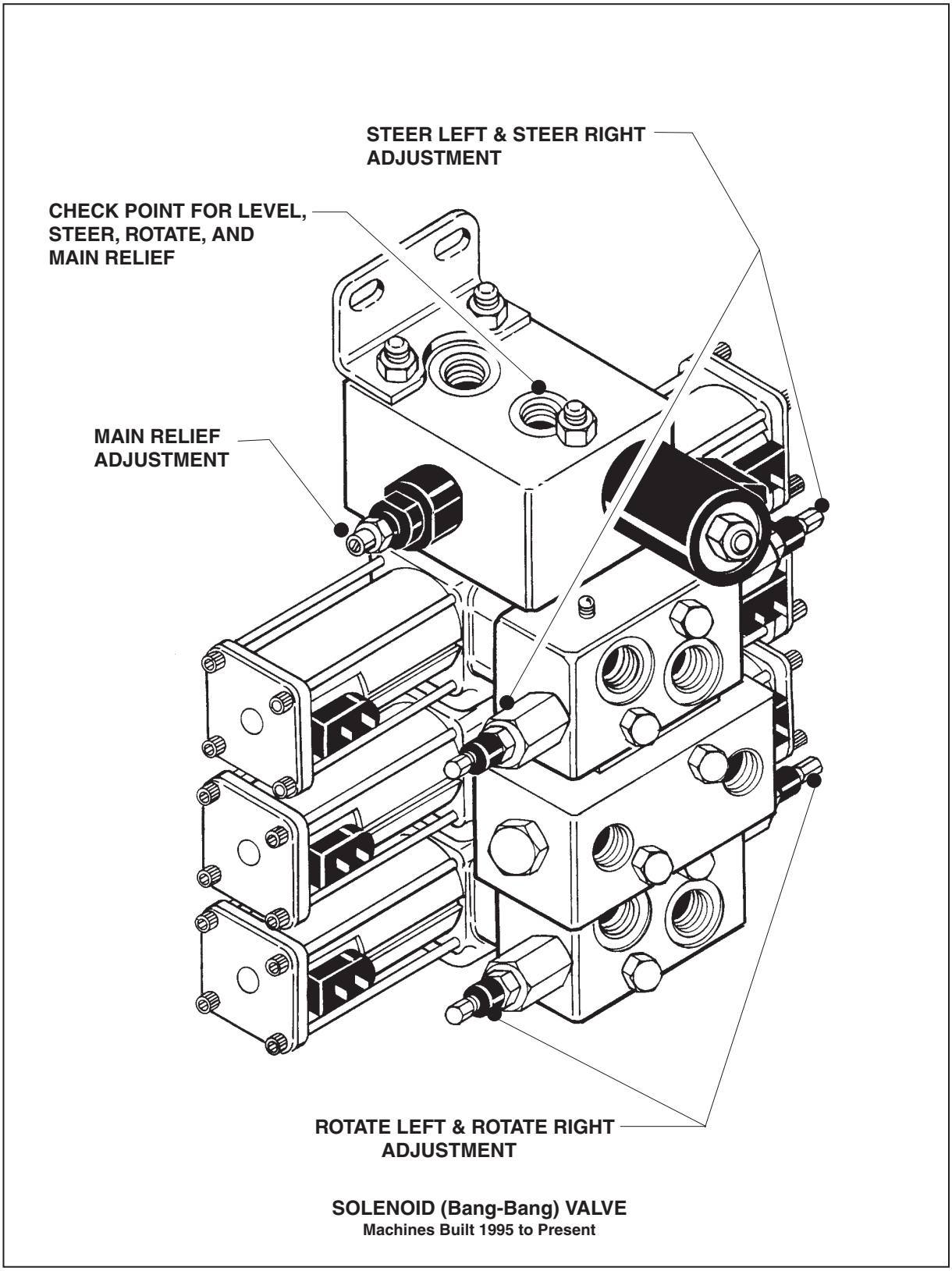


Figure 2-14. Pressure Setting Adjustments (Sheet 3 of 3)

2.18 SWING BEARING

Turntable Bearing Mounting Bolt Condition Check

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 lubricating the bolt threads with loctite #271. After replacing and retorquing bolt or bolts recheck all existing bolts for looseness.*

Check the frame to bearing. Attach bolts as follows:

1. Elevate the fully retracted boom to 70 degrees (full elevation).
2. At the positions indicated on Figure 2-15. try and insert the .0015" feeler gauge between the bolt head and hardened washer at the arrow indicated position.
3. Assure that the .0015" feeler gauge will not penetrate under the bolt head to the bolt shank.
4. Swing the turntable 90 degrees, and check some selected bolts at the new position.
5. Continue rotating the turntable at 90 degrees intervals until a sampling of bolts have been checked in all quadrants.

Check the turntable to bearing. Attach bolts as follows:

1. Elevate the fully retracted boom to 70 degrees (full elevation).
2. At the positions indicated on Figure 2-15. try and insert the .0015" feeler gauge between the bolt head and hardened washer at the arrow indicated position.
3. Lower the boom to horizontal and fully extend the boom.
4. At the position indicated on figure 2-15. try and insert the .0015" feeler gauge between the bolt head and hardened washer at the arrow indicated position.

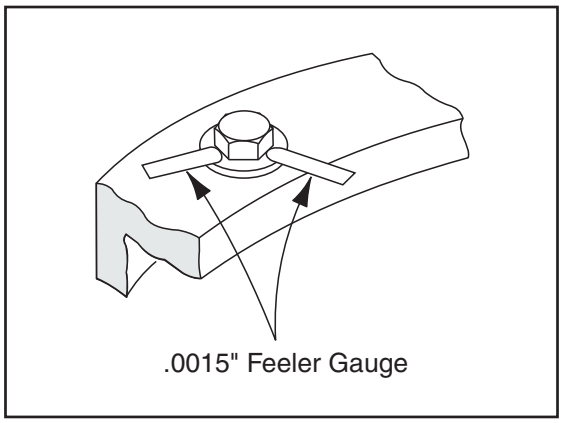


Figure 2-15. Swing Bearing Bolt Feeler Gauge Check

Bearing Wear Tolerance

1. From the underside of the machine, at rear center, with the boom fully elevated and fully retracted (See Figure 2-15.), measure and record the distance between the swing bearing and the frame using a magnetic base dial indicator. (See Figure 2-16.)
2. At the same point, with the boom at horizontal and extended until red marking band on mid section is exposed (See Figure 2-6.), measure and record the distance between the swing bearing and frame using a magnetic base dial indicator. (See Figure 2-16.)
3. If a difference greater than 1.625 mm is determined, the swing bearing should be replaced.
4. If a difference less than 1.625 mm is determined, and any of the following conditions exist, the bearing should be removed, disassembled, and inspected for the following:
   a. Metal particles in the grease.
   b. Increased drive power required.
   c. Noise.
   d. Rough rotation.
5. If bearing inspection shows no defects, reassemble bearing and return to service.

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.

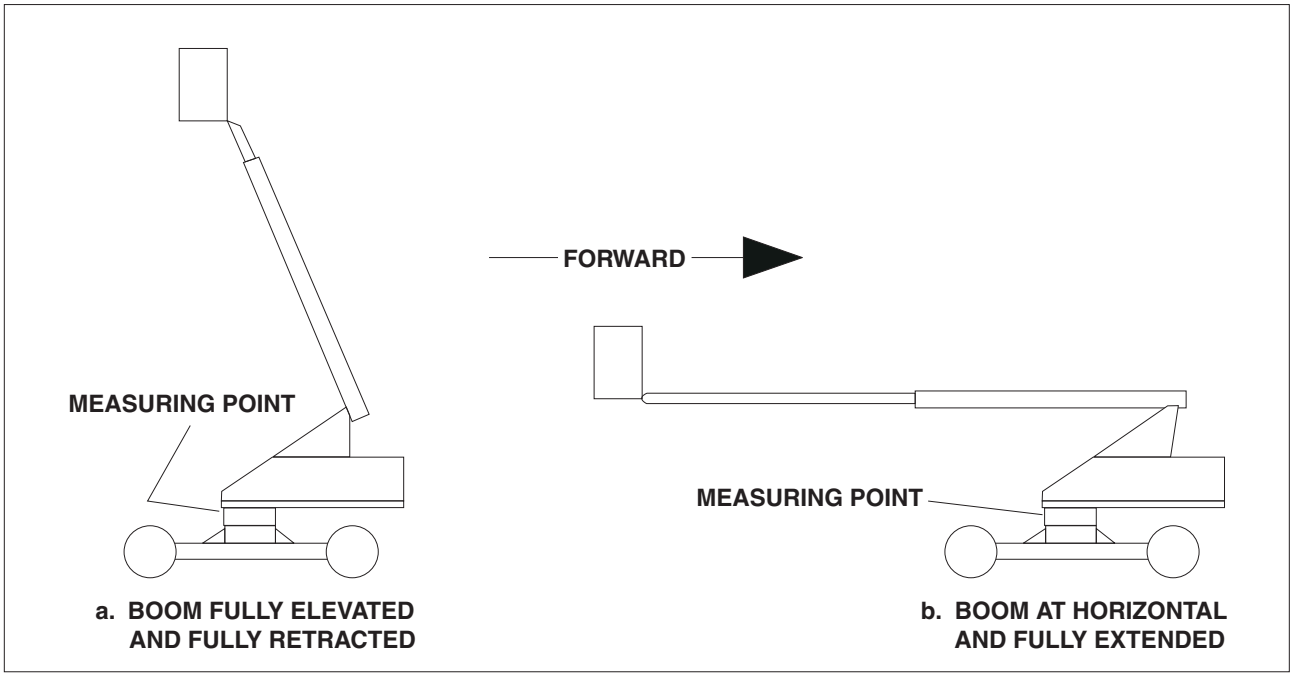


Figure 2-16. Swing Bearing Tolerance Boom Placement

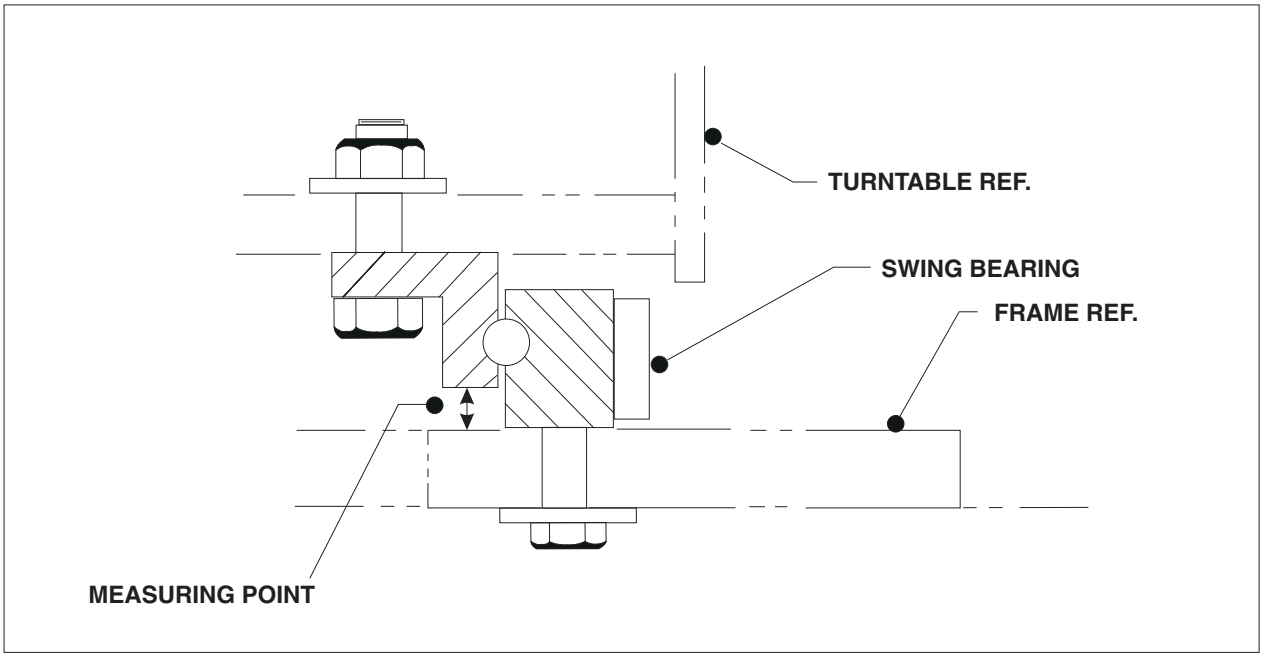


Figure 2-17. Swing Bearing Tolerance Measuring Point

Bearing Replacement

1. Removal.

   a. From ground control station, operate the boom lift control and raise boom adequately to provide access to frame opening or, if equipped, to the rotary coupling.

⚠ WARNING

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

   b. Attach an adequate support sling to the boom and draw all slack from sling. Block the boom if feasible.

NOTE: *Steps c and d apply to those machines equipped with a rotary coupling.*

   c. From under side of machine frame, remove bolts and lockwashers which attach rotary coupling retaining yoke to coupling housing.

NOTICE

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

   d. Tag and disconnect the hydraulic lines from the fittings on the top and sides of the rotary coupling. Use a suitable container to retain any residual hydraulic fluid. Immediately cap lines and ports.

   e. Attach suitable overhead lifting equipment to the base of the turntable weldment.

   f. Use a suitable tool to scribe a line on the inner race of the swing bearing and on the underside of the turntable. This line will aid in aligning the bearing upon installation. Remove the bolts, nuts and washers which attach the turntable to the bearing inner race. Discard the nuts and bolts.

   g. 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.

   h. Carefully place the turntable on a suitably supported trestle.

   i. 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; move the bearing to a clean suitably supported work area.

2. Installation.

   a. Use suitable lifting equipment to carefully lower the swing bearing into position on the frame. Ensure that the scribed line of the outer race of the bearing aligns with the scribed mark on the frame (if a new swing bearing is used, ensure that the filler plug fitting is at 90 degrees from the fore and aft centerline of the frame).

⚠ CAUTION

JLG INDUSTRIES RECOMMENDS THAT ALL REMOVED BEARING NUTS AND BOLTS BE DISCARDED AND REPLACED WITH NEW NUTS AND 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.

   b. Apply a light coating of Loctite #277 to the new bearing bolts, and loosely install the bolts and washers through the frame and outer race of bearing.

⚠ CAUTION

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

   c. Following the Torque Sequence diagram shown in Figure 2-18, tighten the bolts to an initial torque of 244 Nm. Then following the same sequence tighten the bolts to a final torque of 325 Nm.

   d. Remove the lifting equipment from the bearing.

   e. Use suitable lifting equipment to carefully position the turntable assembly above the machine frame.

   f. Carefully lower the turntable onto the swing bearing, ensuring that the turntable and bearing align as noted in step i above.

⚠ CAUTION

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

   g. Apply a light coating of Loctite #277 to the new bearing bolts, and install the bolts, washers and nuts through the turntable and inner race of the bearing.

   h. Following the Torque Sequence diagram shown in Figure 2-18, tighten the bolts to an initial

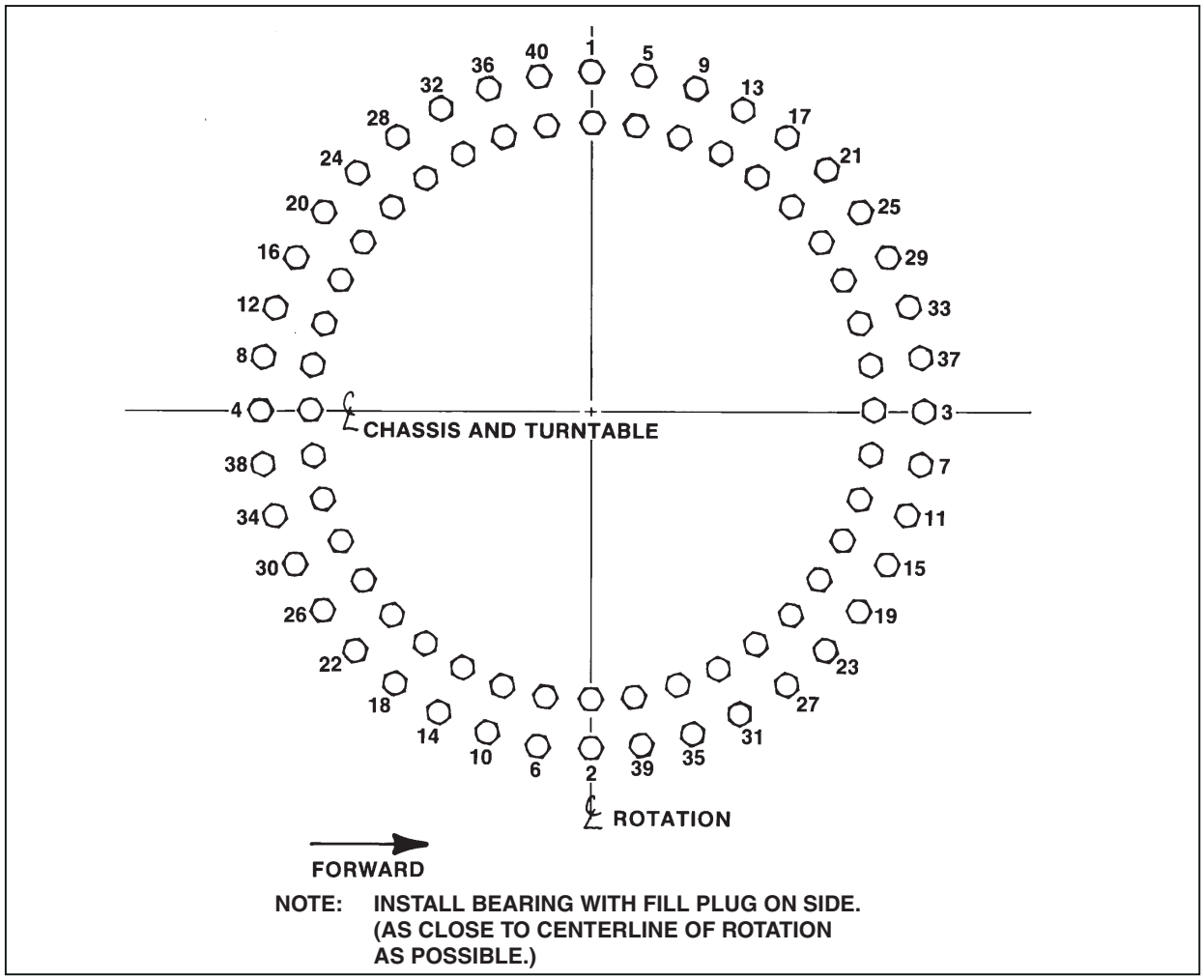


Figure 2-18. Swing Bearing Bolt Torquing Sequence

torque of 244 Nm. Then following the same sequence tighten the bolts to a final torque of 298 Nm.

i. Remove the lifting equipment.

j. Install the rotary coupling retaining yoke; apply a light coating of Loctite Sealant Number TL277-41 to the attaching bolts and secure the yoke to the rotary coupling with the bolts and lockwashers.

k. Connect the hydraulic lines to the rotary coupling as tagged prior to removal.

l. At ground control station, use boom lift control to lower boom to stowed position.

m. Using all applicable safety precautions, activate hydraulic system and functionally check swing system for proper and safe operation.

Swing Bearing Torque Values

1. Outer Race - 325 Nm Loctite, 230 Nm wet, 298 Nm dry.
2. Inner Race - 325 Nm Loctite, 230 Nm wet, 298 Nm dry.
3. Swing Bearing Torquing Sequence, see Figure 2-18.

⚠ WARNING

RETORQUE INNER AND OUTER SWING BEARING BOLTS TO 298 NM AFTER FIRST 200 HOURS OF OPERATION AND EVERY 500 HOURS THEREAFTER.

2.19 DRIVE TORQUE HUB

Disassembly

1. Position hub over suitable container and remove drain plug (37) from unit. Allow oil to completely drain.
2. Remove sixteen bolts (1), four shoulder bolts (2), and twenty lockwashers (3) from cover (4) and lift cover from unit. Remove o-ring (14) from counterbore of cover.
3. Disassemble cover (4) as follows:
   a. Remove two bolts (12) securing disconnect cap (11) to cover and remove disconnect cover.
   b. Remove two bolts (12) securing cover cap (7) to cover and remove cap.
   c. Remove disconnect rod (9) from cover cap and remove o-rings (8 and 10) from cover cap. Discard o-rings.
   d. If necessary, remove pipe plugs (5 and 6) from cover.
4. Remove two thrust washers (15) and thrust bearing (16) from carrier counterbore. One thrust washer may stick to cover. Inspect thrust washers and bearing for wear and replace if necessary.
5. Lift carrier assembly (22) from hub and spindle assembly (30).
6. Disassemble carrier as follows:

⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING RETAINING RING REMOVAL.

   a. Remove retaining ring (25) from planet shaft (23).
   b. Remove spacer (26) from planet shaft, then, using a suitable drift, drive planet shaft from carrier, shearing off roll pin. Tap remaining roll pin from carrier using a suitable punch.
   c. Remove cluster gear (27) from carrier and remove bearing cones (29) from cluster gear.
   d. If necessary, press bearing cups (28) from cluster gear.
7. Lift ring gear (13) from housing (36). Remove o-ring (14) from counterbore of ring gear and discard.
8. Remove input (sun) gear (17), input spacer (18), and input shaft (20) from spindle (30).
9. Remove two thrust washers (15) and thrust bearing (16) from end of spindle. One thrust washer may stick in carrier counterbore. Inspect thrust washers and thrust bearing for wear and replace if necessary.
10. Lift internal gear (21) out of hub.

⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING RETAINING RING REMOVAL.

11. Remove keeper ring (40), retaining ring (35), and bearing shim (34) from end of spindle. Remove hub from spindle.
12. Remove bearing cone (32) and seal (31) from spindle (30). Seal will possibly hold bearing cone into hub. If so, remove both from hub. If bearing cups (33) require replacing they can be driven out of hub counterbores. Discard seal and replace with new seal.

⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING RETAINING RING REMOVAL.

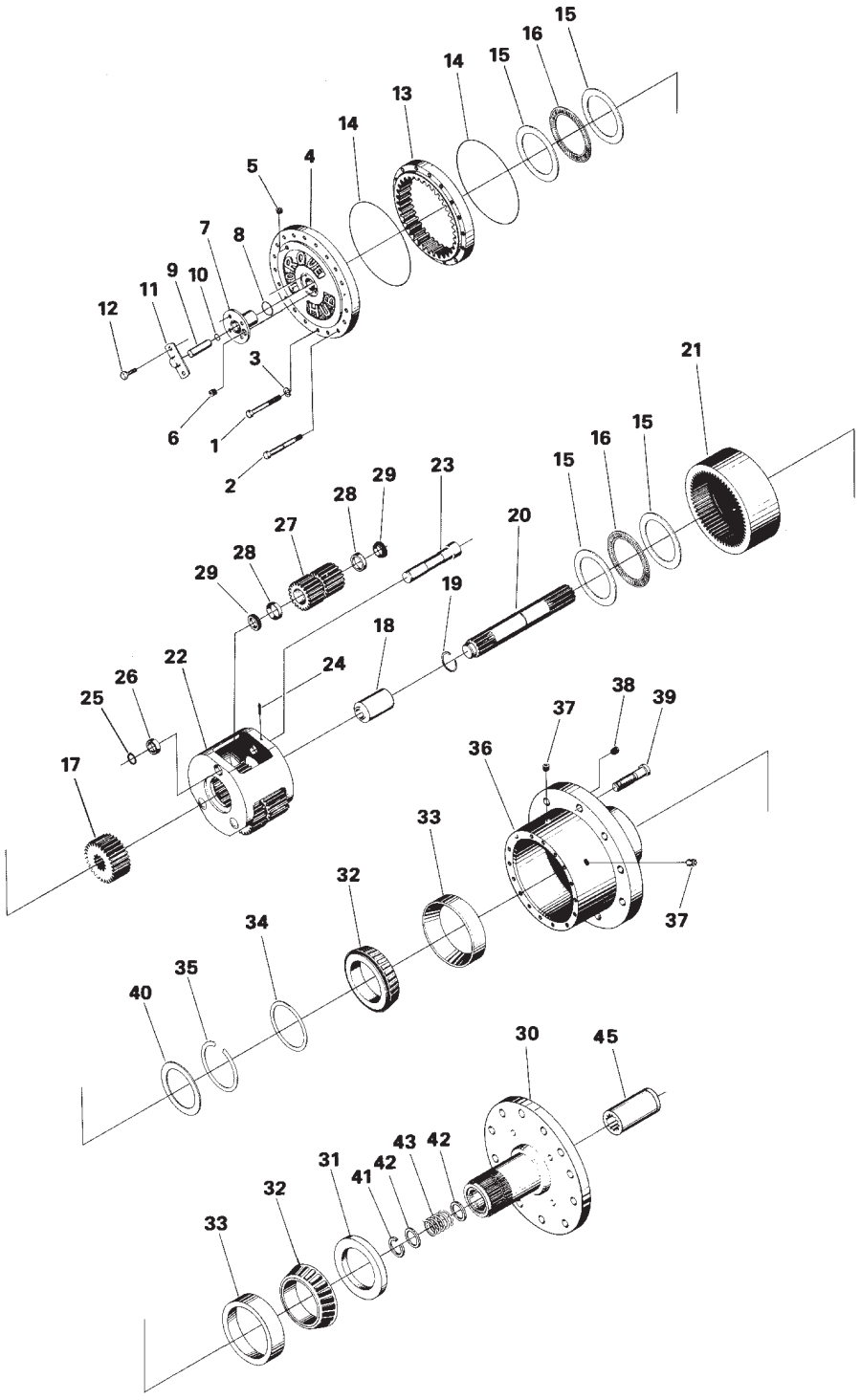
13. To remove cluster gear (27) from carrier, remove retaining ring (25) from planet shaft (23) and drive planet shaft out of carrier.
14. Cluster gear and bearings (27, 29) can now be slid out of carrier and spacer (18) removed from carrier bore. If bearing cups (28) require replacing they can be driven out of cluster gear counterbores.
15. Repeat steps (12) and (13) for remaining cluster gears.

NOTICE

WHEN REBUILDING THE UNIT, O-RINGS AND RETAINING RINGS SHOULD ALWAYS BE REPLACED.

Cleaning and Inspection

1. Thoroughly clean all parts in an approved cleaning solvent.
2. Inspect geared or splined components in primary and secondary planet carriers, input and output sun gears, ring gear, coupling and input shaft for chipped or broken teeth, and excessive or uneven wear patterns. Replace components as necessary.
3. Inspect all thrust washers for scoring, pitting, erosion, discoloration or excessive wear. Replace thrust washers as necessary.
4. Inspect all bearing cones and cups for scoring, pitting or excessive wear. If necessary, using a suitable press, remove bearing cups from hub and replace bearings as a set.



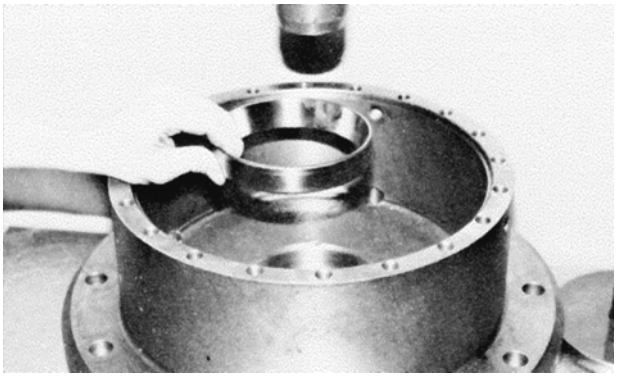
1. Bolt
2. Bolt
3. Lockwasher
4. Cover
5. Pipe Plug
6. Pipe Plug
7. Cover Cap
8. O-ring
9. Disconnect Rod
10. O-ring
11. Disconnect Cap
12. Bolt
13. Ring Gear
14. O-ring
15. Thrustwasher
16. Thrust Bearing
17. Input Gear
18. Thrust Spacer
19. Retaining Ring
20. Input Shaft
21. Internal Gear
22. Carrier
23. Planet Shaft
24. Roll Pin
25. Retaining Ring
26. Spacer
27. Cluster Gear
28. Bearing Cup
29. Bearing Cone
30. Spindle
31. Seal
32. Bearing Cup
33. Bearing Cone
34. Bearing Shim
35. Retaining Ring
36. Hub
37. Pipe Plug
38. Magnetic Plug
39. Stud
40. Keeper Ring
41. Retaining Ring
42. Washer
43. Spring
44. Not Used
45. Input Coupling

Figure 2-19. Drive Torque Hub

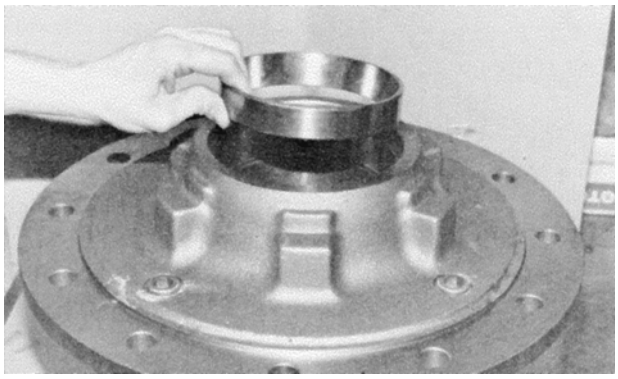
5. Inspect all needle rollers for scoring, pitting or excessive wear. Replace all rollers as necessary.
6. Inspect planet gear pins for grooves, scoring or excessive wear. Replace pins as necessary.
7. Inspect all threaded components for damage including stretching, thread deformation, or twisting. Replace as necessary.
8. Inspect oil seal surfaces in hub and spindle for burrs or sharp edges. Dress applicable surfaces or replace components as necessary.
9. Inspect mating surfaces of hub, ring gear and cover for burrs and sharp edges. Dress applicable surfaces or replace components as necessary.

Assembly

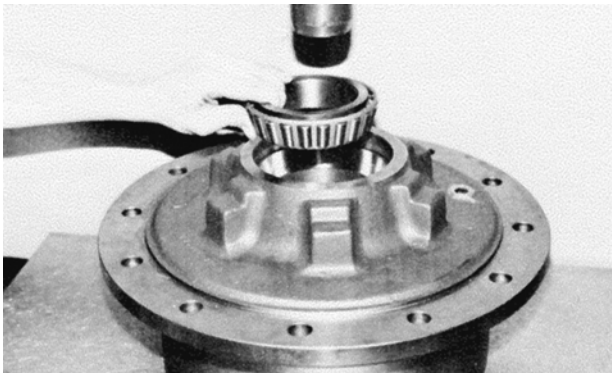
1. If necessary, assemble the hub/spindle assembly (36 and 30) as follows:
   a. With large open end of hub (36) up, press bearing cup (33) into hub. If no press is available, bearing cup may be frozen and tapped into place with a non-metallic faced hammer.



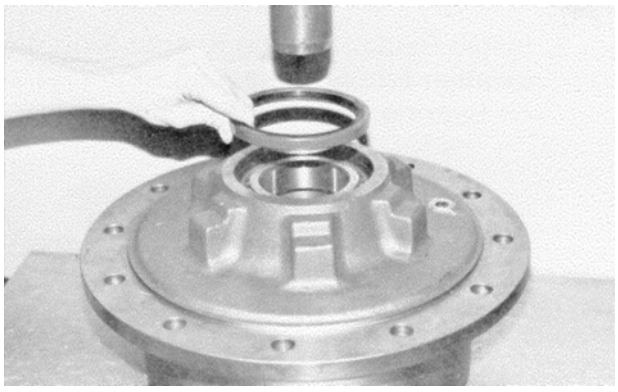
   b. Turn hub over, small diameter up. Install two pipe plugs (37) into hub.
   c. Press bearing cup (33) into small diameter end of hub. If no press is available, bearing cup may be frozen and tapped into place with a non-metallic faced hammer.



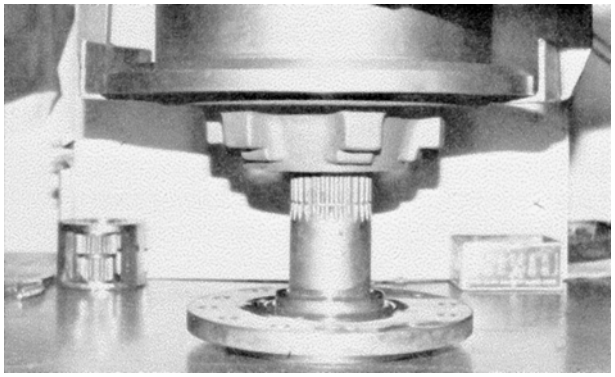
   d. Install bearing cone (32) into bearing cup.



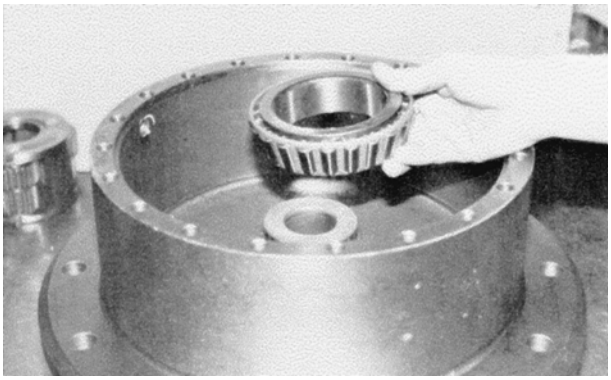
   e. Press seal (31) into hub counterbore with flat metal side facing out. Use a flat object to ensure that seal is pressed evenly and is flush with hub face.



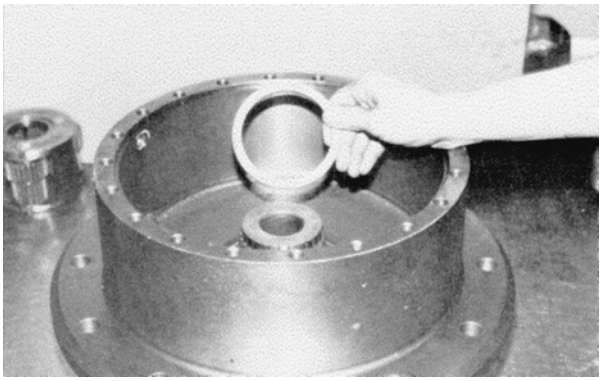
f. Lower hub onto spindle (30) with large open end up.



g. Place bearing cone (32) over end of spindle and into bearing cup.



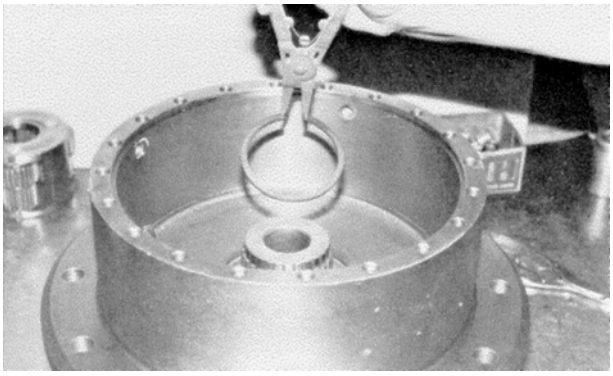
h. Place bearing shim (34) over end of spindle and against bearing cone.



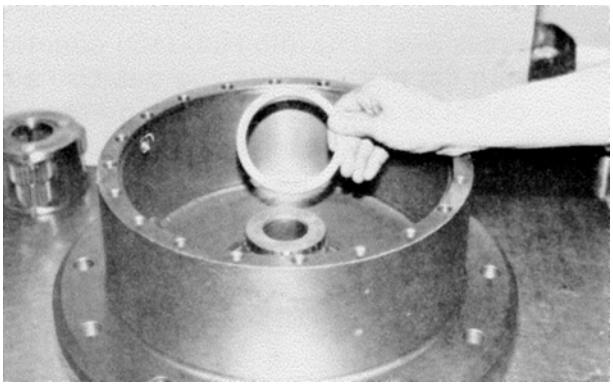
⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING RETAINING RING INSTALLATION.

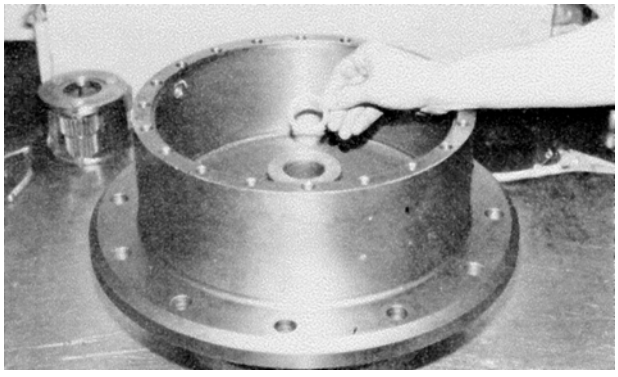
i. Secure retaining ring (35) completely into spindle groove and against bearing shim. Ensure retaining ring is entirely in groove.



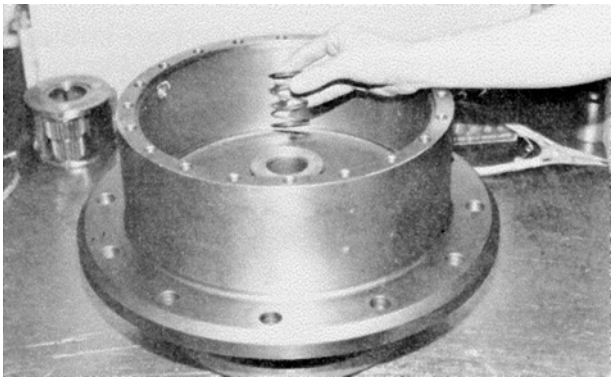
j. Install retaining ring keeper ring (40) in location around retaining ring and on bearing shim.



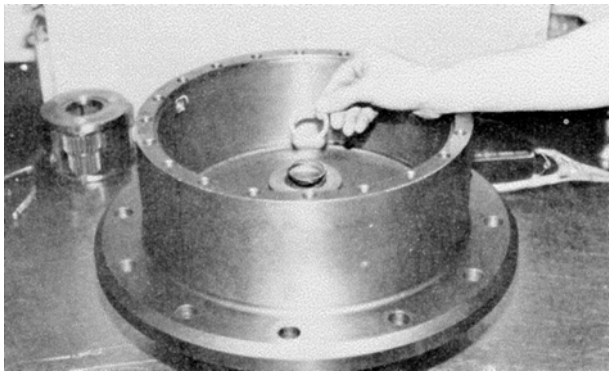
k. With large open end of hub/spindle assembly facing up, place one spacer washer (42) into spindle counterbore.



l. Place spring (43) into spindle counterbore.



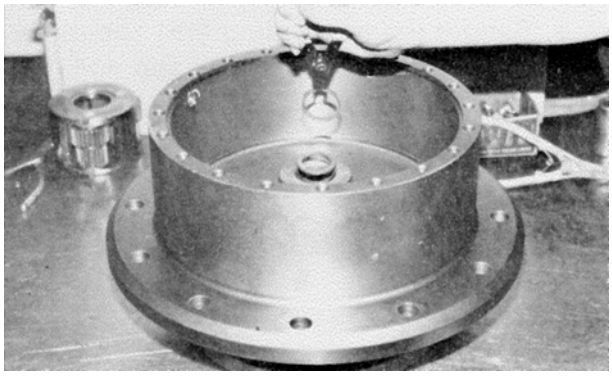
m. Set second spacer washer (42) on top of spring.



⚠ CAUTION

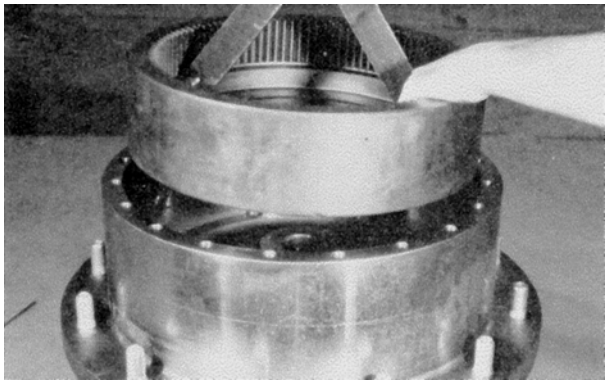
EYE PROTECTION SHOULD BE WORN DURING RETAINING RING INSTALLATION.

n. Compress spacer washer and spring into spindle counterbore and install retaining ring (41) into spindle groove.

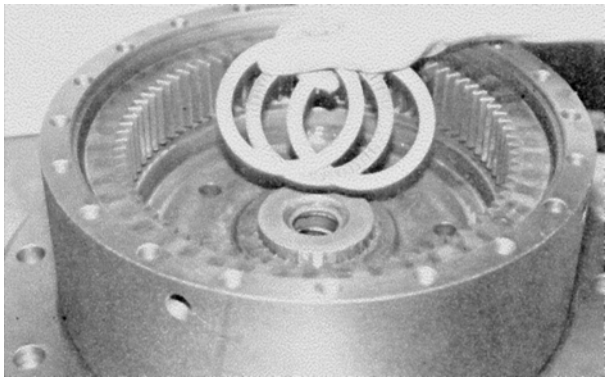


2. Position hub/spindle assembly (36 and 30) with large open end up.

3. Lower internal gear (21) onto spindle.



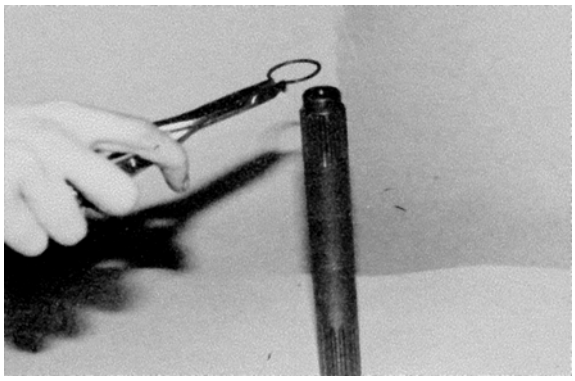
4. Place one thrust bearing (16) between two thrust washers (15) and place them onto spindle pilot.



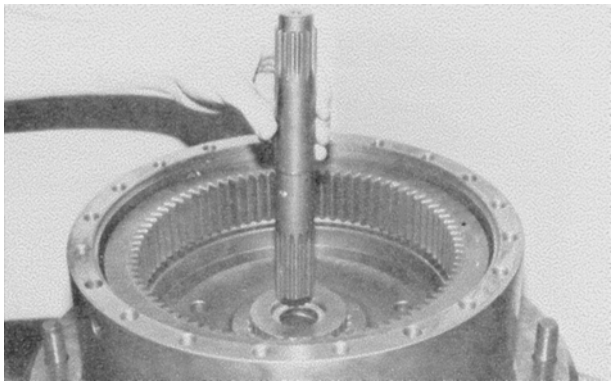
⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING RETAINING RING INSTALLATION.

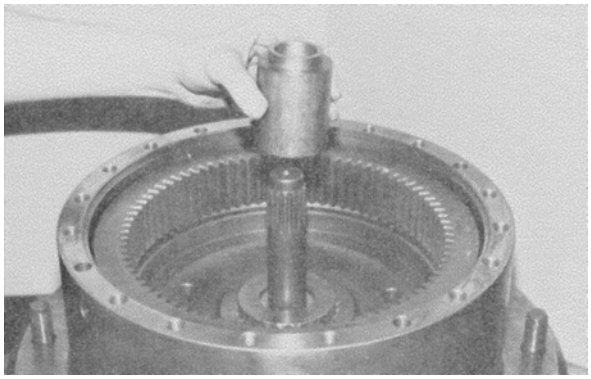
5. Install retaining ring (19) in groove of input shaft (20).



6. Place input shaft into spindle counterbore of hub/spindle assembly. The action of the disengaged spring should be checked at this time.



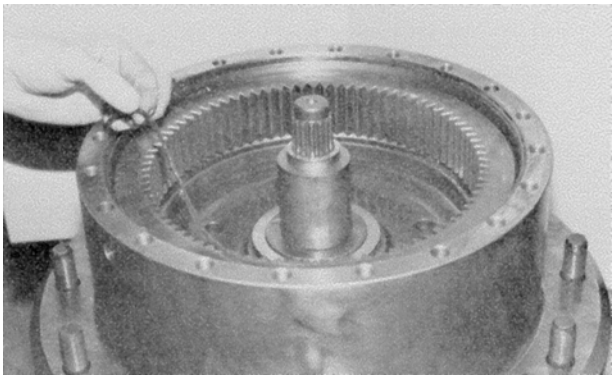
7. Slide thrust spacer (18) onto input shaft.



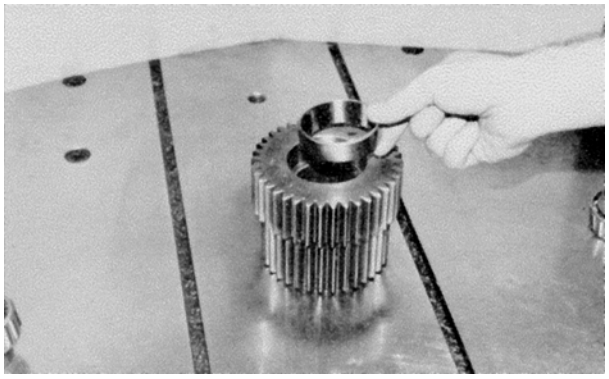
⚠ CAUTION

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

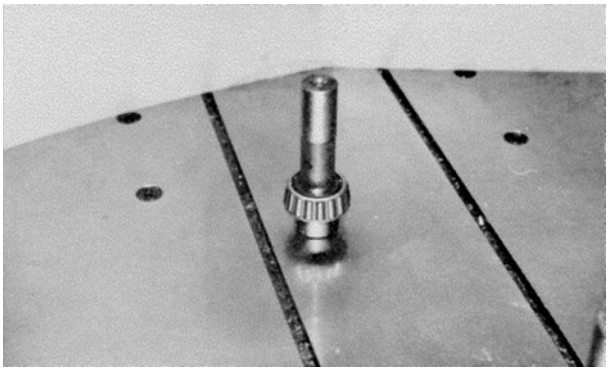
8. Place o-ring (14) into counterbore of hub/spindle assembly. Use grease or petroleum jelly to hold o-ring in place.



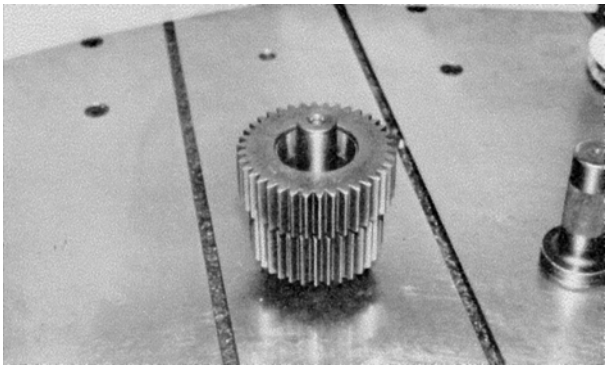
9. Assemble carrier assembly (22) as follows:
   a. Press bearing cups (28) into both ends of cluster gear (27) with large inside diameter facing out. Use an arbor type press with an adapter tool.



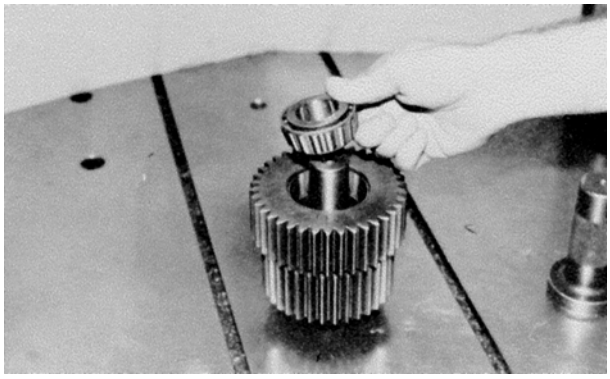
   b. Place planet shaft (23) on a flat surface with large diameter down. Place one bearing cone (29) over shaft and against shoulder. This should be a slip fit.



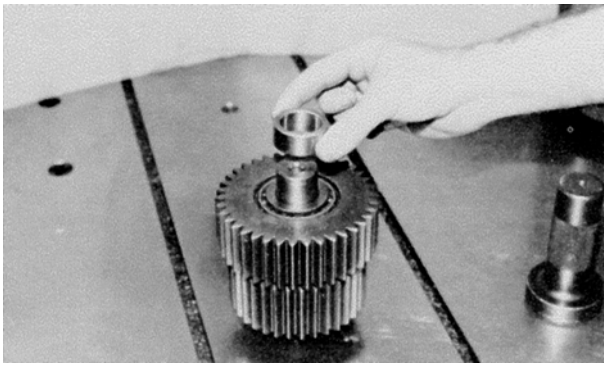
c. Place cluster gear over planet shaft and onto bearing cone, with large gear on top.



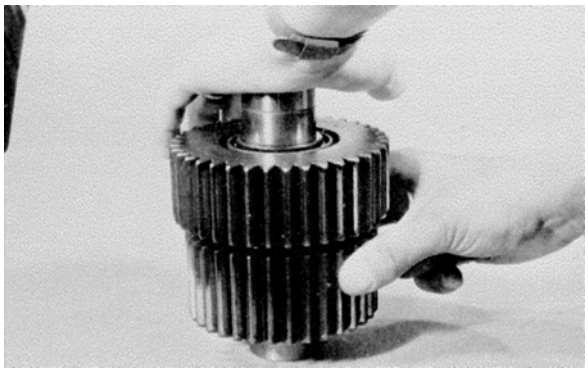
d. Place another bearing cone (29) over planet shaft and into cluster gear. This is a slip fit.



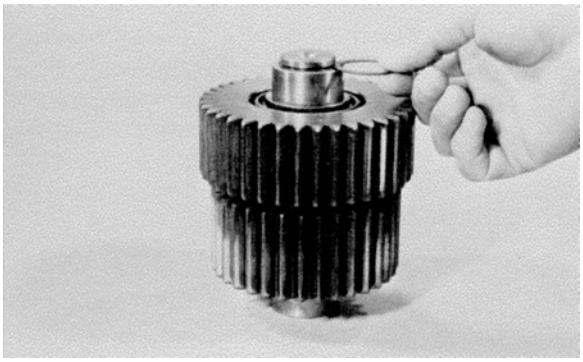
e. Slide largest spacer (26) onto planet shaft.



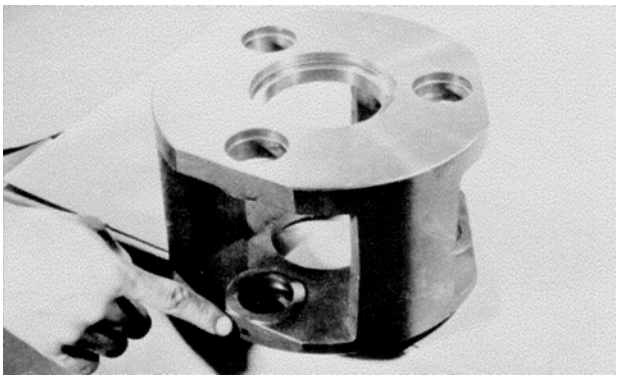
f. Bearings in cluster gear must be seated by applying 25-50 lbs. (11-23 kg) against them and rotating cluster gear at the same time. This can be done by sliding a second spacer (26) over planet shaft and pushing downward while rotating the gear.



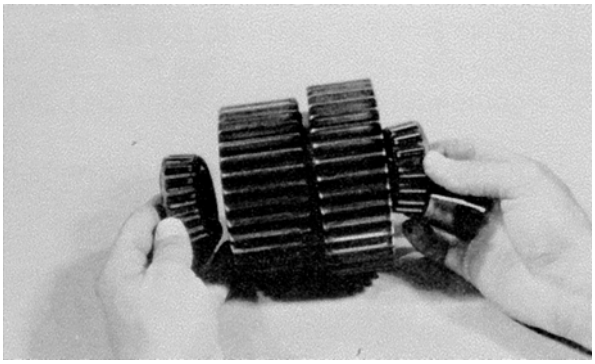
g. See if retaining ring (25) will fit onto planet shaft groove. If not, try smaller spacer (26) until retaining ring fits. This will set bearings at 0.000-0.152 mm.



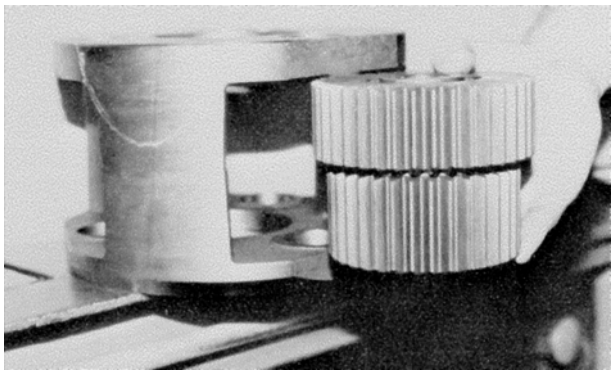
h. Place carrier on edge of a table with one set of holes hanging over the edge. Side with roll pin hole should be down.



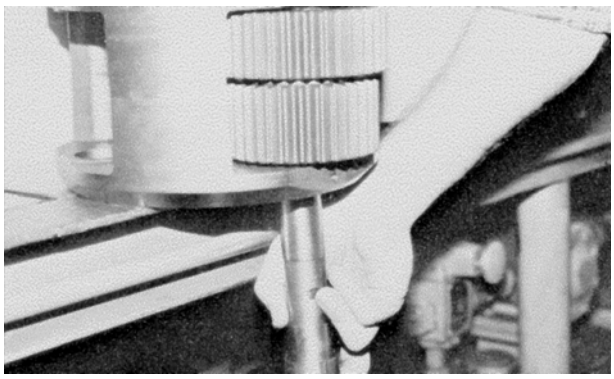
i. Place bearing cones (29) into cluster gear.



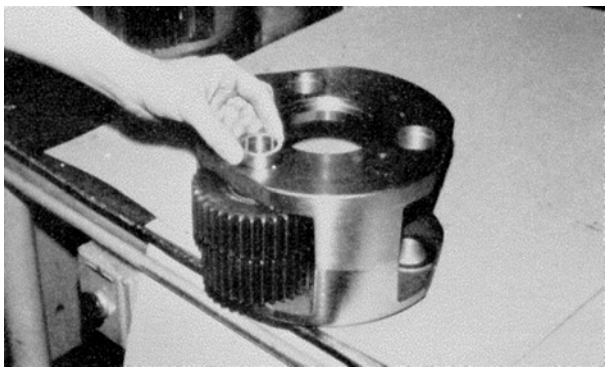
j. Place cluster gear into carrier with large gear up.



k. Slide planet shaft through carrier and cluster gear from bottom side. Slot in planet shaft must line up with roll pin hole in edge of carrier.



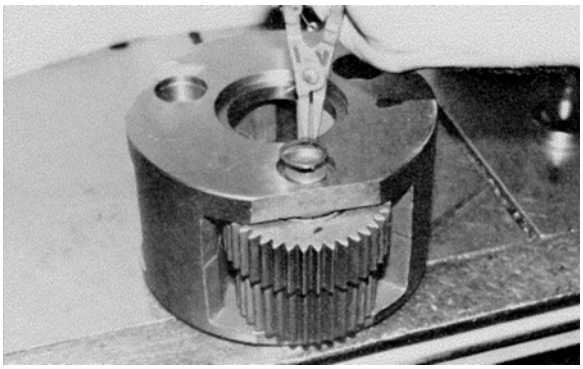
l. While holding planet shaft in position, slide correct spacer onto planet shaft.



⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING RETAINING RING INSTALLATION.

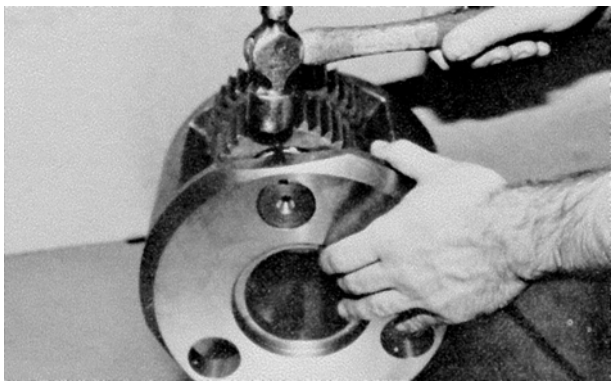
m. Place carrier on table with something under planet shaft to hold it in correct position and install retaining ring (25).



⚠ CAUTION

EYE PROTECTION SHOULD BE WORN DURING THIS OPERATION.

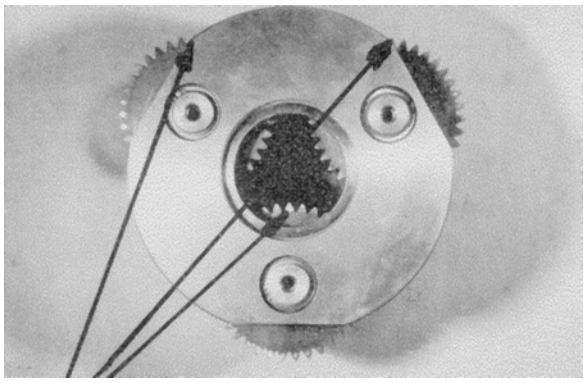
n. Drive roll pin (24) into carrier. Use a punch to drive roll pin completely into planet shaft.



o. Repeat steps (a) through (n) for remaining two cluster gears.

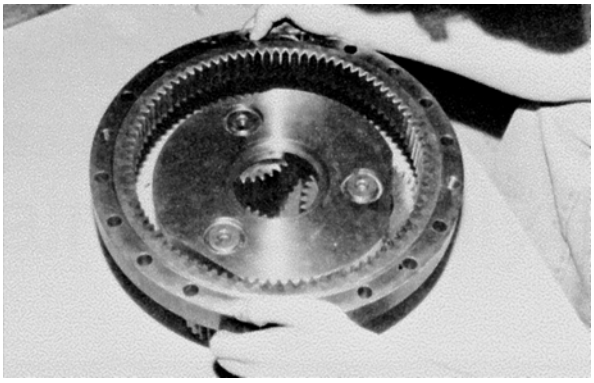
10. Time carrier gears as follows:

a. Place carrier assembly on a flat surface, positioning two top gears at ten o'clock and two o'clock, and one bottom gear at six o'clock as shown in Figure 2-20., Torque Hub Carrier Timing.

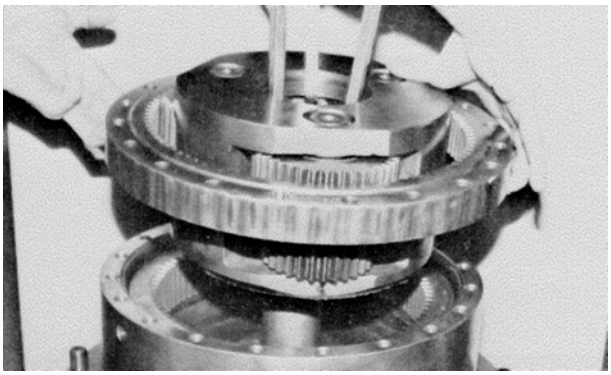


b. Find marked (punch mark) teeth on large gears. Rotate gears until punch mark is located in a straight up, 12 o'clock, position. Punch marks at ten o'clock and two o'clock will be located just under edge of carrier and not readily visible.

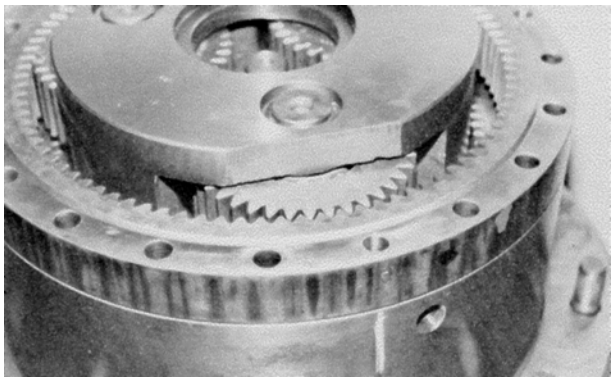
11. Taking care to ensure that timing is maintained, install ring gear (13) in mesh with large diameter cluster gear. Side of ring gear with long shoulder is installed down.



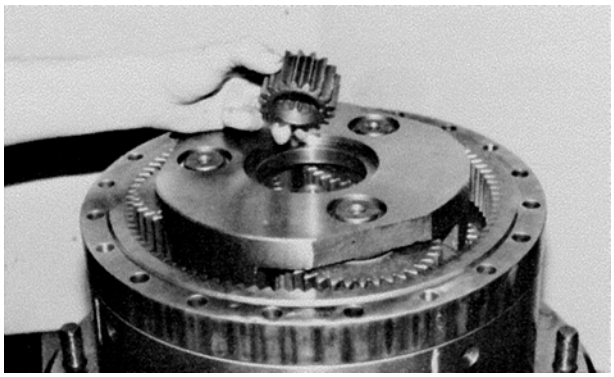
12. While holding ring gear in mesh with carrier assembly, lower into internal gear (21). Small diameter cluster gear will mesh with internal gear. Slight rotation of ring gear may be necessary.



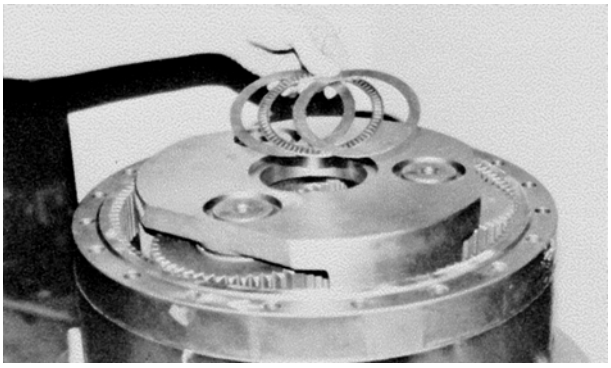
13. Locate the one hole on underside of ring gear that has an "X" stamped beside it. This hole should be positioned in line with one of four counterbored holes in face of hub. These holes have been counterbored to accept four shoulder bolts upon installation of cover.



14. Thrust spacer (18) and input gear (17) are installed onto input shaft (20). Counterbore in input gear should be facing thrust spacer.



15. Place one thrust bearing (16) between two thrust washers (15) and place into carrier counterbore.



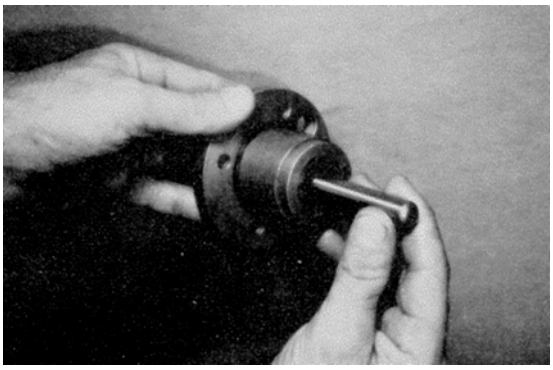
16. Assemble cover assembly as follows:

    a. Screw pipe plugs (5 and 6) into cover 4.

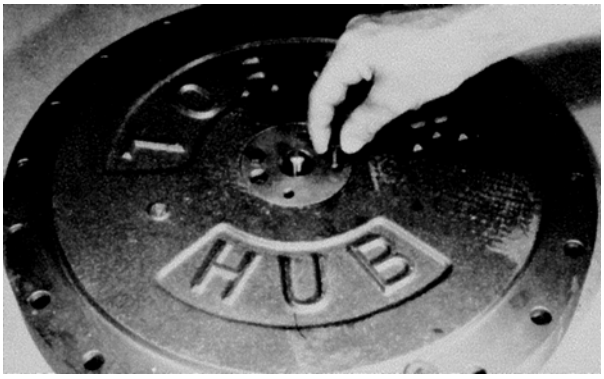
    b. Install o-ring (8) over cover cap (7).

    c. Install o-ring (10) into bore of cover cap 7. Disconnect rod (9) may be used to push o-ring down to groove in cover cap bore.

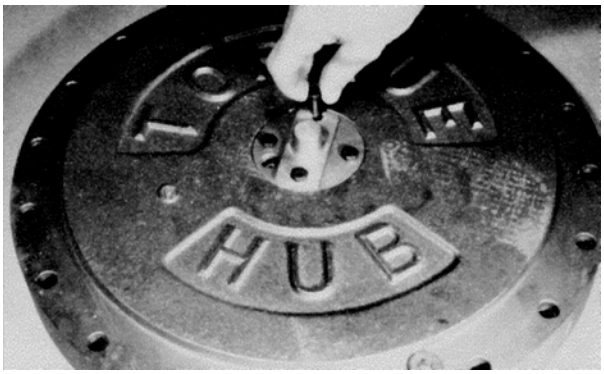
    d. Push disconnect rod into bore of cover cap.



    e. Locate large clearance hole in cover cap over pipe plug in cover and install cover cap in cover. Use two bolts (12) torqued to 70 to 80 in.lbs. (81-92 kgcm).



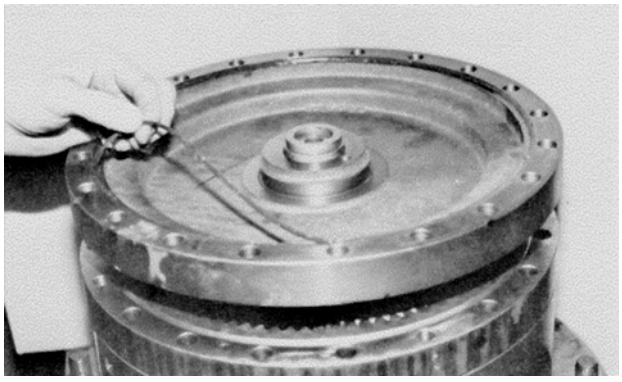
f. Install disconnect cap (11) to cover cap with two remaining bolts (12) torqued to 70 to 80 in.lbs. (81-92 kgcm).



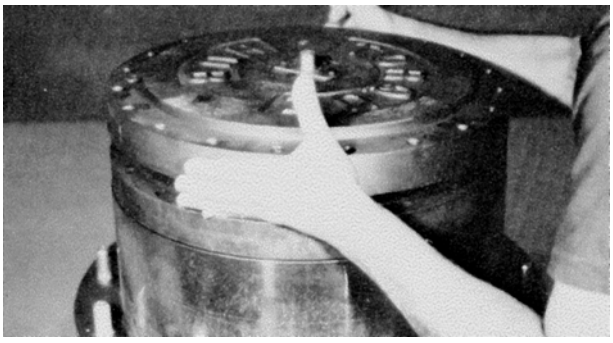
⚠ CAUTION

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

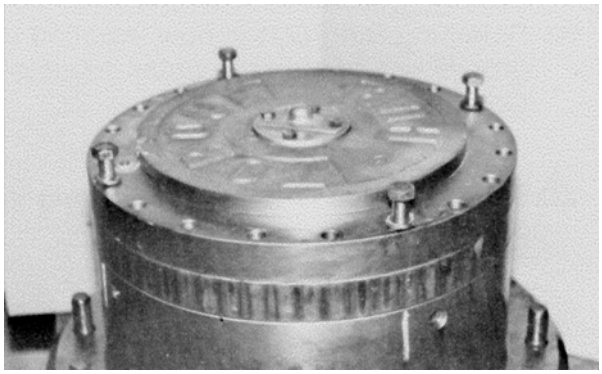
g. Place o-ring (5) into cover counterbore. Use petroleum jelly to hold o-ring into place.



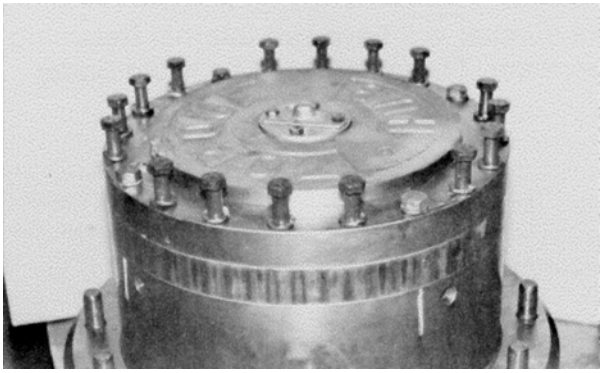
17. Place cover assembly (4) onto ring gear (13). Rotate cover assembly until pipe plug (6) is located 90 degrees and 180 degrees from pipe plugs (38) in opposite end of hub.



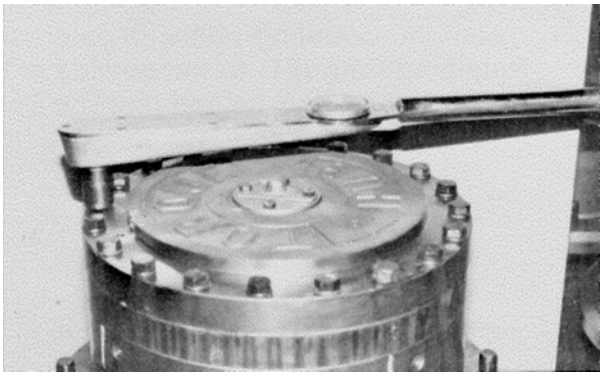
18. Secure cover assembly and ring gear to hub with four shoulder bolts (2) and lockwashers 3. Shoulder bolts fit into four counterbored holes in hub. It may be necessary to start bolts into hub by tapping lightly on bolts with a hammer.



19. Install sixteen Grade 8 bolts (1) and lockwashers (3) in remaining holes.



20. Tighten bolts and shoulder bolts evenly and torque to 100-110 ft.lbs. (14-15 kgm).



21. Install coupling (45) into spindle onto input shaft.

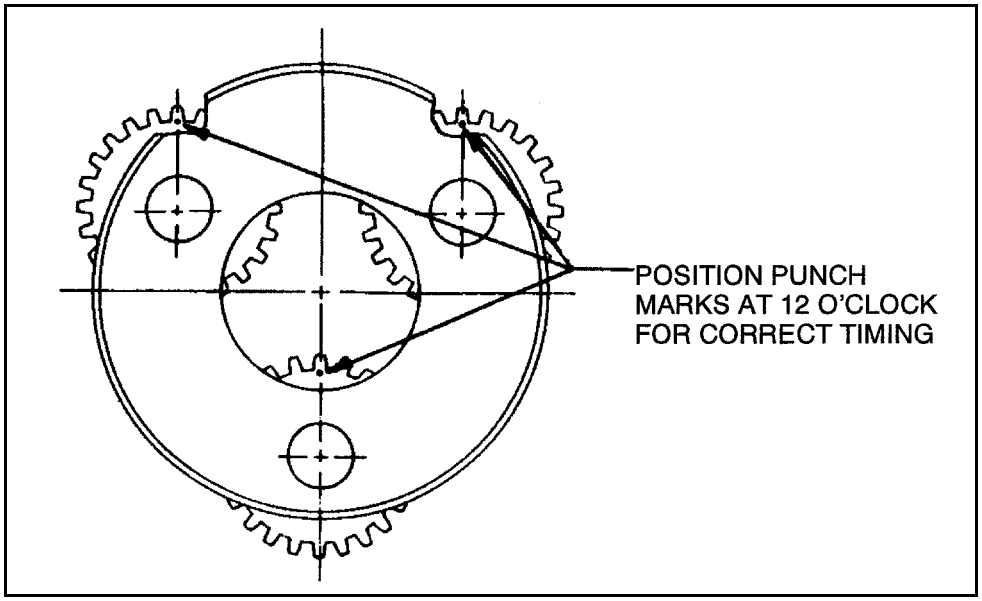


Figure 2-20. Torque Hub Carrier Timing

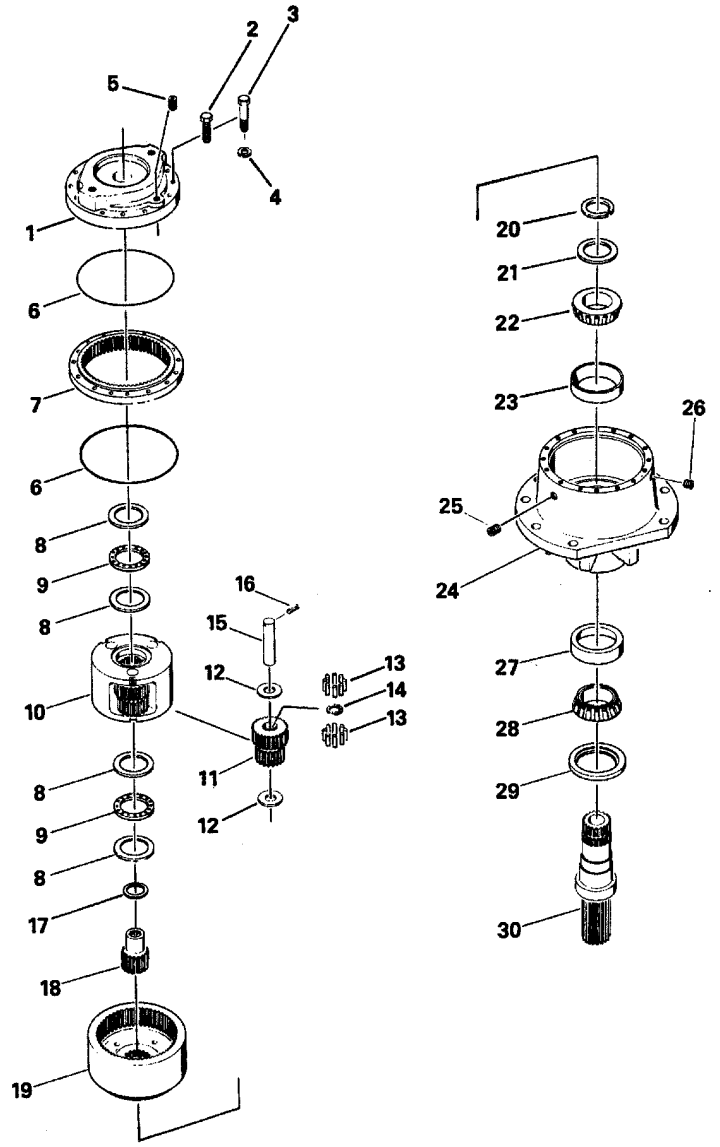
2.20 SWING TORQUE HUB

Disassembly

1. Remove oil plugs (25 and 26) and drain oil from unit into a suitable container. Replace drain plugs.

NOTE: *The screws, hub pinion gear, and retaining plate referenced in steps (2) and (3) are not shown in Figure 2-20, but are attached to the hub output shaft (item 30).*

2. Remove the two screws which attach the hub pinion gear retaining plate and remove plate.
3. Carefully remove pinion gear from splined hub output shaft.
4. Using suitable protection, clamp drive hub assembly in a vise or suitable holding fixture.
5. Remove four shoulder bolts (3) and lockwashers (4) from counterbored holes in cover of drive hub assembly.
6. Remove remaining eight bolts (2) which attach cover (1) to ring gear 7.
7. Carefully remove cover assembly (1) from input gear (18) together with outer thrust washers (8) and thrust bearing 9. Remove and discard outer o-ring (6).
8. Remove thrust washer (17) from small diameter of input gear (18).
9. Carefully withdraw input gear (18) from cluster gear (11) and output shaft (30).
10. Rotate ring gear (7) and check that each of the three cluster gears (11) incorporates a punched timing mark.
11. Carefully withdraw ring gear (7) from assembly.
12. Carefully withdraw carrier assembly (10) from internal gear (19).
13. Remove and discard inner o-ring (6).
14. Remove inner thrust washers (8) and thrust bearing (9) from counterbore in carrier assembly 10.
15. Carefully withdraw internal gear (19) from output shaft (30).
16. If necessary, disassemble planet carrier assembly (10) as follows:
    a. Remove three pins (16) by gently tapping a suitable punch against the roll pin until the pin is driven into planet shaft (15).
    b. Using a suitable drift, carefully and gently tap shafts (15) from carrier (10), ensuring that needle rollers (13) on each shaft are not damaged or lost.
    c. Lift cluster gears (11) from carrier (10) and remove thrust washers (12), needle rollers (13) and roller spacer (14).
    d. Drive roll pins (16) from shafts (15) and discard pins.
17. If necessary, disassemble hub and shaft assembly (24) as follows:



1.Cover
2.Hex Head Bolt
3.Shoulder Bolt
4.Lockwasher
5.Plug
6.O-Ring
7.Ring Gear
8.Thrust Washer
9.Thrust Bearing
Planetary Carrier Assembly
10.Carrier Housing
11.Cluster Gear
12.Thrust Washer
13.Needle Roller
14.Spacer
15.Thrust Shaft
16.Roll Pin
17.Thrust Washer
18.Input Gear
19.Internal Gear
Hub Shaft Assembly
20.Retaining Ring
21.Spacer
22.Bearing Cone
23.Bearing Cup
24.Hub
25.Pipe Plug
26.Pipe Plug
27.Bearing Cup
28.Bearing Cone
29.Seal
30.Output Shaft

Figure 2-21. Swing Torque Hub

a. Using suitable snap ring pliers, remove retaining ring (20) from groove in output shaft (30).
b. Remove spacer shim (21) from output shaft.
c. Place hub in a suitable hand-operated hydraulic press with external portion of shaft (30) down and with suitable block supporting hub (24).
d. Using suitable protection between inner end of shaft (30) and press cylinder drift, operate press and carefully press shaft from inner bearing assembly (22 and 23).
e. Remove seal (29) from shaft and discard seal.
f. Remove bearing cone (22) from cup (23).
g. Using press, remove bearing cups (23 and 27) from hub (24) and cone (28) from shaft (30).

Cleaning and Inspection

1. Clean all parts thoroughly in an approved cleaning solvent.
2. Inspect bearing components (22, 23, 27, 28) for damage, pitting, corrosion or excessive wear. Replace bearings as a complete set if necessary.
3. Inspect all thrust washers for scoring or excessive wear.
4. Inspect all geared or splined components for chipped or broken teeth and for excessive or uneven wear patterns.
5. Inspect o-ring grooves in hub (24) and cover (1) for burrs or sharp edges. Dress applicable surfaces as necessary.
6. Inspect all thrust washer and bearing surfaces for damage. Repair or replace as necessary.
7. Inspect all threaded components for damage including stretching, thread deformation or twisting. Replace as necessary.
8. Inspect planet shafts (15) for scoring or other damage. Replace as necessary.

Assembly

1. If necessary, assemble hub and shaft assembly.
   a. Using a suitable hydraulic press, install bearing cups (23 and 27) into hub (24).
   b. Using the hydraulic press, install bearing cone (28) onto output shaft (30).
   c. Correctly position shaft (30) into hub (24) with cone (28) in cup (27).
   d. Using a suitable shaft support in the hydraulic press, install bearing cone (22) on shaft (30) until cone abuts bearing cup (23).
   e. Position spacer shim (21) on shaft (30) between retainer ring groove and bearing cone (22).
   f. Using suitable snap ring pliers, install retaining ring (20) on shaft (30).
   g. Using the hydraulic press, install a new seal (29) over shaft and into hub (24). Ensure that seal is installed squarely.
   h. Check that output shaft (30) rotates freely in the hub. The oil seal will create a small amount of drag. By tapping the outside of the shaft with a soft headed mallet, any excessive tightness will be reduced.
2. If necessary, assemble planet carrier assembly (10) as follows:
   a. Apply a light coating of petroleum jelly or multi-purpose grease to flanged surface of thrust washers (12).
   b. Position thrust washers (12) in carrier (10) with tang in appropriate carrier cutaway portion. Ensure that washers are flat against surface on both sides of carrier.
   c. Apply a liberal coating of petroleum or multi-purpose grease to inner diameter of cluster gear (11).
   d. Position spacer (14) at the approximate midpoint of the gear diameter.
   e. On each side of spacer (14), position needle rollers (13) in inner diameter of gear.
   f. Position assembled cluster gear (11) into carrier (10) between the two thrust washers (12). Ensure that larger gear is on the roll pin side of carrier.
   g. Position planet shaft (15) into carrier hole, with shaft roll pin hole on same side as carrier roll pin hole.
   h. Continue inserting shaft through thrust washers (12) and cluster gear 11. Ensure that needle rollers (13) are not displaced.
   i. Align roll pin holes in both shaft (15) and carrier (10) with chamfered portion of shaft hole uppermost.
   j. Position new roll pin (16) in hole in carrier (10) and drive pin into hole until end of pin is flush with carrier surface.
   k. Repeat steps (a) through (j) for remaining two cluster gears.
3. Position internal gear (19) on inner end of output shaft (30).
4. Time carrier cluster gears as follows:
   a. Place carrier assembly on a flat surface, positioning two top gears at ten o'clock and two

o'clock, and one bottom gear at six o'clock as shown in Figure 2-19.

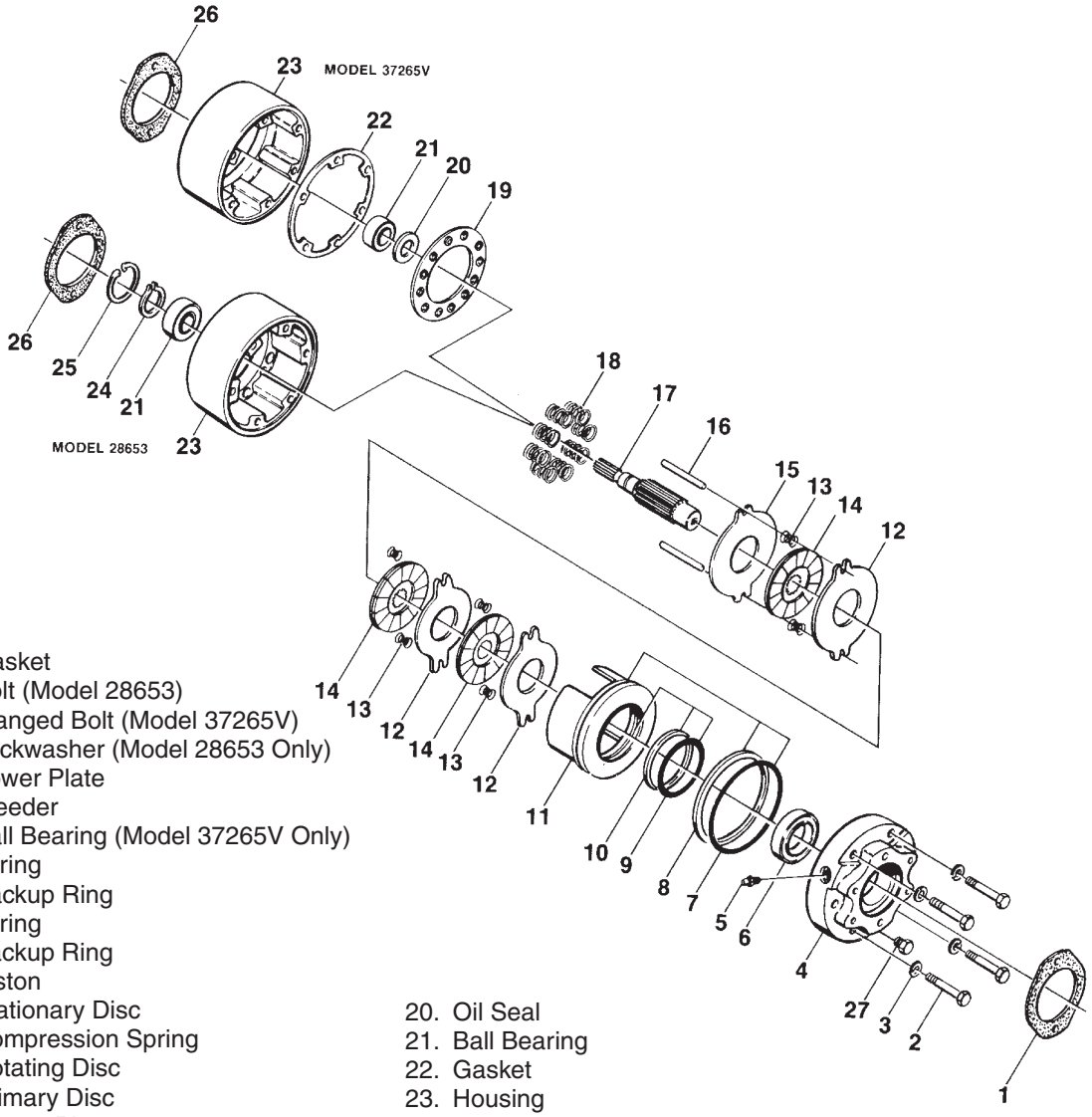
b. Find marked (punch mark) teeth on large gears. Rotate gears until punch mark is located in a straight up, 12 o'clock, position. Punch marks at ten o'clock and two o'clock will be located just under edge of carrier and not readily visible.

5. Place ring gear (7) over cluster gears (11), with raised shoulder of ring gear facing down.
6. While holding ring gear (7) in position, invert carrier assembly (10) so that ring gear and larger diameter of cluster gears (11) are facing down.
7. Apply a light coating of petroleum jelly or multi-purpose grease to inner thrust washer (8) and thrust bearing (9).
8. Position thrust washer (8), thrust bearing (9), and thrust washer (8) into applicable groove of carrier assembly (10).
9. Apply a light coating of petroleum jelly or multi-purpose grease to new inner o-ring (6).
10. Position o-ring (6) in groove in hub (24).
11. While holding ring gear (7) and carrier assembly (10), insert smaller diameter of cluster gears (11) into internal gear (19).
12. Rotate ring gear (7) until hole marked "X" is located over hub shaft assembly (24).
13. Insert input gear (18) into carrier assembly (10) so that input gear and larger diameter of cluster gears (11) are in mesh. Check that carrier assembly (10) rotates freely.
14. Position thrust washer (17) on shaft of input gear (18).
15. Apply a light coating of petroleum jelly or multi-purpose grease to new outer o-ring (6).
16. Position o-ring (6) into groove of cover (1).
17. Apply a light coating of petroleum jelly or multi-purpose grease to outer thrust washers (8) and thrust bearing (9).
18. Position outer thrust washer (8), thrust bearing (9) and thrust washer (8) in cover (1).
19. Position cover (1) on ring gear (7) with oil check plug (5) in cover located at 90° from oil fill plugs (25 and 26) in hub (24).
20. Install four shoulder bolts (3) and lockwashers (4) into appropriate counterbored holes in hub (24).
21. Install eight bolts (2) which attach cover (1) to ring gear (7) and hub (24) and tighten to a torque of 3.2-3.7 kgm.
22. Carefully install hub pinion gear on splined output shaft. If necessary, gently tap into position with a soft headed mallet.
23. Apply No. 2 Lift Grade Loctite to pinion gear retaining plate screws.
24. Position gear retaining plate and install attaching screws.
25. Remove oil fill plug (25 or 26) and fill hub assembly with approximately one quart of approved extreme pressure gear lubricant. Install fill plug.

2.21 SWING BRAKE - AUSCO - MACHINES BUILT TO 1992

Disassembly

1. With shaft protruding downward, remove bolts (22) alternately and evenly to reduce spring tension.
2. Remove power plate (21) and gasket (2).
3. Bearing (18) is pressed onto shaft (7) and must be removed before removal of rotating discs (11) and stationary discs (12).
4. Further disassembly is not recommended unless necessary for the replacement of specific parts.
5. If further disassembly is required, remove shaft (7) and stack sub-assembly from housing (1) by lightly tapping or pressing on the small external spline end of the shaft and removing the shaft, bearings and stack from housing.
6. Remove bearing (18), stationary disc (12), rotating disc (11), springs (10) and primary disc 9.
7. Remove bearing (3) from shaft, taking care not to damage seal 4. Remove seal.
8. Remove springs (6) and spring retainer (5) from housing.
9. Remove piston (13) from power plate by introducing low pressure air (15 psi [10 bar]) into the hydraulic inlet. Direct piston away from operator.
10. Remove o-rings (15 and 17) and back-up rings (14 and 16) from piston OD and ID grooves. Back-up rings will be damaged and should not be removed if replacement is not planned.
11. Pressure relief valve (23) can be removed and inspected to assure spring loaded ball moves freely and is contamination free.



1. Gasket
2. Bolt (Model 28653)
   Flanged Bolt (Model 37265V)
3. Lockwasher (Model 28653 Only)
4. Power Plate
5. Bleeder
6. Ball Bearing (Model 37265V Only)
7. O-ring
8. Backup Ring
9. O-ring
10. Backup Ring
11. Piston
12. Stationary Disc
13. Compression Spring
14. Rotating Disc
15. Primary Disc
16. Torque Pin
17. Splined Shaft
18. Compression Spring
19. Spring Retainer (Model 37265V)
20. Oil Seal
21. Ball Bearing
22. Gasket
23. Housing
24. Retaining Ring (Model 28653 Only)
25. Retaining Ring (Model 28653 Only)
26. Gasket
27. Pressure Relief Valve

Swing Brake Assembly - AUSCO

Figure 2-22. Swing Brake - Ausco - Machines Built to 1992

Cleaning and Inspection

1. Clean all parts thoroughly.
2. Closely inspect all parts for damage, excessive wear, cracks and chips. Replace parts as necessary.
3. Discard seals and o-rings.
4. Closely inspect bearings and bearing contact surfaces.

NOTE: *Bearings may be re-used if, after thorough inspection, they are found to be in good condition.*

Assembly

NOTE: *Lubricate all seals, o-rings, cylinder of the power plate and piston with clean hydraulic oil prior to assembly.*

1. Assemble piston (13) into power plate (21) using a shop press, being careful not to damage the o-rings or back-up rings. Visually align the center of the cut-outs in piston with torque pin (8) holes in power plate. Avoid pushing the piston all the way to the bottom of the cylinder in the power plate. Try to keep the top surface of the piston flush to 1/8 in. (3.2 mm) below the machined surface of the power plate.
2. When pressing the bearing onto the shaft, press on the inner race of the bearing and support the shaft properly.
3. Rotating discs must be clean and dry. Worn or heavily scored discs must be replaced.
4. Press bearing (3) into housing 1. Bearing must be seated against shoulder in housing.
5. Before installing seal (4), lubricate lip of seal with system hydraulic fluid or other suitable lubricant. Face lip of seal toward outside of brake in order to keep gear box oil or other external contaminants out of brake. Using a shop press, install seal (4) by pressing evenly around OD of seal. Use care to avoid cocking seal.
6. Install shaft (7) into housing. Support inner race of bearing (3) when pressing bearing onto shaft.
7. Install gasket 2. Align properly. After installing all remaining brake components, install bearing (18). Properly support shaft when pressing bearing onto shaft.
8. Install power plate sub-assembly. Use a shop press to evenly lower plate into position. There should be no gap at the OD when power plate is properly seated against housing. If a shop press is not available, use assembly bolts (22). Tighten sequentially, one at a time, until power plate is properly seated. Torque bolts to 50 to 60 ft. lb. (68 to 81 Nm).
9. If replacement of pressure relief valve is necessary, install 1/2 to 3/4 turns beyond finger tight.
10. Bleed air from brake via bleeder screw.

2.22 SWING BRAKE - MICO - MACHINES BUILT TO 1992

1. Separate end cover (34) from housing (56) by removing capscrews (31) and lockwashers (32).

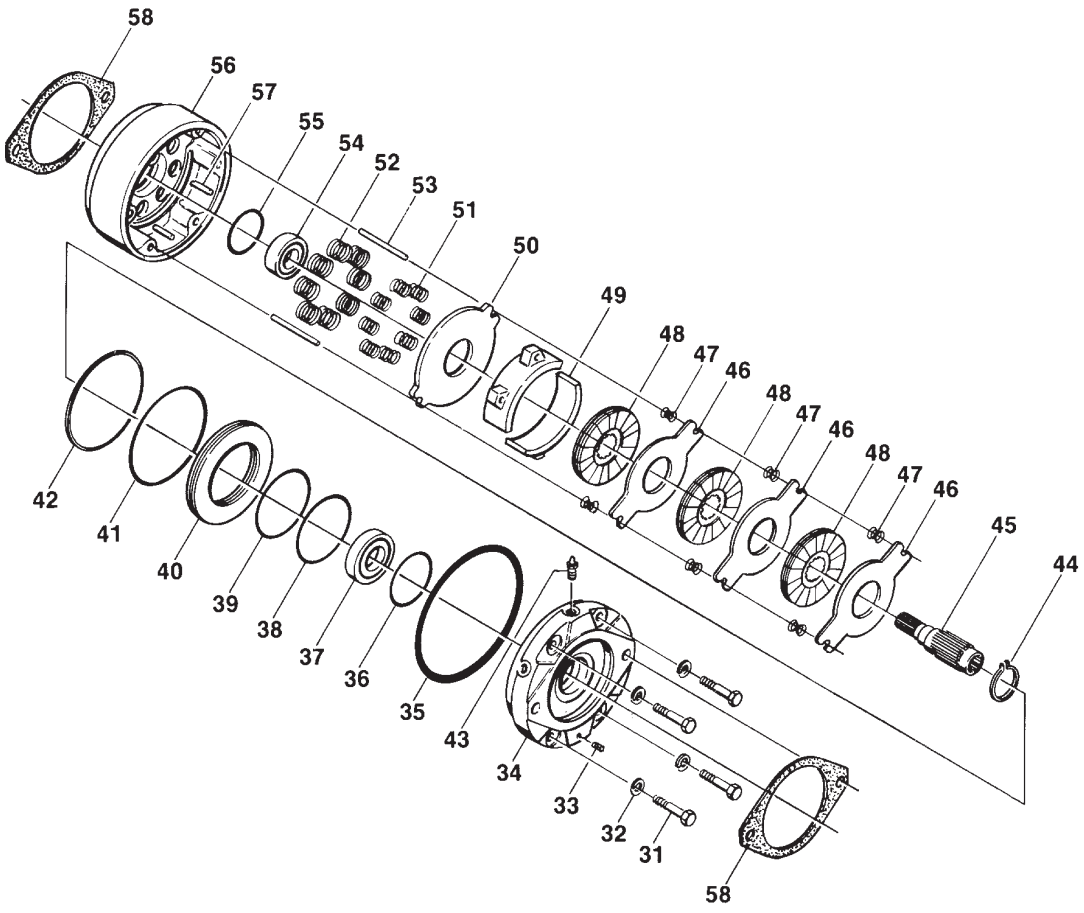
⚠ CAUTION

END COVER IS UNDER SPRING TENSION OF APPROXIMATELY 1,500 LB. (680 KG). THE FOUR BOLTS SHOULD BE LOOSENED EVENLY TO RELIEVE THIS FORCE. IF A HYDRAULIC PRESS IS AVAILABLE (3,000 LB. [1,360 KG] MINIMUM), THE COVER CAN BE HELD IN POSITION WHILE REMOVING THE CAPSCREWS AND LOCKWASHERS.

2. Tap cover with a soft mallet in order to dislodge bearing from cover.
3. Remove o-ring (36), square-ring (35), pipe plug (33) and bleeder (43) from end cover.
4. Remove piston (40) from end cover by inserting two 1/4-20 UNC bolts into threaded holes in piston. By turning and pulling, piston can be removed from bore.
5. Remove o-ring (38), back-up ring (39), o-ring (41) and back-up ring (42) from piston.
6. Remove separators (49) from housing (56).
7. Remove shaft assembly, consisting of shaft (45), discs (46, 50), friction plates (48), springs (47), snap ring (44) and bearings (3, 54) from housing by pressing or using a soft mallet on male end of shaft.
8. Remove springs (47) from between tabs of discs (46, 50).
9. Remove bearings (37, 54) from shaft (45) with appropriate bearing puller. The discs and friction discs will then slide off male end of shaft. Remove snap ring and shaft.
10. Remove dowel pins (53), springs (51, 52) and o-ring (55) from housing.

Cleaning and Inspection

1. Clean all parts thoroughly.
2. Closely inspect all parts for excessive wear, cracks, and chips. Replace parts as necessary.
3. Discard seals and o-rings.



31. Capscrew
32. Lockwasher
33. Plug
34. Cover
35. Square Ring
36. O-ring
37. Bearing
38. O-ring
39. Back-up Ring
40. Piston
41. O-ring
42. Back-Up Ring
43. Bleeder
44. Retaining Ring
45. Shaft
46. Disc
47. Spring
48. Friction Disc
49. Separator
50. Disc
51. Spring
52. Spring
53. Dowel Pin
54. Bearing
55. O-ring
56. Housing
57. Spiral Pin
58. Gasket

Swing Brake Assembly - MICO

Figure 2-23. Swing Brake - Mico - Machines Built to 1992

4. Closely inspect bearings and bearing contact surfaces. Replace as necessary.

NOTE: *Bearings may be reused if, after thorough inspection, they are found to be in good condition.*

Assembly

NOTE: *Lubricate all seals and o-rings with clean hydraulic oil prior to assembly.*

1. Insert new o-ring (55), dowel pins (53) and springs (51, 52) in housing (56).
2. Install new bearing (54) in housing and press until bearing bottoms on shoulder in housing.
3. Position new large diameter disc (50) in housing with tabs guided by dowel pins (53) until disc rests on springs (51, 52).

NOTICE

DISCS (46,50) AND FRICTION DISCS (48) SHOULD REMAIN DRY DURING INSTALLATION. NO OIL RESIDUE SHOULD BE ALLOWED TO CONTAMINATE DISC SURFACES.

4. Place a new friction disc (48) on bottom disc (50), centering it as closely as possible. Insert one spring (47) on each dowel pin.
5. Add additional new discs (46), new friction discs (48) and springs (47) as required for specific model.
6. Install snap ring (44) on shaft (45). Insert shaft (45) thru friction discs (48) until shaft contacts bearing (54). Press shaft (45) until it shoulders on inner race of bearing. A small preload will exist on snap ring (44) at this point.
7. Insert separators (49) over spiral pins in housing (56). Separators will contact top of bottom disc (50) when properly installed.
8. Install new o-ring (38), new back-up ring (39), new o-ring (41) and new back-up ring (42) on piston (40). Insert piston (40) into end cover (34), being careful not to shear o-rings or back-up rings. Inserting 1/4-20 UNC bolts in piston may simplify installation.
9. Install new o-ring (36), new bearing (37), new square ring (35), pipe plug (33) and bleeder screw (43) in end cover.
10. Position end cover (34) on housing, aligning dowel pin (53) with holes in end cover.
11. Install capscrews (31) and lockwashers (32). Tighten evenly to draw end cover (34) to housing and bearing (37) onto shaft (45). Torque capscrews to 68 Nm.

NOTE: *If available, a hydraulic press will simplify installation of end cover on housing. Clamp cover in position while tightening capscrews.*

12. Press on inner ring of bearing (37) until it shoulders on shaft (45) to eliminate binding on bearings. Be certain to restrain opposite end of shaft to avoid excessive thrust loading on bearing (54).

NOTICE

PRESS FORCE SHOULD BE LIMITED TO 907 KG MAXIMUM TO AVOID POSSIBLE DAMAGE TO SNAP RING (44).

NOTICE

IF HYDROSTATIC BENCH TESTING IS PERFORMED ON THE BRAKE ASSEMBLY, RELEASE PRESSURE SHOULD NOT EXCEED 138 BAR UNLESS TWO ADDITIONAL BOLTS ARE USED FOR SUPPLEMENTAL CLAMPING.

2.23 SWING BRAKE - MACHINES BUILT 1992 TO PRESENT

1. Separate end cover (2) from housing (21) by removing capscrews (1).

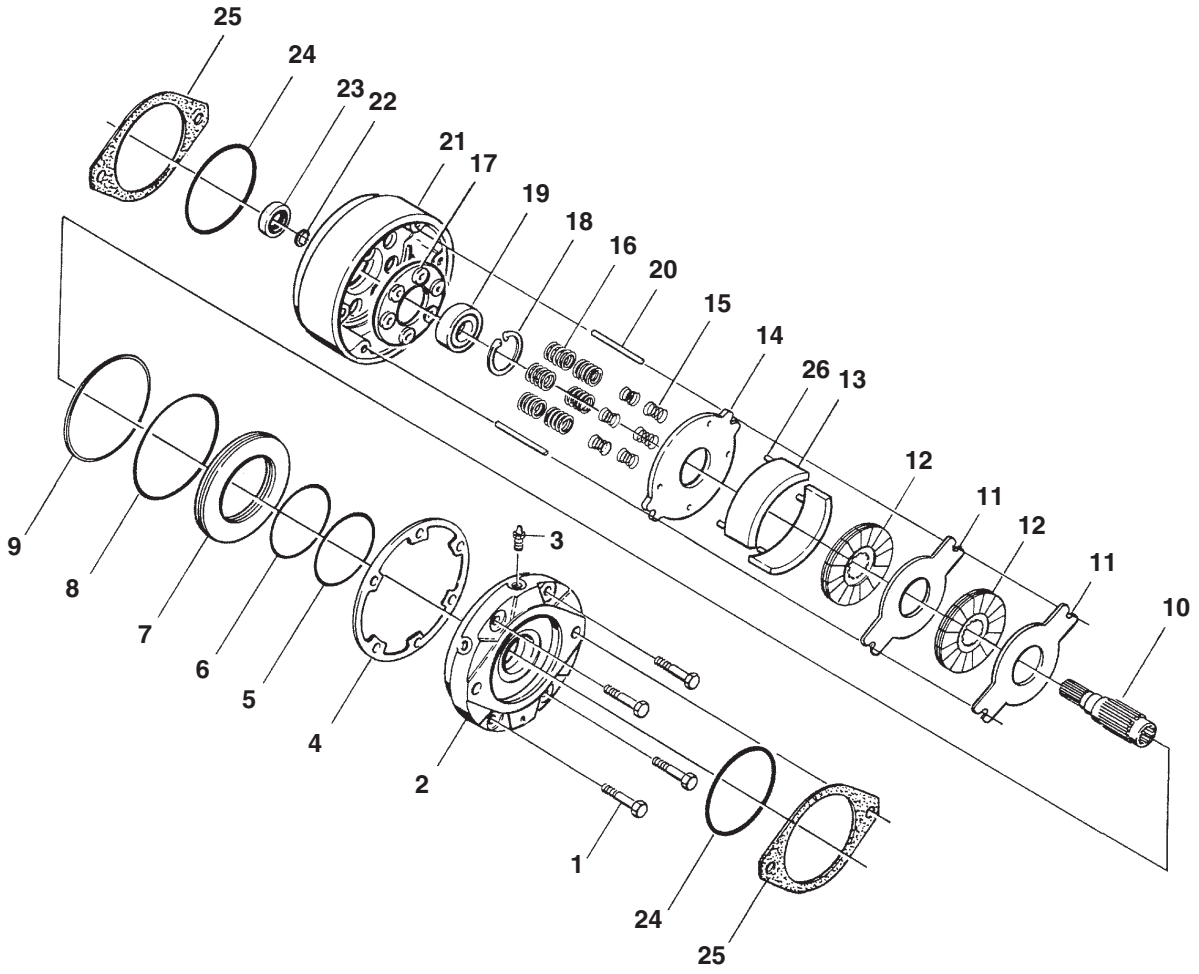
⚠ CAUTION

END COVER IS UNDER SPRING TENSION OF APPROXIMATELY 907 KG. THE FOUR BOLTS SHOULD BE LOOSENED EVENLY TO RELIEVE THIS FORCE. IF A HYDRAULIC PRESS IS AVAILABLE (1,360 KG MINIMUM), THE COVER CAN BE HELD IN POSITION WHILE REMOVING THE CAPSCREWS AND LOCKWASHERS.

2. Remove case seal (4) from the housing (21), then remove bleeder screw (3) from the end cover (2).
3. Remove piston (7) from end cover (2).
4. Remove o-ring (5), back-up ring (6), o-ring (8) and back-up ring (9) from piston (7).
5. Remove separators (13) from housing (21).
6. Remove stack assembly, consisting of discs (11), return plate (14) and friction discs (12) from housing (21).

NOTE: *Not all models use the same number of springs or spring pattern. Record this information for assembly purposes. Spring retainer (17) was not used in earlier models.*

7. Remove dowel pins (20), springs (15 & 16) and spring retainer (17) from housing (21).
8. Remove retaining ring (18) from housing (21).
9. Remove shaft by pressing or using a soft mallet on male end of shaft (10).



1. Capscrew
2. End Cover
3. Bleeder Screw
4. Case Seal
5. O-ring
6. Back-Up Ring
7. Piston
8. O-ring
9. Backup Ring
10. Shaft
11. Disc
12. Friction Disc
13. Separators
14. Return Plate
15. Spring
16. Spring
17. Spring Retainer
18. Retaining Ring
19. Bearing
20. Dowel Pin
21. Housing
22. Retaining Ring
23. Rotary Oil Seal
24. O-ring
25. Gasket
26. Pin

Figure 2-24. Swing Brake - Machines Built 1992 to Present

NOTE: *Earlier models did not use retaining ring (22).*

10. Remove retaining ring (22) and bearing (19) from shaft (10).
11. Press Rotary oil seal (23) from housing (21).

Cleaning and Inspection

1. Clean all parts thoroughly.
2. Closely inspect all parts for excessive wear, cracks, and chips. Replace parts as necessary.
3. Discard seals and o-rings.
4. Closely inspect bearings and bearing contact surfaces. Replace as necessary.

NOTE: *Bearings may be reused if, after thorough inspection, they are found to be in good condition.*

Assembly

NOTE: *Lubricate all seals and o-rings with clean hydraulic oil prior to assembly.*

1. Clean all parts thoroughly before assembly.
2. Press new rotary oil seal (23) into housing (21). Note direction of the seal.

NOTE: *Earlier models did not use retaining ring (22).*

3. Install new bearing (19) and retaining ring (22) on shaft (10).
4. Insert shaft assembly and retaining ring (18) in housing (21).

NOTE: *Be sure to use the same number of springs and spring pattern as recorded during disassembly. Spring retainer (17) was not used in earlier models.*

5. Insert dowel pins (20), spring retainer (17) and springs (15 & 16) in housing (21).
6. Position new large diameter return plate (14) in housing with tabs guided by dowel pins (20) until disc rests on springs (15 & 16).

NOTICE

DISCS (11, 14) AND FRICTION DISCS (12) SHOULD REMAIN DRY DURING INSTALLATION. NO OIL RESIDUE SHOULD BE ALLOWED TO CONTAMINATE DISC SURFACES.

7. Place a new friction disc (12) on shaft (10) until it contacts return plate (14).
8. Add additional new discs (11) and new friction discs (12) as required to complete assembly.
9. Insert separators (13) in holes of return plate.
10. Install new o-ring (5), new backup ring (6), new o-ring (8) and new back-up ring (9) on piston (7). Note order of o-rings and back-up rings. Insert piston (7) into end cover (2) being careful not to shear o-rings or back-up rings.
11. Install new case seal (4) in housing (21) then install bleeder screw (3) in end cover (2).
12. Position end cover (2) on housing (21) aligning dowel pins (20) with holes in end cover.

NOTE: *If available, a hydraulic press will simplify installation of end cover on housing. Clamp cover in position while tightening capscrews.*

13. Press on inner ring of bearing (37) until it shoulders on shaft (45) to eliminate binding on bearings. Be certain to restrain opposite end of shaft to avoid excessive thrust loading on bearing (54).

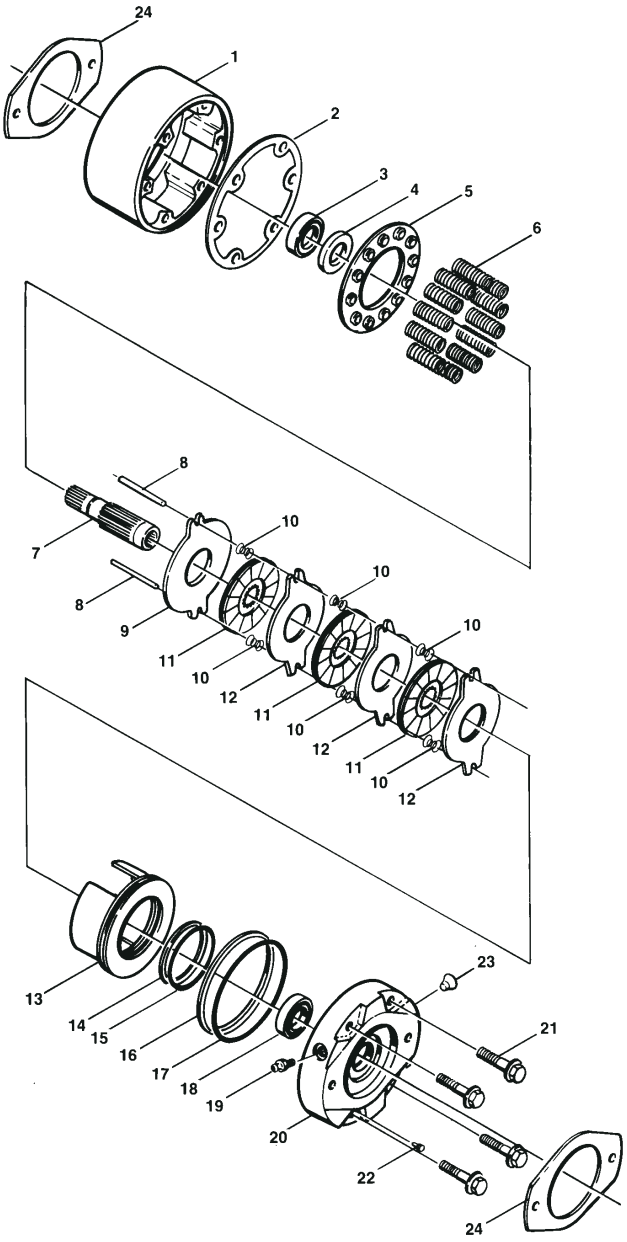
NOTICE

IF HYDROSTATIC BENCH TESTING IS PERFORMED ON THE BRAKE ASSEMBLY, RELEASE PRESSURE SHOULD NOT EXCEED 138 BAR UNLESS TWO ADDITIONAL BOLTS ARE USED FOR SUPPLEMENTAL CLAMPING.

2.24 DRIVE BRAKE - AUSCO - MACHINES BUILT PRIOR TO MARCH 1992

Disassembly

1. With shaft protrusion downward, remove bolts (21) alternately, power plate (20) and gasket 2.
2. Bearing (18) is pressed onto shaft (7) and must be removed before removal of rotating discs (11) and stationary discs (12).
3. Remove shaft and stack subassembly from housing by lightly tapping or pressing on the small external spline end of the shaft and removing the shaft, bearings and stack from the housing (1).
4. Remove bearing (18), stationary discs (12), rotating discs (11), springs (10) and primary disc 9.
5. Remove bearing (3) from shaft, using care not to damage seal 4. Remove seal and inspect sealing lip and OD for damage. If damaged, replace per reassembly instructions.
6. Remove springs (6) and spring retainer (5) from housing (1).
7. Remove piston (13) from power plate by introducing low pressure air (15 psi [1 Bar]) into the hydraulic inlet. Make sure piston is directed away from the



1. Housing
2. Gasket
3. Bearing
4. Oil Seal
5. Spring Retainer
6. Compression Spring
7. Splined Shaft
8. Torque Pin
9. Primary Disc
10. Separator Disc
11. Rotating Disc
12. Stationary Disc
13. Piston
14. Back-Up Ring
15. O-ring
16. Back-Up Ring
17. O-ring
18. Bearing

Figure 2-25. Drive Brake - Ausco (Prior to March 1992)

operator. Remove o-rings (15 and 17) and back-up rings (14 and 16) from piston OD and ID grooves.

8. Pressure relief valve (22) can be removed and inspected to assure spring-loaded ball moves freely and is free of contaminants.

Inspection

1. Clean all parts thoroughly.
2. Closely inspect all parts for excessive wear, cracks and chips. Replace parts as necessary.
3. Discard seals and o-rings.
4. Closely inspect bearings and bearing contact surfaces. Replace as necessary.

NOTE: *Bearings may be reused if, after thorough inspection, they are found to be in good condition.*

Assembly

NOTE: *Lubricate all seals and o-rings with clean hydraulic oil prior to assembly.*

1. Cylinder of the power plate, piston and o-rings must be clean prior to assembly, and pre-lubed with system hydraulic fluid.
2. Assemble piston (13) into power plate (20) using a shop press, being careful not to damage o-rings or teflon back-up rings. Visually align center of cutouts in piston (13) with torque pin (8) holes in power plate (20).

NOTE: *Avoid pushing the piston all the way to the bottom of the cylinder in the power plate. Generally, try to keep the top surface of the piston flush to 3.2 mm below the machined surface of the power plate.*

3. When pressing bearing onto shaft, press on inner race of bearing and support shaft properly.
4. Rotating discs must be clean and dry. There should be no presence of oil on any lining material or mating surfaces of the stationary discs. Worn or heavily scored rotating discs must be replaced.
5. Press bearing (3) into housing 1. Bearing must be seated against shoulder in housing.
6. Before installing seal (4), lubricate lip of seal with system hydraulic fluid. Use a shop press to install seal. Face lip of seal toward outside of brake in order to keep gear box oil or other external contaminants out of brake.
7. Install seal (4) into housing by pressing evenly around OD of seal. Use care to avoid cocking. Back of seal must be installed flush to surface of housing.
8. Install shaft (7) into housing. Support inner race of bearing (3) when pressing shaft into bearing.
9. Install gasket 2. Be sure to properly align. After installing all remaining internal components of brake, install bearing (18). Properly support shaft when pressing bearing onto shaft.
10. Install power plate sub-assembly. Use a shop press to evenly lower plate into position. There should be no gap at OD when power plate is properly seated against housing. If a shop press is not available, use assembly bolts (21). Tighten sequentially, one turn at a time, until power plate is properly seated. Torque to 68-81 Nm.
11. If replacement of pressure relief valve (22) is necessary, install 1/2 to 3/4 turns beyond finger tight.
12. Install in place between motor and torque hub. After connecting hydraulic line to brake, bleed air from brake via bleeder screw.

2.25 DRIVE BRAKE - MICO - MACHINES BUILT MARCH 1992 TO S/N 33476

Disassembly

1. Separate end cover (2) from housing (21) by removing capscrews (1).

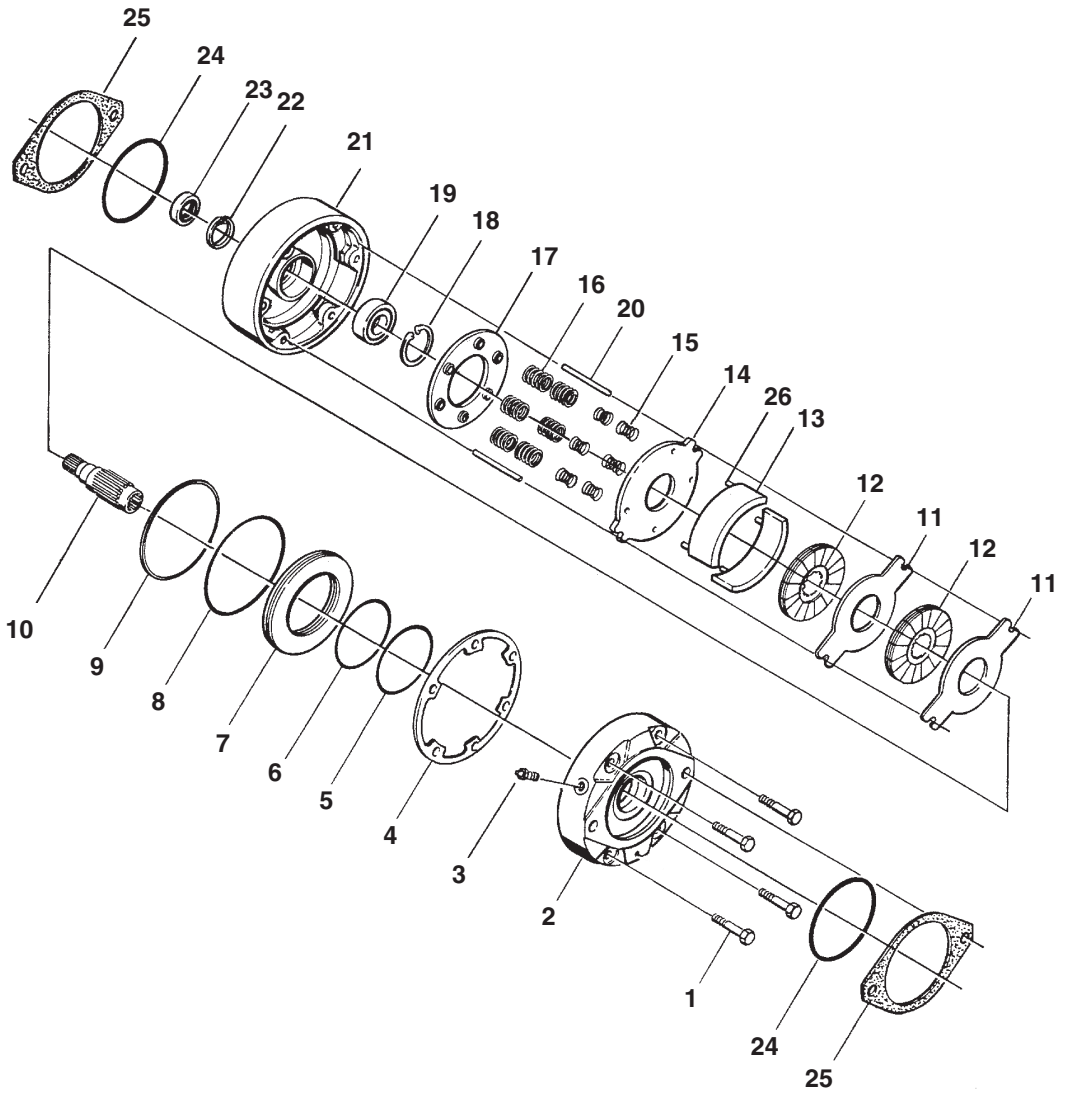
⚠ CAUTION

END COVER IS UNDER SPRING TENSION OF APPROXIMATELY 907 KG. THE FOUR BOLTS SHOULD BE LOOSENED EVENLY TO RELIEVE THIS FORCE. IF A HYDRAULIC PRESS IS AVAILABLE (1,360 KG MINIMUM), THE COVER CAN BE HELD IN POSITION WHILE REMOVING THE CAPSCREWS AND LOCKWASHERS.

2. Remove case seal (4) from the housing (21), then remove bleeder screw (3) from the end cover (2).
3. Remove piston (7) from end cover (2).
4. Remove o-ring (5), back-up ring (6), o-ring (8) and back-up ring (9) from piston (7).
5. Remove separators (13) from housing (21).
6. Remove stack assembly, consisting of discs (11), return plate (14) and friction discs (12) from housing (21).

NOTE: *Not all models use the same number of springs or spring pattern. Record this information for assembly purposes. Spring retainer (17) was not used in earlier models.*

7. Remove dowel pins (20), springs (15 & 16) and spring retainer (17) from housing (21).



1. Capscrew
2. End Cover
3. Bleeder Screw
4. Case Seal
5. O-ring
6. Back-Up Ring
7. Piston
8. O-ring
9. Backup Ring
10. Shaft
11. Disc
12. Friction Disc
13. Separators
14. Return Plate
15. Spring
16. Spring
17. Spring Guide
18. Retaining Ring
19. Bearing
20. Dowel Pin
21. Housing
22. Retaining Ring
23. Rotary Oil Seal
24. O-ring
25. Gasket
26. Pin

Figure 2-26. Drive Brake - Mico (March 1992 to S/N 33746)

8. Remove retaining ring (18) from housing (21).
9. Remove shaft by pressing or using a soft mallet on male end of shaft (10).

NOTE: *Earlier models did not use retaining ring (22).*

10. Remove retaining ring (22) and bearing (19) from shaft (10).Press Rotary oil seal (23) from housing (21).

Cleaning and Inspection

1. Clean all parts thoroughly.
2. Closely inspect all parts for excessive wear, cracks, and chips. Replace parts as necessary.
3. Discard seals and o-rings.
4. Closely inspect bearings and bearing contact surfaces. Replace as necessary.

NOTE: *Bearings may be reused if, after thorough inspection, they are found to be in good condition.*

Assembly

NOTE: *Lubricate all seals and o-rings with clean hydraulic oil prior to assembly.*

1. Clean all parts thoroughly before assembly.
2. Press new rotary oil seal (23) into housing (21). Note direction of the seal.

NOTE: *Earlier models did not use retaining ring (22).*

3. Install new bearing (19) and retaining ring (22) on shaft (10).
4. Insert shaft assembly and retaining ring (18) in housing (21).

NOTE: *Be sure to use the same number of springs and spring pattern as recorded during disassembly. Spring retainer (17) was not used in earlier models.*

5. Insert dowel pins (20), spring retainer (17) and springs (15 & 16) in housing (21).
6. Position new large diameter return plate (14) in housing with tabs guided by dowel pins (20) until disc rests on springs (15 & 16).

NOTICE

DISCS (11, 14) AND FRICTION DISCS (12) SHOULD REMAIN DRY DURING INSTALLATION. NO OIL RESIDUE SHOULD BE ALLOWED TO CONTAMINATE DISC SURFACES.

7. Place a new friction disc (12) on shaft (10) until it contacts return plate (14).
8. Add additional new discs (11) and new friction discs (12) as required to complete assembly.
9. Insert separators (13) in holes of return plate.
10. Install new o-ring (5), new backup ring (6), new o-ring (8) and new back-up ring (9) on piston (7). Note order of o-rings and back-up rings. Insert piston (7) into end cover (2) being careful not to shear o-rings or back-up rings.
11. Install new case seal (4) in housing (21) then install bleeder screw (3) in end cover (2).
12. Position end cover (2) on housing (21) aligning dowel pins (20) with holes in end cover.

NOTE: *If available, a hydraulic press will simplify installation of end cover on housing. Clamp cover in position while tightening capscrews.*

13. Press on inner ring of bearing (37) until it shoulders on shaft (45) to eliminate binding on bearings. Be certain to restrain opposite end of shaft to avoid excessive thrust loading on bearing (54).

NOTICE

IF HYDROSTATIC BENCH TESTING IS PERFORMED ON THE BRAKE ASSEMBLY, RELEASE PRESSURE SHOULD NOT EXCEED 138 BAR UNLESS TWO ADDITIONAL BOLTS ARE USED FOR SUPPLEMENTAL CLAMPING.

2.26 DRIVE BRAKE - MICO - MACHINES BUILT S/N 33476 TO PRESENT

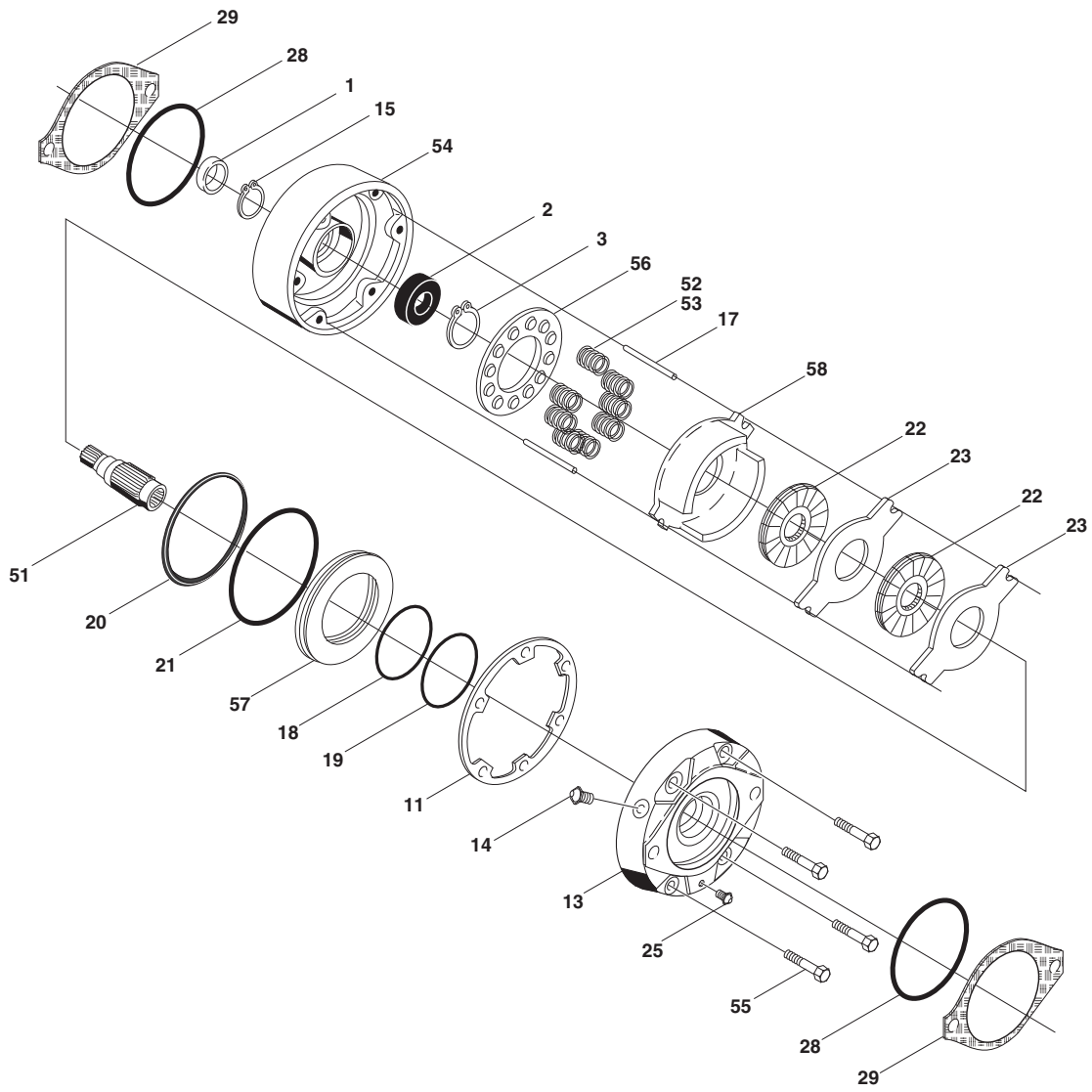
Disassembly

1. With the shaft protrusion downward, remove end cover (13) by removing capscrews (12).

NOTICE

END COVER IS UNDER SPRING TENSION OF APPROXIMATELY 681 KG. THE FOUR CAPSCREWS SHOULD BE LOOSENED EVENLY TO RELIEVE THIS FORCE. IF A HYDRAULIC PRESS IS AVAILABLE (1362 KG MAXIMUM), THE COVER CAN BE HELD IN POSITION WHILE REMOVING THE CAPSCREWS AND LOCKWASHERS.

2. Remove case seal (11) from housing (7) then remove bleeder screw (14) from end cover (13).
3. Remove piston (24) from end cover (13).
4. Remove o-ring (19), back-up ring (18), o-ring (21) and back-up ring (20) from piston (24).
5. Remove separators (10) from housing (7).



1. Capscrew
2. End Cover
3. Bleeder Screw
4. Case Seal
5. O-ring
6. Back-Up Ring
7. Piston
8. O-ring
9. Backup Ring
10. Shaft
11. Disc
12. Friction Disc
13. Separators
14. Return Plate
15. Spring
16. Spring
17. Spring Guide
18. Retaining Ring
19. Bearing
20. Dowel Pin
21. Housing
22. Retaining Ring
23. Rotary Oil Seal
24. O-ring
25. Gasket
26. Pin

Figure 2-27. Drive Brake - Mico (S/N 33476 to Present)

6. Remove stack assembly, consisting of discs (23), return plate (8) and friction discs (22) from housing (7).
7. Remove dowel pins (17), springs (5 & 6) from housing (7).
8. Remove retaining ring (3) from housing (7).
9. Remove shaft by pressing or using a soft mallet on male end of shaft (4).
10. Remove retaining ring (15) bearing (2) from shaft (4).
11. Press rotary seal (1) from housing (7).

Inspection

1. Clean all parts thoroughly.
2. Closely inspect all parts for excessive wear, cracks and chips. Replace parts as necessary.
3. Discard seals and o-rings.
4. Closely inspect bearings and bearing contact surfaces. Replace as necessary.

NOTE: *Bearings may be reused if, after thorough inspection, they are inspection, they are found to be in good condition.*

Assembly

NOTE: *Lubricate all seals and o-rings with clean hydraulic oil prior to assembly.*

1. Press new rotary seal (1) into housing (7). Note the direction of seal.
2. Install new bearing (2) on shaft (4).
3. Install shaft assembly and retaining ring (3) into housing (7).
4. Install dowel pins (17), spring retainer (16), and springs (5 & 6) into housing (7).

NOTE: *Be sure to use the same number of springs and spring pattern as recorded during disassembly as shown below.*

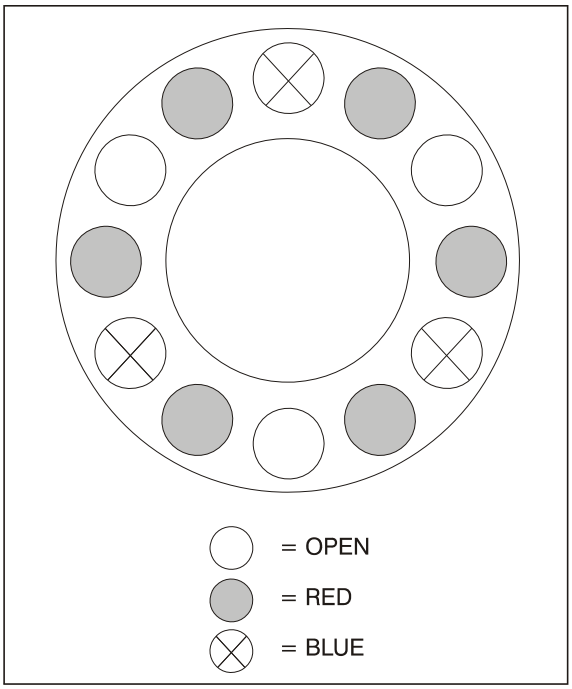


Figure 2-28. Spring Loading

5. Position new large diameter return plate (8) in housing with tabs guided by dowel pins (17) until disc rests on springs (5 & 6).

NOTE: *Discs (8 & 23) and friction discs (22) should remain dry during installation. No oil contaminate disc surfaces.*

6. Place new disc (22) on shaft (4) until it contacts return plate (8).
7. Add additional discs (23) as required to complete assembly.

8. Insert separators (10) in holes of return plate (8).
9. Install new o-ring (19), new back-up ring (18), new o-ring (20) and new back-up ring (21) on piston (24). Insert piston (24) into end cover (13) being careful not to shear o-rings or back-up rings.
10. Install new case seal (11) in housing (7) then install bleeder screw (14) in end cover.
11. Position end cover (13) on housing (7) aligning dowel pins (17) with holes in end cover.
12. Insert capscrews (12) and tighten evenly to draw end cover (13) to housing (7). Torque capscrews to 55 ft. lbs. (75 Nm).

2.27 FREE WHEELING OPTION

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

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

To Engage Drive Motors and Brakes (Normal Operation)

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

2.28 OEM CONTROLLERS

LED's on the circuit board show if the controller works. The A Terminal LED lights when the handle is moved in the A direction, B Terminal LED in the B direction.

NOTICE

ADJUSTMENTS MUST BE MADE IN THE ORDER LISTED.

Before making adjustments, position CREEP switch to OFF, IGNITION switch to ON and depress footswitch.

THRESHOLD Adjustment

1. Move controller handle approximately one (1) inch (2.5 cm), until LED light comes on.
2. Adjust THRESHOLD trimpot CW to increase function speed, CCW to decrease speed.
3. Adjust trimpot so that function just starts to move after LED light comes on.

HI RANGE Adjustment

1. Move handle all the way forward.
2. Back off controller approximately 10°.
3. If function slows down, controller is at or below maximum output. If this is satisfactory, do not adjust further.
4. If function speed is too slow, turn HI RANGE trimpot CW to increase speed. If function speed is too fast, turn trimpot CCW to decrease speed.
5. If necessary, repeat steps (1) through 4.

IRS - RAMP RATE Adjustment

1. Turning RAMP RATE trimpot CW increases the time to turn ON or OFF; CCW decreases the time it takes to turn ON or OFF when handle is moved.
2. Trimpot has a wide adjustment range, therefore it will be necessary to make 2 or 3 turns to notice a difference in function response.d.

LO RANGE Adjustment (CREEP)

1. Turn CREEP switch on and completely stroke handle.
2. Adjust LO RANGE trimpot for desired output or function speed. CW increases speed/output, CCW decreases speed/output.

2.29 BOOM MARKING TAPE INSTALLATION

Boom marking tape installation for Models 100HX, 110HX and 100HX+10 (110HXER) is shown in Figures 2-28 and 2-29 and Table 2-4.

2.30 BOOM LENGTH/ANGLE SENSOR ADJUSTMENT PROCEDURES

NOTICE

LOAD RADIUS CIRCUIT CARD P/N-0610106 WAS SUPERSEDED WITH LOAD RADIUS CIRCUIT CARD P/N-0610130. ALTHOUGH DIFFERENT IN COMPONENT LAYOUT AND POSITION OF TEST POINTS, THE TEST POINTS ARE LABELED AND FUNCTION EXACTLY THE SAME.

NOTE: *The boom length/angle sensor is factory set and normally does not require adjusting unless it is removed from the base boom for maintenance purposes, etc. The boom length/angle sensor has been built to three different configurations, hereafter referred to as 1st generation, 2nd generation and 3rd generation.*

1st, and 2nd Generation Radius Cards

100HX, 110HX

1. Length Indicator Adjustment.
   a. With the engine running, check test point 10 (TP10). Adjust trimpot P5 until 10 Volts is obtained on TP10.
   b. Fully retract the boom and place in the 0 (+3/-0) degrees horizontal position.

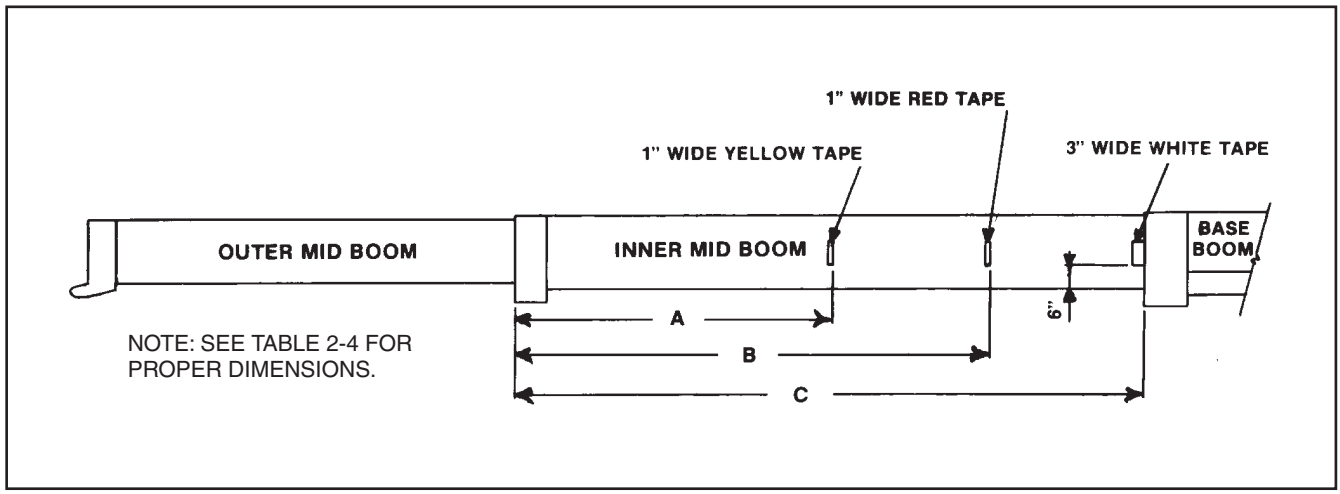


Figure 2-29. Boom Marking Tape Installation - 100HX and 110HX

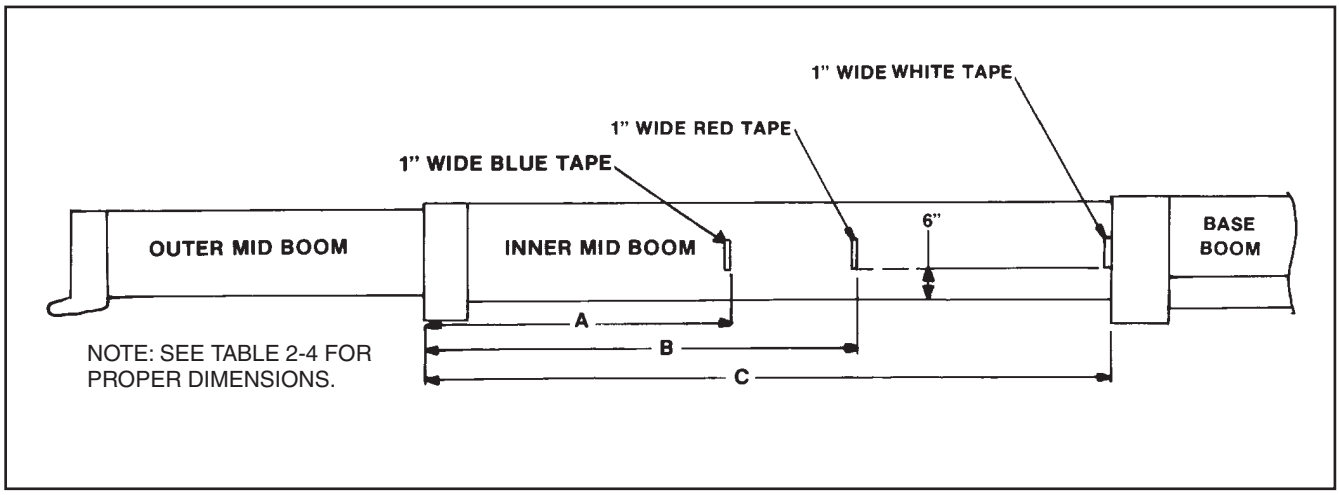


Figure 2-30. Boom Marking Tape Installation - 100HX+10 and 110HXER

c. Set TP1 on the load radius circuit card to 1.8 Volts by adjusting trimpot TP1, then proceed with the following adjustments.

Loosen Allen screws which anchor the timing belt pulley (1st generation) or timing gear (2nd generation) to the shaft of the 5K pot. On 3rd generation sensor boxes, loosen the three screws holding the pot in place. This enables pot/pot shaft to move freely.

Turn the ignition switch on. Adjust the 5K pot/pot shaft until the proper voltage appears at TP2 on the load radius circuit card and also at the green wire on the 5K pot. (See Table 2-5 for proper voltage.)

Tighten the Allen screws on the timing belt pulley/timing gear or tighten the three screws, as applicable.

2. Boom Angle Sensor Adjustment.

a. With the boom completely retracted and in the 0 degrees horizontal position, measure the voltage at TP3 on the load radius circuit card and at the yellow wire on the boom angle sensor.

b. Adjust the spring-loaded screw on the boom angle sensor mounting plate (1st generation) or the trimpot on the boom angle sensor (second generation) until the voltage at TP3 on the load radius circuit card and the yellow wire on the boom angle sensor reaches the proper voltage. For third generation sensor boxes, loosen the three screws securing the sensor to the box and rotate the sensor until the proper voltage reading is obtained, then retighten the screws. (See Table 2-5 for proper voltage.)

3. Radius Adjustment.

a. With the boom completely retracted and level horizontal, telescope the boom until the yellow marking tape on the mid boom is exposed.

b. At this point, measure the voltage at TP6 on the load radius circuit card. This voltage represents the critical radius from the center line of rotation.

c. Put the voltmeter probe on TP8 and adjust P2 on the load radius circuit card until the voltage measured at TP6 is obtained at TP8. The yellow light on the “Reach Display” should just turn on.

d. Continue extending the boom until the red marking tape on the mid boom is exposed

e. Measure the voltage at TP6 on the load radius circuit card. This voltage represents the critical radius from the center line of rotation.

f. Adjust P3 on the load radius circuit card until the voltage measured at TP6 is obtained at TP9. The red light on the “Reach Display” should just turn on.

NOTE: *If replacing the boom radius circuit card, P4 must be set at the same voltage as P3. The test point for P4 voltage is TP7.*

4. Operational Check.

a. With no load in the platform, raise the boom completely and fully extend the boom.

b. Engage auxiliary power.

c. Engage LIFT DOWN until the blue light turns off and the yellow light turns on. When the yellow light turns on, shut down the machine and check the boom angle. The boom angle should be 63-67 degrees. If the boom angle is within this range, proceed to step 4. If the boom angle is not within this range, contact the JLG Service Department for further assistance.

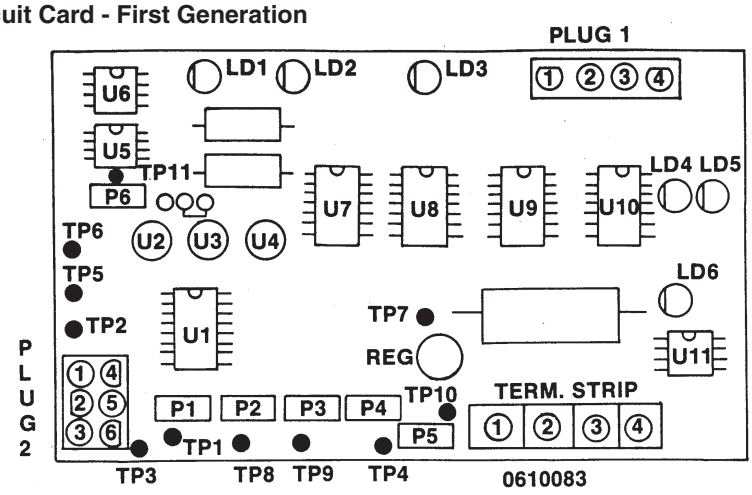
Table 2-4.Boom Marking Tape Installation

w/4620038 Turntable			
Model	Dim. A	Dim. B	Dim.C
110HX Single Capacity	N/R	119-1/2 in. (303.5 cm)	154-1/2 in. (392.4 cm)
110HX Dual Capacity	82-1/2 in. 209.6 cm)	119-1/2 in. (303.5 cm)	154-1/2 in. (392.4 cm
100HX+10 (110HXER)	50in. (127.0 cm)	84 in. (213.4 cm)	135 in. (342.9 cm)
w/4620044 or 4620078 Turntable			
w/o Boom Wipers			
Model	Dim. A	Dim. B	Dim.C
110HX Dual Capacity	51-1/4 in. (130.2 cm)	90 in. (228.6 cm)	123 in. (312.4 cm)
110HX Single Capacity	N/A	112-1/2 in. (285.8 cm)	160-1/2 in. (407.7 cm)
110HX Dual Capacity	85-1/2 in. (217.2 cm)	122-1/2 in. (311.2 cm)	160-1/2 in. (407.7 cm)
100HX+10 (110HXER)	41-1/4 in. (104.8 cm)	80 in. (203.2 cm)	131 in. (332.7 cm)
w/Boom Wipers Installation 0239257			
Model	Dim. A	Dim. B	Dim. C
100HX Dual Capacity	50-1/4 in. (127.6 cm)	89 in. (226.1 cm)	122in. (309.9 cm)
110HX Single Capacity	N/A	121-1/2 in. (308.6 cm)	159-1/2 in. (405.1 cm)
110HX Dual Capacity	83-3/8 in. (211.8 cm)	121-1/2 in. (308.6 cm)	159-1/2 in. (405.1 cm)
100HX+10 (110HXER)	40-1/4 in. (102.2 cm)	79 in. (200.7 cm)	130 in. (330.2 cm)
w/Boom Wipers Installation 0253303			
Model	Dim. A	Dim. B	Dim. C
100HX Dual Capacity	49-1/8 in (124.8 cm)	87-7/8 in. (223.2 cm)	120-7/8 in. (307.8 cm)
110HX Single Capacity	N/A	120-3/8 in. (305.8 cm)	158-3/8 in. (402.3)
110HX Dual Capacity	83-3/8 in. (211.8 cm)	120-3/8 in. (305.8 cm)	158-3/8 in. (402.3)

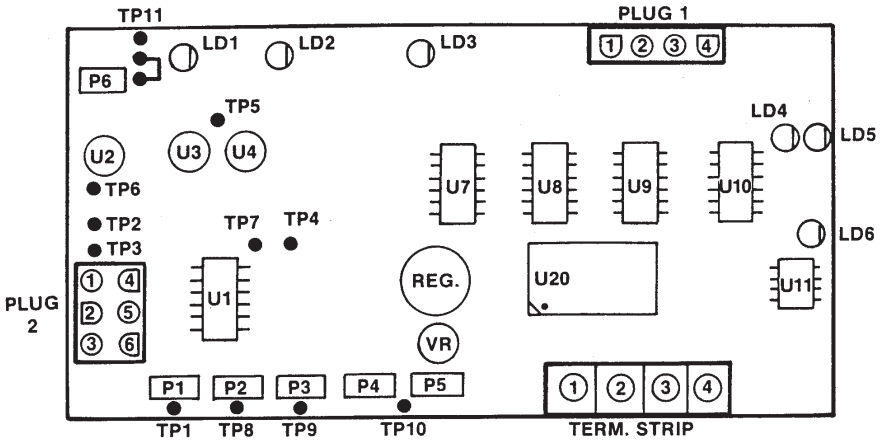
d. Engage LIFT DOWN until the blue light turns off and the red light turns on. When the red light turns on, shut down the machine and check the boom angle. The boom angle should be 55-58 degrees. If the boom angle is within this range, the boom length/angle indicating system is working properly and requires no further adjustment. If the boom angle is not within this range, contact the JLG Service Department for further assistance.

e. Engage LIFT DOWN. The boom function should stop at 41 degrees or a higher angle. If the boom does not stop at 41 degrees, contact the JLG Service Department.

Load Radius Circuit Card - First Generation



Load Radius Circuit Card - Second Generation



Load Radius Circuit Card - Third Generation

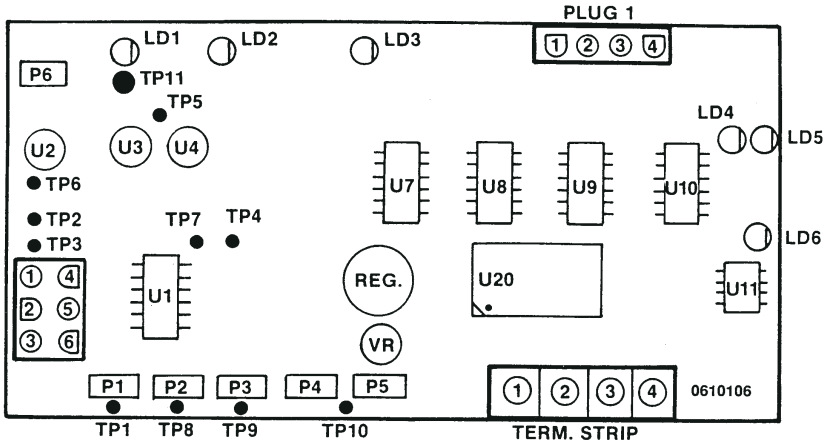


Figure 2-31. Load Radius Card Configurations

Table 2-5.Card Adjustment - 1st and 2nd Generation

Boom Radius Use Procedure		
Model	**Length Indicator**	**Boom Angle Sensor**
100HX	2.5 Volts	0.18 Volts
110HX	2.0 Volts	0.20 Volts
100HX+10 (110HXER)	2.5 Volts	0.18 Volts

Table 2-6.Card Adjustment - 3rd Generation

Boom Radius Use Procedure				
Adjustment Location	**100HX Dual Capacity**	**110HX Single Capacity**	**110HX Dual Capacity**	**100HX+10 Single Capacity**
P1	1.114 Volts	1.155 Volts	1.151 Volts	1.024 Volts
P2	1.585 Volts	2.301 Volts	2.128 Volts	2.263 Volts
P3	1.959 Volts	5.0 Volts	2.548 Volts	5.0 Volts
P4	0.05 Volts	0.05 Volts	0.05 Volts	0.05 Volts
P5	1610 Ohms	1420Ohms	1340 Ohms	1068 Ohms

100HX+10 (110HXER).

1. Length Indicator Adjustment.
   a. Fully retract the boom and place it in the 0 (+3/-0) degrees horizontal position.
   b. With the engine running, check test point 10 (TP10).
   c. Set TP1 on the load radius circuit card to 1.8 Volts by adjusting P1.
   d. Loosen the Allen screws which anchor the timing belt pulley (1st generation) or timing gear (2nd generation) to the shaft of the 5K pot. On 3rd generation sensor boxes, loosen the three screws holding the pot in place. This enables the pot/pot shaft to move freely.
   e. Turn the ignition switch on. Adjust the 5K pot/pot shaft until the proper voltage appears at TP2 on the load radius circuit card and also at the green wire on the 5K pot. (See Table 2-5 for proper voltage.)
   f. Tighten the Allen screws on the timing belt pulley/timing gear or tighten the three screws, as applicable.
2. Boom Angle Sensor Adjustment.
   a. With the boom completely retracted and in the 0 (+3/-0) degrees horizontal position, measure the voltage at TP3 on the load radius circuit card and at the yellow wire on the boom angle sensor.
   b. Adjust the spring-loaded screw on the boom angle sensor mounting plate (1st generation) or the trim pot on the boom angle sensor (2nd generation) until the voltage at TP3 on the load radius circuit card and the yellow wire on the boom angle sensor reaches the proper voltage. For the 3rd generation sensor boxes, loosen the three screws securing the sensor to the box and rotate the sensor until the proper voltage reading is obtained, then retighten the screws. (See Table 2-5 for proper voltage.)

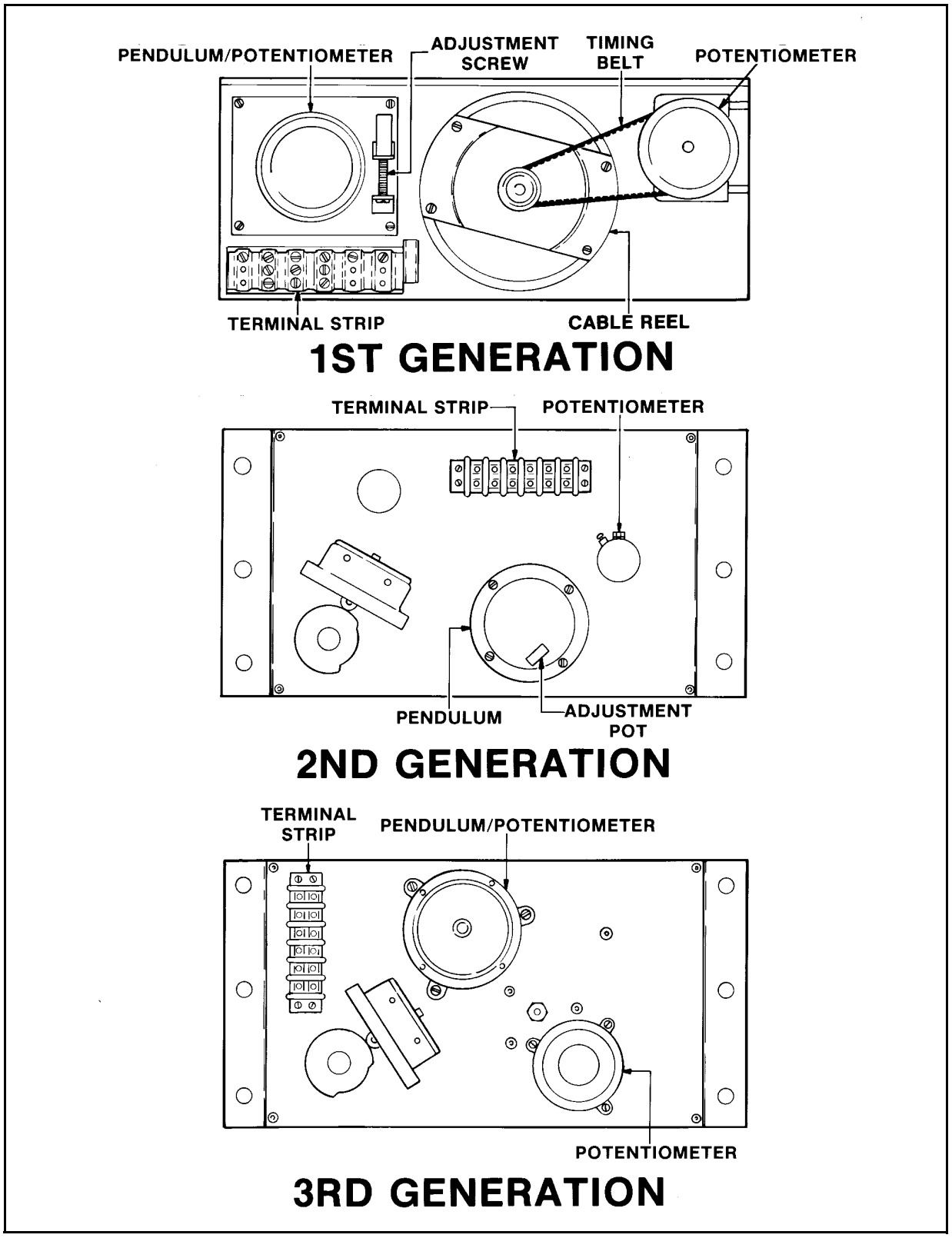


Figure 2-32. Boom Length/Angle Sensor Configurations

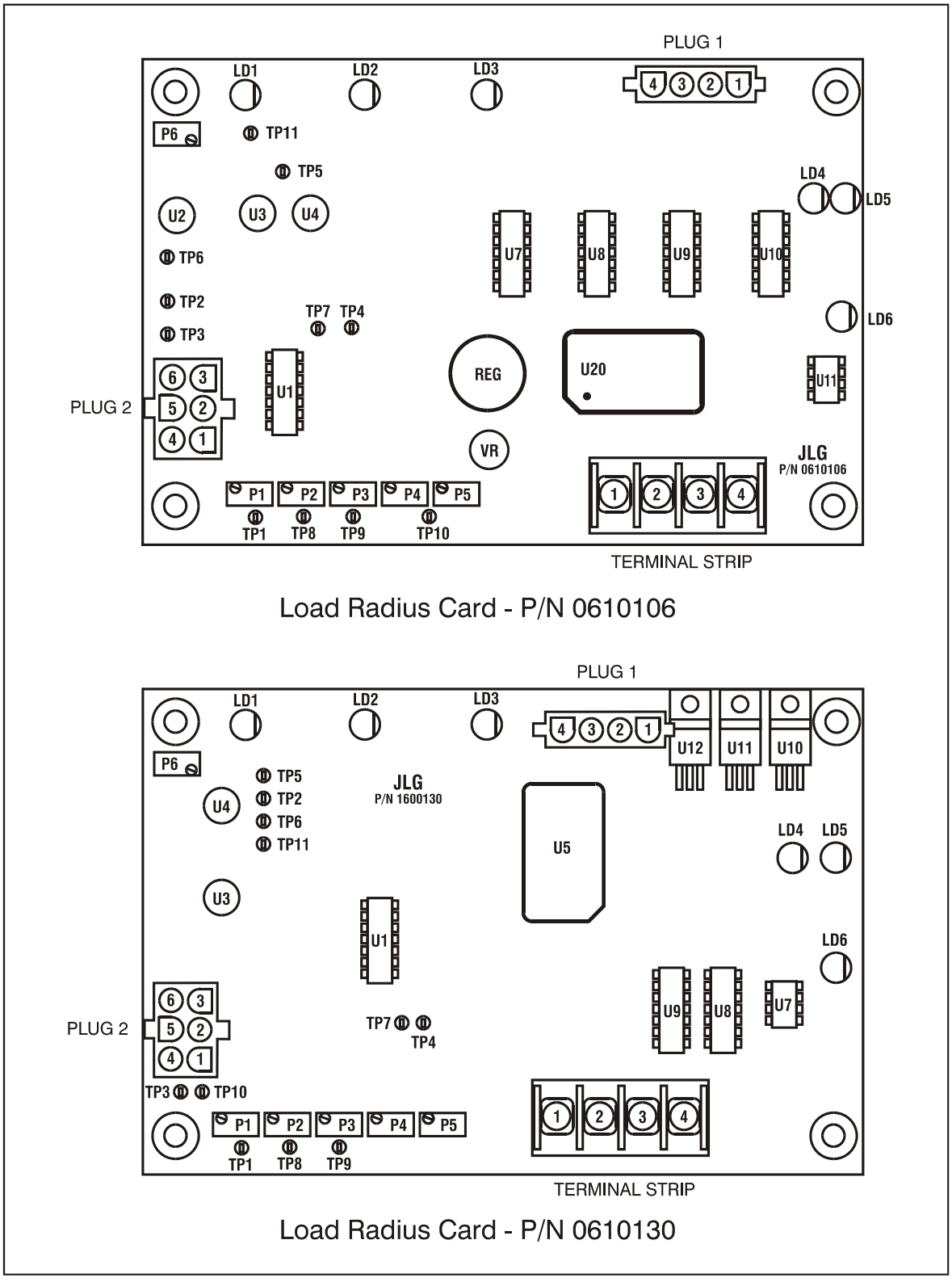


Figure 2-33. Load Radius Card

3. Radius Adjustment.
   a. With the boom completely retracted and in the 0 (+3/-0) degrees horizontal position, telescope the boom until the yellow marking tape on the mid boom is exposed.
   b. At this point, measure the voltage at TP2 on the load radius circuit card. Record the voltage. This voltage represents the critical radius from the center line of rotation.
   c. With the boom still in the horizontal position, telescope outward until the red marking tape is exposed from the mid boom.
   d. Measure the voltage at TP2 on the load radius circuit card. Record the voltage. This voltage represents the critical radius from the center line of rotation.
   e. Do the following subtraction:

      Subtract the voltage when the yellow tape is exposed from the voltage reading when the red tape is exposed. This is the voltage difference.

      (Voltage when red tape is exposed — voltage when yellow tape is exposed = voltage difference)

   f. Put the voltmeter probe on TP11 and adjust trimpot six (P6) until the “Voltage Difference” is seen.
   g. With the boom still in the horizontal position and extended to the red tape, put the voltmeter probe on TP8 and adjust P2 to the same voltage as TP6. The red light on the “Reach Display” should just turn on.
   h. With the voltmeter probe on TP7, adjust P4 until the voltage that was measured at the red tape position on TP2 is seen. This determines the length of boom (critical length) where the “Lift Down Speed Limiter” is turned on.
   i. Finally, put the voltmeter on TP9 and adjust P3 to 3 volts greater than the setting of TP8.
4. Operational Check.
   a. Raise the boom completely and fully extend the boom.
   b. Engage auxiliary power.
   c. Engage LIFT DOWN until the blue light turns off and the red light turns on. When the red light turns on, shut down the machine and check the boom angle. The boom angle should be 62-65 degrees. If the boom angle is within this range, the boom angle/length indicator system is operating properly and requires no further adjustment. If the boom angle is not within this range, contact the JLG Service Department for further assistance.

3rd Generation Radius Cards

100HX Dual Capacity

1. Length Indicator Adjustment
   a. Level the frame before beginning any adjustments.
   b. Make all adjustments with the engine running unless otherwise noted.
   c. Fully retract the boom.
   d. On the Load Radius Circuit Card, measure TP10 and insure that 10 Volts DC (+0.1/-0 Volts DC) is present.
   e. On the Load Radius Circuit Card, adjust P1 to 1.114 Volts DC while measuring TP1.
   f. Make the following adjustment with the power off.

      On the Load Radius Circuit Card, disconnect connector J2 (the 6 pin connector on the printed circuit board). Measure between Pin (6) of the socket connector and ground (TB1-1), adjust potentiometer P5 to a value of 1610 Ohms (+/- 5 Ohms).

      Adjust the 5K Ohm potentiometer in the boom cable reel by loosening the three screws holding it in place.

NOTE: *When checking the resistance on the 6 pin connector as outlined in step (c), be sure to use connector pins (6) and (3) corresponding to pins (6) and (3) on plug 2 on the circuit card.*

      Rotate the 5K Ohm potentiometer until you measure 100 Ohms between Pin (3) and Pin (6) on the 6 pin plug connector which mates with J2.

      Tighten the three (3) screws on the 5K Ohm potentiometer in the boom cable reel.

   g. Turn the power on and measure TP2. It should be 1.183 Volts DC. Re-adjust the 5K Ohm potentiometer if necessary.

2. Boom Angle Sensor Adjustment
   a. With the platform level, the boom fully retracted and at 45 (+/- 1) degrees elevation, measure the DC voltage at TP5 on the Load Radius Circuit Card.
   b. Loosen the three screws securing the sensor to the box and rotate the sensor until 7.1 (+/- 0.1) Volts DC is measured at TP5. Tighten the screws on the sensor.
   c. Return the boom to horizontal.

3. Radius Adjustment and Display Lights Setting Procedure
   a. On the Load Radius Circuit Card, measure TP11 and adjust potentiometer P6 for a reading of 0.0 Volts DC.
   b. On the Load Radius Circuit Card, measure TP8 and adjust potentiometer P2 for a reading of 1.585 Volts DC.
   c. On the Load Radius Circuit Card, measure TP9 and adjust potentiometer P3 for a reading of 1.959 Volts DC.
   d. Telescope the boom until the leading edge of the yellow marking tape is exposed from the mid boom. Adjust potentiometer P2 until the yellow light just turns on and the blue light turns off.
   e. Telescope the boom until the leading edge of the red marking tape is exposed from the mid boom. Adjust potentiometer P3 until the red light just turns on and the yellow light turns off.
   f. Measure TP2 and adjust potentiometer P4 until TP7 measures 0.05 Volts DC more than TP2. This determines the length of the boom (critical length) where the lift down speed limiter is turned on.

100HX+10 (110HXER)

1. Length Indicator Adjustment
   a. Level the frame before beginning any adjustments.
   b. Make all adjustments with the engine running unless otherwise noted.
   c. Fully retract the boom.
   d. On the Load Radius Circuit Card, measure TP10 and insure that 10 (+0.1/-0) Volts DC is present.
   e. On the Load Radius Circuit Card, adjust P1 to 1.024 Volts DC while measuring TP1.
   f. Make the following adjustment with the power off.

      On the Load Radius Circuit Card, disconnect connector J2 (the 6 pin connector on the printed circuit board). Measure between Pin (6) of the socket connector and ground (TB1-1), adjust potentiometer P5 to a value of 1068 (+/- 5) Ohms.

      Adjust the 5K Ohm potentiometer in the boom cable reel by loosening the three screws holding it in place.

NOTE: *When checking the resistance on the 6 pin connector as outlined in step (c), be sure to use connector pins (6) and (3) corresponding to pins (6) and (3) on plug 2 on the circuit card.*

Rotate the 5K Ohm potentiometer until you measure 100 Ohms between Pin (3) and Pin (6) on the 6 pin plug connector which mates with J2.

Tighten the three (3) screws on the 5K Ohm potentiometer in the boom cable reel.

g. Turn the power on and measure TP2. It should be 1.120 Volts DC. Re-adjust the 5K Ohm potentiometer if necessary.

2. Boom Angle Sensor Adjustment

a. With the platform level, the boom fully retracted and at 45 (+/- 1) degrees elevation, measure the DC voltage at TP5 on the Load Radius Circuit Card.

b. Loosen the three screws securing the sensor to the box and rotate the sensor until 7.1 (+/- 0.1) Volts DC is measured at TP5. Tighten the screws on the sensor.

c. Return the boom to horizontal.

3. Radius Adjustment and Display Lights Setting Procedure

a. On the Load Radius Circuit Card, measure TP11 and adjust potentiometer P6 for a reading of 0.525 Volts DC.

b. On the Load Radius Circuit Card, measure TP8 and adjust potentiometer P2 for a reading of 2.263 Volts DC.

c. On the Load Radius Circuit Card, measure TP9 and adjust potentiometer P3 for a reading of 5.0 Volts DC.

d. Telescope the boom until the leading edge of the red marking tape is exposed from the mid boom. Adjust potentiometer P2 until the red light just turns on and the blue light turns off.

e. Measure TP2 and adjust potentiometer P4 until TP7 measures 0.05 Volts DC more than TP2. This determines the length of the boom (critical length) where the lift down speed limiter is turned on.

110HX Single Capacity

1. Length Indicator Adjustment

a. Level the frame before beginning any adjustments.

b. Make all adjustments with the engine running unless otherwise noted.

c. Fully retract the boom.

d. On the Load Radius Circuit Card, measure TP10 and insure that 10 (+0.1/-0) Volts DC is present.

e. On the Load Radius Circuit Card, adjust P1 to 1.155 Volts DC while measuring TP1.

f. Make the following adjustment with the power off.

On the Load Radius Circuit Card, disconnect connector J2 (the 6 pin connector on the printed circuit board). Measure between Pin (6) of the socket connector and ground (TB1-1), adjust potentiometer P5 to a value of 1420 (+/- 5) Ohms.

Adjust the 5K Ohm potentiometer in the boom cable reel by loosening the three screws holding it in place.

NOTE: *When checking the resistance on the 6 pin connector as outlined in step (c), be sure to use connector pins (6) and (3) corresponding to pins (6) and (3) on plug 2 on the circuit card.*

Rotate the 5K Ohm potentiometer until you measure 100 Ohms between Pin (3) and Pin (6) on the 6 pin plug connector which mates with J2.

Tighten the three (3) screws on the 5K Ohm potentiometer in the boom cable reel.

g. Turn the power on and measure TP2. It should be 1.237 Volts DC. Re-adjust the 5K Ohm potentiometer if necessary.

2. Boom Angle Sensor Adjustment

   a. With the platform level, the boom fully retracted and at 45 (+/- 1) degrees elevation, measure the DC voltage at TP5 on the Load Radius Circuit Card.

   b. Loosen the three screws securing the sensor to the box and rotate the sensor until 7.1 (+/- 0.1) Volts DC is measured at TP5. Tighten the screws on the sensor.

   c. Return the boom to horizontal.

3. Radius Adjustment and Display Lights Setting Procedure

   a. On the Load Radius Circuit Card, measure TP11 and adjust potentiometer P6 for a reading of 0.0 Volts DC.

   b. On the Load Radius Circuit Card, measure TP8 and adjust potentiometer P2 for a reading of 2.301 Volts DC.

   c. On the Load Radius Circuit Card, measure TP9 and adjust potentiometer P3 for a reading of 5.0 Volts DC.

   d. Telescope the boom until the leading edge of the red marking tape is exposed from the mid boom. Adjust potentiometer P2 until the red light just turns on and the blue light turns off.

   e. Measure TP2 and adjust potentiometer P4 until TP7 measures 0.05 Volts DC more than TP2. This determines the length of the boom (critical length) where the lift down speed limiter is turned on.

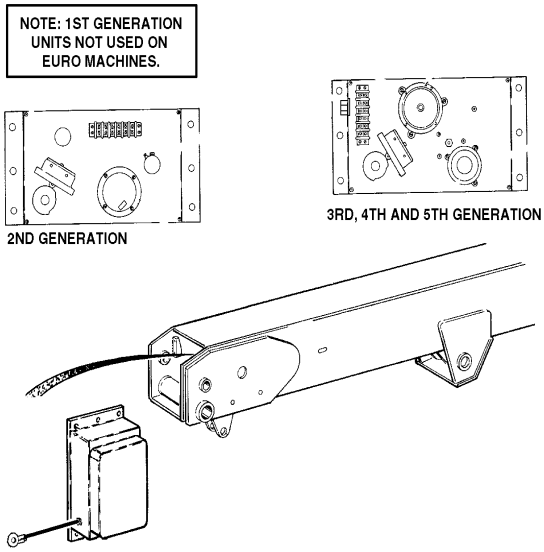
2.31 LOAD MANAGEMENT SYSTEM

The LMS (Load Management System) consists of three independent systems.

Platform Position Indication System

This system illuminates one of the two lamps in the platform position display located on both the platform console and ground control box. A blue light is used to indicate that the platform is within the permitted operating envelope and a red light is used to indicate when the platform is outside the permitted operating envelope. Either the blue or red light should be illuminated at all times.

The elevation angle is sensed by means of a pendulum potentiometer and the extension of the boom sensed by a multi-turn potentiometer driven by means of a cable attached to the telescoping part of the boom. Both of these sensors are situated at the rear of the base boom section and housed in a sealed steel box.



The signals from these sensors (elevation angle and extension distance) are fed into a load radius card which calculates the boom radius.

Boom Radius = Boom Length x Cos Boom Angle

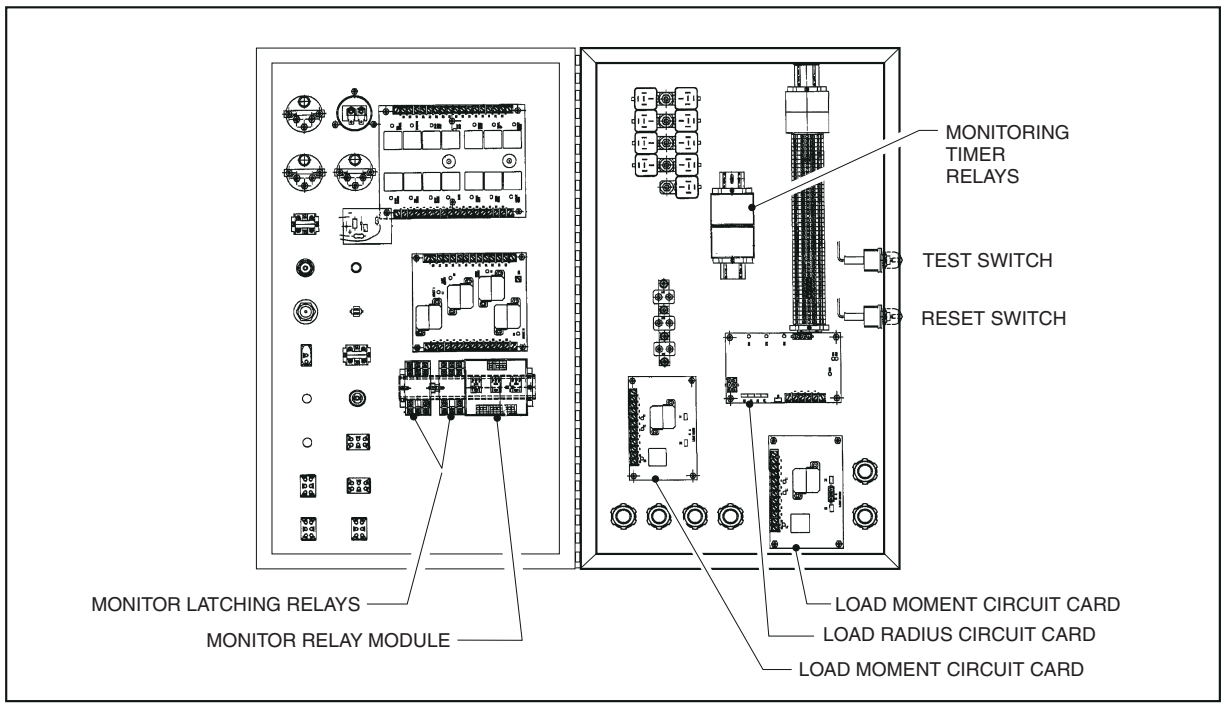


Figure 2-34. Control Box Components

This circuit card operates as follows:

A calibrated dc voltage representing the boom angle is sent from the boom angle sensor to the angle cosine circuit. This voltage is converted to the cosine of the angle and presented to the radius generator circuit.

A calibrated dc voltage representing the boom length is sent from the boom length sensor to the boom length circuit and presented to the radius generator circuit.

The length and cosine dc voltages are multiplied together in the radius generator circuit. The output dc voltage from this circuit is passed to a radius limiting circuit. This circuit is set to detect a specific boom radius dimension. The resultant output signal is sent to a logic network circuit which determines which of the indicator lamps (blue or red) should be energized.

There should be a signal from the sensors at all times, however, if the signal line from the angle, or the boom length sensor is cut a failure circuit detects this and activates an audible warning horn mounted in the console panels.

The boom length circuit also produces output dc voltage when the boom is within a predetermined critical boom length. This signal energizes a 12 volt dc solenoid flow control valve (via a relay in the overmoment control circuit card) to enable the descend function to operate at full speed. When this signal is removed, the descent function defaults to a creep speed.

Also, when an overmoment condition is sensed by the overmoment control circuit, a signal is sent to the logic circuit network. This causes either the red or blue lamp to flash indicating that an overmoment condition exists in that region. This condition also causes the audible warning to sound at the control consoles.

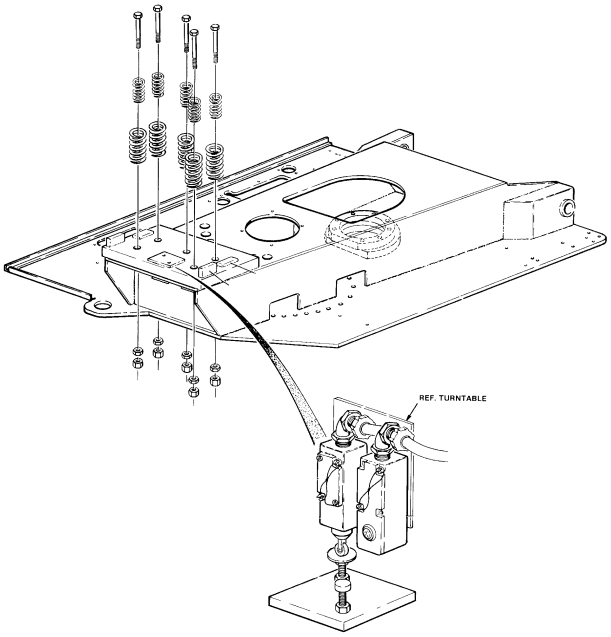
Overmoment Control System

The turntable is pivoted at the lower front area and compression springs, mounted towards the rear, provide a reaction force to the moment produced by boom extension. The force produced by the springs is adjusted to balance the moment produced when the boom is extended to the maximum permitted radius.

Immediately beyond this point of balance the turntable is permitted to pivot a maximum vertical distance of 3 mm. This movement is sensed by two independent switches which power two independent control circuit channels.

1. A positive break mechanical limit switch.

2. An inductive proximity switch.



Each circuit channel is arranged as follows:

The switch provides a 12 volt dc signal to a circuit card. The output from this card energizes a relay which permits the functional signals for boom extend and descend. When an input signal to a channel or an output signal from a circuit card is not present, the lift down and telescope out functions are interlocked.

There is also a warning horn signal present, at both the platform console and ground box, when either channel is not energized.

Overmoment Control Monitoring System

The 12 volt dc input signals from the overmoment control sensing switches are constantly monitored and compared with the output from the circuit cards by the monitoring system circuit.

If any fault is detected (input to output on the same channel or input to output on different channels) all movements of the platform that could increase instability (lift up, lift down, telescope out) are shut down and the boom permitted to retract and descend in a controlled sequence. The machine will remain in this state until reset by a competent person.

The monitoring system operates as follows:

There is an output of 12 volts dc at terminal 7 on the overmoment circuit card only after the input at pin No 2 has received a 12 volt dc signal (from a sensing switch) for a time duration greater than 3 seconds and this output signal will continue 0.5 seconds after the input signal is removed.

These input signals also energize two independent 12 volt timer relays (1 second delay off relay B) which control the output signals from both circuit cards. If the input is removed the timer relay B will de-energize after 1 second. If an output signal from either card remains it will energize two lockout latching relays (relay C). These relays control the function signals to lift, lower, and extend the boom.

Therefore, when the latching coils receive a signal the operator is permitted to retract the platform, to within 3 meters of the fully retracted position. This will enable operation of the boom lower function to bring the platform to the ground level position. The machine will remain in this condition (i.e. in the lowered position) until reset by a competent person.

NOTE: *The monitoring system only activates when there is a malfunction of the overmoment control system.*

Load Management System Daily Check

At the beginning of each days' use, perform check with no load (persons or material) in platform from ground control station.

1. Extend all axles fully and insert lock pins (if applicable).
2. With boom fully retracted, raise boom to horizontal.
3. Position toggle switch located on the right side of the ground control station in the "P" position and hold.
4. Extend boom until it stops. Boom must stop on white tape on mid boom. Release toggle switch.
5. Retract boom 3 meters and attempt to extend boom. boom must not extend. Reset system by activating toggle switch marked "R" located on right side of ground control station.
6. Position toggle switch located on the right side of the ground control station in the "M" position and hold.
7. Extend boom until it stops. Boom must stop on white tape on mid boom. Release toggle switch.
8. Retract boom 3 meters and attempt to extend boom. Boom must not extend. Reset system by activating toggle switch marked "R" located on right side of ground control station.

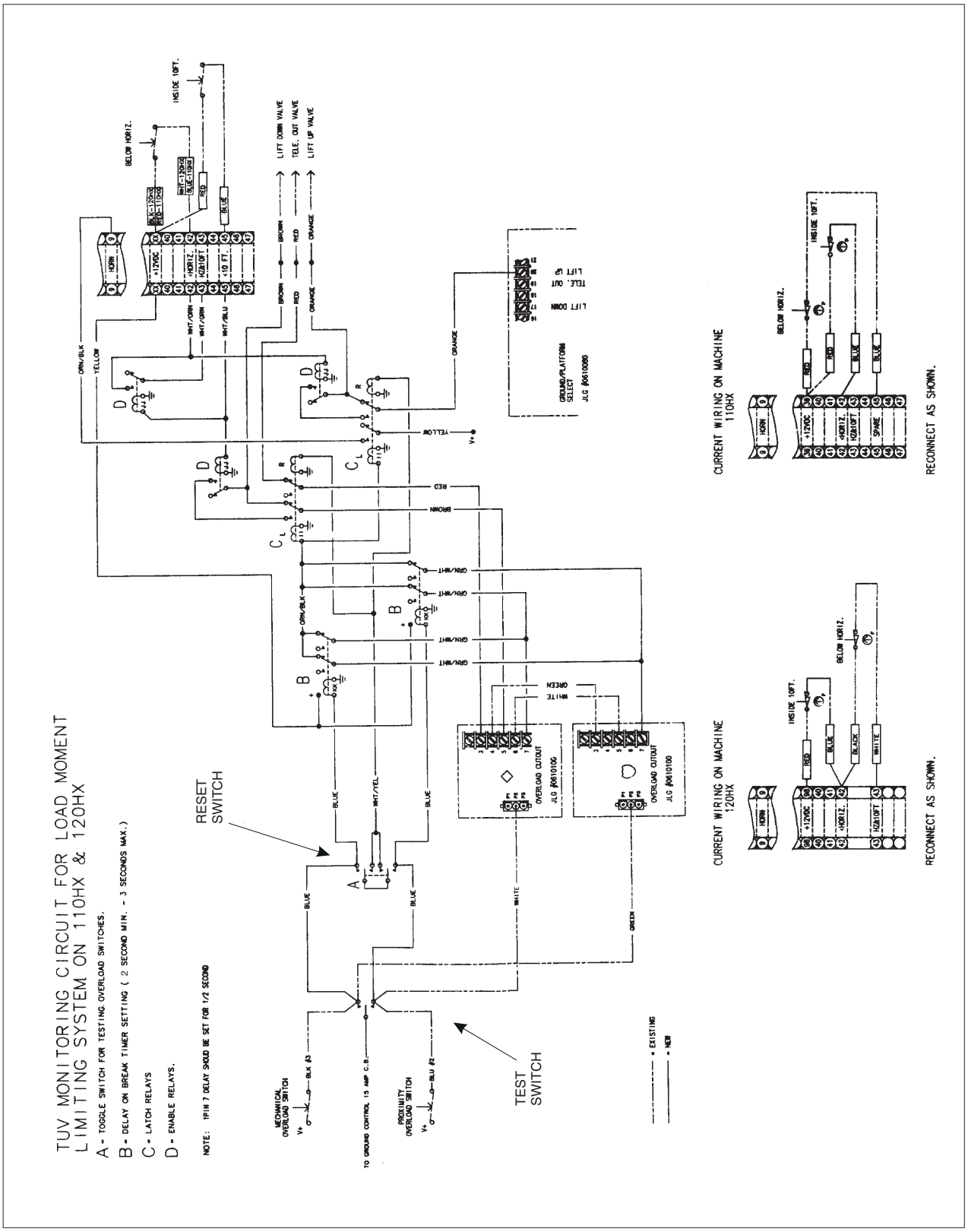


Figure 2-35. Load Moment Limiting System Monitoring Circuit

9. If boom does not stop at white tape or boom can be extended after being retracted 3 meters without resetting, system must be repaired by JLG authorized service personnel before machine can be used.

2.32 LOAD MANAGEMENT SYSTEM ADJUSTMENT

Turntable 4620038

1. With boom retracted, limit switch and proximity switch are in neutral position.
2. Extend boom in horizontal position until white tape on inner mid boom is fully exposed, no load in platform.
3. Adjust actuator to trip switch, then secure locking nut.
4. Adjust proximity switch target until LED light goes off, then secure locking nut.
5. To test cutoff switches, retract boom to reset position, then extend boom to test cutoff. Do not extend boom past white tape.
6. To test limit switch, retract boom to reset, then extend boom to cutoff while holding test bypass switch in “M” position. To test proximity switch, retract boom to reset, then extend boom to cutoff while holding test bypass switch in “P” position. When testing switches, do not extend boom past white tape on inner mid boom.

Turntables 4620044 and 4620078

1. With boom retracted, limit switch and proximity switch are in neutral position.
2. Extend boom in horizontal position until white tape on inner mid boom is fully exposed, no load in platform.
3. Adjust proximity switch target until LED light comes on (switch is tripped), then secure locking nut.
4. Adjust actuator to trip switch, then secure locking nut.
5. To test cutoff switches, retract boom to reset position, then extend boom to test cutoff. Do not extend boom past white tape.
6. To test limit switch, retract boom to reset, then extend boom to cutoff while holding test bypass switch in “M” position. To test proximity switch, retract boom to reset, then extend boom to cutoff while holding test bypass switch in “P” position. When testing switches, do not extend boom past white tape on inner mid boom.

2.33 TURNTABLE SPRINGS

Turntable 4620038

1. Removal.
   a. Fully retract boom.
   b. Remove six (6) nuts and jam nuts from beneath turntable which attach to turntable spring bolts.
   c. Remove cover from load management switches. Remove bolts which attach load management switches to underside of turntable. Allow switches to hang freely from underside of machine.

NOTICE

WRAP MASKING TAPE AROUND THE LOAD MANAGEMENT SWITCHES TO INSURE THAT THE SWITCHES WILL STILL BE OPERABLE.

   d. Position boom to horizontal.
   e. Telescope boom until white marking tape on mid boom is visible.
   f. Remove two (2) bolts from turntable spring locking bar located inside of turntable. Remove locking bar.
   g. Fully retract boom.
   h. Remove six (6) bolts, spacers and turntable springs from turntable.
2. Installation.
   a. Install six (6) bolts, spacers and turntable springs onto turntable.
   b. Telescope boom until white marking tape on mid boom is visible.
   c. Install turntable spring locking bar located inside turntable.
   d. Fully retract boom.
   e. Fully elevate boom.
   f. Install six (6) nuts and jam nuts on turntable spring bolts. Torque jam nuts to 75 ft. lb. (102 Nm), then torque nuts to 75 ft. lb. (102 Nm).
   g. If removed, install load management switches on mounting brackets.
   h. Position boom to horizontal. Refer to paragraph 2-28 and adjust load management switches as required.

Turntables 4620044 and 4620078

1. Removal.
   a. Fully retract boom.
   b. Remove rear turntable cover.
   c. Remove five (5) nuts and jam nuts from beneath turntable which attach to turntable spring bolts.
   d. If necessary, remove bolts which secure load management switches to mounting bracket and allow switches to hang freely.

NOTICE

WRAP MASKING TAPE AROUND THE LOAD MANAGEMENT SWITCHES TO INSURE THAT THE SWITCHES WILL STILL BE OPERABLE.

   e. Position boom to horizontal.
   f. Remove five (5) bolts and turntable springs from turntable.
2. Installation.
   a. Position boom to horizontal.
   b. Install five (5) bolts and turntable springs onto turntable.
   c. Install five (5) nuts and jam nuts on turntable spring bolts.
   d. Extend boom to cutoff (white tape) position then retract boom until turntable raises 1/4 in. (6.4 mm) from cutoff position, measured at spring area.
   e. Snug jam nuts, then fully retract boom.
   f. Torque jam nuts to 75 ft. lb. (10.4 kgm), then tighten nuts.
   g. If removed, install load management switches on mounting brackets.
   h. Position boom to horizontal. Refer to paragraph 2-31 and adjust load management switches as required.

2.34 PUMP COUPLING CONVERSION PROCEDURES

The following procedures are provided to assist in the conversion from a solid pump coupling to a Lovejoy or Hayes pump coupling.

Lovejoy Coupling

1. Separate coupling disc and hub and align plastic disc on flywheel with webbing facing flywheel. Install attaching bolts and lockwashers and torque bolts to 30 ft. lb. (41 Nm).
2. Attach pump mounting plate adapter to bell housing of engine and secure with bolts and lockwashers.
3. Slide coupling hub onto pump shaft bottoms out on roll pin (located inside hub). Secure hub onto shaft by torquing torque screws to 22 ft. lb. (30 Nm).
4. Insert coupling hub (now affixed to pump shaft) through pilot bore in pump mounting plate. Align coupling hub and disc, push pump into position and secure with bolts and lockwashers.

Hayes Coupling

1. Install pump coupling on flywheel and secure with bolts and lockwashers. Torque bolts to 30 ft. lb. (41 Nm).

NOTICE

BEFORE ASSEMBLING PUMP COUPLING AND PUMP, BE SURE TO COAT INTERNAL SPLINES OF COUPLING AND EXTERNAL SPLINES OF PUMP SHAFT WITH TEXACO CODE 1912 GREASE.

2. Attach pump mounting plate adapter to bell housing of engine and secure with bolts and lockwashers.
3. Align pump shaft with coupling, push pump into position and secure with bolts and lockwashers.

2.35 PLATFORM ROTATOR BRAKE

The platform rotator is equipped with a brake, which uses a stack of belleville washers to apply friction to the platform pivot point. To ensure proper friction, torque bolt securing belleville washers to 140 ft. lb. (190 Nm).

2.36 PREVENTIVE MAINTENANCE AND INSPECTION SCHEDULE

The preventive maintenance and inspection checks are listed and defined in the following table. This table is divided into two basic parts, the "AREA" to be inspected, and the "INTERVAL" at which the inspection is to take place. Under the "AREA" of the table, the various systems along with components that make up that system are listed. The "INTERVAL" portion of the table is divided into five columns representing the various inspection time periods. The numbers listed within the interval column represent the applicable inspection code for which that component is to be checked.

The checks and services listed in this schedule are not intended to replace any local or regional regulations that may pertain to this type of equipment nor should the lists be considered as all inclusive. Variances in interval times may occur due to climate and/or conditions and depending on the location and use of the machine.

JLG Industries requires that a complete annual inspection be performed in accordance with the "Annual Machine Inspection Report" form. Forms are supplied with each new machine and are also available from JLG Customer Service. Forms must be completed and returned to JLG Industries.

NOTICE

JLG INDUSTRIES REQUIRES THAT A COMPLETE ANNUAL INSPECTION BE PERFORMED IN ACCORDANCE WITH THE "ANNUAL MACHINE INSPECTION REPORT" FORM.

This machine requires periodic safety and maintenance inspections by a JLG Dealer. A decal located on the turntable affords a place to record (stamp) inspection dates. Notify dealer if inspection is overdue.

The inspection and maintenance code numbers are as follows:

1. Check for proper and secure installation.
2. Check for visible damage and legibility.
3. Check for proper fluid level.
4. Check for any structural damage; cracked or broken welds; bent or warped surfaces.
5. Check for leakage.
6. Check for presence of excessive dirt or foreign material.
7. Check for proper operation and freedom of movement.
8. Check for excessive wear or damage.
9. Check for proper tightness and adjustment.
10. Drain, clean and refill.
11. Check for proper operation while engine is running.
12. Check for proper lubrication.
13. Check for evidence of scratches, nicks or rust and for straightness of rod.
14. Check for condition of element; replace as necessary.
15. Check for proper inflation.
16. Clean or replace suction screen.
17. Drain and clean.

* Inspection and Maintenance Code 10, 12 and 16 to be performed every two years.

** Inspection and Maintenance Code 10, 12, 16 to performed every two years.

*** Axle lockout test to be performed quarterly.

Table 2-7.Preventive Maintenance and Inspection Schedule

AREA		INTERVAL					
		DAILY	WEEKLY	MONTHLY	3 MONTH	6 MONTH	YEARLY
	BOOM						
1.	Platform	1,4		12			
2.	Platform Gate	1,4		12			
3.	Platform Rotator		5,11	8,12			
4.	Footswitch	1,11					
5.	Controllers	1,11					
6.	Switches	1,11					
7.	Placards and Decals	1,2					
8.	Control Tags	1,2					
9.	Valves		5,6				
10.	Carrier (Hoses and Cables)	1	4,8				
11.	Hydraulic Hoses and Tubing	1	5				
12.	Pins			8,12			

Table 2-7.Preventive Maintenance and Inspection Schedule

AREA		INTERVAL					
		DAILY	WEEKLY	MONTHLY	3 MONTH	6 MONTH	YEARLY
13.	Bushings			8,12			
14.	Wear Pads			8,12			
15.	Cylinders		1,5,6,13	12			
16.	Chains**				12		
17.	Chain Adjusters		9				
18.	Sheaves			8,12			
19.	Radius Limit Tape		1,2				
	TURNTABLE						
1.	Engine Oil (see mfg. manual)	3	5				
2.	Battery	3	5				
3.	Radiator	3	5				
4.	Air Cleaner	1	14				
5.	Exhaust System	1		1,5			
6.	Engine Mount			1			
7.	Ground Controls	1,2,11					
8.	Main Hydraulic Pump	1	5				
9.	Auxiliary Power Pump	1	5				
10.	Valves	1	5				
11.	Hydraulic Filters		5,14	14			
12.	Hydraulic Hoses	1	5				
13.	Hydraulic Oil Tank*	3	5	4		16	
14.	Breather Hydraulic Tank		6,14				
15.	Fuel Tank	3,5		4			
16.	Cylinders		1,5,6,13	4,12			
17.	Shields	1					
18.	Turntable Locking Pin	1,7		4			
19.	Horizontal Limit Switch	1,7					
20.	Oil Coupling		5				
21.	Placards and Decals	1,2					
22.	Tilt Alarm Switch		1,7				

Table 2-7.Preventive Maintenance and Inspection Schedule

AREA		INTERVAL					
		DAILY	WEEKLY	MONTHLY	3 MONTH	6 MONTH	YEARLY
23.	Swing Torque Hub		1,3,5,6		10		
24.	Swing Brake		1,5,6	8			
25.	Swing Bearing		1	12	9		
	CHASSIS						
1.	Wheel and Tire Assembly	1	8,9,15				
2.	Drive Motors		1,5,6				
3.	Drive Torque Hubs**		1,5,6	3	10		
4.	Drive Brakes		1,5,6	8			
5.	Steer Cylinders	1	1,5,6,13	12			
6.	Steer Components****	1	4,6	8,12			
7.	Tie Rod Lock Pin	1	8				
8.	Hydraulic Hoses and Tubing	1	5				
9.	Placards and Decals	1,2					
10.	Shields	1					
11.	Wheel Bearings			8	12		
12.	Swing Bearing/Pinion Gear			12	9		

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SECTION 3. TROUBLESHOOTING

3.1 GENERAL

This section contains troubleshooting information to be used for locating and correcting most of the operating problems which may develop. If a problem should develop which is not presented in this section or which is not corrected by listed corrective actions, technically qualified guidance should be obtained before proceeding with any maintenance.

Troubleshooting and maintenance information pertaining to the engine that are not contained in this manual are contained in the applicable engine maintenance manual.

3.2 TROUBLESHOOTING

The troubleshooting procedures applicable to the aerial platform are listed and defined in Tables 3-1 through 3-6. As an aid to table use, the aerial platform is divided into four major groups, each covered separately within this section. These groups are as follows: elevation system, chassis assembly, hydraulic system and electrical system.

Each malfunction within an individual group or system is followed by a listing of probable causes which will enable determination of the applicable remedial action. The probable causes and the remedial action should, where possible, be checked in the order listed in the tables.

It should be noted that there is no substitute for a thorough knowledge of the equipment and related systems.

It should be recognized that the majority of the problems arising in the machine will be centered in the hydraulic and electrical systems. For this reason, every effort has been made to ensure that all likely problems in these areas are given the fullest possible treatment. In the remaining machine groups, only those problems which are symptomatic of greater problems which have more that one probable cause and remedy are included. This means that problems for which the probable cause and remedy may be immediately obvious are not listed in this section.

The first rule for troubleshooting any circuit that is hydraulically operated and electrically controlled is to determine if the circuit is lacking hydraulic oil and electrical control power. This can be ascertained by overriding the bypass valve (mechanically or electrically) so that oil is available to the function valve, then overriding the function valve mechanically. If the function performs satisfactorily, the problem exists with the control circuit.

3.3 HYDRAULIC CIRCUIT CHECKS

The reference for improper function of a hydraulic system, where the cause is not immediately apparent, should be the Troubleshooting Chart. The best place to begin the problem analysis is at the power source (pump). Once it is determined that the pump is serviceable, then a systematic check of the circuit components, beginning with the control, would follow. For aid in troubleshooting, refer to the Illustrated Parts Manual for hydraulic diagrams of the various circuits

Table 3-1. Platform Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
Automatic leveling inoperative.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Dual check valves dirty/inoperative.	Clean or replace as necessary.
	Restricted or broken hydraulic line or fitting on slave cylinder or main lift cylinder.	Clean, repair, or replace line or fitting.
	Worn seal(s) in slave level or main lift cylinder.	Replace seal(s).
	Counterbalance valve in slave cylinder defective.	Replace counterbalance valve.
	Slave level or main lift cylinder not functioning properly.	Slave level or main lift cylinder not functioning properly.
Platform will not maintain level attitude.		
	Counterbalance valve on slave leveling cylinder improperly adjusted or not functioning properly.	Replace valve.
	Worn seal(s) in slave level or main lift cylinder.	Replace seal(s).
	Damaged slave level or main lift cylinder.	Repair or replace cylinder.
No response to platform leveling controls.		
	Level control switch inoperative.	Repair or replace control switch lever.
	Hydraulic system oil low.	Replenish oil as necessary.
	System orifice plugged/dirty.	Clean orifice.
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Control valve not functioning properly.	Repair or replace valve.
	No electric to dump or control valve.	See proper wiring diagram.
	Slave cylinder not functioning properly.	Repair or replace pump.
Platform will not adjust "up" or "down" to level.		
	Hydraulic pump not functioning properly.	Repair or replace pump.
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Slave cylinder not functioning properly.	Repair or replace cylinder.
	Electrical failure.	See proper wiring diagram.
	Orifice plugged.	Clean orifice.

Table 3-2. Boom Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	CONTROL VALVES	
Valve spool sticking.		
	Dirt in oil causing excessive temperature build-up.	Flush system and change oil using recommended viscosity
	Moisture in oil.	Flush system and change oil using recommended viscosity
	Incorrect valve mounting causing warping of the unit.	Loosen valve and check mounting. Repair as necessary.
	Valve spool scored.	Remove valve and repair or replace as necessary.
	Tie-bolts in valve over torqued.	Correctly torque bolts.
	Return spring weak or broken.	Remove valve and repair or replace as necessary.
	Relief valve malfunctioning causing excessive pressure within valve.	Check pressure delivery to and from valve and repair or replace as necessary.
Valve leaking.		
	Dirt or other foreign material under seal.	Remove and repair valve as necessary.
	Valve spool scored.	Remove valve and repair or replace as necessary.
	Excessive back pressure caused by restricted return line to reservoir.	Remove line and clear obstruction or replace line as necessary.
	Damaged valve seals.	Remove valve and repair or replace as necessary.
	BOOM ELEVATION SYSTEM.	
No response to lift control switch.		
	Lift control switch inoperative.	Repair or replace control switch.
	Lift cylinder holding valve inoperative.	Repair or replace holding valve.
	Dump valve (bypass) not operating.	Determine cause and repair or replace valve.
	Electrical malfunction.	See wiring diagram.
	Hydraulic system oil low.	Replenish oil as necessary.
	Restricted or broken supply line on valve bank or hydraulic pump.	Clean or replace line.
	Control valve not functioning properly.	Repair or replace valve.
	Lift cylinder not functioning properly.	Repair or replace cylinder

Table 3-2. Boom Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
Boom will not raise.		
	Load capacity exceeded (personnel or equipment on platform).	Reduce load.(Refer to capacity placard.)
	Hydraulic system oil low.	Replenish oil as necessary.
	Electrical failure to valves.	See proper wiring diagram.
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Control valve not functioning properly.	Repair or replace valve.
	Pressure relief valve not functioning properly.	Re-adjust or replace valve.
	Bypass valve (dump) not functioning.	Repair or replace valve.
	Lift cylinder not functioning properly.	Repair or replace cylinder.
	Binding lift cylinder or boom pivot pin.	Repair or replace cylinder or pin.
Boom will not lower.		
	See: Boom will not raise.	
	Pressure relief valve not functioning properly.	Re-adjust or replace valve.
	Holding valve not functioning properly.	Re-adjust or replace valve.
Boom raises and lowers erratically.		
	Hydraulic system oil low.	Replenish oil as required.
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Counterbalance valve on lift cylinder improperly adjusted or not functioning properly.	Replace valve.
	Control valve not functioning properly.	Repair or replace valve.
	Worn seals in lift cylinder.	Replace seals.
	Cylinder not functioning properly.	Repair or replace cylinder.
Boom drifts down.		
	Worn seals in lift cylinder.	Replace seals.
	Manual lowering valve not functioning properly	Repair or replace valve.
	Holding valve on cylinder not functioning properly.	Repair or replace valve.

Table 3-2. Boom Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
Pump Volume, Wheel Motor Speed, and High Engine does not operate below horizontal.		
	Damaged wiring on level limit switch.	Repair or replace wiring.
	Solenoid failure.	Replace solenoid.
	Tripped circuit breaker.	Reset circuit breaker.
	Damaged level limit switch.	Replace switch, repair or replace holder.
	Defective relay, main terminal box.	Replace relay.
	Defective platform switch.	Replace switch.
TELESCOPE SYSTEM.		
No response to telescope control.		
	Telescope control switch inoperative.	Repair or replace control switch.
	Hydraulic system oil low.	Replenish oil as necessary.
	Damaged wiring on control switch or solenoid valve.	Repair or replace wiring.
	Control valve not functioning properly.	Repair or replace valve.
	Restricted or broken supply line on valve bank or hydraulic pump.	Clean or replace line.
	Telescope cylinder not functioning properly.	Repair or replace cylinder.
	Hydraulic pump not functioning properly.	Repair or replace pump.
Boom will not extend.		
	Control valve not functioning properly.	Repair or replace control valve.
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Pressure setting incorrect.	Check pressure/re-adjust as necessary.
	Telescope cylinder not functioning properly.	Repair or replace cylinder.
Boom extends and retracts erratically.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Wear pads worn.	Replace pads as required.
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Control valve not functioning properly.	Repair or replace valve.
	Worn seals in telescope cylinder.	Replace seals.
	Cylinder not functioning properly.	Repair or replace cylinder.
	Distorted boom section(s)	Replace distorted section(s)
	Counterbalance valve not functioning properly.	Replace counterbalance valve.

Table 3-2. Boom Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	BOOM SWING SYSTEM	
No response to swing control.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Swing control switch not functioning.	Repair or replace swing control switch.
	Restricted or broken supply line on valve bank or hydraulic pump.	Clean or replace line.
	Control valve not functioning properly.	Repair or replace valve.
	Swing motor not functioning properly.	Repair or replace motor.
	Restrictor valve(s) plugged.	Clean or replace restrictor valve.
	Foreign objects(s) wedged between swing motor pinion and swing gear.	Remove objects, check for damage, and repair or replace component(s) as required.
	Sheared shaft on swing motor/brake.	Repair or replace motor/brake.
	Pressure reducing valve in swing circuit malfunctioning.	Repair or replace pressure reducing valve.
	No electric power to valve.	See proper wiring diagram.
Boom will swing in one direction only.		
	Restricted or broken hydraulic line or fitting.	Clean, repair, or replace line or fitting.
	Control valve not functioning properly.	Repair or replace valve.
	Foreign object(s) wedged between swing motor pinion and swing gear.	Remove object(s), check for damage and repair or replace component(s) as required.
	Swing control switch not functioning properly.	Repair or replace swing control switch.
	Brake shuttle valve defective	Replace shuttle valve.
Boom swings erratically in either direction.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Lack of lubricant on swing gear or speed reducer pinion.	Lubricate as required. (See Lubrication Chart.)
	Swing motor not functioning properly.	Repair or replace swing control switch.
	Worn or broken teeth on swing gear or swing motor pinion.	Replace gear(s) as required.
	Swing brake not functioning properly.	Repair or replace swing brake.
	Restrictor valves(s) plugged.	Clean or replace restrictor valve.

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Table 3-3. Turntable Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
CONTROL VALVE.		
Valve Spool Sticking.		
	Dirt in oil causing excessive temperature built-up.	Change oil using recommended viscosity and flush system.
	Incorrect valve mounting causing warping of the unit.	Loosen valve and check mounting.Repair as necessary.
	Valve spool scored.	Remove valve and repair or replace as necessary.
	Return spring weak or broken.	Remove valve and repair or replace as necessary.
	Relief valve malfunctioning causing excessive pressure within valve.	Check pressure delivery to and from valve and repair or replace as necessary.
Valve leaking.		
	Dirt or other foreign material under seal.	Remove and replace valve as necessary.
	Valve spool scored.	Repair or replace valve.
	Excessive back pressure caused by restricted return line to reservoir.	Remove line and clear obstruction or replace line as necessary.
	Damaged valve seals.	Repair or replace valve as necessary.

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Table 3-4. Chassis Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	POWER PLANT.	
Engine will not start.		
	Station power selector switch not in required position.	Actuate switch as required.
	Circuit breaker open.	Determine and correct cause; reset circuit breaker.
	Defective starter motor.	Replace starter motor.
	Damaged wiring in ignition circuit (broken wire on starter).	Repair, replace wiring.
	Ignition switch not functioning properly.	Replace switch.
	Ignition relay not functioning properly.	Replace relay.
	Ignition circuit shorted to ground.	See proper wiring diagram.
	Battery cable(s) not making contact.	Clean and tighten cable(s).
	Start lockout not working.	See wiring diagram. Check relay.
Engine will not start (ignition OK).		
	No fuel.	Replenish fuel as necessary.
	Clogged fuel filter.	Replace fuel filter.
	Choke solenoid malfunction.	Replace choke solenoid.
	Restricted or broken fuel line.	Clean or replace fuel line.
	Fuel shut-off valve in carburetor stuck or frozen.	Repair or replace fuel shut-off. Check for electrical power.
	Battery discharged.	Charge battery, replace if defective.
	Fuel pump not working.	Replace fuel pump.
	Cam timing belt jumped time or broken.	Repair or replace timing belt.
	Ignition timing slipped.	Repair timing.
Engine will not accelerate above low.		
	Damaged wiring on speed control switch or high engine solenoid.	Repair or replace wiring.
	Drive controller not functioning properly.	Replace controller.
	Actuator not functioning properly.	Repair or replace solenoid.
	High engine circuit breaker not functioning properly.	Replace circuit breaker

Table 3-4. Chassis Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	Switch not functioning properly or improperly adjusted.	Adjust, repair, or replace horizontal limit switch.
	Excessive load on engine.	Reduce load.
	Engine worn badly.	Rebuild engine.
	Engine improperly timed.	Time engine.
	Engine overheating.	Determine cause of overheating and remedy.
	Dirty fuel filter.	Replace filter.
	Fuel line pinched.	Replace fuel line.
	Throttle governor not working properly.	Repair or replace governor.
Engine surges.		
	Governor not adjusted properly.	Correctly adjust governor.
Strong fuel odor.		
	Fuel tank overfilled.	Check fuel tank and immediately wipe up spilled fuel.
	Fuel tank damaged.	Drain all fuel from tank and remove tank for replacement or repair.
	Fuel line from tank damaged.	Replace fuel line.
	Carburetor flooding.	Repair, replace or adjust carburetor.
FRONT FRAME AXLE AREA.		
One or both wheels will not steer.		
	Steering link or tie rod broken or attaching hardware missing.	Replace steering link, tie rod or hardware as necessary.
One or both front wheels will not rotate or rotate erratically.		
	Wheel hub or bearings damaged or not lubricated.	Replace hub or bearings as necessary and repack bearings with approved grease.
	Hub attachment nut loose or missing.	Secure or replace hub attachment nut and cotter pin as necessary.
One or both front wheels will not rotate or rotate erratically.		
	Air in oscillating axle hydraulic system.	See bleeding procedure in Section 2.
	Cam valve stuck or leaking.	Repair or replace cam valve
	Lockout cylinder leaking.	Repair or replace cylinder.

Table 3-4. Chassis Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
REAR FRAME AXLE AREA.		
Difficulty encountered when moving machine.		
	Load capacity exceeded.	Reduce load. Apply loads only in accordance with load capacity indicator.
	Flow divider sticking.	Repair or replace flow divider.
	Machine being moved up too steep a grade.	Remove machine from grade and check that drive system operates correctly.
	Grade too steep.	See WARNING Placard on platform for specified grades and sideslopes.
	Towing valve not closed.	Close towing valve.
	Drive wheel tire treads worn smooth.	Replace tires as necessary and inflate to specified pressure.
	Drive brakes "dragging".	Re-adjust pressure.
	System pressure too low.	Re-adjust pressure.
	Drive hub(s) defective.	Repair or replace hub.
	Engine RPM's not set.	Correctly set engine RPM.
	Drive motors worn.	Repair or replace drive motors.
	Counterbalance valve defective.	Replace counterbalance valve.
	Low amperage on controller.	Correctly adjust controller.
DRIVE SYSTEM.		
No response to control.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Hydraulic pump not functioning properly.	Repair or replace pump.
	Restricted or broken pump supply line.	Clean, repair or replace line.
	Restricted or broken line on valve bank.	Clean, repair or replace line.
	Drive motor(s) not functioning properly.	Repair or replace motor(s).
	Air in wheel brake circuit.	Bleed circuit, determine and correct cause.
	Fuse is blow-out on control card.	Replace fuse.
	Damaged wiring on control switch.	Repair or replace wiring.
	Control switch not functioning properly.	Replace switch.
	Brake(s) not releasing.	Determine cause and repair or replace.

Table 3-4. Chassis Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
Machine will not travel in forward.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Restricted or broken hydraulic line or fitting.	Clean, repair or replace line or fitting.
	Control valve not functioning properly.	Repair or replace valve.
	Drive motor(s) not functioning properly.	Repair or replace motor(s).
	Circuit breaker open.	Determine and correct cause; reset circuit breaker.
	No power to wheel motor speed switch.	See proper wiring diagram.
	Two speed valve sticking.	Repair or replace valve.
	Counterbalance valve sticking on return side.	Adjust return counterbalance out 3 turns - cycle drive - return to original position.
Motor turns slowly in the direction of the last command.		
	Valve not returning to neutral.	Check neutral springs.
	Function speed switch malfunction.	Replace function switch.
	Sticking spool due to contamination.	Remove end cap and check spool freedom. Repair as necessary.
Motor turns slowly at maximum command.		
	Valve spool is not traveling far enough due to:	Repair or replace drive motor(s).
	Worn, leaking drive motor(s).	Repair or replace drive motor(s).
	Engine RPM's set too low.	Properly adjust engine RPM's.
	Low control pressure supply.	Replace pressure regulator if necessary.
	Function speed switch malfunction.	Replace switch.
	Amperage too low on controller.	Correctly adjust controller.
	Defective pump, low oil volume.	Repair or replace pump.
Poor response, function shuts off slowly when command is removed.		
	Low spool spring preload.	Check for correct spring and shims in end caps.
	Sticking spool due to contamination.	Remove end cap and check spool freedom.
	Ramp set too high in controller.	Adjust controller.
	Sticking control handle.	Repair or replace controller.

Table 3-4. Chassis Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	STEERING SYSTEM.	
No response to steer control.		
	Circuit breaker open.	Determine and correct cause; reset circuit breaker.
	If equipped, steer/tow selector in "tow" position.	Actuate control to "steer" position (Valve knob in).
	Hydraulic system oil low.	Replenish oil as necessary.
	Hydraulic system pressure too low.	Adjust pressure.
	Damaged wiring on control switch or solenoid valve.	See proper wiring diagram.
	Control switch not functioning properly.	Replace switch.
	Restricted or broken hydraulic line on valve bank, hydraulic pump or rotary coupling. (If equipped.)	Clean, repair or replace line.
	If equipped, swivel coupling leaking internally. (Seals defective.)	Repair or replace coupling.
	Steer control valve not functioning properly.	Repair or replace valve.
	Steer cylinder not functioning properly.	Repair or replace cylinder.
Machine hard to steer or steering is erratic.		
	Hydraulic system oil low.	Replenish oil as necessary.
	Restricted hydraulic line or fitting.	Clean, repair or replace line or fitting.
	Restricted crossover relief valve.	Clean or replace valve.
	Steer system pressure low.	Adjust pressure.
	Bent linkage (tie rods).	Repair or replace linkage as required.
	Hydraulic pump not functioning properly.	Repair or replace pump.
	Steer cylinder not functioning properly.	Repair or replace cylinder.
Steering inoperative.		
	Circuit breaker open.	Determine and correct cause; reset circuit breaker.
	Damaged wiring on control switch or solenoid valve.	See proper wiring diagram.
	Solenoid valve not functioning properly.	Repair or replace valve.
	Control switch not functioning properly.	Replace switch.

Table 3-4. Chassis Assembly - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	Relief valve improperly set or not functioning properly.	Reset, repair or replace valves as required.
	Steer cylinder not functioning properly.	Repair or replace cylinder.
Machine will not steer left or to the right.		
	Wiring on control switch is damaged.	See proper wiring diagram.
	Wiring on solenoid valve damaged.	Repair or replace wiring.
	Coil in solenoid damaged.	Replace coil.
	No oil flow or pressure to steer circuit.	Take pressure reading at steer valve and adjust as necessary.
	Bent cylinder rod.	Repair or replace cylinder.
	Damaged tie rod.	Replace tie rod.
	Crossover relief valve sticking.	Repair crossover relief valve.
	Cylinder packing defective.	Repair or replace cylinder.
Machine wanders; steering not firm.		
	Crossover relief valve set too low or not functioning properly.	Reset, repair or replace valve as required.
	Steer linkages loose.	Tighten linkage.
	Steer wheel toe-in not set properly.	Adjust toe-in for 1/4 inch overall.
	Spindle bushings badly worn.	Replace bushings.
	Swivel seals leaking	Repair swivel leak.

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Table 3-5. Hydraulic System - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
HYDRAULIC SYSTEMS - GENERAL.		
Hydraulic pump noisy.		
	Air entering system through broken line or fitting. (Suction Side.)	Repair or replace line or fitting.
	Suction screen dirty.	Clean suction screen.
	Air bubbles in oil. (Reservoir oil too low.	Replenish oil as required.
	Suction hose squeezed shut.	Determine cause and repair.
	Oil filter dirty.	Replace hydraulic filter.
	Wrong type of hydraulic oil.	Replace hydraulic oil.
Pump cavitating. (Vacuum in pump due to oil starvation.)		
	Restricted suction line.	Clean, repair, or replace line.
	Restricted reservoir air vent.	Clean or replace vent.
	Oil viscosity too high.	Drain system and replace with recommended oil. (Refer to Hydraulic Oils.)
	Air leak in suction side of tank.	Repair leak.
	Restricted suction strainer.	Clean strainer.
System overheating.		
	Oil viscosity too high.	Drain system and replace with recommended oil. (Refer to Hydraulic Oils.)
	Bypass valve not operating properly.	Repair or replace valve.
	Main relief valve set too high (Racine).	Reset valve as required.
	Main relief valve set too low (Vickers).	Reset valve as required.
	Hydraulic system oil low.	Replenish oil as necessary.
	Port relief set too high.	Reset valve as required.
	Restricted or blocked return line.	Repair or replace line.

Table 3-5. Hydraulic System - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
Pump not delivering oil.		
	Restricted suction line.	Clean, repair, or replace line.
	Air entering system through broken line or fitting.	Repair or replace line or fitting.
	Broken pump drive shaft/pump coupling.	Repair or replace pump/pump coupling. **Note: Any time pump or pump drive coupling is removed coat pump and drive coupling splines with Lithium Soap Base Grease (TEXACO CODE 1912 OR EQUIVALENT).**
Function sluggish during operation. (System pressure too low.)		
	Main relief valve set too low.	Reset valve as required.
	Pump section not delivering sufficient oil.	Repair or replace pump section or pump.
	Main relief valve stuck in open position.	Clean, repair, or replace valve. (Check system oil for contamination.)
	Oil viscosity too low.	Drain system and replace with recommended oil. (Refer to Hydraulic Oils.)
	Leak in component, line or fitting.	Repair or replace component, line or fitting.
	Scored valve spool; scored cylinder.	Replace valve; replace cylinder.
	Amperage too low on controller.	Correctly adjust controller.
	Low sequence pressure.	Reset valve as required.
	Low pilot pressure.	Reset valve as required.
	Wrong/defective spool in drive section.	Repair or replace drive section.
	Low voltage in electrical system.	Correct low voltage problem.
System(s) operate erratically.		
	Sticking or binding valve spools, pistons.	Clean, repair, or replace components as required.
AUXILIARY HYDRAULIC SYSTEM.		
Auxiliary hydraulic pump inoperable.		
	Circuit breaker open.	Determine and correct cause; reset circuit breaker.
	Engine is running.	Shut down engine.
	Check valve in system leaking.	Repair or replace check valve.
	Battery requires charging or will not hold a charge.	Charge or replace battery as required.

Table 3-5. Hydraulic System - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
	Damaged wiring on control switch or auxiliary pump.	See proper wiring diagram.
	Control switch not functioning properly.	Replace switch.
	Restricted or broken hydraulic line or fitting.	Clean, repair or replace line or fitting.
	Pump motor solenoid not functioning properly.	Replace solenoid.
	Pump motor not functioning properly.	Repair or replace motor.

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Table 3-6. Electrical System - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
PLATFORM CONTROLS.		
No power to platform controls.		
	15 Amp self-reset circuit breaker open.	Check footswitch to ensure that both switches are making contact when pedal is depressed. Repair or replace footswitch as necessary.
	Contact block in footswitch malfunctioning.	Repair, replace or adjust contact block as required.
	Faulty power circuit wiring.	Check wiring continuity. Refer to proper wiring diagram.
	Select switch in wrong position.	Place select switch to correct position.
ENGINE STARTER SYSTEM.		
Starter will not crank.		
	Discharged battery or loose battery terminals.	Check and charge battery or replace battery as necessary. Clean and secure battery terminals.
	Starter relay faulty or faulty relay connections.	Using a test meter, check relay coil terminals for presence of electrical power and for energization of relay coil. Also check relay terminals for correct switching of contacts. Replace relay as necessary.
	Malfunctioning starter solenoid or motor.	Replace solenoid or motor in accordance with applicable manufacturer's manual.
	Malfunctioning ignition switch.	Using a test meter, check ignition switch for correct switching of contacts. Replace switch as necessary.
	Faulty ignition and/or starter circuit wiring.	Check wiring continuity. See proper wiring diagram.
	Faulty start lockout system.	See correct wiring diagram.
	Faulty start switch.	Replace switch.
Engine continues to crank.		
	Faulty ignition and/or starter circuit wiring.	Check wiring continuity. See proper wiring diagram.
	Malfunctioning starter solenoid or motor.	Replace solenoid or motor in accordance with applicable manufacturer's manual.
	Faulty start switch.	Replace switch.

Table 3-6. Electrical System - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
INSTRUMENTS AND INDICATORS.		
Travel warning horn inoperative.		
	Circuit breaker open.	Determine and correct cause; reset circuit breaker.
	Damaged wiring in horn circuit.	Repair or replace wiring.
	Damaged horn.	Replace horn.
Hourmeter inoperative.		
	Damaged wiring in hourmeter circuit.	Repair or replace wiring.
	Defective pressure switch.	Replace pressure switch.
	Inoperative hourmeter.	Replace hourmeter.
Tilt alarm circuit.		
	Damaged wiring in tilt alarm circuit.	Repair or replace wiring. See proper wiring diagram.
	Tilt alarm inoperative.	Replace tilt alarm.
	Tilt alarm not adjusted properly.	Adjust tilt alarm.
	Defective bulb in tilt light.	Replace bulb.
Wheel Motor Speed Circuit		
	Switch damaged or inoperative.	Replace switch.
	Damaged or disconnected wiring in circuit.	See proper wiring diagram.
	Plugged orifice in shifter valve.	Clean orifice.
	Faulty shifter valve.	Repair or replace bulb.
High engine speed will not function.		
	Boom above horizontal.	Lower boom.
	Horizontal limit switch malfunctioning.	Repair or replace limit switch.
	Drive controller defective.	Replace controller.
	High engine solenoid malfunctioning.	Repair or replace solenoid valve.
	Drive pressure switch malfunctioning.	Replace pressure switch.
	Electrical malfunction.	See wiring diagram.
	Defective engine governor.	Repair or replace governor.

Table 3-6. Electrical System - Troubleshooting

TROUBLE	PROBABLE CAUSE	REMEDY
Function speed control will not function.		
	Boom above horizontal.	Lower boom.
	Horizontal limit switch malfunctioning.	Repair or replace limit switch.
	Defective pump section.	Repair or replace pump section.
	Electrical malfunction.	See correct wiring diagram.

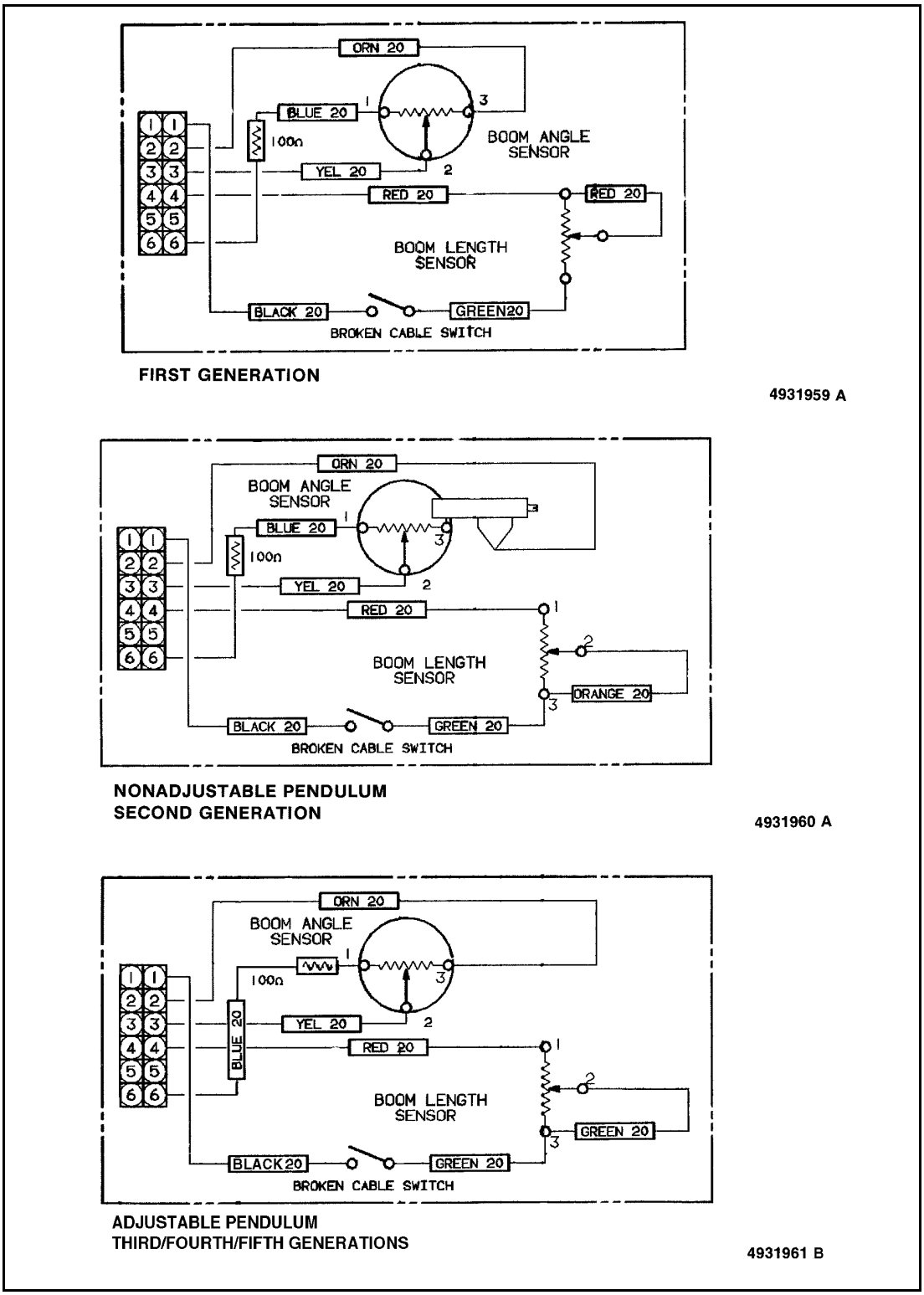

Figure 3-1. Wiring Diagram - Boom Indicator Pendulum

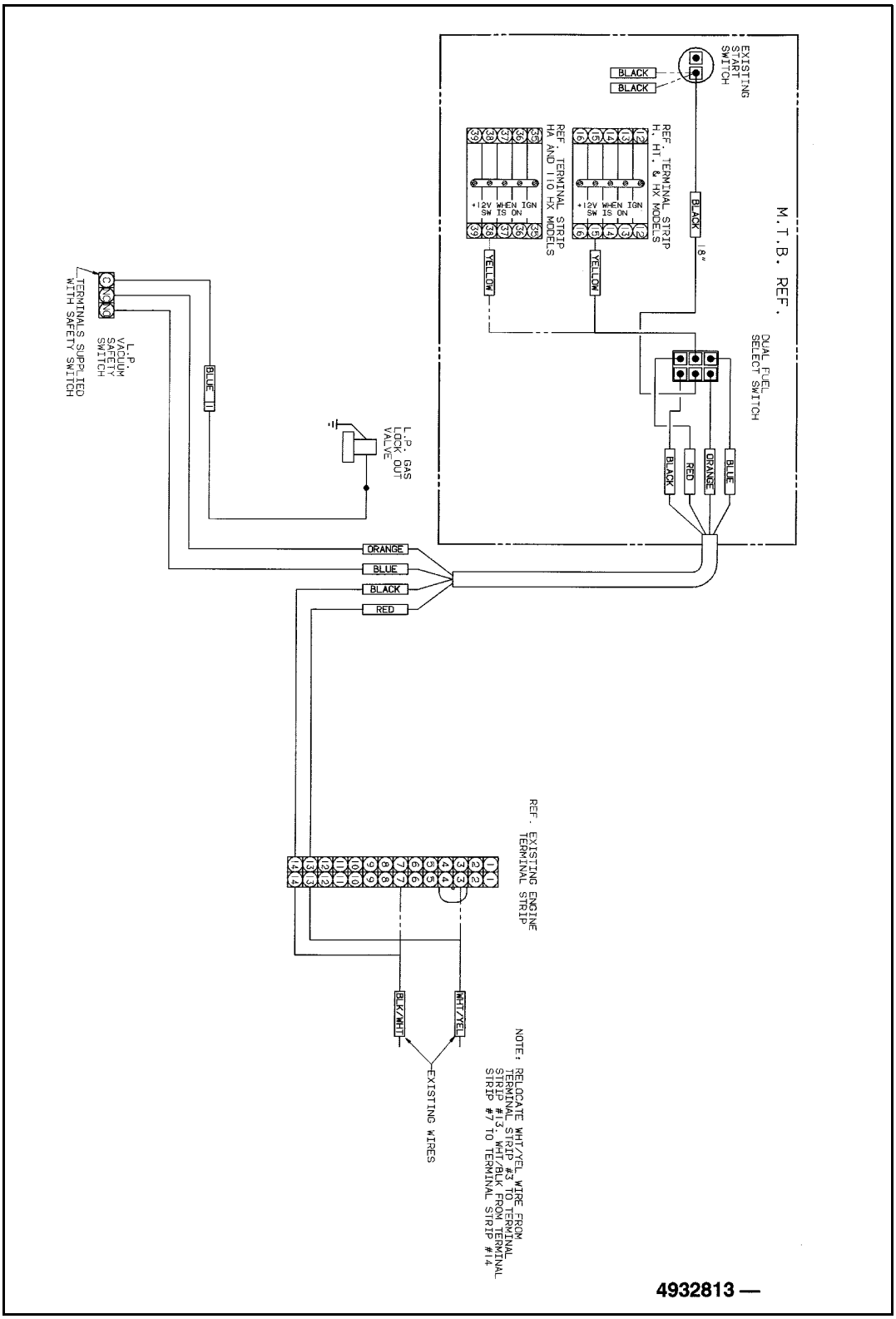

Figure 3-2. Wiring Diagram - Dual Fuel (Ford Engine)

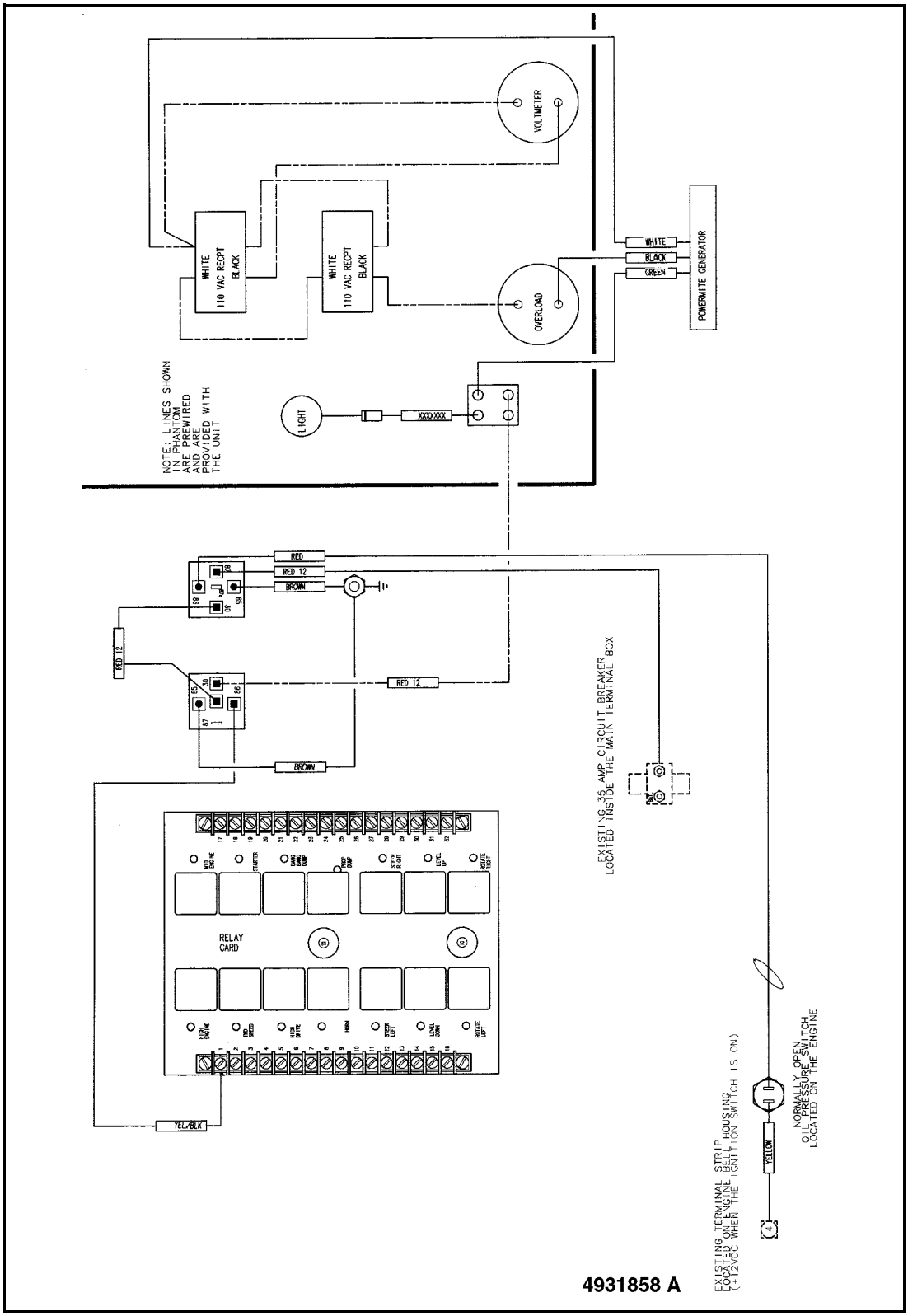

Figure 3-3. Wiring Diagram - Generator (Deutz)

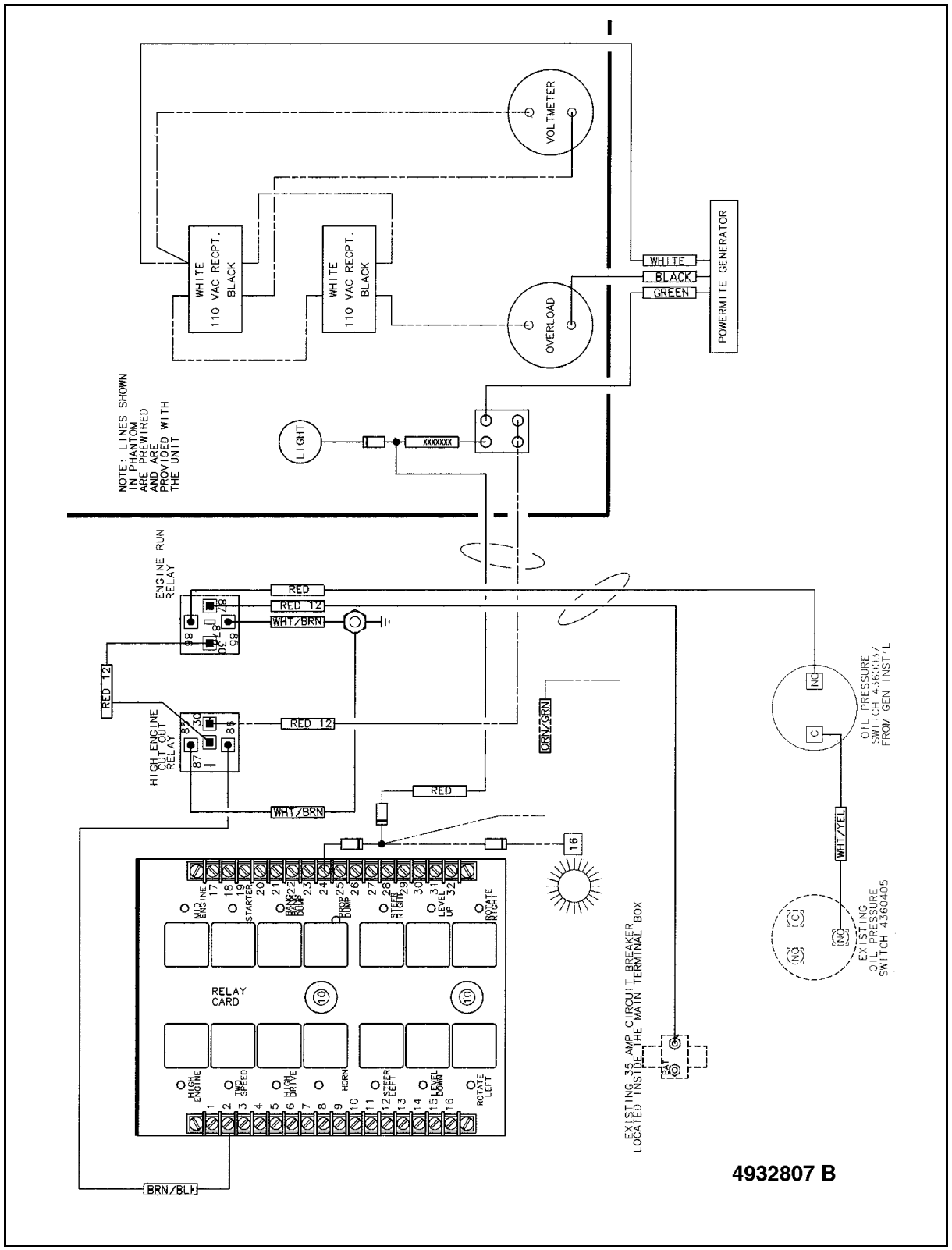

Figure 3-4. Wiring Diagram - Generator (Ford)

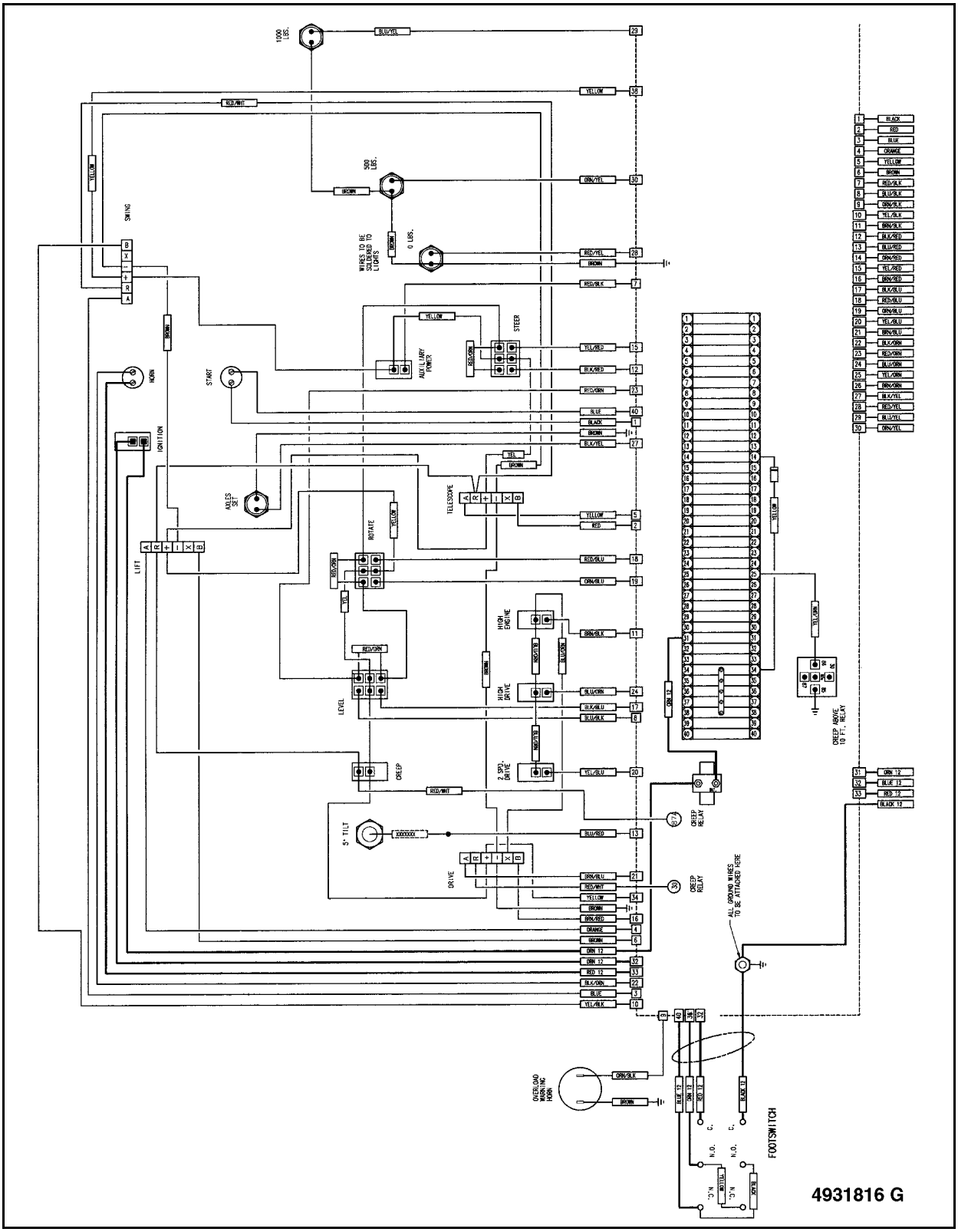

Figure 3-5. Wiring Diagram - Platform (100HX & 110HX)

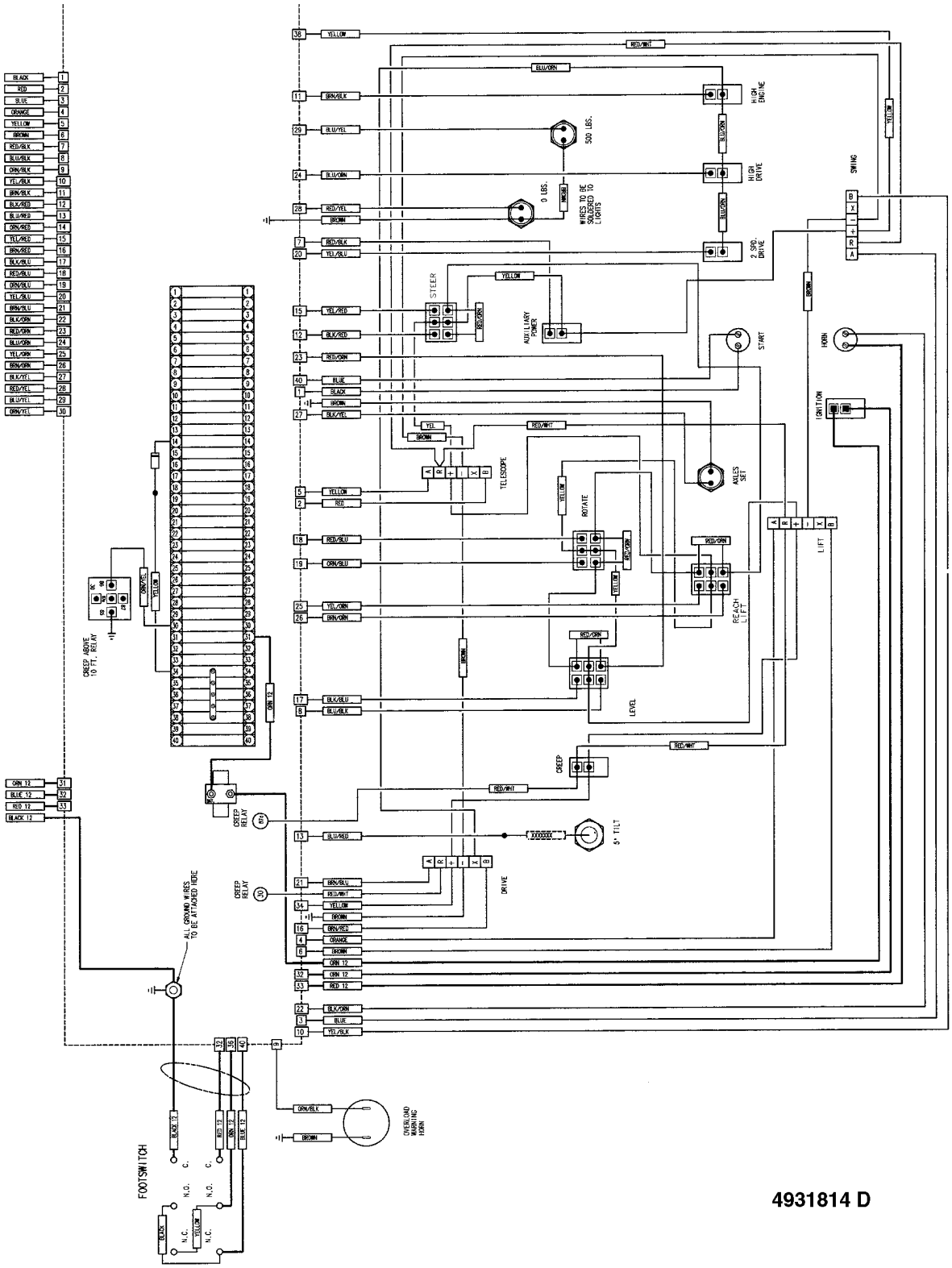

Figure 3-6. Wiring Diagram - Platform (100HX+10 & 110HXER)

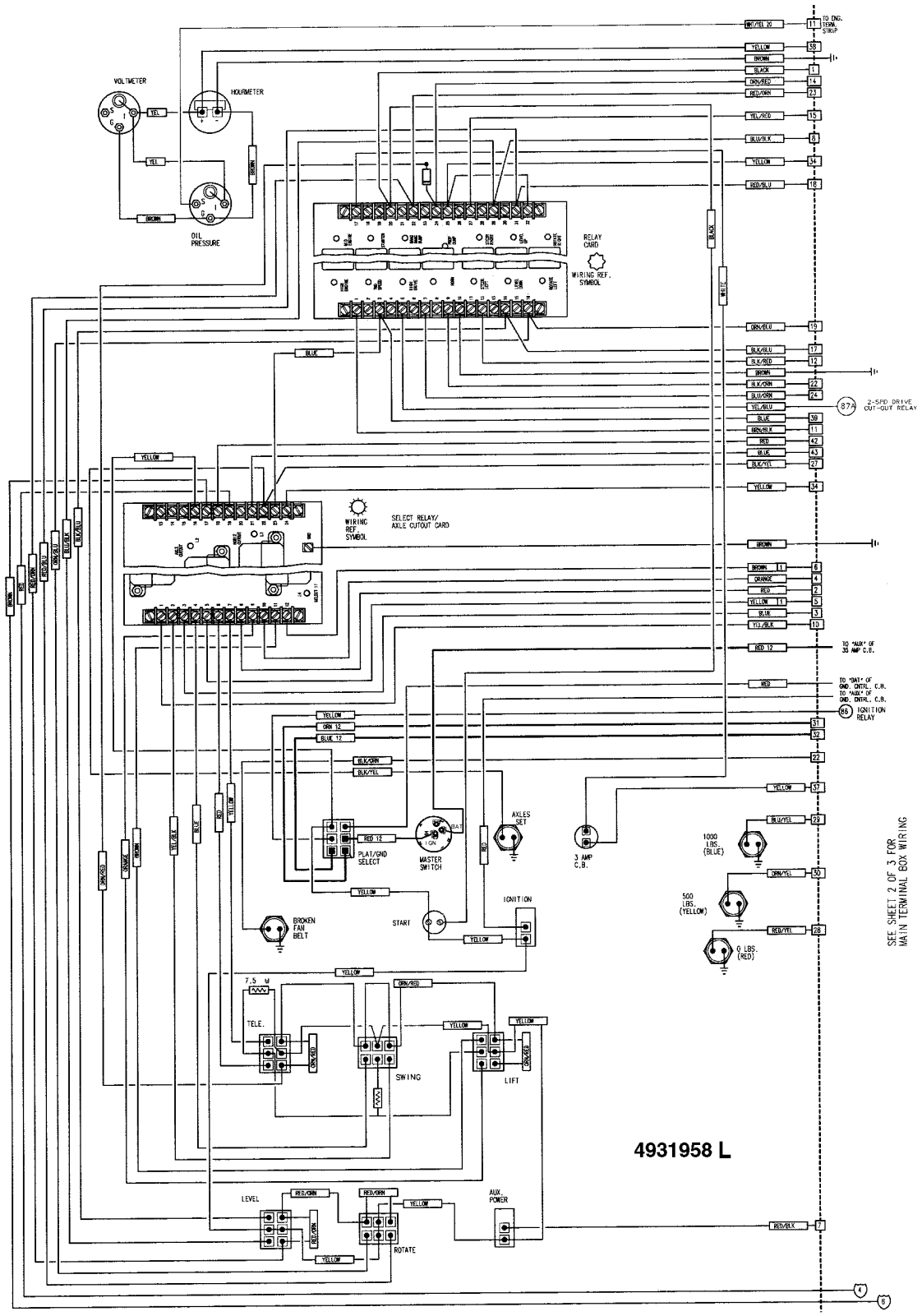

Figure 3-7. Wiring Diagram - 100HX & 110HX w/Deutz Engine (Sheet 1 of 3)

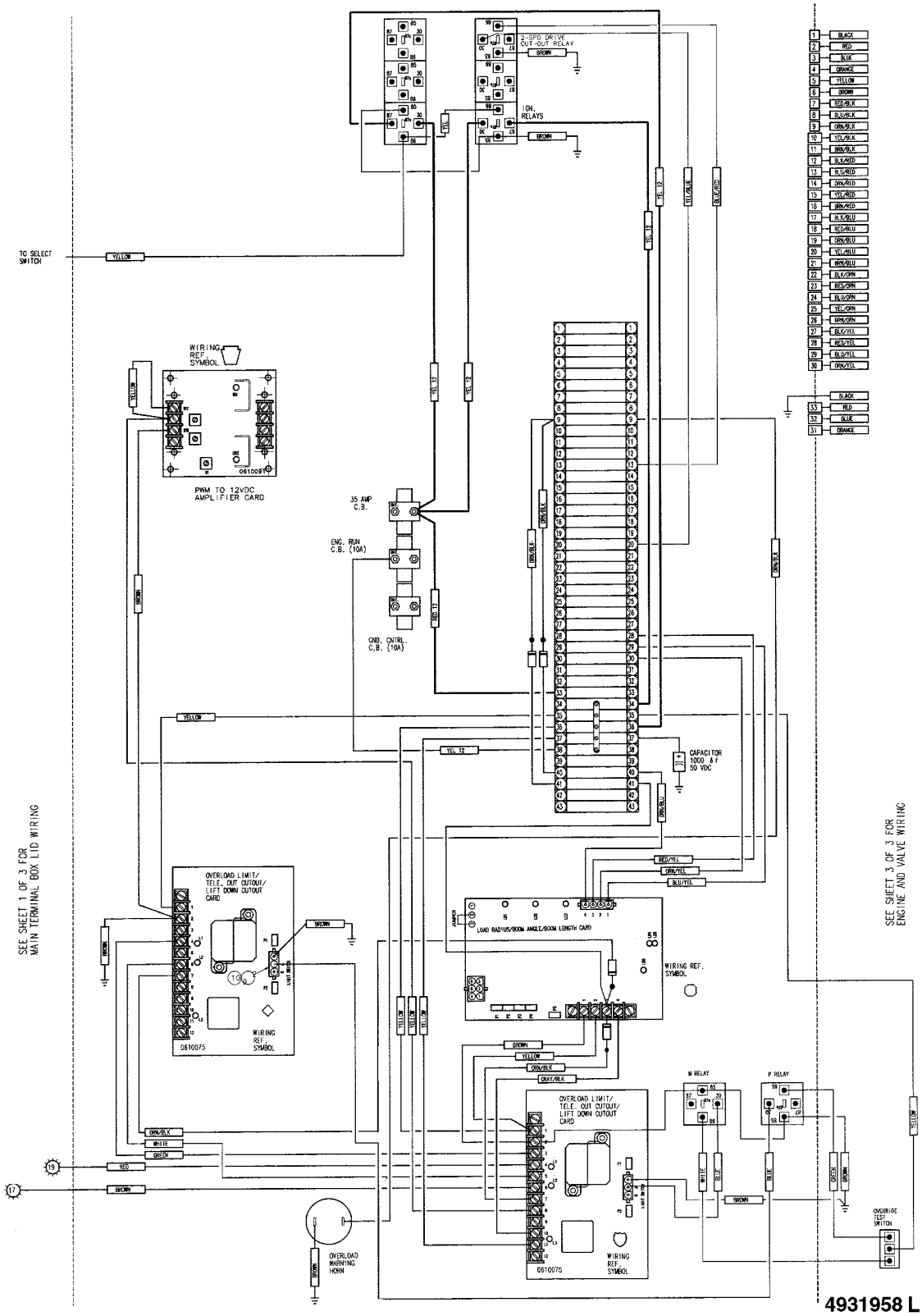

Figure 3-8. Wiring Diagram - 100HX & 110HX w/Deutz Engine (Sheet 2 of 3)

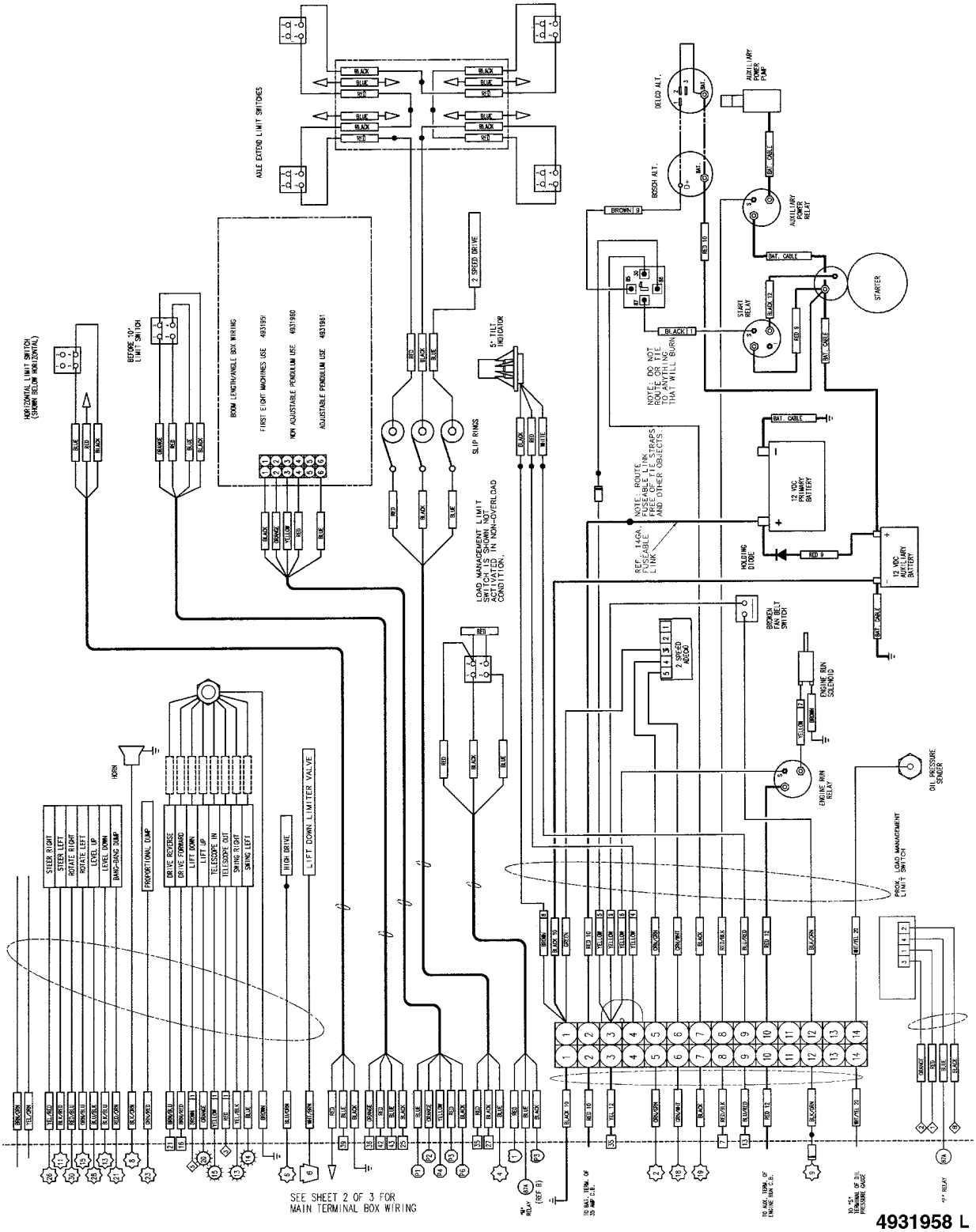

Figure 3-9. Wiring Diagram - 100HX & 110HX w/Deutz Engine (Sheet 3 of 3)

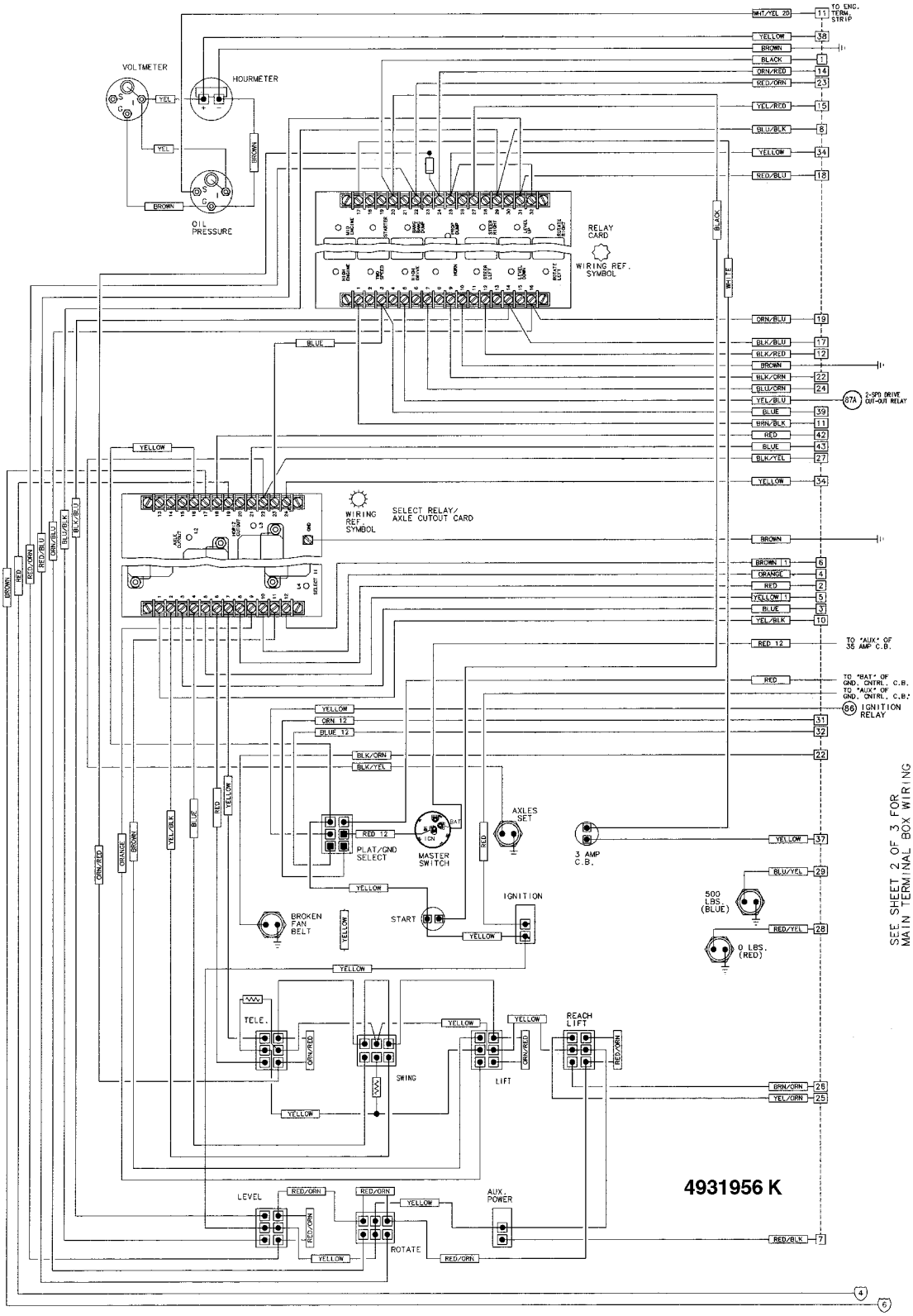

Figure 3-10. Wiring Diagram - 100HX+10 & 110HXER w/Deutz Engine (Sheet 1 of 3)

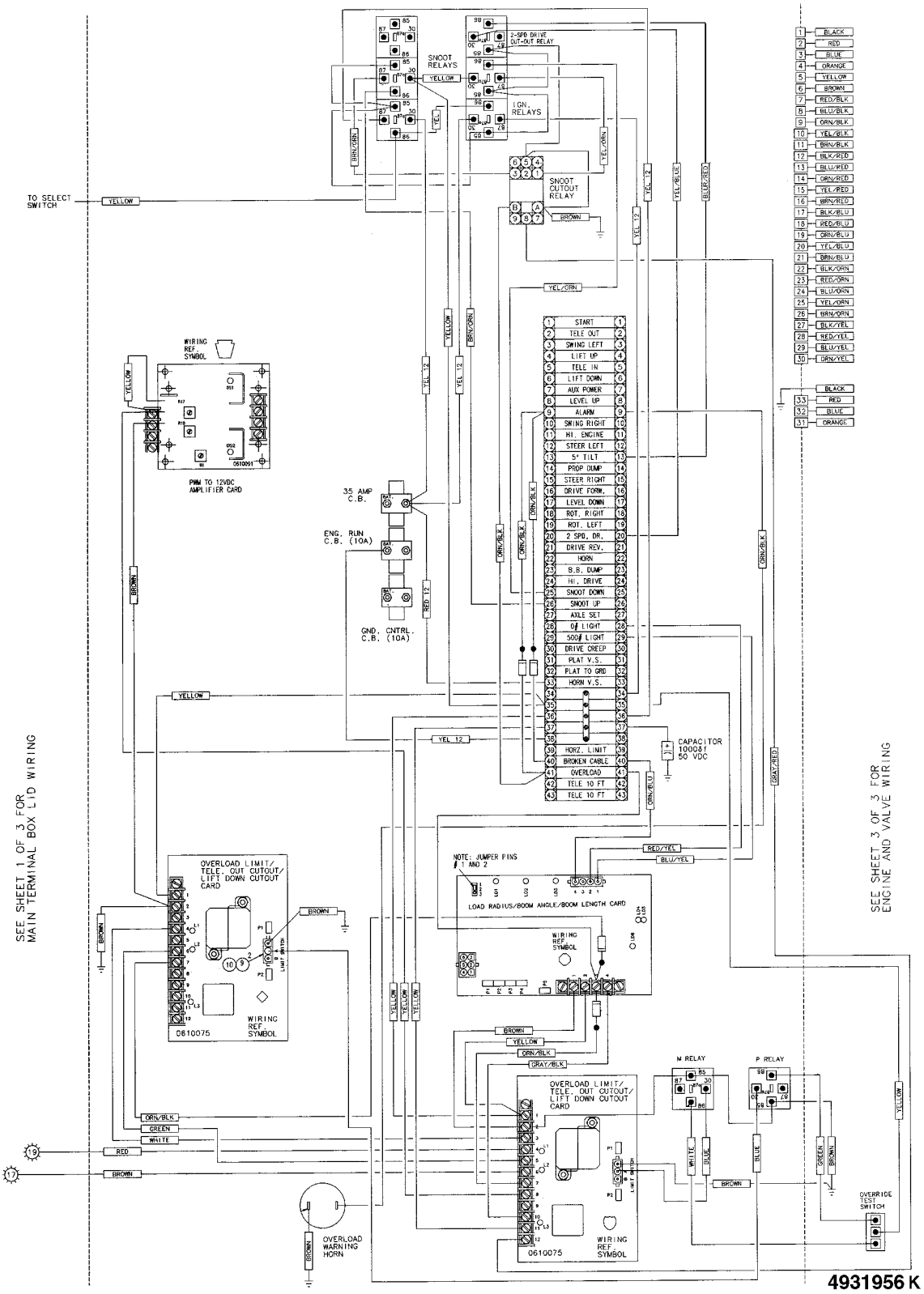

Figure 3-11. Wiring Diagram - 100HX+10 & 110HXER w/Deutz Engine (Sheet 2 of 3)

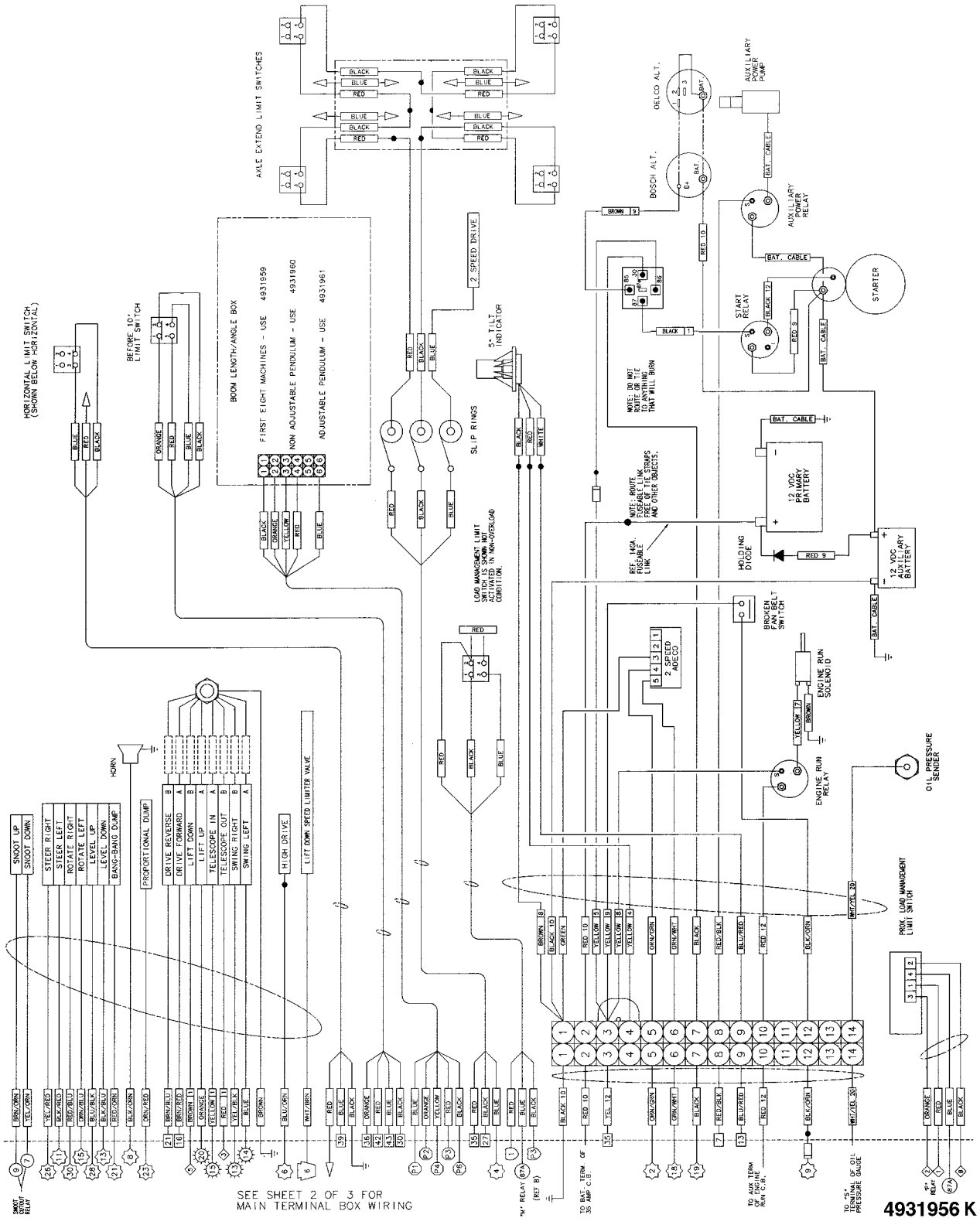

Figure 3-12. Wiring Diagram - 100HX+10 & 110HXER w/Deutz Engine (Sheet 3 of 3)

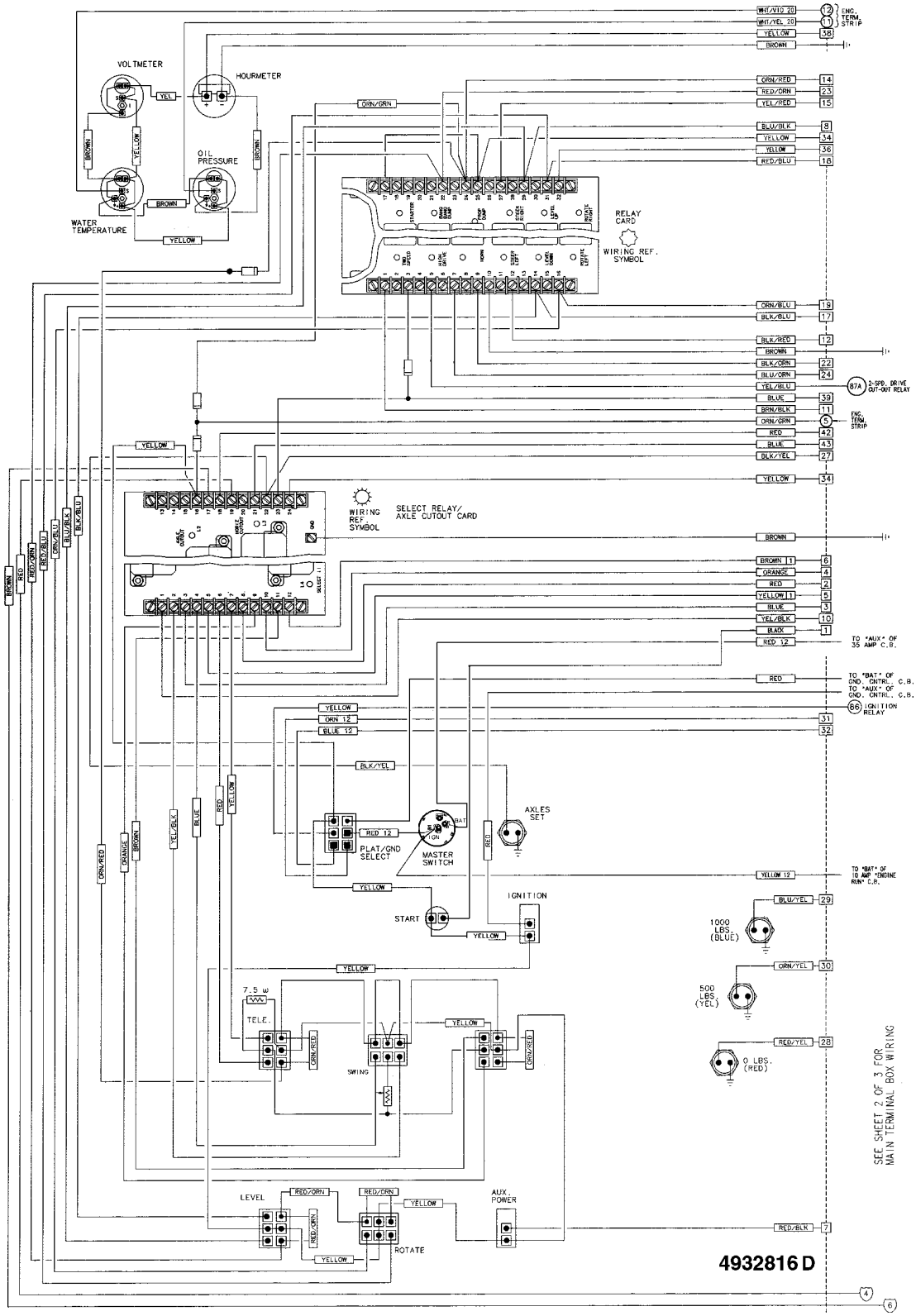

Figure 3-13. Wiring Diagram - 100HX & 110HX w/Ford Engine (Sheet 1 of 4)

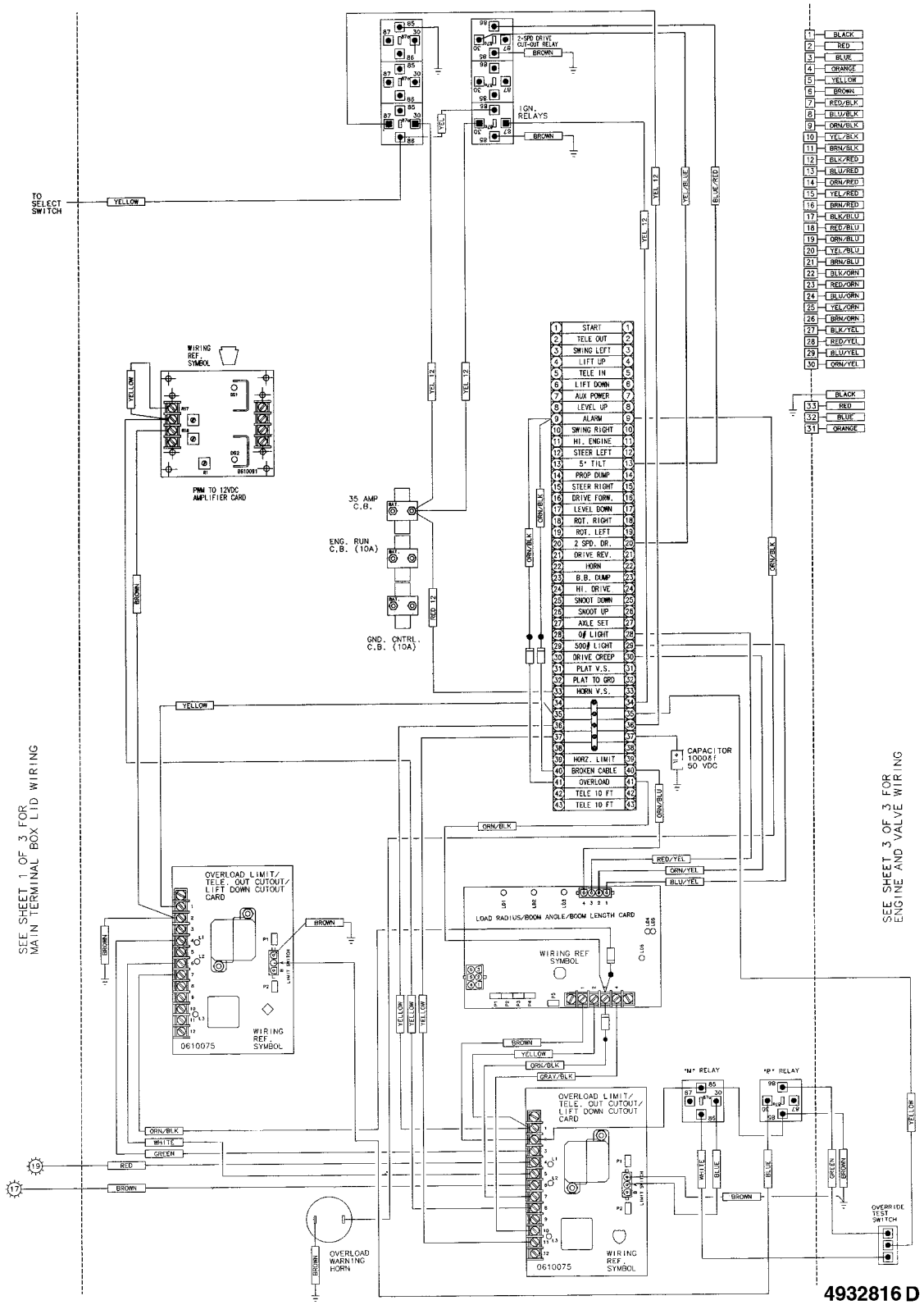

Figure 3-14. Wiring Diagram - 100HX & 110HX w/Ford Engine (Sheet 2 of 4)

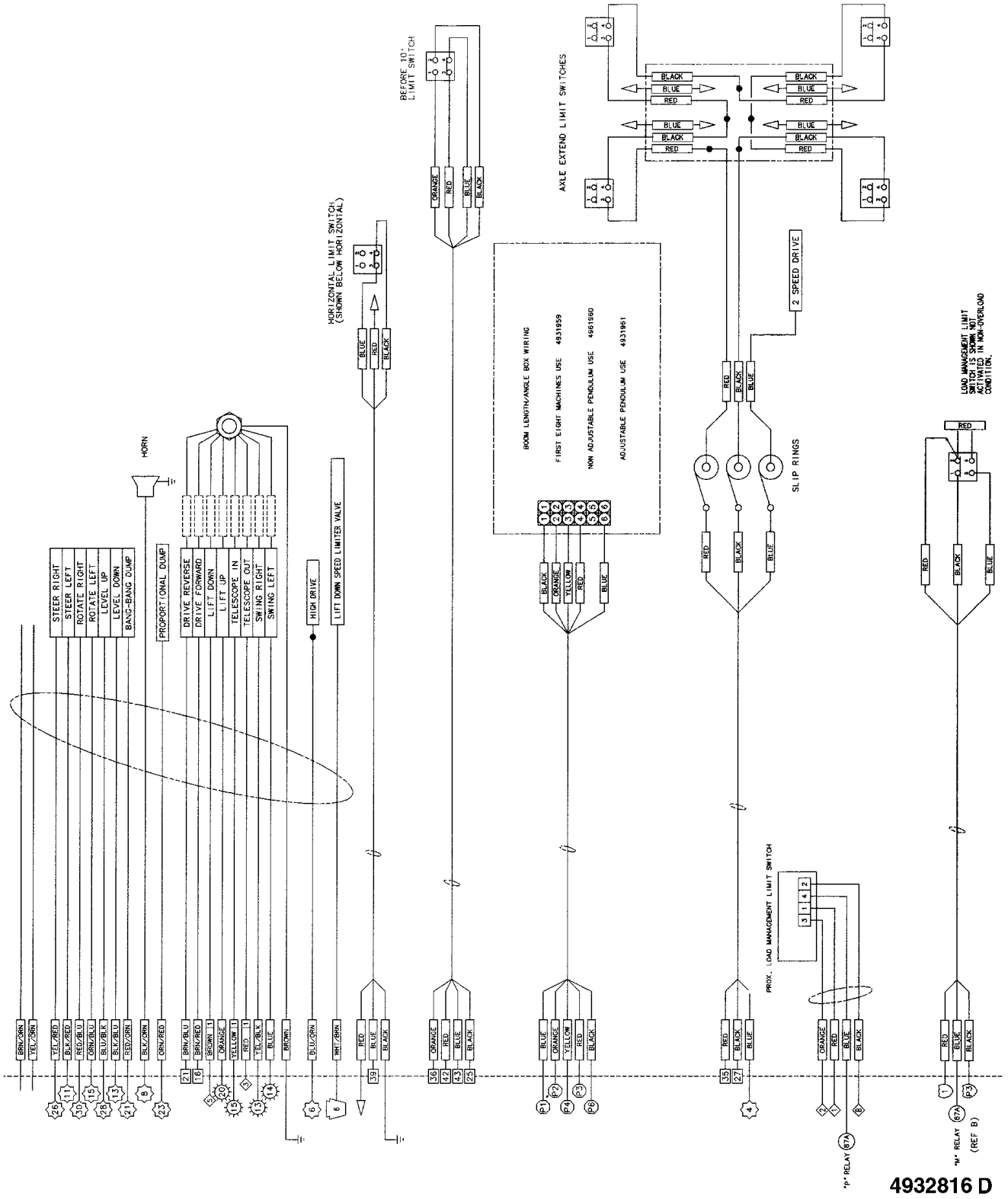

Figure 3-15. Wiring Diagram - 100HX & 110HX w/Ford Engine (Sheet 3 of 4)

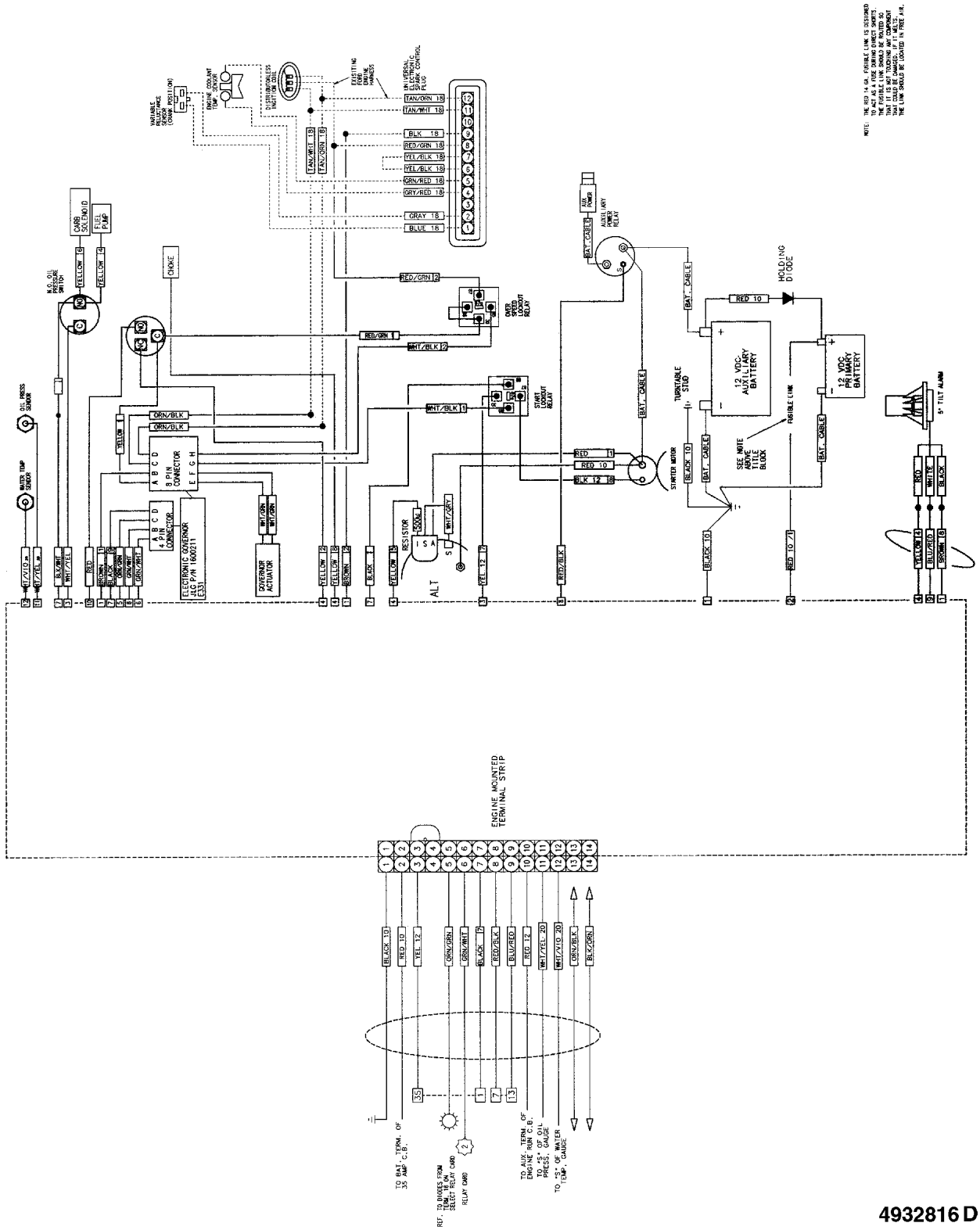

Figure 3-16. Wiring Diagram - 100HX & 110HX w/Ford Engine (Sheet 4 of 4)

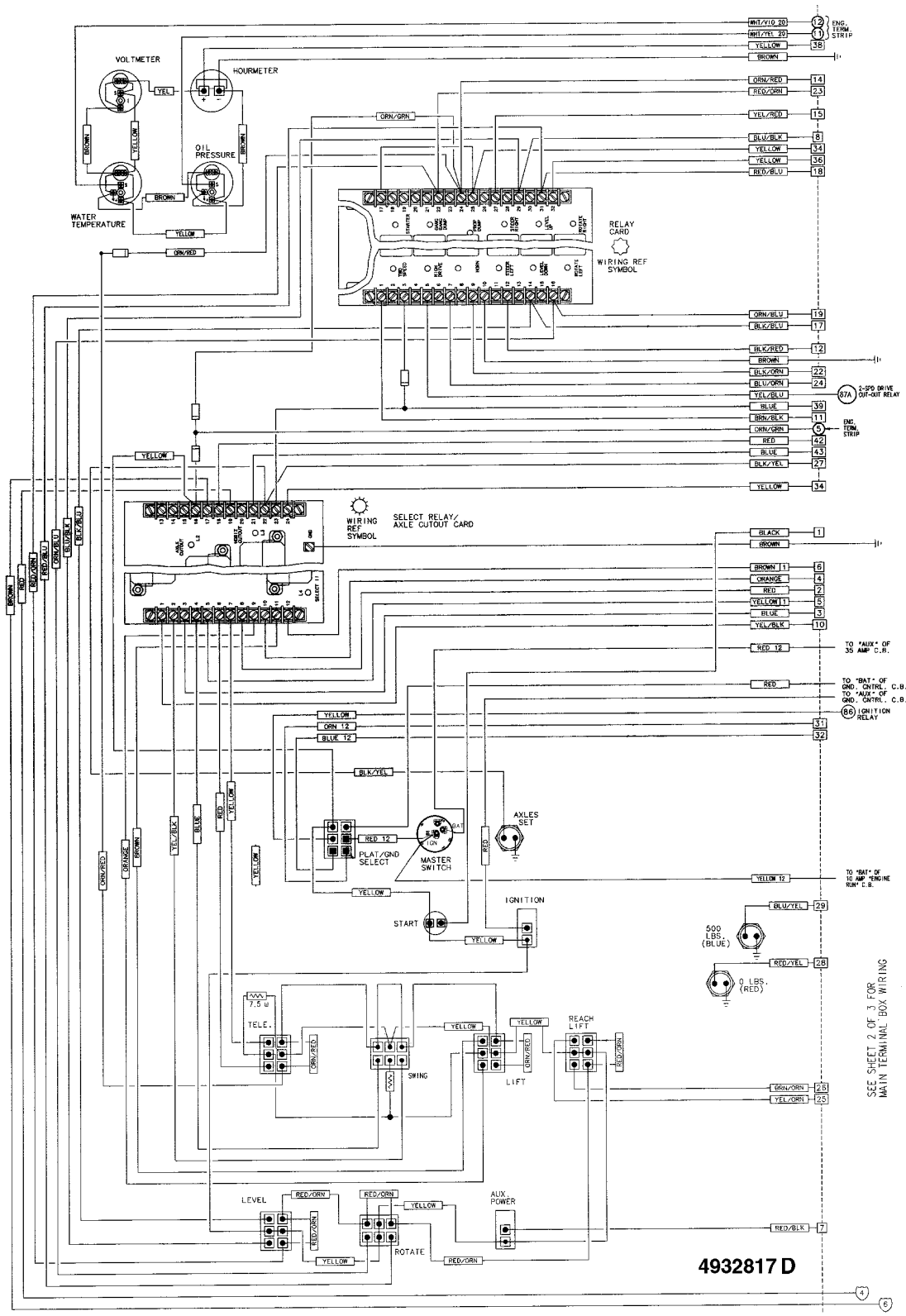

Figure 3-17. Wiring Diagram - 100HX+10 & 110HXER w/Ford Engine (Sheet 1 of 4)

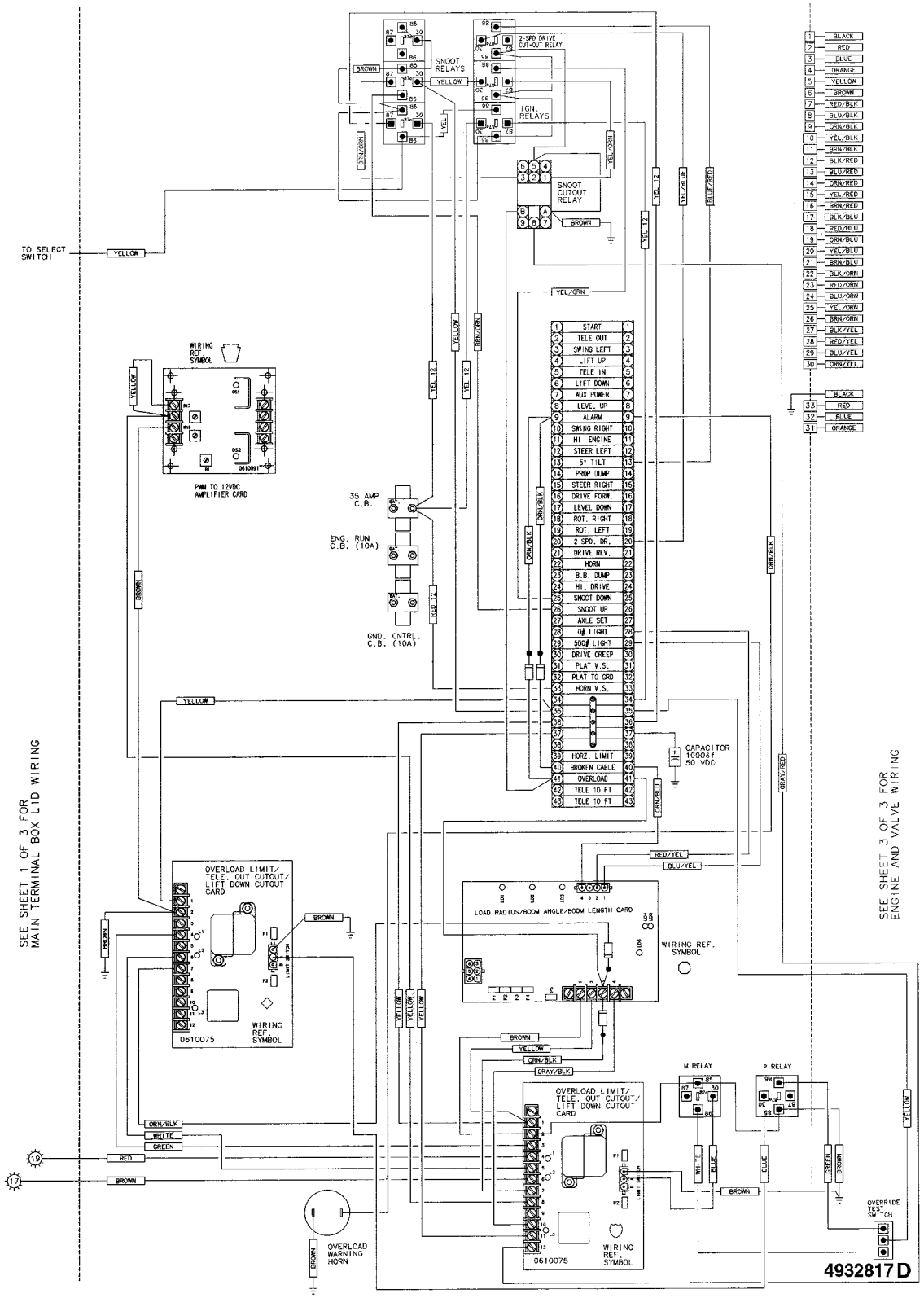

Figure 3-18. Wiring Diagram - 100HX+10 & 110HXER w/Ford Engine (Sheet 2 of 4)

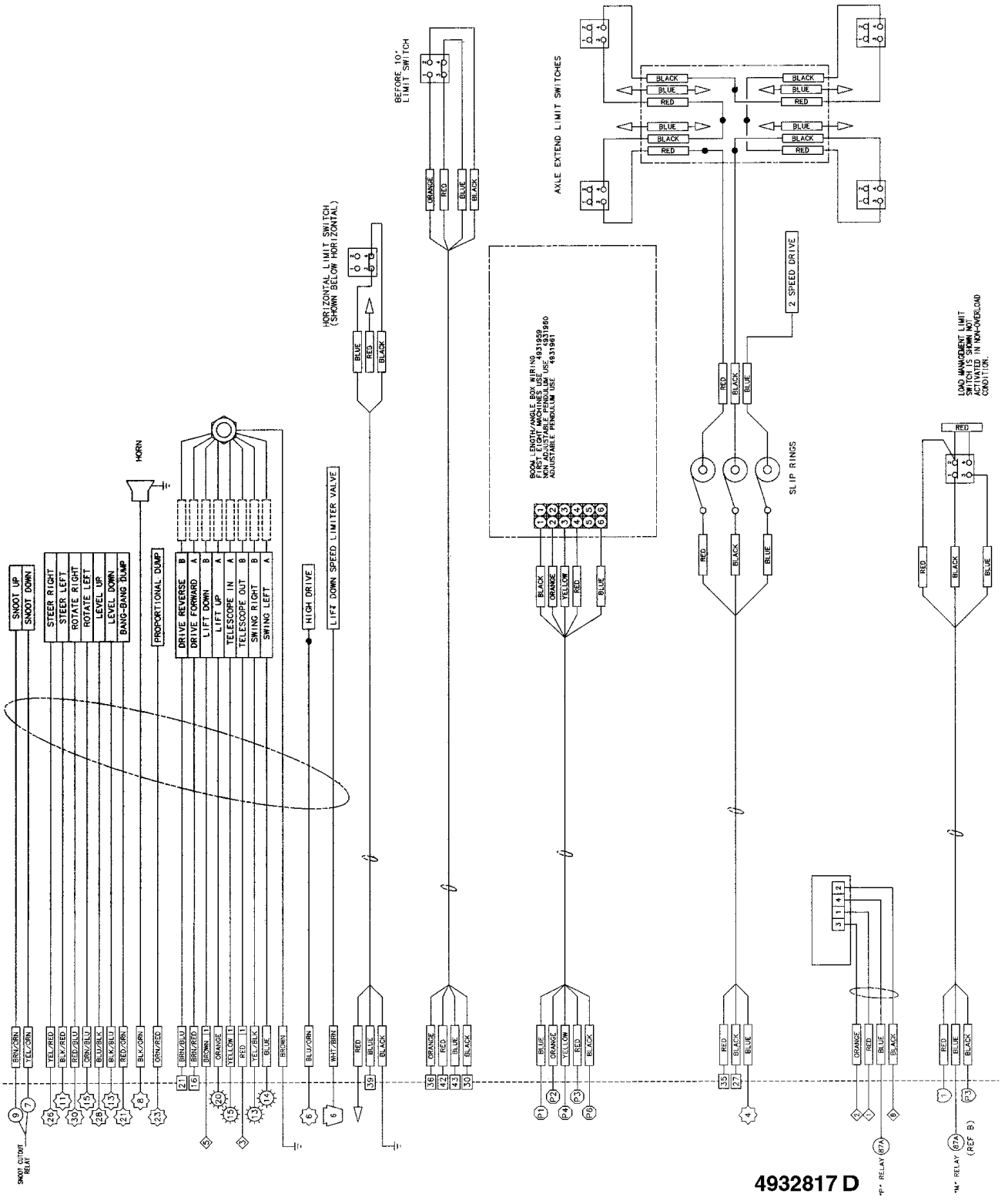

Figure 3-19. Wiring Diagram - 100HX+10 & 110HXER w/Ford Engine (Sheet 3 of 4)

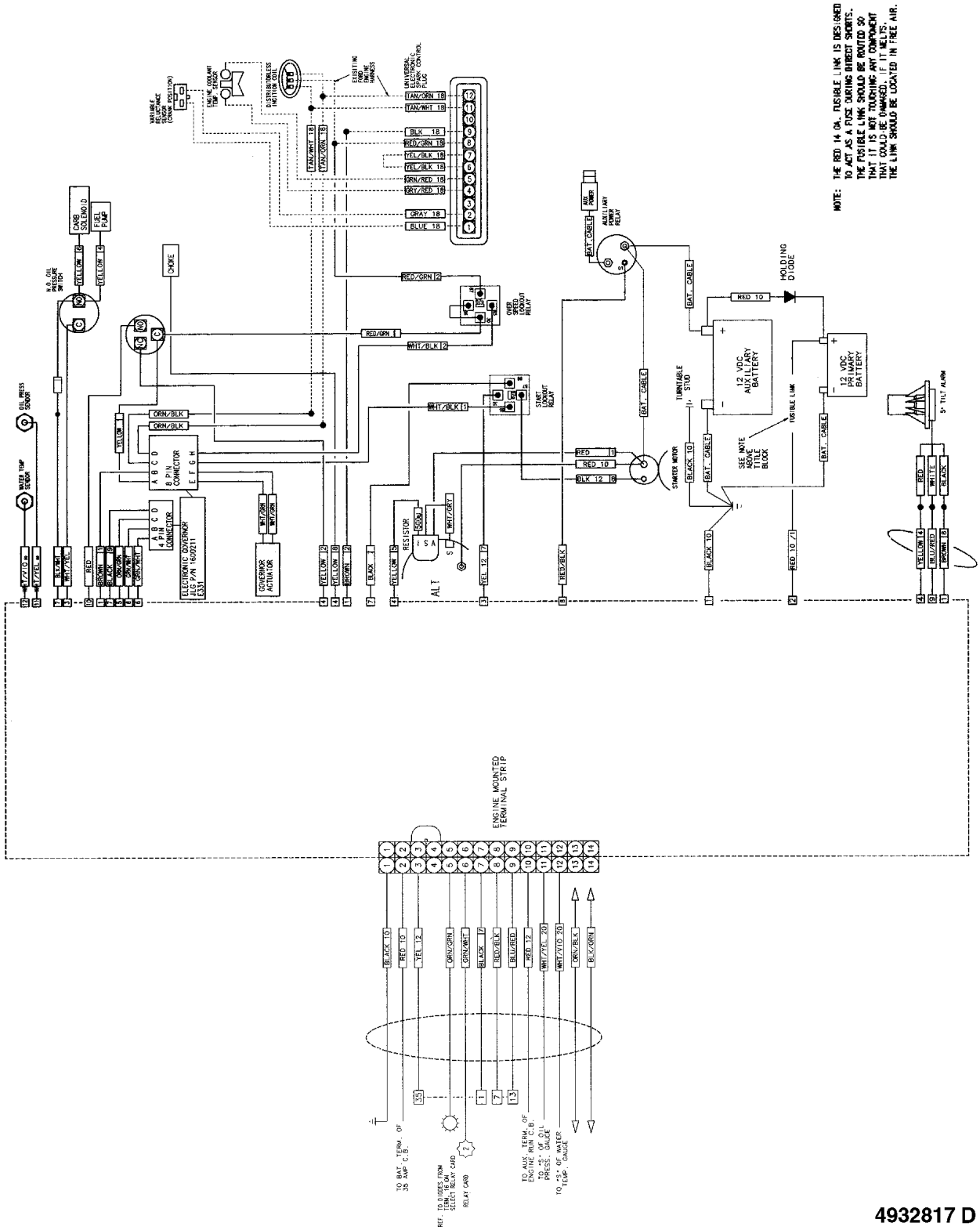

Figure 3-20. Wiring Diagram - 100HX+10 & 110HXER w/Ford Engine (Sheet 4 of 4)

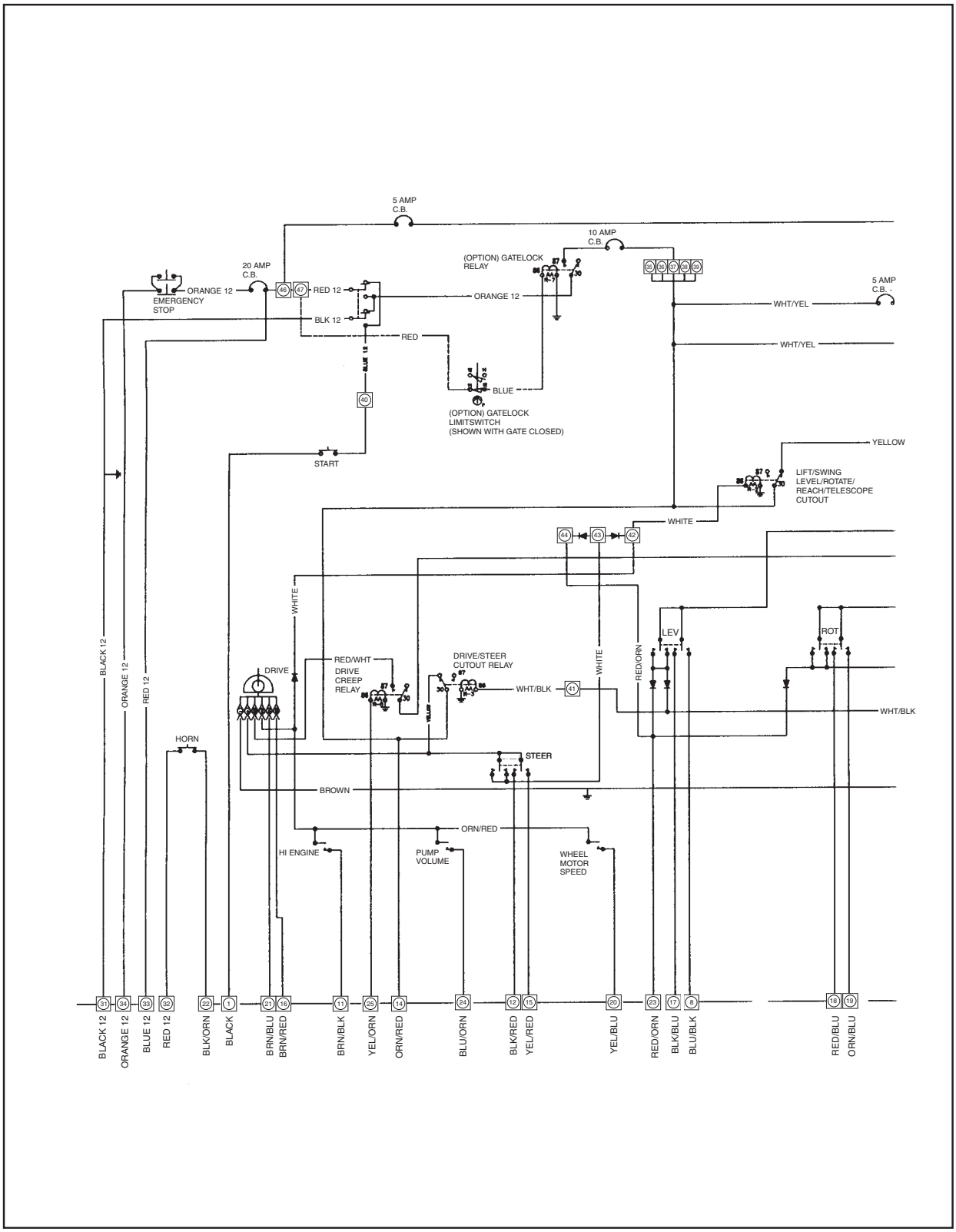

Figure 3-21. Wiring Schematic - 110HX (EN280) (Sheet 1 of 4)

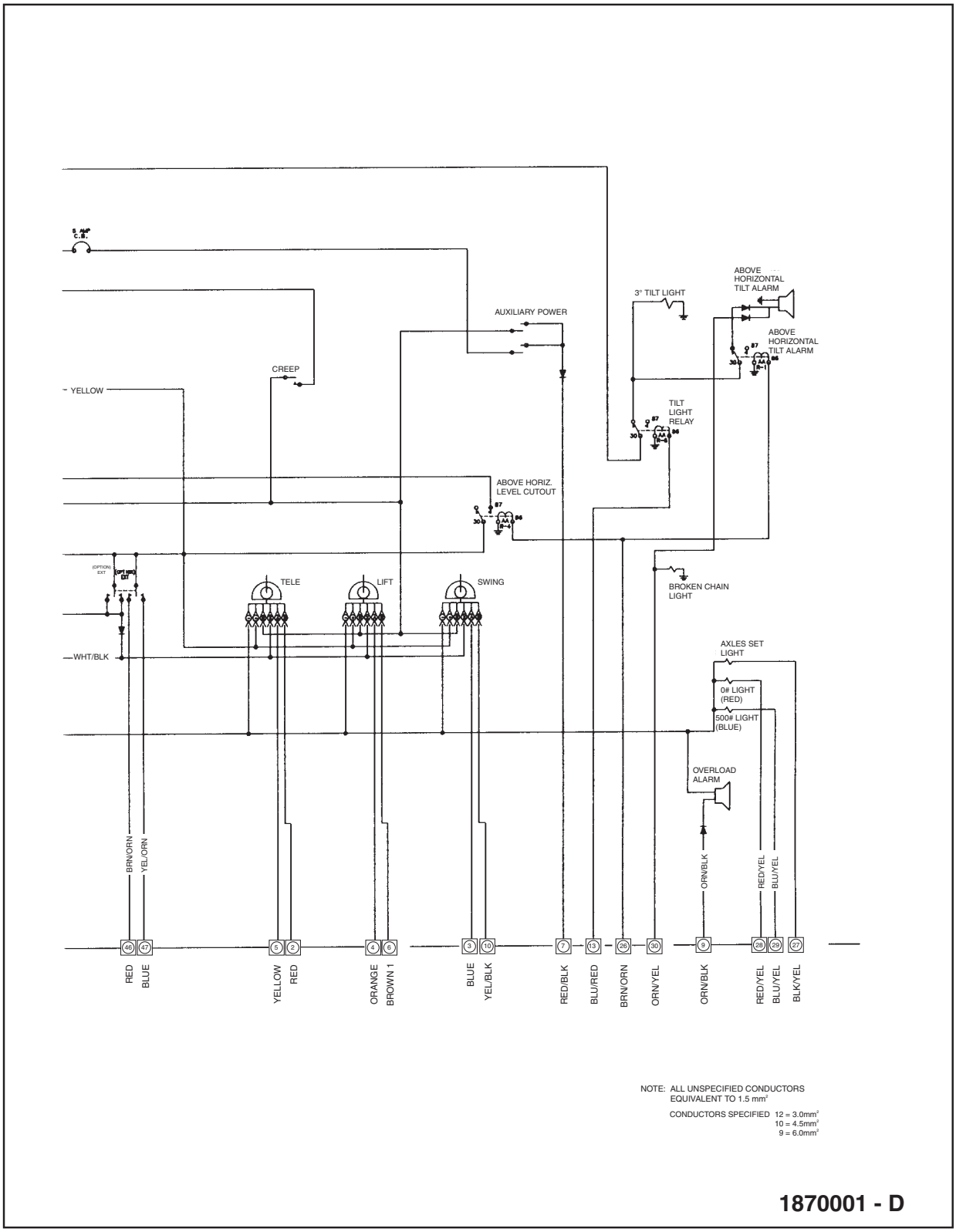

Figure 3-22. Wiring Schematic - 110HX (EN280) (Sheet 2 of 4)

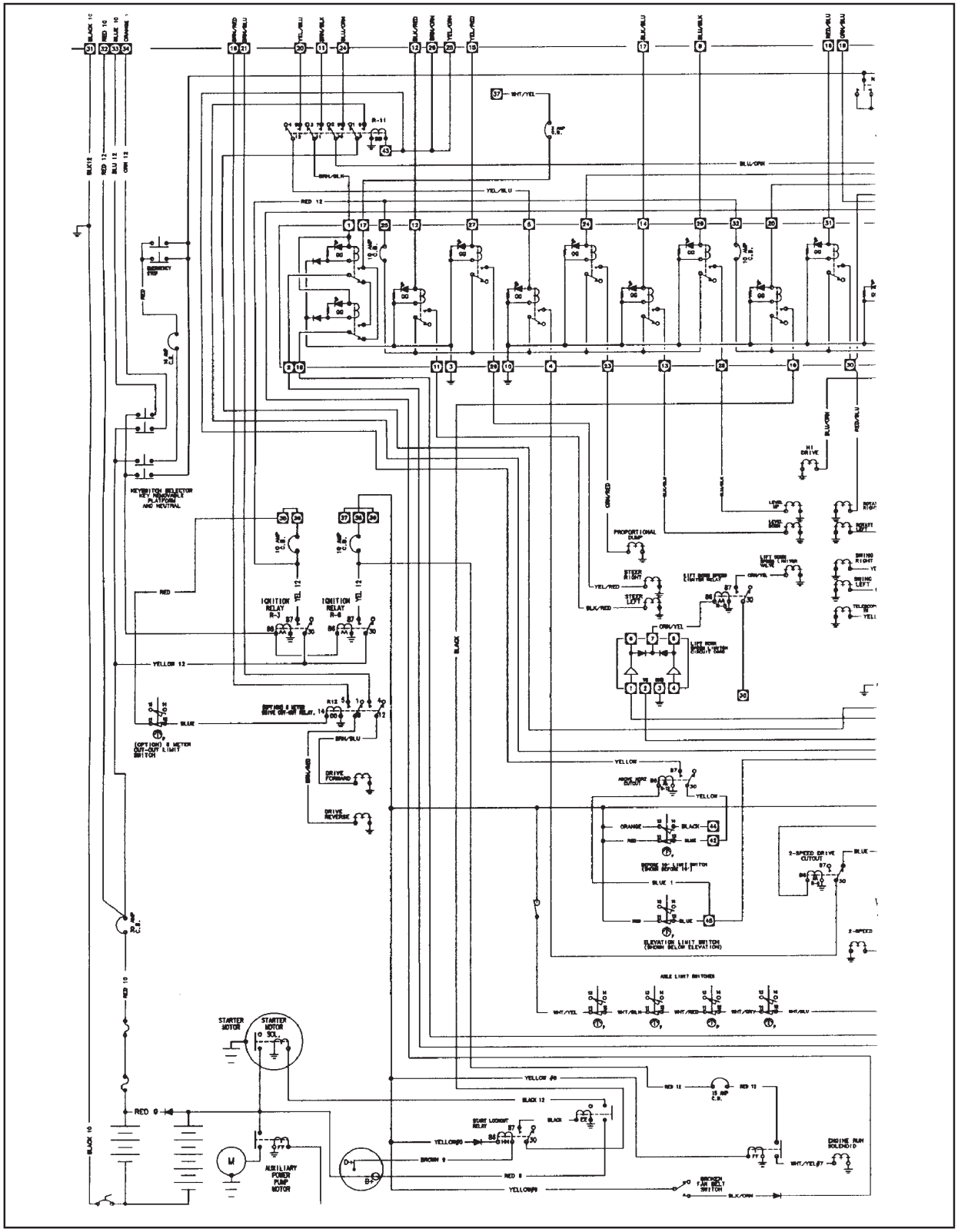

Figure 3-23. Wiring Schematic - 110HX (EN280) (Sheet 3 of 4)

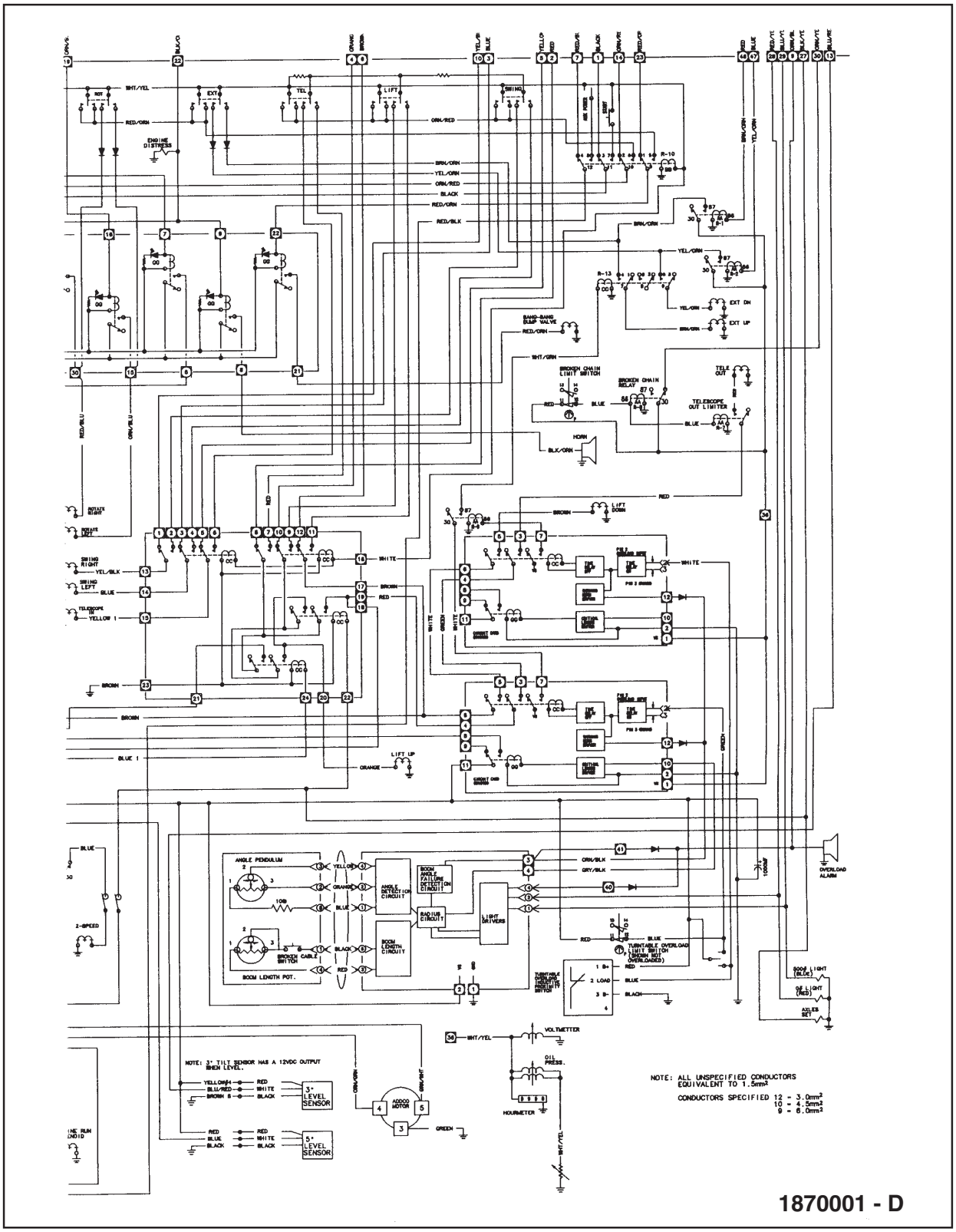

Figure 3-24. Wiring Schematic - 110HX (EN280) (Sheet 4 of 4)

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PROPOSITION 65 WARNING

- **Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm.**
- **Batteries also contain other chemicals known to the State of California to cause cancer.**
- **Wash hands after handling.**

⚠ WARNING: ⚠

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

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An Oshkosh Corporation Company

Corporate Office
JLG Industries, Inc.
1 JLG Drive
McConnellsburg PA. 17233-9533
USA
☎ *(717) 485-5161*
(717) 485-6417

JLG Worldwide Locations

JLG Industries (Australia)
P.O. Box 5119
11 Bolwarra Road
Port Macquarie
N.S.W. 2444
Australia
☎ +61 2 65 811111
+61 2 65 810122

JLG Latino Americana Ltda.
Rua Eng. Carlos Stevenson,
80-Suite 71
13092-310 Campinas-SP
Brazil
☎ +55 19 3295 0407
+55 19 3295 1025

JLG Industries (UK) Ltd
Bentley House
Bentley Avenue
Middleton
Greater Manchester
M24 2GP - England
☎ +44 (0)161 654 1000
+44 (0)161 654 1001

JLG France SAS
Z.I. de Baulieu
47400 Fauillet
France
☎ +33 (0)5 53 88 31 70
+33 (0)5 53 88 31 79

JLG Deutschland GmbH
Max-Planck-Str. 21
D - 27721 Ritterhude - Ihlpohl
Germany
☎ +49 (0)421 69 350 20
+49 (0)421 69 350 45

JLG Equipment Services Ltd.
Rm 1107 Landmark North
39 Lung Sum Avenue
Sheung Shui N. T.
Hong Kong
☎ (852) 2639 5783
(852) 2639 5797

JLG Industries (Italia) s.r.l.
Via Po. 22
20010 Pregnana Milanese - MI
Italy
☎ +39 029 359 5210
+39 029 359 5845

Oshkosh-JLG Singapore
Technology Equipment Pte Ltd
29 Tuas Ave 4,
Jurong Industrial Estate
Singapore, 639379
☎ +65-6591 9030
+65-6591 9031

JLG Polska
Ul. Krolewska
00-060 Warsawa
Poland
☎ +48 (0)914 320 245
+48 (0)914 358 200

JLG Industries (Scotland)
Wright Business Centre
1 Lonmay Road
Queenslie, Glasgow G33 4EL
Scotland
☎ +44 (0)141 781 6700
+44 (0)141 773 1907

Plataformas Elevadoras
JLG Iberica, S.L.
Trapadella, 2
P.I. Castellbisbal Sur
08755 Castellbisbal, Barcelona
Spain
☎ +34 93 772 4700
+34 93 771 1762

JLG Sverige AB
Enkopingsvagen 150
Box 704
SE - 176 27 Jarfalla
Sweden
☎ +46 (0)850 659 500
+46 (0)850 659 534

www.jlg.com