An Oshkosh Corporation Company

Service and Maintenance Manual

Model

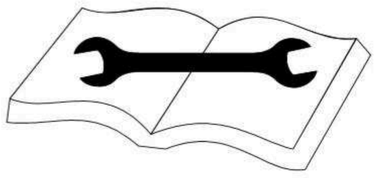
800A

800AJ

Prior to S/N 0300183033

P/N - 3120858

January 15, 2016



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Table 1-4. Deutz D2011L04 Specifications

Type	Liquid Cooled (Oil)
Fuel	Diesel
Oil Capacity Cooling System Crankcase Total Capacity	 5 Quarts (4.5 L) 11 Quarts (10.5 L) w/Filter 16 Quarts (15 L)
Idle RPM	1000
Low RPM	1800
High RPM	2600
Alternator	55 Amp, belt drive
Fuel Consumption	0.88 GPH(3.33lph)
Battery	1000 Cold Cranking Amps, 210 minutes Reserve Capacity, 12 VDC
Horsepower	64 @ 2600 RPM, full load

Table 1-5. Caterpillar 3044C/3.4

Type	Four Stroke Cycle
Cylinders	4 in-line
Bore	3.70 inch (94 mm)
Stroke	4.72 inch (120 mm)
Aspiration	turbocharged
Compression ratio	19:1
Displacement	203 in^3 (3.33 L)
Firing Order	1-3-4-2
Rotation (viewed from fly-wheel)	Counterclockwise
Oil Capacity (w/filter)	10.6 quarts (10 L)
Cooling System (Engine Only)	5.8 quarts (5.5 L)
Idle RPM - 3044C	1000
Idle RPM - 3.4	1200
Low RPM	1800
High RPM	2600
Alternator	60 Amp, belt drive

Table 1-6. Isuzu 4JB1

Type	Water-cooled
Oil Capacity (w/filter)	8.5 Quarts (8.0 L)
Cooling System (Engine Only)	5.8 quarts (5.5 L)
Idle RPM	1000
Low RPM	1800
High RPM	2800
Alternator	55 Amp, belt drive
Battery	1000 Cold Cranking Amps, 210 minutes Reserve Capacity, 12 VDC
Horsepower	66 @ 2800 RPM, full load

Tires

Table 1-7. Tire Specifications

Size	Type	Ply Rating	Load Range	Pressure
IN 385/65D 19.5	pneumatic	16	H	95PSI (6.5 Bar)
IN 445/55D 19.5	pneumatic	16	H	85 PSI (6.0 Bar)
15 X 19.5	pneumatic	16	H	95PSI (6.5 Bar)
18 X 19.5	pneumatic	16	H	85 PSI (6.0 Bar)
IN 385/65D 19.5	foam-filled	16	H	N/A
IN 445/55D 19.5	foam-filled	16	H	N/A
15 X 19.5	foam-filled	16	H	N/A
18 X 19.5	foam-filled	16	H	N/A

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

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

Figure 3-67. EMR2 Fault Codes - Sheet 1 of 5

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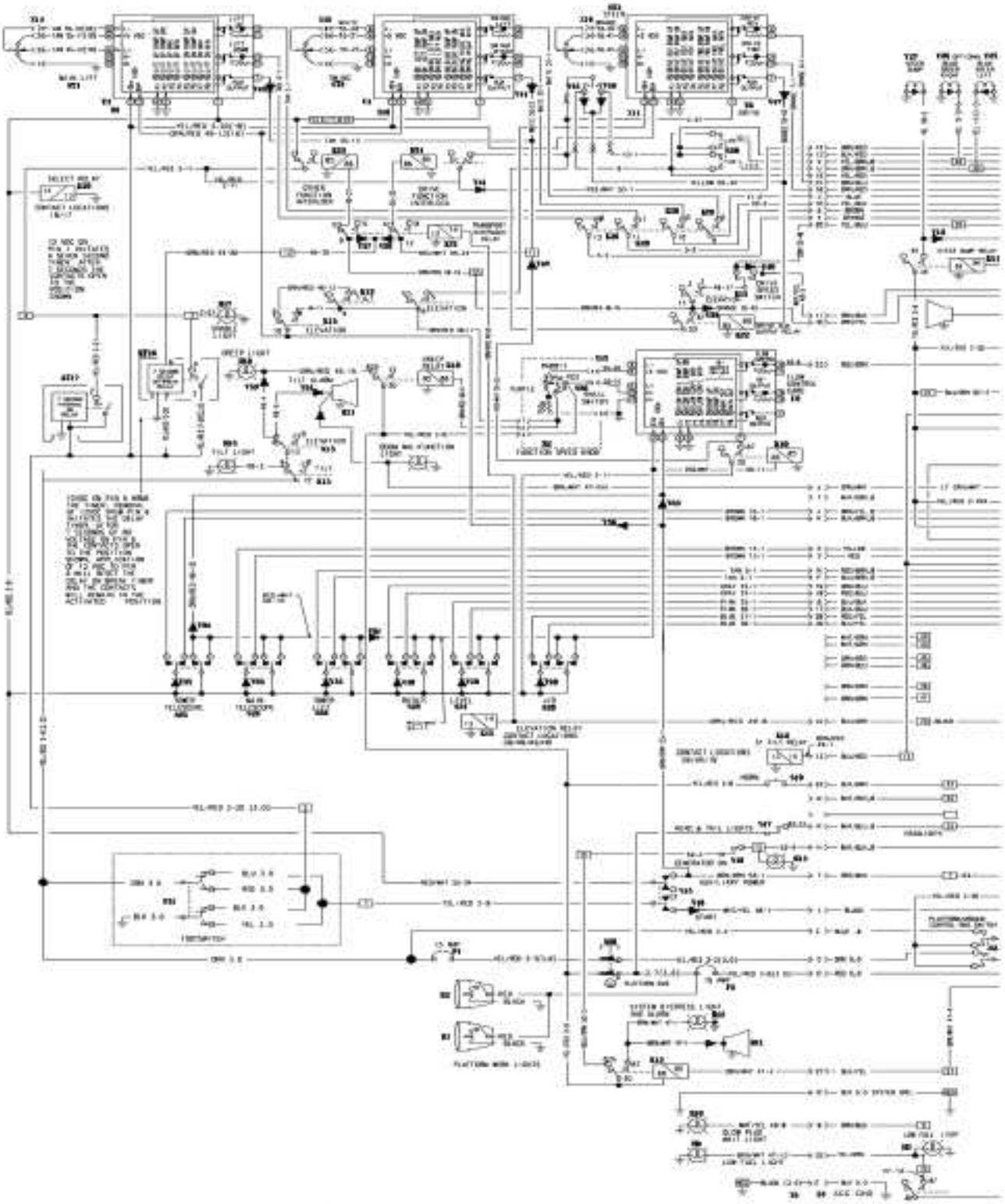
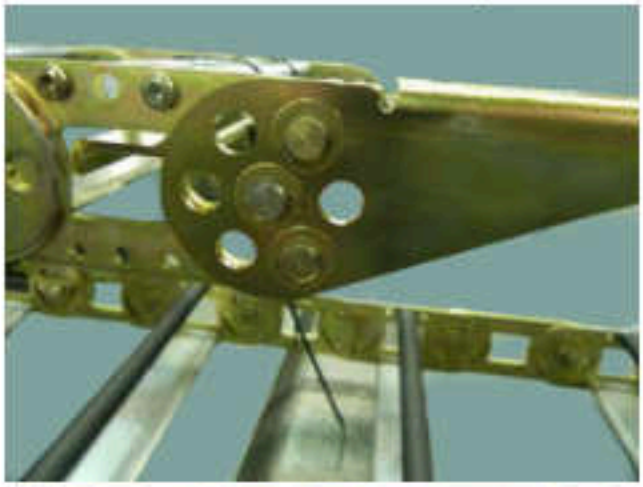


Figure 7-30. Electrical Schematic - Deutz Engine (Prior to S/N 0300065634) - Sheet 1 of 2

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Replacing a Moving End Bracket

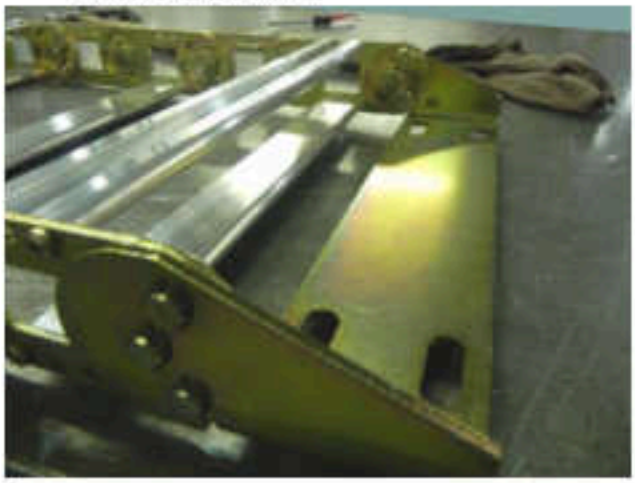
1. Remove bracket by removing all pins, washers, and snap rings. Replace with a new bracket and reinstall the pins, washers, and new snap rings. After installing a new bracket make sure that it rotates correctly.



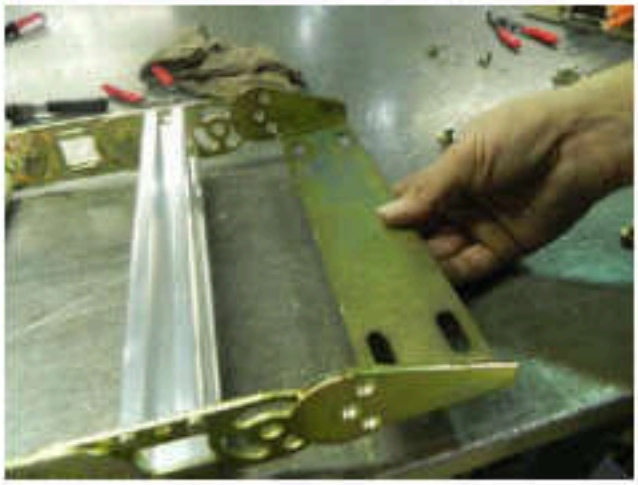


Replacing a One Piece Bracket

1. Remove all pins, washers, and snap rings and slide the bracket off of the links.







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Brad Harrison / Phoenix Contact M12

The connector uses gold contact material to resist corrosion and an o-ring seal for moisture integrity. If dielectric grease is mistakenly applied to this connector system, the low-force contacts cannot displace the grease to achieve electrical contact. Once contaminated, there is no practical way to remove the dielectric grease (replacement of female contacts required). The JLG Load Sensing System and 1250AJP Rotary Angle Sensors are examples of components with the M12 connector system.





AMP Junior Timer

This type of connector uses back-seals for moisture integrity. However, the low-force contacts cannot displace dielectric grease and create electrical contact. It is possible to use solvents (i.e. contact cleaner or mineral spirits) for the removal of improperly applied dielectric grease. The EMR2 engine control module from Deutz employs this connector system (for example).



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