An Oshkosh Corporation Company

Service and Maintenance Manual

Model

110HX
100HX+10

P/N - 3120864

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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	4488
Counterweight (2:1)	N/A	4695	4488
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

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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

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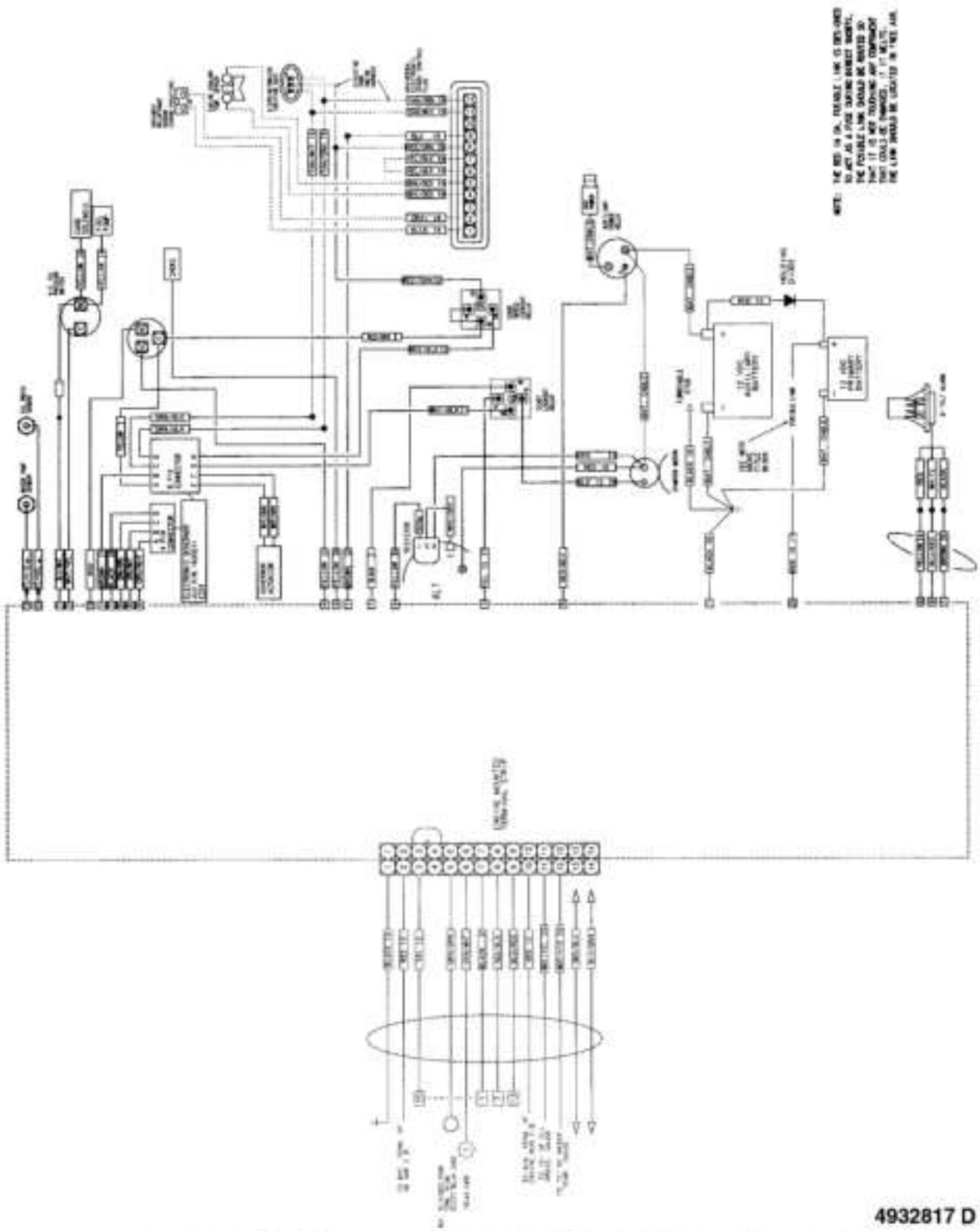


Figure 3-20. Wiring Diagram - 100HX+10 & 110HXER w/Ford Engine (Sheet 4 of 4)

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