Service Manual

Models

832

925

PVC 1911
PVC 2005

31211472

July 02, 2020 - Rev B

An Oshkosh Corporation Company

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Compartment or System	Type and Classification	Viscosities	Ambient Temperature Range			
			°F		°C	
			Min	Max	Min	Max
Fuel	EN590 ASTM D975 Grade 2-D ASTM D975 Grade1-D (Maximum B5 Biodiesel)	Ultra Low Sulfur (S ≤15mg/kg)				
Diesel Exhaust Fluid	ISO22241-1	32.5% Urea				
Brake Fluid	Mobil ATF 220		-40	122	-40	50
Air Conditioning	Refrigerant R-134-a	Tetrafluoroethane				

Note: **Friction Modifier may be added to axle differentials, see Section 2.3.3, "Capacities".*
***Do not mix coolants from different specifications.*

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3.12 TROUBLESHOOTING

This section provides an easy reference guide covering the most common problems that occur during operation of the boom.

Problem	Possible Causes	Remedy
1. Boom will not extend or retract.	1. Broken hydraulic hose(s) or tube(s) and/or connections leaking. 2. Extend/retract hydraulic system not operating properly. 3. Faulty extend/retract cylinder. 4. Electrical System not operating properly.	1. Locate break, replace hose(s) or tube(s), tighten connections. 2. Refer to Section 8.5, "Hydraulic Circuits". 3. Repair cylinder. Refer to Section 8.11.1, "General Cylinder Removal Instructions". 4. Refer to Section 9.5, "Electrical System Schematic".
2. Boom shifts to right or left when extending.	1. Boom side wear pads improperly shimmed or worn.	1. Shim wear pads to correct gap. Replace wear pads as needed. Refer to Section 3.7, "Boom Wear Pads".
3. Excessive pivot pin noise and/or wear.	1. Insufficient lubrication. 2. Worn bearing(s).	1. Lubricate at regular intervals. Refer to Section 2.5, "Lubrication Schedule". Replace worn pins as needed. 2. Replace bearing(s) and lubricate at regular intervals Refer to Section 2.5, "Lubrication Schedule".
4. Excessive Compensation cylinder pivot pin noise and/or wear.	1. Insufficient lubrication. 2. Worn bushing(s).	1. Lubricate at regular intervals. Refer to Section 2.5, "Lubrication Schedule". Replace worn pins as needed. 2. Replace bushing(s) and lubricate at regular intervals.
5. Boom will not raise or lower.	1. Broken hydraulic hoses or tubes and/or connection leaks. 2. Lift/lower hydraulic system not operating properly. 3. Faulty lift/lower cylinder. 4. Seized boom pivot pin bushing. 5. Electrical System not operating properly.	1. Locate break, replace hose(s) or tube(s), tighten connections. 2. Refer to Section 8.5, "Hydraulic Circuits". 3. Repair cylinder. Refer to Section 8.11.1, "General Cylinder Removal Instructions". 4. Replace bushing. 5. Refer to Section 9.5, "Electrical System Schematic".

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Help Message	DTC	Cabin Alarm	Actions	Trigger	Latch Condition
TRANS 2ND GEAR COIL – OPEN CIRCUIT	4663	5000mS	The following actions shall occur when Calibration's TRANS SERVICE is NO: Direction Selection forced to Neutral FFCM J2-G4 Transmission Forward Solenoid prevented FFCM J1-E4 Transmission Reverse Solenoid prevented FFCM J1-D4 Transmission 1ST Gear Solenoid prevented FFCM J3-C1 Transmission 2ND Gear Solenoid prevented	Machine Setup's TRANSMISSION is HC HYSTAT; open-circuit detected on FFCM J3-C1	Power cycled
TRANS 3RD GEAR COIL – SHORT TO BATTERY	4664	Continuously	The following actions shall occur when Calibration's TRANS SERVICE is NO: Direction Selection forced to Neutral FFCM J2-H4 Transmission Fwd Low Solenoid prevented FFCM J2-G4 Transmission Fwd High Solenoid prevented FFCM J1-E4 Transmission Reverse Solenoid prevented FFCM J1-D4 Transmission 1ST Gear Solenoid prevented FFCM J3-C1 Transmission 2ND Gear Solenoid prevented FFCM J1-A3 Transmission 3RD Gear Solenoid prevented	Turner Transmission Configured; short to battery detected on FFCM J1-A3	Power cycled

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9.6 DIELECTRIC GREASE APPLICATION

Dielectric grease helps to prevent corrosion of electrical contacts and improper conductivity between contacts from moisture intrusion. Non-waterproof connectors benefit from the application of dielectric grease.

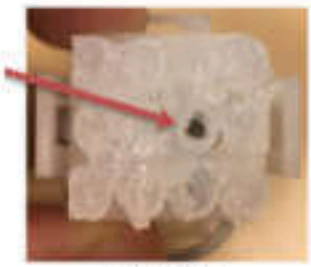
9.6.1 Installation

1. The following is general guidance for the installation of dielectric grease in a connector system.
2. Use dielectric grease in a tube for larger connection points or apply with a syringe for small connectors.
3. Apply dielectric grease to plug/male connector housing which typically contains sockets contact/female terminals.
4. Leave a layer of dielectric grease on the mating face of the connector, completely covering each connector terminal hole. Refer the pictures shown below.
5. Assemble the connector system immediately to prevent moisture ingress or dust contamination.

The following connector systems are specifically addressed because of their widespread use at JLG. However, this guidance may be applied to similar devices.

AMP Mate-N-Lok

This connector system is widely used inside enclosures for general-purpose interconnect. Follow the general guidance for installation.



Improper



Proper

AMP Faston

This connector system is typically used on operator switches at JLG. Follow the general guidance for installation.



Improper



Proper

AMP Micro-Fit

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



Improper



Proper

AMP Mini Fit Jr

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



Improper



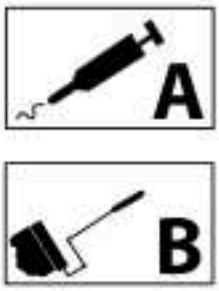
Proper

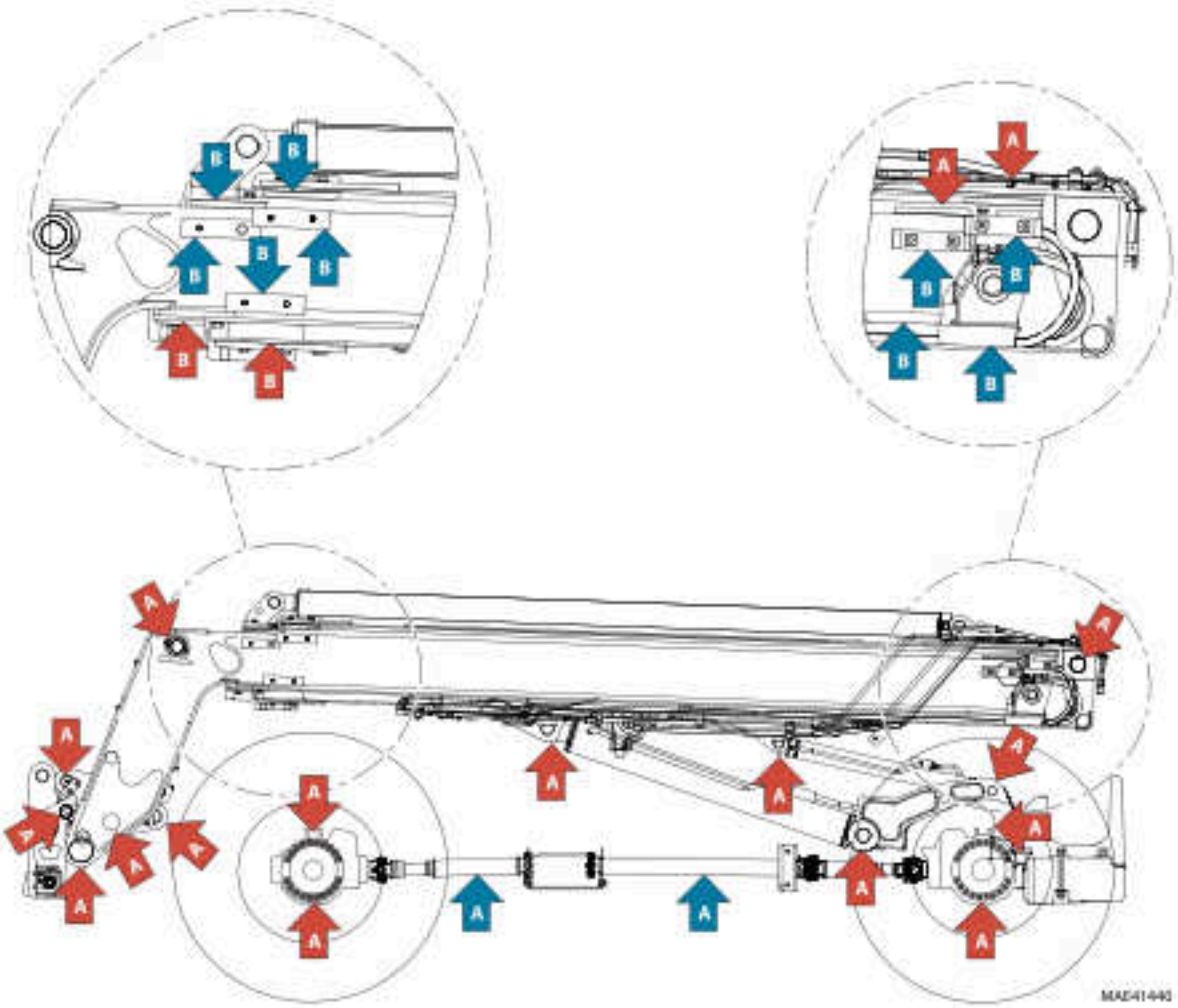
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2.5 LUBRICATION SCHEDULE

2.5.1 50 & 250 Hour







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