An Oshkosh Corporation Company

Service and Maintenance Manual

Model

600A
600AJ

S/N 0300080000 to
0300177361,
S/N B300000100 to Present

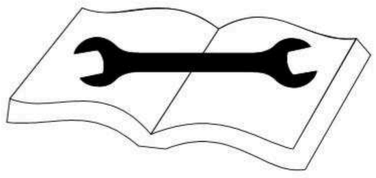
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1.2 CAPACITIES

Table 1-3. Capacities

Fuel Tank	30 U.S. Gallons (113.6 L)
Hydraulic Oil Tank	30.6 Gallons (115.8 L) with 10% air space
Hydraulic System (Including Tank)	36.72 Gallons (139 L)
Torque Hub, Drive*	17 ounces (0.50 L)
Engine Crankcase Ford LRG-425 Gas w/Filter Ford LRG-423 Gas w/Filter Deutz F4M1011F Diesel w/Filer Deutz F4M2011F Diesel w/Filer Deutz D2011L04 Continental TMD27 Diesel w/Filter Caterpillar 3044C Diesel w/Filer GM	 4.5 quarts (4.25L) 5.0 quarts (4.73 L) 11 quarts (10.5 L) 11 quarts (10.5 L) 11 quarts (10.5 L) 7.0 quarts (6.65 L) 10.6 quarts (10L) 4.5 qts. (4.25L) w/Filter
Cooling System	16 Quarts (15.14 L)
*Torque hubs should be one half full of lubricant.	

1.3 COMPONENT DATA

Engine Data

Table 1-4. Continental TMD27 Specifications

Fuel	Diesel
Oil Capacity w/Filter w/o Filter	 7.00 Quarts (6.65 L) 6.00 Quarts (5.7 L)
Low RPM	1800
High RPM	2800
Alternator	63 Amps, Belt Drive
Battery	85 Amphour, 550 Cold Cranking Amps, 12 VDC
Fuel Consumption Low RPM High RPM	 1.80 GPH (6.81 lph) 2.30 GPH (8.71 lph)
Horsepower	66.5 @ 3000 RPM
Coolant	3.8 Gallons (3.6 l)

Table 1-5. Ford LRG-423 Specifications

Fuel	Gasoline
Crankcase Capacity w/Filter w/o Filter	 5.00 Quarts (4.73 L) 4.00 Quarts (3.79 L)
Idle RPM	1000
Low RPM	1800
High RPM	2800
Alternator	40 Amp, Belt Drive
Battery	85 Amphour, 550 Cold Cranking Amps, 12 VDC
Fuel Consumption Low RPM High RPM	 3.45 GPH (13.06 lph) 4.60 GPH (17.41 lph)
Horsepower	54 @ 2400 RPM, full load
Cooling System	16 Quarts (15.14 L)
Spark Plug	AWSF-52-C
Spark Plug Gap	0.044 in. (1.117 mm)

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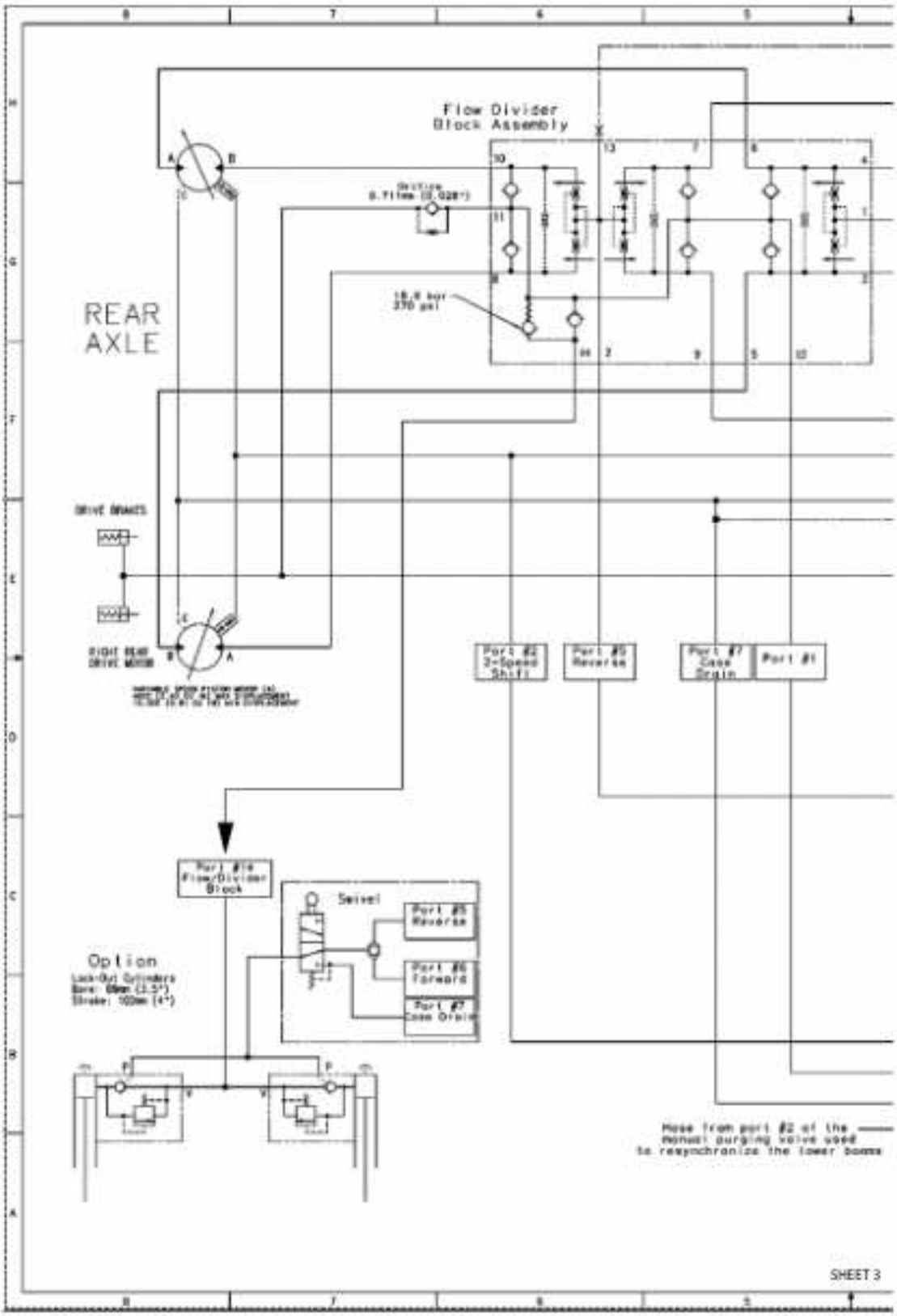


Figure 5-173. Hydraulic Schematic (4 Wheel Steer)- Sheet 5 of 6

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Table 6-12. Diagnostic Trouble Code Listing

DTC	Analyzer Text
433	OIL PRESSURE - SHORT TO BATTERY
434	OIL PRESSURE - SHORT TO GROUND
435	COOLANT TEMPERATURE - SHORT TO GROUND
436	FORD FAULT CODE ##
437	ENGINE TROUBLE CODE
438	HIGH ENGINE TEMP
439	AIR FILTER BYPASSED
4310	NO ALTERNATOR OUTPUT
4311	LOW OIL PRESSURE
4312	485 COMMUNICATIONS LOST
4313	THROTTLE ACTUATOR FAILURE
4314	WRONG ENGINE SELECTED - ECM DETECTED
4322	LOSS OF ENGINE SPEED SENSOR
4323	SPEED SENSOR READING INVALID SPEED
441	BATTERY VOLTAGE TOO LOW - SYSTEM SHUTDOWN
442	BATTERY VOLTAGE TOO HIGH - SYSTEM SHUTDOWN
445	BATTERY VOLTAGE LOW
662	CANBUS FAILURE - PLATFORM MODULE
664	CANBUS FAILURE - ACCESSORY MODULE
665	CANBUS FAILURE - PROPULSION MODULE
666	CANBUS FAILURE - ENGINE CONTROLLER
6620	CANBUS FAILURE - UMS SENSOR
671	ACCESSORY FAULT
813	CHASSIS TILT SENSOR NOT CALIBRATED
815	CHASSIS TILT SENSOR DISAGREEMENT
816	UMS SENSOR NOT CALIBRATED
817	UMS SENSOR FAULT
825	LSS HAS NOT BEEN CALIBRATED
826	RUNNING AT CREEP - PLATFORM OVERLOADED
827	DRIVE & BOOM PREVENTED - PLATFORM OVERLOADED
828	LIFT UP & TELE OUT PREVENTED - PLATFORM OVERLOADED
831	PLATFORM LEVELING OVERRIDE ON
832	PLATFORM LEVELING OVERRIDE OFF
833	PLATFORM LEVEL UP CRACKPOINT - NOT CALIBRATED
834	PLATFORM LEVEL DOWN CRACKPOINT - NOT CALIBRATED
835	PLATFORM LEVEL SENSOR #1 - NOT ZERO CALIBRATED
836	PLATFORM LEVEL SENSOR #1 - ZERO OUT OF RANGE
837	PLATFORM LEVEL SENSOR #1 - SHORT TO BATTERY
838	PLATFORM LEVEL SENSOR #1 - SHORT TO GROUND OR OPEN CIRCUIT
839	PLATFORM LEVEL SENSOR #2 - NOT ZERO CALIBRATED
8310	PLATFORM LEVEL SENSOR #2 - ZERO OUT OF RANGE
8311	PLATFORM LEVEL SENSOR #2 - SHORT TO BATTERY
8312	PLATFORM LEVEL SENSOR #2 - SHORT TO GROUND OR OPEN CIRCUIT

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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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