An Oshkosh Corporation Company

Service and Maintenance Manual

Models
600S
600SJ
660SJ

SN 0300087000 through 0300171769, SN B300000100 through B300000969

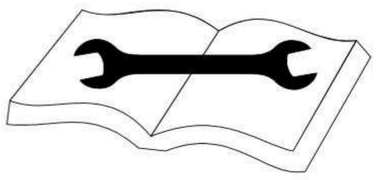
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1.2 CAPACITIES

Table 1-3. Capacities

Fuel Tank	39 Gallons (147.6 L)
Hydraulic Oil Tank	31 Gallons (117.3 L) w/10% air space
Hydraulic System (Including Tank)	37.2 Gallons (140.8 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/Filter Deutz D2011L04 Caterpillar 3044C Diesel w/Filter GM	 4.5 Quarts (4.25 L) 5.00 Quarts (4.73 L) 11 Quarts (10.5 L) 11 Quarts (10.5 L) 10.6 Quarts (10 L) 4.5 Quarts (4.25 L) w/Filter
*Torque hubs should be one half full of lubricant.	

1.3 COMPONENT DATA

Engine Data

Table 1-4. Ford LRG - 425 Specifications

Fuel	Gasoline
Oil Capacity	4.5 Quarts (4.25 L) w/Filter
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)

Table 1-5. Deutz F4M1011F/F4M2011 Specifications

Fuel	Diesel
Oil Capacity Cooling System Crankcase Total Capacity	 5 Quarts (4.5 L) 11 Quarts (10.5L) w/Filter 16 Quarts (15 L)
Idle RPM	1000
Low RPM	1800
High RPM	2800
Alternator	60 Amp, belt Drive
Battery	950 Cold Cranking Amps, 205 Minutes Reserve Capacity, 12 VDC
Fuel Consumption Low RPM High RPM	 1.90 GPH (7.19 lph) 2.50 GPH (9.46 lph)
Horsepower	65

Table 1-6. Deutz D2011L04 Specifications

Fuel	Diesel
Oil Capacity Cooling System Crankcase Total Capacity	 5 Quarts (4.5 L) 11 Quarts (10.5L) w/Filter 16 Quarts (15 L)
Idle RPM	1000
Low RPM	1800
High RPM	2500
Alternator	60 Amp, belt Drive
Battery	950 Cold Cranking Amps, 205 Minutes Reserve Capacity, 12 VDC
Fuel Consumption Low RPM High RPM	 1.90 GPH (7.19 lph) 2.50 GPH (9.46 lph)
Horsepower	49

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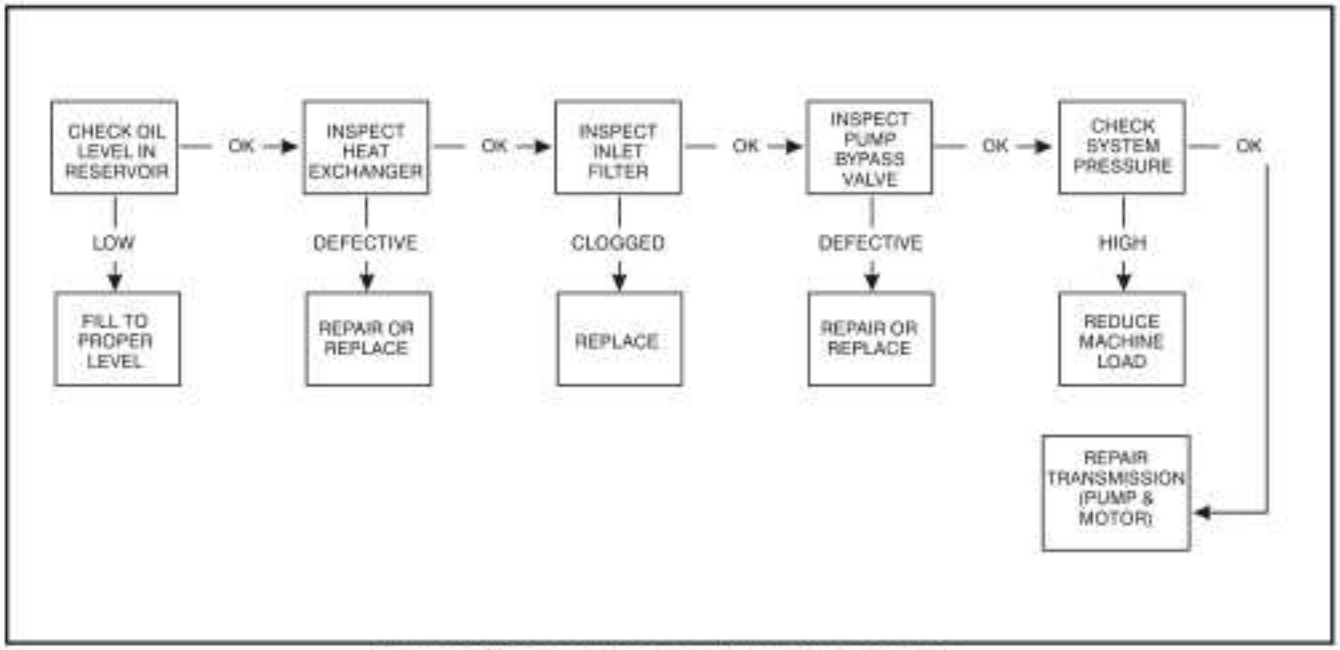


Figure 5-98. Troubleshooting - System Operating Hot

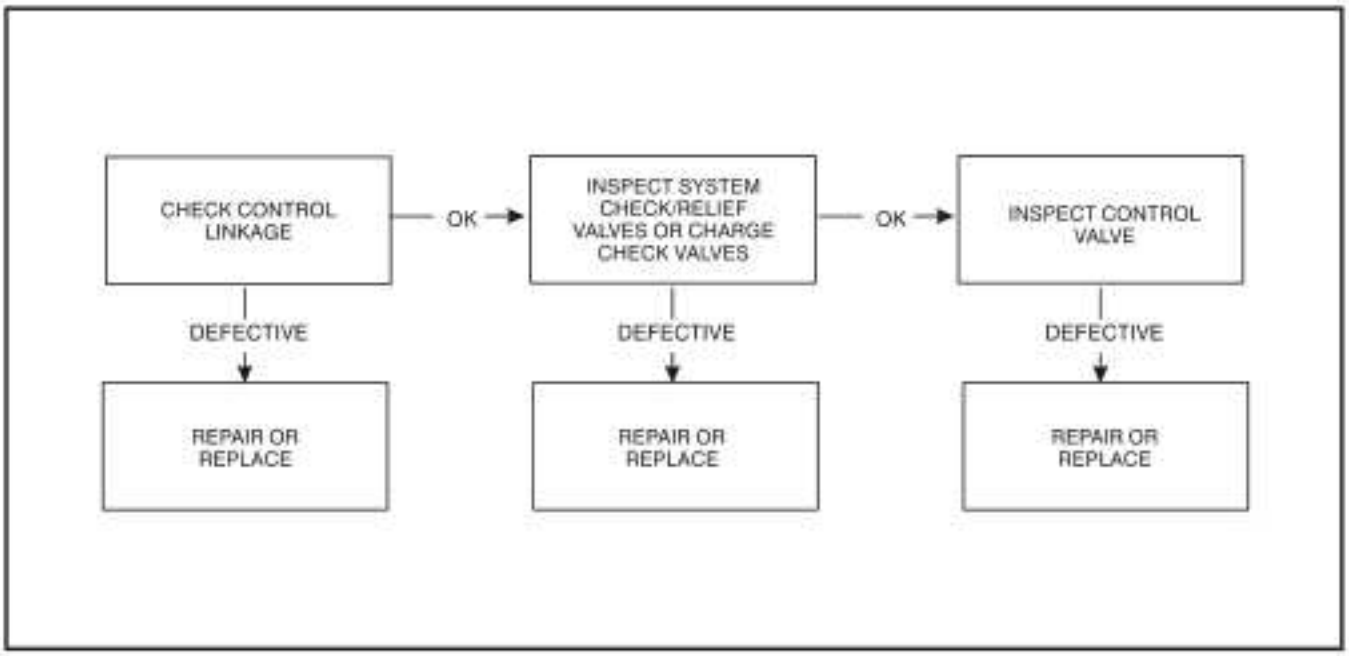


Figure 5-99. Troubleshooting - Transmission Operates in One Direction Only

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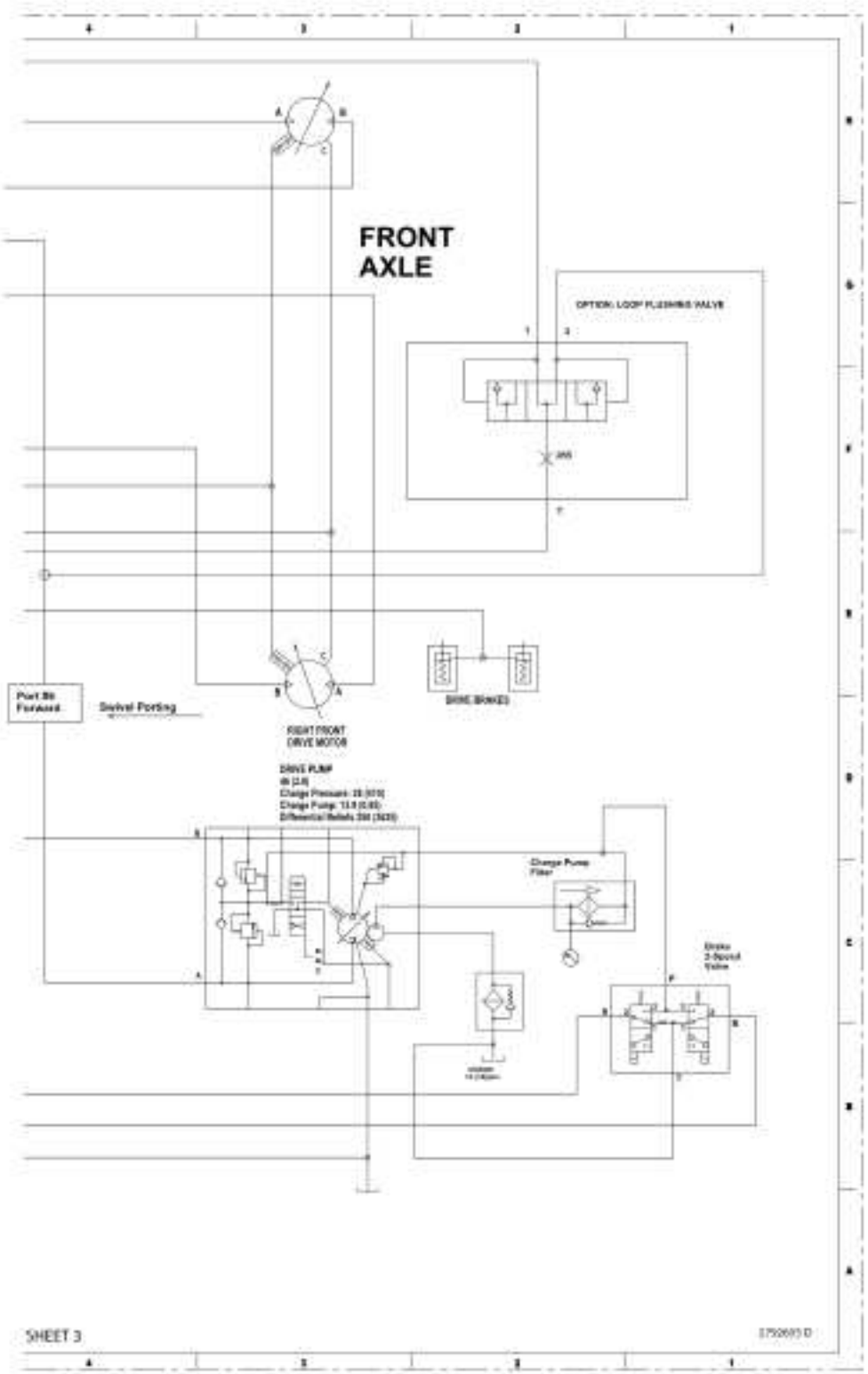


Figure 5-111. Hydraulic Schematic - Sheet 6 of 6

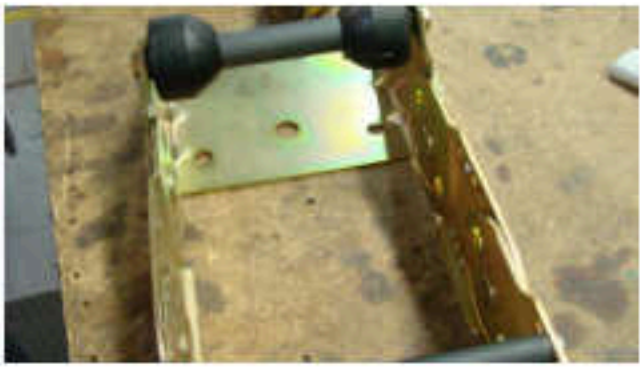
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6. Hold the round bar to remove the other screw.

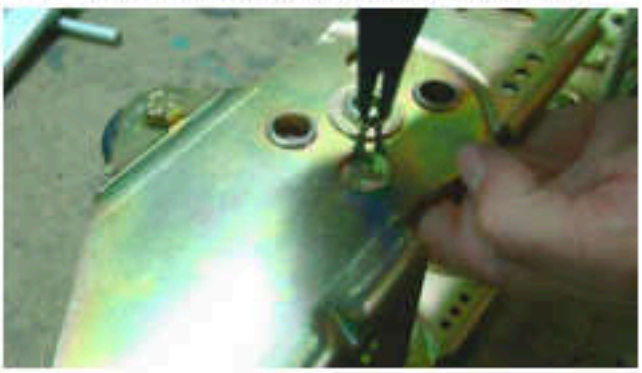


7. Slide the flat bar out.





8. Remove the snap ring from one side of the bracket.



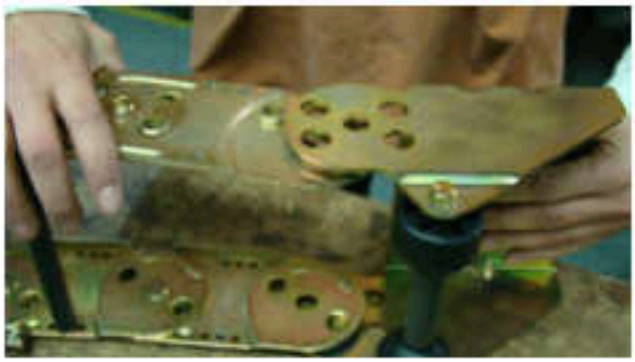
9. Remove the snap ring from the other side of the bracket.



10. Push down with slight pressure on the link and slide the bracket side up and over the extrusion on the link.



11. Repeat the previous step on the other side.



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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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