An Oshkosh Corporation Company

Service and Maintenance Manual

Model

1100S
1100SJP

P/N - 3121256

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ANSI

An Oshkosh Corporation Company

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Table 1-14. Exxon Univis HVI 26 Specs

Specific Gravity	32.1
Pour Point	-76°F (-60°C)
Flash Point	217°F (103°C)
Viscosity	
at 40° C	25.8 cSt
at 100° C	9.3 cSt
Viscosity Index	376
NOTE: *Mobil/Exxon recommends that this oil be checked on a yearly basis for viscosity.*	

1.7 MAJOR COMPONENT WEIGHTS

Table 1-15. Component Weights

Component	Pounds	Kilograms
Tire & Wheel	867	393
Drive Hub & Motor	275.5	123
Swing Drive	290	132
Engine Assembly	1275	579
Boom (Complete)	11100	5035
Lift Cylinder	787	357
Tele Cylinder	1170	531
Jib Cylinder	69	31
Axle Oscillation Cylinder (1100SJP)	74	34
Axle Extend Cylinder	92	42
Level Cylinder	89	40
Platform 36 x 96(1100SJP)	245	111
Platform 36 x 72 (1100SJP)	195	89
Platform 36 x 72 (1100S - Shipyard Platform)	250	113
Counterweight	5494	2492
Upperstructure	26000	11975

1.8 PRESSURE SETTINGS

Table 1-16. Pressure Settings

Circuit	PSI	Bar
Function Pump, High	3400	234.4
Function Pump, Low	300	20.6
Drive, Pre-Set	5000	344.7
Lift Up	2750	189.6
Lift Down	1500	103.4
Swing	1500	103.4
Tele Out	3000	206.8
Telescope In	3200	220.6
Steer Right	2000	137.9
Steer Left	2500	172.3
Platform Level Up	2500	172.3
Platform Level Down	1500	103.4
Jib Up	2750	189.6
Jib Down	2750	189.6
Extendable Axles	2500	172.3

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Table 6-9. Troubleshooting: Chassis Can Communications Lost

STEP	ACTION REQUIRED	SPEC	YES	NO
1	Install the Analyzer at the ground station, scroll to the "Diagnostics" sub level menu, press "enter" then scroll to the "Versions" menu item press "enter" and view the screen, reference the Diagnostics / Version Chart to assist you in determining which module has lost it's communication link. In some cases the module that shows up with a question may be defective if all other CANbus links check OK.	See Diagnostics / Version Chart	See step 2	See step 2
2	Disconnect the BLAM J1 deutsche plug connection at the "T" fitting just above the fuel tank. Perform an ohms check at the "A" and "B" pins of the "T" fitting. Inspect the shield wire "C" for possible short.	Approximately 60 ohms.	CANbus circuit is complete. Chassis Module suspected defective.	Reconnect plug and go to step 3
3	Disconnect the Chassis Module communication harness from the BLAM "T" fitting and Chassis Module plug connection at the battery. Perform a continuity test.	Continuity	Reconnect harness and go to step 4	Repair or replace BLAM and Chassis Module harness.
4	Verify the CANbus link signal wires are installed correctly at the Chassis Module plug connection at the battery and at the plug below the swivel.	Electrical Schematic	Reconnect plug and go to step 6	Wire per Electrical Schematic
5	Verify continuity at the Chassis Module harness from the plug connection at the battery down to the plug connection below the swivel.	Continuity	Reconnect plug and go to step 6	Repair or replace Chassis Module harness.
6	Disconnect the Chassis Module plug connection below the swivel and perform an ohms check at the #1 and #2 of the plug. Inspect the shield wire #3 plug connection for possible short.	Approximately 120 Ohms	Stop	Replace Chassis Module

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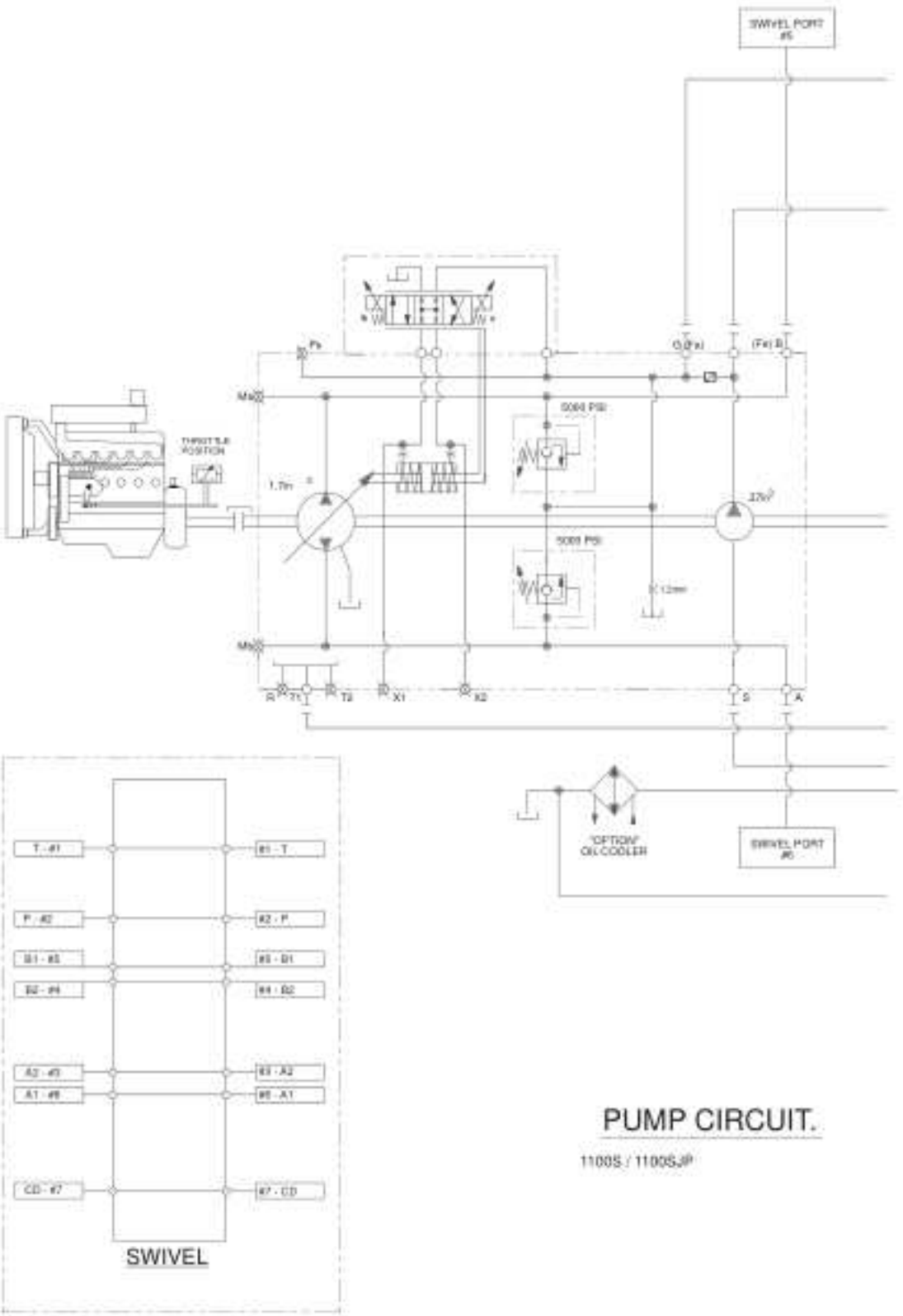
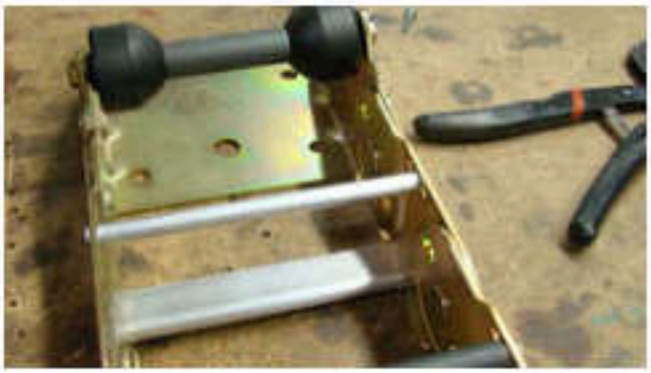


Figure 7-34. Hydraulic Schematic - Pump Circuit - Sheet 1 of 2

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5. Slide the poly roller off of the round bar.



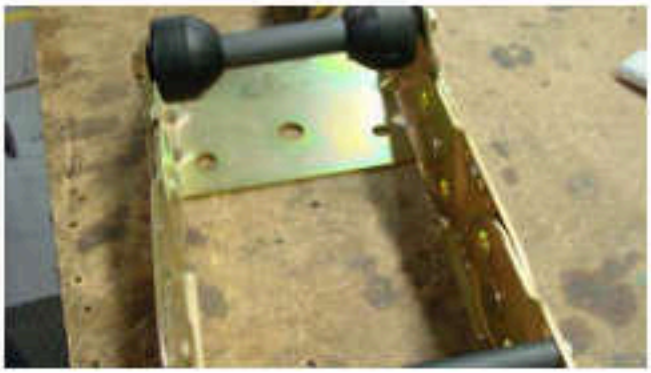


6. Hold the round bar to remove the other screw.



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.



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4. Remove the front circular steer/axle access covers at the front of the chassis, and the rear square cover at the top rear of the chassis to gain access to the axle/steer valves.





5. Install a pressure gauge at the front axle/steer valve at MS2 port. This should be located on the left side of the valve closest to the left front wheel spindle. Position the steer switch to activate the left front steer cylinder until the rod is in the fully extended position and hold the switch for a few seconds after the rod has been fully extended. The MS2 port should read 2000 psi (138 Bar). If the pressure is not 2000 psi (138 Bar) adjust relief valve mounted next to the MS2 port, CW to increase or CCW to decrease.



6. Remove the pressure gauge from MS2 port and install on the MS1 port, which is on the right side of the front axle/steer valve, closest to the right front wheel spindle. Position the steer switch to activate the left front steer cylinder until the rod is in the fully retracted position and hold the switch for a few seconds after the rod has stopped. The MS1 port should read 2600 psi (179 Bar). If the pressure is not correct, adjust relief valve next to MS1 port, CW to increase or CCW to decrease.



7. This step involves aligning the left front wheel spindle with the axle weldment. Position the left front wheel spindle "straight" using a square and rule or string for proper alignment (Refer to Section 6 - JLG Control System). Once the left front wheel spindle has been properly measured, press "ENTER" on the Analyzer. This is calibrating data to the JLG Control System that the left front steer sensor is centered.

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