An Oshkosh Corporation Company

Service and Maintenance Manual

Models

1100SB

P/N - 3121265

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ANSI

An Oshkosh Corporation Company

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Table 1-13. Mobil EAL H 46 Specs

Type	Synthetic Biodegradable
ISO Viscosity Grade	46
Specific Gravity	.910
Pour Point	-44°F (-42°C)
Flash Point	500°F (260°C)
Operating Temp.	0 to 180°F (-17 to 162°C)
Weight	7.64 lb. per gal. (0.9 kg per liter)
Viscosity	
at 40° C	45 cSt
at 100° C	8.0 cSt
Viscosity Index	153

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.*	

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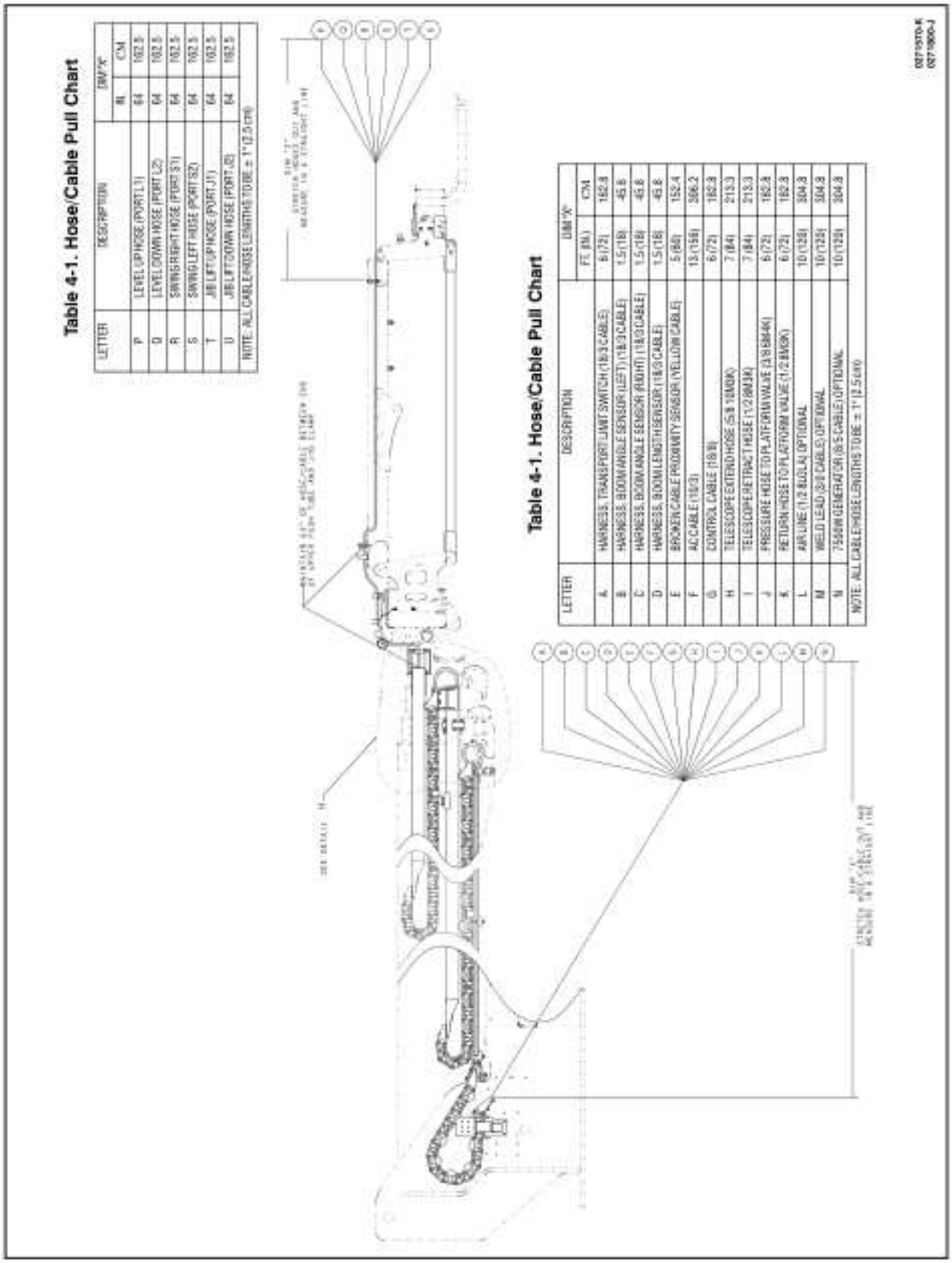


Figure 4-26. Powertrack Installation - Sheet 5 of 6

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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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13. Remove the disengagement shaft kit (15).



14. Place the disengagement shaft kit (15) inside the special tool (6689960240).



15. Tighten the 2 screws M5x16, grade 8.8, of the cover by a torque wrench to 18.4 ft.lbs. (25 Nm).



16. By using pliers remove the elastic ring (11) from the splined shaft (14).



17. Remove the special tool and remove the spring (13) and the washers (12).



18. Turn the gearbox upside down and unscrew the 2 screws M8x16 (4), grade 8.8, of the end cover (7).



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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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