An Oshkosh Corporation Company

# Service and Maintenance Manual

## Model

## H340AJ

### PVC 2001

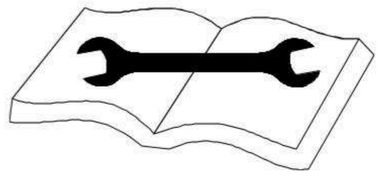
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## 3.20 COUNTERWEIGHT

If the counterweight has been removed, ensure the retaining bolts are torqued to the proper value as shown in Figure 3-40., Counterweight Bolt Torque.

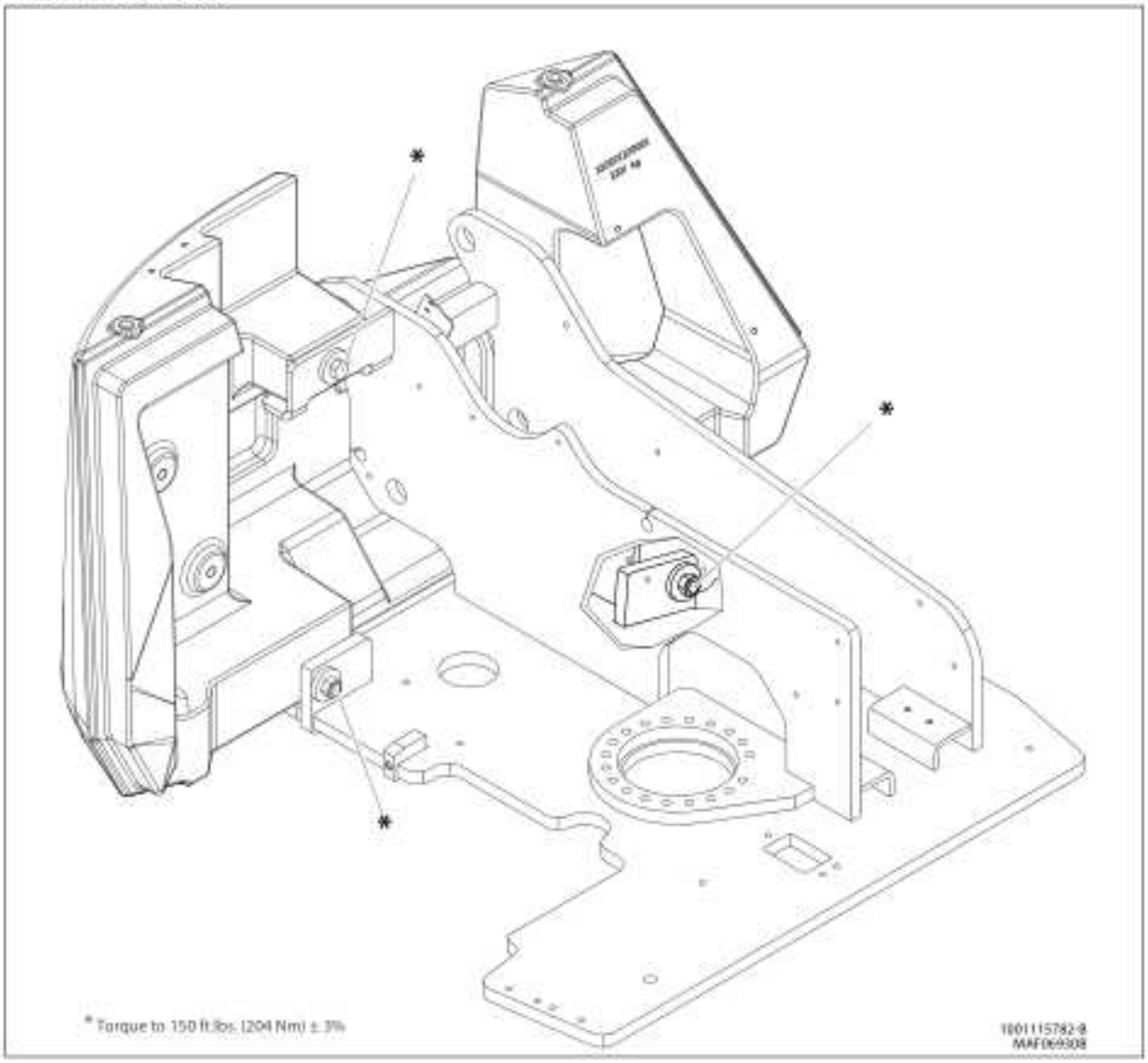



**Figure 3-40. Counterweight Bolt Torque**



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## Diagnostics & Troubleshooting

If SkyGuard does not function when the sensor is engaged, first verify the configuration under the MACHINE SETUP: SKYGUARD OPTION menu using the handheld Analyzer. Ensure the selected configuration matches the actual system installed on the machine. If not, select the correct configuration, then verify operation.

Additionally, use the handheld analyzer to navigate to the DIAGNOSTICS: FEATURES → SKYGUARD INPUTS menu to determine additional SkyGuard fault information.

Engage the SkyGuard sensor and observe the Analyzer to determine if the switch/relay closes.

If the status of the switch/relay remains OPEN while the SkyGuard sensor is actively engaged, it is possible the sensor has failed and should be replaced immediately.

If the status of the switch/relay remains CLOSED while the SkyGuard sensor is actively engaged, a power or ground wire may not be making good contact or may be loose or broken. Additionally, there is a low probability that both relays may have failed.

If the switch/relay status is in disagreement, then one may have failed or is not installed correctly. In this case, the machine will be inoperable.

### FAULT CODES

Refer to Table 6-17 for more fault code information

- **0039** - SkyGuard switch activation fault
- **2563** - switch disagreement fault

**Table 4-2. SkyGuard Function Table**

| Drive Forward | Drive Reverse | Steer | Swing | Tower Lift Up | Tower Lift Down | Boom Lift Up | Boom Lift Down | Boom Tele Out | Boom Tele In | Jib Lift | Basket Level | Basket Rotate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R*/C** | R | C | R | R | C | R | R | R | C | C | C | C |
| R = Indicates Reversal is Activated | | | | | | | | | | | | |
| C = Indicates Cutout is Activated | | | | | | | | | | | | |
| * DOS Enabled Disregard when boom is in line and driving forward with or without steering and no other function active | | | | | | | | | | | | |
| ** DOS Disabled and any function is active if the machine is driving forward and in line | | | | | | | | | | | | |



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## 7.9 WIRING HARNESS CONNECTOR LABELS

### Connector Labels

Connectors between harnesses are identified by the prefix "X" and a sequentially assigned number. An optional suffix (letters & numbers) may be added when multiple terminations occur at one device or when there are optional connections.

**Examples:**

*X25 connects to X25 in another harness.*

*X65A, X65B connect to different portions of one device*

*X163 connects to X163A in ANSI and X163B in CE machines*

### Component Labels

Every component on the vehicle has a unique identification. A standard prefix letter is assigned according to the table below, followed by a unique sequential number. An optional suffix (letters & numbers) may be added when multiple terminations occur at one device.

Terminals that are not loaded into connectors are considered independent components and labeled in the same fashion.

**Table 7-1. Wiring Harness Connector Labels**

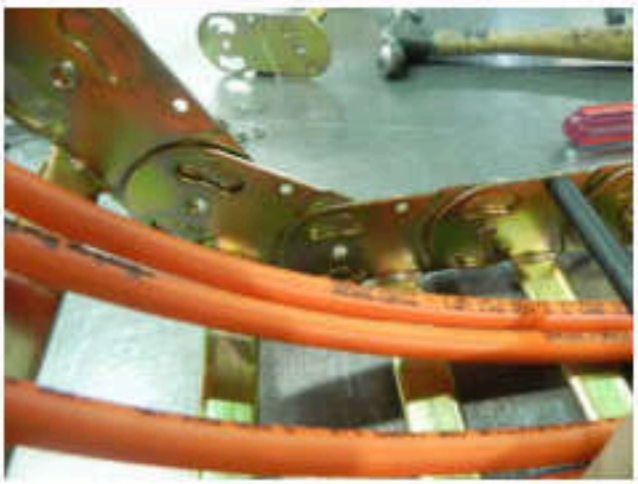
| Component | Category | Label |
|---|---|---|
| Audible | Alarms | AH |
| | Horns | |
| Battery | Batteries | BT |
| | Battery Terminals | |
| Control Module | Ground | CO |
| | LSS | |
| | Platform | |
| Engine | Alternator | EC |
| | Cold Start | |
| | Controller | |
| | Coolant Temp | |
| | Fuel Pump | |
| | Fuel Solenoid | |
| | Glow Plugs | |
| | Oil Pressure | |
| | Starter | |
| Fuse & CB Fuse FC | Fuse | FC |
| | Fusible Link | FC |
| | Circuit Breaker | CB |
| Gauge & Display | Board | GD |
| | Cluster | |
| | Hourmeter | |
| | LMI | |
| | Speedometer | |
| Inline | Resistor | R |
| | Diode | D |
| Joystick & Steering | Electronic | JS |
| | Hydraulic | |
| Lights | Dome | LB |
| | Headlights | |
| | Simple | |
| | Taillights | |
| Membrane Panel | | MP |
| Miscellaneous | Radio | MS |
| | Speakers | |
| | Splice Blocks | |
| | T-Connectors | |



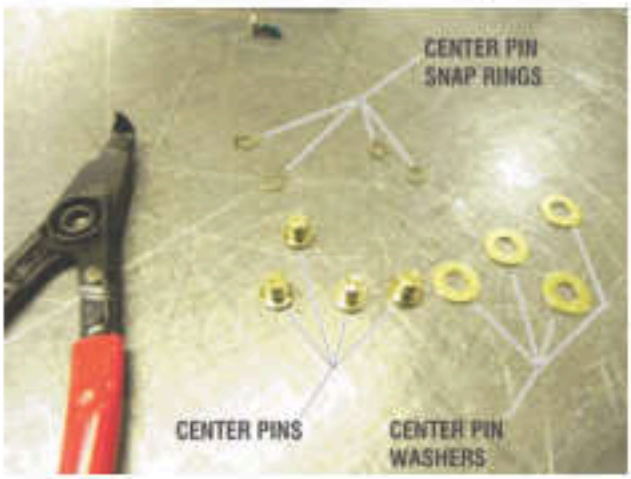
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4. Pull moving end over track so new connection is positioned in curve of powertrack. Round half-shears will rotate into cut-outs.





5. Parts shown below connect new link to powertrack.




6. Push pin through center hole then slide washer on pin.





7. Install snap ring in groove on pin. Repeat pin installation steps for all center holes with rivets removed.



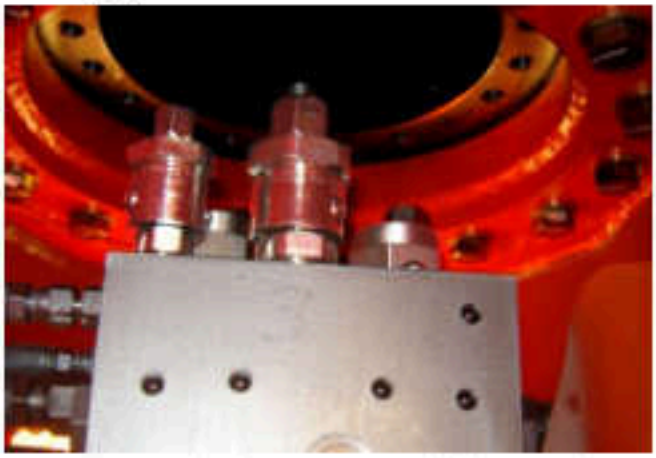


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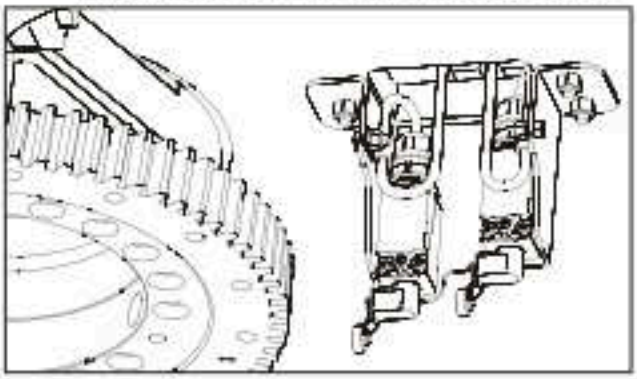
5. Loosen and remove all but a few of the bolts securing the turntable to the swing bearing.



6. Place a drain pan under the flow divider valve to catch any escaping hydraulic oil. Tag and disconnect the hoses from the flow divider valve that go up through the turntable. Cap or plug all openings so no dirt enters the system.



7. Remove the drive orientation and lockout switches so they don't get broken during the removal procedure.



8. Swing the engine tray back into position and secure it in place with the retaining bolt.

9. Attach chains and slings to support the upperstructure. Begin with the chain at the approximate lengths as shown below and adjust as necessary to maintain the turntable in a level position during lifting. For gross machine weight Figure 3-17.




10. Remove the remaining turntable bolts that were left in place earlier in the procedure.

11. Disconnect all cables or harnesses routed through the bearing on the chassis to turntables.

12. Lift the turntable off of the bearing and place it out of the way on adequate blocking.



13. Remove the bolts securing the bearing to the frame. It may be necessary to disconnect more hoses on the flow divider valve. If so, tag and disconnect all hoses and cap or plug all openings to prevent dirt from entering the hydraulic system.

**NOTE:** *The swing bearing assembly weighs approximately 125 lb (56.6 kg).*



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