An Oshkosh Corporation Company

Service & Maintenance Manual

Models

ES1932
ES1932i

PVC 1910
PVC 2004

31215919

May 6, 2020 - Rev A

ANSI CE CSA AS/NZS

An Oshkosh Corporation Company

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1.4 HYDRAULIC PRESSURE SETTINGS

MODELS	MAIN RELIEF	STEER LEFT	STEER RIGHT
ES1932/ ES1932i	2570 - 2510 psi (177 - 173 bar)	830 - 770 psi (57.2 - 53 bar)	830 - 770 psi (57.2 - 53 bar)

1.5 HYDRAULIC CYLINDER SPECIFICATIONS

DESCRIPTION	ES1932/ES1932i
Lift Cylinder Bore Diameter	2.36 in. (60 mm)
Lift Cylinder Stroke	34.35 in. (872.5 mm)
Lift Cylinder Rod Diameter	1.77 in. (45 mm)
Steer Cylinder Bore Diameter	2.36 in. (60 mm)
Steer Cylinder Stroke (left or right)	3.03 in. (77 mm)
Steer Cylinder Rod Diameter	1.38 in. (35 mm)

1.6 CRITICAL STABILITY WEIGHTS

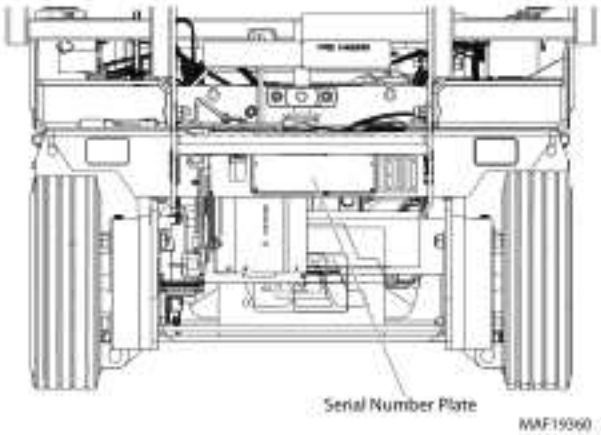
⚠ WARNING

DO NOT REPLACE ITEMS CRITICAL TO STABILITY, SUCH AS BATTERIES OR SOLID TIRES, WITH ITEMS OF DIFFERENT WEIGHT OR SPECIFICATION. DO NOT MODIFY UNIT IN ANY WAY TO AFFECT STABILITY.

COMPONENT		ES1932/ES1932i
Wheel and Tire Assembly (each)		26.9 lb (12.2 kg)
Wheel/Tire and Drive Assembly (each)		53 lb (24 kg)
Batteries (each)	Standard: AGM:	63 lb (28.6 kg) 66 lb (30 kg)
Batteries (combined)	Standard: AGM:	252 lb (114.3 kg) 264 lb (119.8 kg)

1.7 SERIAL NUMBER LOCATION

For machine identification, a serial number plate is affixed to the machine.



1.8 MAJOR COMPONENT WEIGHTS

COMPONENT	ES1932/ES1932i
Platform with Fixed Rails/Extension	335 lb (152 kg)
Platform with Fold Rails/Extension	345 lb (157 Kg)
Arm Assembly - (Includes Lift Cylinder)	720 lb (327 Kg)
Chassis w/Wheel/Tire/Steering/PHP and Drive Assembly	2,246 lb (1,018.7 Kg)

1.9 TORQUE REQUIREMENTS

Self locking fasteners, such as nylon insert and thread deforming locknut, are not intended to be reinstalled after removal. Always use new replacement hardware when installing locking fasteners.

NOTE: *When maintenance becomes necessary or a fastener has loosened, refer to the Section 1.11, Torque Charts to determine proper torque value.*

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Table 3-3. Fault Codes (Eagle Battery Charger)

LED Indications	Fault	Solution
30% RED LED BLINKING	NO BATTERY DETECTED	This indication occurs whenever the charger circuitry cannot detect a battery. The charger circuitry will not allow charge current to flow under this condition. With the AC power supply cord unplugged, check the connection to the batteries for proper polarity (black wire to negative). Also check for corrosion free secure connections to the battery.
30 & 60% RED LEDS BLINKING	FORMING STAGE TIMEOUT SHUTDOWN	This indication occurs if the battery voltage has not risen above 1.75 volts per cell within the first 3 hours of charging. This indicates that a possible battery problem exists and that the charge cycle has been terminated at this point.
30, 60 & 90% RED LEDS BLINKING	OVERALL TIMER SHUTDOWN	This indication occurs if the charger has not completed the charge cycle within the allowable factory set time period. This indicates that a possible battery problem exists and that the charge cycle has been terminated at this point.
30 & 90% RED LEDS BLINKING	INTERNAL OVERTEMP SHUTDOWN	This indication occurs if the charger circuitry has detected operating temperatures inside the charger enclosure that are above factory specified levels. This could indicate that a possible charger problem exists and that the charge cycle has been terminated.
30% RED & 100% GREEN LEDS BLINKING	BULK STAGE SHUTDOWN	This indication occurs if the battery voltage does not rise properly during the Bulk Stage. This indicates that a possible battery problem exists and that the charge cycle has been terminated at this point.
30% RED & 100% GREEN LEDS ALTERNATE BLINKING ON OFF	DELTAVIEW SIGNAL OR NO BATTERY DETECTED	This will be the NORMAL indication when the charger is plugged into A/C but not connected to a battery pack, allowing the DeltaView signal to be retrieved with a DeltaView Reader. This can also be considered the NO BATTERY DETECTED fault code.
NOTE: *Disconnecting and reconnecting the AC power supply cord will reset the charger.*		

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8.8 ELECTRICAL SCHEMATICS

SHEET 2:
CHASIS HARNESS
LIFT DOWN HARNESS
BATTERY CABLE

SHEET 3:
PLATFORM/AC CABLE
PLATFORM CONTROL CABLE
PLATFORM CONTROL CABLE (COILED)
PLATFORM CONTROL W/FTSW CABLE
PLATFORM CONTROL (COILED) W/FTSW
PLATFORM BOX HARNESS
OVERHEAD PROTECTION HARNESS

SHEET 4:
BEACON (DUAL)
CHARGER INTERLOCK - DELTA Q
CHARGER DC CONNECTION - DELTA Q
INVERTER
INVERTER HARNESS
BATT+ TO INV CONTACTOR CABLE
BATT- TO INV-
INV CONTACTOR TO INV+ CABLE
INVERTER TO AC FILTER
AC FILTER TO AC PLUG
MOBILE CONTROL HARNESS

SHEET 5:
DRIVE CONTROL HARNESS
FIELD WIRE CONNECTION

SHEET 6:
CLEARSKY CAN HARNESS
CAN SPLICE HARNESS
CHARGER HARNESS

Sheet 1

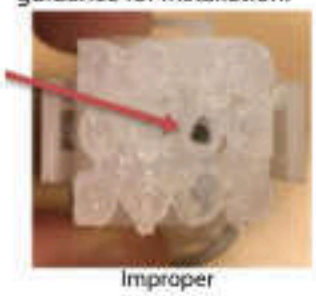
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The following connector systems are specifically addressed because of their widespread use at JLG. However, this guidance may be applied to similar devices.

AMP Mate-N-Lok

This connector system is widely used inside enclosures for general-purpose interconnect. Follow the general guidance for installation.



Improper



Proper

AMP Faston

This connector system is typically used on operator switches at JLG. Follow the general guidance for installation.



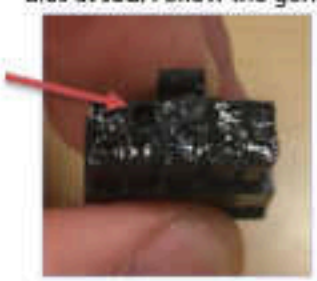
Improper



Proper

AMP Micro-Fit

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



Improper



Proper

AMP Mini Fit Jr

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



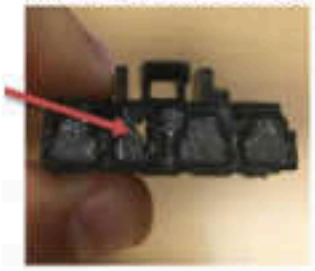
Improper



Proper

Mini Fit Sr

This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



Improper



Proper

DIN Connectors

This connector is typically used on hydraulic valves. Follow the installation instructions.



Improper



Proper

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