An Oshkosh Corporation Company

Service and Maintenance Manual

Model
600A
600AJ

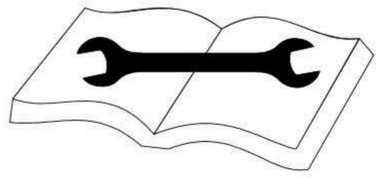
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See inside front cover for exceptions

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Table 1-16. Mobil SHC EAL H 46 Specs

Type	Synthetic Biodegradable
ISO Viscosity Grade	46
Density	0.93 @ 15°C (59°F)
Pour Point	-27°F (-33°C)
Flash Point	568°F (298°C)
Operating Temp.	-29 to 93°C (-20 to 200°F)
Viscosity	
at 40° C	43.3 cSt
at 100° C	7.7 cSt
Viscosity Index	149

Table 1-17. Exxon Univis HVI 26 (Arctic)

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 this oil be checked on a yearly basis for viscosity.*

1.8 CRITICAL STABILITY WEIGHTS

⚠ WARNING

DO NOT REPLACE ITEMS CRITICAL TO STABILITY WITH ITEMS OF DIFFERENT WEIGHT OR SPECIFICATION (FOR EXAMPLE: BATTERIES, FILLED TIRES, PLATFORM) DO NOT MODIFY UNIT IN ANY WAY TO AFFECT STABILITY.

Table 1-18. Critical Stability Weights

Components		LBS.	KG.
Tire and Wheel (Pneumatic)	355/55D345	235	107
Tire and Wheel (Foam Filled)	355/55D345	440	200
Engine	Deutz D2011	1222	554
	Deutz TD2.9L	1250	567
	GM	1070	486
	Ford	873	396
Counterweight	600A	5400	2449
	600AJ	6100	2767
	Narrow Frame	8050	3651
	600A w/Soft Touch	6100	2767
Platform	30x48	151	68
	30x60	165	75
	36x72	199	90
	36x96	230	105

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Table 3-11. Symptom Diagnosis

Checks	Action
Fuel System Checks	[2] Check for Rich or Lean symptom that causes the condition. Drive the vehicle at the speed of the complaint. Monitoring the oxygen sensors will help identify the problem. [2] Check the fuel pressure while the condition exists. Refer to LPG Fuel System Diagnosis. [2] Verify proper fuel control solenoid operation. [2] Verify that the LPG manual shut-off valve is fully open. [2] Check the in-line fuel filter for restrictions.
Ignition System Checks	[2] Check for the proper ignition output voltage using the spark tester J26792 or the equivalent. [2] Verify that the spark plugs are correct for use with LPG (R42LTS) [2] Check the spark plugs. Remove the plugs and inspect them for the following conditions: - Wet plugs - Cracks - Wear - Improper gap - Burned electrodes - Heavy deposits - Check the Crankshaft Position (CKP) sensor.
Additional Check	[2] Check the ECM grounds for being clean, tight, and in their proper locations. [2] Check the generator output voltage. [2] Check the vacuum hoses for kinks or leaks. [2] Check Transmission

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7.8 WIRING HARNESS BREAKDOWN

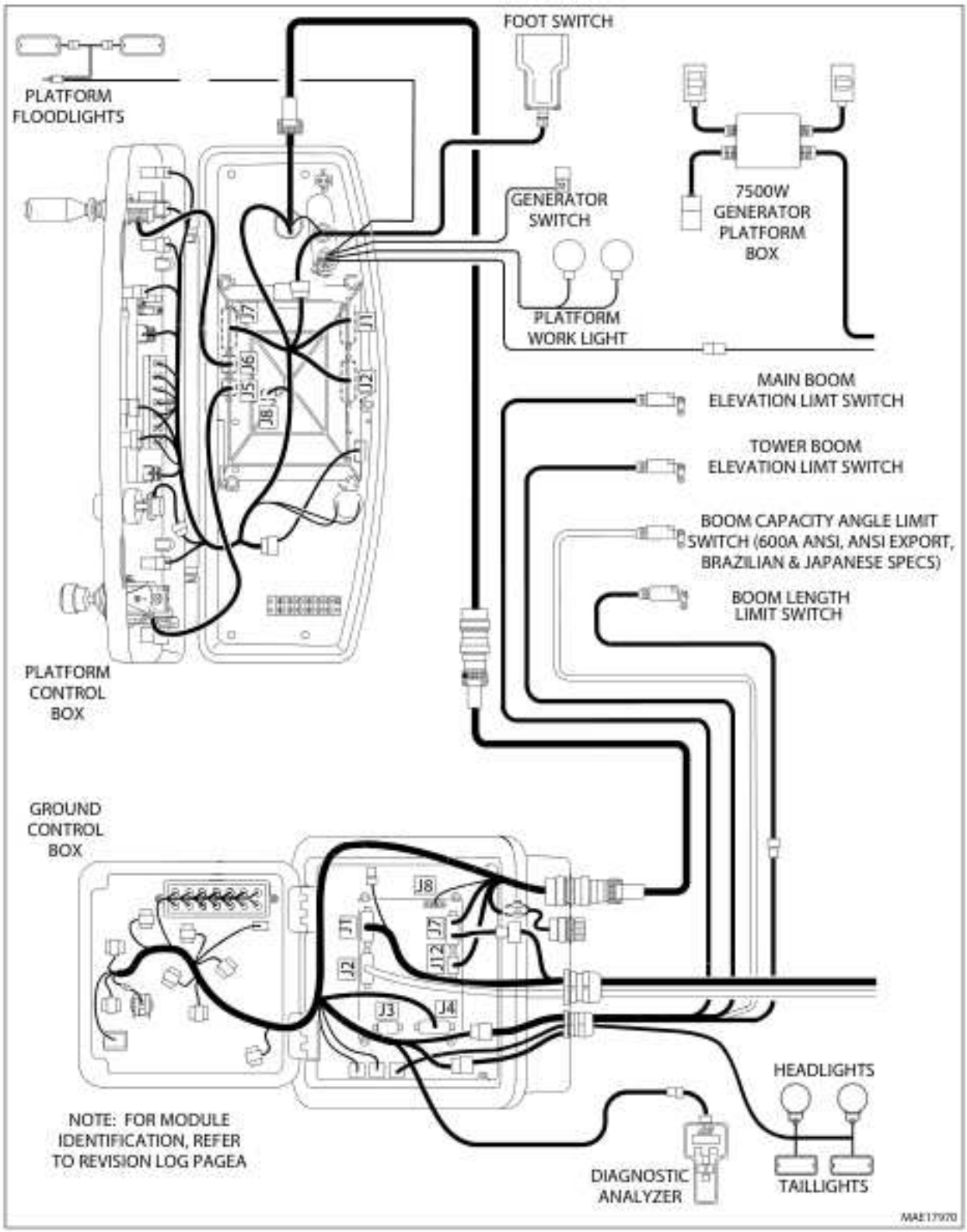
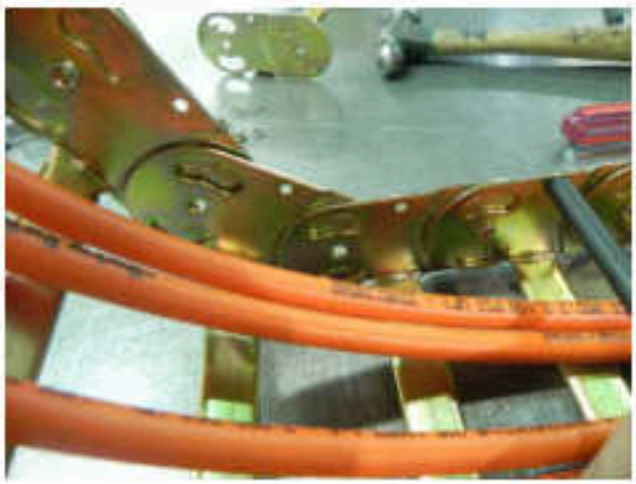


Figure 7-27. Electrical Components 1 of 2 (SN 0300177361 through 0300181174)

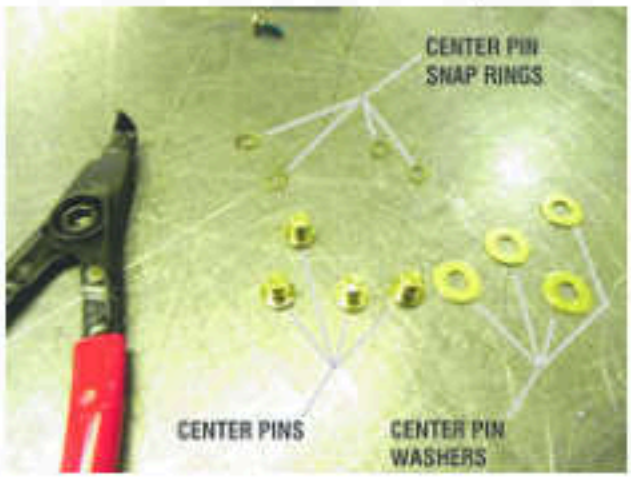
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4. Pull moving end over track so new connection is positioned in curve of powertrack. Round half-shears will rotate into cut-outs.





5. Parts shown below connect new link to powertrack.



6. Push pin through center hole. Slide washer on pin.





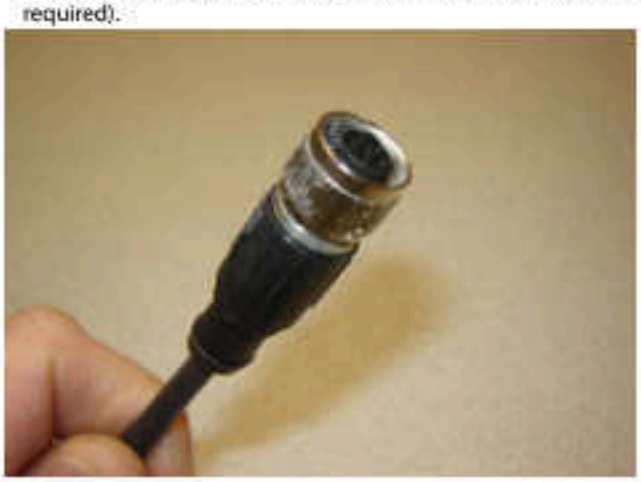
7. Install snap ring in groove on pin. Repeat pin installation steps for all center holes with rivets removed.



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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).





ENGINE CONTROL UNIT CONNECTORS

Many times, these types of connectors use 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 EMR4 engine control module from Deutz employs this connector system (for example).



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