An Oshkosh Corporation Company

Service and Maintenance Manual

Models

3369LE
4069LE
M3369
M4069

PVC 2004

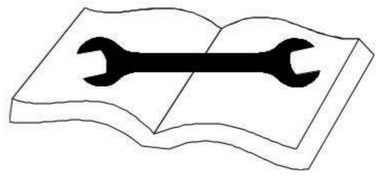
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SECTION NO.	TITLE	PAGE NO.
SECTION 1 - SPECIFICATIONS		
1.1	Specifications	1-1
1.2	Component Data	1-2
	Dimensional Data	1-2
	Battery Charger	1-2
	Batteries	1-2
	Drive System	1-2
	Steer System	1-2
	Hydraulic Pump/Electric Motor Assembly	1-2
	Tires	1-3
	Engine (Generator)	1-3
1.3	Capacities	1-4
1.4	Pressure Settings	1-4
1.5	Torque Specifications	1-4
1.6	Cylinder Specifications	1-4
1.7	Major Component Weights	1-4
1.8	Critical Stability Weights	1-4
1.9	Lubrication	1-5
	Lubrication Specifications	1-5
1.10	Serial Number Locations	1-7
1.11	Thread Locking Compound	1-8
1.12	Torque Charts	1-9
	SAE Fastener Torque Chart	1-9
	SAE Fastener Torque Chart (Continued)	1-10
	SAE Fastener Torque Chart (Continued)	1-11
	SAE Fastener Torque Chart (Continued)	1-12
	SAE Fastener Torque Chart (Continued)	1-13
	SAE Fastener Torque Chart (Continued)	1-14
	Metric Fastener Torque Chart	1-15
	Metric Fastener Torque Chart (Continued)	1-16
	Metric Fastener Torque Chart (Continued)	1-17
	Metric Fastener Torque Chart (Continued)	1-18
SECTION 2 - GENERAL		
2.1	Machine Preparation, Inspection, and Maintenance	2-1
	General	2-1
	Preparation, Inspection and Maintenance	2-1
	Pre-Start Inspection	2-1
	Pre-Delivery Inspection and Frequent Inspection	2-1
	Annual Machine Inspection	2-1
	Preventative Maintenance	2-1
2.2	Service and Guidelines	2-2
	General	2-2
	Safety and Workmanship	2-2
	Cleanliness	2-2
	Components Removal and Installation	2-2
	Component Disassembly and Reassembly	2-3
	Pressure-Fit Parts	2-3
	Bearings	2-3
	Gaskets	2-3
	Bolt Usage and Torque Application	2-3
	Hydraulic Lines and Electrical Wiring	2-3
	Hydraulic System	2-3
	Lubrication	2-3
	Battery	2-3
	Lubrication and Servicing	2-3
2.3	Lubrication and Information	2-3

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SECTION NO.	TITLE	PAGE NO.
	Hydraulic System	2-3
	Hydraulic Oil	2-4
	Changing Hydraulic Oil	2-4
	Lubrication Specifications	2-4
2.4	Cylinder Drift Test	2-4
	Platform Drift	2-4
	Cylinder Drift	2-4
2.5	Pins and Composite Bearing Repair Guidelines	2-5
2.6	Preventive Maintenance and Inspection Schedule	2-5
SECTION 3 - CHASSIS & SCISSOR ARMS		
3.1	Calibrations	3-1
	Elevation Sensor Calibration	3-1
	Speed Sensor	3-1
	Tilt Sensor Calibration:	3-1
	Joystick Calibration	3-2
3.2	Tilt Sensor	3-3
	Tilt Sensor, JLG PN 4000021:	3-3
3.3	Battery Maintenance and Charging	3-4
	Battery Maintenance, Quarterly	3-4
	Optional On-Board Generator	3-4
	Battery Charging (On Board Charger) (MAC)	3-4
	Charging Sequence of Remote LED Card	3-5
	Battery Charger (Delta-Q)	3-6
	Battery Charger Maintenance	3-7
	Battery Charger Troubleshooting	3-7
	Battery Temperature Sensor	3-10
	Removing the Battery Box	3-11
3.4	Generator	3-12
	Timing Sequences	3-14
	To Connect the JLG Control System Analyzer to the Generator	3-16
	Alarms and Fault Flash Codes	3-16
	Output Current and Voltage Settings	3-17
	Priming the Fuel Line	3-17
3.5	Supplementary Fuse for APU	3-18
	Tools and Material	3-18
	Procedure	3-18
3.6	Joystick Controller	3-20
	Power Controller	3-22
3.7	Towing	3-22
	Disengaging for Towing	3-22
	Engaging after Towing is Complete	3-23
3.8	Drive Hub	3-25
	Disassembly	3-25
	Disassembly of Cover Unit (8)	3-25
	Disassembly of First Stage Planetary Assembly	3-25
	Disassembly of the Second Stage Planet Gears (1)	3-25
3.9	Drive Brake - MICO	3-27
	Disassembly	3-27
	Assembly	3-27
	Bleeding	3-27
3.10	Torque Hub	3-28
	Roll Test	3-29
	Leak Test (Main Unit)	3-29
	Tightening and Torquing Bolts	3-29
	Main Disassembly	3-30
	Output Carrier Disassembly	3-32
	Input Carrier Disassembly	3-33

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SECTION NO.	TITLE	PAGE NO.
	Hub-Spindle Disassembly	3-34
	Cover Disassembly	3-35
	Input Carrier Sub-Assembly	3-36
	Output Carrier Sub-Assembly	3-37
	Hub-Spindle Sub-Assembly	3-38
	Cover Sub-Assembly	3-39
	Main Assembly	3-40
SECTION 4 - HYDRAULICS		
4.1	Servicing and Maintenance Guidelines	4-1
	General	4-1
	Safety and Workmanship	4-1
	Cleanliness	4-1
	Component Removal and Installation	4-1
	Component Disassembly and Reassembly	4-1
	Pressure Fit Parts	4-1
	Bearings	4-1
	Gaskets	4-1
	Bolt Usage and Torque Application	4-1
	Hydraulic Lines and Electrical Wiring	4-2
	Hydraulic System	4-2
	Lubrication	4-2
	Batteries	4-2
	Lubrication and Servicing	4-2
4.2	Lubrication Information	4-2
	Hydraulic System	4-2
	Hydraulic Oil	4-2
	Changing Hydraulic Oil	4-3
	Lubrication Specifications	4-3
4.3	Cylinders - Theory of Operation	4-3
4.4	Valves - Theory of Operation	4-3
	Control Valves	4-3
4.5	Component Functional Description	4-3
	Hydraulic Pump	4-3
	Manual Descent	4-3
4.6	Wear Pads	4-3
4.7	Motor Controller - Modes of Operation	4-4
	Traction Motor (Drive)	4-4
	Pump Motor (Lift)	4-4
4.8	Features	4-4
	Traction Mode	4-4
4.9	Cylinder Checking Procedures	4-4
	Cylinder without Counterbalance Valves (Steer)	4-4
	Cylinders with Single Counterbalance Valve (Lift Cylinder)	4-5
	Cylinders with Duel Counterbalance Valves (Oscillating Cylinders)	4-5
4.10	Cylinder Removal and Installation	4-5
	Lift Cylinder Removal	4-5
	Lift Cylinder Installation	4-6
4.11	Cylinder Repair	4-6
	Disassembly	4-6
	Cleaning and Inspection	4-7
	Assembly	4-8
4.12	Steer Cylinder Removal	4-10
4.13	Oscillation Cylinder Bleeding	4-10
	Bleeding Procedure	4-10
	Checking Oscillation Cylinders	4-10
4.14	Oscillating AXLE - Lockout Cylinder Test (if equipped)	4-11
	Left Side Wheel Test	4-11

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SECTION 1. SPECIFICATIONS

1.1 SPECIFICATIONS

Description	3369LE/M3369			4069LE/M4069		
	ANSI	CE/AUS	CSA	ANSI	CE/AUS	CSA
Max. Number of Persons	2			2		
Max. Workload (Capacity) Extension Only:	**ANSI/CSA/Brazil:** 1000 lb (454kg) **CE/AUS:** 1000 lb (450kg) **ANSI/CSA/Brazil:** 250 lb (113kg) **CE/AUS:** 250 lb (120kg)			**ANSI/CSA/Brazil:** 800 lb (363kg) **CE/AUS:** 800 lb (360kg) **ANSI/CSA/Brazil:** 250 lb (113kg) **CE/AUS:** 250 lb (120kg)		
Max. Platform Height	33 ft (10.1m)			40 ft (12.2 m)		
Max. Gradeability	35%			35%		
Max. Slope (Left - Right)	5° Up to 25 ft (7.6 m) 4° Up to 30 ft (9.1 m) 3° Up to 33 ft (10 m)		3° Up to 33 ft (10 m)	5° Up to 30 ft (9.1 m) 4° Up to 36 ft (11 m) 3° Up to 40 ft (12.2 m)		3° Up to 40 ft (12.2 m)
Max. Slope (Front - Back)	5° Up to 33 ft (10 m)		3° Up to 33 ft (10 m)	5° Up to 40 ft (12.2 m)		3° Up to 40 ft (12.2 m)
Max. Slope (Left - Right) (optional for CE machines with 37 mph (16.7 m/s) windspeed rating only)	NA	4° Up to 25 ft (7.6 m) 2° Up to 33 ft (10 m)	NA	NA	NA	NA
Max. Slope (Front - Back) (optional for CE machines with 37 mph (16.7 m/s) windspeed rating only)	NA	5° Up to 25 ft (7.6 m) 4° Up to 33 ft (10 m)	NA	NA	NA	NA
Max. Tire Load	3200 lb (1452 kg)			3700 lb (1680 kg)		
Max. Ground Bearing Pressure	57 psi (4 kg/cm^2)			61 psi (4.3 kg/cm^2)		
Max. Allowable Wind Speed (Standard rating)	28 mph (12.5 m/s)			28 mph (12.5 m/s)		
Maximum Horizontal Manual Side Force	667 N (150 lb force)	400 N (90 lb force)		534 N (120 lb force)	400 N (90 lb force)	
Max. Allowable Wind Speed (16.7 m/s machines only) (Optional rating for CE Specification only)	NA	16.7m/s (37 mph)	NA	NA	NA	NA
Turning Radius: Inside Outside	7.5 ft (2.3 m) 16 ft (4.9 m)			7.5 ft (2.3 m) 16 ft (4.9 m)		
Wheelbase	91.5 in (2.3 m)			91.5 in (2.3 m)		
Gross Machine Weight (Approximate)	9,760 lb (4,427 kg)	10,060 lb (4563 kg)		10,560 lb (4,790 kg)	11,500 lb (5216.3 kg)	
Maximum Drive Speed	3 mph (4.8 kmh)			3 mph (4.8 kmh)		

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Excessive Battery Watering Requirements or Strong Sulphur (Rotten Egg) Smell

These symptoms indicate over-charging or high battery temperature. These symptoms are unlikely to be caused by too high a charge current since the maximum charge current of the charger will be small compared to even a moderately sized battery pack. The most likely cause for this problem is incorrect charge algorithm setting and/or high ambient temperatures.

1. Confirm that the battery pack is not too small - usually > 50Ah.
2. Confirm that the nominal battery voltage matches the charger output voltage.
3. Confirm the correct battery charge algorithm. If the battery pack is new, the algorithm will need to be changed if the pack is not the same as the old one. for instructions on how to determine and change the battery charge algorithm see the following sub-section.
4. If the output voltage of the charger seems excessive, return the charger for service. Contact JLG to get the expected battery voltage settings for the charger in question. Be sure to have the charger's serial number and charge algorithm setting available when calling.

Checking - Changing the Battery Charger Algorithm

The charger is pre-loaded with programming algorithms for the specific batteries detailed in Table 3-3, Battery Algorithms. Contact JLG if your specific battery model is not listed.
Each time AC power is applied with the battery pack not connected, the charger enters an algorithm select/display mode for approximately 11 seconds. During this time, the current Algorithm # is indicated on the Yellow Charging LED. A single digit Algorithm # is indicated by the number of blinks separated by a pause. A two digit Algorithm # is indicated by the number of blinks for the first digit followed by a short pause, then the number of blinks for the second digit followed by a longer pause.

To check / change the charging algorithm:

1. Disconnect the charger positive connector from the battery pack. Apply AC power and after the LED test, the Algorithm # will display for 11 seconds.
2. To change the algorithm, touch the connector to the battery's positive terminal for 3 seconds during the 11 second display period and then remove. The Algorithm # will advance after 3 seconds. Repeat this procedure until the desired Algorithm # is displayed. A 30 second time-out is extended for every increment. Incrementing beyond the last Algorithm will recycle back to the first Algorithm. When the desired Algorithm is displayed, touch the charger connector to the battery positive terminal until the output relay makes a clicking noise (approx. 10 seconds). The algorithm is now in the permanent memory.
3. Remove the AC power from the charger and reconnect the charger's positive connector to the battery.

NOTE: *It is recommended to check a newly changed algorithm by repeating the above steps 1 and 3.*

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4. Cut and remove the Wire Ties holding the Harness label to the harness. Next, remove the Wire Ties so that the cable sleeve can be moved, exposing the conductors of the harness.



5. Cut wire 106 going to the Engine/Generator Controller after the existing connection point and install the conductors that lead to the new in-line fuse holder. Use insulated butt splice connectors for these conductors.





6. Re-install the harness with the new fuse in place.



7. Reconnect the lift and APU start battery. The APU is now ready for use.

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6.4 DIELECTRIC GREASE APPLICATION

Dielectric grease helps to prevent corrosion of electrical contacts and improper conductivity between contacts from moisture intrusion. Non-waterproof connectors benefit from the application of dielectric grease.

Installation

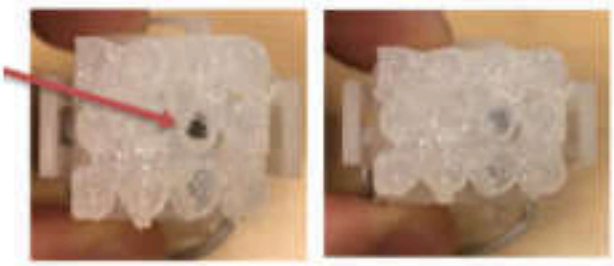
The following is general guidance for the installation of dielectric grease in a connector system.

- Use dielectric grease in a tube for larger connection points or apply with a syringe for small connectors.
- Apply dielectric grease to plug/male connector housing which typically contains sockets contact/female terminals.
- Leave a layer of dielectric grease on the mating face of the connector, completely covering each connector terminal hole. Refer the pictures shown below.
- Assemble the connector system immediately to prevent moisture ingress or dust contamination.

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

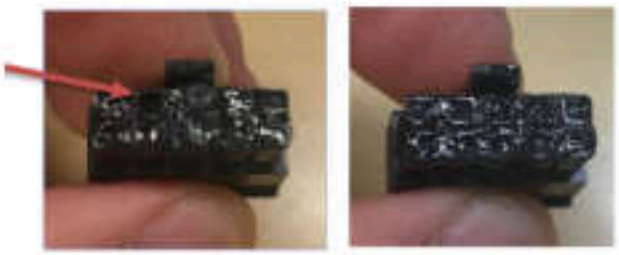
This connector system is typically used on operator switches at JLG. Follow the general guidance for installation.



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

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6.6 WORKING WITH DEUTSCH CONNECTORS

DT/DTP Series Assembly

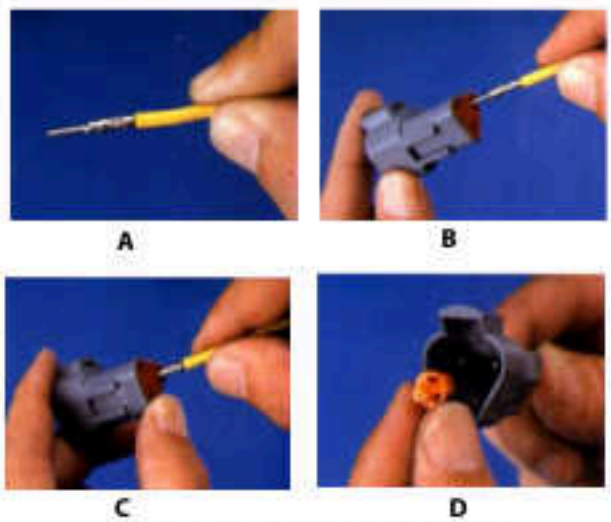


Figure 6-12. DT/DTP Contact Installation

1. Grasp crimped contact about 25mm behind the contact barrel.
2. Hold connector with rear grommet facing you.
3. Push contact straight into connector grommet until a click is felt. A slight tug will confirm that it is properly locked in place.
4. Once all contacts are in place, insert wedge lock with arrow pointing toward exterior locking mechanism. The wedge lock will snap into place. Rectangular wedges are not oriented. Thy may go in either way.

NOTE: *The receptacle is shown - use the same procedure for plug.*

DT/DTP Series Disassembly

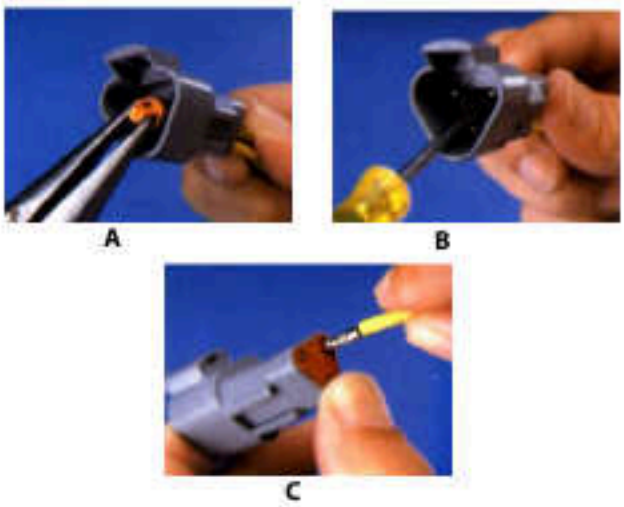


Figure 6-13. DT/DTP Contact Removal

1. Remove wedge lock using needle nose pliers or a hook shaped wire to pull wedge straight out.
2. To remove the contacts, gently pull wire backwards, while at the same time releasing the locking finger by moving it away from the contact with a screwdriver.
3. Hold the rear seal in place, as removing the contact may displace the seal.

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