An Oshkosh Corporation Company

Service & Maintenance Manual

Models

R1532i
R1932i
R1932

PVC 2004

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ANSI CE CSA AS/NZS

An Oshkosh Corporation Company

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Platform Capacities

MACHINE MODEL	Markets	MAXIMUM PLATFORM CAPACITY (1)	MAXIMUM CAPACITY ALLOWED ON PLATFORM EXTENSION	MAXIMUM PERSONS ALLOWED IN PLATFORM(2)	MAX. SIDE FORCE (Platform Fully Extended @ Max. Capacity)(2)	MAXIMUM OPERATING WIND SPEED
R1532i	All Markets(3)	606 lb (275 kg)	265 lb (120 Kg)	2 Person	90 lb (400 N)	0 m/s
R1932i	All Markets	507 lb (230 kg)	265 lb (120 Kg)	1 Person	45 lb (200 N)	0 m/s
R1932	All Markets	507 lb (230 kg)	265 lb (120 kg)	Outdoor - 1 Person Indoor - 2 persons	Outdoor - 45 lb (200 N) Indoor - 90 lb (400 N)	28 mph (12.5 m/s)

NOTE: *(1) Maximum Platform Capacity includes platform and platform extension.*

NOTE: *(2) INDOOR USE is use of a MEWP in areas shielded from wind so that there is no wind. OUTDOOR USE is use of a MEWP in an environment that can be exposed to wind.*

NOTE: *(3) R1532i is not available in AUS market.*

Machine Dimensional Data

DESCRIPTION	R1532i	R1932i/R1932
Platform Height - Elevated (Ground to Platform Floor)	15 ft (4.57 m)	19 ft (5.8 m)
Platform Height - Stowed (Ground to Platform Floor)	34.7 in (88.1 cm)	38.7 in (98.3 cm)
Rail Height (Platform Floor to Top of Rail)	43.9 in (111.5 cm) folding 44.3 in (112.5 cm) dual	39.9 in (101.4 cm) fixed 43.88 in (111.4 cm) folding 44.3 in (112.5 cm) dual
Overall Height - Fixed Rail (Ground to Top Rail)	78.7 in (199.9 cm) folding 78.9 in (200 cm) dual	78.8 in (200 cm) fixed 82.8 in (210.3 cm) folding/ dual
Overall Height - Rails Folded (Ground to Mid Rail)	60.6 in (153.9 cm) folding 65.55 in (166.4 cm) dual	63.3 in (160.8 cm) fixed 64.27 in (163.2 cm) folding 69.4 in (176.2 cm) dual
Overall Machine Width	32 in (81.3 cm)	32 in (81.3 cm)
Overall Machine Length	68.7 in (174.5 cm)	68.7 in (174.5 cm)
Extension Deck Length	33.7 in (85.6 cm) folding/ fold 34.2 in (86.9 cm) dual	33.7 in (85.6 cm) folding/ fold 34.2 in (86.9 cm) dual
Wheelbase	53 in (134.6 cm)	53 in (134.6 cm)

Tires

DESCRIPTION	R1532i/R1932i/R1932
Size (Front and Rear)	12.72 in. x 3.9 in. (32.3 cm x 10.0 cm)
Wheel Nut Torque (42 mm Slotted Nut with Cotter Pin)	150 ft. lbs. (203 Nm)

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LSS Troubleshooting

The following tables are furnished to provide possible resolutions for common difficulties.

Table 6-7. LSS Troubleshooting

PROBLEM	POSSIBLE RESOLUTION
JLG Analyzer displays "FAIL NOT IN GND MODE" durnng LSS calibration	The technician has triggered the calibration process but the key switch is not in the Ground Mode position. Change the key-switch position and re-attempt LSS calibration.
JLG Analyzer displays "FAIL CAL ANGLE" during LSS calibration	The elevation sensor is not calibrated and this must be completed prior to LSS calibration. Execute the elevation sensor calibration procedure using CALIBRATIONS → SET STOW ELEV and CALIBRATIONS → SET MAX ELEV. Re-attempt LSS calibration afterward.
JLG Analyzer displays "FAIL PLAT NOT STOWED" durnng LSS calibration	The LSS calibration procedure must start with the platform completely stowed. Lift down using ground controls and then re-attempt LSS calibration.
JLG Analyzer displays "FAIL MOTION STOPPED" during LSS calibration	The technician released lift down during the LSS calibration procedure and the calibration data points could not be collected by the control system. Re-attempt LSS calibration.
JLG Analyzer displays "CAL FAIL" during LSS calibration	The technician halted the LSS calibration procedure by pressing ESC. Alternately, calibration data points collected from the vehicle did not fit within guidelines. This can be caused by debris in the platform, excessive slide block friction, or structural damage. This can also occur when accessories are fitted to the platform and the PERSONALITY → LOAD → ACC'Y setting is adjusted improperly. Remove debris and address any damaged components. Refer to the documentation for Sky Accessories.
LSS Visual and Audible Overload Warnings fail to sound when the platform is loaded beyond rated load. Controls remain functional at Ground and Platform Control positions.	• LSS is not enabled in the control system. Connect the JLG Analyzer and enter the Access Level 1 password (33271). Navigate to MACHINE SETUP → LOAD and adjust the configuration to CUTOUT ALL to prevent platform and ground controls during an overload. Adjust the configuration to CUTOUT PLTM to prevent platform controls only during an overload. • LSS requires re-calibration. Re-calibrate the elevation sensor first, and then the LSS using the procedures listed in this document.
LSS Visual and Audible Overload Warnings are active when the platform is empty.	• LSS has not been calibrated or calibration has been lost. Calibration data points are stored within the Ground Module so replacement of this component will cause the need for re-calibration. Adjusting some settings within the MACHINE SETUP menu will also delete the calibration. • LSS requires re-calibration. Re-calibrate the elevation sensor first, and then the LSS using the procedures listed in this document. • A fault related to LSS has occurred and the vehicle has assumed the platform is overloaded to be conservative. Refer to the resolution of specific faults in the table below.
Controls remain functional at the Ground Control position during an overload. Controls at the Platform Control position are prevented.	The MACHINE SETUP → LOAD setting is configured to prevent Platform Controls only. Connect the JLG Analyzer and enter the Access Level 1 password (33271). Proceed to the MACHINE SETUP → LOAD menu and adjust the configuration to CUTOUT ALL to prevent platform and ground controls during an overload.
PLATFORM OVERLOADED (255) fault is triggered	This fault is triggered whenever the LSS is enabled and overloaded.
LSS HAS NOT BEEN CALIBRATED (825)	This fault is triggered when LSS has not been calibrated or a configuration change in MACHINE SETUP has deleted the calibration. Follow the procedure in this document for LSS calibration to resolve.
LSS – OUT OF CALIBRATIO N (8217)	LSS did not meet performance expectations during the verification procedure. If the procedure was not executed properly, cycle power and re-attempt. Otherwise, the LSS should be re-calibrated. Follow the procedure in this document for LSS calibration to resolve.
LIFT CYLINDER HEAD PRESSURE 1 – OUT OF RANGE HIGH (8523)	For the R1532i, R1932i, and R1932, this fault is triggered when the primary lift cylinder head pressure reading is excessively high. This occurs when ground module V4-7 exceeds 22.0mA for 500mS. This occurs when ground module V4-7 exceeds 4.75V for 500mS. Check the wire harness that connects to the lift cylinder for short circuits (crushed). Replace the lift cylinder head pressure transducer if the wire harness is intact. Refer to LSS Theory of Operation.

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8.8 ELECTRICAL SCHEMATICS

SHEET 2: NA

SHEET 3 (R1532i, R1932, R1932i):
POWER CABLES
LIFT DOWN LSS
PLATFORM /AC CABLE
PLATFORM CONTROL CABLE
BATTERY DISCONNECT
BATTERY JUMPER
CHARGER INTERLOCK
CHARGER INTERLOCK OVERRIDE
CHARGER DC CONNECTION

SHEET 4: NA

SHEET 5:
BEACON (DUAL)
PLATFORM CONTROL W/FST
PLATFORM CONTROL, COILED W/FST
PLATFORM CONTROL, COILED
INVERTER
BATT+ TO INV CONTACTOR CABLE
INV CONTACTOR TO INV+ CABLE
INVERTER HARNESS
INVERTER TO AC FILTER
AC FILTER TO AC PLUG
PUMP CTRL B- TO INVERTER

SHEET 6:
PLATFORM BOX HARNESS

SHEET 7: NA

SHEET 8:
WORKLIGHTS CABLE
QUICKWELDER CABLE
PLATFORM CONTROL, COILED W/OVER HEAD SWT
PLATFORM CONTROL, W/OVER HEAD SWT
HARNESS, OVERHEAD PROTECTION
HARNESS, TAA
CABLE, TAA
CABLE, LSS
HARNESS, MOBILE CONTROL

SHEET 9:
DATA LOGGER
HARNESS,RSCISSOR CLEARSKY CAN

SHEET 10:
CHASSIS HARNESS (LSS)

SHEET 11: OPTIONS
HARNESS,REMOTE TOW
HARNESS,RSCISSOR CLEARSKY CAN
HARNESS,RSCISSOR CAN SPLICE
HARNESS,CHARGER, 24VDC, J1939

Sheet 1 of 15

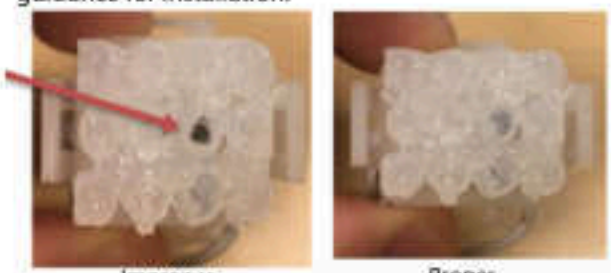
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The following connector systems are specifically addressed because of their widespread use at JLG. However, this guidance may be applied to similar devices.

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

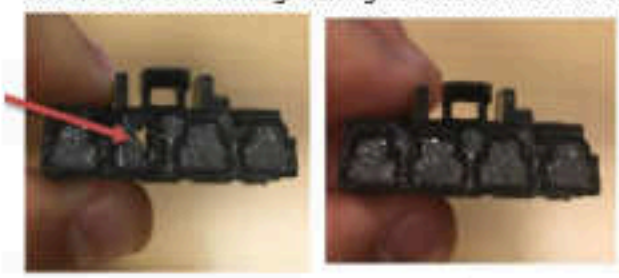
This connector system is typically used on control modules at JLG. Follow the general guidance for installation.



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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