An Oshkosh Corporation Company

Service & Maintenance Manual

Models

ES1330L
ES1530L

PVC 2004

31217189

July 06, 2020 - Rev C

ANSI CE CSA AS/NZS

An Oshkosh Corporation Company

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DESCRIPTION		ES1330L	ES1530L
Ground Bearing Pressure			
	ANSI/CE/CSA/GB/AUS/CHN/KOR:	119 psi (8.2 bar)	126 psi (8.68 bar)
	JPN:	N/A	114 psi (7.86 bar)
Ground Clearance			
	PHP Retracted:	2.4 in. (60 mm)	
	PHP Deployed:	0.78 in. (19.8 mm)	
	Breakover Angle	11.8°	

Platform Capacities

DESCRIPTION		ES1330L	ES1530L
Operating Personnel			
	Indoor:	2 persons	1 person
	Outdoor:	1 person	
Platform Rated Load		500 lb (227 kg)	
Extension Deck Rated Load		253 lb (115 kg)	
Maximum Operating Wind Speed			
	Indoor:	0 mph (0 m/s)	
	Outdoor:	28 mph (12.5 m/s)	
Maximum Horizontal Side Force (Indoor)			
	CE:	90 lb (400 N)	45 lb (200 N)
	Japan:	—	40 lb (180 N)
	All Other Markets:	90 lb (400 N)	45 lb (200 N)
Maximum Horizontal Side Force (Outdoor)		45 lb (200 N)	

NOTE: *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: *Machines with Indoor/Outdoor functionality are not available in Japan and AUS markets.*

Machine Dimensional Data

DESCRIPTION		ES1330L	ES1530L	
		ANSI/CSA/CE/AUS/GB/CHN/KOR	ANSI/CSA/CE/AUS/GB/CHN/KOR	JPN
Platform Height (Ground to Platform Floor)				
	Stowed:	28.1 in (71.4 cm)	31.1 in (79 cm)	
	Elevated:	12.5 ft (3.81 m)	14.9 ft (4.5 m)	
	Safety Prop Engaged:	61.8 in (157 cm)	76.2 in (193.5 cm)	
Rail Height (Platform Floor to Top of Rail)				
	Fixed Rails:	43.8 in. (1.11 m)	43.8 in. (1.11 m)	39.9 in. (1.01 m)
	Dual Rails:	-	44 in. (1.11 m)	-
Overall Machine Height (Stowed)				
	Fixed Rails:	71.8 in. (1.82 m)	70.8 in. (1.8 m)	70.8 in. (1.8 m)
	Dual Rails:	-	74.8 in. (1.9 m)	-
Overall Machine Height (Elevated)				
	Fixed Rails:	16 ft (4.9 m)	18.2 ft (5.55 m)	18.2 ft (5.55 m)
	Dual Rails:	-	18.5 ft (5.64 m)	-
Platform Size - Length (Inside)		70.1 in. (1.78 m)		

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Table 6-7. LSS Troubleshooting

LIFT CYLINDER HEAD PRESSURE 2 – OUT OF RANGE LOW (8526)	This fault is triggered when the lift cylinder head pressure reading is low. This occurs when ground module V3-15 falls below 0.25V for 500mS. Check the wire harness that connects to the lift cylinder for open circuits (cut or crushed). Ensure the harness is connected to the pressure transducer and none of the contacts are out of position. Replace the lift cylinder head pressure transducer if the wire harness is intact. Refer to LSS Theory of Operation.
LIFT CYLINDER HEAD PRESSURE – DISAGREEMENT (8527)	For the ES1330L and ES1530L, this fault is triggered when the difference between the primary and backup lift cylinder head pressures is greater than 75 PSI for 500mS (V4-7 & V4–17). The fault indicates an issue with the wire harness, pressure transducer(s), or the ground module. Confirm currents and voltages at the ground module to determine the origin of the issue. Refer to LSS Theory of Operation.
LIFT CYLINDER ROD PRESSURE 1 – OUT OF RANGE HIGH (8528)	This fault is triggered when the lift cylinder rod pressure reading is excessively high. This occurs when ground module V3-5 exceeds 4.75V for 500mS. Check the wire harness that connects to the lift cylinder for short circuits (crushed). Replace the lift cylinder rod pressure transducer if the wire harness is intact. Refer to LSS Theory of Operation.
LIFT CYLINDER ROD PRESSURE 1 – OUT OF RANGE LOW (8529)	This fault is triggered when the lift cylinder rod pressure reading is excessively low. This occurs when ground module V3-5 falls below 0.25V for 500mS. Check the wire harness that connects to the lift cylinder for open circuits (cut or crushed). Ensure the harness is connected to the pressure transducer and none of the contacts are out of position. Replace the lift cylinder rod pressure transducer if the wire harness is intact. Refer to LSS Theory of Operation.
LIFT CYLINDER ROD PRESSURE – DISAGREEMENT (8532)	This fault is triggered when the lift cylinder rod pressure fails to fall below 50PSI after 3000mS (V3-5). This fault is not detected when the vehicle is driving, lifting, or steering. This fault indicates an issue with the wire harness, pressure transducer, or the ground module. Confirm voltage at the ground module to determine the origin of the issue. Refer to LSS Theory of Operation.

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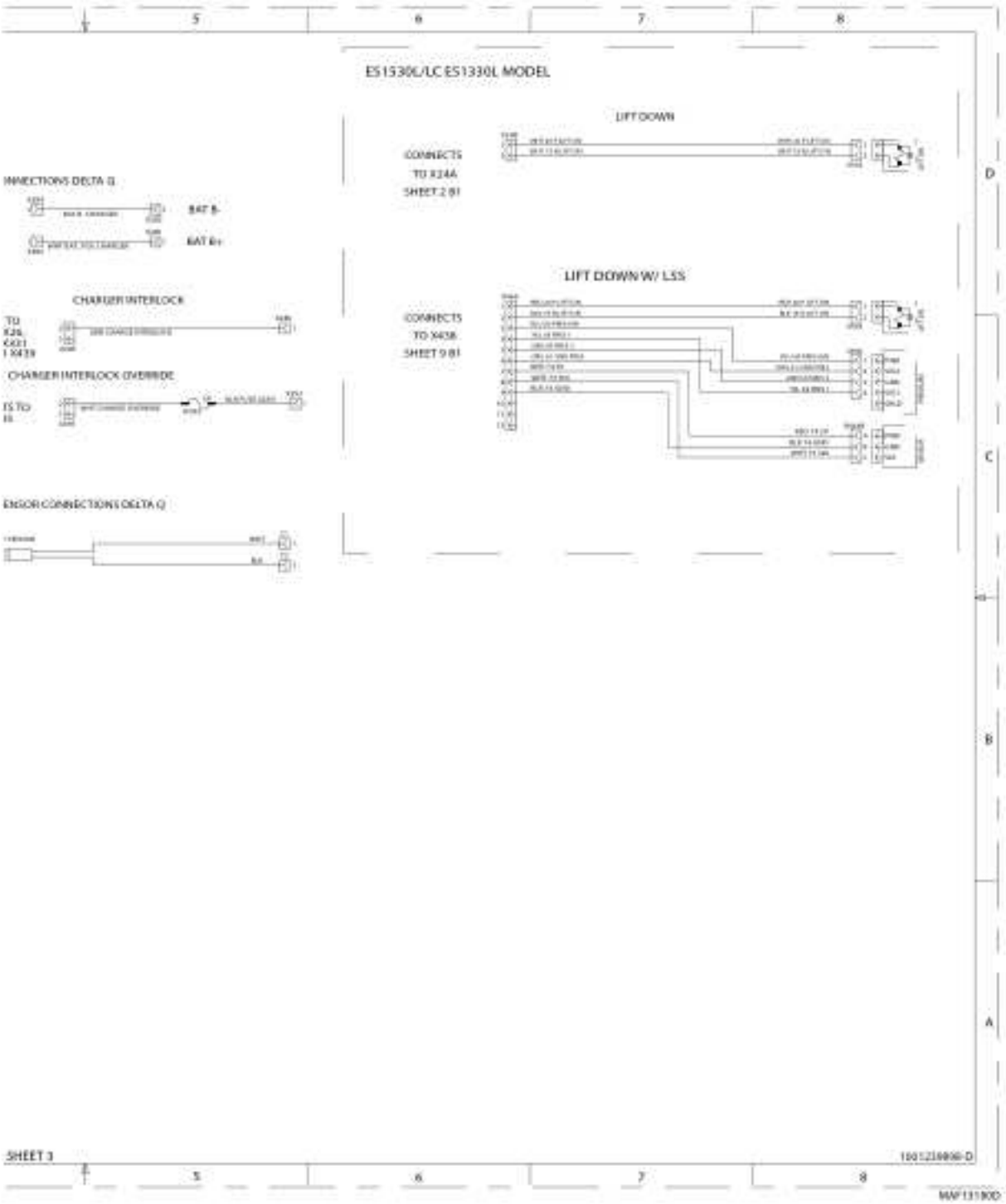


Figure 8-18. Electrical Schematic - Sheet 5 of 19

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8.4 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

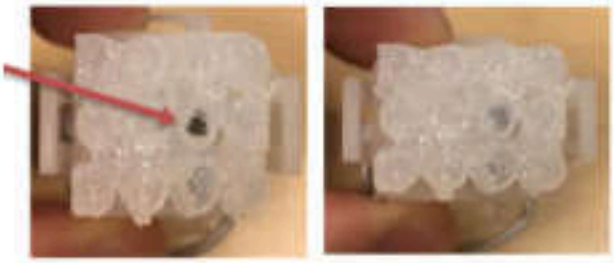
The following is general guidance for the installation of dielectric grease in a connector system.

- 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

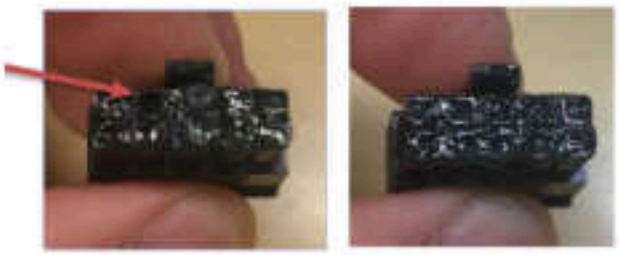
This connector system is typically used on operator switches at JLG. Follow the general guidance for installation.



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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