An Oshkosh Corporation Company

# Service and Maintenance Manual

## Model

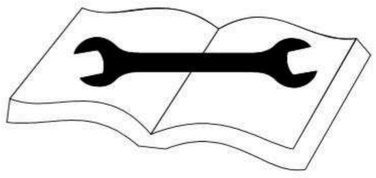
## 1100SJ

### PVC 2007

**31217403**

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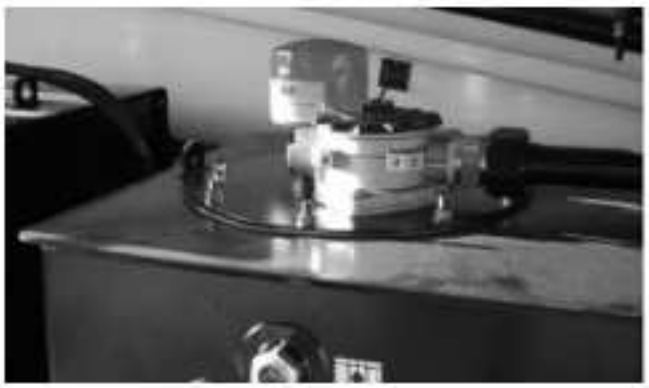

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4. Wheel Drive Hub



Lube Point(s) - Level/Fill Plug
Capacity - 0.5 quarts (0.5 liters) ± 10%
Lube - EPCL
Interval - Change after 150 hours then every 1200 hours of operation
Comments - Place Fill port at 12 o'clock position and Check port at 3 o'clock position. Pour lubricant into fill port until it just starts to flow out of check port.

5. Hydraulic Return Filter



Lube Point(s) - Replaceable Element
Interval - Change after first 50 hours and every 300 hours thereafter or as indicated by condition indicator.

6. Hydraulic Charge Filter



Lube Point(s) - Replaceable Element
Interval - Change after first 50 hours and every 300 hours thereafter.

7. Hydraulic Oil

Lube Point(s) - Fill Cap
Capacity - 52.8 gallons (200 liters)
Lube - HO
Interval - Check level daily. Change every 2 years or 1200 hours of operation.

8. Suction Strainers (In Tank)



Lube Point(s) - 2
Interval - Every 2 years or 1200 hours of operation. Remove and clean at time of hydraulic oil change.



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| Fault group | Fault no. (in SERDIA) | Fault locality/ Fault description | SPN | FMI | Cause | Remarks | Help |
|---|---|---|---|---|---|---|---|
| Hardware inputs/ outputs | 60 | Digital output 3 (Switch-off solenoid, pin M 2) | SID 51 | 2 | Fault (short circuit / cable break) at digital output. | Driver level is switched off. | Check cable of digital output (cable break or short circuit). |
| | 62 | Digital output 6, pin M 7 | SID 60 | 2 | | Fault message. | |
| | 63 | Excess voltage switch-off solenoid | SID 51 | 6 | | | |
| | 67 | Error Hand Setp1 | 91 | 11 | | | |
| | 68 | Error CAN Setp1 | 898 | 2 | | | |
| Communi-cation | 70 | CAN-Bus controller | SID 231 | 12 | CAN-controller for CAN-bus is faulty. Fault removal despite re-initialising continuously not possible | Application-dependent. | Check CAN connection, terminating resistor (see Chapter 12.4), Check control unit. |
| | 71 | CAN interface SAE J 1939 | SID 231 | 9 | Overflow in input buffer or a transmission cannot be placed on the bus. | | |
| | 74 | Cable break, short circuit or bus-error | SID 231 | 14 | | | Check CAN connection, cable connection. Check sensor and replace if required. |
| Memory | 76 | Parameter programming (write EEPROM) | SID 253 | 12 | Fault in parameter programming in the governor fixed value memory | Emergency switch-off, engine cannot be started. | Switch ignition off and on again. Check again. If faulty inform DEUTZ Service |
| | 77 | Cyclic program test | SID 240 | 12 | Constant monitoring of program memory shows error (so-called "Flash-test"). | | |
| | 78 | Cyclic RAM test | SID 254 | 2 | Constant monitoring of working memory shows error. | | Note values of parameters (3895 and 3896). Switch ignition off and on again. Check again. If faulty inform DEUTZ Service. |

NOTE: SID is equal to 512. To get SPN #, add 512 + number. For example, SID 254 would be 512+254 or an SPN of 766.

**Figure 3-86. EMR2 Fault Codes - Sheet 4 of 5**





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**Figure 7-78. Engine Harness - Sheet 3 of 7**

| X1011 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | BLK | 000-148-246 | 8 AWG | GXL | 5945 (1) |



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i. Link Removal: Remove hub to disengage link.

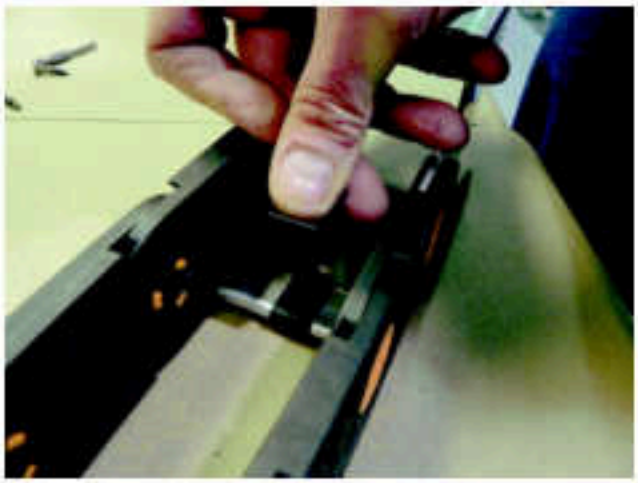


j. When installing bar align cavities in bar with raised detials in link.



k. Install separator by snapping over flat bar.





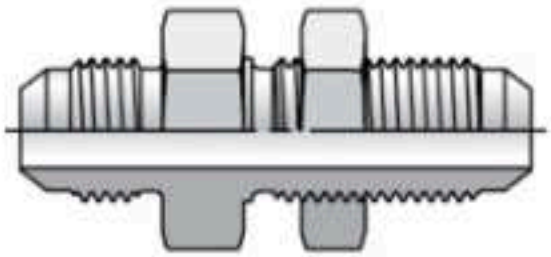
l. Screw is 8-32 x 0.75 button torx socket head with blue locking patch use t-20 torx bit.





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**Table 5-5. Bulkhead Fittings (BH) - INCH**



| TYPE/FITTING IDENTIFICATION | | | | FASTENING JAM NUT for Bulkhead Connectors | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| MATERIAL | TYPE | Dash Size | Thread Size | Torque | | | | | |
| | | | | [Ft-Lb] | | | [N-m] | | |
| | | | (UNF) | Min | Nom | Max | Min | Nom | Max |
| STEEL FITTINGS | O-RING FACE SEAL (ORFS) BULKHEAD FITTING | 4 | 9/16-18 | 15 | 16 | 17 | 20 | 22 | 23 |
| | | 6 | 11/16-16 | 25 | 27 | 28 | 34 | 37 | 38 |
| | | 8 | 13/16-16 | 55 | 58 | 61 | 75 | 79 | 83 |
| | | 10 | 1-14 | 85 | 90 | 94 | 115 | 122 | 127 |
| | | 12 | 13/16-12 | 135 | 142 | 149 | 183 | 193 | 202 |
| | | 14 | 15/16-12 | 170 | 179 | 187 | 230 | 243 | 254 |
| | | 16 | 17/16-12 | 200 | 210 | 220 | 271 | 285 | 298 |
| | | 20 | 1 11/16-12 | 245 | 258 | 270 | 332 | 350 | 366 |
| | | 24 | 2-12 | 270 | 284 | 297 | 366 | 385 | 403 |
| | TYPE | Dash Size | Thread Size | Torque | | | | | |
| | | | | [Ft-Lb] | | | [N-m] | | |
| | | | (UNF) | Min | Nom | Max | Min | Nom | Max |
| | 37° FLARE (JIC) BULKHEAD FITTING | 3 | 3/8-24 | 8 | 9 | 9 | 11 | 12 | 12 |
| | | 4 | 7/16-20 | 13 | 14 | 14 | 18 | 19 | 19 |
| | | 5 | 1/2-20 | 20 | 21 | 22 | 27 | 28 | 30 |
| | | 6 | 9/16-18 | 25 | 27 | 28 | 34 | 37 | 38 |
| | | 8 | 3/4-16 | 50 | 53 | 55 | 68 | 72 | 75 |
| | | 10 | 7/8-14 | 85 | 90 | 94 | 115 | 122 | 127 |
| | | 12 | 1 1/16-12 | 135 | 142 | 149 | 183 | 193 | 202 |
| | | 14 | 13/16-12 | 170 | 179 | 187 | 230 | 243 | 254 |
| | | 16 | 15/16-12 | 200 | 210 | 220 | 271 | 285 | 298 |
| | | 20 | 1 5/8-12 | 245 | 258 | 270 | 332 | 350 | 366 |
| | | 24 | 1 7/8-12 | 270 | 284 | 297 | 366 | 385 | 403 |
| | | 32 | 2 1/2-12 | 310 | 326 | 341 | 420 | 442 | 462 |



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