An Oshkosh Corporation Company

# Service and Maintenance Manual

# Models
# 600SC
# 660SJC

**SN *0300236299 to Present***

***PN - 3121776***

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***ANSI***

***CE***

**AS/NZS**

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## Assembly And Torque Specifications

Prior to selecting the appropriate torque from the tables within this section, it is necessary to properly identify the connector being installed. Refer to the Figures and Tables in this section.

### GENERAL TUBE TYPE FITTING ASSEMBLY INSTRUCTIONS

1. Take precautions to ensure that fittings and mating components are not damaged during storage, handling or assembly. Nicks and scratches in sealing surfaces can create a path for leaks which could lead to component contamination and/or failure.
2. When making a connection to tubing, compression or flare, inspect the tube in the area of the fitting attachment to ensure that the tube has not been damaged.
3. The assembly process is one of the leading causes for contamination in air and hydraulic systems. Contamination can prevent proper tightening of fittings and adapters from occurring.
   a. Avoid using dirty or oily rags when handling fittings.
   b. If fittings are disassembled, they should be cleaned and inspected for damage. Replace fittings as necessary before re-installing.
   c. Sealing compounds should be applied where specified; however, care should be taken not to introduce sealant into the system.
   d. Avoid applying sealant to the area of the threads where the sealant will be forced into the system. This is generally the first two threads of a fitting.
   e. Sealant should only be applied to the male threads.
   f. Straight thread fittings do not require sealants. O-rings or washers are provided for sealing.
   g. When replacing or installing an O-ring, care is to be taken while transferring the O-ring over the threads as it may become nicked or torn. When replacing an O-ring on a fitting, the use of a thread protector is recommended.
   h. When installing fittings with O-rings, lubrication shall be used to prevent scuffing or tearing of the O-ring. See O-ring Installation (Replacement) in this section.
4. Take care to identify the material of parts to apply the correct torque values.
   a. Verify the material designation in the table headings.
   b. If specifications are given only for steel fittings and components, the values for alternate materials shall be as follows: Aluminum and Brass- reduce steel values by 35%; Stainless Steel - Use the upper limit for steel.
5. To achieve the specified torque, the torque wrench is to be held perpendicular to the axis of rotation.

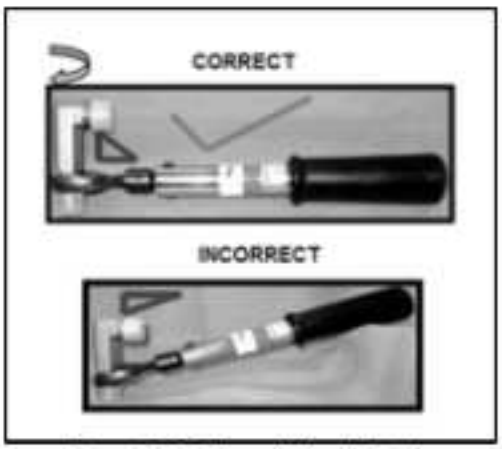



**Figure 5-11. Torque Wrench Angle**

6. Refer to the appropriate section in this manual for more specific instructions and procedures for each type of fitting connection.



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## Testing & Evaluation

Refer to Troubleshooting if the Load Sensing System fails to meet these guidelines.

1. Connect the JLG Analyzer.
2. Level the Platform. The platform should be approximately level for analysis, or the guidelines below will not be applicable. Level the platform from Ground Control (if necessary) to within ±5 degrees.
3. Observe the Empty Platform Weight. Proceed to the DIAGNOSTICS, PLTLOAD sub-menu and observe the measured platform load. All tools, debris, and customer installed devices shall be removed during evaluation. Ideally, the PLTLOAD should be zero but can vary ±15lbs (± 7kg). Further, the reading should be stable and should not vary by more than ±2lbs (±1kg) (unless there is heavy influence from wind or vibration).
4. Use the Technician's Weight to Evaluate. The technician should enter the platform and record the PLTLOAD reading while standing in the center of the platform.
5. Confirm Control System Warnings and Interlocks. Using the keyswitch, select Platform Mode and power-up. Start the vehicle's engine and ensure that all controls are functional and the Load Sensing System's Overload Visual and Audible Warnings are not active. Simulate an Overload by unplugging the Shear Beam Load Cell. The Overload Visual Warning should flash, and the Audible Warning (at Platform and Ground) should sound for 5 seconds On, and 2 seconds Off. With the engine running, all control should be prevented. Cycle the Platform EMS to stop the engine and then power-up again. The Overload Visual and Audible Warning should continue. Confirm that controls are responsive when using the Auxiliary Power Unit for emergency movement. Reconnect the Load Cell. The Overload Visual and Audible Warnings should cease and normal control function should return. Switch the vehicle's keyswitch to Ground Mode and repeat the above procedure. The Overload Visual Warning at the Ground Controls should flash, and the Audible Warning (at Platform and Ground) should sound for 5 seconds On, 2 seconds Off. However, the controls should remain functional when using the engine and the Auxiliary Power Unit (if the Control System's MACHINE SETUP, LOAD is set to "2=CUTOUT PLT". If set to "3=CUTOUT ALL", then Ground Controls will be prevented when using the engine as in the platform).
6. Confirm Control System Capacity Indication (optional for vehicles with Dual Capacity Ratings). For vehicles equipped with a Capacity Select switch on the Platform Console Box, it is necessary to examine an additional interface between the Load Sensing System and the Control System. Using the keyswitch, select Platform Mode and power-up. If necessary, put the boom in the transport position (completely stowed) and center the Jib Plus (if equipped). Place the Capacity Select switch in the unrestricted position and ensure that the proper indicator illuminates on the Platform Console Box. Plug the JLG Analyzer into the Analyzer connection and proceed to the DIAGNOSTICS, SYSTEM submenu. Ensure that the CAPACITY displays indicate OFF. Place the Capacity Select switch in the unrestricted position (if so equipped) and ensure that the proper indicator illuminates on the Platform Console Box (but does not flash). For vehicles with unrestricted capacity, ensure that the unrestricted CAPACITY display indicates ON but the restricted CAPACITY indicates OFF. For vehicles with restricted capacity, ensure that the unrestricted CAPACITY display indicates OFF but the restricted CAPACITY indicates ON.
7. Confirm Load Sensing System Performance with Calibrated Weights. Operate the vehicle from Ground Control and place the boom in the transport position (fully stowed) for safety. Plug the JLG Analyzer into the control system connection and proceed to the DIAGNOSTICS, PLTLOAD display. Place 500lbs (230kg) in the platform and ensure that PLTLOAD is with ±5% of the actual weight. For Dual Capacity vehicles, do the same for the alternate capacity (unrestricted or restricted).



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## 7.7 WIRING HARNESS

### Connector Labels

Connectors between harnesses are identified by the prefix "X" and a sequentially assigned number. An optional suffix (letters & numbers) may be added when multiple terminations occur at one device or when there are optional connections.

Examples:

X25 connects to X25 in another harness.

X65A, X65B connect to different portions of one device

X163 connects to X163A in ANSI and X163B in CE machines

### Component Labels

Every component on the vehicle has a unique identification. A standard prefix letter is assigned according to the table below, followed by a unique sequential number. An optional suffix (letters & numbers) may be added when multiple terminations occur at one device.

Terminals that are not loaded into connectors are considered independent components and labeled in the same fashion.

**Table 7-1. Wiring Harness Connector Labels**

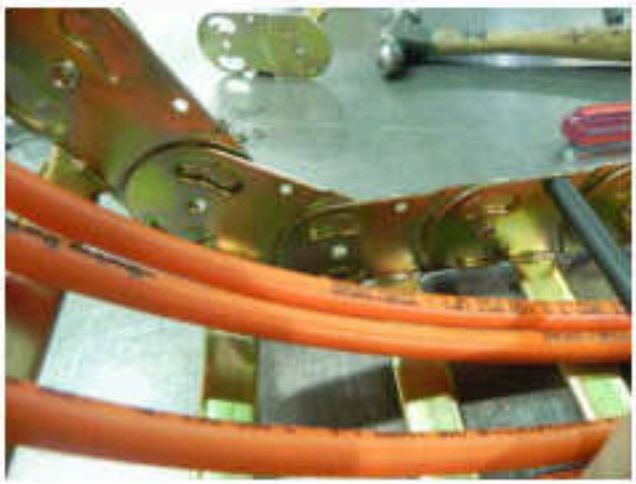
| Component | Category | Label |
|---|---|---|
| Audible | Alarms | AH |
| | Horns | |
| Battery | Batteries | BT |
| | Battery Terminals | |
| Control Module | Ground | CO |
| | LSS | |
| | Platform | |
| Engine | Alternator | EC |
| | Cold Start | |
| | Controller | |
| | Coolant Temp | |
| | Fuel Pump | |
| | Fuel Solenoid | |
| | Glow Plugs | |
| | Oil Pressure | |
| | Starter | |
| Fuse & CB Fuse FC | Fuse | FC |
| | Fusible Link | FC |
| | Circuit Breaker | CB |
| Gauge & Display | Board | GD |
| | Cluster | |
| | Hour meter | |
| | LMI | |
| | Speedometer | |
| Inline | Resistor | R |
| | Diode | D |
| Joystick & Steering | Electronic | JS |
| | Hydraulic | |
| Lights | Dome | LB |
| | Headlights | |
| | Simple | |
| | Taillights | |
| Membrane Panel | | MP |
| Miscellaneous | Radio | MS |
| | Speakers | |
| | Splice Blocks | |
| | T-Connectors | |



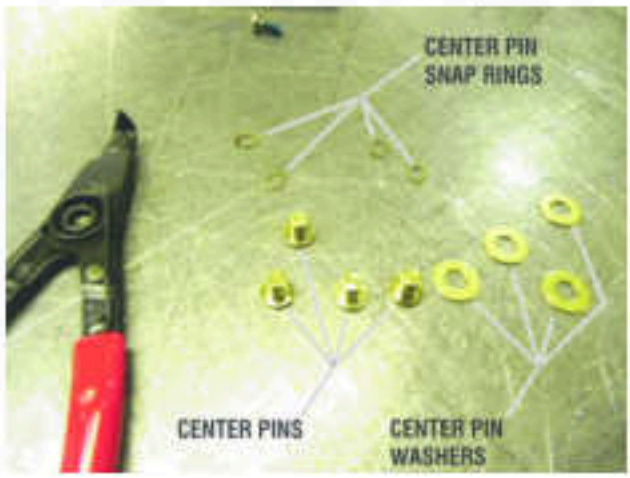
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4. Pull moving end over track so new connection is positioned in curve of powertrack. Round half-shears will rotate into cut-outs.





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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| RL930-T | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | WHT | 48-96 FUEL PUMP | 14 AWG | GXL | X941 (3) |

| RL553-38-T | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | RED | 48-15 GLOW | 8 AWG | GXL | EC38 (2) |

| RL553-38-2 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | ORG | 248-23-1 GLOW SENSE | 18 AWG | GXL | M5932 (F) |

| RL553-38 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | RED | 48-38 | 8 AWG | GXL | EC38 (1) |

| RL553-86 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | YEL | 2-48-1 | 18 AWG | GXL | S946 (2) |

| RL553-85 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | BLK | 248-35 GLOW RELAY CONTROL GND | 0.75 mm² | FLRYW | ECM-J1 (35) |

| S964 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | YEL | CAN 2 HI DIAG CAN HIGH | 20 AWG | J1939 CABLE | S949 (2) |
| 2 | YEL | CAN 2 HI DIAG CAN HIGH | 20 AWG | J1939 CABLE | X960 (A) |
| 2 | YEL | CAN 2 HI DIAG CAN HIGH | 20 AWG | J1939 CABLE | B950 (H) |

| S1001 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | BLK | 148-35-2 START | 0.75 mm² | FLRYW | ECM-J1 (35) |
| 1 | BLK | 148-35-3 | 18 AWG | GXL | X999 (1) |
| 2 | BLK | 148-35-1 START | 18 AWG | GXL | X901 (2) |

| S946 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | YEL | 2-48-1 IGNITION | 16 AWG | GXL | M5932 (H) |
| 1 | YEL | 2-48-2 IGNITION | 18 AWG | GXL | X950 (K) |
| 2 | BLK | 148-88 IGNITION | 0.75 mm² | FLRYW | ECM-J1 (88) |
| 2 | YEL | 2-48-3 IGNITION | 18 AWG | GXL | RL553-86 (1) |
| 2 | YEL | 2-48-4 IGNITION | 18 AWG | GXL | RL930 (1) |

| RL930 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | YEL | 2-48-4 IGNITION | 18 AWG | GXL | S946 (2) |
| 2 | BLK | 148-26 FUEL PUMP RELAY CTRL GND | 0.75 mm² | FLRYW | ECM-J1 (26) |

| S963 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | GRN | CAN 2 LO DIAG CAN LOW | 20 AWG | J1939 CABLE | S968 (2) |
| 2 | GRN | CAN 2 LO DIAG CAN LOW | 20 AWG | J1939 CABLE | B950 (G) |
| 2 | GRN | CAN 2 LO DIAG CAN LOW | 20 AWG | J1939 CABLE | B960 (B) |

| B907 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | | | | | |
| 2 | BLK | 148-35-1 START | 18 AWG | GXL | S1001 (2) |
| 3 | YEL | CAN 1 HI CUSTOMER CAN HIGH | 20 AWG | J1939 CABLE | S951 (2) |
| 4 | GRN | CAN 1 LO CUSTOMER CAN LO | 20 AWG | J1939 CABLE | S952 (2) |
| 5 | RED | 47-8 ALT EXCITE | 16 AWG | GXL | EC555-B+ (1) |
| 6 | SHLD | CAN 1 SHLD CUSTOMER CAN 1 HI/LO | 20 AWG | J1939 CABLE | ECM-J1 (MC) |

| B902 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | YEL | 2-1-99 IGNITION | 18 AWG | GXL | M5932 (G) |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |

| X941 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | BLK | 148-64 WATER IN FUEL SW | 0.75 mm² | FLRYW | ECM-J1 (64) |
| 2 | BLK | 148-57 WATER IN FUEL SW RTN | 0.75 mm² | FLRYW | ECM-J1 (57) |
| 3 | WHT | 48-96 FUEL PUMP | 14 AWG | GXL | RL930-T (1) |
| 4 | BLK | 000-48-1 ENG GND | 14 AWG | GXL | T920 (1) |

| X960 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| A | YEL | CAN 2 HI DIAG CAN HIGH | 20 AWG | J1939 CABLE | S964 (2) |
| B | GRN | CAN 2 LO DIAG CAN LOW | 20 AWG | J1939 CABLE | S963 (2) |
| C | | | | | |

| X999 | | | | | |
|---|---|---|---|---|---|
| CONN POS | WIRE COLOR | WIRE LABEL | GAUGE | JACKET | TO |
| 1 | BLK | 148-35-3 | 18 AWG | GXL | S1001 (1) |
| 2 | BLK | 000-48-3 GND | 18 AWG | GXL | T920 (1) |



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