Service Manual

Fastrac 3200 / 3230 Tier 4

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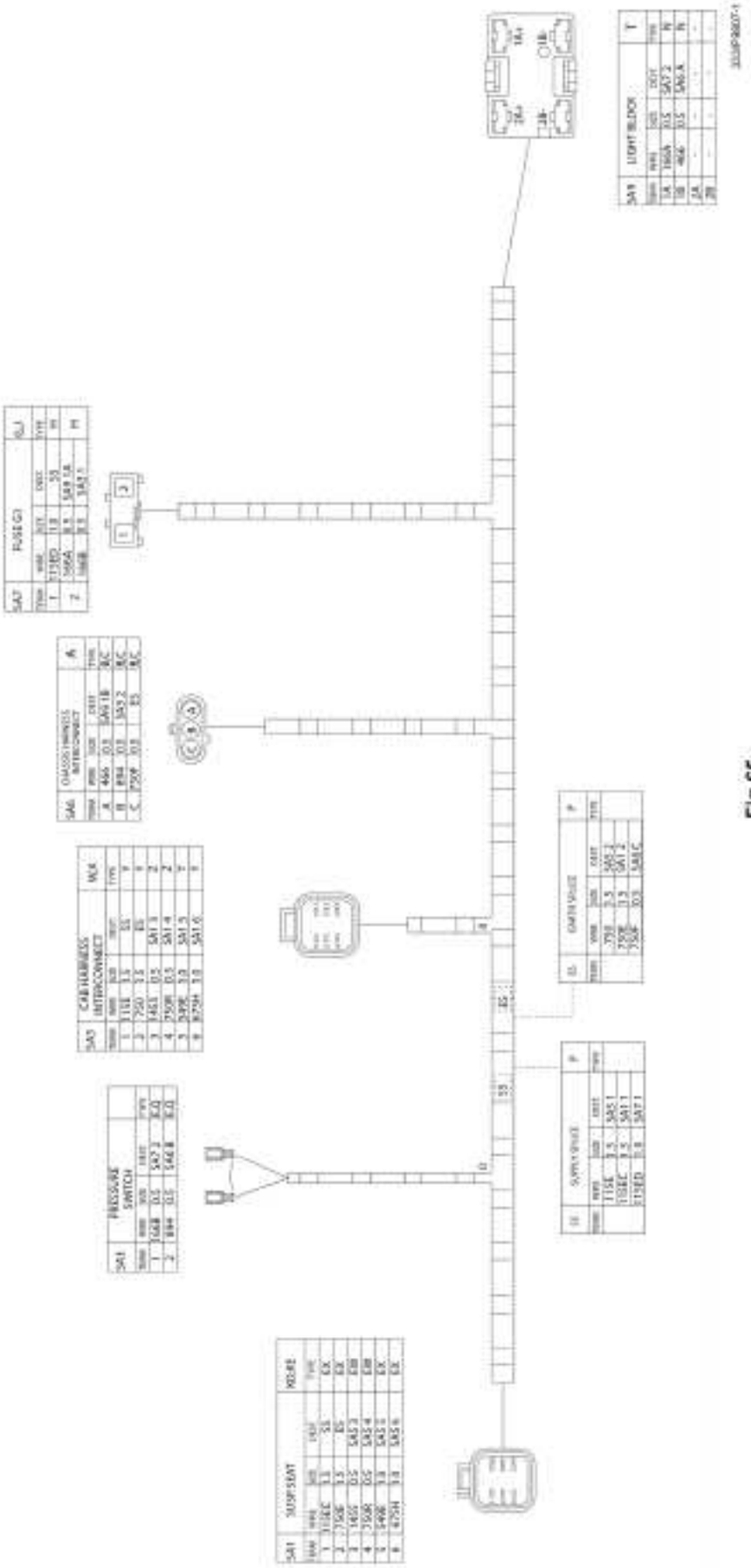


Fig 65.
Italian SAFIM Valve Harness Cab 333-P9807-1 (C-114)

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5 Use switch **D** to move steering to full left lock and hold. ⇨ *Fig 45. (H-44)*

The gauge reading should be the specified GPS steering main relief valve pressure +0/-3 bar (45 lbf/in²) ⇨ *Technical Data (H-1)*

6 Use switch **D** to move steering to full right lock and hold. The gauge reading should be the specified GPS steering main relief valve pressure +0/-3 bar (45 lbf/in²). ⇨ *Technical Data (H-1)*

7 If the gauge reading is not correct, slacken locknut **E** and turn screw **F** clockwise to increase the pressure or counter clockwise to decrease. ⇨ *Fig 48. (H-46)*

8 Repeat steps 5 to 7 as required. Tighten locknut **E** when the pressure is correct.

GPS Steering Pilot Relief Valve

⚠ WARNING

Make sure the vehicle cannot be moved, as it is necessary to work under the machine to do this job.

0027

1 Connect and test the service harness. ⇨ *Preparation (H-44)*

Note: *The control valve is in the right hand pannier. On machines fitted with chocks, the chock carrier will restrict access to the test points. If necessary, remove the chocks, remove two bolts and remove chock holder form the chassis.*

2 Connect 0 - 400 bar (0 - 6000 lbf/in²) pressure gauge to **TP2** on the control valve. ⇨ *Fig 48. (H-46)*

Note: ***TP2*** *is on the back (inboard side) of the valve block.*

3 Turn start switch to position 1. Error code P0081 will be displayed.

4 Start engine. Error codes P0081, P0081 and P0086 will be displayed.

5 Use switch **D** to move steering to full left lock and hold. ⇨ *Fig 45. (H-44)*

Turn steering wheel slowly to the right. The pressure should start to rise and the steering should start to judder at the specified GPS steering pilot relief valve pressure. ⇨ *Technical Data (H-1)*

6 Use switch **D** to move steering to full right lock and hold. Turn steering wheel slowly to the left. The pressure should start to rise and the steering should start to judder at the specified GPS steering pilot relief valve pressure. ⇨ *Technical Data (H-1)*

7 If the pressure is not correct, slacken locknut **G** and turn screw **H** clockwise to increase the pressure or counter clockwise to decrease. ⇨ *Fig 48. (H-46)*

8 Repeat steps 5 to 7 as required. Tighten locknut **G** when the pressure is correct.

Related Error Codes

Low Pressure Transducer Error Codes

P.80 - GPS Low pressure error.
P.81 - GPS Open circuit error.
P.82 - GPS High pressure error.
P.83 - GPS Over pressure error.
P.84 - High side driver supply error.

ESV1 Solenoid Error Codes

P.85 - GPS ESV solenoid had short circuit error.
P.86 - GPS ESV solenoid had open circuit error.
P.87 - GPS ESV solenoid had over temperature error.

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Technical Data

At the time of publication some of the applicable descriptions, specifications and procedures were not available. When information becomes available it will be included in a future issue of this publication. Refer to the latest publication issue.

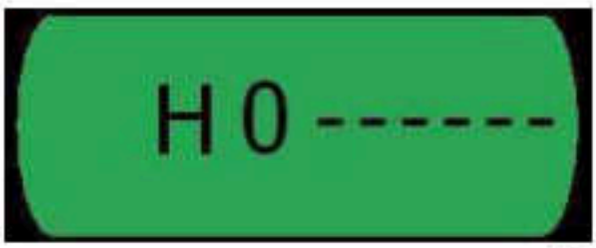
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Valve Slices Currently Configured

Upon accessing Configuration Mode the spool valve slices which are connected and configured will be displayed on the instrument panel. Slices configured are identified by the prefix `H'.

Some examples of valve slice configuration that may be seen on the instrument panel are as follows:

Note: *The illustrations may differ from the display on the machine.*



C071739

Fig 7. One or more slices connected but none yet configured. ('0' indicates Bosch state)



C071740

Fig 8. All six slices connected and configured correctly.



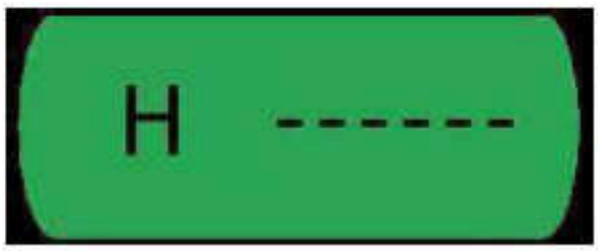
C071660

Fig 9. A Bosch default slice is connected ('0') and can be configured as either slice 2 or 5. Slices have been connected and configured to positions 1, 3. 4 and 6.



C071768

Fig 10. Slices 1, 2, 3, 4 and 6 (front hitch) configured. Slice 5 either not fitted or not connected.



C071738

Fig 11. Either: No slices connected, CAN2 wiring or supply fuse fault or non-compatible slice connected. Slices each need returning to Bosch state first using the following method:

Configuring `Bosch' Slices

The object of this procedure is to make sure that each valve slice is correctly identified to its proper position number on the Fastrac. ⇨ ***Table 1. (E-22)*** When configured, each valve slice will store this identity even if it is unplugged.

To wipe the slice memory it must be restored to Bosch state, ⇨ ***Returning Configured Slices to Bosch State (E-25)***

As with earlier machines, only one new valve slice can be configured at a time.

Configuration is very quick. To avoid confusion it is best to work methodically through the configuration process and configure all valve slices.

Configuration Procedure

In this procedure valve slices are connected one at a time, configured from their Bosch state and then disconnected again before proceeding.

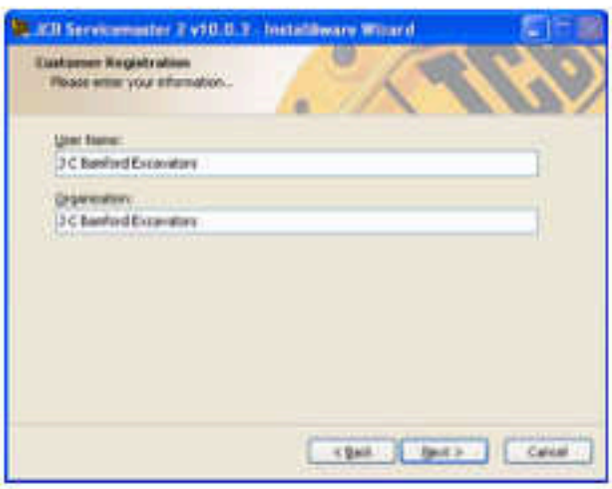
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T040310-5

Fig 7.

6 The next screen requires you to put in your username and organization. Once inserted, click next.



T040310-6

Fig 8.

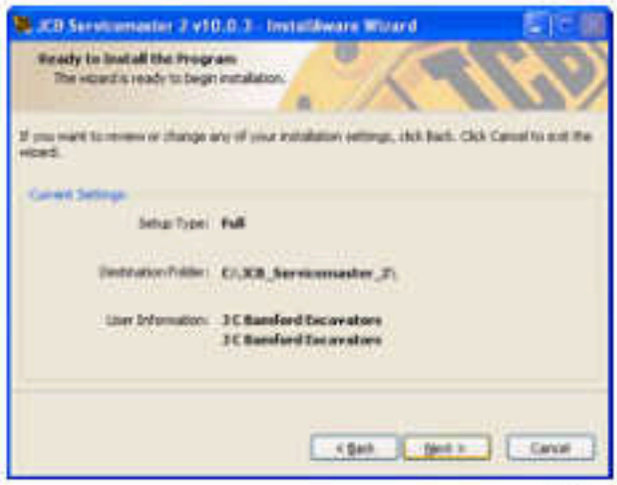
7 On the next screen, please choose "Complete" to do the full install to your laptop.



T040310-7

Fig 9.

8 The next screen shows you where ServiceMaster will be installed to on your computer. Click next to begin the install.



T040310-7

Fig 10.

9 During the install you may get a number of errors indicating language files for TransLink haven't been found. Please click Ignore, these files will be installed later via WebUpdate.

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