SECTION 1. SPECIFICATIONS

1.1 OPERATING SPECIFICATIONS

Table 1-1. Operating Specifications

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Table 2-3. Preventive Maintenance and Safety Inspection

AREA	INTERVAL				
	Daily	Weekly	100 Hours (3 Months)	200 Hours (6 Months)	400 Hours (1 year)
PLATFORM					
1. Controller	1,11				
2. Switches	1,11				
3. Placards and Decals	1,2				
4. Control Tags	1,2				
5. Hoses and Cables		4,8			
6. Wear Pads				8,12	
7. Handrails and Chains	1,4				
CHASSIS					
1. Battery	3	5			
2. Hydraulic Pump	1	5			
3. Valves	1	5			
4. Hydraulic Filter			ANNUAL		
5. Hydraulic Hoses and Tubing	1	5			
6. Hydraulic Oil Tank		5		3,4	
8. Lift Cylinder	1,12	5,6,13		4	
9. Limit Switch	1,7				
10. Tilt Alarm Switch					1,7
11. Placards and Decals	1,2				
12. Wheel and Tire Assemblies	1	8,9			
13. Drive Motors		1,5,6			
14. Drive Brakes		1,6		8	
15. Drive Torque Hubs		1,3,5,6			
16. Steer Cylinder	1	5,6,13		4	
17. Steer Components	1	4,6		8	
18. Wheel Bearings				8	12
19. Scissor Arms	1,4				
20. Safety Props	1,4				
21. Sliding Wear Pads				8,12	
22. Pivot Pins/Bolts	1,4			7,8	
23. Switches, Ground Control	1,11				
24. Control Tags	1,2				

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Motor Disassembly

NOTE: *For numbers in ( ), refer to Figure 3-5., Drive Motor.*

Motor Assembly

1. Place the Motor Housing (2) in a holding tool with the flange upwards.

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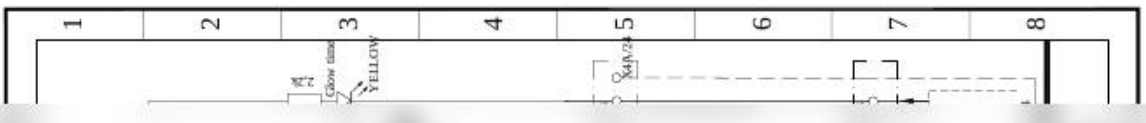
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REWS ERIES D UE	WITH LOC-WEL PATCH	IN-LB	FT-LB
		—	28
		—	30
		—	50
		—	55
		—	77
		—	82
		—	120
		—	127
		—	170
		—	182
		168	231
		178	242
			400
			440
			645
			700
			950
			1000
			1365
			1520
			1925
			2070
			2550
			2685
			3345
			3600

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Drive Hub

NOTICE

DRIVE HUB UNITS SHOULD ALWAYS BE ROLL AND LEAK TESTED BEFORE DISASSEMBLY AND AFTER ASSEMBLY TO MAKE SURE THAT THE UNIT'S GEARS AND SEALANTS ARE WORKING PROPERLY.

Torque-Hub units should always be roll and leak tested before disassembly and after assembly to make sure that the unit's gears, bearings and seals are working properly. The following information briefly outlines what to look for when performing these tests.

⚠ WARNING

IF THE MACHINE IS ON ANY INCLINE, THE WHEELS MUST BE ADEQUATELY BLOCKED PRIOR TO MANUALLY DISENGAGING THE BRAKES. FAILURE TO DO SO MAY RESULT IN INJURY OR EVEN DEATH.

Roll Test

The purpose of the roll test is to determine if the unit's gears are rotating freely and properly. You should be able to rotate the wheel or hub of the gearbox by hand. If you feel more drag in the gears only at certain points, then the gears are not rolling freely and should be examined for improper installation or defects. Some gear packages roll with more difficulty than others. Do not be concerned if the gears in your unit seem to roll hard as long as they roll with consistency.

Leak Test

The purpose of a leak test is to make sure the unit is air tight. You can tell if your unit has a leak if the pressure gauge reading on your leak checking fitting starts to fall after the unit has been pressurized and allowed to equalize. Leaks will most likely occur at the pipe plugs, the main seal or wherever o-rings are located. The exact location of a leak can usually be detected by brushing a soap and water solution around the main seal and where the o-rings or gaskets meet on the exterior of the unit, then checking for air bubbles. If a leak is detected in a seal, o-ring or gasket, the part must be replaced, and the unit rechecked. Leak test at **10 psi** for 20 minutes.

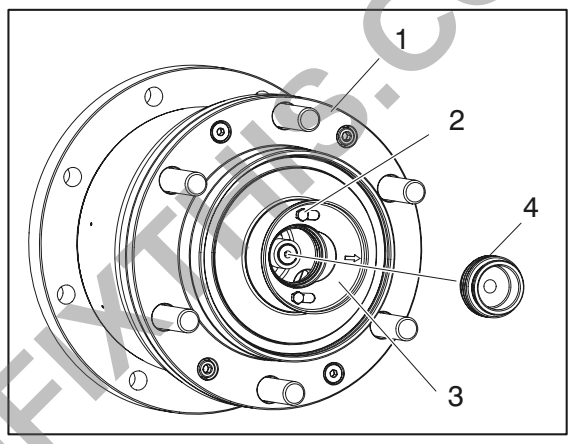
NOTE: *Due to the small air volume inside this Torque-Hub, it will pressurize very quickly. If the pressure becomes excessive in the unit the seals will be destroyed.*

Lubricant

The torque hub unit is shipped with 90W gear oil. It is designed to utilize the same oil throughout its service life. However, should it need to be serviced the oil will need to be drained and replaced.

In the event of servicing, fill the unit with Arco H.D. 120# Drum or Exxon GX 80W-90.

Hub



1. Drive Hub
2. Screw
3. Circlip
4. Pin

Figure 3-1. Drive Hub

Hub Disengaging and Oil Checking Procedure:

1. Loosen the two Screws (2) securing the Circlip (3).
2. Slide the Circlip (3) in the direction of the arrow.
3. Remove the Pin (4).
4. The proper gear oil level should be to the base of the opening. Add gear oil if needed.
5. Turn the Pin (4) around and place back onto Hub (1).

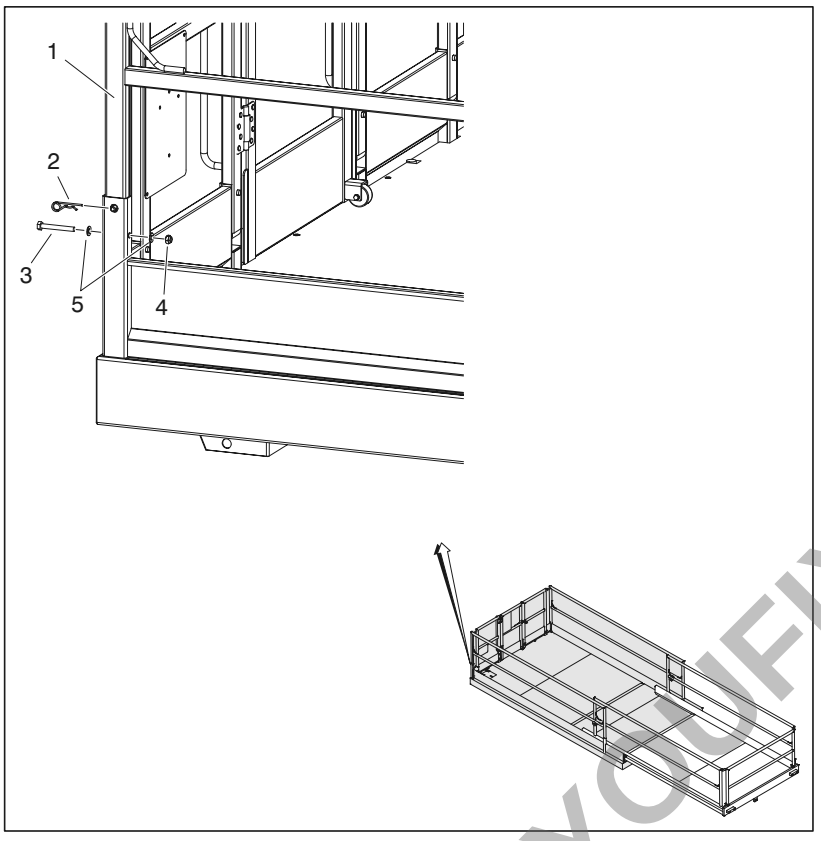
NOTE: *The side of the Pin that was facing outside should now be facing the inside of the hub.*

6. Slide Circlip (3) in opposite direction of arrow to secure the Pin. Tighten Screws (2) to secure the Circlip in place.

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Main Platform Side Rails



1. Main Platform Side Rail
2. Cotter Pin
3. Bolt, M12 x 80mm
4. Nut, M12
5. Washer, M12

Figure 3-29. Side Rails Removal

NOTE: *Stow or remove Main Platform End Rails and Platform Extension Side Rails before removing the Main Platform side rails. (See instructions on previous pages).*

NOTE: *Procedures apply to both left and right sides.*

Removal:

1. Remove the Cotter Pins (2) on the rail legs.
2. Carefully fold the rails inward to the stowed position.
3. Remove rails from the platform by removing the Bolts (3), Nuts (4), and Washers (5) from the legs on each rail.

NOTE: *Each side rail weighs approximately 19 kg (42 lbs).*

NOTE: *Procedures below apply to both left and right sides.*

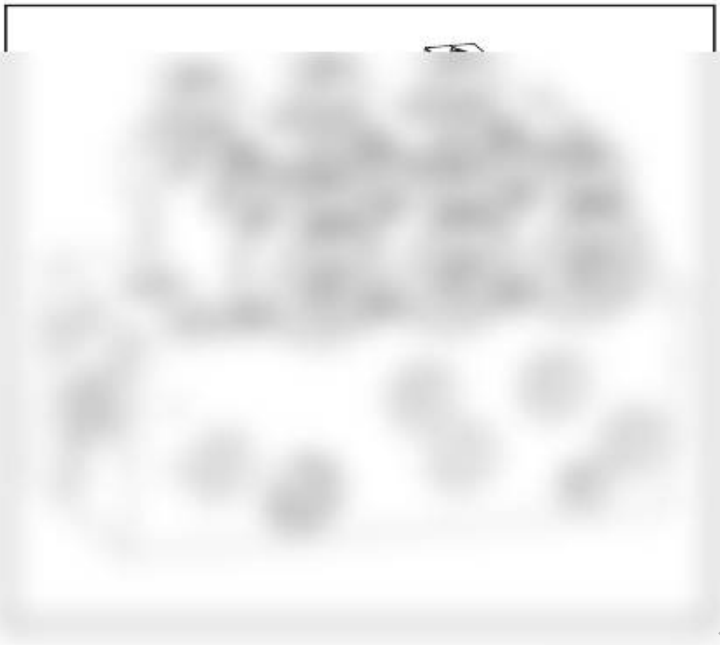
Installation:

1. Carefully place side rails on the platform in their stowed position, lining up the bolt holes on the rail legs with the appropriate connecting points on the platform.
2. Follow the removal procedures in reverse order.

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Drive Valve Assembly



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6.4 WORKING WITH DEUTSCH CONNECTORS

DT/DTP Series Assembly

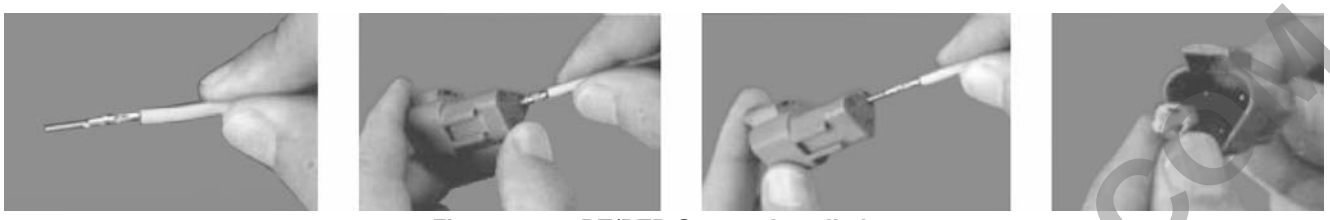


Figure 6-12. DT/DTP Contact Installation

1. Grasp crimped contact about 25mm behind the contact barrel.
2. Hold connector with rear grommet facing you.
3. Push contact straight into connector grommet until a click is felt. A slight tug will confirm that it is properly locked in place.
4. Once all contacts are in place, insert wedgelock with arrow pointing toward exterior locking mechanism. The wedge-lock will snap into place. Rectangular wedges are not oriented. Thy may go in either way.

NOTE: *The receptacle is shown - use the same procedure for plug.*

DT/DTP Series Disassembly



Figure 6-13. DT/DTP Contact Removal

5. Remove wedgelock using needlenose pliers or a hook shaped wire to pull wedge straight out.
6. To remove the contacts, gently pull wire backwards, while at the same time releasing the locking finger by moving it away from the contact with a screwdriver.
7. Hold the rear seal in place, as removing the contact may displace the seal.

HD30/HDP20 Series Assembly



Figure 6-14. HD/HDP Contact Installation

8. Grasp contact about 25mm behind the contact crimp barrel.
9. Hold connector with rear grommet facing you.

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