ELECTRICAL DIAGRAMS BY FUNCTION

1 - START-UP / CUSTOMER DIGICODE

Electrical connectors					
Wiring harness type	**Item**	**Name component**	**Designation**	**Position on diagram**	**Hydraulic equivalence code**
Cab	X1	S2	4-Way ignition switch Frame / Cab Interface	C11	
Cab	X2	S2	6-way ignition switch	C15	
Engine 1	X4	M1	Starter electrovalve	I3	
Engine	X7		Terminal of 10	C1	
Engine	X8		Terminal of 10	E1	
Engine 1	X9		Power supply terminal	K5	
Engine 1	X10		Engine power supply terminal	K5	
Cab	X13	A9	Cluster	C39	
Engine 1 / Cab	X23		Cab / Engine Interface	M29	
Cab	X118		Customer digicode	A25	
Engine 1	X175	A13	John Deere engine computer	Q27	
Cab	X201		Copper ends on gearbox fuses	E14	
Engine	X293		Engine computer power relay	I4	
Engine	X294		Relay power supply terminal	G4	
Engine	X295		ECU power supply relay.	G6	

Electrical components			
Item	**Designation**	**Position on diagram**	**Hydraulic equivalence code**
A9	Cluster	A36	
A13	John Deere engine computer	Q23	
G1	Battery	A2	
G2	Alternator	Q1	
M1	Starter electrovalve	G2	
S1	Battery cut-off	C1	
S2	Ignition switch	A10	

Fuse box				
Item	**Designation**	**Current**	**Position on diagram**	**Hydraulic equivalence code**
	BF3			
F7	Anti-theft + (customer anti-start option)	2A	E18	
F9	Ignition switch position 1	2A	E19	
F22	Cluster Power Supply	3A	G15	
F25	Customer anti-start	2A	G16	
F31	Computer alert John Deere engine	5A	G16	
F43	Ignition switch	50A	E14	
	Engine fuse box			
F52	Starter control fuse relay	30A	K5	
F53	Engine computer fuse	30A	K6	
F54	Engine computer fuse	30A	K7	
F55	Engine computer fuse	30A	K8	
K21	Starter control relay	20/30A	O4	
K22	Engine computer power supply relay	100A	G5	
K23	K22 safety relay	20/30A	G9	

Splices	
Item	**Position on diagram**
Ep.1	Q24
Ep.22	I8
Ep.23	M27
Ep.25	I11
Ep.3	M29
Ep.4	Q25
Ep.5	Q25

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Item	Designation	Position on diagram	Characteristics (Options)
PAAR (O)	REAR ATTACHMENT PLUG	G20/G22/G25/ G26/G28	OPTION
PAAV	FRONT ATTACHMENT CONNECTOR	E39	
PAAV (O)	FRONT ATTACHMENT CONNECTOR	E32/E24/G37	OPTION
PD	STEERING PUMP	G11/A22	
PFR	TRAILER BRAKE PLUG	A15	
PRF (O)	LEAKAGE RETURN CONNECTOR	M22	OPTION
PP	PRESSURE TEST PORT	A7/E4/E6/G6/M39/ M40/S41	
PRES	PRESSURE SWITCH	G6/A8/K14/K32	
R	HYDRAULIC TANK	S15	
RA (O)	ATTACHMENT VALVES	E33/E38	OPTION
RDU	UNIDIRECTIONAL FLOW REDUCER	O6	
RH	OIL COOLER	A13	
RLF	BRAKE FLUID TANK	G5	
SD	3-POSITION STEERING DISTRIBUTOR	G12	
	- POSITION 1: SHORT STEERING	E11	
	- POSITION 2: FRONT-WHEEL STEERING	E11	
	- POSITION 3: CRAB STEERING	E11	
VAFR	TRAILER BRAKE VALVE	A17	
VASF (O)	TELESCOPE SUSPENSION VALVE	K30	OPTION
VC	COMPENSATING CYLINDER	M40	SIZE 110x55 C 320
VCD	LEVELING CYLINDER	A37	SIZE 120x55 C 107
VDar	REAR STEERING CYLINDER	O17	
VDav	FRONT STEERING CYLINDER	O3	
VI	TILTING CYLINDER	K37	DE 140x70 C 385
VIC	COMPENSATING ISOLATION VALVE	M38/M39	
VL	LIFTING CYLINDER	G37/O33	DE 150x70 C 782
VT	TELESCOPE CYLINDER	K32	DE 75x55 C 2975
VT1	TELESCOPE CYLINDER 1	K29	DE 80x50 C 2624
VT2	TELESCOPE CYLINDER 2	K26	DE 100x60 C 2624
VVT (O)	CARRIAGE LOCKING CYLINDER	E32/E37	DE 60x45 C 183 - OPTION
Y9	SAFETY VALVE DISTRIBUTOR 1	Q27	
Y10	JIB SUSPENSION ELECTROVALVE 1	K32	OPTION
Y11	JIB SUSPENSION ELECTROVALVE 2	K21	OPTION
Y12	TELESCOPE HEAD ELECTROVALVE	G32/G34	OPTION
Y13	NEGATIVE BRAKE ELECTROVALVE	C7	
Y31	HYDRAULIC PUMP CONTROL ELECTROVALVE	M12	
Y57	AUTO WHEEL-ALIGNMENT ELECTROVALVE 2a	E23	OPTION
Y58	AUTO WHEEL-ALIGNMENT ELECTROVALVE 2B	E23	OPTION
Y59	AUTO WHEEL-ALIGNMENT ELECTROVALVE 3a	E22	OPTION
Y60	AUTO WHEEL-ALIGNMENT ELECTROVALVE 3b	E22	OPTION
Y61	FAN CONTROL ELECTROVALVE	C16	
Y63	ANTI-CLOCKWISE FAN ELECTROVALVE	E15	
Y64	COMPENSATION INSULATION ELECTROVALVE	M40	
Y67	HYDRAULIC DEFLECTING 2x2 REAR ATTACHMENT ELECTROVALVE	I20/I23/I25	OPTION
Y68	5 COMPONENT DISTRIBUTOR ELECTROVALVE ATTACHMENT 2 DIRECTION 1	S29	OPTION
Y69	5 COMPONENT DISTRIBUTOR ELECTROVALVE ATTACHMENT 2 DIRECTION 2	Q29	OPTION
Y70	COMPENSATION INSULATION ELECTROVALVE	S36	
Y71	TILT CONTROL PROPORTIONAL ELECTROVALVE	Q36	
Y72	LIFT CONTROL PROPORTIONAL ELECTROVALVE	Q33	

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STANDARD TIGHTENING TORQUES

Standard tightening torque to be used when not otherwise indicated in the removal and refitting operations:

- The following tightening torques are given for hexagon head screws without flanges and cylinder head hexagon socket screws.
- The torques are given for a friction coefficient μ = 0,20 corresponding to dry-fitted zinc-plated fasteners and for torque tools having a ± 20 % class C tightening torque accuracy (equivalent to pneumatic screwdrivers).

1 - Tightening torque in N.m (±20%) for screw / nut connection (NF E 25-030-1):

Ø x "coarse" pitch	*Grade 8.8*	*Grade 10.9*	*Ø x "fine" pitch*	*Grade 8.8*	*Grade 10.9*
M6 x 1	8,2	12,1	-	-	-
M8 x 1,25	20	30	M8 x 1	22	32
M10 x 1,5	40	59	M10 x 1,25	43	63
			M10 x 1	46	68
M12 x 1,75	69	102	M12 x 1,5	74	108
			M12 x 1,25	78	115
M14 x 2	111	163	M14 x 1,5	123	181
M16 x 2	175	256	M16 x 1,5	190	279
M18 x 2,5	240	352	M18 x 1,5	279	410
M20 x 2,5	341	501	M20 x 1,5	391	574
M22 x 2,5	470	691	M22 x 1,5	531	780
M24 x 3	588	864	M24 x 2	659	967
M27 x 3	874	1284	M27 x 2	965	1418
M30 x 3,5	1181	1735	M30 x 2	1351	1984
M33 x 3,5	1614	2371	M33 x 2	1821	2674
M36 x 4	2068	3037	-	-	-

For hexagon screws with flanges (NF E 25-030-1) :
Apply an increased torque of +10%.



Where washers are used, the following coefficient is to be applied (FD E 25-502) :
- Smooth tapered washer (CL): +5%
- Spring (or Grower) washer without jaws (W) : +10%
- Conical, internal teeth (CDJ-JZC) : +15%.

2 - Tightening torque in N.m (±20%) for screw / nut connection (with marking) :

Ø x Pitch	4 4T (flange : 4.8T)	5 5T	6 6T (flange : 6.8T)	7 7T	8 8T (flange : 8.8T)	(flange : 10.9T)	11 (flange : 11.9T)
M6 x 1	**5.4** (5.5)	**6.5**	**7.8** (7.5)	**11**	**12** (12)	(15.5)	(17.5)
M8 x 1,25	**13** (13)	**16**	**19** (19)	**25**	**29** (29)	(38)	(42)
M10 x 1,25	**25** (27)	**32**	**39** (39)	**52**	**61** (61)	(80)	(89)
M12 x 1,25	**47** (50)	**59**	**72** (71)	**95**	**108** (110)	(145)	(160)
M14 x 1.5	**75** (78)	**91**	**108** (110)	**147**	**172** (175)	(230)	(260)
M16 x 1.5	**113** (120)	**137**	**172** (170)	**226**	**265** (270)	(360)	(400)

use the upper class where spring (or Grower) washers are used.

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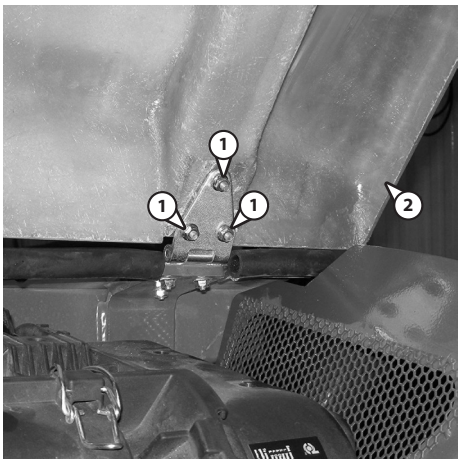
ERROR CODES (DTC)

GEAR BOX

Error code					Components	Description of error	Cause of fault	Repair
DANA APC 214	(Hexadecimal)		(Decimal)					
	Error code	Fault type	Error code	Fault type				
15.03	7F015	03	520213	03	Converter outlet oil temperature sensor	Analog input 5 - wire B04: higher voltage than normal or short-circuit to positive (SC+)	The measured value of analog input 5 is higher than the permitted maximum range. The input is definitely short-circuited to the positive.	- Check the wiring between APC 214 and the device connected to this analog input. - Check the installation and the operation of the connected device. - Refer to the other errors reported to identify the analog input data value concerned.
15.04	7F015	04	520213	04		Analog input 5 - wire B04: lower voltage than normal or short-circuit to negative (SC-)	The measured value of analog input 5 is lower than the permitted maximum range. The input is definitely short-circuited to the ground (negative).	
17.03	7F017	03	520215	03	Sump oil temperature	Analog input 7 - wire A13: higher voltage than normal or short-circuit to positive (SC+)	The measured value of analog input 7 is higher than the permitted maximum range. The input is definitely short-circuited to the positive.	
17.04	7F017	04	520215	04		Analog input 7 - wire A13: lower voltage than normal or short-circuit to negative (SC-)	The measured value of analog input 7 is lower than the permitted maximum range. The input is definitely short-circuited to the ground (negative).	
1A.05	7F01A	05	520218	05	Turbine speed sensor	Speed input 0 - wire A22: lower current than normal or open circuit	The current measured in the speed sensor circuit is lower than normal. The input certainly has a loose connection or is short-circuited to the positive.	- Check the wiring between APC 214 and the sensor connected to this speed input. - Check the installation and the operation of the connected sensor. - Refer to the other errors reported to identify the speed data value concerned.
1A.06	7F01A	06	520218	06		Speed input 0 - wire A22: higher current than normal or grounded circuit	The current measured in the speed sensor circuit is higher than normal. The input is certainly short-circuited to the ground (negative).	
1B.05	7F01B	05	520219	05	Output speed sensor	Speed input 1 - wire A24: lower current than normal or open circuit	The current measured in the speed sensor circuit is lower than normal. The input certainly has a loose connection or is short-circuited to the positive.	
1B.06	7F01B	06	520219	06		Speed input 1 - wire A24: higher current than normal or grounded circuit	The current measured in the speed sensor circuit is higher than normal. The input is certainly short-circuited to the ground (negative).	
20.03	7F020	03	520224	03	Forward/ reverse proportional electrovalve	Power output 0 - wire A2-A3 : higher voltage than normal or short-circuit to positive (SC+)	Dynamic monitoring of power output 0 by the APC 214 has detected that the output is short-circuited to the positive.	- Check the wiring between APC 214 and the device connected to this power output. - Check the installation and the operation of the connected actuator.
20.04	7F020	04	520224	04		Power output 0 - wire A2-A3 : lower voltage than normal or short-circuit to negative (SC-)	Dynamic monitoring of power output 0 by the APC 214 has detected that the output is short-circuited to the ground (negative).	

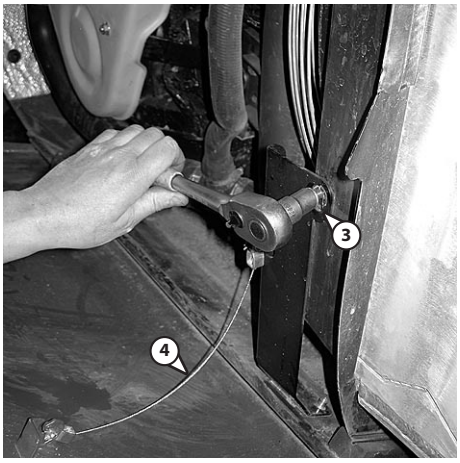
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BONNET REMOVAL

Remove the engine bonnet gas struts.
Remove the 3 nuts (Item 1) from each hinge
Remove the engine bonnet (Item 2).

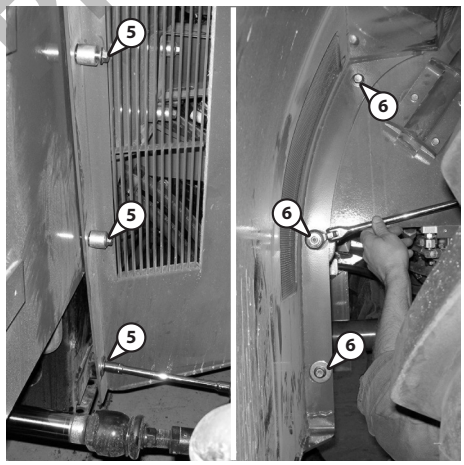


ENGINE HOUSING REMOVAL

Remove the screw from the support (Item 3) allowing the attachment of the housing closure cable (Item 4).



Take up the load of the engine housing in its position using a pallet truck.



Remove the engine housing rear (Item 5) and front (Item 6) fasteners.

Also unscrew the 5 screws of the air filter plate.

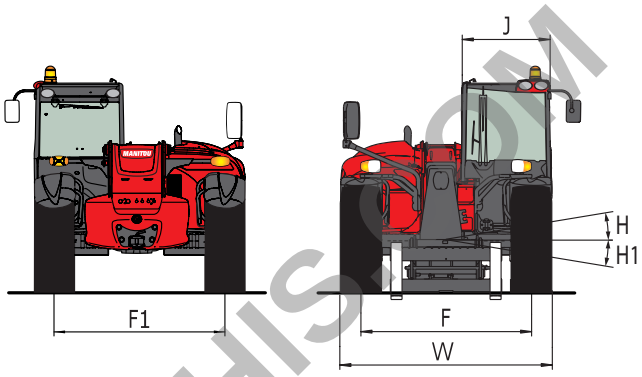
Remove the engine housing.

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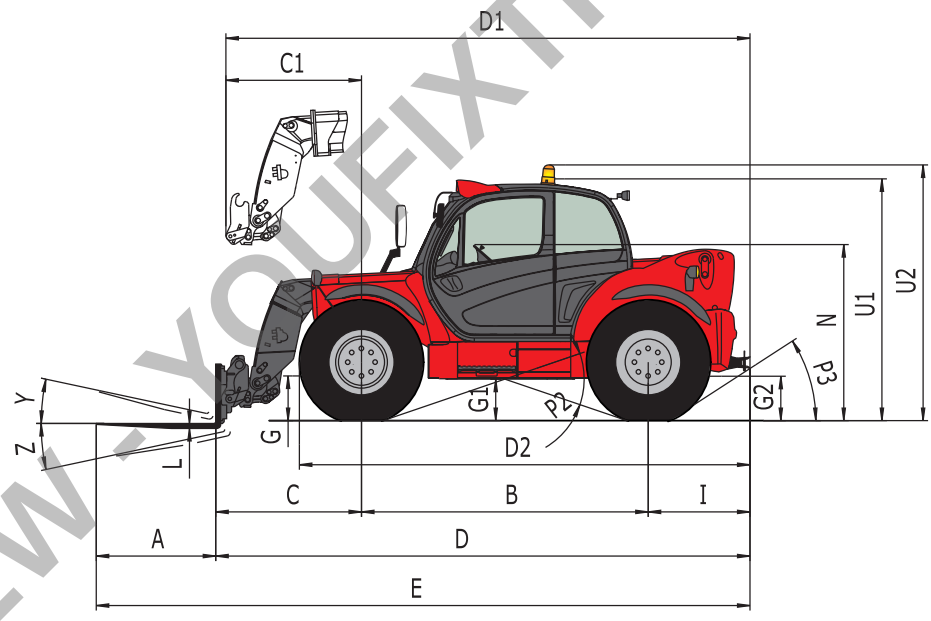
CHARACTERISTICS

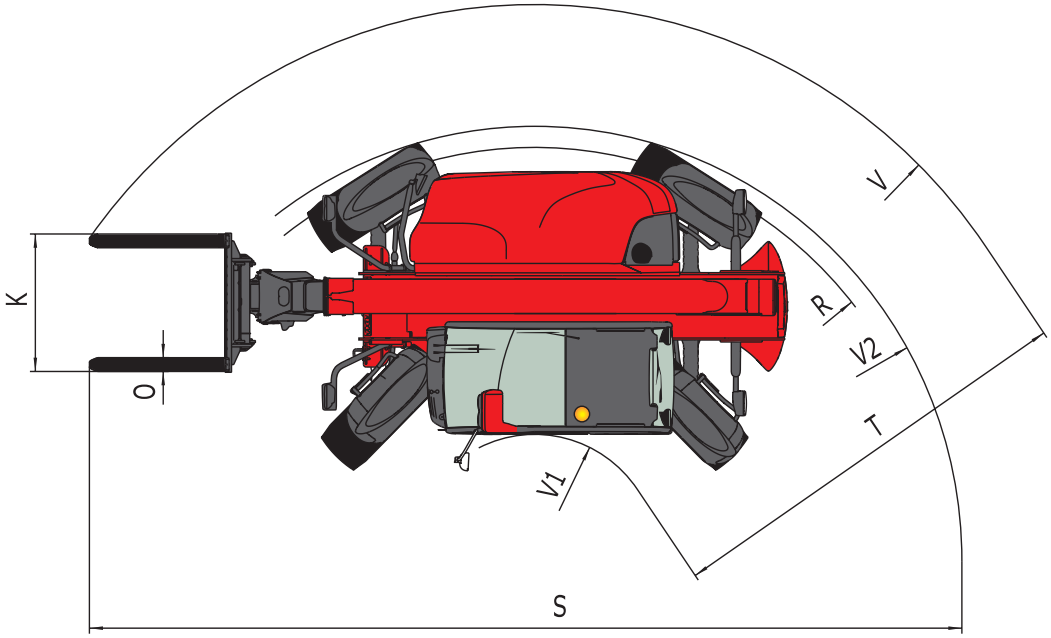
Designation		Values	
		840	1040
Truck weight with standard equipment (Forks)		8410 kg	9175 kg
Ground distribution with standard equipment (Forks)	Front axle	3690 Kg	4035 Kg
	Rear axle	4720 Kg	5140 Kg
Overall width		2392 mm	
Overall height		2530 mm	2559 mm
Overall length (without forks)		5269 mm	5069 mm
Ground clearance		425 mm	415 mm
Pulling force		6300 daN	6700 daN



DIMENSIONS

Item	Values	
	840	1040
A(mm)	1200	
B (mm)	2880	
C (mm)	1465	1264
C1 (mm)	1367	1167
D (mm)	5367	5166
D1 (mm)	5269	5069
D2 (mm)	4487	
E (mm)	6567	6366
F (mm)	1925	
F1 (mm)	1925	
G (mm)	457	447
G1 (mm)	425	415
G2 (mm)	454	444
H (°)	-	7
H1 (°)	-	7
I (mm)	1022	
J (mm)	995	
K (mm)	1245	
L (mm)	50	
N (mm)	1772	1762
O (mm)	125	
P2 (°)	37,5	
P3 (°)	33	37
R (mm)	3510	
S (mm)	7849	7647
T (mm)	4100	3900
U1 (mm)	2390	2419
U2 (mm)	2530	2559
V (mm)	5030	4830
V1 (mm)	930	930
V2 (mm)	3744	3744
W (mm)	2392	
Y (°)	12	
Z (°)	135	





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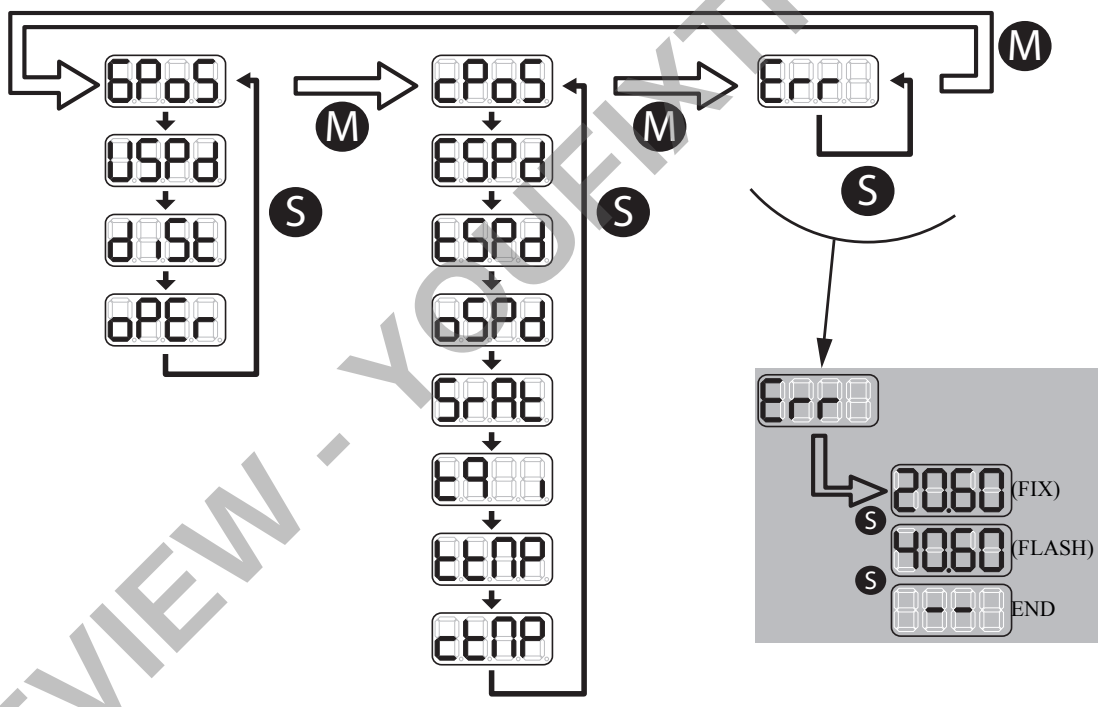
GEAR BOX CALIBRATION (APC 214)

APC 214 PRESENTATION

- Digital LED display
- 3 LED states
  - ⇒ D = Yellow, Diagnostic modes
  - ⇒ E = Yellow, Error
  - ⇒ F = Red; fault or APC 200 reset
- 2 buttons
  - ⇒ Ⓜ = Information group
  - ⇒ Ⓢ = Item in the group



Display menu

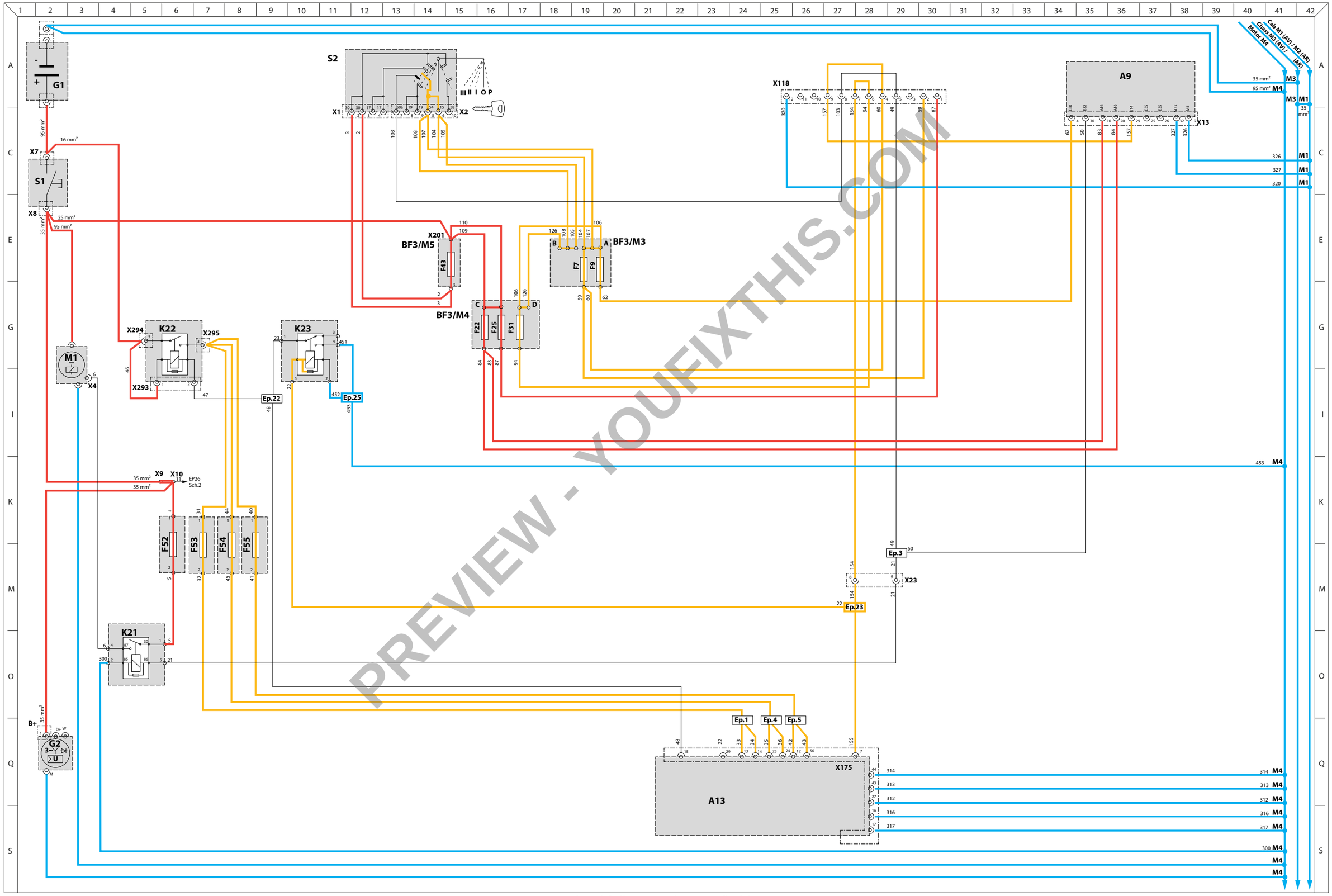


Display		Designation
GPOS	GPOS	Selected gear
USPD	VSPD	Speed in KM/H or MPH
DIST	DIST	Distance traveled (Note: the distance can be reset to zero by pressing "s" for 3 seconds.)
OPER	OPER	Number of hours operation
CPOS	CPOS	Position of JSM (+/-)
ESPD	ESPD	Engine speed in RPM
TSPD	TSPD	Turbine speed in RPM
OSPD	OSPD	Output speed in RPM
SRAT	SRAT	Speed ratio (Tspd / Espd),
TQ I	TQ i	Torque at gearbox input in Nm
TTMP	TTMP	Tank temperature
CTMP	CTMP	Converter outlet temperature 50 on LCD < 120° C ; 150 on LCD >120° C
ERR	Err	Stored (Flash) and current (Fixed) error codes

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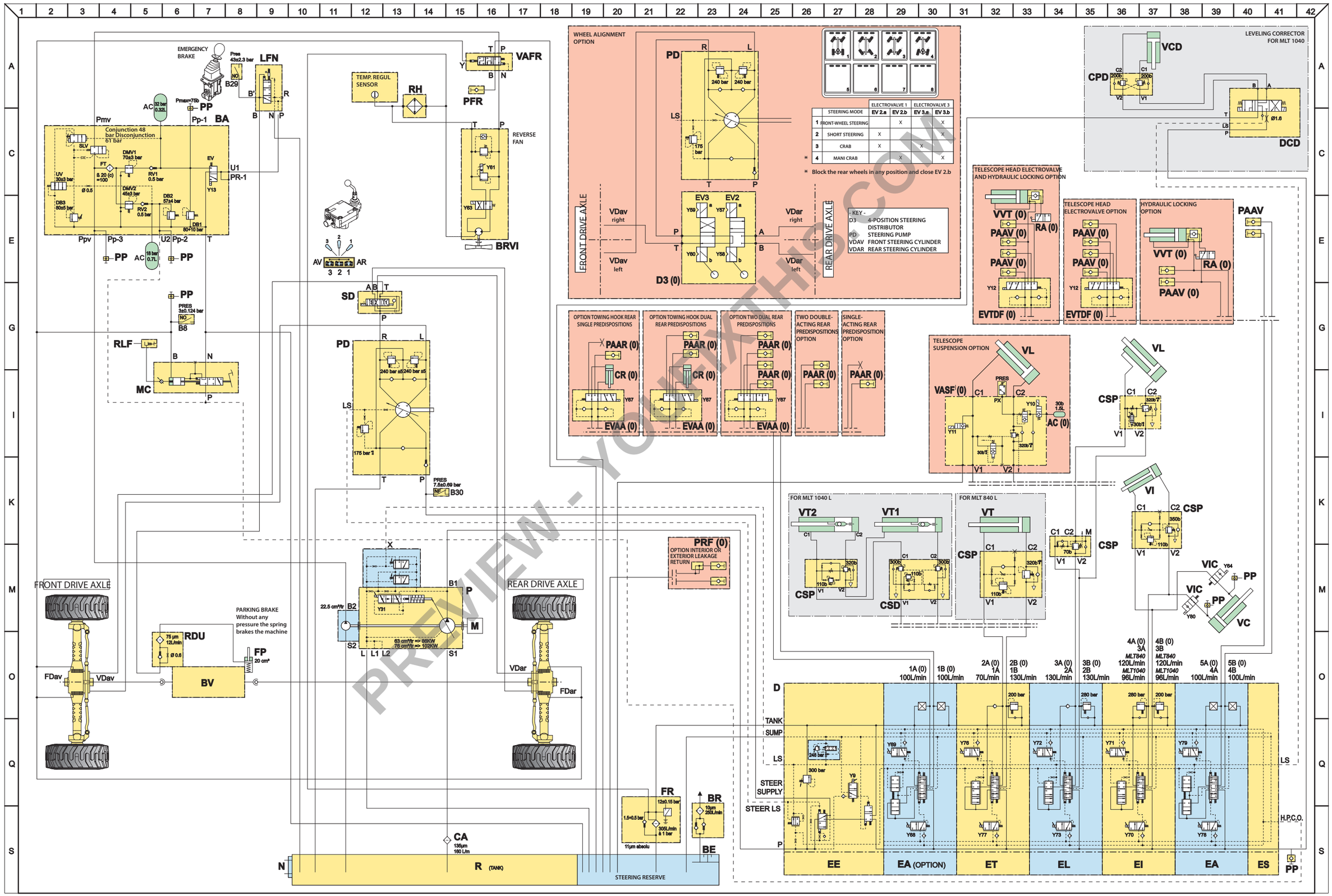
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DIAGRAM 1 (Start-up / Customer Digicode)



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SCHEMATIC DIAGRAMS

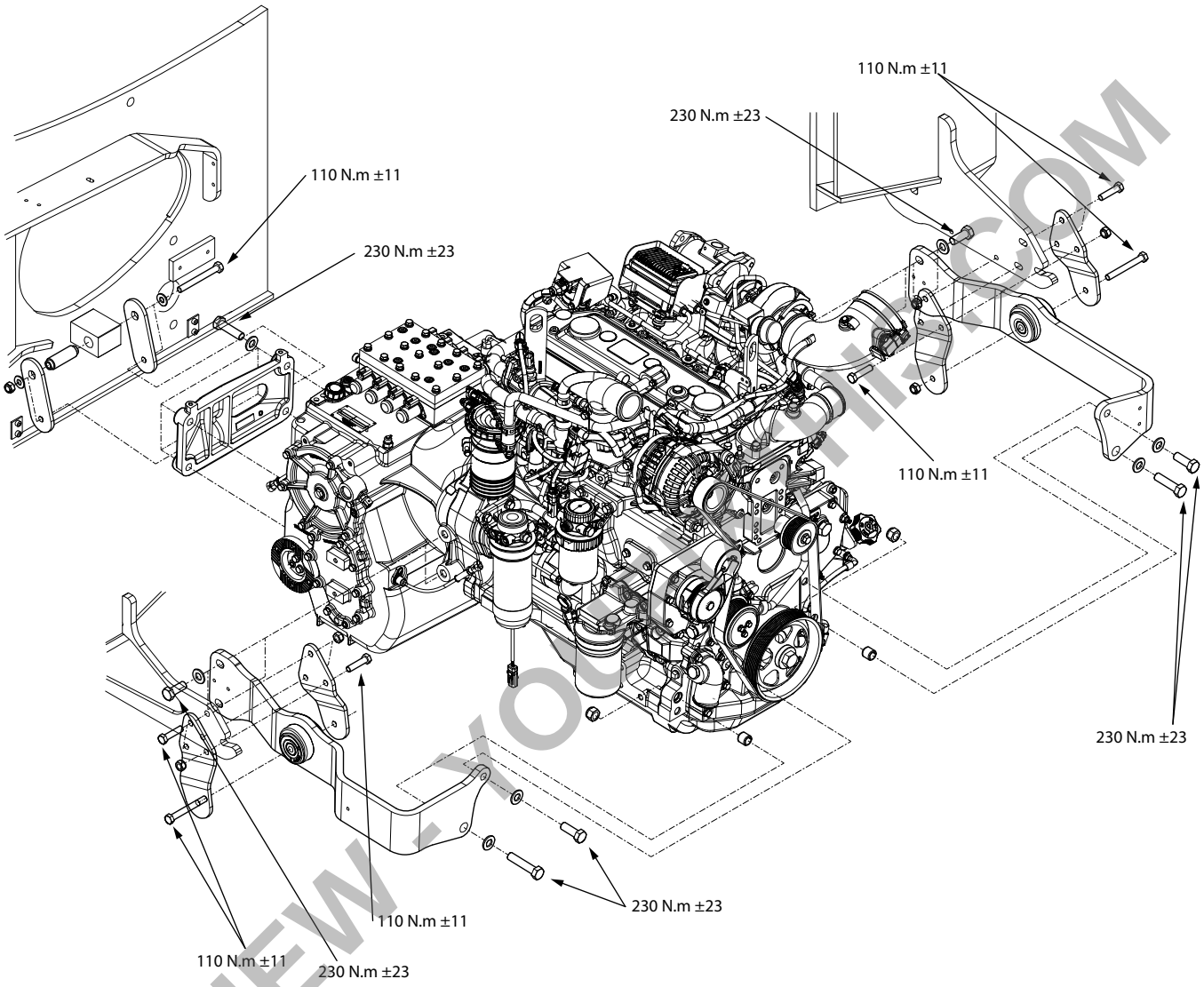


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TIGHTENING TORQUE

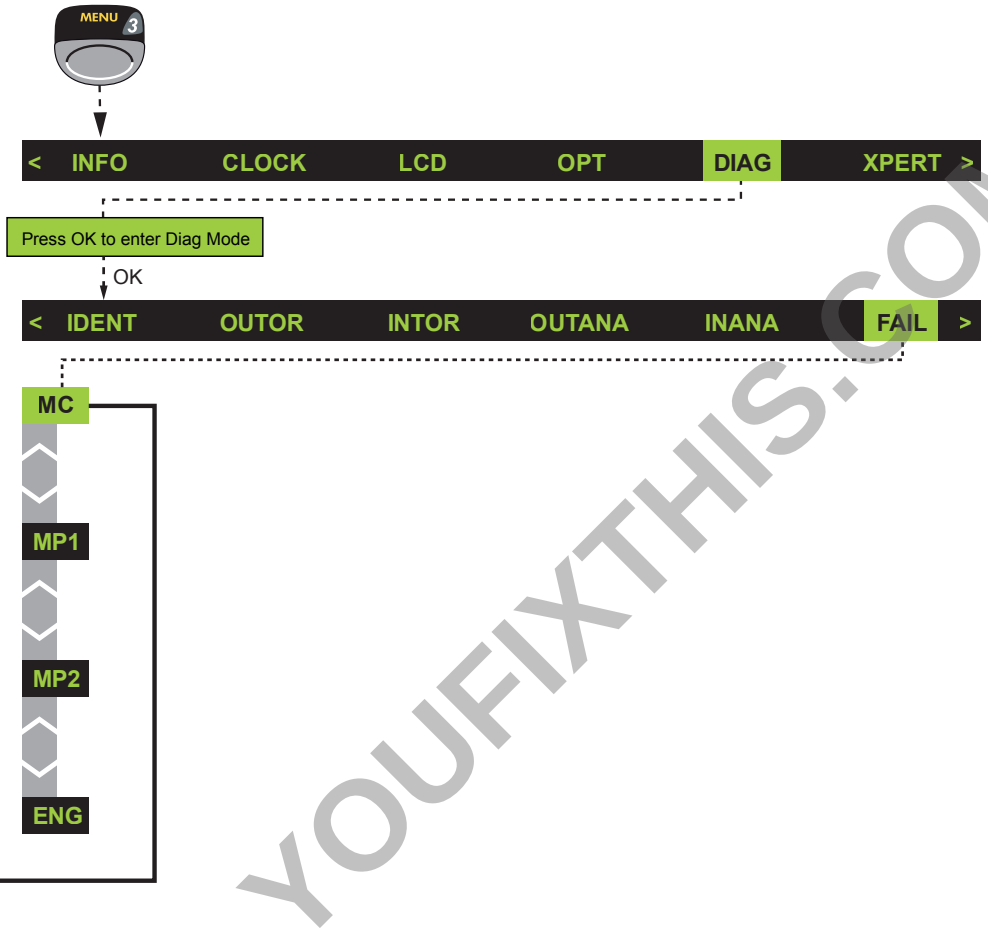
ENGINE SUSPENSION ASSEMBLY



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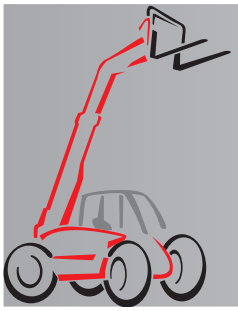
ERROR CODES (DTC)



DTC Error code	Problem	Type	Note
0400CD	Windscreen wiper output ground short circuit	S (system output)	Voltage lower than normal, or ground short circuited
040157	DPF PB lighting control ground short circuit	S (system output)	Voltage lower than normal, or ground short circuited
0500CD	Window wiper extension Vbat open circuit or ground short circuit	S (system output)	Lower current than normal, or open circuit
730000	Manimux cluster CAN dialog error	C (communication)	Network data received incorrect
800000	Cluster ECU overheating	I (internal fault)	Valid data but above the normal operational range – extremely high
820001	LSS Cluster out of range	I (internal fault)	Inconsistent data (intermittent or incorrect)
820002	Out of range passive gage 1	I (internal fault)	Inconsistent data (intermittent or incorrect)
820003	Out of range passive gage 2	I (internal fault)	Inconsistent data (intermittent or incorrect)
A20000	Passive strain gauge inconsistency	F (system function)	Inconsistent data (intermittent or incorrect)
A2040A	Diesel Particulate Filter (DPF) switch inconsistence	F (system function)	Inconsistent data (intermittent or incorrect)

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ENGINE REFIT

pages

PREPARATION AND SAFETY INSTRUCTIONS 2
- SPECIFIC TOOLING 2

ENGINE REFIT 3
- ENGINE / GEARBOX COUPLING 3
- AIR-CONDITIONING COMPRESSOR REFIT (OPTION) 5
- ENGINE HARNESS CONNECTION 6

ENGINE-GEARBOX ASSEMBLY REFIT 10
- ENGINE / GEARBOX / CONVERTER COUPLING 10
- ENGINE-GEARBOX ASSEMBLY REFIT 12
- ENGINE HARNESS CONNECTION 15

COOLER REFIT 19

ENGINE BONNET AND HOUSING REFIT (◁10 - ENGINE REMOVAL) 21

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GENERAL INSTRUCTIONS AND SAFETY NOTICE
Group 00 Généralités, caractéristiques et sécurité 1

ENGINE
Group 10 Engine 23

TRANSMISSION
Group 20 Transmission 93

AXLE ASSEMBLY - AXLE
Group 30 Axle 131

BRAKE
Group 40 Brake 137

TELESCOPIC BOOM
Group 50 Boom 175

HYDRAULIC
Group 70 Hydraulic 261

ELECTRICITY
Group 80 Electricity 373

DRIVER CAB
Group 85 Driver's cab 497

FRAME - BODY
Group 90 Frame - Body 515

OPTIONS - ACCESSORIES
Group 110 Options - Attachments 519

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PREAMBLE

This chapter deals with the general instructions and safety notice during inspection and maintenance work.
Other instructions and warnings are indicated in each chapter concerned.

In order to reduce accident risks, make sure to:

- Follow the instructions in the truck operating and maintenance manual.
  ⇒ This manual should be found in all trucks.
- Please follow all safety instructions.
- Use the appropriate tools for any work to be performed.
- Use original Manitou spare parts.

Any non-compliance increases the risk of accidents occurring which may lead to causing grievous bodily harm and even death.

An efficient, dependable and profitable combination will be formed if the operator follows the safety manual correctly and the machine is serviced properly.

When you see this symbol:



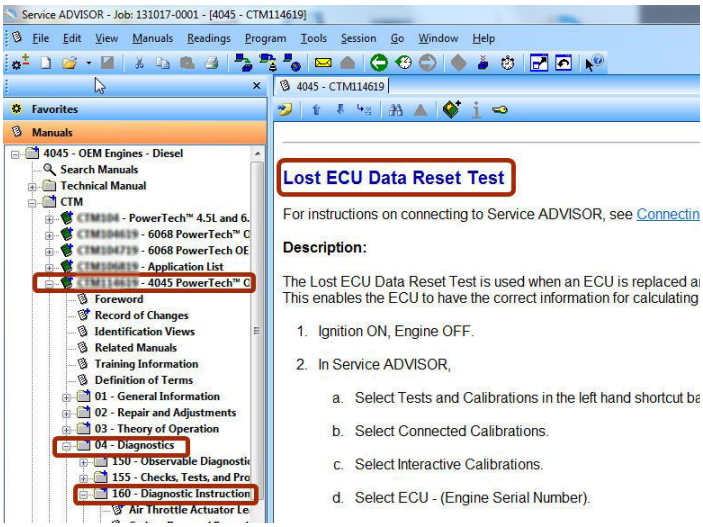
It means: Warning! Be careful! Your safety, somebody else's or the safety of the lift truck itself is at risk.

The manufacturer cannot predict all possible risky situations. Consequently, the safety instructions given in the safety manual are not exhaustive.
At any time, as an operator, you must envisage, within reason, the possible risk to yourself, to others or to the lift truck itself when you repair, service or drive it.

Manitou cannot be held responsible for the use of any lifting devices, tools or operating methods other than those specified.

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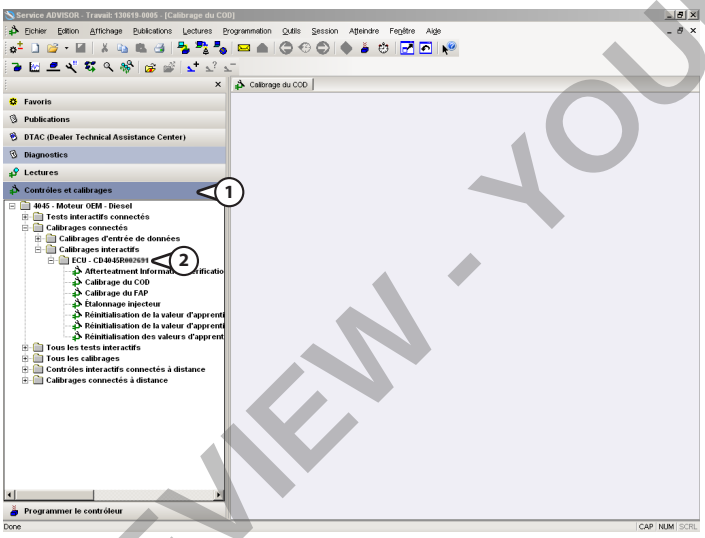
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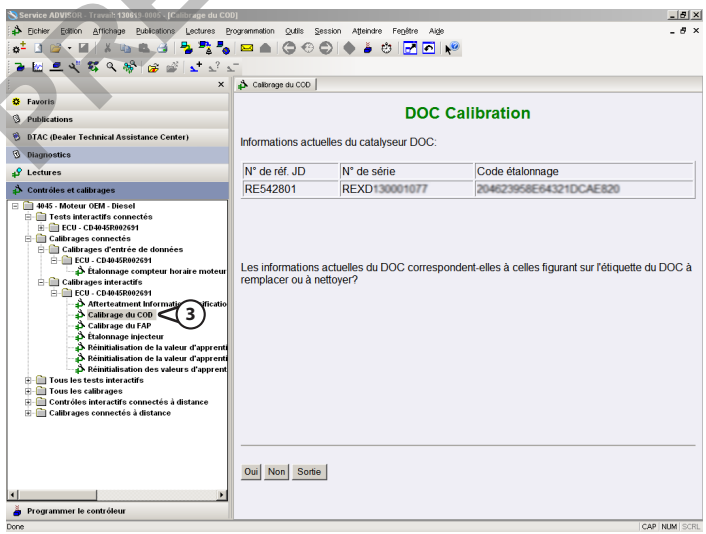
C – CHECKING AND CALIBRATION

This step lets you check that the serial numbers configured in the engine ECU are correct, and perform component calibration.

Find the complete "Lost ECU Data Reset Test" procedure in the "Manuals" of the Service Advisor menu
«CTM »
"CTM20119 - 4045" (English version)
"CTM20128 - 4045" (French version)
"CTM20129 - 4045" (German version)
"CTM20139 - 4045 » (Italian version)
"CTM20163 - 4045 » (Spanish version)
"04 - Diagnostic"
"160 - Diagnostic instruction"



In the "Contrôle et calibrages" (Checking and calibration) menu (Item 1), go to sub-menu "ECU - CD4045R****** " (Item 2).

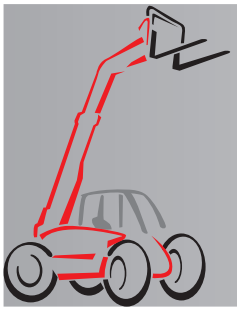


⇒ "Calibrage du COD" (DOC Calibration) (Item 3)

– Check the Serial Numbers.
– Follow the instructions on the screen

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TRANSMISSION CHARACTERISTICS AND SPECIFICATIONS

pages

PRINCIPE DE FONCTIONNEMENT BOITE DE VITESSES PS09 2

– FONCTIONNEMENT 2

– SYNOPTIQUE 3

TECHNOLOGIES BOITE DE VITESSES PS09 4

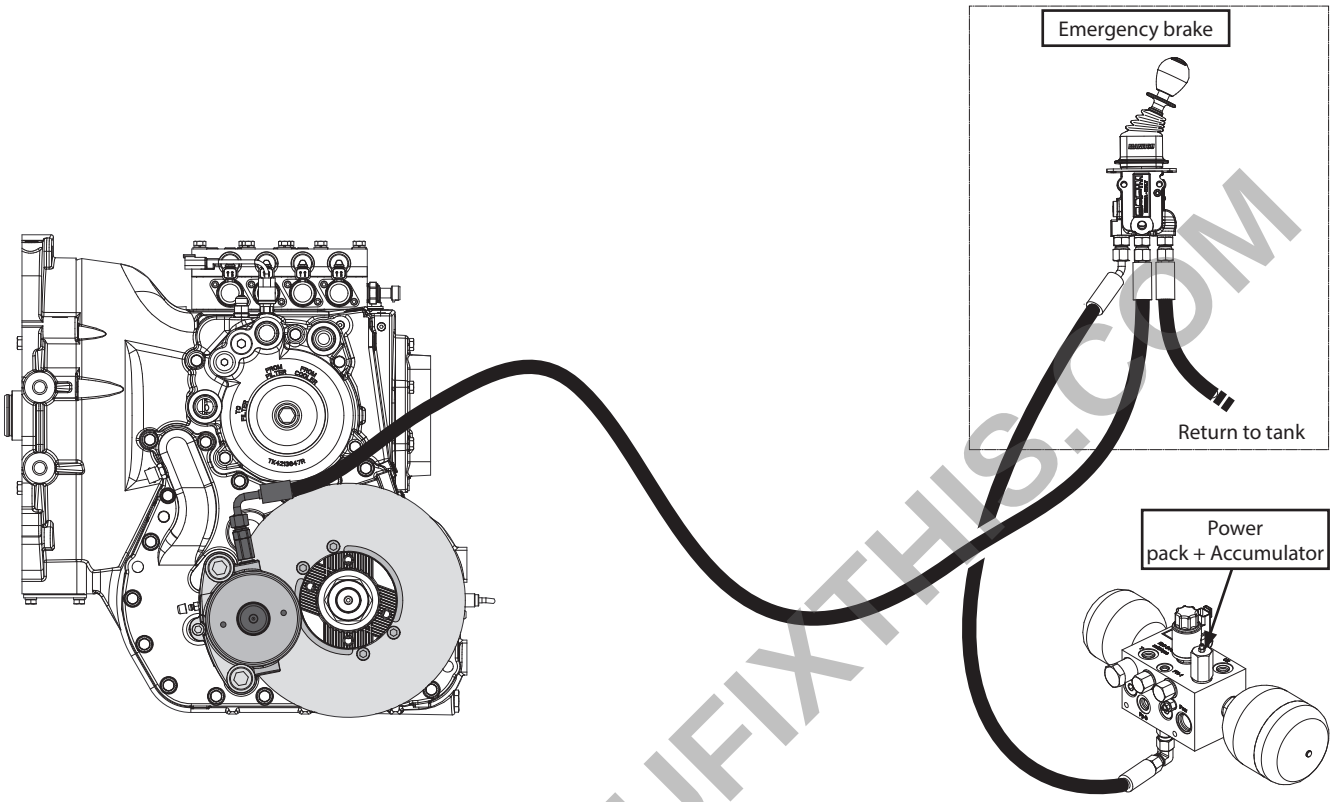
– «OVERLAP» 4

– «LOCKUP» 4

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PARKING BRAKE



Disc brake on gearbox	
Number of discs	1
Braking area per disc face	46,8 cm^2
Total braking area	93,6 cm^2
Friction materials	asbestos-free
Play	(new: brake pad clearance = 0,5 mm run-in: brake pad clearance = 0.25 mm)
Disc diameter	290 mm
Disc thickness	10 mm (9,5 to 12,7 mm)
Wear adjustment	mechanical
Operating pressure	38 bar

PARKING BRAKE RELEASE CONDITIONS

⇒ Engine running.
⇒ Accelerator pedal at more than 5 %.
⇒ Door closed, seat occupied.
⇒ Not in stationary regeneration mode.

PARKING BRAKE APPLICATION CONDITIONS

⇒ Manipulator at neutral and speed below 0,4 km/h.

or

⇒ No driver presence (pedal released, door open, seat sensor inactive) + speed below 3,6 km/h.

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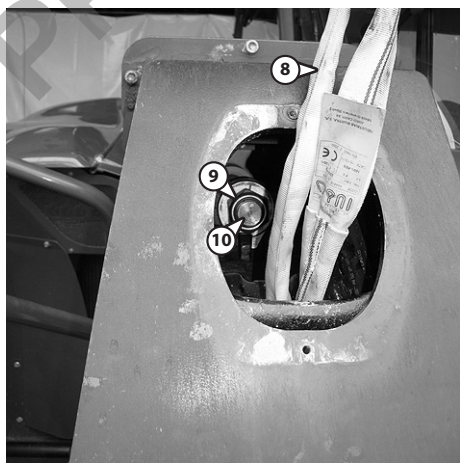
Hold the carriage tilting cylinder in place using a sling (Item 8) and floor crane.



Remove the screw and the washer (Item 6).



Remove the carriage tilting cylinder foot pin (Item 7).

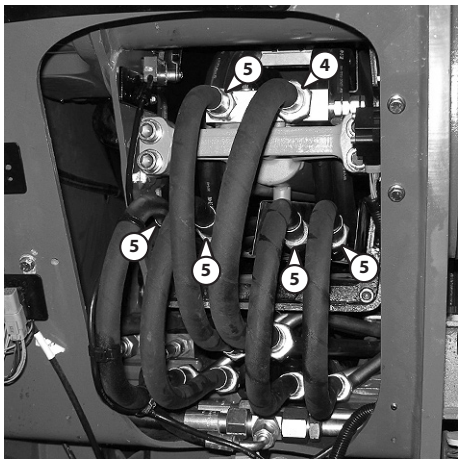


Slacken the sling (Item 8) by lowering the floor crane again to lower the tilting cylinder in order to access the nut (Item 9) of telescoping cylinder rod (Item 10).

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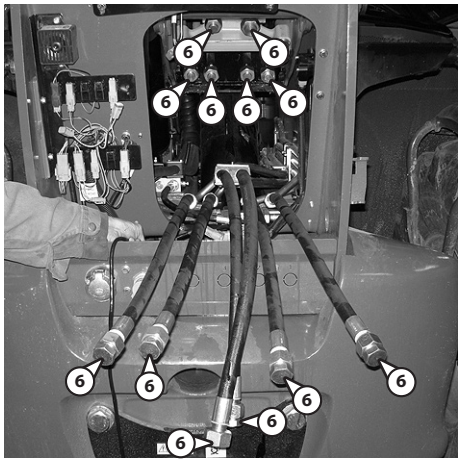
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Place a container under the machine, beneath the rear hoses.

Unscrew hose (Item 4) using a 46 mm flare nut wrench with an extension and key and hoses (Item 5) using a 36 mm flare nut wrench with an extension and key.

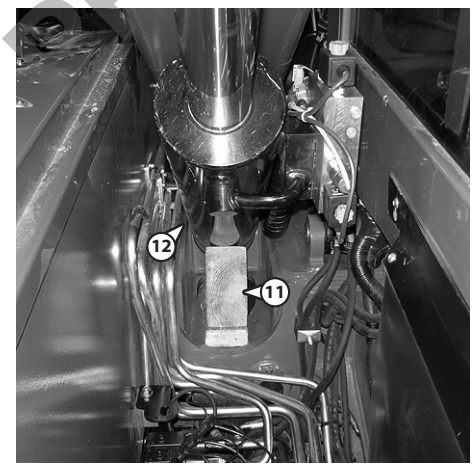


Plug the hoses, couplings and hydraulic pipes (Item 6).



Secure the slings (Item 7) to the 2 fastening points (Item 8) of the boom.
Tension the slings using a hoist (Item 9) to secure the boom (Item 10).

Ground of complete boom ≈ 1600 kg



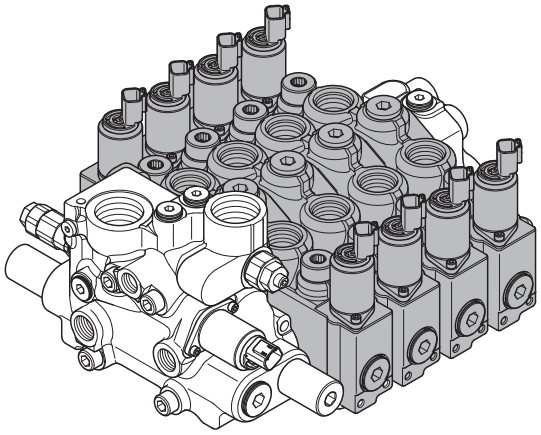
Position a block (Item 11) under the lifting cylinder body (Item 12) to hold it in place.

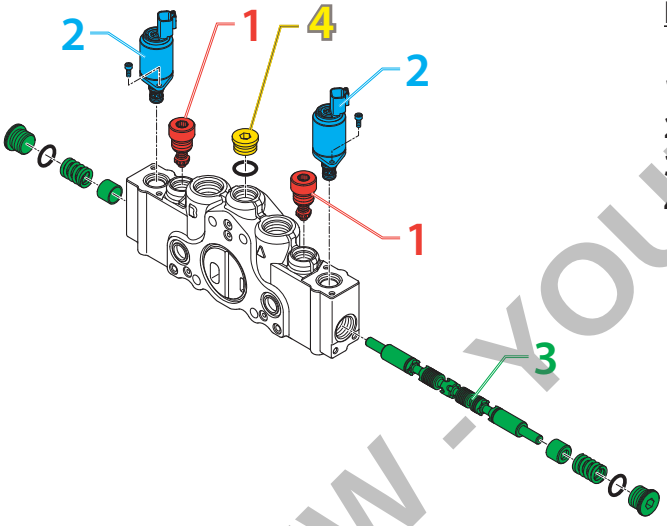
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Values indicative only

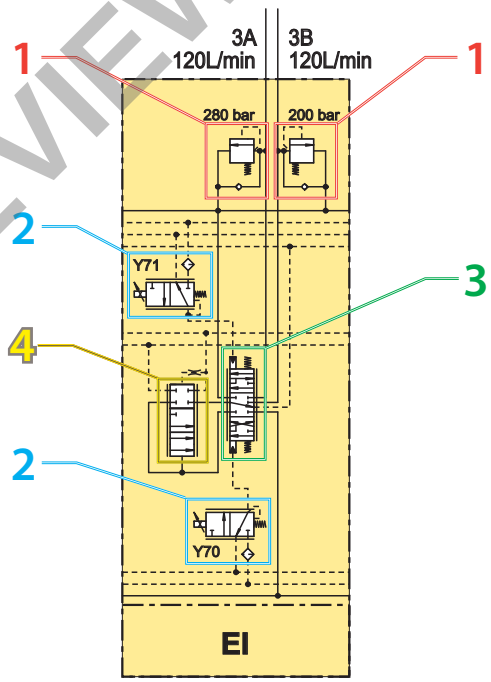
DISTRIBUTION MODULE





KEY:

1 - Anti-cavitation valve
2 - Electrovalve control
3 - Valve slide
4 - Pressure balance

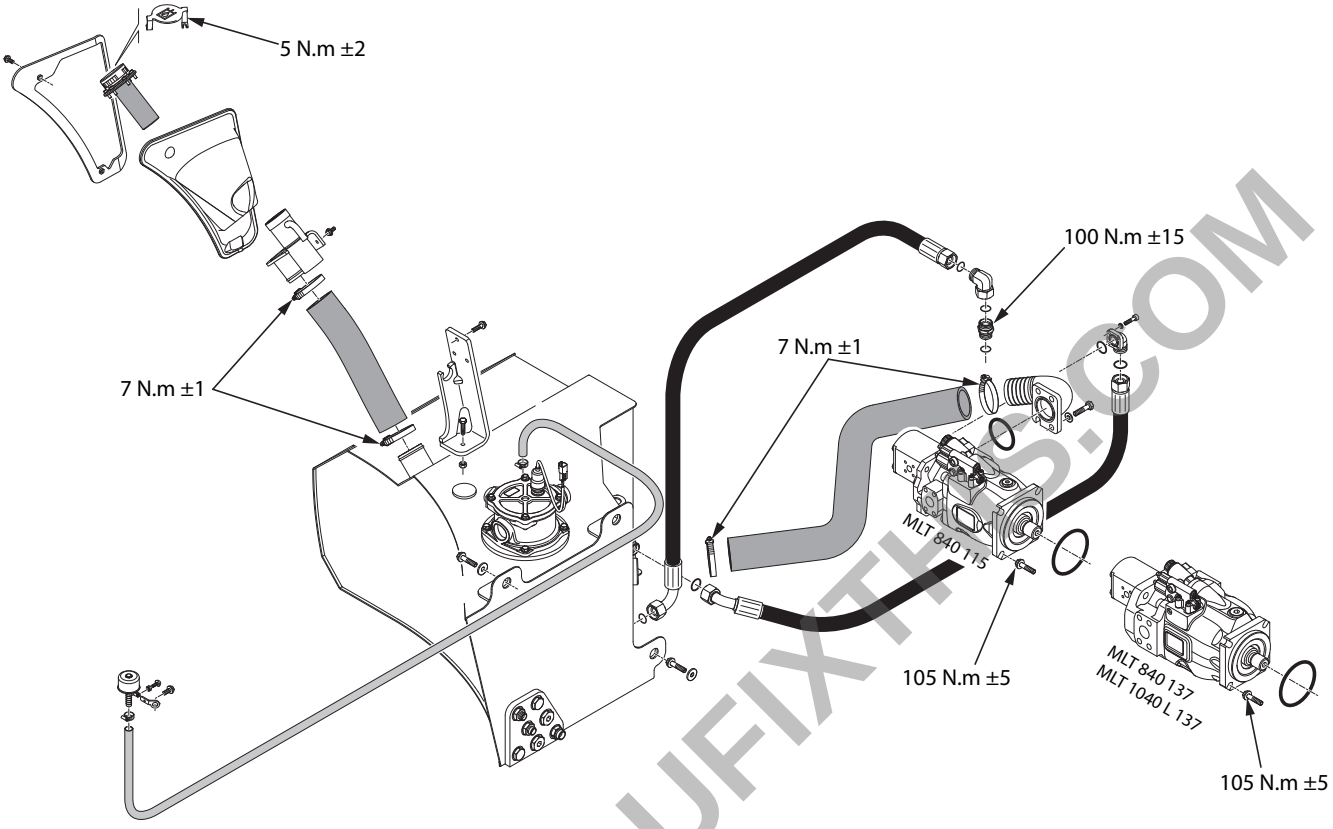


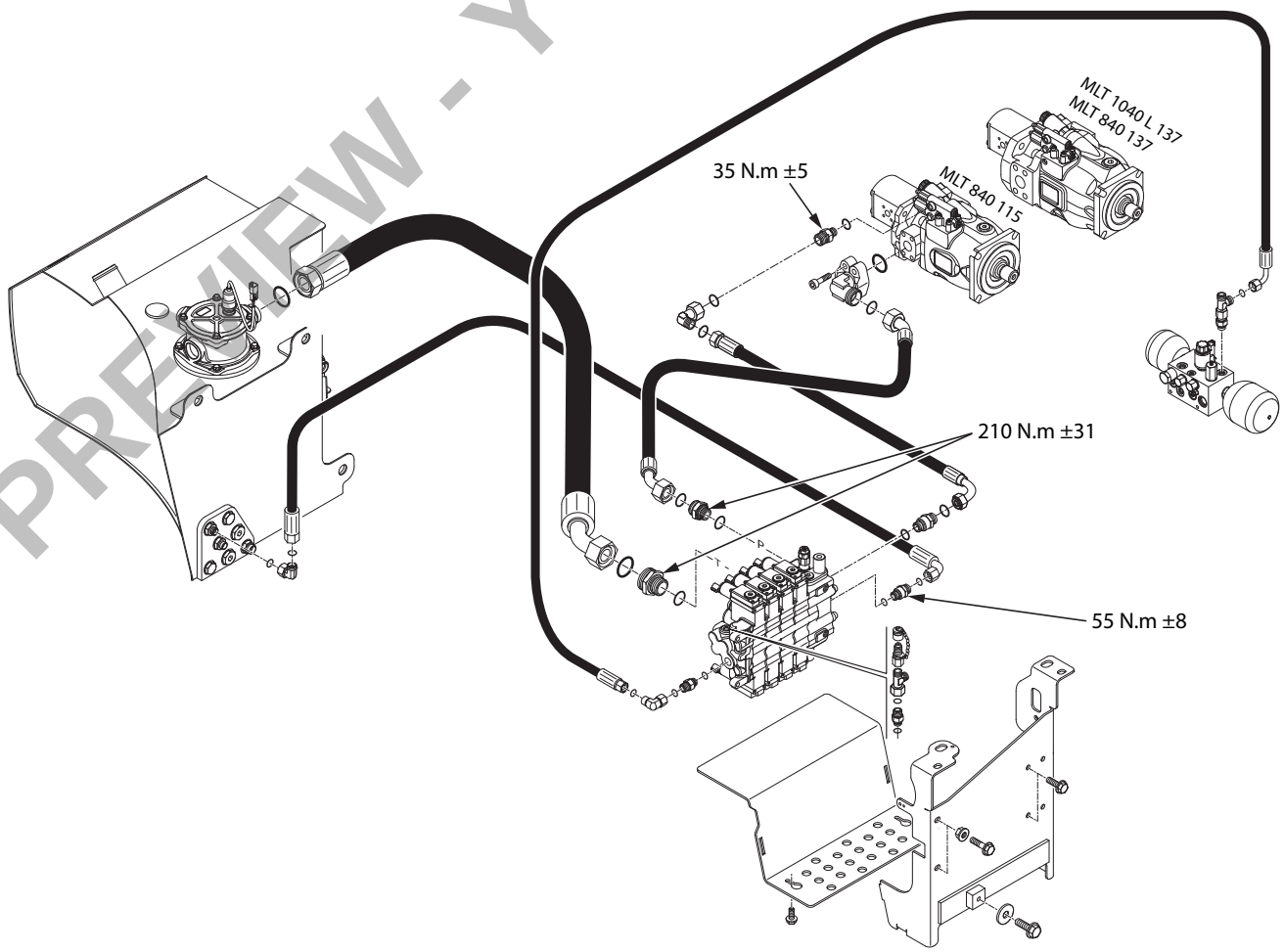
Notes: _____

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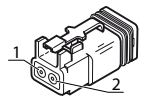
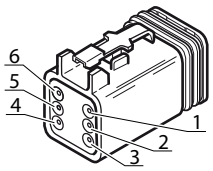
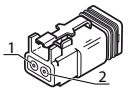
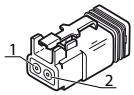
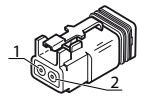
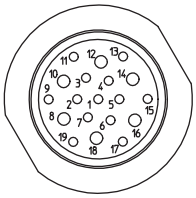
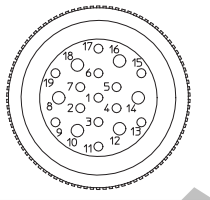
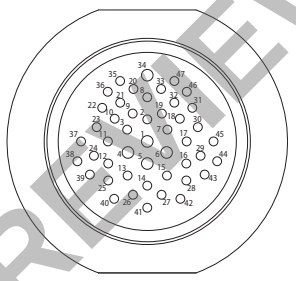
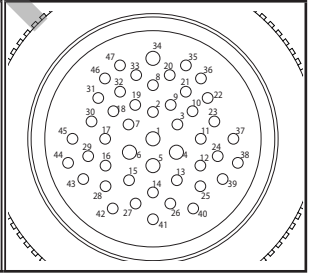
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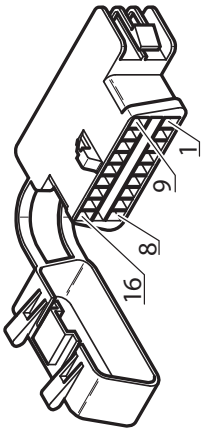
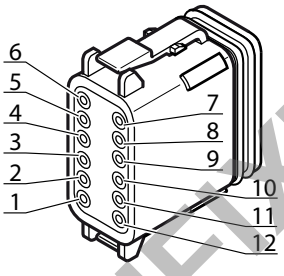
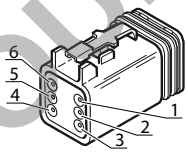
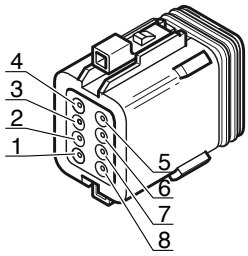
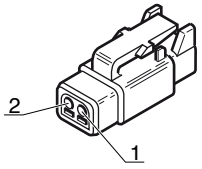
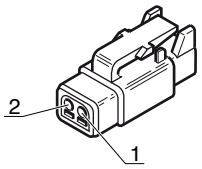
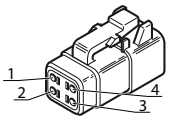


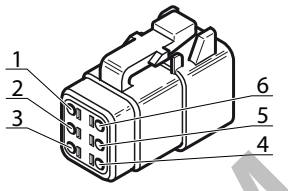
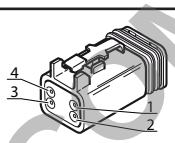
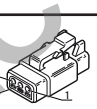
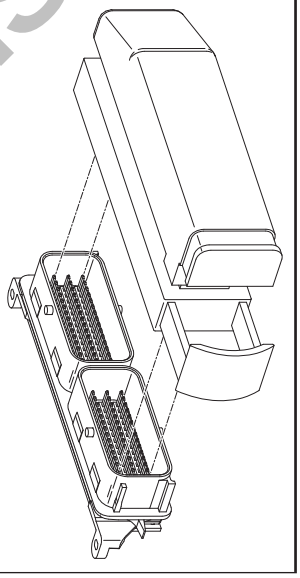


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Connectors	
Item	**Diagrams**
X99	
X100	
X105	
X106	
X109	
X110 (Cab)	
X110 (Frame)	
X111 (Cab)	
X111 (Frame)	

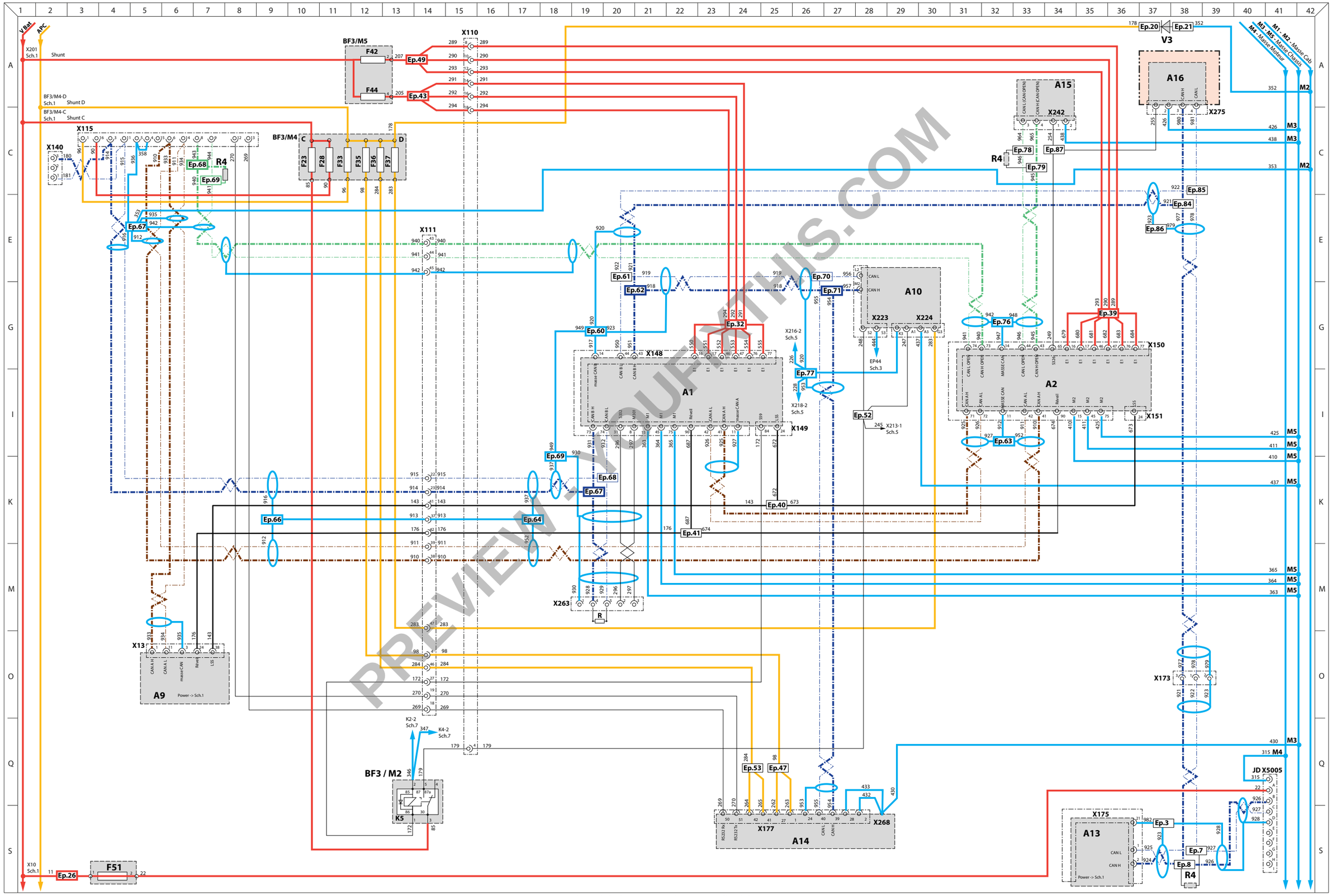
Connectors	
Item	**Diagrams**
X115	
X118	
X121	
X131	
X132	
X133	
X134	

Connectors	
Item	**Diagrams**
X135	
X138	
X140	
X148	

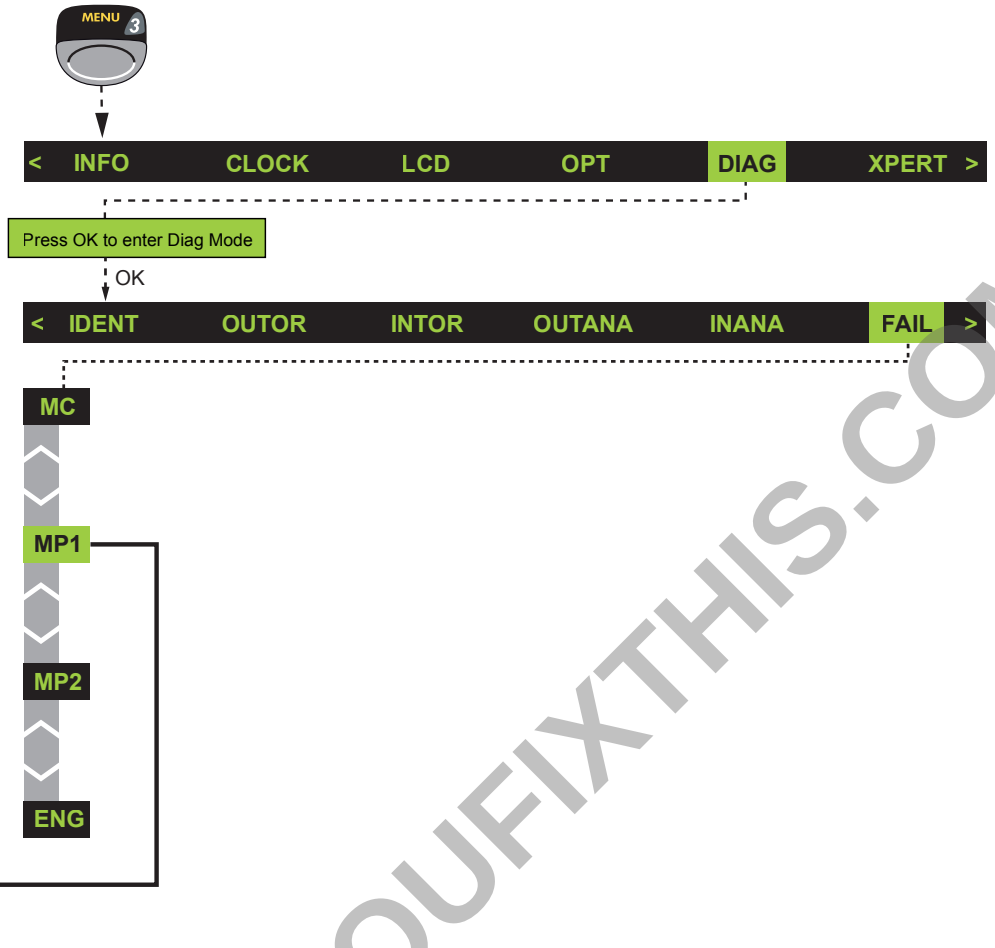
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DIAGRAM 2 (CAN)



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DTC Error code	Problem	Type	Note
8703EA	Power 1 RS1 security relay opening impossible	I (internal fault)	Mechanical system not responding or invalid
8703EB	Power 1 RS1 security relay closing impossible	I (internal fault)	Mechanical system not responding or invalid
050002	Horn open circuit	S (system output)	Lower current than normal, or open circuit
050039	Telescope head EV open circuit	S (system output)	Lower current than normal, or open circuit
05003A	Security valve (VS) EV open circuit	S (system output)	Lower current than normal, or open circuit
05003B	Transmission logic ECU power supply Vbat short circuit or open circuit	S (system output)	Lower current than normal, or open circuit
050064	Stop light open circuit	S (system output)	Lower current than normal, or open circuit
050066	Reversing light diode open circuit	S (system output)	Lower current than normal, or open circuit
050067	Rear fog light open circuit	S (system output)	Lower current than normal, or open circuit
050069	Left sidelight open circuit	S (system output)	Lower current than normal, or open circuit
05006A	Right sidelight open circuit	S (system output)	Lower current than normal, or open circuit
05006B	Left dipped head light short circuit	S (system output)	Lower current than normal, or open circuit
05006C	Left headlight open circuit	S (system output)	Lower current than normal, or open circuit
05006D	Left direction indicator lights open circuit	S (system output)	Lower current than normal, or open circuit
05006E	Right direction indicator lights open circuit	S (system output)	Lower current than normal, or open circuit
05007F	Right dipped beam open circuit	S (system output)	Lower current than normal, or open circuit
050080	Right headlight open circuit	S (system output)	Lower current than normal, or open circuit
05008E	SAHR 1 Vbat short circuit or open circuit	S (system output)	Lower current than normal, or open circuit
05008F	SAHR 2 open circuit	S (system output)	Lower current than normal, or open circuit
05013E	Compensation isolation EV open circuit	S (system output)	Lower current than normal, or open circuit
050143	Husco tilt-up PMW EV open circuit	S (system output)	Lower current than normal, or open circuit
050144	Husco tilt-down PMW EV open circuit	S (system output)	Lower current than normal, or open circuit
050145	Husco raising PMW EV open circuit	S (system output)	Lower current than normal, or open circuit

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