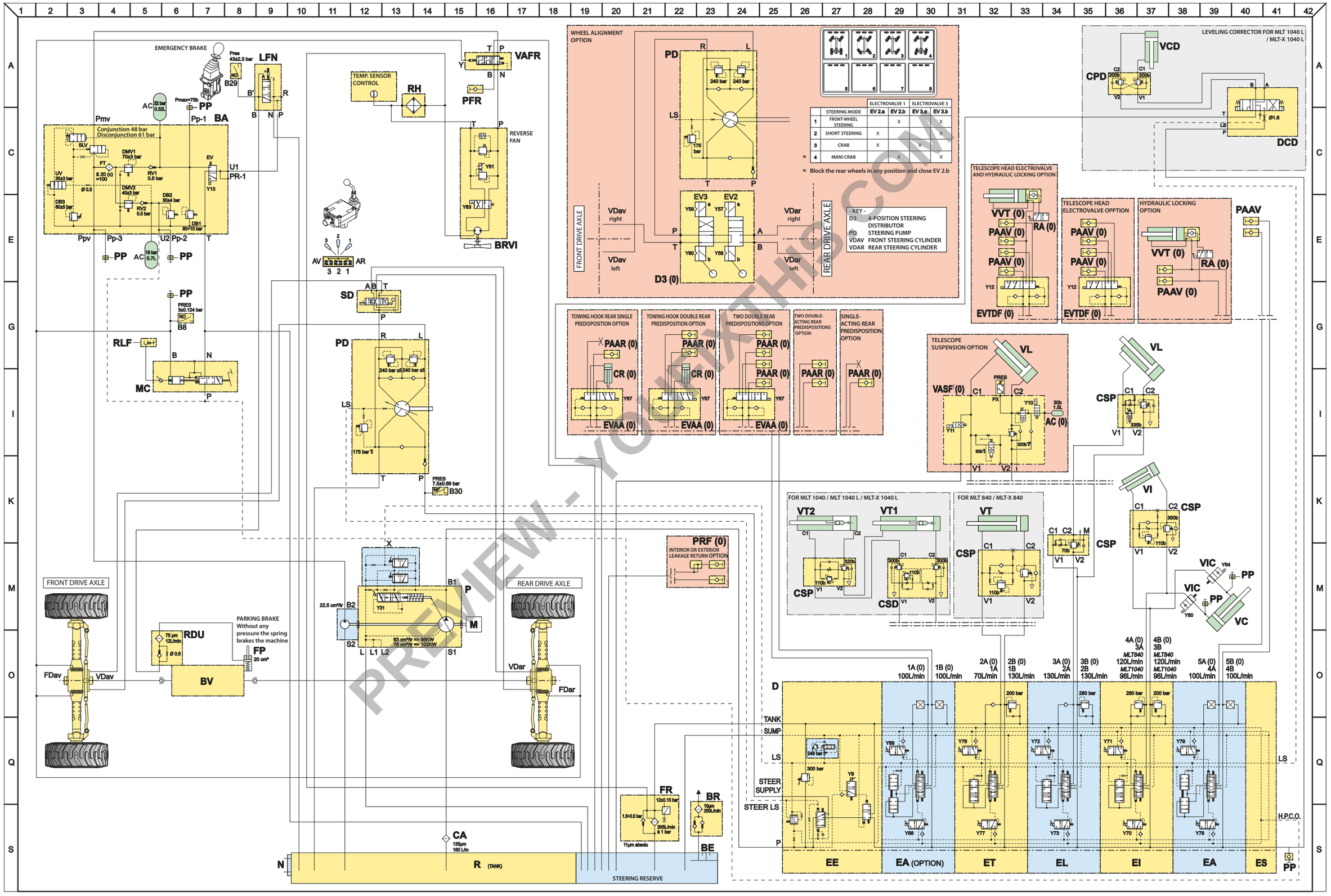
Electrical connectors										
Item	**Diag. 1**	**Diag. 2**	**Diag. 3**	**Diag. 4**	**Diag. 5**	**Diag. 6**	**Diag. 7**	**Diag. 8**	**Diag. 9**	**Diag. 10**
X26									√	
X27							√			
X28							√			
X29							√	√		
X30								√		
X31							√			
X32							√			
X33							√			
X34							√			
X35							√			
X36							√			
X37							√			
X38			√						√	
X40							√			
X43							√			
X45		√			√					
X46							√			
X47							√			
X48							√			
X49							√			
X50							√			
X52					√					
X55			√		√					
X56			√		√					
X59							√		√	
X63					√					
X64					√					
X65					√					√
X66					√					√
X67			√	√						√
X68							√		√	
X69							√			
X70					√					√
X73			√		√					
X74			√	√						
X75				√						
X89				√						
X90				√						
X91										√
X92			√	√						
X93									√	
X94									√	
X95								√		
X97								√		
X98				√						
X99				√						
X100					√					√
X101							√			
X102							√			
X103									√	
X104									√	
X105									√	
X106									√	
X107									√	
X108									√	

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SCHEMATIC DIAGRAMS



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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) :

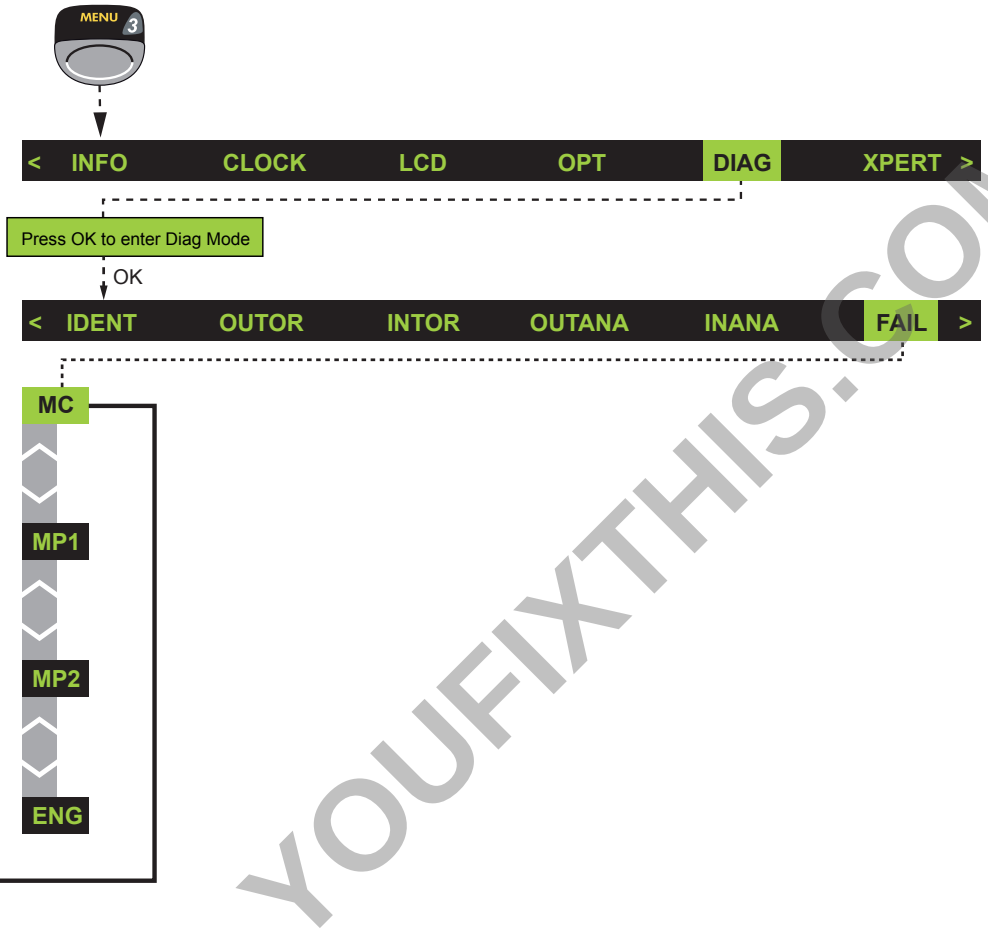
Ø x Pitch	4 4T (flange : 4.8T)	5 5T	6 6T (flange : 6.8T)	7 7T	8 8T (flange : 8.8T)	(flange : 10.9T)	11 (flange : 11.9T)
M6 x 1	**5.4** (5.5)	**6.5**	**7.8** (7.5)	**11**	**12** (12)	(15.5)	(17.5)
M8 x 1,25	**13** (13)	**16**	**19** (19)	**25**	**29** (29)	(38)	(42)
M10 x 1,25	**25** (27)	**32**	**39** (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)



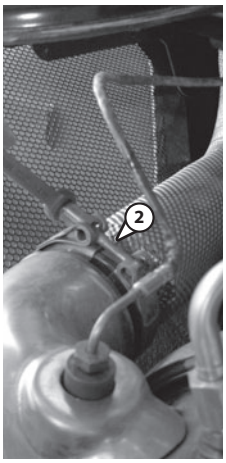
DTC Error code	Problem	Type	Note
0400CD	Windscreen wiper output ground short circuit	S (system output)	Voltage lower than normal, or ground short circuited
040157	DPF PB lighting control ground short circuit	S (system output)	Voltage lower than normal, or ground short circuited
0500CD	Window wiper extension 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 gage inconsistence	F (system function)	Inconsistent data (intermittent or incorrect)
A2040A	Diesel Particulate Filter (DPF) switch inconsistence	F (system function)	Inconsistent data (intermittent or incorrect)

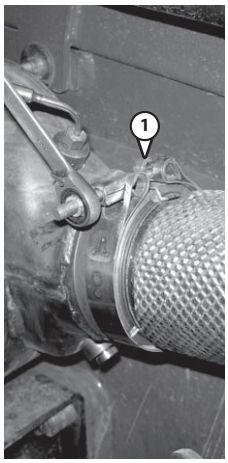
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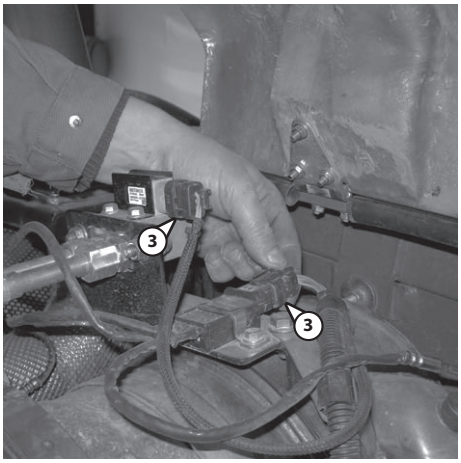
MLT 840 115 ST3B / MLT 840 137 ST3B
MLT 1040 137 ST3B / MLT 1040 L 137 ST3B

REMOVAL PROCEDURE

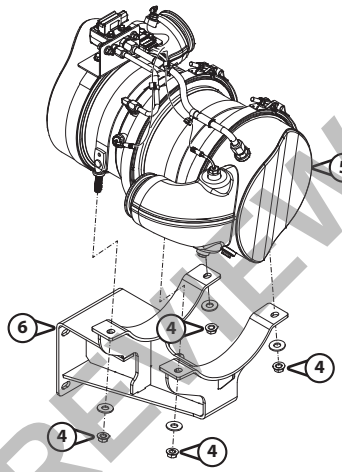




Undo retraction (Item 1) and exhaust outlet collars (Item 2). Then remove the tubing.

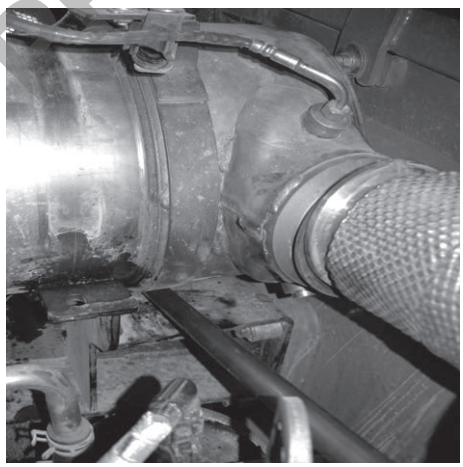


Disconnect the two electrical connectors (Item 3).



Undo the 4 nuts (Item 4) which allow you to service the exhaust gas filter (Item 5) to the support (Item 6).

Remove the exhaust filter.



In case of the exhaust gas filter (Item 5) sticking to the support (Item 6) apply some lubricants on the support bearings and form a lever on the part before the exhaust gas filter. Do not lean on the central parts where the filters are situated.

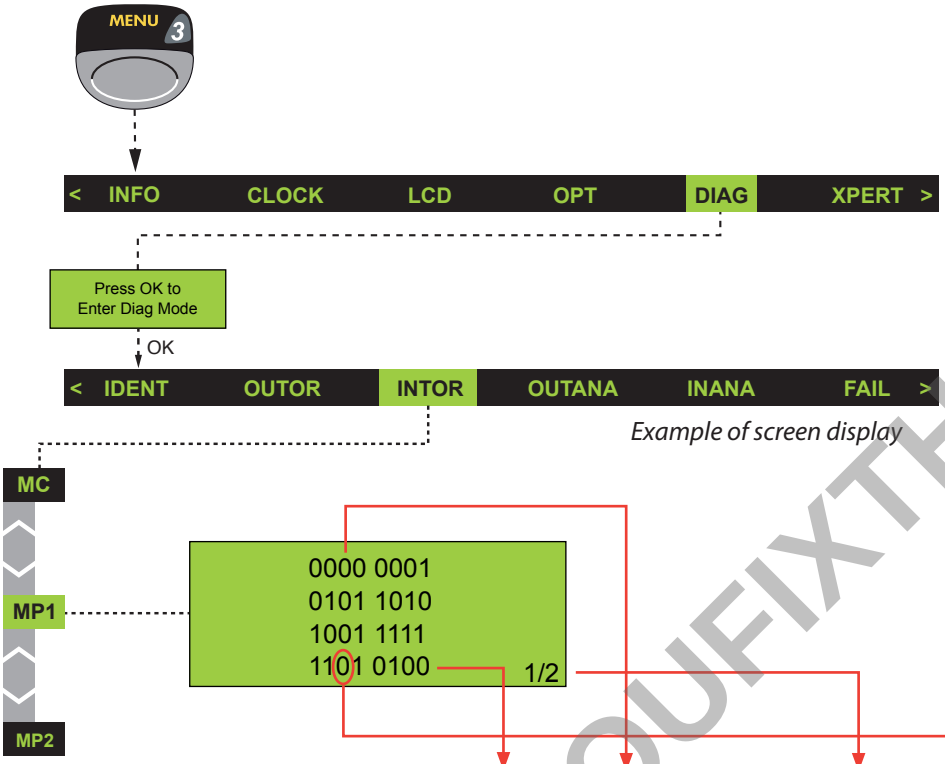
Filter removal **647146EN (Section 02 - Group115)**

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INPUT/OUTPUT STATES

CODE READING PRINCIPLE (Example for OUTOR and INTOR)

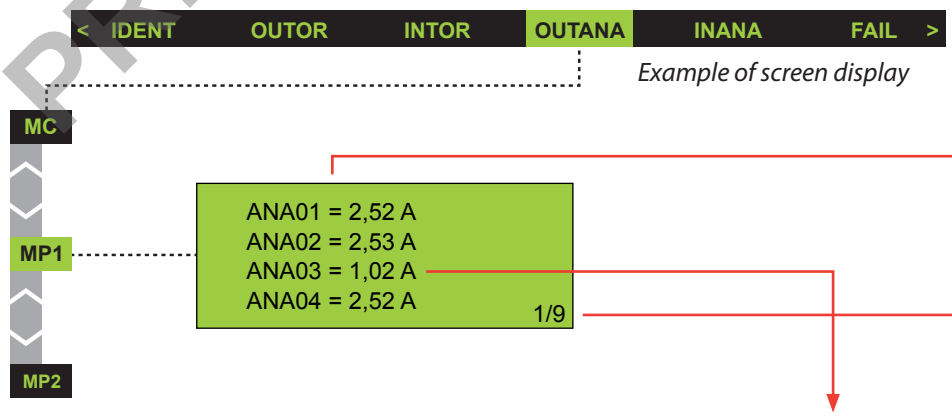


Component description	Line No.	Column No.	PIN	Page	Input type	Condition	Consequence
Door NO contact	4	3	X148/06	1/2	TOR	0	Door open
						1	Door closed

Conclusion:

The MP1 computer unit detects in X148/06 that the door is open.

CODE READING PRINCIPLE (Example for OUTANA and INANA)



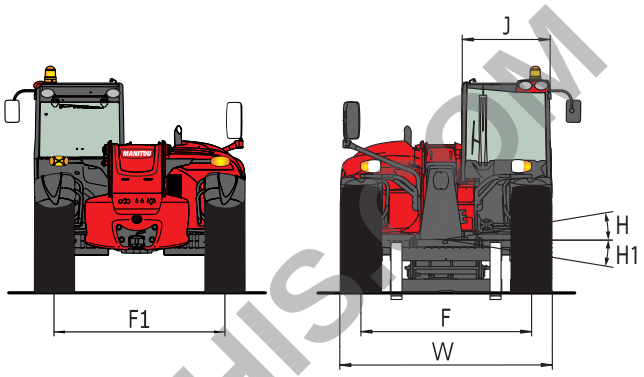
Component description	Line No.	Column No.	PIN	Page
Right indicator lights current	3	1	X149/65	1/8

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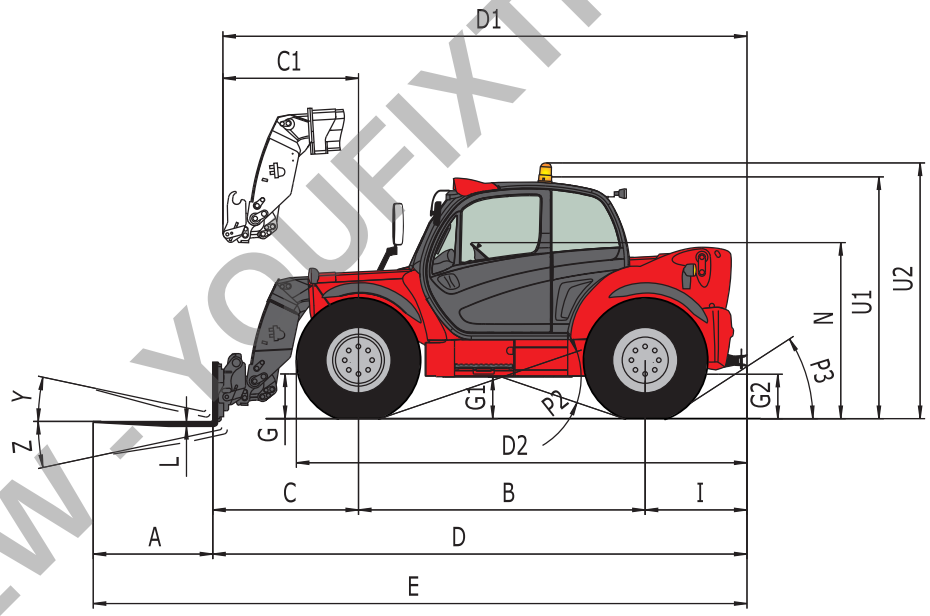
CHARACTERISTICS

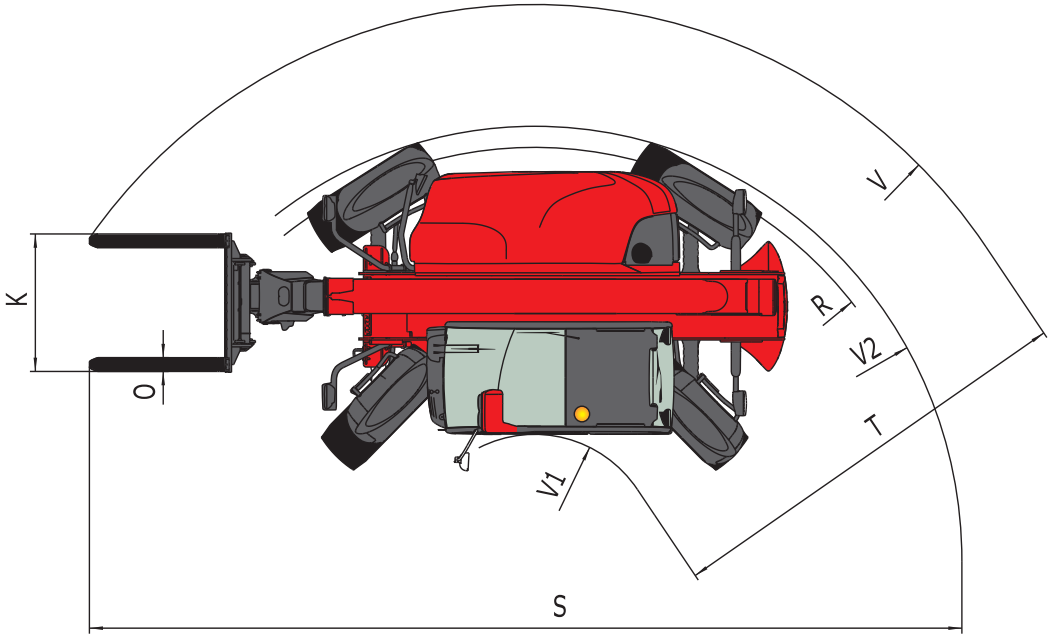
Designation		Value (MLT / MLT-X)	
		840	1040
Truck weight with standard equipment (Forks)		8401 kg	9171 kg
Ground distribution with standard equipment (Forks)	Front axle	3641 Kg	4031 Kg
	Rear axle	4760 Kg	5140 Kg
Overall width		2392 mm	
Overall height		2559 mm	
Overall length (without forks)		5269 mm	5069 mm
Ground clearance		415 mm	
Pulling force		5630 daN	6700 daN



DIMENSIONS

Item	Value (MLT / MLT-X)	
	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)	447	
G1 (mm)	415	
G2 (mm)	444	
H (°)	-	7
H1 (°)	-	7
I (mm)	1022	
J (mm)	995	
K (mm)	1245	
L (mm)	50	
N (mm)	1762	
O (mm)	125	
P2 (°)	37,5	
P3 (°)	33	37
R (mm)	3746	3510
S (mm)	8085	7647
T (mm)	3892	3900
U1 (mm)	2419	
U2 (mm)	2559	
V (mm)	5040	4830
V1 (mm)	1147,5	930
V2 (mm)	3980	3744
W (mm)	2392	
Y (°)	12	
Z (°)	135	





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Transmission calibration must be performed:
- At the end of production
- After 2000 hours of operation (forward or reverse)
- After transmission maintenance
- After transmission repair or replacement
- After changing the gear box
- After changing a valve
- After changing an ECU
- After installing new software

PURPOSE:

To ensure correct operation of the transmission at all times

CALIBRATION PROCEDURE WITH APC 214

STEP 1

Place the machine in the following conditions:
- ⇒ Transmission oil temperature > 60°C (◁ Step 2 for increasing the temperature)
- ⇒ Engine idling (800 rpm ±200)
- ⇒ In neutral

STEP 2

Press the S button, switch on the ignition and hold down S during 15 seconds to display tr An

- If the temperature is higher than 60°C proceed to step 3.
- If the temperature is lower than 60°C:

1 - Press M until HEAt appears then press S and increase the transmission temperature.

2 - When the temperature is above 75 °C press M until tr An is displayed

STEP 3

On the tr An screen, press S to access calibration

STEP 4

If all the conditions are met, the ECU will ask you to press the S key to start calibration. The screen will then display Go F .

Calibration is started when the ECU shows the following messages: c1N1; c1N2; c2N1; etc.

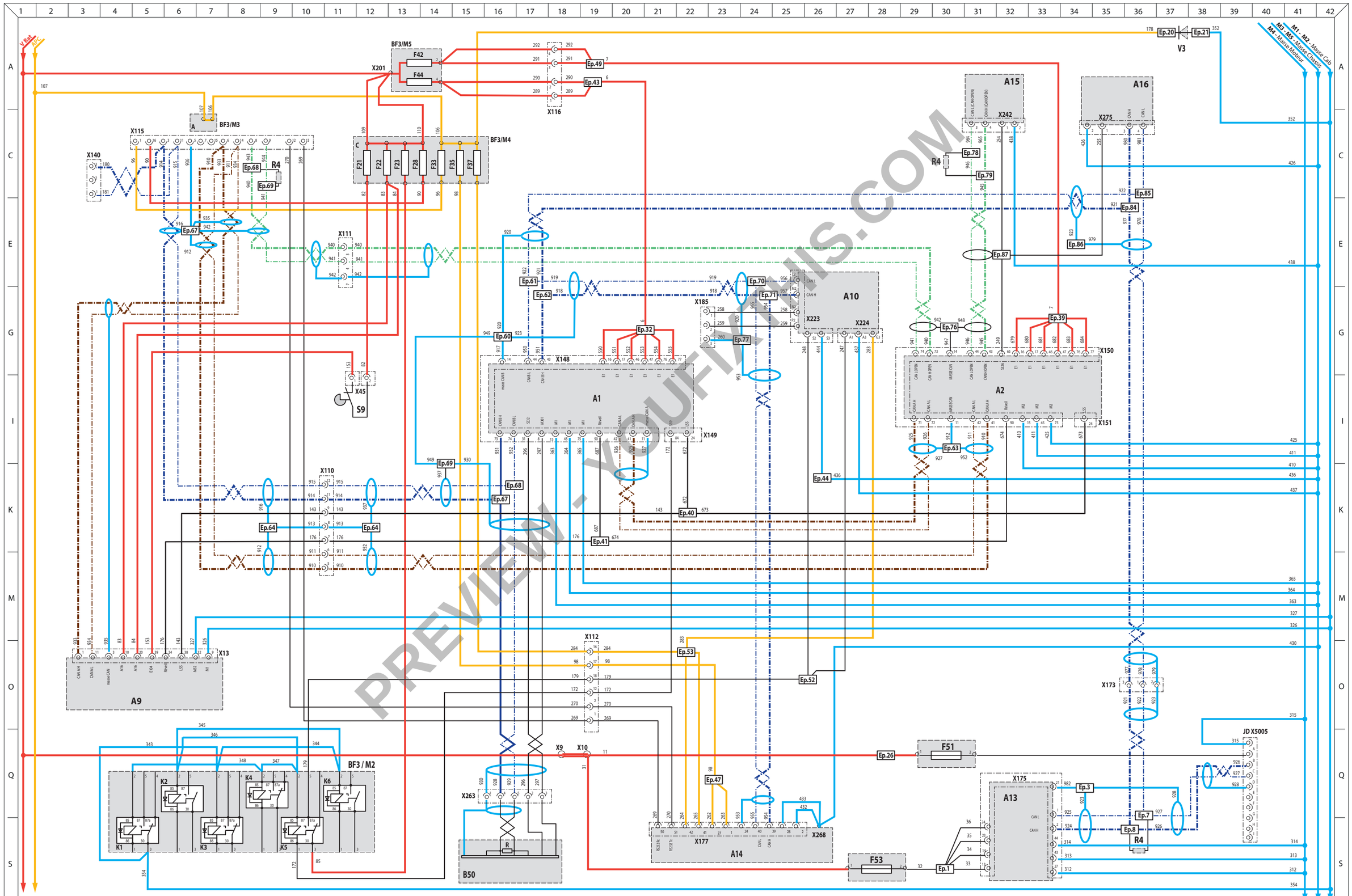
STEP 5

Calibrated in completed when donE is displayed. Switch off the ignition until the ECU switches to stand-by then re-start the engine.

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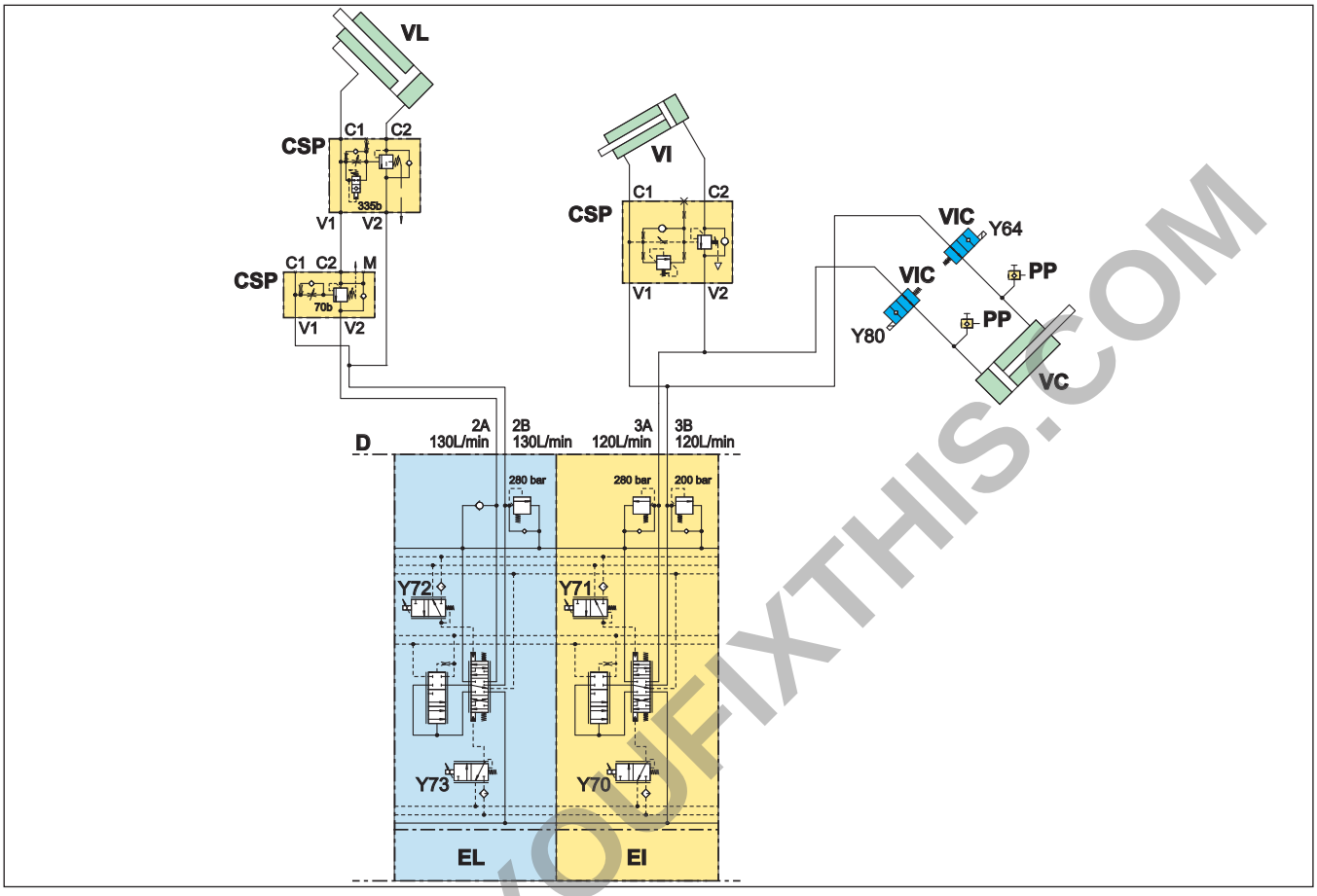
DIAGRAM 2 (CAN)



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HYDRAULIC DIAGRAM



Key:

CSP: Counterbalance valve
D: Distributor
EL: - Lifting element
EI : - Tiltin element
PP: Pressure test port
VC: Compensating cylinder
VI: Tilting cylinder
VIC: Compensating isolation valve
VL: Lifting cylinder

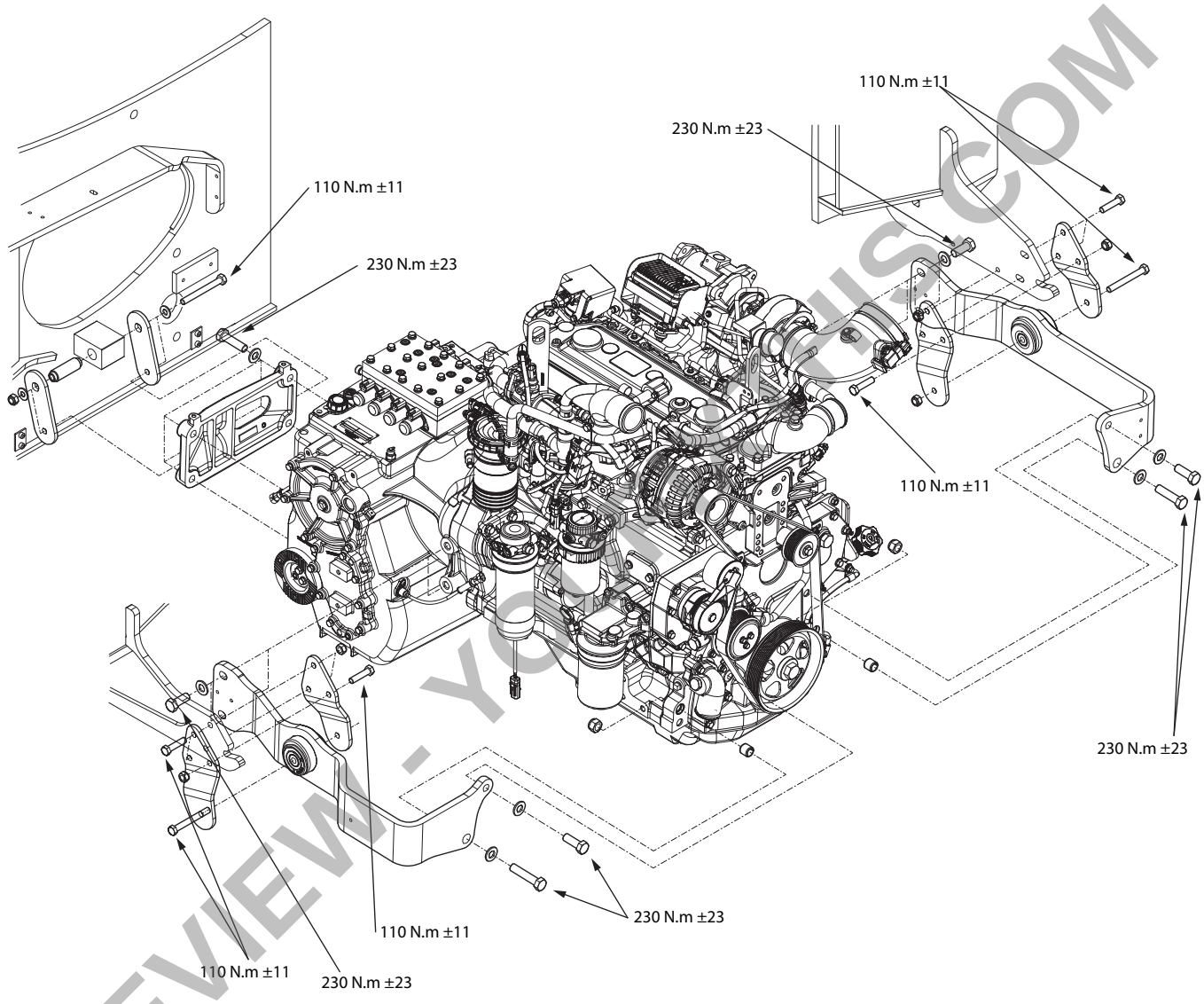
Y64: Compensating isolation electrovalve
Y70: Compensating isolation electrovalve
Y71: Proportional tilting distributor electrovalve
Y72: Proportional lifting distributor electrovalve
Y73: Proportional lowering distributor electrovalve
Y80: Compensating isolation electrovalve

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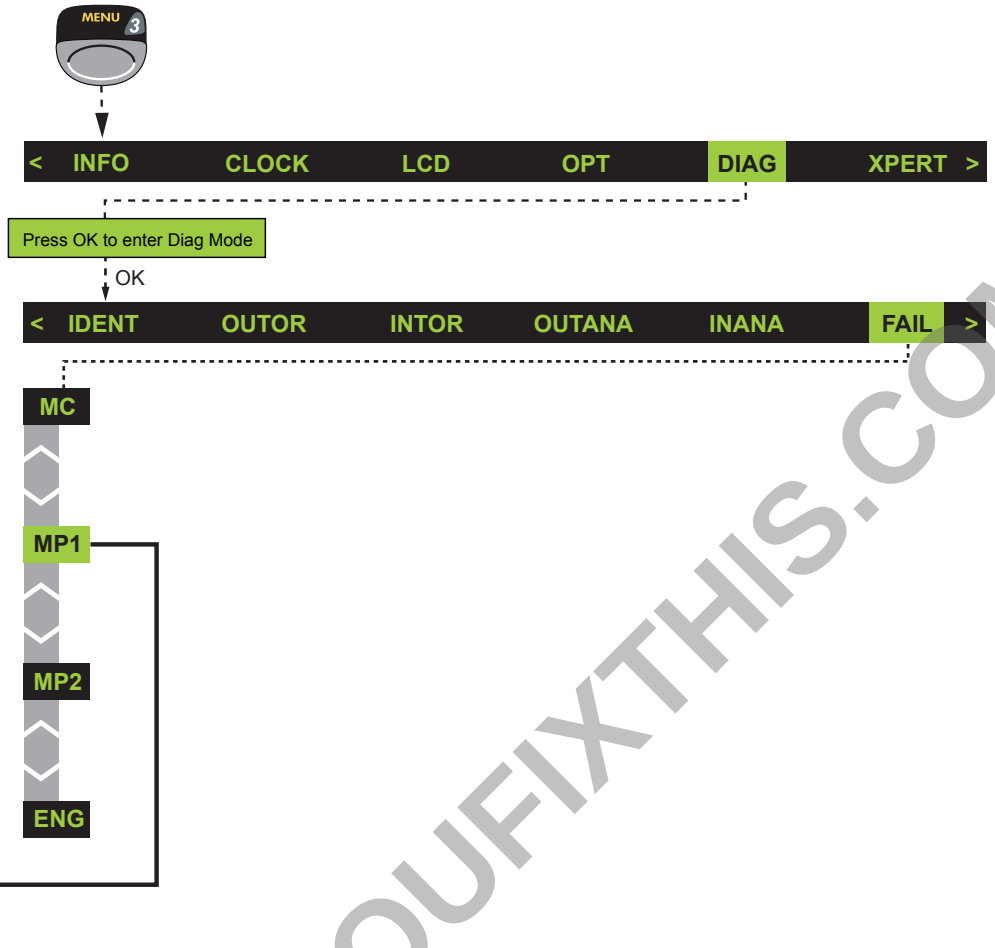
TIGHTENING TORQUE

ENGINE SUSPENSION ASSEMBLY



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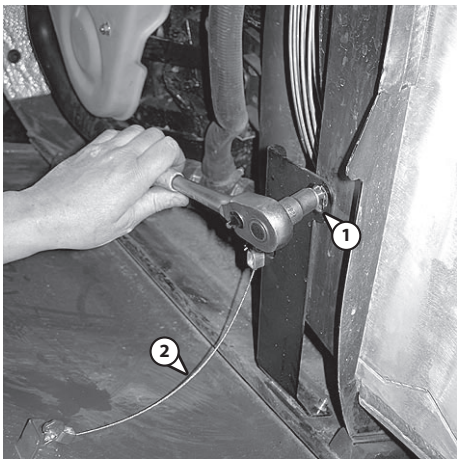


DTC Error code	Problem	Type	Note
8703EA	Power 1 RS1 security relay opening impossible	I (internal fault)	Mechanical system not responding or invalid
8703EB	Power 1 RS1 security relay closing impossible	I (internal fault)	Mechanical system not responding or invalid
050002	Horn open circuit	S (system output)	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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REMOVAL PROCEDURE

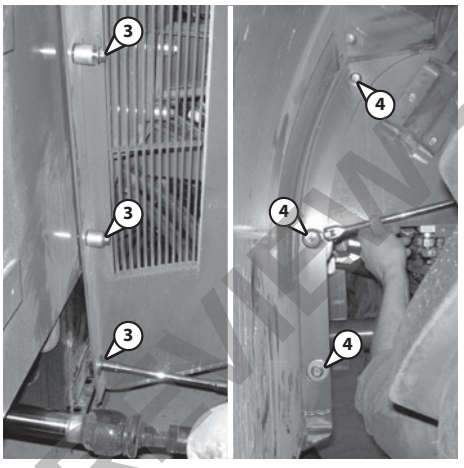


ENGINE HOUSING

Remove the screw from the support (Item 1) allowing the attachment of the housing closure cable (Item 2).



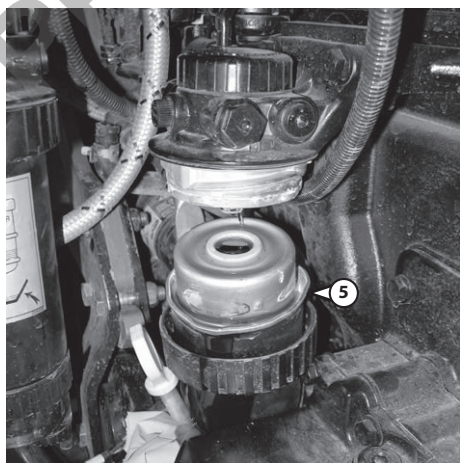
Take up the load of the engine housing in its position using a pallet truck.



Remove the engine housing rear (Item 3) and front (Item 4) fasteners.

Also unscrew the 5 screws of the air filter plate.

Remove the engine housing.



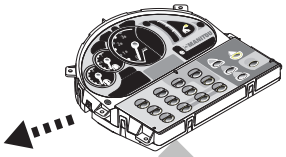
FUEL PUMP

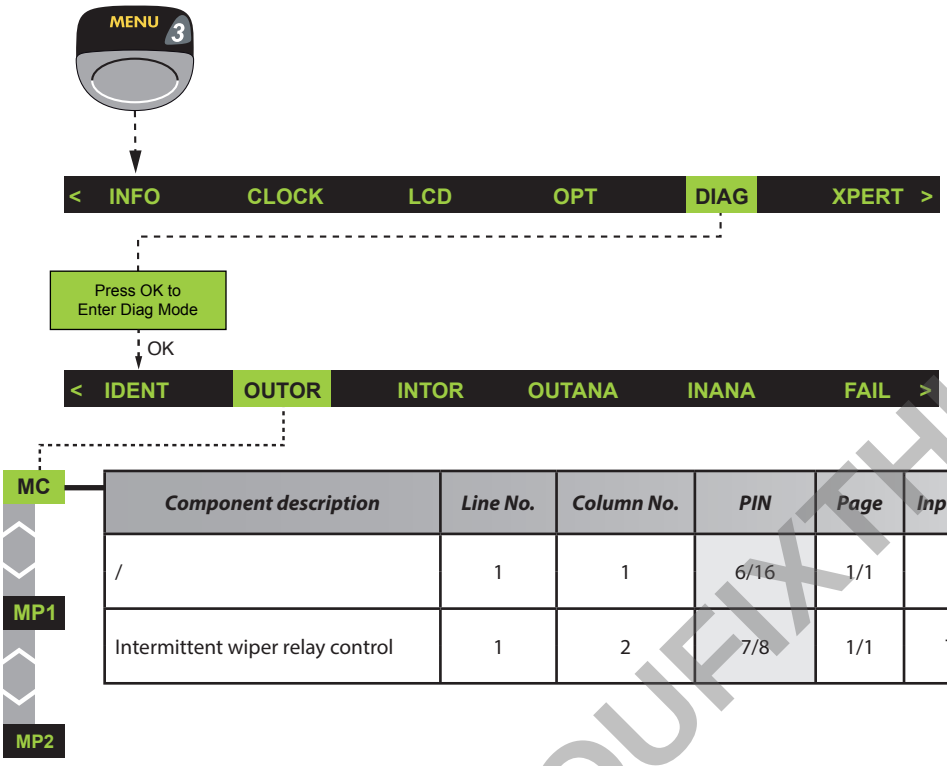
Remove the fuel pump (Item 5).

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"OUTOR" CODE DESCRIPTION





Component description	Line No.	Column No.	PIN	Page	Input type	Condition	Consequence
/	1	1	6/16	1/1			
Intermittent wiper relay control	1	2	7/8	1/1	TOR	0	Not powered
						1	Powered

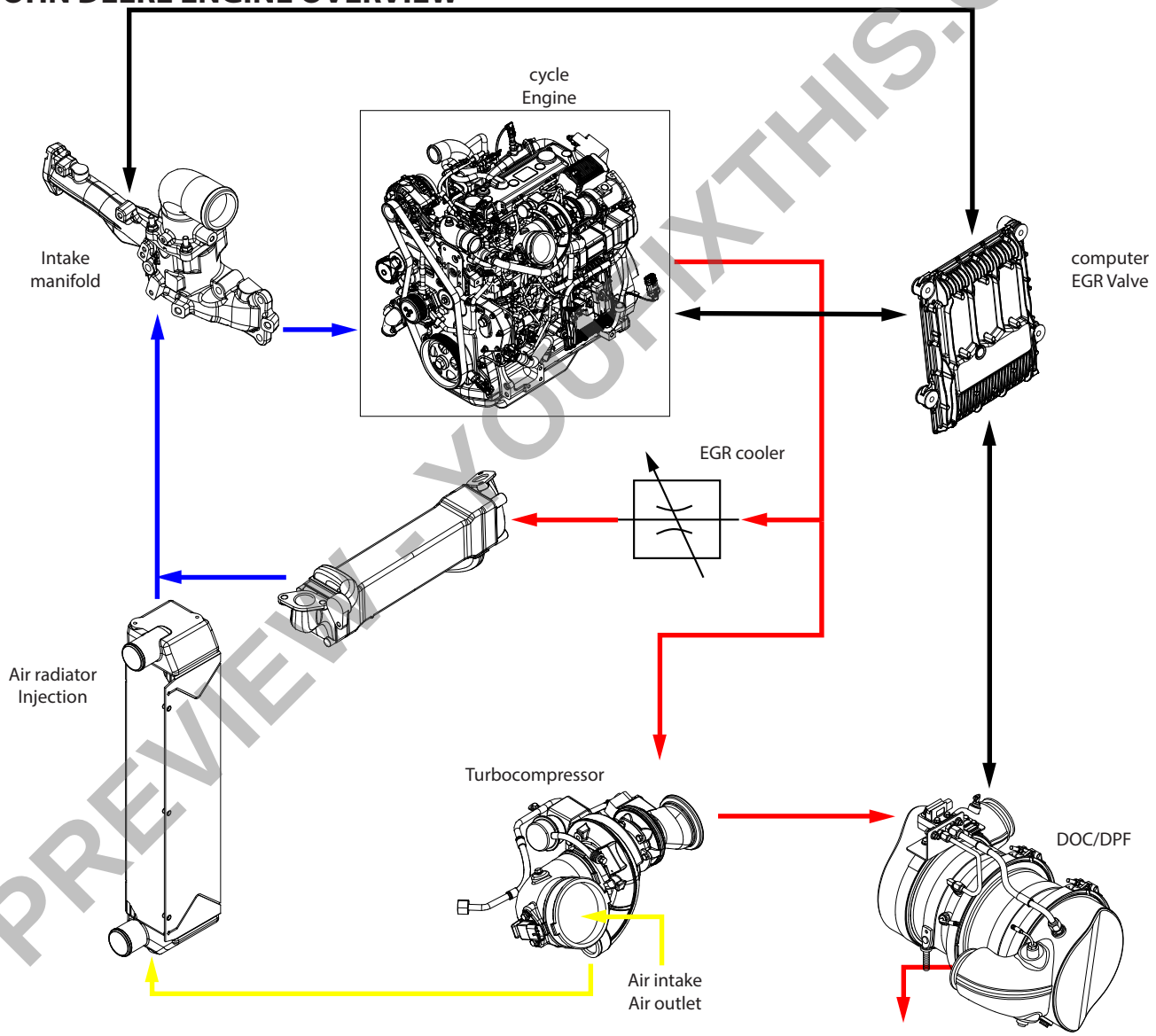
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ENGINE CHARACTERISTICS

Make: John Deere
Model: 4045 PWX
Number of cylinders: 4 in line
Power rating: *MLT 840 115 ST3B:* 86 kW at 2 200 rpm
MLT 840 137 ST3B: 102 kW at 2 200 rpm
MLT 1040 137 ST3B: 102 kW at 2 200 rpm
MLT 1040 L 137 ST3B: 102 kW at 2 200 rpm

JOHN DEERE ENGINE OVERVIEW



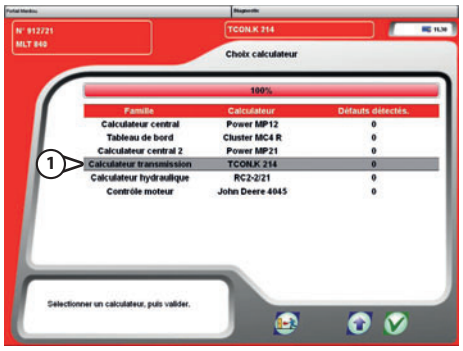
Key

- Cooled air circuit
- Intake air circuit
- Exhaust gas circuit
- Interaction between components

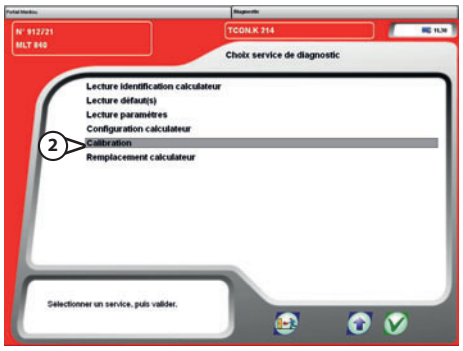
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CALIBRATION PROCEDURE WITH THE PAD

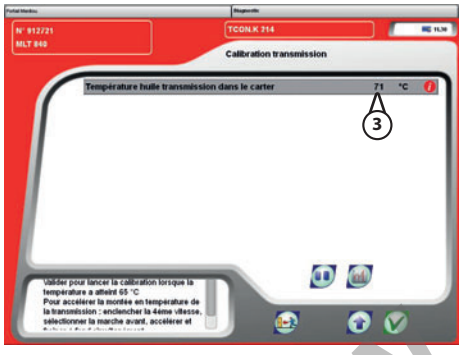


Select the transmission ECU (Item 1)



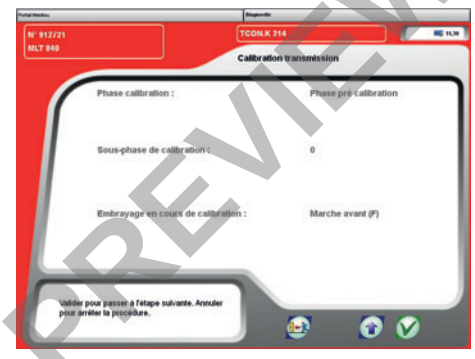
Select "calibration" (Item 2) then "calibration transmission" (transmission calibration).

Validate the calibration.

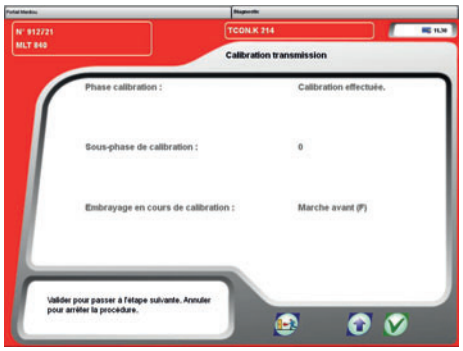


Bring the engine oil temperature up to 65 °C (Item 3) by following the instructions.

Validate then follow the instructions on the screen.



Calibration begins (time = between 15 and 20 minutes), follow the instructions on the screen.



Calibration is finished when "Calibration effectuée" (Calibration completed) appears on the screen.

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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:



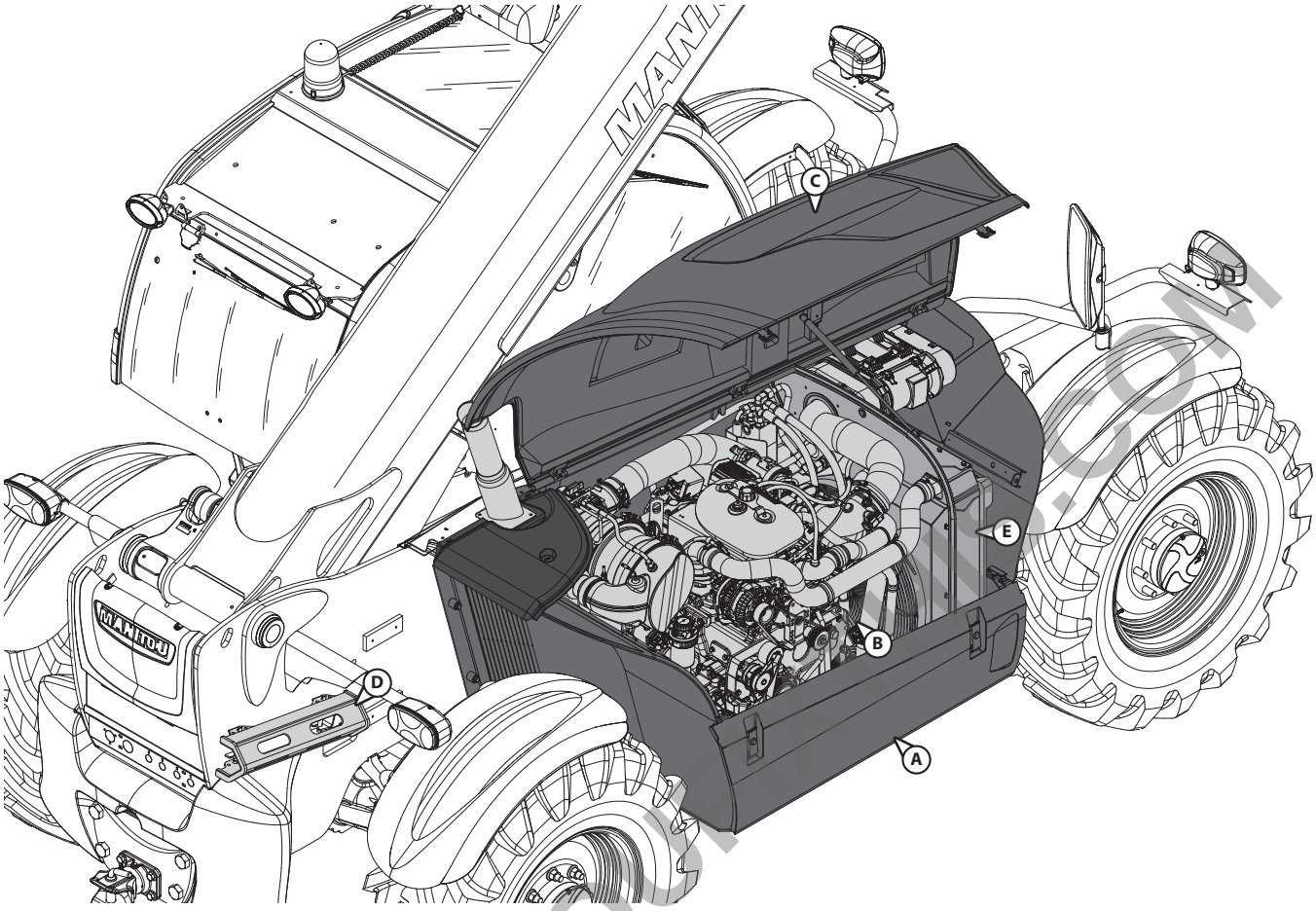
It means: Warning! Be careful! Your safety, somebody else's or the safety of the lift truck itself is at risk.

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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Key:

- **A**: Engine housing assembly
- **B**: Engine assembly
- **C**: Engine bonnet
- **D**: Lifting cylinder rod locking wedge
- **E**: Cooler Assembly

PREPARATION AND SAFETY INSTRUCTIONS

- Stabilize the machine on level ground.
- Drive the machine in forward and reverse several times (wheels straight) in order to relieve any strain on the steering and tires.
- Turn the wheels to the left in the short steering position.



- Raise the boom to mid-height and secure it using the lifting cylinder rod locking wedge (Item D).
- Deactivate battery power supply by means of the battery cut-off.

Operate the battery cut-off no less than 30 seconds after turning off the ignition with the ignition key.

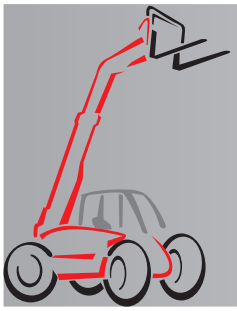


SPECIFIC TOOLING

- Stacker or pallet truck.
- Hydraulic jack + blocks.
- Floor crane or hoist + slings (1 000 kg min.).

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AXLE CONTROL AND ADJUSTMENT

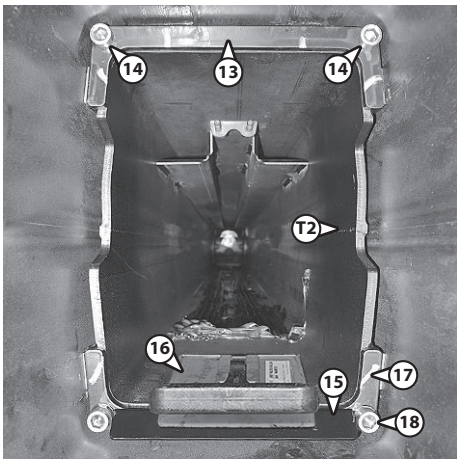
pages

AXLE BUMP STOP ADJUSTMENT FOR "500/70R24 WIDE WHEEL" OPTION 2

REAR AXLE FRAME MOUNTING ADJUSTMENT 4

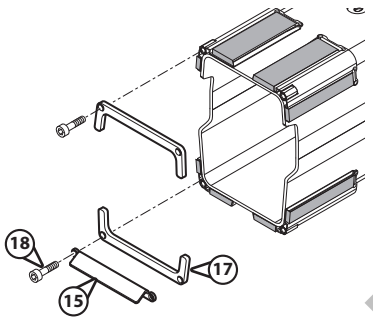
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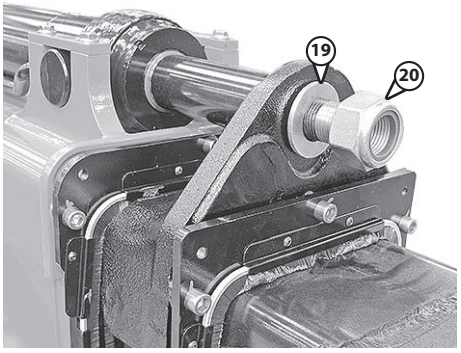


Refit the upper pad cover plate (Item 13) with the screws (Item 14)(tighten to the correct torque, ◅ SLIDE PAD MOUNTING INSTRUCTIONS).

In order to comply with the operating clearance requirement of the hose guides (Item 15) (◅ SHIM INSTALLATION AND GREASING AREA RECOMMENDATIONS), Place a magnet (Item 16) inside telescope T2.



Refit the lower rear pad cover plate (Item 17) and the hose guide (Item 15) with the screws (Item 18) (tighten to the correct torque, ◅ SLIDE PAD MOUNTING INSTRUCTIONS).



Grease the inside faces of telescope T2.

Fully insert telescope T2 into telescope T1.

Refit the washer (Item 19) and the nut (Item 20) (tighten to the correct torque, ◅ TIGHTENING TORQUE AND GREASING AREA) together with the plastic nut cap.

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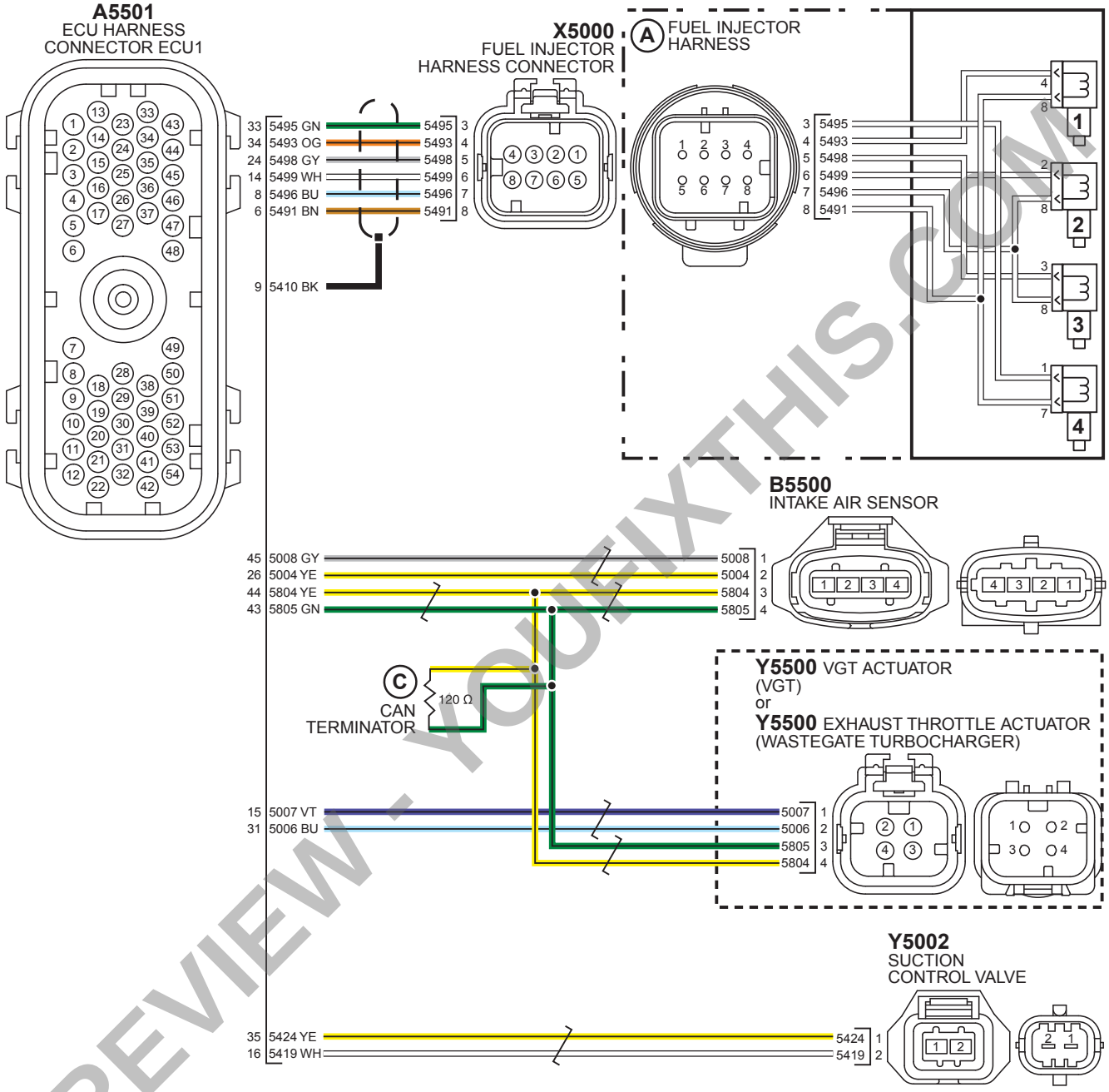
KEY

Item	Designation	Position on diagram	Characteristics (Options)
AC	ACCUMULATOR	A5/E5/I34	
ACC	ACCUMULATOR	C38	For MLT 1040 L / MLT-X 1040 L
B8	BRAKE MASTER CYLINDER PRESSURE SWITCH	G6	
B29	NEGATIVE BRAKE FAULT PRESSURE SWITCH	A8	
B30	SERVO STEERING CIRCUIT FAULT PRESSURE SWITCH	K15	
BA	POWER PACK + ACCUMULATOR	C7	
BE	SEALING PLUG	S23	
BR	BREATHER PLUG	S23	
BRVI	FAN REVERSE CONTROL UNIT	E16	
BV	GEAR BOX	O7	
CA	SUCTION STRAINER	S15	
CPD	LEVELING CONTROL VALVE	A35	For MLT 1040 L/ MLT-X 1040 L
CR (O)	HYDRAULIC TOWING HOOK	G20/G23	OPTION
CSD	DOUBLE COUNTERBALANCE VALVE	M29	For MLT 1040 / MLT 1040 L / MLT-X 1040 L
CSP	COUNTERBALANCE VALVE	M26/M31/K34/ K38/I36	
D	4 OR 5 COMPONENT VALVE	O25	
DCD	LEVELING DISTRIBUTOR	C41	For MLT 1040 L / MLT-X 1040 L
EE	- MAIN INLET ELEMENT	S27	
ET	- TELESCOPE ELEMENT	S32	
EL	- LIFTING ELEMENT	S34	
EI	- TILTING ELEMENT	S26	
EA	- ATTACHMENT ELEMENT	S39	
EA (O)	- ATTACHMENT ELEMENT	S29	OPTION
ES	- OUTPUT ELEMENT	S40	
D3 (O)	4-POSITION STEERING DISTRIBUTOR	E21	OPTION
	- POSITION 1: FRONT-WHEEL STEERING	A27	
	- POSITION 2: CRAB STEERING	A28	
	- POSITION 3: SHORT STEERING	A29	
	- POSITION 4: MANI CRAB	A30	
EVAA (O)	REAR ATTACHMENT ELECTROVALVE	I20/I22/I25	OPTION
EVTDF (O)	TELESCOPE HEAD ELECTROVALVE	G32/G35	OPTION
FDar	REAR BRAKE DISC	O18	
FDav	FRONT DISC BRAKE	O2	
FP	NEGATIVE PARKING BRAKE	O8	On gearbox
FR	RETURN FILTER	Q21	With clogging indicator
LFN	NEGATIVE BRAKE LEVER	A9	
M	ENGINE 115	M15	86 kW . 4045 PWX
	- MIN RPM		850 rpm ±25
	- NOMINAL RPM LOADED		2200 rpm
	- MAX RPM UNLADEN		2 360 rpm
M	ENGINE 137	M15	102 kW . 4045 PWX

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CONNECTORS (ENGINE HARNESS 2)



A5501— ECU 1 connector of ECU harness
A5501-6—[5491 brown] Injector n° 1 and 4, power supply
A5501-8—[5496 light blue] Injector n° 2 and 3, power supply
A5501-9—[5410 black] Wiring shield
A5501-14—[5499 white] Injector n° 2, injection pulse
A5501-15—[5007 purple] Actuator signal
actuator
A5501-16—[5419 white] Suction valve, control -
A5501-17—[5443 orange] Camshaft return position
A5501-18—[5478 grey] Sensor power supply 5 V n° 2A, switch
A5501-19—[5444 yellow] Sensor power supply 5 V n° 3, switch
A5501-24—[5498 grey] Injector n°3, injection pulse
A5501-26—[5004 yellow] Sensor power supply, switch
A5501-31—[5006 blue] Actuator switch
A5501-33—[5495 green] Injector n°4, injection pulse
A5501-34—[5493 orange] Injector n° 1, injection pulse
A5501-35—[5424 yellow] Suction valve, control +
A5501-43—[5805 green] Engine CAN Low Signal
A5501-43—[5804 yellow] Engine CAN High Signal
A5501-45—[5008 grey] Sensor power supply 10 V n° 9B, positive
B5500— Air intake sensor
C— CAN terminal resistance of 120 ohms
X5000— Injector harness connector
Y5002—Suction valve **Y5500**—VGT (variable geometry turbocompressor) actuator
Y5500—Throttle valve actuator (boost pressure-limiting turbocharger)

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MACHINE COMPUTER (MANIMUX POWER)

The machine (MANIMUX POWER) ECU replacement procedure can be found in the PAD Diagnostic menu ◁ "ECU replacement"

LED ILLUMINATION AS A FUNCTION OF THE CHANGING GAGE SIGNAL

Longitudinal stability indicator operation:



Percent charge for illuminated LEDs (according to gage signal)	
LEDs (L21 to L28)	**Percent charge**
L21 (always on)	Gage signal ≤5
L21+L22	Gage signal ≥50
L21+L22+L23	Gage signal ≥ 60
L21+L22+L23+L24	Gage signal ≥ 68
L21+L22+L32+L24+L25	Gage signal ≥ 76
L21+L22+L32+L24+L25+L26	Gage signal ≥ 84
L21+L22+L32+L24+L25+L26+L27	Gage signal ≥ 92
L21+L22+L32+L24+L25+L26+L27+L28 **DANGER**	Gage signal ≥ 100

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