COMPLET REPAIR MANUAL MRT 2470/3050 PRIVILEGE PLUS ST4 S1/MRT-X 2470/3050 PRIVILEGE PLUS ST3A 1

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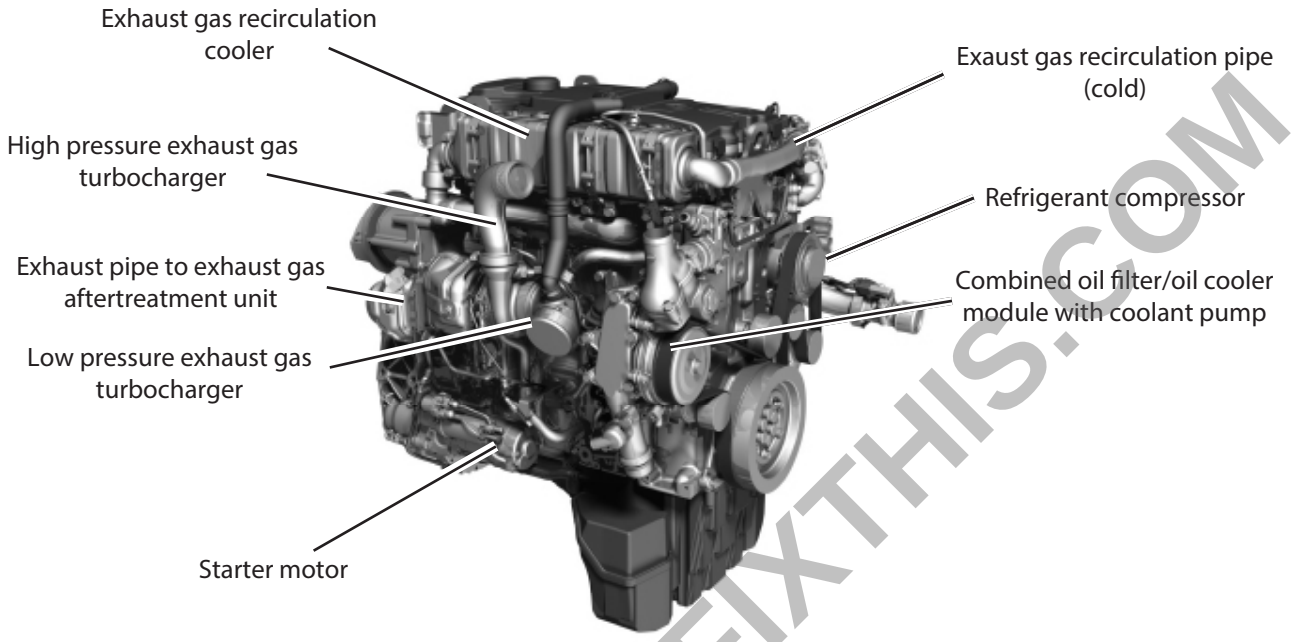
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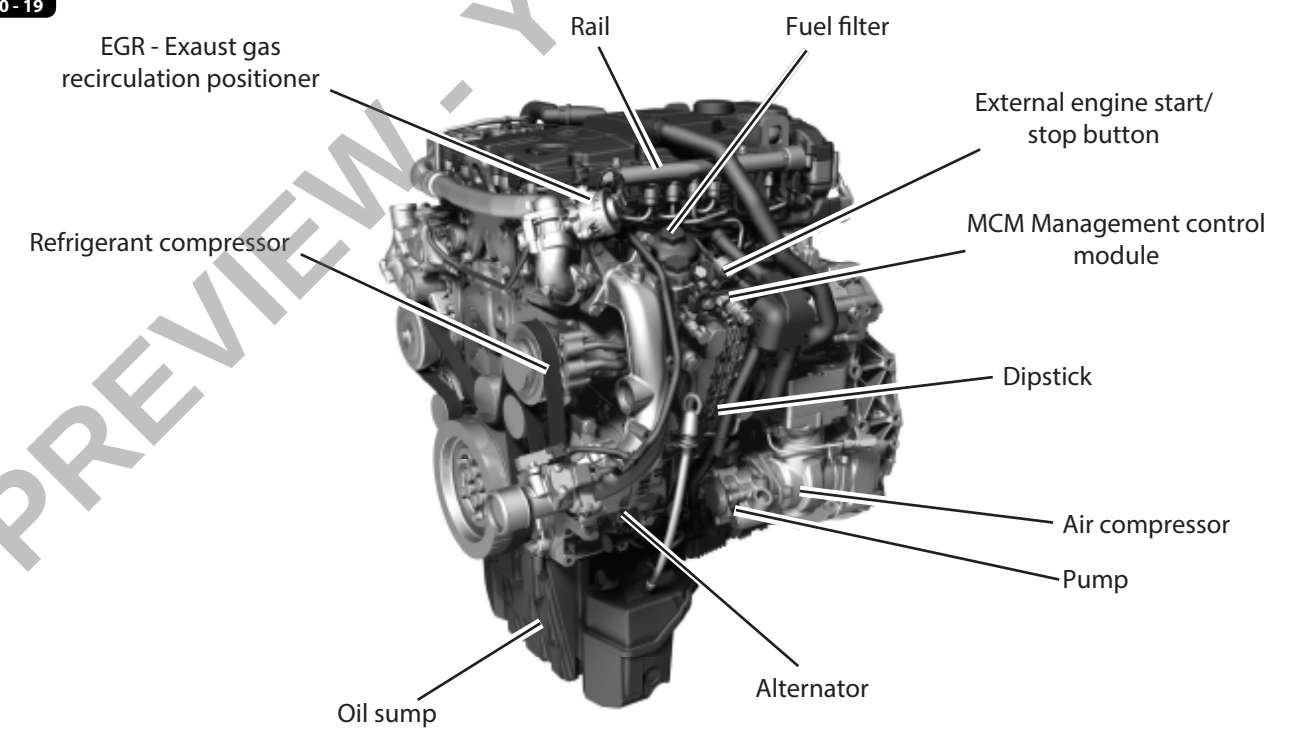
10.2.2 ENGINE MRT 2470/3050 PRIVILEGE PLUS ST4 S1

10

10 - 18



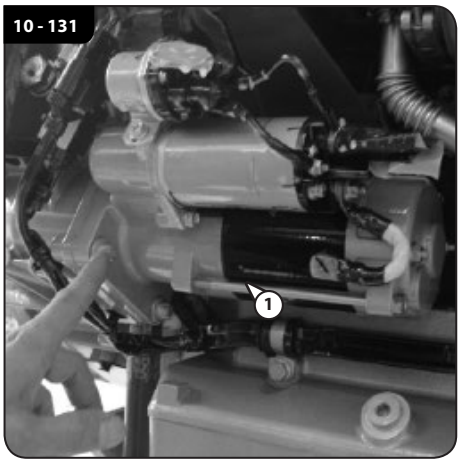
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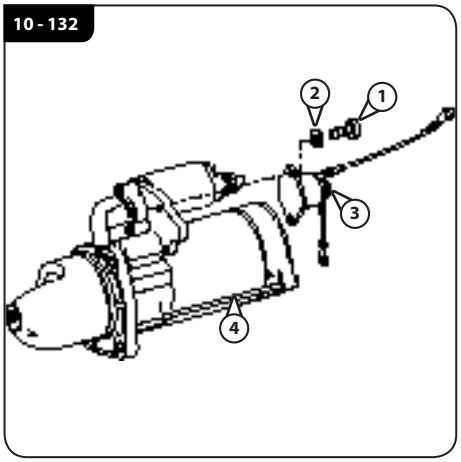
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C - REMOVING THE STARTER MOTOR

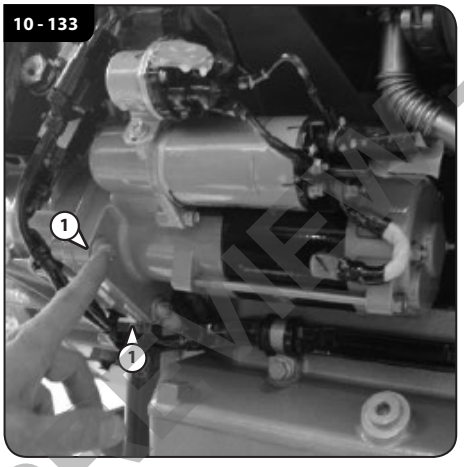
Disconnect the electric wires for connection of the starter motor (1, 📷 ***10 - 131***).

10 - 132



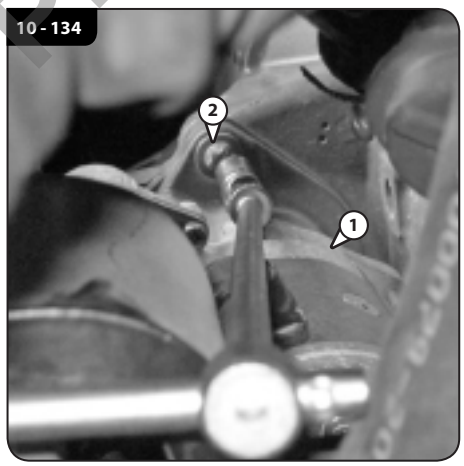
Unscrew the screws and washers (1, 2, 📷 ***10 - 132***) and remove the remote control switch (3, 📷 ***10 - 132***) from the starter motor (4, 📷 ***10 - 132***).

10 - 133



Slacken the two screws (1, 📷 ***10 - 133***).

10 - 134



Slacken the third screw (2, 📷 ***10 - 134***) and remove the starter motor (1, 📷 ***10 - 134***) from the engine base.

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SPN	FMI	Fault_name	Fault Description
3662	6	Injector Cylinder #4 Spill Control Valve (“Amplifier”), Valve Shorted Circuit	Valve short circuit of amplifier
3662	10	Injector Cylinder #4 Spill Control Valve (“Amplif ier”), Abnormal Rate of Change	Pull-in detection failure
3663	3	Injector Cylinder #5 Spill Control Valve (“Amplifier”), Abnormal Operation (MAX)	Pump Push Error
3663	4	Injector Cylinder #5 Spill Control Valve (“Amplif ier”), Abnormal Operation (MIN)	Pump push error
3663	5	Injector Cylinder #5 Spill Control Valve (“Amplifier”), Circuit Open	Pump Open Load Error
3663	6	Injector Cylinder #5 Spill Control Valve (“Amplifier”), Valve Shorted Circuit	Valve short circuit of amplifier
3663	10	Injector Cylinder #5 Spill Control Valve (“Amplif ier”), Abnormal Rate of Change	Pull-in detection failure
3664	3	Injector Cylinder #6 Spill Control Valve (“Amplifier”), Abnormal Operation (MAX)	Pump Push Error
3664	4	Injector Cylinder #6 Spill Control Valve (“Amplif ier”), Abnormal Operation (MIN)	Pump push error
3664	5	Injector Cylinder #6 Spill Control Valve (“Amplifier”), Circuit Open	Pump Open Load Error
3664	6	Injector Cylinder #6 Spill Control Valve (“Amplifier”), Valve Shorted Circuit	Valve short circuit of amplifier
3664	10	Injector Cylinder #6 Spill Control Valve (“Amplif ier”), Abnormal Rate of Change	Pull-in detection failure
3702	13	HC-Dosing Conditions Not Fullfilled	HC-Dosing Conditions not fullfilled (Ubat to low , HC-Pressure to high)
3716	31	High Idle Regeneration - Low Temperature	Infinite high idle regeneration scenario detection due to incorrect thermal management from the engine
4077	0	Doser Fuel Line Pressure High	HC Doser line fuel pressure high
4077	3	Doser Fuel Line Pressure Sensor Circuit Failed High	HC Doser Pressure Failed High
4077	4	Doser Fuel Line Pressure Sensor Circuit Failed Low	HC Doser Pressure Failed Low
4077	14	Doser Fuel Line Pressure Failed Self Test	HC-doser valve and line integrity check
4193	2	Coolant Inlet Temperature Not Plausible	Engine coolant inlet temperature sensor rationality
4193	3	Engine Coolant Inlet Temperature Circuit Failed High	Inlet Coolant Temperature Circuit Failed High
4193	4	Engine Coolant Inlet Temperature Circuit Failed Low	Inlet Coolant Temperature Circuit Failed Low
4193	10	Coolant Temperature Sensors Not Plausible	Engine coolant temperature sensor monitor
4193	17	MU_ISP_ENG_WARM_MON	Engine w arm up monitor
4193	21	MU_RC4_T_COOLANT_IN_GEN2	Temperature Sensor Plausibility Error Engine Coolant Inlet
4193	31	Engine Coolant Sensor (IN), General Temperature Plausibility Error	general temperature diagnostic, t coolant in
4227	3	Electrostatic Oil Separator Circuit Failed High	Short Cut to Battery
4227	4	Electrostatic Oil Separator Circuit Failed Low	Short Cut to Ground
4227	5	Electrostatic Oil Separator Circuit Failed Open	Open Load
4257	3	Injector Amplifier Control Valve Cylinder #1, #2, #3, Shorted to Battery	Short-circuit to battery
4257	4	Injector Amplifier Control Valve Cylinder #1, #2, #3, Shorted to Ground	Short-circuit to ground
4258	3	Injector Amplifier Control Valve Cylinder #4, #5, #6, Shorted to Battery	Short-circuit to battery
4258	4	Injector Amplifier Control Valve Cylinder #4, #5, #6, Shorted to Ground	Short-circuit to ground
4752	0	EGR Cooler Low Efficiency	EGR cooler fail high by detecting a high intake manifold temperature

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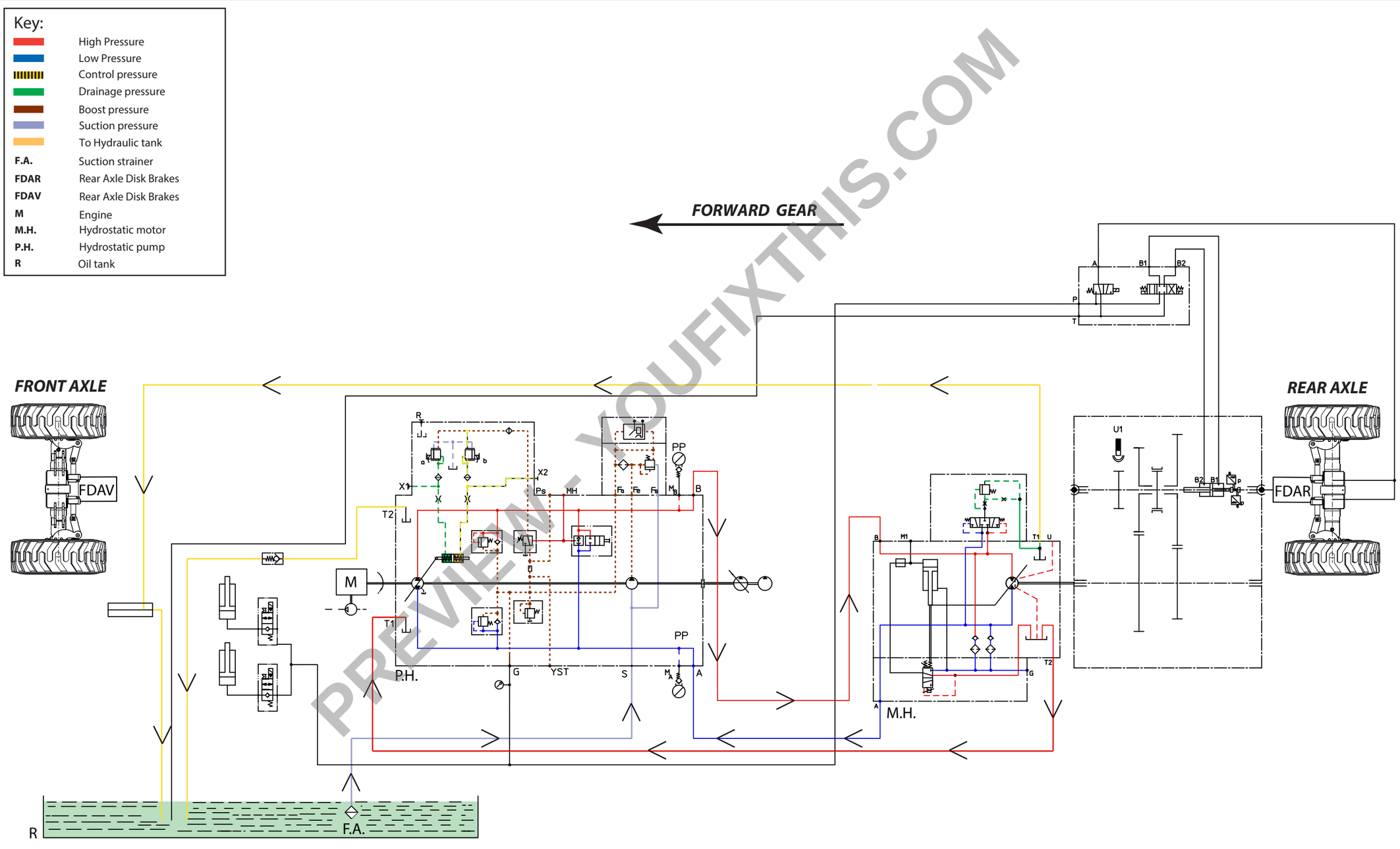
20.2 TRANSMISSION SCHEMATIC DIAGRAMS

20.2.1 FORWARD GEAR SCHEMATIC DIAGRAM

20 - 185

Key:

	High Pressure
	Low Pressure
	Control pressure
	Drainage pressure
	Boost pressure
	Suction pressure
	To Hydraulic tank
F.A.	Suction strainer
FDAR	Rear Axle Disk Brakes
FDAV	Rear Axle Disk Brakes
M	Engine
M.H.	Hydrostatic motor
P.H.	Hydrostatic pump
R	Oil tank



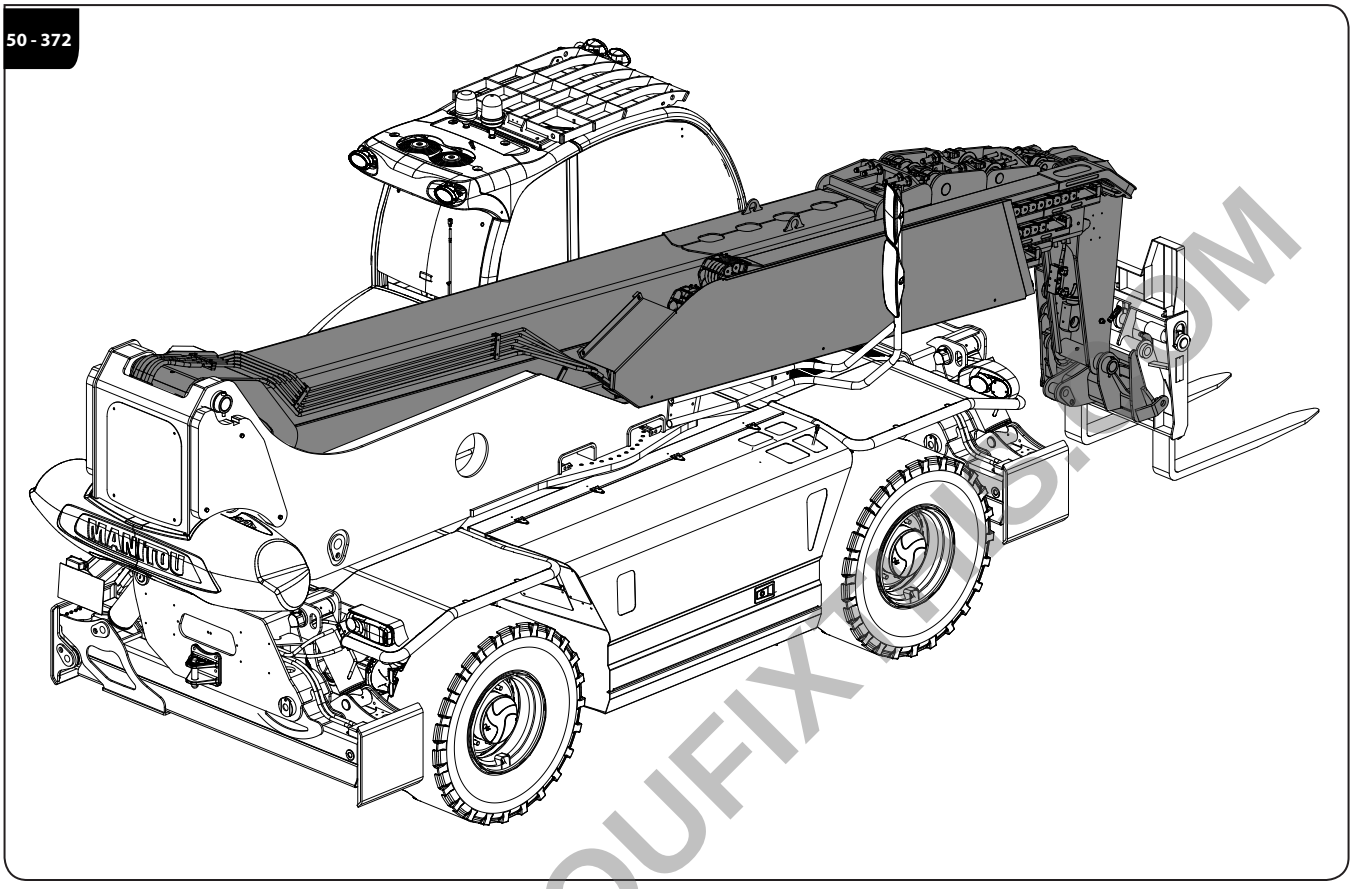
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LINKS TO REPAIR MANUALS :

REF. MANUAL	DESIGNATION

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50.5 BOOM REFIT

50.5.1 GENERAL INFORMATION

Reposition all the pipes and connections correctly according to the markings made with a marker pen during the disassembly.

50.5.2 PRELIMINARY OPERATIONS

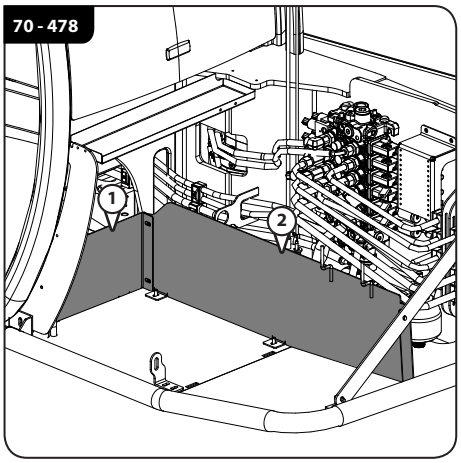
Prepare the structural work, checking to make sure the threaded holes have been drilled correctly; remove the burrs from the bushes for the pins, grind and smooth weld drips in the area where the sliding blocks are to be housed.

50.5.3 PREPARATION AND SAFETY INSTRUCTIONS

Place the truck on a horizontal surface and extend the stabilisers to ensure the greatest stability and safety.

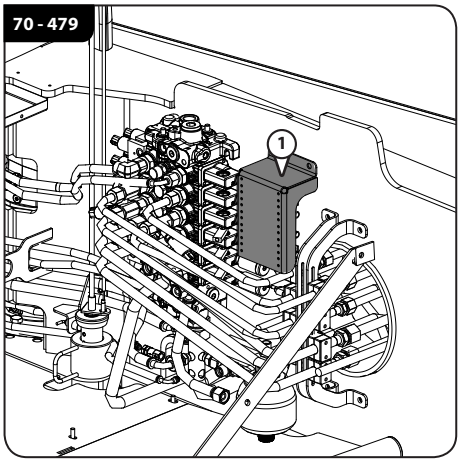
Special instruments:

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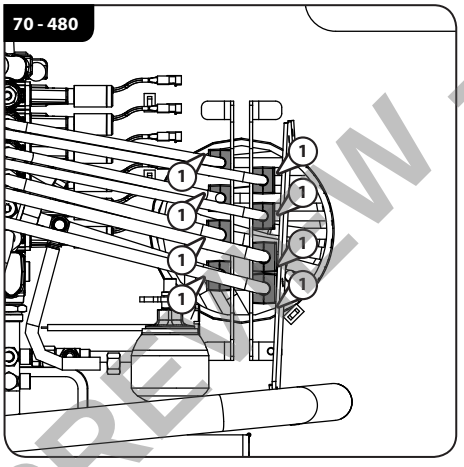


REMOVING THE DISTRIBUTOR

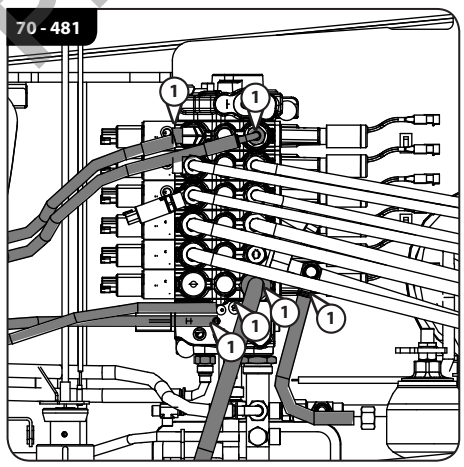
Remove the housing (1,2,📷 ***70 - 478***) by unscrewing all the screws fixing it to the frame.



Remove the protective casing of the electrical connectors (1,📷 ***70 - 479***) by unscrewing all the screws fixing it to the frame.



Slacken (don't remove) the screws of the eight fastening collars (1, 📷 ***70 - 480***) of iron distributor pipes.



Disconnect the highlighted hydraulic tubes (1,📷 ***70 - 481***) from the distributor.

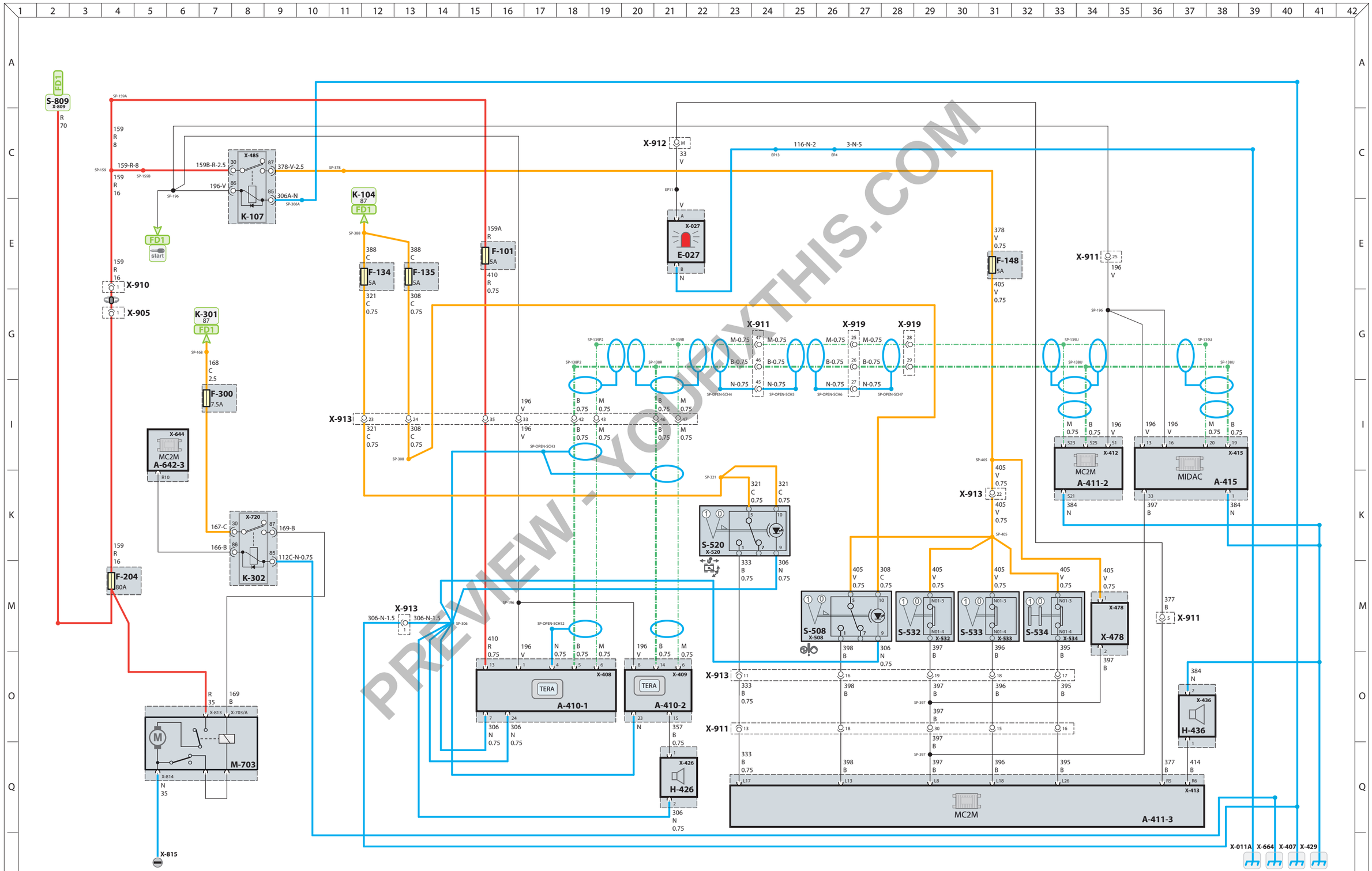
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DIAGRAM 18



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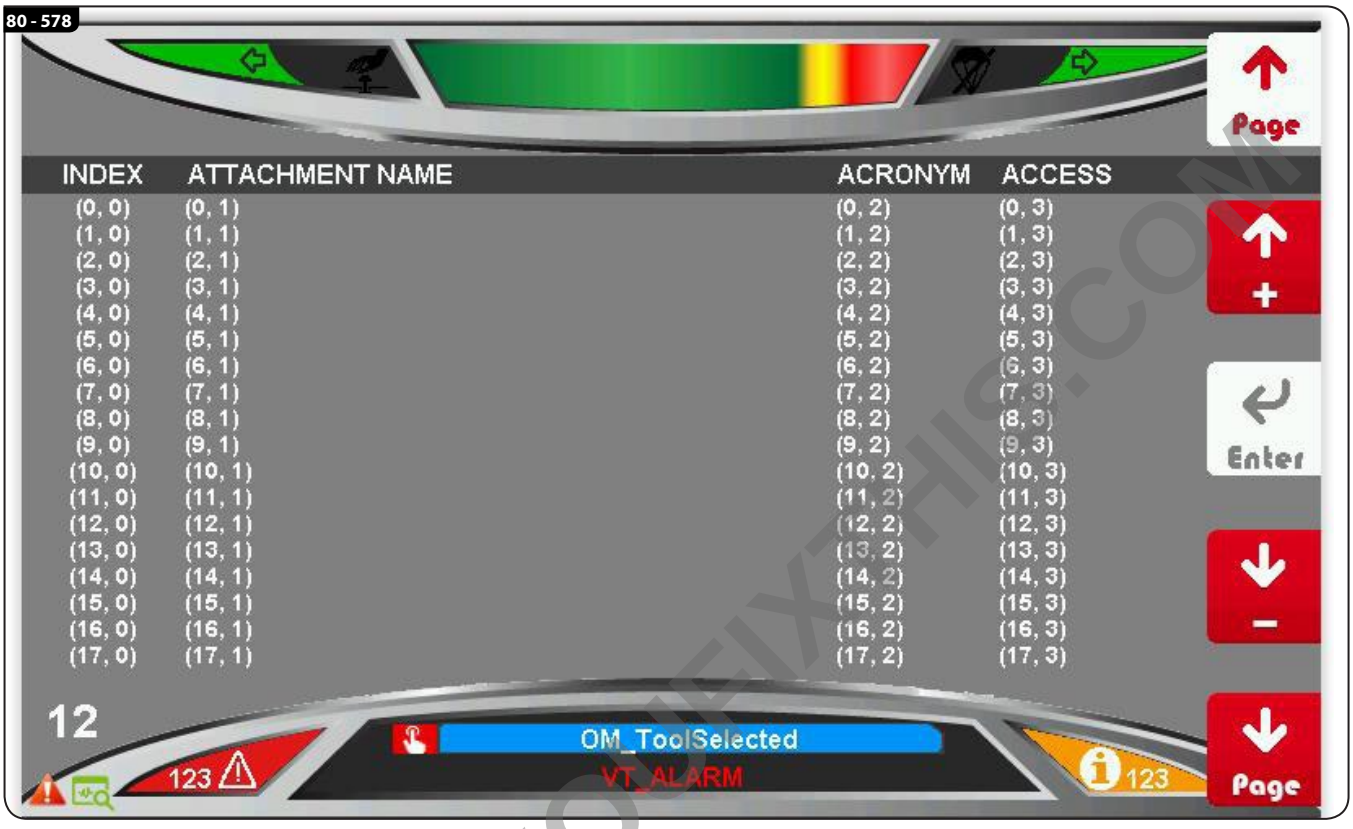
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Ref.	Description	Position on the 3D harness																		
		Diag. 1	Diag. 2	Diag. 3	Diag. 4	Diag. 5	Diag. 6	Diag. 7	Diag. 8	Diag. 9	Diag. 10	Diag. 11	Diag. 12	Diag. 13	Diag. 14	Diag. 15	Diag. 16 (not X)	Diag. 16 (only X)	Diag. 17	Diag. 18
X612	Urea tube heater (R7)	√																		
X613	Motor thermostat (on oil radiator)			√																
X614	CPU engine mercedes										√									
X618	CPU RC12/10-30 (2)	√																		
X619	CPU RC12/10-30 (1)	√																		
X620	Goes forward valve										√									
X621	Goes back valve										√									
X622	Ep motor					√														
X624	Solenoid valve gear c (1)					√														
X625	Solenoid valve gear c (2)					√														
X627	Urea heater solenoid valve											√								
X628	Switch cambio 1					√														
X629	Switch cambio 2					√														
X630	Parking brake pressure switch					√														
X633	Speed sensor					√														
X634	Gnd CPU	√																		
X639	120 ohm resistence can1	√																		
X640	120 ohm resistence can1	√																		
X641	Diagnostic Rexroth	√																		
X642	CPU MC2M	√																		
X643	CPU MC2M	√																		
X644	CPU MC2M	√																		
X645	120 ohm RESISTOR	√																		
X660	Rear axle lock left solenoid								√											
X661	Rear axle lock right solenoid								√											
X664	CPU frame GND	√																		
X672	Front light LH						√													
X673	Front light RH					√														
X674	Rear light LH								√											
X675	Rear light RH								√											
X676	Trailer light								√											
X677	Plate light								√											
X678	Pressure switch stop light								√											
X679	Buzzer reverse gear								√	√										
X680	Radiator oil electrofan						√													
X681	Radiator oil electrofan						√													
X682	Extensometerstab. front LH							√												
X683	Extensometerstab. front LH							√												
X684	Extensometer stab. post dx								√											
X685	Extensometer stab. post sx								√											
X686	Extensometric pin Front stab. RH							√												
X687	Extensometric pin Front stab. LH							√												
X688	Extensometric pin Rear stab. LH								√											
X689	Extensometric pin Rear stab. RH								√											
X690	Electronin level				√															
X691	Front stab. RH Completely hight							√												
X692	Front stab. LH Completely hight							√												
X693	Rear stab. LH Completely hight								√											
X694	Rear stab. RH Completely hight								√											
X695	Can open node (stab. front right)							√												

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Tool access page



To see this page, go in the scroll page, then surf in the menu, and press on the tool access page image.

Then, press on the “Tool access”.

The page shows the load chart attachments of the machine.

With maximum password level is possible to surf, like before, but the attachment acces is editable by the F8 key (if the icon enter is present in the screen).

By pressing enter key, the display will show the possible access:

- A/M ⊳ Both, RFID and Manual selection;
- A ⊳ Only RFID;
- NO ⊳ Disabled.

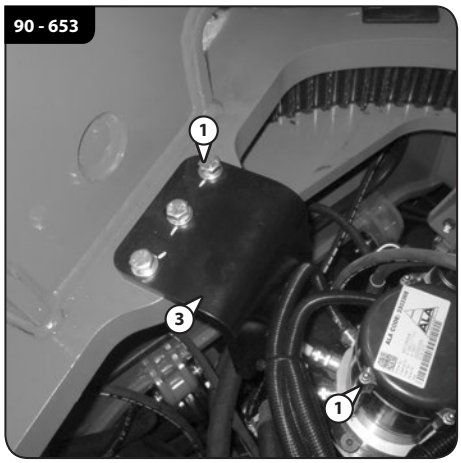
To the Left-bottom, is visualized the actual page.

The table legend is:

Attachment index	Attachment name	Attachment acronym	Access type

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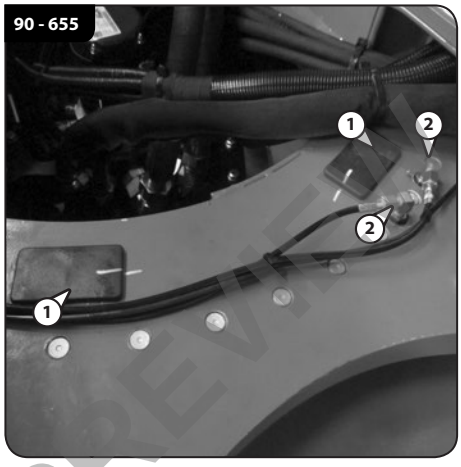


Attach the brackets (2, 📷 ***90 - 653***) to the turret by screwing in the screws (1, 📷 ***90 - 653***).

Tighten the screws using a 75 Nm.

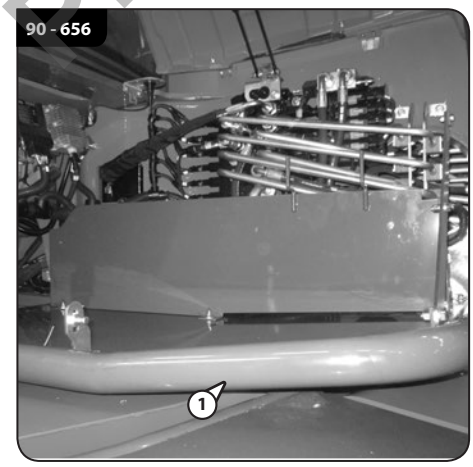


Connect the pipe (1, 📷 ***90 - 654***) on the rotating manifold.



Reconnect all tubes present on greasing fittings (2, 📷 ***90 - 655***).

Replace the four plugs (1, 📷 ***90 - 655***).



Replace the housing (1, 📷 ***90 - 656***) using the appropriate screws.

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00.4.3 LUBRICANTS AND FUEL

⚠ PRÉCAUTION

USE THE RECOMMENDED LUBRICANTS AND FUEL:
- not all oils can be mixed to make up the level.
- Manitou oils are perfectly suitable for changing the oil.

Diagnostic analysis of oils

In case of an inspection or maintenance contract signed with the dealer, a diagnostic analysis may be requested for the engine, transmission and axles oils, depending on the extent of use.

(*) Features of recommended fuel

Use good quality fuel to obtain optimum performance of the I.C. engine.

MRT-X 2470 Privilege Plus ST3A S1
MRT-X 3050 Privilege Plus ST3A S1

- DERV second the EN590
- BS2869 A2 Class
- ASTM D975 - 91 Class 2D
- JIS K2204 (1992) Degrees 1, 2, 3 and Special Degree 3

Only refuel using commercially available, sulphur-free diesel fuel that complies with the following standards:

MRT 2470 Privilege Plus ST4 S1
MRT 3050 Privilege Plus ST4 S1

- EN 590 as of 2010, et seq. (max. 0.001% sulphur by weight) (10 ppm) or
- ASTM D975 (max. 0.0015% sulphur by weight) (15 ppm).

(**) Features of recommended "DEF"

Only use "DEF" in accordance with DIN 70070/ISO 22241.
Do not use any additives.

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10.3.5 MRT-X 2470/3050 PRIVILEGE PLUS ST43A - ENGINE CONTROL AND ADJUSTMENT

EQUIPMENT REQUIRED

10 - 58



Minidiag 2 - recovery release 2_5.02.69

N° 1 - Minidiag 2 - Powertrain Business Unit Engines.
N° 1 - ODB cable.

⚠ WARNING

The Minidiag 2 has to be in version recovery release 2_5.02.69.

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SPN	FMI	DTC	Fault description	Recommended Action	CEL	SEL	MIL	Fault location
926	3	9E0303	Digital Output 4/01 Circuit shorted to Ubat	"Check wiring of associated pin Check parameters 35/13 (Selection), 35/32 (Fault Detection) and 35/49 (Configuration) for correct configuration of output pin 4/01 Run Service Routine (chapter 6.4, routines 15 to 17): – Digital Output Pin Under Software Control: Start Response with Signal Parameter 16"	ON	OFF	OFF	Pin 4/01
926	4	9E0304	Digital Output 4/01 Circuit shorted to GND	"Check wiring of associated pin Check parameters 35/13 (Selection), 35/32 (Fault Detection) and 35/49 (Configuration) for correct configuration of output pin 4/01 Run Service Routine (chapter 6.4, routines 15 to 17): – Digital Output Pin Under Software Control: Start Response with Signal Parameter 16"	ON	OFF	OFF	Pin 4/01
926	5	9E0305	Digital Output 4/01 Open Circuit (broken wire, terminal floating)	"Check wiring of associated pin Check parameters 35/13 (Selection), 35/32 (Fault Detection) and 35/49 (Configuration) for correct configuration of output pin 4/01 Run Service Routine (chapter 6.4, routines 15 to 17): – Digital Output Pin Under Software Control: Start Response with Signal Parameter 16"	ON	OFF	OFF	Pin 4/01
972	2	CC0302	Throttle inhibit switch signal not plausible due to excess vehicle speed	"Check wiring of associated pin. Check parameters 13/05 (Selection) and 13/43 (Fault Detection) for correct configuration of input pin 1/17."	ON	OFF	OFF	Pin 1/17
973	2	CD0302	Evobus 5stage retarder level position not plausible	"Check wiring of associated pin. Check parameters 13/08 (Selection) and 13/49 (Fault Detection) for correct configuration of input pin 2/13."	ON	OFF	OFF	Pin 2/13
973	9	CD0309	J1939 EBC1 Message is missing or not available	"Check J1939 link connection and Devices Turbocharger. Check Parameter 01/10 (EBC1 Source Adress SAE J1939)"	ON	OFF	OFF	
973	13	CD030D	J1939 Engine Retarder Selection Signal Missing or not available = SNA (signal not available)	Check J1939 link connection to Engine Retarder	ON	OFF	OFF	
973	19	CD0313	J1939 Engine Retarder Selection Signal erractic = undefined value but not SNA	Check J1939 link connection to Engine Retarder	ON	OFF	OFF	
974	2	CE0302	Remote Accelerator Pedal Supply Voltage Out of Range	Check wiring of associated pins	ON	OFF	OFF	Pin 3/03 Pin 3/04
974	3	CE0303	Remote Accelerator Pedal Circuit shorted to Ubat	Check wiring of associated pins	ON	OFF	OFF	Pin 3/02 Pin 3/03 Pin 3/04
974	4	CE0304	Remote Accelerator Pedal Circuit shorted to GND	Check wiring of associated pins	ON	OFF	OFF	Pin 3/02 Pin 3/03 Pin 3/04
979	9	D30309	J1939 PTO Message Not Received This Ignition Cycle	"Check J1939 link connection. Check Parameter 01/52 (PTO Source Adress SAE J1939) for proper configuration."	ON	OFF	OFF	
986	9	DA0309	J1939 CM1 DPF Message is missing or not available	"Check J1939 link connection and Devices Cab Controller 1 and Climate Control. Check Parameter 01/07 (CM1 DPF Source Adress SAE J1939) for proper configuration."	OFF	OFF	OFF	
986	13	DA030D	"J1939 CM1 Fan SPN986 Signal from source address #1 or #2 is missing or not available = SNA (signal not available)"	"Check J1939 link connection. Check Parameter 01/08 (CM1 Fan Source Adress #1 SAE J1939) and Parameter 01/09 (CM1 Fan Source Adress #2 SAE J1939) for proper configuration."	OFF	OFF	OFF	
986	19	DA0313	"J1939 CM1 Fan SPN986 Signal from source address #1 or #2 is erractic = undefined value but not SNA"	"Check J1939 link connection. Check Parameter 01/08 (CM1 Fan Source Adress #1 SAE J1939) and Parameter 01/09 (CM1 Fan Source Adress #2 SAE J1939) for proper configuration."	OFF	OFF	OFF	

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ADM3 fault code (J1939) SPN / FMI	"ADM3 fault code (K-line)"	"MR2 fault code (K-line)"	Fault location	Fault description	Remedial action	Pin
524 / 19	17919	-	Transmission Selected Gear	Received Network Data in Error		CAN-J1939
558 / 1	11701	-	Accelerator Pedal Idle Switch (GAS1 + GAS2 or J1939)	Both Signals Equal but Should Not	- Check wiring	"21/12 and 21/13"
558 / 5	11705	-	Accelerator Pedal Idle Switch (GAS1 + GAS2 or J1939)	Both Switches Open Circuit	"- Check wiring - Pedal unit exchange, if defective"	"21/12 and 21/13"
558 / 9	11709	-	Accelerator Pedal Idle Switch (GAS1 + GAS2 or J1939)	Abnormal Update Rate		CAN-J1939
558 / 12	11712	-	Accelerator Pedal Idle Switch (GAS1 + GAS2 or J1939)	Both Switches Closed	"- check wiring - Pedal unit exchange, if defective"	"21/12 and 21/13"
558 / 19	11719	-	Accelerator Pedal Idle Switch (GAS1 + GAS2 or J1939)	Received Network Data in Error		CAN-J1939
559 / 9	18009	-	Accelerator Pedal Kickdown Switch	Abnormal Update Rate		CAN-J1939
559 / 19	18019	-	Accelerator Pedal Kickdown Switch	Received Network Data in Error		CAN-J1939
573 / 9	18109	-	TransmissionTorque Converter Lockup Engaged	Abnormal Update Rate		CAN-J1939
573 / 19	18119	-	TransmissionTorque Converter Lockup Engaged	Received Network Data in Error		CAN-J1939
574 / 9	18209	-	Transmission Shift In Process	Abnormal Update Rate		CAN-J1939
574 / 19	18219	-	Transmission Shift In Process	Received Network Data in Error		CAN-J1939
596 / 9	18309	-	Cruise Control Enable Switch	Abnormal Update Rate		CAN-J1939
596 / 19	18319	-	Cruise Control Enable Switch	Received Network Data in Error		CAN-J1939
597 / 9	18409	-	Brake Switch	Abnormal Update Rate		CAN-J1939
597 / 19	18419	-	Brake Switch	Received Network Data in Error		CAN-J1939
598 / 9	18509	-	Clutch Switch	Abnormal Update Rate		CAN-J1939
598 / 19	18519	-	Clutch Switch	Received Network Data in Error		CAN-J1939
599 / 9	11809	-	Cruise Control Switch CC- (Set + Coast)	Abnormal Update Rate (Set Switch)		CAN-J1939
599 / 12	11812	-	Cruise Control Switch CC- (Set + Coast)	Both Switches CC- and CC+ Closed	"- Check wiring - Check cruise control switch"	"18/04 and 18/05"
599 / 14	11814	-	Cruise Control Switch CC- (Set + Coast)	Plausibility Check Failed (Check Stalk Switch Wiring)	"- Check wiring of stalk switch - Check parameter 13/37"	"18/04 and 12/07"
599 / 19	11819	-	Cruise Control Switch CC- (Set + Coast)	Received Network Data in Error		CAN-J1939
600 / 9	18609	-	Cruise Control Coast (Decelerate) Switch	Abnormal Update Rate		CAN-J1939
600 / 19	18619	-	Cruise Control Coast (Decelerate) Switch	Received Network Data in Error		CAN-J1939
601 / 9	11909	-	Cruise Control Switch CC+ (Res + Acc)	Abnormal Update Rate (Resume Switch)		CAN-J1939
601 / 12	11912	-	Cruise Control Switch CC+ (Res + Acc)	Both Switches CC+ and CC- Closed	"- Check wiring - Check cruise control switch"	"18/04 and 18/05"

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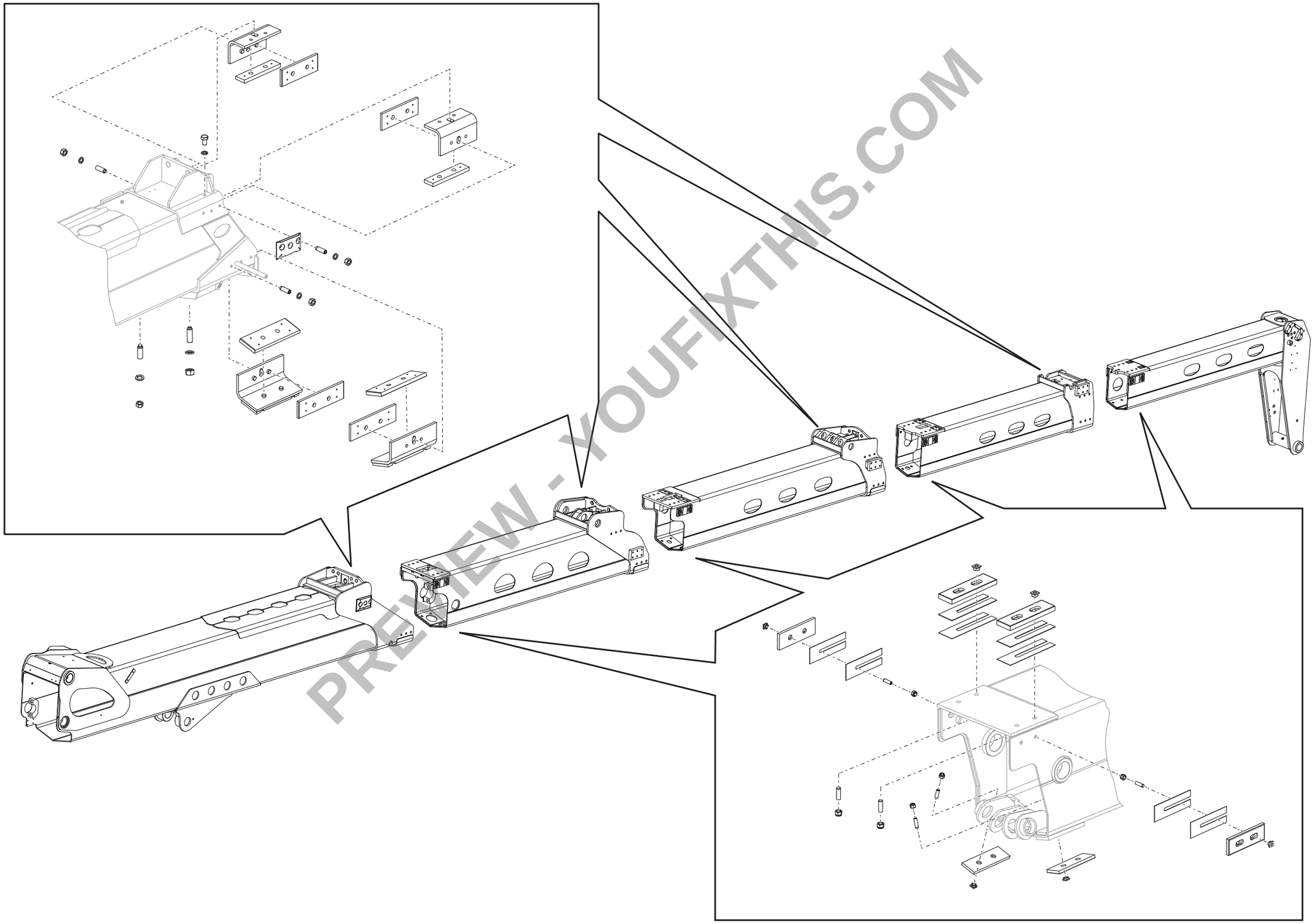
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BOOM ASSEMBLY OVERVIEW

50 - 302



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70.3 HYDRAULIC COMPONENTS LOCATION

70.3.1 KEY POSITION FOR HYDRAULIC COMPONENTS - SCHEMATIC DIAGRAM 1

		Showing on schematic diagram No.		
Item	Designation	1	2	3
C.1	Lifting cylinder – rear right descent	X		
C.2	Rear right stabiliser deployment cylinder	X		
C.3	Rear left stabiliser deployment cylinder	X		
C.4	Lifting cylinder – rear left descent	X		
C.5	Lifting cylinder – front right descent	X		
C.6	Front right stabiliser deployment cylinder	X		
C.7	Lifting cylinder – front left descent	X		
C.8	Front left stabiliser deployment cylinder	X		
C.B.R.	Rotation locking cylinder	X		
C.R.	Rotating hydraulic manifold	X		
C.S.P.	Counterbalance valve	X		
Front suspension	Front suspension	X		
E.C.L.	Levelling solenoid valve	X		
Locking rear axle	Locking rear axle	X		
S.V.	Steering valve	X		
G.B.V.	Gear / Brake valve	X		
F.M.	Delivery filter	X		

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80.1.2 MACHINE OPERATING LOGIC



The software program of the MC2M control unit limits the movements of the machine according to:

- The installed attachment;
- The machine status (on wheels or outriggers);
- The position of the boom;
- The orientation of the cabin;
- The type of control (from cabin or from radiocontrol).

The operating logic implemented in the machine software are shown below.

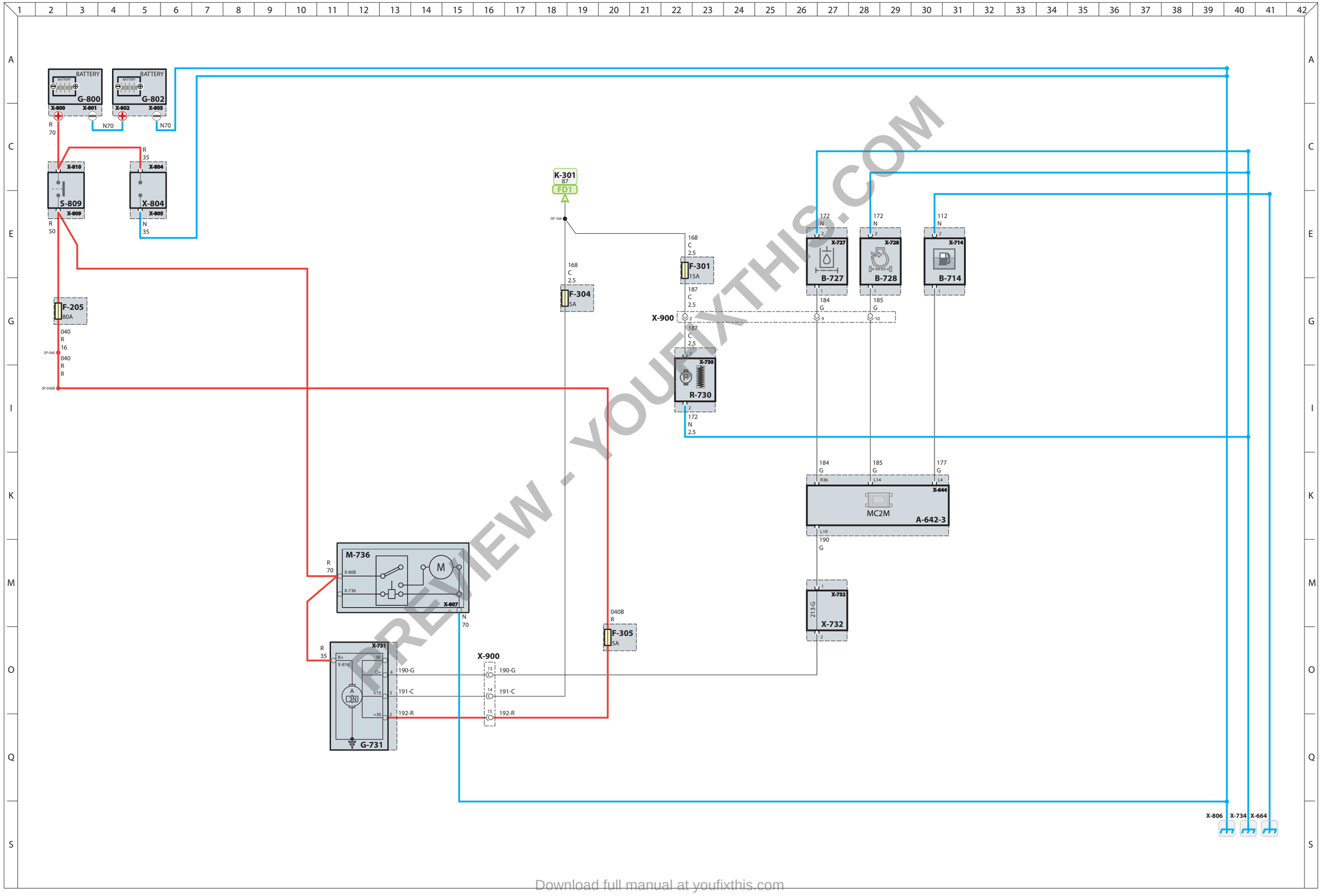
NOTES:

RMA_012_PR801: name of the software project and name of the machine project.
LT_Name: version of the load tables.
LMI / MCC / MCT / TERA7: versions of the control units.

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DIAGRAM 8.2



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Ref.	Description	Position on the harness																	
		Diag. 1	Diag. 2	Diag. 3	Diag. 4	Diag. 5	Diag. 6	Diag. 7	Diag. 8	Diag. 9	Diag. 10	Diag. 11	Diag. 12	Diag. 13	Diag. 14	Diag. 15	Diag. 16	Diag. 17	Diag. 18
X675	Light rear RH																√		
X676	Trailer light																√		
X677	Light plate																√		
X678	Pressure swich light stop																√		
X679	Buzzer																√		
X680	Oil cooler solenoid valve	√																	
X681	Oil cooler solenoid valve	√																	
X682	Extensometer Front stab. LH															√			
X683	Extensometer Front stab. RH															√			
X684	Extensometer stab. post dx																√		
X685	Extensometer stab. post sx																√		
X686	Extensometric pin Front stab. RH															√			
X687	Extensometric pin Front stab. LH															√			
X688	Extensometric pin Rear stab. LH																√		
X689	Extensometric pin Rear stab. RH																√		
X690	Electronic level	√																	
X691	Front stab. RH Completely hight															√			
X692	Front stab. LH Completely hight															√			
X693	Rear stab. LH Completely hight																√		
X694	Rear stab. RH Completely hight																√		
X695	Termination CAN OPEN (node Front stab. RH)															√			
X696	GND rear frame																√		
X697	Vg min motor	√																	
X699	Levelling Sx												√						
X700	Levelling Dx												√						
X701	Service pump (movement)		√																
X702	Termination CAN K Mercedes		√																
X703	Emergency pump	√																	
X704	Front axle centering	√																	
X705	Rear axle alignment	√																	
X706	Engine radiator electrofan		√																
X707	General fuse carriage	√																	
X708	24V direct battery	√																	
X709	Power supply ACM2	√																	
X710	Power supply MCM		√																
X713	Flow sensor oil fi lter (stab.)	√																	
X714	Level switch fuel	√																	
X715	Pressure switch oil fi lter	√																	
X719	Pump fi lter		√																
X720	Fuse +relays box	√																	
X721	Fuse +relays box	√																	
X722	Relays box	√																	
X723	Fuse box	√																	
X727	Radiator coolant level		√																
X728	Air fi lter pressure switch		√																
X730	Fuel filter heater		√																
X731	Alternator		√																
X732	Bi-Energy predisposition	√																	
X733	Chassis GND solenoid valves												√						
X734	Chassis GND		√																

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On the right, there are the follow icons:

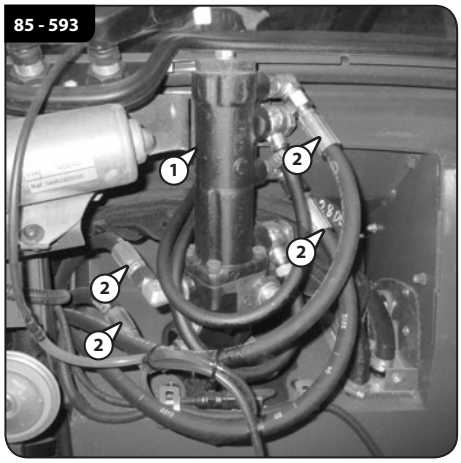
Icon	Description	Function
	Position light	The light is ON, when the position light switch is ON.
	Lower beam	The light is green, when the low beam switch is ON.
	Main beam	The light is blue, when the main beam switch is ON.
	Wheel axles position	The light is green and yellow when the front and rear axle are centered.
	Steering mode	The icon represents the sterring mode (street, round, or crab).
	Fast/slow gear	The light changes in base of the gear setted.
	Eco mode	The light advises the activation of the ecomode.
	Automatic shift	The light advises the activation of the automatic shift.
	Turret condition	The light works like this: - The turret is centered; - The turret is not centered but the pivot is down; - The turret is centered and blocked; - The turret is in frontal position.
	Translation bypass	The light indicates the status of the translation bypass button.
	Remote control activated	The light indicates the status of the remote control button.

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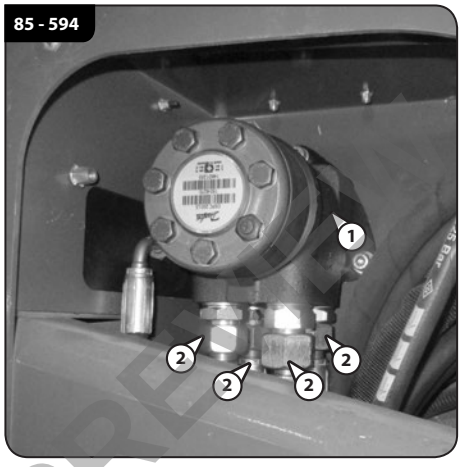


Disconnect the ground cables under the cab (1, 📷 ***85 - 592***).

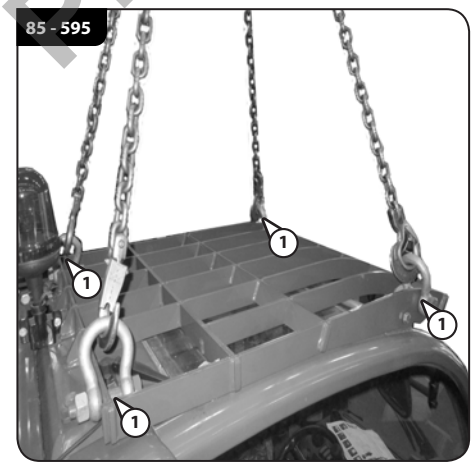


DISCONNECT THE CAB HYDRAULIC SYSTEM

Disconnect the hydraulic pipes (2, 📷 ***85 - 593***) from the brake pump (1, 📷 ***85 - 593***) located at the front of the cab.



Disconnect the hydraulic pipes (2, 📷 ***85 - 594***) from the power steering (1, 📷 ***85 - 594***) located at the front right of the cab.



REMOVING THE CAB FROM THE FRAME

Fit the eyebolts (1, 📷 ***85 - 595***) to the cab and secure them to an overhead crane with ropes and chains.

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