Genie®
A TEREX BRAND

Service Manual

	Serial Number Range
GS-3384	from GS8406-40833 to GS8413-42180
GS-3390	from GS9006-42686 to GS9013-48426
GS-4390	from GS9006-42686 to GS9013-48426
GS-5390	from GS9006-42686 to GS9013-48426

Part No. 84793
Rev G
January 2013

Introduction

Important

Read, understand and obey the safety rules and operating instructions in the appropriate Operator's Manual on your machine before attempting any maintenance or repair procedure.

This manual provides detailed scheduled maintenance information for the machine owner and user. It also provides troubleshooting and repair procedures for qualified service professionals.

Basic mechanical, hydraulic and electrical skills are required to perform most procedures. However ,several procedures require specialized skills, tools, lifting equipment and a suitable workshop. In these instances, we strongly recommend that maintenance and repair be performed at an authorized Genie dealer service center.

Compliance

Machine Classification
Group A/Type 2,3 as defined by ISO 16368

Machine Design Life
Unrestricted with proper operation, inspection and scheduled maintenance.

Technical Publications

Genie has endeavored to deliver the highest degree of accuracy possible. However, continuous improvement of our products is a Genie policy. Therefore, product specifications are subject to change without notice.

Readers are encouraged to notify Genie of errors and send in suggestions for improvement. All communications will be carefully considered for future printings of this and all other manuals.

Contact Us:

http://www.genielift.com
e-mail: awp.techpub@terex.com

Serial Number Information

Genie offers the following Service Manuals for these models:

Title	Part No.
Genie GS-3384 Service Manual, First Edition (from serial number 40001 to GS8405-40832)	82259
Genie GS-3384 Service Manual, Second Edition from serial number 40833 to 42180	84793
Genie GS-3384 Service Manual, Third Edition from serial number GS8413-42181	162336
Genie GS-3390, GS-4390 and GS-5390 Service Manual, First Edition (from serial number 40001 to GS9005-42685)	72863
Genie GS-3390, GS-4390 and GS-5390 Service Manual, Second Edition from serial number 42686 to 48426	84793
Genie GS-3390, GS-4390 and GS-5390 Service Manual, Third Edition from serial number GS9013-48427	162336

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Second Edition, Seventh Printing

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Printed in U.S.A.

Revision History

Revision	Date	Section	Procedure / Schematic Page / Description
G	01/2013	Introduction	Revision History Added
		3 - Maint.	A-6, D-5
		4 - Repair	9-3
		6 - Schem.	All electrical schematics, 6-3

REFERENCE EXAMPLES:

Kubota Engine_Section 2_Specifications.
A-6,B-3,C-7_Section 3_Maintenance Procedure.
3-2, 6-4, 9-1_Section 4_Repair Procedure.
Fault Codes_Section 5.
6-35, 6-56, 6-104_Section 6_Schematic Page #.

Electronic Version

Click on any procedure or page number highlighted in blue to view the update.

REVISION HISTORY, CONTINUED

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A-6,B-3,C-7_Section 3_Maintenance Procedure.
3-2, 6-4, 9-1_Section 4_Repair Procedure.
Fault Codes_Section 5.
6-35, 6-56, 6-104_Section 6_Schematic Page #.

Electronic Version

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Serial Number Legend

Genie
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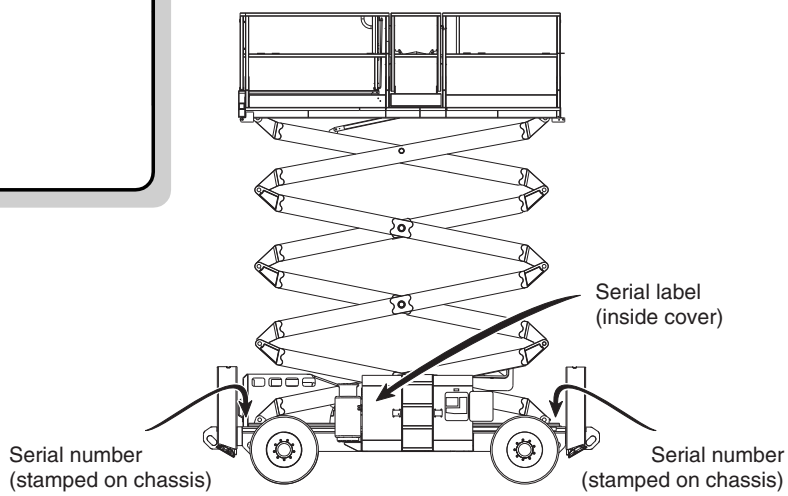
Model: GS-1930
Serial number: GS3005A-12345
Model year: 2005 **Manufacture date:** 04/12/05
Electrical schematic number: ES0141
Machine unladen weight: 2,714 lb / 1,231 kg
Rated work load (including occupants): 500 lb / 227 kg
Maximum allowable inclination of the chassis:
N/A
Gradeability: N/A
Maximum allowable side force : 100 lb / 445 N
Maximum number of platform occupants: 2
Country of manufacture: USA
This machine complies with:

Terex South Dakota, Inc.
18340 NE 76th St
PO Box 97030
Redmond, WA 98052
USA

PN - 77055

GS30 05 A - 12345

- GS30: Model
- 05: Model year
- A: Facility code (used only for model manufactured in multiple facilities)
- 12345: Sequence number



Safety Rules



Danger

Failure to obey the instructions and safety rules in this manual and the appropriate Operator's Manual on your machine will result in death or serious injury.

Many of the hazards identified in the operator's manual are also safety hazards when maintenance and repair procedures are performed.

Do Not Perform Maintenance Unless:

- ☑ You are trained and qualified to perform maintenance on this machine.
- ☑ You read, understand and obey:
  - manufacturer's instructions and safety rules
  - employer's safety rules and worksite regulations
  - applicable governmental regulations
- ☑ You have the appropriate tools, lifting equipment and a suitable workshop.

Personal Safety

Any person working on or around a machine must be aware of all known safety hazards. Personal safety and the continued safe operation of the machine should be your top priority.



Read each procedure thoroughly. This manual and the decals on the machine, use signal words to identify the following:



Safety alert symbol—used to alert personnel to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

⚠DANGER Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

⚠WARNING Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

⚠CAUTION Indicates a potentially hazardous situation which, if not avoided, may cause minor or moderate injury.

NOTICE Indicates a potentially hazardous situation which, if not avoided, may result in property damage.



Be sure to wear protective eye wear and other protective clothing if the situation warrants it.



Be aware of potential crushing hazards such as moving parts, free swinging or unsecured components when lifting or placing loads. Always wear approved steel-toed shoes.

Workplace Safety



Be sure to keep sparks, flames and lighted tobacco away from flammable and combustible materials like battery gases and engine fuels. Always have an approved fire extinguisher within easy reach.



Be sure that all tools and working areas are properly maintained and ready for use. Keep work surfaces clean and free of debris that could get into machine components and cause damage.



Be sure any forklift, overhead crane or other lifting or supporting device is fully capable of supporting and stabilizing the weight to be lifted. Use only chains or straps that are in good condition and of ample capacity.



Be sure that fasteners intended for one time use (i.e., cotter pins and self-locking nuts) are not reused. These components may fail if they are used a second time.



Be sure to properly dispose of old oil or other fluids. Use an approved container. Please be environmentally safe.



Be sure that your workshop or work area is properly ventilated and well lit.

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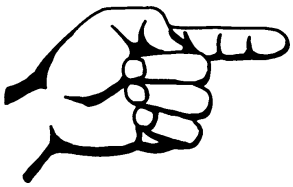
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Specifications

Machine Specifications

Fluid capacities	
Hydraulic tank	30 gallons 114 liters
Hydraulic system with outriggers (including tank), GS-3384 and GS-3390	37.5 gallons 142 liters
Hydraulic system with outriggers (including tank), GS-4390	38.25 gallons 144.8 liters
Hydraulic system with outriggers (including tank), GS-5390	38.75 gallons 146.7 liters
Hydraulic system without outriggers (including tank), GS-3384 and GS-3390	34.25 gallons 129.6 liters
Hydraulic system without outriggers (including tank), GS-4390	35 gallons 132.5 liters
Fuel tank	30 gallons 114 liters

Tire and wheels	
High Flotation, air-filled and foam-filled (all models)	
Tire size	33/16LL500
Tire ply rating	10
Tire diameter x width	33 in x 16 in 83.8 cm x 41 cm
Wheel diameter x width	19.5 in x 14 in 49.5 cm x 35.6 cm
Weight, foam-filled	419 lbs (+/- 10 lbs) 190 kg (+/- 4.5 kg)
Weight, air-filled	157 lbs 71.2 kg
Pressure, air-filled	38 psi 2.6 bar
Rough Terrain, foam-filled (GS-90)	
Tire size	LSW 305-546 NHS
Tire ply rating	10
Tire weight, new foam-filled (minimum) (Rough terrain)	265 lbs 120 kg
Tire diameter x width	33 in x 12 in 83.8 cm x 30 cm
Rough Terrain, foam-filled (GS-84)	
Tire size	51S3D1-16.5 NHS
Tire ply rating, minimum	8
Tire weight, new foam-filled (minimum) (Rough terrain)	224 lbs 101.6 kg
Tire weight, new foam-filled (minimum) (Rough terrain, non-marking)	228 lbs 103.4 kg
Tire diameter x width	30.8 in x 10.4 in 78.2 cm x 26.4 cm

Tire and wheels	
Wheel lugs	9 @ 5/8-18
Lug nut torque, dry	125 ft-lbs 169.5 Nm
Lug nut torque, lubricated	94 ft-lbs 127.4 Nm

For operational specifications, refer to the Operator's Manual.

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SPECIFICATIONS

Performance Specifications

Drive speed, maximum (GS-90)	
Platform stowed	5 mph 40 ft / 5.5 sec 8 km/h 12.2 m / 5.5 sec
Platform raised	0.7 mph 40 ft / 39 sec 1.1 km/h 12.2 m / 39 sec

Drive speed, maximum (GS-84)	
Platform stowed	4 mph 40 ft / 6.8 sec 6.4 km/h 12.2 m / 6.8 sec
Platform raised	0.7 mph 40 ft / 39 sec 1.1 km/h 12.2 m / 39 sec

Braking distance, maximum	
high range on paved surface	60 inches 152.4 cm

Gradeability	
GS-3384, GS-3390 and GS-4390	50%
GS-5390	40%

Rated work load at full height, maximum	
GS-3384 and GS-3390	2500 lbs 1135 kg
GS-4390 (most models - refer to capacity indicator decal)	1500 lbs 680 kg
GS-4390 (some models - refer to capacity indicator decal)	1800 lbs 816 kg
GS-5390	1500 lbs 680 kg

Function speed, maximum from platform controls (with maximum rated load in platform)	
GS-3384 and GS-3390	
Platform up	42 to 52 seconds
Platform down	25 to 35 seconds
GS-4390	
Platform up	50 to 60 seconds
Platform down	32 to 42 seconds
GS-5390	
Platform up	70 to 90 seconds
Platform down	42 to 52 seconds

Airborne noise emissions Maximum sound level at normal operation workstations (A-weighted)	107 dB

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Hydraulic Specifications

Hydraulic Oil Specifications	
Hydraulic oil type	Chevron Rando HD equivalent
Viscosity grade	Multi-viscosity
Viscosity index	200
Cleanliness level, minimum	15/13
Water content, maximum	200 ppm

Chevron Rando HD oil is fully compatible and mixable with Shell Donax TG (Dexron III) oils.
Genie specifications require hydraulic oils which are designed to give maximum protection to hydraulic systems, have the ability to perform over a wide temperature range, and the viscosity index should exceed 140. They should provide excellent antiwear, oxidation, corrosion inhibition, seal conditioning, and foam and aeration suppression properties.

Optional fluids	
Biodegradable	Petro Canada Environ MV 46 Statoil Hydra Way Bio Pa 32 BP Biohyd SE-S
Fire resistant	UCON Hydrolube HP-5046 Quintolubric 822
Mineral based	Shell Tellus S2 V 32 Shell Tellus S2 V 46 Chevron Aviation A Arnica 32

NOTICE Continued use of Chevron Aviation A hydraulic fluid when ambient temperatures are consistently above 32°F / 0°C may result in component damage.

Note: Use Chevron Aviation A hydraulic fluid when ambient temperatures are consistently below 0°F / -17°C.

Note: Use Shell Tellus S2 V 46 hydraulic oil when oil temperatures consistently exceed 205°F / 96°C.

Note: Genie specifications require additional equipment and special installation instructions for the approved optional fluids. Consult the Genie Service Department before use.

SPECIFICATIONS

Hydraulic Components Specifications

Drive pump	
Type: Bidirectional, variable displacement piston pump	
Flow rate @ 2500 rpm	0 to 32.5 gpm 0 to 123 L/min
Drive pressure, maximum	3750 psi 258.6 bar

Charge pump	
Type:	Gerotor
Flow rate @ 2500 rpm	9.1 gpm 34.4 L/min
Charge pump pressure	325 psi 22.4 bar

Function pump	
Type:	Gear
Displacement	0.98 cu in 16 cc
Flow rate @ 2500 rpm	10.6 gpm 40.1 L/min
Hydraulic tank return line filter	10 micron with 25 psi / 1.7 bar bypass

Auxiliary power unit	
Relief valve	2000 psi 137.9 bar

Function manifold	
System relief valve pressure, GS-3384 and GS-3390	2700 to 2900 psi 186 to 200 bar
System relief valve pressure, GS-4390 and GS-5390	2900 to 3100 psi 200 to 214 bar
Steer relief valve pressure, GS-3384	2700 to 2900 psi 186 to 200 bar
Steer relief valve pressure, GS-3390, GS-4390 and GS-5390	1950 to 2250 psi 135 to 155 bar
Proportional valve flow regulator	0.1 gpm 0.38 L/min

Drive manifold	
Hot oil relief pressure	280 psi 19.3 bar

Drive motors	
Displacement (2 speed motor)	0.54 to 1.52 cu in 8.8 to 25 cc

Drive hubs	
Fluid capacity	26 fl oz 0.77 liters
Fluid type:	SAE 90 multipurpose hypoid gear oil API service classification GL5
Installation torque, lubricated	180 ft-lbs 244 Nm

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SPECIFICATIONS

Oscillate manifold (GS-90) (option)	
System relief valve pressure	3500 psi 241 bar
Float relief valve pressure	900 psi 62 bar
Oscillate flow regulator	1 gpm 3.8 L/min
Generator manifold (option)	
Relief valve	3000 psi 207 bar
Flow rate, maximum	4.5 gpm 17 L/min
Welder manifold (option)	
Relief valve	270 psi 18.6 bar
Hydraulic motor (welder option)	
Displacement	1.28 cu in 21 cc

Manifold Component Specifications

Plug torque	
SAE No. 2	50 in-lbs / 6 Nm
SAE No. 4	13 ft-lbs / 18 Nm
SAE No. 6	18 ft-lbs / 24 Nm
SAE No. 8	50 ft-lbs / 68 Nm
SAE No. 10	55 ft-lbs / 75 Nm
SAE No. 12	75 ft-lbs / 102 Nm

Valve Coil Resistance Specifications

Note: The following coil resistance specifications are at an ambient temperature of 68°F / 20°C. As valve coil resistance is sensitive to changes in air temperature, the coil resistance will typically increase or decrease by 4% for each 18°F / 20°C that your air temperature increases or decreases from 68°F / 20°C.

Description	Specification
Proportional valve, 12V DC (schematic item AD)	4.1Ω
DO3 valve, 3 position 4 way, 10V DC (schematic items AG and AK)	3.6Ω
Solenoid valve, 3 position 4 way 10V DC with diode (schematic item AH)	7.2Ω
Solenoid valve, 2 position 2 way 10V DC (schematic items CA, CB, CC and CD)	5.5Ω
Solenoid valve, 2 position 3 way 10V DC (schematic item AL)	6Ω
Solenoid valve, 2 position 2 way 12V DC with diode (schematic item DA)	7.5Ω
Solenoid valve, 2 position 3 way 12V DC with diode (schematic items DE and DF)	10Ω
Solenoid valve, 2 position 2 way 12V DC with diode (schematic item DG)	10Ω
Solenoid valve, 2 position 3 way 10V DC with diode (schematic items EF and EJ)	7Ω
Solenoid valve, 2 position 3 way 10V DC (schematic item FC)	6Ω

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SPECIFICATIONS

Ford LRG-425 EFI Engine

Displacement	153 cu in 2.5 liters
Number of cylinders	4
Bore & stroke	3.78 x 3.4 inches 96.01 x 86.36 mm
Horsepower	70 @ 2500 rpm 52 kW @ 2500 rpm
Firing order	1 - 3 - 4 - 2
Low idle (computer controlled) Frequency	1600 rpm 320 Hz
High idle (computer controlled) Frequency	2500 rpm 500 Hz
Compression ratio	9.4:1

Compression pressure (approx.)
Pressure (psi or bar) of lowest cylinder must be at least 75% of highest cylinder

Valve clearances - collapsed tappet	0.035 to 0.055 inches 0.889 to 1.397 mm

Lubrication system

Oil pressure (operating temperature @ 2500 rpm)	40 to 60 psi 2.75 to 4.1 bar
Oil capacity (including filter)	4.5 quarts 4.3 liters

Oil pressure switch

Oil pressure switch point	7.5 psi 0.51 bar

Oil viscosity requirements

Units ship with 15W-40.
Extreme operating temperatures may require the use of alternative engine oils. For oil requirements, refer to the Engine Operator Handbook on your machine.

Electronic fuel pump

Fuel pressure, static	63 psi 4.3 bar
Fuel flow rate	0.58 gpm 2.2 L/min

Fuel requirement

For fuel requirements, refer to the engine Operator's Manual on your machine.

Ignition system

Spark plug type	Motorcraft AGSF-32-FM
Spark plug gap	0.042 to 0.046 inches 1.07 to 1.17 mm

Engine coolant

Capacity	11.5 quarts 10.9 liters

Coolant temperature sending unit

Engine shutdown temperature	300°F 149°C

Starter motor

Normal engine cranking speed	200 to 250 rpm
Current draw, normal load	140-200A
Current draw, maximum load	800A

Alternator

Output	95A, 14.5V DC

Battery

Type	12V DC
Group	31
Quantity	1
Cold cranking ampere @ 0°F	1000A
Reserve capacity @ 25A rate	200 minutes

Continuous improvement of our products is a Genie policy. Product specifications are subject to change without notice.

SPECIFICATIONS

Ford DSG-423 EFI Engine

Displacement	140.4 cu in 2.3 liters
Number of cylinders	4
Bore & stroke	3.44 x 3.7 inches 87.5 x 94 mm
Horsepower	59 @ 2500 rpm 44 kW @ 2500 rpm
Firing order	1 - 3 - 4 - 2
Low function idle (computer controlled) Frequency	1600 rpm 320 Hz
High function idle (computer controlled) Frequency	2500 rpm 500 Hz
Compression ratio	9.7:1

Compression pressure (approx.)
Pressure (psi or bar) of lowest cylinder must be at least 75% of highest cylinder

Lubrication system	
Oil pressure (at operating temperature @ 2500 rpm)	29 to 39 psi 2 to 2.7 bar
Oil capacity (including filter)	4 quarts 3.8 liters

Oil pressure switch	
Oil pressure switch point	7.5 psi 0.51 bar

Oil viscosity requirements

Units ship with 15W-40.
Extreme operating temperatures may require the use of alternative engine oils. For oil requirements, refer to the Engine Operator Handbook on your machine.

Continuous improvement of our products is a Genie policy. Product specifications are subject to change without notice.

Electronic fuel pump	
Fuel pressure, static	64 psi 4.4 bar
Fuel flow rate	0.43 gpm 1.6 L/min

Fuel requirement

For fuel requirements, refer to the engine Operator's Manual on your machine.

Ignition system	
Spark plug type	Motorcraft AGSF-32-FEC
Spark plug gap	0.044 to 0.045 inches 1.125 to 1.135 mm

Engine coolant	
Capacity	10 quarts 9.5 liters

Cylinder head temperature sending unit	
Fault code set temperature	280°F 138°C
Engine shutdown temperature	300°F 149°C

Starter motor	
Normal engine cranking speed	200 to 250 rpm
Current draw, normal load	140-200A
Current draw, maximum load	800A

Alternator	
Output	95A, 13.8V DC

Battery	
Type	12V DC
Group	31
Quantity	1
Cold cranking ampere @ 0°F	1000A
Reserve capacity @ 25A rate	200 minutes

SPECIFICATIONS

Deutz F3L 2011 Engine
Deutz D2011L03i Engine

Displacement	142 cu in 2.33 liters
Number of cylinders	3
Bore and stroke	3.7 x 4.41 inches 94 x 112 mm
Horsepower	48 @ 2800 rpm 36 kW @ 2800 rpm
Firing order	1 - 2 - 3
Compression ratio	19:1
Low idle Frequency	1500 300 Hz
High idle Frequency	2500 500 Hz
Governor	centrifugal mechanical
Valve clearance, cold	
Intake	0.012 to 0.016 in 0.3 to 0.4 mm
Exhaust	0.020 to 0.024 in 0.5 to 0.6 mm
Injection system	
Injection pump make	Bosch
Injector pressure, maximum	15000 psi 1034 bar
Injector opening pressure	3046 psi 210 bar

Fuel requirement

For fuel requirements, refer to the engine Operator's Manual on your machine.

Lubrication system	
Oil pressure	20 to 44 psi 1.4 to 3 bar
F3L 2011 Engine	
Oil capacity (including filter)	8.5 quarts 8 liters
Oil change capacity (including filter)	6.35 quarts
D2011L03i Engine (before serial numbers GS8409-42004 and GS9009-47229)	
Oil capacity (including filter)	8.5 quarts 8 liters
Oil change capacity (including filter)	6.35 quarts 6 liters
D2011L03i Engine (after serial numbers GS8409-42003 and GS9009-47228)	
Oil capacity **(D2011L03i Engine)** (including filter)	9.5 quarts 9 liters
Oil change capacity **(D2011L03i Engine)** (including filter)	7.35 quarts 7 liters

Oil viscosity requirements

Units ship with 15W-40.
Extreme operating temperatures may require the use of alternative engine oils. For oil requirements, refer to the Engine Operator Handbook on your machine.

Continuous improvement of our products is a Genie policy. Product specifications are subject to change without notice.

SPECIFICATIONS

Starter motor	
Current draw, no load	90A
Brush length, minimum	0.5 in 12.7 mm
Alternator	
Output	60A, 14V DC
Fan belt (pretension / retension)	3/8 to 1/2 in 9 to 12 mm
Battery	
Type	12V DC
Group	31
Quantity	1
Cold cranking ampere @ 0°F	1000A
Reserve capacity @ 25A rate	200 minutes

Continuous improvement of our products is a Genie policy. Product specifications are subject to change without notice.

SPECIFICATIONS

Hydraulic Hose and Fitting Torque Specifications

Your machine is equipped with Parker Seal-Lok™ ORFS or 37° JIC fittings and hose ends. Genie specifications require that fittings and hose ends be torqued to specification when they are removed and installed or when new hoses or fittings are installed.

Seal-Lok™ Fittings
(hose end - ORFS)

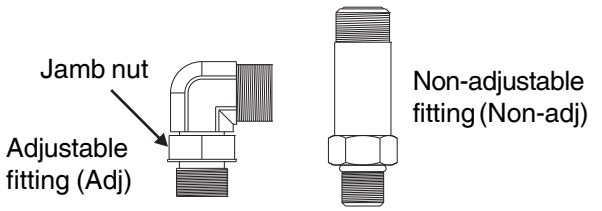
SAE Dash size	Torque
-4	10 ft-lbs / 13.6 Nm
-6	30 ft-lbs / 40.7 Nm
-8	40 ft-lbs / 54.2 Nm
-10	60 ft-lbs / 81.3 Nm
-12	85 ft-lbs / 115 Nm
-16	110 ft-lbs / 150 Nm
-20	140 ft-lbs / 190 Nm
-24	180 ft-lbs / 245 Nm

JIC 37° Fittings
(swivel nut or hose connection)

SAE Dash size	Thread Size	Flats
-4	7/16-20	2
-6	9/16-18	1 1/4
-8	3/4-16	1
-10	7/8-14	1
-12	1 1/16-12	1
-16	1 5/16-12	1
-20	1 5/8-12	1
-24	1 7/8-12	1

SAE O-ring Boss Port
(tube fitting - installed into Aluminum)
(all types)

SAE Dash size	Torque
-4	14 ft-lbs / 19 Nm
-6	23 ft-lbs / 31.2 Nm
-8	36 ft-lbs / 54.2 Nm
-10	62 ft-lbs / 84 Nm
-12	84 ft-lbs / 114 Nm
-16	125 ft-lbs / 169.5 Nm
-20	151 ft-lbs / 204.7 Nm
-24	184 ft-lbs / 249.5 Nm



SAE O-ring Boss Port
(tube fitting - installed into Steel)

SAE Dash size		Torque
-4	ORFS / 37° (Adj)	15 ft-lbs / 20.3 Nm
	ORFS (Non-adj)	26 ft-lbs / 35.3 Nm
	37° (Non-adj)	22 ft-lbs / 30 Nm
-6	ORFS (Adj / Non-adj)	35 ft-lbs / 47.5 Nm
	37° (Adj / Non-adj)	29 ft-lbs / 39.3 Nm
-8	ORFS (Adj / Non-adj)	60 ft-lbs / 81.3 Nm
	37° (Adj / Non-adj)	52 ft-lbs / 70.5 Nm
-10	ORFS (Adj / Non-adj)	100 ft-lbs / 135.6 Nm
	37° (Adj / Non-adj)	85 ft-lbs / 115.3 Nm
-12	(All types)	135 ft-lbs / 183 Nm
-16	(All types)	200 ft-lbs / 271.2 Nm
-20	(All types)	250 ft-lbs / 339 Nm
-24	(All types)	305 ft-lbs / 413.5 Nm

SPECIFICATIONS

SAE FASTENER TORQUE CHART

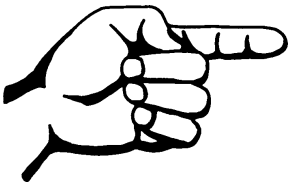
• This chart is to be used as a guide only unless noted elsewhere in this manual •

SIZE	THREAD	Grade 5				Grade 8				A574 High Strength Black Oxide Bolts	
		LUBED		DRY		LUBED		DRY		LUBED	
		in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm
1/4	20	80	9	100	11.3	110	12.4	140	15.8	130	14.7
	28	90	10.1	120	13.5	120	13.5	160	18	140	15.8
		LUBED		DRY		LUBED		DRY		LUBED	
		ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm
5/16	18	13	17.6	17	23	18	24	25	33.9	21	28.4
	24	14	19	19	25.7	20	27.1	27	36.6	24	32.5
3/8	16	23	31.2	31	42	33	44.7	44	59.6	38	51.5
	24	26	35.2	35	47.4	37	50.1	49	66.4	43	58.3
7/16	14	37	50.1	49	66.4	50	67.8	70	94.7	61	82.7
	20	41	55.5	55	74.5	60	81.3	80	108.4	68	92.1
1/2	13	57	77.3	75	101.6	80	108.4	110	149	93	126
	20	64	86.7	85	115	90	122	120	162	105	142
9/16	12	80	108.4	110	149	120	162	150	203	130	176
	18	90	122	120	162	130	176	170	230	140	189
5/8	11	110	149	150	203	160	217	210	284	180	244
	18	130	176	170	230	180	244	240	325	200	271
3/4	10	200	271	270	366	280	379	380	515	320	433
	16	220	298	300	406	310	420	420	569	350	474
7/8	9	320	433	430	583	450	610	610	827	510	691
	14	350	474	470	637	500	678	670	908	560	759
1	8	480	650	640	867	680	922	910	1233	770	1044
	12	530	718	710	962	750	1016	990	1342	840	1139
1 1/8	7	590	800	790	1071	970	1315	1290	1749	1090	1477
	12	670	908	890	1206	1080	1464	1440	1952	1220	1654
1 1/4	7	840	1138	1120	1518	1360	1844	1820	2467	1530	2074
	12	930	1260	1240	1681	1510	2047	2010	2725	1700	2304
1 1/2	6	1460	1979	1950	2643	2370	3213	3160	4284	2670	3620
	12	1640	2223	2190	2969	2670	3620	3560	4826	3000	4067

METRIC FASTENER TORQUE CHART

• This chart is to be used as a guide only unless noted elsewhere in this manual •

Size	Class 4.6 (4.6)				Class 8.8 (8.8)				Class 10.9 (10.9)				Class 12.9 (12.9)			
(mm)	LUBED		DRY		LUBED		DRY		LUBED		DRY		LUBED		DRY	
	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm	in-lbs	Nm
5	16	1.8	21	2.4	41	4.63	54	6.18	58	6.63	78	8.84	68	7.75	91	10.3
6	19	3.05	36	4.07	69	7.87	93	10.5	100	11.3	132	15	116	13.2	155	17.6
7	45	5.12	60	6.83	116	13.2	155	17.6	167	18.9	223	25.2	1.95	22.1	260	29.4
	LUBED		DRY		LUBED		DRY		LUBED		DRY		LUBED		DRY	
	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm	ft-lbs	Nm
8	5.4	7.41	7.2	9.88	14	19.1	18.8	25.5	20.1	27.3	26.9	36.5	23.6	32	31.4	42.6
10	10.8	14.7	14.4	19.6	27.9	37.8	37.2	50.5	39.9	54.1	53.2	72.2	46.7	63.3	62.3	84.4
12	18.9	25.6	25.1	34.1	48.6	66	64.9	88	69.7	94.5	92.2	125	81	110	108	147
14	30.1	40.8	40	54.3	77.4	105	103	140	110	150	147	200	129	175	172	234
16	46.9	63.6	62.5	84.8	125	170	166	226	173	235	230	313	202	274	269	365
18	64.5	87.5	86.2	117	171	233	229	311	238	323	317	430	278	377	371	503
20	91	124	121	165	243	330	325	441	337	458	450	610	394	535	525	713
22	124	169	166	225	331	450	442	600	458	622	612	830	536	727	715	970
24	157	214	210	285	420	570	562	762	583	791	778	1055	682	925	909	1233



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Scheduled Maintenance Procedures



Observe and Obey:

- ☑ Maintenance inspections shall be completed by a person trained and qualified on the maintenance of this machine.
- ☑ Scheduled maintenance inspections shall be completed daily, quarterly, semi-annually, annually and every 2 years as specified on the *Maintenance Inspection Report.*

⚠WARNING Failure to perform each procedure as presented and scheduled could result in death, serious injury or substantial damage.

- ☑ Immediately tag and remove from service a damaged or malfunctioning machine.
- ☑ Repair any machine damage or malfunction before operating the machine.
- ☑ Use only Genie approved replacement parts.
- ☑ Machines that have been out of service for a period longer than 3 months must complete the quarterly inspection.
- ☑ Unless otherwise specified, perform each maintenance procedure with the machine in the following configuration:
  - Machine parked on a firm, level surface
  - Platform in the stowed position
  - Key switch in the off position with the key removed
  - The red Emergency Stop button in the off position at both ground and platform controls
  - Wheels chocked
  - All external AC power supply disconnected from the machine

About This Section

This section contains detailed procedures for each scheduled maintenance inspection.

Each procedure includes a description, safety warnings and step-by-step instructions.

Symbols Legend



Safety alert symbol—used to alert personnel to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

⚠DANGER Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

⚠WARNING Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

⚠CAUTION Indicates a potentially hazardous situation which, if not avoided, may cause minor or moderate injury.

NOTICE Indicates a potentially hazardous situation which, if not avoided, may result in property damage.

⊙ Indicates that a specific result is expected after performing a series of steps.

☒ Indicates that an incorrect result has occurred after performing a series of steps.

SCHEDULED MAINTENANCE PROCEDURES

Maintenance Symbols Legend

Note: The following symbols have been used in this manual to help communicate the intent of the instructions. When one or more of the symbols appear at the beginning of a maintenance procedure, it conveys the meaning below.



Indicates that tools will be required to perform this procedure.



Indicates that new parts will be required to perform this procedure.



Indicates that a cold engine will be required to perform this procedure.



Indicates that a warm engine will be required to perform this procedure.



Indicates that dealer service will be required to perform this procedure.

Pre-delivery Preparation Report

The pre-delivery preparation report contains checklists for each type of scheduled inspection.

Make copies of the *Pre-delivery Preparation* report to use for each inspection. Store completed forms as required.

Maintenance Schedule

There are five types of maintenance inspections that must be performed according to a schedule—daily, quarterly, semi-annually, annually, and two year. The *Scheduled Maintenance Procedures Section and the Maintenance Inspection Report* have been divided into five subsections—A, B, C, D, and E. Use the following chart to determine which group(s) of procedures are required to perform a scheduled inspection.

Inspection	Checklist
Daily or every 8 hours	A
Quarterly or every 250 hours	A + B
Semi-annually or every 500 hours	A + B + C
Annually or every 1000 hours	A + B + C + D
Two year or every 2000 hours	A + B + C + D + E

Maintenance Inspection Report

The maintenance inspection report contains checklists for each type of scheduled inspection.

Make copies of the *Maintenance Inspection Report* to use for each inspection. Maintain completed forms for a minimum of 4 years or in compliance with employer, jobsite and governmental regulations and requirements.

Pre-Delivery Preparation

Fundamentals

It is the responsibility of the dealer to perform the Pre-delivery Preparation.

The Pre-delivery Preparation is performed prior to each delivery. The inspection is designed to discover if anything is apparently wrong with a machine before it is put into service.

A damaged or modified machine must never be used. If damage or any variation from factory delivered condition is discovered, the machine must be tagged and removed from service.

Repairs to the machine may only be made by a qualified service technician, according to the manufacturer's specifications.

Scheduled maintenance inspections shall be performed by qualified service technicians, according to the manufacturer's specifications and the requirements listed in the responsibilities manual.

Instructions

Make copies of this form to use for each Pre-Delivery Preparation.

Use the operator's manual on your machine.

The Pre-delivery Preparation consists of completing the Pre-operation Inspection, the Maintenance items and the Function Tests.

Use this form to record the results. Place a check in the appropriate box after each part is completed. Follow the instructions in the operator's manual.

If any inspection receives an N, remove the machine from service, repair and re-inspect it. After repair, place a check in the R box.

Legend

Y = yes, completed
N = no, unable to complete
R = repaired

Comments

Pre-Delivery Preparation	Y	N	R
Pre-operation inspection completed			
Maintenance items completed			
Function tests completed			

Model

Serial number

Date

Machine owner

Inspected by (print)

Inspector signature

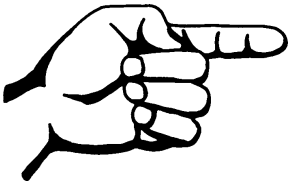
Inspector title

Inspector company

Genie
A TEREX BRAND

Terex South Dakota, Inc USA
500 Oak Wood Road
PO Box 1150
Watertown, SD 57201-6150
(605) 882-4000

Genie UK
The Maltings, Wharf Road
Grantham, Lincolnshire
NG31-6BH England
(44) 1476-584333



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Maintenance Inspection Report

Model

Serial number

Date

Hour meter

Machine owner

Inspected by (print)

Inspector signature

Inspector title

Inspector company

Instructions

- Make copies of this report to use for each inspection.
- Select the appropriate checklist(s) for the type of inspection to be performed.

☐	**Daily or 8 hour Inspection: A**
☐	**Quarterly or 250 hour Inspection: A+B**
☐	**Semi-annually or 500 hour Inspection: A+B+C**
☐	**Annually or 1000 hour Inspection: A+B+C+D**
☐	**2 Year or 2000 hour Inspection: A+B+C+D+E**

- Place a check in the appropriate box after each inspection procedure is completed.
- Use the step-by-step procedures in this section to learn how to perform these inspections.
- If any inspection receives an “N”, tag and remove the machine from service, repair and re-inspect it. After repair, place a check in the “R” box.

Legend

Y = yes, acceptable

N = no, remove from service

R = repaired

Checklist A - Rev F	Y	N	R
A-1 Manuals and decals			
A-2 Pre-operation inspect			
A-3 Function tests			
A-4 Engine maintenance - Ford models			
A-5 Engine maintenance - Deutz models			
A-6 Test the Oscillate Axle			
Perform after 40 hours:			
A-7 30 day service			
Perform after 50 hours:			
A-8 Engine maintenance - Deutz models			
Perform every 100 hours:			
A-9 Engine maintenance - Ford models			
A-10 Filter/separator - Deutz models			
Perform after 150 hours:			
A-11 Drive hub oil			
Perform every 200 hours:			
A-12 Engine maintenance - Ford models			

Checklist B - Rev F	Y	N	R
B-1 Battery			
B-2 Electrical wiring			
B-3 Engine air filter			
B-4 Engine RPM			
B-5 Exhaust system			
B-6 Brake configuration			
B-7 Tires and wheels			
B-8 Drive hub oil level			
B-9 Key switch			
B-10 Emergency Stop			
B-11 Horn			
B-12 Fuel select - Ford models			
B-13 Drive brakes			
B-14 Drive speed - stowed			
B-15 Drive speed - raised			
B-16 Check Up Limit Switch			
B-17 Hydraulic oil analysis			
B-18 Tank venting systems			
Perform every 400 hours:			
B-19 Engine air filter - Ford models			
B-20 Engine maintenance - Ford models			

Comments

MAINTENANCE INSPECTION REPORT

Model

Serial number

Date

Hour meter

Machine owner

Inspected by (print)

Inspector signature

Inspector title

Inspector company

Instructions

- Make copies of this report to use for each inspection.
- Select the appropriate checklist(s) for the type of inspection to be performed.

☐	**Daily or 8 hour Inspection: A**
☐	**Quarterly or 250 hour Inspection: A+B**
☐	**Semi-annually or 500 hour Inspection: A+B+C**
☐	**Annually or 1000 hour Inspection: A+B+C+D**
☐	**2 Year or 2000 hour Inspection: A+B+C+D+E**

- Place a check in the appropriate box after each inspection procedure is completed.
- Use the step-by-step procedures in this section to learn how to perform these inspections.
- If any inspection receives an “N”, tag and remove the machine from service, repair and re-inspect it. After repair, place a check in the “R” box.

Legend

Y = yes, acceptable

N = no, remove from service

R = repaired

Checklist C - Rev E		**Y**	**N**	**R**
C-1	Platform overload (if equipped)			
C-2	Down limit switch delay (if equipped)			
C-3	Engine air filter - Deutz models			
C-4	Filter/separator - Deutz models			
C-5	Engine maintenance - Deutz models			
C-6	Breather cap - models with optional oil			
Perform every 800 hours:				
C-7	Engine maintenance - Ford models			

Checklist D - Rev C		**Y**	**N**	**R**
D-1	Scissor arm wear pads			
D-2	Free-wheel configuration			
D-3	Drive hub oil			
D-4	Hydraulic filters			
D-5	Test the Oscillate Axle			
D-6	Engine maintenance - Deutz models			

Checklist E - Rev B		**Y**	**N**	**R**
E-1	Test or replace hydraulic oil			
Perform every 2400 hours:				
E-2	Engine maintenance - Ford models			
Perform every 3000 hours:				
E-3	Engine maintenance - Deutz models			
Perform every 12,000 hours:				
E-4	Engine maintenance - Deutz models			

Comments

Checklist A Procedures

A-1
Inspect the Manuals and Decals

Genie specifications require that this procedure be performed every 8 hours or daily, whichever comes first.

Maintaining the operator's and safety manuals in good condition is essential to safe machine operation. Manuals are included with each machine and should be stored in the container provided in the platform. An illegible or missing manual will not provide safety and operational information necessary for a safe operating condition.

In addition, maintaining all of the safety and instructional decals in good condition is mandatory for safe machine operation. Decals alert operators and personnel to the many possible hazards associated with using this machine. They also provide users with operation and maintenance information. An illegible decal will fail to alert personnel of a procedure or hazard and could result in unsafe operating conditions.

1 Check to make sure that the operator's and safety manuals are present and complete in the storage container on the platform.

2 Examine the pages of each manual to be sure that they are legible and in good condition.

⊙ Result: The operator's manual is appropriate for the machine and all manuals are legible and in good condition.

⊠ Result: The operator's manual is not appropriate for the machine or all manuals are not in good condition or is illegible. Remove the machine from service until the manual is replaced.

3 Open the operator's manual to the decals inspection section. Carefully and thoroughly inspect all decals on the machine for legibility and damage.

⊙ Result: The machine is equipped with all required decals, and all decals are legible and in good condition.

⊠ Result: The machine is not equipped with all required decals, or one or more decals are illegible or in poor condition. Remove the machine from service until the decals are replaced.

4 Always return the manuals to the storage container after use.

Note: Contact your authorized Genie distributor if replacement manuals or decals are needed.

CHECKLIST A PROCEDURES

A-2
Perform Pre-operation Inspection

Genie specifications require that this procedure be performed every 8 hours or daily, whichever comes first.

Completing a Pre-operation Inspection is essential to safe machine operation. The Pre-operation Inspection is a visual inspection performed by the operator prior to each work shift. The inspection is designed to discover if anything is apparently wrong with a machine before the operator performs the function tests. The Pre-operation Inspection also serves to determine if routine maintenance procedures are required.

Complete information to perform this procedure is available in the appropriate operator's manual. Refer to the Operator's Manual on your machine.

A-3
Perform Function Tests

Genie specifications require that this procedure be performed every 8 hours or daily, whichever comes first.

Completing the function tests is essential to safe machine operation. Function tests are designed to discover any malfunctions before the machine is put into service. A malfunctioning machine must never be used. If malfunctions are discovered, the machine must be tagged and removed from service.

Complete information to perform this procedure is available in the appropriate operator's manual. Refer to the Operator's Manual on your machine.

A-4
Perform Engine Maintenance - Ford Models



Engine specifications require that this procedure be performed every 8 hours or daily, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792

Ford DSG-423 EFI Operator Handbook	
Genie part number	119488

A-5
Perform Engine Maintenance - Deutz Models



Engine specifications require that this procedure be performed every 10 hours or daily, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929).

Deutz 2011 Operation Manual	
Genie part number	84794

CHECKLIST A PROCEDURES

A-6
Test the Oscillate Axle - GS-90 Models

Genie specifications require that this procedure be performed daily or every 8 hours, whichever comes first.

The oscillate system is designed so that all four tires maintain firm contact to the ground on unlevel terrain improving traction and machine stability.

Proper axle oscillation is essential to safe machine operation. If the axle oscillation system is not operating correctly, the stability of the machine is compromised and it may tip over.

Note: Perform this procedure with the platform extension(s) in the retracted position with no additional weight in the platform.

1 Start the engine from the platform controls. Select the high idle function.

Test the Oscillate System (stowed position):

2 Drive the left steer tire up onto a 4 in / 10 cm high ramp.

⊙ Result: All four tires should maintain firm contact with the ground.

3 Drive the right steer tire up onto a 4 in / 10 cm high ramp.

⊙ Result: All four tires should maintain firm contact with the ground.

Test the Oscillate System (elevated position):

4 Push and hold the lift function enable button and raise the platform between 7 ft / 213 cm to 9 ft / 274 cm.

5 Drive the left steer tire into a 4 in / 10 cm deep hole.

⊙ Result: All four tires should maintain firm contact with the ground.

6 Drive the right steer tire into a 4 in / 10 cm deep hole.

⊙ Result: All four tires should maintain firm contact with the ground.

Note: Verify there are no fault codes shown on the ground control display.

A-7
Perform 30 Day Service



The 30 day maintenance procedure is a one-time sequence of procedures to be performed after the first 30 days or 40 hours of usage. After this interval, refer to the maintenance checklists for continued scheduled maintenance.

1 Perform the following maintenance procedures:

Ford models:

- A-9 Perform Engine Maintenance - Ford Models
- B-7 Inspect the Tires, Wheels and Lug Nut Torque
- D-4 Replace the Hydraulic Filters

Deutz models:

- B-4 Check and Adjust the Engine RPM
- B-7 Inspect the Tires, Wheels and Lug Nut Torque
- C-3 Replace the Fuel Filter/Water Separator - Deutz Models
- D-4 Replace the Hydraulic Filters

A-8
Perform Engine Maintenance - Deutz Models



Engine specifications require that this one-time procedure be performed after 50 hours of operation.

Required maintenance procedures and additional engine information is available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929).

Deutz 2011 Operation Manual	
Genie part number	84794

A-9
Perform Engine Maintenance - Ford Models



Engine specifications require that this procedure be performed every 100 hours or quarterly, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792

Ford DSG-423 EFI Operator Handbook	
Genie part number	119488

CHECKLIST A PROCEDURES

A-10
Drain the Fuel Filter/ Water Separator - Deutz Models

Genie specifications require that this procedure be performed every 100 hours or monthly, whichever comes first.

Proper maintenance of the fuel filter/water separator is essential for good engine performance. Failure to perform this procedure
can lead to poor engine performance and/or hard starting, and continued use may result in component damage. Extremely dirty conditions may require this procedure to be performed more often.

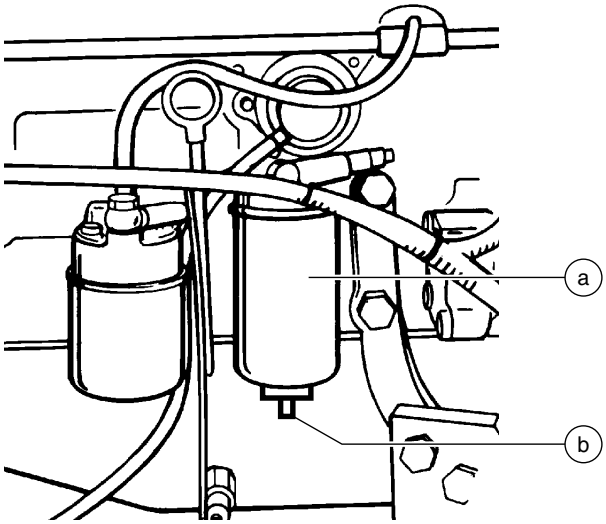
⚠DANGER Explosion and fire hazard. Engine fuels are combustible. Perform this procedure in an open, well-ventilated area away from heaters, sparks, flames and lighted tobacco. Always have an approved fire extinguisher within easy reach.

Note: Perform this procedure with the engine off.

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Loosen the drain plug located at the bottom of the filter. Allow the water to drain into a suitable container until fuel starts to come out. Immediately tighten the drain plug.



a fuel filter
b drain plug

4 Clean up any fuel that may have spilled.

5 Start the engine from the ground controls and check the fuel filter/water separator for leaks.

⚠DANGER Explosion and fire hazard. If a fuel leak is discovered, keep any additional personnel from entering the area and do not operate the machine. Repair the leak immediately.

A-11
Replace the Drive Hub Oil



Drive hub specifications require that this one-time procedure be performed after the first 150 hours of usage. After this interval, refer to the maintenance checklists for continued scheduled maintenance.

Replacing the drive hub oil is essential for good machine performance and service life. Failure to replace the drive hub oil at yearly intervals may cause the machine to perform poorly and continued use may cause component damage. See D-3, *Replace the Drive Hub Oil*.

A-12
Perform Engine Maintenance - Ford Models



Engine specifications require that this procedure be performed every 200 hours or quarterly, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792
Ford DSG-423 EFI Operator Handbook	
Genie part number	119488

Checklist B Procedures

B-1
Inspect the Battery



Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper battery condition is essential to good machine performance and operational safety. Improper fluid levels or damaged cables and connections can result in component damage and hazardous conditions.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

⚠WARNING Bodily injury hazard. Batteries contain acid. Avoid spilling or contacting battery acid. Neutralize battery acid spills with baking soda and water.

1 Put on protective clothing and eye wear.

2 Be sure that the battery cable connections are free of corrosion.

Note: Adding terminal protectors and a corrosion preventative sealant will help eliminate corrosion on the battery terminals and cables.

3 Be sure that the battery retainers and cable connections are tight.

4 Fully charge the battery. Allow the battery to rest 24 hours before performing this procedure to allow the battery cells to equalize.

5 Remove the battery vent caps and check the specific gravity of each battery cell with a hydrometer. Note the results.

6 Check the ambient air temperature and adjust the specific gravity reading for each cell as follows:

- Add 0.004 to the reading of each cell for every 10° / 5.5° C above 80° F / 26.7° C.
- Subtract 0.004 from the reading of each cell for every 10° / 5.5° C below 80° F / 26.7° C.

⊙ Result: All battery cells display an adjusted specific gravity of 1.277 or higher. The battery is fully charged. Proceed to step 12.

⊠ Result: One or more battery cells display a specific gravity of 1.217 or below. Proceed to step 9.

7 Perform an equalizing charge OR fully charge the battery and allow the battery to rest at least 6 hours.

8 Remove the battery vent caps and check the specific gravity of each battery cell with a hydrometer. Note the results.

9 Check the ambient air temperature and adjust the specific gravity reading for each cell as follows:

- Add 0.004 to the reading of each cell for every 10° / 5.5° C above 80° F / 26.7° C.
- Subtract 0.004 from the reading of each cell for every 10° / 5.5° C below 80° F / 26.7° C.

⊙ Result: All battery cells display a specific gravity of 1.277 or greater. The battery is fully charged. Proceed to step 10.

⊠ Result: The difference in specific gravity readings between cells is greater than 0.1 OR the specific gravity of one or more cells is less than 1.217. Replace the battery.

10 Check the battery acid level. If needed, replenish with distilled water to 1/8 inch / 3 mm below the bottom of the battery fill tube. Do not overfill.

11 Install the vent caps and neutralize any electrolyte that may have spilled.

B-2
Inspect the Electrical Wiring




Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Maintaining electrical wiring in good condition is essential to safe operation and good machine performance. Failure to find and replace burnt, chafed, corroded or pinched wires could result in unsafe operating conditions and may cause component damage.

⚠WARNING Electrocution/burn hazard. Contact with hot or live circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

1 Inspect the underside of the chassis for damaged or missing ground strap(s).

2 Inspect the following areas for burnt, chafed, corroded and loose wires:

- Ground control panel
- Hydraulic power unit module tray
- Battery pack module tray
- Scissor arms
- Platform controls

3 Inspect for a liberal coating of dielectric grease in the following locations:

- Between the ECM and platform controls
- Engine ECM (Ford models)
- All wire harness connectors
- Level sensor

4 Turn the key switch to ground control and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

5 Start the engine from the ground controls and raise the platform approximately 18 feet / 5.5 m from the ground.

6 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

7 Lower the platform onto the safety arm. Stop the engine.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

NOTICE Component damage hazard. The machine may be damaged if the platform is lowered after the safety arm contacts the link set cross tube. Do not continue to lower the platform after the safety arm contacts the link set cross tube.

8 Inspect the center chassis area and scissor arms for burnt, chafed and pinched cables.

9 Inspect the following areas for burnt, chafed, corroded, pinched and loose wires:

- Scissor arms
- ECM to platform controls
- Power to platform wiring
- Engine

10 Inspect for a liberal coating of dielectric grease in all connections between the ECM and the platform controls.

11 Raise the platform and return the safety arm to the stowed position.

12 Lower the platform to the stowed position and turn the machine off.

CHECKLIST B PROCEDURES

B-3
Inspect the Engine Air Filter - Ford and Deutz Models

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first. Perform this procedure more often if dusty conditions exist.

Maintaining the engine air filter in good condition is essential to good engine performance and service life. Failure to perform this procedure can lead to poor engine performance and component damage.

Note: Perform this procedure with the engine off.

Ford models:

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Remove the retaining ring from the end cap of the air filter canister.

4 Remove the end cap from the air cleaner canister.

5 Remove the air filter retaining fastener. Remove the air filter element.

6 Clean the inside of the canister and the gasket with a damp cloth.

7 Inspect the air filter element. If needed, blow from the inside out using low pressure dry compressed air, or carefully tap out dust. Replace the filter if needed.

8 Install the filter element.

9 Install the air filter canister end cap and the end cap retaining ring.

Deutz models:

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Remove the air intake hose from the engine slide out tray.

4 Disconnect the retaining clamp from the air cleaner canister.

5 Remove the filter element.

6 Clean the inside of the canister and the gasket with a damp cloth.

7 Inspect the air filter element. If needed, blow from the inside out using low pressure dry compressed air, or carefully tap out dust. Replace the filter if needed.

8 Install the filter element.

9 Install the air filter canister end cap and connect the end cap retaining clamp.

Note: Be sure the air cleaner intake hose is inserted in the hole in the front of the engine slide out tray.

B-4
Check and Adjust the Engine RPM

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Maintaining the engine rpm at the proper setting for both low and high idle is essential to good engine performance and service life. The machine will not operate properly if the rpm is incorrect and continued use may cause component damage.

Note: The on-board self diagnostics incorporate a built-in engine tachometer. The first two digits of the engine RPM are displayed on the diagnostic display when the start toggle switch is moved to the START position with the engine running. Engine RPM equals the first two digits multiplied by 100.

Note: Perform this procedure after warming the engine to normal operating temperature.

Ford models:

Note: The engine rpm is controlled by the ECM and can only be adjusted by reprogramming the ECM. If rpm adjustment or service is required, please contact the Genie Industries Service Department OR your local Ford dealer.

Deutz models:

1 Start the engine from the ground controls.

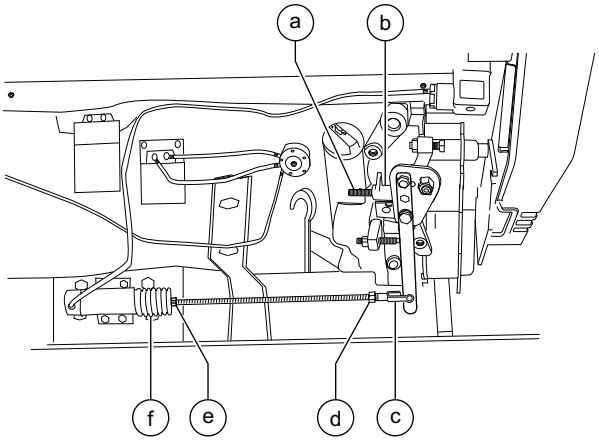
2 Press and hold the start button and check the engine RPM on the diagnostic display. Refer to Section 2, *Specifications.*

Skip to step 6 if the low idle rpm is correct.

3 Release the latches on the engine tray and fully slide the engine tray out.

4 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

5 Loosen the low idle lock nut and turn the low idle adjustment screw clockwise to increase the rpm, or counterclockwise to decrease the rpm. Tighten the low idle lock nut and repeat step 2.



Deutz models with throttle linkage

a low idle adjustment screw
b low idle lock nut
c yoke
d yoke lock nut
e high idle adjustment lock nuts
f solenoid boot

CHECKLIST B PROCEDURES

6 Press the high idle (rabbit symbol) button.

7 Press and hold the start button and check the engine rpm on the diagnostic display. Refer to Section 2, *Specifications.*

Skip to step 11 if the high idle rpm is correct.

If the high idle rpm is not correct and the low idle was just calibrated, proceed to step 10. All other machines, open the engine tray. Proceed to step 8.

8 Release the latches on the engine tray and fully slide the engine tray out.

9 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

10 Loosen the yoke lock nut, then turn the high idle adjustment nut and solenoid boot counterclockwise to increase the rpm or clockwise to decrease the rpm. Tighten the yoke lock nut and confirm the rpm.

Note: Be sure the solenoid fully retracts when activating high idle.

11 Close and latch the engine slide out tray.

B-5
Check the Exhaust System

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Maintaining the exhaust system is essential to good engine performance and service life. Running the engine with a damaged or leaking exhaust system can cause component damage and unsafe operating conditions.

⚠WARNING Bodily injury hazard. Do not inspect while the engine is running. Remove the key to secure from operation.

⚠CAUTION Bodily injury hazard. Beware of hot engine components. Contact with hot engine components may cause severe burns.

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Be sure that all fasteners are tight.

4 Inspect all welds for cracks.

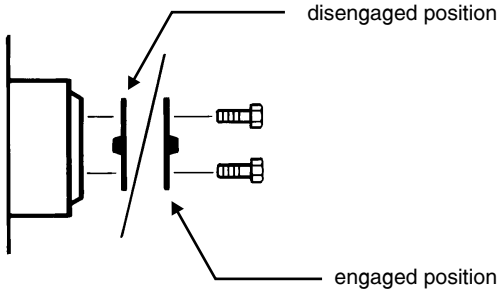
5 Inspect for exhaust leaks; i.e., carbon buildup around seams and joints.

B-6
Confirm the Proper Brake Configuration

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper brake configuration is essential to safe operation and good machine performance. Hydraulically-released, spring-applied individual wheel brakes can appear to operate normally when they are actually not fully operational.

1 Check each drive hub disconnect cap to be sure it is in the engaged position.



B-7
Inspect the Tires, Wheels and Lug Nut Torque

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Maintaining the tires and wheels in good condition is essential to safe operation and good performance. Tire and/or wheel failure could result in a machine tip-over. Component damage may also result if problems are not discovered and repaired in a timely fashion.

⚠WARNING Bodily injury hazard. An over-inflated tire can explode and could result in death or serious injury.

⚠WARNING Tip over hazard. Do not use temporary flat tire repair products.

Note: The tires on some machines are foam filled and do not need air added to them.

1 Check all tire treads and sidewalls for cuts, cracks, punctures and unusual wear.

2 Check each wheel for damage, bends and cracks.

3 Check each lug nut for proper torque. Refer to Section 2, *Specifications*.

Models with air-filled tires:

4 Check pressure in each air-filled tire. Add air as necessary. Refer to Section 2, *Specifications*.

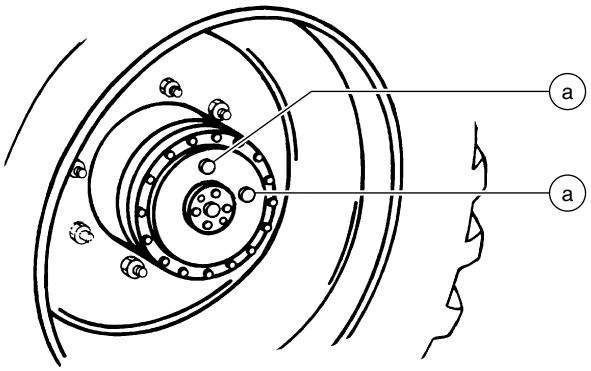
CHECKLIST B PROCEDURES

B-8
Check the Drive Hub Oil Level and Fastener Torque

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Failure to maintain proper drive hub oil levels and lug nut torque may cause the machine to perform poorly and continued use may cause component damage.

1 Drive the machine to rotate the hub until the plugs are located one on top and the other at 90



a drive hub plugs

2 Remove the plug located at 90 degrees and check the oil level.

⊙ Result: The oil level should be even with the bottom of the side plug hole.

3 If necessary, remove the top plug and add oil until the oil level is even with the bottom of the side plug hole. Refer to Section 2, *Specifications*.

4 Apply pipe thread sealant to the plug(s), and then install the plug(s) in the drive hub.

5 Repeat this procedure for each drive hub.

6 Check the torque of the drive hub mounting bolts. Refer to Section 2, *Specifications*.

B-9
Test the Key Switch

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper key switch action and response is essential to safe machine operation. The machine can be operated from the ground or platform controls and the activation of one or the other is accomplished with the key switch. Failure of the key switch to activate the appropriate control panel could cause a hazardous operating situation.

1 Pull out the red Emergency Stop button to the on position at both the ground and platform controls.

2 Turn the key switch to ground controls and start the engine.

3 Check any machine function from the **platform controls**.

⊙ Result: The machine functions should **not** operate.

4 Turn the key switch to the off position.

5 Turn the key switch to platform controls and start the engine.

6 Check any machine function from the **ground controls**.

⊙ Result: The machine functions should **not** operate.

7 Turn the key switch to the off position.

⊙ Result: The engine should stop and no functions should operate.

B-10
Test the Emergency Stop

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

A properly functioning Emergency Stop is essential for safe machine operation. An improperly operating red Emergency Stop button
will fail to shut off power and stop all machine functions, resulting in a hazardous situation.

Note: As a safety feature, selecting and operating the ground controls will override the platform controls, except the platform red Emergency Stop button.

1 Start the engine from ground controls.

2 Push in the red Emergency Stop button to the off position.

⊙ Result: The engine should shut off and no machine functions should operate.

3 Start the engine from platform controls.

4 Push in the red Emergency Stop button to the off position.

⊙ Result: The engine should shut off and no machine functions should operate.

Note: The red Emergency Stop button at the ground or platform controls will stop all machine operation without regard to the position of the key switch.

B-11
Test the Automotive-style Horn

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

A functional horn is essential to safe machine operation. The horn is activated at the platform controls and sounds at the ground as a warning to ground personnel. An improperly functioning horn will prevent the operator from alerting ground personnel of hazards or unsafe conditions.

1 Turn the key switch to platform controls and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

2 Push down the horn button at the platform controls.

⊙ Result: The horn should sound.

Note: If necessary, the horn can be adjusted to obtain the loudest volume by turning the adjustment screw near the wire terminals on the horn.

CHECKLIST B PROCEDURES

B-12
Test the Fuel Select Operation - Ford Models

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

The ability to select and switch between gasoline and LPG fuels as needed is essential to safe machine operation. A fuel selection can be made while the engine is running or not. Fuel switching malfunctions and/or the failure of the engine to start and run properly in both fuel modes and through all idle speeds can indicate fuel system problems that could develop into a hazardous situation.

Note: Perform this test after checking the gasoline and LPG fuel levels.

1 Start the engine from the platform controls and allow the engine to run at low idle.

2 Press high idle button at the platform controls to allow the engine to run at high idle.

⊙ Result: The high idle indicator light should be on and the engine should start promptly and operate smoothly in low and high idle.

3 Press high idle button again to return the engine to low idle.

⊙ Result: The high idle indicator light should turn off and the engine should return to low idle.

4 Press the engine stop button.

⊙ Result: The engine should stop.

5 Press the LPG operation button.

⊙ Result: The LPG indicator light should be on.

6 Start the engine and allow it to run at low idle.

7 Press high idle button to allow the engine to run at high idle.

⊙ Result: The high idle indicator light should be on and the engine should start promptly and operate smoothly in low and high idle.

Note: The engine may hesitate momentarily and then continue to run on the selected fuel if the fuel source is switched while the engine is running.

B-13
Test the Drive Brakes

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper brake action is essential to safe machine operation. The drive brake function should operate smoothly, free of hesitation, jerking and unusual noise. Hydraulically-released individual wheel brakes can appear to operate normally when they are actually not fully operational.

⚠WARNING Collision hazard. Be sure that the machine is not in free-wheel or partial free-wheel configuration. Refer to B-7, *Confirm the Proper Brake Configuration*.

Note: Select a test area that is firm, level and free of obstructions.

Note: Be sure the platform is fully retracted and lowered to the stowed position.

1 Mark a test line on the ground for reference.

2 Start the engine from the platform controls.

3 Choose a point on the machine; i.e., contact patch of a tire, as a visual reference for use when crossing the test line.

4 Bring the machine to top drive speed before reaching the test line. Release the function enable switch on the control handle or release the control handle when your reference point on the machine crosses the test line.

5 Measure the distance between the test line and your machine reference point. Refer to Section 2, *Specifications.*

Note: The brakes must be able to hold the machine on any slope it is able to climb.

B-14
Test the Drive Speed - Stowed Position

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper drive function movement is essential to safe machine operation. The drive function should respond quickly and smoothly to operator control. Drive performance should also be free of hesitation, jerking and unusual noise over the entire proportionally controlled speed range.

Note: Select a test area that is firm, level and free of obstructions.

Note: Be sure the platform is fully retracted and lowered to the stowed position.

1 Create start and finish lines by marking two lines on the ground 40 feet / 12.2 m apart.

2 Turn the key switch to platform controls and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

CHECKLIST B PROCEDURES

3 Start the engine from the platform controls.

4 Lower the platform to the stowed position.

5 Choose a point on the machine; i.e., contact patch of a tire, as a visual reference for use when crossing the start and finish lines.

6 Bring the machine to maximum forward drive speed before reaching the start line. Begin timing when your reference point on the machine crosses the start line.

7 Continue at full speed and note the time when the machine reference point passes over the finish line. Refer to Section 2, *Specifications.*

8 Bring the machine to maximum reverse drive speed before reaching the start line. Begin timing when your reference point on the machine crosses the start line.

9 Continue at full speed and note the time when the machine reference point passes over the finish line. Refer to Section 2, *Specifications.*

B-15
Test the Drive Speed - Raised Position




Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper drive function movement is essential to safe machine operation. The drive function should respond quickly and smoothly to operator control. Drive performance should also be free of hesitation, jerking and unusual noise over the entire proportionally controlled speed range.

Note: Select a test area that is firm, level and free of obstructions.

1 Create start and finish lines by marking two lines on the ground 40 feet / 12.2 m apart.

2 Turn the key switch to platform controls and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

3 Start the engine from the platform controls.

4 Press and hold a function enable/speed select button. Raise the platform approximately 12 feet / 3.6 m from the ground.

5 Choose a point on the machine; i.e., contact patch of a tire, as a visual reference for use when crossing the start and finish lines.

6 Press and hold the function enable switch and slowly move the control handle to the full drive position.

7 Bring the machine to maximum drive speed before reaching the start line. Begin timing when your reference point on the machine crosses the start line.

8 Continue at full speed and note the time when the machine reference point passes over the finish line. Refer to Section 2, *Specifications.*

B-16
Check the Up Limit Switch Drive Cutout and Outriggers GS-5390



Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper limit switch operation is essential to safe machine operation. The machine should not drive above the maximum height required to deploy the outriggers.

Note: Select a test area that is firm, level and free of obstructions.

Note: Start this procedure with the outriggers fully retracted.

1 Remove the platform control box from the platform and connect it at the ground controls.

2 Turn the key switch to platform controls and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

3 Start the engine from the platform controls.

4 Press and hold the lift function enable button. Raise the platform until it stops.

5 Drive the machine in either direction.

⊙ Result: The drive function should not operate.

6 Measure the distance between the working surface and the platform deck.

⊙ Result: The maximum height is 30 feet / 9.1 m.

⊠ Result: The maximum height exceeds 30 feet / 9.1 m inspect the up limit switches and the limit switch cams.

7 Push and hold the auto level button. Activate and hold the up/down rocker switch in the down position.

⊙ Result: The outriggers should extend and level the machine. A beep will sound when the machine is level.

8 Raise the platform.

⊙ Result: The platform should raise to full height.

CHECKLIST B PROCEDURES

B-17
Perform Hydraulic Oil Analysis

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Replacement or testing of the hydraulic oil is essential for good machine performance and service life. Dirty oil and a clogged suction strainer may cause the machine to perform poorly and continued use may cause component damage. Extremely dirty conditions may require oil changes to be performed more often. Refer to Section 2, *Specifications*.

Note: Before replacing the hydraulic oil, the oil may be tested by an oil distributor for specific levels of contamination to verify that changing the oil is necessary. **If the hydraulic oil is not replaced at the two year inspection, test the oil quarterly. Replace the oil when it fails the test.** See E-1, *Test or Replace the Hydraulic Oil.*

B-18
Inspect the Fuel and Hydraulic Tank Cap Venting Systems

Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first. Perform this procedure more often if dusty conditions exist.

Free-breathing fuel and hydraulic tank caps are essential for good machine performance and service life. A dirty or clogged tank cap may cause the machine to perform poorly and continued use may cause component damage. Extremely dirty conditions may require that the caps be inspected more often.

⚠ DANGER Explosion and fire hazard. Engine fuels are combustible. Perform this procedure in an open, well-ventilated area away from heaters, sparks, flames and lighted tobacco. Always have an approved fire extinguisher within easy reach.

Note: Perform this procedure with the engine off.

1 Remove the cap from the fuel tank.

2 Check for proper venting.

⊙ Result: Air passes through the fuel tank cap. Proceed to step 4.

⊠ Result: If air does not pass through the cap, clean or replace the cap. Proceed to step 3.

Note: When checking for positive tank cap venting, air should pass freely through the cap.

3 Using a mild solvent, carefully wash the cap venting system. Dry using low pressure compressed air. Repeat this procedure beginning with step 2.

4 Install the fuel tank cap onto the fuel tank.

5 Remove the breather cap from the hydraulic tank.

6 Check for proper venting.

⊙ Result: Air passes through the fuel tank cap. Proceed to step 8.

⊠ Result: If air does not pass through the cap, clean or replace the cap. Proceed to step 7.

Note: When checking for positive tank cap venting, air should pass freely through the cap.

7 Using a mild solvent, carefully wash the cap venting system. Dry using low pressure compressed air. Repeat this procedure beginning with step 6.

8 Install the breather cap onto the hydraulic tank.

B-19
Replace the Engine Air Filter Element - Ford Models



Engine specifications require that this procedure be performed every 400 hours or semi-annually, whichever comes first. Perform this procedure more often if dusty conditions exist.

Maintaining the engine air filter in good condition is essential to good engine performance and service life. Failure to perform this procedure can lead to poor engine performance and component damage.

Note: Perform this procedure with the engine off.

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Remove the retaining ring from the end cap of the air filter canister.

4 Remove the end cap from the air cleaner canister.

5 Remove the air filter retaining fastener. Remove the air filter element.

6 Clean the inside of the canister and the gasket with a damp cloth.

7 Install the new filter element.

8 Install the air filter canister end cap and the end cap retaining ring.

CHECKLIST B PROCEDURES

B-20
Perform Engine Maintenance - Ford Models



Engine specifications require that this procedure be performed every 400 hours or semi-annually, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792
Ford DSG-423 EFI Operator Handbook	
Genie part number	119488

Checklist C Procedures

C-1
Test the Platform Overload System (if equipped)



Genie specifications require that this procedure be performed every 500 hours or six months, whichever comes first OR when the machine fails to lift the maximum rated load.

Testing the platform overload system regularly is essential to safe machine operation. Continued use of an improperly operating platform overload system could result in the system not sensing an overloaded platform condition. Machine stability could be compromised resulting in the machine tipping over.

Note: Perform this procedure with the machine on a firm, level surface that is free of obstructions.

1 Disconnect the platform controls from the machine at the platform.

2 Open the ground control panel and locate the Electronic Control Module (ECM).

3 Tag and disconnect the platform controls wire harness from the ECM wire harness.

4 Securely connect the platform controls to the ECM wire harness.

5 Locate the terminal strip behind the ground control panel.

6 Tag and disconnect the black wire of the maximum height limit switch wire harness from the A10 terminal of the terminal strip.

7 Tag and disconnect the white wire of the maximum height limit switch wire harness from the B9 terminal of the terminal strip.

8 Securely connect a jumper wire from terminal A10 of the terminal strip to terminal B9 of the terminal strip.

9 Turn the key switch to platform control and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

10 Fully raise the platform. Release the joystick.

⊙ Result: The engine should stop and an alarm should sound and fault code 99 PLATFORM OVERLOAD should be present in the ECM diagnostic display window at the ground controls.

⊠ Result: The engine does not stop OR an alarm doesn't sound OR fault code 99 is not present in the ECM diagnostic display window at the ground controls. Refer to Repair Procedure 12-1, *Calibrate the Platform Overload System (if equipped).*

11 Activate the auxiliary lowering function and lower the platform approximately 4.5 m.

12 Turn the key switch to the off position.

13 Disconnect the jumper wire from terminal A10 of the terminal strip to terminal B9 of the terminal strip.

CHECKLIST C PROCEDURES

14 Securely connect the black wire of the maximum height limit switch wire harness to terminal A10 of the terminal strip.

15 Securely connect the white wire of the maximum height limit switch wire harness to terminal B9 of the terminal strip.

16 Turn the key switch to platform control.

17 Fully raise the platform. Release the joystick.

⊙ Result: The platform should stop raising at maximum height. The engine should continue to run and an alarm should not sound.

⊠ Result: The engine stops OR an alarm sounds. Refer to Repair Procedure 12-1, *Calibrate the Platform Overload System (if equipped).*

18 Lower the platform to the stowed position.

19 Disconnect the platform controls from the ECM wire harness.

20 Securely connect the platform controls wire harness to the ECM wire harness.

21 Securely connect the platform controls to the platform controls wire harness at the platform.

C-2
Down Limit Switch Descent Delay (if equipped)




Genie specifications require that this procedure be performed every 250 hours or quarterly, whichever comes first.

Proper limit switch operation is essential to safe machine operation.

Check the Down Limit Switch Function

1 Turn the key switch to platform controls. Start the engine.

2 Raise the platform approximately 15 ft / 4.6 m.

3 Lower the platform until the down limit switch activates and the platform stops lowering. Quickly release the controls and then **immediately** attempt to lower the platform to the stowed position.

⊙ Result: The platform stops for 4 to 6 seconds. Release the joystick and proceed to step 4.

⊠ Result: The platform does not stop. Confirm that the descent delay option has been selected to ON. See Repair Procedure 5-3, *Software Configuration*. Repeat this procedure.

4 Lower the platform to the stowed position.

5 Push in the red Emergency Stop button to the off position.

Check the Down Limit Switch Height

1 Turn the key switch to platform controls. Start the engine.

2 Raise the platform approximately 15 ft / 4.6 m.

3 Lower the platform until the down limit switch activates and the platform stops lowering.

4 Push in the red Emergency Stop button to the off position.

5 Measure the distance between the working surface and the platform deck.

GS-3384 GS-3390	95 to 107 inches 2.4 to 2.7 m
GS-4390	106 to 118 inches 2.7 to 3.0 m
GS-5390	118 to 130 inches 3.0 to 3.3 m

C-3
Replace the Engine Air Filter Element - Deutz Models




Note: Engine specifications require that this procedure be performed every 500 hours or semi-annually, whichever comes first. Perform this procedure more often if dusty conditions exist.

Maintaining the engine air filter in good condition is essential to good engine performance and service life. Failure to perform this procedure can lead to poor engine performance and component damage.

Note: Perform this procedure with the engine off.

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Remove the air intake hose from the engine slide out tray.

4 Disconnect the retaining clamp from the air cleaner canister.

5 Remove the filter element.

6 Clean the inside of the canister and the gasket with a damp cloth.

7 Install the new filter element.

8 Install the air filter canister end cap and connect the end cap retaining clamp.

Note: Be sure the air cleaner intake hose is inserted in the hole in the front of the engine slide out tray.

CHECKLIST C PROCEDURES

C-4
Replace the Diesel Fuel Filter/Water Separator - Deutz Models

Genie specifications require that this procedure be performed every 500 hours or semi-annually, whichever comes first.

Replacing the diesel fuel filter/water separator is essential to good engine performance and service life. A dirty or clogged filter/water separator may cause the engine to perform poorly and continued use may cause component damage. Extremely dirty conditions may require that the filter/water separator be replaced more often.

⚠ DANGER Explosion and fire hazard. Engine fuels are combustible. Replace the fuel filter/water separator in an open, well-ventilated area away from heaters, sparks, flames and lighted tobacco. Always have an approved fire extinguisher within easy reach.

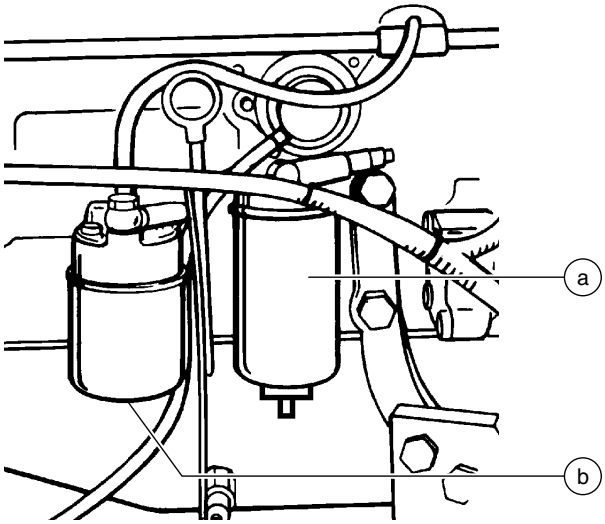
Note: Perform this procedure with the engine off.

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Turn the manual fuel shutoff valves, located at the fuel tank, to the closed position.

4 Remove the fuel filter/water separator with a filter wrench.



a oil filter
b fuel filter/water separator

5 Fill the new filter with fresh diesel fuel and apply a thin layer of diesel fuel to the new fuel filter gasket.

6 Install the new filter and tighten it securely by hand. Clean up any diesel fuel that might have spilled during the procedure.

7 Use a permanent ink marker to write the date and number of hours from the hour meter on the filter.

8 Turn the manual fuel shutoff valves, located at the fuel tank, to the open position.

9 Start the engine from the ground controls and inspect the fuel filter for leaks.

⚠ DANGER Explosion and fire hazard. If a fuel leak is discovered, keep any additional personnel from entering the area and do not operate the machine. Repair the leak immediately.

CHECKLIST C PROCEDURES

C-5
Perform Engine Maintenance - Deutz Models



Engine specifications require that this procedure be performed every 500 hours or semi-annually, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929).

Deutz 2011 Operation Manual	
Genie part number	84794

C-6
Replace the Hydraulic Tank Breather Cap - Models with Optional Hydraulic Oil



Genie specifications require that this procedure be performed every 500 hours or semi-annually, whichever comes first.

The hydraulic tank is a vented-type tank. The breather cap has an internal air filter that can become clogged or, over time, can deteriorate. If the breather cap is faulty or improperly installed, impurities can enter the hydraulic system which may cause component damage. Extremely dirty conditions may require that the cap be inspected more often.

1 Remove and discard the hydraulic tank breather cap.

2 Install and new cap onto the tank.

C-7
Perform Engine Maintenance - Ford Models



Engine specifications require that this procedure be performed every 800 hours or semi-annually, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792

Ford DSG-423 EFI Operator Handbook	
Genie part number	119488

Checklist D Procedures

D-1
Check the Scissor Arm Wear Pads



Genie specifications require that this procedure be performed every 1000 hours or annually, whichever comes first.

Maintaining the scissor arm wear pads in good condition is essential to safe machine operation. Continued use of worn out wear pads may result in component damage and unsafe operating conditions.

Note: Perform this procedure on a firm, level surface with the platform in the stowed position.

1 Measure the thickness of each chassis wear pad at the steer end of the machine.

⊙ Result: The measurement is 5/16 inch / 8 mm or more. Proceed to step 2.

⊠ Result: The measurement is less than 5/16 inch / 8 mm. Replace both wear pads.

2 Measure the thickness of each chassis wear pad at the non-steer end of the machine.

⊙ Result: The measurement is 5/16 inch / 8 mm or more. Proceed to step 3.

⊠ Result: The measurement is less than 5/16 inch / 8 mm. Replace both wear pads.

3 Measure the thickness of each platform scissor arm wear pad at the steer end of the machine.

⊙ Result: The measurement is 5/16 inch / 8 mm or more. Proceed to step 4.

⊠ Result: The measurement is less than 5/16 inch / 8 mm. Replace both wear pads.

4 Measure the thickness of each platform scissor arm wear pad at the non-steer end of the machine.

⊙ Result: The measurement is 5/16 inch / 8 mm or more.

⊠ Result: The measurement is less than 5/16 inch / 8 mm. Replace both wear pads.

D-2
Check the Free-wheel Configuration

Genie specifications require that this procedure be performed every 1000 hours or annually, whichever comes first.

Proper use of the free-wheel configuration is essential to safe machine operation. The free-wheel configuration is used primarily for towing. A machine configured to free-wheel without operator knowledge may cause death or serious injury and property damage.

⚠WARNING Collision hazard. Select a work site that is firm and level.

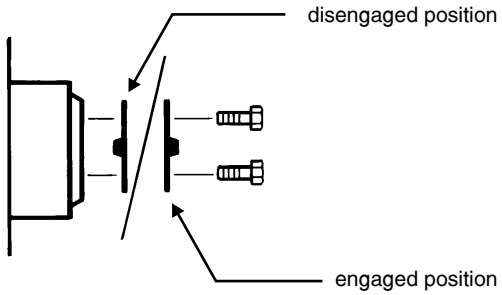
NOTICE Component damage hazard. If the machine must be towed, do not exceed 2 mph / 3.2 km/h.

1 Chock the wheels at the steer end of the machine.

2 Center a lifting jack of ample capacity (20,000 lbs / 10,000 kg) under the drive chassis between the wheels at the non-steer end of the machine.

3 Lift the wheels off the ground and place blocks under the drive chassis for support.

⚠WARNING Crushing hazard. The chassis could fall if not properly supported.



4 Disengage the drive hubs by turning over the drive hub disconnect caps on each wheel hub at the non-steer end.

5 Manually rotate each wheel at the non-steer end.

⊙ Result: Each wheel should rotate with minimum effort.

6 Engage the drive hubs by turning over the hub disconnect caps. Rotate each wheel to check for engagement. Raise the machine and remove the blocks. Lower the machine.

⚠WARNING Collision hazard. Failure to engage the drive hubs could result in death or serious injury and property damage.

7 Chock the wheels at the non-steer end of the machine.

8 Center a lifting jack of ample capacity (20,000 lbs / 10,000 kg) under the drive chassis between the wheels at the steer end.

9 Lift the wheels off the ground and place blocks under the drive chassis for support.

⚠WARNING Crushing hazard. The chassis could fall if not properly supported.

10 Disengage the drive hubs by turning over the drive hub disconnect caps on each wheel hub at the steer end.

11 Manually rotate each wheel at the steer end.

⊙ Result: Each wheel should rotate with minimum effort.

12 Engage the drive hubs by turning over the hub disconnect caps. Rotate each wheel to check for engagement. Raise the machine and remove the blocks. Lower the machine.

⚠WARNING Collision hazard. Failure to engage the drive hubs could result in death or serious injury and property damage.

CHECKLIST D PROCEDURES

D-3
Replace the Drive Hub Oil

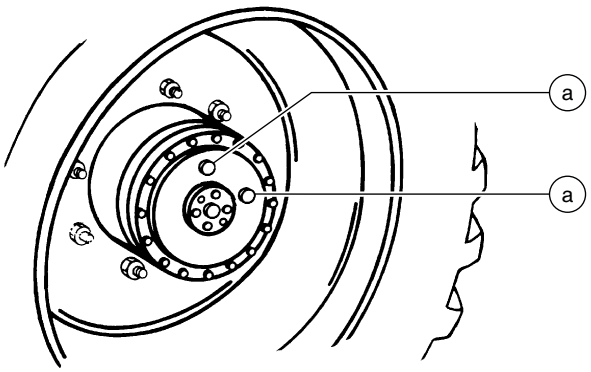
Genie specifications require that this procedure be performed every 1000 hours or annually, whichever comes first.

Replacing the drive hub oil is essential for good machine performance and service life. Failure to replace the drive hub oil at yearly intervals may cause the machine to perform poorly and continued use may cause component damage.

1 Select the drive hub to be serviced. Drive the machine until one of the two plugs is at the lowest point.

2 Remove both plugs and drain the oil into a suitable container.

3 Drive the machine until one plug is at the top and the other is at 90 degrees.



a drive hub plugs

4 Fill the hub with oil from the top hole until the oil level is even with the bottom of the side hole. Apply pipe thread sealant to the plugs. Install the plugs. Refer to Section 2, *Specifications.*

5 Repeat steps 1 through 4 for all the other drive hubs.

D-4
Replace the Hydraulic Filters

Genie specifications require that this procedure be performed every 1000 hours or annually, whichever comes first.

Replacing the hydraulic filters is essential to good machine performance and service life. A dirty or clogged filter element may cause the machine to perform poorly and continued use may cause component damage. Extremely dirty conditions may require that the filter elements be replaced more often.

⚠CAUTION Bodily injury hazard. Beware of hot oil. Contact with hot oil may cause severe burns.

Note: Perform this procedure with the engine off.

Replace the Medium and High Pressure Hydraulic Filter Elements

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Locate the medium pressure hydraulic filter mounted on the side of the engine near the pump.

4 Remove the filter housing using a wrench on the nut provided on the bottom of the housing.

5 Remove the filter element from the housing.

6 Inspect the housing seal and replace it if necessary.

7 Install the new filter and hand tighten the housing onto the filter head.

8 Locate the high pressure hydraulic filter mounted next to the function manifold.

9 Remove the filter housing using a filter wrench.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

10 Remove the filter element from the housing.

11 Inspect the housing seal and replace it if necessary.

12 Install the new filter element and hand tighten the housing onto the filter head.

13 Use a permanent ink marker to write the date and number of hours from the hour meter on the filters.

14 Start the engine from the ground controls.

15 Inspect the filter assembly to be sure that there are no leaks.

16 Clean up any oil that may have spilled during the installation procedure.

Replace the Hydraulic Tank Return Filter

17 Open the function manifold tray door.

18 Locate the hydraulic tank return filter located behind the ladder.

Note: The hydraulic filter is mounted on the function manifold next to the hydraulic power unit.

19 Remove the filter with an oil filter wrench. Clean the area where the hydraulic oil filter meets the filter head.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

20 Apply a thin layer of oil to the new oil filter gasket.

21 Install the new filter and tighten it securely by hand.

22 Use a permanent ink marker to write the date and number of hours from the hour meter on the filter.

23 Clean up any oil that may have spilled during the replacement procedure.

24 Turn the key switch to ground controls and pull out the red Emergency Stop button to the on position at both the ground and platform controls.

25 Start the engine from the ground controls.

26 Hold the function enable toggle switch in the up direction and activate the platform up function.

27 Inspect the filter and related components to be sure that there are no leaks.

28 Apply a thin layer of oil to the new oil filter gasket.

CHECKLIST D PROCEDURES

D-5
Test the Oscillate Axle - GS-90 Models

Genie specifications require that this procedure be performed every 1000 hours or annually, whichever comes first.

The oscillate system is designed so that all four tires maintain firm contact to the ground on unlevel terrain improving traction and machine stability.

Proper axle oscillation is essential to safe machine operation. If the axle oscillation system is not operating correctly, the stability of the machine is compromised and it may tip over.

Note: Perform this procedure on a firm, level surface with the platform in the stowed position in a safe, secure location away from obstacles and with an area working height of 20 feet.

Note: The outriggers must be fully retracted if equipped.

1 Disconnect and remove the platform controller from the platform.

2 Open the ground control panel door and locate the cable connector below the ground controls. Unplug the control cable from the ground control plug and connect the platform controller to the cable.

3 Remove the two retaining fasteners from the ground control panel and set aside. Tilt the control panel out towards you exposing the wiring and relays.

Test the down limit switch and relay K11

Note: Perform this test using the platform controls while standing on the ground as described below.

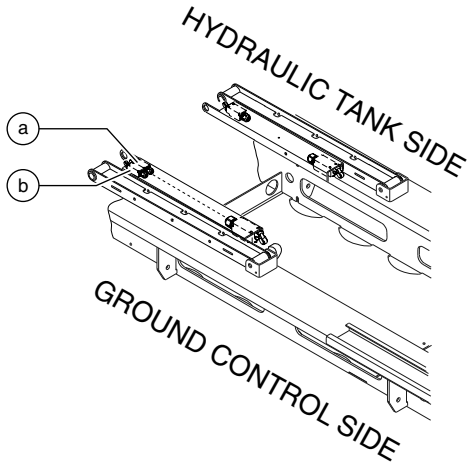
4 At the ground controls, turn the key switch to platform controls and pull out the red Emergency Stop button.

5 Pull out the red Emergency Stop button on the platform controller and start the engine.

6 Using a volt meter, check for voltage by connecting the positive lead to relay K11, terminal 30 and connecting the negative lead to the ground strip terminal.

⊙ Result: The volt meter should read 12V DC or greater.

⊠ Result: The volt meter reads 0V DC. Check the down limit switch LS6.



a down limit switch LS6
b load sense delay LS25 (CE models only)

7 Using a volt meter, check for voltage by connecting the positive lead to relay K11, terminal 87 and connecting the negative lead to the ground strip terminal.

⊙ Result: The volt meter should read 0V DC.

⊠ Result: The volt meter reads 12V DC or greater. Check the green wire on terminal 86 for voltage. If yes, the drive controller is activated or the ECU needs to be replaced.

8 Press the drive speed button and select high speed drive mode.

⊙ Result: The green LED should go off.

⊠ Result: The green LED stays on. Check the down limit switch LS6 for an open circuit.

9 Raise the platform until the green LED comes on.

10 Using a volt meter, check for voltage by connecting the positive lead to relay K11, terminal 30 and connecting the negative lead to the ground strip terminal.

⊙ Result: The volt meter should read 0V DC.

⊠ Result: The volt meter reads 12V DC or greater. Check the down limit switch for a closed circuit.

11 Using a volt meter, check for voltage by connecting the positive lead to relay K11, terminal 87 and connecting the negative lead to the ground strip terminal.

⊙ Result: The volt meter should read 0V DC.

⊠ Result: The volt meter reads 12V DC or greater. Check the relay K11 for an internal short to power.

12 Lower the platform to the stowed position.

Oscillate Float Test

Note: The following procedure will require two people.

13 Using a volt meter, check for voltage by connecting the positive lead to terminals D2, D3, D4 and D5. Connect the negative lead to the ground strip terminal. Slowly move the drive controller just off center. Refer to photographs 1 and 2.

⚠WARNING Crushing Hazard. Stay clear of the machine when performing this procedure. Movement of the machine could result in death or serious injury.

⊙ Result: The volt meter should read 12V DC or greater.

⊠ Result: The volt meter reads 0V DC. Do not proceed. Contact the Genie Service Department for assistance.

Test the Oscillating Axle Limit Switches

14 Using the jumper wire, jump from relay K12, terminal 87A to terminal D3 below the white wire.

⊙ Result: The right steer end oscillate cylinder will extend causing the machine to tilt towards you. This simulates closing the left rear limit switch causing the right oscillate cylinder to extend.

⊠ Result: No movement. Verify there is voltage on the jumper wire. Check for voltage on relay K12, terminal 30.

⊠ Oscillate operates in the incorrect direction. Do not proceed. Contact the Genie Service Department.

Note: Remove the jumper wire from relay K12 and terminal D3 after the limit switch activates the oscillate in the opposite direction.

CHECKLIST D PROCEDURES

15 Using the jumper wire, jump from relay K12, terminal 87A to terminal D4 below the blue wire.

⊙ Result: The left steer end oscillate cylinder will extend causing the machine to tilt away from you. This simulates closing the right rear limit switch causing the left oscillate cylinder to extend.

⊠ Result: No movement. Verify there is voltage on the jumper wire. Check for voltage on relay K12, terminal 30.

⊠ Oscillate operates in the incorrect direction. Do not proceed. Contact the Genie Service Department.

Note: Remove the jumper wire from relay K12 and terminal D4 after the limit switch activates the oscillate in the opposite direction.

16 Using a volt meter, check for voltage by connecting the positive lead to relay K12, terminal 87 and connecting the negative lead to the ground strip terminal.

⊙ Result: The volt meter should read 0V DC.

⊠ Result: The volt meter reads 12V DC or greater. Check terminal 86 for voltage. If yes, the drive controller is activated or the ECU needs to be replaced.

17 Move the drive controller just of center in a safe driving direction.

⊙ Result: The volt meter should read 12V DC or greater.

⊠ Result: The volt meter reads 0V DC. Do not proceed. Contact the Genie Service Department for assistance.

18 Push in the red Emergency Stop button on the platform controller and on the ground controls. Turn the key switch to the off position.

19 Close the ground control panel and secure using the fasteners removed in Step 3 and securely tighten.

20 Disconnect the platform controller from the control cable and securely connect the control cable to the ground control plug. Close the ground control panel door.

21 Install the platform controller in the platform.

22 Perform the function tests. Refer to the Operator's Manual on your machine.

23 Return the machine to service.

D-6
Perform Engine Maintenance - Deutz Models



Engine specifications require that this procedure be performed every 1000 hours or annually, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929).

Deutz 2011 Operation Manual	
Genie part number	84794

Checklist E Procedures

E-1
Test or Replace the Hydraulic Oil



Genie specifications require that this procedure be performed every 2000 hours or every two years, whichever comes first.

Replacement or testing of the hydraulic oil is essential for good machine performance and service life. Dirty oil and suction strainers may cause the machine to perform poorly and continued use may cause component damage. Extremely dirty conditions may require oil changes to be performed more frequently. Refer to Section 2, *Specifications*.

NOTICE Component damage hazard. The work area and surfaces where this procedure will be performed must be clean and free of debris that could get into the hydraulic system.

Note: Before replacing the hydraulic oil, the oil may be tested by an oil distributor for specific levels of contamination to verify that changing the oil is necessary. **If the hydraulic oil is not replaced at the two year inspection, test the oil quarterly. Replace the oil when it fails the test.**

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications.*

Note: In extreme cold conditions, 20°F / -6°C and below, warm the engine for 5 minutes before operating to prevent hydraulic system damage.

1 Turn the key switch to ground controls and pull out the red Emergency Stop buttons to the on position at both the ground and platform controls.

2 Start the engine.

3 Raise the platform approximately 18 feet / 5.5 m from the ground.

4 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

5 Lower the platform onto the safety arm and turn the engine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

6 Attach a lifting strap from an overhead crane to the entry ladder on the hydraulic tank side of the machine.

7 Remove the entry ladder mounting fasteners and remove the entry ladder from the machine.

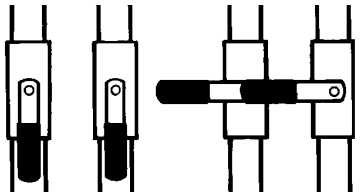
⚠WARNING Crushing hazard. The entry ladder could become unbalanced and fall when removed from the machine if not properly supported.

8 Remove the retaining fasteners from the access plate located behind the hydraulic and fuel tank tray and remove the access plate from the machine.

CHECKLIST E PROCEDURES

9 Close the two hydraulic shutoff valves located at the hydraulic tank.

NOTICE Component damage hazard. The engine must not be started with the hydraulic tank shutoff valves in the closed position or component damage will occur. If the tank valves are closed, remove the key from the key switch and tag the machine to inform personnel of the condition.



open closed

10 Remove the drain plug from the hydraulic tank and completely drain the tank into a suitable container. See capacity specifications.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

⚠CAUTION Bodily injury hazard. Beware of hot engine parts and oil. Contact with hot oil and/or hot engine parts may cause severe burns.

11 Tag, disconnect and plug the two suction hoses that are attached to the hydraulic tank shutoff valves or tank.

12 Tag, disconnect and plug the tank return hose at the tank.

13 Tag, disconnect and plug the T-fitting located at the tank with the 2 hoses connected to it.

14 Remove the hydraulic tank strap retaining fasteners and remove the hydraulic tank strap from the machine.

15 Support and secure the hydraulic tank to a suitable lifting device.

16 Remove the hydraulic tank from the machine.

⚠WARNING Crushing hazard. The hydraulic tank could become unbalanced and fall if it is not properly supported and secured to the lifting device when it is removed from the machine.

17 If equipped, remove the suction strainers from the tank and clean them using a mild solvent.

18 Rinse out the inside of the tank using a mild solvent.

19 If equipped, install the suction strainers using Loctite® 567 on the pipe threads.

Note: Always use Loctite® 567 on all pipe threads.

20 Install the drain plug using Loctite® 567 on the pipe threads.

Note: Always use Loctite® 567 on all pipe threads.

CHECKLIST E PROCEDURES

21 Install the hydraulic tank onto the machine.

22 Install the hydraulic tank strap.

23 Install the two suction hoses.

24 Install the tank return hose.

25 Install the T-fitting with the 2 hoses connected to it.

26 Fill the tank with hydraulic oil until the level is within the top 2 inches / 5.1 cm from the top of the sight gauge. Do not overfill. Refer to Section 2, *Specifications.*

27 Clean up any oil that may have spilled during the procedure.

28 Open the hydraulic tank shutoff valves.

NOTICE Component damage hazard.
Be sure to open the two hydraulic tank shutoff valves and prime the pump after installing the hydraulic tank.
Refer to Repair procedure 6-2, *How to Prime the Pump*.

29 Install the access plate and install the access plate retaining fasteners.

30 Install the entry ladder and install the entry ladder mounting fasteners.

E-2
Perform Engine Maintenance - Ford Models



Engine specifications require that this procedure be performed every 2400 hours or every two years, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792
Ford DSG-423 EFI Operator Handbook	
Genie part number	119488

CHECKLIST E PROCEDURES

E-3
Perform Engine Maintenance - Deutz Models



Engine specifications require that this procedure be performed every 3000 hours or two years, whichever comes first.

Required maintenance procedures and additional engine information is available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929).

Deutz 2011 Operation Manual	
Genie part number	84794

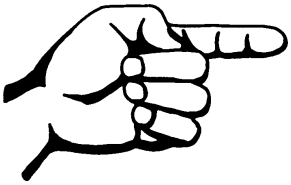
E-4
Perform Engine Maintenance - Deutz Models



Engine specifications require that this procedure be performed every 12,000 hours.

Required maintenance procedures and additional engine information is available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929).

Deutz 2011 Operation Manual	
Genie part number	84794



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Repair Procedures

Observe and Obey:

- ☑ Repair procedures shall be completed by a person trained and qualified on the repair of this machine.
- ☑ Immediately tag and remove from service a damaged or malfunctioning machine.
- ☑ Repair any machine damage or malfunction before operating the machine.

Before Repairs Start:

- ☑ Read, understand and obey the safety rules and operating instructions in the appropriate operator's manual on your machine.
- ☑ Be sure that all necessary tools and parts are available and ready for use.
- ☑ Use only Genie approved replacement parts.
- ☑ Read each procedure completely and adhere to the instructions. Attempting shortcuts may produce hazardous conditions.
- ☑ Unless otherwise specified, perform each repair procedure with the machine in the following configuration:
  - Machine parked on a firm, level surface
  - Platform in the stowed position
  - Key switch in the off position with the key removed
  - The red Emergency Stop button in the off position at both ground and platform controls
  - Wheels chocked
  - All external AC power supply disconnected from the machine

About This Section

Most of the procedures in this section should only be performed by a trained service professional in a suitably equipped workshop. Select the appropriate repair procedure after troubleshooting the problem.

Perform disassembly procedures to the point where repairs can be completed. Then to reassemble, perform the disassembly steps in reverse order.

Symbols Legend

Safety alert symbol—used to alert personnel to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

⚠DANGER Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

⚠WARNING Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

⚠CAUTION Indicates a potentially hazardous situation which, if not avoided, may cause minor or moderate injury.

NOTICE Indicates a potentially hazardous situation which, if not avoided, may result in property damage.

⊙ Indicates that a specific result is expected after performing a series of steps.

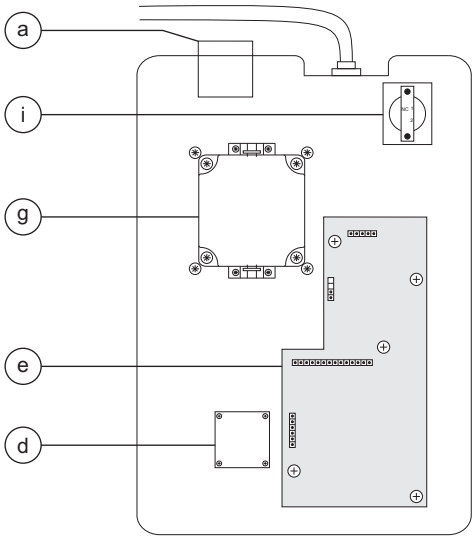
⊠ Indicates that an incorrect result has occurred after performing a series of steps.

Platform Controls

The platform controls, used to activate machine functions from the platform or while standing on the ground, contain a printed circuit board, joystick, decal membrane pad, buttons and LEDs. All of these components are replaceable.

The function speed parameters in the Electronic Control Module are easily adjusted by moving the joystick, pressing a button or activating a toggle switch in a specific order when the ECM is in the programming mode (PS showing in the diagnostic display window).

For further information or assistance, consult the Genie Industries Service Department.



a alarm H1
b red Emergency Stop button P2
c joystick controller JC1
d circuit board U3
e platform up/down and outrigger up/down toggle switch TS21

1-1 Circuit Boards

How to Remove the Platform Controls Circuit Board

1 Push in the red Emergency Stop button to the off position at both the ground and platform controls.

2 Loosen the platform control box lid retaining fasteners. Open the control box lid.

3 Visually locate the circuit board mounted to the inside of the platform control box lid.

4 Secure the control box lid in a level position.

5 Tag and disconnect the wire connectors from the red Emergency Stop button.

6 Tag and disconnect the wire harness connectors from the platform controls circuit board.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

NOTICE Component damage hazard. Electrostatic discharge (ESD) can damage printed circuit board components. Maintain firm contact with a metal part of the machine that is grounded at all times when handling printed circuit boards OR use a grounded wrist strap.

Note: Depress the locking tab to disconnect the wire harness from the circuit board.

7 Remove the platform controls circuit board retaining fasteners.

8 Remove the platform controls circuit board from the platform control box lid.

Platform Components

2-1 Platform

How to Remove the Platform

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

Note: Perform this procedure with the platform in the stowed position and the platform extension deck(s) fully retracted and locked in position.

1 Start the engine from the ground controls and raise the platform approximately 18 feet / 5.5 m from the ground.

2 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

3 Lower the platform onto the safety arm. Turn the machine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

NOTICE Component damage hazard. The link set cross tube can be damaged if excessive force is applied. Do not continue to lower the platform after the safety arm makes contact with the cross tube.

4 Cut the zip ties that secure the power to platform wiring to the bottom of the platform.

NOTICE Component damage hazard. Be sure not to cut the power to platform wiring.

5 Cut the zip ties that secure the platform controls wiring to the bottom of the platform.

NOTICE Component damage hazard. Be sure not to cut the platform controls wiring.

6 Start the engine from the ground controls.

7 Raise the platform slightly and return the safety arm to the stowed position.

8 Lower the platform to the stowed position. Turn the machine off.

9 Locate the quick disconnect for the platform controls under the platform at the steer end of the machine.

10 Tag and disconnect the platform controls from the control cable at the steer end of the machine.

11 Remove the platform control box from the platform and lay it off to the side.

12 Remove the mounting fasteners that hold the platform controls quick disconnect plug to the platform.

13 Lay the platform controls wiring off to the side.

NOTICE Component damage hazard. The platform controls wiring can be damaged if it is kinked or pinched.

14 Remove the AC power to platform outlet bracket mounting fasteners.

PLATFORM COMPONENTS

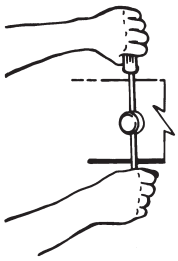
15 Remove the AC outlet box and bracket from the platform and lay them off to the side. Do not disconnect the wiring.

NOTICE Component damage hazard. The AC power to platform wiring can be damaged if it is kinked or pinched.

Note: If your machine is equipped with an air line to platform option, the air line must be disconnected from the platform before removal.

16 Remove the pin retaining fasteners from the platform centering links located under the platform on both sides of the machine. Do not remove the pins.

17 Place a rod through the platform centering link pin and twist to remove the pin. Rest the platform centering link on the scissor arm.



18 Repeat step 17 for the platform centering link pivot pin on the other side of the machine.

19 Place a lifting strap from an overhead crane under the platform at the steer end of the machine for support. Do not apply any lifting pressure.

NOTICE Component damage hazard. The platform railings can be damaged if used to lift the platform. Do not attach the lifting straps to the platform railings.

20 Place a lifting strap from a second overhead crane under the platform at the non-steer end of the machine for support. Do not apply any lifting pressure.

NOTICE Component damage hazard. The platform railings can be damaged if used to lift the platform. Do not attach the lifting straps to the platform railings.

21 Remove the pin retaining fasteners from each platform slider block pivot pin. Do not remove the pins.

22 Use a slide hammer to remove each platform slider block pivot pin.

⚠WARNING Crushing hazard. The platform will fall when the platform slider block pivot pins are removed if not properly supported by the overhead cranes.

23 Secure the platform slider blocks to the platform to prevent them from sliding out of the channel when the platform is removed from the machine.

24 Carefully lift the platform off of the machine and place it on a structure capable of supporting it.

⚠DANGER Crushing hazard. The platform will become unbalanced and fall when it is removed from the machine if not properly supported by the overhead cranes.

⚠WARNING Bodily injury hazard. The platform slider blocks could fall out from under the platform if they are not secured to the platform.

2-2
Platform Extension Deck

How to Remove a Platform Extension Deck

Note: Perform this procedure with the platform in the stowed position and the platform extension deck(s) fully retracted and locked in position.

Note: If the machine is equipped with the dual extension deck option, repeat this procedure for the other platform extension deck.

1 **Steer end extension deck:** Remove the platform controls from the platform and lay them off to the side of the machine.

2 Remove the retaining pins from the four black plastic railing guides. Lower the railing guides in the down direction.

3 Remove the mounting fasteners from the platform extension deck stop brackets at both sides of the deck.

Note: The platform extension deck stop brackets are located above the platform V-roller wheels.

4 At the platform extension deck to be removed, position a fork lift with the forks even with the bottom of the platform extension deck.

5 Lift the platform extension deck lock handle.

6 Carefully slide the platform extension deck out until the platform extension deck makes contact with the carriage on the forklift.

7 Attach a strap from the platform extension deck railings to the carriage on the forklift to help support the platform extension deck.

8 Remove the three V-roller and extension deck lock bracket mounting fasteners from the extension deck at the tank side of the machine.

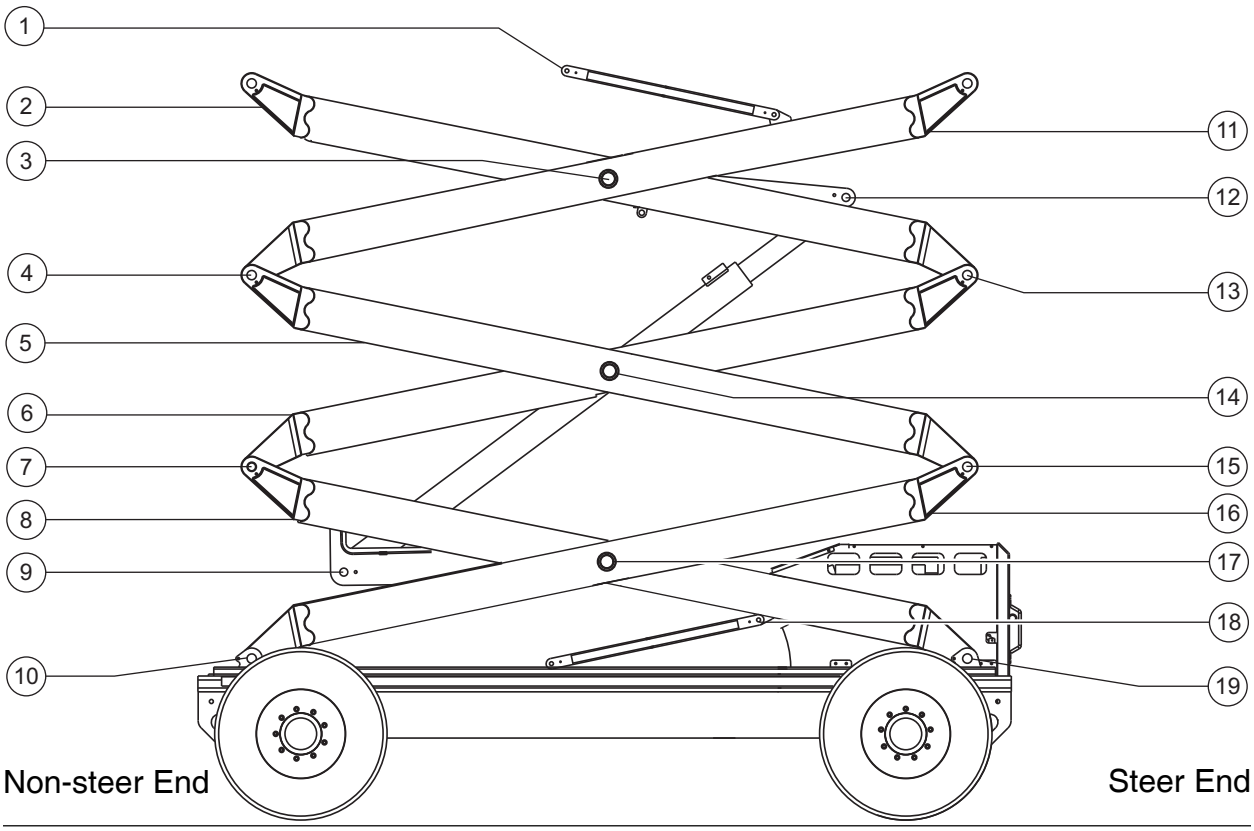
9 Carefully pull the V-roller and extension deck lock assembly out of the extension deck.

10 Remove the fasteners from the roller wheels located under the platform extension deck. Remove the roller wheels.

11 Carefully slide the platform extension deck out of the platform and place it on a structure capable of supporting it.

⚠WARNING Crushing hazard. The platform extension deck could become unbalanced and fall when removed from the machine if not properly supported and secured to the forklift.

Scissor Components



1 Platform centering link
2 Number 3 inner arm
3 Number 3 center pivot pins
4 Number 3 pivot pins (non-steer end)
5 Number 2 outer arm
6 Number 2 inner arm
7 Number 2 pivot pins (non-steer end)
8 Number 1 inner arm
9 Lift cylinder barrel-end pivot pin
10 Number 1 pivot pins (non-steer end)
11 Number 3 outer arm
12 Lift cylinder rod-end pivot pin
13 Number 3 pivot pins (steer end)
14 Number 2 center pivot pins
15 Number 2 pivot pins (steer end)
16 Number 1 outer arm
17 Number 1 center pivot pins
18 Chassis centering link
19 Number 1 pivot pins (steer end)

3-1
Scissor Assembly, GS-3384 and GS-3390

How to Disassemble the Scissor Assembly

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Remove the platform. See 2-1, *How to Remove the Platform.*

2 Remove the cables from the platform centering link (index #1) at the hydraulic tank side of the machine.

3 Remove the pin retaining fasteners from the lift cylinder rod-end pivot pin (index #12). Do not remove the pin.

4 Attach a lifting strap from an overhead crane to the lifting eye at the rod end of the lift cylinder.

5 Use a soft metal drift to remove the lift cylinder rod-end pivot pin (index #12). Lower the rod end of the lift cylinder down onto the number 2 inner arm (index #6).

⚠WARNING Crushing hazard. The lift cylinder could fall when the lift cylinder rod-end pivot pin is removed if not properly supported by the overhead crane.

6 Tag, disconnect and plug the hydraulic hoses from the lift cylinder. Cap the fittings on the cylinder.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

7 Cut the zip ties attaching the hydraulic hoses to the lift cylinder. Lay the hoses out of the way.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

8 Remove the cables from the number 2 inner arm (index #6) and lay the cables off to the side.

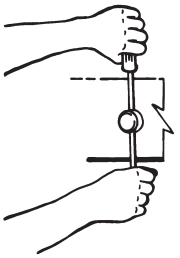
NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

9 Remove the pin retaining fasteners from the cable tray pivot pin at the number 3 inner arm (index #2).

SCISSOR COMPONENTS

10 Place a rod through the cable tray pivot pin and twist to remove the pin. Lower the cable tray down.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.



11 Secure both ends of the number 3 inner and outer arms (index #2 and #11) together with a strap or other suitable device.

12 Attach a lifting strap from an overhead crane to the number 3 inner and outer arms (index #2 and #11) at the steer end of the machine. Do not apply any lifting pressure.

13 Attach a lifting strap from an overhead crane to the number 3 inner and outer arms (index #2 and #11) at the non-steer end of the machine. Do not apply any lifting pressure.

14 Remove the pin retaining fasteners from both number 3 pivot pins (index #4) at the non-steer end of the machine. Do not remove the pins.

15 Remove the pin retaining fasteners from both number 3 pivot pins (index #13) at the steer end of the machine. Do not remove the pins.

16 Use a slide hammer to remove both number 3 pivot pins (index #4) from the non-steer end of the machine.

17 Use a slide hammer to remove both number 3 pivot pins (index #13) from the steer end of the machine.

18 Carefully remove the number 3 inner and outer arms (index #2 and #11) from the machine.

⚠WARNING Crushing hazard. The number 3 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

19 Secure the non-steer end of the number 2 inner and outer arms (index #5 and #6) and the non-steer end of the number 1 inner and outer arms (index #8 and #16) together with a strap or other suitable device.

20 Attach a lifting strap from an overhead crane to the number 1 outer arm (index #16) at the non-steer end of the machine. Do not apply any lifting pressure.

21 Remove the pin retaining fasteners from the number 1 pivot pins (index #10) at the non-steer end of the machine.

22 Use a slide hammer to remove both number 1 pivot pins (index #10) from the non-steer end of the machine.

23 Carefully lift the number 1 outer arm at the non-steer end approximately 15 inches / 40 cm.

24 Place a 6 x 6 x 32 inch / 15 x 15 x 80 cm long block across both sides of the chassis under the barrel end of the lift cylinder.

25 Lower the number 1 outer arm (index #16) onto the block.

⚠WARNING Crushing hazard. Keep hands clear of moving parts when lowering the arms onto the block.

26 Attach a lifting strap from an overhead crane to the lifting eyes on the lift cylinder.

27 Remove the lift cylinder barrel-end pivot pin retaining fasteners.

28 Use a soft metal drift to remove the lift cylinder barrel-end pivot pin (index #9).

29 Carefully remove the lift cylinder from the machine.

⚠WARNING Crushing hazard. The lift cylinder could become unbalanced and fall when it is removed from the machine if not properly supported by the overhead crane.

30 Carefully lift the number 1 outer arm (index #16) approximately 2 inches / 5 cm and remove the block.

31 Lower the number 1 outer arm (index #16) onto the slide blocks.

⚠WARNING Crushing hazard. Keep hands clear of moving parts when lowering the arms onto the blocks.

32 Secure the number 1 outer arm (index #16) to the slide blocks.

33 Remove the strap installed in step 19.

34 Support the cable tray with an overhead crane.

35 Remove the pin retaining fasteners from the cable tray pivot pin at the cross tube of the number 2 inner arm (index #6).

36 Place a rod through the cable tray pivot pin and twist to remove the pin. Lower the cable tray onto the number 1 inner arm (index #8).

⚠WARNING Crushing hazard. The cable tray may fall if not properly supported by the overhead crane.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

37 Secure both ends of the number 2 inner and outer arms (index #5 and #6) together with a strap or other suitable device.

38 Attach a lifting strap from an overhead crane to the number 2 inner and outer arms (index #5 and #6) at the steer end of the machine. Do not apply any lifting pressure.

39 Attach a lifting strap from an overhead crane to the number 2 inner and outer arms (index #5 and #6) at the non-steer end of the machine. Do not apply any lifting pressure.

40 Remove the pin retaining fasteners from both number 1 pivot pins (index #10) at the non-steer end of the machine. Do not remove the pins.

41 Remove the pin retaining fasteners from both number 1 pivot pins (index #19) at the steer end of the machine. Do not remove the pins.

42 Use a slide hammer to remove both number 1 pivot pins (index #10) from the non-steer end of the machine.

SCISSOR COMPONENTS

43 Use a slide hammer to remove both number 2 pivot pins (index #15) from the steer end of the machine.

44 Carefully remove the number 2 inner and outer arms (index #5 and #6) from the machine.

⚠WARNING Crushing hazard. The number 2 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

45 Remove the cables from the number 1 inner arm (index #8).

46 Secure both ends of the number 1 inner and outer arms (index #8 and #16) together with a strap or other suitable device.

47 Attach a lifting strap from an overhead crane to the number 1 inner and outer arms (index #8 and #16) at the steer end of the machine. Do not apply any lifting pressure.

48 Attach a lifting strap from an overhead crane to the number 1 inner and outer arms (index #8 and #16) at the non-steer end of the machine. Do not apply any lifting pressure.

49 Remove the pin retaining fasteners from both chassis centering link pivot pins (index #18) at the number 1 inner arm.

50 Place a rod through each chassis centering link pivot pin and twist to remove the pin. Rest the centering links on the chassis.

51 Remove the pin retaining fasteners from the number 1 inner arm slide blocks (index #19) at the steer end of the machine.

52 Use a slide hammer to remove the number 1 inner arm slide block pivot pins (index #19).

53 Use a slide hammer to remove the number 1 outer arm slide block pivot pins (index #19) at the non-steer end of the machine.

54 Carefully remove the number 1 inner and outer arms (index #8 and #16) from the machine.

⚠WARNING Crushing hazard. The number 1 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

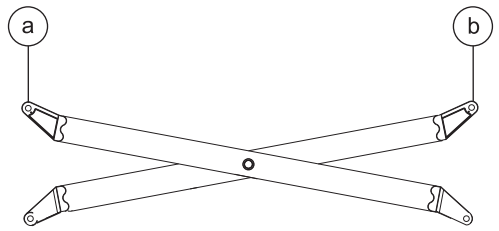
Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

How to Disassemble a Scissor Arm Pair

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

1 Attach a lifting strap from an overhead crane to the end of the outer arm.

Note: Attach the lifting strap to the end of the scissor arm that has the casting pointing upwards.



a outer arm
b inner arm

2 Attach a lifting strap from a second overhead crane to the end of the inner arm.

Note: Attach the lifting strap to the end of the scissor arm that has the casting pointing upwards.

3 Raise the scissor arms with the overhead cranes approximately 12 inches / 30 cm.

4 Place a 12 inch / 30 cm block under the center of the scissor arm pair. Lower the scissor arm pair onto the block.

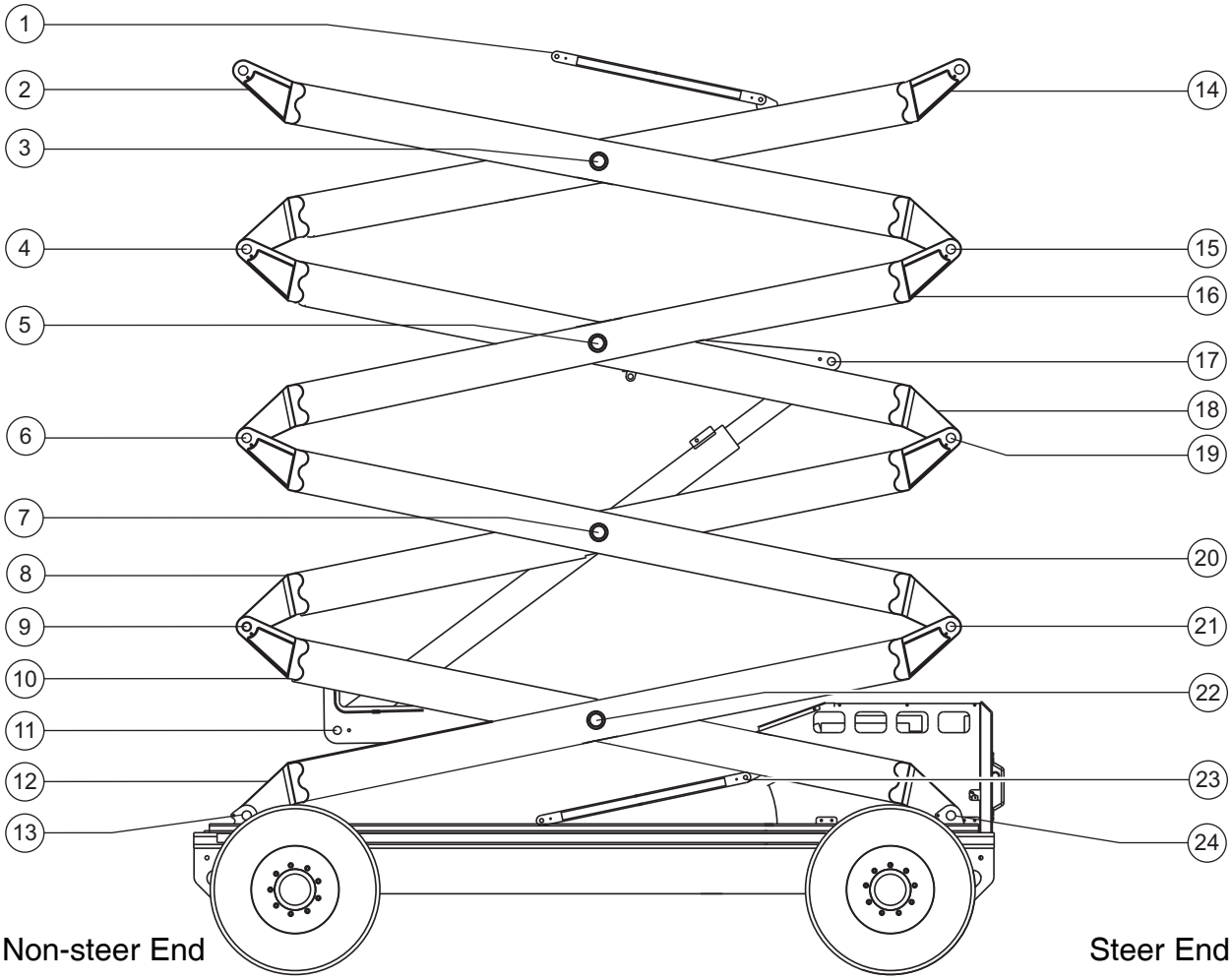
5 Remove the external snap rings from both center pivot pins.

6 Use a soft metal drift to remove both center pins.

7 Carefully separate the scissor arm pair.

⚠WARNING Crushing hazard. The scissor arms could become unbalanced and fall if not properly supported by the overhead cranes.

SCISSOR COMPONENTS



1 Platform centering link
2 Number 4 outer arm
3 Number 4 center pivot pins
4 Number 4 pivot pins (non-steer end)
5 Number 3 center pivot pins
6 Number 3 pivot pins (non-steer end)
7 Number 2 center pivot pins
8 Number 2 inner arm
9 Number 2 pivot pins (non-steer end)
10 Number 1 inner arm
11 Lift cylinder barrel-end pivot pin
12 Number 1 outer arm
13 Number 1 pivot pins (non-steer end)
14 Number 4 inner arm
15 Number 4 pivot pins (steer end)
16 Number 3 outer arm
17 Lift cylinder rod-end pivot pin
18 Number 3 inner arm
19 Number 3 pivot pins (steer end)
20 Number 2 outer arm
21 Number 2 pivot pins (steer end)
22 Number 1 center pivot pins
23 Chassis centering link
24 Number 1 pivot pins (steer end)

3-2
Scissor Assembly, GS-4390

How to Disassemble the Scissor Assembly

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Remove the platform. See 2-1, *How to Remove the Platform.*

2 Remove the cables from the platform centering link (index #1) at the hydraulic tank side of the machine.

3 Remove the cables from the number 4 inner arm (index #14) and lay the cables off to the side.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

4 Secure both ends of the number 4 inner and outer arms (index #14 and #2) together with a strap or other suitable device.

5 Attach a lifting strap from an overhead crane to the number 4 inner and outer arms (index #14 and #2) at the steer end of the machine. Do not apply any lifting pressure.

6 Attach a lifting strap from an overhead crane to the number 4 inner and outer arms (index #14 and #2) at the non-steer end of the machine. Do not apply any lifting pressure.

7 Remove the pin retaining fasteners from both number 4 pivot pins (index #4) at the non-steer end of the machine. Do not remove the pins.

8 Remove the pin retaining fasteners from both number 4 pivot pins (index #15) at the steer end of the machine. Do not remove the pins.

9 Use a slide hammer to remove both number 4 pivot pins (index #4) from the non-steer end of the machine.

10 Use a slide hammer to remove both number 4 pivot pins (index #15) from the steer end of the machine.

11 Carefully remove the number 4 inner and outer arms (index #14 and #2) from the machine.

⚠WARNING Crushing hazard. The number 4 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

SCISSOR COMPONENTS

12 Remove the pin retaining fasteners from the lift cylinder rod-end pivot pin (index #17). Do not remove the pin.

13 Attach a lifting strap from an overhead crane to the lifting eye at the rod end of the lift cylinder.

14 Use a soft metal drift to remove the lift cylinder rod-end pivot pin (index #17). Lower the rod end of the lift cylinder down.

⚠WARNING Crushing hazard. The lift cylinder could fall if not properly supported when the pin is removed.

15 Block the steer end wheels and center a lifting jack of ample capacity under the non-steer end of the drive chassis.

16 Loosen the wheel lug nuts on one of the non-steer wheels. Do not remove them.

17 Raise the machine approximately 2 inches / 5 cm. Place blocks under the chassis for support.

⚠WARNING Crushing hazard. The chassis will fall if not properly supported.

18 Remove the wheel lug nuts. Remove the tire and wheel assembly.

19 Tag, disconnect and plug the hydraulic hoses from the lift cylinder. Cap the fittings on the cylinder.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

20 Cut the zip ties attaching the hydraulic hoses to the lift cylinder. Lay the hoses out of the way.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

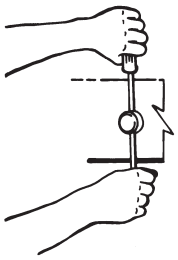
21 Remove the cables from the number 3 inner arm (index #18) and lay the cables off to the side.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

22 Remove the pin retaining fasteners from the cable tray pivot pin at the number 3 inner arm.

23 Place a rod through the cable tray pivot pin and twist to remove the pin. Lower the cable tray down.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.



24 Secure both ends of the number 3 inner and outer arms (index #18 and #16) together with a strap or other suitable device.

SCISSOR COMPONENTS

25 Attach a lifting strap from an overhead crane to the number 3 inner and outer arms (index #18 and #16) at the steer end of the machine. Do not apply any lifting pressure.

26 Attach a lifting strap from an overhead crane to the number 3 inner and outer arms (index #18 and #16) at the non-steer end of the machine. Do not apply any lifting pressure.

27 Remove the pin retaining fasteners from both number 3 pivot pins (index #6) at the non-steer end of the machine. Do not remove the pins.

28 Remove the pin retaining fasteners from both number 3 pivot pins (index #19) at the steer end of the machine. Do not remove the pins.

29 Use a slide hammer to remove both number 3 pivot pins (index #6) from the non-steer end of the machine.

30 Use a slide hammer to remove both number 3 pivot pins (index #19) from the steer end of the machine.

31 Carefully remove the number 3 inner and outer arms (index #18 and #16) from the machine.

⚠WARNING Crushing hazard. The number 3 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

32 Secure the non-steer end of the number 2 inner and outer arms (index #8 and #20) and the non-steer end of the number 1 inner and outer arms (index #10 and #12) together with a strap or other suitable device.

33 Attach a lifting strap from an overhead crane to the number 1 outer arm (index #12) at the non-steer end of the machine. Do not apply any lifting pressure.

34 Remove the pin retaining fasteners from the number 1 pivot pins (index #13) at the non-steer end of the machine.

35 Use a slide hammer to remove both number 1 pivot pins (index #13) from the non-steer end of the machine.

36 Carefully lift the number 1 outer arm at the non-steer end approximately 15 inches / 40 cm.

37 Place a 6 x 6 x 32 inch / 15 x 15 x 80 cm long block across both sides of the chassis under the barrel end of the lift cylinder.

38 Lower the number 1 outer arm (index #12) onto the block.

⚠WARNING Crushing hazard. Keep hands clear of moving parts when lowering the arms onto the block.

39 Attach a lifting strap from an overhead crane to the lifting eyes on the lift cylinder.

40 Remove the lift cylinder barrel-end pivot pin retaining fasteners.

41 Use a soft metal drift to remove the lift cylinder barrel-end pivot pin (index #11).

SCISSOR COMPONENTS

42 Carefully remove the lift cylinder from the machine.

⚠WARNING Crushing hazard. The lift cylinder could become unbalanced and fall when it is removed from the machine if not properly supported by the overhead crane.

43 Carefully lift the number 1 outer arm (index #12) approximately 2 inches / 5 cm and remove the block.

44 Lower the number 1 outer arm (index #12) onto the slide blocks.

⚠WARNING Crushing hazard. Keep hands clear of moving parts when lowering the arms onto the blocks.

45 Secure the number 1 outer arm (index #12) to the slide blocks.

46 Remove the strap installed in step 32.

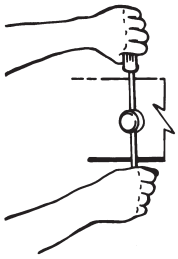
47 Support the cable tray with an overhead crane.

48 Remove the pin retaining fasteners from the cable tray pivot pin at the cross tube of the number 2 inner arm (index #8).

49 Place a rod through the cable tray pivot pin and twist to remove the pin. Lower the cable tray onto the number 1 inner arm (index #10).

⚠WARNING Crushing hazard. The cable tray may fall if not properly supported by the overhead crane.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.



50 Secure both ends of the number 2 inner and outer arms (index #8 and #20) together with a strap or other suitable device.

51 Attach a lifting strap from an overhead crane to the number 2 inner and outer arms (index #8 and #20) at the steer end of the machine. Do not apply any lifting pressure.

52 Attach a lifting strap from an overhead crane to the number 2 inner and outer arms (index #8 and #20) at the non-steer end of the machine. Do not apply any lifting pressure.

53 Remove the pin retaining fasteners from both number 2 pivot pins (index #9) at the non-steer end of the machine. Do not remove the pins.

54 Remove the pin retaining fasteners from both number 2 pivot pins (index #21) at the steer end of the machine. Do not remove the pins.

55 Use a slide hammer to remove both number 2 pivot pins (index #9) from the non-steer end of the machine.

56 Use a slide hammer to remove both number 2 pivot pins (index #21) from the steer end of the machine.

57 Carefully remove the number 2 inner and outer arms (index #8 and #20) from the machine.

⚠WARNING Crushing hazard. The number 2 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

58 Remove the cables from the number 1 inner arm (index #10).

59 Secure both ends of the number 1 inner and outer arms (index #10 and #12) together with a strap or other suitable device.

60 Attach a lifting strap from an overhead crane to the number 1 inner and outer arms (index #10 and #12) at the steer end of the machine. Do not apply any lifting pressure.

61 Attach a lifting strap from an overhead crane to the number 1 inner and outer arms (index #10 and #12) at the non-steer end of the machine. Do not apply any lifting pressure.

62 Remove the pin retaining fasteners from both chassis centering link pivot pins (index #23) at the number 1 inner arm.

63 Place a rod through each chassis centering link pivot pin and twist to remove the pin. Rest the centering links on the chassis.

64 Remove the pin retaining fasteners from the number 1 inner arm slide blocks (index #24) at the steer end of the machine.

65 Use a slide hammer to remove the number 1 inner arm slide block pivot pins (index #24).

66 Use a slide hammer to remove the number 1 outer arm slide block pivot pins (index #24) at the non-steer end of the machine.

67 Carefully remove the number 1 inner and outer arms (index #10 and #12) from the machine.

⚠WARNING Crushing hazard. The number 1 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

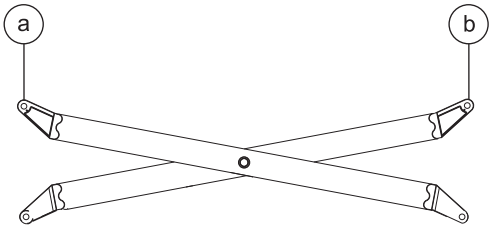
SCISSOR COMPONENTS

How to Disassemble a Scissor Arm Pair

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

1 Attach a lifting strap from an overhead crane to the end of the outer arm.

Note: Attach the lifting strap to the end of the scissor arm that has the casting pointing upwards.



a outer arm
b inner arm

2 Attach a lifting strap from a second overhead crane to the end of the inner arm.

Note: Attach the lifting strap to the end of the scissor arm that has the casting pointing upwards.

3 Raise the scissor arms with the overhead cranes approximately 12 inches / 30 cm.

4 Place a 12 inch / 30 cm block under the center of the scissor arm pair. Lower the scissor arm pair onto the block.

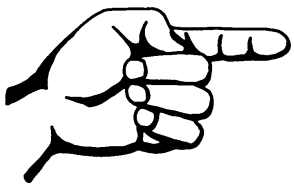
5 Remove the external snap rings from both center pivot pins.

6 Use a soft metal drift to remove both center pins.

7 Carefully separate the scissor arm pair.

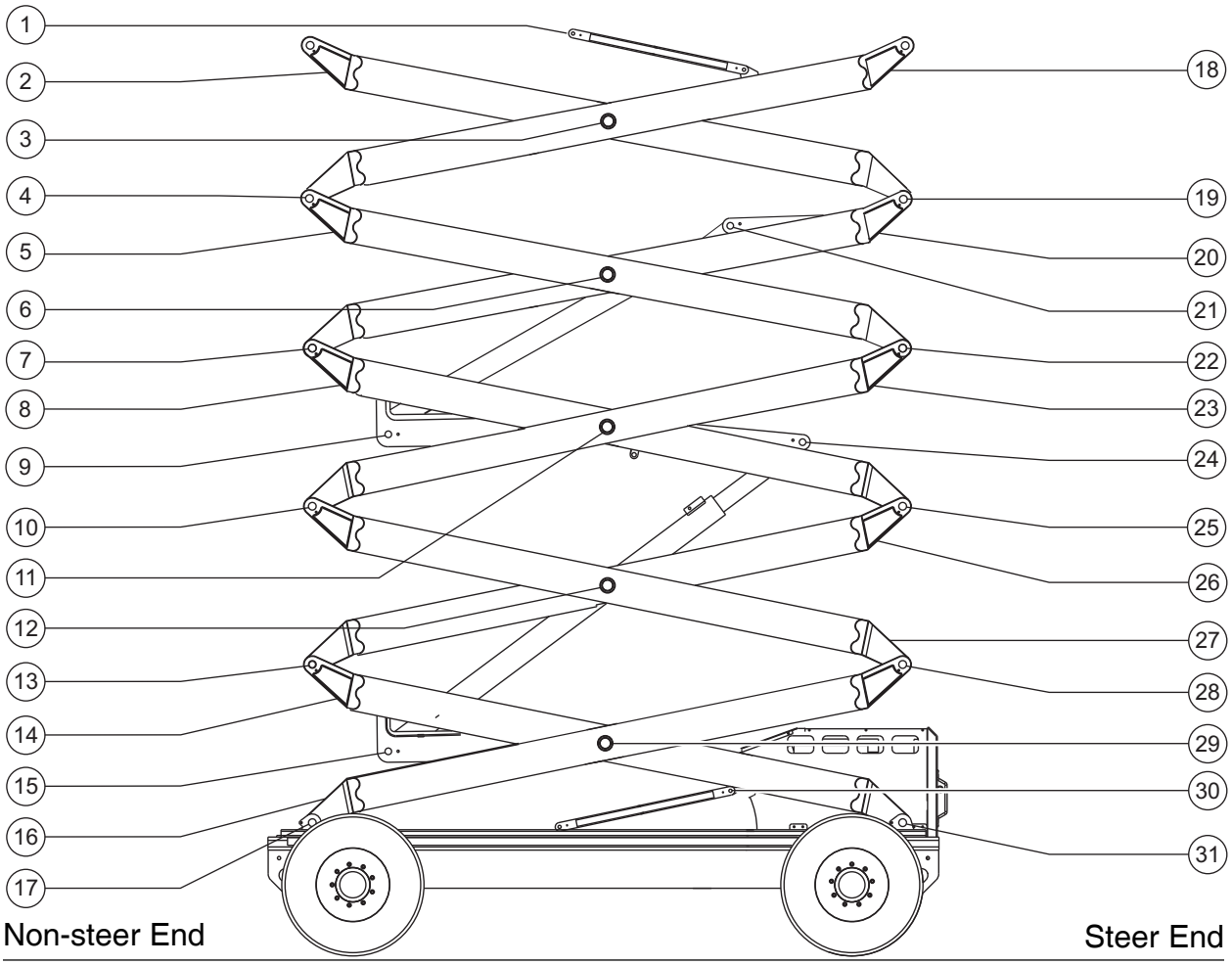
⚠WARNING Crushing hazard. The scissor arms could become unbalanced and fall if not properly supported by the overhead cranes.

SCISSOR COMPONENTS



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SCISSOR COMPONENTS



1 Platform centering link
2 Number 5 inner arm
3 Number 5 center pivot pins
4 Number 5 pivot pins (non-steer end)
5 Number 4 outer arm
6 Number 4 center pivot pins
7 Number 4 pivot pins (non-steer end)
8 Number 3 inner arm
9 Upper lift cylinder barrel-end pivot pin
10 Number 3 pivot pins (non-steer end)
11 Number 3 center pivot pins
12 Number 2 center pivot pins
13 Number 2 pivot pins (non-steer end)
14 Number 1 inner arm
15 Lower lift cylinder barrel-end pivot pin
16 Number 1 outer arm
17 Number 1 pivot pins (non-steer end)
18 Number 5 outer arm
19 Number 5 pivot pins (steer end)
20 Number 4 inner arm
21 Upper lift cylinder rod-end pivot pin
22 Number 4 pivot pins (steer end)
23 Number 3 outer arm
24 Lower lift cylinder rod-end pivot pin
25 Number 3 pivot pins (steer end)
26 Number 2 inner arm
27 Number 2 outer arm
28 Number 2 pivot pins (steer end)
29 Number 1 center pivot pins
30 Chassis centering link
31 Number 1 pivot pins (steer end)

3-3
Scissor Assembly, GS-5390

How to Disassemble the Scissor Assembly

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Remove the platform. See 2-1, *How to Remove the Platform.*

2 Remove the cables from the platform centering link (index #1) and upper cable bridge at the hydraulic tank side of the machine.

3 Remove the cables from the number 5 inner arm (index #2) and lay the cables off to the side.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

4 Secure both ends of the number 5 inner and outer arms (index #2 and #18) together with a strap or other suitable device.

5 Attach a lifting strap from an overhead crane to the number 5 inner and outer arms (index #2 and #18) at the steer end of the machine. Do not apply any lifting pressure.

6 Attach a lifting strap from an overhead crane to the number 5 inner and outer arms (index #2 and #18) at the non-steer end of the machine. Do not apply any lifting pressure.

7 Remove the pin retaining fasteners from both number 5 pivot pins (index #4) at the non-steer end of the machine. Do not remove the pins.

8 Remove the pin retaining fasteners from both number 5 pivot pins (index #19) at the steer end of the machine. Do not remove the pins.

9 Use a slide hammer to remove both number 5 pivot pins (index #4) from the non-steer end of the machine.

10 Use a slide hammer to remove both number 5 pivot pins (index #19) from the steer end of the machine.

11 Carefully remove the number 5 inner and outer arms (index #2 and #18) from the machine.

⚠WARNING Crushing hazard. The number 5 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

SCISSOR COMPONENTS

12 Remove the pin retaining fasteners from the upper lift cylinder rod-end pivot pin (index #21). Do not remove the pin.

13 Attach a lifting strap from an overhead crane to the lifting eye at the rod end of the upper lift cylinder.

14 Use a soft metal drift to remove the upper lift cylinder rod-end pivot pin (index #21). Lower the rod end of the upper lift cylinder down.

⚠WARNING Crushing hazard. The upper lift cylinder could fall when the upper lift cylinder rod-end pivot pin is removed if not properly supported by the overhead crane.

15 Remove the cables from the number 4 inner arm (index #20) and lay the cables off to the side.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

16 Secure both ends of the number 4 inner and outer arms (index #20 and #5) together with a strap or other suitable device.

17 Attach a lifting strap from an overhead crane to the number 4 inner and outer arms (index #20 and #5) at the steer end of the machine. Do not apply any lifting pressure.

18 Attach a lifting strap from an overhead crane to the number 4 inner and outer arms (index #20 and #5) at the non-steer end of the machine. Do not apply any lifting pressure.

19 Remove the pin retaining fasteners from both number 4 pivot pins (index #7) at the non-steer end of the machine. Do not remove the pins.

20 Remove the pin retaining fasteners from both number 4 pivot pins (index #22) at the steer end of the machine. Do not remove the pins.

21 Use a slide hammer to remove both number 4 pivot pins (index #7) from the non-steer end of the machine.

22 Use a slide hammer to remove both number 4 pivot pins (index #22) from the steer end of the machine.

23 Support the rod end of the upper lift cylinder with a suitable lifting device.

24 Carefully remove the number 4 inner and outer arms (index #20 and #5) from the machine while guiding the rod end of the upper lift cylinder out of the scissor arms.

⚠WARNING Crushing hazard. The number 4 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

NOTICE Component damage hazard. The upper lift cylinder may fall if not properly supported when the number 4 inner and outer arms are removed.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

25 Lower the rod end of the upper lift cylinder onto the cross tube of the number 3 inner arm (index #8).

26 Tag, disconnect and plug the hydraulic hoses from the upper lift cylinder. Cap the fittings on the cylinder.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

27 Remove the zip ties securing the hydraulic hoses to the upper lift cylinder.

28 Remove the pin retaining fasteners from the lower cylinder rod-end pivot pin (index #24).

29 Use a soft metal drift to remove the lower lift cylinder rod-end pivot pin.

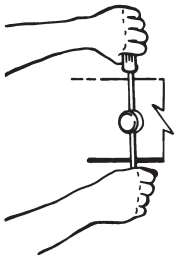
30 Carefully lower the rod end of the lower lift cylinder onto the engine cover.

31 Remove the cables and hydraulic hoses from the number 3 inner arm (index #8) and lay the cables and hoses off to the side.

NOTICE Component damage hazard. Cables and hoses can be damaged if they are kinked or pinched.

32 Remove the pin retaining fasteners from the cable tray pivot pin at the number 3 inner arm (index #8) on the hydraulic tank side of the machine.

33 Place a rod through the cable tray pivot pin and twist to remove the pin. Lower the cable tray down.



NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.

34 Remove the pin retaining fasteners from the hose tray pivot pin at the number 3 inner arm (index #11) on the ground controls side of the machine.

35 Place a rod through the hose tray pivot pin and twist to remove the pin. Lower the hose tray down.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

36 Secure both ends of the number 3 inner and outer arms (index #8 and #23) together with a strap or other suitable device.

37 Attach a lifting strap from an overhead crane to the number 3 inner and outer arms (index #8 and #23) at the steer end of the machine. Do not apply any lifting pressure.

SCISSOR COMPONENTS

38 Attach a lifting strap from an overhead crane to the number 3 inner and outer arms (index #8 and #23) at the non-steer end of the machine. Do not apply any lifting pressure.

39 Remove the pin retaining fasteners from both number 3 pivot pins (index #10) at the non-steer end of the machine. Do not remove the pins.

40 Remove the pin retaining fasteners from both number 3 pivot pins (index #25) at the steer end of the machine. Do not remove the pins.

41 Use a slide hammer to remove both number 3 pivot pins (index #10) from the non-steer end of the machine.

42 Use a slide hammer to remove both number 3 pivot pins (index #25) from the steer end of the machine.

43 Carefully remove the number 3 inner and outer arms (index #8 and #23) and upper lift cylinder from the machine.

⚠WARNING Crushing hazard. The number 3 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

44 Secure the non-steer end of the number 2 inner and outer arms (index #26 and #27) and the non-steer end of the number 1 inner and outer arms (index #14 and #16) together with a strap or other suitable device.

45 Attach a lifting strap from an overhead crane to the number 1 outer arm (index #16) at the non-steer end of the machine. Do not apply any lifting pressure.

46 Remove the pin retaining fasteners from the number 1 pivot pins (index #17) at the non-steer end of the machine.

47 Use a slide hammer to remove both number 1 pivot pins (index #17) from the non-steer end of the machine.

48 Carefully lift the number 1 outer arm at the non-steer end approximately 15 inches / 40 cm.

49 Place a 6 x 6 x 32 inch / 15 x 15 x 80 cm long block across both sides of the chassis under the barrel end of the lift cylinder.

50 Lower the number 1 outer arm (index #16) onto the block.

⚠WARNING Crushing hazard. Keep hands clear of moving parts when lowering the arms onto the block.

51 Attach a lifting strap from an overhead crane to the lifting eyes on the lift cylinder.

52 Remove the lift cylinder barrel-end pivot pin retaining fasteners.

53 Use a soft metal drift to remove the lift cylinder barrel-end pivot pin (index #15).

54 Carefully remove the lift cylinder from the machine.

⚠WARNING Crushing hazard. The lift cylinder could become unbalanced and fall when it is removed from the machine if not properly supported by the overhead crane.

55 Carefully lift the number 1 outer arm (index #16) approximately 2 inches / 5 cm and remove the block.

56 Lower the number 1 outer arm (index #16) onto the slide blocks.

⚠WARNING Crushing hazard. Keep hands clear of moving parts when lowering the arms onto the blocks.

57 Secure the number 1 outer arm (index #16) to the slide blocks.

58 Remove the strap installed in step 44.

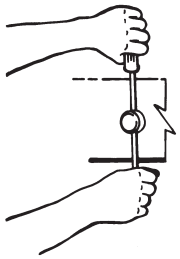
59 Support the cable tray with an overhead crane.

60 Remove the pin retaining fasteners from the cable tray pivot pin at the cross tube of the number 2 inner arm (index #26).

61 Place a rod through the cable tray pivot pin and twist to remove the pin. Lower the cable tray onto the number 1 inner arm (index #14).

⚠WARNING Crushing hazard. The cable tray may fall if not properly supported by the overhead crane.

NOTICE Component damage hazard. Cables can be damaged if they are kinked or pinched.



62 Secure both ends of the number 2 inner and outer arms (index #26 and #27) together with a strap or other suitable device.

63 Attach a lifting strap from an overhead crane to the number 2 inner and outer arms (index #26 and #27) at the steer end of the machine. Do not apply any lifting pressure.

64 Attach a lifting strap from an overhead crane to the number 2 inner and outer arms (index #26 and #27) at the non-steer end of the machine. Do not apply any lifting pressure.

65 Remove the pin retaining fasteners from both number 2 pivot pins (index #13) at the non-steer end of the machine. Do not remove the pins.

SCISSOR COMPONENTS

66 Remove the pin retaining fasteners from both number 2 pivot pins (index #28) at the steer end of the machine. Do not remove the pins.

67 Use a slide hammer to remove both number 2 pivot pins (index #13) from the non-steer end of the machine.

68 Use a slide hammer to remove both number 2 pivot pins (index #28) from the steer end of the machine.

69 Carefully remove the number 2 inner and outer arms (index #26 and #27) from the machine.

⚠WARNING Crushing hazard. The number 2 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

70 Remove the cables from the number 1 inner arm (index #14).

71 Secure both ends of the number 1 inner and outer arms (index #14 and #16) together with a strap or other suitable device.

72 Attach a lifting strap from an overhead crane to the number 1 inner and outer arms (index #14 and #16) at the steer end of the machine. Do not apply any lifting pressure.

73 Attach a lifting strap from an overhead crane to the number 1 inner and outer arms (index #14 and #16) at the non-steer end of the machine. Do not apply any lifting pressure.

74 Remove the pin retaining fasteners from both chassis centering link pivot pins (index #30) at the number 1 inner arm.

75 Place a rod through each chassis centering link pivot pin and twist to remove the pin. Rest the centering links on the chassis.

76 Remove the pin retaining fasteners from the number 1 inner arm slide blocks (index #31) at the steer end of the machine.

77 Use a slide hammer to remove the number 1 inner arm slide block pivot pins (index #31).

78 Use a slide hammer to remove the number 1 outer arm slide block pivot pins (index #31) at the non-steer end of the machine.

79 Carefully remove the number 1 inner and outer arms (index #14 and #16) from the machine.

⚠WARNING Crushing hazard. The number 1 inner and outer arms could become unbalanced and fall when they are removed from the machine if not properly supported by the overhead crane.

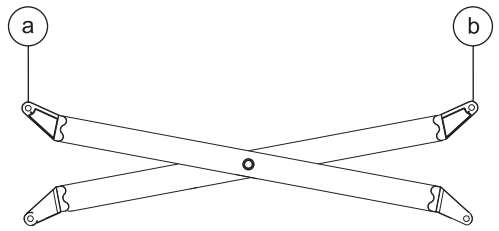
Note: If further disassembly of the scissor arm pair is required, see *How to Disassemble a Scissor Arm Pair.*

How to Disassemble a Scissor Arm Pair

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is required.

1 Attach a lifting strap from an overhead crane to the end of the outer arm.

Note: Attach the lifting strap to the end of the scissor arm that has the casting pointing upwards.



a outer arm
b inner arm

2 Attach a lifting strap from a second overhead crane to the end of the inner arm.

Note: Attach the lifting strap to the end of the scissor arm that has the casting pointing upwards.

3 Raise the scissor arms with the overhead cranes approximately 12 inches / 30 cm.

4 Place a 12 inch / 30 cm block under the center of the scissor arm pair. Lower the scissor arm pair onto the block.

5 Remove the external snap rings from both center pivot pins.

6 Use a soft metal drift to remove both center pins.

7 Carefully separate the scissor arm pair.

⚠WARNING Crushing hazard. The scissor arms could become unbalanced and fall if not properly supported by the overhead cranes.

SCISSOR COMPONENTS

3-4
Wear Pads

How to Replace the Scissor Arm Wear Pads

Platform Scissor Arm Wear Pads:

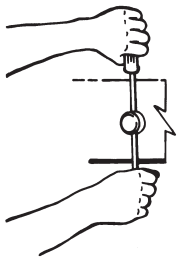
1 Place a lifting strap from an overhead crane under the platform at the steer end of the machine for support. Do not attach the lifting straps from the overhead crane to the platform railings.

2 Place a lifting strap from a second overhead crane under the platform at the non-steer end of the machine for support. Do not attach the lifting straps from the overhead crane to the platform railings.

3 Lift the platform slightly using the overhead cranes just enough to take the pressure off the platform slide block pivot pins.

4 Remove the pin retaining fasteners from each platform centering link pivot pin at the platform.

5 Place a rod through each platform centering link pivot pin and twist to remove the pin. Rest the centering links on the scissor arms.



6 Remove the pin retaining fasteners from each platform slide block pivot pin. Do not remove the pins.

7 Use a slide hammer to remove each platform slide block pivot pin.

⚠WARNING Crushing hazard. The platform will fall when the platform slider block pivot pins are removed if not properly supported by the overhead cranes.

8 Move each slide block towards the center of the platform and carefully remove each platform slide block from the platform.

9 Remove the retaining fasteners from the wear pads on the slide blocks. Remove the wear pads.

10 Install the new wear pads onto the scissor arm slide blocks.

11 Install the slide blocks onto the platform.

12 Align the holes in the slide blocks with the holes in the scissor arms.

13 Install the slide block pivot pins and the pin retaining fasteners.

14 Attach the platform centering links to the platform and install the platform centering link pivot pins and the pin retaining fasteners.

Chassis Scissor Arm Wear Pads:

Note: If removing the steer end slide blocks, the engine top and side covers need to be removed first. Proceed to step 1.

Note: If removing the non-steer end slide blocks, proceed to step 11.

1 Start the engine from the ground controls and raise the platform approximately 18 feet / 5.5 m from the ground.

2 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

3 Lower the platform onto the safety arm. Turn the machine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

NOTICE Component damage hazard. The link set cross tube can be damaged if excessive force is applied. Do not continue to lower the platform after the safety arm makes contact with the cross tube.

4 Release the latches on the engine tray and fully slide the engine tray out.

5 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

6 Remove the retaining fasteners from the top engine cover plate. Remove the plate from the machine.

7 Loosen the retaining fasteners from each side engine cover plate. Remove the engine side cover plates from the machine.

8 Start the engine from the ground controls.

9 Raise the platform slightly and return the safety arm to the stowed position.

10 Lower the platform to the stowed position.

11 Secure the ends of the scissor arms together at both ends of the machine with a tie down strap or other appropriate device.

12 Attach a lifting strap from an overhead crane to the end of the scissor arms that need the slide blocks removed.

13 Raise the scissor arms using the overhead crane just enough to take the pressure off the slide block pivot pins.

14 Remove the pin retaining fasteners from the chassis slide block pivot pin.

SCISSOR COMPONENTS

15 Use a slide hammer to remove the chassis slide block pivot pin. Remove the slide block from the machine by sliding it out the end of the slider channel.

⚠WARNING Crushing hazard. The platform will fall when the platform slide block pivot pins are removed if it is not properly supported by the overhead cranes.

16 Remove the retaining fasteners from the wear pads on the slide blocks. Remove the wear pads.

17 Install the new wear pads onto the scissor arm slide blocks.

18 Install the slide blocks onto the chassis.

19 Align the holes in the slide blocks with the holes in the scissor arms.

20 Install the slide block pivot pins and the pin retaining fasteners.

21 Repeat steps 12 through 20 for the remaining scissor arm wear pads.

22 Install the top engine cover plate.

23 Tighten the engine side cover plate fasteners.

24 Close and latch the engine slide out tray.

25 Lower the platform to the stowed position.

3-5 Lift Cylinder(s)

The lift cylinders are double acting hydraulic cylinders. The GS-3384, GS-3390 and GS-4390 use one lift cylinder; the GS-5390 uses two. Each lift cylinder is equipped with a counterbalance valve to prevent movement in the event of a hydraulic line failure.

How to Remove the Lift Cylinder

GS-3384, GS-3390 and GS-4390:

⚠WARNING Bodily injury hazard. The counterbalance valve in the lift cylinder is factory set. Do not attempt to adjust the counterbalance valve. Attempting to adjust the counterbalance valve could result in death or serious injury and significant component damage. Dealer service is strongly recommended.

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is strongly recommended.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Start the engine from the ground controls and raise the platform approximately 18 feet / 5.5 m from the ground.

2 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

3 Lower the platform onto the safety arm. Turn the machine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

NOTICE Component damage hazard. The link set cross tube can be damaged if excessive force is applied. Do not continue to lower the platform after the safety arm makes contact with the cross tube.

4 Support the platform using a 5 ton / 5000 kg overhead crane. Do not apply lifting pressure at this time.

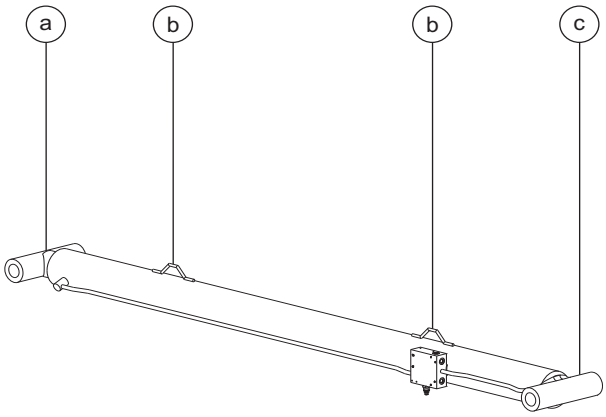
5 Tag, disconnect and plug the hydraulic hoses from the lift cylinder. Cap the fittings on the cylinder.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

6 Cut the zip ties attaching the hydraulic hoses to the lift cylinder. Lay the hoses out of the way.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

7 Attach a lifting strap from an overhead crane or similar lifting device to the lifting eye at the rod end of the lift cylinder for support.



a rod end
b lifting eye
c barrel end

8 Attach a lifting strap from a second overhead crane or similar lifting device to the lifting eye at the barrel end of the lift cylinder for support.

9 Remove the lift cylinder rod-end pivot pin retaining fastener. Use a soft metal drift to remove the pin.

⚠WARNING Crushing hazard. The lift cylinder will fall if it is not properly supported.

SCISSOR COMPONENTS

10 Carefully lower the cylinder onto the cross tube of the number 2 inner arm. Protect the cylinder rod from damage.

NOTICE Component damage hazard. The counterbalance valve on the lift cylinder can be damaged if it is allowed to come in contact with the scissor arm cross tube.

11 Remove the lift cylinder barrel-end pivot pin retaining fastener. Use a soft metal drift to remove the pin.

Note: Use of the overhead crane may be required for the pin to clear the link set.

⚠WARNING Crushing hazard. The lift cylinder will fall if it is not properly supported.

12 Carefully pull the lift cylinder out the non-steer end of the machine through the scissor arms and safety arm. Remove the lift cylinder from the machine.

⚠WARNING Crushing hazard. The lift cylinder may become unbalanced and fall when it is removed from the machine if not properly supported.

GS-5390:

⚠DANGER Bodily injury hazard. The counterbalance valves in the lift cylinders are factory set. Do not attempt to adjust the counterbalance valves. Attempting to adjust the counterbalance valves will result in death or serious injury and significant component damage. Dealer service is strongly recommended.

⚠WARNING Bodily injury hazard. This procedure requires specific repair skills, lifting equipment and a suitable workshop. Attempting this procedure without these skills and tools could result in death or serious injury and significant component damage. Dealer service is strongly recommended.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Start the engine from the ground controls and raise the platform approximately 18 feet / 5.5 m from the ground.

2 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

3 Lower the platform onto the safety arm. Turn the machine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

NOTICE Component damage hazard. The link set cross tube can be damaged if excessive force is applied. Do not continue to lower the platform after the safety arm makes contact with the cross tube.

4 Support the platform using a 5 ton / 5000 kg overhead crane. Do not apply lifting pressure at this time.

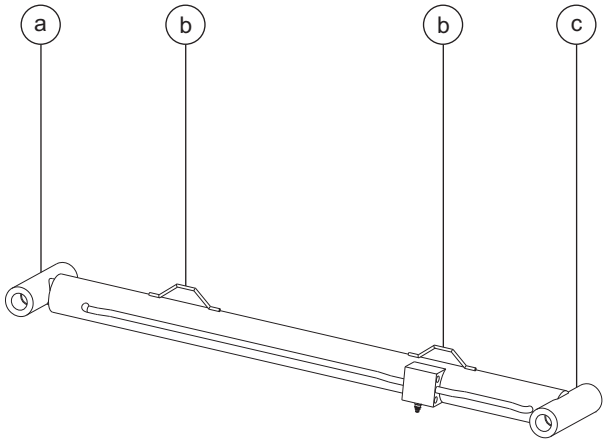
5 Tag, disconnect and plug the hydraulic hoses from the lift cylinder. Cap the fittings on the cylinder.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

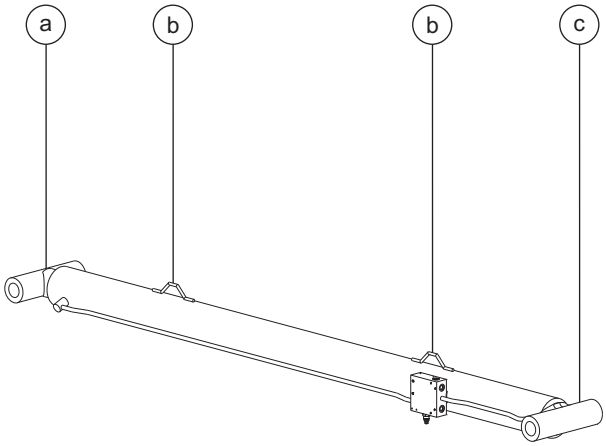
6 **Lower lift cylinder:** Cut the zip ties attaching the hydraulic hoses to the lift cylinder. Lay the hoses out of the way.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

7 Attach a lifting strap from an overhead crane or similar lifting device to the lifting eye at the rod end of the lift cylinder for support.



upper cylinder



lower cylinder

a rod end
b lifting eye
c barrel end

SCISSOR COMPONENTS

8 Attach a lifting strap from a second overhead crane or similar lifting device to the lifting eye at the barrel end of the lift cylinder for support.

9 Remove the lift cylinder rod-end pivot pin retaining fastener. Use a soft metal drift to remove the pin.

⚠WARNING Crushing hazard. The lift cylinder will fall if it is not properly supported.

10 Carefully lower the cylinder to a horizontal position. Protect the cylinder rod from damage.

NOTICE Component damage hazard. The counterbalance valve on the lift cylinder can be damaged if it is allowed to come in contact with the scissor arm cross tube.

11 Remove the lift cylinder barrel-end pivot pin retaining fastener. Use a soft metal drift to remove the pin.

Note: Use of the overhead crane may be required for the pin to clear the link set.

⚠WARNING Crushing hazard. The lift cylinder will fall if it is not properly supported.

12 Carefully pull the lift cylinder out the non-steer end of the machine through the scissor arms. Remove the lift cylinder from the machine.

⚠WARNING Crushing hazard. The lift cylinder may become unbalanced and fall when it is removed from the machine if not properly supported.

Engines

4-1 RPM Adjustment

Refer to Maintenance Procedure B-6, *Check and Adjust the Engine RPM.*

4-2 Engine Fault Codes - Ford Models

See 5-6, *Engine Fault Codes, Ford Models*

4-3 Engine Repair

How to Repair the Deutz F3L 2011 Engine

Repair procedures and additional engine information are available in the *Deutz 2011 Operation Manual* (Deutz part number 0297 9929) OR the *Deutz 2011 Workshop Manual* (Deutz part number 297 9959).

Deutz 2011 Operation Manual	
Genie part number	84794
Deutz 2011 Workshop Manual	
Genie part number	112574

How to Repair the Ford LRG425 Engine

Repair procedures and additional engine information are available in the *Ford LRG-425 EFI Operator Handbook* (Ford part number FPP 194-302) OR the *Ford LRG-425 EFI Service Manual* (Ford part number 194-303) OR the *Ford LRG-425 EFI Fuel Injection Diagnosis* (Ford part number 194-306).

Ford LRG-425 EFI Operator Handbook	
Genie part number	84792
Ford LRG-425 EFI Service Manual	
Genie part number	52695
Ford LRG-425 EFI Fuel Injection Diagnosis	
Genie part number	65844

How to Repair the Ford DSG423 Engine

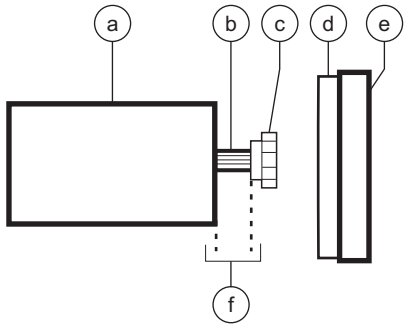
Repair procedures and additional engine information are available in the *Ford DSG-423 EFI Operator Handbook* (EDI part number 1060020) OR the *Ford DSG-423 EFI Service Manual* (EDI part number 1060040).

Ford DSG-423 EFI Operator Handbook	
Genie part number	119488
Ford DSG-423 EFI Service Manual	
Genie part number	119494

ENGINES

4-4
Flex Plate

The flex plate couples the engine to the pump. The flex plate is bolted to the engine flywheel and has a cutout in the center for the pump coupler.



a pump
b pump shaft
c coupler
d flex plate
e flywheel
f 7/16 inch / 11 mm gap - Deutz F3L 2011
f 7/16 inch / 11 mm gap - Ford LRG425
f 0.080 inch / 2 mm gap - Ford DSG423

How to Remove the Flex Plate - Ford Models

All models:

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

Ford LRG425:

3 Remove the hose clamp from the air cleaner hose that connects to the throttle body.

4 Disconnect the valve cover vent hose from the air cleaner.

5 Remove the air filter mounting fasteners. Remove the air filter from the engine and lay it off to the side.

6 Close the shutoff valve on the Liquid Petroleum Gas (LPG) tank by turning it clockwise (if equipped).

7 Remove the LPG supply hose from the LPG solenoid.

⚠DANGER Explosion and fire hazard. Engine fuels are combustible. Replace the fuel hoses in an open, well-ventilated area away from heaters, sparks, flames and lighted tobacco. Always have an approved fire extinguisher within easy reach.

⚠DANGER Explosion and fire hazard. Liquid Petroleum Gas (LPG) is kept at a very high pressure. Fuel may be expelled under pressure if the hose is removed too quickly. Loosen the LPG supply hose very slowly to allow the fuel pressure to dissipate gradually. Wrap a cloth around LPG supply hose to absorb leaking fuel before disconnecting them.

⚠CAUTION Bodily injury hazard. Beware of Liquid Petroleum Gas (LPG). Contact with LPG may cause severe burns.

8 Remove the ground wire for the LPG solenoid from the ECM mounting fastener.

9 Remove the engine ECM mounting bracket fasteners. Remove the engine ECM from the engine slide out tray and carefully lay it off to the side.

NOTICE Component damage hazard. The engine ECM is a sensitive instrument. It can be damaged internally if the ECM is dropped or sustains any physical shock, even if the damage is not visible.

10 Remove the exhaust pipe clamp from the exhaust pipe support bracket.

Ford DSG423:

11 Tag and disconnect the exhaust gas sensor in the exhaust pipe adjacent to the engine exhaust manifold.

12 Remove the exhaust pipe, located between the exhaust manifold and muffler, from the machine.

13 Remove the medium pressure filter assembly from the muffler mount and lay it to the side.

14 Remove the muffler and muffler mount assembly from the machine.

All models:

15 Center a lifting jack under the engine oil pan.

16 Place a wood block between the lifting jack and the engine oil pan.

NOTICE Component damage hazard. The engine oil pan can become damaged if the engine is raised with the lifting jack without the wood block between the lifting jack and the engine oil pan.

17 Remove the fasteners securing the bell housing to the slide out tray.

18 Raise the engine slightly with the lifting jack to take the pressure off the rubber vibration isolators under the bell housing. Remove the rubber vibration isolators.

19 Attach a lifting strap from an overhead crane to the pump and bell housing assembly for support. Do not apply any lifting pressure.

20 Remove all of the bell housing to engine fasteners.

21 Carefully pull the pump and bell housing away from the engine and secure it from moving.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

22 Remove the flex plate mounting fasteners. Remove the flex plate from the flywheel.

ENGINES

How to Remove the Flex Plate - Deutz Models

1 Release the latches on the engine tray and fully slide the engine tray out.

2 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

3 Remove the hose clamp from the air cleaner hose that connects to the engine.

4 Remove the air filter mounting fasteners. Remove the air filter from the engine and lay it off to the side.

5 Remove the exhaust pipe clamp from the exhaust pipe support bracket.

6 Attach a lifting strap from an overhead crane to the pump assembly for support. Do not lift it.

7 Remove all of the pump mounting plate to engine fasteners.

8 Carefully pull the pump assembly away from the engine and secure it from moving.

NOTICE Component damage hazard. Hoses can be damaged if they are kinked or pinched.

9 Remove the flex plate mounting fasteners. Remove the flex plate from the flywheel.

How to Install the Flex Plate

1 Install the flex plate onto the engine flywheel with the raised spline towards the pump.

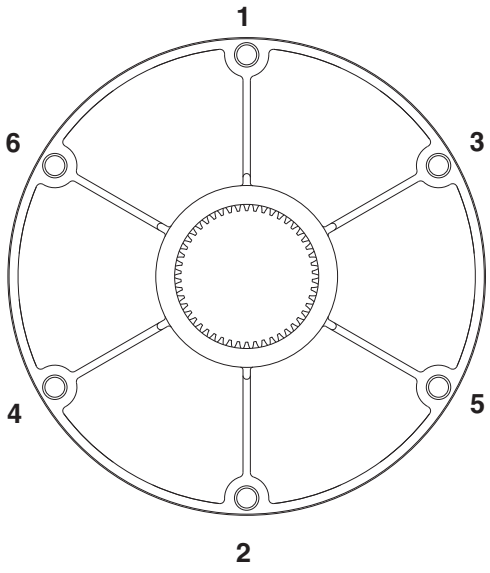
2 **Ford models:** Torque the flex plate mounting bolts in sequence to 14 ft-lbs / 19 Nm.

Deutz models: Torque the flex plate mounting bolts in sequence to 28 ft-lbs / 38 Nm.

NOTICE Component damage hazard. To secure the flex plate to engine flywheel, engine specifications require that the fasteners be tightened in a specific order and that the torque used to tighten the mounting fasteners be increased gradually, or in steps.

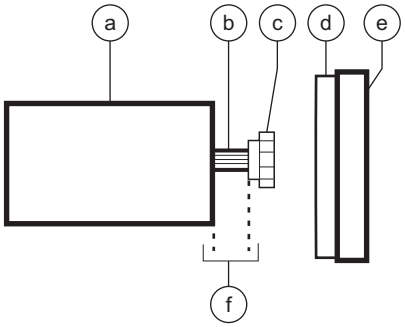
3 **Ford models:** Torque the flex plate mounting bolts in sequence to 20 ft-lbs / 27 Nm.

Deutz models: Torque the flex plate mounting bolts in sequence to 40 ft-lbs / 54 Nm.



Flex plate bolt torque sequence

4 Install the pump coupler onto the pump shaft with the set screw toward the pump. Leave the appropriate gap between coupler and pump end plate for your engine.



a pump
b pump shaft
c pump coupler
d flex plate with raised spline
e engine flywheel
f $^{7}/_{16}$ inch / 11 mm gap

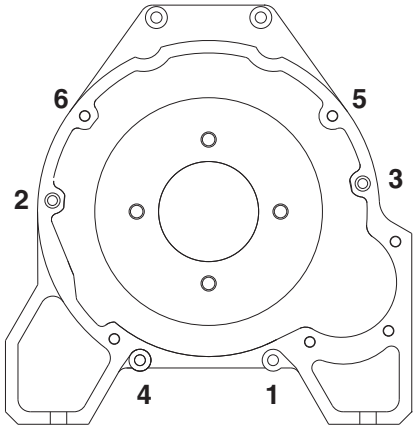
5 Apply Loctite® removable thread sealant to the pump coupler set screw. Torque the set screw to 61 ft-lbs / 83 Nm.

6 **Ford LRG425 and Deutz models:** Install the pump and bell housing assembly. Torque the bell housing mounting bolts labeled "C" in sequence to 28 ft-lbs / 38 Nm.

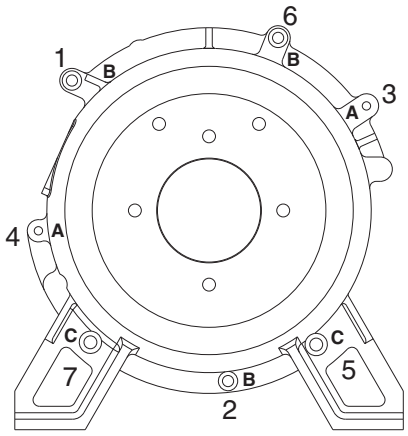
Ford DSG423 models: Install the pump and bell housing assembly. Torque the bell housing mounting bolts labeled "A" and "B" in sequence to 28 ft-lbs / 38 Nm and the mounting bolts labeled "C" to 49 ft-lbs / 66 Nm.

NOTICE Component damage hazard. When installing the pump, do not force the pump coupler into the flex plate or damage to the pump shaft seal may occur.

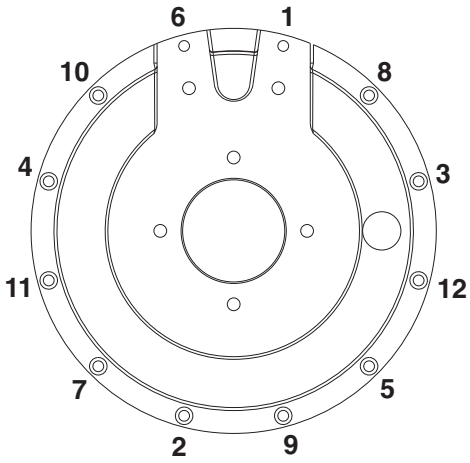
NOTICE Component damage hazard. Do not force the drive pump during installation or the flex plate teeth may become damaged.



Bell housing bolt torque sequence
(Ford LRG425)



Bell housing bolt torque sequence
(Ford DSG423)



Bell housing bolt torque sequence
(Deutz F3L 2011)

ENGINES

7 **Ford LRG-425 and Deutz models:** Torque the bell housing mounting bolts labeled "C" in sequence to 40 ft-lbs / 54 Nm.

Ford DSG-423 models: Torque the bell housing mounting bolts labeled "A" and "B" in sequence to 40 ft-lbs / 54 Nm and the mounting bolts labeled "C" to 70 ft-lbs / 95 Nm.

8 **Ford models:** Install the air cleaner mount bracket onto the bell housing. Install the fasteners and torque to 28 ft-lbs / 38 Nm.

Ground Controls

5-1 Auxiliary Platform Lowering

In the event of an engine failure, activating the backup manual lowering and manual lowering enable switches will lower the platform when the red Emergency Stop buttons are pulled out to the on position at both the ground and platform controls. The auxiliary down switches/buttons are located at the ground control panel. There is no adjustment required.

One 12V DC battery is used to start the engine, power the auxiliary pump and the ECM. The battery is located behind the ground control door assembly.

5-2 Controller Adjustments

All machine function speeds are determined by the percentage of total ECM voltage output. The speeds of the following machine functions may be adjusted to compensate for wear in the hydraulic pump and drive motors.

- Stowed drive speed
- High torque drive speed
- Raised drive speed
- Platform lift speed
- Platform lower speed
- Steer speed
- Platform settling speed

For further information or assistance, consult the Genie Industries Service Department.

⚠DANGER Tip-over hazard. Do not adjust the lift and/or drive speed higher than specified in this procedure. Setting drive speed greater than specifications could cause the machine to tip over resulting in death or serious injury.

⚠DANGER Tip-over hazard. This procedure must only be performed by a trained service professional. Attempting this procedure without the necessary skills will result in death or serious injury.

Note: Select a test area that is firm, level and free of obstructions.

How to Determine the Revision Level

1 Turn the key switch to ground controls and pull out the red Emergency Stop buttons to the on position at both platform and ground controls.

⊙ Result: The revision level of the ECM will appear in the LED display window.

GROUND CONTROLS

How to Adjust the Stowed Drive Speed

⚠ DANGER Tip-over hazard. Do not adjust the lift and/or drive speed higher than specified in this procedure. Setting drive speed greater than specifications could cause the machine to tip over resulting in death or serious injury.

Note: On machines with software revision B1 or lower, stowed drive speeds in forward and reverse are simultaneously adjusted, resulting in both directions of travel operating at the same speed. On machines with software revision C0 or higher, the stowed forward drive speed and the stowed reverse drive speed may be adjusted independent of one another. See 5-2, *How to Determine the Revision Level.*

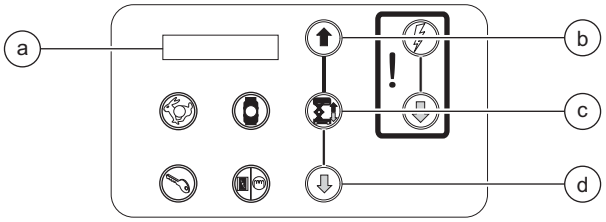
Models with software revision B1 or lower:

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to max high speed drive.

⊙ Result: MAX HIGH SPEED DRIVE is showing in the diagnostic display window.

7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

11 Check the stowed drive speed of the machine. Refer to the Maintenance procedure B-15, *Test the Drive Speed - Stowed Position*.

Models with software revision C0 or higher:

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to max fwd high speed drive.

⊙ Result: MAX FWD HIGH SPEED DRIVE is showing in the diagnostic display window.

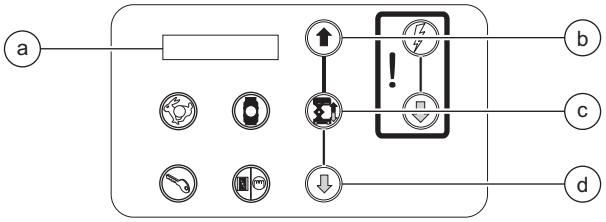
7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

10 Press the lift function enable button.

11 Use the yellow platform down arrow to scroll to max rev high speed drive.

⊙ Result: MAX REV HIGH SPEED DRIVE is showing in the diagnostic display window.

12 Press the lift function enable button.

13 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

14 Press the lift function enable button.

15 Push in the red Emergency Stop button to the off position at the ground controls.

16 Check the stowed drive speed of the machine. Refer to the Maintenance procedure B-15, *Test the Drive Speed - Stowed Position*.

GROUND CONTROLS

How to Adjust the High Torque Drive Speed

⚠ DANGER Tip-over hazard. Do not adjust the lift and/or drive speed higher than specified in this procedure. Setting drive speed greater than specifications could cause the machine to tip over resulting in death or serious injury.

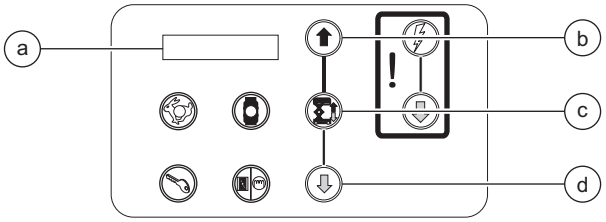
Note: On machines with software revision B1 or lower, high torque drive speeds in forward and reverse are simultaneously adjusted, resulting in both directions of travel operating at the same speed.
On machines with software revision C0 or higher, the high torque forward drive speed and the high torque reverse drive speed may be adjusted independent of one another. See 5-2, *How to Determine the Revision Level.*

Models with software revision B1 or lower:

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to max high torque drive.

⊙ Result: MAX HIGH TORQUE DRIVE is showing in the diagnostic display window.

7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

GROUND CONTROLS

Models with software revision C0 or higher:

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to max fwd high torque drive.

⊙ Result: MAX FWD HIGH TORQUE DRIVE is showing in the diagnostic display window.

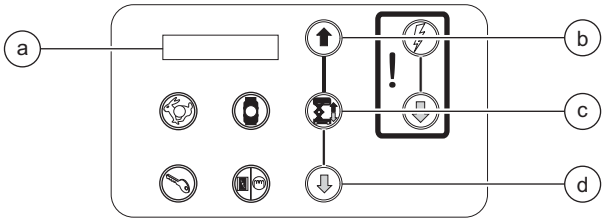
7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

10 Press the lift function enable button.

11 Use the yellow platform down arrow to scroll to max rev high speed drive.

⊙ Result: MAX REV HIGH TORQUE DRIVE is showing in the diagnostic display window.

12 Press the lift function enable button.

13 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

14 Press the lift function enable button.

15 Push in the red Emergency Stop button to the off position at the ground controls.

GROUND CONTROLS

How to Adjust the Raised Drive Speed

⚠ DANGER Tip-over hazard. Do not adjust the lift and/or drive speed higher than specified in this procedure. Setting drive speed greater than specifications could cause the machine to tip over resulting in death or serious injury.

Note: On machines with software revision B1 or lower, raised drive speeds in forward and reverse are simultaneously adjusted, resulting in both directions of travel operating at the same speed. On machines with software revision C0 or higher, the raised forward drive speed and the raised reverse drive speed may be adjusted independent of one another. See 5-2, *How to Determine the Revision Level.*

Note: The GS-5390 will not drive with the platform raised above 33 feet / 6.1 m.

Models with software revision B1 or lower:

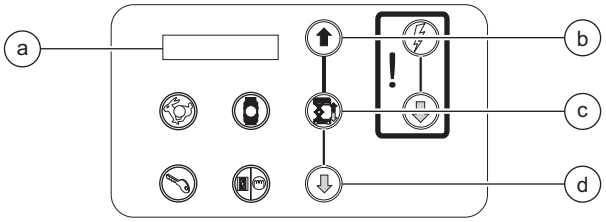
1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to raised drive speed.

⊙ Result: MAX RAISED DRIVE SPEED is showing in the diagnostic display window.

7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the raised drive speed or press the blue platform up button to increase the raised drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

11 Check the raised drive speed of the machine. Refer to the Maintenance procedure B-16, *Test the Drive Speed - Raised Position*.

GROUND CONTROLS

Models with software revision C0 or higher:

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to max fwd high torque drive.

⊙ Result: MAX FWD RAISED DRIVE SPEED is showing in the diagnostic display window.

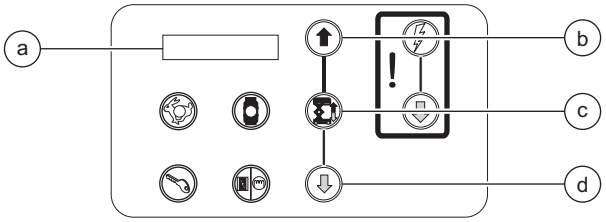
7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

10 Press the lift function enable button.

11 Use the yellow platform down arrow to scroll to max rev high speed drive.

⊙ Result: MAX REV RAISED DRIVE SPEED is showing in the diagnostic display window.

12 Press the lift function enable button.

13 Press the yellow platform down button to decrease the drive speed or press the blue platform up button to increase the drive speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

14 Press the lift function enable button.

15 Push in the red Emergency Stop button to the off position at the ground controls.

16 Check the raised drive speed of the machine. Refer to the Maintenance procedure B-16, *Test the Drive Speed - Raised Position*.

GROUND CONTROLS

How to Adjust the Lift Speed

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

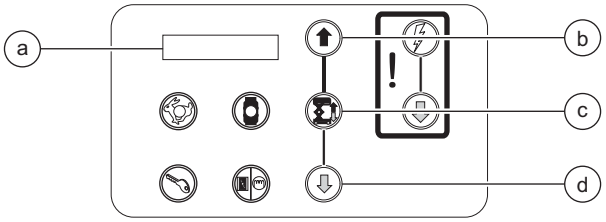
⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to lift speed.

⊙ Result: MAX LIFT SPEED is showing in the diagnostic display window.

7 Press the lift function enable button.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

8 Press the yellow platform down button to decrease the maximum lift speed or press the blue platform up button to increase the maximum lift speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

11 Check the lift speed of the machine. Refer to Section 2, *Specifications*.

How to Adjust the Platform Lower Speed

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

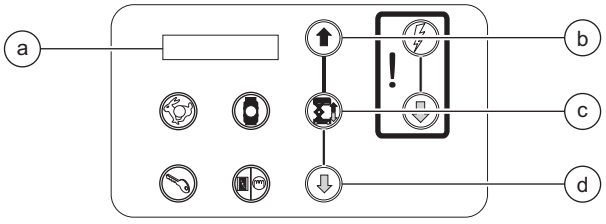
4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to descent speed.

⊙ Result: MAX DESCENT SPEED is showing in the diagnostic display window.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the platform descent speed or press the blue platform up button to increase the platform descent speed. Refer to Section 2, *Specifications*.

Note: The performance achieved should always be within specifications.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

11 Check the lower speed of the machine. Refer to Section 2, *Specifications*.

GROUND CONTROLS

How to Adjust the Platform Settling Speed

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

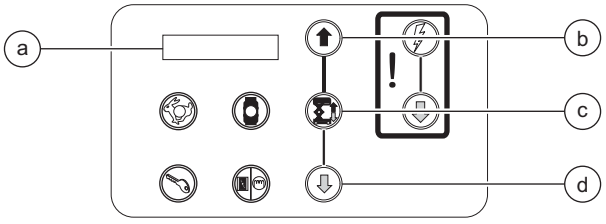
4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to settling speed.

⊙ Result: MAX SETTLING SPEED is showing in the diagnostic display window.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the platform settling speed or press the blue platform up button to increase the platform settling speed.

NOTICE Component Damage Hazard. The Platform Settling Speed is intended to slow the rate of platform descent just before the reaching the stowed position. Adjust the Platform Settling Speed until the Platform **Settling** Speed percentage is 3 to 5 points less than the Platform **Lowering** Speed percentage.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

How to Adjust the Steer Speed

1 Pull out the red Emergency Stop button to the on position at the platform controls.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Turn the key switch to ground control.

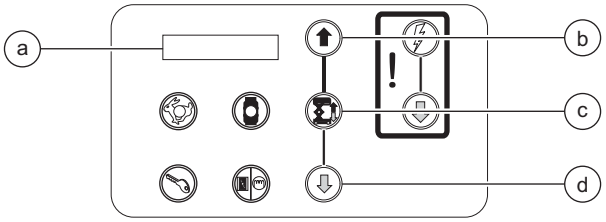
4 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

6 Use the yellow platform down arrow to scroll to steering speed.

⊙ Result: STEERING SPEED is showing in the diagnostic display window.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

7 Press the lift function enable button.

8 Press the yellow platform down button to decrease the steering speed or press the blue platform up button to increase the steering speed.

9 Press the lift function enable button.

10 Push in the red Emergency Stop button to the off position at the ground controls.

GROUND CONTROLS

5-3 Software Configuration

The Electronic Control Module (ECM) contains programming for all configurations of the GS-84 and GS-90. Machines can be adjusted to a different configuration using the buttons at the ground controls. To determine the software revision level, see 7-2, *How to Determine the Revision Level*.

ANSI and CSA models with all software revisions:

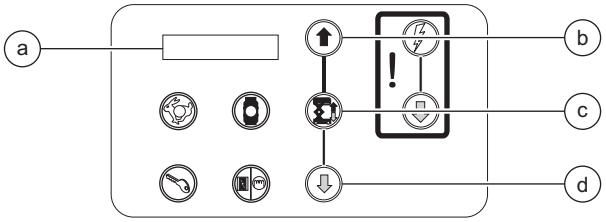
1 Turn the key switch to ground controls and pull out the red Emergency Stop buttons to the on position at both platform and ground controls.

⊙ Result: The revision level of the ECM will appear in the LED display window. Note the result.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

Machine Option Definitions

Descent Delay: This option halts descent when the down limit switch is activated. All controls must be released for 4 to 6 seconds before descent is re-enabled. Required for Europe.

Lift/Drive Cut Out: Lift and drive functions are disabled when the down limit switch is activated and the machine is on a slope exceeding the rating on the serial plate. Activated for all machines. Configuring this option to the ON/OFF position was removed from ECM programming after GS8407-41416 and GS9007-44277.

Motion Alarm: The motion alarm will sound when activating a function.

Motion Beacons: The flashing beacons operate only when activating a function.

Overload: This cuts out all functions when the platform overload pressure switch is tripped. The red Emergency Stop button must be cycled before any function can be resumed. Required for Europe.

Sim Operation: When enabled, this allows some machine functions to be activated simultaneously. Required to be disabled for European models.

Beacons: When installed on the machine, the flashing beacons operate continuously when the key switch is turned to ground or platform controls and both red Emergency Stop buttons are pulled out to the on position.

Outriggers: When installed on the machine, the outrigger option must be enabled.

Oscillating Axle: When installed on the machine, the oscillating axle option must be enabled.

Generator, 3kW: If drive or lift function is operated while the generator is ON, the generator will turn OFF while the function is operating. After stopping the function, the generator will turn back ON.

Generator, 12kW: The drive function is deactivated when the generator is turned ON. When the generator is turned off, the drive function will remain deactivated for 4 seconds. After the 4 second delay, the drive function will be available. If any other function is operated while the generator is ON, the generator will turn OFF while the function is operating. After stopping the function, the generator will turn back ON.

Models with software revision D0 and lower, proceed to step 8.
Models with software revisions E0 and higher, proceed to step 4.

4 Use the yellow platform down arrow to scroll to select model.

⊙ Result: SELECT MODEL is showing in the diagnostic display window. The ECM is now in programming mode.

5 Press the lift function enable button.

⊙ Result: GS68 DUAL FUEL is showing in the diagnostic display window.

6 **GS-84 models with gasoline/LPG power:** Use the yellow platform down arrow to scroll to GS84 DUAL FUEL.

GS-84 models with diesel power: Use the yellow platform down arrow to scroll to GS84 DIESEL.

GS-90 models with gasoline/LPG power: Use the yellow platform down arrow to scroll to GS90 DUAL FUEL.

GS-90 models with diesel power: Use the yellow platform down arrow to scroll to GS90 DIESEL.

7 Press the lift function enable button to activate the model/power option.

⊙ Result: SELECT MODEL is showing in the diagnostic display window.

8 Use the yellow platform down arrow to scroll to select options.

⊙ Result: SELECT OPTIONS is showing in the diagnostic display window. The ECM is now in programming mode.

9 Press the lift function enable button.

⊙ Result: DESCENT DELAY is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the descent delay option.

10 **Models with software revisions F0, E0, D0 and lower:** Use the yellow platform down arrow to scroll to lift/drive cutout.

⊙ Result: LFT/DRV CUTOUT ON is showing in the diagnostic display window.

⊠ Result: LFT/DRV CUTOUT OFF is showing in the diagnostic display window. Press the lift function enable button to activate the lift/drive cutout option.

Note: The lift/drive cutout option should be activated or in the ON position.

11 Use the yellow platform down arrow to scroll to motion alarm.

⊙ Result: MOTION ALARM is showing in the diagnostic display window.

12 Press the lift function enable button to activate or deactivate the motion alarm option OR use the yellow platform down arrow to scroll to motion beacon.

⊙ Result: MOTION BEACON is showing in the diagnostic display window.

13 Press the lift function enable button to activate or deactivate the motion beacon option.

Note: For this option to function correctly, the machine must be equipped with flashing beacons.

GROUND CONTROLS

14 **Models with platform overload (option):** Use the yellow platform down arrow to scroll to overload.

⊙ Result: OVERLOAD ON is showing in the diagnostic display window.

⊠ Result: OVERLOAD OFF is showing in the diagnostic display window. Press the lift function enable button to activate the overload option.

15 Use the yellow platform down arrow to scroll to sim operation.

⊙ Result: SIM OPERATION ON is showing in the diagnostic display window.

⊠ Result: SIM OPERATION OFF is showing in the diagnostic display window. Press the lift function enable button to activate the sim operation option.

Note: For all models except CE, the sim operation option should be activated or in the ON position.

Models with software revisions E0, D0 or lower, proceed to step 16.
Models with software revisions F0 and higher, proceed to step 19.

16 Use the yellow platform down arrow to scroll to beacons option.

⊙ Result: BEACONS AUTO is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the beacons option.

Note: For this option to function, the machine must be equipped with flashing beacons and the software set to BEACONS AUTO or BEACONS ON.

17 Use the yellow platform down arrow to scroll to generator option.

⊙ Result: GENERATOR AUTO is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the generator option.

Note: For this option to function correctly, the machine must be equipped with the required generator components and the software set to GENERATOR AUTO or GENERATOR ON.

18 Use the yellow platform down arrow to scroll to outriggers option.

⊙ Result: OUTRIGGERS AUTO is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the outrigger option. Proceed to step 22.

Note: For this option to function correctly, the machine must be equipped with the required outrigger components and the software set to OUTRIGGERS AUTO or OUTRIGGERS ON.

19 Use the yellow platform down arrow to scroll to beacons option.

⊙ Result: BEACONS OFF is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the beacons option.

Note: For this option to function, the machine must be equipped with flashing beacons.

20 Use the yellow platform down arrow to scroll to generator option.

⊙ Result: GENERATOR OFF is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the generator option.

Note: For this option to function correctly, the machine must be equipped with the required generator components.

21 Use the yellow platform down arrow to scroll to outriggers option.

⊙ Result: OUTRIGGERS OFF is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the outrigger option.

Note: For this option to function correctly, the machine must be equipped with the required outrigger components.

ANSI and CSA models with all software revisions:

22 Use the yellow platform down arrow to scroll to return to the main menu.

⊙ Result: RETURN TO MAIN MENU is showing in the diagnostic display window.

23 Press the lift function enable button.

⊙ Result: SELECT OPTIONS is showing in the diagnostic display window.

24 Push in the red Emergency Stop button to the off position at the ground controls.

CE models with all software revisions:

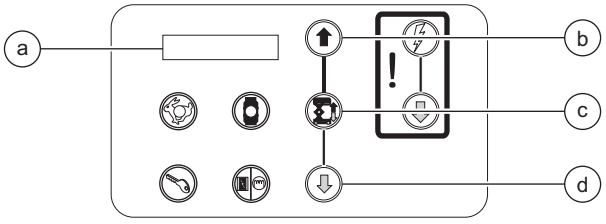
1 Turn the key switch to ground controls and pull out the red Emergency Stop buttons to the on position at both platform and ground controls.

⊙ Result: The revision level of the ECM will appear in the LED display window. Note the result.

2 Push in the red Emergency Stop button to the off position at the ground controls.

3 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

Models with software revision D0 and lower, proceed to step 8.
Models with software revisions E0 and higher, proceed to step 4.

4 Use the yellow platform down arrow to scroll to select model.

⊙ Result: SELECT MODEL is showing in the diagnostic display window. The ECM is now in programming mode.

GROUND CONTROLS

5 Press the lift function enable button.

⊙ Result: GS68 DUAL FUEL is showing in the diagnostic display window.

6 **GS-84 models with gasoline/LPG power:** Use the yellow platform down arrow to scroll to GS84 DUAL FUEL.

GS-84 models with diesel power: Use the yellow platform down arrow to scroll to GS84 DIESEL.

GS-90 models with gasoline/LPG power: Use the yellow platform down arrow to scroll to GS90 DUAL FUEL.

GS-90 models with diesel power: Use the yellow platform down arrow to scroll to GS90 DIESEL.

7 Press the lift function enable button to activate the model/power option.

⊙ Result: SELECT MODEL is showing in the diagnostic display window.

8 Use the yellow platform down arrow to scroll to select options.

⊙ Result: SELECT OPTIONS is showing in the diagnostic display window. The ECM is now in programming mode.

9 Press the lift function enable button.

⊙ Result: DESCENT DELAY ON is showing in the diagnostic display window.

⊠ Result: DESCENT DELAY OFF is showing in the diagnostic display window. Press the lift function enable button to activate the descent delay option.

Note: For CE models, the descent delay option should be activated or in the ON position.

10 **Models with software revisions F0, E0, D0 and lower:** Use the yellow platform down arrow to scroll to lift/drive cutout.

⊙ Result: LFT/DRV CUTOUT ON is showing in the diagnostic display window.

⊠ Result: LFT/DRV CUTOUT OFF is showing in the diagnostic display window. Press the lift function enable button to activate the lift/drive cutout option.

Note: The lift/drive cutout option should be activated or in the ON position.

11 Use the yellow platform down arrow to scroll to motion alarm.

⊙ Result: MOTION ALARM is showing in the diagnostic display window.

12 Press the lift function enable button to activate or deactivate the motion alarm option OR use the yellow platform down arrow to scroll to motion beacon.

⊙ Result: MOTION BEACON is showing in the diagnostic display window.

13 Press the lift function enable button to activate or deactivate the motion beacon option.

Note: For this option to function correctly, the machine must be equipped with flashing beacons.

14 Use the yellow platform down arrow to scroll to overload.

⊙ Result: OVERLOAD ON is showing in the diagnostic display window.

⊠ Result: OVERLOAD OFF is showing in the diagnostic display window. Press the lift function enable button to activate the overload option.

Note: For CE models, the overload option should be activated or in the ON position.

15 Use the yellow platform down arrow to scroll to sim operation.

⊙ Result: SIM OPERATION OFF is showing in the diagnostic display window.

⊠ Result: SIM OPERATION ON is showing in the diagnostic display window. Press the lift function enable button to deactivate the sim operation option.

Note: For CE models, the sim operation option should be deactivated or in the OFF position.

Models with software revisions E0, D0 or lower, proceed to step 16.
Models with software revisions F0 and higher, proceed to step 19.

16 Use the yellow platform down arrow to scroll to beacons option.

⊙ Result: BEACONS AUTO is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the beacons option.

Note: For this option to function, the machine must be equipped with flashing beacons and the software set to BEACONS AUTO or BEACONS ON.

17 Use the yellow platform down arrow to scroll to generator option.

⊙ Result: GENERATOR AUTO is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the generator option.

Note: For this option to function correctly, the machine must be equipped with the required generator components and the software set to GENERATOR AUTO or GENERATOR ON.

18 Use the yellow platform down arrow to scroll to outriggers option.

⊙ Result: OUTRIGGERS AUTO is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the outrigger option. Proceed to step 22.

Note: For this option to function correctly, the machine must be equipped with the required outrigger components and the software set to OUTRIGGERS AUTO or OUTRIGGERS ON.

19 Use the yellow platform down arrow to scroll to beacons option.

⊙ Result: BEACONS OFF is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the beacons option.

Note: For this option to function, the machine must be equipped with flashing beacons.

20 Use the yellow platform down arrow to scroll to generator option.

⊙ Result: GENERATOR OFF is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the generator option.

Note: For this option to function correctly, the machine must be equipped with the required generator components.

21 Use the yellow platform down arrow to scroll to outriggers option.

⊙ Result: OUTRIGGERS OFF is showing in the diagnostic display window. Press the lift function enable button to activate or deactivate the outrigger option.

Note: For this option to function correctly, the machine must be equipped with the required outrigger components.

GROUND CONTROLS

CE models with all software revisions:

22 Use the yellow platform down arrow to scroll to return to the main menu.

⊙ Result: RETURN TO MAIN MENU is showing in the diagnostic display window.

23 Press the lift function enable button.

⊙ Result: SELECT OPTIONS is showing in the diagnostic display window.

24 Push in the red Emergency Stop button to the off position at the ground controls.

5-4 Level Sensor - Models without Outriggers

The Electronic Control Module (ECM) is programmed to deactivate the lift and drive functions and activate an alarm when a signal is received from the level sensor.

The tilt alarm sounds when the incline of the chassis exceeds 2° to the side, or 3° to the front or rear.

How to Install and Calibrate the Level Sensor

⚠ DANGER Tip-over hazard. Failure to install or calibrate the level sensor as instructed could result in the machine tipping over causing death or serious injury. Do not install or calibrate the level sensor other than specified in this procedure.

1 Perform this procedure with the machine on a firm, level surface that is free of obstructions.

2 Remove the platform controls from the platform.

If you are not installing a new level sensor, proceed to step 10.

3 Push in the red Emergency Stop button to the off position at the platform controls.

4 Remove the ground control panel retaining fasteners and open the panel.

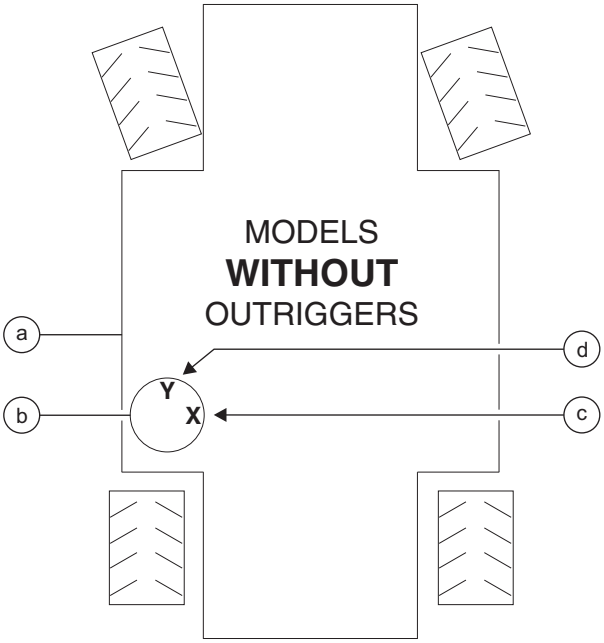
5 Locate the level sensor behind the ground control panel.

6 Tag and disconnect the wire harness from the level sensor.

7 Remove the level sensor retaining fasteners. Remove the level sensor from the machine.

8 Install the new level sensor onto the machine with the "Y" on the level sensor base closest to the steer end of the machine. Install and tighten the level sensor retaining fasteners.

⚠DANGER Tip-over hazard. The tilt level sensor must be installed with the "Y" on the level sensor base closest to the steer end of the machine. Failure to install the tilt level sensor as instructed could result in the machine tipping over causing death or serious injury.



Level sensor - models without outriggers

a chassis
b level sensor
c "X" indicator
d "Y" indicator

9 Connect the wire harness to the level sensor.

10 Turn the key switch to platform control and pull out the red Emergency Stop buttons to the on position at both the ground and platform controls.

11 Tighten the level sensor adjusting fasteners until the bubble in the top of the level sensor is centered in the circles.

Note: Be sure there are threads showing through the top of the adjusting fasteners.

⊙ Result: The tilt sensor alarm should not sound.

12 Center a lifting jack under the drive chassis at the ground controls side of the machine.

13 Raise the machine approximately 4 inches / 10 cm.

14 **Models with RT tires:** Place a 2.59 x 10 x 10 inch / 6.58 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine.
Models with flotation tires: Place a 2.72 x 10 x 10 inch / 6.91 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine.

15 Lower the machine onto the blocks.

16 Raise the platform approximately 16 feet / 5 m.

⊙ Result: The tilt sensor alarm should not sound.

⊠ Result: The drive function and the lift function will not operate and the tilt alarm will sound at 180 beeps per minute. Turn the level sensor adjusting nuts just until the level sensor alarm does not sound.

17 Lower the platform to the stowed position.

18 Raise the machine slightly.

GROUND CONTROLS

19 Remove the blocks from under both wheels.

20 Lower the machine and remove the jack.

21 Center a lifting jack under the drive chassis at the engine side of the machine.

22 Raise the machine approximately 4 inches / 10 cm.

23 **Models with RT tires:** Place a 3 x 10 x 10 inch / 7.62 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine.
Models with flotation tires: Place a 3.15 x 10 x 10 inch / 8 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine.

24 Lower the machine onto the blocks.

25 Raise the platform approximately 16 feet / 5 m.

⊙ Result: The drive function and the lift function will not operate and the tilt alarm will sound at 180 beeps per minute.

⊠ Result: The level sensor alarm does not sound. Adjust the level sensor until the alarm just begins to sound.

26 Lower the platform to the stowed position.

27 Push in the red Emergency Stop button to the off position at both the ground and platform controls.

28 Turn the key switch to the off position.

29 Raise the machine slightly.

30 Remove the blocks from under both wheels.

31 Lower the machine and remove the jack.

5-5 Level Sensor - Models with Outriggers

The Electronic Control Module (ECM) is programmed to deactivate the lift and drive functions and activate an alarm when a signal is received from the level sensor.

When the outriggers are stowed, the tilt alarm sounds when the incline of the chassis exceeds 2° to the side.

When the outriggers are deployed, the tilt alarm sounds when the incline of the chassis exceeds 0.8° to the side.

At all times, the tilt alarm sounds when the incline of the chassis exceeds 3° to the front or rear.

How to Install and Calibrate the Level Sensor

⚠ DANGER Tip-over hazard. Failure to install or calibrate the level sensor as instructed could result in the machine tipping over causing death or serious injury. Do not install or calibrate the level sensor other than specified in this procedure.

1 Perform this procedure with the machine on a firm, level surface that is free of obstructions.

2 Remove the platform controls from the platform.

3 Remove the ground control panel retaining fasteners and open the panel.

4 Locate the level sensor behind the ground control panel.

5 Disconnect the platform controls from the machine at the platform.

6 Open the large ground control panel door and locate the Electronic Control Module (ECM) wire harness to platform controls wire harness connection below the ground controls.

7 Tag and disconnect the platform controls wire harness from the ECM wire harness.

8 Securely connect the platform controls to the ECM wire harness.

If you are not installing a new level sensor, proceed to step 13.

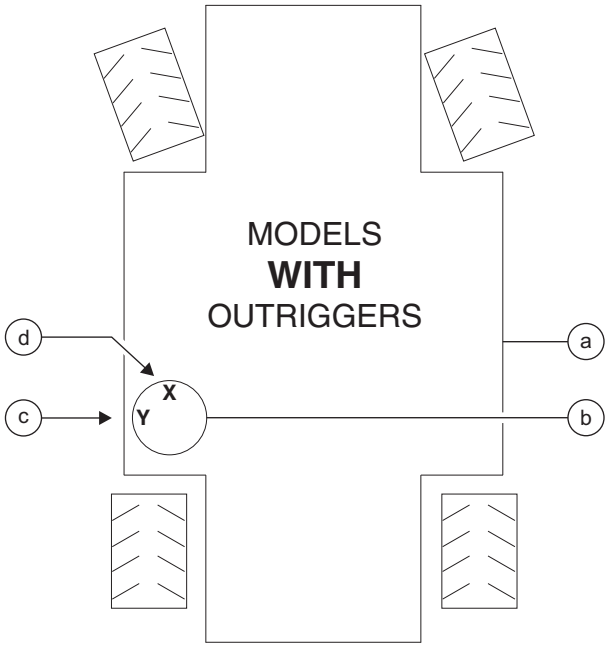
Install the level sensor:

9 Tag and disconnect the wire harness from the level sensor.

10 Remove the three level sensor retaining fasteners. Remove the level sensor from the machine.

11 Install the new level sensor onto the machine with the "X" on the level sensor base closest to the steer end of the machine. Install and tighten the level sensor retaining fasteners.

⚠ DANGER Tip-over hazard. The tilt level sensor must be installed with the "X" on the level sensor base closest to the steer end of the machine. Failure to install the tilt level sensor as instructed could result in the machine tipping over causing death or serious injury.



Level sensor - models with outriggers

a chassis
b level sensor
c "Y" indicator
d "X" indicator

GROUND CONTROLS

12 Connect the wire harness to the level sensor.

13 Turn the key switch to platform control and pull out the red Emergency Stop buttons to the on position at both the ground and platform controls. Start the engine.

14 Set a multimeter to read DC voltage.

Adjust the side-to-side axis:

15 Without disconnecting the wire harness from the level sensor, connect the negative lead of the multimeter to the black wire at the level sensor.

16 Without disconnecting the wire harness from the level sensor, connect the positive lead of the multimeter to the yellow wire at the level sensor.

17 Adjust the side-to-side axis of the level sensor until the multimeter reads 2.5V DC. Tap the top of the level sensor lightly with fingers after each turn of an adjusting nut.

Note: Be sure there are threads showing through the top of each adjusting nut.

18 Disconnect the positive lead of the multimeter from the level sensor wire harness

Adjust the front-to-back axis:

19 Without disconnecting the wire harness from the level sensor, connect the positive lead of the multimeter to the blue wire at the level sensor.

20 Adjust the front-to-back axis of the level sensor until the multimeter reads 2.43V DC. Tap the top of the level sensor lightly with fingers after each turn of an adjusting nut.

Note: Be sure there are threads showing through the top of each adjusting nut.

21 Disconnect the positive and negative leads.

22 Apply Sentry Seal to the adjusting nuts.

23 Push in the red Emergency Stop button to the off position at the platform controls.

24 Press and hold the auto level button and press and hold the left front outrigger button. Pull out the red Emergency Stop button to the on position at the platform controls.

25 Continue to hold the auto level button and left front outrigger button for approximately 3 seconds or until a beep is heard.

26 Push in the red Emergency Stop button to the off position at the platform controls.

Confirm the side-to-side level sensor setting:

27 Center a lifting jack under the drive chassis at the ground control side of the machine.

28 Raise the machine approximately 6 inches / 15 cm.

29 **Models with RT tires:** Place a 3 x 10 x 10 inch / 7.62 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine
Models with flotation tires: Place a 3.15 x 10 x 10 inch / 8 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine.

30 Lower the machine onto the blocks.

31 Pull out the red Emergency Stop button to the on position at platform controls. Start the engine.

32 Raise the platform approximately 16 feet / 5 m.

⊙ Result: The platform stops raising and the tilt alarm will sound at 180 beeps per minute.

⊠ Result: The platform does not stop raising and the tilt alarm does not sound. The level sensor must be replaced. Repeat this procedure beginning with step 9.

Note: For reference only, the output of the level sensor should be approximately 1.7V DC. To confirm, connect the positive lead of a multimeter to the yellow wire at the level sensor, and the negative lead to the black wire.

33 Raise the machine slightly.

34 Remove the blocks from under both wheels.

35 Lower the machine and remove the jack.

36 Center a lifting jack under the drive chassis at the tank side of the machine.

37 Raise the machine approximately 6 inches / 15 cm.

38 **Models with RT tires:** Place a 3 x 10 x 10 inch / 7.62 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine
Models with flotation tires: Place a 3.15 x 10 x 10 inch / 8 x 25 x 25 cm thick steel block under both wheels at the ground controls side of the machine.

39 Lower the machine onto the blocks.

40 Raise the platform approximately 16 feet / 5 m.

⊙ Result: The platform stops raising and the tilt alarm will sound at 180 beeps per minute.

⊠ Result: The platform does not stop raising and the tilt alarm does not sound. The level sensor must be replaced. Repeat this procedure beginning with step 9.

Note: For reference only, the output of the level sensor should be approximately 3.3V DC. To confirm, connect the positive lead of a multimeter to the yellow wire at the level sensor, and the negative lead to the black wire.

41 Lower the platform to the stowed position.

42 Raise the machine slightly.

43 Remove the blocks from under both wheels.

44 Lower the machine and remove the jack.

Confirm the front-to-back level sensor setting:

45 Center a lifting jack under the drive chassis at the steer end of the machine.

46 Raise the machine approximately 6 inches / 15 cm.

47 **Models with RT tires:** Place a 4.36 x 10 x 10 inch / 11.07 x 25 x 25 cm thick steel block under both wheels at the steer end of the machine
Models with flotation tires: Place a 4.58 x 10 x 10 inch / 11.63 x 25 x 25 cm thick steel block under both wheels at the steer end of the machine.

GROUND CONTROLS

48 Lower the machine onto the blocks.

49 Raise the platform approximately 16 feet / 5 m.

⊙ Result: The platform stops raising and the tilt alarm will sound at 180 beeps per minute.

⊠ Result: The platform does not stop raising and the tilt alarm does not sound. The level sensor must be replaced. Repeat this procedure beginning with step 9.

Note: For reference only, the output of the level sensor should be approximately 1.5V DC. To confirm, connect the positive lead of a multimeter to the blue wire at the level sensor, and the negative lead to the black wire.

50 Lower the platform to the stowed position.

51 Raise the machine slightly.

52 Remove the blocks from under both wheels.

53 Lower the machine and remove the jack.

54 Center a lifting jack under the drive chassis at the non-steer end of the machine.

55 Raise the machine approximately 6 inches / 15 cm.

56 **Models with RT tires:** Place a 4.36 x 10 x 10 inch / 11.07 x 25 x 25 cm thick steel block under both wheels at the steer end of the machine
Models with flotation tires: Place a 4.58 x 10 x 10 inch / 11.63 x 25 x 25 cm thick steel block under both wheels at the steer end of the machine.

57 Lower the machine onto the blocks.

58 Raise the platform approximately 16 feet / 5 m.

⊙ Result: The platform stops raising and the tilt alarm will sound at 180 beeps per minute.

⊠ Result: The platform does not stop raising and the tilt alarm does not sound. The level sensor must be replaced. Repeat this procedure beginning with step 9.

Note: For reference only, the output of the level sensor should be approximately 3.4V DC. To confirm, connect the positive lead of a multimeter to the blue wire at the level sensor, and the negative lead to the black wire.

59 Lower the platform to the stowed position.

60 Raise the machine slightly.

61 Remove the blocks from under both wheels.

62 Lower the machine and remove the jack.

63 Turn the key switch to the off position.

5-6 Engine Fault Codes - Ford Models

How to Retrieve Engine Fault Codes

The ECM constantly monitors the engine by the use of sensors on the engine. The ECM also uses signals from the sensors to initiate sequential fuel injection and make constant and instantaneous changes to ignition timing, fuel delivery and throttle position to maintain the engine's running condition at its highest efficiency while at the same time keeping exhaust emissions to a minimum. When a sensor fails or returns signals that are outside of set parameters, the ECM will store a fault code in memory that relates to the appropriate sensor and will turn on the Check Engine Light.

Refer to Section 5, *Fault Codes.* Use the Ford Engine ECM Fault Code Chart within Section 5 to aid in identifying the fault.

1 Open the ground controls side cover.

2 Pull out the red Emergency Stop button to the on position at both the ground and platform controls. Turn the key switch to ground controls.

3 Quickly activate and release the start toggle switch/button. Do not start the engine.

4 Move and hold the run/test toggle switch to the test position.

⊙ Result: The check engine light should turn on. The check engine light should begin to blink.

5 Continue to hold the run/test toggle switch in the test position. Count the blinks and note the results. Refer to Section 5, *Fault Codes*, for definition of engine fault codes.

Note: Fault codes are two or three digits. The check engine light will blink the first digit of a two digit code then will pause for 1.2 seconds and then blink the second digit. For example: the check engine light blinks 5 consecutive times, pauses for 1.2 seconds and then blinks 1 time. That would indicate code 51. The ECM is able to store up to six individual fault codes. There will be a 2.4 second pause between codes.

Note: Once a fault code has been retrieved and the repair has been completed, the ECM memory must be reset to clear the fault code from the ECM. See 5-6, *How to Clear Engine Fault Codes from the ECM.*

GROUND CONTROLS

How to Clear Engine Fault Codes from the ECM

Note: Perform this procedure with the engine off and the key switch in the off position.

1 Locate the battery under the ground control panel.

2 Disconnect the negative battery cable from the battery for a minimum of 20 minutes.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

3 Connect the negative battery cable to the battery.

4 Start the engine and allow it to idle for approximately ten minutes.

⊙ Result: The check engine light should not turn on.

⊠ Result: If the check engine light is on, the ECM is detecting a fault code. See *How to Retrieve Engine Fault Codes from the ECM.*

Hydraulic Pumps

6-1
Lift/Steer Pump

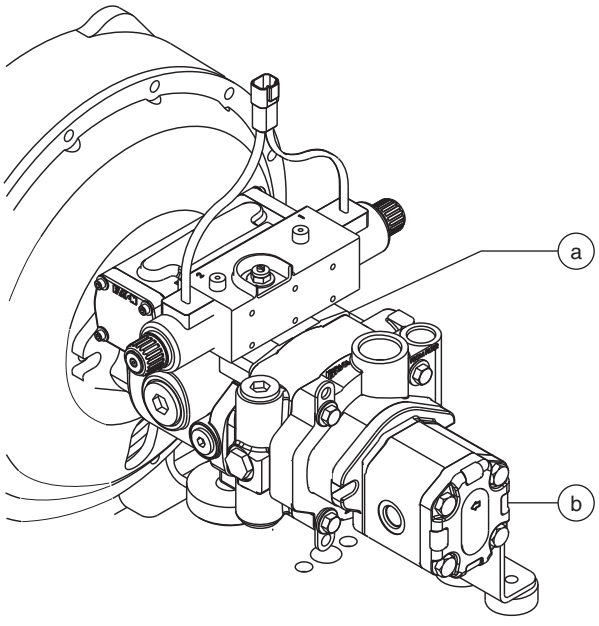
Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section 2, *Hydraulic Hose and Fitting Torque Specifications.*

How to Test the Lift/Steer Pump

1 Tag, disconnect and plug the high pressure hydraulic hose from the lift/steer pump.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

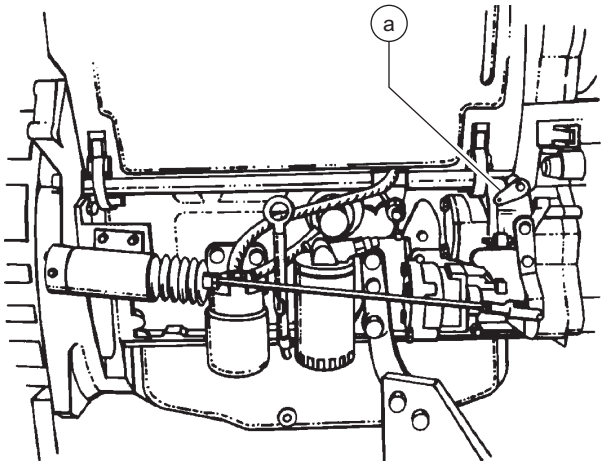
2 Connect a 0 to 5000 psi / 0 to 350 bar pressure gauge to the high pressure port on the lift/steer pump.



a drive pump
b lift/steer pump

3 **Ford models:** Close the valve on the LPG tank, then disconnect the hose from the tank (if equipped). Move the fuel select toggle switch at the ground controls to the LPG position.

Deutz models: Hold the manual fuel shutoff lever clockwise in the closed position.



Deutz models
a manual fuel shutoff lever

4 Turn the key switch to ground controls and pull out the red Emergency Stop buttons to the on position at both the ground and platform controls.

5 Observe the pressure gauge while cranking the engine. Immediately stop if the pressure reaches or exceeds 3500 psi / 241 bar.

⊙ Result: If the pressure gauge reads 3500 psi /241 bar, immediately stop. The pump is good.

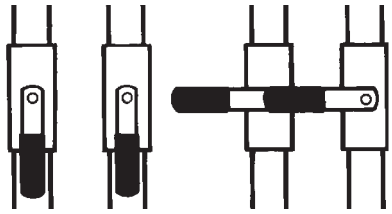
⊠ Result: If the pressure fails to reach 3500 psi /241 bar, the pump or pump coupling is bad and will need to be serviced or replaced.

6 Remove the pressure gauge and connect the hydraulic hose.

HYDRAULIC PUMPS

How to Remove the Lift/Steer Pump

1 Locate the three hydraulic tank valves at the hydraulic tank. Close the valves.



open closed

NOTICE Component damage hazard. The engine must not be started with the hydraulic tank shutoff valves in the closed position or component damage will occur. If the tank valves are closed, remove the key from the key switch and tag the machine to inform personnel of the condition.

Note: The hydraulic tank shutoff valves can be accessed from under the hydraulic tank tray.

2 Release the latches on the engine tray and fully slide the engine tray out.

3 Insert a 6 inch / 15 cm screwdriver or rod into the engine tray lock hole located near the engine tray roller wheels to prevent the engine tray from moving.

4 Tag, disconnect and plug the hydraulic hoses from the lift/steer pump . Cap the fittings on the pump.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

5 Remove the pump mounting fasteners. Carefully remove the pump.

NOTICE Component damage hazard.. Be sure to open the two hydraulic tank valves and prime the pump after installing the pump. See 6-2, *How to Prime the Pump*.

6-2
Drive Pump

The drive pump is a bi-directional variable displacement piston pump. The pump output is controlled by the electronic displacement controller (EDC), located on the pump. The only adjustment that can be made to the pump is the neutral or null adjustment. Any internal service to the pump should only be performed at an authorized Sundstrand-Sauer service center. Contact the Genie Industries Service Department to locate your local authorized service center.

How to Remove the Drive Pump

NOTICE Component damage hazard. The work area and surfaces where this procedure will be performed must be clean and free of debris that could get into the hydraulic system and cause severe component damage. Dealer service is recommended.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications.*

1 Remove the lift/steer pump. See 6-1, *How to Remove the Lift/Steer Pump.*

2 Disconnect the electrical connections at the Electronic Displacement Controller (EDC) located on the drive pump.

3 Tag, disconnect and plug the hydraulic hoses from the drive pump. Cap the fittings on the pump.

⚠CAUTION Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

4 Support the drive pump with a suitable lifting device and remove the two drive pump mounting fasteners.

5 Carefully pull the drive pump out until the pump coupler separates from the flex plate.

6 Remove the drive pump from the machine.

NOTICE Component damage hazard. The hydraulic pump may become unbalanced and fall if not properly supported when removed from the machine.

NOTICE Component damage hazard. When installing the pump, do not force the pump coupler into the flex plate or damage to the pump shaft seal may occur.

NOTICE Component damage hazard. Be sure to open the two hydraulic tank valves and prime the pump after installing the pump.

Note: Before installing the pump, verify proper pump coupler spacing. See 4-3, *Flex Plate*.

HYDRAULIC PUMPS

How to Prime the Pump

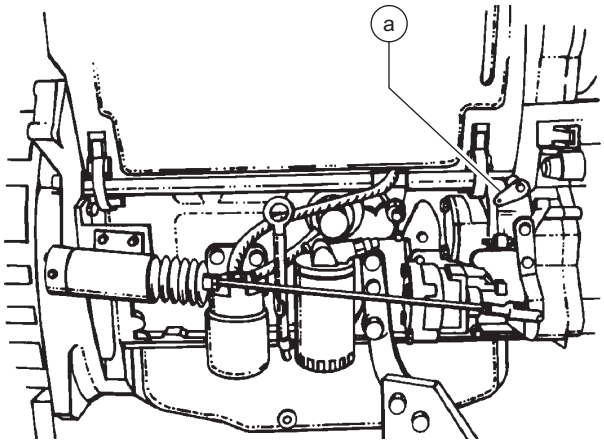
NOTICE Component damage hazard. Be sure that the hydraulic tank shutoff valves are in the open position before priming the pump. The engine must not be started with the hydraulic tank shutoff valves in the closed position or component damage will occur.

1 Connect a 0 to 600 psi / 0 to 50 bar pressure gauge to either diagnostic nipple on the drive manifold.

2 Turn the key switch to ground controls and pull out the red Emergency Stop buttons to the on position at both the ground and platform controls.

3 **Ford models:** Close the valve on the LPG tank, then disconnect the hose from the tank (if equipped). Move the fuel select toggle switch at the ground controls to the LPG position.

Deutz models: Hold the manual fuel shutoff lever clockwise in the closed position.



Deutz models
a manual fuel shutoff lever

4 Crank the engine with the starter motor for 15 seconds, wait 15 seconds, then crank the engine an additional 15 seconds or until the pressure reaches 325 psi / 22.4 bar.

5 **Ford models:** Connect the hose to the LPG tank and open the valve (if equipped). Move the fuel select toggle switch at the ground controls to the gasoline position.
Deutz models: Release the manual fuel shutoff lever.

6 Start the engine from the ground controls and check for hydraulic leaks.

How to Adjust the Pump Neutral

Models with Eaton Pumps:

1 Raise the drive wheels off the ground and set the chassis on blocks.

2 Locate the pump at the rear of the engine. Tag and disconnect the wire harness from the Electronic Displacement Controller (EDC) coils at the pump.

3 Locate the pump neutral adjustment screw at the top of the solenoid valve body at the pump.

4 Tee a 0 to 1000 psi / 0 to 75 bar pressure gauge into the hydraulic line at the smaller filter port at the rear of the pump.

5 Start and run the engine at low idle.

6 Loosen the lock nut of the pump neutral adjustment screw at the top of the EDC.

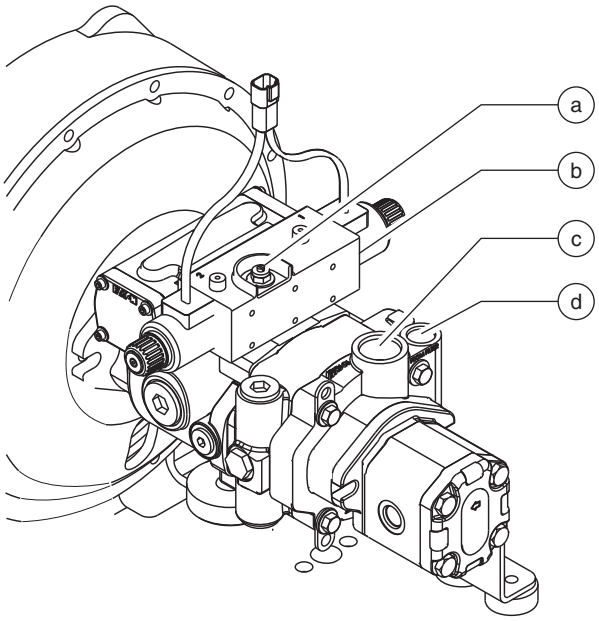
7 Turn the adjustment screw in a clockwise direction until the reading on the pressure gauge drops to its lowest point. Note the position of the screw.

8 Turn the adjustment screw in a counter clockwise direction until the reading on the pressure gauge reaches it highest point. Continue to turn the adjustment screw in a counter clockwise direction until the reading on the pressure gauge drops to its lowest point. Note the position of the screw.

9 Turn the adjustment screw in a clockwise direction to a position halfway between the positions noted in steps 7 and 8.

10 While holding the adjustment screw in position, tighten the adjustment screw locknut. Torque to 9-11 ft-lbs / 12-15 Nm.

11 Turn the engine off. Remove the blocks and lower the machine to the ground.



a pump neutral adjustment screw
b EDC
c large filter port
d smaller filter port

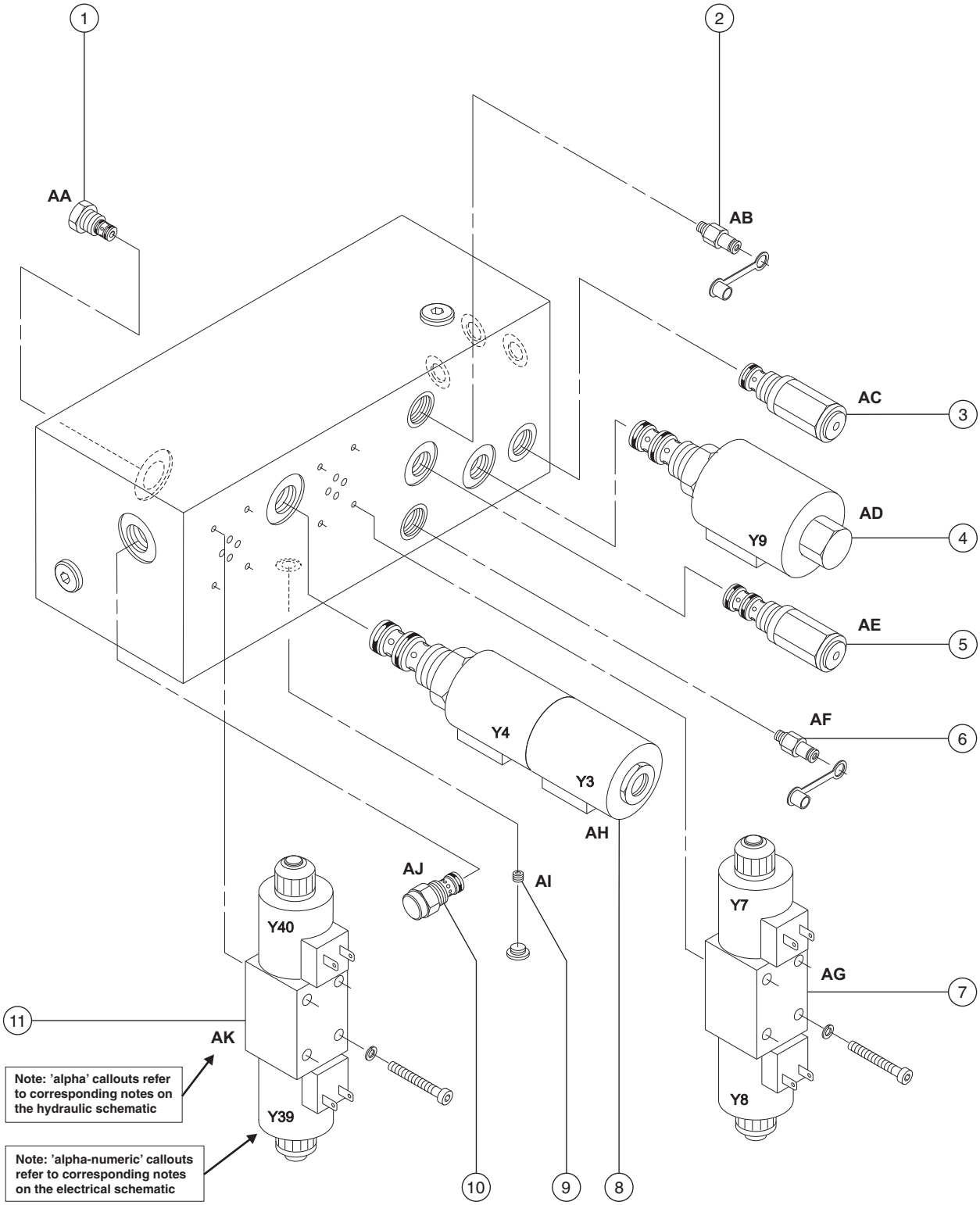
Manifolds

7-1
Function Manifold Components - Models with Outriggers

The function manifold is located in the chassis tray on the ground controls side of the machine.

Index No.	Description	Schematic Item	Function	Torque
1	Check valve, 5 psi / 0.3 bar	AA	Platform down circuit	20 ft-lbs / 27 Nm
2	Diagnostic nipple	AB	Testing	
3	Relief valve, 3500 psi / 241.3 bar	AC	System relief	20 ft-lbs / 27 Nm
4	Proportional solenoid valve	AD	All functions	35 ft-lbs / 47 Nm
5	Relief valve, 2000 psi / 138 bar	AE	Steering and outrigger circuit	25 ft-lbs / 34 Nm
6	Diagnostic nipple	AF	Testing	
7	DO3 valve, 3 position 4 way	AG	Platform up/down	30-35 in-lbs / 3-4 Nm
8	Solenoid valve, 3 position 4 way	AH	Steer left/right	25 ft-lbs / 34 Nm
9	Orifice - Plug, 0.150 inch / 3.8 mm	AI	Platform down circuit	
10	Flow regulator, 0.1 gpm / 0.38 L/min	AJ	Bleeds off proportional valve to tank	20 ft-lbs / 27 Nm
11	DO3 valve, 3 position 4 way	AK	Outrigger up/down	30-35 in-lbs / 3-4 Nm

MANIFOLDS


1
2
AA
AB
AC
3
AD
Y9
4
AE
5
AF
6
Y4
Y3
AH
AJ
AI
Y40
Y7
AG
7
11
AK
Y39
Y8
10
9
8
Note: 'alpha' callouts refer to corresponding notes on the hydraulic schematic
Note: 'alpha-numeric' callouts refer to corresponding notes on the electrical schematic

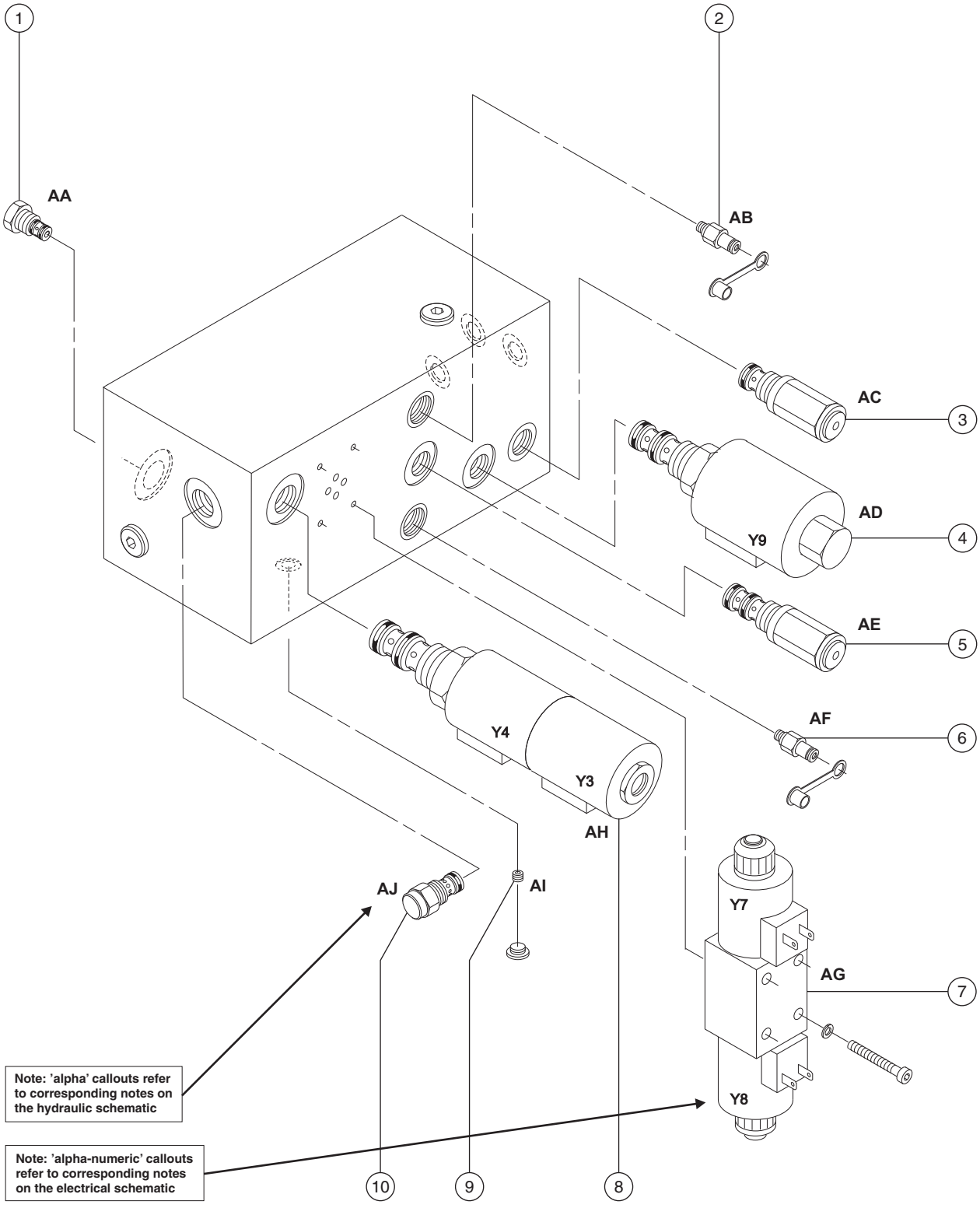
MANIFOLDS

7-2
Function Manifold Components - Models without Outriggers

The function manifold is located in the chassis tray on the ground controls side of the machine.

Index No.	Description	Schematic Item	Function	Torque
1	Check valve, 5 psi / 0.3 bar	AA	Platform down circuit	20 ft-lbs / 27 Nm
2	Diagnostic nipple	AB	Testing	
3	Relief valve, 3500 psi / 241.3 bar	AC	System relief	20 ft-lbs / 27 Nm
4	Proportional solenoid valve	AD	All functions	35 ft-lbs / 47 Nm
5	Relief valve, 2000 psi / 138 bar	AE	Steer circuit	25 ft-lbs / 34 Nm
6	Diagnostic nipple	AF	Testing	
7	DO3 valve, 3 position 4 way	AG	Platform up/down	30-35 in-lbs / 3-4 Nm
8	Solenoid valve, 3 position 4 way	AH	Steer left/right	25 ft-lbs / 34 Nm
9	Orifice - Plug, 0.150 inch / 3.8 mm	AI	Platform down circuit	
10	Flow regulator, 0.1 gpm / 0.38 L/min	AJ	Bleeds off proportional valve to tank	20 ft-lbs / 27 Nm

MANIFOLDS


1
2
AA
AB
AC
3
AD
Y9
4
AE
5
AF
6
Y4
Y3
AH
AJ
AI
Y7
AG
7
Y8
Note: 'alpha' callouts refer to corresponding notes on the hydraulic schematic
Note: 'alpha-numeric' callouts refer to corresponding notes on the electrical schematic
10
9
8

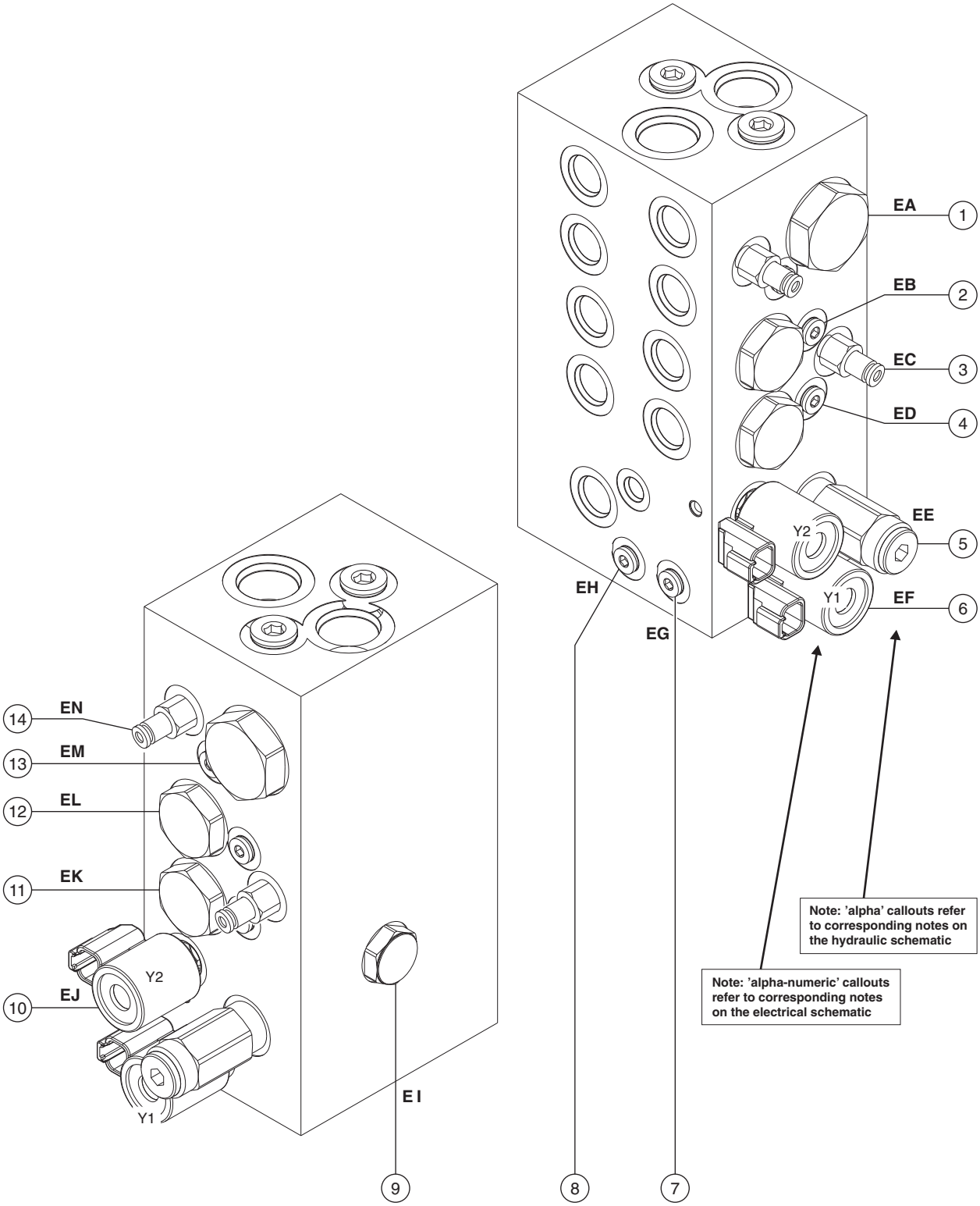
MANIFOLDS

7-3
Drive Manifold Components

The drive manifold is located under the function manifold.

Index No.	Description	Schematic Item	Function	Torque
1	Flow divider/combiner valve	EA	Controls flow to front and rear drive motors	50 ft-lbs / 68 Nm
2	Orifice - Plug, 0.043 inch / 1.1 mm	EB	Balances flow from flow divider/ combiner (item EL) to front drive motors	
3	Diagnostic nipple	EC	Testing "P2" pressure port	
4	Orifice - Plug, 0.046 inch / 1.2 mm	ED	Balances flow from flow divider/ combiner (item EK) to rear drive motors	25 ft-lbs / 34 Nm
5	Relief valve, 280 psi / 19.3 bar	EE	Charge pressure circuit	20 ft-lbs / 27 Nm
6	Solenoid valve, 2 position 3 way	EF	2-speed motor shift circuit	20 ft-lbs / 27 Nm
7	Orifice - Plug, 0.035 inch / 0.9 mm	EG	Brake circuit	
8	Orifice - Plug, 0.045 inch / 1.1 mm	EH	2-speed motor shift circuit	
9	Shuttle valve, 2 position 3 way	EI	Charge pressure circuit that gets hot oil out of low pressure side of drive pump and allows low pressure flow path for brake release and 2-speed motor shift	25 ft-lbs / 34 Nm
10	Solenoid valve, 2 position 3 way	EJ	Brake release circuit	20 ft-lbs / 27 Nm
11	Flow divider/combiner valve	EK	Controls flow to non-steer end drive motors in forward and reverse	30 ft-lbs / 41 Nm
12	Flow divider/combiner valve	EL	Controls flow to steer end drive motors in forward and reverse	30 ft-lbs / 41 Nm
13	Orifice - Plug, 0.090 inch / 2.3 mm	EM	Balances flow from flow divider/ combiner (item EA) to front and rear drive motors	25 ft-lbs / 34 Nm
14	Diagnostic nipple	EN	Testing "P1" pressure port	

MANIFOLDS


EA
1
EB
2
EC
3
ED
4
EE
5
EF
6
Y2
Y1
EH
EG
14
EN
13
EM
12
EL
11
EK
10
EJ
Y2
Y1
E I
9
8
7
Note: 'alpha' callouts refer to corresponding notes on the hydraulic schematic
Note: 'alpha-numeric' callouts refer to corresponding notes on the electrical schematic

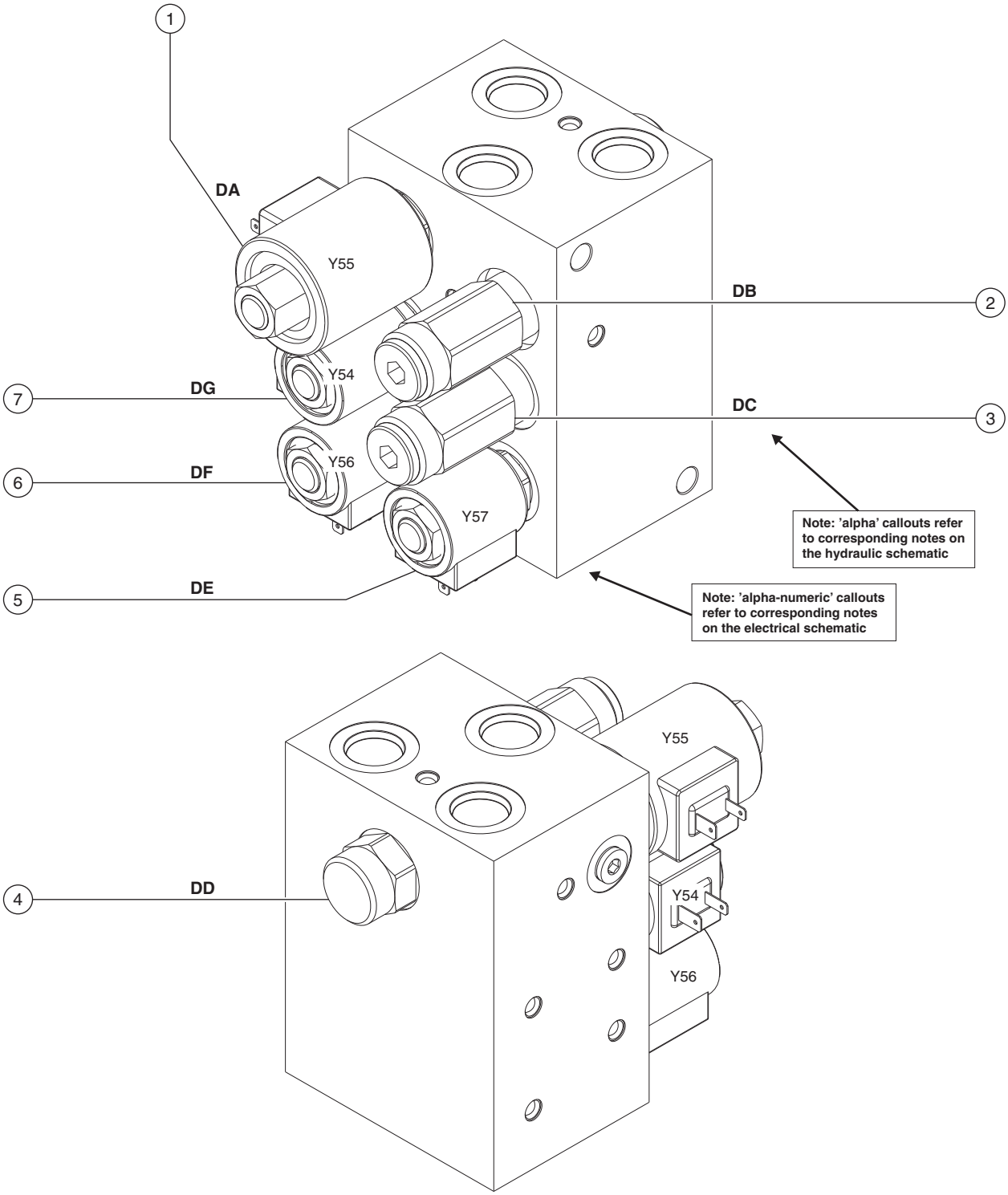
MANIFOLDS

7-4
Oscillate Manifold Components, GS-90 Models (option)

The oscillate manifold is located under the function manifold.

Index No.	Description	Schematic Item	Function	Torque
1	Solenoid valve, 2 position 2 way	DA	Oscillate activation	25 ft-lbs / 34 Nm
2	Relief valve, 3500 psi / 241.3 bar	DB	System relief	20 ft-lbs / 27 Nm
3	Relief valve, 900 psi / 62 bar	DC	Float circuit relief	20 ft-lbs / 27 Nm
4	Priority flow regulator, 1 gpm / 3.8 L/min	DD	Oscillate circuit	25 ft-lbs / 34 Nm
5	Solenoid valve, 2 position 3 way	DE	Right oscillate circuit	20 ft-lbs / 27 Nm
6	Solenoid valve, 2 position 3 way	DF	Left oscillate circuit	20 ft-lbs / 27 Nm
7	Solenoid valve, 2 position 2 way	DG	Oscillate float	25 ft-lbs / 34 Nm

MANIFOLDS


1
DA
Y55
DB
2
Y54
7
DG
DC
3
Y56
6
DF
Y57
Note: 'alpha' callouts refer to corresponding notes on the hydraulic schematic
5
DE
Note: 'alpha-numeric' callouts refer to corresponding notes on the electrical schematic
Y55
4
DD
Y54
Y56

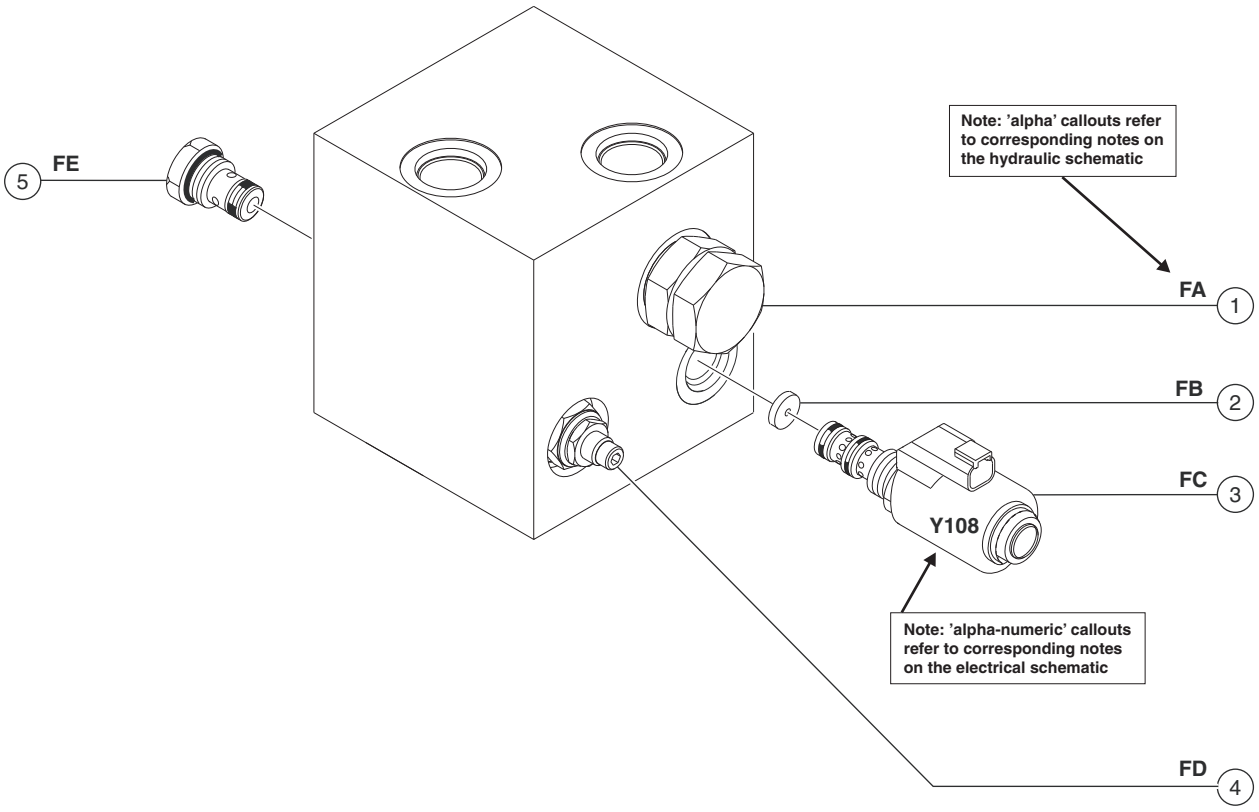
MANIFOLDS

7-5
Welder Manifold Components, (option)

The welder manifold is located under the drive manifold.

Index No.	Description	Schematic Item	Function	Torque
1	Directional valve	FA	Diverter valve	80-90 ft-lbs / 108-122 Nm
2	Orifice disc, 0.030 inch / .76 mm	FB	Delays shift to drive	35-40 ft-lbs / 47-54 Nm
3	Solenoid valve, 2 position 3 way	FC	Pilot valve to diverter	35-40 ft-lbs / 47-54 Nm
4	Relief valve, 270 psi / 18.6 bar	FD	Charge pressure circuit	35-40 ft-lbs / 47-54 Nm
5	Check valve, 3 psi / .21 bar	FE	Prevents oil to generator	35-40 ft-lbs / 47-54 Nm

MANIFOLDS


Note: 'alpha' callouts refer to corresponding notes on the hydraulic schematic
5
FE
FA
1
FB
2
FC
3
Y108
Note: 'alpha-numeric' callouts refer to corresponding notes on the electrical schematic
FD
4

MANIFOLDS

7-6
Valve Adjustments - Function Manifold

How to Adjust the System Relief Valve

Note: Perform this procedure with a minimum hydraulic oil temperature of 32°F / 0°C and a maximum hydraulic oil temperature of 120°F / 48°C.

Note: Be sure that the hydraulic oil level is between the full and add marks on the oil level indicator.

1 **Models with outriggers:** Deploy the outriggers and level the machine.
Models without outriggers: Chock both sides of the wheels at the steer end of the machine.

2 Locate the system relief valve on the function manifold (item AC).

3 Connect a 0 to 5000 psi / 0 to 350 bar pressure gauge to the test port on the function manifold (item AB).

4 Remove the platform controls from the platform.

Note: Perform this test from the ground with the platform controls. Do not stand in the platform.

5 Determine the test weight for your machine. Refer to the specifications below.

Rated work load at full height, maximum	
GS-3384 and GS-3390	2500 lbs 1135 kg
GS-4390 (most models - refer to capacity indicator decal)	1500 lbs 680 kg
GS-4390 (some models - refer to capacity indicator decal)	1800 lbs 816 kg
GS-5390	1500 lbs 680 kg

6 Using a suitable lifting device, place the test weight, determined in step 5, at the center of the platform floor. Secure the weight to the platform.

7 Turn the key switch to platform control and pull out the red Emergency Stop button to the on position at both the ground and platform controls. Start the engine.

8 Press and hold the lift function enable button.

9 Activate the platform up function and fully raise the platform while observing the pressure reading on the pressure gauge.

⊙ Result: The hydraulic pressure should not exceed 3500 psi / 241 bar.

⊙ Result: The platform should lift and fully raise. Proceed to step 13.

⊠ Result: The platform does not fully raise OR raises too easily. Proceed to step 10.

NOTICE Component damage hazard. Do not continue to operate the machine if the hydraulic pump is cavitating.

10 Turn the machine off. Hold the system relief valve with a wrench and remove the cap.

11 Adjust the internal hex socket. Turn it clockwise to increase the pressure or counterclockwise to decrease the pressure. Install the relief valve cap.

12 Repeat this procedure beginning with step 7.

13 Fully lower the platform.

14 Using a suitable lifting device, add an additional weight to the platform not to exceed 20% of the maximum rated work load at full height. Secure the weight to the platform. Refer to the specifications below.

Additional test weight	
GS-3384 and GS-3390	500 lbs 227 kg
GS-4390 (most models - refer to capacity indicator decal)	375 lbs 170 kg
GS-4390 (some models - refer to capacity indicator decal)	450 lbs 204 kg
GS-5390	375 lbs 170 kg

15 Activate the platform up function and attempt to raise the platform.

⊙ Result: The platform does not raise. Proceed to step 21.

⊠ Result: The platform lifts. Proceed to step 16.

16 Lower the platform to the stowed position

17 Turn the machine off. Hold the system relief valve with a wrench and remove the cap.

18 Adjust the internal hex socket. Turn it counterclockwise to decrease the pressure. Install the relief valve cap.

19 Start the engine.

20 Repeat this procedure beginning with step 15.

21 Turn the machine off and remove the weight from the platform.

MANIFOLDS

How to Adjust the Steer Relief Valve

1 Connect a 0 to 3000 psi / 0 to 250 bar pressure gauge to the test port (item AB) on the function manifold.

2 Start the engine from the platform controls.

3 Press and hold the function enable switch and hold the steer thumb rocker switch in the right direction. Allow the wheels to completely turn to the right, then continue holding the switch while observing the pressure reading on the pressure gauge. Note the pressure. Refer to Section 2, *Specifications*.

4 Turn the engine off. Use a wrench to hold the relief valve and remove the cap (item AE).

5 Adjust the internal hex socket. Turn it clockwise to increase the pressure or counterclockwise to decrease the pressure. Install the relief valve cap.

⚠ DANGER Tip-over hazard. Do not adjust the relief valve higher than specified.

6 Repeat steps 2 through 3 to confirm the relief valve pressure.

7-7 Valve Adjustments - Drive Manifold

How to Adjust the Charge Pressure Relief Valve

1 Connect a 0 to 600 psi / 0 to 50 bar pressure gauge to test port #2 (item EC) on the drive manifold.

2 Start the engine from the platform controls.

3 Drive the machine slowly in the direction indicated by the blue arrow on the platform controls and observe the pressure reading on the pressure gauge. Refer to Section 2, *Specifications*.

NOTICE Component damage hazard. Driving the machine in reverse will place excessive pressure on the pressure gauge and will damage the gauge. Do not drive the machine in a reverse direction.

4 Turn the engine off. Use a wrench to hold the charge pressure relief valve and remove the cap (item EE).

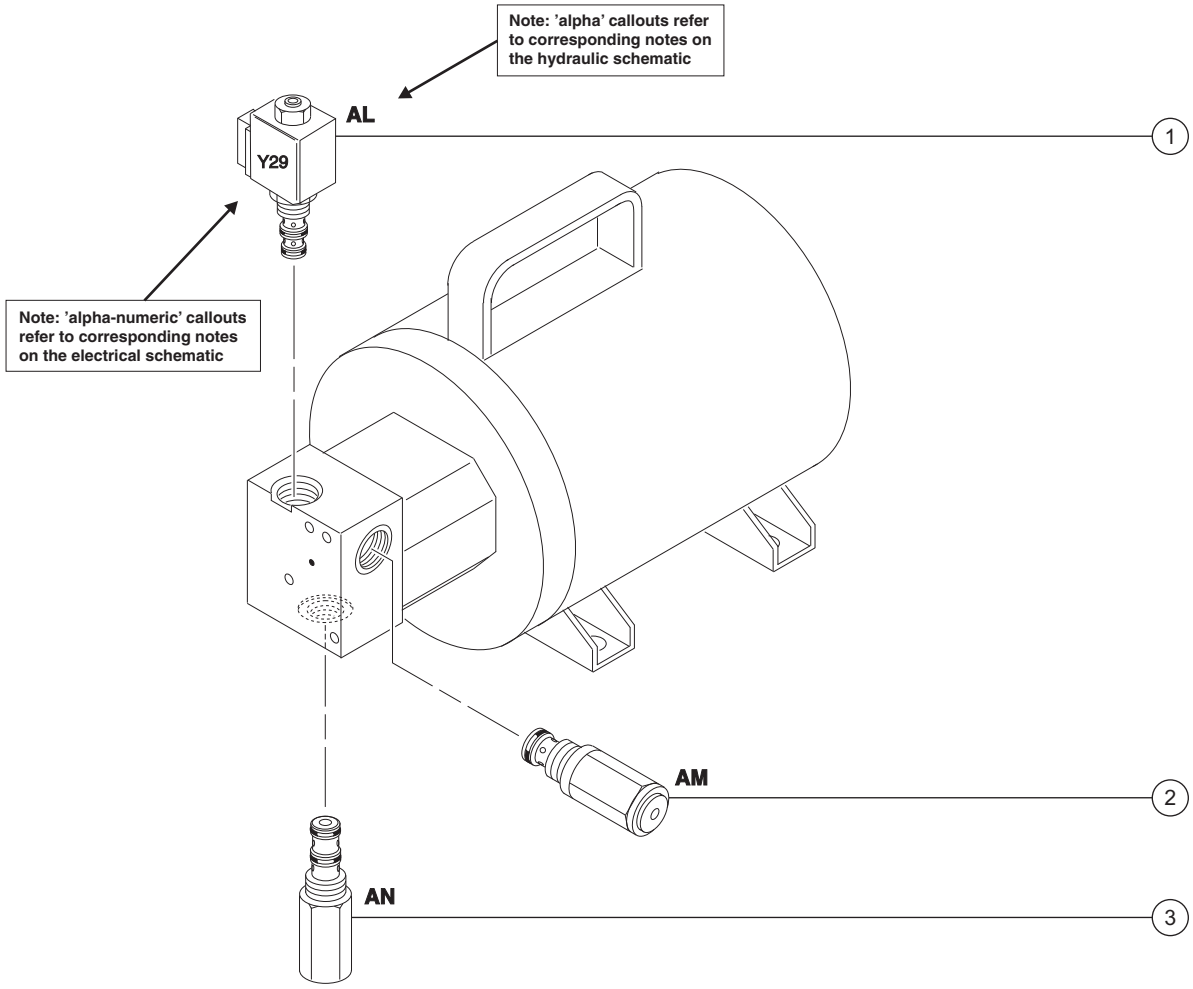
5 Adjust the internal hex socket. Turn it clockwise to increase the pressure or counterclockwise to decrease the pressure. Install the relief valve cap.

6 Repeat steps 2 through 3 to confirm the relief valve pressure.

7-8
Generator Manifold Components

The generator manifold is located below the ground controls.

Index No.	Description	Schematic Item	Function	Torque
1	Solenoid valve, 2 position 3 way	AL	Generator on/off	25 ft-lbs / 34 Nm
2	Flow regulator, 4.3 gpm / 16.3 L/min	AM	Generator speed	20 ft-lbs / 27 Nm
3	Relief valve, 3000 psi / 206.8 bar	AN	Generator circuit	20 ft-lbs / 27 Nm



MANIFOLDS

7-9 Valve Adjustments - Generator Manifold

How to Adjust the Generator Voltage

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

Note: Be sure that the hydraulic oil level is between the full and add marks on the oil level indicator.

1 Disconnect all electrical tools from the machine.

2 Start the engine from the platform controls.

3 Press the generator select switch.

⊙ Result: The generator should activate and the engine should go to high rpm.

4 Connect an electrical tool, which does not draw more than 15A, to the electrical outlet at the platform controls and run the tool at full speed.

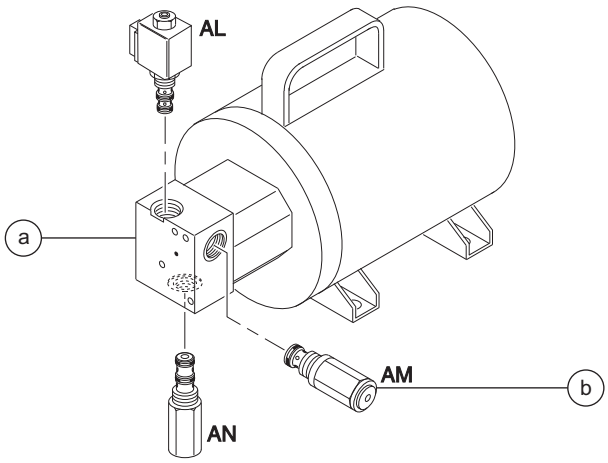
5 Connect the positive and negative leads from a multimeter of sufficient capacity to the electrical outlet at the generator.

⊙ Result: The reading on the multimeter should be 112 to 118V AC.

⊙ Result: If the reading on the multimeter is not 112 to 118V AC, proceed to step 6.

6 Turn the key switch to the off position.

7 Use a wrench to hold the generator flow regulator valve (item AM) and remove the cap.



a generator manifold
b flow regulator

8 Adjust the internal hex socket. Turn it clockwise to increase the AC voltage or counterclockwise to decrease the AC voltage. Install the flow regulator valve cap.

NOTICE Component damage hazard. Failure to adjust the generator as instructed may result in damage to the generator or other electrical equipment. Do not adjust the generator to other than specified.

9 Repeat steps 2 through 5 to confirm the generator AC voltage.

7-10 Valve Coils

How to Test a Coil

A properly functioning coil provides an electromagnetic force which operates the solenoid valve. Critical to normal operation is continuity within the coil. Zero resistance or infinite resistance indicates the coil has failed.

Since coil resistance is sensitive to temperature, resistance values outside specification can produce erratic operation. When coil resistance decreases below specification, amperage increases. As resistance rises above specification, voltage increases.

While valves may operate when coil resistance is outside specification, maintaining coils within specification will help ensure proper valve function over a wide range of operating temperatures.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

Note: If the machine has been in operation, allow the coil to cool at least 3 hours before performing this test.

1 Tag and disconnect the wiring from the coil to be tested.

2 Test the coil resistance using a multimeter set to resistance (Ω). Refer to the Valve Coil Resistance Specification table.

Result: If the resistance is not within the adjusted specification, plus or minus 10%, replace the coil.

Valve Coil Resistance Specification

Note: The following coil resistance specifications are at an ambient temperature of 68°F / 20°C. As valve coil resistance is sensitive to changes in air temperature, the coil resistance will typically increase or decrease by 4% for each 18°F / 20°C that your air temperature increases or decreases from 68°F / 20°C.

Description	Specification
Proportional valve, 12V DC (schematic item AD)	4.1Ω
DO3 valve, 3 position 4 way, 10V DC (schematic items AG and AK)	3.6Ω
Solenoid valve, 3 position 4 way 10V DC with diode (schematic item AH)	7.2Ω
Solenoid valve, 2 position 2 way 10V DC (schematic items CA, CB, CC and CD)	5.5Ω
Solenoid valve, 2 position 3 way 10V DC (schematic item AL)	6Ω
Solenoid valve, 2 position 2 way 12V DC with diode (schematic item DA)	7.5Ω
Solenoid valve, 2 position 3 way 12V DC with diode (schematic items DE and DF)	10Ω
Solenoid valve, 2 position 2 way 12V DC with diode (schematic item DG)	10Ω
Solenoid valve, 2 position 3 way 10V DC with diode (schematic items EF and EJ)	7Ω
Solenoid valve, 2 position 3 way 10V DC (schematic item FC)	6Ω

MANIFOLDS

How to Test a Coil Diode

Genie incorporates spike suppressing diodes in all of its valve coils. Properly functioning coil diodes protect the electrical circuit by suppressing voltage spikes. Voltage spikes naturally occur within a function circuit following the interruption of electrical current to a coil. Faulty diodes can fail to protect the electrical system, resulting in a tripped circuit breaker or component damage.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

1 Test the coil for resistance. See 7-12, *How to Test a Coil.*

2 Connect a 10Ω resistor to the negative terminal of a known good 9V DC battery. Connect the other end of the resistor to a terminal on the coil.

Note: The battery should read 9V DC or more when measured across the terminals.

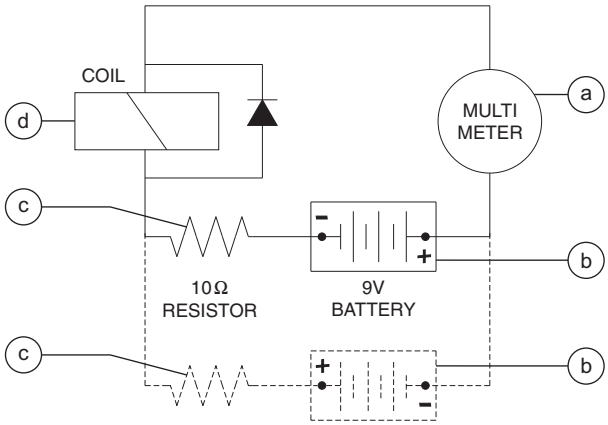
Resistor, 10Ω	
Genie part number	27287

3 Set a multimeter to read DC amperage.

Note: The multimeter, when set to read DC amperage, should be capable of reading up to 800 mA.

4 Connect the negative lead to the other terminal on the coil.

Note: If testing a single-terminal coil, connect the negative lead to the internal metallic ring at either end of the coil.



a multimeter
b 9V battery
c 10Ω resistor
d coil

Note: Dotted lines in illustration indicate a reversed connection as specified in step 6

5 Momentarily connect the positive lead from the multimeter to the positive terminal on the 9V battery. Note and record the current reading.

6 At the battery or coil terminals, reverse the connections. Note and record the current reading.

⊙ Result: Both current readings are greater than 0 mA and are different by a minimum of 20%. The coil is good.

⊠ Result: If one or both of the current readings are 0 mA, or if the two current readings do not differ by a minimum of 20%, the coil and/or its internal diode are faulty and the coil should be replaced.

Fuel and Hydraulic Tanks

8-1
Fuel Tank

How to Remove the Fuel Tank

⚠DANGER Explosion and fire hazard. Engine fuels are combustible. Remove the fuel tank in an open, well-ventilated area away from heaters, sparks, flames and lighted tobacco. Always have an approved fire extinguisher within easy reach.

⚠DANGER Explosion and fire hazard. Never drain or store fuel in an open container due to the possibility of fire.

⚠DANGER Explosion and fire hazard. When transferring fuel, connect a grounding strip between the machine and pump or container.

1 Turn the key switch to ground control and pull out the red Emergency Stop buttons to the on position at both the ground and platform controls.

2 Start the engine and raise the platform approximately 18 feet / 5.5 m from the ground.

3 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

4 Lower the platform onto the safety arm. Turn the engine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

5 Attach a lifting strap from an overhead crane to the entry ladder on the hydraulic tank side of the machine.

6 Remove the entry ladder mounting fasteners. Remove the entry ladder from the machine.

⚠WARNING Crushing hazard. The entry ladder could become unbalanced and fall when it is removed from the machine if it is not properly supported.

7 Remove the retaining fasteners from the access plate located behind the hydraulic and fuel tank tray.

8 Locate and close the 2 fuel tank shutoff valves located at the fuel tank (if equipped).

9 Tag, disconnect and plug the fuel supply and return hoses.

10 Remove the fuel filler cap from the tank.

11 Using an approved hand-operated pump, drain the fuel tank into a suitable container. Refer to Section 2, *Specifications*.

⚠DANGER Explosion and fire hazard. When transferring fuel, connect a grounding wire between the machine and pump or container.

Note: Be sure to only use a hand operated pump suitable for use with gasoline and/or diesel fuel.

12 Remove the fuel tank hold down strap retaining fasteners. Remove the straps from the fuel tank.

13 Support and secure the fuel tank to an appropriate lifting device.

14 Remove the fuel tank from the machine.

NOTICE Component damage hazard. The fuel tank is plastic and may become damaged if allowed to fall.

Note: Clean the fuel tank and inspect for cracks and other damage before installing.

FUEL AND HYDRAULIC TANKS

8-2 Hydraulic Tank

The primary functions of the hydraulic tank are to cool, clean and deaerate the hydraulic fluid during operation. It utilizes internal suction strainers for the pump supply lines and has an external return line filter with a filter condition indicator.

How to Remove the Hydraulic Tank

NOTICE Component damage hazard. The work area and surfaces where this procedure will be performed must be clean and free of debris that could get into the hydraulic system.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications.*

1 Turn the key switch to ground control and pull out the red Emergency Stop buttons to the ON position at both the ground and platform controls.

2 Start the engine and raise the platform approximately 18 feet / 5.5 m from the ground.

3 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

Note: Be sure that the safety arm is locked in the vertical position.

4 Lower the platform onto the safety arm. Turn the engine off.

⚠WARNING Crushing hazard. Keep hands clear of the safety arm when lowering the platform.

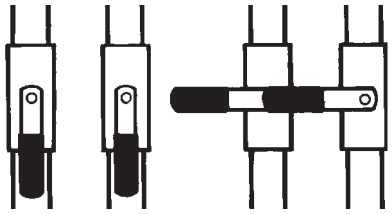
5 Attach a lifting strap from an overhead crane to the entry ladder on the hydraulic tank side of the machine.

6 Remove the entry ladder mounting fasteners. Remove the entry ladder from the machine.

⚠WARNING Crushing hazard. The entry ladder could become unbalanced and fall when it is removed from the machine if it is not properly supported.

7 Remove the retaining fasteners from the access plate located behind the hydraulic and fuel tank tray.

8 Close the two hydraulic shutoff valves located at the hydraulic tank (if equipped).



open closed

NOTICE Component damage hazard. The engine must not be started with the hydraulic tank shutoff valves in the CLOSED position or component damage will occur. If the tank valves are closed, remove the key from the key switch and tag the machine to inform personnel of the condition.

9 Remove the drain plug from the hydraulic tank and completely drain the tank into a suitable container. Refer to Section 2, *Specifications*.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

10 Tag, disconnect and plug the two suction hoses that are attached to the hydraulic tank shutoff valves.

11 Tag, disconnect and plug the tank return hose at the tank.

12 Disconnect and plug the T-fitting located at the tank with the 2 hoses connected to it.

13 Remove the hydraulic tank strap retaining fasteners and remove the hydraulic tank strap from the machine.

14 Support and secure the hydraulic tank to a suitable lifting device.

15 Remove the hydraulic tank from the machine.

⚠WARNING Crushing hazard. The hydraulic tank could become unbalanced and fall if it is not properly supported and secured to the lifting device when it is removed from the machine.

NOTICE Component damage hazard. Be sure to open the two hydraulic tank valves and prime the pump after installing the hydraulic tank. See 6-2, *How to Prime the Pump.*

Note: Always use pipe thread sealant when installing the drain plug and strainers.

Steer Axle Components

9-1
Yoke and Drive Motor

How to Remove the Yoke and Drive Motor

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Block the non-steer wheels and center a lifting jack under the drive chassis at the steer end of the machine.

2 Loosen the wheel lug nuts. Do not remove them.

3 Raise the machine approximately 2 inches / 5 cm. Place blocks under the chassis for support.

⚠WARNING Crushing hazard. The chassis will fall if it is not properly supported.

4 Remove the wheel lug nuts. Remove the tire and wheel assembly.

5 Remove the hose clamps retaining fasteners from the drive motor guard. Remove the hose clamps.

6 Remove the retaining fasteners from the drive motor guard. Remove the drive motor guard from the yoke.

7 Tag, disconnect and plug the hoses from the drive motor. Cap the fittings on the drive motor.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

8 Support and secure the yoke and drive motor assembly to a lifting jack.

9 Remove the cotter pin from the tie rod clevis pin.

Note: Always use a new cotter pin when installing a clevis pin.

10 Remove the retaining fastener from the steer cylinder rod end pivot pin. Remove the pivot pin.

11 Remove the retaining fastener from the lower yoke pivot pin.

12 Place a rod through the pin and twist to remove the pin.

13 Repeat steps 11 and 12 for the upper yoke pivot pin.

14 Remove the yoke and drive motor assembly from the machine.

⚠CAUTION Crushing hazard. The yoke and drive motor assembly may become unbalanced and fall if not properly supported and secured to the lifting jack when it is removed from the machine.

How to Remove a Drive Motor

NOTICE Component damage hazard. Repairs to the motor should only be performed by an authorized dealer.

NOTICE Component damage hazard. The work area and surfaces where this procedure will be performed must be clean and free of debris that could get into the hydraulic system and cause severe component damage. Dealer service is recommended.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Loosen the wheel lug nuts. Do not remove them.

2 Block the non-steer end wheels and center a lifting jack of ample capacity under the steer end of the drive chassis.

3 Raise the machine approximately 2 inches / 5 cm. Place blocks under the chassis for support.

⚠WARNING Crushing hazard. The chassis will fall if it is not properly supported.

4 Remove the wheel lug nuts. Remove the tire and wheel assembly.

5 Remove the hose clamps retaining fasteners from the drive motor guard. Remove the hose clamps.

6 Remove the retaining fasteners from the drive motor guard. Remove the drive motor guard from the yoke.

7 Tag, disconnect and plug the hoses from the drive motor. Cap the fittings on the drive motor.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

8 Remove the drive motor mounting fasteners. Remove the drive motor.

Note: There is an O-ring on the drive motor and drive hub assembly. It is installed between the drive motor and drive hub. Be sure that the O-ring is in place when installing the drive motor onto the machine.

Mounting bolt torque specifications	
Drive motor to drive hub, dry	75 ft-lbs 102 Nm
Drive motor to drive hub, lubricated	56 ft-lbs 76 Nm

STEER AXLE COMPONENTS

9-2
Steer Cylinder

How to Remove the Steer Cylinder

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications*.

1 Tag, disconnect and plug the hydraulic hoses from the steer cylinder. Cap the fittings on the cylinder.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

2 Remove the pin retaining fasteners from the barrel-end pivot pin. Place a rod through the pin and twist to remove the pin.

Note: Note the location and the amount of the spacers at the barrel end of the steer cylinder.

3 Remove the pin retaining fasteners from the rod-end pivot pin. Place a rod through the pin and twist to remove the pin.

Note: Note the location and the amount of the spacers at the barrel end of the steer cylinder.

4 Remove the steer cylinder from the machine.

9-3 Oscillating Axle Option (GS-90 models)

How the Oscillating Axle Functions

When driving the GS-90 with the platform in the stowed position, the oscillating axle function ensures that all four wheels maintain solid contact with the ground, delivering the maximum traction available.
When driving the GS-90 with the platform raised above the down limit switch height, the oscillating axle function is limited in that the oscillating cylinders only respond to input from the oscillating axle limit switches, located on the rear axle.

Oscillate Stowed Relay CR84

Terminal 30 of the Oscillate Stowed relay, CR84, receives power from the Platform Down limit switch, LS6. When the platform is raised above LS6, power to terminal 30 will be cut.

Terminal 86 of CR84 is connected to pin J2-C5 at the ECM. Pin J2-C5 is powered anytime the Brake Release valve coil Y2 is energized, thus energizing CR84 terminal 87 and, ultimately, all four oscillating valve coils, allowing oil to pass between the oscillating cylinders. J2-C5 continues to power terminal 86 for 0.5 seconds after Y2 is de-energized.

Oscillate Raised Relay CR85

Terminal 30 of the Oscillate Raised relay, CR85, receives power from the Power relay, CR42. When power is cut to terminal 86 of CR42 via key switch or either Emergency Stop button, power to terminal 30 of CR85 will be lost.

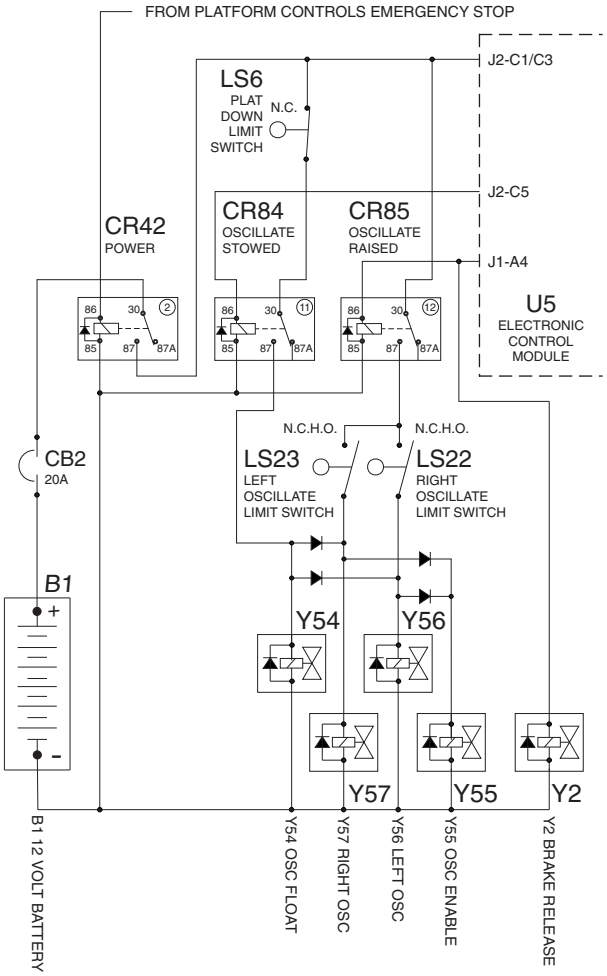
Terminal 86 of CR85 receives power from pin J1-A4 while drivin is engaged and the ECM is powered.

J1-A4 is disabled when an outrigger is lowered to the ground.

Oscillate Limit Switches LS22, LS23

The right and left oscillating limit switches, LS22 and LS23 respectively, are normally closed limit switches, held in the open position when the machine is on a level surface.

When the left rear or right rear wheel 'drops', the limit switch will relax and close its circuit, sending power to the appropriate oscillating valve coil.



Non-steer Axle Components

10-1
Drive Motor and Brake

How to Remove a Drive Motor and Brake

NOTICE Component damage hazard. Repairs to the motor should only be performed by an authorized Sundstrand-Sauer dealer.

NOTICE Component damage hazard. The work area and surfaces where this procedure will be performed must be clean and free of debris that could get into the hydraulic system and cause severe component damage. Dealer service is recommended.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section 2, *Hydraulic Hose and Fitting Torque Specifications.*

1 Block the steer wheels.

2 Tag, disconnect and plug the hydraulic hoses from the drive motor and brake. Cap the fittings on the drive motor and brake.

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

3 Remove the drive motor mounting fasteners.

4 Slide the drive motor shaft out of the brake and remove the drive motor from the machine.

5 Remove the brake from the drive hub.

Note: There are two O-rings on the drive motor and brake assembly. One is installed between the brake and drive hub and another between the brake and drive motor. Be sure that both O-rings are in place when installing the brake and drive motor onto the machine.

Mounting bolt torque specifications

Drive motor to drive hub, dry	75 ft-lbs 102 Nm
Drive motor to drive hub, lubricated	56 ft-lbs 76 Nm

10-2 Drive Hub

How to Remove a Drive Hub

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications.*

1 Remove the drive motor. See 10-1, *How to Remove a Drive Motor and Brake*.

2 Block the steer wheels and center a lifting jack of ample capacity under the drive chassis at the steer end of the machine.

3 Loosen the wheel lug nuts. Do not remove them.

4 Raise the machine approximately 2 inches / 5 cm. Place blocks under the chassis for support.

⚠WARNING Crushing hazard. The chassis will fall if it is not properly supported.

5 Remove the wheel lug nuts. Remove the tire and wheel assembly.

6 Place a second lifting jack under the drive hub for support and secure the drive hub to the lifting jack.

7 Remove the drive hub mounting bolts that attach the drive hub to the axle. Remove the drive hub.

⚠CAUTION Crushing hazard. The drive hub may become unbalanced and fall if it is not properly supported and secured to the lifting jack.

Mounting bolt torque specifications	
Drive hub to axle, lubricated	180 ft-lbs
(thread locker on bolt threads)	244 Nm

10-3 Oscillating Axle

See 9-3, *Oscillating Axle Option (GS-90 models)*

Outrigger Components

11-1
Outrigger Cylinder

How to Remove an Outrigger Cylinder (if equipped)

Note: Perform this procedure with the platform in the stowed position and the outriggers fully retracted.

Note: When removing a hose assembly or fitting, the O-ring on the fitting and/or hose end must be replaced and then torqued to specification during installation. Refer to Section Two, *Hydraulic Hose and Fitting Torque Specifications.*

1 Remove the outrigger footpad.

2 Remove the mounting fasteners from the outrigger cover. Remove the cover.

3 Tag and disconnect the wiring from the outrigger cylinder solenoid valve.

4 Tag, disconnect and plug the hydraulic hoses from the outrigger cylinder. Cap the fittings on the cylinder.

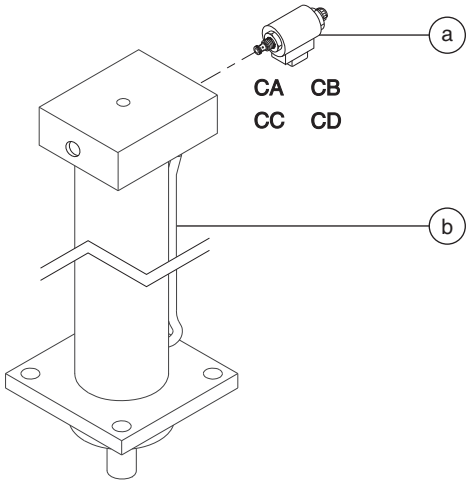
⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

5 Attach a lifting strap from an overhead crane to the barrel end of the outrigger cylinder for support. Do not apply any lifting pressure.

6 Remove the outrigger cylinder mounting fasteners. Remove the outrigger cylinder from the machine.

⚠CAUTION Crushing hazard. The outrigger cylinder may become unbalanced and fall if not properly supported when it is removed from the machine.

Note: If the outrigger cylinder is being replaced, remove the shoulder pin from the barrel end of the outrigger cylinder and install it onto the new cylinder.



a valve coil
b outrigger cylinder

Platform Overload Components

12-1
Platform Overload System

How to Calibrate the Platform Overload System (if equipped)

On machines with platform overload systems, proper calibration is essential to safe machine operation. An improperly calibrated platform overload system could result in the system failing to sense an overloaded platform. The stability of the machine is compromised and it could tip over.

Note: Be sure the hydraulic oil level is between the full and add marks on the oil level indicator.

Note: Perform this procedure with the machine on a firm, level surface that is free of obstructions.

All models:

1 **Models with outriggers:** Deploy the outriggers and level the machine.

2 Apply a thin layer of dry film lubricant to the area of the chassis where the scissor arm wear pads make contact.

3 Disconnect the platform controls from the machine at the platform.

4 Open the large ground control panel door and locate connector joining the Electronic Control Module (ECM) wire harness and the platform controls wire harness.

Note: This connection is just below the ground controls.

5 Tag and disconnect the platform controls wire harness from the ECM wire harness.

6 Securely connect the platform controls to the ECM wire harness.

7 Using a suitable lifting device, place a test weight, corresponding to the maximum load as indicated on the capacity indicator decal, in the center of the platform floor. Secure the weight to the platform. Refer to the chart below.

GS-3384 and GS-3390	1878 kg
GS-4390 (most models - refer to capacity indicator decal)	1286 kg
GS-4390 (some models - refer to capacity indicator decal)	1421 kg
GS-5390	1410 kg

8 Turn the key switch to platform control and pull out the red Emergency Stop button to the on position at both the ground and platform controls. Start the engine.

9 Raise the platform to approximately 6 m.

10 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

11 Loosen the retaining ring and remove the switch adjustment cover from the pressure switch(es).

Note: The pressure switch is located on the lift cylinder.

12 Using a small slotted screwdriver, turn the adjustment screw of the platform overload pressure switch(es) one-quarter turn into the hydraulic line.

13 Push in the red Emergency Stop button to the off position at the ground controls.

PLATFORM OVERLOAD COMPONENTS

GS-3384, GS-3390 and GS-4390 models:

14 Pull out the red Emergency Stop button to the on position at the ground controls. Wait 3 seconds and start the engine.

⊙ Result: The alarm doesn't sound and the engine will start and run. Proceed to step 15.

⊠ Result: The engine will not start and an alarm is sounding. Repeat this procedure beginning with step 12.

Note: The red Emergency Stop button must be cycled after each quarter turn of the nut (or adjustment screw) to allow the platform overload system to reset.

Note: Wait a minimum of 3 seconds between each quarter turn of the nut (or adjustment screw) to allow the platform overload system to reset.

15 Raise the platform until the position indicator corresponds to the maximum load position of the capacity indicator decal.

⚠DANGER Tip-over hazard. Raising the platform with maximum load above the maximum load position, as shown on the capacity indicator decal on the side of the platform, could result in the machine tipping over, resulting in death or serious injury. Do not raise the platform above the maximum load position of the capacity indicator decal.

Note: To perform this step, the system relief valve will need to be adjusted.

Note: To help complete this part of the procedure, apply a piece of tape to the underside of the platform at a point which corresponds to the maximum load position of the capacity indicator decal before raising the platform.

⊙ Result: The engine continues to run. Proceed to step 16.

⊠ Result: The engine has stopped and an alarm is sounding. Proceed to step 17.

Set the pressure switch

16 Turn the nut (or adjustment screw) of the platform overload pressure switch out of the hydraulic line until the overload alarm sounds and the engine stops running.

Note: Turning the nut (or adjustment screw) out of the hydraulic line will activate the alarm; turning the nut (or adjustment screw) into the hydraulic line will deactivate the alarm.

17 Slowly turn the nut (or adjustment screw) of the platform overload pressure switch one-quarter turn into the hydraulic line.

18 Push in the red Emergency Stop button to the off position at the ground controls.

19 Pull out the red Emergency Stop button to the on position at the ground controls. Wait 3 seconds and start the engine.

⊙ Result: The alarm doesn't sound and the engine will start and run. Proceed to step 20.

⊠ Result: The engine will not start and an alarm is sounding. Repeat this procedure beginning with step 17.

Note: The red Emergency Stop button must be cycled after each quarter turn of the nut (or adjustment screw) to allow the platform overload system to reset.

Note: Wait a minimum of 3 seconds between each quarter turn of the nut (or adjustment screw) to allow the platform overload system to reset.

20 Return the safety arm to the stowed position. Lower the platform to the stowed position.

Note: After returning the safety arm to the stowed position, use the auxiliary down function to lower the platform.

Set the maximum height limit switch

21 Using a suitable lifting device, place a test weight in the center of the platform floor. Secure the weight to the platform. Refer to the chart below.

GS-3384 and GS-3390	1135 kg
GS-4390 (most models - refer to capacity indicator decal)	680 kg
GS-4390 (some models - refer to capacity indicator decal)	816 kg

22 Raise the platform to approximately 6 m.

23 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

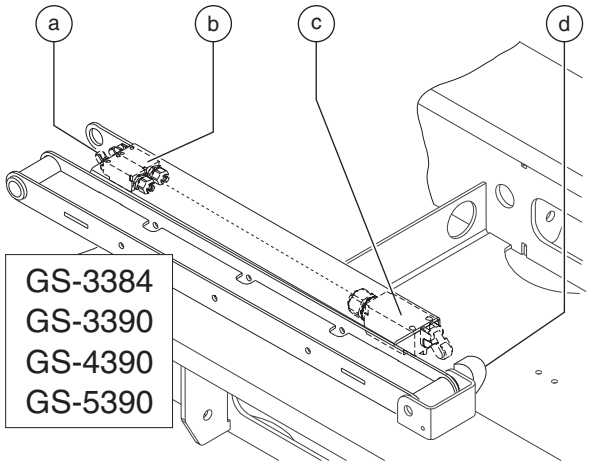
24 Remove the maximum height limit switch cam fasteners. Remove the cam from the machine so that the limit switch will not be activated.

25 Raise the platform until it is approximately 65 cm less than full height.

PLATFORM OVERLOAD COMPONENTS

26 Raise the platform in 5 cm increments until the overload alarm sounds and the engine stops running. Proceed to step 27.

⊠ Result: The alarm does not sound and the engine continues to run when the platform reaches full height. Repeat this procedure beginning with step 7.



Limit switch legend

a load sense delay limit switch
b down limit switch
c maximum height limit switch
d maximum height limit switch cam

27 Install and adjust the maximum height limit switch cam until the limit switch activates just before the point reached in step 26. Securely tighten the cam fasteners. Do not over tighten.

28 Use the auxiliary down function to lower the platform approximately 15 cm.

29 Start the engine and fully raise the platform.

⊙ Result: The engine continues to run. Proceed to step 30.

⊠ Result: An alarm sounds and the engine stops running. Repeat this procedure beginning with step 24.

30 Lower the platform to approximately 6 m.

31 Return the safety arm to the stowed position. Proceed to step 59.

GS-5390 models:

32 Pull out the red Emergency Stop button to the on position at the ground controls. Wait 3 seconds and start the engine.

⊙ Result: The alarm doesn't sound and the engine will start and run. Proceed to step 33.

⊠ Result: The engine will not start and an alarm is sounding. Repeat this procedure beginning with step 12.

Note: The red Emergency Stop button must be cycled after each quarter turn of the adjustment screw to allow the platform overload system to reset.

Note: Wait a minimum of 3 seconds between each quarter turn of the adjustment screw to allow the platform overload system to reset.

33 Raise the platform until the position indicator corresponds to the maximum load position of the capacity indicator decal.

⚠DANGER Tip-over hazard. Raising the platform with maximum load above the maximum load position, as shown on the capacity indicator decal on the side of the platform, could result in the machine tipping over, resulting in death or serious injury. Do not raise the platform above the maximum load position of the capacity indicator decal.

Note: To perform this step, the system relief valve will need to be adjusted.

Note: To help complete this part of the procedure, apply a piece of tape to the underside of the platform at a point which corresponds to the maximum load position of the capacity indicator decal before raising the platform.

⊙ Result: The engine continues to run. Proceed to step 34.

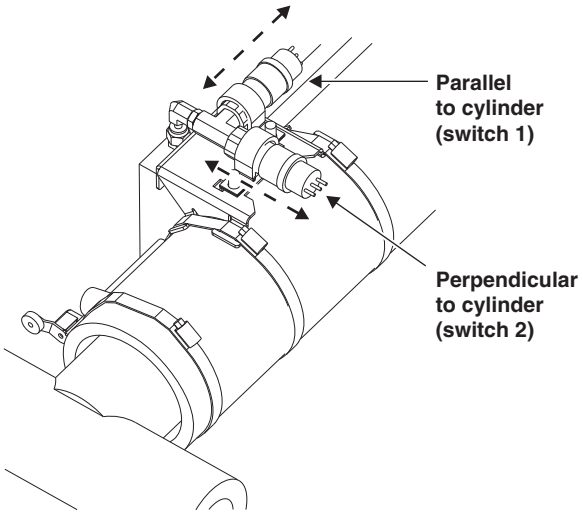
⊠ Result: The engine has stopped and an alarm is sounding. Proceed to step 35.

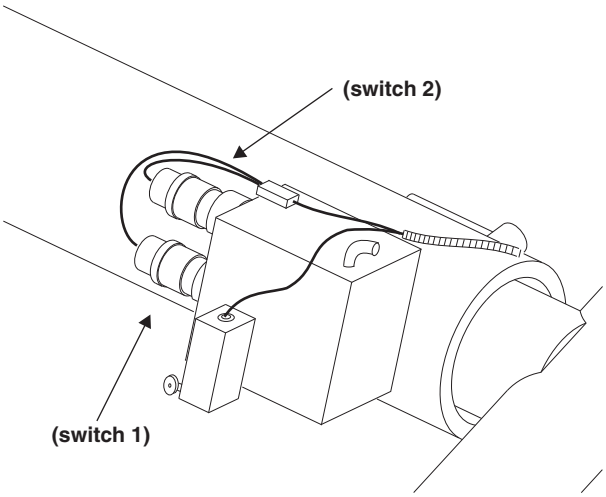
Set the maximum height pressure switch

34 Working on platform overload pressure switch 1 (parallel to the cylinder on early models) with a small slotted screwdriver, turn the adjustment screw out of the hydraulic line just until the overload alarm sounds and the engine stops running. Refer to the illustrations below.

Note: Turning the screw out of the hydraulic line will activate the alarm; turning the screw into the hydraulic line will deactivate the alarm.

Note: The white/black wire should be connected to this pressure switch.





PLATFORM OVERLOAD COMPONENTS

35 Slowly turn the adjustment screw of the platform overload pressure switch into the hydraulic line in 90° increments just until the overload alarm doesn't sound and the engine will start and run.

Note: To allow for the platform overload system delay, wait 3 seconds between each quarter turn of the adjustment screw.

Note: To allow the platform overload system to reset, the red Emergency Stop button must be cycled after each quarter turn of the adjustment screw.

36 Activate the dual pressure switch limit switch, located on the cylinder, by fully rotating the roller arm of the limit switch. Secure the roller arm in the activated position.

37 Start the engine.

Set the platform stowed pressure switch

38 Working on platform overload pressure switch 2 (perpendicular to the cylinder on early models), remove the retaining ring securing the switch adjustment cover to the pressure switch. Refer to the illustrations at step 34.

39 Slide the switch adjustment cover away from the tee fitting, exposing the slotted switch adjustment screw inside.

40 Using a small slotted screwdriver, turn the adjustment screw just until the overload alarm sounds and the engine stops running.

Note: Turning the screw out of the hydraulic line will activate the alarm; turning the screw into the hydraulic line will deactivate the alarm.

41 Slowly turn the adjustment screw of the platform overload pressure switch into the hydraulic line in 90° increments just until the overload alarm doesn't sound and the engine will start and run.

Note: To allow for the platform overload system delay, wait 3 seconds between each quarter turn of the adjustment screw.

Note: To allow the platform overload system to reset, the red Emergency Stop button must be cycled after each quarter turn of the adjustment screw.

42 Turn the screw of the platform overload pressure switch into the hydraulic line an additional one-quarter turn.

43 Deactivate the dual pressure switch limit switch, which was activated in step 36.

44 Raise the platform slightly and return the safety arm to the stowed position.

45 Lower the platform to the stowed position.

Set the maximum height limit switch

46 Using a suitable lifting device, place a test weight in the center of the platform floor. Secure the weight to the platform. Refer to the chart below.

GS-5390	680 kg

47 Raise the platform to approximately 6 m.

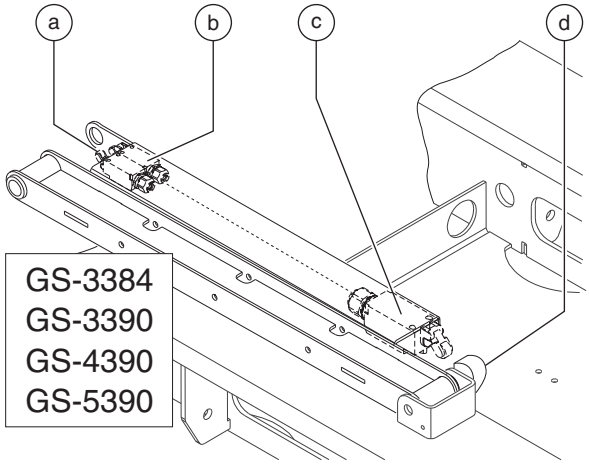
48 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

49 Remove the maximum height limit switch cam fasteners. Remove the cam from the machine so that the limit switch will not be activated.

50 Raise the platform until it is approximately 65 cm less than full height.

51 Raise the platform in 5 cm increments until the overload alarm sounds and the engine stops running. Proceed to step 52.

Result: The alarm does not sound and the engine continues to run when the platform reaches full height. Repeat this procedure beginning with step 7.



Limit switch legend

a load sense delay limit switch
b down limit switch
c maximum height limit switch
d maximum height limit switch cam

52 Install and adjust the maximum height limit switch cam until the limit switch activates just before the point reached in step 51. Securely tighten the cam fasteners. Do not over tighten.

53 Use the auxiliary down function to lower the platform approximately 15 cm.

54 Start the engine and fully raise the platform.

Result: The engine continues to run. Proceed to step 55.

Result: An alarm sounds and the engine stops running. Repeat this procedure beginning with step 49.

55 Lower the platform to approximately 6 m.

56 Return the safety arm to the stowed position.

Confirm the platform stowed pressure switch setting

57 Lower the platform to the stowed position.

58 Raise the platform to approximately 4 m in 0.5 m increments.

Result: The engine should continue to run. Proceed to step 59.

Result: The engine stops running. Using a small screwdriver, turn the screw of the platform overload pressure switch, perpendicular to the cylinder, into the hydraulic line in 90° increments until the alarm does not sound and the engine will start and run. Repeat this procedure beginning with step 47.

Note: To allow for the platform overload system delay, wait 3 seconds between each adjustment.

Note: To allow the platform overload system to reset, the red Emergency Stop button must be cycled after each adjustment.

PLATFORM OVERLOAD COMPONENTS

All models:

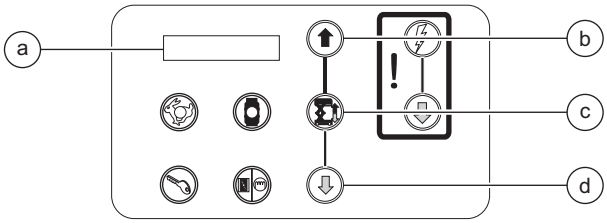
Disable the descent delay function

59 Push in the red Emergency Stop button to the off position at the ground controls.

60 Turn the key switch to ground control.

61 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window.



a diagnostic display
b blue platform up button
c lift function enable button
d yellow platform down button

62 Use the yellow platform down arrow to scroll to SELECT OPTIONS.

⊙ Result: SELECT OPTIONS is showing in the diagnostic display window. The ECM is now in programming mode.

63 Press the lift function enable button.

⊙ Result: DESCENT DELAY ON is showing in the diagnostic display window.

64 Press the lift function enable button to deactivate the descent delay option.

⊙ Result: DESCENT DELAY OFF is showing in the diagnostic display window.

65 Push in the red Emergency Stop button to the off position at the ground controls.

66 Pull out the red Emergency Stop button to the on position at the ground controls.

Note: For more information on programming, refer to Section 4, *Repair*.

Calibrate the load sense delay limit switch

67 Turn the key switch to platform control. Start the engine.

68 Lower the platform until the load sense delay limit switch activates and the platform stops lowering. Release the joystick.

⊙ Result: The alarm does not sound and the engine continues to run. Proceed to step 76.

⊠ Result: The alarm sounds and the engine stops running. The load sense delay limit switch needs to be calibrated. Proceed to step 69.

69 Raise the platform to approximately 6 m.

70 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

71 Loosen the fasteners securing the load sense delay limit switch cam just enough to allow movement of the cam.

72 Working from the outside of the machine, rotate the load sense delay limit switch cam in a clockwise direction until the cam lobe is approximately 1 mm lower. Tighten the fasteners. Do not over tighten.

73 Return the safety arm to the stowed position.

74 Raise the platform approximately 1 m.

75 Repeat this procedure beginning with step 68.

Enable the descent delay function

76 Push in the red Emergency Stop button to the off position at the ground controls.

77 Turn the key switch to ground control.

78 Press and hold both the blue platform up and yellow platform down buttons. Pull out the red Emergency Stop button to the on position at the ground controls.

⊙ Result: TUNE SPEEDS is showing in the diagnostic display window.

79 Use the yellow platform down arrow to scroll to select options.

⊙ Result: SELECT OPTIONS is showing in the diagnostic display window. The ECM is now in programming mode.

80 Press the lift function enable button.

⊙ Result: DESCENT DELAY OFF is showing in the diagnostic display window.

81 Press the lift function enable button to activate the descent delay option.

⊙ Result: DESCENT DELAY ON is showing in the diagnostic display window.

82 Push in the red Emergency Stop button to the off position at the ground controls.

83 Pull out the red Emergency Stop button to the on position at the ground controls.

Calibrate the down limit switch

84 Turn the key switch to platform control. Start the engine.

85 Raise the platform approximately 1 m.

86 Lower the platform until the down limit switch activates and the platform stops lowering. Quickly release the controls and then **immediately** attempt to lower the platform to the stowed position.

⊙ Result: The platform stops for 4 to 6 seconds. Release the joystick and proceed to step 94.

⊗ Result: The platform stops and then will immediately begin to lower again. The down limit switch needs to be calibrated. Proceed to step 87.

87 Raise the platform to approximately 6 m.

88 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

89 Loosen the fasteners securing the down limit switch cam just enough to allow movement of the cam. Refer to the illustration at step 51.

90 Working from the outside of the machine, rotate the down limit switch cam in a clockwise direction until the cam lobe is approximately 1 mm lower. Tighten the fasteners. Do not over tighten.

Note: When adjusting the down limit switch cam, do not move cam which activates the load sense delay limit switch.

PLATFORM OVERLOAD COMPONENTS

91 Raise the platform approximately 1 m.

92 Return the safety arm to the stowed position.

93 Repeat this procedure beginning with step 86.

94 Lower the platform to the stowed position and remove the weight from the platform.

⊙ Result: The platform lowers to the stowed position. Proceed to step 99.

⊠ Result: The platform stops lowering. The down limit switch needs to be calibrated. Proceed to step 95.

95 Raise the platform to approximately 6 m.

96 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

97 Loosen the fasteners securing the down limit switch cam just enough to allow movement of the cam.

98 Working from the outside of the machine, rotate the down limit switch cam in a counter clockwise direction until the cam lobe is approximately 1 mm higher. Tighten the fasteners. Do not over tighten.

Note: When adjusting the down limit switch cam, do not move cam which activates the load sense delay limit switch.

99 Raise the platform to approximately 6 m.

100 Release the safety arm latch, lift the safety arm and rotate to a vertical position. Lock the safety arm in position.

101 Install the cover onto the platform overload pressure switch or switch box and securely tighten the cover retaining fasteners. Do not over tighten.

102 Apply Sentry Seal to one of the cover retaining fasteners where it contacts the platform overload pressure switch box.

103 Return the safety arm to the stowed position.

104 Lower the platform to the stowed position.

105 Calibrate the system relief valve. See 7-6, *How to Adjust the System Relief Valve.*

Fault Codes



Observe and Obey:

- ☑ Troubleshooting and repair procedures shall be completed by a person trained and qualified on the repair of this machine.
- ☑ Immediately tag and remove from service a damaged or malfunctioning machine.
- ☑ Repair any machine damage or malfunction before operating the machine.
- ☑ Unless otherwise specified, perform each repair procedure with the machine in the following configuration:
  - Machine parked on a firm, level surface
  - Platform in the stowed position
  - Key switch in the off position with the key removed
  - The red Emergency Stop button in the off position at both ground and platform controls
  - Wheels chocked
  - All external AC power supply disconnected from the machine

Before Troubleshooting:

- ☑ Read, understand and obey the safety rules and operating instructions in the appropriate operator's manual on your machine.
- ☑ Be sure that all necessary tools and test equipment are available and ready for use.
- ☑ Be aware of the following hazards and follow generally accepted safe workshop practices.

⚠DANGER Crushing hazard. When testing or replacing any hydraulic component, always support the structure and secure it from movement.

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

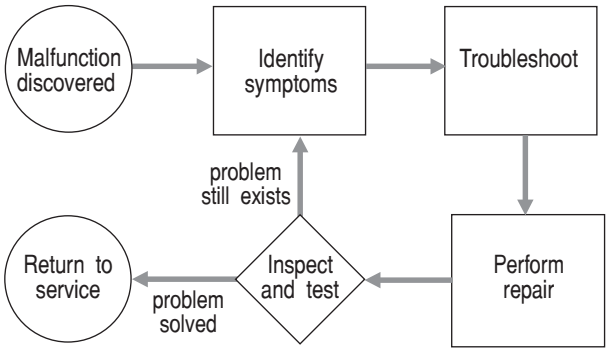
⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

FAULT CODES

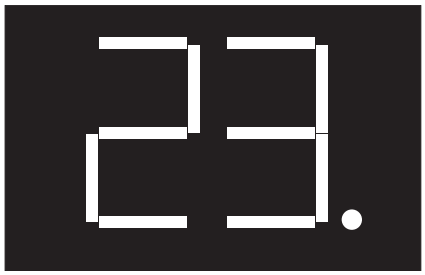
About This Section

When a malfunction is discovered, the fault code charts in this section will help a service professional pinpoint the cause of the problem. To use this section, basic hand tools and certain pieces of test equipment are required—voltmeter, ohmmeter, pressure gauges.

General Repair Process



LED Diagnostic Readout



The diagnostic readout displays numerical codes that provide information about the machine operating status and about malfunctions. The dot to the right of the numbers remain on when a fault code is displayed.

The codes listed in the Fault Code Chart describe malfunctions and can aid in troubleshooting the machine by pinpointing the area or component affected.

Fault Code Chart

Fault Code	LED	Condition	Result	Solution
SYSTEM READY	Green	Normal operation		
01 INTERNAL ECU FAULT	Red	Internal ECM error.	System shutdown.	Replace ECM.
02 PLATFORM ECU FAULT	Red	Platform/ECM communication error.	System shutdown.	Troubleshoot control cable OR troubleshoot platform controls.
20 CHASSIS START SW FAULT	Red	Engine start button fault at ground controls.	Engine will not start.	Replace ECM.
21 CHASSIS CHOKE SW FAULT	Red	Starting aid button fault at ground controls.	Starting aid disabled.	Replace ECM.
22 CHASSIS UP SW FAULT	Red	Up switch fault at ground controls.	Platform up function inoperable.	Replace ECM.
23 CHASSIS LIFT SW FAULT	Red	Platform up/down enable button fault at ground controls.	Platform up/down functions disabled.	Replace ECM.
24 DOWN SW FAULT	Red	Down switch fault at ground controls.	Platform down function disabled.	Replace ECM.
25 LEFT TURN SW FAULT	Red	Left turn switch fault.	Malfunctioning steer left microswitch.	Troubleshoot steer left microswitch.
26 RIGHT TURN SW FAULT	Red	Right turn switch fault.	Malfunctioning steer right microswitch.	Troubleshoot steer right microswitch.
27 DRIVE ENABLE SW FLT	Red	Function enable switch on joystick is activated when machine is turned on.	Machine functions disabled.	Release function enable switch on joystick before power up OR replace joystick.
28 OFF NEUTRAL DRIVE JOYSTICK	Red	Drive joystick off neutral when machine is turned on.	Machine functions disabled.	Release joystick before power up OR replace joystick.
29 PLATFORM LIFT SW FAULT	Red	Lift enable button fault at the platform controls.	Lift function disabled.	Troubleshoot button OR replace printed circuit board at platform controls.
30 OFF NEUTRAL LIFT JOYSTICK	Red	Up/down switch off neutral.	Up/down function disabled.	Replace up/down switch at platform controls.
31 PLATFORM CHOKE SW FAULT	Red	Starting aid fault at the platform controls.	Starting aid disabled.	Troubleshoot button OR replace printed circuit board at platform controls.
32 PLATFORM START SW FAULT	Red	Engine start button fault at platform controls.	Engine will not start.	Troubleshoot button OR replace printed circuit board at platform controls.
33 LEFT FRONT OUTRIG SW FLT	Red	Left front outrigger enable button fault at platform controls.	Outriggers disabled.	Troubleshoot button OR replace printed circuit board at platform controls.

FAULT CODE CHART

Fault Code	LED	Condition	Result	Solution
34 RIGHT FRONT OUTRIG SW FLT	Red	Right front outrigger enable button fault at platform controls.	Outriggers disabled.	Troubleshoot button OR replace printed circuit board at platform controls.
35 LEFT REAR OUTRIG SW FLT	Red	Left rear outrigger enable button fault at platform controls.	Outriggers disabled.	Troubleshoot button OR replace printed circuit board at platform controls.
36 RIGHT REAR OUTRIG SW FLT	Red	Right rear outrigger enable button fault at platform controls.	Outriggers disabled.	Troubleshoot button OR replace printed circuit board at platform controls.
37 AUTO LEVEL SWITCH FAULT	Red	Outrigger autolevel enable button fault at platform controls.	Outriggers disabled.	Troubleshoot button OR replace printed circuit board at platform controls.
49 DRIVE COIL 1 FAULT	Red	Drive coil 1 (Y1) fault.	High speed drive function will not operate.	Troubleshoot coil OR wiring.
50 DRIVE COIL 2 FAULT	Red	Drive coil 2 (Y1A) fault.	High speed drive function will not operate.	Troubleshoot coil OR wiring.
51 DRIVE COIL 3 FAULT	Red	Drive coil 3 (Y1B) fault.	High speed drive function will not operate.	Troubleshoot coil OR wiring.
52 FUNC PROP COIL FAULT	Red	Proportional coil (Y9) fault.	Lift and outrigger functions are disabled.	Troubleshoot coil OR wiring.
54 UP COIL FAULT	Red	Up coil (Y8) fault.	Platform will not raise.	Troubleshoot coil OR wiring.
55 DOWN COIL FAULT	Red	Down coil (Y7) fault.	Platform will not lower.	Troubleshoot coil OR wiring.
56 RIGHT TURN COIL FAULT	Red	Right turn coil (Y3) fault.	Machine will not turn right.	Troubleshoot coil OR wiring.
57 LEFT TURN COIL FAULT	Red	Left turn coil (Y4) fault.	Machine will not turn left.	Troubleshoot coil OR wiring.
58 BRAKE COIL FAULT	Red	Brake release coil (Y2) fault.	Brakes will not release.	Troubleshoot coil OR wiring.
60 FORWARD 1 COIL FAULT	Red	Forward 1 coil (Y6) fault.	Drives slow or not at all when elevated.	Troubleshoot coil OR wiring.
61 REVERSE 1 COIL FAULT	Red	Reverse 1 coil (Y5) fault.	Drives slow or not at all when elevated.	Troubleshoot coil OR wiring.
62 FORWARD 2 COIL FAULT	Red	Forward 2 coil (Y6A) fault.	Drives slow or not at all when elevated.	Troubleshoot coil OR wiring.
63 REVERSE 2 COIL FAULT	Red	Reverse 2 coil (Y5A) fault.	Drives slow or not at all when elevated.	Troubleshoot coil OR wiring.

FAULT CODE CHART

Fault Code	LED	Condition	Result	Solution
66 **LOW OIL PRESSURE**	Red	Low oil pressure.	Engine stops.	Check the engine oil level OR check wiring from the oil pressure switch to ECM OR replace the oil pressure switch.
67 **HIGH COOLANT TEMPERATURE**	Red	High coolant temperature.	High engine temperature OR defective engine coolant or oil temperature switch.	**Gasoline/LPG models:** Check the engine radiator coolant level OR check the wiring from the water temperature switch to ECM OR replace the water temperature switch. **Diesel models:** Check the engine oil level OR check the wiring from the oil temperature switch to ECM OR replace the oil temperature switch.
68 **LOW ECU VOLTAGE**	Red	Low ECM voltage.	System shutdown.	Charge battery.
69 **LOW ENGINE RPM**	Red	Low RPM.	Engine idle RPM too low.	Consult Genie Industries Service Department.
70 **HIGH ENGINE RPM**	Red	High RPM.	Engine RPM too high.	Consult Genie Industries Service Department.
80 **LEFT FRONT OTRG COIL FLT**	Red	Left front outrigger coil (Y35) fault.	Left front outrigger disabled.	Troubleshoot coil OR wiring.
81 **LEFT REAR OTRG COIL FLT**	Red	Left rear outrigger coil (Y33) fault.	Left rear outrigger disabled.	Troubleshoot coil OR wiring.
82 **RIGHT FRONT OTRG COIL FLT**	Red	Right front outrigger coil (Y36) fault.	Right front outrigger disabled.	Troubleshoot coil OR wiring.
83 **RIGHT REAR OTRG COIL FLT**	Red	Right rear outrigger coil (Y34) fault.	Right rear outrigger disabled.	Troubleshoot coil OR wiring.
84 **OUTRIGGER EXT COIL FLT**	Red	Outrigger extend coil (Y40) fault.	Outrigger extend function disabled.	Troubleshoot coil OR wiring.
85 **OUTRIGGER RET COIL FLT**	Red	Outrigger retract coil (Y39) fault.	Outrigger retract function disabled.	Troubleshoot coil OR wiring.
86 **OUTRIGGER SLOW COIL FLT**	Red	Outrigger slowdown coil (Y44) fault.	Outrigger slow extend function disabled.	Troubleshoot coil OR wiring.
90 **2 SPEED COIL FAULT**	Red	2 speed coil (Y1) fault	High torque drive function disabled.	Troubleshoot coil OR wiring.
92 **DRIVE FWD PROP COIL FAULT**	Red	Drive pump forward proportional coil (Y51) fault	Drive forward function disabled.	Troubleshoot coil OR wiring.
93 **DRIVE REV PROP COIL FAULT**	Red	Drive pump reverse proportional coil (Y51) fault	Drive reverse function disabled.	Troubleshoot coil OR wiring.
94 **MACHINE TYPE FAULT**	Red	Wrong machine type selected	Machine will not operate.	Correct selection.

Ford LRG425 ECM Fault Code Chart

Code	Problem	Cause	Solution
111	Closed Loop Multiplier High (LPG)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty OR there are vacuum leaks or exhaust leaks.	Repair wiring and/or connections OR replace sensor OR repair vacuum and exhaust leaks.
112	HO2S Open/Inactive (Bank 1)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty.	Repair wiring and/or connections OR replace sensor.
113	HO2S Open/Inactive (Bank 2)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty.	
114	Post-cat oxygen sensor open	The post cat Heated Oxygen Sensor wiring and/or connections are open or shorted OR sensor is cold, non-responsive or inactive for 60 seconds or longer.	Repair wiring and/or connections OR replace the post cat oxygen sensor.
121	Closed Loop Multiplier High (Gasoline)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty OR there are vacuum leaks or exhaust leaks OR fuel pressure is low OR the fuel injectors need cleaning or replacing.	Repair wiring and/or connections OR replace sensor OR repair any vacuum and exhaust leaks OR test the fuel pressure OR clean or replace the fuel injectors.
122	Closed Loop Multiplier Low (Gasoline)	MAP, IAT or ECT sensors not in correct position OR wiring and/or connections for sensors open or shorted OR sensor is faulty OR one or more fuel injectors are stuck open OR there is electro-magnetic interference from a faulty crankshaft and/or camshaft position sensor.	Adjust or replace sensors OR clean or repair fuel injectors.
124	Closed Loop Multiplier Low (LPG)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty OR fuel quality is poor OR fuel system components may be faulty.	Repair wiring and/or connections OR replace sensor OR replace fuel OR test and repair the fuel system components.
133	Gasoline cat monitor	There are exhaust leaks OR the catalyst system efficiency is below the acceptable level.	Repair exhaust leaks OR there is an emissions compliance issue. Contact Ford Power Products for assistance.
134	LPG cat monitor		
135	NG cat monitor		
141	Adaptive Lean Fault - High Limit (Gasoline)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty OR there are vacuum or exhaust leaks OR one or more fuel injectors faulty or stuck closed OR fuel quality is poor OR fuel pressure is too low.	Repair heated oxygen sensor wiring and/or connections OR replace sensor OR repair vacuum and exhaust leaks OR test the fuel pressure OR clean or replace the fuel injectors.
142	Adaptive Rich Fault - Low Limit (Gasoline)	MAP, IAT or ECT sensors not in correct position OR wiring and/or connections for sensors open or shorted OR sensor is faulty OR one or more fuel injectors are stuck closed OR there is electro-magnetic interference from a faulty crankshaft and/or camshaft position sensor.	Adjust or replace sensors OR clean or repair fuel injectors.
143	Adaptive Learn High (LPG)	Heated Oxygen Sensor wiring and/or connections open or shorted OR sensor is faulty OR there are vacuum leaks or exhaust leaks OR fuel quality is poor OR fuel system components may be faulty.	Repair wiring and/or connections OR replace sensor OR repair any vacuum and exhaust leaks OR replace fuel OR test and repair the fuel system components.
144	Adaptive Learn Low (LPG)	Engine wire harness may have an intermittent short to 5V DC or 12V DC OR fuel system components may be faulty.	Repair short in engine wire harness OR test and repair the fuel system components.

FORD LRG425 ECM FAULT CODE CHART

Code	Problem	Cause	Solution
161	System Voltage Low	Battery is faulty OR alternator is not charging OR battery supply wiring to ECM is open or shorted.	Replace battery OR repair alternator OR repair battery supply wiring to ECM.
162	System Voltage High	Alternator is overcharging the battery when engine RPM is greater than 1500 rpm.	Repair or replace the alternator.
211	IAT High Voltage	IAT sensor wiring and/or connections are open or shorted OR sensor is faulty OR engine intake air temperature is too cold.	Repair wiring and/or connections OR replace sensor OR direct warmer air into air intake.
212	IAT Low Voltage	IAT sensor wiring and/or connections are open or shorted OR sensor is faulty OR engine intake air temperature is too hot.	Repair wiring and/or connections OR replace sensor OR direct cooler air into air intake.
213	IAT Higher Than Expected (1)	Air intake temperature is greater than 200° F with the engine greater than 1000 rpm OR air intake system has leaks OR IAT sensor is faulty.	Check air intake system for damage and proper routing of air intake components OR replace the IAT sensor.
214	IAT Higher Than Expected (2)	Air intake temperature is greater than 210° F with the engine greater than 1000 rpm OR air intake system has leaks OR IAT sensor is faulty.	
215	Oil Pressure Low	Faulty oil pressure sensor OR sensor wiring and/or connections open or shorted OR engine oil level too low.	Replace oil pressure sensor OR repair sensor wiring and/or connections OR fill engine oil level to specification.
221	CHT/ECT High Voltage	Engine cooling system is malfunctioning OR sensor wires and/or connections open or shorted OR sensor is faulty.	Repair engine cooling system problems OR repair open or shorted wiring to sensor OR replace sensor.
222	CHT/ECT Low Voltage	Engine cooling system is malfunctioning and overheating the engine OR sensor wires and/or connections open or shorted OR sensor is faulty OR coolant level is low.	Repair engine cooling system problems OR repair open or shorted wiring to sensor OR replace sensor OR fill engine coolant level to specification.
223	CHT Higher Than Expected (1)	Coolant temperature at the cylinder head is 240° F. Engine cooling system is malfunctioning and overheating the engine OR sensor wires and/or connections open or shorted OR sensor is faulty OR coolant level is low.	
224	CHT Higher Than Expected (2)	Coolant temperature at the cylinder head is 250° F. Engine cooling system is malfunctioning and overheating the engine OR sensor wires and/or connections open or shorted OR sensor is faulty OR coolant level is low.	
231	MAP High Pressure	Open or shorted wiring and/or connections to MAP sensor OR sensor is faulty.	Repair wiring and/or connections to sensor OR replace MAP sensor.
232	MAP Low Voltage	Open or shorted wiring and/or connections to MAP sensor OR sensor is faulty.	
234	BP High Pressure	MAP sensor is faulty OR ECM is faulty.	Replace MAP sensor OR replace the ECM.
235	BP Low Pressure	MAP sensor is faulty OR ECM is faulty.	
242	Crank Sync Noise	Crankshaft position sensor wiring and/or connections open or shorted OR there is a poor system ground connection OR sensor is faulty.	Be sure system ground connections are in place and secure OR repair wiring and/or connections to sensor OR replace sensor.
243	Never Crank Synced At Start	Crankshaft position sensor wiring and/or connections open or shorted OR there is a poor system ground connection OR sensor is faulty.	
244	Camshaft Sensor Loss	Crankshaft position sensor wiring and/or connections open or shorted OR there is a poor system ground connection OR sensor is faulty.	

FORD LRG425 ECM FAULT CODE CHART

Code	Problem	Cause	Solution
245	Camshaft Sensor Noise	Camshaft position sensor wiring and/or connections open or shorted OR there is a poor system ground connection OR sensor is faulty.	Be sure system ground connections are in place and secure OR repair wiring and/or connections to sensor OR replace sensor.
253	Knock Sensor Open	Knock sensor wiring and/or connections open or shorted OR sensor is faulty.	Repair wiring and/or connections to knock sensor OR replace knock sensor.
254	Excessive Knock Signal	Knock sensor wiring and/or connections open or shorted OR there is excessive engine vibration OR sensor is faulty.	Check for excessive engine vibration OR repair wiring and/or connections to knock sensor OR replace knock sensor.
311	Injector Driver #1 Open	Open wiring and/or connections to fuel injector #1 OR fuel injector #1 is faulty OR ECM is faulty.	Repair wiring and/or connections to fuel injector #1 OR replace fuel injector #1 OR replace the ECM.
312	Injector Driver #1 Shorted	Wiring and/or connections to fuel injector #1 is shorted OR fuel injector #1 is faulty OR ECM is faulty.	
313	Injector Driver #2 Open	Open wiring and/or connections to fuel injector #2 OR fuel injector #2 is faulty OR ECM is faulty.	Repair wiring and/or connections to fuel injector #2 OR replace fuel injector #2 OR replace the ECM.
314	Injector Driver #2 Shorted	Wiring and/or connections to fuel injector #2 is shorted OR fuel injector #2 is faulty OR ECM is faulty.	
315	Injector Driver #3 Open	Open wiring and/or connections to fuel injector #3 OR fuel injector #3 is faulty OR ECM is faulty.	Repair wiring and/or connections to fuel injector #3 OR replace fuel injector #3 OR replace the ECM.
316	Injector Driver #3 Shorted	Wiring and/or connections to fuel injector #3 is shorted OR fuel injector #3 is faulty OR ECM is faulty.	
321	Injector Driver #4 Open	Open wiring and/or connections to fuel injector #4 OR fuel injector #4 is faulty OR ECM is faulty.	Repair wiring and/or connections to fuel injector #4 OR replace fuel injector #4 OR replace the ECM.
322	Injector Driver #4 Shorted	Wiring and/or connections to fuel injector #4 is shorted OR fuel injector #4 is faulty OR ECM is faulty.	
351	Fuel Pump Loop Open or High Side Short to Ground	Open wiring and/or connections to fuel pump OR fuel pump power shorted to ground OR fuel pump is faulty.	Repair wiring and/or connections to fuel pump OR replace fuel pump.
352	Fuel Pump High Side Shorted to Power	Wiring and/or connections to fuel pump shorted to power OR fuel pump is faulty.	
353	MegaJector Delivery Pressure Higher Than Expected	Fuel pressure too high OR LPG lockoff not opening completely OR the line between the MegaJector and carburetor is kinked or restricted or is leaking OR engine cooling system is not operating properly OR MegaJector is faulty.	Check fuel pressure OR repair LPG lockoff OR repair the line between the MegaJector and carburetor OR repair engine cooling system OR replace the MegaJector.
354	MegaJector Delivery Pressure Lower Than Expected	Fuel pressure too low OR LPG lockoff not opening completely OR the line between the MegaJector and carburetor is kinked or restricted or is leaking OR engine cooling system is not operating properly OR MegaJector is faulty.	
355	MegaJector Communication Lost	The ECM doesn't get any response from the MegaJector, or an incorrect response for 500ms period or longer.	Check CAN circuits for continuity and shorts to power or ground and for continuity and repair as necessary OR replace the MegaJector.
361	MegaJector Voltage Supply High	The MegaJector detects voltage greater than 18 volts for 5 seconds anytime the engine is cranking or running.	Repair charging system OR replace the MegaJector.
362	MegaJector Voltage Supply Low	The MegaJector detects voltage less than 9.5 volts for 5 seconds anytime the engine is cranking or running.	Repair VBAT power or ground circuit to ECM and MegaJector OR replace battery OR repair charging system OR replace the MegaJector.

FORD LRG425 ECM FAULT CODE CHART

Code	Problem	Cause	Solution
363	MegaJector Internal Actuator Fault Detection	The MegaJector detects an internal fault. Open or short in power, ground or CAN circuits.	Check Power, Ground and CAN circuits at MegaJector and all connections and repair as necessary OR MegaJector has an internal fault. Contact Ford Power Products for assistance.
364	MegaJector Internal Circuitry Fault Detection	The MegaJector detects an internal circuitry failure. Open or short in power, ground or CAN circuits.	
365	MegaJector Internal Communication Fault Detection	The MegaJector detects an internal communications failure. Open or short in power, ground or CAN circuits.	
411	Coil Driver #1 Open	Open wiring and/or connections to ignition coil #1 OR ignition coil #1 is faulty.	Repair wiring and/or connections to ignition coil #1 OR replace ignition coil #1.
412	Coil Driver #1 Shorted	Wiring and/or connections to ignition coil #1 shorted OR ignition coil #1 is faulty	
413	Coil Driver #2 Open	Open wiring and/or connections to ignition coil #2 OR ignition coil #2 is faulty.	Repair wiring and/or connections to ignition coil #2 OR replace ignition coil #2.
414	Coil Driver #2 Shorted	Wiring and/or connections to ignition coil #2 shorted OR ignition coil #2 is faulty	
511	FPP1 High Voltage	Not used.	If this fault appears on your machine, contact the Genie Industries Service Department.
512	FPP1 Low Voltage		
513	FPP1 Higher than IVS Limit		
514	FPP1 Lower than IVS Limit		
521	FPP2 High Voltage		
522	FPP2 High Voltage		
531	TPS1 (Signal Voltage) High	The #1 throttle position sensor wiring and/or connections open or shorted OR there is a poor system ground connection OR throttle position sensor #1 is faulty.	Be sure system ground connections are in place and secure OR repair wiring and/or connections to sensor OR replace throttle position sensor #1.
532	TPS1 (Signal Voltage) Low		
533	TPS2 (Signal Voltage) High	The #2 throttle position sensor wiring and/or connections open or shorted OR there is a poor system ground connection OR throttle position sensor #2 is faulty.	Be sure system ground connections are in place and secure OR repair wiring and/or connections to sensor OR replace throttle position sensor #2.
534	TPS2 (Signal Voltage) Low		
535	TPS1 Higher than TPS2	The throttle position sensor wiring and/or connections for either TPS1 or TPS2 open or shorted OR there is a poor system ground connection OR one or both throttle position sensors are faulty.	Be sure engine harness wiring and connections are in place and secure OR repair wiring and/or connections to one or both TPS sensors OR replace one or both TPS sensors.
536	TPS1 Lower than TPS2		
537	Throttle Unable to Open	Governor actuator is stuck closed OR wiring and/or connections open or shorted OR governor actuator is faulty.	Repair wiring and/or connections to governor actuator OR replace the governor actuator.
538	Throttle Unable to Close	Governor actuator is stuck open OR wiring and/or connections open or shorted OR governor actuator is faulty.	
545	Governor Interlock Failure	Engine harness wiring and/or connections open or shorted OR there is a poor system ground connection OR ECM is faulty.	Repair wiring and/or connections in engine harness OR replace the ECM.

FORD LRG425 ECM FAULT CODE CHART

Code	Problem	Cause	Solution
551	Max Governor Speed Override	ECM needs to be re-programmed OR throttle is sticking open OR there are air leaks between the throttle body and cylinder head.	Re-program ECM OR repair binding throttle operation OR repair any air leaks between the throttle body and cylinder head.
552	FPP1 Low Voltage		
553	FPP1 Higher than IVS Limit		
611	COP Failure	Loose wire connections to ECM OR ECM is faulty.	Locate and repair any engine harness wiring damage or shorts to ECM to be sure they are secure OR replace ECM.
612	Invalid Interrupt		
613	A/D Loss		
614	RTI 1 Loss		
615	Flash Checksum Invalid		
616	RAM Failure		
631	External 5V DC Ref Lower than Expected	Engine harness wiring and/or connections open or shorted to ground OR there is a faulty engine sensor OR ECM is faulty.	Locate and repair any engine harness wiring damage or shorts OR locate and troubleshoot or repair faulty engine sensor OR replace ECM.
632	External 5V DC Ref Higher than Expected		
655	RTI2 Loss	Loose wire connections to ECM OR ECM is faulty.	Locate and repair any engine harness wiring damage or shorts to ECM to be sure they are secure OR replace ECM.
656	RTI3 Loss		

Ford DSG423 ECM Fault Code Chart

Code	Description
111	CL (closed loop) high LPG
112	EGO open / lazy pre-cat 1
113	EGO open / lazy pre-cat 2/post-cat 1
114	EGO open / lazy post-cat 1
115	EGO open / lazy post-cat 2
121	CL (closed loop) high gasoline bank 1
122	CL (closed loop) low gasoline bank 1
124	CL (closed loop) low LPG
133	Gasoline catalyst monitor 1
134	LPG catalyst monitor
141	AL (adaptive learning) high gasoline bank 1
142	AL (adaptive learning) low gasoline bank 1
143	AL (adaptive learning) high LPG
144	AL (adaptive learning) low LPG
161	Battery voltage high
162	Battery voltage low
163	AUX analog PD1 high
164	AUX analog PD1 low
165	AUX analog PU3 high
166	AUX analog PU3 low
167	AUX analog PUD1 high
168	AUX analog PUD1 low
171	AUX analog PUD2 high
172	AUX analog PUD2 low
173	AUX analog PUD3 high
174	AUX analog PUD3 low
181	AUX DIG1 high
182	AUX DIG1 low
183	AUX DIG2 high
184	AUX DIG2 low
185	AUX DIG3 high
186	AUX DIG3 low
211	IAT (intake air temperature) high voltage

Code	Description
212	IAT (intake air temperature) low voltage
213	IAT (intake air temperature) higher than expected 1
214	IAT (intake air temperature) higher than expected 2
215	Oil pressure low
221	ECT/CHT (engine/cylinder head temp) high voltage
222	ECT/CHT (engine/cylinder head temp) low voltage
223	CHT higher than expected 1
224	CHT higher than expected 2
225	ECT higher than expected 1
226	ECT higher than expected 2
231	MAP (manifold absolute pressure) high pressure
232	MAP (manifold absolute pressure) low pressure
234	BP (barometric pressure) high pressure
235	BP (barometric pressure) low pressure
242	Crank sync noise
243	Never crank synced at start
244	Cam loss
245	Cam sync noise
246	Crank loss
253	Knock 1-2 sensor open 1
254	Knock 1-2 excessive signal 1

For further engine fault code troubleshooting and diagnostic information, refer to the *Ford DSG-423 EFI Service Manual* (EDI part number 1060040).

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Genie part number 119488

FORD DSG423 ECM FAULT CODE CHART

Code	Description
261	FP (fuel pressure) high voltage
262	FP (fuel pressure) low voltage
271	FT (fuel temperature) gasoline high voltage
272	FT (fuel temperature) gasoline low voltage
273	FT (fuel temperature) gaseous fuel high voltage
274	FT (fuel temperature) gaseous fuel low voltage
311	Injector loop open OR low-side short to ground 1
312	Injector coil shorted 1
313	Injector loop open OR low-side short to ground 2
314	Injector coil shorted 2
315	Injector loop open OR low-side short to ground 3
316	Injector coil shorted 3
321	Injector loop open OR low-side short to ground 4
322	Injector coil shorted 4
351	FPump motor loop open OR high-side shorted to ground
352	Fpump motor high-side shorted to power
353	EPR delivery pressure higher than expected
354	EPR delivery pressure lower than expected
355	EPR comm lost
359	Fuel run-out longer than expected
361	EPR voltage supply high
362	EPR voltage supply low
363	EPR internal actuator fault detection
364	EPR internal circuitry fault detection
365	EPR internal comm fault detection
411	Primary loop open OR low-side short to ground 1
412	Primary coil shorted 1
413	Primary loop open OR low-side short to ground 2
414	Primary coil shorted 2
415	Primary loop open OR low-side short to ground 3
416	Primary coil shorted 3
421	Primary loop open OR low-side short to ground 4
422	Primary coil shorted 4

Code	Description
531	TPS1 (throttle position sensor) high voltage
532	TPS1 (throttle position sensor) low voltage
533	TPS2 (throttle position sensor) high voltage
534	TPS2 (throttle position sensor) low voltage
535	TPS1 (throttle position sensor) higher than TPS2
536	TPS1 (throttle position sensor) lower than TPS2
537	Unable to reach higher TPS (throttle position sensor)
538	Unable to reach lower TPS (throttle position sensor)
539	TPS 1-2 simultaneous voltages
541	AUX analog PU1 high
542	AUX analog PU1 low
543	AUX analog PU2 high
544	AUX analog PU2 low
551	Max govern speed override
552	Fuel rev limit
553	Spark rev limit
611	COP failure
612	Invalid interrupt
613	A/D loss
614	RTI 1 loss
615	Flash checksum invalid

For further engine fault code troubleshooting and diagnostic information, refer to the *Ford DSG-423 EFI Service Manual* (EDI part number 1060040).

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Genie part number 119488

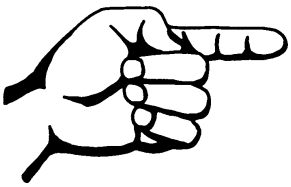
FORD DSG423 ECM FAULT CODE CHART

Code	Description
616	RAM failure
631	5VE1 low voltage
632	5VE1 high voltage
633	5VE2 high voltage
634	5VE2 low voltage
635	5VE1-5VE2 simultaneous out-of-range
641	Rx inactive
642	Rx noise
643	Invalid packet format
644	Shutdown request
646	CAN Tx failure
647	CAN Rx failure
648	CAN address conflict failure
655	RTI 2 loss
656	RTI 3 loss
711	Relay control ground short
712	Relay coil open
713	Relay coil short to power
714	Fpump relay control ground short
715	Fpump relay coil open
716	Fpump relay coil short to power
721	Start relay control ground short
722	Start relay coil open
723	Start relay coil short to power
731	PWM1-gauge1 open / ground short
732	PWM1-gauge1 short to power
733	PWM2-gauge2 open / ground short
734	PWM2-gauge2 short to power
735	PWM3-gauge3 open / ground short
736	PWM3-gauge3 short to power
741	PWM4 open / ground short
742	PWM4 short to power
743	PWM5 open / ground short

Code	Description
744	PWM5 short to power
761	MIL (malfunction indicator light) control ground short
762	MIL (malfunction indicator light) open
763	MIL (malfunction indicator light) control short to power
771	Tach output ground short
772	Tach output short to power
1629	J1939 TSC1 message receipt lost
1630	J1939 ETC message receipt lost

For further engine fault code troubleshooting and diagnostic information, refer to the *Ford DSG-423 EFI Service Manual* (EDI part number 1060040).

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Schematics

Observe and Obey:

- ☑ Troubleshooting and repair procedures shall be completed by a person trained and qualified on the repair of this machine.
- ☑ Immediately tag and remove from service a damaged or malfunctioning machine.
- ☑ Repair any machine damage or malfunction before operating the machine.

Before Troubleshooting:

- ☑ Read, understand and obey the safety rules and operating instructions in the appropriate operator's manual on your machine.
- ☑ Be sure that all necessary tools and test equipment are available and ready for use.

About This Section

There are two groups of schematics in this section. An illustration legend precedes each group of drawings.

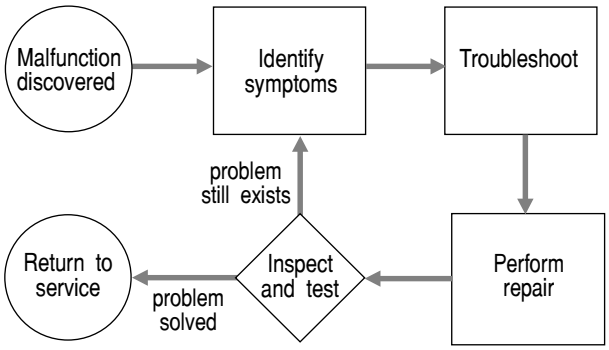
Electrical Schematics

⚠WARNING Electrocution/burn hazard. Contact with electrically charged circuits could result in death or serious injury. Remove all rings, watches and other jewelry.

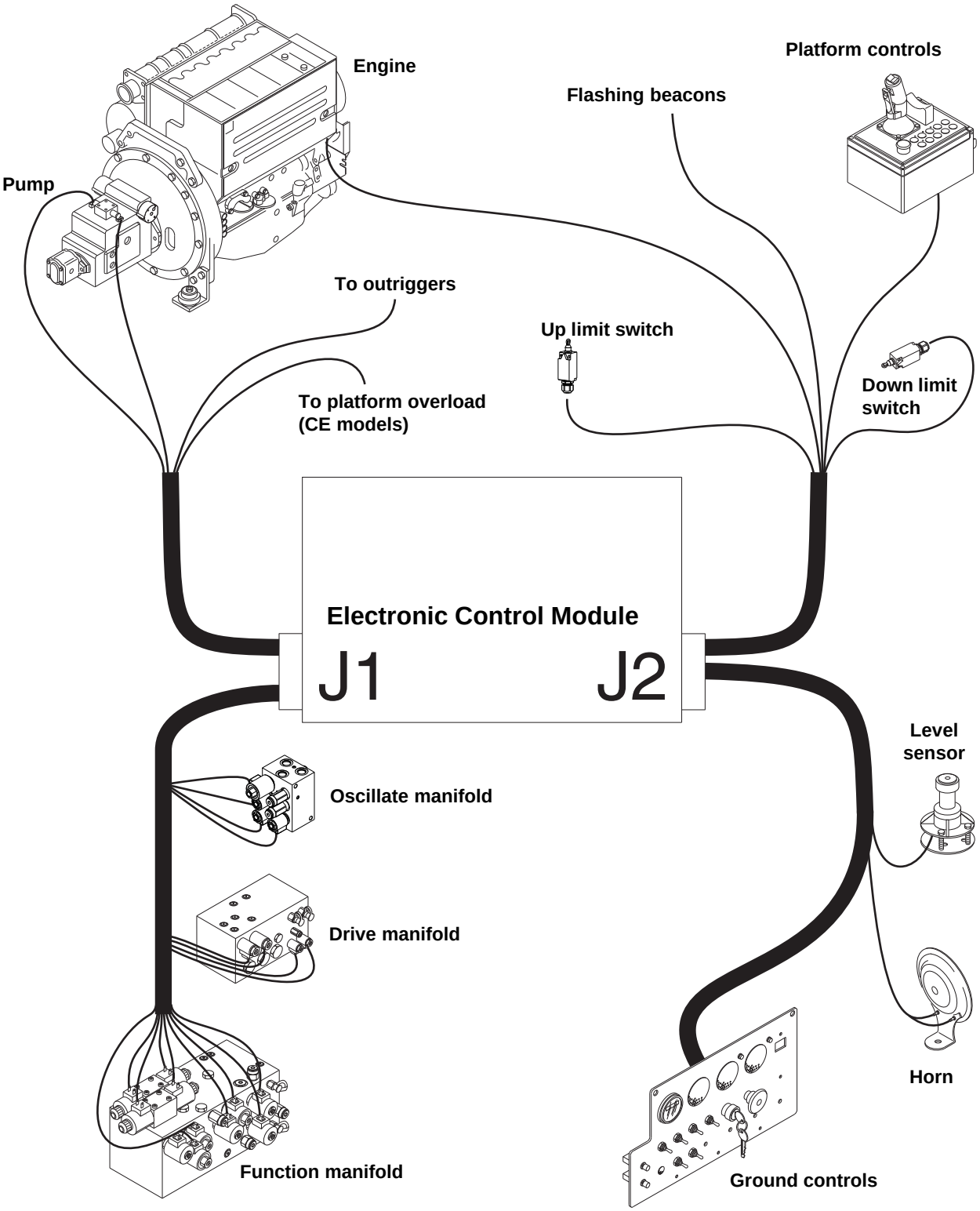
Hydraulic Schematics

⚠WARNING Bodily injury hazard. Spraying hydraulic oil can penetrate and burn skin. Loosen hydraulic connections very slowly to allow the oil pressure to dissipate gradually. Do not allow oil to squirt or spray.

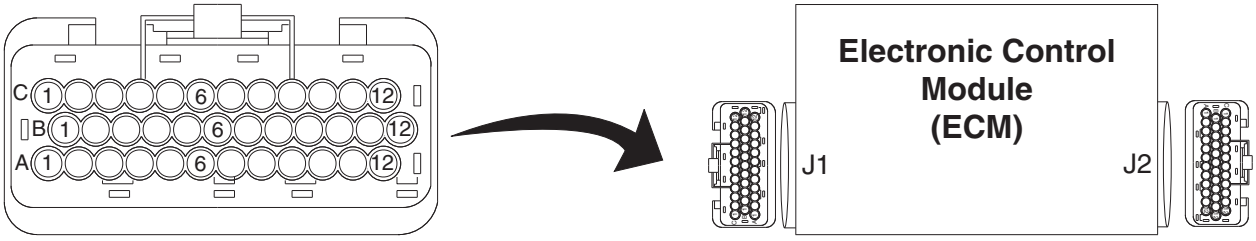
General Repair Process



Electronic Control Module Layout



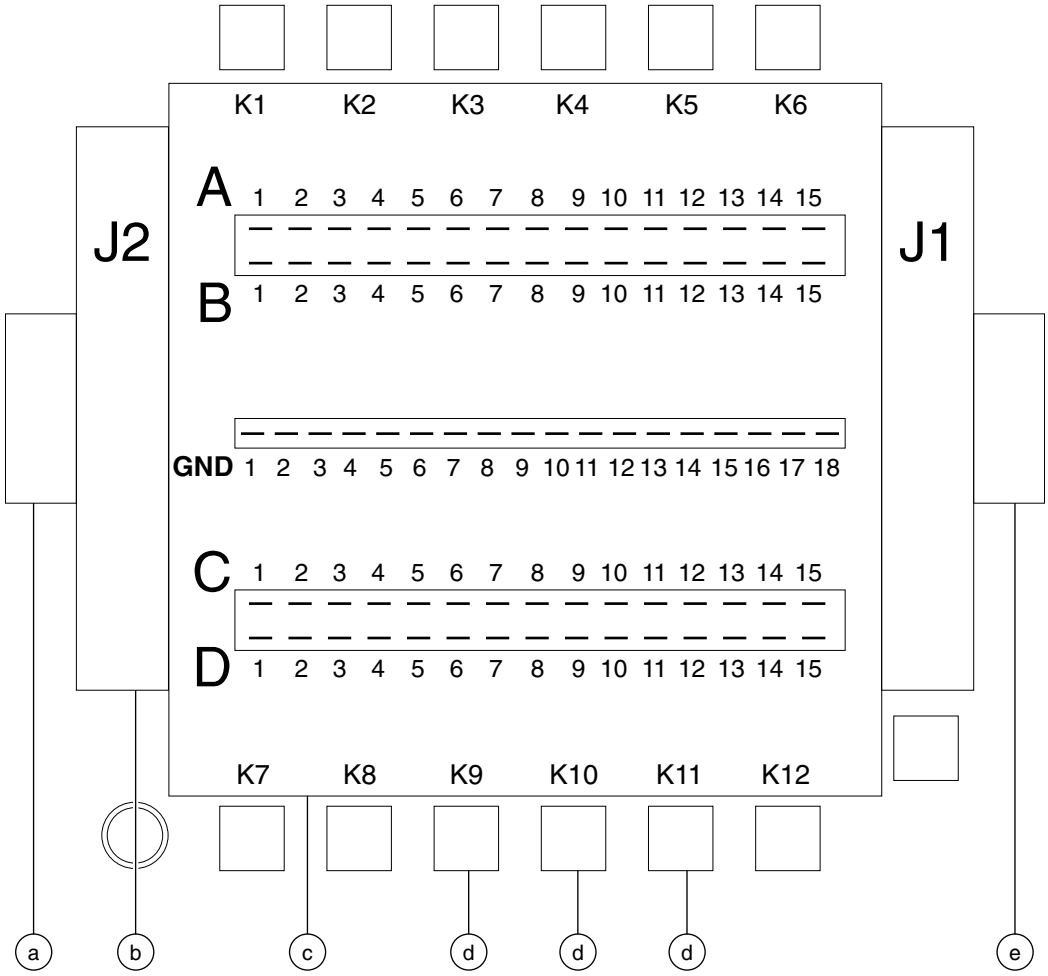
Electronic Control Module Pin-Out Legend



J1 Connector	
Pin	Description
A1	Right Turn Coil Y3 (output)
A2	Left Turn Coil Y4 (output)
A3	Up Coil Y8 (output)
A4	Brake Coil Y2 / Osc. Raised / CR85 #86 (output)
A5	Plug
A6	Plug
A7	Plug
A8	Plug
A9	Down Coil Y7 (output)
A10	2 Speed Coil (output)
A11	Plug
A12	Plug
B1	Generator Coil Y29 (output)
B2	Reverse Coil / EDC Y51 (output)
B3	Forward Coil / EDC Y51 (output)
B4	Proportional Coil Y9 (+) (output)
B5	Right Front Outrigger Coil Y36 (output)
B6	Outrigger Extend Coil Y40 (output)
B7	Outrigger Retract Coil Y39 (output)
B8	Plug
B9	Left Front Outrigger Coil Y35 (output)
B10	Left Rear Outrigger Coil Y33 (output)
B11	Right Rear Outrigger Coil Y34 (output)
B12	LPG Select Coil Y50 (output)
C1	Plug
C2	Platform Overload (input)
C3	Right Front Outrigger Limit Switch LS13 (input)
C4	Right Rear Outrigger Limit Switch LS15 (input)
C5	Left Front Outrigger Limit Switch LS12 (input)
C6	Left Rear Outrigger Limit Switch LS14 (input)
C7	Alternator (input)
C8	Engine Oil Pressure SW2 (input)
C9	Engine Water Temp SW1 / Engine Oil Temp SW3 (Input)
C10	Plug
C11	Plug
C12	Plug

J2 Connector	
Pin	Description
A1	Up Limit Switch LS5 (input)
A2	Down Limit Switch LS6 (input)
A3	Aux Down Power (input)
A4	Aux Down Relay CR23 Terminal 86 (output)
A5	Key Switch Terminal 3 (input)
A6	Level Sensor S7 (white) (input)
A7	Plug
A8	Plug
A9	Plug
A10	Platform Controls (ground) (input)
A11	Platform Controls (data +) (input)
A12	Platform Controls (data -) (input)
B1	Level Sensor S8 (blue) (input)
B2	Level Sensor S8 (black) (input)
B3	Level Sensor S8 (yellow) (input)
B4	Plug
B5	Plug
B6	Plug
B7	Engine Start Relay CR1 Terminal 86 (output)
B8	Ignition Relay CR8 Terminal 86 (output)
B9	Engine High Idle (output)
B10	Level Sensor S7/S8 (red) (output)
B11	Horn Relay Cr5 Terminal 86 (output)
B12	Alarm (output)
C1	System Power (input)
C2	System Power (input)
C3	System Power (input)
C4	Engine Starting Aid (output)
C5	Oscillate Stowed Relay CR84 Terminal 86 (output)
C6	Plug
C7	Ground (output)
C8	Plug
C9	Plug
C10	Aux Down Relay Cr23 Terminal 87 (output)
C11	Flashing Beacons Fs1 (output)
C12	ECM Power (input)

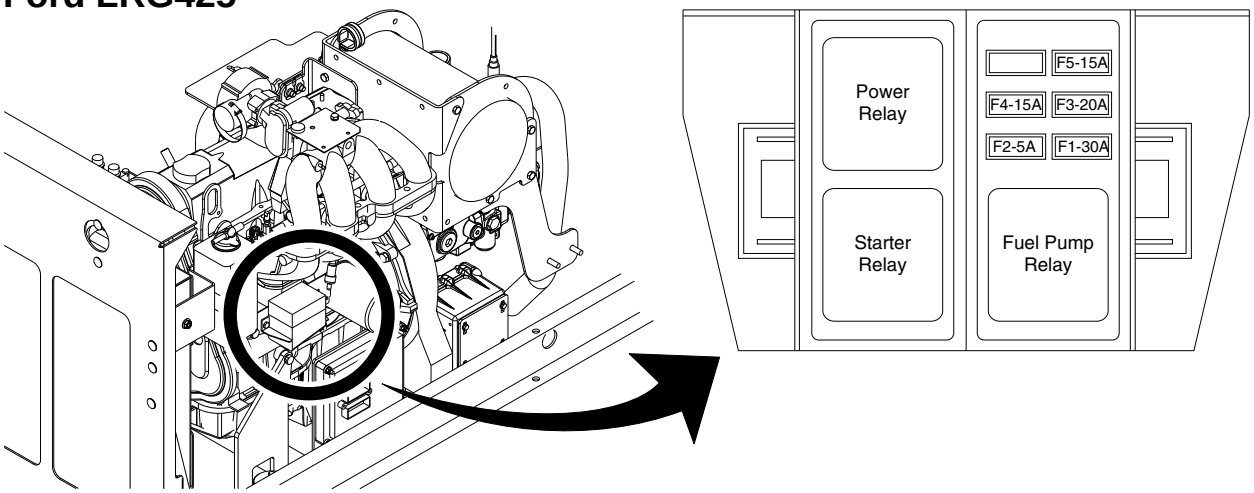
Ground Controls Wiring Panel Layout



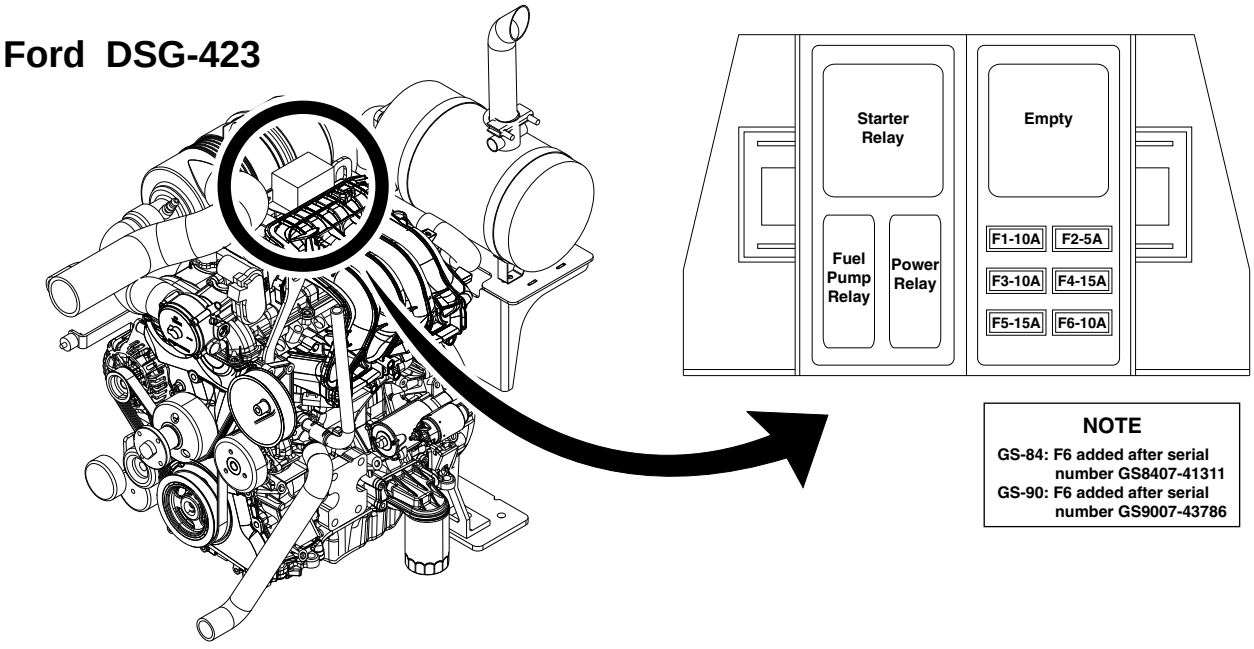
a ECM connector J2
b ECM
c wiring panel
d relay
e ECM connector J1

Ford Engine Relay Layout

Ford LRG425



Ford DSG-423

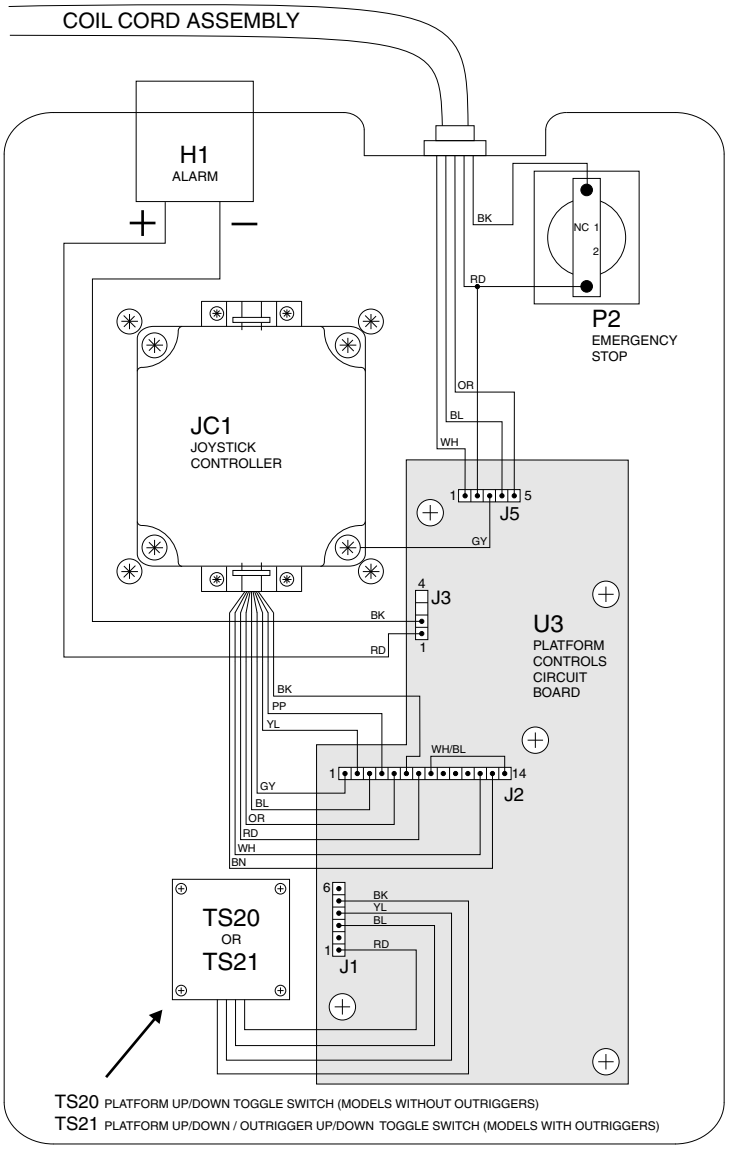


NOTE

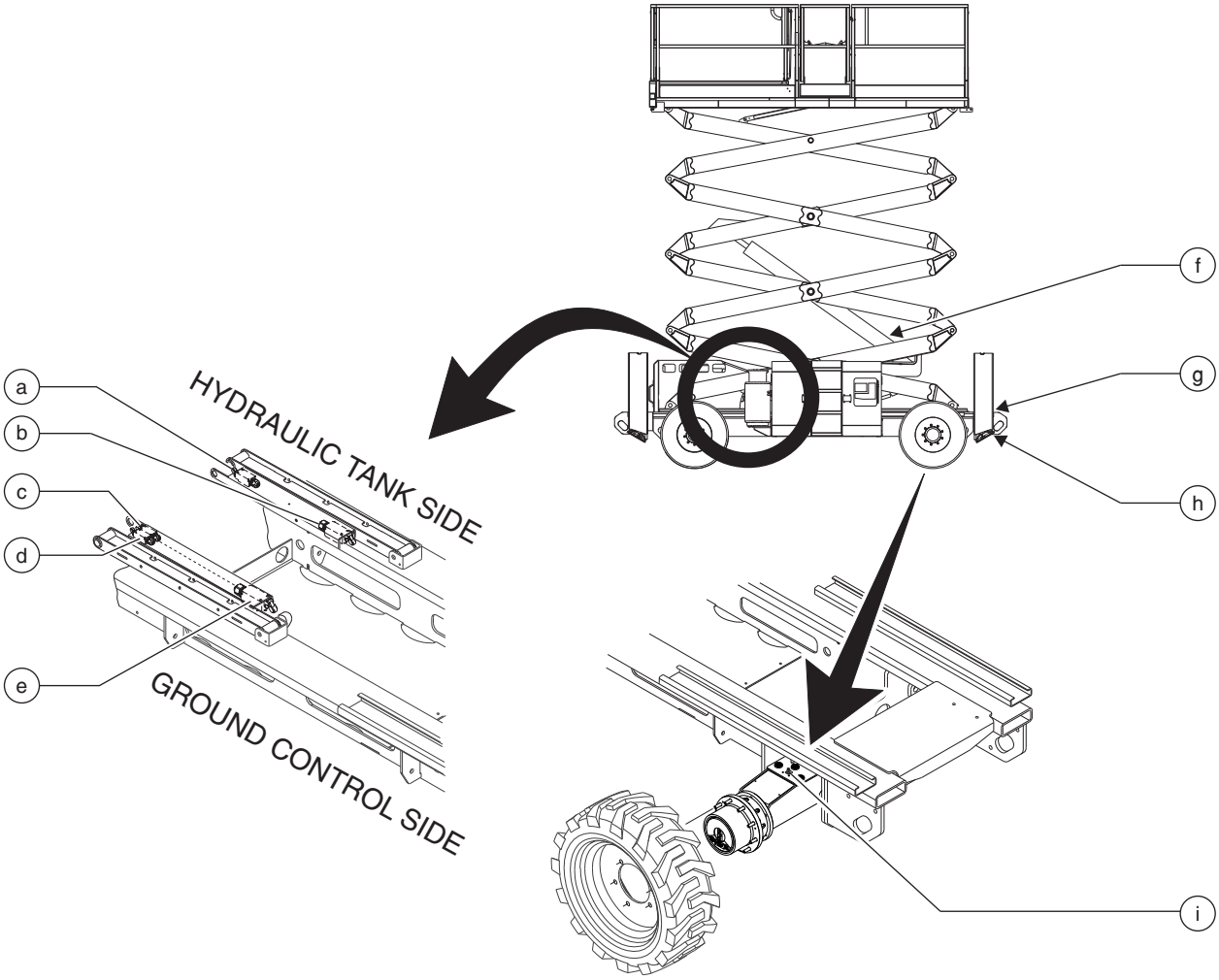
GS-84: F6 added after serial number GS8407-41311
GS-90: F6 added after serial number GS9007-43786

Note:
For detailed wire color information, refer to the Ford engine wiring harness diagrams.

Wiring Diagram - Platform Control Box



Limit Switch Legend



a up limit switch LS5
(GS-5390 models)
(hydraulic tank side)

b up limit switch LS5A
(GS-5390 models)
(hydraulic tank side)

c down limit switch LS6
(ground controls side)

d load sense delay LS25
(CE models)
(ground controls side)

e maximum height LS24
(CE models)
(ground controls side)

f dual pressure switch LS26
(GS-5390 CE models)

g outrigger deployed
(all models)
- left front LS12
- right front LS13
- left rear LS14
- right rear LS15

h outrigger deployed
(GS-5390 CE models) (lower)
- left front LS12A
- right front LS13A
- left rear LS14A
- right rear LS15A

i oscillate axle (GS-90 models)
- left axle LS23
- right axle LS22

(located inside axle)

Electrical Schematics Abbreviation and Wire Color Legends

Code	Description
B1	Battery
BN	Button
	BN1 Engine stop
	BN2 Engine start
	BN3 Starting aid
	BN4 High idle
	BN5 Horn
	BN6 High torque
	BN7 Generator
	BN9 Platform up
	BN14 LPG select
	BN15 Horn/left rear outrigger
	BN16 Outrigger function enable
	BN17 High torque/left front outrigger
	BN20 Autolevel
	BN23 Auxiliary down
	BN24 Right rear outrigger
	BN85 Left front outrigger
	BN86 Right front outrigger
	BN87 Left rear outrigger
	BN91 Auxiliary down enable
C5	Capacitor, 4700 uF
CB	Circuit breaker
	CB2 System power, 20A
	CB7 Oil cooler, 20A
	CB8 Engine high idle, 25A
CR	Control relay
	CR1 Engine start
	CR1A Power to starter
	CR4 High idle
	CR5 Horn
	CR8 Ignition
	CR15 Starting aid
	CR17 Oil cooler
	CR23 Auxiliary down
	CR41 Control system
	CR42 Power
	CR58 Forward/reverse
	CR77 Down enable
	CR82 Lift enable
	CR84 Oscillate stowed
	CR85 Oscillate raised
D	Power supply
	D1 Alternator
	D7 Voltage regulator

Code	Description
FB1	Flashing Beacons
FL1	Fusible link, battery to alternator
G	Gauge
	G1 Volt meter
	G6 Hour meter
	G8 Diagnostic display
GND	Ground
H	Horn or alarm
	H1 Alarm
	H2 Automotive-style horn
	H5 Alarm
JC1	Joystick controller
KS1	Key switch
L	LED or light
	L2 Check engine
	L50 System status
LS	Limit switch
	LS5 Platform up (5390 only)
	LS6 Platform down
	LS12 Left front outrigger
	LS13 Right front outrigger
	LS14 Left rear outrigger
	LS15 Right rear outrigger
	LS22 Right oscillate
	LS23 Left oscillate
	LS24 Maximum height
	LS25 Load sense delay
	LS26 Dual pressure switch (5390)
M	Motor
	M1 Cooling fan
	M2 Auxiliary pump
	M3 Engine starter
	M4 Fuel pump
N.C.	Normally closed
N.O.	Normally open
P	Power switch
	P1 Emergency stop button (ground)
	P2 Emergency stop button (platform)
PS2	Platform overload pressure switch
Q	Solenoid
	Q3 High idle
	Q8 Fuel shut off

Code	Description
QD	Quick disconnect
	QD3 Control cable to ground
	QD4 Control cable to platform
R6	Resistor, 510 ohm
S	Sensor
	S5 Platform overload pressure switch (option)
	S7 Level sensor (models without outriggers)
	S8 Level sensor (models with outriggers)
SW	Switch
	SW1 Engine coolant temperature
	SW2 Engine oil pressure
	SW3 Engine oil temperature
	SW4 Hydraulic oil temperature
	SW5 Function enable
	SW6 Steer left/right
U	Electronic component
	U3 Platform controls circuit board
	U5 Electronic control module
	U32 Glow plug (option)
Y	Valve coil
	Y1 Parallel
	Y2 Brake release
	Y3 Steer right
	Y4 Steer left
	Y7 Platform down
	Y8 Platform up
	Y9 Proportional control
	Y29 Generator on (option)
	Y33 Left rear outrigger
	Y34 Right rear outrigger
	Y35 Left front outrigger
	Y36 Right front outrigger
	Y39 Outrigger retract
	Y40 Outrigger extend
	Y50 LPG
	Y51 Electronic displacement control
	Y54 Oscillate float
	Y55 Oscillate enable
	Y56 Left oscillate
	Y57 Right oscillate

Wire Color Legend - GS-84 & GS-90

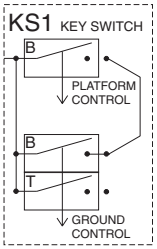
BL	BLUE	GY	GREY	RD	RED
BK	BLACK	OR	ORANGE	WH	WHITE
BR	BROWN	PP	PURPLE	YL	YELLOW

Wire Color Legend - Ford Engine

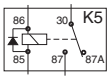
BL	BLUE	GY	GREY	P	PURPLE
BK	BLACK	LB	LIGHT BLUE	R	RED
BR	BROWN	LG	LIGHT GREEN	T	TAN
DB	DARK BLUE	N	NATURAL	W	WHITE
DG	DARK GREEN	O	ORANGE	Y	YELLOW
GN	GREEN	PK	PINK		

1. Wires in the LRG425 engine schematic are labeled with Ford circuit number, color and wire gauge
2. Wires in the DSG423 engine schematic are labeled with color and wire gauge.
3. Internal splices are not shown.

Electrical Symbols Legend



Key switch



Relay



Alternator



Spark plug



Diode



12V DC Battery



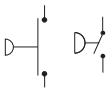
Circuit breaker



Hour meter



Horn



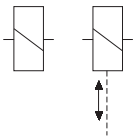
Pressure switch



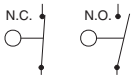
Temperature switch



Resistor



Solenoid



Limit switch



Fuse or Fusible link



Emergency Stop button



Flashing beacon



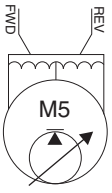
Solenoid valve



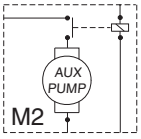
LED



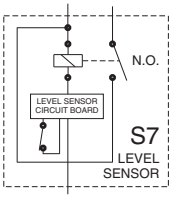
Toggle switch



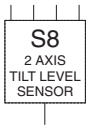
Drive pump EDC



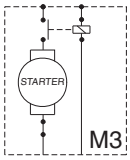
Auxiliary pump



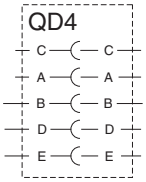
Level sensor
(models without outriggers)



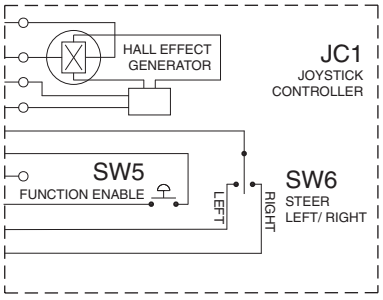
Level sensor
(models with outriggers)



Engine starter



Quick disconnect



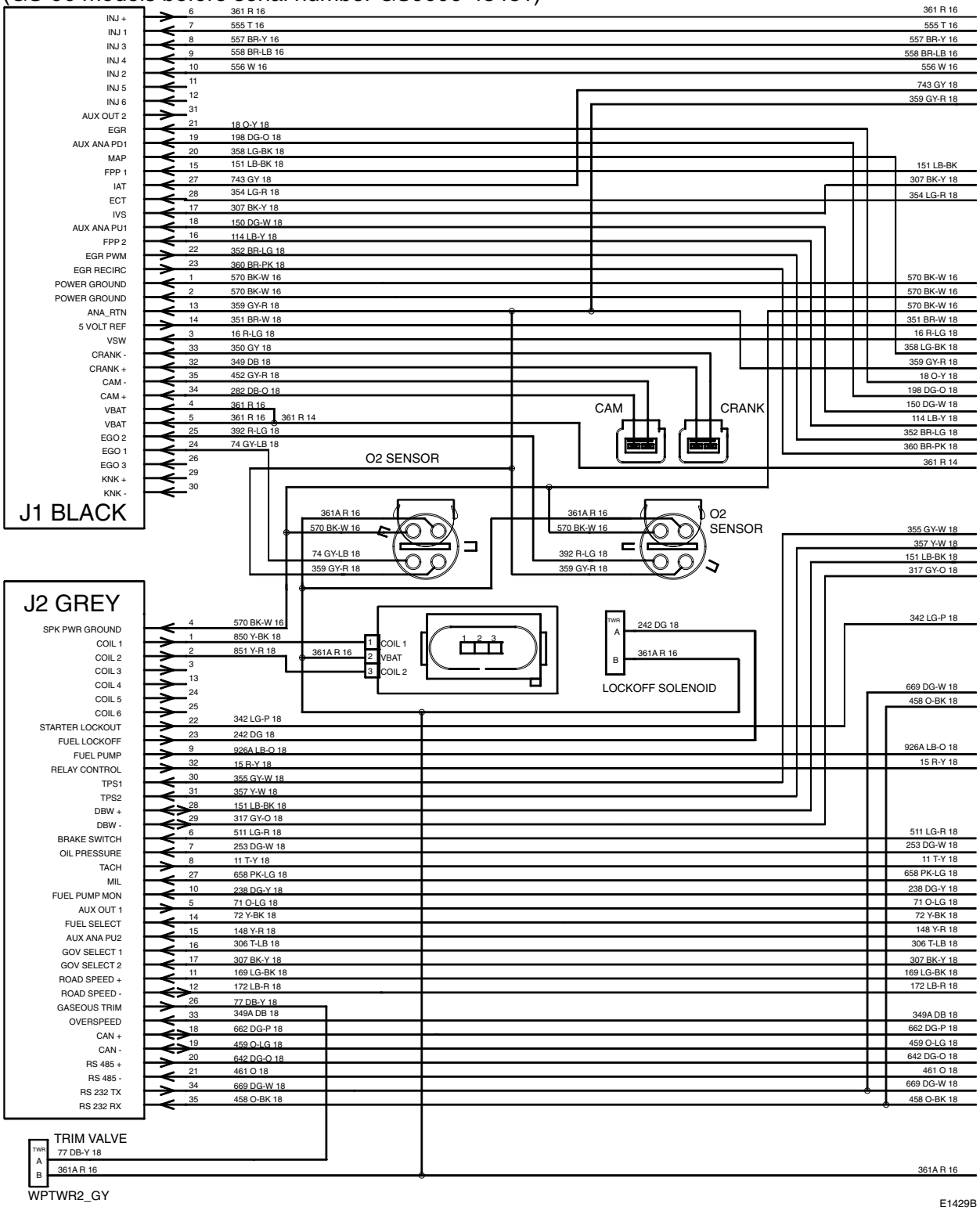
Joystick

Wiring Harness - Ford LRG-425 EFI

Part 1 of 2

(GS-84 models before serial number GS8406-41197)

(GS-90 models before serial number GS9006-43481)

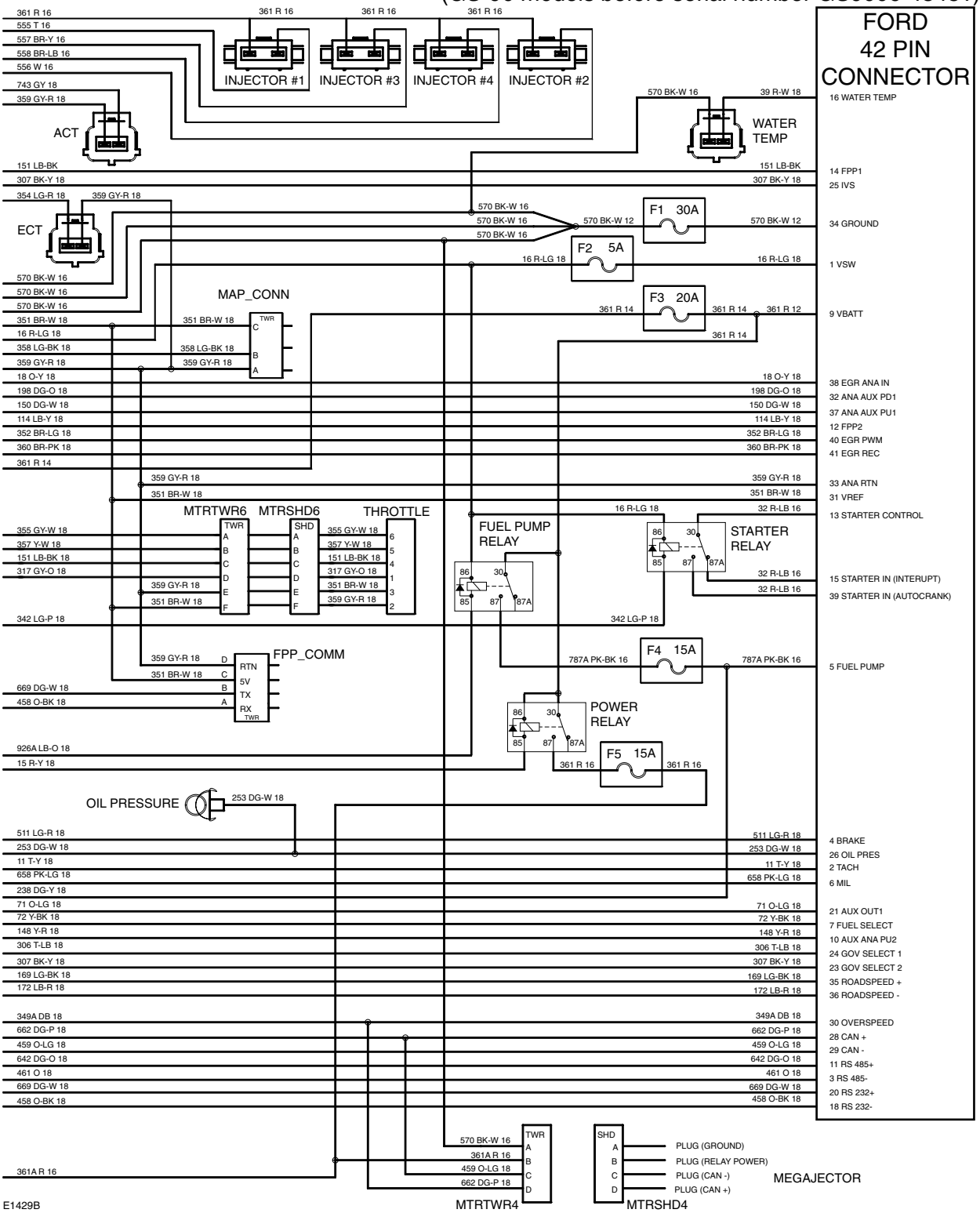


Wiring Harness - Ford LRG-425 EFI

Part 2 of 2

(GS-84 models before serial number GS8406-41197)

(GS-90 models before serial number GS9006-43481)

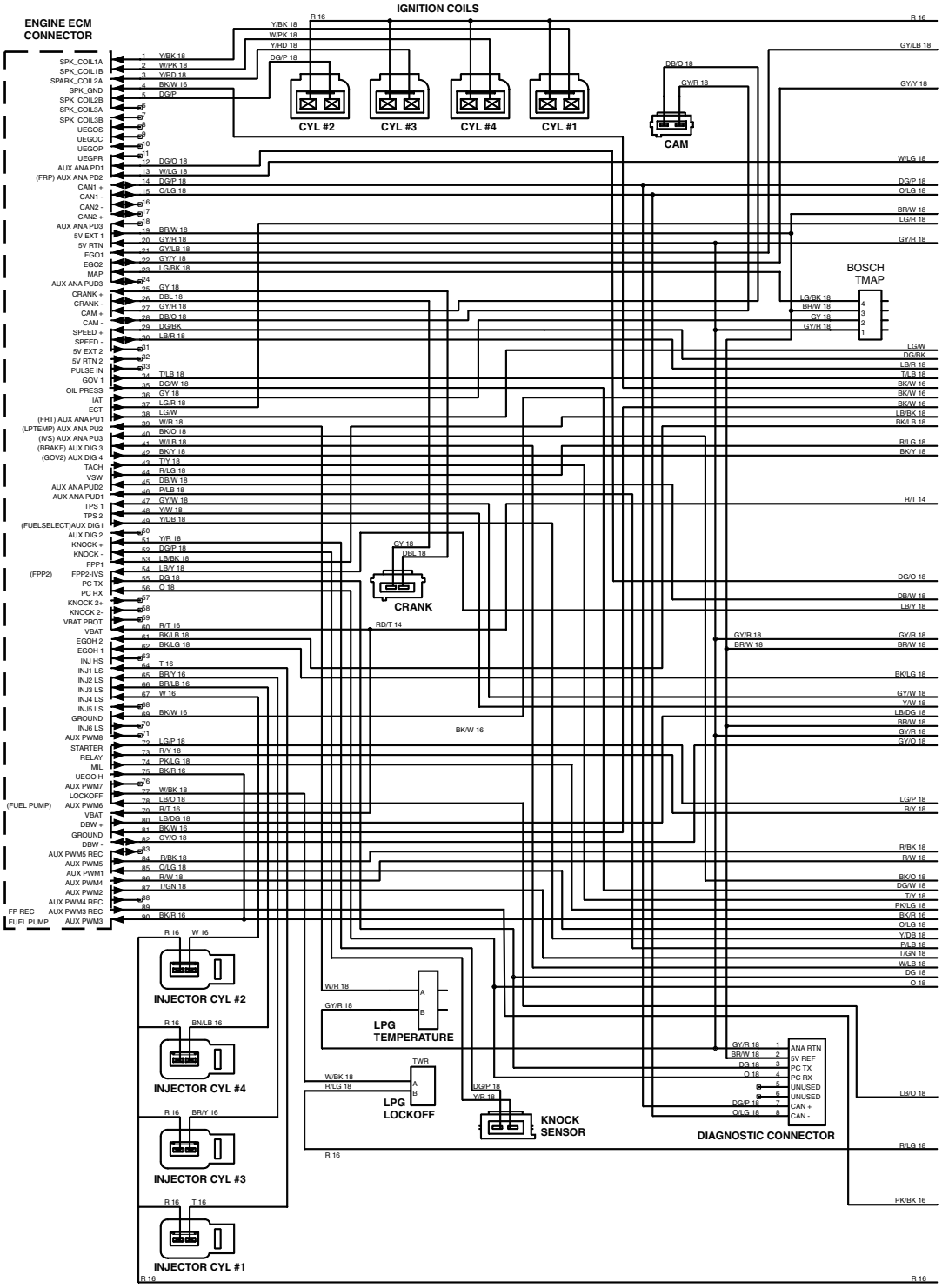


Wiring Harness - Ford DSG-423 EFI

Part 1 of 2

(GS-84 models from serial number GS8406-41197 to GS8407-41311)

(GS-90 models from serial number GS9006-43481 to GS9007-43786)

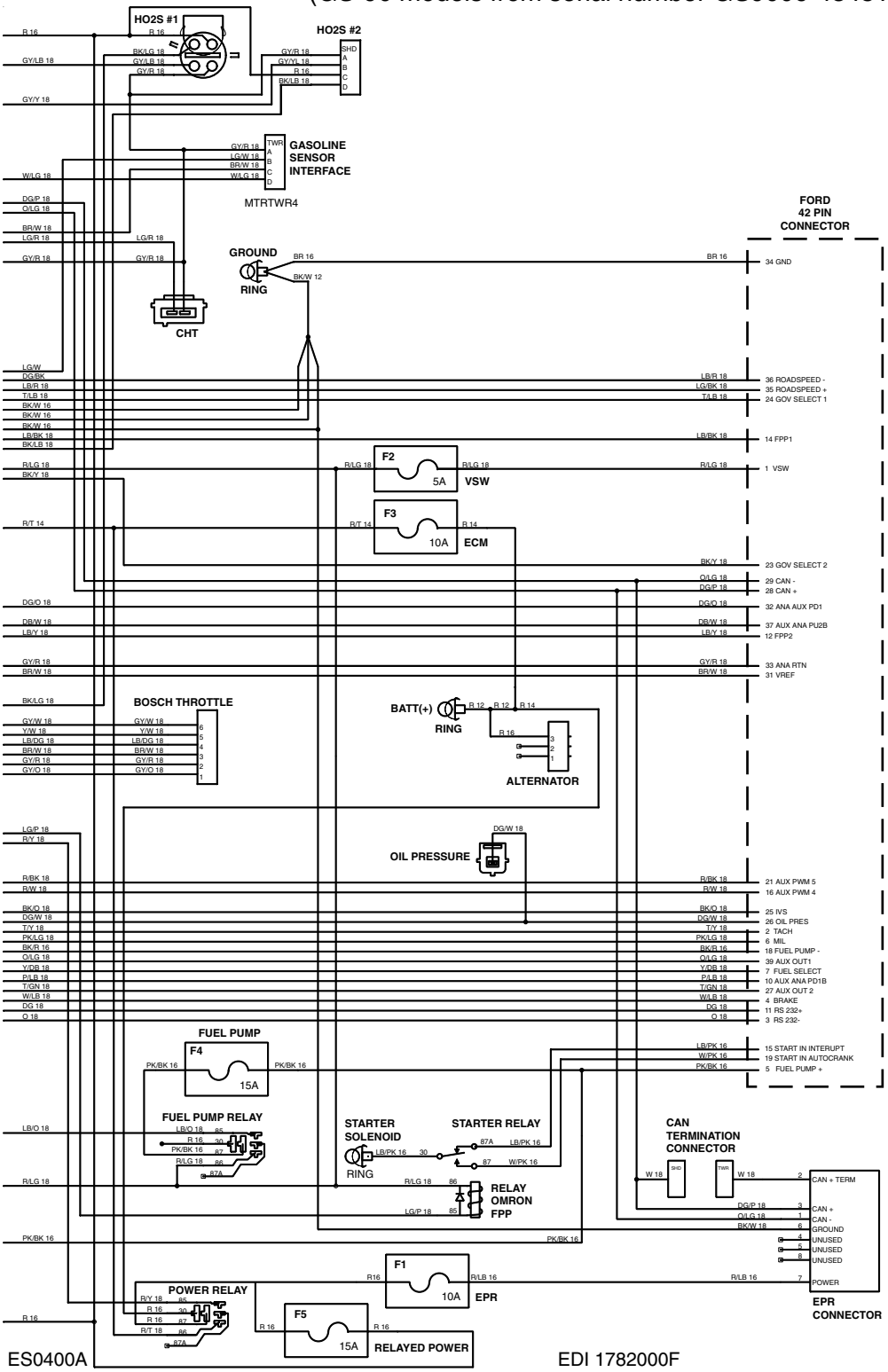


EDI 1782000F ES0400A

Wiring Harness - Ford DSG-423 EFI

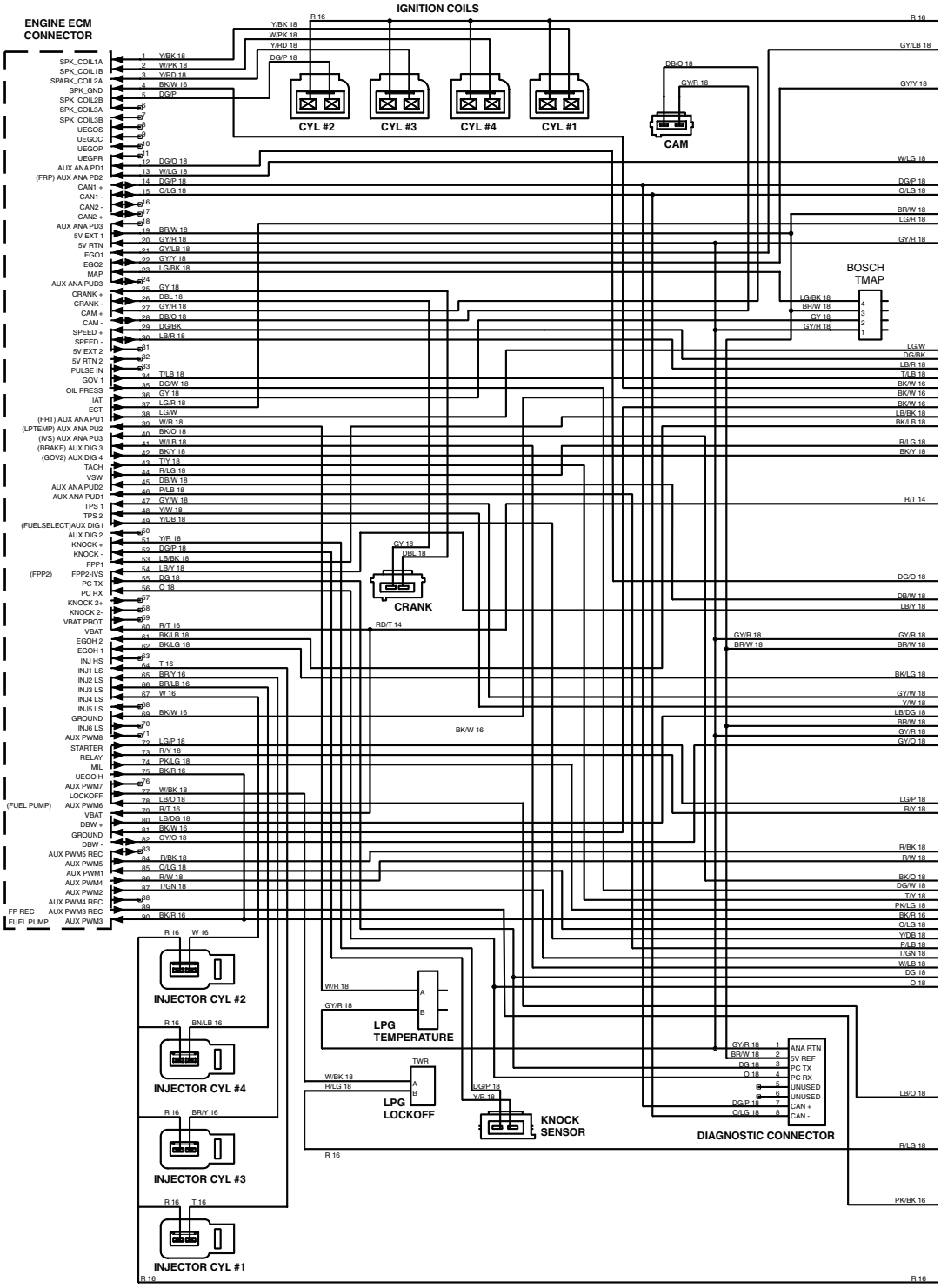
Part 2 of 2

(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)



Wiring Harness - Ford DSG-423 EFI

Part 1 of 2
(GS-84 models after serial number GS8407-41311)
(GS-90 models after serial number GS9007-43786)



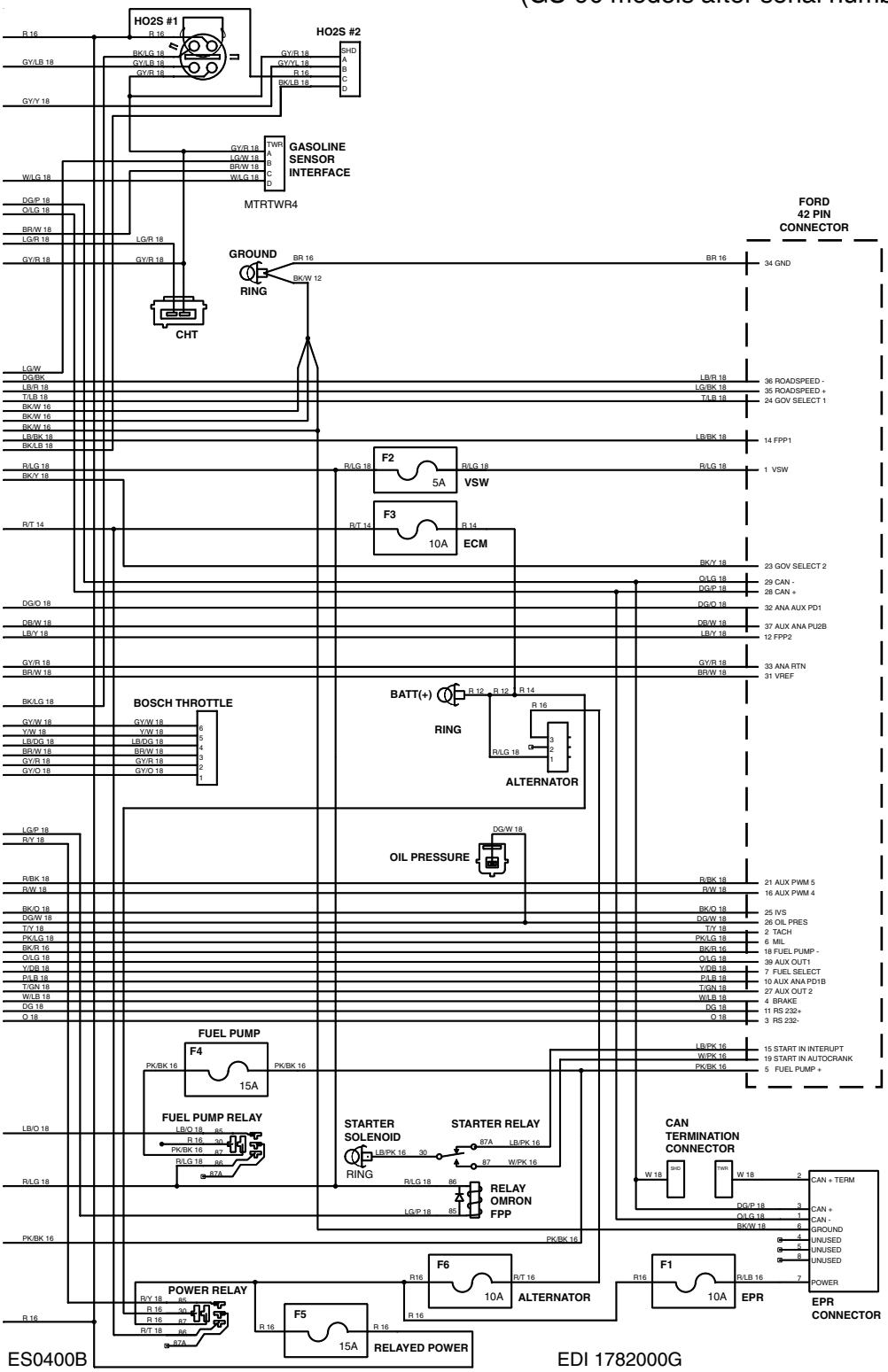
EDI 1782000G ES0400B

Wiring Harness - Ford DSG-423 EFI

Part 2 of 2

(GS-84 models after serial number GS8407-41311)

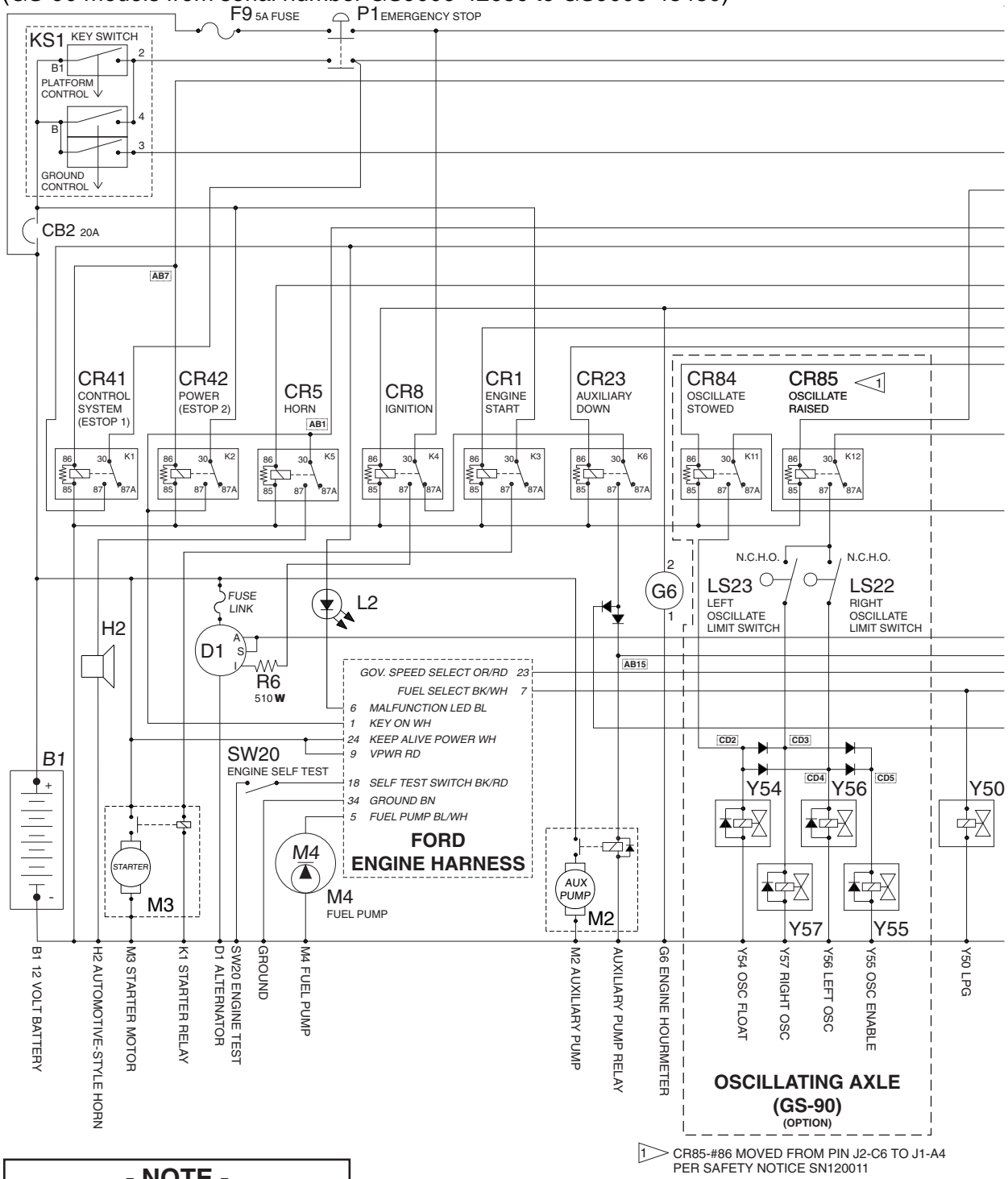
(GS-90 models after serial number GS9007-43786)



ES0400B EDI 1782000G

Electrical Schematic

ANSI Models with Ford Power - Part 1 of 3
(GS-84 models from serial number GS8406-40833 to GS8406-41196)
(GS-90 models from serial number GS9006-42686 to GS9006-43480)

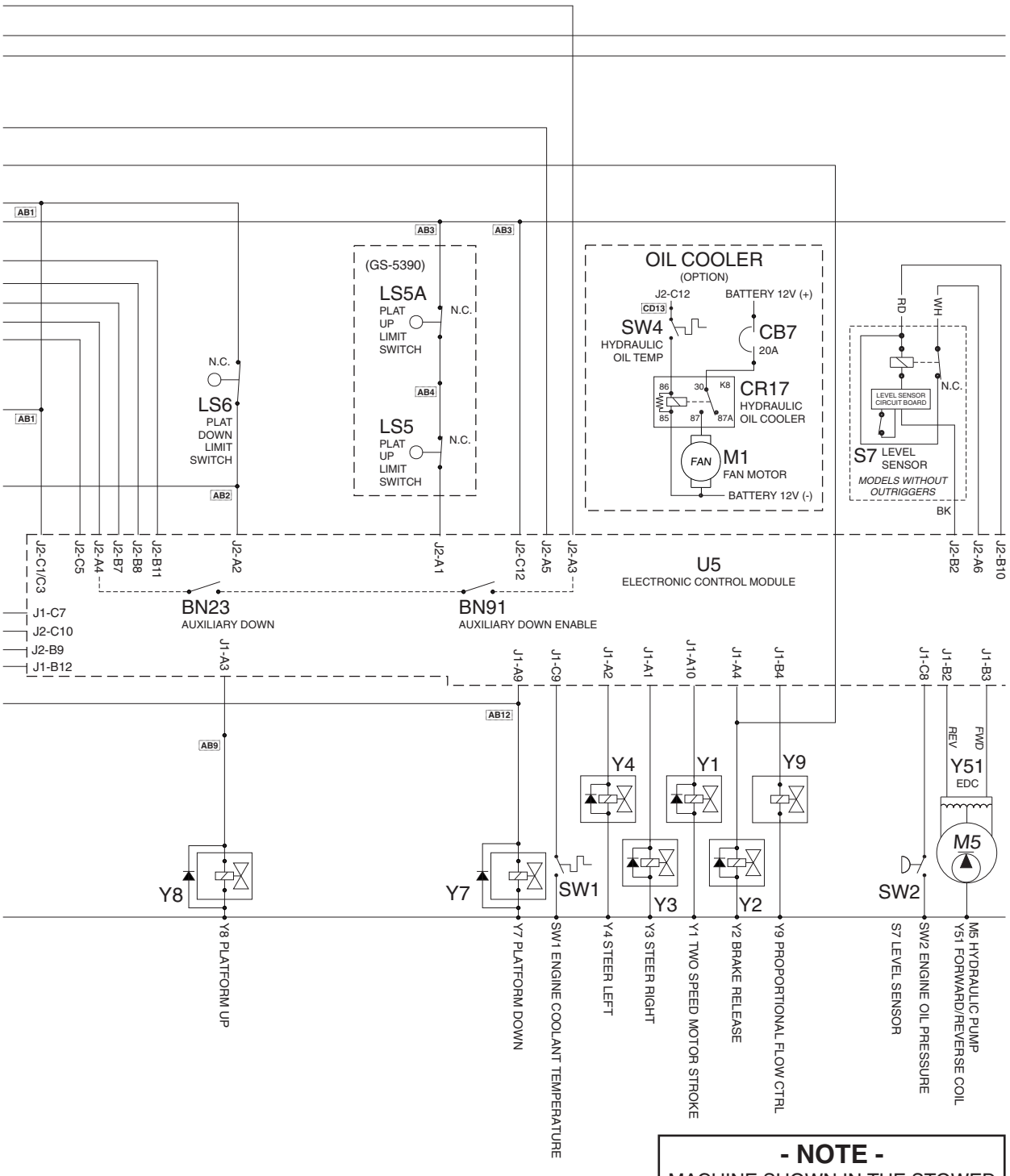


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7163F

Electrical Schematic

ANSI Models with Ford Power - Part 2 of 3
(GS-84 models from serial number GS8406-40833 to GS8406-41196)
(GS-90 models from serial number GS9006-42686 to GS9006-43480)

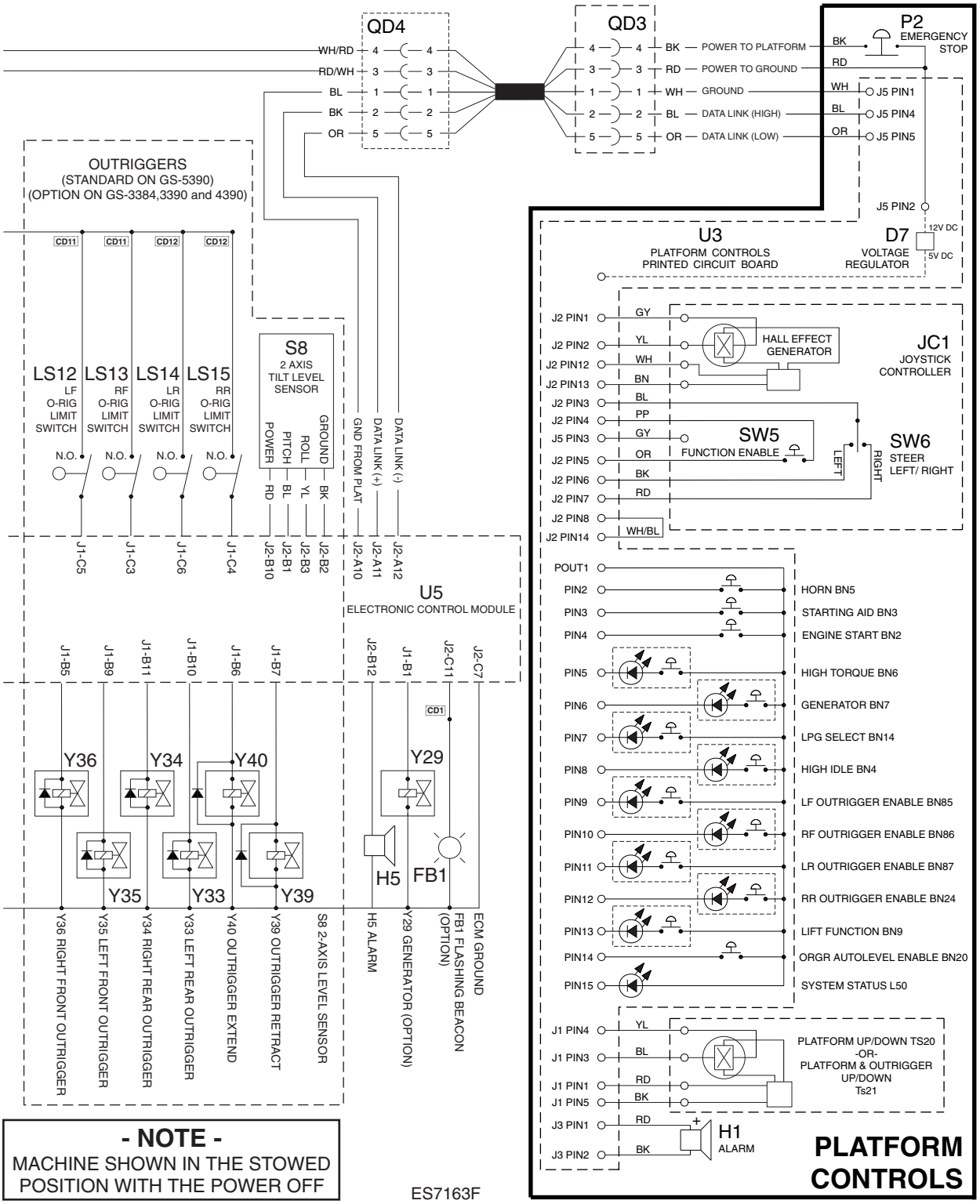


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7163F

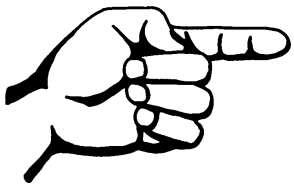
Electrical Schematic

ANSI Models with Ford Power - Part 3 of 3
(GS-84 models from serial number GS8406-40833 to GS8406-41196)
(GS-90 models from serial number GS9006-42686 to GS9006-43480)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

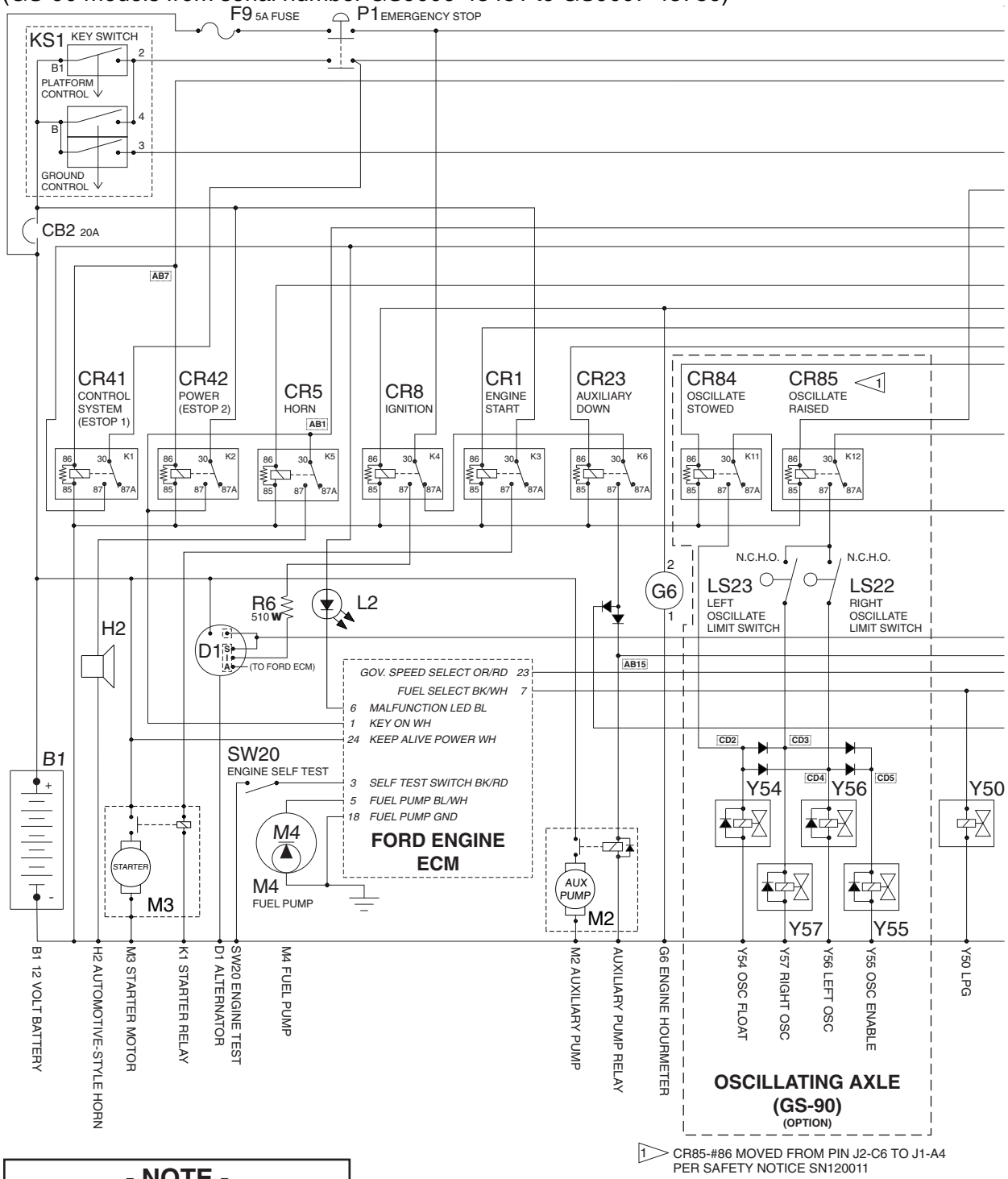
ES7163F



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Electrical Schematic

ANSI Models with Ford Power - Part 1 of 3
(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)

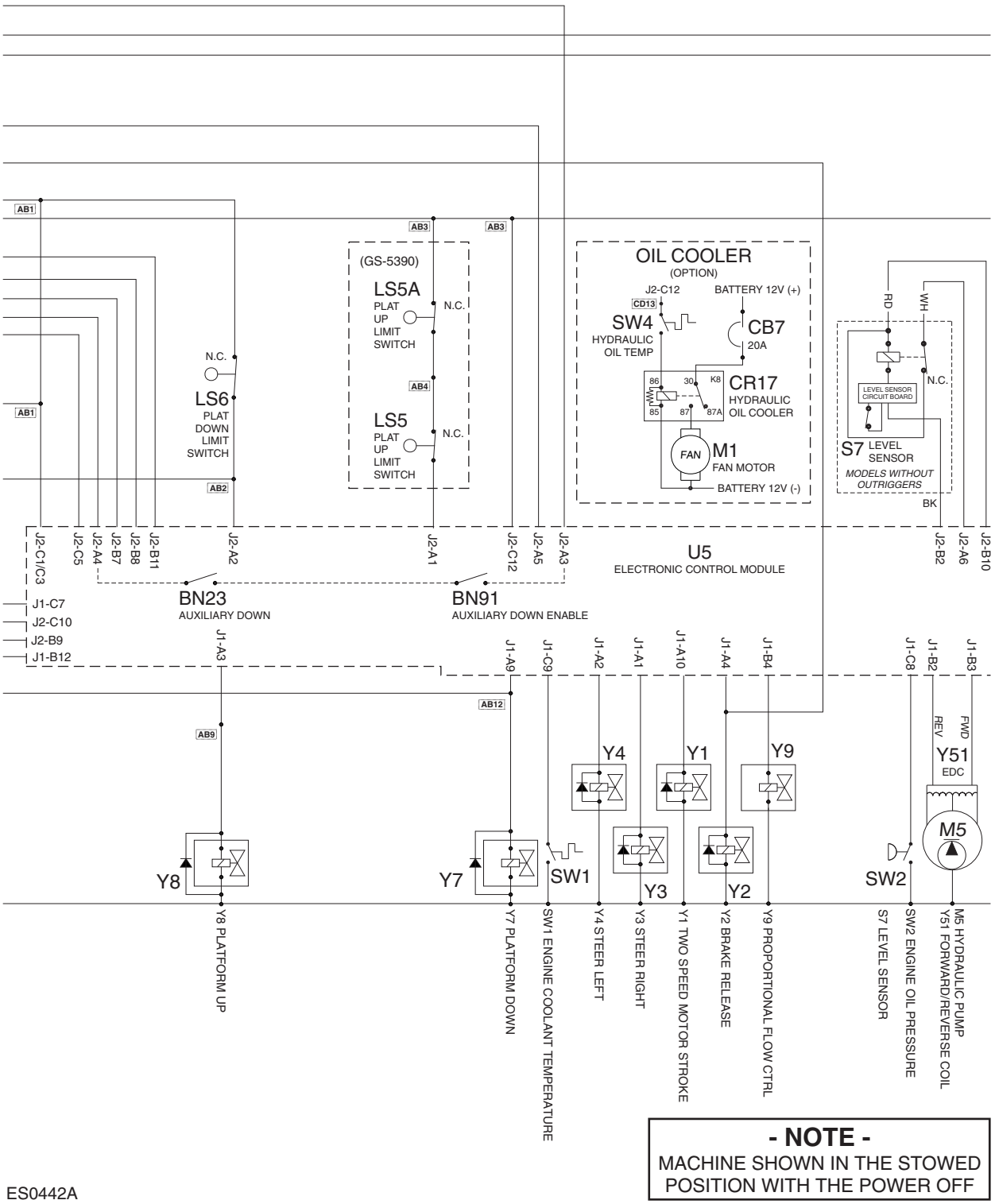


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0442A

Electrical Schematic

ANSI Models with Ford Power - Part 2 of 3
(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)

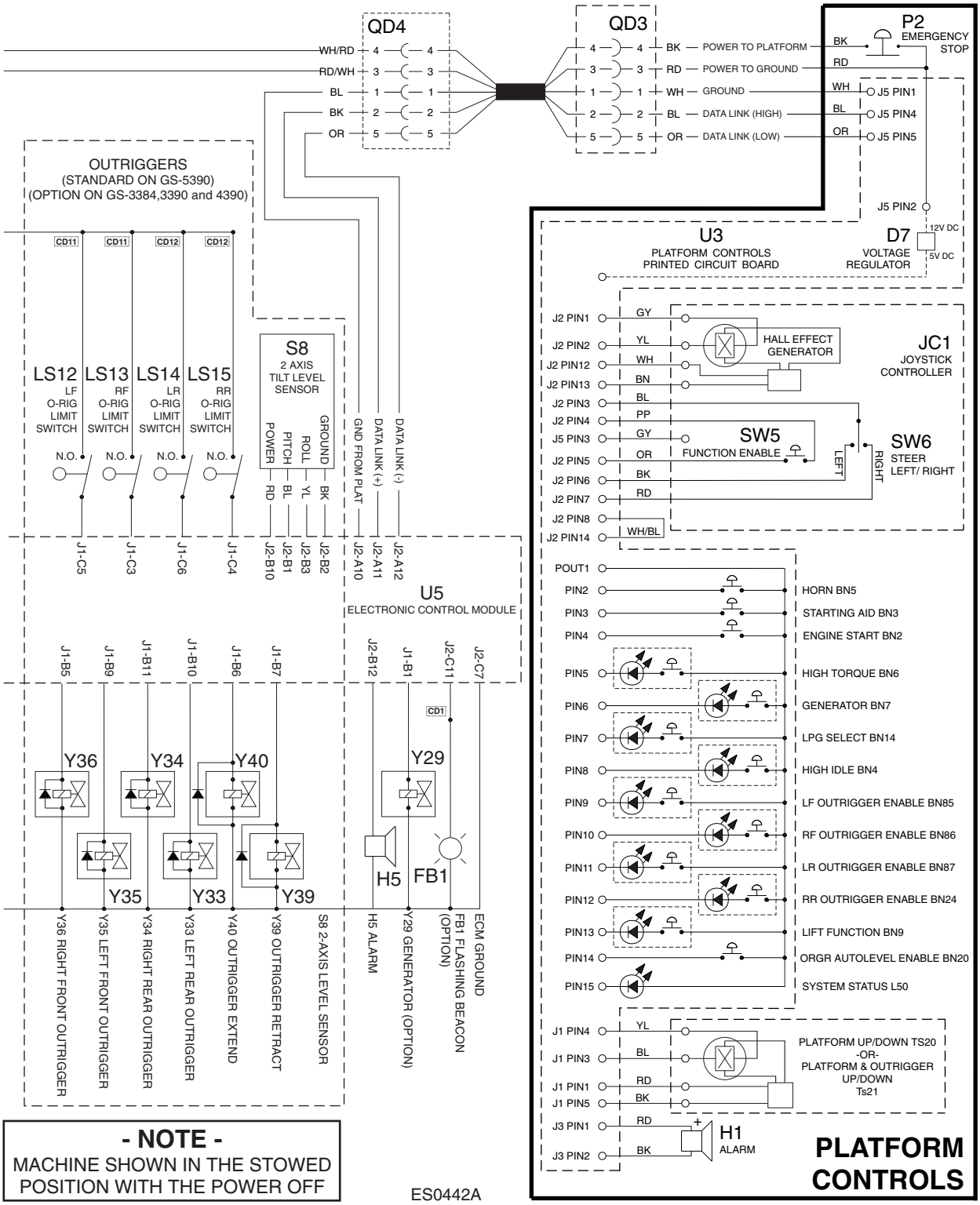


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0442A

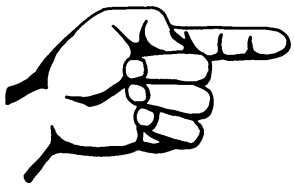
Electrical Schematic

ANSI Models with Ford Power - Part 3 of 3
(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

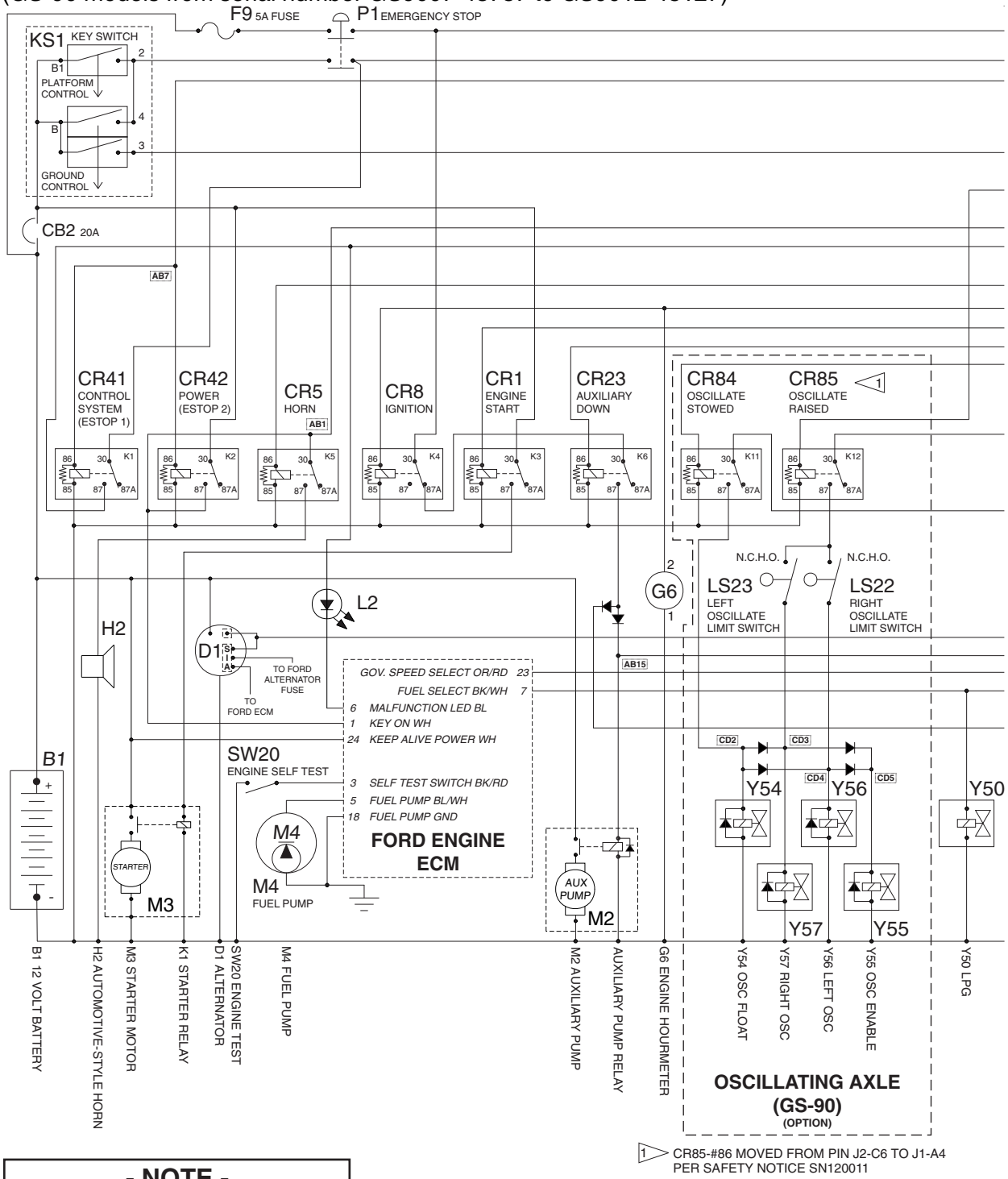
ES0442A



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Electrical Schematic

ANSI Models with Ford Power - Part 1 of 3
(GS-84 models after serial number GS8407-41311)
(GS-90 models from serial number GS9007-43787 to GS9012-48127)

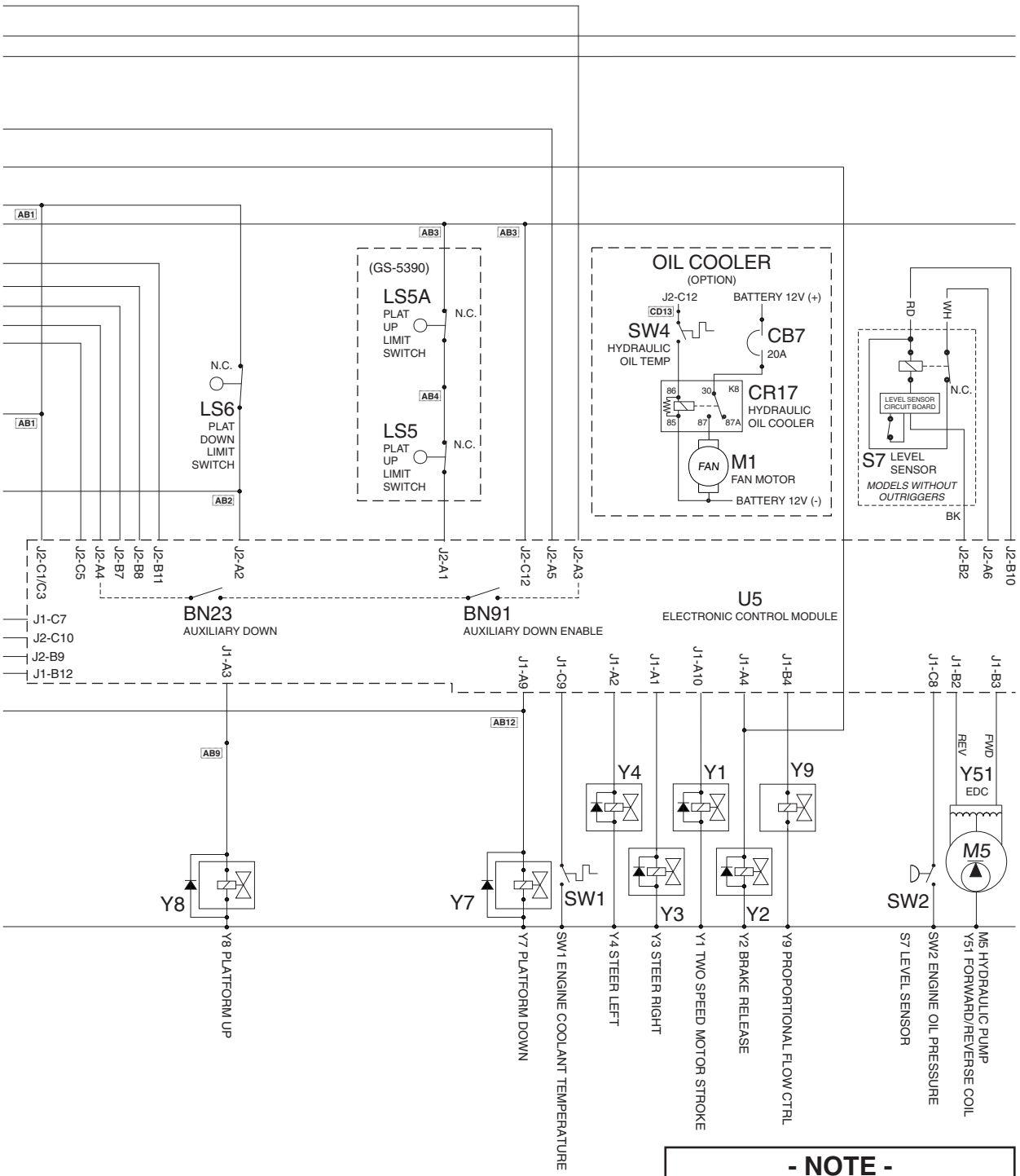


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0442B

Electrical Schematic

ANSI Models with Ford Power - Part 2 of 3
(GS-84 models after serial number GS8407-41311)
(GS-90 models from serial number GS9007-43787 to GS9012-48127)

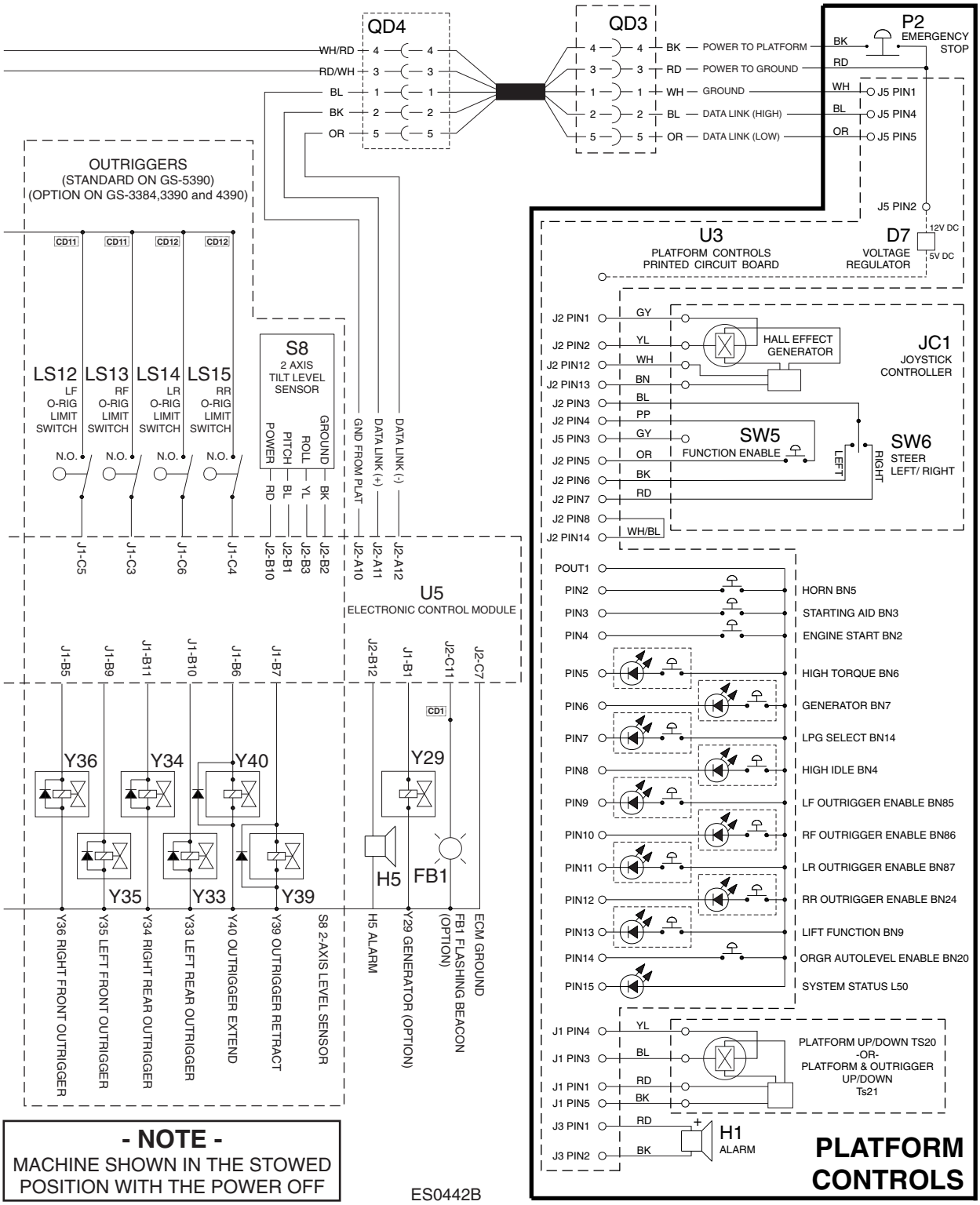


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0442B

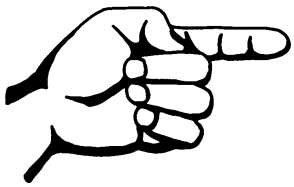
Electrical Schematic

ANSI Models with Ford Power - Part 3 of 3
(GS-84 models after serial number GS8407-41311)
(GS-90 models from serial number GS9007-43787 to GS9012-48127)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

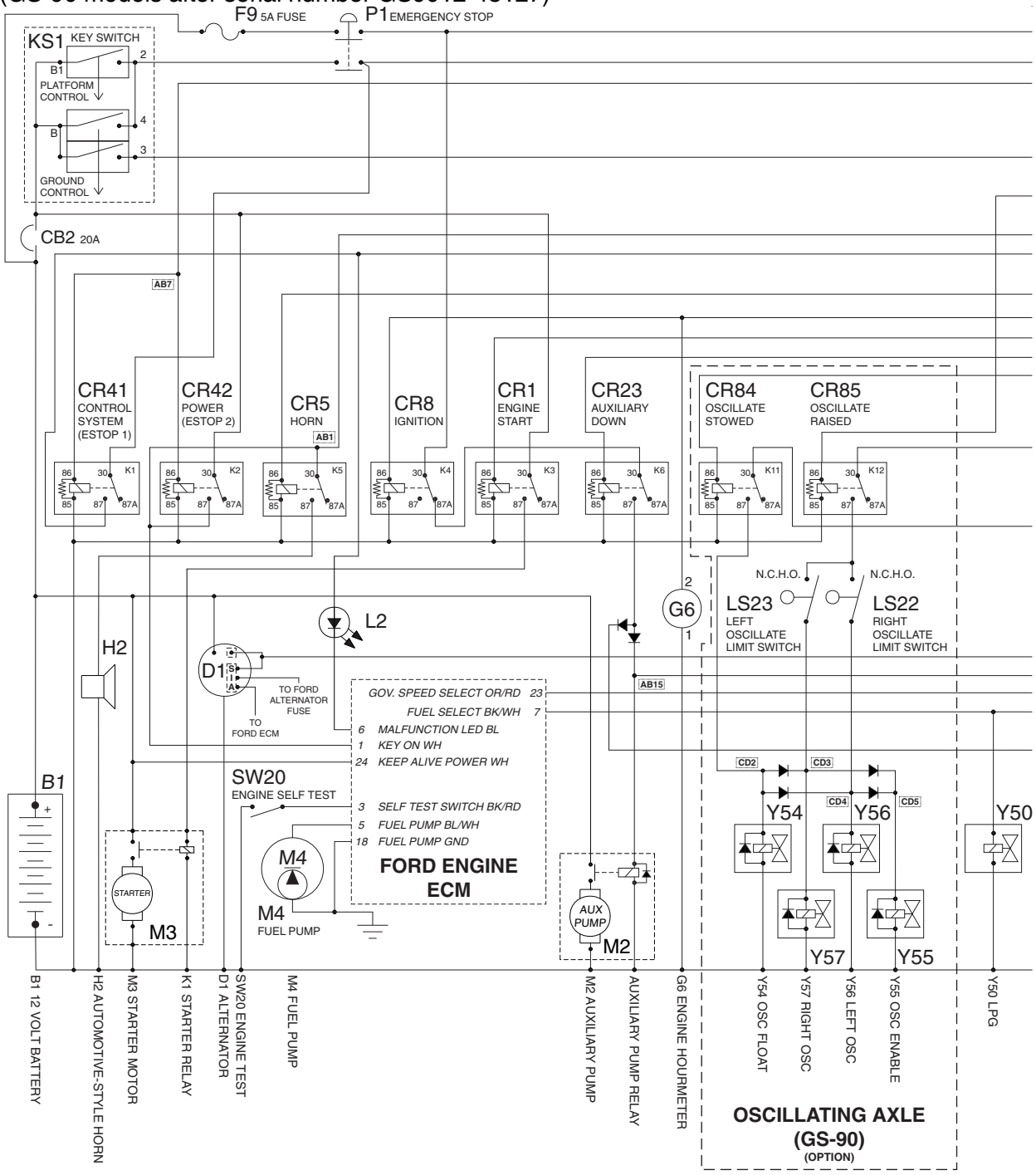
ES0442B



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Electrical Schematic

ANSI Models with Ford Power - Part 1 of 3
(GS-84 models after serial number GS8407-41311)
(GS-90 models after serial number GS9012-48127)

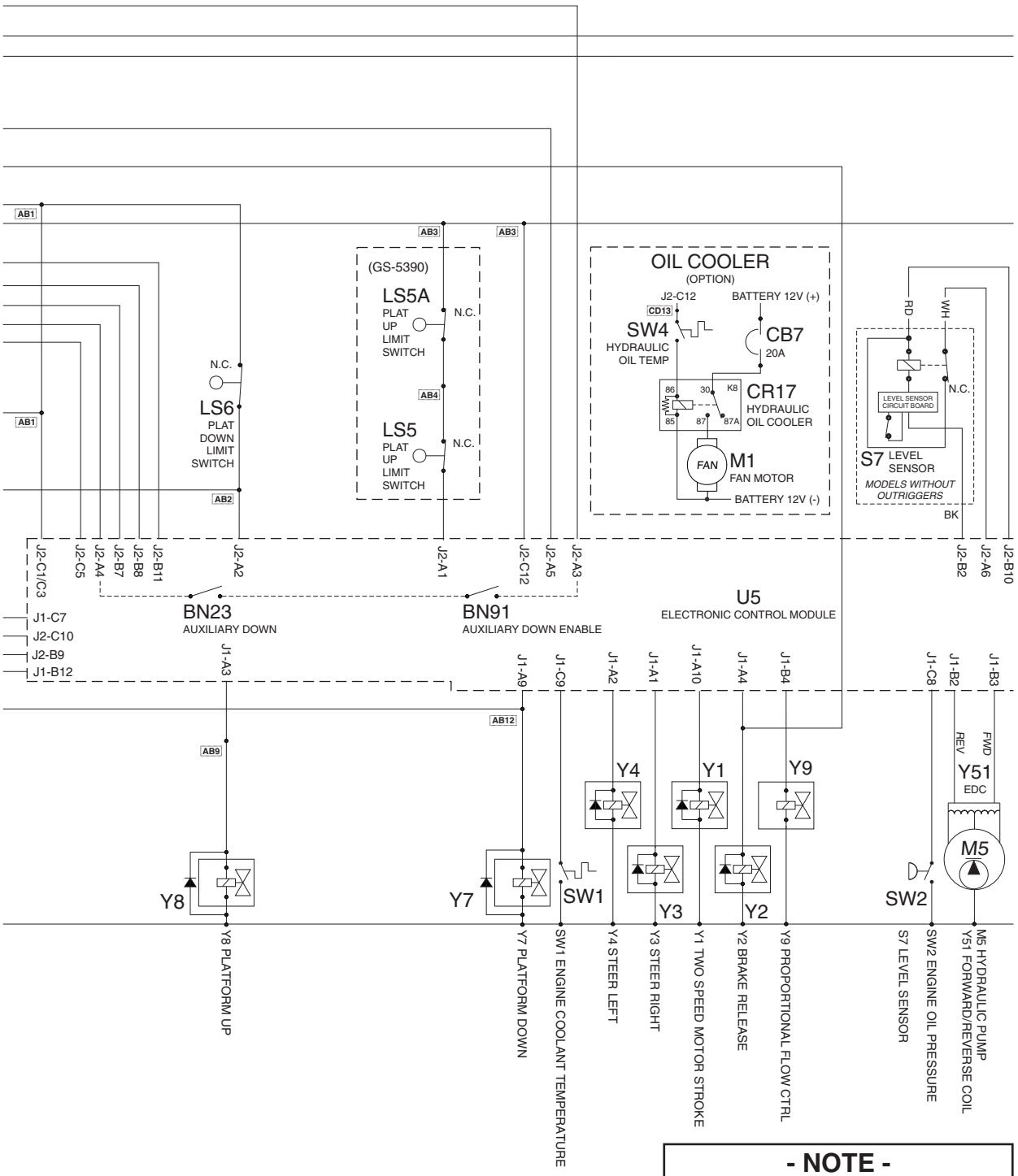


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7163G

Electrical Schematic

ANSI Models with Ford Power - Part 2 of 3
(GS-84 models after serial number GS8407-41311)
(GS-90 models after serial number GS9012-48127)

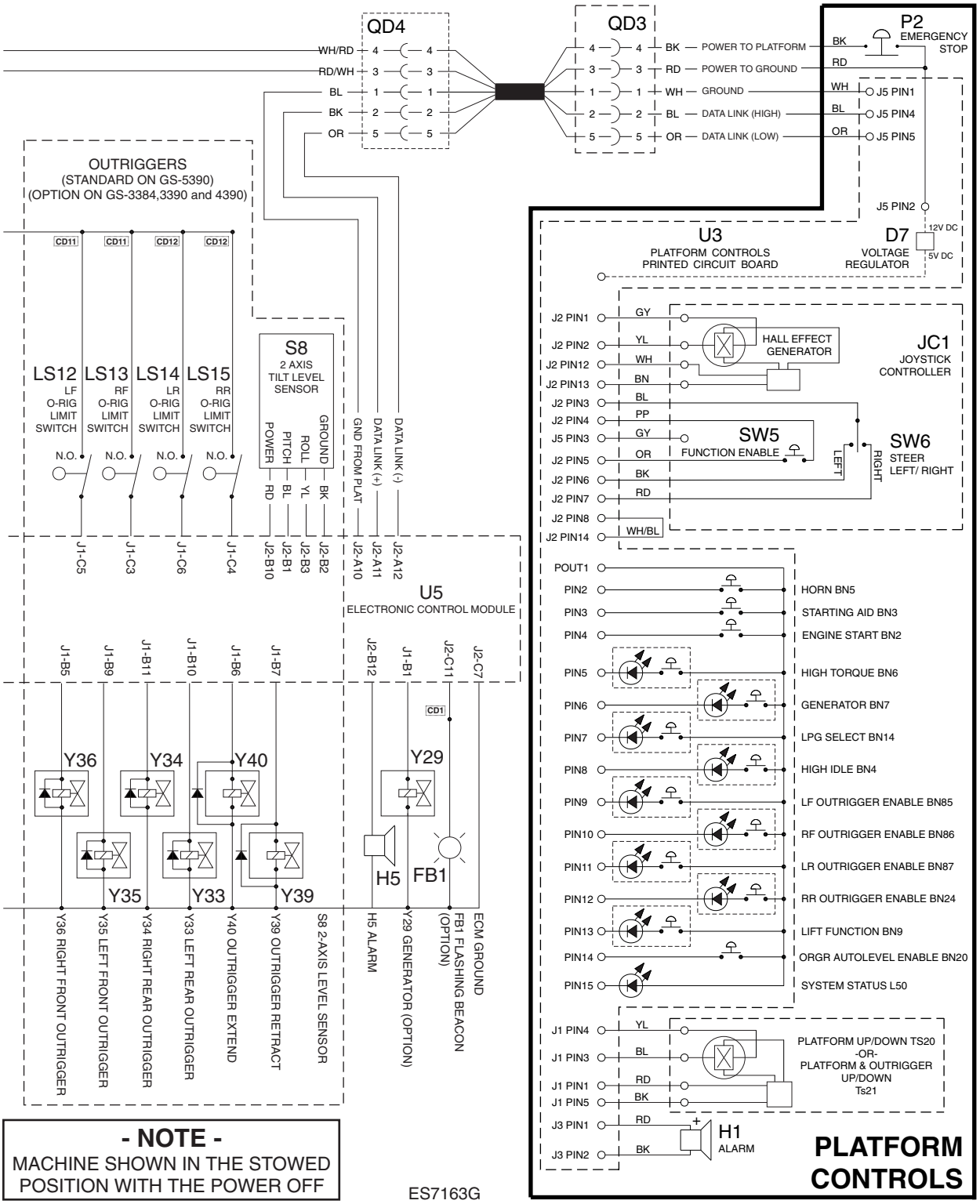


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7163G

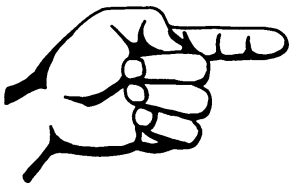
Electrical Schematic

ANSI Models with Ford Power - Part 3 of 3
(GS-84 models after serial number GS8407-41311)
(GS-90 models after serial number GS9012-48127)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

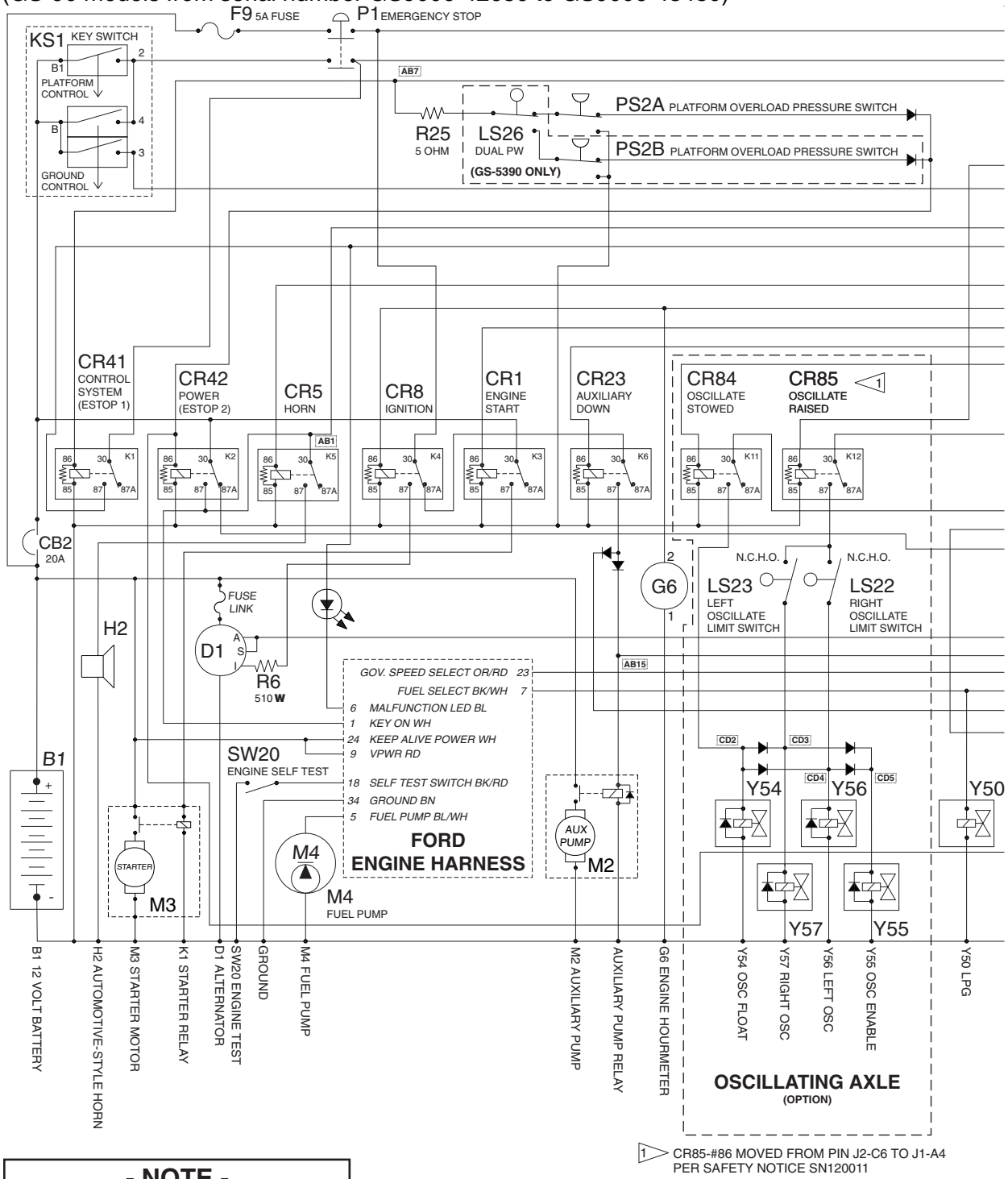
ES7163G



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Electrical Schematic

CE Models with Ford Power - Part 1 of 3
(GS-84 models from serial number GS8406-40833 to GS8406-41196)
(GS-90 models from serial number GS9006-42686 to GS9006-43480)

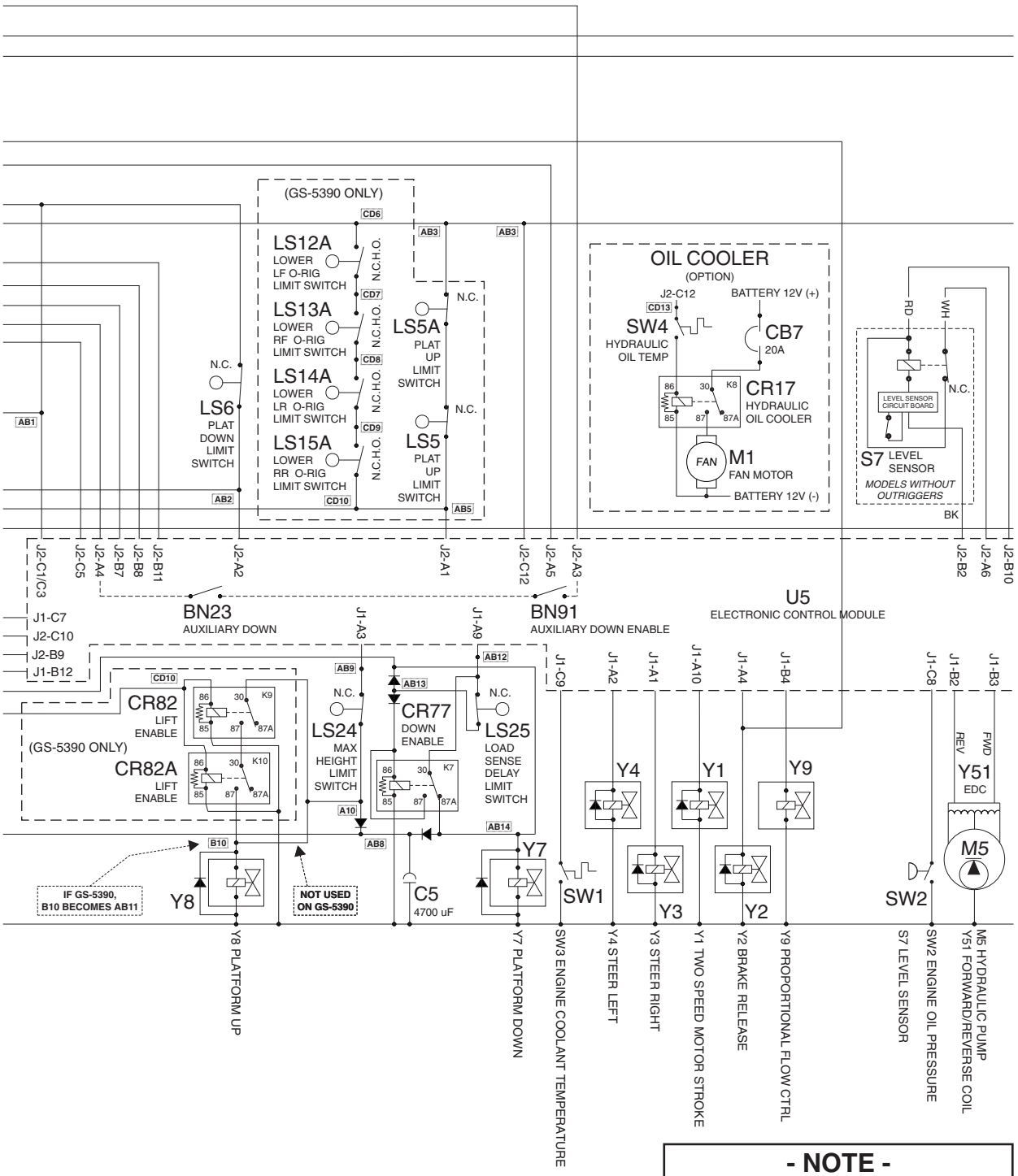


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7174G

Electrical Schematic

CE Models with Ford Power - Part 2 of 3
(GS-84 models from serial number GS8406-40833 to GS8406-41196)
(GS-90 models from serial number GS9006-42686 to GS9006-43480)

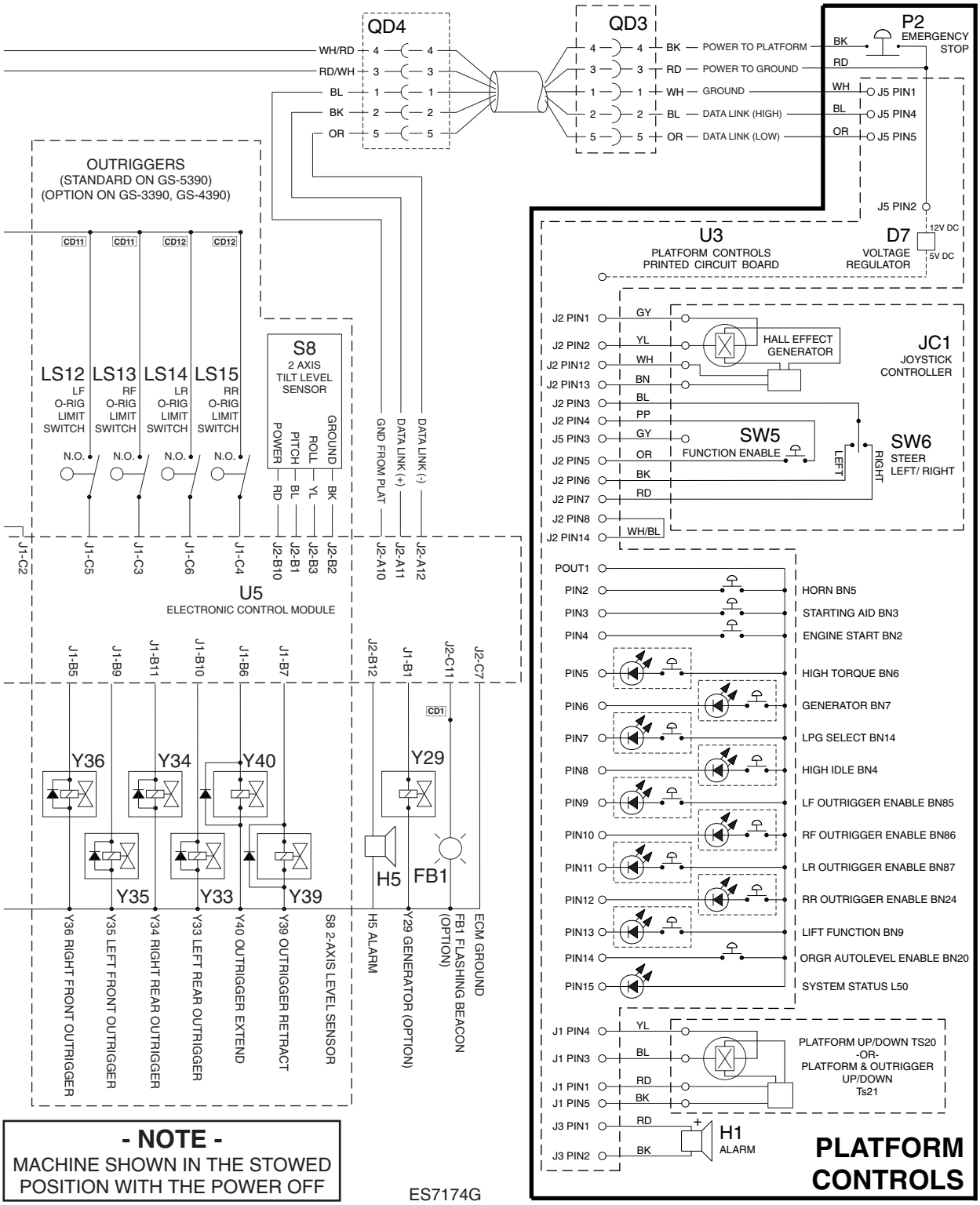


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7174G

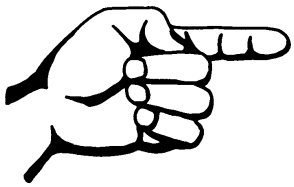
Electrical Schematic

CE Models with Ford Power - Part 3 of 3
(GS-84 models from serial number GS8406-40833 to GS8406-41196)
(GS-90 models from serial number GS9006-42686 to GS9006-43480)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

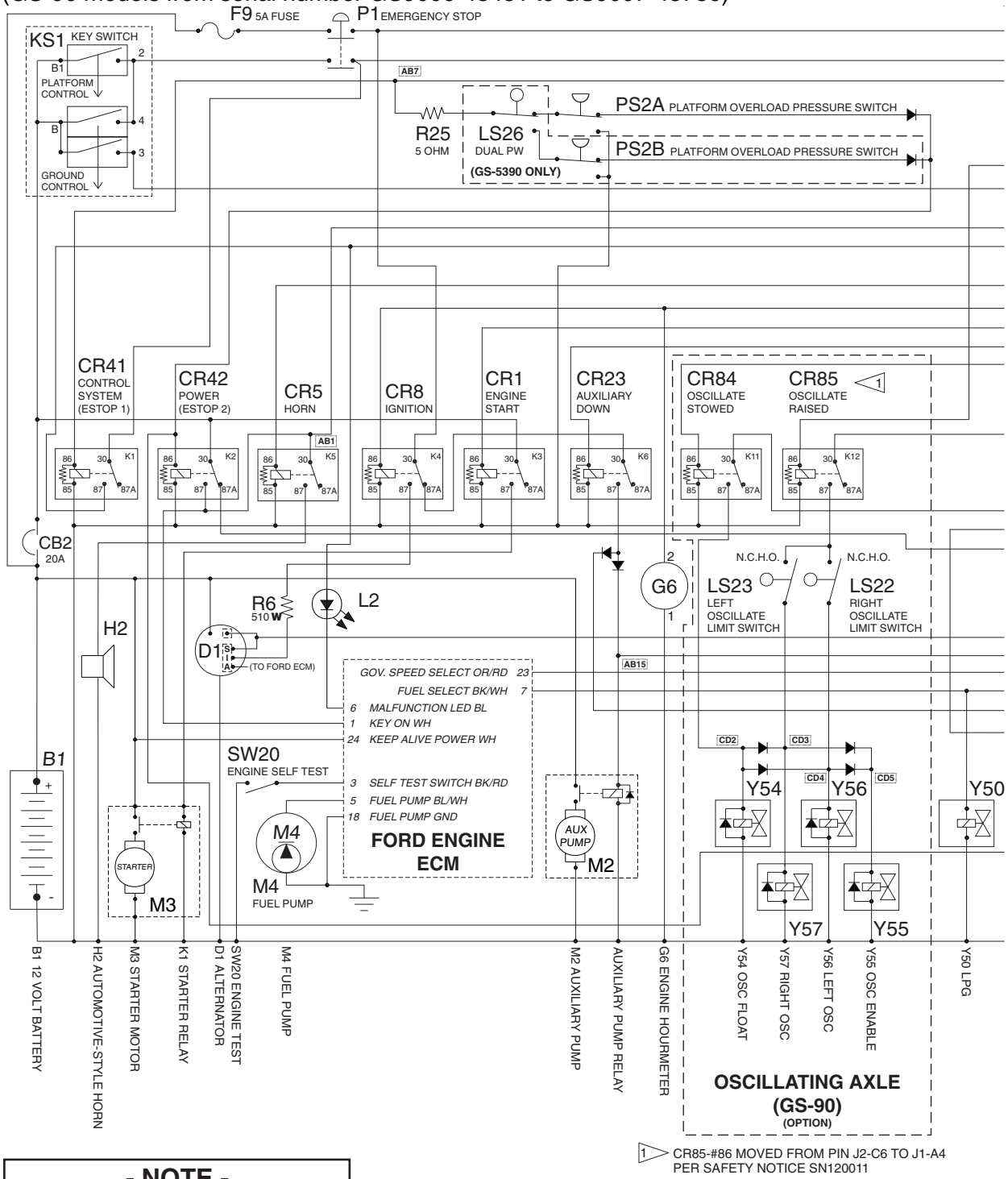
ES7174G



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Electrical Schematic

CE Models with Ford Power - Part 1 of 3
(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)

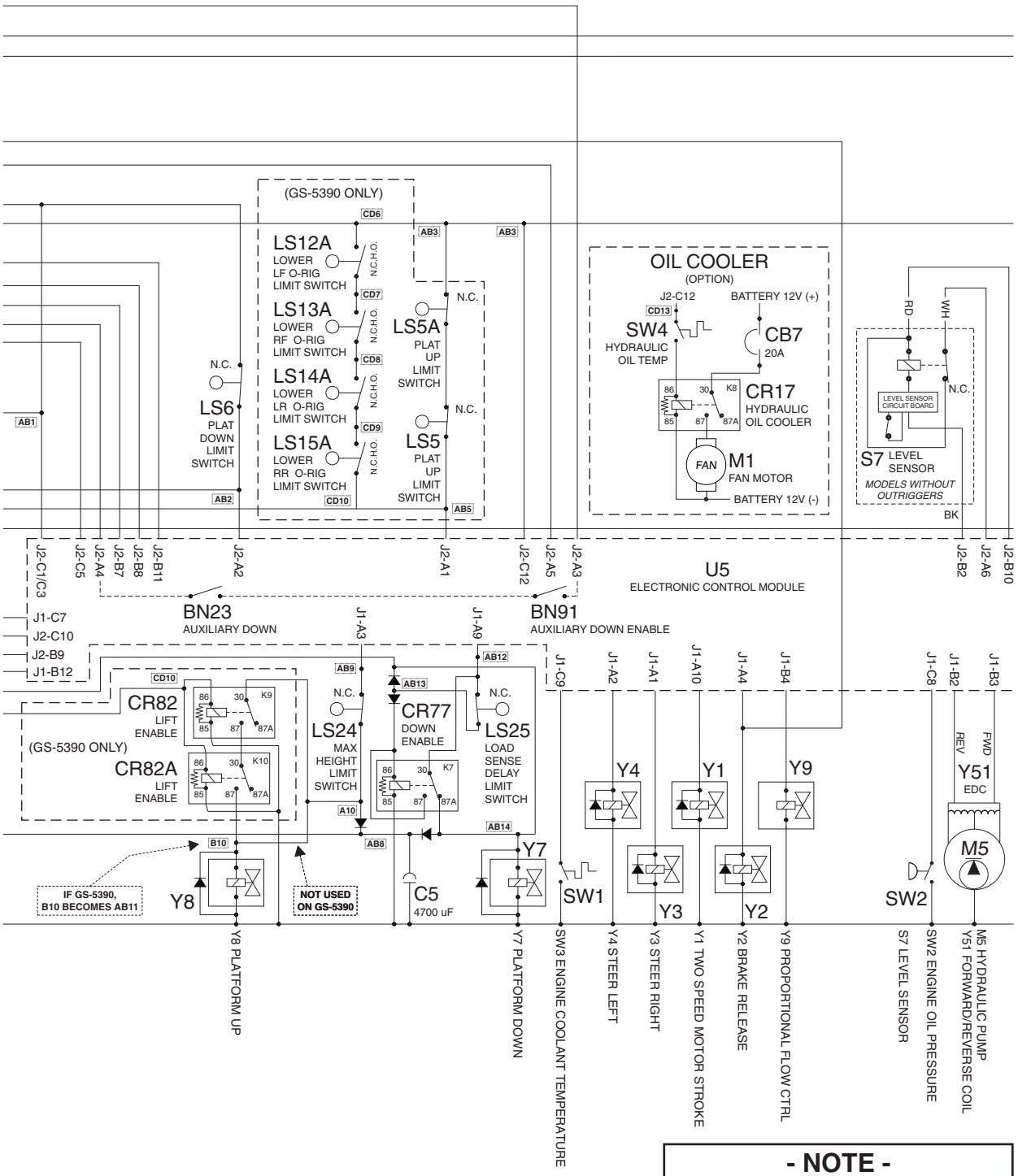


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0443A

Electrical Schematic

CE Models with Ford Power - Part 2 of 3
(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)

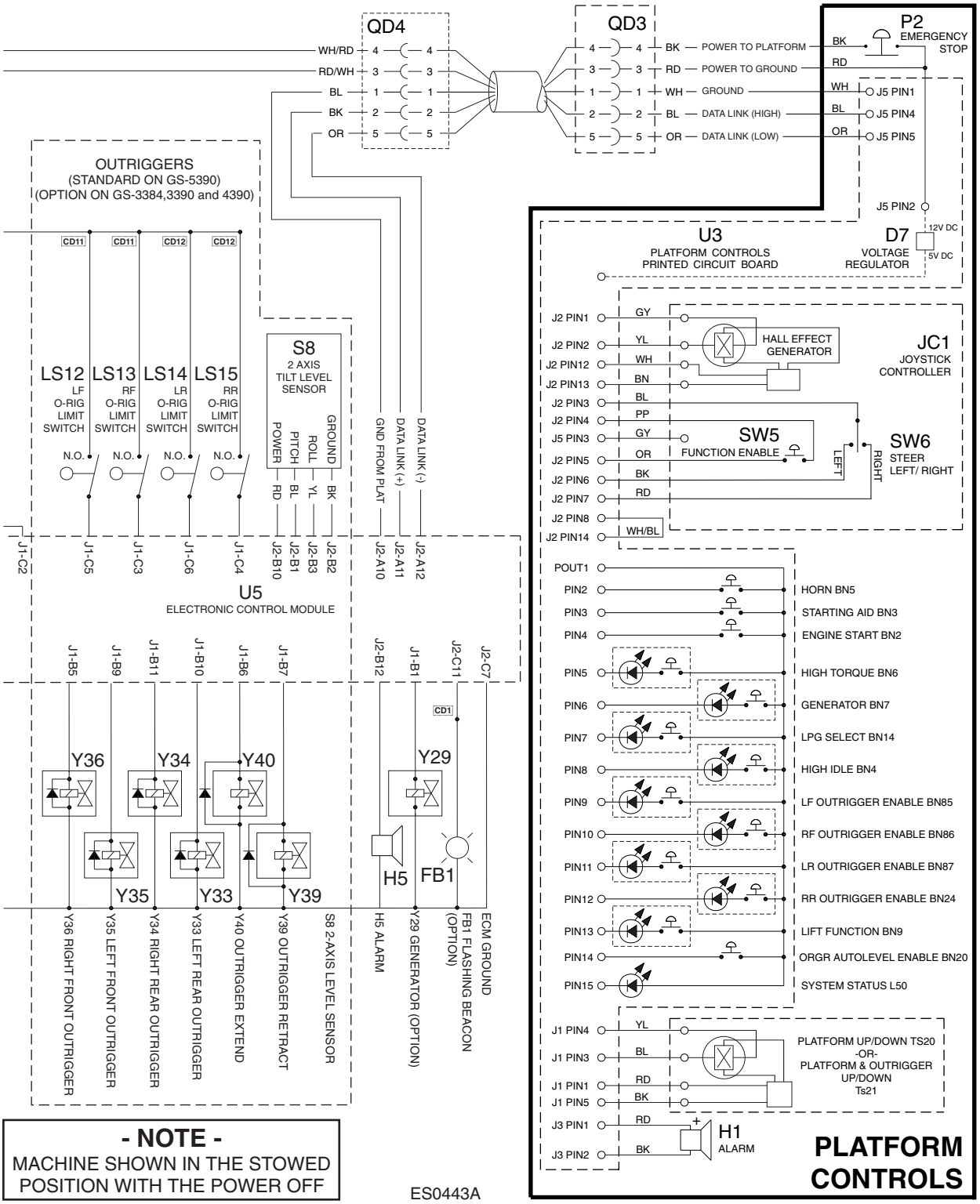


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0443A

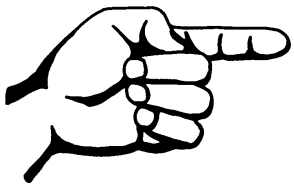
Electrical Schematic

CE Models with Ford Power - Part 3 of 3
(GS-84 models from serial number GS8406-41197 to GS8407-41311)
(GS-90 models from serial number GS9006-43481 to GS9007-43786)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

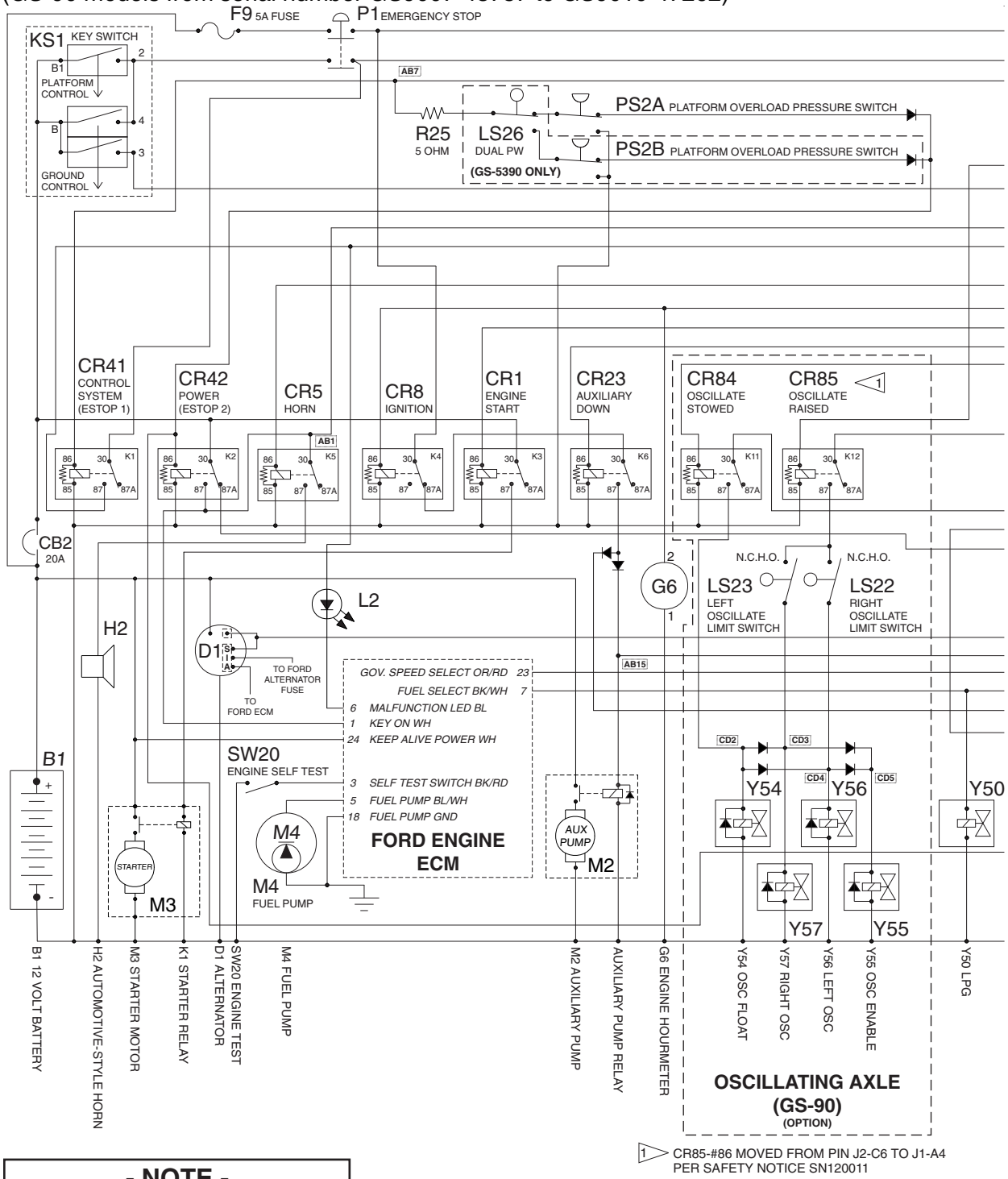
ES0443A



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Electrical Schematic

CE Models with Ford Power - Part 1 of 3
(GS-84 models from serial number GS8407-41312 to GS8410-42031)
(GS-90 models from serial number GS9007-43787 to GS9010-47262)

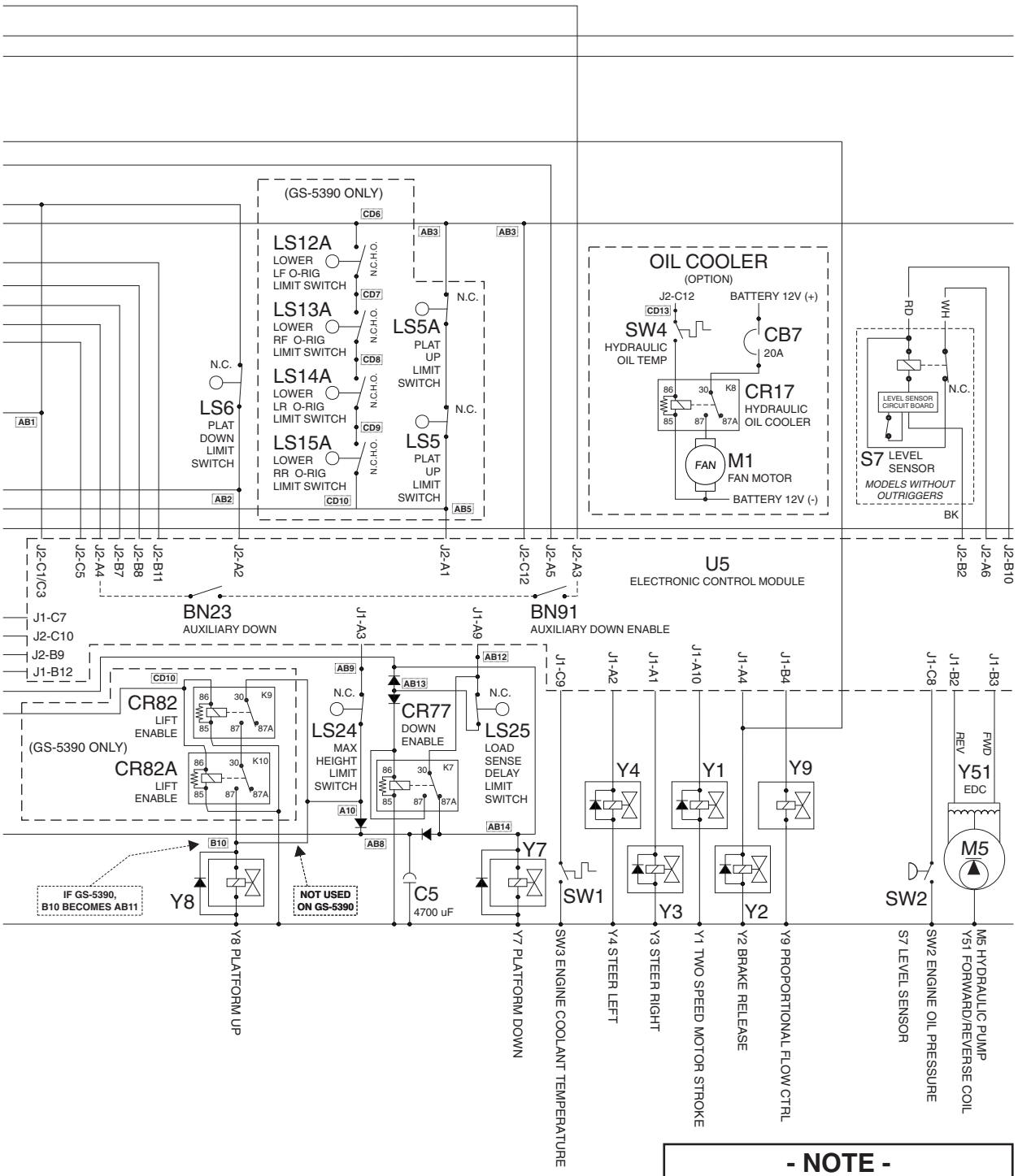


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0443C

Electrical Schematic

CE Models with Ford Power - Part 2 of 3
(GS-84 models from serial number GS8407-41312 to GS8410-42031)
(GS-90 models from serial number GS9007-43787 to GS9010-47262)

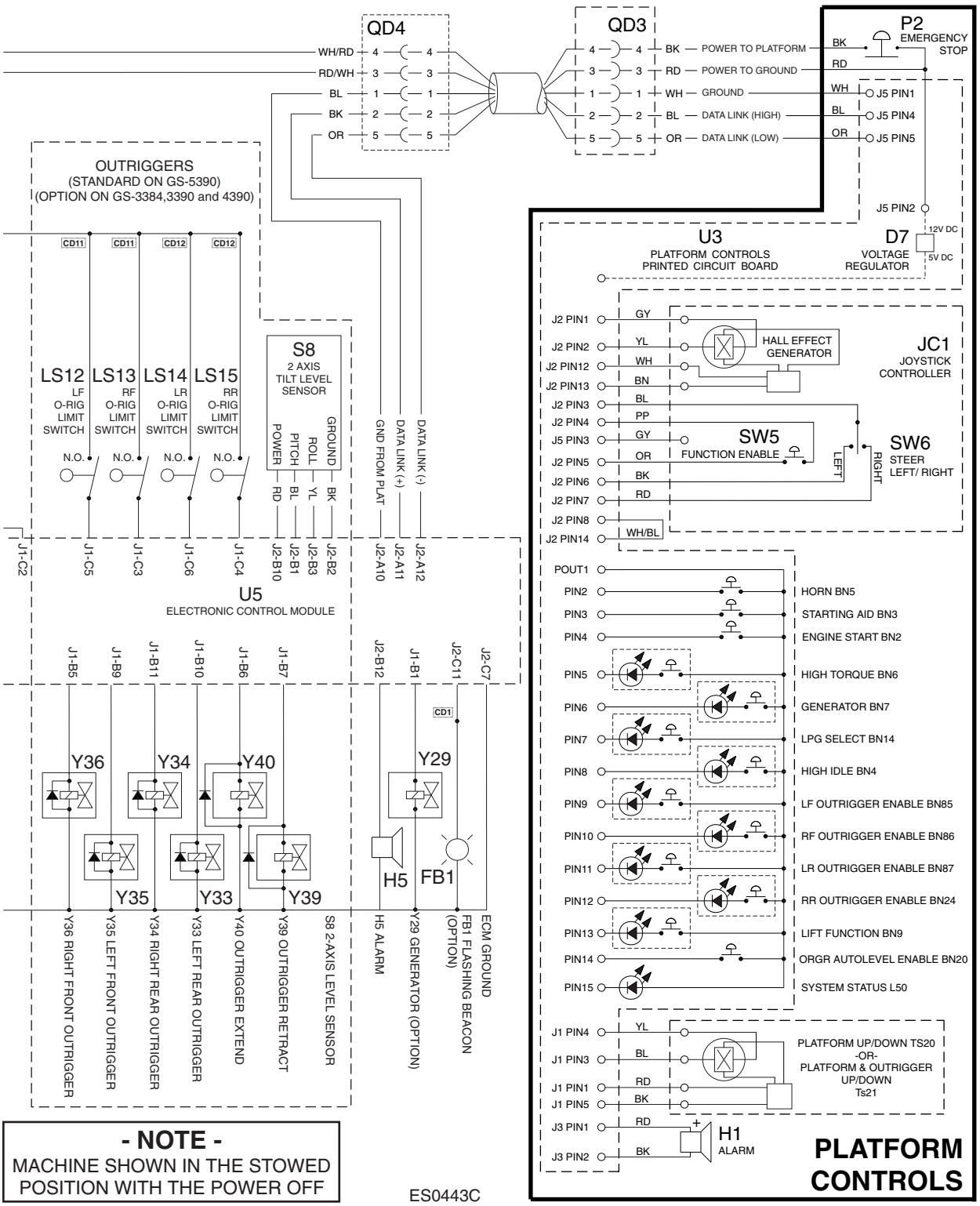


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0443C

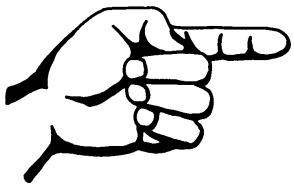
Electrical Schematic

CE Models with Ford Power - Part 3 of 3
(GS-84 models from serial number GS8407-41312 to GS8410-42031)
(GS-90 models from serial number GS9007-43787 to GS9010-47262)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

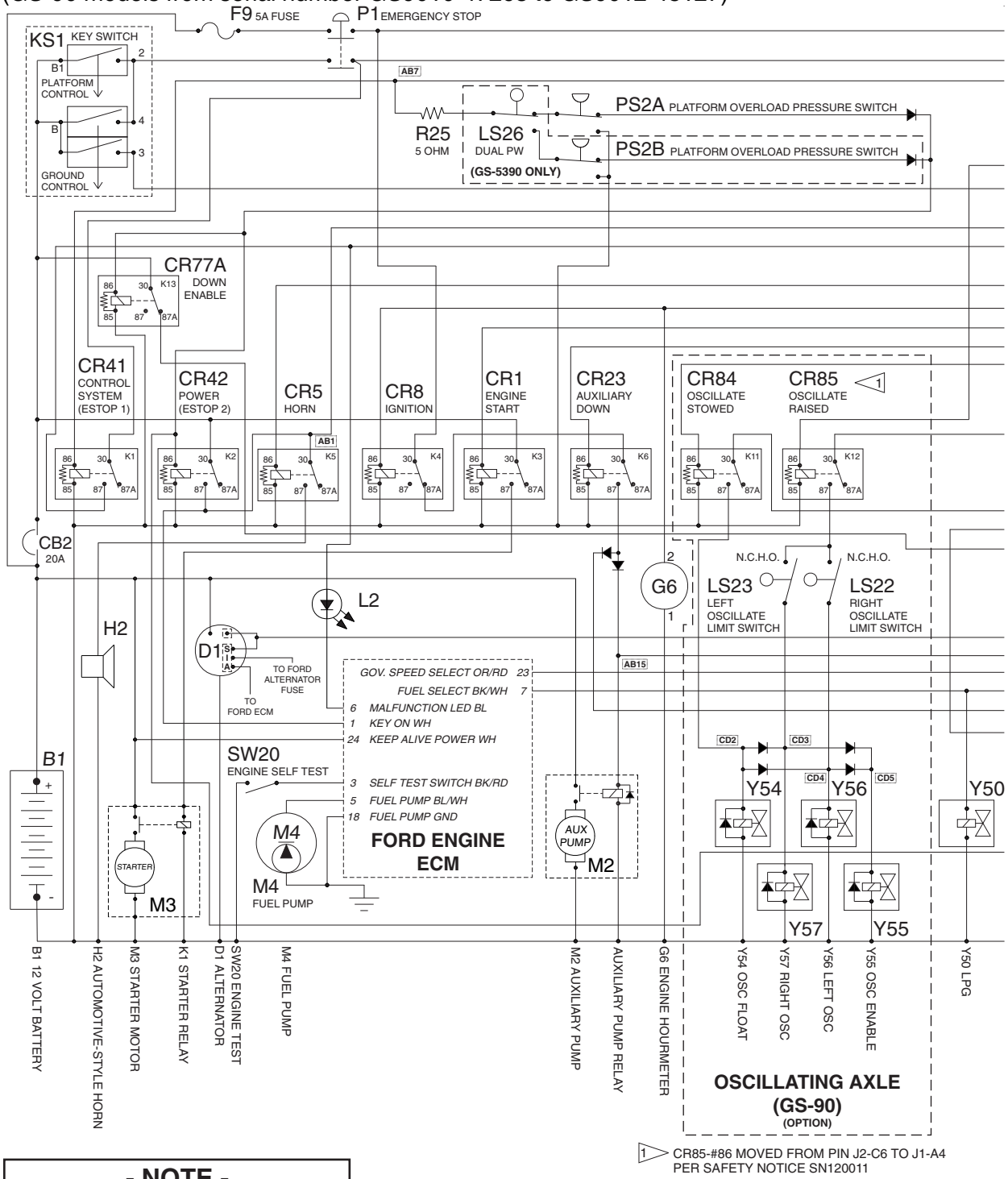
ES0443C



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Electrical Schematic

CE Models with Ford Power - Part 1 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models from serial number GS9010-47263 to GS9012-48127)

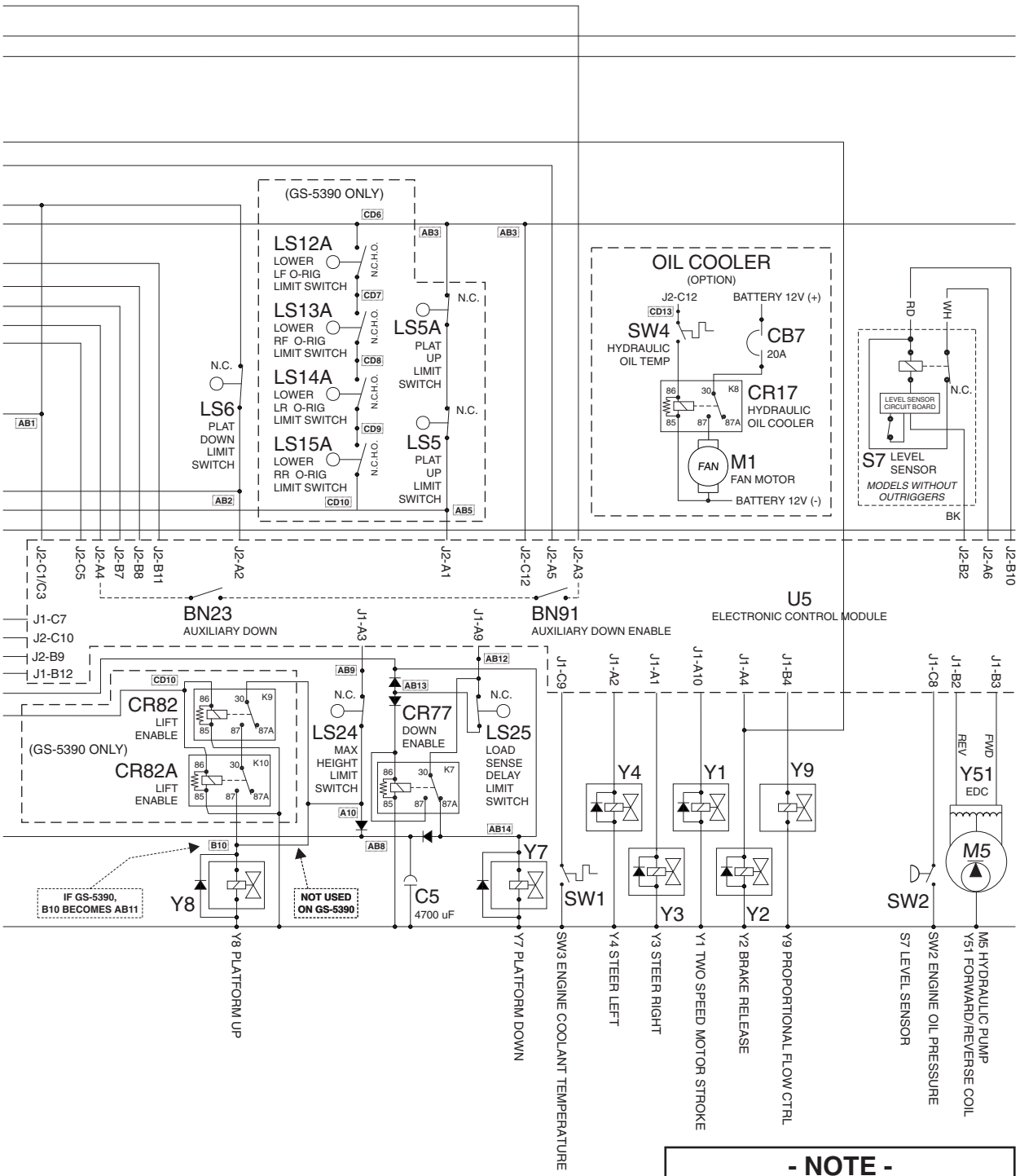


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0443D

Electrical Schematic

CE Models with Ford Power - Part 2 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models from serial number GS9010-47263 to GS9012-48127)

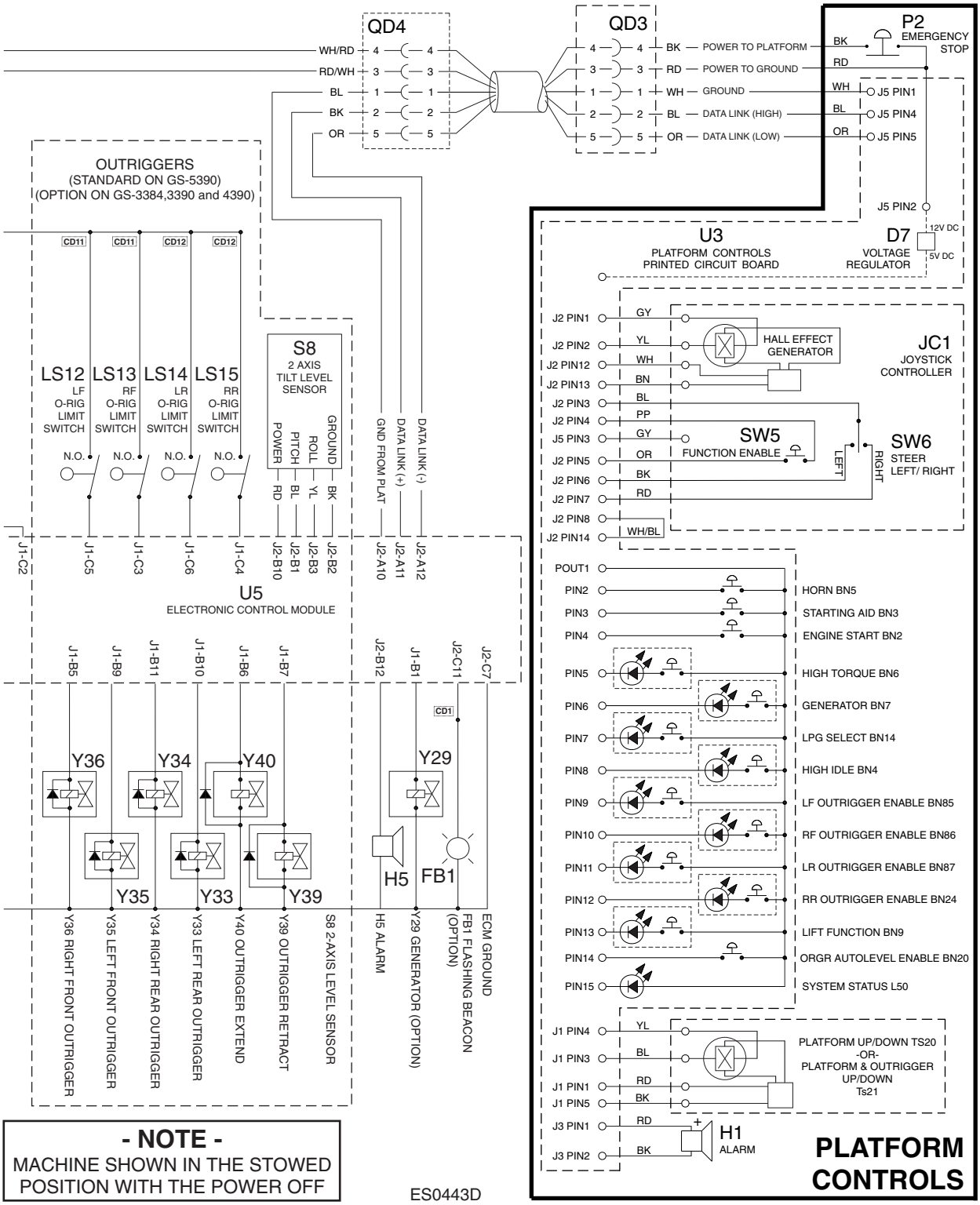


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES0443D

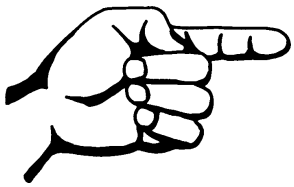
Electrical Schematic

CE Models with Ford Power - Part 3 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models from serial number GS9010-47263 to GS9012-48127)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

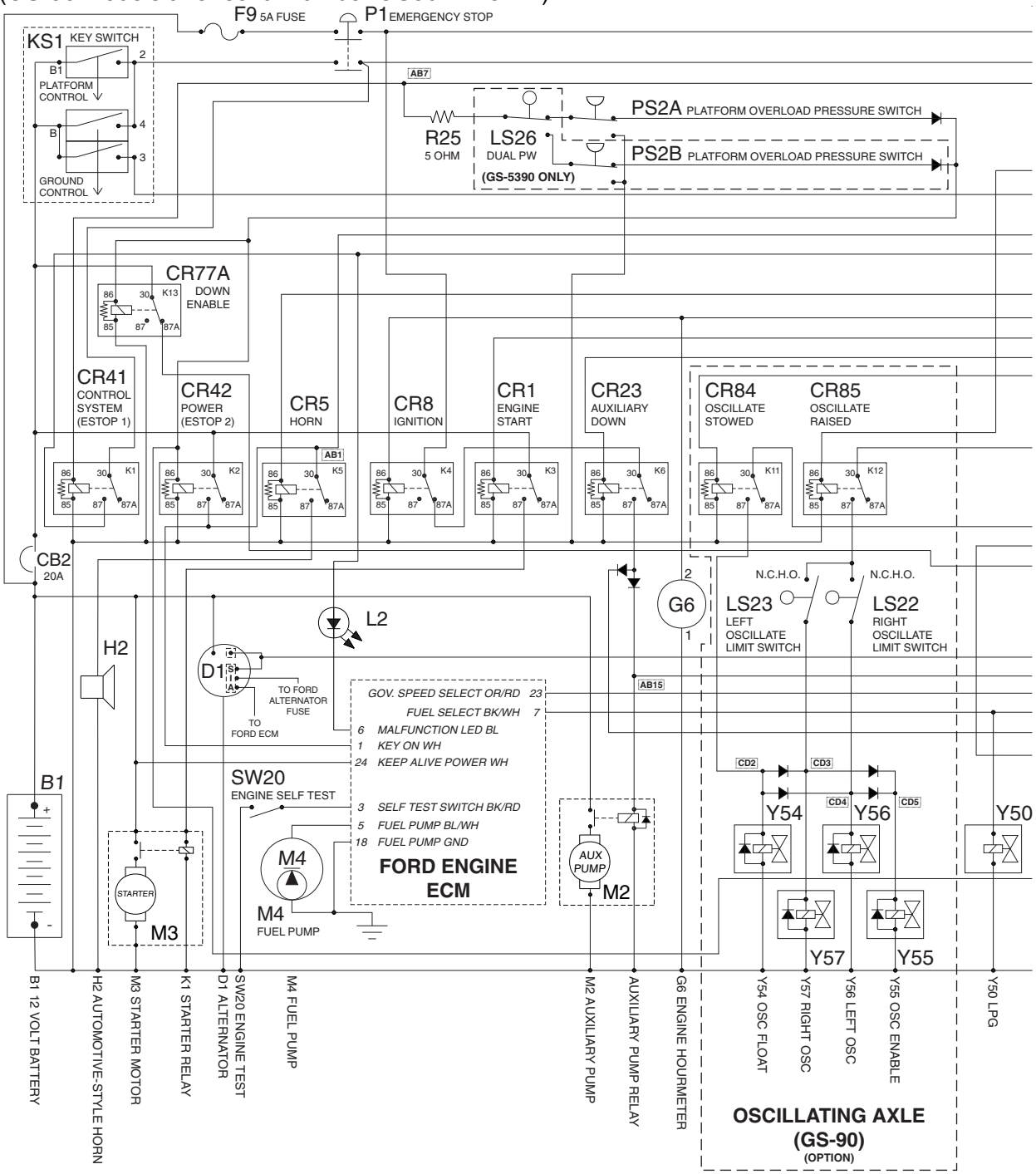
ES0443D



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Electrical Schematic

CE Models with Ford Power - Part 1 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models after serial number GS9012-48127)

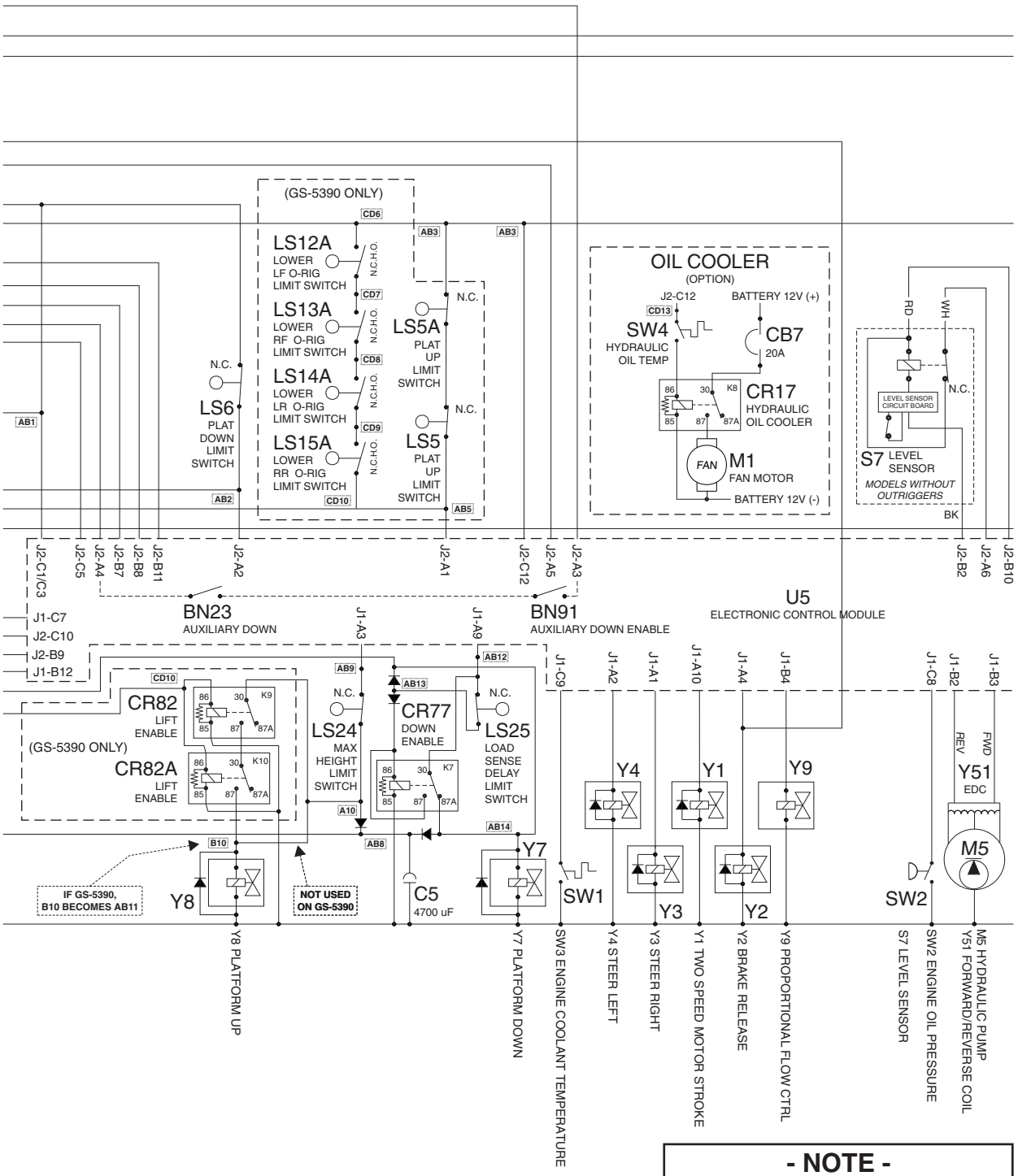


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7174H

Electrical Schematic

CE Models with Ford Power - Part 2 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models after serial number GS9012-48127)

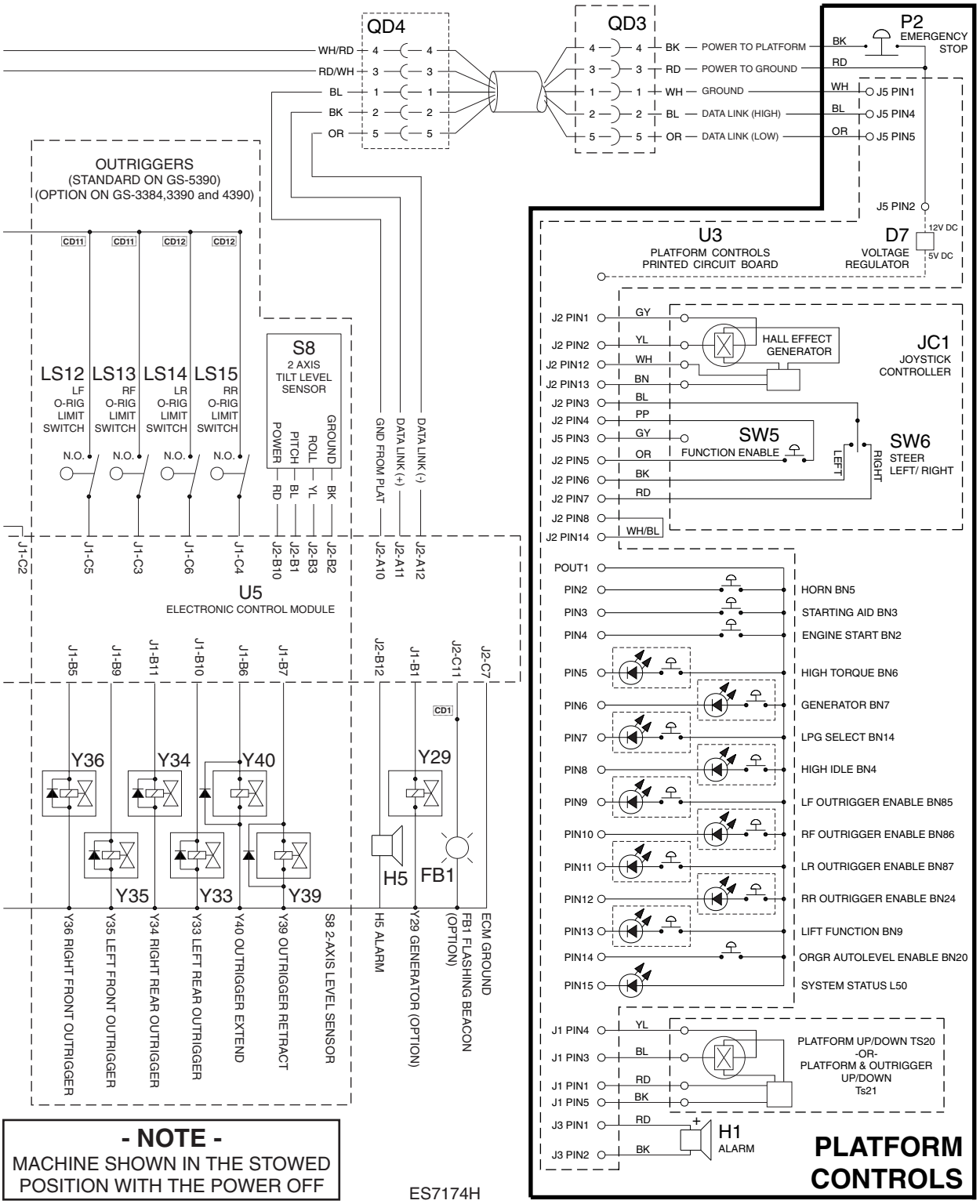


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7174H

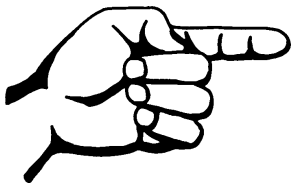
Electrical Schematic

CE Models with Ford Power - Part 3 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models after serial number GS9012-48127)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

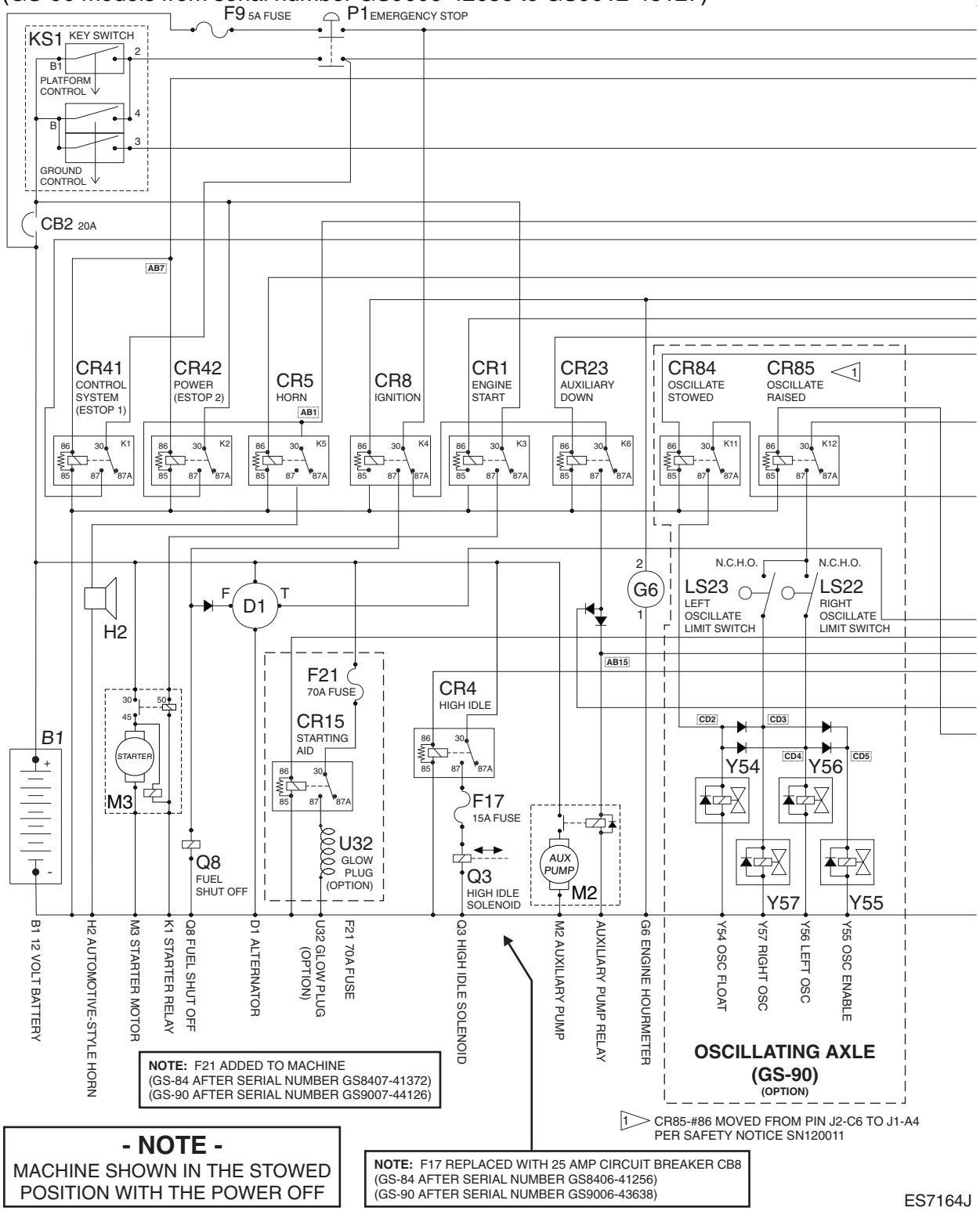
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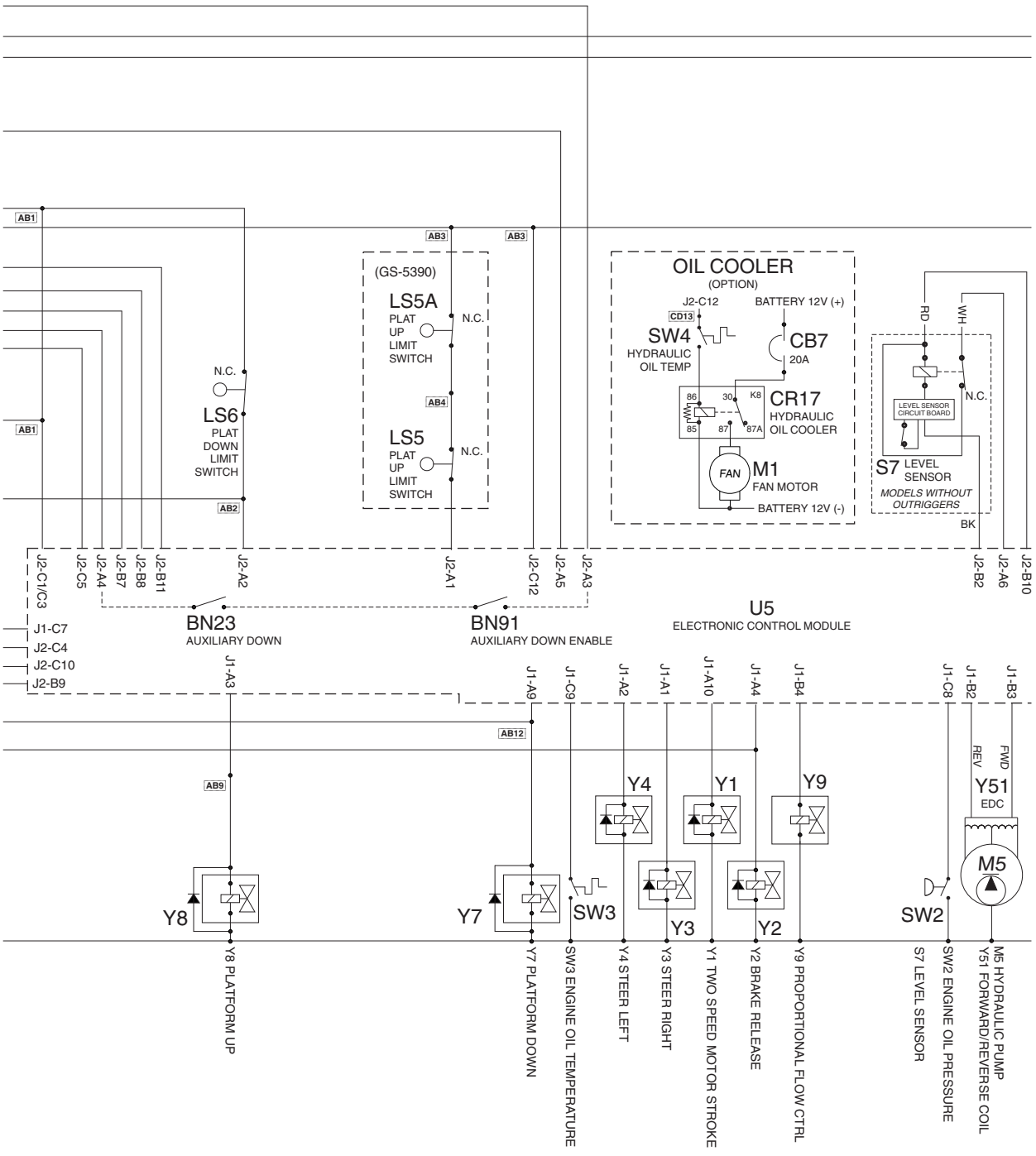
Electrical Schematic

ANSI Models with Deutz Power - Part 1 of 3
(GS-84 models after serial number GS8406-40833)
(GS-90 models from serial number GS9006-42686 to GS9012-48127)



Electrical Schematic

ANSI Models with Deutz Power - Part 2 of 3
(GS-84 models after serial number GS8406-40833)
(GS-90 models from serial number GS9006-42686 to GS9012-48127)

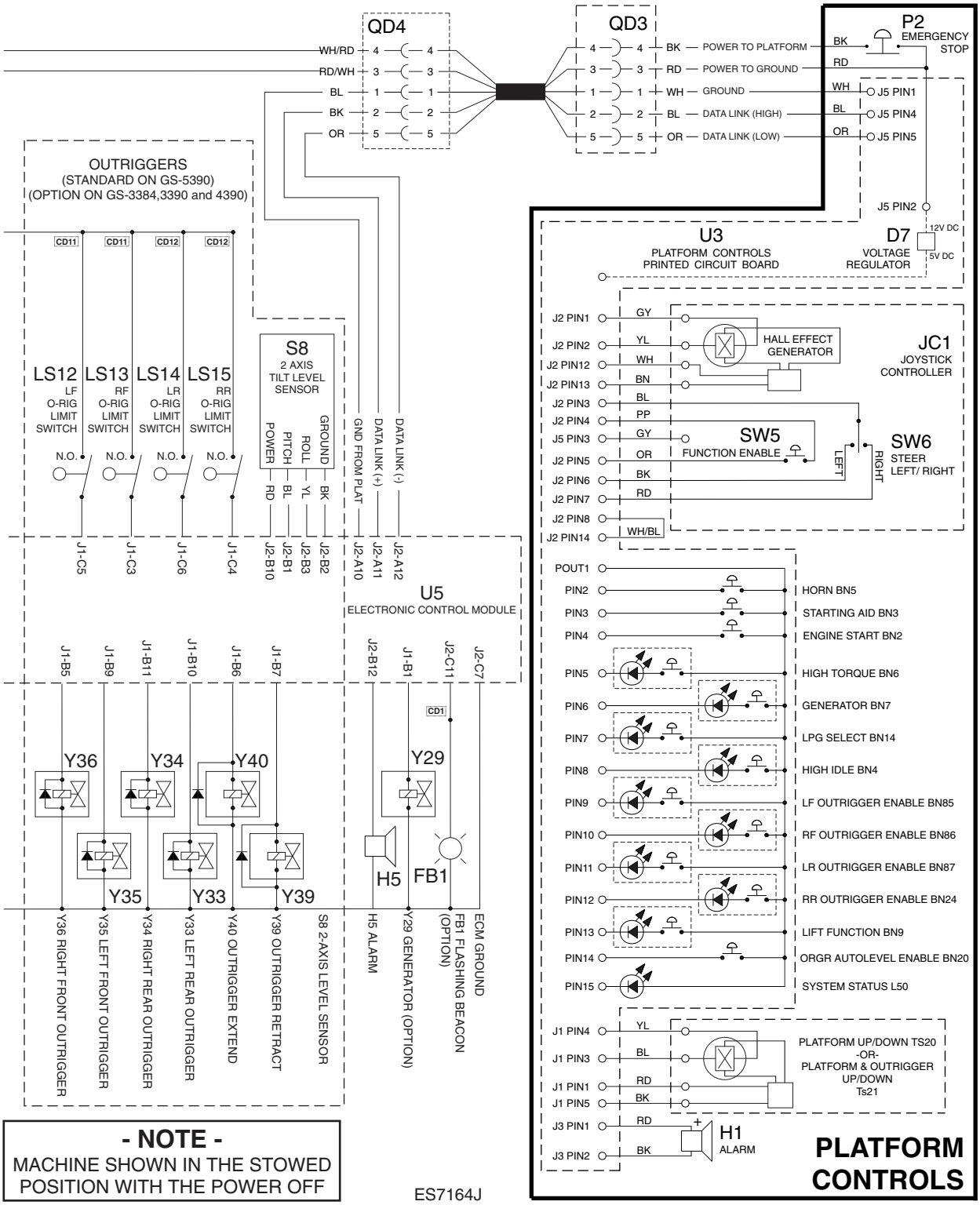


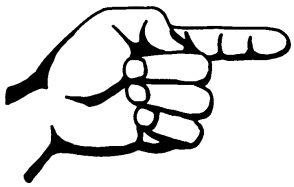
- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7164J

Electrical Schematic

ANSI Models with Deutz Power - Part 3 of 3
(GS-84 models after serial number GS8406-40833)
(GS-90 models from serial number GS9006-42686 to GS9012-48127)

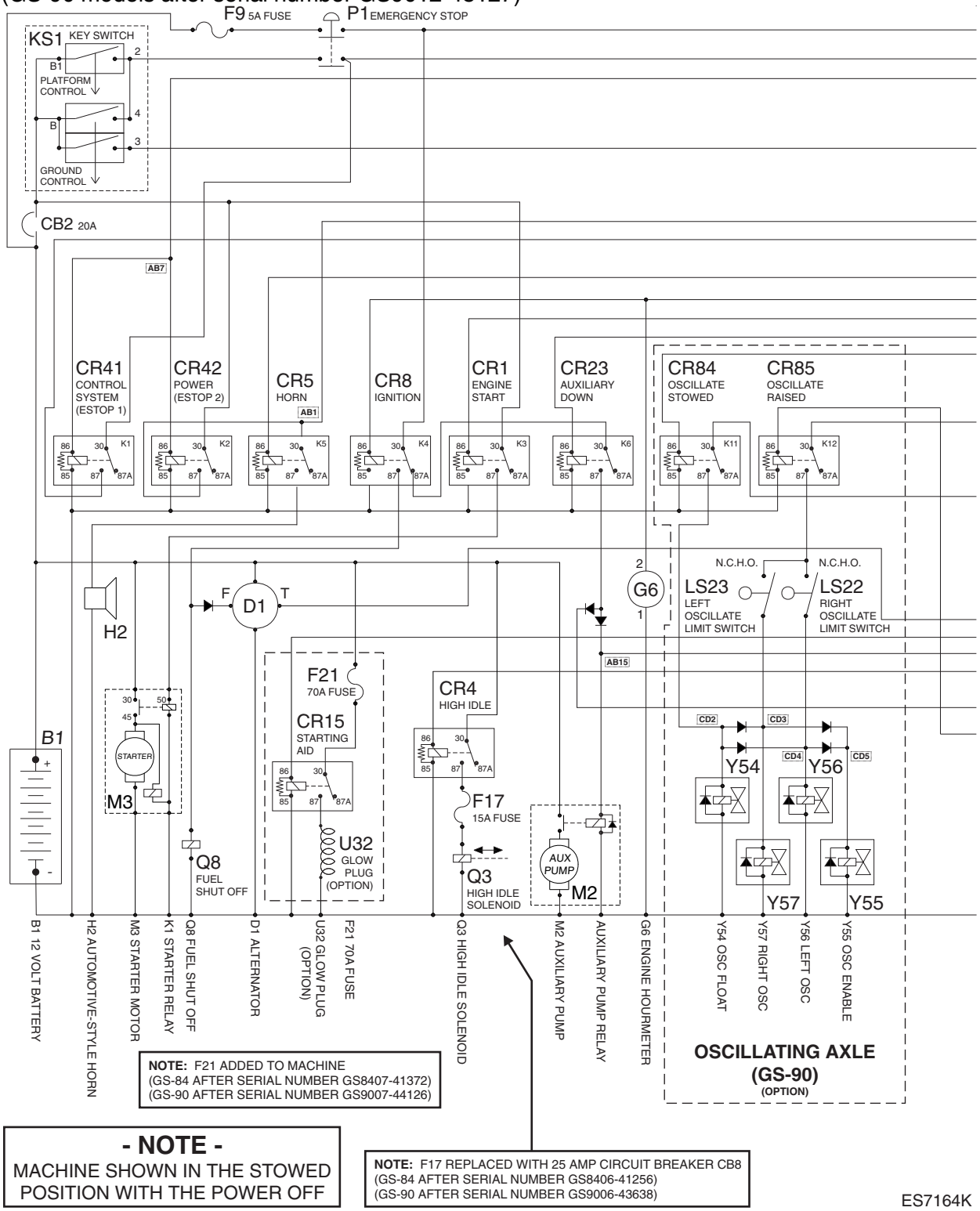




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Electrical Schematic

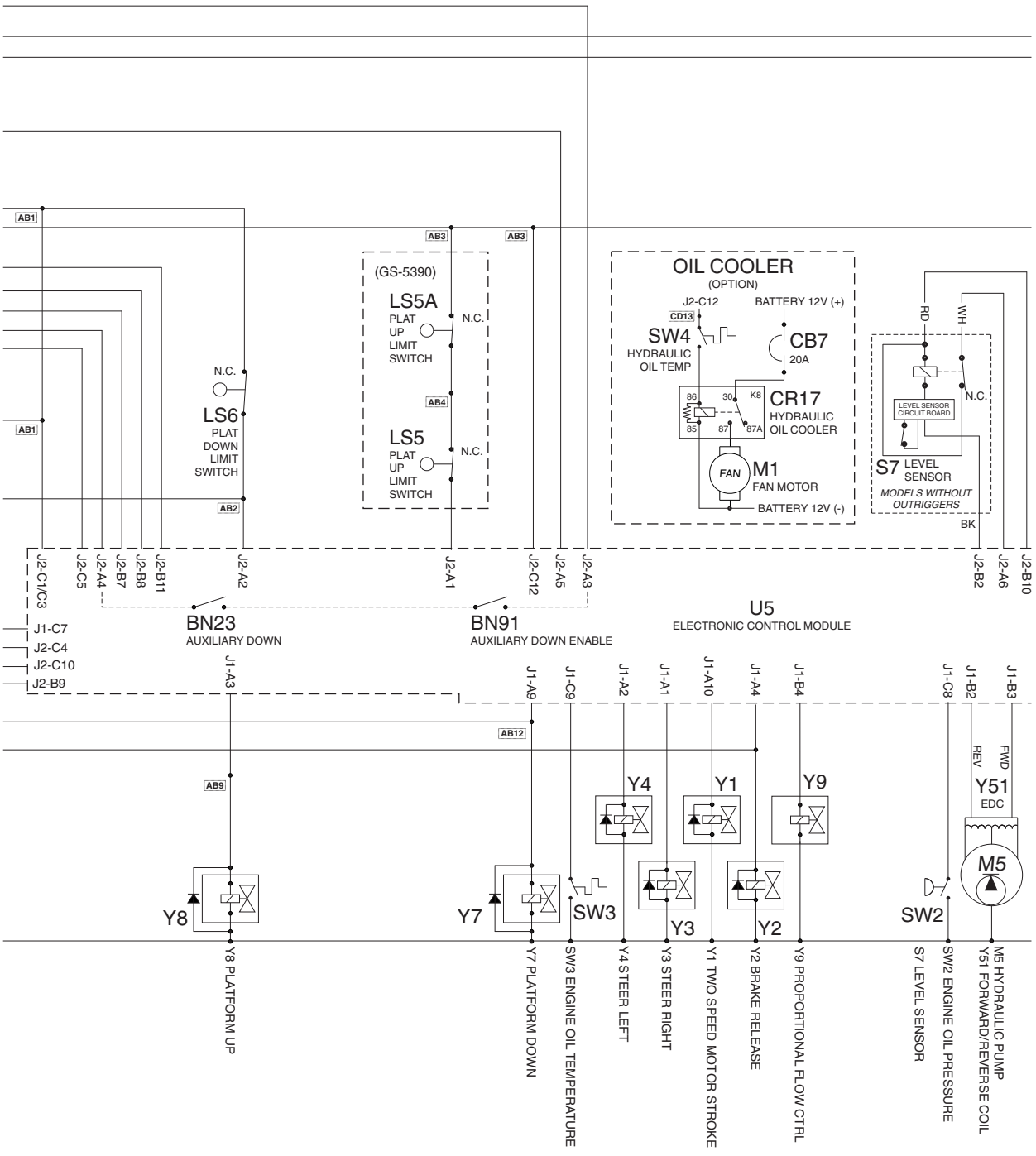
ANSI Models with Deutz Power - Part 1 of 3
(GS-84 models after serial number GS8406-40833)
(GS-90 models after serial number GS9012-48127)



ES7164K

Electrical Schematic

ANSI Models with Deutz Power - Part 2 of 3
(GS-84 models after serial number GS8406-40833)
(GS-90 models after serial number GS9012-48127)

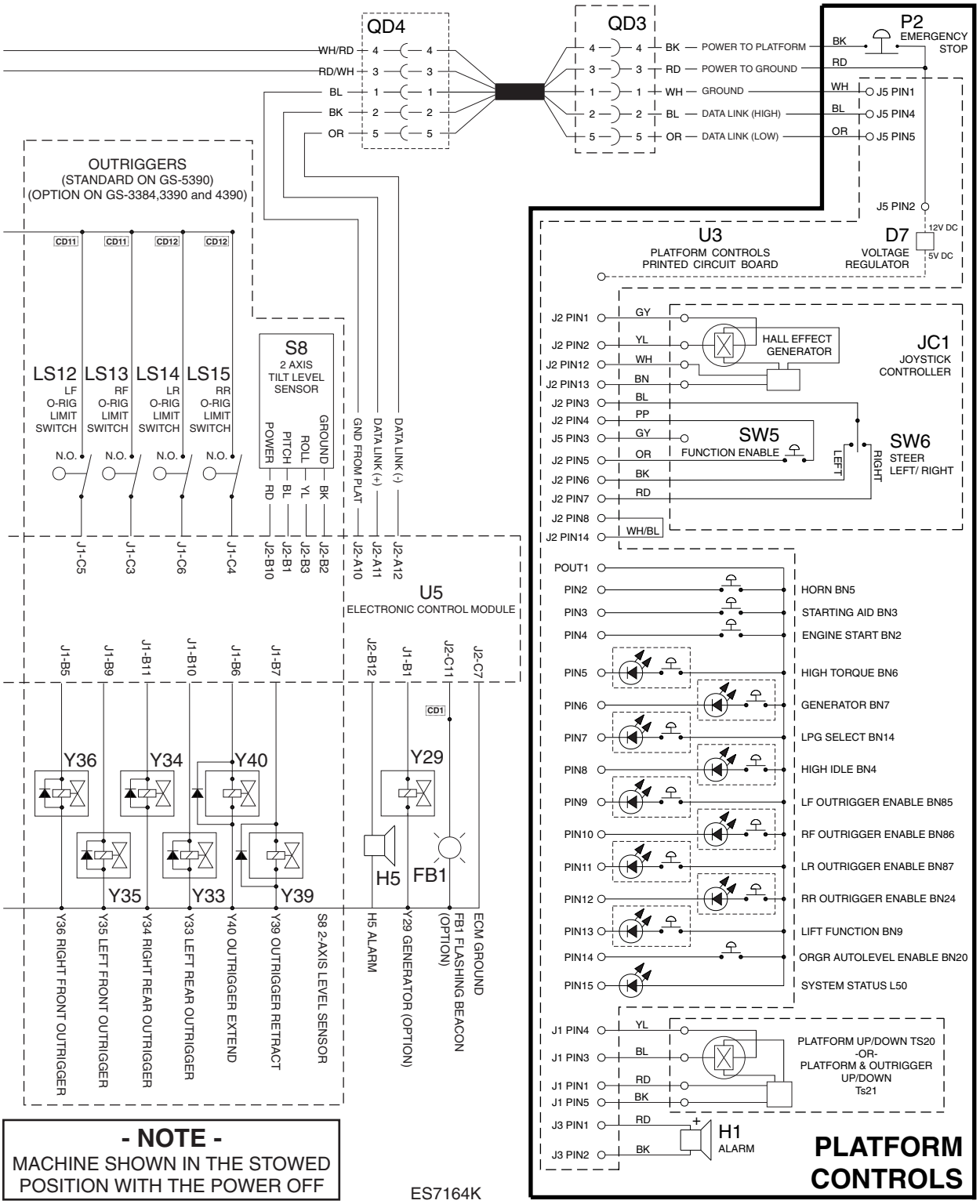


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7164K

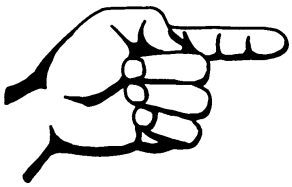
Electrical Schematic

ANSI Models with Deutz Power - Part 3 of 3
(GS-84 models after serial number GS8406-40833)
(GS-90 models after serial number GS9012-48127)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

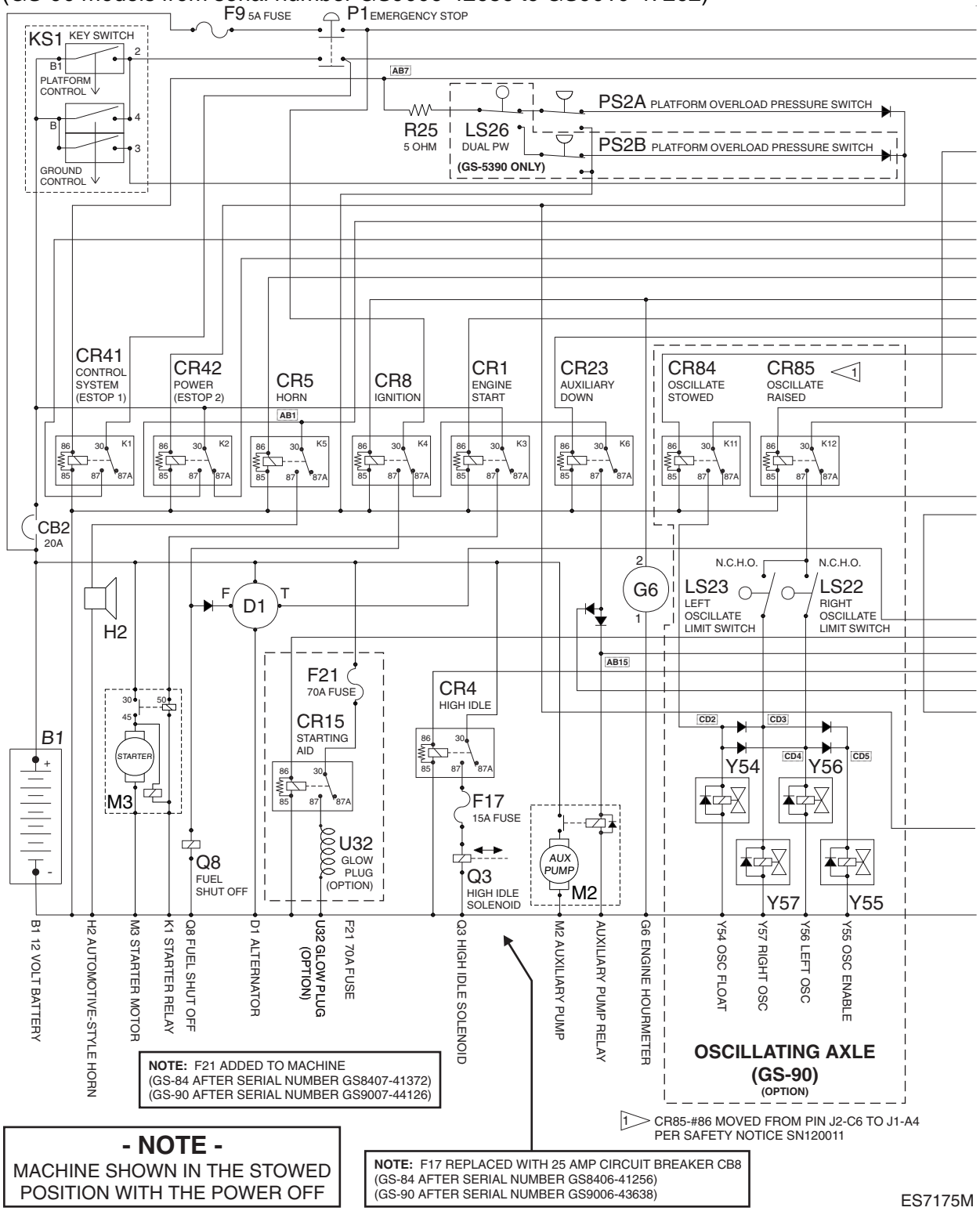
ES7164K



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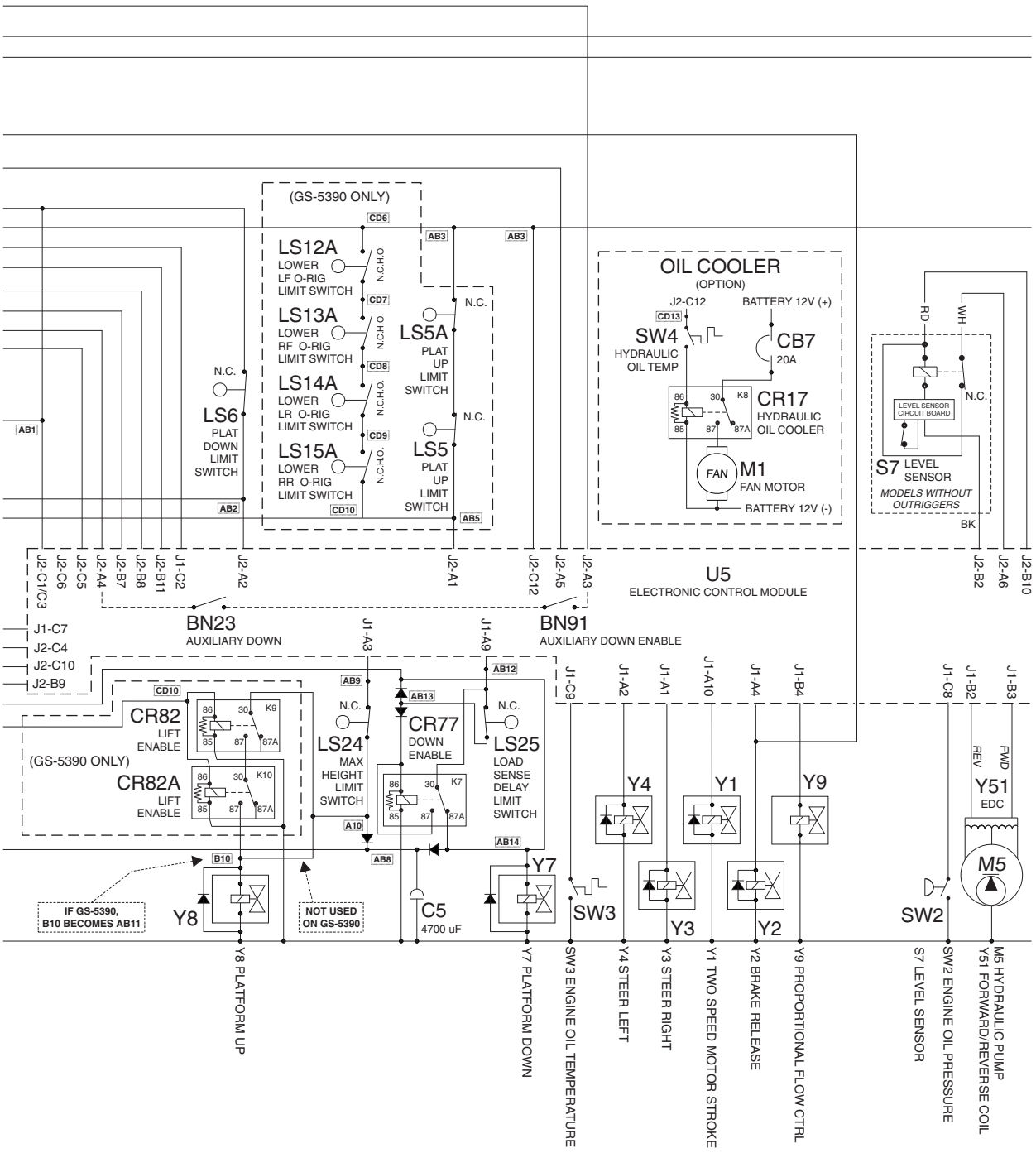
Electrical Schematic

CE Models with Deutz Power - Part 1 of 3
(GS-84 models from serial number GS8406-40833 to GS8410-42031)
(GS-90 models from serial number GS9006-42686 to GS9010-47262)



Electrical Schematic

CE Models with Deutz Power - Part 2 of 3
(GS-84 models from serial number GS8406-40833 to GS8410-42031)
(GS-90 models from serial number GS9006-42686 to GS9010-47262)

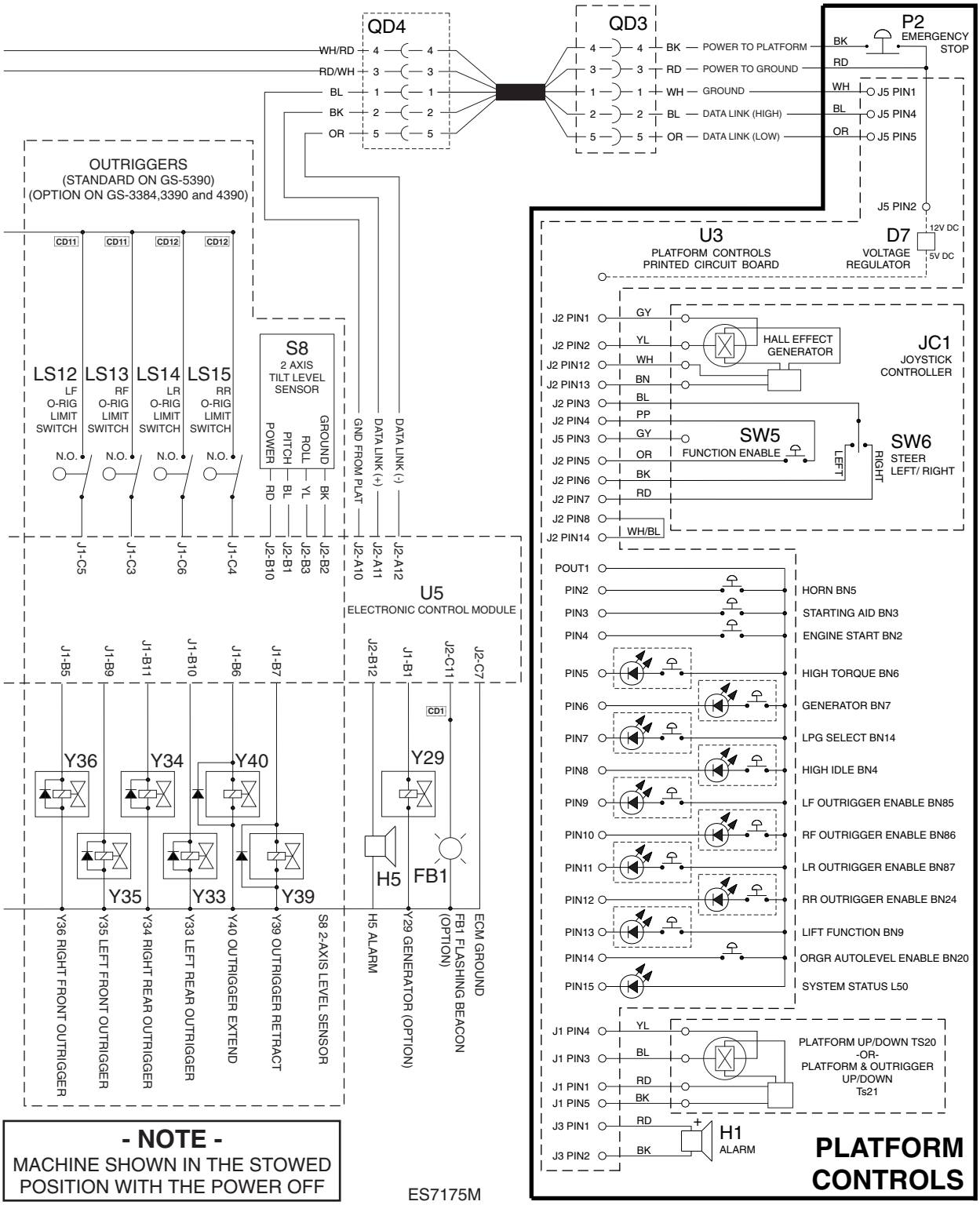


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7175M

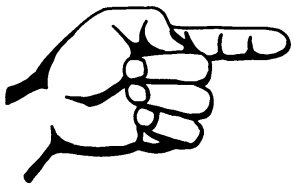
Electrical Schematic

CE Models with Deutz Power - Part 3 of 3
(GS-84 models from serial number GS8406-40833 to GS8410-42031)
(GS-90 models from serial number GS9006-42686 to GS9010-47262)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

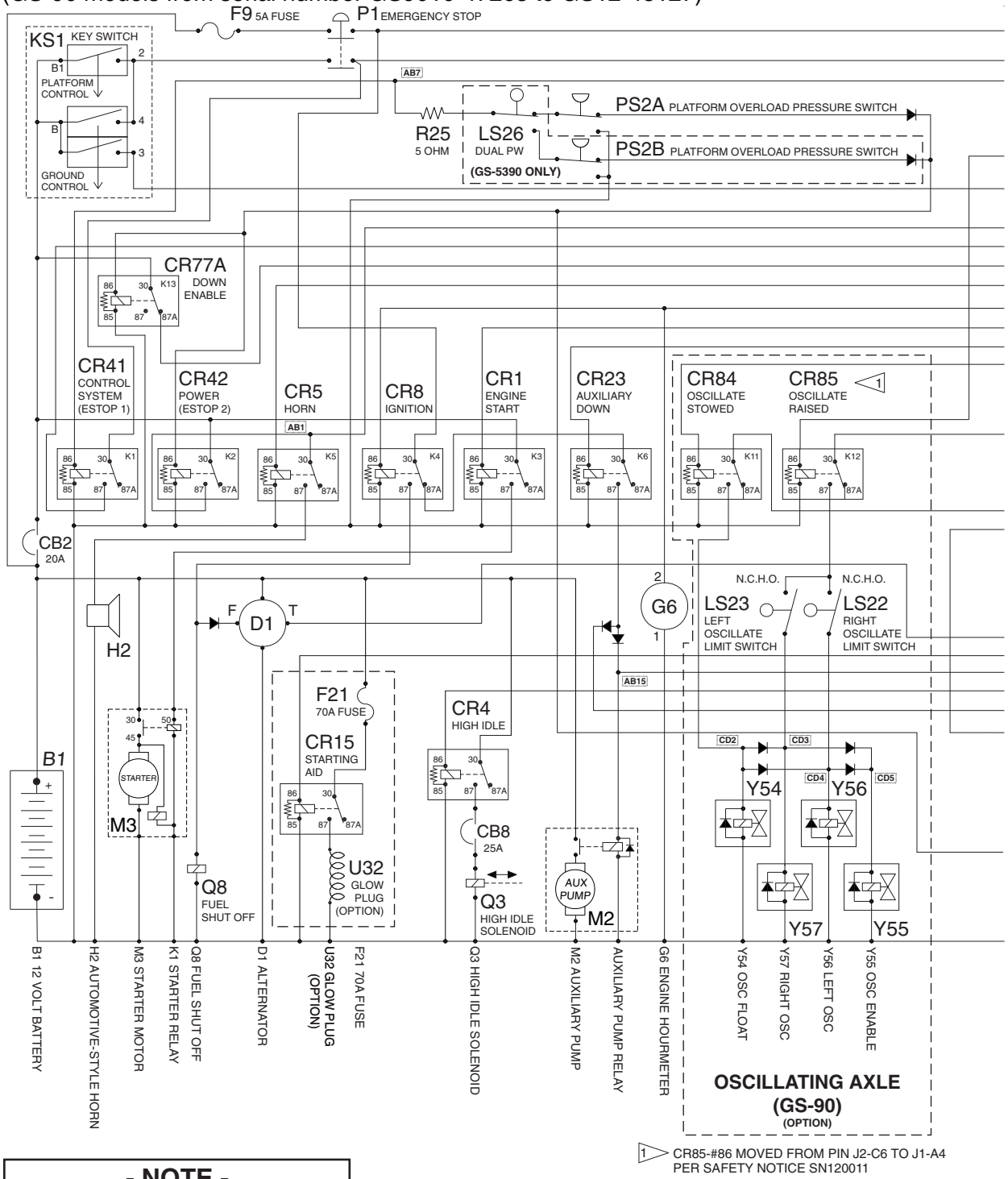
ES7175M



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Electrical Schematic

CE Models with Deutz Power - Part 1 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models from serial number GS9010-47263 to GS12-48127)

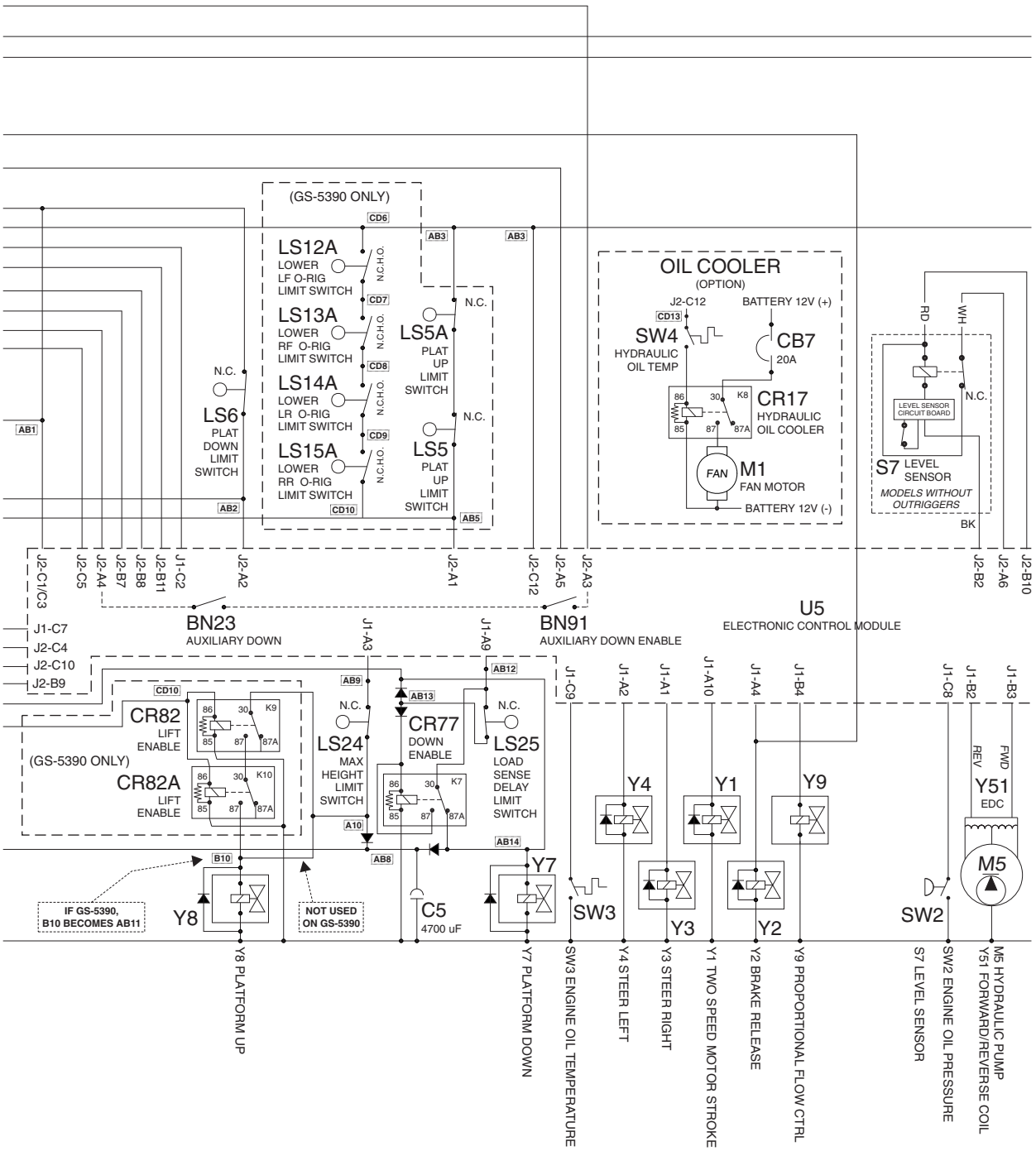


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7175N

Electrical Schematic

CE Models with Deutz Power - Part 2 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models from serial number GS9010-47263 to GS9012-48127)

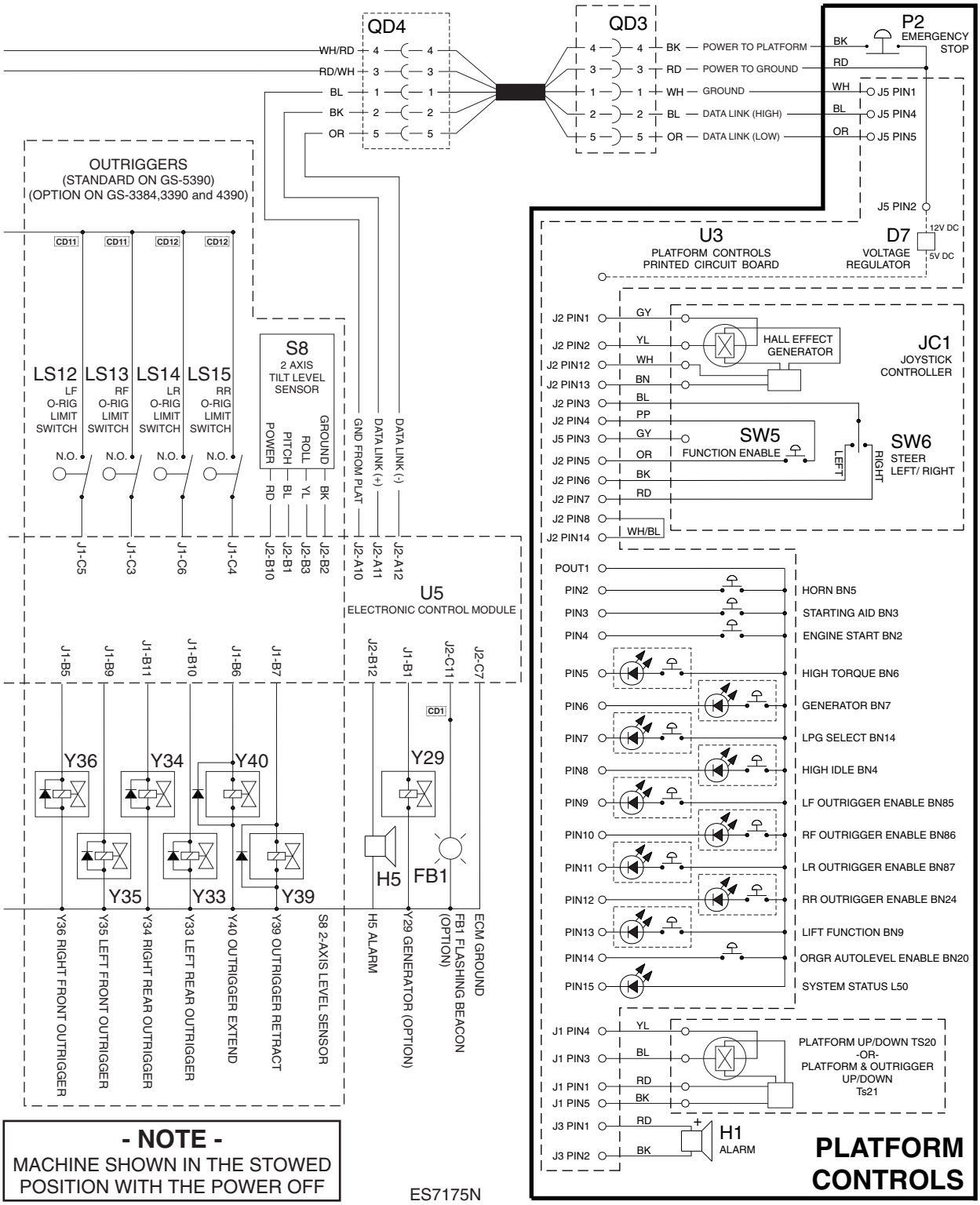


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7175N

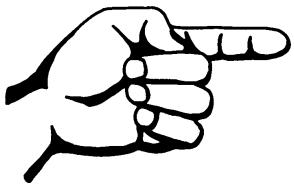
Electrical Schematic

CE Models with Deutz Power - Part 3 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models from serial number GS9010-47263 to GS9012-48127)



- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

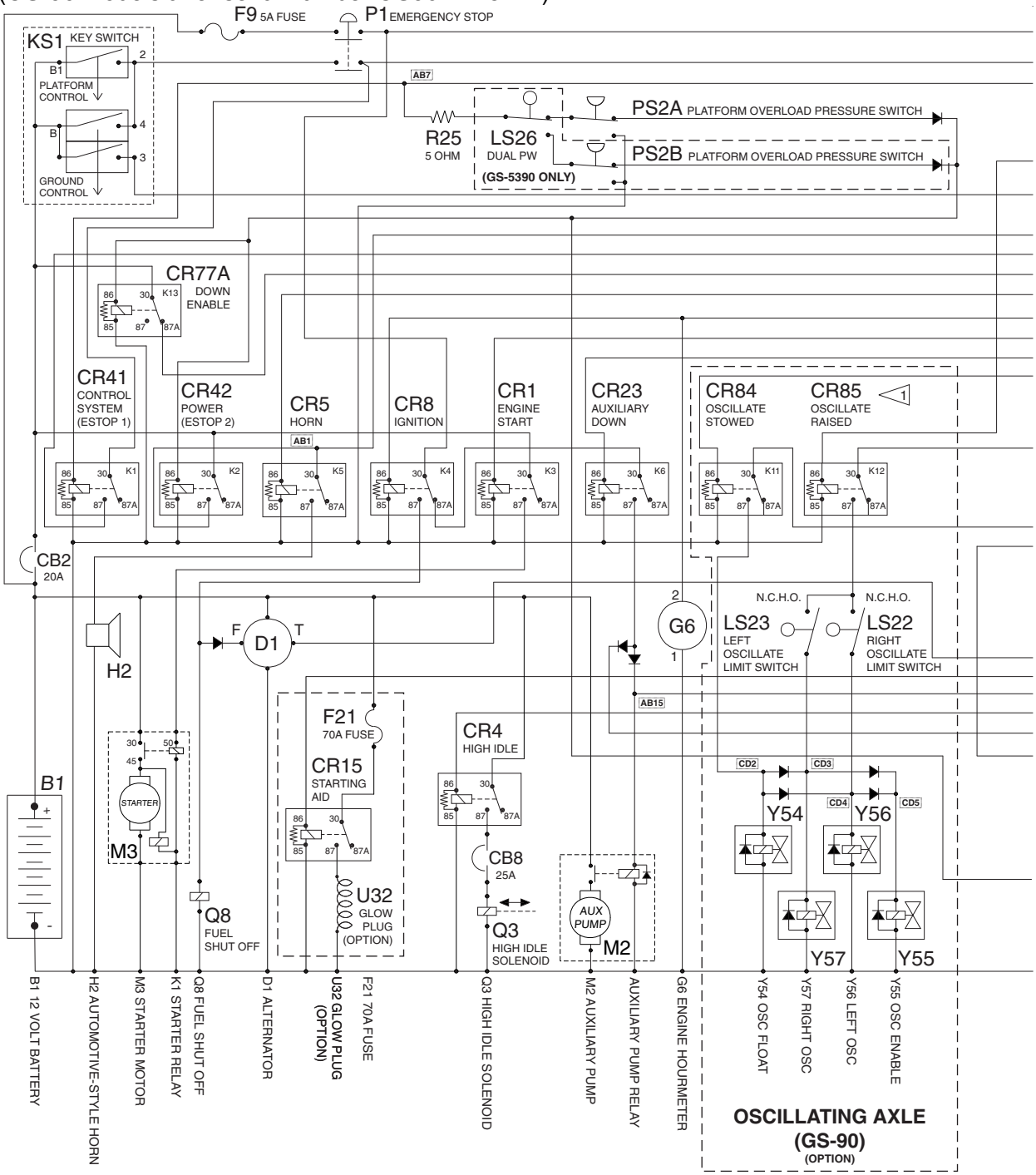
ES7175N



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Electrical Schematic

CE Models with Deutz Power - Part 1 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models after serial number GS9012-48127)

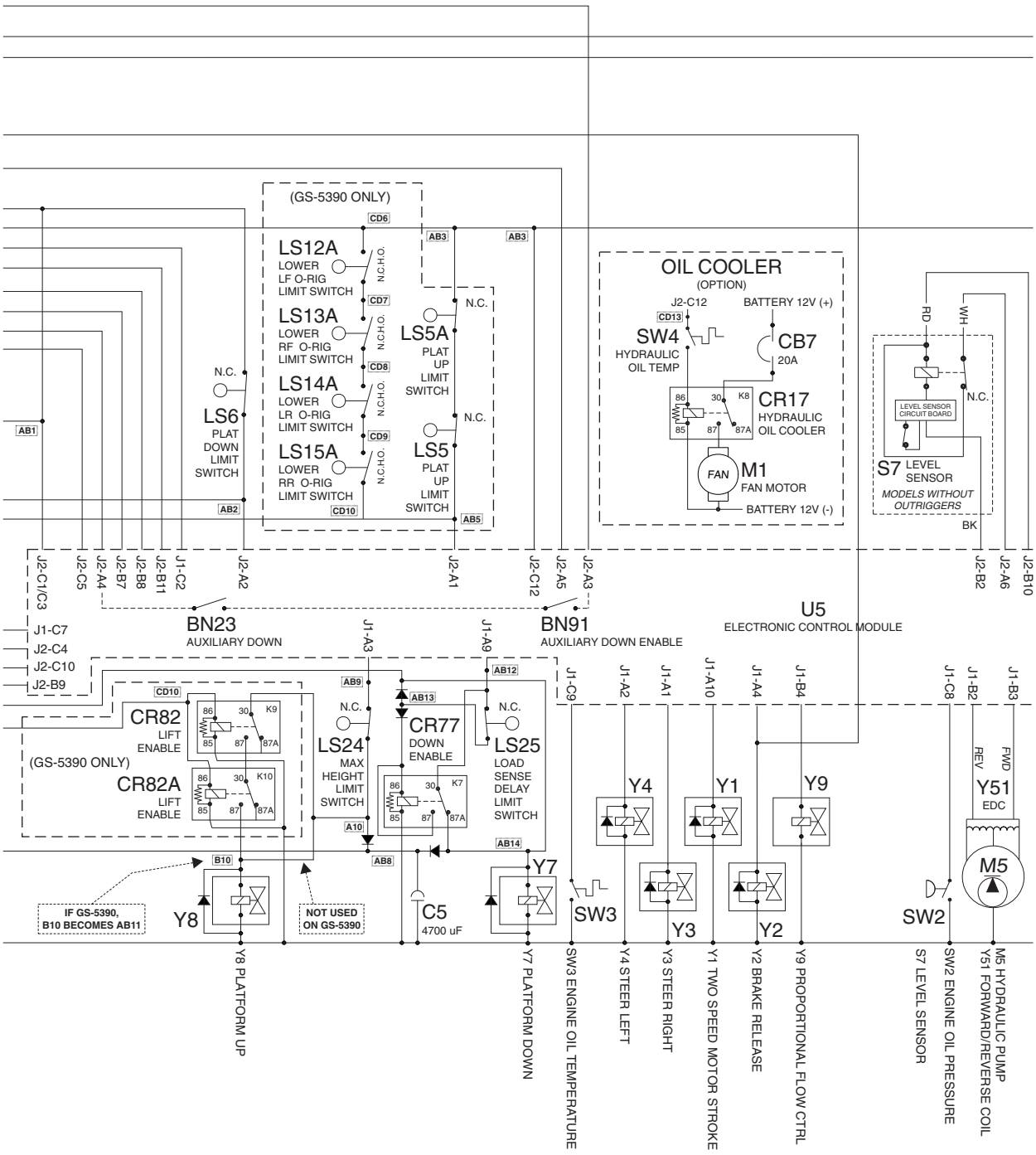


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7175P

Electrical Schematic

CE Models with Deutz Power - Part 2 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models after serial number GS9012-48127)

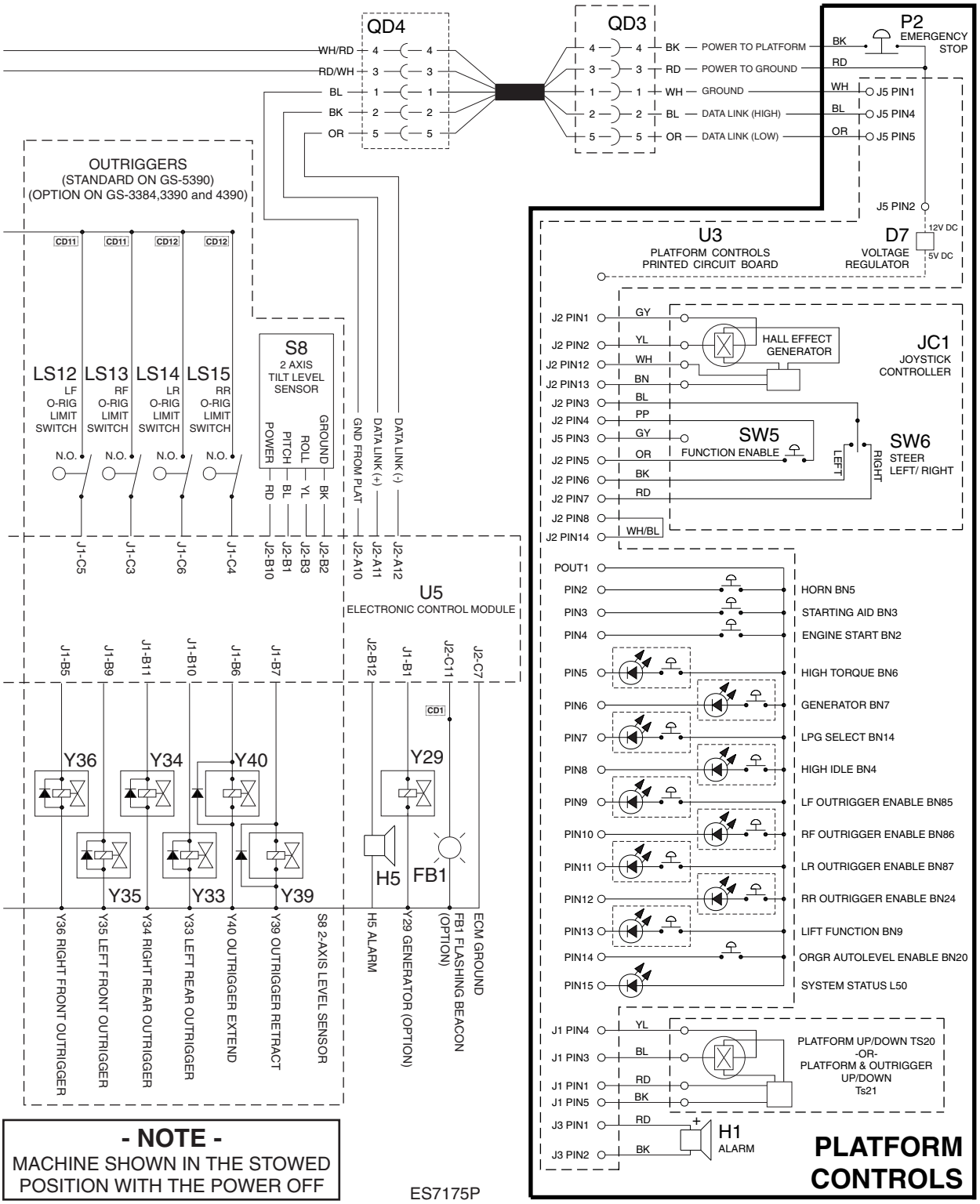


- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7175P

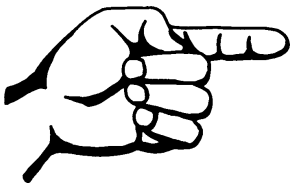
Electrical Schematic

CE Models with Deutz Power - Part 3 of 3
(GS-84 models after serial number GS8410-42031)
(GS-90 models after serial number GS9012-48127)



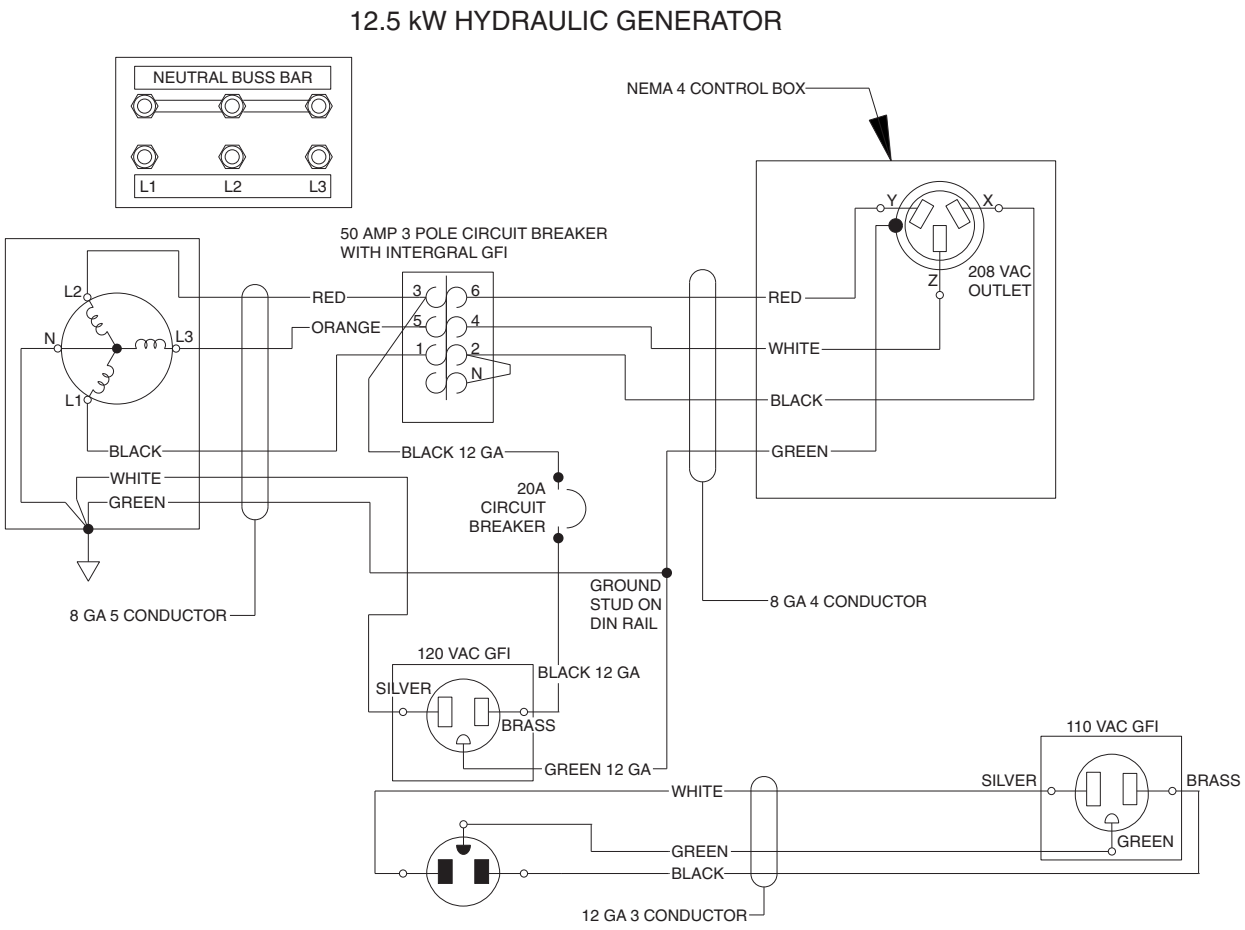
- NOTE -
MACHINE SHOWN IN THE STOWED POSITION WITH THE POWER OFF

ES7175P



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Wiring Diagram - 12 kW Hydraulic Generator (option)



Wiring Diagram - 12kW Hydraulic Generator (option)

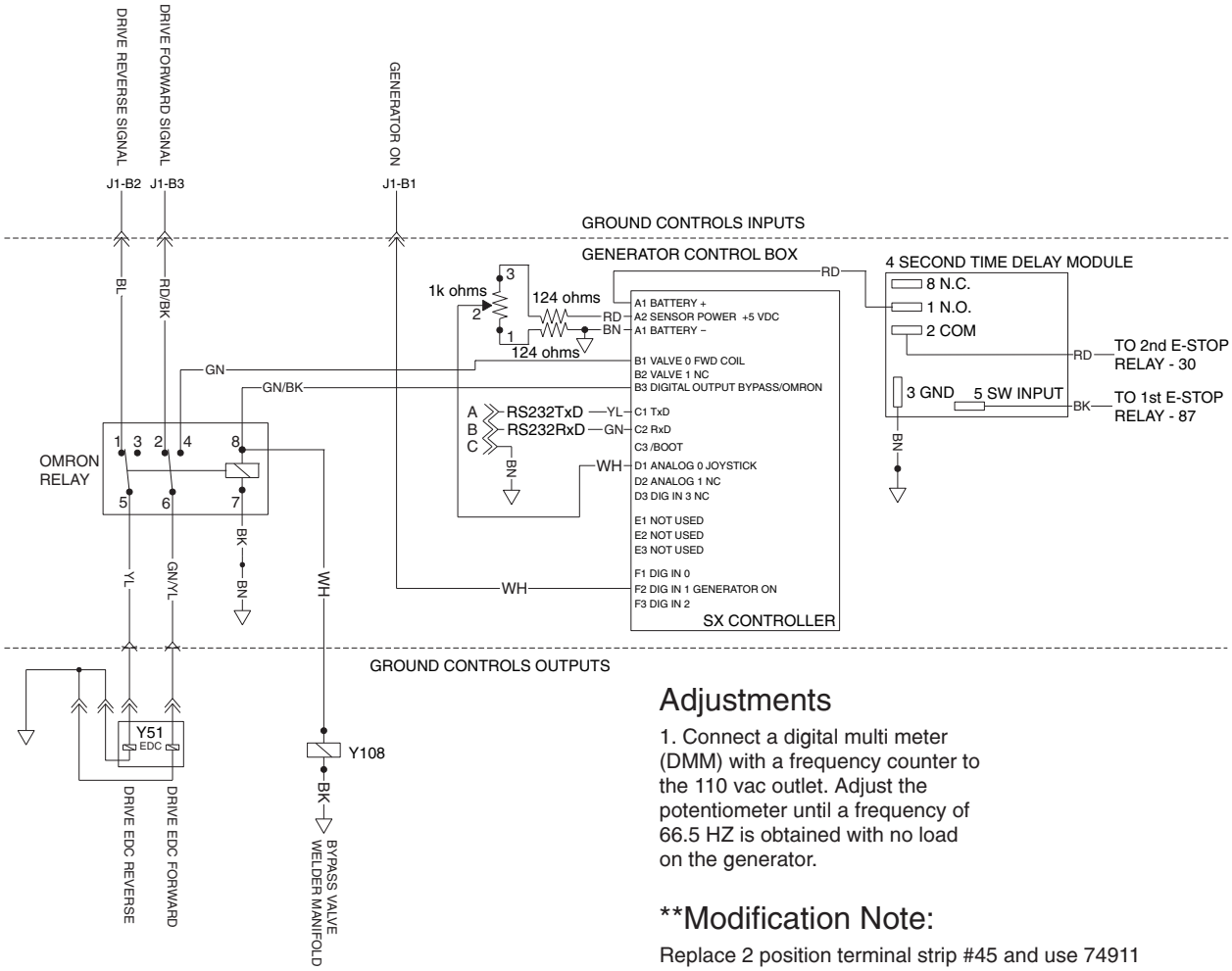
Theory of Operation

1. Turning on the Generator sends a signal to the ECU which deactivates the function as long as the generator function is turned on. In addition, the Generator "on" signal from the ECU deactivates all other functions, until that function is enabled, which deactivates the generator function until the enabled function is deactivated. Furthermore, the generator "on" signal from the ECU switches the engine to high RPM.

2. The SX controller is turned ON supplying power to the bypass valve and the change over relay. The EDC valve is switched over to the output of the SX controller.

3. When the AC generator is turned OFF, the SX module will ramp the output to the EDC to threshold preventing cavitation, to the hydraulic motor powering the generator. When the threshold is reached, the bypass valve is turned OFF.

4. The time relay module keeps the SX controller ON, four additional seconds after the ESTOP is pressed, allowing for a controller ramp down of the generator.



Adjustments

1. Connect a digital multi meter (DMM) with a frequency counter to the 110 vac outlet. Adjust the potentiometer until a frequency of 66.5 HZ is obtained with no load on the generator.

**Modification Note:

Replace 2 position terminal strip #45 and use 74911 four position terminal strip in its place. Use the name plate from the old 2 position terminal.

Add three 6 amp 200 PIV diodes (Genie part number 45762) in the position shown in the schematic.**

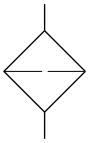
Hydraulic Schematics Component Call-out Legend

Item	Function
A	Steer circuit
B	Auxiliary pump circuit
C	Steer circuit
D	System relief
E	Steer/outrigger circuit
F	Test port
G	Steer left/right
H	All functions
I	Platform up/down
J	Outrigger up/down
K	Outrigger extend circuit
L	Outrigger retract circuit
AA	Platform down circuit
AB	Testing
AC	System relief
AD	Proportional/differential sensing valve
AE	Steering and outrigger circuit
AF	Testing
AG	Platform up/down
AH	Steer left/right
AI	Platform down circuit
AJ	Bleeds off proportional valve to tank
AK	Outrigger up/down
AL	Generator on
AM	Generator relief
AN	Generator flow
AO	Accumulator
AP	Platform overload (option)

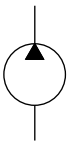
Item	Function
BA	High speed bypass
BB	High speed bypass
BC	Balances fluid flow from flow divider/combiner BO to non-steer end drive motors
BD	Balances fluid flow from flow divider/combiner BP to steer end drive motors
BE	Charge pressure circuit that gets hot oil out of low pressure side of drive pump and allows low pressure flow path for brake release and 2-motor shift
BF	Testing “P1” pressure port
BG	Testing “P2” pressure port
BH	Charge pressure circuit
BI	Brake release circuit
BJ	2-speed motor shift circuit
BK	Brake release circuit
BL	2-speed motor shift circuit
BM	2-speed motor shift circuit
BN	Balances fluid flow from flow divider/combiner valve BM to flow divider/combiner valves BO and BP
BO	Controls flow to non-steer end drive motors in forward and reverse
BP	Controls flow to steer end drive motors in forward and reverse
BQ	Controls fluid flow to flow divider/combiner valves BO and BP in forward and reverse

Item	Function
CA	Right front outrigger autolevel valve
CB	Left front outrigger autolevel valve
CC	Right rear outrigger autolevel valve
CD	Left rear outrigger autolevel valve
DA	Oscillate on
DB	Oscillate system relief valve
DC	Oscillate float relief valve
DD	Flow regulator
DE	Right oscillate cylinder
DF	Left oscillate cylinder
DG	Oscillate float
EA	Flow divider/combiner, front to rear
EB	Orifice, controls flow side to side at steer end
EC	Test port #2
ED	Orifice, controls flow side to side at non-steer end
EE	Charge pressure circuit
EF	2-speed motor shift circuit
EG	Orifice, brake circuit
EH	Orifice, 2-speed motor shift circuit
EI	Hot oil relief, charge pressure circuit
EJ	Brake release circuit
EK	Flow divider/combiner, balances flow side to side at the non-steer end
EL	Flow divider/combiner, balances flow side to side at the steer end
EM	Orifice, controls flow front to rear
EN	Test port #1
FA	Diverter valve
FB	Delays shift to drive
FC	Pilot valve to diverter
FD	Charge pressure circuit
FE	Prevents oil to generator

Hydraulic Symbols Legend



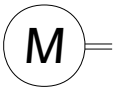
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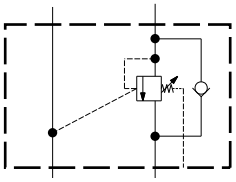
Fixed displacement pump



Bi-directional variable speed motor



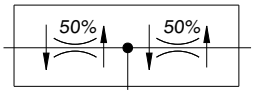
Variable speed motor



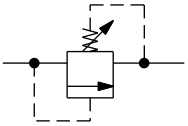
Counterbalance valve



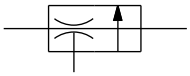
Flow regulator valve



Flow divider/combiner valve



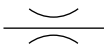
Relief valve



Priority flow regulator



Accumulator



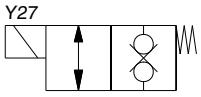
Orifice



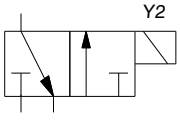
Shut off valve



Dual acting cylinder



Solenoid operated 2 position 2 way valve, normally closed with manual override



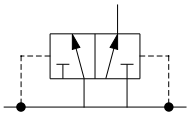
Solenoid operated 2 position 3 way directional valve



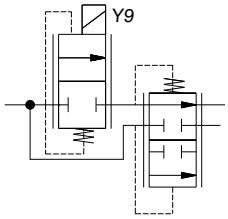
Brake



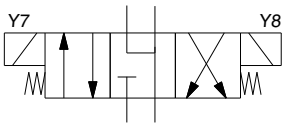
Check valve



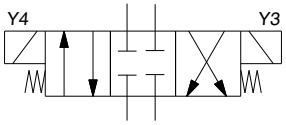
Hot oil shuttle valve



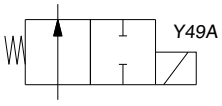
Proportional solenoid valve



Solenoid operated 3 position 4 way directional valve



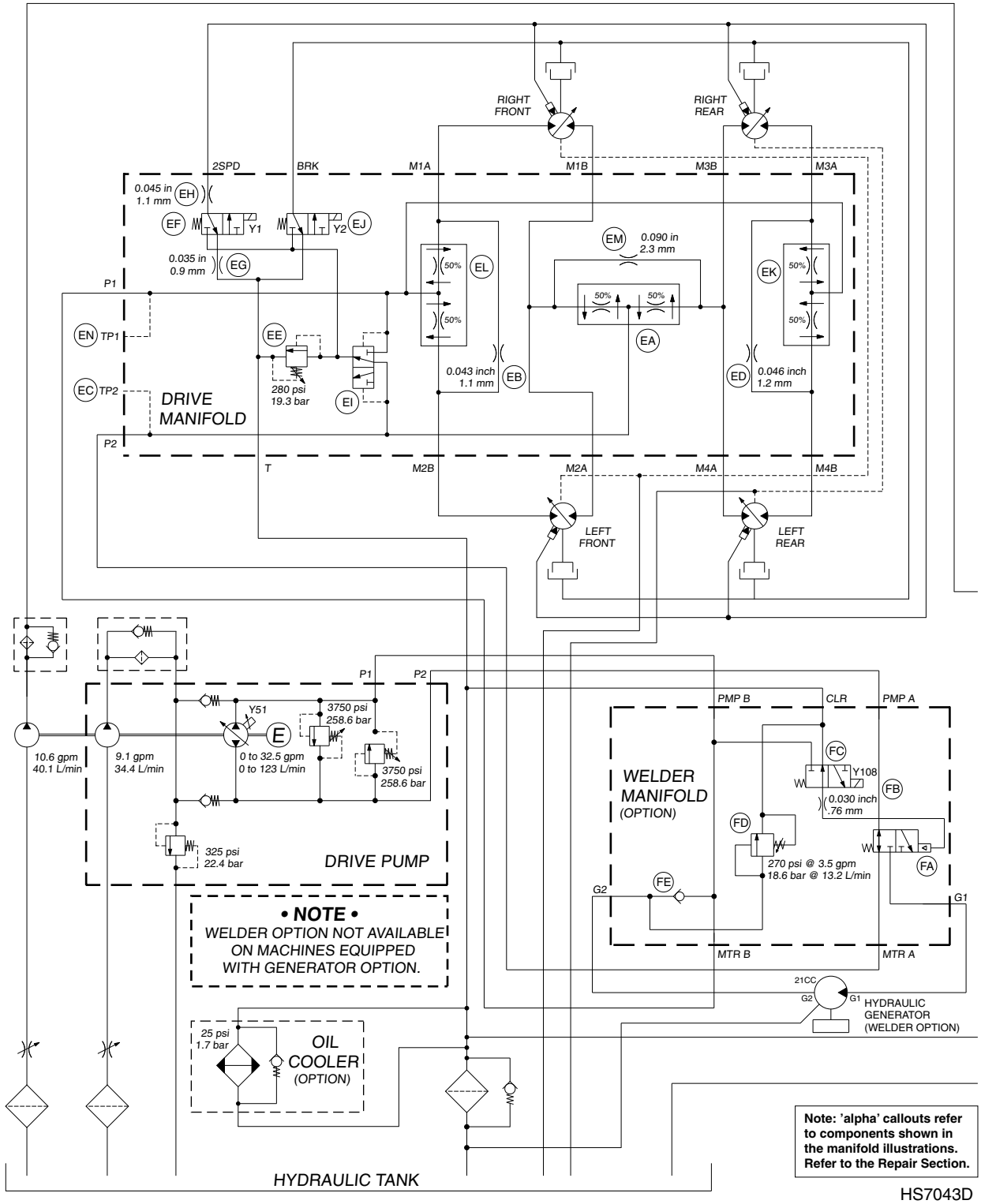
Solenoid operated 3 position 4 way directional valve



Solenoid operated 2 position 2 way directional valve

Hydraulic Schematic

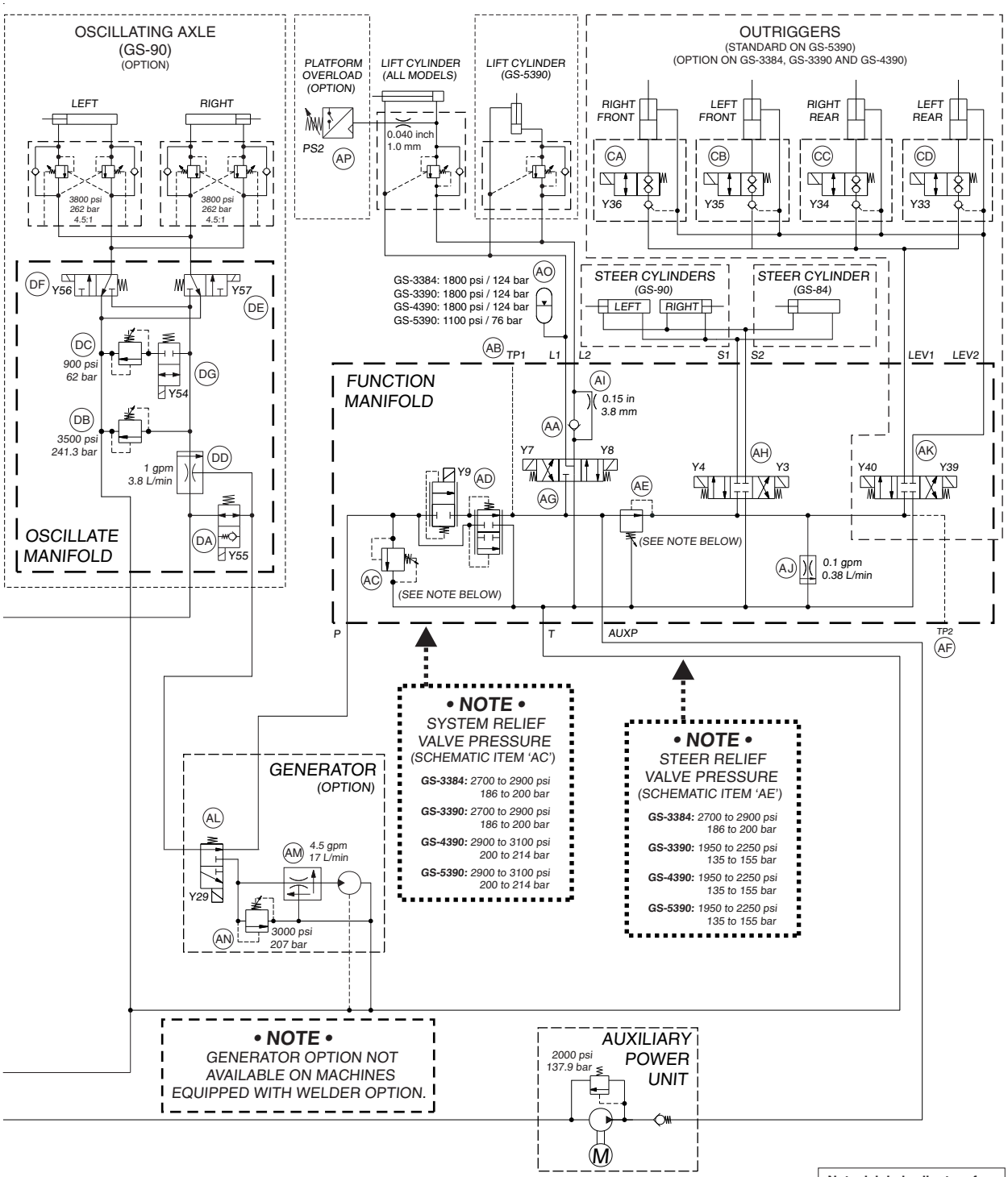
(GS-84 models from serial number GS8404-40297 to GS8407-41529)
(GS-90 models from serial number GS9004-41691 to GS9007-45004)
Part 1 of 2



HS7043D

Hydraulic Schematic

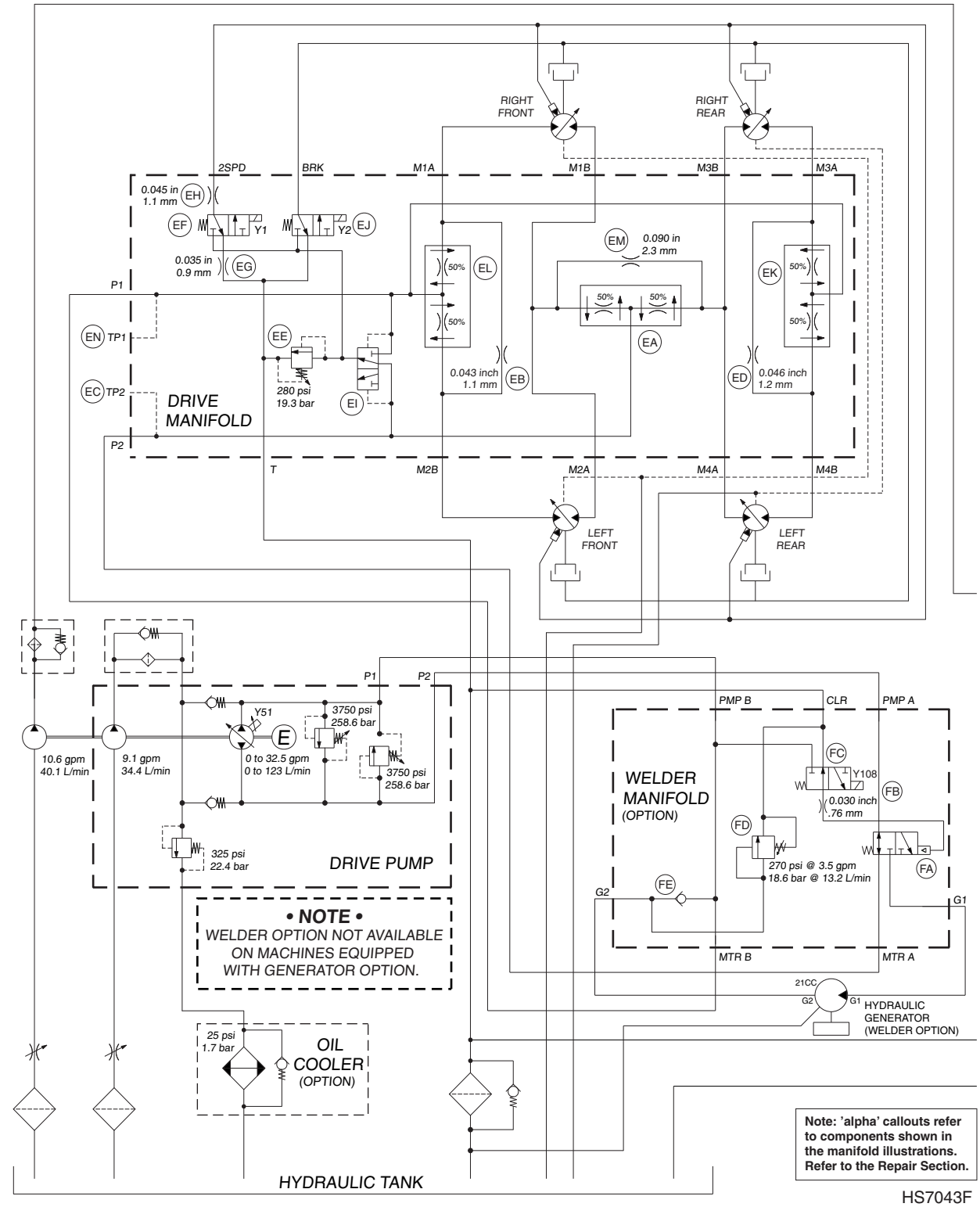
(GS-84 models from serial number GS8404-40297 to GS8407-41529)
(GS-90 models from serial number GS9004-41691 to GS9007-45004)
Part 2 of 2



HS7037L

Hydraulic Schematic

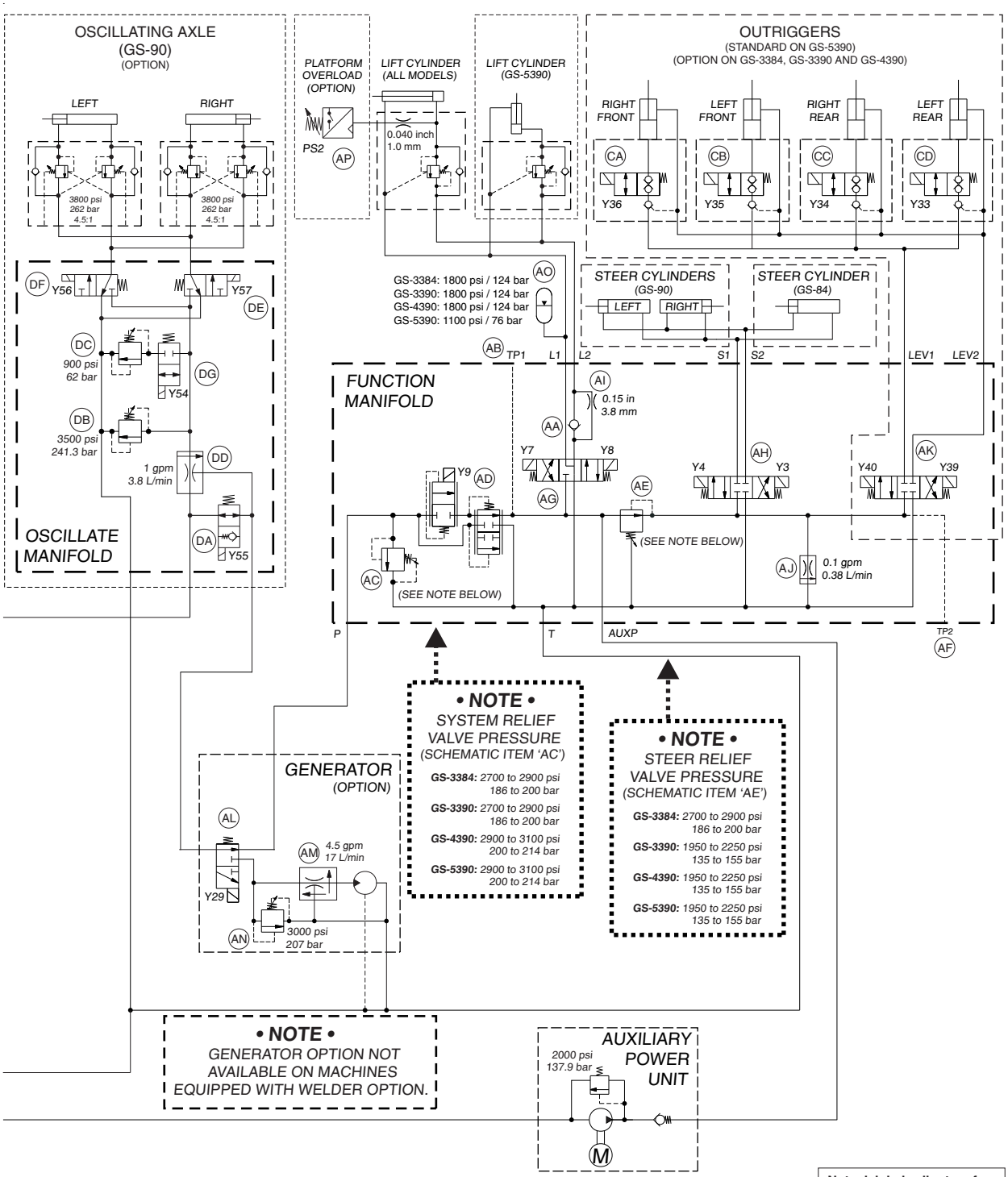
(GS-84 models after serial number GS8407-41529)
(GS-90 models after serial number GS9007-45004)
Part 1 of 2



HS7043F

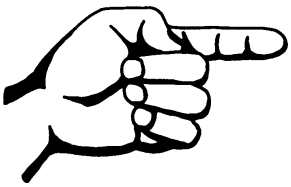
Hydraulic Schematic

(GS-84 models after serial number GS8407-41529)
(GS-90 models after serial number GS9007-45004)
Part 2 of 2



Note: 'alpha' callouts refer to components shown in the manifold illustrations. Refer to the Repair Section.

HS7037L



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California Proposition 65

Warning

The exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

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