



eqss™ Gen-3 LMS Telehandler Load Management System

Installation Manual for
JCB 550-80/560-80 Waste Master



PLEASE NOTE:

*****Do Not Swap Components between Gen3-LMS kits*****
When installing multiple Gen3-LMS kits, make sure the serial number on the sticker matches the serial number on the machine.

*****Failure To Follow Installation Manual Will Void Warranty*****

Documentation Conventions

The list below highlights important documentation conventions.



Text presented in this manner is intended to provide the user with some general information. The user should ensure information presented in this manner is clearly understood.



Text presented in this manner provides the user with information to assist in completion of the current procedure being explained.



Text presented in this manner indicates that a failure to follow directions could result in damage to equipment, loss of information, bodily harm, or loss of life.

Important Information

Information contained in this publication regarding this device's applications and the like is provided only for your convenience and may be superseded by updates. It is your responsibility to ensure that the application or our equipment meets with your specifications.

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Tools Required for Installation

The tools required to perform the installation of the TSS are listed below

- Pencil or Texta
- Drill
- Drill bits
 - 3.3 mm
 - 4.5 mm
 - 5 mm
 - 6.25 mm
 - 6.8 mm
 - 8.5 mm
- Centre punch
- Tap T-Handle
- Taps
 - M6
 - M7 x 0.75
 - M8
- Drill and tap oil
- Metric Allen keys
- Phillips Head screw driver
- Spanners and sockets
 - 7 mm
 - 10 mm
 - 13 mm
- Loctite thread locker
- Side cutters
- Stanley knife
- Crimpers
- Wire strippers
- Hole saw
 - 31 mm
 - 34 mm

Covers

Remove the following covers before starting the installation

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	Release the dashboard display bolts	
2.	Remove the indicator display behind the steering wheel	
3.	Release the cover beside the joystick	



<i>Step</i>	<i>Description</i>	<i>Diagram</i>
4.	Remove the side panel next to the cabin under the boom.	
5.	Remove the covers under the boom.	

Table 3: Cover removal

Cable Reeler Installation

The cable reeler is used to measure the boom extension to determine the maximum lifting capacity.



A false N07 fault can occur if the boom jumps off the stow switch due to pressurising the hydraulic system and without operating the boom extension control. Ensure the stow switch arm is correctly adjusted to prevent this error.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Drill and tap the holes for the cable reeler according to the mounting diagram on page 10.</p> <p>Mount using the supplied M6 x 30 mm bolts and 17 mm standoffs.</p>	
2.	<p>Drill and tap an M8 hole for the cable anchor. Ensure the cable anchor is positioned so the cable runs in line with the boom.</p> <p>Mount the cable anchor and secure the cable to the anchor.</p> <p>Drill and tap the M6 holes for the stow switch trigger. Ensure the stow switch is pressed when the boom is retracted.</p> <p>Mount the stow switch trigger using the supplied M6 x 30 mm bolts and 17 mm standoffs.</p>	



<i>Step</i>	<i>Description</i>	<i>Diagram</i>
3.	Connect the supplied M12 10 metre cable (CB001033) into the cable reeler connection.	
4.	<p>Run the cable along the hydraulic pipes running down the boom, secure using cable ties every 150 mm to 200 mm.</p> <p>Cable tie to the flexible hydraulic hoses down to the chassis. Make sure the cable isn't pinched or stretched when the boom is raised or lowered.</p> <p>Run the cable towards the cabin and cable tie with the other cables during External Cable Completion on page 22.</p>	

Table 4: Cable Reeler Installation

Cable Reeler Mounting Position

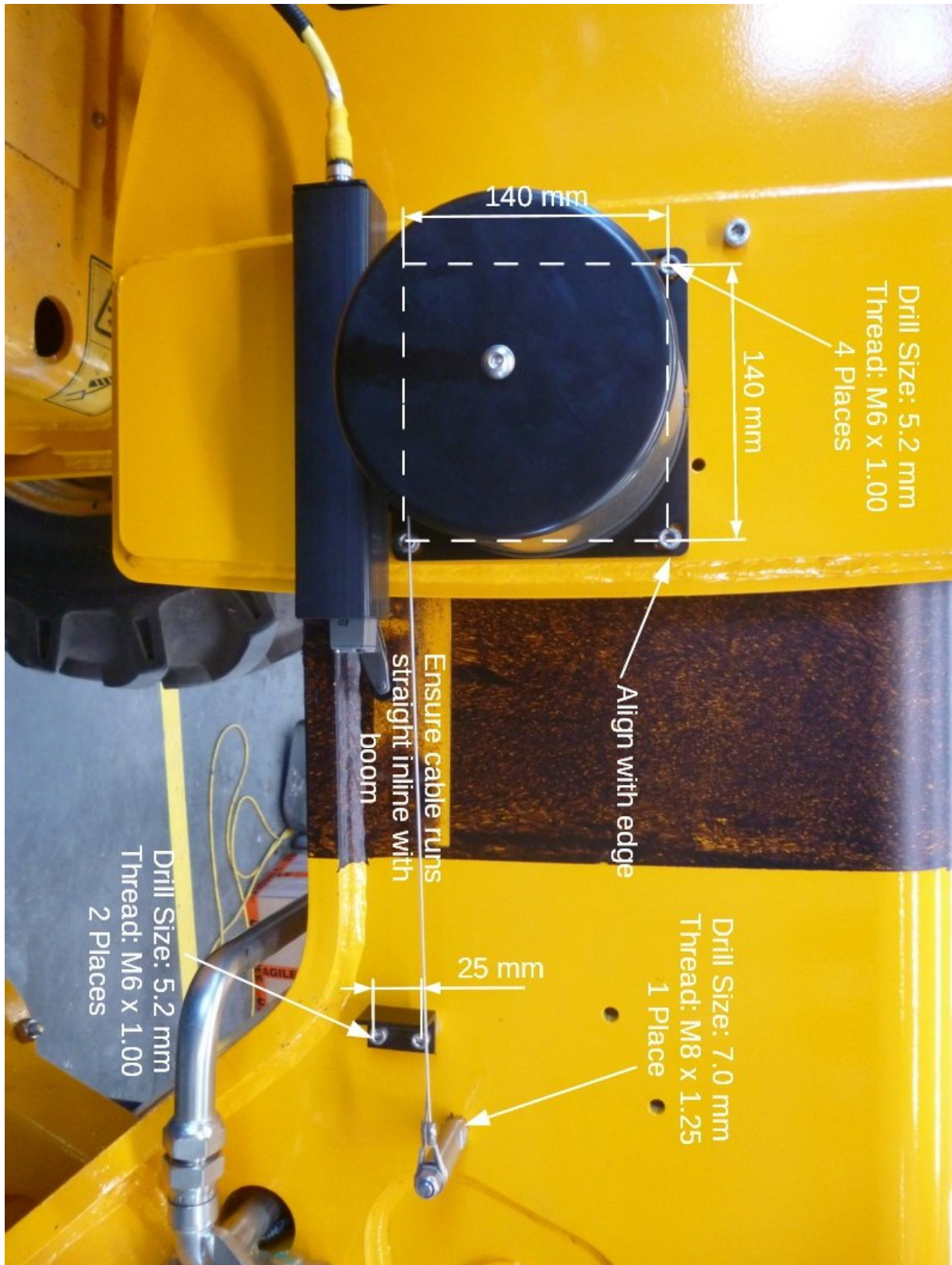




Illustration 1: Cable Reeler Mounting Position

Pressure Sensor Installation

The hydraulic pressure sensors are used to measure the lifting load of the telehandler.

Main Cylinder Pressure Sensors

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
<p>1.</p>	<p>Raise the boom to approximately 40 degrees.</p> <p>Support and secure the boom using an A Frame or similar apparatus. It must support at least 2 tons.</p> <p>Apply the handbrake and insert chock under wheels.</p> <p>Release the blanking cap on the hydraulic port labelled M1.</p> <p>Removing the blanking cap will release the hydraulic pressure which may result in a spray of oil.</p> <p>Install the supplied pressure sensor and ensure it is tightly sealed.</p> <p>Note: The pressure sensor may need to set on a diagonal angle to ensure the sensor is not crushed when the boom is fully lowered</p>	 <p>View from the under the boom to the counterbalance valve on the lift cylinder</p>
<p>2.</p>	<p>Locate the 5/8 BSPP to 3/8 BSPP Hydraulic Tee (Not Supplied, JCB #: 816/90143) and connect to rod pressure sensor connections using the supplied seal as shown.</p>	




<i>Step</i>	<i>Description</i>	<i>Diagram</i>
3.	<p>Install the tee connector and pressure sensor into the rod of the main lift cylinder, where the flexible hose is connected to the rod port on the side of the lift cylinder.</p> <p>Start the machine, pressurise the boom and check for leaks.</p>	
4.	<p>Connect the supplied M12 4 metre cables (CB001026) into each of the pressure sensors.</p> <p>Cable tie the pressure sensor cables to the flexible hydraulic hoses connected to the main lift cylinder. Make sure the cable isn't pinched or stretched when the boom is raised or lowered.</p> <p>Run the cables towards the cabin and cable tie with the other cables during External Cable Completion on page 22.</p>	

Table 5: Main Cylinder Pressure Sensor Installation



Angle the tee connections to ensure the hydraulic connections and pressure sensor do not hit the boom when the boom is lowered

Compensation Pressure Sensors

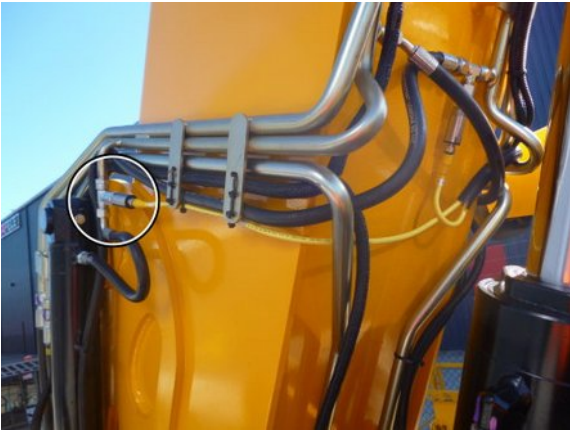
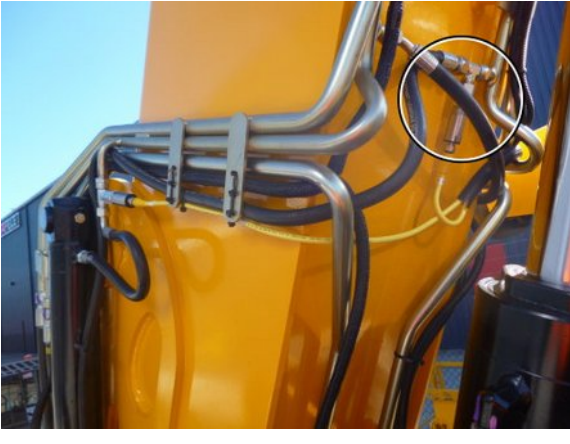


Step	Description	Diagram
1.	<p>Undo the hydraulic connection for the flexible hydraulic line into the head for the left compensation cylinder on the side of the boom.</p> <p>Install the supplied tee piece and pressure sensor in line with the hydraulic connection.</p>	
2.	<p>Undo the hydraulic connection for the flexible hydraulic line into the rod for the left compensation cylinder under the boom.</p> <p>Install the supplied tee piece and pressure sensor in line with the hydraulic connection.</p> <p>Start the machine, pressurise the boom and check for leaks.</p>	
3.	<p>Connect the supplied M12 10 metre cables (CB001033) into each of the pressure sensors.</p> <p>Run the cables along the hydraulic lines down to the chassis towards the cabin and cable tie with the other cables during External Cable Completion on page 22.</p>	


Table 6: Compensation Pressure Sensor Installation



Angle the tee connections to ensure the hydraulic connections and pressure sensor do not hit the boom when the boom is lowered

Reverse Camera

The rear camera video is displayed on the screen when the machine is in reverse gear to allow the operator to see behind the telehandler while reversing.

 Do not disconnect the camera power connection while the system is operating as this can damage the fuse.




<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Drill a 31mm hole in the location shown.</p> <p>Insert the camera through the hole and adjust the angle using the alignment washers.</p> <p>Connect the camera power and signal connectors to the supplied 5m camera cable (CB001032).</p> <p>Note; The white connector is not used.</p> <p>Run the remainder of the cable towards the cabin and cable tie with the other cables during External Cable Completion on page 22.</p>	

Table 7: Reverse Camera Installation


 The camera's viewing angle may need to be adjusted once the system is installed and the display is operational.

Forward Camera

The forward camera video is displayed on the screen when the machine is in forward gear to allow the operator to see past the boom to obstructions that would damage the right front tyre.



Do not disconnect the camera power connection while the system is operating as this can damage the fuse.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Mount the camera to the side mirror using the p-clips in the location shown.</p> <p>Secure using two M6 nuts.</p> <p>Connect the camera power and signal connectors to the supplied 5m camera cable (CB001032).</p> <p>Note; The white connector is not used.</p> <p>Note: The old light tower is shown.</p>	

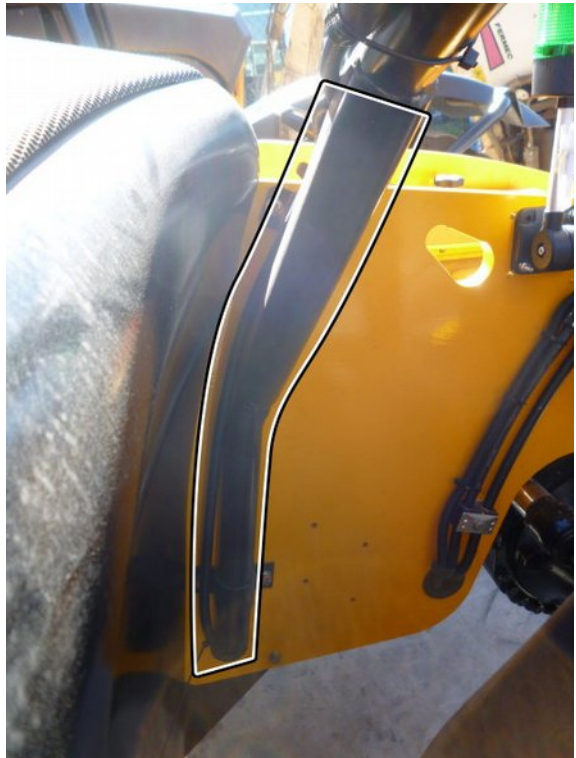
<i>Step</i>	<i>Description</i>	<i>Diagram</i>
2.	<p>Run the cable along the mirror support structure toward the chassis, then under the chassis to the side of the cabin.</p> <p>Cable tie with the other cables during External Cable Completion on page 22.</p>	

Table 8: Forward Camera Installation



The camera's viewing angle may need to be adjusted once the system is installed and the display is operational.




Signal Light Installation

The signal light warns other workers when the telehandler is lifting loads close to its maximum capacity.



Ensure the power supply voltage is greater than 13.5V otherwise the signal light may not illuminate correctly.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Remove the magnet from the bottom of the signal light mounting bracket and flip the signal light mounting bracket so the mounting holes are on the bottom.</p> <p>Cut and remove 0.5 m of snake tube from the end of the cable starting at the signal light.</p> <p>Drill two M4 holes to mount the signal light bracket to the left headlight support bracket on the roof.</p> <p>Note: The signal light can instead be mounted to the right headlight support bracket for better protection but reduced visibility.</p> <p>Mount using the supplied M4 bolts and nuts.</p>	

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
2.	<p>Inside the cabin, remove the covers at the top of the windshield and at the side housing the LMI indicator.</p>	
3.	<p>Cut the signal light cable approximately 300 mm from where the cable exits out the base of the signal light.</p> <p>Feed the cable through one of the existing grommets for the headlight cable into the cabin.</p> <p>Note: As an alternative to cutting the cable the grommet hole can be enlarged to fit the M12 connector.</p> <p>Note: The signal light cable must be run through an existing grommet hole. Drilling another hole in the cabin will invalidate the ROPS/FOPS protection of the cabin.</p>	
4.	<p>Inside the cabin, cut off approximately 2 m to shorten the cable. Then reconnect the 4 wire cable using the supplied crimp joiners.</p> <p>Secure the joined connections using electrical tape (not shown)</p>	


<i>Step</i>	<i>Description</i>	<i>Diagram</i>
5.	<p>Run the cable along the same path as the headlight cables to inside the dashboard and secure using cable ties.</p> <p>Replace the dashboard covers.</p>	

Table 9: Signal Light Installation

Can Pressure Input Module (CPIM)



The CPIM is responsible for processing the information sent from the pressure sensors.



Accidentally swapping the pressure sensor connections will not damage the system and can be determined if the display is showing a negative load.



Do not plug the pressure sensor cable into the far right side boom cable. This will damage the system.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Drill two M8 holes for the CPIM bracket in the side of the cabin.</p> <p>Mount using the supplied M8 bolts and nuts.</p>	
2.	<p>Connect the cables for the pressure sensors and boom cable to the CPIM according to the picture shown.</p> <p>Connect the supplied M12 4 metre cable (CB001026) into the connection out of the right side of the CPIM for the CCIM cable.</p> <p>Run the CCIM cable towards the cabin.</p>	

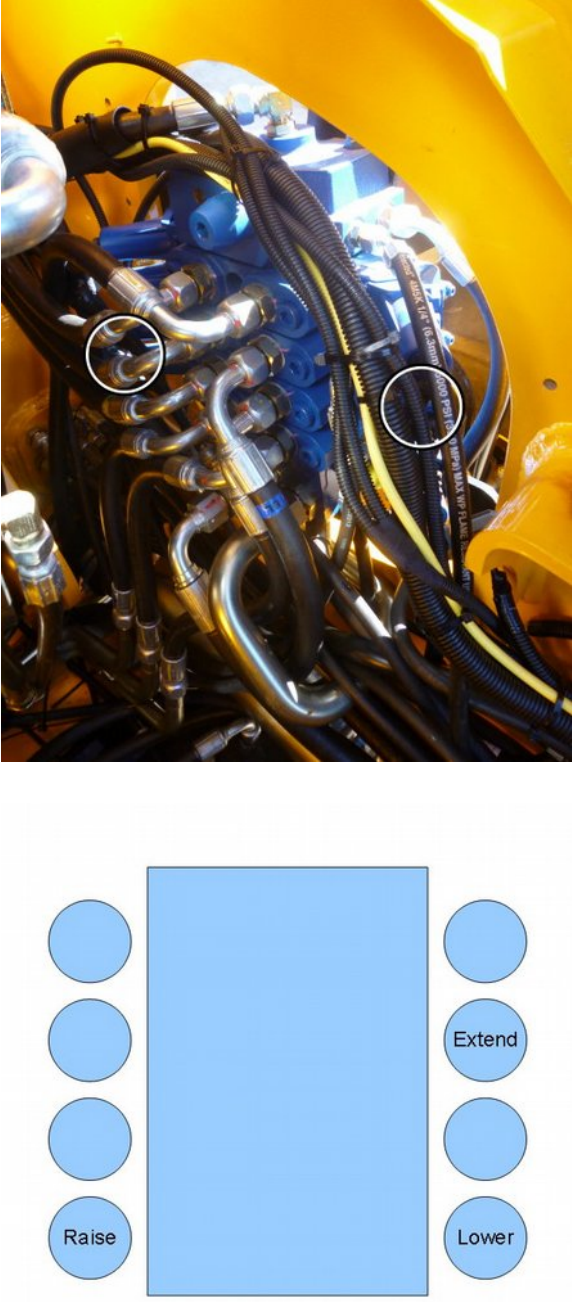
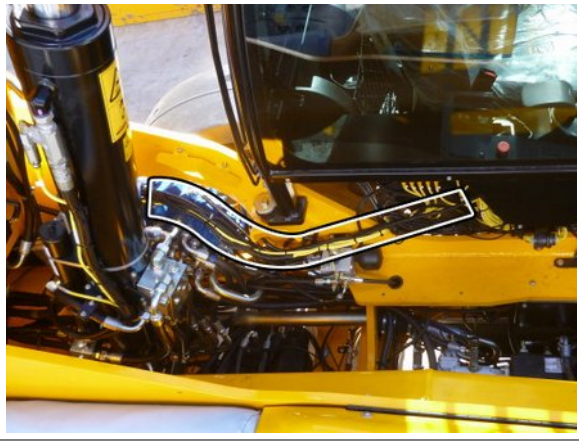

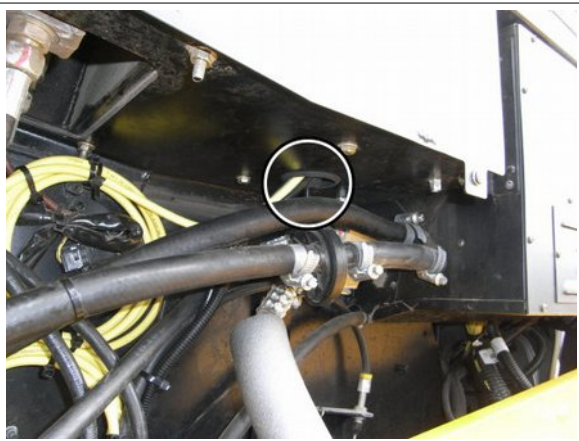
<i>Step</i>	<i>Description</i>	<i>Diagram</i>
3.	<p>Run the height limiter cable from out the left side of the CPIM to the hydraulic block behind the cabin.</p> <p>Connect the tee connector labelled “Raise” from the height limiter cable to the boom raise (bottom left) connector on the hydraulic block and the tee connector labelled “Extend” from the height limiter cable to the boom extend (down second from right) connector on the hydraulic block.</p> <p>Place a single cable tie to hold each cable position then disconnect the tee's from the raise and extend connectors, otherwise the boom will not move.</p> <p>Complete the cable installation during External Cable Completion on page 22.</p>	

Table 10: Can Pressure Input Module (CPIM) Installation

External Cable Completion

All external cabling is completed in this step.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Locate the reverse camera, boom and pressure cables at the rear of the machine and cable tie to the existing snake tube and hydraulic lines running towards and underneath the cabin.</p> <p>Coil up any additional cable and store under the side panel beside the cabin.</p>	
2.	<p>At the front of the machine cable tie the front camera cable to the side of the cabin.</p> <p>Note: The old light tower is shown.</p>	
3.	<p>Run the CCIM, signal light and camera cables through the hole into the cabin</p>	


<i>Step</i>	<i>Description</i>	<i>Diagram</i>
4.	<p>Secure all the cables from the CPIM and from out the holes into the cabin from the joystick and dashboard.</p> <p>Coil up any additional cable and store under the side panel beside the cabin.</p>	

Table 11: External Cable Completion

Can Cabin Interface Module (CCIM)

The CCIM connects the system into the machine electronics.




<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Connect the CCIM and signal light cables to the M12 connectors on the CCIM.</p> <p>Note: It doesn't matter which of the M12 connectors the CCIM and signal light cables are plugged into.</p>	
2.	<p>Connect the Power/Camera and IO Harnesses to the bulkhead connectors on the CCIM.</p> <p>Position the CCIM underneath the dashboard using double sided velcro tape.</p> <p>Note: Make sure to leave enough room for the connectors and that the dashboard displays can be reinstalled.</p>	
3.	<p>Install the backup battery behind the indicator display using double sided velcro tape.</p>	

Table 12: CCIM Installation

Dashboard Switches

The user control and override switch are installed in the dashboard.



<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	Remove a blanking switch plate from the dashboard and install the override switch.	
2.	<p>Drill a 34 mm hole into the dashboard.</p> <p>Install the user control in the dashboard, aligned so the Enter cap is facing up.</p>	

Table 13: Dashboard Switches Installation

Display Installation

The display shows the current safety status of the telehandler.



Step	Description	Diagram
1.	<p>Position the display bracket in the top right of the dashboard in the approximate location shown.</p> <p>Drill two 7 mm holes to attach the bracket to the dashboard.</p> <p>Secure the bracket to the dashboard using the supplied large washers and nuts</p> <p>Attach the display to the bracket and tighten the grub screw</p>	
2.	<p>Run the 8 pin cable from the CCIM and the 5 pin cable from the user control dial out between the dashboard and cabin plastic mounts and attach to the connectors in the back of the display.</p>	

Table 14: Display Installation



Adjust the display bracket for optimal viewing angle once the display is powered



If the M12 screw lock connectors on the display are over tightened it will twist the connector pins attaching the connector to the PCB. See Appendix A: Attaching Display Connectors on page 39 for the correct method of attaching to the display connectors.




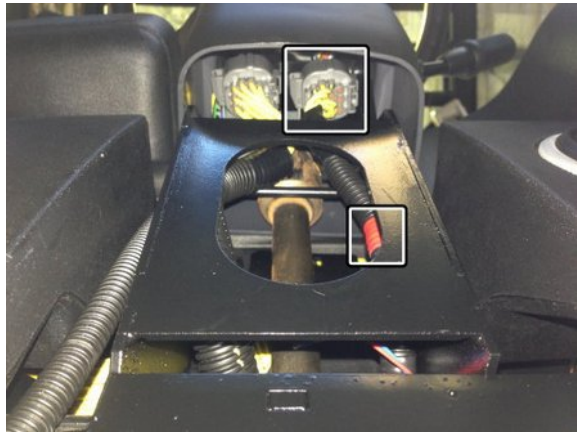
If the clip-on ferrites were removed from the CCIM and user control cables. See Appendix B: Reattach Ferrites and page 43 for the correct reattachment position.

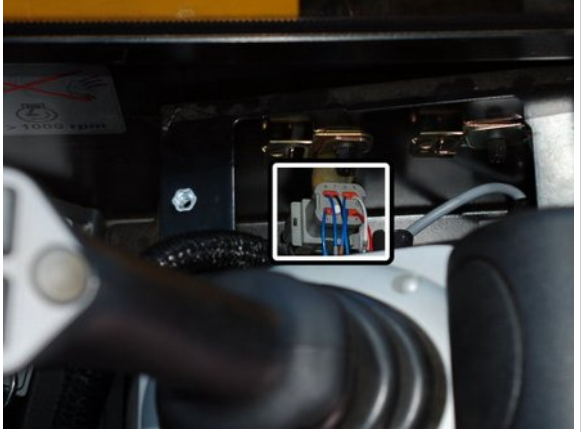
Machine Connections

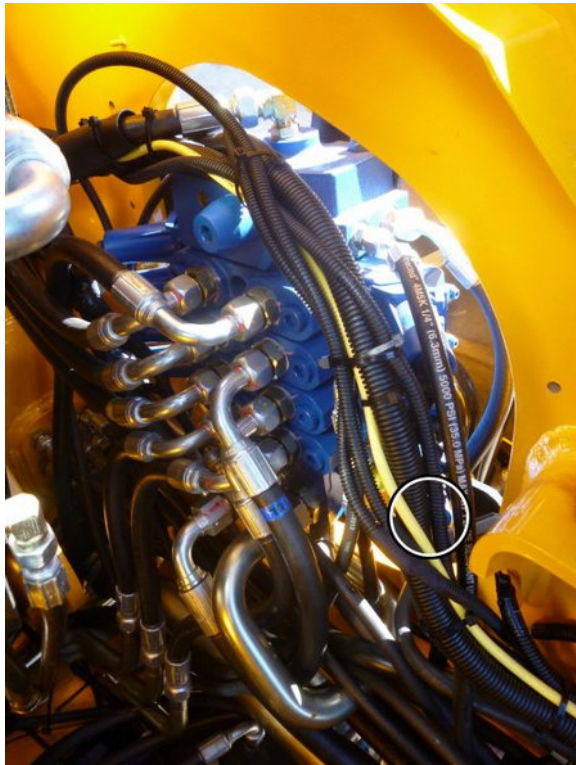
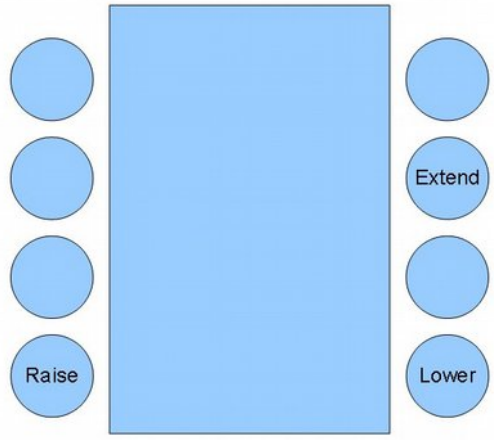
The following procedures connect the safety systems to the existing electronics in the machine.



Isolate the main battery before starting the machine connections

<i>Step</i>	<i>Description</i>	<i>Diagram</i>						
1.	Connect the spade terminals on the green and yellow wires from the machine input harness with the 4 and 12 pin connectors into the override switch mounted in the dashboard.							
2.	<p>Splice the following wire colours from the machine input harness with the 4 and 12 pin connectors into the connector for the left steering column switch (marked with red tape).</p> <p>Note: Remove the steering wheel height adjustment lever, to move the steering wheel higher, to get better access to the switch connector.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Wire Colour</th> <th style="text-align: left; border-bottom: 1px solid black;">Wire Number</th> </tr> </thead> <tbody> <tr> <td>Orange</td> <td>809</td> </tr> <tr> <td>Red</td> <td>808</td> </tr> </tbody> </table>	Wire Colour	Wire Number	Orange	809	Red	808	
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Orange	809							
Red	808							

<i>Step</i>	<i>Description</i>	<i>Diagram</i>																																				
3.	<p>Run the snake tube with the red and white wires on the machine input harness through the hole leading outside the cabin and then through the hole leading back inside the cabin underneath the joystick.</p> <p>Cut off the tee connector (if required) and join the wire colours from the machine harness to the wires into the joystick connector. Follow the appropriate table below depending on if the joystick connection is a 8 or 12 pin connector.</p> <table border="0"> <tr> <td>EQSS</td> <td>JCB 8 Pin</td> <td></td> </tr> <tr> <td><u>Colour</u></td> <td><u>Wire/Colour</u></td> <td><u>Direction</u></td> </tr> <tr> <td>Red</td> <td>2903/Red</td> <td>To Joystick</td> </tr> <tr> <td>Orange</td> <td>2903/Red</td> <td>To ECU</td> </tr> <tr> <td>White</td> <td>2904/White</td> <td>To Joystick</td> </tr> <tr> <td>Grey</td> <td>2904/White</td> <td>To ECU</td> </tr> <tr> <td>EQSS</td> <td>JCB 12 Pin</td> <td></td> </tr> <tr> <td><u>Colour</u></td> <td><u>Pin#/Colour</u></td> <td><u>Direction</u></td> </tr> <tr> <td>Red</td> <td>2/Red</td> <td>To Joystick</td> </tr> <tr> <td>Orange</td> <td>2/Red</td> <td>To ECU</td> </tr> <tr> <td>White</td> <td>3/White</td> <td>To Joystick</td> </tr> <tr> <td>Grey</td> <td>3/White</td> <td>To ECU</td> </tr> </table>	EQSS	JCB 8 Pin		<u>Colour</u>	<u>Wire/Colour</u>	<u>Direction</u>	Red	2903/Red	To Joystick	Orange	2903/Red	To ECU	White	2904/White	To Joystick	Grey	2904/White	To ECU	EQSS	JCB 12 Pin		<u>Colour</u>	<u>Pin#/Colour</u>	<u>Direction</u>	Red	2/Red	To Joystick	Orange	2/Red	To ECU	White	3/White	To Joystick	Grey	3/White	To ECU	
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<i>Step</i>	<i>Description</i>	<i>Diagram</i>
4.	<p>Run the two 2 pin tee connectors on the machine cutout harness through the hole leading outside the cabin, run along side the cabin to the hydraulic block located behind the cabin.</p> <p>Connect the tee connector to the boom lower (bottom right) connector on the hydraulic block.</p> <p>Place a single cable tie to hold the cable position then disconnect the tee from the boom lower connector, otherwise the boom will not move.</p>	 

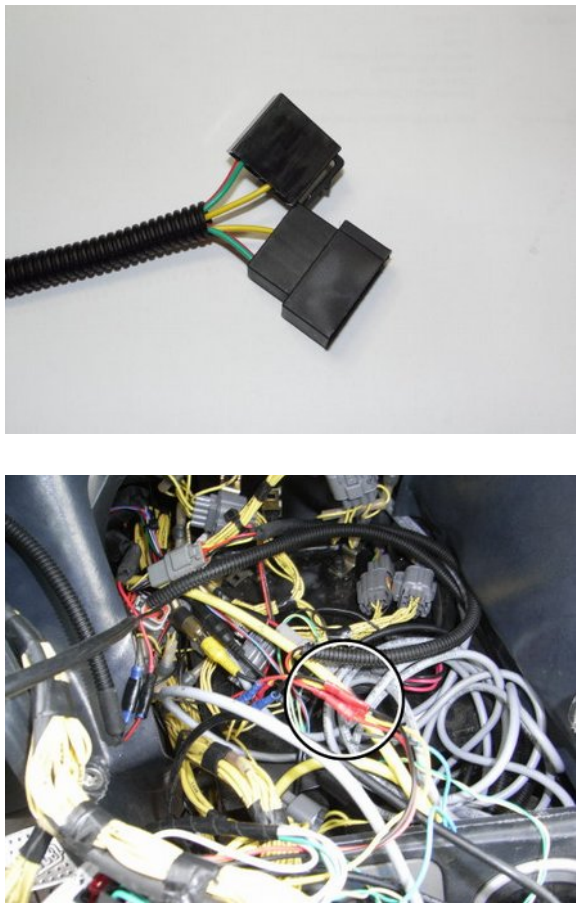

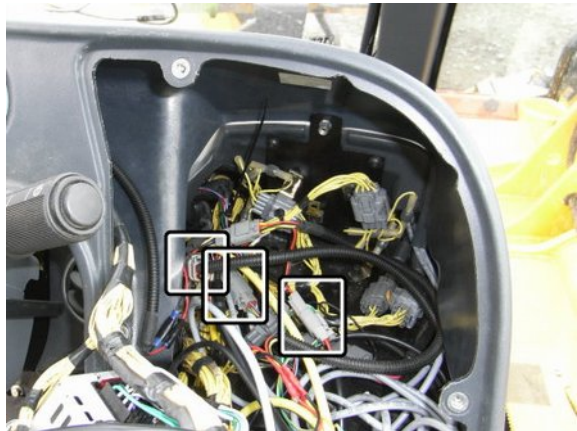
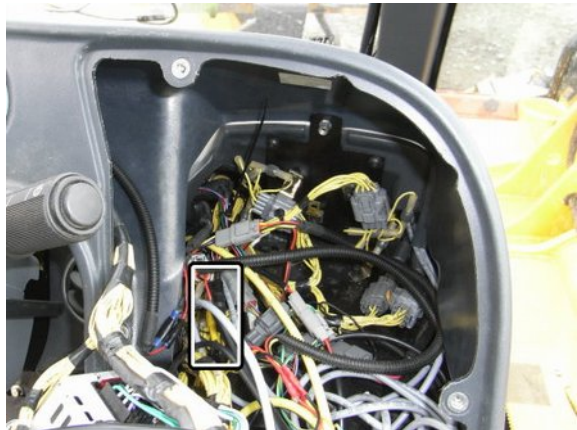
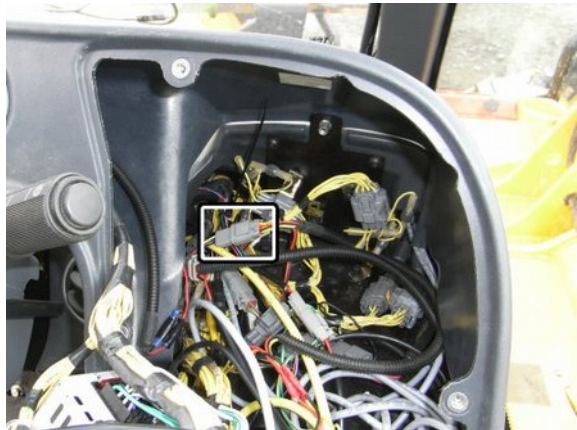
<i>Step</i>	<i>Description</i>	<i>Diagram</i>								
5.	<p>Attach the radio power harness to the radio connector.</p> <p>Note: If the radio connector is not installed in the machine. Cut off the tee connectors from the radio power harness and splice into the 4 pin radio power connector located under the dashboard according to the table below.</p> <table border="1" data-bbox="308 1003 837 1164"> <thead> <tr> <th><u>Wire Colour</u></th> <th><u>Wire Number</u></th> </tr> </thead> <tbody> <tr> <td>Black</td> <td>601AG</td> </tr> <tr> <td>Red</td> <td>181</td> </tr> <tr> <td>Yellow</td> <td>301F</td> </tr> </tbody> </table>	<u>Wire Colour</u>	<u>Wire Number</u>	Black	601AG	Red	181	Yellow	301F	
<u>Wire Colour</u>	<u>Wire Number</u>									
Black	601AG									
Red	181									
Yellow	301F									




Table 15: Machine Connections


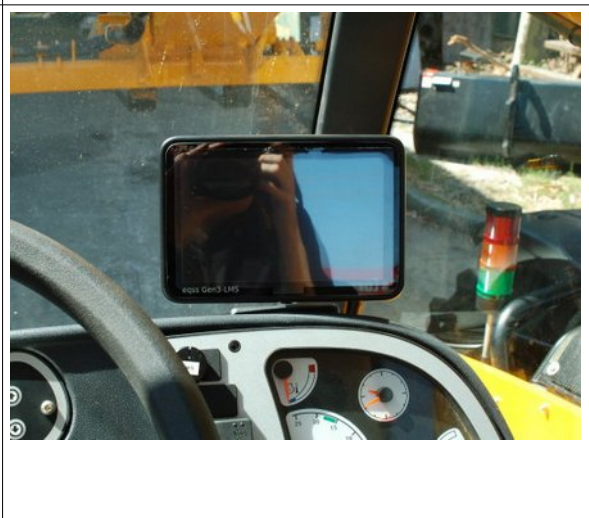
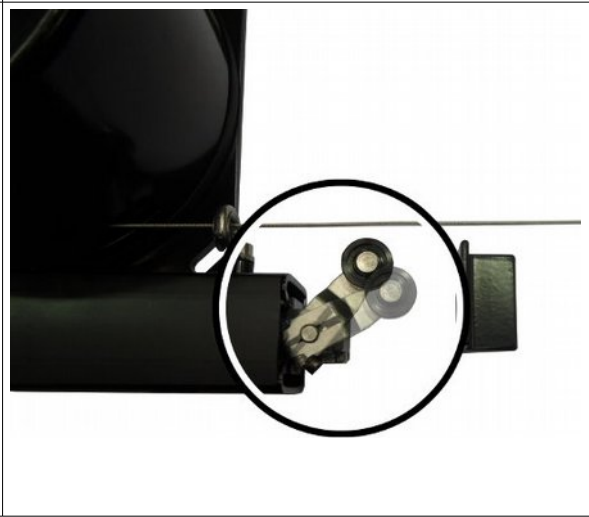
Finalisation

This section will complete the final power connections to power the system and finish any additional items.

 Do not disconnect the camera power connection while the system is operating as this can damage the fuse.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	Connect the 4, 6 and 12 pin connectors from the machine input and cutout harnesses into the I/O harness.	
2.	Connect the camera power and signal cables from the front and rear cameras to the power/camera harness connectors. Note: The white connector is not used.	
3.	Connect the 3 pin connector from the radio power harness into the power/camera harness.	

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
4.	<p>Connect the spade lug on the black wire to the negative (black) battery terminal.</p> <p>Connect the spade lug on the blue wire to the positive (red) battery terminal.</p>	
5.	Coil up the extra cables and store underneath the dashboard cover.	
6.	Reconnect the tee connectors back into the hydraulic block.	

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
7.	<p>Reconnect the main battery from the isolation switch.</p> <p>Turn the machine onto first stage /accessories and ensure the system is activated.</p>	
8.	<p>Adjust the display bracket for optimal viewing</p> <p>Set the machine into forward gear to activate the forward camera. Adjust the forward camera so the front right wheel is visible.</p> <p>Set the machine into reverse gear to activate the reverse camera. Adjust the reverse camera so the video is level.</p>	
9.	<p>Operate the boom movement controls to test if a false N07 fault occurs.</p> <p>If a N07 fault does occur, adjust the arm on the stow switch forwards towards the stow switch trigger.</p> <p>Note: The actual switch arm orientation may differ from the picture.</p>	


<i>Step</i>	<i>Description</i>	<i>Diagram</i>
10.	Perform a final check on all the cabling and sensors. Replace all the covers	


Table 16: Finalisation



Complete the system checklist once installation has been completed.

Set Time & Sensor Calibration

Once the installation is complete, the time will need to be set and the sensors will require calibration.



A sensor calibration must be performed once the cable reeler and CPIM have been mounted. If the cable reeler or CPIM have been moved/repositioned a recalibration must be performed

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Press Enter on the user control dial to enter the menu system.</p> <p>Press the arrow buttons to select System Menu.</p> <p>Press Enter to select the menu.</p>	<div style="border: 1px solid black; padding: 5px;"> <p style="margin: 0;">Main Menu</p> <hr/> <p style="margin: 0;">Attachment Selection Menu</p> <hr/> <div style="background-color: #4a7ebb; color: white; padding: 5px; text-align: center; margin: 0;">System Menu</div> <hr/> <p style="margin: 0;">Exit Menu</p> <hr/> </div>
2.	Select Advanced Menu	<div style="border: 1px solid black; padding: 5px;"> <p style="margin: 0;">System Menu</p> <hr/> <p style="margin: 0;">Volume / Brightness</p> <hr/> <p style="margin: 0;">Status Menu</p> <hr/> <p style="margin: 0;">Diagnostics Menu</p> <hr/> <p style="margin: 0;">System Tests</p> <hr/> <div style="background-color: #4a7ebb; color: white; padding: 5px; text-align: center; margin: 0;">Advanced Menu</div> <hr/> <p style="margin: 0;">Return to Main Menu</p> <hr/> </div>

<i>Step</i>	<i>Description</i>	<i>Diagram</i>														
3.	Enter the password (Default Password: 2-8-4)	<table border="1"> <thead> <tr> <th colspan="2">Enter Password</th> </tr> </thead> <tbody> <tr> <td>Number 1</td> <td>2</td> </tr> <tr> <td>Number 2</td> <td>8</td> </tr> <tr> <td>Number 3</td> <td>4</td> </tr> <tr> <td colspan="2">Submit Password</td> </tr> <tr> <td colspan="2">Return to System Menu</td> </tr> </tbody> </table>	Enter Password		Number 1	2	Number 2	8	Number 3	4	Submit Password		Return to System Menu			
Enter Password																
Number 1	2															
Number 2	8															
Number 3	4															
Submit Password																
Return to System Menu																
4.	Select Set Time / Date	<table border="1"> <thead> <tr> <th colspan="2">Advanced Settings</th> </tr> </thead> <tbody> <tr> <td colspan="2">Set Time / Date</td> </tr> <tr> <td colspan="2">Sensor Calibrations</td> </tr> <tr> <td colspan="2">Change Language</td> </tr> <tr> <td colspan="2">Change Password</td> </tr> <tr> <td colspan="2">Return to System Menu</td> </tr> </tbody> </table>	Advanced Settings		Set Time / Date		Sensor Calibrations		Change Language		Change Password		Return to System Menu			
Advanced Settings																
Set Time / Date																
Sensor Calibrations																
Change Language																
Change Password																
Return to System Menu																
5.	<p>Enter the correct time and date for your area.</p> <p>Press the arrow keys to select a time/date parameter</p> <p>Press Enter and the parameter will change to red, press the arrow keys to change the value and then press the Enter key to store the value.</p> <p>Note: The hour parameter is in 24 hour clock</p> <p>Repeat for the rest of the time values</p>	<table border="1"> <thead> <tr> <th colspan="2">Set Time / Date</th> </tr> </thead> <tbody> <tr> <td>Hour</td> <td>15</td> </tr> <tr> <td>Minute</td> <td>54</td> </tr> <tr> <td>Day</td> <td>10</td> </tr> <tr> <td>Month</td> <td>2</td> </tr> <tr> <td>Year</td> <td>2016</td> </tr> <tr> <td>Region</td> <td>Melbourne</td> </tr> </tbody> </table>	Set Time / Date		Hour	15	Minute	54	Day	10	Month	2	Year	2016	Region	Melbourne
Set Time / Date																
Hour	15															
Minute	54															
Day	10															
Month	2															
Year	2016															
Region	Melbourne															

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
6.	Scroll to the next page and select Save to store the new time/date and return to the Advanced Menu.	<p>The diagram shows a menu with a blue header bar containing the text "Save". Below the header bar is a white bar containing the text "Return to Advanced Menu".</p>
7.	Select Sensor Calibrations	<p>The diagram shows a menu with a blue header bar containing the text "Advanced Settings". Below the header bar are four white bars containing the text "Set Time / Date", "Sensor Calibrations" (highlighted in blue), "Change Language", and "Change Password". Below these bars is a white bar containing the text "Return to System Menu".</p>
8.	Select Calibrate Carrier Angle and then follow the instructions on the screen to complete the calibration. Repeat for Calibrate Boom Angle and Calibrate Boom Length.	<p>The diagram shows a menu with a blue header bar containing the text "Sensor Calibration Menu". Below the header bar are four white bars containing the text "Calibrate Carrier Angle" (highlighted in blue), "Calibrate Boom Angle", "Calibrate Boom Length", and "Return to Advanced Menu".</p>

Table 17: Sensor Calibration

Appendix A: Attaching Display Connectors

The procedure below describes the correct method of attaching the cables to the screw lock connectors on the display.



If the M12 screw lock connectors on the display are over tightened, it will twist the connector pins attaching the connector to the PCB.

<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Connect the cable from the user control to the top 5 pin connector on the display.</p> <p>Connect the cable from the CCIM to the bottom 8 pin connector on the display.</p>	
2.	<p>Line up the alignment hole on the cable connector with the alignment notch on the display connector.</p>	




<i>Step</i>	<i>Description</i>	<i>Diagram</i>
3.	Push the female connector from the cable into the male connector on the display.	
4.	Rotate the nut on the female connector by hand in a clockwise direction, until the tension on the nut starts to increase.	
5.	Push the cable in again and repeat steps 3 and 4 until the connector is secure.	

Table 18: Install Display Connector Procedure



The method to correctly secure the cable is to push-twist-push-twist until the connector is fully inserted and secure. This will minimise the twisting force applied to the connector.

Below is a picture of a damaged connector on the PCB inside the display. This damaged occurred because the connector was over tightened.

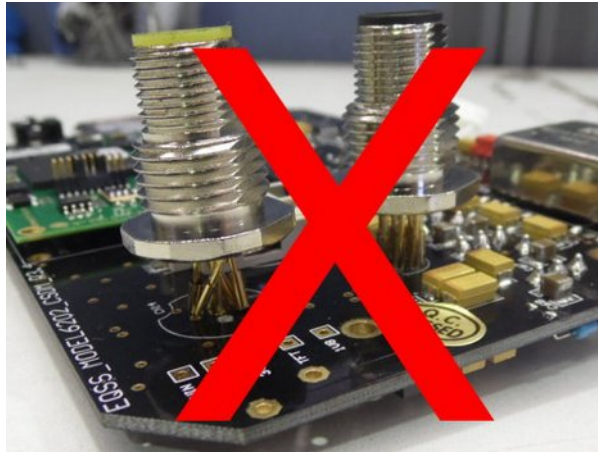


Illustration 2: Damaged Display Connector



Do not use any tools to tighten the connector.



Illustration 3: Do Not Use Tools To Tighten Connector



Do not over-tighten the nuts on the back of the display connectors. These nuts should only be hand tightened. If the nuts are overtightened it will damage the PCB inside the display.




Illustration 4: Do Not Over Tighten Nuts



Damage to the display connectors is not covered under warranty.

Appendix B: Reattach Ferrites

If the clip-on ferrites on the displays are removed during installation, they will need to be reattached as shown in the procedure below.

 If the ferrites are not reinstalled or attached in the specified location the Gen3-LMS kit will not meet the AS/NZS CISPR 22:2006 certification.

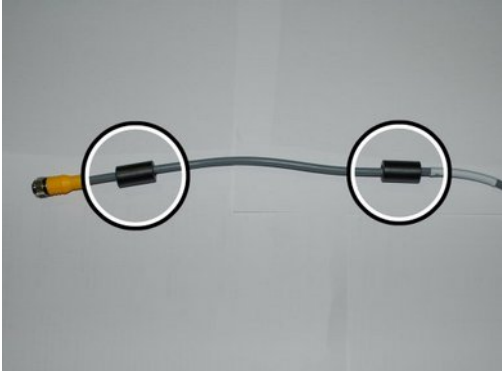
<i>Step</i>	<i>Description</i>	<i>Diagram</i>
1.	<p>Attach the two clip-on ferrites at a location of 60 mm and 260 mm from the start of the connector to the start of the ferrite.</p> <p>Do this for both the CCIM and user control cables that plug into the display.</p>	

Table 19: Reattach Ferrites Procedure

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Equipment Safety Systems Pty. Ltd. ABN: 31 061 789 151
27 Cumberland Drive, Seaford 3198, Victoria, Australia

Tel: +61 3 8770 6555
Fax: +61 3 8770 6590
Web: www.eqss.com.au