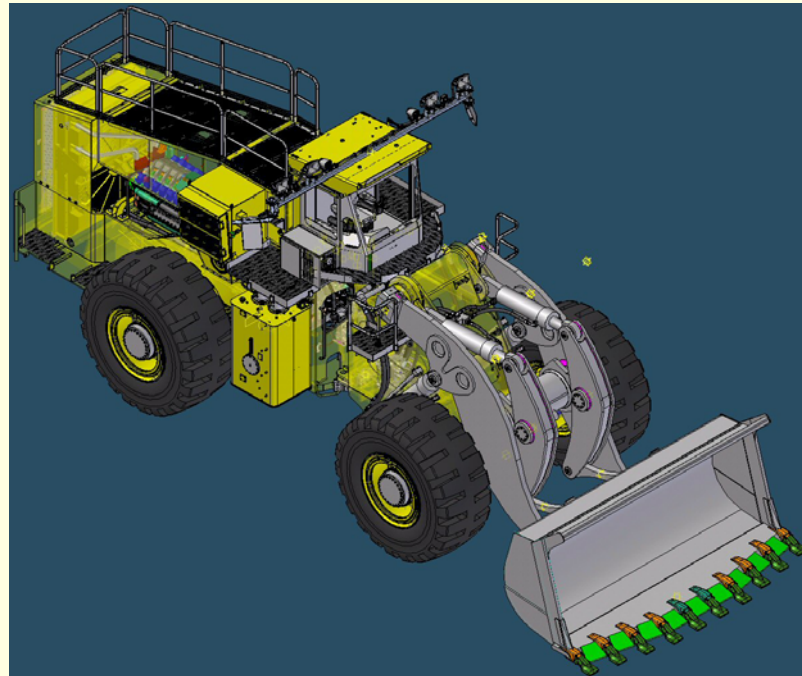


LeTourneau Loader Washing and Steam Cleaning Guide Lines.



Safety First!

ACCIDENTS DO NOT HAPPEN – THEY ARE CAUSED!

NOTE:

There are at least six (6) different energy sources on the LeTourneau Loader.

They are:

1. Low voltage direct current –up to 27v.
2. High voltage direct current – up to 650v.
3. High voltage alternating current – up to 700v.
4. Mechanical – via the Diesel Engine.
5. Hydraulic Oil Pressure.
6. Compressed Air Pressure.

Introduction

- This information is intended as a guide only.
- You will be introduced to the LeTourneau loader and it's various components.
- We will point out the NO! wash areas as well as areas in which care in washing is very crucial.

Main Electronic Controller.

The main electronic Controller is located to the right of the operators door on DC drive machines.

The door seal can NOT withstand direct water from a fire hose and or steamer. A light wash in this location is all that is required.

The cabinet door must be in the closed position before washing.



Center Pivot Area.

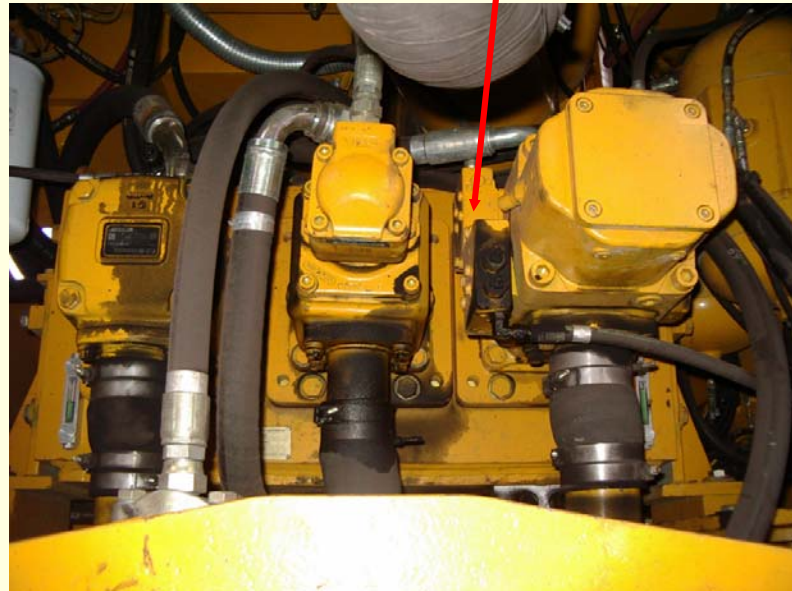
Center Pivot Area.

Steer cylinders, Work Light Switch and Klenz switch.



Pump Gear Box

Located in the center of the machine
Under the cab.



Left Side Rear.



Fire Suppression Switch.

Emergency Stop Button.

Maintenance Lock out.



Work Lights.

Right Side.

Battery Disconnect.



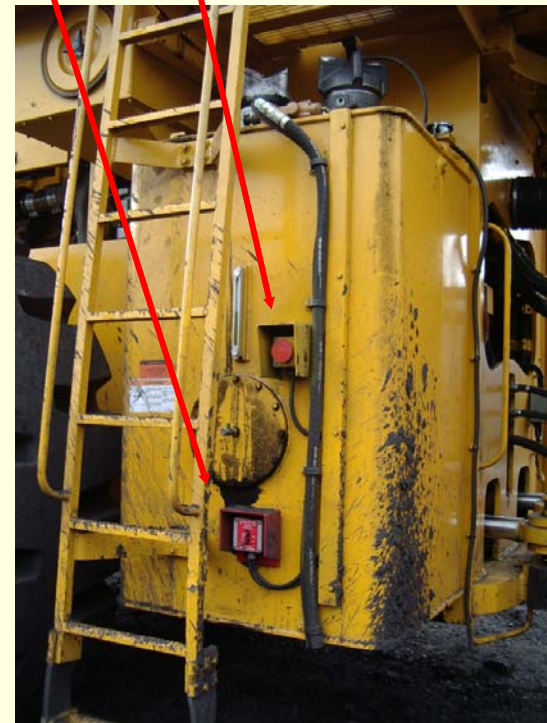
Emergency Stop Button



Hydraulic Tank.

Fire Suppression Switch

Emergency Stop Button



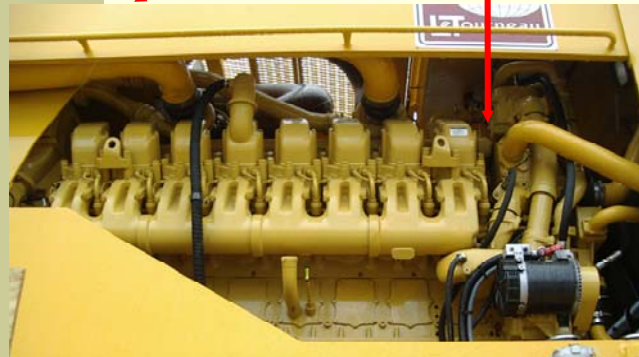
Engine.

The Letourneau loader utilizes both the Cummins and Detroit engine.

For the most part the engine can withstand a good washing.

Located on top of the engine is an electronic ECM. Care should be taken when washing in this location.

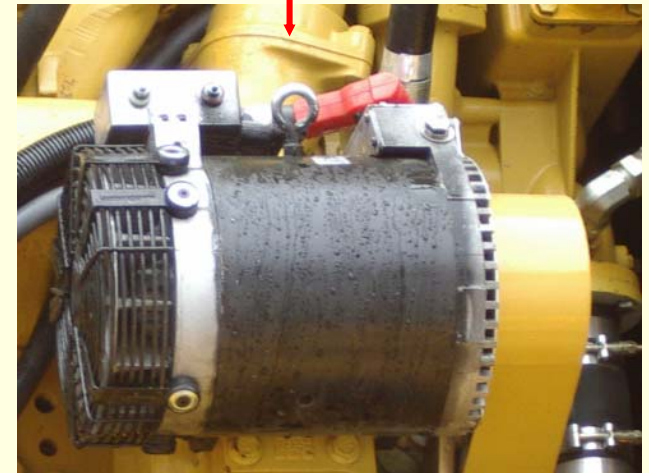
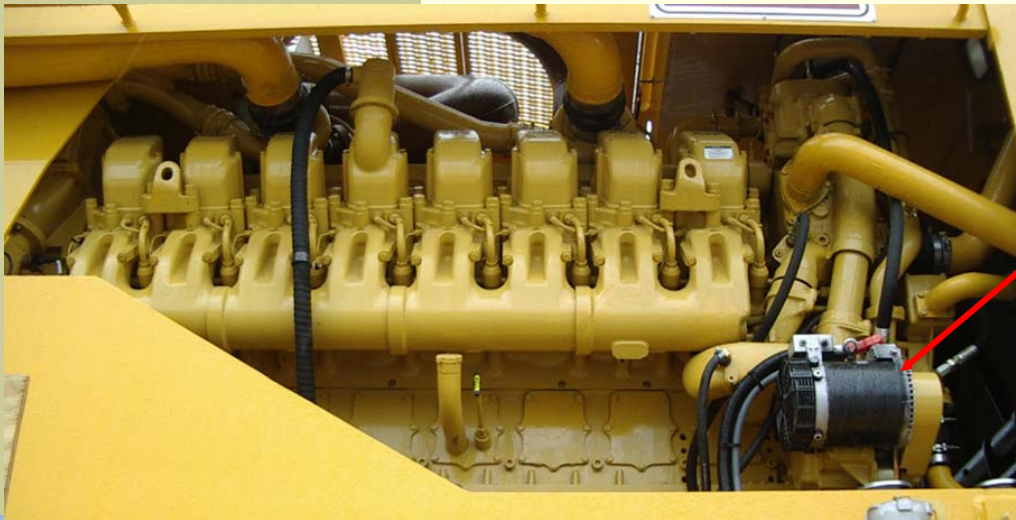
Care should be taken when washing around the alternator and starters.



Engine Left Side.

24V Alternator.

Care should be taken around the alternator when washing.



High Voltage Cabinet.

PRODUCT SUPPORT

The high voltage cabinet door seals have a tendency to leak
When high pressure water is directed at the door seams.

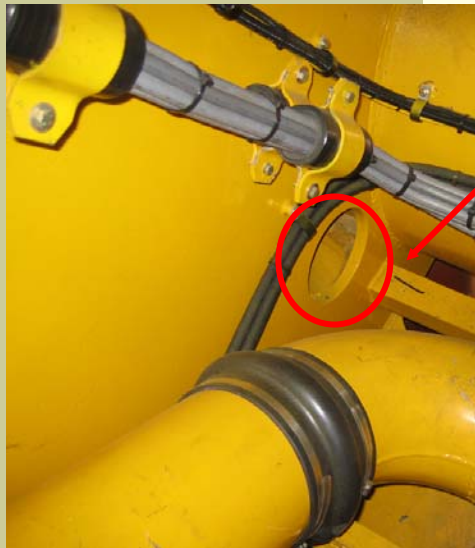
A light washing is all that is required in this area.



Front and Rear Axle Vents.

Both the front and rear axles have air vents that allow cooling air to be discharged to atmosphere. Water or steam must not be Introduced into the axles.

Front Frame



DO NOT direct water into Axle Vents.

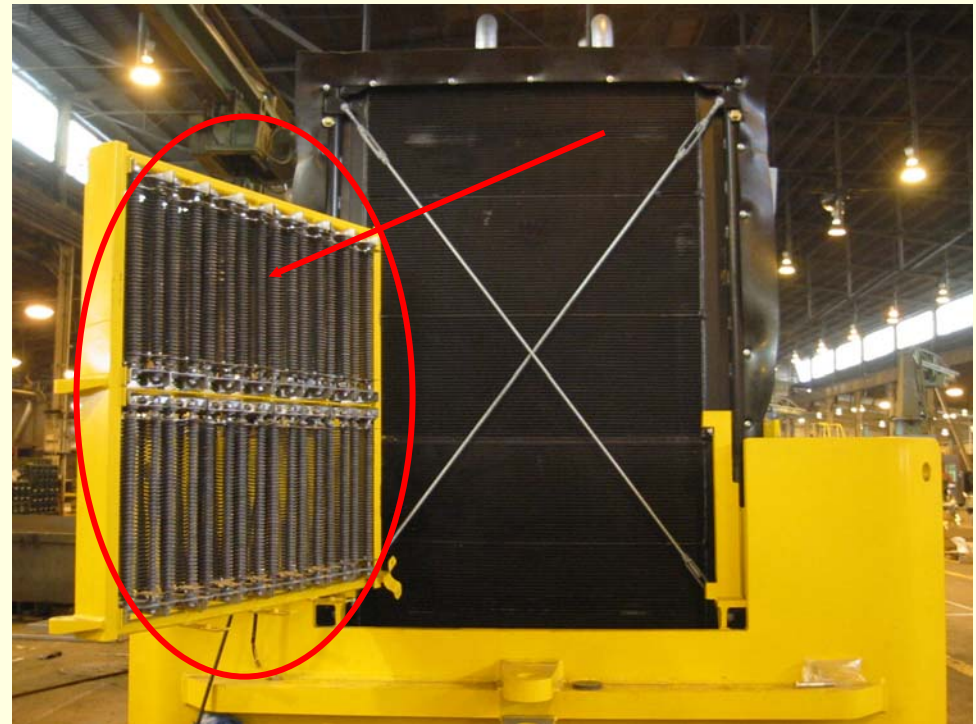
Rear Frame



Radiator and Braking Grids.

When washing in this location first open the radiator guard then swing over the braking grids. This will give you full access to the radiator, for a good cleaning.

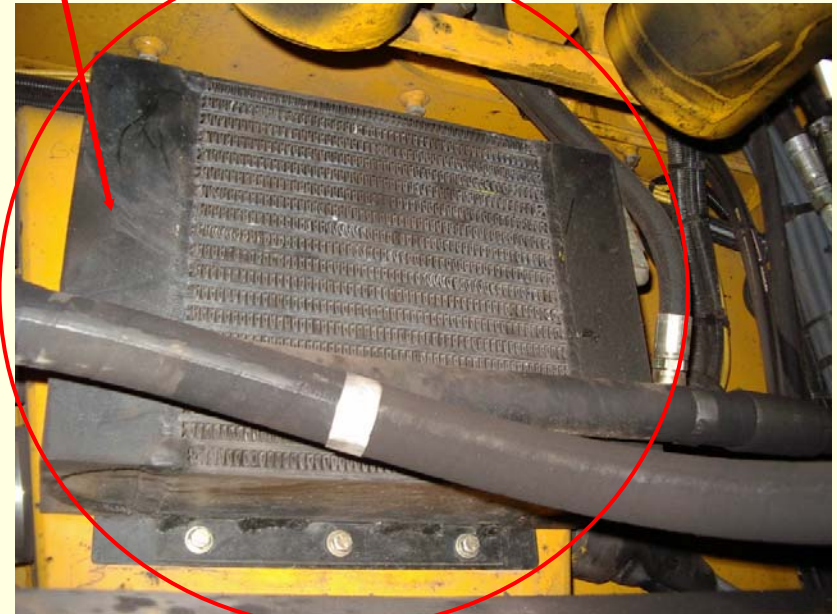
Do not wash the braking grids with water or steam.



Gear Box Cooler.

Under the gear box on the left side, there is an oil cooler. This cooler CANNOT be washed with direct water or steam. Only a light cleaning is required. If direct water is forced into the cooler, water will fill the high voltage cabinet and seriously damage components in the cabinet.

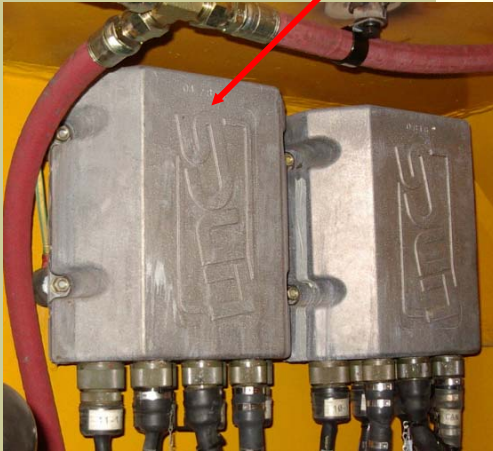
Oil Cooler



LINCS Remote Modules.

The Letourneau loader uses up to 17 remote modules. They can be found all over the loader. When washing this unit water should NOT! be pointed directly at the modules.

Once again only a light wash is all that is required around the LINCS remotes.



Front Frame



**Rear Frame
Right side**

Klenz Air System.

DO NOT direct water or steam into this area.



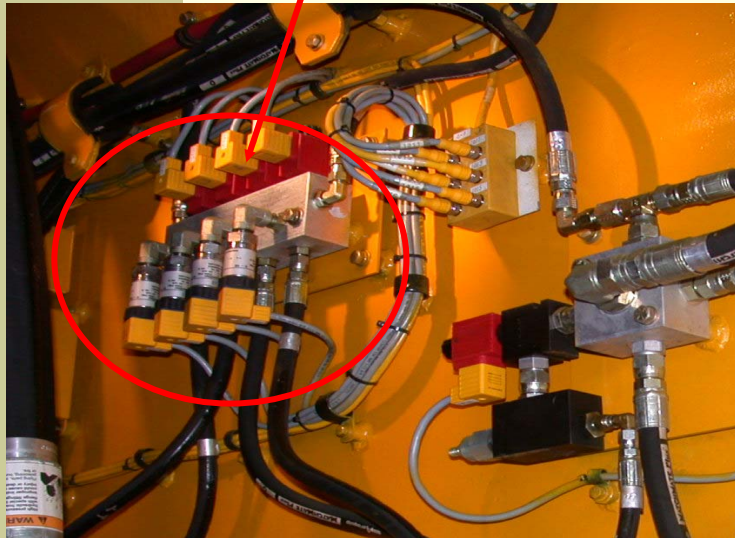
Water will soak and clog the air filters making them unusable.



Solenoids and Turck® Boxes.

Solenoids and Turck® boxes are found all over the loader.
They can withstand a good washing but NOT direct water
from a fire hose or steam cleaner.

Solenoids



Turck® Box



Ground Fault.

The most possible cause for a ground fault after washing a LeTourneau loader is due to water on the braking grids.

If this was to occur, the operator will be warned by the ground fault system.

On all **L950, D950** and **L1350** units the operator will have to apply the park brake and then bring the engine control switch to low throttle.

Let the engine run in low throttle for 20 to 30 minutes, this should allow the engine fan to dry the brake grids.

On all **L1400, L1800** and **L1850** loaders if a ground fault was to occur after washing perform the following. With the park brake applied bring the engine to low throttle, then back to high throttle and let the engine run in high throttle for 20 to 30 minutes. This should allow the engine fan to dry the braking grids. Release the park brake and try propelling the unit.

If after trying the above steps and a ground fault reoccurs the problem may be in the high voltage cabinet an inspection of the cabinet will need to be performed by qualified personnel.

Checking to verify that NO water was induced into the high voltage cabinet during washing.

If water is found it will have to be dried.