



Labrie Expert

Multiplex System Diagnostic Procedures



March 31, 2014

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Multiplex Diagnostic Guide

PUMP:TRANS NOT OK

This code indicates an issue with the signal voltage coming from the transmission control module (TCM) to module (Node) 10 along with the pump relay.

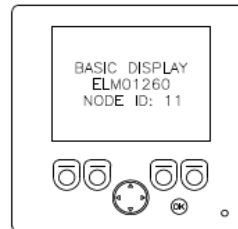
**Note* this is not to be confused with the sister code PUMP: PTO NOT OK.*

STEP 1

Using the Labrie multiplex display, (for instruction, please reference maintenance and operator manual section 3) verify you have the following input;

Module (Node) 10 “Cabine”

IN14 Wire 149



Is the input highlighted in green?

YES Go to STEP 2

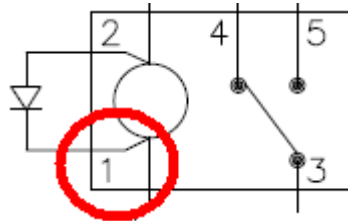
NO Go to STEP 2

STEP 2

Using the Labrie wiring schematic (NOTE schematics are unit serial number specific, if you are unsure if you have the correct schematic contact LabriePlus) measure voltage at the following location.

Pump relay pin 1

Wire 149



Do you have 12 volts?

YES Go to step 3

NO Go to step 3

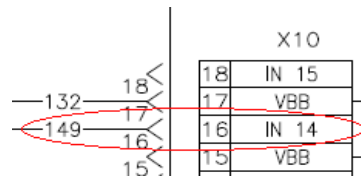
STEP 3

Locate module (Node) 10 inside cab, and disconnect connector X10.

Measure voltage (DC) at the following location of the connector;

Pin 16

Wire 149



Do you have 12 volts (DC)?

YES Go to step 4

NO Go to step 5

STEP 4

Contact LabriePlus

STEP 5

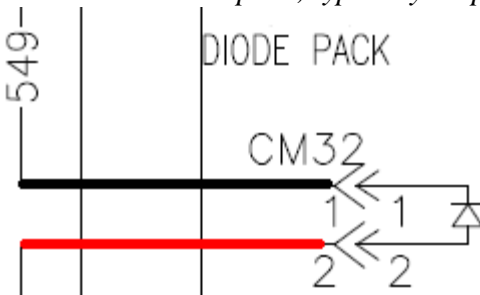
Using a digital multimeter, remove diode from the connector and perform the following test.

****NOTE**** Connector CM32 & wire 549 on the illustrations are for reference only; the specific

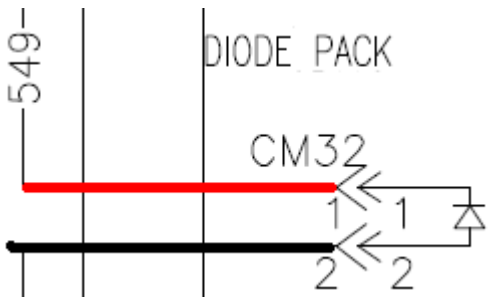
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connector & wire numbers may vary. To find the diode on the wiring schematic, locate wire #149 and trace it to the diode pack, typically on page 1.



- A) Set multimeter to diode setting.
 - B) Place red lead on pin 2
 - C) Place black lead on pin 1
- An audible signal indicating continuity for the diode will sound.



- D) Place red lead on pin 1
 - E) Place black lead on pin 2
- No audible signal indicating continuity for the diode should sound.

Did diode pass above listed tests?
YES Go to step 6
NO Replace diode

STEP 6

Using the Labrie wiring schematic, locate and repair short/break in wire 149.

PUMP:PTO NOT OK

This code indicates an issue is present with the pump circuit pertaining directly to the PTO actuation between the PTO, pump relay, and module (Node) 10.

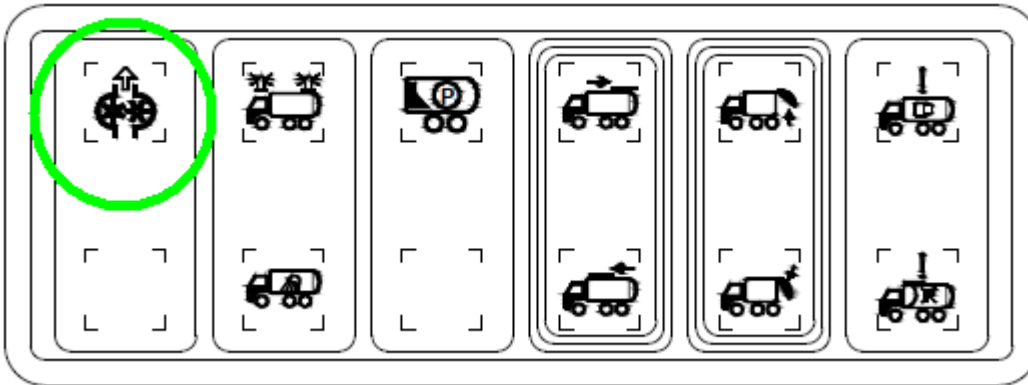
**Note* this is not to be confused with the sister code PUMP: TRANS NOT OK.*

STEP 1

With the engine running at idle speed, attempt to actuate the PTO switch in the on position.

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Switch status should show solid green which indicates module (Node) 10 has received the signal.

Is switch status green?

YES Go to step 2

Is switch status flashing red?

YES Go to step 5

STEP 2

Using the Labrie multiplex display, (for instruction, please reference maintenance and operator manual section 3) verify you have the following output.

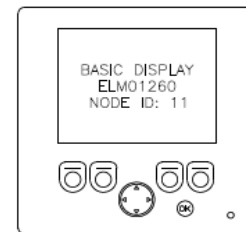
Module (Node) 10 “Cabine”

OUT16 Wire 123o

Is output status green?

YES *Contact LabriePlus*

NO Go to step 3



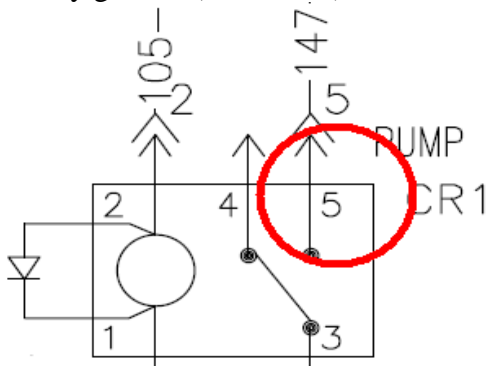
STEP 3

Using a digital multimeter set to the voltage DC scale, measure at the following location;

Pump relay

Pin 5 Wire 147 (red lead)

Battery ground (black lead)



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Do you have 12 volts (DC)?

YES Go to STEP 4

NO Replace pump relay

STEP 4

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

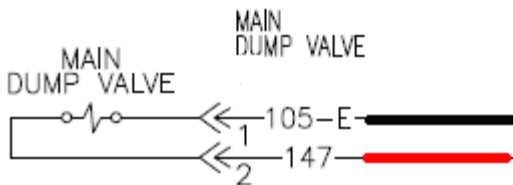
Dump valve coil

Note There are two. One located on the body dump valve, and one at the pump.

Disconnect connector for main body dump valve CM88

Red lead on pin 2 (wire 147)

Black lead on pin 1 (wire 105E)



Reconnect connector

Disconnect connector for arm dump valve CM82

Red lead on pin 2 (wire 147)

Black lead on pin 1 (wire 105E)

Do you have 12 volts (DC) at each location?

YES Replace dump valve coil

NO Using the Labrie schematic, trace and repair broken/shorted wire 147 between pump relay and dump valve connector.

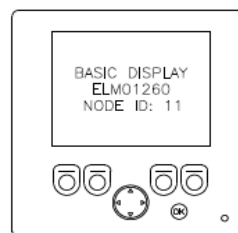
STEP 5

Using the Labrie multiplex display, (for instruction, please reference maintenance and operator manual section 3) verify you have the following input;

Main air pressure switch input

Module (Node) 40 "Body side"

IN14 Wire 208i



Is the input highlighted in green?

YES *Contact LabriePlus*

NO Go to step 6

STEP 6

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

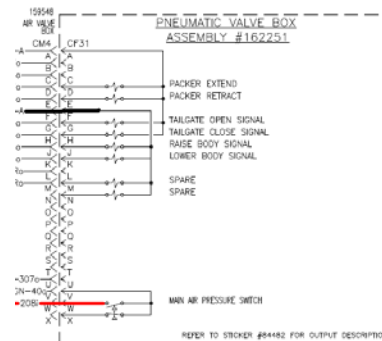
Main air pressure switch at Mac valve box.

Disconnect connector CM4

Red lead on pin W (208i)

Black lead on pin F (105a)

Do you have 12 volts DC?



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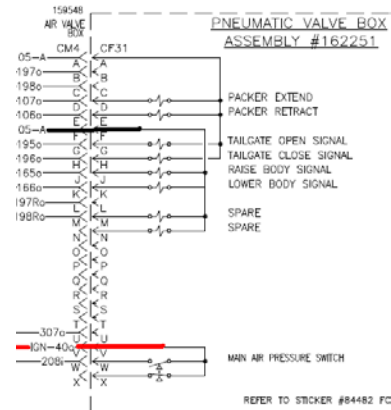
YES Replace pressure switch
 NO Go to step 7

STEP 7

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

Main air pressure switch
 Disconnect connector CM4
 Red lead on pin V (IGN-40o)
 Black lead on pin F (105a)

Do you have 12 volts DC?
 YES *Contact LabriePlus*
 NO *Contact LabriePlus*



PACKER WILL NOT EXTEND

There are a number of possible items which could prevent the packer from extending;

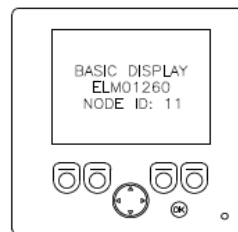
- A) Packer retract proximity switch is always on.
- B) Arm too high, or mid height switch met.

Below the troubleshooting steps will outline the correct way to diagnose each of these scenarios.

SCENARIO A) STEP 1

Using the Labrie multiplex display, (for instruction, please reference maintenance and operator manual section 3) verify you have the following input;

Packer fully retract
 Module (Node) 50 "Body side"
 IN00 Wire 137i

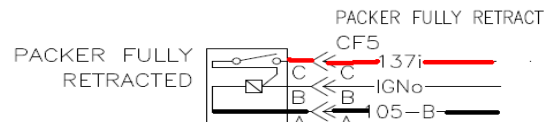


Is the input highlighted in green?
 YES *Contact LabriePlus*
 NO Go to step 2

SCENARIO A) STEP 2

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

Packer fully retract proximity switch
 Disconnect connector CF5
 Red lead on pin C (137i)



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Black lead on pin A (105b)

Do you have 12 volts DC?

YES Using the Labrie schematic, trace and repair broken/shorted wire 137i between module (Node) 60 and proximity switch.

NO Go to step 3

SCENARIO A) STEP 3

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

Packer fully retract proximity switch

Disconnect connector CF5

Red lead on pin B (IGNo)

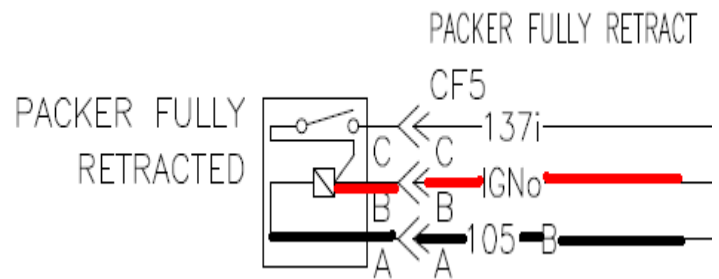
Black lead on pin A (105b)

Do you have 12 volts DC?

YES Remove and replace the packer retract proximity switch

NO Using the Labrie schematic, trace and repair

broken/shorted wire IGNo between module (Node) 60 and proximity switch.



SCENARIO B) STEP 1

Using the Labrie multiplex display, (for instruction, please reference maintenance and operator manual section 3) verify you have the following input;

Arm up limit switch

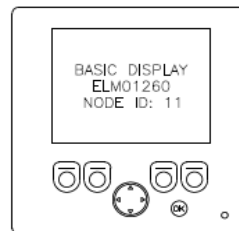
Module (Node) 50 "Body side"

IN00 Wire 814Bi

Is the input highlighted in green?

YES *Contact LabriePlus*

NO Go to step 2



SCENARIO B) STEP 2

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

Packer fully extended proximity switch

Disconnect connector CF50

(*See example 1*)

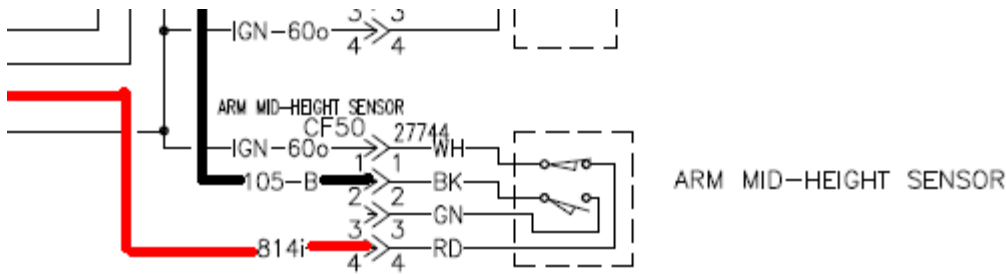
Red lead on pin 4 (814i)

Black lead on pin 2 (105B)

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EXAMPLE 1



Do you have 12 volts DC?

YES Using the Labrie schematic, trace and repair broken/shorted wire 814i between module (Node) 60 and arm up limit switch

NO Go to step 3

SCENARIO b) STEP 3

Using a digital multimeter set to the voltage (DC) scale, measure at the following location;

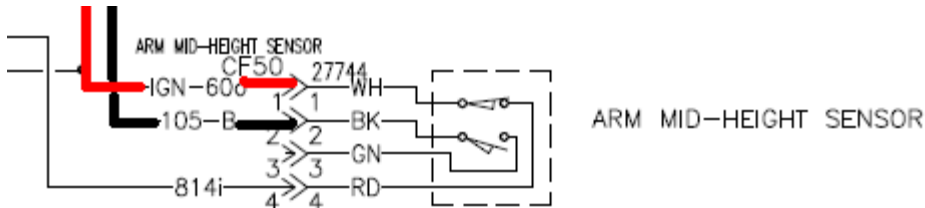
Arm up limit switch

(*See example 2*)

Red lead on pin 2 (IGN-60o)

Black lead on pin 2 (105B)

EXAMPLE 2



Do you have 12 volts DC?

YES Replace or adjust arm up limit switch

NO Using the Labrie schematic, trace and repair broken/shorted wire IGN-60o between module (Node) 60 and arm up limit switch

NODE XX DISCONNECTED

This code is generated when a module (Node)XX on the Labrie system is failing to communicate with module (Node) 10 over the CAN (communication area network)

WARNING For Node Not Connected use NODE XX NOT CONNECTED troubleshooting tree.

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Use the appropriate NODE ID below to follow correct module diagnostic steps.

Modules (Nodes) which can be affected by either above listed issue on the Wittke frontloader are;

STANDARD

10 (Cabine) Located inside the cab

11 (Display) Located inside the cab next to main console.

12 (Switch bank *primary*) Located inside the cab as part of the main console.

20 (Chassis) Located at the inside rear of the chassis frame rail.

30 (Tailgate controller) Located inside the rear of the body.

40 (Left rear hopper) Located on the side of the body.

50/60 (Body front) This is a dual module and is located on the front packer bulkhead of the body.

OPTIONAL

13 (Switch bank *secondary*) Located inside the cab as part of the main console.

NODE 10 DISCONNECTED

Step 1

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab;

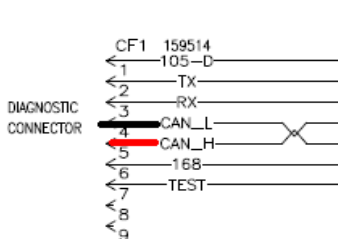
PIN 4 Wire CAN L (black lead)

PIN 5 Wire CAN H (red lead)

Do you have 60 Ohms resistance?

YES Go to step 2

NO Go to step 3



Step 2

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab;

a) PIN 4 Wire CANL (red lead)

b) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN L wire.

NO Continue to CAN H test

a) PIN 5 Wire CANH (red lead)

b) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN H wire.

NO Connect all previously disconnected connections and proceed to step 6

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Step 3

Using a digital multimeter set to the Ohms scale, perform the following checks;

- a) Locate connector CF4 (located inside the cab) and disconnect it.
- b) Connect your multimeter as follows;
 - a. PIN 12 Wire CAN L (black lead)
 - b. PIN 13 Wire CAN H (red lead)

Do you have 120 Ohms?

YES Proceed to step 4

NO Proceed to step 5

Step 4

Using a digital multimeter set to the Ohms scale, perform the following checks;

NOTE connector CF4 from step 3 should still be disconnected!!!!

- a) Locate module (Node) 50 *dual module* and remove connector CM1
- b) Connect your multimeter as follows;
 - a. PIN 14 Wire CAN H (red lead)
 - b. PIN 32 Wire CAN L (black lead)

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Continue to step 7

Step 5

Inside the cab locate module (Node) 10 and locate connector CM3.

Follow the outlined steps using a digital multimeter;

- a) Disconnect end line resistor and measure using the Ohms scale of your multimeter.
- b) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Continue to step 4

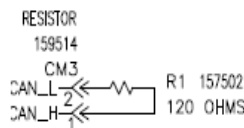
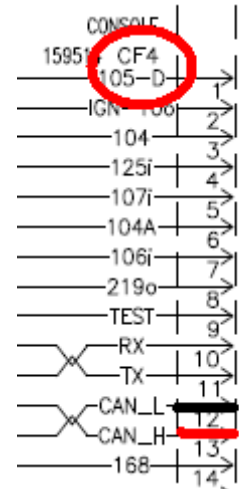
NO Replace terminating end line resistor.

Step 6

Locate module (Node) 10 and locate connector P/N1

Follow the outlined steps using a digital multimeter.

- a) Disconnect connector P/N1
- b) Measure resistance (Ohms) placing the leads as follows
 - a. PIN 4 CAN H (red lead)
 - b. PIN 3 CAN L (black lead)

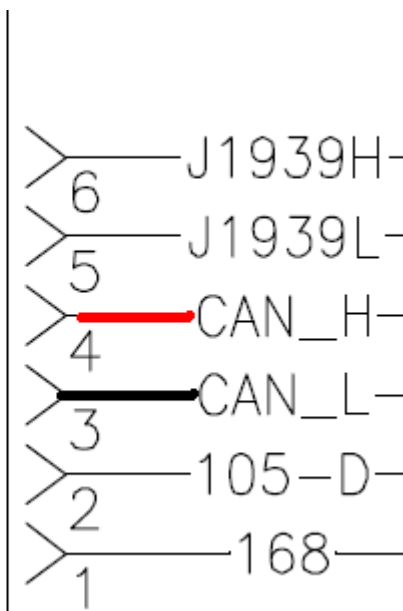


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P/N1

CAN_2H	06
CAN_2L	05
CAN_1H	04
CAN_1L	03
GND	02
VBB_S	01



Do you have 60 Ohms?

YES *Contact LabriePlus*

NO Repair open connection in harness

Step 7

Inside the body locate module (Node) 30 and locate connector CM27.

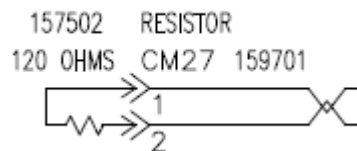
Follow the outlined steps using a digital multimeter;

- c) Disconnect end line resistor (connector CM27) and measure using the Ohms scale of your multimeter.
- d) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Replace terminating end line resistor.



NODE 11 DISCONNECTED

Step 1

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab on the console.

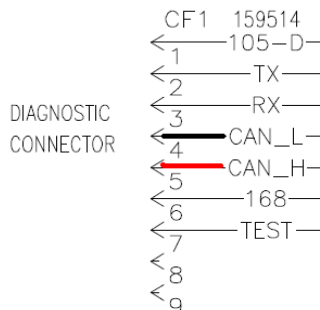
PIN 4 Wire CAN L (black lead)

PIN 5 Wire CAN H (red lead)

Do you have 60 Ohms resistance?

YES Go to step 2

NO Go to step 3



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Step 2

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab;

- c) PIN 4 Wire CANL (red lead)
- d) BATTERY GROUND (black lead)

Was any resistance indicated?

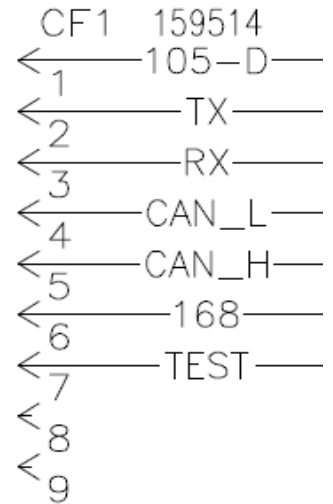
YES Repair short to ground on CAN L wire.
NO Continue to CAN H test

- c) PIN 5 Wire CANH (red lead)
- d) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN H wire.
NO Connect all previously disconnected connections and proceed to step 6

DIAGNOSTIC
CONNECTOR



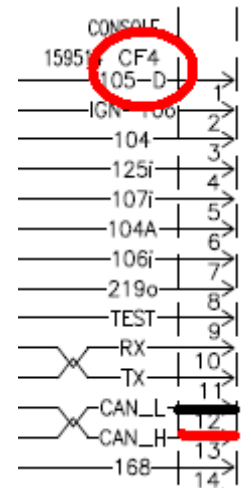
Step 3

Using a digital multimeter set to the Ohms scale, perform the following checks;

- c) Locate connector CF4 (located inside the cab) and disconnect it.
- d) Connect your multimeter as follows;
 - a. PIN 12 Wire CAN L (black lead)
 - b. PIN 13 Wire CAN H (red lead)

Do you have 120 Ohms?

YES Proceed to step 4
NO Proceed to step 5



Step 4

Using a digital multimeter set to the Ohms scale, perform the following checks;

NOTE connector CF4 from step 3 should still be disconnected!!!!

- c) Locate module (Node) 50 *dual module* and remove connector CM1
- d) Connect your multimeter as follows;
 - a. PIN 14 Wire CAN H (red lead)
 - b. PIN 32 Wire CAN L (black lead)

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6
NO Continue to step 7

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Step 5

Inside the cab locate module (Node) 10 and locate connector CM3.

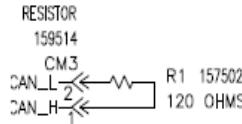
Follow the outlined steps using a digital multimeter;

- e) Disconnect end line resistor and measure using the Ohms scale of your multimeter.
- f) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Continue to step 4

NO Replace terminating end line resistor.

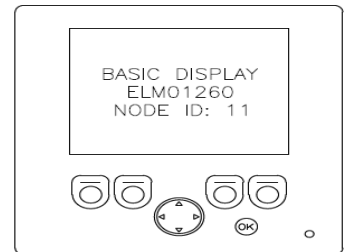
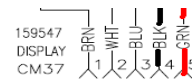


Step 6

Locate module (Node) 11 and locate connector CM37

Follow the outlined steps using a digital multimeter.

- c) Disconnect connector CM37
- d) Measure resistance (Ohms) placing the leads as follows
 - a. PIN 4 CAN H (red lead)
 - b. PIN 5 CAN L (black lead)



Do you have 60 Ohms?

YES *Contact LabriePlus*

NO Repair open connection in harness

Step 7

Inside the body locate module (Node) 30 and locate connector CM27.

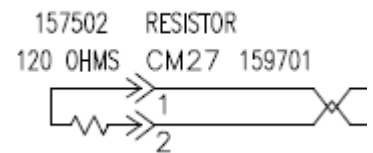
Follow the outlined steps using a digital multimeter;

- g) Disconnect end line resistor (connector CM27) and measure using the Ohms scale of your multimeter.
- h) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Replace terminating end line resistor.



NODE 12/13 DISCONNECTED

Step 1

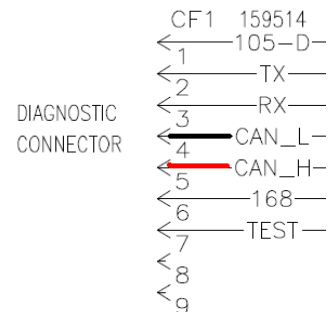
With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab on the console.

PIN 4 Wire CAN L (black lead)

PIN 5 Wire CAN H (read lead)

Do you have 60 Ohms resistance?

YES Go to step 2



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NO Go to step 3

Step 2

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab;

- e) PIN 4 Wire CANL (red lead)
- f) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN L wire.

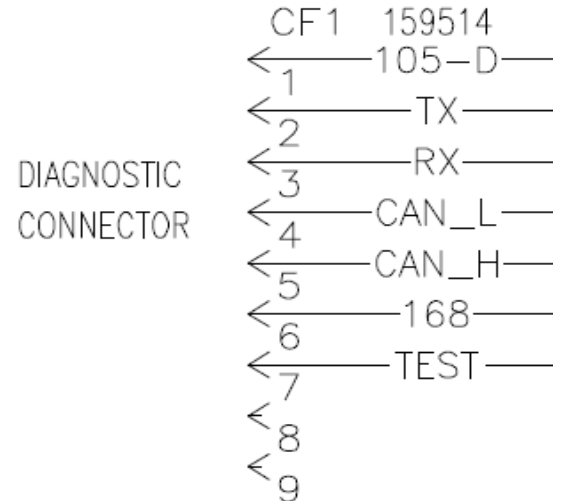
NO Continue to CAN H test

- e) PIN 5 Wire CANH (red lead)
- f) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN H wire.

NO Connect all previously disconnected connections and proceed to step 6



Step 3

Using a digital multimeter set to the Ohms scale, perform the following checks;

- e) Locate connector CF4 (located inside the cab) and disconnect it.
- f) Connect your multimeter as follows;
 - a. PIN 12 Wire CAN L (black lead)
 - b. PIN 13 Wire CAN H (red lead)

Do you have 120 Ohms?

YES Proceed to step 4

NO Proceed to step 5

Step 4

Using a digital multimeter set to the Ohms scale, perform the following checks;

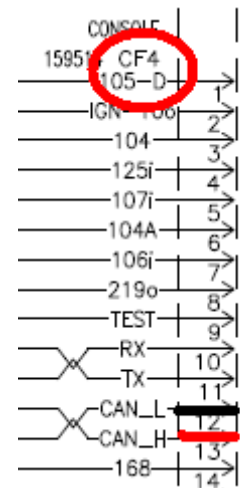
NOTE connector CF4 from step 3 should still be disconnected!!!!

- e) Locate module (Node) 50 *dual module* and remove connector CM1
- f) Connect your multimeter as follows;
 - a. PIN 14 Wire CAN H (red lead)
 - b. PIN 32 Wire CAN L (black lead)

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Continue to step 7



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Step 5

Inside the cab locate module (Node) 10 and locate connector CM3.

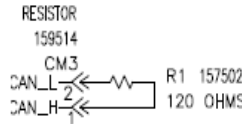
Follow the outlined steps using a digital multimeter;

- i) Disconnect end line resistor and measure using the Ohms scale of your multimeter.
- j) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Continue to step 4

NO Replace terminating end line resistor.



Step 6

Locate module (Node) 12/13 and locate the following connector

(Node 12) CM1

(Node 13) CM2

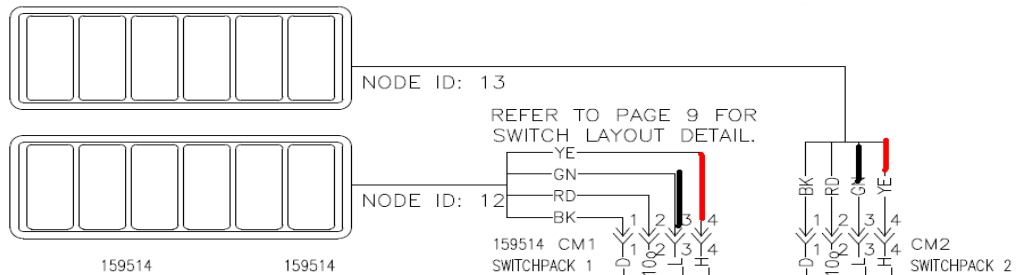
Follow the outlined steps using a digital multimeter.

- e) Disconnect connector for appropriate Node
- f) Measure resistance (Ohms) placing the leads as follows
 - a. PIN 4 CAN H (red lead)
 - b. PIN 3 CAN L (black lead)

Do you have 60 Ohms?

YES *Contact LabriePlus*

NO Repair open connection in harness



Step 7

Inside the body locate module (Node) 30 and locate connector CM27.

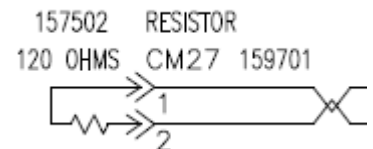
Follow the outlined steps using a digital multimeter;

- k) Disconnect end line resistor (connector CM27) and measure using the Ohms scale of your multimeter.
- l) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Replace terminating end line resistor.



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NODE 20/30/40 DISCONNECTED

Step 1

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab on the console.

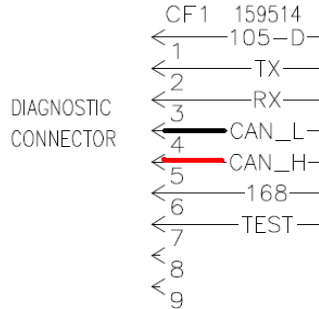
PIN 4 Wire CAN L (black lead)

PIN 5 Wire CAN H (red lead)

Do you have 60 Ohms resistance?

YES Go to step 2

NO Go to step 3



Step 2

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab;

g) PIN 4 Wire CANL (red lead)

h) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN L wire.

NO Continue to CAN H test

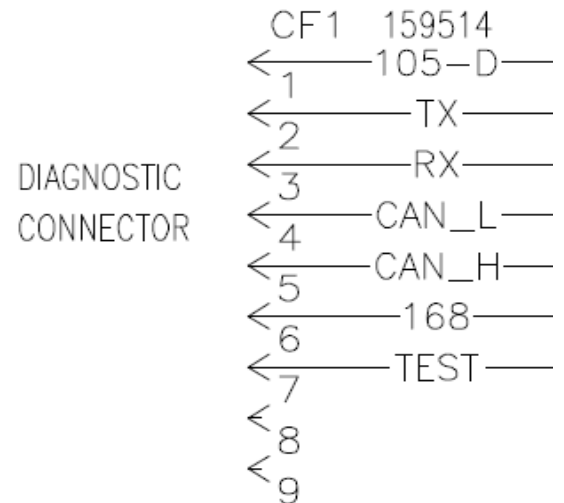
g) PIN 5 Wire CANH (red lead)

h) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN H wire.

NO Connect all previously disconnected connections and proceed to step 6



Step 3

Using a digital multimeter set to the Ohms scale, perform the following checks;

g) Locate connector CF4 (located inside the cab) and disconnect it.

h) Connect your multimeter as follows;

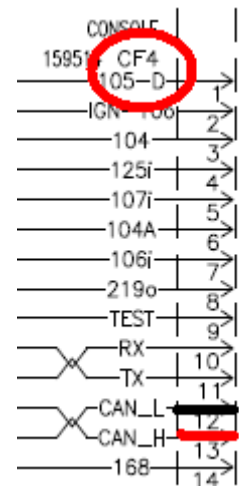
a. PIN 12 Wire CAN L (black lead)

b. PIN 13 Wire CAN H (red lead)

Do you have 120 Ohms?

YES Proceed to step 4

NO Proceed to step 5



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Step 4

Using a digital multimeter set to the Ohms scale, perform the following checks;

NOTE connector CF4 from step 3 should still be disconnected!!!!

For module 20 use connector CM20

For module 30 use connector CM1

For module 40 use connector CM1

g) Locate module (Node) XX see chart above and remove corresponding connector.

h) Connect your multimeter as follows;

- a. PIN 14 Wire CAN H (red lead)
- b. PIN 32 Wire CAN L (black lead)

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Continue to step 7

Step 5

Inside the cab locate module (Node) 10 and locate connector CM3.

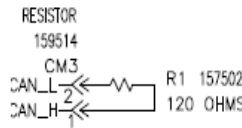
Follow the outlined steps using a digital multimeter;

- m) Disconnect end line resistor and measure using the Ohms scale of your multimeter.
- n) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Continue to step 4

NO Replace terminating end line resistor.



Step 6

Locate module (Node) 30 and locate connector CM1

Follow the outlined steps using a digital multimeter.

- g) Disconnect connector CM1
- h) Measure resistance (Ohms) placing the leads as follows
 - a. PIN 14 CAN H (red lead)
 - b. PIN 32 CAN L (black lead)

Do you have 60 Ohms?

YES *Contact LabriePlus*

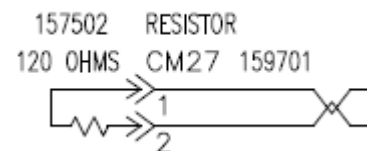
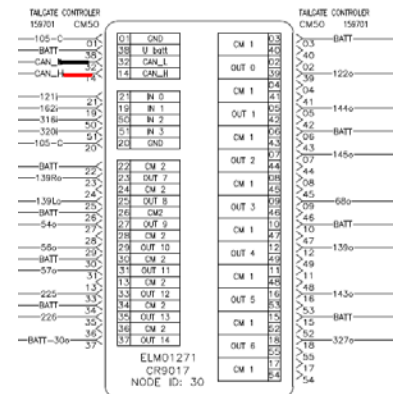
NO Repair open connection in harness

Step 7

Inside the body locate module (Node) 30 and locate connector CM27.

Follow the outlined steps using a digital multimeter;

- o) Disconnect end line resistor (connector CM27) and measure using the Ohms scale of your multimeter.
- p) *NOTE* this is not polarity sensitive!!!!



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Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Replace terminating end line resistor.

NODE 50/60 DISCONNECTED

Step 1

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab on the console.

PIN 4 Wire CAN L (black lead)

PIN 5 Wire CAN H (red lead)

Do you have 60 Ohms resistance?

YES Go to step 2

NO Go to step 3

Step 2

With the ignition and battery disconnect turned off (where applicable), use a digital multimeter set to the Ohms scale and measure as follows at the Labrie diagnostic connector located inside the cab;

i) PIN 4 Wire CANL (red lead)

j) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN L wire.

NO Continue to CAN H test

i) PIN 5 Wire CANH (red lead)

j) BATTERY GROUND (black lead)

Was any resistance indicated?

YES Repair short to ground on CAN H wire.

NO Connect all previously disconnected connections and proceed to step 6

Step 3

Using a digital multimeter set to the Ohms scale, perform the following checks;

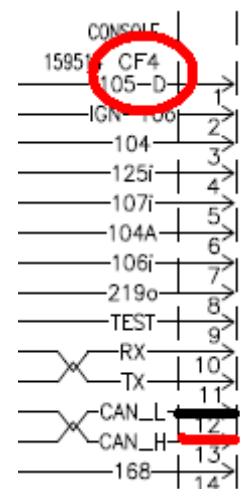
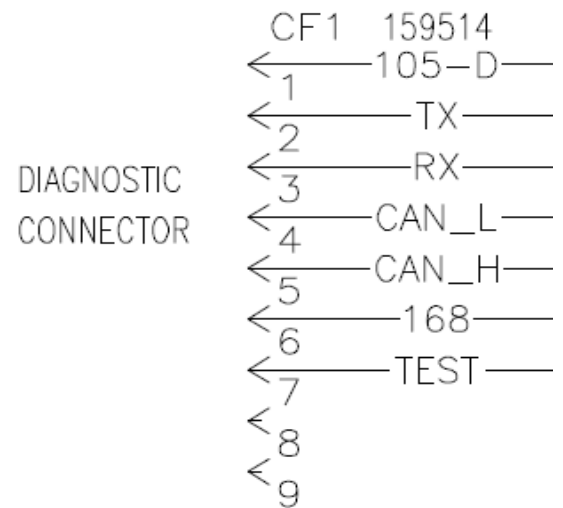
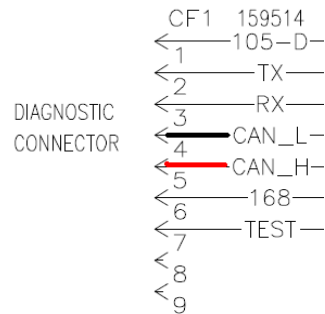
i) Locate connector CF4 (located inside the cab) and disconnect it.

j) Connect your multimeter as follows;

a. PIN 12 Wire CAN L (black lead)

b. PIN 13 Wire CAN H (red lead)

Do you have 120 Ohms?



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YES Proceed to step 4

NO Proceed to step 5

Step 4

Using a digital multimeter set to the Ohms scale, perform the following checks;

NOTE connector CF4 from step 3 should still be disconnected!!!!

- i) Locate module (Node) 50 *dual module* and remove connector CM1
- j) Connect your multimeter as follows;
 - a. PIN 14 Wire CAN H (red lead)
 - b. PIN 32 Wire CAN L (black lead)

Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Continue to step 7

Step 5

Inside the cab locate module (Node) 10 and locate connector CM3.

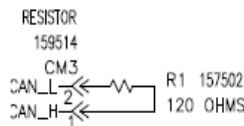
Follow the outlined steps using a digital multimeter;

- q) Disconnect end line resistor and measure using the Ohms scale of your multimeter.
- r) *NOTE* this is not polarity sensitive!!!!

Do you have 120 Ohms?

YES Continue to step 4

NO Replace terminating end line resistor.



Step 6

Locate module (Node) 50/60 and locate the following connector

(Node 50) CM1

(Node 60) CM2

Follow the outlined steps using a digital multimeter.

- i) Disconnect connector for appropriate Node
- j) Measure resistance (Ohms) placing the leads as follows
 - a. PIN 14 CAN H (red lead)
 - b. PIN 32 CAN L (black lead)

Do you have 60 Ohms?

YES *Contact LabriePlus*

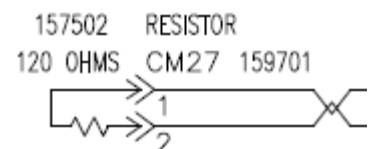
NO Repair open connection in harness

Step 7

Inside the body locate module (Node) 30 and locate connector CM27.

Follow the outlined steps using a digital multimeter;

- s) Disconnect end line resistor (connector CM27) and measure using the Ohms scale of your multimeter.
- t) *NOTE* this is not polarity sensitive!!!!



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Do you have 120 Ohms?

YES Connect all previously disconnected connections and proceed to step 6

NO Replace terminating end line resistor.

NODE XX NOT CONNECTED

This code is generated when a module (Node)XX on the Labrie system is failing to communicate with module (Node) 10 over the CAN (communication area network) on the first 10 seconds of power up.

WARNING For Node disconnected use NODE XX DISCONNECTED troubleshooting tree.

Use the appropriate NODE ID below to follow correct module diagnostic steps.

Modules (Nodes) which can be affected by either above listed issue on the Wittke frontloader are;

STANDARD

10 (Cabine) Located inside the cab

11 (Display) Located inside the cab next to main console.

12 (Switch bank *primary*) Located inside the cab as part of the main console.

30 (Tailgate controller) Located inside the rear chassis frame rail.

50/60 (Body front) This is a dual module and is located on the front packer bulkhead of the body.

OPTIONAL

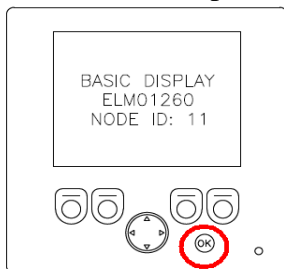
13 (Switch bank *secondary*) Located inside the cab as part of the main console.

25 (Switch bank *outside controls*) Located on side of unit outside the cab for external arm/packer operation.

Use this one step listed for any and all modules displaying this code.

STEP 1

10 seconds after power up use the Labrie multiplex display to depress the “OK” button.



Code should disappear at this time.

Did all active codes clear from the display?

YES Issue resolved

NO *Contact LabriePlus*



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