Series/Parts Affected:
LS40D, LS40TD, LS50TD and LS60TD Concrete Pumps

Model Serial Number Range
LS40D 231001-250303
LS40TD 231103-240801
LS50TD 231201-260103
LS60TD 231001-260102

Please note that some units have already been modified.

SERVICE INFORMATION

MANDATORY UPDATE: FAILURE TO FOLLOW INSTRUCTIONS MAY LEAD TO SEVERE DAMAGE OF THE POTTED CONTROL BOX!

Problem:
• It has been discovered that negative ground spikes are backfeeding through the electrical system into the potted interior control box. These spikes are harmful and destructive to the sensitive integrated circuits within the potted control box.

Solution:
• To eliminate these harmful ground spikes, a 50 ohm resistor has been added to the control circuitry. The addition of this resistor will eliminate the ground spike condition that currently exists.

PARTS INFORMATION

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Part #</th>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>EM98258</td>
<td>Wire Harness, 50Ω resistor</td>
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INSTALLATION INSTRUCTIONS

WORK SAFELY!

This installation should be performed only by a qualified electrical technician following safe electrical wiring guidelines.

Required Tools/Materials
- Phillips Head Screwdriver
- Wire Cutters
- Butt Splice 16-14

Control Box Modification
1. Place the pump on secure level ground that is free of dirt and debris.
2. Disconnect the negative battery cable from the battery. Be very careful not to let the battery cable touch anything especially the frame or ground. It could produce a spike. For best results wrap the battery terminal in a cloth or non-conductive material to prevent it from coming in contact with any surface.
3. Using a phillips-head screwdriver remove the 2 retaining screws that secure the front cover to the control box.
4. Lay the front panel of the control box on its back on top of pump so that wire side is facing upwards.

Wiring Removal/Modification (Reference Figure 1)
1. Remove the wire connected between TB1-2 and SW1-5. Discard wire, it will not be used anymore.
2. Disconnect the wire connected to the NEGATIVE side of the engine hour meter from SW1-2 (Main Control Switch).
3. Using wire cutters, cut the terminal ring from the wire disconnected in step 2 and strip the insulation back 1/8-inch.
4. Using the supplied new wiring harness connect the terminal ring with the larger wire (10 AWG) to TB1-2.
5. Connect the terminal ring with the smaller wire (18 AWG) to SW1-5.
6. Splice the remaining wire (strip insulation 1/8-inch) from the new wiring harness to the wire coming from the NEGATIVE side of the engine hour meter.
7. Place the front cover back onto the control box and secure using 2 phillips head screws.
8. Reconnect the negative battery cable to the battery.

WARRANTY INFORMATION

Campaign Reference No.

Please contact Chris Fairchild @ 1-800-421-1244 for warranty claim number and warranty form.

Labor Allowance: Flat Rate to install – 30 minutes
**BEFORE CHANGE**

ENGINE HOUR METER

SW1 MAIN CONTROL

**WIRE REMOVAL**

1. COMPLETELY REMOVE AND DISCARD WIRE FROM TB1-2 TO SW1-2

2. DISCONNECT WIRE FROM SW1-2

3. REMOVE TERMINAL RING, AND STRIP INSULATION BACK 1/8-INCH

**WIRE ADDITION**

4. CONNECT NEW WIRE HARNESS AS SHOWN ABOVE.

**AFTER CHANGE**

Figure 1 Wiring Diagram
Following are the serial numbers of your affected units: