

**To:** All Distributors, Regional Sales Manager, and National Sales Managers

**From:** Technical Support

**Model:** AU, EX, FL & MX

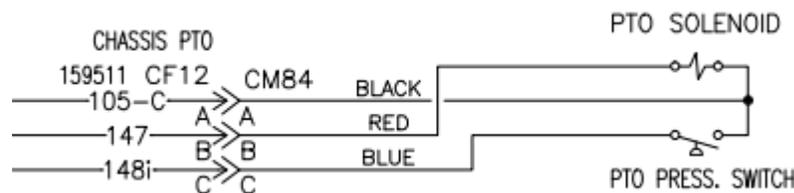
**Subject:** "PTO: PTO Not Ok" Diagnostic Steps

The method outlined below can be used in conjunction with the unit-specific diagnostic manuals. Only basic tools are needed for this troubleshooting: a quality multimeter (preferably used with back probe leads), assorted screwdrivers, and a set of cutting pliers (for removing zip ties).

**Note: Accurate diagnostic information will require use of the body serial number specific electrical schematics. This ensures correct connection information as connector/wire numbers are dependent on chassis manufacturer as well as whether a Labrie cab conversion has been performed.**

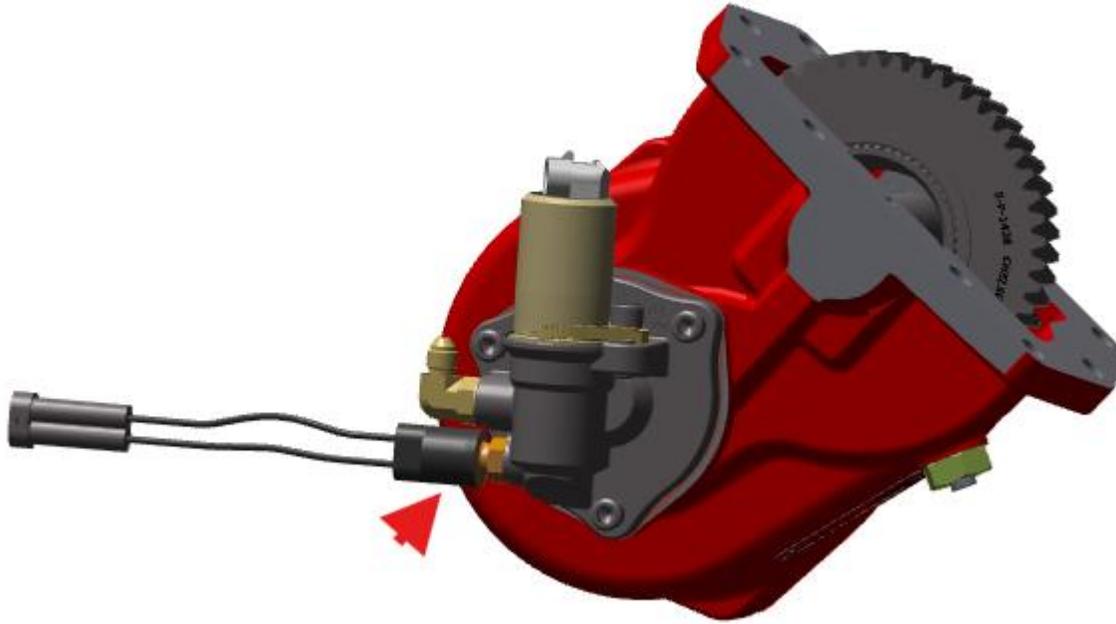
**PTO: NOT OK:** Indicates a breakdown in one portion of the PTO circuit of the PTO pressure switch ground wires and or pressure switch.

Wire 105C originates at chassis ground. When the pump switch is depressed, after all conditions are met, power is sent to PTO solenoid on wire 147. Wire 105C provides ground to both PTO solenoid and PTO pressure switch, and if transmission pressure is achieved from solenoid activation, the ground signal goes through the now closed pressure switch to wire 148i. Wire 148i then goes back to node 20 as an input completing the signal.



Please contact the LabriePlus Service Department at (800) 231-2771 (US) or (877) 452-2743 (CAN) for questions or further information

PTO pressure switch is located on the PTO.



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