



North West Crane Enterprises Ltd.
 7001 39 St
 Leduc, AB T9E 0W1
 Phone: (780) 980-2227
 Fax: (780) 980-5334
 www.northwestcrane.com

D44-18
MAY

Ship To: IN STORE PICKUP

Branch LEDUC		
Date 02/02/26	Time 14:26:13 (O)	Page 01
Account No [REDACTED]	Phone No [REDACTED]	Inv No W01662
Ship Via		Purchase Order
Tax ID No		
		Salesperson ANM

Invoice To: [REDACTED]

Attention: [REDACTED]

SERVICE PRELIMINARY

STK#/FLEET#	HRS	PIN/EIN	WARRANTY DATE	HRS
V9000890	MANITEX CRANE	1 179592		
HE134	45110 T	20916	1NKCBTX4BR948184	

***** UNIT DESCRIPTION *****
 * MISCBASE MANITEX CRANE *

SEGMENT# 1 5 SECS N/A 09/17/25 01/14/26
 DIAGNOSE FOR ELECTRICAL COLLECTOR ISSUE 2.00

COMPLAINT:

- DIAGNOSE AND ADVISE FOR ELECTRICAL COLLECTOR DEFICIENCY

CAUSE:

- MULTIPLE CORRODED/BROKEN WIRES
- DAMAGED/CORRODED SLIP RING AND BRUSH ASSEMBLIES
- FAILED HARNESS
- FAILED CAB SWITCH AND MULTIPLE RELAYS

CORRECTION:

DIAGNOSE FOR ELECTRICAL COLLECTOR ISSUE:

- SET UNIT UP TO FUNCTION TEST.
- WHILE SLEWING CRANE POWER TO THE UPPER SECTION OF THE CRANE WAS LOST.
- NONE OF THE SWITCHES AND THE LMI SCREEN WERE FUNCTIONING.
- CRANE/OUTRIGGER SELECTOR SWITCH HAD POWER IN OUTRIGGER MODE BUT NO POWER IN CRANE MODE.
- REMOVED THE LMI CONNECTOR AND TESTED FOR POWER. NO POWER SUPPLY FOUND.
- TRACED WIRING BACK TO THE BUS BAR BEHIND THE CRANE CAB DOOR.
- CHECKED FOR POWER ON THE BUS BAR ON THE CRANE POWER AND CAB POWER CIRCUITS. NO POWER FOUND.
- CHECKED FOR POWER AT THE SWIVEL. STILL HAD VOLTAGE AT THE

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SWIVEL.

- CHECKED THE CONNECTIONS AT THE SWIVEL, FOUND THEY WERE CORRODED AND MULTIPLE WIRES WERE BROKEN OFF THE CONNECTIONS.
- POWER PROBED THE CRANE POWER CIRCUIT ON THE BUS BAR BEHIND THE CRANE CAB DOOR AND POWER WAS RESTORED TO THE UPPER PART OF THE CRANE.
- WITH POWER PROBE SUPPLYING POWER TO THE CRANE, WAS ABLE TO STOW BOOM AND SUCK OUTRIGGERS BACK IN.
- REMOVED ELECTRICAL SWIVEL AND INSPECTED.
- INFORMED CUSTOMER AND RECEIVED PERMISSION TO CONTINUE WITH FURTHER DIAGNOSIS
- FOUND ONE OF THE BRUSHES HAD JUMPED THE SLIP RING ON THE ELECTRICAL SWIVEL.
- FOUND ALL SLIP RING SURFACES HAD CORROSION.
- CHECKED CONTINUITY BETWEEN THE SLIP RINGS.
- FOUND CONTINUITY ON MULTIPLE SLIP RINGS.
- DISCONNECTED THE SLIP RING CONNECTIONS TO ISOLATE THEM FROM EACH OTHER.
- RECHECKED FOR CONTINUITY AND STILL HAD CONTINUITY TO MULTIPLE SLIP RINGS.
- ELECTRICAL SWIVEL REQUIRED FULL DISASSEMBLY.
- DISASSEMBLED ELECTRICAL SWIVEL.
- FOUND DAMAGED WIRING AND WIRES THAT WERE SPICED INADEQUATELY.
- FOUND THAT SOME ISOLATOR RINGS HAD HEAT DAMAGE.
- EACH SLIP RING ASSEMBLY NEEDED TO BE CLEANED AND INSPECTED.
- REPAIRED WIRES ON SLIP RING COMPONENTS.
- CHECKED CONTINUITY ON EACH HARNESS TO THE UPPER AND LOWER

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- PORTIONS OF THE ELECTRICAL SWIVEL.
- FOUND ONE HARNESS ON THE UPPER CONNECTIONS WAS FAULTY.
 - REPLACED HARNESS.
 - REASSEMBLED ELECTRICAL SWIVEL SLIP RING ASSEMBLY.
 - CHECKED CONTINUITY THROUGH THE SLIP RING ASSEMBLIES TO VERIFY THAT THERE WAS NO LONGER ANY CONTINUITY BETWEEN THE SLIP RINGS.
 - VERIFIED THAT SLIP RING RINGS ARE NOW ISOLATED.
 - DISMANTLED BOTH BRUSH ASSEMBLIES.
 - EACH BRUSH ASSEMBLY NEEDED TO BE CLEANED AND INSPECTED.
 - REPLACED BRUSH ASSEMBLIES AS REQUIRED.
 - WIRES WERE CORRODED AND BROKEN OFF AND BRUSH ASSEMBLIES WERE DAMAGED.
 - REPAIRED DAMAGED WIRING
 - REASSEMBLED BOTH BRUSH ASSEMBLIES AND REINSTALLED.
 - REASSEMBLED ELECTRICAL SWIVEL AND REINSTALLED.
 - HAD NO CRANE POWER TO CRANE CAB AFTER REINSTALLING ELECTRICAL SWIVEL.
 - REMOVED CAB JUNCTION BOX COVER BEHIND CRANE CAB DOOR, DID NOT HAVE CRANE POWER OR 12V POWER AT THE BOX.
 - CHECKED FOR POWER ON THE ELECTRICAL SWIVEL.
 - FOUND POWER
 - CHECKED CONNECTIONS AND THE BOTTOM OF THE SWIVEL.
 - HAD CRANE POWER SUPPLY FROM THE TRUCK SIDE OF THE HARNESS.
 - CHECK CONTINUITY TO VERIFY THAT THE CRANE POWER SUPPLY FROM THE TRUCK AND CRANE CAB WERE ON THE SAME SLIP RING CONNECTION IN THE ELECTRICAL SWIVEL.
 - MOVED CONNECTIONS SO THAT EACH CIRCUIT WAS WIRED AS PER THE OEM SCHEMATIC. CRANE POWER WIRE WAS BLANKED OFF WHEN IT

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CAME OUT OF THE SWIVEL BUT IT DID HAVE POWER.
 **NOTE, WHEN IN THE SWIVEL, FOUND ONE BRUSH ON THE GROUND SIDE WITH POWER ON THE RIVET AND GROUND ON THE BRUSH. ISOLATED THIS BRUSH FROM THE CIRCUIT AS IT WAS SHORTING OUT - JUMPED POWER FROM THE CRANE POWER WIRE TO THE CRANE CAB JUNCTION BOX BUT WHEN IT WAS FEEDING POWER TO THE CRANE IT LOST ALL VOLTAGE. TRIED TO FEED POWER TO THE CRANE WITH A POWER PROBE AND THAT WORKED FINE. FED POWER TO THE CRANE FROM JUST BELOW THE SWIVEL AND THAT WORKED AS WELL SO THE ISSUE IS BEFORE THE SWIVEL WIRING
 - REMOVED CRANE POWER MODULE AND INSTALLED MY OWN POWER FEED WIRE FROM PIN 87 TO THE SWIVEL, IT STILL LOST POWER WHEN IT WAS CONNECTED. TRIED GIVING STRAIGHT BATTERY POWER TO PIN 30 OF THE RELAY BUT IT STILL LOST POWER. GAVE STRAIGHT BATTERY POWER TO MY NEW WIRE, BYPASSING THE SWIVEL, AND IT WORKED
 - HAVE TO INSTALL A NEW RELAY, CRANE POWER MODULE HAS ISSUES. RAN WIRING FOR PIN 30, PIN 87 WAS ALREADY CONNECTED TO THE SWIVEL. PIN 86 WENT TO GROUND AND HAD TO RUN WIRING OUT FROM THE CAB SWITCH FOR PIN 85 AS IT WAS GROUND CONTROLLED, HAD TO MAKE THE RELAY SWITCH GROUND NOT POWER AS WELL ADDED TWO INLINE FUSES FOR NEW GROUND SWITCH CONTROLLED RELAY ONE ON CONTROL CIRCUIT ONE ON LOAD CIRCUIT
 - TOOK UNIT OUTSIDE TO TEST, HAVE NO AUX POWER IN CRANE CAB AND NO POWER GOING TO OUTRIGGER CONTROLLER
 - FOUND THE OUTRIGGER RADIO REMOTE CONTROL WAS NOT RECEIVING A SIGNAL FROM THE KEY SWITCH WHEN SWITCHED TO OUTRIGGER MODE.
 - FOUND THAT THE OUTRIGGER POXIMITY SWITCH WIRING WAS

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FAULTY.

- REPLACED OUTRIGGER PROXIMITY SWITCH.
- RECEIVING A SIGNAL FROM THE PROXIMITY SWITCH NOW.
- TRACED THE WIRING FROM THE OUTRIGGER CONTROL TO THE KEY SWITCH
- FOUND THE CONTACTS ON THE SWITCH WERE FAULTY.
- REPLACED OUTRIGGER/CRANE SELECTOR SWITCH AND TESTED.
- OUTRIGGER RADIO REMOTE, DIVERTER VALVE AND DEAD MAN SPOOL ON THE OUTRIGGER CONTROL VALVE BANK ARE NOT RECEIVING A SIGNAL TO ENGAGE.
- TAKE UNIT OUTSIDE TO FUNCTION TEST AND VERIFY REPAIRS WERE SUCCESSFUL.
- SET UP MANUALLY TO TEST SWIVEL
- ROTATED/WENT THROUGH ALL CRANE HYDRAULIC FUNCTIONS, NO FAULTS FOUND. SWIVEL REPAIRED FOR CONNECTION ISSUE LMI DID NOT CUT OUT.
- **ESPAR HEATER ISSUE: PROBED THE WIRING FOR THE HEATER, FOUND NO POWER TO THE HEATER. GAVE POWER TO THE HEATER AND IT TURNED ON. FOLLOWED WIRING FROM THE HEATER CONTROLLER TO THE CAB JUNCTION BOX, BACK TO THE SWIVEL, HAD NO POWER ALONG THAT WHOLE SECTION OF HARNESS.
- WENT DOWN TO ACCESSORY POWER MODULE, WHOLE MODULE ONLY HAD 5 VOLTS. REMOVED A POWER JUMPER, THE CRANE POWER MODULE TO THE ACCESSORY MODULE AND 12V CAME BACK. CHECKED THE RELAY FOR THE ESPAR AND IT WAS GOOD. JUMPED THE RELAY AND THE HEATER GOT POWER. FOUND POWER ON BOTH 85 AND 86 OF THE HEATER RELAY, ISSUE INTERNALLY IN THE ACCESSORY POWER MODULE. TIED THE ESPAR HEATER POWER INTO THE CRANE POWER RELAY WE INSTALLED BEFORE FOR THE MAIN CRANE POWER ISSUE AND IT ALL WORKS NOW

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***START/STOP: START CIRCUIT, TESTED FOR POWER ON 30-87A AT THE START RELAY IN THE CRANE POWER MODULE, HAD POWER TO 30 AND ACROSS TO 87A. DID NOT HAVE ANY POWER ON 85 SO THE RELAY WAS NOT SWITCHING. GAVE THE RELAY MY OWN POWER TO SWITCH IT AND THE TRUCK DID NOT START. JUMPED 30-87 AND THE TRUCK STILL DID NOT START. SEEMS LIKE THE 87 OUTPUT WIRE TO THE STARTER RELAY IS NOT HOOKED UP CORRECTLY OR IS DAMAGED, AND THE 85 SIGNAL WIRE FROM THE CRANE CONTROL AND THE OUTRIGGER CONTROL IS NOT RECEIVING A SIGNAL. EVEN WHEN JUMPING THESE WIRES AND REPLACING RELAYS CANNOT GET THIS CIRCUIT TO WORK AND WITH THE STATE OF THE CP MODULE I DONT THINK I CAN MAKE IT WORK AS IS. THIS IS THE 4TH ISSUE FOUND IN THE CRANE POWER MODULE, I CANNOT MAKE THIS CIRCUIT WORK WITHOUT REPLACING THE MODULE OR WIRING THE START CIRCUIT MYSELF

****START/STOP: STOP CIRCUIT: PULLED THE RELAY AND THE TRUCKS FUEL SUPPLY GOT CUT OFF, REINSTALLED THE RELAY AND EVERYTHING WORKED. THE ISSUE WITH THIS CIRCUIT IS THERE IS NO SIGNAL COMING FROM THE OUTRIGGER BOX OR CRANE BOX TO PIN 85 TO SWITCH. THE 85 WIRE FOR BOTH THE START AND STOP RELAY COMES THROUGH THE CRANE POWER MODULE STRIP AND I BELIEVE THIS STRIP IS SHORTED OUT, MAYBE THERE IS A SIGNAL FOR BOTH FROM THE CRANE/OUTRIGGER CONTROLS BUT IT WON'T DO ANYTHING AS THE MODULE IS BROKEN

***HORN: HORN RELAY IN THE CRANE POWER MODULE IS SHORTED OUT AS WELL, HORN GOES OFF ALL THE TIME UNLESS THE RELAY GETS PULLED, RELAY TESTS FINE. NO POWER ON 85 SO THE ISSUE DOESN'T MAKE SENSE. POWER ON BOTH SIDES OF THE HORN SWITCH, HORN SWITCH KILLS THE TRUCK. HORN GOES OFF WHEN SELECTOR SWITCH IS PUSHED TO THE RIGHT. RECOMMEND PURCHASING AND

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INSTALLING A HORN BENEATH THE CRANE CAB AS THERE IS A WHOLE MESS OF PROBLEMS HERE FOR SOMETHING AS SIMPLE AS A HORN. RECOMMEND LEAVING HORN RELAY AT CRANE POWER MODULE DISCONNECTED

 ***TESTING: BROUGHT UNIT OUTSIDE TO THE WEIGHTS FOR TESTING, NOTED AN ERROR LIGHT (X) LIT UP ON THE SCREEN ALL THE TIME. SPOKE TO THE TECHNICIAN AND NARROWED THE ISSUE DOWN THE THE A2B COIL BEING DISCONNECTED FOR THE OVERRIDE TO WORK. HOOKED UP THE LMI A2B COIL POWER TO THE A2B OVERRIDE POWER SO THAT THE COIL WOULD ENGAGE IN NORMAL OPERATION AND IN OVERRIDE OPERATION, THE LIGHT WENT AWAY BUT STILL STAYED FOR 270* OF SWING, AND WENT AWAY FOR 90* OF SWING
 - NOTICED THERE WERE 3 ERROR LIGHTS COMING UP WITHIN 90* OF SWING ON THE DRIVER SIDE OF THE UNIT. NARROWED ISSUE DOWN TO THE SLEW SENSORS. DUG INTO THE SLEW SENSORS AND FOUND A POOR CONNECTION AT THE SOLDER FOR THE SENSOR, RESOLDERED IT AND THIS ISSUE WAS RESOLVED FOR THE 90* OF SWING IT WAS GOING OFF FOR. THE ERROR X LIGHT WAS STILL GOING OFF FOR 270* OF SWING. CHECKED SCHEMATICS AND DIAGNOSED THAT THE SWING ERROR LIGHT IS DUE TO WIRING THAT WAS HOOKED UP INCORRECTLY AT THE SWING MICROSWITCH. THE ERROR LIGHT DOES NOT CUT OUT ANY FUNCTION OR CHANGE THE LOAD CHART, IT JUST PROVIDES A WARNING, AND UNFORTUNATELY EVEN IF THE ISSUE WAS RESOLVED AT THE MICROSWITCH THE SWING SENSORS ARE NOT POSITIONED CORRECTLY AND CANNOT BE ADJUSTED WITHOUT DISASSEMBLING SWIVEL. SENSOR POSITIONS WERE MARKED BEFORE SWIVEL DISASSEMBLY, THIS ISSUE WAS THERE WHEN THE

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UNIT ARRIVED. DECIDED THAT THE BEST COURSE OF ACTION WAS TO BYPASS THE SLEWING SWITCHES SO THAT THE ERROR LIGHT DOES NOT GO OFF AT ALL, THE LMI WILL STILL CONTROL THE LOAD CHART AND PROPER WEIGHT/RADIUS READINGS FOR SAFE OPERATION OF THE CRANE

- PERFORMED THIS REPAIR, RETESTED UNIT. RAN THE CRANE THROUGH IT PACES WITH AND WITHOUT A LOAD. REINSTALLED ALL COVERS AND TIED UP AND LABELED ALL WIRING, REINSTALLED SWIVEL CAP AND TOOK UNIT OUTSIDE FOR A FINAL TESTING
 - TESTED OK, ALL FUNCTIONS WOKRING AS THEY SHOULD. DONE

ADDITIONAL DESCRIPTION:

KENWORTH C500 KM: 337443
 HOURS: 20916.5
 MANITEX HOURS: N/A

H84709001	5PIN RELAY CONN	3	29.81	89.43
SUBLETP	M004459-LABELS	1	706.55	706.55
SUBLETP	M004482- HORN	1	41.45	41.45
SUBLETP	WURTH S.S	1	86.68	86.68
007794911	RELAY 5 PIN 40A	3	27.09	81.27
1099-M	CAB SWITCH	1	250.34	250.34
4800691017		1	114.98	114.98
	SWITCH, MICRO LIMIT WITH HARNESS			
822125		1	15.03	15.03
	TOGGLE SWITCH MOMENTARY ON-OFF-ON			
977		1	4.20	4.20
	HOLDER INLINE BLADE FUSE			
	PARTS			555.25
	LABOR			22925.00

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			SUBLET	834.68
11000000			SEGMENT TOTAL==>	24314.93

***** WORK ORDER TOTALS *****

PARTS	555.25
LABOR	22925.00
SUBLET	834.68
ENVIRO FEES	300.00
SHOP SUPPLIES	1500.00
SUB TOTAL==>	26114.93
GST - Alberta 5.0%	1305.73
TOTAL CHARGE SALE	27420.66

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