



December 2004

TOPIC: STARTER RELAY/ALARM MODULE FAILURE

MODELS

AFFECTED: IS5000Z/C31D - S/N: 1290 & below

Field reports indicate an electrical component failure that may cause the engine starter to stay engaged after the ignition key is released from the "START" position with the parking brake engaged and control levers in neutral.

To rectify this issue, Ferris has determined that the following steps must be performed:

1. Replace the starter relay. This is MANDATORY.
2. Test the alarm module and replace, if necessary.
3. Install wire tie to restrain the wire harness and prevent contact with the LH control rod, if necessary.

Step 1

The starter relay (21766) must be replaced on all units. See pictures below for relay locations.

IMPORTANT NOTE: The body color of the new relay has been changed. When replacing the starter relay, make sure the body color is gray and does not have a mounting tab. If the unit is not equipped with a starter relay, install Starter Relay Kit (48589) per Service Bulletin F060.



Factory-installed relay position.



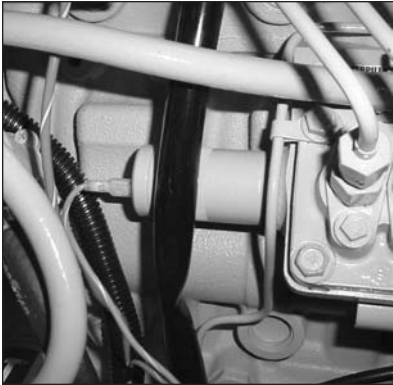
Kit #48589 relay position.

STEP 2

Testing The Alarm Module

1. Place the motion control levers in the neutral position, engage the parking brake and disengage the PTO switch.
2. Sit in the operator's position and start the engine. Allow it to run for 10-15 seconds.
3. Turn off the engine. DO NOT change the brake lever or control lever positions.

4. Unplug the orange and white stripe wire at the fuel solenoid, located on the RH side of the engine.



Fuel solenoid and orange with white stripe wire.

5. Again, sit in the operator's position and turn the ignition key to the START position and release the key. You will hear the starter engage, then disengage.

If the starter does not disengage, the alarm module is faulty and the gauge panel harness must be replaced.

The gauge panel harness (48908) is available through your normal parts source.

STEP 3

1. Locate the harness near the LH control rod, just below the oil cooler wing bolt.
2. If the harness contacts the control rod, cut the tie wraps securing the harness to the seat cross member and the hydro hose guard plate to create slack in the harness at the point of contact.
2. Install a tie wrap around the harness and the oil cooler mount tube (see picture below). Do NOT cinch the tie wrap completely. Leave room for the oil cooler mount to pivot without twisting the wire harness.
4. Secure the harness to the seat cross member and hydro hose guard.



Wire harness and oil cooler mount tube.

One-half (0.5) hour labor will be paid.