# Podzilla Gen 2.5 Trouble Shooting Guide



# Recommended Tools

- Flathead screwdrivers (various sizes)
- Phillips head screwdrivers (various sizes)
- Multimeter
- Long needle nose plyers
- Adjustable wrench
- Socket set (SAE & Metric)
- Box wrench set (SAE & Metric)

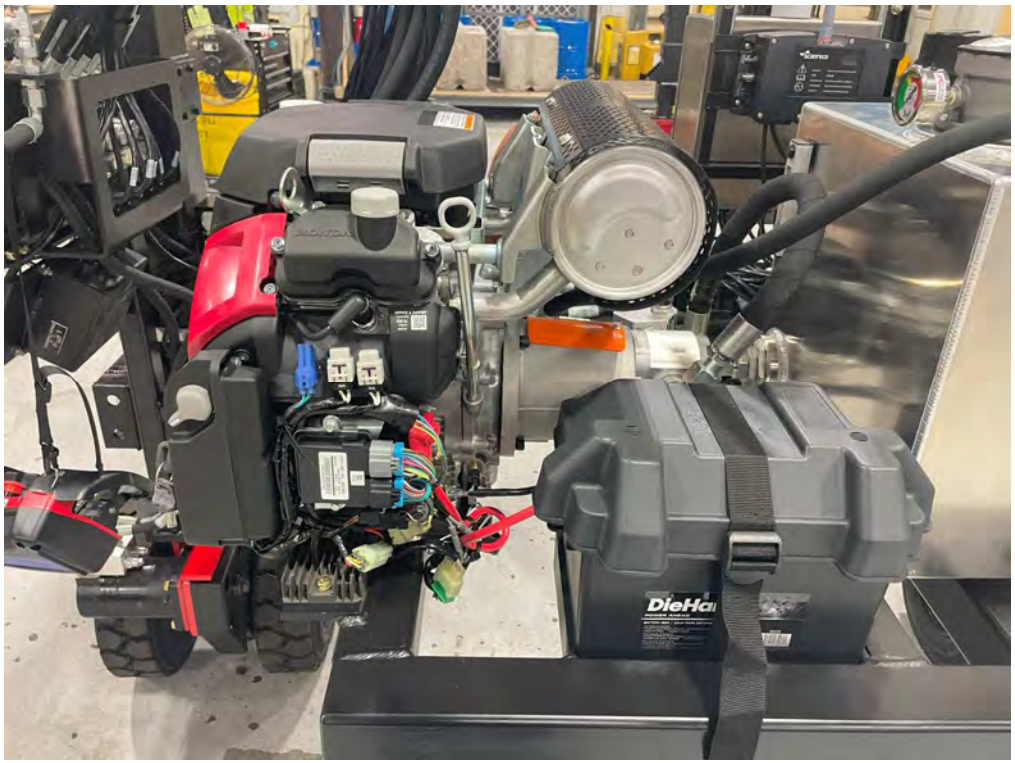
# HMI Trouble Shooting



Honda Engine and hydraulics are operational but no power on screen.



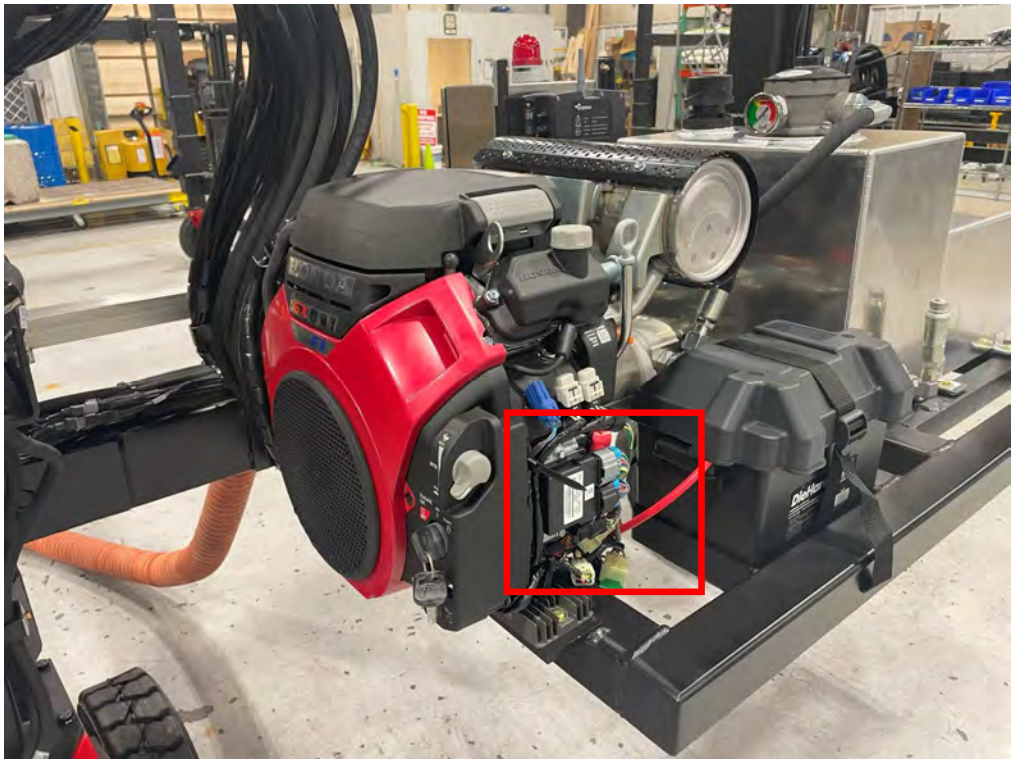
The first thing to check is the main power connections on the power rack.



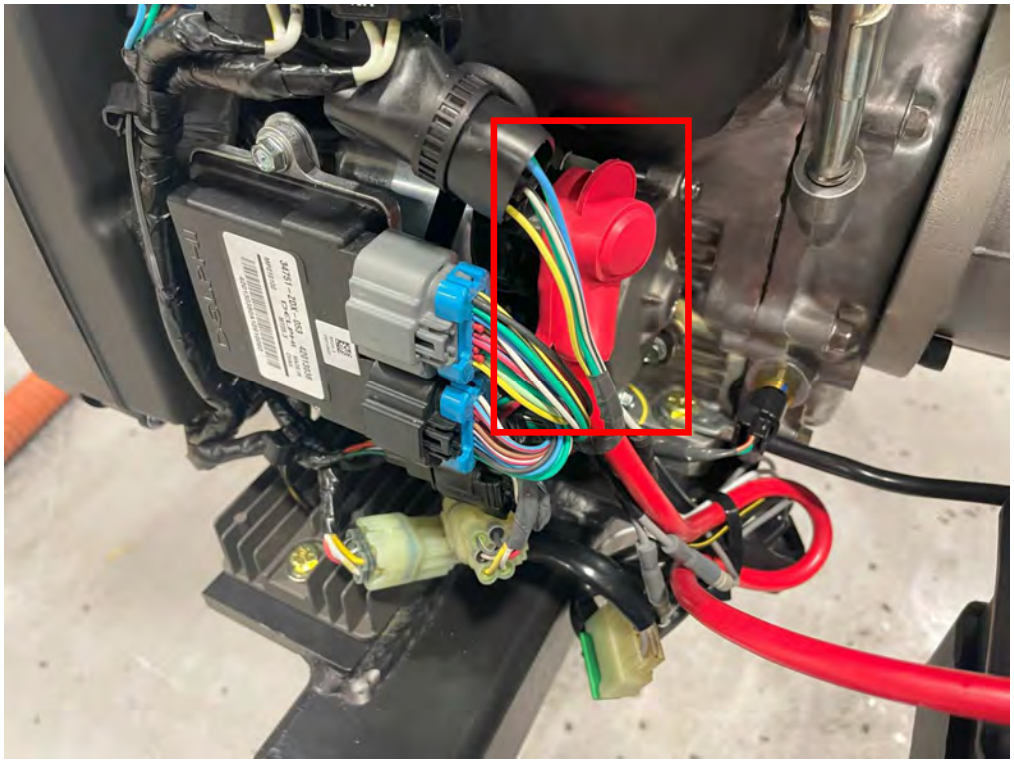
Remove the battery box lid and ensure both battery cables are securely attached and free of corrosion.

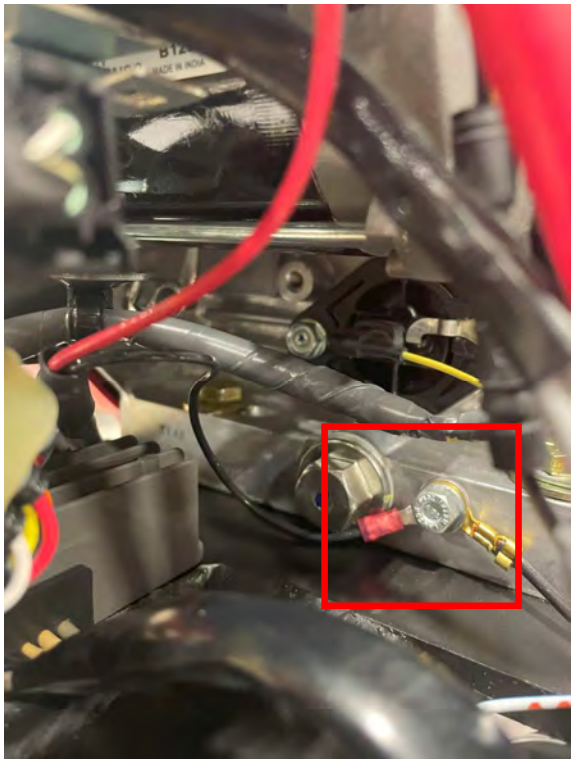


Next, we'll check that the positive and negative cables providing 12 VDC power to the RG Group electrical systems are connected to the motor correctly. For this we'll focus on the area of the motor located in the red box below.

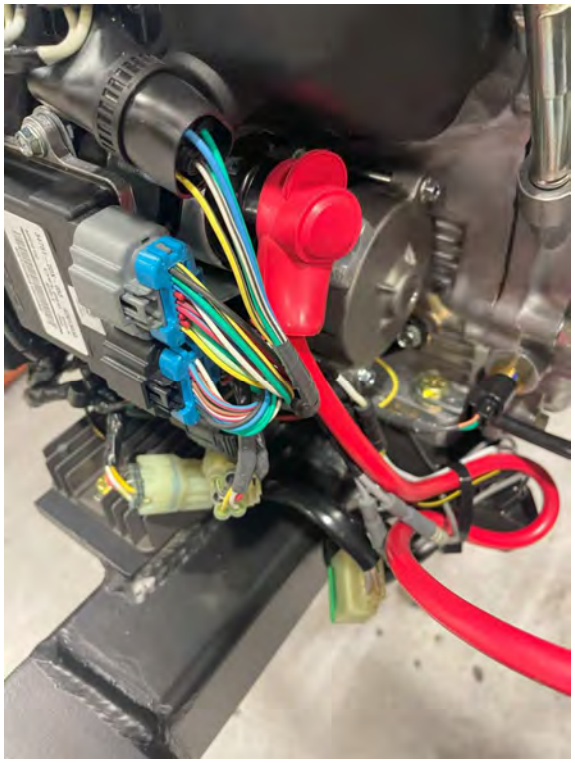


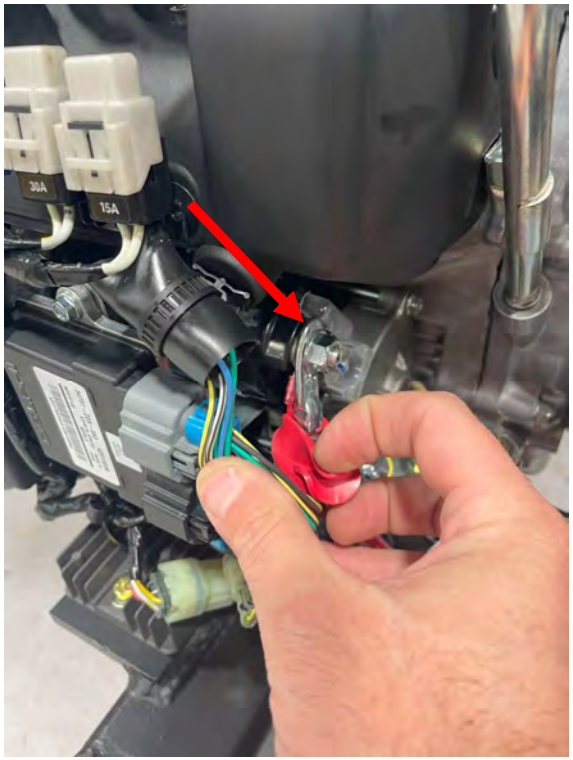
The Red 12V+ cable connection occurs on the positive terminal of the starter, located under the red rubber boot shown in the left image below. The Black 12V- cable connection is on the engine block/chassis itself as shown in the right image below.





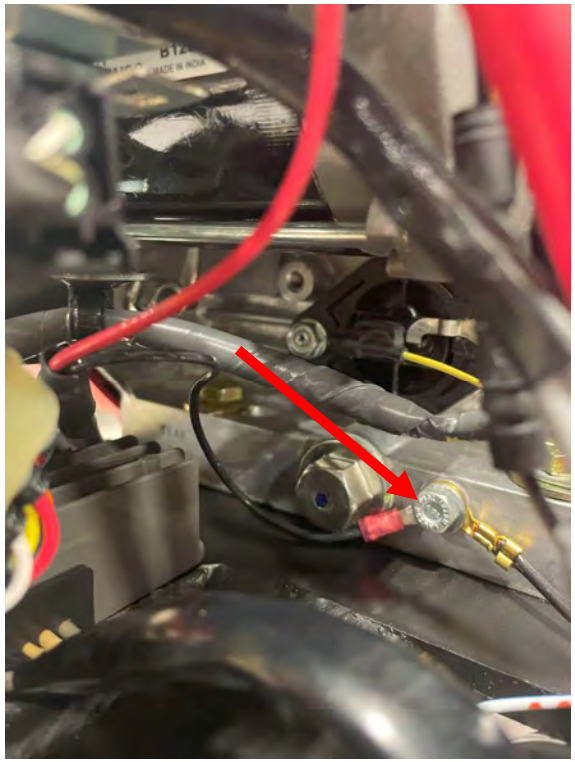
For the Red 12V+ cable connection, peel back the red rubber terminal cover and make sure there is no corrosion, the wire/ring terminal are crimped, and the bolt is tight.



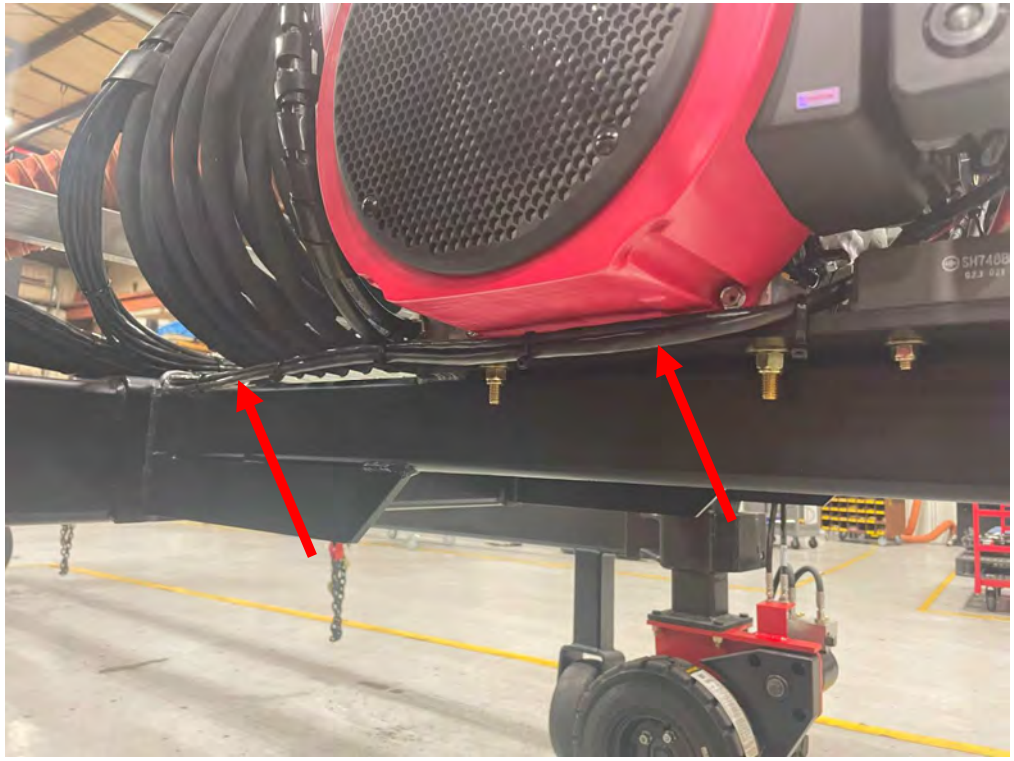





For the Black 12V- cable connection, make sure there is no corrosion, the wire/ring terminal are crimped and in tack, and the bolt is tight.



Lastly, check the integrity of the 2-wire cable running from the engine power connections back to the electrical control cabinet. Ensure there the entire length of cable is not crimped or severed.

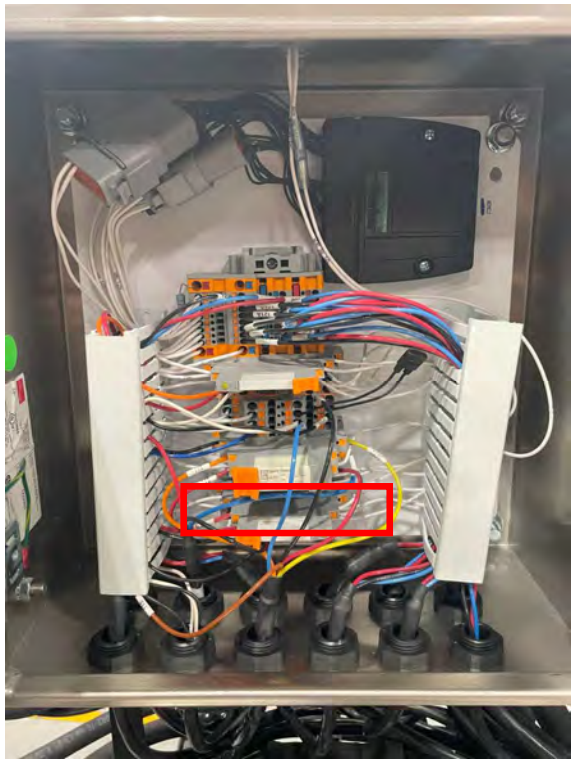


Next, check the power connections at the electrical control box. Use a flat head screw drive to open the control cabinet lock and door.

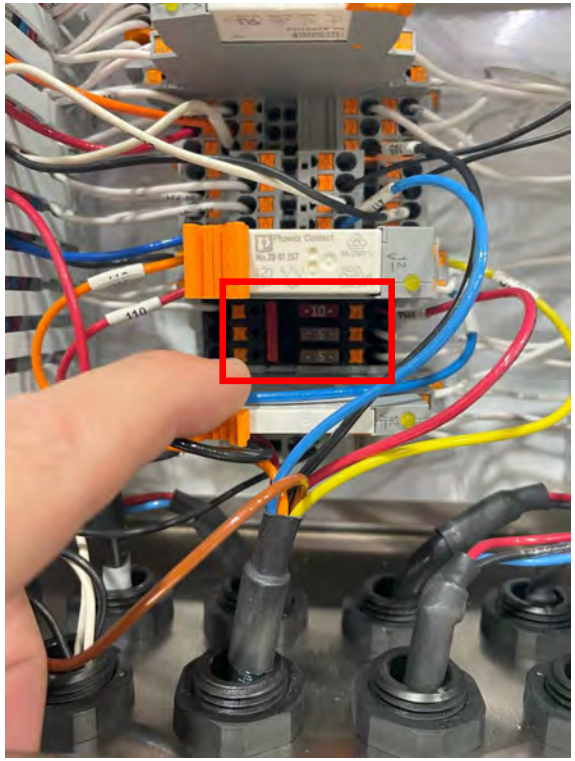




Control cabinet general layout. The first thing we'll check is the main power fuses. These are located inside the red box area below.



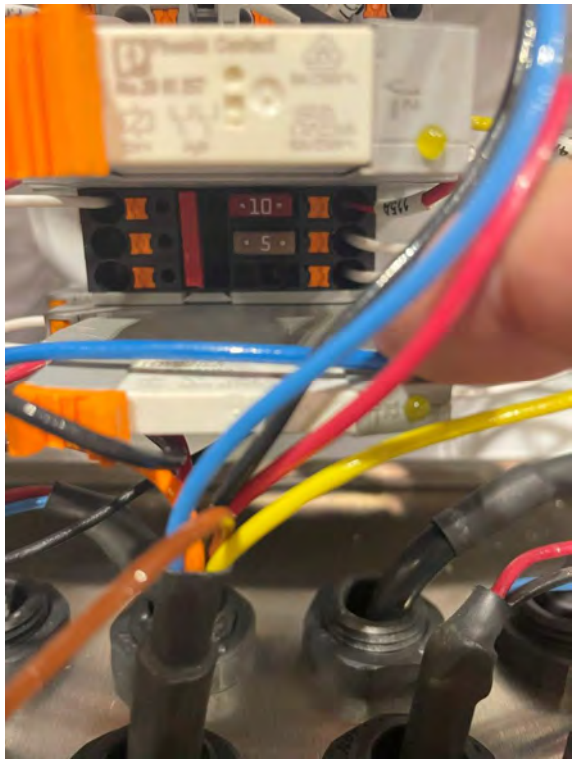
There are 3 fuses, the top 10amp fuse is for the Scanreco receiver, the middle 5amp fuse is for the IQAN expansion module, and the bottom 5amp fuse is for the IQAN HMI.



Remove the bottom 5amp fuse associated with the IQAN HMI.







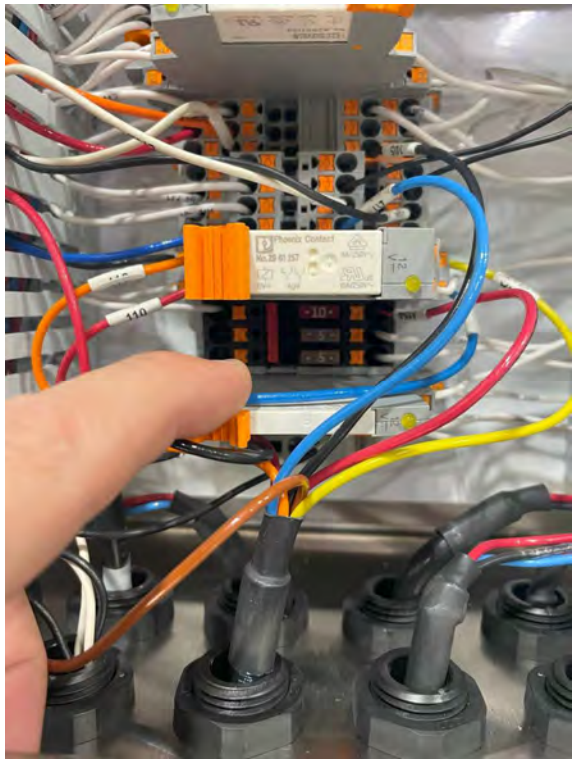
Once removed, check if fuse is tripped (blown) or not. The image below shows a good fuse. A bad (tripped) fuse would have black/burn marks on the plastic housing and the S shaped metal strip in the middle would be severed.



If fuse is good, reinstall. If fuse is bad, replace with new 5amp fuse and reinstall.







Turn Honda engine key to on position and look for HMI to power up and resume normal operation.

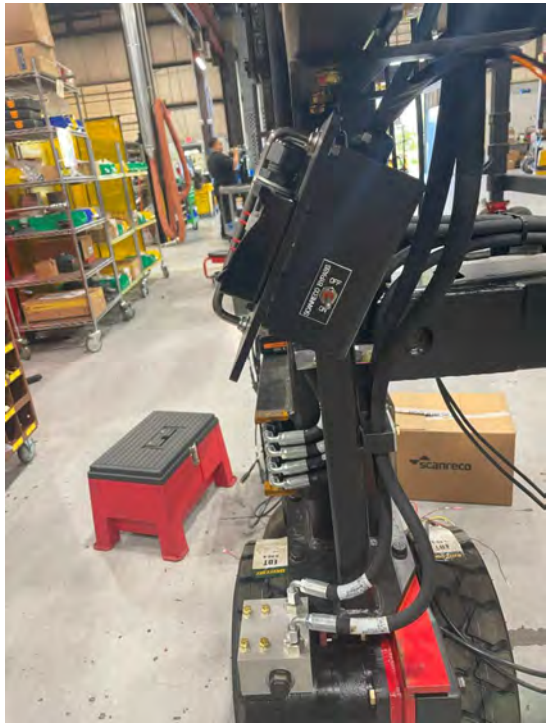


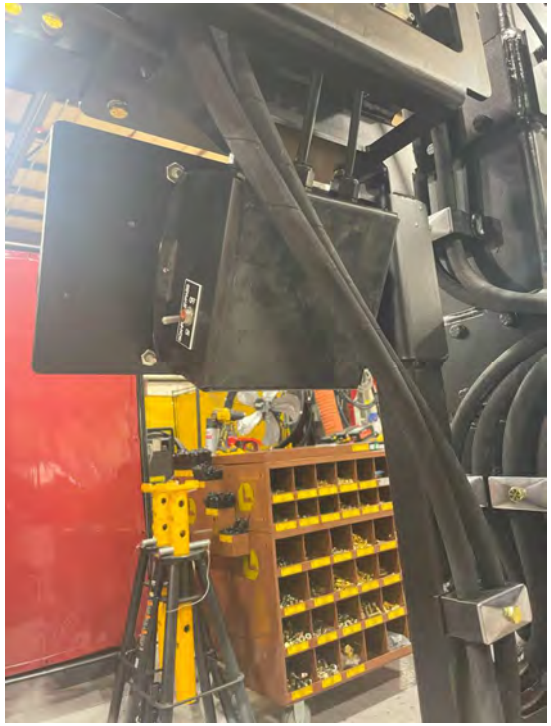



If screen is still dark with no power, continue following the next set of trouble shooting steps.

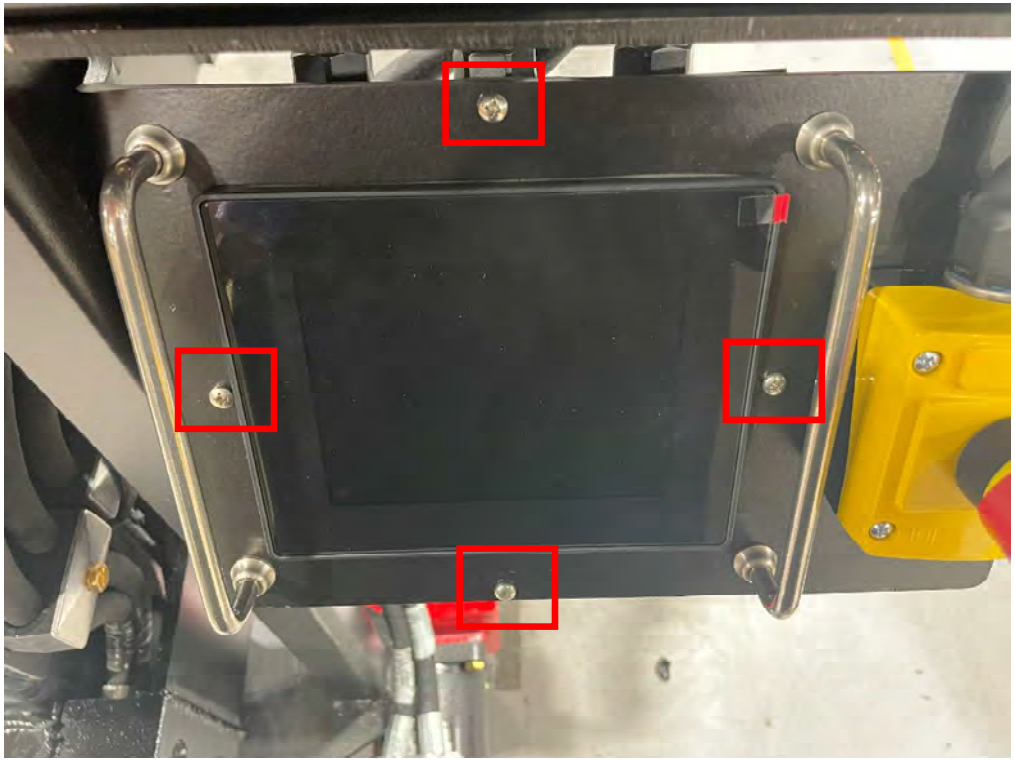


# We’ll first want to check the power connection on the back side of the HMI



Remove the 4 Phillips head screws to allow the HMI back cover box to open.



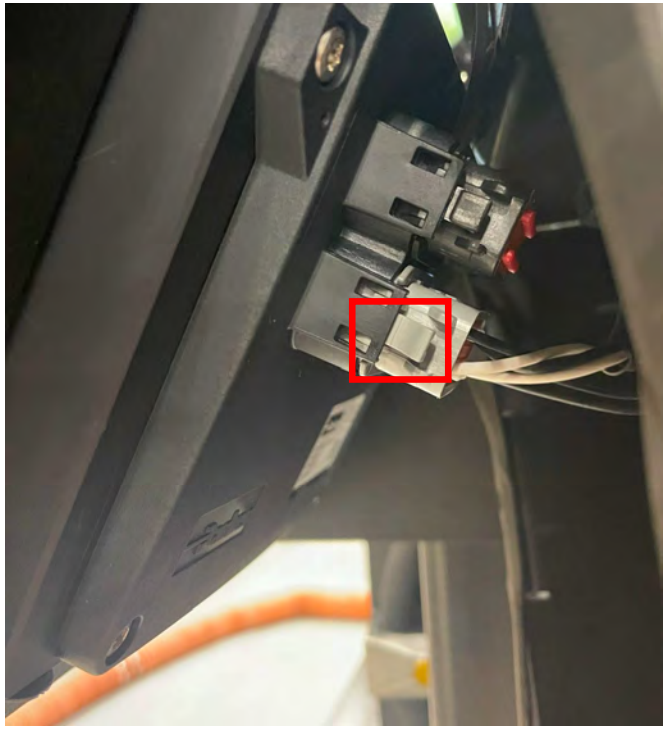
Since all the wires are still connected and routed on the hose loom/waterfall, the box will only swing back so far. Carefully let the box swing/hang down to allow access to the grey and black wire connectors on the back side of the HMI. BE CAREFUL NOT TO PULL OR DISCONNECT ANY OF THE “SCANRECO BYPASS” SWITCH WIRES ON THE INSIDE OF THE COVER BOX!



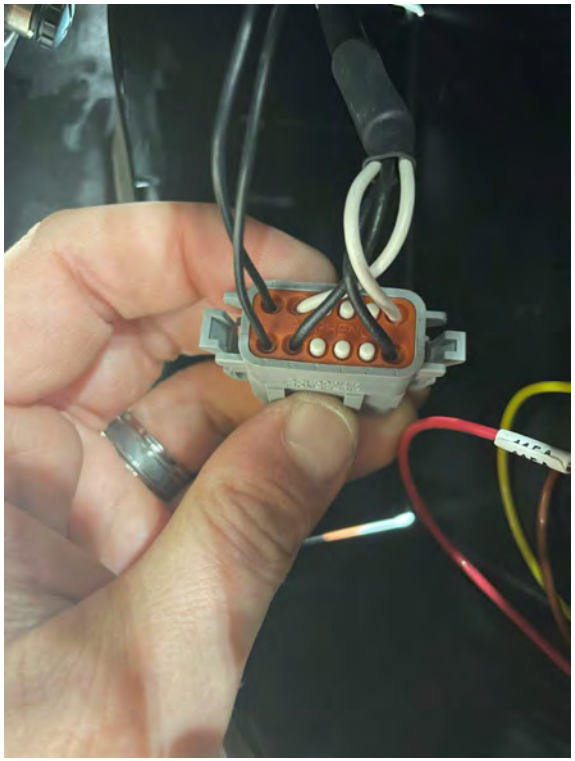


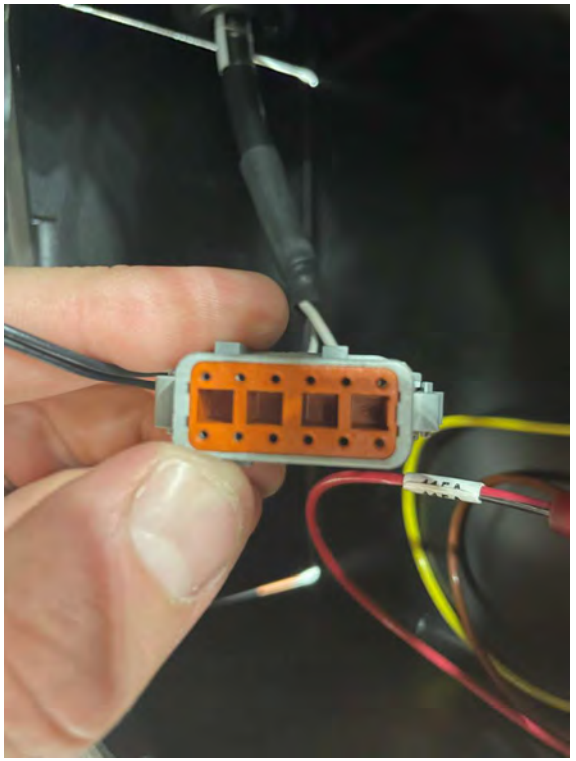

The top black connector is not use in the Podzilla application; we are only going to disconnect the bottom grey connector. Remove the grey connector by squeezing the tabs on each side, then pull straight out of the HMI.



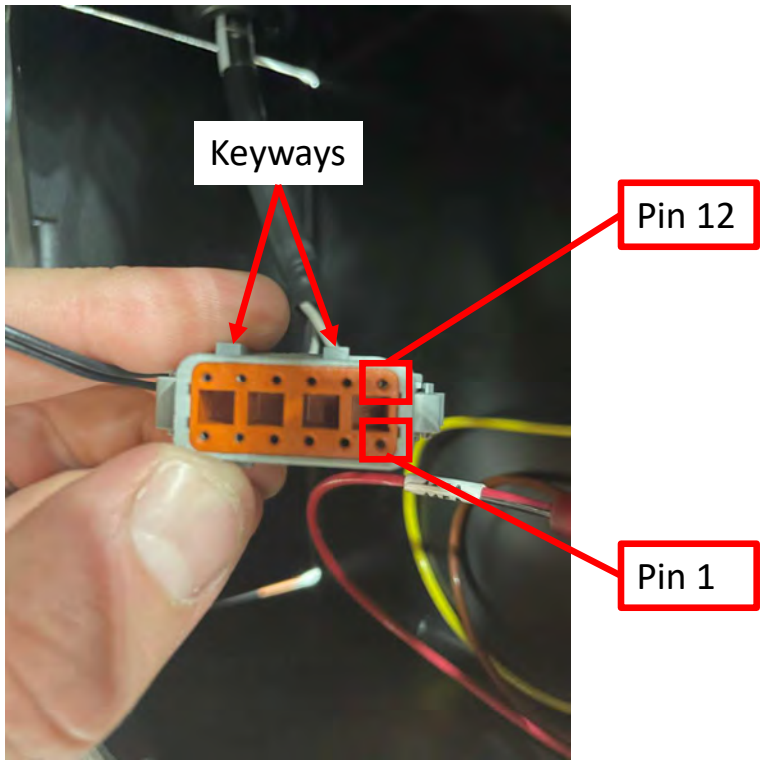


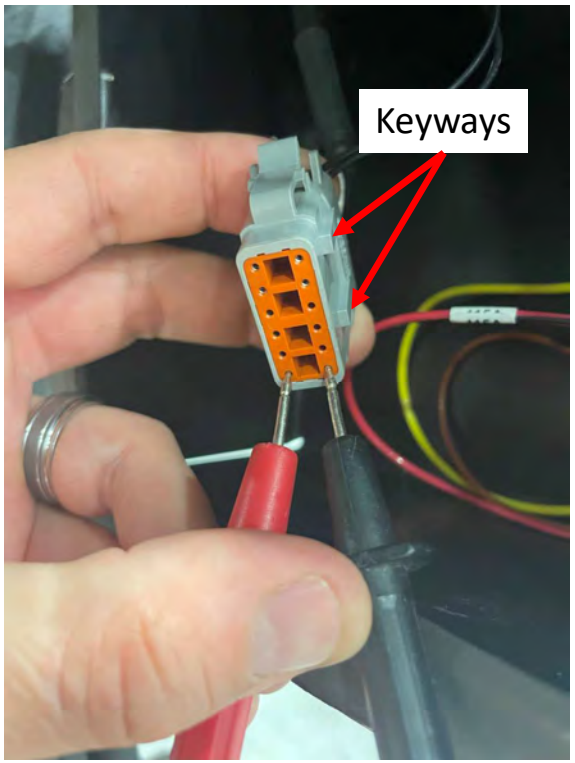
Once connector is removed, ensure that no wires are loose or unplugged. If all is good, it should look like the left image below. On the front side of the connector (orange face) the pin sockets should be just visible beneath the orange plate. If you cannot see the pin sockets in holes corresponding with wires on the reverse side, please contact RG Group immediately for further repair guidance.





We'll now use a multimeter to verify that the HMI is receiving 12 VDC power. While holding the connector with the 2 square keyways on top (or on the right side), check pins 1 & 12 for 12 VDC power. Pin 1 is the 12+ VDC supply and Pin 12 is the 12- VDC supply.



Turn Honda engine to “on” position to allow 12 VDC power to flow through the system.



If wire connector, pins, sockets, and wire itself is all in tack and has no issues, you will see 12 VDC reading on the multimeter. Once power is confirmed at connector, it is safe to assume the HMI is bad and will need to be sent out of evaluation/replacement.



If no power reading occurs, ensure you have good connection with meter leads inside connector sockets.



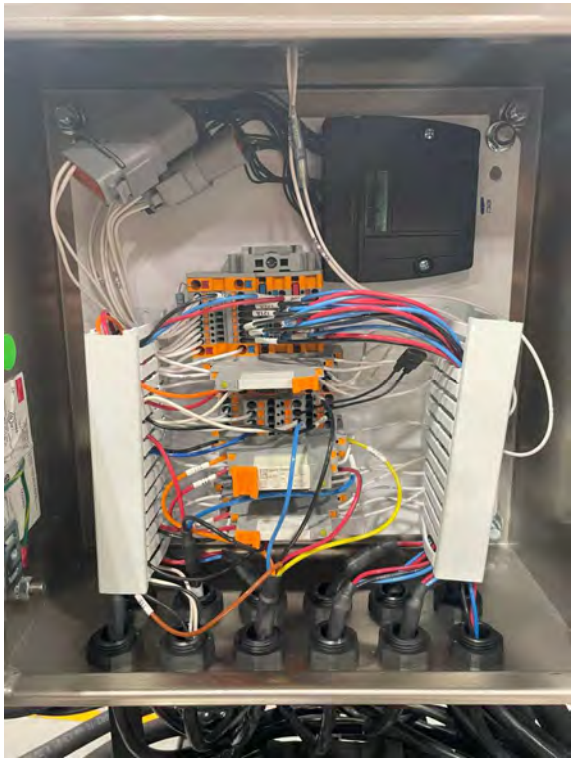
If no power reading still occurs, you'll need to trace this wire back to the control cabinet, ensuring it is not cut, pinched, torn, or that any other physical damage has not occurred. A damaged cable will need to be replaced, contact RG Group for replacement cable assembly.

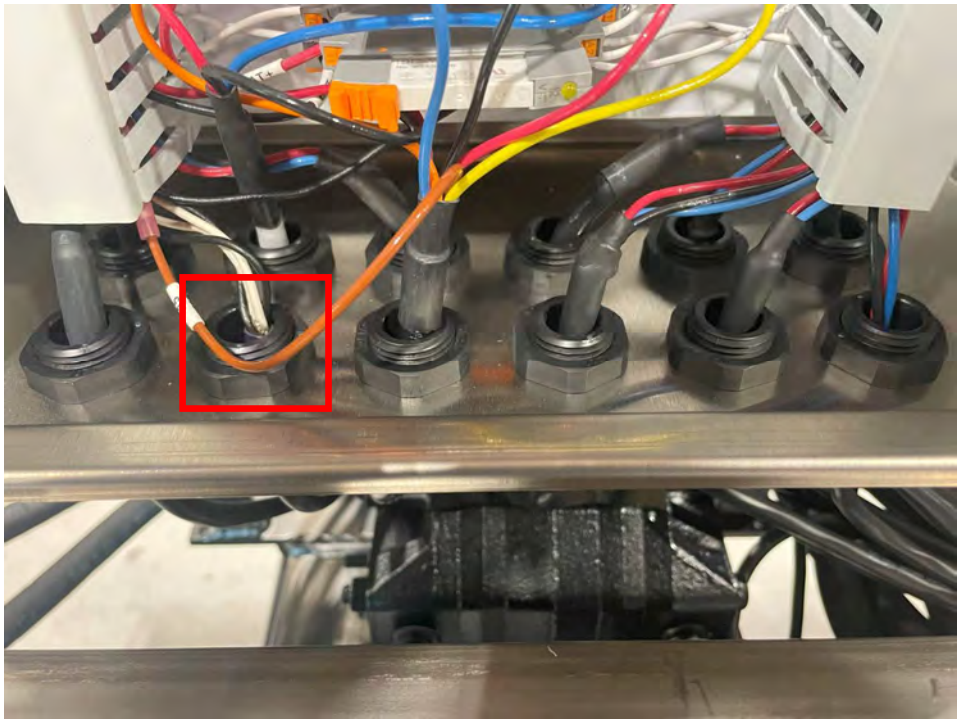


If HMI cable is traced all the way back to control cabinet without any physical damage being detected, we can check the terminating side of the cable assembly inside the box.

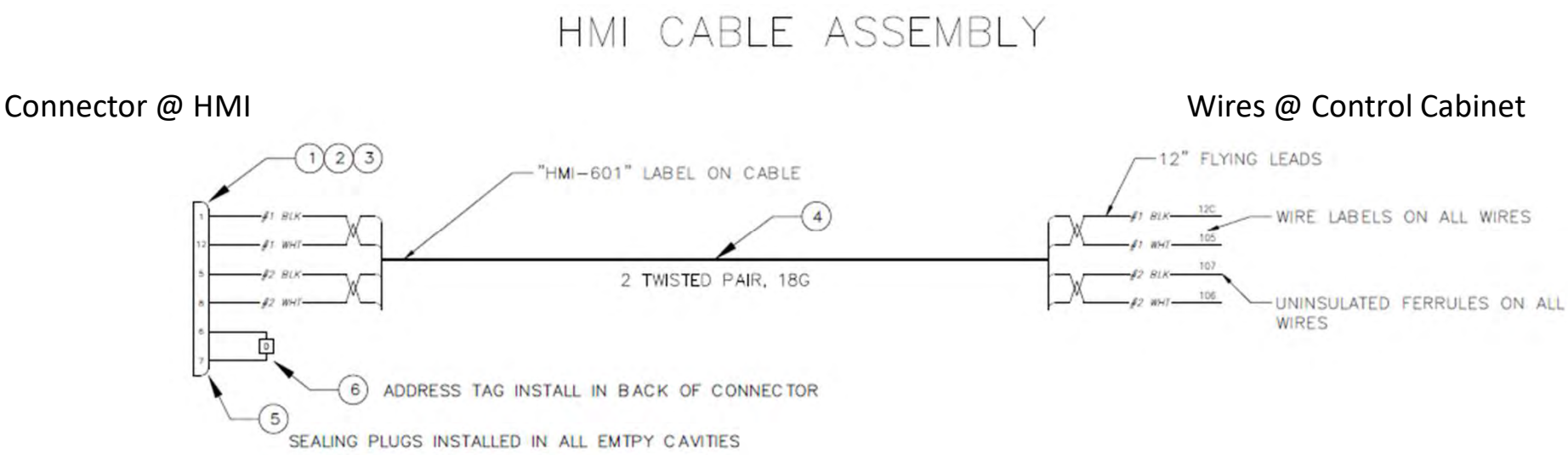


Locate the 4-conductor wire with 2 twisted pairs of black and white wires (typically located on the knockout location shown in the right image below)

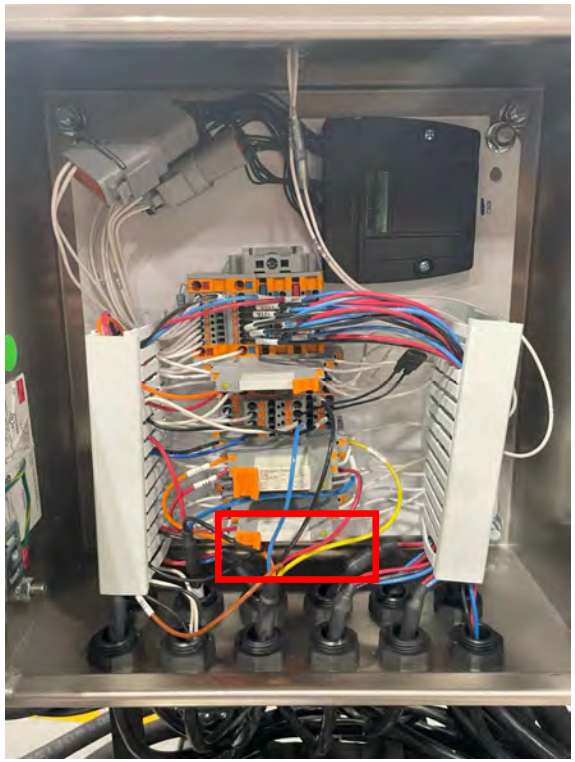


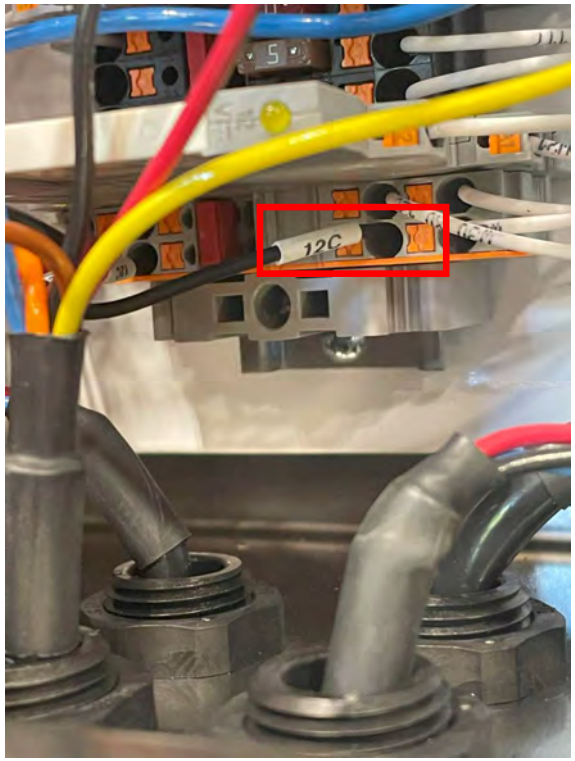


# HMI Cable (p/n: P9012212-601) Details

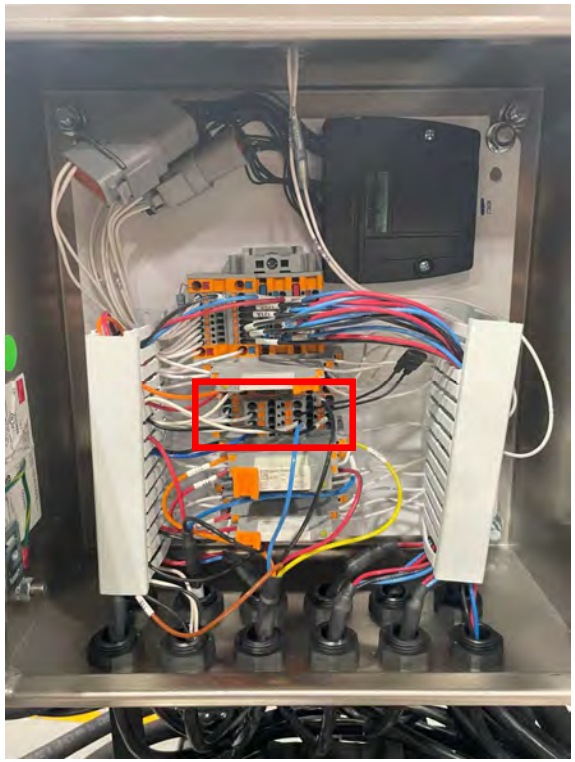


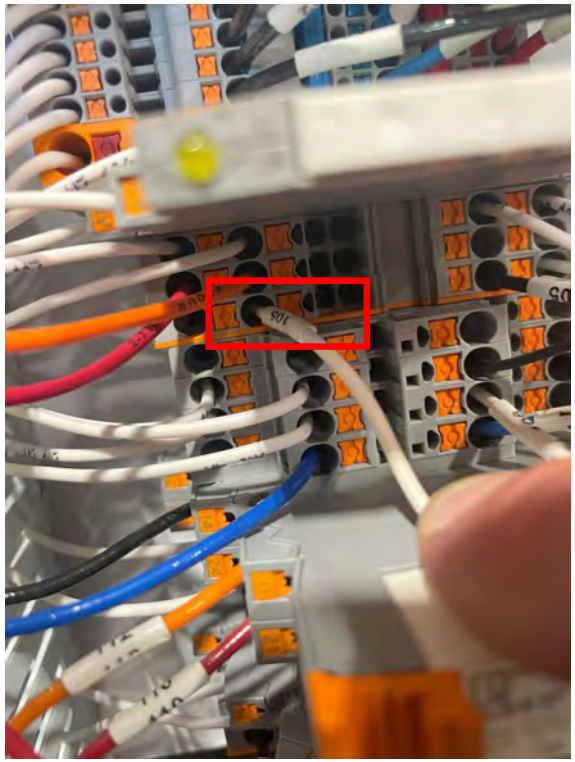
Check that the black wire labeled “12C” is landed securely in the bottom most set of terminal blocks. A pull on the wire will tell you if its properly inserted (should not easily pull out).





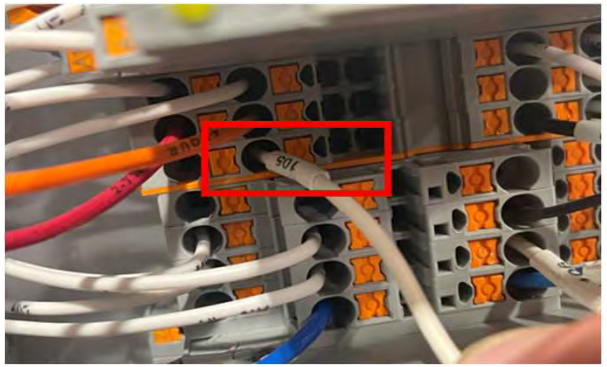
Check that the white wire labeled “105” is landed securely in the middle set of terminal blocks.

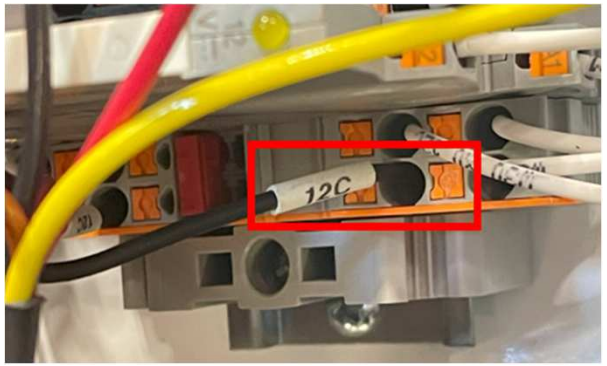




A final wire integrity test can be performed by removing the black 12C and white 105 wires and connecting them together in order to measure continuity with a multimeter at the HMI connector.



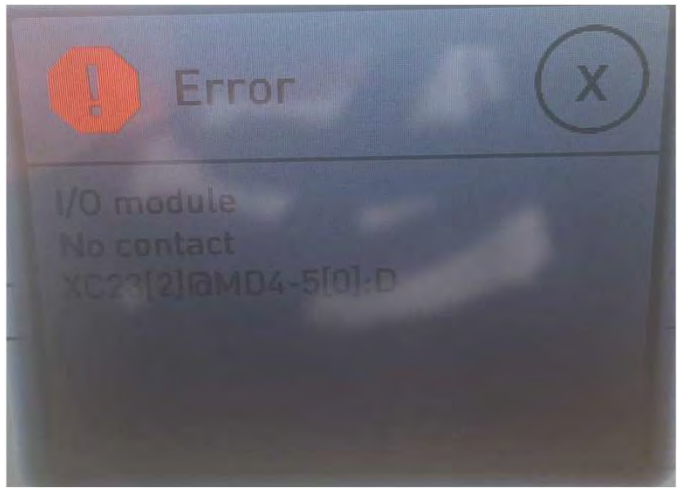


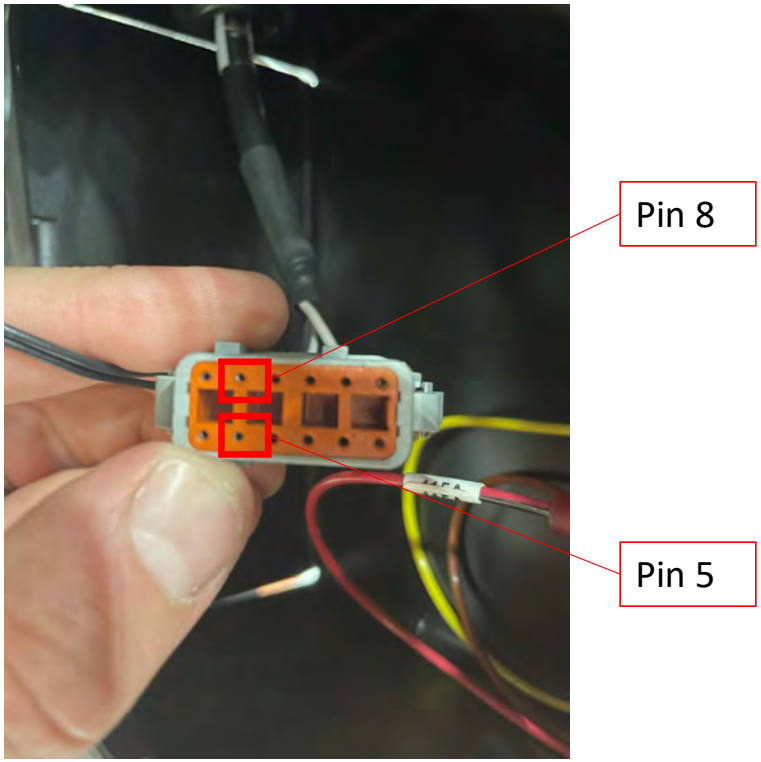
If all previous mentioned tests and checks fail to restore power to the HMI, it is very likely the HMI needs replaced. Please contact RG Group immediately to discuss getting the HMI sent back on an RMA.



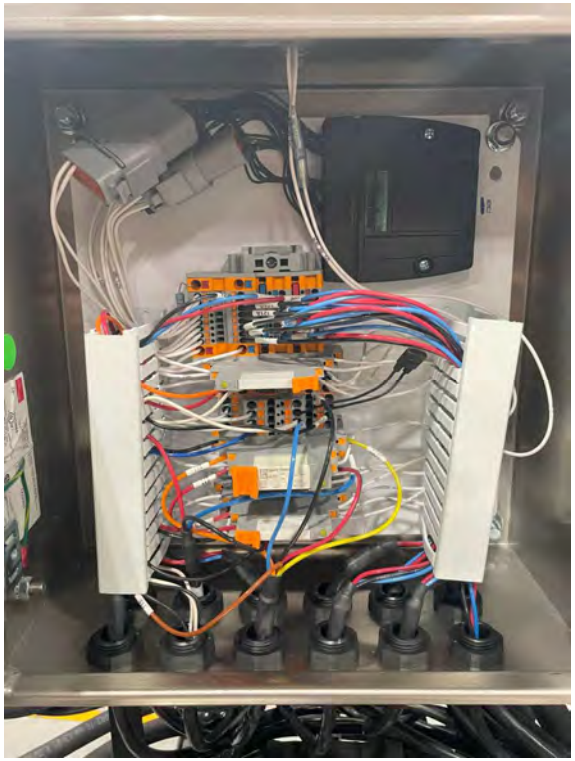
In the event the HMI will power on, but you receive the following error message, the communication wires shared in the HMI cable assembly could have been compromised and not allowing CANBUS communication to occur (but still allowing power because only one wire pair was damaged). Please reference all previous slides outlining steps to check wire integrity and connections.

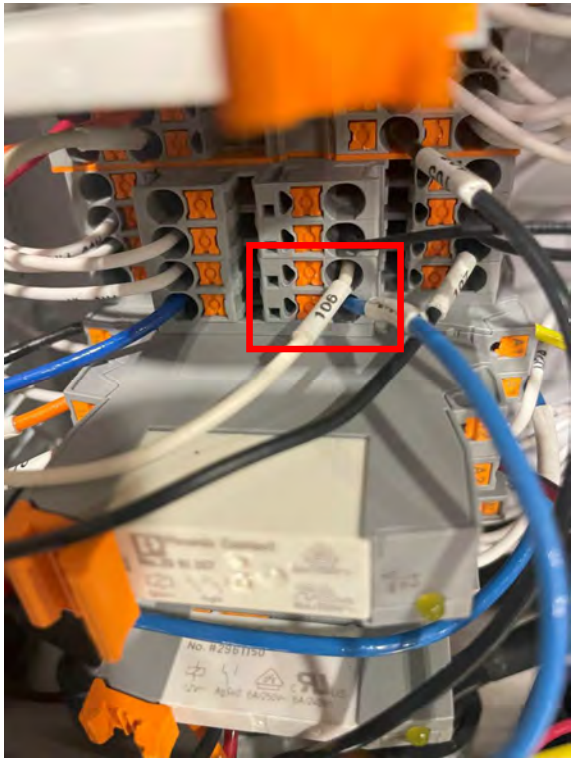


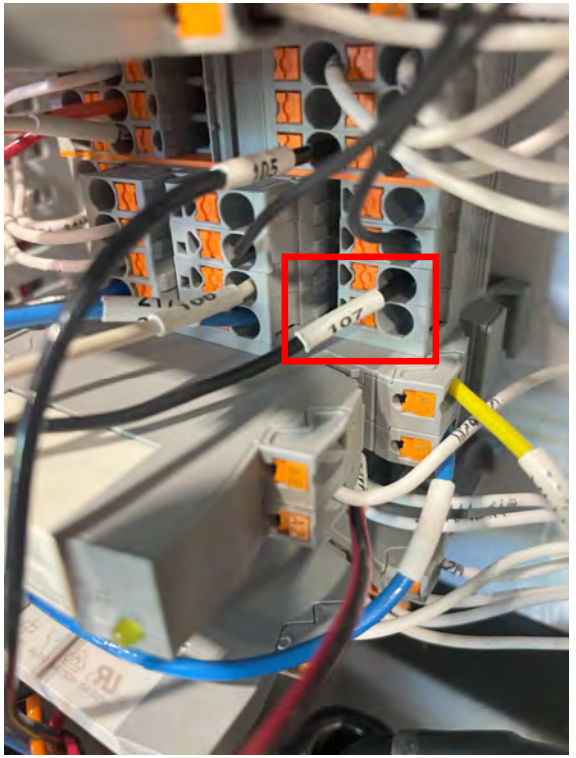
When using a multimeter to check continuity of harness connections, you'll now use pin 5 and pin 8 (instead of pin 1 and pin 12 for power checks).



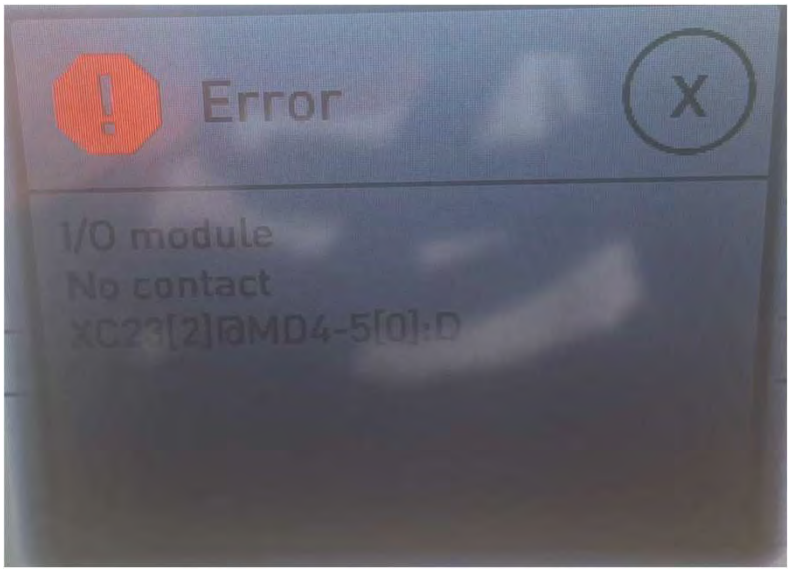
White wire # 106 and black wire # 107  from the HMI wire (P9012212-601) are used for CANBUS communication terminations in the control panel. Ensure both are landed and securely connected as shown in the images below. If preforming the continuity check with a multimeter as mentioned in the previous slide, White wire # 106 and black wire # 107 would be removed and connected together for this test.



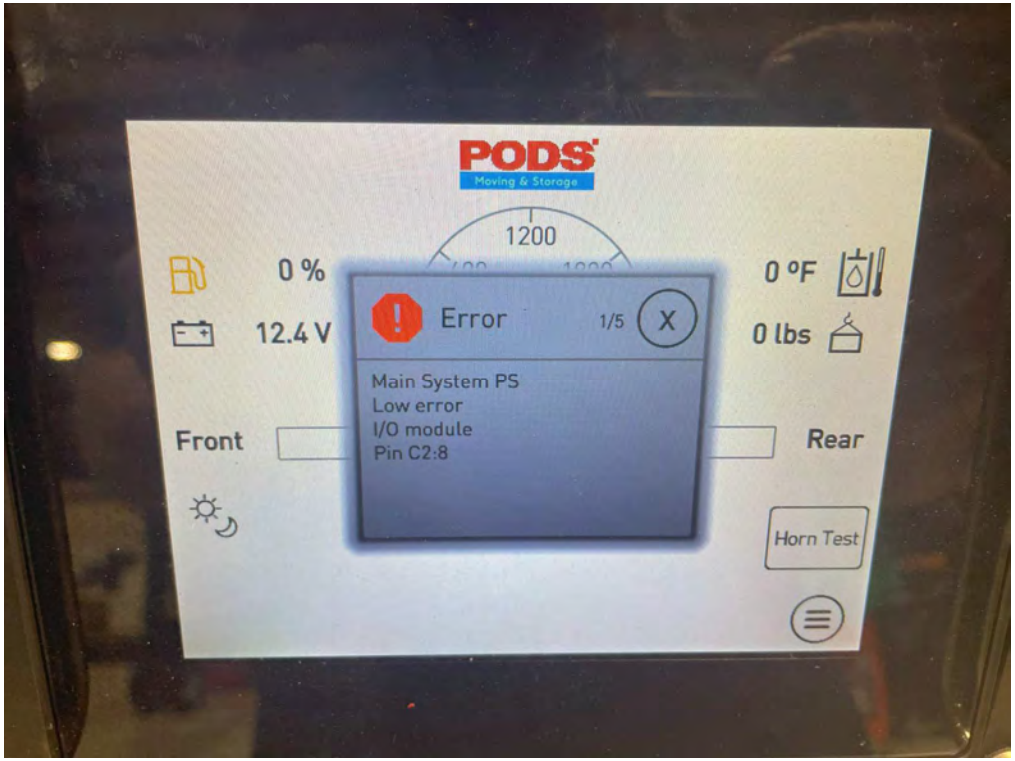


If all test checks have failed to correct the communication error, please contact RG Group immediately for further assistance.



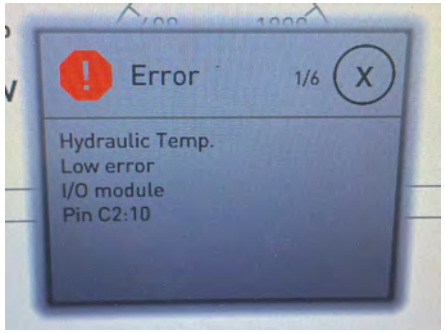
The next series of slides will address a fully running and functioning Podzilla unit with sensor error messages on the HMI screen.



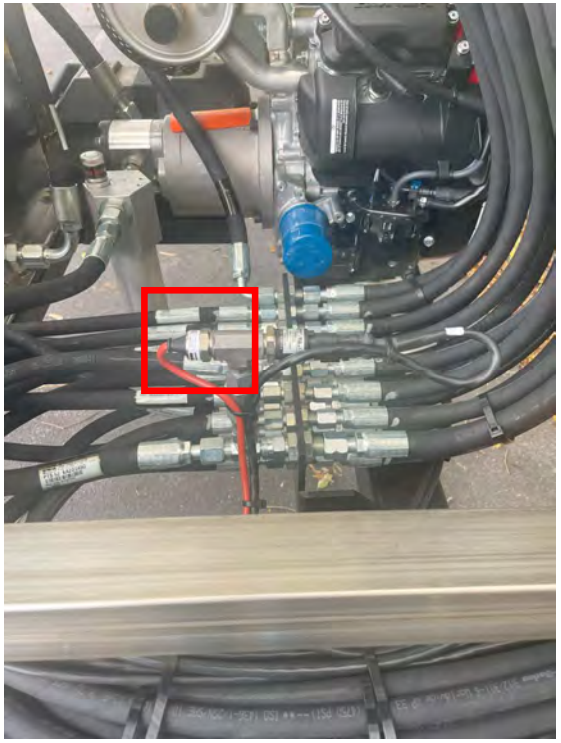
We’ll first cover the “low error” messages. Example one is the Hydraulic Temp Sensor low error.

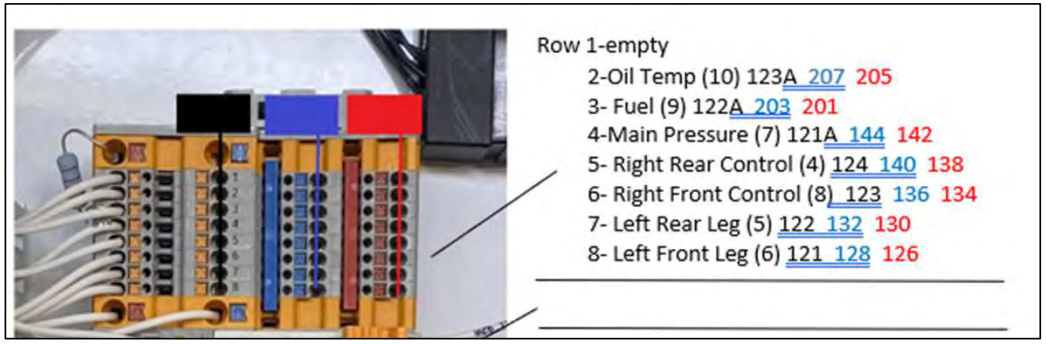


The “Hydraulic Temp. Low Error” means the Parker IQAN PLC cannot see the “health” signal from the hydraulic temp sensor (Location shown below). The health signal corresponds to the black wire (#123A) in the Temp Sensor Cable Assembly (P9012212-604) as shown in the next slide. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate where the loss of “health” signal is occurring in the circuit. Using the chart below, the temp sensor sensor black signal wire goes into terminal location #2.



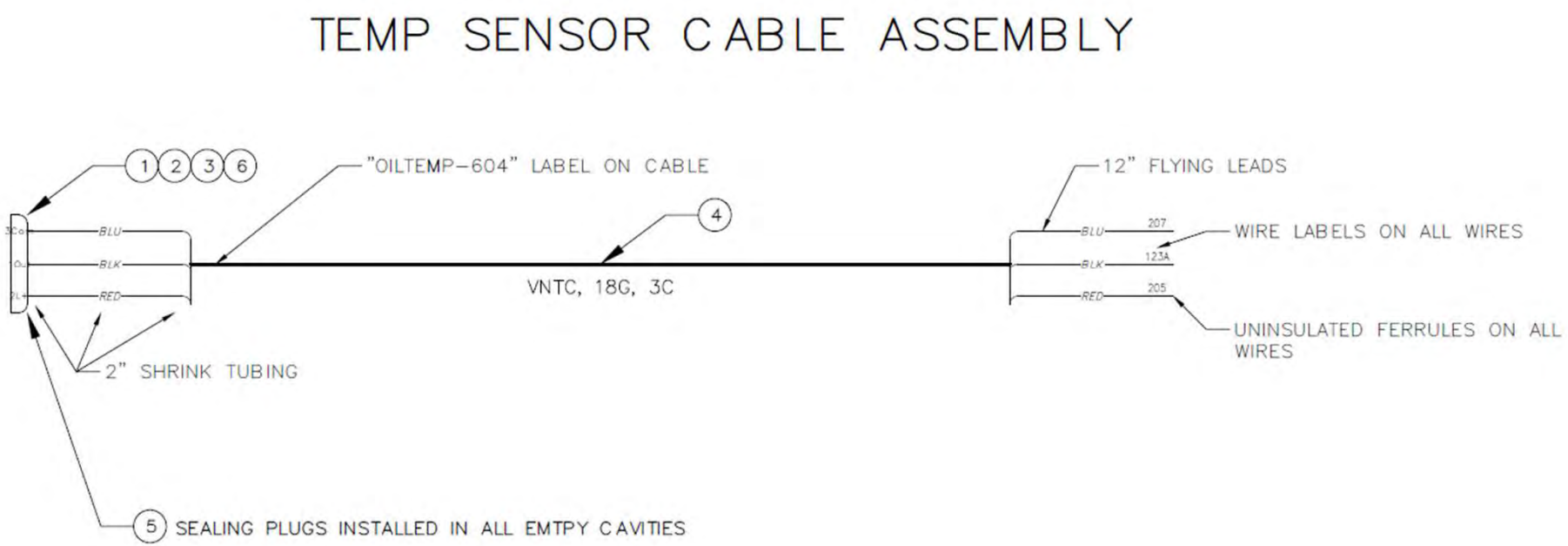

Trouble shooting tips for “low error” : black signal wire is read at IQAN PLC as “not connected”, the IQAN PLC is seeing the “health” signal feedback from the device at less than 0.5v. The sensor is dead, black wire severed in the field wiring, or the red vRef (#205) wire is somehow severed not providing power to the device.



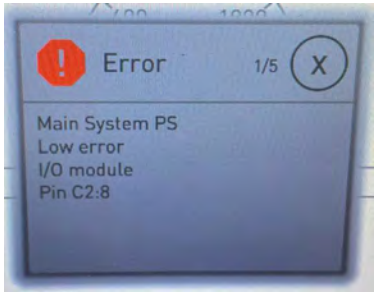




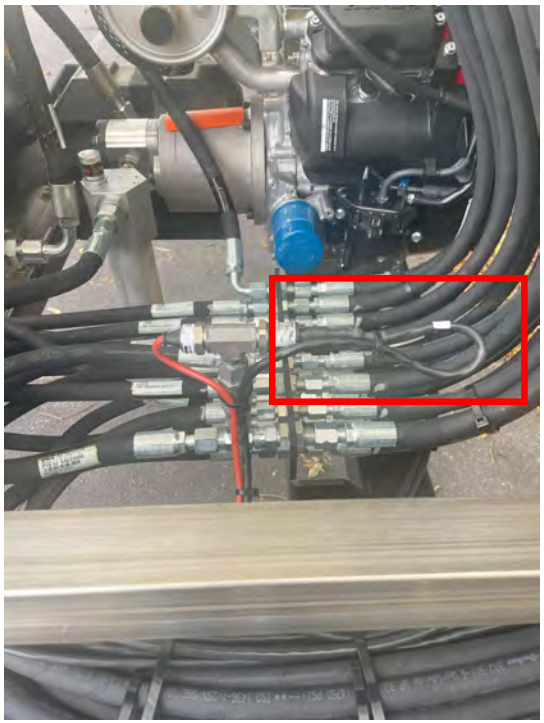

# TEMP SENSOR CABLE ASSEMBLY (P9012212- 604)

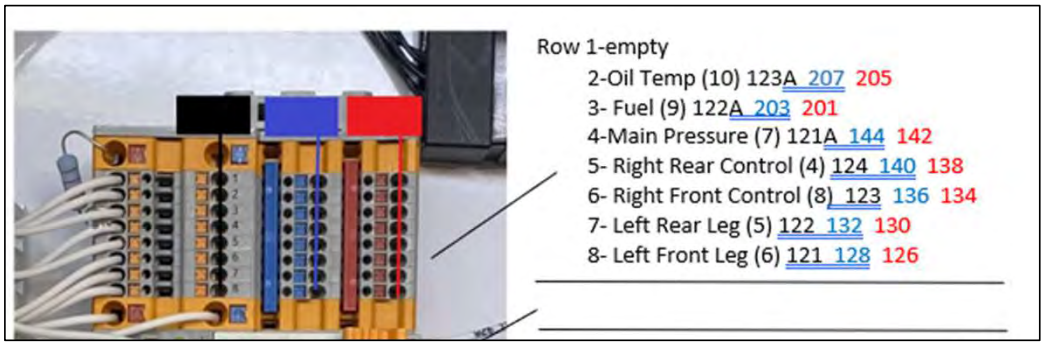


The “Main System PS (pressure sensor) Low Error” means the Parker IQAN PLC cannot see the “health” signal from the main pressure sensor (Location shown below). The health signal corresponds to the black wire (#121A) in the  Main Pressure Cable Assembly (P9012212-602-05) as shown in the next slide. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate where the loss of “health” signal is occurring in the circuit. Using the chart below, the main pressure sensor black signal wire goes into terminal location #4.



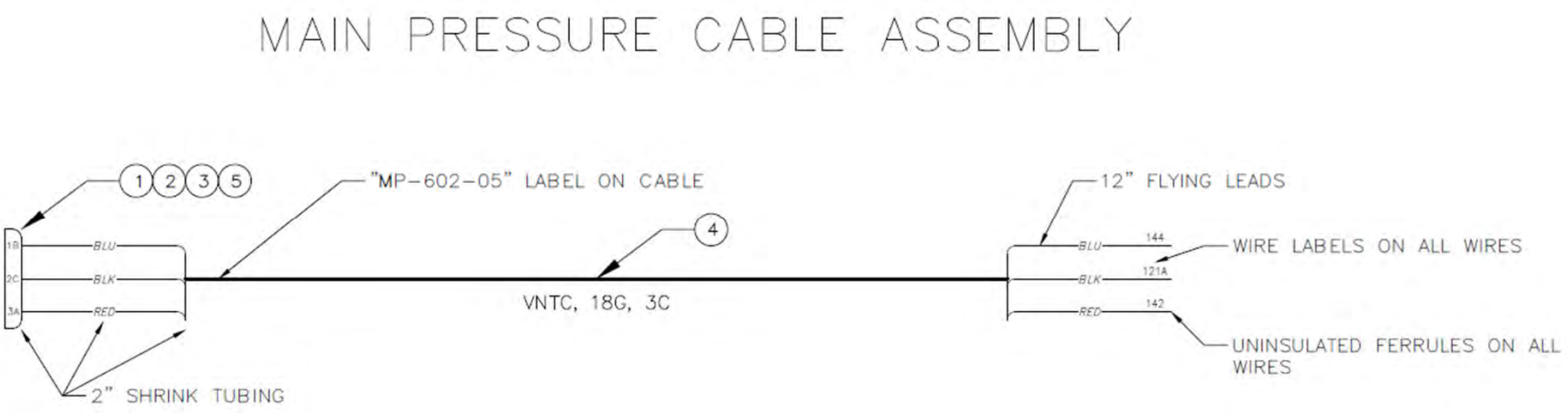

Trouble shooting tips for “low error” : black signal wire is read at IQAN PLC as “not connected”, the IQAN PLC is seeing the “health” signal feedback from the device at less than 0.5v. The sensor is dead, black wire severed in the field wiring, or the red vRef (#142) wire is somehow severed not providing power to the device.







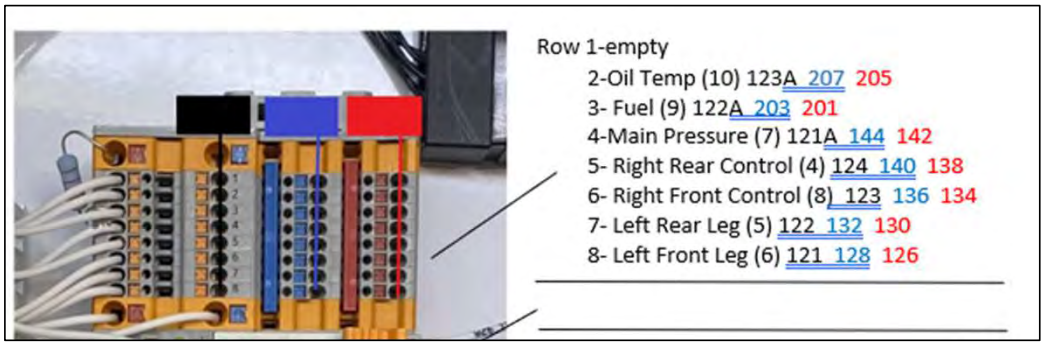

# Main Pressure Cable Assembly (P9012212-602-05)



The “Right Rear PS (pressure sensor) Low Error” means the Parker IQAN PLC cannot see the “health” signal from the right rear leg pressure sensor (Location shown below). The health signal corresponds to the black wire (#124) in the Right Rear Cable Assembly (P9012212-602-04) as shown in the next slide. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate where the loss of “health” signal is occurring in the circuit. Using the chart below, the right rear sensor black signal wire goes into terminal location #5.





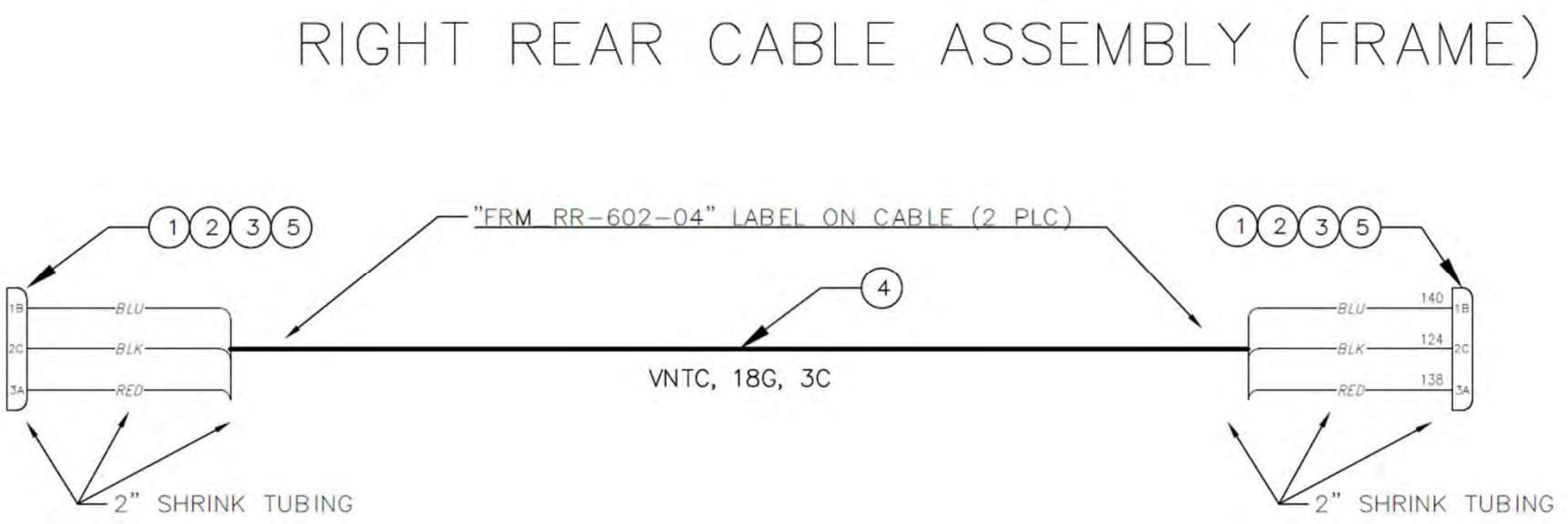




Trouble shooting tips for “low error” : black signal wire is read at IQAN PLC as “not connected”, the IQAN PLC is seeing the “health” signal feedback from the device at less than 0.5v. The sensor is dead, black wire severed in the field wiring, or the red vRef (#138) wire is somehow severed not providing power to the device.

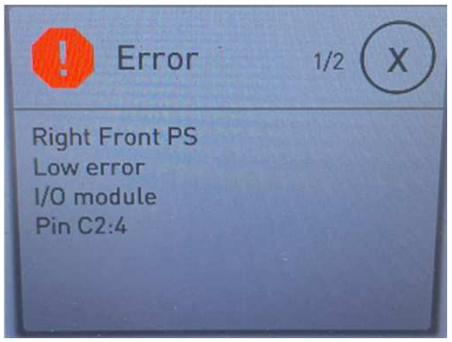




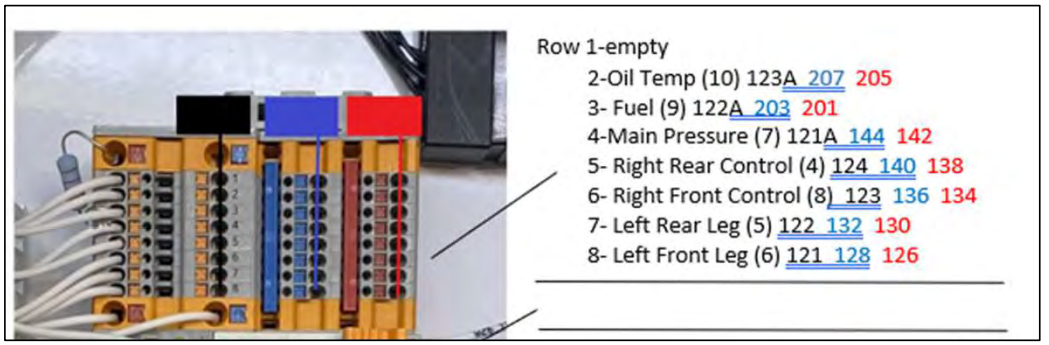
# Right Rear Cable Assembly (9012212-602-04)



The “Right Front PS (pressure sensor) Low Error” means the Parker IQAN PLC cannot see the “health” signal from the right front leg pressure sensor (Location shown below). The health signal corresponds to the black wire (#123) in the Right Front Cable Assembly (P9012212-602-03) as shown in the next slide. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate where the loss of “health” signal is occurring in the circuit. Using the chart below, the right front sensor black signal wire goes into terminal location #6.





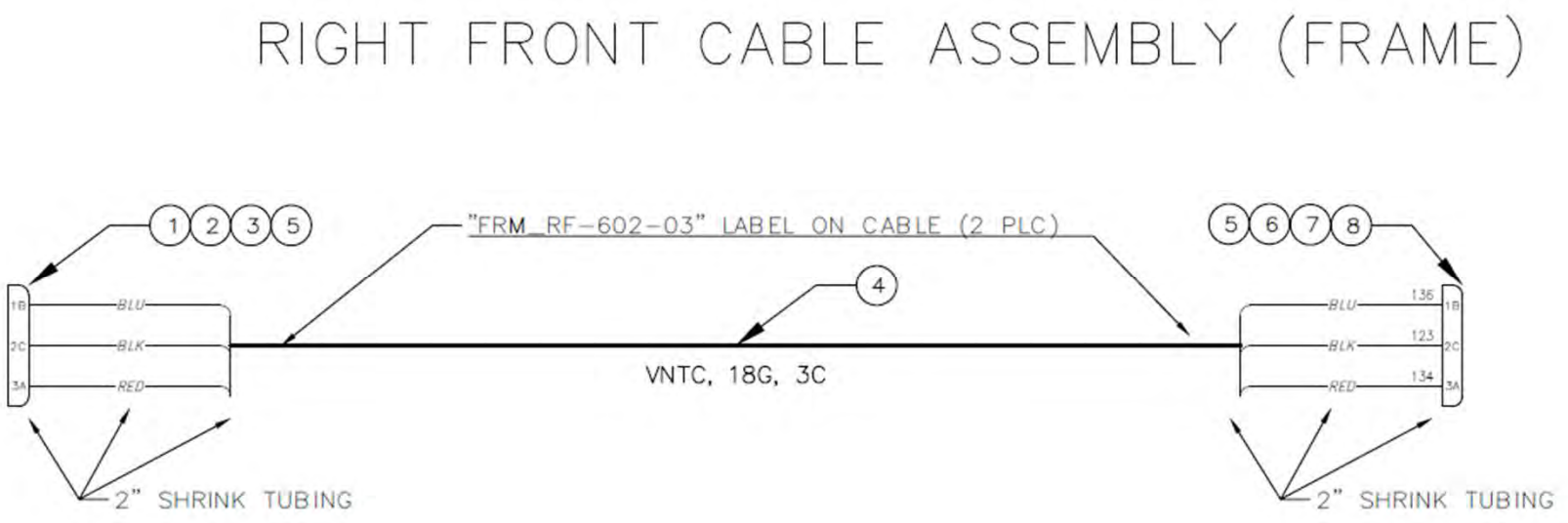




Trouble shooting tips for “low error” : black signal wire is read at IQAN PLC as “not connected”, the IQAN PLC is seeing the “health” signal feedback from the device at less than 0.5v. The sensor is dead, black wire severed in the field wiring, or the red vRef (#134) wire is somehow severed not providing power to the device.

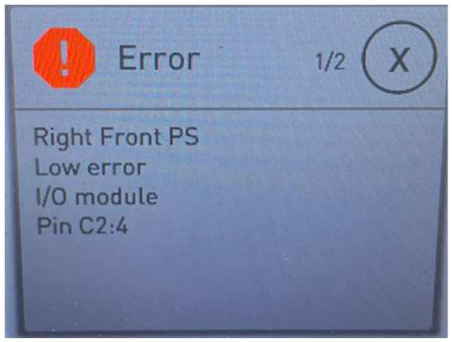




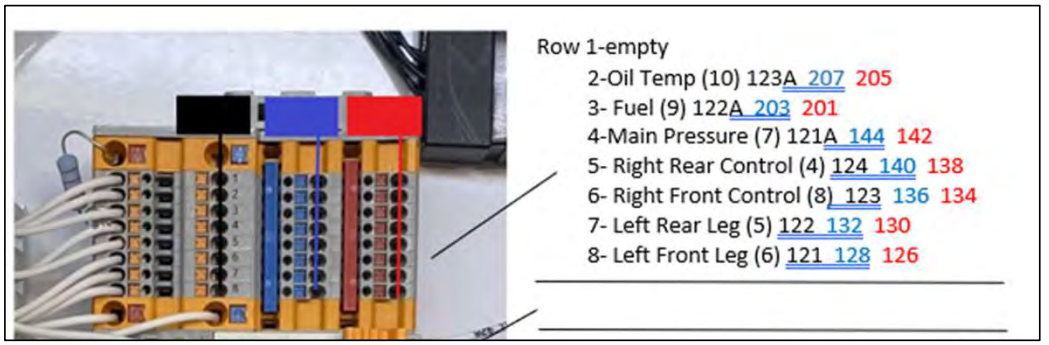
# Right Front Cable Assembly (9012212-602-03)



The “Left Rear PS (pressure sensor) Low Error” means the Parker IQAN PLC cannot see the “health” signal from the left rear leg pressure sensor (Location shown below). The health signal corresponds to the black wire (#122) in the Left Rear Cable Assembly (P9012212-602-02) as shown in the next slide. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate where the loss of “health” signal is occurring in the circuit. Using the chart below, the left rear sensor black signal wire goes into terminal location #7.





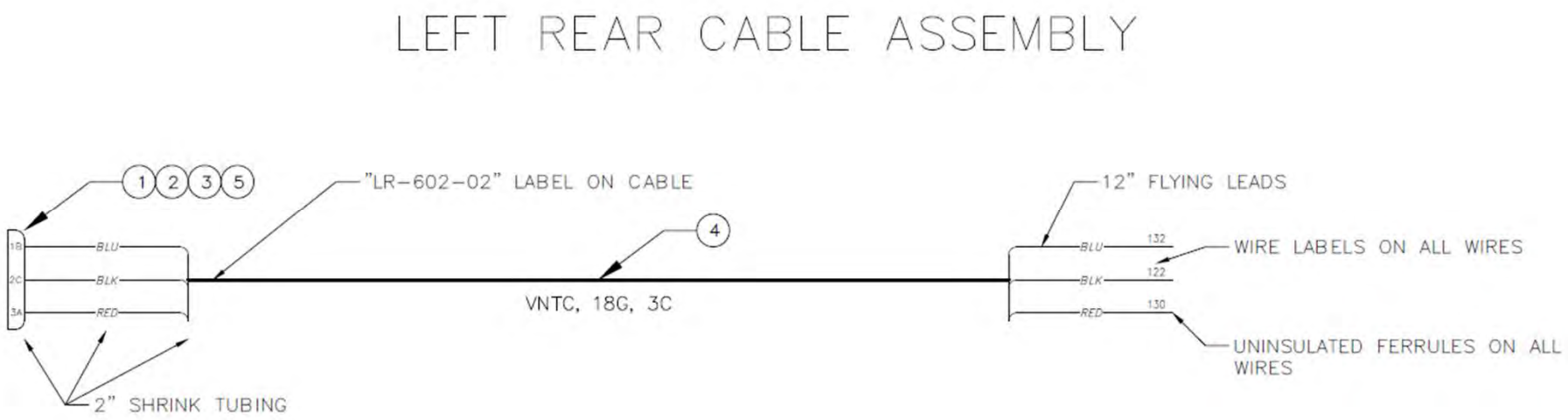




Trouble shooting tips for “low error” : black signal wire is read at IQAN PLC as “not connected”, the IQAN PLC is seeing the “health” signal feedback from the device at less than 0.5v. The sensor is dead, black wire severed in the field wiring, or the red vRef (#130) wire is somehow severed not providing power to the device.

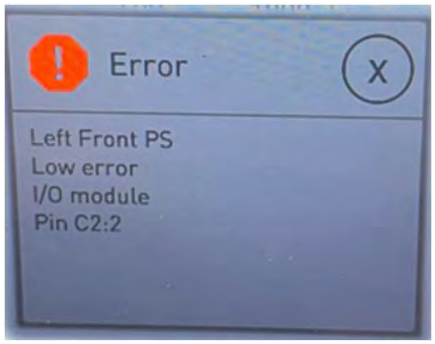


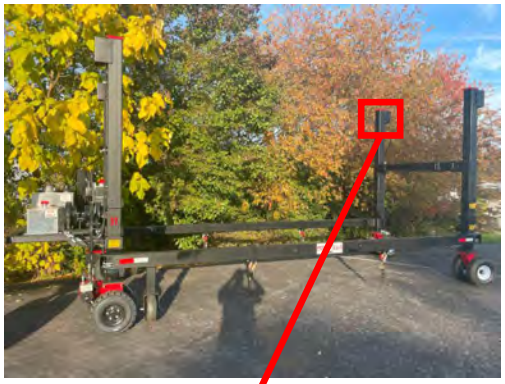


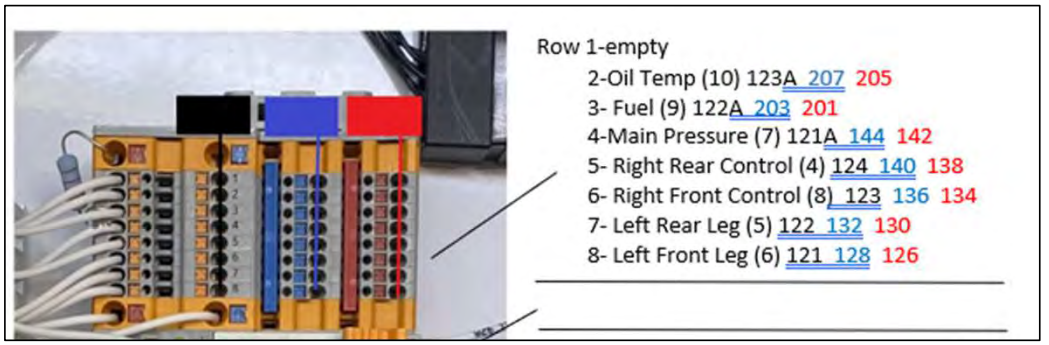
# LEFT REAR CABLE ASSEBMLY (9012212-602-02)



The “Left Front PS (pressure sensor) Low Error” means the Parker IQAN PLC cannot see the “health” signal from the left front leg pressure sensor (Location shown below). The health signal corresponds to the black wire (#121) in the Left Front Cable Assembly (P9012212-602-01) as shown in the next slide. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate where the loss of “health” signal is occurring in the circuit. Using the chart below, the left front sensor black signal wire goes into terminal location #8.



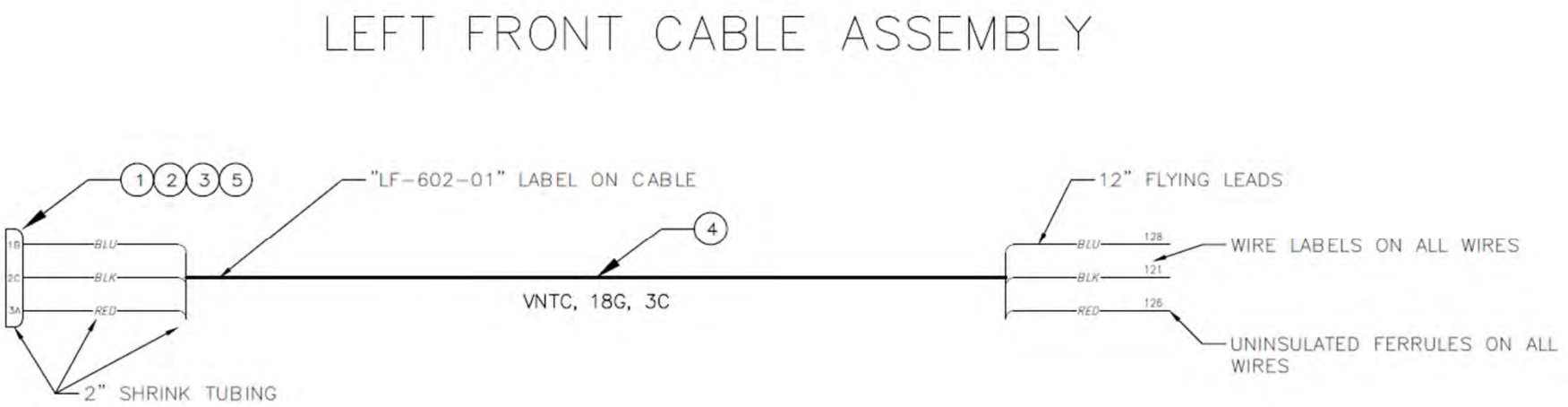



Trouble shooting tips for “low error” : black signal wire is read at IQAN PLC as “not connected”, the IQAN PLC is seeing the “health” signal feedback from the device at less than 0.5v. The sensor is dead, black wire severed in the field wiring, or the red vRef (#126) wire is somehow severed not providing power to the device.





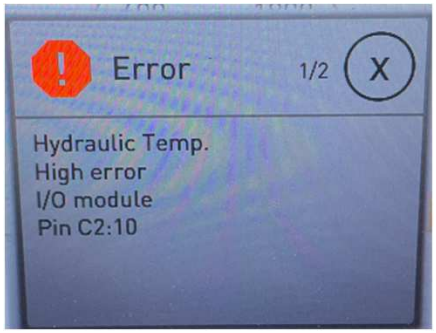
# Left Front Cable Assembly (9012212-602-01)



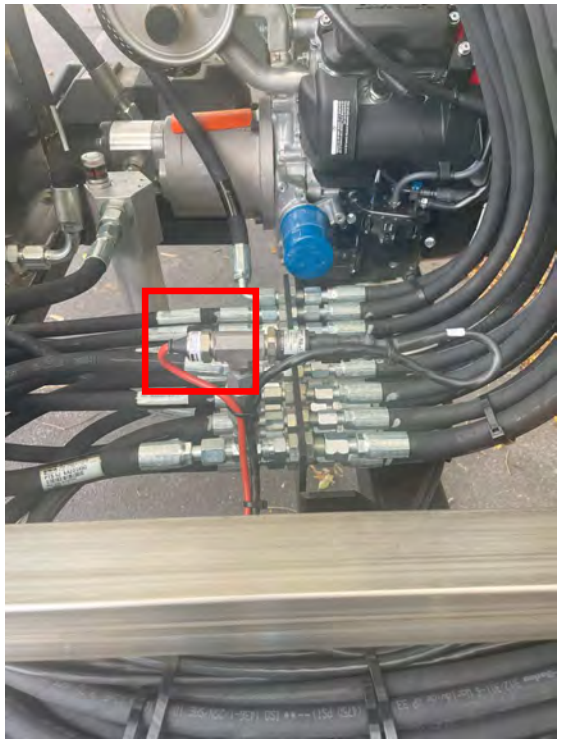
The second type of screen error message we'll cover is "high error" messages. Example one is the Hydraulic Temp Sensor high error.

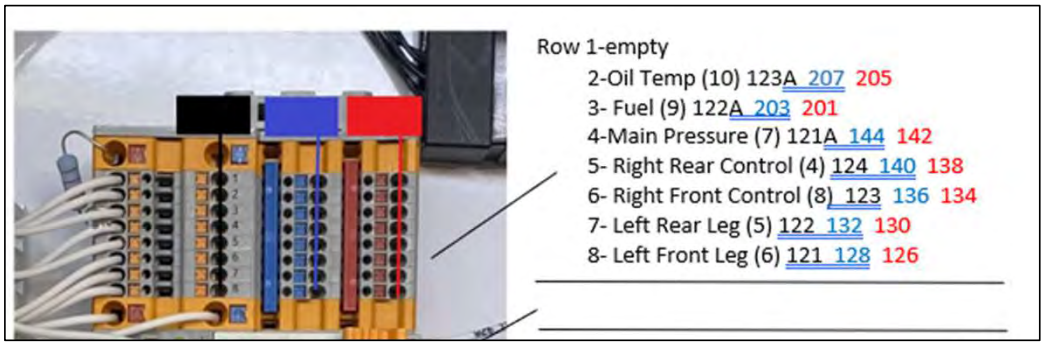


The “Hydraulic Temp. High Error” means the Parker IQAN PLC sees the “health” signal from the hydraulic temp sensor (Location shown below) above 4.5v. The black wire (#123A) and the red vRef wire (#205) in the Temp Sensor Cable Assembly (P9012212-604 shown in the next slide) are making contact somewhere in the circuit. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate the signal and vRef wires from making contact causing this fault condition. Using the chart below, the temp sensor black signal wire and red vRef wire go into the terminal location #2 .



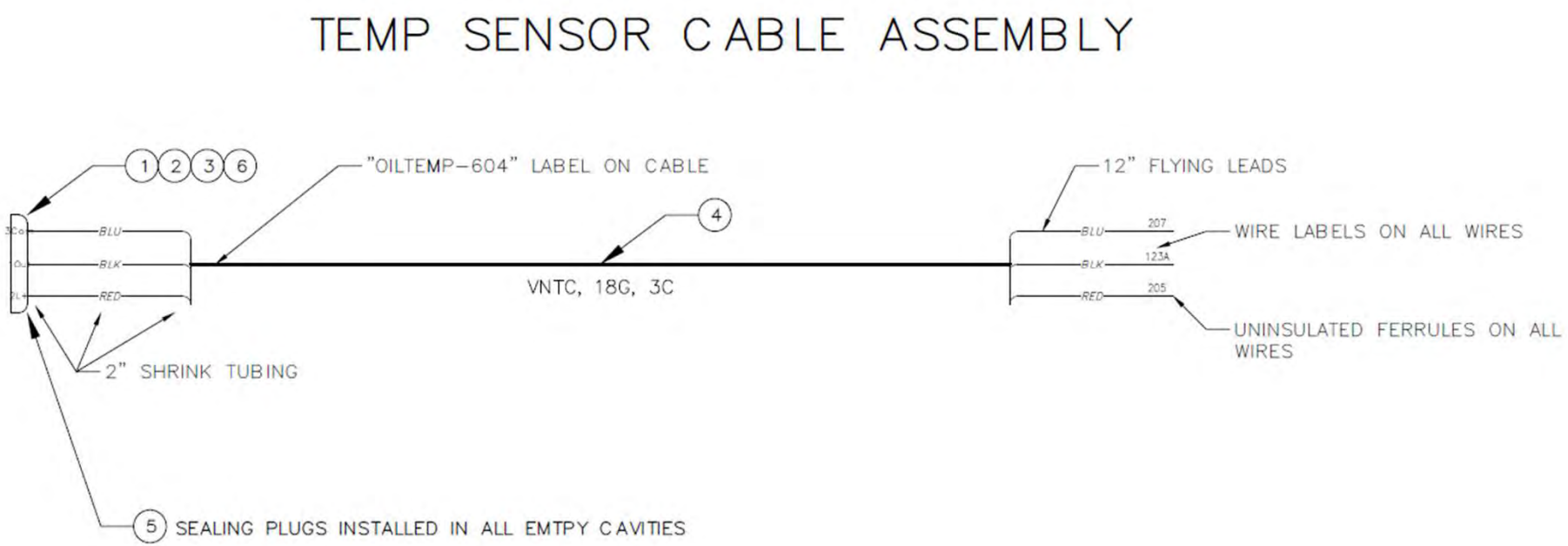

Trouble shooting tips for “high error” : the vRef and signal wires are touching some where in the wire or at the sensor (bad sensor). The black signal wire is seen at IQAN PLC as greater than 4.5v, meaning some where in the circuit the vRef supply voltage of 5v is going across the signal wire which is usually between 0.5v and 4.5v.



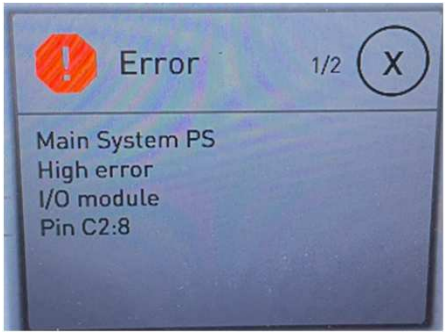




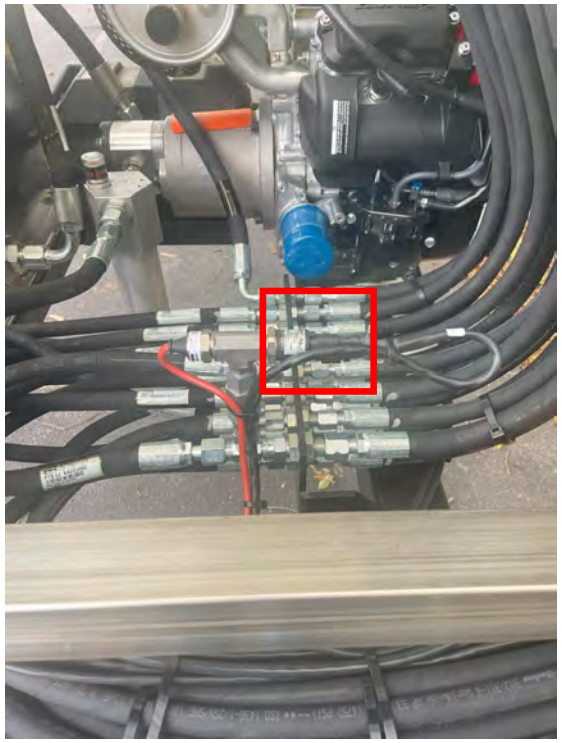

# TEMP SENSOR CABLE ASSEMBLY (P9012212- 604)

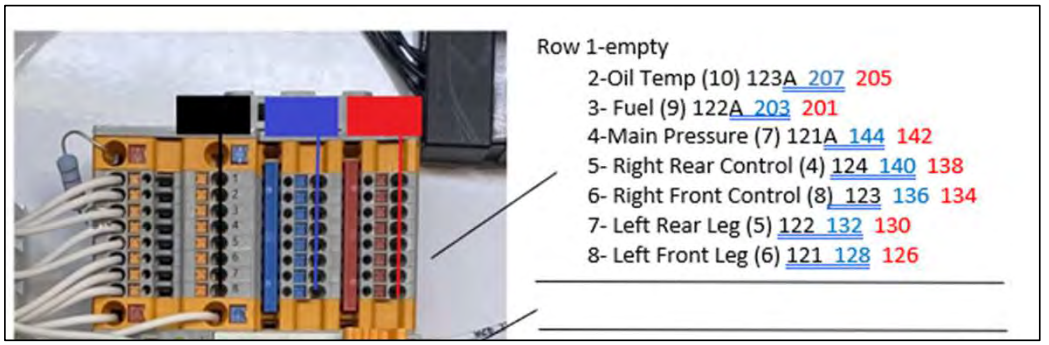


The “Main System PS (pressure sensor) High Error” means the Parker IQAN PLC sees the signal from the main system PS sensor (Location shown below) above 4.5v. The black wire (#121A) and the red vRef wire (#142) in the Main Pressure Cable Assembly (P9012212-602-05 shown in the next slide) are making contact somewhere in the circuit. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate the signal and vRef wires from making contact causing this fault condition. Using the chart below, the main system sensor black signal wire and red vRef wire go into the terminal location #4 .



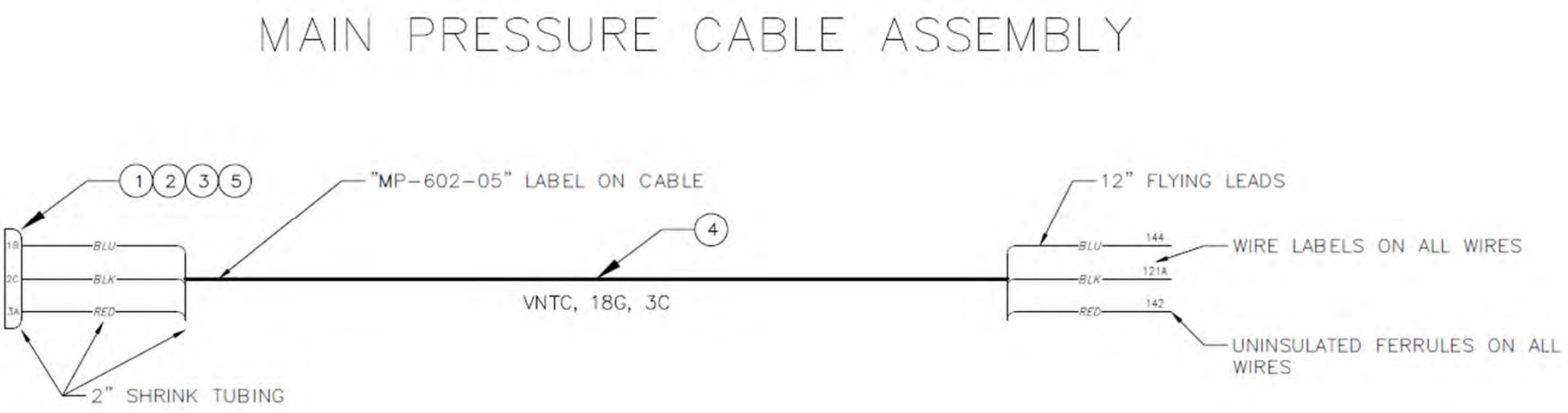

Trouble shooting tips for “high error” : the vRef and signal wires are touching some where in the wire or at the sensor (bad sensor). The black signal wire is seen at IQAN PLC as greater than 4.5v, meaning some where in the circuit the vRef supply voltage of 5v is going across the signal wire which is usually between 0.5v and 4.5v.



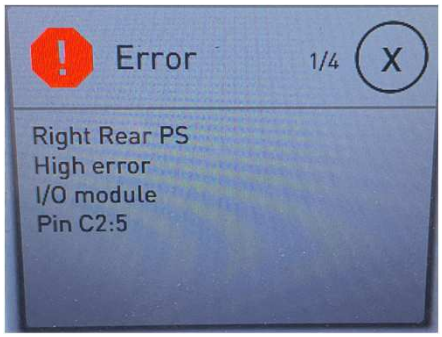





# Main Pressure Cable Assembly (P9012212-602-05)

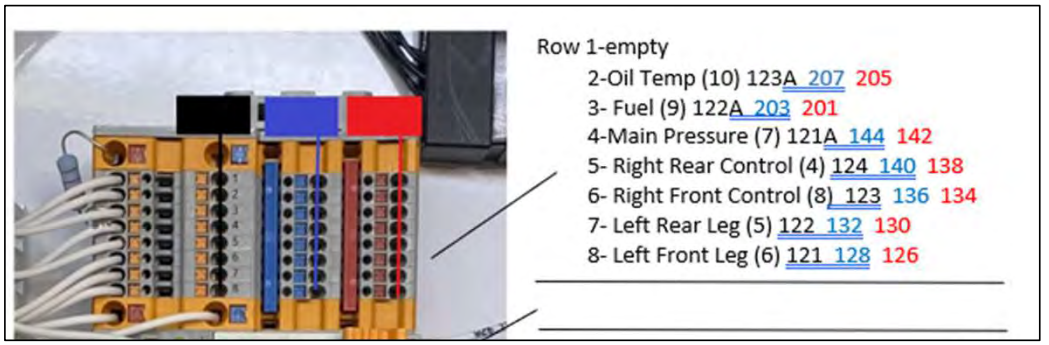


The “Right Rear PS (pressure sensor) High Error” means the Parker IQAN PLC sees the signal from the right rear PS sensor (Location shown below) above 4.5v. The black wire (#124) and the red vRef wire (#138) in the Right Rear Cable Assembly (P9012212-602-04 shown in the next slide) are making contact somewhere in the circuit. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate the signal and vRef wires from making contact causing this fault condition. Using the chart below, the right rear sensor black signal wire and red vRef wire go into the terminal location #5 .







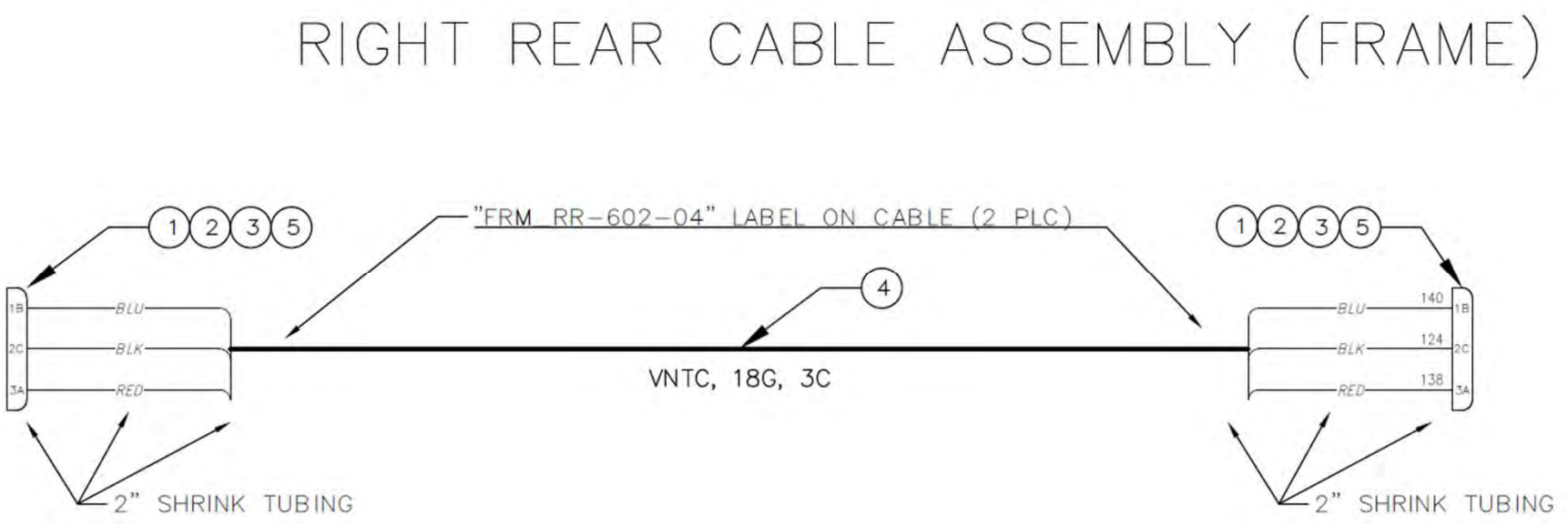





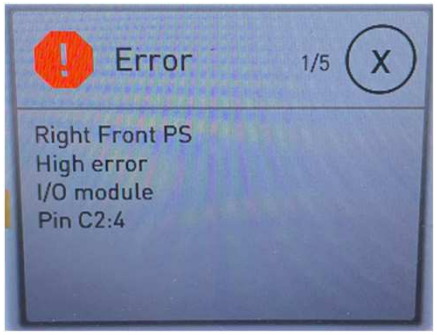


Trouble shooting tips for “high error” : the vRef and signal wires are touching some where in the wire or at the sensor (bad sensor). The black signal wire is seen at IQAN PLC as greater than 4.5v, meaning some where in the circuit the vRef supply voltage of 5v is going across the signal wire which is usually between 0.5v and 4.5v.

# Right Rear Cable Assembly (9012212-602-04)

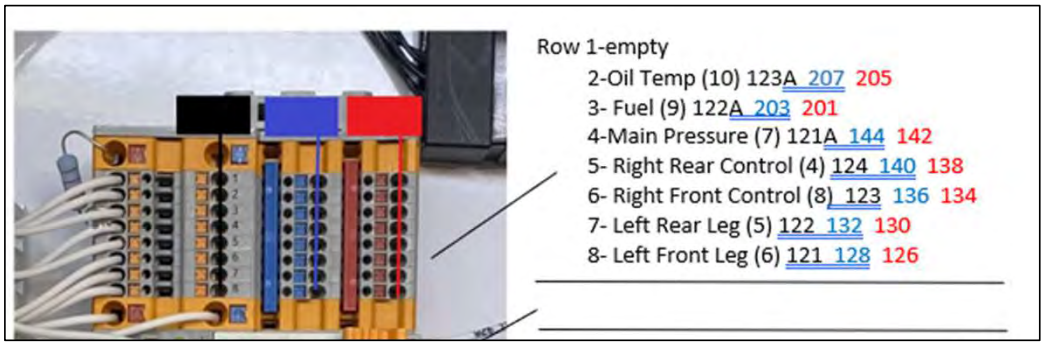


The “Right Front PS (pressure sensor) High Error” means the Parker IQAN PLC sees the signal from the right front PS sensor (Location shown below) above 4.5v. The black wire (#123) and the red vRef wire (#134) in the Right Rear Cable Assembly (P9012212-602-03 shown in the next slide) are making contact somewhere in the circuit. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate the signal and vRef wires from making contact causing this fault condition. Using the chart below, the right front sensor black signal wire and red vRef wire go into the terminal location #6 .







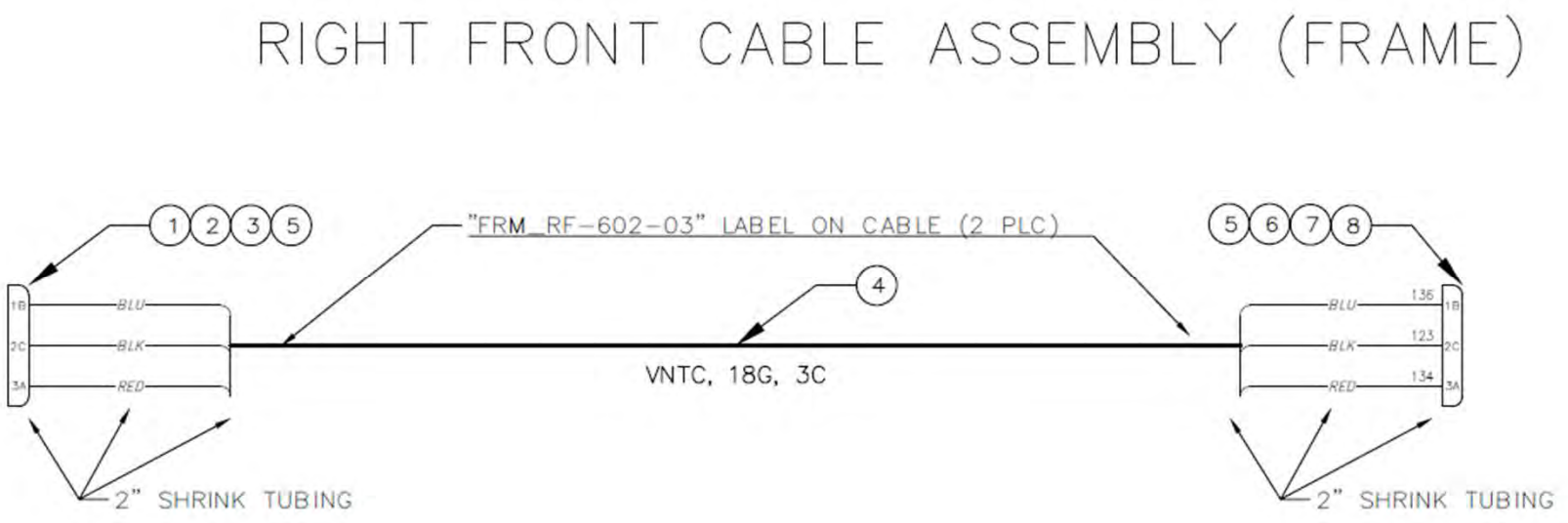





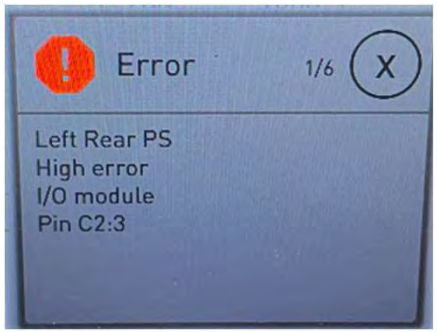


Trouble shooting tips for “high error” : the vRef and signal wires are touching some where in the wire or at the sensor (bad sensor). The black signal wire is seen at IQAN PLC as greater than 4.5v, meaning some where in the circuit the vRef supply voltage of 5v is going across the signal wire which is usually between 0.5v and 4.5v.

# Right Front Cable Assembly (9012212-602-03)



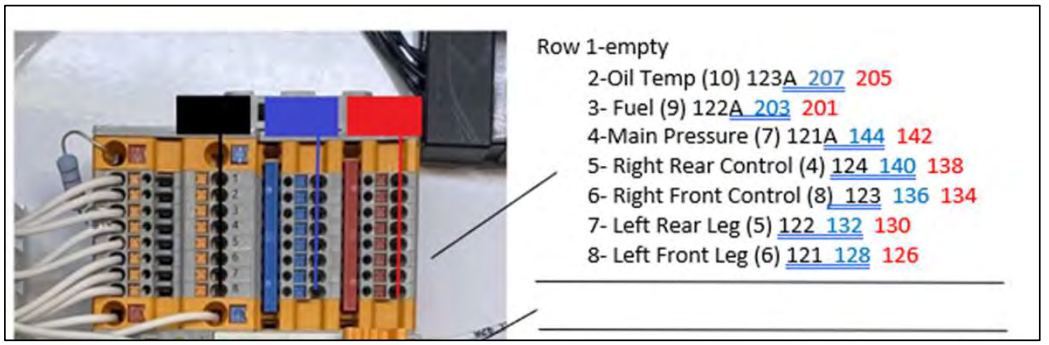
The “Left Rear PS (pressure sensor) High Error” means the Parker IQAN PLC sees the signal from the left rear PS sensor (Location shown below) above 4.5v. The black wire (#122) and the red vRef wire (#130) in the Left Rear Cable Assembly (P9012212-602-02 shown in the next slide) are making contact somewhere in the circuit. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate the signal and vRef wires from making contact causing this fault condition. Using the chart below, the left rear sensor black signal wire and red vRef wire go into the terminal location #7 .




Trouble shooting tips for “high error” : the vRef and signal wires are touching some where in the wire or at the sensor (bad sensor). The black signal wire is seen at IQAN PLC as greater than 4.5v, meaning some where in the circuit the vRef supply voltage of 5v is going across the signal wire which is usually between 0.5v and 4.5v.

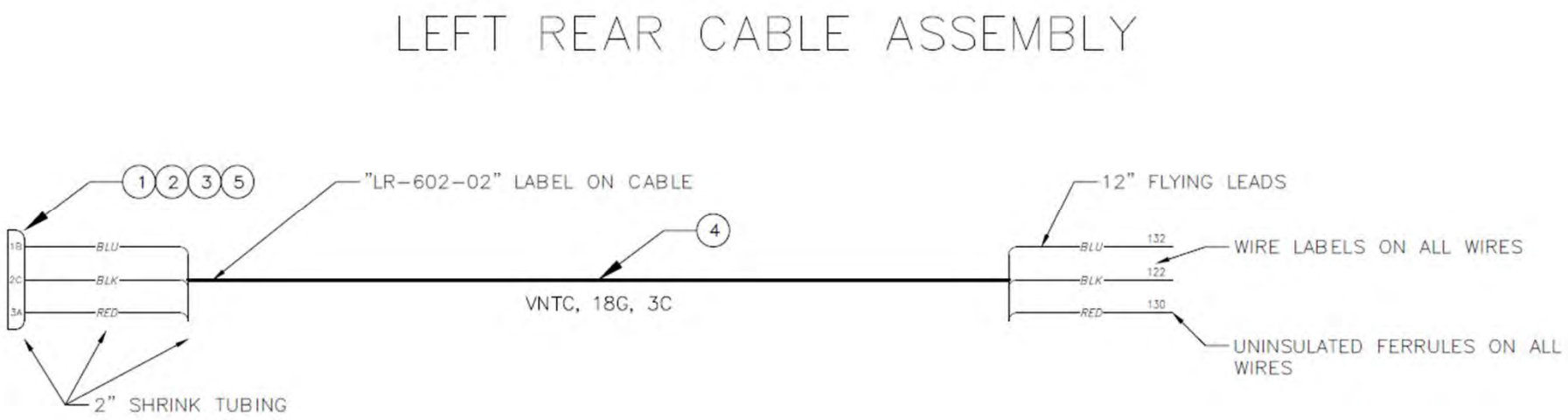




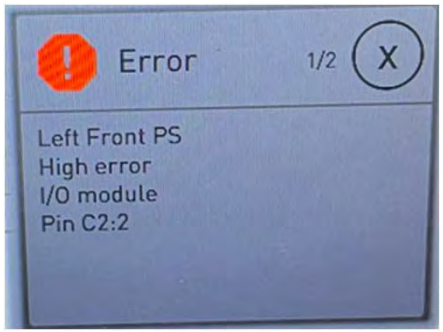





# LEFT REAR CABLE ASSEBMLY (9012212-602-02)

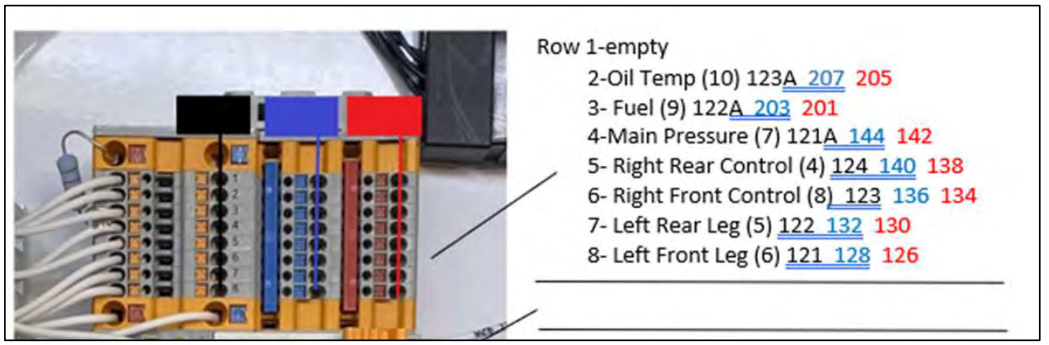


The “Left Front PS (pressure sensor) High Error” means the Parker IQAN PLC sees the signal from the left front PS sensor (Location shown below) above 4.5v. The black wire (#121) and the red vRef wire (#126) in the Left Front Cable Assembly (P9012212-602-01 shown in the next slide) are making contact somewhere in the circuit. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to eliminate the signal and vRef wires from making contact causing this fault condition. Using the chart below, the left front sensor black signal wire and red vRef wire go into the terminal location #8 .







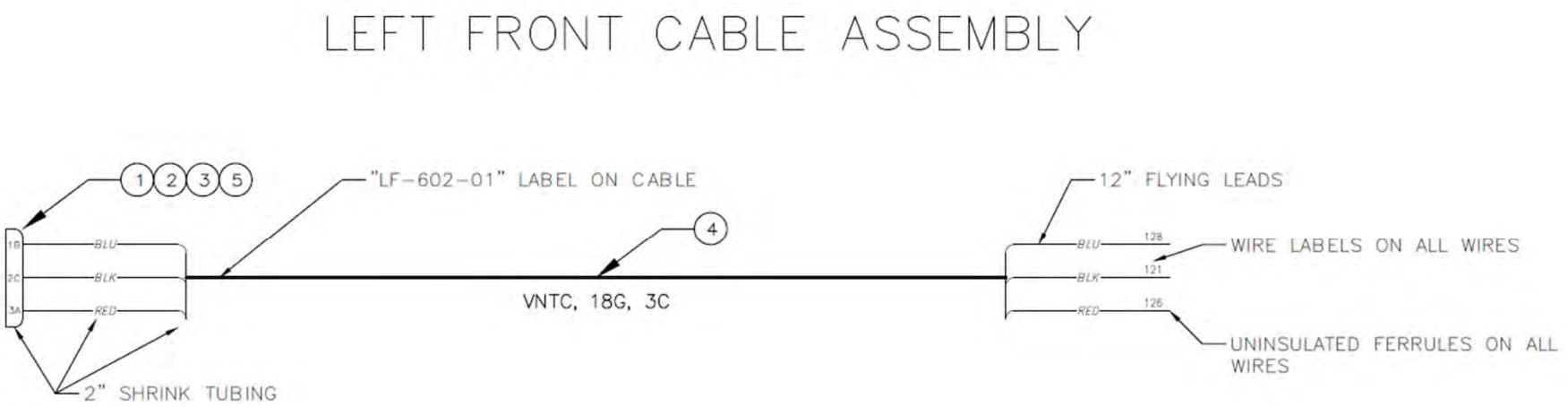





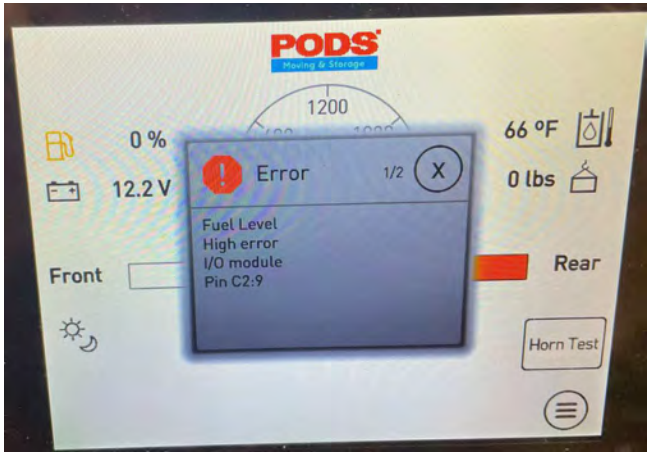


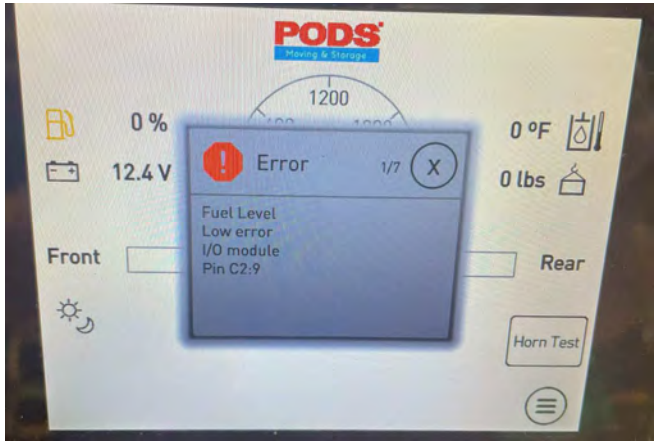
Trouble shooting tips for “high error” : the vRef and signal wires are touching some where in the wire or at the sensor (bad sensor). The black signal wire is seen at IQAN PLC as greater than 4.5v, meaning some where in the circuit the vRef supply voltage of 5v is going across the signal wire which is usually between 0.5v and 4.5v.

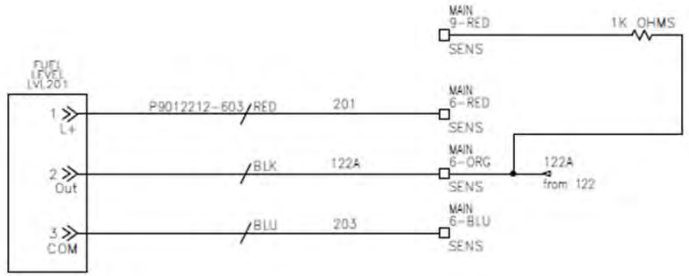
# Left Front Cable Assembly (9012212-602-01)



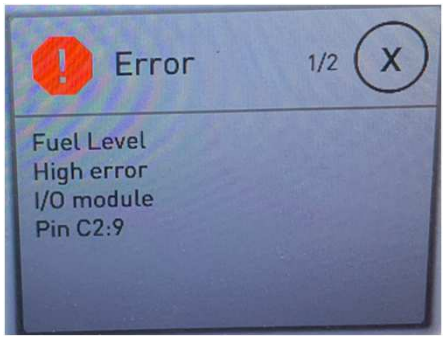
Error messages for the fuel level sensor have slightly different meaning and behavior from all the other sensors in the system. This is mainly due to the fact that the fuel sensor needs the 1K pull-up resistor to operate.



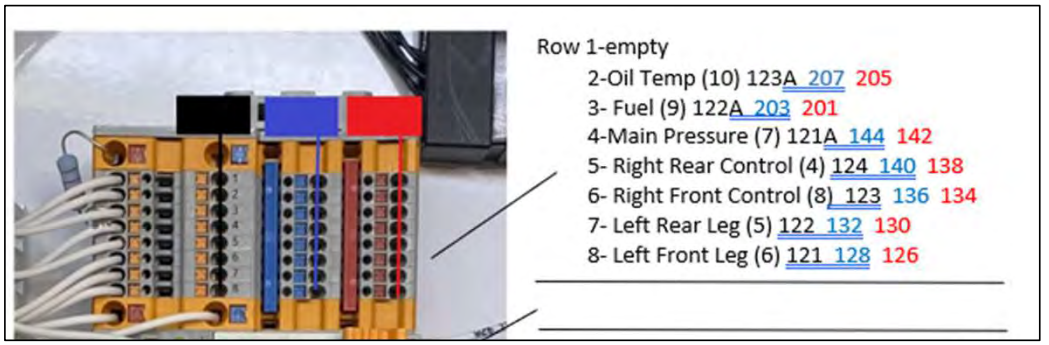



The fuel level sensor is located on the aluminum fuel tank next to the fill neck. A “Fuel Level High Error” will likely mean that the sensor cable has been disconnected or the sensor wire is severed. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to locate the exact problem. Using the chart below, the fuel sensor wires go into the terminal location #3. If this fault condition occurs, it is recommended to contact RG Group for assistance in resolving the issue.



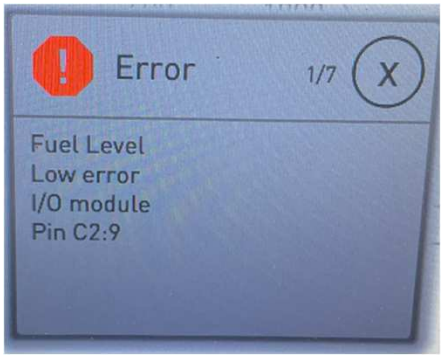






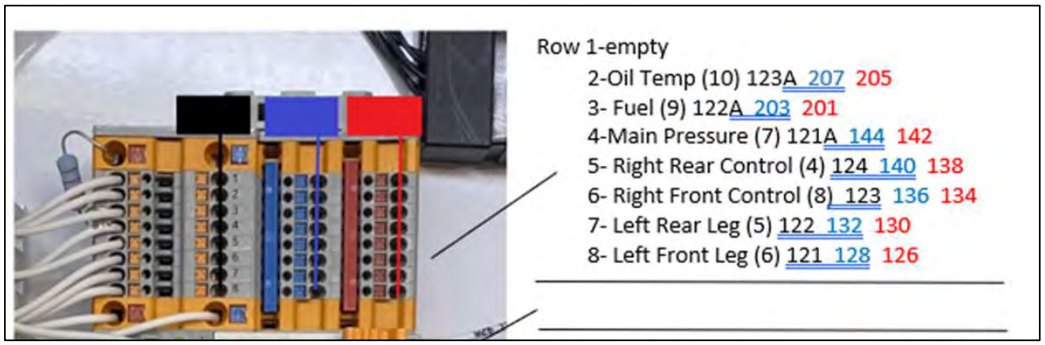



A “Fuel Level Low Error” will likely mean that the sensor itself is bad and needs to be replaced. Examination of the sensor, cable assembly, and connections inside the control cabinet needs to be performed to locate the exact problem. Using the chart below, the fuel sensor wires go into the terminal location #3. If this fault condition occurs, it is recommended to contact RG Group for assistance in resolving the issue.



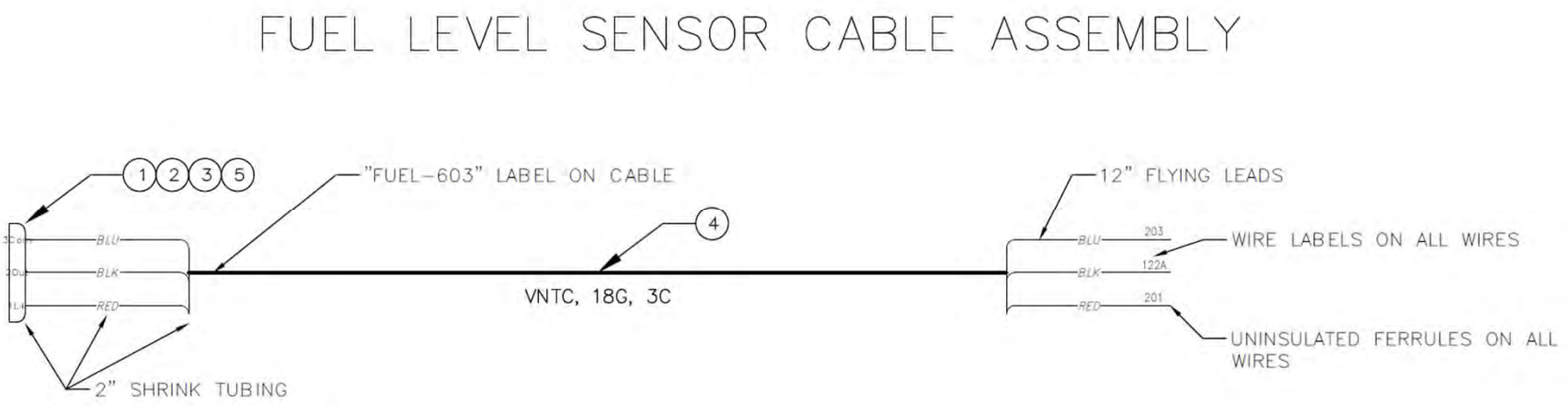








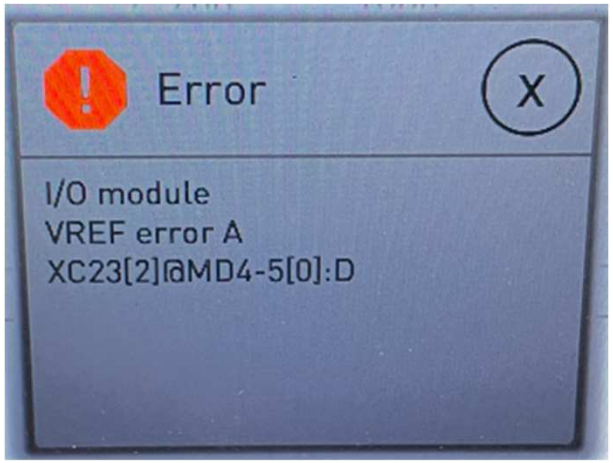

# Fuel Level Sensor Cable Assembly (9012212-603)

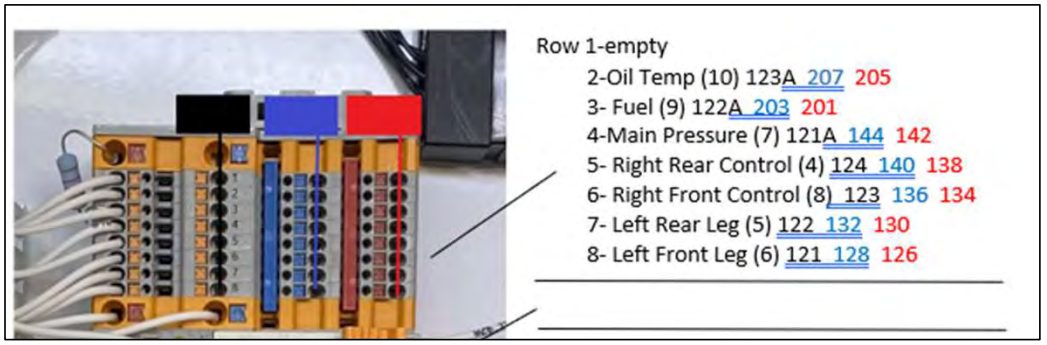


The last error message to discuss is the “VREF” error code.



A “vRef” error is 99% of the time a global issue effecting all the devices in the system. There is no particular sensor to focus on like the other “low” and “high” error messages. In a vRef error state, the vRef and common circuit paths in the IQAN system are touching somewhere causing all sensors to be inoperative. The recommend diagnoses actions from RG Group is to systematically remove each black signal wires from the terminal blocks shown below one at a time. Each time a black wire is pulled, check the HMI to see if the vRef error goes away. Whichever black signal wire is removed and the fault message goes away, this is the wiring circuit to focus on and find the issue. This fault condition is very rare and unlikely to happen, but in the even it does happen please contact RG Group and include us in the diagnoses of the problem so we can help in a quick resolution.



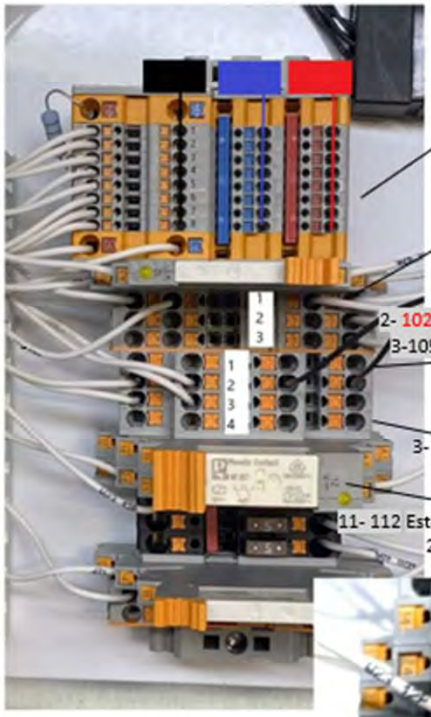



The remaining slides are drawings and documents used by RG Group technicians during assembly of a Podzilla unit. These slides will be useful for trouble shooting and could be referenced by RG Group tech support personnel while trying to remotely assist PODS technicians.

# Allied Enclosure Wiring

Scanreco cable will not be put in box Until after install

(#) is cable knockout location at bottom of box



Row 1-empty
2-Oil Temp (10) 123A 207 205
3- Fuel (9) 122A 203 201
4-Main Pressure (7) 121A 144 142
5- Right Rear Control (4) 124 140 138
6- Right Front Control (8) 123 136 134
7- Left Rear Leg (5) 122 132 130
8- Left Front Leg (6) 121 128 126

1 pre-wired
2- 102 Red Honda (1) 102 Orange Honda (1) empty pre-wired
3-105 black E-stop (3) 105 white HMI (11) empty pre-wired

1- All empty
2- All pre-wired
3- pre-wired pre-wired 106 white HMI (11) 107 HMI (11)
4- empty 217 Honda (1) 217 E-stop (3) empty

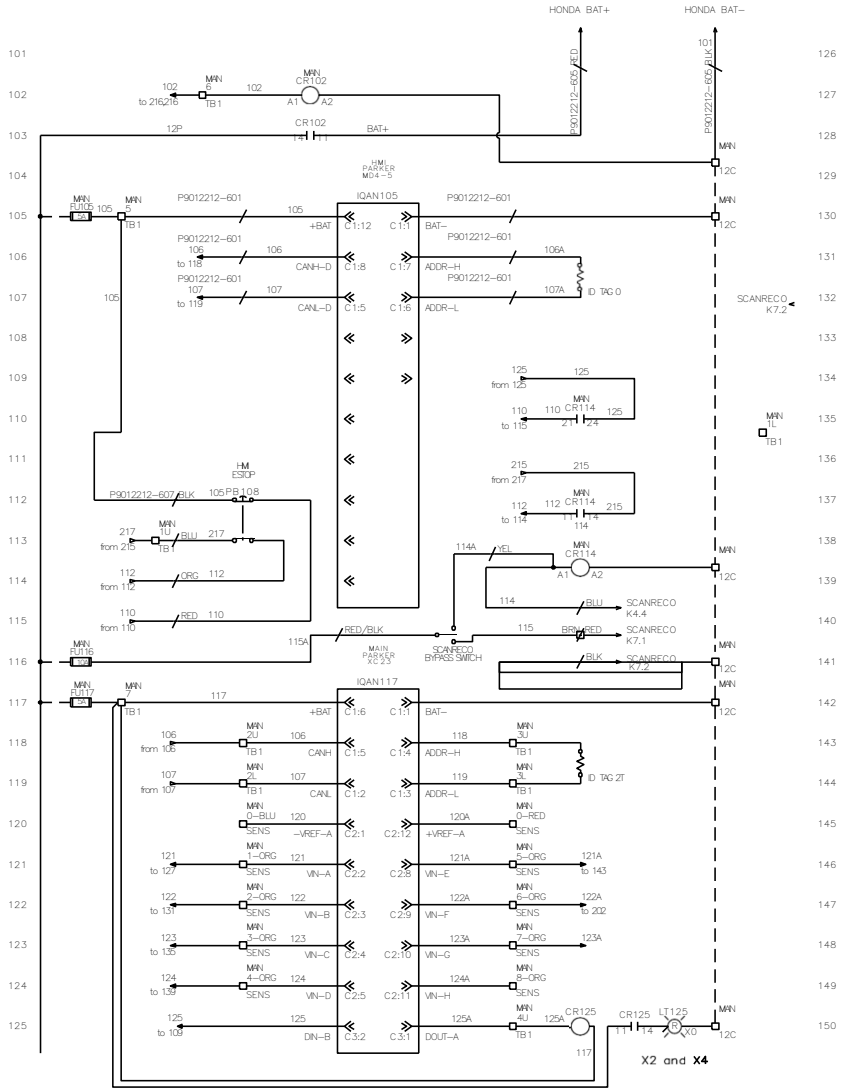
11- 112 Estop (3) 14- 215 Honda (1) 12, A1 114 Scanreco, A2empty
21-110 Estop (3) All others empty or prewired

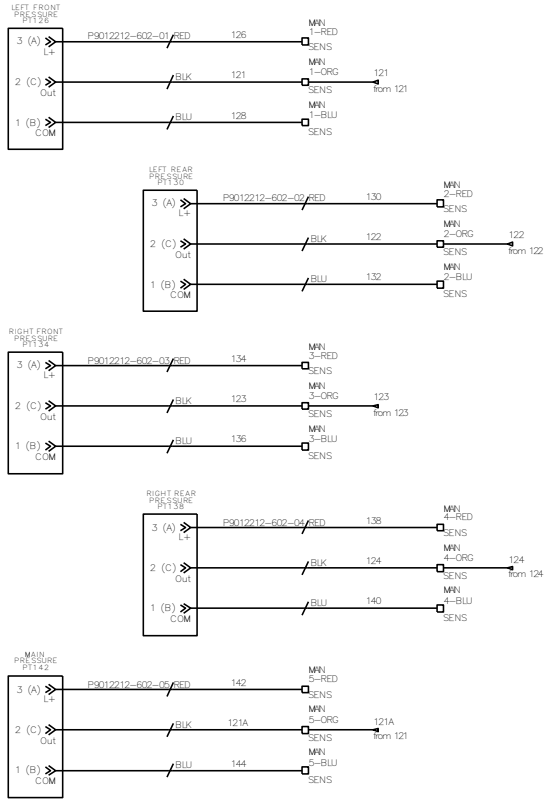


Top Red 10 right side 115 Scanreco
2 rows with yellow 5 empty or pre-wired

11- BAT+ Battery (12) 14- pre-wired 12- empty
A2, A1 pre-wired

1-All pre-wired or empty
2-Bat-(12) 12C Scanreco 12C HMI (11) pre-wired




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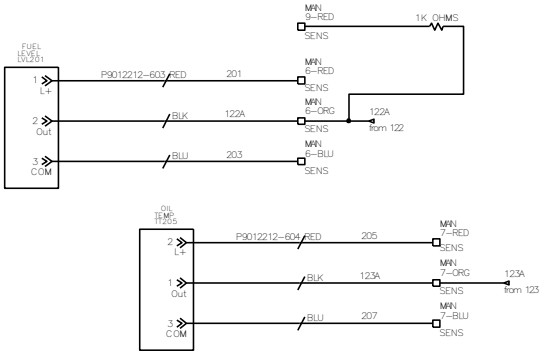
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| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
| 9012212 | – |

# PODZILLA

# ELECTRICAL

# DRAWINGS



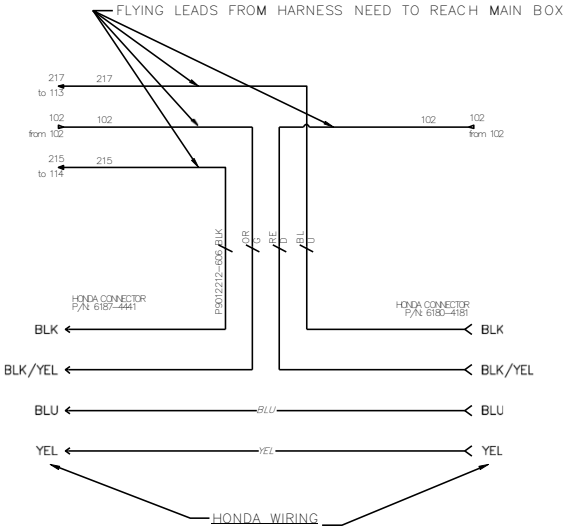

| DEVICE | SCHEMATIC ID | CONNETOR P/N | PIN/SOCKET P/N | CABLE P/N |
|---|---|---|---|---|
| XC23 | C1 | DTM06-6S | 0462-201-20141 | FLYING LEADS |
| XC23 | C2 | DTM06-12SB | 0462-201-20141 | FLYING LEADS |

HONDA HARNESS RETROFIT

1 DISCONNECT FACTORY HARNESS

2. PLUG IN THE CUSTOM HARNESS

3. FLYING LEADS THEN LAND IN MAIN BOX




BLK/YEL IS +BAT WHEN KEY IS ON
BLK IS -BAT WHEN KEY IS ON
SEE HONDA SCHEMATIC FOR MORE DETAILS

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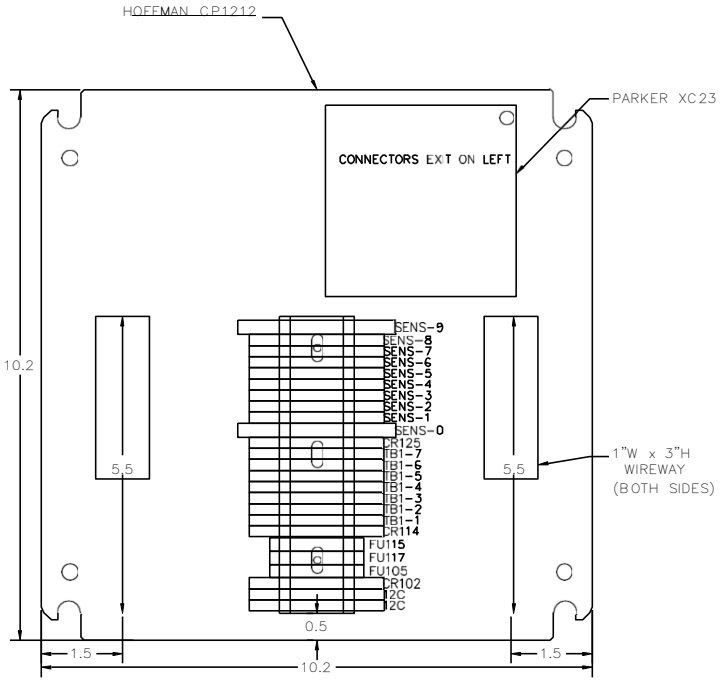
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| SG | - |
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PODZILLA

ELECTRICAL

DRAWINGS




| TB | PART NUMBER | DESCRIPTION |
|---|---|---|
| 12C, TB1-5 to TB1-7 | 3209578 | PT2.5Q |
| FU105,FU117,FU115 | 3208943 | PT4 FUSE HOLDERS FUSED SIDE EXITS ON RIGHT |
| TB1-1 to TB1-4 | 3210567 | PT2.5 DOUBLE LEVEL |
| SENS-0, SENS-9 | 3244559 | SENSOR/ACTUATOR POWER FEED |
| SENS-1 to SENS-8 | 3244410 | PT1.5 SENSOR ACTUATOR |

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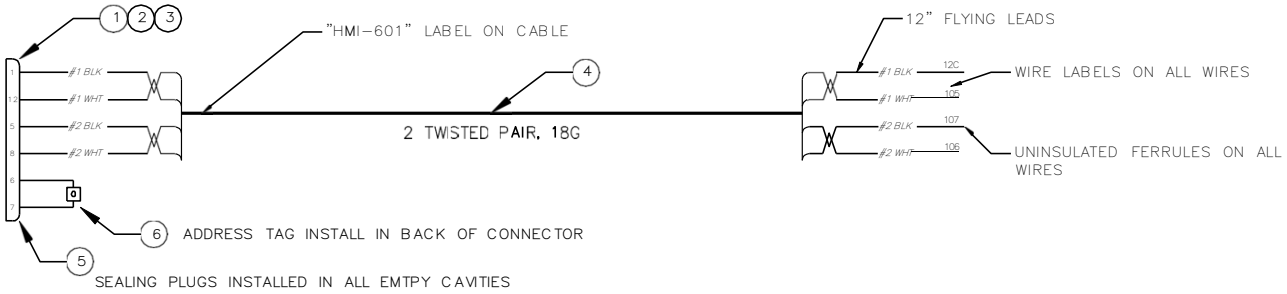
| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
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*PODZILLA*

*ELECTRICAL*

*DRAWINGS PANEL*

# HMI CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DTM06-12SA | AMPHENOL | ATM06-12SA |
| 2 | 6 | DEUTSCH | 0462-201-20141 | AMPHENOL | AT62-201-20141 |
| 3 | 1 | DEUTSCH | WM12S | AMPHENOL | AWM12S |
| 4 | 122" | SHOWMECABLES.COM | 82-300-325 | | |
| 5 | 6 | DEUTSCH | 0413-204-2005 | AMPHENOL | AT13-204-2005 |
| 6 | 1 | PARKER | 5030160 | | |

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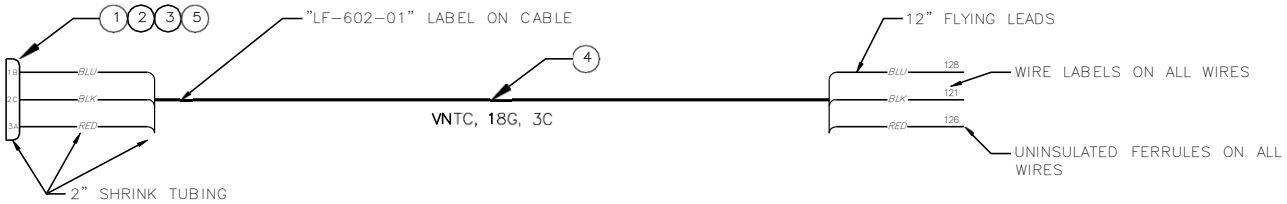

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# LEFT FRONT CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT06-3S-CE13 | AMPHENOL | AT06-3S-SR02BLK |
| 2 | 3 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 1 | DEUTSCH | W3S | AMPHENOL | AW3S |
| 4 | 411" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |

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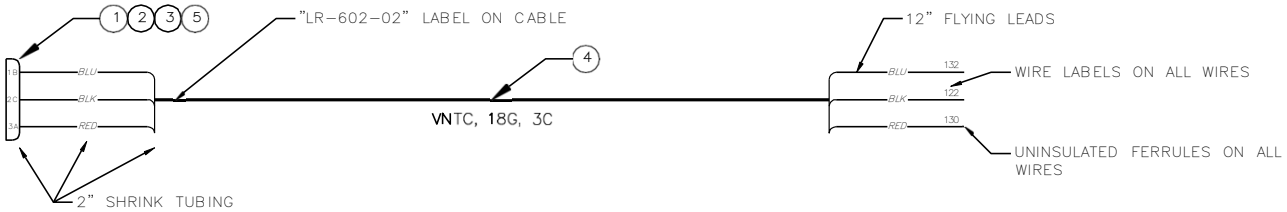

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# LEFT REAR CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT06-3S-CE13 | AMPHENOL | AT06-3S-SR02BLK |
| 2 | 3 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 1 | DEUTSCH | W3S | AMPHENOL | AW3S |
| 4 | 140" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |

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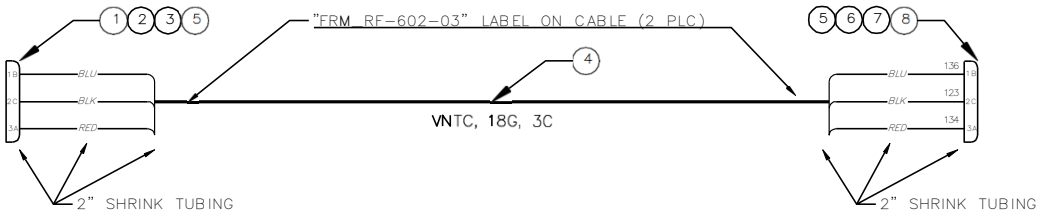

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|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
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DRAWINGS

# RIGHT FRONT CABLE ASSEMBLY (FRAME)




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT06-3S-CE13 | AMPHENOL | AT06-3S-SR02BLK |
| 2 | 3 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 1 | DEUTSCH | W3S | AMPHENOL | AW3S |
| 4 | 345" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |
| 6 | 1 | DEUTSCH | DT04-3P | AMPHENOL | AT04-3P |
| 7 | 3 | DEUTSCH | 0460-202-16141 | AMPHENOL | AT60-202-16141 |
| 8 | 1 | DEUTSCH | W3P | AMPHENOL | AW3P |

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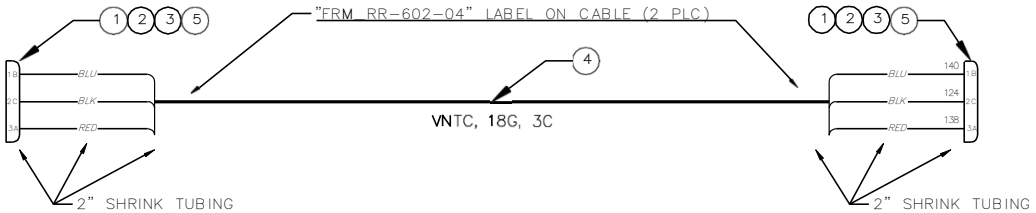

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
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DRAWINGS

# RIGHT REAR CABLE ASSEMBLY (FRAME)




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 2 | DEUTSCH | DT06-3S-CE13 | AMPHENOL | AT06-3S-SR02BLK |
| 2 | 6 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 2 | DEUTSCH | W3S | AMPHENOL | AW3S |
| 4 | 93" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 4" | MCMASTER CARR | 7861K46 | | |

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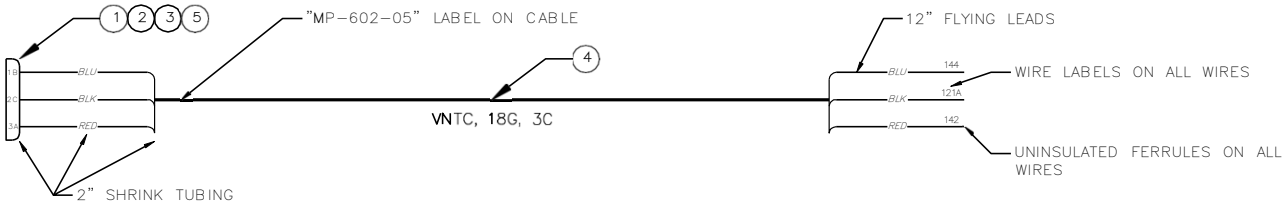

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
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PODZILLA

ELECTRICAL

DRAWINGS

# MAIN PRESSURE CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT06-3S-CE13 | AMPHENOL | AT06-3S-SR02BLK |
| 2 | 3 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 1 | DEUTSCH | W3S | AMPHENOL | AW3S |
| 4 | 62" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |

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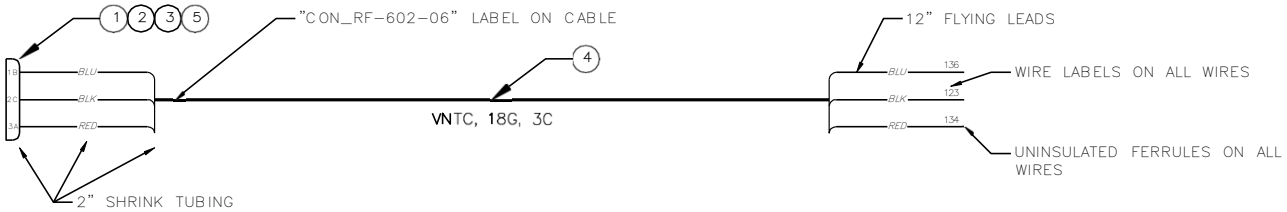

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
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PODZILLA

ELECTRICAL

DRAWINGS

# RIGHT FRONT CABLE ASSEMBLY (CONTROL ENCLOSURE)




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT06-3S-CE13 | AMPHENOL | AT06-3S-SR02BLK |
| 2 | 3 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 1 | DEUTSCH | W3S | AMPHENOL | AW3S |
| 4 | 48" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |

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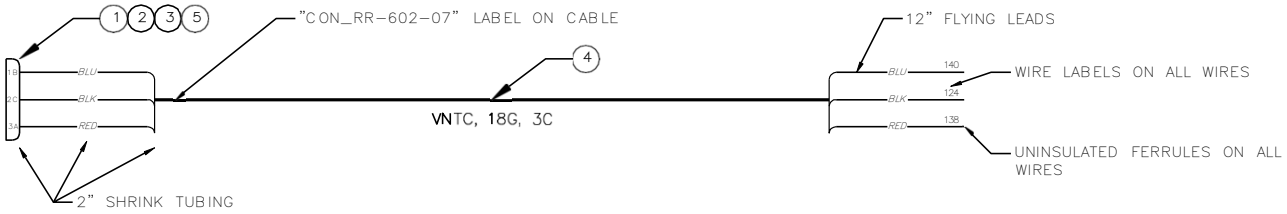

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
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PODZILLA

ELECTRICAL

DRAWINGS

# RIGHT REAR CABLE ASSEMBLY (CONTROL ENCLOSURE)




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT04-3P | AMPHENOL | AT04-3P-3S-SR02BLK |
| 2 | 3 | DEUTSCH | 0460-202-16141 | AMPHENOL | AT60-202-16141 |
| 3 | 1 | DEUTSCH | W3P | AMPHENOL | AW3P |
| 4 | 48" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |

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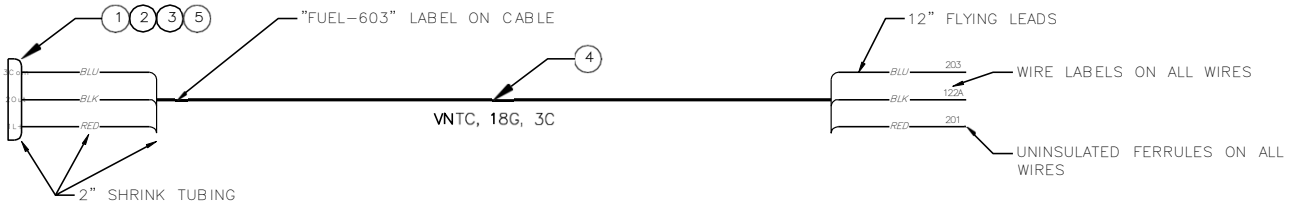

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# FUEL LEVEL SENSOR CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DTM04-3P | AMPHENOL | ATM04-3P |
| 2 | 3 | DEUTSCH | 0460-202-20141 | AMPHENOL | AT60-202-20141 |
| 3 | 1 | DEUTSCH | WM3P | AMPHENOL | AWM3P |
| 4 | 68" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 2" | MCMASTER CARR | 7861K46 | | |

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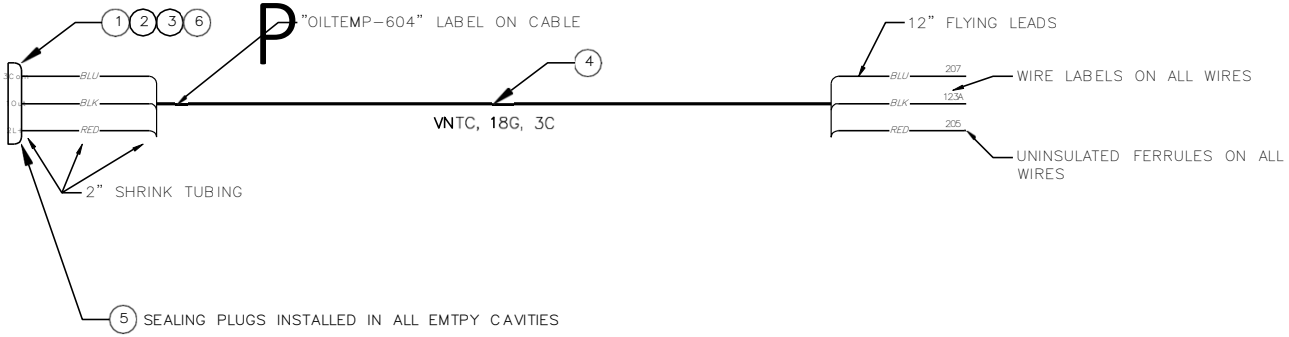

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
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PODZILLA

ELECTRICAL

DRAWINGS

# M SENSOR CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | DEUTSCH | DT04-4S | AMPHENOL | AT06-4S-SR02BLK |
| 2 | 3 | DEUTSCH | 0462-201-16141 | AMPHENOL | AT62-20'-16141 |
| 3 | 1 | DEUTSCH | W4S | AMPHENOL | AW4S |
| 4 | 38" | SHOWMECABLES.COM | 82-600-445 | | |
| 5 | 1 | DEUTSCH | 114017 | AMPHENOL | A114017 |
| 6 | 2" | MCMASTER CARR | 7861K46 | | |

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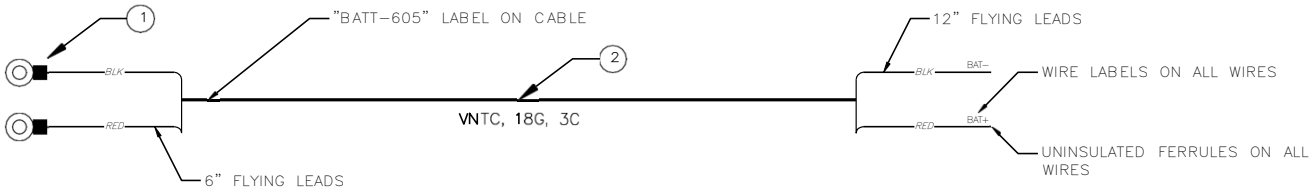

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# BATTERY POWER CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 2 | | 5/16 RING TERMINAL | | |
| 2 | 82" | SHOWMECABLES.COM | 82-600-445 | | |

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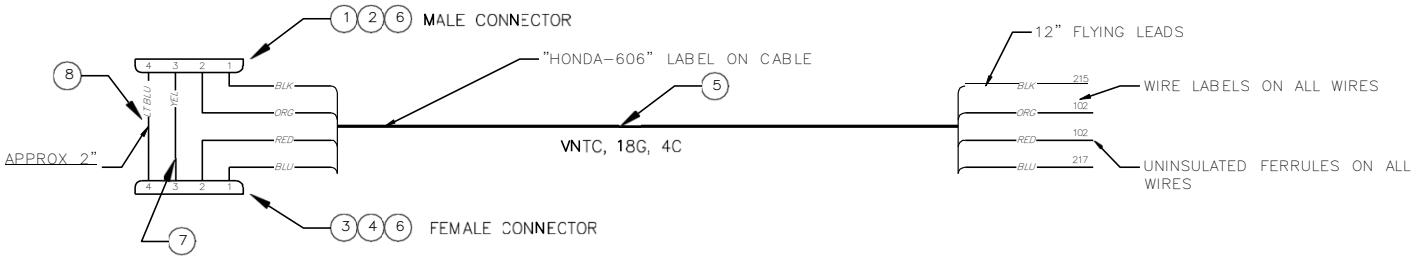

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# HONDA INTERFACE CABLE ASSEMBLY







MALE CONNECTOR VIEWED FROM BACK OF CONNECTOR (WIRE SIDE)




FEMALE CONNECTOR VIEWED FROM BACK OF CONNECTOR (WIRE SIDE)

| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | SUMITOMO | 6187-4441 |
| 2 | 4 | SUMITOMO | 1500-0105 |
| 3 | 1 | SUMITOMO | 6180-4181 |
| 4 | 4 | SUMITOMO | 1500-0106 |
| 5 | 82" | SHOWMECABLES.COM | 82-600-450 |
| 6 | 8 | SUMITOMO | 7160-8234 |
| 7 | 2" | WAYTEK | WM18-4 |
| 8 | 2" | WAYTEK | WM18-16 |

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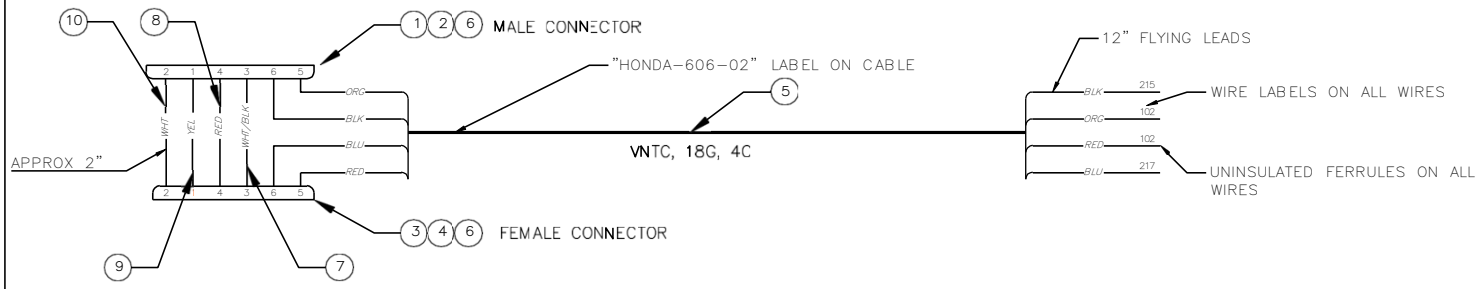

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

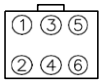
PODZILLA

ELECTRICAL

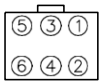
DRAWINGS

# HONDA INTERFACE CABLE ASSEMBLY (iGX700 ENGINE)




MALE CONNECTOR VIEWED FROM BACK OF CONNECTOR (WIRE SIDE)




FEMALE CONNECTOR VIEWED FROM BACK OF CONNECTOR (WIRE SIDE)

| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | SUMITOMO | 6187-6801 |
| 2 | 6 | SUMITOMO | 1500-0105 |
| 3 | 1 | SUMITOMO | 6180-6181 |
| 4 | 6 | SUMITOMO | 1500-0106 |
| 5 | 82" | SHOWMECABLES.COM | 82-600-450 |
| 6 | 12 | SUMITOMO | 7160-8234 |
| 7 | 2" | WAYTEK | WM18 |
| 8 | 2" | WAYTEK | WM18-2 |
| 9 | 2" | WAYTEK | WM18-4 |
| 10 | 2" | WAYTEK | WM18-9 |

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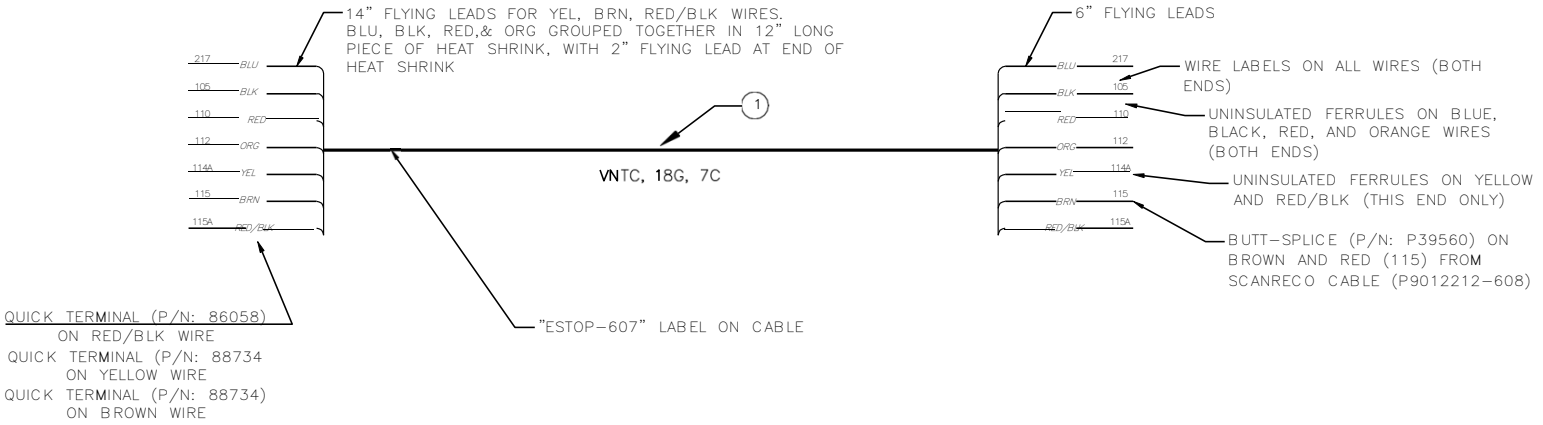

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
| 9012212 | – |

PODZILLA

ELECTRICAL

DRAWINGS

# E-STOP BOX & BY-PASS SWITCH CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 122" | SHOWMECABLES.COM | 82-600-460 | | |

QUICK TERMINAL CONNECTIONS ON SCANRECO BYPASS SWITCH:
BROWN WIRE (115) TO SWITCH TERMINAL #1
RED/BLACK WIRE (115A) TO SWITCH TERMINAL #2
YELLOW WIRE (114A) TO SWITCH TERMINAL #3

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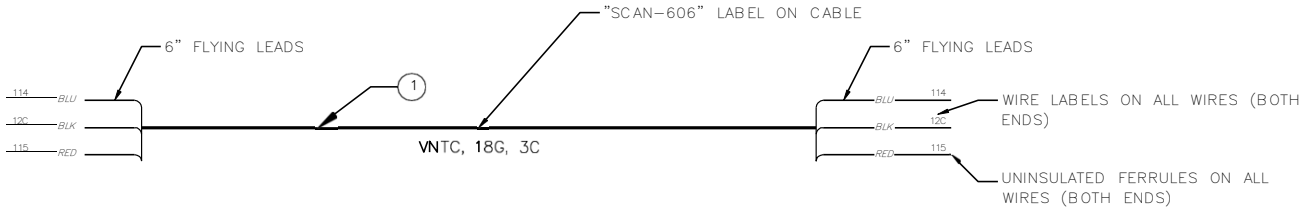

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# SCANRECO RECEIVER POWER & E-STOP CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 30" | SHOWMECABLES.COM | 82-600-445 | | |

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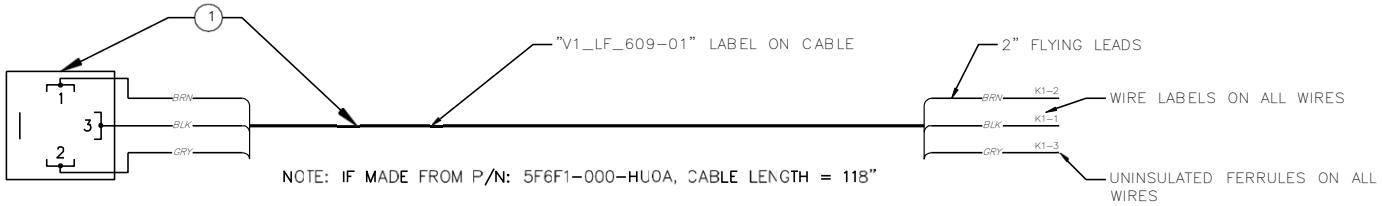

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

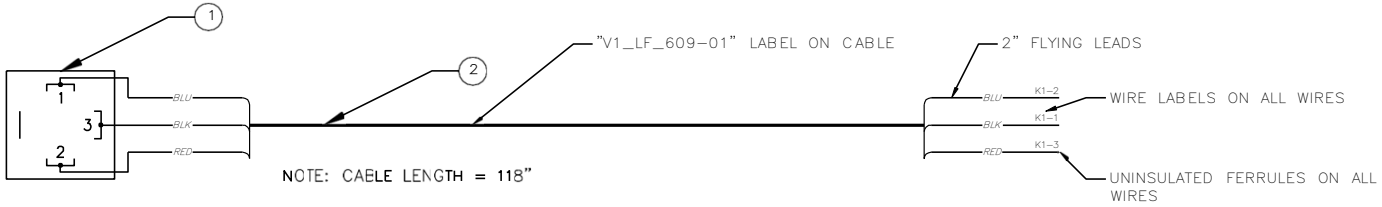
DRAWINGS

# V1 (Left Front) DIN Cable_K1-1:K1-3 Analog Outputs




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | CANFIELD CONNECTOR | 5F6F1-000-HU0A | TSII | 234-3M01 |

# Alternate Cable Construction




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 | N/A | N/A |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 | N/A | N/A |

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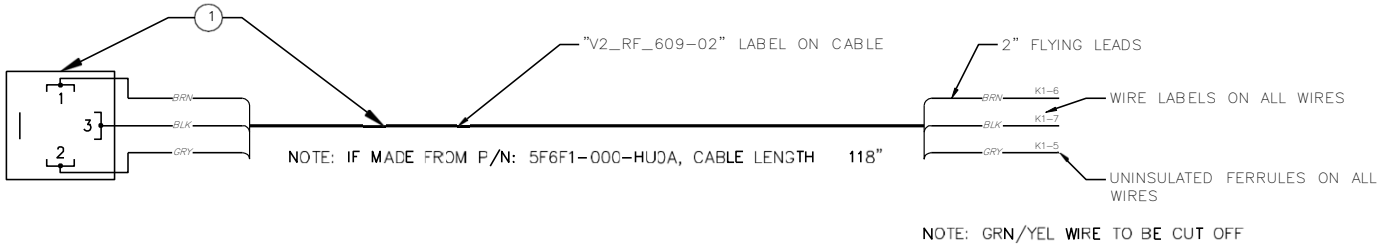

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
| 9012212 | – |

PODZILLA

ELECTRICAL

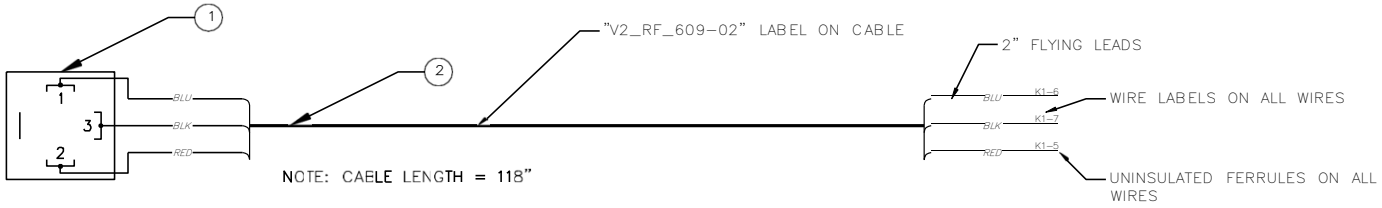
DRAWINGS

# V2 (Right Front) DIN Cable_K1-5:K1-7 Analog Outputs




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | CANFIELD CONNECTOR | 5F6F1-000-HUOA | TSII | 234-3M01 |

# Alternate Cable Construction




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 | N/A | N/A |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 | N/A | N/A |

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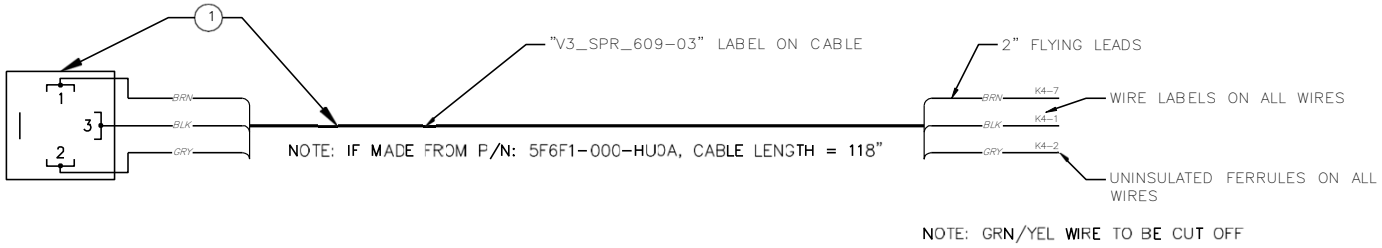

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
| 9012212 | – |

PODZILLA

ELECTRICAL

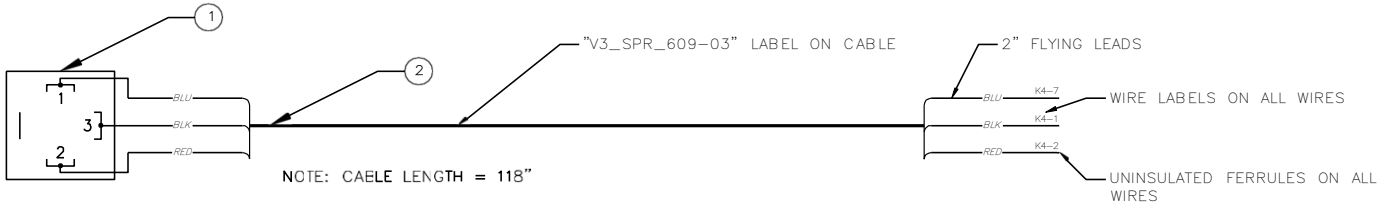
DRAWINGS

# V3 (Spreader) DIN Cable_K4-1:K4-7 Analog Outputs




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | CANFIELD CONNECTOR | 5F6F1-000-HU0A | TSII | 234-3M01 |

# Alternate Cable Construction




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 | N/A | N/A |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 | N/A | N/A |

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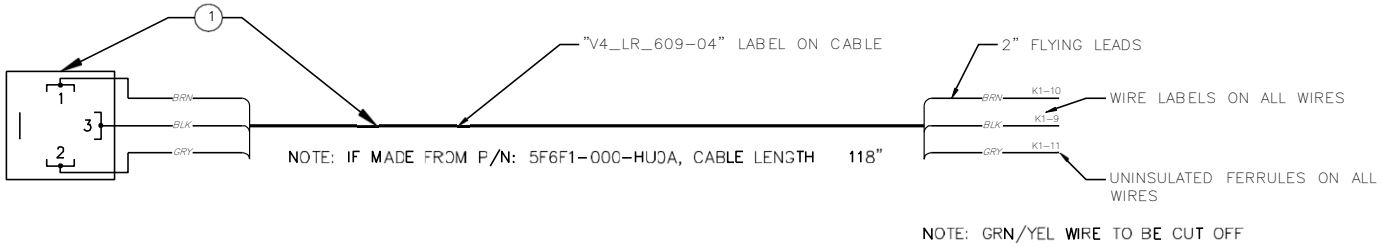

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
| 9012212 | – |

PODZILLA

ELECTRICAL

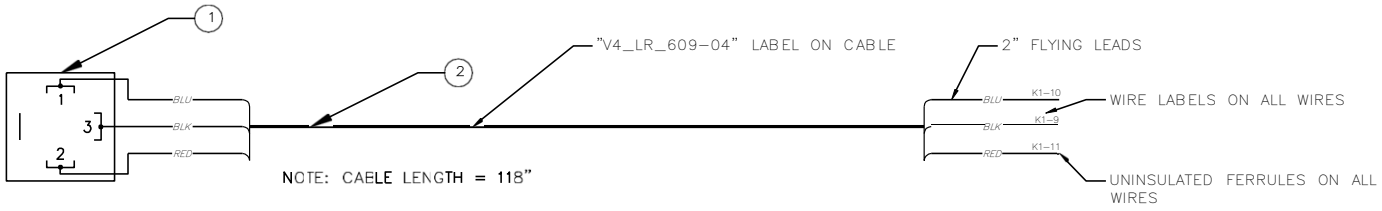
DRAWINGS

# V4 (Left Rear) DIN Cable_K1-9:K1-11 Analog Outputs




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | CANFIELD CONNECTOR | 5F6F1-000-HUOA | TSII | 234-3M01 |

# Alternate Cable Construction




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 | N/A | N/A |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 | N/A | N/A |

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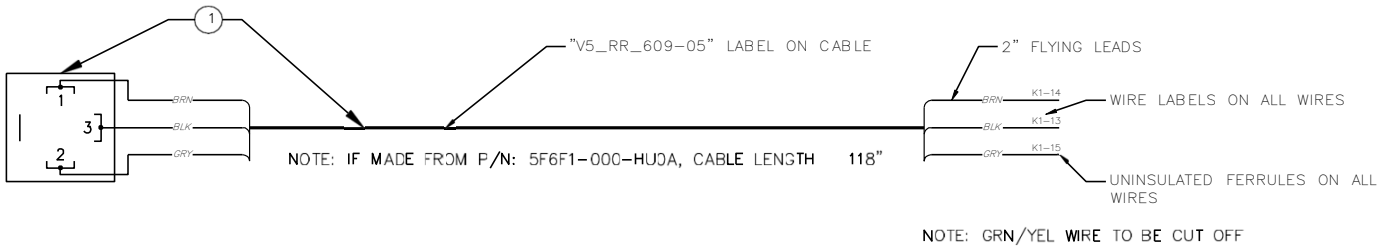

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

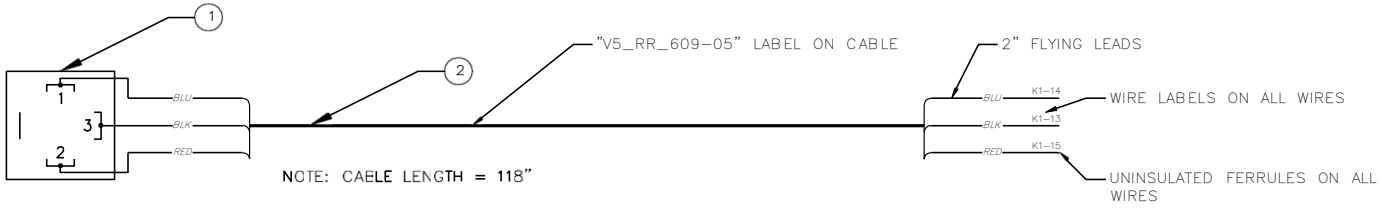
DRAWINGS

# V5 (Right Rear) DIN Cable_K1-13:K1-15 Analog Outputs




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | CANFIELD CONNECTOR | 5F6F1-000-HU0A | TSII | 234-3M01 |

# Alternate Cable Construction




| ITEM | QTY | MANUFACTURER | PART NUMBER | MANUFACTURER 2 | PART NUMBER 2 |
|---|---|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 | N/A | N/A |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 | N/A | N/A |

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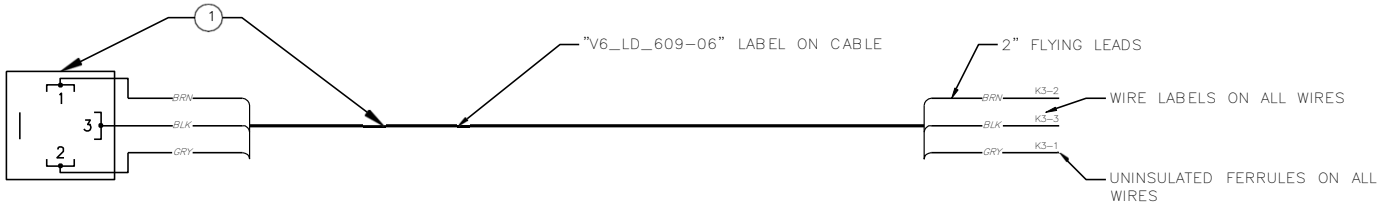

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | – |
| JOB NO | APPROVED |
| 9012212 | – |

PODZILLA

ELECTRICAL

DRAWINGS

# V6 (Left Drive) DIN Cable_K3-1:K3-3 Analog Outputs




NOTE: GRN/YEL WIRE TO BE CUT OFF

| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | TSII | 234-3M01 |

# Alternate Cable Construction




NOTE: CABLE LENGTH = 118"

| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 |

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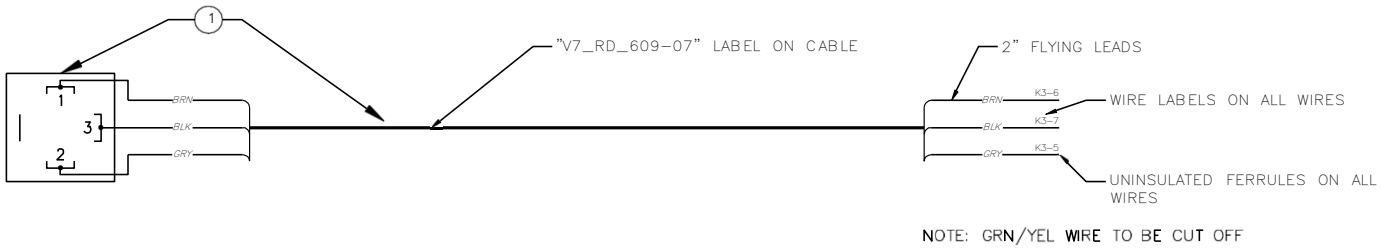

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

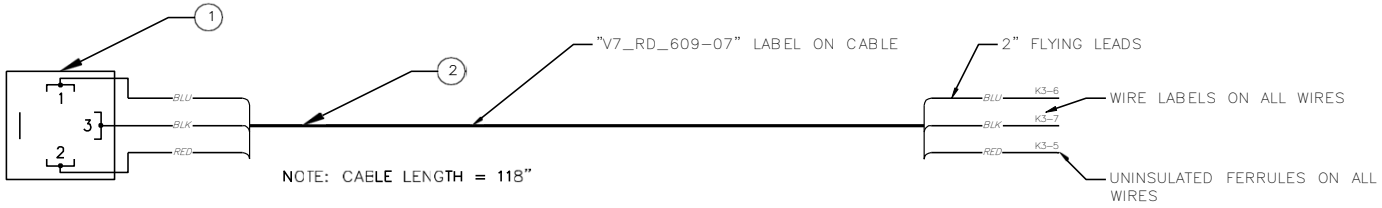
# V7 (Right Drive) DIN Cable_K3-5:K3-7 Analog Outputs




NOTE: GRN/YEL WIRE TO BE CUT OFF

| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | TSII | 234-3M01 |

# Alternate Cable Construction




NOTE: CABLE LENGTH = 118"

| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | ALLIED | 70050901 |
| 1 | 118" | SHOWMECABLES.COM | 82-600-445 |

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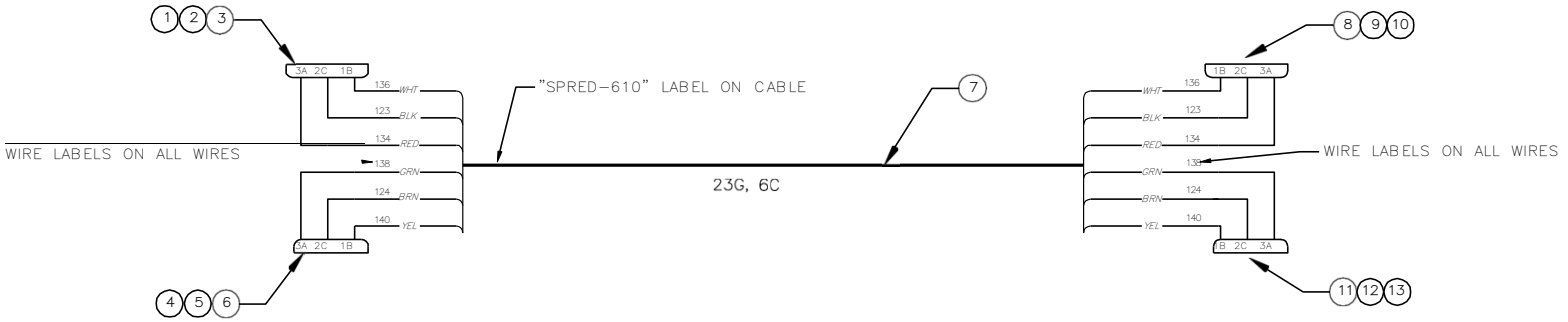

| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

PODZILLA

ELECTRICAL

DRAWINGS

# SPREADER TUBE CABLE ASSEMBLY




| ITEM | QTY | MANUFACTURER | PART NUMBER |
|---|---|---|---|
| 1 | 1 | DEUTSCH | DT06-3S-CE13 |
| 2 | 3 | DEUTSCH | 0462-201-16141 |
| 3 | 1 | DEUTSCH | W3S |
| 4 | 1 | DEUTSCH | DT04-3P |
| 5 | 3 | DEUTSCH | 0460-202-16141 |
| 6 | 1 | DEUTSCH | W3P |
| 7 | 1 | MCMASTER CARR | 69115K14-4 |
| 8 | 1 | DEUTSCH | DT04-3P |
| 9 | 3 | DEUTSCH | 0460-202-16141 |
| 10 | 1 | DEUTSCH | W3P |
| 11 | 1 | DEUTSCH | DT06-3S-CE13 |
| 12 | 3 | DEUTSCH | 0462-201-16141 |
| 13 | 1 | DEUTSCH | W3S |

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| CUSTOMER | PROJECT |
|---|---|
| PODS | PODZILLA |
| DRAWN | CHECKED |
| SG | - |
| JOB NO | APPROVED |
| 9012212 | - |

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