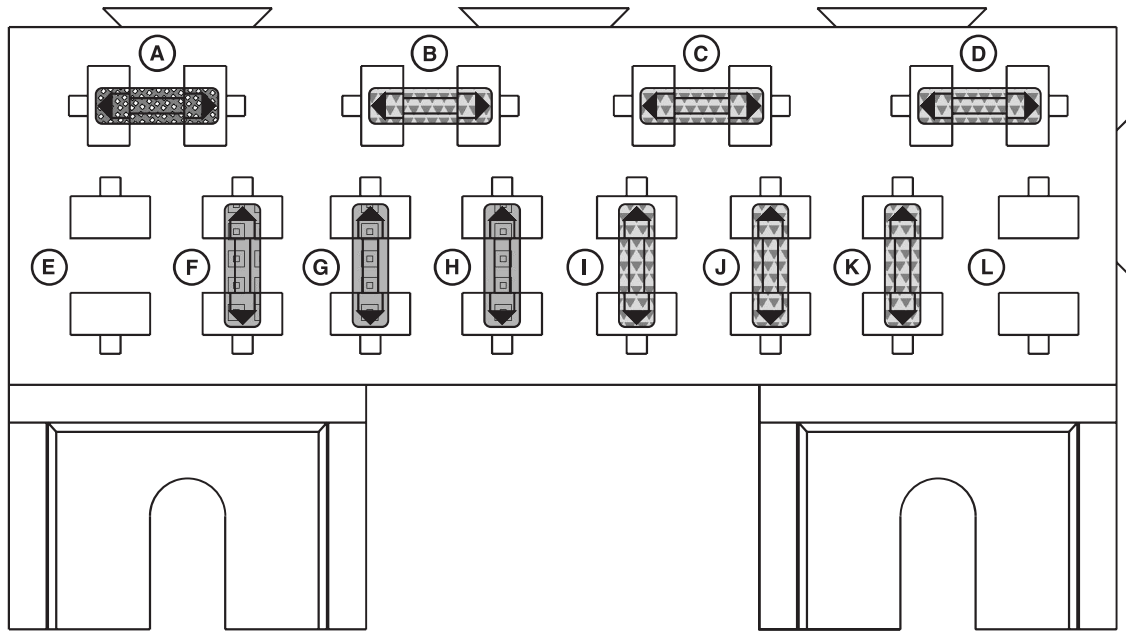





Fuse Block and Fuses—Without Cab



-  10 AMP FUSE
-  20 AMP FUSE
-  30 AMP FUSE

LVC2180

FUSE BLOCK AND FUSES—WITHOUT CAB

- | | | | |
|------|-----------------|------|------------------|
| A—F1 | D—F4 | G—F7 | J—F10 |
| B—F2 | E—F5 (not used) | H—F8 | K—F11 |
| C—F3 | F—F6 | I—F9 | L—F12 (not used) |

FUNCTION:

Protect circuits from electrical overload.

MAJOR COMPONENTS:

- Fuse Block
- Fuses

THEORY OF OPERATION:

Fuse block uses push-in, blade-type fuses to limit current flow in their respective circuits. When flow exceeds rating on fuse, its conductor melts, thus preventing circuit damage.

A total of twelve fuses may be used. Fuse locations (E and L) may be empty as these fuses are used only to

protect auxiliary circuits. Fuse ratings and the circuits they protect are as follows:

- F1, 10-Amp: Alternator, instruments and engine-related warning indicators.
- F2, 20-Amp: Fuel shut-off solenoid.
- F3, 20-Amp: Warning lights (flashers) and turn indicators.
- F4, 20-Amp: Rear work light.
- F5, 30-Amp: Auxiliary circuit (power from battery).
- F6, 30-Amp: Key switch, starting circuit, PTO warning circuit, manifold heater circuit.
- F7, 30-Amp: Horn, lights, turn signals.
- F8, 30-Amp: Accessory relay.
- F9, 20-Amp: Tail lights.
- F10, 20-Amp: High-beam headlights and indicator.
- F11, 20-Amp: Low-beam headlights.
- F12, 20-Amp: Auxiliary circuit (key activated).