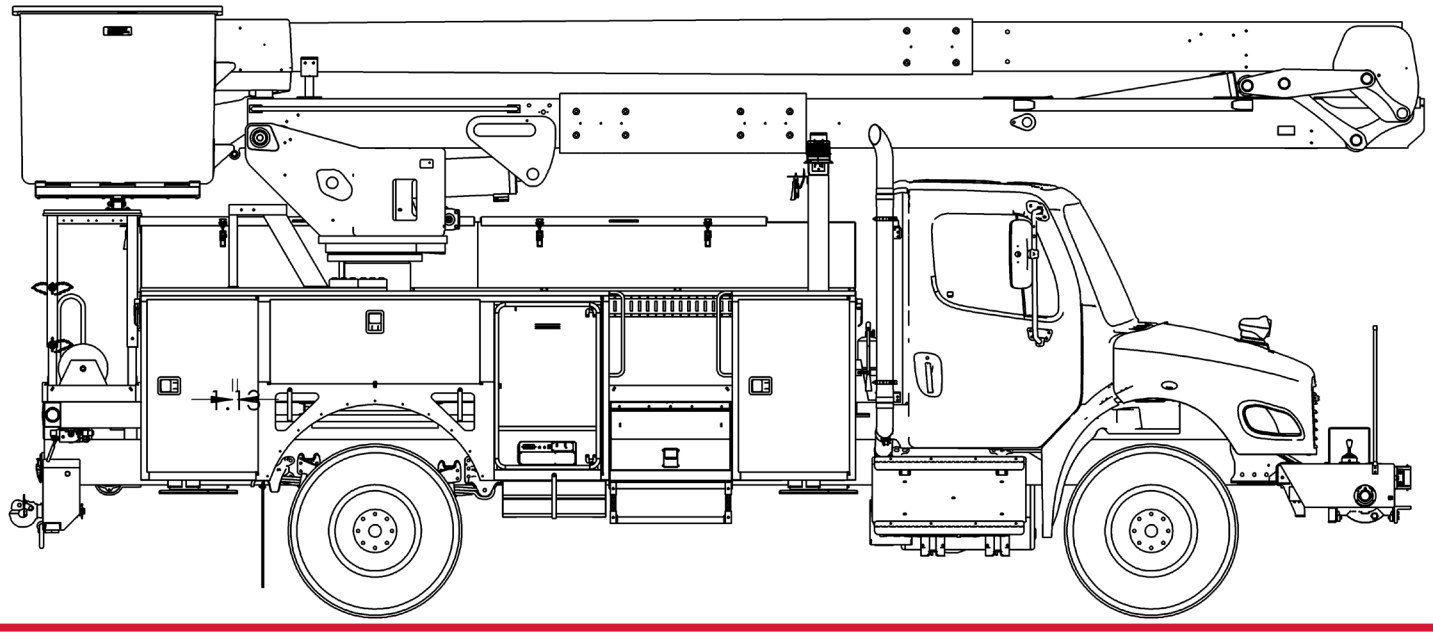
TEREX

# TECH TIPS

## IDENTIFYING A TEREX CHASSIS CONTROLLER

## NO. 39



**SERVICE CALL:**
IDENTIFYING A TEREX CHASSIS CONTROLLER

**MODEL(S):**
ALL TEREX UTILITIES EQUIPMENT

**TOOLS NEEDED:**
NONE

TEREX UTILITIES TECHNICAL SUPPORT TEAM
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## DANGER

Failure to obey the instructions and safety rules in the appropriate Operator's Manual and Service Manual for your machine will result in death or serious injury.

Many of the hazards identified in the Operator's Manual are also safety hazards when maintenance and repair procedures are performed.

## DO NOT PERFORM MAINTENANCE UNLESS:

√ You are trained and qualified to perform maintenance on this machine.

√ You read, understand and obey:

- manufacturer's instructions and safety rules
- employer's safety rules and worksite regulations
- applicable governmental regulations

√ You have the appropriate tools, lifting equipment and a suitable workshop.

The information contained in this Tech Tip is a supplement to the Service Manual. Consult the appropriate Service Manual of your machine for safety rules and hazards.

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## TECH TIP#39

## STEP 1

Locate the Terex Chassis Controller. This is usually installed behind the driver's seat or underneath the passenger seat.

## STEP 2

There are seven different types of systems used to integrate the mounted equipment with the truck chassis or track vehicle.

1. **International or Freightliner proprietary systems**
2. **Wired-Rite**
3. **DTS-50 system (Light Duty System)**
4. **IFM System**
5. **DTS-51 system (Combo Controller)**
6. **Canview 4 system**
7. **Mini Combo Controller**
8. **Medium Duty Controller**
9. **Heavy Duty Controller**

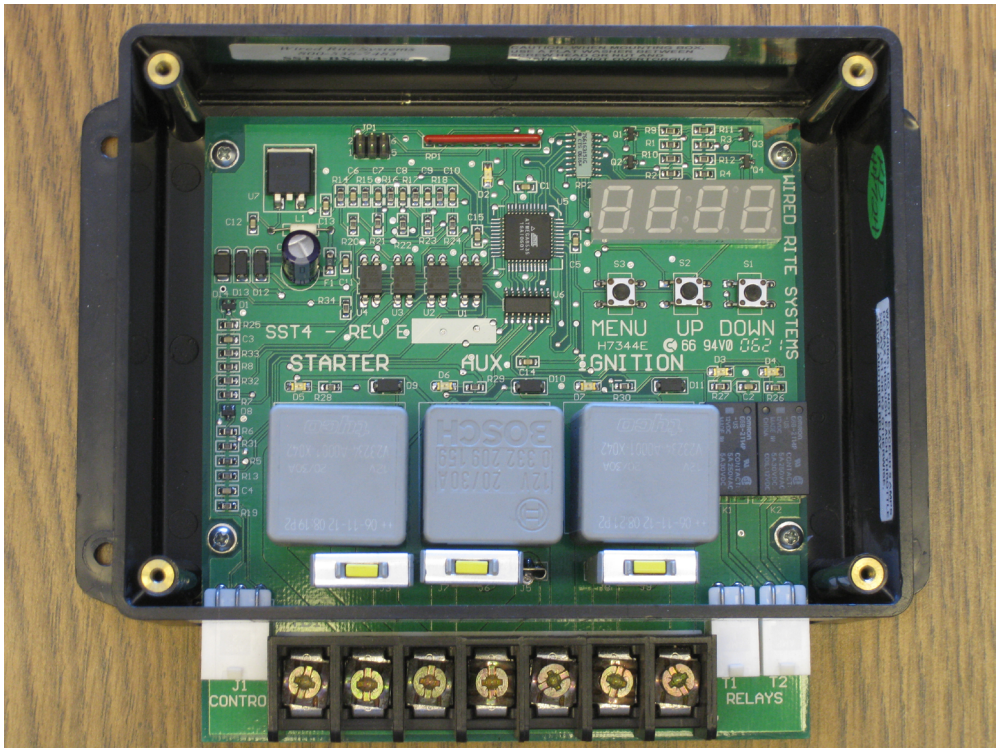
## INTERNATIONAL OR FREIGHTLINER

Most International Truck chassis will not have a Terex Chassis Controller installed. Exceptions would be units with a 48-volt HyPower™ system.

Some of our installing dealers have also used the system on Freightliner to integrate the unit and chassis.

## WIRED-RITE

The Wired-Rite system, sometimes referred to as a mini-box, is no longer used in production units. Pictures of the typical switch panel and the controller are shown below.


**Note:** Documentation for these systems can be found at **https://wiredrite.com/store/page12.html**

## DTS-50 SYSTEM (LIGHT DUTY SYSTEM)

The “Light Duty” system” was used on Ford 550, Dodge 5500 and smaller chassis. Exceptions are larger chassis (including International with Diamond Logic) equipped with some Terex HyPower hybrid systems, and larger chassis with limited options.

The switch panels shown will be seen in most installations.  Due to additional options or customer requirements, they may be different than the ones shown below.

As of the start of 2021, this system is no longer used in production.


FIGURE 3 - Dodge Switch Panel

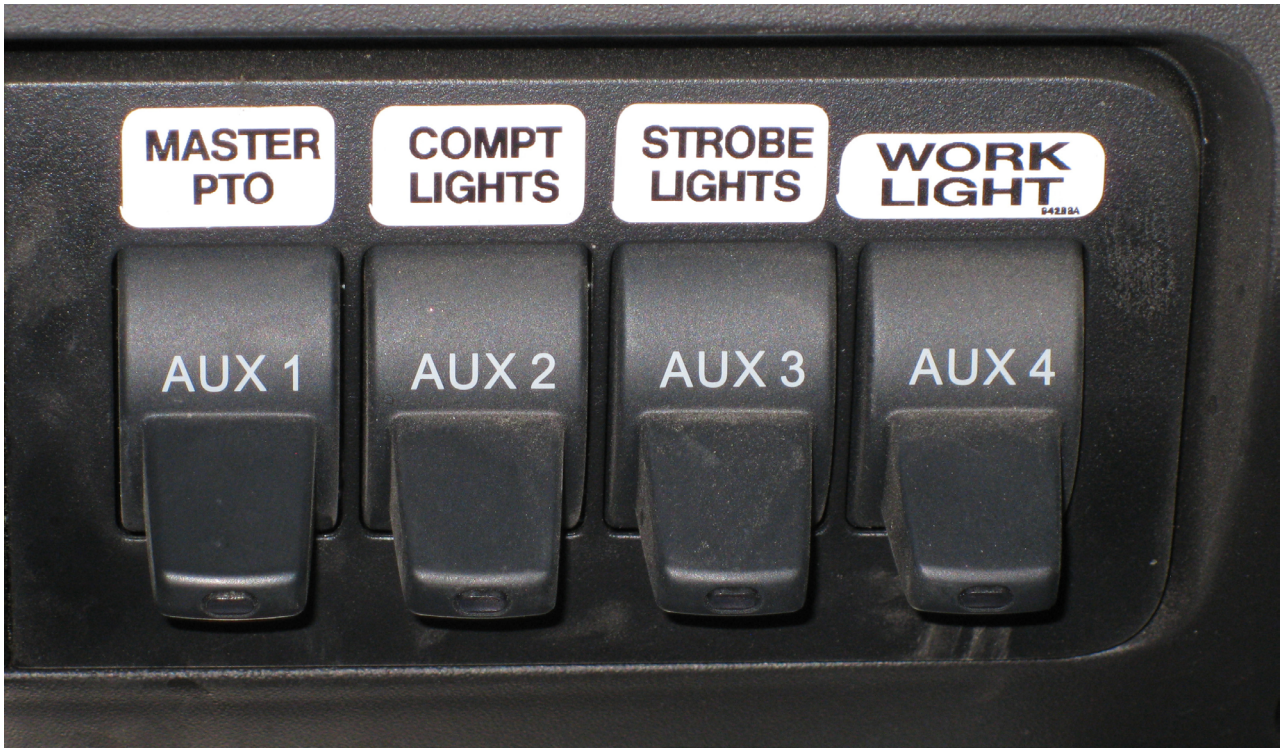



FIGURE 4 - Ford Switch Panel

The light duty control is usually installed behind the driver's seat.

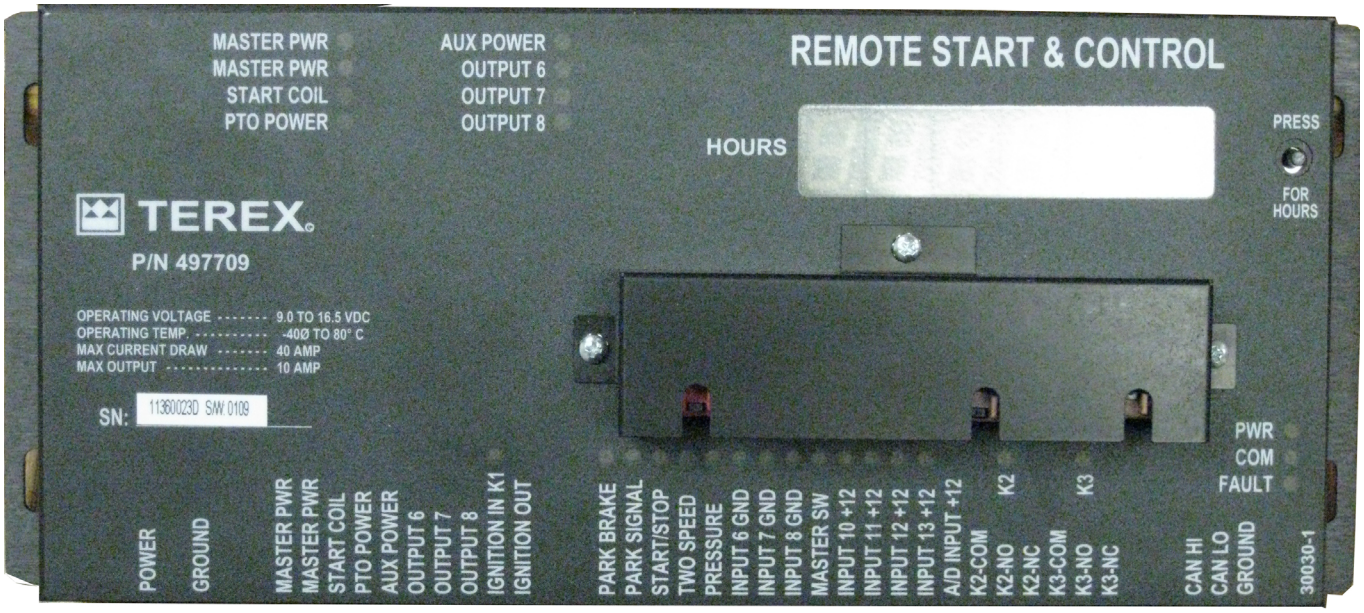



**FIGURE 5 - LIght Duty Controller**

## IFM System

The "IFM System" was installed on most chassis larger than Ford 550 or Dodge 5500 prior to the combo controller. This included International without Diamond Logic, as well as International chassis equipped with Diamond Logic and equipped with the Terex HyPowerTM 48-volt hybrid system. This system was phased out of production in 2014.

The switch panel shown will be seen in most installations. Due to options or equipment requirements, they may be different than the one shown below. One example is an IFM Controller using the factory Dodge switches located in the dash.


FIGURE 6 - Display Panel (6 Switch)

The IFM Panel is typically mounted behind the driver's seat.

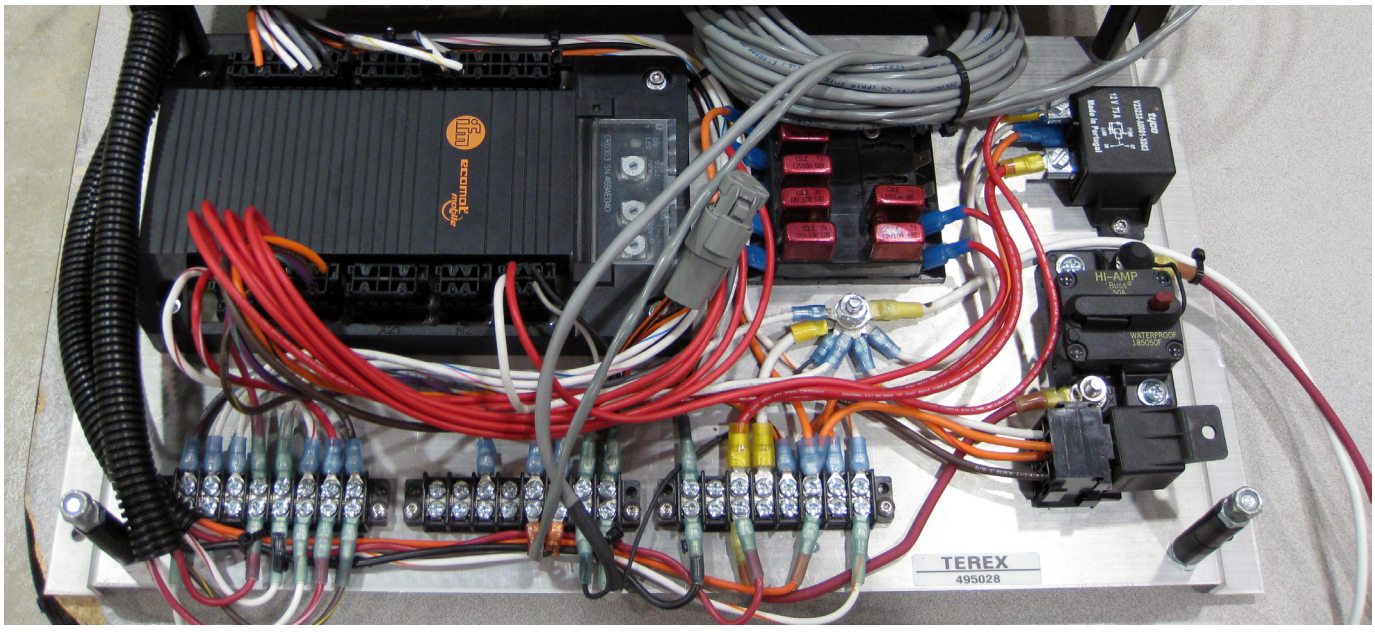



FIGURE 7 - IFM Panel

## COMBO CONTROLLER

The “Combo Controller” system was used prior to the Canview system and can still be found on older chassis larger than an Ford 550 or Dodge 5500. This included International without Diamond Logic, as well as International chassis equipped with Diamond Logic if equipped with Terex HyPower 48 volt hybrid system. The controller has an all black frame.


**FIGURE 8 - Switch and display panel, usually with 8 switches**

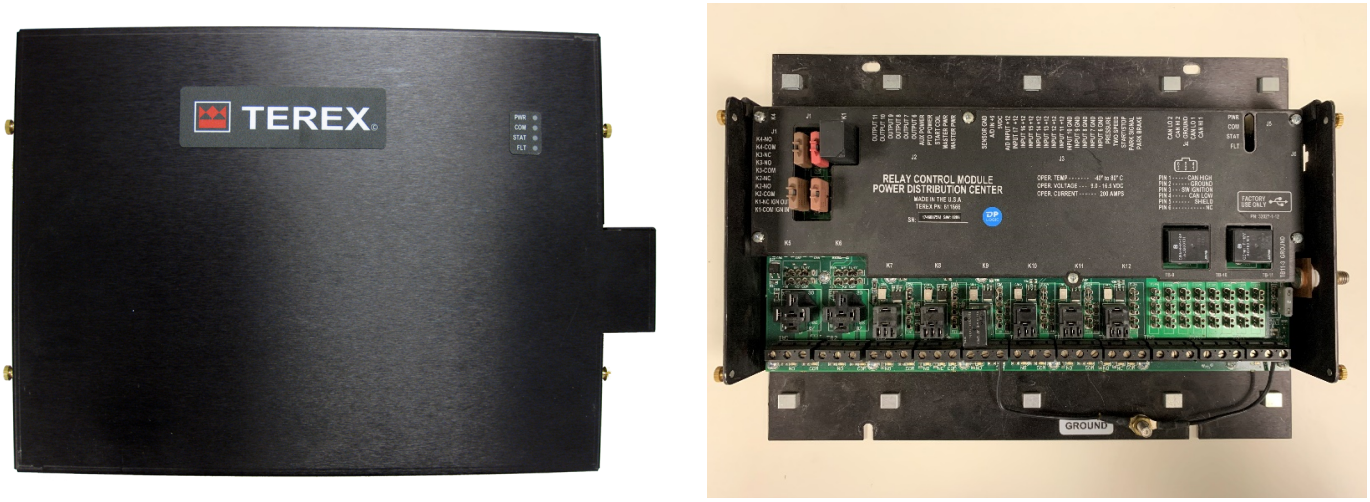



**FIGURE 9 - Combo Controller (usually behind driver’s seat)**

## CANVIEW 4 SYSTEM

Canview 4 is used in current production, using a digital display with the standard and heavy combo controller. This allows the user to change settings on the fly without having to wait for an updated program to be sent.

The system was rolled out to production in 2 phases.

Phase 1 had no programming ability through the Canview 4.

Phase 2 is current and has the ability to be programmed. If a settings option is available, it is a phase 2 controller.

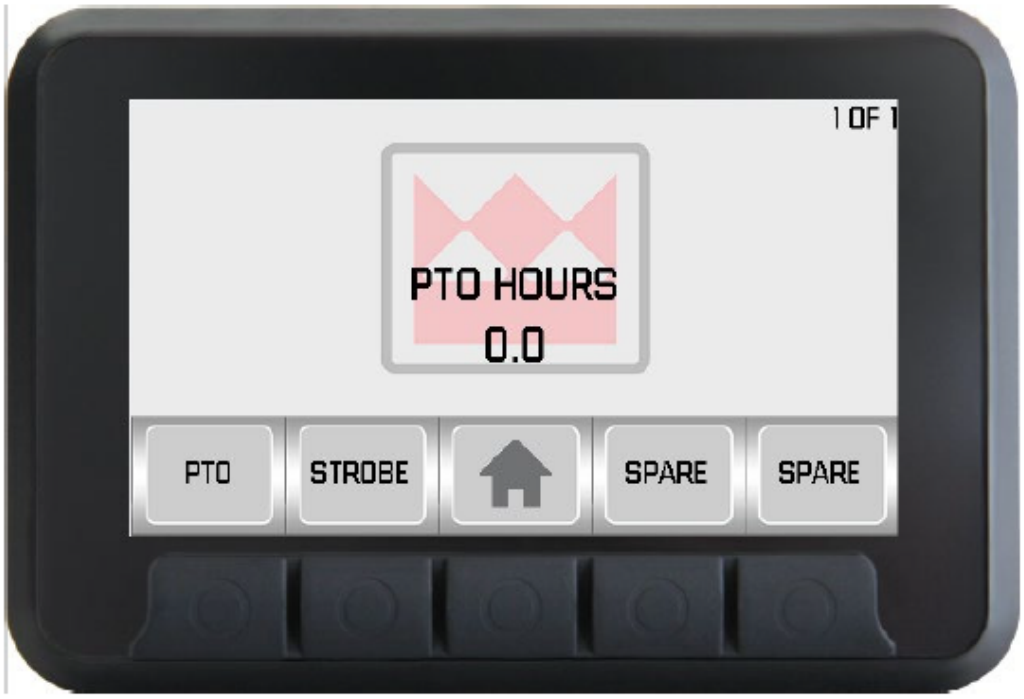



FIGURE 10 - Digital Display

# MINI COMBO CONTROLLER

The Mini Combo Controller is also currently used today in production, typically on smaller chassis or stock trucks. This controller is also used with the Canview 4 screen.

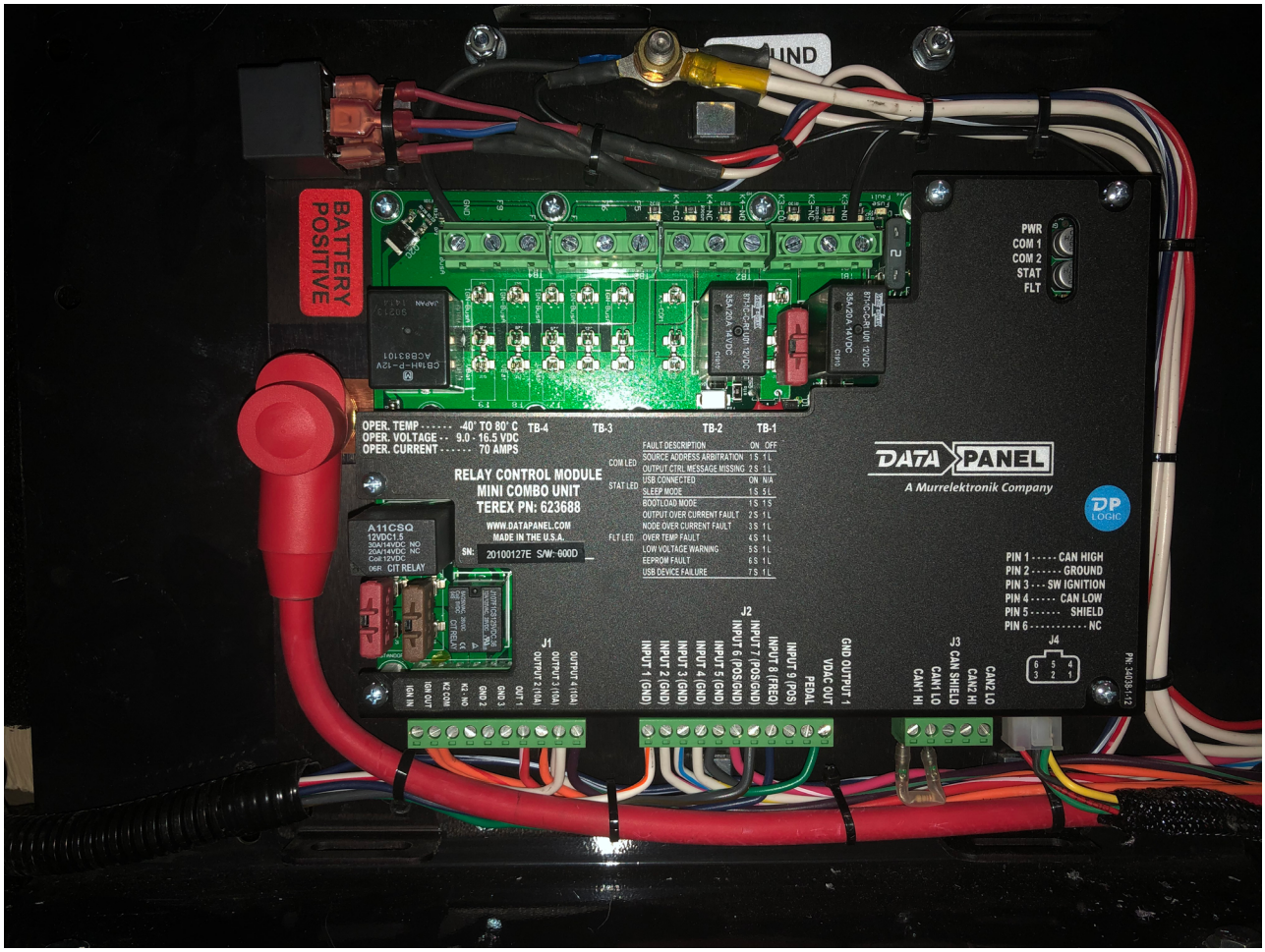



**FIGURE 11 - Mini Combo Controller**

## MEDIUM DUTY CONTROLLER

Smaller controller with an aluminum frame and built in screen. This system is typically used on light duty chassis.

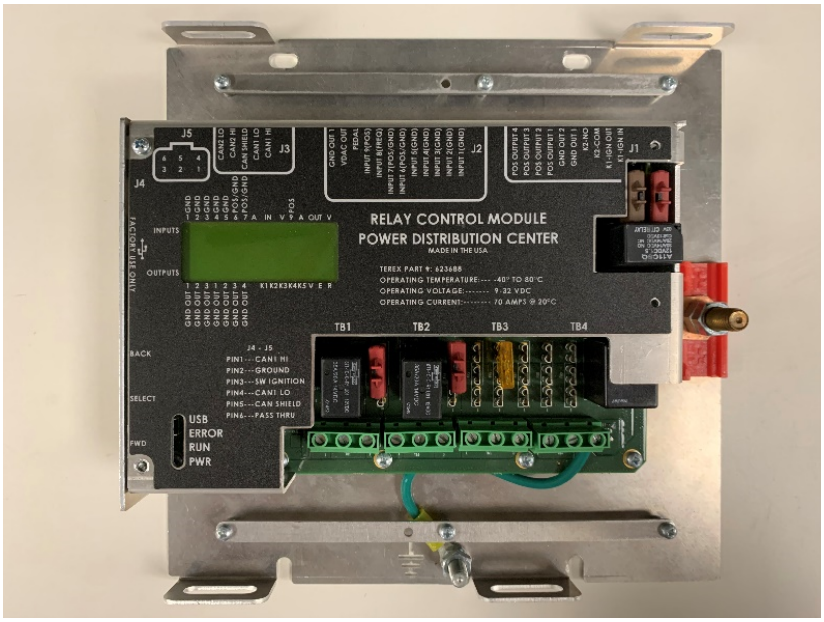



**FIGURE 12 - Medium Duty Controller**

## HEAVY DUTY CONTROLLER

Mounted on an aluminum frame with no built in screen. The reference of “Heavy” comes from the aluminum mounting frame. This controller is used on heavy duty chassis in current production.

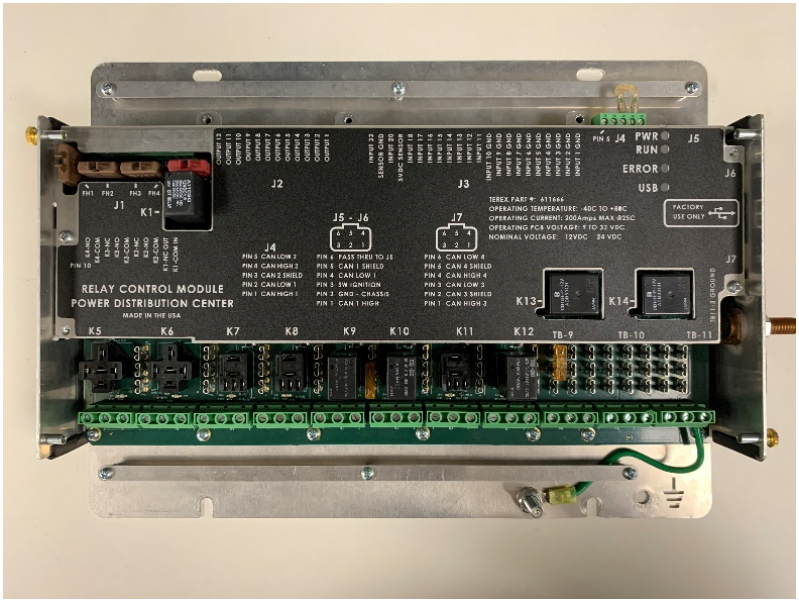



**FIGURE 13 - Heavy Duty Controller**

## CHASSIS CONTROLLER (MEDIUM AND HEAVY) - PHASE 1

PTO and Engine Hours are shown in the center of the screen. The program is contained in the controller board, not the Canview 4 display. When the home button is pressed, a settings button is not available.

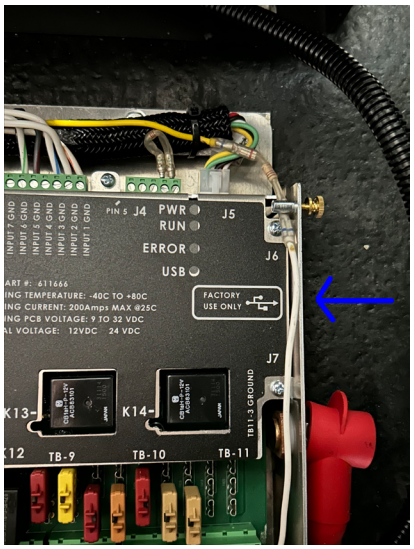




FIGURE 14 - PHASE 1 CANVIEW

## CHASSIS CONTROLLER (MEDIUM AND HEAVY) - PHASE 2

PTO and Engine Hours are shown at the top of the screen. This system can be programmed and the programming is contained within the Canview 4 instead of the controller board. When the home button is pressed, a settings button is available.

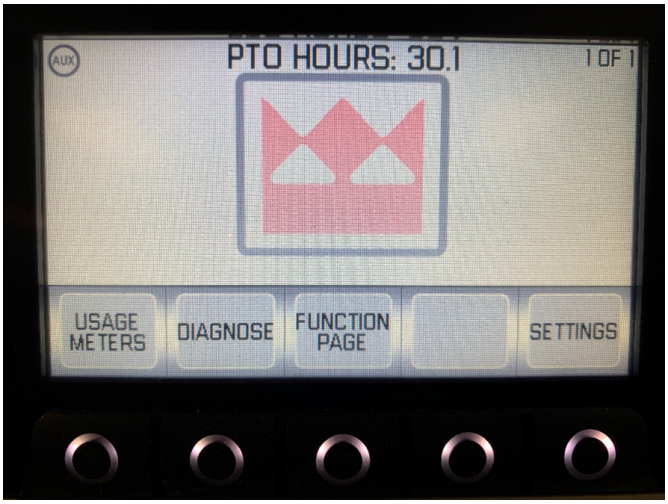



FIGURE 15 - PHASE 2 CANVIEW

## CONCLUSION

See the appropriate Tech-Tip, Maintenance Manual, or Chassis Controller Manual for the individual Chassis Controller to continue troubleshooting.

FOR FURTHER ASSISTANCE,
CONTACT THE TEREX UTILITIES TECHNICAL SUPPORT TEAM
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