



# Service Bulletin



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BULLETIN # 279

## BOBCAT 250/260

### ENGINE SOLENOID TEST

**CAUTION: The following information is intended for use by qualified service personnel. When the unit is energised LETHAL VOLTAGES are present on the electrical and electronic components. It is not intended that persons without suitable training and knowledge attempt to perform service tasks on the components of welding equipment.**

The Bobcat 250 and 260 machines have a pull to idle solenoid incorporated in to the engine controls. Occasional misdiagnosis of the failed item can lead to greater expense, more down-time and general frustration for the customer and service agents

In order to simply determine the fault cause of a “failure to return to idle” symptom, the following steps should be taken. This bulletin should be used only as a guide to fault diagnosis.



Figure 1 - Bobcat machine from above, arrow indicates solenoid location

1. Access the machine from the operators position. The machine can be accessed through removing the cover panel, or through the access hatch.
2. Identify the location of the engine throttle solenoid (Figures 1 and 2).



Figure 2 - Close up of engine solenoid

The information provided in this sheet is accurate and reliable, however no warranty of accuracy or reliability is given and no responsibility arising in any other ways by errors or omissions is accepted.



Figure 3 - Disconnected solenoid power cable

3. Disconnect the brown cable (right hand side) from the solenoid (Figure 3).
4. Set up a Voltage check on DC setting. The measuring lead should be connected to the brown cable that was disconnected at step 3. The common lead can be connected to the other side of the solenoid, or the bolt shown at the left of Figure 2 is a suitable location.
5. With the Voltmeter setup, start the machine and switch to Run/Idle mode.
6. After approximately 10 - 30 seconds, the Voltmeter should read 12-14VDC whilst the engine runs at full speed (the machine is attempting to idle, but the solenoid is disconnected).

If the symptoms were that the engine would not idle and the readings are correct in step 6, the solenoid is faulty. If the readings are not correct, it is possible that the fuel/hour/idle meter is faulty.

Please contact WIA technical support should further assistance be needed.

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