SERVICE MANUAL

MOBILE ELEVATING WORK PLATFORM
A45E

EN - 9823/8950 - ISSUE 1 - 05/2023

This manual contains original instructions, verified by the manufacturer (or their authorized representative).

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Foreword

The Operator's Manual

⚠

You and others can be killed or seriously injured if you operate or maintain the machine without first studying the Operator's Manual. You must understand and follow the instructions in the Operator's Manual. If you do not understand anything, ask your employer or JCB dealer to explain it.

Do not operate the machine without an Operator's Manual, or if there is anything on the machine you do not understand.

Treat the Operator's Manual as part of the machine. Keep it clean and in good condition. Replace the Operator's Manual immediately if it is lost, damaged or becomes unreadable.

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01 - Machine

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Acronyms Glossary

LED	Light Emitting Diode
PIL	Parts Identification List
PPE	Personal Protective Equipment

03 - Safety

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03 - Safety - Yours and Others

Introduction

All machinery can be hazardous. When a machine is correctly operated and maintained, it is a safe machine to work with. When it is carelessly operated or poorly maintained it can become a danger to you (the operator) and others.

In this manual and on the machine you will find warning messages, you must read and understand them. They inform you of potential hazards and how to avoid them. If you do not fully understand the warning messages, ask your employer or JCB dealer to explain them.

Safety is not just a matter of responding to the warnings. All the time you are working on or with the machine you must be thinking of what hazards there might be and how to avoid them.

Do not work with the machine until you are sure that you can control it.

Do not start any work until you are sure that you and those around you will be safe.

If you are not sure of anything, about the machine or the work, ask someone who knows. Do not assume anything.

Remember:

- Be careful.
- Be alert.
- Be safe.

06 - Safety Warnings

Introduction

In this manual there are safety notices. Each notice starts with a signal word. The signal word meanings are given below.

The signal word 'DANGER' indicates a hazardous situation which, if not avoided, will result in death or serious injury.

The signal word 'WARNING' indicates a hazardous situation which, if not avoided, could result in death or serious injury.

The signal word 'CAUTION' indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

The signal word 'Notice' indicates a hazardous situation which, if not avoided, could result in machine damage.

The safety alert system symbol (shown) also helps to identify important safety messages in this manual. When you see this symbol your safety is involved, carefully read the message that follows.

Figure 1. The safety alert system symbol

09 - General Safety

Introduction

Training

To operate the machine safely you must know the machine and have the skill to use it. You must abide by all relevant laws, health and safety regulations that apply to the country you are operating in. The operator's manual instructs you on the machine, its controls and its safe operation; it is not a training manual. Ensure that you receive the correct training before operating any machinery. Failing to do so will result in incorrect operation of the machine and you will be putting yourself and others at risk. In some markets, and for work on certain jobsites, you may be required to have been trained and assessed in accordance with an operator competence scheme. Make sure that you and your machine comply with relevant local laws and jobsite requirements – it is your responsibility.

Clothing

You can be injured if you do not wear the correct clothing. Loose clothing can get caught in the machinery. Keep cuffs fastened. Do not wear a necktie or scarf. Keep long hair restrained. Remove rings, watches and personal jewellery.

Care and Alertness

All the time you are working with or on the machine, take care and stay alert.

Alcohol and Drugs

It is extremely dangerous to operate machinery when under the influence of alcohol or drugs. Do not consume alcoholic drinks or take drugs before or while operating the machine or attachments. Be aware of medicines which can cause drowsiness.

Feeling Unwell

Do not attempt to operate the machine if you are feeling unwell. By doing so you could be a danger to yourself and those you work with.

Mobile Phones

Switch off your mobile phone before entering an area with a potentially explosive atmosphere. Sparks in such an area could cause an explosion or fire resulting in death or serious injury.

Switch off and do not use your mobile phone when refuelling the machine.

Lifting Equipment

You can be injured if you use incorrect or faulty lifting equipment. You must identify the weight of the item to be lifted then choose lifting equipment that is strong enough and suitable for the job. Make sure that lifting equipment is in good condition and complies with all local regulations.

Raised Equipment

Never walk or work under raised equipment unless it is supported by a mechanical device. Equipment which is supported only by a hydraulic device can drop and injure you if the hydraulic system fails or if the control is operated (even with the motor stopped).

Make sure that no-one goes near the machine while you install or remove the mechanical device.

Raised Machine

Never position yourself or any part of your body under a raised machine which is not correctly supported. If the machine moves unexpectedly you could become trapped and suffer serious injury or be killed.

Lightning

Lightning can kill you. Do not use the machine if there is lightning in your area.

Machine Modifications

This machine is manufactured in compliance with prevailing legislative requirements. It must not be altered in any way which could affect or invalidate its compliance. For advice consult your JCB dealer.

12 - Maintenance Safety

Introduction

Raised Machine

Never position yourself or any part of your body inside the raised scissor pack which is not correctly supported. If the machine moves unexpectedly you could become trapped and suffer serious injury or be killed.

Compressed Air

Compressed air is dangerous. Wear personal protective equipment. Never point a compressed air jet at yourself or others.

Springs

Always wear personal protective equipment when dismantling assemblies containing components under pressure from springs. This will protect against eye injury from components accidentally flying out.

Metal Splinters

You can be injured by flying metal splinters when driving metal pins in or out. Use a soft faced hammer or copper drift to remove and install metal pins. Always wear personal protective equipment.

Repairs

If your machine does not function correctly in any way, get it repaired straight away. Neglect of necessary repairs could result in an accident or affect your health. Do not try to do repairs or any other type of maintenance work you do not understand. To avoid injury and/or damage get the work done by a specialist engineer.

Hydraulic Pressure

Hydraulic fluid at system pressure can injure you. Before connecting or removing any hydraulic hose, residual hydraulic pressure trapped in the service hose line must be vented. Make sure the hose service line has been vented before connecting or removing hoses. Make sure the machine cannot be started while the hoses are open.

'O' rings, Seals and Gaskets

Badly installed, damaged or rotted 'O' rings, seals and gaskets can cause leakages and possible accidents. Renew whenever disturbed unless otherwise instructed. Do not use Trichloroethane or paint thinners near 'O' rings and seals.

Soft Ground

A machine can sink into soft ground. Never work under a machine on soft ground.

Working Under the Machine

Make the machine safe. Make sure the park brake is engaged and machine is fully isolated. Remove the machine key switch, disconnect the battery. Use blocks to prevent unintentional movement of the wheels.

Hydraulic Hoses

Never re-use hydraulic hose end crimps or use reusable hose end crimps.

Personal Protective Equipment

Use the appropriate personal protective equipment before performing maintenance on the machine, otherwise you could be injured.

Working at Height

Use appropriate access equipment such as ladders or a working platform if it is necessary to work at height to perform maintenance tasks on the machine. If you do not use suitable access equipment there is a risk of falling, resulting in personal injury or death.

18 - Operating Safety

Introduction

Training

Make sure that you have had adequate training and that you are confident in your ability to operate the machine safely before you use it. Practice using the machine and its attachments until you are completely familiar with the controls and what they do. Where applicable you may be required to show competency to a national certification scheme. Ensure you comply with local legislation and jobsite rules. With a careful, well trained and experienced operator, your machine is a safe and efficient machine. With an inexperienced or careless operator, it can be dangerous. Do not put your life, or the lives of others, at risk by using the machine irresponsibly. Before you start to work, tell your colleagues what you will be doing and where you will be working. On a busy site, use a signalman.

Before doing any job not covered in this manual, find out the correct procedure. Your local JCB distributor will be glad to advise you.

Machine Condition

A defective machine can injure you or others. Do not operate a machine which is defective or has missing parts. Make sure the maintenance procedures in this manual are completed before using the machine.

Machine Limits

Operating the machine beyond its design limits can damage the machine, it can also be dangerous. Do not operate the machine outside its limits. Do not try to upgrade the machine performance with unapproved modifications or additional equipment.

Communications

Bad communications can cause accidents. Keep people around you informed of what you will be doing. If you will be working with other people, make sure any hand signals that may be used are understood by everybody. Worksites can be noisy, do not rely on spoken commands.

You must stop the machine operation, isolate the controls and turn off the machine when persons are required to interact with it.

Parking

An incorrectly parked machine can move without an operator. Follow the instructions in the Operator's Manual to park the machine correctly.

Banks and Trenches

Banked material and trenches can collapse. Do not work or drive too close to banks and trenches where there is danger of collapse.

Safety Barriers

Unguarded machines in public places can be dangerous. In public places, or where your visibility is reduced, place barriers around the work area to keep people away.

Sparks

Explosions and fire can be caused by sparks from the exhaust or the electrical system. Do not use the machine in closed areas where there is flammable material, vapour or dust.

Regulations

Obey all laws, worksite and local regulations which affect you and your machine.

Electrical Power Cables

You could be electrocuted or badly burned if you get the machine or its attachments too close to electrical power cables.

You are strongly advised to make sure that the safety arrangements on site comply with the local laws and regulations concerning work near electric power lines.

Before you start using the machine, check with your electricity supplier if there are any buried power cables on the site.

There is a minimum clearance required for working beneath overhead power cables. You must obtain details from your local electricity supplier.

Machine Safety

Stop work at once if a fault develops. Abnormal sounds and smells can be signs of trouble. Examine and repair before resuming work.

Travelling at High Speeds

Travelling at high speeds can cause accidents. Always travel at a safe speed to suit working conditions.

Travelling at Height

If it is not part of the work task, lower the platform before travelling. Only travel at height if it is necessary and the travel area has been inspected.

Confined Areas

Pay extra attention to proximity hazards when operating in confined areas. Proximity hazards include buildings, traffic and bystanders.

Safe Working Loads

Overloading the machine can damage it and make it unstable. Study the specifications in the Operator's Manual before using the machine.

Lightning

If there is lightning, stay away from the machine and do not use the machine. If you are on the machine, exit the machine and get to safety. Do not attempt to mount or enter the machine.

If the machine is struck by lightning do not use the machine until it has been checked for damage and malfunction by trained personnel.

Tools and Objects

Do not cover the platform sides or carry objects with a large surface area when operating outdoors.

21 - Worksite Safety

Introduction

"Workplace Inspection" will help operators to determine whether the workplace is suitable for operation. Operators must inspect the workplace before they move machines there. It is the operator's responsibility to understand and keep in mind the hazards in the workplace, He/she must pay attention and avoid these problems when moving, installing and operating the machine. Check for hazards such as but not limited to:

- Drop-offs, or potholes including those concealed by water mud, etc.
- Slopes.
- Bumps and floor obstructions.
- Debris.
- Over head obstructions and electrical conductors.
- Hazardous locations and atmospheres.
- Inadequate surface and support to withstand all load forces imposed by the platform in all operating configurations.
- Wind and weather conditions.
- Presence of unauthorized persons.
- Other possible unsafe conditions.
- Underground utilities and pipes.
- Overhanging objects, tree branches.

24 - Risk Assessment

Introduction

It is the responsibility of the competent people that plan the work and operate the machine to make a judgement about the safe use of the machine, they must take into account the specific application and conditions of use at the time.

It is essential that a risk assessment of the work to be done is completed and that the operator obeys any safety precautions that the assessment identifies.

If you are unsure of the suitability of the machine for a specific task, contact your JCB dealer who will be pleased to advise you.

The following considerations are intended as suggestions of some of the factors to be taken into account when a risk assessment is made. Other factors may need to be considered.

A good risk assessment depends on the training and experience of the operator. Do not put your life or the lives of others at risk.

Personnel

- Are all persons who will take part in the operation sufficiently trained, experienced and competent? Are they fit and sufficiently rested? A sick or tired operator is a dangerous operator.
- Is supervision needed? Is the supervisor sufficiently trained and experienced?
- As well as the machine operator, are any assistants or lookouts needed?

The Machine

- Is it in good working order?
- Have any reported defects been corrected?
- Have the daily checks been carried out?
- Are the tyres in good condition?
- Is the battery charged sufficiently to complete the job?

Working Area

- Is it level?
- Is the ground solid? Will it support the weight of the machine when loaded?
- How rough is the ground? Are there any sharp projections which could cause damage, particularly to the tyres?
- Are there any obstacles or hazards in the area, for example, debris, excavations, manhole covers, power lines?
- Is the space sufficient for safe manoeuvring?
- Are any other machines or persons likely to be in or to enter the area while operations are in progress?

The Route to be Travelled

- How solid is the ground, will it provide sufficient traction and braking? Soft ground will affect the stability of the machine and this must be taken into account.
- How steep are any slopes, up/down/across? A cross slope is particularly hazardous, is it possible to detour to avoid them?

Weather

- How windy is it? High wind will adversely affect the stability of a loaded machine. For maximum allowable wind speed of your machine.
- Is it raining or is rain likely? The ground that was solid and smooth when dry will become uneven and slippery when wet, and it will not give the same conditions for traction, steering or braking.

Emergency Plan

Make sure that the emergency rescue plan is in place and understood, It is important to make sure that those involved in the rescue plan are aware of the location of the lowering controls and how to operate the machine from platform controller at height.

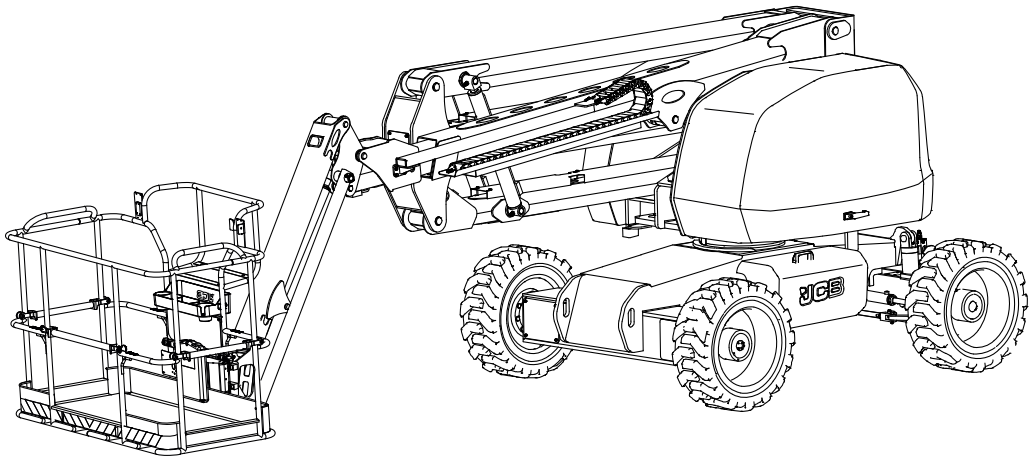
27 - Maintenance Positions

Introduction

Make the machine safe before you start the maintenance procedure.

1. Park the machine on firm, level ground.
2. Make sure that machine is in stowed position.
3. Turn OFF the machine and remove the key.
4. Turn OFF the battery isolator switch to prevent accidental operation.
5. Put chocks at the front and rear of all wheels.

Figure 2. Platform Lowered Position



Health and Safety

⚠ **WARNING** Maintenance must be done only by suitably qualified and competent persons. Before doing any maintenance make sure the machine is safe, it must be correctly parked on firm, level ground. To prevent anyone starting the motors, remove the ignition key, turn off the service disconnect and apply padlock. Disconnect the 12V battery (by means of the battery isolator) when you are not using electrical power. If you do not take these precautions you could be injured or killed.

WARNING Make the machine safe before getting beneath it. Make sure that any attachments on the machine are correctly attached. Engage the park brake, remove the ignition key, isolate the battery.

Make the machine safe before you start a maintenance procedure.

You can complete most of the maintenance procedures with the lift arm lowered. Unless a maintenance procedure instructs you differently, you must lower the lift arm.

06 - About this Manual

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03 - Model and Serial Number

Introduction

This manual provides information for the following model(s) in the JCB machine range:

Table 1.

Model	VIN Prefix.
A45E	RAJA4054
	RAJA4154
	RAJA4A54
	RAJA4B54

06 - Using the Manual

Introduction

Information in this manual conforms to a standard JCB service manual format. The format uses section headings taken from a PIL (Parts Identification List). These headings are assigned numerical identification references.

Table 2.

Example	Section	Main Assembly / Heading	Component / Sub-heading
PIL reference	33	03	03
Heading	Electrical System	Battery	Isolator Switch

Information within each PIL reference is included under a set of standard headings such as Introduction, Health and Safety, Technical Data and Operation for example. Where additional relevant information is contained within another PIL reference a cross reference is provided.

The main systems information is contained in the manual as follows.

Table 3.

System	PIL Reference	Heading
Hydraulic System	PIL 30-00-50	Schematic Circuit
Electrical System	PIL 33-03-03	Battery - Isolator Switch
	PIL 33-09-00	Power Distribution (including fuses and relays)
	PIL 33-00-50	Schematic Circuit
Electronic Diagnostic	PIL 33-57-00	Electronic Diagnostic (including Servicemaster)

Machine Variants

Where information is different depending on machine variant, the applicable information sets are included within the same PIL reference. Headings are included to identify which information is for which variant. Make sure you use the correct information.

Routine Maintenance

A dedicated section for routine maintenance procedures is not included. Instead, procedures are included in the relevant PIL headings.

Routine maintenance must be carried out in accordance with the applicable maintenance schedule.
Refer to: PIL 78-24.

Diagnostics

Information in this manual can help you diagnose machine faults.

Before attempting to diagnose possible faults check the following.

- Make sure that the operator understands the machine controls, functions and use. Refer to the applicable Operator Manual.
- Check that the maintenance record complies with the applicable schedule for the operating environment.
- Check that the fluids in use comply with the standards specified.
- Make sure that the machine electronic set-up is applicable. Use the applicable Servicemaster vehicle set-up tool.
- Use the applicable Servicemaster diagnostics tools.

Remove and Install

Before removal of components or assemblies, clean the applicable parts of the machine. After removal cap open ports and hoses to prevent contamination.
Refer to: PIL 01-33-00.

Use new sealing elements such as gaskets and O-rings.

Do not install defective components or assemblies. if necessary replace them with new ones.

Dismantle and Assemble

Before dismantling an assembly clean it.

After dismantling, clean the individual components and check them for wear and defects. If necessary replace them with new ones.

During assembly use new sealing elements such as gaskets and O-rings.

Torque Tightening

When you replace components, always tighten the applicable fixings to the correct torque value. Use the torque tightening values contained in the individual procedures (Remove and Install, Disassemble and Assemble etc.). If no torque values are specified, use the standard torque tightening values. For the torque setting to be effective, do the following before you install the fixings.

- Make sure that all the applicable component assemblies are correct.
- Make sure that the applicable fixings are to the correct specification. If necessary discard the original fixings and replace them with new ones. The relevant procedures indicate when this is necessary.
- Make sure that the applicable fixings and threaded holes are free from contamination. This includes dirt, debris, old sealants and compounds, fluids and lubricants.

Consumable Products

Some procedures require the use of consumable products such as lubricants, sealants, adhesives and locking fluids. Use the correct products. Where products are available from JCB the applicable part numbers are given in the procedures. A complete list of consumable products available from JCB is given in this manual.
Refer to: PIL 75-00.

After Sales

Some procedures require the use of equipment such as special tools and PPE (Personal Protective Equipment). Where special tools are available from JCB the applicable part numbers are given in the procedures. Full details about the applicable special tools are given in this manual. Refer to (PIL 78-00).

Use the correct PPE to comply with local and employer regulations.

09 - Description

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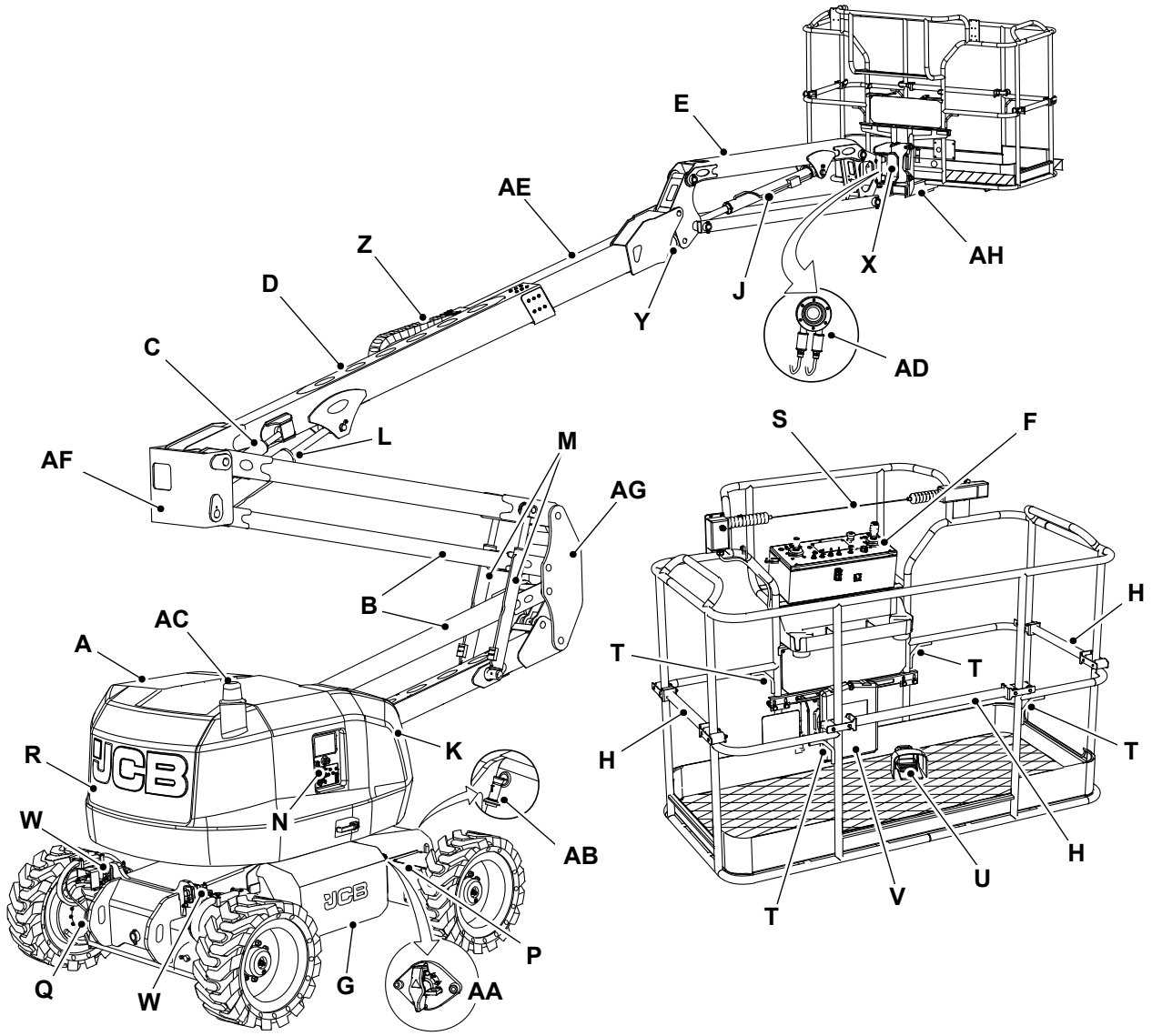
12 - Main Component Locations

Introduction

Figure 3.



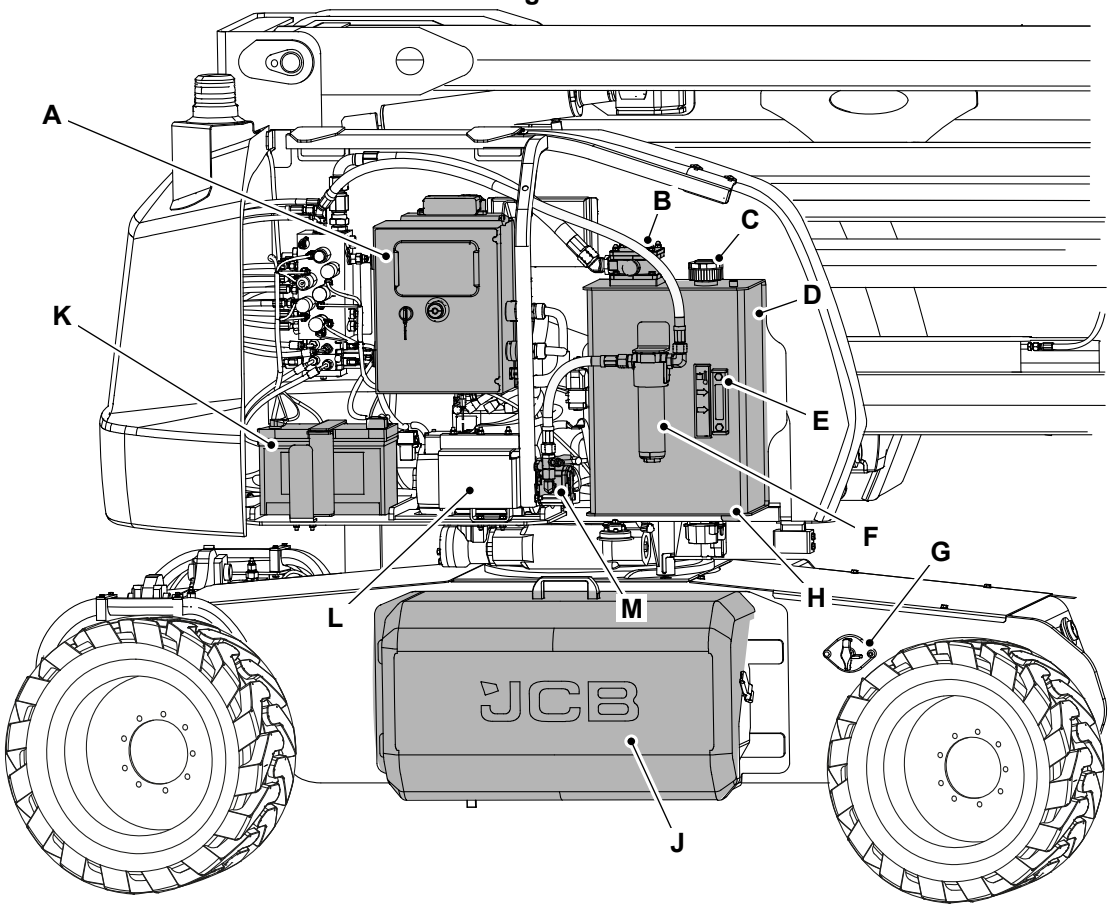
A Right side canopy
B Articulated boom
C Lower leveling cylinder
D Telescopic boom (stage 1)
E Jib
F Platform controller
G Battery compartment
H Platform entry gate
J Jib lift cylinder
K Control side canopy
L Telescopic boom lift cylinder
M Articulated boom lift cylinder
N Base control panel
P Under carriage
Q Front axle
R Counter weight
S Secondary guarding system
T Safety harness anchorage point
U Foot pedal switch
V Documents box
W Oscillating axle cylinder
X Platform rotate actuator
Y Upper leveling cylinder
Z Drag chain
AA Battery isolator
AB Battery charging point

AC Beacon
AD Load cell
AE Telescopic boom (stage 2)
AF Boom front knuckle
AG Boom rear knuckle
AH Platform carrier

15 - Service Point Locations

Introduction

Figure 4.



A Base control panel
B Return line filter
C Filler breather
D Hydraulic tank
E Level gauge / oil temperature
F Hydraulic high pressure filter
G Battery isolator
H Hydraulic tank drain plug
J 48V main batteries
K 12V battery
L Hydraulic pump motor
M Hydraulic pump

12 - Operation

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00 - General

Check (Operation)

You must check the machine and platform for correct operation at regular intervals.
Refer to: PIL 78-24-00.

Make a note of the following.

- The correct drive function is necessary for safe machine operation.
- The drive function must respond quickly and smoothly to operator control.
- The drive performance must be free of hesitation, jerking and unusual noise over the entire proportionally controlled speed range.
- Do this procedure with the machine on a firm, level surface that is free of obstructions.

Calibrate

If any component or part is changed on this machine, it is recommended to calibrate full machine in the specified sequence only. Refer to Table 4.

Table 4. Machine Calibration Sequence

Sequence	Check	Description
1	Calibrate and test the tilt sensor	Calibrate level sensor on 0° ground and test sensor on rated ramps. Refer to: PIL 33-84-60.
2	Setting of elevated limit switches	Set up main boom limit switch. Refer to: PIL 33-85-05. Set up articulated boom limit switch. Refer to: PIL 33-85-10. Set up telescopic boom limit switch. Refer to: PIL 33-85-15.
3	Calibrate and test the weight sensor	On flat level ground.
4	Check for 125% structural overload test	Perform the overload test with 125% basket load. For more details refer structural load section below.
5	Check for 110% functional test	Check and record maximum function speeds in tortoise and hare condition Refer to: PIL 01-48-12.
6	Parking brake Test	Check the parking brake holds the machine on 40% ramp.
7	Gradeability Test	Check the machine can drive on 40% ramp.
8	Check for base override	Switch the machine off. Press and hold base override switch. Switch the machine ON. Continue to press down and hold the 'base override' icon while pushing the boom function button. Clear the 'base override' icon. Refer to: PIL 33-24-02.
9	Check for slew acknowledgement LED (Light Emitting Diode) and travel	Slew the turntable outside forward position (90°), check slew acknowledgement LED flashing and check the travel function is not enabled. Press foot pedal and slew acknowledgement button, check the LED turns solid and check the travel function enabled. Release the foot switch and check platform slew acknowledgement LED flashing. Slew inside forward position, check platform slew acknowledgement LED is off. Refer to: PIL 33-84-76. Refer to: PIL 27-00-00.

Sequence	Check	Description
10	Secondary guarding check	Start the machine, press the secondary guarding cable. Refer to: PIL 06-97-00. Check the operator caution, LED flashes and buzzer beeps. Check drive, slew, raise and extend functions are disabled. Check articulated and main boom lower and telescopic boom retract are enabled. Operate platform levelling, function is disabled. Reset secondary guarding pull switch and check all the functions are enabled.
11	Check oscillating axle	Refer to: PIL 27-20-01. for oscillating axle safety check.
12	Hydraulic tank body/ joint seal	No leakage in the hydraulic tank body and splice.

Tilt Sensor Check

For tilt sensor calibration-
Refer to: PIL 33-84-60.

Calibrating the Limit Switches

Main Boom Down Limit Setting

For main boom down limit switch calibration-
Refer to: PIL 33-85-05.

Articulated Boom Down Limit Setting

For articulated boom down limit switch calibration-
Refer to: PIL 33-85-10.

Telescopic Boom Retract Limit Setting

For telescopic boom retract limit switch calibration-
Refer to: PIL 33-85-15.

No Load Calibration

1. Take the machine to suitable testing area.
2. Lower the platform to the stowed position.
3. Make sure that there is no load on the platform.
4. Turn the machine ON and make sure that the both (base and platform) emergency switches are in 'ON' Position.
5. Select the machine settings page of the display. Passcode: 1234 (or set via service master).

   Duration: 5s
6. Select the load cell calibration option in the menu.
7. Select 'No Load' and press the 'Enter (tick)' button
8. Display will ask for confirmation
9. Press the ' Enter (tick)' button again to confirm.
10. Once the calibration is done, the display will show the result of calibration.

Full Load Calibration

1. Take the machine to suitable testing area.
2. Lower the platform to the stowed position.
3. Make sure that there is rated load on the platform.
4. Turn the machine ON and make sure that the both (base and platform) emergency switches are in 'ON' Position.
5. Select the machine settings page of the display. Passcode: 1234 (or set via service master).

   Duration: 5s
6. Select the load cell calibration option in the menu.
7. Select 'Rated Load' and press the 'Enter (tick)' button
8. Display will ask for confirmation
9. Press the ' Enter (tick)' button again to confirm.
10. Once the calibration is done, the display will show the result of calibration.

Table 5. Load Calibration Weights

Machine Model	100% Rated Load
A45E	300kg

Overload Calibration - Upper Limit

1. Take the machine to suitable testing area.

2. Raise and lower the platform twice without any load in the platform.
3. Lower the platform to the stowed position.
4. Add 'Upper test load' on the platform. Refer to Table 6.
5. Make sure all movement controls are disabled at the base and platform control panels
6. Make sure the Overload icon is flashing on the Display and the Overload LED is flashing on the Platform. Make sure the buzzers are beeping.

Table 6. Load Calibration Weights

Machine Model	Upper Test Load
A45E	306kg

Overload Calibration - Lower Limit

The machine will be raised to full height during the calibration procedure. Make sure that there is sufficient clearance above the platform before starting the calibration.

1. Take the machine to suitable testing area.
2. Raise and lower the platform twice without any load in the platform.
3. Lower the platform to the stowed position.
4. Add 'Lower test load' on the platform. Refer to Table 7.
5. Fully raise and lower the platform.
6. Make sure there should be no buzzers. All movements should be enabled from the base and platform control panels. The overload icon on the display LED should be on but not flashing, and the overload LED on the platform control panel should be on but not flashing.
7. If overload alarm sounds, contact JCB Service.
8. Raise and lower the platform to full working height for 5 cycles with 95% load in the platform.
9. Visually inspect the booms, platform and hydraulic cylinders for structural damage or weakness.
10. Make sure that there are no hydraulic leaks.

Table 7. Load Calibration Weights

Machine Model	Lower Test Load
A45E	300kg

Structural Overload Test - at 125% Load

The machine will be raised to full height during the calibration procedure. Make sure that there is sufficient clearance above the platform before starting the procedure.

1. Take the machine to suitable testing area.
2. Test should be done flat level ground.
3. Disable the overload alarm on the base controller.
   - 3.1. Open the service master tab, select your machine, then select 'vehicle setup' option for your machine.
   - 3.2. Once you select 'vehicle setup' option, under 'machine options' you will get 'disable overload' option.
   - 3.3. Tick/ un tick to enable/disable the overload alarm option.
4. Add 125% rated load on the platform.

   Refer to: PIL 01-48-10.
5. Raise the articulated lift arm to its full height. Keep telescopic boom retracted and jib arm horizontal.
6. Extend the telescopic boom to its full reach.
7. It is required to slew to end stop in each direction.
8. Raise the boom to its full height.
9. It is required to slew to end stop in each direction.
10. Lower the boom, articulated lift arm, and jib to the fully stowed position.

Functional Load Test- at 110% Load

The machine will be raised to full height during the calibration procedure. Make sure that there is sufficient clearance above the platform before starting the procedure.

1. Take the machine to suitable testing area.
2. Test should be done on flat level ground.
3. Disable the overload alarm on the base controller.
   - 3.1. Open the service master tab, select your machine, then select 'vehicle setup' option for your machine.
   - 3.2. Once you select 'vehicle setup' option, under 'machine options' you will get 'disable overload' option.

3.3. Tick/ un tick to enable/disable the overload alarm option.

4. Add 110% rated load on the platform.

   Refer to: PIL 01-48-10.

5. Follow the raising and lowering speed test procedure given below.

Raising and Lowering Speed

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Test should be done on flat level ground.

3. Park the machine in a solid and even test area free from any overhead obstructions.

4. Pull out the base emergency stop button to the ON position.

5. Pull out the platform emergency stop button to the ON position.

6. Turn the ignition switch to base control position.

7. Check the articulated boom lift cycle time as follows.

   7.1. Press base enable switch.

   7.2. Raise the articulated boom.

   7.3. Make a note of the duration required for raising the articulated boom.

   7.4. Make sure that the cycle time is within the specified limits.

   7.5. Lower the articulated boom to its fully stowed position.

   7.6. Make a note of the cycle time required for lowering the articulated boom.

   7.7. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   7.8. Press foot pedal on work platform.

   7.9. Raise the articulated boom.

   7.10. Make a note of the duration required for raising the articulated boom.

   7.11. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   7.12. Lower the articulated boom to its fully stowed position.

   7.13. Make a note of the cycle time required for lowering the articulated boom.

   7.14. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   7.15. If the articulated boom raising and lowering speeds are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

8. Check the main boom lift cycle time as follows.

   8.1. Press base enable switch.

   8.2. Raise the main boom.

   8.3. Make a note of the duration required for raising the main boom.

   8.4. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   8.5. Lower the main boom to its fully stowed position.

   8.6. Make a note of the cycle time required for lowering the main boom.

   8.7. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   8.8. Press foot pedal on work platform.

   8.9. Raise the main boom.

   8.10. Make a note of the duration required for raising the main boom.

   8.11. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   8.12. Lower the main boom to its fully stowed position.

   8.13. Make a note of the cycle time required for lowering the main boom.

   8.14. Make sure that the cycle time is within the specified limits.

   Refer to: PIL 01-48-12.

   8.15. If the main boom raising and lowering speeds are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

9. Check the telescopic boom (extended / retracted) telescopic boom lift cycle time as follows.

   9.1. Press base enable switch.

   9.2. Raise the telescopic boom (extended / retracted).

9.3. Make a note of the duration required for raising the telescopic boom.

9.4. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

9.5. Lower the telescopic boom to its fully stowed position.

9.6. Make a note of the cycle time required for lowering the telescopic boom.

9.7. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

9.8. Press foot pedal on work platform.

9.9. Raise the telescopic boom (extended / retracted).

9.10. Make a note of the duration required for raising the telescopic boom.

9.11. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

9.12. Lower the telescopic boom to its fully stowed position.

9.13. Make a note of the cycle time required for lowering the telescopic boom.

9.14. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

9.15. If the telescopic boom raising and lowering speeds are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

10. Check the jib boom telescopic boom lift cycle time as follows.

10.1. Press base enable switch.

10.2. Raise the jib boom.

10.3. Make a note of the duration required for raising the jib boom.

10.4. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

10.5. Lower the jib boom to its fully stowed position.

10.6. Make a note of the cycle time required for lowering the jib boom.

10.7. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

10.8. Press foot pedal on work platform.

10.9. Raise the jib boom.

10.10. Make a note of the duration required for raising the jib boom.

10.11. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

10.12. Lower the jib boom to its fully stowed position.

10.13. Make a note of the cycle time required for lowering the jib boom.

10.14. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

10.15. If the jib boom raising and lowering speeds are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

11. Check the platform rotate cycle time as follows.

11.1. Press base enable switch.

11.2. Rotate the platform clockwise.

11.3. Make a note of the duration required for rotating the platform.

11.4. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

11.5. Press foot pedal on work platform.

11.6. Rotate the platform anti- clockwise.

11.7. Make a note of the duration required for rotating the platform.

11.8. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

11.9. If the platform rotate clockwise and anti-clockwise speeds are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

12. Check the slew- 90° cycle time as follows.

12.1. Press base enable switch.

12.2. Slew the machine at 90° to its fully stowed position.

12.3. Make a note of the duration required to slew- 90°.

12.4. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

12.5. Slew the machine at 90° to its fully extended position.

12.6. Make a note of the cycle time required to slew- 90°.

12.7. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

12.8. Press foot pedal on work platform.

12.9. Slew the machine at 90° to its fully stowed position.

12.10. Make a note of the duration required to slew- 90°.

12.11. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

12.12. Slew the machine at 90° to its fully extended position.

12.13. Make a note of the cycle time required to slew- 90°.

12.14. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

12.15. If the slew- 90° stowed and extended speed are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

13. Check the platform levelling cylinder lift cycle time as follows.

13.1. Press base enable switch.

13.2. Raise the platform levelling cylinder.

13.3. Make a note of the duration required for raising the platform levelling cylinder.

13.4. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

13.5. Lower the platform levelling cylinder to its fully stowed position.

13.6. Make a note of the cycle time required for lowering the platform levelling cylinder.

13.7. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

13.8. Press foot pedal on work platform.

13.9. Raise the platform levelling cylinder.

13.10. Make a note of the duration required for raising the platform levelling cylinder.

13.11. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

13.12. Lower the platform levelling cylinder to its fully stowed position.

13.13. Make a note of the cycle time required for lowering the platform levelling cylinder.

13.14. Make sure that the cycle time is within the specified limits.

Refer to: PIL 01-48-12.

13.15. If the platform levelling cylinder raising and lowering speeds are not within the range, adjust the orifice or adjust the maximum solenoid currents through service master.

Machine Travel Speed Calibration

Make a note of the following.

- The correct drive function is necessary for safe machine operation.
- The drive function must respond quickly and smoothly to operator control.
- The drive performance must be free of hesitation, jerking and unusual noise over the entire proportionally controlled speed range.
- Do this procedure with the machine on a firm, level surface that is free of obstructions.

You must check the platform for correct operation in three different modes as follows.

At fast speed and platform in lowered position

1. Make the machine safe with the platform lowered.

   Refer to: PIL 01-03-27.

2. Put marks on the ground for start and finish lines. Make sure that the distance between the lines is as specified.

   Distance: 20m

3. Turn the ignition switch to ON position.

4. Pull out the base emergency stop button to the ON position.

5. Pull out the platform emergency stop button to the ON position.

6. Make a note of the point on the machine (contact patch of a tyre) as a visual reference when you cross the test line.

7. Press and hold the foot pedal at the platform control position

8. Move the drive joystick in the forward direction.
9. Bring the machine to top drive speed before you reach the start line.
10. Start the timing when the selected reference point on the machine crosses the start line.
11. Continue at full speed and note the time when your reference point on the machine passes the finish line.
12. Make sure that the values are within the specified limits.

    Refer to: PIL 01-48-12.

At slow speed and platform in lowered position

1. Make the machine safe with platform lowered.

    Refer to: PIL 01-03-27.
2. Put marks on the ground for start and finish lines. Make sure that the distance between the lines is as specified.

    Distance: 20m
3. Turn the ignition switch to ON position.
4. Pull out the base emergency stop button to the ON position.
5. Pull out the platform emergency stop button to the ON position.
6. Make a note of the point on the machine (contact patch of a tyre) as a visual reference when you cross the test line.
7. Press and hold the foot pedal at the platform control position
8. Move the drive joystick in the forward direction.
9. Bring the machine to top drive speed before you reach the start line.
10. Start the timing when the selected reference point on the machine crosses the start line.
11. Continue at full speed and note the time when your reference point on the machine passes the finish line.
12. Make sure that the values are within the specified limits.

    Refer to: PIL 01-48-12.

At platform in raised position

When the platform is raised, the machine automatically goes to the slow speed mode.

1. Make the machine safe.

    Refer to: PIL 01-03-27.
2. Put marks on the ground for start and finish lines. Make sure that the distance between the lines is as specified.

    Distance: 10m
3. Turn the ignition switch to platform control position.
4. Pull out the ground emergency stop button to the ON position.
5. Pull out the platform emergency stop button to the ON position.
6. Extend the telescopic boom until the display shows the machine is in the raised position.

    Distance: 0.5m
7. Make a note of the point on the machine (contact patch of a tyre) as a visual reference when you cross the test line.
8. Press and hold the foot pedal at the platform control position.
9. Move the drive joystick in the forward direction.
10. Bring the machine to top drive speed before you reach the start line.
11. Start the timing when the selected reference point on the machine crosses the start line.
12. Continue at full speed and note the time when your reference point on the machine passes the finish line.
13. Calculate the speed of the machine.
14. Make sure that the speed is as specified limits.

    Refer to: PIL 01-48-12.

Brake Test

Make a note of the following.

- You must check the brakes for correct operation at regular intervals. Refer to Maintenance Schedules.
- The correct brake function is necessary for safe machine operation.
- The brake function must operate smoothly, free of hesitation, jerking and unusual noise.
- Do this procedure with the machine on a firm, level surface that is free of obstructions.

1. Make the machine safe with the platform lowered.

    Refer to: PIL 01-03-27.

2. Put a mark on the ground to use as a test line.
3. Turn the ignition switch to platform control.
4. Pull out the ground emergency stop button to the ON position.
5. Pull out the platform emergency stop button to the ON position.
6. Make a note of the point on the machine (contact patch of a tyre) as a visual reference when you cross the test line.
7. Press and hold the foot pedal at the platform control position
8. Move the drive joystick in the forward direction.
9. Bring the machine to top drive speed before you reach the test line.
10. Release the control lever when the selected reference point on the machine crosses the test line.
11. Measure the distance between the test line and the machine reference point.
12. Make sure that the braking distance is within the specified limits.
13. Extend the telescopic boom.

    Distance: 0.5m
14. Do the steps 2 to 11 with the telescopic boom partly extended.
15. Make sure that the braking distance is within the specified limits.

Gradeability Test

The brakes must be able to hold the machine upto 40% slope. Refer to operators manual.

1. Start the machine on specified slope ramp from base of the ramp and slowly drive up the ramp until both sets of wheels are on the ramp.

   Percentage: 40%
2. Hold/Park the machine on ramp for specified duration.

   Duration: 5s

   2.1. The Machine should stop on ramp.
3. Drive the machine slowly down the slope. Stop while both sets of wheels are on the ramp.
4. Hold/Park the machine on ramp for specified duration.

   Duration: 5s

   4.1. The Machine should stop on ramp.

27 - Lifting

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00 - General

Introduction

Lifting points are provided for lifting the machine. Using these points will give a safe stable lift. Other methods of lifting are not recommended.

Lifting Procedure

1. Make the machine safe with the platform lowered.

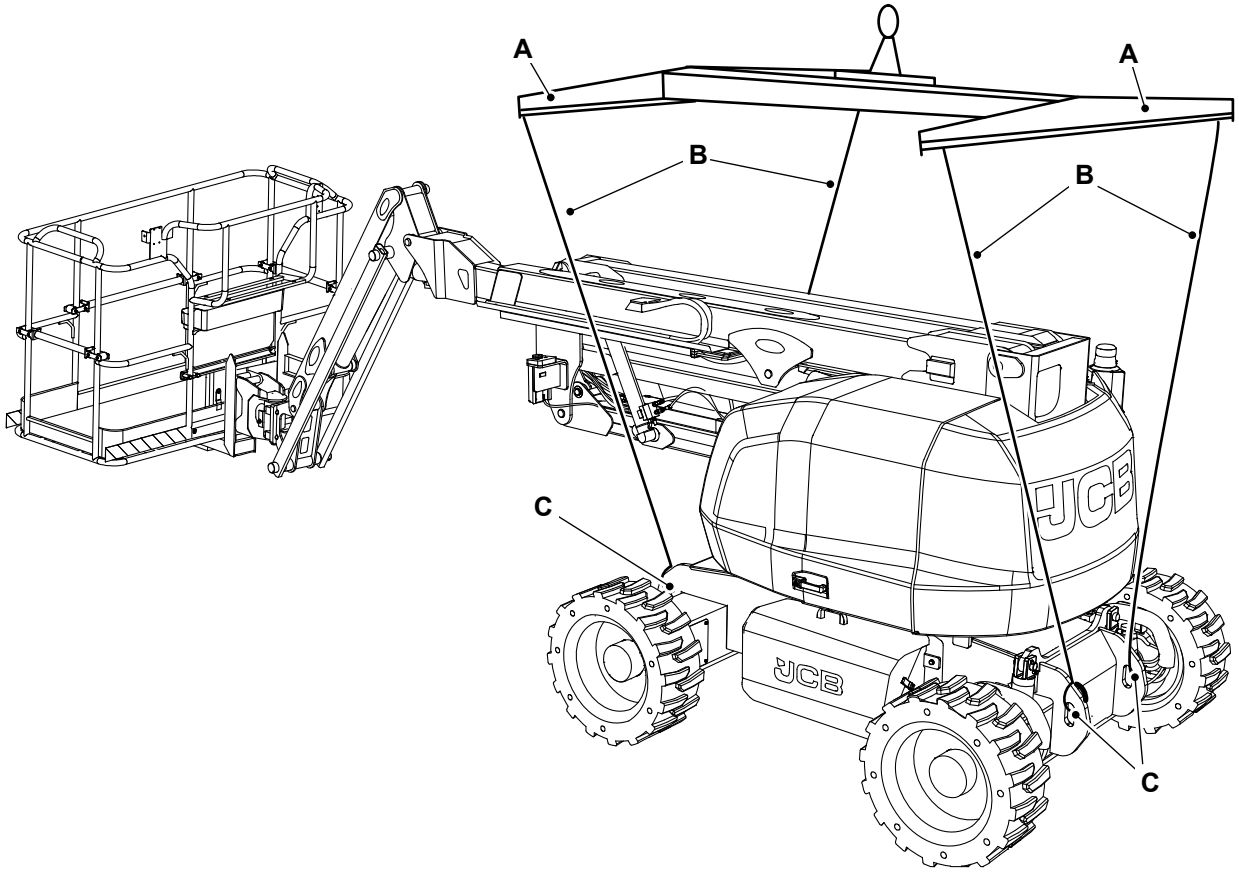
   Refer to: PIL 01-03-27.

2. Remove any loose item from the machine.
3. Make sure all the access covers and canopies are securely shut.
4. Use the correct length of hoisting rope to prevent damage to the platform base and guardrail.
5. Make sure the hoist rigging is in the correct position. Adjust the hoist rigging to prevent machine damage and keep the machine in the level position.

   5.1. You must consider the location of the centre of gravity on the machine, when you lift the machine.

   5.2. Use foam to protect booms and counterweight at suitable contact points to avoid damage.

Figure 5.



A Spreader bars
B Lifting chains
C Lifting points

The machine should be in fully stowed position and machine in 0° slewing position and forward drive position. If necessary, slew the machine to 5° which will let the vertical chains to lift the machine without impacting the boom structure.

You must consider the location of the centre of gravity on the machine, when you lift the machine. The origin of centre of gravity is from the front left wheel centre. Refer to Figure 6.

Figure 6.

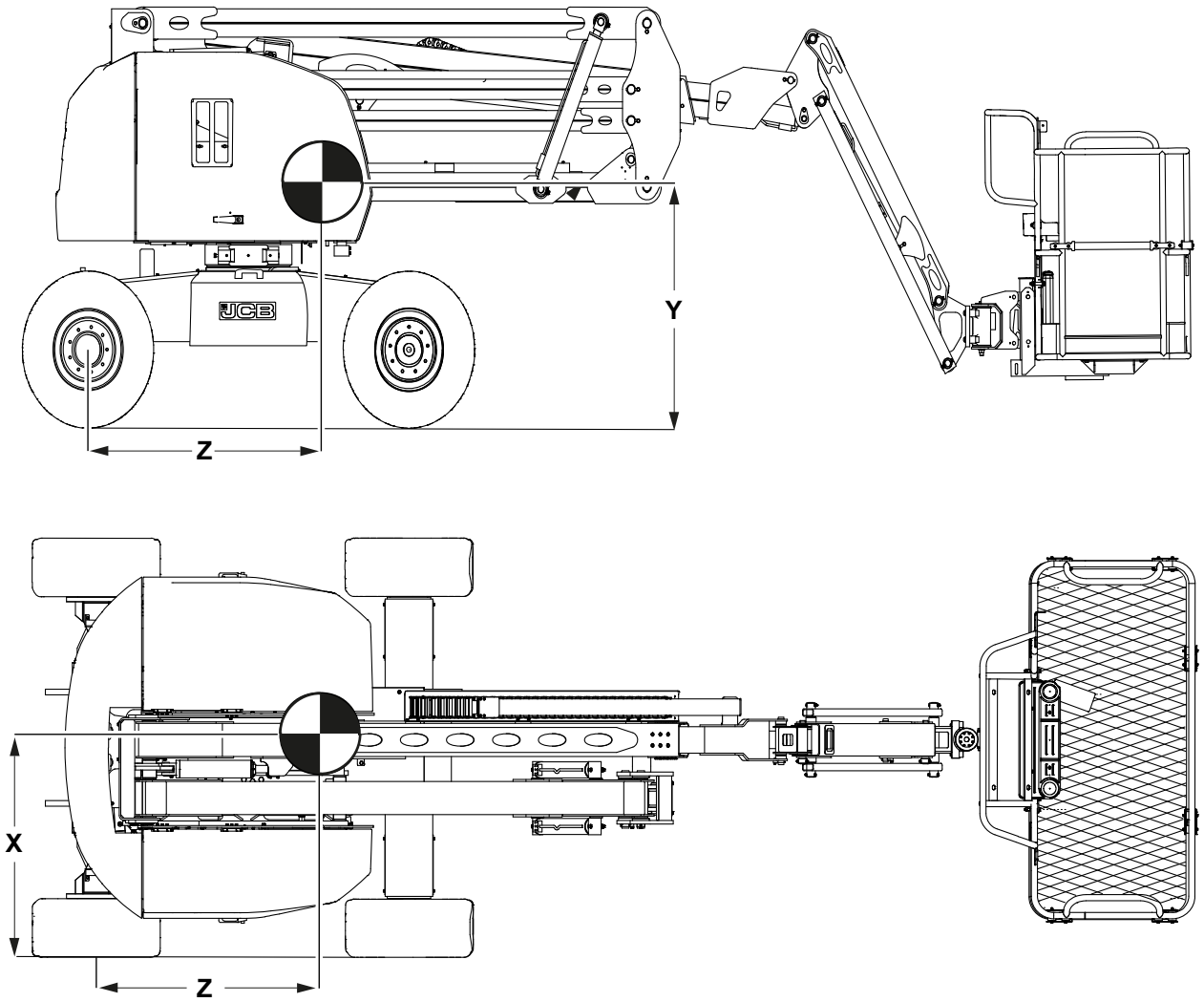


Table 8. Location of the Centre of Gravity

X- axis	Y- axis	Z- axis
1,082.5mm	1,062mm	1,086.3mm

33 - Cleaning

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Notes:

00 - General

Introduction

⚠ **WARNING** When using cleaning agents, solvents or other chemicals, you must adhere to the manufacturer's instructions and safety precautions.

WARNING Airborne particles of light combustible material such as straw, grass, wood shavings, etc. must not be allowed to accumulate within the battery compartment. Examine these areas frequently and clean at the beginning of each work shift or more often if required. Before opening the battery cover, make sure that the top is clear of debris.

CAUTION To avoid burning, wear personal protective equipment when handling hot components. To protect your eyes, wear goggles when using a brush to clean components.

Notice: Cleaning metal parts with incorrect solvents can cause corrosion. Use only recommended cleaning agents and solvents.

Notice: The efficiency of the rams will be affected if they are not kept free of solidified dirt. Clean dirt from around the rams regularly. When leaving or parking the machine, close all rams if possible to reduce the risk of weather corrosion.

Notice: Never use water or steam to clean the platform controls. The use of water or steam could damage the machine electrics and render the machine inoperable. Remove dirt using a brush or damp cloth.

Clean the machine with water and/or steam. Do not let mud, debris etc. to collect on the machine.

Before you do any service procedures that require components to be removed:

- The cleaning must be done either in the area of components to be removed, or in the case of major work, the whole machine must be cleaned.
- When cleaning is complete, move the machine away from the wash area or alternatively, remove the material washed from the machine.

When you remove components, be aware of exposure to dirt and debris. Cover any open ports and remove the deposits before proceeding.

Refer to the individual clean procedures throughout the Maintenance section.
Refer to: PIL 78-24.

Detergents

Do not use a full strength detergent. Always dilute the detergents as per the manufacturer's

recommendations, or damage to the paint finish can occur.

Always obey the local regulations regarding the disposal of debris created from cleaning the machine.

Pressure Washing and Steam Cleaning

⚠ **CAUTION** When using a steam cleaner, wear safety glasses or a face shield as well as protective clothing. Steam can cause personal injury.

Notice: The battery and other electrical components could be damaged by high pressure washing systems. Special precautions must be taken if the machine is to be washed using a high pressure system.

During pressure jet wash keep all the covers (canopy, chassis access cover etc.) installed.

Keep ignition switch and isolator in off position.

Do not directly pressure wash the electrical components. Use a low pressure washer and brush to remove dried mud or dirt.

Use a steam cleaner to remove soft dirt and oil.

When cleaning around decals:

- Ensure the water pressure is kept below 138bar (2000psi).
- Keep water temperature below 80C (176F).
- Use a spray nozzle with a 40° wide angle spray pattern.
- Keep the nozzle at least 300mm away from and perpendicular (at 90° degrees) to the decal.

The machine must always be greased (if appropriate) after pressure washing or steam cleaning.

Preparation

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Stop the machine and let it cool for at least one hour. Do not try to clean any part of the machine while it is running.
3. Make sure that all of the electrical connectors are correctly coupled. If the connectors are open, attach the correct caps or seal with water proof tape.

48 - Specifications

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09 - Static Dimensions

Technical Data

Figure 7.

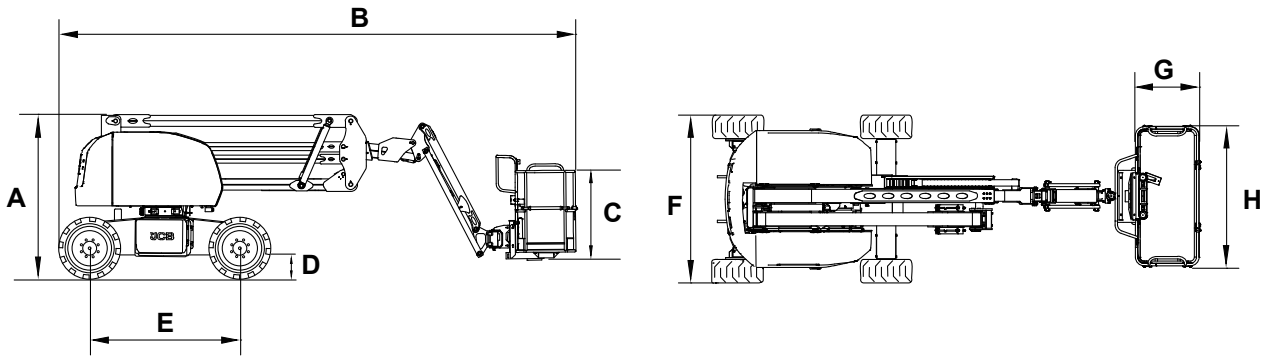

Figure 8.

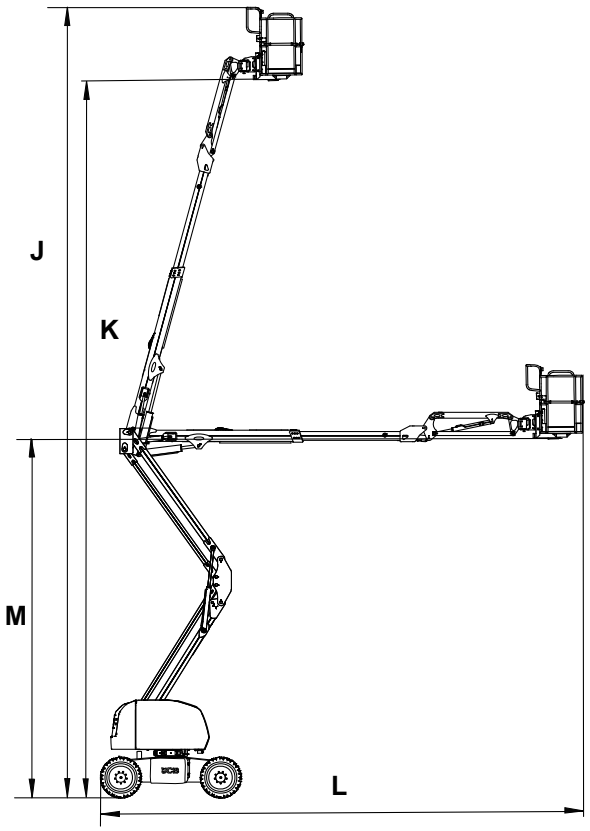

Table 9.

Items	Description	Length
A	Height-stowed	2.23m (7ft 3.8in)
B	Length-stowed	7.04m (23ft 1.2in)

Items	Description	Length
C	Platform height	1.2m (3ft 11in)
D	Ground clearance	0.32m (1ft 0.6in)
E	Wheelbase	2.03m (6ft 7in)
F	Width	2.26m (7ft 4in)
G	Platform- width	1.9m (6ft 3in)
H	Platform-length	0.85m (2ft 9in)
J	Maximum working height	15.5m (50ft 10in)
K	Maximum platform height[2]	13.8m (45ft 3in)
L	Maximum horizontal reach	8.05m (26ft 5in)
M	Up and over clearance[1]	7.5m (24ft 7in)

(1) The maximum height that the basket can reach when the main telescopic boom is angled horizontally.
(2) Maximum working height adds 2m to the metric platform height, and adds 6ft to the imperial platform height, based on regional norms.

10 - Weights

Technical Data

Table 10.

Description	Weight
Overall weight (approximate)	7,900kg
Load capacity	300kg
Platform entry type	Drop bar
Platform entry number	3
Platform occupancy	2 persons
Maximum manual force	400N
Maximum ground wheel load	4,230kg
Maximum localised ground pressure per tyre	5,798 kN/m2

12 - Lift Arm Dimensions and Performance

Technical Data

Table 11. Drive Speed Checks

Description	Data
Maximum stowed drive speed	7km/h (4.3mph)
Maximum elevated drive speed (kph)	0.9km/h (0.6mph)
Maximum wind speed	12.5m/s
Maximum inclination (front/ side/ rear)	5°
Maximum gradeability	40%
Turning radius (outside)	4.7m
Turning radius (inside)	2.7m
Drive and steer	4WD, 2WS
Brake	4

Table 13. Braking Distance

Test conditions	Braking distance
Stowed condition, low torque, hare mode on flat ground	2m
Stowed condition, low torque, tortoise mode on flat ground	1m
Elevated mode, low torque, hare mode on flat ground	0.1m

Table 12. Check Cycle Time

Parameters		Motor RPM		A45E Specification	
		Base	Platform	Base	Platform
Articulated boom	Raise	1500	1730	29±3	20±3
	Lower	1500	690	35±3	35±3
Main boom	Raise	1500	1730	27±3	24±3
	Lower	1500	1270	21±3	21±3
Telescopic boom	Extend	1500	1900	18±2	13±2
	Retract	1500	1960	11±2	11±2
Telescopic boom vertical	Extend	1500	1900	18±2	13±2
	Retract	1500	1960	11±2	11±2
Jib boom	Raise	1500	650	23±3	23±3
	Lower	1500	500	17±3	17±3
Platform rotate end to	Left	1500	500	18±3	18±3
	Right	1500	500	18±3	18±3
Slew 90 deg from forward position	Stow - slew left	1500	920	20±4	20±4
	Stow - slew right	1500	920	20±4	20±4
	Extended - slew left	1500		32±6	32±6
	Extended - slew right	1500		32±6	32±6
Leveling	Leveling up	1500	690	58±12	58±12
	Leveling down	1500	690	45±12	45±12
Steer left	Lock-to-lock left	NA	2520	NA	3±1
Steer right	Lock-to-lock right	NA	2520	NA	3±1
Machine fully raised and lower as earliest as possible	Fully stowed to fully raised (Artic boom and main boom together, then tele-boom)			95±12	81±12
	Fully raised to fully stowed (Tele-boom, then artic boom and main boom together)			72±12	69±12

06 - Body and Framework

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Acronyms Glossary

PIN	Product Identification Number

00 - Body and Framework

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00 - General

Introduction

This machine mainly consists of chassis, turntable, articulated boom, main telescopic boom, jib and work platform.

Check (Condition)

1. Make sure that all of the guards and protective devices are in position, secured by their locking devices and free from damage.
2. Inspect all the steelwork for damage. Include the following:
   2.1. Examine all the pivot point welds.
   2.2. Examine the condition of all pivot pins.
   2.3. Check the pivot pins are correctly in position and secured by their locking devices.
3. Check the guardrails are undamaged and correctly attached.
4. Check that all the safety and instructional labels are undamaged and in position. Install new labels where necessary.
5. Note any damaged paintwork for future repair.
6. Inspect the machine for broken or loose fasteners.

06 - Moveable Panel and Cover

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00 - General

Introduction

Access panels provide easy access to the machine major components test and service points and other parts which require routine testing, servicing, adjusting, replacement or repair.

Before you operate the machine, make sure that all of the access panels are in their operation position and secure.

03 - Battery Compartment

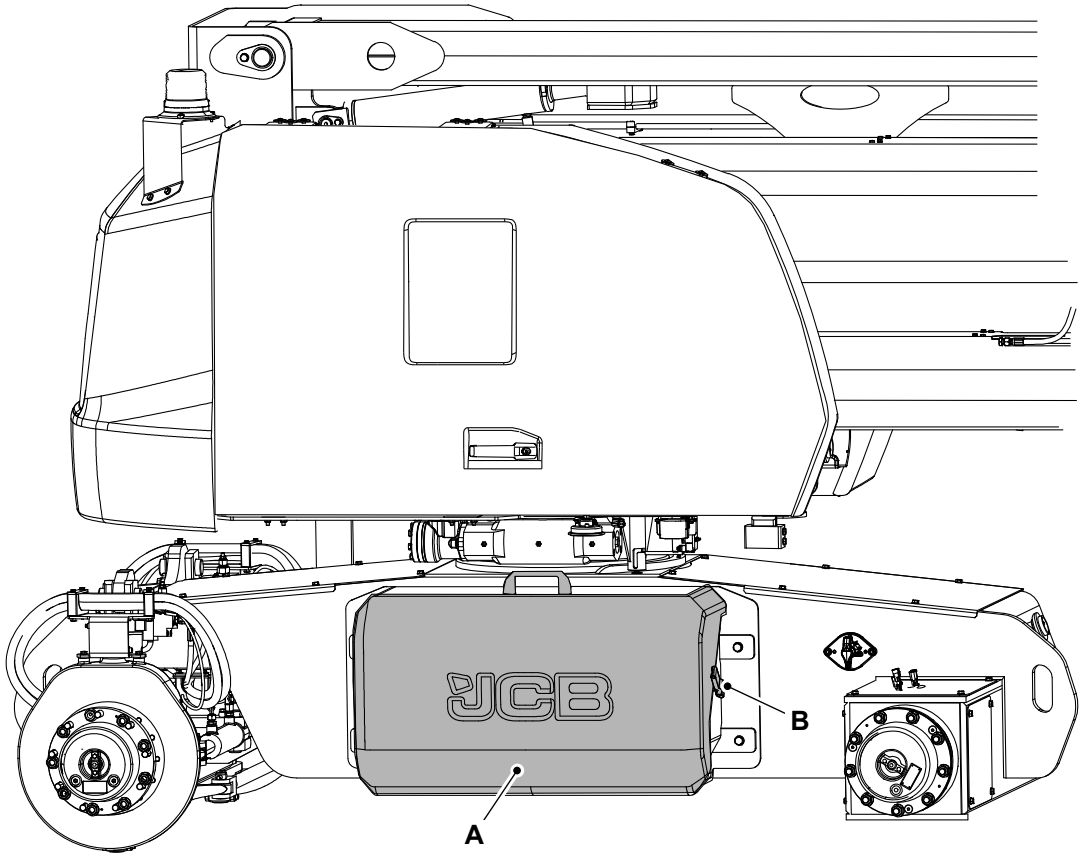
Open and Close

Open

Access to the battery compartment is provided by opening the battery cover.

1. Make the machine safe.
2. Release the latches on the both side of the battery cover.
3. Carefully lift the battery cover.
4. Remove the battery cover away from the machine.

Figure 9.



A Battery cover

B Latch

Close

1. Install the battery cover.
2. Make sure the battery cover is correctly latched.

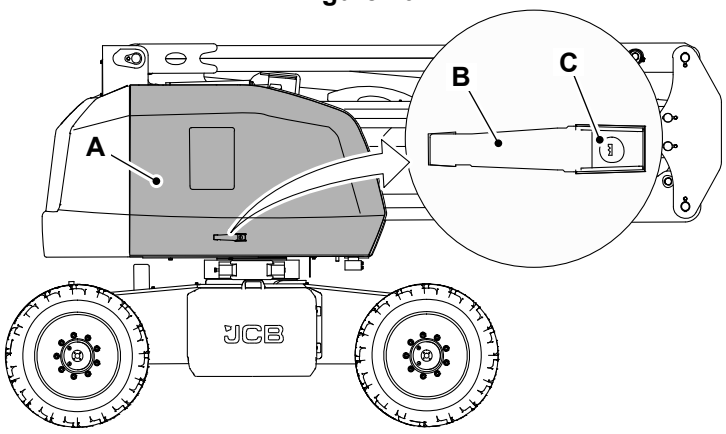
09 - Hydraulic Compartment

Open and Close

To open the cover:

1. Unlock the cover with the ignition key.
2. Push the lock to release the latch.
3. Pull the handle to open the cover.

Figure 10.



A Body panel left side
B Handle
C Lock

To close the cover:

1. Close the cover by pushing the handle firmly; it will latch itself.

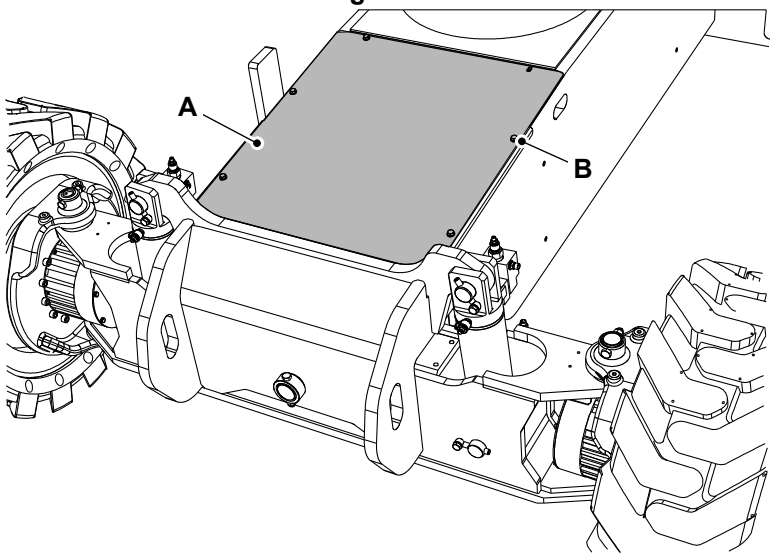
12 - Front Cover

Open and Close

To open the chassis front cover:

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Get access to the chassis front cover.
3. Remove setscrew (x6) and washers from the cover.

Figure 11.



A Front chassis cover

B Setscrew (x6)

4. Remove the cover plate from the machine.

To close the chassis front cover:

1. Install the chassis front cover.
2. Tighten the setscrew to the specified torque value.
   Torque: 22N·m

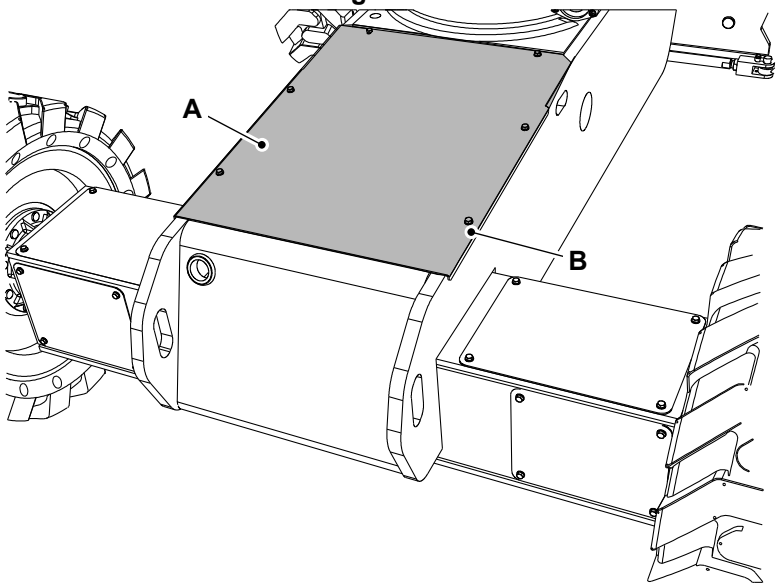
14 - Rear Cover

Open and Close

To open the chassis rear cover:

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Get access to the chassis rear cover.
3. Remove setscrews (x6) and washers from the cover.

Figure 12.



A Rear chassis cover

B Setscrew (x6)

4. Remove the cover plate from the machine.

To close the chassis rear cover:

1. Install the chassis rear cover.
2. Tighten the setscrews to the specified torque value.
   Torque: 22N·m

16 - Articulated Lift Arm

Contents **Page No.**

00 - General

Introduction

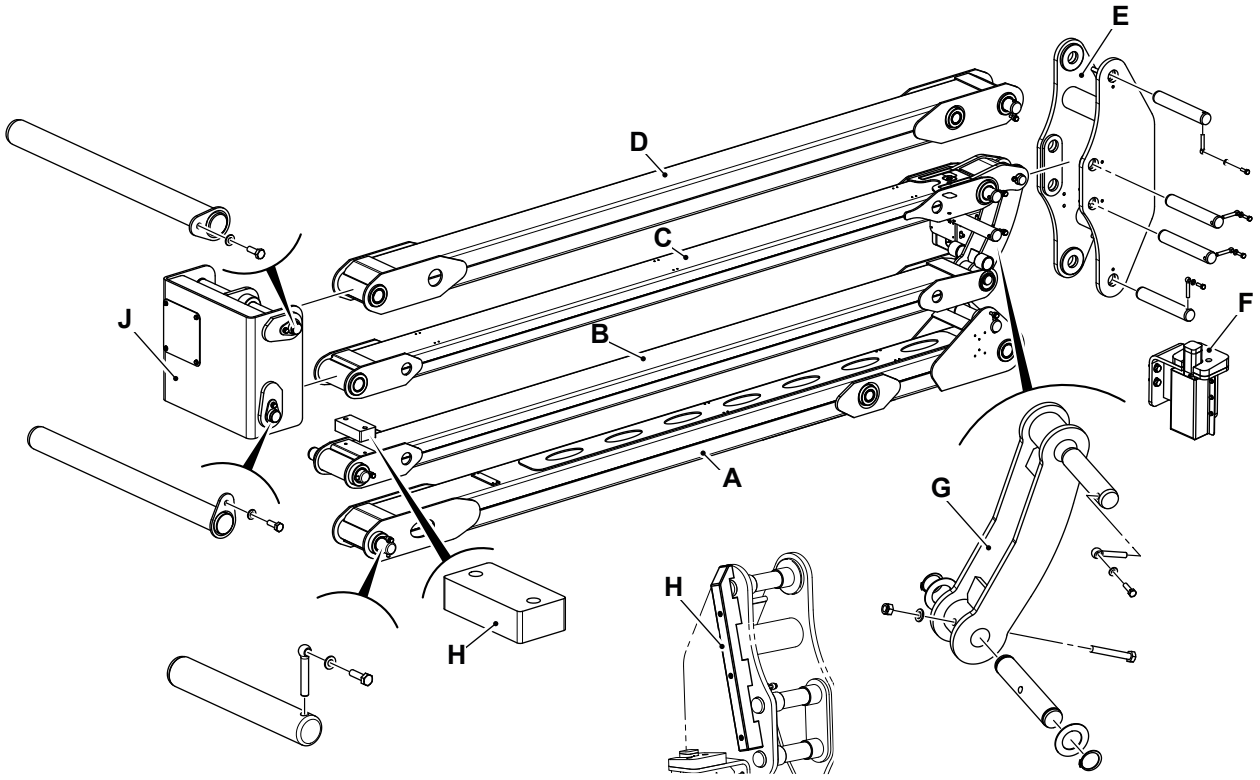
The articulated boom is constructed of four stages and is directly mounted on the turntable.

This is a heavy component, you must use suitable lifting equipment.

There are two cylinder rams installed on the lift arm, both cylinder rams are operated simultaneously to give the desired lift.

Component Identification

Figure 13.



A Articulated boom stage 1
B Articulated boom stage 2
C Articulated boom stage 3
D Articulated boom stage 4
E Articulated boom rear knuckle
F Rest pad
G Tie rod
H Cushion pad
J Articulated boom front knuckle

Operation

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

The articulated boom assembly has 4 sections as mentioned below.

- Four stage booms.
- Two knuckles.

When power is applied to one lift boom, the linkages causes the other lift boom also to raise simultaneously. Each is a fabricated construction and they are all permanently mounted to the machine. Together they are called the articulated boom/lift arm.

There are two cylinder rams installed on the lift arm, both raise the arm parallel to each other. The lower boom rests on a replaceable wear pad installed on the turntable when it is fully stowed.

Check (Condition)

1. Check the condition of the boom pivot pin for excessive wear, scoring, tapering, ovality or other damage. If necessary, replace them.
2. Check the condition of the stage 1 and stage 2 attaching rear knuckle pivot pins for scoring, tapering and ovality. If necessary, replace the pivot pin.
3. Check the condition of the stage 3 and stage 4 attaching front knuckle pivot pins for wear, scoring, tapering, ovality or other damage.

   3.1. Make sure that the pivot pin surfaces are protected prior to installation. If necessary, replace the pivot pin.
4. Check the condition of the inner diameter of boom pivot bearing for scoring, distortion, wear or other damage. If necessary, replace the bearing.
5. Check the condition of all wear pads for excessive wear or other damage.

   5.1. Replace the pads when worn to the specified dimension of threaded insert.

   Dimension: 3.2mm
6. Check the condition of all threaded components for damage such as stretching, thread deformation or twisting. If necessary, replace the damaged components.
7. Check the condition of structural components of the boom assembly for bending, cracking, separation of welds or other damage. Repair the boom sections as required.

Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

Notice: Do not allow dirt to enter the system. Before disconnecting any part of the system, thoroughly clean around the connection. When a component has been disconnected, always install protective caps and plugs to prevent dirt ingress.

Failure to follow these instructions will lead to dirt entering the system. Dirt in the system will seriously damage the systems components and could be expensive to repair.

Remove

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Discharge the hydraulic pressure.

   Refer to: Discharge and Pressurise (PIL 30-00-00).

3. Disconnect the hydraulic hoses from the lift arm.

   3.1. Put a label and caps on the hoses to help or prevent installation.

   3.2. Plug all the open ports and hoses to prevent contamination.

4. Disconnect the related wiring harness.

5. Remove the platform.

   Refer to: Remove and Install (PIL 06-97-00).

6. Remove the rotary actuator assembly.

   Refer to: Remove and Install (PIL 06-73-00).

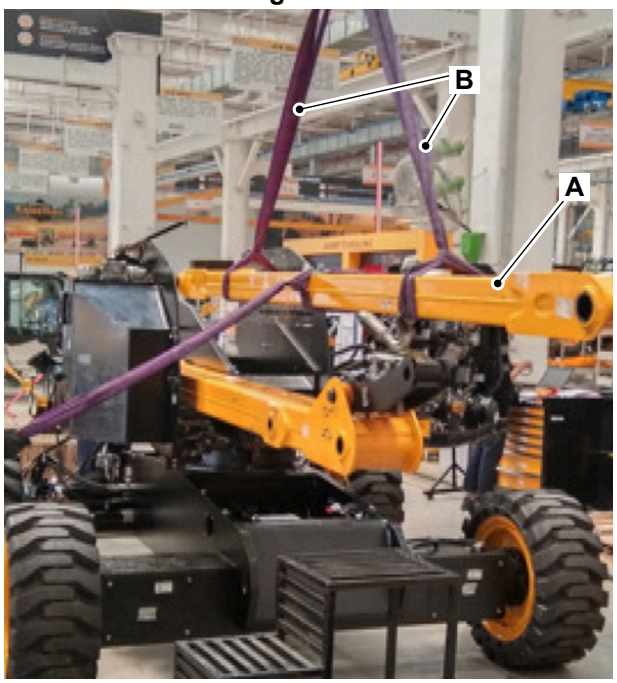
7. Remove the lift arm.

8. Open the hydraulic compartment.

   Refer to: Open and Close (PIL 06-06-09).

9. Use an appropriate rated load overhead crane and suitable lifting equipment to support the articulated lift arm and related assembly.

Figure 14.



A Articulated lift arm
B Lifting equipment

   9.1. An appropriate spreader bar is recommended to lift this component.

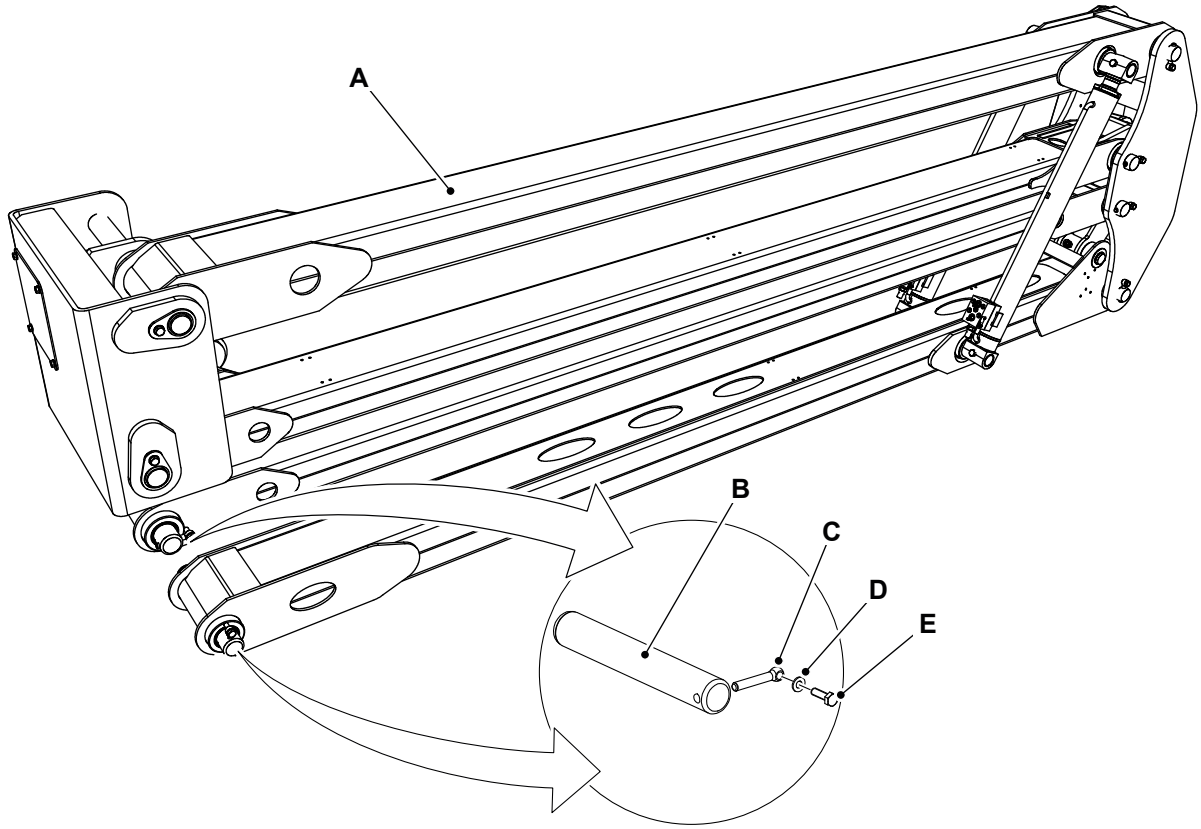
10. Remove the setscrew (x2), plain washer (x2) and lock pivot pin (x2). Refer to Figure 15.

11. Use suitable brass or drift hammer to remove the pivot pin (x2) from the articulated lift arm.

12. Remove the articulated lift arm from the machine.

13. Lift the assembly carefully and lower to ground or suitable supported work surface.

Figure 15.



A Articulated boom
B Pivot pin (x2)
C Pivot lock pin (x2)
D Plain washer (x2)
E Setscrew (x2)

Install

1. The installation procedure is the opposite of the removal procedure.
2. Tighten the setscrew to the correct torque value.
   Refer to: PIL 72-03-00.

17 - Telescopic Boom

Contents **Page No.**

Notes:

00 - General

Introduction

The telescopic boom is a fabricated steel construction and is permanently mounted to the articulated lift arm with the upright assembly. It has two structure component, inner telescopic boom and outer telescopic boom

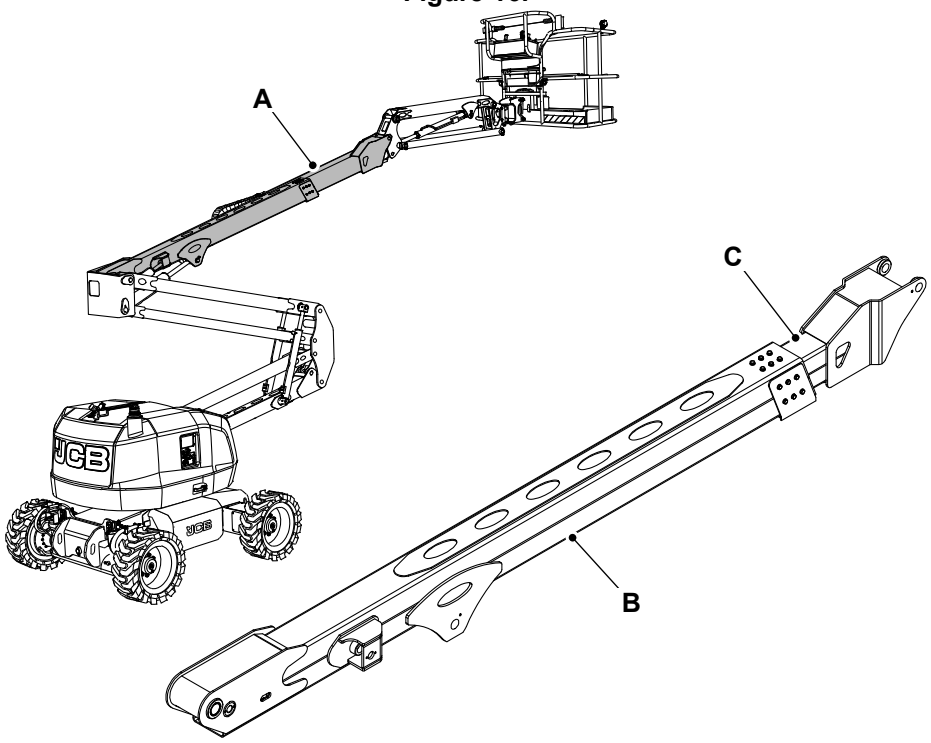
This assembly is a heavy item, you must use suitable lifting equipment to lift this component.

There are four cylinder rams installed on the telescopic boom; one for raising the boom, one for extending the secondary inner arm and the other two for levelling the platform as the main boom raises & lowers. The inner boom section slides against adjustable / replaceable wear pads installed in the boom section.

Telescopic boom has two structure component, inner telescopic boom and outer telescopic boom

Component Identification

Figure 16.



A Main boom assembly
B Outer boom
C Inner boom

Operation

The main telescopic boom consists of inner and outer arm. This assembly is supported by three rams. Refer to: Component Identification (PIL 06-17-00).

- Lifting ram
- Levelling/lowering ram
- Telescopic ram.

Lift arm assembly is attached to Jib knuckle and front articulated boom knuckle.

Check (Condition)

1. Check condition of the upright assembly pivot pin for wear, scoring, tapering and ovality or other damage. If necessary, replace them.
2. Check condition of the upright assembly pivot pin attach points for scoring, tapering and ovality or other damage. If necessary, replace them.
3. Check condition of the inner diameter of upright assembly pivot bearings for scoring, distortion, wear or other damage. If necessary, replace them.
4. Check condition of the primary lift cylinder attach pin for wear, scoring, tapering and ovality or other damage.
   4.1. Make sure that the pin surfaces are protected prior to installation. If necessary, replace the pivot pin.
5. Check condition of the inner diameter of upright assembly attach point bearings for scoring, distortion, wear or other damage. If necessary, replace the bearings.
6. Check condition of all the threaded components for damage such as stretching, thread deformation or twisting. If necessary, replace the damaged components.
7. Check condition of the structural components of the upright assembly for bending, cracking, separation of welds or other damage. Repair the boom sections as required.
8. Check the condition of the power track for damage such as cracking, wear or other damage. If necessary, replace the damaged components.
9. Check condition of the underside of the outer and inner boom sections for rippling or other damage.

Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

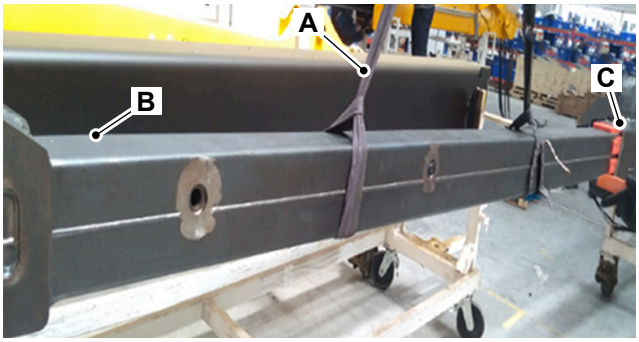
Notice: Do not allow dirt to enter the system. Before disconnecting any part of the system, thoroughly clean around the connection. When a component has been disconnected, always install protective caps and plugs to prevent dirt ingress.

Failure to follow these instructions will lead to dirt entering the system. Dirt in the system will seriously damage the systems components and could be expensive to repair.

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: Discharge and Pressurise (PIL 30-00-00).
3. Disconnect the hydraulic hoses from the articulated boom (4 stage).
   3.1. Put a label on the hoses to help installation.
   3.2. Plug all the open ports and hoses to prevent contamination.
4. Disconnect the applicable electrical harness.
5. Remove the platform.
   Refer to: Remove and Install (PIL 06-97-00).
6. Remove the rotary actuator.
   Refer to: Remove and Install (PIL 30-80-00).
7. Remove the jib ram.
   Refer to: Remove and Install (PIL 30-15-78).
8. Remove the jib.
   Refer to: Remove and Install (PIL 06-73-00).
9. Remove the jib lift ram.
   Refer to: PIL 30-15-17.
10. Remove the articulated boom (4 stage) ram.
11. Use suitable lifting equipment to support the articulated boom (4 stage) assembly.

Figure 17.

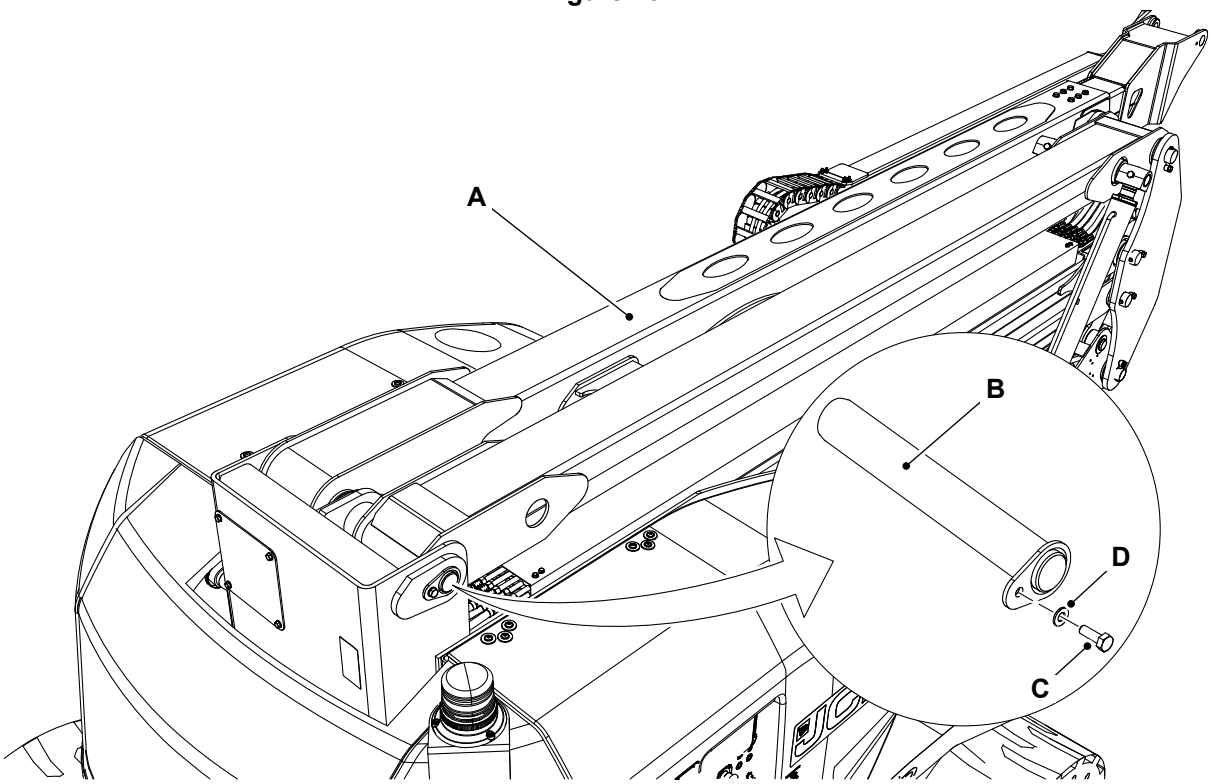


A Lifting equipment
B Inner boom
C Outer boom

11.1. An appropriate spreader bar is recommended to lift this component.

12. Remove the retaining screw and washer.Refer to Figure 18.
13. Remove the pivot pin from the articulated boom (4 stage) assembly.
14. Remove the articulated boom (4 stage) along from the machine.

Figure 18.



A Articulated boom (4 stage)
B Pivot pin
C Retaining screw
D Washer

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the retaining screw to the correct torque value.

   Torque: 43N·m

Disassemble and Assemble

Disassemble

1. Remove the lift arm assembly from the machine.
   Refer to: PIL 01-03-27.
2. Remove the fasteners from brackets.
3. Remove the bracket.
4. Put a label on the hoses and wiring to help installation.
5. Remove the hoses and wiring from the outer lift arm powertrack.
6. Remove the fasteners from the inner lift arm.
7. Remove the fasteners from the push tubes.
8. Remove the push tubes.
9. Remove the powertrack.
   Refer to: PIL 06-70-00.
10. Remove fasteners from the primary lift extension cylinder (Piston end).
11. Remove the fasteners from the wear pads on the outer lift arm.
    11.1. Remove the wear pads from the top, sides and bottom of the outer lift arm.
    11.2. Make a note of the quantity and thickness of the shims to help installation.
12. Use a suitable lifting device to support the outer lift arm.
    12.1. Remove the outer lift arm from the inner lift arm.
13. Remove the fasteners from the primary lift extension cylinder (Head end).
    13.1. Use a suitable brass drift and hammer to remove the lift extension cylinder pin from inner lift arm.
14. Remove the fasteners from the wear pads on the inner lift arm.
    14.1. Remove the wear pads from the top, sides and bottom of the inner lift arm.
    14.2. Make a note of the quantity and thickness of the shims to help installation.
15. Remove the fasteners from the upright leveling cylinder (Piston end).
    15.1. Use a suitable brass drift and hammer to remove the upright leveling cylinder pin from inner lift arm.
16. Remove the fasteners from the wear pads on the inner lift arm.
    16.1. Remove the wear pads from the top, sides and bottom of the inner lift arm.
    16.2. Make a note of the quantity and thickness of the shims to help installation.

Assemble

When you assemble the boom sections, make sure that the boom sliding area is clear of chains, tools and other obstructions.

1. Check condition of the boom sections.
2. Measure the inside dimensions of the outer lift arm to determine the number of shims required for proper installation.
   2.1. Install side, top and bottom wear pads to the aft end of inner lift arm.
   2.2. Install the shim evenly to the inside of the outer lift arm.
   2.3. Install the shim evenly to the inside of the outer lift arm.
3. Align the attachment holes in the inner lift arm with the hole in piston end of upright leveling cylinder.
   3.1. Use a soft faced hammer to install the cylinder pivot pin into the inner lift arm.
   3.2. Install the fastener on the pivot pin.
4. Align the attachment holes in the inner lift arm with the hole in rod end of primary lift extension cylinder.
   4.1. Use a soft faced hammer to install the cylinder pivot pin into the inner lift arm.
   4.2. Install the fastener on the pivot pin.
5. Secure the inner lift arm assembly with a suitable sling and lifting device approximately at the centre of gravity.
6. Slide the inner lift arm assembly into the outer lift arm.
   6.1. Add or remove the shims to get the specified clearance.
   Distance: 1.59mm
7. Install the wear pads into the forward position on the outer lift arm.

7.1. Add or remove the shims to get the specified clearance.

Distance: 5.08mm

8. Align the primary lift extension cylinder with the slots at the aft end of the outer lift arm.

8.1. Secure the lift extension cylinder with fasteners.

9. Install the powertrack.

Refer to: PIL 06-70-00.

10. Install the push tubes.

11. Connect the hoses and wiring.

12. Install the bracket.

30 - Wear Pads

Adjust

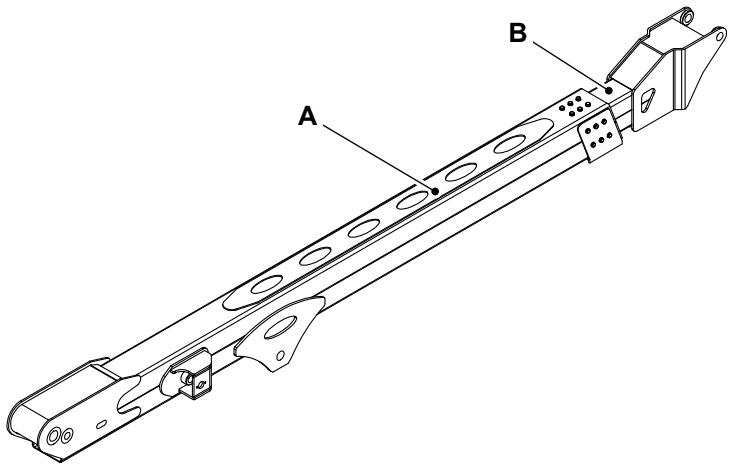
1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Measure the wear pad to boom clearance with a gauge.
   2.1. Clearance of specific value is required for each side of wear pads.
   Distance: 1.5mm
   2.2. Use shims to adjust the clearance.
3. Remove the bolts from the cover at the end of the lift arm.
4. Remove the cover.
5. Extend the boom until the wear pads can be touched.
6. Loosen the bolts on the wear pads.
7. Install the mat for the wear pads at the top and the bottom of the lift arm until they are close to the lift arm.
8. Install the mat for the wear pads at the two sides of the lift arm until they are close to the lift arm.
9. Install the wear pad bolts.
10. Fully retract and extend the lift arm.
11. Inspect the key positions which may cause the wear pads to stick.
12. Remove the mats.
13. Measure the thickness of the mats.
14. Compare the thickness of the mats and wear pads.
15. Install the wear pads to their original positions.
16. Adjust the wear pads accordingly.
17. Replace the wear pads in case of external damages.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Lubricate all pins through the grease nipples before attempting to remove them. This will ease the removal procedure and reduce damage.
3. Remove the telescopic boom.
   Refer to: Remove and Install (PIL 06-17-00).

Figure 19.

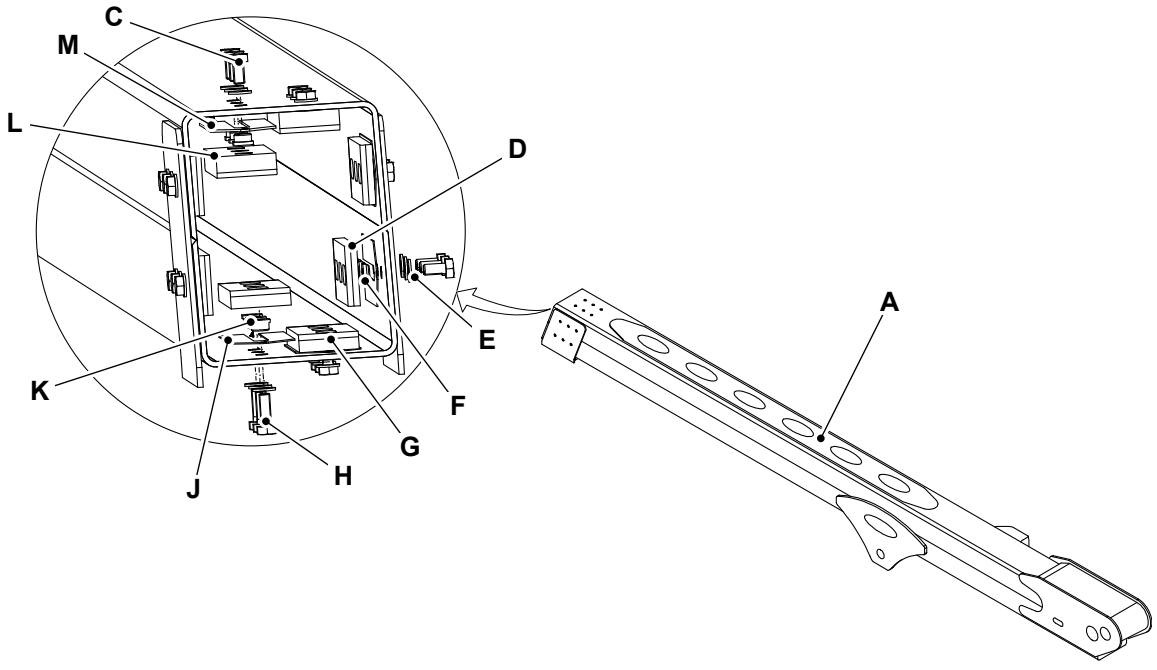


A Outer boom

B Inner boom

4. Remove the wear pads from outer boom as follows:

Figure 20. Outer boom wear pad



C Set screw 1 (x12)

D Side wear pads (x4)

E Washer
G Bottom wear pad (x2)
J Shim 2
L Top wear pad (x2)

4.1. Remove the set screw 1 (x6), nut 1(x6), washer (x6), top wear pads (x2) and shim 1.

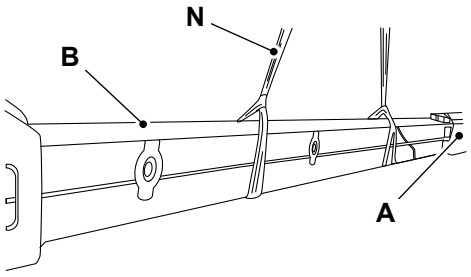
4.2. Remove the bolt (x6), nut 1 (x6), washer, bottom wear pads (x2) and shim 2.

4.3. Remove the set screw 1 (x12), nut 2 (x12), washer, LH and RH side wear pads (x4) and shim 2. Refer to Figure 20.

5. Remove the inner boom from the outer boom with suitable lifting equipment.

F Nut 2 (x12)
H Bolt (x6)
K Nut 1 (x12)
M Shim 1

Figure 21.



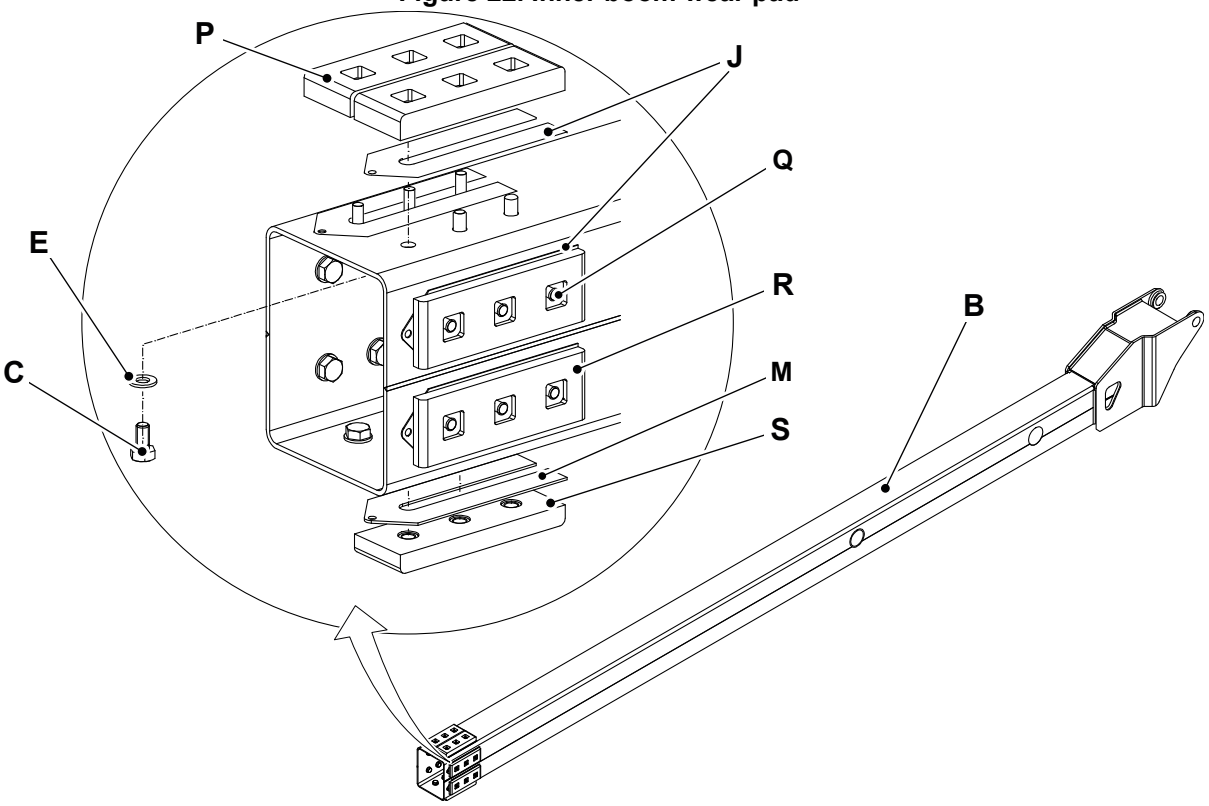
N Lifting equipment

6. Remove the wear pad from ram.

Refer to: Remove and Install (PIL 30-15-07).

7. Remove the wear pads from the inner boom as follows:

Figure 22. Inner boom wear pad



P Top wear pad (x2)
R Side wear pad (x4)

7.1. Remove the set screw 1 (x6), nut 1(x6), washer (x6), top wear pads (x2), and shim 2.

Q Set screw 2 (x12)
S Bottom wear pad (x2)

7.2. Remove the set screw 1 (x6), nut 1 (x6), washer (x6), bottom wear pads (x2) and shim 1.

7.3. Remove the set screw 2 (x12), nut 2 (x12), washer (x12), LH and RH side wear pads (x4) and shim 2. Refer to Figure 22.

Install

1. Installation procedure is opposite to the removal procedure.
2. Lubricate all pins before attempting to install them. This will make ease the installation procedure and reduce damage.
3. Make sure of the following points during installation.
   3.1. Proper alignment of ram inside the inner boom.
   3.2. After half insertion of inner boom inside outer boom, install the top wear pad, bottom wear pad and LH and RH wear pad on the outer boom.
4. Refer torque table for tightening the bolt.

Table 14. Torque Values

Item	Nm
C	53.5
H	53.5
Q	53.5

19 - Knuckle

Contents **Page No.**

00 - General

Introduction

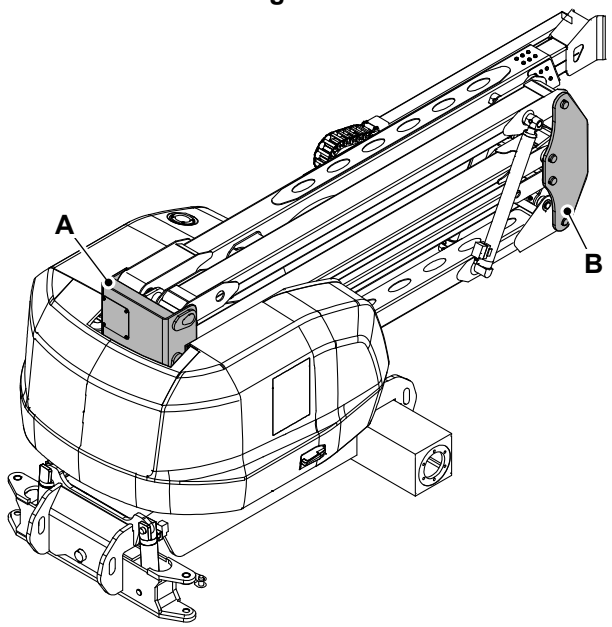
There are two knuckles installed in this machine.

The front knuckle pivot pins connects stage 3 articulated boom and stage 4 main telescopic boom.

The rear knuckle connects all 4 stages of articulated boom in sequence of stage 1 to 4 from bottom to top. The rear knuckle also pivots main telescopic boom lift cylinder.

Component Identification

Figure 23.



A Front knuckle
B Rear knuckle

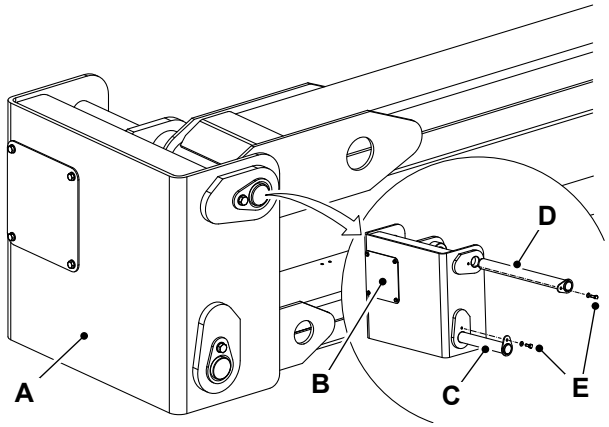
Remove and Install

Front Knuckle

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Support the lift arm and articulated lift arm with suitable lifting equipment.
3. Get access to the front knuckle.
4. Remove the setscrew (x2) and washer (x2).
5. Remove the pivot pin (x2).
6. Remove the front knuckle.
7. If necessary, remove the screw (x4) and remove the cover.

Figure 24.



A Front knuckle
B Hose access cover
C Pivot pin 1
D Pivot pin 2
E Setscrew (x2)

Install

1. The installation procedure is opposite of the removal procedure. Additionally do the following step.
2. Tighten the setscrew (x2) the correct torque value.
   Refer to: PIL 72-03-00.

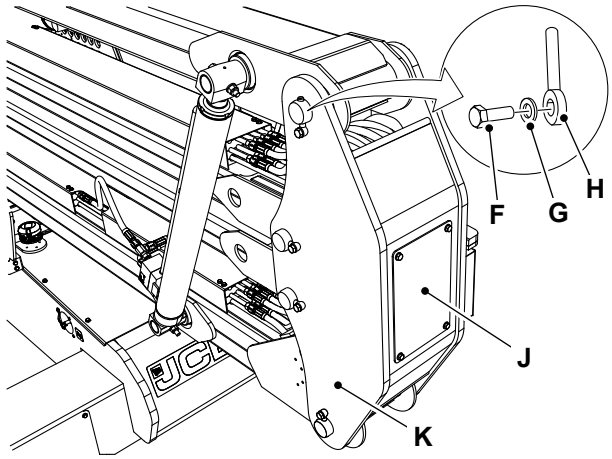
Rear Knuckle

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.

2. Support the lift arm and articulated lift arm with suitable lifting equipment.
3. Get access to rear knuckle.
4. Remove the setscrew (x4) and washer (x4).
5. Remove the pivot lock pin (x4)
6. Remove the pivot pin (x4).
7. Remove the rear knuckle.
8. If necessary, remove the screw (x4) and remove the cover.

Figure 25.



F Setscrew (x4)
G Washer (x4)
H Pivot lock pin (x4)
J Hose access cover
K Rear knuckle

Install

1. The installation procedure is opposite of the removal procedure. Additionally do the following step.
2. Tighten the setscrew (x4) the correct torque value.

   Refer to: PIL 72-03-00.

24 - Slew Ring

Contents **Page No.**

00 - General

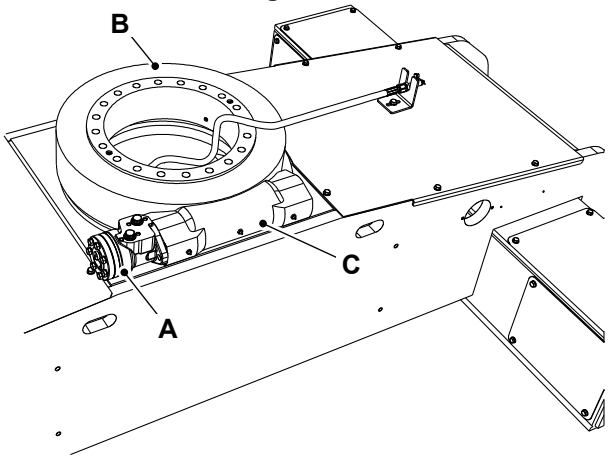
Introduction

The slew ring is a rotational rolling-element bearing that supports the heavy but slow-turning upper structure.

An inner and outer ring rotate on an integrated bearing. Gear teeth on the outer ring mesh with a slew motor worm gear, which is used to drive the platform relative to the chassis.

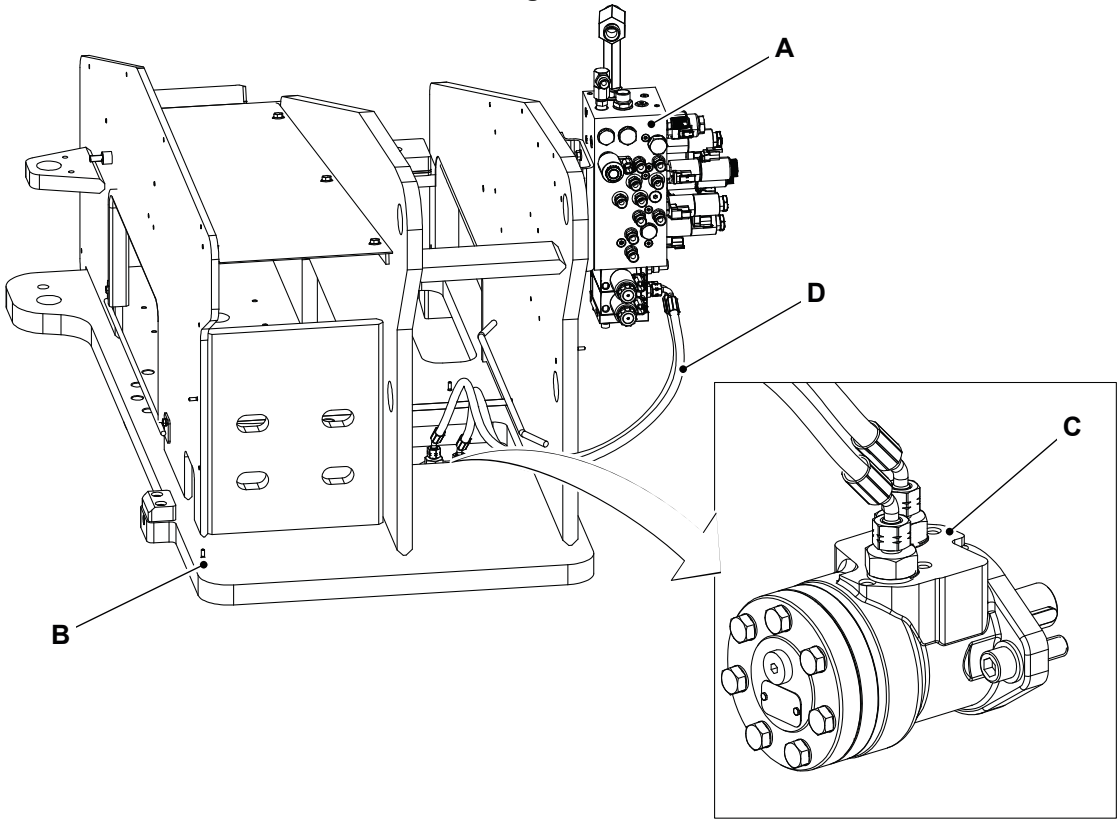
Component Identification

Figure 26.



A Slew motor
B Slew ring
C Slew worm gear

Figure 27.



A Main control valve
B Turntable
C Slew drive motor
D Hose - main control valve to slew drive motor

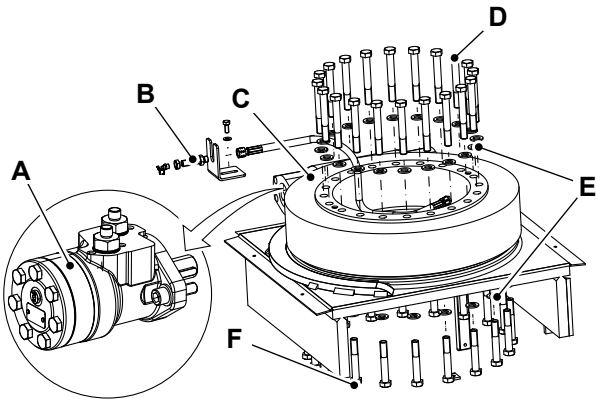
Remove and Install

⚠ **CAUTION** You can be injured if you use incorrect or faulty lifting equipment. You must identify the weight of the item to be lifted then choose lifting equipment that is strong enough and suitable for the job. Make sure that lifting equipment is in good condition and complies with all local regulations.

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
3. Remove the telescopic boom.
   Refer to: Remove and Install (PIL 06-17-00).
4. Remove the articulated lift arm.
   Refer to: PIL 06-16-00.
5. Put a mark on the turntable and chassis to aid correct alignment during installation.
6. Remove the slew motor.
   Refer to: PIL 30-39-00.
7. Attach suitable lifting equipment to the turntable.
8. Remove the bolts 1 (x20) that attach the turntable to the slew ring. Refer to Figure 28.
9. Lift the turntable above the machine.
   9.1. Be careful when you lift the turntable, not to foul the rotary coupling.
10. Remove the bolts 2 (x20) that attach the slew ring to the chassis. Refer to Figure 28.
11. Remove the slew ring from the machine.

Figure 28.



A Slew motor
B Remote greasing
C Slew ring
D Bolts 1 (x20)
E Washer (x40)
F Bolts 2 (x20)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Make sure that the soft spots are aligned with the marks made during the removal procedure.
3. Tighten the bolts to the correct torque value.
4. Check the operation of all the hydraulic services.

Table 15. Torque Values

Item	Nm
D	259
F	259

03 - Bearing

Check (Condition)

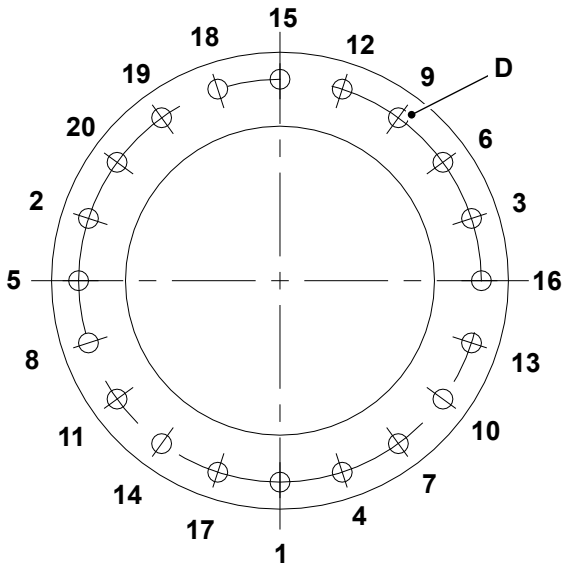
1. Raise the articulated boom.
2. Support the articulation boom with suitable lifting equipment.
3. Lower the articulated boom to the wedge shaped wooden block.
4. Make the machine safe.

   Refer to: PIL 01-03.
5. Isolate the battery.
6. Loosen the coupling bolt of the turntable tray.
7. Rotate the turntable tray through the specified angle.

   Angle: 45°
8. Tighten the upper set of bolts 1 on the slew ring bearing to the specified torque value. You must follow the specified sequence only. Refer to Figure 29.

   Torque: 259N·m

Figure 29.



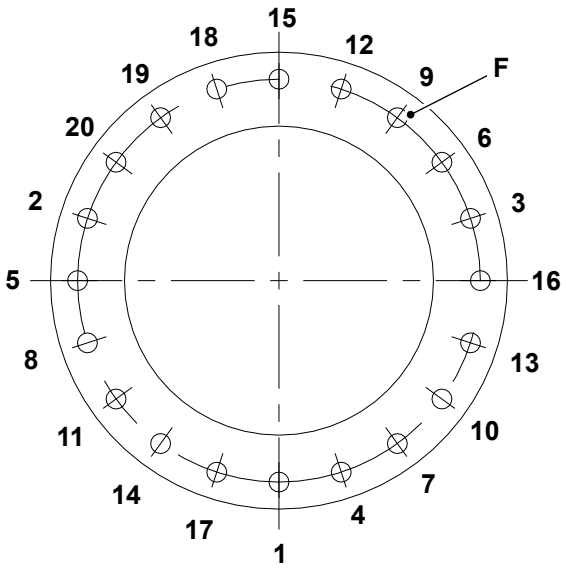
D Bolts 1 (x20)

9. Connect the battery isolator.
10. Raise the articulated boom.
11. Remove support of the articulation boom.
12. Lower the articulated boom.
13. Remove the cover from the steering end and non-steering end of the machine chassis.

14. Tighten the lower set of bolts 2 on the slew ring bearing and chassis to the specified torque value. You must follow the specified sequence. Refer to Figure 30.

    Torque: 259N·m

Figure 30.



F Bolts 2 (x20)

Lubricate

Consumables

Description	Part No.	Size
Special HP Grease	4003/2020	0.5 kg
	4003/2017	0.4 kg
	4003/2006	12.5 kg
	4003/2005	50 kg

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Grease the slew ring bearing until grease extrudes from under the seal around all of the circumference.

   Consumable: Special HP Grease

30 - Pivot Pins

Contents **Page No.**

00 - General

Introduction

Pivot pins are a short shaft or pin that supports something that turns. Pivot pins are installed in numerous positions on the machine. There is usually a greasing point associated with the pivot pin. Make sure that the pivot points are greased at regular intervals. Refer to the Machine Maintenance Schedules.
Refer to: PIL 78-24.

The pivot pins installed on these machines do not require any special tool for removal. You must use a suitable hammer and drift tool to remove the pivot pins.

57 - Counterweight

Contents **Page No.**

00 - General

Introduction

⚠ **WARNING** Make sure the machine cannot be used with the counterweight removed. Make sure the ignition key is removed and the battery is isolated.

WARNING Do not use the machine with the counterweights removed. The counterweights are critical to the stability of machine.

The counterweight is an equivalent counterbalancing weight installed to the machine to balance any load.

Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

CAUTION You can be injured if you use incorrect or faulty lifting equipment. You must identify the weight of the item to be lifted then choose lifting equipment that is strong enough and suitable for the job. Make sure that lifting equipment is in good condition and complies with all local regulations.

WARNING Make sure the machine cannot be used with the counterweight removed. Make sure the ignition key is removed and the battery is isolated.

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Open the right side panel to get access to the counterweight.

3. Support the counterweight with suitable lifting equipment.

4. Remove the bolt 2 (x4), washer (x4) and spacer (x4).

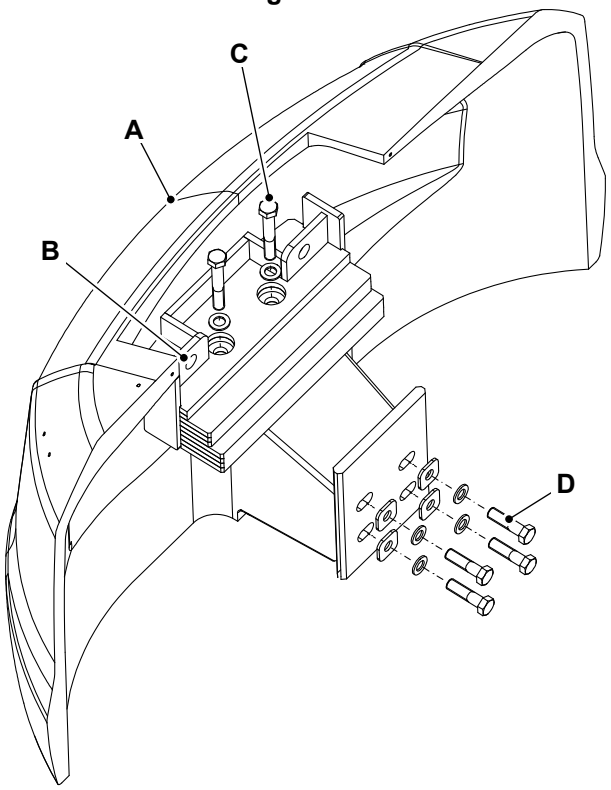
5. Remove the bolt 1 (x2) and spacer (x2).

   Refer to: PIL 72-06-00.

6. Lift the counterweight away from the machine. Make sure that the counterweight does not swing or snag on any other components.

   Weight: 130kg

Figure 31.



A Counterweight
B Lifting point
C Bolt 1
D Bolt 2

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.

2. Tighten the bolt to the correct torque value.

Table 16. Torque Values

Item	Nm
C	621
D	621

63 - Identification Label

Contents **Page No.**

Notes:

00 - General

Introduction

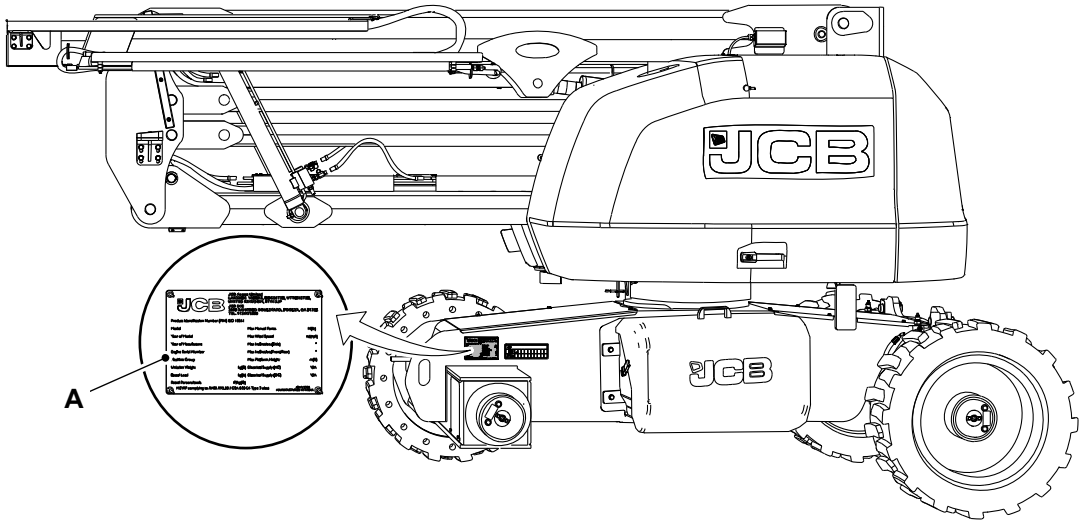
The machine has identification plates that contain important information relating to the specific machine details, for example VIN or PIN number. These serial numbers can help you identify exactly what equipment has been installed on the machine.

03 - Machine

Introduction

Your machine has an identification plate as shown.
Refer to Figure 32.

Figure 32.



A Machine identification plate

Explanation of Machine Identification Plate

Figure 33.

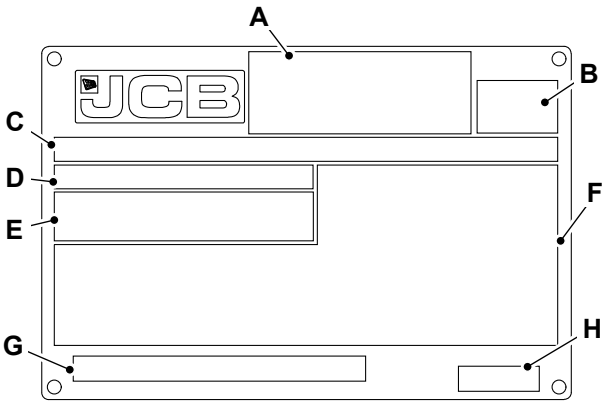


Table 17.

A	Manufacturers address
B	Regional certification mark (if applicable)
C	PIN (Product Identification Number) ISO10261
D	Model
E	Model and manufacture year (if applicable)
F	Model data

G	Product description and relevant design standards
H	Part number

70 - Powertrack

Contents **Page No.**

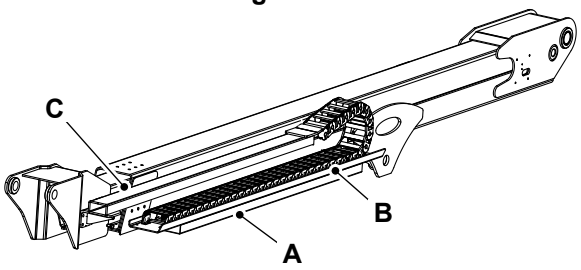
00 - General

Introduction

The powertrack also known as drag chain is installed on the machine to protect the cables and hoses during movement.

The drag chain can be repaired without removing the cables and hoses. It is necessary to remove the drag chain for removal of the lift arm.

Figure 34.



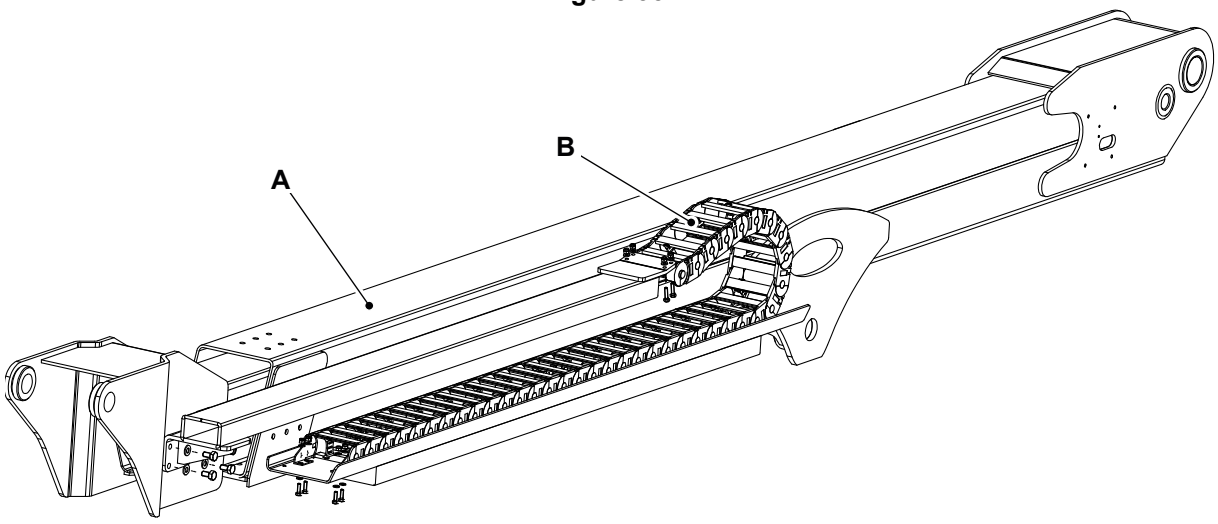
A Drag chain slot
B Drag chain
C Towline catcher

Remove and Install

Remove

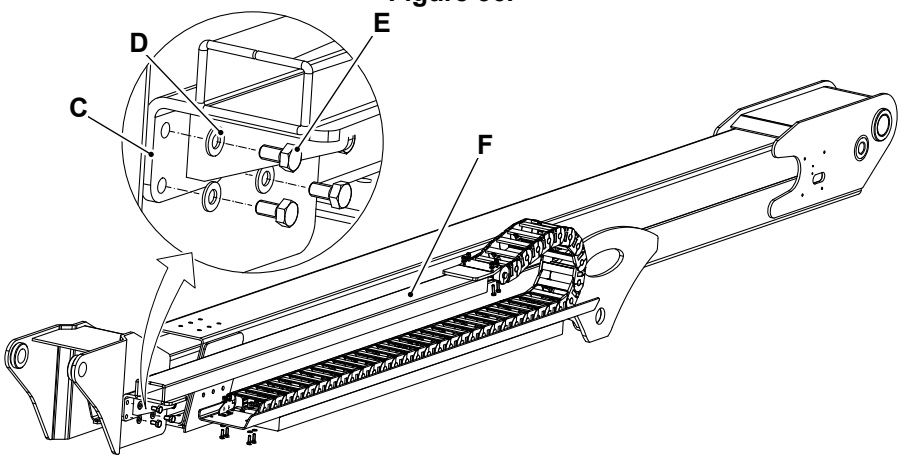
1. Make the machine safe with the platform lowered.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: PIL 30-00.
3. Disconnect the hydraulic hoses.
   Refer to: PIL 30-93.
4. Put a label on the hoses to help installation.
5. Plug all the open ports and hoses to prevent contamination.
6. Disconnect the electrical connector.
7. Disconnect towline catcher from telescopic boom.

Figure 35.



A Telescopic boom
B Drag chain

Figure 36.

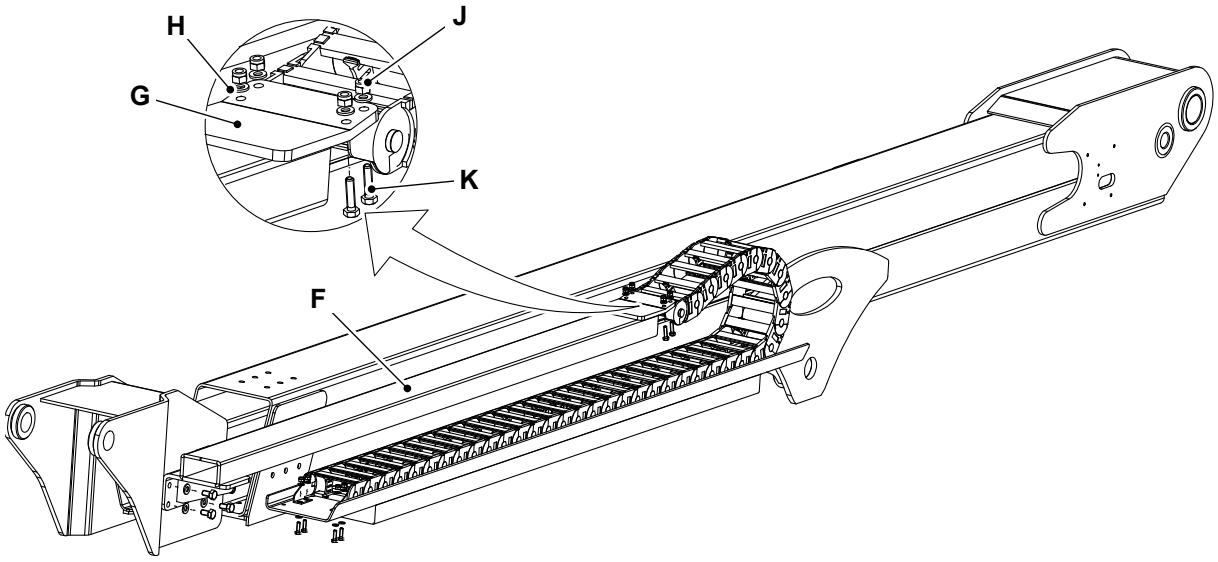


C Catcher plate 1
D Washer 1
E Set screw 1
F Towline catcher

7.1. Remove the set screw 1 (x4) and washer 1 from the towline catcher plate 1.

8. Disconnect drag chain from towline catcher.

Figure 37.

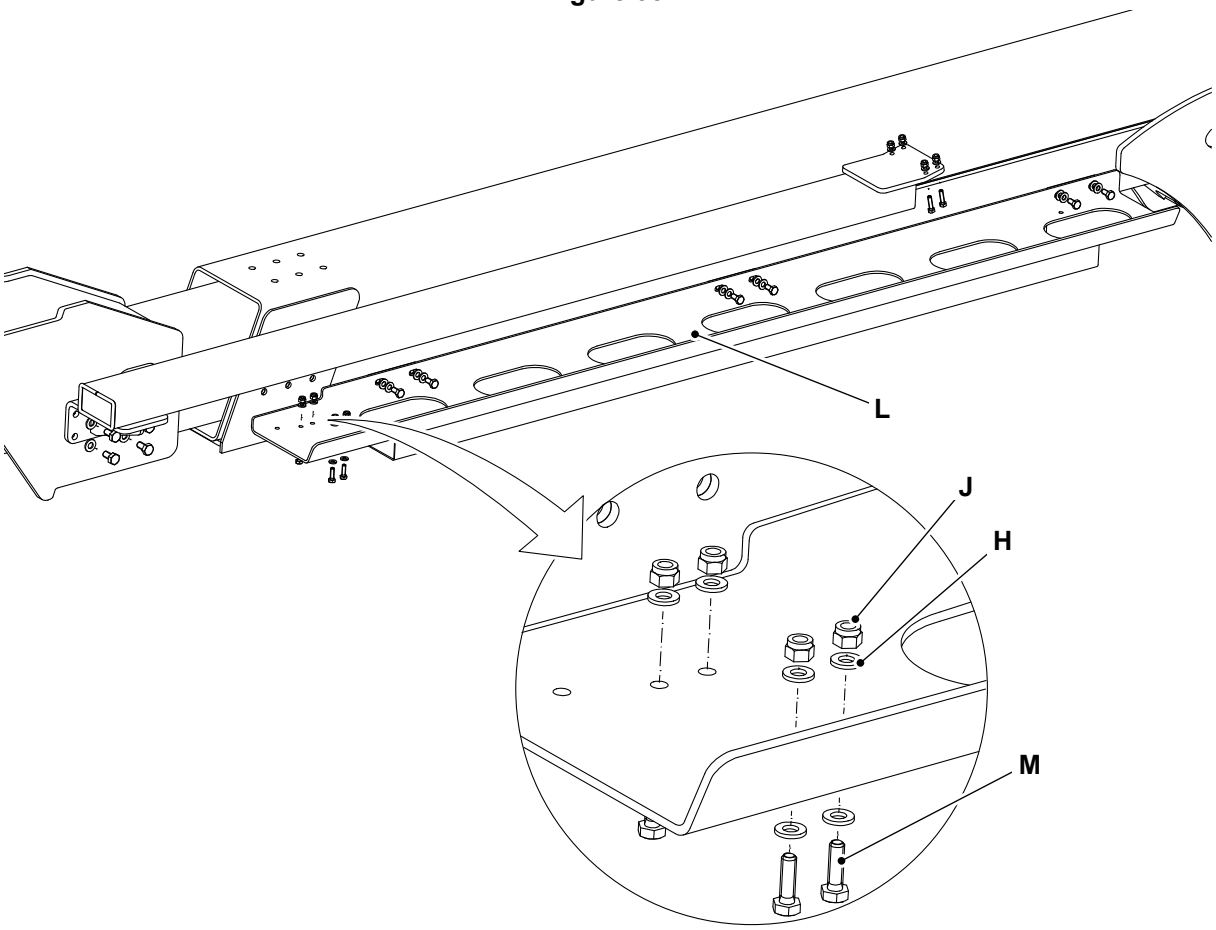


G Catcher plate 2
H Washer 2
J Lock nut
K Set screw 2

8.1. Remove the set screw 2 (x4), lock nut and washer 2 from towline catcher plate 2.

9. Disconnect the drag chain from drag chain bracket. Refer to Figure 36.

Figure 38.



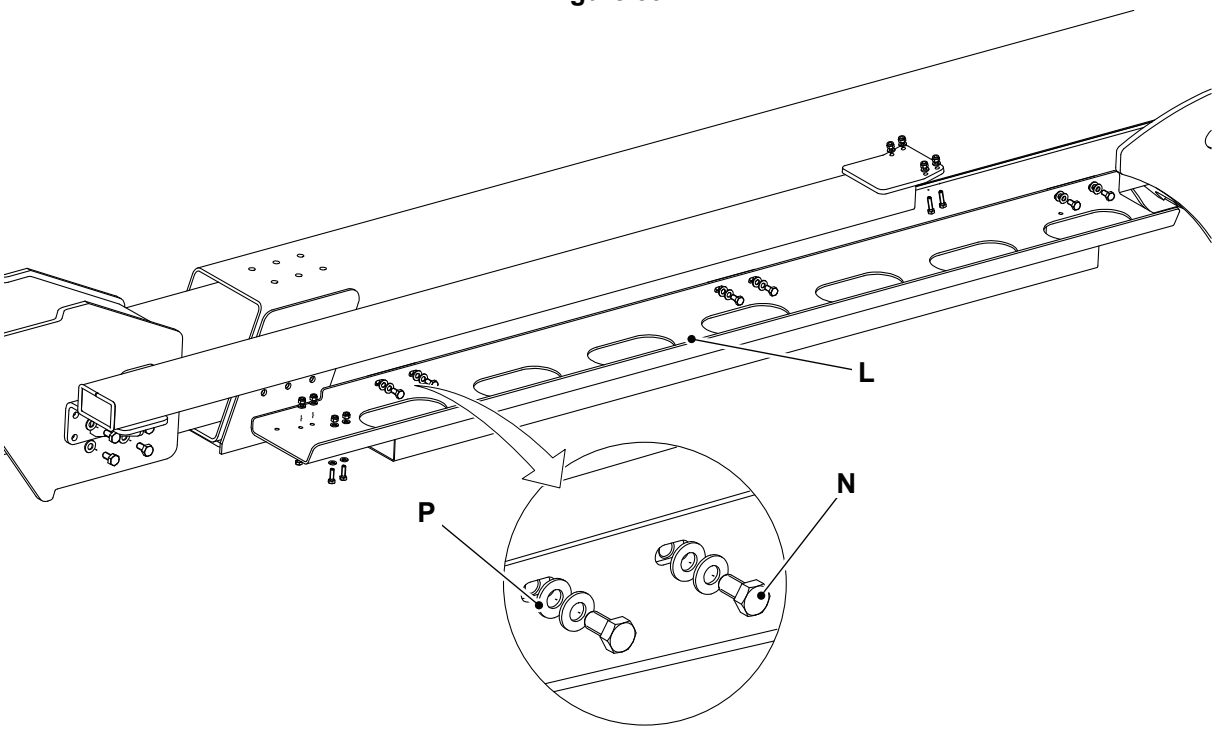
L Drag chain bracket

M Set screw 3

9.1. Remove the set screw 3 (x4), lock nut and washer 2.

10. Remove drag chain bracket from telescopic boom. Refer to Figure 36.

Figure 39.



N Set screw 4

P Washer 3

10.1. Remove the set screw 4 (x6) and washer 3.

11. Lock the two ends of the drag chain with suitable lifting equipment.

12. Lift the drag chain carefully and place it on the backstop with adequate capacity.

Install

1. The installation procedure is the opposite of the removal procedure.

2. Refer the torque table to tighten the set screw and lock nut to specified torque value.

Table 18. Torque Values

Item	Nm
E	43
N	22
J	12

73 - Jib

Contents **Page No.**

00 - General

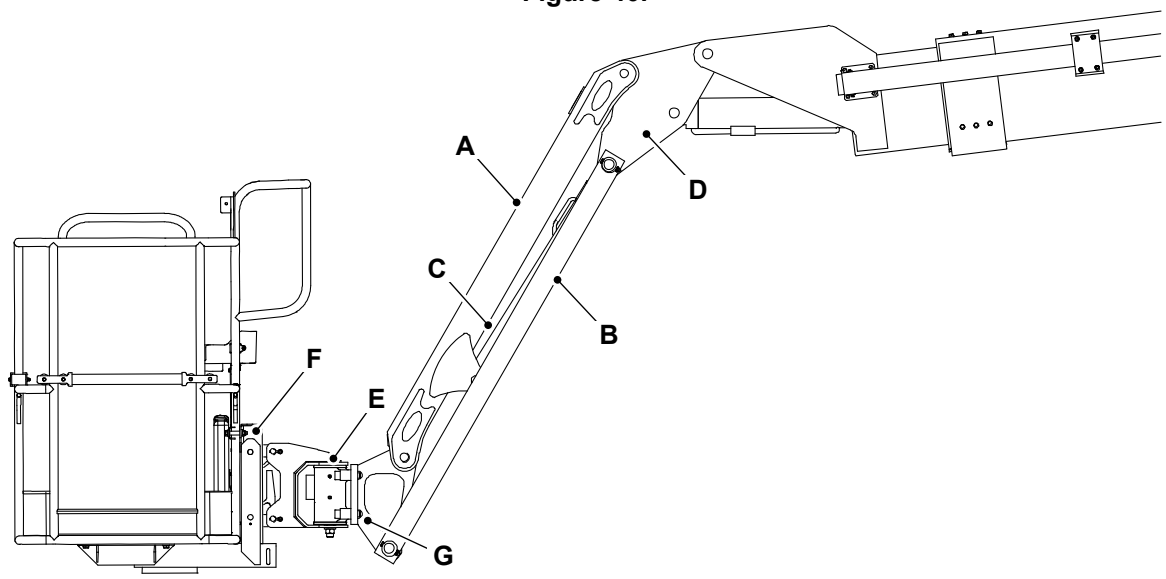
Introduction

These machines are installed with a jib.

The jib is an another articulation point for the platform to move up and down. The jib provides unequalled access up, over and around obstacles.

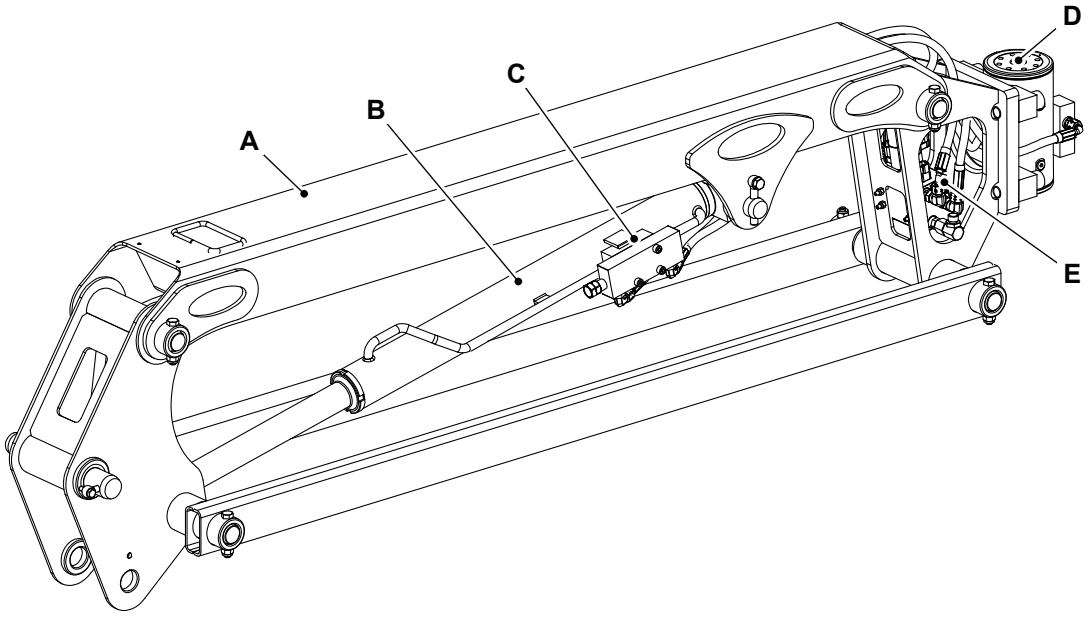
Component Identification

Figure 40.



A Jib extension arm
B Jib level arm
C Jib lift cylinder
D Platform levelling knuckle
E Rotary actuator
F Platform carrier
G Jib knuckle

Figure 41.



A Jib extension arm
B Jib lift cylinder
C Counter balance valve
D Rotary actuator
E Platform control valve

Check (Condition)

1. Check condition of the jib boom pivot pin for wear, scoring, tapering, ovality or other damage. If necessary, replace the pivot pin.
2. Check condition of the jib boom pivot pin attach points for scoring, tapering, ovality, or other damage. If necessary, replace the pivot pin.
3. Check condition of the inner diameter of jib boom pivot bearings for scoring, distortion, wear or other damage. If necessary, replace the damaged bearing.
4. Check condition of the jib lift cylinder attach pin for wear, scoring, tapering, ovality or other damage.
   4.1. Make sure that the pin surfaces are protected prior to installation. If necessary, replace the pivot pin.
5. Check condition of the inner diameter of rotary actuator attach point bearings for scoring, distortion, wear or other damage. If necessary, replace the damaged components.
6. Check condition of all the threaded components for damage such as stretching, thread deformation or twisting. If necessary, replace the damaged components.
7. Check condition of the structural components of the boom assembly for bending, cracking, separation of welds or other damage. Repair the boom sections as required.

Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

Notice: Do not allow dirt to enter the system. Before disconnecting any part of the system, thoroughly clean around the connection. When a component has been disconnected, always install protective caps and plugs to prevent dirt ingress.

Failure to follow these instructions will lead to dirt entering the system. Dirt in the system will seriously damage the systems components and could be expensive to repair.

Remove

1. Make the machine safe with the platform lowered.

   Refer to: PIL 01-03-27.

2. Remove the platform.

   Refer to: PIL 06-97-00.

3. Remove the rotary actuator.

   Refer to: PIL 30-80-00.

4. Use suitable lifting equipment to support the jib boom.

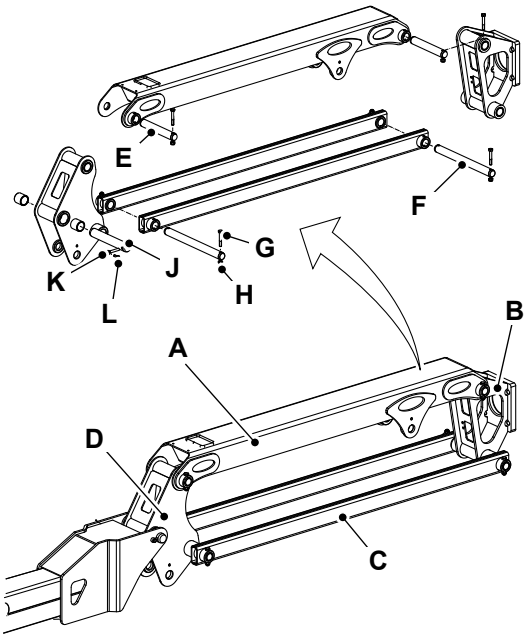
5. Remove the bolts (x6) and nuts (x6) from the jib extension arm and level arm pivot pin 1 and pivot pin 2.

   5.1. Use a suitable brass drift and hammer to remove the jib extension arm and level arm pivot pins from the front and rear jib knuckles.

6. Remove the set screw and lock pivot pin from the front jib knuckle pivot pin 3.

   6.1. Use a suitable brass drift and hammer to remove the front jib knuckle from inner telescopic boom

Figure 42.



A Jib extension arm
B Rear jib knuckle
C Jib level arm
D Front jib knuckle
E Pivot pin 1
F Pivot pin 2
G Bolt (x6)
H Nut (x6)
J Pivot pin 3
K Lock pivot pin
L Set screw

Install

1. The installation procedure is the opposite of the removal procedure.

Table 19. Torque Values

Item	Nm
H	53.5
L	22

93 - Emergency Lower System

Contents **Page No.**

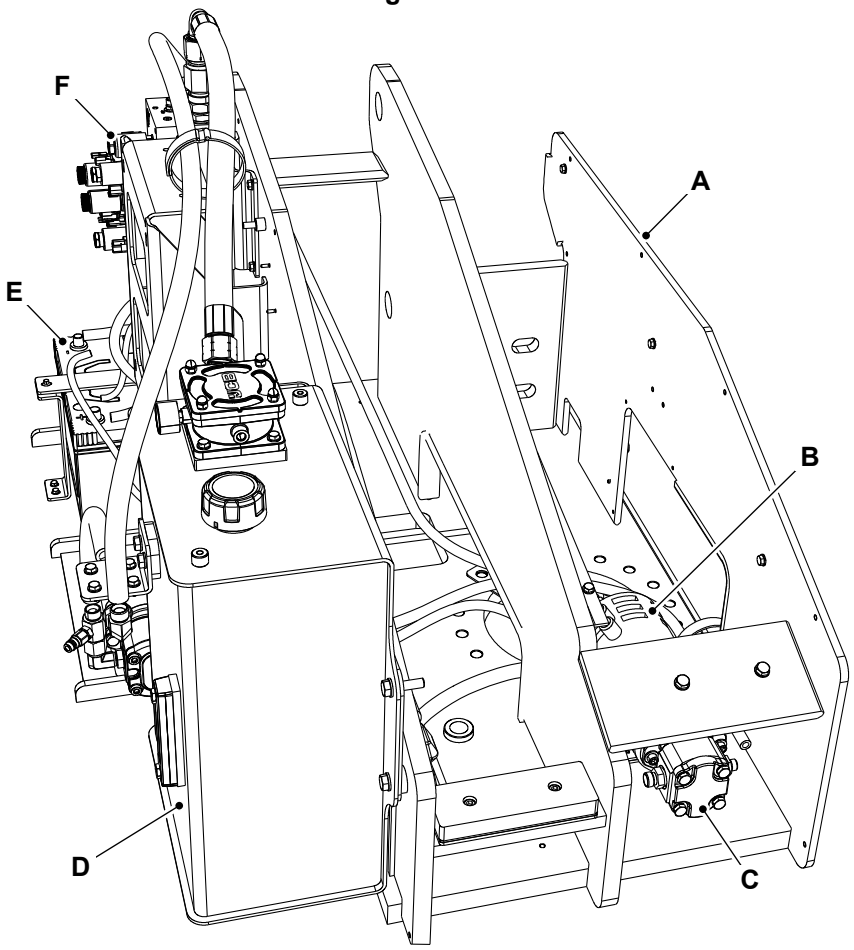
00 - General

Introduction

The electrical motor is used to lower the platform safely on the ground.

Component Identification

Figure 43.



A Turntable
B Electric motor
C Axillary pump
D Hydraulic tank
E Battery
F Main control valve

97 - Platform

Contents **Page No.**

Notes:

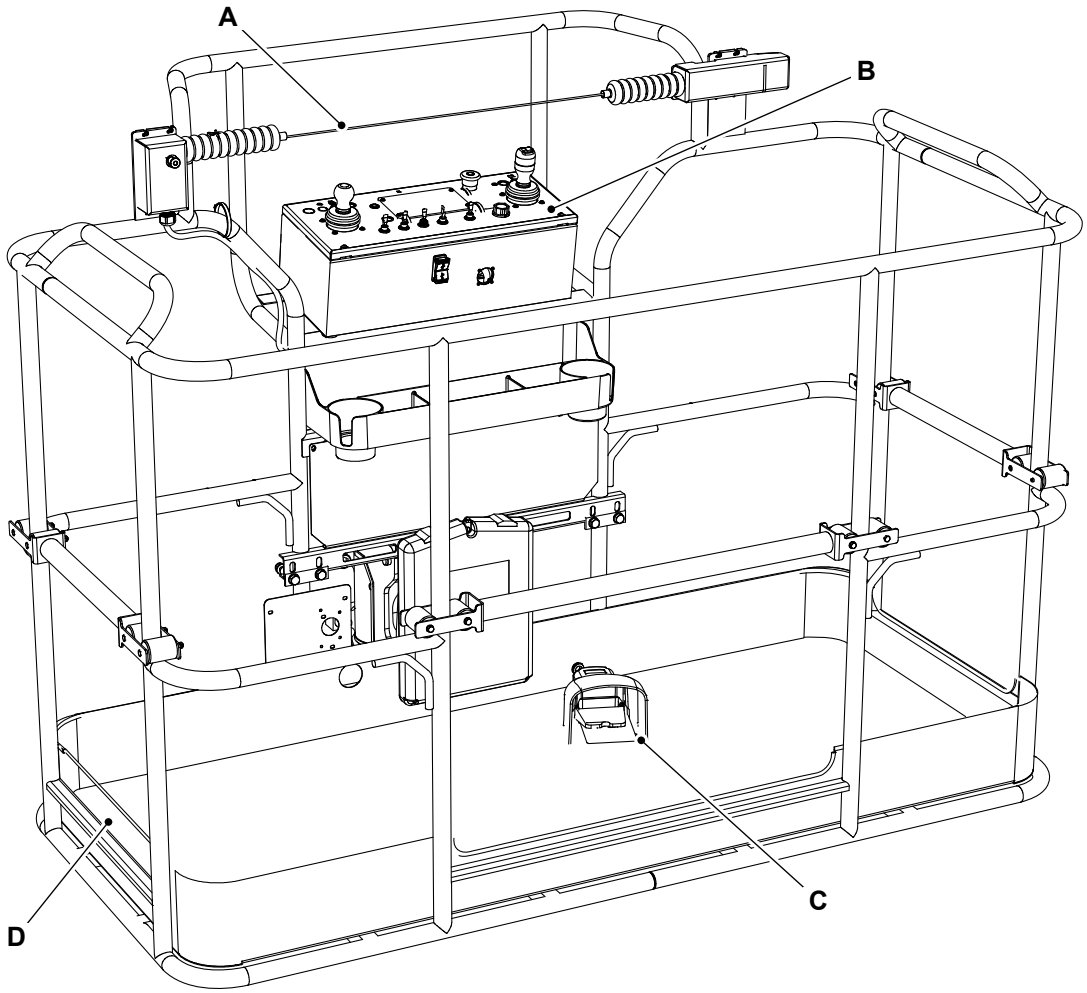
00 - General

Introduction

The platform is mounting with platform carrier and Jib. The platform consists of the following parts:

- Platform floor.
- Foot pedal.
- Platform control panel.
- Secondary Guarding System.

Figure 44.



A Secondary Guarding System
B Platform control panel
C Foot pedal
D Platform floor

Health and Safety

⚠ **WARNING** Control lever/switch action may vary on machines, instructional labels near the levers/switches show by symbols, which levers/switches cause what actions. Before operating control levers/switches check the instructional label to make sure you select the desired action.

WARNING To operate the machine safely you must know the machine and have the skill to use it. You must abide by all relevant laws, health and safety regulations that apply to the country you are operating in. The operator's manual instructs you on the machine, its controls and its safe operation; it is not a training manual. Ensure that you receive the correct training before operating any machinery. Failing to do so will result in incorrect operation of the machine and you will be putting yourself and others at risk. In some markets, and for work on certain jobsites, you may be required to have been trained and assessed in accordance with an operator competence scheme. Make sure that you and your machine comply with relevant local laws and jobsite requirements – it is your responsibility.

WARNING Make sure it is clear overhead before raising the platform. Keep an adequate safe distance from all electrical power lines. Contact your local power company for safety procedures.

WARNING Notice boards or panels must not be installed on the platform because they will increase wind resistance.

WARNING Do not use the platform as a crane.

WARNING Do not extend the reach or height of the platform by the use of ladders or other equipment.

WARNING Do not use the platform when the wind speed exceeds the rated limit, stated in the operators manual.

WARNING Do not allow the machine to come in to contact with fixed objects, buildings etc.

WARNING Do not allow the machine to come in to contact with moving objects, vehicles, cranes etc.

WARNING Do not exceed the maximum rated load stated on the platform.

WARNING All operators must be adequately trained and authorised to use the machine.

WARNING All operators must make sure there is a restricted area under or around the platform to safeguard against falling objects injuring bystanders or colleagues.

WARNING All operators must use the correct safety harnesses when operating from the platform. Hard hats with chin straps must also be worn.

WARNING Do not operate the machine from the base controls with personnel in the platform, except when you need to lower the platform in an emergency using the procedure in the operators manual.

If the platform cannot be lowered by the use of the emergency controls, personnel must be removed using other means.

You must not work on the machine whilst personnel are in the platform.

Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

Remove

1. Make the machine safe with the platform lowered.

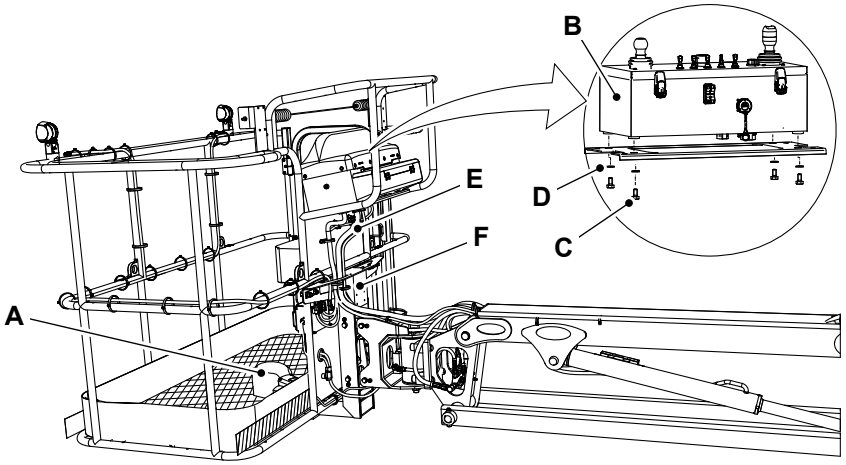
   Refer to: PIL 01-03-27.

2. Disconnect the electrical connectors from the foot pedal.
3. Remove foot pedal.
4. Support the platform with suitable support equipment.
5. Disconnect the electrical connectors from the controller box.

   5.1. Put a label on the electrical connectors to help installation.

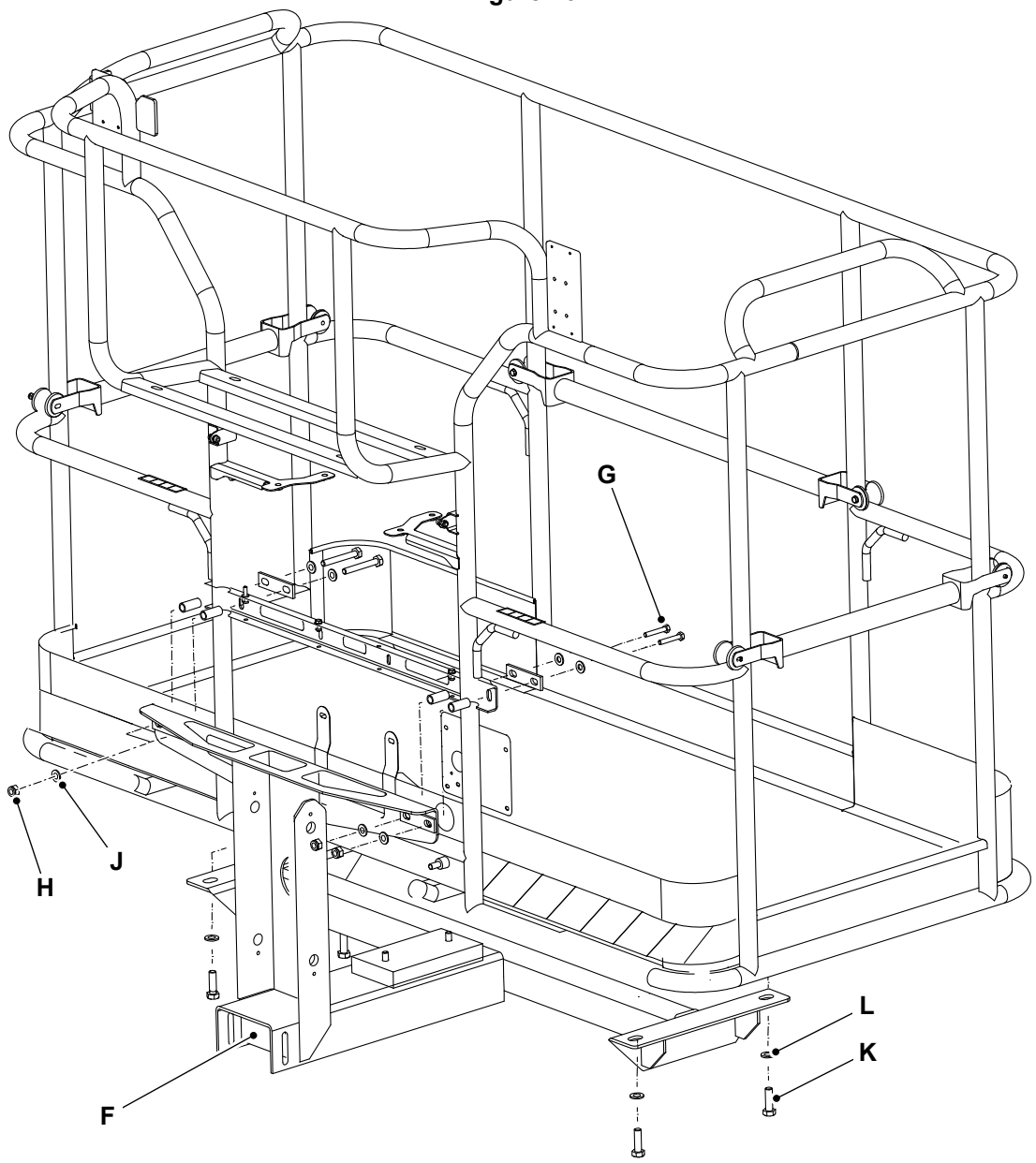
6. Remove the set screws (x4) and washers 1 (x4) of platform controller box.
7. Remove platform controller box.
8. Remove the bolts (x4), washers 2 (x8) and locknut 1 (x4) from platform bracket.
9. Remove the locknut 2 (x4) and washers 3 (x4) from the platform.
10. Remove the platform from the machine.

Figure 45.



A Foot pedal
B Platform control
C Set screw (x4)
D Washer1 (x4)
E Electric connectors
F Platform mounting

Figure 46.



F Platform mounting
G Bolts (x4)
H Locknut 1 (x4)
J Washer 2 (x8)
K Locknut 2 (x4)
L Washer 3 (x4)

Install

1. The installation procedure is the opposite of the removal procedure.
2. The ball of specific diameter should not pass through platform mesh.

   Dimension: 15mm

   2.1. Repair or replace the platform if more damage seen.

Table 20. Torque Values

Item	Nm
C	43
G	53.5
K	216

Notes:

24 - Brake System

Contents **Page No.**

Notes:

18 - Park Brake

Contents **Page No.**

Notes:

00 - General

Introduction

The brakes are installed on the front and rear wheels of the machine and they are integral parts of the drive motor.

The brakes installed on the machine are park brake only, there are no service brakes installed.

The electric drive system accelerates and decelerates the machine.

Health and Safety

Working Under the Machine

Make the machine safe. Make sure the park brake is engaged and machine is fully isolated. Remove the machine key switch, disconnect the battery. Use blocks to prevent unintentional movement of the wheels.

Springs

Always wear personal protective equipment when dismantling assemblies containing components under pressure from springs. This will protect against eye injury from components accidentally flying out.

WARNING! *Before working on the brake system, make sure that the machine is on solid level ground. Put blocks on all wheels to prevent the machine rolling.*

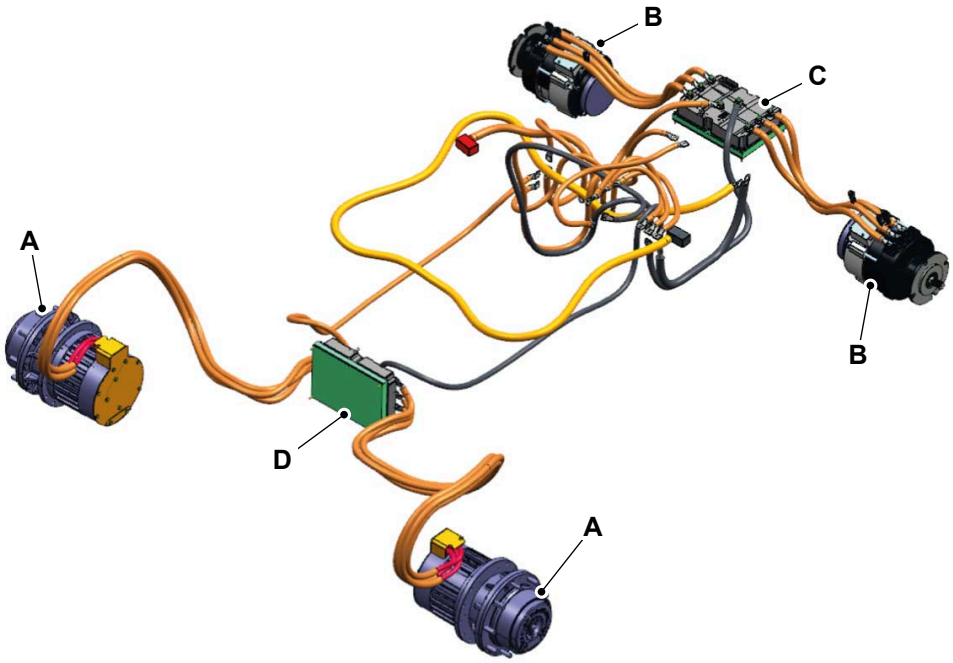
WARNING! *Before testing the park brake make sure the area around the machine is clear of people.*

WARNING! *Do not use a machine with a faulty park brake.*

WARNING! *Do not use the machine with any part of its brake system disconnected or inoperative. When the test has been completed, make sure all brake system components are installed and the system is operating correctly.*

Component Identification

Figure 47.



A Front wheel drive motor
B Rear wheel drive motor
C Inverter - drive motor rear
D Inverter - drive motor front

Notes:

25 - Steering System

Contents **Page No.**

Acronyms Glossary

2WS	Two Wheel Steer

00 - Steering System

Contents **Page No.**

Notes:

00 - General

Introduction

The steering is controlled by the hydraulic system and the boom pump through the main control valve. There are two double acting single end steering cylinder rams
Refer to: PIL 30-15-34. installed on the front drive wheels.

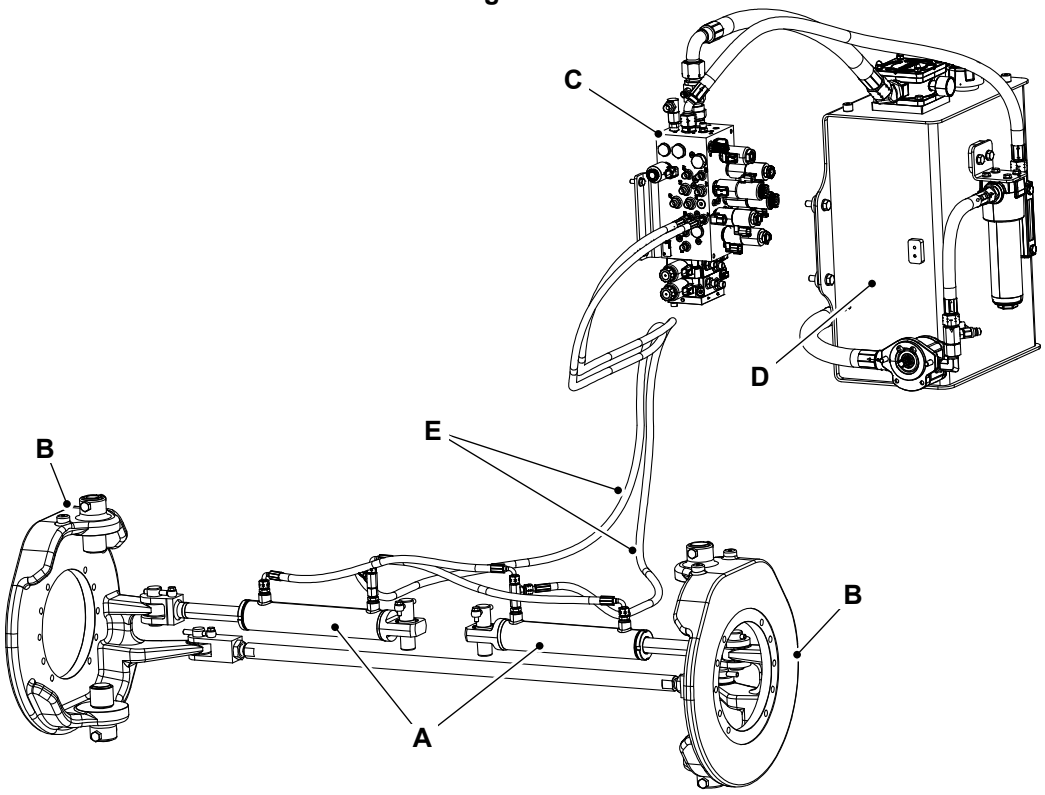
Technical Data

Table 21.

Description	Data
Type	2WS (Two Wheel Steer)
Inner wheel turning radius	2.6m
Outer wheel turning radius	4.6m

Component Identification

Figure 48.



A Steering ram
B Steering knuckle
C Main control valve
D Hydraulic tank
E Hoses

33 - Link Arm

Contents **Page No.**

00 - General

Remove and Install

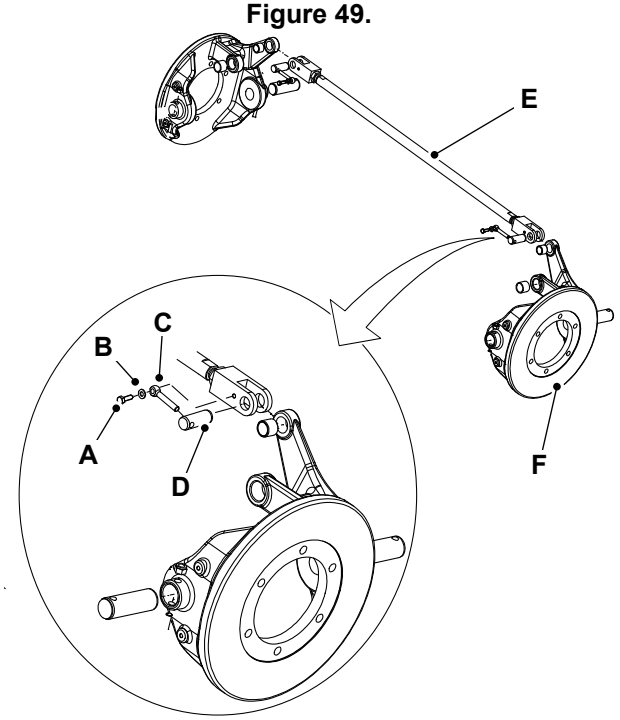
Remove

1. Make the machine safe with the platform lowered.

   Refer to: PIL 01-03-27.

2. Remove the bolt (x2) and washer (x2) from the pin (x2).
3. Remove the pin (x2).
4. Remove the pivot pin (x2) from the steering link rod.
5. Remove the steering link rod from the wheel hub.

Figure 49.



A Bolt
B Washer
C Pin
D Pivot pin
E Steering link rod
F Steering knuckle

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the bolt to the correct torque value.

Table 22. Torque Values

Item	Nm
A	22

27 - Driveline

Contents **Page No.**

Acronyms Glossary

AC	Alternating Current

00 - Driveline

Contents **Page No.**

Notes:

00 - General

Introduction

The machine has an electrically driven and operated driveline system. It consists of the following components:

- Axle oscillation system.
  Refer to: PIL 27-20-01.
- Hub.
  Refer to: PIL 27-27-00.
- Wheel.
  Refer to: PIL 27-29-00.
- Wheel drive motor.
  Refer to: PIL 27-32-00.

Drive Orientation System

The drive orientation system is designed to alert the operator of the conditions that could cause the movement of the chassis to differ from the movement of the drive/steer control handle. The system indicates to the operator the need to match the yellow and white directional arrows on the platform control panel to the arrows on the chassis. The system uses a limit switch mounted on the underside of the turntable, an indicator light and an acknowledgment switch on the platform display panel.

The limit switch trips roughly when the boom is swung past a rear tire. When the turntable is in the normal drive position with the boom between the rear tires, no indications or interlocks are made. When the machine is actively driving and the turntable is swung past the switch point, the system is ignored until drive/steer functions will be disabled. The operator must engage the drive orientation system is enabled, the DOS indicator will be illuminated continuously and a 3s enable timer will be started and will continue for 3s after the end the last drive/steer command. If the timer expires, the DOS override switch must be re-engaged to enable drive/steer.

Technical Data

Table 23. Front Wheel Drive Motor

Description	Data
Motor type	Three phase AC (Alternating Current) motor IPM
IP rating	67
Voltage	32V

Table 24. Rear Wheel Drive Motor

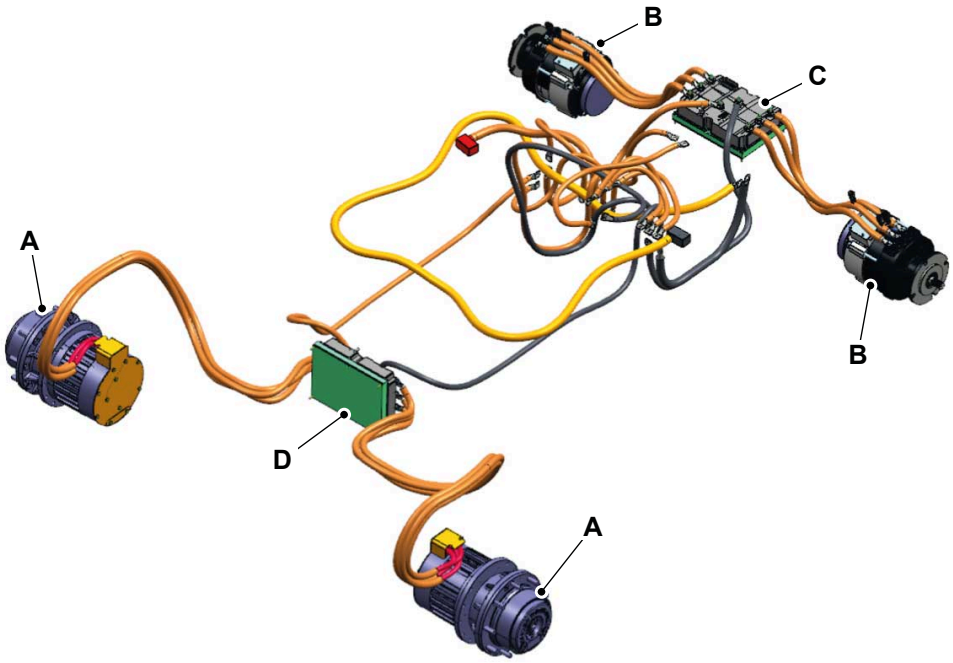
Description	Data
Motor type	Three phase AC motor
IP rating	54
Power	3.15kW
Voltage	32V

Table 25. Gearbox

Description	Data
Type	Gearbox wheel drive with T-hub
Gear ratio	10:1
Continuous output torque	3,390N·m
Intermittent output torque	6,780N·m
Weight	37.6kg

Component Identification

Figure 50.



A Front wheel drive motor
B Rear wheel drive motor
C Inverter rear
D Inverter front

20 - Axle(s)

Contents **Page No.**

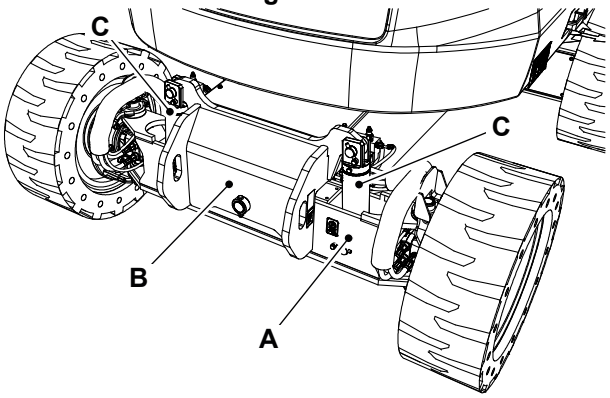
00 - General

Introduction

The axles on this machine are structural components connecting the wheels to the chassis. The front axle is an oscillating axle. The rear axle is fixed to the chassis.

Component Identification

Figure 51.



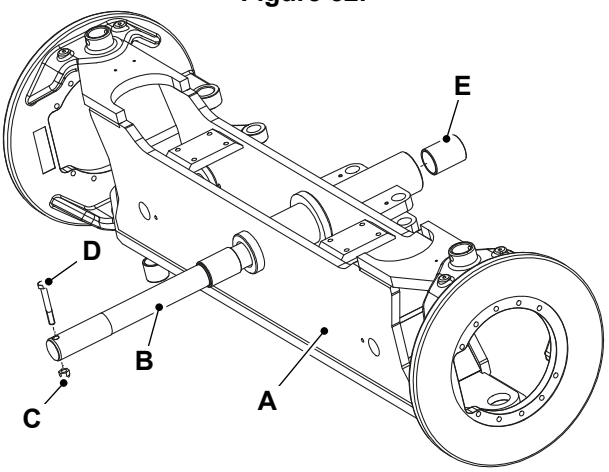
A Front axle
B Chassis
C Oscillation cylinder ram (x2)

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Disconnect the electrical connections from the wheel drive motor.
4. Remove the wheel.
   Refer to: Remove and Install (PIL 27-29-00).
5. Remove the wheel drive motor assembly.
   Refer to: Remove and Install (PIL 27-32-00).
6. Use suitable lifting equipment to lift the machine, then use a stand to support its axle.
7. Remove the oscillation axle ram.
   Refer to: Remove and Install (PIL 30-15-67).
8. Remove the bolt and lock nut from the from axle.
9. Remove the pivot pin and lubricating bush (x2) from the from axle.
10. Use the suitable lifting equipment, remove the axle from the machine.

Figure 52.



A Front axle
B Pivot pin
C Bolt
D Locknut
E Lubricating bush (x2)

Remove

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the locknut to the correct torque value.

Table 26. Torque Values

Item	Nm
C	89.5

01 - Axle Oscillation

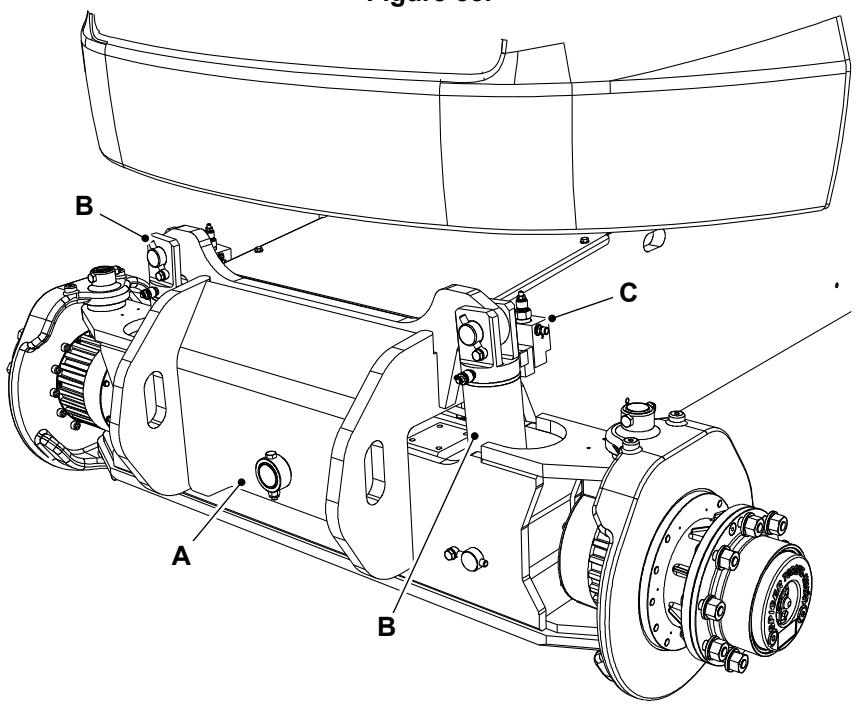
Introduction

The axle oscillation system allows the front axle to oscillate under certain conditions. The system consists of two oscillating axle rams, two pilot operated oscillating axle balance valves, and one solenoid operated flow control valve on the brake control valve.

The oscillating axle rams are installed on each end of the front axle and the two pilot operated oscillating axle balance valves are directly mounted to each ram.

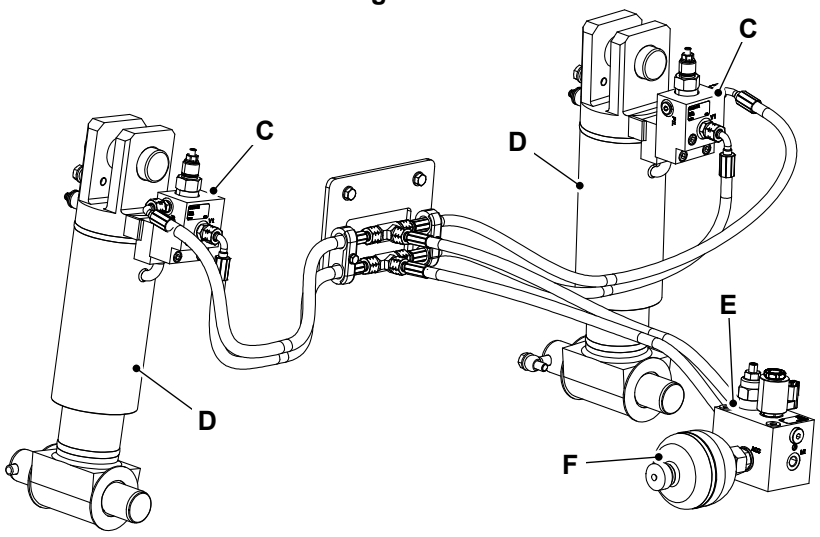
Component Identification

Figure 53.



A Front axle
B Axle Oscillation
C Counter balance valve

Figure 54.



C Counter balance valve
D Oscillation rams
E Valve oscillation
F Accumulator

Operation

The axle oscillation system enables the oscillating axle to be locked or unlocked according to boom position and drive requirements.

The oscillating axle system works in two ways:

1. It allows the axle to oscillate during travel on uneven ground with the platform in the standard travel position.
2. It creates increased stability by locking the axle so it cannot pivot when the boom is rotated away from the standard travel position, or when the booms are raised or extended out of the stowed position.

The front axle is attached to the frame by a pivot pin, which allows all four wheels to remain in contact with the ground when traveling on rough terrain. The axle oscillation system also incorporates two hydraulic cylinders connected between the frame and the axle.

The hydraulic cylinders permit axle oscillation when the boom is in the transport position and drive is commanded. The hydraulic cylinders will lock and hold the axle when drive is not commanded or when the boom is outside the transport position.

The cylinders unlock when pilot pressure is applied to the oscillating axle balance valves and lock when pilot pressure is removed. Pilot pressure is available from the transmission circuit and is controlled by a solenoid operated valve mounted on the brake control valve in the chassis. To ensure the oscillating axle system is functioning correctly, a pressure transducer is mounted between the brake control valve and the balance valves.

Oscillating Axle Lockout Test

Make a note lockout system test must be performed quarterly, any time a system component is replaced or when improper system operation is suspected.

Make sure that the boom is fully retracted, lowered and centered between rear wheels prior to beginning lockout cylinder test.

1. Place a specified height block with ascension ramp in front of left front wheel.

   Dimension: 150mm

2. From platform control console, start the machine.
3. Place the drive control lever to the forward and drive machine up ascension ramp until left front wheel is on the top of block.

   3.1. The oscillating axle should pivot so that the remaining 3 wheels remain in contact with the ground.

4. Activate swing control lever and position boom over right side of machine or raise the main boom enough to get it out of the transport position.
5. Place drive control lever to reverse and drive machine off of block and ramp.
6. Check the left front or higher rear wheel remains elevated in position off of ground.
7. Carefully return boom to stowed position (centered between rear wheels if swung or fully lowered if raised) when boom reaches stowed position, locknut cylinders should release and allow wheel to rest on ground, it may be necessary to activate drive to release cylinders.
8. Place a specified height block with ascension ramp in front of right front wheel.

   Dimension: 150mm

9. Place the drive control lever to the forward and drive machine up ascension ramp until right front wheel is on the top of block.

   9.1. The oscillating axle should pivot so that the remaining 3 wheels remain in contact with the ground.

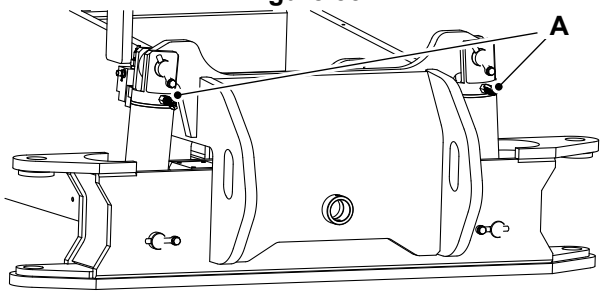
10. Do the steps 4 and 7 to check the opposite side of the oscillating axle.
11. If lockout cylinders do not function properly, correct the malfunction prior to any further operation.

Bleed

1. Start the machine.
2. Position the turntable in the stowed position.
3. Bleed the oscillation cylinder follows:
   - 3.1. Attach a clear tube to the bleed point nipple.
   - 3.2. Make sure that the free end of the clear tube is in a suitable container.
   - 3.3. loosen the bleed point.
   - 3.4. Collect hydraulic oil until a steady unbroken stream of hydraulic oil is viewed.
4. Tighten the bleed point adaptor to specified torque value while stream of hydraulic oil is running.

   Torque: 35–39N·m

Figure 55.



A Bleed point

27 - Hub

Contents **Page No.**

00 - General

Introduction

The hub is the part of the axle where the wheel is mounted and where the axle shaft (if installed) passes through.

Some hubs are not driven and rotate due to motion of the machine and some driven hubs may also have reduction gearing installed.

The hub may also be designed to allow steering of the wheels and/or incorporate brakes.

Make a note that the machine front wheel hub is an integral part of the electric wheel drive motor.

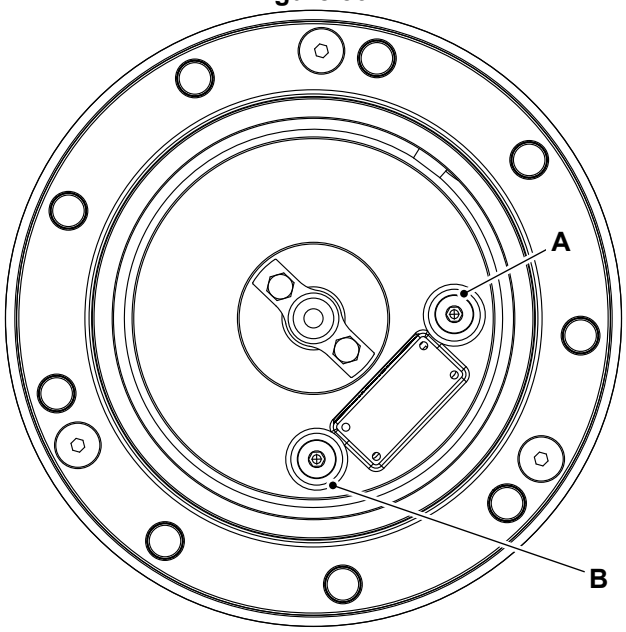
Drain and Fill

Make sure that you change the hub oil after correct intervals.
Refer to: PIL 78-24-10.

Drain

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Park the machine on level ground.
3. Turn the wheel manually to move one plug to the vertical position and other to horizontal position.
4. Remove both the plugs.
5. Allow the oil to drain.
6. Make a note that, there will be a certain amount of residual oil that cannot be drained from the gearbox due to the internal configuration of the gearbox.

Figure 56.

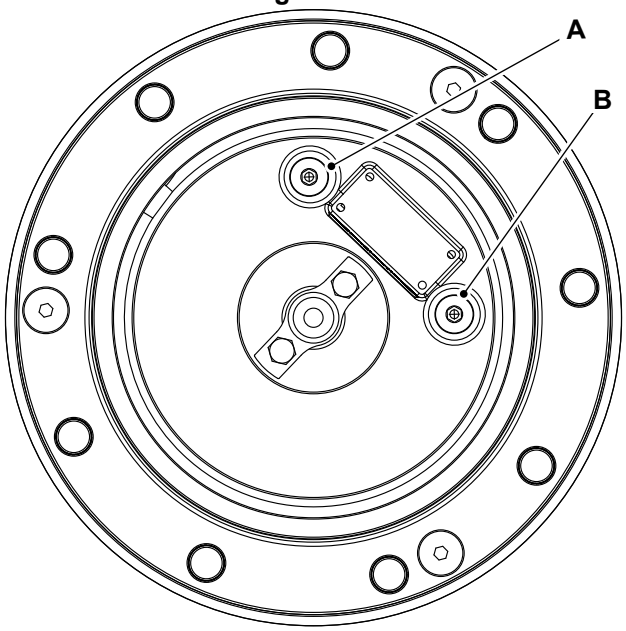


A Oil level plug (horizontal position)
B Oil level plug (vertical position)

Fill

1. Fill the hubs with the correct axle oil through the plug in top vertical position.
   1.1. When gearbox is half filled, the oil will start spilling from the plug in horizontal position.

Figure 57.



A Oil level plug (vertical position)
B Oil level plug (horizontal position)

2. Clean and install both the cover pipe plugs.

Check (Condition)

The purpose of the roll test is to determine if the unit's gears are rotating consistently, easily and properly. If more drag is felt in the gears only at certain points, then the gears are not rolling consistently and easily and should be examined for improper installation or defects.

1. Make the machine safe.

   Refer to: PIL 01-03-27.

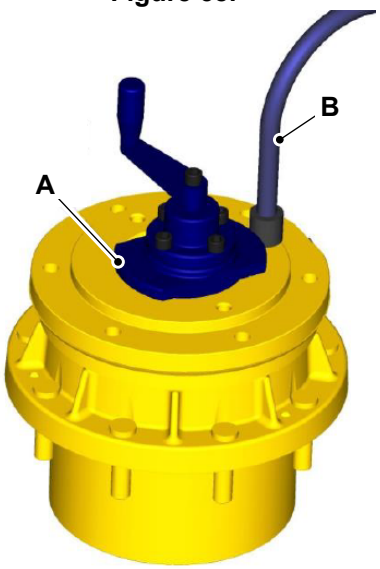
2. Remove the gearbox from the machine.
3. Place it on a suitable workbench and install the roll test tool (Dana spicer part number T195650).
4. Rotate the gearbox both clockwise and counterclockwise the same number of turns as the ratio of the unit.
5. It should be able to rotate the gears in the unit applying constant force to the roll checker.

   5.1. If more drag is felt in the gears only at certain points, then the gears are not rolling consistently and easily and should be examined for improper installation or defects.

6. The brake must be released before performing the roll test.

   Refer to: Check (Leaks) (PIL 27-27-00).

Figure 58.



A Tool
B Pressure gauge pipe

Some gear packages roll with more difficulty than others. Do not be concerned if the gears in the unit seem to roll hard as long as they roll with consistency.

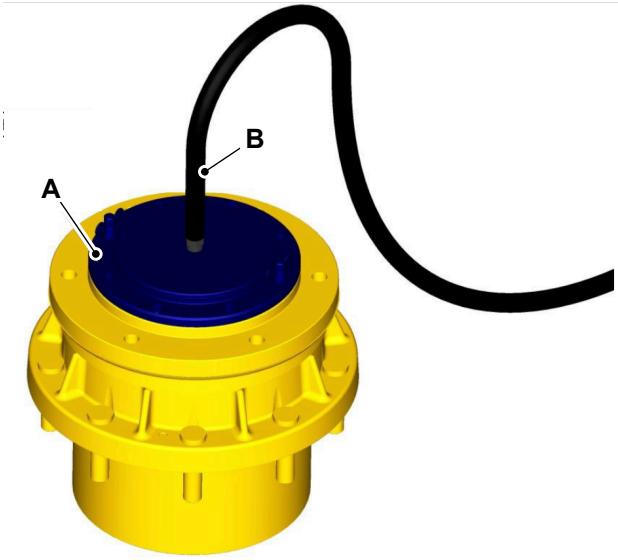
The gearbox ratio is the same number as the last three numbers on the ID tag.

Check (Leaks)

The purpose of the leak test is to make sure that the unit is air tight.

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Connect a suitable pressure gauge to the unit.
3. Pressurise the hub assembly to the specified pressure.
   Pressure: 0.69bar (10.0psi)
4. Wait for the specified duration.
   Duration: 20min
5. Check the reading on the pressure gauge.
   5.1. Make sure that the pressure in the hub assembly does not decrease.
6. If the pressure in the hub assembly decreases, do the following steps.
   6.1. Apply a solution of soap and water on to the pipe plug, main seal, O-rings and gasket.
   6.2. Check for signs of air bubbles.
   6.3. Replace the damaged parts.

Figure 59.



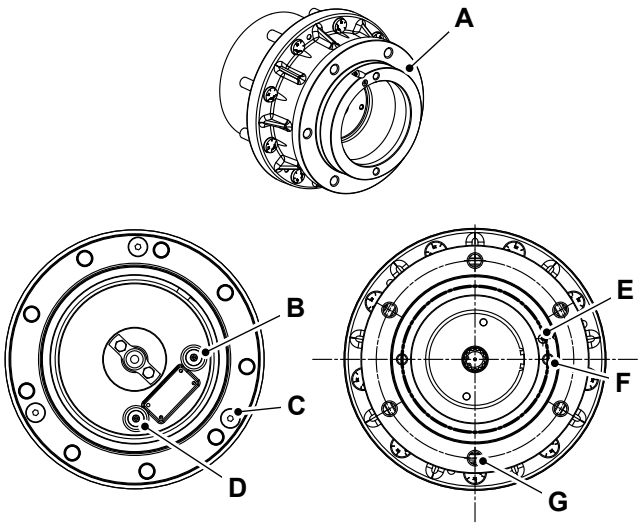
A Blanking plate
B Pressure gauge pipe

Check (Level)

⚠ **Notice:** Never operate the machine with the low hub oil level, otherwise severe damage to the hub internal components can occur.

1. Make the machine safe.
   Refer to: PIL 01-03.
2. Drive the machine to rotate the hub until side plugs are located one in vertical and other in horizontal position.
3. Make sure that the oil level mark on the hub is horizontal.
4. Remove the oil plug and check oil level.
5. Make sure that the oil is in level with the bottom of the oil plug hole. If necessary, top up with the correct axle oil.
6. Clean, apply pipe thread sealant and install the oil plug.
7. Repeat this procedure for each torque hub.

Figure 60.



A Gearbox wheel
B Oil plug (Horizontal position)
C Shipping cap screw
D Oil plug (vertical position)
E Brake port
F Motor mounting holes
G Spindle mounting holes

Remove and Install

Rear Wheel Hub

Refer to: Remove and Install (PIL 27-32-00).

Front Wheel Hub

Front wheel hub is an integral part of the electric wheel drive motor.
Refer to: Remove and Install (PIL 27-32-00).

29 - Wheel

Contents **Page No.**

00 - General

Introduction

On new machines, and whenever a wheel has been removed, check the wheel nut torques every two hours until they stay correct. Every day, before starting work, check that the wheel nuts are tight. Tighten the wheel nuts (in a diagonal sequence) to the correct torque value, refer to Remove and Install.

Health and Safety

⚠ **WARNING** If, for whatever reason, a wheel stud is renewed, all the studs for that wheel must be changed as a set, since the remaining studs may have been damaged.

WARNING Wheels and tyres are heavy. Take care when lifting or moving them. Store with care to ensure that they cannot fall and cause injury. Use suitable lifting equipment if necessary.

WARNING Do not install pneumatic tyres on a wheel made for a solid tyre. Do not install a solid tyre on a wheel made for a pneumatic tyre. If you are unsure of the correct specification for your machine, contact your local JCB dealer or a trained specialist.

This machine has only been stability tested with solid-filled tyres. If semi-solid or inflated tyres are used the machine could be potentially unstable. Do not use tyres other than solid-filled tyres.

Remove and Install

⚠ **CAUTION** You can be injured if you use incorrect or faulty lifting equipment. You must identify the weight of the item to be lifted then choose lifting equipment that is strong enough and suitable for the job. Make sure that lifting equipment is in good condition and complies with all local regulations.

Important: The wheel and tyre assembly is heavy. Get the help of another person to remove and replace a wheel.

Check and tighten the wheel nuts. Follow the intervals in the Maintenance Schedules.
Refer to: PIL 78-24-03.

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Put chocks against the wheels.
3. Loosen the nuts in the sequence shown on the wheel to be exchanged. Refer to Figure 61.
4. Use suitable lifting equipment to lift the machine, then use a stand to support its axle.
5. Remove the nuts in the sequence shown from the wheel.
6. Move the wheel away from the machine.

Figure 61.

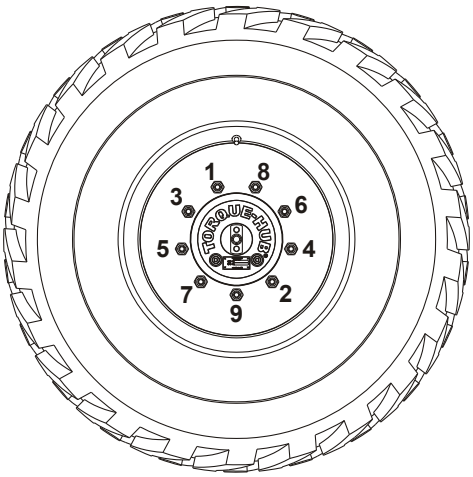
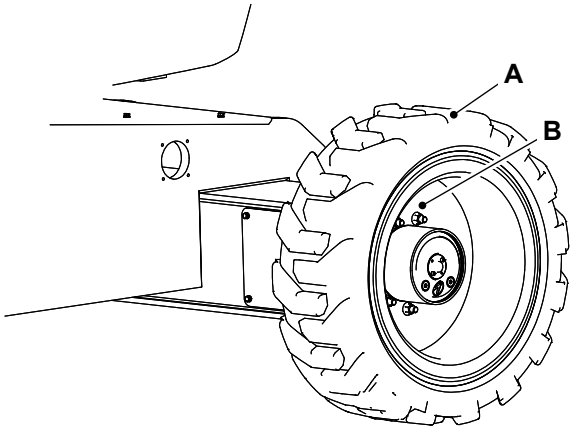


Figure 62.



A Wheel
B Wheel nut

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the nuts by hand.
   2.1. Do not use lubricant on threads on nuts.
3. Tighten the nuts to the correct torque value in the sequence shown. Refer to Figure 61.
   Torque: 210N·m

32 - Wheel Drive Motor

Contents **Page No.**

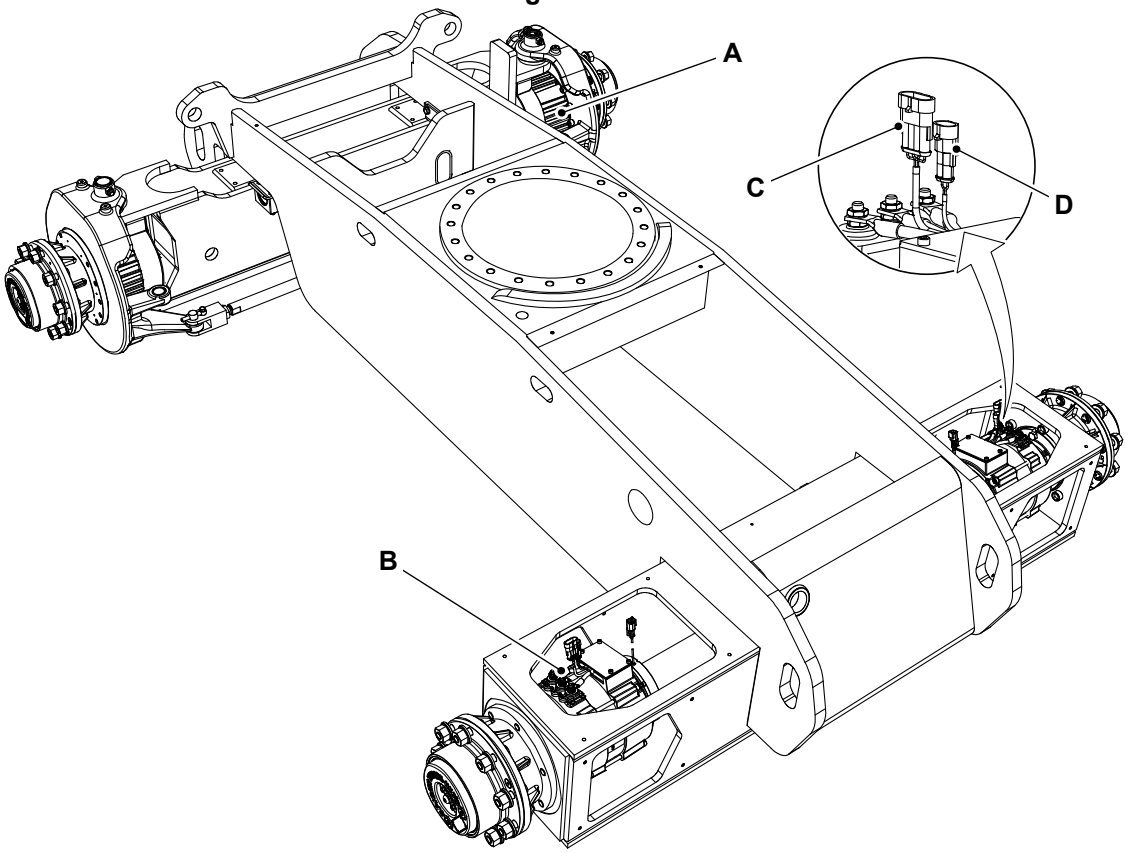
00 - General

Introduction

The wheel drive motor is an electrical type. The wheel drive motor has an integral brake pack, brake sensor, speed sensor and temperature sensor.

Component Identification

Figure 63.



A Front wheel drive motor
B Rear wheel drive motor
C Speed sensor
D Temperature sensor

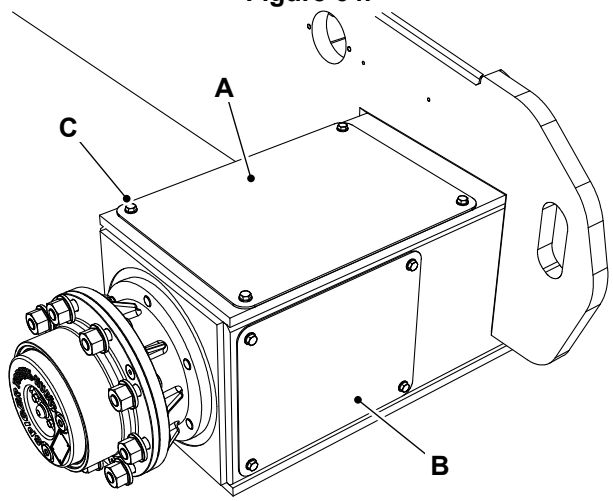
Remove and Install

Rear Wheel Drive Motor

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Remove the wheel.
   Refer to: Remove and Install (PIL 27-29-00).
4. Remove the setscrew (x12) from the cover plates.
5. Remove the cover plates.

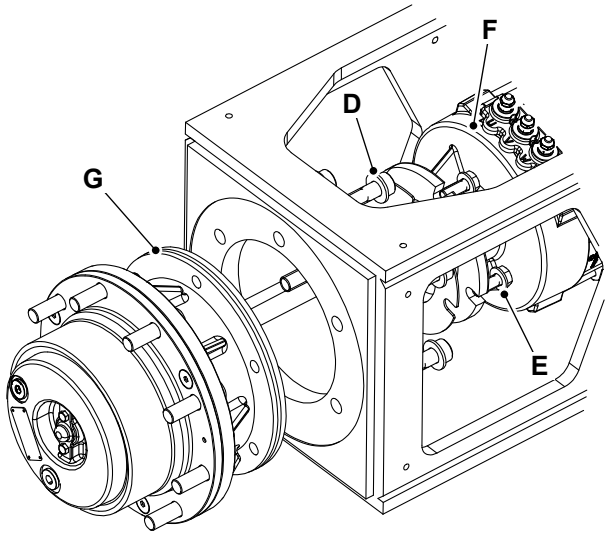
Figure 64.



A Top rear axle cover plate
B Side rear axle cover plate
C Setscrew (x12)

6. Disconnect all the electrical connections from the rear wheel drive motor.
   6.1. Put a label on the connectors to help installation.
7. Use the suitable lifting equipment to support the drive motor and wheel hub assembly.
8. Remove the capscrew (x6) and washer (x6) from the wheel hub assembly. Refer to Figure 65.
9. Carefully remove the wheel hub assembly.
10. Remove the setscrew (x4).Refer to Figure 65.
11. Remove the drive motor from the machine.

Figure 65.



D Capscrew (x6)
E Setscrew (x4)
F Wheel drive motor
G Wheel hub assembly

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the bolts to the correct torque value. Refer to Table 27.
3. Make sure that the electrical connections are tight and secure.

Table 27. Torque Value

Item	N·m
D	250
E	100

Front Wheel Drive Motor

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Remove the wheel.

Refer to: Remove and Install (PIL 27-29-00).

4. Disconnect all the electrical connections from the front wheel drive motor.

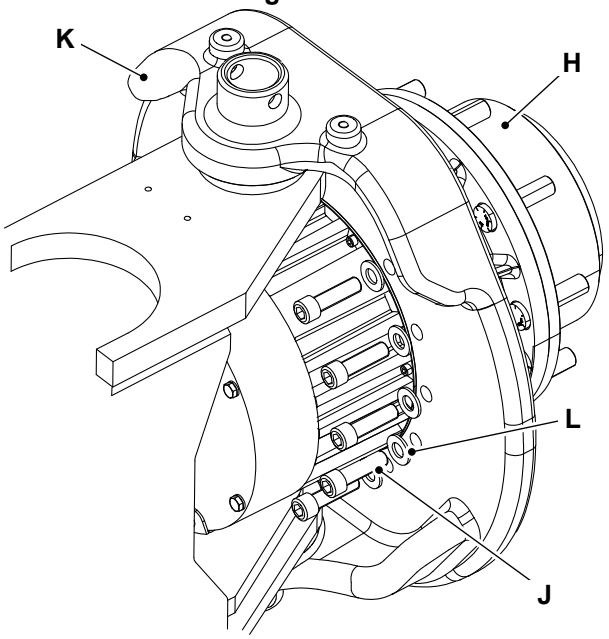
   4.1. Put a label on the connectors to help installation.

5. Use the suitable lifting equipment to support the wheel drive motor and wheel hub assembly.

6. Remove the capscrew (x10) and washer (x10) from the wheel drive motor assembly. Refer to Figure 65.

7. Remove the wheel drive motor assembly and wheel hub from the machine.

Figure 66.



H Wheel drive motor assembly
J Capscrew (x10)
K Steering knuckle
L Washer (x10)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.

2. Tighten the bolts to the correct torque value. Refer to Table 28.

3. Make sure that the electrical connections are tight and secure.

Table 28. Torque Value

Item	N·m
J	150

Disassemble and Assemble

This is a non serviceable part, replace the complete assembly.

33 - Tyre

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00 - General

Introduction

Tyres provide a flexible cushion that absorb shocks, while keeping the wheel in close contact with the ground.

Tyre materials are usually synthetic rubber, natural rubber, fabric and wire, along with other compound chemicals. They consist of a tread and a body. The tread provides traction while the body ensures support.

Make sure that the tyres are kept in good condition.

Health and Safety

⚠ **WARNING** Wheels and tyres are heavy. Take care when lifting or moving them. Store with care to ensure that they cannot fall and cause injury. Use suitable lifting equipment if necessary.

WARNING Running tyres outside recommended guidelines may result in failure of the tyres which at high speeds may endanger life.

WARNING Do not install pneumatic tyres on a wheel made for a solid tyre. Do not install a solid tyre on a wheel made for a pneumatic tyre. If you are unsure of the correct specification for your machine, contact your local JCB dealer or a trained specialist.

WARNING When ordering tyres, you must specify not only the tyre size but also the speed designation. The correct tyres for the machine are shown in the Operator's Manual. On no account should you use tyres of other designations without first gaining approval from the machine manufacturer.

This machine has been tested for stability with solid tyres only. If the semi-solid or inflated tyres are used, the machine could be potentially unstable. Do not use any tyres other than JCB recommended solid tyres. Refer to:
Refer to: Technical Data (PIL 27-33-00).

Technical Data

Table 29.

Tyre Size (Description)	Type	Make	Tyre Width	Weight	Tyre Outer Diameter	Remark
33 X 12 D610 outrigger XT	Foam filled - non marking	Blacksmith	304.8mm	124.8kg	838.2mm	Standard
33 X 12 D610 litefoot tire / wheel ASM	Turf marking	Blacksmith	297.7mm	132.5kg	836mm	Option

Notes:

30 - Hydraulic System

Contents **Page No.**

Acronyms Glossary

ARV	Auxiliary Relief Valve
MRV	Main Relief Valve
QRC	Quick Release Coupling
RPM	Revolutions Per Minute
SPP	Service Parts Pro

00 - General

Contents **Page No.**

Notes:

00 - General

Introduction

The hydraulic system is a power transmission system that uses the force of flowing liquids to transmit power to specific components in a machine.

To help you trace specific hydraulic problems to a faulty unit (valve, actuator, ram etc.), refer to Fault finding.
Refer to: PIL 30-00-00.

Once you have traced the faulty unit, refer to the relevant section for removal, disassembly and checking instructions.

To help identify circuits, valves, rams etc. mentioned in the fault finding procedures. Refer to the hydraulic schematic diagrams.
Refer to: PIL 30-00-50.

- Before you begin fault finding, read the Health and Safety Information.
  Refer to: PIL 30-00-00.
- Make simple checks before you remove or disassemble a major component.
- Make sure that the hydraulic fluid is at the correct working temperature 50°C (121.9°F).
- Whatever the fault, check the condition of the hydraulic fluid. Drain and replace if necessary. Refer to Hydraulic fluid quality in this procedure and Hydraulic System - Clean.
  Refer to: PIL 30-00-00.
- Make sure you remove ALL contamination and if possible identify its origin. It may be part of a component from elsewhere in the circuit.

Hydraulic Fluid Quality

This machine uses a large volume of fluid in the hydraulic system for power transmission, equipment lubrication, rust prevention and sealing. According to a survey conducted by a pump manufacturer, seventy per cent of the causes of problems in hydraulic equipment were attributable to inadequate maintenance of the quality of the hydraulic fluid. Therefore, it is obvious that control of the quality of the hydraulic fluid helps prevent hydraulic equipment problems and greatly improves safety and reliability. Furthermore from an economic angle it extends the life of the hydraulic fluid if quality is maintained.

Hydraulic Contamination

Once inside the system, hydraulic circuit contaminants greatly affect the performance and life of hydraulic equipment. For example, contaminants in a hydraulic pump develop internal wear to cause internal leakage and hence lower discharges. Wear particles generated will circulate with the hydraulic fluid to cause further deterioration in the performance of this and other equipment. Contaminants also

enter principal sliding sections of the equipment causing temporary malfunction, scuffing, sticking and leakage and can lead to major problems. The main contaminants can be classified as follows:

1. Solid Particles - Sand, fibres, metallic particles, welding scale, sealing materials and wear particles etc.
2. Liquid - Usually water and incompatible oils and greases.
3. Gases - Air, sulphur dioxide etc. which can create corrosive compounds if dissolved in the fluid.

These contaminants can appear during manufacture, assembly and operation.

Health and Safety

Hydraulic Pressure

Hydraulic fluid at system pressure can injure you. Before connecting or removing any hydraulic hose, residual hydraulic pressure trapped in the service hose line must be vented. Make sure the hose service line has been vented before connecting or removing hoses. Make sure the machine cannot be started while the hoses are open.

WARNING! *Fine jets of fluid at high pressure can penetrate the skin. Keep face and hands well clear of pressurised fluid and wear protective glasses. If fluid penetrates your skin, get medical help immediately.*

WARNING! *Take care when disconnecting hydraulic hoses and fittings as the oil will be hot.*

WARNING! *Damaged hoses can cause fatal accidents. Examine the hoses regularly. Do not use the machine if a hose or hose fixture is damaged.*

Notice: *Using incorrect fluid could damage the system. See Fluids, Capacities and Lubricants for the correct fluid. The fluid can harm your skin. Wear rubber gloves. Cover cuts or grazes.*

Notice: *Do not allow dirt to enter the system. Before disconnecting any part of the system, thoroughly clean around the connection. When a component has been disconnected, always install protective caps and plugs to prevent dirt ingress. Failure to follow these instructions will lead to dirt entering the system. Dirt in the system will seriously damage the systems components and could be expensive to repair.*

CAUTION! *The temperature of the hydraulic oil will be high soon after stopping the machine. Wait until it cools before beginning maintenance.*

Notice: *Using incorrect fluid could damage the system. See Fluids, Capacities and Lubricants for the correct fluid. The fluid can harm your skin. Wear rubber gloves. Cover cuts or grazes.*

Technical Data

Table 30.

Description	Details	Data
Hydraulic system	Hydraulic system capacity	80L
	Hydraulic main system pressure	210bar (3,045.8psi)
Hydraulic tank	Capacity	55L
Return line filter	Nominal flow	150L/min
	Temperature range	-30–106°C (-22.0–222.7°F)
	Maximum working pressure	10bar (145.0psi)
	Filter size	10 µ
	Beta ratio	200
	By pass valve pressure	3 +0.5 bar
High pressure filter	Nominal flow	63L/min
	Temperature range	-30–100°C (-22.0–211.9°F)
	Maximum working pressure	400bar (5,801.5psi)
	Filter size	5 µ
	Beta ratio	200
	By pass valve pressure	7 +/-0.5 bar
Hydraulic gear pump	Type	Fixed
	Displacement	10 cc
	Maximum speed	3500 RPM (Revolutions Per Minute)
	Maximum continues pressure	210bar (3,045.8psi)
Auxiliary gear pump	Type	Fixed
	Displacement	4 cc
	Speed range	500-3500 RPM
	Maximum continues pressure	250bar (3,625.9psi)
Slew motor	Continuous max torque	316N·m
	Type	Fixed displacement
	Capacity	130 cc
Standard oil viscosity		ISO 32 CST at 40°C (103.9°F)
Main control valve	Maximum working pressure	210bar (3,045.8psi)
	Maximum flow	30L
	Temperature range	-20–100°C (-4.0–211.9°F)
Platform control valve	Maximum working pressure	210bar (3,045.8psi)
	Maximum flow	11L
	Temperature range	-20–100°C (-4.0–211.9°F)

Table 31. Pressure Specification

Description	Pressure
Leveling rise	180bar (2,610.7psi)
Leveling lower	180bar (2,610.7psi)
Articulated boom raise	210bar (3,045.8psi)
Articulated boom lower	100bar (1,450.4psi)
Telescopic boom raise	210bar (3,045.8psi)
Telescopic boom lower	210bar (3,045.8psi)
Telescopic boom extend	145bar (2,103.0psi)
Telescopic boom retract	210bar (3,045.8psi)

Description	Pressure
Slew left	138bar (2,001.5psi)
Slew right	138bar (2,001.5psi)
Platform rotate left	210bar (3,045.8psi)
Platform rotate right	210bar (3,045.8psi)
Jib boom raise	210bar (3,045.8psi)
Jib boom lower	210bar (3,045.8psi)
Oscillating axles left hand side	200bar (2,900.8psi)
Oscillating axles right hand side	200bar (2,900.8psi)
Oscillating axles ON/ OFF	280bar (4,061.1psi)

Make a note that, these pressures are applicable for a hydraulic oil temperature of 40°C (103.9°F), and the values may vary per machine by +/-5% based on valve tolerances.

Operation

The hydraulic system performs all functions of these machines. The hydraulic system is divided into two groups.

- Boom/Steer functions
- Drive functions

A gear pump provides hydraulic power to move the active boom. When the pump motor is running, this pump supplies hydraulic fluid under pressure to the function valve, where the directional and flow control valves are located. In order to protect from over-pressurization of the boom/steer system, an relief valve is located in the main control valve.

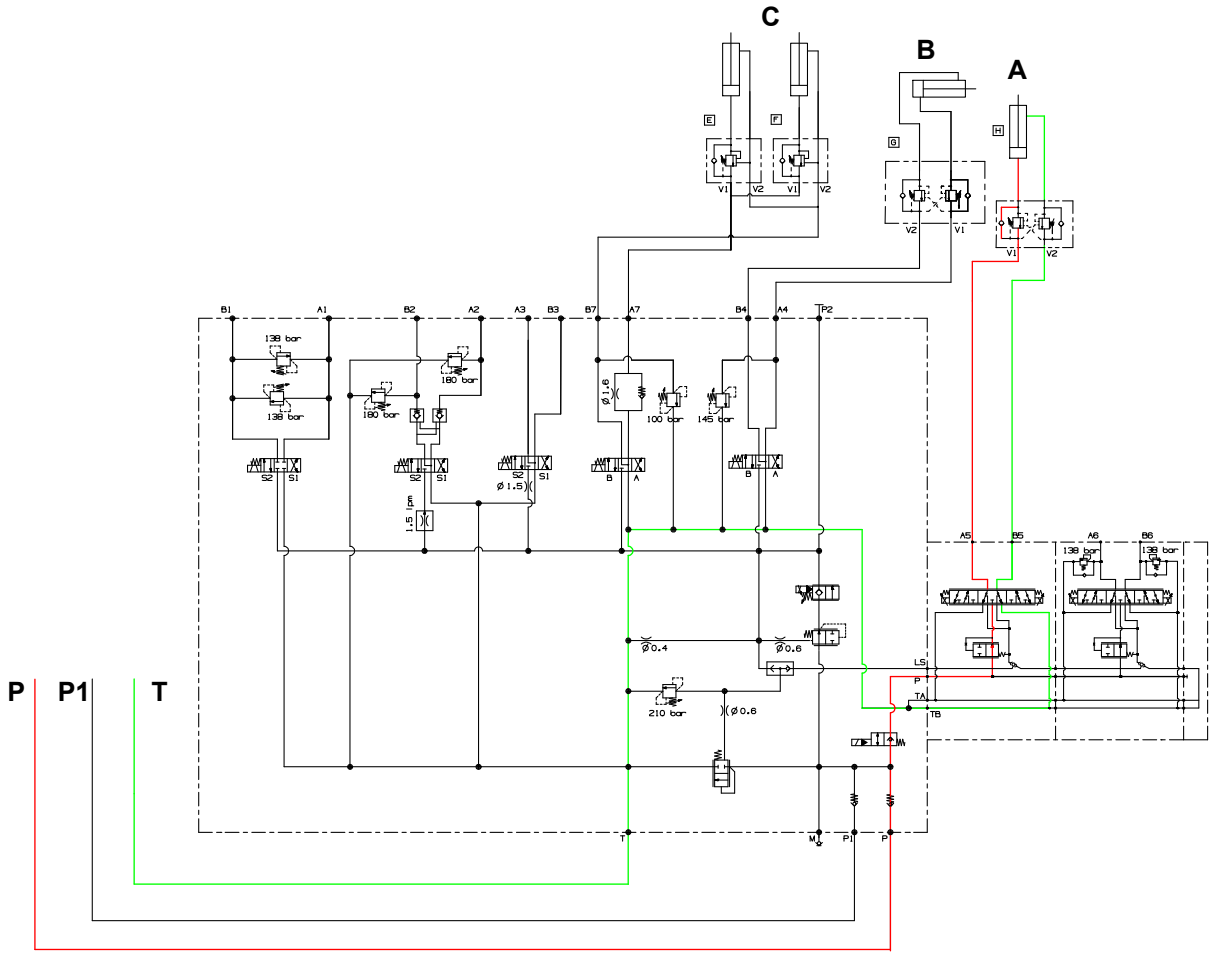
A separate gear pump provides hydraulic power to move the active boom. This is driven by an electric motor. This is for emergency use only, as a result of a safety function cut-out. This pump provides hydraulic oil to the same function valve as the main gear pump.

The articulated boom lift, main boom lift, telescopic boom extend, platform levelling, jib cylinders, and platform rotary actuator incorporate counterbalance valves to prevent boom or platform movement in the event of a hydraulic line failure.

Main Boom Function

From the base control panel, select the base enable and operate the main boom function switch up/down. Or from the platform control panel, operate foot pedal and main boom joystick up/down. The main boom/slew spool shifts for main boom function. Main boom directional proportional to spool shifts for function up/down. Flow to cylinder to lift boom at speed commanded (controlled by MCV) is available. If platform mass exceeds lift limit, excess flow passes through relief valve to tank.

Figure 67.



A Telescopic boom lift ram

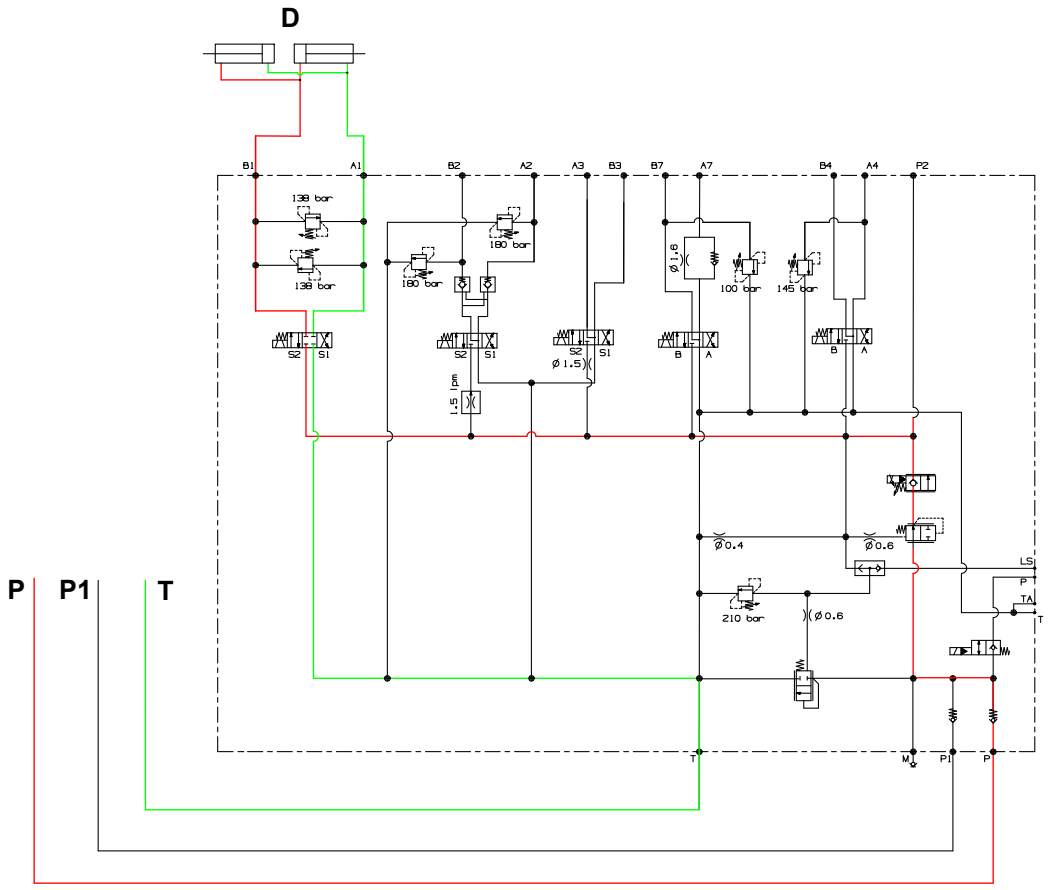
B Telescopic extension ram

C Articulated boom lift ram
P Pump
T Tank
P1 Auxiliary pump

Steer Function

Select platform controller and select travel function. Select steer function and operate foot pedal right or left. The boom pump is driven at engine speed. The steer spool shift across, hydraulic oil flows to steer cylinder. Flow to cylinder to steer the wheels at speed commanded (controlled by MCV “Public proportional Solenoid”) is available. The steer cylinder is driven in selected direction to turn the wheels. Brake valve BR1 solenoid (front) is energised. The steer wheel permitted to rotate due to surface friction. This can be in combination with travel function.

Figure 68.

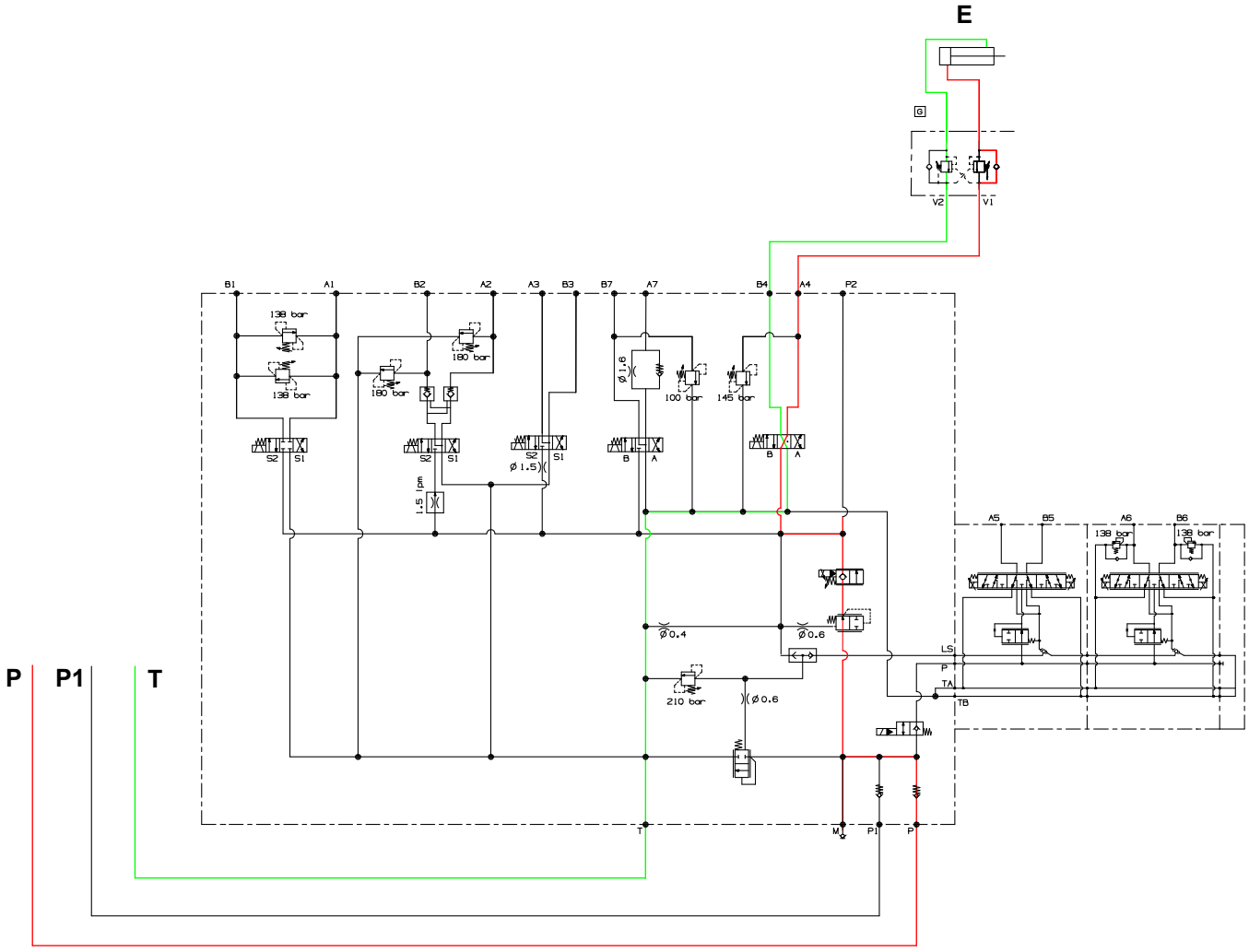


D Steer ram
P Pump
T Tank
P1 Auxiliary pump

Telescopic Boom Extension

From the base control panel, select the base enable and operate the telescopic boom function switch left/ right. Or from the platform control panel, operate foot pedal and telescopic boom function switch up/ down. The boom extension spool shifts for extend/ retract. Flow to cylinder to extend boom at speed commanded (controlled by MCV) is available. If platform mass exceeds lift limit, excess flow passes to tank through the Main RV (retract) or the Tele-boom Extend ARV (extend).

Figure 69.

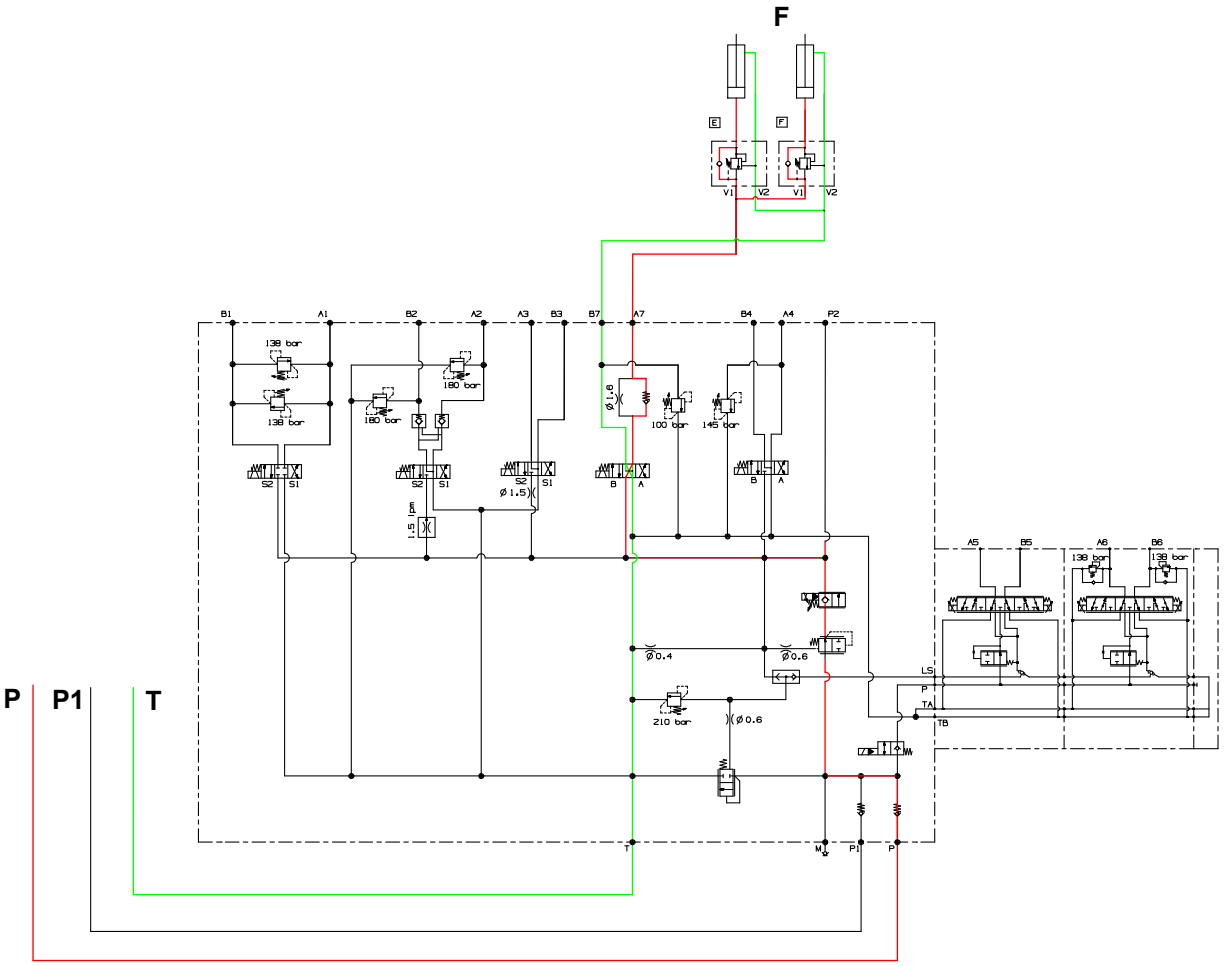


E Telescopic extension ram
P Pump
T Tank
P1 Auxiliary pump

Articulated Boom Lift

From the base control panel, select the base enable and operate the articulated boom function switch up/down. Or from the platform control panel, operate foot pedal and articulated boom function switch up/down. The articulated spool shifts for up/down function. Flow to cylinder to lift boom at speed commanded (controlled by MCV "Public Proportional Sol"). If platform mass exceeds lift limit, excess flow passes to tank through the Main RV (raise) or the Artic Boom Lower ARV (lower).

Figure 70.

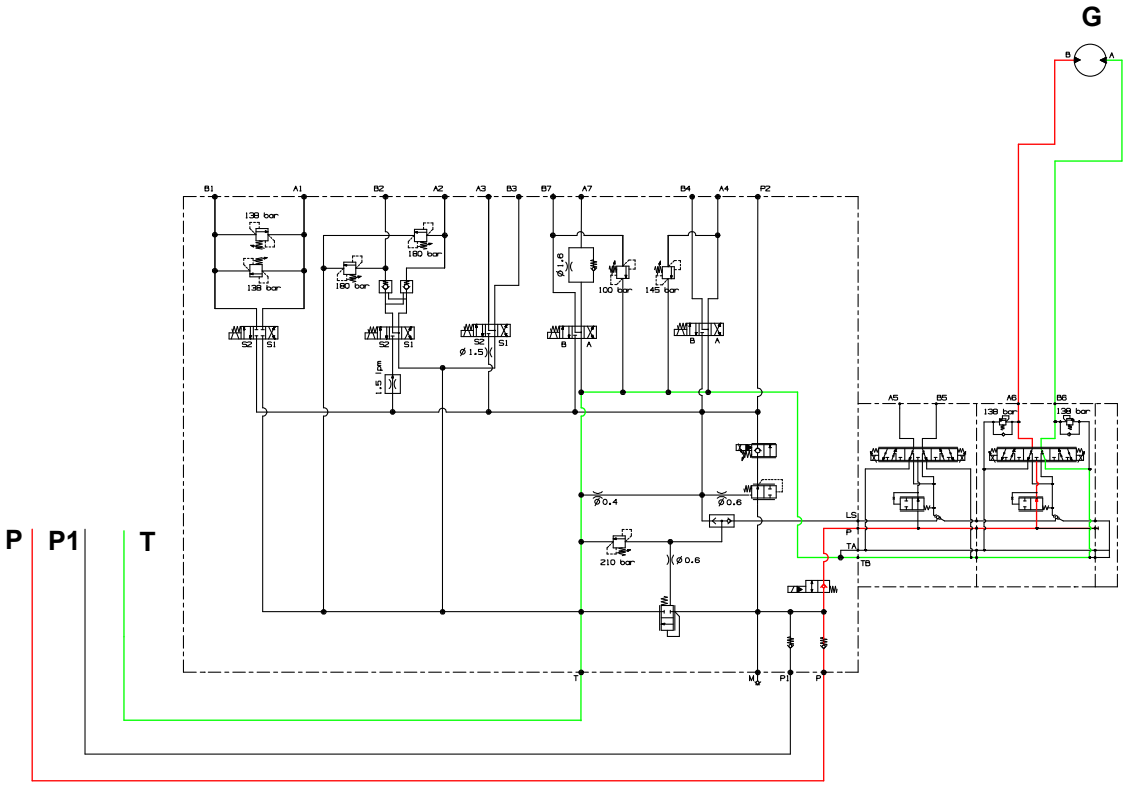


F Articulated boom lift ram
P Pump
T Tank
P1 Auxiliary pump

Slew Rotation

From the base control panel, select the base enable and operate the slew function switch left/right. Or from the platform control panel, operate foot pedal and slew joystick left/right. Slew spool shifts for slew function. Slew direction proportional spool shifts for left/right function. Flow to motor to rotate turntable at speed commanded (controlled by MCV slew direction proportional solenoid). If turntable mass exceeds slew limit, excess flow passes to tank through the ARV (left/right). There is a 355 degree slew limit preventing continuous rotation of the turntable

Figure 71.

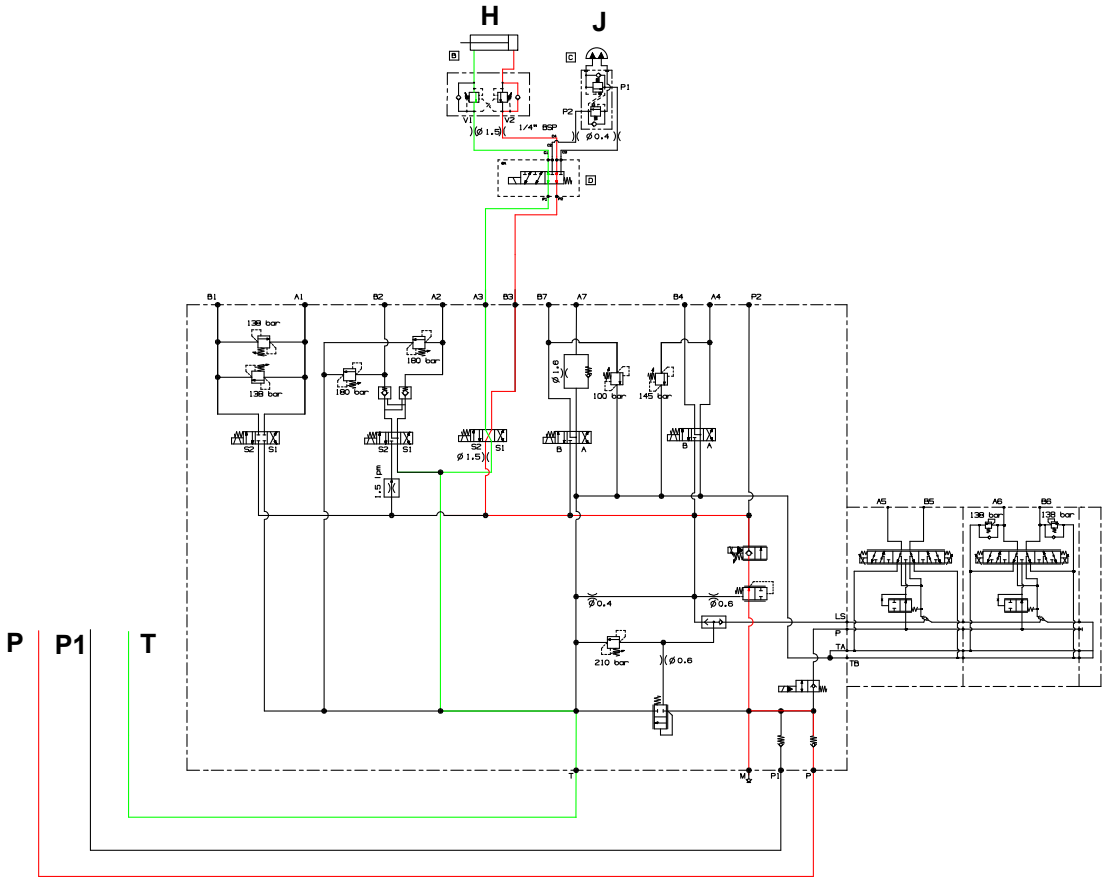


G Slew motor
P Pump
T Tank
P1 Auxiliary pump

Jib Lift

From the base control panel, select the base enable and operate the jib boom function switch up/down. Or from the platform control panel, operate foot pedal and jib boom function switch up/down. Platform select MCV spool shifts at S1 position for platform function. Platform control jib spool shifts from function jib up/down. Flow to cylinder to lift boom at speed commanded (controlled by MCV "Public Proportional Sol"). If platform mass exceeds lift limit, excess flow passes to tank through the Main RV (raise/lower)

Figure 72.



H Jib platform ram
T Tank
P1 Auxiliary pump
J Platform rotate
P Pump

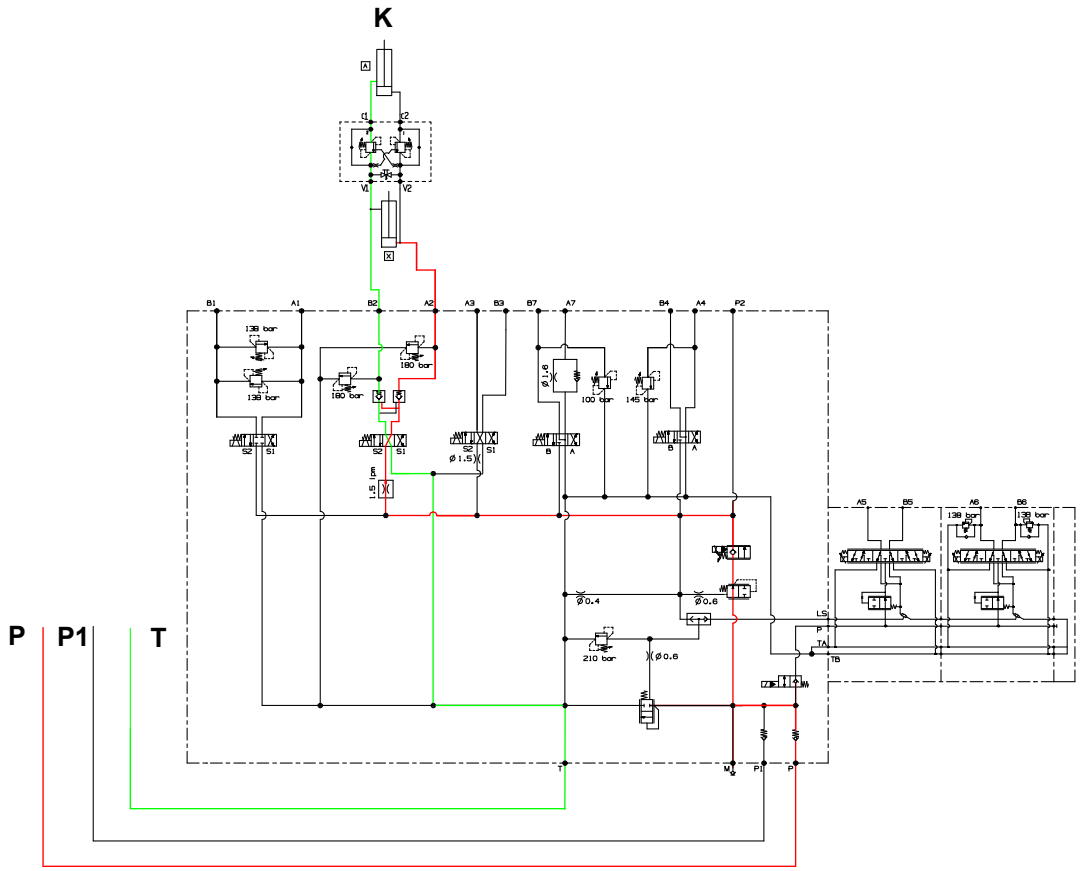
Platform Levelling

Platform levelling is an automatic function when the main boom is raising/lowering so that the platform remains at a constant angle relative to the chassis. It can also be a manual function to make adjustments to the angle of the platform.

For the automatic levelling function: When the main boom is raised/lowered, a master levelling cylinder is extended/retracted. This displaces oil into a slave levelling cylinder, which maintains the platform angle. When there is no manual adjustment of the platform level, the master and slave levelling cylinders are in a closed loop circuit.

For the manual levelling function: From the base control panel, select the base enable and operate the platform levelling function switch up/down. Or from the platform control panel, operate foot pedal and platform levelling function switch up/down. Platform level spool shifts for level up/down function. Flow to cylinder to change the platform level at speed commanded (controlled by MCV "Public Proportional Sol"). If platform mass exceeds lift limit, excess flow passes to tank through the Main RV (left/ right).

Figure 73.

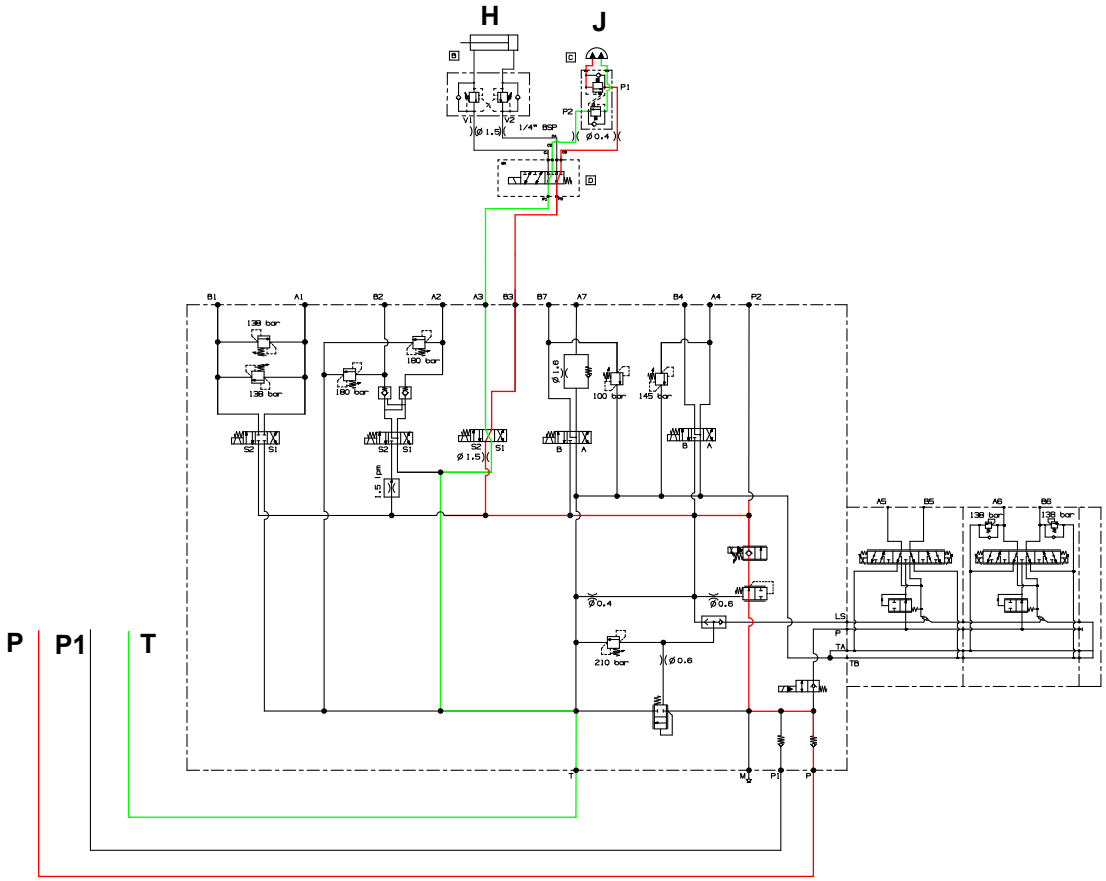


K Lower/Upper leveling ram
P Pump
T Tank
P1 Auxiliary pump

Platform Rotation

From the base control panel, select the base enable and operate the platform rotate function switch left/right. Or from the Platform control panel, operate foot pedal and rotate function switch left/right. Platform select MCV spool shifts at S1 position for platform function. Platform control rotate spool shifts for platform rotate left/right function. Flow to rotatory actuator to rotate platform at speed commanded (controlled by MCV "Public Proportional Sol"). If platform mass exceeds lift limit, excess flow passes to tank through the Main RV (raise/lower).

Figure 74.



H Jib platform ram
T Tank
P1 Auxiliary pump
J Platform rotate
P Pump

Fault-Finding

Table 32. Lack of power in all lifting functions

Cause	Remedy
Insufficient hydraulic fluid	Check for leaks and top up as required
Hydraulic leaks in system	Check hoses, replace as required
Main relief valve (MRV) setting incorrect	Check and adjust as required
Pump flow	Check pump flow, if necessary service or replace pump
Auxiliary relief valve (ARV) setting incorrect	Check and adjust as required
Damaged cylinder seals	Check cylinder seals and replace as required

Table 33. All hydraulic rams slow to operate

Cause	Remedy
MRV (Main Relief Valve) setting incorrect	Check and adjust as required
Pump flow	Check pump flow, if necessary service or replace pump
Piston rod bent	Replace piston rod, Check pressure setting of MRV, Check that associated pivot pins are adequately greased
Service pipe lines leaking, damaged, trapped or kinked	Check hoses and pipes, replace as required
Check ARV setting incorrect	Check and adjust as required

Table 34. One hydraulic service fails to operate

Cause	Remedy
Service pipe lines leaking, damaged, trapped or kinked	Check hoses and pipes, replace as required
Ram or pipe lines from ram leaking	Check and rectify as required
Valve spool not operating	Check for leaks, rectify as required. Make sure that spool lock-out is operating (check for faulty wiring, solenoid sticking, burr on spool, etc.). Make sure that associated load hold check valve is operating. On servo machines, check operation of joystick and feed hoses. On manual machines, check that control lever and associated linkage is operating the spool, rectify as required
Valve spool not moving fully from neutral to full selection	Spool movement should be 5.5 mm (0.22 in). On servo machines, check servo (charge) pressure. Check spool/ cartridge and replace as required
Valve spool leaking	Rectify, check for contamination
Poor motor performance	Check the motor performance
Electrical solenoid failure	Check solenoid is energised correctly. Replace solenoid or connections, if faulty

Table 35. Valve spool sticking

Cause	Remedy
Hydraulic fluid contaminated	Clean tank strainer. If strainer badly clogged, drain and flush hydraulic system then fill with clean hydraulic fluid. Replace all hydraulic filters
Valve housing twisted during installation	Loosen retaining bolts and tighten to correct torque
Bent spool	Disassemble control valve. Renew spool as necessary
Spool return spring broken	Renew as necessary
Temperature distribution within control valve not uniform	Warm up entire system before using service

Table 36. Ram creep

Cause	Remedy
Valve spool not operating	Check for leaks, rectify as required. Make sure that spool lock-out is operating (check for faulty wiring, solenoid sticking, burr on spool, etc.). Make sure that associated load hold check valve is operating. On servo machines, check operation of joystick and feed hoses. On manual machines, check that control lever and associated linkage is operating the spool, rectify as required
Piston rod bent	Replace piston rod. Check pressure setting of MRV, Check that associated pivot pins are adequately greased
Piston seal damaged	Check piston seal. Replace if faulty.
ARV (Auxiliary Relief Valve) pressure setting incorrect	Check ARV pressures. Adjust pressure setting or replace ARV if faulty
Load holding valve failure	Check Load holding valve settings. Check for oil contamination. Replace valve if required. Flush oil and replace filters if contamination present

Table 37. Hydraulic oil becomes too hot

Cause	Remedy
Hydraulic filter clogged	Change hydraulic filter
Charge filter by-pass valve leaking	Check condition of the hydraulic filter and check operation of the by-pass valve
Air in hydraulic system	Bleed the system
Oil temperature abnormally high	Check for the correct fluid. Check for blockage or kinked hoses and lines

Table 38. Boom judders when used while machine is moving

Cause	Remedy
Boom pump flow low	Check flow rate
Service pipe lines leaking, damaged, trapped or kinked	Check hoses and pipes, replace as required

Discharge and Pressurise

Observe all the health and safety information.
Refer to: Health and Safety (PIL 30-00-00).

Discharge

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure for electrical and pilot operated services as follows:
   2.1. Turn the ignition key to the ON position. Do not start the motor.
   2.2. Operate the controls of the service to be disconnected. For example to release the pressure in the lift arms, unlock the lift controls, then operate the lift control levers repeatedly.
   2.3. To release all of the pilot and any trapped pressure in the service lines, operate the controls for the lift arms and the auxiliaries.
   2.4. Turn the ignition key to the OFF position.
3. Discharge the hydraulic pressure for manually operated services as follows:
   3.1. Operate the controls of the service to be disconnected.
   3.2. Make sure that you release the pressure in the service hose lines before you connect or disconnect the hoses.
4. Make sure that the ignition key is in the OFF position.

Clean

Special Tools

Description	Part No.	Qty.
Hydraulic Flushing Rig	892/01255	1

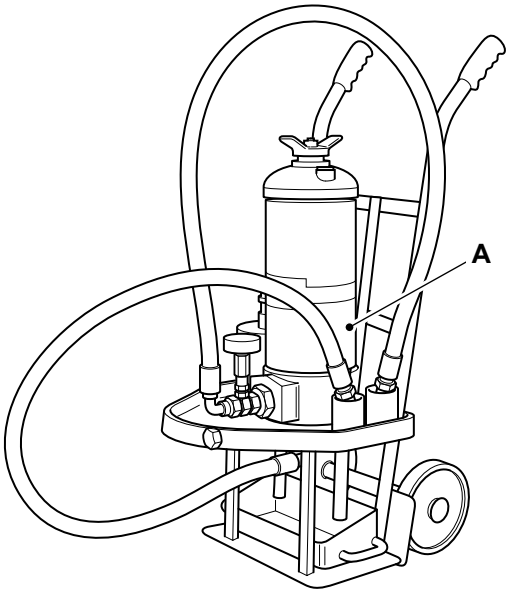
Cleaning Operation

The purpose of cleaning oil is to remove contaminants of all types and sludge by filtering hydraulic fluid through a cleaning unit. Follow the instructions in the Hydraulic flushing rig instruction manual.

Procedure

1. Connect the Hydraulic flushing rig in place of the hydraulic filter.
   Special Tool: Hydraulic Flushing Rig (Qty.: 1)
2. Run the system for sufficient time to pump all the hydraulic fluid through the unit.
3. Disconnect the cleaning unit and reconnect the filter.
4. Top up the system with clean hydraulic fluid as required.

Figure 75.



A Hydraulic flushing rig

Contaminant Standards

Dirt that damages your system is in many cases too small to be seen with the eye. The particle size is measured in microns (1 micron = 0.001 mm (0.0000394 in).

Listed below are a few typical comparisons:

- Red Blood Cell = 8 microns (0.008 mm, 0.000315 in)
- Human Hair = 70 microns (0.07 mm, 0.00275 in)
- Grain of Salt = 100 microns (0.1 mm, 0.00394 in)

The smallest particle visible to the naked eye is 40 microns (0.00157) approximately. Standards will often be quoted to ISO (International Standards Organisation) for which literature can be obtained.

Check (Leaks)

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Open the access covers as required.
   Refer to: PIL 06-06.
3. Check the areas around the hydraulic components and hoses for traces of hydraulic oil.
4. Check the chassis and undershield for any traces of hydraulic oil.
5. Check all the hoses, connectors and fittings for any leaks.
6. If a leak is found, do the following.
   6.1. Clean the area around the leaking component, hose or fittings.
   6.2. Tighten the connectors to the correct torque value.
   6.3. If the leak is still not correct, disassemble the component to replace the O-rings and seals as applicable.

49 - Schematic Symbols

Introduction

Complex hydraulic components and circuits can be described to the engineer by using graphical symbols. The tables illustrate and give a brief description for some of the more common symbols used.

There are many symbols in use and it would be impossible to include them all here. However it should be noted that most are only variations or refinements on the basic principles explained here. If more detailed information is required you are recommended to obtain a copy of BS2917 or IS01219.

Once familiar with the symbols, the engineer can use hydraulic circuit diagrams as an aid to fault finding. It will be possible to see the complete hydraulic circuit and decipher the relationship between hydraulic components.

Diagram

Table 39. General

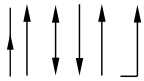
Symbol	Description
	Spring
	Flow restriction affected by viscosity
	Direction of flow
	Indication of rotation
	Indication of direction and paths of flow
	Variable control

Table 40. Cylinder Rams

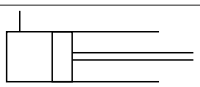
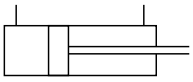
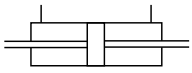
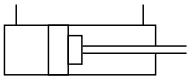
Symbol	Description
	Single acting
	Double acting
	Double ended
	Double acting with damping at rod area end

Table 41. Pumps and Motors

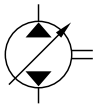
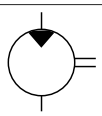
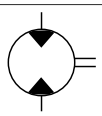
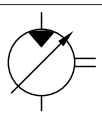
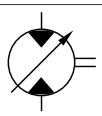
Symbol	Description
	Variable capacity pump two directions of flow
	Fixed capacity motor one direction of flow
	Fixed capacity motor two directions of flow
	Variable capacity motor one direction of flow
	Variable capacity motor two directions of flow

Table 42. Directional control valves

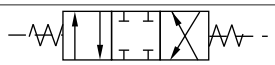
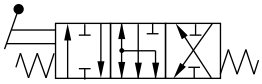
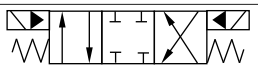
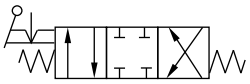
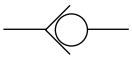
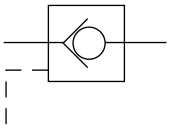
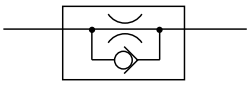
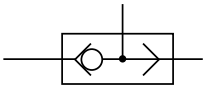
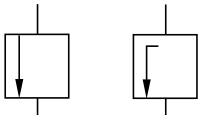
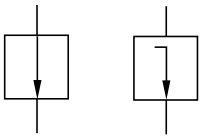
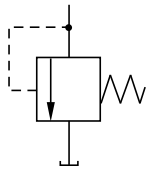
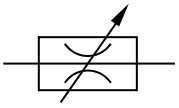
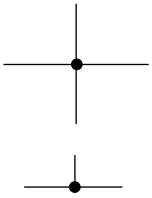
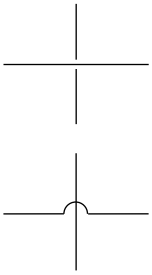
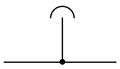
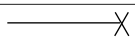
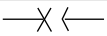
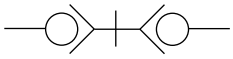
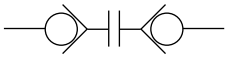
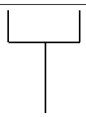
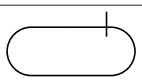
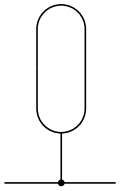
Symbol	Description
	Used to enclose several valves indicating they are supplied as one unit
	3-Position, 4-port spring centered pilot operated valve
	3-position, 6-port spring centered manually operated valve
	3-Position, 4-port spring centered solenoid & pilot pressure operated valve
	3-Position, 4-port spring centered detent hand operated valve
	Non-return valve
	Non-return valve with back pressure spring
	Pilot operated non-return valve
	One way restrictor
	High pressure selector (shuttle valve)
	Throttling orifice - normally closed
	Throttling orifice - normally open
	Relief valve
	Variable restrictor

Table 43. Energy Transmissions and Conditioning

Symbol	Description
	Working line, return or feed
	Pilot control
	Drain lines
	Flexible pipe
	Line junction
	Crossing lines
	Air bleed
	Line plugged, also pressure test point
	Line plugged with take-off line
	QRC (Quick Release Coupling) - connected
	QRC - disconnected
	Tank - return line above fluid level
	Tank - return line below fluid level
	Header tank
	Pressure sealed tank
	Accumulator

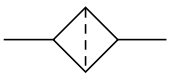
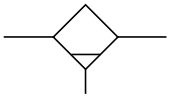
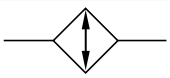
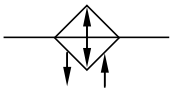
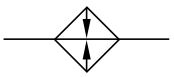
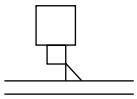
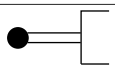
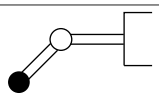
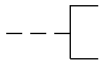
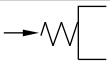
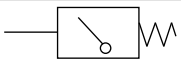
Symbol	Description
	Filter or strainer
	Water trap
	Cooler - with no indication of coolant flow
	Cooler - indicating direction of coolant flow
	Heater

Table 44. Control Mechanisms

Symbol	Description
	Rotating shaft - one direction
	Rotating shaft - two directions
	Detent
	Locking device
	Over centre device
	Simple linkage
	General control
	Push button operated
	Lever operated
	Pedal operated
	Stem operated
	Spring operated
	Roller operated
	Roller trip operated (one directional)
	Solenoid one winding
	Solenoid two windings

Symbol	Description
	Electric motor operated
	Internal pressure pilot operated
	External pressure pilot operated
	Pressure operated spring release
	Pilot operated by solenoid pilot valve
	Pilot operated by a solenoid or separate pilot valve
	Pressure gauge
	Pressure switch

50 - Schematic Circuit

Introduction

A schematic diagram is a simplified pictorial representation of the machines hydraulic circuit. It shows the components of the circuit as simplified hydraulic symbols, and the connections between the different components. The schematic diagram is used to troubleshoot problems and to make sure that all the connections have been made and that everything is present. Detailed schematics for individual systems are given in the relevant PIL section.

Diagram

Notes:

Page 30-28

Figure 76. 401/U2660 - 1 (Sheet 1 of 1)

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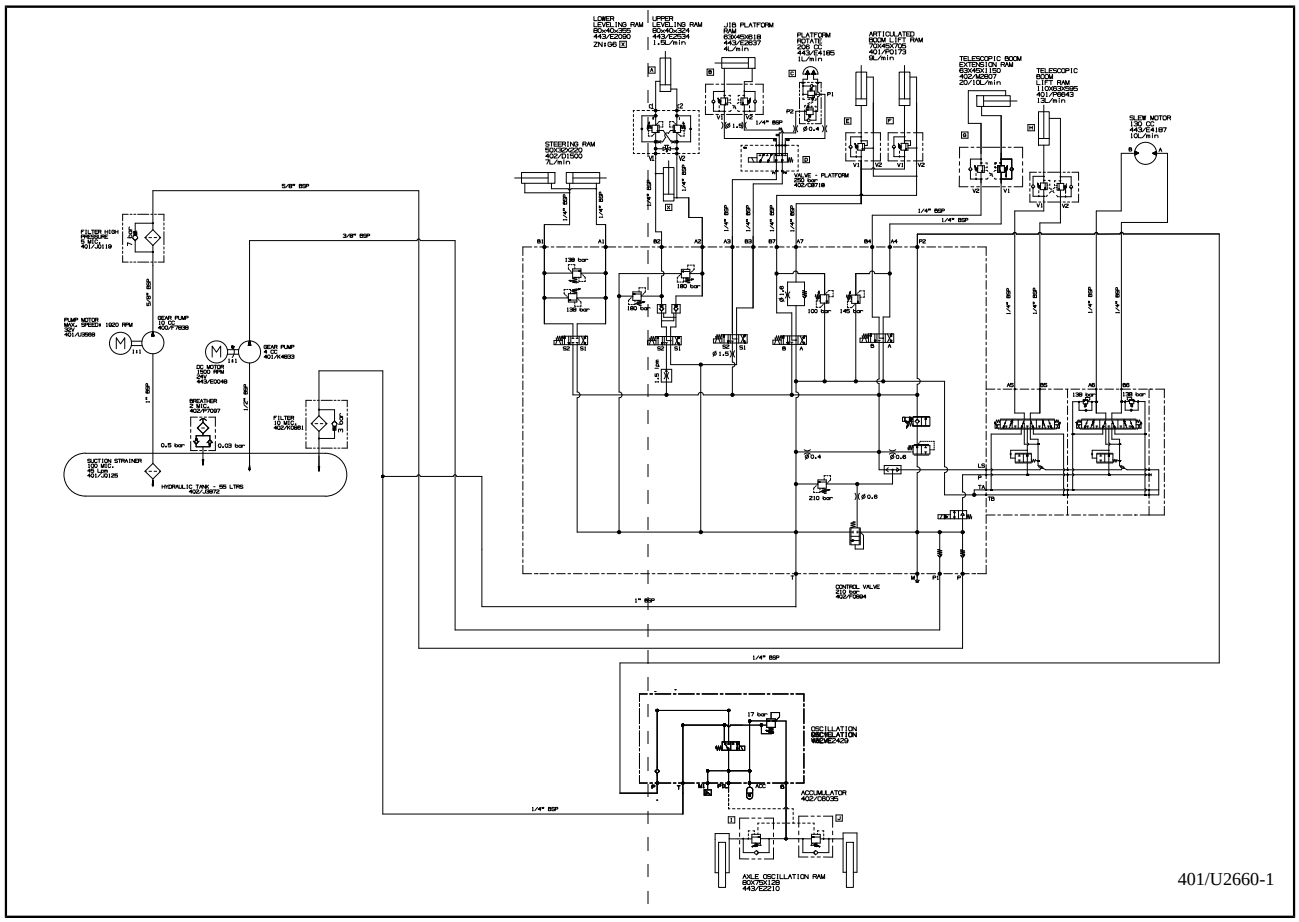

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Figure 76. (Part 1 of 2)

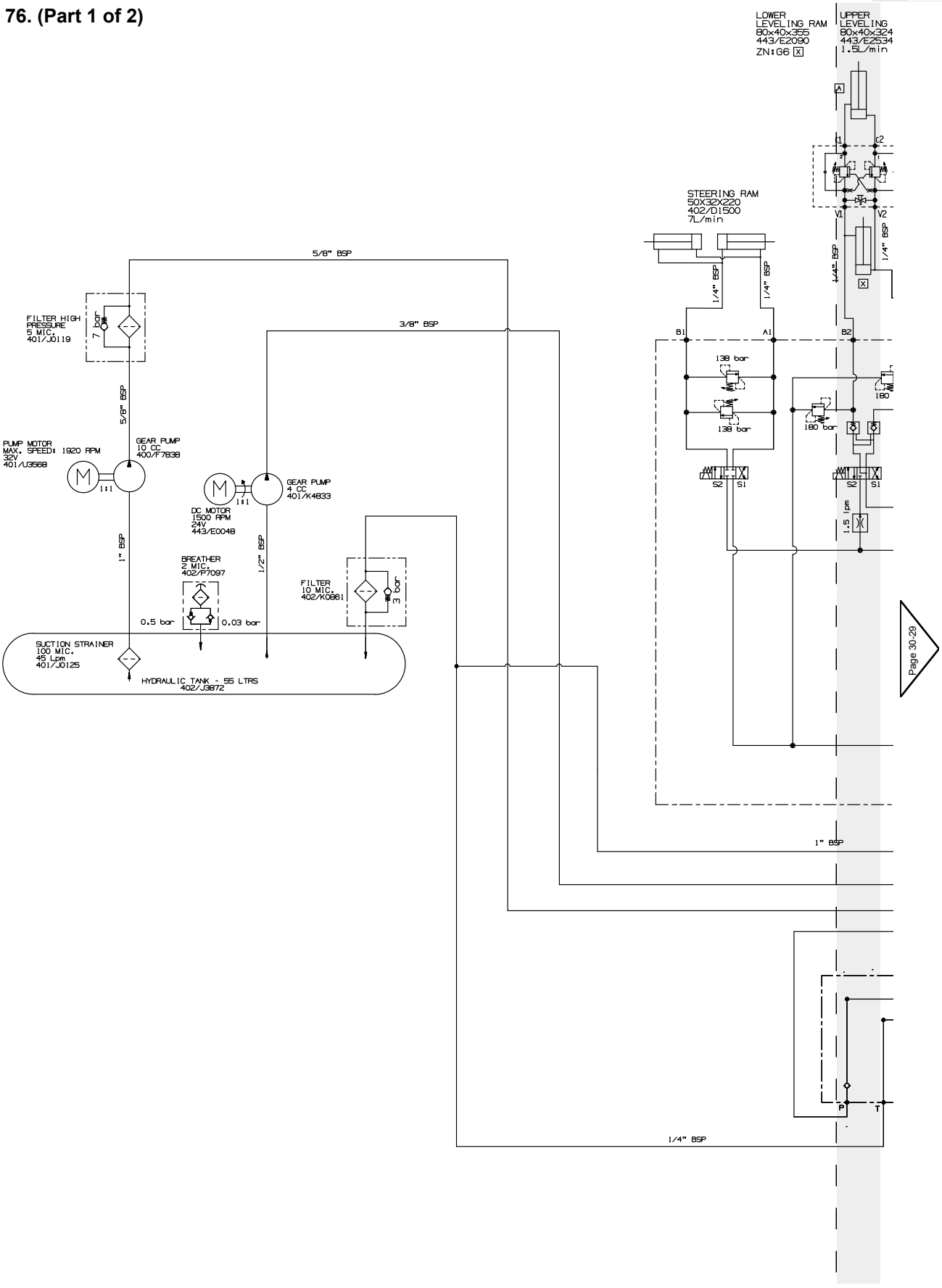

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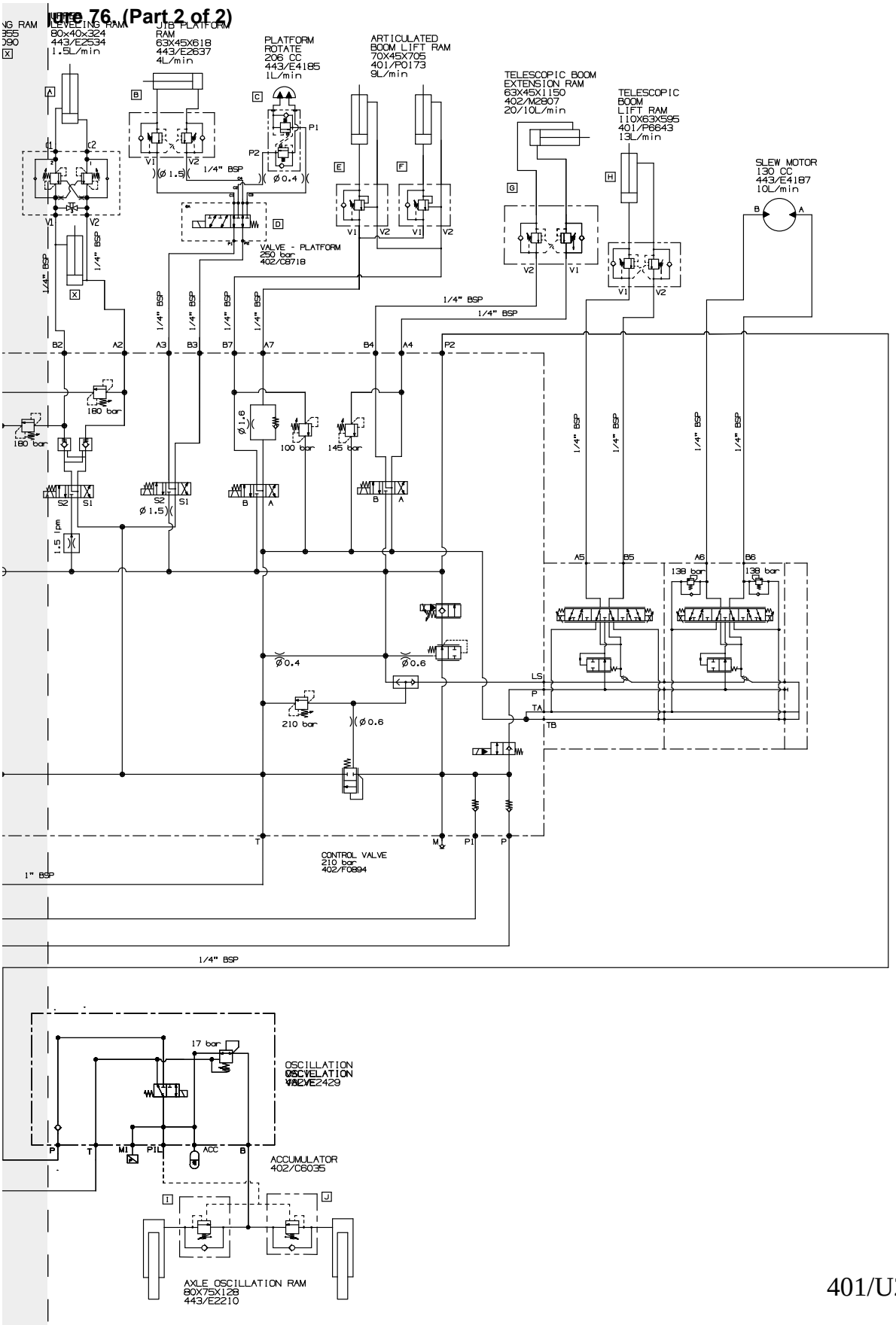
Figure 76 (Part 2 of 2)



401/U2660-1

03 - Tank

Contents **Page No.**

00 - General

Introduction

The hydraulic tank holds excess hydraulic oil to accommodate volume changes due to the following.

- Cylinder ram extension and contraction.
- Temperature driven expansion and contraction.
- Hydraulic oil leaks.

The tank is also designed to aid in the separation of air from the fluid and it also acts as a heat accumulator to cover losses in the system when peak power is used.

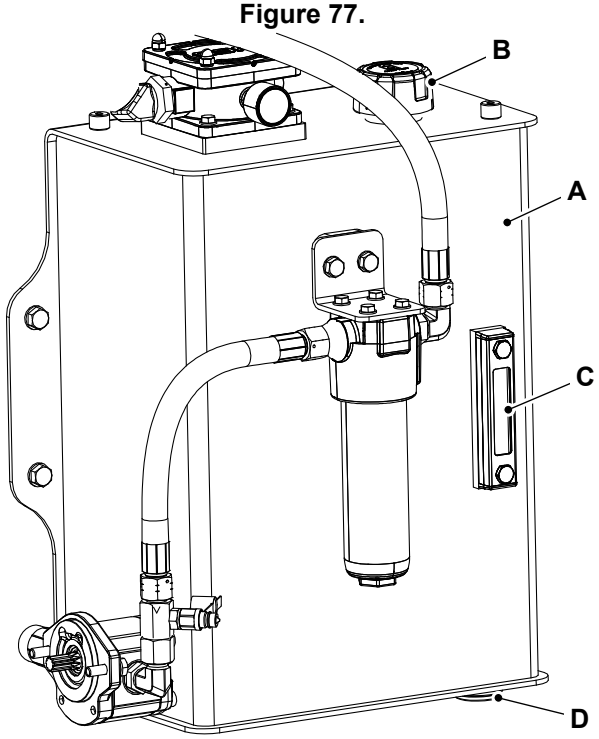
The tank also houses filters or strainers that help to separate dirt and other particulates from the oil.

The cleanliness of this component is critical.
Refer to: Clean (PIL 30-00-00).

Drain and Fill

1. Make the machine safe with the platform lowered.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
4. Remove the filler cap from the hydraulic tank.
   4.1. Make sure that no foreign objects or contamination can enter the hydraulic tank.
5. Put a suitable container below the drain plug of the hydraulic tank.

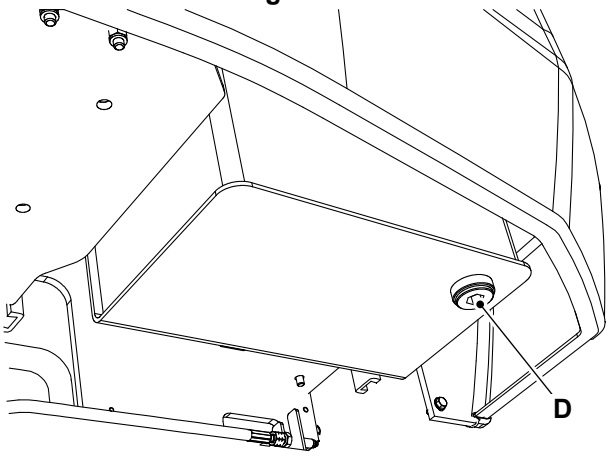
Figure 77.



A Hydraulic tank
B Filler cap
C Level gauge

6. Remove the drain plug.

Figure 78.



D Drain plug

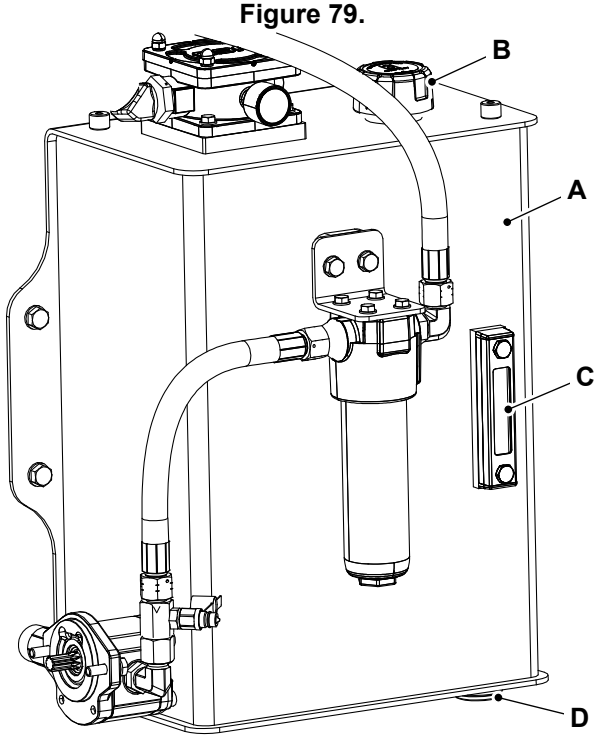
7. Check the drain plug and replace if damaged.
   7.1. Clean the drain plug.
   7.2. Install the drain plug.
8. Fill the hydraulic tank with clean fluid through the filler neck.
9. Check the hydraulic oil level.
   Refer to: PIL 30-03-00.
10. Install the filler cap.

Check (Level)

⚠ **Notice:** If the fluid is cloudy, then water or air has contaminated the system. This could damage the hydraulic pump. Contact your JCB dealer immediately.

1. Make the machine safe with the platform lowered.
   Refer to: PIL 01-03-27.
2. Make a note that the machine must be level when you check the fluid level to make sure that the measurement is correct.
3. Make sure that the fluid is visible in the sight gauge.
4. Make sure that the fluid level is in between minimum and maximum mark.
5. If necessary, add the hydraulic fluid.
   Refer to: Drain and Fill (PIL 30-03-00).

Figure 79.



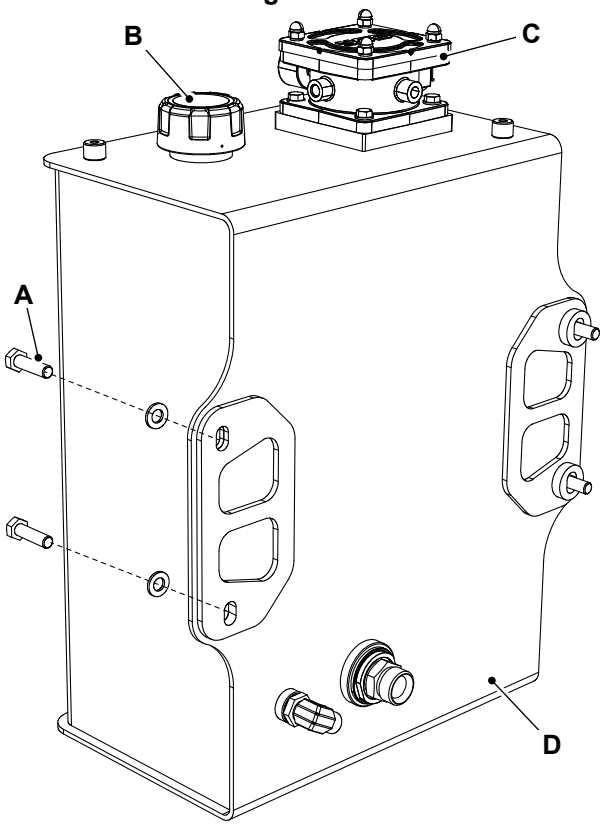
A Hydraulic tank
B Filler cap
C Level gauge with thermometer
D Drain plug

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
4. Drain the hydraulic tank.
   Refer to: Drain and Fill (PIL 30-03-00).
5. Put a label on the hoses to help installation.
6. Plug all the open ports and hoses to prevent contamination.
7. Disconnect the oil suction hose attached to the cut-off valves of the hydraulic oil tank.
8. Disconnect the oil supply hoses for the auxiliary power unit
9. Disconnect the hose from the hydraulic return filter.
10. Support the hydraulic oil tank with suitable lifting equipment.
11. Remove the setscrew (x4) of the hydraulic oil tank.
12. Remove the hydraulic oil tank away from the machine.

Figure 80.



A Setscrew (x4)
B Filler cap
C Hydraulic return filter
D Hydraulic oil tank

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the bolts to the correct torque value.

   Refer to: PIL 72-06-00.
3. Fill the tank with the correct, clean hydraulic oil through the filler neck.

24 - Breather

Introduction

The hydraulic tank breather allows air in and out of the tank. This smooths out the pressure fluctuations in the hydraulic tank as hydraulic fluid is rapidly drawn out from, or returned to the tank.

The breather also prevents contaminants like moisture and particles from entering the tank when air is drawn in. Contaminates can easily corrode, wear out or otherwise reduce the fluid performance of a hydraulic system.

When air is expelled from the tank the breather prevents hydraulic fluid spillage.

Remove and Install

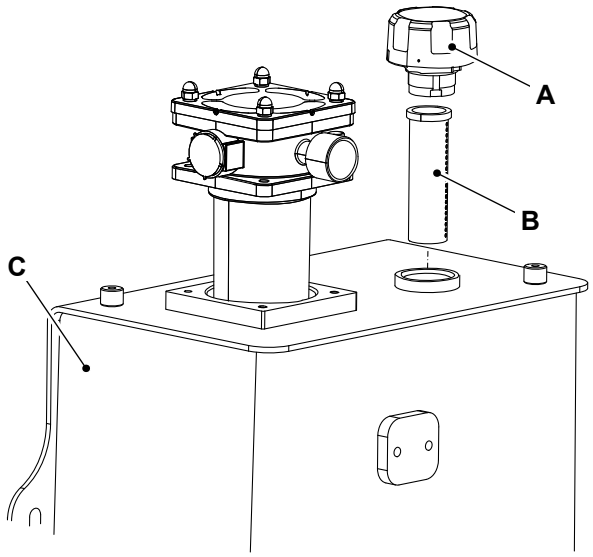
Special Tools

Description	Part No.	Qty.
Spanner	335/Y9489	1

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Get access to hydraulic tank.
   Refer to: PIL 06-06-09.
3. Use specified tool to remove the filler breather.
   Special Tool: Spanner (Qty.: 1)
4. If necessary, remove the strainer from the hydraulic tank.

Figure 81.



A Filler breather
B Strainer
C Hydraulic tank

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the filler breather to the correct torque value.
   Torque: 8–10N·m

04 - Filter

Contents **Page No.**

Notes:

00 - General

Introduction

Hydraulic filters are an important part of the machines hydraulic system. Metal particles are continually produced by mechanical components and need to be removed along with other contaminants.

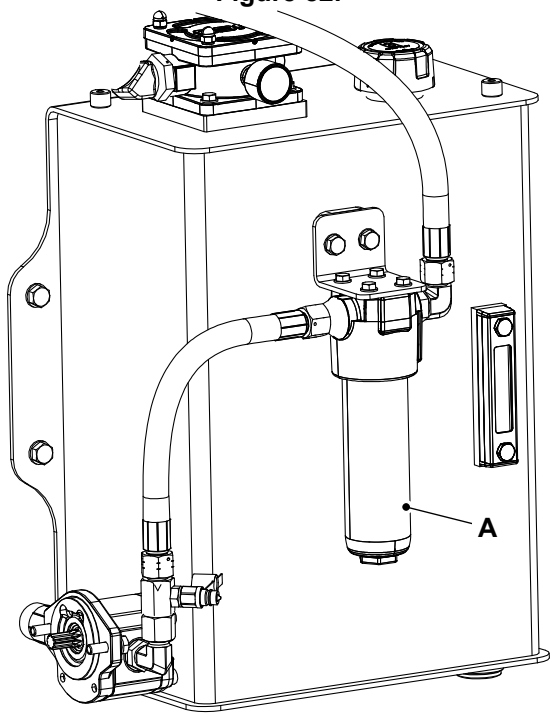
The hydraulic filter assemblies are designed to filter all the contamination that is generated through use to the required level of cleanliness.

Filters are positioned in many different locations. Refer to the relevant hydraulic filter for the location and removal procedure.

The filters must be serviced to the requirements of the machine maintenance schedules. To ensure optimum performance and reliability it is important that the machine's hydraulic system is serviced periodically in accordance with the manufacturers requirements.

Component Identification

Figure 82.



A High pressure filter

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
3. Place a suitable container under the hydraulic oil filter.
4. Remove the filter with an oil filter wrench.
5. Remove and discard the gasket.
6. Remove and discard the filter element.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the filler breather to the correct torque value.
   Torque: 8–10N·m
3. Check the system for hydraulic leaks.
   Refer to: Check (Leaks) (PIL 30-00-00).

03 - Main

Introduction

This machine has two main hydraulic filters, one medium pressure filter of 10µ for the transmission drive circuit and the other high pressure filter of 5µ for the main valve block services.

Both the medium pressure filter and high pressure filter incorporates a bypass valve with 7bar (101.5psi) pressure capacity. If the filter becomes blocked, the bypass valve opens and allows fluid to bypass the filter. This prevents excessive back pressure which can damage the hydraulic system. The filter is not effective when the bypass valve is open.

09 - Return Line

Introduction

This machine has one return line filter common for both drive circuit and service circuit, usually located in the main hydraulic return line close to, or inside the hydraulic tank.

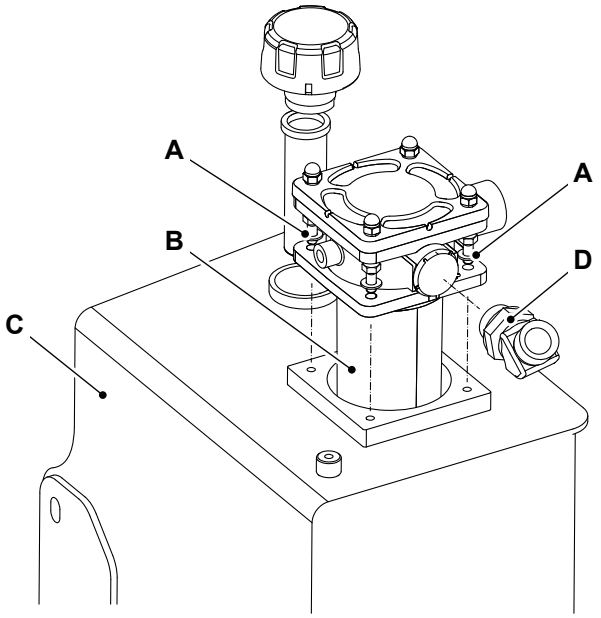
This filter incorporate a bypass valve with pressure 3bar (43.5psi). If the filter becomes blocked, the bypass valve opens and allows fluid to bypass the filter. This prevents excessive back pressure which can damage the hydraulic system. The filter is not effective when the bypass valve is open.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
3. Open the hydraulic compartment cover.
   Refer to: Open and Close (PIL 06-06-09).
4. Get access to the hydraulic tank.
5. Remove the capscrew (x4) and washer (x4).
6. Remove the return line filter from the hydraulic tank.

Figure 83.



A Capscrew (x4)
B Return line filter
C Hydraulic tank
D Adaptor

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the filler breather to the specified torque value.
   Torque: 8N·m
3. Tighten the adaptor to the specified torque value.
   Torque: 158–169N·m

11 - Gear Pump

Contents **Page No.**

00 - General

Introduction

There are two gear pumps on the machine. One is mounted to the transmission pump. The other is mounted on the auxiliary motor in the centre of the turntable.

The gear pump consists of an end cover, a body, housing a matched gear pair, bushes and a mounting flange fixed together with bolts. The gear journals are supported in plain bearings within pressure balanced bushes to give high volumetric and mechanical efficiencies.

The direction of rotation of the pump is indicated by an arrow on the body near to the driveshaft.

Check (Condition)

Each component should be thoroughly cleaned, carefully checked and assessed for possible re-use again. Use the guide below to check the various components and if any component is unserviceable, replace the complete pump assembly.

Body

Check the body bore cut-in on the inlet side where the gears touch the body. The body can only be re-used if the cut-in is bright and polished in appearance and the depth does not exceed 0.08mm. The body should not be scored, have a 'matt' appearance or show signs that the tip of the gears have dug in and torn away the surface material.

The body must be checked to make sure that there is no superficial damage, which may badly affect performance or sealing. Give particular attention to the port threads and the body O-ring seal recesses.

Mounting flange and end cover

The inner surfaces must be checked to make sure that there is no unusual wear or scoring in the area where the body O-rings and bush seals contact, which could result in external leakage.

Check the shaft seal recess for scoring or damage that could result in oil leakage around the outer diameter of the shaft seal. Shaft seals can be re-used with Loctite hydraulic sealant to overcome small damage in this area.

Bushes

The side faces, which abut the gears, should be perfectly flat, should not have any signs of scoring. Characteristically there are bright polished areas on this surface caused by loading against the gear side faces and is often more pronounced on the low pressure side.

Often there is a witness mark where the tips of the opposing gears have wiped an overlap resembling a half moon shape. There must be no noticeable wear step as it is critical that the bush side face is completely flat on the gear side face.

The bush bearing liners are acceptable for use unless they are not scored, have bronze appearing through the grey surface or show any prominent signs of wear.

Gears

The gear side faces should be checked for bruising or scoring. Often operation on contaminated fluid shows scoring between the root of the gear and the journal, which leaves a wear step. If a wear step can be felt coincident with the root diameter by drawing a fingernail across the surface from the journal outwards to the tip of the gear, then the gear is unserviceable.

The gear teeth must be carefully checked to make sure that there are no signs of scuffing or pitting on the involute face.

The journal bearing surfaces should be completely free from scoring or bruising. The surface should appear highly polished and smooth to the touch.

Make sure that the area where the shaft seal lips run on the driveshaft, this shows up as a polished ring or rings. If a noticeable groove can be felt or there is scoring the shaft is unserviceable.

If the driveshaft is not damaged from the drive coupling and the gears have not been harmed as described above, then the gears can be used again.

When pumps are disassembled, all the seals must be replaced. It is most important that genuine JCB parts are used.

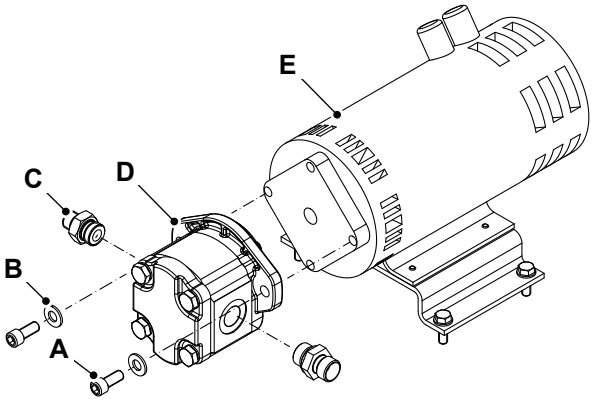
Remove and Install

Gear Pump Mounted to Auxiliary Pump Motor

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Discharge the hydraulic pressure.
4. Drain the hydraulic oil.
   Refer to: Drain and Fill (PIL 30-03-00).
5. Disconnect the hoses from the gear pump.
6. Put a label on the hoses to help installation.
7. Plug all the open ports and hoses to prevent contamination.
8. Support the gear pump suitably.
9. Remove the capscrew (x2) and washers from the gear pump.
10. Remove the gear pump from the machine.
11. If required, remove the adaptor 1 (x2).

Figure 84.



A Capscrew (x2)
B Washer (x2)
C Adaptor 1 (x2)
D Gear pump
E Auxiliary pump electric motor

Install

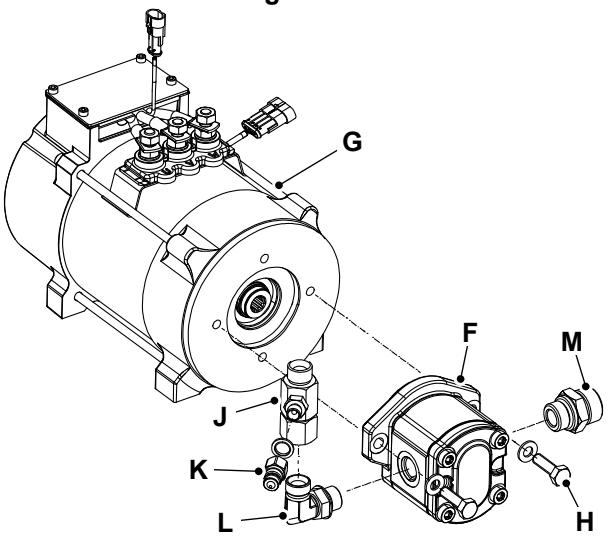
1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the bolt (x2) and adaptor 1 (x2) to the specified torque value. Refer to Table 45.

Gear Pump Mounted to Pump Motor

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Discharge the hydraulic pressure.
4. Drain the hydraulic oil.
   Refer to: Drain and Fill (PIL 30-03-00).
5. Disconnect the hoses from the gear pump.
6. Put a label on the hoses to help installation.
7. Plug all the open ports and hoses to prevent contamination.
8. Support the gear pump suitably.
9. Remove the setscrew (x2) and washers from the gear pump.
10. Remove the gear pump from the machine.
11. If required, remove the adaptor 2, washer, male coupling, adaptor 3 and adaptor 4.

Figure 85.



F Gear pump
G Pump motor
H Setscrew (x2)
J Adaptor 2
K Male coupling
L Adaptor 3
M Adaptor 4

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the setscrew (x2) to the correct torque value.

   Refer to: PIL 72-03-00.

3. Tighten the adaptor 2, male coupling, adaptor 3 and adaptor 4 to the specified torque value. Refer to Table 45.

Table 45. Torque Values

Item	Nm
A	35
C	65–71
H	43
J	60–66
K	25–28
L	65–71
M	95–108

15 - Cylinder / Ram

Contents **Page No.**

Notes:

00 - General

Introduction

A hydraulic cylinder ram is a mechanical actuator that is used to give a single directional force through a single action stroke. It is used in many applications, the cylinder gets the power from pressurised hydraulic oil. The hydraulic cylinder consists of a cylinder barrel, in which a piston connected to a piston rod moves back and forth.

The barrel is closed on one end by the cylinder cap and the other end by the cylinder head where the piston rod comes out of the cylinder. The piston has sliding rings and seals. The piston divides the inside of the cylinder into two chambers, the bottom chamber (head end) and the piston rod side chamber (rod end).

Health and Safety

Hydraulic Pressure

Hydraulic fluid at system pressure can injure you. Before connecting or removing any hydraulic hose, residual hydraulic pressure trapped in the service hose line must be vented. Make sure the hose service line has been vented before connecting or removing hoses. Make sure the motor cannot be started while the hoses are open.

Lifting Equipment

You can be injured if you use incorrect or faulty lifting equipment. You must identify the weight of the item to be lifted then choose lifting equipment that is strong enough and suitable for the job. Make sure that lifting equipment is in good condition and complies with all local regulations.

WARNING! *A raised and badly supported machine can fall on you. Position the machine on a firm, level surface before raising one end. Ensure the other end is securely chocked. Do not rely solely on the machine hydraulics or jacks to support the machine when working under it. Disconnect the battery, to prevent the machine being started while you are beneath it.*

Precautions for Installation

1. Precautions when installing the ram on the machine.
    1.1. When installing and removing from the machine, suspend the ram safely.
    1.2. Suspending the ram by the piping is not only dangerous, but can also cause damage to the cylinder.
    1.3. Secure the piston rod with a band. It is very dangerous if the rod extends unexpectedly. Also, the rod can be damaged and become unusable.
2. Welding after installing the ram may result in damage.
    2.1. If electric welding is done even at a point away from the ram, there may be sparking inside the ram and it will become necessary to replace the ram with a new one.
3. When painting the machine, mask the ram. If paint adheres to the rod surface or to the wiper ring and the ram is operated, the wiper ring will not function properly and foreign matter and paint can easily enter the ram. This will cause damage to the seals, drastically shortening the life of the ram.
4. Install the ram only when it is clean.

Caution During Use

1. Use only under designated conditions.
    1.1. If hydraulic oil other than the designated oil is used, the seals quickly degenerate and become damaged. If the relief valve is set at a value higher than specified, it may cause ram damage and is dangerous.
    1.2. In high temperature environments (approx. 90°C and above) or low temperature environments (below -20°C), seals quickly become damaged. Special seal materials are necessary so check to see if the ram that you are using is suitable or not.
    1.3. The number one cause of ram oil leakage is rod damage. Be careful not to damage the rod.
2. Warm up sufficiently before beginning work.
    2.1. In cold conditions the rod seals may be frozen, so if the ram is operated at maximum pressure and maximum speed, the seals will be damaged.
    2.2. There is a large amount of air in a new ram or one which has been left for a long time, so the ram will not operate smoothly. Also, if pressure is applied suddenly without bleeding the air, high temperatures will be generated due to adiabatic compression and the seals may burn.
    2.3. Before beginning work, always move the ram at full stroke with no load and expel air from the cylinder.
3. When stopping or storing, do it at a safe and fixed position.
    3.1. The installed ram cannot maintain the same position for a long period of time, because the oil inside the ram may leak and the hydraulic oil volume decreases as it cools. Stop or store the machine in a safe and fixed position.

Maintenance, Inspection Points

1. Carry out daily maintenance and inspection.
    1.1. The key point for correct long-term ram function is daily maintenance and inspection. Carry out maintenance and inspection so that the ram functions fully at all times. Always remove any mud, water, dust or oil film adhering to the rod and keep it in normal condition. However, when cleaning the wiper ring and seals, do not get them wet with water but wipe clean with a rag. To prevent rust forming during storage, the amount of exposed ram piston rod

should be kept to a minimum. If leaving for more than one week, apply a light coating of suitable grease or petroleum jelly to the exposed part of the ram piston rod.

2. Use genuine JCB parts when replacing parts.

   2.1. If parts other than genuine JCB parts are used, the desired results may not be obtained. Use only genuine JCB parts.

3. Caution during dismantling and reassembly.

   3.1. Dismantling the ram while it is still installed on the machine can be dangerous as unexpected movements of the machine can occur. Remove the ram from the machine and then dismantle.

   3.2. If reassembled with dirty hands, foreign matter can enter the ram causing a shorter life span and also the other hydraulic equipment may be damaged. Reassemble in a clean state.

   3.3. Follow the instructions in the diagrams regarding torque tightening for screwed parts. If the torque is too high or too low, it can cause damage.

Technical Data

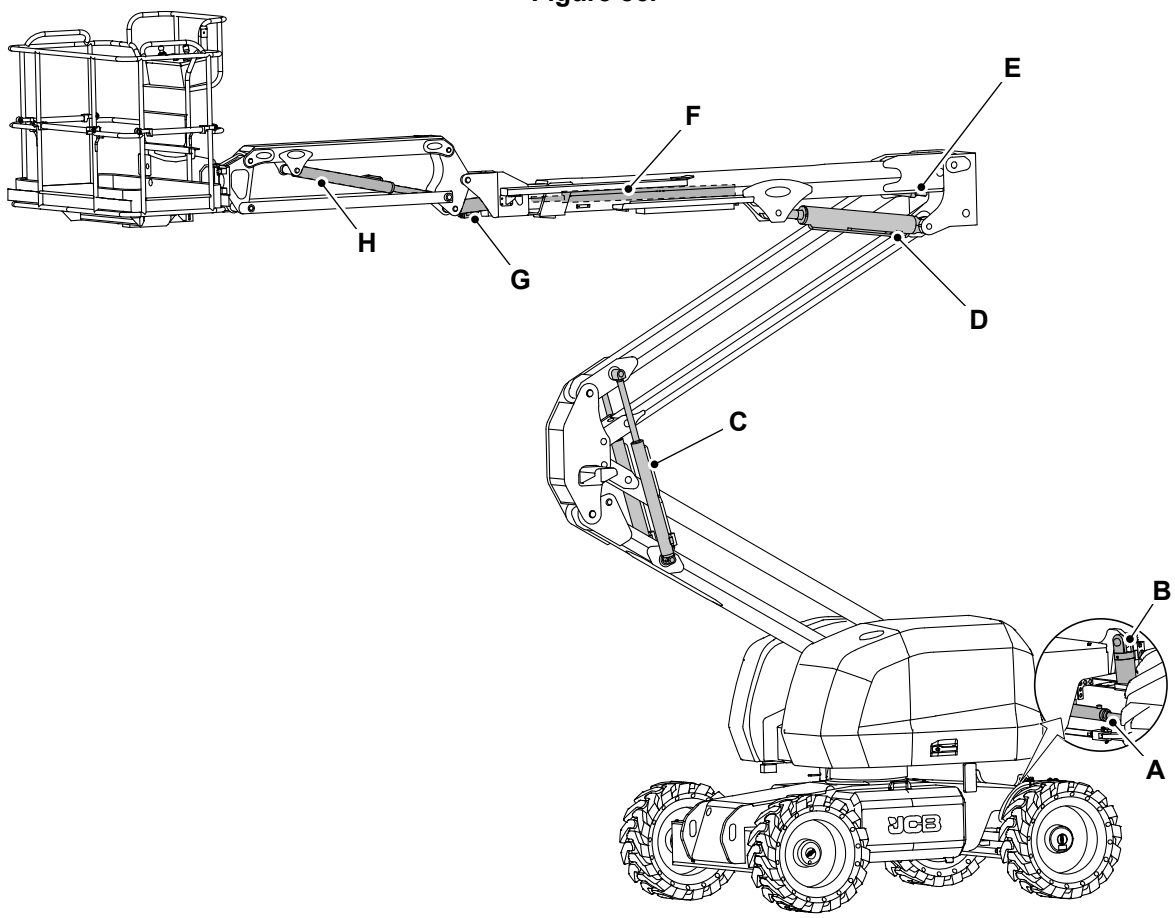
Table 46.

Description	Details	Data
Jib lifting ram	Cylinder outer diameter	73mm
	Bore	63mm
	Rod	45mm
	Stroke	618mm
	Open length	1,535mm
	Closed length	917mm
	Maximum operating pressure	210bar (3,045.8psi)
Lower levelling ram	Cylinder outer diameter	92mm
	Bore	80mm
	Rod	40mm
	Stroke	355mm
	Open length	992mm
	Closed length	637mm
	Maximum operating pressure	210bar (3,045.8psi)
Upper levelling ram	Cylinder outer diameter	92mm
	Bore	80mm
	Rod	40mm
	Stroke	324mm
	Open length	954mm
	Closed length	630mm
	Maximum operating pressure	210bar (3,045.8psi)
Steering ram	Cylinder outer diameter	62mm
	Bore	50mm
	Rod	32mm
	Stroke	220mm
	Open length	695mm
	Closed length	475mm
	Maximum operating pressure	210bar (3,045.8psi)
Front axle oscillation ram	Cylinder outer diameter	105mm
	Bore	80mm
	Rod	75mm
	Stroke	128mm
	Open length	499mm
	Closed length	371mm
	Maximum operating pressure	210bar (3,045.8psi)
Telescopic boom lift ram	Cylinder outer diameter	126mm
	Bore	110mm

Description	Details	Data
	Rod	63mm
	Stroke	595mm
	Open length	1,768mm
	Closed length	1,173mm
	Cushion	Both ends
	Maximum operating pressure	210bar (3,045.8psi)
Articulated boom lift ram	Cylinder outer diameter	82mm
	Bore	70mm
	Rod	45mm
	Stroke	705mm
	Open length	1,693mm
	Closed length	988mm
	Cushion	Retraction (cap end)
	Maximum operating pressure	210bar (3,045.8psi)
Telescopic boom extension ram	Cylinder	73mm
	Bore	63mm
	Rod	45mm
	Stroke	1,150mm
	Open length	3,400mm
	Closed length	2,250mm
	Maximum operating pressure	210bar (3,045.8psi)

Component Identification

Figure 86.



A Steer cylinder ram
B Oscillating axle cylinder rams (x2)
C Articulated boom lift cylinder ram (x2)
D Main boom lift cylinder ram
E Lower levelling cylinder
F Main boom telescopic cylinder ram
G Upper levelling cylinder
H Jib cylinder ram

Check (Condition)

Consumables

Description	Part No.	Size
Surface Cleaning Fluid	4103/1204	1 L

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Extend each ram fully.
3. Clean the piston, gland, piston rod and tube with cleaning solvent.

   Consumable: Surface Cleaning Fluid

4. Visually examine each ram for score marks, dents, leaks or similar defects.
5. Remove the ram from the machine, and disassemble it.
6. Check the condition of the tube as follows.
   - 6.1. Illuminate the inside of the tube.
   - 6.2. Inspect the inside of the tube for deep grooves and other damage. If damaged, replace the tube.
   - 6.3. Remove small scratches on the inside of the tube with a medium grain emery cloth. Use the emery cloth with a rotary motion.
   - 6.4. Inspect the gland end of the tube for sharp edges that will cut the gland O-ring.
   - 6.5. Remove the sharp edges from the tube as required.
7. Check the condition of the piston rod as follows.
   - 7.1. Inspect the piston for damage and wear.
   - 7.2. If the piston is damaged or worn, replace it.
   - 7.3. Make sure that the piston rod is straight.
   - 7.4. If the piston rod is not straight, install a new piston rod.
8. Check the condition of the gland as follows.
   - 8.1. Inspect the gland for rust.
   - 8.2. Remove rust and clean as required.

Check (Leaks)

Leakage in the ram hydraulic circuit causes ram creep.

Ram creep can be caused by a number of reasons:

- Cylinder/ piston Leakage
- Spool leakage
- ARV leakage

The machine, equipment or attachment movement in hold position, due to drift or creep or when power supply stops must be limited to extend. Make sure there is no actuation of the controls by the operator.

If creep is suspected the following test procedures must be carried out to make sure the equipment is extended within tolerance limit.

This should be carried out in two conditions with specified rated load placed on platform. 250kg

- Maximum horizontal outreach condition.
- Maximum vertical outreach condition.

Creep Test

1. Operate the machine to bring the hydraulic oil to a normal working temperature.
2. Setup the machine in maximum horizontal outreach condition or maximum vertical outreach condition.
3. Using a felt tip pen and ruler, make a mark at the suitable distance from the edge of the wiper seal on the piston rod.
4. Measure the actual movement of the piston rod over the specified time period.

   Duration: 12h
5. Compare the measured figure to the maximum allowable ram creep. Refer to Table 47.

Table 47.

Rams Description	Maximum ram creep after 12 hours
Articulated boom ram	25mm
Main boom ram	
Telescopic boom ram	
Jib boom ram	
Upper leveling ram	

07 - Lift Extension

Introduction

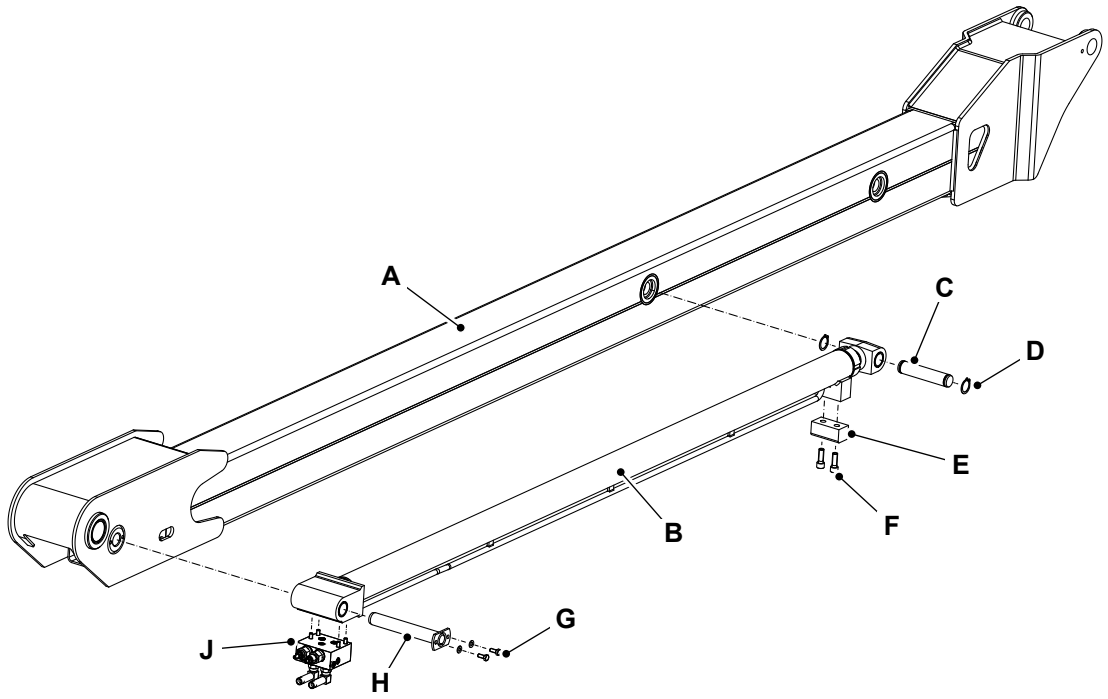
The main boom telescopic cylinder is attached to the inner and outer sections of the main boom. The cylinder extends and retracts the main boom. The cylinder is fitted with load holding counterbalance valves in case of a hose burst scenario.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: PIL 30-00-00.
3. Get access to the main boom telescopic cylinder.
4. Put a label on the hoses to help installation.
   4.1. Remove the hoses from the ram.
   4.2. Plug all the open ports and hoses to prevent contamination.
5. From the rod side, remove the circlip (x2) and pivot pin 1.
6. Remove the bolt 1 (x2) and wear pad.
7. Remove the bolt 2 (x2) and washer (x2).
   7.1. Remove the pivot pin 2.
8. Mark the installation position of the counter balance valve to help installation.
9. Remove the fasteners from counter balance valve and remove the valve.
10. Remove the lift telescopic extension cylinder from the machine.

Figure 87.



A Main telescopic boom
B Telescopic extension cylinder
C Pivot pin 1
D Circlip (x2)
E Wear pad
F Bolt 1 (x2)
G Bolt 2 (x2)
H Pivot pin 2
J Counter balance valve

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the bolt 1 (x2) and bolt 2 (x2) to the correct torque value.
3. Make sure that the installation position of the counter balance valve is correct.

Table 48. Torque Values

Item	Nm
F	125
G	22

17 - Boom Lift

Introduction

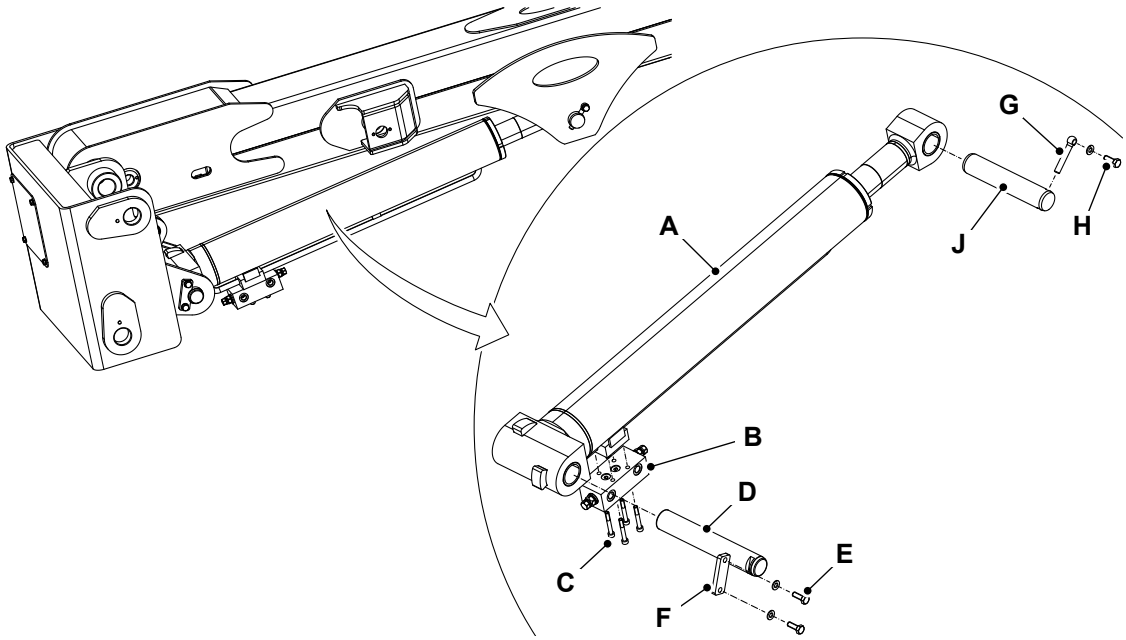
The main boom lift cylinder is attached to the main boom rear knuckle and the main boom. The cylinder lifts and lowers the main boom. The cylinder is fitted with load holding counterbalance valves in case of a hose burst scenario.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: PIL 30-00-00.
3. Get access to the main boom lift cylinder.
4. Put a label on the hydraulic hoses to help installation.
   4.1. Remove the hoses from the ram.
   4.2. Plug all open ports and hoses to prevent contamination.
5. Support the ram with suitable lifting equipment.
6. From the cylinder side, remove the bolt 2 (x2), washer (x2) and pivot pin lock plate.
   6.1. Remove the pivot pin 1.
7. From the rod side, remove the bolt 3, washer and pivot pin lock.
   7.1. Remove the pivot pin 2.
8. Remove the ram from the machine.
9. If required, remove the bolt 1 (x4) and ram valve.

Figure 88.



A Lift arm ram
B Valve
C Bolt 1 (x4)
D Pivot pin 1
E Bolt 2 (x2)
F Pivot pin lock plate
G Pivot pin lock
H Bolt (x3)
J Pivot pin 2

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the bolts and adaptors to the correct torque value

Table 49. Torque Values

Item	Nm
E	43
H	43

20 - Articulated Lift Arm

Introduction

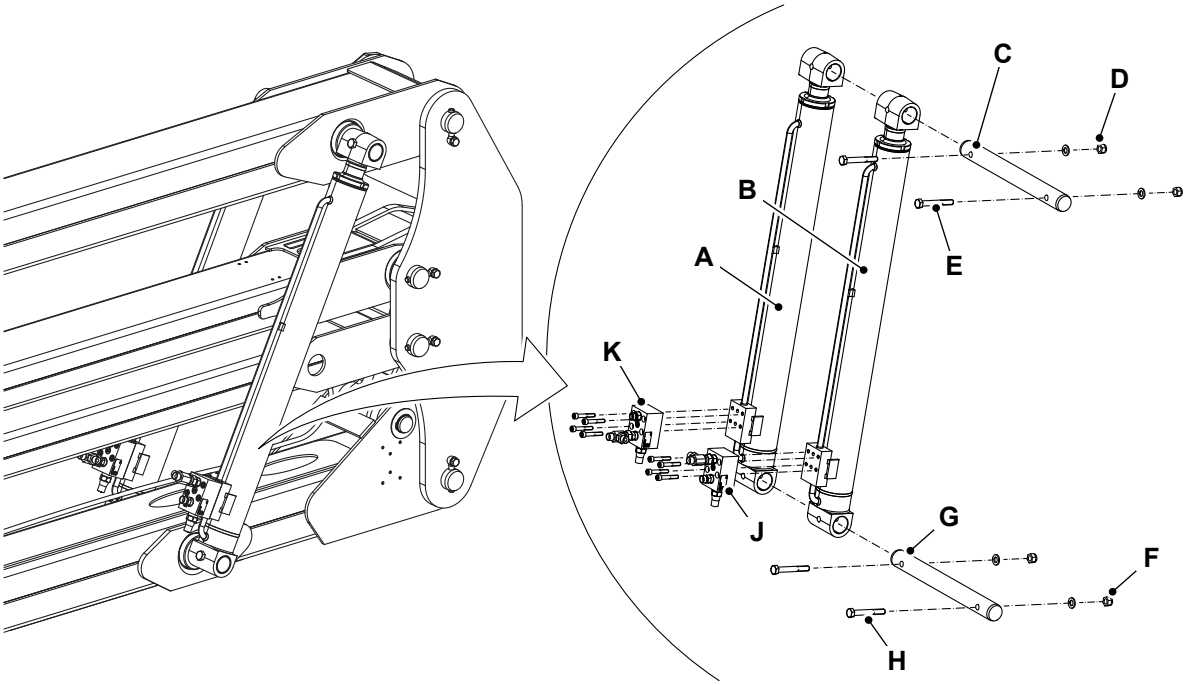
The articulated boom lift cylinders are attached to the articulated boom stages 1 and 4. The cylinders act in parallel to lift and lower the articulated boom. The cylinders are fitted with load holding counterbalance valves in case of a hose burst scenario.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: PIL 30-00-00.
3. Get access to the articulated boom lift cylinder.
4. Put a label on the hoses to help installation.
   4.1. Remove the hoses from the ram.
   4.2. Plug all the open ports and hoses to prevent contamination.
5. Support both the left side and right side articulated boom lift cylinder with suitable lifting equipment.
6. From the rod side, remove the lock nut 1 (x2), washer (x2) and bolt 1 (x2).
   6.1. Remove the pivot pin 1.
7. From the cylinder side, remove the lock nut 2 (x2), washer (x2) and bolt 2 (x2)
   7.1. Remove the pivot pin 2.
8. Remove both the articulated boom lift cylinder away from the machine.
9. If required remove the bolts from the counter balance valve.
   9.1. Remove the counter balance valve.

Figure 89.



A Articulated boom lift cylinder - right side
B Articulated boom lift cylinder - left side
C Pivot pin 1
D Lock nut 1 (x2)
E Bolt 1 (x2)
F Lock nut 2 (x2)
G Pivot pin 2
H Bolt 2 (x2)
J Counter balance valve - left side
K Counter balance valve - right side

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Tighten the bolt 1 (x2) and bolt 2 (x2) to the correct torque value.

Table 50. Torque Values

Item	Nm
D	89.5
F	89.5

34 - Steering

Introduction

The steering cylinder is attached to the front axle and the front wheels. The cylinder turns the wheels to steer the machine.

Remove and Install

The procedure given below is for the right steering cylinder ram. The procedure for the left steering cylinder ram is similar.

Remove

1. Make the machine safe with the platform lowered.

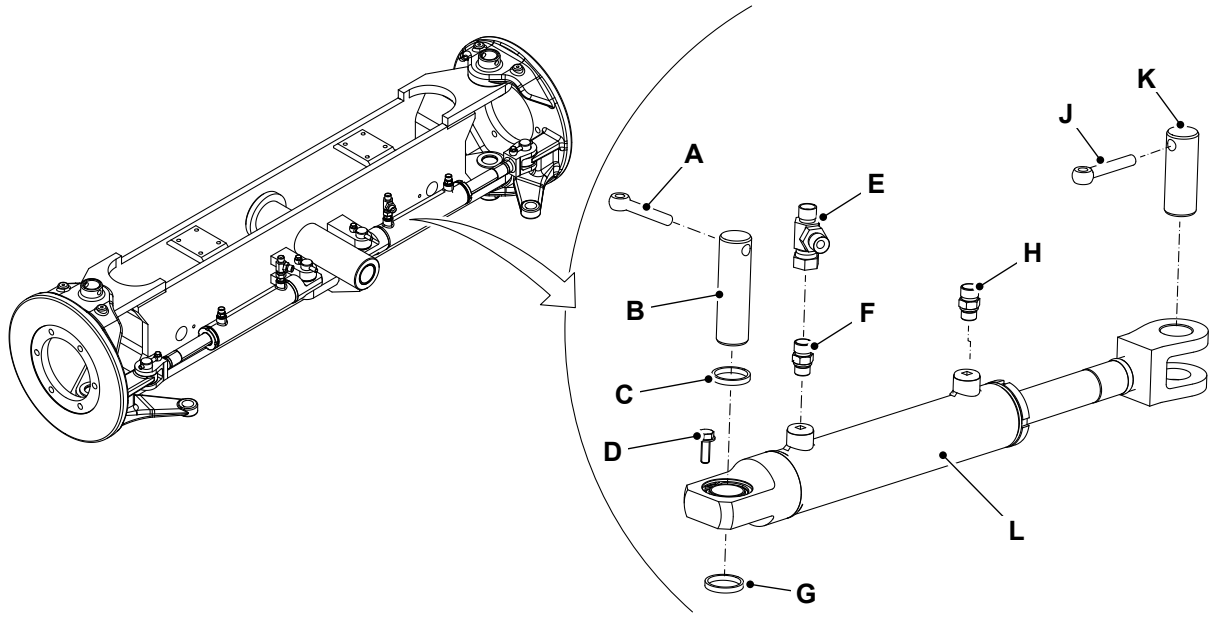
   Refer to: PIL 01-03-27.

2. Discharge the hydraulic pressure.

   Refer to: Discharge and Pressurise (PIL 30-00-00).

3. Disconnect the hydraulic hoses from the steering cylinder ram.
4. Put a label on the hoses to help installation.
5. Plug all the open ports and hoses to prevent contamination.
6. Remove the bolt from pivot pin lock 1 and 2.
7. Remove the pivot pin lock 1 and 2.
8. Remove the pivot pin 1 and 2.
9. Remove the steering ram from the axle.
10. Remove the spacer 1 and 2.
11. If required, remove the T-adaptor and adaptor 1 and 2.

Figure 90.



A Pivot pin lock 1
B Pivot pin 1
C Spacer 1
D Bolt
E T-adaptor
F Adaptor 1
G Spacer 2
H Adaptor 2
J Pivot pin lock 2
K Pivot pin 2
L Steering cylinder ram

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the adaptors to the correct torque value.

Table 51. Torque Values

Item	Nm
E	35–39
F	31–37
H	31–37

67 - Axle Oscillation

Introduction

The axle oscillation cylinders are attached to the front axle and the chassis. The cylinders enable the front axle to pivot when the hydraulic circuit is unlocked in the forward and stowed driving condition. This enables all four wheels to maintain ground contact when driving over rough terrain. The cylinders are fitted with load holding counterbalance valves in case of a hose burst scenario.

Remove and Install

The procedure given below is for the left axle oscillation cylinder ram. The procedure for the right axle oscillation cylinder ram is similar.

Remove

1. Make the machine safe with the platform lowered.

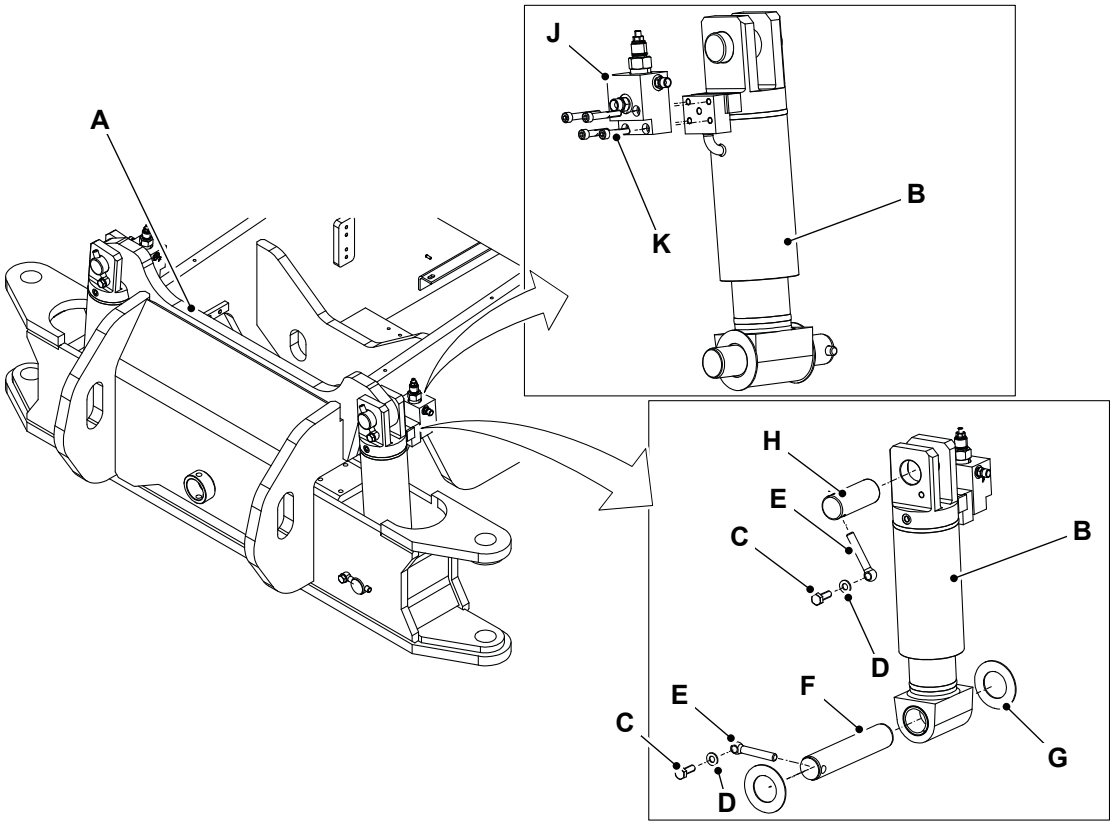
   Refer to: PIL 01-03-27.

2. Discharge the hydraulic pressure.

   Refer to: Discharge and Pressurise (PIL 30-00-00).

3. Disconnect the hydraulic hoses from the axle oscillation cylinder ram.
4. Put a label on the hoses to help installation.
5. Plug all the open ports and hoses to prevent contamination.
6. Support the axle suitably.
7. Remove the washer 2 (x2).
8. Remove the bolt 1 and washer 1 from the pin 1.
9. Remove the pin 1.
10. Remove the pivot pin 1 from the lower end of the axle oscillation cylinder ram.
11. Support the axle oscillation cylinder ram suitably.
12. Remove the pivot pin 2 from the upper end of the axle oscillation cylinder ram.
13. Remove the oscillation balance valve.
14. Remove the capscrew (x4).
15. Remove the axle oscillation cylinder ram from the axle.

Figure 91.



A Axle
B Left axle oscillation cylinder ram
C Bolt 1
D Washer 1
E Pin 1
F Pivot pin 1
G Washer 2
H Pivot pin 2

J Oscillation balance valve

K Capscrew

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the fasteners to the correct torque value.
3. Bleed the axle oscillation circuit.

   Refer to: Bleed (PIL 27-20-01).

Table 52. Torque Values

Item	Nm
C	43

78 - Jib

Introduction

The jib cylinder is attached to the jib parallelogram. The cylinder lifts and lowers the jib, maintaining a constant angle of the platform. The cylinder is fitted with a load holding counterbalance valve in case of a hose burst scenario.

Remove and Install

Remove

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Discharge the hydraulic pressure.

   Refer to: Discharge and Pressurise (PIL 30-00-00).

3. Put a label on the hoses to help installation.

   3.1. Remove the hoses from the ram.

   3.2. Plug all the open ports and hoses to prevent contamination.

4. Support the jib lifting cylinder with suitable lifting equipment.

5. From the cylinder end, remove the bolt 2 and washer.

   5.1. Remove the lock pivot pin and pivot pin.

6. Support the platform with suitable lifting equipment.

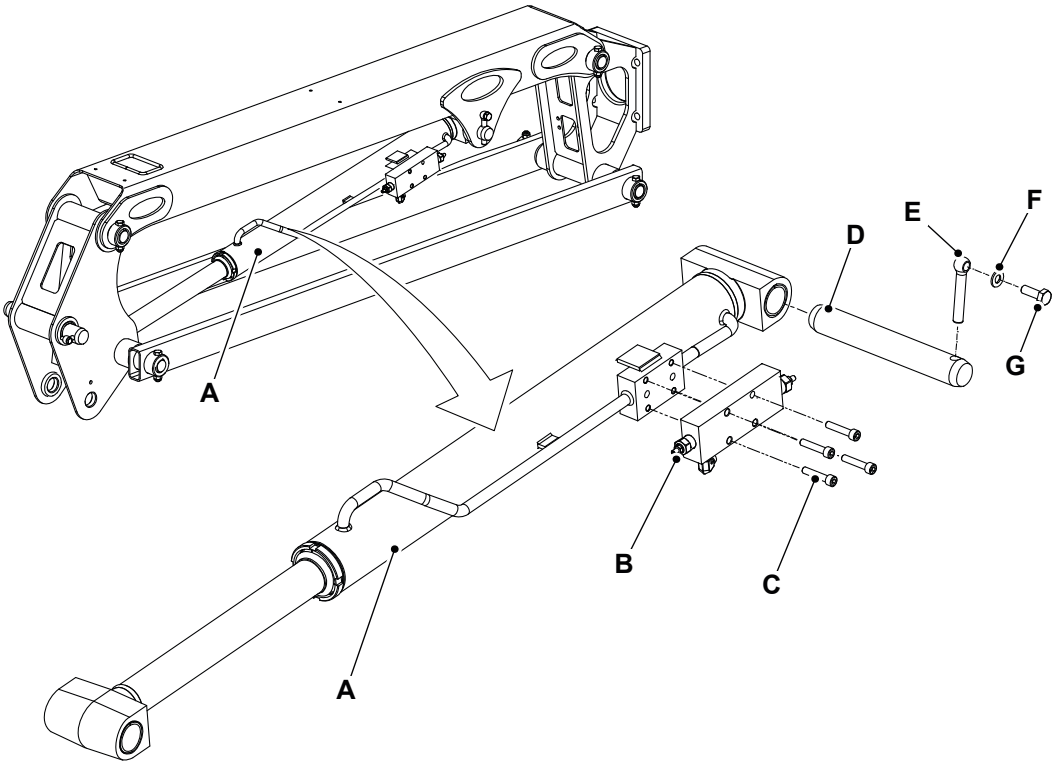
   6.1. Support the lower booms of the jib with suitable lifting equipment.

7. Remove the jib lifting cylinder from the machine.

8. If required, remove the bolt 1 (x4).

   8.1. Remove the jib counter balance valve.

Figure 92.



A Jib lifting cylinder
B Jib counter balance valve
C Bolt 1 (x4)
D Pivot pin
E Lock pivot pin
F Washer
G Bolt 2

Install

1. Align the booms, cylinder and knuckles.
2. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
3. Tighten the bolt 2 to the correct torque value.

   Torque: 43N·m

   3.1. Tighten the bolt 2 to the correct torque value.

   Refer to: PIL 72-06-00.

82 - Lower Levelling

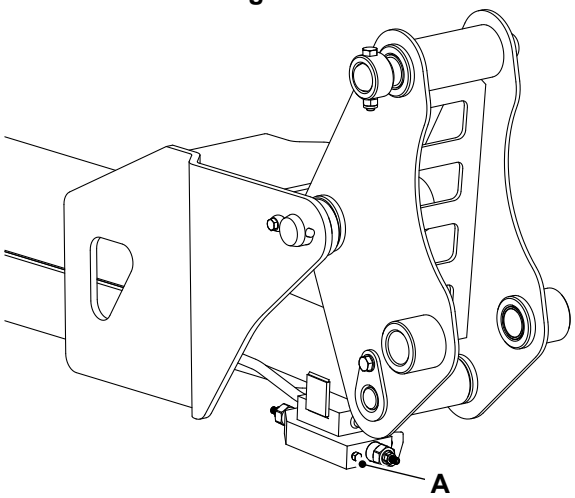
Introduction

The lower levelling cylinder is attached to the main boom rear knuckle and the main boom. The cylinder acts as the master cylinder for the platform levelling circuit. The slave cylinder is the upper levelling cylinder. As the main boom lifts and lowers, the lower levelling cylinder extends and retracts, transferring pressure through a closed loop hydraulic system to the upper levelling cylinder, which then maintains the level of the platform. The cylinder is fitted with load holding counterbalance valves in case of a hose burst scenario.

Bleed

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Make sure the jib and platform are in horizontal position.
   2.1. Operate articulated boom to achieve specified height of the platform.
   Distance: 4m
3. Make sure telescopic lift cylinder fully closed.
4. Operate the levelling switch in upward direction from base control panel to raise the platform at full height.
   Refer to: PIL 33-24-02.
5. Use a wrench to loosen the bleed screw.
6. Operate the levelling switch in upward direction from base control panel.
   6.1. Hold the position for specified time.
   Duration: 90s
   6.2. Release the switch and tighten the bleed screw to specified torque value.
   Torque: 4.5–5.5N·m
7. Operate the levelling switch in downward direction from base control panel to bring the platform at fully down position.
   Refer to: PIL 33-24-02.
8. Use a wrench to loosen the bleed screw.
9. Operate the levelling switch in downward direction from base control panel.
   9.1. Hold the position for specified time.
   Duration: 90s
   9.2. Release the switch and tighten the bleed screw to specified torque value.
   Torque: 4.5–5.5N·m
10. Bring the machine in stowed position.
11. Raise the main boom up and observe the platform is auto levelled as boom goes up.
12. Operate to bring the main boom in down position and observe the platform is auto levelled as boom comes down.
13. If the auto levelling is not within the acceptable range of ± 5°, perform the procedure again to make sure it is within acceptable range.

Figure 93.



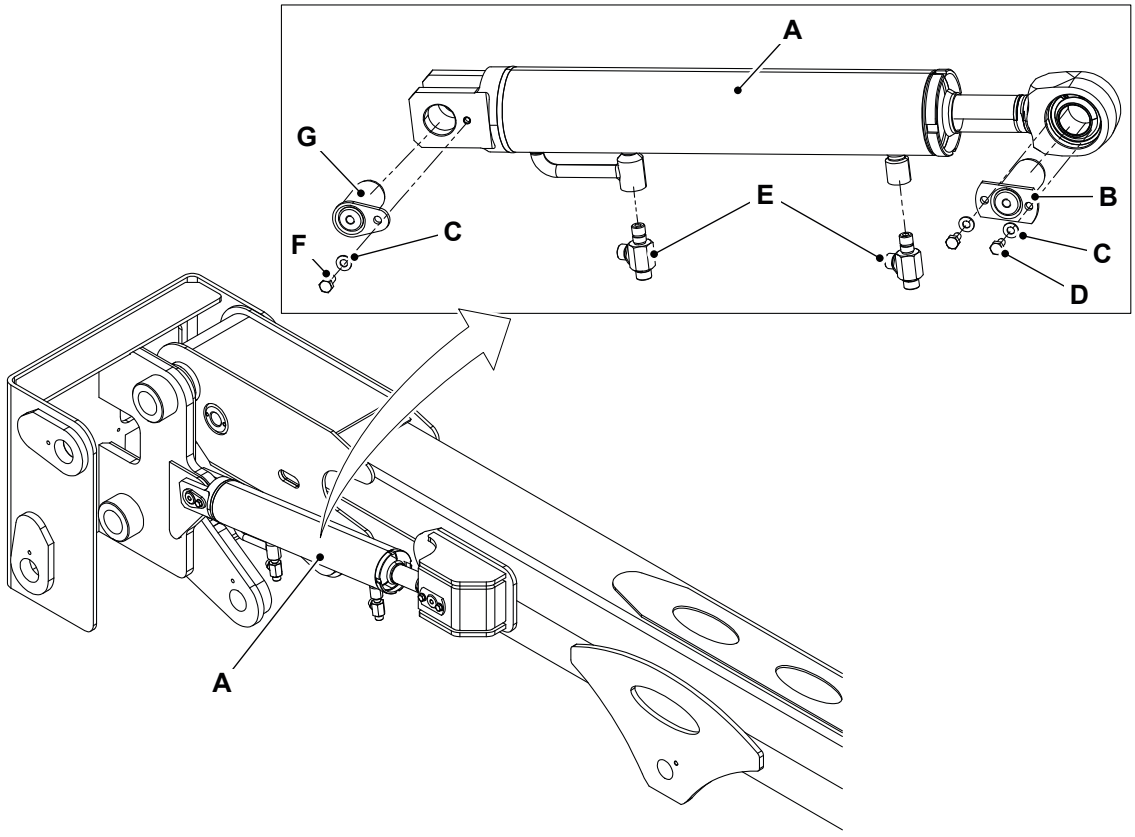
A Bleed screw

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: PIL 30-00-00.
3. Get access to the lower levelling cylinder.
4. Put a label on the hydraulic hoses to help installation.
   4.1. Remove the hoses from the ram.
   4.2. Plug all open ports and hoses to prevent contamination.
5. Support the ram with suitable lifting equipment.
6. From the rod side, remove the bolt 1 (x2), washer (x2) and pivot pin 1.
7. From the cylinder side, remove the bolt 2, washer and pivot pin.
8. Remove the ram from the machine.
9. If required, remove the adaptor (x2) from the ram.

Figure 94.



A Lower levelling ram
B Pivot pin 1
C Washer
D Bolt 1 (x2)
E Adaptor (x2)
F Bolt 2
G Adaptor 2

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the bolts and adaptors to the correct torque value
3. Bleed the levelling ram circuit.

   Refer to: Bleed (PIL 30-15-82).

Table 53. Torque Values

Item	Nm
D	22
E	35–39
F	22

83 - Upper Levelling

Introduction

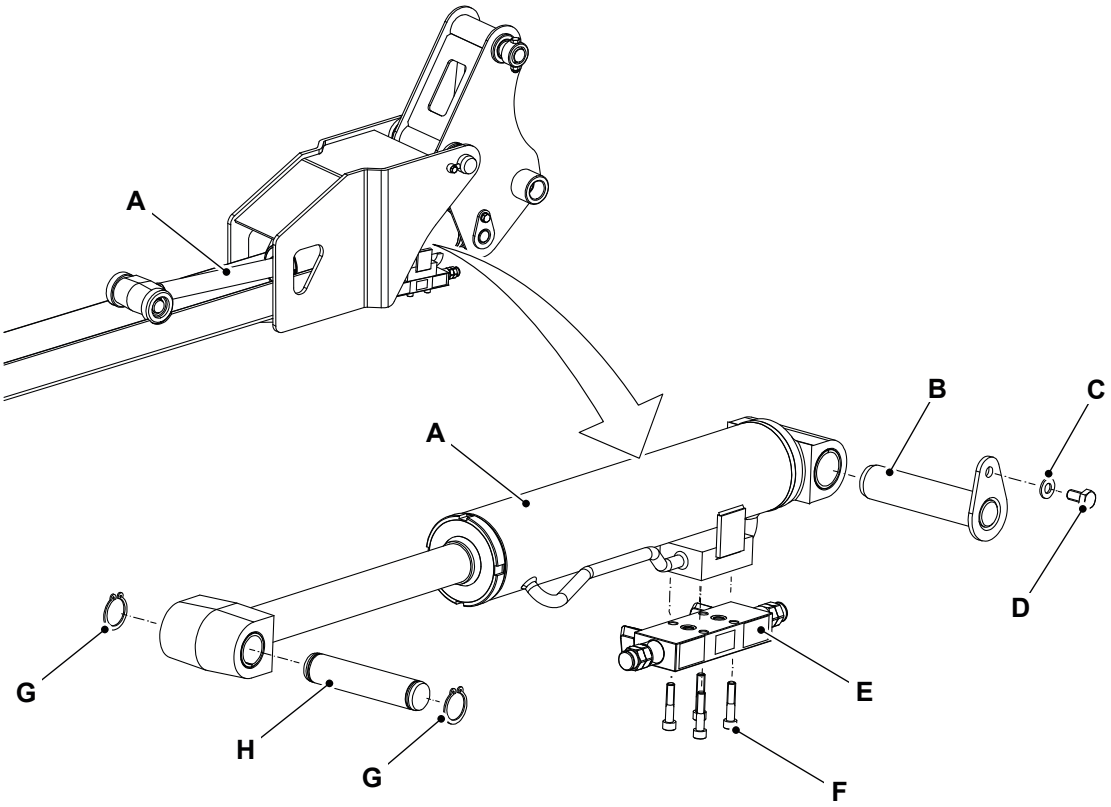
The upper levelling cylinder is attached to the main boom and the jib knuckle. The cylinder lifts and lowers the jib, causing the platform to rotate up and down to change or maintain the platform level. In combination with the lower levelling cylinder, the upper leveling cylinder acts as the slave cylinder in a master-slave hydraulic circuit, to keep the platform level with the chassis as the main boom lifts and lowers. The cylinder is fitted with a load holding counterbalance valve in case of a hose burst scenario.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Extend the telescopic boom to get access to the levelling ram.
3. Discharge the hydraulic pressure.
   Refer to: PIL 30-00-00.
4. Put a label on the hoses to help installation.
   4.1. Remove the hoses from the ram.
   4.2. Plug all the open ports and hoses to prevent contamination.
5. Support the upper levelling ram with suitable lifting equipment.
6. From the rod end, remove the circlip (x2).
   6.1. Remove the pivot pin 2.
7. From the cylinder end, remove the bolt 1 and washer.
   7.1. Remove the pivot pin 1.
8. Support the platform with suitable lifting equipment.
9. Remove the upper levelling ram from the machine.
10. If required, remove the bolt 2 (x4).
    10.1. Remove the counter balance valve.

Figure 95.



A Upper levelling ram
B Pivot pin 1
C Washer
D Bolt 1
E Counter balance valve
F Bolt 2 (x4)
G Circlip (x2)
H Pivot pin 2

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the bolt 1 to the correct torque value.
3. Bleed the levelling ram circuit.
   Refer to: Bleed (PIL 30-15-82).

Table 54. Torque Values

Item	Nm
D	43

18 - Accumulator

Contents **Page No.**

00 - General

Introduction

A hydraulic accumulator is a pressure storage reservoir used to store hydraulic fluid, the non-compressible hydraulic fluid is held under pressure by a compressed nitrogen gas. It is designed to increase or relieve pressure in the hydraulic system.

Accumulators enable a hydraulic system to cope with extremes of demand using a less powerful pump, to respond more quickly to a temporary demand, and to smooth out pulsations.

It is not possible to disassemble the accumulators. The extent of permissible servicing is limited to checking the nitrogen gas pre-charge pressure. If an accumulator is suspected as being faulty it must be renewed as a complete assembly.

Make sure you have read and understood the Health and Safety implications.
Refer to: PIL 30-18-00.

There are three different types of accumulator installed on JCB machines:

- Diaphragm (sealed for life) - Non Rechargeable.
- Diaphragm (with gas valve) - Rechargeable.
- Piston Bladder - Rechargeable.

Although some accumulators are identical in appearance, the accumulators are charged to different pressures. When renewing an accumulator make sure you know the correct charge pressure, refer to the applicable Technical Data.

Upon installation of a new accumulator the correct label stating the charge pressure must be attached. The original label which states a zero charge must be removed.

Health and Safety

⚠ **DANGER** Use only nitrogen gas to charge accumulators. The use of any other gas can cause the accumulators to explode. Remember that although nitrogen is not poisonous you can be killed by suffocation if it displaces the air in your workplace. Do not allow excessive quantities of nitrogen to be discharged into the atmosphere.

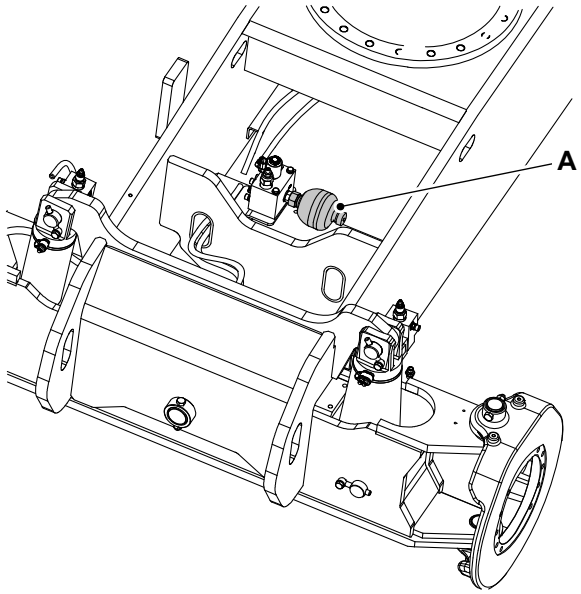
CAUTION To reduce pressure use the recommended charging tool or the charge valve could be damaged which may result in rapid discharge of the accumulator.

WARNING You must vent all the hydraulic pressure from the accumulators before disconnecting them from the hydraulic system.

Replacement accumulators will only be supplied in an uncharged, non pressurised condition to meet Health and Safety, and Air freight hazardous goods requirements.

Component Identification

Figure 96.



A Accumulator

Discharge and Pressurise

Special Tools

Description	Part No.	Qty.
Accumulator Charging Kit (Diaphragm)	892/01042	1
Accumulator Charging Adaptor	892/01043	1

⚠ **WARNING** You must vent all the hydraulic pressure from the accumulators before disconnecting them from the hydraulic system.

DANGER Use only nitrogen gas to charge accumulators. The use of any other gas can cause the accumulators to explode. Remember that although nitrogen is not poisonous you can be killed by suffocation if it displaces the air in your workplace. Do not allow excessive quantities of nitrogen to be discharged into the atmosphere.

Before removing accumulators make sure hydraulic pressure is released.

Even when the hydraulic pressure is released the accumulator still contains pressurised nitrogen gas. Do not attempt to discharge the gas pressure.

Do not transport accumulators charged with pressurised gas by air freight.

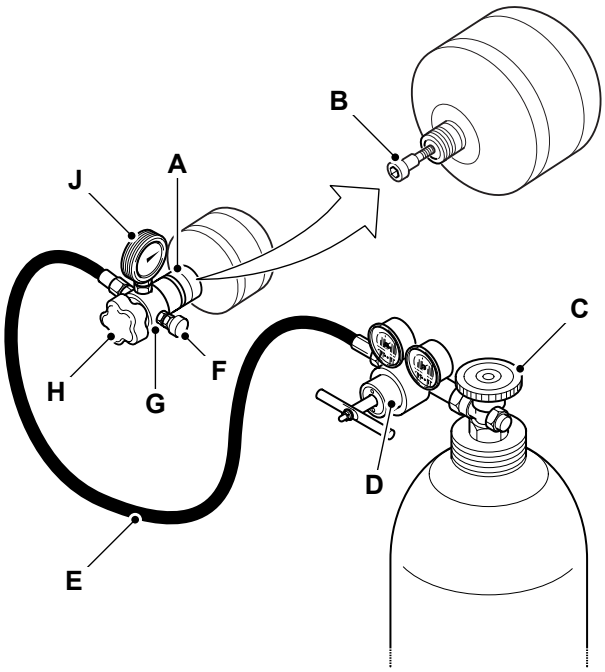
Charging

Important: The following charging procedure is only applicable to accumulators supplied in a discharged state.

Operating charge pressures: Accumulators are charged to different operating pressures depending on the application.
Refer to: PIL 30-18. for the correct charge pressure.

Charge the replacement accumulator with nitrogen as follows:

Figure 97.



A Adaptor
B Filler plug
C Gas bottle valve
D Pressure regulator
E Charging hose
F Discharge plug
G Charging unit
H Charging unit knob
J Pressure gauge

1. Hold the accumulator vertical and remove the plastic cap from the top of the accumulator.
2. Note: Some accumulators are supplied with a measured quantity of oil inside the gas chamber. Take care to prevent oil loss.
3. With a suitable allen key, slowly remove the filler plug.
   - 3.1. Remove the sealing washer and plug.
   - 3.2. Lightly oil the sealing washer.
   - 3.3. Install the new plug.
   - 3.4. Loosen the plug by 1/8 of a turn.
4. Connect the accumulator adaptor to the accumulator.

   Special Tool: Accumulator Charging Adaptor (Qty.: 1)
5. Connect the charging unit to the accumulator adaptor.

   Special Tool: Accumulator Charging Kit (Diaphragm) (Qty.: 1)

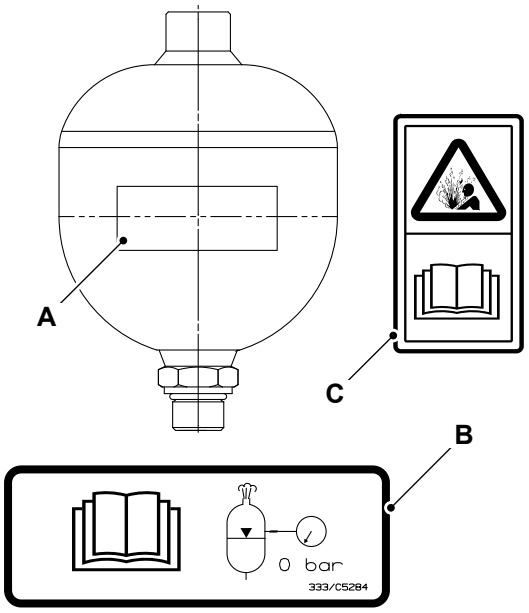
6. Connect the charging hose to the pressure regulator on the nitrogen gas bottle with the correct adaptor.
7. Set the pressure regulator on the gas bottle to the minimum pressure.
8. Turn the charging tool knob to open the filler plug by three turns.
9. Open the discharge valve on the charging unit.
10. Carefully open the nitrogen gas bottle valve and make sure that the nitrogen gas flows freely through the discharge valve.
11. Close the gas bottle valve and the discharge valve.
12. Carefully open the gas bottle valve.
13. Slowly increase the pressure using the gas bottle pressure regulator and watching the gauge on the charging unit, allow nitrogen to flow until the pressure reading reaches the specified value above the operating charge pressure.

    Pressure: 63bar (913.7psi)
14. Important: Do not exceed the maximum working pressure of the accumulator. The maximum working pressure is marked on the accumulator body.
15. Close the gas bottle valve.
16. Wait for the specified duration to dissipate the heat generated during charging.

    Duration: 10min
17. Carefully open and close the discharge valve to reduce the pressure in the accumulator to the specified operating charge pressure.
18. Turn the charging tool knob to close the filler plug and tighten to the correct torque value.

    Torque: 20N·m
19. Open the discharge valve to release the pressure from the charging hose.
20. Disconnect the charging unit and adaptor from the accumulator.
21. Pour oil around the filler plug to make sure that it is gas tight.
22. Replace the plastic cap.
23. Remove the discharged state label.
24. Attach the pressurised warning label on the accumulator at the position shown.

Figure 98.



A Label position
B Discharged state label
C Pressurised warning label

25. Install the accumulator and make sure the pressurised warning label is clearly visible.

39 - Slew Motor

Contents **Page No.**

00 - General

Introduction

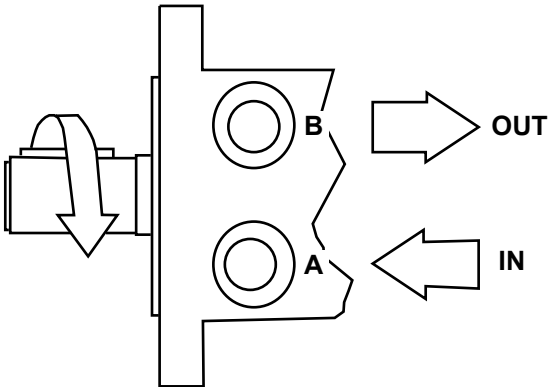
The slew motor is a hydraulic orbital type motor that converts hydraulic flow supplied from the hydraulic pump into rotary motion.

The slew motor is controlled by hydraulic valves in the main valve block that consists of cross-line relief valves, which in conjunction with a double acting spool installed to the valve block, make sure that the inertia produced when the machine is stopped is absorbed through the cross-line relief valves. This in turn produces a smooth machine stop also preventing the hydraulic motor becoming overloaded.

Operation

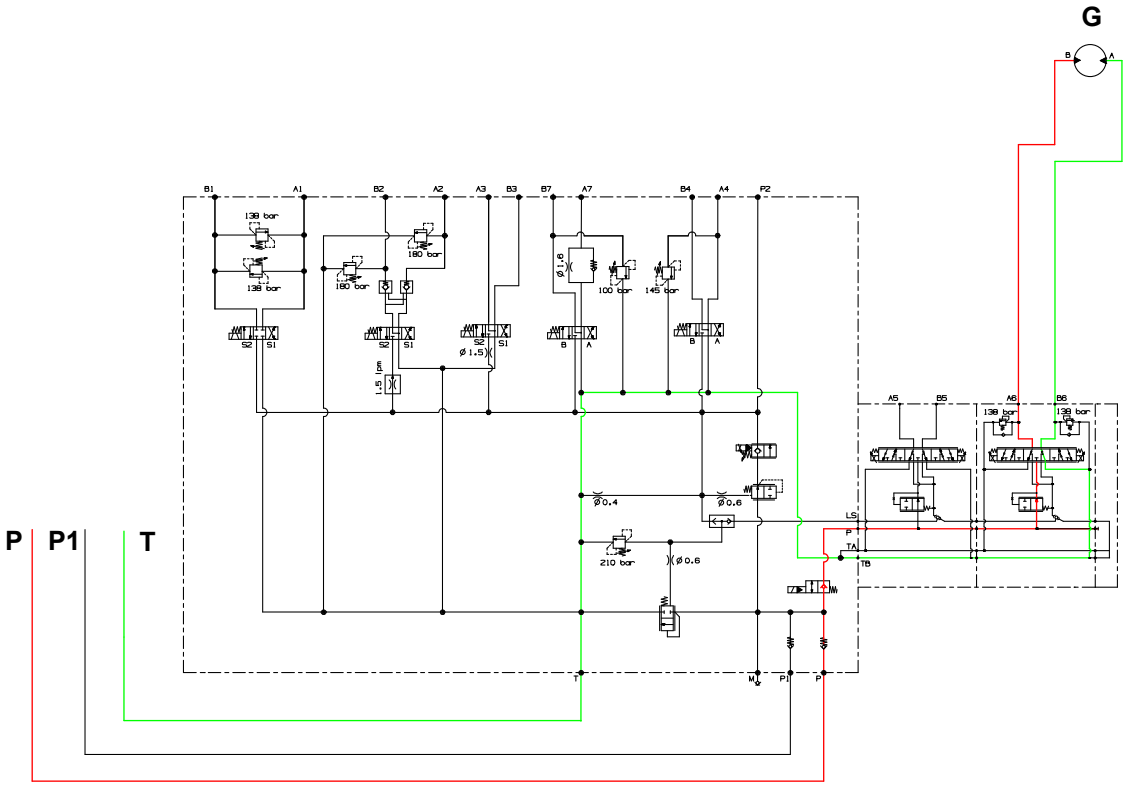
Slew motor is connected with a slew ring on this machine. When pressurized flow passes in motor from port B to A, the machine will slew in right direction and when flow passes from port A to B, the machine will slew in left direction. Slew operation is protected by 138bar (2,001.5psi) port relief pressure.

Figure 99.



When slew switch or joy stick is operated A7, B7 Slew spool is operated. When solenoid of Port A7 is energized machine is slewed in right direction and when port B7 is energized machine is slewed in left direction.

Figure 100.



G Slew motor
P Pump
T Tank
P1 Auxiliary pump

Fault-Finding

Table 55. Motor does not turn (The supplied pressure is correct)

Cause	Remedy
Relief valve pressure too low or faulty	Replace the relief valve
Motor has too much internal leakage	Replace the motor assembly
Motor has burned inner parts	Replace the motor assembly
Reduction gears damaged	Replace the gears
Overload	Remove the overload

Table 56. Insufficient torque

Cause	Remedy
Relief valve pressure too low or faulty	Replace the relief valve
Motor has too much internal leakage	Replace the motor assembly
Motor has burned inner parts	Replace the motor assembly
Reduction gears damaged	Replace the gears
Bearings damaged	Replace the bearings

Table 57. Abnormal noise

Cause	Remedy
Cavitation noise due to insufficient flow	Inspect the oil level and pipework
Motor has damaged sliding parts	Replace the motor assembly
Reduction gears damaged	Replace the gears
Bearings damaged	Replace the bearings
Pinion gear damaged	Replace the pinion

Table 58. Oil leakage at housing joint face

Cause	Remedy
Damaged O-rings	Replace the O-rings
Loose bolts	Tighten to the correct torque value

Table 59. Oil leakage at pinion gear

Cause	Remedy
Damaged oil seal	Replace the oil seal

Table 60. Delay in starting

Cause	Remedy
Relief valve pressure too low or faulty	Replace the relief valve
Check valve internal leakage	Replace the check valve

Table 61. Excessive heat generation

Cause	Remedy
Motor has burned or damaged sliding parts	Replace the motor assembly
Reduction gears damaged	Replace the gears
Bearings damaged	Replace the bearings

Check (Condition)

Reduction Gear

Table 62.

Item	Item inspected for	Inspection	Repair
	Excessive wear of the surface	Pitching area is 5% or more of the gear surface	Replace the carrier kit
Ring	Damage to spline section	Visual check	Replace the carrier kit
S1 Gear, S2 Gear, B1 gear, B2 Gear	Excessive wear of the surface	Pitching area is 5% or more of the gear surface	Replace the carrier kit
	Excessive wear of the bearing surface	Visual check, pitching and flaking apparent	
Ring	Excessive wear of the bearing surface	Visual check, pitching and flaking apparent	Replace the carrier kit
Roller	Excessive wear of the bearing surface	Visual check, pitching and flaking apparent	Replace the carrier kit
Other (O ring, screw etc.)	Damage or excessive rust	-	Replace applicable part

Hydraulic Motor

Table 63.

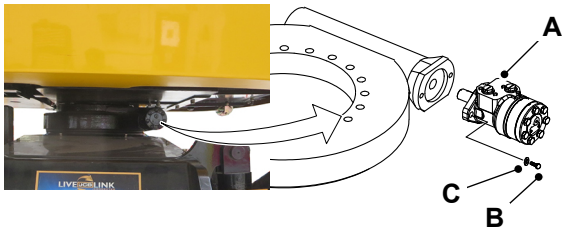
Item	Item inspected for	Inspection	Repair
Shaft	Excessive wear of the shaft key section	Worn depth 25µm or more	Replace the shaft
Housing	Excessive wear of the housing	Worn depth 20µm or more	Replace the housing
Endcover	Excessive wear of the plate	Worn depth 20µm or more	Replace the endcover
Wear plate	Wear of the plate	Worn depth 20µm or more	Replace the wear plate
Rotor set assembly	Excessive wear of the gear wheel set	Worn depth 0.1mm or more	Replace the rotor assembly
Other (O ring, screw etc.)	Damage or excessive rust	-	Replace applicable part

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: Discharge and Pressurise (PIL 30-00-00).
3. Disconnect the hydraulic hoses.
4. Put a label on the hoses to help installation.
5. Plug all the open ports and hoses to prevent contamination.
6. Support the slew drive motor with suitable lifting equipment.
7. Remove the bolt (x2) and washer (x2).
8. Install slew locking pin.
9. Remove the slew drive motor from the machine.

Figure 101.



A Slew drive motor
B Bolt (x2)
C Washer (x2)

Install

1. The installation procedure is the opposite of the removal procedure.

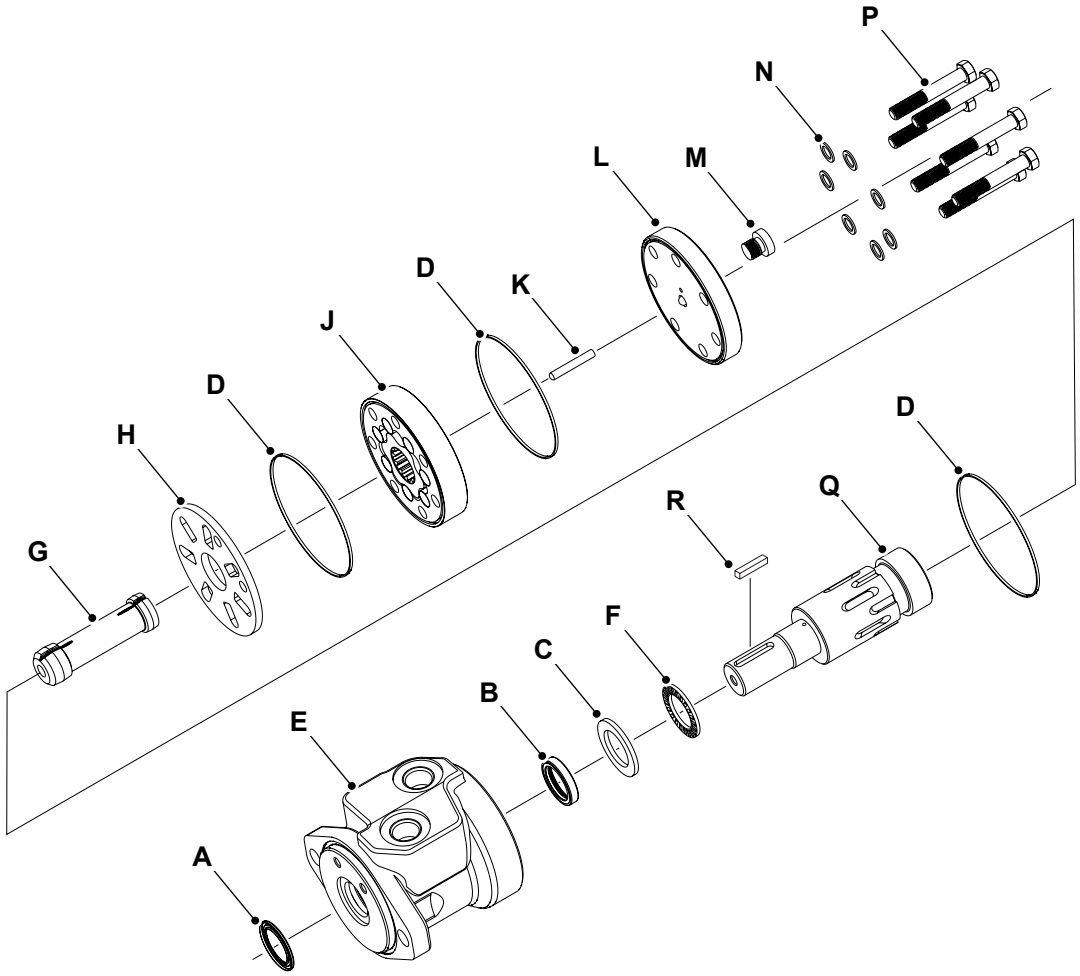
Disassemble and Assemble

The orientation of the internal parts and internal timing is highly critical for the correct operation of the slew motor.

Disassembly

1. Remove the slew motor from the machine.
   Refer to: PIL 30-39-00.
2. Remove the nut and key from the shaft.
3. Mark a V-shaped set of lines from the end cover to the case with suitable marker to help installation.
4. Hold the slew motor in a suitable vice or on a workbench.
   4.1. Make sure that the shaft end of the slew motor faces downwards.
5. Remove the bolts (x7).
6. Remove the end cover.
7. Remove and discard the body seals.
8. Remove the rotor set assembly and wear plate.
9. Remove and discard the body seals.
10. Remove the drive link pin and drive link from the slew motor.
11. Gently tap the shaft upwards through the case.
12. Remove the shaft from the rear of the case.
13. Remove the case from the vice.
14. Collect the thrust bearing and thrust washer.
    14.1. Turn the case to remove the thrust bearing and thrust washer.
15. Hold the case in the vice with the flange end facing upwards.
16. Remove the dust seal from case with a small screwdriver and hammer.
17. Remove the shaft seal with a small screwdriver,
18. Discard the shaft seal.

Figure 102.

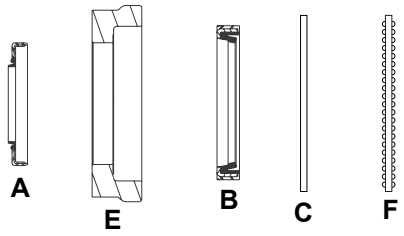


A Dust Seal
B Shaft Seal
C Thrust Washer
D Body Seals (x3)
E Case
F Thrust Bearing
G Drive Link
H Wear Plate
J Rotor Assembly
K Drive Link Pin
L End cover
M End cover plug
N Washers (x7)
P Bolts (x7)
Q Shaft
R Shaft key

Assembly

1. Clean all the parts in an oil based solvent. Use compressed air to dry the parts.
2. Apply a thin layer of clean oil to all new seals.
3. Place the shaft on a clean flat surface with the output end facing upwards.
4. Place the thrust bearing and thrust washer on the shaft.
5. Install the shaft seal down onto the shaft.
6. Make sure that the lip on the shaft seal faces downwards.

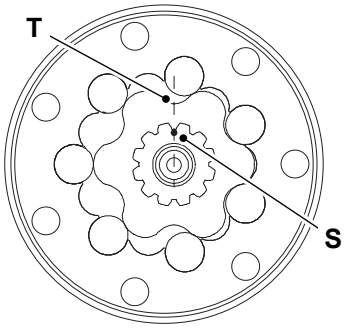
Figure 103.



A Dust Seal
B Shaft Seal
C Thrust Washer
E Case
F Thrust Bearing

7. Turn the shaft so that the output end of the shaft faces downwards.
8. Lower the drive link into the shaft. Make sure that the timing mark end of the drive link faces upwards and that the timing mark on the end of the drive link is aligned to the left of any short, open cutter slot on the shaft.
9. Turn the case so that the pilot of the case faces downwards.
10. Hold the case in a suitable vice.
11. Carefully lower the shaft assembly into the case.
    11.1. Make sure that you do not disturb the shaft seal and the drive link.
12. Make sure that the shaft end is in flush or slightly lower than the case bolt hole surface. Use an arbor press or a rubber mallet as required.
13. Place a body seal in the groove in the rear surface of the case.
14. Place a wear plate on the case.
15. Make sure that the valving slots on the wear plate are lined up with the bolt holes on the case.
16. Place a body seal in the groove in the face of the rotor assembly.
17. With the seal groove surface on the rotor assembly facing the wear plate, lower the rotor assembly onto the drive link. Make sure that the timing mark on the drive link is aligned with a valley on the rotor.

Figure 104.



S Timing mark on drive link
T Valley on rotor

18. Rotate the rotor assembly to line up the assembly bolt holes.
19. Install the drive link pin into the end of the drive link, Make sure that the concave or indented end faces upwards.
20. Place the remaining body seal in the groove in the end cover.
21. Place the end cover onto the motor. Make sure that the end of the drive link pin is in the hole in the centre of the end cover.
22. Install a washer on each of the bolts from the threaded end side.
23. Install the bolts (x7) with washers into the bolt holes.
24. Tighten the bolts to the correct pre-torque value.
    Torque: 13.6N·m
25. Tighten the bolts to the correct final torque value. Use the criss-cross method for tightening.
    Torque: 60N·m
26. Remove the motor from the vice.
27. Place the motor on a clean work surface with the shaft facing upwards.
28. Install the dust seal.
    28.1. Make sure that the lip on the dust seal faces upwards.
    28.2. Carefully drive the dust seal into its correct position.

28.3. Use a sleeve and hammer as required.

56 - Main Control Valve Block

Contents **Page No.**

Notes:

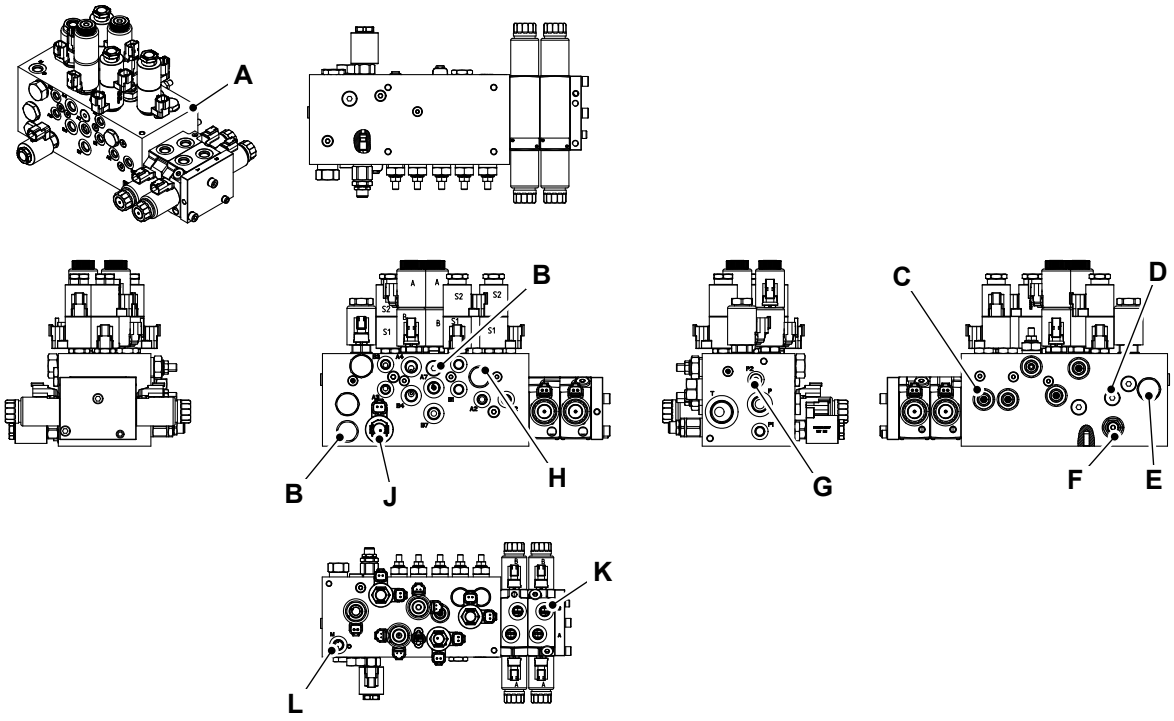
00 - General

Introduction

The main control valve block controls the hydraulic functional elements of the slew, articulated boom lift, main boom lift, telescopic extension, flow to jib lift & platform rotate, platform levelling and steering.

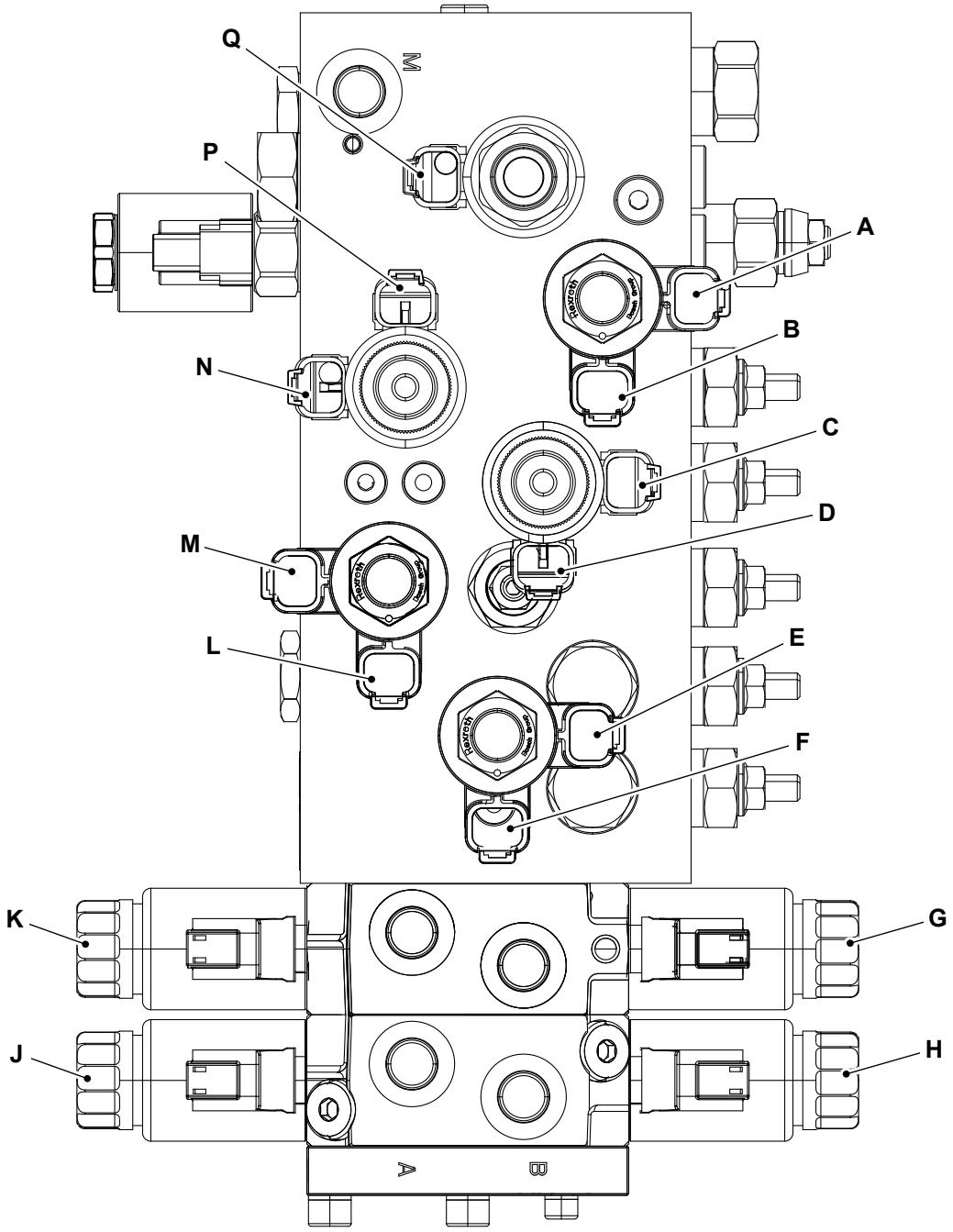
Component Identification

Figure 105.



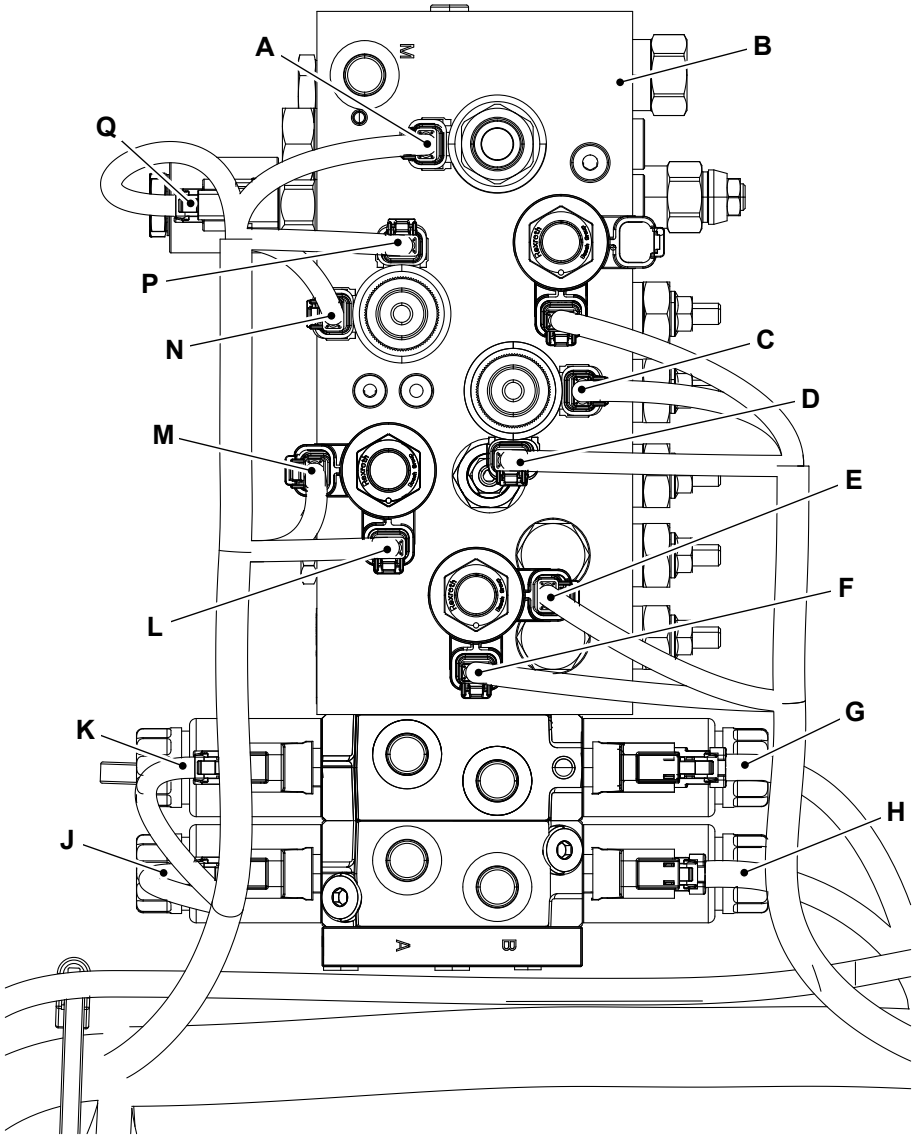
A Main boom control valve
B Valve check
C Valve pressure relief
D Valve shuttle
E Valve pressure control
F Relief valve
G Plug
H Valve flow control
J Cartridge
K Valve direction control
L Hydraulic test point adaptor

Figure 106.



A Flow to jib platform P port
B Flow to jib platform T port
C Articulated boom lift up
D Articulated boom lift down
E Levelling down
F Levelling up
G Telescopic boom down
H Slew motor anticlockwise rotation
J Slew motor clockwise rotation
K Telescopic boom up
L Steering (left)
M Steering (right)
N Telescopic boom extension
P Telescopic boom retraction
Q Proportional flow regulator

Figure 107.

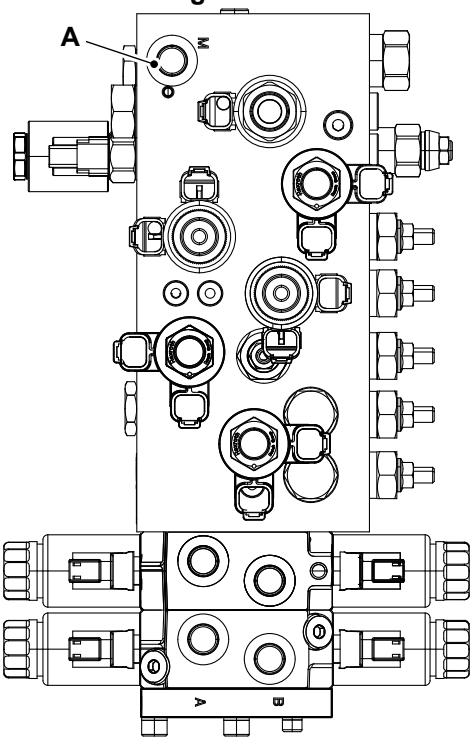


A Proportional flow hose
B Main boom control valve
C Articulated boom lower hose
D Articulated boom raise hose
E Levelling down hose
F Levelling up hose
G Telescopic boom down hose
H Swing left hose
J Swing right hose
K Telescopic boom up hose
L Steering (left) hose
M Steering (right) hose
N Telescopic boom retract hose
P Telescopic boom extend hose
Q Lift and slew solenoid hose

Check (Pressure)

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Remove the gauge port plug from the port M.
   2.1. Connect a suitable pressure gauge to the port M.
   Pressure: 250bar (3,625.9psi)
3. To check maximum pressure of hydraulic system for retract telescopic boom lift or telescopic retraction, continuously hold the operation switch from base control.
   3.1. The pressure gauge should show a specified value.
   Pressure: 210–220bar (3,045.8–3,190.8psi)
4. There are different relief pressure set for various boom operations. Refer to Table 64.

Figure 108.



A Port M

Table 64.

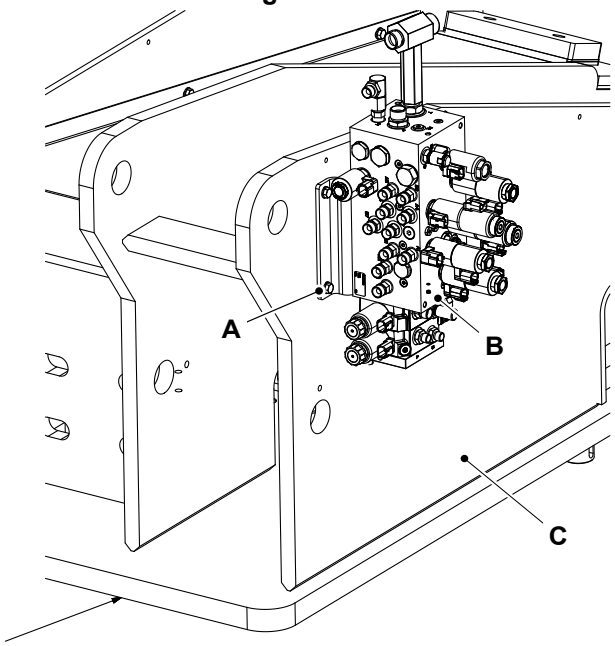
Boom Function	Maximum Relief Pressure
Steering right	138bar (2,001.5psi)
Steering left	138bar (2,001.5psi)
Platform levelling up	180bar (2,610.7psi)
Platform levelling down	180bar (2,610.7psi)
Platform jib up	210bar (3,045.8psi)
Platform jib down	210bar (3,045.8psi)
Platform rotate right	210bar (3,045.8psi)
Platform rotate left	210bar (3,045.8psi)
Articulated boom lift up	210bar (3,045.8psi)
Articulated boom lift down	100bar (1,450.4psi)
Telescopic boom extension	145bar (2,103.0psi)
Telescopic boom retract	210bar (3,045.8psi)
Telescopic boom lift	210bar (3,045.8psi)
Telescopic boom down	210bar (3,045.8psi)
Slew right	138bar (2,001.5psi)
Slew left	138bar (2,001.5psi)

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Discharge the hydraulic pressure.
   Refer to: PIL 30-00-00.
3. Get access to the main control valve block.
4. Put a label on the hoses to help installation.
   4.1. Disconnect the hydraulic hoses.
   4.2. Plug all the open ports and hoses to prevent contamination.
5. Support the valve block with suitable lifting equipment.
6. Remove the bolt (x4).
7. Remove the valve block with mounting bracket from the machine.

Figure 109.



A Bolt (x4)
B Main control valve
C Turntable

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. After installation, check the operation of hydraulic services.

60 - Directional Control Valve

Contents **Page No.**

Notes:

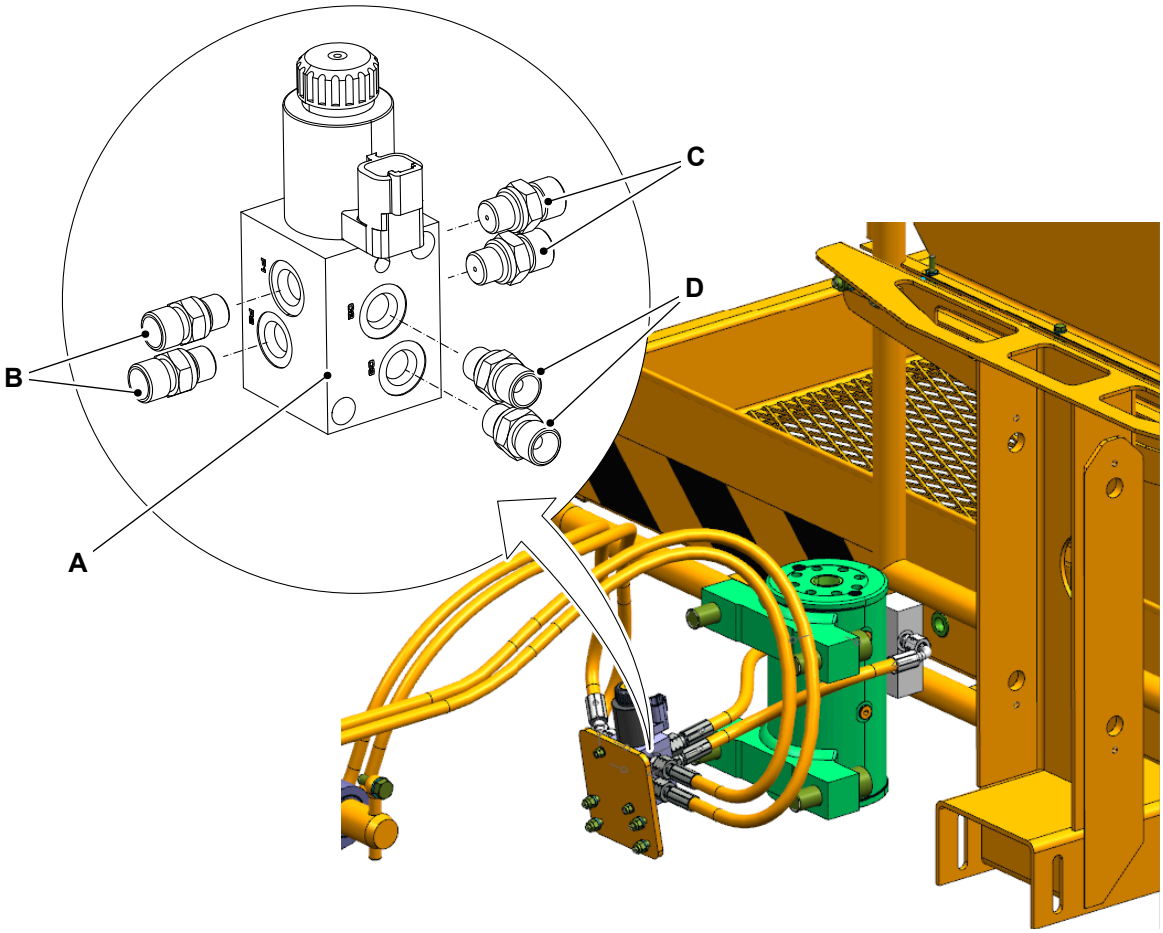
68 - Platform

Introduction

The platform control valve is fitted on the jib knuckle. It receives flow from the platform or jib flow valve output of the main valve block. It consists of two solenoid controlled spools, two orifices of size 1.5mm (jib), and two orifices of size 0.4mm (platform rotate). The main function of the platform control valve is to raise and lower the jib, and to rotate the platform left and right.

Component Identification

Figure 110.



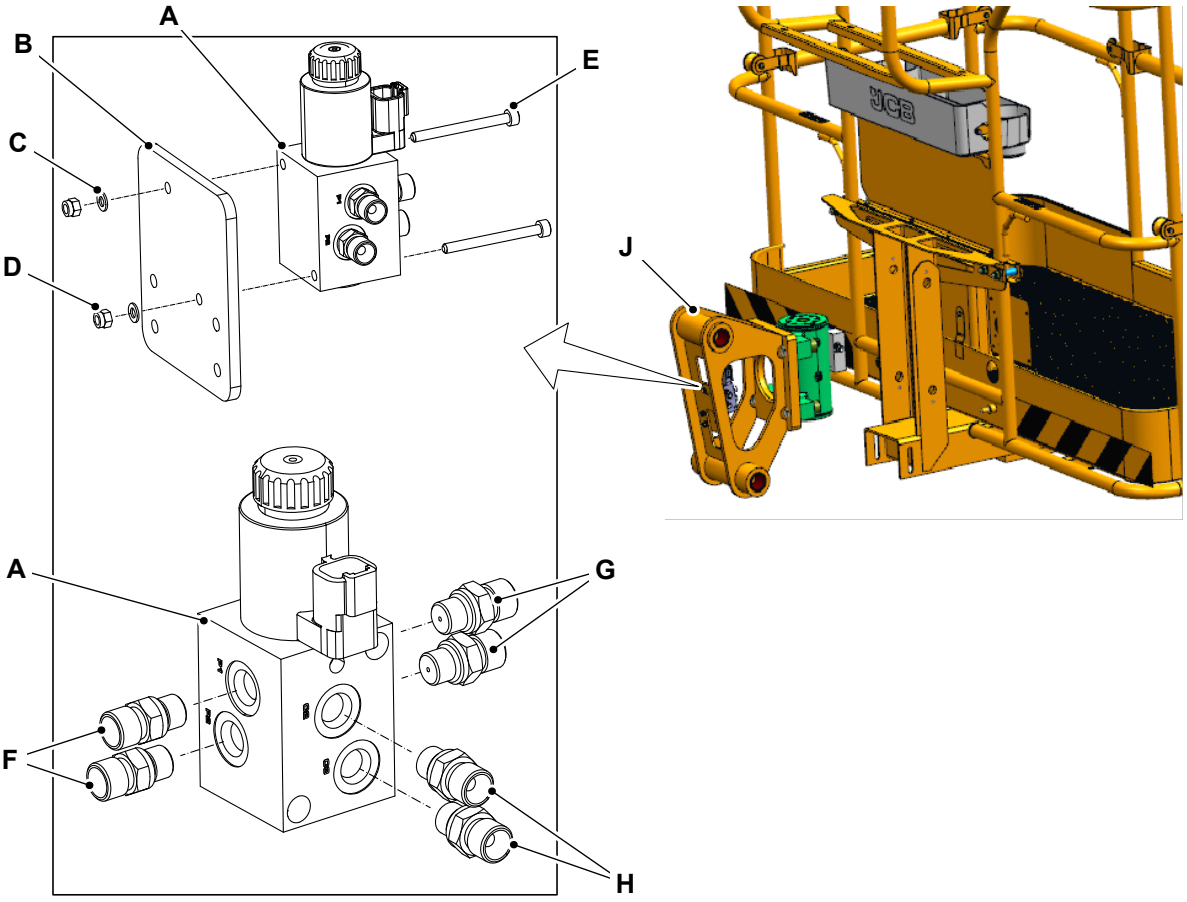
A Platform Control Valve
B Adaptor (x2)
C Restrictor (x2) 1.5mm
D Restrictor (x2) 0.4mm

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Get access to the jib knuckle.
3. Put a label on the hoses to help installation.
4. Disconnect the hoses.
5. Plug all the open ports and hoses to prevent contamination.
6. Remove the capscrew (x2), plain washer(x2) and locknut (x2).
7. Remove the platform control valve from the machine.
8. If required, remove the adaptor (x2), restrictor 1 (x2) and restrictor 2 (x2).

Figure 111.



A Platform control valve
B Valve mounting plate
C Plain washer (x2)
D Locknut (x2)
E Capscrew (x2)
F Adaptor (x2)
G Restrictor 1 (x2) 1.5mm
H Restrictor 2 (x2) 0.4mm
J Rear jib knuckle

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the nuts and adaptors to the correct torque value.

Table 65. Torque Values

Item	Nm
E	8.8
F	20–22
G	20–22
H	20–22

93 - Hose

Contents **Page No.**

Notes:

00 - General

Introduction

Hydraulic hoses are used to connect different components in the hydraulic circuit. The hoses are graded by pressure, temperature, and fluid compatibility. Hoses are built up with rubber and steel layers. A rubber interior is surrounded by multiple layers of woven wire and rubber. The exterior is designed for abrasion resistance. The bend radius of a hydraulic hose is carefully designed for the machine, since hose failures can be deadly, and violating the hose's minimum bend radius will cause failure. Hydraulic hoses generally have steel fittings swaged on the ends.

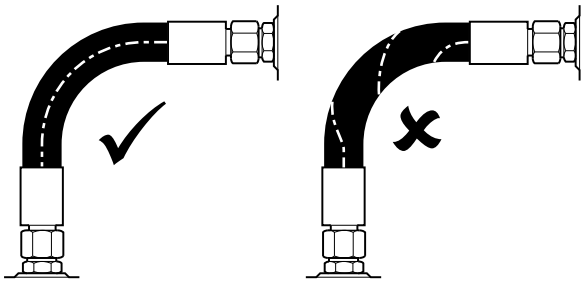
Disconnect and Connect

Some attachments are hydraulically powered. The following procedures show how to connect and disconnect the hydraulic hoses safely.

Connecting the Hydraulic Hoses

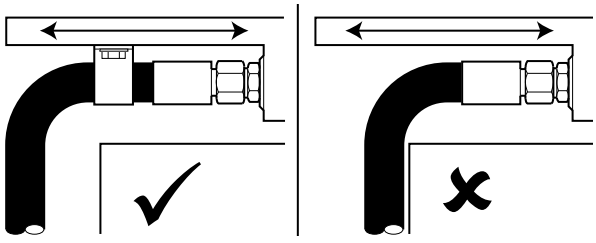
1. Make the machine safe.
   Refer to: PIL 01-03.
2. Discharge the hydraulic system pressure.
   Refer to: PIL 30-00-00.
3. Check the hoses and adaptors for damage.
4. Connect the hoses:
   4.1. Make sure that the hose is not twisted. Pressure applied to a twisted hose can cause the hose to fail or the connections to loosen.

Figure 112.



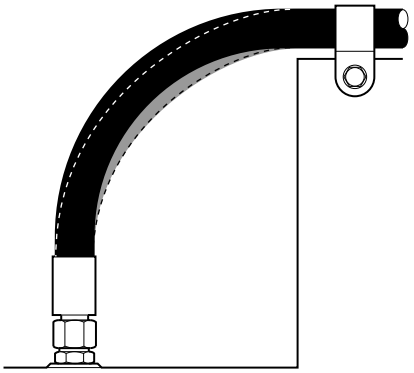
   4.2. Make sure that the hose does not touch hot parts. High ambient temperatures can cause the hose to fail.
   4.3. Make sure that the hose does not touch parts which can rub or cause abrasion.
   4.4. Use the hose clamps (where possible) to support long hose runs and keep the hoses away from moving parts, etc.

Figure 113.



   4.5. To allow for length changes when the hose is pressurised, do not clamp at the bend. The curve absorbs the change.

Figure 114.



5. Check for leaks:
   5.1. Start the machine.
   5.2. Operate the related controls to increase the pressure in the hydraulic system.
   5.3. Stop the machine then remove the key.
   5.4. Check for indications of leakage at the hose connections. Correct, as necessary.

Disconnecting the Hydraulic Hoses

1. Make the machine safe.
   Refer to: PIL 01-03.
2. Discharge the hydraulic system pressure.
   Refer to: PIL 30-00-00.
3. Disconnect the hoses.
4. Check the hoses and adaptors for damage.
5. If necessary, install the blanking caps.
6. Check for leaks:
   6.1. Start the machine.
   6.2. Operate the related controls to increase the pressure in the hydraulic system.
   6.3. Stop the machine then remove the key.
   6.4. Check for indications of leakage at the hose connections. Correct, as necessary.

Check (Condition)

Hydraulic Hoses

⚠ **WARNING** Damaged hoses can cause fatal accidents. Examine the hoses regularly. Do not use the machine if a hose or hose fixture is damaged.

WARNING Fine jets of fluid at high pressure can penetrate the skin. Keep face and hands well clear of fluid under pressure and wear personal protective equipment. Hold a piece of cardboard close to suspected leaks and then examine the cardboard for signs of fluid. If fluid penetrates your skin, get medical help immediately.

Examine the hoses for:

- Damaged hose ends
- Worn or cracked outer covers
- Ballooned outer covers
- Kinked or crushed hoses
- Exposed armouring in the outer covers
- Displaced hose end fittings.
- Worn cover sheathing or hose burst protection covering

Replace a damaged hose before you use the machine again.

The replacement hoses must be of the same size, standard and pressure rating. If necessary, for more information contact your JCB dealer.

96 - Pipe

Contents **Page No.**

00 - General

Check (Condition)

The hydraulic system pipework comprises flexible hoses and steel hydraulic pipes.

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Visually check the system pipework for the following defects:
   2.1. Hydraulic oil leaks.
   2.2. Security of ties and clamps.
   2.3. Security of connections.
   2.4. Crushed or kinked pipes and hoses.
   2.5. Chaffed pipes and hoses.
   2.6. Corroded steel pipes.
3. If one or more of the listed defects is identified, replace the applicable pipe/hose or retaining ties and clamps.

97 - Connectors

Contents **Page No.**

00 - General

Technical Data

O-Ring Face Seal UNF Threads on the ORFS Fittings

Table 66. Torque Settings - ORFS

UNF Thread Size	Torque Value
inch x pitch	N·m
9/16 x 18	24–27N·m
11/16 x 16	40–44N·m
13/16 x 16	55–60N·m
1 x 14	60–66N·m
1 3/16 x 12	90–99N·m
1 5/16 x 12	115–126N·m
1 7/16 x 12	125–138N·m
1 11/16 x 12	170–187N·m
2 x 12	200–220N·m

Adaptors Connected into Valve Blocks

Table 67. Torque Settings - BSP Adaptors

BSP Adaptor Size	BSP Adaptor Size	Hexagon (A/F)	Torque Value
Inch	mm	mm	N·m
1/4	6.35	19mm	18N·m
3/8	9.525	22mm	31N·m
1/2	12.7	27mm	49N·m
5/8	15.875	30mm	60N·m
3/4	19.05	32mm	81N·m
1	25.4	38mm	129N·m
1 1/4	31.75	50mm	206N·m

Table 68. Torque Settings - SAE Connections

Dash Size	SAE Port Thread Size	Hexagon (A/F)	Torque Value
	inch x pitch	mm	N·m
4	7/16 x 20	15.9mm	20–28N·m
6	9/16 x 18	19.1mm	46–54N·m
8	3/4 x 16	22.2mm	95–105N·m
10	7/8 x 14	27mm	130–140N·m
12	1 1/16 x 12	31.8mm	190–210N·m
16	1 5/16 x 12	38.1mm	290–310N·m
20	1 5/8	47.6mm	280–380N·m

Table 69. Torque Settings - SAE UNF O-ring boss port adaptors; straight and phased (heavy duty S series)

SAE Thread Size	Adaptor Torque Into Aluminium Body	Adaptor Torque Into Ferrous Body	Plug Torque Into Ferrous Body
inch x pitch	N·m	N·m	N·m
3/8 x 24	10–12	10–12	20–22
7/16 x 20	20–22	20–22	35–39
1/2 x 20	25–27.5	25–27.5	40–44
9/16 x 18	31–37	35–39	45–50
3/4 x 16	45–50	70–77	85–93
7/8 x 14	65–71	100–110	110–120
1-1/16 x 12	95–108	170–187	170–187

SAE Thread Size	Adaptor Torque Into Aluminium Body	Adaptor Torque Into Ferrous Body	Plug Torque Into Ferrous Body
inch x pitch	N·m	N·m	N·m
1-3/16 x 12	127–140	215–236	215–236
1-5/16 x 12	158–169	270–297	270–297
1-5/8 x 12	197–210	285–310	Contact JCB service
1-7/8 x 12	220–235	370–400	Contact JCB service

Table 70. Metric ports / adaptors with O-ring seal (light duty L series and heavy duty S series)

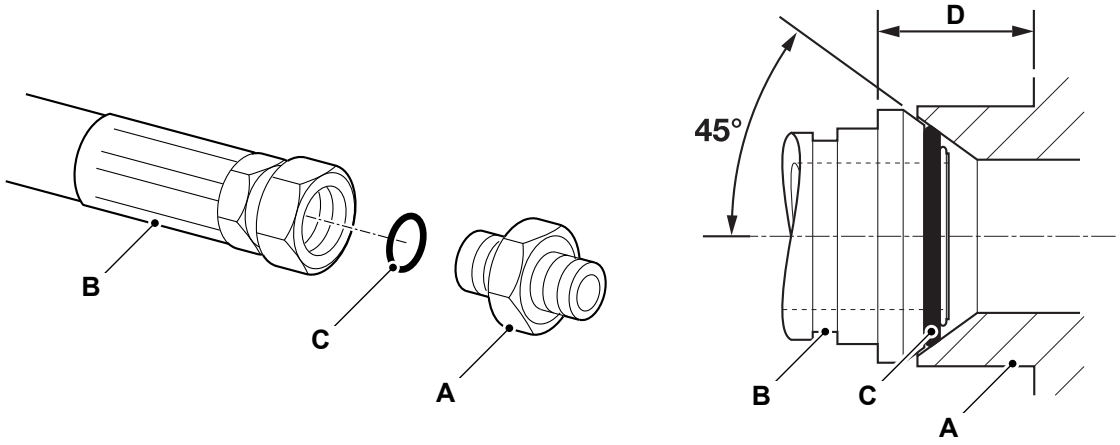
Metric thread	Adaptor Torque Into Aluminium Body (S&L series)	Adaptor Torque Into Ferrous Body (Light duty L series)	Adaptor Torque Into Ferrous Body (Heavy duty S series)	Plug Torque Into Ferrous Body (Heavy duty S series)
	N·m	N·m	N·m	N·m
M 8 x 1	6-8	8-9	10-11	10-11
M10 x 1	18-20	18-20	20-22	20-22
M12x 1,5	31-37	31-37	35-38	35-38
M14 x 1,5	35-40	35-40	45-49	45-49
M16 x 1,5	45-50	45-50	55-60	55-60
M18 x 1,5	65-71	65-71	70-77	70-77
M20 x 1,5	-	-	80-88	80-88
M 22 x 1,5	75-82	75-82	100-110	100-110
M 27 x 2	85-95	100-110	170-187	170-187
M30 x 2	95-108	130-143	215-236	215-236
M33 x 2	158-169	160-176	270-297	310-340
M 42 x 2	197-210	220-235	270-297	330-370
M48 x 2	220-235	220-235	270-297	330-370
M60 x 2	220-235	220-235	270-297	330-370

Table 71. Metric ports / adaptors with type E seal or O-ring with collar (heavy duty S series)

Metric thread	Adaptor Torque Into Aluminium Body	Adaptor Torque Into Ferrous Body
	N·m	N·m
M12 x 1,5	31-37	45-50
M14 x 1,5	35-40	60-66
M16 x 1,5	45-50	80-88
M18 x 1,5	55-60	100-110
M20 x 1,5	65-71	140-154
M22 x 1,5	75-82	150-165
M27 x 2	95-108	200-220
M33 x 2	158-169	380-418
M42 x 2	197-210	380-418
M48 x 2	220-235	380-418

Hoses installed into Adaptors

Figure 115.



A Adaptor
B Hose
C O-ring
D Dimension will vary depending upon the torque applied.

Hoses installed into adaptors seal onto an `O' ring which is compressed into a 45° seat machined into the face of the adaptor port.

Table 72. BSP Hose - Torque Settings

BSP Hose Size	Hexagon (A/F)	Nm	kgf m	lbf ft
in	mm			
1/8	14.0	14.0 - 16.00	1.4 - 1.6	10.3 - 11.8
1/4	19.0	24.0 - 27.0	2.4 - 2.7	17.7 - 19.9
3/8	22.0	33.0 - 40.0	3.4 - 4.1	24.3 - 29.5
1/2	27.0	44.0 - 50.0	4.5 - 5.1	32.4 - 36.9
5/8	30.0	58.0 - 65.0	5.9 - 6.6	42.8 - 47.9
3/4	32.0	84.0 - 92.0	8.6 - 9.4	61.9 - 67.8
1	38.0	115.0 - 126.0	11.7 - 12.8	84.8 - 92.9
1 1/4	50.0	189.0 - 200.0	19.3 - 20.4	139.4 - 147.5
1 1/2	55.0	244.0 - 260.0	24.9 - 26.5	180.0 - 191.8

SAE Flange Connection Bolts

Table 73. Code 61 torques

Nominal size (DN)[1]	Screw torque[2]
13	32 -0/+3.2N·m
19	70 -0/+7N·m
25	70 -0/+7N·m
32	70 -0/+7N·m
38	130 -0/+13N·m
51	130 -0/+13N·m
64	130 -0/+13N·m
76	295 -0/+29.5N·m
89	295 -0/+29.5N·m
102	295 -0/+29.5N·m
127	295 -0/+29.5N·m

(1) Dimension Nominal
(2) These torque values (from ISO 6162 parts 1 and 2) are only a guide when using G10.9 metric phosphor-coated and lubricated screws with a coefficient of friction of 0,17; net tightening torque depends on many factors, including lubrication, coating, surface finish and material.

Table 74. Code 62 torques

Nominal size (DN)[1]	Screw torque[2]
13	32 -0/+3.2N·m
19	70 -0/+7N·m
25	70 -0/+7N·m
32	70 -0/+7N·m
38	130 -0/+13N·m
51	130 -0/+13N·m
64	130 -0/+13N·m
76	295 -0/+29.5N·m

(1) Dimension Nominal
(2) These torque values (from ISO 6162 parts 1 and 2) are only a guide when using G10.9 metric phosphor-coated and lubricated screws with a coefficient of friction of 0,17; net tightening torque depends on many factors, including lubrication, coating, surface finish and material.

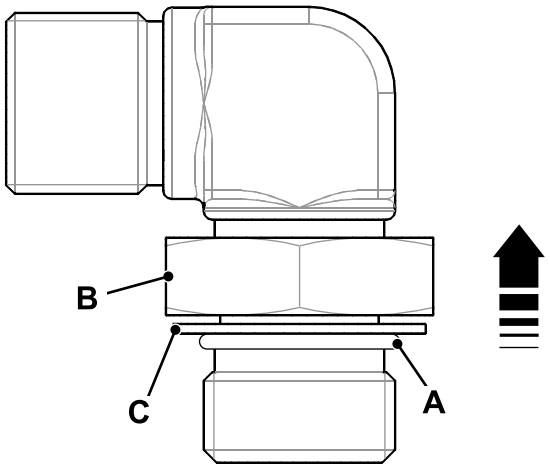
09 - Adaptor

Introduction

On a typical machine, some hydraulic components may utilise Positional Type Hydraulic Adaptors. When you install a Positional Type Hydraulic Adaptor, it is important to adopt the Remove and Install procedure.
Refer to: Remove and Install (PIL 30-97-09).

If this procedure is not followed correctly, damage to the O-ring seal can occur which can result in oil leaks.

Figure 116.

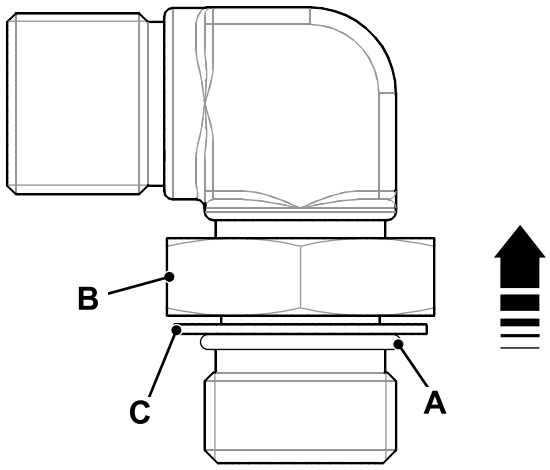


A O-ring seal
B Locknut
C Washer

Remove and Install

1. Make sure that the locknut is screwed back on to the body of the adaptor as far as possible.
2. Check that the O-ring backing washer is a tight fit on the adaptor. Note that the washer should not move freely, if the washer is slack do not use the adaptor.
3. Check that the O-ring seal is installed and that it is free from damage or nicks. Before you install the adaptor, smear the O-ring with clean hydraulic fluid. The dimensions and shore hardness of the O-ring seal is critical. Should it become necessary to replace the O-ring seal, make sure you use JCB Genuine Parts.

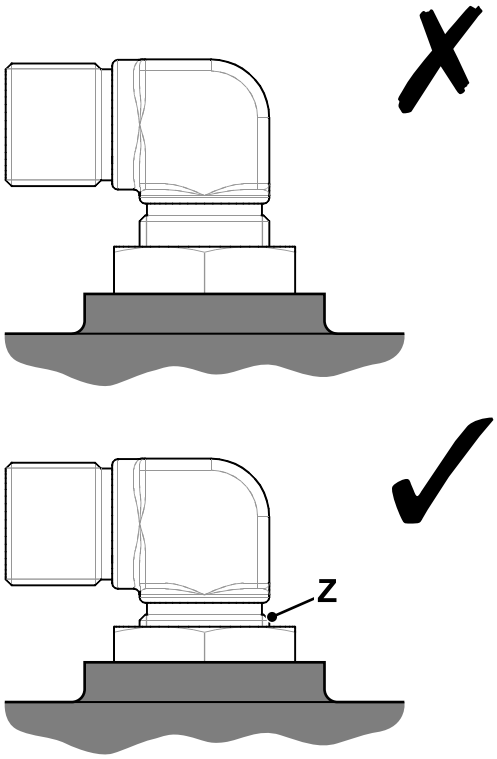
Figure 117.



A O-ring seal
B Locknut
C Backing washer

4. Screw the adaptor into the port of the hydraulic component as far as possible, so that all the threads engage and the O-ring seal is correctly seated against the sealing face.
5. Set the angular position of the adaptor as required, then secure by tightening the locknut. When installed correctly no more than one thread should be visible at Z as shown.

Figure 118.



Z Adaptor thread

6. Tighten the locknut to the correct torque value.

80 - Rotary Actuator

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00 - General

Introduction

The rotator or rotary actuator is a hydro-mechanical component which converts axial piston motion into powerful shaft rotation. It works on the sliding spline concept.

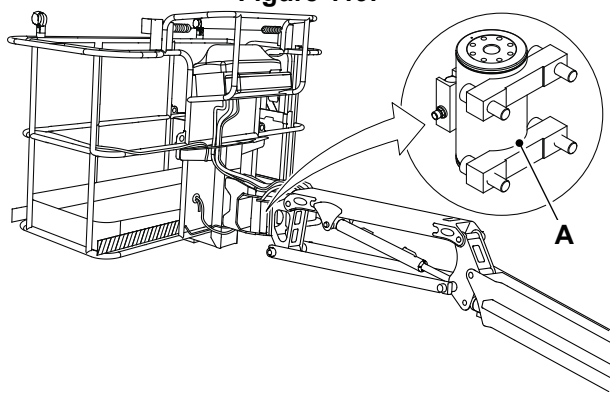
The major components of a typical rotary actuator assembly are.

- Shaft
- Case
- Piston sleeve
- End cap

The rotary actuator installed on these machines can turn the platform through 160°.

Component Identification

Figure 119.



A Rotary actuator

Operation

The rotary actuator is a simple mechanism that uses the sliding spline operating concept to convert linear piston motion into powerful shaft rotation.

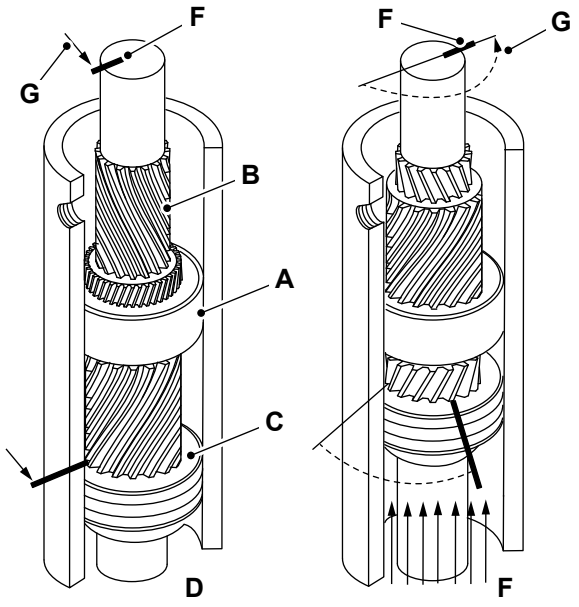
The rotary actuator has a case with integrated gear teeth, central shaft with integrated bearing tube, mounting flange and the annular piston sleeve.

The helical spline teeth machined on the shaft are engaged with matching splines on the inside diameter of the piston. The outside diameter of the piston carries a second set of splines, of opposite hand, which are engaged with matching splines in the case.

The shaft is supported radially by the large upper radial bearing and the lower radial bearing. The shaft is axially separated from the case by the upper and lower thrust washers. The end cap is adjusted for axial clearance and locked in position by set screws or pins.

When hydraulic pressure is applied, the piston is displaced axially within the case and the splines rotate the shaft. When the control valve is closed, oil is trapped inside the actuator, preventing piston movement and locking the shaft in position.

Figure 120.



A Case
B Shaft
C Annular piston sleeve
D Central position (Locked)
E Turned position (Hydraulic pressure is applied)
F Reference position of shaft
G Direction of rotation

Fault-Finding

Table 75. Slow or no shaft rotation

Cause	Remedy
Insufficient torque output	Check the correct operating hydraulic pressure. Check the load on the platform.
Low fluid flow rate	Check the condition of the ports for obstructions and hydraulic lines for restrictions and leaks.
Control or counterbalance valve leaking internally	Disconnect the hydraulic lines and bypass valve. Leave the valve ports open and operate the actuator through the case ports. The valve must be replaced if a steady flow of fluid is seen coming from the valve ports.
Piston and/or shaft seal leaking	Remove the plug and the case valve ports. Operate the actuator through the case ports. Check the rotator for leaks.
Corrosion buildup on the thrust surfaces	Disassemble the rotator. Remove all rust then polish. Replace the parts as required.
Swollen seals and composite bearings caused by incompatible hydraulic fluid	Disassemble the rotator. Replace the seals. Use correct fluid that is compatible with seals and bearings.

Table 76. Operation is erratic or not responsive

Cause	Remedy
Air in rotator	Bleed the rotator.

Table 77. Shaft will not fully rotate

Cause	Remedy
Twisted or chipped gear teeth	Check for gear binding. Rotator may not be able to be re-built and may need to be replaced. Damage could be a result of overload or shock.
Port fittings are obstructing the piston	Check thread length of port fittings. Fittings should during stroke not reach inside the housing bore.

Table 78. Selected position cannot be maintained

Cause	Remedy
Control or counterbalance valve leaking internally	Disconnect the hydraulic lines and bypass valve. Leave the valve ports open and operate the actuator through the case ports. The valve must be replaced if a steady flow of fluid is seen coming from the valve ports.
Piston and/or shaft seal leaking	Remove the plug and the case valve ports. Operate the actuator through the case ports. Check the rotator for leaks.
Air in rotator	Bleed the rotator.

Check (Condition)

1. Clean all parts thoroughly.
2. Check condition of all parts for excessive wear, cracks and chips. If necessary, replace the parts.
   2.1. Make a note that a small amount of wear in the spline teeth will have little effect on the actuator strength.
   2.2. New spline sets are manufactured with a specified backlash per mating set.
   Dimension: 0.127mm
   2.3. After a long service, a specified backlash per set may still be acceptable, depending on the required accuracy of the application.
   Dimension: 0.381mm
3. Check condition of the ring gear for wear and weld damage to the pins.
4. Check condition of the cylinder bore for wear and scratches.

Check (Leaks)

1. Plug the ports of the counterbalance valve.
2. Connect the hydraulic hoses to the case ports.
3. Bleed all air from the actuator.
   Refer to: Bleed (PIL 30-80-00).
4. Rotate the shaft to the end of rotation at the specified pressure. Maintain the specified pressure.
   Pressure: 207bar (3,002.3psi)
5. Remove the hydraulic hoses from the non-pressurised side.
6. Continuous oil flow from the open case port indicates internal leakage across the piston.
7. Replace the hoses.
8. Rotate the shaft to the end of rotation in the opposite direction at the specified pressure. Maintain the specified pressure.
   Pressure: 207bar (3,002.3psi)
9. Continuous oil flow from the open case port indicates internal leakage across the piston.
10. If the internal leakage is found, disassemble and repair the rotary actuator.

Bleed

It is necessary to bleed the rotary actuator, if excessive backlash is exhibited after the rotary actuator is connected to the hydraulic system.

1. Make the machine safe with the platform lowered.

   Refer to: PIL 01-03-27.

2. Connect a suitable hose to each bleed point.
3. Put a suitable container under the other end of the hoses to collect the drained hydraulic fluid.
4. Loosen the bleed points by 1/4 turn.
5. Operate the platform control lever to rotate the platform until the end of rotation (either clockwise or anticlockwise).
6. Maintain the hydraulic pressure.

   6.1. Hydraulic oil with small air bubbles will be seen flowing through the hoses.

7. Allow the specified quantity of hydraulic oil to be purged from the rotary actuator.

   Volume: 1.9L

8. Keep the fittings open and rotate the platform in the opposite direction to the end position.
9. Maintain the hydraulic pressure until an additional specified quantity of hydraulic oil is pumped into the container.

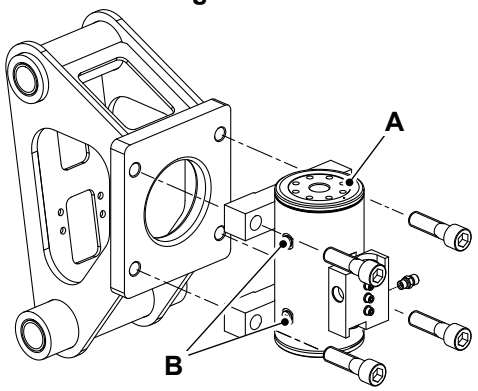
   Volume: 0.95L

10. Do the steps 5 to step 9 again.
11. Close both bleed points before rotating away from the end position.
12. Disconnect the hoses from the bleed points.
13. Check the hydraulic oil level and top up as required.

    Refer to: PIL 30-00-00.

    13.1. You can fill the hydraulic tank again with the drained hydraulic oil. Make sure that it is clean and free from contamination.

Figure 121.



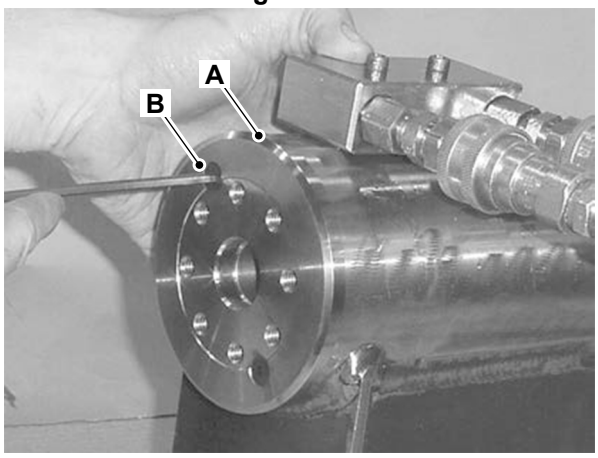
A Rotary actuator
B Bleed points

Lubricate

After the actuator is assembled but before it is put into service, you must secure the thrust washer area with Lithium grease. There are two grease ports located on both the shaft flange and the end cap. The grease ports are plugged with capscrews.

1. Remove the capscrews.

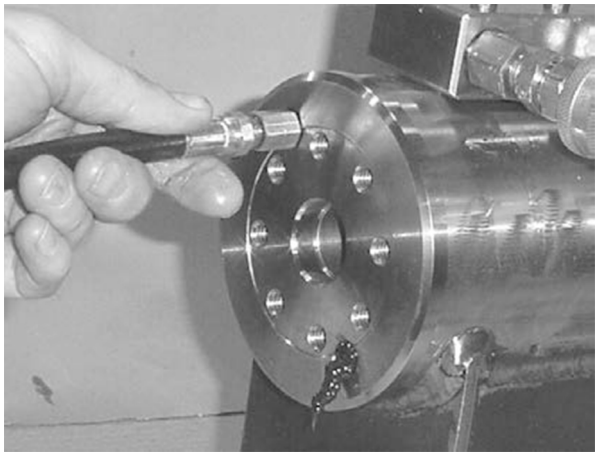
Figure 122.



A Rotary actuator
B Capscrews

2. Insert the tip of a grease gun into one port and apply grease to the shaft flange.
3. Continue to apply grease until it flows from the opposite port.

Figure 123.



4. Rotate the actuator five times.
   4.1. Open the pressure ports.
   4.2. Use a pry bar with capscrews inserted into the shaft flange to turn the shaft in the desired direction.
5. Apply the grease again.
6. Do the steps 1 to steps 5 on the end cap.
7. Install the capscrews into the grease ports.
8. Tighten the capscrews to the correct torque value.

Table 79. Torque Values

Item	Nm
B	2.8

Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

Remove

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Discharge the hydraulic pressure.

   Refer to: Discharge and Pressurise (PIL 30-00-00).

3. Remove the platform from the machine.

   Refer to: PIL 06-97-00.

4. Bleed the rotary actuator.

   Refer to: Bleed (PIL 30-80-00).

5. Disconnect the hydraulic hoses from the rotary actuator.

6. Put a label on the hoses to help installation.

7. Plug all the open ports and hoses to prevent contamination.

8. Remove the screw (x8) from the rotary actuator.

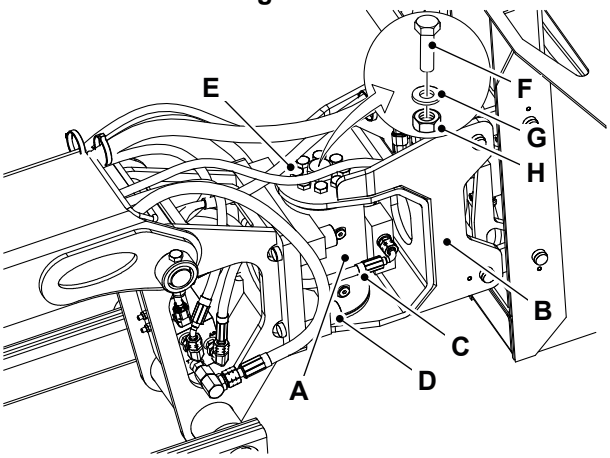
9. Remove the pivot pin, washer and nut from the rotary actuator.

10. Remove the bracket from the rotary actuator.

11. Remove the capscrew (x4) from the rear jib knuckle.

12. Remove the rotary actuator from the rear jib knuckle.

Figure 124.



A Rotary actuator
B Bracket
C Hydraulic hose
D Capscrew (x4)
E Screw (x8)
F Pivot pin
G Washer
H Nut

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.

2. The capscrews must be replaced for new ones every time they are removed.

   2.1. Must use OEM specific capcsrews.

3. Use a specific torque with calibrated torque control method.

   Torque: 383N·m

Disassemble and Assemble

The following procedure requires a replacement service parts kit. Make sure that you obtain the correct parts kit for replacement. Refer to SPP (Service Parts Pro) for details.

Disassemble

1. Remove the rotary actuator from the machine.

   Refer to: Remove and Install (PIL 30-80-00).

2. Check the condition of the rotary actuator for corrosion.

   2.1. Severe corrosion can make it difficult to remove the lock pins and end cap.

   2.2. If the corrosion is evident, soak the lock pins and end cap with penetrating oil for several hours before you disassemble.

3. Remove the port plugs.

4. Drain the hydraulic oil.

5. Check the condition of the oil for signs of contamination, water or metal shavings.

6. Remove the capscrews.

7. Remove the end cap lock pins.

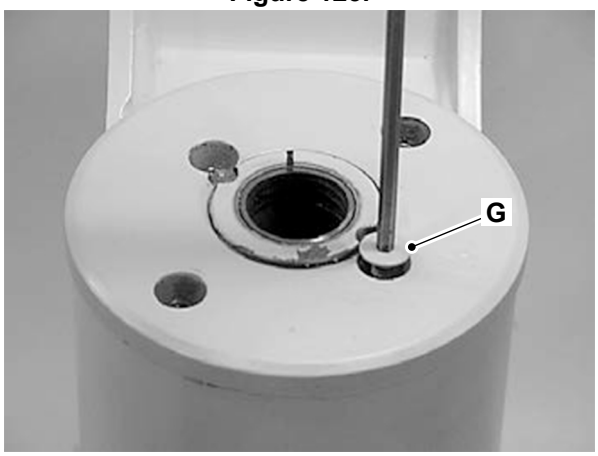
   7.1. Use the specified drill bit to drill a hole in the centre of each lock pin.

   Dimension: 3mm

   7.2. Make sure that you do not drill to more than the specified depth.

   Distance: 5mm

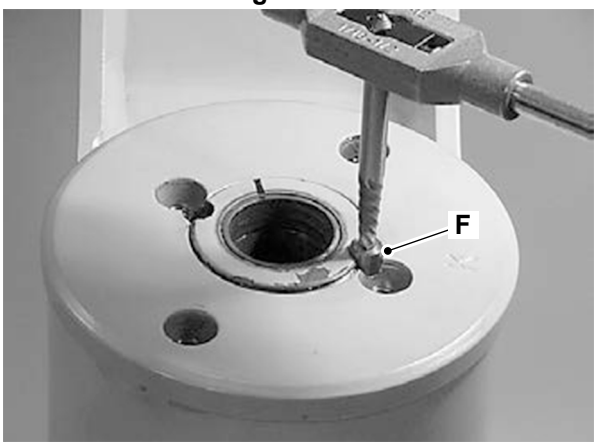
Figure 125.



G Capscrew

8. Remove the lock pins with a suitable screw extraction tool.

Figure 126.



F Lock pin

   8.1. If the pin cannot be removed with the screw extractor, use the specified drill bit to drill out the entire pin.

   Dimension: 8mm

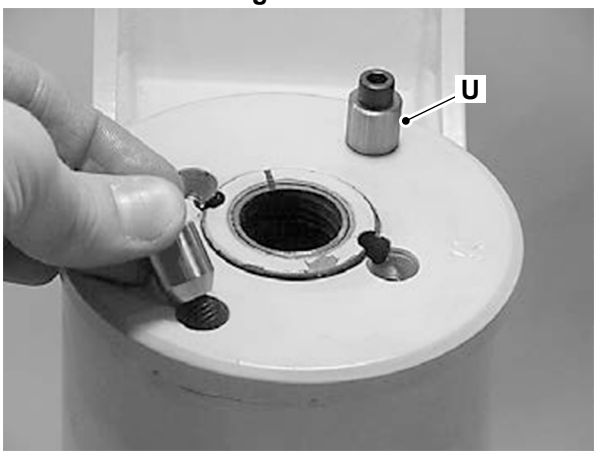
   8.2. Make sure that you do not drill to more than the specified depth.

   Distance: 12.7mm

9. Install the end cap removal tool.

   9.1. The end cap removal tool is provided in the service parts kit. Refer to SPP for details.

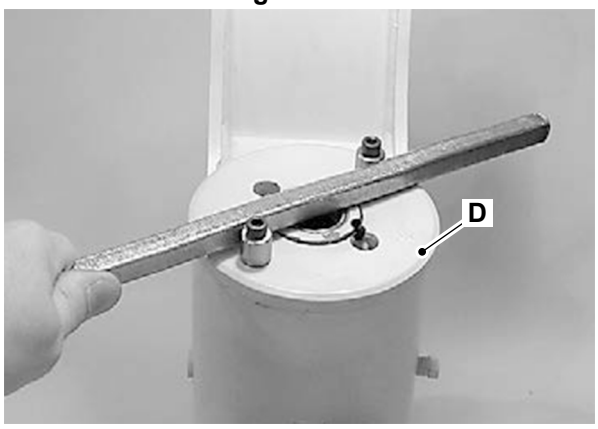
Figure 127.



U End cap removal tool

10. Use a metal bar to rotate the end cap anticlockwise.

Figure 128.



D End cap

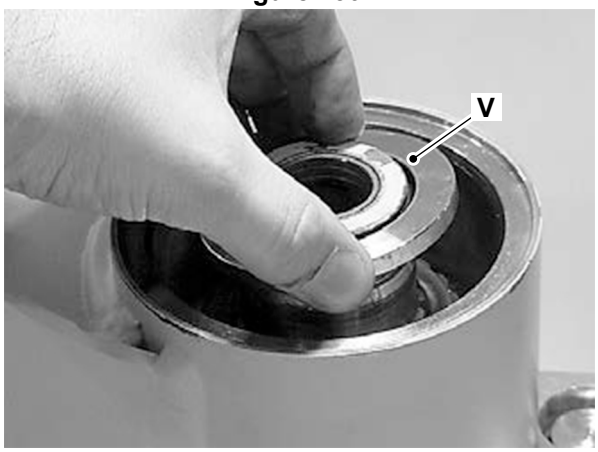
11. Remove the end cap.

Figure 129.

D End cap

12. Remove the stop tube (if installed). The stop tube limits the rotation of the actuator.

Figure 130.



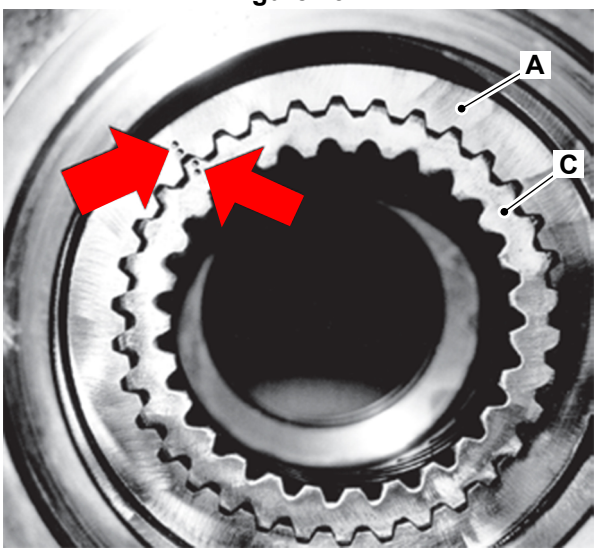
V Stop tube (if installed)

13. Make a note of the timing marks on the rotary actuator.

13.1. The rotary actuator has two sets of small punched timing marks that indicate timing between the gear sets.

13.2. The first set of timing marks indicate the timing between the piston sleeve and the case. Refer to Figure 131.

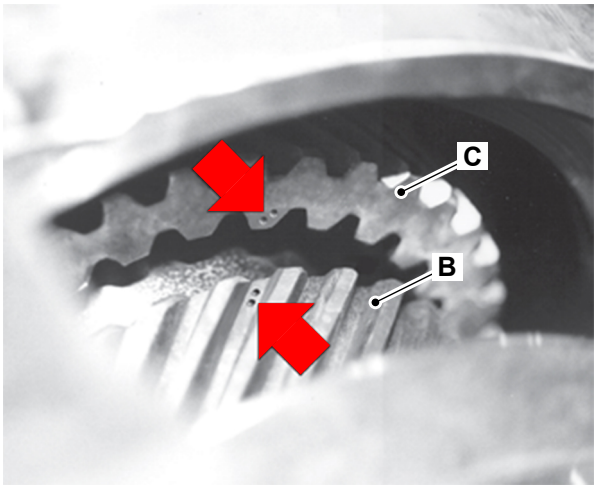
Figure 131.



A Case
C Piston sleeve

13.3. The second set of timing marks indicate the timing between the piston sleeve and the shaft. Refer to Figure 132.

Figure 132.

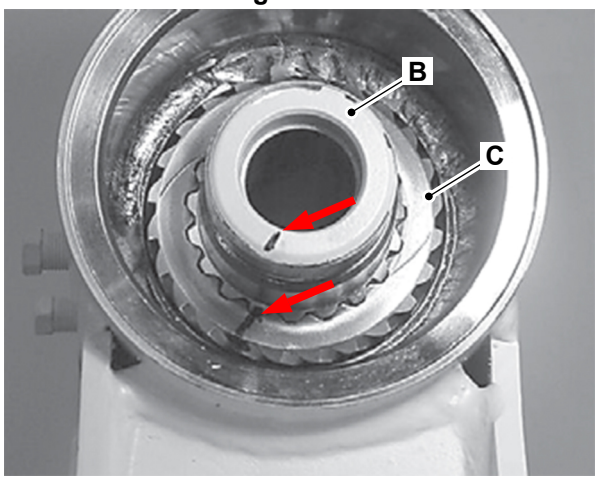


B Shaft
C Piston sleeve

13.4. Put the additional identification mark on the punched timing marks to help installation.

14. Before you remove the shaft, use a felt marker to clearly indicate the timing between the shaft and the piston sleeve.

Figure 133.



B Shaft
C Piston sleeve

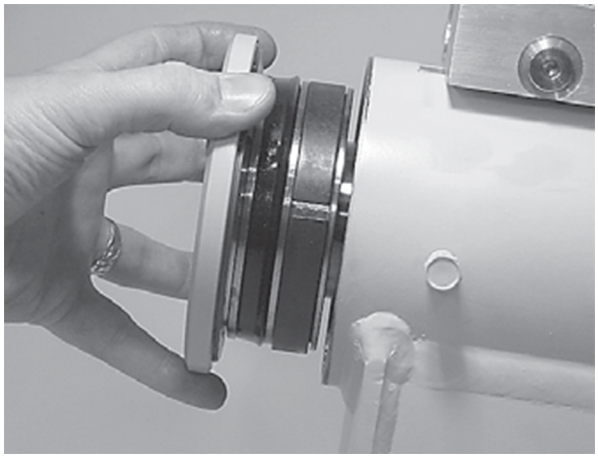
15. Remove the shaft.

    15.1. Rotate the shaft anticlockwise.

    15.2. As you rotate the shaft it will disengage from the piston sleeve.

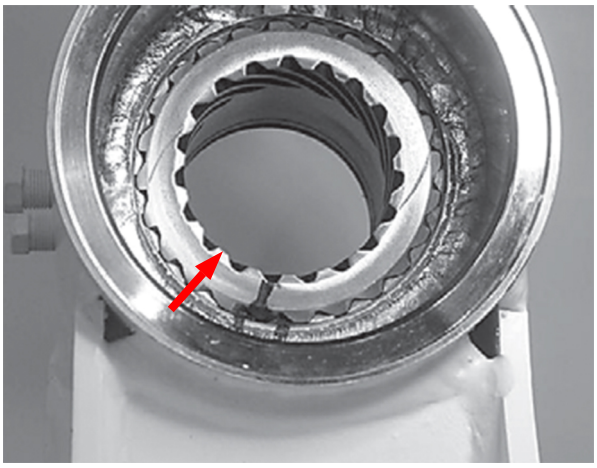
    15.3. If necessary, use a rubber mallet to remove the threaded end of the shaft.

Figure 134.



16. Before you remove the piston sleeve, use a felt marker to clearly indicate the position of the case ring gear and piston outside diameter gear.

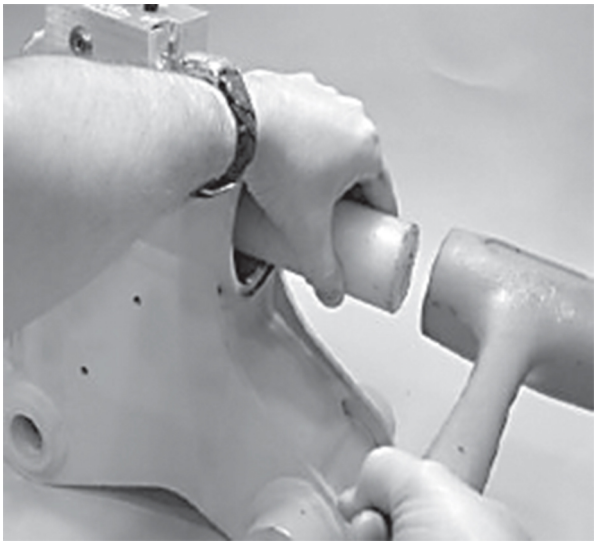
Figure 135.



17. Remove the piston with a rubber mallet and a plastic mandrel.

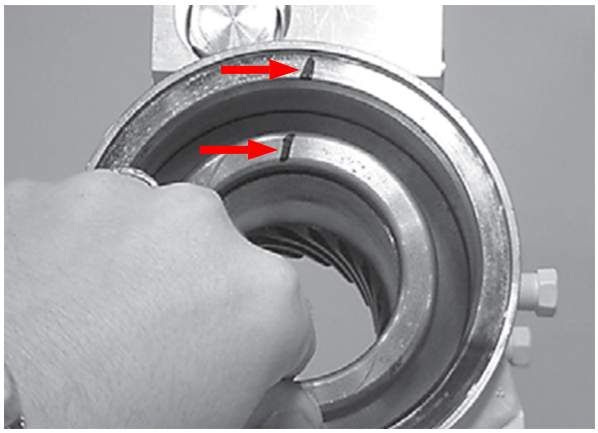
18. Make sure that you do not damage the case bore.

Figure 136.



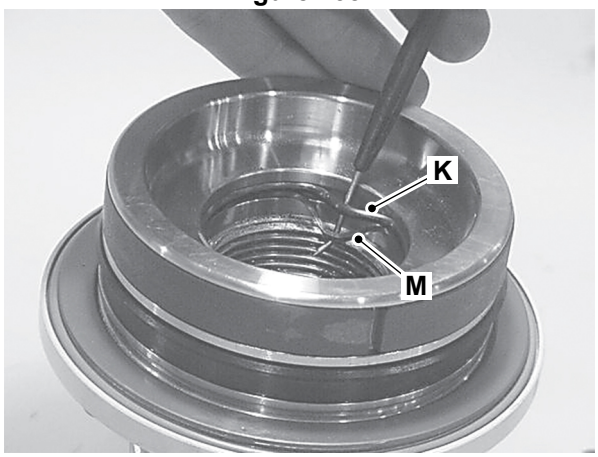
19. At the point when the piston gear teeth come out of engagement with the case gear teeth, mark the piston and case with a marker. Refer to Figure 137.

Figure 137.



20. Remove the O-ring and back-up ring from end cap.

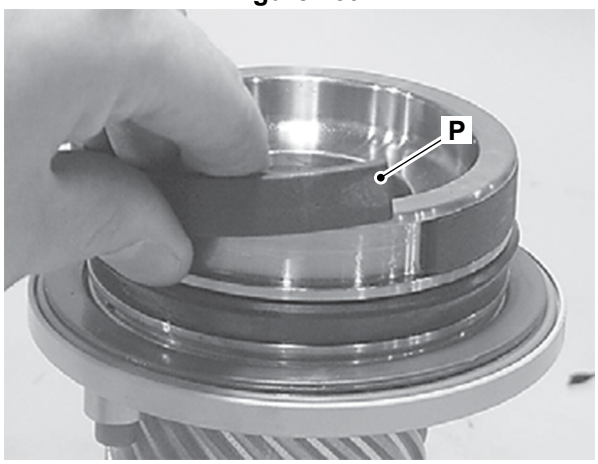
Figure 138.



K O-ring
M Back-up ring

21. Remove the wear guide from the end cap and the shaft.

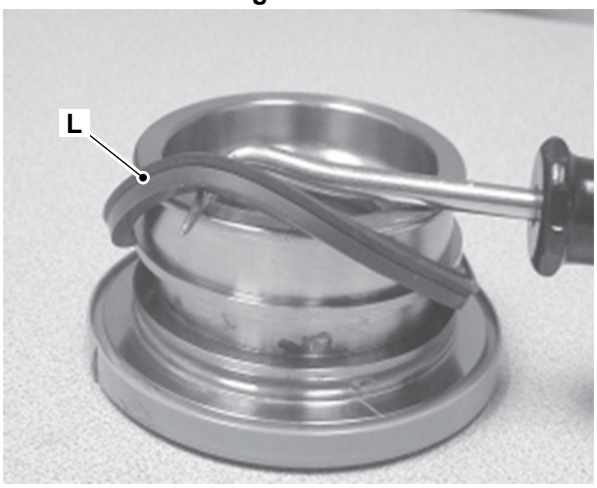
Figure 139.



P Wear guide

22. Remove the main pressure seal.

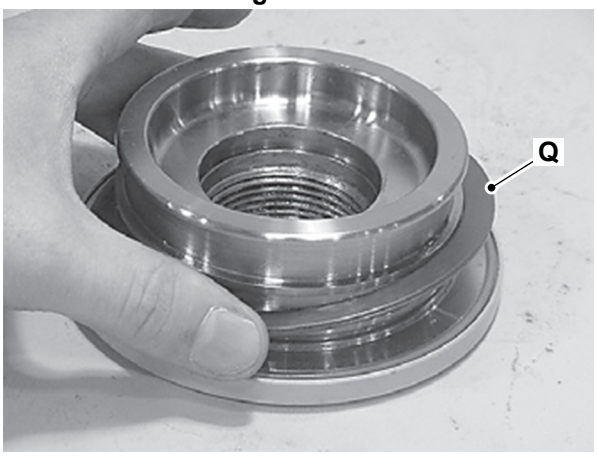
Figure 140.



L Pressure seal

23. Remove the thrust washer from the end cap and the shaft.

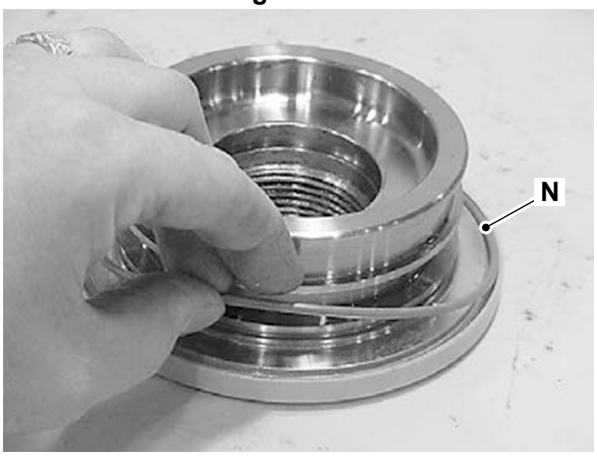
Figure 141.



Q Thrust washer

24. Remove the extrusion seal from its groove in the end cap and the shaft.

Figure 142.



N Extrusion seal

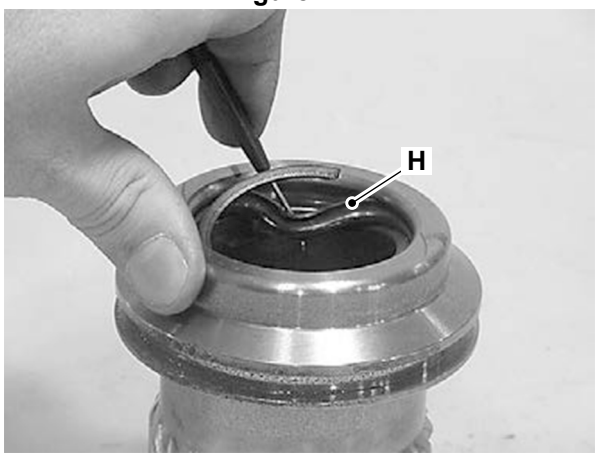
25. Remove the outside diameter piston seal from the piston.

Figure 143.

J Outside diameter piston seal

26. Remove the inside diameter piston seal.

Figure 144.

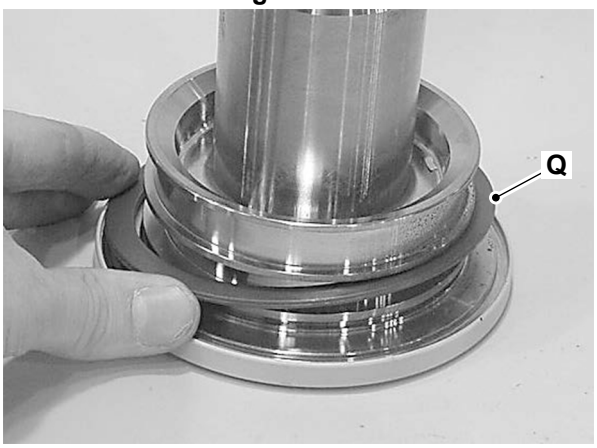


H Inside diameter piston seal

Assemble

1. Check the condition of all parts.
   - 1.1. Clean all parts in a solvent tank.
   - 1.2. Dry with compressed air.
   - 1.3. Check the condition of seal grooves, bearing grooves, thrust surfaces, shaft surface, housing bore and gear teeth for correct surface finish.
   - 1.4. Carefully polish small or minor surface scratches.
2. Apply Lithium grease to the thrust washers.
3. Install the thrust washer onto the shaft and end cap.

Figure 145.



Q Thrust washer

4. Install the exclusion seal into the appropriate grooves on the shaft and end cap around the outside edge of the thrust washer.

Figure 146.

N Extrusion seal

5. Install the main pressure seal onto the shaft and end cap.

Figure 147.

L Pressure seal

5.1. Use a suitable seal removal tool in a circular motion.

6. Install the wear guide on the end cap and the shaft.

Figure 148.

P Wear guide

7. Install the O-ring and the back-up ring into the inner seal groove on the end cap.

Figure 149.

8. Install the piston seals.

8.1. Install the inner T-seal into the appropriate groove in the piston.

Figure 150.

H Inside diameter piston seal (T-seal)

8.2. Use a circular motion to ensure the seal is correctly seated in the groove.

8.3. Install the outer T-seal. Stretch it around the groove in a circular motion for correct installation.

8.4. Make a note that each T-seal has two back-up rings.

8.5. Begin with the inner seal, insert one end of the back-up ring in the lower groove and feed the rest in with a circular motion.

8.6. Make sure that the wedged ends overlap correctly.

8.7. Install the other back-up ring in the upper groove and feed the rest in with a circular motion.

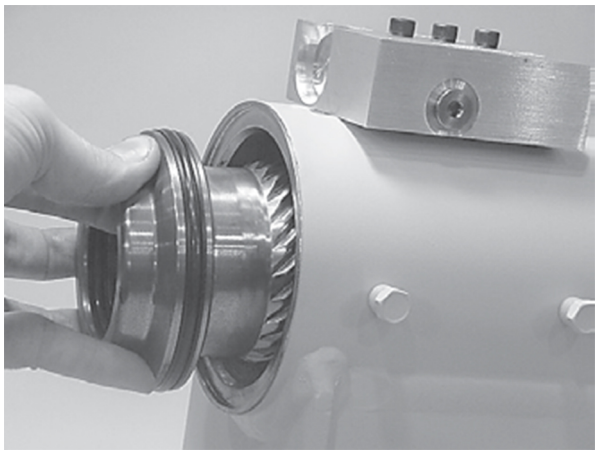
8.8. Make sure that the wedged ends overlap correctly.

Figure 151.

M Back-up ring

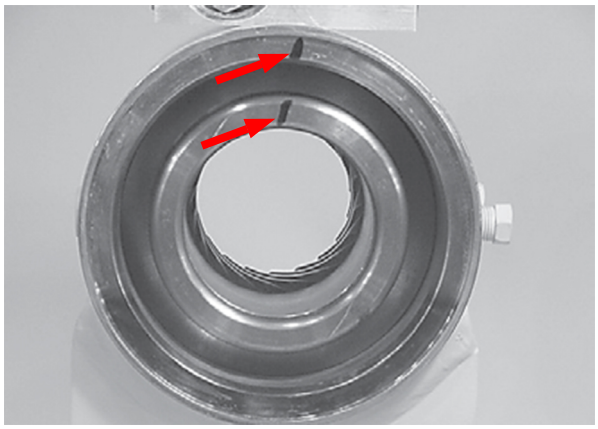
9. Install the piston into the case until the outer piston seal contacts the inside case bore.

Figure 152.



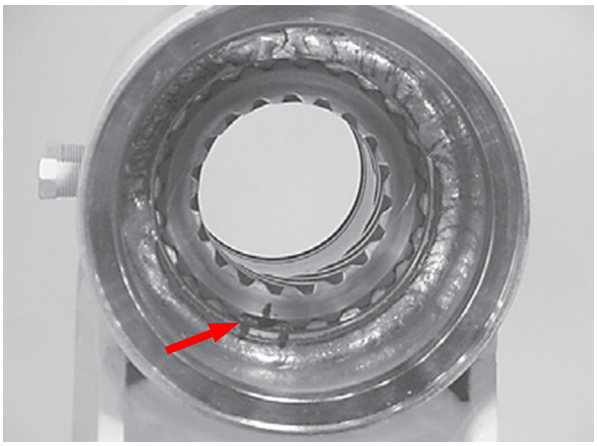
10. Look into the case bore from the shaft flange end and rotate the piston.
11. Make sure that the identification marks on the piston and the case are aligned.
12. Use a rubber mallet to tap the piston into the case until the gear teeth are in contact.

Figure 153.



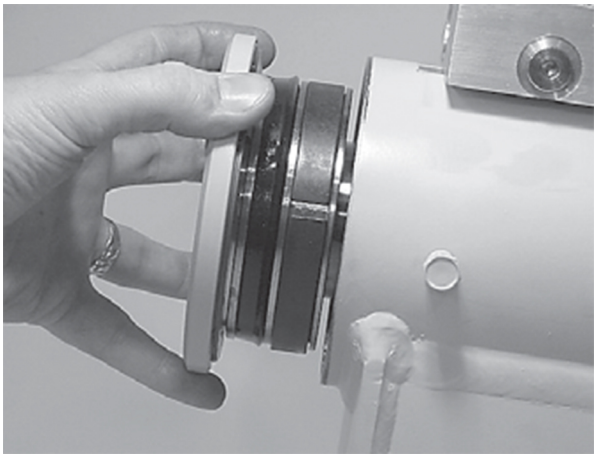
13. Look into the bore from the opposite end of the case. Make sure that the timing marks are aligned correctly.
14. Rotate the piston as required until the timing marks are aligned.
15. Gently tap the piston into the case until the gear teeth mesh together.
16. Tap the piston into the case until it completely bottoms out against the ring gear.

Figure 154.



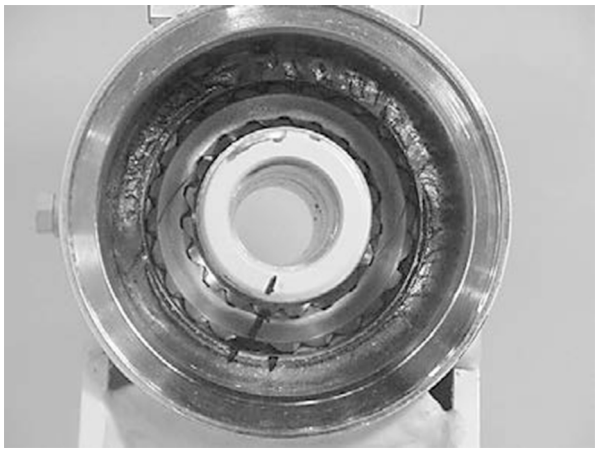
17. Install the shaft into the piston.
    17.1. Be careful not to damage the piston seals.
    17.2. Do not engage the piston gear teeth yet.

Figure 155.



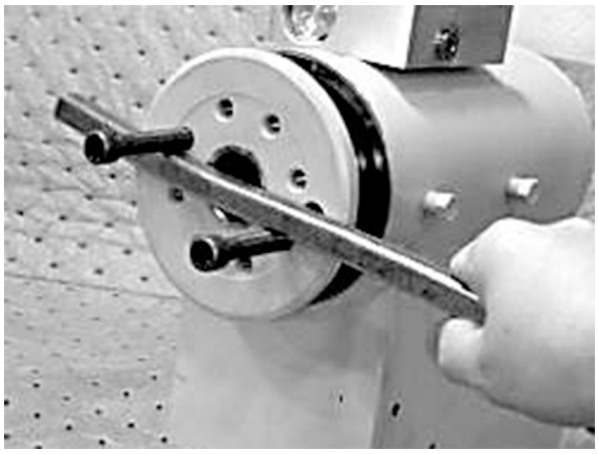
18. Look at the actuator from the end opposite the shaft flange.
19. Use the existing timing marks to align the gear teeth on the shaft with the gear teeth on the inside of the piston.
20. When the marks are aligned, gently tap the flange end of the shaft with a rubber mallet until the gear teeth are engaged.

Figure 156.



21. Install the bolts (x2) in the threaded holes in the flange.
22. Use a metal bar to rotate the shaft in a clockwise direction until the wear guides are seated inside the case bore.
23. As the shaft is rotated, be careful not to disengage the piston and case gearing.

Figure 157.



24. Install the stop tube onto the shaft end (if installed).

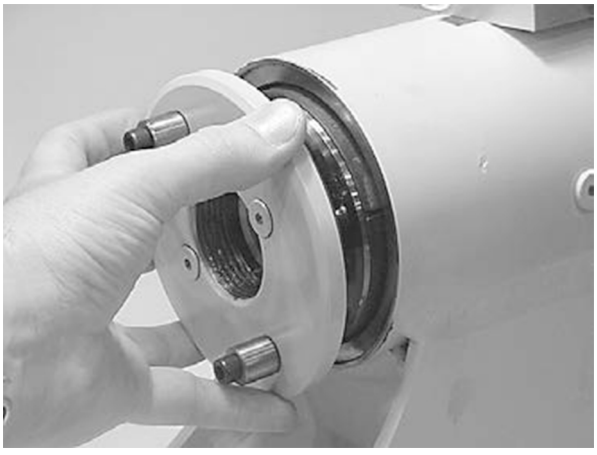
Figure 158.

25. Apply a thin layer of anti-seize grease on the shaft end threads to prevent galling.

Figure 159.

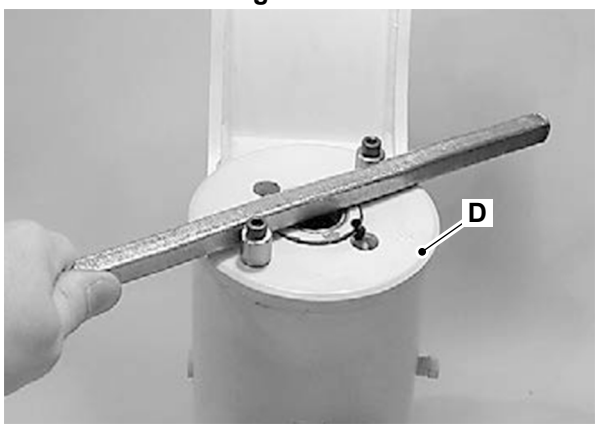
26. Install the end cap onto the shaft. Make sure that the wear guide remains in place on the end cap, when you install it.

Figure 160.



27. Tighten the end cap with a metal bar.

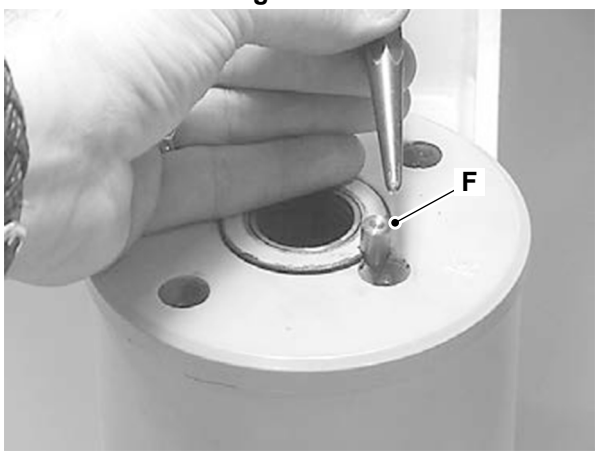
Figure 161.



D End cap

28. Install the lock pins provided with the service seal kit into the holes with the dimple side facing upwards.
29. Use a punch to tap the lock pins to the bottom of the hole.

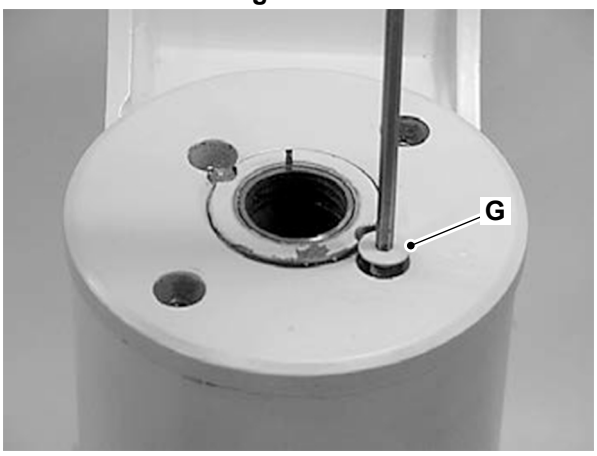
Figure 162.



F Lock pin

30. Install the capscrews over the lock pins.
31. Tighten the capscrews to the correct torque value.

Figure 163.



G Capscrew

32. Lubricate the rotator unit before you install it on the machine.

Refer to: Lubricate (PIL 30-80-00).

33 - Electrical System

Contents **Page No.**

Acronyms Glossary

AC	Alternating Current
CAN	Controller Area Network
DC	Direct Current
DLA	Data Link Adaptor
DTC	Diagnostic Trouble Code
ECU	Electronic Control Unit
LED	Light Emitting Diode
MIL	Malfunction Indicator Lamp
RPM	Revolutions Per Minute
SPP	Service Parts Pro
USB	Universal Serial Bus

Notes:

00 - Electrical System

Contents **Page No.**

Notes:

00 - General

Introduction

It is important that the electrical system on the machine is in a sound state of repair.

Make sure that all the health and safety warnings in this section are followed. The machine must be safe with the battery isolated before you attempt to disconnect any electrical connections.

Health and Safety

⚠ **CAUTION** Understand the electrical circuit before connecting or disconnecting an electrical component. A wrong connection can cause injury and/or damage.

Technical Data

Table 80. 12V Battery

Item	Specification
Battery voltage	12V
Capacity	110Ah
CCA (Cold Cranking Amps)	900

Table 81. 48V Batteries

Battery capacity	400Ah
Battery type	Lead acid
Battery voltage	48V
Battery pack nominal voltage	48V
Operating temperature range	-20–60°C (-4.0–139.9°F)(-4.0–139.9°F)
8 batteries series connected output	48V
Battery Life (80% DOD (Depth of Discharge)	800 cycles

Table 82. Charger Specification

Item	Specification
Charger type	GNB 2100HP
Input	3 Phase 415V
Output	48VDC, 68A
IP rating	65

Table 83. Pump Motor 3 Phase - Hydraulic Drive

Item	Description
Motor type	3 phase AC motor IPM
IP rating	54
Power	9.1kW
Voltage	32V

Table 84. Rear Drive 2 motors

Item	Description
Motor type	3 phase AC induction motor
IP rating	54
Power	3.15kW
Voltage	32V

Table 85. Front Drive Motor

Item	Description
Motor type	3 phase AC motor IPM
IP rating	67
Power	6kW

Operation

The machine is controlled through electrical switches. The electrical switches give inputs to the controllers. The controllers gives outputs to solenoids on the valve blocks, which decides the direction of hydraulic oil flow.

There are a combination of proportional solenoids and on/off solenoids on the machine. For the proportional solenoids, as the current increases, the hydraulic flow through the valve increases.

Check (Condition)

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Obey all electrical system health and safety information.
   Refer to: Health and Safety (PIL 33-00-00).
3. Isolate the battery.
   Refer to: PIL 33-03-00.
4. Check the condition of the following harnesses for burnt, chafed, corroded and loose wires.
   - 4.1. Base control panel harness.
   - 4.2. Turntable harness.
   - 4.3. Platform control panel harness.
   - 4.4. Platform harness.
   - 4.5. Boom harness.
   - 4.6. Sensor harness.
5. Switch the isolator and turn the ignition key to ON position.
6. Check all control functions from the base control panel.
7. Check all control functions from the platform control panel.
8. Stop the machine.

50 - Schematic Circuit

Introduction

A schematic wiring diagram is a simplified pictorial representation of the machines electrical circuit. It shows the components of the circuit as simplified electrical symbols, and the power and signal connections between the devices. The wiring diagram is used to troubleshoot problems and to make sure that all the connections have been made and that everything is present.

Use the schematics together with the correct electrical harness drawings to reference the connector pin details.

This section may contain more than one set of electrical schematics for different machine variants.

Understanding Electrical Schematics

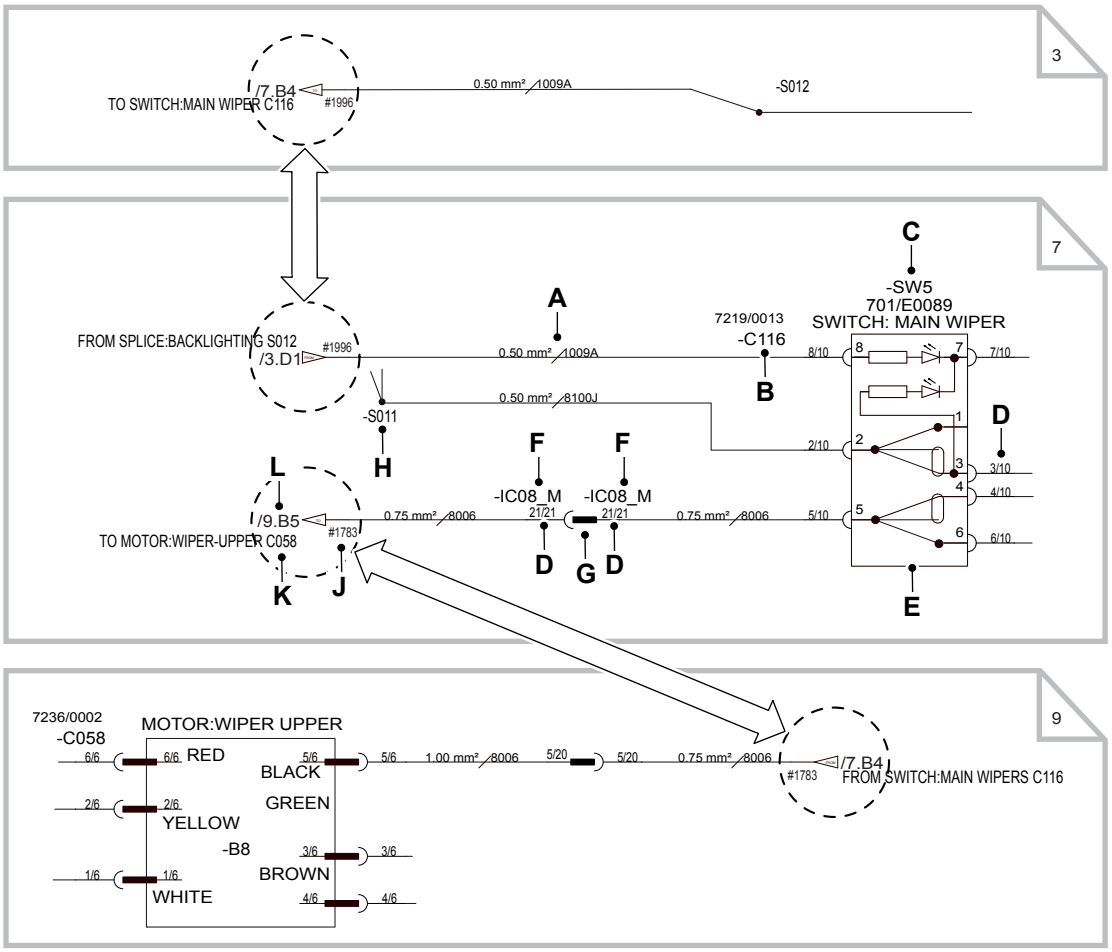
Use the applicable schematic set to trace wires and connections between electrical devices. In most cases it will be necessary to trace wires across more than one schematic sheet.

The example identifies the information contained on the diagrams. It also shows how to follow wires from one diagram sheet to another.

The harness inter-connector codes and device harness connector codes are the same as used on the applicable harness drawings.

Splices are not normally accessible. Splices are inside the harness sheath and not visible on the outside. Wires are welded together at a splice, there are no individual connector components.

Figure 164.

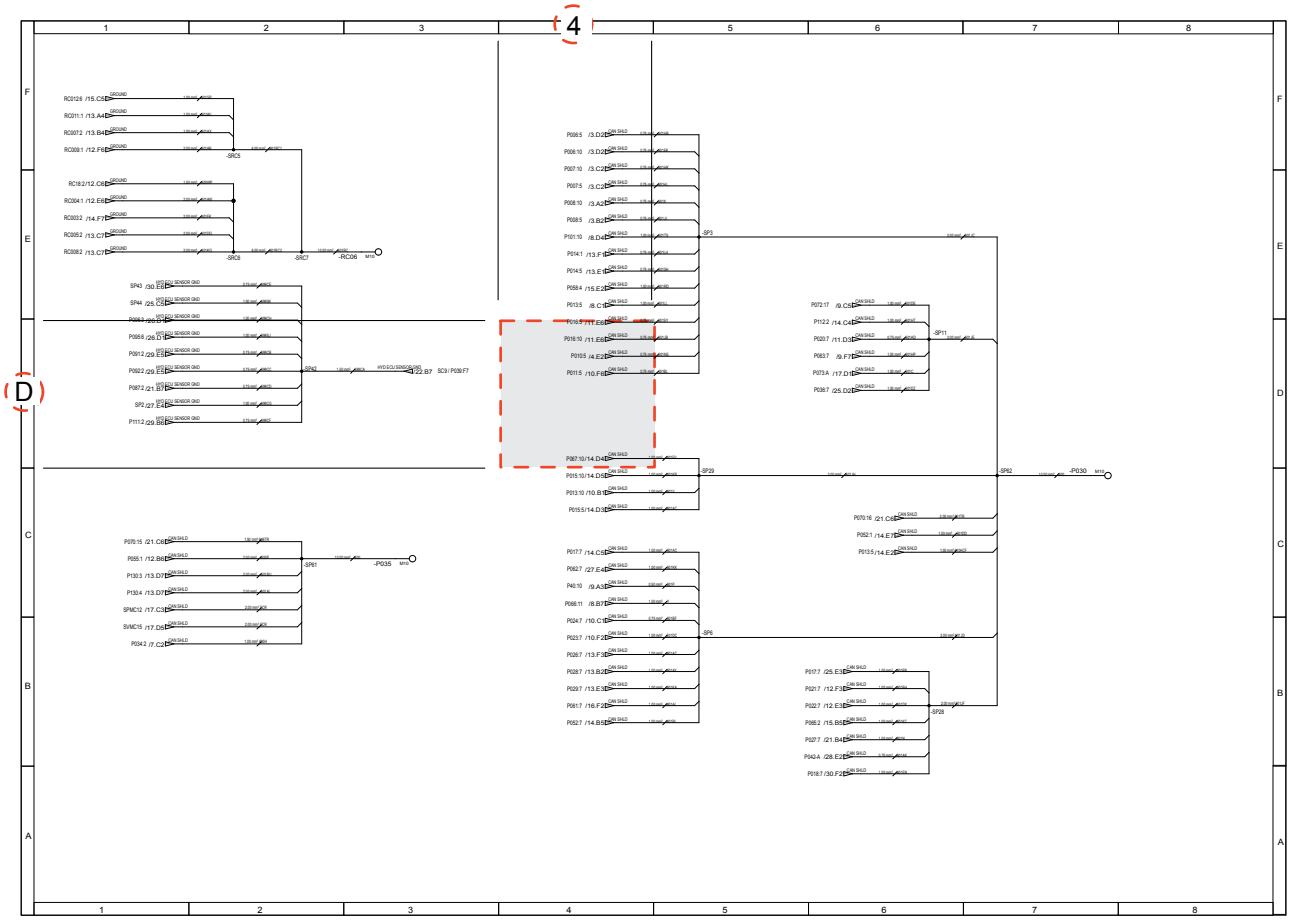


A Wire size (area) and number
B Device harness connector code
C Device description
D Connector pin number (wire location / total)
E Device internal schematic
F Harness inter-connector codes
G Harness inter-connector symbol
H Splice code and symbol
J Destination reference number
K Destination (harness connector code)
L Destination (diagram sheet and grid)

To help locate a wire destination from other diagram sheets use the grid reference. This identifies the applicable location zone on the sheet in a similar way to a map reference.

Due to space limitations, the grid is sometimes omitted.

Figure 165. Grid reference example (D4)



Diagram

Sheet 1 and 29 are not included as it only contains
and solenoid table.

Page 33-12

Figure 166. 401/Y3086 Issue -1 (Sheet 2 of 29) - Battery 12V

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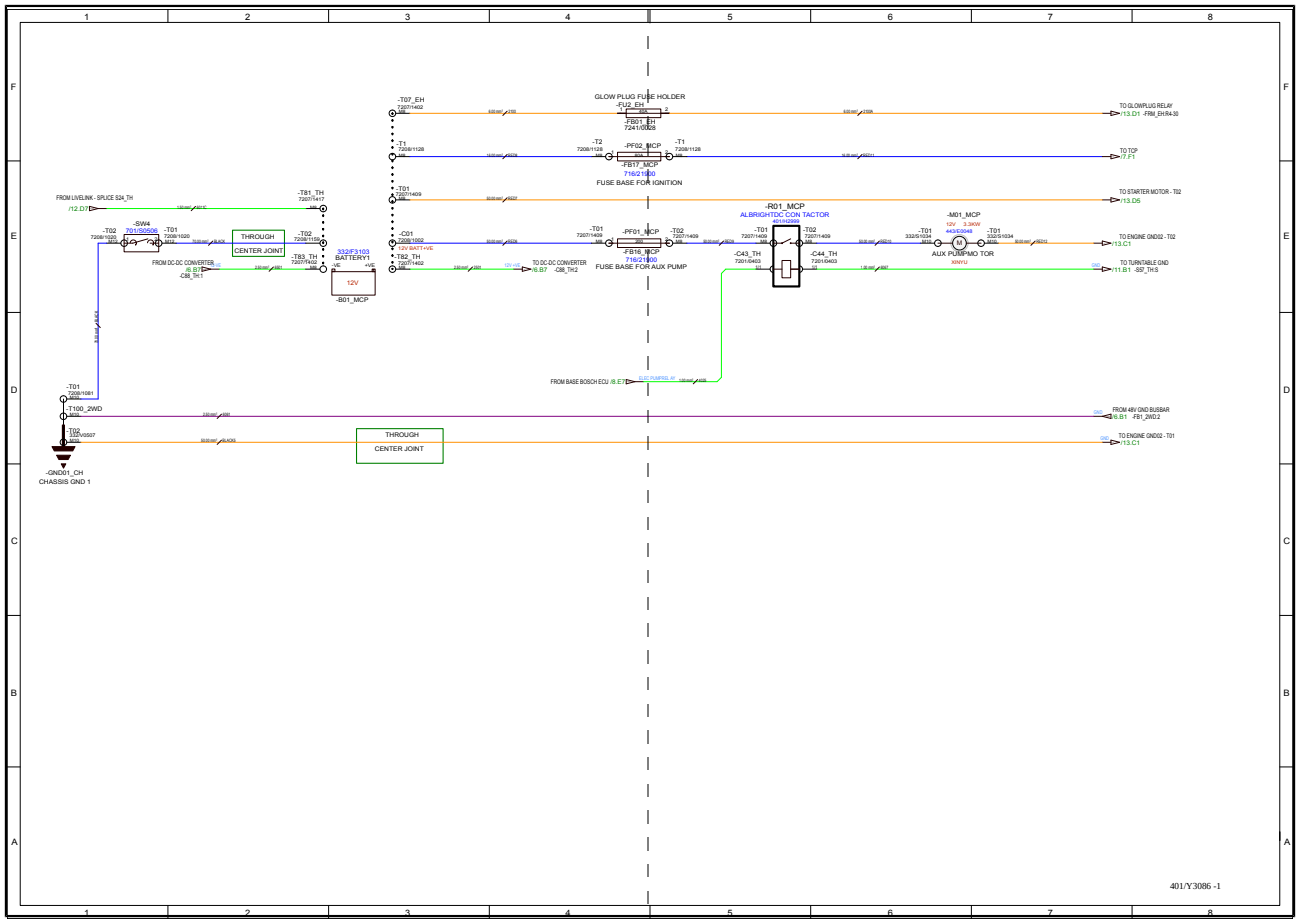

Figure 166. (Part 1 of 2)

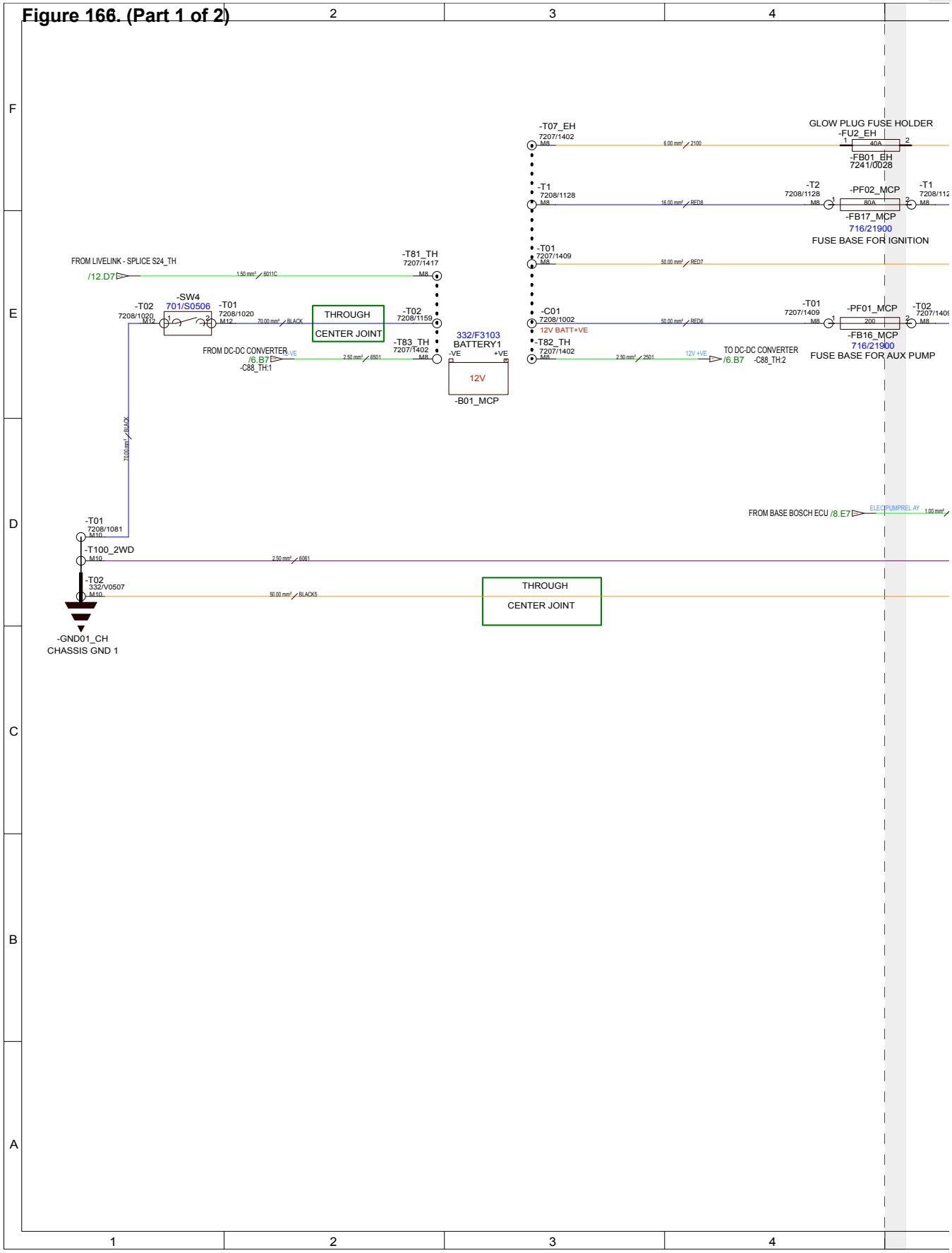

Figure 166. (Part 2 of 2)

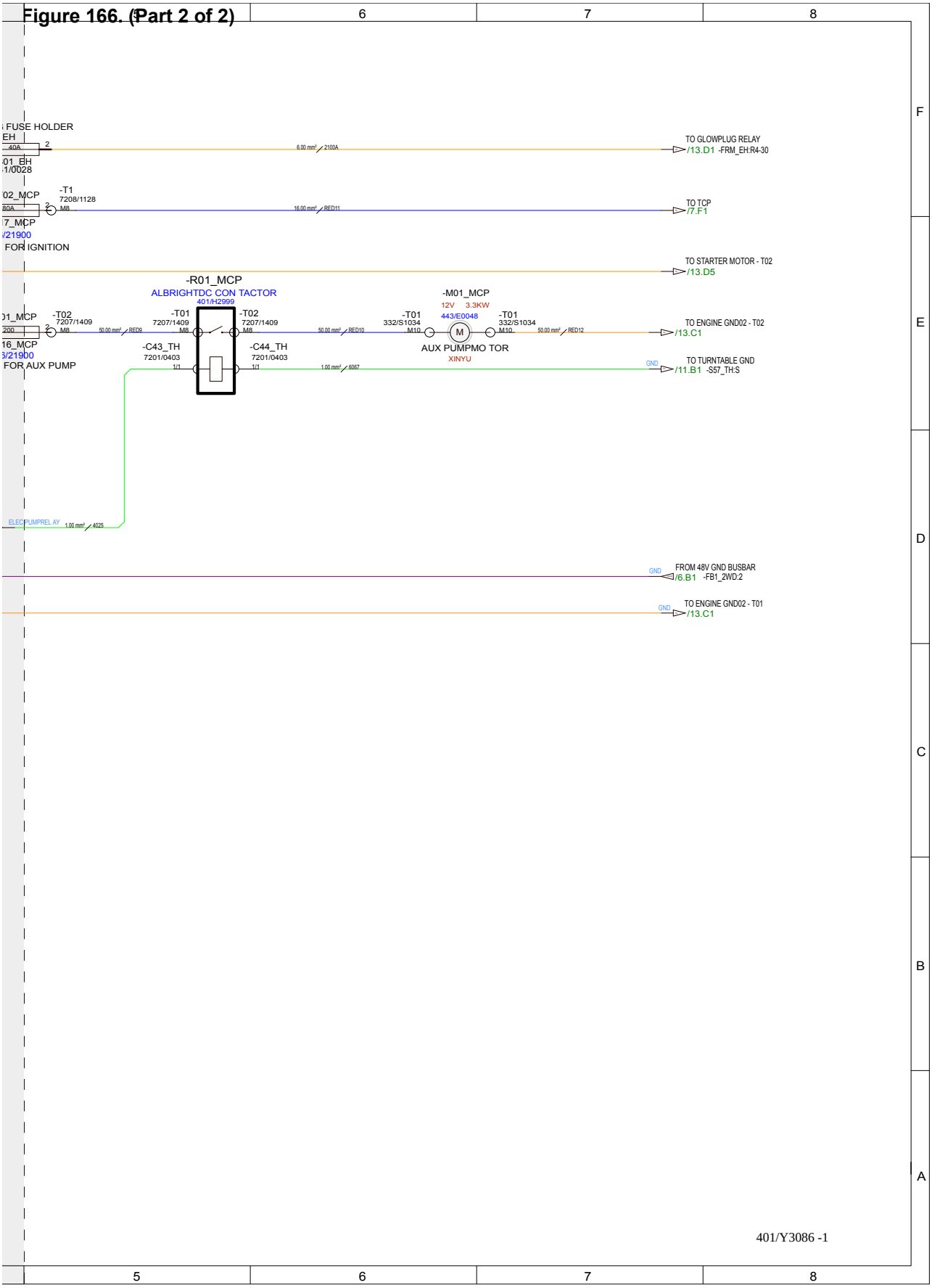

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Figure 167. 401/Y3086 Issue -1 (Sheet 3 of 29) - Inverter and AC MTR - Front

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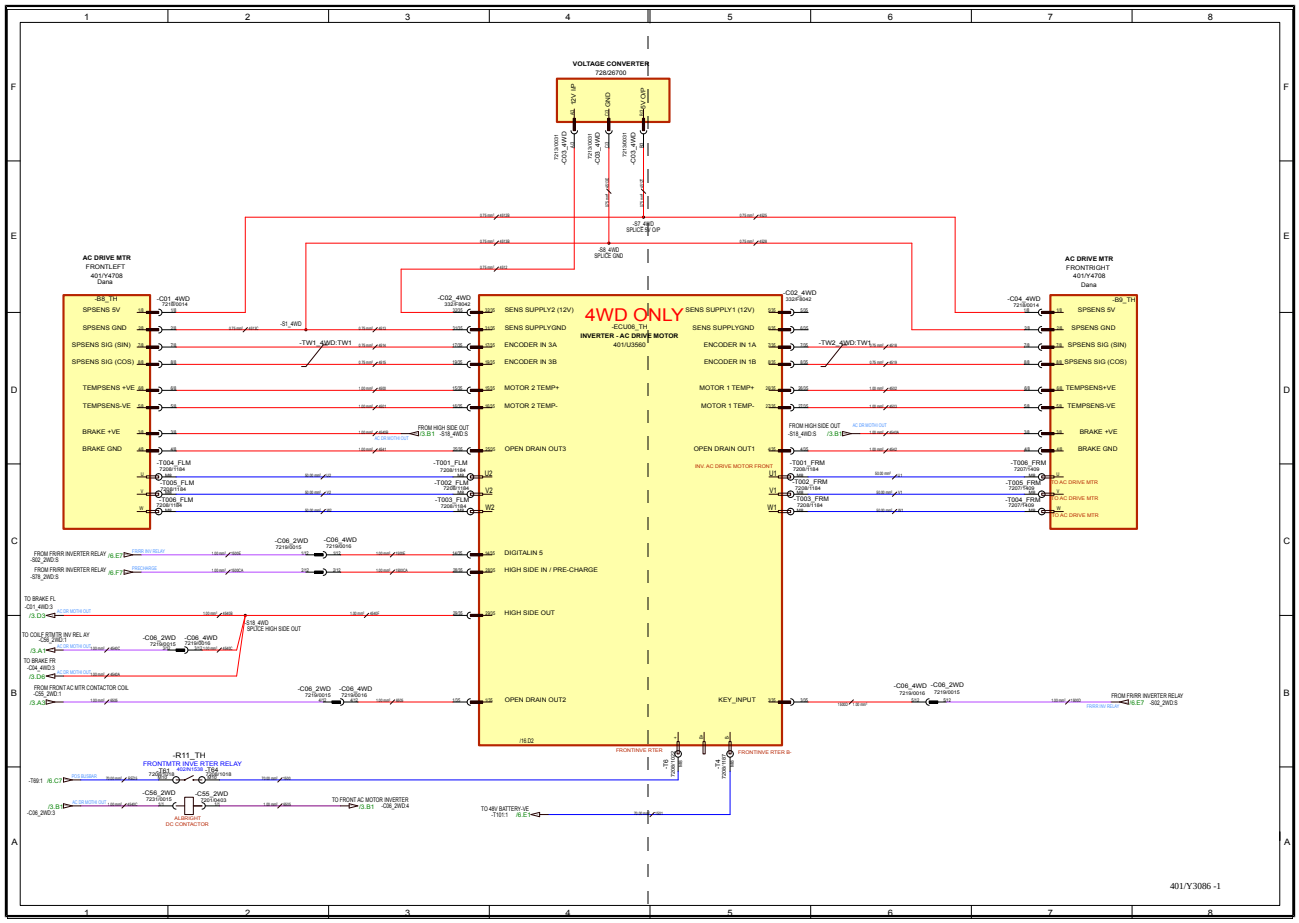

Figure 167. (Part 1 of 2)

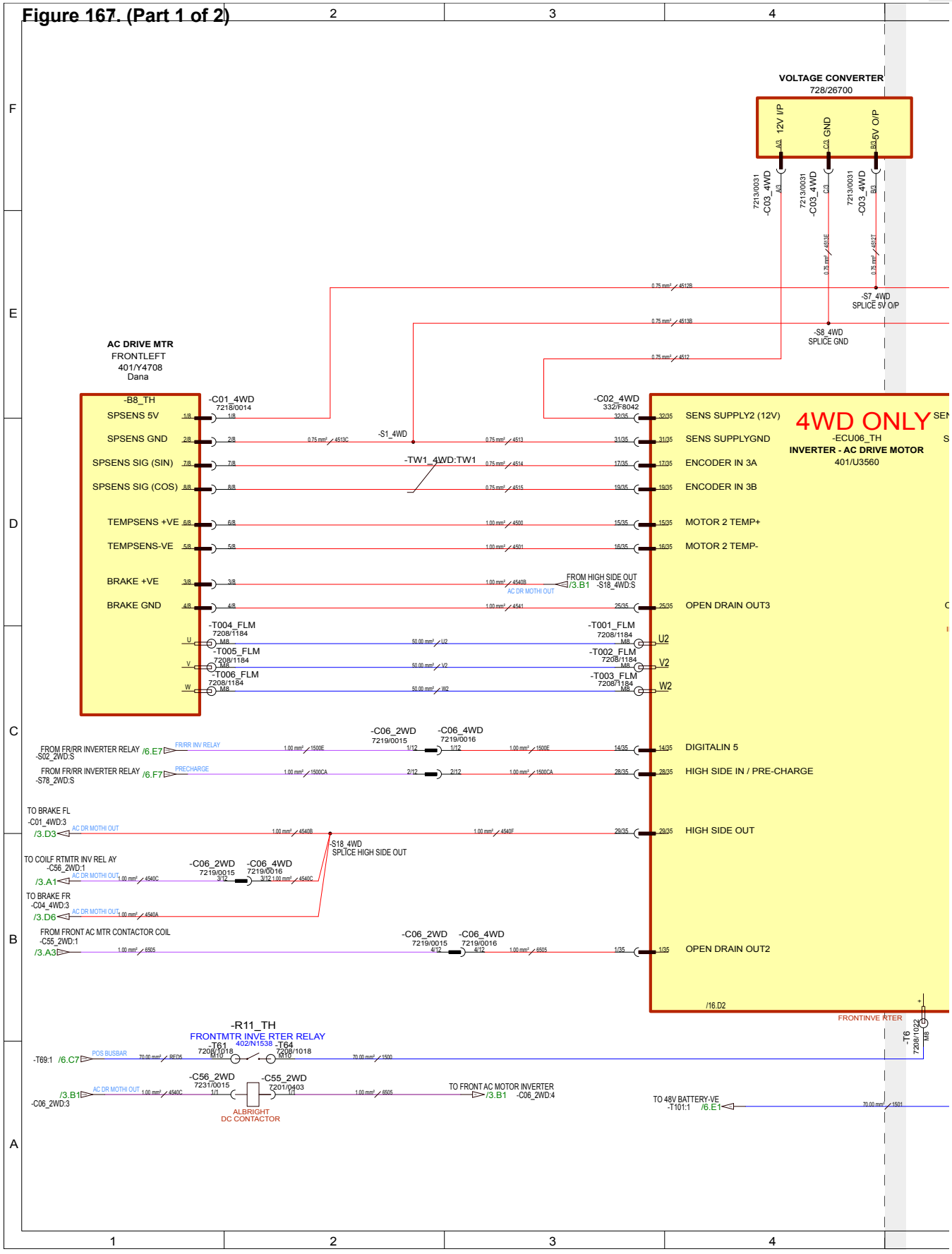

Figure 167. (Part 2 of 2)

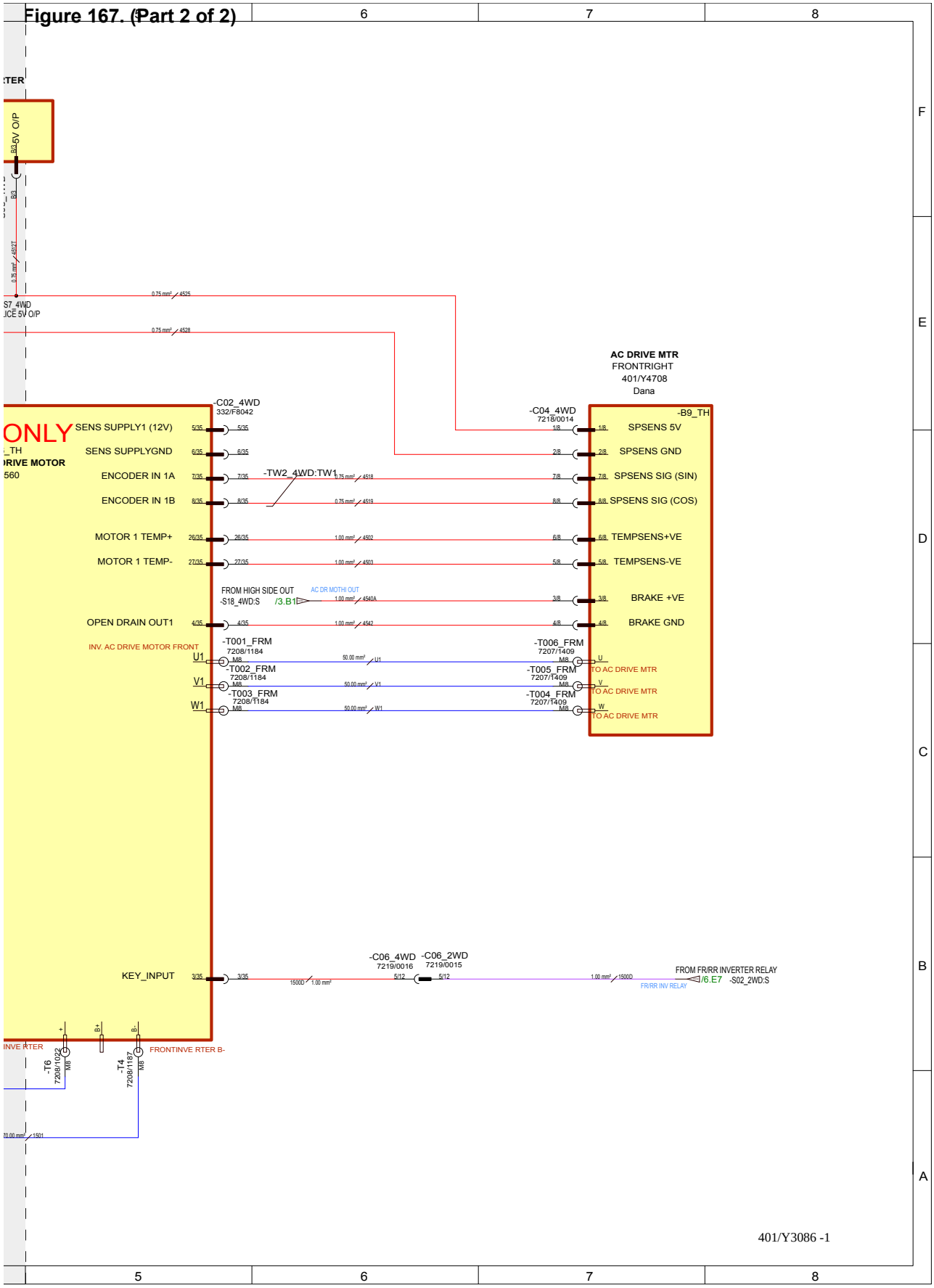

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Figure 168. 401/Y3086 Issue -1 (Sheet 4 of 29) - Inverter and AC MTR - Rear

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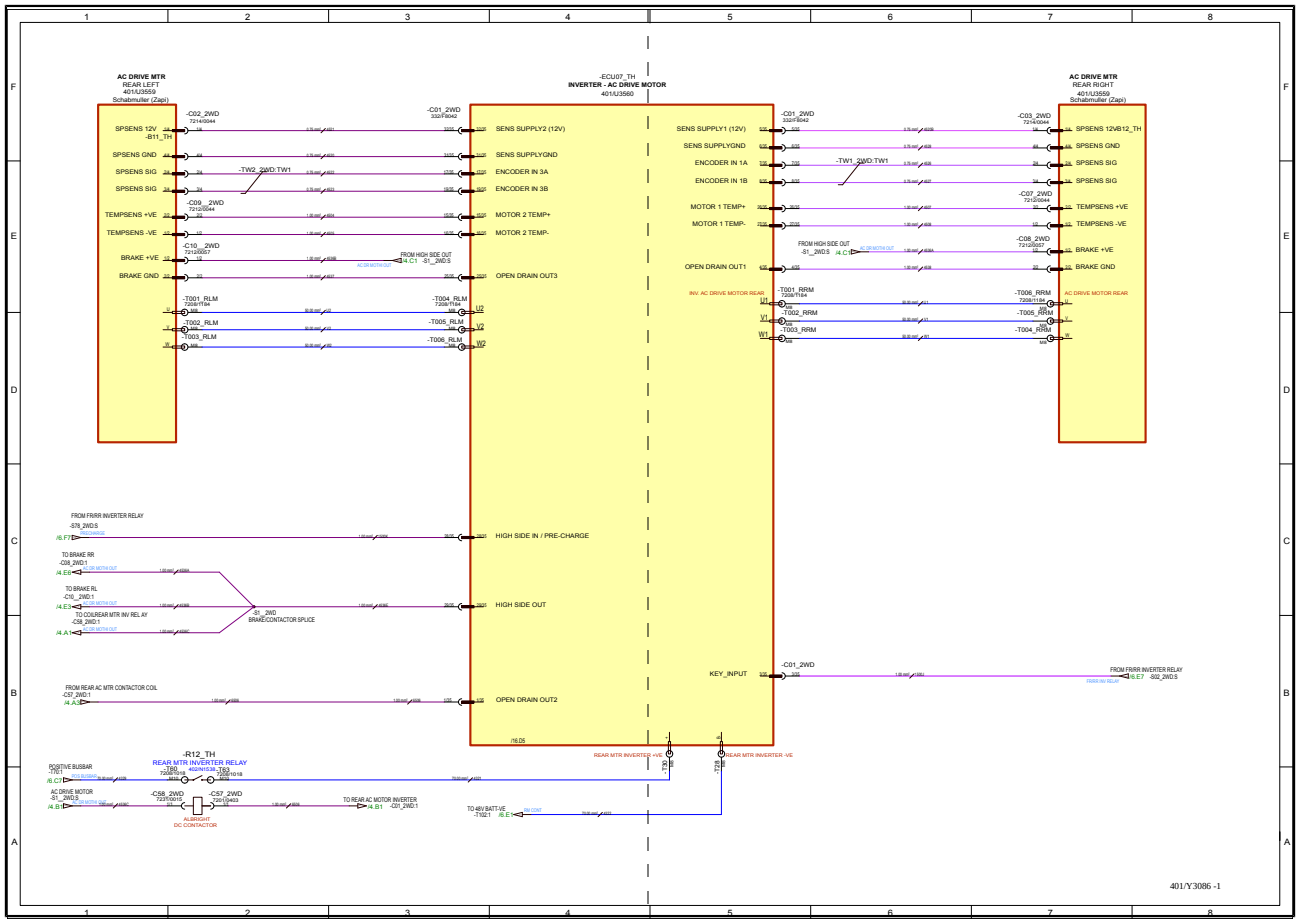

Figure 168. (Part 1 of 2)

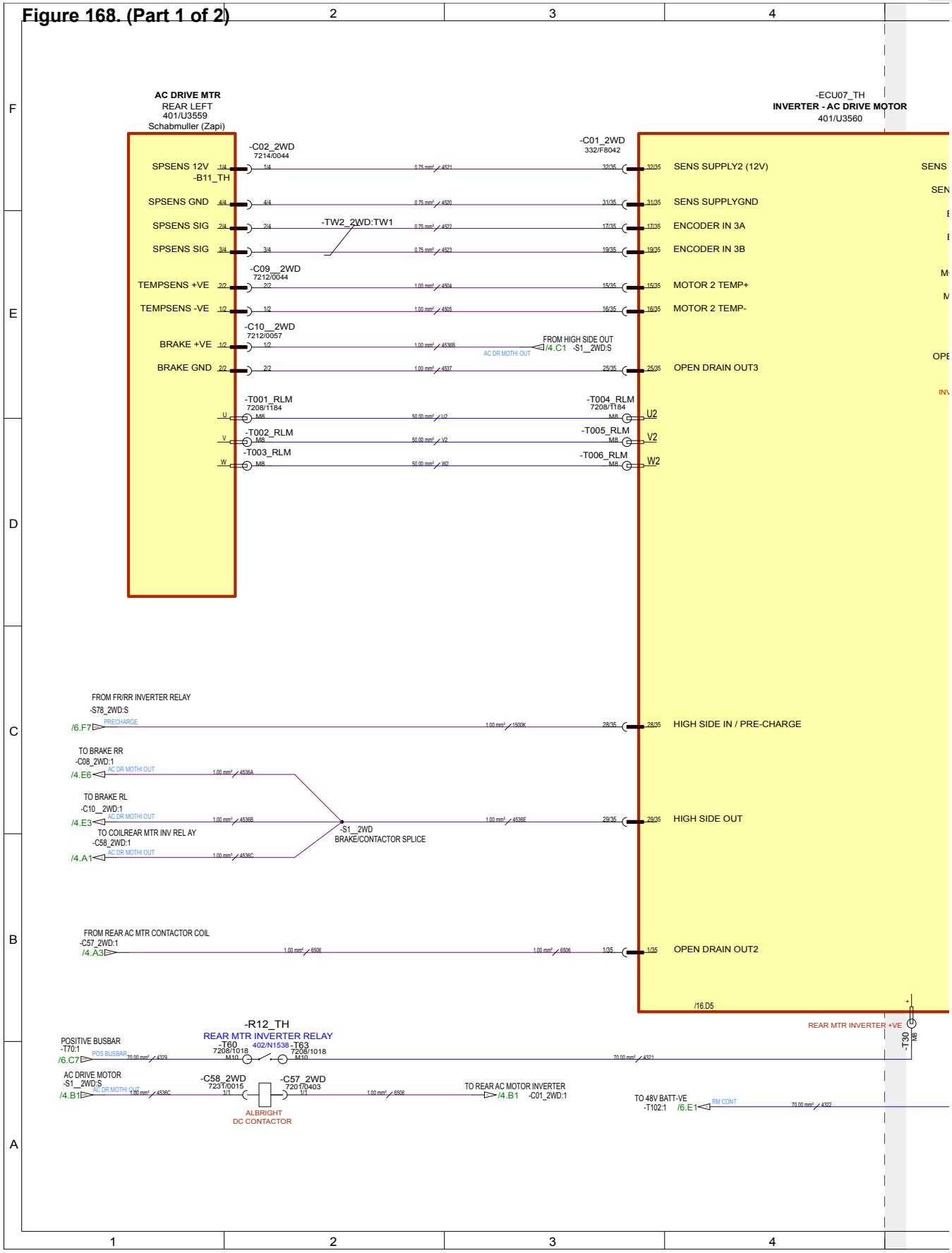

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Figure 168. (Part 2 of 2)

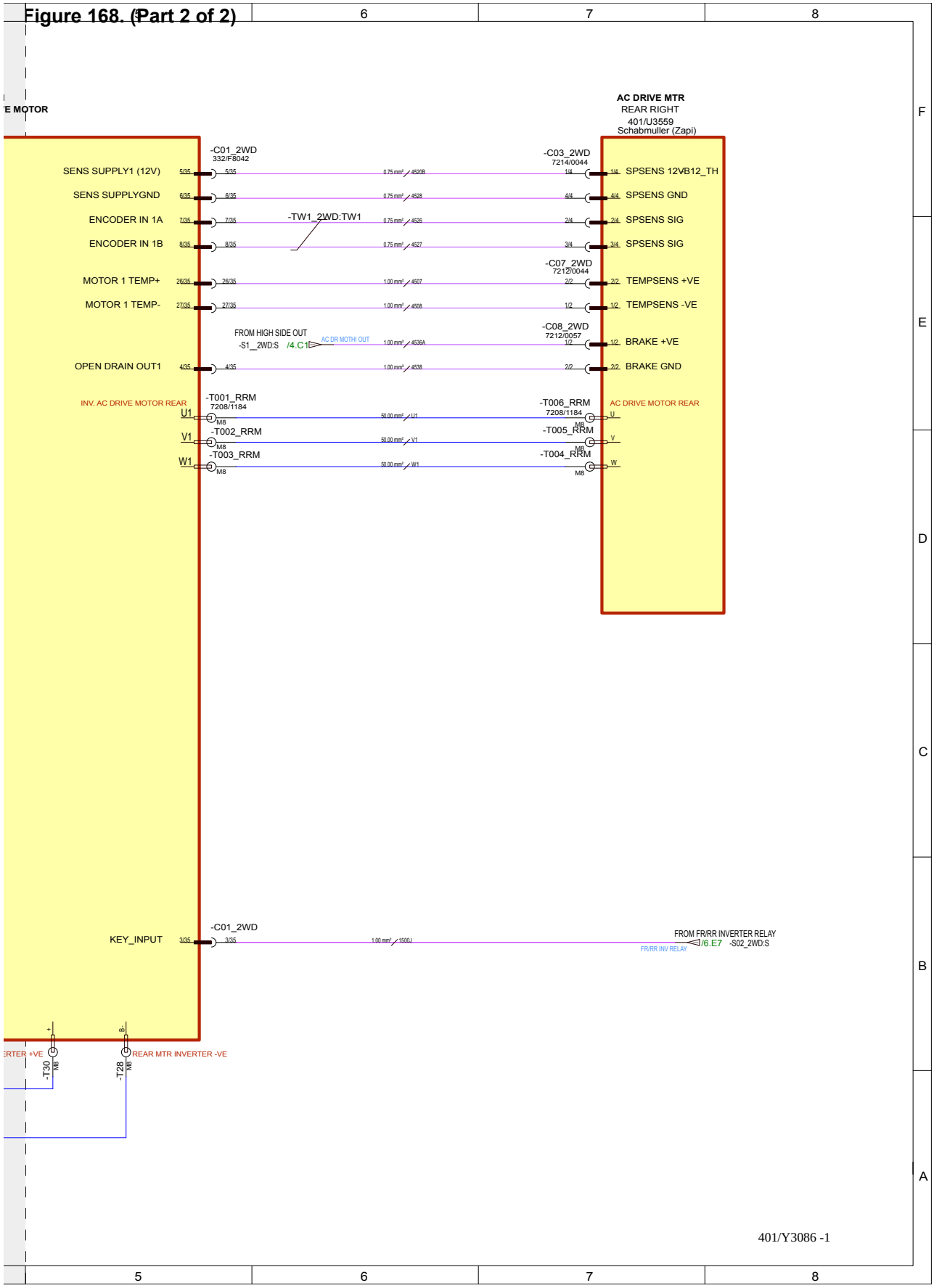

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Figure 169. 401/Y3086 Issue -1 (Sheet 5 of 29) - Inverter and Pump MTR

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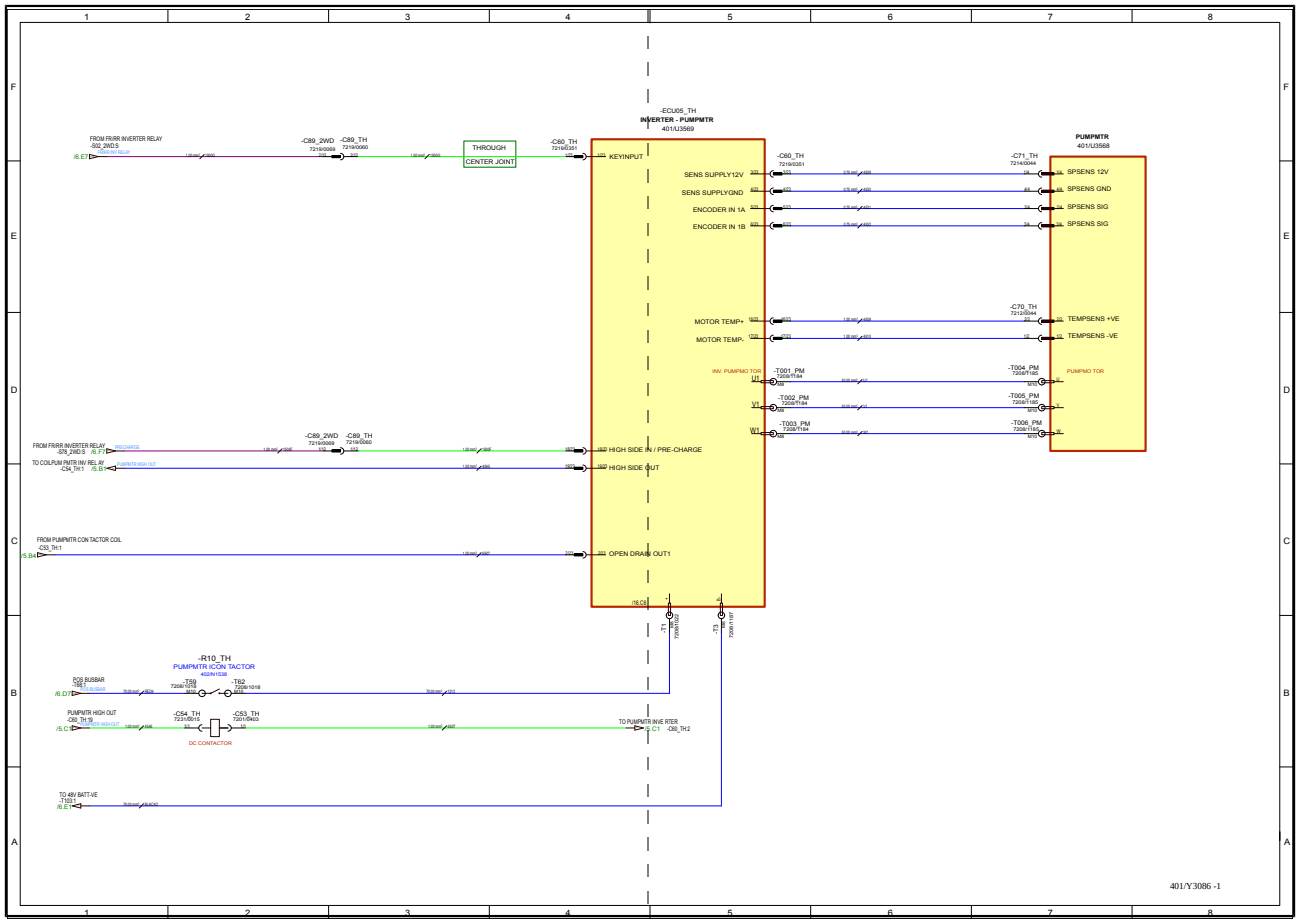

Figure 169. (Part 1 of 2)

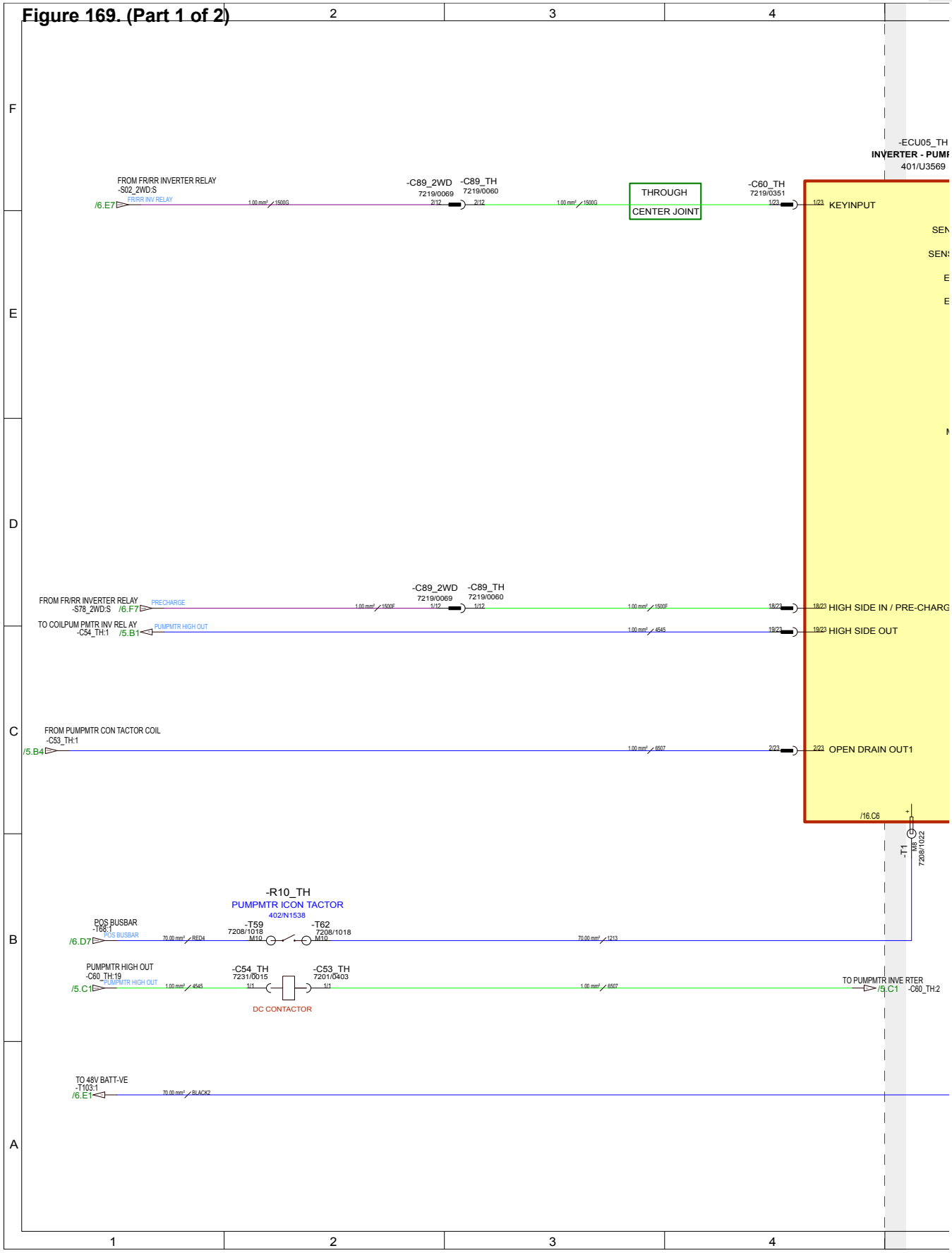

Figure 169. (Part 2 of 2)

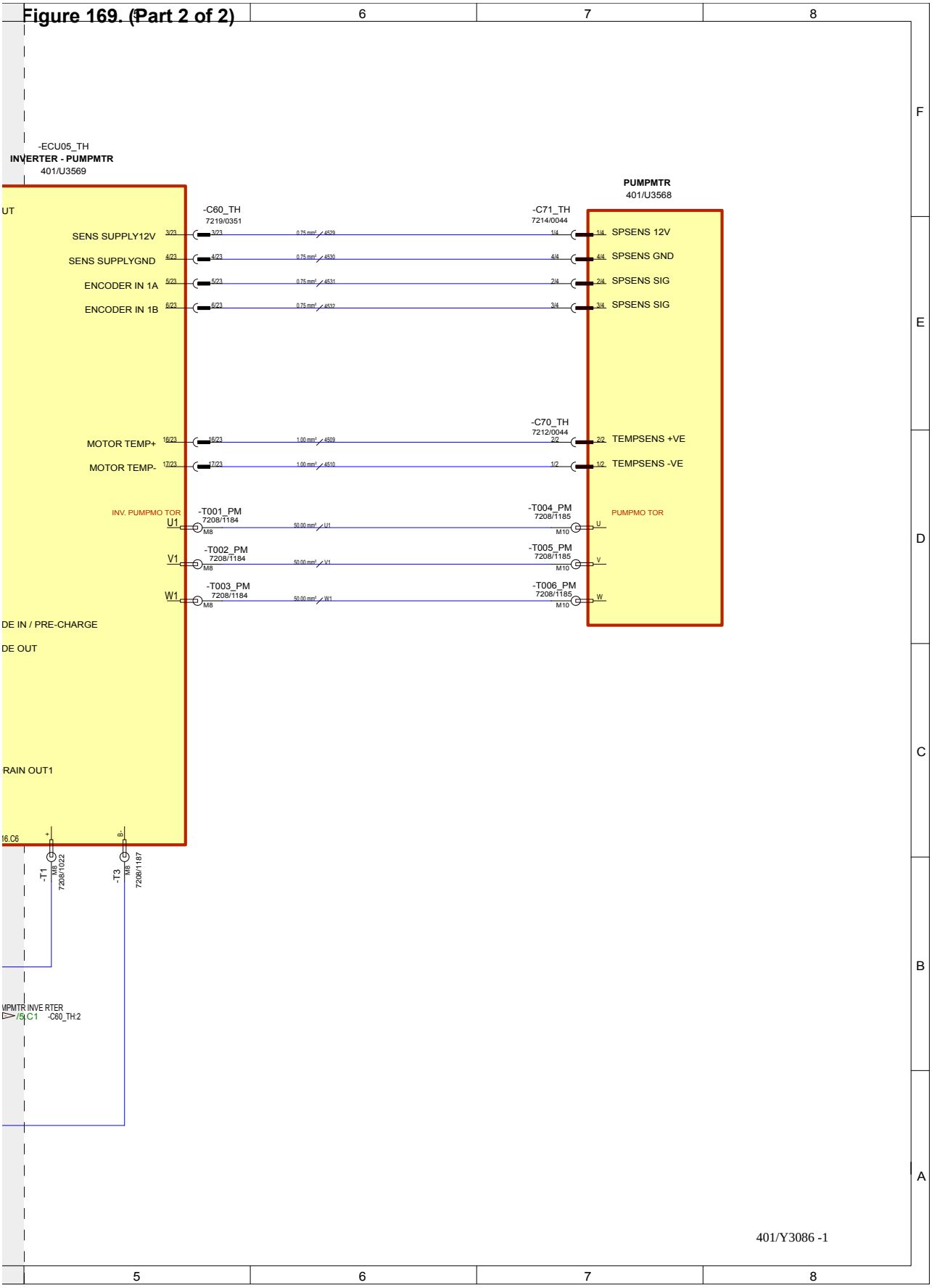

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Figure 170. 401/Y3086 Issue -1 (Sheet 6 of 29) - Battery 48V

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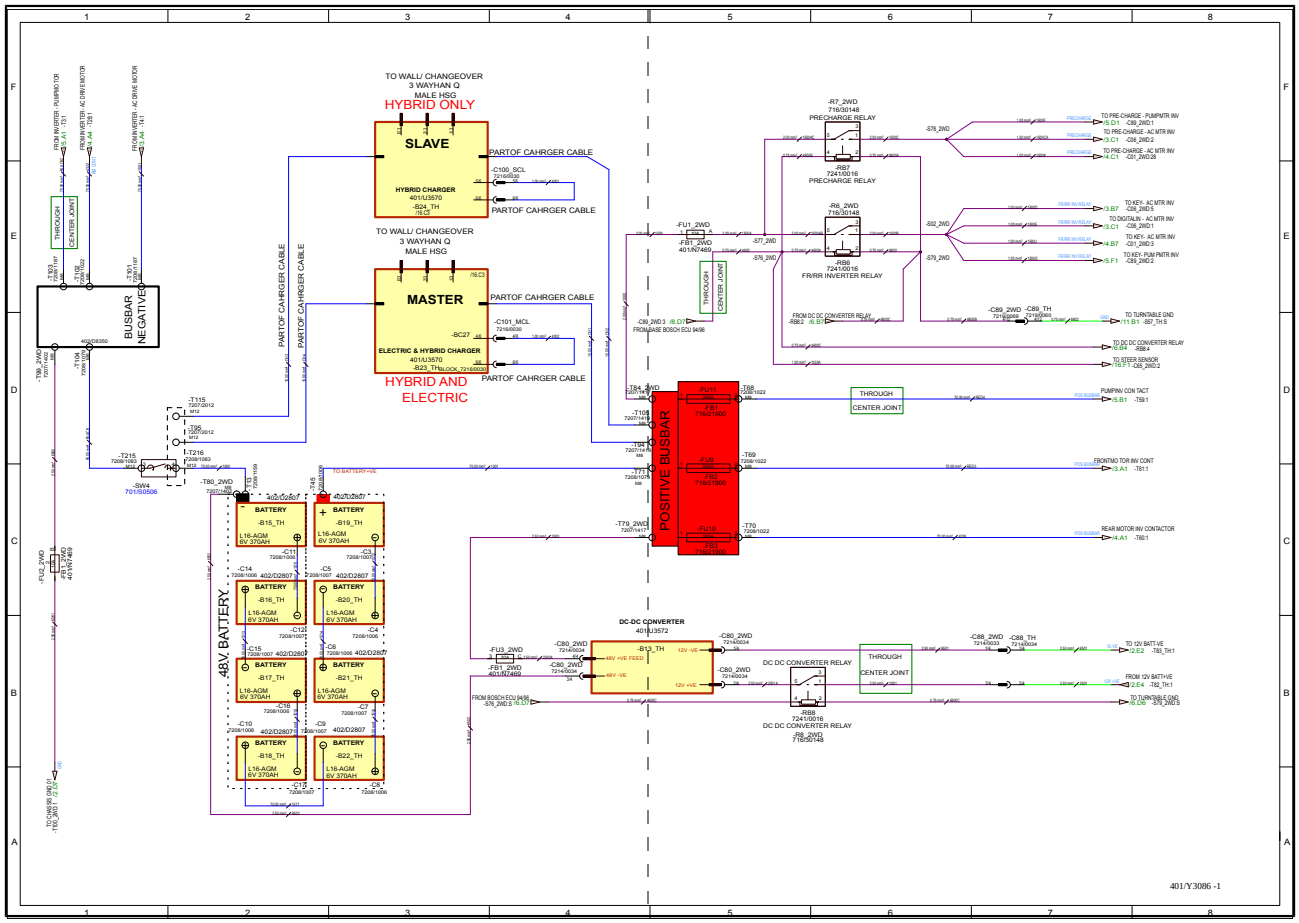

Figure 170. (Part 1 of 2)

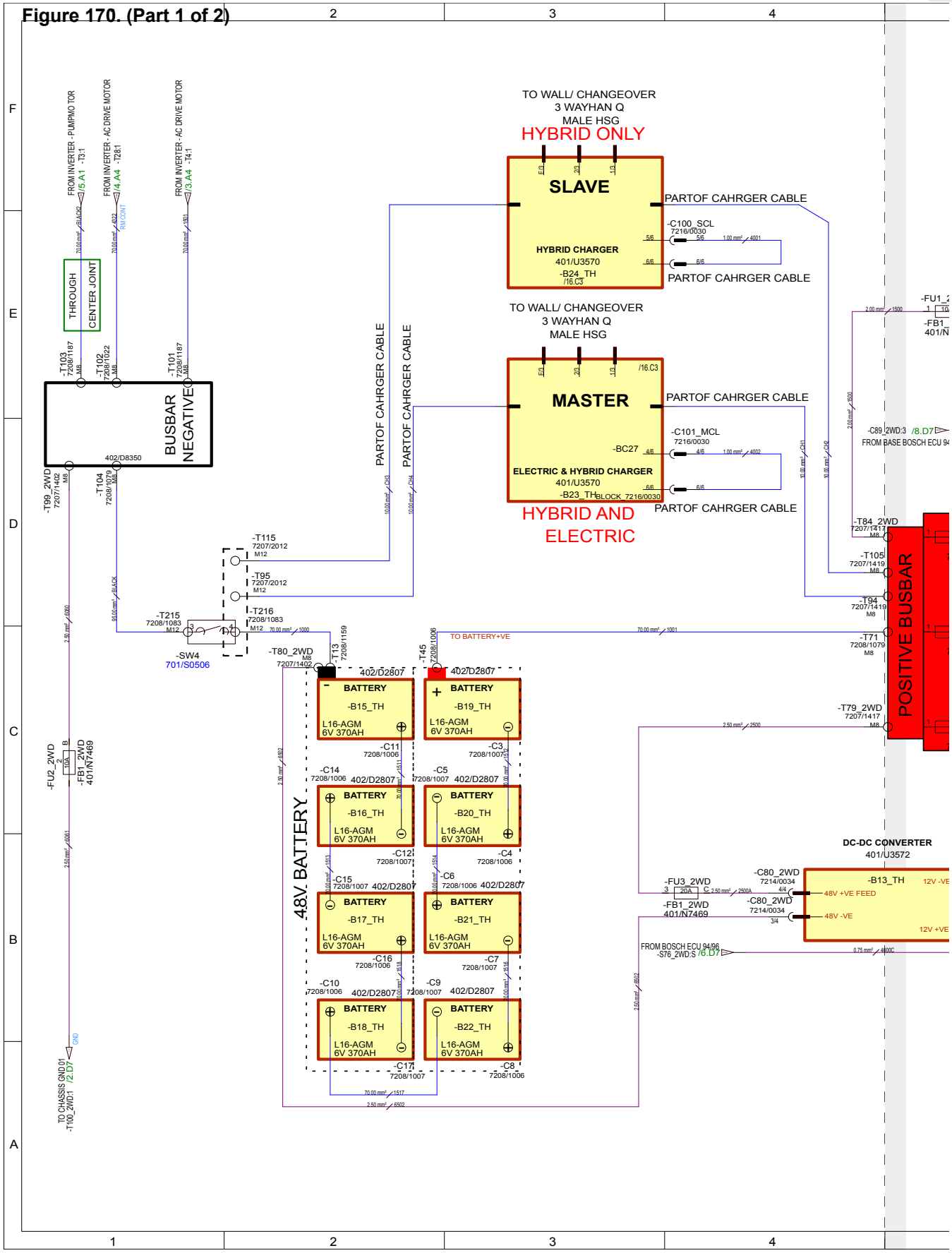

Figure 170. (Part 2 of 2)

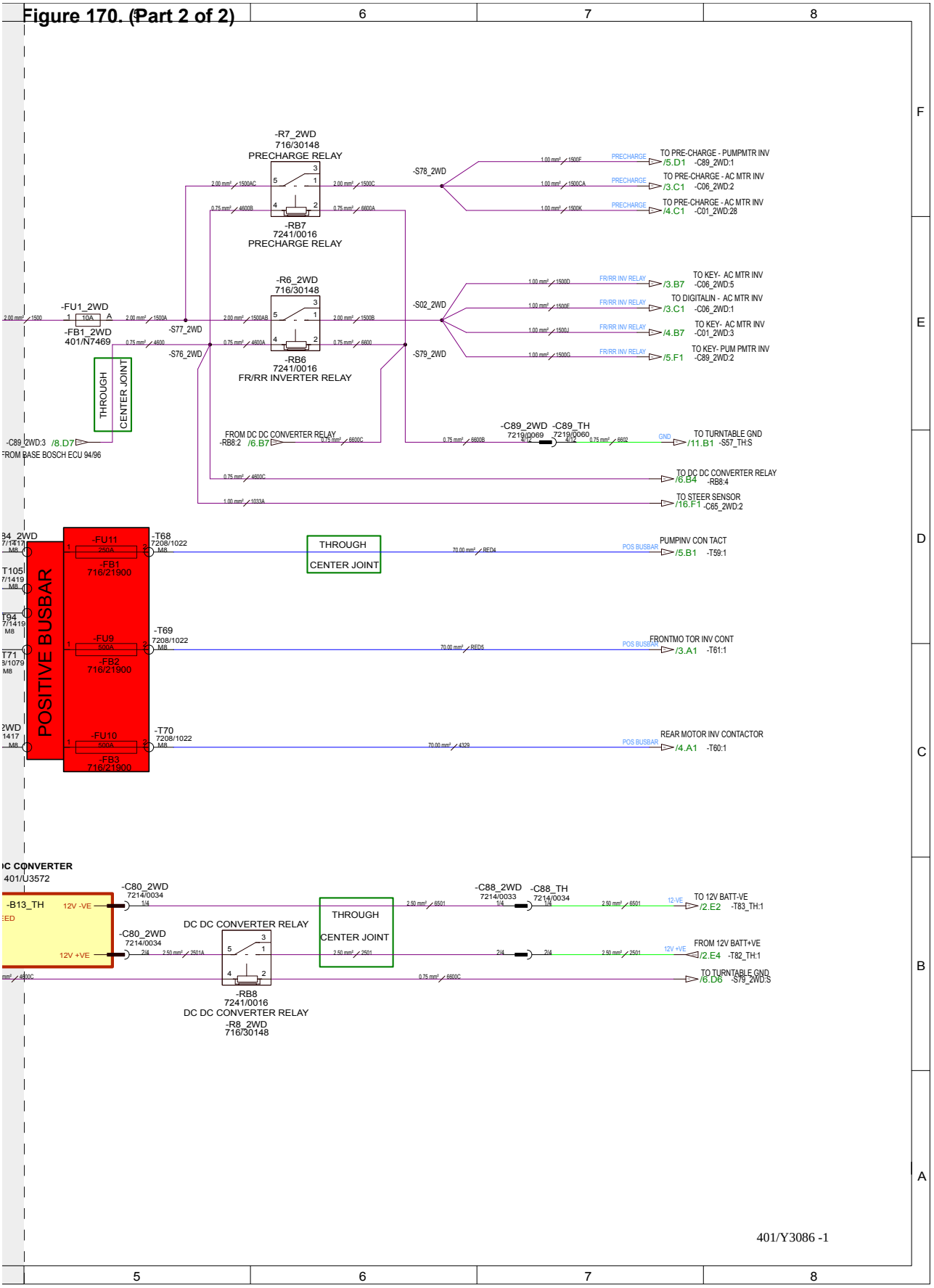

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Figure 171. 401/Y3086 Issue -1 (Sheet 7 of 29) - Turntable Control Panel

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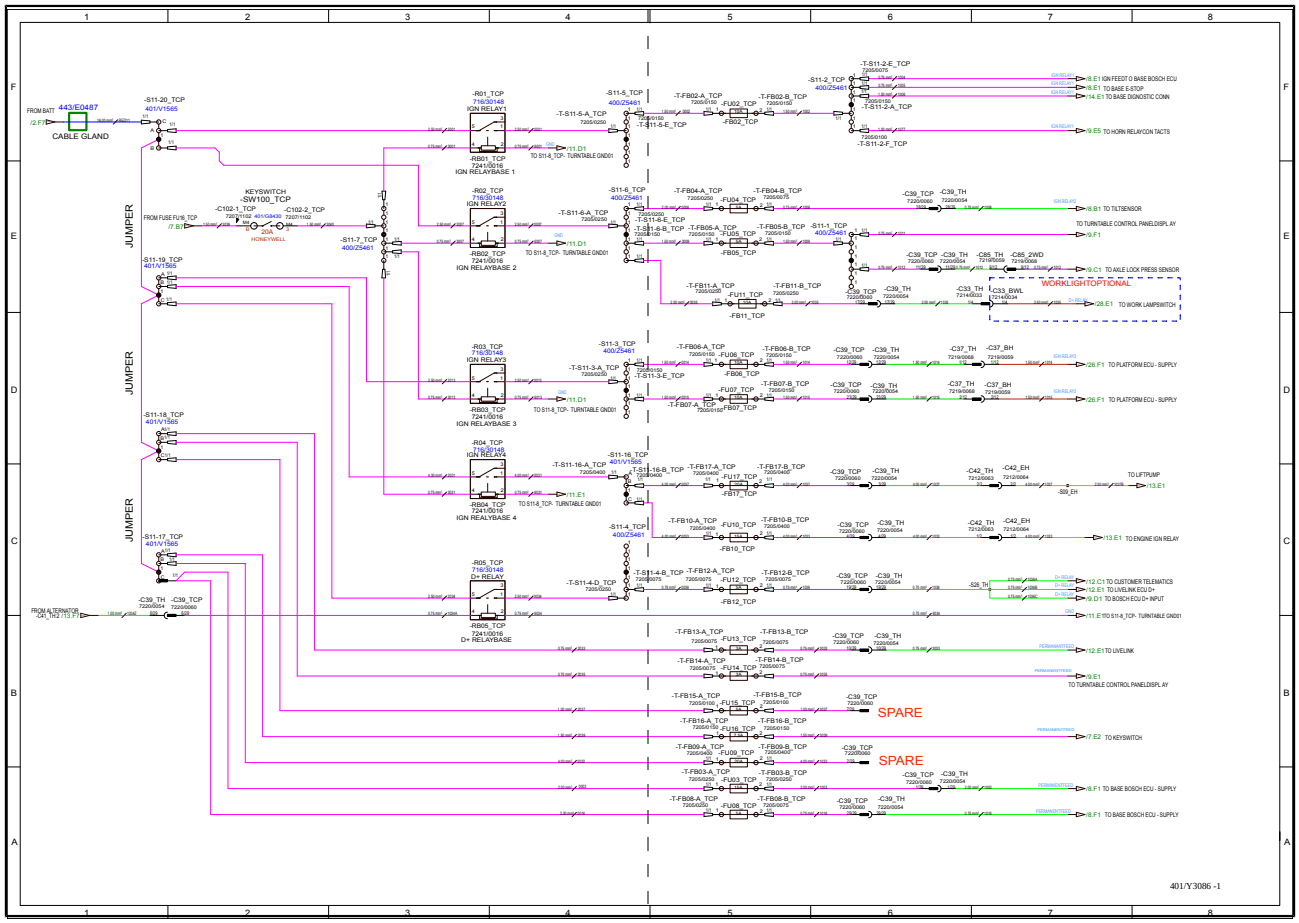

Figure 171. (Part 1 of 2)

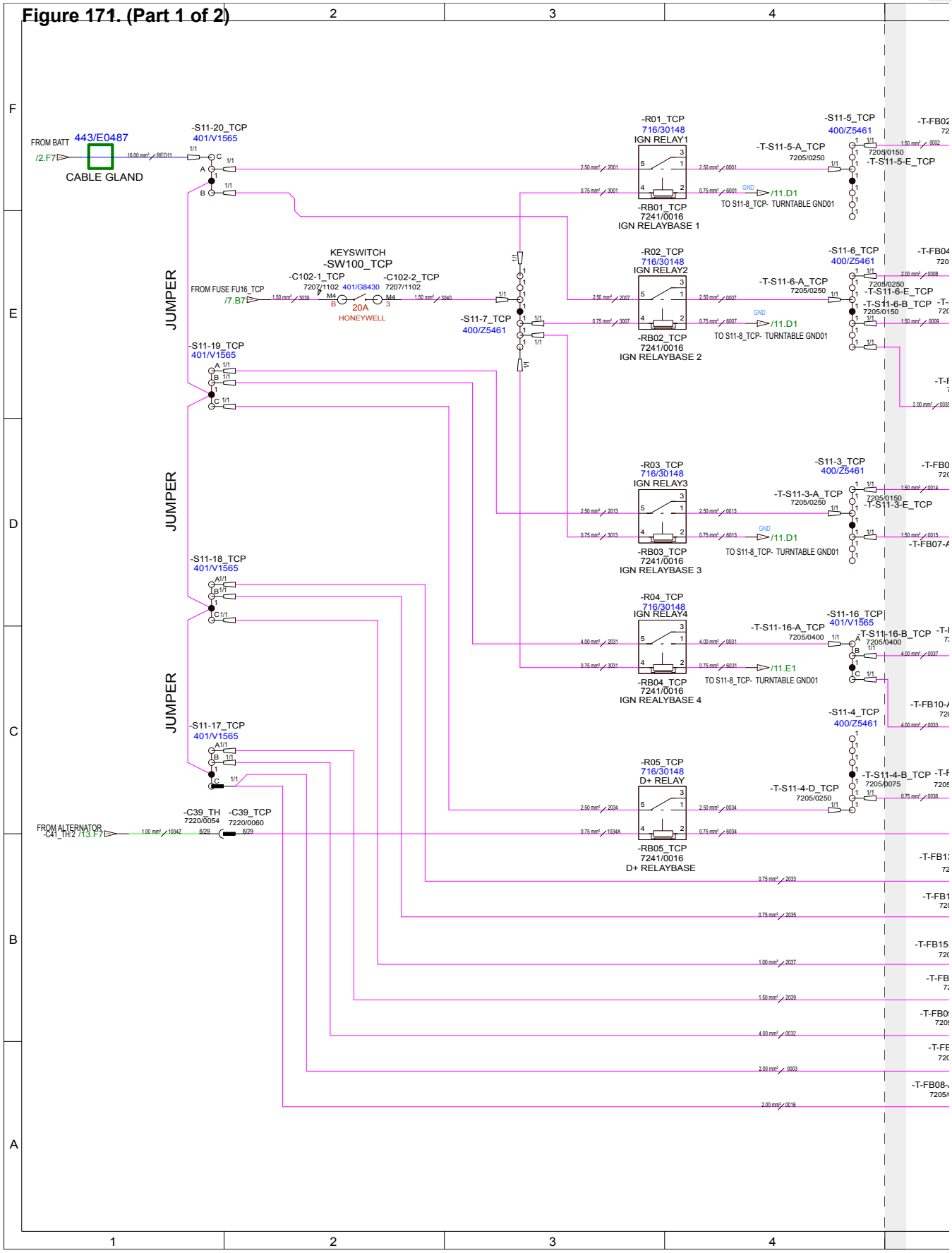

Figure 171. (Part 2 of 2)

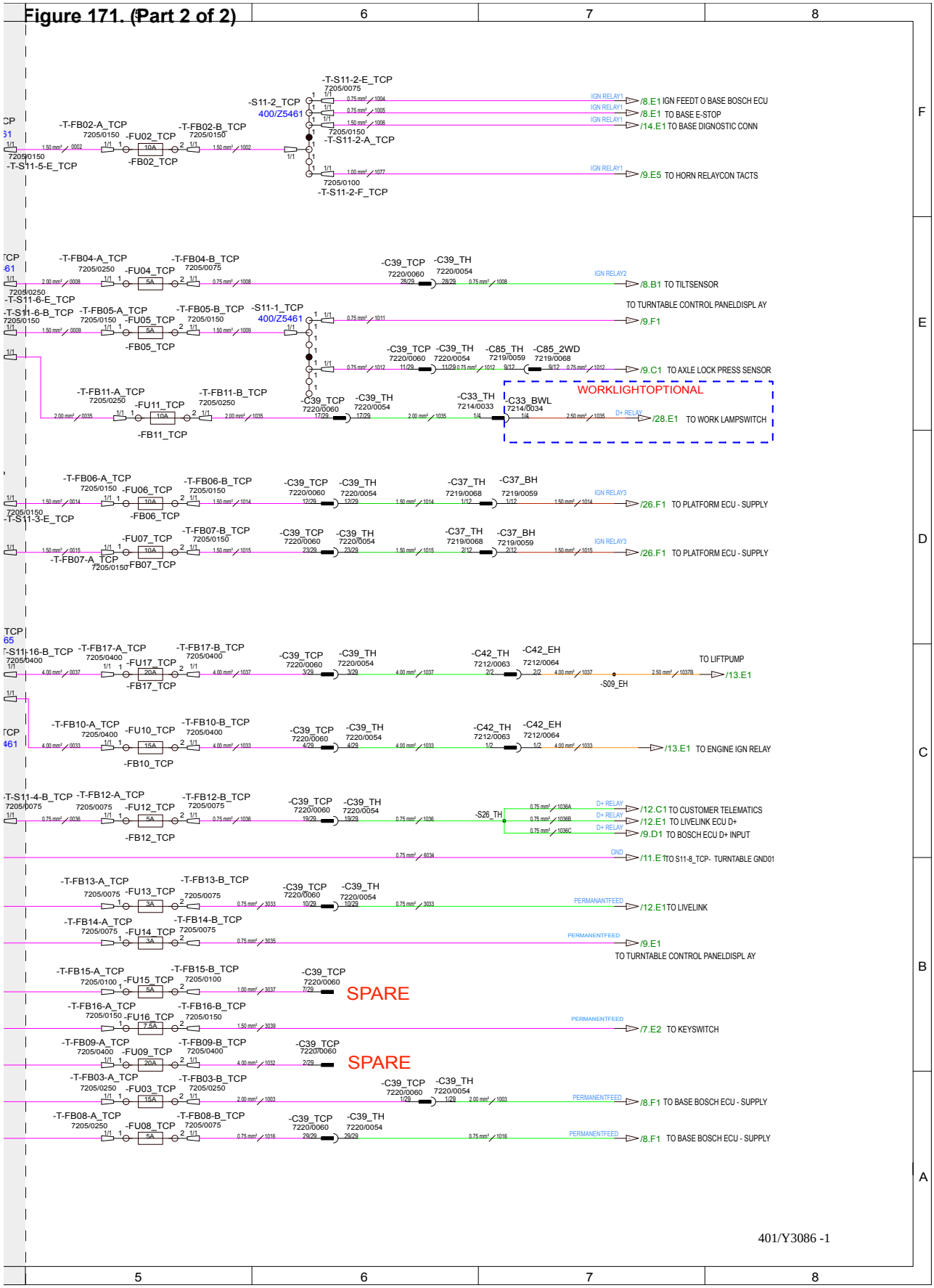

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Figure 172. 401/Y3086 Issue -1
(Sheet 8 of 29) - Turntable Base ECU

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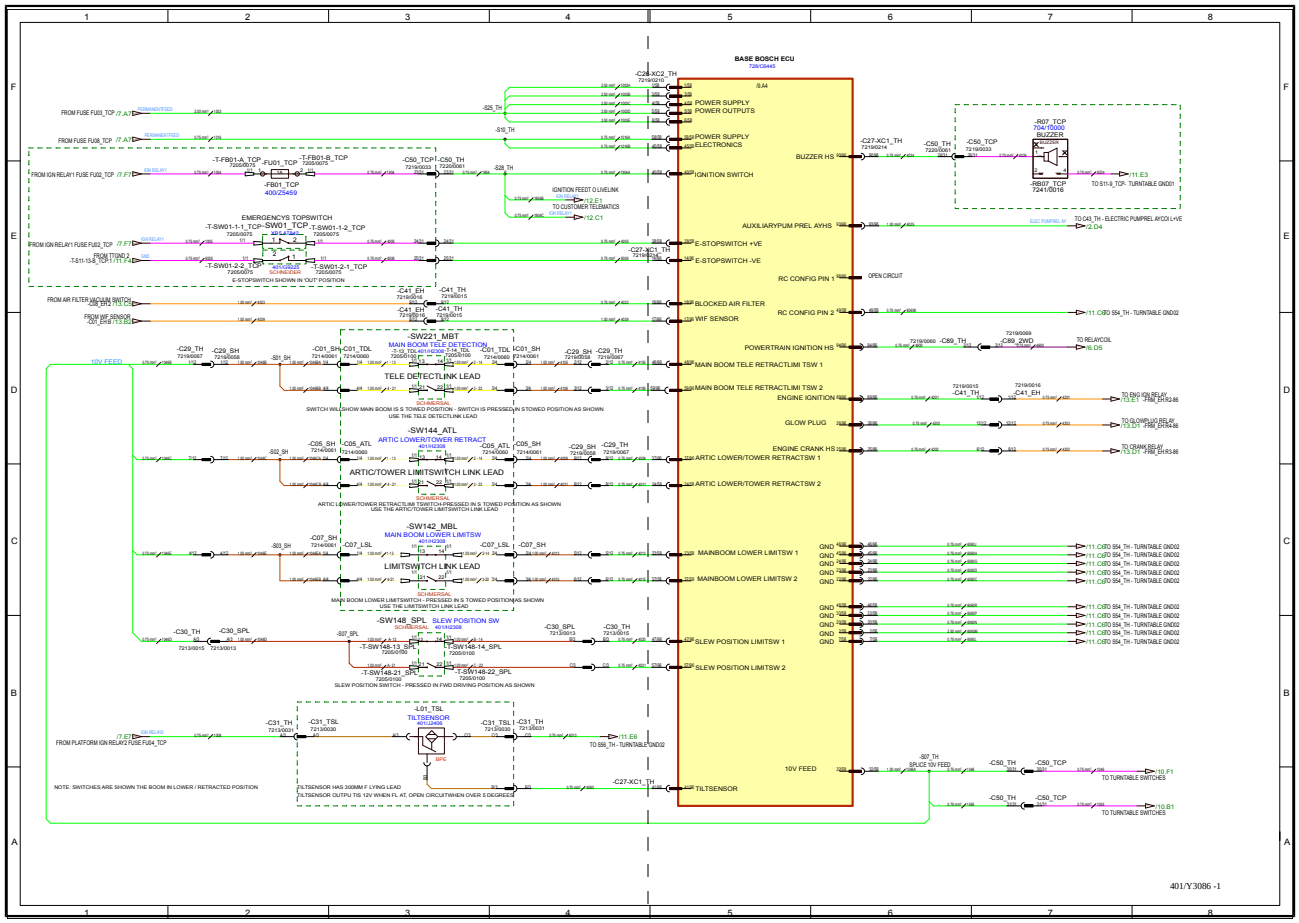

Figure 172. (Part 1 of 2)

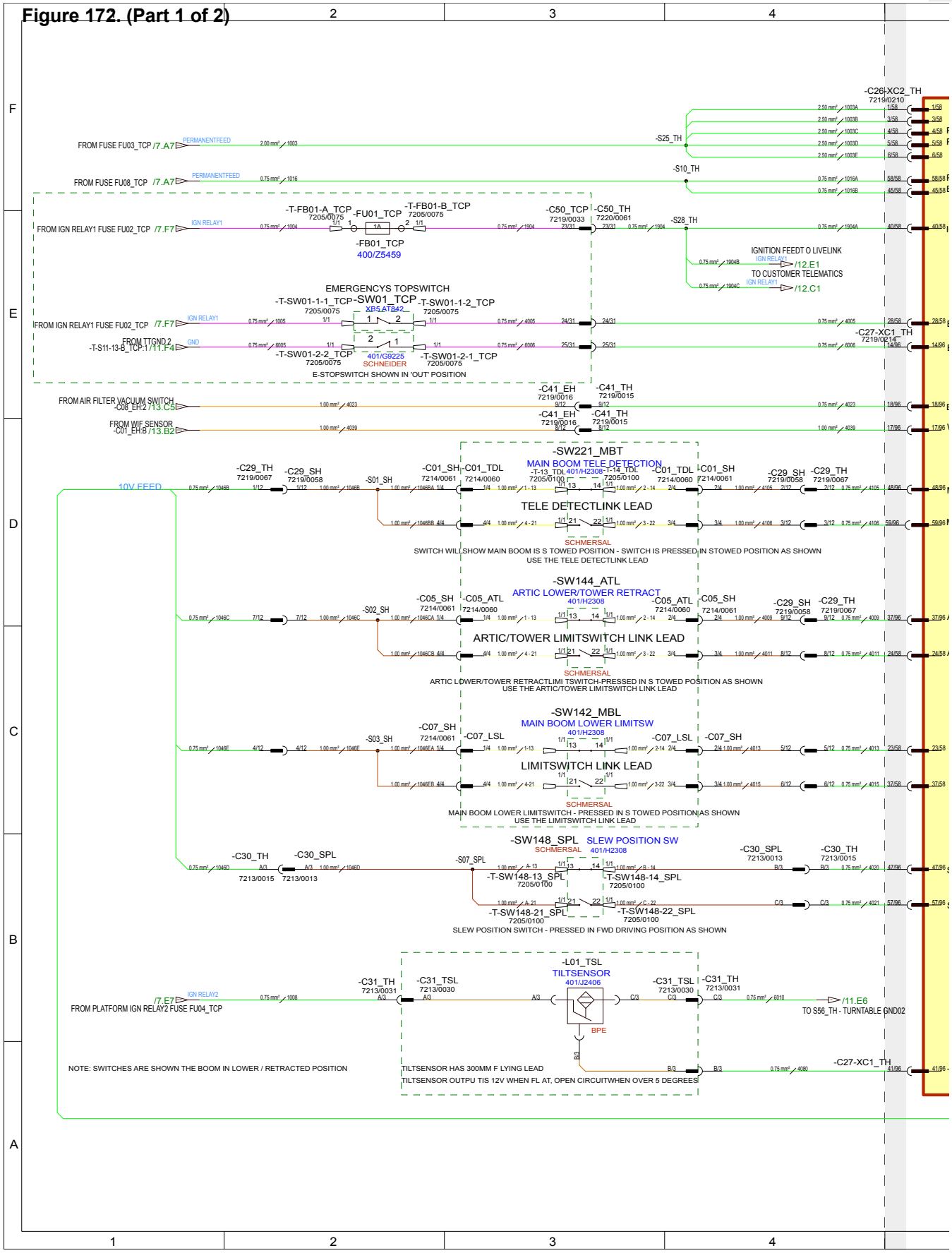

Figure 172. (Part 2 of 2)

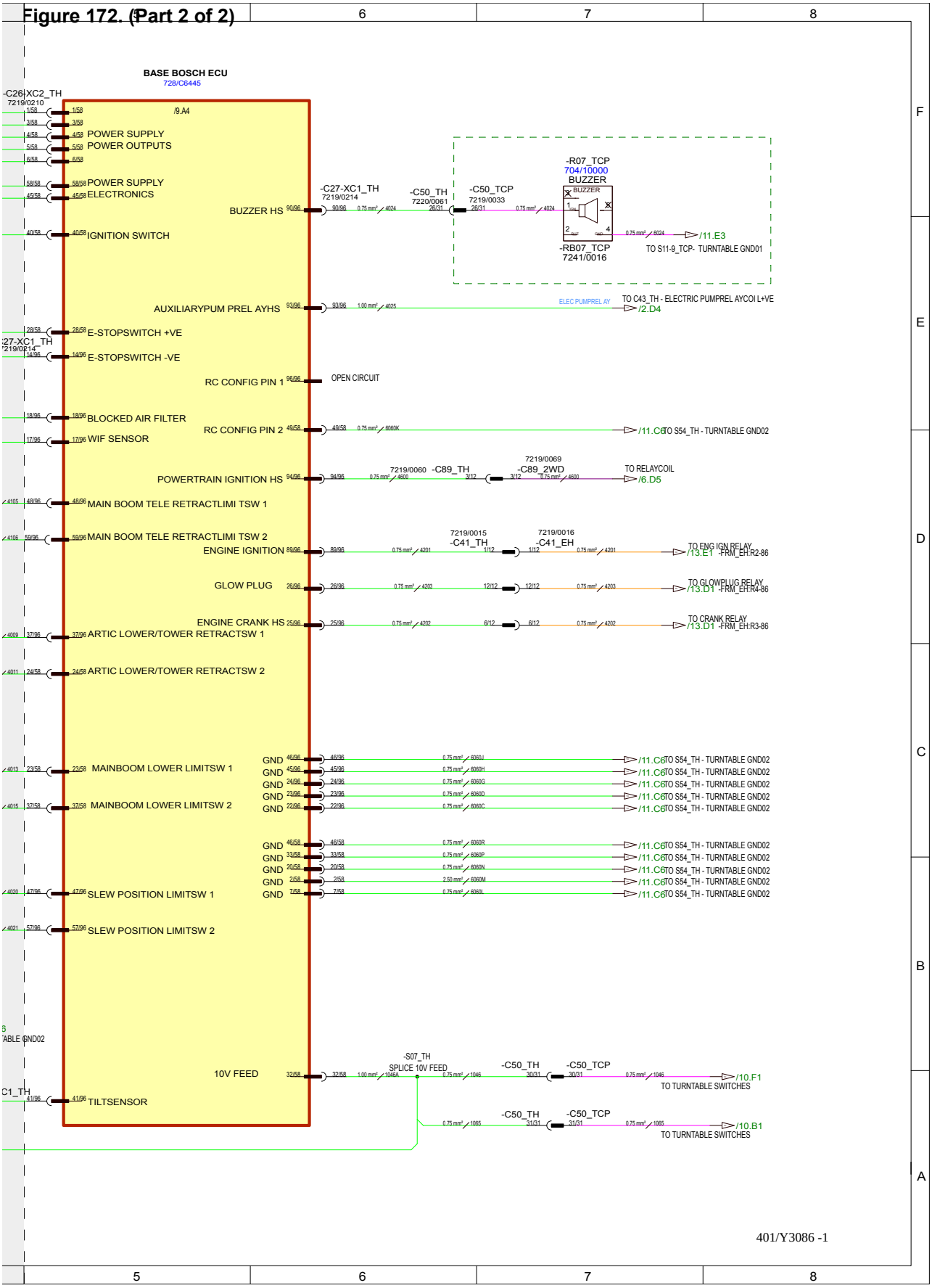

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Figure 173. 401/Y3086 Issue -1
(Sheet 9 of 29) - Turntable Base ECU

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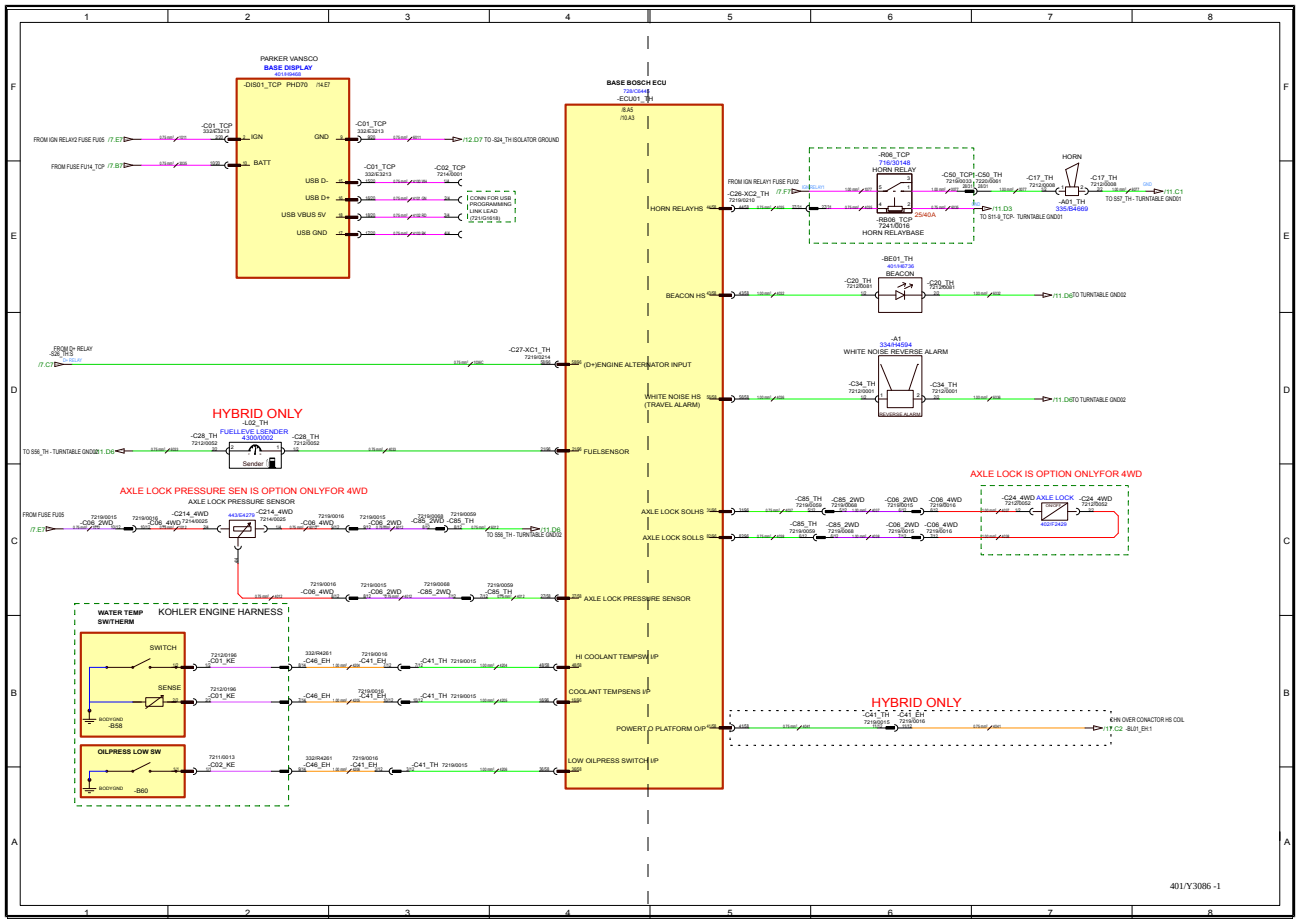

Figure 173. (Part 1 of 2)

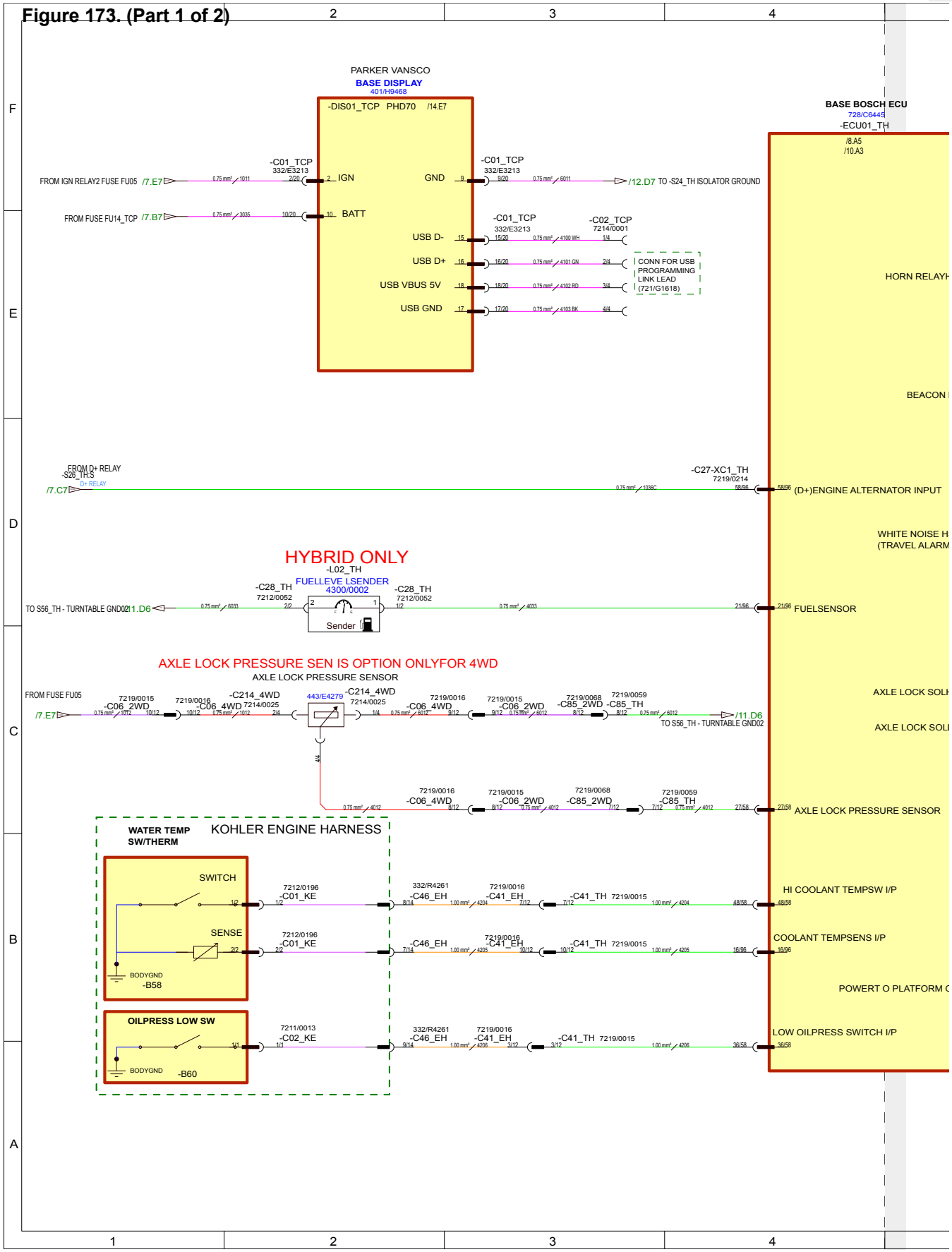

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Figure 173. (Part 2 of 2)

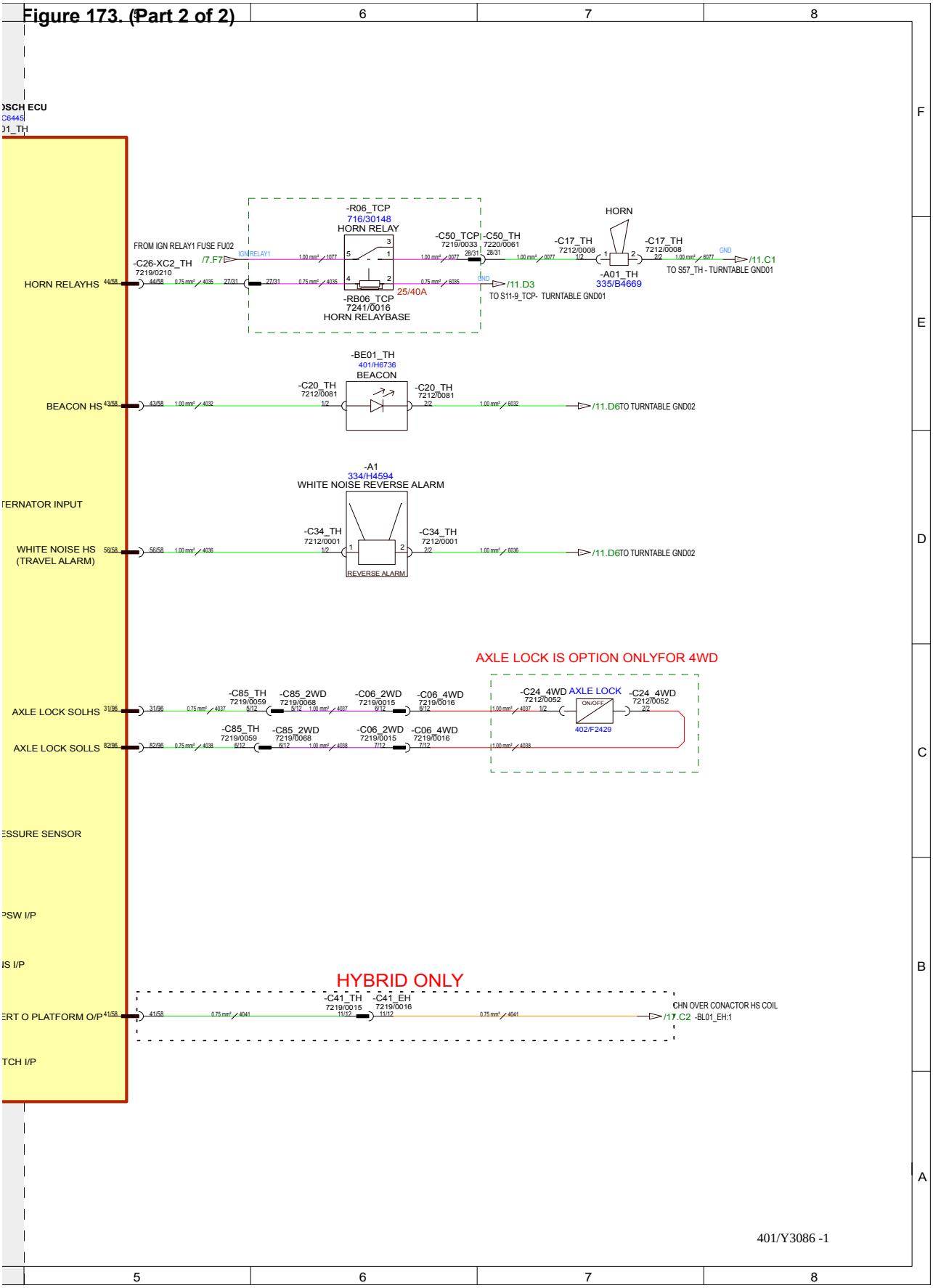

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Figure 174. 401/Y3086 Issue -1 (Sheet 10 of 29) - Turntable Base ECU

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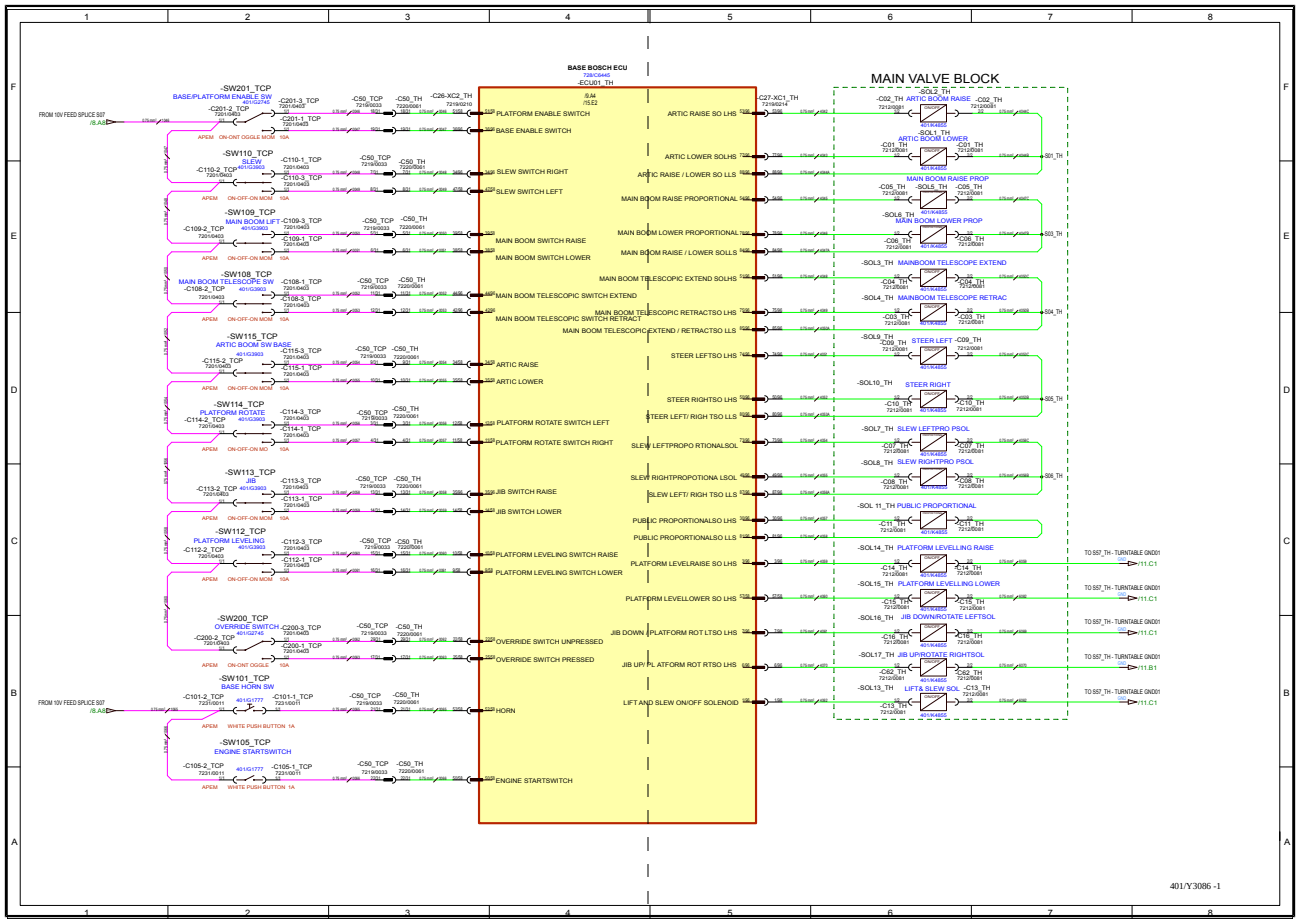

Figure 174. (Part 1 of 2)

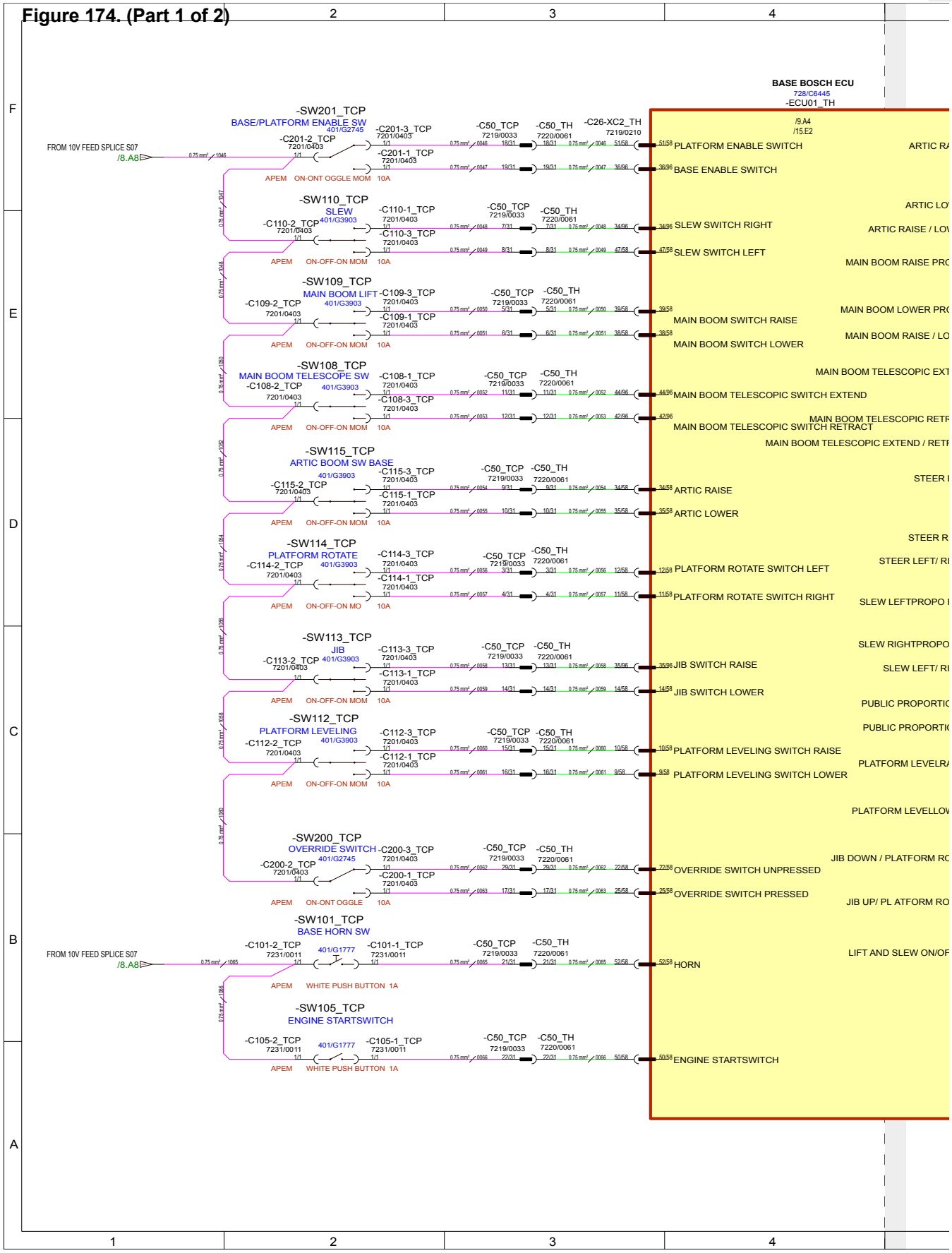

Figure 174. (Part 2 of 2)

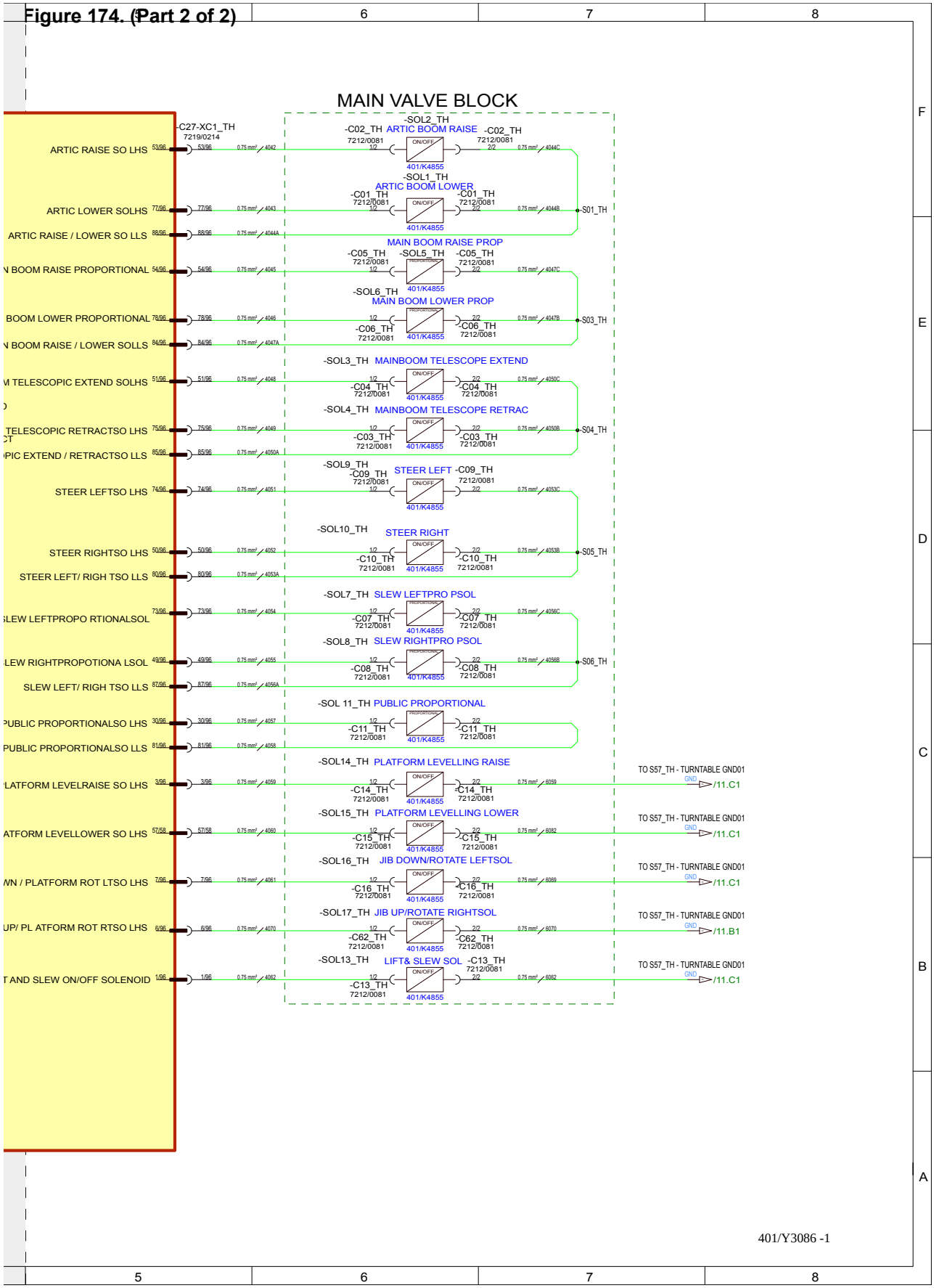

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Figure 175. 401/Y3086 Issue -1 (Sheet 11 of 29) - Turntable Ground

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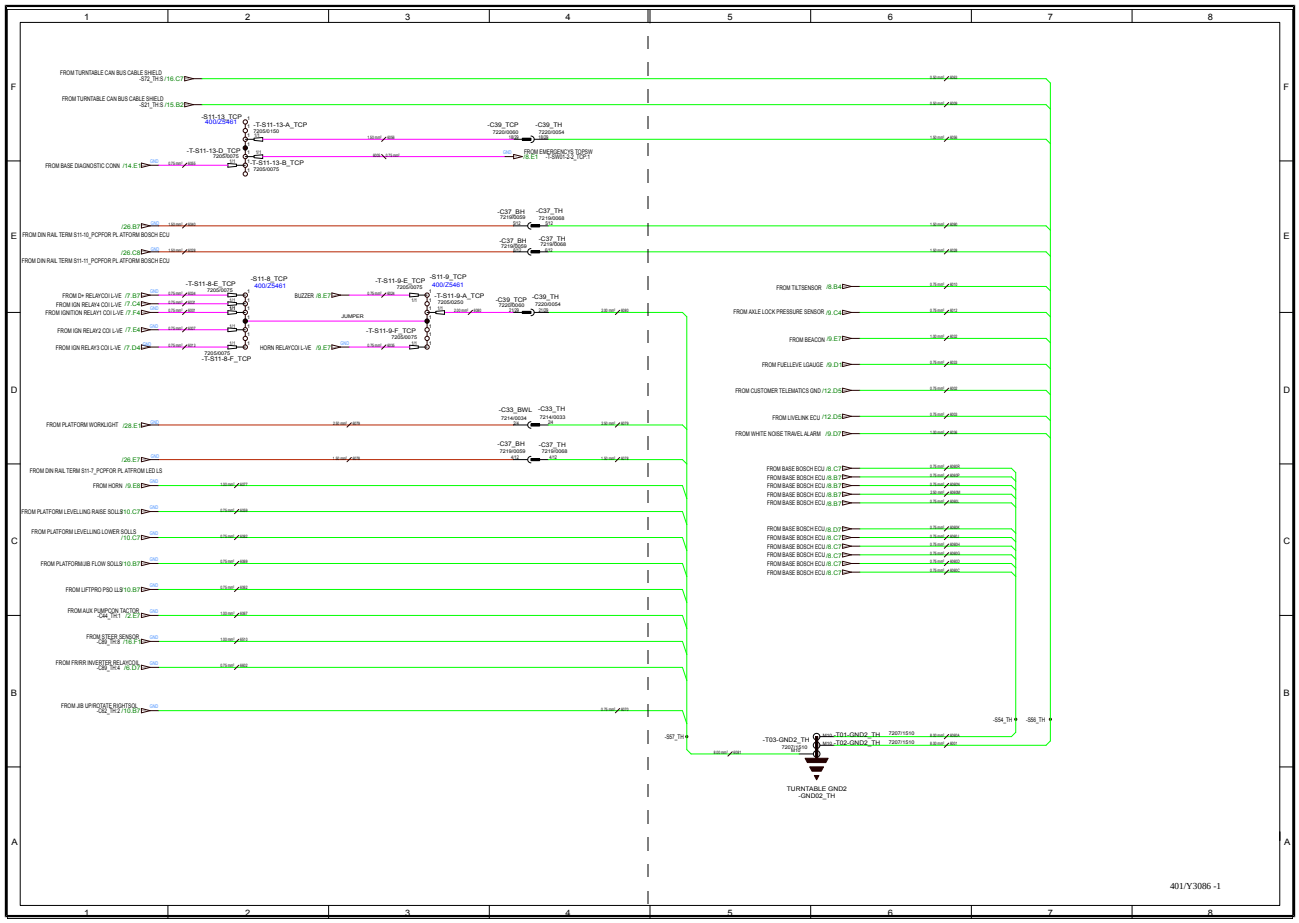

Figure 175. (Part 1 of 2)

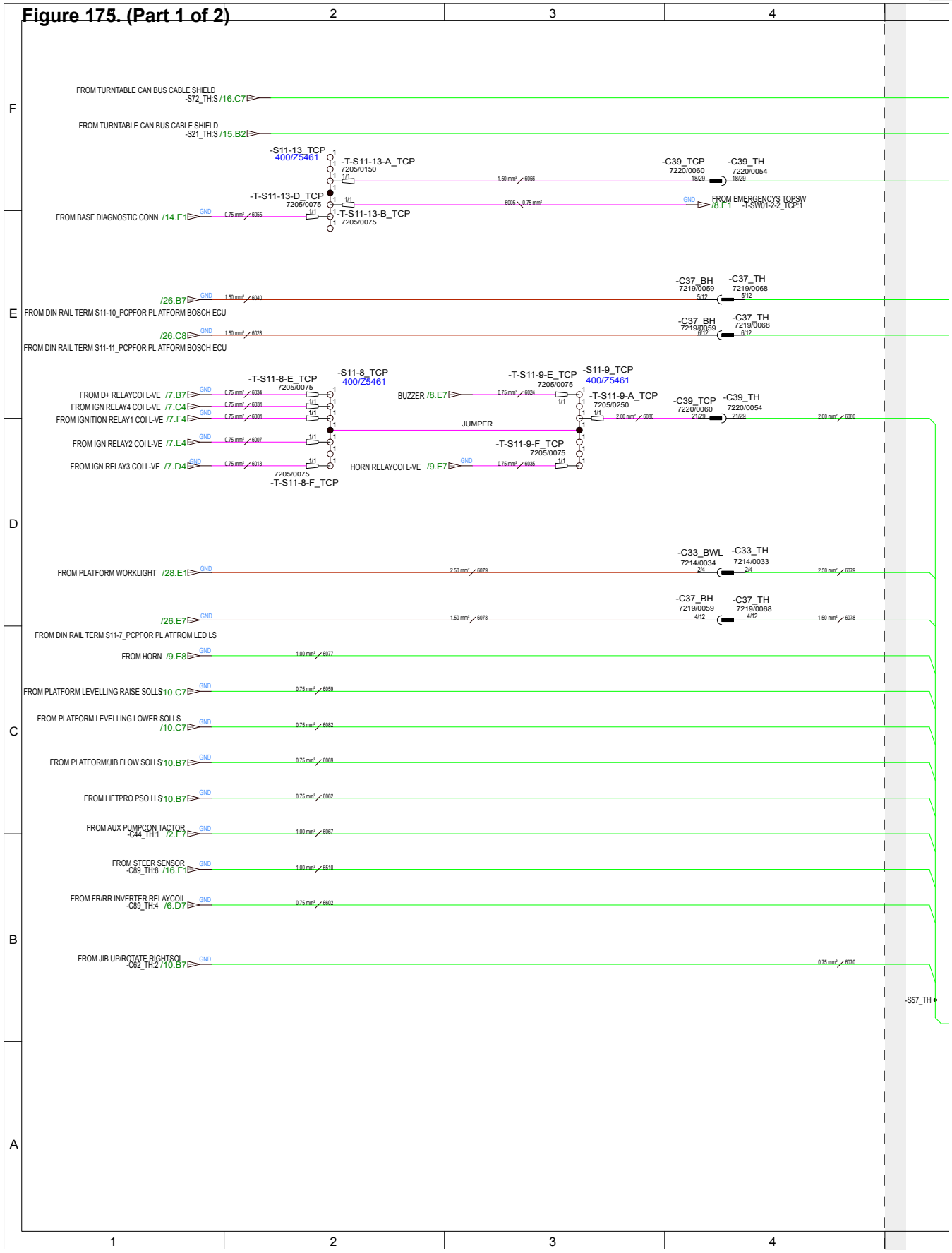

Figure 175. (Part 2 of 2)

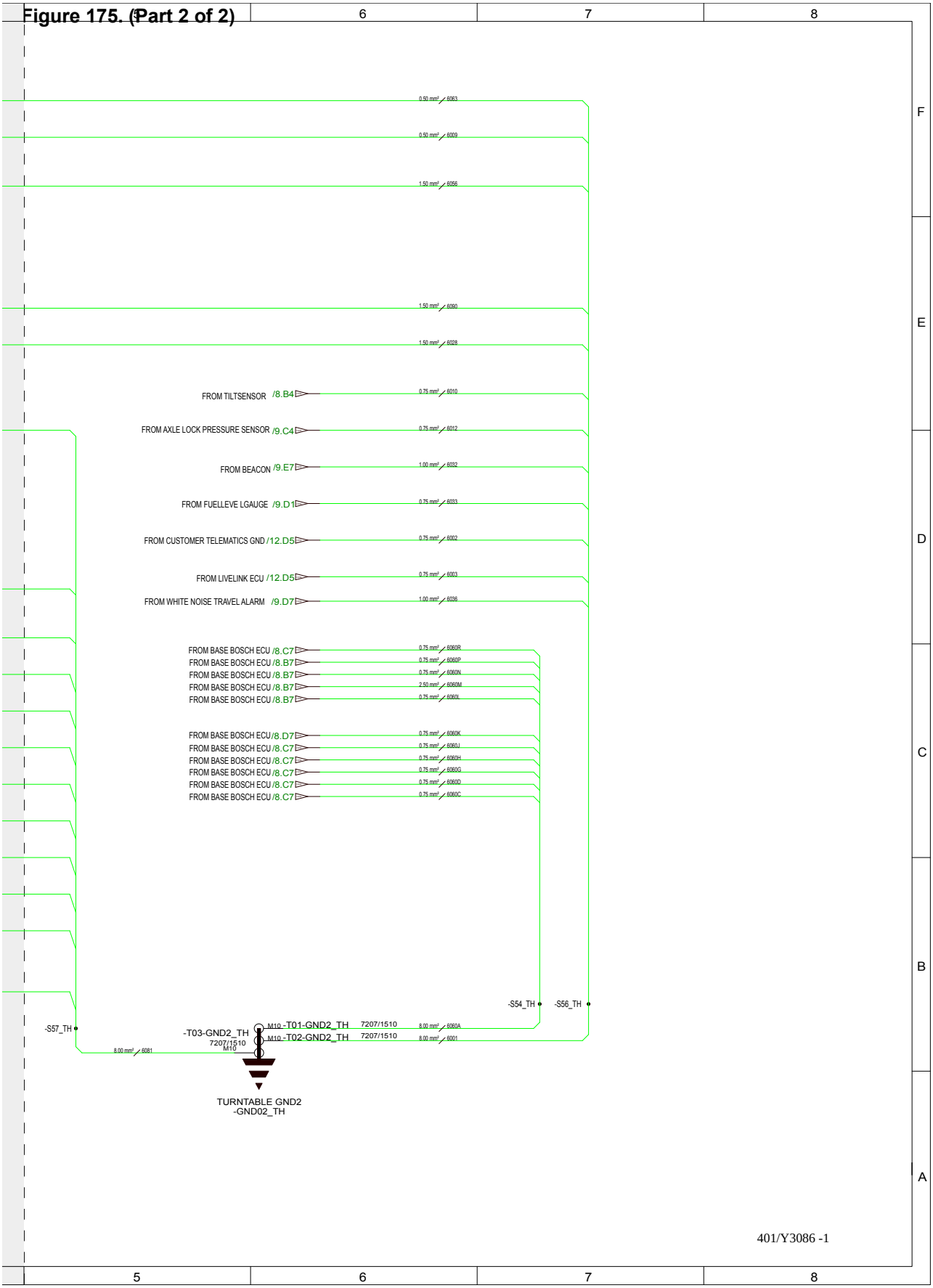

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Figure 176. 401/Y3086 Issue -1 (Sheet 12 of 29) - LiveLink ECU

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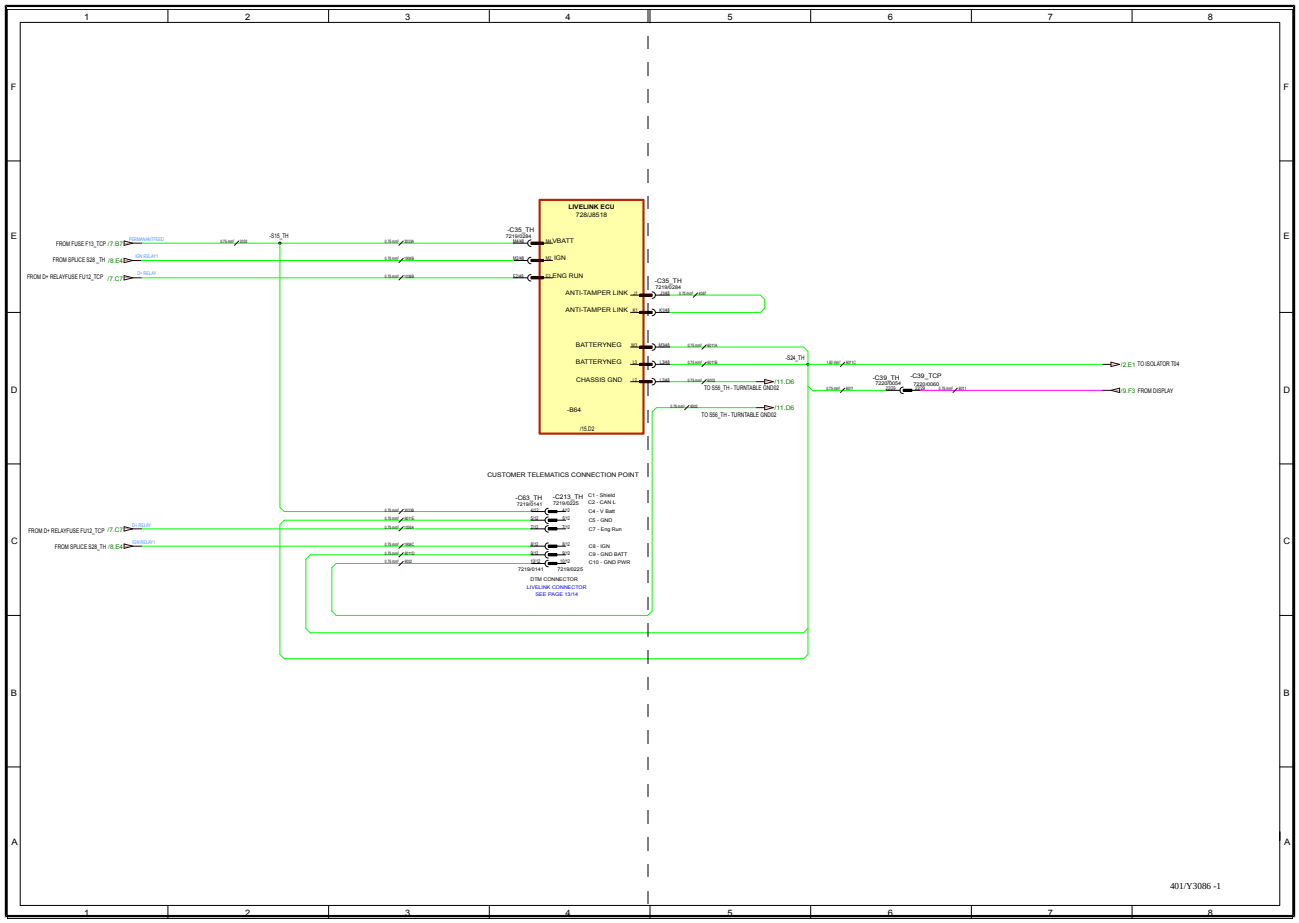

Figure 176. (Part 1 of 2)

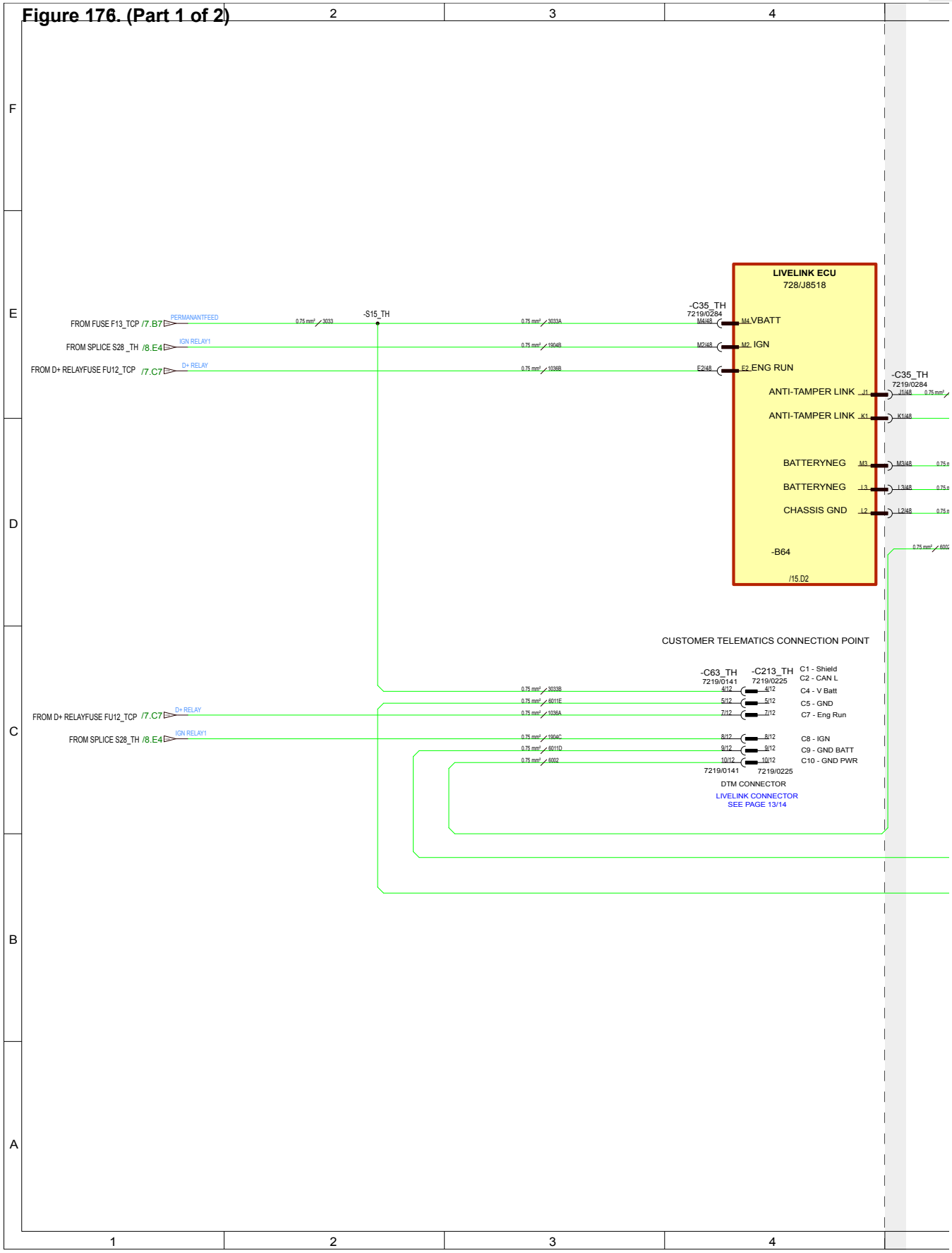

Figure 176. (Part 2 of 2)

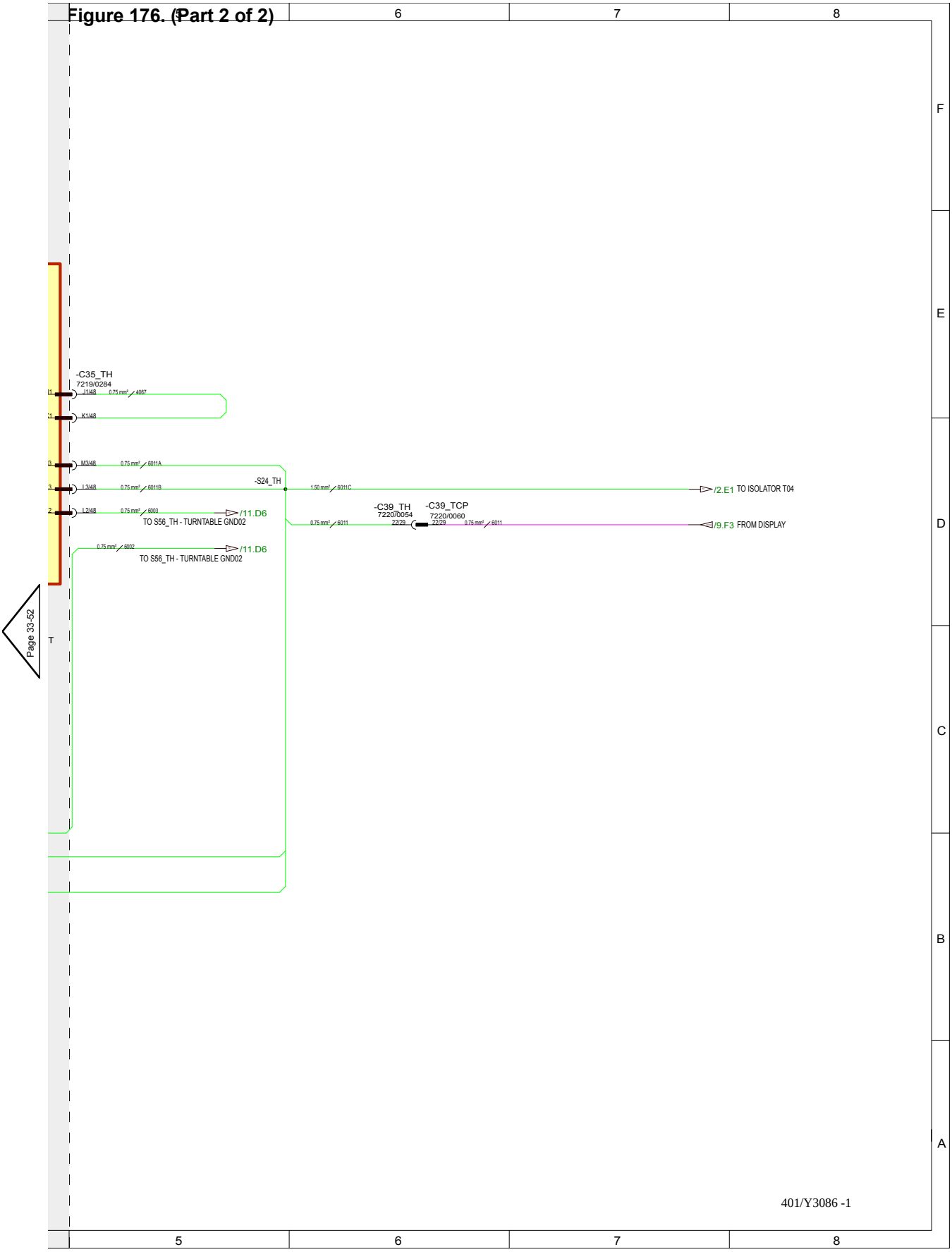

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Figure 177. 401/Y3086 Issue -1 (Sheet 13 of 29) - Engine

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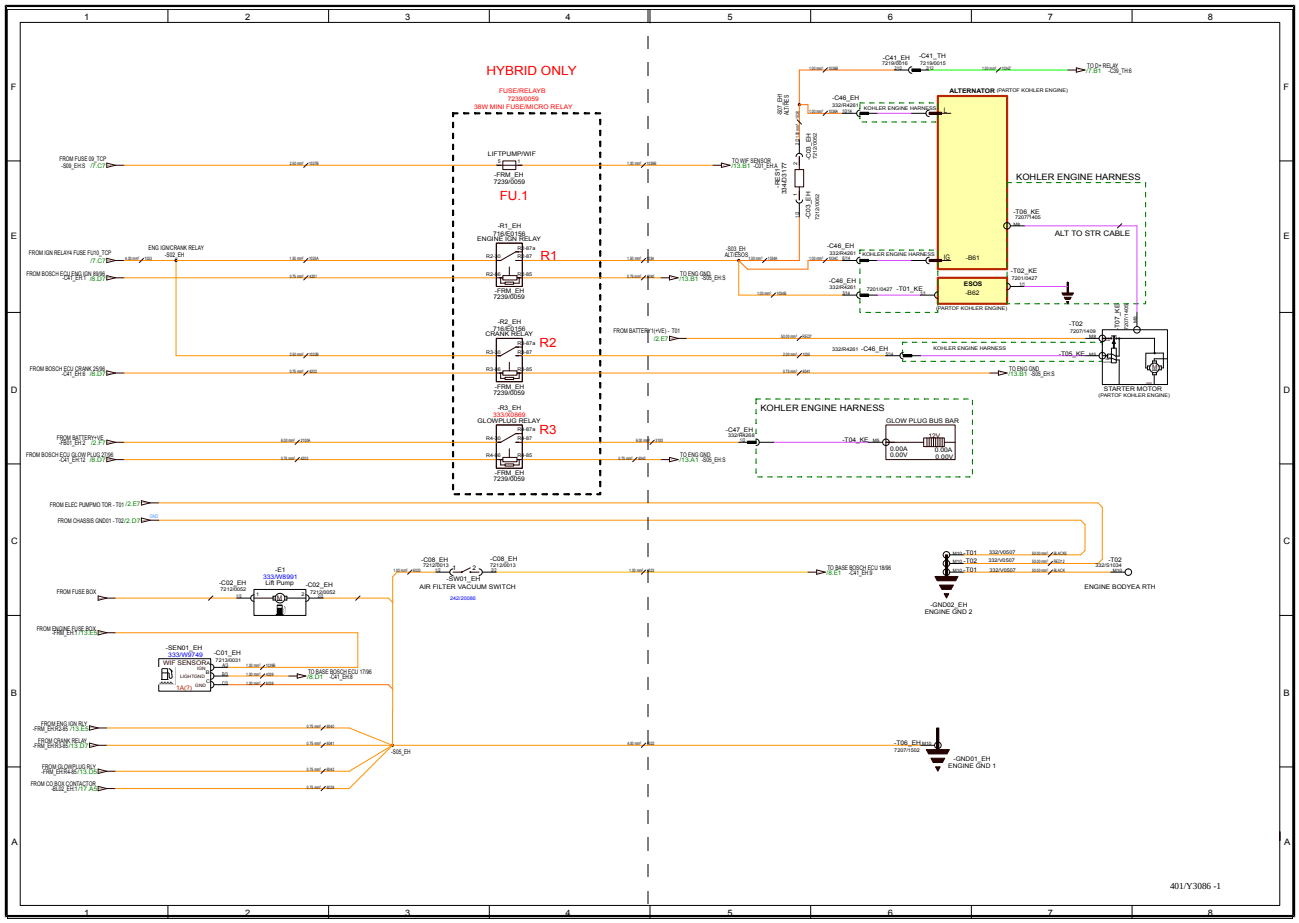

Figure 177. (Part 1 of 2)

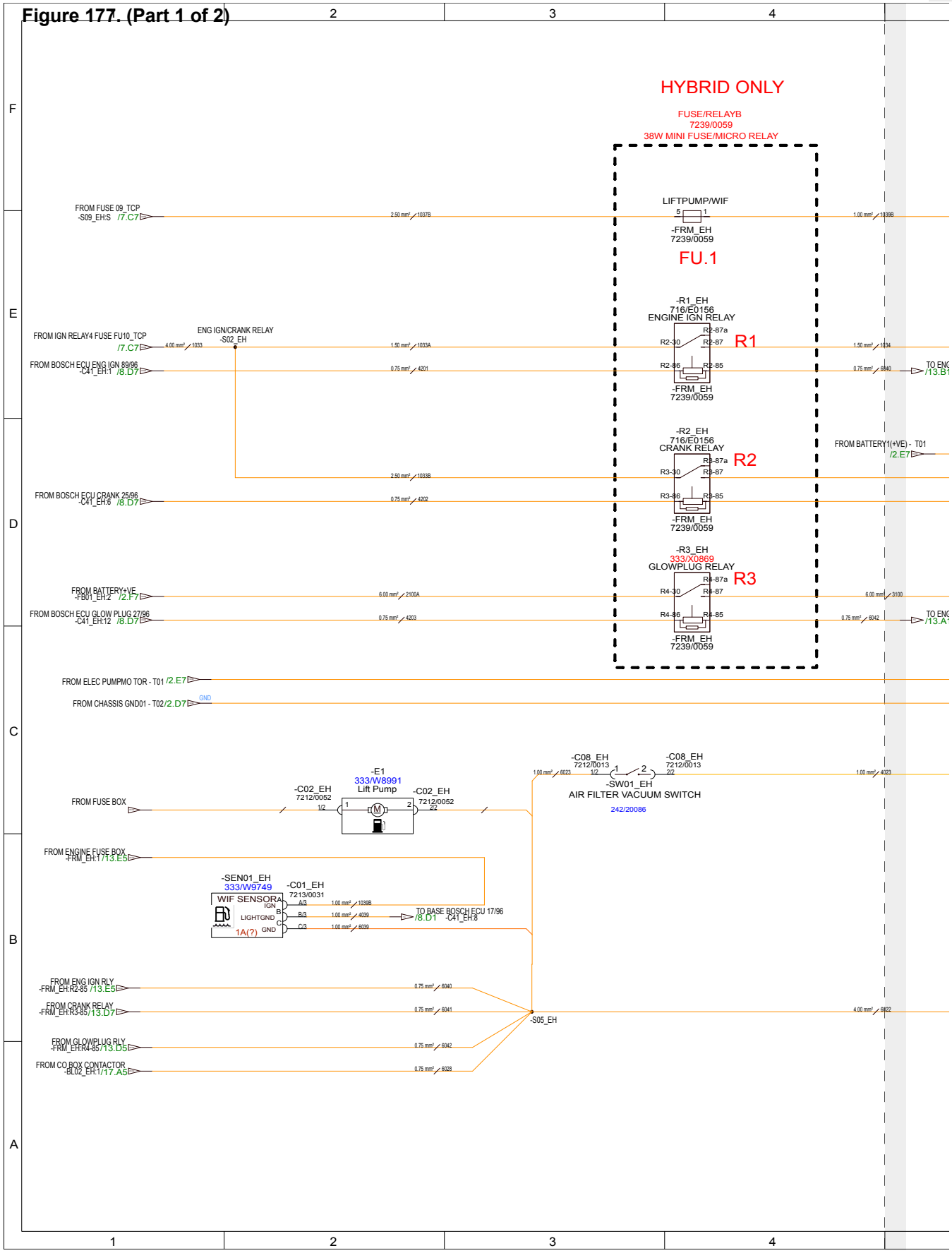

Figure 177. (Part 2 of 2)

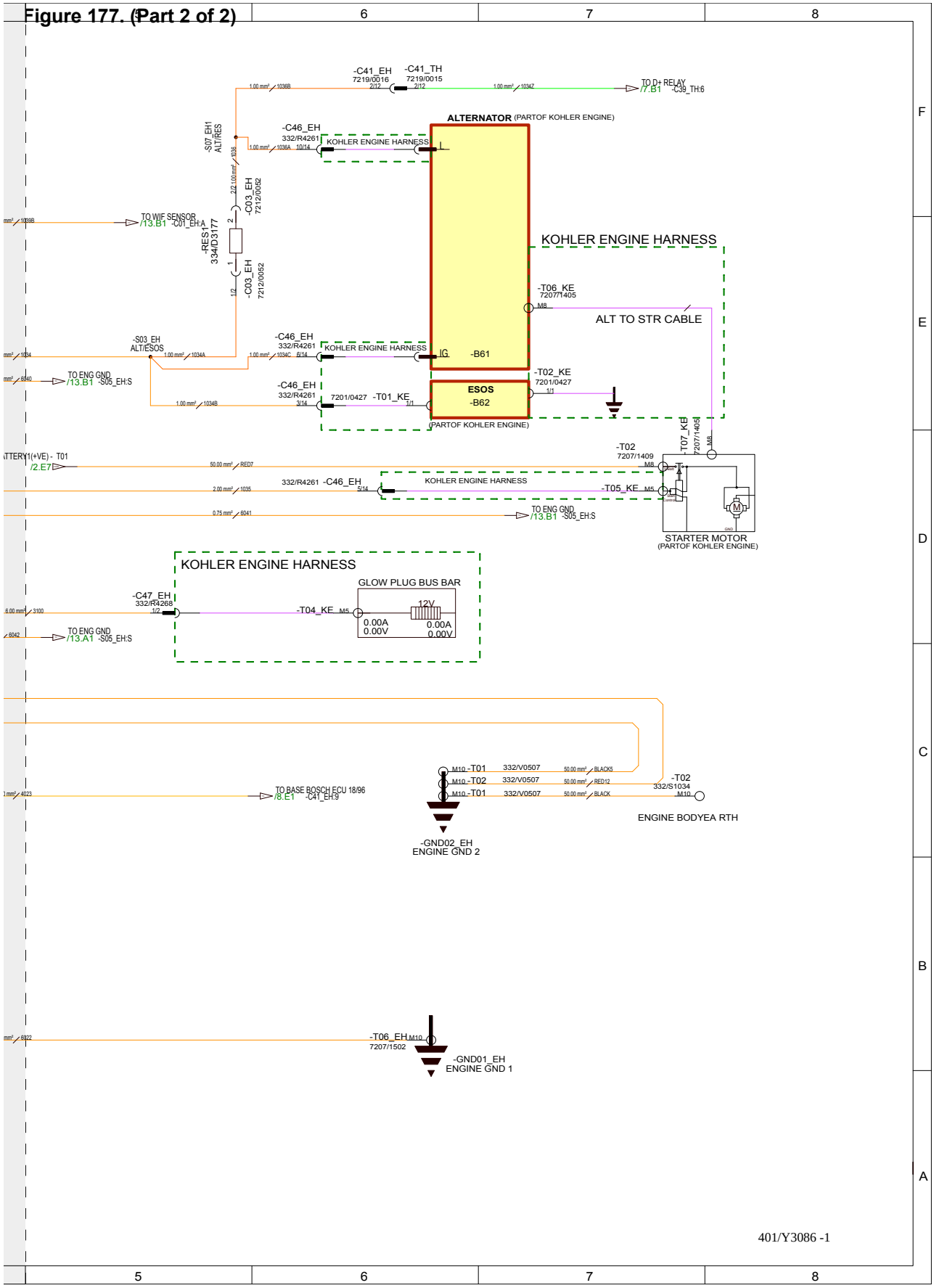

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Figure 178. 401/Y3086 Issue -1 (Sheet 14 of 29) - CAN Networks

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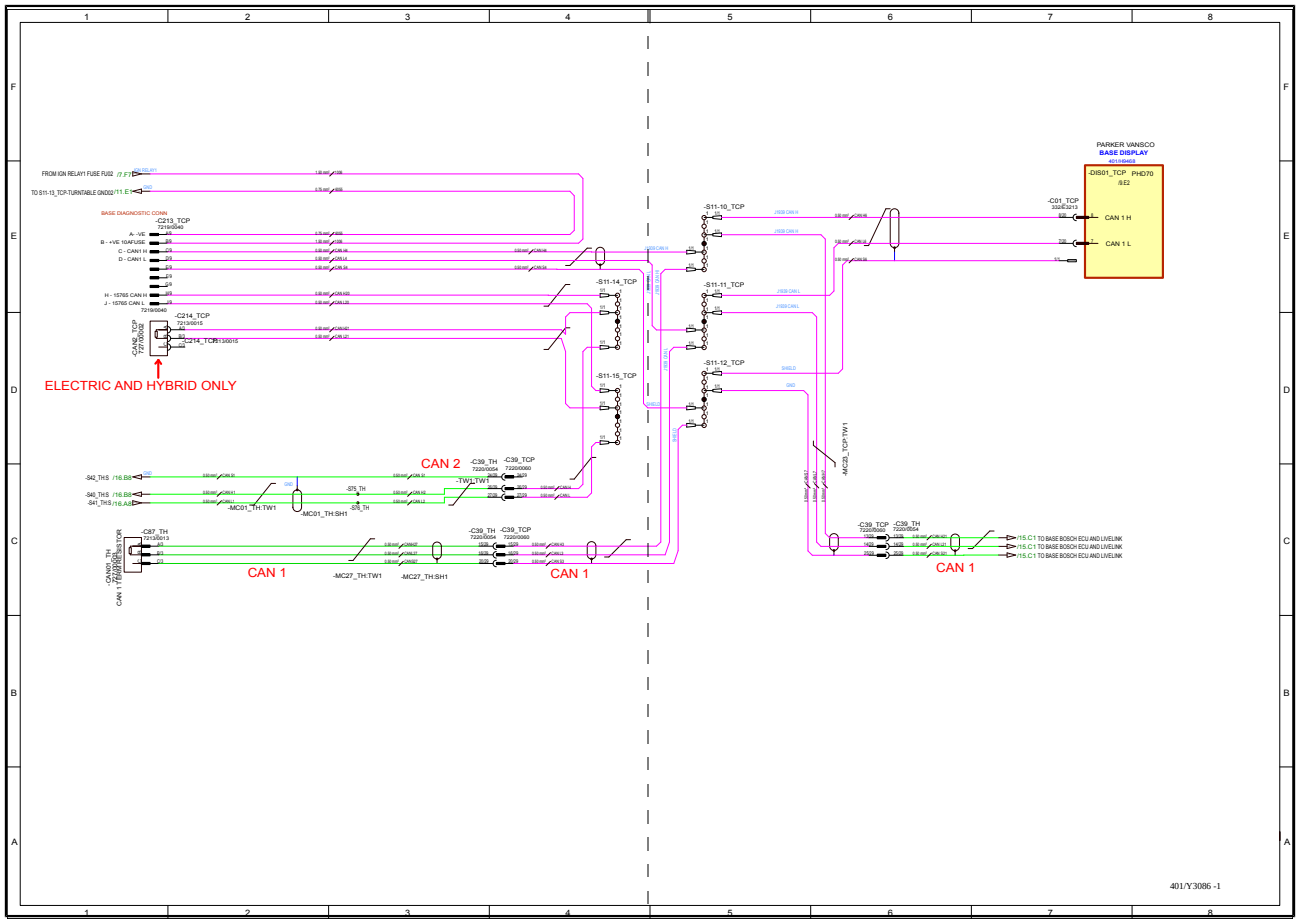

Figure 178. (Part 1 of 2)

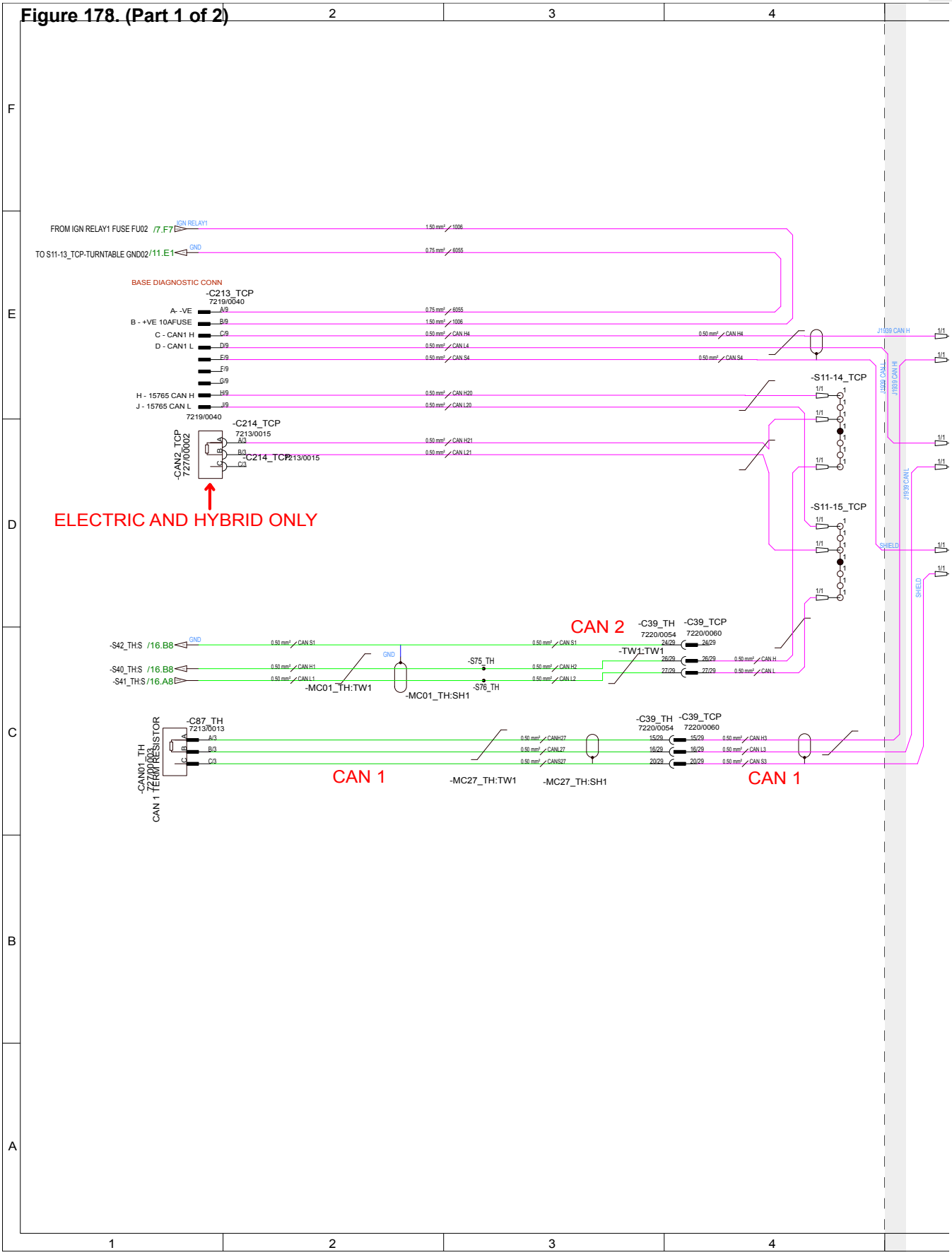

Figure 178. (Part 2 of 2)

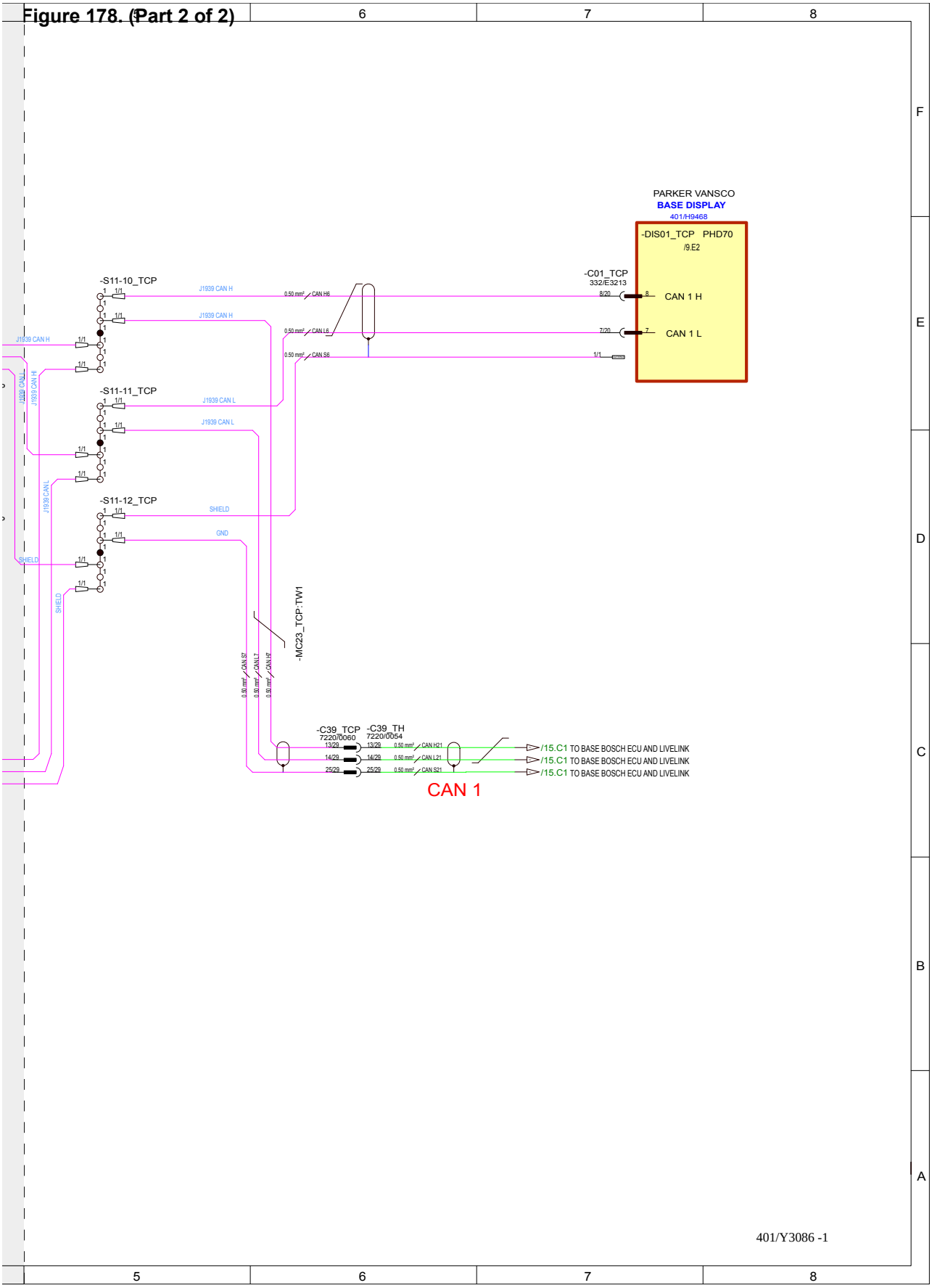

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Figure 179. 401/Y3086 Issue -1
(Sheet 15 of 29) - CAN Network

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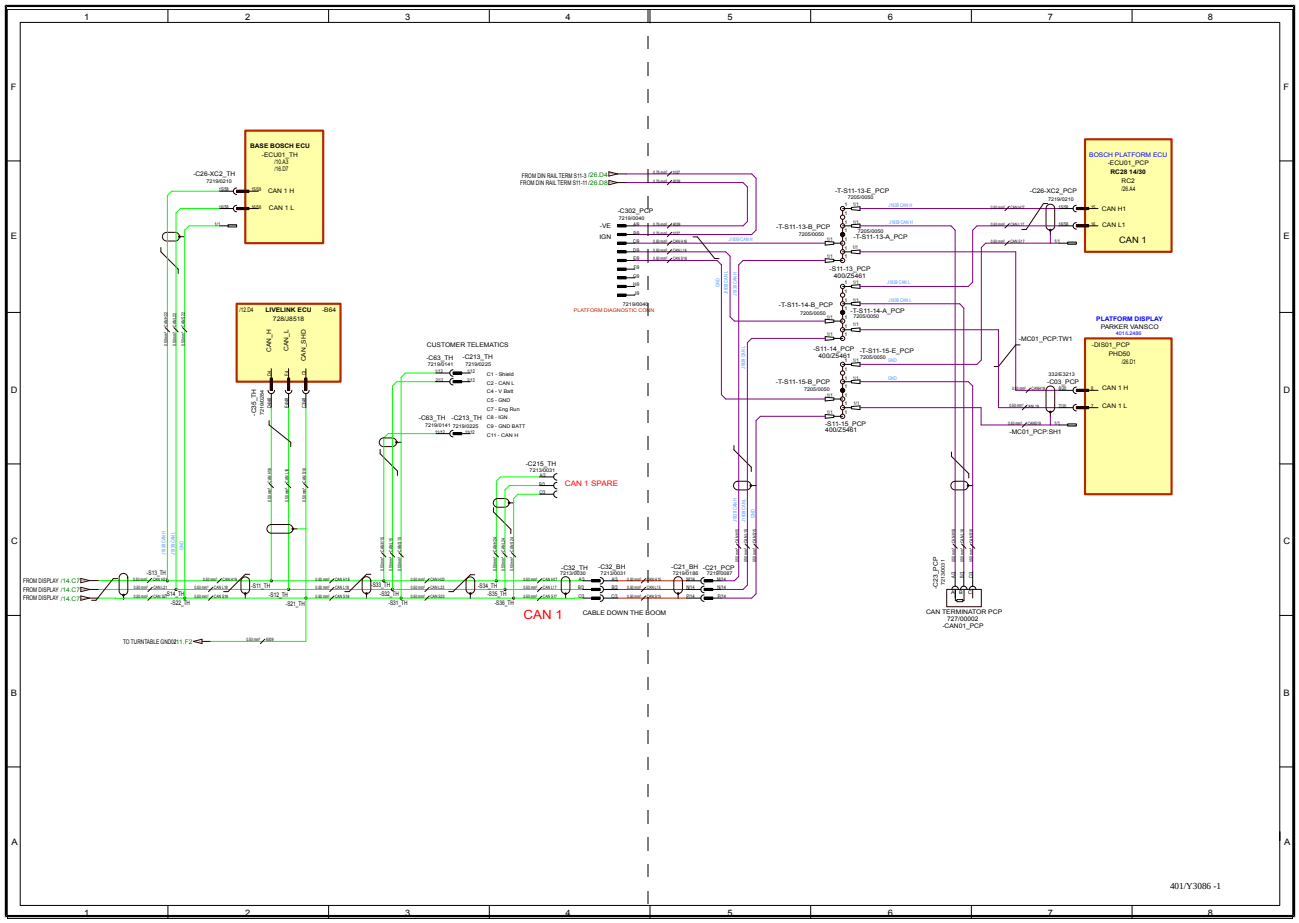

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Figure 179. (Part 1 of 2)

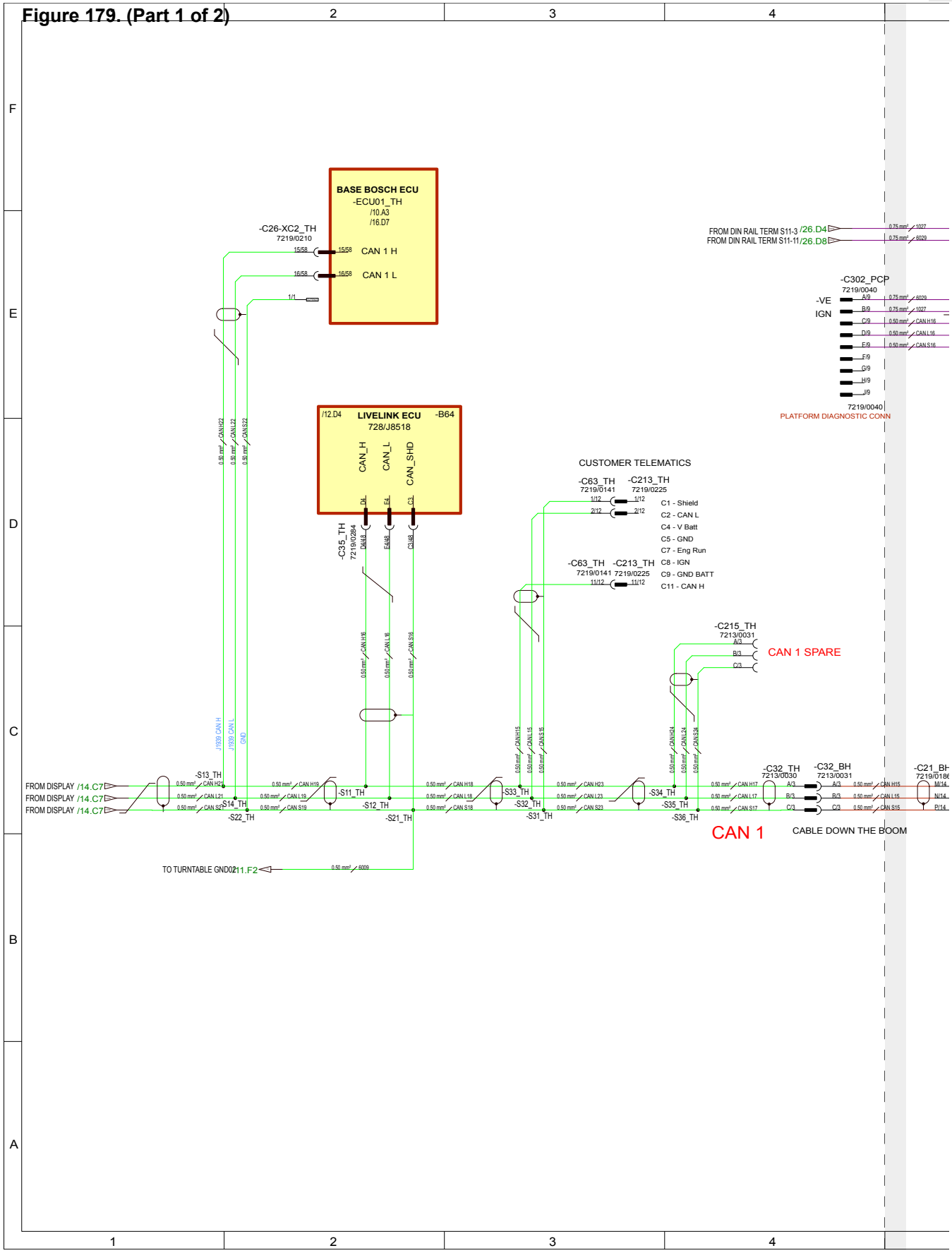

Figure 179. (Part 2 of 2)

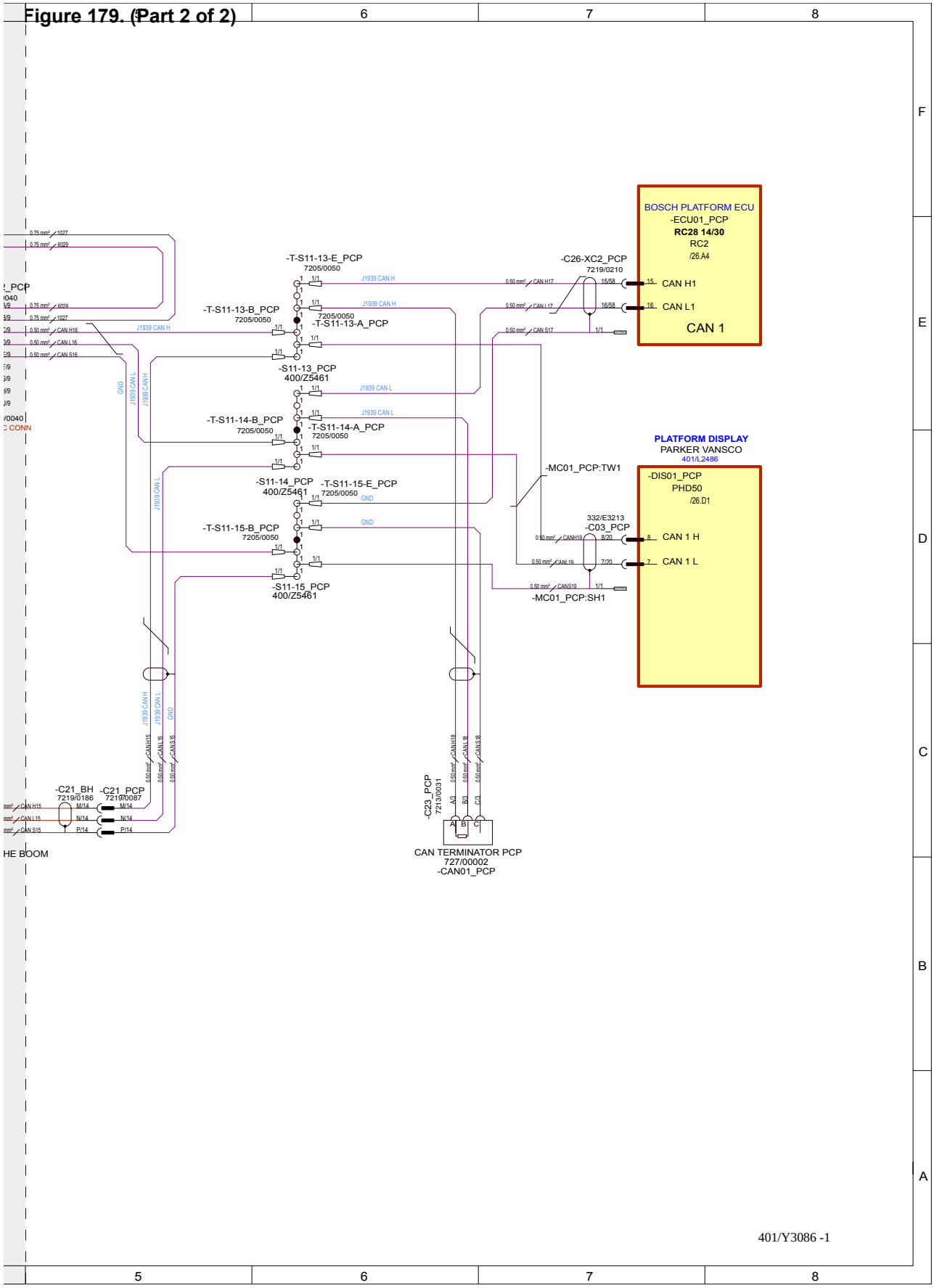

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Figure 180. 401/Y3086 Issue -1
(Sheet 16 of 29) - CAN 2 Network

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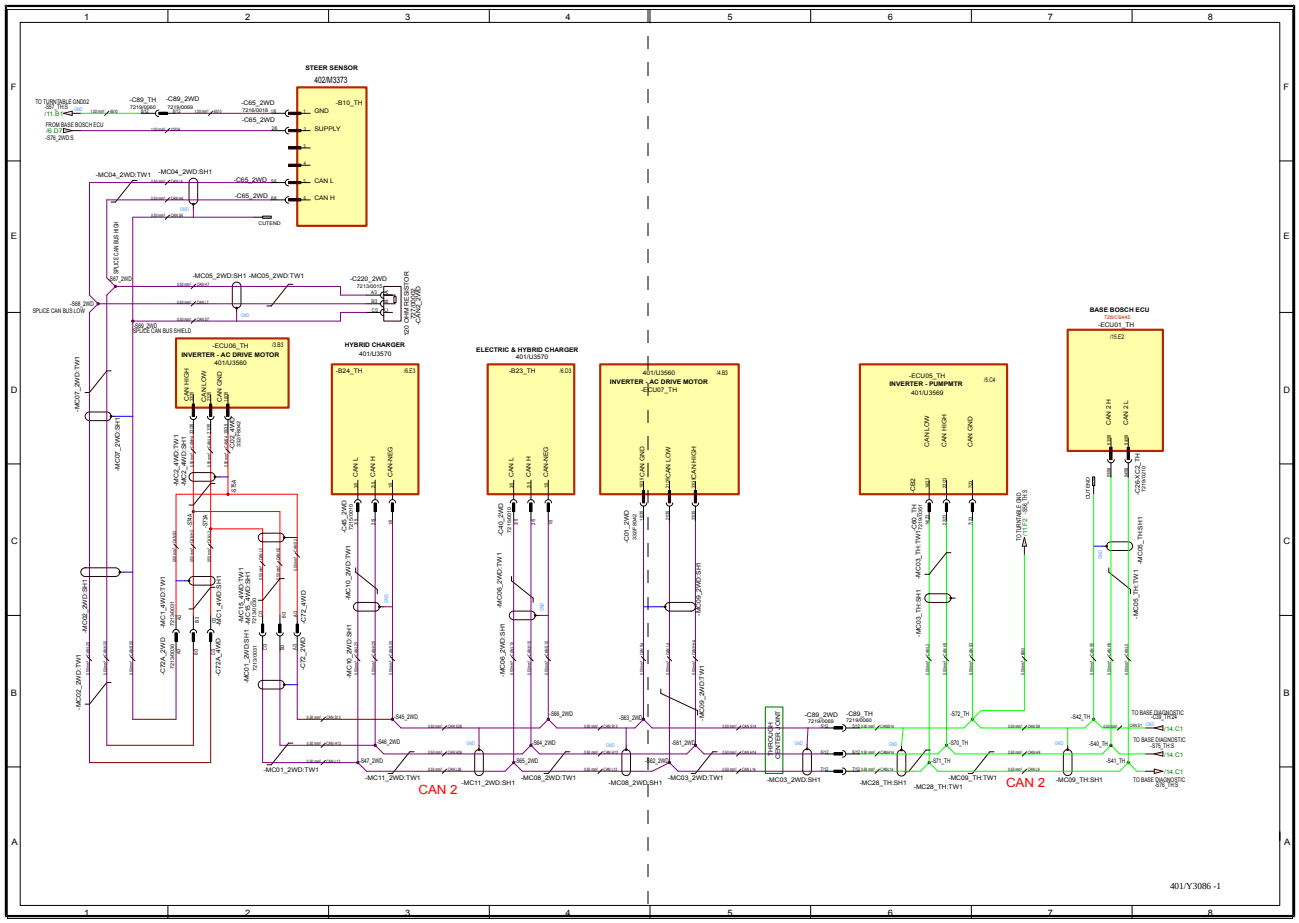

Figure 180. (Part 1 of 2)

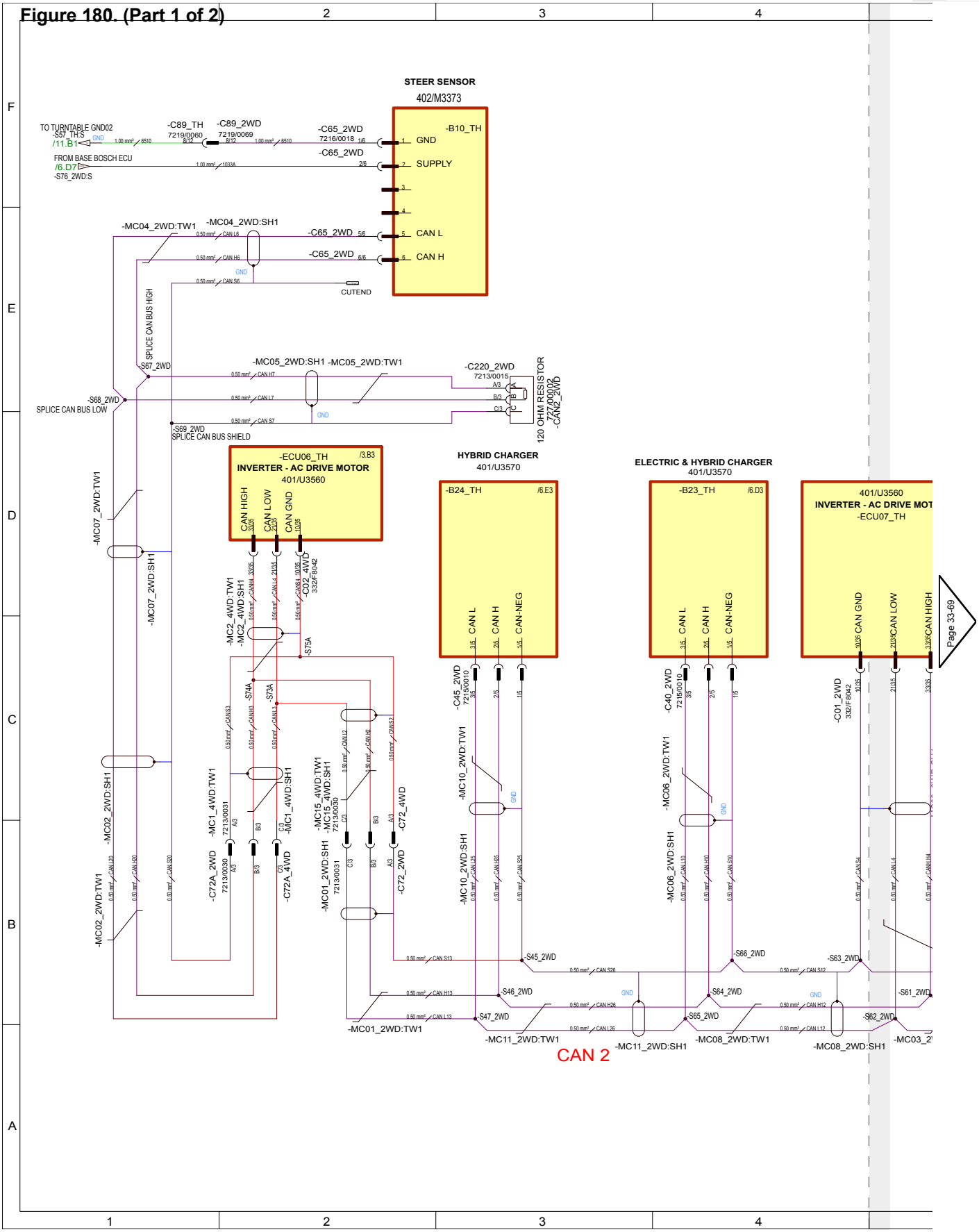

Figure 180. (Part 2 of 2)

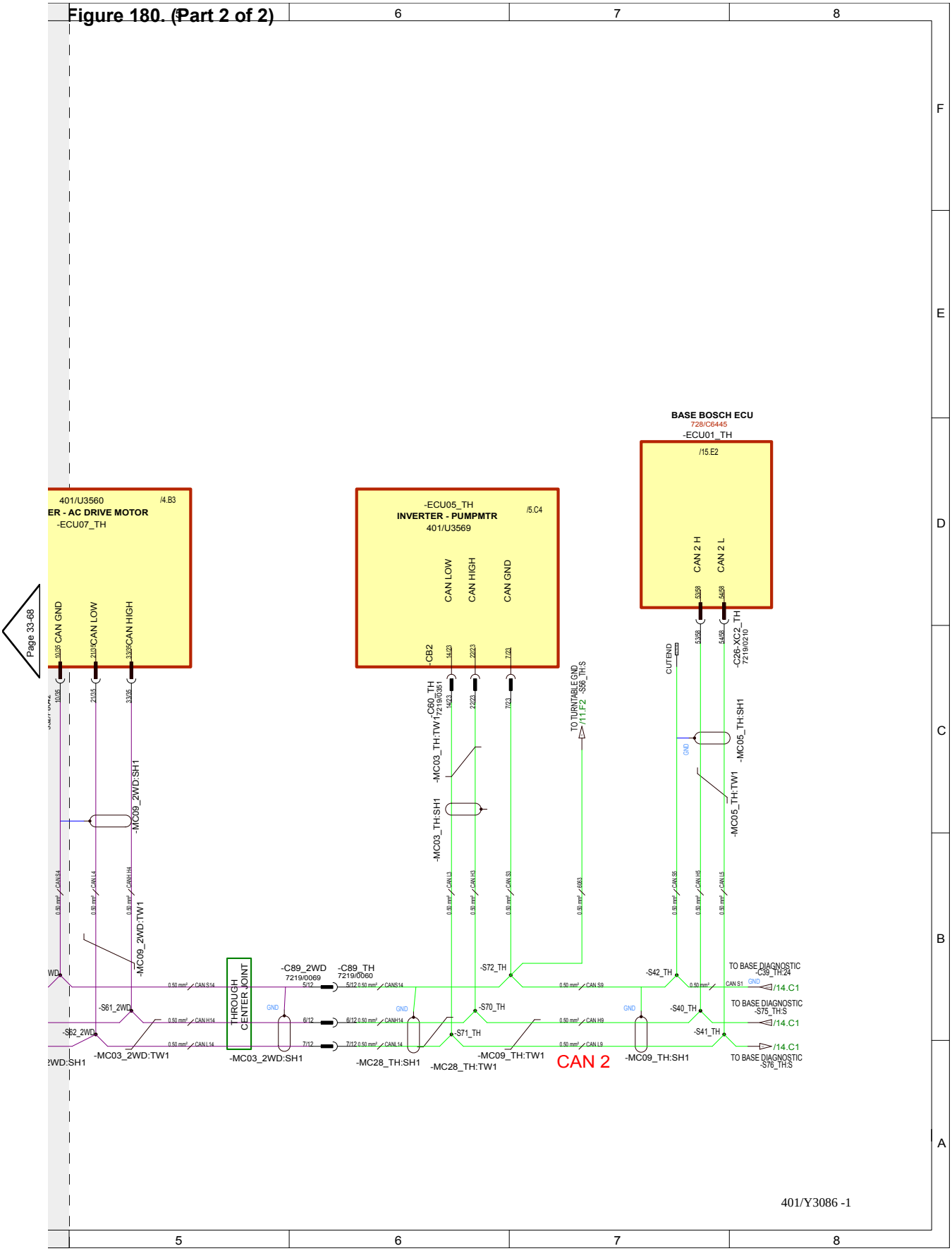

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Figure 181. 401/Y3086 Issue -1 (Sheet 17 of 29) - 230V AC EU- Hybrid

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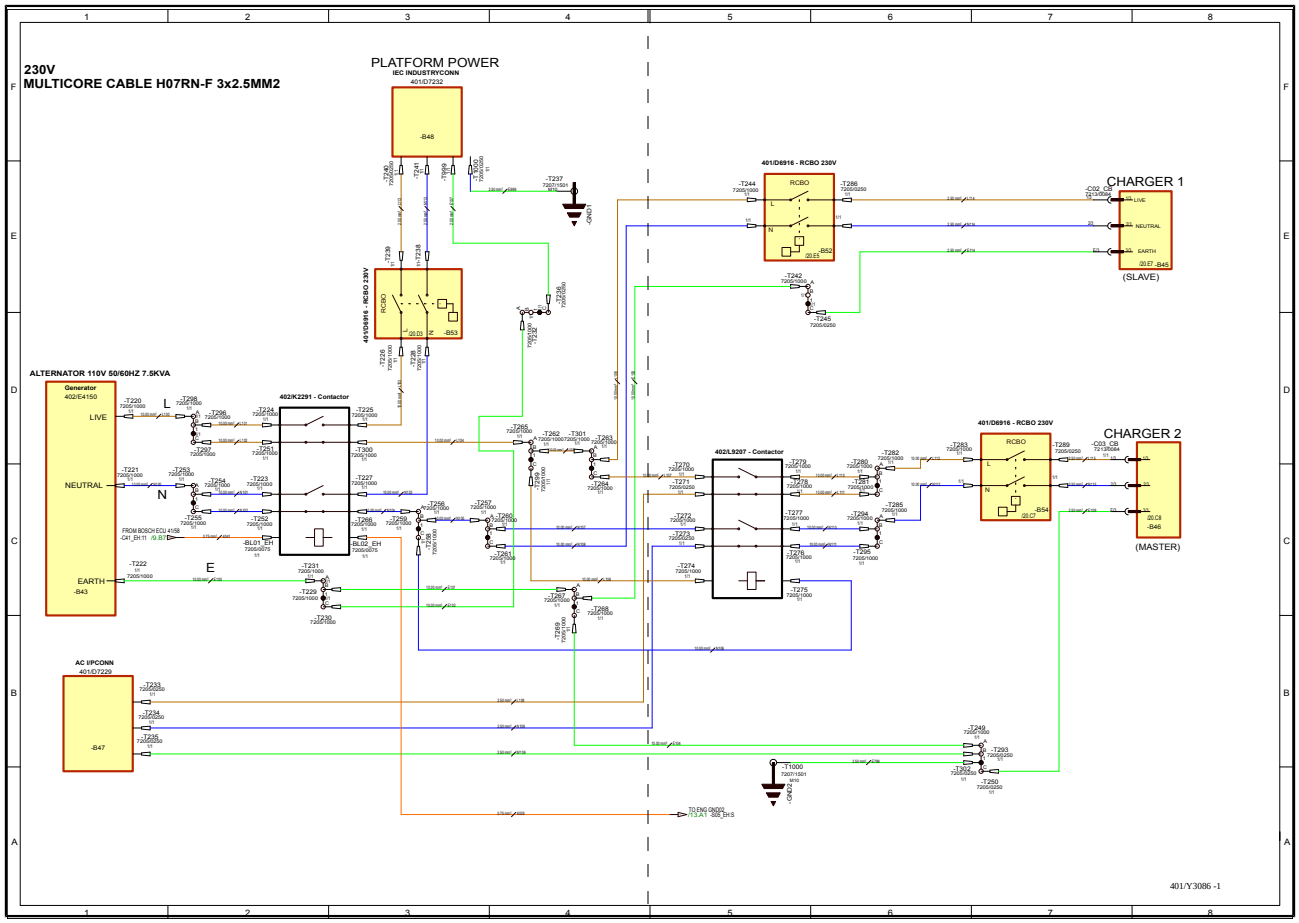

Figure 181. (Part 1 of 2)

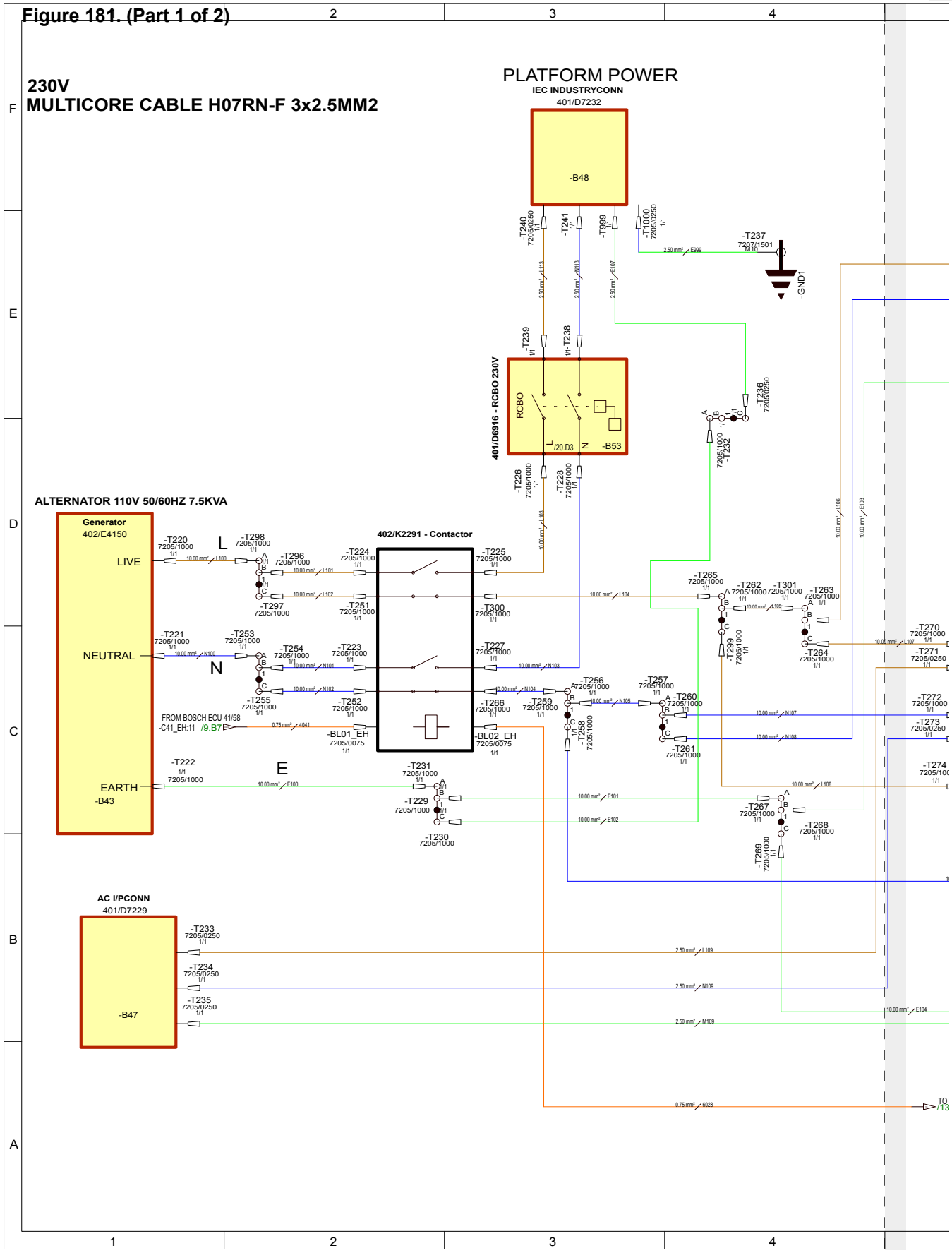

Figure 181. (Part 2 of 2)

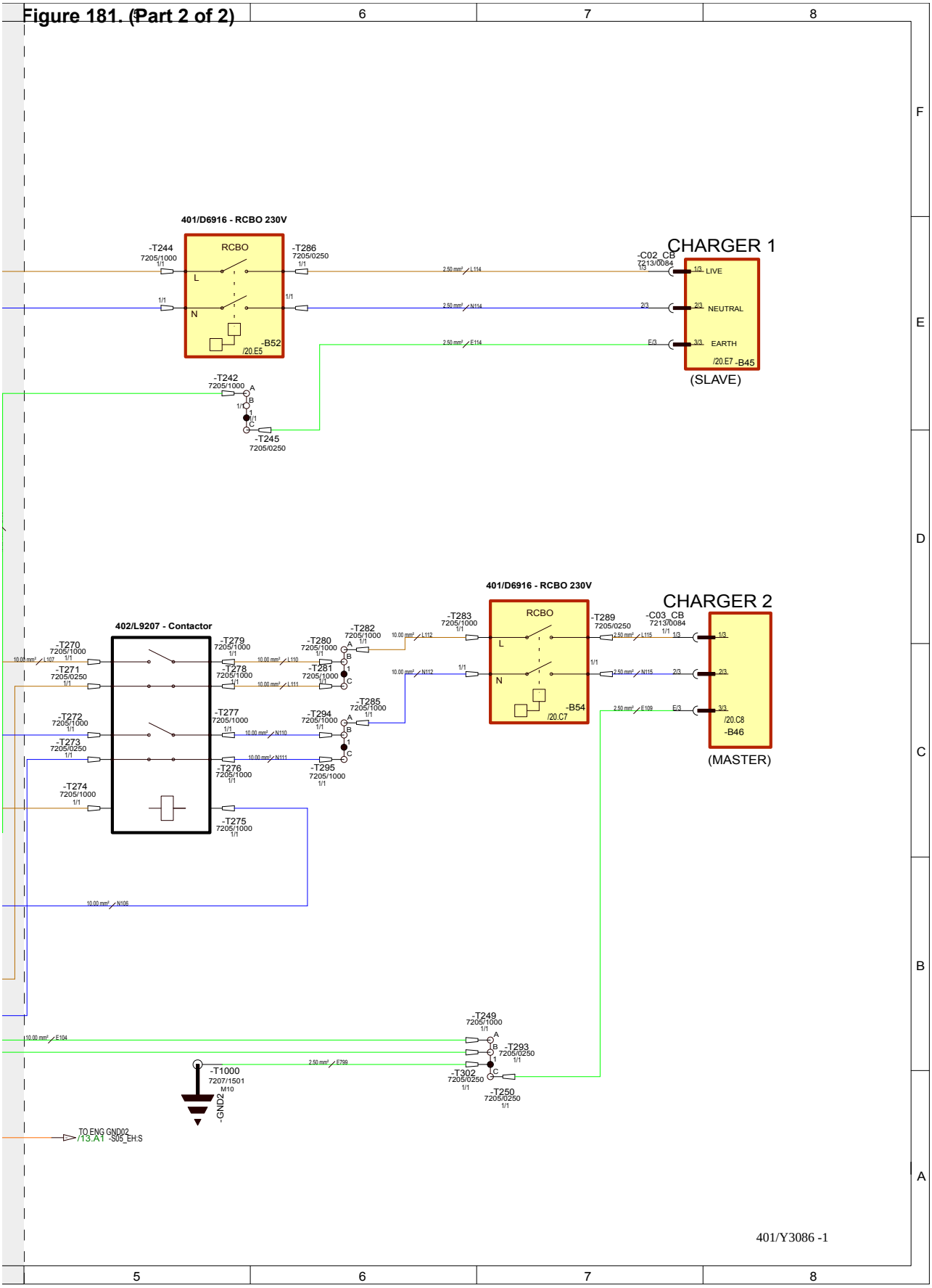

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Figure 182. 401/Y3086 Issue -1 (Sheet 18 of 29) - 110V AC UK- Hybrid

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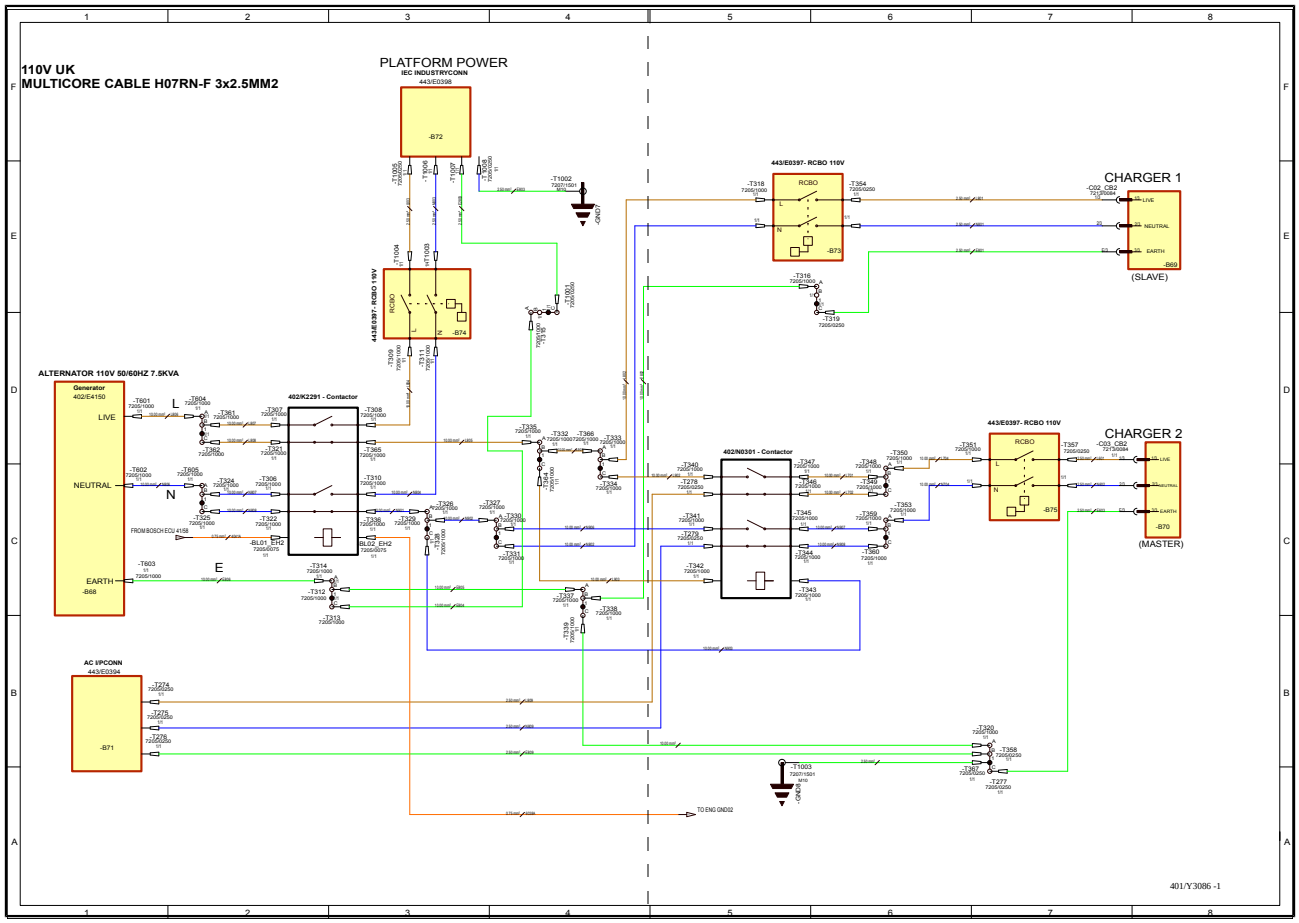

Figure 182. (Part 1 of 2)

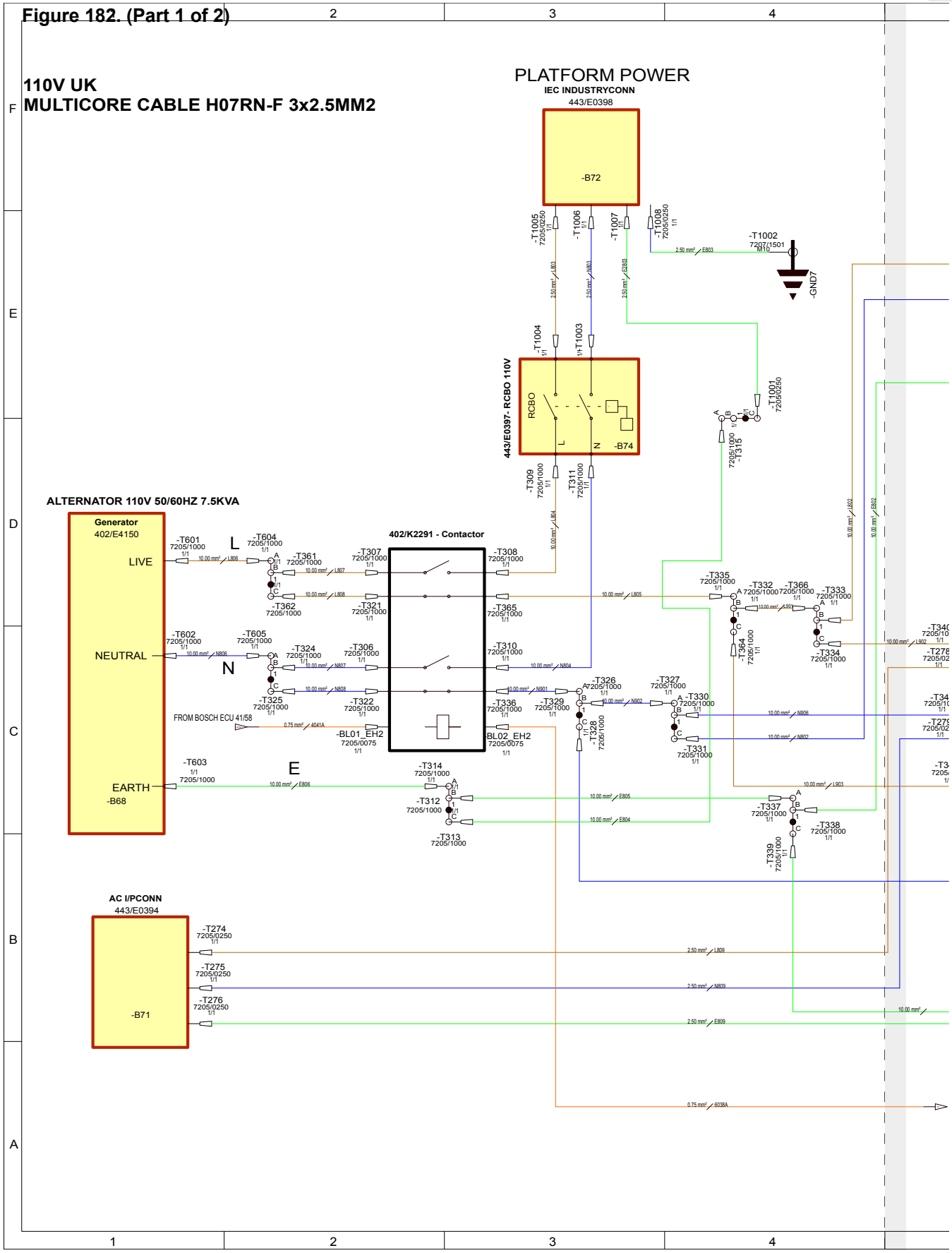

Figure 182. (Part 2 of 2)

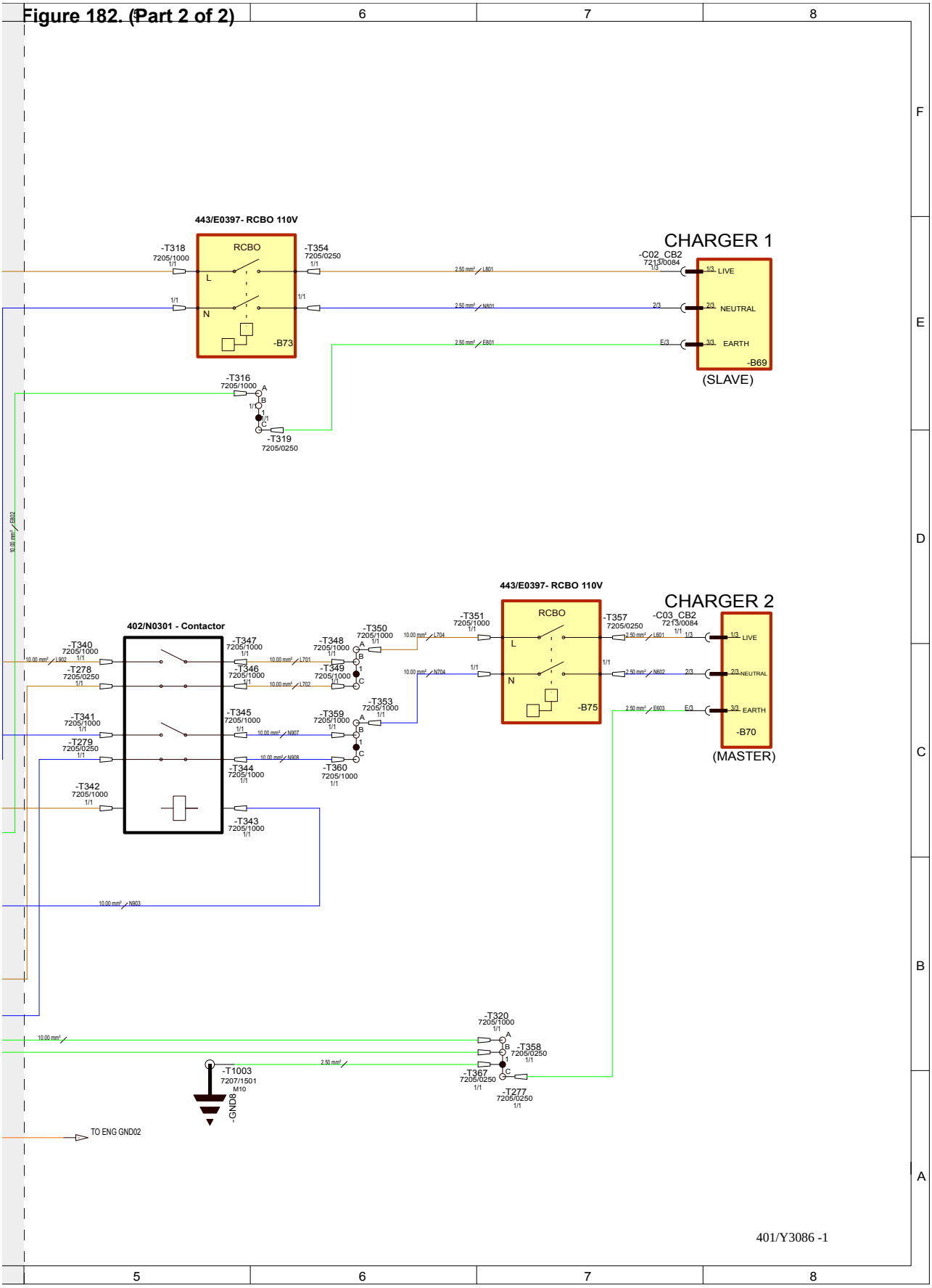

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Figure 183. 401/Y3086 Issue -1 (Sheet 19 of 29) - 110V AC USA- Hybrid

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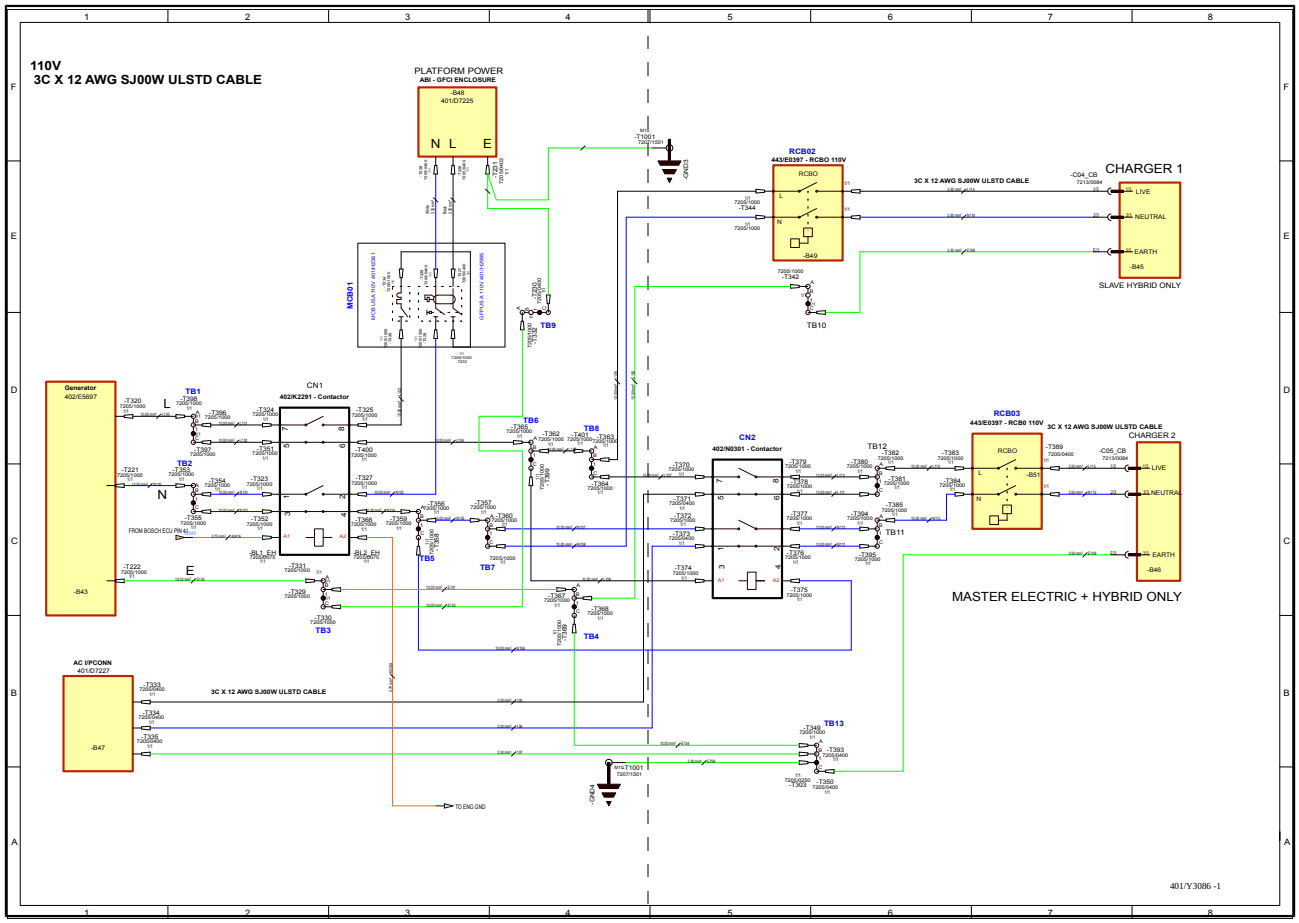

Figure 183. (Part 1 of 2)

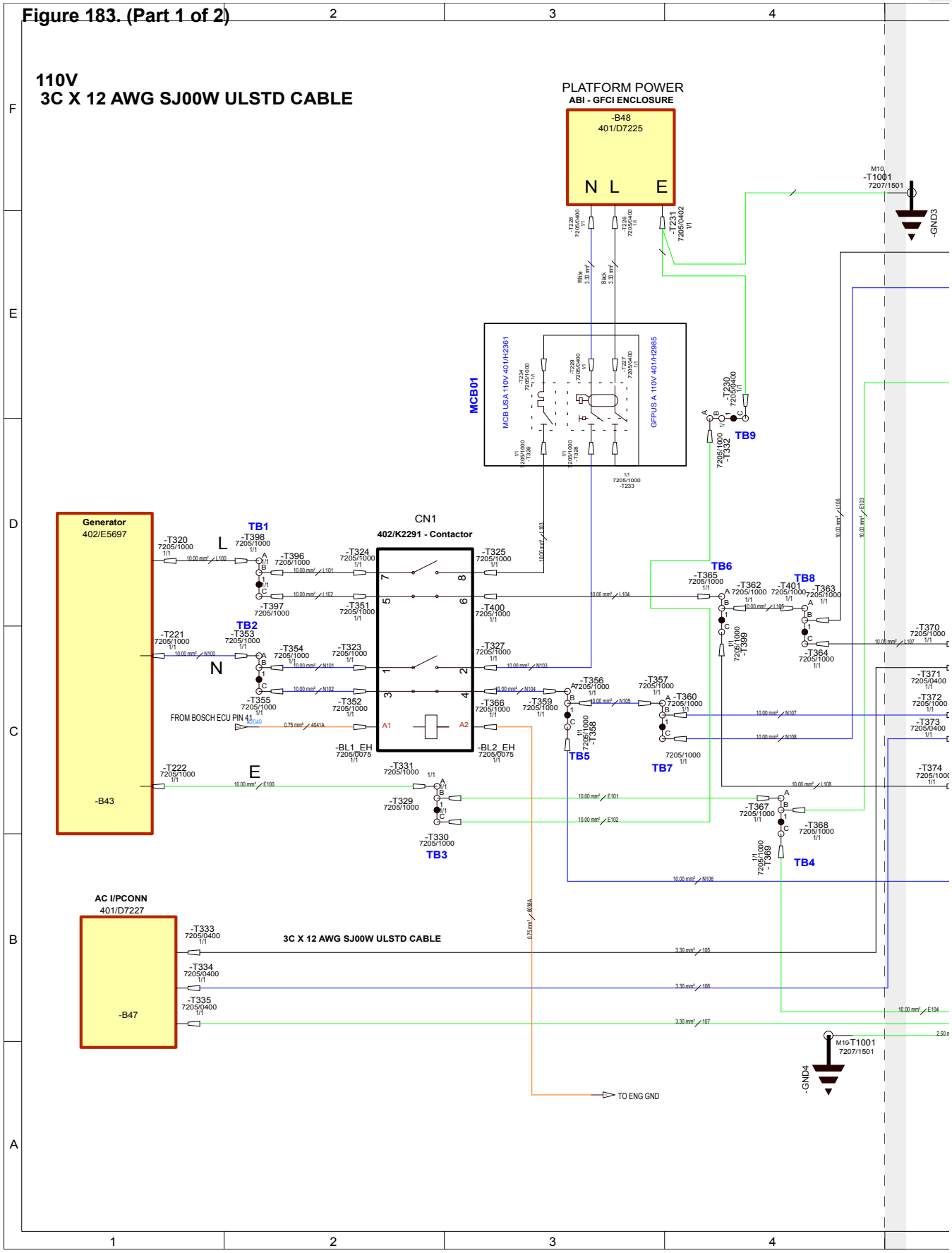

Figure 183. (Part 2 of 2)

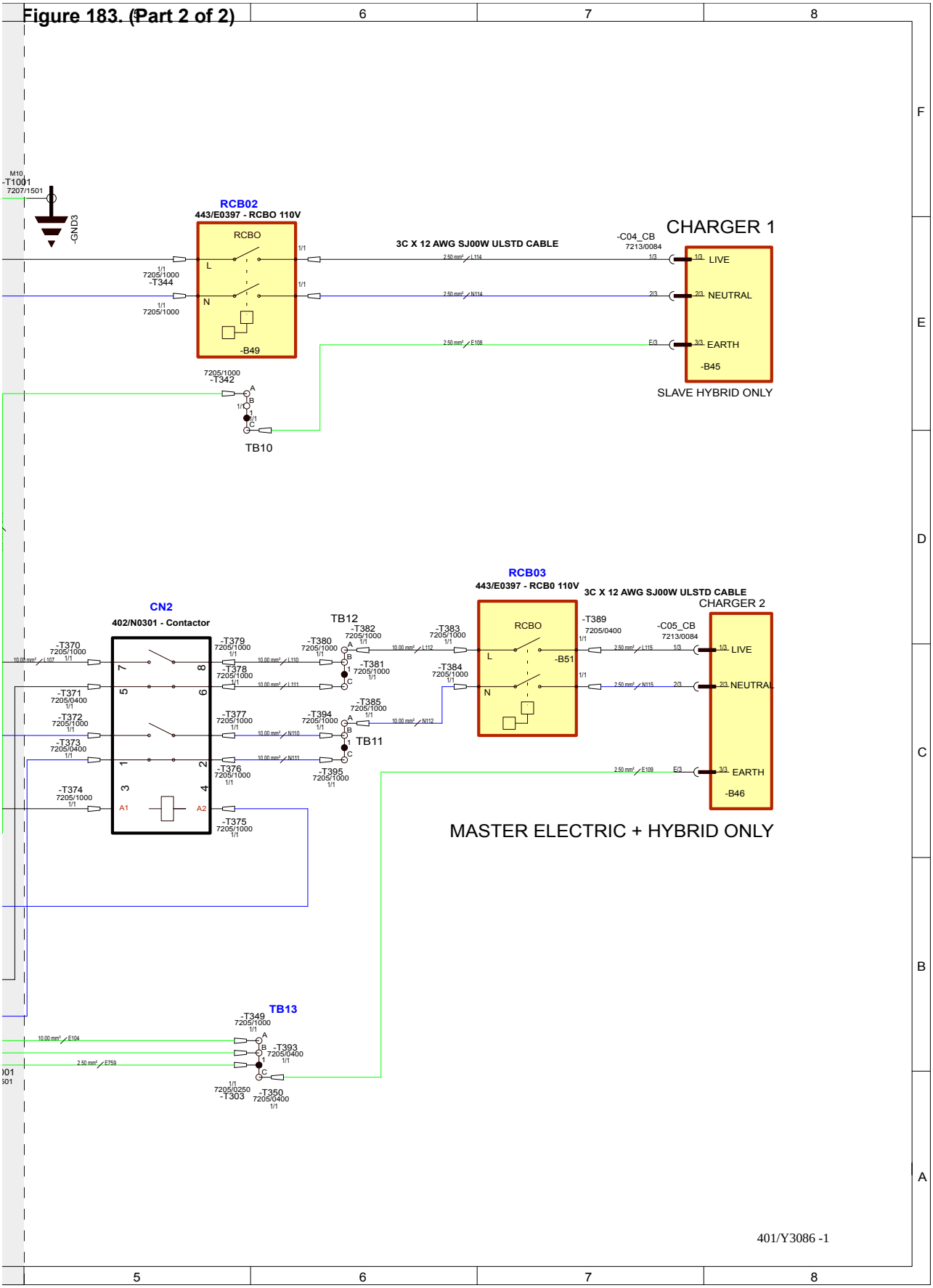

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Figure 184. 401/Y3086 Issue -1 (Sheet 20 of 29) - 230V Power to - Hybrid

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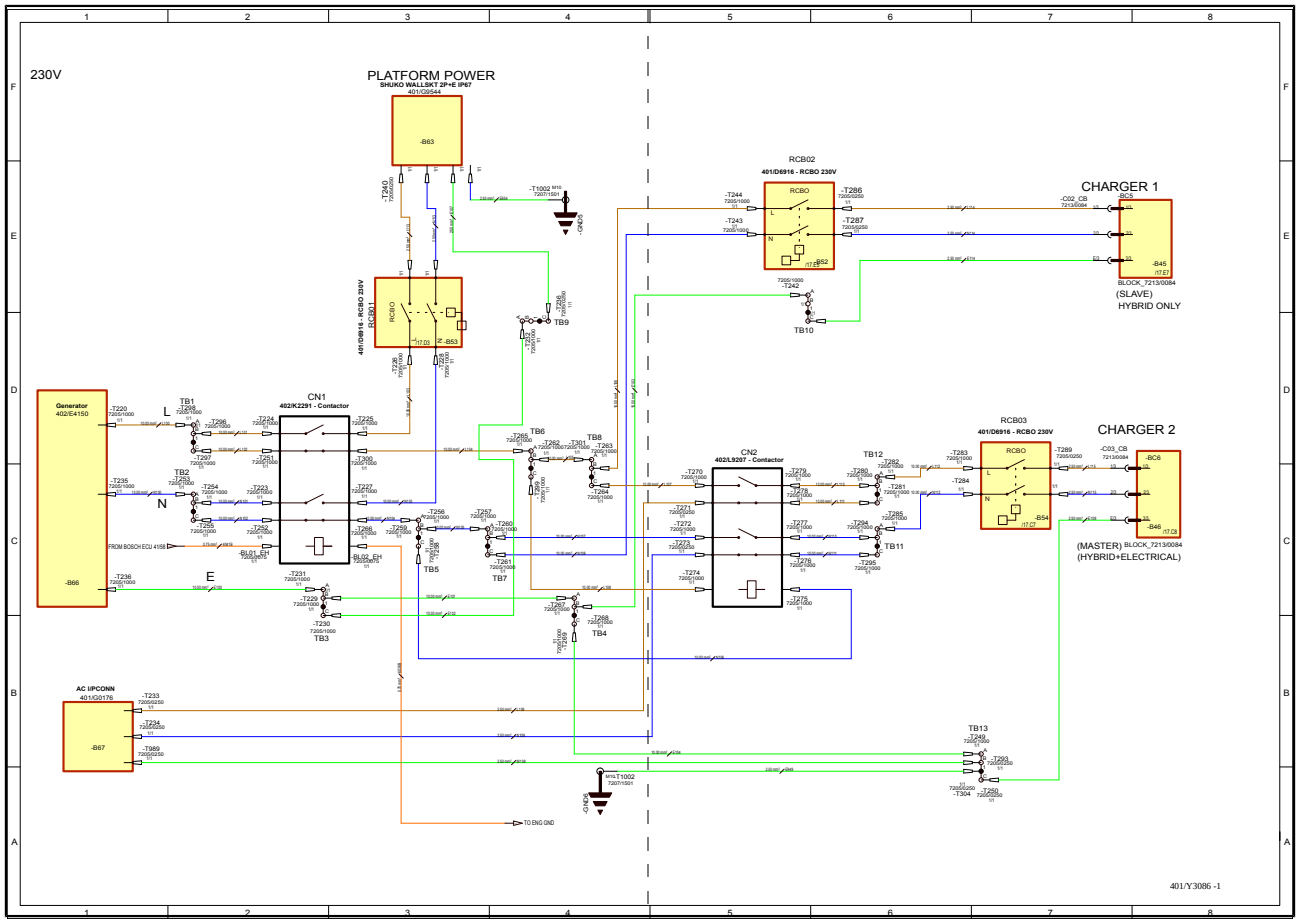

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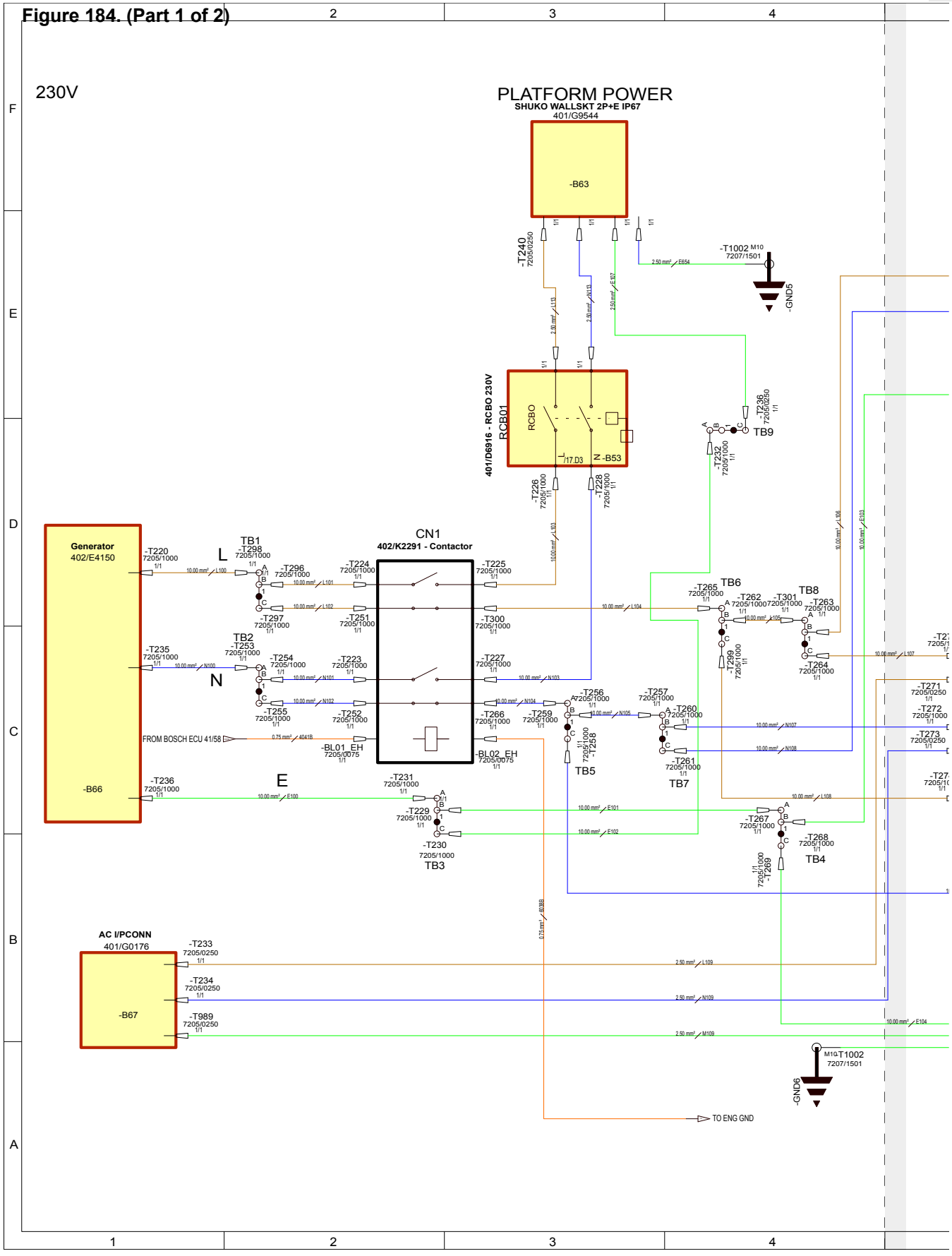

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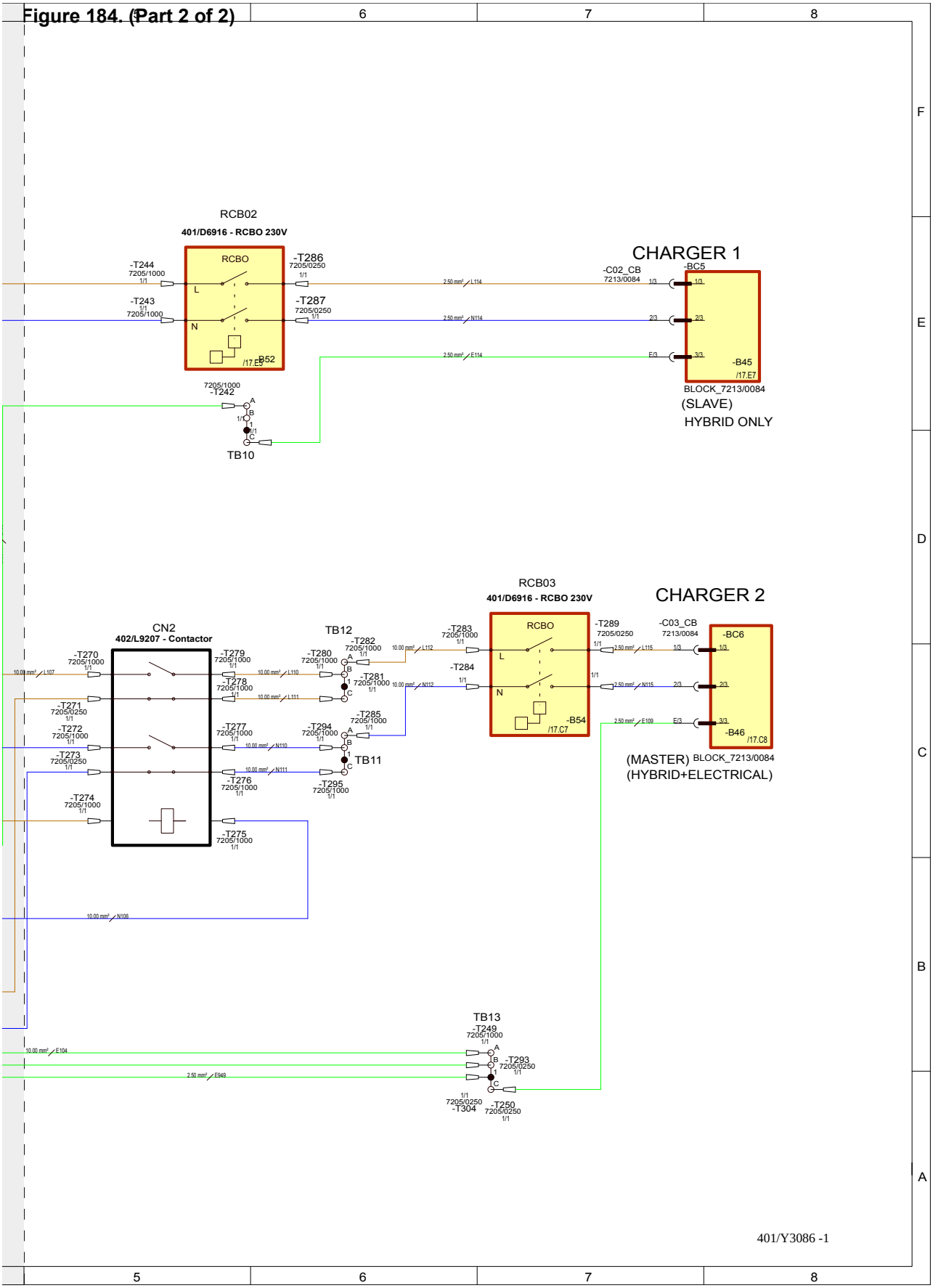

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Figure 185. 401/Y3086 Issue -1 (Sheet 21 of 29) - AC Power to Platform - Electric

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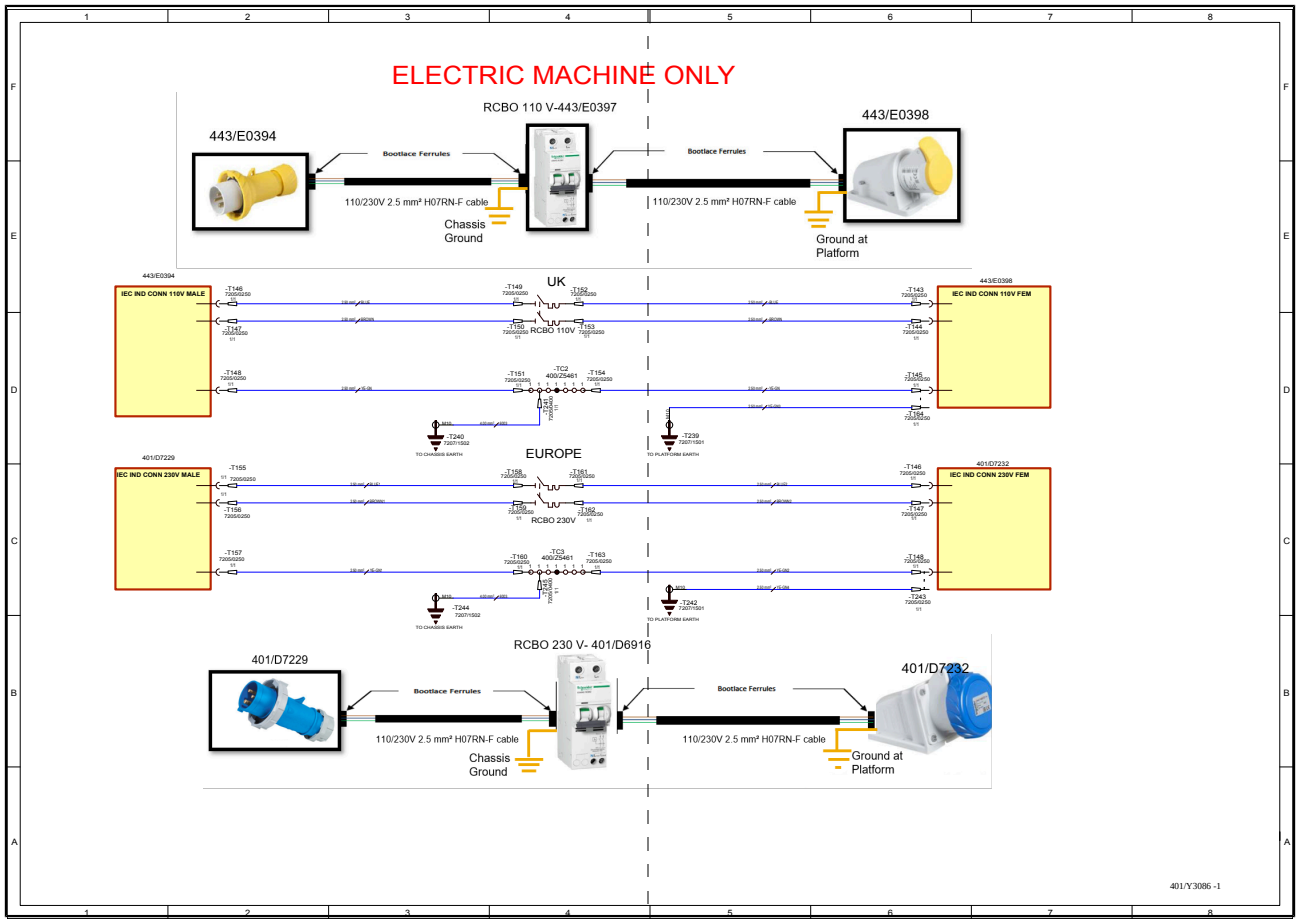

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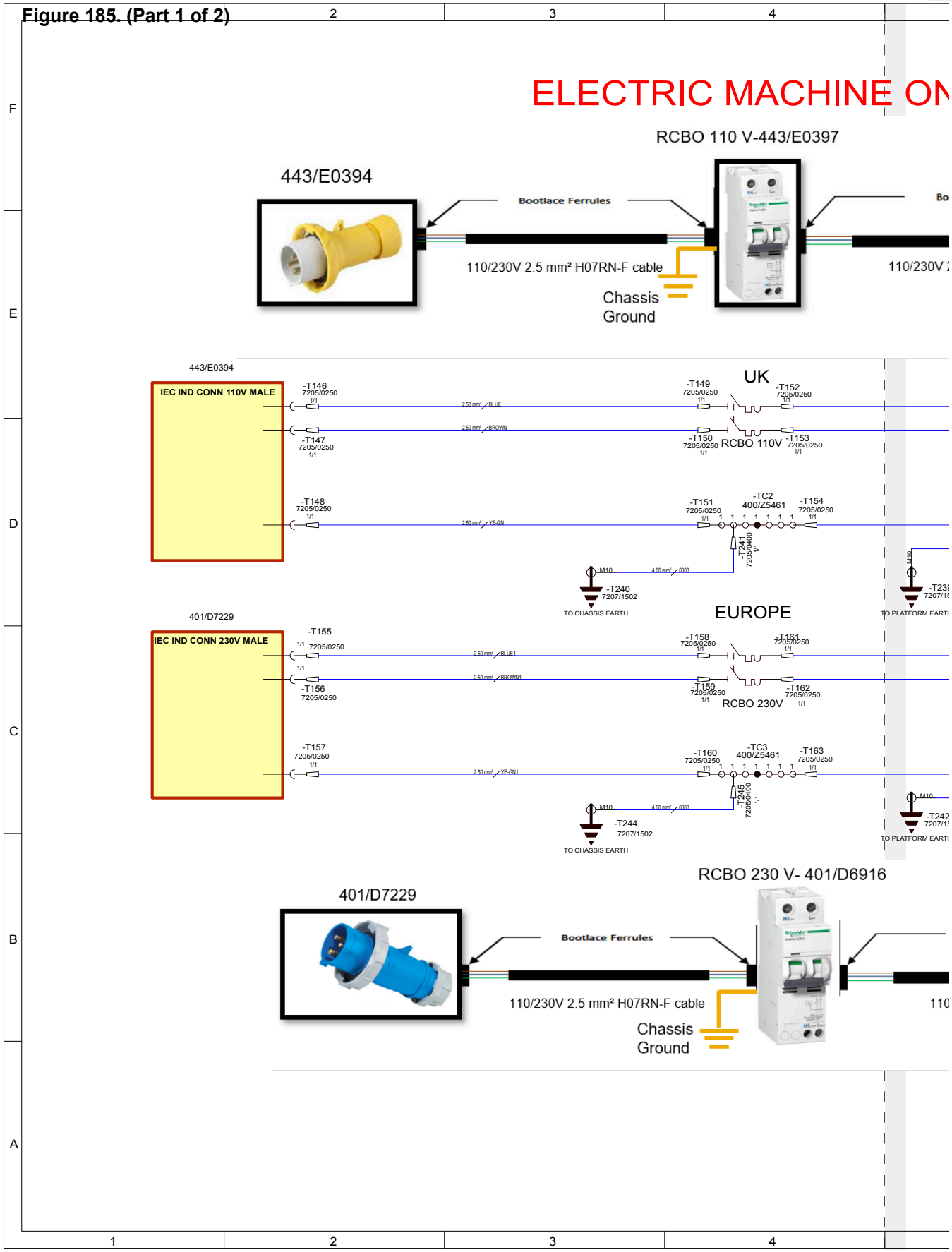

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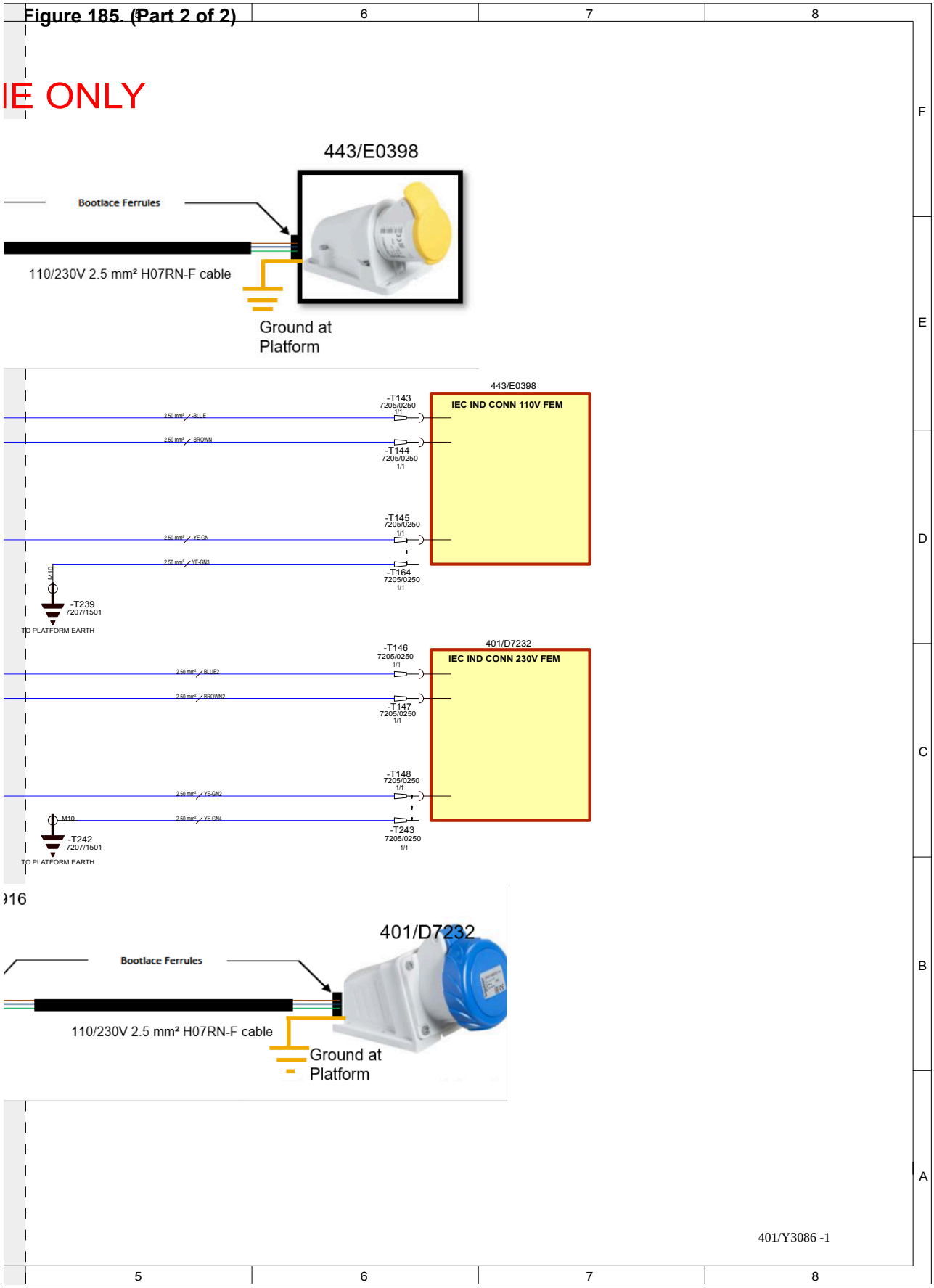

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Figure 186. 401/Y3086 Issue -1 (Sheet 22 of 29) - AC Power to Platform USA

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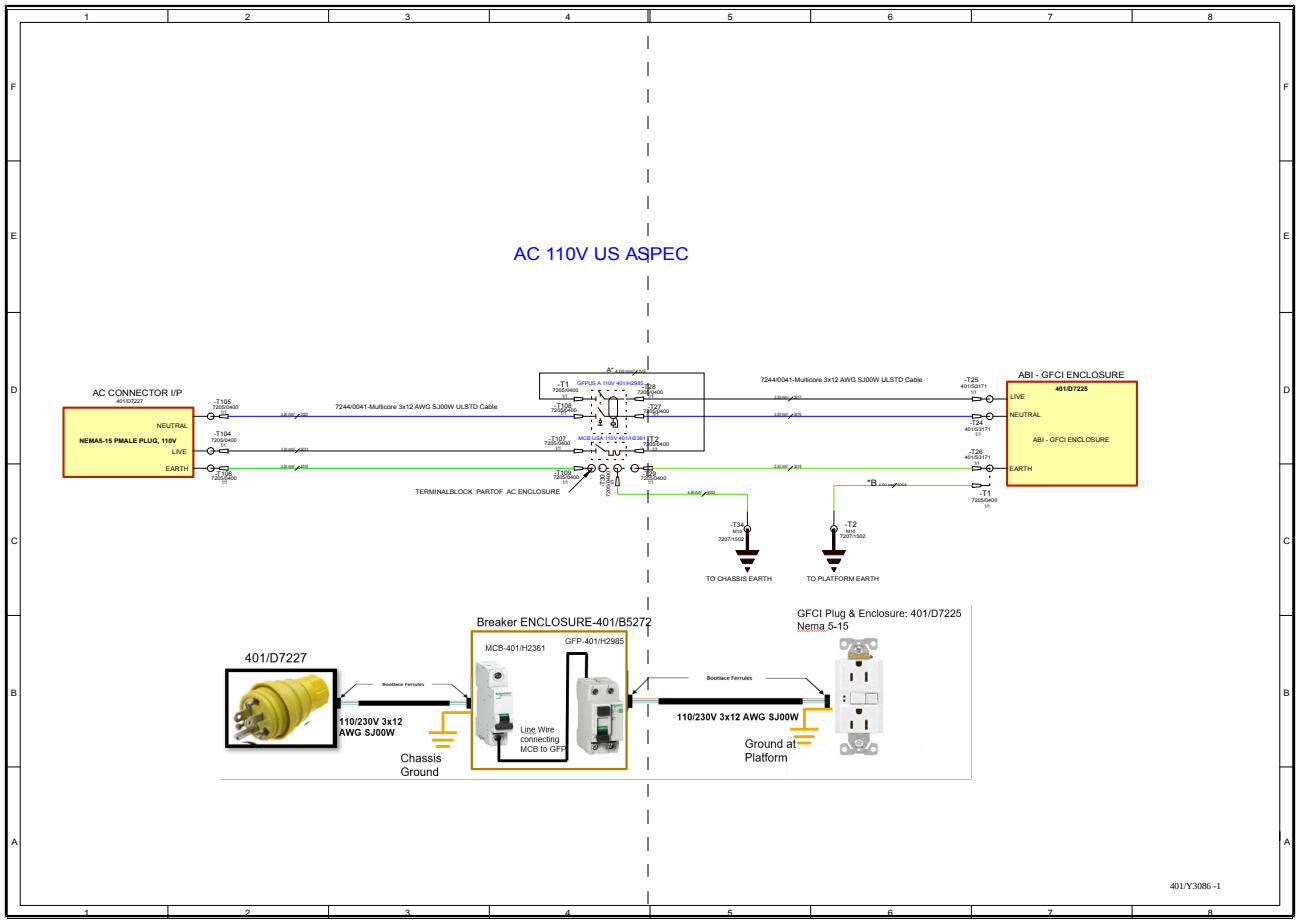
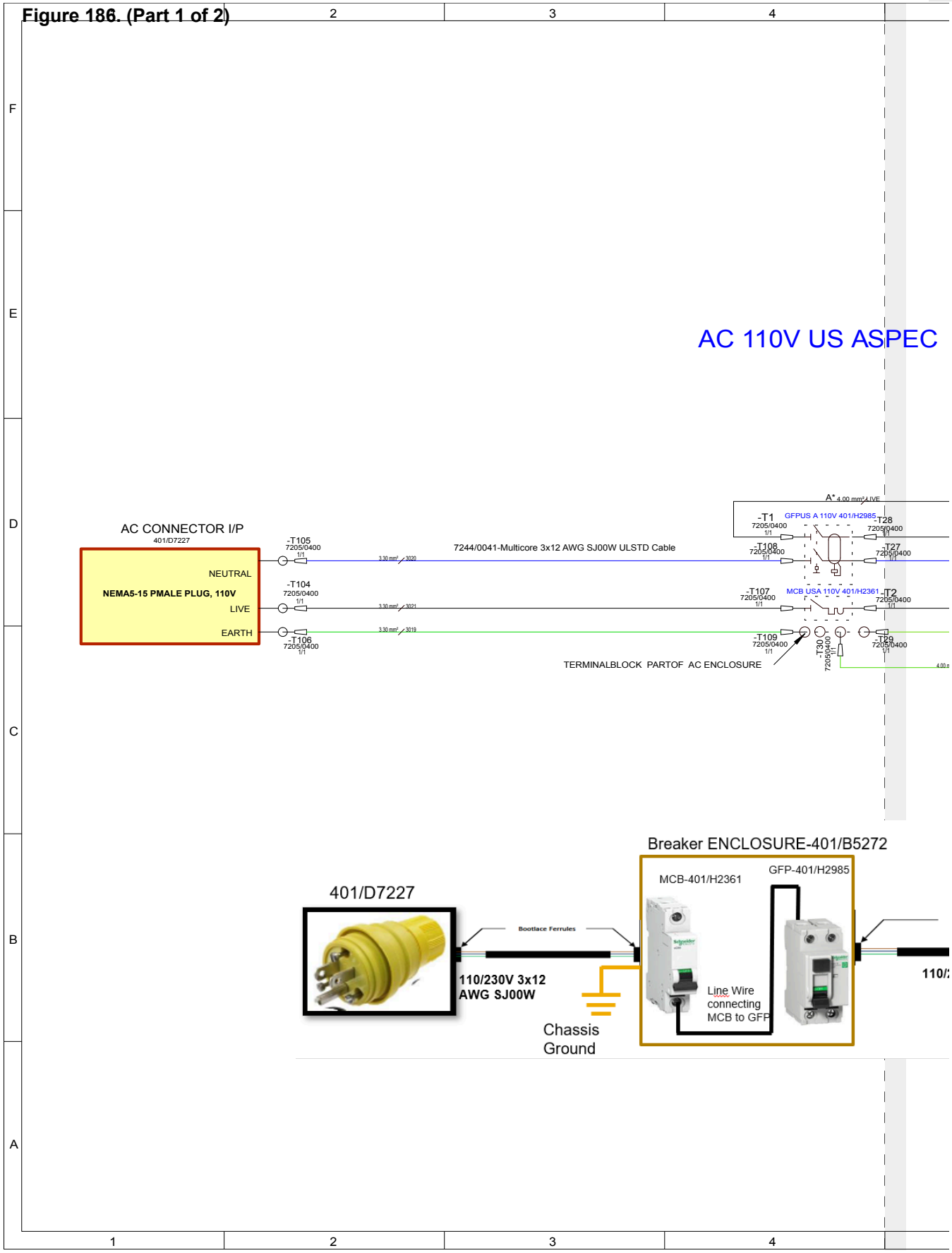


Figure 186. (Part 1 of 2)



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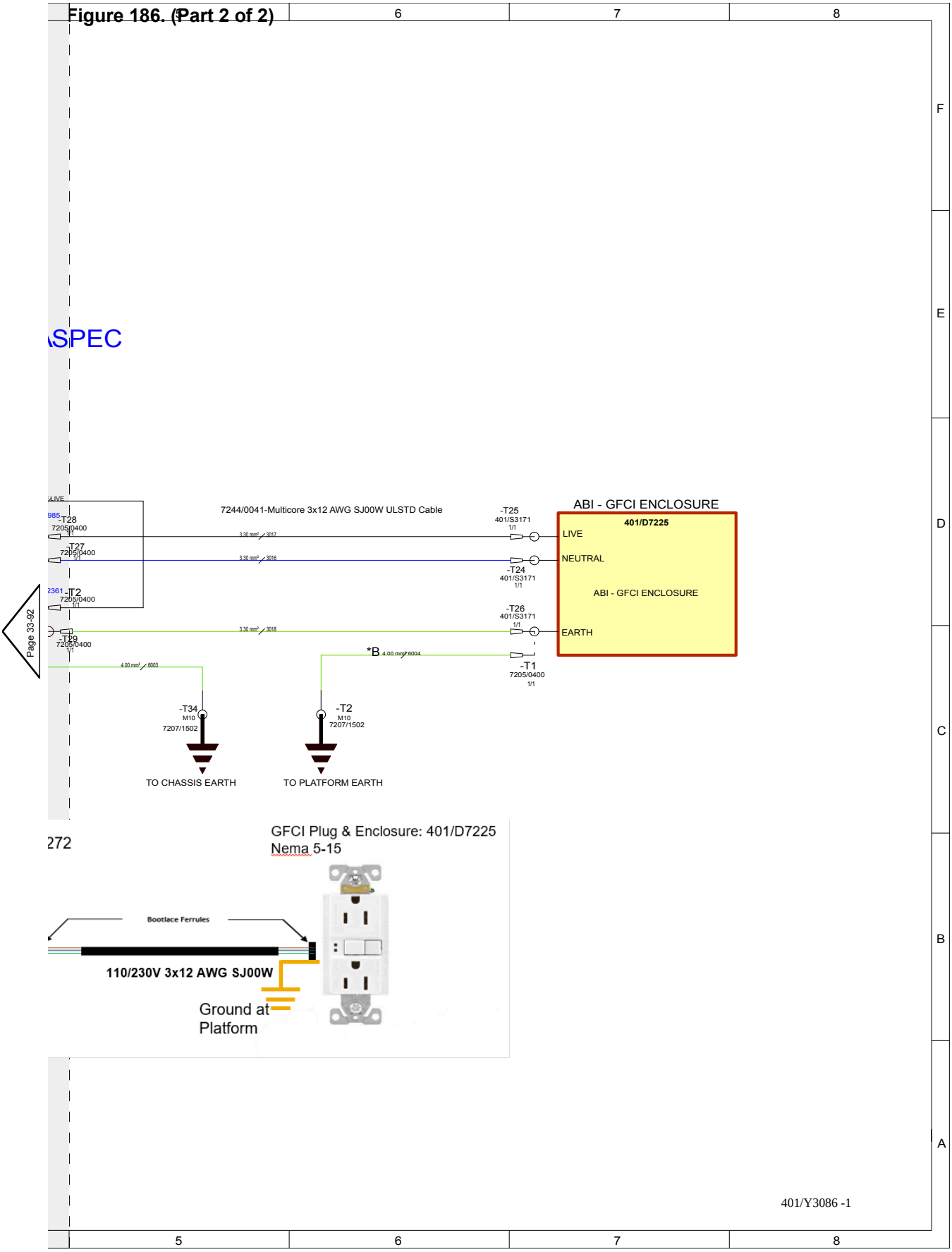

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Figure 187. 401/Y3086 Issue -1 (Sheet 23 of 29) - AC Power to Plat SCHUKO

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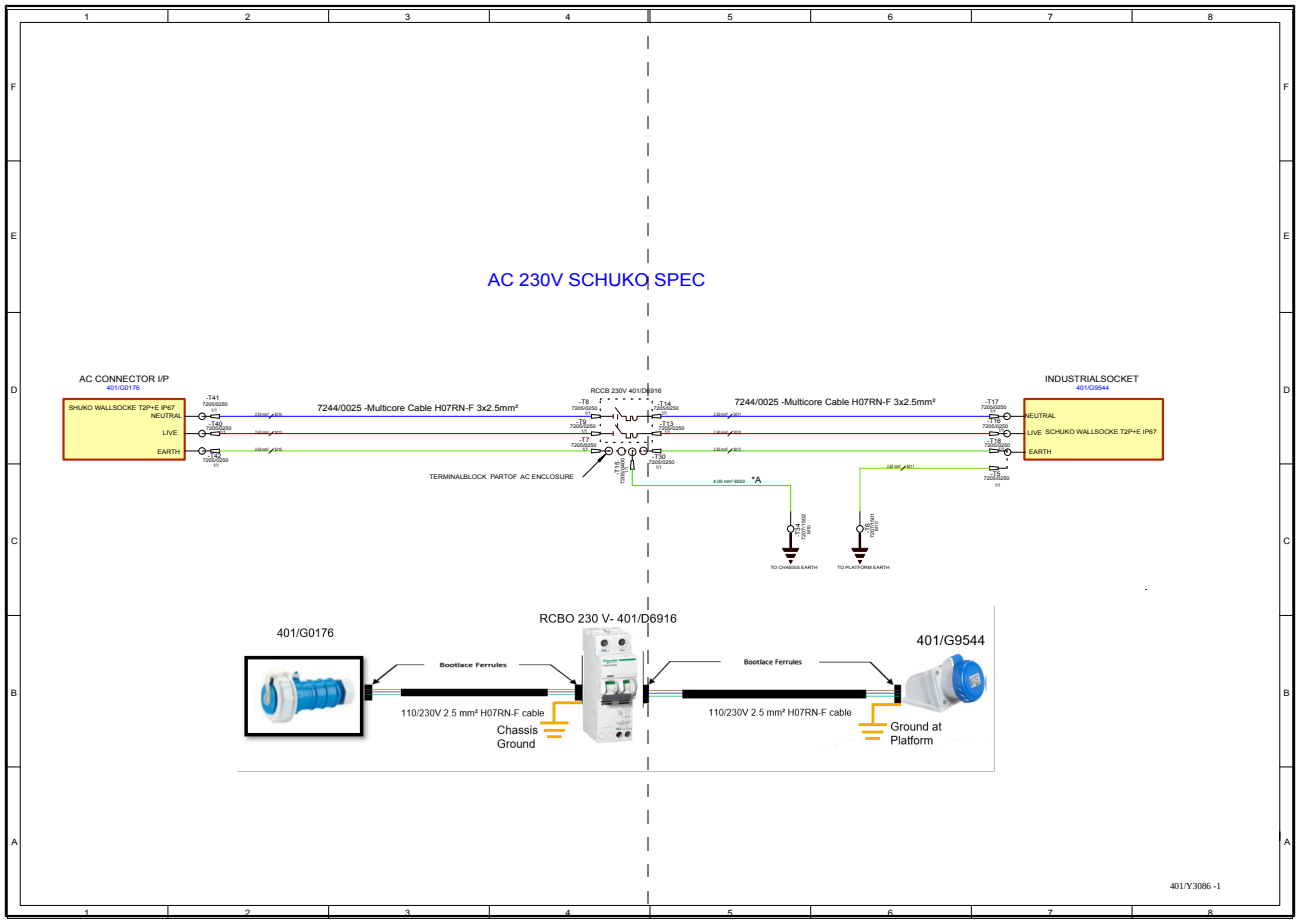

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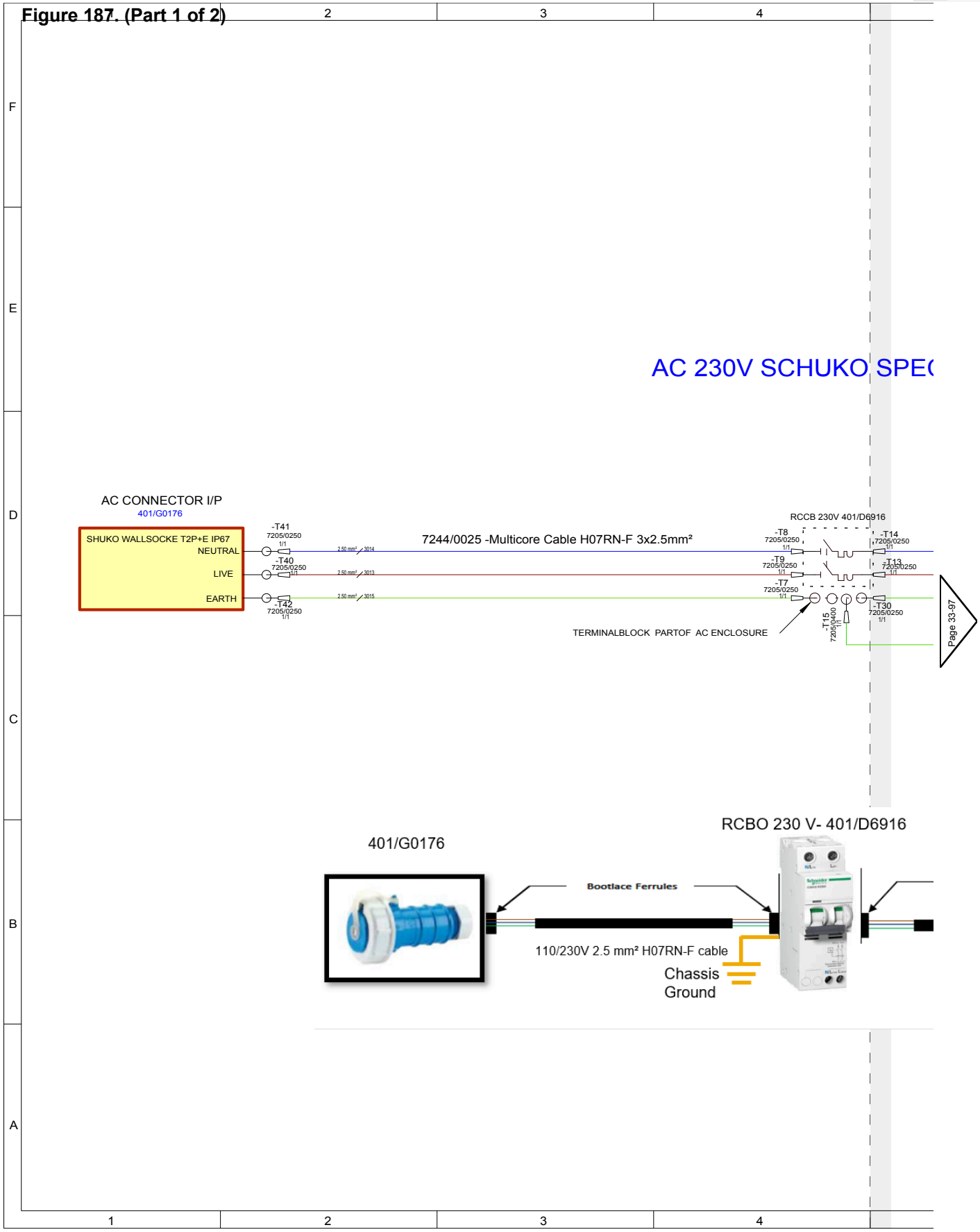

Figure 187. (Part 2 of 2)

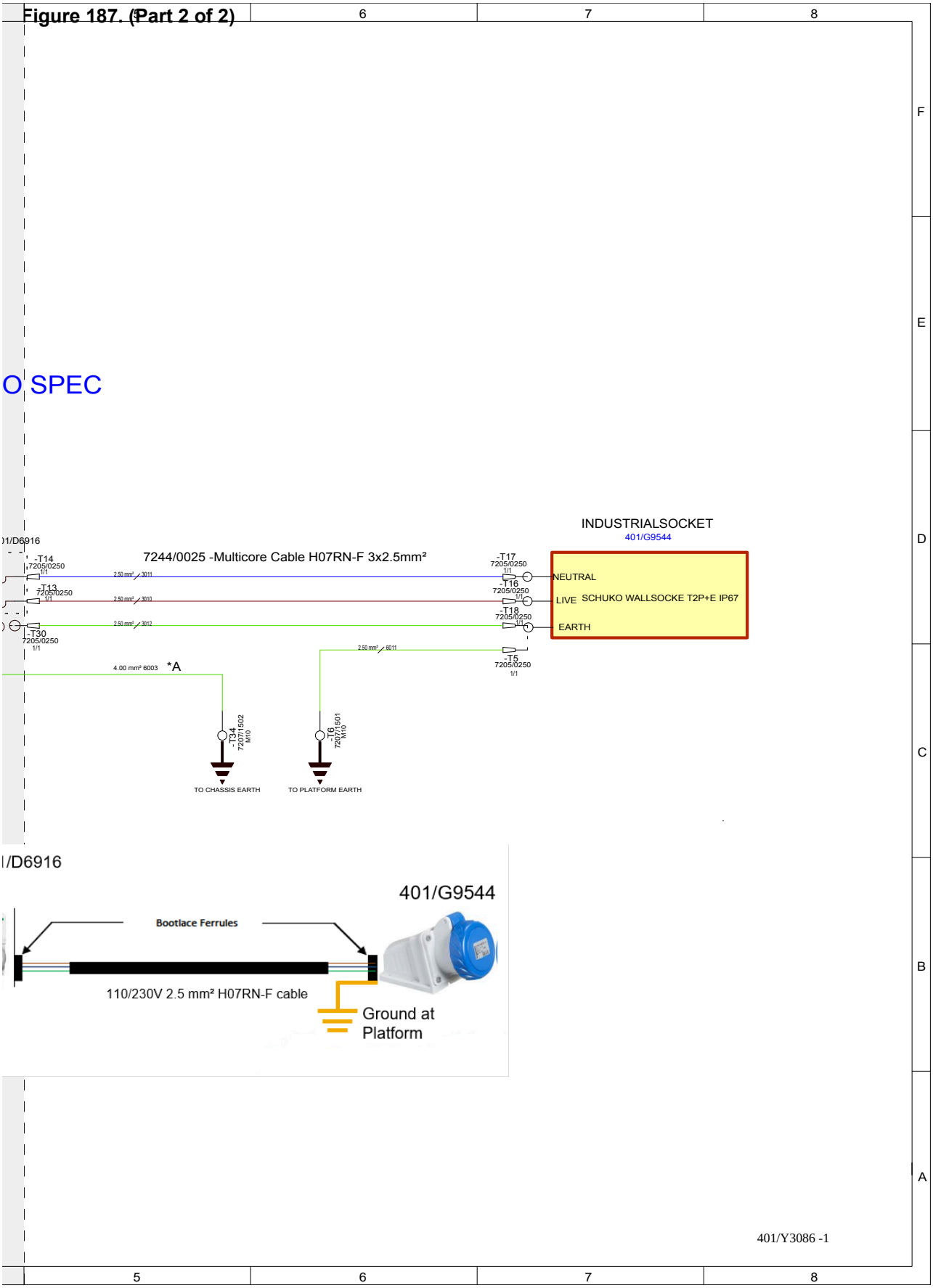

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Figure 188. 401/Y3086 Issue -1 (Sheet 24 of 29) - AC Charger Cable

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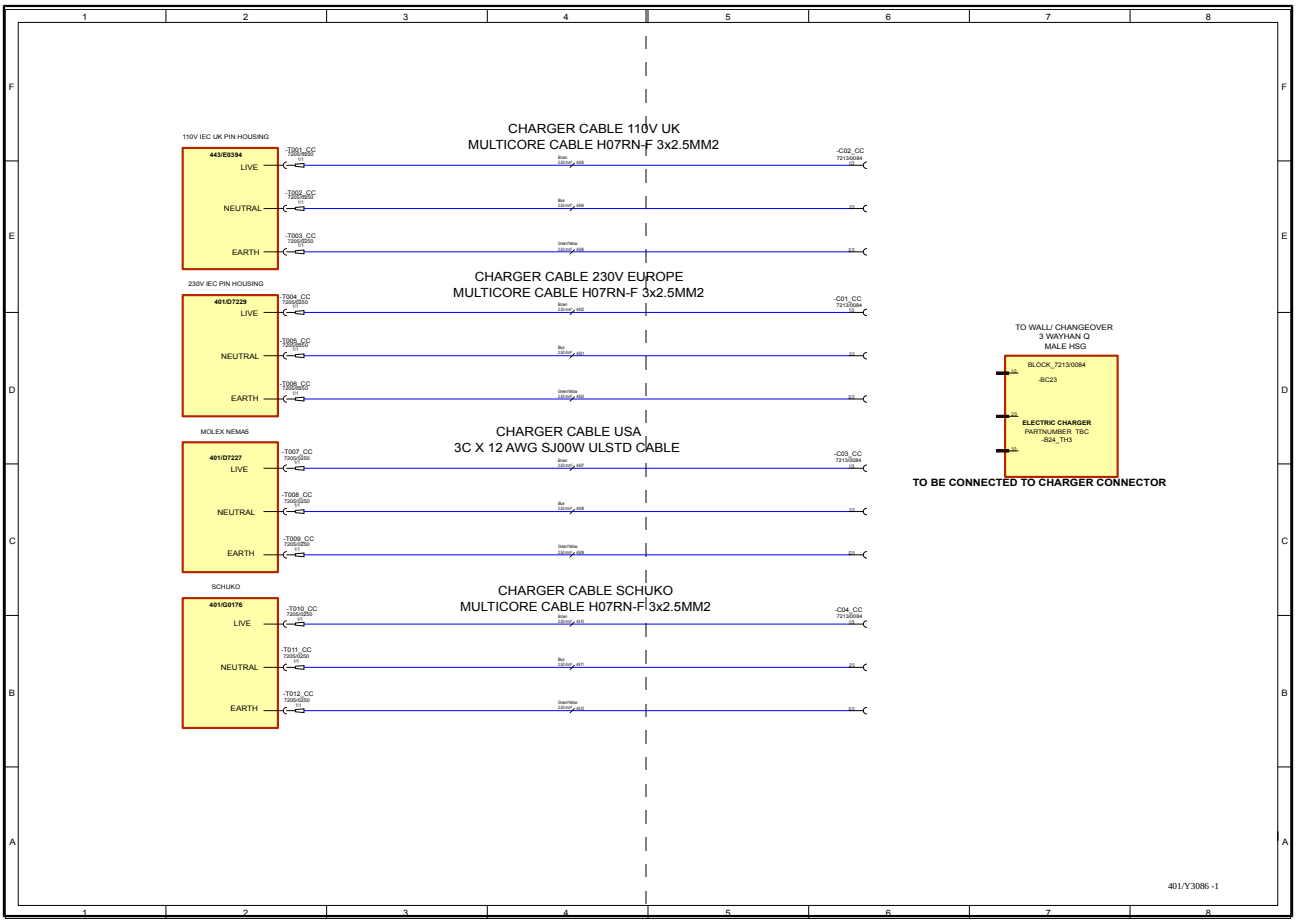

Figure 188. (Part 1 of 2)

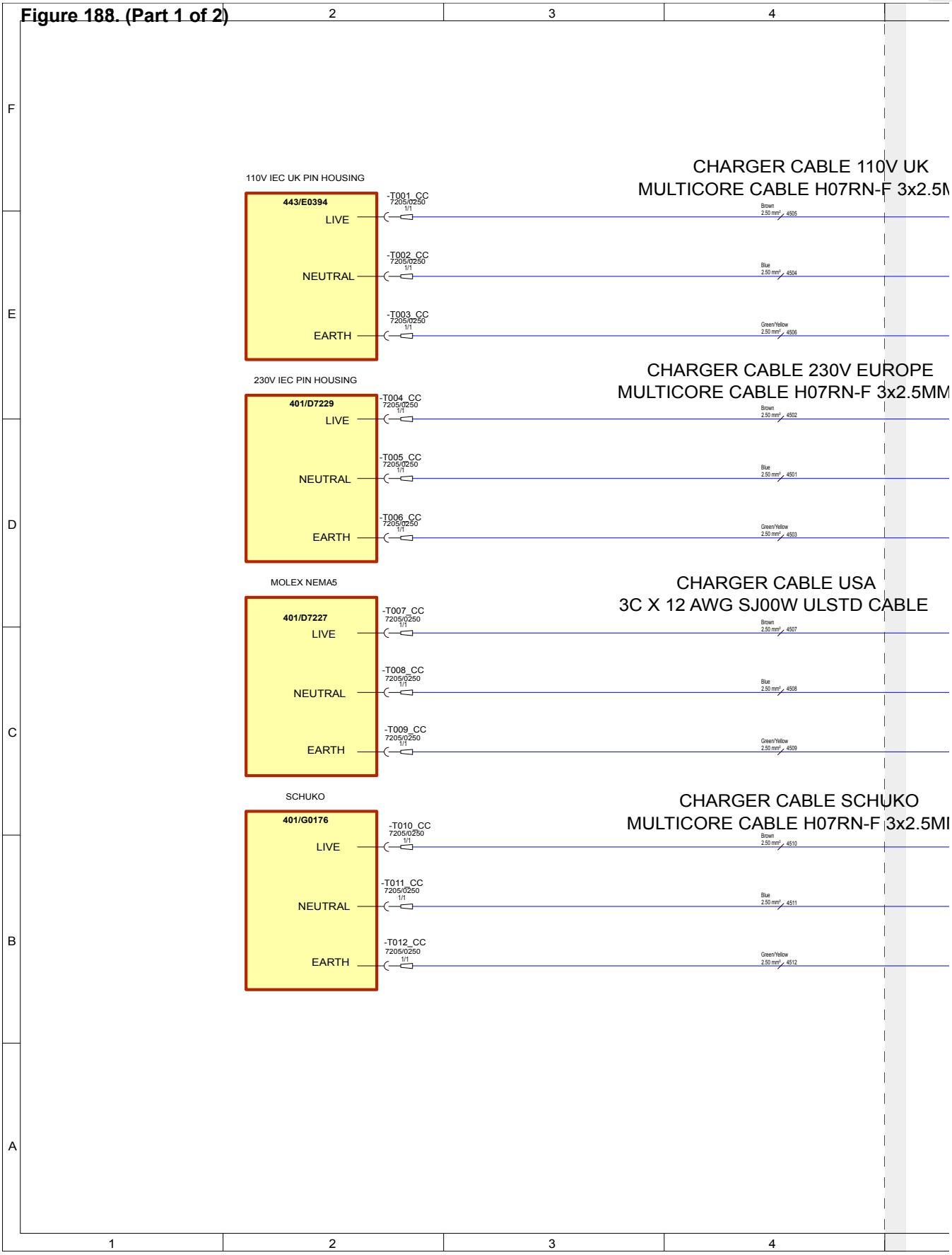

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Figure 188. (Part 2 of 2)

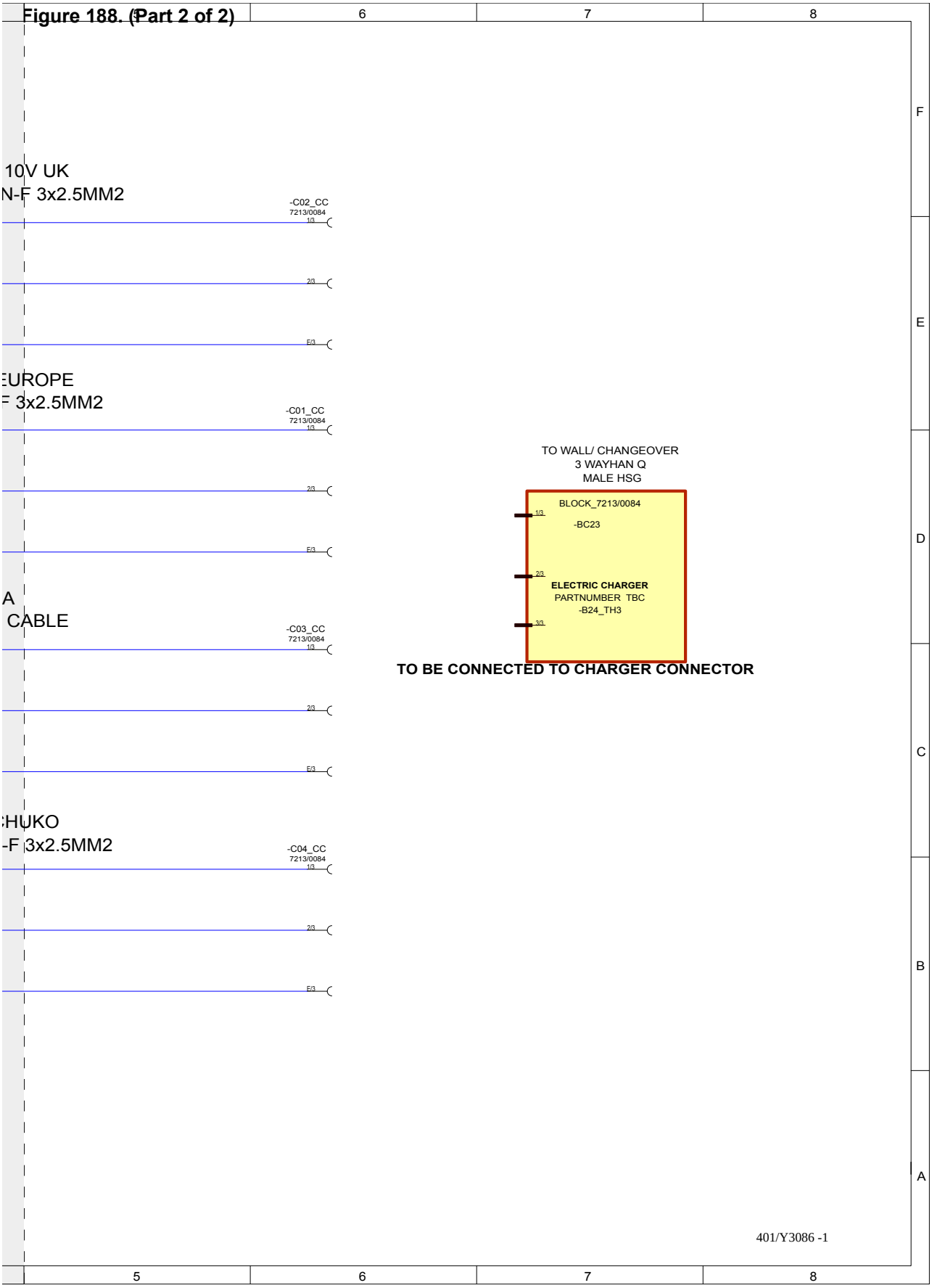

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Figure 189. 401/Y3086 Issue -1 (Sheet 25 of 29) - Spare Th-Platform Cable

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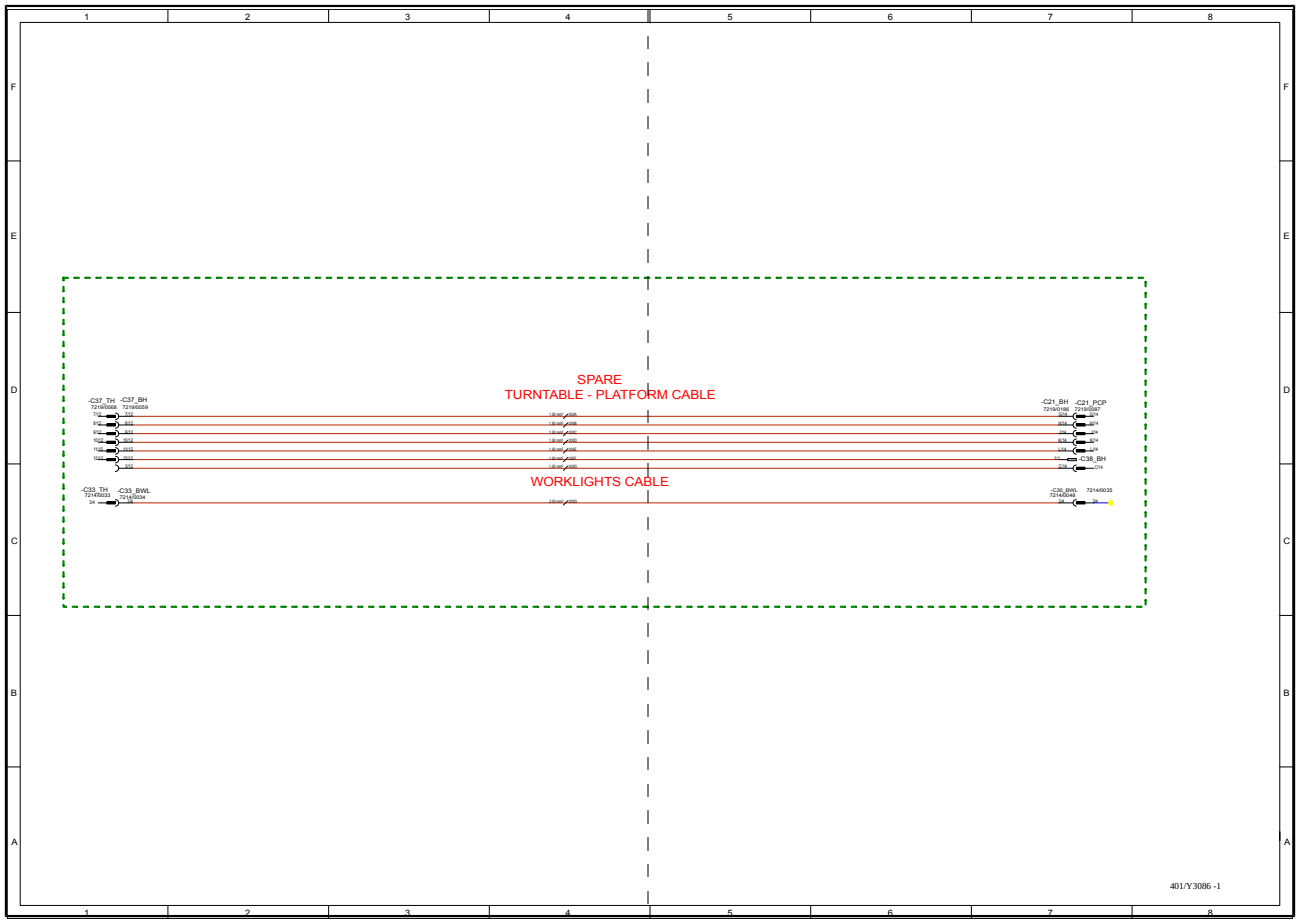

Figure 189. (Part 1 of 2)

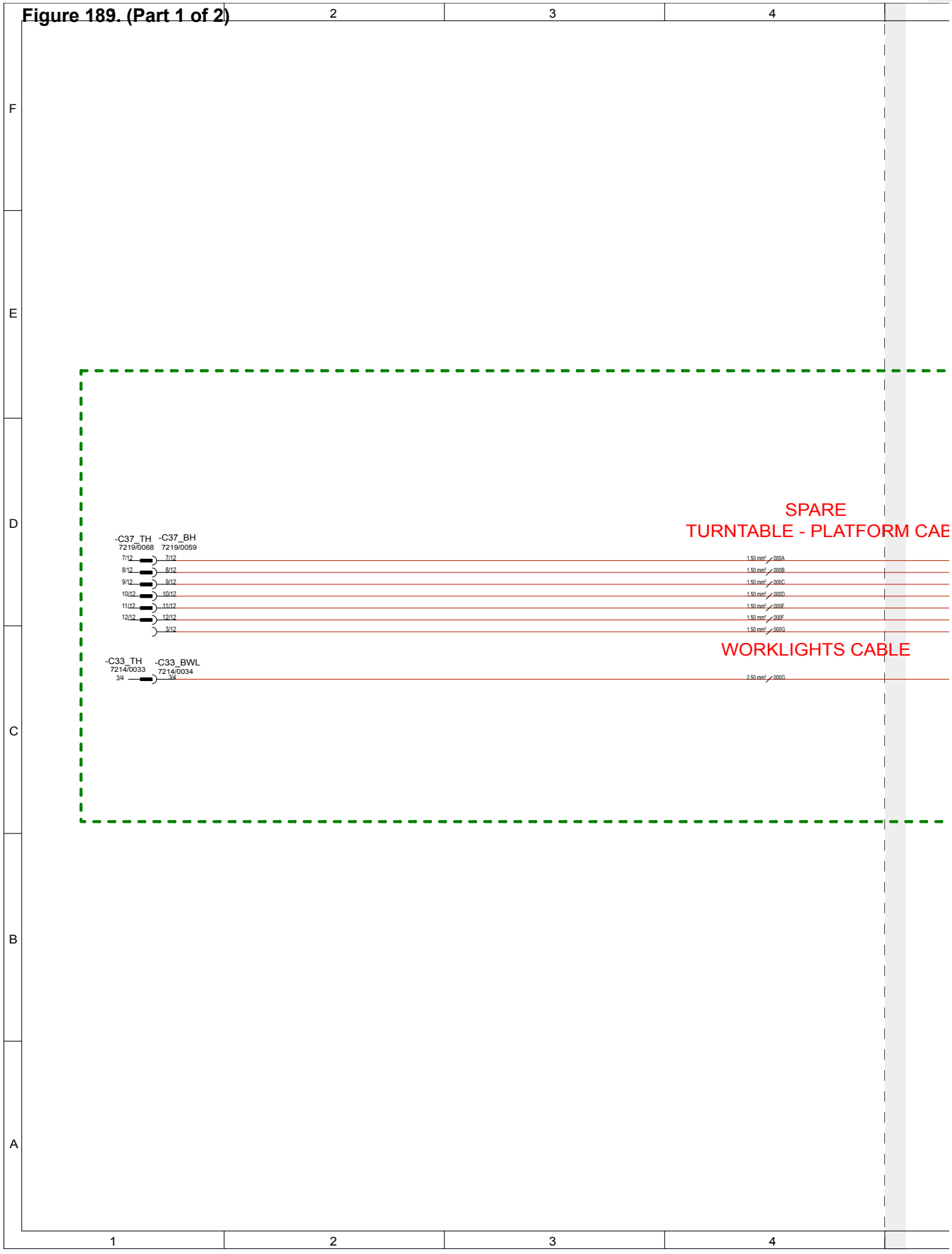

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Figure 189. (Part 2 of 2)

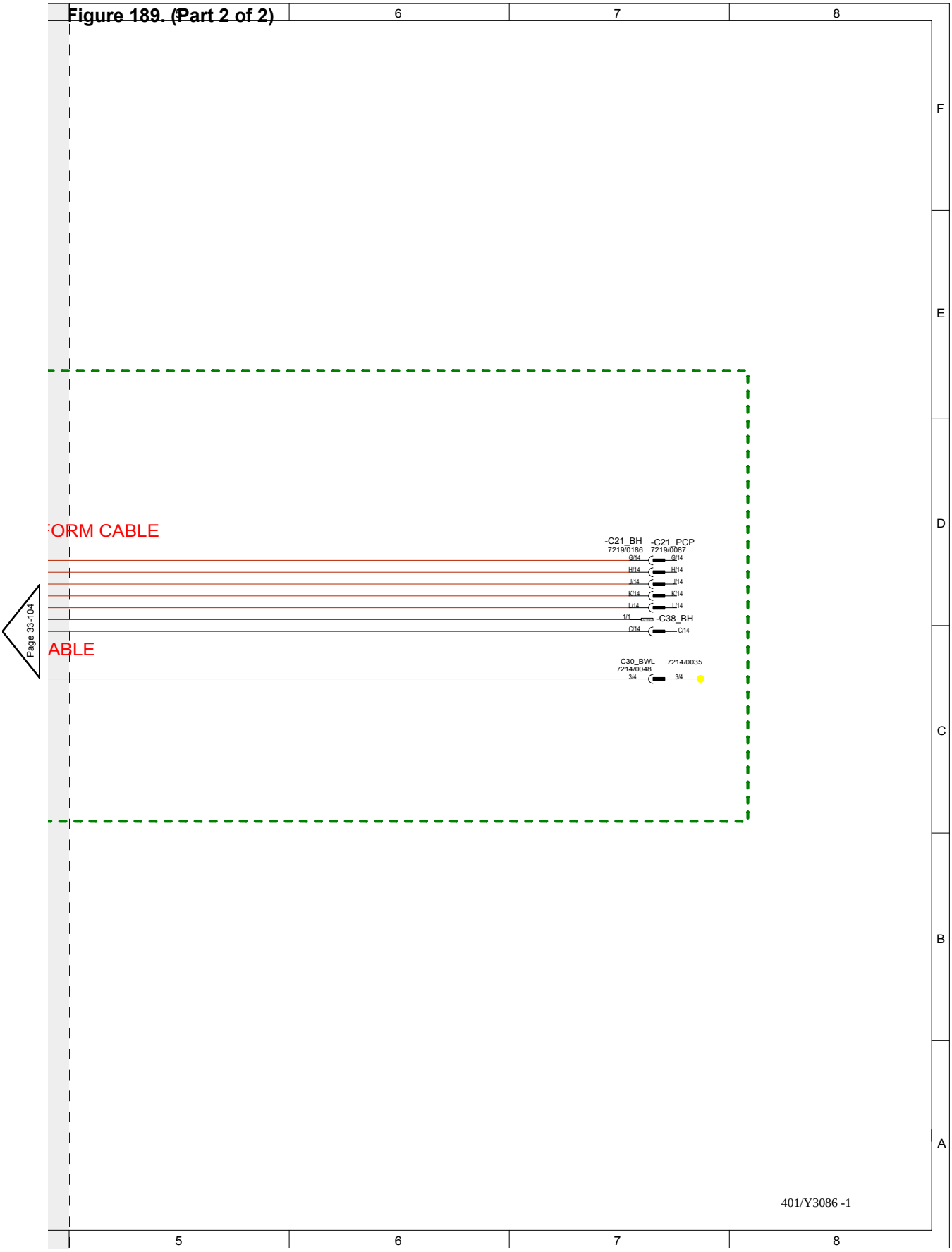

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Figure 190. 401/Y3086 Issue -1
(Sheet 26 of 29) - Platform ECU

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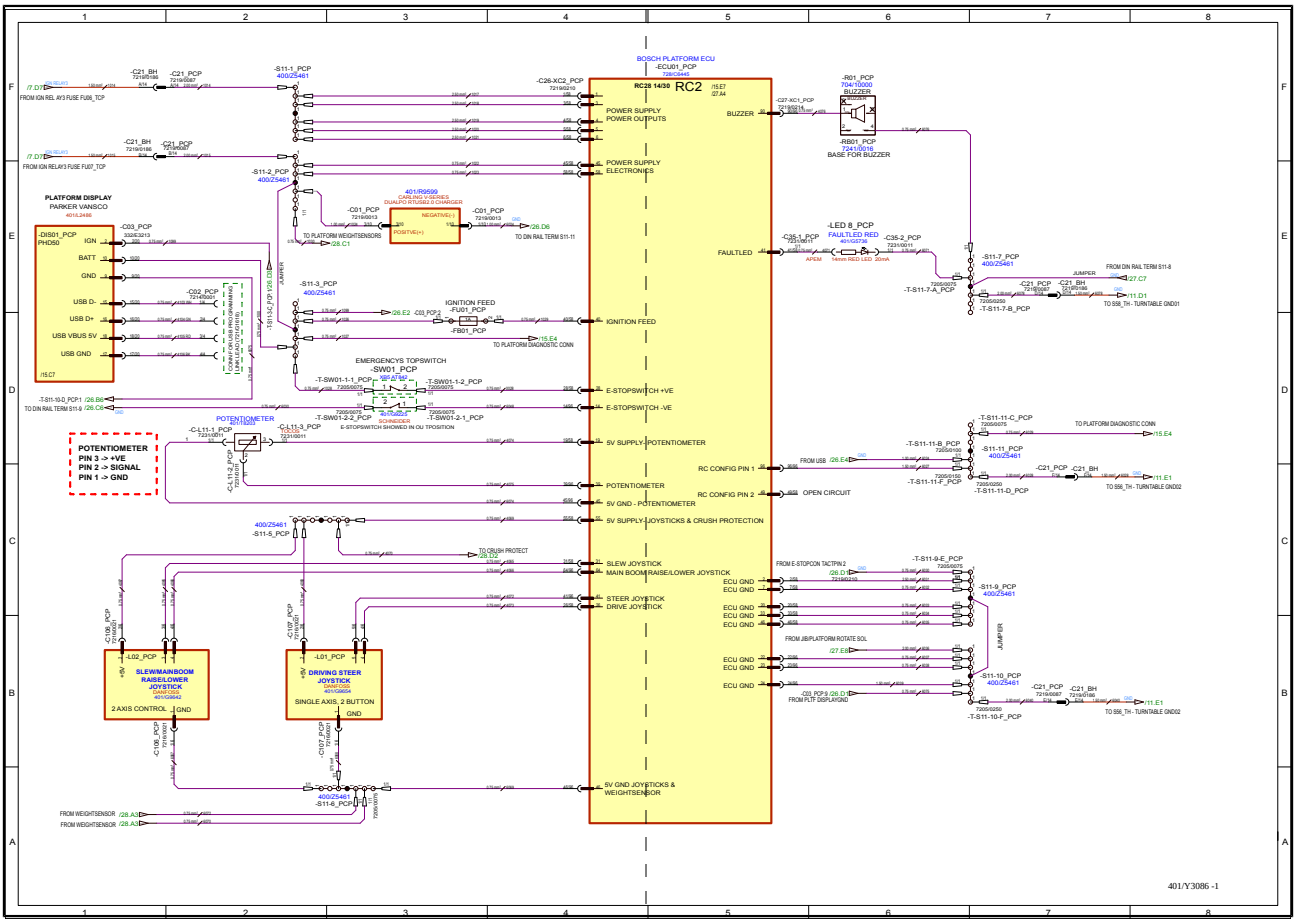

Figure 190. (Part 1 of 2)

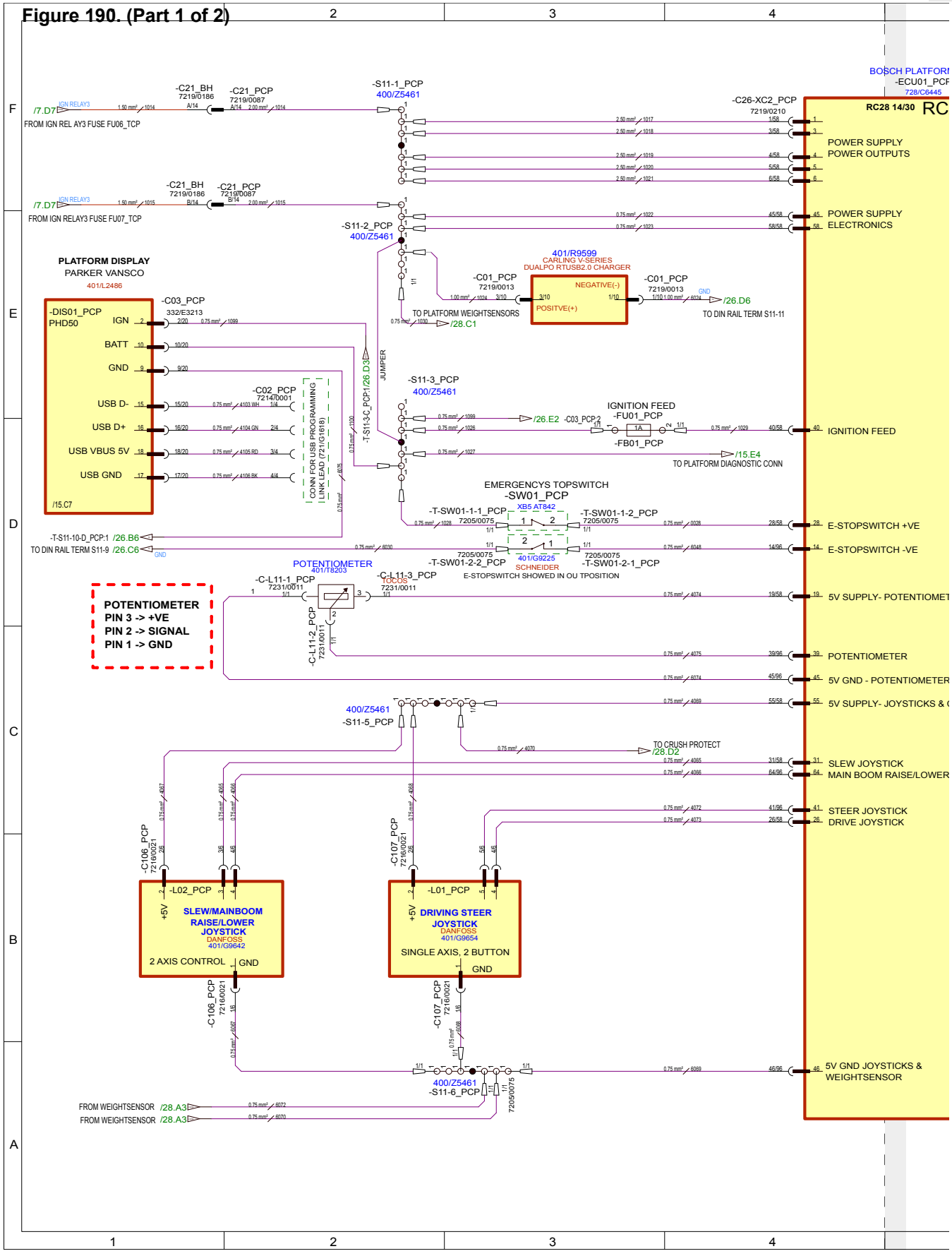

Figure 190. (Part 2 of 2)

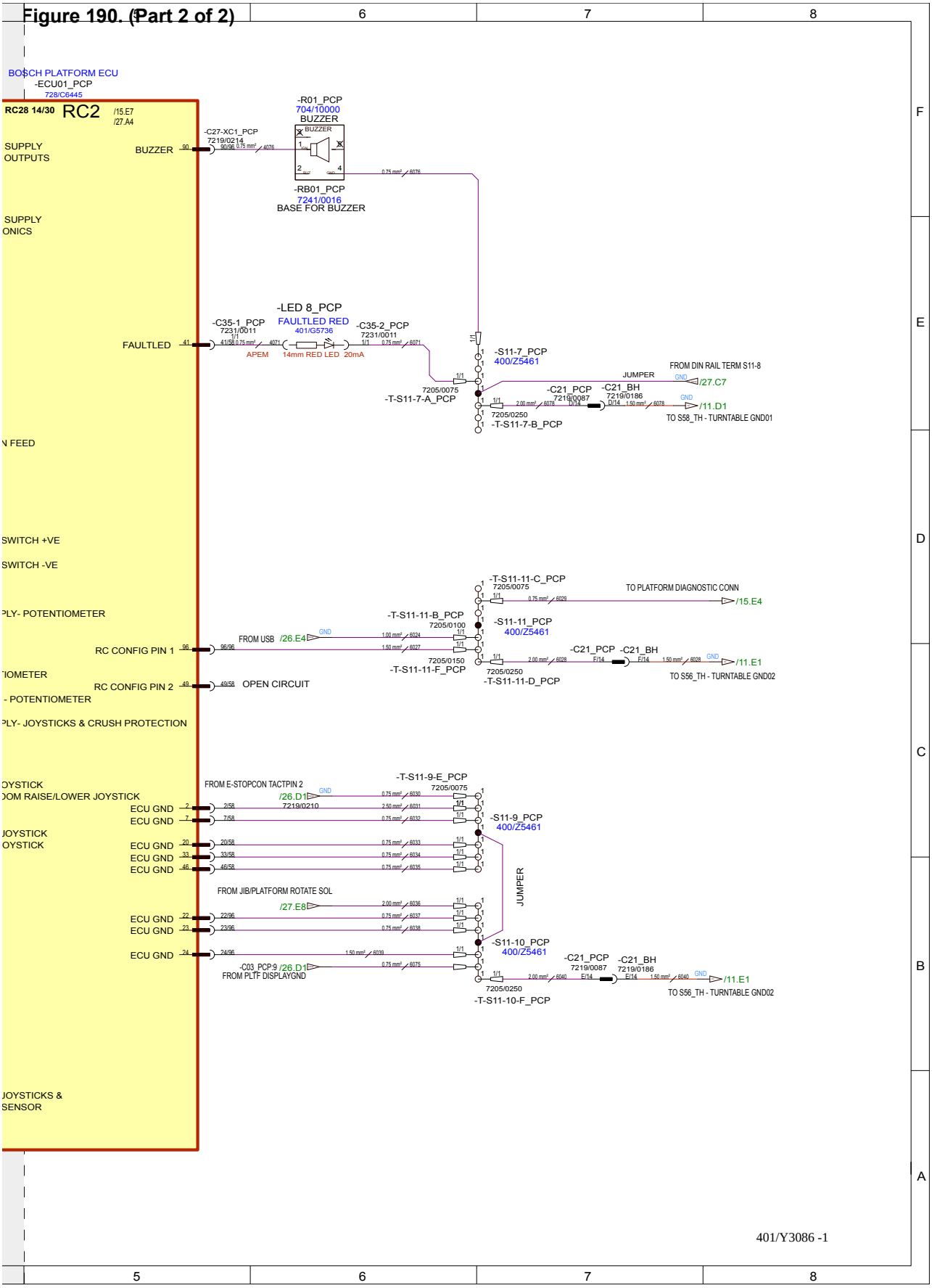

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Figure 191. 401/Y3086 Issue -1 (Sheet 27 of 29) - Platform ECU

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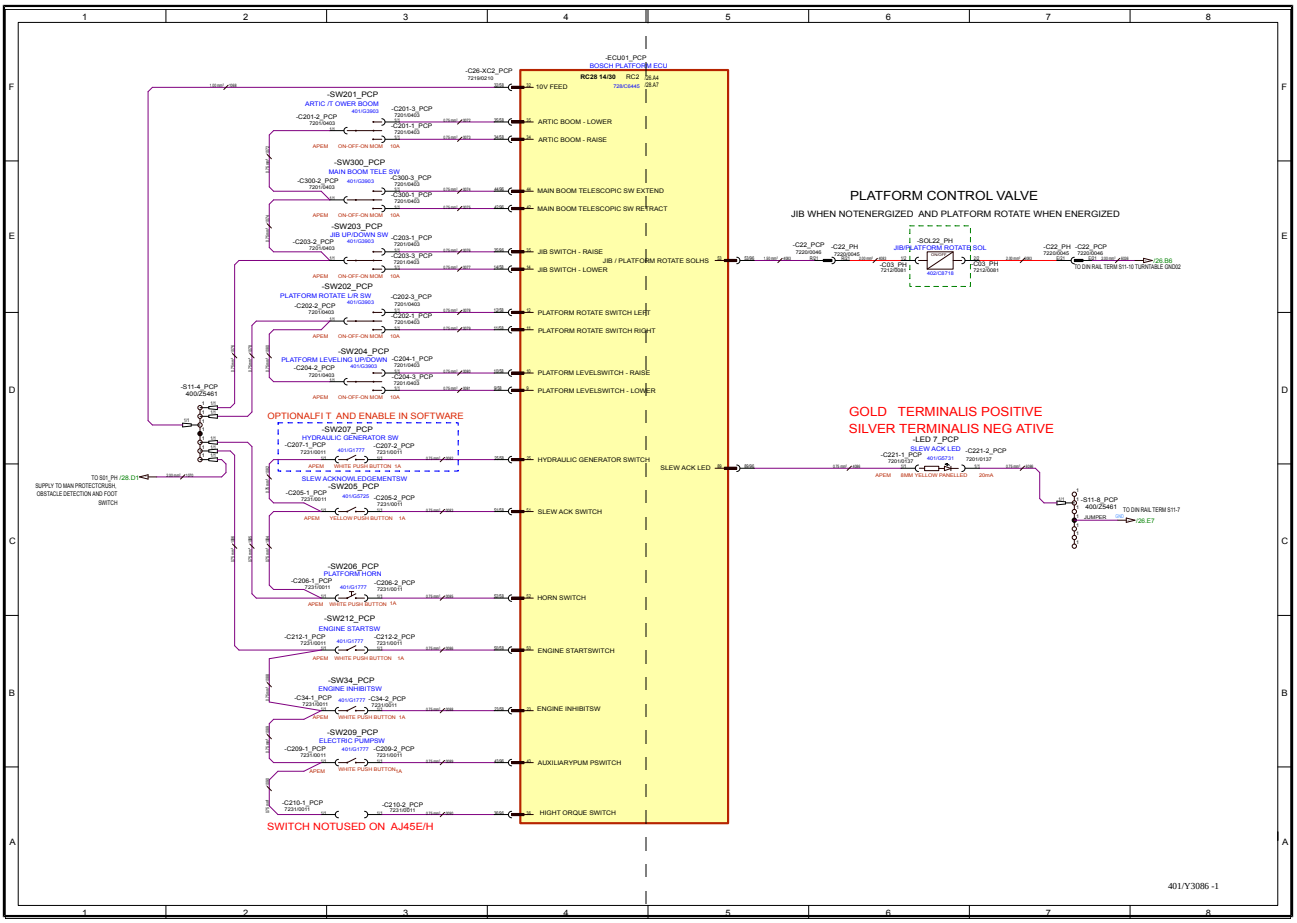

Figure 191. (Part 1 of 2)

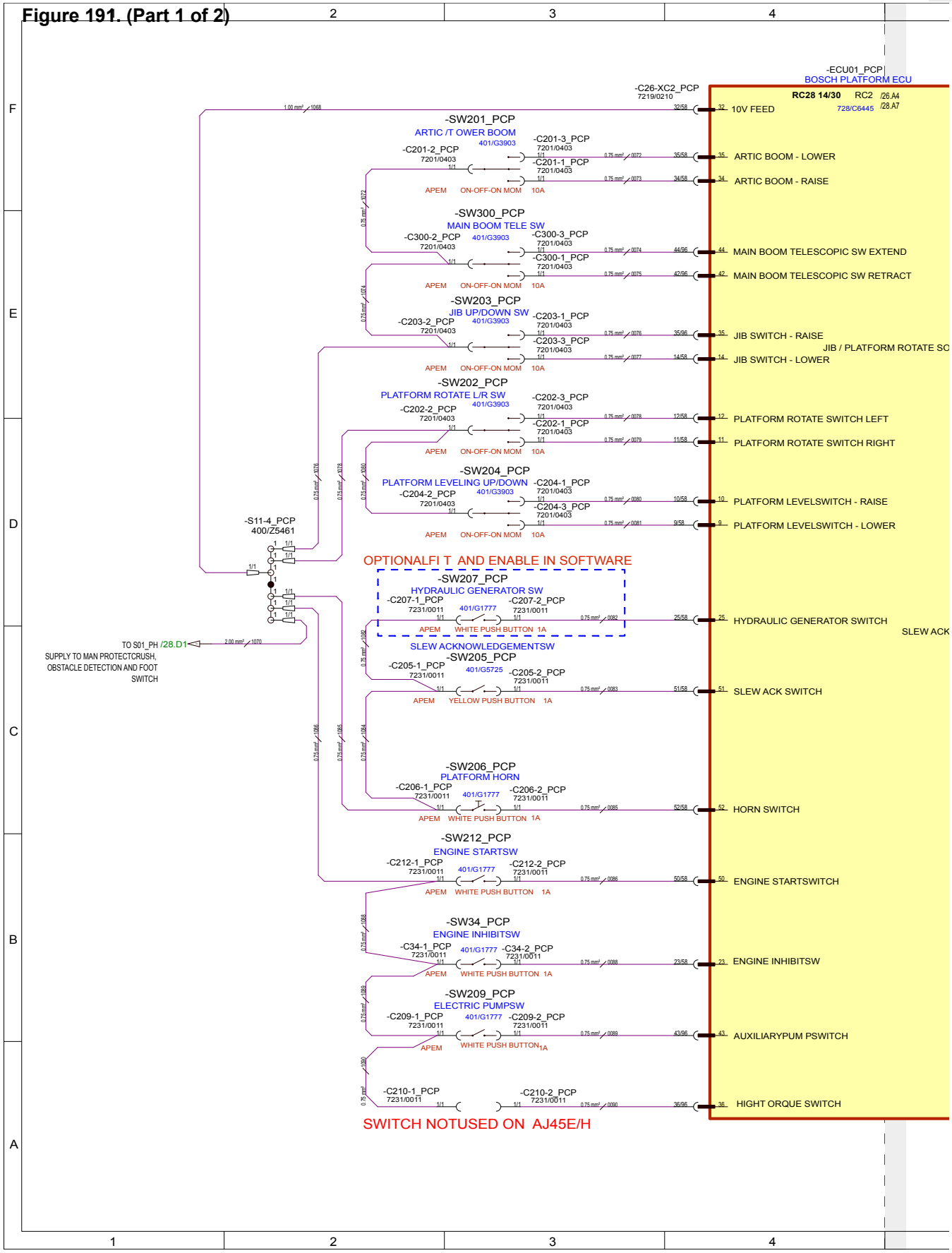

Figure 191. (Part 2 of 2)

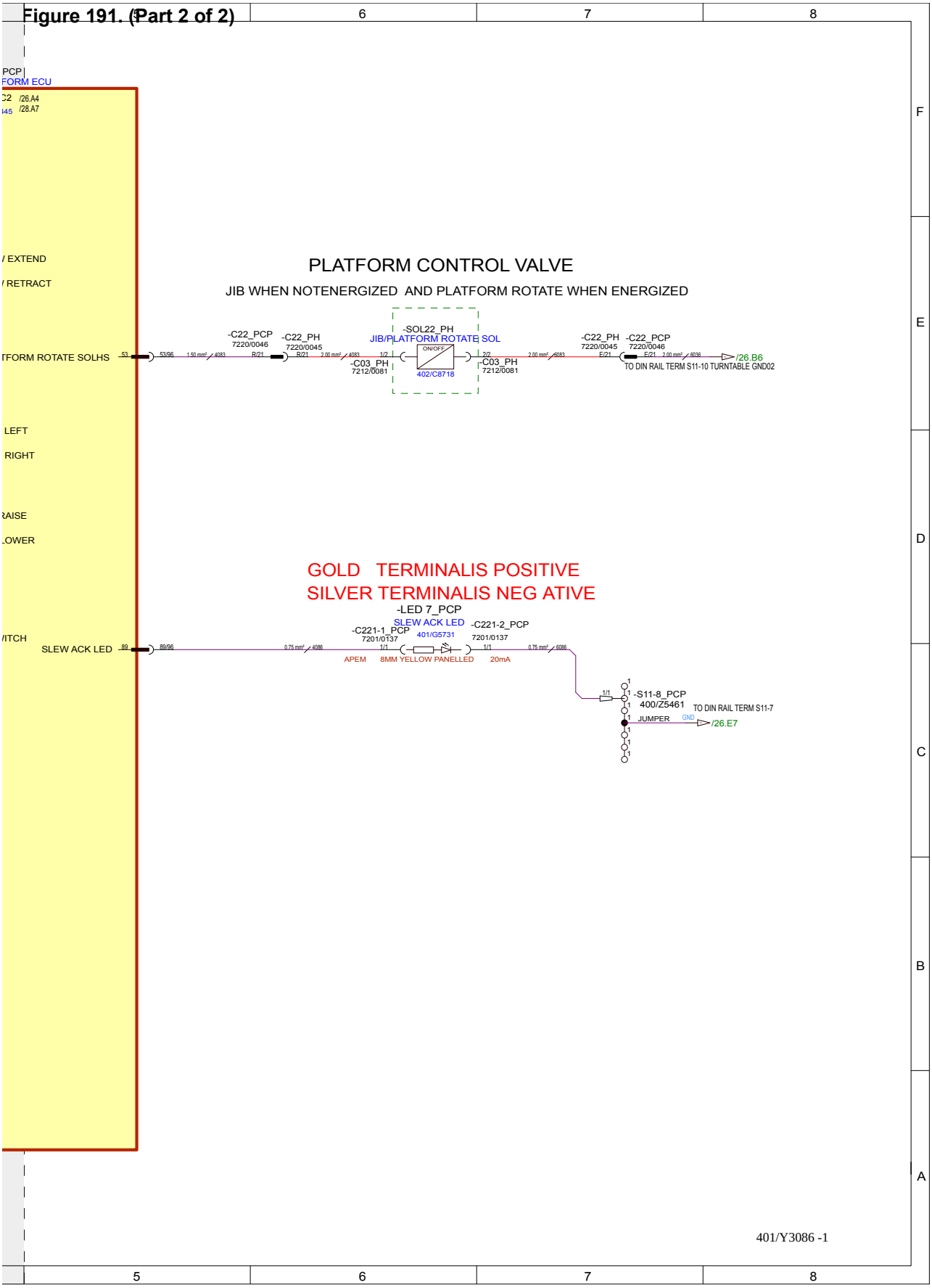

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Figure 192. 401/Y3086 Issue -1
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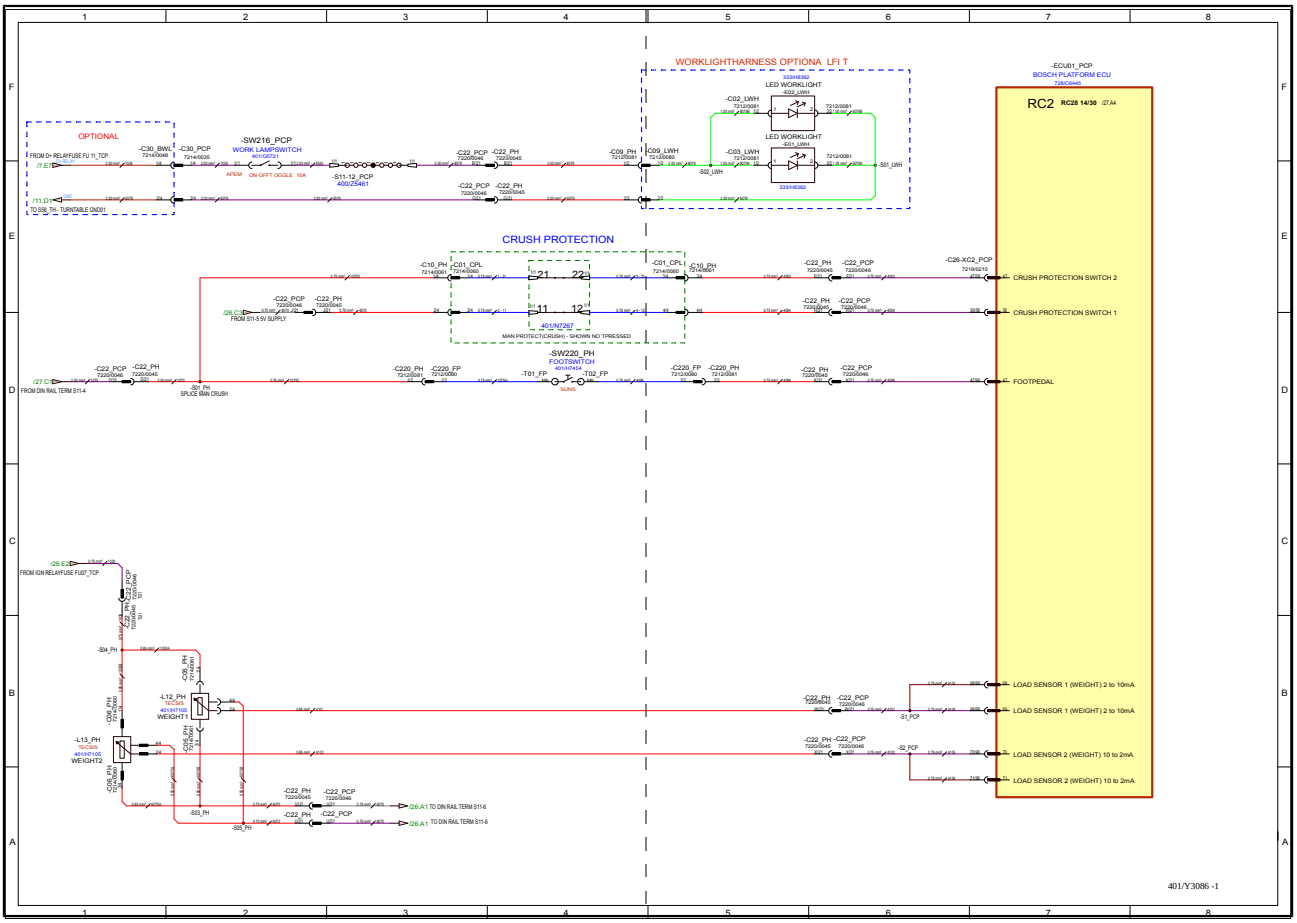


Figure 192. (Part 1 of 2)

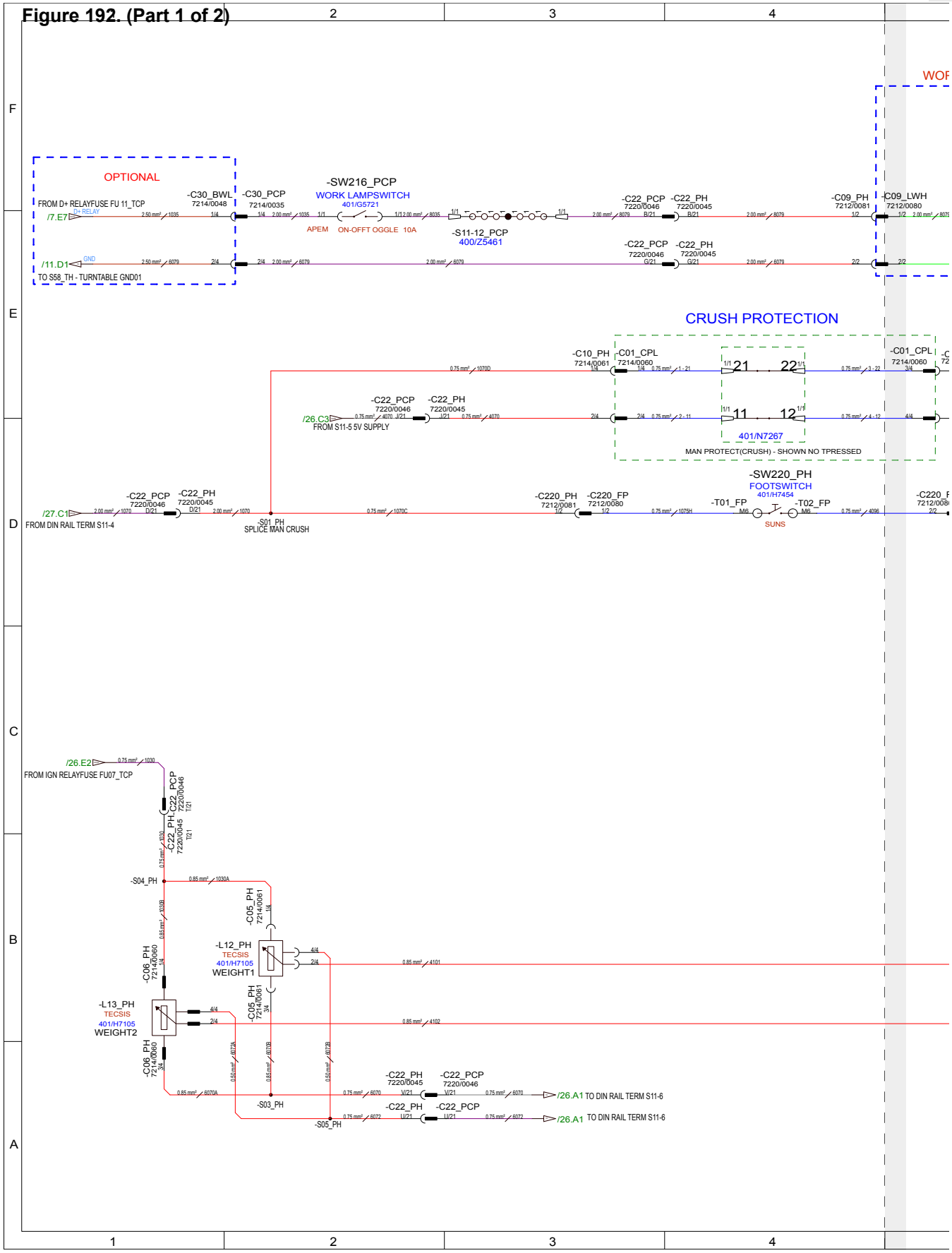
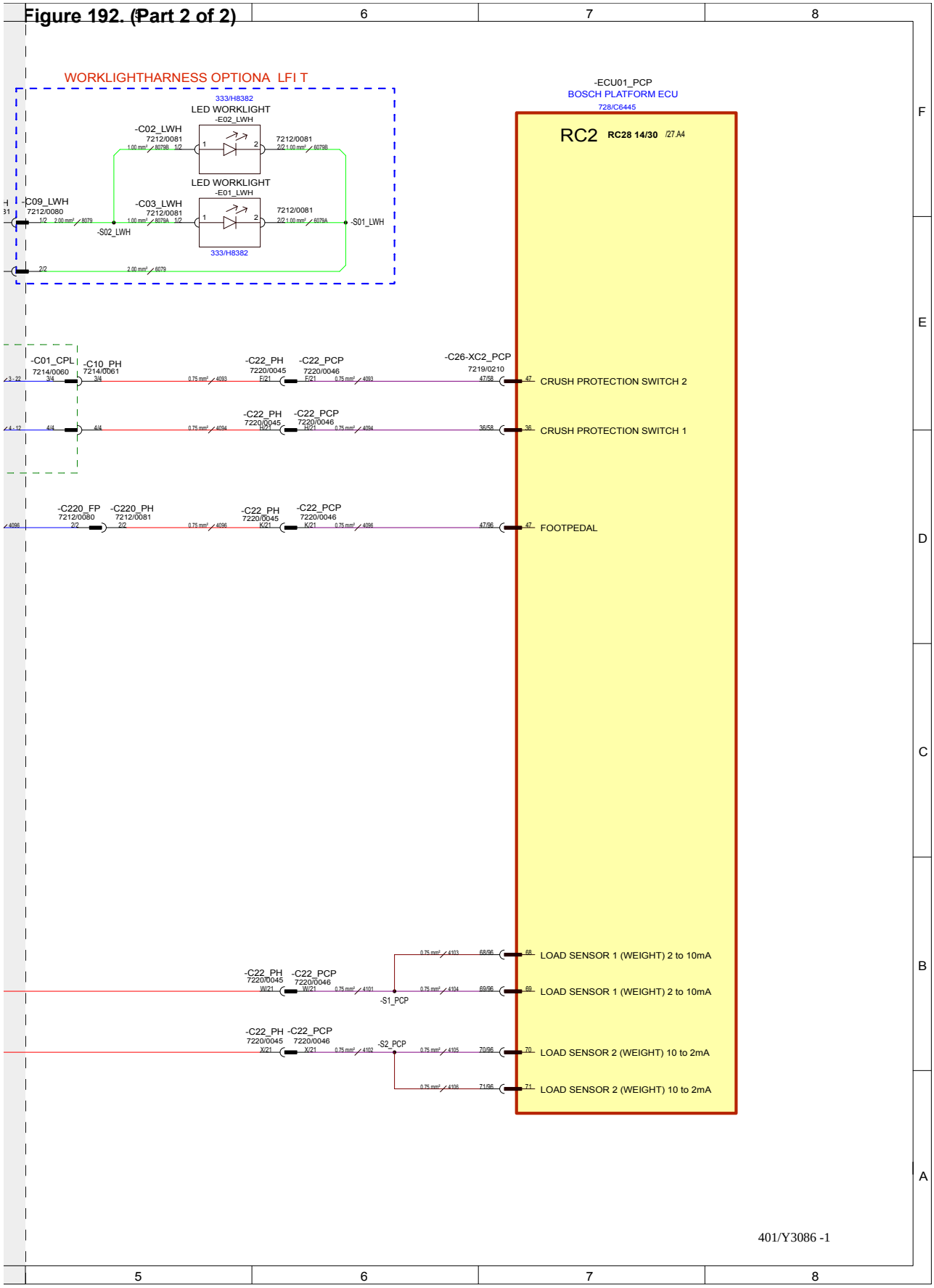


Figure 192. (Part 2 of 2)



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90 - Earth Point

Component Identification

Figure 193. Turntable Earth Points

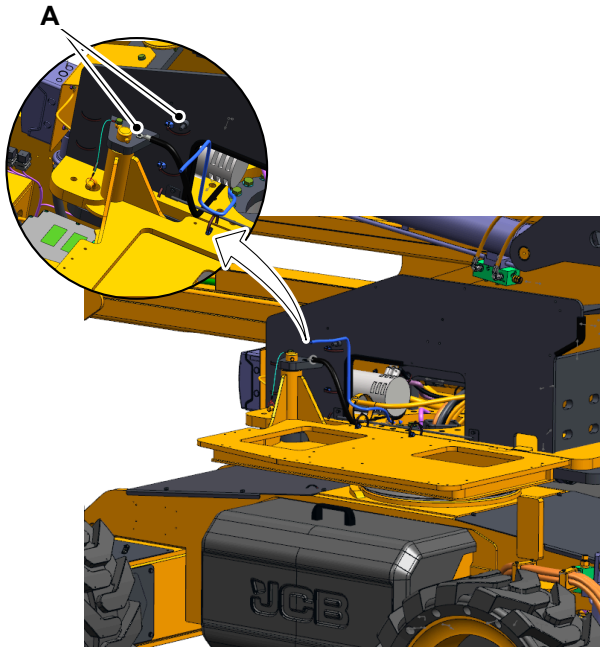


Figure 194. Chassis Earth Point

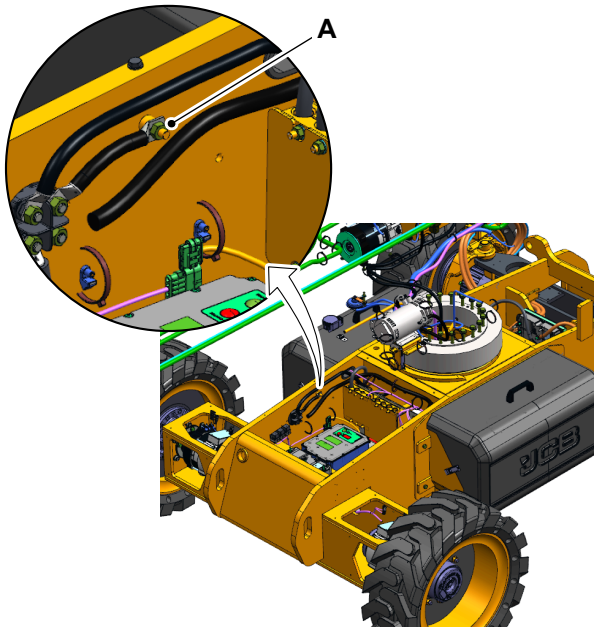
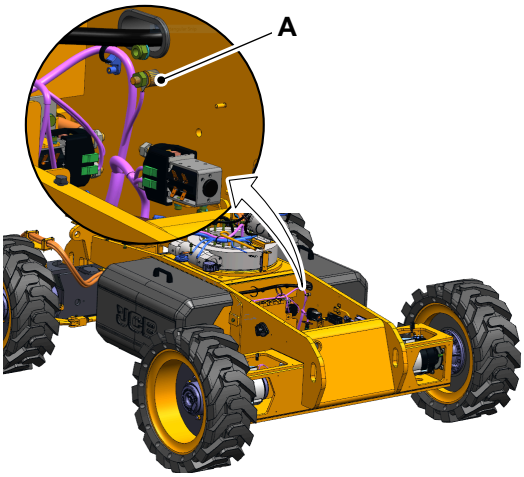


Figure 195. Chassis Earth Point



A Earth Point

03 - Battery

Contents **Page No.**

00 - General

Introduction

Theses machines are equipped with deep-cycle flooded batteries (also known as wet batteries). Such batteries have an electrolyte solution of sulphuric acid and water that can spill out if the battery is tipped over. They are responsible for powering the drive motors, electric motor and the control unit that drives the hydraulic pump, supplying the necessary hydraulic power for machine operation. The batteries are charged with a battery charger installed on the machine through an external power supply or the battery pack can be removed from the machine and charged externally.

Health and Safety

⚠ **DANGER** Batteries give off an explosive gas. Do not smoke when handling or working on the battery. Keep the battery away from sparks and flames.

Battery electrolyte contains sulphuric acid. It can burn you if it touches your skin or eyes. Wear goggles. Handle the battery carefully to prevent spillage. Keep metallic items (watches, rings, zips etc) away from the battery terminals. Such items could short the terminals and burn you.

Set all switches to off before disconnecting and connecting the battery. When disconnecting the battery, take off the earth (-) lead first.

When reconnecting, attach the positive (+) lead first.

WARNING Battery electrolyte is toxic and corrosive. Do not breathe the gases given off by the battery. Keep the electrolyte away from your clothes, skin, mouth and eyes. Wear safety glasses.

WARNING Do not top the battery up with acid. The electrolyte could boil out and burn you.

CAUTION Understand the electrical circuit before connecting or disconnecting an electrical component. A wrong connection can cause injury and/or damage.

Notice: Do not disconnect the battery while the platform is in operation, otherwise the electrical circuits may be damaged.

DANGER If you try to charge a frozen battery, the battery could explode. Do not use a battery if its electrolyte is frozen. To prevent the battery electrolyte from freezing, keep the battery at full charge.

CAUTION Damaged or spent batteries and any residue from fires or spillage must be put in a suitable closed receptacle and must be disposed of in accordance with local environmental waste regulations.

Notice: Before carrying out arc welding on the machine, disconnect the battery to protect the circuits and components. The battery must still be disconnected even if a battery isolator is installed.

WARNING The batteries remain live even when the isolator key is removed.

WARNING You could get killed or injured if you touch the Battery positive and Battery negative terminals of the motor controller. The controller is installed with energy storing devices (capacitors). You must discharge the controller before you remove or install.

Technical Data

Table 86.

Item	Specification
Battery voltage	12V
Capacity	110 Ah
CCA (Cold Cranking Amps)	900

Fault-Finding

The most obvious sign of a battery problem is a machine not being able to start. However, because the battery is part of a larger electrical system connected to other parts of the machine, a flat battery may indicate another problem.

If something else is going wrong in the electrical system, for example, a weak alternator, corrosion or loose connections, cold weather starting, electrical equipment being left on without the motor running, interrogate the cause of the problem.

The best way to test the condition of the battery is with an electronic battery tester. Refer to Battery-Check Condition.

When the machine is not in use, make sure that the electrical system is not causing a drain on the battery.

Disconnect and Connect

⚠ **Notice:** Before you install a pair of batteries to a machine, make sure you know the machines voltage. Some machines require two batteries but have a 12 V electrical system. This means the batteries need to be connected in parallel.

For 24 V machines, the batteries must be connected in series. Incorrect voltage may result in serious damage to the electrical system.

The illustrations show typical battery connections. The actual battery connections installed on your machine may look different.

Make sure you connect the batteries correctly for your machine.

Disconnect

1. Make the machine safe.

   Refer to: Introduction (PIL 01-03-27).

2. Get access to the battery or batteries (depending on the specification of your machine). The actual installation on your machine may vary from those shown below.
3. If the machine has a battery isolator, move the switch to the OFF position, then remove the key.
4. Disconnect the battery negative lead first.
5. Disconnect the battery positive lead and store away from the batteries.
6. Disconnect and remove the battery link lead or leads.

Figure 196. Parallel and Series Connection (Example)

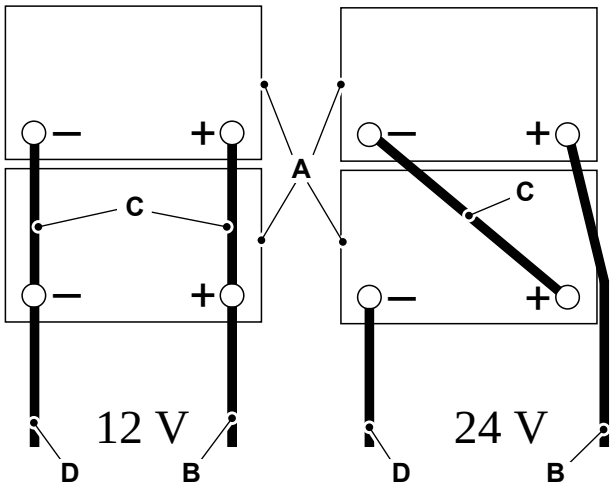
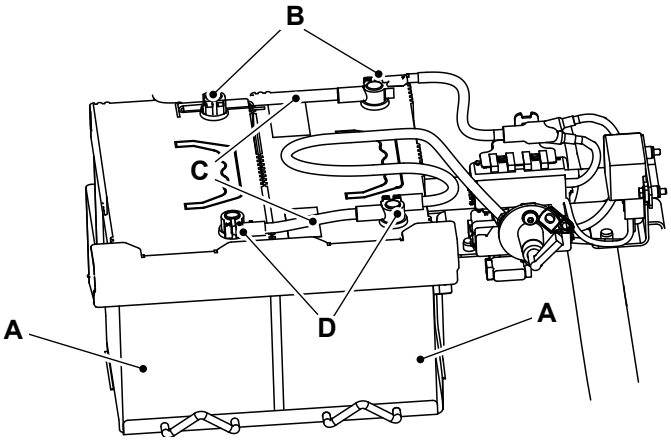
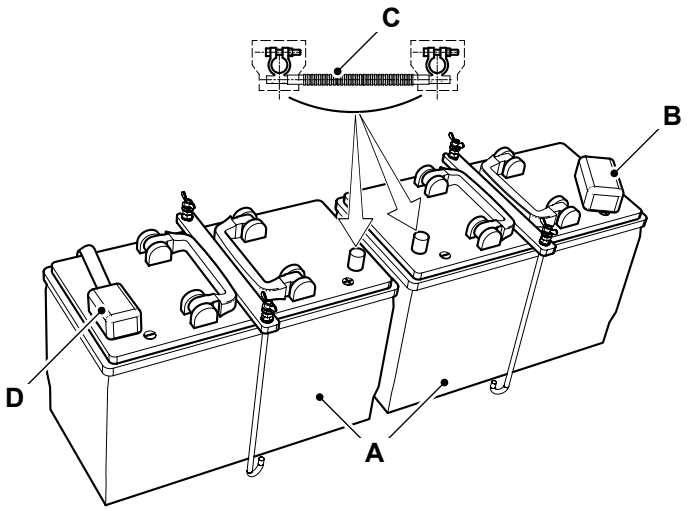


Figure 197. Twin Battery 12V Machines- Parallel Connection (Example)



A Battery
B Positive lead
C Battery link lead
D Negative lead

Figure 198. 24 Volt Machines- Series Connection (Example)



A Battery
B Positive lead
C Battery link lead
D Negative lead

Connect

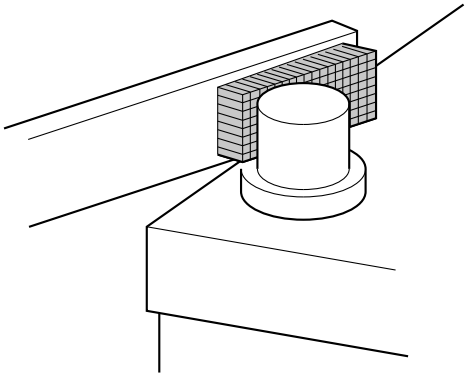
1. Check the battery as follows:

   1.1. If any terminals are dirty, clean them.

   1.2. If the terminal is corroded and has white powder, wash the terminal with hot water. Make sure the water does not enter the battery cells.

   1.3. If considerable corrosion is found, then clean with a wire brush or abrasive paper. Make sure you use eye and hand protection. Refer to Figure 199.

Figure 199.



   1.4. After cleaning, apply a thin coat of petroleum jelly to the terminals.

2. Connect the leads.

   2.1. For single battery machines, connect the positive lead then the negative lead.

   2.2. For twin battery machines, first connect the link lead or leads, then the positive terminal, and finally the negative terminal.

3. If the machine has a battery isolator, move the switch to the ON position.

4. Close and lock the access panels.

Check (Condition)

Special Tools

Description	Part No.	Qty.
Battery Tester	400/G9956	1

Introduction

As of July 2019, this procedure must be used for all battery warranty claims. This procedure provides details on the new battery warranty claim criteria and details of how to test the batteries with the new battery tester kit.

To allow for the effective processing of battery warranty claims you must complete the battery test procedure specified in this document before you submit a warranty claim and in the event of claim submission, all the supporting criteria detailed in this procedure for approval should be made available.

Figure 200.

A Battery Tester Kit

Important Information.

- Any claims submitted without all the required criteria to support may be declined.
- All monthly test receipts and machine delivery test receipt should be kept with the machine or vehicle records and should be able to be evidenced in the event of a battery claim submission.

Battery Warranty Claim Adjudication.

Batteries are only warranted against the defects due to faulty workmanship or materials. Battery failures due to poor maintenance or a consequence of other electrical issues on the machine are not separately claimable.

Note that damaged and leaking batteries are not considered as warrantable defects as such defects do not arise from faulty materials or workmanship. Claims must not be submitted if those are the identified defects. Such claims will get declined.

Batteries must only be returned to JCB Service when requested by the warranty adjudicator.

Important: Any claims submitted without all the below criteria may get declined.

Battery Claim Criteria.

- Images of the machine and battery
- Images of the battery test receipt deeming a 'failed' battery
- Images of the battery test receipt at delivery
- Images of monthly stock check health receipts.

All the criteria should be compiled using the attachment to bulletin (W228) and the pdf attached to the claim.

Battery Maintenance.

Batteries in stock require periodic checking and maintenance, whether on the shelf or in stock.

Dealer Lay-up.

- Upon arrival at your dealership, all machines must have their battery condition checked. The battery must be tested as per this battery test procedure. On the printed test receipt, write the machine serial number, date and sign.
- Important: As best practice for all machines, as of July 2019, the battery test receipt at point of delivery should be retained, even after machine retail.
- Machines in stock must have their batteries tested on a monthly basis. The battery must be tested as per this procedure. On the printed test receipt, write the machine serial number, date and sign.
- If the result deems recharge is required, the battery should be recharged and retested to show successful recharge. Again, on the printed test receipt, write the machine serial number, date and sign.

Important: All monthly battery test receipts should be kept with the machine or vehicle records and should be able to be evidenced in the event of a battery claim submission.

- If a battery is on a machine which is not going to be used for more than one month, it should be disconnected from the machine (Isolated or physically disconnected). Machines have electrical accessories which can slowly discharge the battery even when the ignition key has been removed.

Battery Stock Lay-up.

- Battery stock should be rotated (First in first out - FIFO) to make sure that the customer receives a good quality battery.
- The open circuit voltage of stock batteries should be checked every month (with the use of a digital voltmeter) and the voltage recorded on a ticket (date and voltage and signed) attached to the battery. The results of the test should be retained (by the dealer) upon battery retail for the duration of the battery warranty.
- If a stock battery has a voltage below 12.5V, a fresh recharge must be conducted.
- The battery condition must be checked before hand-over to the customer to make sure that its voltage is 12.5V or more.

Battery Test Procedure.

Note: All images are shown as examples. Some machines may require panels to be removed to get access to the battery. Refer to the respective service manual for information on the machine specific battery location to access.

All details on the battery test procedure can also be found in the battery test kit owner's manual. The engineer who completed this test must be familiar with the kit functionality and features.

The engineer who will carry out the procedure must have completed the JCB basic electrics training course to complete this procedure. They must be fully conversant in battery testing, a function of operation and battery lifting/handling.

1. Locate the negative terminal on the battery and identify the terminal by its symbol ('-'). Refer to Figure 201.

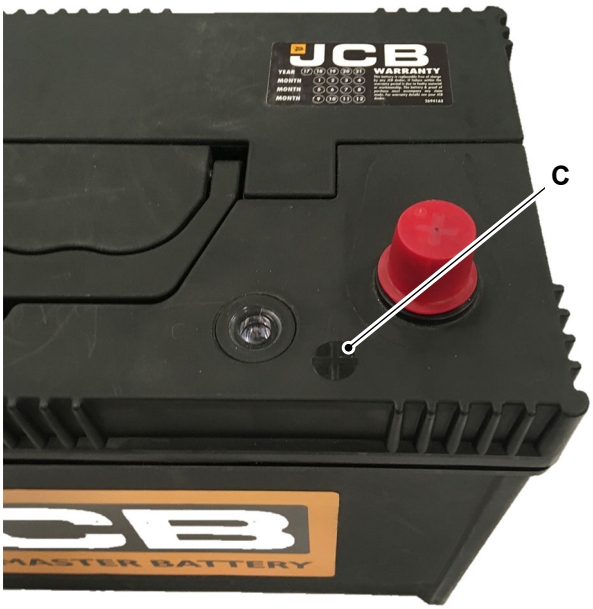
Figure 201.

B Negative battery-terminal identification

2. Connect the black clamp from the testing kit to the negative terminal. Make sure that the clamp is fully secured. Refer to Figure 203.

3. Locate the positive terminal on the battery and identify the terminal by its symbol ('+'). Refer to Figure 202.

Figure 202.



C Positive battery-terminal identification

4. Connect the red clamp from the testing kit to the positive terminal. Make sure that the clamp is fully secured. Refer to Figure 203.

Special Tool: Battery Tester (Qty.: 1)

Figure 203.

D Black clamp
E Red clamp

5. The display of the battery tester will light up when both cables are connected to the battery.

   5.1. If the cables have not been connected to the battery correctly, the test kit will recognise this and ask you to reconnect. Refer to Figure 204. Refer to Figure 205.

Figure 204.

Figure 205.

6. Press the 'Forward' or 'Back' button to select 'BATTERY TEST'.Refer to Figure 206.

Figure 206.

7. Press the 'Enter' button to proceed. Refer to Figure 207.

Figure 207.

8. Select the machine battery type. The JCB batteries are ‘Flooded’. Move through the different types using the forward or back arrow buttons. Once selected press ‘Enter’. Note: This procedure does not apply to 48V electric machines.

9. Select 'SAE' for the rating option and press ‘Enter’.

Figure 208.

10. Set the battery capacity. Refer to Figure 211. This can be found on the battery labelled as ‘CCA SAE’. Refer to Figure 209. Refer to Figure 210.

    10.1. Press and hold the ‘Forward’ button until the desired value is selected and press ‘Enter’.

Figure 209.

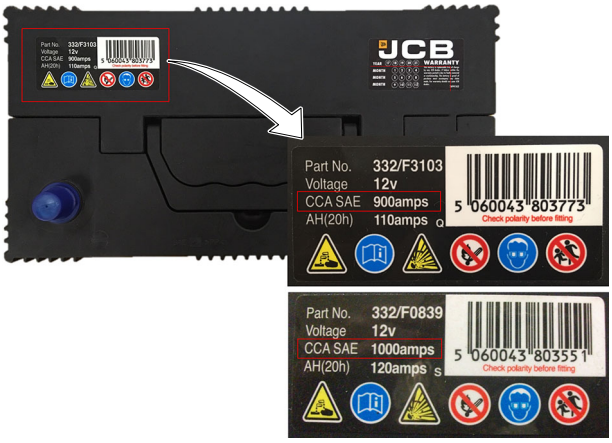


Figure 210.

Figure 211.

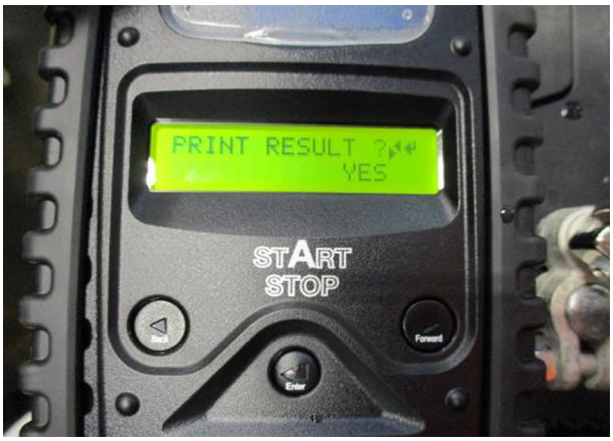
11. The battery tester will now perform the test. Once completed, the result will display on the screen. Refer to Table 87.

12. To print the test result, press the 'Enter' button. It will first display the battery resistance. Refer to Figure 212.

Figure 212.

13. Press 'Enter' again, and it will ask 'PRINT RESULT?'. Press the 'forward' button to display 'YES' and press 'Enter'. Refer to Figure 213.

Figure 213.



14. The battery tester should now print the test result. Refer to Figure 214.

Figure 214.

Table 87.

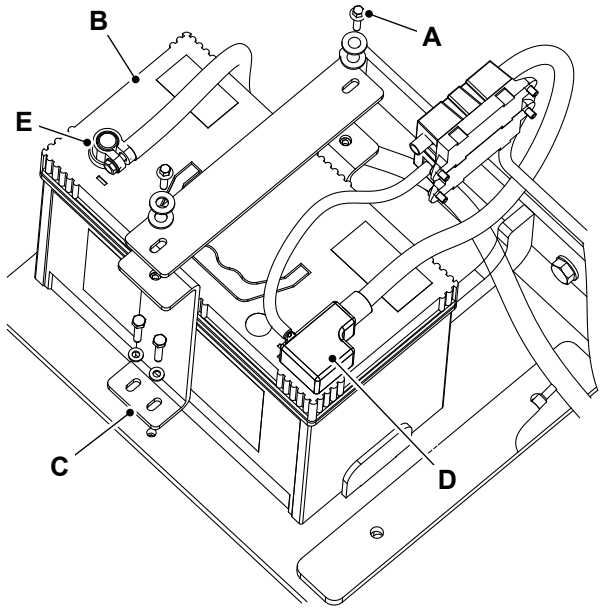
Results	Description
GOOD and PASS	The battery is good and capable of holding charge.
GOOD and RECHARGE	The battery is good but needs to be recharged.
RECHARGE and RETEST	The battery is discharged. The battery condition cannot be determined until it is fully charged. Recharge and retest the battery.
BAD and REPLACE	The battery will not hold a charge. It should be replaced immediately.
BAD CELLS and REPLACE	The battery will not hold a charge. It should be replaced immediately.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Obey all battery health and safety information.
   Refer to: Health and Safety (PIL 33-03-00).
3. Isolate the battery.
   Refer to: PIL 33-03-03.
4. Open the hydraulic compartment cover.
   Refer to: Open and Close (PIL 06-06-03).
5. Get access to the battery.
6. Disconnect the battery.
   Refer to: Disconnect and Connect (PIL 33-03-00).
7. Remove the bolts (x4) and washers.
8. Remove the battery straps.
9. Carefully lift the battery out of the machine.
   9.1. Never lift the battery at the terminals, only lift the battery at the handles.

Figure 215.



A Bolts (x4)
B Battery
C Retaining bracket
D Positive terminal
E Negative terminal

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Connect the batteries in correct sequence.
   Refer to: Disconnect and Connect (PIL 33-03-00).
3. Tighten the bolts to the correct torque value.

Table 88. Torque Values

Item	Nm
A	9

03 - Isolator Switch

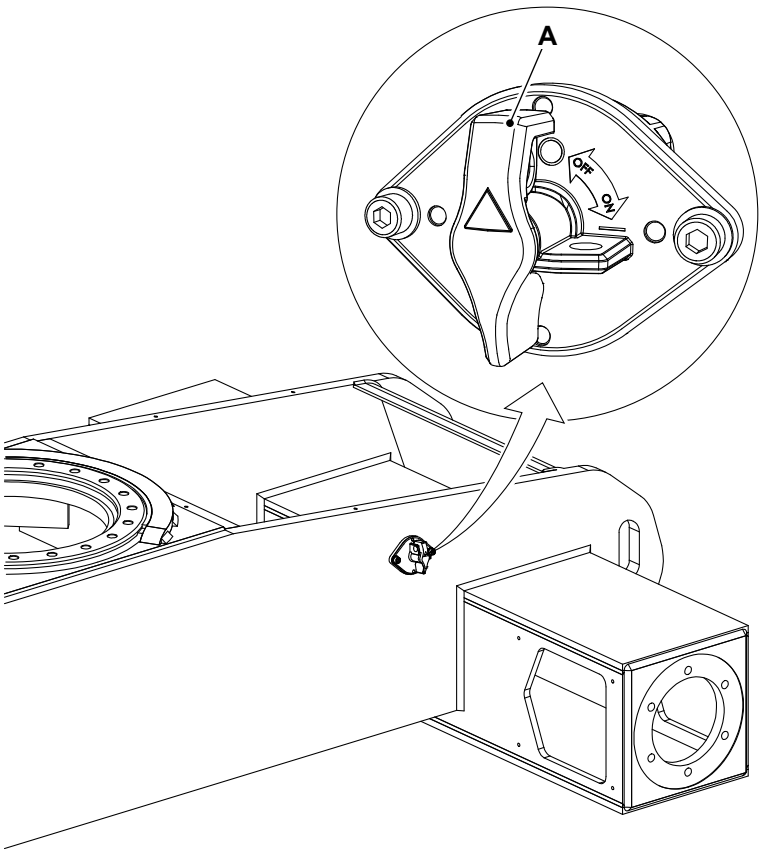
Disconnect and Connect

⚠ **Notice:** Before carrying out arc welding on the machine, disconnect the battery and alternator to protect the circuits and components. The battery must still be disconnected even if a battery isolator is installed.

Disconnect the Machine Electrics:

1. Turn OFF the key switch.
2. Turn the battery isolator switch anticlockwise.

Figure 216.



A Isolator switch

Connect the Machine Electrics:

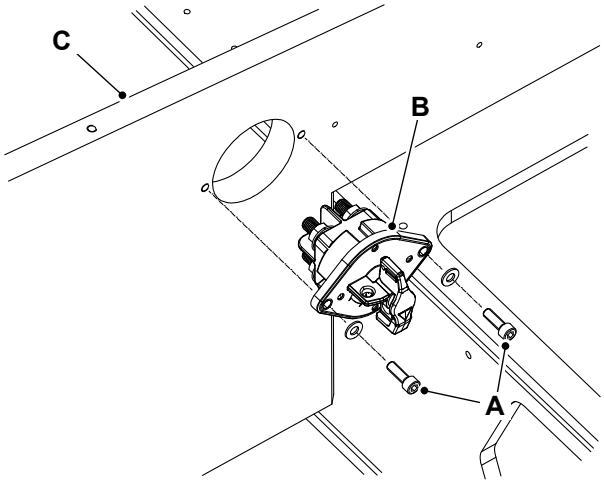
1. Make sure that the key switch is turned OFF.
2. Turn the battery isolator switch clockwise.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Turn the battery isolator switch anticlockwise.
3. Open the rear chassis cover.
4. Disconnect the battery cable and turntable harness.
5. Remove the capscrew (x2) and washer (x2) from the isolator switch.
6. Remove the isolator switch from the chassis.

Figure 217.



A Capscrew (x2)
B Battery isolator switch
C Chassis

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the capscrew to the specified torque value.
   Torque: 15N·m

04 - Battery Charger

Contents **Page No.**

00 - General

Introduction

The battery charger is a device used to force the current through the battery to charge it. The standard battery charger installed on this machine is a high efficient (up to 93%) unit.

In addition to standard battery charger, this machine also has a rapid charger connector socket option. The rapid charging significantly reduces the charging time.

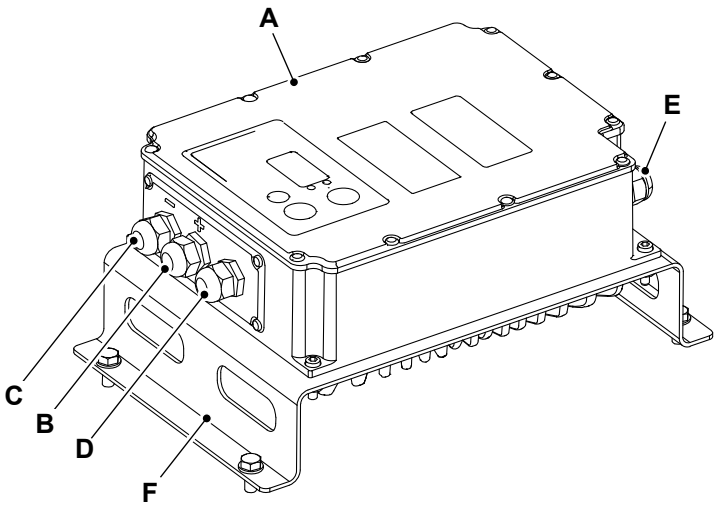
Technical Data

Table 89.

Description	Data
Maximum output current	60A
Maximum output voltage	57.6V
Weight	9kg

Component Identification

Figure 218.

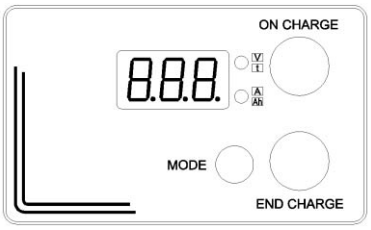


A Battery charger
B To battery +VE
C To battery -VE
D CAN (Controller Area Network) connection
E AC (Alternating Current) input
F Battery charger mount

Operation

Digital Instrument (Display Version)

Figure 219.



The digital instrument will display the string of the following parameters:

Table 90.

BATTERY VOLTAGE	Two - tone red LED (Light Emitting Diode)
CURRENT	It is provided by charger (two - tone red lower LED)
TIME	It is in hours lacking to the end of charge (two-tone green upper LED)
Ah	Two - tone green lower LED

By pressing the MODE button, the parameters sequence is blocked and it will keep the last value displayed. By pressing again on the MODE button the sequence of parameters restarts.

Table 91. BIG LED Indicators (Display Version)

Colour	Description
Red	Constant or maximum current phase (IUIa).
Blinking red (4s ON - 1s OFF)	Voltage control phase (IUIa).
Red and blinking green (4s ON - 1s OFF)	Overcharging phase (IUIa).
Blinking green (4s ON - 1s OFF)	Wait phase (for equalization) (IUIa).
Green	End charge (only for CU1 BA2).
Blinking green (4s ON - 1s OFF)	Equalization pulse and floating.
Green and red blinking together	Connection with Can-Consolle or S/S HW-SW.

Table 92. BI-COLOR LED Indicators (Version without display)

Colour	Description
Red	Constant or maximum current phase (IUIa).
Blinking red (4s ON - 1s OFF)	Voltage control phase (IUIa).
Orange	Overcharging phase (IUIa).
Blinking green (4s ON - 1s OFF)	Wait phase (for equalization) (IUIa).
Blinking orange (1s ON - 1s OFF)	Alarm.
Green	End charge.
Blinking green (4s ON - 1s OFF)	Equalization pulse and floating.
Green red alternated	Connection with Can-Consolle or S/S HW-SW.

Charging Curve Selection (Display Version)

Press the MODE button according to two modalities:

1. Long press (at least 1s): along the battery charger setting it means ENTER.
2. Short press (less than 1s): along the battery charger setting it means ROLL.

Setting

1. Press the MODE button light on the equipment.
2. ROLL: select the node type (from 1 to 19 identifies a STAND - ALONE charger).
3. ENTER: node type confirmation. Next selection is to choose the charging curve.
4. ROLL: select the desired charging curve. There are 3 available charging curves:
   - 4.1. CU1: IUIa curve plus equalization and maintenance.
   - 4.2. CU2: IU1U2ob curve.

4.3. CU3: power supply.

5. ENTER: Charging curve confirmation. Next selection is to choose the Battery type. (Lead acid type corresponds to BA1, Gel corresponds to BA2, Ion-Li corresponds to BA3). The BA3 selection is available only if CU3 has been previously selected.
6. ENTER: Battery type confirmation. Next level is to select the Capacity (only for CU1 and CU2).
7. ROLL: Capacity selection. Starting point is a nominal value and by the ROLL you can select a value included between 50% and 140% of the nominal in steps of 10%. On the display it is shown the last capacity selected.
8. ENTER: Capacity confirmation: then you can select the Recharging time (in hours).
9. ROLL: Recharging time confirmed. Starting from a suggested recharging time (according to the capacity chosen at the previous step) this time can only be increased up to 20 hours max.
10. ENTER: Recharging time confirmation. The battery charger goes to a stand-by modality waiting that the output cables being connected to the battery binding-clamps (if connections have been done already before starting the setting, once arrived at point 10 the charger immediately starts).

If some trouble or mistake may occur along setting procedure, switch off the battery charger, then switch it on again by keeping pressed the MODE button and restart setting operation from the beginning.

Compensation Setting of the Voltage Drop on Output Cables (Display Version)

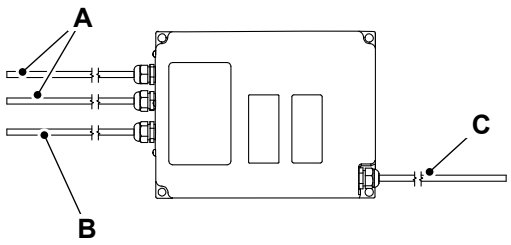
While charging, with a long pressure of Mode Button, you can program the voltage cables drop. Execute the following operations while charger is at maximum current.

1. Knowing the size and length (positive plus negative lengths) of the output cables, compute the voltage drop at the maximum output current.
2. Press shortly the MODE button (ROLL) until reaching the nearest voltage value to the desired one: it is possible to ROLL parameters between 0,0V e 1,5V with steps of 0,1V.
3. Press long the MODE button (ENTER) to confirm.

Charging Curve (Version without Display)

The charger is provided of only one charging curve, which is IUIa type and includes equalization and maintenance (unless differently specified in the enclosed additional document, please read it to verify parameters). The curve can be regulated through CANBUS protocol.

Figure 220.



A Output cable
B Auxiliary cable
C Input cable

Refer manufacturer's manual for more information.

Remove and Install

Saftey Instructions

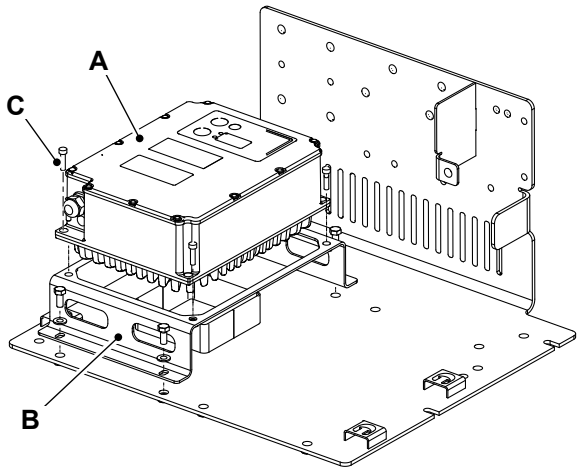
It is necessary to observe the following precautions in order to avoid damage to persons and to the battery charger:

- Read the installation instructions contained in this manual carefully. For further information put the manual in a proper place.
- The appliance is not to be used by persons with reduced physical, sensory or mental capabilities, or lack of experience and knowledge.
- The appliance is not to be used by children.
- Do not put the battery charger near heat sources.
- Do not try to service the battery charger yourself. Opening the cover may expose you to shocks or other hazards.
- Do not open the charger. Opening it may bring to a loss in the protection grade (IP), that may persist also after having restored the sealing.
- Servicing is allowed only for the manufacture, or its service agent. In case of servicing disconnect the mains and the battery before opening the enclosure.
- If the battery charger does not work correctly or if it has been damaged, unplugged it immediately from the supply socket and from the battery socket and contact a retailer.

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the rear chassis cover.
4. Get access to the battery charger.
5. Put a label on the electrical connections to help installation.
6. Disconnect the electrical connections from the battery charger.
7. Remove the capscrew (x4) from the battery charger.

Figure 221.



A Battery charger
B Battery charger mount
C Capscrew (x4)

8. Remove the battery charger from the machine.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the screws to the specified torque value.
   Torque: 15N·m

07 - DC Contactor

Contents **Page No.**

Notes:

00 - General

Introduction

The DC (Direct Current) contactors are designed for continuous currents of 250A/350A.

Contactor functioning as point of isolation and control. Battery will let PDU close the contactor as long as all batteries are in safe working condition. Pressing the E-stop will open the contactor and isolate the batteries from inverter. In case of contactor failure DC power will not be available in inverters and in case of contactor weld, after ignition OFF DC power will be available in inverters.

Technical Data

Table 93.

Description	Data
Thermal current rating	250A - 350A
Maximum recommended contact voltages	48VDC - 60VDC
Auxiliary contact switching capabilities (resistive load)	2A at 48VDC
Rated fault current breaking capacity (resistive load)	525A at 60VDC
Rated fault current breaking capacity (time constant)	1,500A at 48VDC
Operating ambient temperature	-40°C (-39.9°F) to 60°C (139.9°F)

Check (Operation)

1. Check that the power supply is correct and reaching the contactor and the voltage is registering at the motor.
2. Check the contactor has been closed to allow current to reach motor.
3. Check the condition of the power cable of the DC contactor.
4. Check cables to charge and discharge contactors.
5. Make sure that you check the contactor for continuity when the system is isolated. Make sure that there are no current paths that bypass the contactor.
6. If the contactor is faulty, replace the contactor. Contact JCB Dealer.

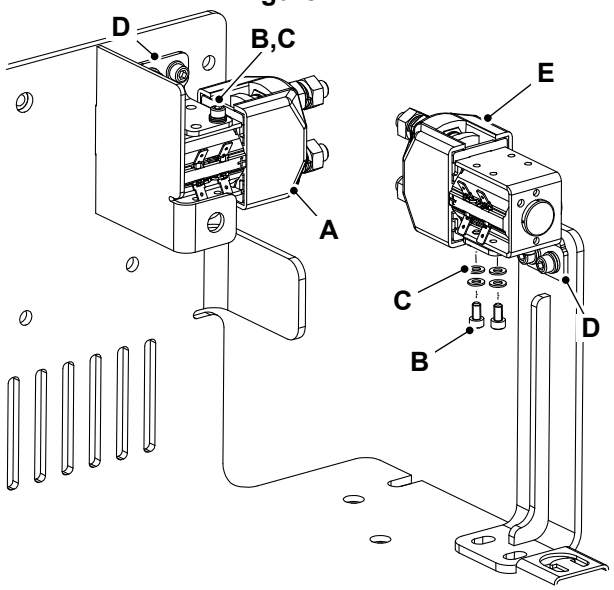
Remove and Install

48V DC Contactors

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the rear chassis cover.
   Refer to: PIL 06-06-14.
4. Get access to the DC (Direct Current) contactor 1 and 2. Refer to Figure 222.
5. Put a label on the electrical connections to help installation.
6. Disconnect the electrical connections from the contactor.
7. Remove the capscrew 1 (x4) and washers from the DC contactors. Refer to Figure 222.

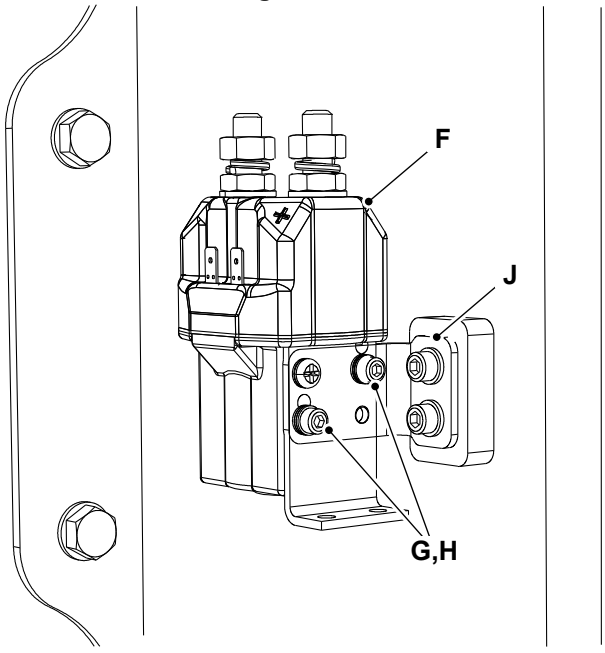
Figure 222.



A DC contactor 1
B Capscrew 1 (x4)
C Washers
D Mounting bracket
E DC contactor 2

8. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
9. Get access to the DC contactor 3. Refer to Figure 223.
10. Do step 5 to 6 for DC contactor 3.
11. Remove the capscrew 2 (x2) and washers from the DC contactor. Refer to Figure 223.

Figure 223.



F DC contactor 3
G Capscrew 2 (x2)
H Washers
J Mounting bracket

12. Remove DC contactors from the machine.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the capscrews to the specified torque value.
   Torque: 8.8N·m

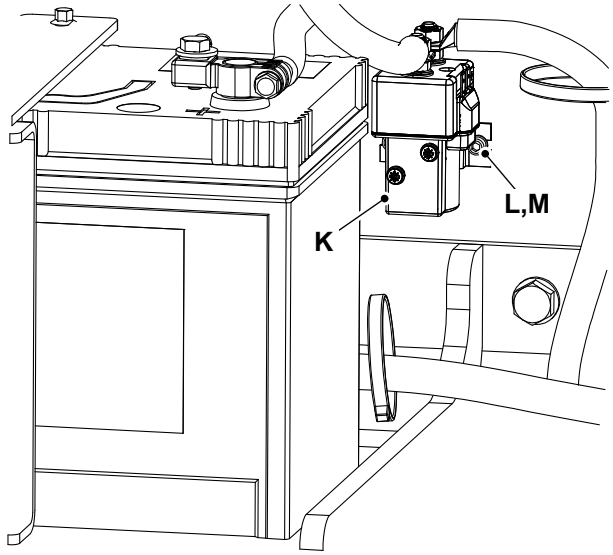
12V DC Contactor

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
4. Get access to the DC contactor 4. Refer to Figure 224.
5. Put a label on the electrical connections to help installation.

6. Disconnect the electrical connections from the contactor.
7. Remove the capscrew 3 (x2) and washers from the DC contactor 4. Refer to Figure 224.

Figure 224.



K DC contactor 4
L Capscrew 3 (x2)
M Washers

8. Remove DC contactor from the machine.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the capscrews to the specified torque value.

   Torque: 8.8N·m

09 - Power Distribution

Contents **Page No.**

Notes:

00 - General

Introduction

The electrical circuits are protected by fuses. If a fuse blows, find out why and rectify the fault before installing a new one.

A full up to date list of fuses and relays and their locations can be found in the relevant operator manual, maintenance section.

Health and Safety

⚠ **Notice:** Always replace fuses with ones of correct ampere rating to avoid electrical system damage.

Notice: When installing auxiliary electrical components always ensure that the additional load rating is suitable for that particular circuit. It is unacceptable to simply increase the fuse rating as this can cause overloading and consequential failure of wiring, along with failure of integral circuit components, which the fuse is protecting.

03 - Fuse

Technical Data

Primary Fuses

Table 94.

Fuse	Rating
Main primary fuse	80A
Electronic motor primary fuse	200A

Base Control Fuses

Figure 225.

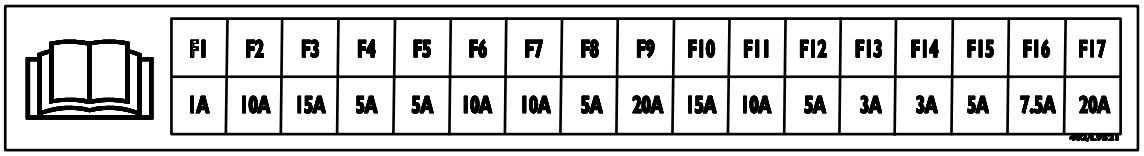


Table 95.

Fuse ID	Fuse	Rating
F1	Ignition fuse	1A
F2	Base E-stop, horn relay and diagnostic connector	10A
F3	Bosch ECU (Electronic Control Unit) base	15A
F4	Platform weight sensor and tilt sensor	5A
F5	Display and axle lock pressure sensor	5A
F6	Bosch ECU platform supply	10A
F7	Bosch ECU platform supply	10A
F8	Bosch ECU base supply	5A
F9	-	20A
F10	-	15A
F11	Worklight (optional)	10A
F12	-	5A
F13	Livelink	3A
F14	Display	3A
F15	-	5A
F16	Key switch	7.5A
F17	Lift pump	20A

Busbar Fuses

Figure 226.

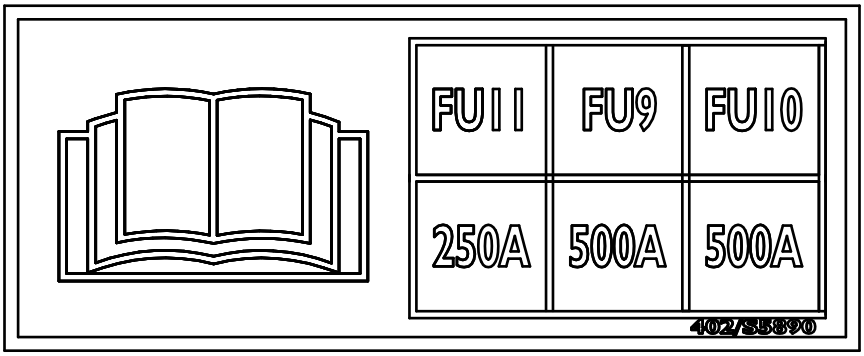


Table 96.

Fuse ID	Fuse	Rating
FU9	Front motor inverter contactor	500A
FU10	Rear motor inverter contactor	500A
FU11	Pump inverter contactor	250A

Harness Fuses

Figure 227.

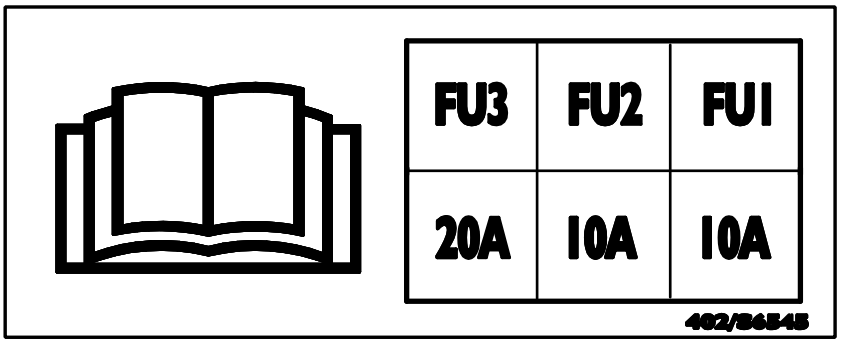


Table 97.

Fuse ID	Fuse	Rating
FU1	To chassis ground	10A
FU2	Inverter or recharge relay	10A
FU3	DC-DC converter	20A

Platform Control Fuse

Figure 228.

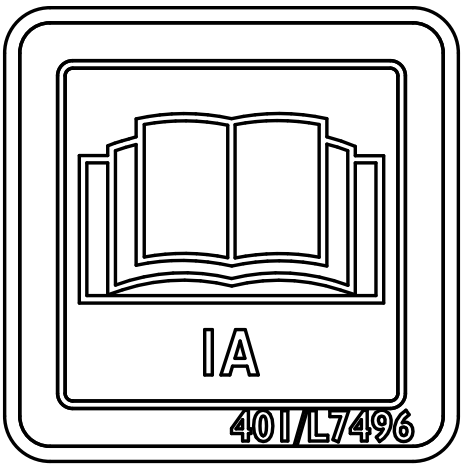


Table 98.

Fuse ID	Fuse	Rating
F1	Ignition feed fuse	1A

06 - Relay

Technical Data

Primary Relays

Table 99.

Description	Rating
Electric pump relay	150A

Base Control Relays

Figure 229.

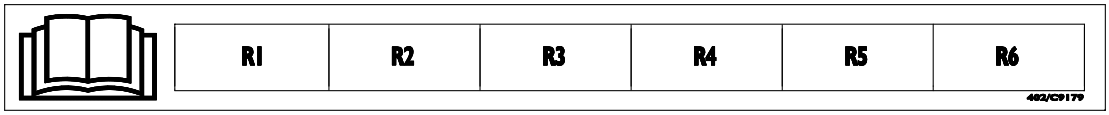


Table 100.

Relay ID	Description	Rating
R1	Ignition relay 1	40A
R2	Ignition relay 2	40A
R3	Ignition relay 3	40A
R4	Ignition relay 4	40A
R5	D+ relay	40A
R6	Horn relay	40A

Harness Relays

Figure 230.

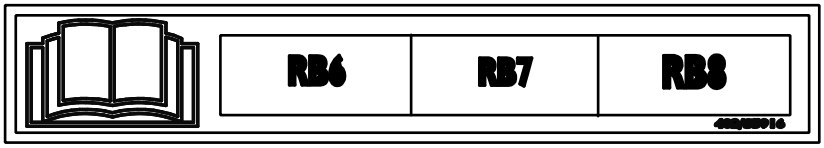


Table 101.

Relay ID	Description	Rating
RB6	Precharge relay	40A
RB7	FR/RR inverter relay	20A
RB8	DC-DC converter relay	20A

Platform Control Relay

Table 102.

Relay ID	Description	Rating
R1	Platform buzzer relay	40A

10 - Motor

Contents **Page No.**

Notes:

00 - General

Introduction

The electrical motor installed on this machine is a DC (Direct Current) motor. It is called the "Auxiliary motor" or "Pump motor". It is used for the emergency operation of the machine. The duty cycle of this motor is 2min duration. Do not use the emergency motor for more than the specified duration.

It is installed in the centre of the turntable, below the main boom.

The pump motor rotates in a clockwise direction (viewed from shaft end).

Technical Data

Table 103. Hydraulic Pump Motor

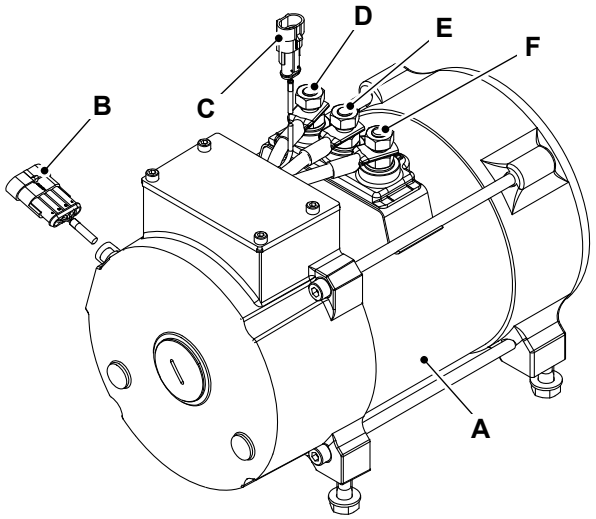
Description	Data
Power rating	9.1kW
Battery voltage	48V
Motor voltage	32V
Rated current	240A
Rated speed	1920 RPM (Revolutions Per Minute)

Table 104. Auxiliary Pump Motor

Description	Data
Power rating	3.3kW
Maximum voltage	24V
Rated current	180A
Rated speed	3050 RPM
Maximum speed	5600 RPM
Direction of rotation	Clockwise from the shaft end

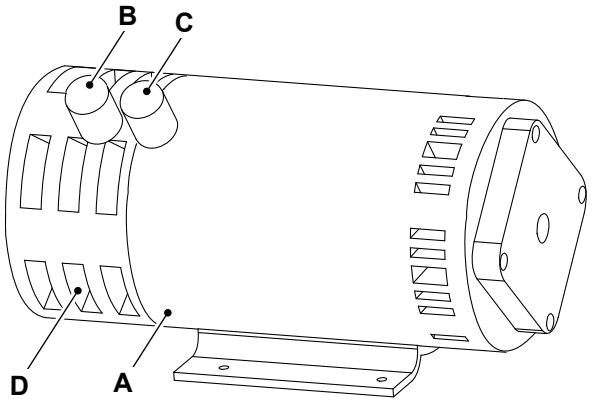
Component Identification

Figure 231. Hydraulic Pump Motor



A Hydraulic pump motor
B Speed sensor
C Temperature sensor
D Phase U terminal
E Phase V terminal
F Phase W terminal

Figure 232. Auxiliary Pump Motor



A Auxiliary pump motor
B A2 Positive terminal
C D1 Negative terminal
D Commutator end

Remove and Install

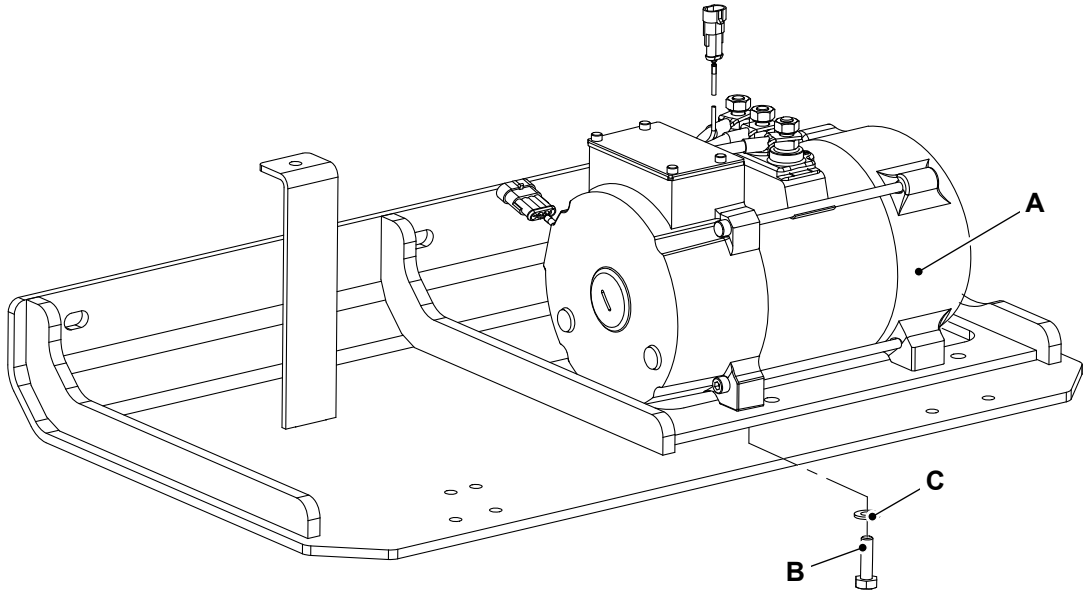
⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

Hydraulic Pump Motor

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
4. Put a label on the electrical connections to help installation.
5. Disconnect the electrical connections from the motor.
6. If necessary, remove the pump from the motor.
   Refer to: Remove and Install (PIL 30-11-00).
7. Remove the bolt 1 (x4) and washers.

Figure 233.



A Hydraulic pump motor
B Bolt 1 (x4)
C Washer

8. Carefully remove the motor from the machine.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the bolt to the specified torque value.

Table 105.

Item	Torque Value
B	38N·m

Auxiliary Pump Motor

Remove

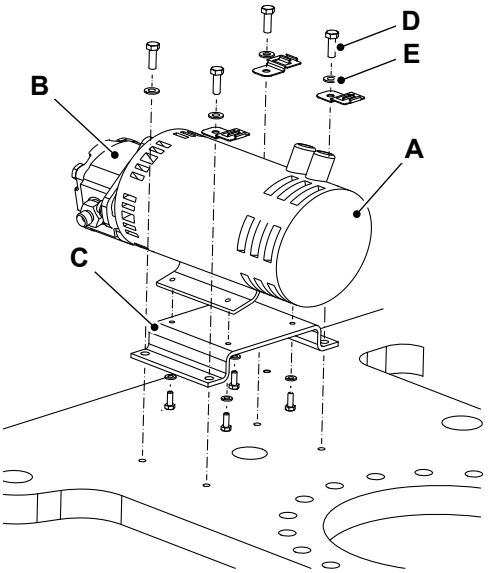
1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
4. Put a label on the electrical connections to help installation.

5. Disconnect the electrical connections from the motor.
6. If necessary, remove the pump from the motor.

Refer to: Remove and Install (PIL 30-11-00).

7. Remove the bolt 2 (x4) and washers.

Figure 234.



A Motor
B Pump
C Bracket
D Bolt 2 (x4)
E Washer

8. Carefully remove the motor from the machine.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the bolt (x4) to the correct torque value.

Table 106.

Item	Torque Value
D	9N·m

12 - Harness

Contents **Page No.**

Notes:

00 - General

Introduction

Harness Drawings

Drawings are reproduced from production electrical harness drawings. Each harness drawing includes tables showing wire connections and destinations for all the connectors on the harness. To identify the correct harness drawing for a particular machine refer to the relevant Harness Interconnection page for the machine serial number range.

Health and Safety

⚠ **Notice:** When installing auxiliary electrical components always ensure that the additional load rating is suitable for that particular circuit. It is unacceptable to simply increase the fuse rating as this can cause overloading and consequential failure of wiring, along with failure of integral circuit components, which the fuse is protecting.

Harness Repair (Butane Heater)

⚠ **WARNING** In addition to the warnings incorporated into this procedure, extreme care should be taken when handling the gas heating tool to ensure that the flame does not damage or set fire to any items in the vicinity of the repair, i.e. other wires, floor panels, floor mats, sound proofing, paintwork, etc. This tool should not be used in any restricted location prohibiting the use of "Naked Flames" or where risk of explosive gas or similar safety parameters apply. No other heat source should be used to attempt a sealed joint.

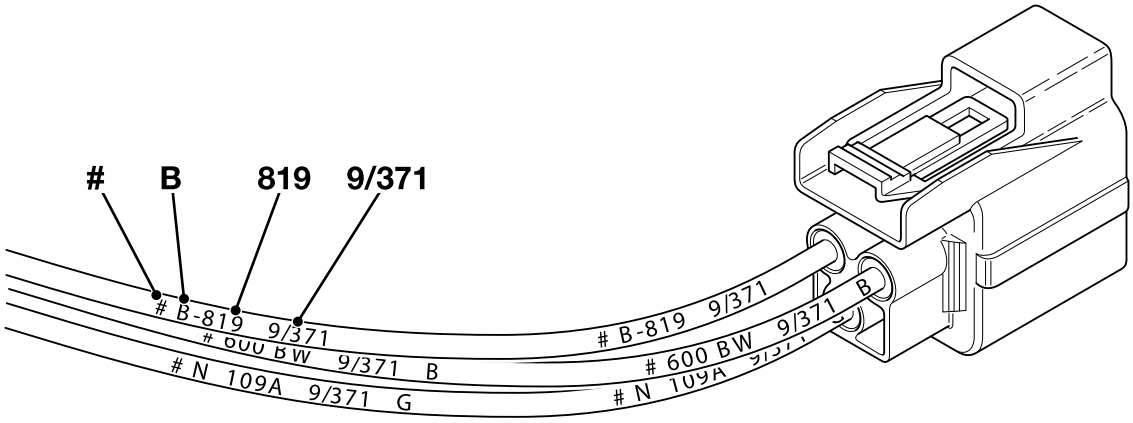
CAUTION When the heater is in use, the reflector and the air coming out are extremely hot. Keep away to avoid accidental burns. Do not touch the reflector until it has had time to cool down after switching off. If flame reappears at the reflector when the heater is in use, the catalytic element is damaged or used up. Stop work immediately and replace the heater.

Component Identification

Wire and Harness Number Identification

This section details the allocation of wire numbers and the identification of wires in the wiring harness.

Figure 235.



The illustration shows a typical connector and wires. Each wire has an individual identification number permanently marked on it, at regular intervals along it's length. The number stamped on the wire identifies the following:

Table 107. Wire and Harness Number Identification

Identification Number	Description
#	The # indicates the start of the identification number. It is always printed to the left of the identification number.
B	If applicable - The colour of the flying lead that the harness wire should mate with. For instance, if wire 819 from harness 719/37100 mated with a flying lead coloured black (colour code B) then the number printed on the wire would be B-819 9/371.
819	The wire's unique identification number. The wire functions and numbers allocated to them are consistent through out the JCB range of products. Refer to Wire Numbers and Functions.
9/371	If applicable - The part number of the harness that the wire originates from. If the harness part number is 719/37100, the number printed on the harness wires will be 9/371 (71 and 00 are common numbers and therefore deleted).

Wire Numbers and Functions

Table 108. Wires 000-199, 1000-1999 (These numbers are reserved for ignition feeds, heater start circuits and start circuits)

Wire Number	Description
Wires 000 - 099	Unfused ignition feeds
Wires 100 - 199 and 1000 -1999	Fused ignition feeds (feeds via ignition relays are also classed as ignition feeds). Power supplies output by a control module.

Table 109. Wires 200-399, 2000-3999 (These numbers are reserved for battery feeds)

Wire Number	Description
Wires 200-299 and 2000-2999	Unfused battery feeds. Power supplies output by a control module.
Wires 300-399 and 3000-3999	Fused battery feeds. Power supplies output by a control module.

Table 110. Wires 400-599, 4000-5999

Wire Number	Description
Wires 400-599 and 4000-5999	These numbers are reserved for instruments, sensors and variable input/output signal wires used in electronic systems. CAN wires also use numbers in this series.

Table 111. Wires 600-799, 6000-7999

Wire Number	Description
Wires 600-799 and 6000-7999	These numbers are used for earth wires. When the number is printed on to a wire it is prefixed by the Earth symbol. This symbol is printed onto the wire, it may however be omitted from harness drawings. Where a load is switched negative, the wire number from the load to the switch shall be different to that of the wire from the switch to the earth.

Figure 236.

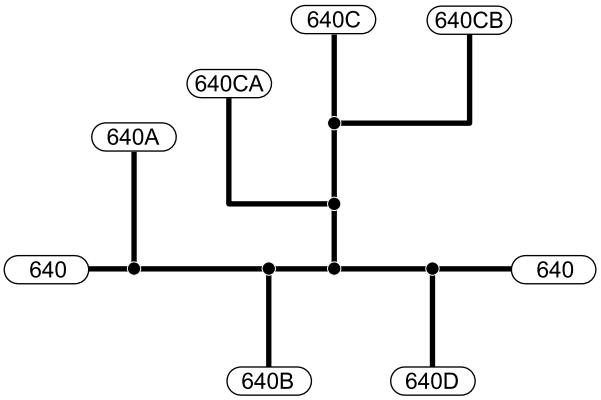
Table 112. Wires 800-999, 8000-9999

Wire Number	Description
Wires 800-999 and 8000-9999	These numbers are reserved for switched supplies to electrical loads, i.e. to lights, etc. Power supplies output by a control module.

Table 113. Wires In Splices

Wire Number	Description
Various	The main input wire is allocated with a wire number and a suitable description, i.e. Wire 640 earth splice to earth. The additional wires in the splice are allocated the same wire number and a postfix, i.e. 640A, 640B, etc.

Figure 237.



General Points

1. Wires continue to have the same number even after passing through a connector block to another harness.
2. The descriptions are applicable to JCB specification wiring harnesses. The machine may be installed with some wiring that does not conform to the JCB specifications, typically when it is part of equipment supplied by other manufacturers.

Diagram

A full set of harness drawings are available. Refer to: servicepro.jcb.com.

Repair

Special Tools

Description	Part No.	Qty.
Wiring Crimp Tool	892/00349	1
Butane Heater	892/00350	1

Consumables

Description	Part No.	Size
Wiring Splice (0.5-1.5mm Red, contains 50 off)	892/00351	-
Wiring Splice (1.5-2.5mm Blue, contains 50 off)	892/00352	-
Wiring Splice (3-6mm Yellow, contains 50 off)	892/00353	-
Wiring Splice-Bootlace (1mm Red)	7205/0100	-
Wiring Splice-Bootlace (2.5mm Grey)	7205/0250	-

Instances occur where it is necessary to incorporate auxiliary electrical components into existing electrical circuits and although unlikely with present wiring harnesses, repair or replace specific individual wires within a harness. This will also apply to other machines in addition to those of manufacture.

To make sure that either the inclusion of an auxiliary electrical component or a repair within a harness is completed to an acceptable standard it is strongly recommended that the following tools, equipment and procedures are always used.

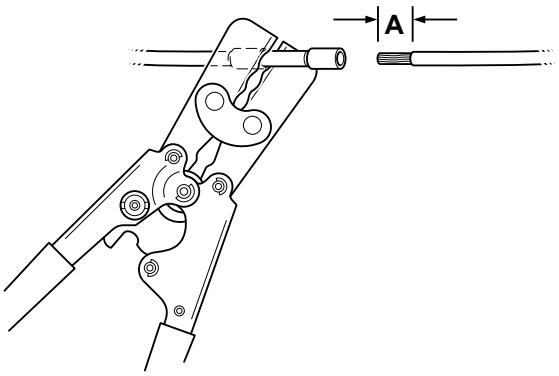
The sheath covering of the recommended splice is heat shrunk onto the original wire insulation. This results in a seal and corresponding joint to IP 67 specifications.

Procedure 1

1. Cut the wire and remove the protective insulation for a suitable distance dependent upon the size of wire and splice to be used.

   Special Tool: Wiring Crimp Tool (Qty.: 1)

Figure 238.



A Distance for splice (check size)

2. Using the correct sized splice, attach the new section of wire required or auxiliary flying lead to the existing harness and secure using the crimp tool. Note that each of the splices detailed is colour-coded to make size and range readily visible. They are secured using the corresponding size and matching colour-coded jaws of the crimp tool to ensure joint security. This tool also incorporates a ratchet closing mechanism which will not release until the splice is fully closed to the correct compression size.

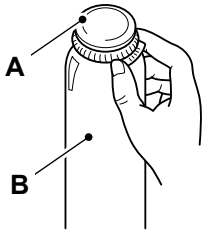
   Consumable: Wiring Splice (0.5-1.5mm Red, contains 50 off)
   Consumable: Wiring Splice (1.5-2.5mm Blue, contains 50 off)
   Consumable: Wiring Splice (3-6mm Yellow, contains 50 off)

3. With the Butane heater assembly, seal the connection.

   Special Tool: Butane Heater (Qty.: 1)

   3.1. Remove the cap from the end of the disposable gas cartridge.

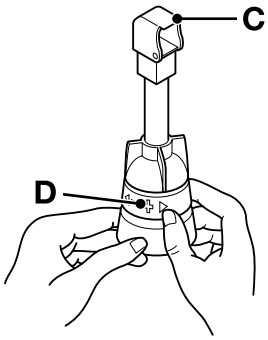
Figure 239.



A Cap
B Gas cartridge

   3.2. Before assembling the gas cartridge to the reflector element, turn the red ring to the left, (in the direction of the minus sign marked on the ring).

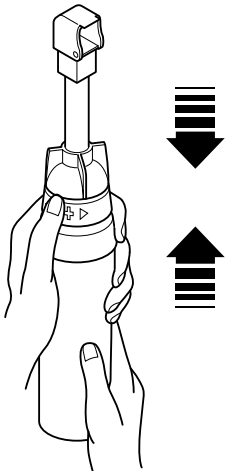
Figure 240.



C Reflector element
D Red ring

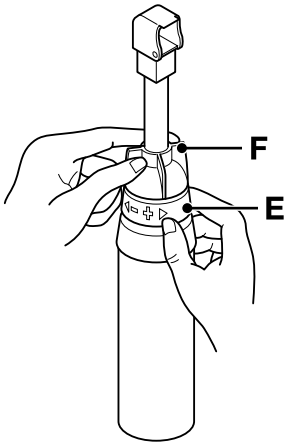
   3.3. Position the tube hanging down from inside the reflector assembly into the hole at the top of the gas cartridge. Then press the gas cartridge up into the reflector assembly as far as possible until the two elements are clasped firmly together. An audible click will be heard.

Figure 241.



   3.4. Turn the small ring so that the air holes are completely closed.

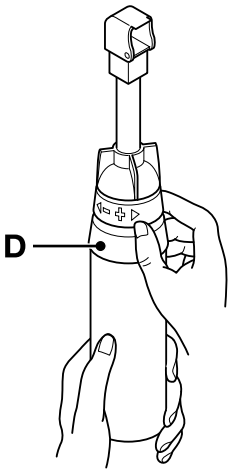
Figure 242.



E Small ring
F Air holes

3.5. Turn the red ring to the right (in the direction of the plus sign) in order to turn on the gas. Important: Before turning the heater on, make sure that the cartridge is not hotter than the reflector element. This may occur if the cartridge is held in the hand for a long time. The temperature difference between the cartridge and the reflector element may cause long yellow flames to appear on ignition.

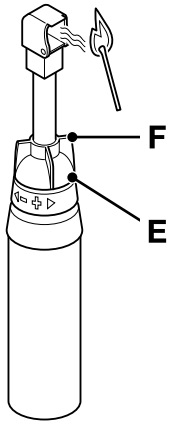
Figure 243.



D Red ring

3.6. Hold the heater vertically and, using a match or cigarette lighter, light the gas as shown. Hold the heater vertically for 1 to 2 minutes until the catalytic reaction occurs. This is indicated when the blue flame fades and the ceramic element glows red. Then turn the small ring until the air holes at are completely open. The tool is ready for use. Note: The fact that the sound of liquid cannot be heard when the cartridge is shaken does not mean it is empty. No sound will be heard even when the cartridge is full.

Figure 244.

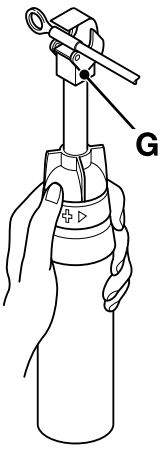


E Small ring
F Air holes

3.7. The heater can be used in two modes:

3.8. Side wings down, reflector head completely open. In this mode the infra-red heat waves are dominant (recommended for the light coloured plastic splices).

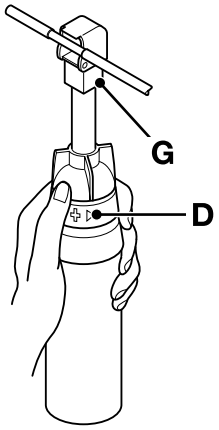
Figure 245.



G Side wings

3.9. Side wings up, reflector head opening reduced. In this mode the heating is done only by the hot gas (use for dark coloured plastic splices).

Figure 246.



D Red ring
G Side wings

Procedure 2

1. Cut the wire and remove the protective insulation for a suitable distance.
2. Install the suitable bootlace ferrule on the wires.

   Consumable: Wiring Splice-Bootlace (1mm Red)
   Consumable: Wiring Splice-Bootlace (2.5mm Grey)
3. Use a suitable bootlace ferrule tool to crimp the terminals. Refer to Figure 247.

Figure 247.

Check (Condition)

This section describes how to use electrical measuring devices that are used in electrical fault finding.

Use of Multimeters

In order to obtain the maximum benefit from the fault finding information contained in the Electrical Section, it is important that the technician fully understands the approach to fault finding and the use of the recommended test equipment, in this case a digital multimeter, or a moving pointer analogue multimeter. The approach is based on a fault finding check list. In tracing the fault from the symptoms displayed you will be directed to make measurements using a multimeter. These instructions are intended to cover the use of the recommended meters.

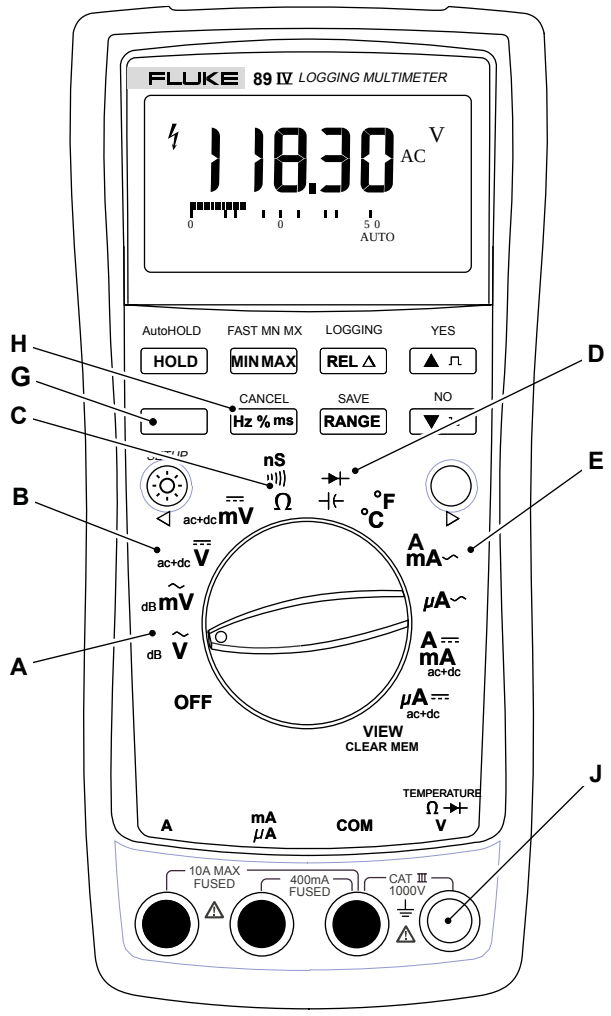
1. Make sure that the test leads are plugged into the correct sockets. The black test lead should be plugged into the black socket (sometimes, this socket is also marked by a -, or E or marked as COMMON or COM). The red test lead should be plugged into the red socket marked with +, V or Ω.
2. When you make a measurement, make sure that the test probes have a good clean contact with bare metal, free from grease, dirt, and corrosion as these can cause a false reading.
3. When you measure a voltage, make sure that the correct range is selected, that it is set to the selector value equal to or greater than that you are about to measure. e.g. If asked to measure 12 Volts, set the selector to the 12V range. If there is no 12V range, set the selector to the next range higher, 20V for instance. If the meter is set to a range that is too low, it may be damaged. e.g. setting to the 2V range to measure 12V.

Measuring DC Voltage

1. Select the correct range on the multimeter.

   1.1. On the digital multimeter, turn the switch to position B.

Figure 248. Typical Digital Multimeter



2. Connect the black probe to the nearest available suitable earth point, usually this will be the starter motor earth, the battery negative, or the chassis. Connect the red probe to the wire or contact from which you are measuring the voltage.

Measuring Resistance

1. Make sure that there is no power to the part of the circuit you are about to measure.
2. Connect one probe at one end of the component or wire to be checked and the other probe at the other end. It does not matter which way round the two probes are placed.
3. Select the correct range on the multimeter.
   3.1. Turn the switch to position C and check that the W sign at the right hand side of the display window is on. If the F sign is on instead, press the blue button G to change the reading to Ω. Touch the meter lead probes together and press the REL3 key on the meter to eliminate the lead resistance from the meter reading.

Measuring Continuity

1. Make sure that there is no power to the part of the circuit you are checking for continuity.
2. Connect one probe to one end of the component or wire to be checked and the other probe to the other end. It does not matter which way round the two probes are placed.
3. Select the correct range on the multimeter.
   3.1. On the digital multimeter, turn the switch to position C and check that the beeper symbol appears at the left hand side of the display window. If the F sign is on instead, press the button labelled F. If there is continuity in the circuit, the beeper will sound. If there is no continuity (open circuit), the beeper will not sound.

Measuring Frequency

1. Insert the black plug into the COM socket on the meter and attach the probe to the nearest suitable earth point on the chassis, for example, the battery negative terminal.
2. Insert the red probe into socket J.
3. Turn the selector switch to position A and depress G repeatedly until F is highlighted on the top row of the display.
4. Press button H once.
5. Touch or connect the red probe to the frequency source to be measured. Press and hold the button if an average reading is required.

Testing a Diode or a Diode Wire

A diode wire is a diode with male connector installed on one end and a female connector installed on the other end. The diode is sealed in heatshrink sleeving. To test a Diode or a Diode Wire.

1. On the digital multimeter:
   1.1. Turn the switch to position D.
   1.2. Press the HOLD button and check that the H sign appears at the top right hand side of the display window.
   1.3. Connect the black probe to the end of the diode with a band or to the male connector of the diode wire. Connect the red probe to the other end of the diode or diode wire. If the beeper does not sound the diode or diode wire is faulty.

1.4. Connect the red probe to the end of the diode marked with a band, or to the male connector of the diode wire, the black probe should be connected to the other end of the diode or diode wire. If the beeper sounds or the meter does not read O.L., the diode or diode wire is faulty.

1.5. Press the HOLD button and check that the H sign disappears from the right hand side of the display window.

15 - Alarm

Contents **Page No.**

Notes:

00 - General

Check (Operation)

Alarms are installed to alert operators and ground personnel of machine proximity and motion.

The alarm package includes:

- Travel alarm
- Flashing beacon. Refer to Refer to: PIL 33-42.
- Platform buzzer
- Base buzzer
- Base display warning icons
- Platform warning LED (Light Emitting Diode)s

You must check the alarms for correct operation at regular intervals. Refer to Refer to: PIL 78-24.

Travel Alarm and Flashing Beacon

To check the travel alarm and flashing beacon do the following steps.

1. Turn the ignition switch to the ON position.
2. Pull out the base emergency stop button to the ON position.
3. Pull out the platform emergency stop button to the ON position.
4. Move the base or platform selector switch to the base position.
   - 4.1. Activate the articulated boom lower, main boom lower, telescopic boom retract and slew left or right toggle switches to energise the travel alarm.
   - 4.2. The travel alarm should sound when the switch is pressed.
5. Release the base or platform selector switch to the platform position and press the foot pedal and auxiliary pump switch.
   - 5.1. Activate the articulated boom lower, main boom lower, telescopic boom retract and slew left or right toggle switches or joysticks to energise the travel alarm.
   - 5.2. The travel alarm should sound when the switch or joystick is pressed.
6. Press the foot pedal and activate the drive & steer joystick to energise the travel alarm.
   - 6.1. The travel alarm should sound when the joystick is pressed.

Platform Buzzer

To check the platform buzzer do the following steps.

1. Pull out the base emergency stop button to the ON position.
2. Pull out the platform emergency stop button to the ON position.
3. Turn the ignition switch to ON position.

The platform buzzer should beep 3 times.

Base Buzzer

To check the base buzzer do the following steps.

1. Pull out the base emergency stop button to the ON position.
2. Pull out the platform emergency stop button to the ON position.
3. Turn the ignition switch to ON position.

The base buzzer should beep 3 times.

Platform warning LEDS and Base display warning icons

To check platform warning LEDs and base display warning icons, refer to- Refer to: PIL 33-24.

24 - Instruments

Contents **Page No.**

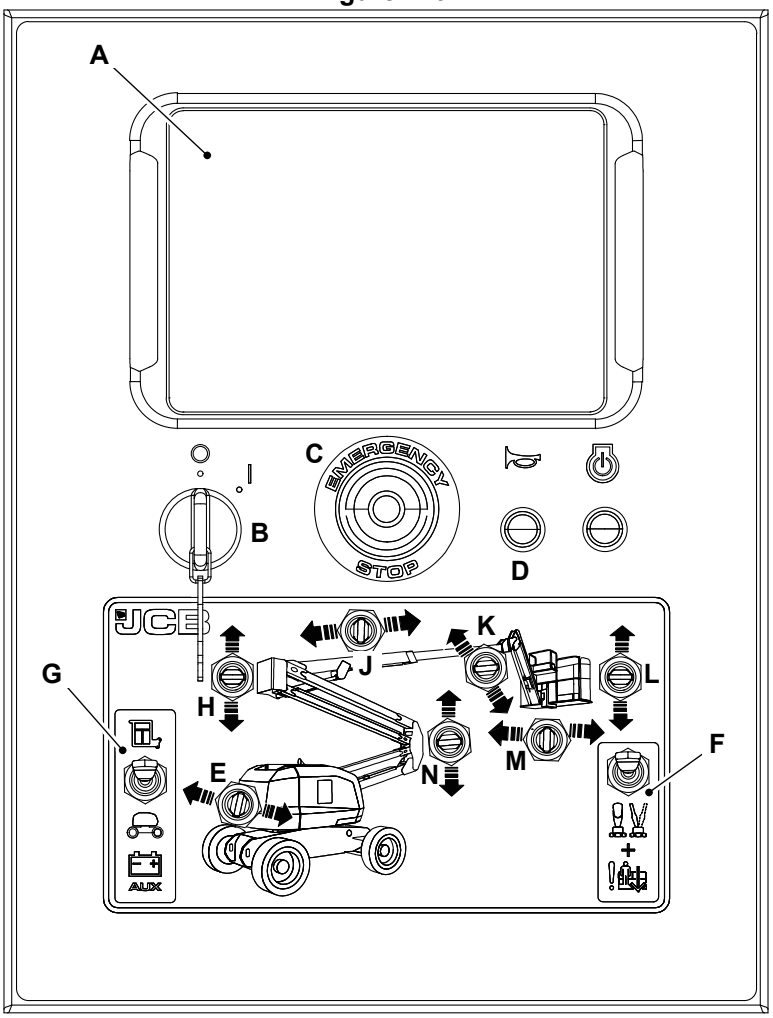
02 - Base Controller

Introduction

Base Control Panel

⚠ **WARNING** Do not operate the machine with the base control when there are personnel in the platform except in an emergency.

Figure 249.



A Display
B Ignition switch
C Emergency stop button
D Horn
F Emergency override switch
G Base control enable switch
H Main boom raise/lower switch
J Telescopic boom extend/retract switch
K Jib raise/lower switch
L Platform level switch
M Platform rotate switch
N Articulated boom raise/lower switch
P Slew left/right switch

Base Control Display

Figure 250.

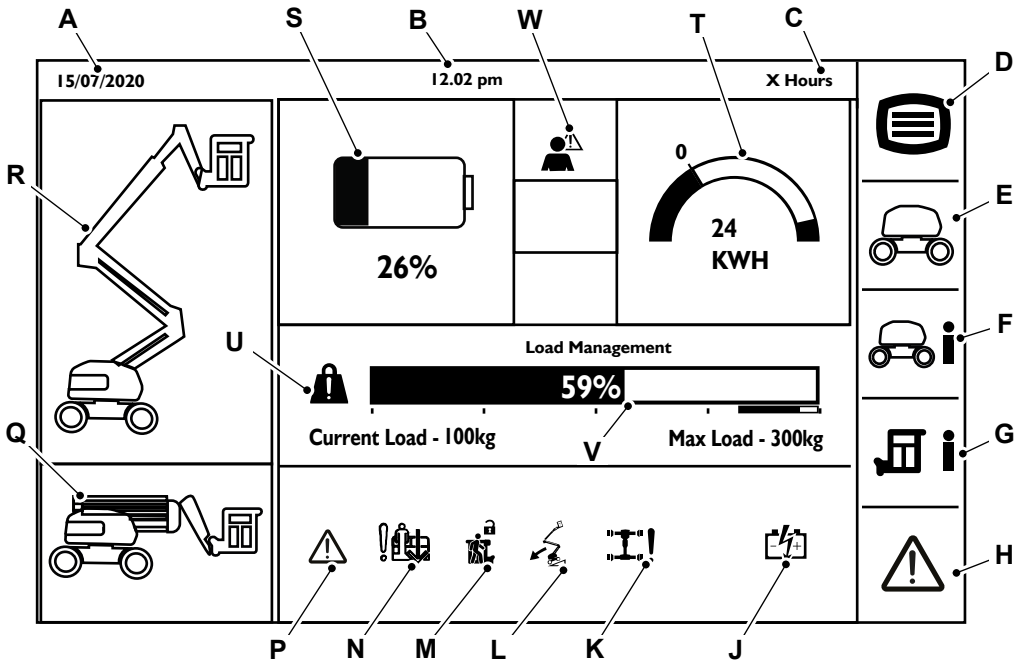


Table 114.

Callout	Indicator	Description
A	Date	Displays current date.
B	Time	Displays current time.
C	Machine hour	Displays machine running hours.
D	Display settings	Displays settings for the display.
E	Machine settings	Displays locked screen for new settings of machine.
F	Base information	Displays base information of machine like input, output and machine information.
G	Platform information	Displays platform input/output information.
H	Faults	Displays live and historic faults.
J	Battery voltage warning	Displays when battery voltage is high/low.
K	DC-DC converter	Displays the DC-DC converter activate.
L	Powertrain fault lamp	Displays when there is a fault on the powertrain.
M	Tilt limit exceeded	Displays when machine tilt limit is exceeded. Solid lamp if the machine is stowed. Flashing lamp if the machine is raised.
N	Secondary guarding	Displays when the platform secondary guarding is in active condition.
P	Emergency override	Displays when emergency override has been activated.
Q	Fault indicator	Displays when there is a fault on the machine.
R	Machine stowed position	Displays when machine is in stowed position.
S	Machine raised position	Displays when machine is in raised position.
T	Battery charging level indicator	Displays the battery charging condition in percentage.
U	Travel speed	Displays machine operation is in slow/high mode.
V	Power utilisation	Displays the power utilisation.

Callout	Indicator	Description
W	Overload lamp	Displays when the platform load limit is exceeded. Solid lamp if the load is approaching the limit. Flashing lamp if the load is above the limit.
X	Load management indicator	Displays the amount of load machine is carrying in percentage.
Y	Operator error or caution alarm	Displays when machine is operated outside the limits.

Display Settings

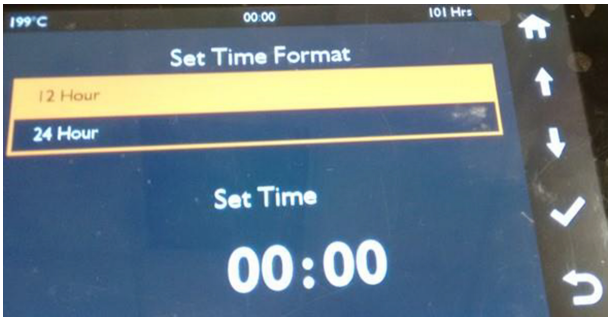
Setting Time

1. On the display menu, select display setting.
2. Use the arrow and tick button to select "Time" option.

Figure 251.

3. The screen allows you to select between 12hr or 24hr format clock and also to set the time.

Figure 252.



Setting Date

1. On the display menu, select display setting.
2. Use the arrow and tick button to select "Date" option.

Figure 253.

3. The screen allows you to select date and format of the date.

Figure 254.

Setting Unit

1. On the display menu, select display setting.
2. Use the arrow and tick button to select "Unit" option.

Figure 255.

3. Use the arrow keys to select between 'Metric' and 'Imperial'.

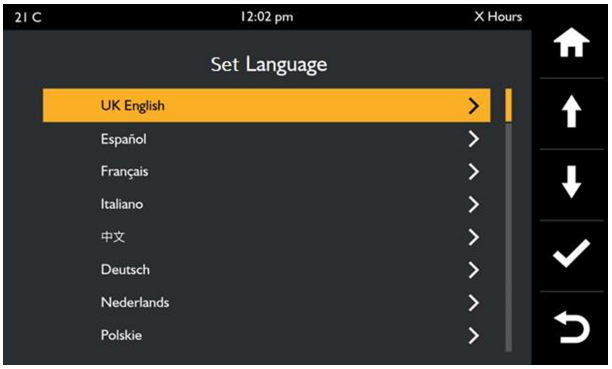
Setting Language

1. On the display menu, select display setting.
2. Use the arrow and tick button to select "Language" option.

Figure 256.

3. Use the arrow keys to select the desired language from drop down list.

Figure 257.



4. Use the tick button to confirm and save the desired setting.

Setting Brightness

1. On the display menu, select display setting.
2. Use the arrow and tick button to select "Brightness" option.

Figure 258.

3. Use the arrow keys to increase or decrease the brightness.
4. Press the tick button to save the selected brightness.

Figure 259.

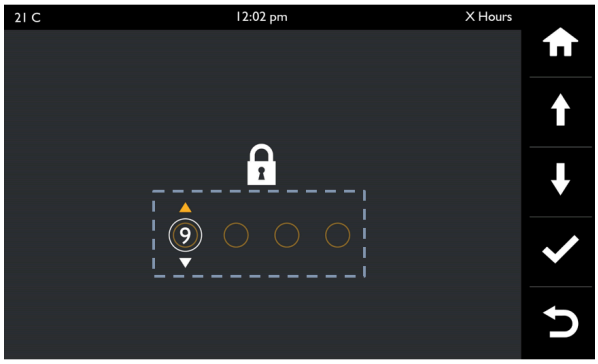
Machine Settings

Machine Settings Pin

1. Select the machine pin setting.
2. Select the default machine pin '0000'. Make a note that, connect to JCB service master to check if the pin has been changed.

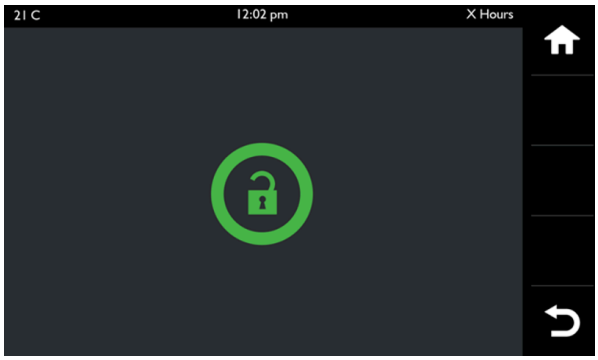
   2.1. Use up and down arrow to toggle from 0-9 on the selected box.

Figure 260.



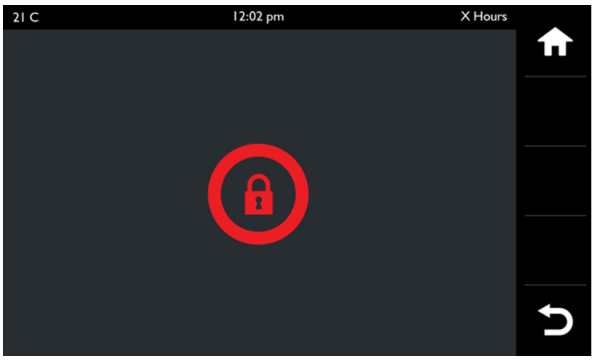
3. Press the tick button to select.
4. If pin entered is correct, display screen will link to ' machine settings unlocked' screen.

Figure 261.



5. If pin entered is incorrect, display screen will link to ' machine setting incorrect pin' screen.

Figure 262.

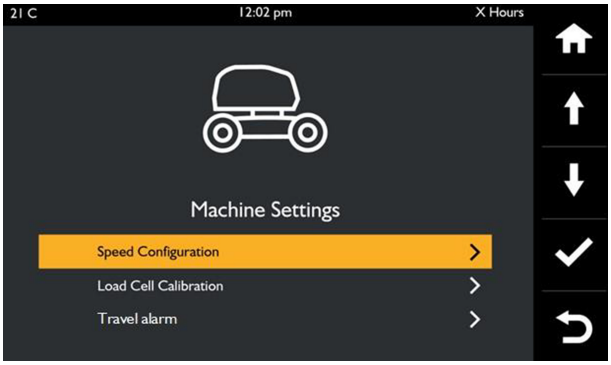


Speed configuration

The machine will be set at 100% initially but may be slowed down for new operators or even block a function off. For example if you do not want to allow slew, the slew function can be set to 0%.

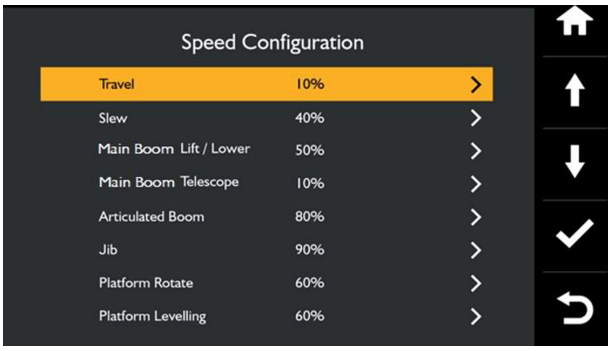
1. Select the machine setting.
2. Use the arrow and tick button to select "Speed Configuration" option.

Figure 263.



3. Use the arrow keys to select the desired function.
4. Press the tick button to select.

Figure 264.



5. Use the up and down arrows to adjust the % speed allowed.

Figure 265.

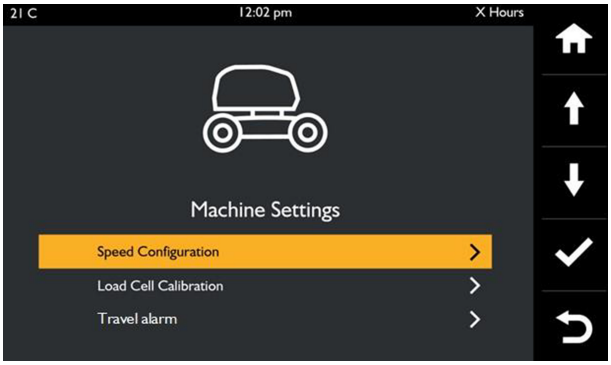
6. Use the tick button to confirm and save the desired setting.

Setting the Load Cell Calibration

1. Select the machine setting.

2. Use the arrow and tick button to select "Load Cell Calibration" option.

Figure 266.



3. Use the arrow keys and select the "NO load" or "Rated load" depending on the calibration to be carried out.

   3.1. Make sure that there is no load at the platform when you select "NO Load" calibration.

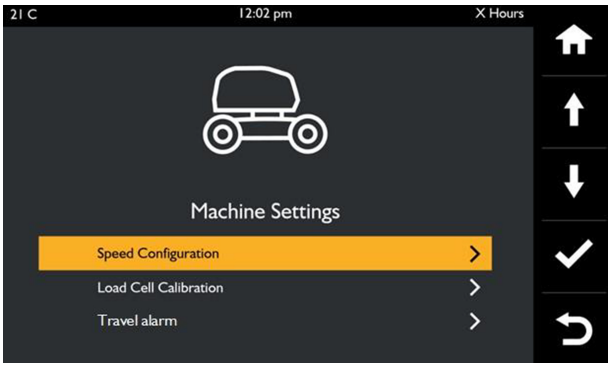
   3.2. Make sure that load of specified weight is placed on the platform, when you select "Rated Load" calibration.

   Weight: 250kg

Setting Travel Alarm

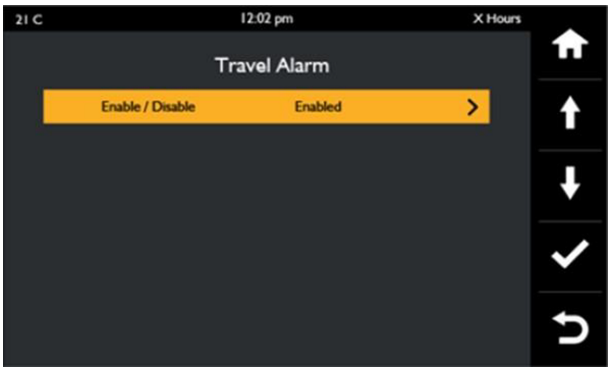
1. Select the machine setting.
2. Use the arrow and tick button to select "Travel alarm" option.

Figure 267.



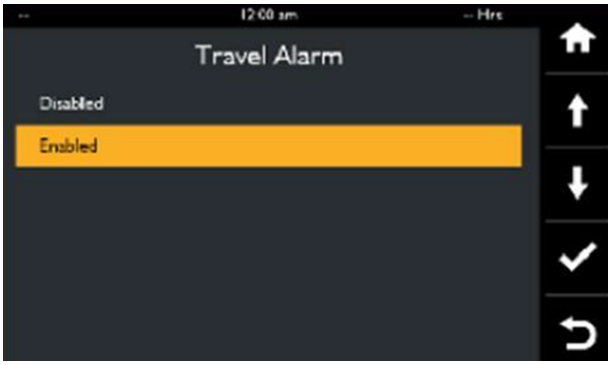
3. Use the arrow keys to enable or disable the travel alarm.

Figure 268.



4. Use the tick button to confirm and save the desired setting.

Figure 269.

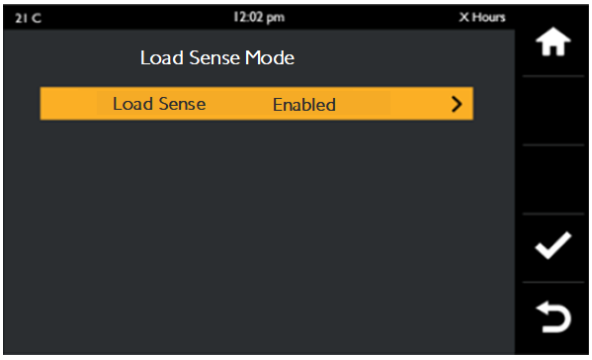


Setting Load Sense Mode

This option is use to enable or disable the load sense mode on the machine.

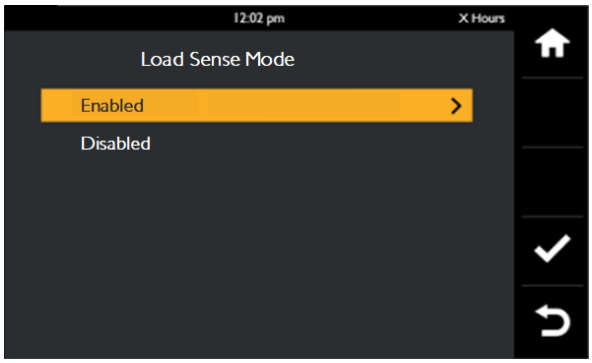
1. Select the machine setting.
2. Use the arrow and tick button to select "Load sense mode" option.

Figure 270.



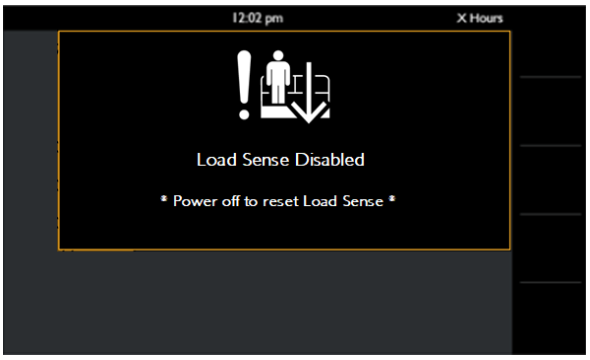
3. Use the arrow keys to enable or disable the load sense mode.

Figure 271.



4. Use the tick button to confirm and save the desired setting.
5. When selected disabled option, display screen will link to "load sense disabled" screen.

Figure 272.



Setting Emergency Override Reset

1. Select the machine setting.
2. Use the arrow and tick button to select "Emergency override reset" option.
3. Use the arrow keys to select required or not required status.
   3.1. Make a note that, the status is based on whether "emergency override" icon is active or inactive.

Figure 273.

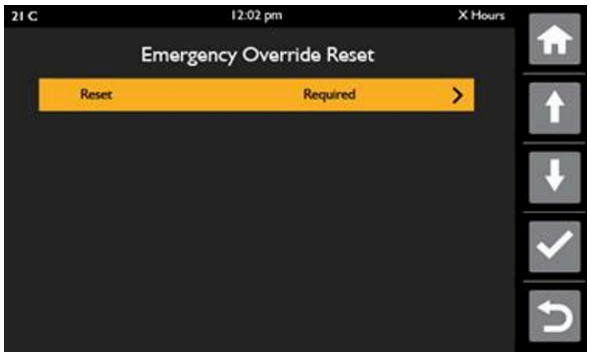


Figure 274.

4. Use the tick button to confirm and save the desired setting.

Figure 275.

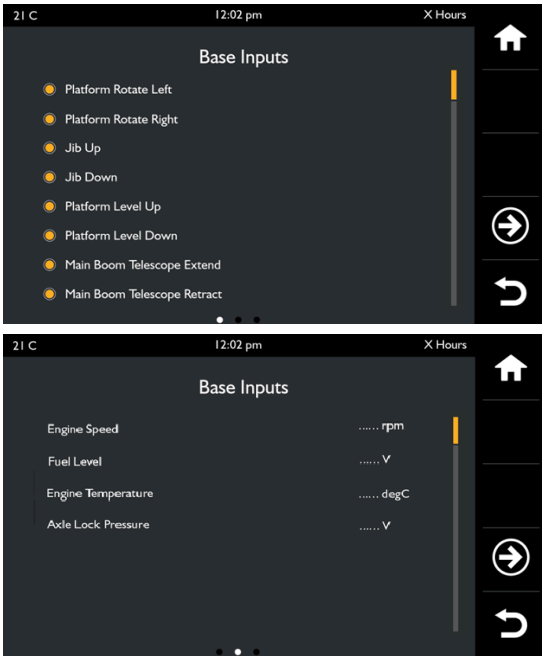
Base Inputs

The base inputs section gives details of all the function and sensor inputs to the base control ECU (Electronic Control Unit). All the states of the machine functions and sensor inputs are represented by a blank or empty indicator if not selected and by a solid JCB yellow indicator if selected. The items that are shown on the display screen are as follows:

- Platform rotate left
- Platform rotate right
- Jib up
- Jib down

- Platform level up
- Platform level down
- Main boom telescopic extend
- Main boom telescopic retract
- Main boom up
- Main boom down
- Articulated boom up
- Articulated boom down
- Slew left switch
- Slew right switch
- Platform enable switch
- Base enable switch
- Emergency stop positive
- Emergency stop negative
- Horn
- Battery voltage
- Override un-pressed contact
- Override pressed contact
- Main boom retract limit switch- 1
- Main boom retract limit switch- 2
- Articulated boom lower limit switch- 1
- Articulated boom lower limit switch- 2
- Slew position limit switch- 1
- Slew position limit switch- 2
- Blocked air filter sensor
- Axle lock pressure
- Tilt sensor
- Axle lock pressure

Figure 276.

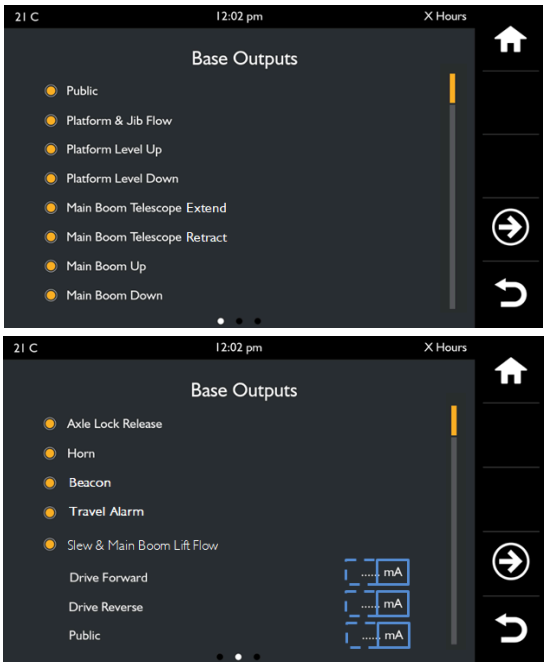


Base Outputs

The base outputs section gives details of all the function outputs from the base control ECU. All the states of the machine functions are represented by a blank or empty indicator if not selected and by a solid JCB yellow indicator if selected. The items that are shown on the display screen are as follows:

- Public
- Platform and jib low
- Platform level up
- Platform level down
- Main boom telescopic extend
- Main boom telescopic retract
- Main boom up
- Main boom down
- Articulated boom up
- Articulated boom down
- Slew left
- Slew right
- Drive forward
- Drive reverse
- Steer left
- Steer right
- Auxiliary pump
- Base buzzer
- Front brake release
- Rear brake release
- Axle lock release
- Horn
- Beacon
- Travel alarm
- Slew and main boom lift flow
- Drive forward
- Drive reverse

Figure 277.



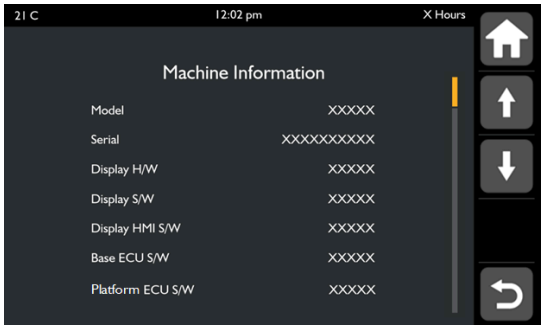
Machine Information

The screen displays following machine information:

- Machine model

- Machine VIN (serial) number
- Display hardware revision
- Display software revision
- Display HMI software
- Base ECU software version
- Platform ECU software
- Machine hours

Figure 278.

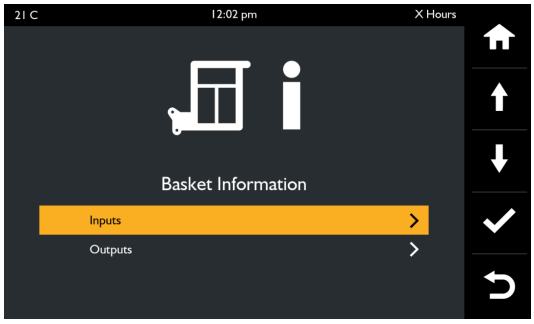


Platform Information

The platform information section will allow the machine's owner or user to diagnose potential faults with the assistance of the machine's help file or remote technical support.

1. Select the platform information menu.
2. Use the arrows to toggle between desired settings.

Figure 279.



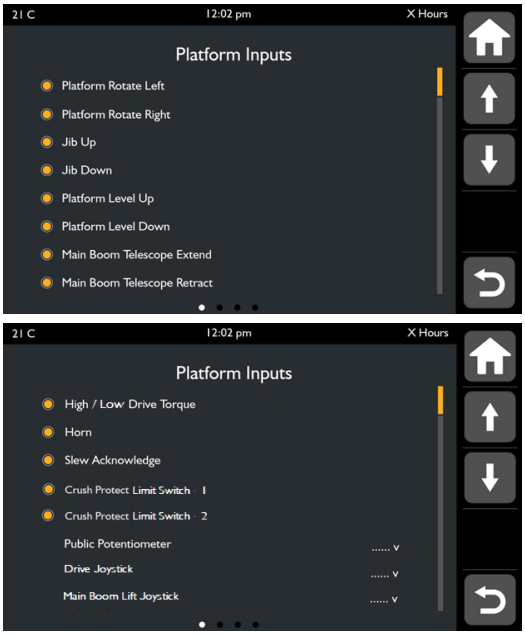
2.1. Use tick button to select the setting.

Platform Inputs

The platform inputs section will detail all function and sensor inputs to the platform ECU. All the states of the machine functions are represented by a blank or empty indicator if not selected and by a solid JCB yellow indicator if selected. The items that are shown on the display screen are as follows:

- Platform rotate left
- Platform rotate right
- Jib up
- Jib down
- Platform level up
- Platform level down
- Main boom telescopic extend
- Main boom telescopic retract
- Main boom up
- Main boom down
- Articulated boom up
- Articulated boom down
- Slew left
- Slew right
- Foot pedal
- Auxiliary pump
- Drive forward
- Drive reverse
- Steer left
- Steer right
- Emergency stop positive
- Emergency stop negative
- Horn
- Slew acknowledge
- Crush protection limit switch- 1
- Crush protection limit switch- 2
- Speed potentiometer
- Drive joystick
- Main boom lift joystick
- Slew joystick
- Load sensor channel 1
- Load sensor channel 1 (%)
- Load sensor channel 2
- Load sensor channel 2 (%)
- Power to platform input

Figure 280.



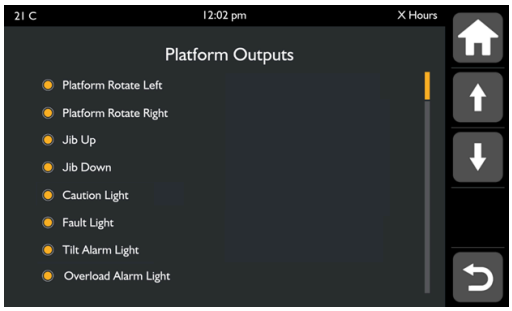
Platform Outputs

The platform outputs section will detail all function outputs from the platform ECU. All the states of the machine functions are represented by a blank or

empty indicator if not selected and by a solid JCB yellow indicator if selected. The items that are shown on the display screen are as follows:

- Platform rotate left
- Platform rotate right
- Jib up
- Jib down
- Caution light
- Fault light
- Tilt alarm
- Overload alarm light
- Low fuel light
- Slew acknowledge light
- Platform buzzer
- Power to platform light

Figure 281.

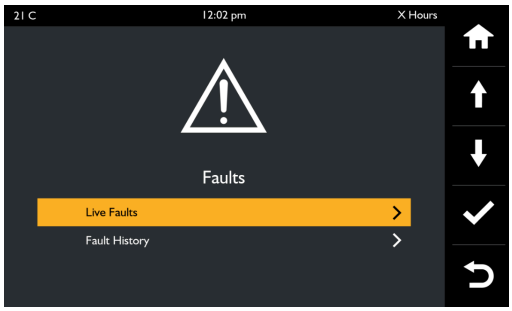


Faults

The faults section contains details of any faults, present or historical, that occur on the machine.

1. Select the faults menu.
2. Use the arrows to toggle between desired settings.

Figure 282.



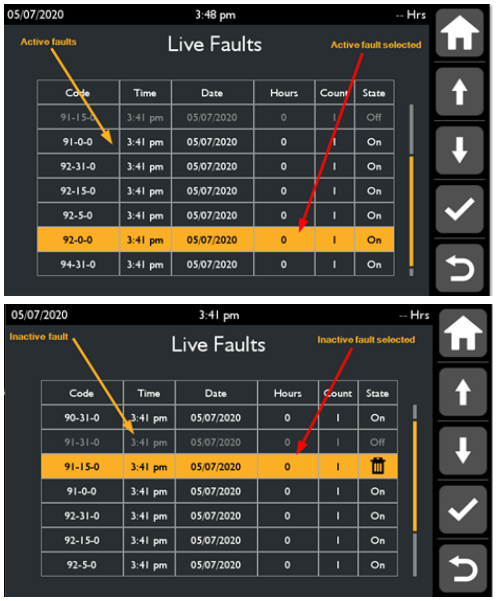
2.1. Use tick button to select the setting.

Live Faults

The live faults section shows all the live faults flagged by the base control unit. The live fault screen shows all faults which hae become active in the current key- cycle in a table with following information (left to right).

- JCB assigned fault code
- Time
- Date
- Machine hours
- Count
- State (on/ off)

Figure 283.



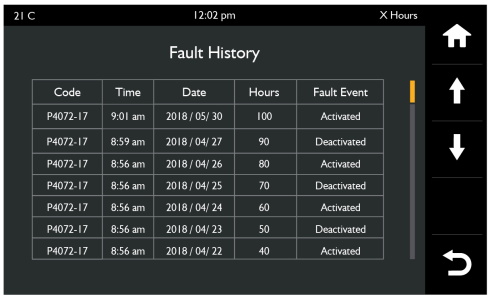
An active fault entry should be created when a DTC listed in the application fault table becomes active. It shall be possible for the operator to remove previously active faults from the active fault list by selecting the fault and pressing enter. If the number of faults exceeds what can be shown on a single screen, the user shall have the ability to scroll through the faults.

Fault History

The fault history section will detail all historic faults flagged by the base control unit. The display shows all faults which have been stored in the display's fault log with the following information (Left to Right):

- JCB fault code
- Time
- Date
- Machine hours
- Fault event

Figure 284.



For the fault event column, a new language string is required to translate “activated” and “deactivated” into all required languages.

Check (Operation)

Base Control Functional Test

1. Make the machine safe with the platform lowered.

   Refer to: PIL 01-03-27.

2. Release the platform emergency stop switch.
3. Release the base emergency stop switch.
4. Turn the ignition key to ON position and do the following.

   4.1. Make sure that all the base controls operate normally. Refer to Operator's manual.

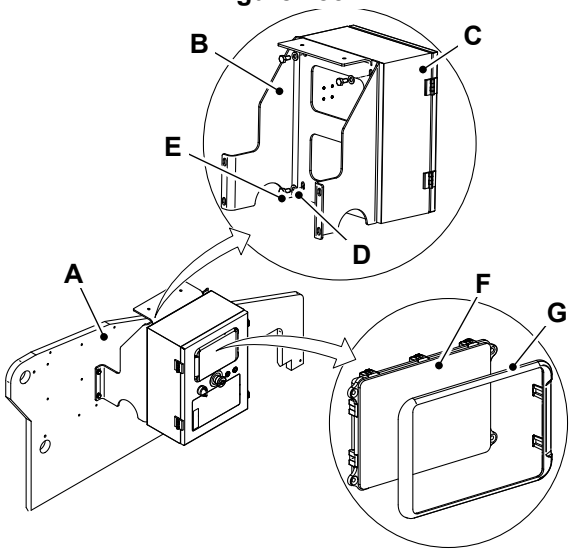
5. Turn the ignition key to the OFF position.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Disconnect the wiring harnesses and connector.
3. Remove the washer (x4) and setscrew (x4) from the boom control panel structure.
4. Remove the base control panel.
5. Remove the display panel and touch screen display from the base control panel.

Figure 285.



A Turntable structure
B Boom control panel structure
C Base control panel
D Washer (x4)
E Setscrew (x4)
F Touch screen display
G Display panel

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the setscrew (x4) to the correct torque value.
   Torque: 43N·m

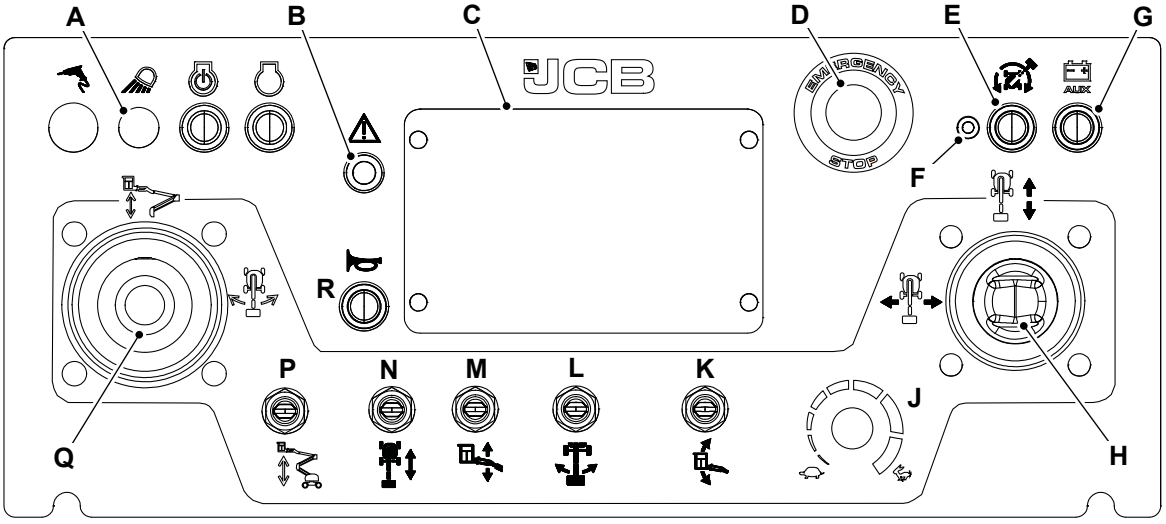
05 - Platform Controller

Introduction

Platform Control Panel

⚠ **WARNING** Do not drive the machine with the platform raised except on smooth, firm and level surface free of obstructions and pot holes.

Figure 286.



C Platform control panel display
D Emergency stop button
E Slew acknowledgement button
G Auxiliary power push-to-run button
H Drive and steer joystick
J Potentiometer
K Manual platform level switch
L Platform rotate switch
M Jib boom up/down switch
N Telescope in/out function
P Articulated boom up/down function switch
Q Main boom lift and slew joystick
R Horn button

Table 115.

Callout	Indicator	Description
A	Work lights on/off button	Lets user set work lights ON/OFF
B	Error indicator	Indicates (flashing) when a critical fault has occurred. Indicates (Constant ON) when a non-critical fault has occurred.
F	Slew acknowledgement indicator	Indicates (Flashing) the slew position is not in the forward condition. Indicates (Constant ON) the operator has acknowledged the slew position.

Platform Control Display

Figure 287.

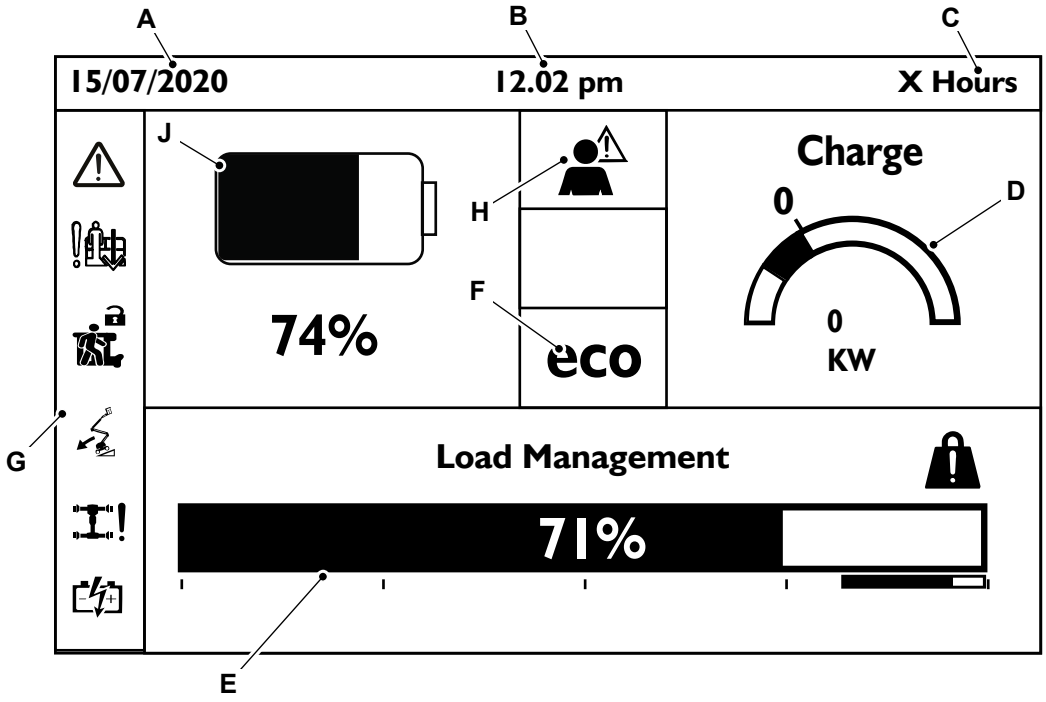


Table 116.

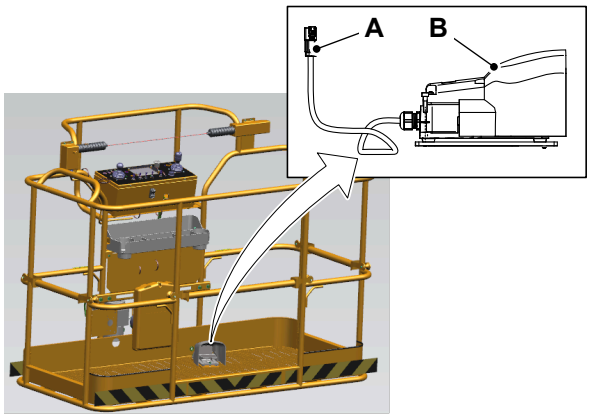
Callout	Indicator	Description
A	Date	Displays current date.
B	Time	Displays current time.
C	Machine hour	Displays machine running hours.
D	Power utilisation gauge	Displays the power utilisation.
E	Load management indicator	Displays the amount of load machine is carrying in percentage.
F	ECO mode	Displays if ECO mode is enabled.
G	Travel speed	Displays machine operation is in slow/high mode.
H	Fault indicator display	Displays fault indicators.
J	Operator error or caution alarm	Appears when machine is operated outside the limits.

Foot Pedal

The foot pedal is located on the platform floor. When depressed and held, it activates the controls on the platform control console.

The foot pedal on the machine is installed with an anti-tie down feature that deactivates the foot pedal when the operator presses it for 10 seconds without using any function.

Figure 288.



A Electrical connector
B Foot pedal

Check (Operation)

Platform Control Functional Test

1. Make the machine safe with the platform lowered.

   Refer to: PIL 01-03-27.

2. Release the platform emergency stop switch.
3. Release the base emergency stop switch.
4. Turn the ignition key to ON position and do the following.

   4.1. Make sure that all the platform controls operate normally. Refer to Operator's manual.

5. Turn the ignition key to the OFF position.

Foot Pedal Operation

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Turn the key switch to ON position.
3. Pull out the ground emergency stop and platform emergency stop buttons.
4. Do not press down the foot pedal and operate the machine functions. Make sure that the machine functions are not performed.
5. Press and hold the foot pedal.
6. Operate the machine. Make sure that all the functions are performed normally.

Remove and Install

Platform Control Panel

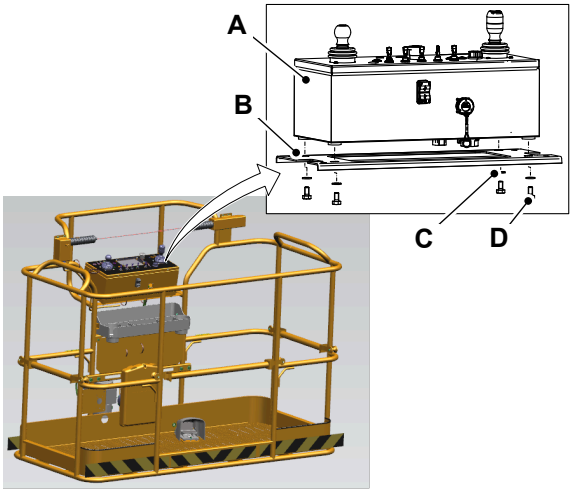
Remove

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Disconnect the electrical connector.
3. Remove the setscrew (x4) and washer (x4) from the mounting panel.
4. Remove the platform control panel from the platform.

Figure 289.



A Platform control panel
B Mounting panel
C Washer (x4)
D Setscrew (x4)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the setscrew (x4) to the correct torque value.

   Torque: 43N·m

Foot Pedal

Remove

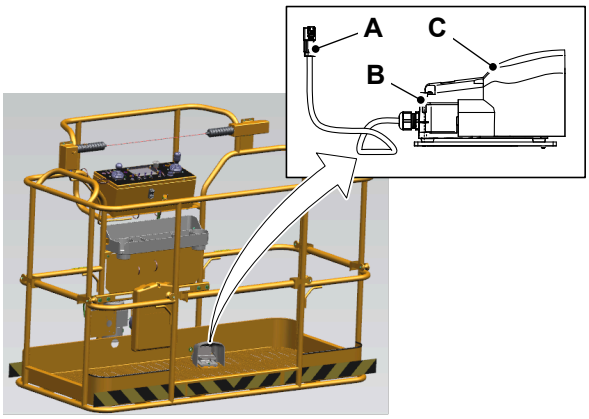
1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Disconnect the electrical connector.
3. Remove the screw (x2).

4. Remove the foot pedal from the platform.

Figure 290.



A Electrical connector
B Screw (x2)
C Foot pedal

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the screw (x2) to the correct torque value.

   Torque: 15N·m

36 - Horn

Contents **Page No.**

Notes:

00 - General

Introduction

⚠ **WARNING** The horn is very loud. Any person nearby the machine must wear ear protection. If you do not wear ear protection your hearing may be permanently damaged.

The horn must be working correctly for safe machine operation.

The horn is operated from the platform control panel and the base control panel. The horn is located under the turntable and sounds as a warning to ground personnel. An improperly functioning horn will prevent the operator from alerting the ground personnel of hazards or unsafe conditions.

Use the horn wherever necessary, but particularly at blind corners and when you are reversing the machine.

Check (Operation)

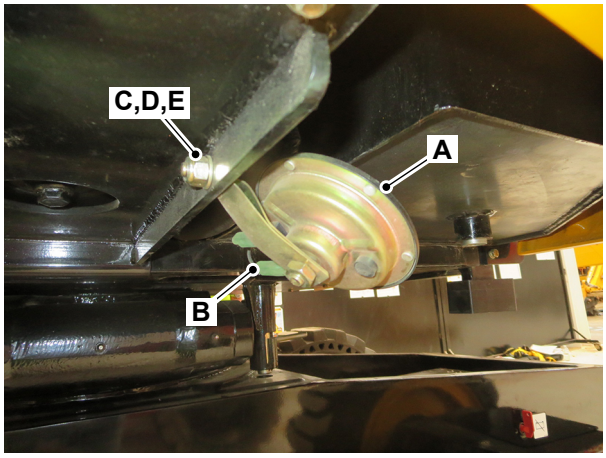
1. Turn the key switch to platform control and pull out the red Emergency Stop button to the ON position at both the ground and platform controls.
2. Push down the horn button at the platform controls. The horn should sound.
3. If the horn fails to sound, investigate further. Check the fuse, check the wiring, make sure that the horn is repaired or replaced before the machine is used again.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-00.
3. Open the hydraulic compartment cover.
   Refer to: PIL 06-06-09.
4. Disconnect the electrical connectors from the horn.
5. Remove the nut, bolt and washer.
6. Remove the horn from the machine.

Figure 291.



A Horn
B Electrical connections
C Nut
D Bolt
E Washer

Install

1. The installation procedure is the opposite of the removal procedure.

42 - Exterior Light

Contents **Page No.**

Notes:

15 - Front Work Light

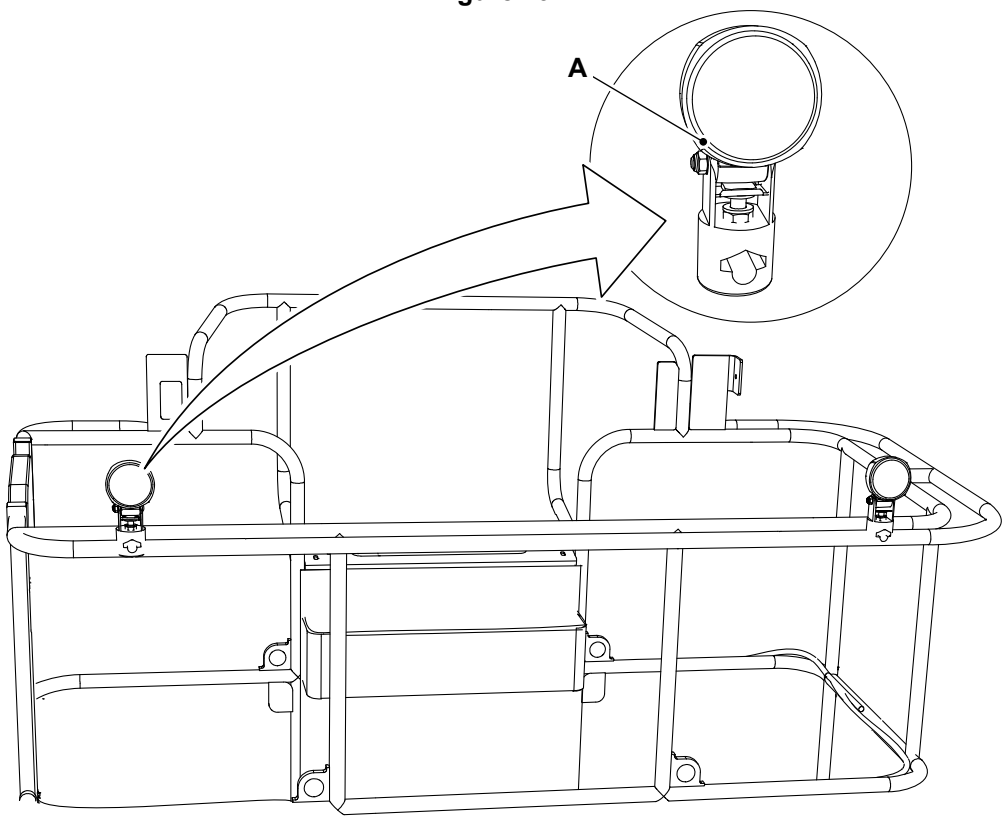
Introduction

Worklight is a high intensity light fixture which provides user with optimum lighting conditions to work even in dark conditions. This is an optional feature and fitted on customer demand or can be a dealer fit kit.

To operate the worklight from the platform control panel follow the steps below.

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Turn the machine ON and press the worklight switch from the platform control panel.
   Refer to: PIL 33-24-05.
   2.1. The worklights will turn ON.
3. While the worklight is still ON, press the worklight switch from the platform control panel.
   3.1. The worklights will turn OFF.

Figure 292.



A Platform work light

45 - Control Module

Contents **Page No.**

00 - General

Introduction

Modern machines use ECU (Electronic Control Unit) to control machine systems such as hydraulics, transmission. In much the same way as office computers can be ‘networked’ to communicate with each other the machine ECU’s can be ‘networked’. Some advantages of networking are:

- Improved more intelligent control systems.
- Service software tools can be used for fault finding and machine control set up.

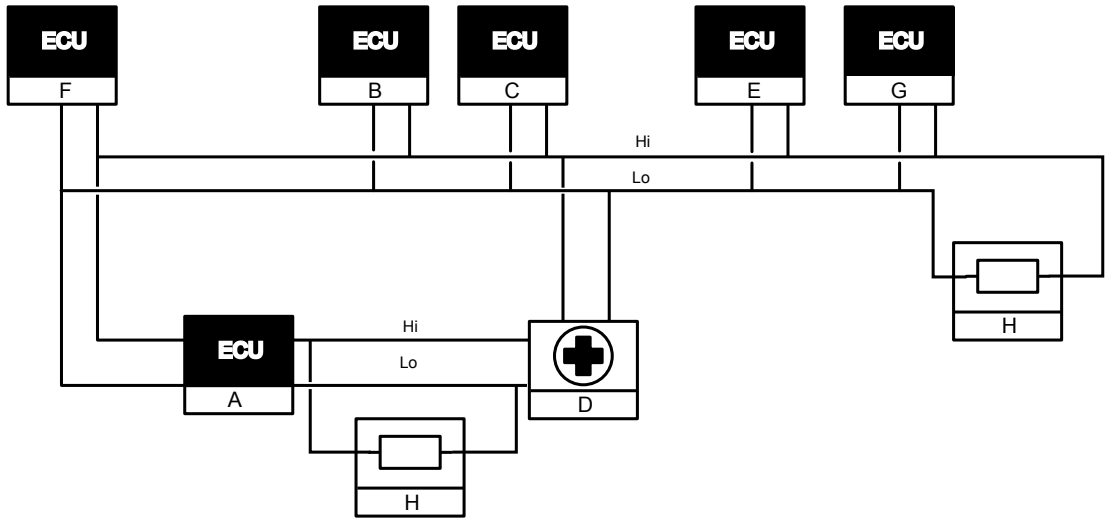
CANbus Communications System

CAN (Controller Area Network) is an electronic communications system that connects all the machine ECU to one pair of data wires, this is called the CANbus. Coded data is sent to and from the ECU on the CANbus. By connecting Servicemaster diagnostic software to the CANbus, data is seen and decoded for use by a service engineer.

CANbus System Schematic

A typical CANbus system architecture is shown for illustration purposes only below: Refer to Figure 293.

Figure 293. Typical CANbus architecture



The CAN architecture may differ on your machine.

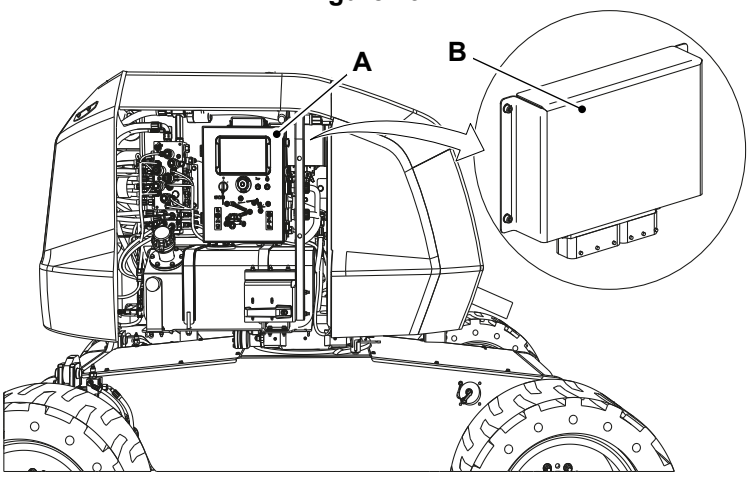
Refer to: PIL 33-00-50.

This machine is fitted with base control and platform control ECU's.

Base Control ECU

The base control ECU is fitted at machine base behind base control panel. Refer to Figure 294.

Figure 294.



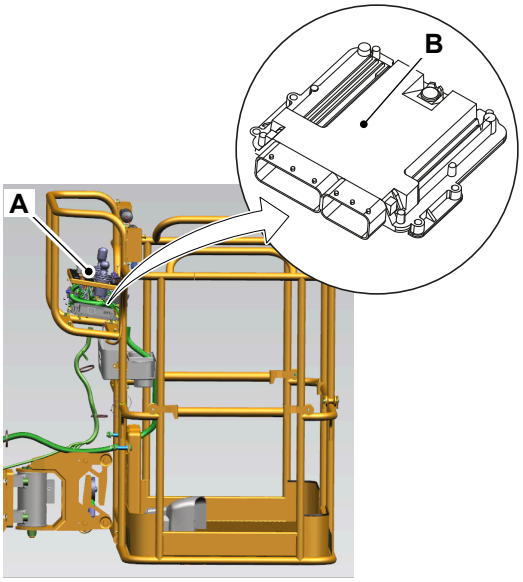
A Base control panel

B Base control ECU

Platform Control ECU

Platform control ECU is fitted at platform control panel. Refer to Figure 295.

Figure 295.



A Platform control panel
B Platform control ECU

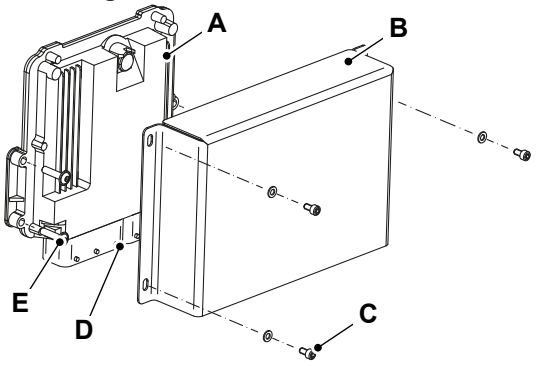
Remove and Install

Base Control ECU

Remove

1. Make the machine safe.
   Refer to: PIL 01-03.
2. Disconnect the battery.
3. Remove the cap screws (x3) and ECU (Electronic Control Unit) cover.
4. Disconnect the electrical connectors.
5. Remove screws (x4).
6. Remove the base control ECU.

Figure 296. Base Control ECU



A Base control ECU
B ECU cover
C Cap screws (x3)
D Electric connector point
E Screws (x4)

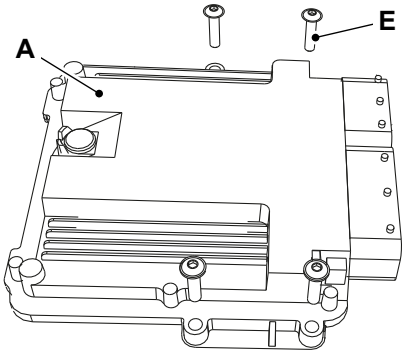
Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Make sure that the base control ECU is configured correctly before you operate the machine. Use the correct Servicemaster set-up tool.
3. Torque tighten the cap screws and screws to specified torque values. Refer to Table 117.

Platform Control ECU

1. Make the machine safe.
   Refer to: PIL 01-03.
2. Disconnect the battery.
3. Remove the platform control cover plate.
4. Disconnect the electrical connectors.
5. Remove screws (x4).
6. Remove the platform control ECU.

Figure 297. Platform Control ECU



A Platform control ECU
E Screws (x4)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Make sure that the platform control ECU is configured correctly before you operate the machine. Use the correct Servicemaster set-up tool.
3. Torque tighten the cap screws and screws to specified torque values. Refer to Table 117.

Table 117. Torque Values

Item	Nm
C	8.8
E	9

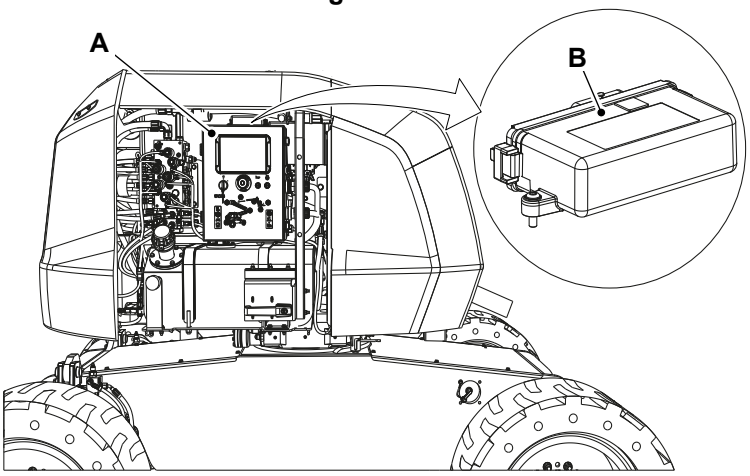
30 - LiveLink

Introduction

Optional

The Livelink ECU (Electronic Control Unit) is located on panel mounting bracket behind base control panel.

Figure 298.



A Base control panel

B LiveLink ECU

Remove and Install

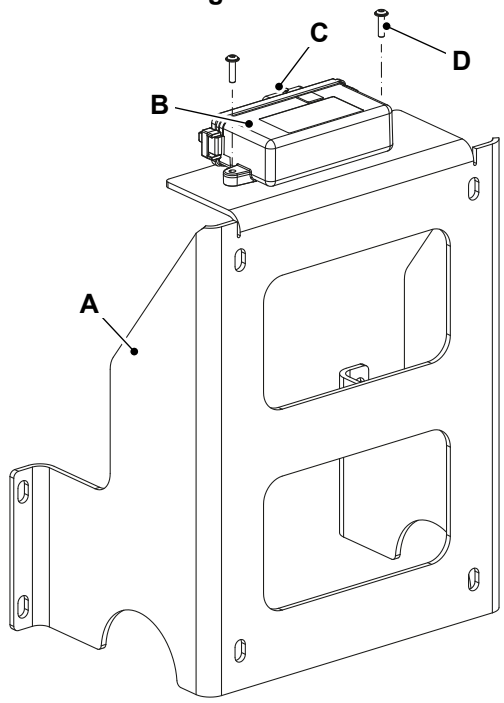
Refer to: PIL 72-03-00.

Optional

Remove

1. Make the machine safe.
   Refer to: PIL 01-03.
2. Disconnect the battery with the isolator switch.
3. Access the LiveLink ECU (Electronic Control Unit).
4. Disconnect the electrical connectors from the LiveLink ECU.

Figure 299.



A Panel mounting bracket
B LiveLink ECU
C Electrical connection port
D Screws (x2)

5. Remove the screw (x2).
6. Remove the LiveLink ECU.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Make sure that the LiveLink ECU is configured correctly before you operate the machine. Use the correct Servicemaster set-up tool.
3. Tighten the screws to specified torque value.

66 - Motor Controller

Introduction

The motor controller controls the speed of the electric motor connected to the hydraulic pump.

The electric motor speed can be increased by potentiometer on platform control panel and forward / reverse joystick.

This is not a serviceable component. If the component is damaged, you must replace the complete unit.

Technical Data

Table 118. Inverter - Hydraulic Pump Motor

Description	Data
Supply voltage	48VDC
Operating range	33V– 63VDC
Operating temperature	-40°C (-39.9°F) to 55°C (130.9°F)
IP rating	IP65
Peak current	350A
Supported motor type	Induction AC (Alternating Current), Synchronous AC, Brushless DC (Direct Current)
Control modes	Speed RPM (Revolutions Per Minute), Torque (NM), Current (ARMS) or Voltage (VDC)
Communication	CAN J1939

Table 119. Inverter - AC Drive Motor

Description	Data
Supply voltage	48VDC
Operating range	33V– 63VDC
Operating temperature	-40°C (-39.9°F) to 55°C (130.9°F)
IP rating	IP65
Peak current	350A
Supported motor type	Induction AC, Synchronous AC, Brushless DC
Control modes	Speed RPM, Torque (NM), Current (ARMS) or Voltage (VDC)
Communication	CAN J1939

Remove and Install

⚠ **WARNING** You could get killed or injured if you touch the Battery positive and Battery negative terminals of the motor controller. The controller is installed with energy storing devices (capacitors). You must discharge the controller before you remove or install.

This component is not serviceable, if it fails replace the complete unit.

Inverter - AC Drive Motor (Front)

Remove

1. Obey all electrical system health and safety information.

   Refer to: Service Manual (Machine) - A45E (9823/8950) General.

2. Make the machine safe.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Maintenance Positions.

3. Isolate the battery.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Isolator Switch.

4. Wait for the specified duration after you isolate the battery to allow the capacitance to drain.

   Duration: 10min

5. Open the front chassis cover for front drive motor controller (inverter).

   Refer to: Service Manual (Machine) - A45E (9823/8950) Front Cover.

6. Remove the nut (x8), spring washer (x8) and steel washer (x8).

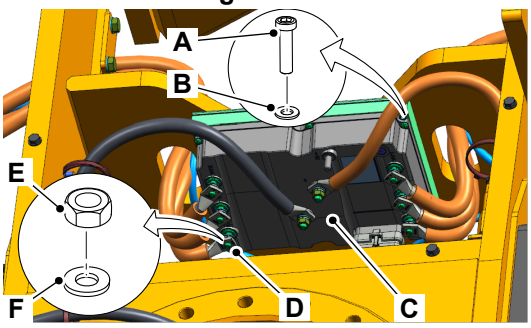
7. Disconnect the electrical harnesses from the motor controller (inverter).

8. Put a label on the high voltage cables to help installation.

9. Remove the capscrew (x4) and plain washer (x4).

10. Remove the motor controller (inverter) from the machine.

Figure 300.



A Capscrew (x4)
B Plain washer (x4)
C Inverter - AC drive motor (front)
D Steel washer (x8)
E Nut (x8)
F Spring washer (x8)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Check condition of the high voltage cables and terminals for damage, contamination or corrosion.
3. Make sure that you connect the high voltage cables to the correct terminals.
4. Tighten the capscrew (x4) to the correct torque value.

Table 120.

Item	Torque Value
D	15N·m
E	15N·m

Inverter - AC Drive Motor (Rear)

Remove

1. Obey all electrical system health and safety information.

   Refer to: Service Manual (Machine) - A45E (9823/8950) General.
2. Make the machine safe.

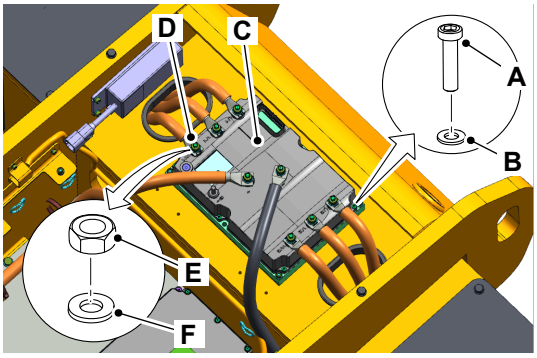
   Refer to: Service Manual (Machine) - A45E (9823/8950) Maintenance Positions.
3. Isolate the battery.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Isolator Switch.
4. Wait for the specified duration after you isolate the battery to allow the capacitance to drain.

   Duration: 10min
5. Open the rear chassis cover for rear drive motor controller (inverter).

   Refer to: Service Manual (Machine) - A45E (9823/8950) Rear Cover.
6. Remove the nut (x8), spring washer (x8) and steel washer (x8).
7. Disconnect the electrical harnesses from the motor controller (inverter).
8. Put a label on the high voltage cables to help installation.
9. Remove the capscrew (x4) and plain washer (x4).
10. Remove the motor controller (inverter) from the machine.

Figure 301.



A Capscrew (x4)
B Plain washer (x4)
C Inverter - AC drive motor (rear)
D Steel washer (x8)
E Nut (x8)
F Spring washer (x8)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Check condition of the high voltage cables and terminals for damage, contamination or corrosion.
3. Make sure that you connect the high voltage cables to the correct terminals.
4. Tighten the capscrew (x4) to the correct torque value.

Table 121.

Item	Torque Value
D	15N·m

Inverter - Hydraulic Pump Motor

Remove

1. Obey all electrical system health and safety information.

   Refer to: Service Manual (Machine) - A45E (9823/8950) General.

2. Make the machine safe.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Maintenance Positions.

3. Isolate the battery.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Isolator Switch.

4. Wait for the specified duration after you isolate the battery to allow the capacitance to drain.

   Duration: 10min

5. Open the hydraulic compartment cover.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Hydraulic Compartment.

6. Remove the nut (x6), spring washer (x6) and plain washer 2 (x6).

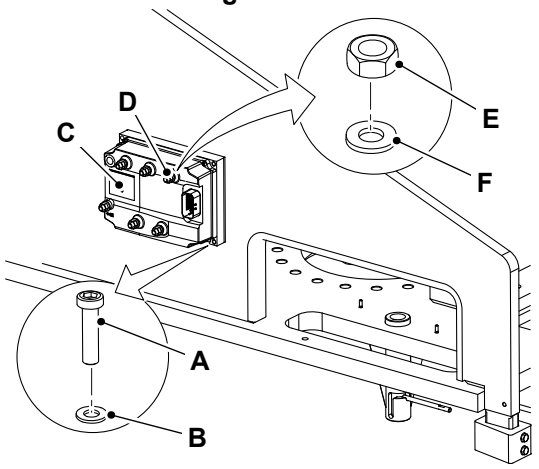
7. Disconnect the electrical harnesses from the motor controller (inverter).

8. Put a label on the high voltage cables to help installation.

9. Remove the capscrew (x4) and plain washer 1 (x4).

10. Remove the motor controller (inverter) from the machine.

Figure 302.



A Capscrew (x4)
B Plain washer 1 (x4)
C Inverter - hydraulic pump motor
D Spring washer (x6)
E Nut (x6)
F Plain washer 2 (x6)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.

2. Check condition of the high voltage cables and terminals for damage, contamination or corrosion.

3. Make sure that you connect the high voltage cables to the correct terminals.

4. Tighten the capscrew (x4) to the correct torque value.

Table 122.

Item	Torque Value
A	15N·m
E	15N·m

57 - Electronic Diagnostic

Contents **Page No.**

Notes:

00 - General

Operation

Software Flashing

Software flashing is the method for updating software of the machine.

Always make sure that the platform and base ECU (Electronic Control Unit)'s are updated together to make sure that the versions match.

The display software should always be aligned to the correct bosch ECU software, please check before updating any files of a machine.

Display Flashing

The display can be flashed and updated through USB (Universal Serial Bus).

Please make sure the display software being flashed is at a suitable revision to match the bosch software.

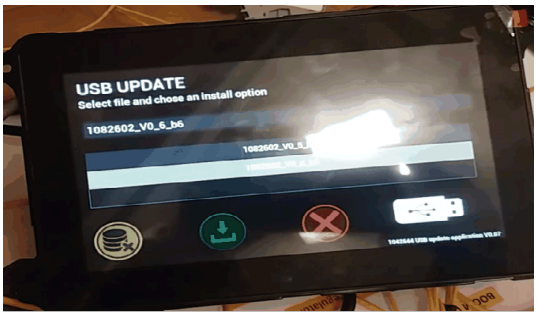
There will need an additional lead 721/G1618.

Figure 303.

Flashing the Display through USB

1. Connect the additional lead 721/G1618 to the connector and 4 way connector on the rear of the display panel.
2. Save software file onto a memory stick (FAT32 formatted).
3. Insert USB into the USB connection on additional lead.
4. View display screen at this point the screen is touch screen.

Figure 304.



5. Use the yellow button first to remove any old parameters and software that is saved to the display.
6. Select the software required to be flashed, so it appears in the top file box (multiple software can be on the memory stick).
7. Press the green download button to update new software.

Figure 305.

8. Wait for the software to complete its update and then remove memory stick and the display will reset.
9. The machine VIN number will need to be updated through Servicemaster tool.

Flashing on the Bosch ECU's

Use the JCB flashloader.

For information on the flashloader tool, see JCB Servicemaster tools.

Refer to: PIL 33-57-03.

This instruction begins with the tool connected to the machine

Available ECU's on the Machine

Available ECU's are displayed (Base ECU at boot and run mode shown).

While flashing the new ECU,

Figure 306.

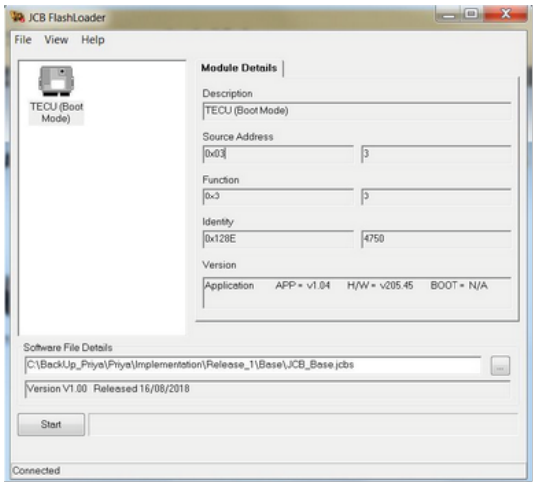
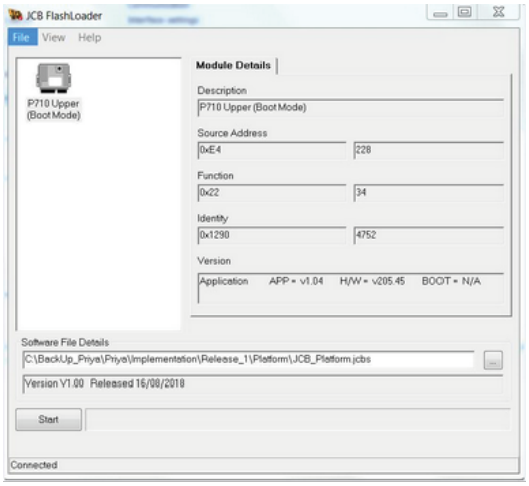
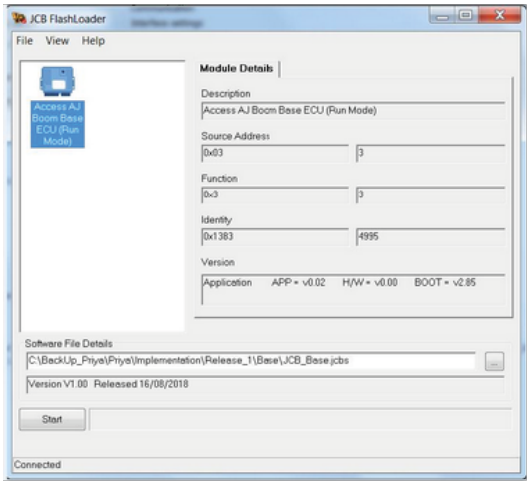


Figure 307.



While flashing the pre-programmed ECU,

Figure 308.



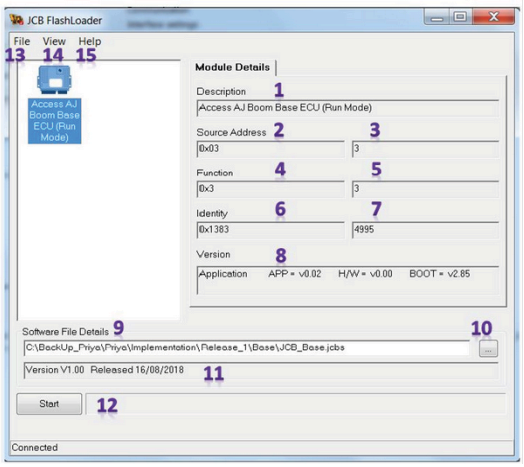
The flashloader tool relies on the 'source' address (or hardware identity) to display ECU's as thumbnail images. An ECU not recognised by the flashloader tool is displayed as '?' - Unknown.

In this case take care to check the ECU source address before attempting to program it with new software.

Flash Loader Tool Bar

If you select one of ECU, the flash loader gives the attribute values for specific selected ECU (after click on 'Flash Loader' tool in Service master).

Figure 309.



1 Description of the selected ECU.
2 The J1939 source address for the ECU in hexadecimal.
3 The J1939 source address for the ECU in decimal.
4 The function of the ECU in hexadecimal.
5 The function of the ECU in decimal.
6 The identity of the ECU in hexadecimal.
7 The identity of the ECU in decimal.

8 The current version of software currently installed in the selected ECU.
9 The file location on the service laptop of the software that will be programmed if ‘START’ is selected – see note below.
10 Click on (“ ... ”) to open a window to chose a different file location of the software files on the service laptop.
11 The version of software that will be programmed from the service laptop if ‘START’ is selected.
12 Click on this button to start programming the selected ECU with the listed software file.
13 ‘File’ – change the language of the flashloader wording from the preferences option.
14 ‘View’ > ‘Refresh’ to update the flashloader display.
15 ‘Help’ > ‘User Guide’ displays this guide. ’Help’ > ‘About...’ displays the flashloader tool version number.

Choosing the Required Software File

ECU software files are stored within a teamcenter.

Both turntable and platform software should be updated in pairs.

Flashing the ECU Software

Select the required ECU and choose the required software file name 'FOR THE CORRECT VEHICLE YOU ARE CURRENTLY UPDATING.

To reprogram the ECU with the file specified, press ‘Start’ and confirm your selection. The software file is sent over the CAN-Bus to the ECU.

Reprogramming ECU Software - Progress Bar

Once the software is being loaded a progress bar is shown.

Some ECU’s take several minutes to receive the software file.

If reprogramming fails, check the correct file is selected. Switch the vehicle ignition ‘OFF’ and ‘ON’ and re-attempt the process.

If necessary, restart the service laptop and close other windows.

If necessary, disconnect other ECU’s on the CAN-Bus in case they are affecting the data transmission.

Reprogramming Complete

A message box indicates when the upload is complete. The file has been successfully received by the ECU.

Switch the ignition ‘OFF’ and ‘ON’.

It is not normally necessary to recalibrate sensors as this is not overwritten by these software files.

03 - Servicemaster

Introduction

JCB Servicemaster is an application to allow engineers to diagnose and setup the various electronic control units within the JCB product range. The tools comprise of a front end generic user interface that allows the user to select the machine which they wish to work on as well as a number of various tools which allow:

- Programming electronic control units
- Diagnosing electronic issues
- Setup of various options
- Checking the service history of the machine.

JCB Servicemaster is updated on a monthly basis by incorporating Web Update. This is a program which works alongside Servicemaster to let the user know and allow them to download an update as and when it becomes available.

JCB Servicemaster software is for use with Microsoft Windows and a laptop personal computer. The laptop computer is connected to the machine diagnostic socket using special cables and an adaptor commonly referred to as DLA (Data Link Adaptor). A second generation DLA 2.0 has been launched and operates in essentially the same way as the original DLA. There are a couple of slight differences to the DLA 2.0. Refer to system information bulletin SI044 for more details.

Use Servicemaster software to:

- Display data from a machine ECU (Electronic Control Unit)
- Change data stored in a ECU

Servicemaster software communicates with the machine ECU using the CAN (Controller Area Network)bus, refer to Control Modules
Refer to: PIL 33-45. .

Diagnostics Tool - User Guide

Introduction

The diagnostics software tool is part of the JCB Servicemaster software suite. The diagnostics software is designed to be an easy to use fault finding tool.

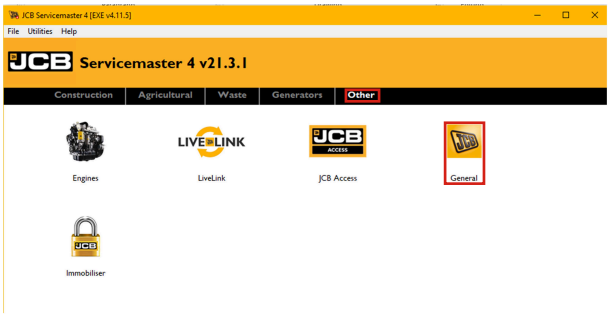
Connecting the Diagnostics

To use Diagnostics your laptop computer must be connected to the machine CAN bus.

Starting the Diagnostics

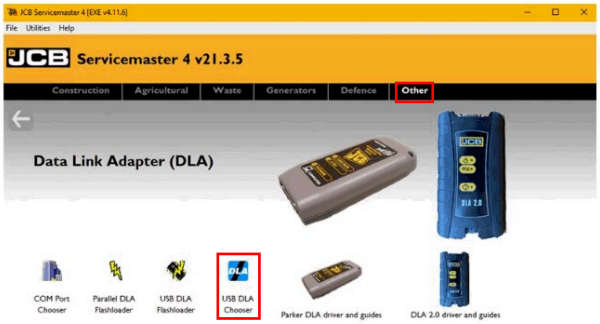
1. Turn ON the machine ignition and additionally start the machine if required (taking normal precautions).
2. Run JCB Servicemaster as administrator on the laptop computer.

Figure 310.



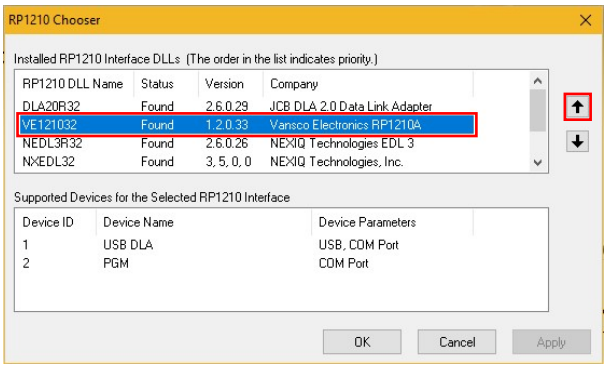
3. In Servicemaster go to “Other>General>DLA”.
   3.1. Left click on “USB DLA Chooser”.

Figure 311.



4. A new window will open. Refer to Figure 312.
   4.1. Make sure the sequence is correct based on the DLA you are using to plug in. The driver for the DLA in use should be on the top.
   4.2. Use arrows on the right side of the window to move the desired driver to move at the top.
   4.3. Click “Apply” and then click on “Ok”.

Figure 312.



Flashloader Tool-User Guide

The Flashloader software tool is part of the JCB Servicemaster software suite. If the ECU is replaced and the data file in its flash memory is not applicable it will be necessary to flash the ECU memory with the correct data file. The Flashloader software tool can be used to access the data file name currently loaded in the ECU memory and is necessary upload a new data file to the ECU.

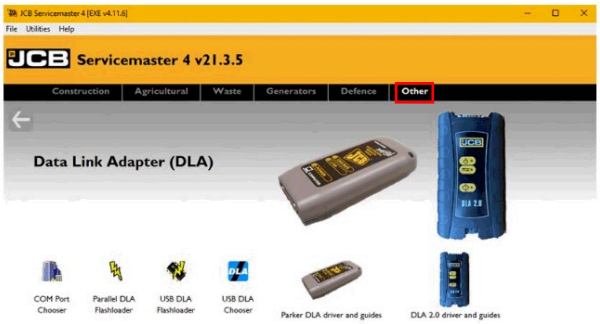
Connecting Flash Loader

To use Flashloader your laptop computer must be connected to the machine CANbus.

Starting Flashloader

1. Turn ON the machine ignition but DO NOT start the machine.
2. Start JCB Servicemaster on the laptop computer.

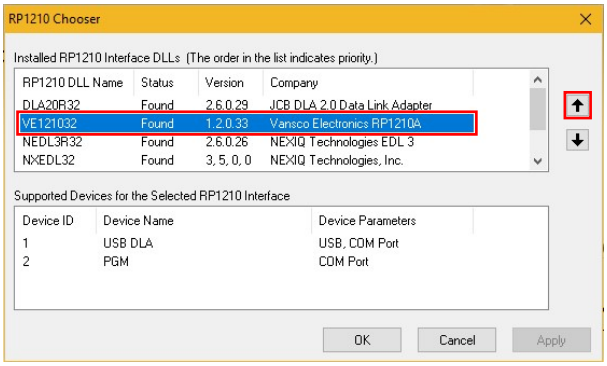
Figure 313.



3. Make sure that the correct DLA is selected in the chooser. Go to Other>General>DLA>USB DLA Chooser. The DLA Chooser window opens. Make sure the sequence is correct based on the DLA you are using to plug in. The driver for the DLA in use should be on the top. Use arrows on the right side of the window to move the desired driver to move at the top.

4. Click “Apply” and then click on “Ok”. Refer to Figure 314.

Figure 314.



Using Flashloader

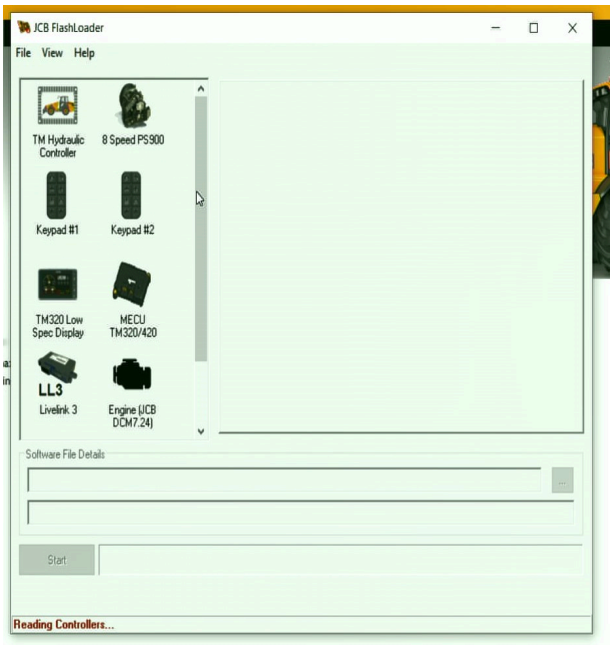
Important: Do not turn off the ignition or isolate the system by accidentally engaging the operators seat isolation switch when using the flashloader. This will interrupt the flash signal to the ECU and will irreparably damage the ECU.

1. Make sure that the machine ignition switch is set to ON but do not start the machine.
2. Click on the flashloader icon. Refer to Figure 315.

Figure 315.

3. Click on the ECU icon.
4. Click on the Browse button and select the correct data file. Click Open.

Figure 316. Typical



5. Click on the Start button. A confirmation window will appear. Click on the Yes to start the reprogramming of the ECU. The progress bar is displayed.
6. When the programming is complete, switch the machine ignition to the OFF position.
7. Before starting the machine make sure that the machine setup data is correct. You must check that all other relevant machine settings are correctly configured. Use the setup software tool.

Technical Data

Refer to Electrical System, Electronic Diagnostic, Fault Codes.
Refer to: PIL 33-57-90.

Preparation

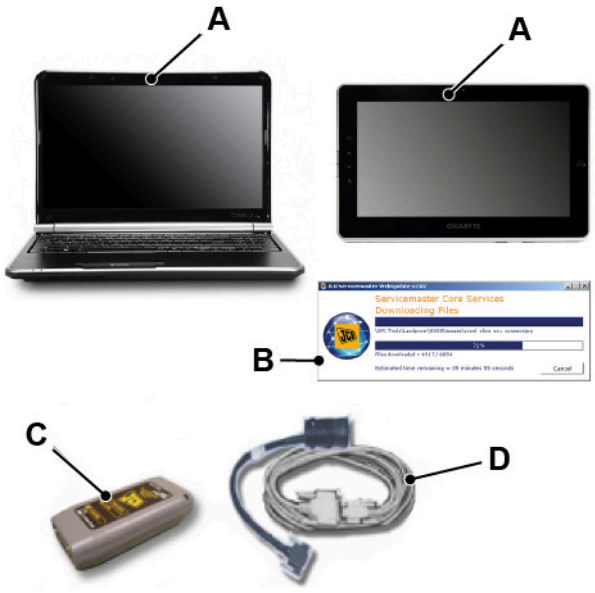
Set-up Servicemaster

The procedures below describe how to set up Servicemaster for USB (Universal Serial Bus) compatible equipment. There are other procedures and options. These are described in detail in the Servicemaster help files.

Before you start Servicemaster set up procedure make sure that you have the following:

1 A Microsoft Windows compatible laptop computer with a USB port. Refer to Figure 317.
   a Make a note that Servicemaster can be tested on Windows 10 only.
2 The latest Servicemaster software (internet connection for web updates). Refer to Figure 317.
3 A JCB compatible DLA (Data Link Adaptor). Refer to Figure 317.
4 The correct connection cables. Refer to Figure 317.
   a Do not connect any cables to the laptop, DLA or machine at this time.

Figure 317.



A Laptop computer
B Servicemaster software
C DLA
D Connection cables

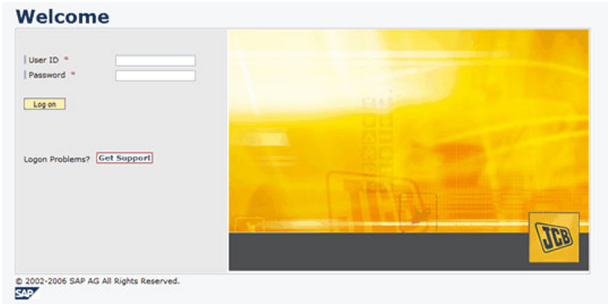
JCB Servicemaster Web Update - New Installation

Once you install JCB Servicemaster on your laptop/PC you will need to keep it updated. JCB

Servicemaster is updated through the "JCB Web Update" program. Do the below steps to download and install the JCB web update.

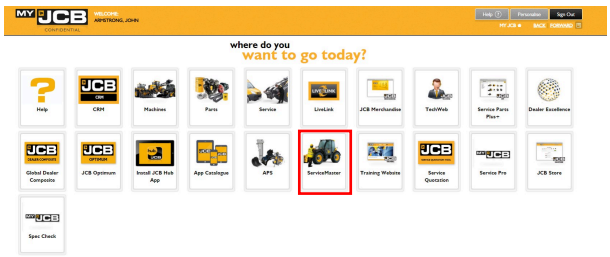
1. Use the web address www.business.jcb.com to install JCB web update.
2. A web page will open on the screen. Refer to Figure 318.

Figure 318.



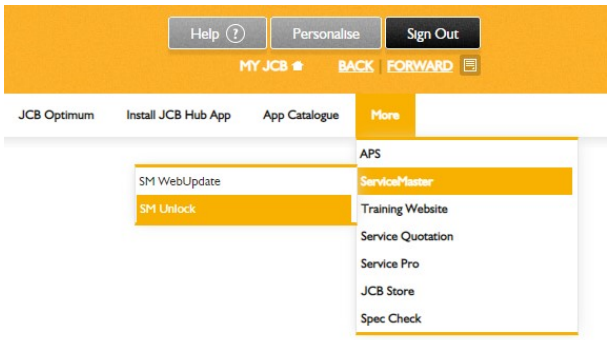
3. If you do not already have a User ID and Password, click the "Get Support" option.
   3.1. Apply for an account to get access to JDS (JCB Distribution System) and SPP (Service Parts Pro).
4. Once you are logged in, you will find Servicemaster icon on the screen.
   4.1. Click the "Servicemaster" icon.

Figure 319.



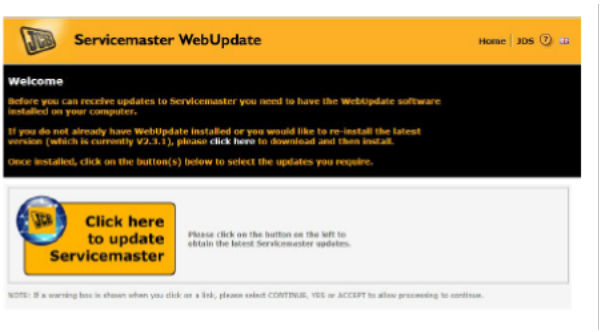
5. Go to More>ServiceMaster>SM WebUpdate.

Figure 320.



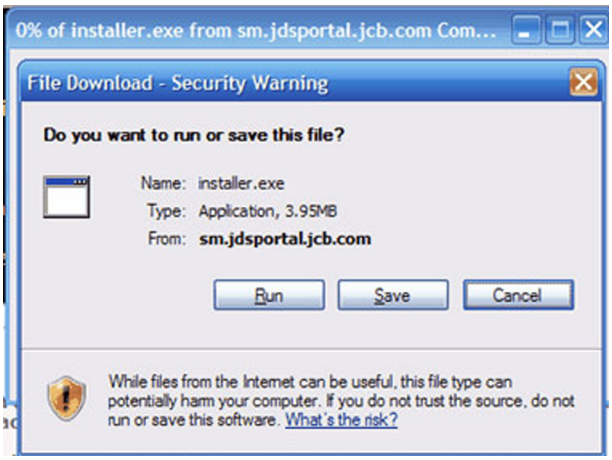
6. A new "Servicemaster Web Update" screen will open. Refer to Figure 321.

Figure 321.



   6.1. Click the "click here" link which is the orange colour text sentence to download JCB web update.
7. A new "File Download - Security Warning" window will appear on the screen. Refer to Figure 322.
   7.1. Click the "Run" option to start download.

Figure 322.



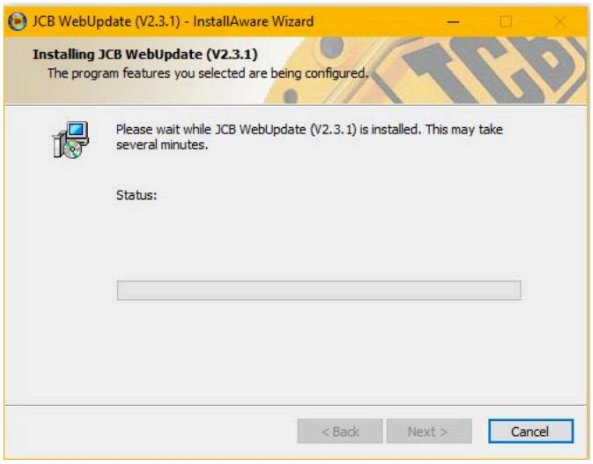
8. Due to the computer system firewall, you may get warning window "Internet Explorer - Security Warning".

   8.1. Click the "Run" option to proceed.

9. A new "JCB Web Update (V2.3.1) Installation Wizard" window will open. Refer to Figure 323.

   9.1. Once the download is finished, it will automatically run.

Figure 323.



10. The"JCB Web Update" program shortcut will be created on the computer desktop. Refer to Figure 324.

Figure 324.

11. Refer to the below section "Servicemaster Update" program to update Servicemaster.

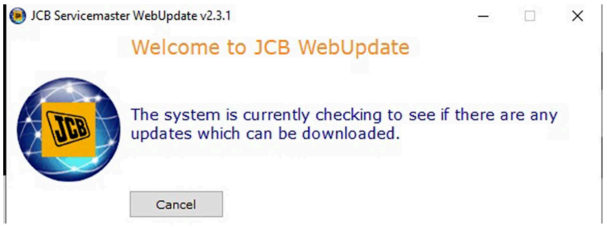
Servicemaster Updates - "JCB Web Update" Program

The updates for Servicemaster is downloaded through the "JCB Web Update" program on a laptop/ PC. Refer to the below steps.

1. Run the "JCB WebUpdate" program either by using desktop shortcut or "Help" menu within Servicemaster, to do a Servicemaster update.

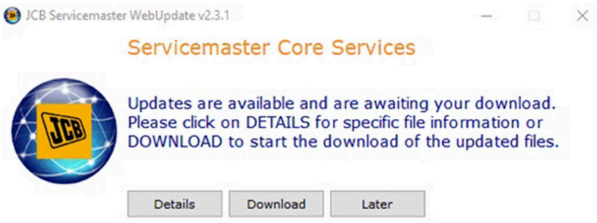
2. The "JCB WebUpdate" program will check for updates. Refer to Figure 325.

Figure 325.



3. The "JCB WebUpdate" program will inform you if there is any to download. Refer to Figure 326.

Figure 326.



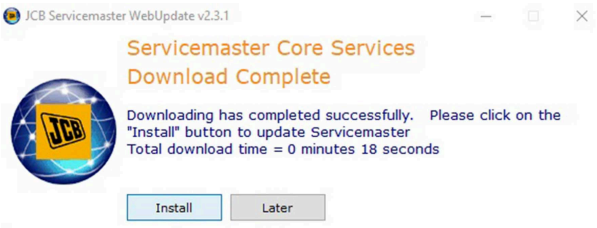
   3.1. You may click the "Details" option to check which files have been changed, added or removed.

   3.2. Click the "Download" option to download the updates.

4. Once the updates are downloaded, the "JCB Web Update" will give the option to install them. Refer to Figure 327.

   4.1. You may select options to install the updates immediately or at a later date.

Figure 327.

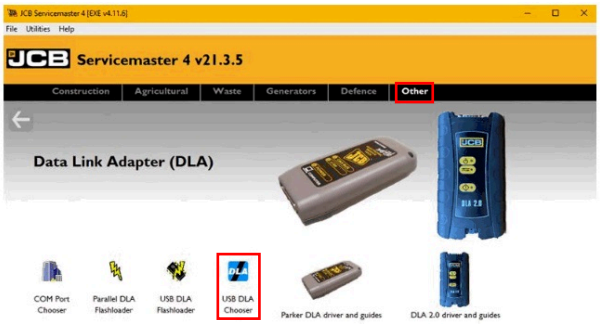


DLA Driver Software - Installation

When you use Servicemaster for the first time on your laptop/PC (which is newly installed with Servicemaster software), the DLA driver software is necessary to install first. Do the below steps to install the DLA driver software.

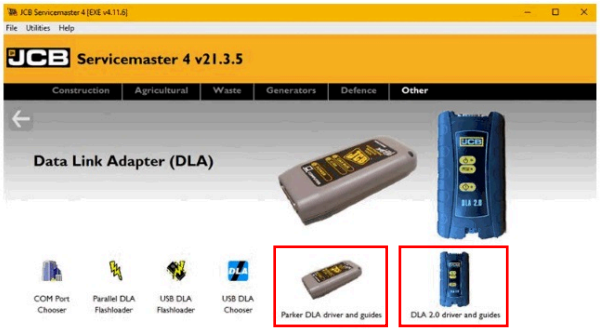
1. Once you complete the DLA driver software installation procedure, it will not require to be done again on your laptop/PC.
2. Do not connect the DLA or cables to the machine or laptop/PC before you install the DLA driver software.
3. Open Servicemaster on your laptop computer.
4. Click the "Other" tab to get access to the "General" icon.
5. Click the "General" icon to get access to the "DLA" icon.
6. Click the "DLA" icon. Refer to Figure 328.

Figure 328.



7. Click on DLA driver and guides icon. Refer to Figure 329.

Figure 329.



8. Based upon the driver you want to install. Refer to Figure 329. Select the appropriate version of DLA.
9. Select V1.10 USB DLA. Refer to Figure 330.

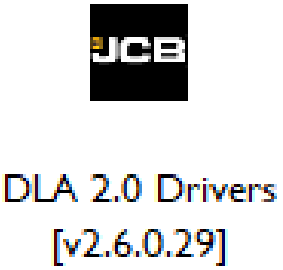
   9.1. Obey the window instructions to complete the DLA driver software installation.

Figure 330.

10. Select DLA 2.0 Drivers [v2.6.0.29]. Refer to Figure 331.

    10.1. Obey the window instructions to complete the DLA driver software installation.

Figure 331.



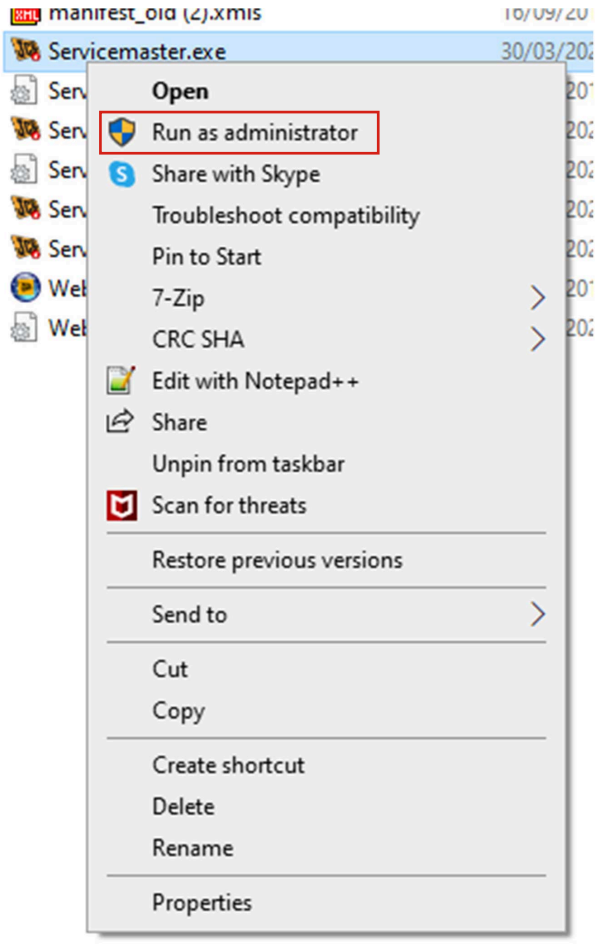
Switch between Parker and DLA 2.0

Switch from Parker DLA to DLA 2.0

1. On your laptop/PC go to “C: \JCB_Servicemaster_2”.

   1.1. Right click on “Servicemaster.exe” file and select “Run as Administrator”.

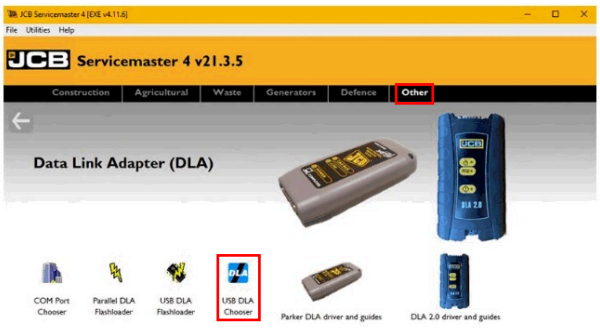
Figure 332.



2. In Servicemaster go to “Other>General>DLA”.

   2.1. Left click on “USB DLA Chooser”.

Figure 333.



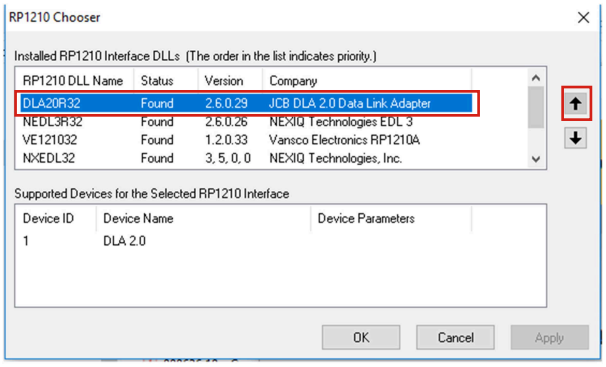
3. A new window will open.

   3.1. Select the “DLA20R32” item and move it to the top of the box with the highlighted arrow on the right side.

   3.2. Click “Apply” and then click on “Ok”.

   3.3. The DLA 2.0 is now ready to use.

Figure 334.

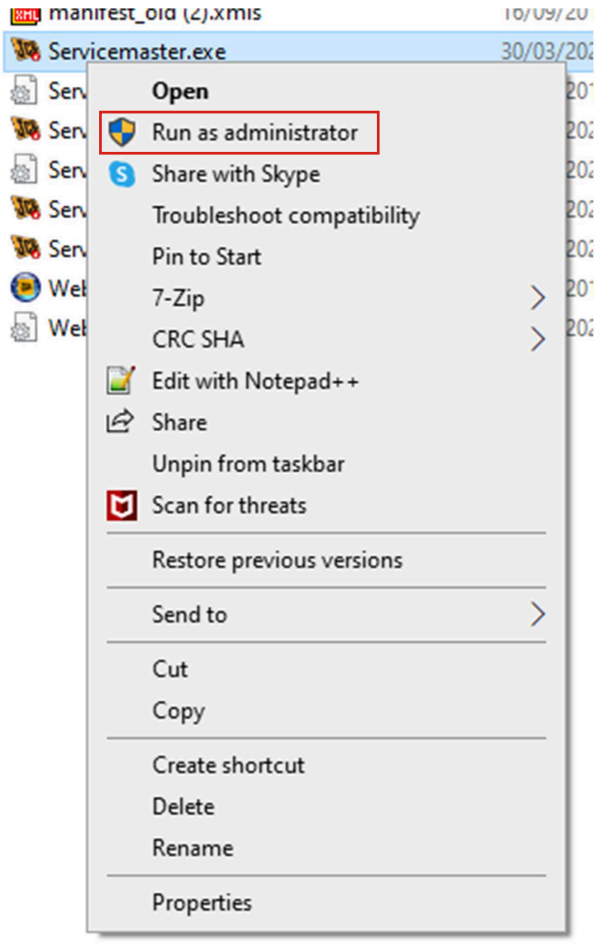


Switch from DLA 2.0 to Parker DLA

1. On your laptop/PC go to “C:\JCB_Servicemaster_2”.

   1.1. Right click on “Servicemaster.exe” file and select “Run as Administrator”.

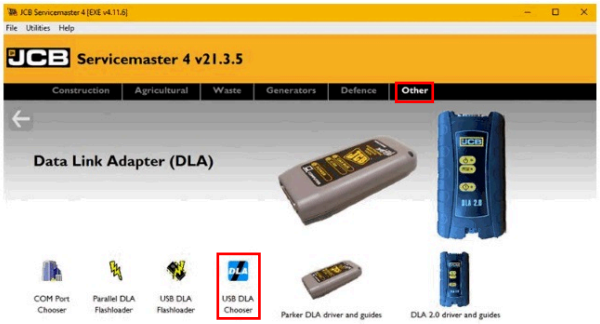
Figure 335.



2. In Servicemaster go to “Other>General>DLA”.

2.1. Left click on “USB DLA Chooser”.

Figure 336.



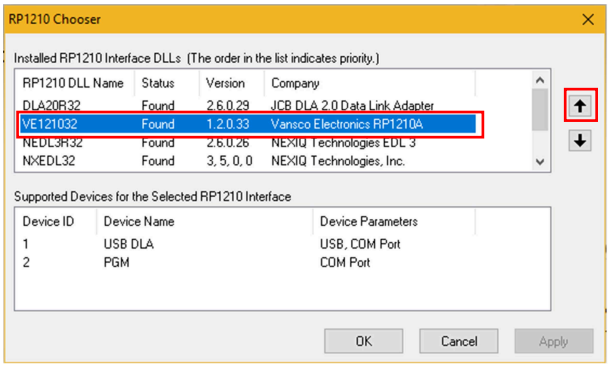
3. A new window will open. Refer to Figure 337.

   3.1. Select the “VE121032” item and move it to the top of the box with the highlighted arrow on the right side.

   3.2. Click “Apply” and then click on “Ok”.

   3.3. The Parker DLA is now ready to use.

Figure 337.



DLA Type and Communications Port - Configuration

When you use Servicemaster for the first time on your laptop/PC (which is newly installed with Servicemaster software) make sure that the correct DLA and laptop/PC port is selected to communicate with the DLA. Do the below steps to configure the DLA with the laptop/PC.

1. Once you complete the DLA configuration, it will not require to be done again on your laptop/PC.
2. Open Servicemaster on your laptop computer.
3. Click the "Other" tab to get access to the "General" icon.
4. Click the "General" icon to get access to the "DLA" icon.
5. Click the "DLA" icon.
6. Select and open the "COM Port Chooser" icon. Refer to Figure 338.

Figure 338.

7. A new "DLA Com Port Chooser" window will open.

   7.1. Select the "USB /Serial DLA" device and click the "Apply" option to confirm.

   7.2. Make a note that the older DLA and laptop computers may not be compatible with the USB ports. Select the "Parallel/Serial DLA" device in the DLA chooser.

DLA Firmware File - Check

Upon plugin of the DLA 2.0 from laptop to a machine and powered ON, the driver will update the Firmware on the device (DLA"2). Upon Servicemaster updates the latest DLA 2 Driver will also update. If update is needed the system will prompt an 'update required' message. If user selects 'OK' update happens automatically.

The DLA has software embedded in its own flash memory. This file must be replaced with a new one when new firmware is released. You will only have to Check the DLA firmware file version if you receive a new Servicemaster version or use a different DLA.

1. Make sure that the DLA is connected to the laptop computer.
2. Open Servicemaster on your laptop computer.
3. Click the "Other" tab to get access to the "General" icon.
4. Click the "General" icon to get access to the "DLA" icon.
5. Click the "DLA" icon.
6. Select and open the "USB DLA Flashloader" icon. Refer to Figure 339.

   6.1. Make a note that the older DLA and laptop computers may not be compatible

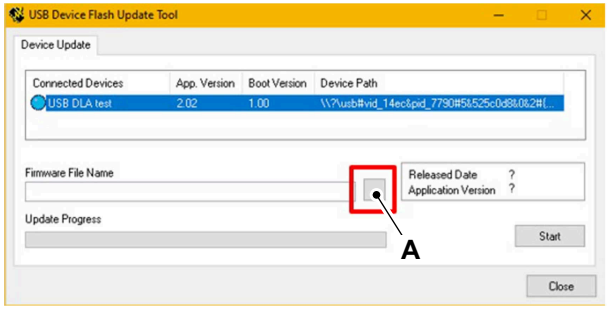
with the USB ports. Select and open the "Flashloader for Serial/Parallel DLA" icon.

Figure 339.

7. A window "USB Device Flash Update Tool" will open. Refer to Figure 340.

   7.1. The firmware details in the DLA are displayed with the application version (for example - 1.04). Refer to Figure 340.

Figure 340.



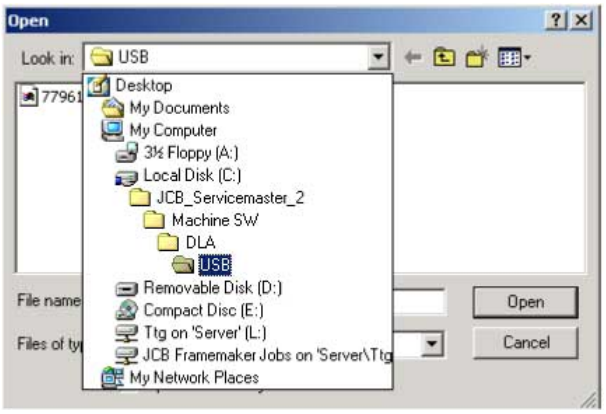
A Browse option

8. Check for a new firmware file.

   8.1. Click the "Browse" option and find the file stored within the JCB Servicemaster directory on your laptop hard drive. Refer to Figure 341.

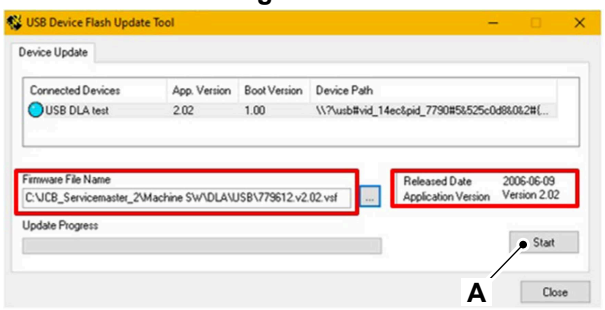
   8.2. Select the file and click the "Open" option.

Figure 341.



   8.3. The selected file appears in the "firmware file name" field together with its release date and application version (for example - 2.01). Refer to Figure 342.

Figure 342.



A Start option

9. Load a new firmware file.

   9.1. If the firmware in the DLA is not up to date, load the new file.

10. Click the "Start" option and obey the on-screen instructions.

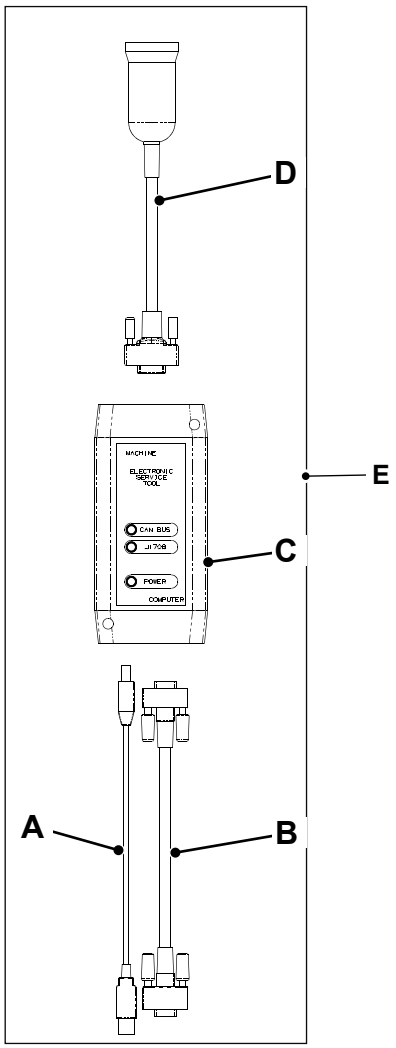
Disconnect and Connect

Special Tools

Description	Part No.	Qty.
Data Link Adaptor (DLA) Kit Data Link Adaptor (DLA 2.0) Kit	892/01174 728/H5409	1*
*Unless otherwise stated, you can use any of the tools shown.		

To use Servicemaster, connect your laptop computer to the machine CAN (Controller Area Network) bus. Connection is made using the DLA (Data Link Adaptor) and the applicable cables.

Figure 343.



A USB PC Cable - 718/20235
B Serial PC Cable - 718/20236
C USB DLA - 728/26500
D Machine Cable - 718/20237
E Kit - 892/01174 (contains items A, B, C and D)

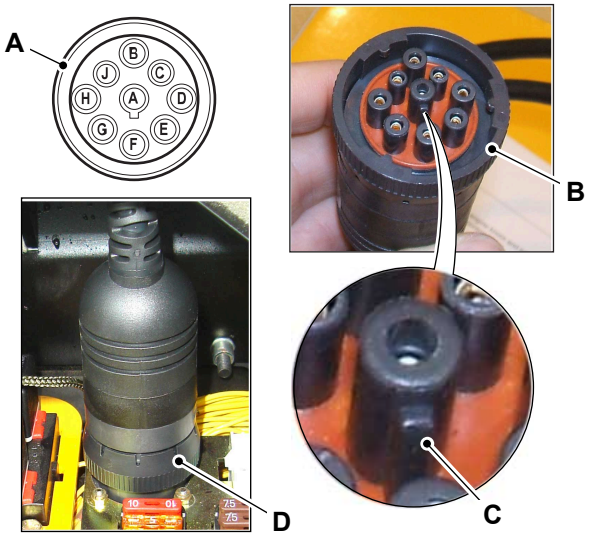
Note: Connect the USB cable directly to the laptop computer. Do not connect the cable via a USB hub.

Note: Older DLA and laptop computers may not be compatible with USB ports. Use the serial PC cable to connect the DLA to the laptop serial port.

1. Make sure the machine ignition system is OFF.
2. To use the Servicemaster diagnostic tool, connect the laptop computer to the machine.

   Special Tool: Data Link Adaptor (DLA) Kit / Data Link Adaptor (DLA 2.0) Kit (Qty.: 1)
3. Connect the USB PC Cable to the DLA and a free port on the laptop computer.
4. Connect the Machine Cable to the DLA. The Machine Cable has a 15-way D-type connector on one end and a 9-way CAN connector on the other. Plug the 15-way connector into the DLA and tighten the thumb screws.

Figure 344.



A USB PC Cable
B Serial PC cable
C Centre pin location tab
D Locking ring

5. Connect the 9-way CAN connector into the machines Diagnostics Connector as follows:

   5.1. Position the CAN connector to align the centre pin location tab with the diagnostics connector.

   5.2. Couple the connectors. Turn the locking ring clockwise to secure the connectors.

90 - Error Codes

Introduction

Should faults occur related to an ECU (Electronic Control Unit) or devices connected to it, the electronic system will generate the applicable fault codes. A complete list of fault codes is stored within the applicable Servicemaster tools set.

Fault Code Structure

The structure of fault codes, otherwise known as DTC (Diagnostic Trouble Code)'s has been standardised to a 7 digit code for all on and off-highway machine and vehicle applications. The standard (referred to as J2012) requires all fault codes to conform to the following structure.

- 1st character - defines the system on the vehicle (e.g. P = Powertrain, C= Chassis, U = Network).
- 2nd and 3rd characters - defines the sub-system (e.g. transmission, CAN (Controller Area Network) network, brakes etc).
- 4th and 5th characters - specifies the particular component, circuit or fault (e.g. starter relay).
- 6th and 7th characters - referred to as the 'Failure Type Byte' (FTB) which indicates the particular failure (e.g. 11 = short circuit to ground). See FTB Numbers below for a full list.

Some specific fault codes are defined by international standard, while other codes may be defined by individual vehicle manufacturers.

Fault Code Log Display Systems

Depending on the machine specification fault codes recorded by the machine electronic control system can be accessed and displayed in several ways:

CAN Enabled Display

The machine may be equipped with a CAN enabled instrument display. Such a display will be capable of displaying all recorded codes, for example P0047. All logged codes will be displayed. The operator may also have a facility to erase the fault code log. Refer to the relevant instrument panel operation information.

CAN BUS Connected Computer

Fault codes logged can be accessed via a suitable laptop computer running the applicable diagnostics software, JCB 444 Engine Diagnostics for example. The computer must be connected to the machine CAN using the relevant service cables and adaptors. Once connected all recorded codes can be displayed. The engineer also has a facility to erase the fault code log.

Failure Type Byte (FTB) Numbers

Table 123.

Number	Failure Type Byte (FTB) Description
0	No sub-type information.
2	General signal failure.
4	System internal failure.
5	System programming failure.
7	Mechanical failure.
9	Component failure.
11	Short Circuit To Ground (SC2G).
12	Short Circuit To Battery (SC2V-BAT).
13	Open Circuit (OC).
16	Circuit voltage below threshold.
17	Circuit voltage above threshold.
18	Circuit current below threshold.
19	Circuit current above threshold.
1A	Circuit resistance above threshold.
1B	Circuit resistance below threshold.
1C	Circuit voltage out of range.
1F	Circuit intermittent.
23	Signal stuck low.
24	Signal stuck high.
26	Signal rate of change below threshold.
27	Signal rate of change above threshold.
29	Signal invalid.
2F	Signal erratic.
31	No Signal (lost/missing).
36	Signal frequency too low.
37	Signal frequency too high.
38	Signal frequency incorrect.
45	Program memory failure.
46	Calibration / Parameter memory failure.
47	Watchdog / micro-controller / microprocessor failure.
4B	Over temperature.
62	Signal compare failure.
64	Signal plausibility failure.
71	Actuator stuck.
72	Actuator stuck open.
73	Actuator stuck closed.
85	Signal above allowable range.
86	CAN signal invalid.
92	Performance or incorrect operation.
98	Component or system over temperature.

Malfunction Indicator Light (MIL)

Figure 345.

Amber/Red light. The MIL (Malfunction Indicator Lamp) light comes on to show that a system error has been detected. Refer to Figure 345.

- Red light. The light comes ON (and a continuous audible alarm sounds) to indicate faults that may result in serious damage to the machine or make the machine dangerous to operate. This is known as a ‘STOP NOW’ fault.

- Amber light. The light comes ON (and an audible alarm sounds for one second) to indicate faults that may result in reduced machine performance but are not dangerous. They are unlikely to damage the machine. This is known as a ‘SERVICE’ fault.

When the MIL light comes ON another applicable system warning may display. These lights can show a blink code. Refer to Blink Codes.

Blink Codes

Some machine systems are equipped with a dedicated indicator light. If there is a system fault the light can display fault codes as a series of blinks.

For example code E127 can be displayed as a series of blinks as follows:

Table 124.

1	Blink						
2 Second delay							
2	Blink	Blink					
2 Second delay							
7	Blink	Blink	Blink	Blink	Blink	Blink	Blink

The light will be ON for approximately 1s and OFF for approximately 0.5s. There is an OFF time of approximately 2s between the code digits.

When a blink code is displayed the MIL light can also come ON. Refer to Malfunction Indicator Light (MIL).

Technical Data

Table 125.

Fault	Description
U0073-87	CAN1 node error
U0101-88	CAN bus-line open from general unit
U1001-87	CAN2 node error
B1001-17	E-Stop Plausibiity Check
B1005-17	Base Enable Switch SC to High
B1006-17	Platform Enable Switch SC to High
B1007-92	Platform Enable Switch AND Base Enable Switch both activated (5 - 10V)
B1008-16	Base Enable SC to Low
B1009-16	Platform Enable SC to Low
B1010-13	Base Enable Switch OC AND Platform Enable Switch OC
B1011-17	Artic Boom Lower Limit Switch 1 SC to High
B1012-17	Artic Boom Lower Limit Switch 2 SC to High
B1013-16	Artic Boom Lower Limit Switch 1 SC to Low
B1014-13	Artic Boom Lower Limit Switch 1 AND Switch 2 OC
B1015-16	Artic Boom Lower Limit Switch 2 SC to Low
B1016-92	Artic Boom Lower Limit Switch 1 AND Switch 2 short to 10V
B1017-17	TILT Sensor SC to High (not possible to detect until sensor connected to 10V)
B1018-16	TILT SENSOR SC to Low
B1019-17	SLEW POSITION Limit Switch 1 SC to High
B1020-17	SLEW POSITION Limit Switch 2 SC to High
B1021-16	SLEW POSITION Limit Switch 1 SC to Low
B1022-13	SLEW POSITION Limit Switch 1 and SLEW POSITION Limit Switch 2 OC
B1023-16	SLEW POSITION Limit Switch 2 SC to Low
B1024-92	SLEW POSITION Limit Switch 1 and SLEW POSITION Limit Switch 2 short to 10V
B1025-13	CRUSH Protection Switch 1 and 2 Plausibility Check
B1026-17	CRUSH Protection Switch 1 SC to > 5V
B1029-17	CRUSH Protection Switch 2 SC to > 10.5V
B1036-17	PUBLIC Proportional Solenoid Valve HS SC to High
B1037-16	PUBLIC Proportional Solenoid Valve HS SC to Low
B1038-13	PUBLIC Proportional Solenoid Valve HS & LS OC
B1039-17	PLATFORM LEVELLING DIRECTIONAL Solenoid Valve Raise HS SC to High OR OC
B1040-16	PLATFORM LEVELLING DIRECTIONAL Solenoid Valve Raise HS SC to Low
B1041-17	PLATFORM LEVELLING DIRECTIONAL Solenoid Valve Lower HS SC to High OR OC
B1042-16	PLATFORM LEVELLING DIRECTIONAL Solenoid Valve Lower HS SC to Low
B1043-17	OSCILLATING AXLE Solenoid Valve HS SC to High
B1044-16	OSCILLATING AXLE Solenoid Valve HS SC to Low
B1045-13	OSCILLATING AXLE Solenoid Valve HS & LS OC
B1053-17	FOOT PEDAL SC to High
B1054-16	FOOT PEDAL SC to Low
B1055-17	ELECTRIC PUMP BUTTON SC to High
B1056-16	ELECTRIC PUMP BUTTON SC to Low
B1058-17	Override Switch Pressed SC to High
B1059-16	Override Switch Pressed SC to Low
B1060-13	Override Switch Pressed and Override Switch Unpressed OC
B1061-17	Override Switch Unpressed SC to High

Fault	Description
B1062-16	Override Switch Unpressed SC to Low
B1063-92	Override Switch Pressed and Override Switch Unpressed Both activated (5-10V)
B1064-17	SLEW ACK SWITCH SC to High
B1065-16	SLEW ACK SWITCH SC to Low
B1066-24	SLEW ACK SWITCH SC Stuck for >= 10 seconds
B1067-17	POTENTIOMETER SC to High (>5.5V)
B1069-17	Drive JOYSTICK SC to High (>4.75V)
B1070-16	Drive JOYSTICK SC to Low (<0.25V) or OC
B1071-17	PLATFORM LEVELLING RAISE Switch SC to High
B1072-17	PLATFORM LEVELLING LOWER Switch SC to High
B1073-92	PLATFORM LEVELLING RAISE and LOWER Switches both activated (5 - 10V)
B1074-16	PLATFORM LEVELLING RAISE Switch SC to Low
B1075-16	PLATFORM LEVELLING LOWER Switch SC to Low
B1076-17	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve HS SC to High
B1077-16	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve HS SC to Low
B1078-13	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve HS OC
B1079-17	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve Fault
B1080-17	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve HS SC to High
B1081-16	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve HS SC to Low
B1082-13	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve HS OC
B1083-17	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve Fault
B1084-17	MAIN BOOM EXTEND OR RETRACT DIRECTIONAL Solenoid Valve HS SC to High OR SC to Low
B1086-13	MAIN BOOM EXTEND OR RETRACT DIRECTIONAL Solenoid Valve HS & LS OC
B1087-17	MAIN BOOM EXTEND OR RETRACT DIRECTIONAL Solenoid Valve Fault
B1088-17	STEER RIGHT OR LEFT DIRECTIONAL Solenoid Valve HS SC to High
B1089-16	STEER RIGHT OR LEFT DIRECTIONAL Solenoid Valve HS SC to Low
B1090-13	STEER RIGHT OR LEFT DIRECTIONAL Solenoid Valve HS & LS OC
B1091-17	STEER RIGHT OR LEFT DIRECTIONAL Solenoid Valve Fault
B1092-17	ARTICULATED BOOM RAISE OR LOWER DIRECTIONAL Solenoid Valve HS SC to High
B1093-16	ARTICULATED BOOM RAISE OR LOWER DIRECTIONAL Solenoid Valve HS SC to Low
B1094-13	ARTICULATED BOOM RAISE OR LOWER DIRECTIONAL Solenoid Valve HS & LS OC
B1095-17	ARTICULATED BOOM RAISE OR LOWER DIRECTIONAL Solenoid Valve Fault
B1096-17	ARTICULATED BOOM RAISE Switch SC to High
B1097-17	ARTICULATED BOOM LOWER Switch SC to High
B1098-92	ARTICULATED BOOM RAISE & LOWER Switches both activated (5 - 10V)
B1099-16	ARTICULATED BOOM RAISE Switch SC to Low
B1100-16	ARTICULATED BOOM LOWER Switch SC to Low
B1101-17	MAIN BOOM EXTEND Switch SC to High
B1102-17	MAIN BOOM RETRACT Switch SC to High
B1103-92	MAIN BOOM EXTEND & RETRACT Switches both activated (5 - 10V)
B1104-16	MAIN BOOM EXTEND Switch SC to Low
B1105-16	MAIN BOOM RETRACT Switch SC to Low
B1106-17	PLATFORM ROTATE RIGHT Switch SC to High
B1107-17	PLATFORM ROTATE LEFT Switch SC to High
B1108-92	PLATFORM ROTATE RIGHT & LEFT Switches both activated (5 - 10V)
B1109-16	PLATFORM ROTATE RIGHT Switch SC to Low

Fault	Description
B1110-16	PLATFORM ROTATE LEFT Switch SC to Low
B1111-17	JIB RAISE Switch SC to High
B1112-17	JIB LOWER Switch SC to High
B1113-92	JIB RAISE & LOWER Switches both activated (5 - 10V)
B1114-16	JIB RAISE Switch SC to Low
B1115-16	JIB LOWER Switch SC to Low
B1116-17	MAIN BOOM RAISE (BASE) Switch SC to High
B1117-17	MAIN BOOM LOWER (BASE) Switch SC to High
B1118-92	MAIN BOOM RAISE & LOWER (BASE) Switches both activated (5 - 10V)
B1119-16	MAIN BOOM RAISE (BASE) Switch SC to Low
B1120-16	MAIN BOOM LOWER (BASE) Switch SC to Low
B1121-17	SLEW RIGHT (BASE) Switch SC to High
B1122-17	SLEW LEFT (BASE) Switch SC to High
B1123-92	SLEW RIGHT & LEFT (BASE) Switches both activated (5 - 10V)
B1124-16	SLEW RIGHT (BASE) Switch SC to Low
B1125-16	SLEW LEFT (BASE) Switch SC to Low
B1126-17	MAIN BOOM Lower Limit Switch 1 SC to High
B1127-17	MAIN BOOM Lower Limit Switch 2 SC to High
B1128-16	MAIN BOOM Lower Limit Switch 1 SC to Low
B1129-13	MAIN BOOM Lower Limit Switch 1 AND Switch 2 OC
B1130-16	MAIN BOOM Lower Limit Switch 2 SC to Low
B1131-2F	MAIN BOOM Lower Limit Switch 1 AND Switch 2 Short to 10V
B1138-17	MAIN BOOM Telescopic Retract Limit Switch 1 SC to High
B1139-17	MAIN BOOM Telescopic Retract Limit Switch 2 SC to High
B1140-16	MAIN BOOM Telescopic Retract Limit Switch 1 SC to Low
B1141-13	MAIN BOOM Telescopic Retract Limit Switch 1 AND Switch 2 OC
B1142-16	MAIN BOOM Telescopic Retract Limit Switch 2 SC to Low
B1143-92	MAIN BOOM Telescopic Retract Limit Switch 1 AND Switch 2 Short to 10V
B1144-17	10V INPUT System SC to High
B1145-16	10V INPUT System SC to Low
B1146-17	STEER JOYSTICK SC to High (>4.75V)
B1147-16	STEER JOYSTICK SC to Low (<0.25V) or OC
B1148-17	LIFT JOYSTICK SC to High (>4.75V)
B1149-16	LIFT JOYSTICK SC to Low (<0.25V) or OC
B1150-17	SLEW JOYSTICK SC to High (>4.75V)
B1151-16	SLEW JOYSTICK SC to Low (<0.25V) or OC
B1152-13	OBSTACLE INPUT Switch 1 SC to High AND OBSTACLE INPUT Switch 2 to OC
B1153-17	OBSTACLE INPUT Switch 2 SC to >10.5
B1154-16	OBSTACLE INPUT Switch 1 SC to Low
B1155-13	OBSTACLE INPUT Switch 2 SC to Low
B1156-17	OBSTACLE INPUT Switch 1 SC to >10.5V
B1162-13	SOFT CONTACT DETECTION Switch 1 SC to 10V AND SOFT CONTACT DETECTION Switch 2 to OC
B1163-17	SOFT CONTACT DETECTION Switch 2 SC to >10.5V
B1164-16	SOFT CONTACT DETECTION Switch 1 SC to Low
B1165-13	SOFT CONTACT DETECTION Switch 2 SC to Low
B1166-17	SOFT CONTACT DETECTION Switch 1 SC to >10.5V
B1175-13	MAIN BOOM LIFT / SLEW DIRECTIONAL Solenoid Valve SC to High or OC
B1176-16	MAIN BOOM LIFT / SLEW DIRECTIONAL Solenoid Valve SC to Low

Fault	Description
B1177-16	BUZZER SC to Low
B1178-13	BUZZER OC
B1179-13	BEACON 1 OC
B1180-16	BEACON 1 SC to Low
B1181-16	HORN HS SC to Low
B1182-13	HORN HS OC
B1183-16	WHITE NOISE ALARM SC to Low
B1184-13	WHITE NOISE ALARM OC
B1190-16	FAULT LED SC to Low
B1191-17	FAULT LED SC to High
B1206-17	HORN BUTTON SC to High
B1207-16	HORN BUTTON SC to Low
B1208-24	HORN BUTTON Stuck for >= 10 seconds
B1218-17	PROXIMITY RESET BUTTON SC to High
B1219-16	PROXIMITY RESET BUTTON SC to Low
B1220-24	PROXIMITY RESET BUTTON Stuck for >= 10 seconds
B1227-17	AXLE LOCK PRESSURE SENSOR SC to High
B1228-16	AXLE LOCK PRESSURE SENSOR SC to Low or OC
B1235-17	E-Stop Plausibiity Check
B1242-17	PLATFORM LEVELLING RAISE Switch SC to High
B1243-17	PLATFORM LEVELLING LOWER Switch SC to High
B1244-92	PLATFORM LEVELLING RAISE and LOWER Switches both activated (5 - 10V)
B1245-16	PLATFORM LEVELLING RAISE Switch SC to Low
B1246-16	PLATFORM LEVELLING LOWER Switch SC to Low
B1247-17	ARTICULATED BOOM RAISE Switch SC to High
B1248-17	ARTICULATED BOOM LOWER Switch SC to High
B1249-92	ARTICULATED BOOM RAISE & LOWER Switches both activated (5 - 10V)
B1250-16	ARTICULATED BOOM RAISE Switch SC to Low
B1251-16	ARTICULATED BOOM LOWER Switch SC to Low
B1252-17	MAIN BOOM TELESCOPE EXTEND Switch SC to High
B1253-17	MAIN BOOM TELESCOPE RETRACT Switch SC to High
B1254-92	MAIN BOOM TELESCOPE EXTEND & RETRACT Switches both activated (5 - 10V)
B1255-16	MAIN BOOM TELESCOPE EXTEND Switch SC to Low
B1256-16	MAIN BOOM TELESCOPE RETRACT Switch SC to Low
B1257-17	PLATFORM ROTATE RIGHT Switch SC to High
B1258-17	PLATFORM ROTATE LEFT Switch SC to High
B1259-92	PLATFORM ROTATE RIGHT and LEFT Switches both activated (5 - 10V)
B1260-16	PLATFORM ROTATE RIGHT Switch SC to Low
B1261-16	PLATFORM ROTATE LEFT Switch SC to Low
B1262-17	JIB RAISE Switch SC to High
B1263-17	JIB LOWER Switch SC to High
B1264-92	JIB RAISE & LOWER Switches both activated (5 - 10V)
B1265-16	JIB RAISE Switch SC to Low
B1266-16	JIB LOWER Switch SC to Low
B1267-17	10V INPUT System SC to High - Platform
B1268-16	10V INPUT System SC to Low - Platform
B1269-16	BUZZER SC to Low
B1270-17	BUZZER SC to High
B1273-17	HORN BUTTON SC to High

Fault	Description
B1274-16	HORN BUTTON SC to Low
B1275-24	HORN BUTTON Stuck for >= 10 seconds
B1276-24	Base Startlock Stuck (Generic o/p fault)
B1277-24	Platform Startlock Stuck (Generic o/p fault)
B1281-16	VSS2 Low Voltage (<= 9.5V)
B1283-16	VSS1 Low Voltage (<= 4.5V)
B1284-16	VSS2 Low Voltage (<= 9.5V)
B1285-16	VSS3 Low Voltage (<= 4.5V)
U1293-87	CAN TIME OUT ERROR
U1294-56	CAN RC ERROR
U1295-41	CAN CHECKSUM ERROR
U1296-87	CAN TIME OUT ERROR
U1297-56	CAN RC ERROR
U1298-41	CAN CHECKSUM ERROR
U1299-87	CAN PAIRING FAILED ERROR
B1301-2F	OSCILLATING AXLE PRESSURE SENSOR FAILURE
B1302-2F	RC CONFIG SC Plausibility Check
B1303-2F	RC CONFIG SC Plausibility Check
B1304-24	Base Startlock Stuck (Generic o/p fault)
B1305-24	Base Startlock Stuck (Generic o/p fault)
B1306-24	Base Startlock Stuck (Generic o/p fault)
B1307-24	Base Startlock Stuck (Generic o/p fault)
B1308-24	Base Startlock Stuck (Generic o/p fault)
B1309-24	Base Startlock Stuck (Generic o/p fault)
B1310-24	Base Startlock Stuck (Generic o/p fault)
B1311-24	Base Startlock Stuck (Generic o/p fault)
B1312-24	Base Startlock Stuck (Generic o/p fault)
B1313-24	Platform Startlock Stuck (Generic o/p fault)
B1314-24	Platform Startlock Stuck (Generic o/p fault)
B1315-24	Platform Startlock Stuck (Generic o/p fault)
B1316-24	Platform Startlock Stuck (Generic o/p fault)
B1317-24	Platform Startlock Stuck (Generic o/p fault)
B1318-24	Platform Startlock Stuck (Generic o/p fault)
B1319-24	Platform Startlock Stuck (Generic o/p fault)
B1320-24	Platform Startlock Stuck (Generic o/p fault)
B1321-24	Platform Startlock Stuck (Generic o/p fault)
U1323-56	CAN (Controller Area Network) RC ERROR
U1324-56	CAN RC ERROR
U1325-56	CAN RC ERROR
U1326-41	CAN CHECKSUM ERROR
U1327-41	CAN CHECKSUM ERROR
U1328-41	CAN CHECKSUM ERROR
B1332-17	PUBLIC Proportional Solenoid Valve LS SC to High
B1333-16	PUBLIC Proportional Solenoid Valve LS SC to Low
B1334-13	PUBLIC Proportional Solenoid Valve Fault
B1335-17	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve LS SC to High
B1336-16	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve LS SC to Low
B1337-13	MAIN BOOM RAISE OR LOWER PROPORTIONAL Solenoid Valve LS OC
B1338-17	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve LS SC to High

Fault	Description
B1339-16	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve LS SC to Low
B1340-13	SLEW RIGHT OR LEFT PROPORTIONAL Solenoid Valve LS OC
B1341-17	MAIN BOOM EXTEND OR RETRACT DIRECTIONAL Solenoid Valve LS SC to High
B1342-16	MAIN BOOM EXTEND OR RETRACT DIRECTIONAL Solenoid Valve LS SC to Low
B1344-17	STEER RIGHT OR LEFT DIRECTIONAL Solenoid Valve LS SC to High
B1345-16	STEER RIGHT OR LEFT DIRECTIONAL Solenoid Valve LS SC to Low
B1347-17	OSCILLATING AXLE Solenoid Valve LS SC to High
B1348-16	OSCILLATING AXLE Solenoid Valve LS SC to Low
B1349-13	OSCILLATING AXLE Solenoid Valve Fault
B1350-17	ARTICULATED BOOM RAISE OR LOWER DIRECTIONAL Solenoid Valve LS SC to High
B1351-16	ARTICULATED BOOM RAISE OR LOWER DIRECTIONAL Solenoid Valve LS SC to Low
B1359-13	Display Dummy Generation Fault
B1360-13	LOGIC FAILURE #1
B1361-87	CAN BUS KO
B1362-13	WATCHDOG
B1363-13	HIGH BATTERY TEMPERATURE
B1364-13	OVERCURRENT
B1365-13	HIGH TEMPERATURE
B1366-13	MISMATCH VOLTAGE
B1367-87	TIMEOUT
B1368-13	PUMP PRESS. ERROR
B1369-13	THERMAL SENSOR FAILURE
B1370-13	LOGIC FAILURE #2
B1371-13	FLASH CHECKSUM
B1372-13	EEPROM KO
B1373-13	POWER FAILURE #1
B1374-13	WRONG INPUT MAINS
B1375-13	SHORT OUTPUT
B1376-13	WRONG MARKER EEP
B1377-13	NO MAINS
B1378-13	LOW TEMPERATURE
B1379-13	CLOCK BATTERY OFF
B1380-87	NODE MISMATCH
B1381-87	FIRMWARE ERROR
B1382-87	FIRMWARE NOT VALID
B1437-17	JIB RAISE / PLATFORM RIGHT Solenoid Valves SC to High or OC
B1438-16	JIB RAISE / PLATFORM RIGHT Solenoid Valves SC to Low
B1439-13	JIB LOWER / PLATFORM LEFT Solenoid Valves SC to Low
B1440-17	JIB / PLATFORM ROTATE SELECTION Solenoid Valve SC to High
B1441-16	JIB / PLATFORM ROTATE SELECTION Solenoid Valve SC to GND
B1442-13	JIB / PLATFORM ROTATE SELECTION Solenoid Valve OC
B1444-2F	Master Traction ECU (Electronic Control Unit) uncommanded movement of the RHS motor.
B1445-87	Master Traction ECU No output to the RHS motor / Output to RHS motor is more or less than required speed.
B1446-13	Master Traction ECU U, V or W output to Motor OC.
B1447-17	Master Traction ECU U, V or W output to Motor SC to High.
B1448-16	Master Traction ECU U, V or W output to Motor SC to Low

Fault	Description
B1449-17	Traction Motor Contactor HS Control pin SC to High
B1450-16	Traction Motor Contactor HS Control pin SC to Low
B1451-13	Traction Motor Contactor HS Control pin OC
B1452-17	Traction Motor Contactor LS Control pin SC to High
B1453-16	Traction Motor Contactor LS Control pin SC to GND
B1454-13	Traction Motor Contactor LS Control pin OC
B1455-17	Traction Motor Contactor B+ terminal short to High
B1456-16	Traction Motor Contactor B+ terminal short to GND
B1457-13	Traction Motor Contactor B+ terminal OC
B1458-17	Wheel Speed Sensor(s) Output stuck at intermediate - above desired speed
B1459-16	Wheel Speed Sensor(s) Output stuck at intermediate - below desired speed
B1460-13	Wheel Speed Sensor(s) Short circuit across 2 channels
B1461-17	Pump Speed Sensor Output stuck at intermediate - above desired speed
B1462-16	Pump Speed Sensor Output stuck at intermediate - below desired speed
B1463-13	Pump Speed Sensor Short circuit across 2 channels
B1464-17	Steer Angle Sensor Output SC to High (5V or greater)
B1465-2F	Pump Motor ECU uncommanded movement of the pump motor.
B1466-87	Pump Motor ECU No output to the pump motor/Output to pump motor is more or less than required speed
B1467-17	Pump Motor ECU U, V, or W output to Motor is SC to High.
B1468-16	Pump Motor ECU U, V, or W output to Motor SC to Low (GND)
B1469-17	Pump Motor Contactor HS Control pin SC to High
B1470-16	Pump Motor Contactor HS Control pin SC to GND
B1471-13	Pump Motor Contactor HS Control pin OC
B1472-17	Pump Motor Contactor LS Control pin SC to High
B1473-16	Pump Motor Contactor LS Control pin SC to GND
B1474-13	Pump Motor Contactor LS Control pin OC
B1475-17	Pump Motor Contactor B+ terminal short to High
B1476-16	Pump Motor Contactor B+ terminal short to GND
B1477-13	Pump Motor Contactor B+ terminal OC
B1478-17	Electric Subsystem Ignition SC to High
B1479-16	Electric Subsystem Ignition SC to Low
B1480-13	Electric Subsystem Ignition SC OC
B1541-17	Traction Motor Contactor HS Control pin SC to High
B1542-16	Traction Motor Contactor HS Control pin SC to Low
B1543-13	Traction Motor Contactor HS Control pin OC
B1544-17	Traction Motor Contactor LS Control pin SC to High
B1545-16	Traction Motor Contactor LS Control pin SC to GND
B1546-13	Traction Motor Contactor LS Control pin OC
B1547-17	Traction Motor Contactor B+ terminal short to High
B1548-16	Traction Motor Contactor B+ terminal short to GND
B1549-13	Traction Motor Contactor B+ terminal OC
B1550-17	Wheel Speed Sensor(s) Output stuck at intermediate - above desired speed
B1551-16	Wheel Speed Sensor(s) Output stuck at intermediate - below desired speed
B1552-13	Wheel Speed Sensor(s) Short circuit across 2 channels
B1553-17	Pump Speed Sensor Output stuck at intermediate - above desired speed
B1554-16	Pump Speed Sensor Output stuck at intermediate - below desired speed
B1555-13	Pump Speed Sensor Short circuit across 2 channels
B1556-17	Steer Angle Sensor Output SC to High (5v or greater)

Fault	Description
B1557-13	Pump Motor ECU uncommanded movement of the pump motor
B1558-13	Pump Motor ECU No output to the pump motor / Output to pump motor is more or less than required speed
B1559-13	Pump Motor ECU U, V, or W output to Motor is SC to High
B1560-16	Pump Motor ECU U, V, or W output to Motor SC to Low (GND)
B1561-17	Pump Motor Contactor HS Control pin SC to High
B1562-16	Pump Motor Contactor HS Control pin SC to GND
B1563-13	Pump Motor Contactor HS Control pin OC
B1564-17	Pump Motor Contactor LS Control pin SC to High
B1565-16	Pump Motor Contactor LS Control pin SC to GND
B1566-13	Pump Motor Contactor LS Control pin OC
B1567-17	Pump Motor Contactor B+ terminal short to High
B1568-16	Pump Motor Contactor B+ terminal short to GND
B1569-13	Pump Motor Contactor B+ terminal OC.
B1670-17	JIB LOWER / PLATFORM LEFT Solenoid Valves SC to High or OC
B1675-17	LOAD SENSOR 1 OOR High OR OC
B1676-16	LOAD SENSOR 1 OOR Low
B1677-17	LOAD SENSOR 2 OOR High OR OC
B1678-16	LOAD SENSOR 2 OOR Low
B1487-13	High Side Diagnostic Error • High Side diagnostics error set when HW Short Circuit signal is detected. Disabling of output required to clear event. • The high side input has been detected to be low. This indicates that high side input is not connected or has short-circuit to B-. • The high side output has been detected to be low. This indicate that the high side output is shorted to B-. • The high side output has been detected to be high. This indicate that the high side output is shorted to B+. • High continuous current on High side out. • High peak current on High side out.
B1514-13, B1575-13, B1607-13, B1638-13	High Side Diagnostic Error • High Side diagnostics error set when HW Short Circuit signal is detected. Disabling of output required to clear event. • The high side input has been detected to be low. This indicates that high side input is not connected or has short-circuit to B-. • The high side output has been detected to be low. This indicate that the high side output is shorted to B-. • The high side output has been detected to be high. This indicate that the high side output is shorted to B+. • High continuous current on High side out. • High peak current on High side out.

Fault	Description
B1488-13	Open Drain Output Error • Open drain output error is set when HW Short Circuit signal is detected. Disabling of output required to clear event (Short Circuit Ch 1). • Open drain output error is set when Peak Overcurrent or Overload is detected (High Current Ch 1). • Open drain output error is set when measured current is below the Not Connected Level (Not Connected Ch 1). • Open drain output error is set when more than 200 mA current is measured when the output should be OFF (Current Measure When OFF Ch1). • Open drain output error is set when HW Short Circuit signal is detected. Disabling of output required to clear event (Short Circuit Ch2). • Open drain output error is set when Peak Overcurrent or Overload is detected. (High Current Ch2). • Open drain output error is set when measured current is below the Not Connected Level (Not Connected Ch2). • Open drain output error is set when more than 200 mA current is measured when the output should be OFF (Current Measure When OFF Ch2).
B1515-13, B1576-13, B1608-13, B1639-13	Open Drain Output Error • Open drain output error is set when HW Short Circuit signal is detected. Disabling of output required to clear event (Short Circuit Ch 1). • Open drain output error is set when Peak Overcurrent or Overload is detected (High Current Ch 1). • Open drain output error is set when measured current is below the Not Connected Level (Not Connected Ch 1). • Open drain output error is set when more than 200 mA current is measured when the output should be OFF (Current Measure When OFF Ch1). • Open drain output error is set when HW Short Circuit signal is detected. Disabling of output required to clear event (Short Circuit Ch2). • Open drain output error is set when Peak Overcurrent or Overload is detected. (High Current Ch2). • Open drain output error is set when measured current is below the Not Connected Level (Not Connected Ch2). • Open drain output error is set when more than 200 mA current is measured when the output should be OFF (Current Measure When OFF Ch2).
B1490-13	Temperature Sensor Motor Error • Motor temperature sensor event is set if motor temperature sensor is not connected. • Motor temperature sensor event is set if motor temperature sensor is short circuited.
B1517-13, B1578-13, B1609-13, B1640-13	Temperature Sensor Motor Error • Motor temperature sensor event is set if motor temperature sensor is not connected. • Motor temperature sensor event is set if motor temperature sensor is short circuited.
B1494-13	Temperature Sensor Coolant Error • Power stage temperature sensor event is set if internal power stage temperature sensor is not connected. • Power stage temperature sensor event is set if internal power stage temperature sensor is short circuited.
B1521-13, B1579-13, B1610-13, B1641-13	Temperature Sensor Coolant Error • Power stage temperature sensor event is set if internal power stage temperature sensor is not connected. • Power stage temperature sensor event is set if internal power stage temperature sensor is short circuited.

Fault	Description
B1497-13	Motor Speed Error • It is set if motor speed is above predefined level.
B1524-13, B1580-13, B1611-13, B1642-13	Motor Speed Error • It is set if motor speed is above predefined level.
B1501-13	DC (Direct Current) Bus Error (High) • DC bus event is set if filtered voltage is above predefined level.
B1528-13, B1581-13, B1612-13, B1642-13	DC Bus Error (High) • DC bus event is set if filtered voltage is above predefined level.
B1502-13	DC Bus Error (Low) • DC bus event is set if filtered voltage is below predefined level.
B1529-13, B1582-13, B1613-13, B1842-13	DC Bus Error (Low) • DC bus event is set if filtered voltage is below predefined level.
B1495-13	Power Stage Temperature Sensor Error (High) • Power Stage Temperature Sensor event is set if internal Power Stage temperature is above predefined level.
B1522-13, B1583-13, B1614-13, B1646-13	Power Stage Temperature Sensor Error (High) • Power Stage Temperature Sensor event is set if internal Power Stage temperature is above predefined level.
B1496-13	Power Stage Temperature Sensor Error (Low) • Power Stage Temperature Sensor event is set if internal Power Stage temperature is below predefined level.
B1523-13, B1584-13, B1615-13, B1647-13	Power Stage Temperature Sensor Error (Low) • Power Stage Temperature Sensor event is set if internal Power Stage temperature is below predefined level.
B1491-13	Motor Temperature Sensor (High) • Motor temperature sensor event is set if motor temperature is above predefined level.
B1518-13, B1585-13, B1616-13, B1648-13	Motor Temperature Sensor (High) • Motor temperature sensor event is set if motor temperature is above predefined level.
B1492-13	Motor Temperature Sensor (Low) • Motor temperature sensor event is set if motor temperature is below predefined level.
B1519-13, B1586-13, B1617-13, B1649-13	Motor Temperature Sensor (Low) • Motor temperature sensor event is set if motor temperature is below predefined level.

Fault	Description
B1570-13, B1587-13, B1618-13, B1650-13	Encse Error • Detected an abnormal deceleration from encoder feedback and the drive will be shutdown without software interaction (SM_Enc_Aggregated_Rapid Deceleration). • If the hardware signals from encoder channels differ too much from an ideal 90* phase shift the event will be set and the drive will be shutdown (SM_Enc_Aggregated_Ch ErrorMediumSpeed). • If the filtered mechanical rotational speed, calculated from the encoder channels, exceeds an applications specified limit, the event will be set and the drive will be shutdown (SM_Enc_Overspeed_Supv). • The encoder transitions to a illegal state (SM_Enc_Aggregated_ChSHCLowSpeed).
B1571-13, B1588-13, B1619-13, B1651-13	Sesse Error • Sesse event occurs when the amplitude of the sensor input Sin^2+Cos^2 is too high or too low (SM_SinCos_SquaredResultant_Supv). • Sesse event occurs when the rotor RPM of the speed sensor connected to this MCU is too high (SM_SinCos_Overspeed_Supv).
B1498-13	Speed Sensor Error • Fault is set if Sensor Supply current is too low. Limit 0.006 A (Sensor Supply Not Connected). • Fault is set if Sensor Supply current is too high. Limit 0.068 A (Sensor Supply SHC). • Speed sensor event is set if change of sensor speed is too high (measured rotor acceleration) (Dec too High). • Sensor Supply Ref voltage out of range. Valid range 10.00 to 16.00 V (Sensor Supply Ref Range). • Fault is set if Sensor Supply 2 current is too low. Limit 0.006 A (Sensor Supply 2 Not connected). • Fault is set if Sensor Supply 2 current is too high. Limit 0.068 A (Sensor Supply 3 SHC). • Set when HW EXT_GND_TRIP signal is detected. Reset of node required to clear error. Events related to speed feedback and motor temp measurement may follow this event (EXT GND Tripped). • Internal Sensor Supply1Output Voltage out of range. Valid range 10.80 to 13.20 V (Sensor Supply 1 Output Voltage Out of Range).
B1525-13, B1589-13, B1620-13, B1652-13	Speed Sensor Error • Fault is set if Sensor Supply current is too low. Limit 0.006 A (Sensor Supply Not Connected). • Fault is set if Sensor Supply current is too high. Limit 0.068 A (Sensor Supply SHC). • Event is set if change of sensor speed is too high (measured rotor acceleration (Dec too High). • Sensor Supply Ref voltage out of range. Valid range 11.00 to 16.00 V (Sensor Supply Ref Range). • Fault is set if Sensor Supply 2 current is too low. Limit 0.006 A (Sensor Supply 2 Not connected). • Fault is set if Sensor Supply 2 current is too high. Limit 0.068 A (Sensor Supply 3 SHC). • Set when HW EXT_GND_TRIP signal is detected. Reset of node required to clear error. Events related to speed feedback and motor temp measurement may follow this event (EXT GND Tripped). • Internal Sensor Supply 1 Output Voltage out of range. Valid range 11.00 to 14.00 V (Sensor Supply 1 Output Voltage Out of Range).

Fault	Description
B1503-13	Loss of Trac AB Error • Event is set if only Ch B is toggling and Ch A is not (Loss of Ch A). • Event is set if only Ch A is toggling and Ch B is not (Loss of Ch B). • Event is set if the sensor speed is too high, i.e a not plausible / possible speed (Plausability Error). • Bad state machine transition, can indicate shorted inputs. This detection is active from 0 upto aprox. +-250 Hz. When using a 64 PPR sensor, the range can be interpreted as RPM (Bad or Shorted inputs). • Delta Sensor Angle from Delta Time Measurement of Encoder differs too much from the Delta Sensor Angle that is produced by the Quadrature measurement. Possible glitch on an encoder channel (Delta Time to Quad Mismatch). • Channel used for time measurement has detected that the pulse frequency detected is too high (Channel Over Frequency). • Signal 1 gain out of range. The adapted gain is too high or low (Signal 1 Gain Out of Range). • Signal 1 offset out of range. The adapted offset is too high or low (Signal 1 Offset Out of Range). • Signal 2 offset out of range. The adapted offset is too high or low (Signal 2 Offset Out of Range). • Signal 1 raw AD value saturated high. Indicates short circuit (Signal 1 Saturated High). • Signal 1 raw AD value saturated Low. Indicates short circuit (Signal 1 Saturated Low). • Signal 2 raw AD value saturated high. Indicates short circuit (Signal 2 Saturated High). • Signal 2 raw AD value saturated low. Indicates short circuit (Signal 2 Saturated Low). • Check that unit circle is constant. Will detect one broken signal even if sensor is not rotating (Sin Cos Sensor Not Connected).
B1530-13, B1590-13, B1621-13, B1653-13	Loss of Trac AB Error • Event is set if only Ch B is toggling and Ch A is not (Loss of Ch A). • Event is set if only Ch A is toggling and Ch B is not (Loss of Ch B). • Event is set if the sensor speed is too high, i.e a not plausible / possible speed (Plausability Error). • Bad state machine transition, can indicate shorted inputs. This detection is active from 0 upto aprox. +-250 Hz. When using a 64 PPR sensor, the range can be interpreted as RPM (Bad or Shorted inputs). • Delta Sensor Angle from Delta Time Measurement of Encoder differs too much from the Delta Sensor Angle that is produced by the Quadrature measurement. Possible glitch on an encoder channel (Delta Time to Quad Mismatch). • Channel used for time measurement has detected that the pulse frequency detected is too high (Channel Over Frequency). • Signal 1 gain out of range. The adapted gain is too high or low (Signal 1 Gain Out of Range). • Signal 1 offset out of range. The adapted offset is too high or low (Signal 1 Offset Out of Range). • Signal 2 offset out of range. The adapted offset is too high or low (Signal 2 Offset Out of Range). • Signal 1 raw AD value saturated high. Indicates short circuit (Signal 1 Saturated High). • Signal 1 raw AD value saturated Low. Indicates short circuit (Signal 1 Saturated Low). • Signal 2 raw AD value saturated high. Indicates short circuit (Signal 2 Saturated High). • Signal 2 raw AD value saturated low. Indicates short circuit (Signal 2 Saturated Low). • Check that unit circle is constant. Will detect one broken signal even if sensor is not rotating (Sin Cos Sensor Not Connected).

Fault	Description
B1504-16	Power Supply Internal Error • Internal 15V supply out of range. Valid range 13.00 to 16.00 V. • Internal 5V supply out of range. Valid range 4.50 to 5.50 V. • Internal 3.3V supply too low. Limit 2.9V. Uses MCU internal PVD (Programmable Voltage Detection). A flag is set by MCU hardware and event is set when VDD is below the limit and cleared if above. Hysteresis is 100mV • Internal 5V C supply out of range. Valid range 4.50 to 5.50 V.
B1531-13, B1591-13, B1622-13, B1654-13	Power Supply Internal Error • Internal 15V supply out of range. Valid range 13.00 to 16.00 V. • Internal 5V supply out of range. Valid range 4.50 to 5.50 V. • Internal 3.3V supply too low. Limit 2.9V. Uses MCU internal PVD (Programmable Voltage Detection). A flag is set by MCU hardware and event is set when VDD is below the limit and cleared if above. Hysteresis is 100mV • Internal 5V C supply out of range. Valid range 4.50 to 5.50 V.
B1489-13	Over Temperature Sensor error • Motor temperature sensor event is set if motor temperature is above predefined level.
B1516-13, B1592-13, B1623-13, B1655-13	Over Temperature Sensor error • Motor temperature sensor event is set if motor temperature is above predefined level.
B1493-13	Over Temperature Coolant Error • Power stage temperature sensor event is set if internal Power Stage temperature is above predefined level.
B1520-13, B1593-13, B1624-13, B1656-13	Over Temperature Coolant Error • Power stage temperature sensor event is set if internal Power Stage temperature is above predefined level.
B1505-13	Over Current Error • Current measurement event is set if measured current is too high in any of the U,V or W phases and glitch counter is above trip limit. • Current measurement event is set when unfiltered RMS current is above over current limit for the specified number of consecutive samples.
B1532-13, B1594-13, B1625-13, B1657-13	Over Current Error • Current measurement event is set if measured current is too high in any of the U,V or W phases and glitch counter is above trip limit. • Current measurement event is set when unfiltered RMS current is above over current limit for the specified number of consecutive samples.
B1499-17	HV Bus Over Voltage Error • HW detected over voltage. Level is defined by HW design. • DC bus event is set if filtered voltage is above predefined level.
B1526-17, B1595-13, B1626-13, B1658-13	HV Bus Over Voltage Error • HW detected over voltage. Level is defined by HW design. • DC bus event is set if filtered voltage is above predefined level.
B1500-16	HV Bus Over Voltage Error • DC bus event is set if filtered voltage is below predefined level.
B1527-16, B1596-13, B1627-13, B1659-13	HV Bus Over Voltage Error • DC bus event is set if filtered voltage is below predefined level.

Fault	Description
B1506-13	Over Speed Error • Motor high speed event is set if motor speed is above predefined level. • Due to high-frequency drive regulations the electrical frequency need to be limited to maximum 599Hz.
B1533-13, B1597-13, B1628-13, B1660-13	Over Speed Error • Motor high speed event is set if motor speed is above predefined level. • Due to high-frequency drive regulations the electrical frequency need to be limited to maximum 599Hz. • Safe speed monitoring event is set if any of the safe speed limits are surpassed.

Fault	Description
B1507-13	Monitoring SW Error • The power stage was unexpectedly turned off. • Current measurement event is set if offset is too high. • CAN Configuration conflict detected. MCU1 is running application but is tripped. MCU2 will stop in boot mode and has temporarily resolved the configuration conflict. Boot normally uses the NodeId and bitrate written to EEPROM by the application. If a bitrate conflict has occurred MCU2 will change to the setting that MCU1 has started with. If a NodeId / Address conflict has occured MCU2 will use MCU1-NodeId but incremented to next available NodeId / Address. If you think you might have downloaded software with new CAN configuration and restarted nodes in the wrong order you may try to force start MCU2 to application to have it re-write its CAN configuration to EEPROM. If you experience difficulty communicating with the nodes on the unit a repeated cold-boot (power cycle) should make it possible to communicate with again. Possibly with temporary NodeId / Address on MCU2. To permanently solve the issue the application software's needs to configure its NodeIds / Addresses and/or bitrate settings properly. Note that this check is performed at cold-boot only except for the first cold-boot performed immediately after an application SW download in order to start the application to allow it to rewrite the CAN configuration to EEPROM. • Fault is set if there is a checksum error on any eeprom segment with checksum. • When average execution time is higher than <#EXTIME_STATEMACHINE_MAX_TIME/> us • When average execution time is higher than <#EXTIME_50HZ_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_INDEPENDENT_SUPERVISION_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_COMMUNICATION_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_SLOW_APPL_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_FAST_APPL_MAX_TIME/> us. • CPU clock failure. Either External crystal or internal PLL failed to generate a stable clock. • When average execution time is higher than <#EXTIME_SLOW_MASTER_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_FAST_MASTER_MAX_TIME/> us. • Start-up test of CPU failed. • Start-up test of Watchdog failed. • Start-up test of Checkpoint1 Control flow failed. • Start-up test of Full Ram March failed. • Start-up failed do switch off PLL. • Start-up test of Checkpoint 2 Control flow failed. • Failed to start LSI. • Failed to start HSE. • Start-up test of HSI HSE switch failed. • Start-up test of Ext source failed. • Start-up test of Clock frequency failed. • The software configuration regarding OVP / HVL does not match the hardware configuration.

Fault	Description
B1534-13, B1598-13, B1629-13, B1661-13	Monitoring SW Error • The power stage was unexpectedly turned off. • Current measurement event is set if offset is too high. • CAN Configuration conflict detected. MCU1 is running application but is tripped. MCU2 will stop in boot mode and has temporarily resolved the configuration conflict. Boot normally uses the NodeId and bitrate written to EEPROM by the application. If a bitrate conflict has occured MCU2 will change to the setting that MCU1 has started with. If a NodeId / Address conflict has occured MCU2 will use MCU1-NodeId but incremented to next available NodeId / Address. If you think you might have downloaded software with new CAN configuration and restarted nodes in the wrong order you may try to force start MCU2 to application to have it re-write its CAN configuration to EEPROM. If you experience difficulty communicating with the nodes on the unit a repeated cold-boot (power cycle) should make it possible to communicate with again. Possibly with temporay NodeId / Address on MCU2. To permanently solve the issue the application softwares needs to configure its NodeIds / Addresses and/or bitrate settings properly. Note that this check is performed at cold-boot only except for the first cold-boot performed immediately after an application SW download in order to start the application to allow it to rewrite the CAN configuration to EEPROM. • Fault is set if there is a checksum error on any eeprom segment with checksum. • When average execution time is higher than <#EXTIME_STATEMACHINE_MAX_TIME/> us • When average execution time is higher than <#EXTIME_50HZ_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_INDEPENDENT_SUPERVISION_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_COMMUNICATION_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_SLOW_APPL_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_FAST_APPL_MAX_TIME/> us. • CPU clock failure. Either External crystal or internal PLL failed to generate a stable clock. • When average execution time is higher than <#EXTIME_SLOW_MASTER_MAX_TIME/> us. • When average execution time is higher than <#EXTIME_FAST_MASTER_MAX_TIME/> us. • Start-up test of CPU failed. • Start-up test of Watchdog failed. • Start-up test of Checkpoint1 Control flow failed. • Start-up test of Full Ram March failed. • Start-up failed do switch off PLL. • Start-up test of Checkpoint 2 Control flow failed. • Failed to start LSI. • Failed to start HSE. • Start-up test of HSI HSE switch failed. • Start-up test of Ext source failed. • Start-up test of Clock frequency failed. • The software configuration regarding OVP / HVL does not match the hardware configuration.
B1508-13	Unexpected Slip Error • Slip in wrong direction event is set if slip speed is wrong compared to expected slip speed. • Too high zero speed slip event is set if slip speed too high compared to expected slip speed at zero sensor speed.

Fault	Description
B1535-13, B1599-13, B1630-13, B1662-13	Unexpected Slip Error • Slip in wrong direction event is set if slip speed is wrong compared to expected slip speed. • Too high zero speed slip event is set if slip speed too high compared to expected slip speed at zero sensor speed.
B1509-13	Power Stage Short Circuit Error • Event state will be set back to pending when power stage is disabled. • This is an informative event that in combination with the Short Circuit-event can be useful when analyzing short circuit situations. This event will be cleared when power stage is disabled. A consequence of this is that for this event, unlike for the Short Circuit-event, the occurance counter will increase also when trying to enable against a permanent short circuit.
B1536-13, B1600-13, B1631-13, B1663-13	Power Stage Short Circuit Error • Event state will be set back to pending when power stage is disabled. • This is an informative event that in combination with the Short Circuit-event can be useful when analyzing short circuit situations. This event will be cleared when power stage is disabled. A consequence of this is that for this event, unlike for the Short Circuit-event, the occurance counter will increase also when trying to enable against a permanent short circuit.
B1510-13	Current Control Error • AC (Alternating Current) current control event is set if the difference between the expected AC current and the measured AC current is too high. • AC current measure plausibility event is set if the reference AC voltage is higher than what the measured AC current indicates.
B1537-13, B1601-13, B1632-13, B1664-13	Current Control Error • AC current control event is set if the difference between the expected AC current and the measured AC current is too high. • AC current measure plausibility event is set if the reference AC voltage is higher than what the measured AC current indicates.
B1511-16	DC Charging Error • DC bus charging event is set if measured voltage is below predefined level after a predefined time at start-up.
B1538-16, B1602-13, B1633-13, B1665-13	DC Charging Error • DC bus charging event is set if measured voltage is below predefined level after a predefined time at start-up.
B1512-13	SPN 520097 Error • Event is set if system needs to be reset to operate normal again.
B1539-13, B1603-13, B1634-13, B1666-13	SPN 520097 Error • Event is set if system needs to be reset to operate normal again.

Fault	Description
B1513-13	CANJ1939 Error • Tx message was not sent event occurs if a message is to be prepared to be sent, but the previous message (of the same type) from the last transmission period has not yet been transmitted. • Rx Timeout Master_Rx_Base_Output_Signals_7 event occurs if the message Master_Rx_Base_Output_Signals_7 has not been received for some time. • Rx Timeout Pump_Rx_Base_Output_Signals_8 event occurs if the message Pump_Rx_Base_Output_Signals_8 has not been received for some time. • Rx Timeout Master_Rx_Elobau_Sensor event occurs if the message Master_Rx_Elobau_Sensor has not been received for some time. • Rx Timeout Master_Rx_Rear_Left_Trac_Status event occurs if the message Master_Rx_Rear_Left_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Front_Right_Trac_Status event occurs if the message Master_Rx_Front_Right_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Front_Left_Trac_Status event occurs if the message Master_Rx_Front_Left_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Front_Left_Trac_Status event occurs if the message Master_Rx_Front_Left_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Rear_Left_Trac_Measure event occurs if the message Master_Rx_Rear_Left_Trac_Measure has not been received for some time. • Rx Timeout Master_Rx_Front_Right_Trac_Measure event occurs if the message Master_Rx_Front_Right_Trac_Measure has not been received for some time. • Rx Timeout Master_Rx_Front_Left_Trac_Measure event occurs if the message Master_Rx_Front_Left_Trac_Measure has not been received for some time. • Rx Timeout Master_Rx_Pump_Measure event occurs if the message Master_Rx_Pump_Measure has not been received for some time. • Rx Timeout Slave_Rx_Rear_Left_Trac_Command event occurs if the message Slave_Rx_Rear_Left_Trac_Command has not been received for some time. • Rx Timeout Slave_Rx_Front_Right_Trac_Command event occurs if the message Slave_Rx_Front_Right_Trac_Command has not been received for some time. • Rx Timeout Slave_Rx_Front_Left_Trac_Command event occurs if the message Slave_Rx_Front_Left_Trac_Command has not been received for some time. • Address claiming failed event is set if the source address of the node cannot be claimed and all the J1939 messages traffic are ceased. This will not be clear as ac39cm module do not support to reallocate a new source address nor handle the command message with the new source address.

Fault	Description
B1540-13, B1604-13, B1635-13, B1667-13	CANJ1939 Error • Tx message was not sent event occurs if a message is to be prepared to be sent, but the previous message (of the same type) from the last transmission period has not yet been transmitted. • Rx Timeout Master_Rx_Base_Output_Signals_7 event occurs if the message Master_Rx_Base_Output_Signals_7 has not been received for some time. • Rx Timeout Pump_Rx_Base_Output_Signals_8 event occurs if the message Pump_Rx_Base_Output_Signals_8 has not been received for some time. • Rx Timeout Master_Rx_Elobau_Sensor event occurs if the message Master_Rx_Elobau_Sensor has not been received for some time. • Rx Timeout Master_Rx_Rear_Left_Trac_Status event occurs if the message Master_Rx_Rear_Left_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Front_Right_Trac_Status event occurs if the message Master_Rx_Front_Right_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Front_Left_Trac_Status event occurs if the message Master_Rx_Front_Left_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Front_Left_Trac_Status event occurs if the message Master_Rx_Front_Left_Trac_Status has not been received for some time. • Rx Timeout Master_Rx_Rear_Left_Trac_Measure event occurs if the message Master_Rx_Rear_Left_Trac_Measure has not been received for some time. • Rx Timeout Master_Rx_Front_Right_Trac_Measure event occurs if the message Master_Rx_Front_Right_Trac_Measure has not been received for some time. • Rx Timeout Master_Rx_Front_Left_Trac_Measure event occurs if the message Master_Rx_Front_Left_Trac_Measure has not been received for some time. • Rx Timeout Master_Rx_Pump_Measure event occurs if the message Master_Rx_Pump_Measure has not been received for some time. • Rx Timeout Slave_Rx_Rear_Left_Trac_Command event occurs if the message Slave_Rx_Rear_Left_Trac_Command has not been received for some time. • Rx Timeout Slave_Rx_Front_Right_Trac_Command event occurs if the message Slave_Rx_Front_Right_Trac_Command has not been received for some time. • Rx Timeout Slave_Rx_Front_Left_Trac_Command event occurs if the message Slave_Rx_Front_Left_Trac_Command has not been received for some time. • Left traction node_system reactions timeout event is set if system reactions is not received within timeout time. • Right traction node_system reactions timeout event is set if system reactions is not received within timeout time. • Pump node_system reactions timeout is set if system reactions is not received within timeout time. • Left section axle traction node_system reactions timeout event is set if system reactions is not received within timeout time. • Right section axle traction node_system reactions timeout event is set if system reactions is not received within timeout time. • Address claiming failed event is set if the source address of the node cannot be claimed and all the J1939 messages traffic are ceased. This will not be clear as ac39cm module do not support to reallocate a new source address nor handle the command message with the new source address. • E2E error event is set if checksum or counter in command message is incorrect.
B1572-13, B1605-13, B1636-13, B1668-13	SPN 520099 Error • Traction configuration (2WD / 4WD) was not set at startup.

Fault	Description
B1574-13	SPN 520100 Error • Start-up test for primary path fails. It is to test that PWM output can be turned off by disabling timer. • Start-up test for secondary path fails. It is to test that PWM output can be turned off by disconnecting PWM timer from GPIO pin and set pin to inactive. • Jifcm event occurs if a safety fault is active. • Checksum error(CRC32) detected in the application part of the FLASH memory. • Checksum error(CRC32) detected in the boot part of the FLASH memory. • Signature check of peripherals and I/O configuration failed. • A write with verify of data to RAM failed. • Start Execution timeout event occurs if Safety Manager cannot start running normal execution functionality in time. • Safety status init To Ok timeout event occurs if Safety Manager cannot transfer Safety Status from INIT to OK in time. • Power stage block_ReqAct_Mismatch event occurs when there is mismatch in safe state request to block power stage enabling but the actual state of the power stage is not blocked. • Safe state_safe brake requested but not active event occurs if Safe Brake was requested but in the next loop is still not active.
B1573-13, B1606-13, B1637-13, B1669-13	SPN 520100 Error • Start-up test for primary path fails. It is to test that PWM output can be turned off by disabling timer. • Start-up test for secondary path fails. It is to test that PWM output can be turned off by disconnecting PWM timer from GPIO pin and set pin to inactive. • Jifcm event occurs if a safety fault is active. • Checksum error(CRC32) detected in the application part of the FLASH memory. • Checksum error(CRC32) detected in the boot part of the FLASH memory. • Signature check of peripherals and I/O configuration failed. • A write with verify of data to RAM failed. • Start Execution timeout event occurs if Safety Manager cannot start running normal execution functionality in time. • Safety status init To Ok timeout event occurs if Safety Manager cannot transfer Safety Status from INIT to OK in time. • Power stage block_ReqAct_Mismatch event occurs when there is mismatch in safe state request to block power stage enabling but the actual state of the power stage is not blocked. • Safe state_safe brake requested but not active event occurs if Safe Brake was requested but in the next loop is still not active.

80 - Powerpack

Contents **Page No.**

Notes:

00 - General

Introduction

The machine has an integrated Powerpack that comprises 8 batteries installed 4 on each side of the chassis.

The voltage rating of the Powerpack is 48V.

The Powerpack supply the electric power for the machine operations.

Health and Safety

⚠ **WARNING** Electric shock hazard. High voltage can cause serious injury or death. Make sure that all work is performed by qualified personnel. All cabling to the load must comply with the applicable laws and electrical standards.

DANGER If charged after the Li-ion battery was discharged below the Discharge cut-off voltage, or when the Li-ion battery is damaged or overcharged, the Li-ion battery can release a harmful mixture of gasses.

DANGER If you charge a Lithium Battery at temperatures below 0 °C (32 °F), the charge rate will be significantly reduced. Do not charge below -20 °C (-4.0 °F) temperatures.

The operator/technician must have completed the relevant training before starting work on any part of the Hazardous Voltage system of this machine. You must use the correct voltage tester. Do not work on any part of the Hazardous Voltage system until you have read and understood all the relevant service information.

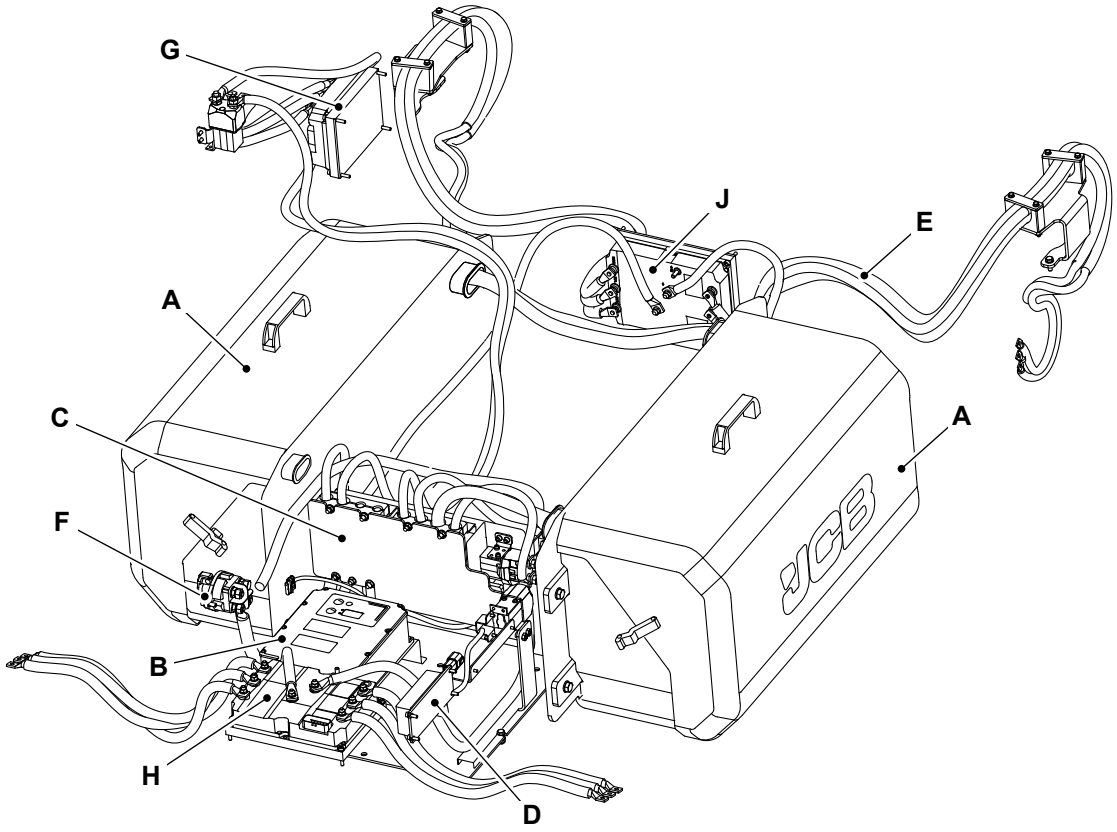
Technical Data

Table 126.

Description	Data
Battery capacity	400 Ah
Battery type	Lead acid
Battery voltage	48V
Battery pack nominal voltage	48V
Battery Life (80% DOD (Depth of Discharge))	800 cycles
Operating temperature range	-20–60°C (-4.0–139.9°F)
8 batteries series connected output	48V

Component Identification

Figure 346.



A Battery compartment
B Battery charger
C Rear fuse board
D DC - DC convertor
E Cable routing
F Battery isolator
G Inverter pump motor
H Rear drive motor controller
J Front drive motor controller

Charge

General Check (Before Charging)

- The battery charge level is displayed on the instrument panel. (while the machine is not charging).
  Refer to: PIL 33-24.
- Reset the ignition key to check the battery charge level.
- Charge the battery fully after each use.
- Do not charge, when the ambient temperature is above 46°C (114.7°F).
- Do not use an external charger.
- The battery is only suitable for this particular product. Never use this battery with other equipment.
- Do not short-circuit the battery output.
- Do not immerse the battery in water, acid, alkaline or a salt solution.

Charging

1. Park the machine in an appropriate charging area.
2. Switch OFF the ignition, remove the key and isolate the machine.
3. Remove the battery cover.
4. Connect the power supply to the charging cable connector.
5. Switch ON the power supply.
6. Wait until charging has completed.

   Duration: 8h
7. To check battery charge level disconnect battery charge cable and reset ignition key.

03 - Battery

Introduction

This machine is available with a powerpack.

The powerpack comprises eight batteries, with each battery rated at 6V. They are connected in series to enhance the voltage up to 48V.

These are non serviceable batteries, if any battery is defective, you must replace it. Battery faults are reported by fault codes.

In the event of a battery system fault, there is a specific procedure to recover the machine.

Health and Safety

⚠ **DANGER** Batteries give off an explosive gas. Do not smoke when handling or working on the battery. Keep the battery away from sparks and flames.

Battery electrolyte contains sulphuric acid. It can burn you if it touches your skin or eyes. Wear goggles. Handle the battery carefully to prevent spillage. Keep metallic items (watches, rings, zips etc) away from the battery terminals. Such items could short the terminals and burn you.

Set all switches to off before disconnecting and connecting the battery. When disconnecting the battery, take off the earth (-) lead first.

When reconnecting, attach the positive (+) lead first.

WARNING Battery electrolyte is toxic and corrosive. Do not breathe the gases given off by the battery. Keep the electrolyte away from your clothes, skin, mouth and eyes. Wear safety glasses.

WARNING Do not top the battery up with acid. The electrolyte could boil out and burn you.

CAUTION Understand the electrical circuit before connecting or disconnecting an electrical component. A wrong connection can cause injury and/or damage.

Notice: Do not disconnect the battery while the platform is in operation, otherwise the electrical circuits may be damaged.

DANGER If you try to charge a frozen battery, the battery could explode. Do not use a battery if its electrolyte is frozen. To prevent the battery electrolyte from freezing, keep the battery at full charge.

CAUTION Damaged or spent batteries and any residue from fires or spillage must be put in a suitable closed receptacle and must be disposed of in accordance with local environmental waste regulations.

Notice: Before carrying out arc welding on the machine, disconnect the battery to protect the circuits and components. The battery must still be disconnected even if a battery isolator is installed.

WARNING The batteries remain live even when the isolator key is removed.

WARNING You could get killed or injured if you touch the Battery positive and Battery negative terminals of the motor controller. The controller is installed with energy storing devices (capacitors). You must discharge the controller before you remove or install.

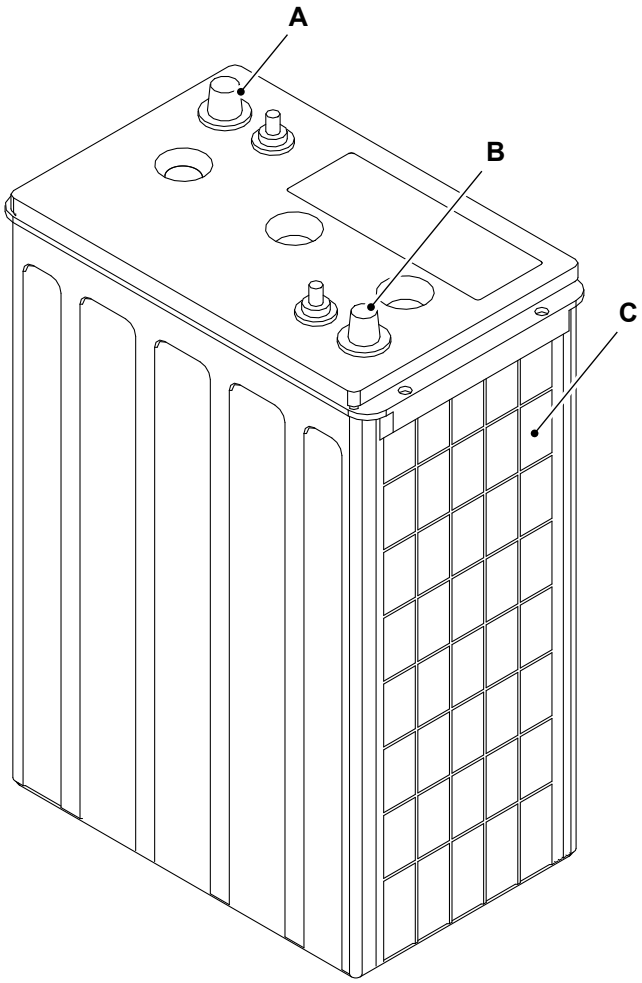
Technical Data

Table 127.

Specifications	Technical Value
Nominal voltage	6V
Number of cell	3
Capacity	400 AH @ 20-HR
Operating temperature	-20°C (-4.0°F) to 50°C (121.9°F)
Initial charging current	120A
Charge methods	Constant voltage charge 25°C (77.0°F)
Maximum discharge current at 25°C (77.0°F)	3,000A (5s)
Cycle use	2.40 - 2.45 VPC

Component Identification

Figure 347.



A Battery positive terminals
B Battery negative terminals
C Battery

Repair

In the event of a battery system fault, this procedure must be used to recover the machine.

This procedure must only be used for recovery purposes, the machine must not be operated in this state, other than to recover it to a workshop to repair the battery system.

This procedure must be done only by a suitably trained and qualified person.

1. Make the machine safe.

   Refer to: PIL 01-03-27.

2. Disconnect the charge cable (if connected).
3. Disconnect the battery electrical connections.

   3.1. Install the specified cap plugs on the battery terminals.

4. Use a suitable voltage tester to check voltage at the busbars.

   4.1. Make sure that the voltage is less than 12VDC.

5. Identify the failed battery unit.

   5.1. Use the serial number displayed on top of each battery to identify physically on machine which pack is reporting the fault.

6. Disconnect the faulty battery and reconnect other batteries.

   6.1. Remove the positive fuse of the faulty battery.

   6.2. Disconnect the battery leads of the faulty battery.

   6.3. Install the fuse nut and fuse holder.

   6.4. Disconnect the CAN (Controller Area Network) harness connector from the faulty battery.

   6.5. Install the recovery connector to the machine CAN harness connector.

   6.6. Connect the battery leads to the working battery packs.

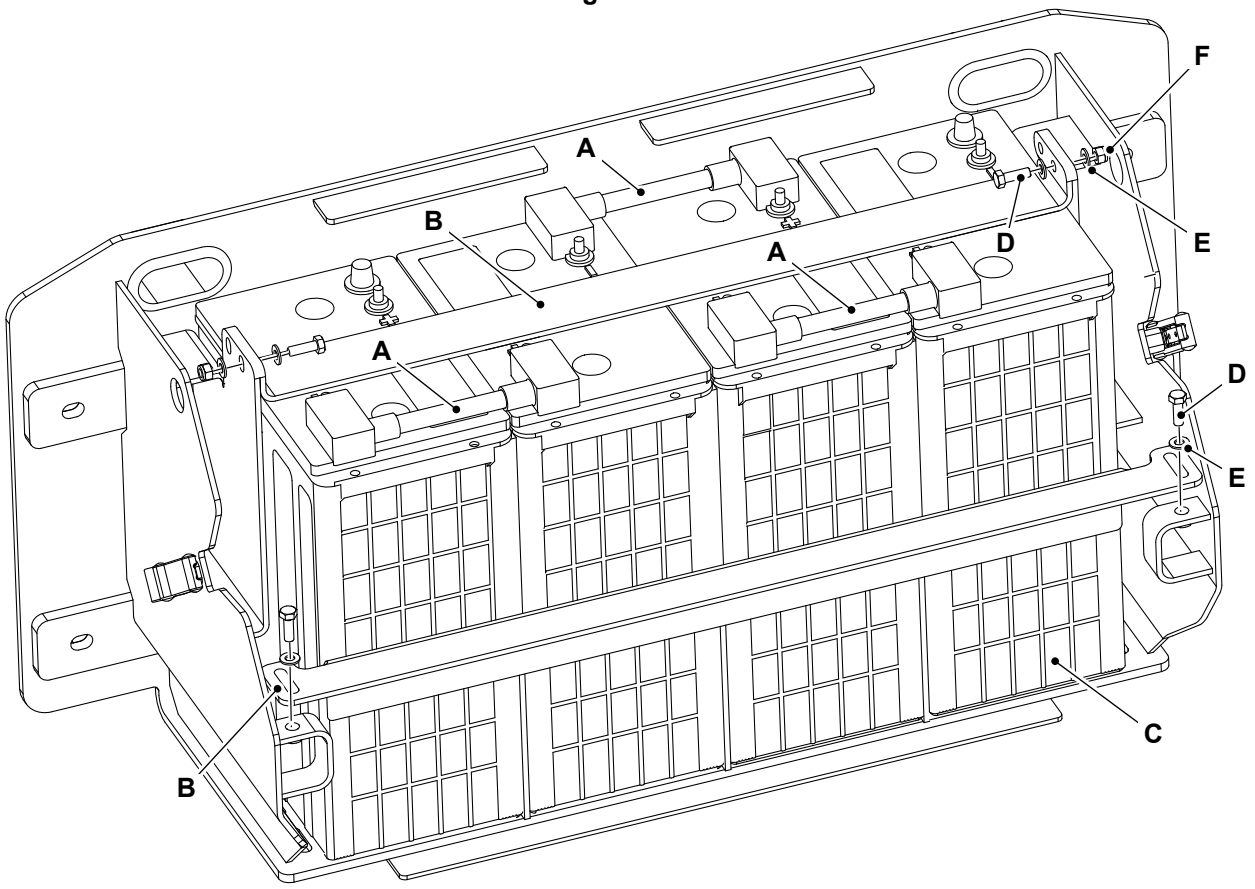
   6.7. Be careful while you connect the leads to the correct terminals on the correct battery packs.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Obey all battery health and safety information.
   Refer to: PIL 33-03-00.
3. Isolate the battery.
   Refer to: PIL 33-03-03.
4. Open the battery compartment cover.
   Refer to: PIL 06-06-03.
5. Get access to the battery.
6. Disconnect the battery.
   Refer to: Disconnect and Connect (PIL 33-03-00).
7. Remove the locknut (x2), plain washer (x6) and setscrew (x4).
8. Remove the battery straps and battery cables.
9. Carefully lift the battery out of the machine.
   9.1. Never lift the battery at the terminals, only lift the battery at the handles.

Figure 348.



A Battery cable
B Battery strap
C Battery
D Setscrew (x4)
E Plain washer (x6)
F Locknut (x2)

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Connect the batteries in correct sequence.

   Refer to: Disconnect and Connect (PIL 33-03-00).
3. Tighten the setscrew to the correct torque value.

Table 128. Torque Values

Item	Nm
A	22

10 - High Voltage System

Introduction

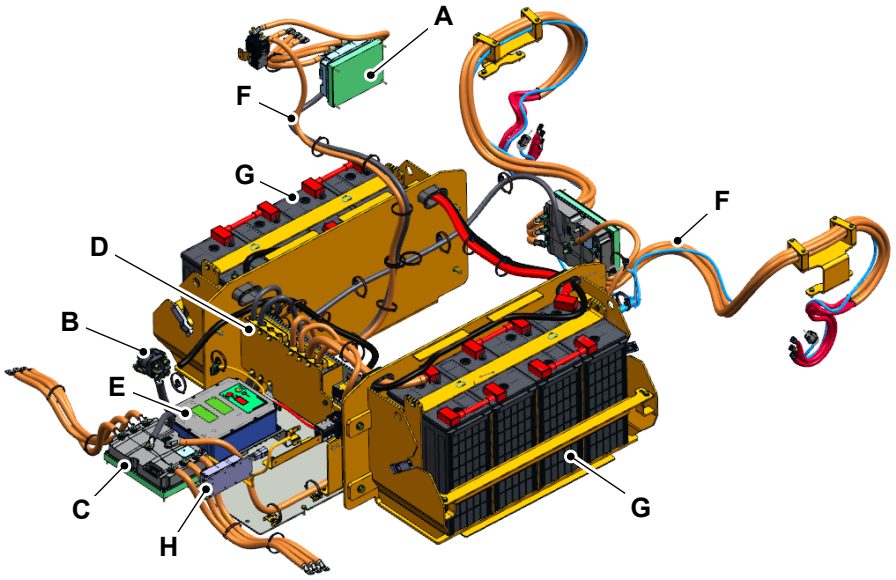
The high voltage system on these machines has the following components.

- Isolator switch.
  Refer to: Disconnect and Connect (PIL 33-03-03).
- Junction box.
  Refer to: Component Identification (PIL 33-80-00).

These components are installed at the rear of the machine.

Component Identification

Figure 349.



A Inverter pump motor
B Battery isolator
C Inverter drive motor
D Rear fuse board
E Battery charger
F HV cable routing
G Battery pack
H DC - DC converter

Remove and Install

Maintenance

Maintenance must not be conducted on the machine by persons who do not have awareness of its high voltage systems and components. Maintenance on the high voltage electrical system must only be conducted by appropriately trained persons with the correct personal protective equipment.

Whenever conducting maintenance ensure you have made those around you aware of your intentions and have left a notice in the operator station to prevent others from operating the controls.

WARNING! *Electric shock hazard. High voltage can cause serious injury or death. Make sure that all work is performed by qualified personnel. All cabling to the load must comply with the applicable laws and electrical standards.*

Remove

1. Make the machine safe.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Maintenance Positions.

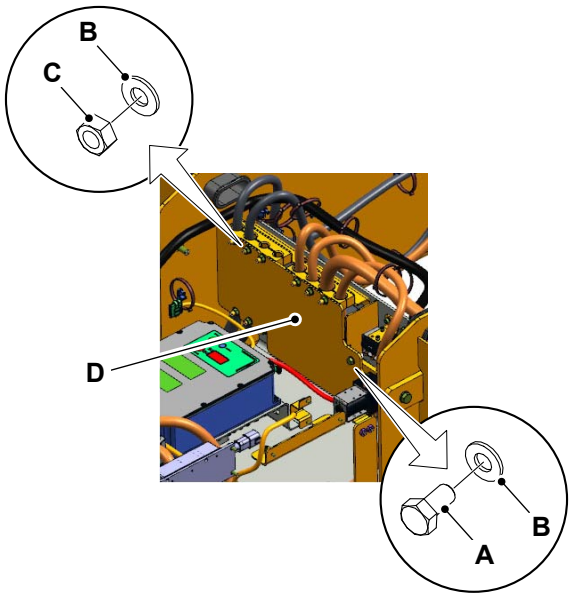
2. Isolate the battery.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Isolator Switch.

3. Disconnect the electrical cables from the battery powerpack.

4. Remove the nut (x2), setscrew (x1) and plain washer (x3) to remove the fuse cover.

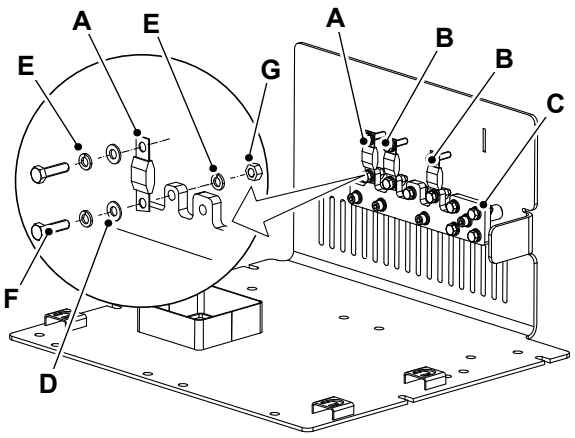
Figure 350.



A Setscrew (x1)
B Plain washer (x3)
C Nut (x2)
D Fuse cover

5. Remove the nut, setscrew, spring washer and steel washer.

Figure 351.



A Fuse 250A
B Fuse 500A
C Busbar positive
D Steel washer
E Spring washer
F Setscrew
G Nut

6. Remove the fuse.

   6.1. Make a note that the fuses are installed only on the positive cables of the junction box.

7. Remove the busbar.

7.1. There are 2 busbars installed, one for the positive side and the other for the negative side.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following steps.
2. Make a note of the following.
   2.1. Make sure to examine the power cables for damage or contamination on the terminals.
   2.2. Make a note that the fuses are installed only on the positive cables of the junction box.
   2.3. You must assemble the fuse (for positive side only), cable lead and busbar in specified sequence only.
   2.4. Make sure that there is always a positive contact between fuse, cable lead and the busbar.
   2.5. Make sure that correct cables are installed upon correct corresponding terminals.
3. Tighten the fasteners to the correct torque value.

Table 129. Torque Values

Item	Nm
Setscrew	15

81 - Voltage Converter

Contents **Page No.**

Notes:

00 - General

Introduction

This machine is equipped with DC-DC converter.

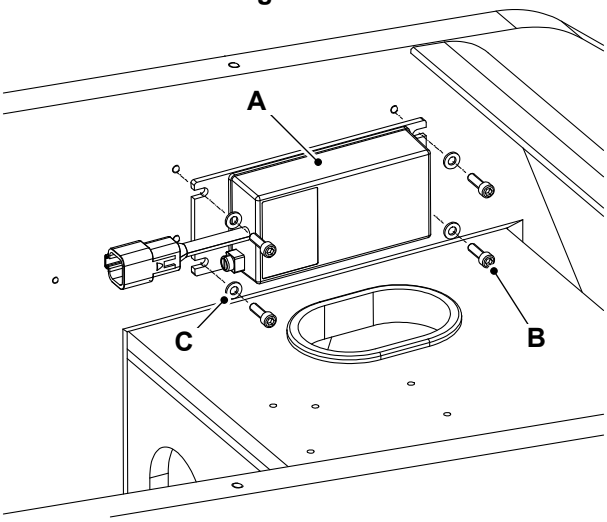
The DC-DC converter is located underneath of the rear chassis cover. It converts 48V DC from the powerpack to charge 12 V auxiliary battery of the machine.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Isolate the battery.
   Refer to: PIL 33-03-03.
3. Open the rear chassis cover.
   Refer to: PIL 06-06-14.
4. Get access to the DC (Direct Current)-DC converter. Refer to Figure 352.
5. Disconnect the electrical connection from the DC-DC converter.
6. Remove the capscrew (x4) and washer (x4) from the DC-DC converter.

Figure 352.



A DC-DC converter
B Capscrew (x4)
C Washer (x4)

7. Remove DC-DC converter from the machine.

Install

1. The installation procedure is the opposite of the removal procedure. Additionally do the following step.
2. Tighten the capscrews to the specified torque value.
   Torque: 15N·m

84 - Sensor

Contents **Page No.**

Notes:

00 - General

Introduction

There are four types of sensors installed on these machines.

- Mechanical limit switch
- Tilt sensor
- Weight sensor
- Pressure sensor

Mechanical Limit Switch

The mechanical limit switch is activated by moving the switch probe with the machine parts to monitor their position. The following are the mechanical limit switches.

- Main boom limit down switch
- Articulated boom down limit switch
- Telescopic boom retract limit switch
- Slew position limit switch

Tilt Sensor

The tilt sensor is activated when the machine chassis is beyond the rated slope for lifting the platform.

- Chassis tilt sensor

Weight Sensor

The Weight Sensor monitors the weight in the platform to detect if the platform is loaded with more than the rated load.

- Platform weight sensor

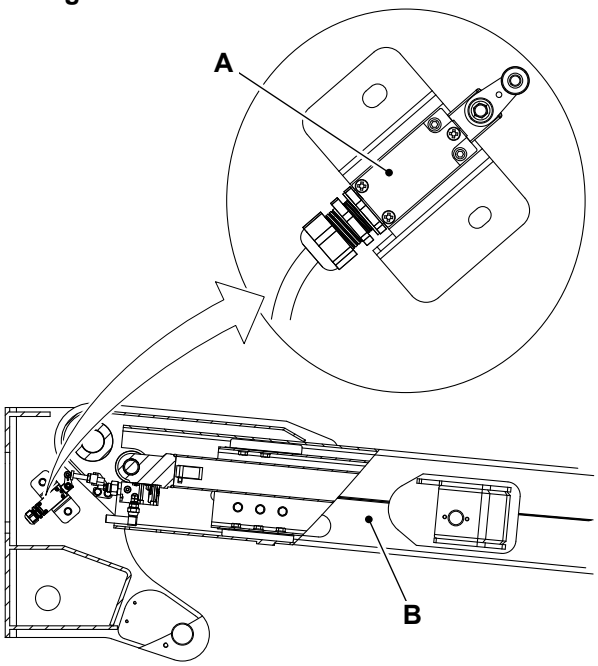
Pressure Sensor

The pressure sensor monitors the control system of the oscillating axle, to check that the axle is locked to stabilise the machine.

- Oscillating axle pressure sensor

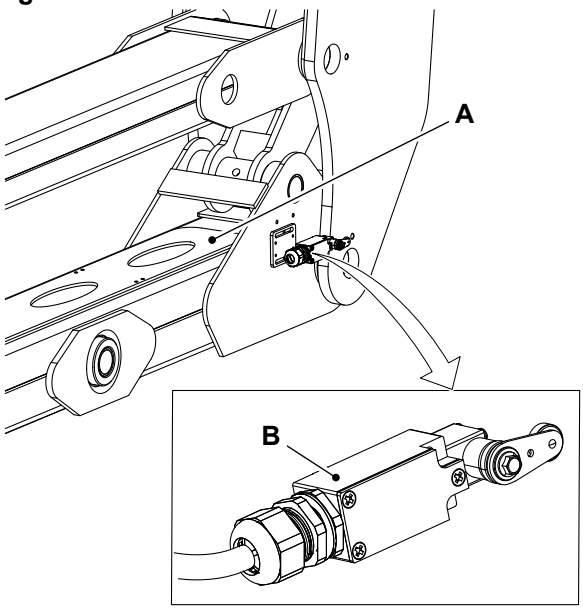
Component Identification

Figure 353. Main boom limit down switch



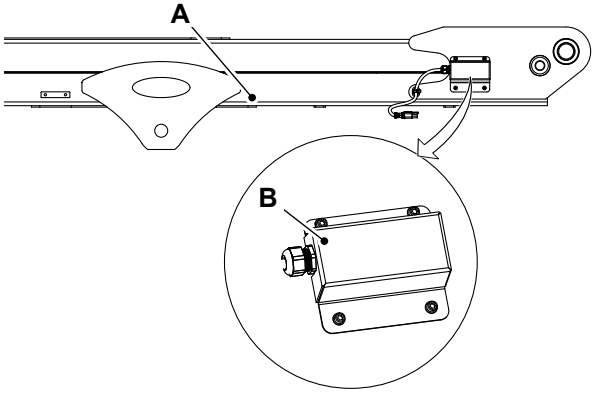
A Main boom limit down switch
B Main boom

Figure 354. Articulated boom down limit switch



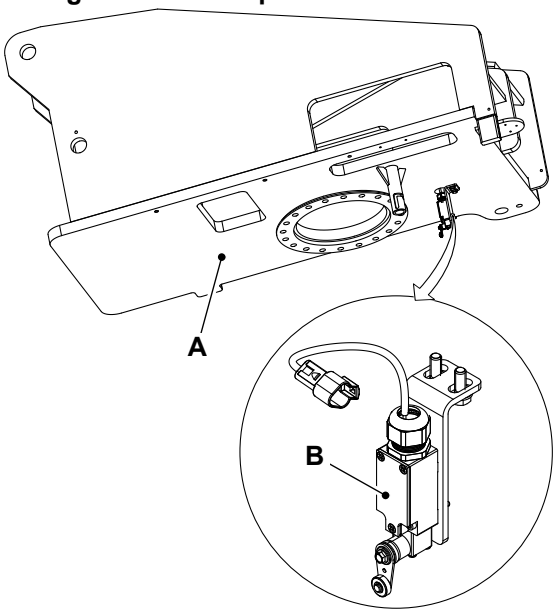
A Articulated boom
B Articulated boom down limit switch

Figure 355. Telescopic boom retract limit switch



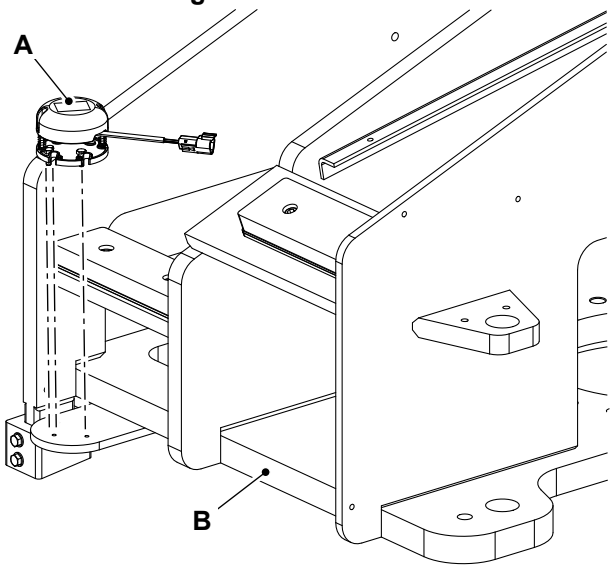
A Telescopic boom
B Telescopic boom retract limit switch

Figure 356. Slew position limit switch



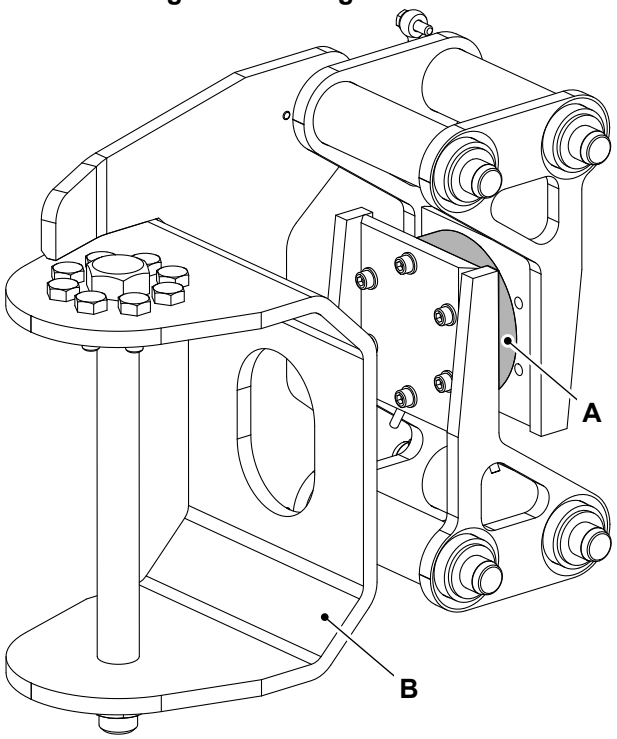
A Turntable structure
B Slew position limit switch

Figure 357. Tilt sensor



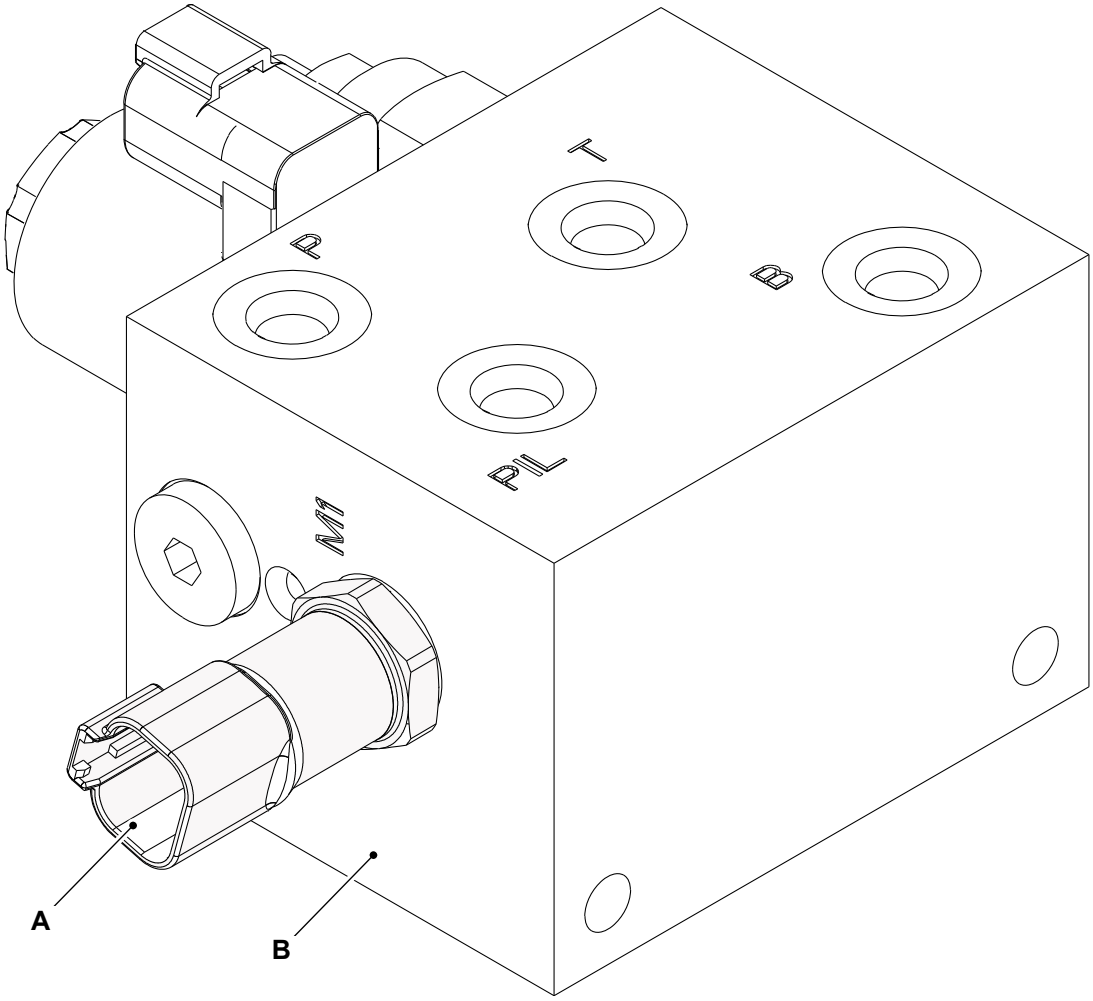
A Tilt sensor
B Turntable (for reference)

Figure 358. Weight sensor



A Weight sensor
B Kingpost (for reference)

Figure 359. Pressure sensor



A Pressure sensor

B Oscillation valve

Check (Condition)

Mechanical Limit Switch

1. Activate the limit switch manually.
   1.1. Make sure that the limit switch moves optionally and resets automatically.
   1.2. Make sure that an audible click sound is heard.
2. Release the limit switch.
3. Use a multimeter to test the resistance between the switch joints. Make sure that it forms a closed circuit.
4. Activate the limit switch manually.

Proximity Switch

1. Use a multimeter to test the resistance between the switch joints. Make sure that it forms a closed circuit.
2. Find the magnetic area of the switch.
3. Place a magnetic metal block in front of the magnetic area within the specified distance.

   Distance: 12.7mm
4. Use a multimeter to test the resistance between the switch joints. Make sure that it forms a closed circuit.
5. Move the magnetic metal block away from the magnetic area.

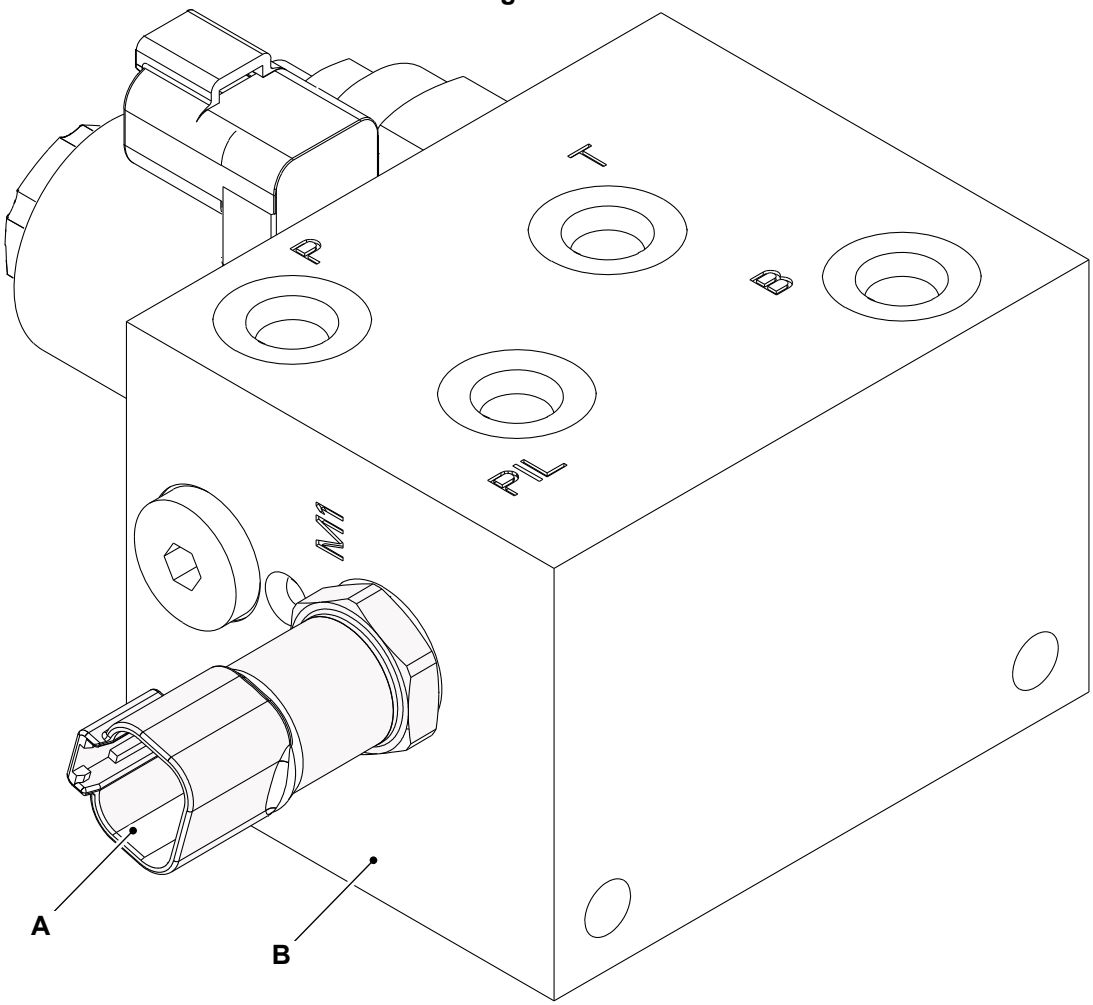
07 - Hydraulic Pressure

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Remove the chassis panel.
3. Get access to the oscillation valve.
4. Disconnect the electrical connections from the sensor.
5. Place a suitable tray to collect the oil.
6. Remove the pressure sensor from the oscillation valve.

Figure 360.



A Pressure sensor

B Oscillation valve

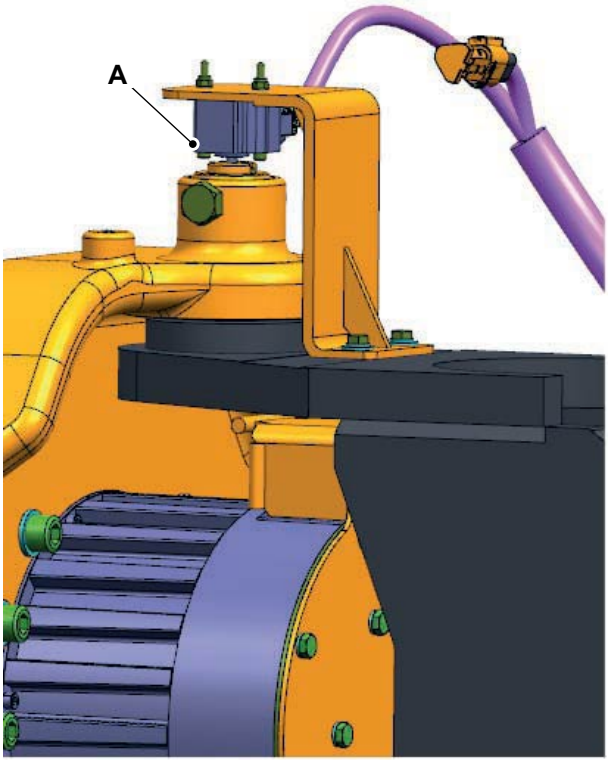
Install

1. The installation procedure is the opposite of the removal procedure.
2. Torque tighten the pressure sensor to specified value.

18 - Steer Angle

Calibrate

Figure 361.



A Steer angle sensor

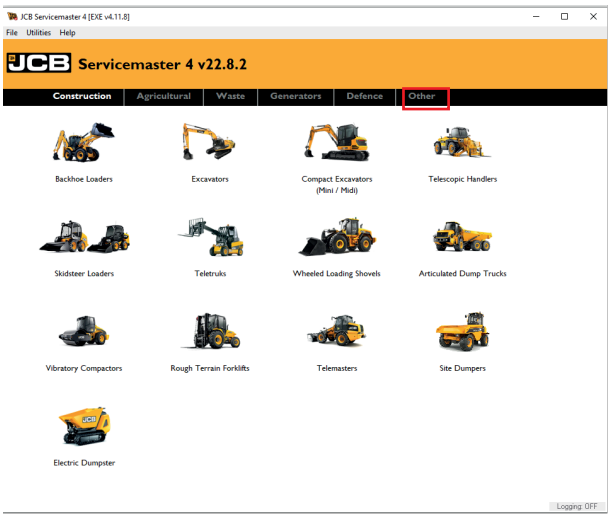
Steering angle sensor calibration:

1. Park the machine on flat, level ground.
2. Make the machine safe.

   Refer to: Service Manual (Machine) - A45E (9823/8950) Maintenance Positions.
3. Connect the Servicemaster tool.

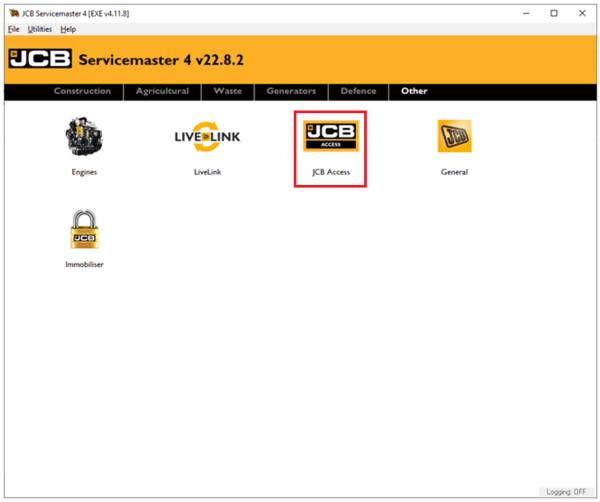
   Refer to: Service Manual (Machine) - A45E (9823/8950) Servicemaster.
4. In the Servicemaster, click and select 'Other'.

Figure 362.



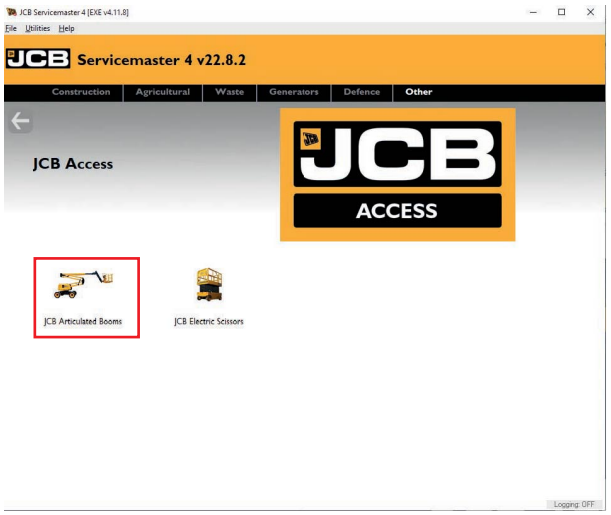
5. Click on 'JCB Access'.

Figure 363.



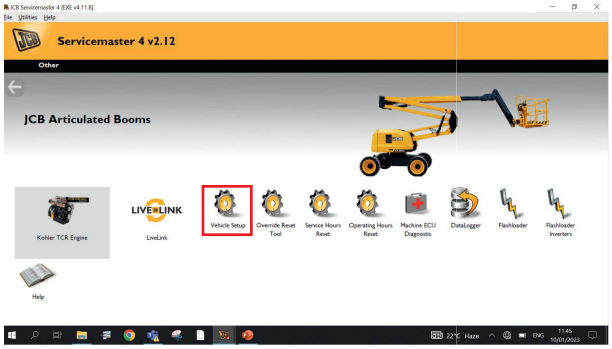
6. Click on 'JCB Articulated Booms'.

Figure 364.



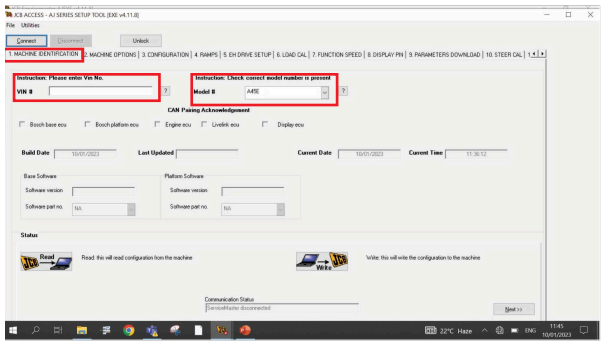
7. Click on 'Vehicle Setup'.

Figure 365.



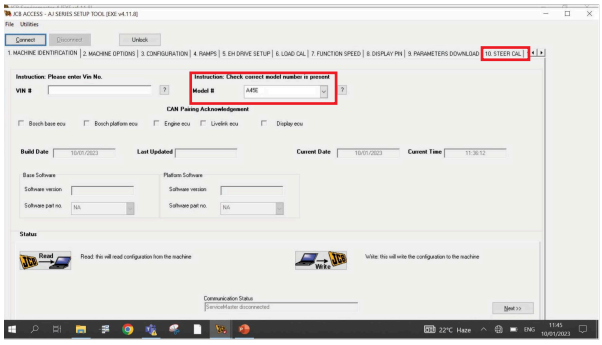
8. Click and select 'MACHINE IDENTIFICATION' and enter 'VIN #' and 'Model #'.

Figure 366.



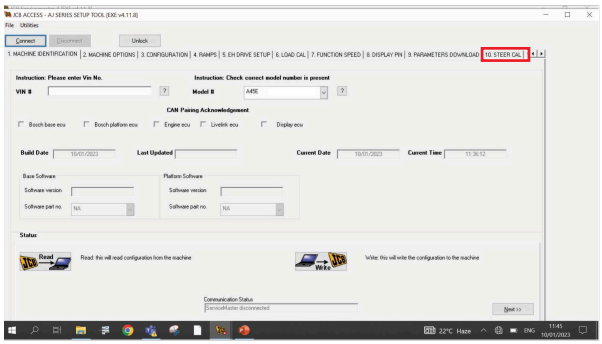
9. Select 'A45E' in the drop-down menu of 'Model #' and 'STEER CAL' option will appear on the screen.

Figure 367.



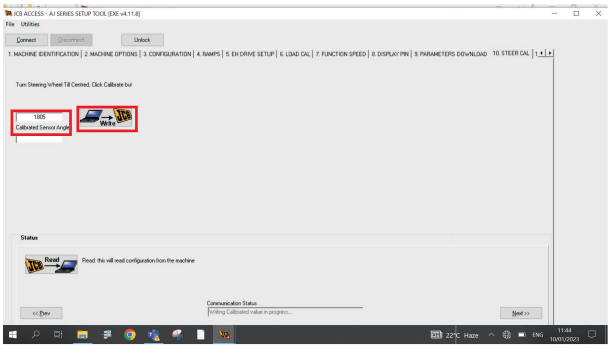
10. Click on 'STEER CAL'.

Figure 368.



11. Steering angle value will be automatically read by Servicemaster. It should be close to '1800±10 ' then click 'Write' to calibrate the steering angle sensor.

Figure 369.



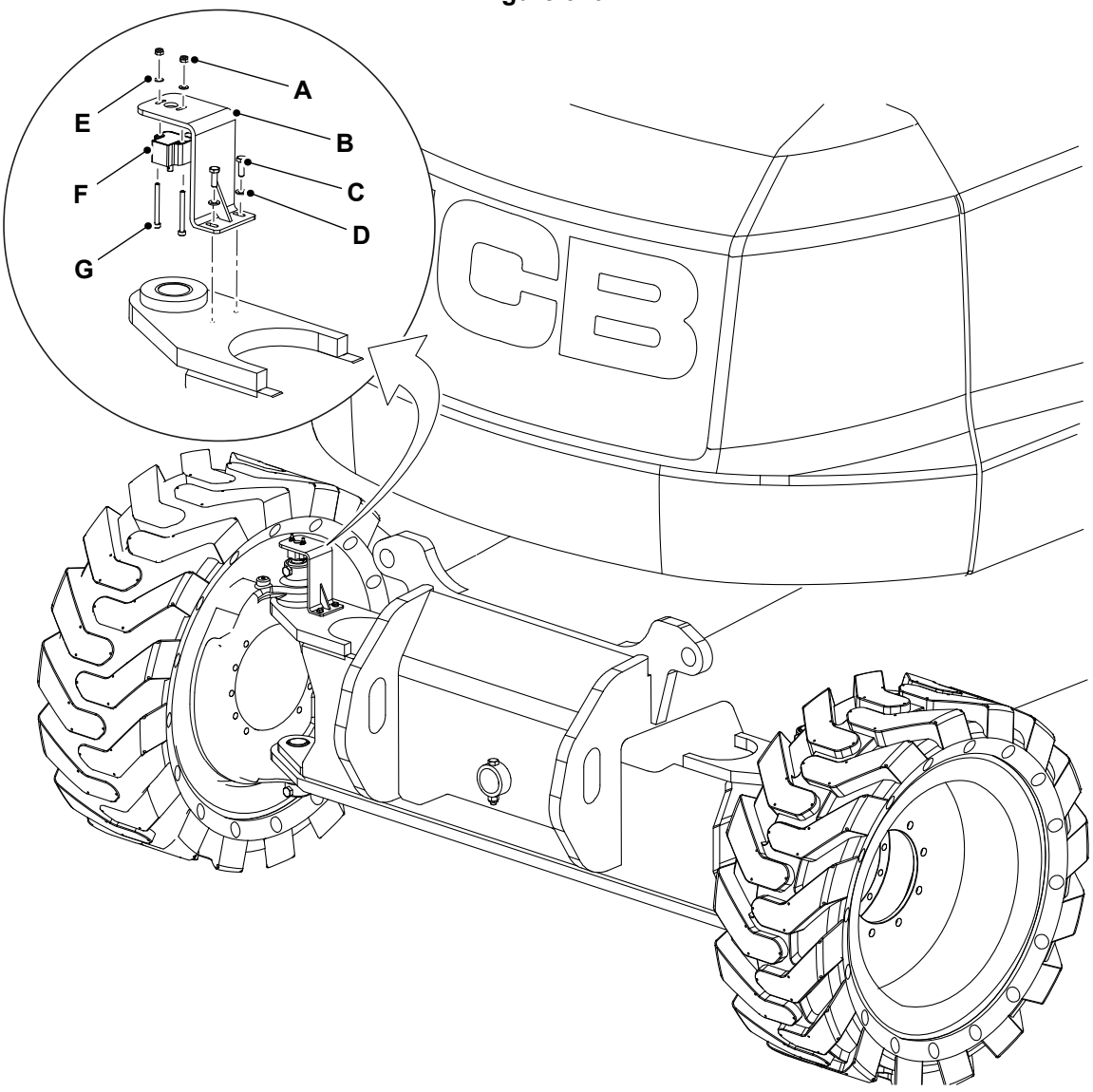
12. Click 'Read' and make sure the value which is saved during calibration will appear on the screen.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Disconnect the electrical connections from the sensor.
3. Remove the setscrew (x2) and plain washer 1 (x2) from the machine.
4. Remove the locknut (x2), plain washer 2 (x2) and capscrew (x2) from the sensor bracket.
5. Remove the sensor bracket from the machine.
6. Remove the angle sensor.

Figure 370.



A Locknut (x2)
B Sensor bracket
C Setscrew (x2)
D Plain washer 1 (x2)
E Plain washer 2 (x2)
F Angle sensor
G Capscrew (x2)

Install

1. The installation procedure is the opposite of the removal procedure.
2. Calibrate the angle sensor.

   Refer to: Calibrate (PIL 33-84-18).
3. Torque tighten the capscrews to specified torque value.

Table 130. Torque Values

Item	Nm
G	2.5

60 - Tilt

Calibrate

Special Tools

Description	Part No.	Qty.
Tilt sensor calibration lead	400/J2673	1

Tilt sensor calibration setting to zero position.

1. Important: It is safety critical that the level of the ground is confirmed as flat during this calibration.
2. Park the machine on firm, level ground with specified angle in each direction.

   Angle: 0°
3. Make the machine safe.

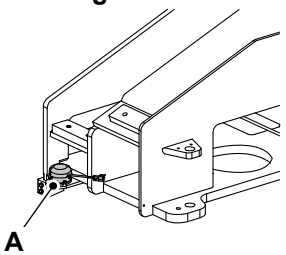
   Refer to: PIL 01-03-27.
4. Turn the ignition key to ON position.
5. Connect the crocodile clip of the tilt sensor calibration lead to the positive terminal of the specified battery.

   Voltage: 12V
   Special Tool: Tilt sensor calibration lead (Qty.: 1)
6. Connect the other end of tilt sensor calibration lead to the tilt sensor calibration connector for specified duration.

   Duration: 3–7s
7. This sets tilt sensor to zero position.
8. Disconnect the tilt sensor calibration lead from the tilt sensor and the battery.

   8.1. The green colour LED (Light Emitting Diode) must blink. If green colour LED does not blink, repeat the process.

Figure 371.



A Tilt sensor

   8.2. The blinking green LED confirms that the calibration is successful.

Do the following steps to check tilt sensor is qualified on the X-axis.

1. Put the right side machine tyres on blocks so that the machine is at specified angle to the ground.

   Angle: 5.1°

2. Check that the tilt icon on the display, and the tilt LED on the platform control panel are turned on (red).

3. Using the base control panel, raise the main boom.

   3.1. If the machine stops above the Main boom down limit switch, the tilt sensor qualifies on X-axis.

   3.2. Check the tilt icon on the Display and the tilt LED on the Platform control panel are flashing (red) and the buzzers are beeping.

4. Do the steps 1 to step 3.2 on the left side.

Do the following steps to check tilt sensor is qualified on the Y-axis.

1. Put the front machine tyres on blocks so that the machine is at specified angle to the ground.

   Angle: 5.1°

2. Check that the tilt icon on the display, and the tilt LED on the platform control panel are turned on (red).

3. Using the base control panel, raise the main boom.

   3.1. If the machine stops above the Main boom down limit switch, the tilt sensor qualifies on Y-axis.

   3.2. Check the tilt icon on the Display and the tilt LED on the Platform control panel are flashing (red) and the buzzers are beeping.

4. Do the steps 1 to step 3.2 on the rear side.

Remove and Install

Remove

1. Make the machine safe.

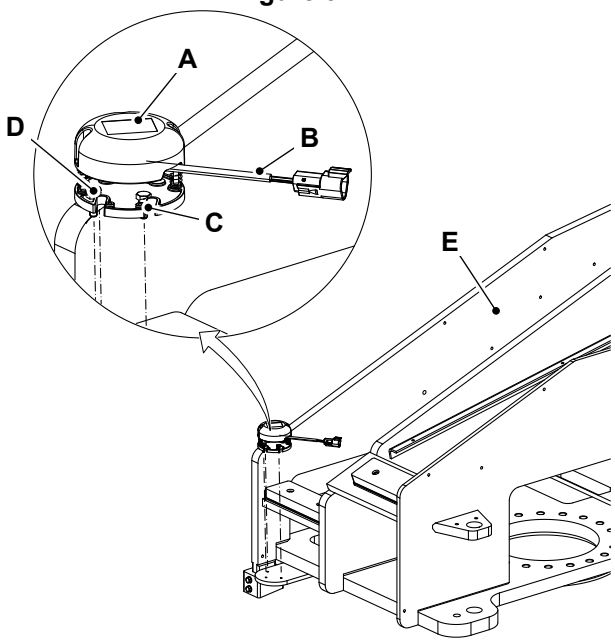
   Refer to: PIL 01-03-27.

2. Disconnect the electrical connections from the sensor.

3. Remove the setscrew (x2) and washer (x2).

4. Remove the tilt sensor from the turntable assembly.

Figure 372.



A Tilt sensor
B Electric connector
C Washer (x2)
D Setscrew (x2)
E Turntable assembly

Install

1. The installation procedure is the opposite of the removal procedure.

2. Torque tighten the setscrew and nuts to specified torque value. PIL: 72-03-00

   Refer to: PIL 72-03-00.

3. Calibrate the tilt sensor.

   Refer to: Calibrate (PIL 33-84-60).

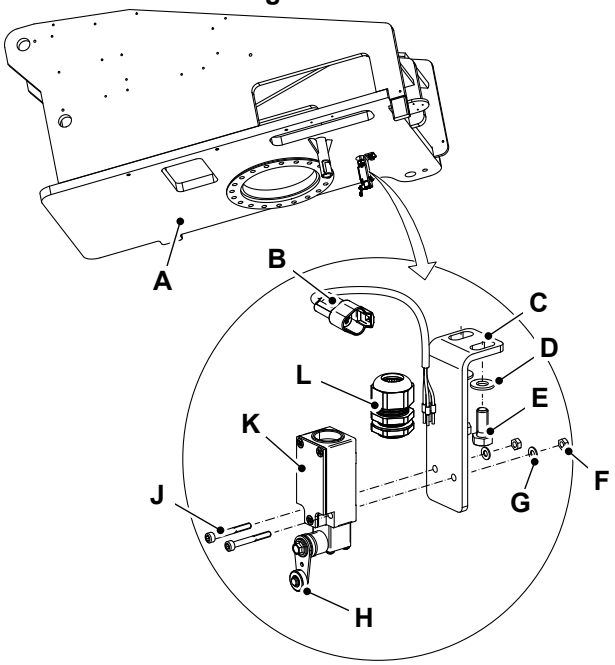
76 - Slew

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Disconnect the electrical connections from the sensor.
3. Remove the setscrew (x2) and washer 1 (x2).
4. Remove the switch mounting from the machine.
5. Remove the cap screw (x2), washer 2 (x2) and nut (x2) from the switch mounting.
6. Remove the limit switch.

Figure 373.



A Turntable structure
B Electric connector
C Switch mounting plate
D Washer 1 (x2)
E Setscrew (x2)
F Nut (x2)
G Washer 2 (x2)
H Limit switch metal roller
J Cap screw (x2)
K Limit switch
L Cab gland

Install

1. The installation procedure is the opposite of the removal procedure.
2. Torque tighten the setscrew and nuts to specified torque value.

Table 131. Torque Values

Item	Nm
E	22
F	2.6

86 - Platform Weight Limit

Calibrate

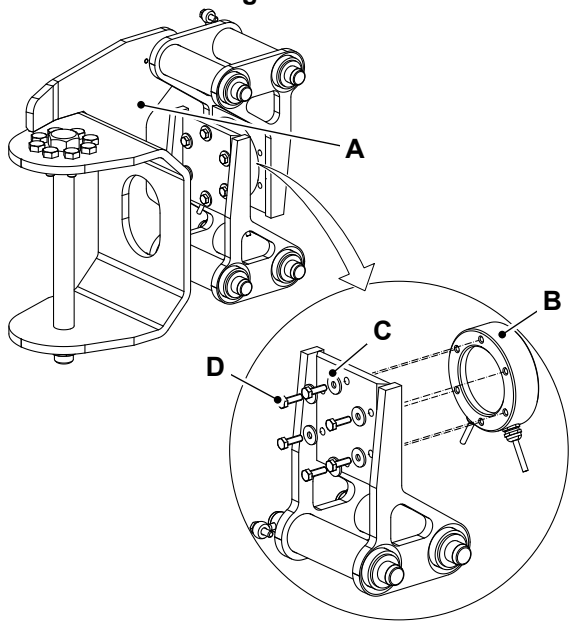
To calibrate platform weight sensor-
Refer to: Calibrate (PIL 01-12-00).

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Make sure the platform weight is supported, so that the weight sensor is not in compression.
3. Disconnect the electrical connections from the sensor.
4. Remove the setscrew (x6) and washer (x6).
5. Remove the weight sensor from the kingpost assembly.

Figure 374.



A Kingpost
B Weight sensor
C Washer (x6)
D Setscrews (x6)

Install

1. The installation procedure is the opposite of the removal procedure.
2. Torque tighten the setscrew to specified torque value.
   Torque: 9N·m
3. Calibrate the weight sensor.
   Refer to: Calibrate (PIL 33-84-86).

85 - Limit Switch

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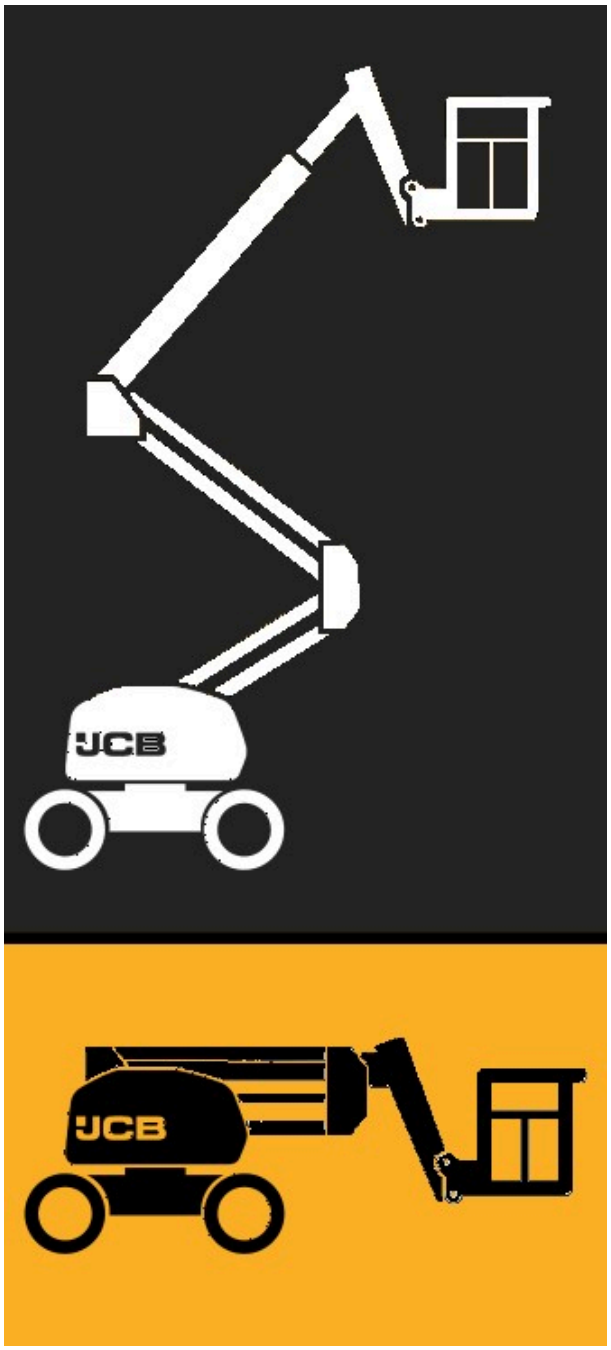
Notes:

05 - Boom Lift

Calibrate

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Make sure all of the booms are fully lowered, with the cylinders fully retracted.

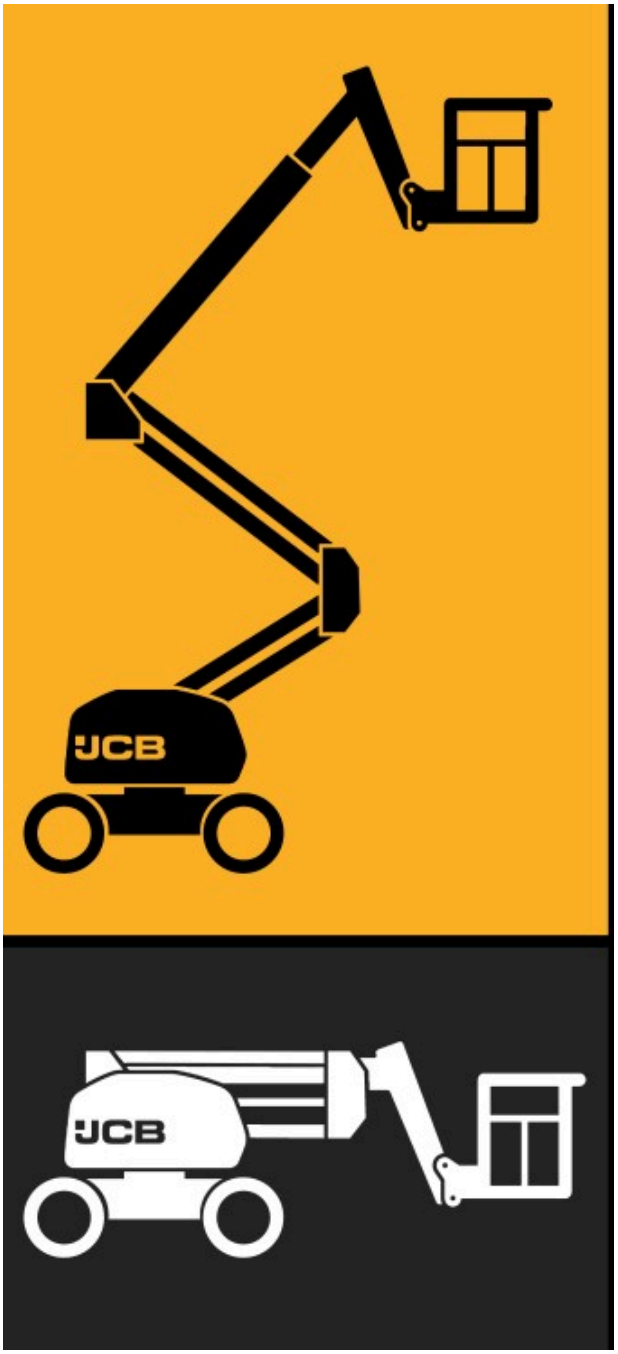
Figure 375. Stowed Position Identified by the Display



2.1. The display should show the machine is in the stowed position.

3. Make sure that there is no load on the platform.
4. Raise the main boom slowly until the display icon just changes from Stowed to Raised position. This indicates that the main boom is now above the main boom down limit switch.

Figure 376. Raised Position Identified by the Display



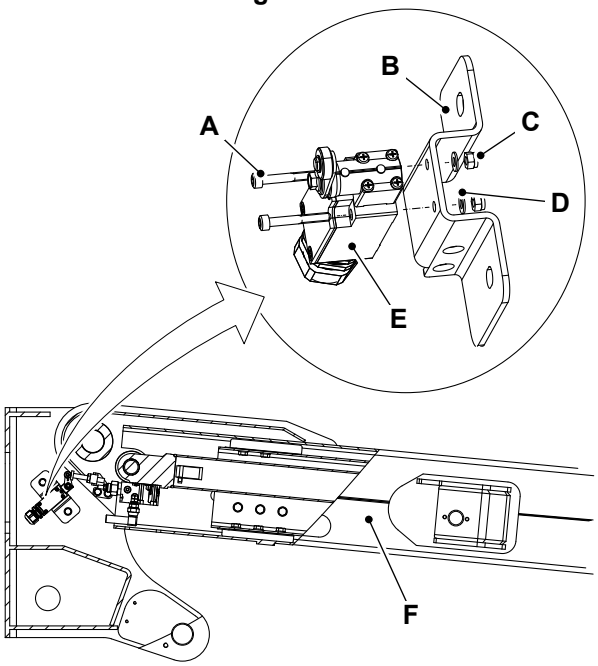
5. Measure the distance from the platform floor to the ground. It should be 1130±100mm.
6. Adjust the main boom down limit switch position and repeat steps 1-5 until the height is within the limits.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Get access to the main boom down limit switch.
3. Disconnect the electrical connections from the sensor.
4. Remove the setscrew (x2), washer (x2) and nut (x2) from the limit switch bracket.
5. Remove the limit down switch from the main boom.

Figure 377.



A Setscrew (x2)
B Limit switch bracket
C Nut (x2)
D Washer (x2)
E Main boom down limit switch
F Main boom

Install

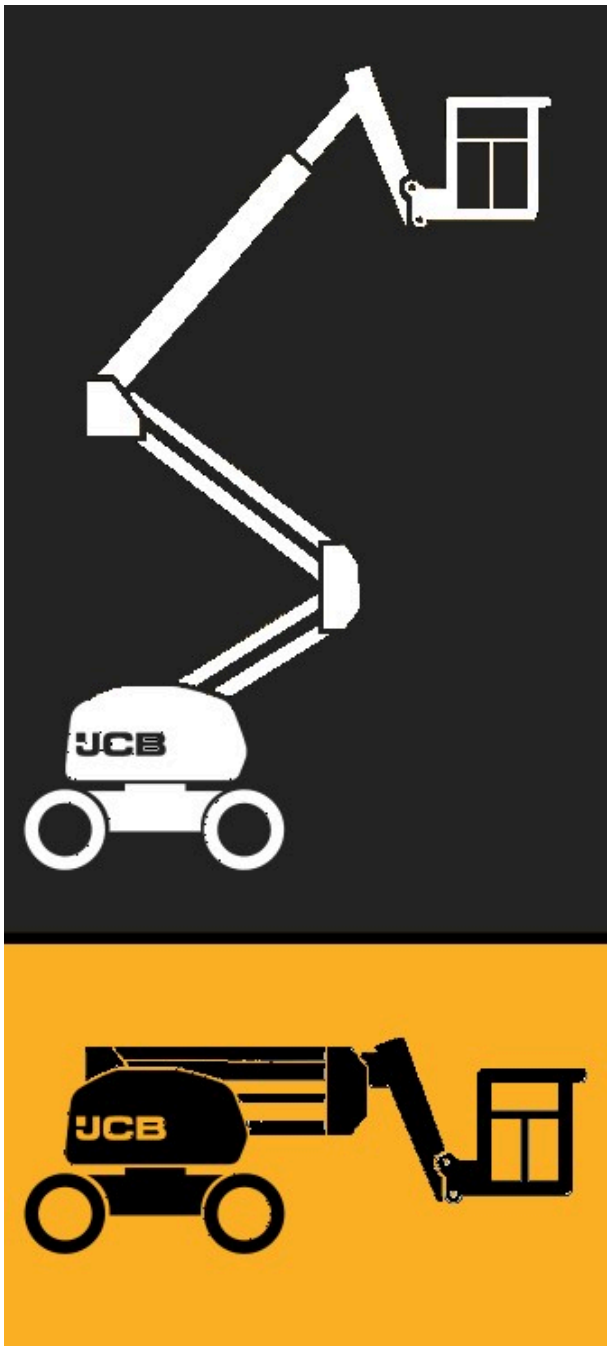
1. The installation procedure is the opposite of the removal procedure.
2. Torque tighten the setscrew to specified torque value.
   Torque: 3.5N·m
3. Calibrate the main boom down limit switch.
   Refer to: Calibrate (PIL 33-85-05).

10 - Articulated Lift Arm

Calibrate

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Make sure all of the booms are fully lowered, with the cylinders fully retracted.

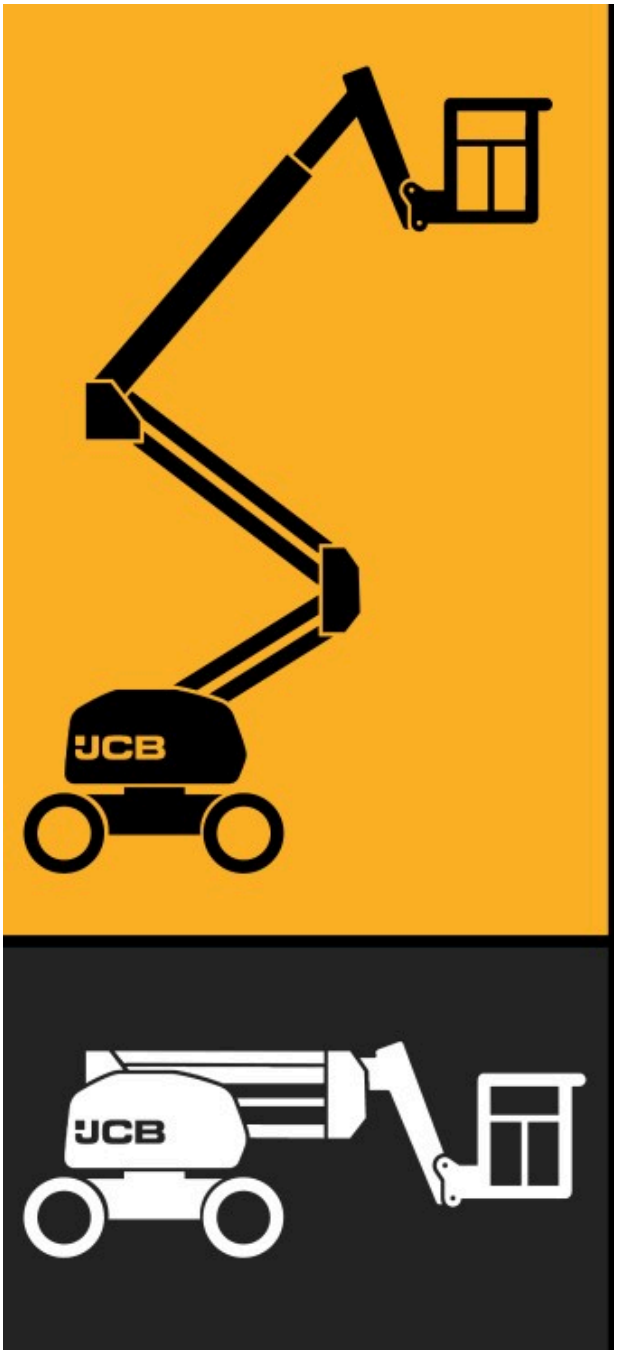
Figure 378. Stowed Position Identified by the Display



2.1. The display should show the machine is in the stowed position.

3. Make sure that there is no load on the platform.
4. Raise the articulated boom slowly until the display icon just changes from Stowed to Raised position. This indicates that the articulated boom is now above the articulated boom down limit switch.

Figure 379. Raised Position Identified by the Display



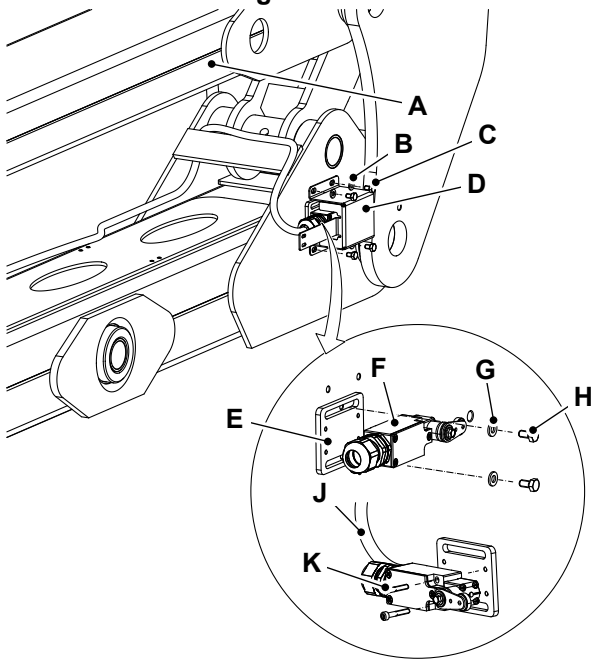
5. Measure the distance from the platform floor to the ground. It should be 940±100mm.
6. Adjust the articulated boom down limit switch position and repeat steps 1-5 until the height is within the limits.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Disconnect the electrical connections from the sensor.
3. Remove the setscrew1 (x4), washer 1 (x4) and switch cover.
4. Remove setscrew 2 (x2), washer 2 (x2) and cap screws (x2) from the switch mounting.
5. Remove the limit switch from the switch mounting.

Figure 380.



A Articulated boom
B Washer 1 (x4)
C Setscrew 1 (x4)
D Switch cover
E Switch mounting
F Limit switch
G Washer 2 (x2)
H Setscrew 2 (x2)
J Electric connector
K Cap screw (x2)

Install

1. The installation procedure is the opposite of the removal procedure.
2. Torque tighten the setscrew to specified torque value. Refer to Table 132.
3. Calibrate the articulated boom down limit switch.
   Refer to: Calibrate (PIL 33-85-10).

Table 132. Torque Values

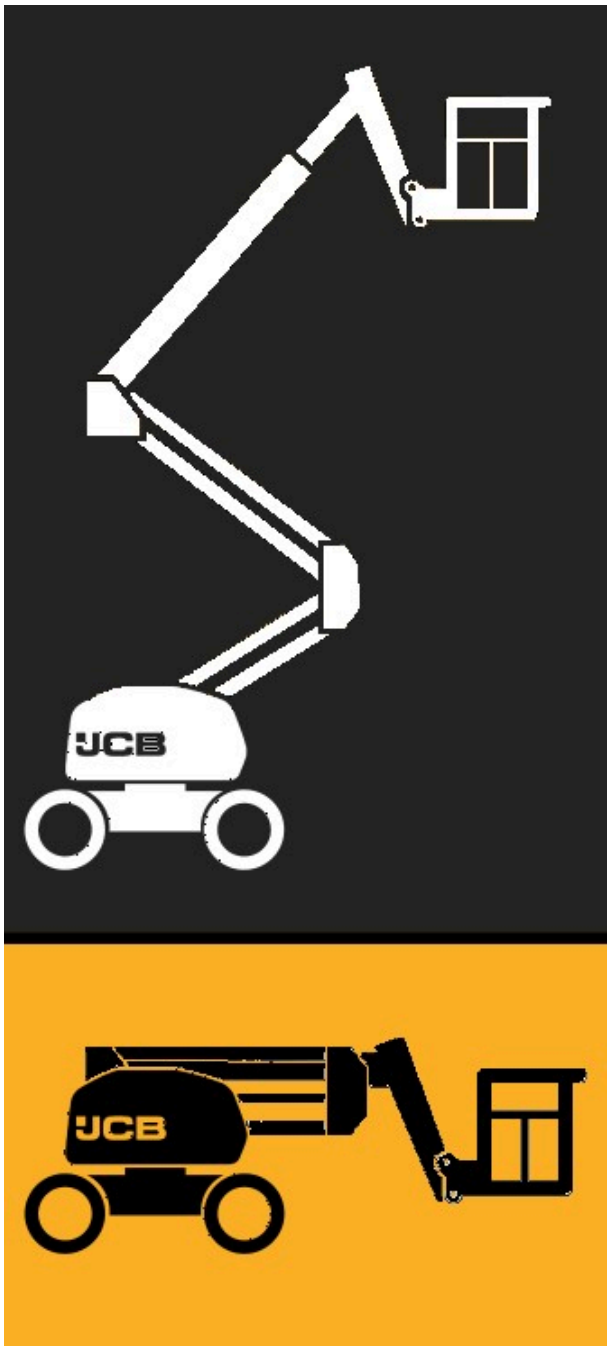
Item	Nm
C	9
H	9
K	2.6

15 - Boom Telescopic

Calibrate

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Make sure all of the booms are fully lowered, with the cylinders fully retracted.

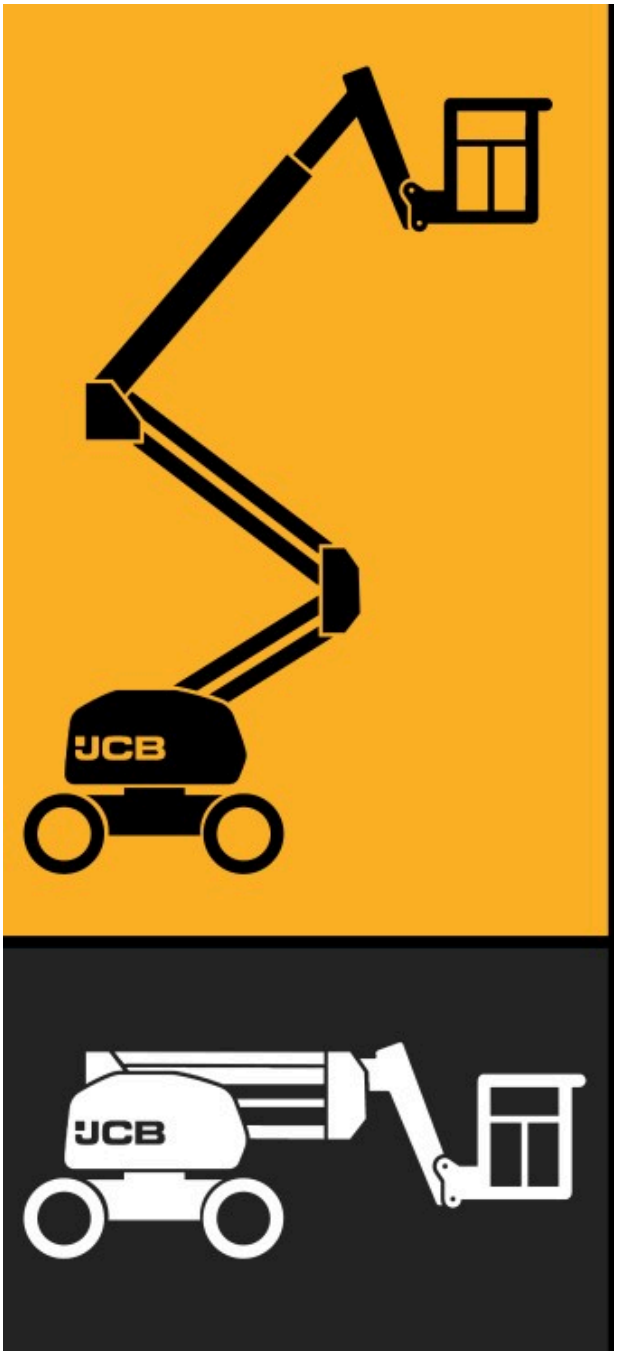
Figure 381. Stowed Position Identified by the Display



2.1. The display should show the machine is in the stowed position.

3. Make sure that there is no load on the platform.
4. Make a mark on the inner telescopic boom, against the edge of the outer boom.
5. Extend the telescopic boom slowly until the display icon just changes from Stowed to Raised position. This indicates that the telescopic boom is now beyond the Telescopic Boom Retract limit switch.

Figure 382. Raised Position Identified by the Display



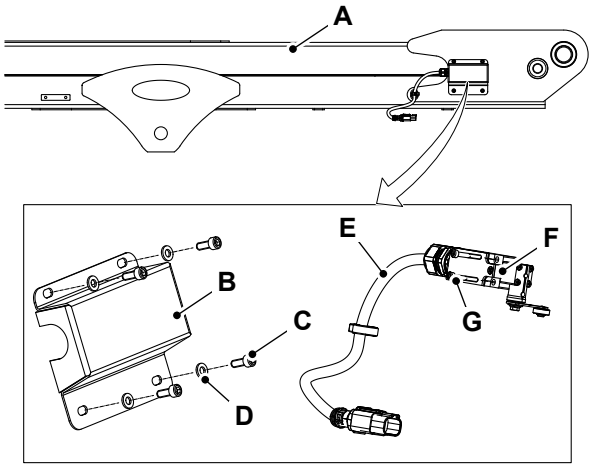
6. Measure the distance from the mark in step 4, to the edge of the outer boom. It should be 150±50mm.
7. Adjust the Telescopic Boom Retract limit switch position and repeat steps 1-6 until the height is within the limits.

Remove and Install

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Disconnect the electrical connections from the sensor.
3. Remove the cap screw 1 (x4), washer (x4) and switch cover.
4. Remove cap screw 2 (x2) and limit switch from the telescopic boom.

Figure 383.



A Telescopic boom
B Switch cover
C Cap screw 1 (x4) 15Nm
D Washer (x4)
E Electrical connector
F Limit switch
G Cap screw 2 (x2)- torque as per STD

Install

1. 2. The installation procedure is the opposite of the removal procedure.
2. 3. Torque tighten the cap screw 1 to specified torque value.
   Torque: 15N·m
   2.1. 3.1. Torque tighten the cap screw 1 to specified torque value.
   Refer to: PIL 72-03-00.
3. 4. Calibrate the telescopic boom retract limit switch.
   Refer to: Calibrate (PIL 33-85-15).

86 - Solenoid

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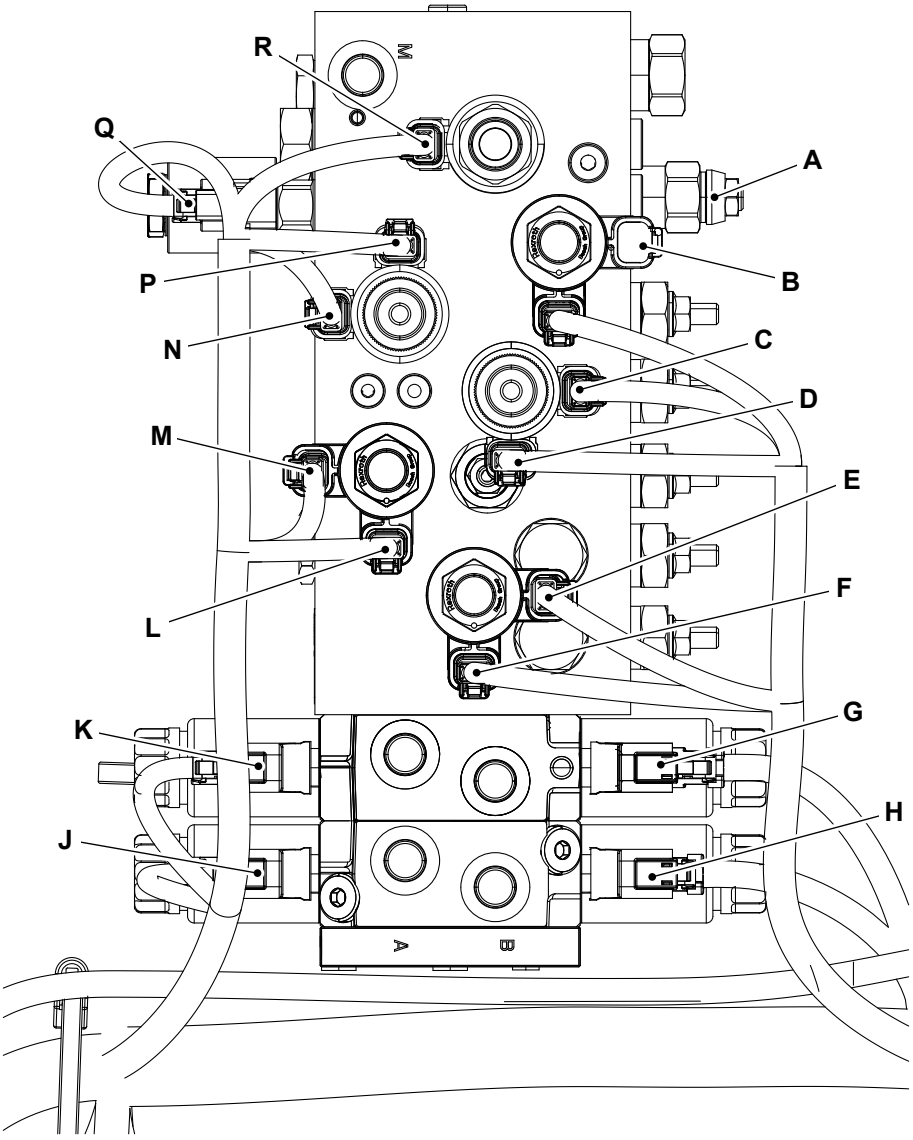
00 - General

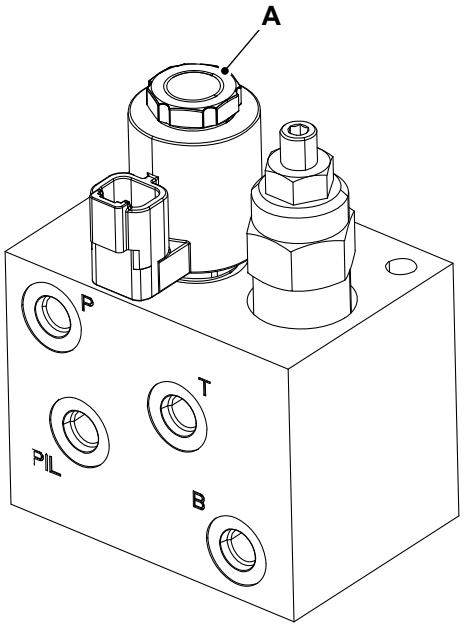
Component Identification

Figure 384. Main Boom Control Valve



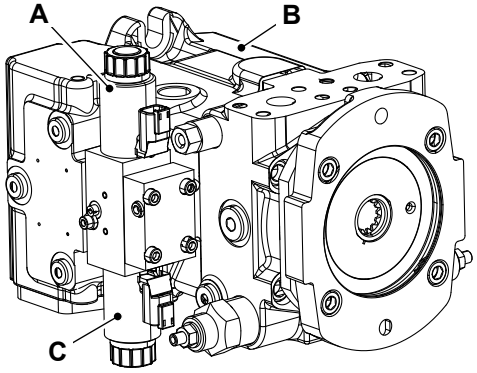
A Main boom control valve
B Platform rotate/jib solenoid
C Articulated boom lower solenoid
D Articulated boom raise solenoid
E Levelling down solenoid
F Levelling up solenoid
G Telescopic boom down solenoid
H Swing left solenoid
J Swing right solenoid
K Telescopic boom up solenoid
L Steering (left) solenoid
M Steering (right) solenoid
N Telescopic boom retract solenoid
P Telescopic boom extend solenoid
Q Lift and slew solenoid connection
R Proportional flow solenoid

Figure 385. Oscillation Valve



A Axle oscillation solenoid

Figure 386. Transmission Pump



A Reverse drive control solenoid
B Transmission pump
C Forward drive control solenoid

72 - Fasteners and Fixings

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00 - Fasteners and Fixings

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00 - General

Introduction

JCB Fasteners (Before September 2017)

Some external fasteners on JCB machines are manufactured using an improved type of corrosion resistant finish. This type of finish is called Dacromet and replaces the original Zinc and Yellow Plating used on earlier machines. The two types of fasteners can be readily identified by colour and part number suffix. Refer to Table 1. Fastener Types.

Table 133.

Fastener Type	Colour	Part Number Suffix
Zinc and Yellow	Golden Finish	Z (e.g. 1315/3712Z)
Dacromet	Mottled Silver Finish	D (e.g. 1315/3712D)

Note: As the Dacromet fasteners have a lower torque setting than the Zinc and Yellow fasteners, the torque figures used must be relevant to the type of fastener.

A Dacromet bolt should not be used in conjunction with a Zinc or Yellow plated nut, as this could change the torque characteristics of the torque setting further. For the same reason, a Dacromet nut should not be used with a Zinc or Yellow plated bolt.

All bolts used on JCB machines are high tensile and must not be replaced by bolts of a lesser tensile specification.

Dacromet bolts, due to their high corrosion resistance are used in areas where rust could occur. Dacromet bolts are only used for external applications. They are not used in internal applications.

JCB Fasteners (After September 2017)

Table 134.

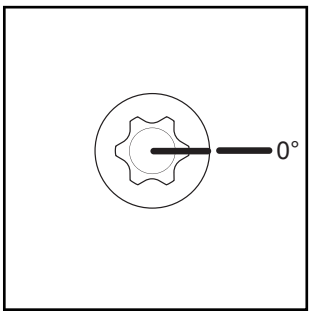
Fastener Type	Colour	Part Number Suffix
Zinc flake-silver	White aluminium (silver-grey), Dull	D (e.g. 1315/3712D)
Zinc and heavy trivalent passivated with seal	Silver (Bright iridescent)	V (e.g. 1315/3712V)
Zinc Nickel - silver/grey	Dark, dull silver grey	Not assigned
Zinc Nickel - black	Black, chalky texture	N (e.g. 1315/3712N)
Zinc flake - black	Black, slight gloss	B (e.g. 1315/3712B)

Tightening Method

The following example explains the recommended torque and angle procedure. A torque angle gauge should be used for accuracy, but as a visual check, the bolts can be match marked as described below.

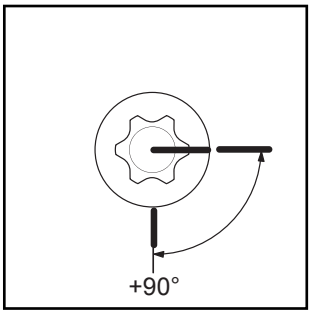
1. Tighten the bolt to the specified torque (specified torque values will be detailed in the relevant PIL sections).
2. Mark a line across the centre of the bolt, and a second line on the part to be clamped - the two lines should be aligned. Refer to Figure 387.

Figure 387.



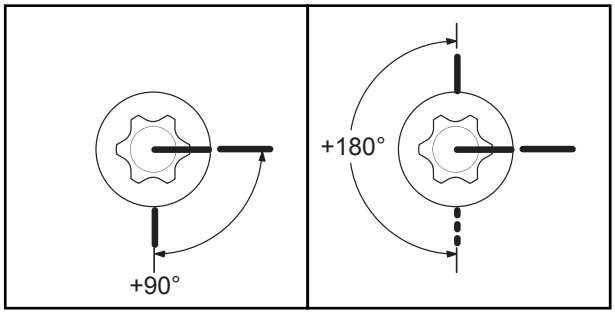
3. Mark a third line at the specified torque angle - in this instance the additional torque angle is 90°. This line must be marked the specified angle in a clockwise direction (to further tighten the bolt). Refer to Figure 388.

Figure 388.



4. In some instances, angle torque tightening can be specified in two stages, for instance in this example, the first angle quoted is 90° and then a second angle of 180°. The additional 180° angle is from the LAST tightened position. Refer to Figure 389.

Figure 389.



5. Tighten the bolt so that the line on the bolt aligns with the angle(s) marked on the item to be clamped - remember, to ensure complete accuracy an angle gauge should be used.

03 - Screws

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00 - General

Introduction

Use the torque setting tables (Technical Data) only where no torque setting is specified in the text. Note: Dacromet fasteners are lubricated as part of the plating process, do not lubricate. Torque settings are given for the following conditions:

Table 135. Up to September 2017

Type	Condition 1	Condition 2
no coating	Unlubricated fasteners	Zinc flake silver (Dacromet) fasteners.
2 (obsolete from September 2017).	Zinc fasteners	Lubricated zinc and yellow plated fasteners.
3, 4 (obsolete from September 2017).	Yellow plated fasteners	Where there is a natural lubrication. For example, cast iron components.

Table 136. From September 2017

Type	Condition 1	Condition 2
no coating	Unlubricated fasteners	Dacromet) fasteners.
1	Zinc flake - silver	Zinc flake silver (Dacromet) fasteners.
5	Zinc and heavy trivalent with seal	
7	Zinc nickel - silver	
8	Zinc nickel - black	
9	Zinc flake - black	

Technical Data

Table 137. Torque Settings - Internal Hexagon Headed Capscrews (Zinc)

Bolt Size	
mm	**N·m**
3	2
4	6
5	11
6	19
8	46
10	91
12	159
16	395
18	550
20	770
24	1,332

06 - Bolts

Contents **Page No.**

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00 - General

Introduction

Use the torque setting tables (Technical Data) only where no torque setting is specified in the text. Note: Dacromet fasteners are lubricated as part of the plating process, do not lubricate. Torque settings are given for the following conditions:

Table 138. Up to September 2017

Type	Condition 1	Condition 2
no coating	Unlubricated fasteners	Zinc flake silver (Dacromet) fasteners.
2 (obsolete from September 2017).	Zinc fasteners	Lubricated zinc and yellow plated fasteners.
3, 4 (obsolete from September 2017).	Yellow plated fasteners	Where there is a natural lubrication. For example, cast iron components.

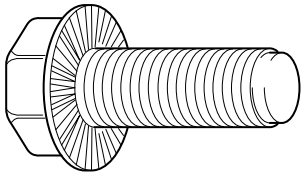
Table 139. From September 2017

Type	Condition 1	Condition 2
no coating	Unlubricated fasteners	Dacromet) fasteners.
1	Zinc flake - silver	Zinc flake silver (Dacromet) fasteners.
5	Zinc and heavy trivalent with seal	
7	Zinc nickel - silver	
8	Zinc nickel - black	
9	Zinc flake - black	

Verbus-Ripp Bolts

Torque settings for these bolts are determined by the application. Refer to the relevant procedure for the required settings.

Figure 390.



Technical Data

From JCB standard STD00019 issue 15.

1. This information does not apply to:-

   1.1. Hydraulic fittings (i.e. BSP, SAE O-ring boss, UNF, four bolt split flange and JIC).

   1.2. Locking type fasteners (those with a nylon insert, or with distorted thread nuts such as Cleveloc).

2. For information on fastener conditions, refer to fasteners and fixings, bolts, general, introduction.

Table 140. Torque Settings - UNF S Fasteners

Bolt Size	Treads per Inch	Hexagon (A/F)	Condition 1	Condition 2
in	in	in	N·m	N·m
(1/4 in)	28	7/16	11.2	10
(5/16 in)	24	1/2	22.3	20
(3/8 in)	24	9/16	40	36
(7/16 in)	20	5/8	64	57
(1/2 in)	20	3/4	98	88
(9/16 in)	18	13/16	140	126
(5/8 in)	18	15/16	196	177
(3/4 in)	16	1 1/8	343	309
(7/8 in)	14	1 15/16	547	492
(1 in)	12	1 1/2	814	732
(1 1/8 in)	12	1 7/8	1,181	1,063
(1 1/4 in)	12	2 1/4	1,646	1,481

Table 141. Torque Settings - UNF X Fasteners

Bolt Size	Treads per Inch	Hexagon (A/F)	Condition 1	Condition 2
in	in	in	N·m	N·m
(1/4 in)	28	7/16	17.6	15.9
(5/16 in)	24	1/2	35.2	31.6
(3/8 in)	24	9/16	64	57
(7/16 in)	20	5/8	101	91
(1/2 in)	20	3/4	155	139
(9/16 in)	18	13/16	221	199
(5/8 in)	18	15/16	310	279
(3/4 in)	16	1 1/8	542	488
(7/8 in)	14	1 15/16	864	777
(1 in)	12	1 1/2	1,285	1,156
(1 1/8 in)	12	1 7/8	1,865	1,679
(1 1/4 in)	12	2 1/4	2,598	2,339

Table 142. Torque Settings - Coarse Metric Grade 8.8 Fasteners

Bolt Size	Tread Pitch	Hexagon (A/F)	Condition 1	Condition 2
mm	mm	mm	N·m	N·m
4	0.7	7	2.9	2.6
5	0.8	8	5.8	5.2
6	1	10	9.9	9
8	1.25	13	24	22
10	1.5	17	47	43
12	1.75	19	83	74
14	2	22	132	119
16	2	24	205	184
20	2.5	30	400	360
24	3	36	690	621
30	3.5	46	1,372	1,235
36	4	55	2,399	2,159

Table 143. Torque Settings - Coarse Metric Grade 10.9 Fasteners

Bolt Size	Thread Pitch	Hexagon (A/F)	Condition 1	Condition 2
mm	mm	mm	N·m	N·m
4	0.7	7	4	3.6
5	0.8	8	8.1	7.3
6	1	10	13.9	12.5
8	1.25	13	34	30
10	1.5	17	67	60
12	1.75	19	116	104
14	2	22	185	167
16	2	24	288	259
20	2.5	30	562	506
24	3	36	971	874
30	3.5	46	1,930	1,737
36	4	55	3,374	3,036

Table 144. Torque Settings - Coarse Metric Grade 12.9 Fasteners

Bolt Size	Thread Pitch	Hexagon (A/F)	Condition 1	Condition 2
mm	mm	mm	N·m	N·m
4	0.7	7	4.8	4.4
5	0.8	8	9.8	8.8
6	1	10	16.6	15
8	1.25	13	40	36
10	1.5	17	80	72
12	1.75	19	139	125
14	2	22	223	200
16	2	24	345	311

Bolt Size	Thread Pitch	Hexa-gon (A/F)	Condi-tion 1	Condi-tion 2
mm	mm	mm	N·m	N·m
20	2.5	30	674	607
24	3	36	1,165	1,048
30	3.5	46	2,316	2,084
36	4	55	4,049	3,644

Table 145. Torque Settings - Rivet Nuts / Bolts

Bolt Size	
mm	N·m
3	1.2
4	3
5	6
6	10
8	24
10	48
12	82

21 - Clips

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03 - Worm Drive

Introduction

Plain Worm Drive Clips

There are three types of plain worm drive clips.

- Standard worm drive clip
- Heavy duty worm drive clip
- Spring assisted worm drive clip

Spring assisted worm drive clip contains a spring insert on the inside of the band to provide compensation against hose compression set.

Use the torque setting tables (Technical Data) only where no torque setting is specified in the text.

Constant Torque Worm Drive Clips

Your machine may be installed with constant torque worm drive clips.

Use the torque setting tables (Technical Data) only where no torque setting is specified in the text.

Technical Data

Dimensions

Figure 391. Spring assisted Worm Drive Clips

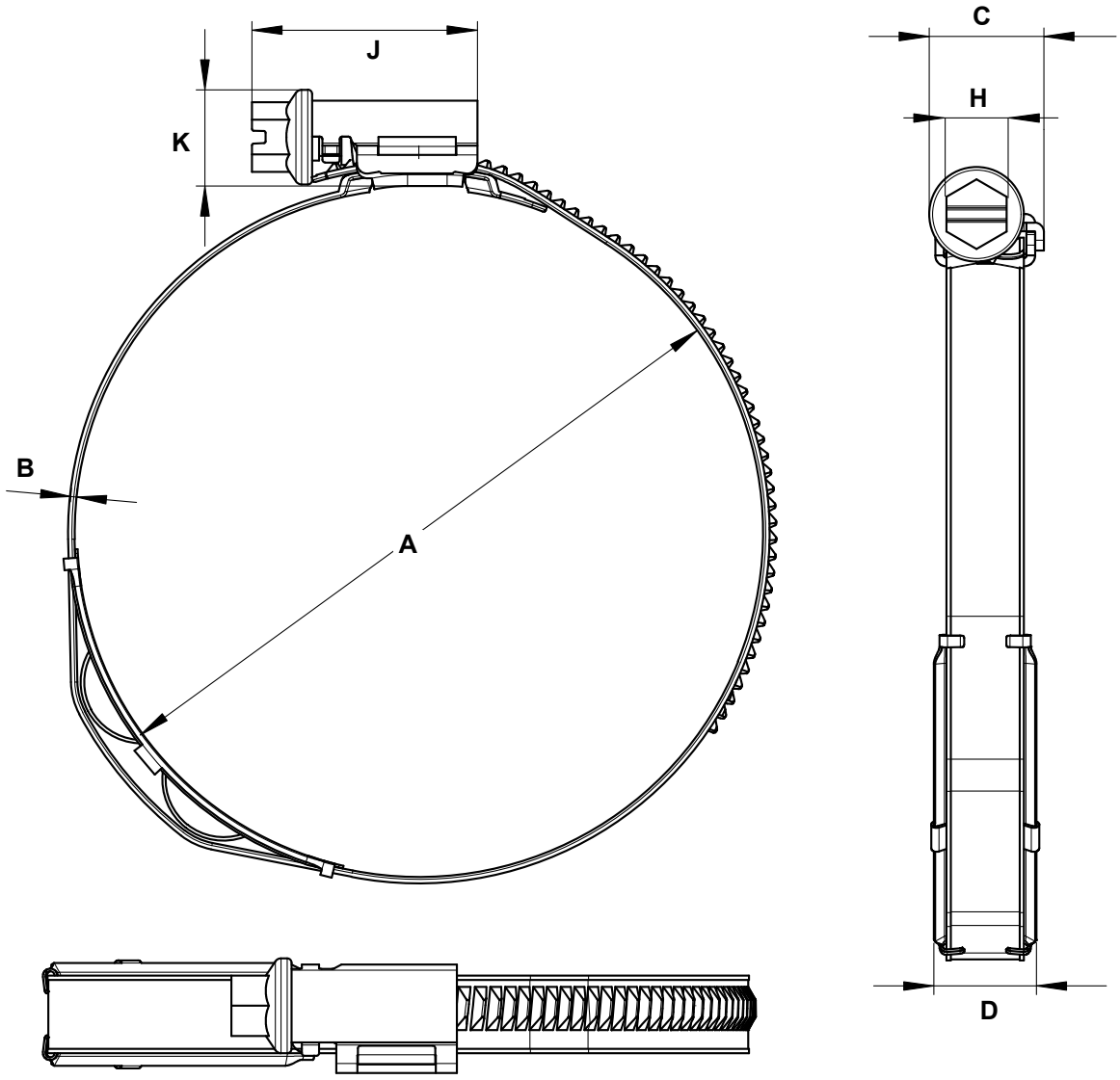


Table 146.

A	B	C	D	H	J	K
Clamping range	**Band thickness**	**Housing width**	**Band width**	**Hex size across flats**	**Bolt and housing length**	**Bolt and housing overall height**
Spring assisted worm drive clips						
10–16mm	0.65mm	13mm	9mm	7mm	21mm	11mm
12–22mm					24mm	

A	B	C	D	H	J	K
Clamping range	**Band thickness**	**Housing width**	**Band width**	**Hex size across flats**	**Bolt and housing length**	**Bolt and housing overall height**
16–27mm up to 60–80mm	0.8mm	14.6mm	12mm		30mm	12.5mm
70–90mm up to 160–180mm					36mm	
Heavy duty worm drive clips						
172–206mm	0.7mm	23.1mm	16mm	7mm	37mm	13mm

Figure 392. Constant Torque Worm Drive Clips

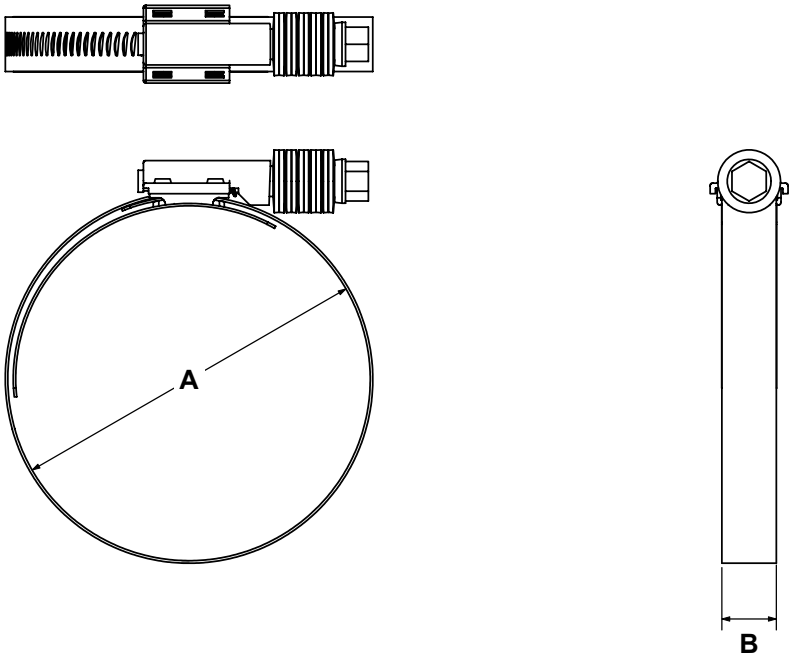


Table 147.

A	B
Clamping range	**Band Width**
14–27mm	14.2mm
25–45mm	15.7mm
32–54mm	15.7mm
45–67mm	15.7mm
54–79mm	15.7mm
70–92mm	15.7mm
83–105mm	15.7mm
95–118mm	15.7mm

Torque Values

Table 148. Heavy Duty Worm Drive Clip

Clamping range	Part number	Torque values
172–194mm	2201/0022	10 -0/+0.5N·m
184–206mm	2201/0023	10 -0/+0.5N·m

Table 149. Spring Assisted Worm Drive Clip

Clamping range	Part number	Torque values
10–16mm	2206/0816	2 -0/+0.5N·m
12–22mm	2206/1222	3 -0/+0.5N·m
16–27mm	2206/1627	5 -0/+0.5N·m
20–32mm	2206/2032	5 -0/+0.5N·m
25–40mm	2206/2540	5 -0/+0.5N·m
30–45mm	2206/3045	5 -0/+0.5N·m
35–50mm	2206/3550	5 -0/+0.5N·m
40–60mm	2206/4060	5 -0/+0.5N·m
50–70mm	2206/5070	5 -0/+0.5N·m
60–80mm	2206/6080	5 -0/+0.5N·m
70–90mm	2206/7090	5 -0/+0.5N·m
80–100mm	2206/8010	5 -0/+0.5N·m
90–110mm	2206/9011	5 -0/+0.5N·m
100–120mm	2206/1012	5 -0/+0.5N·m
110–130mm	2206/1113	5 -0/+0.5N·m
120–140mm	2206/1214	5 -0/+0.5N·m
130–150mm	2206/1315	5 -0/+0.5N·m
140–160mm	2206/1416	5 -0/+0.5N·m
150–170mm	2206/1517	5 -0/+0.5N·m
160–180mm	2206/1618	5 -0/+0.5N·m
170–190mm	2206/1719	5 -0/+0.5N·m
180–200mm	2206/1820	5 -0/+0.5N·m
190–210mm	2206/1921	5 -0/+0.5N·m

Table 150. Constant Torque Worm Drive Clips

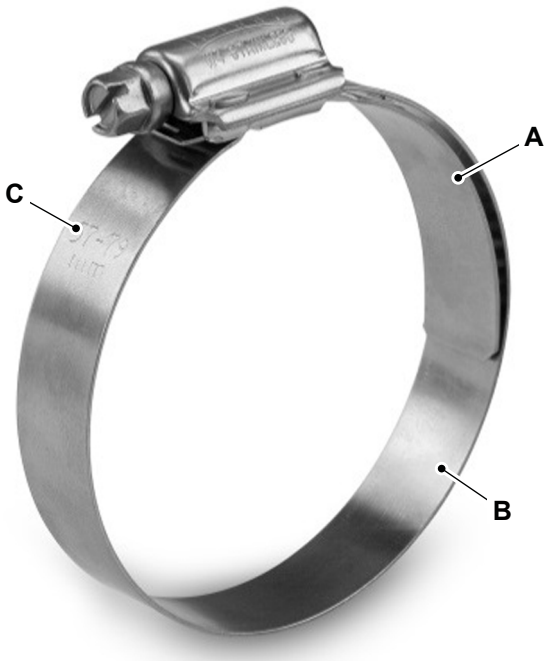
Clamping range	Part number	Torque values
14–27mm	334/J4514	5N·m
25–45mm	334/J9549	10N·m
32–54mm	333/K2259 OR 400/P2870	10N·m
45–67mm	821/10236	10N·m
54–79mm	821/10191	10N·m
70–92mm	821/10192	10N·m
83–105mm	332/K3479	10N·m
95–118mm	332/S8033	10N·m

Component Identification

Figure 393. Standard Worm Drive Clip

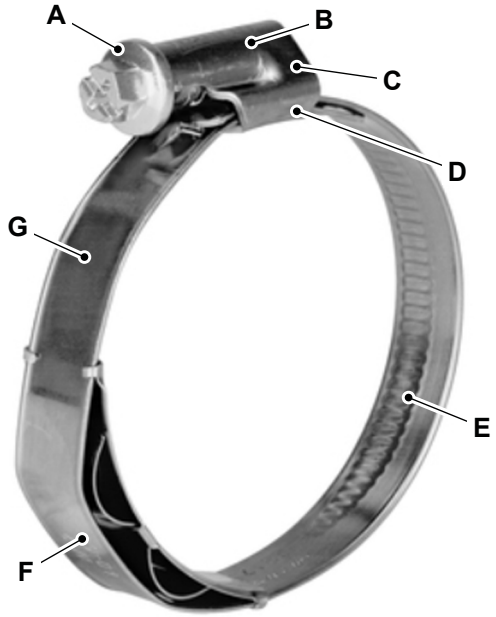
A Screw support flange
B Asymmetric housing
C Asymmetric extension
D Short housing saddle
E Stamped inside
F Identification of material/clamping range

Figure 394. Heavy Duty Worm Drive Clip



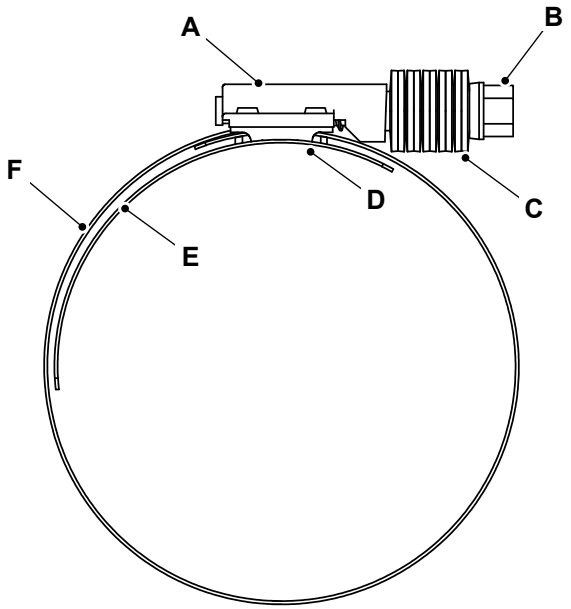
A Extended bridge
B Band width (16mm)
C Identification of clamping range

Figure 395. Spring Assisted Worm Drive Clip



A Screw support flange
B Asymmetric housing
C Asymmetric extension
D Short housing saddle
E Stamped inside
F Spring insert
G Identification of material/clamping range

Figure 396. Constant Torque Worm Drive Clips



A Housing
B Screw
C Belleville spring
D Saddle
E Liner
F Band

Notes:

75 - Consumable Products

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Acronyms Glossary

PTFE	Polytetrafluoroethylene

00 - Consumable Products

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00 - General

Introduction

JCB recommend that you use the JCB lubricants shown as they have been verified by JCB for use on JCB machines. However, you could use other lubricants that are equivalent to the JCB standards and quality or offer the same machine component protection.

Before you start work, make sure that:

- All safety precautions are observed in accordance with the information contained within the relevant support documentation.
- The consumables are used in accordance with the manufacturer's recommendations.
- The consumables shown are available in the correct quantity.

Consumables other than those listed may be required. It is expected that general consumables will be available in any well equipped workshop or be available locally.

Health and Safety

Fluid Under Pressure

Fine jets of fluid at high pressure can penetrate the skin. Keep face and hands well clear of fluid under pressure and wear personal protective equipment. Hold a piece of cardboard close to suspected leaks and then examine the cardboard for signs of fluid. If fluid penetrates your skin, get medical help immediately.

Hygiene

JCB lubricants are not a health risk when used correctly for their intended purposes.

However, excessive or prolonged skin contact can remove the natural fats from your skin, causing dryness and irritation.

Low viscosity oils are more likely to do this, so take special care when handling used oils, which might be diluted with fuel contamination.

Whenever you are handling oil products you must maintain good standards of care and personal and plant hygiene. For details of these precautions we advise you to read the relevant publications issued by your local health authority, plus the following.

Storage

Always keep lubricants out of the reach of children.

Never store lubricants in open or unlabelled containers.

Waste Disposal

⚠ **CAUTION** It is illegal to pollute drains, sewers or the ground. Clean up all spilt fluids and/or lubricants.

Used fluids and/or lubricants, filters and contaminated materials must be disposed of in accordance with local regulations. Use authorised waste disposal sites.

CAUTION Damaged or spent batteries and any residue from fires or spillage must be put in a suitable closed receptacle and must be disposed of in accordance with local environmental waste regulations.

All waste products must be disposed of in accordance with all the relevant regulations.

The collection and disposal of used oil must be in accordance with any local regulations. Never pour used oil into sewers, drains or on the ground.

Handling

⚠ **CAUTION** The temperature of the hydraulic oil will be high soon after stopping the machine. Wait until it cools before beginning maintenance.

New Oil

There are no special precautions needed for the handling or use of new oil, beside the normal care and hygiene practices.

Used Oil

Here are precautions to protect your health when handling used oil:

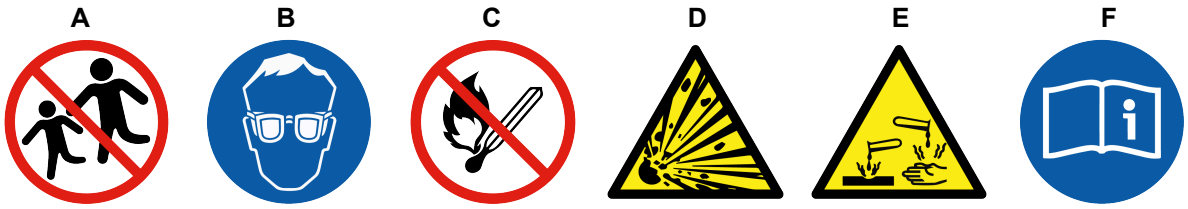
- Avoid prolonged, excessive or repeated skin contact with used oil.
- Apply a barrier cream to the skin before handling used oil. Note the following when removing oil from skin:
  - Wash your skin thoroughly with soap and water.
  - Using a nail brush will help.
  - Use special hand cleansers to help clean dirty hands.
- Avoid skin contact with oil soaked clothing
- Don't keep oily rags in pockets.
- Wash dirty clothing before re-use.
- Throw away oil-soaked shoes.

Battery

Warning Symbols

The following warning symbols may be found on the battery.

Figure 397.



A Keep away from children
B Shield eyes
C No smoking, no naked flames, no sparks
D Explosive gas
E Battery acid
F Note operating instructions

First Aid - Oil

Eyes

In the case of eye contact, flush with water for 15min. If irritation persists, get medical attention.

Swallowing

If oil is swallowed do not induce vomiting. Get medical advice.

Skin

In the case of excessive skin contact, wash with soap and water.

Spillage

Absorb with sand or a locally approved brand of absorbent granules. Scrape up and remove to a chemical disposal area.

Fires

⚠ **WARNING** Do not use water to put out an oil fire. This will only spread it because oil floats on water.

Extinguish oil and lubricant fires with carbon dioxide, dry chemical or foam.

First Aid - Electrolyte

Eyes

In the case of eye contact, flush with water for 15min. always get medical attention.

Swallowing

Do not induce vomiting. Drink large quantities of water or milk. Then drink milk of magnesia, beaten egg or vegetable oil. Get medical help.

Skin

Flush with water, remove affected clothing. Cover burns with a sterile dressing then get medical help.

Technical Data

JCB recommend that you use the JCB lubricants shown as they have been verified by JCB for use on JCB machines. However, you could use other lubricants that are equivalent to the JCB standards and quality or offer the same machine component protection.

Table 151. Fluids, Lubricants and Capacities

Item	Capacity	Fluid/Lubricant	JCB Part Number	Container Size (1)	Specification
	L				
Hydraulic System	System 75L	-12°C (10.4°F) to 46°C (114.7°F): JCB Hydraulic Fluid HP32	4002/1000	20L	VG32 Grade oil
	Tank 55L				
Slew Ring Bearings	As required	JCB HP Grease	4003/2017	0.4kg	
Slew Ring Gear Teeth	As required	JCB Special Slew Pinion Grease	4003/1619	0.4	
Hub Oil	0.68L	JCB Ultra Performance Gear Oil 150	4000/4901 (India)	5L	
		Gear oil 80W90	4000/3400 (UK)		MIL-PRF-2105E
All Other Grease	As required	JCB MPL-EP Grease	4003/1501	0.4	
		JCB HP Grease (optional)	4003/2017		

(1) For information about the different container sizes that are available (and their part numbers), contact your local JCB dealer.

03 - Parts List

Introduction

Consumables

Description	Part No.	Size
EP Hammer Grease	4003/2107	0.4 kg
	4003/2106	12.5 kg
Extreme Performance Moly Grease	4003/1327	0.4 kg
	4003/1326	12.5 kg
JCB Autogrease	4003/2305	0.5 kg
Special HP Grease	4003/2020	0.5 kg
	4003/2017	0.4 kg
	4003/2006	12.5 kg
	4003/2005	50 kg
Special Hammer Grease	4003/1119	0.4 kg
Special MPL-EP Grease	4003/1501	0.4 kg
	4003/1506	12.5 kg
	4003/1510	50 kg
Special Slew Pinion Grease	4003/9999	0.4 kg
Surface Cleaning Fluid	4103/1204	1 L
Wiring Splice (0.5-1.5mm Red, contains 50 off)	892/00351	-
Wiring Splice (1.5-2.5mm Blue, contains 50 off)	892/00352	-
Wiring Splice (3-6mm Yellow, contains 50 off)	892/00353	-
Wiring Splice-Bootlace (1mm Red)	7205/0100	-
Wiring Splice-Bootlace (2.5mm Grey)	7205/0250	-

03 - Oil

Contents **Page No.**

00 - General

Introduction

New Oil

There are no special precautions needed for the handling or use of new oil, besides the normal health and safety practices mentioned in the relevant section of this service manual.

Used Oil

Used lubricants contain harmful contaminants. Here are precautions to protect your health when handling used oil:

1. Avoid prolonged, excessive or repeated skin contact with used oil.
2. Apply a barrier cream to the skin before handling used oil.
3. Note the following when removing oil from skin:
    - 3.1. Wash your skin thoroughly with soap and water.
    - 3.2. Using a nail brush will help.
    - 3.3. Use special hand cleansers to help clean dirty hands.
    - 3.4. Never use petrol, diesel fuel, or paraffin for washing.
4. Avoid skin contact with oil soaked clothing.
5. Don't keep oily rags in pockets.
6. Wash dirty clothing before re-use.
7. Throw away oil-soaked shoes.

First Aid

EYES - In the case of eye contact, flush with water for 15 minutes. If irritation persists, get medical attention.

SWALLOWING - If oil is swallowed do not induce vomiting. Get medical advice.

SKIN - In the case of excessive skin contact, wash with soap and water.

SPILLAGE - Absorb on sand or a locally approved brand of absorbent granules. Scrape up and remove to a chemical disposal area.

FIRES - Extinguish with carbon dioxide, dry chemical or foam. Firefighters should use self-contained breathing apparatus.

06 - Grease

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00 - General

Introduction

Special Tools

Description	Part No.	Qty.
Grease Gun Attachment	892/00913	1
Grease Gun	992/11300	1

Consumables

Description	Part No.	Size
EP Hammer Grease	4003/2107	0.4 kg
	4003/2106	12.5 kg
Extreme Performance Moly Grease	4003/1327	0.4 kg
	4003/1326	12.5 kg
JCB Autogrease	4003/2305	0.5 kg
Special HP Grease	4003/2020	0.5 kg
	4003/2017	0.4 kg
	4003/2006	12.5 kg
	4003/2005	50 kg
Special Hammer Grease	4003/1119	0.4 kg
Special MPL-EP Grease	4003/1501	0.4 kg
	4003/1506	12.5 kg
	4003/1510	50 kg
Special Slew Pinion Grease	4003/9999	0.4 kg

There are various greasing points on the machine. You must grease the machine regularly to keep it working efficiently. Regular greasing will also lengthen the machine's working life. You must grease the machine as stated in the maintenance schedule. Refer to: PIL 78-24.

JCB grease is manufactured to provide significant load protection for your machine. It is recommended to use only JCB grease on your machine because they are specifically designed for the particular application. The list of JCB greases comprises:

1. JCB Special HP Grease

   Consumable: Special HP Grease
2. JCB Special MPL-EP Grease

   Consumable: Special MPL-EP Grease
3. JCB Extreme Performance Moly Grease

   Consumable: Extreme Performance Moly Grease
4. JCB Autogrease

   Consumable: JCB Autogrease
5. JCB EP Hammer Grease

   Consumable: EP Hammer Grease
6. JCB Special Hammer Grease

   Consumable: Special Hammer Grease
7. JCB Special Slew Pinion Grease

   Consumable: Special Slew Pinion Grease

Greasing Procedure

1. Make the machine safe.

   Refer to: PIL 01-03.
2. Make a note of the following:

   2.1. The machine must always be greased after pressure washing or steam cleaning.

   2.2. Greasing must be done with a grease gun. Normally, two strokes of the gun should be sufficient.

   Special Tool: Grease Gun (Qty.: 1)
   Special Tool: Grease Gun Attachment (Qty.: 1)

   2.3. Stop greasing when fresh grease appears at the joint.

   2.4. Use only the recommended type of grease.

   2.5. Do not mix different types of grease, keep them separate.
3. Count off the grease points as you grease each one.
4. Install the dust caps after greasing (if installed).

JCB Special HP Grease

JCB Special HP grease is a premium quality, extreme pressure grease. It is recommended for use in arduous operating conditions, such as high temperatures, excessive loading and extensive exposure to water. The sophisticated additive package combines with excellent adhesive properties to give high performance protection to your machine.

Table 152. JCB Special HP Grease Properties

Description	Data
Colour	Blue
Soap type	Lithium complex
Drop point	245°C (472.7°F)
Working temperature range	-20–150°C (-4.0–301.8°F)

JCB Special MPL-EP Grease

JCB Special MPL-EP grease is a true multipurpose grease. It is recommended for a wide range of

lubricating applications, such as pivot pins and wheel bearings, where excellent anti wear and anti rust performance is required. Its EP additive makes it particularly suitable for the shock load and vibrating conditions found on machines.

Table 153. JCB Special MPL-EP Grease Properties

Description	Data
Colour	Brown
Soap type	Lithium
Drop point	180°C (355.7°F)
Working temperature range	-20–130°C (-4.0–265.8°F)

JCB Extreme Performance Moly Grease

JCB Extreme Performance Moly grease is an advanced performance, multipurpose grease. It is recommended for heavily loaded bearing surfaces and in particular where limited or oscillating motion causes fretting. The addition of molybdenum disulphide provides extra protection against scoring and wear. This grease is ideal for automotive, industrial, agricultural and earthmoving equipment.

Table 154. JCB Extreme Performance Moly Grease Properties

Description	Data
Colour	Grey Black
Soap type	Lithium
Drop point	185°C (364.7°F)
Working temperature range	-20–120°C (-4.0–247.8°F)

JCB Autogrease

JCB Autogrease is for use with the automatic greasing system. It is a mineral oil based paste. It contains an aluminium complex soap and solid lubricants. It is suitable for use under water or in high ambient temperatures. The specially designed cartridges screw into the automatic greasing system installed on the machine.

The clear cartridge allows the operator to easily monitor the grease usage from inside of the operator station.

Table 155. JCB Autogrease

Description	Data
Colour	Black
Soap type	Aluminium complex, solid lubricants
Drop point	260°C (499.6°F)
Working temperature range	-20–110°C (-4.0–229.8°F)

JCB EP Hammer Grease

JCB EP Hammer grease is a unique formulation aluminium complex grease for use where extremes of pressure and temperature are likely to be encountered. It is suitable for the hammer applications where resistance to water washing and migration may be critical.

Table 156. JCB EP Hammer Grease

Description	Data
Colour	Black
Soap type	Aluminium complex
Drop point	250°C (481.6°F)
Working temperature range	-20–160°C (-4.0–319.8°F)

JCB Special Hammer Grease

JCB Special Hammer grease provides a highly effective lubricant on slow moving slides and an excellent corrosion resistant property. It combines the self healing action of oils and the resistance to drip of viscous compounds.

Table 157. JCB Special Hammer Grease

Description	Data
Colour	Dark grey
Soap type	Lithium
Drop point	185°C (364.7°F)
Working temperature range	-15–120°C (5.0–247.8°F)

JCB Special Slew Pinion Grease

JCB Special Slew Pinion grease is a soft, black and tenacious grease. It is designed specifically for the lubrication of large and heavy duty open gears. It has an excellent corrosion protection and load carrying properties throughout a large temperature range.

Table 158. JCB Special Slew Pinion Grease

Description	Data
Colour	Black
Soap type	Organically modified clay
Working temperature range	-40–100°C (-39.9–211.9°F)

09 - Fluids

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00 - General

Introduction

It is most important that you read and understand this information and the publications referred to. Make sure all your colleagues who are concerned with lubricants read it too.

Hygiene

JCB lubricants are not a health risk when used properly for their intended purposes.

However, excessive or prolonged skin contact can remove the natural fats from your skin, causing dryness and irritation.

Low viscosity oils are more likely to do this, so take special care when handling used oils, which might be diluted with fuel contamination.

Whenever you are handling oil products you should maintain good standards of care and personal and plant hygiene. For details of these precautions we advise you to read the relevant publications issued by your local health authority, plus the following.

Storage

Always keep lubricants out of the reach of children. Never store lubricants in open or unlabelled containers.

Waste Disposal

All waste products should be disposed of in accordance with all the relevant regulations.

The collection and disposal of used oil should be in accordance with any local regulations. Never pour used hydraulic oil into sewers, drains or on the ground.

10 - Locking Fluids

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00 - General

Introduction

All locking fluids should be used at all times in line with the manufacturer's recommendations.

Locking fluids are used for the locking of threaded fasteners and for the retention of ball & roller bearings and similar cylindrical items on to shafts and into housings. These fluids consist of an anaerobic resin in a liquid form which hardens when confined between closely fitting metal to metal and many metal to non-metal surfaces.

The fluids available possess a wide span of break-loose strengths, viscosities and gap filling properties and are marketed for a variety of locking and retaining purposes requiring different strength grades. Some of the sealants in use in JCB are also of anaerobic resin type and only differ from the locking fluids in respect of viscosity and other technical details.

Strength grades

Various strength grades of fluid are available, the highest strength type for permanent locking where disassembly is unlikely, medium strength for permanent locking but allowing disassembly with ordinary tools and low strength for locking of components where frequent adjustment or easy dismantling is required.

It is recommended that trials be carried out before scheduling locking fluids for any new type of application that has not been already proved as satisfactory in production or when use at elevated temperatures is intended.

Additional technical information is normally available from the product manufacturers.

Approved locking fluids

The table shown in Technical Data shows the approved locking fluids available to use on JCB machines. The table also provides basic details to help with selection of locking fluids. More up to date information can be found on the manufacturer's website.

Technical Data

Table 159. Locking Fluids Approved Product Information

Subsection	Commercial name	Product Number	Colour	Shelf life	Strength	Comments
High strength	Loctite 270(1)	4101/0100	Green fluorescent	365d	80–120bar (1,160.3–1,740.5psi) breakaway strength	For the retention of threads up to M20 diameter where disassembly is unlikely and for locking bearings etc. onto shafts and into housing. Has a maximum gap fill of 0.05mm.
	R.A.S. threadlock for studs(1)		Red			
High strength	Loctite 638	4101/1400	Green, UV fluorescent	365d	More than 250bar (3,625.9psi) compressive shear strength	Maximum gap fill of 0.25mm. Maximum strength at room temperature.
High strength	Permabond A115(1)	4101/0500	Red, fluorescent	365d	100–150bar (1,450.4–2,175.6psi) prevailing strength	Fast curing (10–15min) thread locking up to M20, especially for use on oily surfaces, plated and clean parts.
	Loctite 262					
High strength	Loctite 648(1)	4101/0600	Green, fluorescent	365d	More than 250bar (3,625.9psi) compressive shear strength	Designed for holding gears and sprockets onto gearbox shafts and rotors on electric motor shafts.
	Permabond A118					
High strength	Loctite 2701	4101/1700	Green	365d	260–500bar (3,771.0–7,251.9psi) breakaway torque	Designed for permanent locking and sealing of threaded fasteners. Particularly suited for use on inactive substrates and/or where maximum resistance to hot oil is required.
Medium to high	Loctite 243	4101/1100	Blue	365d	140–340bar (2,030.5–4,931.3psi) breakaway torque	Suitable for all nuts, bolts, screws up to M36.
Medium strength	Permabond A119(1)	4101/0900	Blue	365d	80–120bar (1,160.3–1,740.5psi) static shear strength	Maximum gap fill of 0.25mm. Handling strength in 10–15min.
Medium strength	Loctite 640	4101/1200	Green, fluorescent	365d	150–330bar (2,175.6–4,786.2psi) static shear strength	Product has a slow cure rate, used on parts unlikely to be disassembled.
Medium strength	Loctite 242(1)	4101/0200	Blue, fluorescent	365d	80–120bar (1,160.3–1,740.5psi) static shear strength	Suitable for all nuts, bolts and screws up to M36 and hydraulic fittings up to 25mm in diameter. Permabond A113 and A1042 are the preferred choices. The difference between A113 and A1042 is timing for handling and working strength. A113 handling time 10–25min, working strength 1h. A1042 handling time 5–10min, working strength 30min.
	Permabond A1042					
	Permabond A113					

Subsection	Commercial name	Product Number	Colour	Shelf life	Strength	Comments
Low strength	Loctite 222	4101/0300	Purple, fluorescent	365d	15–40bar (217.6–580.2psi)	For screwed fasteners up to M20 that require easy disassembly or frequent adjustment. Maximum gap fill of 0.05mm. Achieves handling strength in 10–30min.
Low strength	Permabond A1098	4101/1500	Blue	365d	120bar (1,740.5psi) shear strength	Allows dismantling of parts for maintenance. Suitable for sealing small hydraulic and pneumatic fittings. Handling strength in 5–10min.
Low strength	Loctite 567	4101/1600	Off-white	365d	17bar (246.6psi) breakaway torque	For the locking and sealing of metal tapered threads and fittings. High lubricating properties prevent galling on stainless steel, aluminium and all other metal pipe threads and fittings.
Very low strength	Loctite 932[1]	4101/0400	Brown/red	365d	7–18bar (101.5–261.1psi) average shear strength	Can be disassembled with hand tools. 10–30min cure time for handling strength. Used on large diameter screw threads bigger than 50mm.
	Permabond A011					

(1) This is a non preferred product.

14 - Solvents and Primers

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00 - General

Introduction

This section contains information on primers, solvents, cleaning solutions etc. that are in use at JCB.

All primers and solvents should be used at all times in line with the manufacturer's recommendations.

Approved primers and solvents

The table shown in Technical Data shows the approved primers and solvents available to use on JCB machines. The table also provides basic details to help with the selection of primers and solvents. More up to date information can be found on the manufacturer's website.

Technical Data

Table 160. Primers and Solvents Approved Product Information

Subsection	Commercial name	Product Number	Colour	Shelf life	Drying Time	Comments
Activator/Primer	Loctite 770	332/U7901	Colourless	365d	Less than 5s	Used to make low energy surfaces suitable for bonding with cyanocrylate adhesives. It is recommended for polyethylene, polypropylene, PTFE and thermoplastic rubber materials. Can be used with Loctite 406 (332/U7899).
Activator	Loctite 7455	4104/1700	Clear amber	730d	Apply and leave to dry for 30s before applying adhesive	HIGHLY FLAMMABLE. Organic accelerator, non CFC solvent based surface activator. Designed to promote the speed of cure of cyanoacrylic adhesives.
Activator	Loctite 7471[(1)] Permabond A905	4104/0200	Colourless	365d	1–3min	Used with anaerobic products it increases cure speed. Recommended for inert surfaces and large bond gaps.
Water proofing	Loctite water proofing	4104/0500	-	-	-	A water proofing solution for protecting joints made using cyanoacrylate adhesive. Apply to Loctite 495 (4103/0900).
Solvent	Loctite 7063[(1)]	4104/1500	Colourless	365d	1min at 20°C (68.0°F)	HIGHLY FLAMMABLE, cleaner and degreaser. Removes grease, oil and dirt from electrical parts, tools and precision equipment.
Cleaning fluid	Loctite 7070	4101/2200	Colourless	365d	No wipe 5–10min, post wipe 1–2min	Cleaning treatment to remove most greases, oils, lubrication fluids and metal cuttings
Cleaning fluid	Simple green extreme	332/E9240	Colourless	365d	-	An all purpose cleaner and degreaser used diluted in water for direct, spray and dip tank procedures.
Application fluid	A4G-BCJCB	4104/3300	Blue	730d	-	Vinyl labels application fluid for use with the insignia/livery labels.
Gasket cleaner	Loctite 7200	4104/3200	Colourless	730d	Allow 10–15min for gasket, 30min for silicone gasket.	This is a product to aid the removal of cured chemical gaskets. Apply for time specified and remove gasket with soft scraper.
Hand cleaner	Loctite 7855	4104/3100	Light grey	540d	-	Is a heavy duty hand cleaner, specially formulated for the most difficult to remove soils like polyurethane, paints, primers, adhesives etc. The product is free from silicone and harsh solvents. Can be used without water.
Hand cleaner	Sika hand cleaner	4104/1300	Off white	-	-	A non-abrasive hand cleaner for use when using direct glazing materials.

Subsection	Commercial name	Product Number	Colour	Shelf life	Drying Time	Comments
Direct glazing	Sika activator	4104/2100	Clear	365d	10min minimum drying time	HIGHLY FLAMMABLE. A cleaning and activating agent specifically formulated for the treatment of bonded faces in direct glazing applications prior to applying the direct glazing adhesive.
Direct glazing	Sika remover 208 (use 4104/3600)(1)	4104/1900	Transparent	-	-	A cleaning agent for removing contaminates on painted surfaces and glass.
Direct glazing	Sika cleaner 205 (use 4104/3600)(1)	4104/1200	Clear	-	-	A cleaning agent for removing contaminates on painted surfaces and glass.
Direct glazing	Sika primer 209 (use 4104/3500)(1)	4104/2300	Black	270d	-	Used to prepare painted surfaces and plastic substrates prior to bonding with Sikaflex products.
Direct glazing	Sika aktivator	4104/2400	Clear	365d	10min at more than 15°C (59.0°F) or 30min at less than 15°C (59.0°F)	Used to clean and give improved adhesion on glass, ceramic-coated glass, the cut face of old polyurethane adhesive beads, polyurethane coated windows glass and paints.
Active wipe for surface	Terostat 8560 AC-25	4104/3400	Colourless	270d	Minimum 30s and maximum 1h	Applied with a clean cloth to the surface, the adhesive may then be applied after the drying time. Applied to glass or ceramic coating but only in the bonding area.
Direct glazing	Terostat 8519 P	4102/3500	Black	365–540d	Approx. 2min	Used to promote adhesion in direct glazing to glass and glass ceramics.
Cleaner	Teroson FL cleaner	4104/3600	Clear	730d	Depending on conditions between 2–10min.	Used for degreasing and cleaning of substrates prior to application of adhesives and sealants.
Adhesion promoter	3M AP III	4104/3700	-	-	-	Used to prepare a painted surface before adhering (LDL) door seals (to increase adhesion of 3M 5337A) before installation of the cab.

(1) This is a non preferred product.

15 - Adhesive

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00 - General

Introduction

All adhesives should be used at all times in line with the manufacturer's recommendations.

Adhesives are used for the bonding of a number of engineering materials used in production at JCB. Many types are available on the market but in the interests of variety reduction and economy only a limited selection is purchased for regular use.

Types of adhesive

Various types of adhesive are covered by JCB Standards:

1. General purpose adhesives for bonding laminated plastics, wood, rubber etc. to themselves and to each other.
2. The more expensive cyanoacrylate adhesives for use where high strength, resistance to many chemicals and fast cure times are required.
3. Adhesives specially developed for bonding of foam rubber to painted metal surfaces.

Additional health and safety for cyanoacrylates

These adhesives require very careful handling on account of their exceptional properties. They bond together strongly and rapidly to most surfaces including body tissue, the curing process being initiated by surface moisture. For further information on cyanoacrylates refer to the Manufacturer's recommendations.

Approved adhesives

The tables shown in Technical Data are the approved adhesives available to use on JCB machines. The tables also provide basic details to help with the selection of adhesives. More up to date information can be found on the manufacturer's website.

Technical Data

Table 161. Adhesives Approved Product Information

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
High strength	Permabond 5002	4103/3100	Mixed grey	730d	3–5min for handling strength	Two part adhesive mixed in equal parts. A toughened adhesive system which bonds metals, plastics, wood, glass, ceramics and composites; even plated or coated surfaces can be securely fastened.
High strength	Loctite 601	4103/1000	Green fluorescent	365d	160–300bar (2,320.6–4,351.1psi) static shear strength	This product is a single component anaerobic adhesive. Used to bond cylindrical fitting parts, particularly where low viscosity is required. Maximum gap fill is 0.15mm.
Cyanoacrylate	Loctite 424	4103/3500	Colourless to straw	-	180–260bar (2,610.7–3,771.0psi) shear strength	Suitable for most materials including plastic and rubber. Takes 30s to cure to working strength.
Cyanoacrylate	Loctite 401	4103/2300	Colourless	180d	180–260bar (2,610.7–3,771.0psi) tensile strength	Designed for general purpose use. For use on acidic and porous surfaces, reaching handling strength in seconds. Materials include plated metals, composite materials, wood, cork, foam, leather and paper.
Cyanoacrylate	Loctite 406	332/U7899	Colourless	180d	180–260bar (2,610.7–3,771.0psi) lap shear strength	Designed for bonding of plastics and elastomeric materials where very fast fixturing is required. Can be used with Loctite 770 as a primer (332/U7901)
Cyanoacrylate	Loctite 410	4103/2400	Black	120d	220bar (3,190.8psi) lap shear strength	0.2mm, gap fill. A rubber toughened ethyl cyanoacrylate adhesive with enhanced resistance to peel and shock. Bonds rubber, metals and plastics for use in difficult conditions.
Cyanoacrylate	Loctite 480	4103/3800	Black	-	220–300bar (3,190.8–4,351.1psi) lap shear strength	A rubber toughened adhesive with increased flexibility and peel strength along with enhanced resistance to shock.
Cyanoacrylate	Loctite 495[(1)]	4103/0900	Colourless	270d	12h maximum cure time	High speed bonding, suitable for rubber to itself and other materials reaching handling strength in a matter of seconds. Joint must be waterproofed with Loctite water proofing (4104/0500).
	Permabond C2					
Low strength	Dunlop 1727	4103/1100	Clear to light straw	90d	-	Sprayable adhesive, non-structural applications. For the bonding of flexible foam to themselves, wood, painted metal, chipboard, fibreglass, hessian, felt etc.
	British vita company VB 165					

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Acrylic foam strip adhesive	3M 4941P	4103/3900	Dark grey	730d	Peel adhesion 350N/ 100mm	High bond acrylic double sided foam tape. Its allows more complete bond contact area when bonding rigid or irregular materials due to its conformability. Its core adhesive composition makes the product well suited to many paints and primers.
General purpose gap filling material	Araldite XD 580	4103/1400	Clear / cream	730d	560bar (8,122.1psi) flexural strength	Two part, equal parts by weight. Wear pad fixing to castings and telescopic components, alignments of fixings pads without expensive machining. This product is a general purpose gap-filling material. Cure time 2h at 25°C (77.0°F).
Methacrylate	Loctite Speedbonder H3151	4103/3600	Cream to light yellow	-	-	This is a sag resistant, two component, equal parts, methacrylate adhesive system formulated to bond automotive grade cold rolled steel without the use of an external primer. Suitable for bonding a wide variety of plastic and metal substrates. Provides a long open time (40–60min) for correct aligning of parts.
Methacrylate	Plexus MA420	4103/3700	Off-white or blue	365d	-	Two part methacrylate adhesive for structural bonding of thermoplastic, metal and composite assemblies. Combined at 10:1 ratio. It has a working time of 4–6min.
Structural plastic	Scotchweld DP-8005	332/S7420	Black	180d	-	Two part acrylic based adhesive (10:1 ratio by vol.) that can bond many low surface energy plastics, including many grades of polypropylene, polyethylene and TPO's without special surface preparation.
General purpose adhesive	Evo-Stick 528 *(1)*	4103/0800	-	365d	HIGHLY FLAMMABLE	A thin even film of adhesive should be applied to both surfaces being bonded and allowed to become touch dry. This is a contact adhesive and coated surfaces cannot therefore be slid into position since the bond forms on contact. It is often convenient to align the parts along an edge and then bring the two areas into contact.
Direct glazing	Sika 250PC Sikatack Ultrafast (use 4103/4000 or 4102/4900) *(1)*	4103/2100	Black	-	-	A one component polyurethane pre-polymer based adhesive. A mastic adhesive which reacts with atmospheric moisture to form a rubber like solid.
Direct glazing	Sika 255FC (use 4102/5000) *(1)*	4103/2200	Black	-	-	For bonding glass to cab frames. A mastic adhesive which reacts with atmospheric moisture to form a rubber like solid. When using this product ensure both surfaces are clean and dry. Use Sika cleaner 205 (4104/1200).
Direct glazing	Sikaflex 552 (use 4102/5000) *(1)*	4103/3200	Black	-	-	A high performance, elastic, gap, filling one part structural adhesive cures on exposure to atmospheric moisture to form a durable elastomer. Contains no isocyanate.

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Industrial grade epoxy adhesive	Loctite Hysol E-214 HP	333/Y7062	Light Grey Paste	-	307bar (4,452.7psi) tensile strength	Single component, heat activated formulation develops tough, strong, structural bonds which provide excellent peel resistance and impact strength. When fully cured, the product offers superior thermal shock resistance, excellent mechanical and electrical resistance properties and withstands exposure to a wide variety of solvents and chemicals. Bonds to a wide variety of materials, including metals, glass, ceramics and plastics. Cure at 120°C (247.8°F) or above until completely firm. Heat up to 150°C (301.8°F) for 2h, to maximize properties.
Anaerobic adhesive (Dimethacrylate)	Scotchweld RT-20	333/L9575	Green	365d	-	Single component anaerobic adhesives designed to secure cylindrical metal assemblies such as bearings on shafts, bushings, sleeves, housings, and keyways. Help prevent loosening, corrosion and leakage caused by shock and vibration. Full cure time 24h. Temperature range = -54°C (129.1°F) to 450°C (841.4°F). Not recommended for use on most plastics due to potential cracking of plastic parts.
Direct glazing	Teroson 939CT / Terostat MS939	4102/5000	Black	365d in original packaging	-	Skin formation time: approx. 10min. Cure rate: approx. 3mm/24h.
Direct glazing	Terostat 8900 HV	4103/4000	Black	180d	80bar (1,160.3psi) tensile strength	One component, pumpable adhesive/sealant based on polyurethane, which cures by reaction with moisture to an elastic rubber. The skin formation and curing time are dependent on humidity, temperature and depth of joint. High temperature and high moisture reduces curing time. Sag resistant, temperature range of -40°C (103.9°F) to 90°C (193.9°F).
Direct glazing	Terostat 8594 HMLC	4103/4100	Black	270d	85bar (1,232.8psi) tensile strength	Single component, moisture curing, adhesive/sealant for repair. Product with high shear modulus and low conductivity. Suitable for all applications that require very high electrical insulation of the adhesive used for the bonding of windows. Sag resistant.

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Direct glazing	Terostat 8900 LV	4103/4200	Black	365d in cartridges. 180d in sausage pack. 180d in hobbocks and drums	80bar (1,160.3psi) tensile strength	One component, pumpable adhesive/sealant based on polyurethane, which cures by reaction with moisture to an elastic rubber. The skin formation and curing time are dependent on humidity, temperature and depth of joint. High temperature and high moisture reduces curing time. Sag resistant, temperature range of -40°C (103.9°F) to 90°C (193.9°F) short exposure (up to 1h) of 130°C (265.8°F).
Direct glazing	Sikaflex 295 UV	4103/4300	Black, white	365d	-	Direct glazing adhesive for plastic glazing panels. One component polyurethane adhesive of paste like consistency. 60min tack free time, 1d cure time (4mm at 23°C (73.4°F)). Good UV, fresh water and seawater resistance. Do not apply below temperatures of 10°C (50.0°F) or above 35°C (95.0°F).
High strength retainer	Loctite 603	4103/2500	-	-	-	Used for bearings.
Direct glazing	Teroson MS 660	4103/5000	Clear	365d	-	Area must be clean, dry, oil and grease free and not be in permanent contact with water. Provides a long open time approximately 15min for correct aligning of parts.
Medium strength threadlocker	Loctite 2400	4103/5100	Blue	-	-	Can be used in place of Loctite 243.
Direct glazing	Terostat 8910 (also known as Teroson PU 8910)	4103/5200	Black	-	Cure rate 3.5mm/24h	component with high viscosity, pumpable adhesive / sealant cures by reaction with moisture, humidity and temperature. Provides a long open time approximately 10min for correct aligning of parts.
Flange adhesive	Teroson RB 5100	320/B4113	Greyish black	90d	-	Thermosetting component, solvent free, reactive rubber based flange adhesive
Structural adhesive	AK 348	4103/5300	-	-	-	Used as structural adhesive.
Structural adhesive	Loctite V1315	4103/5400	Cream, Off white	365d	-	Used for bonding powder coated glazing strips onto the powder coated cab welded assemblies.

(1) This is a non preferred product.

16 - Sealant

Contents **Page No.**

00 - General

Introduction

All sealants should be used at all times in line with the manufacturer's recommendations. Sealants are used mainly for the sealing of screwed joints, sealing flanges and flat surfaces and where gap filling properties are required.

Types of Sealant

Various types of sealant are specified in JCB Standards:

1. Those for the sealing of screwed joints.
2. Sealants for joining flanges and flat surfaces. (Flange size and likelihood of dismantling require consideration when selecting this type of sealant).
3. Sealants for use where gap filling properties are required. (The gap dimensions, joint movement if any, type of materials being joined and aesthetic appearance require consideration when selecting this type of sealant).

Approved Sealants

The table shown in Technical Data are the approved sealants available to use on JCB machines. The table also provides basic details to help with selection of sealants. More up to date information can be found on the manufacturer's website.

Technical Data

Table 162. Sealants Approved Product Information

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
High strength	Loctite 275(1) / Permabond A140	4102/0500	Green	730d	250bar (3,625.9psi) torque strength (on M8)	Non drip formulation, used on larger fittings, coarse threads.
High strength	Forgeway 240FC(1)	4102/3100	Yellow	270d	25bar (362.6psi) breaking strength	Can be painted over with some 2 pack paint. Maximum width of joint =35mm, minimum width =2mm, minimum depth =2mm. Recommended depth of joint = width of joint.
Medium to high strength	Loctite 620	4102/3500	Green	-	More than 241bar (3,495.4psi) shear strength	Used for locating pins in radiator assemblies, sleeves into pump housings and bearings in auto transmissions. Not suitable for plastics. Diametrical clearance: up to 0.2mm
Medium strength	Loctite 518 Gasket Eliminator	4102/2000	Red, fluorescent	365d	90bar (1,305.3psi) tensile strength	Typically used as form-in-place gasket on rigid flanged connections.
Medium strength	Loctite 5182	4102/4100	Red gel, fluorescent	-	80bar (1,160.3psi) shear strength	It is manufactured to minimise air bubbles in the package. Used to seal gaskets, housings, cases and covers. It can also be used to repair and replace cut gaskets (up to 0.08mm in thickness).
Medium strength	Loctite 595	4102/2500	Clear	365d	6mm gap filling	Formulated to withstand weathering and extreme temperature cycling. Used for potting, coating and sealing. Can be applied horizontal, vertical and overhead.
Medium strength	Loctite 577(1) / Permabond A1044	4102/1900	Yellow	365d	170bar (2,465.6psi) breakaway torque	A fast curing thread sealant used on coarse threads and pipe fittings up to 75mm thread size. Clearance for gap filling 0.8mm.
Medium strength	Loctite 2431	4102/2700	Blue	365d	140–340bar (2,030.5–4,931.3psi) breakaway torque	Taper thread sealant, non-fluorescing to see oil leaks. Suitable for all taper fittings up to M36.
Low strength	Clayton Dewandre air brake sealant SC1252	4102/2200	White opaque	12h full cure	Maximum seal pressure 29bar (420.6psi)	Seals pipes and plugs against leakage of air, fuels, lubricants and coolants. Hardens to a tough seal resistant to shock and vibration. Easily dismantled.
Low strength	Red Hermetite	4102/0800	Red	-	Resistant to oil	Non-hardening paste jointing for joints regularly opened for servicing.

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Low strength	Loctite 572	4102/1100	White opaque	730d	40–100bar (580.2–1,450.4psi) breakaway torque	Used where slow cure is required to permit component alignment. PTFE (Polytetrafluoroethylene) filler.
Gasketing medium strength	Loctite 509 Gasket Eliminator Flange Sealant	4102/3200	Blue to green	-	72h full strength on steel	Easy disassembly, used as form-in-place gasket. 0.2mm gap filling.
Gasketing medium strength	Loctite 574[(1)]	4102/1200	Red	730d	2h working strength	Does not creep or relax after curing, no bolt re-tightening is required. Oil resistant. Ideal for formed in-situ gaskets.
	Permabond A136					
Sealant for gaskets	Loctite FAG 2 / Loctite 5922	4102/2600	Black	365d	Resists pressures up to 345bar (5,003.8psi)	Used to dress new or worn gaskets. Dries slowly, sets to pliable film for easy dismantling.
Rubber jointing compound	Dow corning 781	4102/0900	Clear or translucent	270d	16.7bar (242.2psi) tensile strength	A synthetic rubber joint sealant suitable for joints between non-porous surfaces such as glass and metal, metal and metal where relatively large gap filling properties are required. Suitable for vertical and overhead applications under normal atmospheric conditions. Joint movement approx.+/-12.5%. Cure time to 6mm depth in 24h.
	Loctite superflex clear RTV3					
	EVOstick standard industrial clear silicone sealant					
	Dunlop high modulus silicone sealant DP2205					
Epoxy resin	Loctite fast epoxy sealant	4102/2400	Slightly coloured / transparent	-	-	0.05L container requires special bi-mixer (gun) so it is mixed as dispensed, 0.024L is mixed by hand.
Room temperature vulcanising	Loctite 5910, Flange sealant, RTV Silicon	4102/3400	Metallic black paste	-	Dry to touch in 40min	Designed for flange sealing, good resistance to oils and allows high joint movement.

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Room temperature vulcanising	Loctite 5970	4102/4200	Black	730d	18bar (261.1psi) tensile strength	Used for gaskets. Excellent resistance to engine oils. Typical applications include stamped sheet metal covers (timing covers and oil sumps) where good oil resistance and the ability to withstand high joint-movement are required.
Room temperature vulcanising	Loctite superflex black silicone	4102/2900	Black	270d	16bar (232.1psi) tensile strength	Thixotropic allowing easy application, horizontal, vertical and overhead. Seals against water and many solvents.
Room temperature vulcanising	Loctite 5901	4102/3700	Grey	730d	14bar (203.1psi) shear strength	Designed specifically for on line, low pressure tests carried out before product begins to cure. Product exhibits excellent resistance to automotive engine oils. Primarily for flange sealing, it withstands high joint-movement requirements.
Room temperature vulcanising	Loctite 5368	4102/3900	Black paste	730d	20bar (290.1psi) tensile strength	Generally used for sealing applications, but also for bonding and for high temperature protection.
Room temperature vulcanising	Loctite 5366	4102/4000	Clear paste	730d	20bar (290.1psi) shear strength	Designed specifically for use as a bonding agent to ensure perfect sealing, as well as bonding and protection. Examples are sealing side windows in trains, sealing heat sources (heat exchangers and water heaters) and for protection/insulation of electrical boxes.
Room temperature vulcanising	Hylomar 607	332/D5695	Black paste	540d	40bar (580.2psi) tensile strength	A special purpose adhesive and sealant that can be used for a variety of applications. It has good resistance to oils and aqueous anti-freeze agents, and is particularly suitable for high strength applications in odour sensitive environments.
Joining oil pan to bedplate	Loctite 5900	4102/3800	Black paste	730d	14bar (203.1psi) shear strength	JCB Service ONLY. Introduced for joining the oil pan to the bedplate face during service. High resistance to engine oils. The joint should be clamped to spread the adhesive and allowed to cure for 7d before heavy service duty.
Anti-corrosive	To military spec TT-P-1757B 1CY	4102/4300	Yellow	-	Type 1 Class C	Used to coat surfaces of dissimilar metals prior to assembly to prevent corrosion. Zinc chromate containing substance ideal for application to joints between aluminium and steel to prevent corrosion and seizure. FOR USE ON MILITARY VEHICLES ONLY.
Gasketing medium strength	Bondloc B555	4102/4500	Clear/ Opaque	-	Full cure time 24h. 50bar (725.2psi) tensile strength	B555 is an anaerobic gasket sealant. It seals close fitting joints between rigid metal faces and flanges. Tensile strength to ISO 6922.

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Seam sealant	Terolan 3412 AA-25	4102/4600	Light grey	90d	-	Serves as a seam sealant between sheet metal butt and overlap joints (interior seems) on vehicle bodies. Can be cured at temperatures of minimum 140°C (283.8°F) (effective metal temperature) for 15min. The material is applied to electro-dip coated steel sheets.
Direct glazing	Sikaflex 221 (use 4102/4800)	4102/2800	Yellow	-	-	Direct glazing one component polyurethane based adhesive and sealant compound. Tack free time of 50min.
Direct glazing	Sikaflex 252 (use 4102/4700)(1)	4102/2300	Black	-	-	A one component polyurethane pre-polymer based sealant. For sealing glass to frames. A mastic sealant which reacts with atmospheric moisture to form a rubber like solid.
Direct glazing	Teroson PU92 CT	4102/4700	-	365d in original packaging	-	The substrates must be clean, dry, oil and grease free. Skin formation time: approx. 20min Cure rate: approx. 4mm/24h
Direct glazing	930 JCB Branded yellow CT	4102/4800	Yellow	365d in original packaging	-	The substrates must be clean, dry, oil and grease free. It can be necessary to roughen the surface or to use a primer/adhesion promoter to provide optimum adhesion. When manufacturing of plastics, external release agents are often used; these agents must be absolutely removed prior. Skin formation time : approx. 20min Cure rate : approx. 4mm/24h
Direct glazing	Terostat 8597 CT	4102/4900	Black	540d in original package	-	Isocyanate free solution. Designed for use without primer or activator. When you use this sealant on operator station, it should be used with Teroson PU 8519P black primer (and Teroson 450 clear adhesion promoter when specified specially). Cross compatible with all OEM / OES / AAM DGX sealants, including MS and PU chemistry (any remaining bead must be fully cured before application).
Silicone sealant - Heat resistant	Sika/Everbuild Heat Mate	4102/5100	Black	-	-	High modulus permanently flexible 100% silicone. Temperature resistant up to 300°C (571.6°F). Ideal for sealing industrial and high performance gaskets, oven doors etc.
Gasket and sealing	Loctite 510	4102/6100	Opaque pink	-	-	Introduced for Heavy products India (swing motor/ gearbox face).

Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Polymer sealant	Terostat MS 930	4102/5200	White	-	-	Silane modified polymer sealant. used on roof panels of power products.
Silicon sealant	Rainbow - RAL coloured silicone	4102/5300	Yellow	-	-	Contains fungicide. used on roof panels of power products.

(1) This is a non preferred product.

78 - After Sales

Contents **Page No.**

Acronyms Glossary

AC	Alternating Current
RCBO	Residual Current Breaker with Over-Current

24 - Maintenance Schedules

Contents **Page No.**

Notes:

00 - General

Introduction

The schedules show the service tasks which must be done and their intervals.

The services must be done at either the hourly interval or the calendar equivalent, whichever occurs first.

The intervals given in the schedules must not be exceeded. If the machine is operated under severe conditions (high temperature, dust, water, etc.) shorten the intervals. Where local regulations require more frequent checks, the local regulations intervals should be followed.

Table 163.

O	Service task can be completed by a competent operator. Details of how to complete the service task are given in the Operator's Manual.
□	We recommend that a Service Engineer completes the service task. Details of how to complete the service task are given in the Service Manual.

03 - Maintenance Intervals

Introduction

Table 164.

Interval (h)	Calender Equivalent
6	Daily
20	Weekly
150	Six months
250	Yearly
400	Eighteen months
500	Two years
1250	Five years

07 - Operator Maintenance Tasks

Introduction

Table 165.

Component	Task	Daily	Weekly	150
Hydraulics				
Hydraulic hoses	Check (condition)	O	O	O
Hydraulic oil	Check (level)	O	O	O
Hydraulic oil	Check (leaks)	O	O	O
Electrics				
Battery	Clean	O	O	O
Battery charge	Check	O	O	O
Battery electrolyte level (if applicable)	Check (level)	O	O	O
Battery isolator	Check (operation)	O	O	O
Battery terminal	Clean	O	O	O
Battery leads	Check (condition)	O	O	O
All electrical cables and conductors	Check (condition)	O	O	O
Wiring	Check (condition)		O	O
RCBO (Residual Current Breaker with Over-Current)	Check (operation)			O
AC (Alternating Current) power to platform cables	Visual inspection			O
AC power to platform cables	Check (operation)			O
Miscellaneous				
Safety labels - renew as required	Check (condition)	O	O	O
Operator's Manual	Check (condition)	O	O	O
Canopy and latches	Check (condition)	O	O	O
Welds	Check (condition)	O	O	O
Fasteners	Check (condition)	O	O	O
Platform guard rail	Check (condition)	O	O	O
Steer pivots	Grease		O	O
Telescopic boom (inner and outer)	Grease (waxoil)			O
Steering linkages	Check (condition)			O
Limited driving speed (with platform lifted and stowed)	Check (operation)	O	O	O
Tilt sensor	Check (operation)	O	O	O
Limit switch and boom position indicator	Check (operation)	O	O	O
Axle oscillation lock	Check (operation)	O	O	O
Platform levelling	Check (operation)	O	O	O
Travel alarm	Check (operation)	O	O	O
Buzzers	Check (operation)	O	O	O

Component	Task	Daily	Weekly	150
Platform secondary guarding system	Check (operation)	O	O	O
Slew acknowledgment functions	Check (operation)	O	O	O
Tyres and wheels	Check (condition)	O	O	O
Machine damage, missing parts	Check (condition)	O	O	O
Wheel nut	Check (torque)		O	O
Pivot pin nut - rotary actuator	Check (torque)		O	O
Slew ring bolts	Check (torque)			O
Counter weight bolts	Check (torque)			O
Base controller				
Emergency stop	Check (operation)	O	O	O
Platform raise and lower functions	Check (operation)	O	O	O
Electric pump	Check (operation)	O	O	O
Ignition switch	Check (operation)	O	O	O
Base control emergency override	Check (operation)	O	O	O
Horn	Check (operation)	O	O	O
Emergency override switch	Check (operation)	O	O	O
Platform controller				
Emergency stop	Check (operation)	O	O	O
Platform raise and lower functions	Check (operation)	O	O	O
Foot pedal switch	Check (operation)	O	O	O
Steering	Check (operation)	O	O	O
Drive and brake	Check (operation)	O	O	O
Worklight (if installed)	Check (operation)	O	O	O
Power to platform (if power tool installed)	Check (operation)	O	O	O
Horn	Check (operation)	O	O	O

(1) Check the charge level of the batteries at least every 30 days. Charge the batteries if the charge level is below 50%.

10 - Service Engineer Maintenance Tasks

Introduction

Table 166.

Component	Task	250	500
Hydraulics			
Hydraulic hoses	Check (condition)	☐	☐
Hydraulic oil	Check (level)	☐	☐
Hydraulic oil	Check (leaks)	☐	☐
Hydraulic oil	Replace		☐
Hydraulic return filter	Replace		☐
Suction strainer	Replace		☐
Charge pump filter	Replace		☐
High pressure filter	Replace		☐
Vent filter - hydraulic tank	Replace		☐
Electrics			
Battery	Clean	☐	☐
Battery charge	Check	☐	☐
Battery electrolyte level (if applicable)	Check (level)	☐	☐
Battery isolator	Check (operation)	☐	☐
Battery terminal	Clean	☐	☐
Battery leads	Check (condition)	☐	☐
All electrical cables and conductors	Check (condition)	☐	☐
Wiring	Check (condition)	☐	☐
RCBO (Residual Current Breaker with Over-Current)	Check (operation)	☐	☐
AC (Alternating Current) power to platform cables	Visual inspection	☐	☐
AC power to platform cables	Check (operation)	☐	☐
Miscellaneous			
Safety labels - renew as required	Check (condition)	☐	☐
Operator's Manual	Check (condition)	☐	☐
Canopy and latches	Check (condition)	☐	☐
Welds	Check (condition)	☐	☐
Fasteners	Check (condition)	☐	☐
Platform guard rail	Check (condition)	☐	☐
Steer pivots	Grease	☐	☐
Hub oil	Check (level)	☐	☐
Hub oil	Replace		☐
Telescopic boom wear pad	Check (condition)		☐

Component	Task	250	500
Telescopic boom (inner and outer)	Grease (waxoil)	☐	☐
Slew bearing	Check (condition)		☐
Limited driving speed (with platform lifted and stowed)	Check (operation)	☐	☐
Tilt sensor	Check (operation)	☐	☐
Limit switch and boom position indicator	Check (operation)	☐	☐
Axle oscillation lock	Check (operation)	☐	☐
Platform levelling	Check (operation)	☐	☐
Overload system	Check (operation)	☐	☐
Hydraulic system pressure	Check (settings)	☐	☐
Hydraulic system functional test	Check (operation)	☐	☐
Overload test	Check (operation)	☐	☐
Drive speed	Check	☐	☐
Boom and slew speed	Check	☐	☐
Steering linkages	Check (condition)	☐	☐
Travel alarm	Check (operation)	☐	☐
Buzzers	Check (operation)	☐	☐
Platform secondary guarding system	Check (operation)	☐	☐
Slew acknowledgment functions	Check (operation)	☐	☐
Tyres and wheels	Check (condition)	☐	☐
Machine damage, missing parts	Check (condition)	☐	☐
Wheel nut	Check (torque)	☐	☐
Pivot pin nut - rotary actuator	Check (torque)	☐	☐
Slew ring bolts	Check (torque)	☐	☐
Counter weight bolts	Check (torque)	☐	☐
Base controller			
Emergency stop	Check (operation)	☐	☐
Platform raise and lower functions	Check (operation)	☐	☐
Electric pump	Check (operation)	☐	☐
Ignition switch	Check (operation)	☐	☐
Base control emergency override	Check (operation)	☐	☐
Horn	Check (operation)	☐	☐
Emergency override switch	Check (operation)	☐	☐
Platform controller			
Emergency stop	Check (operation)	☐	☐
Platform raise and lower functions	Check (operation)	☐	☐
Foot pedal switch	Check (operation)	☐	☐
Steering	Check (operation)	☐	☐
Drive and brake	Check (operation)	☐	☐
Worklight (if installed)	Check (operation)	☐	☐

Component	Task	250	500
Power to platform (if power tool installed)	Check (operation)	☐	☐
Horn	Check (operation)	☐	☐

(1) Check the charge level of the batteries at least every 30 days. Charge the batteries if the charge level is below 50%.

81 - Clothing and Personal Protective Equipment (PPE)

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00 - General

Introduction

Do not wear loose clothing that can get caught on controls or moving or rotating machine parts. Keep cuffs fastened. Do not wear a necktie or scarf. Keep long hair restrained. Remove rings, watches and personal jewellery. Wear protective clothing and personal safety equipment issued or called for by the job conditions, local regulations or as specified by your employer. It is recommended to put on safety harnesses at all times when operating the machine.

93 - Special Tools

Contents **Page No.**

00 - General

Introduction

The tools shown are the special tools required for completing the procedures described in this manual. These tools are available from JCB Service or in some instances can be manufactured locally.

The tools are divided into three categories:

- Special Tool = Only available from JCB.
- Recommended Tool = Available from JCB but other tool manufacturers/suppliers may offer a tool with the same characteristics.
- General Tool = A tool which is widely available.

Tools other than those listed will be required. It is expected that such general tools will be available in any well equipped workshop or be available locally from any good tool supplier.

Before you start work, make sure that all safety precautions are observed in accordance with the information contained within the relevant support documentation.

03 - Parts List

Introduction

30 - Hydraulic System

Tool Category	Part No.	Description	Qty.	Comments
Special Tool	335/Y9489	Spanner	1	
Special Tool	892/01042	Accumulator Charging Kit (Diaphragm)	1	
Special Tool	892/01043	Accumulator Charging Adaptor	1	
Special Tool	892/01255	Hydraulic Flushing Rig	1	

33 - Electrical System

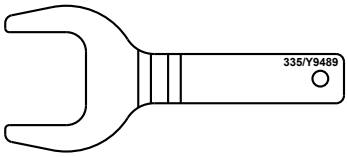
Tool Category	Part No.	Description	Qty.	Comments
General Tool	400/G9956	Battery Tester	1	
Special Tool	400/J2673	Tilt sensor calibration lead	1	
General Tool	892/00349	Wiring Crimp Tool	1	
General Tool	892/00350	Butane Heater	1	
Special Tool	892/01174 728/H5409	Data Link Adaptor (DLA) Kit Data Link Adaptor (DLA 2.0) Kit	1	Unless otherwise stated, you can use any of the tools shown.

75 - Consumable Products

Tool Category	Part No.	Description	Qty.	Comments
Recommended Tool	892/00913	Grease Gun Attachment	1	
General Tool	992/11300	Grease Gun	1	

Component Identification

Special Tool - 335/Y9489 - Spanner

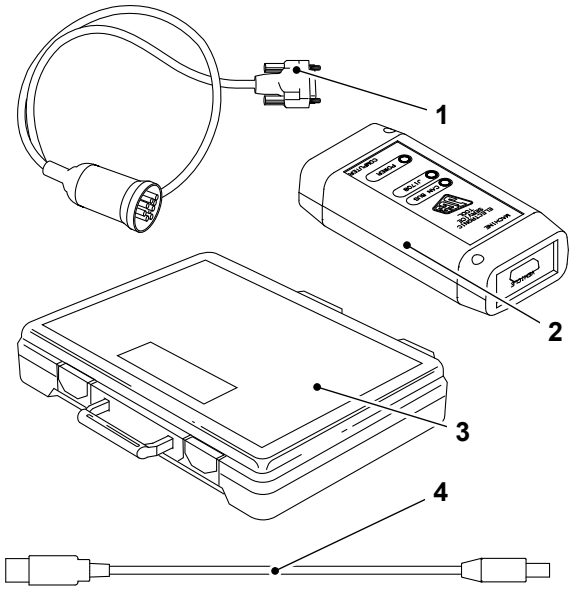


This tool is used to remove the hydraulic tank filler cap installed on your machine. This tool is supplied with machine as a part of standard tool kit.

General Tool - 400/G9956 - Battery Tester

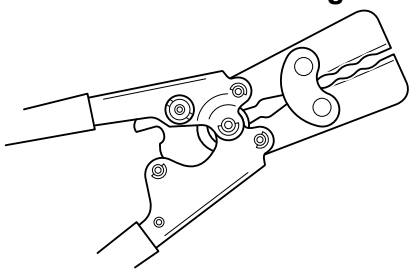
Special Tool - 400/J2673 - Tilt sensor calibration lead

Special Tool - 728/H5409 - Data Link Adaptor (DLA 2.0) Kit

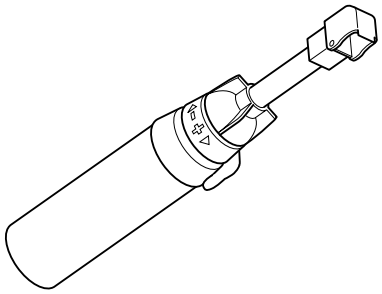


Item	Part No.	Description	Qty.
1		Interconnecting cable, DLA to machine ECU diagnostics socket.	1
2		Data Link Adaptor (DLA 2.0), enables data exchange between the machine ECU (Electronic Control Unit) and a laptop PC loaded with the applicable diagnostics software.	1
3		Kit carrying case.	1
4		Interconnecting cable, DLA to laptop PC.	1

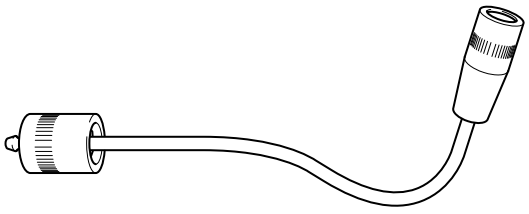
General Tool - 892/00349 - Wiring Crimp Tool



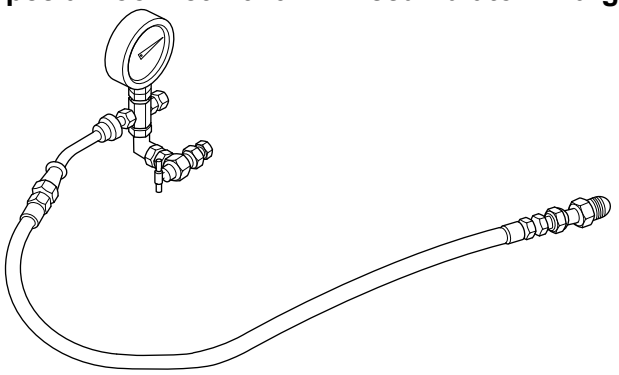
General Tool - 892/00350 - Butane Heater



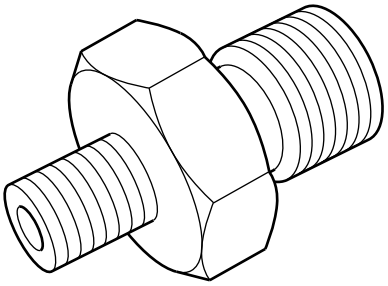
Recommended Tool - 892/00913 - Grease Gun Attachment



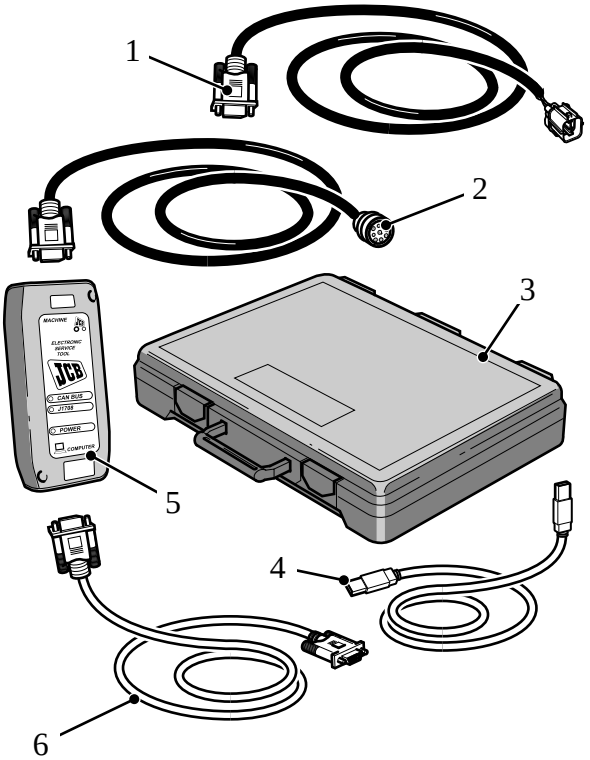
Special Tool - 892/01042 - Accumulator Charging Kit (Diaphragm)



Special Tool - 892/01043 - Accumulator Charging Adaptor



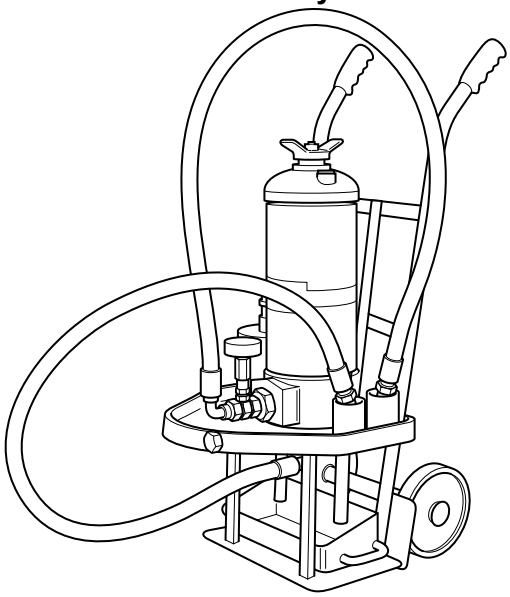
Special Tool - 892/01174 - Data Link Adaptor (DLA) Kit



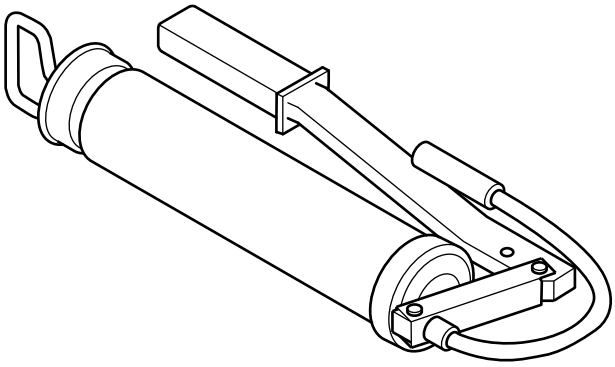
No longer available to order.
Replaced by special tool 728/H5409 (Data Link Adaptor (DLA 2.0) Kit)

Item	Part No.	Description	Qty.
1		Interconnecting cable, DLA to machine ECU diagnostics socket.	1
2		Interconnecting cable, DLA to machine ECU diagnostics socket.	1
3		Kit carrying case.	1
4		Interconnecting cable, DLA to laptop PC.	1
5		Data Link Adaptor (DLA), enables data exchange between the machine ECU (Electronic Control Unit) and a laptop PC loaded with the applicable diagnostics software.	1
6		Interconnecting cable, DLA to laptop PC.	1

Special Tool - 892/01255 - Hydraulic Flushing Rig



General Tool - 992/11300 - Grease Gun



96 - Units of Measurement

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Notes:

00 - General

Technical Data

The standard units of measurement used by JCB are listed below together with the formula for conversion for countries using non metric standards.

Standard Units

Table 167. Force

Measurement (unit)	Convert to	Multiply by
Newton (N)	Kilogram force (kgf)	0.102
	Pound force (lbf)	0.225

Table 168. Length

Measurement (unit)	Convert to	Multiply by
Millimetre (mm)	Inch (in)	0.0394
Metre (m)	Feet (ft)	3.281
	Yard (yd)	1.094
Kilometre (km)	Mile (mile)	0.621

Table 169. Mass

Measurement (unit)	Convert to	Multiply by
Gram (g)	Ounce (oz)	0.035
Kilogram (kg)	Pound (lb)	2.205
Tonne	Ton	0.984

Table 170. Speed

Measurement (unit)	Convert to	Multiply by
Kilometre/Hour (km/h)	mile/hour (mph)	0.621
Metre/Second (m/s)	feet/second (ft/s)	3.281

Table 171. Volume

Measurement (unit)	Convert to	Multiply by
Cubic Centimetre (cm^3)	Cubic Inch (in^3)	0.061
Cubic Metre (m^3)	Cubic Foot (ft^3)	35.315
	Cubic Yard (yd^3)	1.308
Millilitre (ml)	Fluid ounce (fl oz)	0.035
Litre (l)	UK Gallon	0.220
	US Gallon	0.264

Table 172. Flow

Measurement (unit)	Convert to	Multiply by
Litre/Minute (L/m)	UK Gallon/Minute	0.220
	US Gallon/Minute	0.264

Table 173. Area

Measurement (unit)	Convert to	Multiply by
Square Millimetre (mm^2)	Square Inch (in^2)	0.0015
Square Metre (m^2)	Square Foot (ft^2)	10.764
	Square Yard (yd^2)	1.196

Table 174. Torque

Measurement (unit)	Convert to	Multiply by
Newton metre (Nm)	Pound force foot (lb f ft)	0.7376

Table 175. Pressure

Measurement (unit)	Convert to	Multiply by
Bar	Pound force/inch² (psi)	14.5

Table 176. Fuel Consumption

Measurement (unit)	Convert to	Multiply by
Kilometre/Litre (km/l)	Miles/Gallon (mpg)	2.825
	Miles/ US Gallon	2.352

Table 177. Temperature

Measurement (unit)	Convert to	Formula
Degrees Celsius (°C)	Degrees Fahrenheit (°F)	Multiply by 9, Divide by 5, Add 32

Table 178. Power

Measurement (unit)	Convert to	Multiply by
KiloWatt (kW)	Horsepower (hp)	1.341

Table 179. Time

Measurement (unit)
Second (s)
Minute (min)
Hour (h)

Table 180. Current

Measurement (unit)
Ampere (A)

Table 181. Voltage

Measurement (unit)
Volt (V)

Table 182. Noise Levels

Measurement (unit)
Sound pressure level (LpA)
Sound power level (LwA)