OPERATOR'S MANUAL



EXCAVATOR

220LC Xtra

EN - 9831/2050
ISSUE 2 - 07/2016

THIS MANUAL SHOULD ALWAYS STAY WITH THE MACHINE

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Safety

Safety - Yours and Others

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, 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.

Safety Warnings

In this manual and on the machine, 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 (shown) also helps to identify important safety messages in this manual and on the machine. When you see this symbol, be alert, your safety is involved, carefully read the message that follows, and inform other operators.

Figure 2. The safety alert system



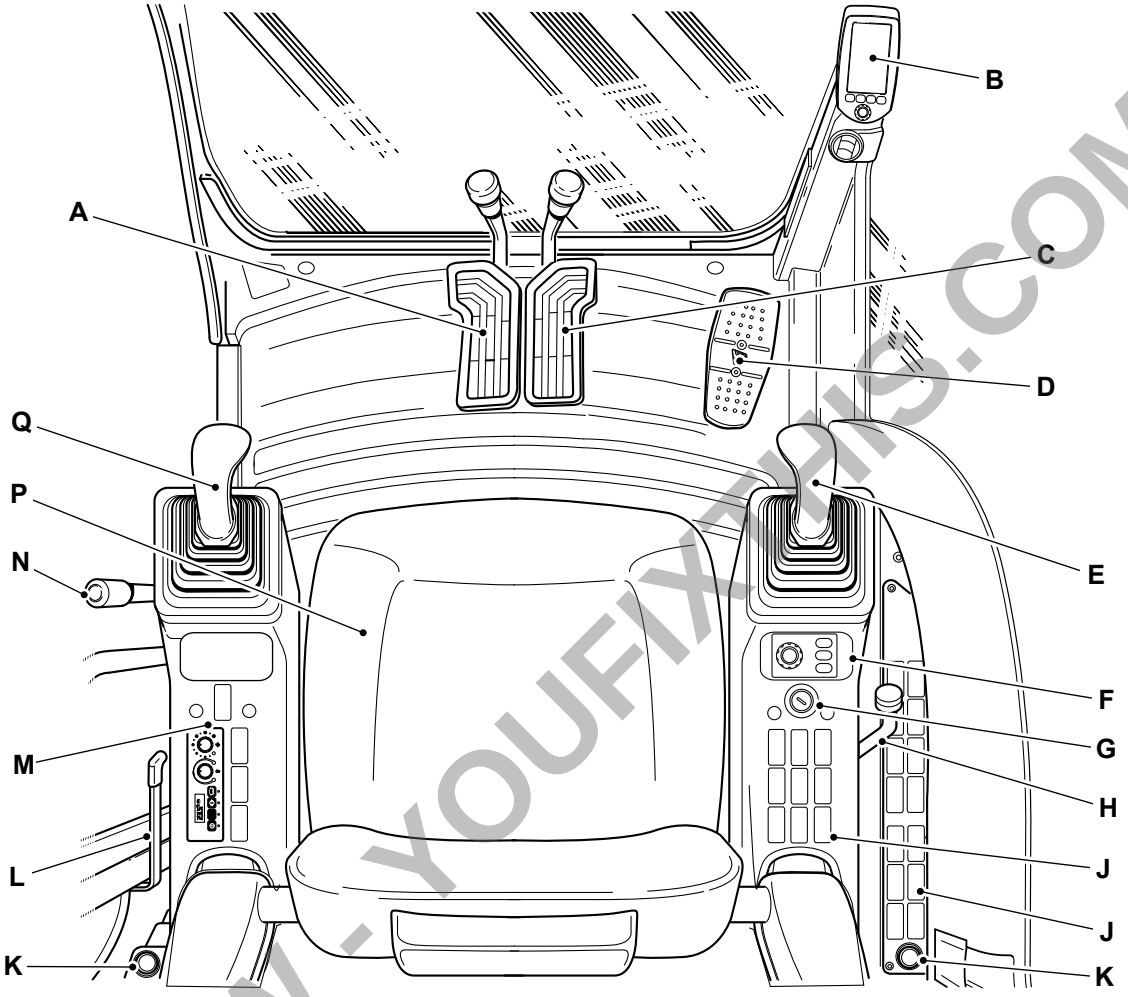
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Operator Station

Component Locations

Figure 8.



A Left hand track control, Refer to: Operation > Drive Controls > Track Controls (Page 55).

B DECU (Display Electronic Control Unit), Refer to: Operation > Instruments > Instrument Panel (Page 59).

C Right hand track control, Refer to: Operation > Drive Controls > Track Controls (Page 55).

D Optional circuit pedal, Refer to: Operation > Operating Levers/Pedals > Auxiliary Circuit Controls (Page 89).

E Right joystick, Refer to: Operation > Operating Levers/Pedals > Excavator Arm Controls (Page 84).

F Machine power band controller, Refer to: Operation > Instruments > General (Page 58).

G Ignition switch, Refer to: About the Product > Interior Switches > Ignition Switch (Page 16).

H Dozer lever,

J Right switch console, Refer to: About the Product > Console Switches (Page 13).

K 12V auxiliary power socket, Refer to: Operation > Power Sockets > Auxiliary Power Socket (Page 108).

L Door lever, Refer to: Operation > Doors > Operator Door (Page 29).

M Left switch console, Refer to: About the Product > Console Switches (Page 13).

N Controls isolation lever,Refer to: Operation > Safety Equipment > Control Lock (Page 53).

P Seat, Refer to: Operation > Operator Seat (Page 37).

Q Left joystick, Refer to: Operation > Operating Levers/Pedals > Excavator Arm Controls (Page 84).

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Figure 95.



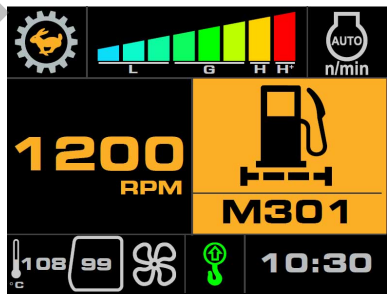
- Low-Flow operating flow- This is normally set according to the recommended flow rating on the attachment datasheet but can be adjusted lower to optimize attachment performance.
- Low-Flow operating pressure- This is set normally between 10–30bar below the ARV pressure and can be adjusted to optimize attachment performance.
- Low-Flow ARV pressure- This is set according to the recommended pressure rating on the attachment data sheet.

Make the attachment active in the attachment overview screen to be begin operation.

Faults

If a service fault is recognised by the machines electronic system a fault icon and fault code is displayed on the right side of the home screen. The fault indicator is illuminated amber. The buzzer sounds momentarily when a service fault is active. The code will remain until it is acknowledged by pressing the enter button. The fault indicator remains on if the fault is acknowledged with the enter button. If multiple service faults are active, the fault screen (icon and fault code) shall alternate through the active faults.

Figure 96.

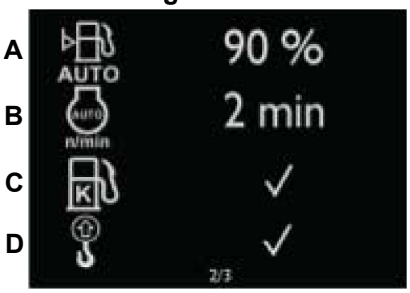


When a critical fault is active, the left area of the main screen will show the fault icon and the right area of the main screen will show the 3 or 4 digit fault code. The fault indicator is illuminated red. The buzzer sounds when a critical fault is active. It sounds until the critical fault is no longer active. The active fault screen alternates with the standard main screen but with a colour substitution:

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Figure 67.



A Auto refuel maximum level
B Auto idle time
C Kerosene
D Overload warning system

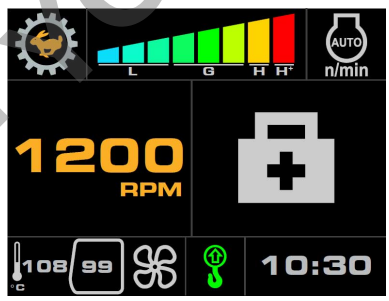
Figure 68.



A Slew/boom priority default
B Dipper arm limiter setup
C ISO/SAE controls selection

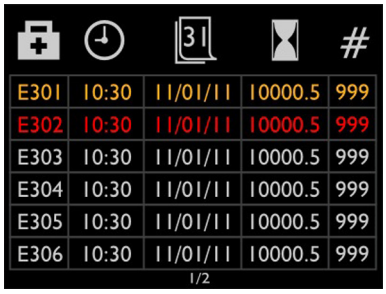
Error Log

Figure 69.



Press the rotary control again to display a list of the machine faults recorded. Turn the rotary control to switch between screens 1 and 2. Press the back button to return.

Figure 70.



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2. Stop the engine and let it cool for at least one hour. Do not try to clean any part of the engine 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.

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Cylinder Rams

Check (Condition)

Extend each ram fully, one at a time and visually examine for score marks, dents, leaks or similar defects. Make the machine safe before inspecting each ram.

If a ram piston appears defective, contact your service engineer or JCB dealer.

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1. Isolate the machine electrics.
   Refer to: Operation > Battery Isolator (Page 109).
2. Make sure that the machine electrics are isolated.

A defective isolator must be repaired before the machine is used. For more information, contact your JCB dealer.

Fuses

Replace

⚠ **Notice:** Always replace fuses with ones of correct ampere rating to avoid electrical system damage.

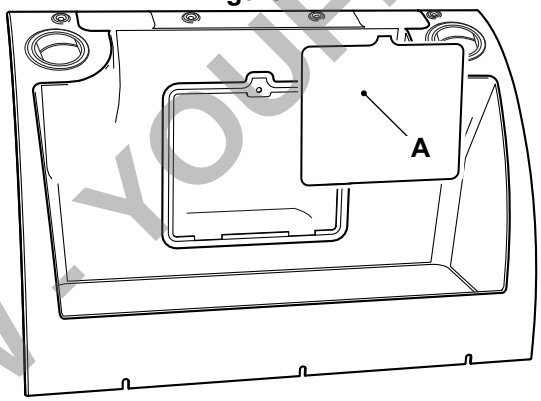
The electrical circuits are protected by fuses. If a fuse blows, find out why before a new one is installed. For more information on the individual fuses:Refer to: Technical Data > Electrical System > Fuses (Page 216).

Fuse - Cab

The fuses are installed in the rear stowage area. Open the cover to get access to the fuses.

For fuse identification, a label is attached to the rear of cover.

Figure 214.

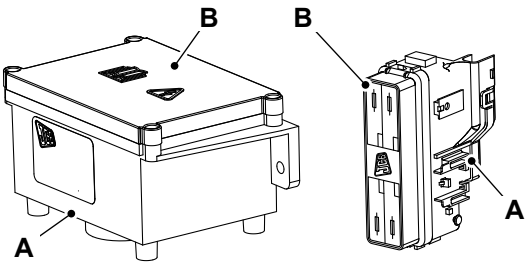


A Cover

Fuses - Battery Bay

The fuses are installed in the battery bay. Remove the cover and open the box to get access to the fuses.

Figure 215.



A Box

B Cover

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11. Lift the machine slightly to check the balance of the machine and the installation of the lifting equipment. If the machine does not lift horizontally, adjust the length of the slings. Proceed slowly and evenly until the lift is complete.
12. Keep the machine horizontal during the lift. The centre of gravity of the machine is approximately above the slew centre.

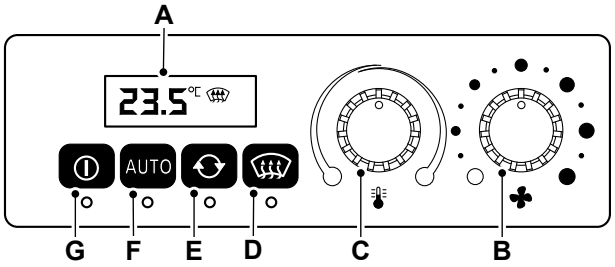
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Heater/Air Conditioning Controls

Introduction

Figure 146.



A Display
B Fan speed switch
C Temperature control switch
D Defrost/Demist switch
E Recirculation switch
F Auto mode switch
G On/Off switch

The heater/air conditioning control panel is installed on the left console.

Adjust the air vents to direct the hot air flow to the front window (for demisting) and/or the cab floor.

To activate the control panel push the On/Off switch, the switch LED (Light Emitting Diode) and the panel will illuminate.

Auto Mode

The heater can be set to a selected temperature. The fan speed and the temperature are then automatically controlled to maintain the set temperature.

1. Push the auto mode switch to start the auto mode. The LED will illuminate and the letter 'A' is shown on the display.
2. Turn the temperature control switch to set the required temperature. This temperature is shown on the display and the fan speed is automatically set to reach and then maintain this set temperature.
3. If the fan speed switch is adjusted, then the auto mode will have to be reset. Push the auto mode switch to reactivate.
4. In hot weather or dusty environments, the recirculation mode should be used. Push the recirculation switch.

Recirculation Mode

To start, push the defrost/demist switch, the LED will illuminate and the switch symbol is shown on the display.

In hot weather to produce comfortable working conditions:

1. Close the door and windows.
2. Push the recirculation switch.
3. Turn the fan speed switch clockwise and direct the air flow into the body of the cab.
4. Turn the temperature control switch fully counterclockwise for maximum defrost. If the temperature in the cab drops too low turn the switch clockwise.

Defrost/Demist Mode

In cold/damp weather, to minimise misting:

1. Close the door and windows.

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Sun Visor/Sunblind

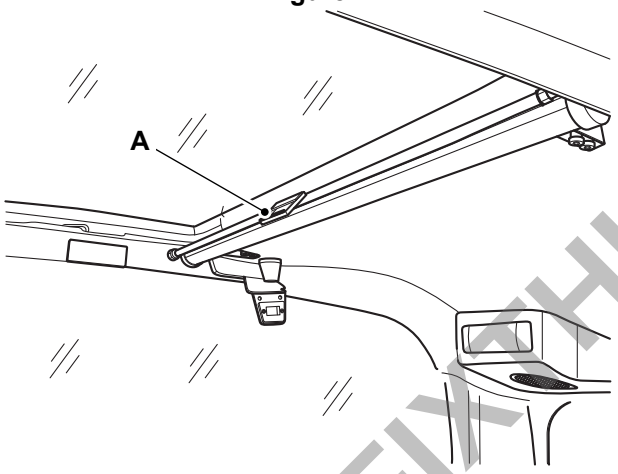
Sunblind

Standard Sunblind

The sunblind is installed in the cab roof and can be secured in three positions:

1. Use the handle in the centre of the sunblind lower edge to pull the sunblind forward.

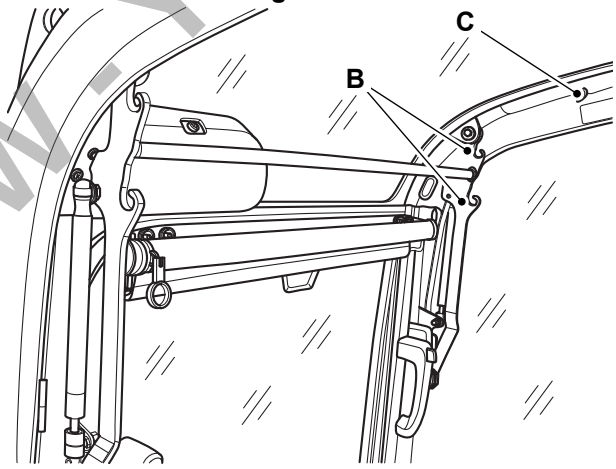
Figure 21.



A Handle

2. Attach both sides of the sunblind edge on to the front hooks or upper hooks.

Figure 22.



B Front hooks **C** Upper hooks

3. To release the sunblind, hold the handle, release the bottom edge of the sunblind from the hooks and let the sunblind slowly rewind back into the stowed position.

Optional Sunblind - Full Length

The sunblind is installed at the top of the cab front window and can be secured in three positions on the front window or alternatively secured in position on the ceiling:

1. Use the handle in the centre of the sunblind lower edge to pull the sunblind downwards or backwards.

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