Dear JCB Customer

Even if you have operated this type of equipment before, it is very important that your new machines operations and functions are explained to you by a JCB Dealer Representative following delivery of your new machine.

Following the installation you will know how to gain maximum productivity and performance from your new product.

Please contact your local JCB dealer if the Installation Form has not yet been completed with you.

Your Local JCB Dealer is:

OPERATOR MANUAL

THIS MANUAL SHOULD ALWAYS STAY WITH THE MACHINE

BACKHOE LOADER - 3CX, 4CX ECO

ENGLISH - 9821/1300 - ISSUE 1 - JANUARY 2011

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Safety Notices

Important Information

T1-042

The Operator Manual

⚠ WARNING

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

INT-1-4-2

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

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

Safety Warnings



This safety alert system identifies important safety messages in this manual. When you see this symbol, be alert, your safety is involved, carefuly read the message that follows, and inform other operators.

In this publication and on the machine, there are safety notices. Each notice starts with a signal word. The signal word meanings are given below.

⚠ DANGER

Denotes an extreme hazard exists. If proper precautions are not taken, it is highly probable that the operator (or others) could be killed or seriously injured.

INT-1-2-1

⚠ WARNING

Denotes a hazard exists. If proper precautions are not taken, the operator (or others) could be killed or seriously injured.

INT-1-2-2

⚠ CAUTION

Denotes a reminder of safety practices. Failure to follow these safety practices could result in injury to the operator (or others) and possible damage to the machine.

INT-1-2-3

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Identifying Your Machine

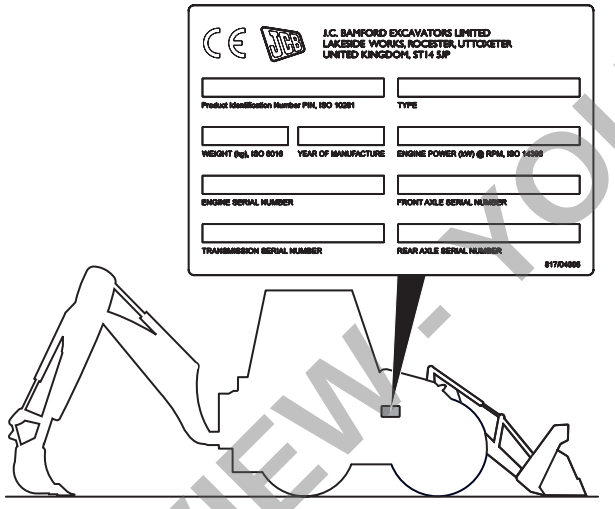
Machine Identification Plate

Your machine has an identification plate mounted as shown. The serial numbers of the machine and its major units are stamped on the plate.

Note: *The machine model and build specification is indicated by the PIN. Refer to* ***Typical Product Identification Number (PIN)****.*

The serial number of each major unit is also stamped on the unit itself. If a major unit is replaced by a new one, the serial number on the identification plate will be wrong. Either stamp the new number of the unit on the identification plate, or simply stamp out the old number. This will prevent the wrong unit number being quoted when replacement parts are ordered.

The machine and engine serial numbers can help identify exactly the type of equipment you have.

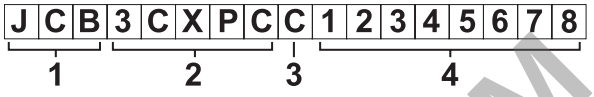


T025210-3

Fig 4.

Typical Product Identification Number (PIN)

P2-1006



T016220-8

Fig 5.

1 World Manufacturer Identification (3 Digits)

2 Machine Model (5 Digits)

3 Check Letter (1 Digit)

The Check Letter is used to verify the authenticity of a machine's PIN.

4 Machine Serial Number (8 Digits)

Each machine has a unique serial number.

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Cab Layout (Manual Controls)

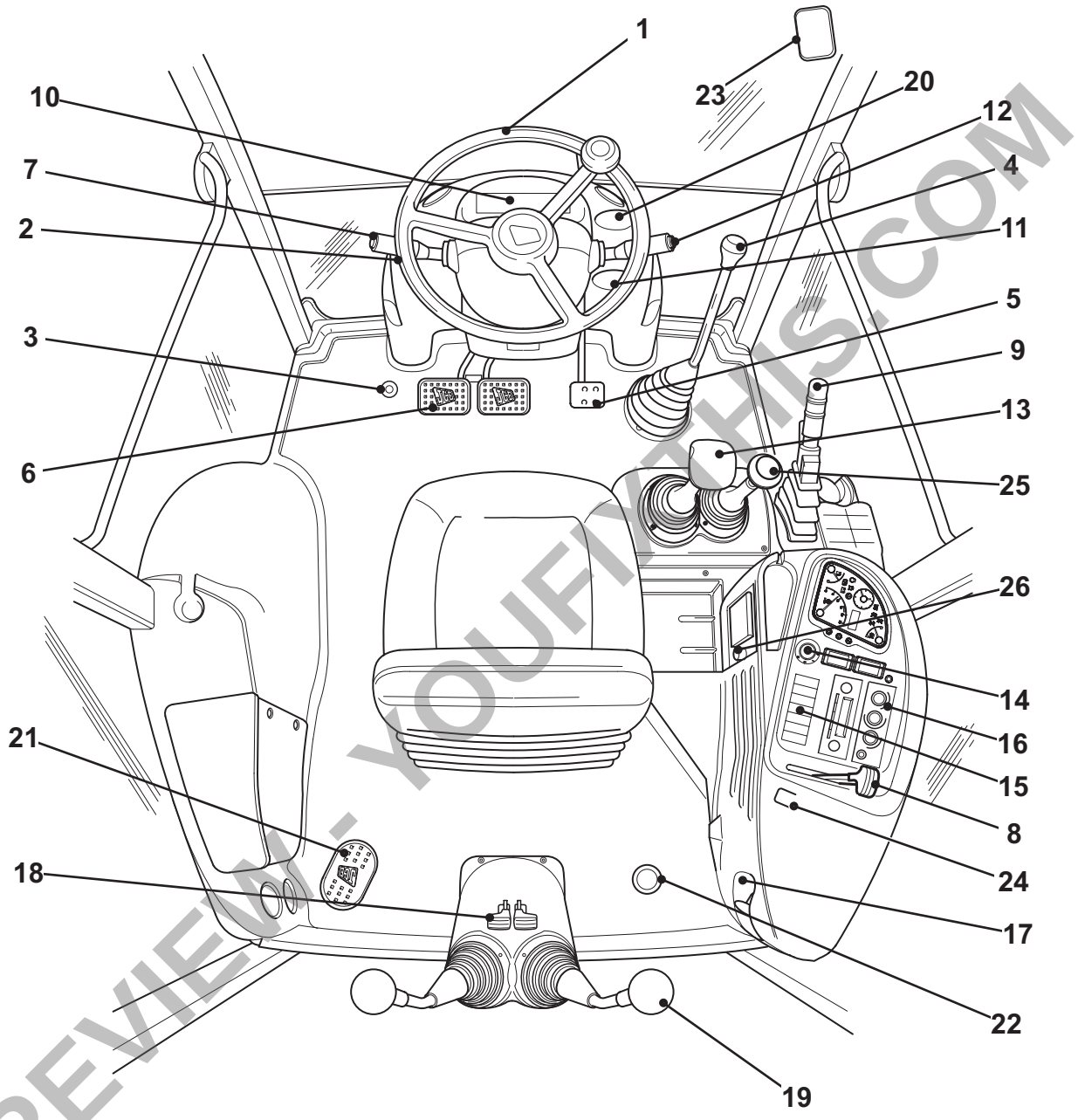


Fig 24.

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Starting The Engine

1 Read and comply with **Before Starting The Engine**.

2 Put the Forward, Reverse lever in neutral.

The engine will not start unless the forward, reverse lever **A** is in neutral.

3 Put the gear lever in neutral.

Note: *The gear lever **B** is only fitted to machines equipped with Synchro Shuttle (manual) transmission.*

4 Set the hand throttle lever to minimum.

Make sure that hand throttle lever **C** is set at the minimum engine revs position.

5 It is recommended that the Hydraulic Flow Control Eco switch (if fitted) is selected to **LO** when starting the engine to reduce the load on the engine and help it start.

⚠ WARNING

Exhaust Gases

Breathing the machine exhaust gases can harm and possibly kill you. Do not operate the machine in closed spaces without making sure there is good ventilation. If possible, fit an exhaust extension. If you begin to feel drowsy, stop the machine at once and get into fresh air.

INT-2-1-10_2

6 Normal engine start.

a Slightly depress the accelerator pedal **D**.

Note: *If the temperature is above -6ºC (21ºF), the cold climate heater warning light will flash momentarily to indicate the system is functioning correctly (Where this option is fitted).* ⇨ ***Fig 45. (🗋 58)***.

b Turn the starter switch **E** to position III and hold it there until the engine starts.

7 Cold climate engine start (if fitted), -6ºC (21ºF).

a Turn the starter switch **E** to position I, the cold start inlet manifold heater warning light will come ON. ⇨ ***Fig 45. (🗋 58)***.

b Fully depress the accelerator pedal to the floor.

c When the warning light goes OFF, turn the starter switch **E** to the `start' position III and hold it there until the engine starts.

Note: *Do not operate the starter motor for more than 10 seconds without the engine firing. If the engine fires but does not fully start, do not operate the starter motor for more than 40 seconds. Let the starter motor cool for at least two minutes between starts.*

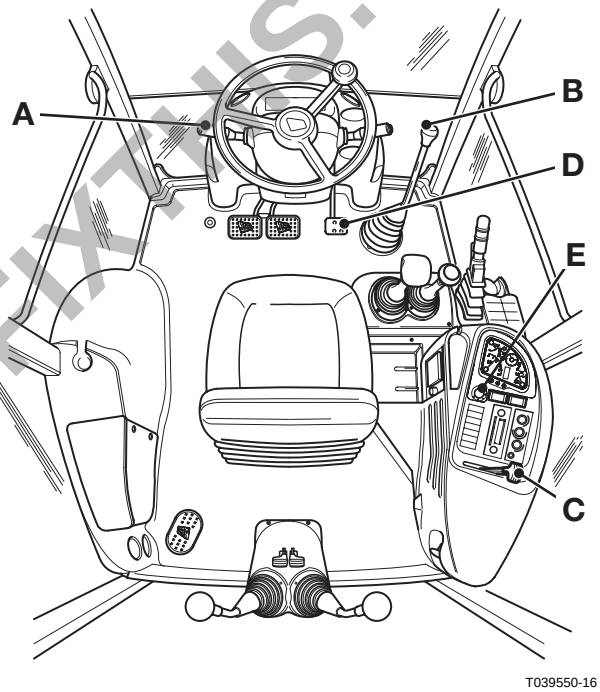


Fig 168. Manual Controls

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Checking the Hub Oil Levels

T3-011_2

Check each hub separately.

1 Park the machine on level ground with the OIL LEVEL mark horizontal. There is a tolerance of 5 mm (0.2 in) above or below the horizontal.

2 Engage the park brake. Set the transmission to neutral. Lower the attachments to the ground. Stop the engine and remove the starter key.

3 Clean the area around the fill/level plug **301-C**. Remove the plug. Oil should be level with the bottom of the hole. If necessary, add the recommended oil. Clean the plug before refitting it.

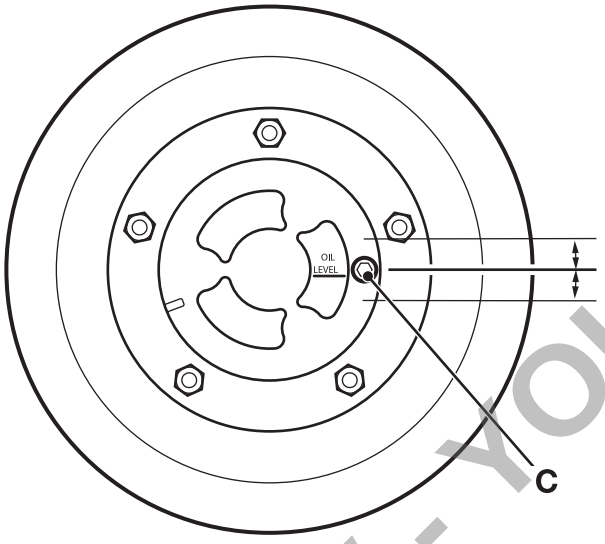


Fig 301.

Changing the Hub Oil

Change the oil in each hub separately

1 Set the machine level, with the wheels just clear of the ground. Manually rotate the wheels to bring the OIL LEVEL mark on the hubs to the vertical position, with the fill/level plugs **302-C** at the bottom.

2 Drain the oil:

a Place a container of suitable size beneath plug **302-C** to catch the oil.

⚠ CAUTION

Oil will gush from the hole when the drain plug is removed. Keep to one side when you remove the plug.

2-3-4-2

b Remove fill/level plugs **302-C**. Allow time for the oil to drain out.

3 Set OIL LEVEL marks to the horizontal.

a Fill the hubs with recommended axle oil, through the fill/level holes **302-C**. Oil should be level with the bottom of the fill/level hole.

b Clean and refit fill/level plugs **302-C**.

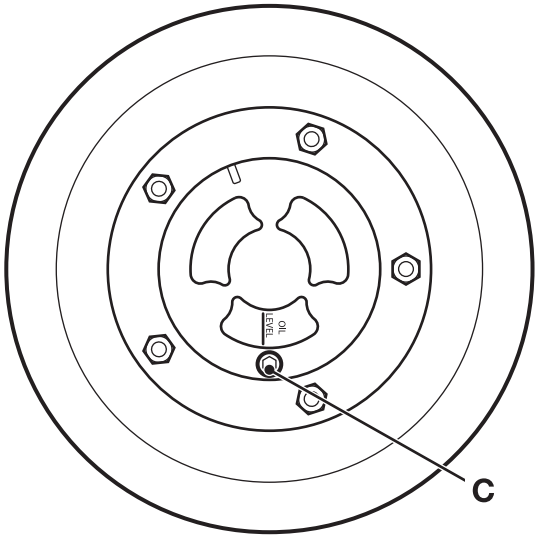


Fig 302.

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Easy Controls

The knuckle boom permits the dipper to be pivoted up to 30 degrees each side of the centre line. With a knuckle boom you can, for example, dig around obstacles without moving the machine.

1 Make sure the seat is locked in the rear facing position.

2 Press rocker switch **A** to change between loader clam and excavator.

3 Press and release the servo enable switch **B**, the lights on the top of both joysticks will illuminate. ⇒ *Fig 212. (154)*.

4 Raise the bucket.

5 Push the right hand control lever switch to the left to pivot left **C** and right to pivot to the right **D**.

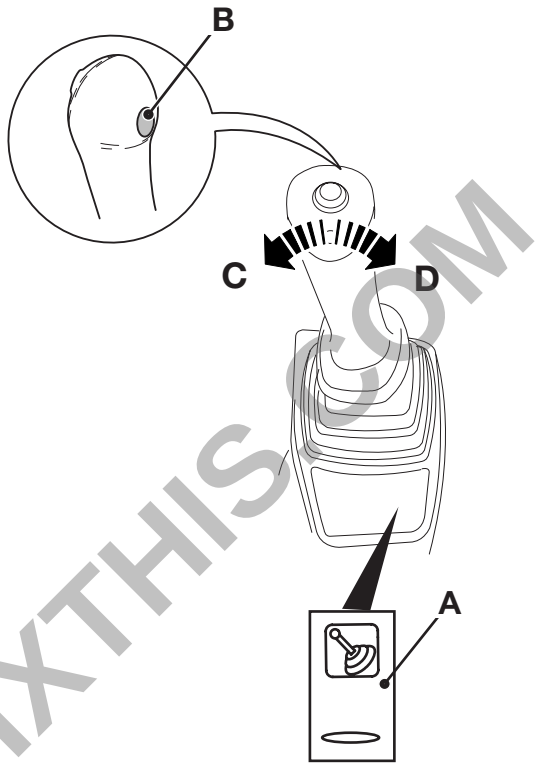


Fig 212.

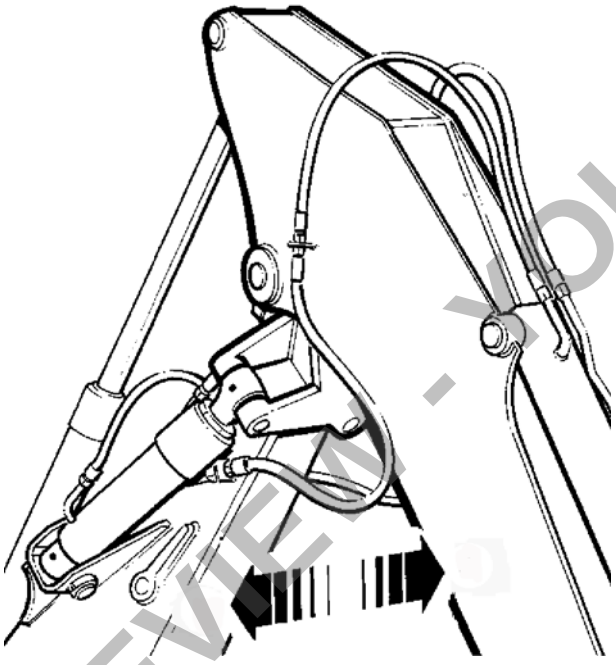


Fig 211.

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Service Schedules

Introduction

T3-036_3

⚠ WARNING

Maintenance must be done only by suitably qualified and competent persons.

Before doing any maintenance make sure the machine is safe, it should be correctly parked on level ground.

To prevent anyone starting the engine, remove the starter key. Disconnect the battery when you are not using electrical power. If you do not take these precautions you could be killed or injured.

8-3-1-1

A badly maintained machine is a danger to the operator and the people working around him. Make sure that the regular maintenance and lubrication jobs listed in the service schedules are done to keep the machine in a safe and efficient working condition.

Apart from the daily jobs, the schedules are based on machine running hours. Keep a regular check on the hourmeter readings to correctly gauge service intervals. When there is no hourmeter fitted, use the calendar equivalents to determine the service intervals. Refer to ***Calendar Equivalents***. Do not use a machine which is due for a service. Make sure any defects found during the regular maintenance checks are rectified immediately.

How to Use the Service Schedules

T3-012_4

In the example shown, **A** shows all service requirements to be carried out every 10 hours and **B** shows the requirements to be carried out every 500 hours.

Important: *Services should be carried out at either the hourly interval or calendar interval, whichever occurs first. Refer to* ***Calendar Equivalents****.*

Important: *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.*

Pre-start Cold Checks, Service Points and Fluid Levels

	Operation	A: 10	50	100[1]	B: 500	1000	2000	8000
ENGINE								
Coolant Quality and Level	- Check	□	□	□	□	□		
Cooling System	- Drain and Refill						□	□
Oil level	- Check	□	□					
Oil and Filter[2][3][4]	- Change				□	□	□	□
Air Cleaner Dust Valve[5]	- Change				□	□	□	□
Air Cleaner Outer Element[5]	- Change					□	□	□
Air Cleaner Inner Element	- Change						□	□
Pre-Cleaner (if fitted)	- Check			□				
Water Seperator	- Check for contamination and Drain		□	□	□	□	□	□
Engine Fuel Filter	- Change					□	□	□
Front End Accessory Drive (FEAD) Belt Condition	- Check				□	□	□	□
Front End Accessory Drive (FEAD) Belt	- Change							□
Engine Mounting Bolts for Tightness	- Check			□	□	□	□	□
All Hoses - Condition	- Check			□	□	□	□	□
Radiator[5]	- Clean				□	□	□	□
Crankcase Ventilation Filter	- Change					□	□	□

795390-1

Calendar Equivalents

T3-051

Every 10 Hours = Daily

Every 50 Hours = Weekly

Every 500 Hours = Six Months

Every 1000 Hours = Yearly

Every 2000 Hours = 2 Years

Every 6000 Hours = 6 Years

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	Operation	10	50	100(1)	500	1000	2000	6000
BRAKES								
Park Brake ⇨ *Park Brake (🗋 218)*.	- Check / Adjust			☐	☐	☐	☐	☐
ELECTRICS								
Battery Electrolyte Level (if applicable) ⇨ *Checking the Electrolyte Level (🗋 220)*.	- Check				☐	☐	☐	☐
Wiring for Chaffing/Routing ⇨ *Check the Electrical Circuits (🗋 201)*.	- Check		☐	☐	☐	☐	☐	☐
Battery Terminals for Condition and Tightness ⇨ *Battery Disconnection/Connection (🗋 220)*.	- Check			☐	☐	☐	☐	☐
BODYWORK AND CAB								
All Pins and Bushes ⇨ *Greasing (🗋 203)*.	- Check / Grease	☐	☐	☐	☐	☐	☐	☐
Door/Window Hinges	- Lubricate				☐	☐	☐	☐
All Cables	- Lubricate				☐	☐	☐	☐
Cab Heater Fresh Air Filter(4) ⇨ *Cleaning the Cab Heater Fresh Air Filter (🗋 216)*.	- Clean / Change				☐	☐	☐	☐
Cab Air Conditioning Recirculation Filter (if fitted) (4) ⇨ *Changing the Cab Air Conditioning Recirculation Filters (If Fitted) (🗋 217)*.	- Clean/Change				☐	☐	☐	☐
Extending Dipper ⇨ *Greasing (🗋 203)*.	- Adjust / Grease		☐	☐	☐	☐	☐	☐
Kingpost clamp ⇨ *Kingpost Clamps (🗋 140)*.	- Check / Adjust			☐	☐	☐	☐	☐
Door - Fit and Catches	- Check			☐	☐	☐	☐	☐
Cab Seat - Operation ⇨ *Check the Seat and Seat Belt (🗋 200)*	- Check			☐	☐	☐	☐	☐
Front Mudguards - Security (if fitted)	- Check			☐	☐	☐	☐	☐
Windscreen Washer Fluid Level ⇨ *Windscreen Washer (🗋 263)*.	- Check	☐	☐	☐	☐	☐	☐	☐
Boom Lock Engagement ⇨ *Boom and Slew Locks (🗋 112)*.	- Check	☐	☐	☐	☐	☐	☐	☐
Condition of Paintwork ⇨ *Check the Machine Body and Structure (🗋 200)*.	- Check			☐	☐	☐	☐	☐
Stabiliser Legs (Sideshift) ⇨ *Stabiliser Legs (Sideshift Machines Only) (🗋 261)*.	- Check / Adjust		☐	☐	☐	☐	☐	☐
Machine Generally ⇨ *Cleaning the Machine (🗋 196)*.	- Check / Clean	☐	☐	☐	☐	☐	☐	☐
ROPS/FOPS ⇨ *Checking The ROPS/FOPS Structure (🗋 201)*.	- Check					☐	☐	☐
Power Sideshift Wear Pads ⇨ *Greasing (🗋 203)*.	- Grease	☐	☐	☐	☐	☐	☐	☐
Power Sideshift Wear Pads ⇨ *Wear Pads (🗋 259)*.	- Check					☐	☐	☐

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Air Filter

Changing the Air Filter Elements

CAUTION

The outer element must be renewed immediately if the warning light on the instrument panel illuminates.

2-3-3-1

Note: *Do not attempt to wash or clean the elements - they must only be renewed.*

Note: *A new inner element must be fitted at least every other time the outer element is changed. As a reminder, mark the inner element with a felt tipped pen each time the outer element is changed.*

1 Get access to the engine. Refer to ***Access Panels, Engine Cover***.

2 Depress clips **B** and lift off cover **C**. Remove outer element **D**. Take care not to tap or knock the element.

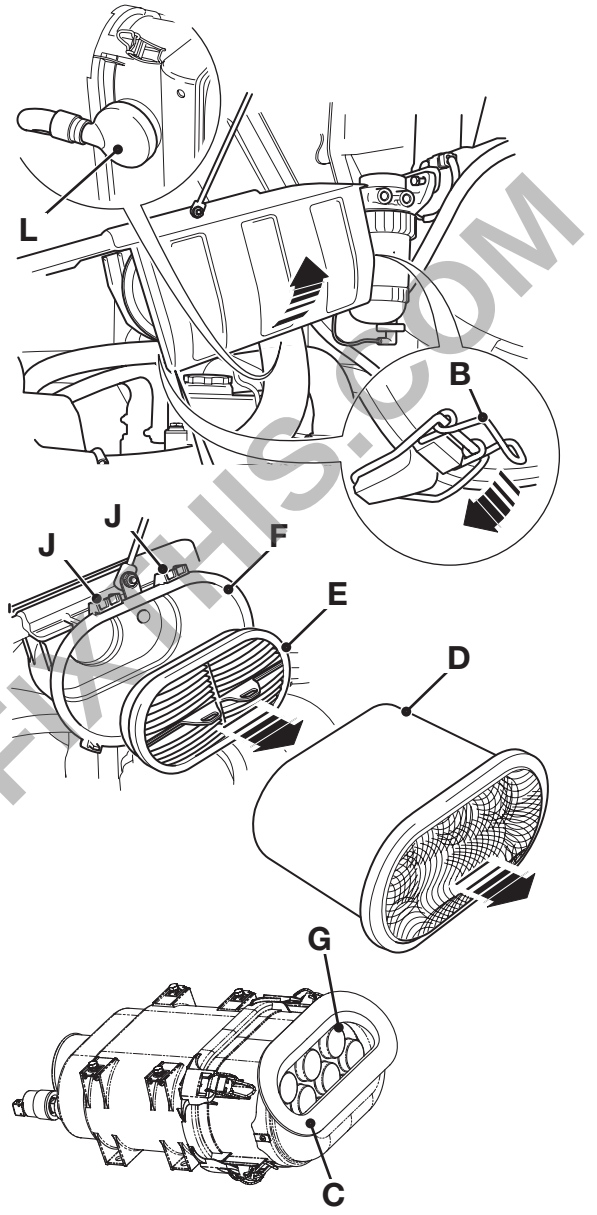
3 If the inner element **E** is to be changed, lift up pulls and remove inner element **E**.

4 Clean inside the housing **F**, and cover **C** make sure the air holes **G** are clear.

5 Check that the scavenge pipe (or dust valve if fitted) is securely fitted and is in good condition **L**.

6 Insert the new elements **E** and **D** into the housing, pushing them firmly in so that they are fully seated.

7 Fit cover **C**, secure with clips **B**.



T053980

Fig 283.

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Specifications

Lifting (Object Handling) Regulations and Safe Working Loads

Introduction

Lifting (Object Handling) Regulations

The owner and/or operator must make sure that he fully understands the laws and regulations concerning the use of the JCB Backhoe Loader as an earthmover and as an object handling machine. Consult your JCB distributor for further information.

Your machine may be used for object handling if it has been fitted with an approved lifting point such as a hook / shackle or hose burst check valve, if it has been tested, plated and certified for its safe working load, and if all other regulation requirements have been met (consult your JCB distributor).

Note: *In certain countries Safety Regulations in force call for the application of specific safety factors. Consult your JCB distributor for information.*

Note: *All figures and lift capacities in this section are based on the machine being on level, solid ground.*

Safe Working Loads

P11-5001_3

⚠ WARNING

The safe working load shown on lifting accessories (for example chains, etc.) is not the safe working load of the machine.

M0002

The maximum load which may be lifted depends on the equipment fitted to the machine and the laws and regulations in force at the time and in the country in which the machine is being used.

If your machine is equipped to be operated under 'Exemption Certificate' rules, your Exemption Certificate will specify the Safe Working Loads.

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occurs first). You should notify your Distributor in advance to allow the necessary arrangements to be made.

Fit for Purpose Tests for Lifting Equipment

T3-097

All lifting equipment (for example forks, lifting hooks and shackles) need regular inspection and testing by a competent person to ensure they are fit for purpose.

This may be needed every six months or at least annually in some countries to meet and comply with legislation and for insurance purposes.

Check with your local JCB distributor for further advice.

Obtaining Replacement Parts

T3-096

If you use non-genuine JCB parts or consumables, then you can compromise the health and safety of the operator and cause machine failure

A Parts Book for your machine is available from your JCB Distributor. The Parts Book will help you identify parts and order them from your JCB distributor.

Your dealer will need to know the exact model, build and serial number of your machine. See ***Identifying Your Machine (Introduction section)***.

The data plate also shows the serial numbers of the engine, transmission and axle(s), where applicable. But remember if any of these units have been changed, the serial number on the data plate may be wrong. Check on the unit itself.

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Check the Electrical Circuits

T3-099

Inspect the electrical circuits regularly for:

- Damaged connectors
- Loose connections
- Chafing on wiring harnesses
- Corrosion
- Missing insulation
- Incorrect routing of harness

Do not use the machine if one or more of these faults are found. You must make sure that the electrical circuit is repaired immediately.

Checking The ROPS/FOPS Structure

⚠ WARNING

You could be killed or seriously injured if you operate a machine with a damaged or missing ROPS/FOPS. If the Roll Over Protection Structure (ROPS)/Falling Objects Protection Structure (FOPS) has been in an accident, do not use the machine until the structure has been renewed. Modifications and repairs that are not approved by the manufacturer may be dangerous and will invalidate the ROPS/FOPS certification.

INT-2-1-9_6

Check the structure for damage. Check that the mounting bolts are installed and undamaged. Check the bolt torques. ⇨ *Torque Settings (201)*. Tighten them to the correct torque if necessary.

1 Remove the rear wheels to gain access to the rear mounting bolts **A**.

2 Remove the covers **C** and external trim panels **D** to gain access to the front mounting bolts **B**.

Table 9. Torque Settings

Bolts **A** and **B**	205 Nm (150 lbf ft)

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Front Axle (2 Wheel Drive Machines)

9 Grease Points

Note: *Grease point **5** is a remote grease point mounted on the side of the mainframe chassis (near the left front wheel).*

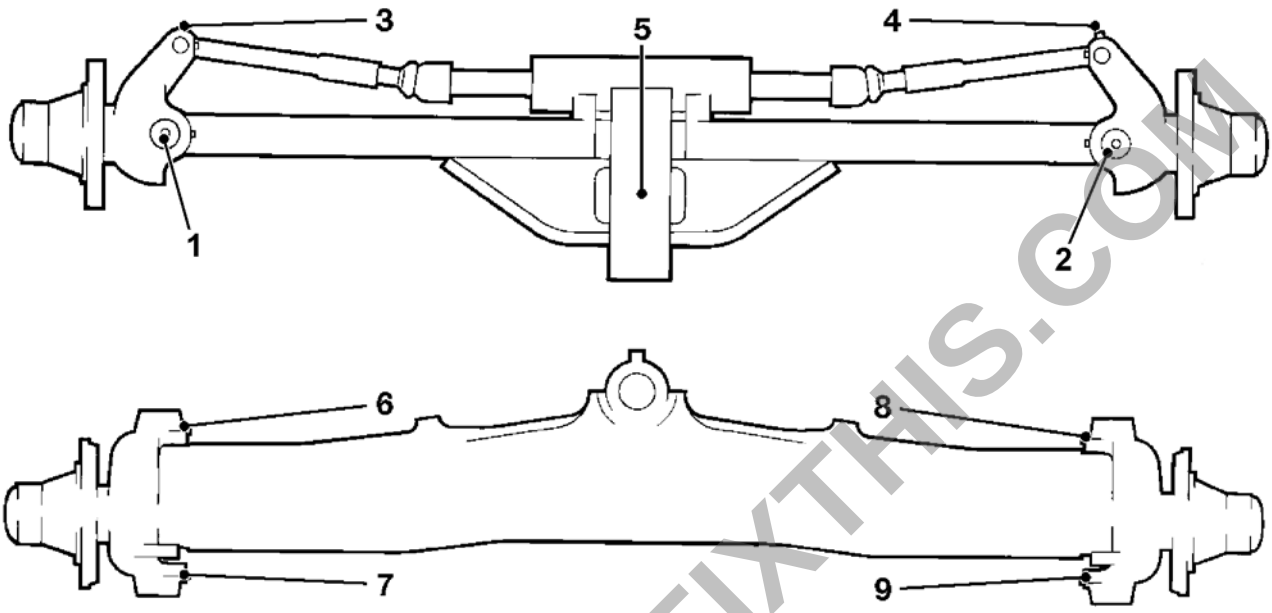


Fig 243.

Front Axle (4 Wheel Drive Machines)

5 Grease Points

Note: *Grease point **5** is a remote grease point mounted on the side of the mainframe chassis (near the left front wheel).*

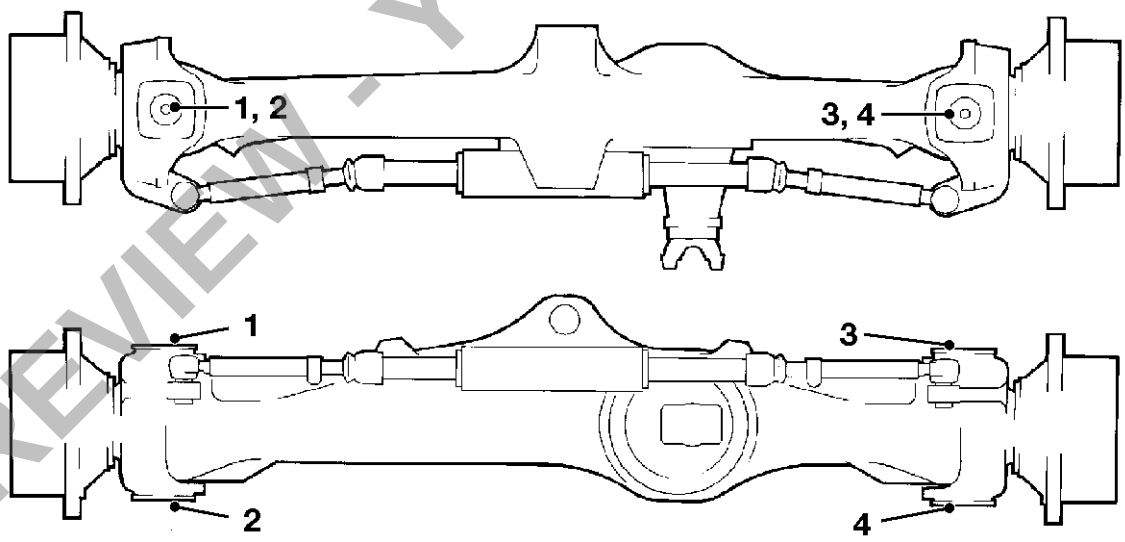


Fig 244.

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Stabiliser Legs (Sideshift Machines Only)

The wear pads support and guide the inner leg section. They ensure that during extension and retraction the inner leg is kept central and has a minimum amount of 'float'.

Upper wear pads **A** (4 off) are fitted to the top of the inner leg as shown. The upper pads are available in 3 sizes and are colour coded; 5mm (green); 6mm (red) and 7mm (blue). Lower wear pads comprise adjustable pads **B** (2 off) and fixed pads **C** (2 off).

When pads **A** and **C** have worn to a minimum thickness of 0.5 mm (0.020 in.) they must be replaced with new ones. To replace the pads, the stabiliser inner leg must be removed (contact your JCB Distributor).

It is important to note that lower pads **C** are designed to take most of the 'loading' during stabiliser leg operation, as a consequence these pads must be checked regularly for wear.

When replacing pads, it is recommended that the complete lower set of pads are replaced (items **B** and **C**). The top pads should be inspected and replaced as required.

Wear Pad Adjustment

Note: *It is very important that the wear pads are adjusted at the correct service intervals, as the inner leg could contact the outer leg and scoring could occur. Scoring will dramatically reduce wear pad life.*

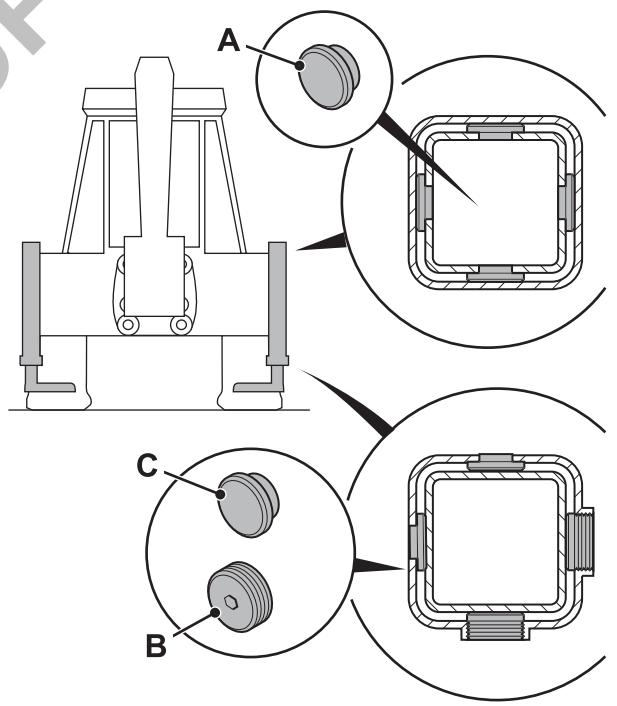
1 Remove and clean away all debris that may have built up in stabiliser cavities.

2 As a guide, there should be approximately 1mm (0.039 in.) float between the stabiliser inner and outer leg.

3 Before adjusting the clearance make sure that the leg is raised clear of the ground but not fully retracted.

4 To adjust the clearance, screw pad **B** fully in until it just touches the inner leg and then back the pad off by one quarter of a turn.

Note: *Over-tightening the adjustable pad **B** will lock the pad in position, it will not be possible to back the pad off. If this should happen, operate the stabiliser leg as normal but be aware that pads **B** and **C** will wear more rapidly.*



273120-5

Fig 309.

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Running Engine Procedure

Note: *All scenarios cannot be listed, due to the vastly different situations that could occur, dependent on the problem and the reason for towing. It is advised you contact your JCB dealer for help and advice on the correct and safest procedure for machine preparation before attempting to move the machine.*

1 Engage the park brake.

2 Raise all attachments off the ground.

3 Set the gear lever to neutral (synchro shuttle machines only) or forward/reverse lever to neutral on powershift machines.

4 The machine is now ready for towing. Make sure you understand what the towing driver will be doing. Obey his instructions and all relevant regulations.

5 Release the park brake to allow the machine to move.

Disabled Engine Procedure

Note: *All scenarios cannot be listed, due to the vastly different situations that could occur, dependent on the problem and the reason for towing. It is advised you contact your JCB dealer for help and advice on the correct and safest procedure for machine preparation before attempting to move the machine.*

1 Engage the park brake.

2 All attachments must be raised into their transport positions and secured, move the appropriate control lever to the raise position when performing this procedure. Ensure the control lever is returned to its neutral position after lifting.

3 Set the gear lever to neutral (syncro shuttle machines only) or forward/reverse lever to neutral on powershift machines.

4 The machine is now ready for towing. Make sure you understand what the towing driver will be doing. Obey his instructions and all relevant regulations.

5 Release the park brake to allow the machine to move.

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