01 - Machine

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03 - Model and Serial Number

Introduction

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

Model	From:	To:
3TS-8T	2475701	
3TS-8W	2475701	

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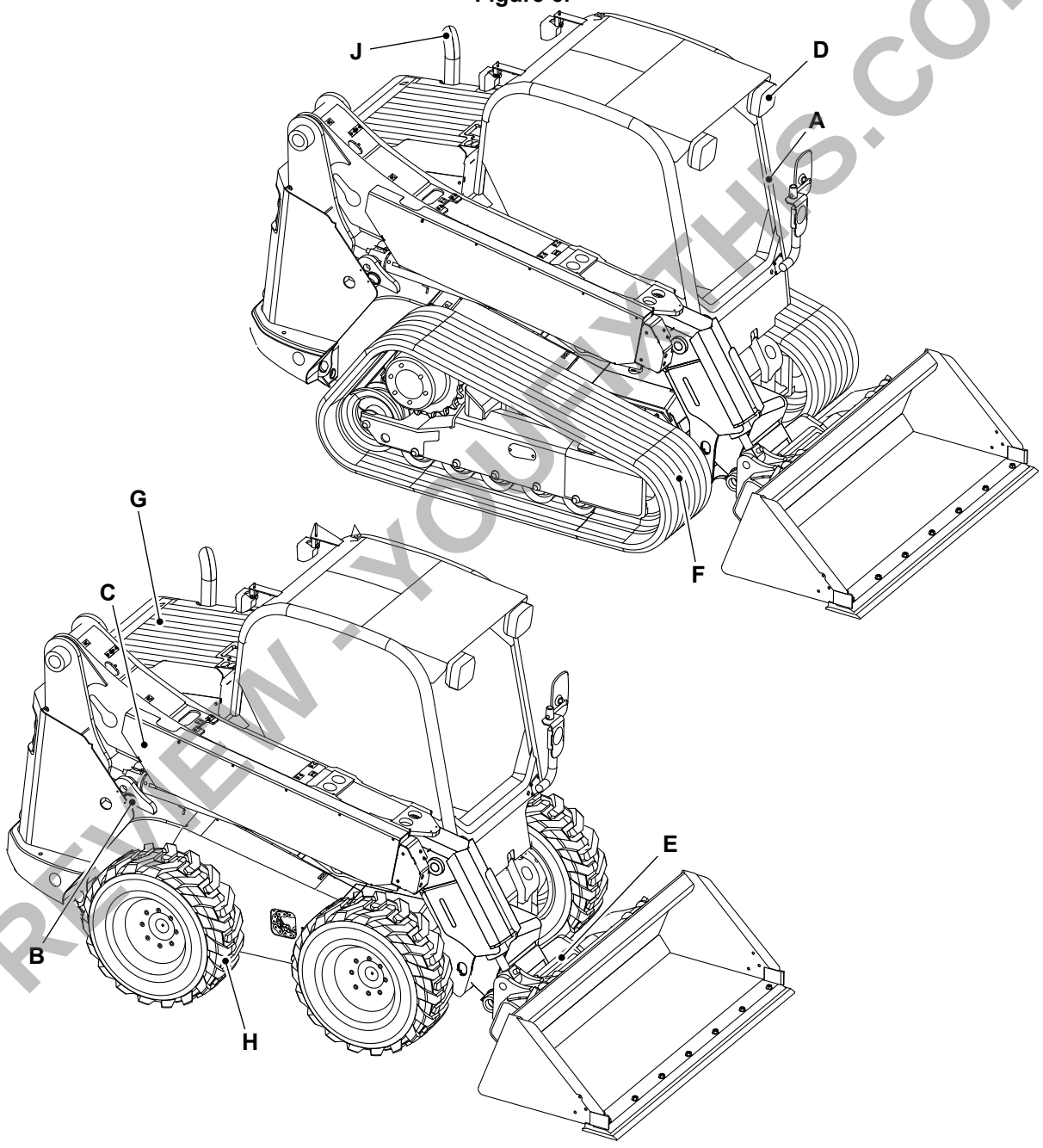
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12 - Main Component Locations

Introduction

The illustration shows a typical machine model. Your machine may look different from the one shown.

Figure 6.

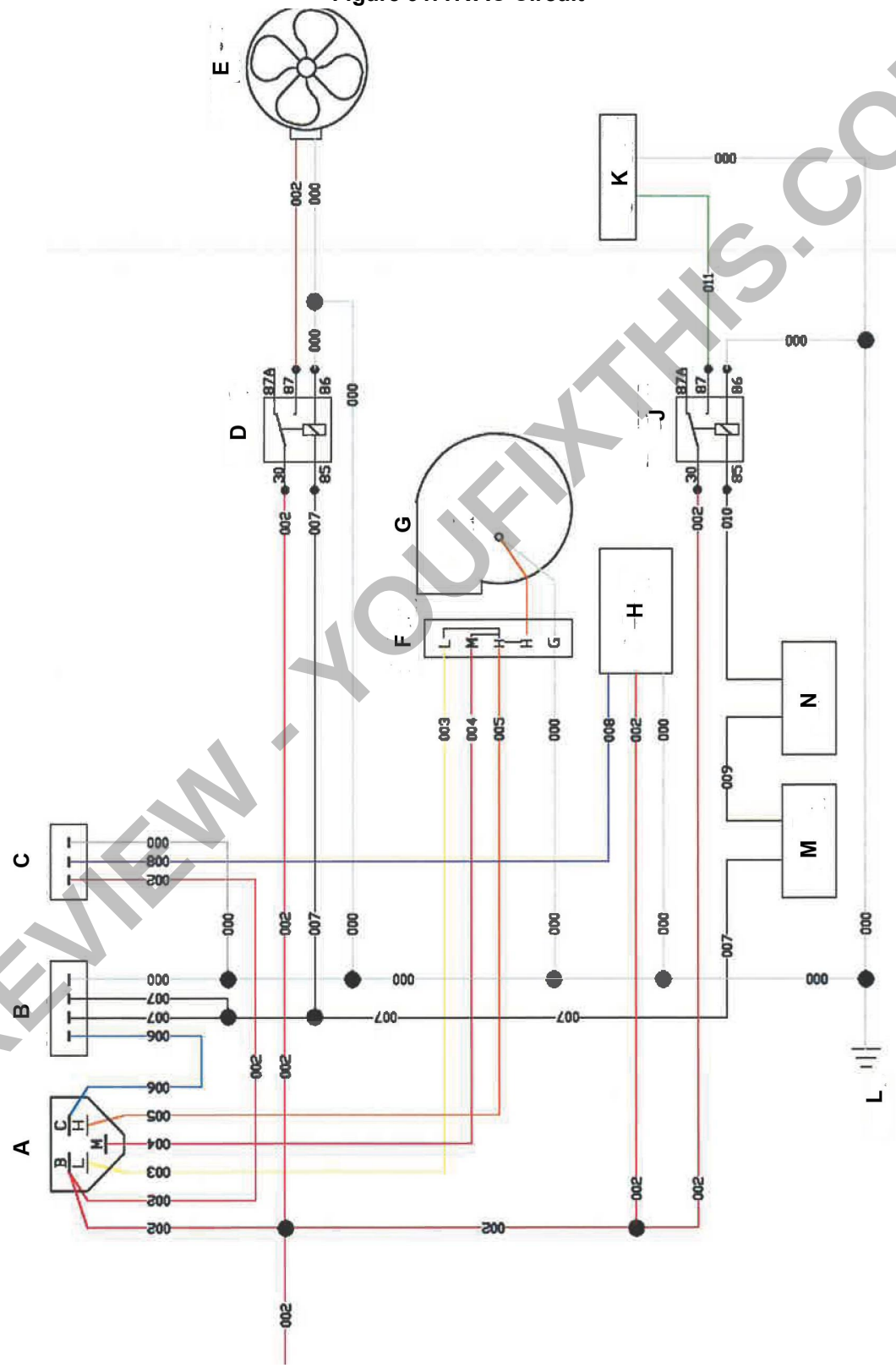


A ROPS/FOPS cab
B Fuel tank filler point
C Lift arm/boom
D Front working lights
E Quickhitch
F Rubber tracks
G Engine top cover
H Wheels/tyres

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Diagram

Figure 91. HVAC Circuit



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Technical Data

Table 21.

Description	SJ Engine	DJ Engine
Engine Variants	Turbocharged with intercooler and exhaust after treatment system	Turbocharged with intercooler and exhaust after treatment system
Emission compliance	US-EPA Tier 4 Final, EU Stage IV	US-EPA Tier 4 Final, EU Stage IV
Rated speed	2200 rpm	2200 rpm (108kW), 2050 rpm (129kW)
Weight (Dry)	(Dry weight-No cooling fan drive) 496kg	(Dry weight-No cooling fan drive) 496kg
Number of cylinders	4	4
Nominal bore size	103mm	106mm
Stroke	132mm	135mm
Cylinder arrangement	In line	In line
Combustion Cycle	4-stroke	4-stroke
Firing order	1-3-4-2	1-3-4-2
Displacement	4.399L	4.765L
Compression ratio	16.7: 1	16.7: 1
Engine Compression	Compression variance between each cylinder should be no greater than 3.5bar (50.7psi)	Compression variance between each cylinder should be no greater than 3.5bar (50.7psi)
Direction of rotation (viewed from front {crankshaft pulley} end)	Clockwise	Clockwise
Valves	4 per cylinder	4 per cylinder
Valve clearances measured at the tappet end of the rockers (measured cold)		
- Inlet	23–0.04mm	23–0.04mm
- Exhaust	0.6–0.04mm	0.6–0.04mm
Lubricating oil pressure (Dependent on engine temperature and speed)	1.6–6.5bar (23.2–94.2psi)	1.6–6.5bar (23.2–94.2psi)
Fuel filter type	Screw-on canister (with drain facility)	Screw-on canister (with drain facility)
Oil pressure relief valve setting	6bar (87.0psi)	6bar (87.0psi)
Oil pressure switch setting	0.6bar (8.7psi) falling	0.6bar (8.7psi) falling
Oil pump[(1)]	Integral unit with relief valve	Integral unit with relief valve
Combustion system	Common rail direct Injection	Common rail direct Injection
High pressure fuel pump	High pressure with electronically controlled fuel metering	High pressure with electronically controlled fuel metering

(1) The oil pump is a non-serviceable part

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Fault-Finding

Fault		
Engine - Will Not Start or Difficult to Start (No Exhaust Smoke)	Table 23.	Page 15-18
Engine - Will Not Start or Difficult to Start (Exhaust Smoke)	Table 24.	Page 15-19
Engine - Will Not Crank or Cranks Slowly	Table 25.	Page 15-19
Engine - Starts Then Stops	Table 26.	Page 15-20
Engine - Poor Running	Table 27.	Page 15-20
Engine - Poor Running at Idle	Table 28.	Page 15-21
Engine - Noise Excessive	Table 29.	Page 15-22
Engine - Compression Knocks	Table 30.	Page 15-22
Engine - Reduced Power Output	Table 31.	Page 15-23
Engine - Will Not Reach Maximum RPM	Table 32.	Page 15-24
Engine - RPM Surges	Table 33.	Page 15-24
Engine - Vibration Excessive	Table 34.	Page 15-25
Engine - Exhaust Smoke Excessive (Black Smoke)	Table 35.	Page 15-25
Engine - Exhaust Smoke Excessive (White/Blue Smoke)	Table 36.	Page 15-26
Engine - Will Not Shut Off	Table 37.	Page 15-26
Lubricating Oil - Consumption Excessive	Table 38.	Page 15-26
Lubricating Oil - Contaminated	Table 39.	Page 15-27
Lubricating Oil - Pressure Low	Table 40.	Page 15-27
Lubricating Oil - Pressure High	Table 41.	Page 15-27

Table 23. Engine - Will Not Start or Difficult to Start (No Exhaust Smoke)

Cause	Remedy
No fuel in supply tank.	Check the level in the fuel tank, use sight gauge or dipstick. Replenish as required.
Starter switch or starter electrical system failure.	Check the operation of the starter switch. Check the correct electrical wires for open or short circuits.
Improper starting procedure.	Verify proper starting procedure.
Fuel Filter blocked with water or other contamination.	Drain fuel/water separator or replace fuel filter.
Defective fuel lift pump (fuel supply inadequate).	Check that the lift pump operates and delivers fuel to the high pressure fuel pump. Check the correct electrical wires for open or short circuits. Check fuses.
Fuel is aerated.	Check the fuel system for loose connections and possible air ingress points. Rectify and bleed the fuel system.
Fuel inlet restriction.	Maximum inlet restriction to fuel lift pump must not exceed 100mm Hg.
Air intake or exhaust system blocked.	Visually check the air intake and exhaust system for blockage or obstruction. Remove as required. Check the air filter elements for signs of blocking. Replace as required.
Fuel drain return line blocked, not connected properly.	Verify that the fuel return line is not obstructed and connected to the top of the fuel tank.
One or more fuel injectors worn or malfunctioning.	Check the electronic fault codes. Check the electrical connections at the injectors.
ECM (Engine Control Module) or electrical sensor fault.	Check the electronic fault codes. Check the electrical connections at the ECM and sensors.
Worn or malfunctioning high pressure fuel pump.	Check the electronic fault codes. Do all the necessary fault finding checks before removal of the high pressure fuel pump.
Injectors Contaminated.	Check the injectors. Use the Servicemaster test procedure in Servicemaster Tools Actuator Test. Test and replace as required.

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Technical Data

Table 273. Engine Fault Codes

J2012 Fault Codes		Lamps				
J2012 P Code (HM Byte)	**J2012 FTB**	**Amber**	**Red**	**DTC Severity as per STD00236**	**Dash Display**	**Fault Description**
P0001	13		Y	SERVICE	P0001-13-Please Contact JCB Dealer	IMV driver fault is detected
P0002	1B		Y	SERVICE	P0002-1B-Please Contact JCB Dealer	Rail pressure control Error (pressure Error too high).
P0002	1A		Y	SERVICE	P0002-1A-Please Contact JCB Dealer	Rail pressure control Error (pressure Error too low).
P0002	00		Y	SERVICE	P0002-00-Please Contact JCB Dealer	Rail pressure Negative Control Error During 'IMV-Only' control. PID controller not able to stabilise the RPC value
P0002	00	Y		CRITICAL	P0002-00-Please Contact JCB Dealer	Rail pressure Positive Control Error During 'IMV-Only' control. PID controller not able to stabilise the RPC value
P0003	18	Y		CRITICAL	P0003-18-Please Contact JCB Dealer	Rail pressure control feedback low Error
P0003	11		Y	SERVICE	P0003-11-Please Contact JCB Dealer	IMV driver fault is detected
P0004	19		Y	SERVICE	P0004-19-Please Contact JCB Dealer	Rail pressure control feedback high Error
P0004	12		Y	SERVICE	P0004-12-Please Contact JCB Dealer	IMV driver fault is detected
P007A	00		Y	SERVICE	P007A-00-Please Contact JCB Dealer	Charge Air Cooler temperature Sensor Circuit
P007C	23		Y	SERVICE	P007C-23-Please Contact JCB Dealer	Charge Air Cooler temperature Sensor Circuit Low
P007D	24		Y	SERVICE	P007D-24-Please Contact JCB Dealer	Charge Air Cooler temperature Sensor Circuit High
P0087	23	Y		CRITICAL	P0087-23-Please Contact JCB Dealer	Rail pressure build low fault
P0087	23	Y		CRITICAL	P0087-23-Please Contact JCB Dealer	Rail pressure build normal fault

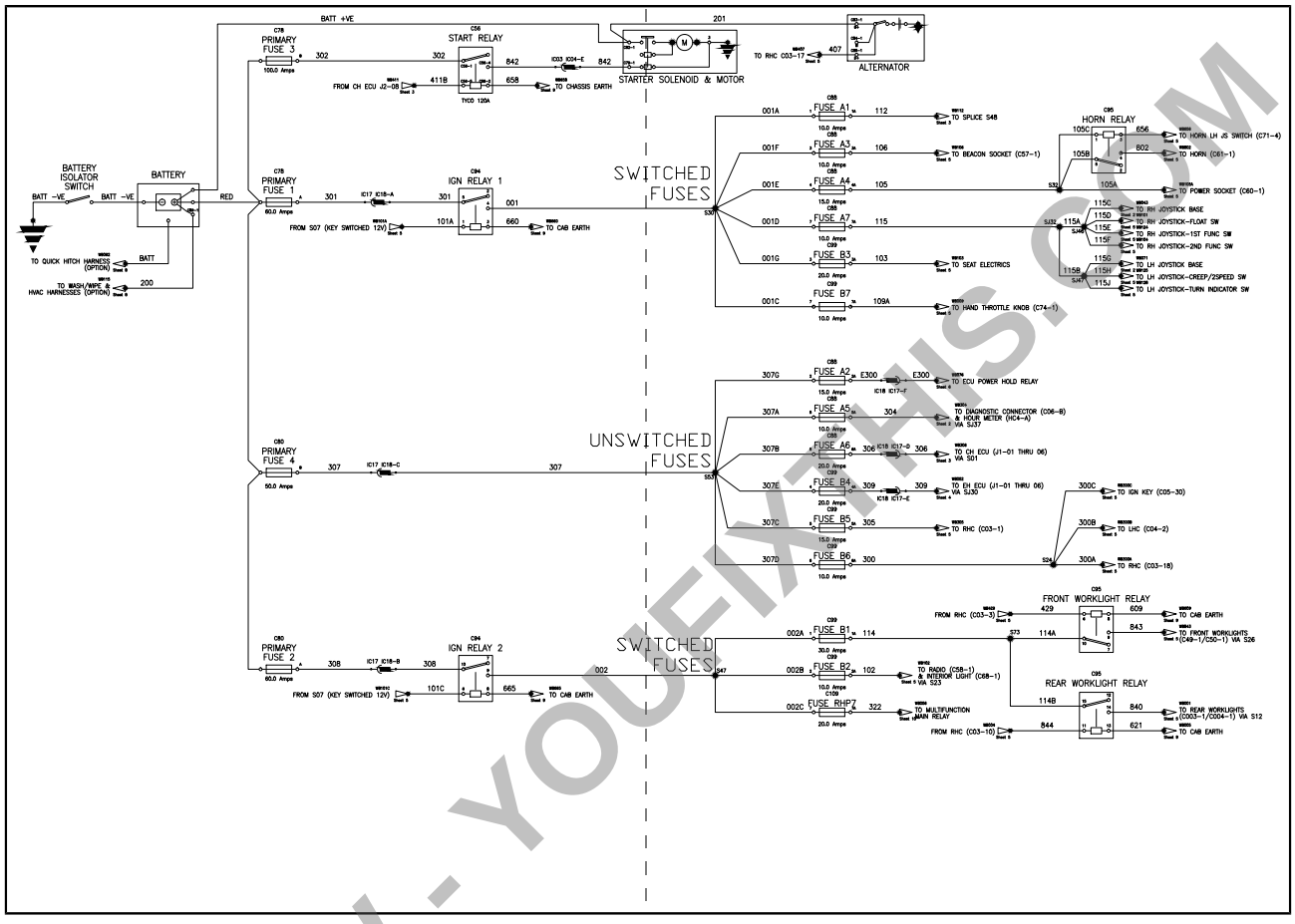
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Figure 590. Start Circuit, Primary and Secondary Fuses - 333/ X5071 - Issue 3 (Sheet 1 of 11)

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Diagram

Hydraulic schematic 333-X3611-1 (sheet 1) Telescopic Lift Arm

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Figure 35.



4.5. If the lift arm is too far away from the operator station, rotate the left side tapered pivot pin until the lift arm is straight or up to the specified amount.

Angle: -90°

Figure 36.



5. Tighten the locking bolt in three stages to the correct torque value.

5.1. Tighten the locking bolt to the first stage torque value.

5.2. Hit the head of the locking bolt with a suitable hammer to seat the tapered pins in the taper.

5.3. Tighten the locking bolt to the second stage torque value.

5.4. Hit the head of the locking bolt with a suitable hammer to seat the tapered pins in the taper.

5.5. Tighten the locking bolt to the final stage torque value.

Table 6. Torque Values

Item	Description	Nm
F	First stage	400
F	Second stage	562
F	Final stage	562

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Remove and Install

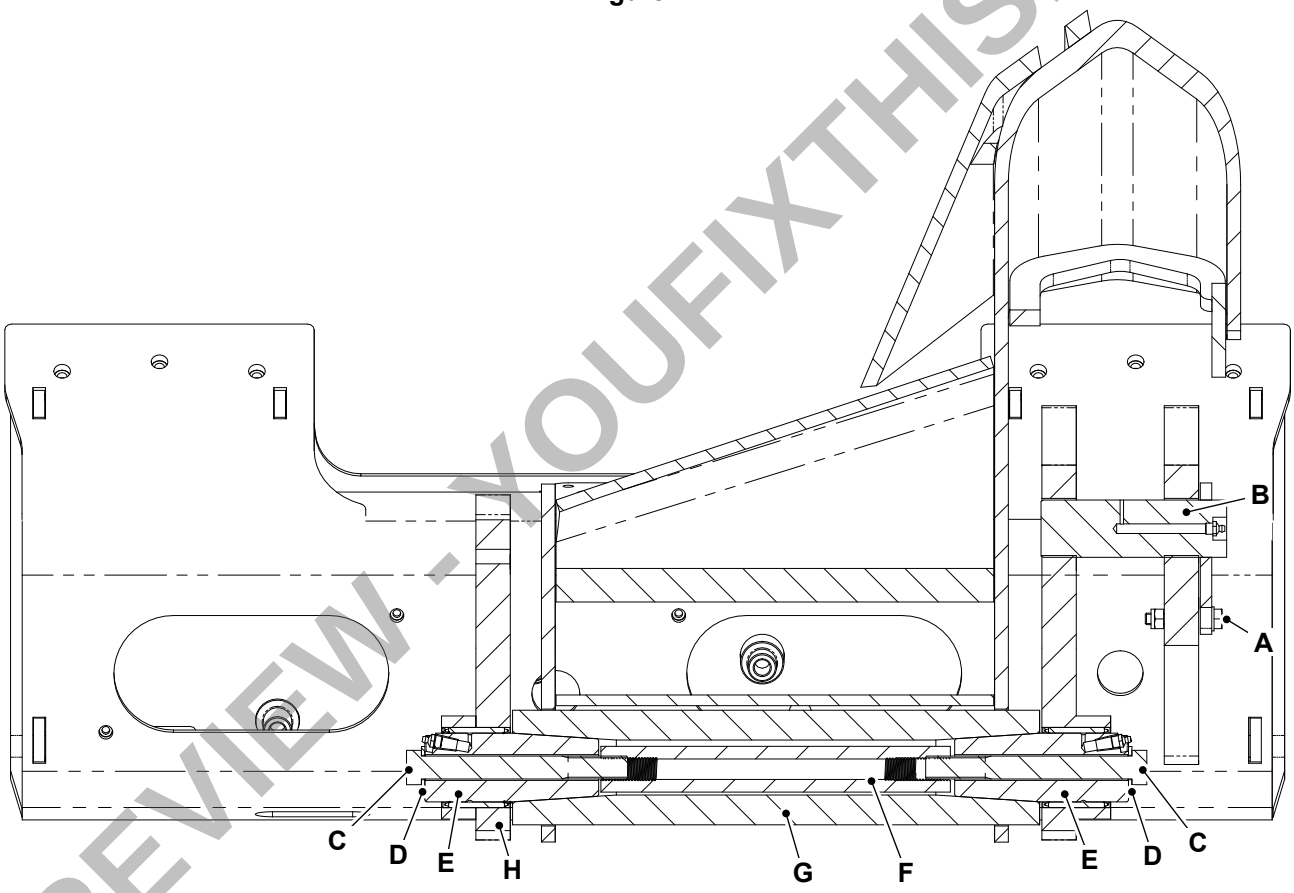
Special Tools

Description	Part No.	Qty.
Slide Hammer Kit	993/68100	1

Remove

1. Make the machine safe. Refer to (PIL 01-03).
2. Tilt the quickhitch fully forward and lower the lift arm.
3. Discharge the hydraulic pressure. Refer to (PIL 30-00).
4. Disconnect the electrical harness from the quickhitch.
5. Remove the locking bolt.

Figure 12.



A Locking bolt
B Crowd ram pivot pin
C Bolt (x2)
D Washer (x2)
E Tapered pivot pin (x2)
F Pivot pin
G Quickhitch
H Lift arm

6. Remove the pivot pin securing the crowd ram to the quickhitch.

   Special Tool: Slide Hammer Kit (Qty.: 1)
7. Loosen the bolts but do not fully remove.
8. Strike the head of the bolts with a suitable soft faced hammer to break the tapered pivot pins free.
9. Remove the bolt.
10. Remove the tapered pivot pins.
11. Remove the pivot pin.
12. Remove the quickhitch from the machine.

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06 - Pre-start Cold Checks, Service Points and Fluid Levels

Introduction

Table 315.

Component	Task	10	50	500	1,000	1,500	2,000
Attachments/Optional Equipment							
As required	Lubricate	○	○	□	□	□	□
As required	Check (condition)	○	○	□	□	□	□
Body and Framework							
General	Clean	○	○	□	□	□	□
General	Check (condition)	○	○	□	□	□	□
Pivot pins	Lubricate	○	○	□	□	□	□
Boom wear pads	Check			□	□	□	□
Boom wear pads- Runways	Waxoyl			□	□	□	□
Operator Station							
Operator protective structure	Check (condition)	○	○	□	□	□	□
Seat, seat belt	Check (condition)	○	○	□	□	□	□
Cab heater/air-conditioning filter	Replace			□	□	□	□
Engine							
Oil	Check (leaks)	○	○	□	□	□	□
Oil	Check (level)	○	○	□	□	□	□
Oil[(1)]	Replace			□	□	□	□
FEAD belt	Check (condition)			□	□	□	□
FEAD belt[(3)]	Replace						
Air inlet security/air cleaner elements	Check (condition)	○	○	□	□	□	□
Exhaust system security	Check (condition)			□	□	□	□
Exhaust spark arrester	Clean		○	□	□	□	□
Fuel tank water and sediment	Clean			□	□	□	□
Fuel level	Check (level)	○	○	□	□	□	□
Air Filter							
Air filter (outer)[(2)]	Replace			□	□	□	□
Air filter (inner)	Replace						□
Air filter (dust valve)	Change			□	□	□	□
Crankcase ventilation filter (if installed)	Clean					□	□
Fuel System							
Fuel system	Check (leaks)	○	○	□	□	□	□
Main fuel filter/sedimenter	Replace			□	□	□	□
Main fuel filter/sedimenter	Clean		○	□	□	□	□

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Notes:

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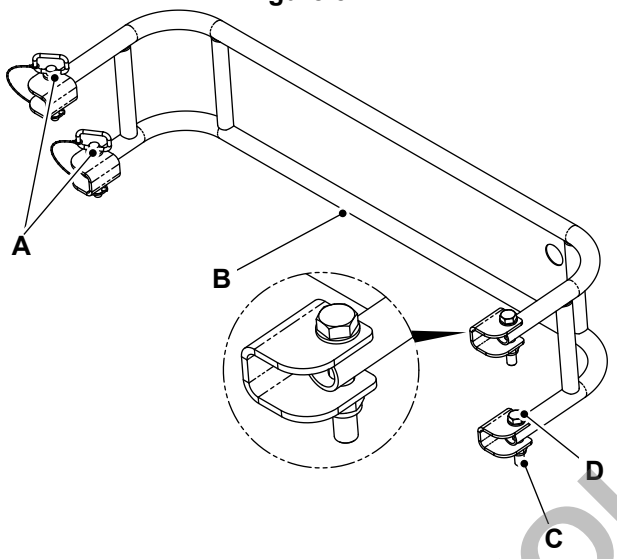
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Remove and Install

Remove

1. Remove the hitch pins to release the door guard at one side.
2. Remove the nuts and bolts, remove the door guard.

Figure 52.



A Hitch pin
B Door Guard
C Nut
D Bolt

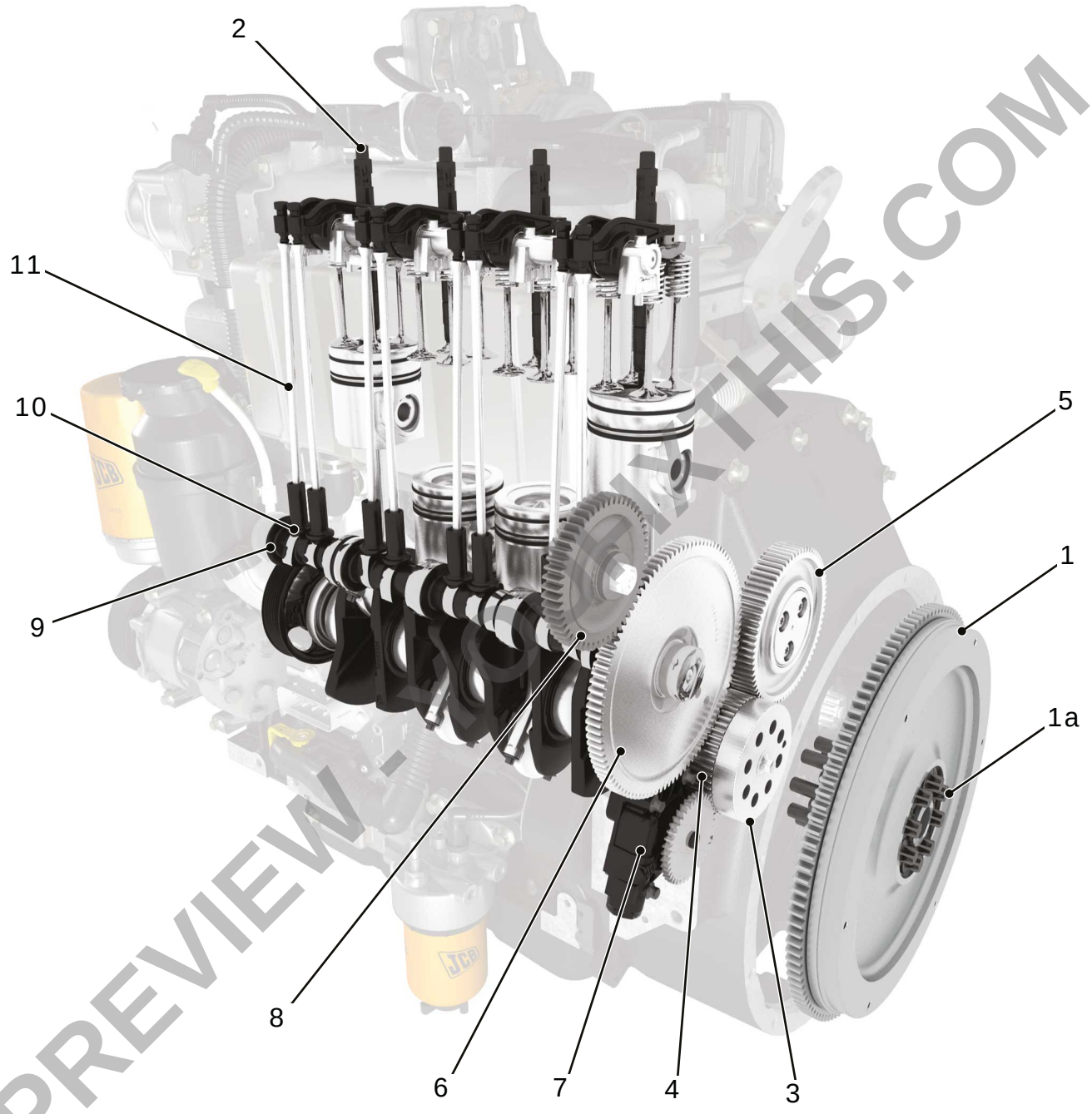
Install

1. Replacement is the reversal of the removal procedure.

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Figure 102.



1 Flywheel
2 Fuel injector (atomiser) (x4)
4 Crankshaft drive gear
6 Camshaft drive gear
8 High pressure fuel pump drive gear
10 Tappet (x8)
1A Flywheel - crankshaft fixing bolts (x8)
3 Flywheel hub
5 High duty PTO idler gear (if installed)
7 Lubrication oil pump
9 Camshaft
11 Push rod (x8)

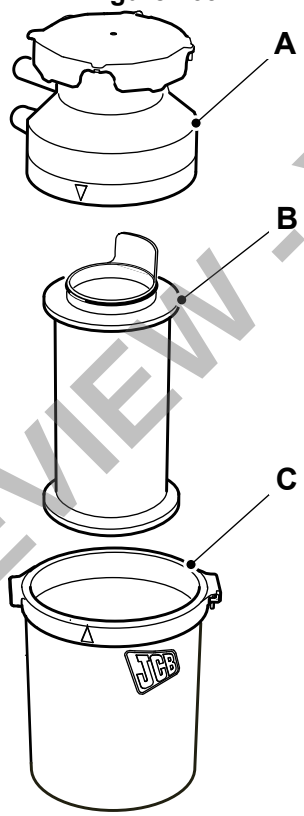
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Remove and Install

The filter element must be changed at the recommended maintenance interval. Refer to (PIL 78-24).

1. Make the machine safe. Refer to (PIL 01-03).
2. Get access to the engine. Refer to (PIL 06-06).
3. Rotate the filter cover anti-clockwise and remove.
4. Lift out the filter element and discard it.
5. Clean the inside of the filter housing. Remove all oil and sludge contamination.
6. Make sure that the oil drain in the bottom of the filter housing is not blocked with sludge.
7. Install a new filter element. Make sure that the correct type of filter element is installed.
8. Align the arrows on both parts to install the filter cover.

Figure 163.



A Filter cover
B Filter element
C Filter housing

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00 - General

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Component Identification 15-216
Operation 15-216
Check (Condition) 15-217
Remove and Install 15-217
Disassemble and Assemble 15-219

Introduction

Oil Cooler Assembly

The oil cooler and filter are incorporated in a housing that is bolted to the side of the crankcase. The housing allows transfer of lubricating oil from the crankcase to the oil cooler and filter head.

Some installations have a remote oil filter head. The oil cooler housing incorporates feed and return ports for hose connections to the filter head. A remote oil filter head is used when access to the engine is restricted.

Oil Cooler Matrix

The oil cooler matrix is a non-serviceable part and must not be removed from the housing. The housing/ cooler assembly is leak tested during manufacture to minimise the risk of cross contamination of coolant and lubricating oil.

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30 - Throttle Control System

Introduction 18-15
Operation 18-16
Diagram 18-17

Introduction

The electronic throttle control system consists of:

- Speed sensor (magnetic pick up)
- Engine ECU
- Chassis ECU
- Engine Map Sensor-The manifold absolute pressure sensor provides instantaneous manifold pressure information to the engine ECU. The data is used to calculate air density and determine the engine air mass flow rate, which in turn determines the required fuel metering for optimum combustion.
- Throttle Solenoid
- Hand Throttle Control
- Foot Throttle Control pedal

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Notes:

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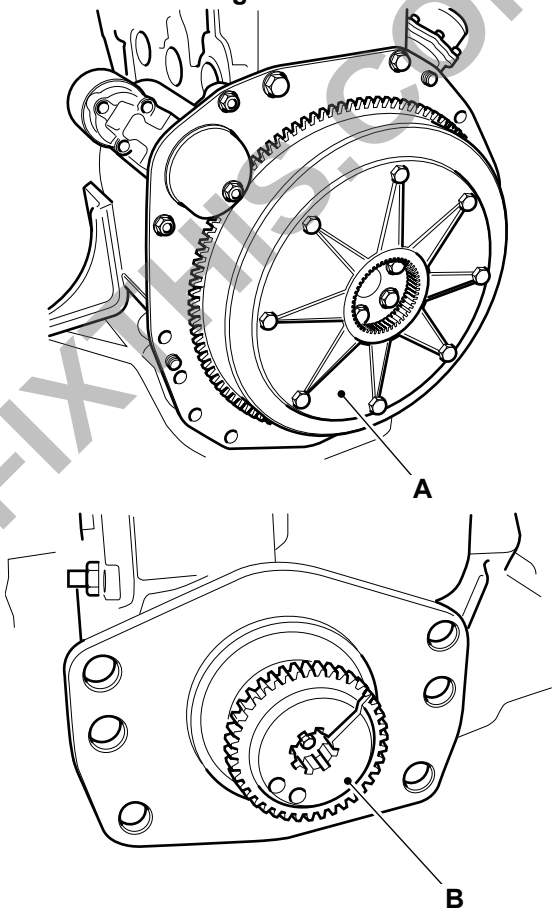
03 - Coupling

Introduction 27-58
Remove and Install 27-59

Introduction

This is a gear type coupling comprising a drive plate bolted to the engine flywheel and a coupling clamped to the input shaft of the wheel drive pump. Both are contained within the engine bell housing and rear support frame to which the wheel drive pump is fixed.

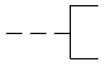
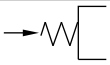
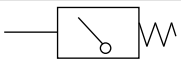
Figure 401.



A Drive plate (PIL 15-54)
B Coupling

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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 seperate pilot valve
	Pressure guage
	Pressure switch

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- Periodically lubricate the internal locking balls on the female half of the coupling with silicone grease.

Essential Don'ts

- Never try to reconnect using a damaged half coupling as this will destroy the seals in the mating half and necessitate replacement of both halves.
- Do not leave the coupling where it may be run over by a machine or otherwise crushed, this will distort the sleeve and prevent connection and disconnection.
- Never try to turn the sleeve when the coupling is disconnected as this will cause the locking ball to jam under the locking sleeve and damage the coupling.
- Never try to strip the coupling down, there are no user serviceable parts. If the coupling is damaged it must be replaced with a new one.
- Never hit the centre poppet of the coupling to try and release the locked in pressure. This can cause irreparable damage to the coupling and serious injury.
- When connecting the couplings, never clamp on the sleeve of the female or nose of the male, this will cause distortion and/or damage.
- Never subject the couplings to external forces, especially side load. This can decrease the life of the coupling or cause failure.
- Never allow the torsional forces transmitted from the hoses to unscrew/screw together the couplings.
- Never use a coupling as a plug.
- Do not connect and disconnect with pressure in the line unless the coupling type is specifically designed to do so.

Disconnect and Connect

Some attachments are hydraulically powered. The following procedures show how to connect and disconnect the hydraulic hoses safely.

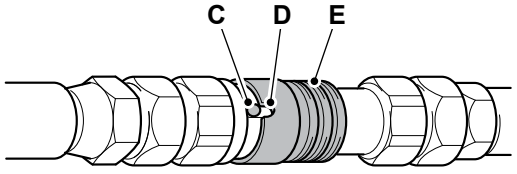
Connect

1. Make the machine safe. Refer to (PIL 01-03).
2. Discharge the hydraulic pressure. Refer to (PIL 30-00).
3. Wipe the two faces of the male and female couplings and make sure they are clean.
4. Make sure that ball in the female coupling is located in one of its slots.
5. Connect the male coupling into the female coupling.
6. Where applicable, rotate the sleeve half a turn and make sure that the locking ball does not align with the slot.

Disconnect

1. Make the machine safe. Refer to (PIL 01-03).
2. Discharge the hydraulic pressure. Refer to (PIL 30-00).
3. Where applicable, align the slot with ball.
4. Pull back the sleeve to release the coupling.

Figure 578.



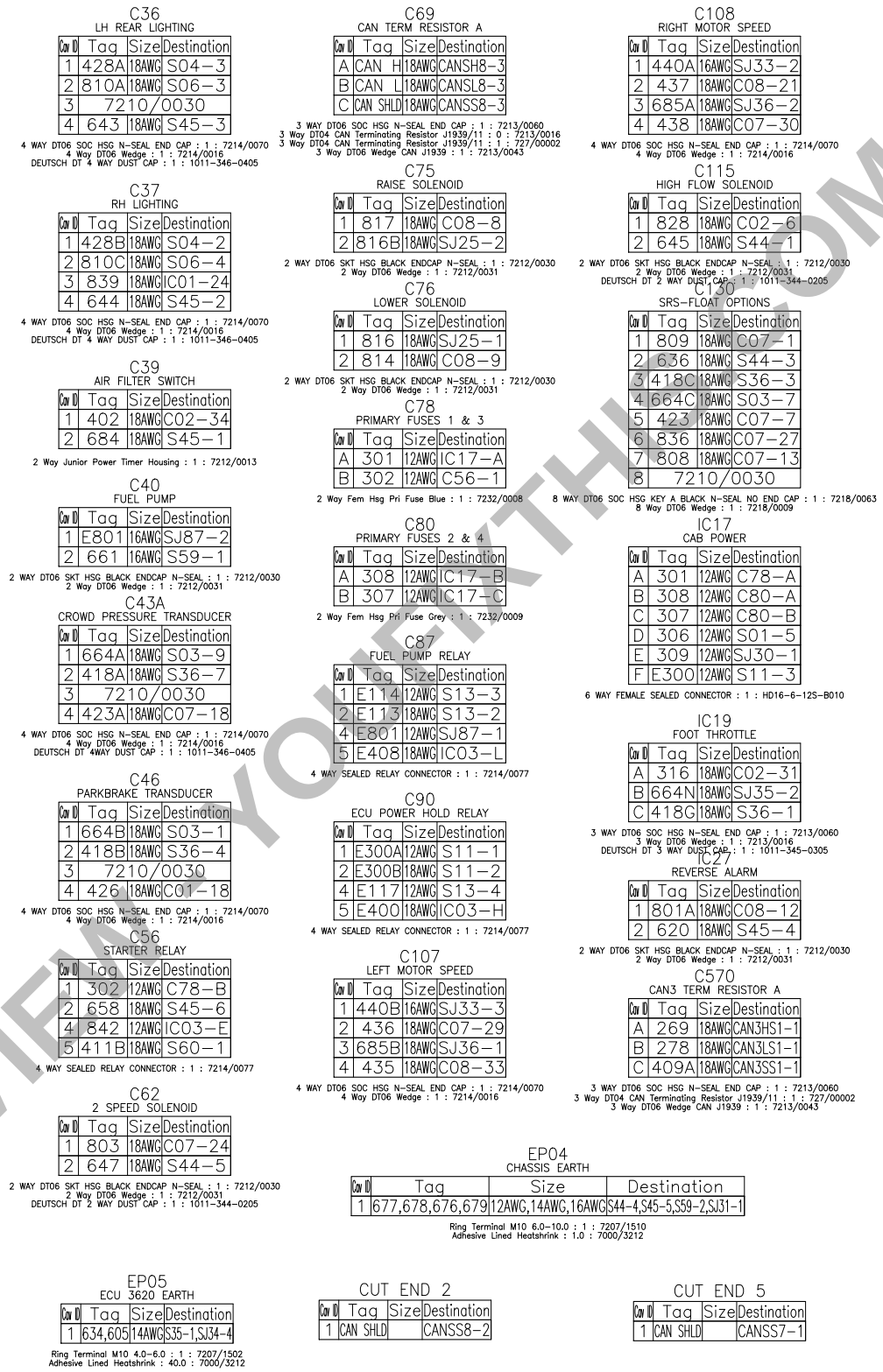
C Ball
D Slot
E Sleeve

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Figure 629. (Part 2 of 2)

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C36
LH REAR LIGHTING

Cav ID	Tag	Size	Destination
1	428A	18AWG	S04-3
2	810A	18AWG	S06-3
3	7210/0030		
4	643	18AWG	S45-3

4 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7214/0070
4 Way DT06 Wedge : 1 : 7214/0016
DEUTSCH DT 4 WAY DUST CAP : 1 : 1011-346-0405

C37
RH LIGHTING

Cav ID	Tag	Size	Destination
1	428B	18AWG	S04-2
2	810C	18AWG	S06-4
3	839	18AWG	IC01-24
4	644	18AWG	S45-2

4 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7214/0070
4 Way DT06 Wedge : 1 : 7214/0016
DEUTSCH DT 4 WAY DUST CAP : 1 : 1011-346-0405

C39
AIR FILTER SWITCH

Cav ID	Tag	Size	Destination
1	402	18AWG	C02-34
2	684	18AWG	S45-1

2 Way Junior Power Timer Housing : 1 : 7212/0013

C40
FUEL PUMP

Cav ID	Tag	Size	Destination
1	E801	16AWG	SJ87-2
2	661	16AWG	S59-1

2 WAY DT06 SKT HSG BLACK ENDCAP N-SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C43A
CROWD PRESSURE TRANSDUCER

Cav ID	Tag	Size	Destination
1	664A	18AWG	S03-9
2	418A	18AWG	S36-7
3	7210/0030		
4	423A	18AWG	C07-18

4 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7214/0070
4 Way DT06 Wedge : 1 : 7214/0016
DEUTSCH DT 4WAY DUST CAP : 1 : 1011-346-0405

C46
PARKBRAKE TRANSDUCER

Cav ID	Tag	Size	Destination
1	664B	18AWG	S03-1
2	418B	18AWG	S36-4
3	7210/0030		
4	426	18AWG	C01-18

4 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7214/0070
4 Way DT06 Wedge : 1 : 7214/0016

C56
STARTER RELAY

Cav ID	Tag	Size	Destination
1	302	12AWG	C78-B
2	658	18AWG	S45-6
4	842	12AWG	IC03-E
5	411B	18AWG	S60-1

4 WAY SEALED RELAY CONNECTOR : 1 : 7214/0077

C62
2 SPEED SOLENOID

Cav ID	Tag	Size	Destination
1	803	18AWG	C07-24
2	647	18AWG	S44-5

2 WAY DT06 SKT HSG BLACK ENDCAP N-SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031
DEUTSCH DT 2 WAY DUST CAP : 1 : 1011-344-0205

C69
CAN TERM RESISTOR A

Cav ID	Tag	Size	Destination
A	CAN H	18AWG	CANSH8-3
B	CAN L	18AWG	CANSL8-3
C	CAN SHLD	18AWG	CANSS8-3

3 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7213/0060
3 Way DT04 CAN Terminating Resistor J1939/11 : 0 : 7213/0016
3 Way DT04 CAN Terminating Resistor J1939/11 : 1 : 727/00002
3 Way DT06 Wedge CAN J1939 : 1 : 7213/0043

C75
RAISE SOLENOID

Cav ID	Tag	Size	Destination
1	817	18AWG	C08-8
2	816B	18AWG	SJ25-2

2 WAY DT06 SKT HSG BLACK ENDCAP N-SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C76
LOWER SOLENOID

Cav ID	Tag	Size	Destination
1	816	18AWG	SJ25-1
2	814	18AWG	C08-9

2 WAY DT06 SKT HSG BLACK ENDCAP N-SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C78
PRIMARY FUSES 1 & 3

Cav ID	Tag	Size	Destination
A	301	12AWG	IC17-A
B	302	12AWG	C56-1

2 Way Fem Hsg Pri Fuse Blue : 1 : 7232/0008

C80
PRIMARY FUSES 2 & 4

Cav ID	Tag	Size	Destination
A	308	12AWG	IC17-B
B	307	12AWG	IC17-C

2 Way Fem Hsg Pri Fuse Grey : 1 : 7232/0009

C87
FUEL PUMP RELAY

Cav ID	Tag	Size	Destination
1	E114	12AWG	S13-3
2	E113	18AWG	S13-2
4	E801	12AWG	SJ87-1
5	E408	18AWG	IC03-L

4 WAY SEALED RELAY CONNECTOR : 1 : 7214/0077

C90
ECU POWER HOLD RELAY

Cav ID	Tag	Size	Destination
1	E300A	12AWG	S11-1
2	E300B	18AWG	S11-2
4	E117	12AWG	S13-4
5	E400	18AWG	IC03-H

4 WAY SEALED RELAY CONNECTOR : 1 : 7214/0077

C107
LEFT MOTOR SPEED

Cav ID	Tag	Size	Destination
1	440B	16AWG	SJ33-3
2	436	18AWG	C07-29
3	685B	18AWG	SJ36-1
4	435	18AWG	C08-33

4 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7214/0070
4 Way DT06 Wedge : 1 : 7214/0016

C108
RIGHT MOTOR SPEED

Cav ID	Tag	Size	Destination
1	440A	16AWG	SJ33-2
2	437	18AWG	C08-21
3	685A	18AWG	SJ36-2
4	438	18AWG	C07-30

4 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7214/0070
4 Way DT06 Wedge : 1 : 7214/0016

C115
HIGH FLOW SOLENOID

Cav ID	Tag	Size	Destination
1	828	18AWG	C02-6
2	645	18AWG	S44-1

2 WAY DT06 SKT HSG BLACK ENDCAP N-SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031
DEUTSCH DT 2 WAY DUST CAP : 1 : 1011-344-0205

C130
SRS-FLOAT OPTIONS

Cav ID	Tag	Size	Destination
1	809	18AWG	C07-1
2	636	18AWG	S44-3
3	418C	18AWG	S36-3
4	664C	18AWG	S03-7
5	423	18AWG	C07-7
6	836	18AWG	C07-27
7	808	18AWG	C07-13
8	7210/0030		

8 WAY DT06 SOC HSG KEY A BLACK N-SEAL NO END CAP : 1 : 7218/0063
8 Way DT06 Wedge : 1 : 7218/0009

IC17
CAB POWER

Cav ID	Tag	Size	Destination
A	301	12AWG	C78-A
B	308	12AWG	C80-A
C	307	12AWG	C80-B
D	306	12AWG	S01-5
E	309	12AWG	SJ30-1
F	E300	12AWG	S11-3

6 WAY FEMALE SEALED CONNECTOR : 1 : HD16-6-12S-B010

IC19
FOOT THROTTLE

Cav ID	Tag	Size	Destination
A	316	18AWG	C02-31
B	664N	18AWG	SJ35-2
C	418G	18AWG	S36-1

3 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7213/0060
3 Way DT06 Wedge : 1 : 7213/0016
DEUTSCH DT 3 WAY DUST CAP : 1 : 1011-345-0305

IC27
REVERSE ALARM

Cav ID	Tag	Size	Destination
1	801A	18AWG	C08-12
2	620	18AWG	S45-4

2 WAY DT06 SKT HSG BLACK ENDCAP N-SEAL : 1 : 7212/0030
2 Way DT06 Wedge : 1 : 7212/0031

C570
CAN3 TERM RESISTOR A

Cav ID	Tag	Size	Destination
A	269	18AWG	CAN3HS1-1
B	278	18AWG	CAN3LS1-1
C	409A	18AWG	CAN3SS1-1

3 WAY DT06 SOC HSG N-SEAL END CAP : 1 : 7213/0060
3 Way DT04 CAN Terminating Resistor J1939/11 : 1 : 727/00002
3 Way DT06 Wedge CAN J1939 : 1 : 7213/0043

EP04
CHASSIS EARTH

Cav ID	Tag	Size	Destination
1	677,678,676,679	12AWG,14AWG,16AWG	S44-4,S45-5,S59-2,SJ31-1

Ring Terminal M10 6.0-10.0 : 1 : 7207/1510
Adhesive Lined Heatshrink : 1.0 : 7000/3212

EP05
ECU 3620 EARTH

Cav ID	Tag	Size	Destination
1	634,605	14AWG	SJ35-1,SJ34-4

Ring Terminal M10 4.0-6.0 : 1 : 7207/1502
Adhesive Lined Heatshrink : 40.0 : 7000/3212

CUT END 2

Cav ID	Tag	Size	Destination
1	CAN SHLD		CANSS8-2

CUT END 5

Cav ID	Tag	Size	Destination
1	CAN SHLD		CANSS7-1

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- Fault find.
- Check maintenance standards, to see if the machine has been abused.
- View and change machine set-up data.
- Flash ECU's with the correct data files

Health and Safety

⚠ **WARNING** Make sure you read and follow any on screen instructions. Failure to follow the instructions could result in death or injury.

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Technical Data

Table 281. 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

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