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Zinc Plated Fasteners and Dacromet Fasteners

Table 2. Torque Settings - UNF Grade 'S' Fasteners

Bolt Size		Hexagon (A/F)	Condition 1			Condition 2		
in.	mm	in.	Nm	kgf m	lbf ft	Nm	kgf m	lbf ft
1/4	6.3	7/16	11.2	1.1	8.3	10.0	1.0	7.4
5/16	7.9	1/2	22.3	2.3	16.4	20.0	2.0	14.7
3/8	9.5	9/16	40.0	4.1	29.5	36.0	3.7	26.5
7/16	11.1	5/8	64.0	6.5	47.2	57.0	5.8	42.0
1/2	12.7	3/4	98.00	10.0	72.3	88.0	9.0	64.9
9/16	14.3	13/16	140.0	14.3	103.2	126.0	12.8	92.9
5/8	15.9	15/16	196.0	20.0	144.6	177.0	18.0	130.5
3/4	19.0	1 1/8	343.0	35.0	253.0	309.0	31.5	227.9
7/8	22.2	1 15/16	547.0	55.8	403.4	492.0	50.2	362.9
1	25.4	1 1/2	814.0	83.0	600.4	732.0	74.6	539.9
1 1/8	31.7	1 7/8	1181.0	120.4	871.1	1063.0	108.4	784.0
1 1/4	38.1	2 1/4	1646.0	167.8	1214.0	1481.0	151.0	1092.3

Table 3. Torque Settings - Metric Grade 8.8 Fasteners

Bolt Size		Hexagon (A/F)	Condition 1			Condition 2		
ISO Metric Thread	mm	mm	Nm	kgf m	lbf ft	Nm	kgf m	lbf ft
M5	5	8	5.8	0.6	4.3	5.2	0.5	3.8
M6	6	10	9.9	1.0	7.3	9.0	0.9	6.6
M8	8	13	24.0	2.4	17.7	22.0	2.2	16.2
M10	10	17	47.0	4.8	34.7	43.0	4.4	31.7
M12	12	19	83.0	8.5	61.2	74.0	7.5	54.6
M16	16	24	205.0	20.9	151.2	184.0	18.8	135.7
M20	20	30	400.0	40.8	295.0	360.0	36.7	265.5
M24	24	36	690.0	70.4	508.9	621.0	63.3	458.0
M30	30	46	1372.0	139.9	1011.9	1235.0	125.9	910.9
M36	36	55	2399.0	244.6	1769.4	2159.0	220.0	1592.4

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Service Tools

Slide Hammer Kit

TB-003

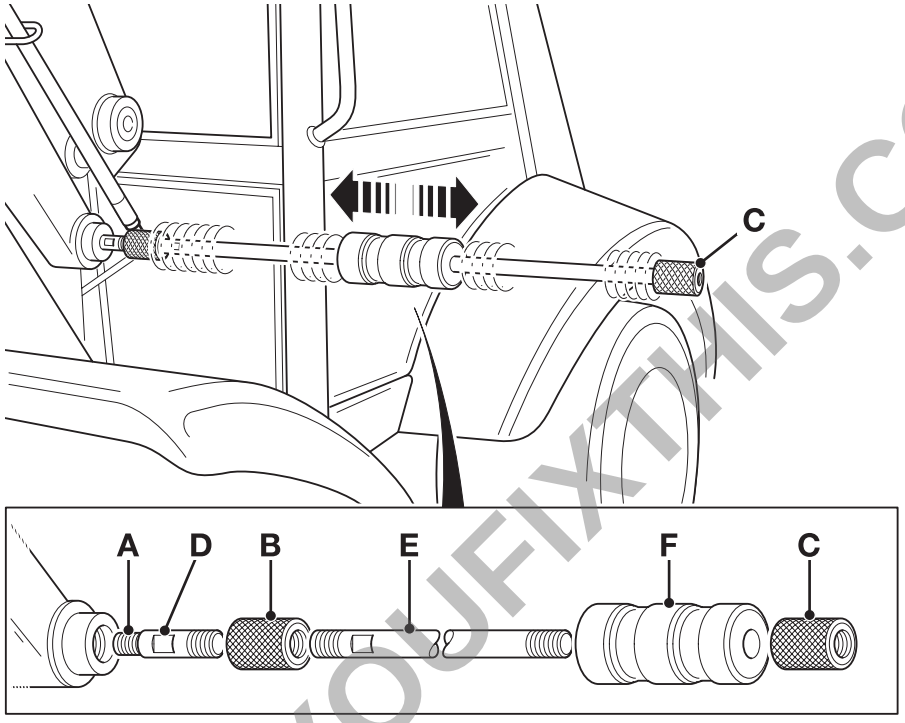


Fig 1. Typical M/c. Installation

The slide hammer kit is used to remove pivot pins that must be extracted, i.e. cannot be 'knocked through'. The purpose of this description is to explain how the kit and the various components are used to remove the pivot pins.

The adaptors **1-A** that form part of the kit have a screwed thread at each end. One of the threads will always be M20 size, this is to accommodate the end stops, items **1-B** and **1-C**. The other end of the adaptor will have varying thread sizes to suit the different size of threads in the pivot pins.

Fitting Procedure

1 Prepare the pivot pin, for instance, if fitted, remove the pivot pin retaining bolt.

2 Determine the thread size of the pivot pin and then fit the appropriate adaptor **1-A** as shown. Use the spanner flats **1-D** to securely fit the adaptor.

3 Fit an end stop **1-B** onto the other end of the adaptor (M20 thread size), make sure that the adaptor threads are fully engaged.

4 Fit the 'slide bar' **1-E** into the end stop. Again make sure that the threads are fully engaged.

5 Fit the 'slide hammer', item **1-F**, onto the slide bar as shown.

6 Finally, fit another end stop, item **1-C**, at the end of the slide bar, as shown. The slide hammer kit is now ready to use.

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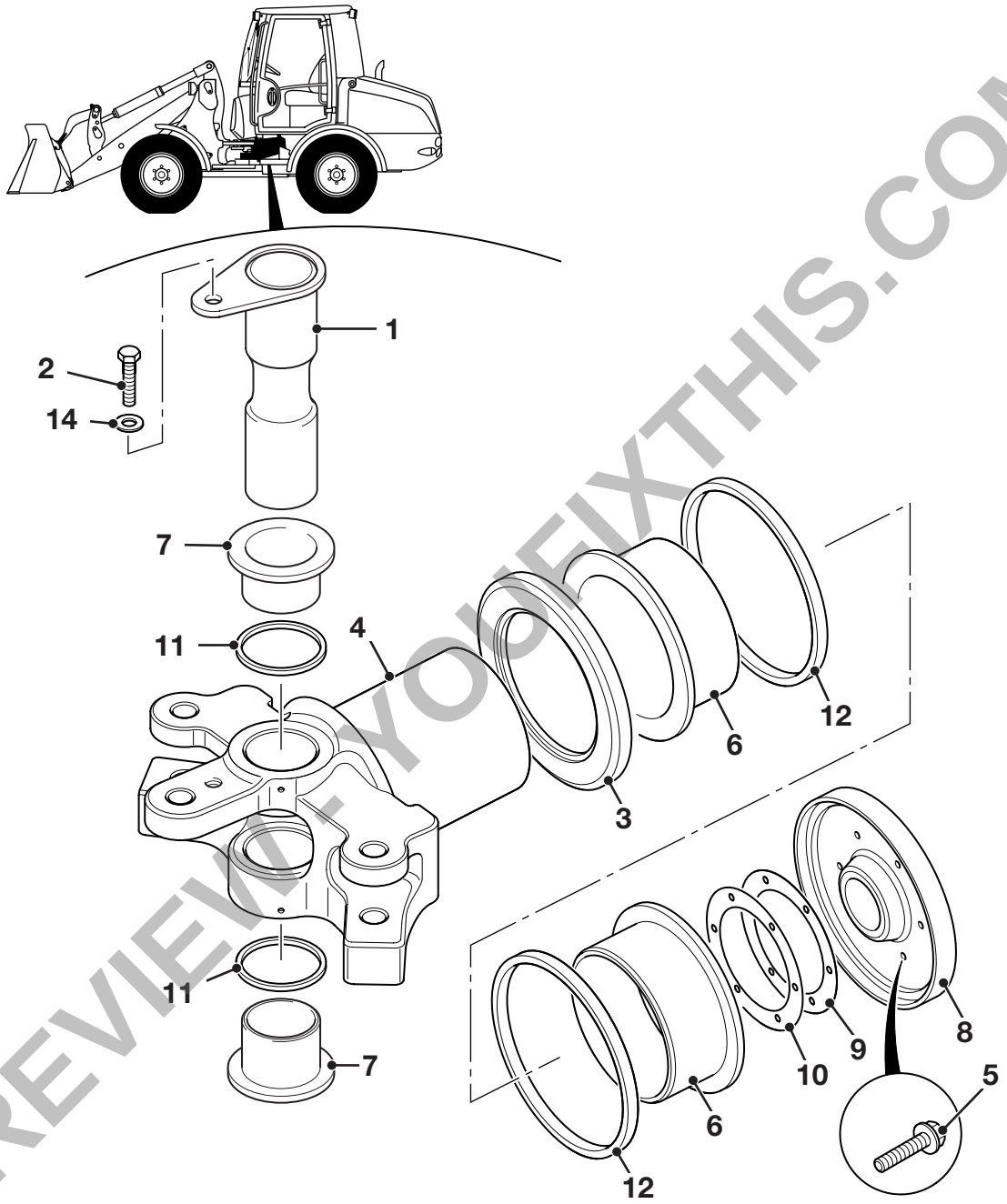


Fig 24. Articulation Joint Component Layout

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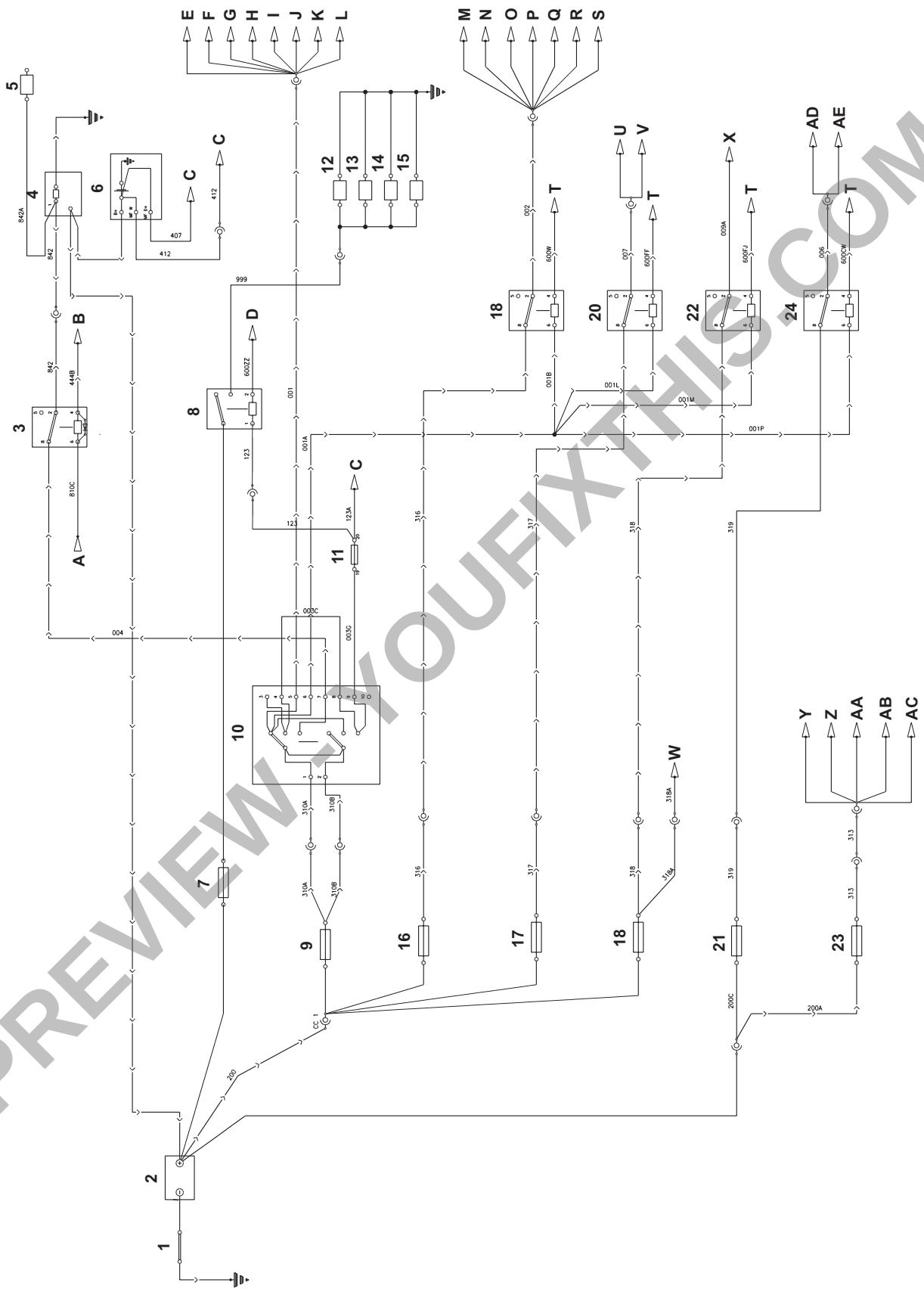


Fig 27. Primary fuses, Ignition Switch, Ignition Relays and Starter Motor - Sheet 1 of 10

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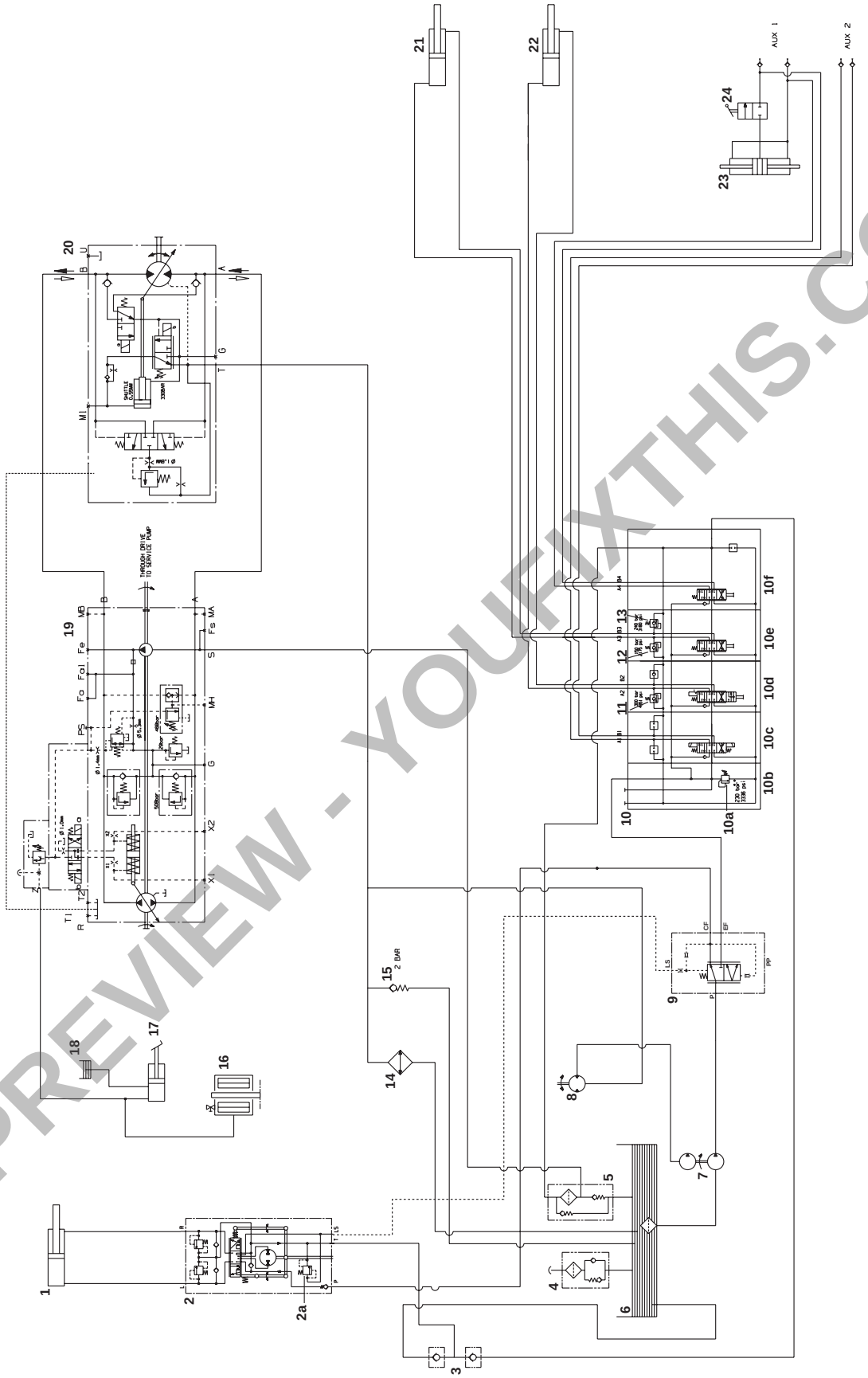


Fig 30. Sheet 1 of 1

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Example of Schematic Circuit

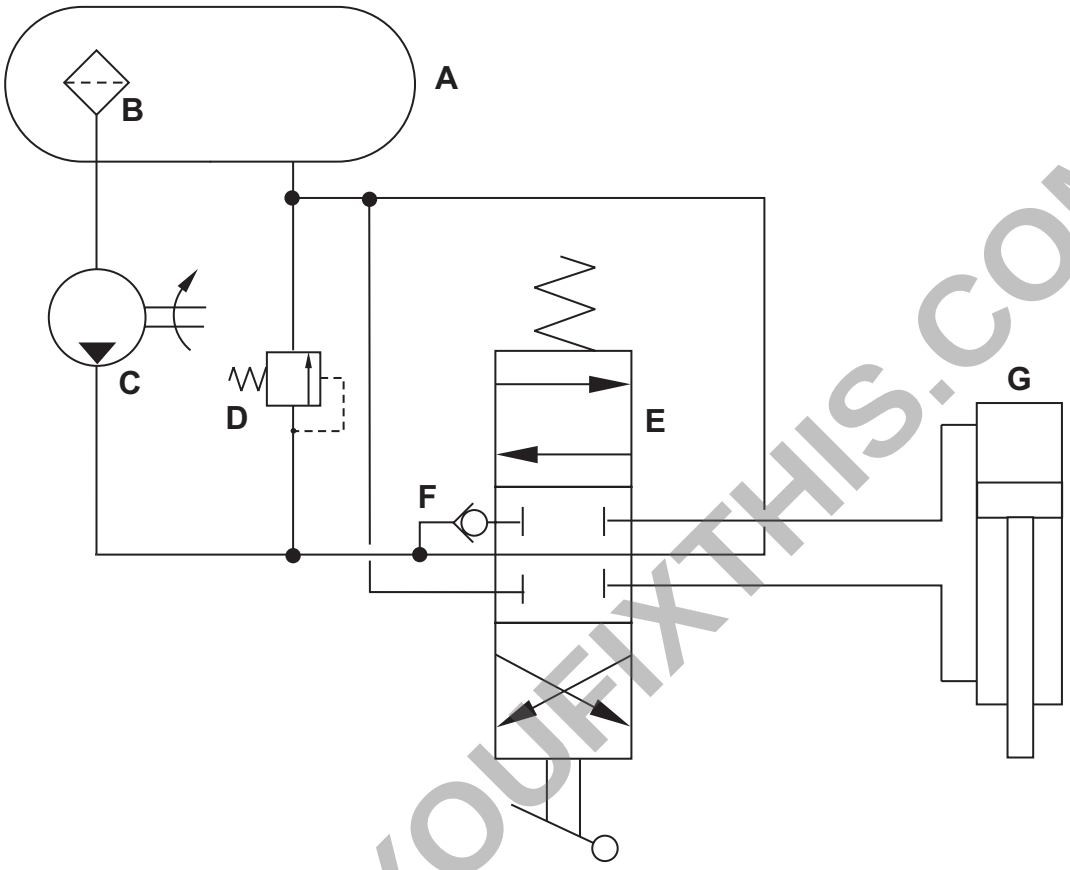


Fig 29. Simple Schematic Circuit

Some of the symbols described on the preceding pages have been arranged into a simple schematic circuit. ⇒ *Fig 29. (E-30)*.

Hydraulic tank **29-A** is a pressurised tank with an internally mounted strainer **29-B** on the suction line to the fixed displacement pump **29-C**. System pressure is limited to the setting of relief valve **29-D**.

Valve spool **29-E** is an open-centre spool that is in neutral position: flow from the pump passes through the spool and returns to the hydraulic tank.

If the lever operated spool is moved away from neutral position hydraulic fluid is directed to either head side or rod side of hydraulic ram **29-G**. Notice that the fluid must first open one way valve **29-F** before flowing to the ram.

Example Circuit Key

29-A	Hydraulic Tank
29-B	Strainer
29-C	Fixed Displacement Pump
29-D	Relief Valve
29-E	Spool
29-F	One Way Valve
29-G	Double Acting Hydraulic Ram

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Fault Finding

Main Hydraulic Services

This section will help you identify the common faults related to the main hydraulic services, their probable cause and how to correct the fault.

When you find the fault, refer to the applicable disassembly, inspection and test instructions given in the Service Manual.

Before you start to fault find, read the Safety Information at the front of this manual.

Fault(s):

⇨ *Table 34. Lack of power in all the hydraulic functions (E-115)*
⇨ *Table 35. All the hydraulic rams are slow to operate (E-115)*
⇨ *Table 36. One hydraulic service does not operate or is slow to operate. (E-116)*
⇨ *Table 37. The engine can stall when hydraulic system is under-load. (E-116)*
⇨ *Table 38. Ram creep. (E-116)*

Table 34. Lack of power in all the hydraulic functions

Possible Cause	Action
Insufficient hydraulic fluid.	Check for leaks and top-up as necessary.
Hydraulic leaks in system.	Check the hoses, replace as necessary.
Engine performance.	Check the engine performance.
M.R.V. setting is incorrect.	Check and adjust as necessary.
Low pump flow.	– Check for external leaks, replace the seals. – Charge/Priority-valve sticking. – Replace the pump.

Table 35. All the hydraulic rams are slow to operate

Possible Cause	Action
Neutral circuit or low pressure lines are leaking, damaged, trapped or kinked.	Check the pipe lines and replace as necessary.
M.R.V. setting is incorrect.	Check and adjust as necessary.
Low pump flow.	– Check pump flow. – Check for external leaks, replace seals. – Priority-valve sticking. – Replace the pump.

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Fault Diagnosis

Introduction

- With the machine stationary, the engine running and the park brake engaged the gear change icon **A** should be ON. ⇨ *Fig 62. (E-92)*.
- With the machine stationary, the engine running and the park brake disengaged the gear change icon **A** should be OFF.
- With the machine moving in the hare or the 40kph mode, the gear change icon **A** should come ON at approximately 8kph.

Fault 1 - No Red Light and No Tortoise or Hare Light

A typical fault associated with the 40kph mode:

When you select the hare mode, if the maximum road speed on your machine is approximately 6kph, the problem can be the speed sensor.

If the gear change icon **A** does not come ON, the ECU is not receiving the correct signal from the speed sensor on the rear axle. The adjustment of the speed sensor is critical, refer to ⇨ *Table 27. Inputs (E-94)*.

Also check the wiring from the speed sensor to the ECU.



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No.	Potential Cause	Solution	
1	No signal from gear-1	Check that the switches are all connected correctly, check the wiring diagram (332/S2005 sheet 7)	
2		Check the switches operate correctly	
3		Check that the correct switch base has been put into the cab (check 332/S2005 sheet 7)	
4		Check that the tortoise / hare switch has been plugged into the 40kph harness Check the wiring diagram for reference (332/S2005 sheet 7)	

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Fluids, Lubricants and Capacities

Specifications

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 14.

Item	Capacity		Fluid/Lubricant	JCB Part Number	Container Size(1)
	Litres	UK Gal			
Fuel Tank	80	17.6	Diesel		
Engine (Oil)			JCB Engine Oil EP 15W40	4001/1805	20 Litres
Minimum	11	2.42	(-10°C to +50°C (-4°F to 122°F)		
Maximum	12	2.64	Do not use ordinary engine oil l		
Front Axle (Includes the Hubs)	4.4	0.96	JCB Gear Oil HP	4000/0505	20 Litres
Rear Axle (Includes the Hubs and Drop-Box)	6.05	1.33	JCB Gear Oil HP	4000/0505	20 Litres
Hydraulic System(2)(3)	70	15.4	JCB Hydraulic Fluid EP 46	4002/1601	20 Litres
Inching System	Part of the Brake System		JCB Hydraulic Fluid HP 15	4002/0503	5 Litres
Grease Points	---	---	JCB Special HP Grease	4003/2017	400g x24
			or JCB Special MPL-EP Grease(4)	4003/1501	400g x24
Electrical Connections	---	---	To prevent corrosion and moisture, put a layer of petroleum jelly on all of the exposed connections.		

(1) For information about the different container sizes that are available (and their part numbers), contact your JCB Dealer.
(2) The total hydraulic system capacity depends on the equipment being used. Fill the system with all of the rams closed and monitor the level indicator.
(3) For machines which operate in high ambient temperatures, JCB Hydraulic Fluid EP 68 (4002/2703) is an approved alternative.
(4) JCB HP Grease is the recommended specification grease. if JCB Special MPL-EP is used, then the machine must be greased more frequently.

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Pre-Start Cold Checks, Service Points and Fluid Levels

Table 1. Engine

	Operation	10	50	100(1)	500	1000	2000
Oil Level (406 Naturally Aspirated Engine)	- Check	☐	☐	☐	☐	☐	☐
Oil and Filter (406)(2)	- Change					☐	☐
Oil Level (409 Turbo Charged Engine)	- Check	☐	☐	☐	☐	☐	☐
Oil and Filter (409)(2)	- Change				☐	☐	☐
Air Cleaner - Dust Valve(3)	- Clean			☐	☐	☐	☐
Air Cleaner - Outer Element(4)	- Change					☐	☐
Air Cleaner - Inner Element	- Change						☐
Fuel Filter	- Change					☐	☐
Fuel Sedimenter	- Drain and Clean			☐	☐	☐	☐
Fuel Strainer	- Check/Clean					☐	☐
Fan Belt - Tension/Condition	- Check			☐	☐	☐	☐
Fan Belt	- Change					☐	☐
Valve Clearances(5)	- Check/Adjust					☐	☐
Engine Timing Belt	- Check				☐	☐	☐
Engine Timing Belt(5)(6)	- Change						
Engine Cooling System(7)(8)	- Clean				☐	☐	☐

(1) First 100 Hours Service only, to be completed by your JCB Distributor.
(2) In arduous conditions, change the engine oil and filter after every 250 hours or three months (whichever comes first).
(3) More frequently if operating in dusty working environments.
(4) Change outer element more frequently in dusty operating environments.
(5) This task should be done be a JCB Engineer.
(6) Replace every 3000 hours or 5 years.
(7) Clean more frequently if operating the machine in a dirty/dusty environment.
(8) Clean every 100 hours.

Table 2. Brakes

	Operation	10	50	100(1)	500	1000	2000
Foot Brake	- Check	☐	☐	☐	☐	☐	☐
Park Brake	- Check/Adjust	☐	☐	☐	☐	☐	☐

(1) First 100 Hours Service only, to be completed by your JCB Distributor.

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General Safety

⚠ WARNING

Handbook

You and others can be injured if you operate or maintain the machine without first studying this handbook. Read the safety instructions before operating the machine. If you do not understand anything, ask your employer or JCB dealer to explain it. Keep this handbook clean and in good condition. Do not operate the machine without a handbook in the cab, or if there is anything on the machine you do not understand.

INT-1-3-2

⚠ WARNING

Decals

Decals on the machine warn you of particular hazards. You can be injured if you do not obey the decal safety instructions.

Each decal is attached close to a part of the machine where there is a possible hazard. Make sure replacement parts include warning decals where necessary.

Keep all decals clean and readable. Replace lost or damaged decals. Each decal has a part number printed on it, use this number to order a new decal from your JCB distributor.

INT-3-3-3_1

⚠ WARNING

Care and Alertness

All the time you are working with or on the machine, take care and stay alert. Always be careful. Always be alert for hazards.

INT-1-3-5

⚠ WARNING

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 whilst operating the machine or attachments. Be aware of medicines which can cause drowsiness.

INT-1-3-9

⚠ WARNING

Clothing

You can be injured if you do not wear the proper clothing. Loose clothing can get caught in the machinery. Wear protective clothing to suit the job. Examples of protective clothing are: a hard hat, safety shoes, safety glasses, a well fitting overall, ear-protectors and industrial gloves. Keep cuffs fastened. Do not wear a necktie or scarf. Keep long hair restrained.

INT-1-3-6

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Testing the System

In order to test the correct operation of the system, carry out a single greasing cycle.

1 Turn starter switch to IGN.

2 Press test button **D** for 3 to 5 seconds.

3 The system will perform a single cycle test.

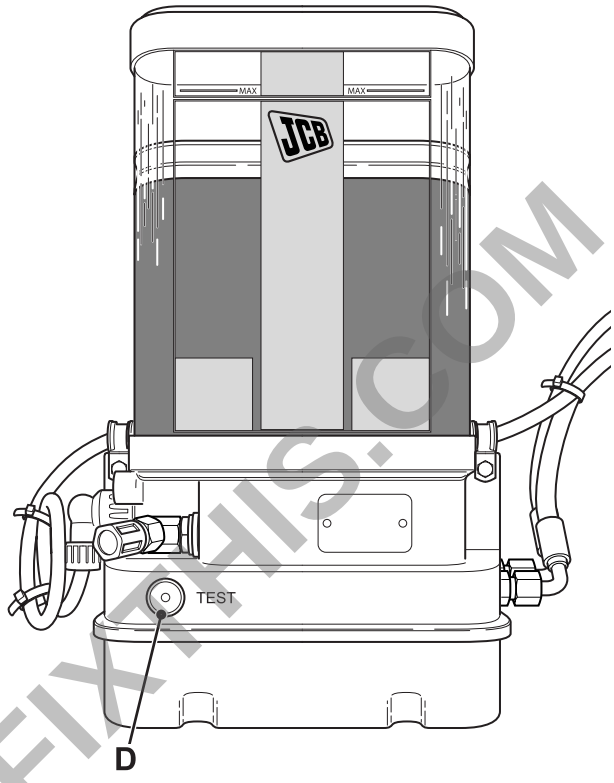
In order to prime the system after cleaning the machine or to vent the system; a continuous greasing cycle should be carried out.

1 Turn starter switch to IGN.

2 Press test button **D** for more than 6 seconds.

3 The system will perform a continuous cycle run.

Note: *The continuous greasing cycle will continue to run until the starter switch is turned to OFF.*



807200-2

Fig 14.

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Section A

Attachments

Section 1 - General Information

Section 2 - Care and Safety

Section 3 - Routine Maintenance

Section A - Attachments

Section B - Body and Framework

Section C - Electrics

Section D - Controls

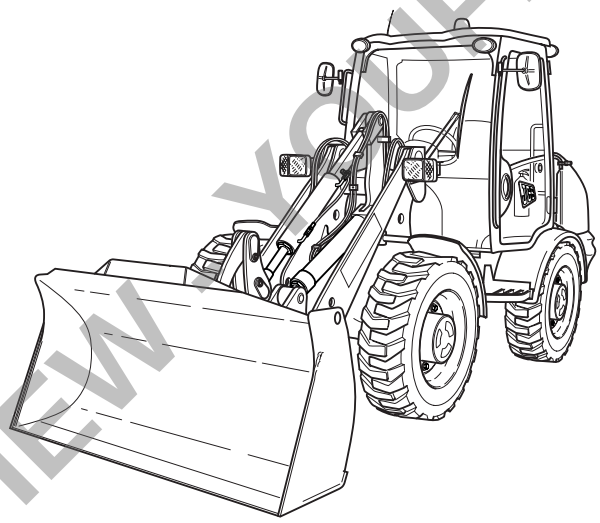
Section E - Hydraulics

Section F - Transmission

Section G - Brakes

Section H - Steering

Section K - Engine



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Service Procedures

Battery

TC-001_5

Maintenance

To ensure that the battery provides optimum performance the following steps should be observed:

1 Make sure that the electrical connections are clean and tight. Smear petroleum jelly on connectors to prevent corrosion.

2 When applicable - never allow the electrolyte level to fall below the recommended level - 6 mm (1/4 in) above the plates. Use only distilled water for topping up.

3 Keep the battery at least three quarters charged, otherwise the plates may become sulphated (hardened) - this condition makes recharging the battery very difficult.

Extra precautions must be taken when bench charging maintenance free batteries, they are more prone to damage by overcharging than the standard type of battery:

- Never boost-charge a maintenance free battery (if fitted).
- Never charge a battery at a voltage in excess of 15.8 Volts.
- Never continue to charge a battery after it begins to gas.

⚠ WARNING

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.

Re-charge the battery away from the machine, in a well ventilated area. Switch the charging circuit off before connecting or disconnecting the battery. When you have installed the battery in the machine, wait five minutes before connecting it up.

When reconnecting, fit the positive (+) lead first.

5-3-4-12

Testing

This test is to determine the electrical condition of the battery and to give an indication of the remaining useful 'life'.

Before testing ensure that the battery is at least 75% charged (SG of 1.23 to 1.25 for ambient temperature up to 27°C).

Ensure that the battery is completely disconnected from the vehicle.

Connect up the battery tester as follows:

1 Set the CHECK/LOAD switch **1-A** to OFF.

2 Set rocker switch **1-B** to the battery voltage (12V).

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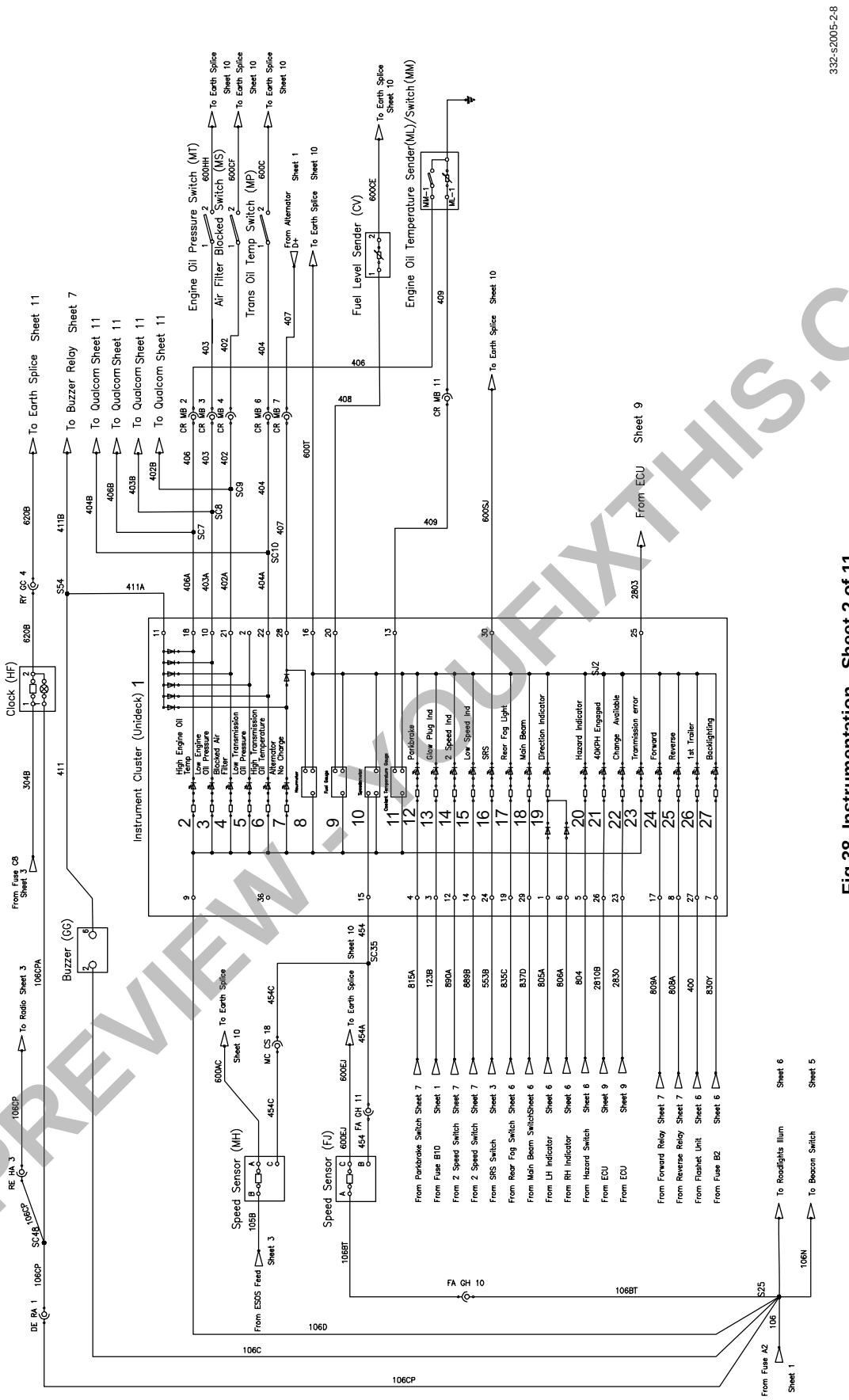


Fig 38. Instrumentation - Sheet 2 of 11

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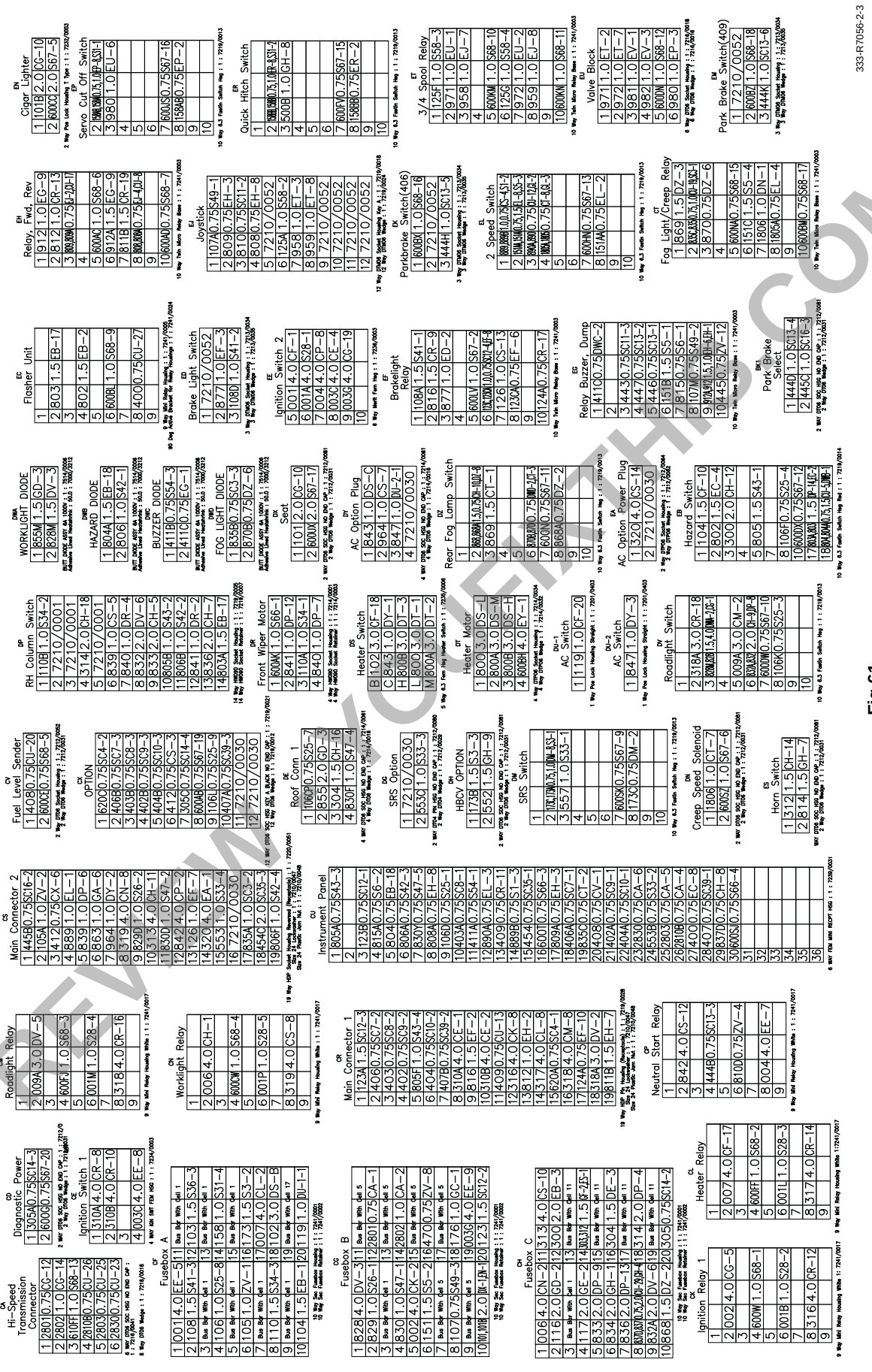


Fig 61.

333-R7056-2-3

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Displacement Angle (DA) Control-Valve

Control pressure is applied to the swash control piston **2** by the DA control-valve through a solenoid operated directional control-valve (DCA) **3**. The pump displacement is variable in each direction of flow. Each direction of flow is given to one of the two solenoids **3a** or **3b** on the DCA.

Increase the drive speed to supply a higher control pressure through the DA control-valve, which then increases the pump displacement.

A increase in pressure in the high pressure lines decreases the pump displacement.

An additional demand for power for example from the service hydraulics, can cause an engine `pull-down' to occur. An engine pull-down decreases the control pressure, which increases the pump displacement. The power released is available to supply the demand.

Automatic power division and a full utilisation of the power available is supplied to both the transmission and the service hydraulics systems.

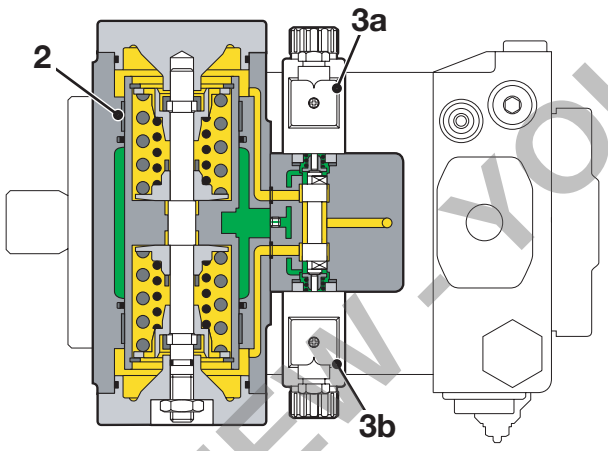


Fig 7.

Directional Control-Valve (DCA)

Pilot pressure is supplied to the DCA **3** from the DA control-valve. Forward or reverse selection energises the applicable solenoid **3a** or **3b**, which causes a spool movement. Pilot pressure oil is sent to the related end of the swash control piston.

Swash Control Piston

Pilot pressure oil causes movement of the swash control piston **2**, which is linked directly to the swash-plate. Changes of pilot pressure cause related changes in the swash angle.

High Pressure Relief and Control Pressure Make-up Valve (HPRV)

The HPRVs **5** have three functions:

1 To protect the pump and motor high pressure circuit.

2 To function as boost-inlet valves (set at 485 bar), ⇨ *Flushing and Boost Pressure Valve (E-14)*.

3 To give a bypass facility to enable towing of a disabled machine, tighten the screw **S** until its level with the locknut. ***Section F - Towing a Machine***.

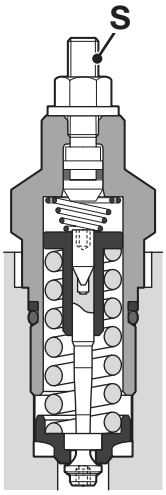


Fig 8.

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Pumps (406 Machines)

Removal and Installation

Preparation

Make the machine safe with the loader arm lowered. Refer to ***Section 3 - Prepare the Machine for Maintenance***.

Open the engine cover. Put a suitable container below the machine to collect any hydraulic oil spillage.

Note: *The transmission, hydraulic service pump and the fan pump are mounted together in-line onto the engine. The hydraulic service pump and fan pump can be removed on their own or remove all three pumps as one unit.*

Hydraulic Service and Fan Pumps

Refer to ⇨ *Fig 44. (E-52)* and ⇨ *Fig 45. (E-53)*.

Removal

WARNING

Hydraulic Pressure

Hydraulic fluid at system pressure can injure you. Before disconnecting or connecting hydraulic hoses or couplings, vent the pressure trapped in the hoses in accordance with the instructions given in this publication.

HYD-1-5

1 Loosen the clips, then remove and cap the hydraulic suction hoses **A** and **B**.

Note: *On later models, hose **B** is not installed. The fan pump is supplied with oil through an internal drilling from the supply hose **A**.*

2 Disconnect and remove the hydraulic pipe **C**. Cap the open ports and the pipes to prevent the entry of dirt or debris.

3 Disconnect and remove the pipe **D** from the fan hydraulic pump. Cap the open port and the pipe to prevent the entry of dirt or debris.

4 Remove the bolts **E** that attach the input and output flanges to the pump-body. Discard the O-rings.

5 Support the pumps and remove the bolts **F**.

6 Remove the pumps horizontally until the splines of the drive are away from the transmission pump, then lift the pumps from the machine.

7 Remove and discard the O-ring from the transmission pump.

Installation

WARNING

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 protective glasses and gloves. Hold a piece of cardboard close to suspected leaks and then inspect the cardboard for signs of fluid. If fluid penetrates your skin, get medical help immediately.

INT-3-1-10_3

The installation procedure is the reverse of the removal procedure.

1 Put the new sealing O-ring between the main pump and the transmission pump, and on the input and output flanges'

2 Torque all the bolts. ⇨ *Table 10. Torque Settings (E-52)*.

3 Fill the pump with clean (preferably filtered) hydraulic fluid before its connected to the outlet hose from the pump. Refer to ***Section 3 - Lubricants and Capacities.***

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40KPH Only

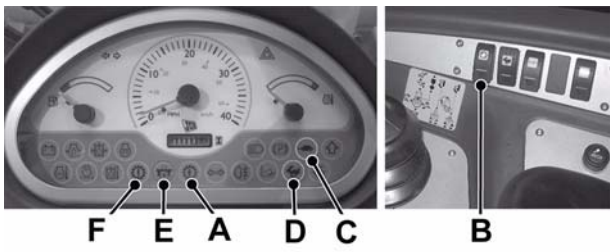
Introduction

A synchronised motor swash control with 2-speed gear change enables a clean and swift change of ratio without the need for power-shift clutches.

Mode		Speed Range	Instrument Cluster Indication	
Gear-1	Tortoise mode	0-6kph	The tortoise icon **C** is ON	
Gear-1	Hare mode	0-20kph	The hare icon **D** is ON	
Gear-2	40kph mode	0-40kph	The gear-2 engaged icon **E** and the hare icon **D** are ON	

Table 24. 40kph In-Cab Controls and Icons

A	Gear change icon
B	Gear change switch icon
C	Tortoise mode icon
D	Hare mode icon
E	Gear-2 engaged icon, 40kph mode
F	Gearbox error icon



T058990-6

Fig 62.

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Rear Axle

Type	
Designation	Dana Spicer 315/111/73
Weight (without wheels)	258 Kg (569 lbs)
Overall Gear Ratio	tba
Crownwheel & Pinion Ratio	tba
Number of Teeth	
Crownwheel	tba
Pinion	tba
Hub reduction	6:1

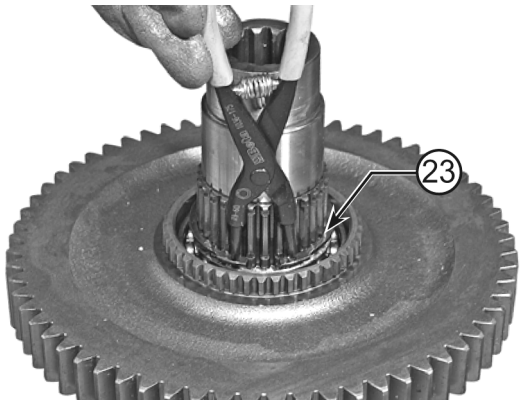
Transfer Gearbox

Type	
Designation	Dana Spicer
Input Shaft	tba
Maximum Input Torque	*** Nm (*** lbf ft)
Weight	tba
Overall Gear Ratio	tba
Number of Teeth	
Input Gear	tba
Output Gear	tba

Before you try to tow the machine read ⇒ ***Towing Procedure (F-5)***.

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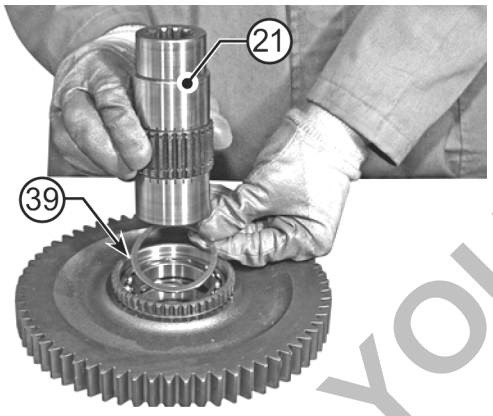
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DS367A-073

Fig 105.

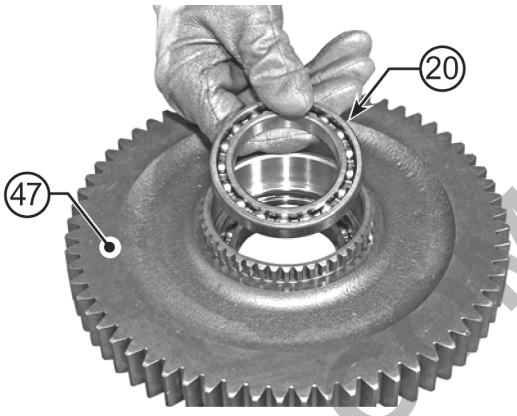
29 Remove snap ring **23**.



DS367A074

Fig 106.

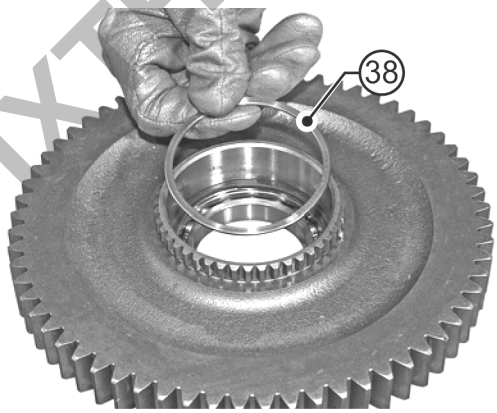
30 Remove output shaft **21** and distance piece **39**.



DS367A-075

Fig 107.

31 Remove bearing **20** from gear **47**.



DS367A-076

Fig 108.

32 Remove distance piece **38**.

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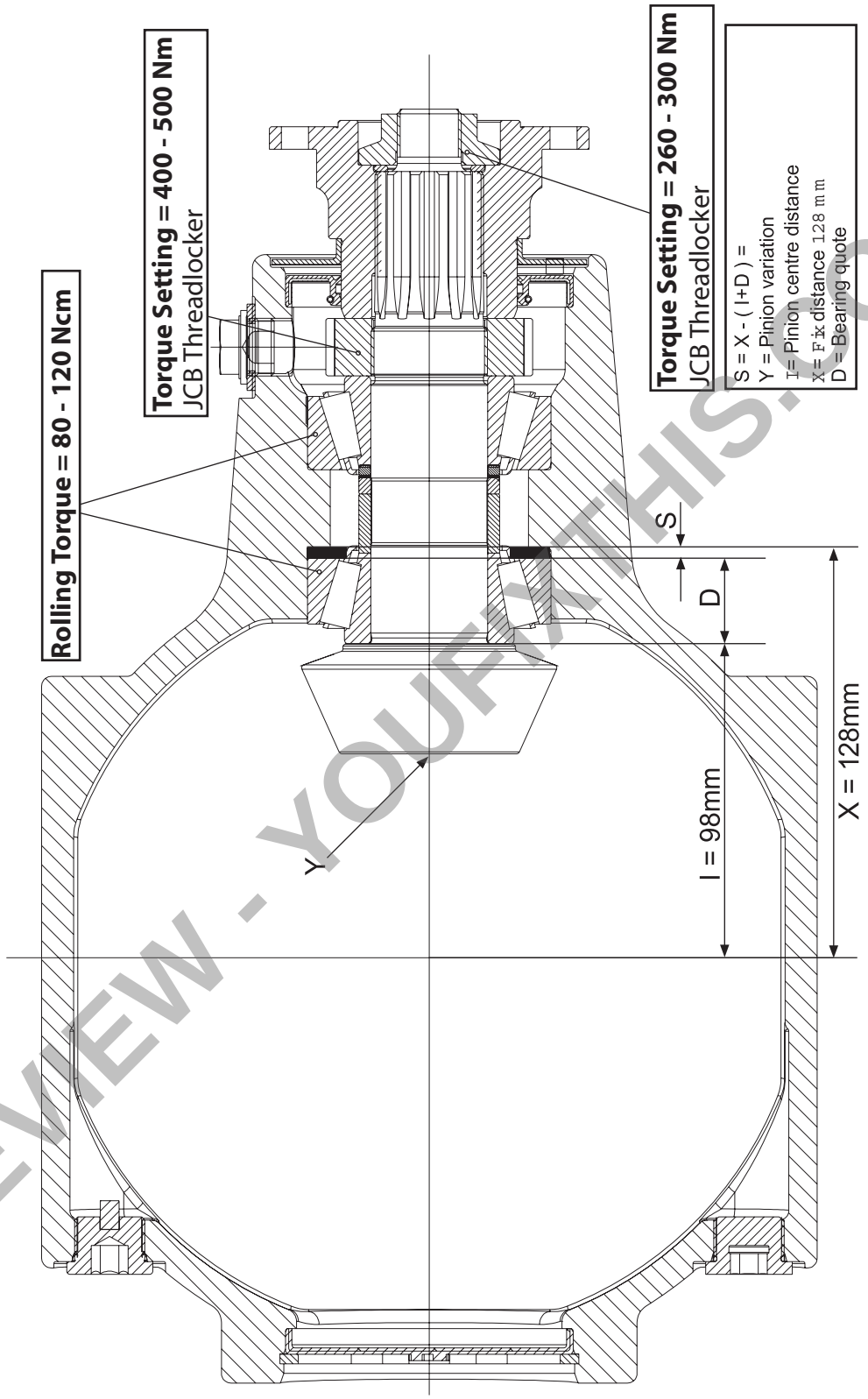


Fig 233. Pinion Shim Position Drawing

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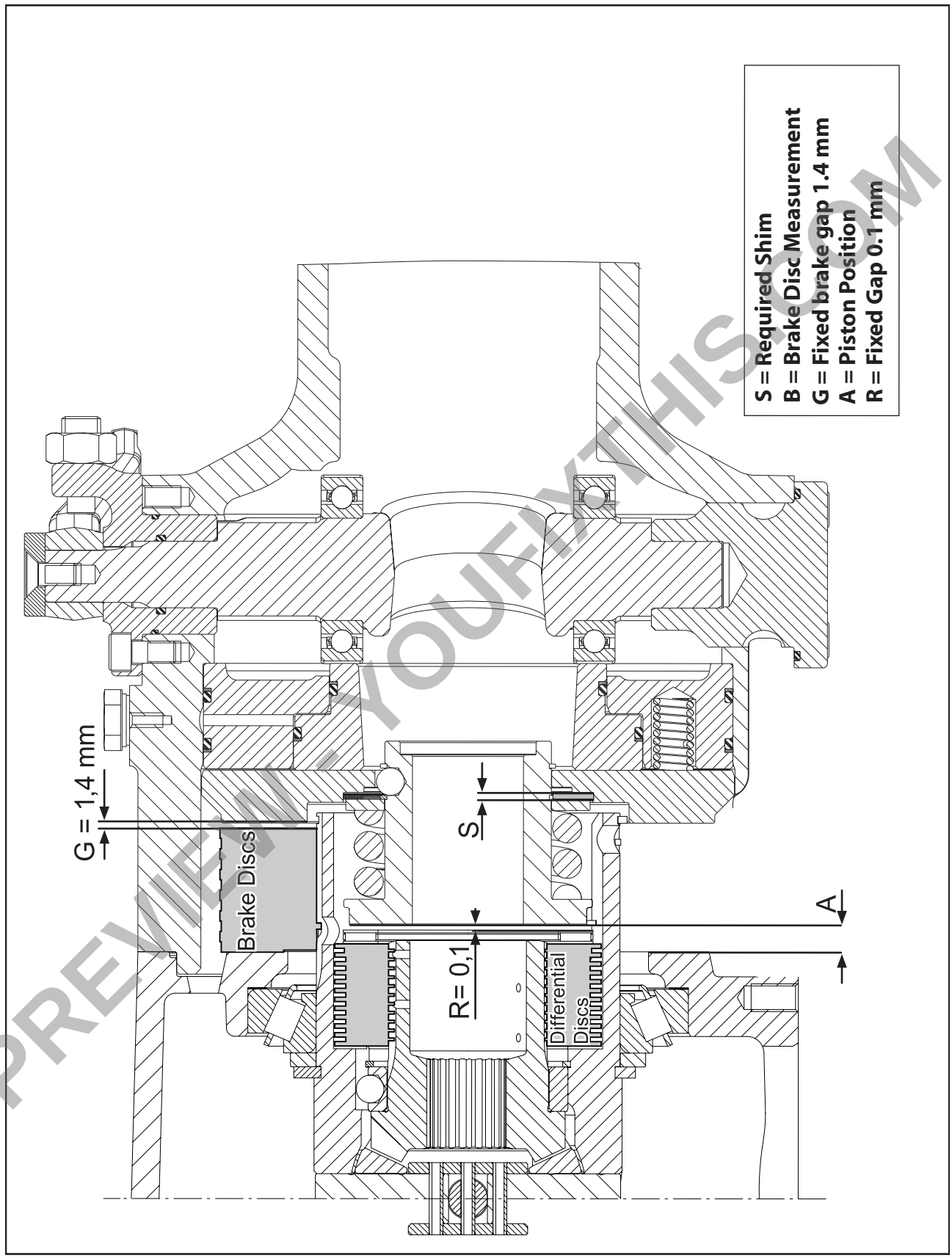


Fig 35. Shim Calculation Drawing

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