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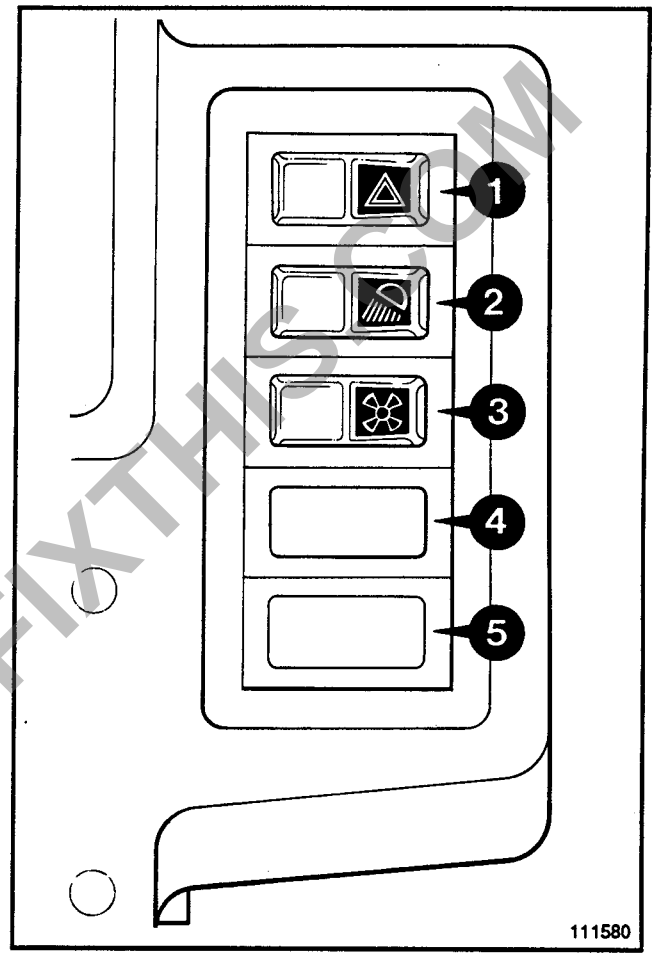
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CAB SWITCHES AND INSTRUMENTS
(continued)

Instrument Panel Switches (Right Hand)



1 **Hazard Warning Lights**

Rocker switch. Press to switch on the hazard warning lights. A light on the instrument panel flashes with the outside lights.

2 **Work Lights** *(If fitted)*

Rocker switch. Press to switch on the work lights. The work lights will come on only after the side lights are switched on.

Do not drive on the road with the work lights switched on. You can dazzle other drivers and cause an accident.

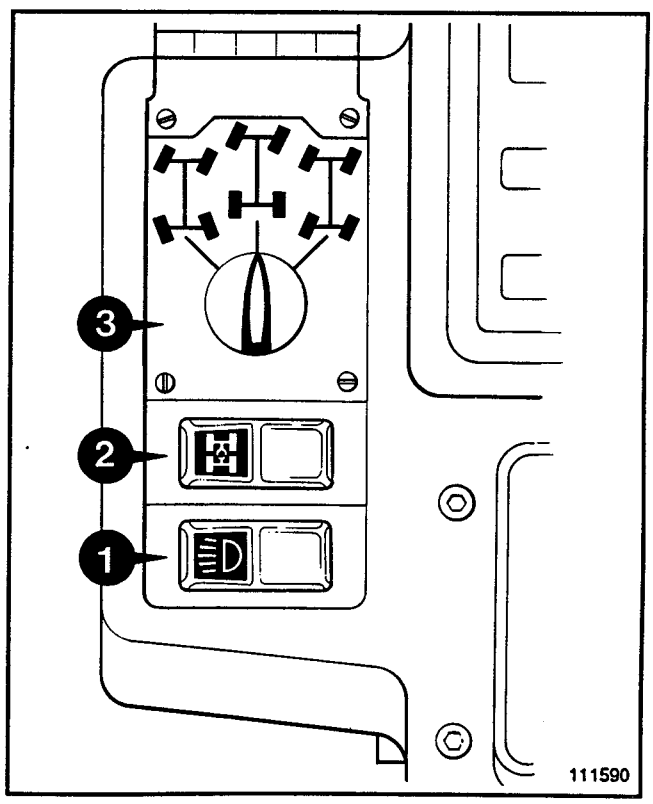
3 **Heater Fan** *(If fitted)*

Rocker switch. Press down to switch on the cab two-speed heater fan. Press further down for fast speed. Functions only with the starter switch set to *on*.

4 **Spare**

5 **Spare**

Instrument Panel Switches (Left Hand)



1 **Side Lights/Headlights**

Rocker switch. Press down for side lights only. Press further down for side lights and headlights.

2 **2/4-Wheel Drive** *(If fitted)*

Rocker switch with indicator light. Press down for 4-wheel drive. The indicator light comes on when 2-wheel drive is selected.

***Note:** If this switch is fitted, when the brake pedal is pressed the machine will automatically go into 4-wheel drive and the indicator light will go out.*

3 **Steer Mode Selector** *(See Next Page)*

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AIR CONDITIONING
(when fitted)

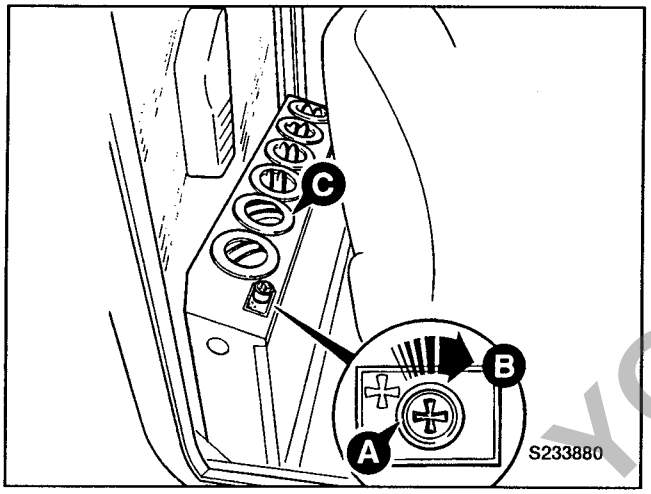
To provide cool air in warm climates and during hot seasons the air conditioning system delivers cool dehumidified air into the cab.

1 Start the engine, *see **Starting The Engine** in OPERATION section.*

***Note**: Make sure the air conditioning is switched off before starting the engine.*

2 To select the air conditioning on, rotate knob **A** in a clockwise direction **B** to first position.

***Note**: Water draining from **D** is normal and does not indicate a leak.*

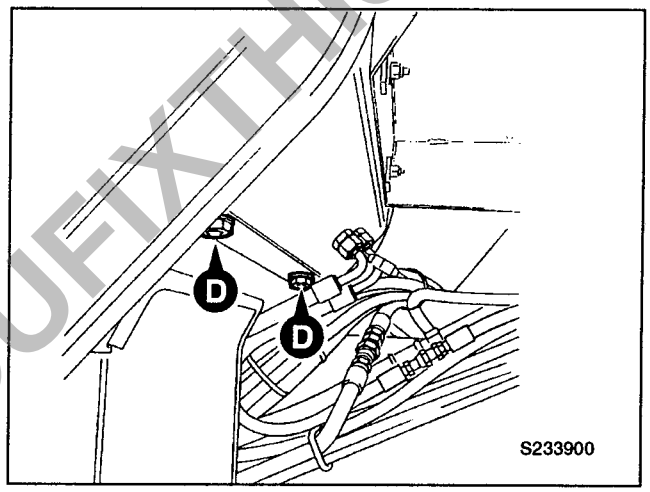


3 To increase the volume of air rotate knob **A** to the second or third position as required.

4 To direct the air, open and rotate the outlets **C** as required.

***Note**: In dusty conditions it is recommended that air is recirculated within the cab, otherwise the filter may become clogged.*

5 Operate the heater to raise the temperature, *see **Heater** (OPERATION section).*



BOOM CARRIAGE AND CONTROLS

⚠ WARNING

You or others can be killed or seriously injured if you operate the control levers from outside the cab. Operate the control levers only when you are correctly seated inside the cab

INT-2-1-3

Servo Control Levers

The cab servo system consists of a joystick, electro/hydraulic valve block and a control selector panel.

The boom operations are controlled by a three axis joystick control lever. The joystick control lever is spring loaded to the centre hold position.

The speed of movement of the ram depends on how far you move the joystick. The rams will stay in any position until you move them with the joystick control lever.

The joystick has a rocker switch on the top of the lever. The rocker switch has two functions. The first is to operate the boom extend/retract. The second function is to operate an auxiliary service.

A red light illuminates to indicate that the auxiliary mode has been selected.

The auxiliary switch is a momentary push-button type. When operated the system will remain in the auxiliary mode until re-selected or the starter switch is turned OFF.

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BRAKES
(continued)

Checking the Foot Brake Fluid Level

⚠ WARNING

Faulty brakes can kill. If you have to top up the brake reservoir frequently, get the brake system checked by your JCB distributor. Do not use the machine until the fault has been put right.
2-3-2-5/1

⚠ WARNING

Using incorrect brake fluid could damage the system. See the *Fluids, Capacities and Lubricants* chart in this handbook for the correct fluid. The fluid can harm your skin. Wear rubber gloves. Cover cuts and grazes.
2-3-2-6/1

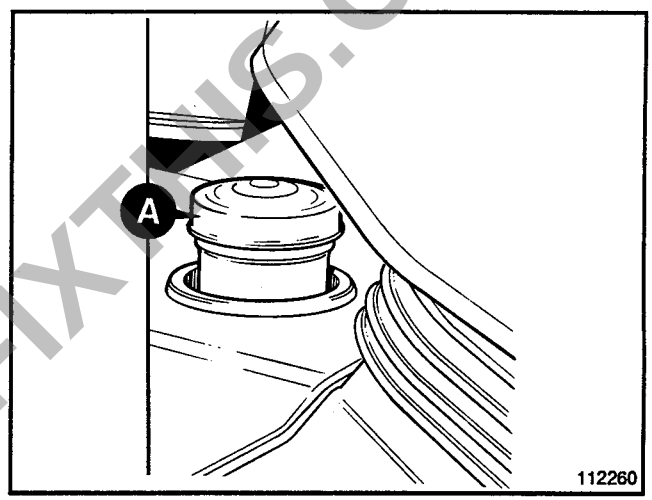
The brake master cylinder is in the cab. It is just in front of the instrument panel.

1 Check the Fluid Level

The correct fluid level is marked on the reservoir. If necessary, add fluid as in Step **2**.

2 Add Fluid

Remove the reservoir cap **A**. DO NOT USE ORDINARY BRAKE FLUID. Carefully pour in the fluid until it reaches the **FLUID LEVEL** mark. Avoid spilling it. Wipe up any spillage.



ENGINE AIR FILTER

Cleaning the Pre-Cleaner

***Note:** Do not run the engine with the filter pre-cleaner removed. If the pre-cleaner is more than a third full of dust, empty it.*

1 Remove the Cover

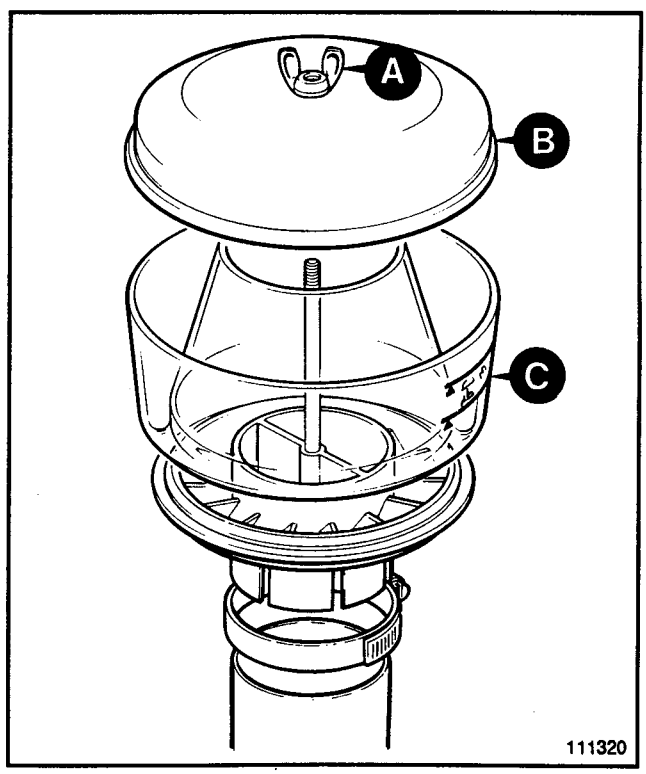
Unscrew the wingnut **A** and lift off the cover **B**.

2 Empty and Clean the Bowl

Carefully remove the dust bowl **C** and empty out the dust. Make sure the dust does not fall into the air filter intake. Wipe the bowl clean. Remove oil or grease by washing in hot water with a little detergent. Dry the bowl before refitting it.

3 Fit the Bowl

Carefully set the bowl in position. Fit and tighten the wingnut **A**.



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FLAT 8 BALE CLAMP
(continued)

2 Approach the Bales

Approach the load on centre. Extend the boom about 1 m (3 ft) for better visibility. Keep the Bale Clamp tilted slightly back and about 75 mm (3 in) above the bale height. Make sure the hooks are raised.

Manoeuvre the Loadall to align the bales and butt them against the Bale Clamp side guide and backframe.

3 Pick Up the Bales

⚠ CAUTION

The Bales are secured in the Bale Clamp by the clamping action of the hooks and the backframe.

If the bales are not butted against the backframe they may not get safely clamped in place. They may simply be hanging in the hooks. In this condition they can drop off.

Whenever possible, pick up bales in groups of eight, arranged as shown. If fewer than eight bales are in the group, make sure the gaps are in the front row.
5-5-3-2

Lower the Bale Clamp onto the bales. Do not force the Bale Clamp. Lower the hooks fully. They will swing down and back, hooking into the bales and pushing them against the backframe.

Raise the bales clear of the ground. Tilt the Bale Clamp slightly back. You can now drive carefully to the unload point.

4 Unload the Bales

⚠ WARNING

Stack bales straight and square. Uneven bales can fall over.
5-5-3-3

Make sure the Loadall is stationary before unloading. Carefully lower the bales onto the unload area. Do not force the Bale Clamp down too hard.

Fully raise the hooks and tilt the Bale Clamp back a little way. Withdraw the Bale Clamp clear of the bales.

Maintenance

Daily

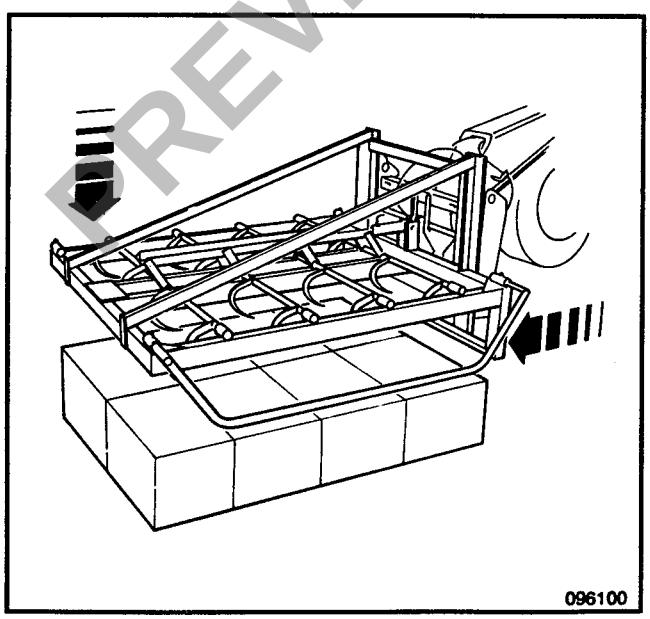
Clean with the rest of the machine.

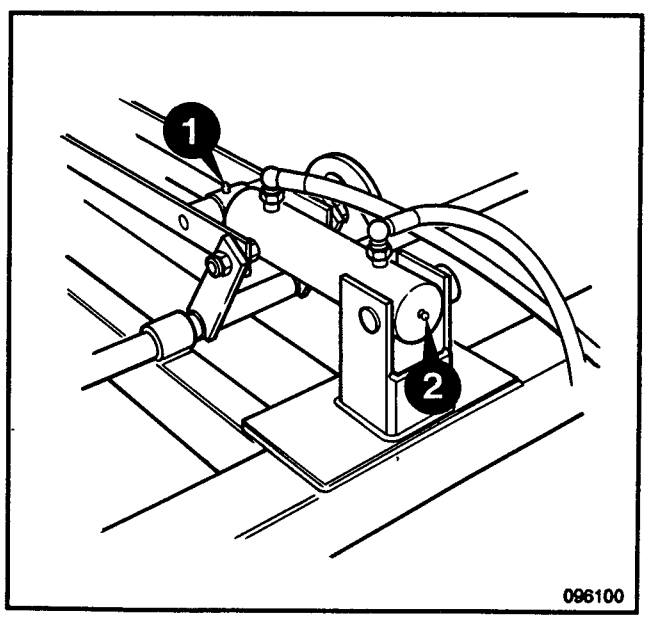
Check generally for damage, Make sure the hooks and their linkages are in good condition.

Check the hydraulic hoses for damage and signs of leakage.

Grease the ram pivot points.

2 Grease Points as shown.





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ENGINE AIR FILTER
(continued)

Changing the Inner Element

1 Raise the Engine Cover

2 Stop the Engine

3 Clean the Pre-Cleaner

*See **Cleaning the Pre-Cleaner** (MAINTENANCE section).*

4 Disconnect the Filter Induction Hose

To prevent dust getting into the engine, remove the induction hose **A** from the canister. Cover the hose to prevent rain and dirt getting into the engine.

5 Remove the Outer Element

Unscrew wingnut **C**. Pull out the outer element **F**.

6 Remove the Inner Element

Unscrew wingnut **G**. Pull out the inner element **E**.

7 Clean the Canister

Clean the inside of the canister **H**.

8 Fit the New Inner Element

Carefully insert the new element into the canister. Make sure it seats correctly, by smearing the seal **B** with grease and checking for a witness mark on the canister base. Fit and tighten wingnut **G**.

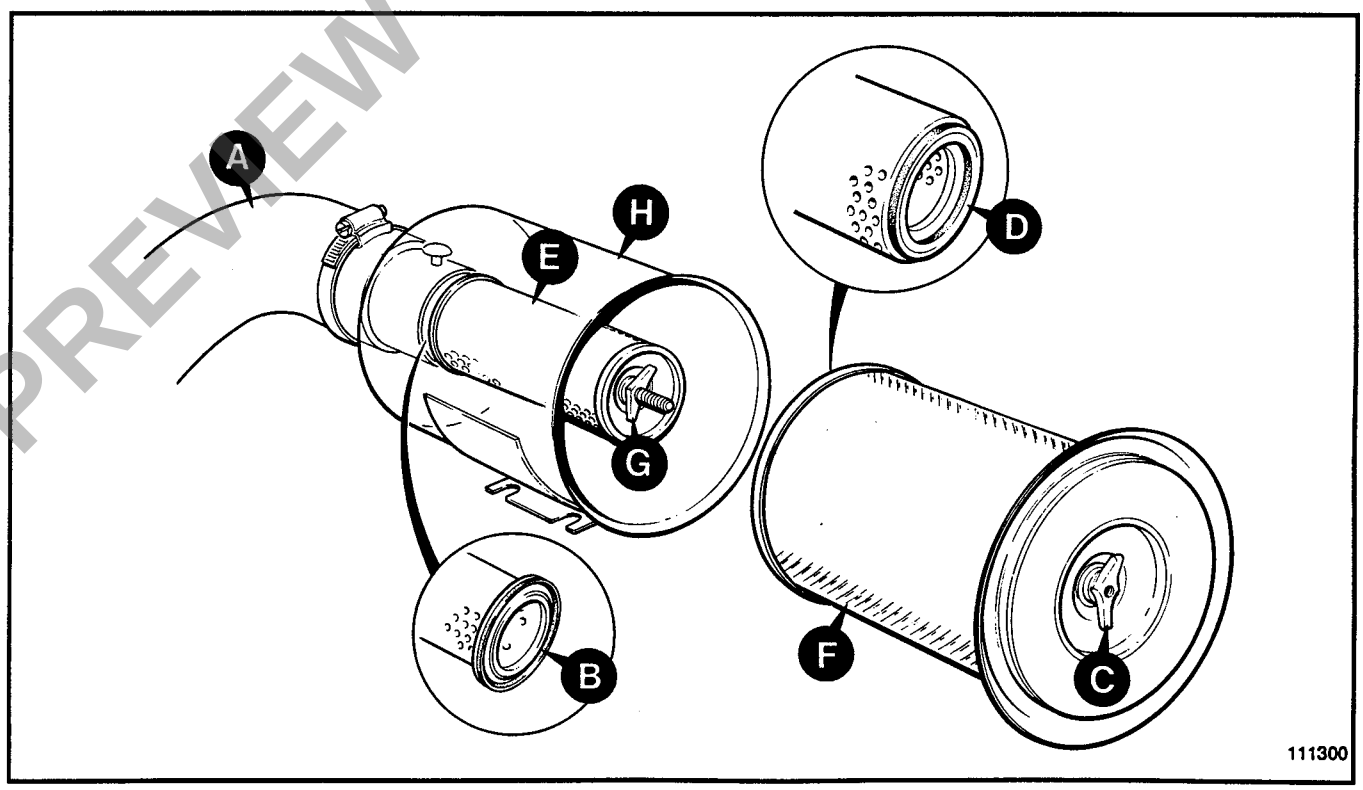
9 Fit the Outer Element

Carefully insert the new outer element. Make sure it seats correctly, by smearing the seal **D** with grease and checking for a witness mark on the canister base. Tighten wingnut **C**.

10 Connect the Induction Hose

Connect the induction hose. Make sure the ***Air Filter Blocked*** switch connector is fitted. Check all hoses for condition and tightness.

***Note:** In a dusty working environment, the outer element may have to be changed more frequently than the service schedule recommendation. A new inner element must be fitted at latest, every third time the outer element is changed. As a reminder, mark the inner element with a felt tip pen each time you change only the outer element.*



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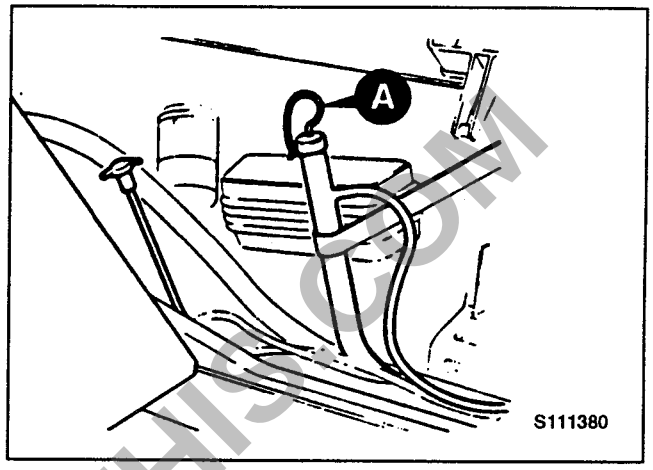
TRANSMISSION

Checking the Oil Level

The illustrations show a Syncro Shuttle and Powershift gearbox, use the illustration applicable to your machine.

***Note:** The dipstick marks are for cold oil. The engine must be cold when you check the oil level. Make sure the engine is stopped. Remove the starter key.*

Check that the oil level is at the top mark of the dipstick/filler **A**. Add recommended oil if necessary. *(See the chart at the end of MAINTENANCE section.)* Do not fill past the top mark on the dipstick.



Changing the Oil and Filter

1 Park the machine on level ground. Engage the parking brake. Lower the attachments to the ground. Stop the engine. Remove the starter key. Disconnect the battery.

2 Place a container of suitable size beneath the machine. (To catch the oil, *see the chart at the end of MAINTENANCE section for capacity.*)

***Note:** On Powershift machines the oil can be drained by removing plug **G**. When the oil has drained refit drain plug **G**.*

⚠ CAUTION

When the strainer is removed, oil will gush out. Keep to one side when you remove the strainer.
2-3-4-1

3 Remove bolts **D**. Pull out the strainer **E** and its gasket **F**.

4 Clean the strainer with a suitable solvent. Follow the solvent manufacturer's instructions on safety.

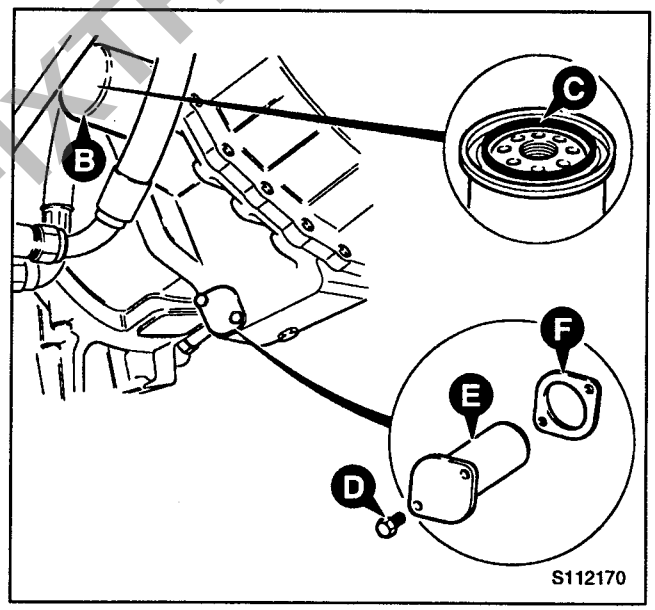
5 Fit the strainer and a new gasket **F**. Apply JCB 'Lock And Seal' to bolts **D** before fitting and tightening them.

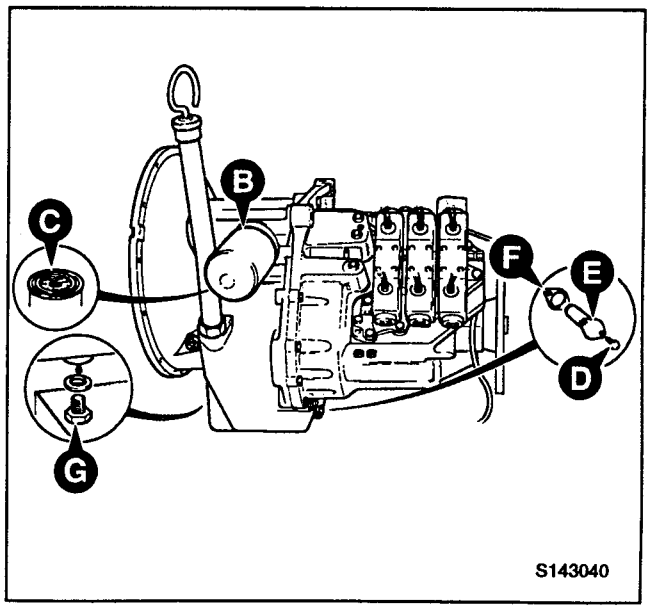
6 Unscrew and remove the filter **B**.

On the new filter, smear seal **C** with transmission oil.

Screw the new filter in place, hand-tight only.

7 Fill the system with new oil through the dipstick/filler. *See the chart at the end of MAINTENANCE section for recommended oil.*





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BEFORE STARTING THE ENGINE

*Note: Read **Operating in Low Temperatures** or **Operating in High Temperatures** in OPERATION section if you will be using the machine in very cold or very hot climates.*

1 Engage the Parking brake

The parking brake should have been engaged when the machine was last parked. But if it is not already engaged, engage it now.

⚠ DANGER

Before lowering the carriage to the ground, make sure that the machine and the area around it are clear of other people. Anyone on or close to the machine could fall and be crushed by the carriage, or get caught in the linkages.
5-2-2-2

2 Lower the Carriage to the Ground

The carriage should have been lowered to the ground when it was last parked. If not, start the engine, *see **Starting the Engine** this section*, and lower the carriage to the ground. Then stop the engine before continuing with Step 3.

3 Do a Pre-start Inspection

For your own safety (and others) and for a maximum service life of your machine, do a pre-start inspection before starting the engine.

- **a** If you haven't already done it, do a walkround inspection of the outside of the machine. See Before Entering the Cab OPERATING Section.
- **b** Remove dirt and rubbish from the cab interior, especially around the pedals and control levers.

⚠ WARNING

Keep the machine controls clean and dry. Your hands and feet could slide off slippery controls. If that happens you will lose control of the machine.
2-2-3-6

- **c** Remove oil, grease and mud from the pedals, control levers and the steering wheel.
- **d** Make sure that your hands and shoes are clean and dry.

⚠ WARNING

Loose articles can fall and strike you or roll on the floor. You could be knocked unconscious, or the controls could get jammed. If that happens you will lose control of the machine.
2-2-3-7/1

- **e** Remove or secure all loose articles in the cab - such as lunch boxes, tools etc.
- **f** Inspect the ROPS/FOPS structure for damage. Get your JCB distributor to repair any damage. Make sure all its securing bolts are fitted and correctly tightened. See **Checking the ROPS/FOPS Structure** *in MAINTENANCE Section* for torque figures.
- **g** Check round the cab for loose or missing bolts, screws etc. Fit new ones or tighten where necessary.

⚠ WARNING

Do not use a seat belt which is damaged or excessively worn.

Do not use a seat belt that has been in an accident.

A worn, damaged or already stressed seat belt could break or give way in a collision. If that happens you could be killed or injured.
2-2-3-8

⚠ WARNING

Do not drive the machine without wearing the seat belt, properly fastened and adjusted.
2-2-3-9

- **h** Inspect the seat belt and its mountings for damage and excessive wear.
- **i** Check that the following are in working order:- Lights, Warning Lights, All switches, Direction Indicators, Hazard Warning Lights, Windscreen Washer and Wipers, Back-up Alarm.

4 Adjust the Seat

Adjust the seat so that you can comfortably reach all the driving controls. You should be able to apply full brake pedal travel with your back against the seat back.

5 Set the Rear View Mirror(s)

Set the rear view mirror(s) to give you a good view close behind the machine when you are correctly seated.

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JUMP-STARTING THE ENGINE (continued)

1 Engage the Parking Brake

The parking brake should have been engaged when the machine was last parked. If it is not engaged, engage it now.

2 Set All Switches In the Cab to Off

3 Connect the Booster Cables

Connect the booster cables as follows:

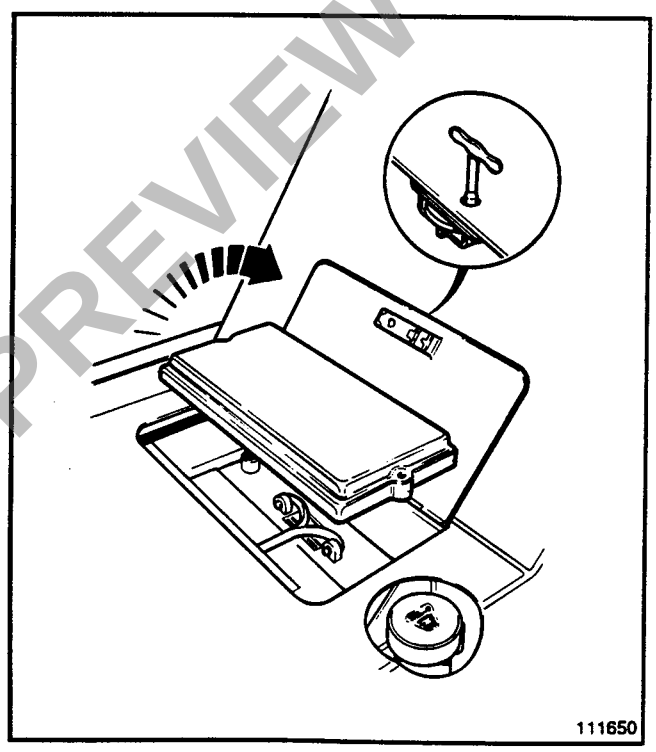
a Unlock and open the battery cover, using the key provided. Remove battery cover.

Note: *The battery is on the right of the machine.*

⚠WARNING

Keep metal watch straps, and any metal fasteners on your clothes, clear of the positive (+) battery terminal. Such items can short between the terminal and nearby metal work. If this happens you can get burned.
5-2-2-4

b Connect the positive booster cable to the positive (+) terminal on the machine battery. Connect the other end of this cable to the positive (+) terminal of the booster supply.



c Connect the negative (-) booster cable to a good frame earth on the machine, away from and below the battery.

Note: *A good frame earth is part of the main frame, free from paint and dirt. Do not use a pivot pin for an earth.*

d Connect the other end of this cable to the negative (-) terminal on the booster supply.

4 Do the Pre-Start Checks

See ***Before Starting the Engine*** *in OPERATION section.*

5 Start the Engine

See ***Starting the Engine*** *in OPERATION section.*

6 Disconnect the Booster Cables

a Disconnect the negative booster cable from the machine frame earth. Then disconnect it from the booster supply.

b Disconnect the positive booster cable from the positive (+) terminal on the battery. Then disconnect it from the booster supply.

7 Install and lock the battery cover, using the key provided.

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FUEL SYSTEM (continued)

Changing the Filter Element (Type 2)

1 **Remove the Element**

Unscrew the filter element **A**, the element is hand tight but may require a strap wrench to remove. The filter will be full of fuel.

2 **Fit the New Element**

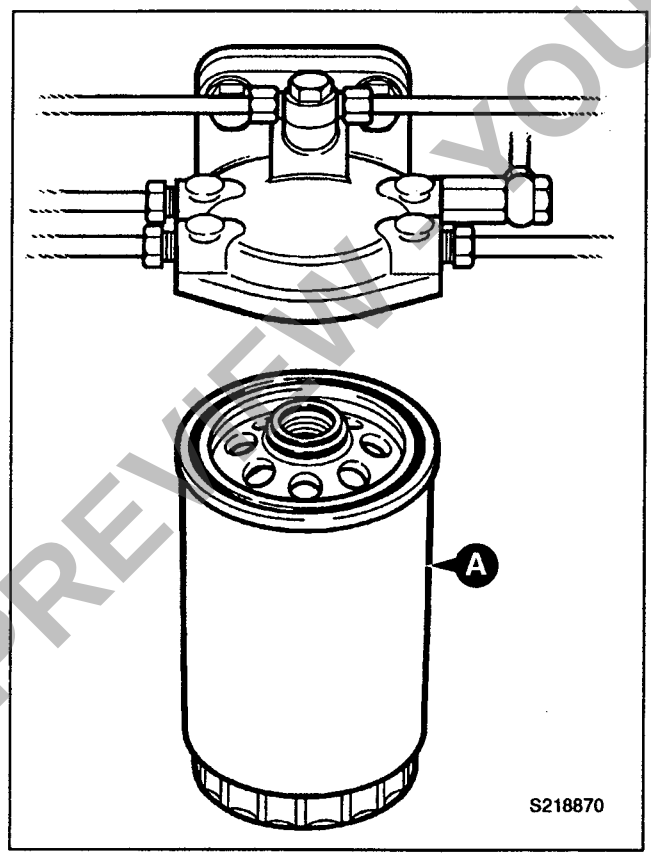
To assist with bleeding fill the filter element with fuel before fitting. Install filter element **A**, hand tight only. Check for leaks.

3 **Bleed the System**

⚠ CAUTION

Running the engine with air in the system could damage the fuel injection pump. After maintenance, remove air from the system.

2-3-3-7



Draining the Sediment Bowl

1 **Open the Bonnet**

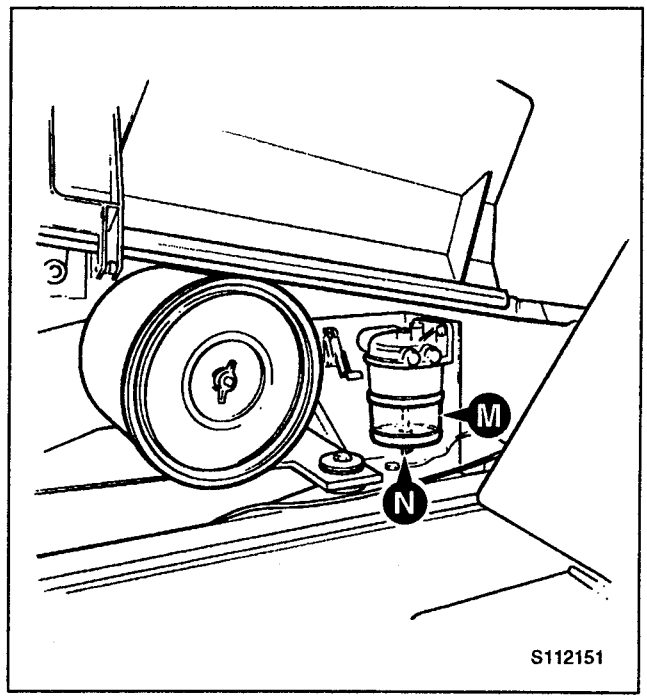
2 **Inspect and Drain the Bowl**

Look in the bowl **M**. If it contains sediment, do Steps **3** to **8**. If there is water but no sediment, drain off the water by opening tap **N**.

⚠ CAUTION

Running the engine with air in the system could damage the fuel injection pump. After maintenance, remove air from the system.

2-3-3-7



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