Service Manual

Articulated Dump Truck - 722

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Section 2 - Care and Safety

Section 3 - Routine Maintenance

Section B - Body and Framework

Section C - Electrics

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Section G - Brakes

Section H - Hydraulic Steering

Section K - Engine

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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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Fitting Procedure

1 Drill a hole in the machine body/framework where the rivet nut is to be fitted. De-burr hole edges.

2 Screw the rivet nut onto the mandrel of the installation tool. The bottom of the mandrel should be in line with the bottom of the rivet nut **2-A**.

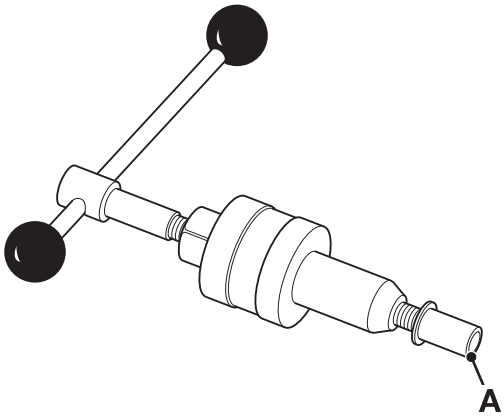


Fig 2.

3 Wind the body of the installation tool down the threaded mandrel until it touches the head of the rivet nut **3-B**.

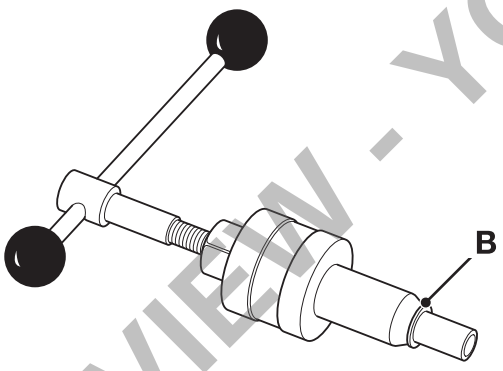


Fig 3.

4 Insert the rivet nut (assembled to the tool) into the hole drilled in step 1.

5 Hold handle **4-C** and at the same time draw the mandrel into the installation tool by turning nut **4-D**. The rivet nut will contract in length and form an 'upset' (smooth bulge) seating itself against the body/framework **4-E**.

Note: *The thread of the rivet nut must not be stripped, take care when 'upsetting' the rivet nut.*

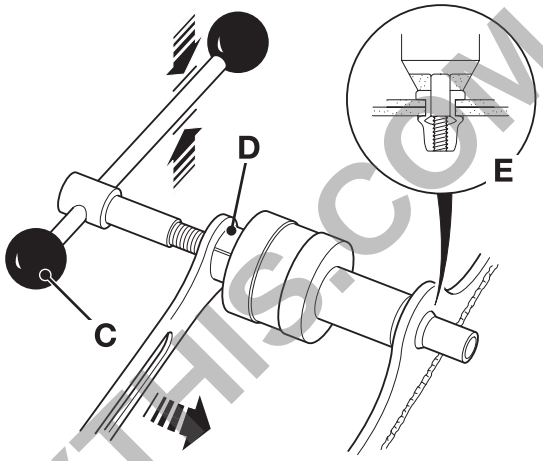


Fig 4.

6 Remove the installation tool.

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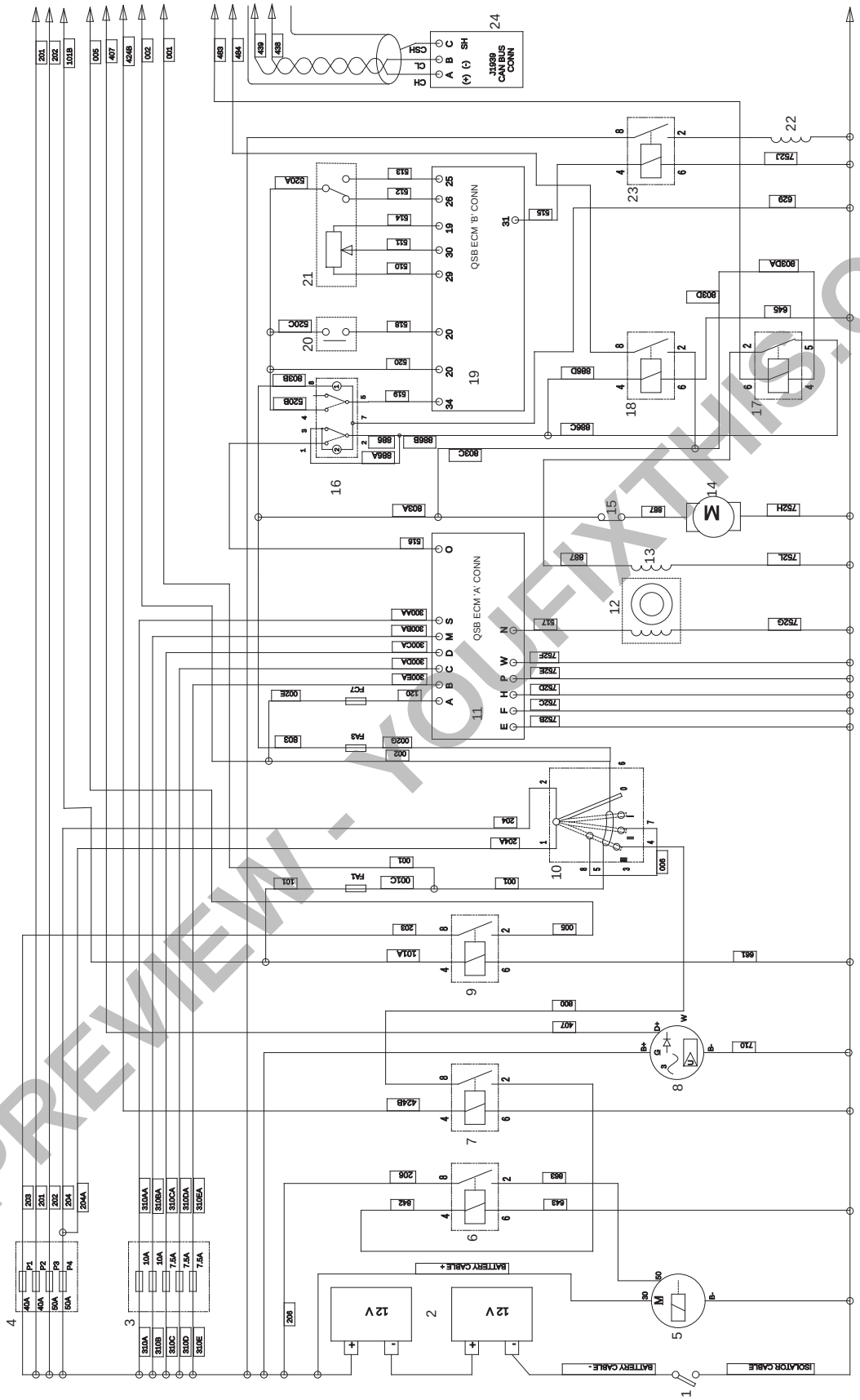


Fig 28.

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Error Codes

Engine Error Codes

The Electronic Monitoring System (EMS) will display an error code in the event of a fault developing in the engines electronic system.

Error Code	Description	Effect when fault code is active
E000	No communication with engine ECU	
E001	Engine control module - critical internal failure	Possible no effect or engine may run rough or not start. Engine power de-rate. Possible white smoke
E002	Engine speed/position sensor circuit - lost both of two signals from the magnetic pick-up sensor	Engine power de-rate. Possible white smoke. No engine speed and position backup for main
E003	Fuel Timing Pressure Sensor Circuit - shorted high (116)	
E008	Intake Manifold Pressure Sensor # 1 Circuit - shorted high (122)	Engine will derate to no-boost fuelling.
E009	Intake Manifold Pressure Sensor # 1 Intake Manifold Pressure Sensor # 1	Engine will derate to no-boost fuelling.
E010	Accelerator Pedal Position Sensor Circuit - shorted high (131)	Engine idles when idle validation switch indicates idle and ramps up to a default set speed when idle validation switch indicates off-idle.
E011	Accelerator Pedal Position Sensor Circuit - shorted low (132)	Engine idles when idle validation switch indicates idle and ramps up to a default set speed when idle validation switch indicates off-idle.
E012	Hand Throttle Position Sensor Circuit - shorted high (133)	Engine will not respond to hand throttle input.
E013	Hand Throttle Position Sensor Circuit - shorted low (134)	Engine will not respond to hand throttle input.
E014	Engine Oil Pressure Sensor Circuit - shorted high(135)	Default value used for oil pressure. No engine protection for oil pressure.
E015	Engine Oil Pressure Sensor Circuit - shorted low (141)	Default value used for oil pressure. No engine protection for oil pressure.
E016	Engine Oil Pressure Low - Warning (143)	Power derate and possible engine shutdown if engine protection shutdown feature enabled.
E017	Engine Coolant Temperature Sensor Circuit - shorted high (144)	Default value used for coolant temperature. No engine protection for coolant temperature.
E018	Engine Coolant Temperature Sensor Circuit - shorted low (145)	Default value used for coolant temperature. No engine protection for coolant temperature. Power derate and possible engine shutdown.

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Technical Data

Main System Components

Primary Pump

Type	Axle piston (series 45); 90 cc/rev, variable displacement, load sensing self-aspirating pump.

Ground-drive Pump

Maximum Pump Flow	121 l/min (26.6 UK gal; 32 US gal)
Maximum Pump Pressure	175 bar (2538 lb/in^2)

Suspension Pump

Pump Flow	11 cc/rev

Main Control Manifold Block

Pump Pressure Compensator setting	210 bar (3046 lb/in^2)
Maximum Pump /flow (at tbc rev/min.)	190 l/min (41.8 UK gal/min; 50.2 US gal/min
Maximum Steering Flow	91 l/min (20 UK gal/min; 24 US gal/min
Maximum Steering Pressure	185 bar (2683 lb/in^2) (protected by relief valve in LS line in Steer Valve)
Maximum Lift Pressure	210 bar (3046 lb/in^2)
Maximum Brake Accumulator Charge Pressure	210 bar (3046 lb/in^2)
Minimum Brake Accumulator Charge Pressure	160 bar (2320 lb/in^2)
Pilot Supply Pressure	35 bar (508 lb/in^2)

Hydraulic Rams

	Bore		Rod Dia.		Stroke	
	mm	in	mm	in	mm	in
Lift Ram	110	4.3	75	2.9	2100	82.7
Suspension Ram	80	3.15	80	3.15	140	5.5

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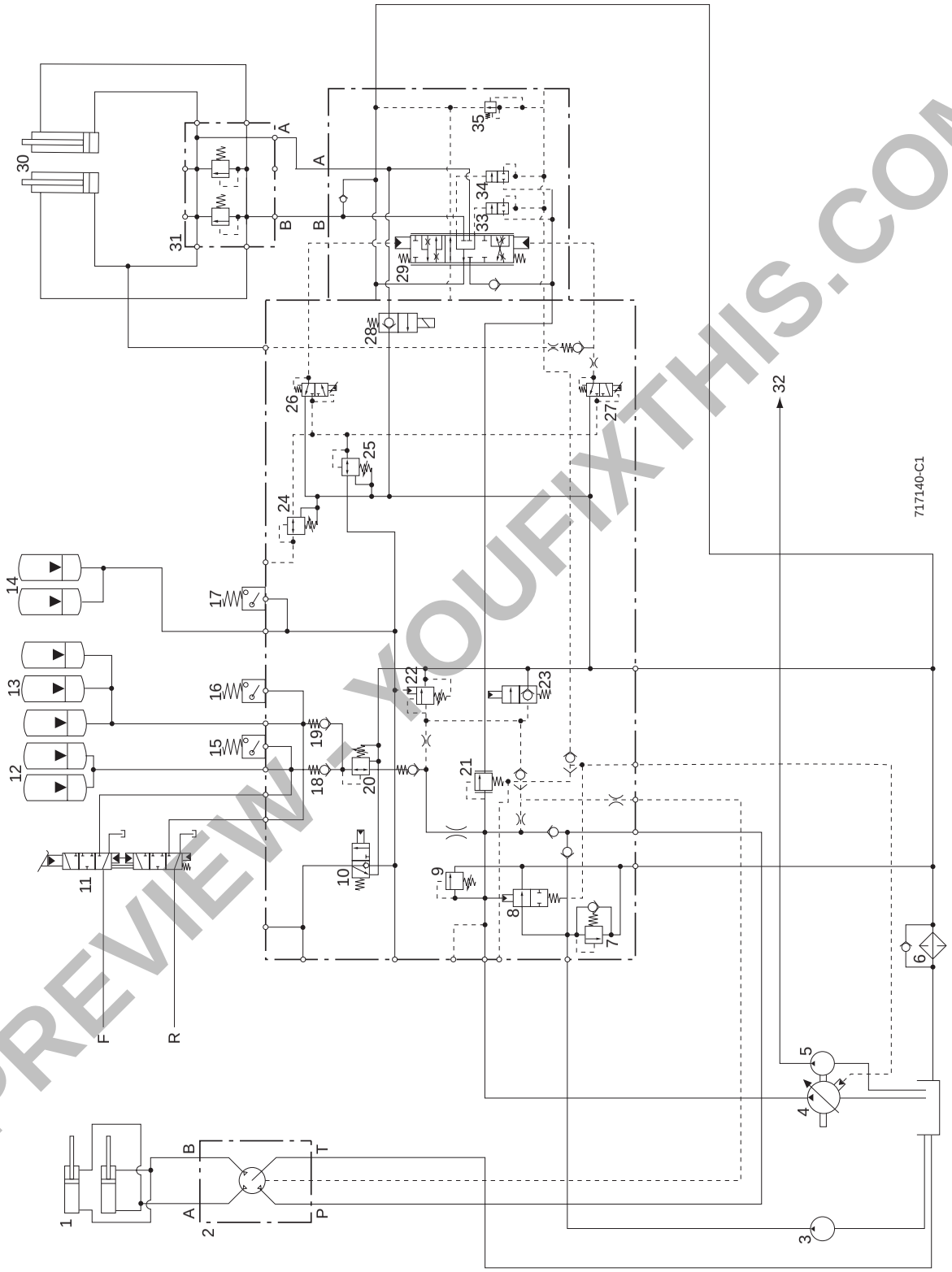


Fig 14. Hydraulic Diagram (to Machine No. 833199)

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Fault Finding

Hydraulic System

Body Lift (Tipping) Function

The purpose of this section is to help you trace a particular fault. The tables identify possible causes and give a suggested action with specific tests where applicable.

Note: *The item numbers (given in bold) refer to items in the main manifold block.* *⇨ Main Control Manifold Block (E-43).*

Remember, safety must always be the first priority. Refer to ***Section 2, Care and Safety*** for a reminder on safety practices.

Fault Finding Tables

Fault Descriptions:	
Body will not lift.	*⇨ Table 7. (E-26)*
Lift function too slow.	*⇨ Table 8. (E-26)*
Body will not lower.	*Table 9. (E-27)*
Body lowers too slowly.	*⇨ Table 10. (E-27)*
Power down available when body is on the chassis	*⇨ Table 11. (E-27)*
Body fails to slow down when reaching the proximity switch on the chassis.	*⇨ Table 12. (E-27)*
Body fails to go into float and stops before it reached the chassis	*⇨ Table 13. (E-28)*

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Hub and Driveshaft

Dismantling and Assembly

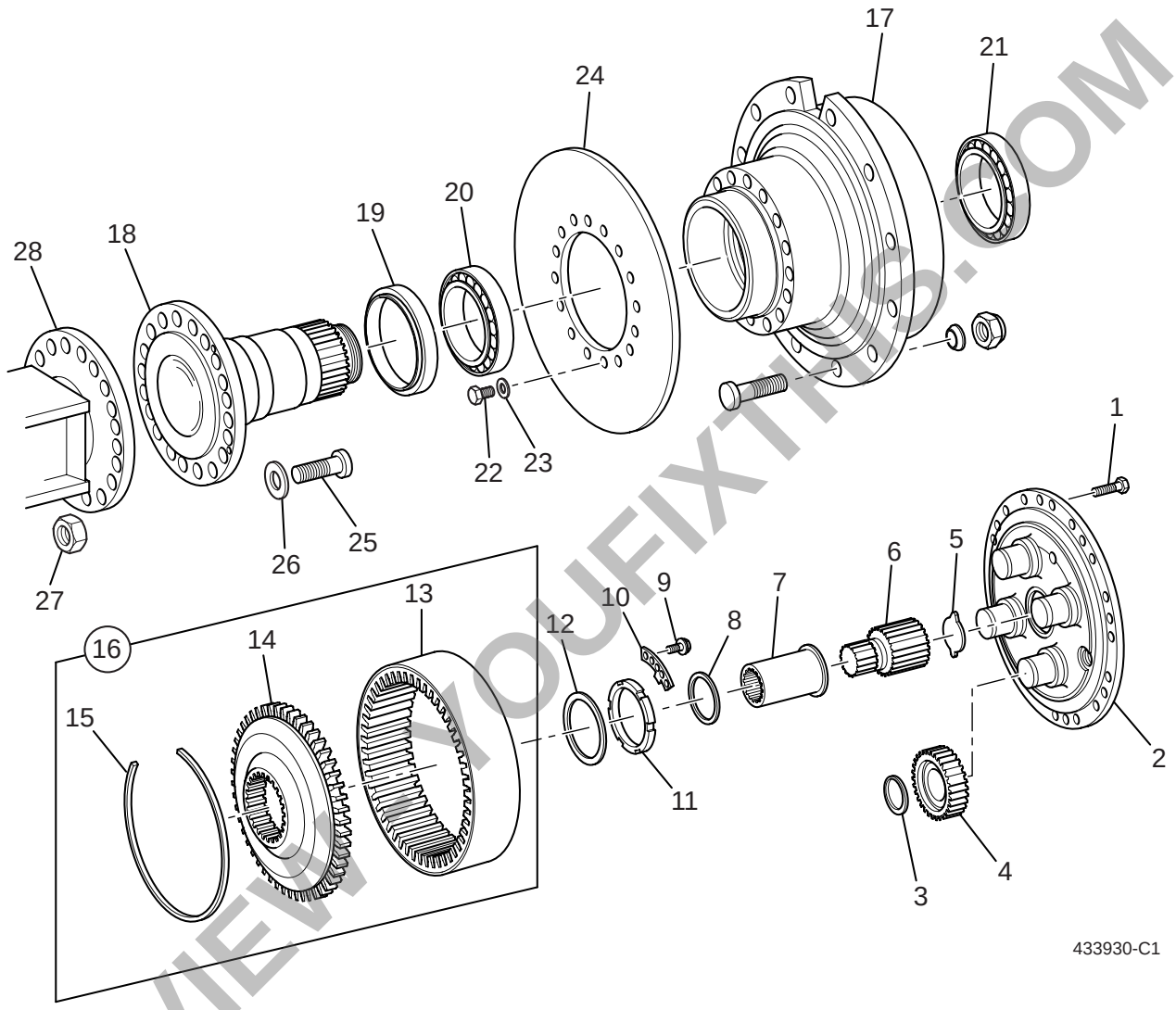


Fig 6.

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✶ Owner or Operator Tasks ○ First 100 hrs only (to be completed by JCB Distributor) ● Regular Service

Table 1. Engine

Pre-start Cold Checks, Service Points and Fluid Levels	Operation	Daily 10 Hr	Weekly 50 Hr	Monthly 100 Hr	First 100 Hr	6 Monthly 500 Hr	Yearly 1000 Hr	2 Yearly 2000 Hr
Oil Level and Condition	Check/adjust	✶						
Oil and Filter	Replace					●		
Coolant Level	Check/adjust	✶						
Coolant mixture concentration	Check/top-up					●		
Coolant	Replace							●
Fuel filter	Drain		✶					
Fuel filter	Change					●		
Air filter element	Check/replace					●		
Air filter hose security	Check/adjust				○	●		
Engine drive belt tension/ condition	Check/adjust				○	✶	●	
Engine mount security	Check/adjust				○	●		
Radiator Matrix	Check/clean				○	●		
Charge air cooler matrix	Check/clean				○	●		
Valve clearances(1)	Check/adjust				○		●	

(1) First 1000 hour service only then every 5000.

Table 2. Transmission and Axles

Pre-start Cold Checks, Service Points and Fluid Levels	Operation	Daily 10 Hr	Monthly 100 Hr	First 100 Hr	6 Monthly 500 Hr	Yearly 1000 Hr	2 Yearly 2000 Hr	5000 Hr
Transmission oil leaks	Check/adjust	✶						
Transmission oil Level	Check/top-up		●					
Transmission Oil and filter	Replace			○		●		
Axle oil leaks (differential and hubs)	Check/adjust	✶						
Axle oil level	Check/top-up		●					
Axle oil	Replace			○		●		
Hub oil level	Check/top-up		●					
Hub oil	Replace					●		

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Safety Notices

Introduction

T1-006

⚠ WARNING

Study the Operator Manual before starting the machine. You must understand and follow the instructions in the Operator Manual. You must observe all relevant laws and regulations. If you are unsure about anything, ask your JCB dealer or employer. Do not guess, you or others could be killed or seriously injured.

INT-1-1-1_2

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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Calibrating the “Vansco” System

Calibration

The Vansco system calibration is carried out using the Vansco EMS panel.

⚠ WARNING

The front chassis is supported by suspension components which are charged with pressurised hydraulic fluid when the engine is running. When the engine is stopped, the suspension system remains pressurised. Before carrying out any maintenance tasks, the suspension system pressure must be vented and the suspension lowered onto the chassis bump stops.

7-3-7-8

1 Park the machine in the straight ahead position and apply the parking brake.

2 Fit the articulation lock and the body support system as required.

3 Switch off the engine and remove the key. Chock both sides of all six wheels.

4 Switch on the ignition and start the engine.

5 Press the two “arrow” keys **26-A** and the SETUP/ SELECT key **26-B** on the EMS panel. (This will open up the menu.)

6 Scroll through the menu using the “arrow“ keys **26-A** until the message “**CALIBRATE?**” appears.

7 When this message is displayed, press the SETUP/ SELECT key **26-B** on the EMS panel once, the following message will be displayed “**CAL SUSP?**”.

⚠ WARNING

Make sure all personnel are clear of the machine before operating the Calibration procedure. If proper care is not taken, someone may be trapped and seriously injured or killed. Wait until the machine has finished raising or lowering before entering or leaving the machine.

7-3-7-12

8 When this message is displayed, press the SETUP/ SELECT key **26-B** on the EMS panel again, the following message will be displayed “**CALIBRATING**”.

9 With this message displayed, the EMS system will lower the machine’s suspension onto the bump stops. It will then raise the suspenson automatically to its correct ride height.

10 Once the correct ride height has been achieved, the EMS will have finished it’s calibration routine and will display the message “**SUSP CAL OK**”.

11 The message will then automatically be extinguished and the display will return to normal.

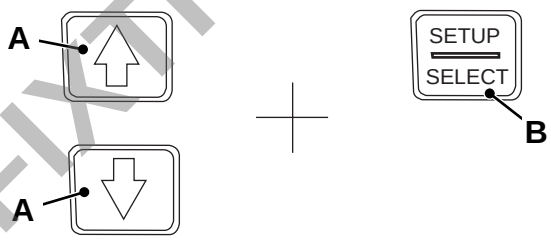


Fig 26.

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⚠ CAUTION

'O' rings, Seals and Gaskets

Badly fitted, damaged or rotted 'O' rings, seals and gaskets can cause leakages and possible accidents. Renew whenever disturbed unless otherwise instructed. Do not use Triochloroethane or paint thinners near 'O' rings and seals.

INT-3-2-12

⚠ WARNING

Hydraulic Hoses

Damaged hoses can cause fatal accidents. Inspect the hoses regularly for:

- **Damaged hose ends**
- **Chafed outer covers**
- **Ballooned outer covers**
- **Kinked or crushed hoses**
- **Embedded armouring in outer covers**
- **Displaced end fittings.**

INT-3-3-2

⚠ CAUTION

Waxoyl contains turpentine substitute which is flammable. Keep flames away when applying Waxoyl. Waxoyl can take a few weeks to dry completely. Keep flames away during the drying period.

Do not weld near the affected area during the drying period. Take the same precautions as for oil to keep Waxoyl off your skin. Do not breathe the fumes. Apply in a well-ventilated area.

5-3-1-9

⚠ WARNING

Working Under the Machine

Make the machine safe before getting beneath it. Ensure that any fitments on the machine are secure; engage the park brake, remove the starter key, disconnect the battery.

INT-3-3-8_2

⚠ WARNING

Certain seals and gaskets (e.g. crankshaft oil seal) on JCB machines contain fluoroelastomeric materials such as Viton, Fluorel and Technoflon. Fluoroelastomeric materials subjected to high temperatures can produce highly corrosive hydrofluoric acid. THIS ACID CAN SEVERELY BURN.

New fluoroelastomeric components at ambient temperature require no special safety precautions.

Used fluoroelastomeric components whose temperatures have not exceeded 300°C (572°F) require no special safety precautions. If evidence of decomposition (e.g. charring) is found, refer to the next paragraph for safety instructions DO NOT TOUCH COMPONENT OR SURROUNDING AREA.

Used fluoroelastomeric components subjected to temperatures greater than 300°C (572°F) (e.g. engine fire) must be treated using the following safety procedure. Make sure that heavy duty gloves and special safety glasses are worn:

1. **Thoroughly wash contaminated area with 10% calcium hydroxide or other suitable alkali solution, if necessary use wire wool to remove burnt remains.**
2. **Thoroughly wash contaminated area with detergent and water.**
3. **Contain all removed material, gloves etc. used in this operation in sealed plastic bags and dispose of in accordance with Local Authority Regulations.**

DO NOT BURN FLUOROELASTOMERIC MATERIALS.

If contamination of skin or eyes occurs, wash the affected area with a continuous supply of clean water or with calcium hydroxide solution for 15-60 minutes. Get medical attention immediately.

INT-3-3-5_2

⚠ WARNING

Protect your eyes when grinding metal. Wear safety glasses or goggles. Remove or protect any combustible materials from the area which could be ignited by sparks.

GEN-1-12

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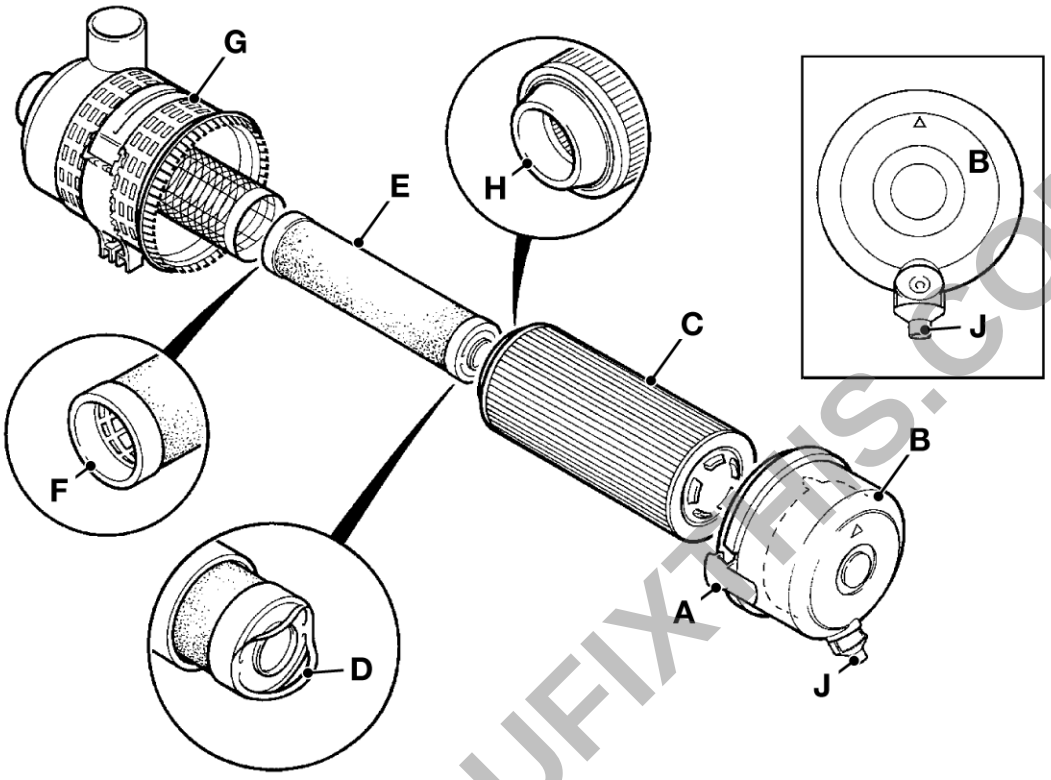


Fig 22.

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Centre Casting - Removal and Replacement

Removal

⇨ *Fig 20. (B-15)*.

1 Separate the front and rear chassis (⇨ *Separating the Front and Rear Chassis (B-10)*).

2 Support the centre casting using a sling **20X** of suitable breaking strain as shown.

3 Remove the steering rams **20A** from the steer bar **20B**. Refer to ***Section H, Steering Rams, Removal and Replacement***.

4 Remove the pin **20-23** from the steering bar **20B** as follows:

a Remove the screw **20-18**, washer **20-19** and spacer **20-20**.

b Remove the bolt **20-24** and spacer **20-25** from the bottom of the pin **20-23**.

WARNING

Metal Splinters

You can be injured by flying metal splinters when driving metal pins in or out. Use a soft faced hammer or copper pin to remove and fit metal pins. Always wear safety glasses.

INT-3-1-3_2

c Drive out the pivot pin **20-23**.

5 Remove the lower pivot pin **20-15** as follows:

a Remove the screw **20-18**, washer **20-19** and spacer **20-20**.

WARNING

Metal Splinters

You can be injured by flying metal splinters when driving metal pins in or out. Use a soft faced hammer or copper pin to remove and fit metal pins. Always wear safety glasses.

INT-3-1-3_2

b Drive out the pivot pin **20-15**, taking care to retain shims **20-17** and bearing **20-16**. Discard seals **20-22**.

6 Remove the upper pivot **20-4** as follows:

a Remove the split pin **20-10**, castellated nut **20-9** and washers **20-8**. Withdraw the bolt **20-7**.

b Remove the keep plate **20-5** from the underside of the upper pivot.

c Drive out the pivot pin **20-4**, from the bottom upwards.

d Remove and discard the lip seals **20-11**.

7 Remove the casting from the machine.

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722 (from Machine No. 833200)

Main Components

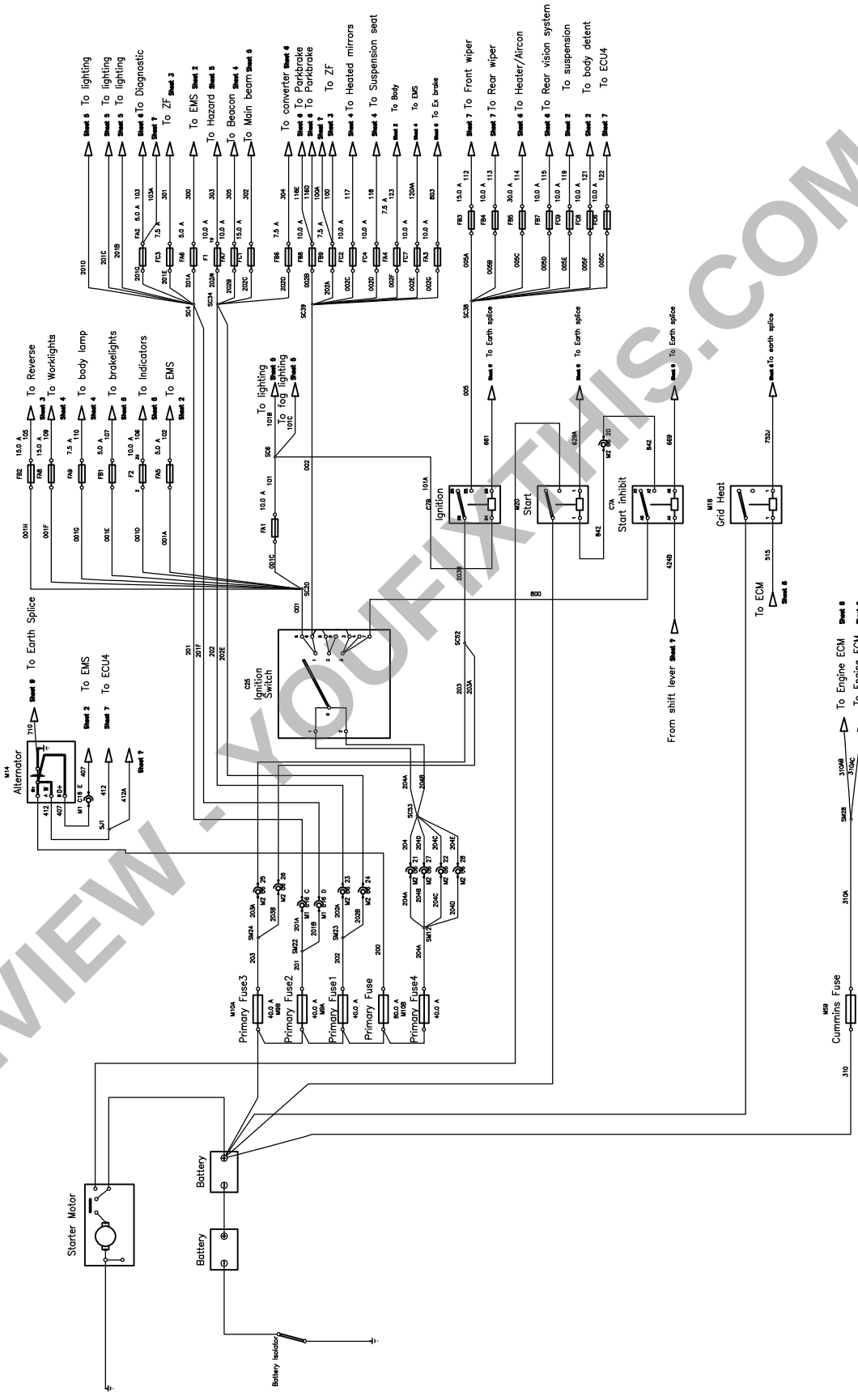


Fig 34. 331-39929-5 sheet 1 of 9 Fuses

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Engine Error Codes

Error Code	Description	Effect when fault code is active
E161	Auxiliary Equipment Sensor Input # 3 - OEM Switch- Engine Protection - Critical (2195)	
E162	Sensor Supply Voltage Shorted High (387 or 515)	Engine Speed Control May be Poor
E163	Sensor Supply Voltage Shorted Low (443 or 516)	Intake air heater cannot be fully energized by the ECM. Possible white smoke and/or hard starting.
E164	Intake Heater Relay Fault Circuit - data incorrect (381 or 382)	Possible no effect or engine may run rough or not start. Engine power de-rate. Possible white smoke

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Schematic Circuit

Basic Machine (to Machine No. 833199)

Component Key: ⇨ *Fig 14. (E-22)*

1 Steer Rams
2 Steering unit
3 Emergency Steer Pump
4 Main Hydraulic Pump
5 Suspension Pump
6 Oil Cooler
7 Steer Relief Valve
8 Emergency Steer By-Pass Sequence Valve
9 System Relief Valve
10 On/Off Solenoid - Park Brake
11 Brake Valve
12 Accumulators (X2) - Front Brake Circuit
13 Accumulators (X3) Rear Brake Circuit
14 Accumulators (X2) System
15 Pressure Switch Front Circuit
16 Pressure Switch rear Circuit
17 Pressure Switch System
18 Check Valve Front Circuit
19 Check valve Rear Circuit
20 Pressure Reducing Valve
21 Pressure Generating Valve
22 Brake Charge Valve
23 Cold Start
24 Pressure Reducing Valve
25 Pressure Reducing Valve
26 Proportional Electro Hydraulic Control Valve
27 Proportional Electro Hydraulic Control Valve
28 Float Function Valve
29 Body Control Spool
30 Body Lift Rams
31 Quick Release Valve
32 Supply to Suspension Circuit
33 Relief Valve
34 Relief Valve
35 Relief Valve

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Oil Circulation Schematic

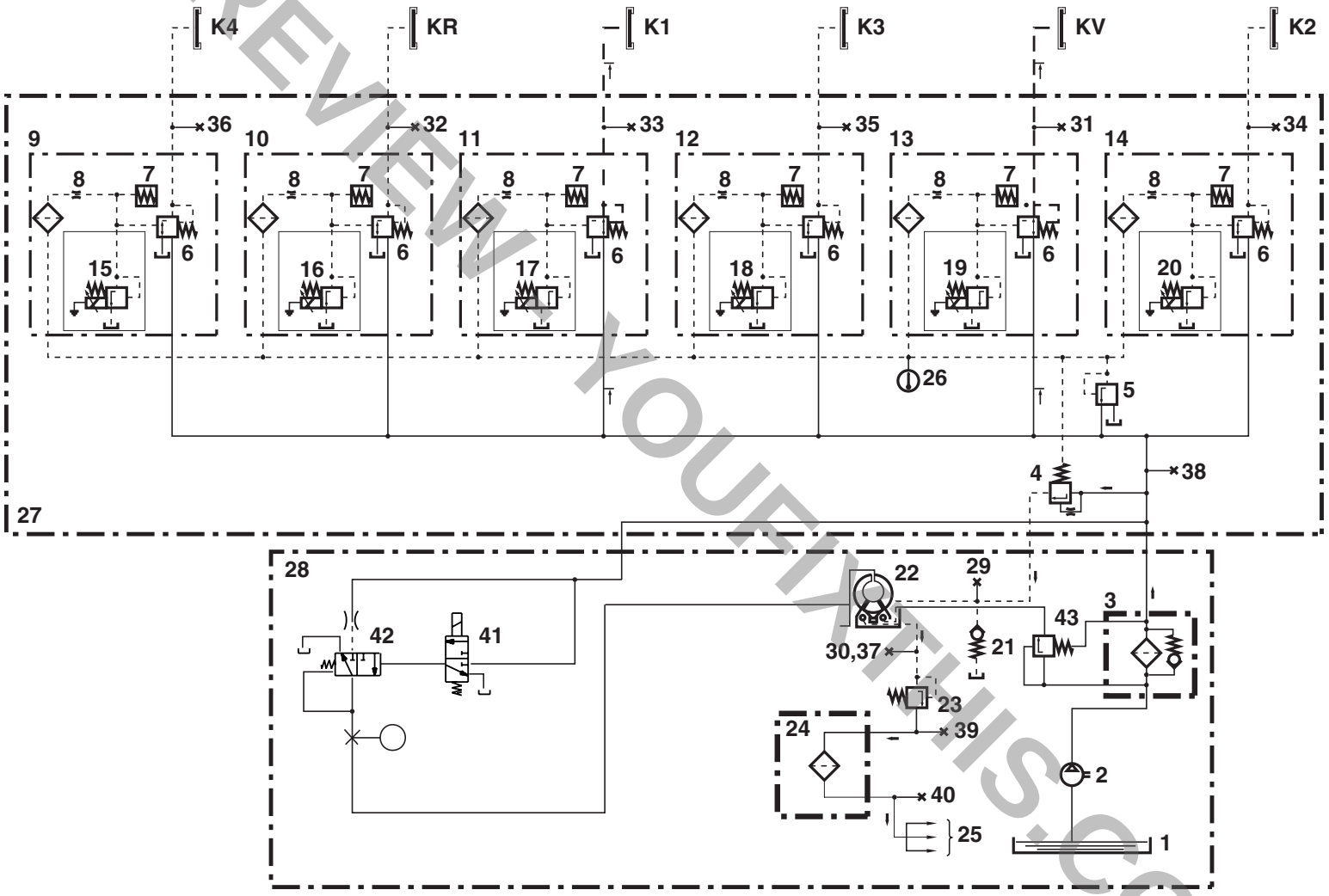


Fig 64.

Note: This schematic shows the oil flow for forward 1st speed, as selected by the energising of the solenoids of proportional valves **11** and **13** and the subsequent pressurisation of clutches **KV** and **K1**. The principle is identical for the remaining forward speeds and for the reverse speeds. Refer to ⇨ *Power Flow - Forward Speeds (F-47)* **and** ⇨ *Power Flow - Reverse Speeds (F-49)* on the following

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Note: *Pay attention to the position of the lifting ring (arrowed in* ***Fig 124. (F-92)****).*

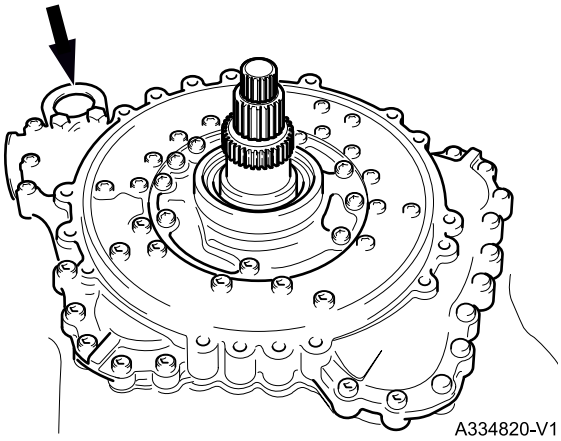


Fig 124.

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Removal and Replacement

The procedures below describe the replacement and removal of the service brakes from the front axle. Removal and replacement of the service brakes from the rear and intermediate axles is similar.

Removal

DANGER

Make sure the articulation safety lock is fitted before transporting the machine. The articulation safety lock must also be fitted if you are carrying out daily checks or doing any maintenance work in the articulation danger zone.

If the articulation lock is not fitted you could be crushed between the two parts of the chassis.

GEN-3-1_1

1 Apply the parking brake, stop the engine and remove the key.

2 Fit the articulation lock and the oscillation lock.

WARNING

A minimum of 10 applications of the service brake is possible from the stored accumulator pressure. Before removing an accumulator or disconnecting any part of the brake hydraulic system, make sure that engine is switched off and hydraulic pressure is fully discharged.

BRAK-2-2

3 Vent any residual hydraulic pressure in the service brake system by operating the brake pedal at least ten times.

4 Isolate the suspension system by operating the suspension isolator switch refer to ***Section S, Deactivating the Hydraulic Suspension.***

WARNING

Jacking

A machine can roll off jacks and crush you unless the wheels have been blccked. Always block the wheels at the opposite end of the machine that is to be jacked. Do not work underneath a machine supported only by jacks. Always support a jacked-up machine on axle stands before working underneath it.

INT-3-2-8

5 Chock both sides of the rear and intermediate wheels and jack up the front of the machine. Support the machine on axle stands.

6 Remove the front wheels to gain access to the service brake calipers **4-1**.

7 Ensure that there is no residual hydraulic pressure in the service brake caliper by removing the dust cap and opening the bleed valve **4-2** located on the inner face of the caliper.

8 Remove the hydraulic hose **4-3** from the service brake caliper **4-1**. Plug the hose and the port on the service brake caliper to prevent the ingress of dirt and excessive loss of hydraulic fluid.

9 Remove the six screws **4-4** and washers **4-5** securing the service brake caliper **4-1** to the front axle.

10 Remove the service brake caliper **4-1** from the disc **4-6**.

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For Further Information, see the following publications:

Engine Service Manual, Publication Number 9806/3024

Engine Operation and Maintenance MAnual Publication No. 9806/3021

Engine Troubleshooting and Repair Manual, Publication No. 9806/3022

Fuel System Manual (two volumes), Publication Number TBA

Note: *New engines DO NOT require a running-in period. The engine/machine should be used in a normal work cycle immediately. Glazing of the cylinder bores, resulting in excessive oil consumption, could occur if the engine is gently run-in. Under no circumstances should the engine be allowed to idle for extended periods (e.g. warming up without load).*

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