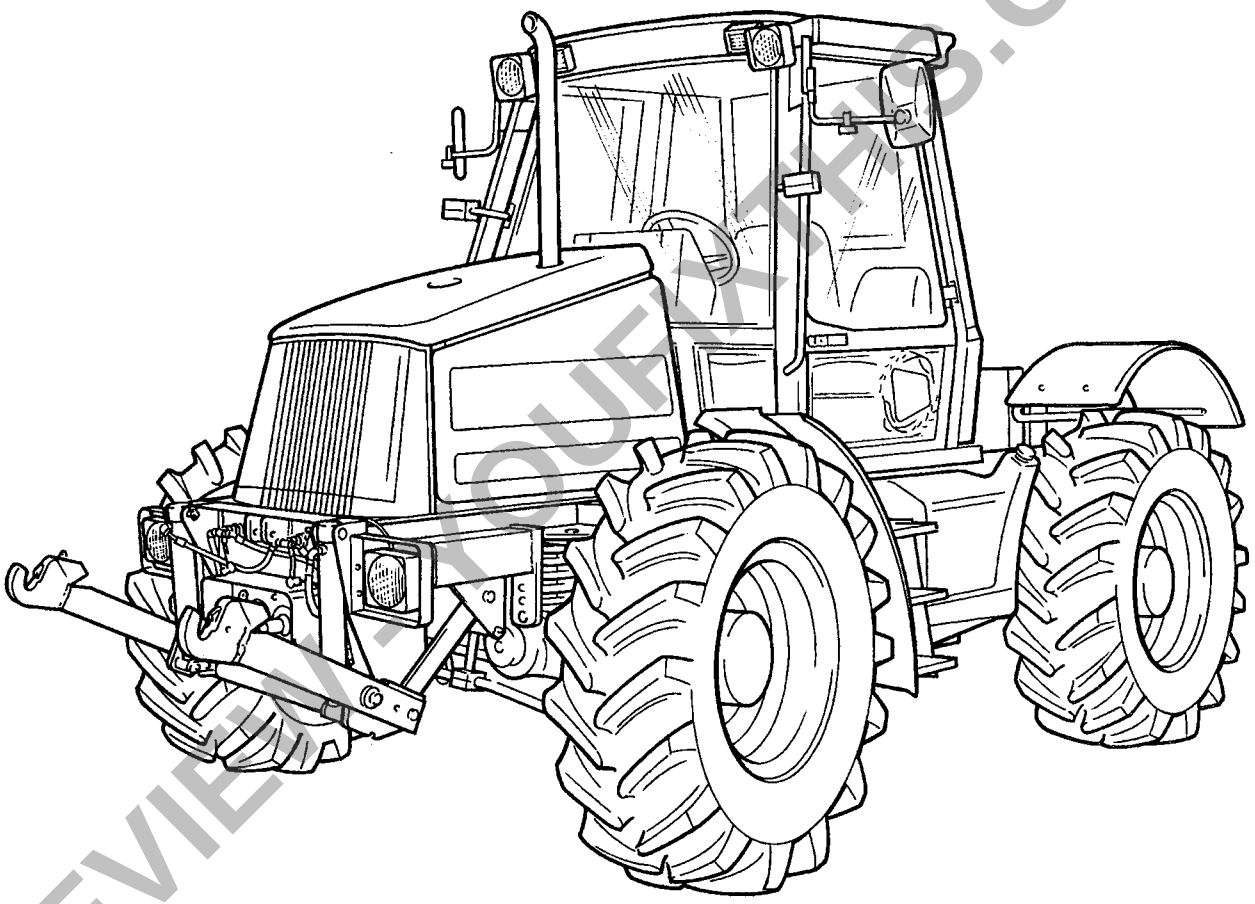
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Produced by the Technical
Publications department of
JCB Service

# Operator Handbook



# FASTRAC 1115 & 1135

## from serial number 736001

**⚠ THIS HANDBOOK MUST BE KEPT IN THE MACHINE AT ALL TIMES ⚠**

Publication Number 9801/1411

Issue 5

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## ⚠ WARNING

**Study This Handbook Before Starting The Machine**

You must understand and follow the instructions in this handbook. You must observe all relevant laws and regulations. If you are unsure about anything, ask your JCB distributor or employer. **Do not guess**, you or others could be killed or seriously injured.

INT-1-1-1

*In this handbook and on the machine there are safety notices. Each notice starts with a signal word. The meanings of the signal words 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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# HEATER & AIR CONDITIONING CONTROLS

## Heating

To admit heated air into the cab and through the demisting slots, select the required temperature using heat control **G.** Select a suitable fan speed by turning knob **A.**

## Air Conditioning

To obtain air conditioning, rotate switch **B** to the right.

To control the temperature, use heat control **G.** Select a suitable fan speed by turning knob **A.**

***Note:*** *To keep the air conditioning system in good condition during the winter months, it is advisable periodically to switch on the system for a short time. The air conditioning system may not function in very cold ambient conditions.*

## Defrosting

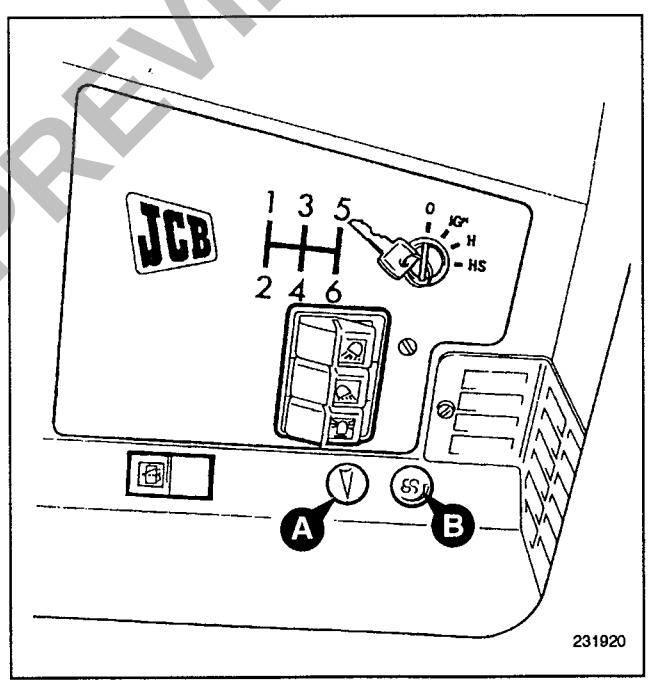
To provide maximum defrosting of the windows, move switch **B** to the left, select fan speed 3 on knob **A**, select maximum temperature on control **G** and close the lower vents.

### ⚠ WARNING

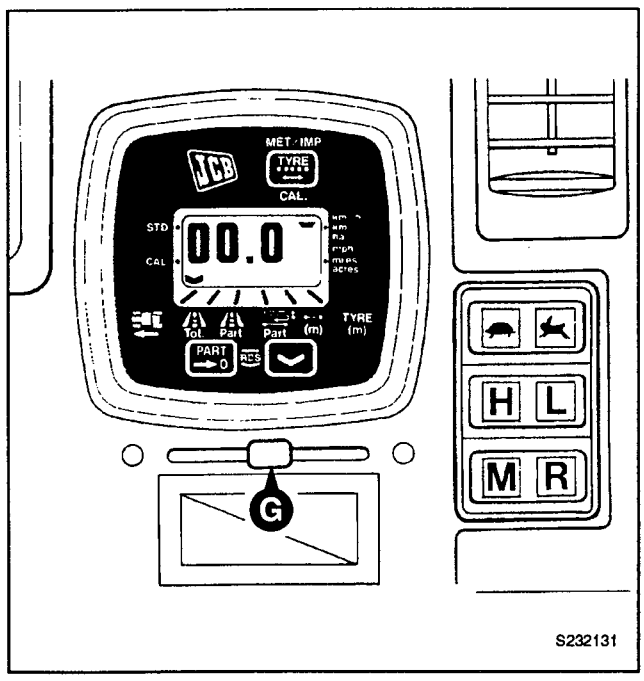
**The air conditioning system is a closed loop system and contains pressurised refrigerant. No part of the system must be disconnected except by a qualified refrigeration engineer. You can be severely frostbitten or injured by escaping refrigerant**

4-3-4-1/1

***Note:*** *The suction accumulator of the air conditioning system is located below the cab on the right hand side of the machine. During normal operation of the air conditioning system, ice will form on the outside of the accumulator. When the air conditioning is switched off, defrosting will occur, causing a flow of water from below the accumulator. This should be expected and is not an indication of a fault in the system.*




1411-3




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## BEFORE STARTING THE ENGINE

***Note:*** *Read* ***Operating in Low Temperatures*** *or* ***Operating in High Temperatures*** *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.

**2 Do a Pre-start Inspection**

***Note:*** *If the engine has not been run for a long period (e.g. 3 months, it may be necessary to bleed the fuel system.*

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 have not already done it, do a walkround inspection of the outside of the machine. See **Before entering the Cab.** Also do the daily checks as detailed in the Service Schedules.

**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 may lose control of the machine.**
7-2-2-8

**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

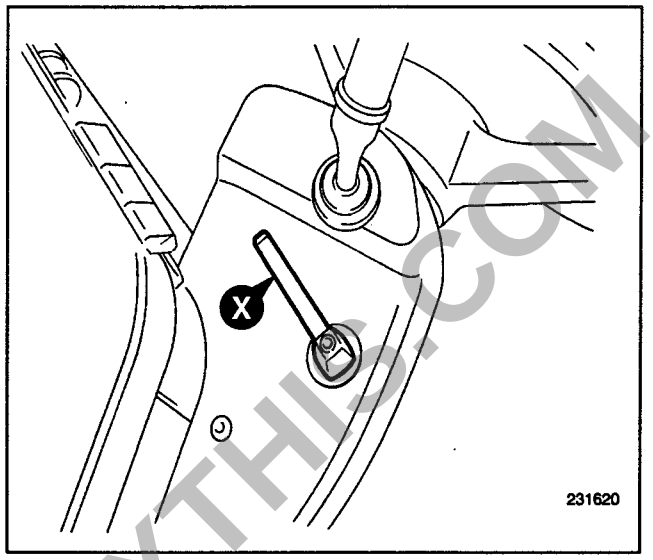
**Loose articles can fall and strike you or roll on the floor. You could be knocked unconscious, or the controls could get jammed. If that happens you will lose control of the machine.**
2-2-3-7/1

**e** Remove or secure all loose articles in the cab - such as lunch boxes, tools etc.

**f** Make sure that power take-off guards are in position and that the bonnet is closed firmly.

**g** Check round the cab for loose or missing bolts, screws etc. Renew or tighten where necessary.

**h** Check that the following are in working order :- Lights, Warning Lights, Rotating Beacon, Horn, Indicator Lights, All Switches, Direction Indicators, Hazard Warning Lights, Windscreen Washers and Wipers.




**3 Sit in the Driving Seat and adjust the Seat and the Steering Column**

### ⚠ WARNING

**The ROPS cab is designed to give you protection in an accident. If you do not wear your seat belt you could be thrown about inside the cab, or thrown out of the machine and crushed. You must wear a seat belt when using the machine. Fasten the seat belt before starting the engine.**
2-2-1-9

Slacken knob **X** and adjust the rake of the column forwards or backwards. Tighten the knob securely when the wheel is in the most comfortable position.

### ⚠ CAUTION

**Make sure the steering column is fully clamped before driving the machine.**
5-2-1-3

**4 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.

**5 Make sure that other people are clear of machine and equipment**

**6 Ensure that both PTO switches (when fitted) are in the brake position and that the PTO shields are in place.**

The engine will not start unless the clutch pedal is depressed and the PTO switches are in the brake position.

**7 Put the Speed Gearbox Lever in Neutral**



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# ENGINE COOLING SYSTEM (continued)

## Draining and Refilling the Coolant

**⚠ WARNING**

**Make the machine safe before getting beneath it. Do the following: Park on level ground. Engage the parking brake. Lower any mounted implements to the ground. Stop the engine, remove the starter key, disconnect the battery. Chock the wheels**

13-3-1-1

**⚠ WARNING**

**The cooling system is pressurised when the coolant is hot. Hot coolant will burn you. Make sure the engine is cool before checking the coolant level or draining the system.**

2-3-3-3

**1 Remove the Filler Cap**

Carefully loosen cap **X** (see previous page). Let any pressure escape. Remove the cap.

**⚠ CAUTION**

**Keep your face away from the drain hole when removing the drain plug.**

2-3-3-4

**2 Drain the Radiator and Cylinder Block**

Remove the drain plugs **D** and **E** and let the coolant drain out. Make sure the drain hole is not blocked.

**3 Flush the System with Clean Water**

Clean and refit drain plugs **D** and **E** .

**4 Fill the System with the Correct Coolant Mixture.** See ***Coolant Mixtures.***

***Note:*** *A 50% anti-freeze mixture must be used even if frost protection is not needed. This gives protection against corrosion and raises the coolant's boiling point.*

**a** Remove filler cap **A** and fill the system with pre-mixed water/antifreeze solution until the level is 25-30 mm below the top of the expansion tank. Do not overfill.

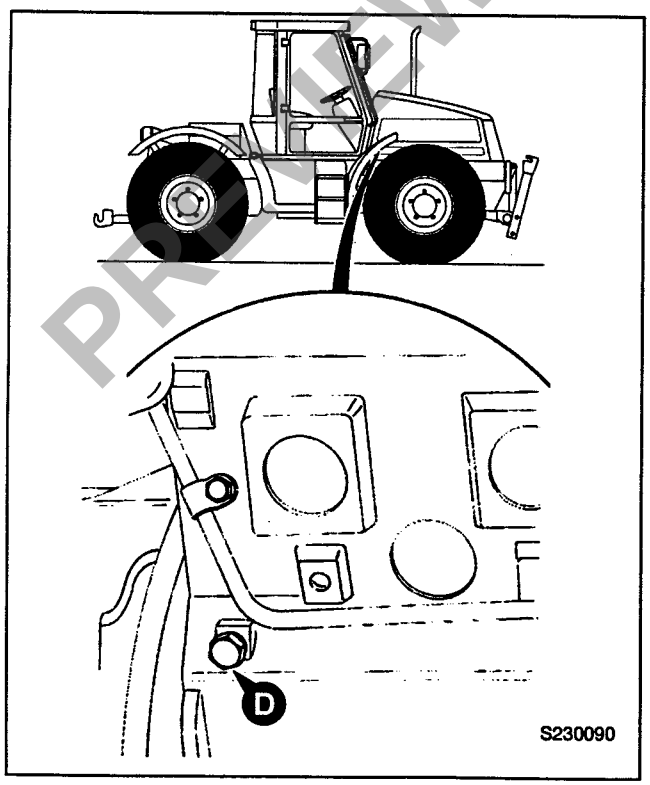
**b** Refit the filler cap.

**5 Check for Leaks**

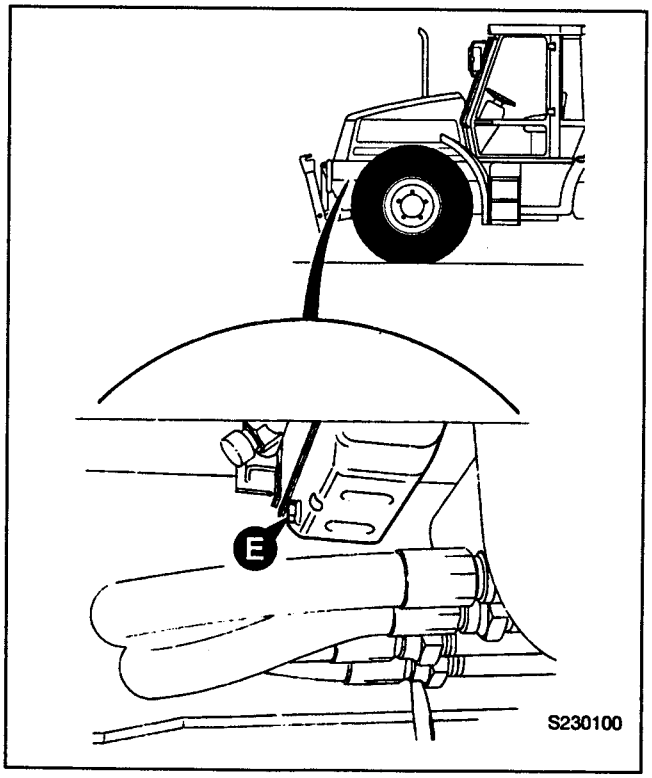
**a** Run the engine and raise the coolant to working temperature and pressure.

***Note:*** *Make sure the heater control is in the hot position before running the engine. This will ensure that the coolant mixture circulates through the entire cooling system.*

**b** Stop the engine.
**c** Check for leaks.




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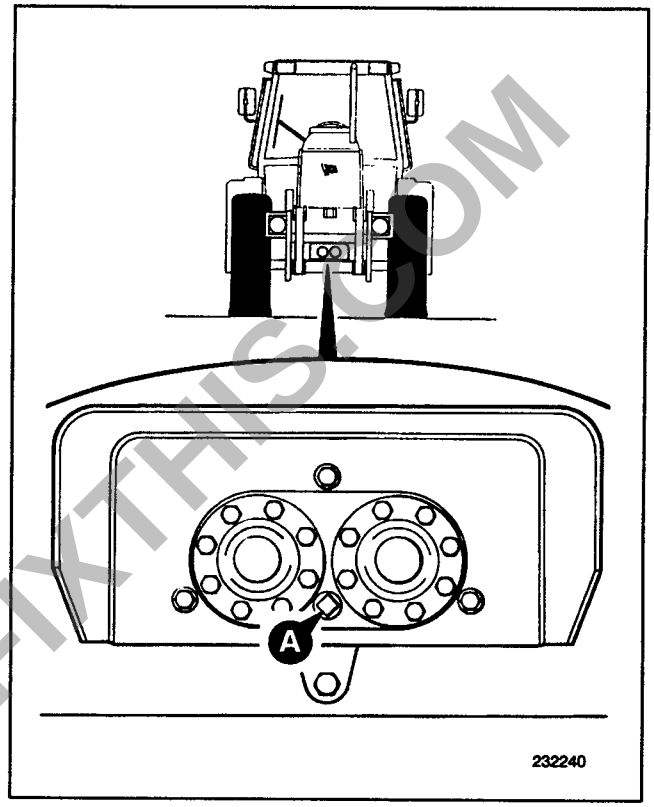
# FRONT PTO TRANSFER GEARBOX (OPTIONAL)

## Checking the Oil Level

1 Park the machine on firm, level ground. Engage the parking brake. Lower the equipment. Stop the engine.

2 Remove level plug **A** and check that oil level is up to the bottom of the hole.

Add recommended oil, if necessary. See ***Fluids, Lubricants and Capacities*** for recommended oil.




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## ENGINE COOLING SYSTEM (continued)

### Cleaning the Radiator

If the radiator tubes or fins become clogged, the radiator will be less efficient.

**1 Stop the engine.**

**⚠ WARNING**

**Make sure the engine cannot be started. Disconnect the battery before doing this job.**
2-3-3-5

2 Release fasteners **A** (one each side) and lift out grille **B**.

3 Remove nuts **C** and **D**. Swing the coolers and condensor **E** forwards and downwards.

**4 Clean the radiator**

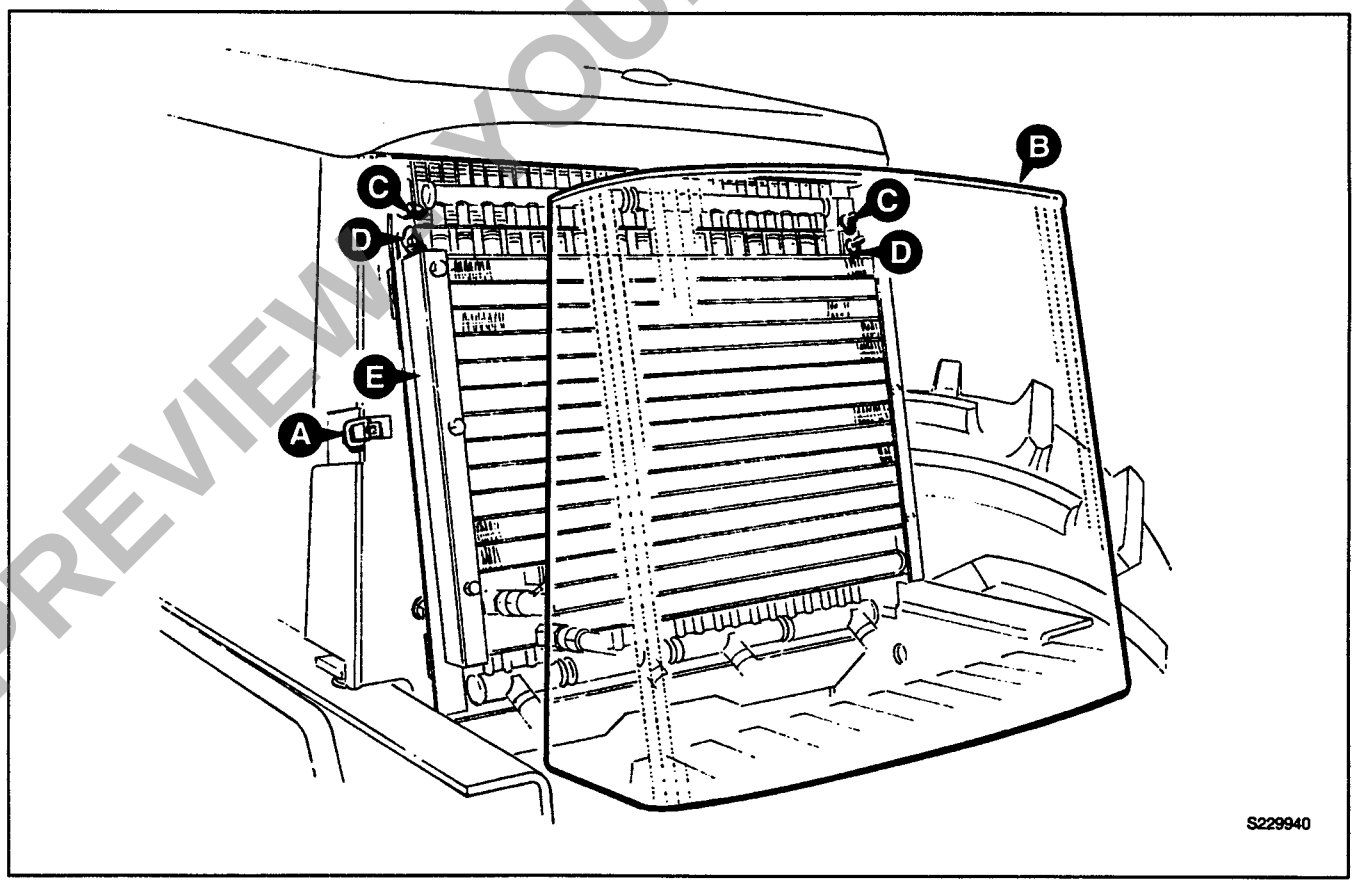
Brush off all debris from the tubes and fins of the radiator, coolers and condensor. Make sure all the loosened material is brushed out of the radiator enclosure.

**5 Secure the coolers**

Reposition the coolers and the condensor. Refit nuts **C** and **D**.

**6 Refit the Grille**

Refit the grille and secure with fasteners **A**.






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## JUMP-STARTING THE ENGINE

*Note: The procedure below should be used if the battery has become discharged. It is not possible to tow-start or push-start the Fastrac due to the design of the transmission.*

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.

2 **Set all switches in the cab to Off**

3 Remove two screws **A** and swing open the hinged step unit **B**. Remove five screws **C** and lift off the battery cover **D**.

4 **Connect the Booster Cables**

Connect the booster cables as follows:

### ⚠ WARNING

**Do not use a battery if its electrolyte is frozen. To prevent the battery electrolyte from freezing, keep the battery fully charged.**

**Do not try to charge a frozen battery or jump-start and run the engine, the battery could explode.**

**Batteries produce a flammable gas which is explosive; do not smoke when checking the electrolyte levels.**

**When jump-starting from another vehicle, make sure that the two vehicles do not touch each other. This prevents any chance of sparks near the battery.**

**Switch off all circuits which are not controlled by the starter switch.**

***Do not connect the booster (slave) supply directly across the starter motor. Doing this by-passes the neutral gear safety switch. If the machine is in gear, it may 'runaway' and kill or injure bystanders.***

**Use only sound jump leads with securely attached connectors. Connect one jump lead at a time.**

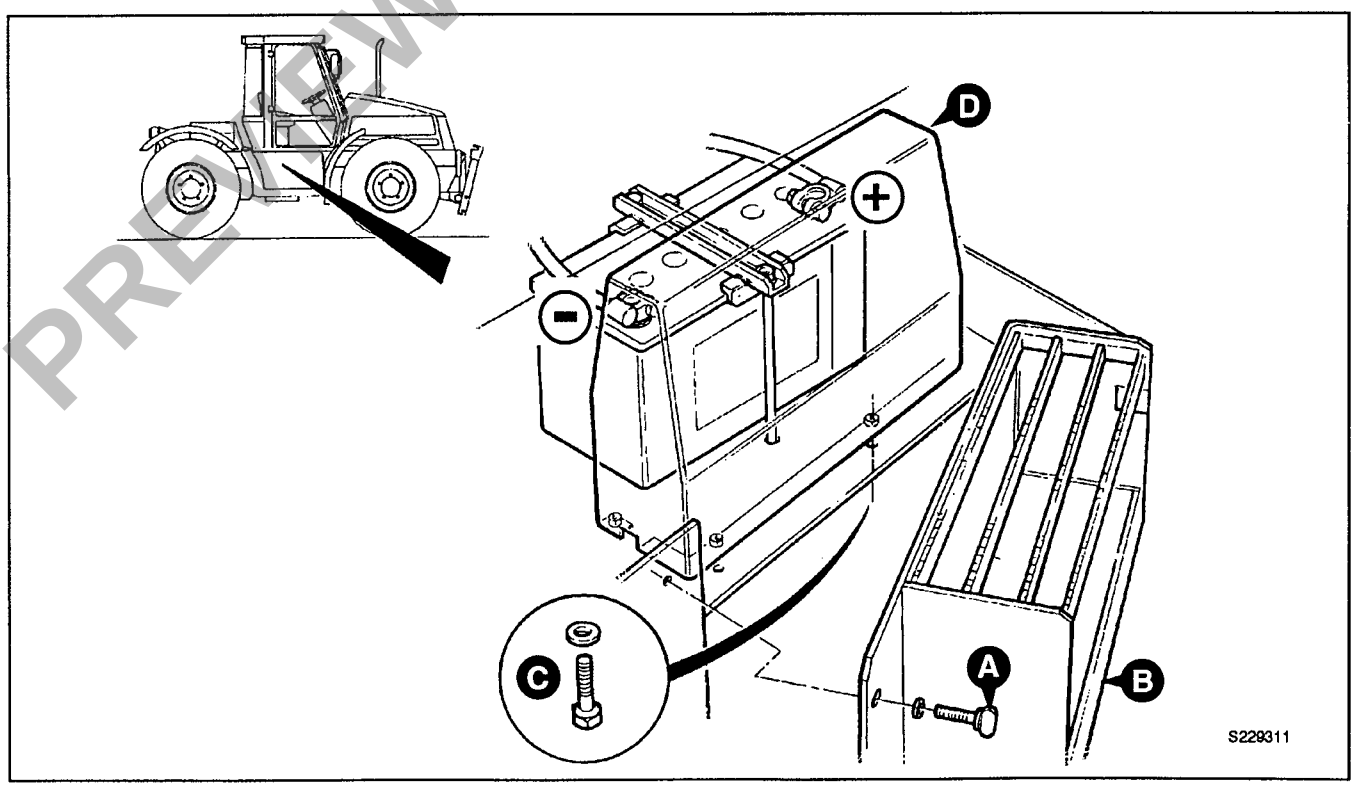
**The machine has a negative earth electrical system. Check which battery terminal is positive (+) before making any connections.**

**Keep metal watch straps and jewellery away from the jump lead connectors and the battery terminals - an accidental short could cause serious burns and damage equipment.**

**Make sure you know the voltage of the machine. The booster (slave) supply voltage must not be higher than that of the machine. Using a higher voltage supply will damage your machine's electrical system.**

**If you do not know the voltage of your booster (slave) supply, then contact your JCB Distributor for advice. Do not attempt to jump-start the engine until you are sure of the voltage of the booster (slave) supply.**

4-2-2-3




1411-3

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# TYRES AND WHEELS

## General

The versatility of the JCB Fastrac dictates a range of tyre types which may be operated at differing loads and widely differing speeds. Agricultural type tyres are designated according to both their load carrying ability and their ability to operate at certain speeds.

Generally, the speed at which a given tyre can operate depends upon inflation pressure and the load carried.

The table below gives the load carrying capacity **per tyre** at varying pressures and speeds. All tyres supplied as original equipment may be operated over the full speed range of the vehicle provided the pressure is correct and their loading is no higher than that given below.

***Note 1:*** *Whatever the loading, it is desirable to inflate rear tyres to 0.3 bar (4.4 lbf/in²) higher than the pressures given which are for the front tyres. This results in improved handling.*

**⚠ WARNING**

**Running tyres outside recommended guidelines may result in failure of the tyres which at high speeds may endanger life. BE WARNED.**
13-3-1-6

**⚠ WARNING**

**Certain tyres fitted as after-market equipment may have maximum permitted speeds below the maximum speed of the vehicle. Brake efficiency is slightly reduced and stopping distance is increased when these tyres are fitted. They will suffer damage if operated at speeds higher than those recommended and may endanger life.**
13-3-2-5

**⚠ WARNING**

**Wheels are heavy. Handle and store with care to ensure that they cannot fall and cause injury.**
13-3-1-7

**⚠ WARNING**

**When ordering tyres, you must specify not only the tyre size but also the speed designation. The correct tyres for the machine are shown in the Pressures, Speeds and Loads table. On no account should you use tyres of other designations without first gaining approval from the machine manufacturer.**
13-3-1-8/1

***Note 2:*** *It is recommended that tyres larger than 495 mm section width are not used on machines fitted with a NoSPIN Differential except for special applications as agreed with your JCB Dealer.*

## Pressures, Speeds and Loads

**HIGH TRACTION TYRES**

| Tyre Size | Speed Designation | Max Speed | Pressure bar | Pressure lbf/in² | Max load per tyre at speed of 30 kph (19 mph) | 40 kph (25 mph) | 50 kph (31 mph) |
|---|---|---|---|---|---|---|---|
| **16.9 R 28** | **A8/B** | **50 kph (31 mph)** | 1.0 | 15 | 1835 kg (4050 lb) | 1710 kg (3770 lb) | 1575 kg (3472 lb) |
| | | | 1.3 | 19 | 1975 kg (4354 lb) | 1845 kg (4067 lb) | 1695 kg (3736 lb) |
| | | | 1.5 | 22 | 2185 kg (4817 lb) | 2045 kg (4508 lb) | 1880 kg (4144 lb) |
| | | | 1.7 | 24 | 2395 kg (5280 lb) | 2240 kg (4938 lb) | 2060 kg (4541 lb) |
| **480/70 R 28** | **A8/B** | **50 kph (31 mph)** | 1.0 | 15 | 2130 kg (4695 lb) | 1990 kg (4378 lb) | 1810 kg (3990 lb) |
| | | | 1.3 | 19 | 2410 kg ((5313 lb) | 2240 kg (4938 lb) | 2050 kg (4519 lb) |
| | | | 1.5 | 22 | 2590 kg (5709 lb) | 2420 kg (5335 lb) | 2200 kg (4850 lb) |
| | | | 1.7 | 24 | 2680 kg (5908 lb) | 2500 kg (5511 lb) | 2300 kg (5070 lb) |
| | | | 2.0 | 29 | | | 2900 kg (6393 lb) |
| **540/65 R 28** | **A8/B** | **50 kph (31 mph)** | 1.0 | 15 | 1960 kg (4320 lb) | 1840 kg (4056 lb) | 1680 kg (3704 lb) |
| | | | 1.3 | 19 | 2210 kg (4872 lb) | 2070 kg (4563 lb) | 1900 kg (4189 lb) |
| | | | 1.5 | 22 | 2460 kg (5423 lb) | 2300 kg (5070 lb) | 2120 kg (4674 lb) |
| | | | 1.7 | 24 | 2585 kg (5699 lb) | | |
| **480/70 R 30** | **D** | **50 kph (31 mph)** | 0.6 | 9 | 1820 kg (4012 lb) | 1700 kg (3748 lb) | 1540 kg (3395 lb) |
| | | | 1.2 | 17 | 2380 kg (5247 lb) | 2225 kg (4905 lb) | 2030 kg (4475 lb) |
| | | | 1.6 | 23 | 2755 kg (6074 lb) | 2575 kg (5677 lb) | 2310 kg (5093 lb) |
| | | | 2.4 | 35 | 3800 kg (8377 lb) | 3550 kg (7826 lb) | 3230 kg (7121 lb) |

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## INDEPENDENT POWER TAKE-OFF (PTO) (continued)

### Rear PTO Operation

Read the warning in the introduction to this section.

1 With the engine stopped, select the appropriate PTO shaft speed using lever **A**. Do not force the lever. If the gears will not engage, briefly turn the engine over on the starter, switch off and try again.

2 With PTO switch **B** in brake position **E**, start the engine.

3 With the engine at tickover to protect the clutch and driveline, engage the PTO by turning switch **B** to drive position **D.**

4 Operate the PTO at low engine speed to ensure that the equipment is free from obstructions.

5 Gradually bring the equipment up to operating speed as follows:

540 PTO RPM = 2118 Engine RPM
1000 PTO RPM = 2196 Engine RPM.

***Note:*** *For low power applications only, 540 PTO RPM may be obtained by selecting 1000 PTO RPM drive at lever **A**, and running at 1186 engine RPM.*

*The maximum power permitted to be transmitted through the rear PTO is:*
*Full engine power at 1000 PTO RPM.*
*68 kW (90 hp) at 540 PTO RPM.*

6 Select the correct forward gear and move into work.

**⚠ WARNING**

**If the PTO becomes jammed, disengage the PTO, stop the engine and clear the blockage. Wait until the PTO shaft stops before working on the equipment. If the PTO clutch slips, immediately disengage the PTO and stop the engine.**
13-2-2-2

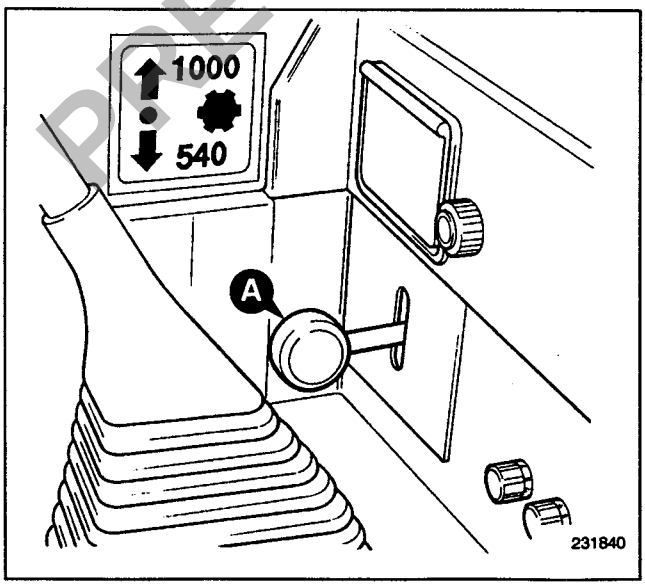
7 When disengaging the PTO, reduce the engine speed before moving switch **B** to the neutral position **C**. Where high inertia equipment (e.g. forage harvesters) are used, hold the switch in the neutral position whilst the equipment slows down. When the equipment has slowed of its own accord, move the switch to the stop position **E** to apply the PTO brake.

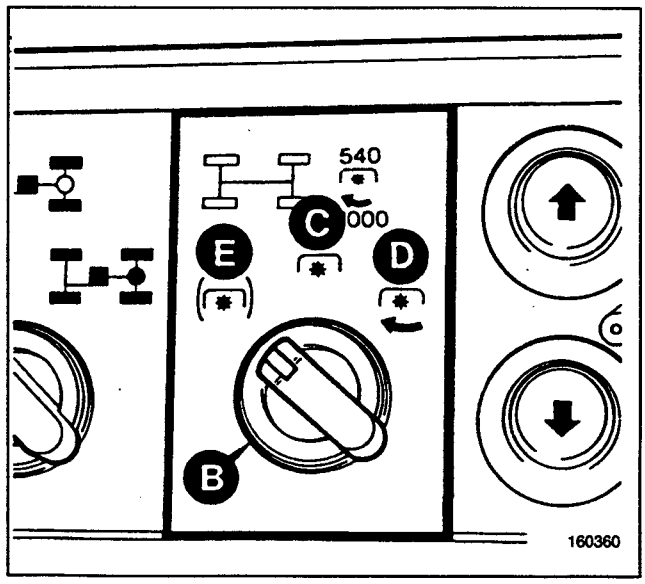
**⚠ WARNING**

**The PTO can be disengaged only by switch B. Pressing the clutch pedal will not stop the PTO.**
13-2-2-3

***Note:*** *When the PTO is not in use, return speed selector lever to the neutral position **N.***

***IMPORTANT:*** *Always disengage the PTO before making sharp turns with trailed equipment and before raising mounted equipment to the raised position.*




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