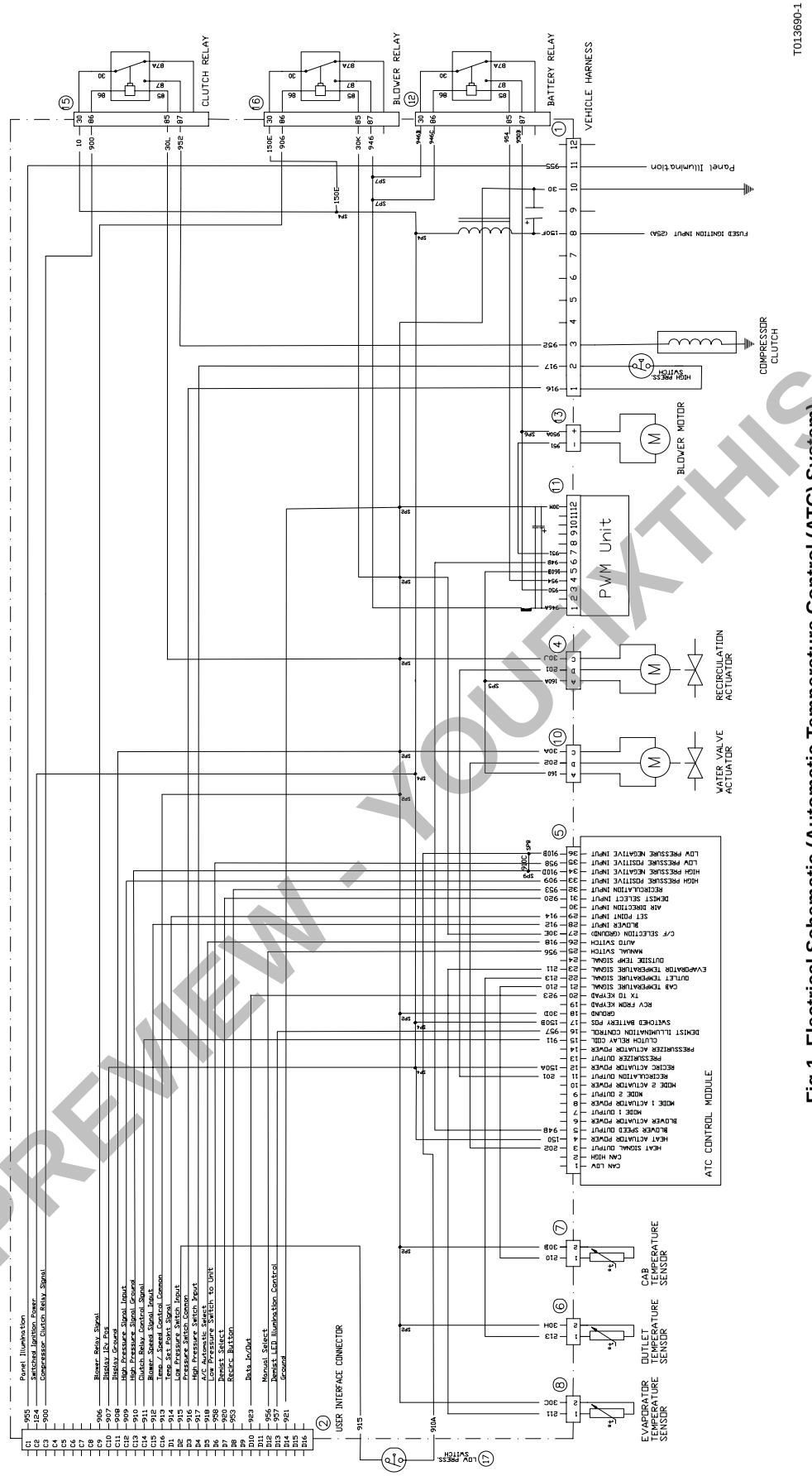


Fig 1. Electrical Schematic (Automatic Temperature Control (ATC) System)

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Table 6. Torque Settings - Rivet Nut Bolts/Screws

Bolt Size				
ISO Metric Thread	mm	Nm	kgf m	lbf ft
M3	3	1.2	0.1	0.9
M4	4	3.0	0.3	2.0
M5	5	6.0	0.6	4.5
M6	6	10.0	1.0	7.5
M8	8	24.0	2.5	18.0
M10	10	48.0	4.9	35.5
M12	12	82.0	8.4	60.5

Table 7. Torque Settings - Internal Hexagon Headed Cap Screws (Zinc)

Bolt Size			
ISO Metric Thread	Nm	kgf m	lbf ft
M3	2.0	0.2	1.5
M4	6.0	0.6	4.5
M5	11.0	1.1	8.0
M6	19.0	1.9	14.0
M8	46.0	4.7	34.0
M10	91.0	9.3	67.0
M12	159.0	16.2	117.0
M16	395.0	40.0	292.0
M18	550.0	56.0	406.0
M20	770.0	79.0	568.0
M24	1332.0	136.0	983.0

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Battery

T3-061

⚠ 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

⚠ CAUTION

Do not disconnect the battery while the engine is running, otherwise the electrical circuits may be damaged.

INT-3-1-14

⚠ WARNING

Electrical Circuits

Understand the electrical circuit before connecting or disconnecting an electrical component. A wrong connection can cause injury and/or damage.

INT-3-1-4

⚠ DANGER

Electrolyte

Battery electrolyte is toxic and corrosive. Do not breathe the gases given off by the battery. Keep the electrolyte away from your clothes, skin, mouth and eyes. Wear safety glasses.

INT-3-2-1_3

⚠ CAUTION

Damaged or spent batteries and any residue from fires or spillage should be put in a closed acid proof receptacle and must be disposed of in accordance with local environmental waste regulations.

INT-3-1-12

⚠ WARNING

Battery Gases

Batteries give off explosive gases. Keep flames and sparks away from the battery. Do not smoke close to the battery. Make sure there is good ventilation in closed areas where batteries are being used or charged. Do not check the battery charge by shorting the terminals with metal; use a hydrometer or voltmeter.

INT-3-1-8

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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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Engine Error Codes

TK-001

Engine `NO RESTART'. If this message appears the engine will continue to run to allow the machines to be moved to a position of safety where the machine can be repaired. Once the engine is stopped it will not restart until the repair as been carried out.

If the message `LOW POWER' displays the engine power is reduced to 60% power to protect the engine.

Table 3.

Use for identification the repair part			**Engine fault LED**	**Caution LED**	**Buzzer ON (1.5 sec)**	**Error Code Display (eg. ENG P0335)**	**Message Displayed**
DTC	Diagnostic Monitoring Item (Malfunction Title)	Condition for Setting DTC					
P0087	Fuel rail pressure is too low (Fuel leak)	Actual rail pressure < Minimum target rail pressure at actual rail pressure is 15MPa or more	✓		✓	✓	LOW POWER
P0088	Common rail pressure (1st stage)	Rail pressure is over 185MPa	✓		✓	✓	LOW POWER
P0088	Common rail pressure (2nd stage)	Common rail pressure failure (1st. Stage) is occurred and the rail pressure is over 190MPa.	✓		✓	✓	LOW POWER
P0089	Common rail pressure (excessive pressure for pump)	DUTY for SCV is 40% or more. Or Actual rail press -Target rail press >40MPa~ then target fuel flow is 90mm 3/st or less.	✓		✓	✓	LOW POWER
P0090	Fuel pressure regulator control circuit	SCV driving current > 2400mA or 50mA < SCV driving current, or Target current - Actual current >1000 mA	✓		✓	✓	LOW POWER
P0107	Air pressure sensor (low voltage)	The voltage of air pressure temperature sensor falls below 0.099V.	✓			✓	
P0108	Air pressure sensor (high voltage)	The voltage of air pressure temperature sensor exceeds 4.85V.	✓			✓	
P0112	Intake air temperature circuit (low voltage)	The voltage of intake temperature sensor falls below 0.099V.	✓			✓	
P0113	Intake air temperature circuit (high voltage)	The voltage of intake temperature sensor exceeds 4.85V.	✓			✓	

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Prepare the Machine for Maintenance

Introduction

⚠ WARNING

Maintenance must be done only by suitably qualified and competent persons.

Before doing any maintenance make sure the machine is safe, it should be correctly parked on level ground.

To prevent anyone starting the engine, remove the starter key. Disconnect the battery when you are not using electrical power. If you do not take these precautions you could be killed or injured.

8-3-1-1

Make the machine safe before you start a maintenance procedure.

Unless a maintenance procedure instructs you differently, you must lower the Excavator. Refer to ***How to Make the Machine Safe (Excavator Lowered)***.

How to Make the Machine Safe (Excavator Lowered)

Important: *Unless a maintenance procedure instructs you differently, you must lower the Excavator.*

1 Park the machine on level, solid ground.

If necessary, refer to ***Stopping and Parking the Machine*** in the Operator Manual.

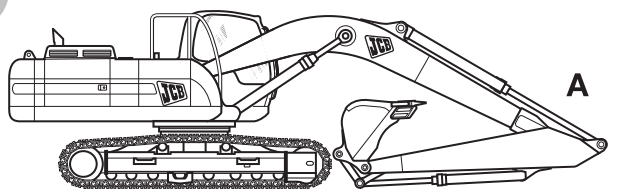
2 Lower the excavator so the attachment is flat on the ground as at **A**.

3 Stop the engine and remove the starter key.

4 Release tank pressure. Refer to ***Releasing Tank Pressure***.

5 Release the hydraulic pressure. Refer to ***Releasing the Hydraulic Pressure***.

6 Disconnect the battery to prevent accidental operation of the engine.



808071-2

Fig 4.

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Notes:

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JS360 and Variants

Table 11.

Item	Capacity	Fluid/Lubricant	JCB Part No.	Container Size(1)
ENGINE	38 litres (8.4 UK gal) (10.1 US gal)	JCB Engine Oil HP 15W40 -15°C to +40°C (5°F to 104°F)	4001/1505	20 Litres
		JCB Engine Oil HP 10W30 -30°C to +30°C (-22°F to 86°F)	4001/1705	20 Litres
COOLING SYSTEM	38 litres (8.36 UK gal) (10 US gal)	JCB HP Coolant ⇒ *Coolant Mixtures (3-25)*	4006/1120	20 Litres
TRACK GEARBOX	2 x 5 litres (2 x 1.10 UK gal) (2 x 2.32 US gal)	JCB HD90 Gear Oil	4000/0301	5 Litres
SLEW GEARBOX	16 litres (3.52 UK gal) (4.23 US gal)		4000/0305	20 Litres
TRACK ROLLERS AND IDLER WHEEL				
RECOIL SPRING CYLINDER		JCB Special HP Grease	4003/2017	400g
HYDRAULIC SYSTEM	320 litres (70.4 UK gal) (84.5 US gal)	JCB Hydraulic Fluid HP32 -20°C to +15°C (-4°F to 59°F)	4002/1024	200 Litres
		JCB Hydraulic Fluid HP46 -10°C to +30°C (14°F to 86°F)	4002/0803	
		JCB Hydraulic Fluid HP68 0°C to +40°C (32°F to 104°F)	4002/0701	
SLEW RING		JCB Special HP Grease	4003/2017	400g
- BEARING	--			
- GEAR TEETH	--		4003/2006	12.5kg
ALL OTHER GREASE POINTS	--			
FUEL TANK	650 litres (143.0 UK gal) (171.7 US gal)	⇒ *Fuel System (3-74)*		

(1) For information about the different container sizes that are available (and their part numbers), contact your JCB Dealer.

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Cleaning the Machine

Exterior

Clean the exterior of the machine using water and/or steam.

If steam is used the machine must be completely greased afterwards. ⇨ *Greasing (3-36)*

Pay particular attention to the cab windows. Make sure that the radiator grille is not blocked.

Do not allow mud to build up on the tracks and running gear. ⇨ *Tracks and Running Gear (3-93)*

Interior

⚠ CAUTION

Never use water or steam to clean inside the cab. The use of water or steam could damage the on-board computer and render the machine inoperable. Remove dirt using a brush or damp cloth.

8-3-4-8

Cleaning the Tracks

⚠ WARNING

If two people are doing this job make sure that the person operating the controls is a competent operator. If the wrong control lever is moved, or if the controls are moved violently, the other person could be killed or injured.

If you will be working with another person, make sure that you both understand what is to be done. Learn and use the recognised signalling procedures. Do not rely on shouting - he will not hear you.

To clean the tracks, you must turn them. When the tracks are turning, keep clear of rotating parts. Before starting this job, make sure that you have no loose clothing (cuffs, ties etc.) which could get caught in moving parts. Keep people not involved with this job well away!

MD-3-3-2

1 Prepare the Machine. ⇨ *Prepare the Machine for Maintenance (3-29)*.

Park the machine on level ground. Open the bucket and swing the boom until it is at 90° to the track. Lower the bucket to the ground.

2 Raise the Track.

Operate the boom and dipper controls so that the track on the side nearest the bucket is lifted up clear of the ground.

3 Rotate the Track.

When it is safe to do so and you are sure that everyone is clear of the machine, operate the controls to rotate the track which is off the ground. Rotate it first one way and then the other to shake off the mud. If necessary, the person outside may use water to get the mud off.

4 Inspect the Track.

When you have finished, inspect the track rollers, sprockets and idler wheels for damage and oil leaks.

5 Lower the Track.

Operate the boom and dipper controls to lower the track to the ground.

6 Repeat for the Opposite Track.

Swing the boom round to the other side and repeat steps 2 to 5 inclusive for the other track.

Cleaning the Radiator and Oil Cooler

A clogged radiator and/or oil cooler can lead to engine overheating. Regularly check for a build-up of dirt and debris and if necessary, use compressed air to clean-out the grille. At the same time check all hoses for damage or perishing, and replace if necessary.

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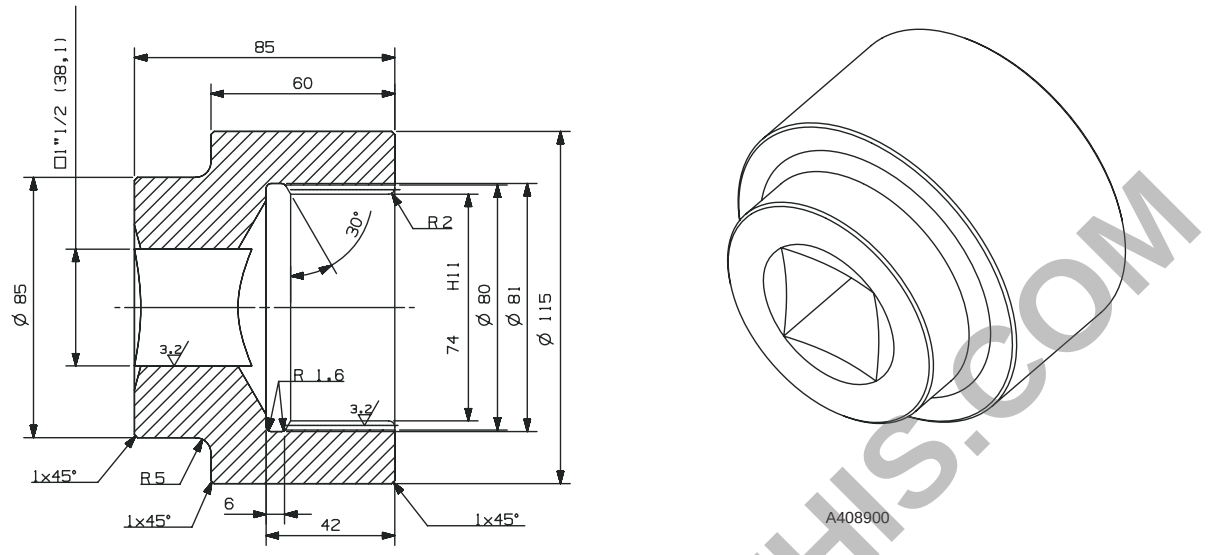


Fig 42. Socket Box Wrench

Note: *For disassembly and assembly of slew motor gearbox. This tool can not be ordered from JCB.*

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Pre Start Cold Checks, Service Points and Fluid Levels

	Operation	10	50	250	500	1000	2000	4000	5000
ENGINE									
Oil level	- Check	☐	☐	☐	☐	☐	☐	☐	☐
Oil and Filter (1)	- Sample/Change				☐	☐	☐	☐	☐
Pre Cleaner (if fitted)	- Clean			☐	☐	☐	☐	☐	☐
Air Cleaner Outer Element	- Change					☐	☐	☐	☐
Air Cleaner Inner Element	- Change						☐	☐	
Air Cleaner Dust Valve	- Check and Clean			☐	☐	☐	☐	☐	☐
Fuel Level	- Check	☐	☐	☐	☐	☐	☐	☐	☐
Fuel Tank - Water and Sediment	- Drain		☐	☐	☐	☐	☐	☐	☐
Coolant Quality/Level	- Check	☐	☐	☐	☐	☐	☐	☐	☐
Coolant	- Change							☐	
Fuel Pump Filter Element	- Change				☐	☐	☐	☐	☐
Primary Fuel Filter/Sedimenter	- Drain and Clean		☐	☐	☐	☐	☐	☐	☐
Primary Fuel Filter/Sedimenter-filter	- Change				☐	☐	☐	☐	☐
Main Fuel Filter/Sedimenter	- Drain and Clean		☐	☐	☐	☐	☐	☐	☐
Main Fuel Filter/Sedimenter-filter	- Change				☐	☐	☐	☐	☐
Fuel Filler Cap	- Check and Clean			☐	☐	☐	☐	☐	☐
Fuel Filler Cap (Dusty conditions)	- Check and Clean		☐	☐	☐	☐	☐	☐	☐
Fan Belt Tension/Condition	- Check			☐	☐	☐	☐	☐	☐
Valve Clearances	- Check and Adjust					☐	☐	☐	☐
Engine Mounting Bolts for Tightness	- Check				☐	☐	☐	☐	☐
Exhaust System Security	- Check				☐	☐	☐	☐	☐
Air Inlet System Security	- Check			☐	☐	☐	☐	☐	☐
Radiator	- Clean and Check			☐	☐	☐	☐	☐	☐

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Service Manual

JS200-JS260 - Tier III Auto

Section 1 - General Information

Section 2 - Care and Safety

Section 3 - Maintenance

Section B - Body & Framework

Section C - Electrics

Section E - Hydraulics

Section F - Transmission

Section J - Track and Running Gear

Section K - Engine



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Safety Check List

Important Information

T1-042

The Operator Manual

⚠ WARNING

You and others can be killed or seriously injured if you operate or maintain the machine without first studying the Operator Manual. You must understand and follow the instructions in the Operator Manual. If you do not understand anything, ask your employer or JCB dealer to explain it.

INT-1-4-2

Do not operate the machine without an Operator Manual, or if there is anything on the machine you do not understand.

Treat the Operator Manual as part of the machine. Keep it clean and in good condition. Replace the Operator Manual immediately if it is lost, damaged or becomes unreadable.

Safety Warnings



This safety alert system identifies important safety messages in this manual. When you see this symbol, be alert, your safety is involved, carefuly read the message that follows, and inform other operators.

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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Shipping Weight

Approximate weight when equipped with monoboom, medium length dipper, bucket, operator and full fuel tank except where indicated otherwise.

Model	Track shoe width	Weight
JS200NC	500mm	19845 kg
JS200NC	600mm	20095 kg
JS200NC	700mm	20350 kg
JS200SC	500mm	19925 kg
JS200SC	600mm	20180 kg
JS200SC	700mm	20430 kg
JS200LC	600mm	20605 kg
JS200LC	700mm	20870 kg
JS200LC	800mm	21140 kg
JS200LC	900mm	21190 kg

Model	Track shoe width	Weight
JS210LC	600mm	21090 kg
JS210LC	700mm	21355 kg
JS210LC	800mm	21625 kg
JS210LC	900mm	21675 kg

Model	Track shoe width	Weight
JS220NC	500mm	21144 kg
JS220NC	600mm	21396 kg
JS220NC	700mm	21648 kg
JS220SC	500mm	21227 kg
JS220SC	600mm	21479 kg
JS220SC	700mm	21731 kg
JS220LC	600mm	21904 kg
JS220LC	700mm	22172 kg
JS220LC	800mm	22440 kg
JS220LC	900mm	22490 kg

Model	Track shoe width	Weight
JS220NC TAB	500mm	22194 kg
JS220NC TAB	600mm	22446 kg

Model	Track shoe width	Weight
JS220NC TAB	700mm	22698 kg
JS220SC TAB	500mm	22277 kg
JS220SC TAB	600mm	22529 kg
JS220SC TAB	700mm	22781 kg
JS220LC TAB	600mm	22954 kg
JS220LC TAB	700mm	23222 kg
JS220LC TAB	800mm	23490 kg
JS220LC TAB	900mm	23540 kg

Model	Track shoe width	Weight
JS235HD	550mm	22920 kg

Model	Track shoe width	Weight
JS240SC	600mm	23750 kg
JS240NC	600mm	24270 kg
JS240LC	700mm	24620 kg

Model	Track shoe width	Weight
JS260SC	600mm	24920 kg
JS260NC	600mm	25440 kg
JS260LC	700mm	25790 kg

Model	Track shoe width	Weight
JS260SC TAB	600mm	26320 kg
JS260NC TAB	600mm	26840 kg
JS260LC TAB	700mm	27190 kg

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Typical Lubrication Chart

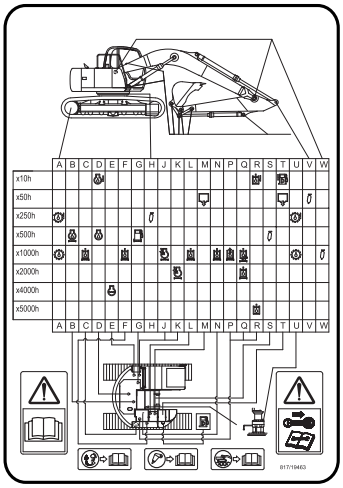


Fig 1.

Table 12. Location Identifier

A	Travel gearbox
B	Engine oil filter
C	Plexus filter
D	Engine oil pan
E	Engine cooling system
F	Servo oil filter
G	Fuel filter
H	Swing ring bearing
J	Air cleaner, outer
K	Air cleaner, inner
L	Drain line filter
M	Fuel separator
N	Hydraulic return filter
P	Hydraulic tank air breather
Q	Suction strainer
R	Hydraulic tank
S	Swing ring gear teeth
T	Fuel tank
U	Slew gearbox
V	Boom/arm grease points
W	Boom/arm grease points

Table 13. Icon Definitions

	Excavator grease
	Engine oil change
	Engine oil filter change
	Engine coolant change
	Engine air filter clean
	Engine air filter change
	Transmission oil change
	Transmission oil level
	Fuel (diesel)
	Fuel filter change
	Hydraulic oil change

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Engine Start/Stop

Operation

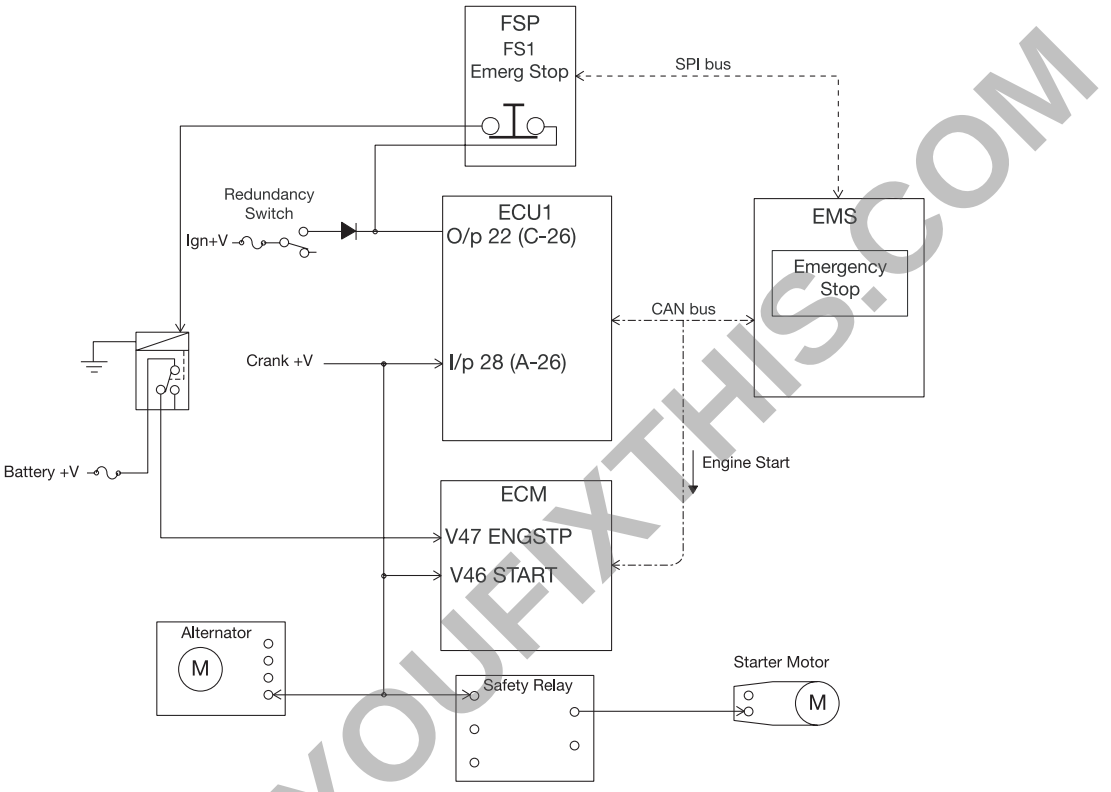


Fig 42.

Starting/Stopping the engine

When the ignition key is turned to the crank position, 24v is fed to:

- the ECU on i/p 28, (A-26) - Crank,
- the ECM on i/p V46 - START,
- the Safety Relay.

The ECU provides 24v from o/p 22 (C-26), through the closed contacts of the Emergency Stop button on the FSP to the coil of the emergency stop selay. The relay is energized, removing 24v from the ECM i/p V47 - ENGSTP.

The safety relay provides an output to the starter motor, and the ECM starts the engine.

When the engine is running, if the ignition key is switched off, the 24v from ECU o/p 22 (C-26) to the emergency stop relay is removed. The relay is de-energized, feeding 24v from the battery to the ECM i/p V47 - ENGSTP, and the engine is stopped.

Pressing the Emergency Stop Button

If the emergency stop button on the FSP is pressed whilst the engine is running, the 24v from ECU o/p 22, (C-26) to the Emergency Stop Relay is stopped. The relay is de-energized, feeding 24v from the battery to the ECM i/p V47 - ENGSTP, and the engine is stopped.

At the same time the EMS will display the message 'EMER STOP'. If the ignition is switched off and then back on, the system retains the emergency stop function until the emergency stop button on the FSP is pressed again.

Engine start is disabled unless the lever lock arm is raised. if the ignition is switched on and the lever lock arm is raised, the emergency stop remains off and the engine will not start. If cranking is attempted while the lever lock arm is down, the LIFT_LEVER message is displayed on the EMS and the servo isolator LED will flash on the EMS for the duration of the cranking.

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Using ECM Setup

The ECM Setup tool is included in Servicemaster 2 for use with Tier 3 engines.

The ECM Setup tool is used to:

1 Write the `QR code' of a replacement fuel injector to an ECM. ⇒ *Write QR code. (C-125)*.

2 Read unique engine details from a damaged ECM. ⇒ *Read Engine Details (C-126)*.

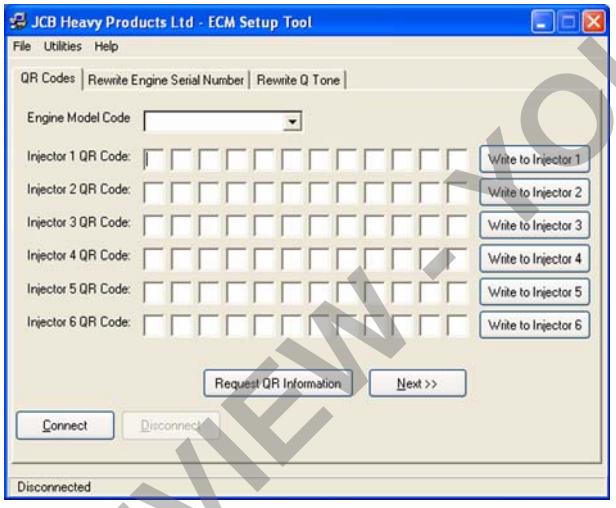
3 Write unique engine details to a replacement ECM. ⇒ *Write Engine Details (C-127)*.

Write QR code.

To write the QR code of a replacement injector to the ECM use the following procedure.

Note: *Example shows replacement injector 3.*

1 Connect the PC to the vehicle through a DLA and switch on the ignition.

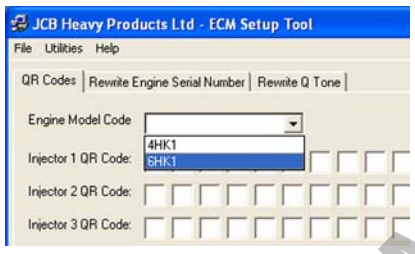


860900

Fig 5.

2 Open the ECM Setup tool from within Servicemaster.

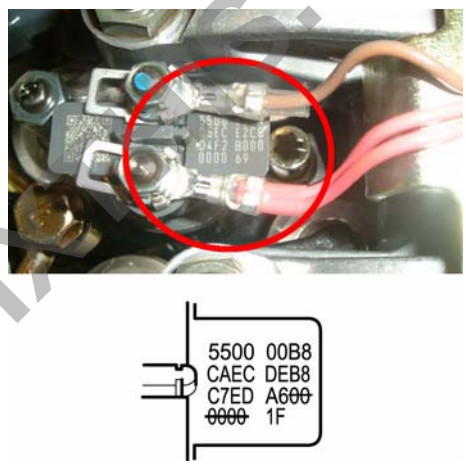
3 The ECM Setup tool will attempt to connect to the CAN bus, after which, the `Connect' button will be greyed out.



860901

Fig 6.

4 Select from the drop-down menu the `Engine Model Code'. ⇒ *Fig 6. (C-125)*.



812351

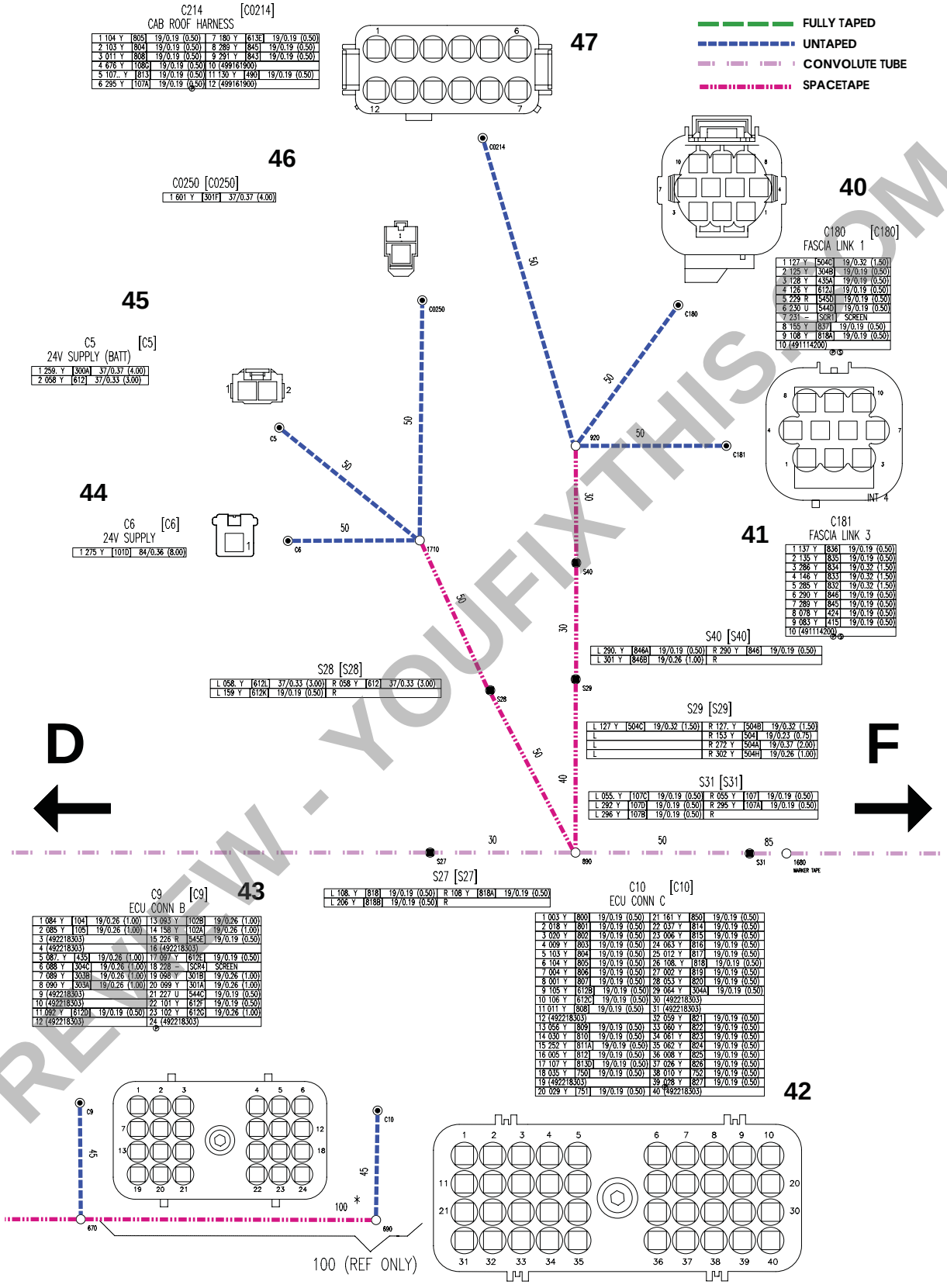
Fig 7.

5 From the new injector, note the QR code. ⇒ *Fig 7. (C-125)*

Note: *Do Not use the struck out numbers.*

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T027230-1

Fig 31. Cab Harness `E' 332/J3663 - Issue 1

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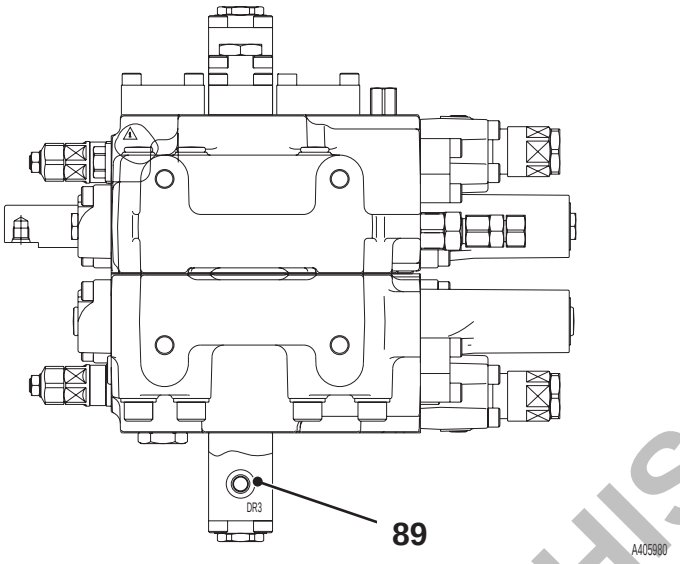


Fig 8. Main Control Valve viewed from below machine

Table 6. Port Identification

Item	Port	Function
89	Dr3	Drain (Boom, Bucket)

For port location, ⇨ *Fig 8. (E-69)* .

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Rotary Coupling

Operation

The coupling is located in the centre of the machine between the lower and upper sections and rotates around the slew centreline. The supply and return oil flow to the coupling, piped from the upper to the lower section, is not affected by the rotational movement and allows the machine to slew 360° in both directions.

The rotary coupling consists of the inner axle **11** and outer rotor **13** with packing rings, 'O'-rings, thrust plate and cover. In the axle and rotor there are pairs of ports and oil passages, each pair being sealed from the others by packing rings and 'O'-rings. Both the axle and rotor can rotate and the oil can flow freely through the oil grooves.

Item	Part Name
11	Axle
12	V-ring
13	Rotor
14	O-ring
15	Packing ring
16	Thrust plate
17	Socket head screw
18	O-ring
19	Cover
20	Socket head screw

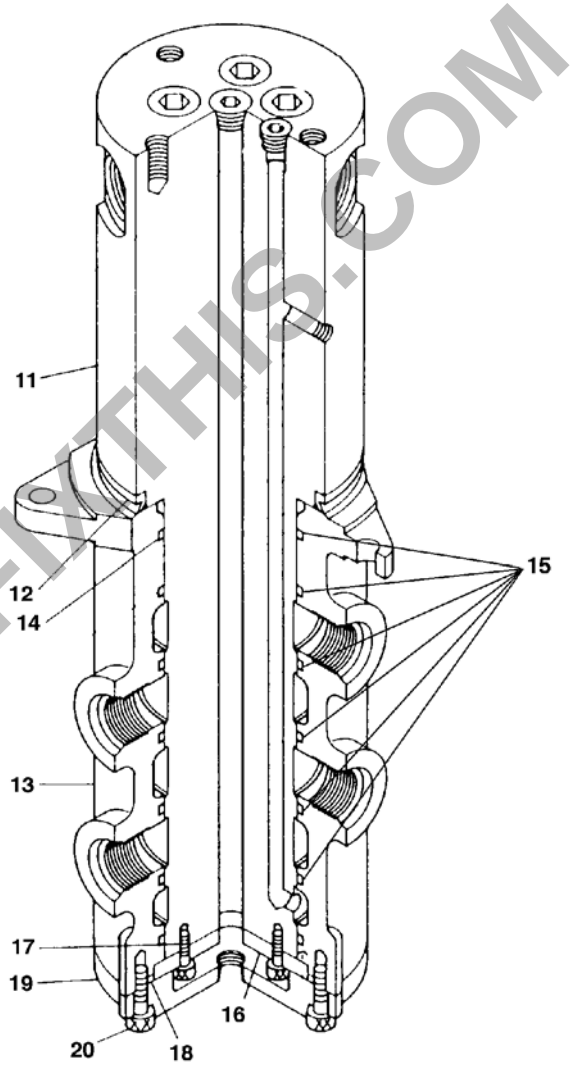


Fig 1.

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Symptoms of Pressure Switch Failures

Table 17.

	Pressure switches that need to be closed when selected, to avoid the issues described.					
	Upper pilot	Travel	Auto mode	Boost	Hammer	Slew
In Auto/one touch idle, engine will not return to full RPM when service is selected.	Closed when selected	Closed when selected	Closed when selected			
In Auto mode the engine fails to rise to full engine RPM when Boom or Dipper are fully selected.			Closed when selected			
Slow speed travel (Tortoise) does not work.		Closed when selected				
2nd Stage MRV (power boost) does not work in Auto mode. (For testing power boost, refer to ***Section E, Fault Finding, Test 003: Testing Main Pump Pressure***).		Closed when selected		Closed when selected		
Slew start up and slow down very erratic and juddering.	Closed when selected					Closed when selected

Note: *For location of pressure switches refer to* ***Section E, Circuit Descriptions, Main Control Valve/Shuttle Valve***

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Section J

Track and Running Gear

Service Manual - JS200-JS260 - Tier III Auto

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Section F - Transmission

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