Service Manual

Rear Engine Loadalls

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 E - Hydraulics

Section F - Transmission

Section G - Brakes

Section H - Steering

Section K - Engine



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Contents Page No.

Introduction
About This Manual ..... 1 - 1
Machine Model and Serial Number ..... 1 - 1
Using the Service Manual ..... 1 - 1
Units of Measurement ..... 1 - 1
Section Numbering ..... 1 - 1
Left Side, Right Side ..... 1 - 2
Cross References ..... 1 - 2
Identifying Your Machine ..... 1 - 3
Machine Identification Plate ..... 1 - 3
Component Identification Plates ..... 1 - 5

Standard Torque Settings
Zinc Plated Fasteners and Dacromet Fasteners ..... 1 - 8
Introduction ..... 1 - 8
Bolts and Screws ..... 1 - 8
Hydraulic Connections ..... 1 - 12
'O' Ring Face Seal System ..... 1 - 12
'Torque Stop' Hose System ..... 1 - 15

Service Tools
Numerical List ..... 1 - 16
Tool Detail Reference ..... 1 - 19
Section B - Frame and Bodywork ..... 1 - 19
Section C - Electrics ..... 1 - 23
Section E - Hydraulics ..... 1 - 24
Section F - Transmission ..... 1 - 30
Section H - Steering ..... 1 - 32
Section K - Engine ..... 1 - 33

Service Consumables
Sealing and Retaining Compounds ..... 1 - 34

Terms and Definitions
Colour Coding ..... 1 - 35
Hydraulic Schematic Colour Codes ..... 1 - 35

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Contents **Page No.**

Safety Notices
Important Information ..... 2 - 1
The Operator Manual ..... 2 - 1
Safety Warnings ..... 2 - 1
Safety Checklist ..... 2 - 2
Safety - Yours and Others ..... 2 - 2
General Safety ..... 2 - 2
Operating Safety ..... 2 - 4
Maintenance Safety ..... 2 - 8
Safety Decals ..... 2 - 13
Introduction ..... 2 - 13
Safety Decal Recognition ..... 2 - 14

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Contents **Page No.**

Routine Maintenance

Health and Safety ..... 3 - 1
Lubricants ..... 3 - 1
Battery ..... 3 - 3
First Aid - Electrolyte ..... 3 - 3
Service Schedules ..... 3 - 5
Introduction ..... 3 - 5
How to Use the Service Schedules ..... 3 - 5
Pre-start Cold Checks, Service Points and Fluid Levels ..... 3 - 6
Functional Test and Final Inspection ..... 3 - 9
Fluids, Lubricants and Capacities ..... 3 - 11
Coolant Mixtures ..... 3 - 12
Cleaning the Machine ..... 3 - 13
Introduction ..... 3 - 13
Preparing the Machine for Cleaning ..... 3 - 13
Cleaning the Machine ..... 3 - 14
Cleaning the Cab Heater Filter ..... 3 - 16
Checking for Damage ..... 3 - 17
Seat Belt ..... 3 - 18
Checking the Seat Belt Condition and Security ..... 3 - 18
ROPS/FOPS Structure ..... 3 - 19
Checking the ROPS/FOPS Structure ..... 3 - 19
Boom Safety Strut ..... 3 - 20
Installing ..... 3 - 20
Removing ..... 3 - 21
Greasing ..... 3 - 22
Every 50 Hours ..... 3 - 23
Every 500 Hours ..... 3 - 24
Every 1000 Hours ..... 3 - 25
Oiling ..... 3 - 26
Park Brake Cable ..... 3 - 26
Control Levers ..... 3 - 26
Access Panels ..... 3 - 27
Battery Cover ..... 3 - 27
Engine Cover ..... 3 - 28
Brakes ..... 3 - 29
Park Brake Adjustment ..... 3 - 29
Checking the Foot Brake Fluid Level ..... 3 - 29
Electrical System ..... 3 - 30
Battery ..... 3 - 30
Jump Starting the Engine ..... 3 - 32
Engine Air Filter ..... 3 - 33
Cleaning the Air Filter Dust Valve ..... 3 - 33
Changing the Elements ..... 3 - 33
Engine ..... 3 - 35
Checking the Oil Level ..... 3 - 35
Changing the Oil and Filter ..... 3 - 35
Checking the Coolant Level ..... 3 - 37
Changing the Coolant ..... 3 - 38
Front End Accessory Drive Belt ..... 3 - 39

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Wire and Harness Number Identification

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Introduction

This section details the allocation of wire numbers and the identification of wires in the wiring harness.

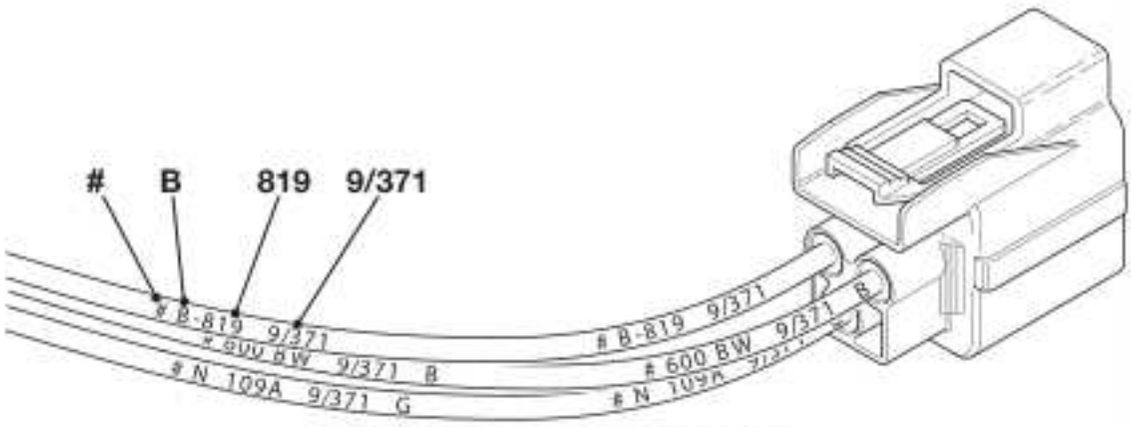


Fig 26. Typical Wire and Harness Number

⇨ *Fig 26. (C-30)*. The illustration shows a typical connector and wires. Each wire has an individual identification number permanently marked on it, at regular intervals along it's length.

The number stamped on the wire identifies the following:

Table 3. Wire and Harness Number Identification

Ident. No.	Description
#	The **#** indicates the start of the identification number. It is always printed to the left of the identification number.
B	If applicable - The colour of the flying lead that the harness wire should mate with. For instance, if wire **819** from harness 719/37100 mated with a flying lead coloured black (colour code **B**) then the number printed on the wire would be **B**-819 9/371.
819	The wire's unique identification number. The wire functions and numbers allocated to them are consistent through out the JCB range of products. ⇨ *Wire Numbers and Functions (C-31)*.
9/371	If applicable - The part number of the harness that the wire originates from. If the harness part number is 719/37100, the number printed on the harness wires will be **9/371** (71 and 00 are common numbers and therefore deleted).

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Synchro Shuttle Gearbox

Note: *Technical data may differ between gearbox variants and installations. For full data relating to specific gearboxes refer to the applicable machine Service Manual.*

Unit Identification

The gearbox serial number is stamped on the unit identification plate **3-A** as shown.

When ordering replacement parts, always quote the details on the unit identification plate. In the case of gear replacements, always check the part number stamped on the gear, and the number of teeth.

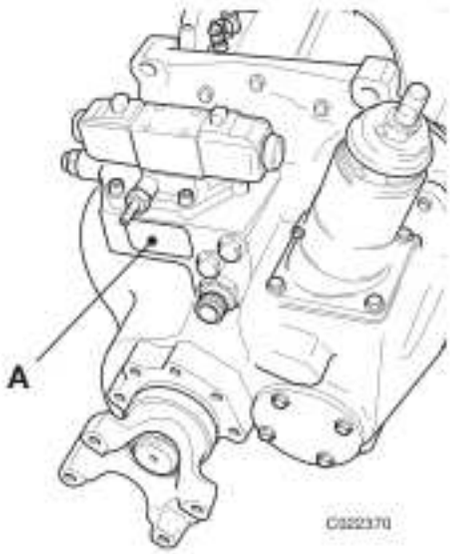


Fig 3.

Designations

SS600 4-speed (2 wheel drive)

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Table 22.

Fault	Possible Cause	Action
Machine does not drive in any gear.	Gearbox oil level low.	Check for leaks and top up oil level as required.
	Park brake switch or transmission dump switch defective.	Check the function of the park brake switch and transmission dump switch.
		Inspect the condition of the associated electrical wiring, plugs and connectors for damage and check that the relevant fuses are intact. See ***Section C Electrics***.
	Gear selector column switch defective.	Check the function of the gear selector column switch, see ***Section C Electrics***.
		Inspect the condition of the associated electrical wiring, plugs and connectors for damage and check that the relevant fuses are intact. See ***Section C Electrics***.
	Low mainline oil pressure.	Carry out oil pressure and flow tests, refer to ***Pressure and Flow Tests - Mainline Pressure***.
	Failure of oil pump assembly.	Carry out oil pressure and flow tests, refer to ***Pressure and Flow Tests - Pump Flow***.
		Remove the gearbox and inspect oil pump for signs of damage or excessive wear. Renew oil pump as applicable.

⇨ *Fault Finding Tables (F-111).*

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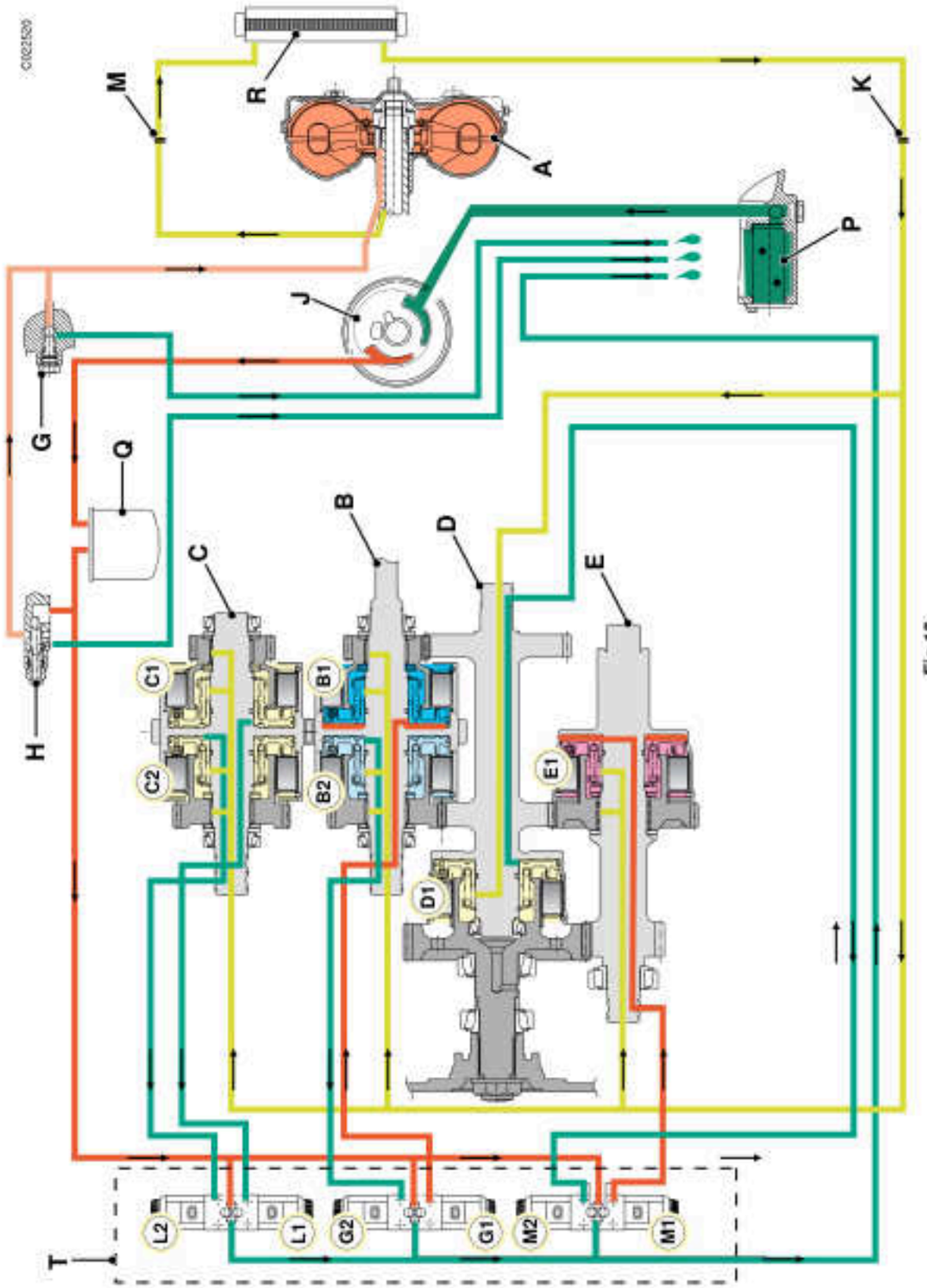


Fig 15.

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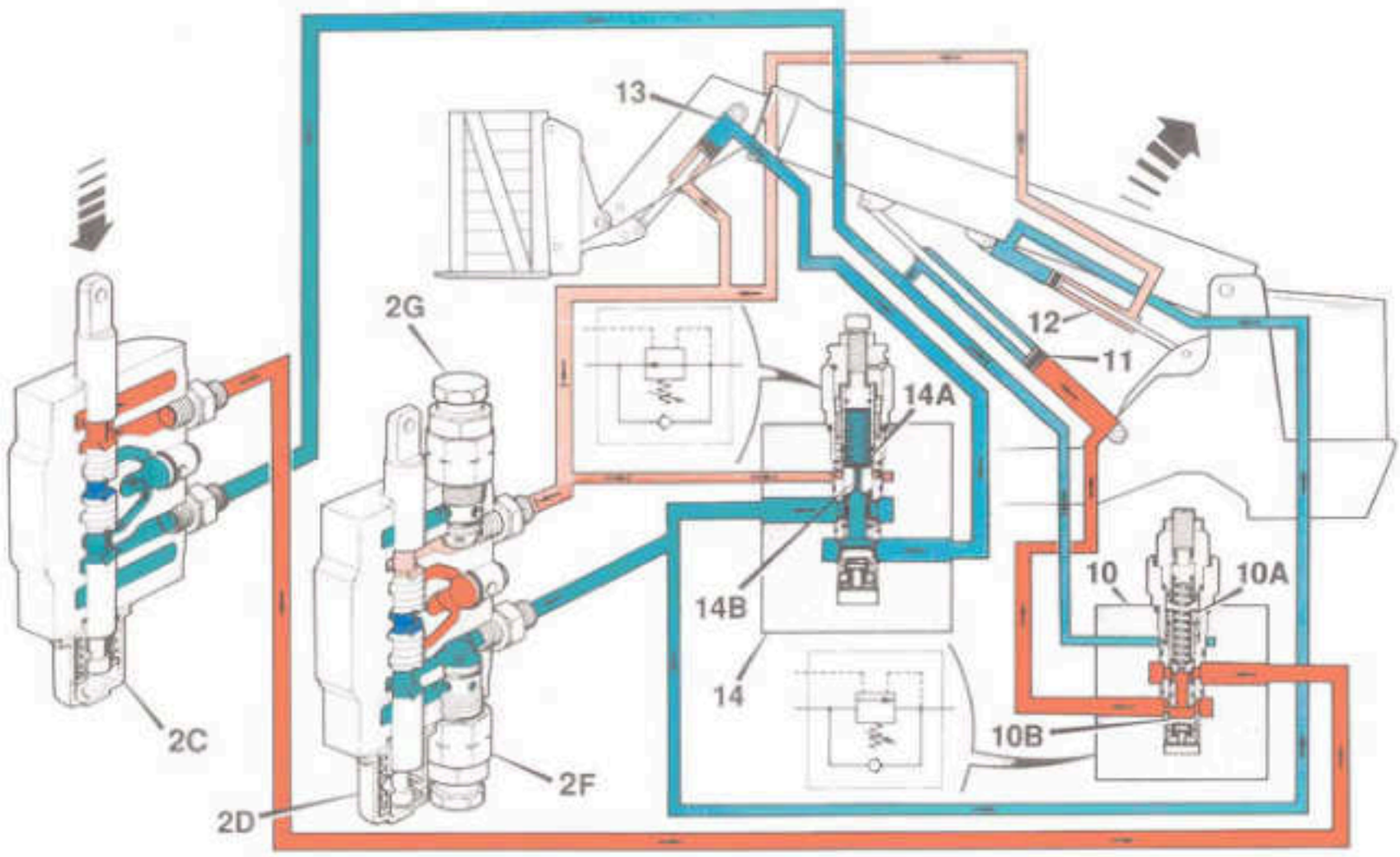


Fig 18. Boom Lift Operation

⇨ *Table 7. Key to Oil Flow and Pressure (E-16)*

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