Service Manual

Skid Steer Large Platform

Service Manual - Skid Steer Large Platform

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Section 2 - Care and Safety

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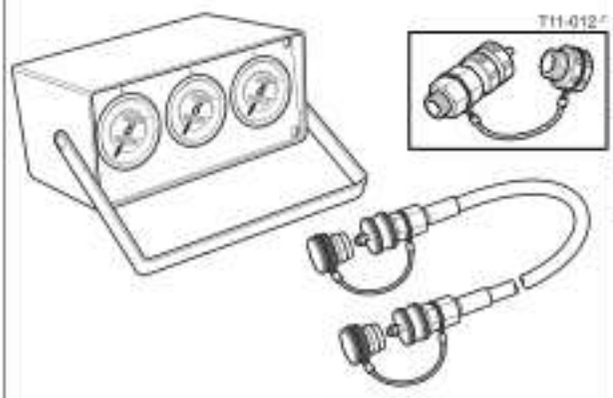
Note: *No longer available, refer to 998/11051 JCB ServiceMaster Digital Hydraulic Datalogger Pressure Test Kit. ⇨ Fig 26. (1-24).*	892/00201	Replacement Gauge 0-20 bar (0-300 lbf/in²)
	892/00202	Replacement Gauge 0-40 bar (0-600 lbf/in²)
	892/00203	Replacement Gauge 0-400 bar (0-6000 lbf/in²)
	892/00254	Replacement Hose
	993/69800	Seal Kit for 892/00254 (can also be used with probe 892/00706)
	892/00706	Test Probe
	892/00347	Connector - Hose to gauge

Fig 25. 892/ 00253 Hydraulic Circuit Pressure Test Kit

	998/11052	Hand Held 4-Channel ServiceMaster Unit
	998/11053	SensoWin Software Kit and PC Cable
	998/11054	Equiment Case SCC-750
	998/11055	0-600 Bar Pressure Transduce x2
	998/11056	0-100 Bar pressureTransducer x2
	998/11057	RPM Tachometer (includes fixed cable, 2 meters)
	998/11058	5 Meter Connecting Cable
	998/11059	M16 Metric Adaptors for Test Points x4
	998/11060	400mm Test Hose 90° HSP to M16 x2
	998/11061	400mm Test Hose Straight HSP to M16 x2

Fig 26. 998/11051 JCB ServiceMaster Digital Hydraulic Datalogger Pressure Test Kit

	892/00280	Pressure Gauge 0-600 bar (0-9000 lbf/in²)
	892/00279	Pressure Gauge 0-400 bar (0-6000 lbf/in²)
	892/00346	Pressure Gauge 0-70 bar (0-1000 lbf/in²)
	892/00347	Connector
	892/00254	Hose

Fig 27. Hydraulic Circuit Test Gauges and Connections

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79	Front Wiper/Wash Switch
80	Front Wiper Motor
81	DMF001 DMF002 in line diodes
82	Polarity Relay
83	Resistor
84	Throttle Control ECU
85	Heater Motor Switch
86	Heater Motor
87	Heater Only Option
88	Air con. Switch
89	-
90	Condenser Fan Relay
91	Condenser Fan 1
92	Condenser Fan 2
93	Compressor Relay
94	Compressor
95	Binary Switch
96	Thermostat
97	Wash/Wipe Cab Front
98	Wash/Wipe Chassis Earth
99	Wash/Wipe Cab Rear Earth
100	RH Joystick Multi Function
101	To cab harness pod
102	RH Joystick Multi Function
103	LH Joystick Multi Function
104	LH Joystick Multi Function
105	-
106	-
107	-
108	Registration Lamp
109	Rear Worklights
110	2 Speed
111	HVAC Earth
112	Dipped Beam Headlight Adapter Harness
113	Attachment Relay 1 (primary function solenoid A)
114	Attachment Relay 2 (primary function solenoid B)
115	Attachment Relay 3 (secondary function solenoid A)
116	Attachment Relay 4 (secondary function solenoid B)
117	Attachment Relay 5 (Third function solenoid A)
118	Attachment Relay 6 (Third function solenoid B)
119	Attachment Relay 7 (Fourth function solenoid A)
120	Attachment Relay 8

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Code	Description
C311	OC at Fuel Sender
C314	OC at Hydraulic Oil Temp Sender
C316	OC at Fan Solenoid
C317	OC at High Flow Solenoid
C318	OC at Charge Pump Transducer
C319	OC at Parallel Relay
C325	OC at Loader Valve
C326	OC at Aux. A Solenoid
C327	OC at Aux. B Solenoid
C330	OC at Quick Hitch A
C331	OC at Quick Hitch B
C332	OC at Flushing Solenoid
C333	OC at Water Temp Sender/Switch
C334	OC at SRS Relay
C335	OC at Two-Speed Solenoid
C336	OC at LH Turn Signal
C337	OC at RH Turn Signal
C342	OC at Creep Solenoid
C343	OC at Float Transducer
C346	OC at Parkbrake Transducer
C355	OC at Glow Plug Relay
C356	OC at Starter Relay
C371	OC at Aux. Roller
C384	OC at W Terminal
C385	OC at D+ Terminal
C396	OC at SRS Relay
C411	Signal out of range HI at Fuel Sender
C414	Signal out of range HI at Hydraulic Oil Temp Sender
C418	Signal out of range HI at Charge Pump Transducer
C433	Signal out of range HI at Water Temp Sender/Switch
C443	Signal out of range HI at Float Transducer
C446	Signal out of range HI at Parkbrake Transducer
C471	Signal out of range HI at Aux. Roller
C484	Signal out of range HI at W Terminal
C511	Signal out of range Low at Fuel Sender

Code	Description
C514	Signal out of range Low at Hydraulic Oil Temp Sender
C518	Signal out of range Low at Charge Pump Transducer
C533	Signal out of range Low at Water Temp Sender/Switch
C543	Signal out of range Low at Float Transducer
C546	Signal out of range Low at Parkbrake Transducer
C571	Signal out of range Low at Aux. Roller
C584	Signal out of range Low at W Terminal
C611	Signal inconsistent at Fuel Sender
C614	Signal inconsistent at Hydraulic Oil Temp Sender
C618	Signal inconsistent at Charge Pump Transducer
C633	Signal inconsistent at Water Temp Sender/Switch
C643	Signal inconsistent at Float Transducer
C646	Signal inconsistent at Parkbrake Transducer
C671	Signal inconsistent at Aux. Roller
C684	Signal inconsistent at W Terminal
C701	Power Supply Over Voltage at ECU J1
C702	Power Supply Over Voltage at ECU J2
C801	Power Supply Under Voltage at ECU J1
C802	Power Supply Under Voltage at ECU J2
D124	SC to + at Parkbrake Solenoid
D224	SC to - at Parkbrake Solenoid
D324	OC at Parkbrake Solenoid
D703	Power Supply Over Voltage at RHC J3
D803	Power Supply Under Voltage at RHC J3
S704	Power Supply Over Voltage at LHC J4
S804	Power Supply Under Voltage at LHC J4
E401	Motor over-current
E402	Motor open-circuit condition
E403	Hand or foot throttle voltage low
E404	Hand or foot throttle voltage high

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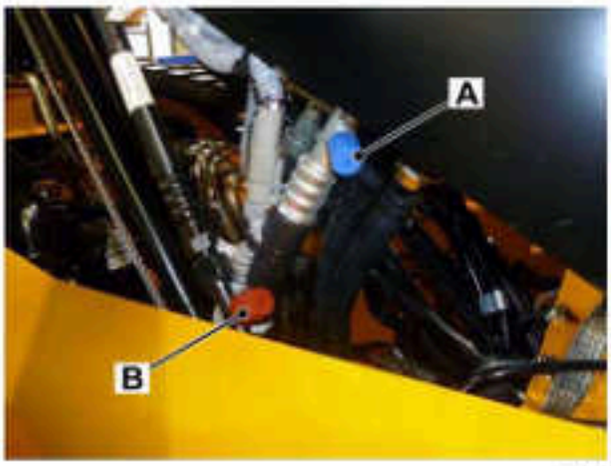


Fig 8.

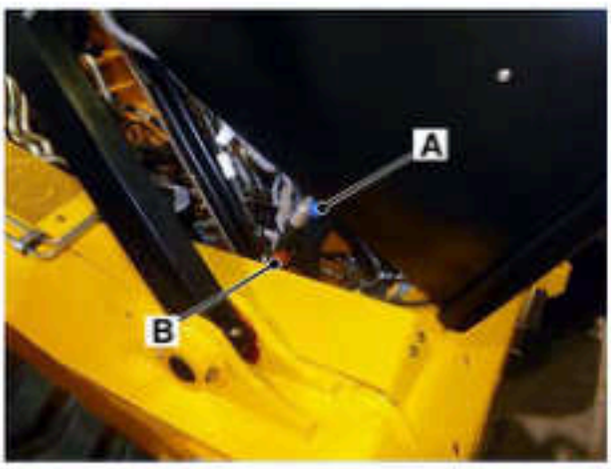


Fig 9.

2 Pressure testing:

a Remove the caps from the charge/pressure test ports of the air conditioning system.

b Connect an air conditioning gauge set to the respective ports of the air conditioning system and pressure test the system to a minimum of 10 bar (150 lbf/in²) for 24 hours.

Important: *In accordance with British Standard BS EN 378-2/200 it is a legal requirement to pressure test for a minimum of 1 hour.*

3 Evacuate the system as described below:

a Connect the vacuum pump to the charging line, start the pump and open gauge set valves.

b Evacuate the system for 30 minutes, maintaining a vacuum gauge reading of 29 inches of mercury on both gauges. If this reading cannot be attained in 15 minutes, test the system for leaks and correct any found. Close both gauge set valves and shut off the vacuum pump. Disconnect the vacuum pump.

4 Charge and test the system as described below:

a With the system maintaining a vacuum charge the system using the appropriate equipment. Follow the instructions supplied with the charging equipment.

b With a R134a leak detector check all joints, fittings, etc. for leaks. If a leak is found reclaim the charge and repair the leak.

c Start the engine, close the cab door and windows. Set the air conditioning to maximum cooling. Turn on the blower and check that properly cooled air is emitted from the vents. For air conditioning operation, refer to ***Operator Manual***.

Periodically the compressor clutch may disengage. This is a normal action of the temperature control system. As the evaporator cools to the temperature set point of the control, the control will disengage the clutch to prevent overcooling or evaporator coil freeze-up. To obtain longer periods of operation for test purposes, open the cab door.

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Outer Track Rubber - Tearing/Cuts

Cause:

1 Cuts on the lug are often due to particularly sharp materials such as stones, the problem is particularly evident if using sharp driving techniques on demolition type ground (e.g. stones, debris etc.).

Prevention:

1 The life expectancy of a track is greatly reduced by working on a site where sharp and pointed materials are numerous. Operate the machine with attention to the ground's surface in rough terrain, e.g. demolition sites, rocky ground etc.



Fig 24.

Additional Notes:

You can do less damage by driving slowly on hard surfaces. Small cuts on the lug do not prevent the track from being used. When the cut goes deeper down and reaches the steel cord or the core bar, the track must be repaired. If a lug is pulled out, the track can be used but the grip on muddy surfaces will be greatly reduced.

Outer Track Rubber - Fast Abrasion

Cause:

1 Sharp driving on hard and abrasive surfaces, for example concrete, asphalt etc.

2 Operation on surfaces where the temperature is unusually high, for instance, travelling over freshly laid asphalt.

Prevention:

1 Operate the machine with care, avoid making quick and repeated turns.

2 Do not stay too long on very hot surfaces. On the other hand, the track is safe if you just go across this area.



Fig 25.

Additional Notes:

A track can still be used if the lug is higher than 5mm, otherwise the track must be replaced. Refer also to warranty pro-rata use scale.

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