SERVICE MANUAL

LOADALL (ROUGH TERRAIN VARIABLE REACH TRUCK)
535-v125 Work Platform,
540-170 Work Platform,
540-200 Work Platform,
540-v140 Work Platform,
540-v180 Work Platform

EN - 9813/8150 - ISSUE 2 - 10/2017

This manual contains original instructions, verified by the manufacturer (or their authorized representative).

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Foreword

The Operator's Manual

⚠

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

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

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

Contents

01 - Machine
03 - Attachments, Couplings and Load Handling
06 - Body and Framework
09 - Operator Station
27 - Driveline
30 - Hydraulic System
33 - Electrical System
72 - Fasteners and Fixings
75 - Consumable Products
78 - After Sales

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01 - Machine

Contents **Page No.**

Acronyms Glossary 01-2

01-03 Safety
- 01-03-03 Safety - Yours and Others 01-3
- 01-03-06 Safety Warnings 01-4
- 01-03-09 General Safety 01-5
- 01-03-12 Maintenance Safety 01-6
- 01-03-18 Operating Safety 01-8
- 01-03-21 Worksite Safety 01-10
- 01-03-24 Risk Assessment 01-11
- 01-03-27 Maintenance Positions 01-12

01-06 About this Manual
- 01-06-00 General 01-15
- 01-06-03 Model and Serial Number 01-16
- 01-06-06 Using the Manual 01-17

01-09 Description
- 01-09-00 General 01-19
- 01-09-06 Optional Equipment and Attachments 01-21
- 01-09-12 Main Component Locations 01-22

01-33 Cleaning
- 01-33-00 General 01-25

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03 - Safety

Contents **Page No.**

01-03-03 Safety - Yours and Others 01-3
01-03-06 Safety Warnings 01-4
01-03-09 General Safety 01-5
01-03-12 Maintenance Safety 01-6
01-03-18 Operating Safety 01-8
01-03-21 Worksite Safety 01-10
01-03-24 Risk Assessment 01-11
01-03-27 Maintenance Positions 01-12

MidWestTech | JCB Loadall Rough Terrain 535-V125, 540-170, 540-200, 540-v140, 54... Order the manual at mid-west-tech.com >

06 - Body and Framework

Contents **Page No.**

Acronyms Glossary 06-2

06-00 Body and Framework
- 06-00-00 General 06-3

06-06 Moveable Panel and Cover
- 06-06-00 General 06-7
- 06-06-06 Engine Compartment 06-8
- 06-06-14 Rear Cover 06-11
- 06-06-30 Undershield 06-12
- 06-06-33 Lift Arm 06-14

06-30 Pivot Pins
- 06-30-00 General 06-17

06-42 Stabiliser
- 06-42-00 General 06-21

06-54 Fender
- 06-54-00 General 06-25

06-57 Counterweight
- 06-57-00 General 06-29

06-63 Identification Label
- 06-63-00 General 06-31
- 06-63-03 Machine 06-32
- 06-63-06 Engine 06-34
- 06-63-15 Operator Protective Structure 06-36

06-66 Tools
- 06-66-00 General 06-39

06-69 Maintenance Strut
- 06-69-00 General 06-41
- 06-69-03 Lift Arm 06-42

06-75 Fire Extinguisher
- 06-75-00 General 06-47

06-89 Window Guard
- 06-89-00 General 06-49

06-93 Emergency Lower System
- 06-93-00 General 06-51

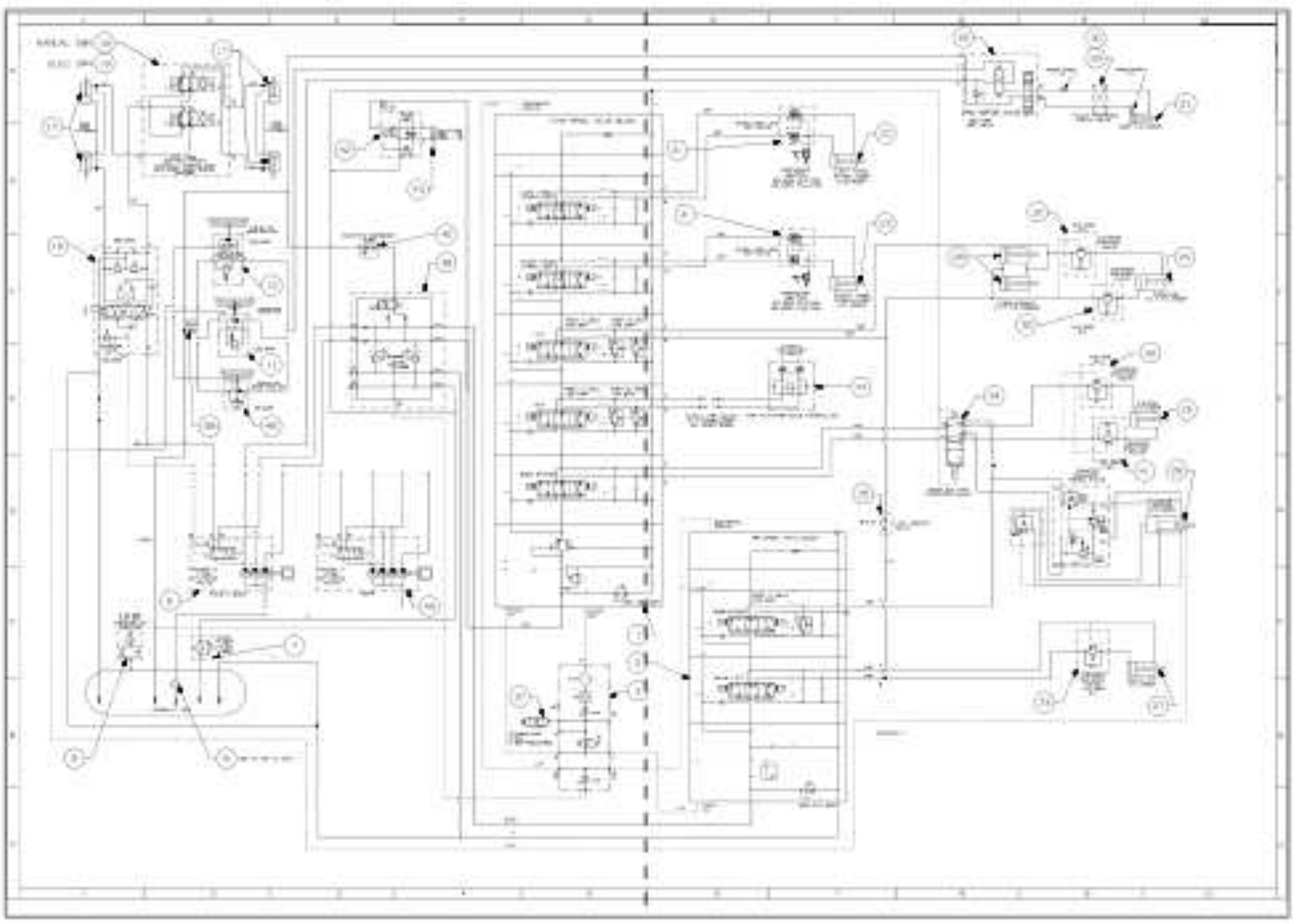
06-97 Platform
- 06-97-00 General 06-59

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Page 30-30

Figure 100. 540-170 and 550-170 Machines, Work Platform, Electro-Servo Valve (400/B5651-2)

Page 30-31



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90 - Fault Codes

Introduction 33-613
Technical Data 33-616

Introduction

Should faults occur related to an ECU (Electronic Control Unit) or devices connected to it, the electronic system will generate the applicable fault codes. A complete list of fault codes is stored within the applicable Servicemaster tools set.

Fault Code Structure

The structure of fault codes, otherwise known as DTC (Diagnostic Trouble Code)'s has been standardised to a 7 digit code for all on and off-highway machine and vehicle applications. The standard (referred to as J2012) requires all fault codes to conform to the following structure.

- 1st character - defines the system on the vehicle (e.g. P = Powertrain, C= Chassis, U = Network).
- 2nd and 3rd characters - defines the sub-system (e.g. transmission, CAN (Controller Area Network) network, brakes etc).
- 4th and 5th characters - specifies the particular component, circuit or fault (e.g. starter relay).
- 6th and 7th characters - referred to as the 'Failure Type Byte' (FTB) which indicates the particular failure (e.g. 11 = short circuit to ground). See FTB Numbers below for a full list.

Some specific fault codes are defined by international standard, while other codes may be defined by individual vehicle manufacturers.

Fault Code Display Systems

Depending on the machine specification fault codes recorded by the engine ECU can be accessed and displayed in several ways:

CAN Enabled Display

The machine may be equipped with a CAN enabled display. Such a display will be capable of displaying all recorded codes, for example P0047. All logged codes will be displayed. The operator may also have a facility to erase the fault code log. See the applicable machine documentation for further information.

CAN BUS Connected Computer

Fault codes logged can be accessed via a suitable laptop computer running the applicable diagnostics software, JCB 444 Engine Diagnostics for example. The computer must be connected to the machine CAN BUS socket using a DLA (Data Link Adaptor). Once connected all recorded codes can be displayed. The engineer also has a facility to erase the fault code log.

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Subsection	Commercial name	Product Number	Colour	Shelf life	Technical data	Comments
Direct glazing	Terostat 8900 LV	4103/4200	Black	365d in cartridges 180d in sausage pack. 180d in hobbocks and drums	80bar (1,159.4psi) tensile strength	One component, pumpable adhesive/sealant based on polyurethane, which cures by reaction with moisture to an elastic rubber. The skin formation and curing time are dependent on humidity, temperature and depth of joint. High temperature and high moisture reduces curing time. Sag resistant, temperature range of -40°C (103.9°F) to 90°C (193.9°F) short exposure (up to 1h) of 130°C (265.8°F).
Direct glazing	Sika 295 UV	4103/4300	Black, white	365d	-	Direct glazing adhesive for plastic glazing panels. One component polyurethane adhesive of paste like consistency. 60min tack free time, 1d cure time (4mm at 23°C (73.4°F)). Good UV, fresh water and seawater resistance. Do not apply below temperatures of 10°C (50.0°F) or above 35°C (95.0°F).

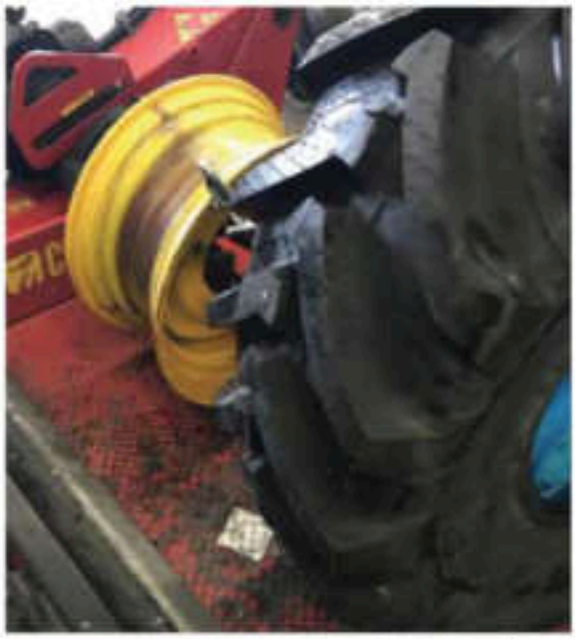
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Figure 84.





Figure 85.





7. Install the tyre and run flat system on to the wheel rim.

   7.1. Make sure that the metal installation clamp is in the middle of the gap in the run flat system.

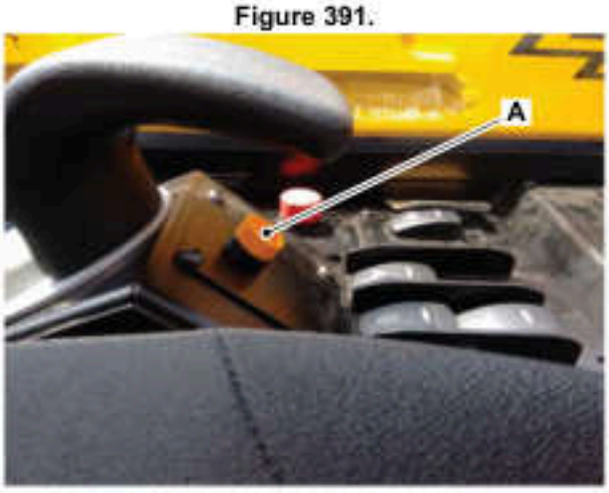
8. Use a tyre installation machine rotate the wheel until the run flat gap is at the bottom and remove the metal installation clamp.

9. Use the assembly cord to pull the ends of the run flat system together.

   9.1. If the run flat system components do not close together completely use the tyre installing machine to reposition the tyre to allow the system to be installed.

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Figure 391.



A Mode key position (cab control)

4. Lift arm plug

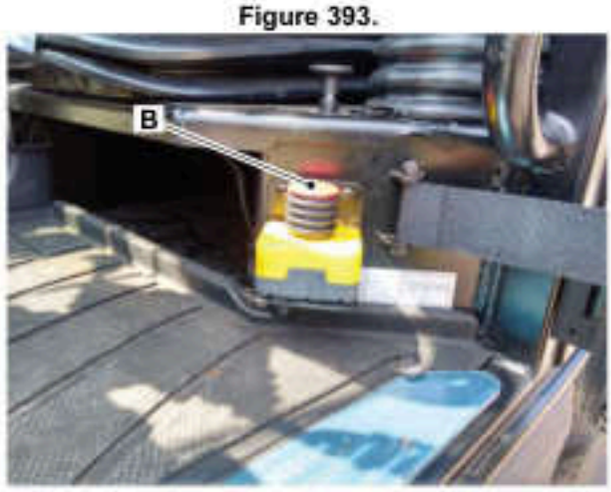
Figure 392.



E Platform connector

5. Cab emergency stop

Figure 393.



B Cab emergency stop

The machine will only require service speed check / adjustment if the following work has been carried out:

1. If the machine has had significant hydraulic repairs (e.g. hydraulic valve replacement, hydraulic cylinders, pumps).
2. If the machine has had significant electrical repairs (e.g. harness replacement, ECU replacement, solenoids valves).
3. If the machine as been incorrectly installed / set-up.

The machine will not require a service speed check / adjustment if the following work has been carried out:

1. If a normal software update has been carried out, but note the following:
   1.1. Default settings will still require checking due to machine variation.
   1.2. Some services may not function in man basket mode with default settings, this is due to manufacturing tolerances.

Service Speed Checks- Preparation

1. Make sure the machine is on firm level ground.
2. Make sure the machine daily checks have been carried out and the machine is in a satisfactory condition.
3. Connect the JCB Servicemaster tool.
4. Complete five full lift, lower, extend, retract, crowd and dump cycles before completing service speed configuration.
5. Connect and install the work platform attachment.
6. Activate the personnel basket mode.

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