

Service Manual

ARTICULATED DUMP TRUCK 714 & 718

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Introduction

This publication is designed for the benefit of JCB Distributor Service Engineers who are receiving, or have received training by the JCB Training Department.

These personnel should have a sound knowledge of workshop practice, safety procedures and general techniques associated with the maintenance and repair of hydraulic earth moving equipment.

Renewal of oil seals, gaskets etc. and any component showing obvious wear or damage is expected as a matter of course. It is expected that components will be thoroughly cleaned and lubricated where appropriate, and that any opened hose or pipe connections will be blanked to prevent entry of dirt and excessive loss of hydraulic fluid. Finally, please remember above all else **SAFETY MUST COME FIRST!**

the manual is divided into sections, the first three are numbered and contain information as follows:

- 1** = **General Information** - includes torque settings and service tools.
- 2** = **Care & Safety** - includes warnings and cautions pertinent to aspects of workshop procedures etc.
- 3** = **Routine Maintenance** - includes service schedules and recommended lubricants for all the machine.

The remaining sections are alphabetically coded and deal with Dismantling, Overhaul etc. of specific components, for example:

- A** = **Attachments**
- B** = **Body & Framework....etc.**

The page numbering in each alphabetically coded section is not continuous. This allows for the insertion of new items in later issues of the manual.

Section Contents, technical data, circuit descriptions, operational descriptions etc. are inserted at the beginning of each alphabetically coded section.

All sections are listed on the front cover; tabbed divider cards align directly with individual sections on the front cover for rapid reference.

Where a torque setting is given as a single figure it may be varied by plus or minus 3%. Torque figures indicated are for dry threads, hence for lubricated threads may be reduced by one third.

'Left Hand' and 'Right Hand' are as viewed from the rear of the machine or engine

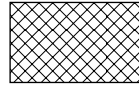
This Service Manual covers the following machines:

714 Dumper Truck from machine serial number 830000

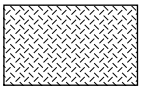
* 718 Dumper Truck from machine serial number 832000



Neutral Circuit Pressure.



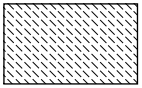
Oil subjected to a partial vacuum due to a drop in pressure (cavitation).



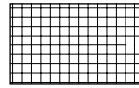
Pressure generated by the operation of a service. Depending on application this may be anything between Neutral Circuit Pressure and M.R.V. Operation Pressure.



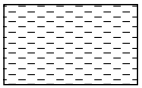
Oil trapped within a chamber or line preventing movement of components (lock-up).



Pressure that is above Neutral Circuit Pressure but lower than that denoted above.



Oil pressure used in a controlling device (servo).



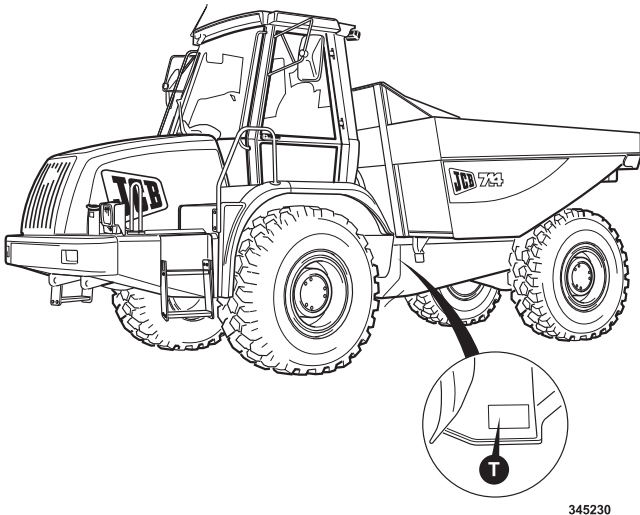
Exhaust.

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Identification

Vehicle Identification Plate

Your machine has an identification plate, **T**, mounted on the left side of the machine as shown. The serial number of the machine and its major units are stamped on the plate



Explanation of the Vehicle Identification Number (VIN)

SLP 714 Y E 537000
A B C D E

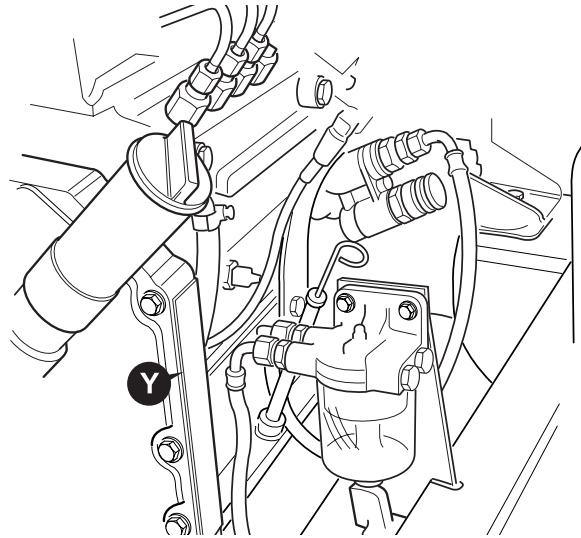
A	World Manufacturer Identification	SLP = JCB
B	Machine Model	714
C	Year of Manufacture	
	P = 1993	V = 1997
	R = 1994	W = 1998
	S = 1995	X = 1999
	T = 1996	Y = 2000
D	Manufacturing Location	E = England
E	Machine Serial Number	0537000

The serial number of each major unit is also stamped on the unit itself. If a major unit is replaced by a new one, the serial number on the identification plate will be wrong. Either stamp the new number of the unit on the identification plate, or simply stamp out the old number. This will prevent the wrong unit number being quoted when replacement parts are ordered.

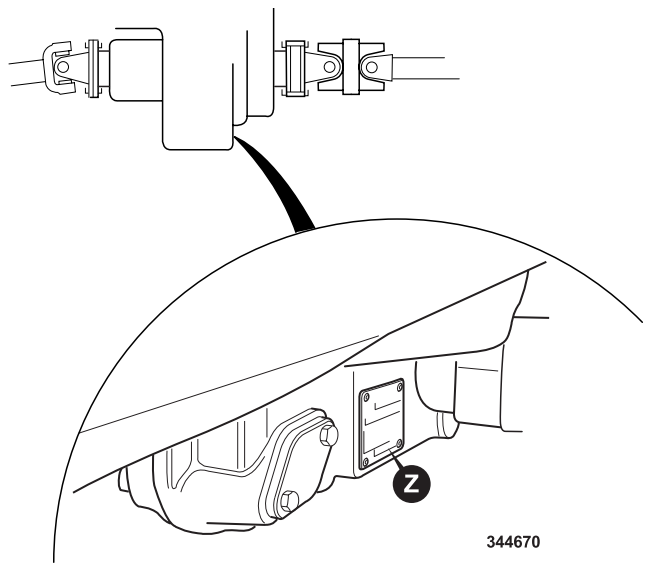
The machine and engine serial numbers can help identify exactly the type of equipment you have.

Unit Identification

The engine serial number is stamped on a plate, **Y**, which is fastened to the left side of the cylinder block



The Transmission serial number is stamped on a plate, **Z**, located at the bottom front of the transmission unit, as shown.



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