

Service Manual

ROBOT 185, 1105

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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 JCB Technical 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 earthmoving equipment.

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

The manual is compiled in 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, operation 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 facing forwards.

Colour Coding

The following colour coding, used on illustrations to denote various conditions of oil pressure and flow, is standardised throughout JCB Service Publications.



Blue: Neutral Circuit Pressure.



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



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



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



Pink: Pressure that is above Neutral Circuit Pressure but lower than that denoted by Red.



Orange: Oil pressure used in a controlling device (servo).



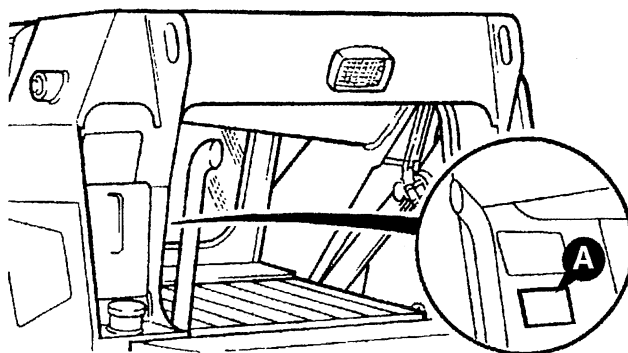
Green: Exhaust

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The serial number of the chassis, engine, lift arm and hydraulic pump unit positively identify the type of JCB Skid Steer Loader you have.

Machine Identification Plate

The machine identification plate **A** is located as shown. It is stamped with the serial numbers of the major individual units.



S222930

Typical Vehicle Identification Number (VIN)

SLP 185 S B V E 746001
 ① ② ③ ④ ⑤ ⑥ ⑦

- ① World Manufacturer Identification
- ② Machine Model
- ③ Machine Type (S = Standard, H = High-flow)
- ④ Build Type (A = Canopy, B = Cab)
- ⑤ Year of Manufacture:
 T = 1996 1 = 2001
 V = 1997 2 = 2002
 W = 1998 3 = 2003
 X = 1999 4 = 2004
 Y = 2000 5 = 2005
- ⑥ Manufacturer Location (E = England)
- ⑦ Product Identification Number (PIN)

<div style="display: inline-block; border: 1px solid black; padding: 2px; text-align: center;"> J.C.BAMFORD EXCAVATORS LTD. ROCESTER, STAFFS, ENGLAND. </div>		<small>EV 99001</small> <small>19821014</small>																														
CONSTRUCTOR		MADE IN UK																														
Vehicle Identification No. <input style="width: 100%;" type="text"/>		Product Identification No. <input style="width: 100%;" type="text"/>																														
ENGINE SERIAL No. <input style="width: 100%;" type="text"/>	WEIGHT <input style="width: 100%;" type="text"/>																															
PUMP SERIAL No. <input style="width: 100%;" type="text"/>	YEAR OF MANUFACTURE																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>MODEL</th> <th colspan="2">80/1269/BEC</th> <th>MODEL</th> <th colspan="2">80/1269/BEC</th> </tr> <tr> <td></td> <th>POWER KW</th> <th>R.P.M.</th> <td></td> <th>POWER KW</th> <th>R.P.M.</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	MODEL	80/1269/BEC		MODEL	80/1269/BEC			POWER KW	R.P.M.		POWER KW	R.P.M.																				
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Unit Identification

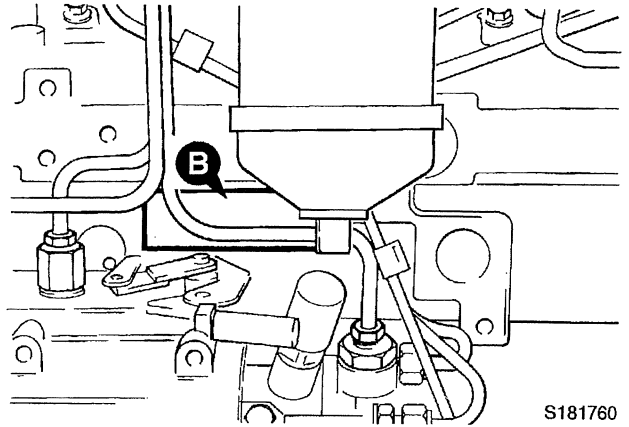
The engine serial number is stamped on a label **B** on the side of the cylinder block.

The chassis serial number is stamped on the front face of the chassis underneath the windscreen as shown at **C**.

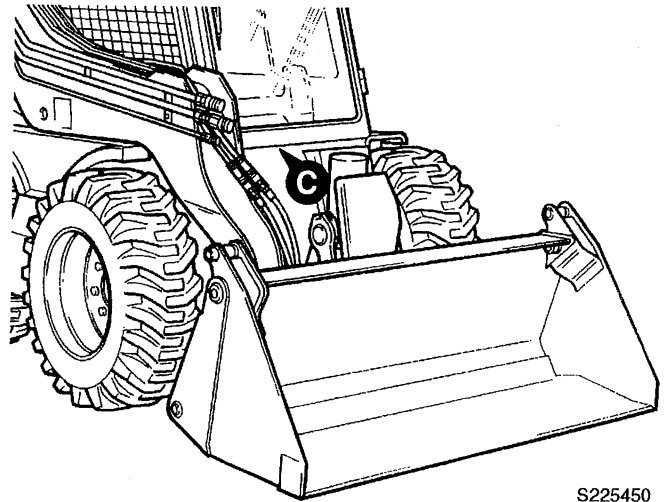
The lift arm serial number is stamped on the rear of the lift arm as shown at **D**.

The hydraulic pump unit serial number is stamped underneath the pump towards the drive end.

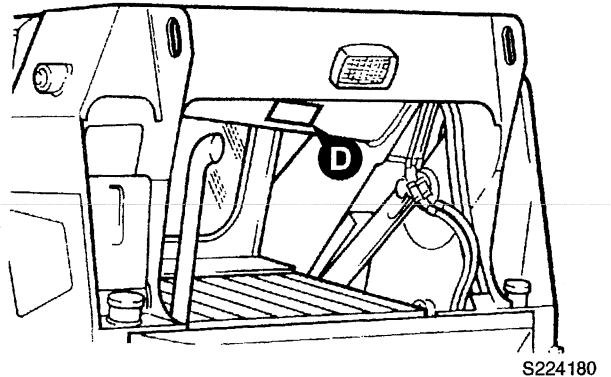
If any of the above units are replaced with new ones, the relevant serial number on the Machine Identification Plate will be superseded. Either stamp the plate with the new number or stamp out the old number.



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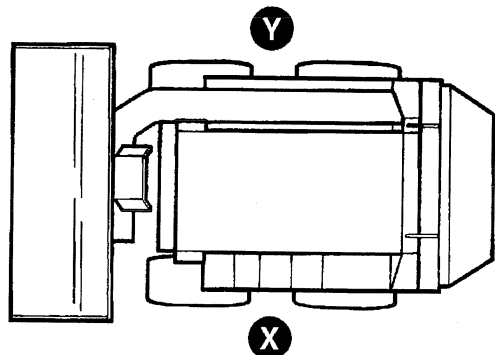
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Left Side, Right Side

In this manual, 'left' **X** and 'right' **Y** mean your left and right when you are seated correctly in the machine.



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