Drive Off Procedure

>> Be sure all shields and guards are in place and in good condition before starting the machine.

> Be sure the direction-speed control levers and all switches are in the "OFF", "PAUSE" or neutral positions before starting the machine. Assure that all hands and feet are clear of moving parts before starting paver.

> Make sure everyone is clear of the paver before starting so they cannot be struck by or caught in moving parts.

1) Mount the machine using the steps and handrail provided at the rear of the machine.

2) Position both DIRECTION-SPEED CONTROL LEVERS in the neutral (centered) position. Position the PAUSE/RUN SWITCH to "PAUSE". Position the "High Speed/Low Speed" switch to the "Low Speed" position.

3) Turn the ignition key to the "START" position. The engine should start and idle. Let engine idle for a short warm up period.

4) If the screed is not already up, move the screed lift control lever so that the screed raises. When the screed reaches the maximum height stops, release the screed lift lever. The screed should remain up.

5) To move the machine, position the PAUSE/RUN SWITCH to "RUN".
CAUTION: **There are two (2) PAUSE/RUN switches on the machine, one on each operators station. To pause the machine's movement, only one of the switches must be engaged to the "PAUSE" position. Both switches must be engaged to the "RUN" position to enable the paver to move.**

6) Push the DIRECTION/SPEED LEVERS forward slowly for FORWARD movement, or pull them backward slowly for REVERSE movement. The further the levers are moved, the faster the machine will travel.
CAUTION: **The DIRECTION/SPEED LEVERS control each track drive independently, the left lever controls the left track and the right lever controls the right track. Use EXTREME CAUTION as to move the levers together, so that the machine will be propelled in a straight motion.**

7) To Stop machine, bring the DIRECTION/SPEED LEVERS back to NEUTRAL. Position the PAUSE/RUN switch to "PAUSE".

8) Turn the ignition key switch to the OFF position.

9) Place the screed lift lever to the "Float" position to lower the screed on to the ground.

ACCIDENTS DON'S JUST HAPPEN !
THEY ARE CAUSED !!

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Lubrication Points

It is very important to keep your new ProPaver properly lubricated for maximum performance and optimum life of its components. There are fourty (40) grease zerks on the propaver, twenty (20) of which are located under the hopper bed assembly. There are six (6) zerks located above the hopper bed assembly, and fourteen (14) zerks located on the screed assembly.



> Before attempting any service procedures on the paver, remove the ignition key to prevent unexpected starting by other personnel.
> Never clean, lubricate or service the paver when it is running.
> Never attempt to service or enter under the elevated hopper bed unless the safety prop is in place and secured.
SERIOUS PERSONAL INJURY OR DEATH COULD RESULT!

The recommended lubrication schedule is as follows:
Hopper Frame Assembly
1. Hopper Mounted Auger Bearings 4 each Weekly or 50 hours (Page 29)
2. Screed Arm Pivots 2 each Weekly or 50 hours (Page 30)
3. Conveyor Idlers 4 each Daily or 10 hours (Page 30)
4. Under Bed Idlers 8 each Daily or 10 hours (Page 30)
5. Conveyor Drive Bearings 4 each Daily or 10 hours (Page 30)
6. Track Return Idler Bearings 4 each Weekly or 50 hours (Page 30)

UNIMAT SCREED ASSEMBLY
7. Extension Guide Tubes 4 each Weekly or 50 hours (Page 29)
8. Extension height Adjusters 4 each Daily or 10 hours (Page 29)
9. Depth Control Bearings 2 each Daily or 10 hours (Page 29)
10. Depth Control Nuts 2 each Daily or 10 hours (Page 29)
11. Auger Drive Bearings 2 each Weekly or 50 Hours (Page 30)

Your Propaver's hydraulic system requires clean hydraulic fluid. Take every possible precaution to keep it clean. The replacement of the hydraulic filters, hydraulic oil, and gear lube in the planetary gear drives should be foremost in your servicing schedule. To insure maximum performance and optimum life of your Propaver, observe the following recommended lubrication schedule.

12. Pressure Filter 1 each After first 50 hours (Page 29)
(on power unit) then every 200 hours

13. Return Filter 1 each After first 50 hours (Page 29)
then every 200 hours

14. Hydraulic System Oil 40 gallon Annually or 800 hours (Page 29)
(drain plug located on lower side of reservoir)

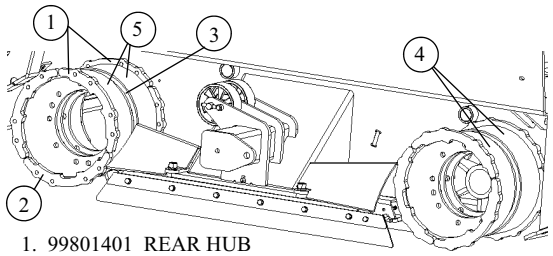
15. Gear Lube (SAE 90w EP) 2 quarts Annually or 800 hours (Page 30)
(under hopper bed on each track drive 2 each)

Refer to the Power Unit Section for recommended service/lubrication procedures for the engine and radiator.

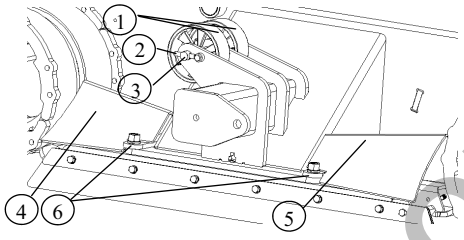
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-TRACK ASSEMBLYS AND ASSOSIATED PARTS-

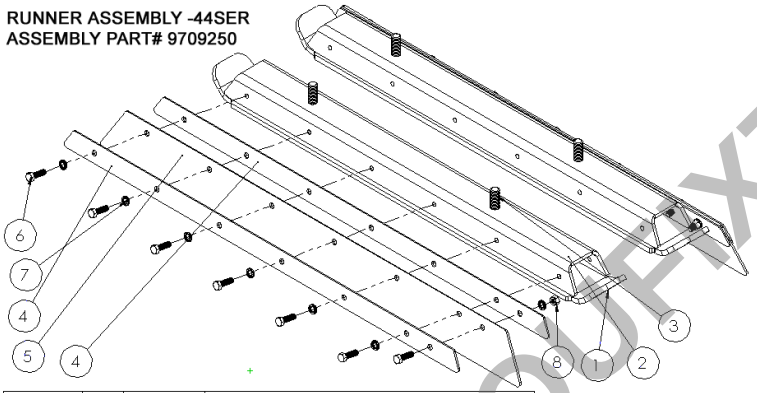


1. 99801401 REAR HUB
2. 980140 SPROCKET PIECE (3 PER HUB)
3. 9241401 RUBBER TRACK ALIGNMENT SPACER
4. 9982006 FRONT HUB
5. 4889050 RUBBER TRACK GUIDE



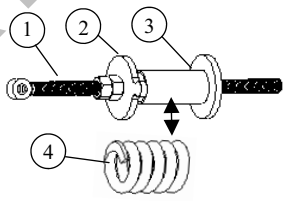
1. 4704000 TRACK CASTER WHEEL
2. 7637000 ROD PIN
3. 9636330 TRACK WHEEL PIN
4. 9766011 DRIVE WHEEL SHREEDER
5. 9766013 SHREEDER WHEEL IDLER

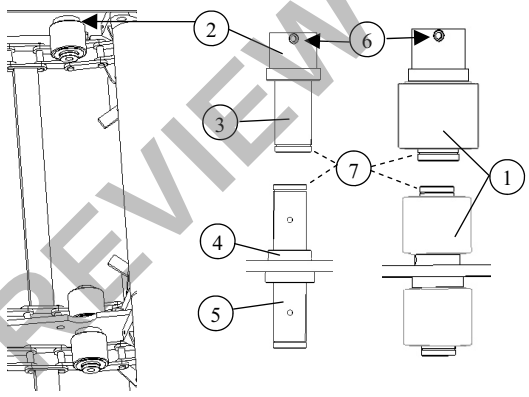
RUNNER ASSEMBLY -44SER
ASSEMBLY PART# 9709250



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	2	9709252	RUNNER BASE-44SER.
2	2	9709253	RUNNER SUPPORT-44SER.
3	4	7721753	HHCS G5P 5/8-11 X 1 3/4
4	4	9858008	SUPPORT-TRACK RUBBER GUARD 44SER.
5	2	9456440	GUARD, 4400 RUBBER TRACK
6	14	7721563	HHCS G5P 3/8-16 X 1.
7	14	7962262	WASHER,LOCK 3/8 PLTD.
8	2	7561262	NUT HEX 3/8"-16 PLTD

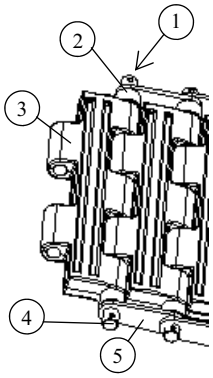
TRACK TENSIONING ASSEMBLY
1 9331042 ROD, PUSH, 4400 TRACK
2 9762100 MOVABLE TRACK SPRING
3. 9694154 CENTERING TRACK SEAT
4. 5799700 TENSION SPRING

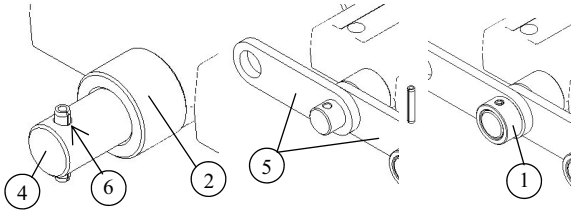




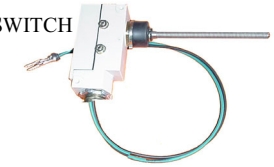
1. 4704534 CARBERIZED ROLLER
2. 9783100 SIDE SOCKET ROD
3. 9242201 SIDE SOCKET ROD
4. 9783101 CENTER SOCKET PIN
5. 9240301 CENTER SOCKET ROD
6. 7636490 ROLL PIN
7a 5971100 RETENTION WASHER
7b 7694100 RETENTION LOCK RING

TRACK ASSEMBLY
9033004
1. 9456060 TRACK PIN GUARD
2. 9149100 BUSHING ROLLER
3. 4527100 TRACK PAD
4. 9636320 TRACK PIN
5. 9527000 LINK
6. 7636515 ROLL PIN





9860200 LIMIT SWITCH

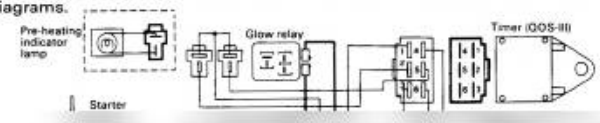


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7. ENGINE ELECTRICAL WIRING DIAGRAMS

As the electrical wiring differs depending on the respective equipment, merely standard wirings are shown in the diagrams.



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April,2005

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General Safety Instructions

One of the primary considerations in designing and manufacturing this ProPaver by BOMAG was to make the machine and the operation as safe as possible. Shielding, simple adjustments and other safety features were built into the Paver wherever possible.

All machinery should be operated and serviced only by responsible persons who have been properly instructed and delegated to do so. Read and thoroughly understand all instructions contained in this manual, the engine manual, and all optional equipment manuals before attempting to operate or service the paver.

1) Only the operators should be allowed on the operator's platform when the paver is in operation.

2) Clothing worn by all persons working close to the paver should be fairly tight and belted. Loose jackets, shirts or pants should never be worn because of the danger of getting caught in moving parts.

3) Be sure all shields and guards are in place and in good condition before starting the machine.

4) Always mount and dismount the paver from the rear, using the walkway, steps and handrails provided. Never dismount paver to the side, or forward.

5) Assure that all hands and feet are clear of moving parts before starting paver.

6) Make sure everyone is clear of the paver before starting so they cannot be struck by or caught in moving parts.

7) Ensure propper maintenance has been completed on schedule, worn parts can create hazards. Do not perform any maintenance on the machine while any part of it is running.

8) Keep the operator's platform clean, Do not use it as a place to carry loose tools, lunch boxes, etc.

9) Refuel the paver only when the engine has been shut off. Do not permit sparks, open flames or smoking within 50 feet of paver when refueling. Never refuel paver with screed heaters lit and operating.

10) Never allow horseplay near the paver when it is in operation or being serviced.

Safety is no Accident- Take time to be Safe!!

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CAUTION: *The water/diesel fuel mixture is flammable, and could be hot. To help avoid personal injury and/or property damage, do not touch the fuel coming from the drain valve, and do not expose the fuel to open flames or sparks. Be sure you do not overfill the container. Heat (such as from the engine) can cause the fuel to expand. If the container is too full, fuel could be forced out of the container. This could lead to a fire and the risk of personal injury and/or vehicle or equipment damage.*

(5) Biocides

In warm or humid weather, fungus and/or bacteria may form in diesel fuel if there is water in the fuel.

NOTICE: *Fungus or bacteria can cause fuel system damage by plugging the fuel lines, fuel filters or injector. They can also cause fuel system corrosion.*

If fungus or bacteria has caused fuel system problems, you should have your authorized dealer correct these problems. Then, use a diesel fuel biocide to sterilize the fuel system (follow the biocide manufacturer' s instructions). Biocides are available from your dealer, service stations, parts stores and other automotive places. See your authorized dealer for advice on using biocides in your area and for recommendations on which biocides you should use.

(6) Smoke Suppressants

Because of extensive testing of treated fuel versus untreated fuel, the use of a smoke suppressant additive is not recommended because of the greater possibility of stuck rings and valve failure, resulting from excessive ash deposits.

2. LUBRICANT

The quality of engine oil may largely affect engine performance, startability and engine life.

Use of unsuitable engine oil will result in piston ring, piston and cylinder seizure and accelerate the sliding surface wear causing increased oil consumption, lowered output and, finally engine failure. To avoid this, use the specified engine oil.

(1) Engine Oil Selection

4LB1T (with turbocharger) ..... API, CD grade

4LB1, 4LC1, 4LE1 ..... API, CC or CD grade

(2) Oil Viscosity

Engine oil viscosity largely affect engine startability, performance, oil consumption, speed of wearing and occurence of seizure, etc. Using lubricants whose viscosity selected according to the atmospheric temperature is important.

NOTICE: *1) Using a mixture of different brand or quality oils will adversely affect the original oil quality; therefore, never mix up different brand or different type oils.*

2) Don't use API, CA, CB grade and reconstituted engine oil.

3) Engine damage due to improper maintenance, or using oil of the improper quality and/or viscosity, is not covered by the warranty.

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