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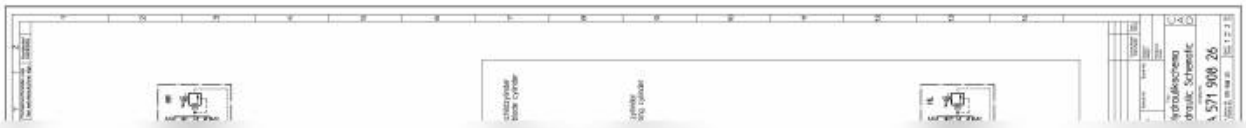
Industriegebiet Hellerwald
D-56154 Boppard



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Created / Erstellt: M. Vogt 12.08.2014 Checked / Geprüft: A. Kröber 12.08.2014	BC 473-573 -4		BOMAG FAYAT GROUP	Cover sheet Deckblatt				Higher-level function / Anlage = Function / Funktion == Mounting location / Einbauort +	Page / Blatt 1 from / von 72 246 EPE / 000 / 00

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Circuit diagrams



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Position "Right"	Engine emergency operation actuated. The machine can be driven in raised idle speed mode (e.g. to move the machine out of the danger zone).

Repetitive occurrence of exhaust gas related faults

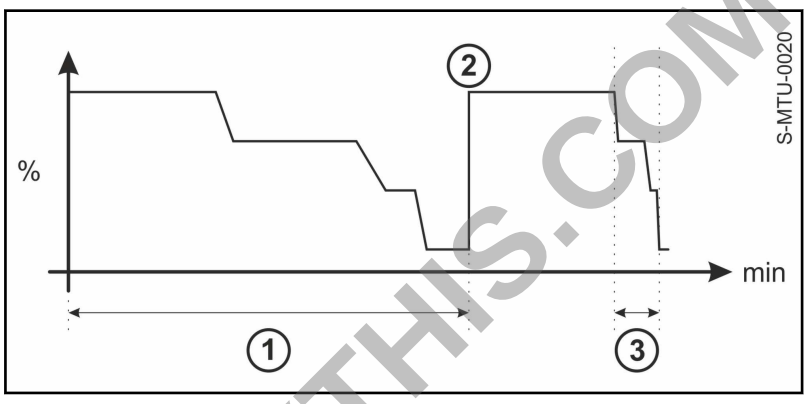


Fig. 503

1 First occurrence of a fault with power reduction over a period of 4 hours
2 Fault rectification
3 Power reduction over a period of only 30 minutes, should an exhaust related fault occur again.

Once the fault (2) has been rectified, the full engine power will be available again. Should the control detect a fault again within 40 operating hours, the time to final power reduction will be reduced to 30 minutes (3).

7.4.6 Fault code control units

MTU error code list - list MCM2

Fault code MCM2	Description of fault
10F0E3	Turbo Compound Valve Circuit Failed High
10F0E4	Turbo Compound Valve Circuit Failed Low
10F0E5	Turbo Compound Valve Circuit Failed Open
110B02	Park Brake Status Not Plausible (Vehicle Moving)
12F0E3	Function 19 Circuit Failed High
12F0E4	Function 19 Circuit Failed Low
12F0E5	Function 19 Circuit Failed Open
13150F	MU_RC4_IDLE_FUEL_QTY
13F0E3	Service Push Button Circuit Failed High
16F0E3	Function 22 Circuit Failed High

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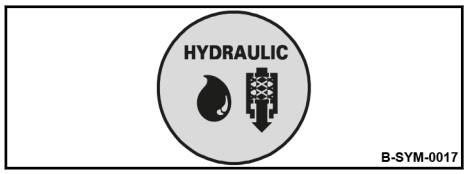


Fig. 249

If the hydraulic oil filter warning lamp comes on during start or operation, replace the hydraulic oil filters immediately.

Protective equipment:
- Working clothes
- Protective gloves

Preparations

1. Park the machine in secured condition *Chapter 1.3.4 „Parking the machine in secured condition“ on page 62*.
2. Allow the engine to cool down.

Hydraulic oil filter

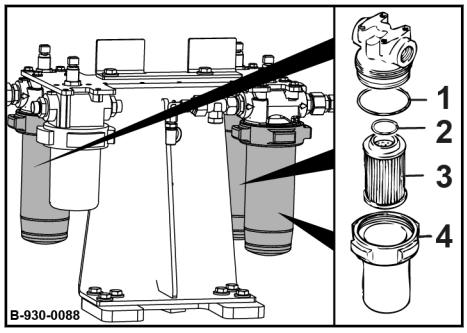


Fig. 250

3. Unscrew filter bowl (4) and take it off with filter element (3).

NOTICE!

Negligence may cause destruction to the entire hydraulic system!

- Visible dirt may be an early sign for the failure of system components and indicate the possible failure of components.
- In this case determine the cause and replace or repair the defective components, if necessary.
- Do not clean or reuse the filter element.

4. Take out the old filter element and clean the filter bowl.
5. Clean the thread on the filter bowl.
6. Reassemble the filter bowl with a new filter element and new O-rings (1, 2).
7. Replace all three hydraulic oil filters.

Return flow filter

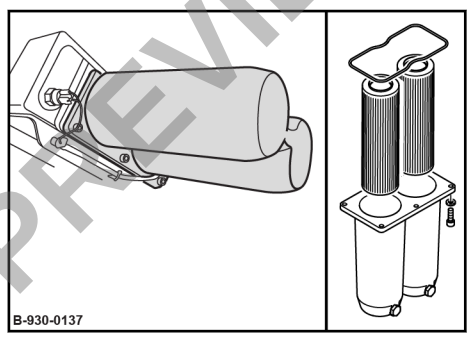


Fig. 251

8. Unscrew and take off the return flow filter housing.
9. Take out both filter elements.
10. Clean the return flow filter housing.
11. Insert new filter elements.
12. Attach and fasten the return flow filter housing with a new seal.

Final work

13. Run the diesel engine for a maximum three minutes at low speed to bleed the hydraulic system.
14. Check for leaks after a short test run.

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7.4 Trouble shooting, diesel engine

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7.4.1 Fault - Cause - Remedy

Fault	Possible cause	Remedy
The starter pinion does not turn or turns only slowly	Battery is insufficiently charged.	Charge the battery.
	Connecting cable to starter loose.	Tighten the cable on the terminal, if necessary solder a new terminal.
	The ground cable to the battery is loose.	Tighten the cable on the terminal, if necessary solder a new terminal.
	Magnetic switch of starter or starter defective.	Have checked by qualified expert personnel.
The engine does not start or stops immediately again	Fuel tank empty.	Fill the fuel tank.
	Fuel filter clogged.	Replace the fuel filter.
	The fuel pre-cleaner contains water.	Drain the water from the fuel pre-cleaner.
	Fuel pre-cleaner clogged.	Replace the fuel pre-cleaner.
	Low pressure fuel circuit leaking or too low pressure.	Check for leaks (visual inspection), if necessary replace the seals. Have the pressure tested by qualified expert personnel.
Engine does not start under low ambient temperatures	Fuel not cold-proof. The fluidity of the diesel fuel may not be sufficient because of paraffin separation.	Park the vehicle e.g. in a heated hall to warm up the entire fuel system. Use winter-grade fuel.
	Incorrect engine oil viscosity.	Match the engine oil viscosity to the working conditions.
		If the engine still does not start, have the engine checked in a qualified workshop.
Engine shuts down unintentionally	Electric voltage supply to the engine management (MCM) and exhaust gas aftertreatment (ACM) control units is interrupted or short circuit in wiring.	Check fuses.
		Have the voltage supply tested by qualified expert personnel.
	Low pressure fuel circuit leaking or too low pressure.	Perform a leak test (visual inspection).

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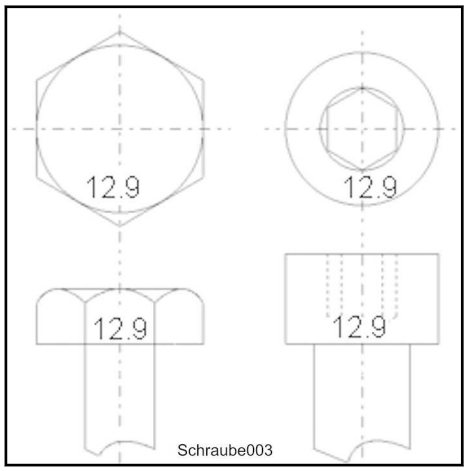


Fig. 34: Identification of screws

Example: A screw is marked with 12.9.

Strength classes of metric nuts

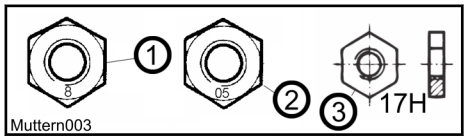


Fig. 35: Identification of nuts

Nuts are differentiated by three load groups. Each load group has a special designation system for the strength class assigned, so that the load group can be clearly identified.

Nuts (1) for screw connections with full load capacity

In a connection with a screw, these nuts (1) must be able to bear the full pre-load at the yield point.

Nut height above 0.8 d (d = nominal dimension).

Strength class of nut	Strength class of associated screw
4	3.6, 4.6, 4.8
5	3.6, 4.6, 4.8 5.6, 5.8
6	6.8
8	8.8
9	9.8
10	10.8
12	12.8

Nuts (2) for screw connections with limited load capacity

The preceding "0" indicates that, due to their low height, nuts 2 ↳ Fig. 35 in this group are only able to withstand the force of a screw to a limited extent.

Nut height below 0,8 d (d = nominal dimension).

Nuts (3) for screw connections without specified load capacity

This standard contains strength classes (hardness classes) for nuts 3 ↳ Fig. 35, for which no load values can be specified, e.g. because of their shape and dimensions, but which can only be classified by their hardness.

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4 Expansion valve
5 Heating valve
6 Drier / collector

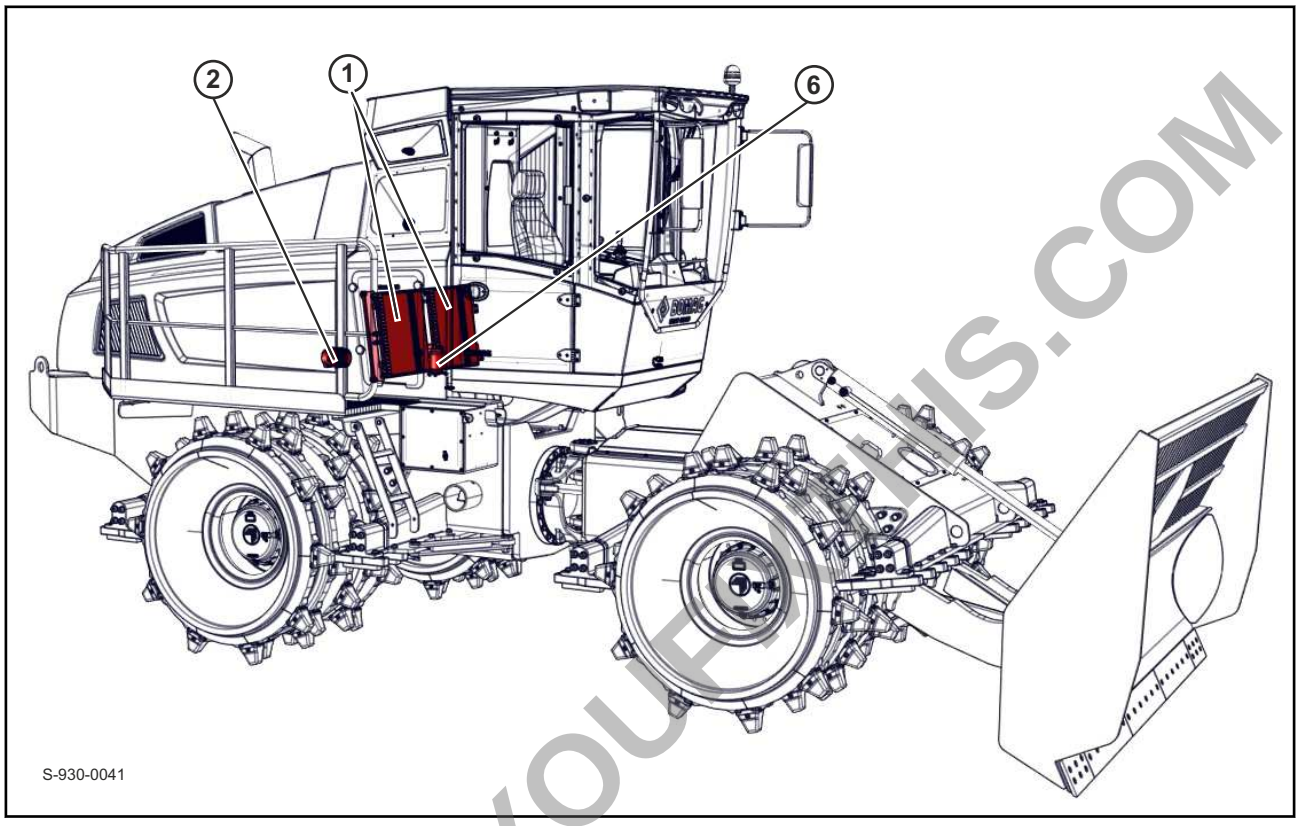


Fig. 66

1 Condenser
2 Compressor
6 Drier / collector

3.4.3 Central lubrication system

The refuse compactor is equipped with an automatically working central lubrication system.

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4.2.4 Table of fuels and lubricants

This table contains all electrical components used in the machine, except terminal strips and plugs.

Operating means	Function text	Technical characteristics
A12	Radio	
A15	Monitoring module	
A16	Tachograph electronics	
A34	Travel control	
A44	Additional electronics	
A48	Electronic engine control unit	max. 480W
A53	Fan monitoring module	
A65	Control unit of climatronic	
A67	Keyboard	
A70	DIOS module	
A72	Control unit for air conditioning, heating	
A108	Heating/air conditioning unit	
A124	Electronics for BOMAG Telematic	
A138	Aerial for BOMAG Telematic	
A140	MTU for SCR frame module	max. 480W
A142	AdBlue supply unit	
A143	AdBlue dosing unit	
A160	Radio aerial	
A178	Controller for cabin operating console	
B03	Air filter service switch	
B05	Pressure switch for brake	15 +/- 1.5 bar
B11	Warning horn	60W
B19	Magnetic contamination sensor	
B20	Temperature switch hydraulic oil	
B21	Differential pressure switch for hydraulic oil filter	
B22	Differential pressure switch for hydraulic oil filter	
B24	Float switch, hydraulic oil	
B25	Pressure switch on return line filter	
B28	Warning horn	60W

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5.10 Activating additional rear headlights (XY)

The additional headlights must be activated by entering an input code. The headlights are deactivated by standard. Once the function has been activated, the headlights will be switched on and off together with the standard reversing headlights.

- Enter service code **9 9 9 9** .
- Enter code number **8 8 2 1** . This code number activates the function “Release parameter change for cabin module”.

The display module now shows NEXT**.**

At this point the input of following codes is possible:

- Code number **8 8 2 8** Additional rear headlights activated.
- Code number **8 8 2 9** Additional rear headlights deactivated (standard).

Ignition off/on required after each change.

i Note	**The current setting can be invoked with input code 8 8 3 5 . With activated headlights 1 will be displayed, otherwise 0.**

5.11 Engine shut-down depending on coolant level

By standard the control shuts the engine down after 20 seconds if the coolant level is low. The following time periods can be set with input codes:
20 seconds (standard), 120 seconds or 300 seconds.

- Enter code number **9 9 9 9** .
- Enter code number **1 2 5 1** . This code number activates the function “Change coolant dependent shut-down time”.

The display module now shows NEXT**.**

At this point the input of following codes is possible:

- Code number **1 2 5 2** Shut-down time 20 seconds (standard)
- Code number **1 2 5 3** Shut-down time 120 seconds
- Code number **1 2 5 4** Shut-down time 300 seconds

Successful saving of the new setting is confirmed with “SAVED”.

The current setting can be polled with input code **1 2 5 0** .

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5.1 Basic principles

5.1.1 Open and closed hydraulic circuit

Open circuit

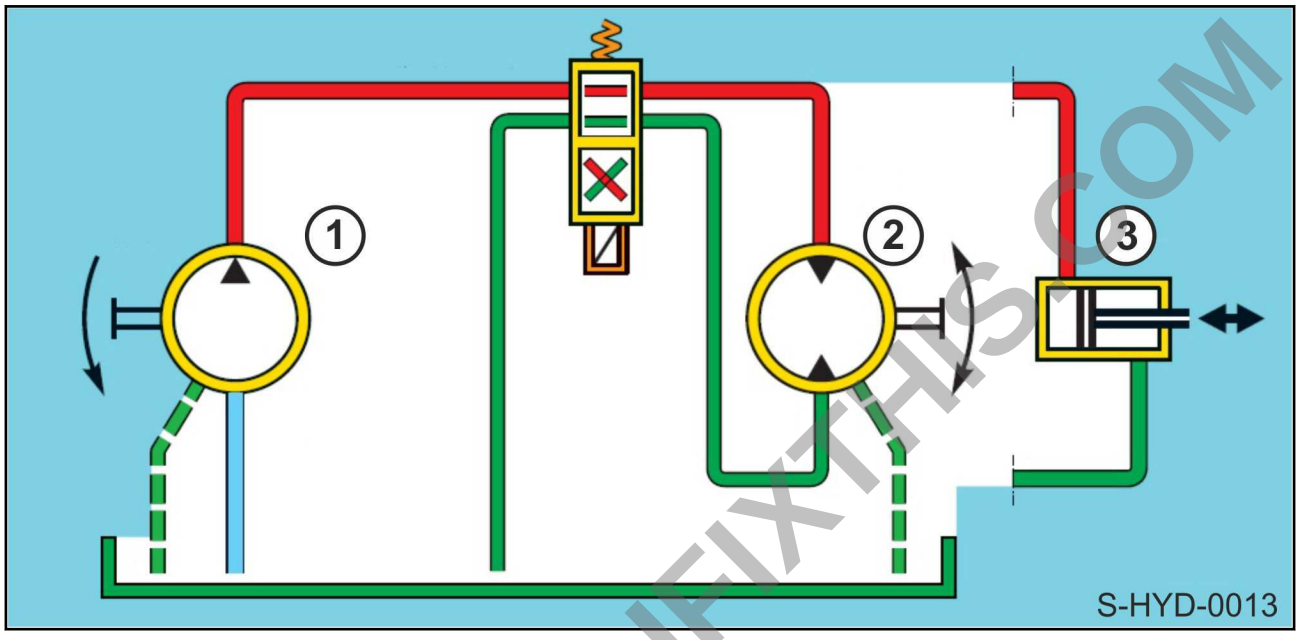


Fig. 166: Open circuit

Open in this case means that the suction line of a pump (1) normally is situated below the fluid level, the surface of which is in open contact with atmospheric pressure. Reliable equalization of pressure between the air in the hydraulic oil tank and the ambient air ensures problem free suction of the pump.

In an open circuit the hydraulic oil is fed to the consumer (2 or 3) and also returned to the tank through way valves.

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5.4.1.3 Travel speed range selection

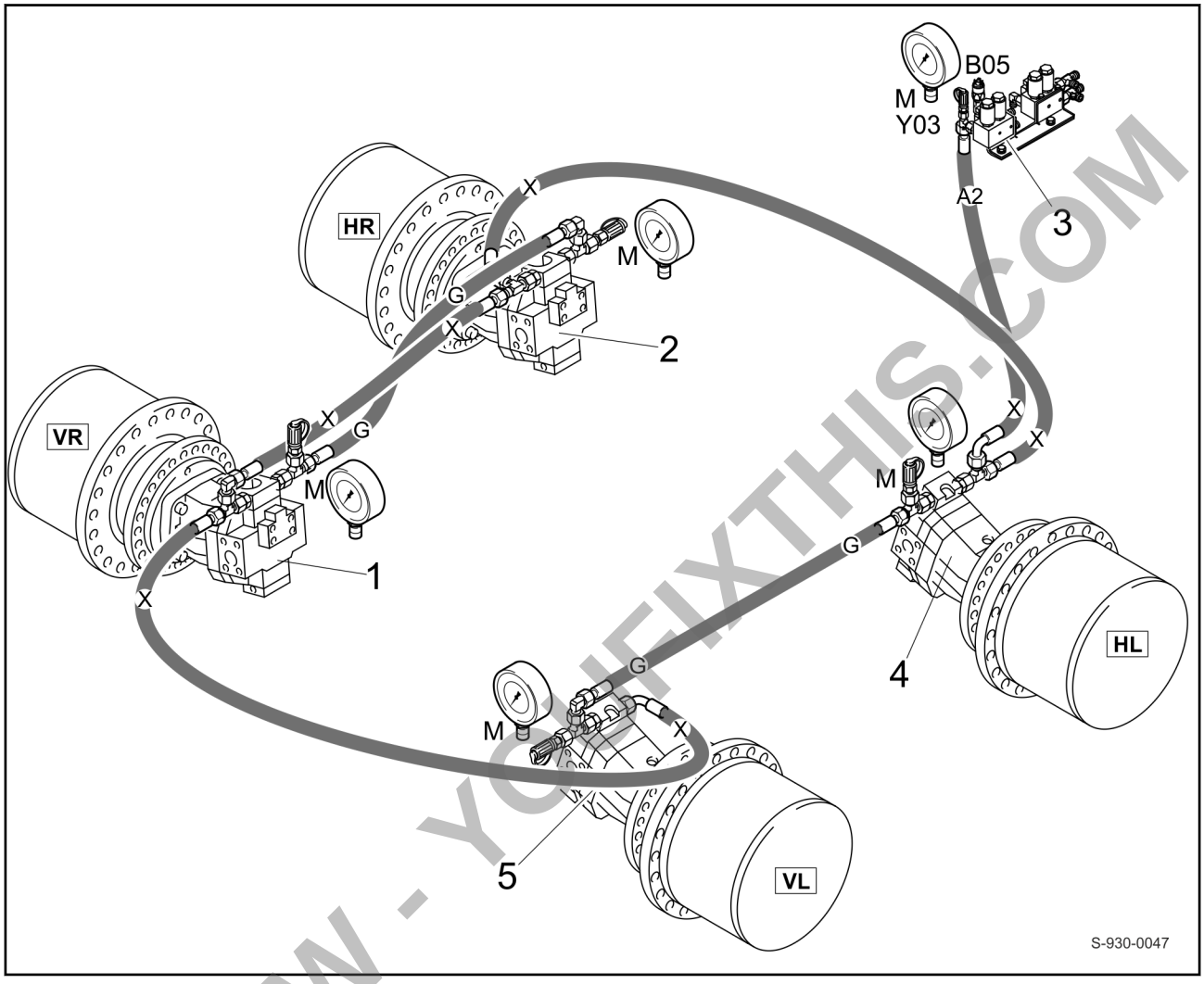


Fig. 216

1 Travel motor, front right
2 Travel motor, rear right
3 Solenoid valve for travel speed range selection, Y03
4 Travel motor, rear left
5 Travel motor, front left
M Test ports for actuating pressure

All travel motors can be operated with two different displacements and therefore with two different travel speed ranges. The highest travel speed range is used as transport speed and the slowest speed range as working speed. However, since the travel motors are able to regulate themselves towards the slow speed range depending on the load, it is possible to operate the machine in high speed range almost at any time. However, in such a case it must be noted that the motors will immediately change back to the higher speed range when the load is relieved (when pushing the refuse over the tipping edge).

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Engine coolant circuit

The coolant in the diesel engine is circulated with the help of a pump (21), which is driven by the belt drive of the diesel engine.

If the diesel engine **has not yet reached the operating temperature**, the coolant will only be circulated inside the engine. The pump delivers the coolant first to the crankcase (4), where it flows past the cylinders and subsequently into the cylinder head (3). Here the injectors and valve seat rings are cooled first. The coolant then flows to the valve guides for cooling. It then flows to the manifold pipe (1) from where it passes through the one-way restrictor (7) into the manifold housing (8).

From a cylinder the coolant flows into the exhaust gas recirculation cooler (2), in which the exhaust gases, which are redirected into the combustion process (EGR) *„Description“ on page 330*) are cooled.

From the manifold housing the coolant flows back into the oil-coolant module (18) and, controlled by the solenoid valve (9), as supply to the AdBlue® heating .

In the oil-coolant module the thermostat (19) controls whether the coolant circulation in the engine should be continued, or cooling via radiator (13) and fan (14) should be started.

Once the operating temperature of the engine is reached, the thermostat will open and direct coolant through the radiator, whereby the temperature is reduced.

The different pressures in the system are compensated by the compensation tank (11).

Compressor cooling

Coolant is taken out of the crankcase (4) to cool the compressor (24). This coolant passes through the cylinder head of the compressor, cools it and flows back to the exhaust gas recirculation actuator (23).

Cooling of the exhaust gas recirculation actuator

The exhaust gas recirculation actuator (23) is cooled by coolant which has previously passed through the compressor. The coolant then flows back into the oil-coolant module (18).

AdBlue® heating

The coolant for the AdBlue® heating is taken from the manifold housing (8). Depending on the switching state of the solenoid valve (9), coolant will flow through the supply (10) to the AdBlue® system for heating. The coolant then flows through the return flow (2) back to the oil-coolant module (18).

6.1.4 Fuel system

The fuel supply system makes sure that the fuel quantity required for combustion is available at any time and under all operating conditions at the right time and with the required pressure.

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6.1.10.3.4 Checking the ribbed V-belt

CAUTION!
Danger of injury caused by belt parts flying around!
– Replace any damaged parts immediately.

NOTICE!
The engine may overheat!
With a torn V-belt both coolant pump and generator will no longer be driven.

Protective equipment:
- Working clothes
- Protective gloves

1. Park the machine in secured condition *Chapter 1.3.4 „Parking the machine in secured condition“ on page 62*.
2. Allow the engine to cool down.
3. Swing the idler pulley back and fixate it by inserting a locking pin into the fixing bore.
4. Check the condition of tensioning device and pulley (e.g. excessively worn bearings of tensioning device, idler pulley and reversing rollers as well as the profile wear on the pulleys).
5. Replace any damaged parts.

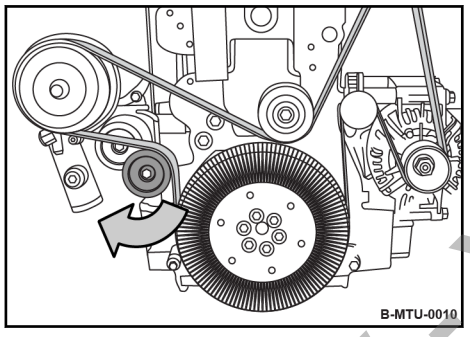


Fig. 315

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Phase 2

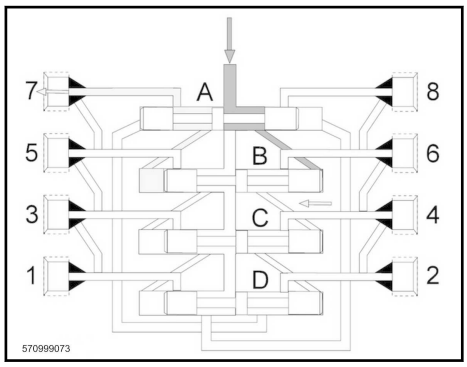


Fig. 399: Phase 2

When piston (A) reaches its left hand stop position it opens the connecting passage at the right hand end of channel (B).

The lubricant flowing in from above (vertical arrow) likewise moves piston (B, horizontal arrow) to the left and presses the confined lubricant from the left hand end of piston (B) to outlet (7).

Phase 3

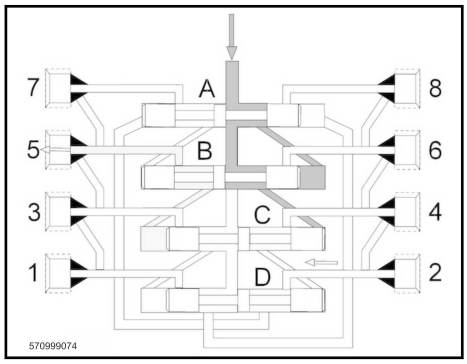


Fig. 400: Phase 3

When piston (B) reaches its left hand stop position it opens the connecting passage at the right hand end of piston (C).

The lubricant flowing in from above (vertical arrow) likewise moves piston (C, horizontal arrow) to the left and presses the confined lubricant from the left hand end of piston (C) to outlet (5).

Phase 4

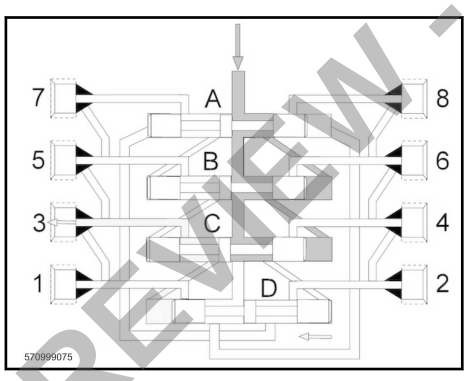


Fig. 401: Phase 4

The connecting passage at the right hand end of piston (D) is now open (bottom horizontal arrow).

Lubricant flowing in from above (vertical arrow) presses piston (D) to the left hand side, thus the confined lubricant from the left hand end of piston (D) leaves the distributor through outlet (3).

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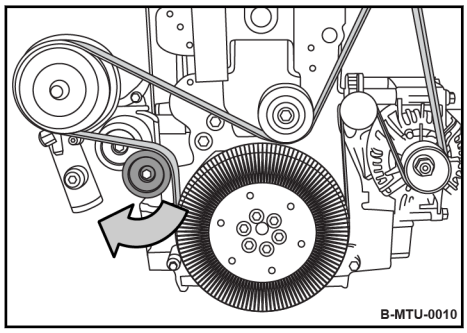


Fig. 456

3. Swing the idler pulley back and fixate it by inserting a locking pin into the fixing bore.

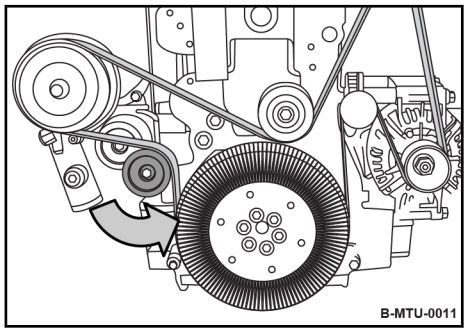


Fig. 457

4. Install the new ribbed V-belt.
5. Pull the locking pin out of the fixing bore and release the idler pulley.
6. Check the correct seat of the ribbed V-belt on the V-belt pulleys.

6.5.14.4 As required

6.5.14.4.1 Checking the compressor oil level / refrigeration oil level

NOTICE!

The compressor oil level must be checked after replacing a system component or if a leak in the system is suspected. Use only compressor oil / refrigeration oil PAG SP-20 (H14-003-404).

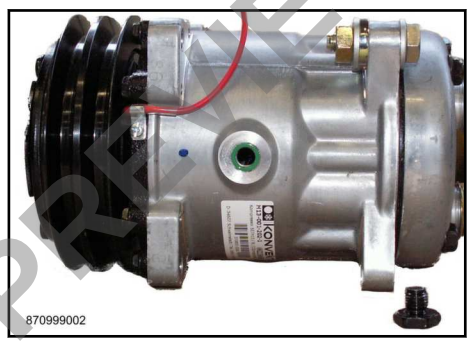


Fig. 458

1. Run the compressor for 10 minutes at engine idle speed.
2. remove the refrigerant from the air conditioning system.
3. Turn the compressor, as shown in ↳ Fig. 458, if necessary remove V-belt and hoses.
4. Remove the oil plug (the oil level must reach the bottom edge of the bore, top up or drain off oil if necessary).
5. Turn the oil plug back in (tightening torque 15 to 25 Nm).
6. Refill the air conditioning system.

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Revoking a limitation

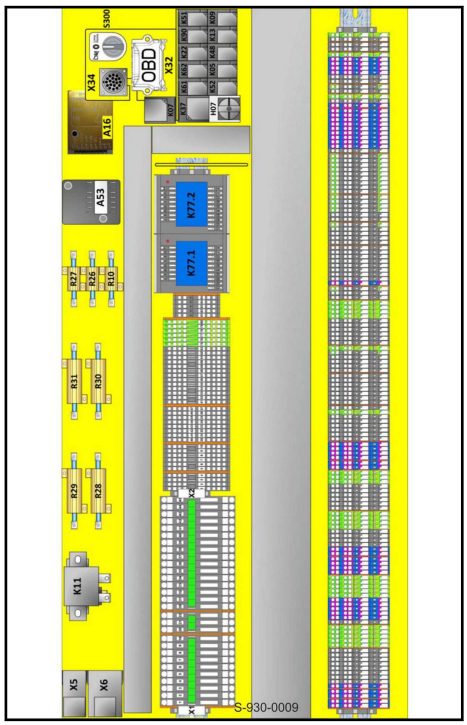


Fig. 501: Central electrics

A16 Tachograph electronics
A53 Fan monitoring module
S300 Jumper switch SCR-limiter, SCR-system
X32 OBD diagnostics socket diesel engine
X34 Diagnostics socket ESX machine control

- In events of emergency you can press the push button (S300) to release the full engine power again for 30 minutes.
- This is possible, irrespective of the degree of power reduction, except during final reduction (6).
- The times associated with the power reduction stages will not be extended by pressing the push button (S300), which means that a different stage may already be in effect after the 30 minute period. (The time continues to run).
- The limitation can be revoked maximum 3 times.

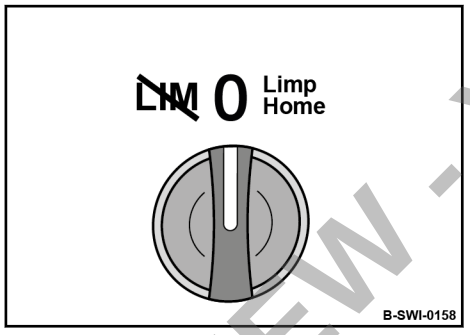


Fig. 502

NOTICE!
Components may get damaged!
In case of malfunction of the exhaust gas after-treatment system the engine power is reduced.
– Have the exhaust gas treatment system checked as soon as possible.

actuate to the left	The power reduction of the engine is taken back for approx. 30 minutes (e.g. to be able to drive the machine out of a danger zone). Actuating to the left again after 30 minutes extends this time by another 30 minutes. This process can be executed three times.

NOTICE!
Components may get damaged!
In case of severe faults the engine electronics switches the engine control to idle mode.
– Have the control checked as soon as possible.

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7.5.3 Troubleshooting axial piston pumps

The following table should be of help when performing trouble-shooting. This table is by no means complete. In practice, other problems may occur that have not been listed here.

Procedure:

1. Always proceed systematically, even under time pressure. Indiscriminate, ill-considered disassembly and changing of settings can lead to a situation in which the original cause of a fault can no longer be detected.
2. Get an overview of the function of the product in connection with the overall system.
3. Try to clarify whether the product was able to deliver the required function within the overall system before the fault occurred.
4. Develop a clear understanding of the troubleshooting process. If necessary ask the direct operator or machine driver.
5. Have conditions or area of application of the product been changed?
6. Were changes (e.g. changeovers) or repairs made to the overall system (machine/plant, electrics, control) or to the product? If yes: What kind?
7. Has the product or the machine been operated as intended?
8. How does the fault manifest itself?

Fault description	Cause	Remedy
Unusual noises	Insufficient suction conditions, e.g. air in the suction line, inadequate diameter of the suction line, excessive viscosity of the pressure fluid, extreme suction height, too low suction pressure, foreign bodies in the suction line.	Machine or system manufacturer (e.g. optimize feed conditions, use suitable pressure fluid). Completely purge the axial piston unit, fill the suction line with pressure fluid. Remove foreign bodies from inside the suction line.
	Inappropriate fastening of the axial piston unit.	Check the fastening of the axial piston unit as specified by the machine or plant manufacturer. Observe the tightening torques.
	Inappropriate fastening of attachment parts, e.g. coupling and hydraulic lines.	Fasten attachment parts as specified by the coupling or fittings manufacturer.
	Pressure limiting valves of the axial piston unit (charge pressure, high pressure, pressure override valve).	Purge the axial piston unit, check the viscosity of the pressure fluid, consult the service department. Consult the service department.
	Mechanical damage to the axial piston unit.	Replace the axial piston unit, consult the service department.

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Fault code	Description of fault	Remedy
015	Operation blocked: Fault code 015 is displayed after the AIRTRONIC has been switched on again after the fault code 017 had been displayed. The hardware threshold for the overheating sensor has been exceeded →, the control unit is locked.	■ Replace the control unit.
017	Overheating: The hardware threshold for the overheating sensor has been exceeded, because the control unit did not recognize the fault codes 012 or 013 →, the control unit is locked.	■ Replace the control unit.
020	Glow pin - interruption	■ Check the glow pin for continuity. ■ If the values of the continuity test are function test are O.K. → Check the glow pin for damage and continuity, if O.K. → Replace the control unit.
021	Glow pin output – Short circuit	
031	Fan motor – Interruption	■ Check cables and fan motor for damage and continuity, if O.K. → Check the function of the fan motor, if O.K. → Replace the control unit.
032	Fan motor - short circuit	
033	The fan motor does not turn, speed deviation > 10 % of nominal value and longer than 30 seconds.	■ Check the speed of the combustion air fan with a contact free rpm-meter. Speed too low: ■ Fan blocked – Check free-running of the fan, if necessary remove any foreign matter, if O.K. → Check the fan motor (see fault code 032). Engine speed to high: ■ Magnet missing on impeller → Replace the fan. If the rotary speed sensor in the control unit is defective → Replace the control unit.

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A Circuit diagrams

A.1 Circuit diagram 246..... **645**
A.2 Circuit diagram 329..... **719**
A.3 Circuit diagram 514..... **792**
A.4 Hydraulic diagram 571 908 26..... **873**

A.1 Circuit diagram 246

Validity of circuit diagrams

Circuit diagram 246:

– *BC 473 RB-4*
101 930 08 1001 ⇒ 101 930 08 1016
– *BC 473 RS-4*
101 930 09 1001 ⇒ 101 930 09 1002
– *BC 573 EB-4*
101 930 10 1001 ⇒ 101 930 10 1003

Circuit diagram 329:

– *As a standard, all machines are equipped with a camera and a display for monitoring the rear danger zone.*
– *BC 473 RB-4*
101 930 08 1017 ⇒ 101 930 08 1025
– *BC 473 RS-4*
101 930 09 1003 ⇒ 101 930 09 1004
– *BC 573 EB-4*
101 930 10 1004 ⇒ 101 930 10 1010
– *BC 473 EB-4*
101 930 11 1001 ⇒ 101 930 11 1008

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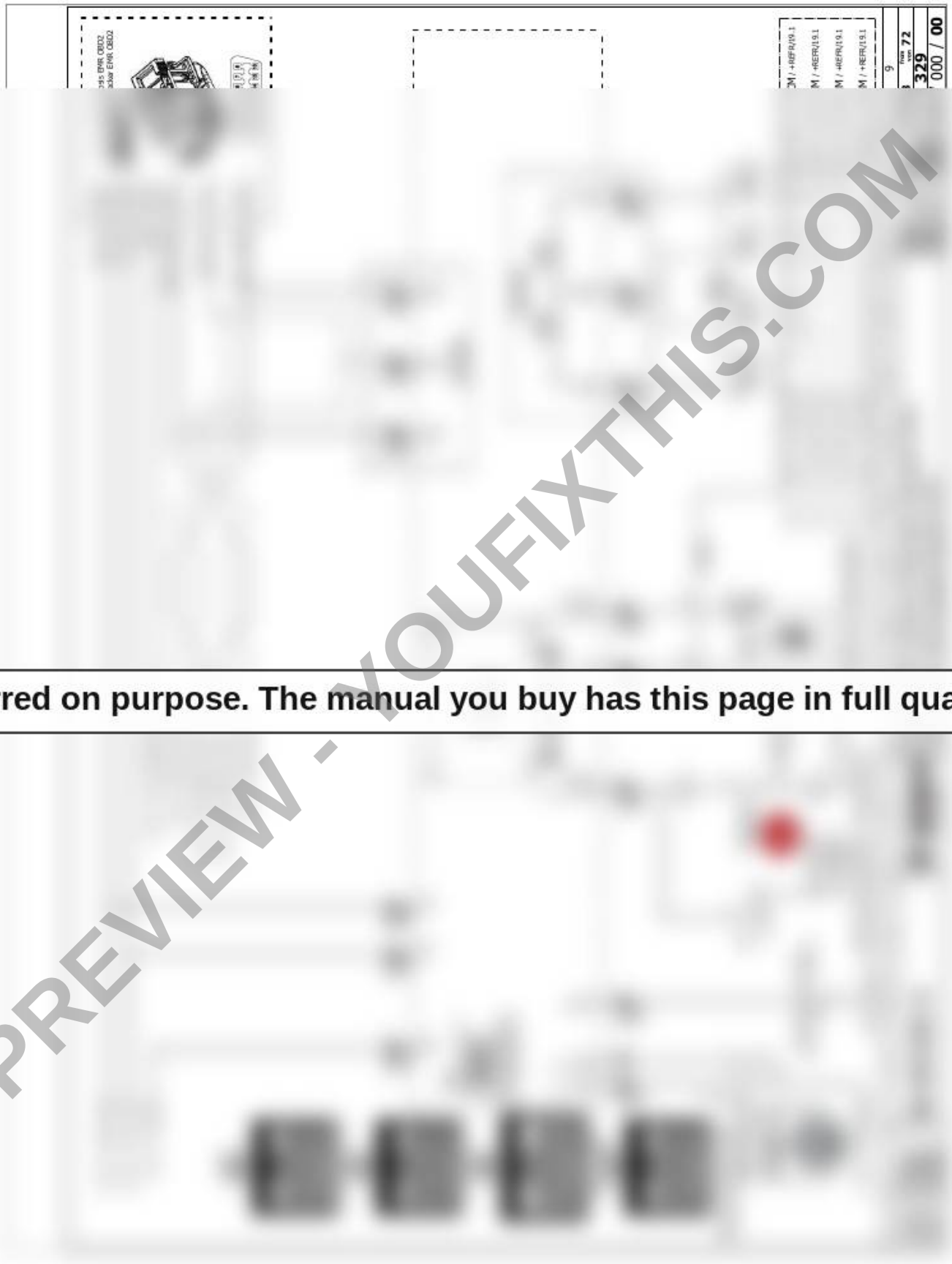
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Device tag list
Betriebsmittelliste

Device tag BMK	Page Blatt	Path Pfad	Mounting location Einbauort	Higher-level function Anlage	Function text	Funktionstext	characteristics Techn.-Kenngrößen
F23	9	6	+EBOX	=BC	Fuse, warning horn	Sicherung Signalhorn	15A
F24	9	3	+EBOX	=BC	Fuse, monitoring module	Sicherung Überwachungsmodul	10A
F25	9	7	+EBOX	=BC	Fuse, solenoid valve travel and brake	Sicherung Magnetventil Fahren und Bremse	10A
F27	31	4	+CTC	=BC	Fuse, windscreen wiper and washer front	Sicherung Wischer und Wascher vorne	15A
F28	31	4	+CTC	=BC	Fuse, windscreen wiper and washer rear	Sicherung Wischer und Wascher hinten	15A
F29	9	4	+EBOX	=BC	Fuse, compressor suspension seat	Sicherung Kompressor Luftfedersitz	15A
F31	10	1	+EBOX	=BC	Fuse, cyclone separator	Sicherung Zykloneabscheider	15A
F33	8	6	+EBOX	=BC	Fuse, air conditioning	Sicherung Klimaanlage	25A
F34	36	6	+CAB	=BC	- " -	- " -	7,5 A
F39	7	1	+BAT	=BC	Main fuse, cabin	Hauptsicherung Kabine	80A
F40	8	6	+EBOX	=BC	Fuse, heating unit cabin	Sicherung Kabinenheizung	10A
F50	8	4	+EBOX	=BC	Fuse, air conditioning	Sicherung Klimaanlage	15A
F50	36	6	+CAB	=BC	- " -	- " -	5A
F67	8	2	+EBOX	=BC	Fuse, controller (potential 30)	Sicherung Steuerung (Potential 30)	15A
F68	8	4	+EBOX	=BC	Fuse, potential 30	Sicherung Potential 30	10A
F84	8	1	+EBOX	=BC	Fuse, controller (Pin 54)	Sicherung Steuerung (Kontakt 54)	10A
F93	7	0	+BAT	=BC	Fuse, controller (potential 30)	Sicherung Steuerung (Potential 30)	50A
F97	10	3	+EBOX	=BC	Fuse, blower fresh air	Sicherung Frischluftlüfter	10A
F98	10	3	+EBOX	=BC	Fuse, mirror heating	Sicherung Spiegelheizung	10A
F103	10	1	+EBOX	=BC	Fuse, potential 15	Sicherung Potential 15	10A
F122	8	7	+EBOX	=BC	Fuse, engine controller	Sicherung Motorsteuerung	10A
F124	10	2	+EBOX	=BC	Fuse, fuel pre-heating	Sicherung Kraftstoffvorwärmung	15A
F143	31	5	+CTC	=BC	Fuse, rear screen heating unit	Sicherung Heckscheibenheizung	20A
F144	8	3	+EBOX	=BC	Fuse, cabin-socket	Sicherung Kabinensteckdose	20A
F148	9	2	+EBOX	=BC	Fuse, controller (potential 15)	Sicherung Steuerung (Potential 15)	10A
F150	31	6	+CTC	=BC	Fuse, GPS receiver	Sicherung GPS Receiver	5A
F160	9	1	+EBOX	=BC	Fuse, controller (potential 15)	Sicherung Steuerung (Potential 15)	5A
F180	9	5	+EBOX	=BC	Fuse, sensors	Sicherung Sensoren	5A
F182	9	5	+EBOX	=BC	- " -	- " -	10A
F243	8	8	+EBOX	=BC	Fuse, Bomag telematics (potential 30)	Sicherung Bomag Telematik (Potential 30)	7,5A
F264	31	4	+CTC	=BC	Fuse, BCM05	Sicherung BCM05	10A
F266	31	5	+CTC	=BC	Fuse, radio / tachograph	Sicherung Radio / Tachograph	10A
F269	9	1	+EBOX	=BC	Fuse, SCR-controller (potential 15)	Sicherung SCR-Rahmenmodul (Potential 15)	10A
F270	8	8	+EBOX	=BC	Fuse, SCR-controller (potential 30)	Sicherung SCR-Rahmenmodul (Potential 30)	40A
F271	31	5	+CTC	=BC	Fuse, BCM-Net	Sicherung BCM-Net	10A
F272	31	3	+CTC	=BC	Fuse, controller console terminal cabin	Sicherung Controller Bedienkonsole Kabine	5A
F279	31	6	+CTC	=BC	Fuse, reserve	Sicherung Reserve	15A

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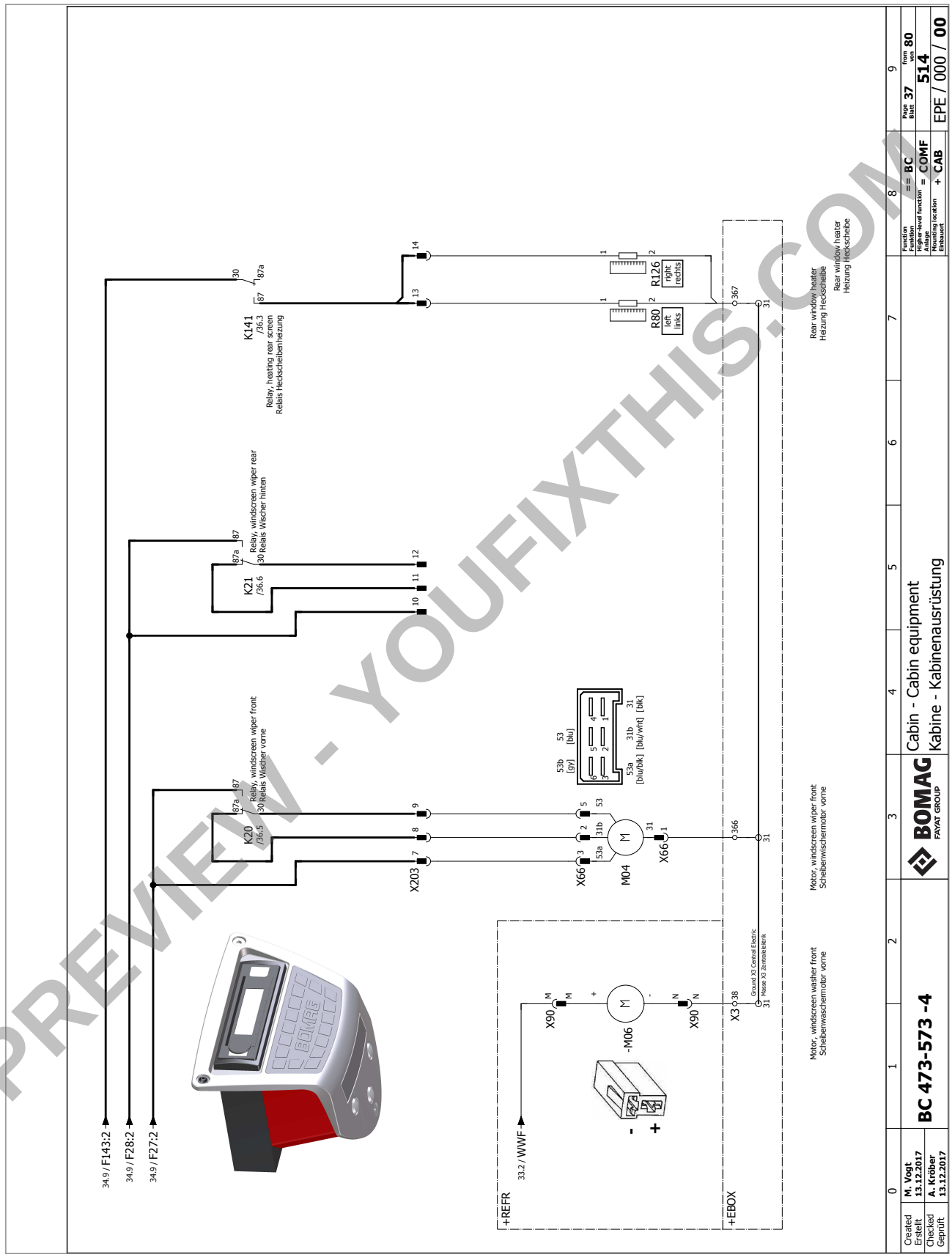
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Pin overview
Pin Übersicht

A34				Driving Controller Fahrsteuerung		
Plug Stecker	Pin Kontakt	Page Blatt	Path Pfad	Description Beschreibung	Signal	Signal
X35	41	27	5	DIN_15	Plausibility Blade/Shovel lift	Plausibilität Schild/Schaufel heben
X35	42	28	4	PWM_6	Valve lower blade / shovel	Ventil Schild / Schaufel senken
X35	44	24	1	PWM_10	Valve speed range selector	Ventil Fahrstufenumschaltung
X35	49	26	9	PWM_4	Valve steering left	Ventil lenken links
X35	52	20	2	DIN_17	Float switch, hydraulic oil	Schwimmerschalter Hydrauliköl
X35	53	14	6	CAN2_H	CAN 2 +	CAN 2 +
X35	54	11	1	+UE	Power Supply (Electronic)	Spannungsvers. (Elektronik)
X35	55	11	5	GND	Ground Electronic	Masse Elektronik
X35	56	11	2	+UB	Power Supply (Outputs)	Spannungsvers. (Ausgänge)
X35	57	11	3	+UB	- " -	- " -
X35	58	11	4	+UB	- " -	- " -
X35	59	11	5	+UB	- " -	- " -
X35	60	11	6	+UB	- " -	- " -
X35	61	22	6	DO_5	Valve brake	Ventil Bremse
X35	62	22	8	DO_6	Warning buzzer, breakdown	Warnsummer Betriebsstörung
X35	63	28	5	DO_7	Valve floating position blade / Shovel	Ventil Schwimmstellung Schild / Schaufel
X35	64	26	8	PWM_5	Valve steering right	Ventil lenken rechts
X35	65	11	6	GND	Ground Electronic	Masse Elektronik
X35	66	11	7	GND	- " -	- " -
X35	67	11	8	GND	- " -	- " -
X35	68	11	9	GND	- " -	- " -

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