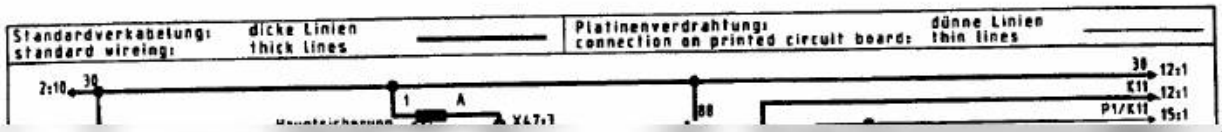
Starting (sheet 003)

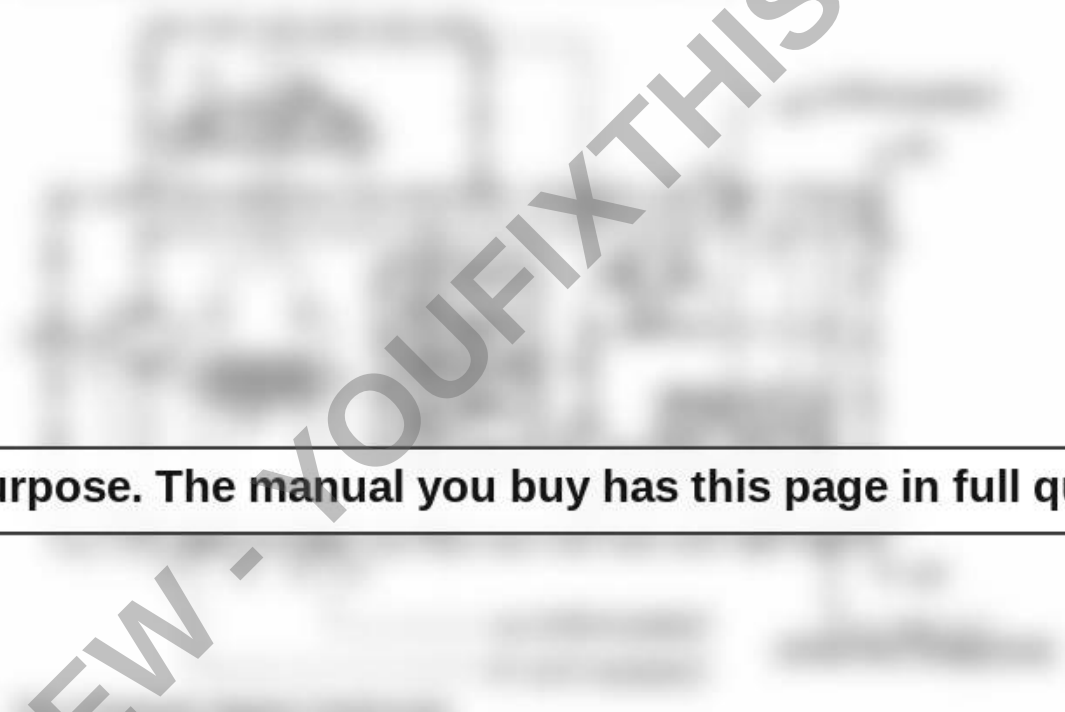


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The multi-disc brakes are released by charge pressure and they are automatically closed if the charge pressure is interrupted. This may be caused by shutting the engine down, by a fault in the hydraulic system (travel system), by operating the foot brake or the emergency stop via the respective 4/2-way valve.



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Trouble shooting CUMMINS diesel engine

The following section describes some problems, which may be encountered with this engine and measures, which should help to eliminate these problems.

The following points must be strictly observed for exact trouble shooting:

> Investigate the problem thoroughly before starting any action.

> Do the most simple things first.

> Find the cause of the problem and correct it.

The charts on the following pages of this chapter will help to diagnose specific engine problems.

Fault	Cause	Remedy
Generator does not charge the battery or charges insufficiently	The generator is loose.	Check the V-belt tension.
	Battery cable or connection loose, brittle or corroded.	Check battery cables and terminals.
	Batteries defective.	Check condition of batteries
	Generator V-belt pulley loose on shaft.	Tighten the V-belt pulley.
Crankcase pressure too high	Crankcase ventilation restricted.	Check the vacuum in the ventilation line.
Poor or no starting of engine - exhaust fume visible	Incorrect starting.	Refer to the operating instructions to start the engine
	Engine drive elements are engaged.	Disengage the engine drive elements.
	Starting aid required because of cold weather or malfunction.	Check/repair cold starting aid, replace if necessary.
	Fuel filter clogged.	Change the fuel filter.
Engine turns but does not start (no exhaust fumes)	Fuel tank empty.	Fill up fuel.
	Shut-off valve closed.	Use the manual control. Repair the fuel shut-off solenoid.

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Adjustments

Adjusting valves and injection nozzles

For an optimal engine performance all valves and injection nozzles must be correctly adjusted. Valves and injection nozzles must therefore be checked and adjusted at regular intervals. The following table contains the adjustment values for fixed time engines.

After a running time of 1500 hours or after one year the valves and injection nozzles must be checked and, if necessary, adjusted during each maintenance interval.

All valves and injection nozzles must be checked and adjusted when the engine is cold and the coolant temperature is stabilized at max. 60 °C.

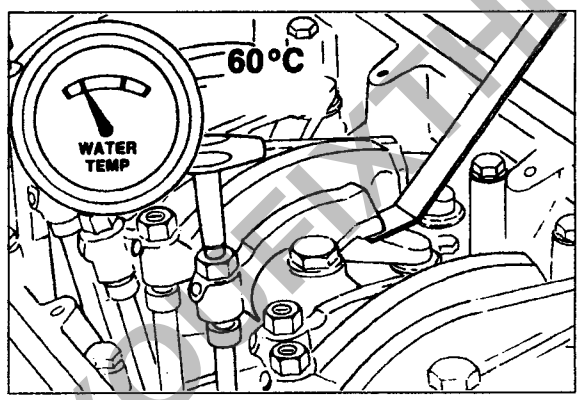


Fig. 9

- Remove the crankcase ventilation tube from the crankcase ventilation outlet.
- Disassemble the 16 screws, separators and spacers from the cover.
- Remove the rocker arm cover and the gasket.

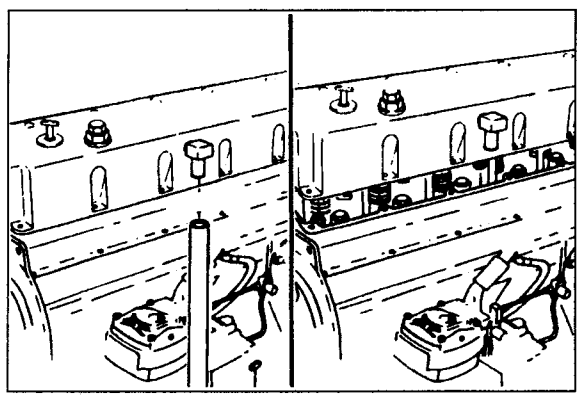


Fig. 10

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Standardverkabelung: dicke Linien
standard wireing: thick lines

Platinenverdrahtung: dünne Linien
connection on printed circuit board: thin lines

Name	Bl.	Pf.	Benennung	title	TYP
E26	012	9	Arbeitsscheinwerfer vorne rechts	Working head light, front, rh.	70W
E27	012	1	Arbeitsscheinwerfer hinten links	Working head light, rear, lh.	70W
E28	012	2	Arbeitsscheinwerfer hinten rechts	Working head light, rear, rh.	70W
E29	015	8	Innenleuchte Kabine	Inside light, cabin	15W
E29	015	8	Innenleuchte Kabine	Inside light, cabin	15W
E30	016	2	Heizgeraet	Heating unit	11,25A
E31	026	6	Klimageraet	Air conditioning	23,75A
E47	026	2	Schutzbelueftung	Protection ventilation system	650W
F00	002	8	Hauptsicherung Batterie	Fuse, main, battery	250A
F01	003	4	Hauptsicherung	Fuse, main	40A
F05	002	6	Sicherung Steckdose	Fuse, socket	30A
F16	004	9	Sicherung Zentralschmieranlage	Fuse, central lubrication system	10A
F18	012	4	Vorsicherung Arbeitsscheinw. vorne	Primary fuse, work. head light, fr.	20A
F19	012	8	Sicherung Arbeitsscheinw. vorne li.	Fuse, working head light, front, lh.	15A
F20	012	9	Sicherung Arbeitsscheinw. vorne re.	Fuse, working head light, front, rh.	15A
F21	012	5	Sicherung Instrumentenbeleuchtung	Fuse, illumination of gauges	10A
F22	012	3	Sicherung Arbeitsscheinwerfer hinten	Fuse, working head lights, rear	20A
F33	026	6	Sicherung Klimageraet	Fuse, air conditioning	25A
F34	026	6	Sicherung Klimageraet	Fuse, air conditioning	25A
F40	016	2	Sicherung Kabinenheizung	Fuse, heating unit cab	25A
F42	015	8	Sicherung Kabineninnenleuchte	Fuse, inside light cab	10A
F46	003	2	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	003	2	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	5X4A
F46	003	10	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	004	2	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	004	4	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	004	5	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	004	6	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	004	6	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	2X3A
F46	005	2	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	2X3A
F46	005	3	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	2X3A
F46	006	2	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	006	3	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A
F46	006	4	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	2X3A
F46	006	5	Sicherung Leiterbahn mit LED	Fuse, printed circuit board with LED	1X3A

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BOMAG
BOMAG GMBH BOPPARD

Gez.: 24.04.1996
Name: Werner
Gepr.: 24.4.1996
Name: Nallin

Bauteilliste
component listing

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General

The new BOMAG refuse compactor BC 670 RB is mainly based on the design of the well proved predecesor, the BC 601 RB.

These refuse compactors were planned and designed for the extremely tough applications on sanitary landfill sites. High pushing and compaction power as well as extremely good tractive abilities are the most essential criteria, which a refuse compactor must meet. This is why BOMAG planned, designed and built refuse compactors solely for this purpose and did not develop these machines on the basis of an existing wheel loader.

All components used in this machine are products for series production which are subjected to most stringent quality control checks. This ensures a high level of reliability and safety.

As with many other BOMAG products the design of this machine is also based on a diesel engine (water cooled) and hydrostatic drives. Hydrostatic drives transfer the output power of the diesel engine directly to the compactor wheels.

Each of the compactor wheels is driven by a hydraulic motor via a planetary gear. Each hydraulic motor is supplied by its own hydraulic pump. The travel system therefore consists of four separate closed hydraulic circuits. This ensures, that all four wheels will always have their full tractive power, even if one of the wheels loses ground contact when driving on the uneven surafce of a sanitary landfill site.

For the distribution of the refuse and for the levelling of the landfill site surface, the machine is equipped with a dozer blade.

BOMAG refuse compactors are fitted with polygonal disc wheels. Scraper teeth keep the space between the individual polygonal discs free of refuse. This makes sure, that the maximum penetration depth is always maintained.

Together with the exchangeable tooth caps, the polygonal discs enter into the refuse, thereby pulverizing all bigger objects. This reduces the cavities between the individual refuse components to a minimum. The capacity of the landfill site is thereby increased and the danger of burning and the existance of vermine is reduced.

With the polygonal disc wheels the refuse is compacted over a width of 1350 mm per wheel side duringh one pass. A total compaction width of 5 m is already achieved after only 2 passes. Compacting the surface covering with such a low number of passes saves time and increases the economical use of the refuse compactor.

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Fault	Cause	Remedy
Excessive exhaust smoke	Vacuum in the air intake system	Check the air intake system for vacuum.
	The turbo charger wheel is rubbing.	Check the turbo charger. Repair or replace if necessary
	Leakages in the intake system between turbo charger and cylinder head.	Check for leakages.
	Incorrect fuel specifications.	Use fuel according to specifications.
	Vacuum in the fuel drain line.	Check the fuel drain line for bends, chafings and squashed spots.
Low engine power	Too high load for the nominal power.	Reduce the load.
	Low performance because of the high altitude.	Readjust the engine for operation at altitudes above 3.600 m.
	Vacuum in the fuel suction line or in the fuel filter.	Check the fuel suction line for vacuum. Change the fuel filter.
	Too high lubrication oil level.	Check dipstick marks and oil sump filling capacity.
	Incorrectly adjusted throttle shaft linkage.	Check, if the throttle shaft linkage allows complete opening of the throttle shaft lever.
	Vacuum in intake and exhaust systems.	Check intake and exhaust systems for vacuum.
	Air in fuel - symptom: spongy acceleration	Check for air in the fuel. Tighten fuel fittings and filter, check the pipe in the fuel tank.
	Vacuum in the fuel drain line or clogged fuel tank ventilation.	Check the fuel drain line for chafing, bends or squashed spots. Remove the ventilation, clean or replace it.

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Machine drives only to one direction, reduced power

With this fault the electric control must be checked as a first measure.

> Pull the plugs off the solenoids.

> Switch the ignition on and select the respective travel direction.

Nominal value: 24 V

If the nominal value is not reached, perform trouble shooting in the electric system.

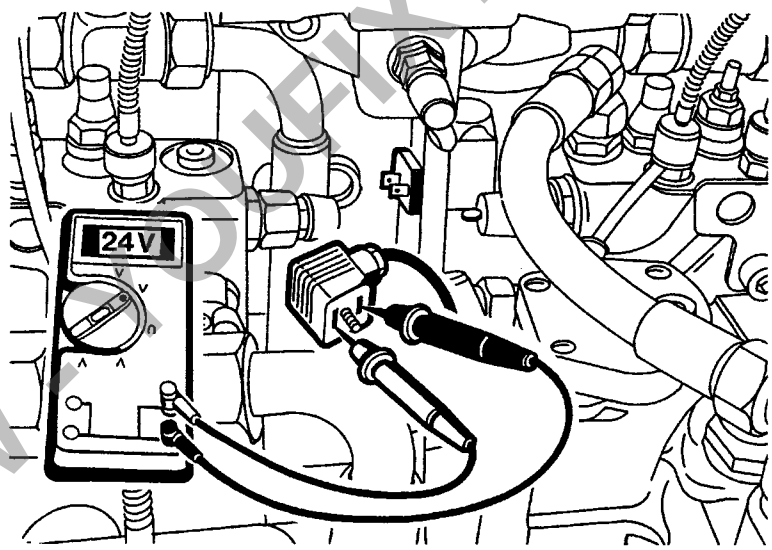


Fig. 24

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No dozer blade function, poor dozer blade movement

In this case the working hydraulics pump must be checked as a first measure.

> Connect a 600 bar pressure gauge to the high pressure test port.

> Lift the dozer blade up and hold it at the upper limit.

> Read the pressure gauge..

Nominal value: High pressure 230 bar
Stand-by pressure 30 bar

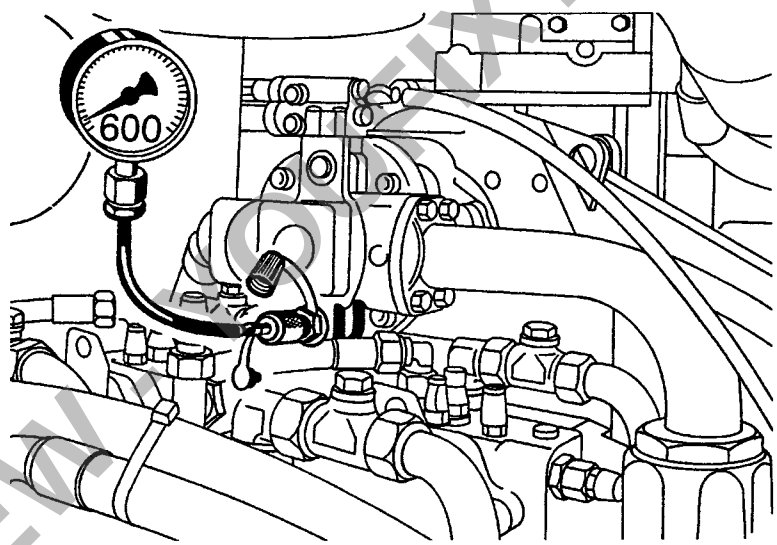


Fig. 8

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Function of the dozer blade control lever S70, Type PVREL

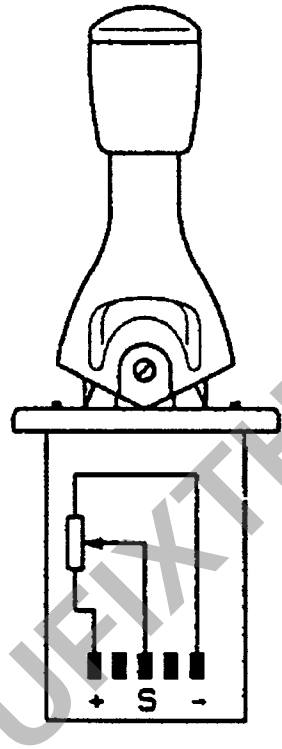


Fig. 14 Dozer blade control lever

The control lever receives vehicle voltage via the + terminal and ground potential via the - terminal.

Depending on the lever position the joystick will send a single voltage (Us) through the time delay board (A38) to the electronic control Y63 on the control valve block for the dozer blade.

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Standardverkabelung: dicke Linien
standard wireing: thick lines

Platinenverdrahtung: dünne Linien
connection on printed circuit board: thin lines

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BC 670 CUMMINS

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002	990 101 55	Versorgung	supply
003	990 101 56	Starten	starting unit
004	990 101 57	Überwachung	monitoring unit
005	990 101 58	Störmeldeplatine	printed circuit board, failure indication
006	990 101 41	Bremse	brake
008	990 101 42	Warneinrichtungen	warning equipment
009	990 101 59	Fahrstufenumschaltung	speed range selection
012	990 101 48	Arbeitsbeleuchtung	working head lights
015	990 101 60	Kabine	cab
016	990 101 62	Heizung	heating unit
023	990 101 49	Lenkung	steering
026	990 101 61	Schutzbelüftung/Klimaanlage	protection ventilation system/air conditioning
028	990 101 46	Schubschildsteuerung	dozer blade control
101	570 702 02	Bauteilliste	component listing
201	990 101 63	Kontrollmodul	monitoring unit

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BOMAG
BOMAG GMBH BOPPARD

Gez.: 24.04.1996
Name: Werner
Gepr.: 24.4.1996
Name: Nallin

Stromlaufplan
circuit diagram

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570 700 05

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B = Malfunction

e.g.

- blocked lubrication point(s)
- blocked distributor
- main hose to distributor with piston detector interrupted
- air in the system

The above faults mean that the piston cannot move any more in the monitored distributor. The control lamp indicates the fault by showing the following flashing sequence:

Lubrication circuit faulty

B = 0.5 Seconds "ON" - 1 Second "OFF"

E = Empty signal

The control lamp shows the following flashing sequence:

Container empty

E = 0.5 Seconds "ON" - 0.5 Seconds "OFF"

Note: *The empty signal will be converted to a flashing signal with the above mentioned frequency after 6 motor revolutions.*

In case of a system fault the piston detector (initiator) cannot register any piston movement and therefore the pump will not switch off.

With the help of the parallel running monitoring time the controls switch the pump off at the end of the monitoring time (5 minutes).

A fault signal follows!

The control lamp flashes.

The pump does not start automatically any more.

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