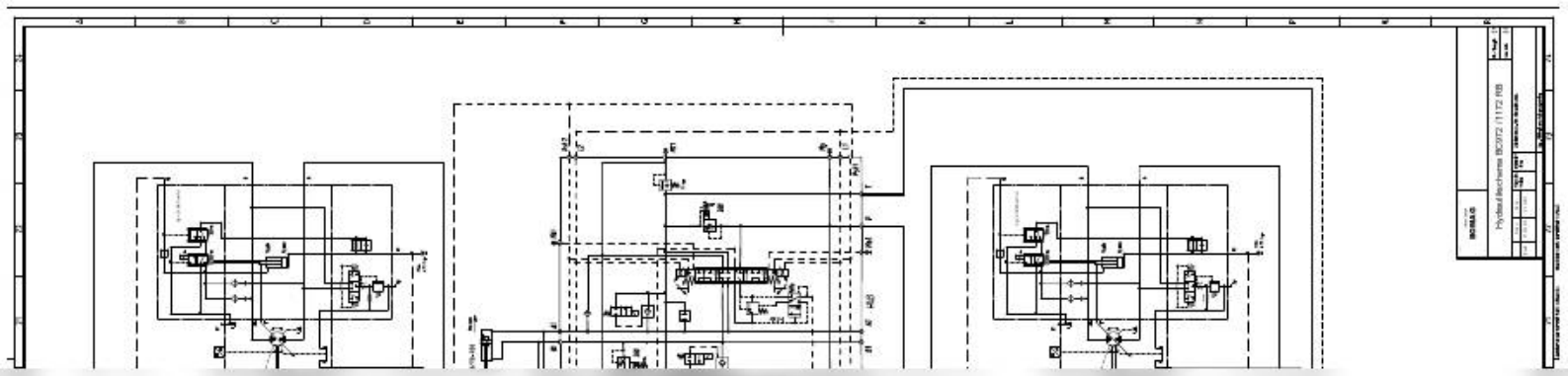
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Flashing code			Function / component	Fault
Short (0.4s)	Long (0.8s)	Short 0.4s		
1	2	3	Output to coolant temperature indicator lamp	Signal faulty, control unit overheating
1	2	6	Manual throttle control	Signal faulty / implausible
1	2	8	Intake air temperature sensor	Signal faulty
1	3	3	Gear oil temperature sensor	Signal faulty
1	3	4	Rail pressure monitoring	Signal implausible, pressure/ pressure deviation beyond permissible range
1	3	5	Output to lubrication oil pressure warning lamp	Signal faulty, control unit overheating
			Output to valve of fuel metering unit	Signal faulty, control unit overheating
1	3	6	Air filter monitoring	Air pressure after filter too low
1	3	7	Output to actuators	Short-circuit to battery
1	3	8	Output to actuators	Short-circuit against ground
1	4	2	Output to engine operation lamp	Signal faulty, control unit overheating
1	4	3	Multiple stage switch 1 / 2 / 3	Signal faulty / implausible
1	4	4	Lubrication oil temperature sensor	Signal faulty / implausible
			Monitoring of lubrication oil temperature	Temperature outside nominal range
1	4	5	Monitoring of override switch	Signal implausible
1	4	6	Rail pressure limiting valve	Valve open / pressure surge required / no opening after pressure surge
1	4	7	Rail pressure sensor	Signal implausible, pressure deviation beyond permissible range
2	1	2	Monitoring of camshaft / crankshaft	No camshaft signal, no crankshaft signal
2	1	3	Monitoring of camshaft / crankshaft	Discrepancy between camshaft and crankshaft signals
2	1	4	Motor protection	Status of overspeed/override implausible
2	1	6	Fuel low pressure sensor	Signal faulty
			Fuel low pressure monitoring	Fuel low pressure outside nominal range
2	1	9	Output to actuator for exhaust damper engine brake	Signal faulty, control unit overheating
2	2	2	Throttle pedal input 1 (PWM)	PWM signal faulty
2	2	3	Charge air pressure sensor	Signal faulty
			Charge air pressure monitoring	Charge air pressure outside nominal range
2	2	4	Oil pressure sensor	Signal faulty / implausible
2	2	5	Coolant temperature sensor	Signal faulty / implausible in comparison to oil temperature, CAN-signal invalid
2	2	6	Input throttle pedal 1 (analog)	Signal faulty / implausible
2	2	7	Fuel temperature sensor	Signal faulty
2	2	8	Water level sensor in fuel filter	Signal faulty
			Fuel filter water level monitoring	Max. water level exceeded
2	3	1	Monitoring of lubrication oil pressure	Pressure outside the nominal range
2	3	2	Monitoring of coolant temperature	Temperature above nominal range

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10.1 Removing the belt tensioner (Deutz 2015 V6 & V8)

Removing the V-belt drive

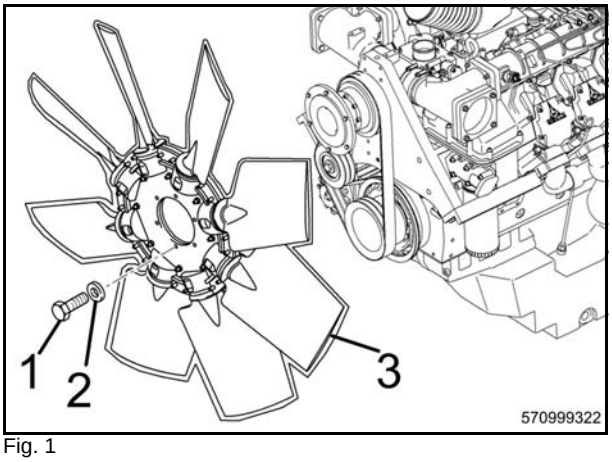


Fig. 1

54. Unscrew screws (1), remove washers (2) and fan (3) from the engine (Fig. 1).



Fig. 2

55. Loosen hexagon nuts (1) and screw (5) (Fig. 2).
56. Take off the V-belt (4).
57. Remove screw (5) and screws (3).
58. Remove the mechanical belt tensioner (2) and the tensioning lever with idler pulley (6).

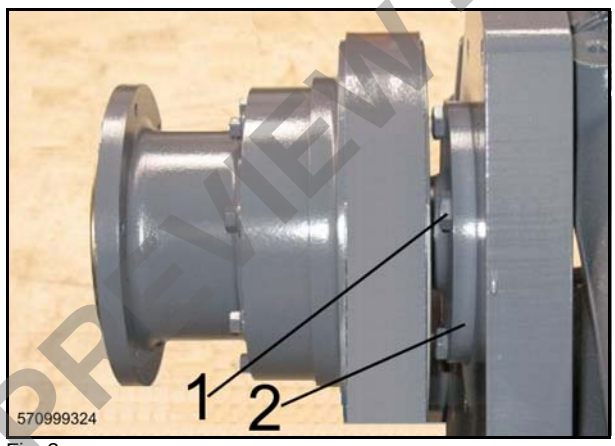


Fig. 3

59. Check the idler pulley bearings (6) (Fig. 2) and the bearings in the fan bearing block (2) (Fig. 3) manually, replace the bearings if necessary.

i Note

In case of noticeable play and/or noise during rotation the bearings are defective!

60. Remove hexagon screws (1) and fan bearing block (2) together with the fan spacer.

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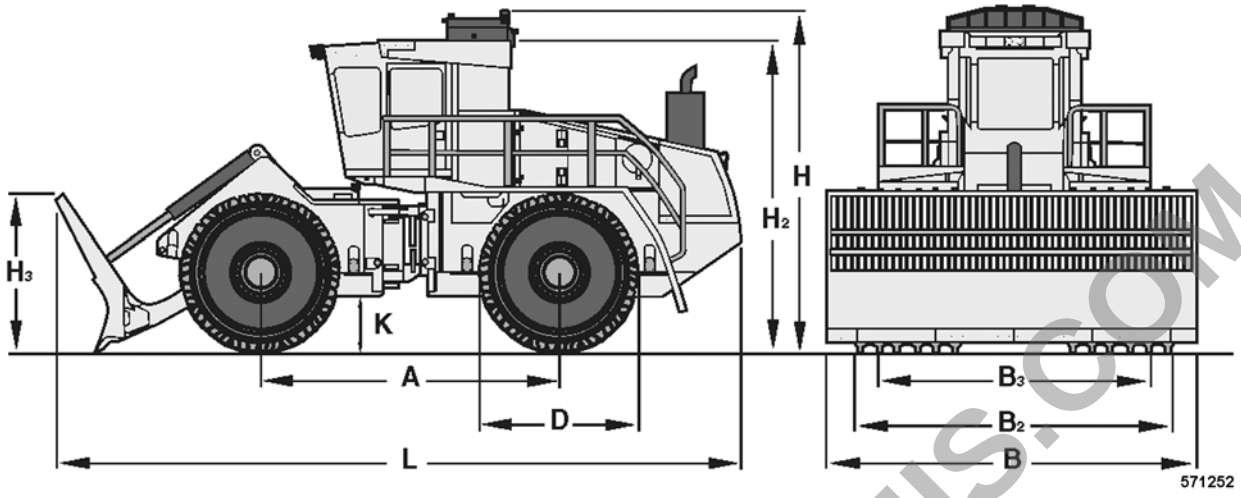


Fig. 21

Dimensions in mm Dimensions in inches	A	B	B_2	B_3	D	H	H_2	H_3	K	L
BC 1172 RB-2	4100	5200	4500	4260	2200	4845	4400	2225	765	9425
	161.4	204.7	177.2	167.7	86.6	190.7	173.2	87.6	30.1	371.1

*

		BC 1172 RB-2
Weights		
Operating weight (CECE)	kg (lbs)	54500 (120152)
Front axle load (CECE)	kg (lbs)	26850 (59194)
Rear axle load (CECE)	kg (lbs)	27650 (60958)
Max. operating weight	kg (lbs)	55300 (121916)
Dimensions		
Rear overhang	mm (in)	2535 (99.8)
Travel characteristics		
Travel speed range I (forward/reverse)	km/h (mph)	0-3 (0-1.9)
Travel speed range II (forward/reverse)	km/h (mph)	0-5 (0-3.1)
Travel speed range III (forward/reverse)	km/h (mph)	0-12 (0-7.5)
Max. gradability (depending on soil)	%	100
Max. pushing force	kN (lbf)	588 (132188)
Drive		
Engine manufacturer		Deutz
Type		TCD 2015 V08
Cooling		Water
Number of cylinders		8
Rated power ISO 9249	kW	440
Rated power SAE J 1249	hp	590
Rated speed	min^{-1}	1900
Drive system		hydrostatic
Electrical equipment	V	24

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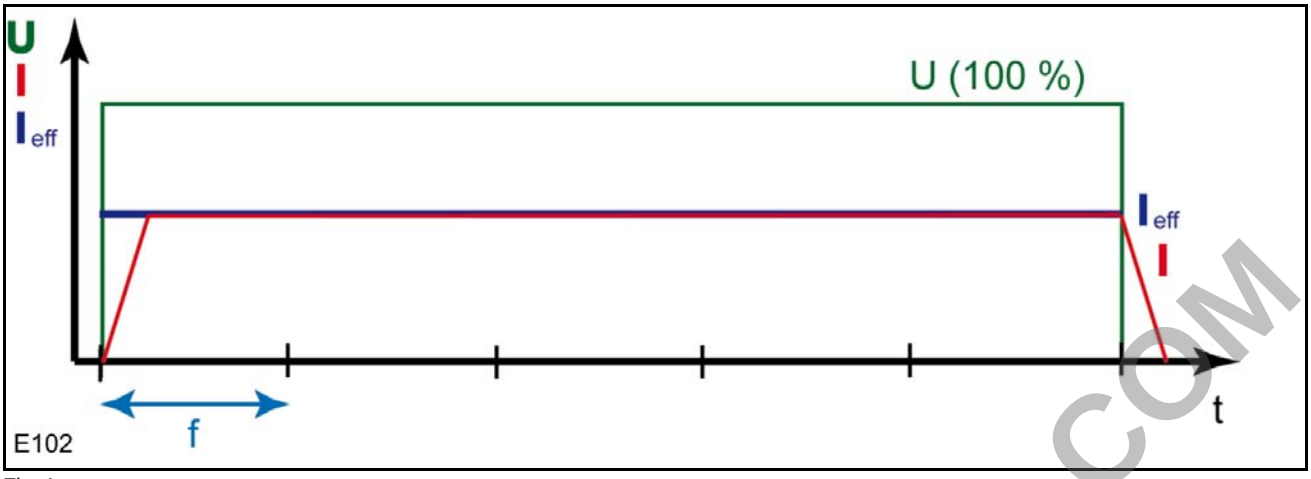


Fig. 1

(Fig. 1) Course of PWM-voltage U and coil current I at 100 % duty cycle The effective coil current Ieff is also 100 %.

What does Dither mean?

When a proportional hydraulic valve is triggered, its spool will not move immediately and at the beginning it will also not move proportionally to the coil current. Due to this "Slip-Stick effect" - a kine of "breakaway torque" - the valve right at the beginning requires a slightly higher current to be able to move the spool out of rest position. The same takes place with any other position change of the valve spool. Especially with very low actuating speeds this effect becomes apparent by jerky movements.

Engineering tackles this problem by subjecting the valve spool to an almost insignificant shuttle movement (the dither). The piston thereby permanently performs a shuttle movement and can therefore not "stick". Even very small position changes now take place without delay, just like a "flying start".

Advantage: The hydraulic cylinder actuated this way can be controlled with a much higher sensitivity.

Disadvantage: With dither the valves becomes noticeably warmer, because the valve spool is permanently in action.

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6.24 Magnetic sensor, hydraulic oil

Magnetic sensor, B19

The magnetic sensor is in the return flow filter block. The sensor switches when sensor has picked up metal chips.

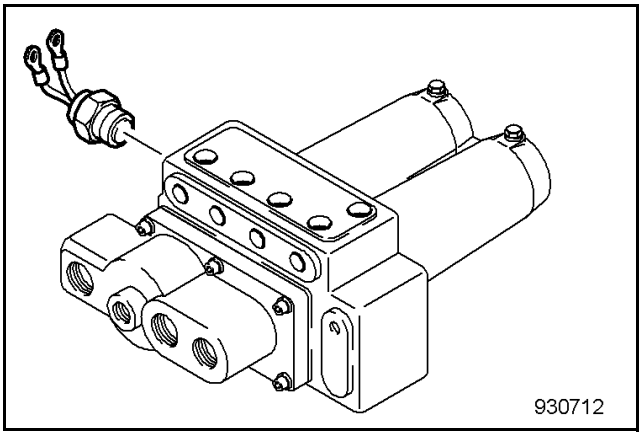


Fig. 1

Monitoring by ESX-control

i Note

The signal is evaluated by the ESX-control and displayed 10 seconds later in the display module (Fig. 2) with code "570".

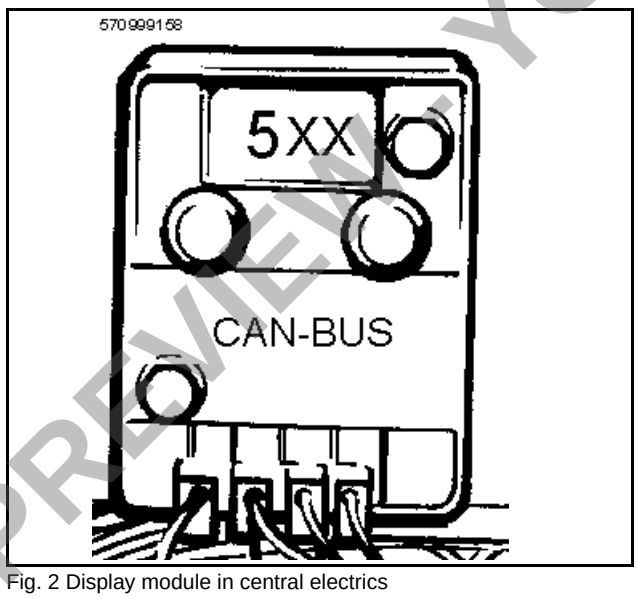


Fig. 2 Display module in central electrics

Warning light for magnetic sensor, B19

The switch contact connects the monitoring board (A81, terminal X1:121) to ground. The magnet sensor warning lamp **g** (Fig. 3) lights.

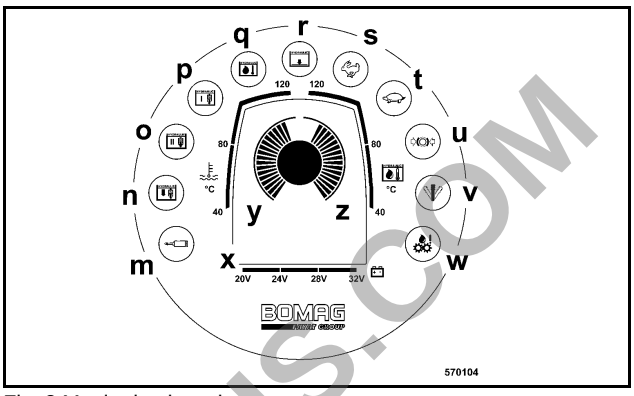


Fig. 3 Monitoring board

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No.	Date	Description of changes	resp.
15	24.01.06	**Creation of version 6.0** Fault code 540 added Input codes 540, 541, 685, 686, 687 added Description "Parameter setting for engine speed signal" added	Löw
16	07.11.06	**Creation of version 7.0** **Item "5.10 Parameter setting steering system" extended,** **Input codes 251, 252, 648, 649 added,** Signal description X0:14 and X0:15 changed	Löw
17	03.06.09	**Creation of version 7.01** **Description fault code 578, 579 revised** **Description fault code 431 corrected**	Löw
18	22.02.11	**Version 8.01/9.01 from** **The software from version V8 and V9 for operation on machines with DRE-valves (constant throttle operation).** CCS-diagnose implemented.	MASH
19	21.06.11	**Version 8.01/9.01 #3** Supplements to engine control unit fault codes (0).	MASH
20	17.08.11	Supplement to display code 071 (14.1).	MASH
21	30.09.11	**Version 8.01/9.08#0 created** • Parameterization of the black/white valve for speed range shifting on small machines changed. Fault detection occurred at high temperatures. • Display of current for speed range valve via display code. • Progressive evaluation of throttle pedal position in relation to nominal speed. Ensures smoother travel starting of the machine. • Display of valve current on front wheel motors activated again (has been switched off). • Parameterization of the DRE-valves changed to improve the braking characteristic (faster reaction). • Fault in steering shut-off with raised arm rest eliminated. • Engine shut down after 10 minutes if throttle pedal is not operated will be implemented (not permanently. Needs to be activated).	MASH

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Fault code	Description of fault	Possible cause	Terminal on ESX	Inputcode for diag-nose	Fault reaction
155	Diesel temperature sensor	Device fault	CAN		1
156	engine speed	Engine speed to high	CAN		1
157	Engine speed sensor	Sensor or wiring defective	CAN		1
158	Supply voltage too low	Battery discharged. Generator defective.	CAN		1
160	Intake air temperature	Temperature very high	CAN		1
161	Intake air temperature sensor	Sensor or wiring defective	CAN		1
162	Air temperature after turbocharger	Temperature too high.	CAN		1
163	Temperature sensor for air temperature after turbocharger	Sensor or wiring defective	CAN		1
164	Oil temperature	Temperature too high.	CAN		1
165	Oil temperature sensor	Sensor or wiring defective	CAN		1
166	CAN communication fault	Fault CAN wiring, plug connectors	CAN		1
167	CAN communication fault	Fault CAN wiring, plug connectors	CAN		1
168	Fault data log in engine control unit	Defective component inside engine control unit	CAN		1
169	Sensor supply voltage	Defective component inside engine control unit, defect in wiring	CAN		1
170	Blower speed	Engine speed to high	CAN		1
171	Fuel pressure too low	Tank empty, pump defective	CAN		1

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14.13 Setting the machine type

Input code	Description of display function	Display values
7 2 5	Switches on function "Set machine type"	see adjustment instructions (page 13)!
7 2 6	Confirms entered machine type	see adjustment instructions (page 13)!
7 6 0	Pre-select machine type BC 972 dozer blade version	see adjustment instructions (page 13)!
7 6 1	Pre-select machine type BC 672/772 dozer blade version	see adjustment instructions (page 13)!
7 6 2	Pre-select machine type BC 972 bucket version	see adjustment instructions (page 13)!
7 6 3	Pre-select machine type BC 672/772 bucket version	see adjustment instructions (page 13)!
7 6 4	Pre-select machine type BC 572 dozer blade version	see adjustment instructions (page 13)!
7 6 5	Pre-select machine type BC 572 bucket version	see adjustment instructions (page 13)!
7 6 6	Pre-select machine type BC 672 EB	see adjustment instructions (page 13)!
7 6 7	Pre-select machine type BC 672 EB with tilt function	see adjustment instructions (page 13)!

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DTC-List

Diagnosis- and Errorcodes

referrenced ECU-Software
P490_: 220, 310, 501
P491_: 220, 310, 400, 501
P492_: 213
P513_: 214, 300

40 / 1325 / CmbChbMisfire3

Error description MISFIRE CYL. 3
Misfire at cylinder 3: the number of the misfire detected by ECU is out of the allowed limit value

Error codes
DEUTZ-Errorcode: 40
BlinkCode (short-long-short): 2 - 4 - 1
SPN: 1325
possible FMI:
12: Defective component
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Misfire detected (cylinder 3), magnet valve or injection pump defective, fuel system defective, motor engineering demaged

Take actions for error repair
Check magnetic valve or injection pump and if necessary replace them, check fuel system and if necessary repair it, check motor engineering and if necessary repair it

other error properties
System reaction:
Behaviour error lamp: permanent light
Selfhealing: no
Signal Priority: 0
Measurement @ errortime: actual value

41 / 1326 / CmbChbMisfire4

Error description MISFIRE CYL. 4
Misfire at cylinder 4: the number of the misfire detected by ECU is out of the allowed limit value

Error codes
DEUTZ-Errorcode: 41
BlinkCode (short-long-short): 2 - 4 - 1
SPN: 1326
possible FMI:
12: Defective component
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Misfire detected (cylinder 4), magnet valve or injection pump defective, fuel system defective, motor engineering demaged

Take actions for error repair
Check magnetic valve or injection pump and if necessary replace them, check fuel system and if necessary repair it, check motor engineering and if necessary repair it

other error properties
System reaction:
Behaviour error lamp: permanent light
Selfhealing: no
Signal Priority: 0
Measurement @ errortime: actual value

42 / 1327 / CmbChbMisfire5

Error description MISFIRE CYL. 5
Misfire at cylinder 5: the number of the misfire detected by ECU is out of the allowed limit value

Error codes
DEUTZ-Errorcode: 42
BlinkCode (short-long-short): 2 - 4 - 1
SPN: 1327
possible FMI:
12: Defective component
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Misfire detected (cylinder 5), magnet valve or injection pump defective, fuel system defective, motor engineering demaged

Take actions for error repair
Check magnetic valve or injection pump and if necessary replace them, check fuel system and if necessary repair it, check motor engineering and if necessary repair it

other error properties
System reaction:
Behaviour error lamp: permanent light
Selfhealing: no
Signal Priority: 0
Measurement @ errortime: actual value

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DTC-List

Diagnosis- and Errorcodes

referrenced ECU-Software
P490_: 220, 310, 501
P491_: 220, 310, 400, 501
P492_: 213
P513_: 214, 300

196 / 100 / OPSCD

Error description ENG OIL PRESS.
Oil pressure sensor: the voltage of sensor measured by ECU is out of the target range or the received value of oil pressure via CAN is implausible (Oil pressure is above the target range with higher oil temperature at the same time)

Error codes
DEUTZ-Errorcode: 196
BlinkCode (short-long-short): 2 - 2 - 4
SPN: 100
possible FMI:
3: Voltage to high or short circuit to +Ubatt
4: Voltage to low or short circuit to -Ubatt
2: data stream is defective
0: data valid, but above normal working area

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Cable break or short circuit, sensor defective, connection cable demaged, CAN bus wrong cabled, wiring demaged, receiver (sender of the message) work inaccurately, parametering inaccurate

Take actions for error repair
Check cabling, if sensor not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it, Check CAN Bus cabling (Bus sheduling, polarity, short circuit, power interrupt), test protocol of receiver, chec

other error properties
System reaction: Warning, substitute value
Behaviour error lamp: permanent light
Selfhealing: yes
Signal Priority: 4
Measurement @ errortime: default value

197 / 100 / OPSCD1

Error description ENG OIL PRESS.
Oil pressure: the oil pressure calculated by ECU is implausibly low

Error codes
DEUTZ-Errorcode: 197
BlinkCode (short-long-short): 2 - 3 - 1
SPN: 100
possible FMI:
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable
1: data valid, but below normal working area

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Oil pressure implausible low, sensor defective, connection cable demaged

Take actions for error repair
Check cabling, if sensor not working, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it

other error properties
System reaction: Warning, substitute value
Behaviour error lamp: permanent light
Selfhealing: yes
Signal Priority: 2
Measurement @ errortime: actual value

198 / 100 / OPSCDSysReacHi

Error description ENG OIL PRESS.
Oil pressure: the oil pressure calculated by ECU is above the target range; the ECU activates a system reaction

Error codes
DEUTZ-Errorcode: 198
BlinkCode (short-long-short): 2 - 3 - 1
SPN: 100
possible FMI:
0: data valid, but above normal working area
0: data valid, but above normal working area
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light
oder
blinking. Entry in errormemory.

Possible reason for error
Above target range, oil volume too large, sensor defective, oil pump defective, connection cable demaged

Take actions for error repair
Check oil level and if necessary correct it, check oil pump and if necessary replace it, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it

other error properties
System reaction: Advice: OPSCD_stSysReacReqHi
Behaviour error lamp: permanent light
oder
blinking
Selfhealing: yes
Signal Priority: 4
Measurement @ errortime: actual value

Monitoring by ESX-control

i Note

The signal is evaluated by the ESX-control (Pin X0:11) and displayed 2 seconds later in the display module (Fig. 18) with code "526".

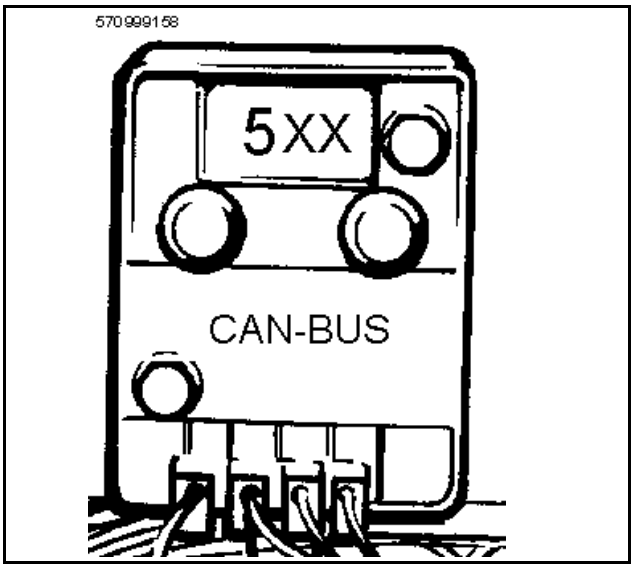


Fig. 18 Display module in central electrics

Air filter warning light

The vacuum switches operate at a vacuum of > 50 mbar.

The switch contacts connect the monitoring board (A15, terminal X1:86) to ground. The air filter warning lamp **g** (Fig. 19) lights.

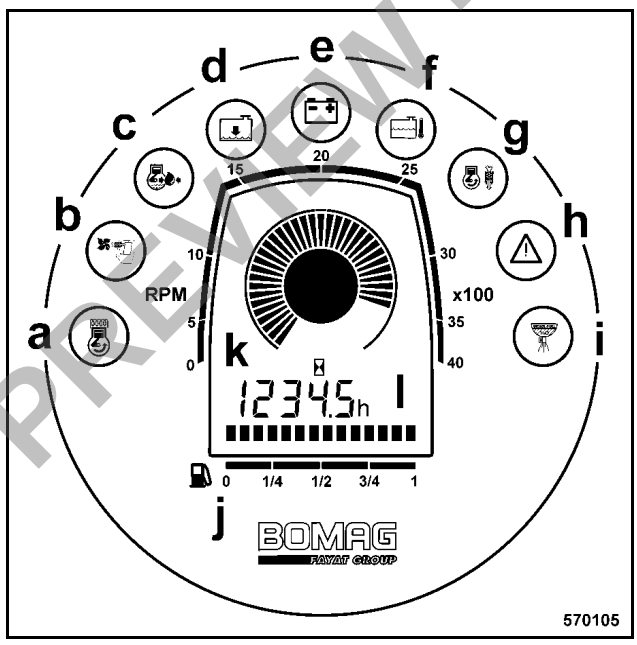


Fig. 19 Monitoring board

g yellow = Air filter warning light.
Lights when the combustion air filter is contaminated.
Clean or replace, as necessary.

8.20 Coolant temperature sensor

Temperature sensor, B53

i Note

The temperature sensor is not monitored by the engine control unit.

The temperature sensor is installed inside the engine. The analog sensor is a variable resistance switched rto ground.

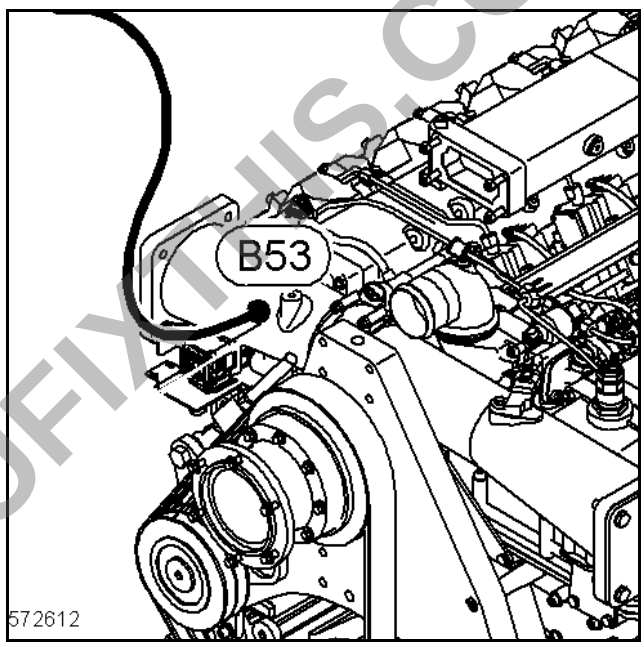


Fig. 20 Diesel engine

Temperature gauge, P14

This gauge shows the temperature of the coolant.

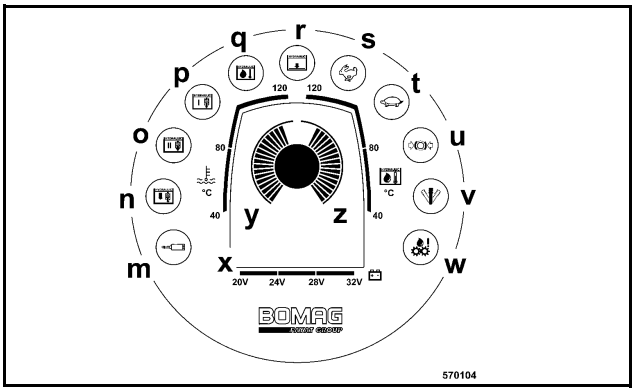


Fig. 21 Temperature display (y)

i Note

480 OHM ⇒40°C

36 OHM ⇒120°C

If no temperature sensor is connected or the cable is broken, the temperature gauge will go out.

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9.11 Changing engine oil and oil filter

⚠ Danger

Danger of scalding!

When draining off hot oil.

By hot oil when unscrewing the engine oil filter.

⚠ Caution

Drain the oil only when the engine is warm.

Environment

Catch running out oil and dispose of environmentally together with the oil filter cartridge.

- Remove the rear service door.

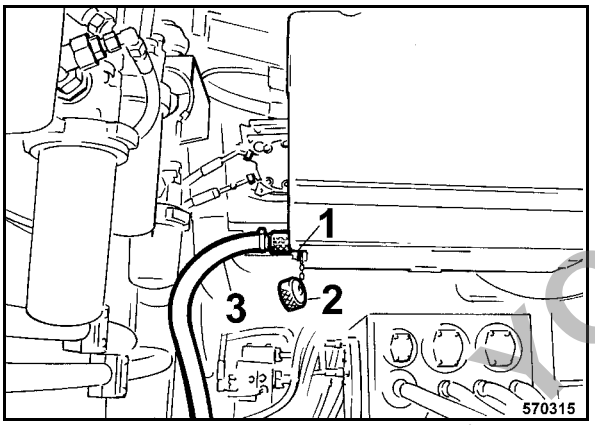


Fig. 8

- Unscrew the safety cap (2) (Fig. 8) from the oil drain socket (1).
- Take the drain hose (3) out of the right hand stowage compartment and screw it on.
- Drain off and catch the engine oil.
- Once the old oil has run out remove the drain hose and screw the safety cap back on.

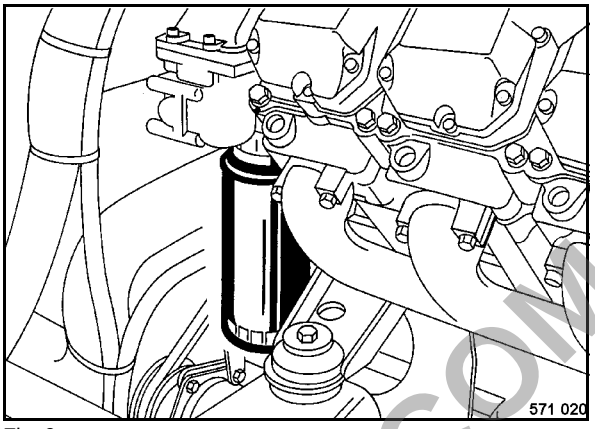


Fig. 9

- Loosen and unscrew the engine oil filter cartridge (Fig. 9) using an appropriate filter wrench.
- Wipe the sealing face clean.
- Cover the rubber seal of the new engine oil filter slightly with clean oil.
- Spin the new engine oil filter cartridge on and tighten it hand tight.

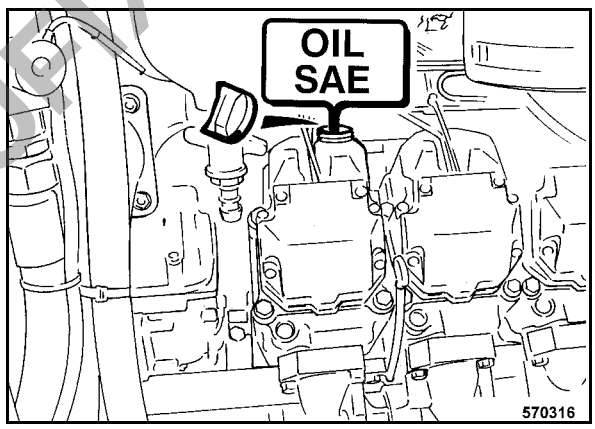


Fig. 10

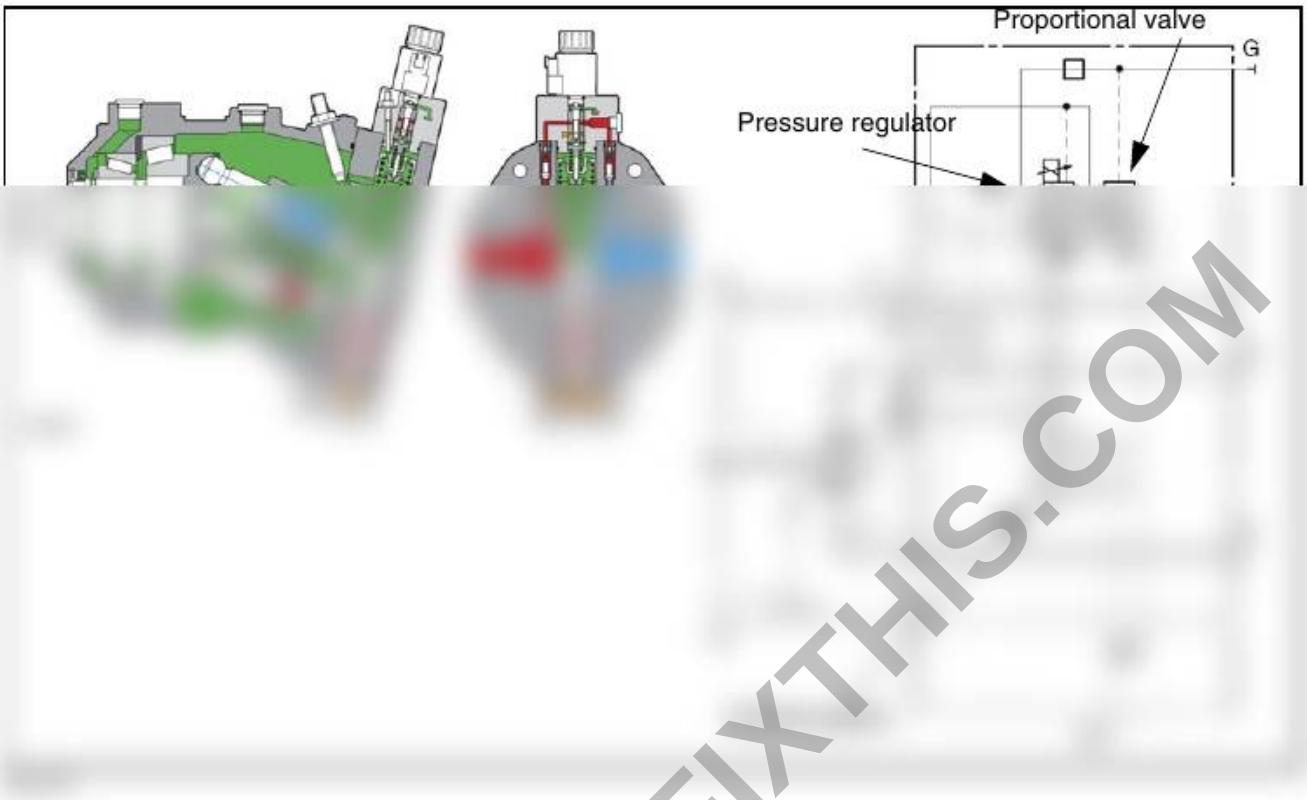
- Fill in new engine oil (Fig. 10) through the oil filler neck.

For quality and quantity of oil refer to the "table of fuels and lubricants".

- Screw the cap back on again.

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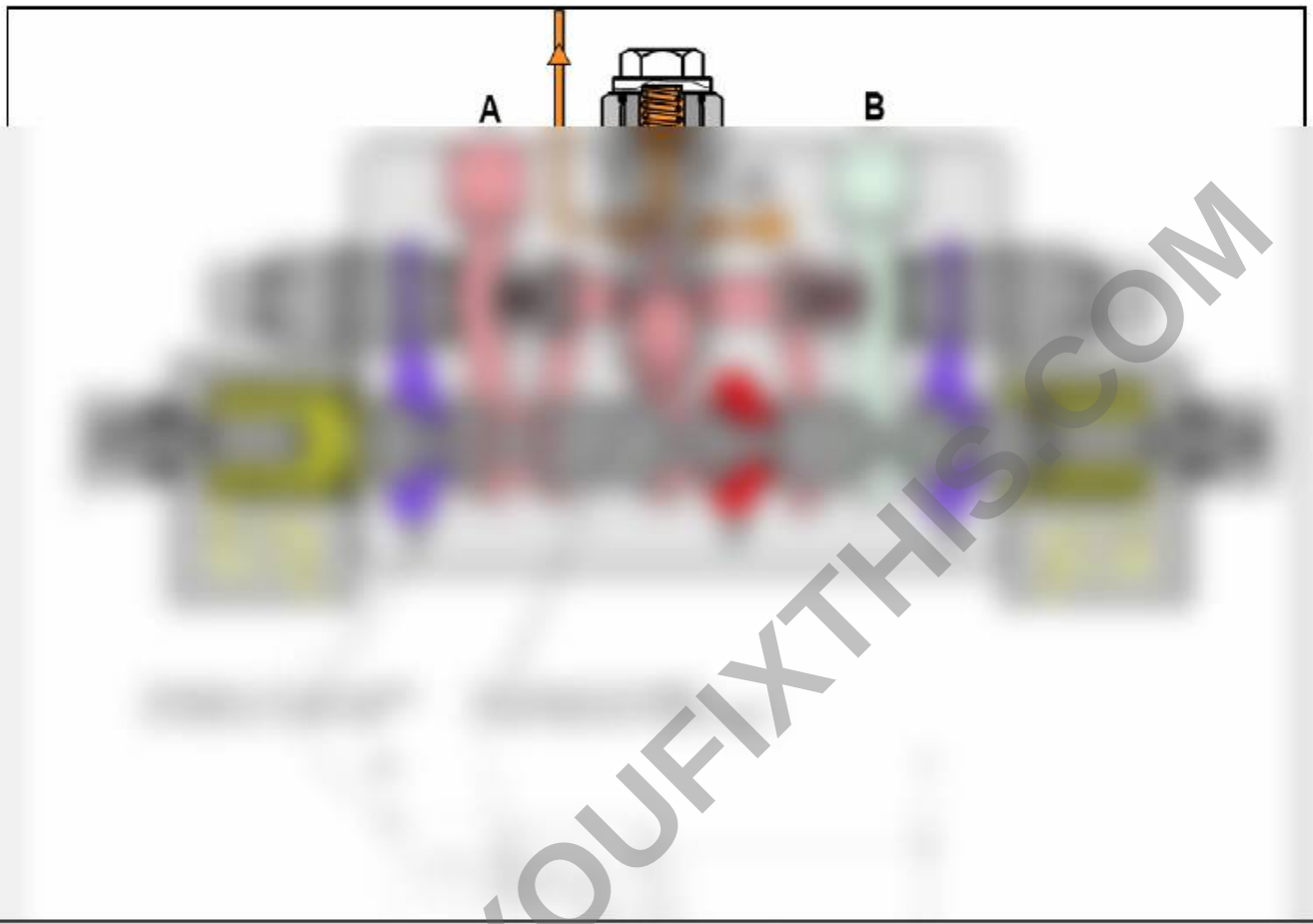


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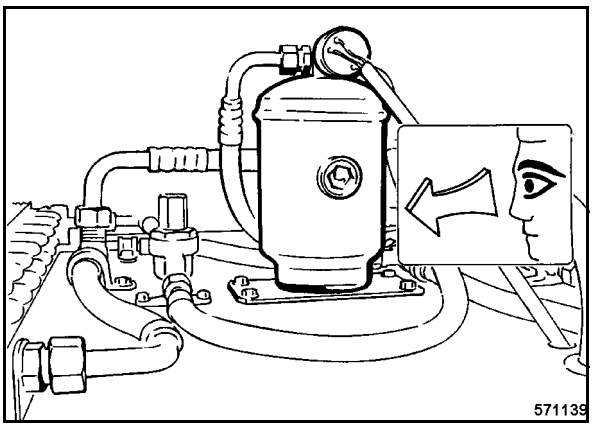


Fig. 12

- Check the drier/collector unit (Fig. 12) for mechanical damage or rust.

12.13Servicing the air conditioning compressor* V-belt

⚠ Danger

Danger of injury!

Work on the V-belt must only be performed with the engine shut down.

Check the V-belt

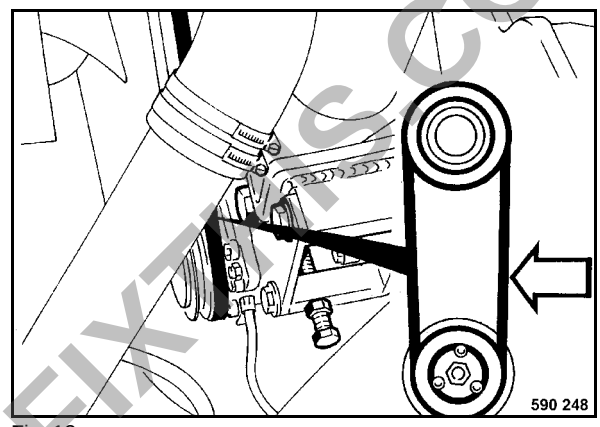


Fig. 13

- Inspect the entire circumference of the V-belt (Fig. 13) visually for damage and cracks. Replace damaged or cracked V-belts.
- Check with thumb pressure whether the V-belt can be depressed more than 10 to 15 mm (0.4 – 0.6 inches) between the V-belt pulleys, retighten if necessary.

Retighten the V-belt

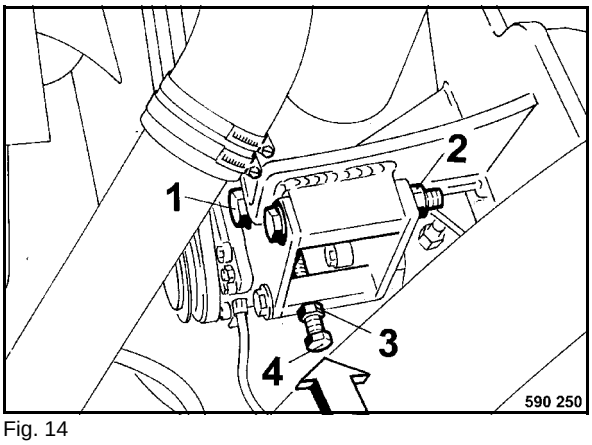


Fig. 14

- Slacken the bearing screw (2) (Fig. 14) for the compressor bracket.
- Slightly loosen the hexagon screw (1) on the slot for the compressor bracket.
- Loosen the counter nut (3).

* Optional equipment

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Phase 4

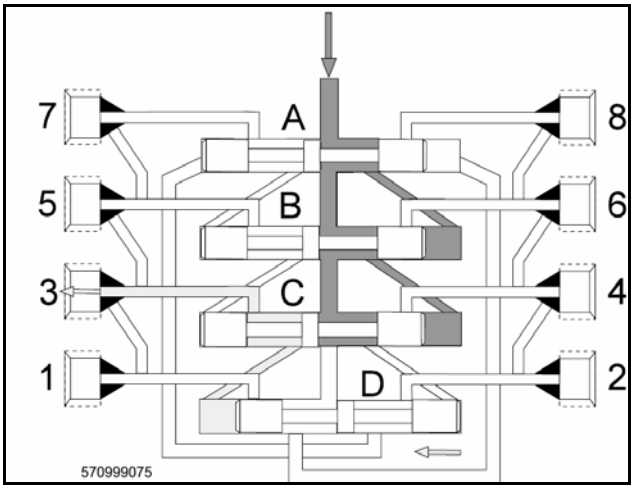


Fig. 24 Phase 4

The connecting passage at the right hand end of piston D (Fig. 24) 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.

Phase 5

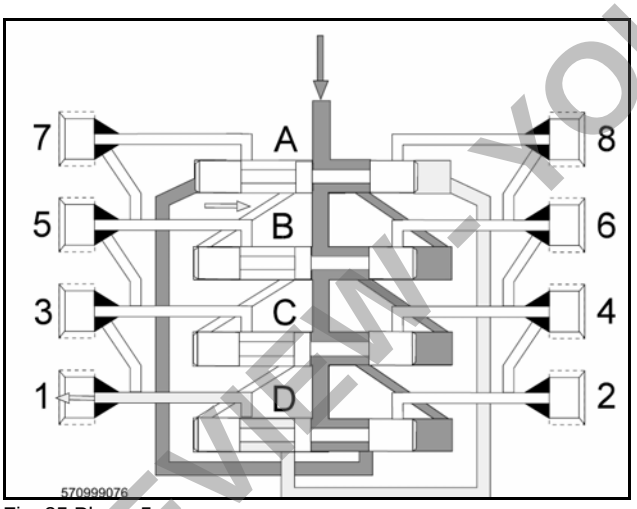


Fig. 25 Phase 5

In phase 4 piston D (Fig. 25) opens the connecting passage to the left end of piston A.

The flowing lubricant (vertical arrow) pushes piston A to the right (upper horizontal arrow) and conveys the confined lubricant to outlet 1.

During the continuing delivery sequence the pistons B - D move from left to right, one after the other.

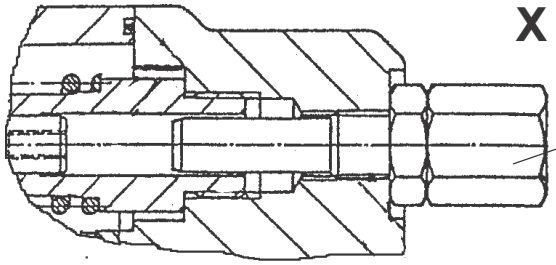
Thus one complete revolution has come to an end and a new cycle can start.

If the flow of lubricant is interrupted the piston will stop. In this case no lubricant is conveyed to the lubrication points.

When lubricant flows through the distributor again, the cycle starts exactly at the point where it was interrupted.

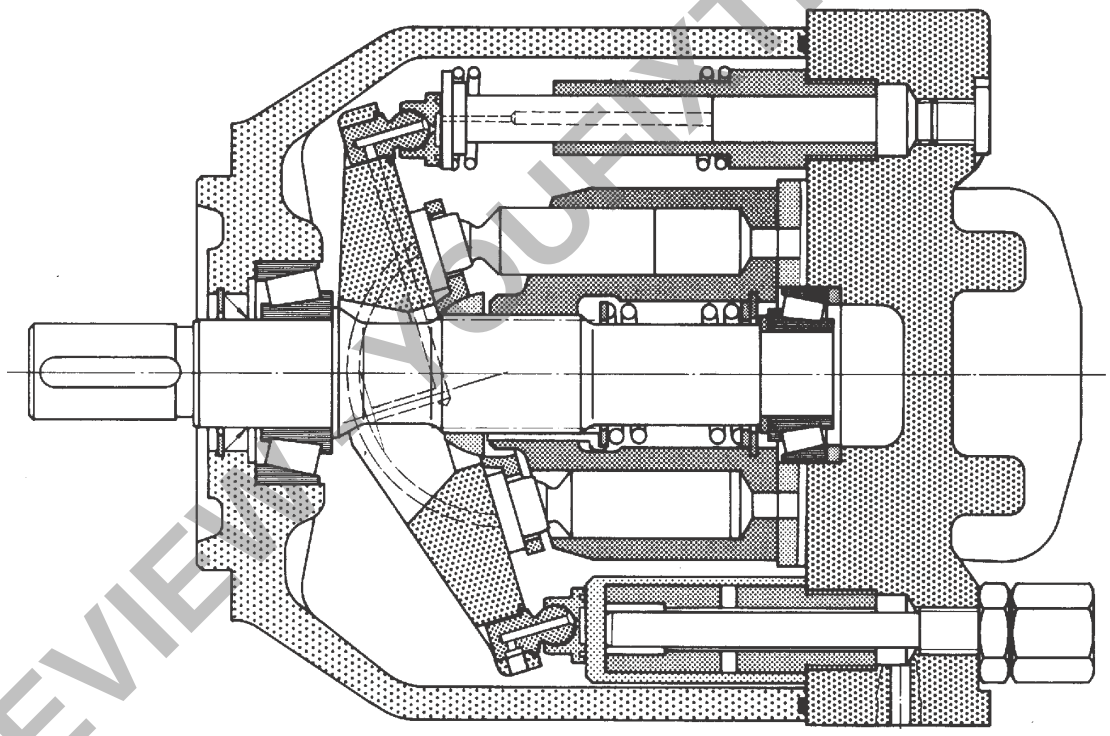
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NG 100 und 140 mit mechan.
einstellbarem Q min - Anschlag

Size 100 and 140 with stopper
min flow adjustable mechanically



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4. Demontage • *4. Disassembly*

4.2 Demontage Bremse

4.2 Disassembly Brake



Lassen Sie das Öl ab. Entfernen Sie die Ölablassschraube (Pos. 42, 43).
Fangen Sie Altöl in geeigneten Behältern auf und entsorgen Sie es unter Beachtung der entsprechenden Vorschriften.

Remove the screw plugs (item 42, 43) and drain oil.
Collect spent oil in suitable containers and dispose of the oil line with the respective regulations.

Bild / fig. 1





Demontieren Sie die Schraube (Pos. 101) und die Scheibe (Pos. 102) aus dem Mitnehmer (Pos. 51).

Remove the screw (item 101) and the disk (item 102) out off coupler (item 51).

Bild / fig. 2



Entfernen Sie den Mitnehmer (Pos. 51).

Remove the coupler (item 51).

Bild / fig. 3

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2.5 Technische Daten

Die Liste der technischen Daten finden Sie im Anhang „D“.
Beachten Sie die Daten auf der Einbauzeichnung: 0/6137/5184/0.

2.6 Zeichnungen und Listen

		Anhang
Einbauzeichnung	0/6137/5184/0	**D**
Ersatzteilzeichnung	0/6137/1184/1	**D**
Teileliste Getriebe	16633700	**E**

2.7 Betriebsmittel

Beachten Sie die Auflistung der ausgewählten Schmieröle im Anhang B.

2.5 Technical Data

The technical data are given in Appendix „D“.

Please note the details on the installation drawing 0/6137/5184/0.

2.6 Drawings and Lists

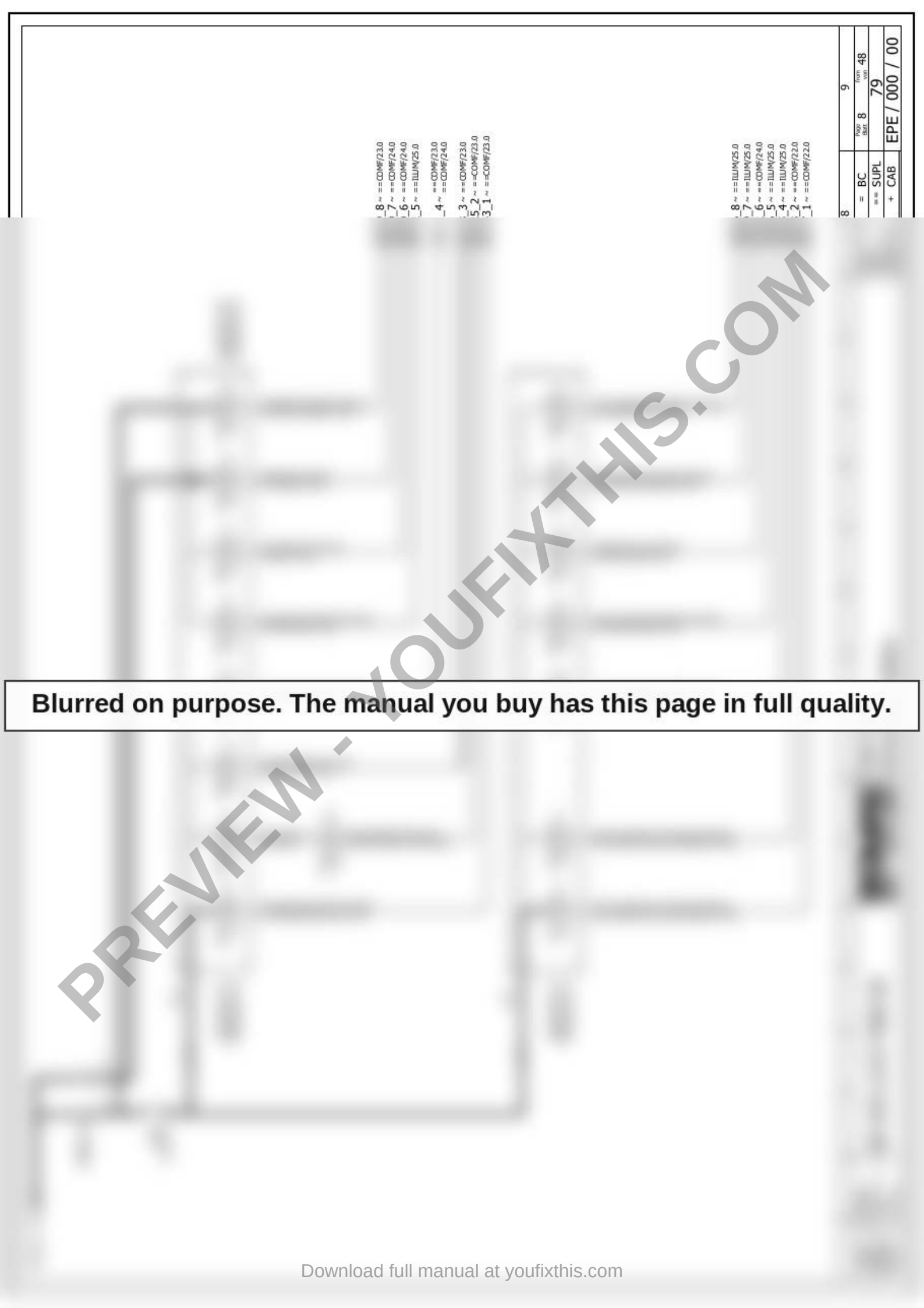
		Appendix
Installation drawing	0/6137/5184/0	**D**
Spare parts drawing	0/6137/1184/1	**D**
Parts list gear drive	16633700	**E**

2.7 Operating Media

The list of recommended lube oils given in Appendix B shall be observed.

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