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3.5 Maintenance table

No.	Maintenance work	Comment	every 10 operating hours, daily	every 250 oper. hours	every 500 oper. hours	every 1000 oper. hours	every 2000 oper. hours	every 6000 oper. hours	as required
5.6	Check the engine oil level	Dipstick mark	X						
5.7	Check the fuel level		X						
5.8	Check the hydraulic oil level	Inspection glass	X						
5.9	Check the coolant level	Inspection glass	X						
5.10	Lubricate the machine		X						
5.11	Service the scraper belt			X					
5.12	Service the scraper belt drive chain			X					
5.13	Service the auger			X					
5.14	Grease the gliding surface of the screed mobile section			X					
5.15	Lubricate the machine			X					
5.16	Check the central lubrication system, top up			X					
5.17	Clean the cooling fins on engine and hydraulic oil cooler			X					
5.18	Check the oil level in the transfer case			X					
5.19	Check the oil level in track drive gear			X					
5.20	Service the battery, check the main battery switch	pole grease		X					
5.21	Checking the condition and tension of the screed heating generator V-belt, tensioning and if necessary replacing the V-belt			X					
5.22	Hopper, check scrapers and rubber apron			X					
5.23	Change engine oil and oil filter cartridge*	at least 1x per year			X				
5.24	Check the anti-freeze concentration and the condition of the coolant				X				
5.25	Check, tension, replace the V-belt				X				
5.26	Drain the fuel tank sludge				X				
5.27	Check, adjust tamper bar and floor plates				X				
5.28	Checking the rail chain				X				

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Error code SERDIA	Component / Location	Description (Error location)	Defined for DCR	Defined for DMV	ID	Blink code	SPN	FMI	Self-curing[1]
11	Air filter condition	Pressure loss above target range with system reaction	●	●	AirFltSysReac	1-3-6	107	0, 11	●
12	Accelerator pedal	Cable break or short circuit, signal implausible compared to signal of idle sensor (analog pedal)	●	●	APP1	2-2-6	91	2, 3, 4, 11	
14	Accelerator pedal	Cable break or short circuit, bad PWM signal range or frequency (digital pedal)	●	●	APPPwm	2-2-2	91	2, 8	●
15	Accelerator pedal	Bad PWM pulse-width repetition rate (digital pedal)	●	●	APPPwmPer	2-2-2	91	8, 11	●
16	ECU internal error	Ambient pressure sensor defective	●	●	APSCD	2-9-2	108	2, 3, 4, 11	●
17	Air heater relay	Cable break or short circuit	●	●	ArHt1	2-6-3	729	3, 4, 5, 11	●
18	Air heater magnetic valve	Cable break or short circuit	●	●	ArHt2	2-6-3	730	3, 4, 5, 11	●
19	Air heater relay	Cable break or wrong connection	●	●	ArHtCD_NoLd	2-6-3	676	4, 11	
20	Air heater relay	Inoperable during shut-off	●	●	ArHtCD_RlyErr	2-6-3	676	2, 5, 11	
22	Battery	Voltage below target range	●	●	BattCD	3-1-8	168	0, 1, 11	●
23	Battery voltage	Above target range with system reaction	●	●	BattCDSysReac	3-1-8	168	2, 11	●
24	Begin of injection period	Outside target range or missing (cylinder 1)		●	BIPCyl1	5-3-1	523561	2	●
25	Begin of injection period	Outside target range or missing (cylinder 2)		●	BIPCyl2	5-3-2	523562	2	●
26	Begin of injection period	Outside target range or missing (cylinder 3)		●	BIPCyl3	5-3-3	523563	2	●
27	Begin of injection period	Outside target range or missing (cylinder 4)		●	BIPCyl4	5-3-4	523564	2	●
28	Begin of injection period	Outside target range or missing (cylinder 5)		●	BIPCyl5	5-3-5	523565	2	●
29	Begin of injection period	Outside target range or missing (cylinder 6)		●	BIPCyl6	5-3-6	523566	2	●
30	Begin of injection period	Outside target range or missing (cylinder 7)		●	BIPCyl7	5-3-7	523567	2	●
31	Begin of injection period	Outside target range or missing (cylinder 8)		●	BIPCyl8	5-3-8	523568	2	●
32	Charge air pressure sensor	Cable break or short circuit	●	●	BPSCD	2-2-3	102	2, 3, 4	●
33	Charge air pressure	Outside target range with system reaction	●	●	BPSCDSysReac	2-2-3	102	2, 11	●
37	Coolant level	Outside target range with system reaction	●	●	CLSCDSysReac	2-3-5	111	1, 11	
38	Single cylinder	Misfire detected (cylinder 1)	●	●	CmbChbMisfire1	2-4-1	1323	11, 12	
39	Single cylinder	Misfire detected (cylinder 2)	●	●	CmbChbMisfire2	2-4-1	1324	11, 12	
40	Single cylinder	Misfire detected (cylinder 3)	●	●	CmbChbMisfire3	2-4-1	1325	11, 12	
41	Single cylinder	Misfire detected (cylinder 4)	●	●	CmbChbMisfire4	2-4-1	1326	11, 12	
42	Single cylinder	Misfire detected (cylinder 5)	●	●	CmbChbMisfire5	2-4-1	1327	11, 12	
43	Single cylinder	Misfire detected (cylinder 6)	●	●	CmbChbMisfire6	2-4-1	1328	11, 12	
44	Single cylinder	Misfire detected (cylinder 7)		●	CmbChbMisfire7	2-4-1	1450	11, 12	
45	Single cylinder	Misfire detected (cylinder 8)		●	CmbChbMisfire8	2-4-1	1451	11, 12	
46	Multiple cylinders	Misfire detected	●	●	CmbChbMisfireMul	2-4-1	1322	11, 12	
47	Misfire	Misfire detected with system reaction	●		CmbChbSysReac	2-4-1	1346	0, 11	

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5.10 Checking the engine oil level

⚠ Danger

Danger of injury!

Support the engine hood for all maintenance and repair work.

⚠ Caution

The machine must be in horizontal position.

If the engine is warm, shut it down and check the oil level after five minutes.

With a cold engine the oil level can be checked immediately.

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

- Open the engine hood.

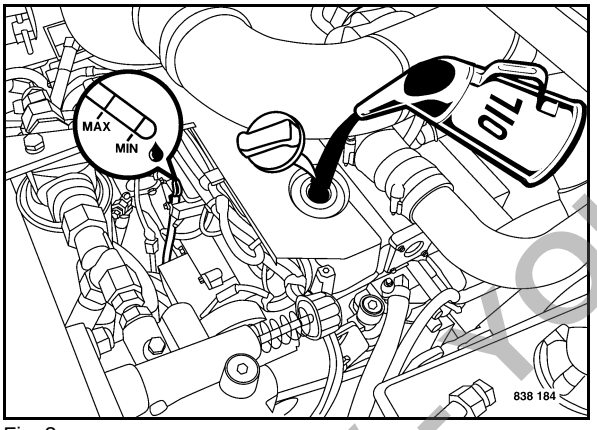


Fig. 3

- Pull the dipstick (Fig. 3) out, wipe it off with a lint-free, clean cloth and reinsert it until it bottoms.
- Pull the dipstick back out.

The oil level must always be between the "MIN"- and "MAX"-marks.

- If the oil level is too low, top up oil to the "MAX" mark immediately.
- If the oil level is above the "MAX" mark, determine the cause and drain off or change the oil.

5.11 Changing engine oil and oil filter cartridge

⚠ 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.

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

Environment

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

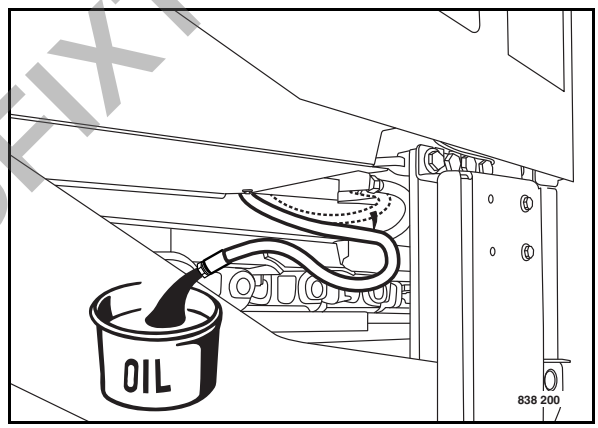


Fig. 4

- Unscrew the rear drain hose (Fig. 4) and catch running out oil.
- Fasten the drain hose again in place.
- Disassemble the engine compartment cover in the operator's stand.

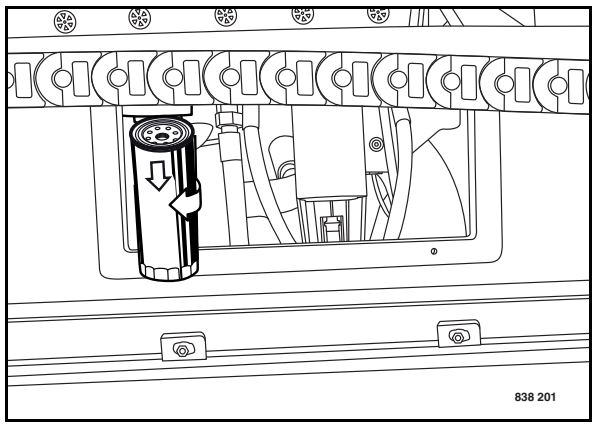
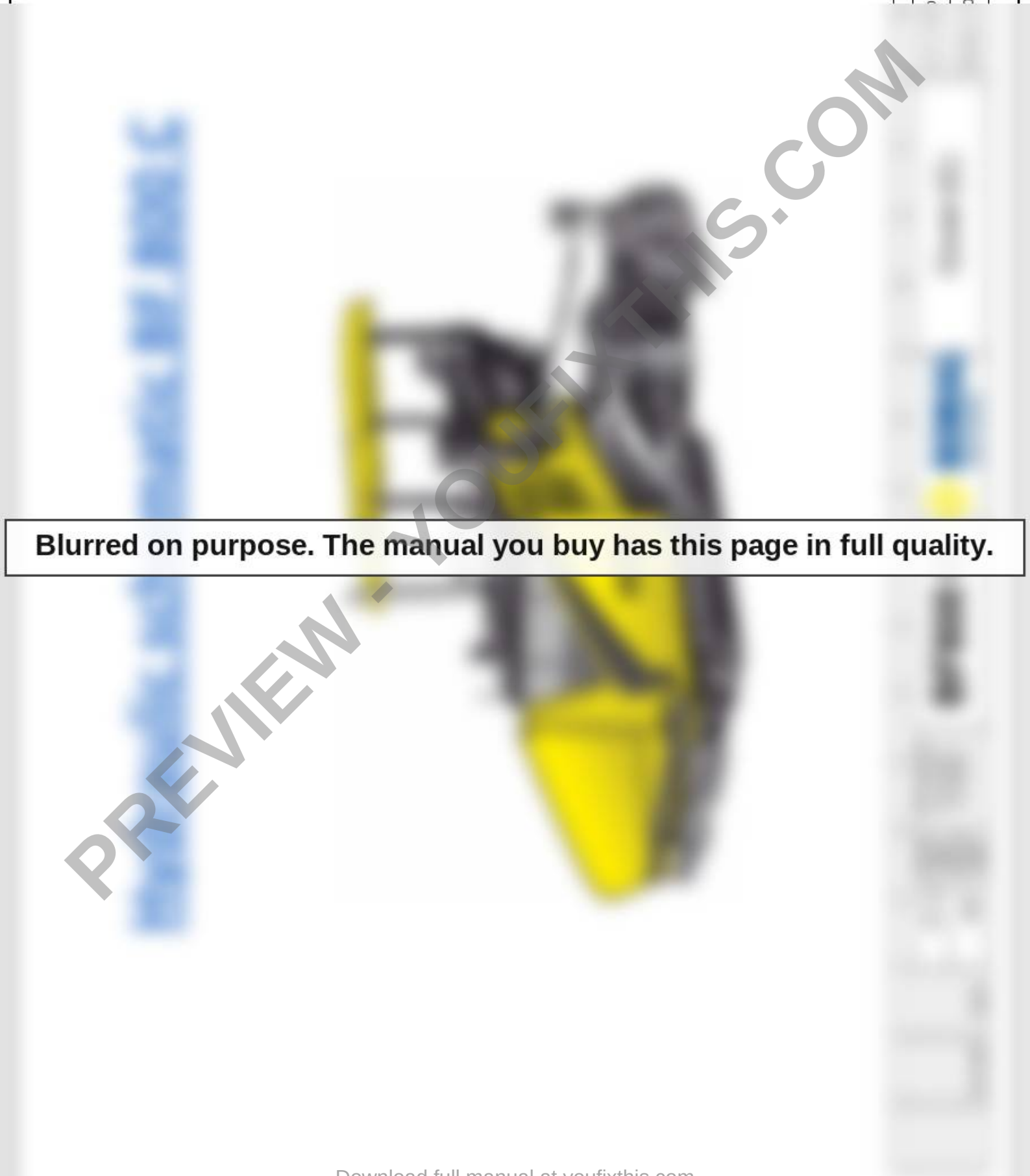


Fig. 5

- Unscrew the filter cartridge (Fig. 5) using an appropriate filter wrench.

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23.1 Hydraulic diagram

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Important notes

These safety regulations must be read and applied by every person involved in the repair /maintenance of this machine. The applicable accident prevention instructions and the safety regulations in the operating and maintenance instructions must be additionally observed.

Repair work shall only performed by appropriately trained personnel or by the after sales service of BOMAG.

Workshop equipment and facilities as well as the use and waste disposal of fuels and lubricants, cleaning agents and solvent as well as gases and chemicals are subject to legal regulations, which are intended to provide a minimum on safety. It is obviously your own responsibility to know and adhere to these regulations.

This manual contains headers like "Note", "Attention", "Danger" and "Environment", which must be strictly complied with in order to inform about and avoid dangers to persons, property and the environment.

i Note

Paragraphs marked like this contain technical information for the optimal economical use of the machine.

⚠ Caution

Paragraphs marked like this highlight possible dangers for machines or parts of the machine.

⚠ Danger

Paragraphs marked like this highlight possible dangers for persons.

Environment

Paragraphs marked like this point out practices for safe and environmental disposal of fuels and lubricants as well as replacement parts.

Observe the regulations for the protection of the environment.

General

- For repair and maintenance work move the machine on a firm base and shut it down.
- Always secure the machine against unintended rolling.
- Secure the engine reliably against unintentional starting.
- Mark a defective machine and a machine under repair by attaching a clearly visible warning label to the dashboard.
- Block the articulated joint with the articulation lock.
- Use protective clothes like hard hat, safety boots and gloves.
- Keep unauthorized persons away from the machine during repair work.
- Tools, lifting gear, lifting tackle, supports and other auxiliary equipment must be fully functional and in safe condition.
- Use only safe and approved lifting gear of sufficient load bearing capacity to remove and install parts or components from and to the machine.
- Do not use easily inflammable or harmful substances, such as gasoline or paint thinners for cleaning.
- Do not smoke or use open fire and avoid sparks when cleaning or repairing a tank.
- When performing welding work strictly comply with the respective welding instructions.

Transport work with cranes and lifting tackle

i Note

Cranes must only be operated by instructed persons who had been trained in handling cranes.

- Follow the operating instructions of the manufacturer when working with cranes.
- Follow the operating instructions of the operator when working with cranes.
- Always comply with the applicable accident prevention instructions when working with cranes and lifting tackle.

Precautions and codes of conduct for welding work

Welding work must only be carried out by properly trained personnel.

⚠ Danger

Electric shock!

Sparks, fire hazard, burning of skin!

Infrared or ultraviolet radiation (arc), flashing of eyes!

Health hazard caused by welding work on highly alloyed work pieces, metal coatings, paint coatings, plastic coatings, oil containing dirt deposits, grease or solvent residues, etc.!

- Check welding equipment and cables for damage before use (also the validity of inspection stickers).
- Ensure good conductivity between ground cable and workpiece, avoid joints and bearings.

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4.2 Circuit symbols in E-Plan

Circuit symbol

Circuit symbols are standardized representations for electrical appliances. They serve the purpose of a simplified representation of complete systems, from which, however, the function can be clearly identified. This standardization is in compliance with the globally valid regulations of the IEC (International Electrical Commission). The standardization serves the purpose of global understanding and fault free connection of appliances, especially in automobile repairs. Since the wiring diagram is intended to show only the most essential aspects, the circuit symbol only shows as much of the function, as is needed for easy recognition and for the avoidance of mistakes.

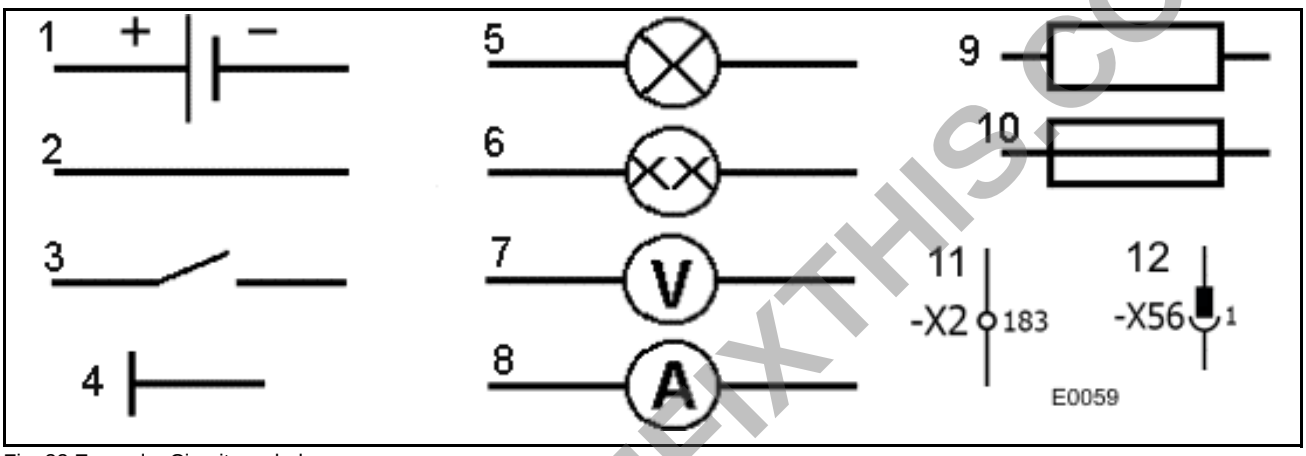


Fig. 22 Example: Circuit symbol

1 Current source
2 Conductor
3 Switch
4 Ground
5 Filament lamp
6 Filament lamp with two luminous elements
7 Voltmeter
8 Amperemeter
9 Resistance
10 Fuse
11 Terminal strip
12 Plug

Different symbols are used to simplify the differentiation of terminal strips 11 (Fig. 22) and plugs (12) in a wiring diagram.

i Note

Plugs are mainly used to connect two wiring looms or to connect a wiring loom with a component with cable connection and mating plug.

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6 Engine electrics

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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

61 / 702 / Dummy2CD_Min

Error description THRUST MODE
Reserve output 2: the ECU detects a short circuit to ground

Error codes
DEUTZ-Errorcode: 61
BlinkCode (short-long-short): 1 - 0 - 0
SPN: 702
possible FMI:
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Short circuit to ground (output 2), connection cable demaged

Take actions for error repair
Check connection cable and if necessary repair or replace it

other error properties
System reaction: Warning, shutoff output
Behaviour error lamp: permanent light
Selfhealing: no
Signal Priority: 1
Measurement @ errortime: shut off value

62 / 702 / Dummy2CD_SigNpl

Error description THRUST MODE
Reserve output 2: the ECU detects no load or excess temperature of the ECU component for power supply of the connected components

Error codes
DEUTZ-Errorcode: 62
BlinkCode (short-long-short): 1 - 0 - 0
SPN: 702
possible FMI:
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Cable break or ECU internal error (output 2), connection cable demaged, connected components defective, parametering of the output inaccurate, ECU defective

Take actions for error repair
Check connection cable and if necessary repair or replace it, check parameters and if necessary correct it, replace ECU

other error properties
System reaction: Warning, shutoff output
Behaviour error lamp: permanent light
Selfhealing: no
Signal Priority: 1
Measurement @ errortime: shut off value

69 / 2791 / EGRCD_Max

Error description EGR ACTUATOR
Actuator of the external EGR valve: the ECU detects a short circuit to battery

Error codes
DEUTZ-Errorcode: 69
BlinkCode (short-long-short): 4 - 1 - 4
SPN: 2791
possible FMI:
3: Voltage to high or short circuit to +Ubatt
12. Errormode not identifiable
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Short circuit to Ubatt, connection cable demaged

Take actions for error repair
Check cabling, sensor defect, check sensor and if necessary replace it, check connection cable and if necessary repair or replace it

other error properties
System reaction: Warning, shutoff output, power reduction via second topcurve?
Behaviour error lamp: permanent light
Selfhealing: no
Signal Priority: 3
Measurement @ errortime: shut off value

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Measuring the charge current

- All plug-and-socket connectors must be free of corrosion and intermittent contact.
- The generator ground connection must be OK.
- During the measurement switch on as many consumers as possible.

1 Attach the clip-on ammeter around the B+ line.

2 Gradually increase the engine speed.

3 The generator current must be at least as high as the total current of all switched on consumers.

Checking the rotor

i Note

The rotor coils can only be measured in disassembled state.

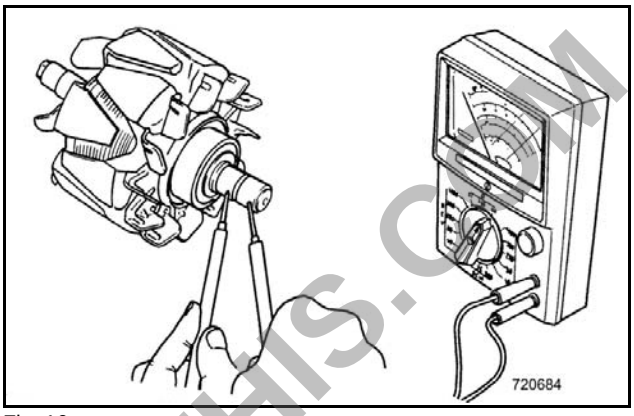


Fig. 16

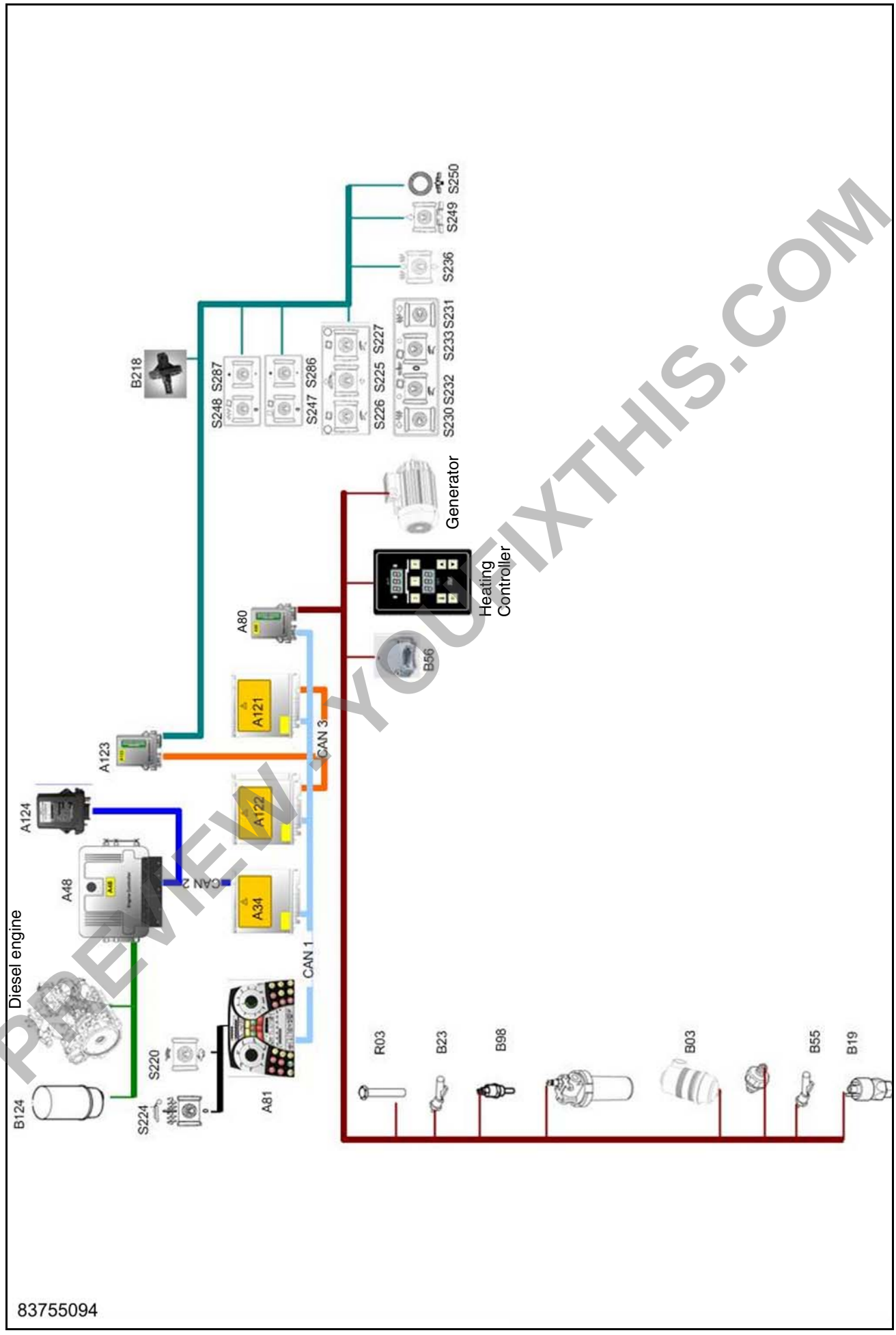
- Measure the resistance between the sliprings.
- If the resistance does not comply with the factory specification, replace the rotor.
- Use the resistance range of the continuity tester to check the continuity between slipring and core.
- Replace the rotor if no infinite value is indicated.

i Note

Factory specification for resistance: 2.8 to 5 OHM.

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9.17 Input codes -- Changing the currents in the auger pumps

General notes

i Note

Changing the currents in the auger pumps may be necessary to adapt the speed of both auger shafts to one another.

Both auger shafts must rotate with the same speed!

One must first measure the speed of both shafts to determine whether an adaptation is required. Depending on this result, the current for controlling the auger pump must be adapted.

i Note

Nominal value:

Auger shaft speed: ***100-108 rpm***

i Note

Two *persons are required to make the following settings.*

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15 Electric screed heating, repair

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Brake control

During operation the closed hydrostatic travel circuit has the function of a service brake.

When the travel lever is returned to "Neutral" position, the displacement of the travel pump is adjusted towards zero accordingly and the machine is hydraulically braked.

To avoid creeping movements, the machine is additionally equipped with multi-disc parking brakes which are integrated in the travel gears. These close in neutral position of the travel lever and when the machine is stopped.

The parking brakes are electrically operated by a micro controller and a 3/2-way solenoid valve. In de-energized state the charge oil supply to the brake pistons is interrupted, allowing the hydraulic oil to return to the tank via the 3/2-way valve. When moving the travel lever out of neutral position, the connection to the tank is interrupted and charge oil is directed to the brake piston. This hydraulic pressure works against the spring force applied to the brake piston by the brake springs and relieves the brake discs.

Releasing the brake mechanically, towing the machine

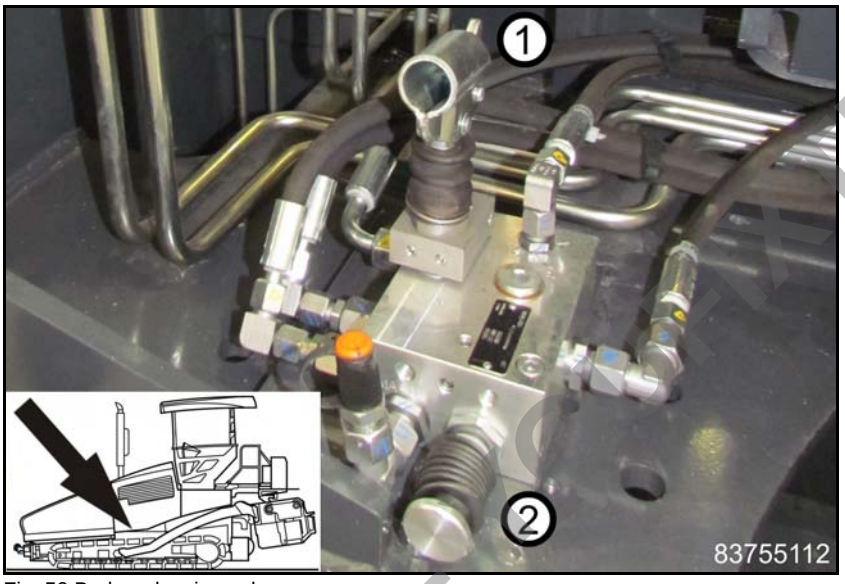


Fig. 50 Brake releasing valve

i Note

The pump lever extension can be found on the operator's stand, inside the frame at the right hand side (it also serves the purpose for erecting the weather protection roof hydraulically).

- Press the emergency operation button (2) (Fig. 50) completely down.
- Release the brake by operating the hand pump (1).

After towing

- Pull the emergency operation button (2) completely up.

i Note

After starting the engine the emergency operation button is pushed out by hydraulic pressure.

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21.8 Checking/adjusting the hopper wings

⚠ Caution

Perform measurements at operating temperature of the hydraulic oil (40 °C).

Testing the hopper wing movement time

1. Start the engine and set the switch to position "MAX" (Fig. 17).

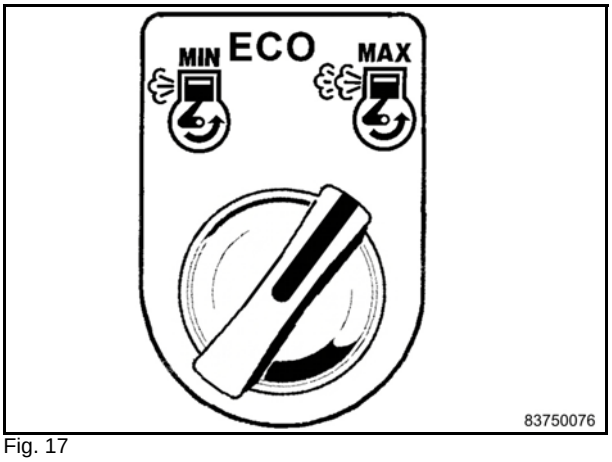


Fig. 17

2. Activate the hydraulic system (Fig. 18).

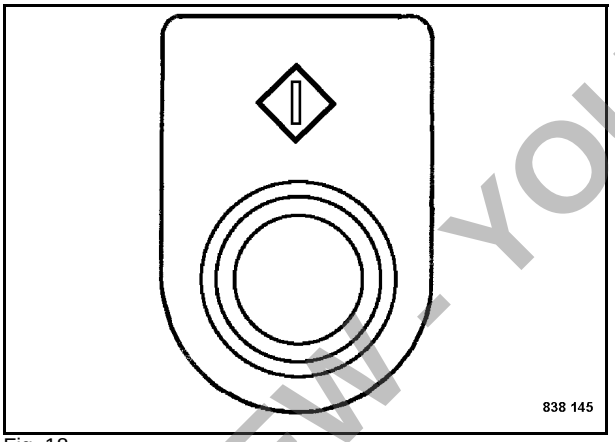


Fig. 18

3. Select "Work"-mode (Fig. 19).

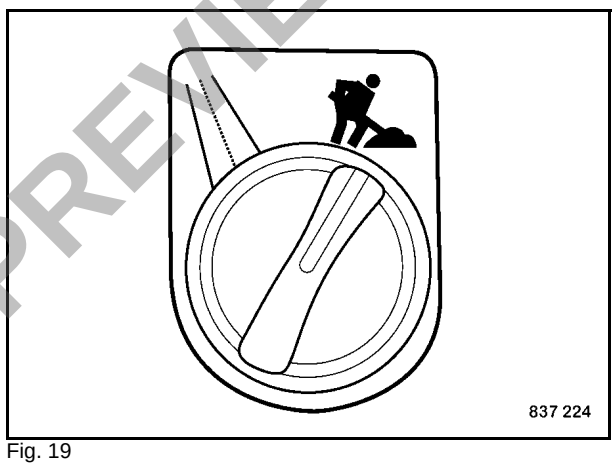
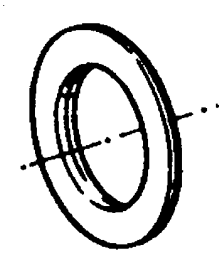


Fig. 19

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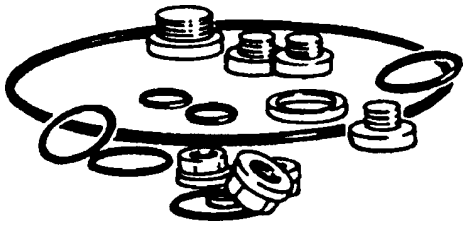
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Dichtsätze und Baugruppen
Seal kits and sub assembly groups



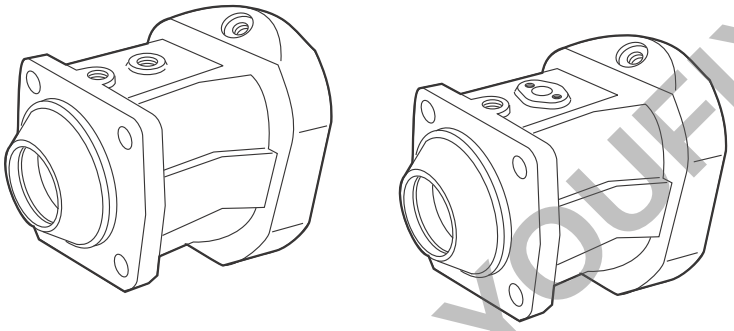
Dichtsatz für Triebwelle.

Seal kit for drive shaft.



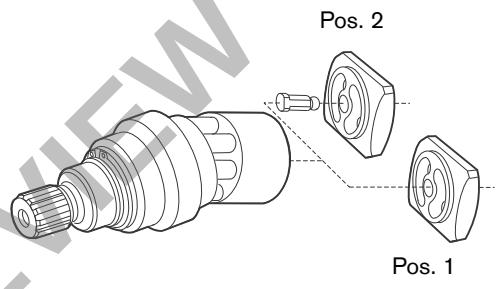
Äußerer Dichtsatz.

External seal kit.



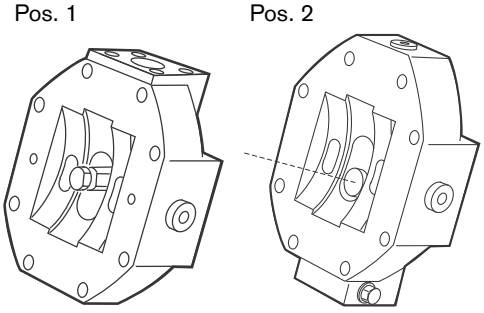
Gehäuse

Housing



Triebwerk komplett
Hinweis: Pos. 1 - Für Anschlußplatte mit Differentialkolben
Pos. 2 - Für Anschlußplatte mit Gleichgangkolben

Complete rotary group
Note: Pos. 1 - For port plate with differential piston
Pos. 2 - For port plate with synchronizing piston

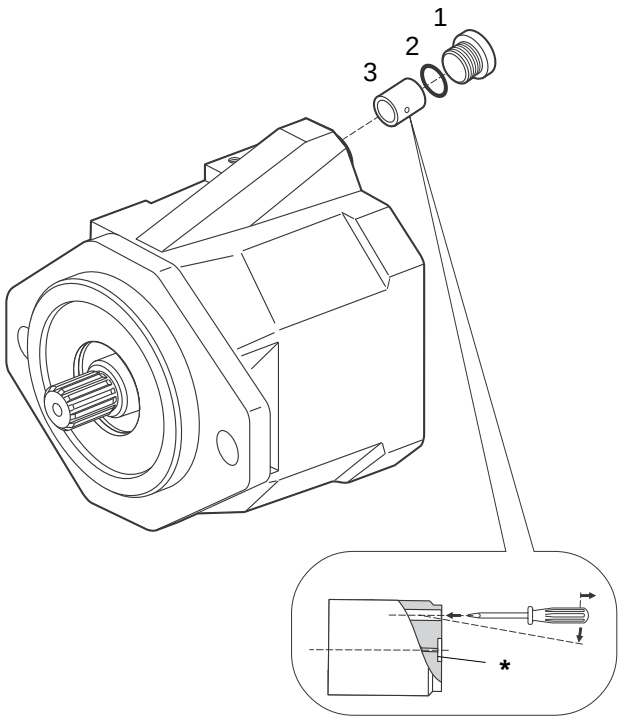


Anschlußplatte mit Stellkolben
Hinweis: Pos. 1 - Für Anschlußplatte mit Differentialkolben
Pos. 2 - Für Anschlußplatte mit Gleichgangkolben

Port plate with control piston
Note: Pos. 1 - For port plate with differential piston
Pos. 2 - For port plate with synchronizing piston

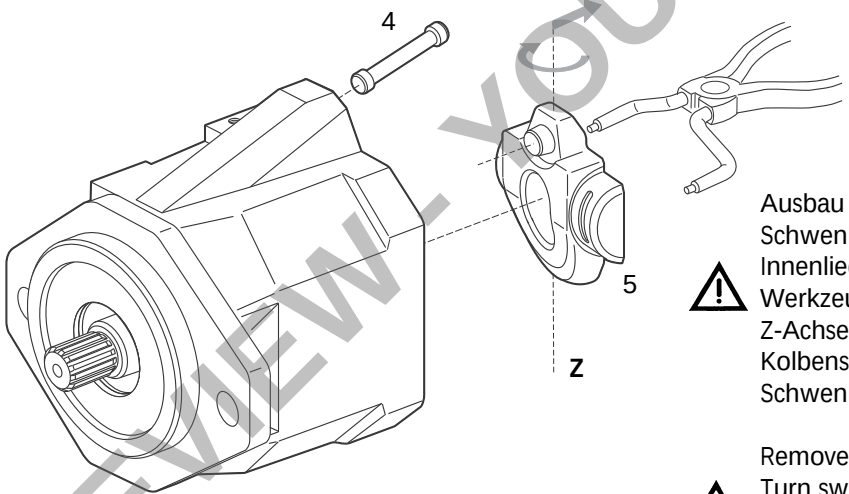
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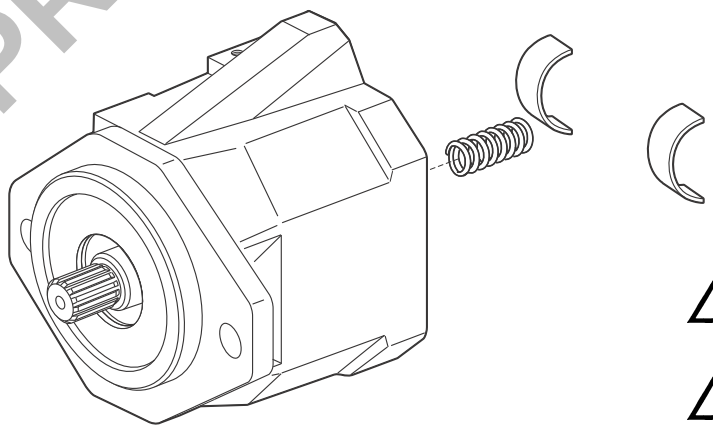
Verschlußschraube (1) mit Dichtring (2) ausbauen.
Verstellkolben (3) (-flache Seite*-) mit Werkzeug fassen und herausziehen.

Remove plug (1) with seal (2).
Pull out control piston (3)
(-flat surface*-) with tool.



Ausbau Kolbenstange und Schwenkwiege
Innenliegende Schwenkwiege (5) mit Werkzeug fassen und in Pumpe um Z-Achse leicht drehen.
Kolbenstange (4) entnehmen.
Schwenkwiege (5) entnehmen.

Remove piston rod and swash plate.
Turn swash plate (5) inside of the housing slightly along Z-axis with tool.
Remove piston rod (4).
Remove swash plate (5).



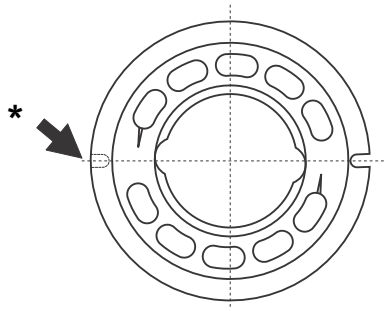
Lagerschalen und Feder entnehmen.
Auf Einbaulage achten!

Remove bearing shells and bearing.
Attention for position!

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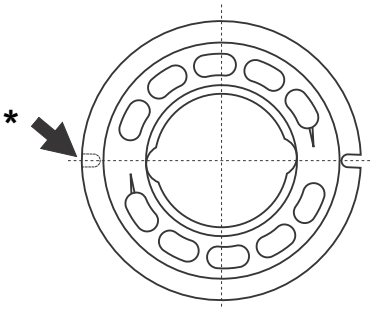
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Triebwerk einbauen HW / HD / EP
Installation of the rotary group HW / HD / EP



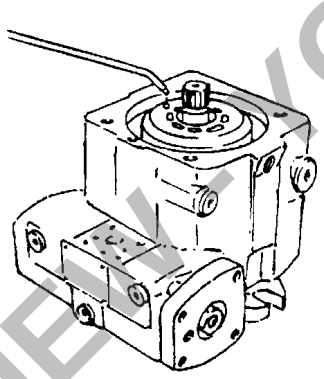
Steuerplatte Rechtslauf
* Fixierstift

Control plate, clockwise rotation
* Locating pin



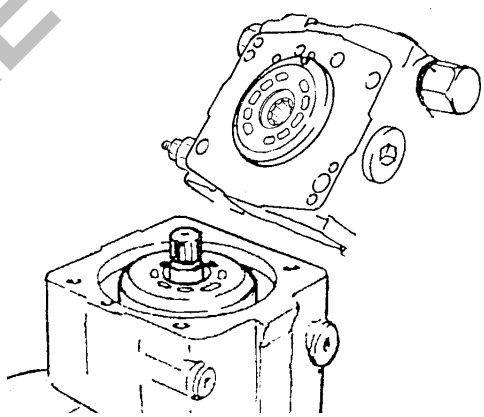
Steuerplatte Linkslauf
* Fixierstift

Control plate, anti-clockwise rotation
* Locating pin



Zylinderflächen einölen, neue O-Ringe mit Fett einreiben und einsetzen.

Oil the cylinder surfaces, grease the new O-rings and fit into place.



Lagerichtig aufsetzen.
Hinweis:
HW, HD, EP Steuerplatte mit Fett auf Anschlußplatte.

Place in correct position.
Note:
HW, HD, EP - Locate the control plate on the connection plate using grease.

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5.0 MESSA IN ESERCIZIO

Far partire il motoriduttore dopo aver riempito il corpo del motore con olio idraulico (vedi dis.9).

Eliminare eventuale aria residua dal circuito idraulico tenendo aperte le valvole di sfiato fino a che l'olio non fuoriesce senza schiuma, ed aggiungerne se necessario.

La presenza di aria residua nel circuito idraulico si manifesta con la presenza di schiuma nel serbatoio e causa un funzionamento a strappi del motore ed un eccessiva rumorosità del motore e delle valvole.

Avviare il motoriduttore a bassa velocità ed incrementare gradualmente, dopo avere verificato che il funzionamento è corretto ed in assenza di rumore e vibrazioni.

Non arrivare alla massima pressione sino a quando l'impianto non sia stato filtrato per l'eliminazione di eventuali particelle di impurità.

Durante il funzionamento controllare che:

-non vi siano perdite olio,

-il numero dei giri ed il senso di rotazione siano corretti,

-la temperatura dell'olio (sia del motore che del riduttore) non raggiunga valori troppo elevati,

-il funzionamento sia regolare ed in assenza di rumore eccessivo e vibrazioni.

-non vi siano altri problemi.

5.0 START UP

Operate the track drive after the motor has been filled with hydraulic oil (see dwg.9).

Leave breather open and fill with oil until it flows out without foam. Add more oil if necessary.

Air trapped in the hydraulic system may generate noise in motor and valves as well as foaming in the tank.

Start the track drive at low speed and increase speed gradually after checking that it runs smoothly with no noise or vibrations.

Do not run at max pressure until all solid particles are captured and removed by the oil filter.

Check the following points:

-no oil leaks,

-revolution and direction of rotation are correct,

-the oil temperature (both motor and gearbox) does not reach too high values,

-operation is smooth without noise or vibrations,

-no other defects.

6.0 MANUTENZIONE

In caso di normale funzionamento il motoriduttore non necessita di alcuna manutenzione ad eccezione del controllo e cambio olio. Sono necessari interventi di assistenza solo in seguito ad anomalie di funzionamento.
Controllare il corretto serraggio delle viti dopo le prime 50 ore di lavoro del motoriduttore.

In caso di manutenzioni importanti e complesse, fare riferimento ai DISEGNI ESPLOSI E LISTE RICAMBI fornibili su richiesta ed alle prescrizioni contenute nel presente manuale tecnico.
Se sono necessarie istruzioni supplementari o se dovessero nascere problemi particolari, non esitate a contattare il distributore o direttamente il nostro servizio tecnico.

6.0 MAINTENANCE

Under normal operating circumstances, no maintenance is required, except routine oil checks and oil changes. As recomended in this manual, unusual operating characteristics, such as noise or overheat, should suggest further investigation.
After the first 50 working hours, check for proper tightening of track drive bolts.

In case of important and complex maintenance steps, make reference to the SPARE PART LISTS and EXPLODED VIEWS, which can be supplied under request, and to the suggestions of this manual.
Do not hesitate to contatct the track drive distributor or manufacturer if further instructions are necessary or in case of particular problems.

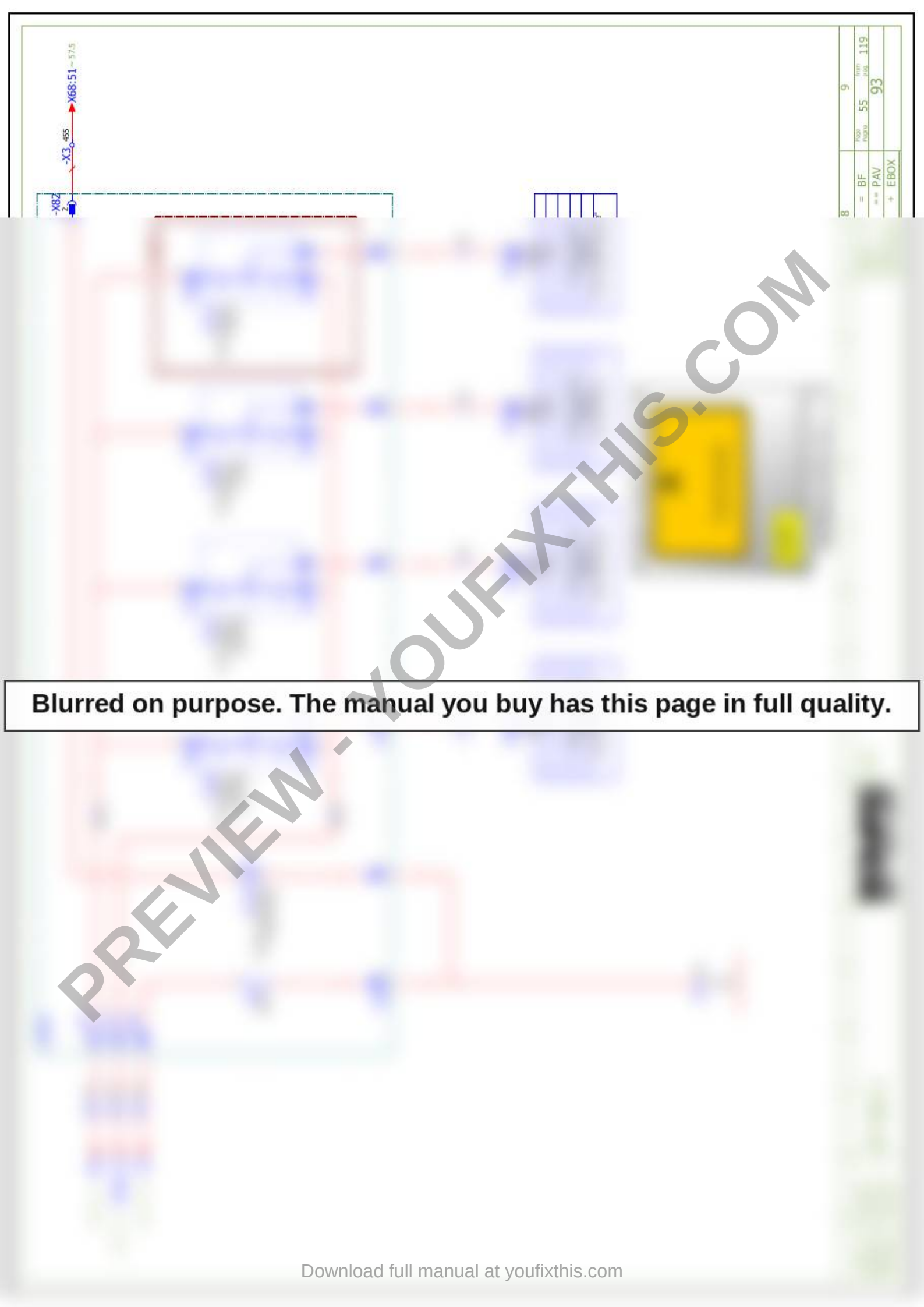
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23.2 Electric circuit diagrams

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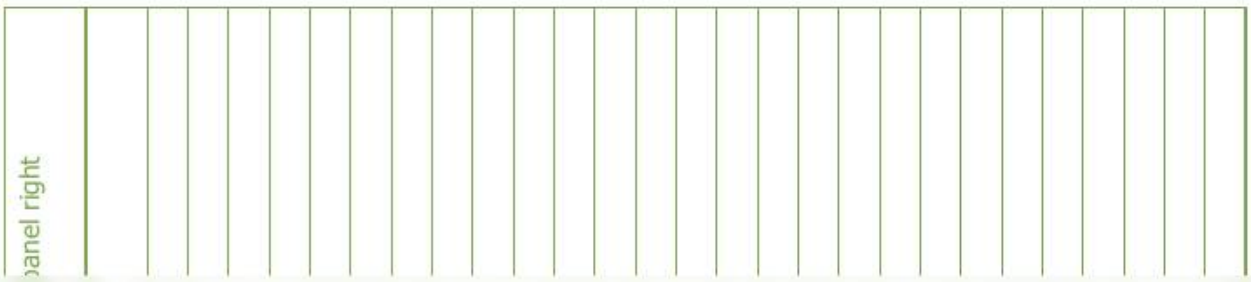
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