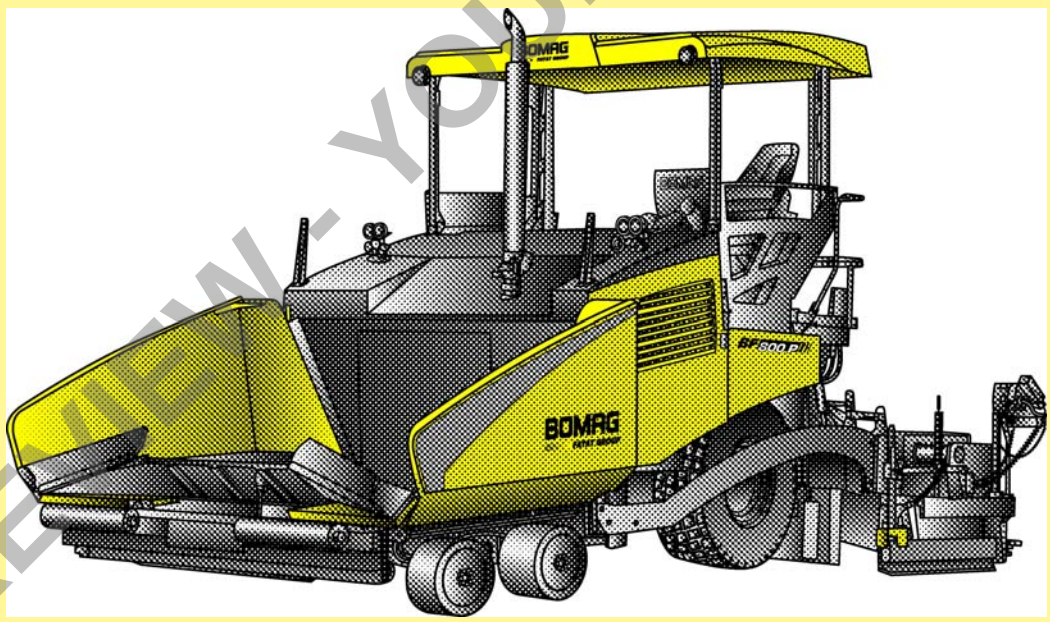
BOMAG
FAYAT GROUP

Service - Manual

BF 800_P

S/N 821 837 65 1001 ....
S/N 821 837 70 1001 ....
S/N 821 837 67 1001 ....
S/N 821 837 74 1001 ....



Road Finisher

Catalogue number.
008 921 54

03/2013

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1.1 Introduction

This manual addresses the professionally qualified personnel or the after sales service of BOMAG, and should be of help and assistance in correct and efficient repair and maintenance work.

This manual describes the disassembly, dismantling, assembly, installation and repair of components and assemblies. The repair of components and assemblies is only described as this makes sense under due consideration of working means and spare parts supply.

Documentation

For the BOMAG machines described in this manual the following documentation is additionally available:

1 **Operating and maintenance instructions**
2 **Spare parts catalogue**
3 **Service information**
4 **Fundamental electrics**

Use only genuine BOMAG spare parts.

Spare parts needed for repairs can be taken from the spare parts catalogue for the machine.

This manual is not subject of an updating service; for this reason we would like to draw your attention to our additional "Technical Service Bulletins".

In case of a new release all necessary changes will be included.

In the course of technical development we reserve the right for technical modifications without prior notification.

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⚠ Danger

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.

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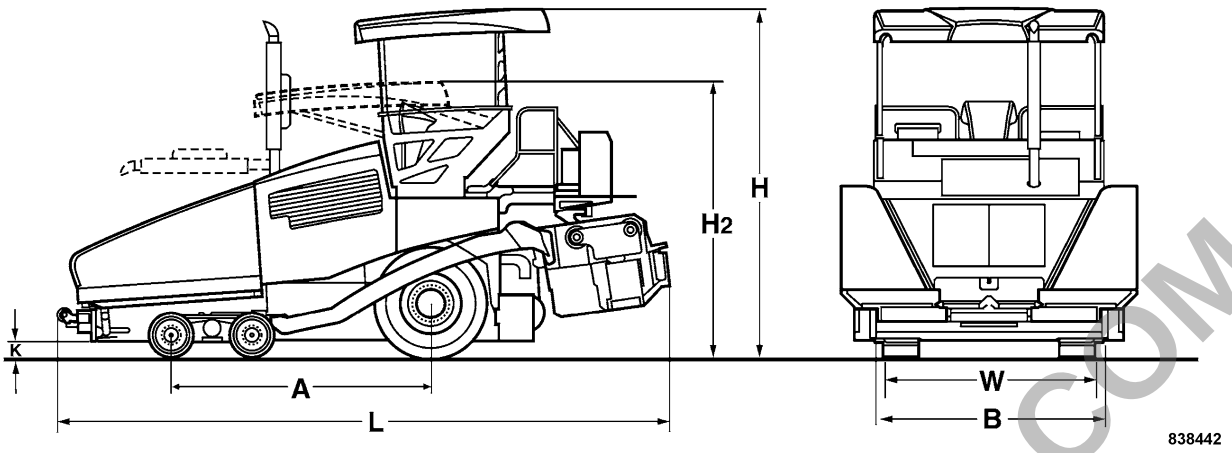


Fig. 13

BF 800 P S 500	A	B	H	H_2	L	W
Dimensions in mm	3125	2550	3865	3055	6800	2550

Weights

Operating weight (CECE)	kg	20000
Weight of basic screed	kg	3900

Travel characteristics

Working speed (1/2)	m/min	0 - 20 / 0 - 40
Transport speed (1/2)	km/h	0 - 7 / 0 - 15
Max perm. inclination (ramp)	°	15

Drive

Engine manufacturer		Deutz
Type		TCD 2012 L06
Cooling		Water
Number of cylinders		6
Rated power ISO 3046	kW	135
Rated speed	min^{-1}	2000

Wheels

Front wheels (diameter x width)	mm	500x280
Rear tyres		445/80 R25
Tire pressure	bar	4.5

Hopper

Capacity	m^3	7.2
Width (wings open)	mm	3320
Width (wings closed)	mm	2250
Length	mm	2010
Filling height (middle)	mm	500

Scraper belt / auger

Quantity		2
Width	mm	400
Rated speed	min^{-1}	60
Individual control		Standard
Reversing operation		Standard

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3.1 General notes on maintenance

When performing maintenance work always comply with the appropriate safety regulations.

Thorough maintenance of the machine guarantees far longer safe functioning of the machine and prolongs the lifetime of important components. The effort needed for this work is only little compared with the problems that may arise when not observing this rule.

The terms right/left correspond with travel direction forward.

- Always clean machine and engine thoroughly before starting maintenance work.
- For maintenance work stand the machine on level ground.
- Always remove the main battery switch for all maintenance work.
- Perform maintenance work only with the motor switched off.
- Relieve hydraulic pressures before working on hydraulic lines.
- Before working on electric parts of the machine disconnect the battery and cover it with insulation material.

Environment

During maintenance work catch all oils and fuels and do not let them seep into the ground or into the sewage system. Dispose of oils and fuels environmentally.

Keep used filters in a separate waste container and dispose of environmentally.

Catch biodegradable oils separately.

Notes on the fuel system

The lifetime of the diesel engine depends to a great extent on the cleanliness of the fuel.

- Keep fuel free of contaminants and water, since this will damage the injection elements of the engine.
- Drums with inside zinc lining are not suitable to store fuel.
- When choosing the storage place for fuel make sure that spilled fuel will not harm the environment.
- Do not let the hose stir up the slurry at the bottom of the drum.
- The fuel drum must rest for a longer period of time before drawing off fuel.
- The rest in the drum is not suitable for the engine and should only be used for cleaning purposes.

Notes on the performance of the engine

On diesel engines both combustion air and fuel injection quantities are thoroughly adapted to each other and determine power, temperature level and exhaust gas quality of the engine.

If your engine has to work permanently in "thin air" (at higher altitudes) and under full load, you should consult the customer service of BOMAG or the customer service of the engine manufacturer.

Notes on the cooling system

Prepare and check coolant with highest care, since otherwise the engine may be damaged by corrosion, cavitation and freezing.

The coolant is prepared by mixing a cooling system protection agent (ethylene glycol) into the coolant.

Mixing with cooling system protection agent is necessary in all climatic zones. It prevents corrosion, lowers the freezing point and raises the boiling point of the coolant.

Notes on the hydraulic system

During maintenance work on the hydraulic system cleanliness is of major importance. Make sure that no dirt or other contaminating substances can enter into the system. Small particles can produce flutes in valves, cause pumps to seize, clog nozzles and pilot bores, thereby making expensive repairs inevitable.

- If, during the daily inspection of the oil level the hydraulic oil level is found to have dropped, check all lines, hoses and components for leaks.
- Seal external leaks immediately. If necessary inform the responsible customer service.
- Do not store drums with hydraulic oil outdoors, or at least under a cover. Water can be drawn in through the bunghole when the weather changes.
- We recommend to use the BOMAG filling and filtering unit with fine filter to fill the system. This ensures finest filtration of the hydraulic oil, prolongs the lifetime of the hydraulic oil filter and protects the hydraulic system.
- Clean fittings, filler covers and the area around such parts before disassembly to avoid entering of dirt.
- Do not leave the tank opening unnecessarily open, but cover it so that nothing can fall in.

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4.1 Diesel engine

The engine of series TCD 2012/2013 are 4 or 6 cylinder inline engines with water cooling and EMR3 electronics.

The engines are mainly designed in two-valve technology with turbo charging and intercooler. They are highly compact and come with a Deutz-Common-Rail injection system, called DCR in short.

All engines are designed with exhaust gas recirculation and thus reach emission values complying with EPA/ COM/ Tier/ stage lll

These engines are characterized by the following positive features:

- compact design
- low noise level
- almost vibration free operation
- low fuel consumption
- low exhaust emission EPA/COM III
- high power density
- good access to all service points.
- high reliability
- low running costs,
- long lifetime

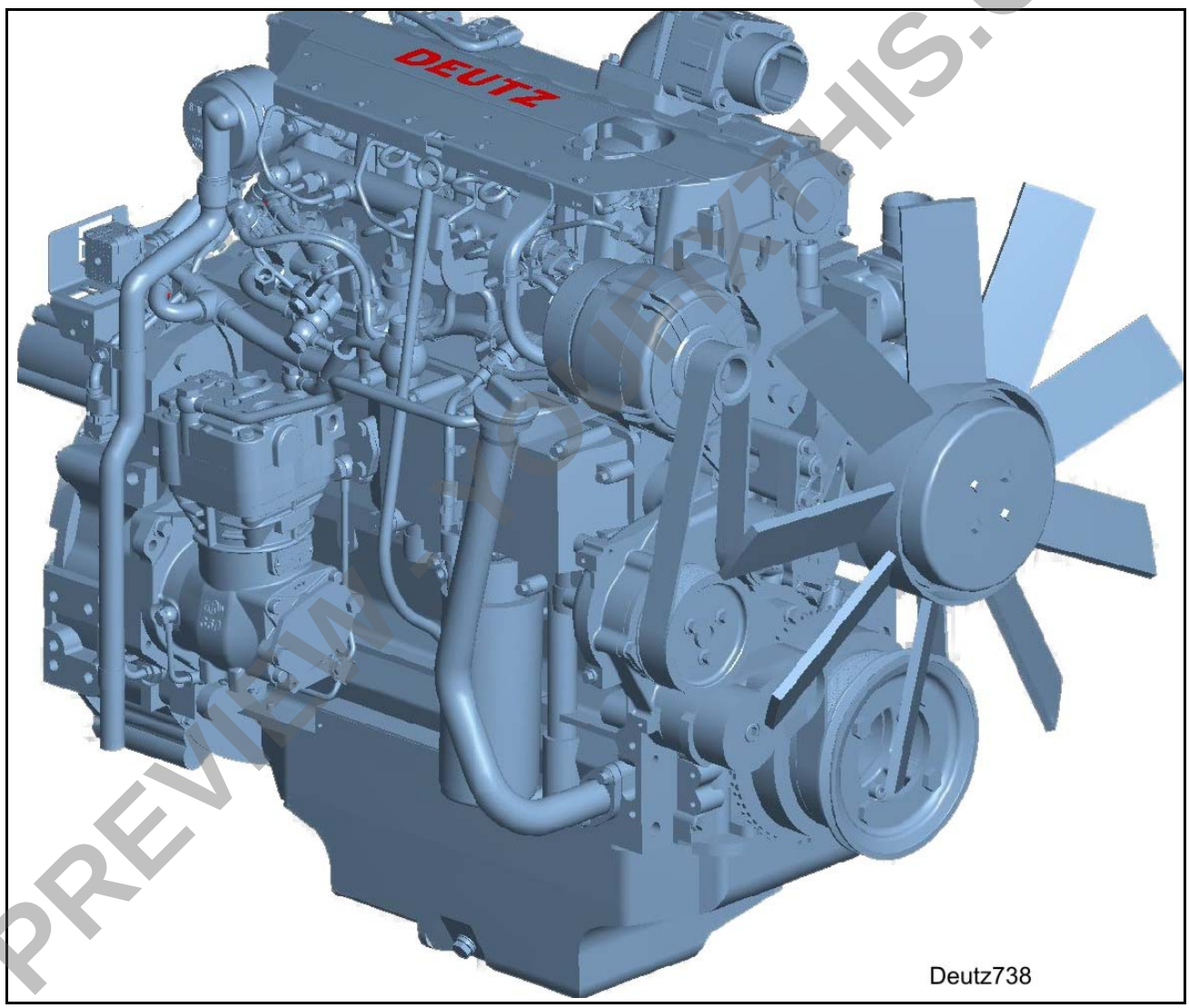


Fig. 1 Deutz diesel engine TCD 2012 and 2013

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5.1 EMR3 system components

Engine control unit

⚠ Caution

It is not permitted to interchange control units from one manufacturing series or against another engine number. In this case the warranty will become null and void.

Sensors and actuators must not be connected to external power sources for the purpose of testing, but must only be operated on the EMR3. Otherwise components may be permanently damaged.

Pulling off the plug connectors of the control unit while the control unit is working (i.e. with the power supply to terminal 15switched on) is not permitted. Correct procedure: Switch off the electric power supply (normally with the ignition key), wait until the main relay has switched off (with a delay of up to 15 seconds, listen for clicking sound), then pull off the plugs from the control unit.

The engine control unit is the central component of the EMR3-system. It has the function of ensuring optimal performance of the engine with the following goals

- excellent exhaust gas characteristics,
- low fuel consumption,
- smooth running of engine,
- long lifetime of engine,
- efficient servicing

under all operating conditions. For this purpose the engine control unit uses the recorded measuring values and the parameters stored in its data memory to run a number of calculations, which form the basis or all the available functions. The most important functions include:

- exact control of the injection process (among others the number, start and duration of injections),
- idle speed regulation,
- regulation of exhaust gas recirculation,
- optimization of smooth running (by means of injection quantity correction),
- engine monitoring,
- system diagnose.

Replacing the control unit

Each control unit is clearly designated to the engine, in accordance with the respective application. In case of a replacement the control unit therefore needs to be completed with the engine specific data set. When ordering a new control unit you must not only specify the part-number, but also the engine serial number (see sticker on EMR-control unit).

i Note

The Deutz part-number specified on the EMR-control unit is the part number without software specific for the engine. The correct part number can be found in the spare parts catalogue.

Replacing the EMR or DCR components

On TCD-engines with Common Rail technology the system pressure is so high, that in case of leaks or repair all parts need to be replaced. When replacing sensors or other electric components, the new parts must be calibrated with the EMR control unit. This calibration must be performed with SERDIA (Level IIIa). (see also SERDIA manual).

Any other EMR components (sensors etc) must under no circumstances be repaired, but must be replaced if they are defective.

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6.1 Service the battery, check the main battery switch

⚠ Danger

Danger of cauterisation ! Danger of explosion!

When working on the battery do not use open fire, do not smoke!

The battery contains acid. Do not let acid come in contact with skin or clothes!

Wear protective clothing!

Do not lay any tools on the battery!

Environment

Dispose of the old battery environmentally.

i Note

Maintenance free batteries also need care. Maintenance free only means that the fluid level does not need to be checked. Each battery suffers under self-discharge, which may, in not checked occasionally, even cause damage to the battery as a result of exhaustive discharge.

The following therefore applies for the service life:

Switch off all consumers (e.g. ignition, light).

Check open-circuit voltage of the battery at regular intervals. At least once per month.

Reference values: 12.6 V = fully charged; 12.3 V = 50% discharged.

Recharge the battery immediately after an open-circuit voltage of 12.25 V or less is reached. Do not perform quick charging.

The open-circuit voltage of the battery occurs approx. 10 hours after the last charging process or one hour after the last discharge.

After each charging process allow the battery to rest for one hour before taking it into service.

For resting periods of more than one month you should always disconnect the battery. Do not forget to perform regular open-circuit voltage measurements.

⚠ Caution

Exhausted batteries (batteries with formation of sulphate on the plates) are not covered under warranty!

Open the battery cover.

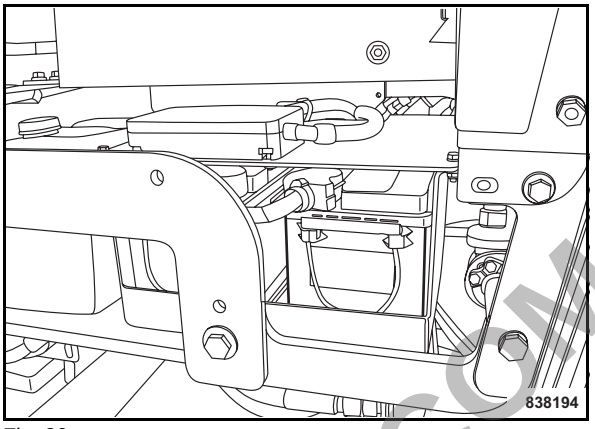


Fig. 20

Remove the batteries (Fig. 20) and clean the battery compartment.

Clean the outside of the battery.

Clean battery poles and pole clamps and grease them with pole grease (Vaseline).

Check the fastening of the battery.

On serviceable batteries check the acid level, if necessary top up to the filling mark with distilled water.

Checking the main battery switch

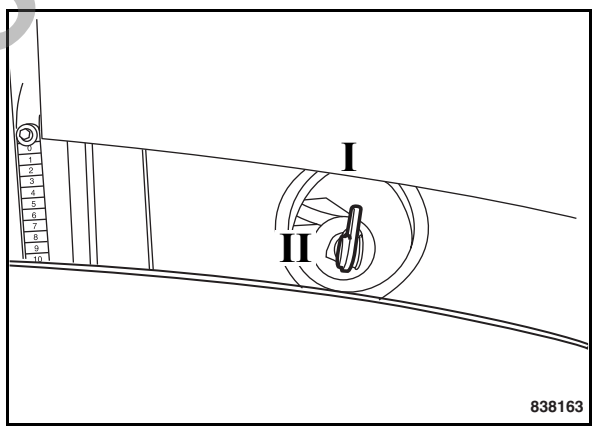


Fig. 21

⚠ Caution

Pull out the main battery switch at the earliest 40 seconds after switching off the ignition, except in cases of emergency.

Turn the switch (Fig. 21) to position "II" and pull it out.

Check by voltage measurement (ignition key test) whether the batteries are disconnected from the electric system of the machine.

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7.1 Error codes - BF800 -- general information

Overview of fault codes

Fault code	Description of fault
0000 - 0999	General faults / warnings / machine tests
1000 - 1999	Fault in travel system
2000 - 2499	Fault in steering system
3000 - 3999	Fault screed control (tamper, vibration, L.C.S., levelling)
4000 - 4999	Fault material control (scraper belts, conveyor augers, hopper)
5000 - 5499	Fault diesel engine
5500 - 5999	Fault hydraulic system
7000 - 7499	Input of machine codes
7900 - 7999	Operating hours, load spectrum, etc.
8000 - 8999	Severe software fault*
9000 - 9999	Fault external IO-node on one of the CAN buses (data collector, LC Display, engine control units, communication between travel control and work controls)**

* These faults are only broken down partly hereunder!
** These faults are only broken down partly hereunder!

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Display functions and operation

The main LC-display (Fig. 14):

Button 1 (1)

Button 2 (2)

Tool symbol (3) (only visible in Service mode)

Display of operating hours as well as error and input codes (4)

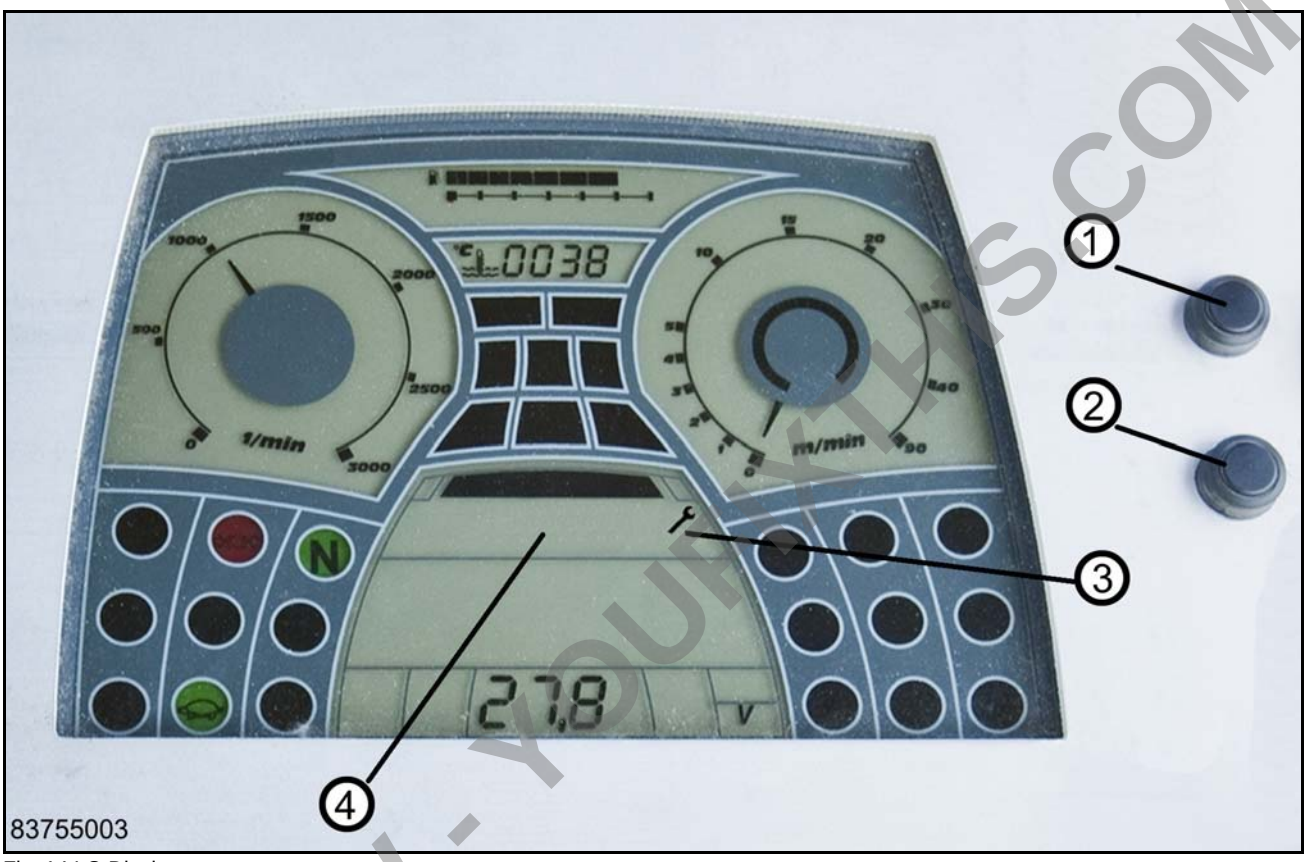


Fig. 14 LC-Display

Input of codes (input codes)

i Note

The brake needs to be activated to be able to access input mode! The control lamp in the display lights up.

Calling up the input mode

Action	Result
-- Press button 1 and button 2 **at the same time** for at least **two** seconds.	-- The display shows **"0000"**. -- The left **"0"** is flashing.

i Note

One can change the numerical value of the display by using the buttons one after the other:

Button 1 to change the digits in ascending mode (0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 0, ...).

*Button 2 to jump to the next digit (**0**000, 0**0**00, 00**0**0, 000**0**, **0**000, ...).*

Calling up the service mode

Action	Result
-- Enter code **0001**.	-- The system changes to service mode. -- The display shows the tool symbol.

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Foreword

Each machine is adjusted individually ex factory. Should the replacement of machine parts become necessary during the operating period of the machine, there is always a possibility to repeat these adjustments.

BOMAG thereby does without any expensive special tools, but gives the service personnel the possibility tom make adjustments and settings easily and simply by just using the display on the machine. The chapter "Electrics input codes" contains a detailed description of the steps required to correctly adjust the replaced component to to re-establish the operability of the machine.

Replacement of an control

Since a control (TCU, SCU, MCU) saves all data and values, all teach procedures listed in the chapter "Electrics input codes" must be carried out.

i Note

Follow the procedures in the prescribed order!.

Perform the following teach procedure(s):

Input codes -- reset to factory settings (Code: **7873**)

All teach procedures from the chapter "Electrics input codes"

Replacement of the valve block of the proportional valves for the front wheel drive

Carry out the following teach procedure:

Input codes -- Automatic calibration of start currents for the proportional valves in the front wheel drive

Changing the auger pump

Carry out the following teach procedure:

Input codes -- Changing the currents in the auger pumps

Changing the scraper belt pump

Carry out the following teach procedure:

Input codes -- Changing the currents in the scraper belt pumps

Changing the tamper pump

Carry out the following teach procedure:

Input codes -- Changing the currents for the tamper pumps

Changing the vibration pump

Carry out the following teach procedure:

Input codes -- Changing the currents for the vibration pumps

The following components can be replaced without a subsequent teach procedure:

The display

The engine

The engine control (A34)

All switches in the instrument panel and the lateral contro, panels.

The speed potentiometer (R07=

All hydraulic valves that are not proportionally controlled (black/white valves)

The hydraulic block of the L.C.S.

All hydraulic pumps **except** auger, scraper belt, tamper and vibration pumps

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Screed -- overview

The screed (Fig. 24) of the finisher consists of:

the basic screed (1)

the hydraulically extendable mobile sections (2)

different size mechanical attachments (3) & (4)*

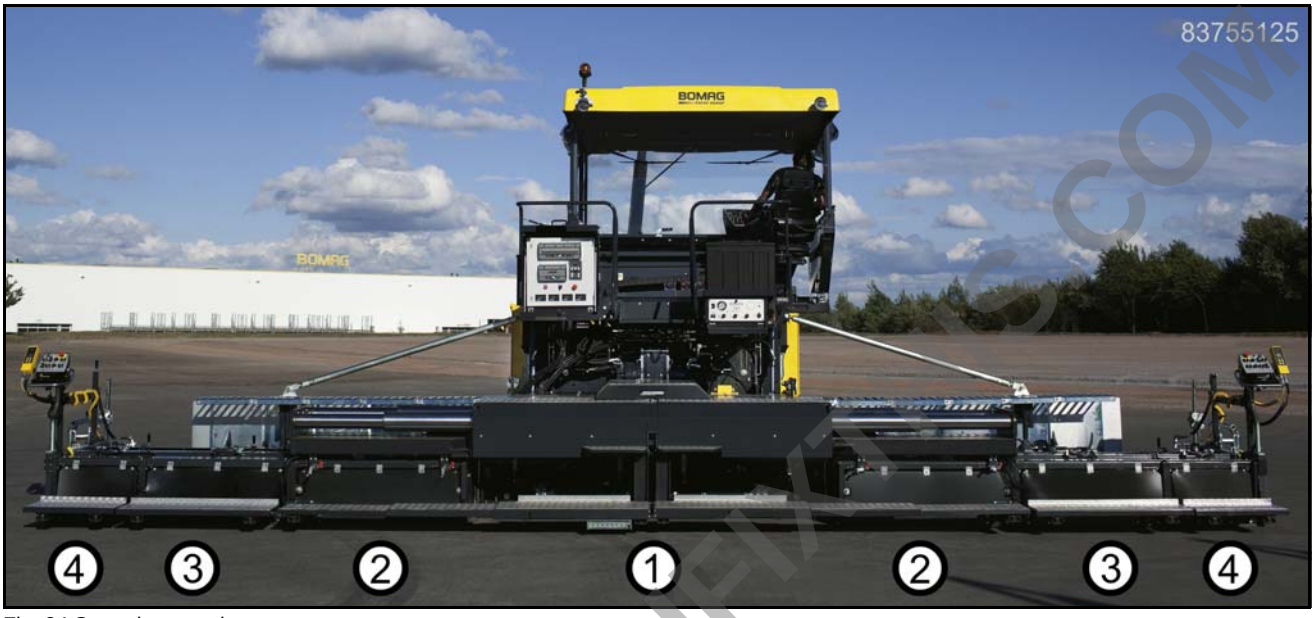


Fig. 24 Screed -- overview

Description of function

The screed is fastened to the tractor by pulling arms. The screed can be hydraulically or mechanically varied in width and can thereby adapted to the construction site requirements. The hydraulic extension simply works via switches on the control panels. Mechanical extensions must be assembled prior to paving.

In addition to its width, the screed can also be adjusted in its profile, the so-called straight crossfalls. With this feature you can produce profiled asphalt surfaces.

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* Option

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12.1 Notes on the screed adjustment (type S500 & S600)

General

The screed must be correctly set to ensure placement of the material in the required quality.

The screed must be inspected and, if necessary, adjusted always when:

- the screed has been changed on a finisher.
- repair work has been performed on the screed,
- wear parts (levelling plate, tamper bars,...) had been changed,
- wear on the screed needs to be compensated,
- the screed had been mechanically stressed (e.g. contact of the screed with other machines or driving over hard corners).

The following procedure is valid for screed types **S500** and **S600**, which are installed on the BOMAG finishers type **BF800**.

Notes

⚠ Danger

Life hazard!

Always activate the mechanical screed interlock before starting work under the screed. This prevents lowering of the screed.

Shut down the finisher engine and attach a warning note to inform that the engine is not to be started.

Disconnect the main battery switch!

⚠ Caution

Before making any settings you must make sure that the machine is parked on level ground.

i Note

The basic setting of the screed should only be carried out by experienced professionals.

Take your time when making settings. Only a correctly set screed will achieve the required results!

i Note

Before making basic settings to the screed you must return the straight crossfalls (if not yet in zero position) back to zero position (see section "Bringing the straight crossfalls to zero position").

i Note

Before the basic setting of the screed can be made, you must adjust the pulling points (levelling) to the same height (see operating instructions - section "Operation of the screed (S500-S600) - adjusting the mat height").

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13.1 Notes on assembling screed extensions

Notes on dangers

⚠ Danger

Life hazard!

Always activate the screed interlock before starting work under the screed. This prevents lowering of the screed.

Shut down the finisher engine and attach a warning note to inform that the engine is not to be started.

Disconnect the main battery switch!

⚠ Danger

Life hazard!

During assembly work it may become necessary to start the engine (e.g. to be able to slightly turn the auger). In this case all persons must immediately leave the danger zone!

⚠ Danger

Life hazard!

BEFORE operating the screed (lifting or lowering of the screed, extending or retracting the mobile sections, operation of auger, tamper or vibration) you must strictly make sure that there are no persons in the danger zone!

All persons involved must strictly be informed before operation of the screed ios started.

General notes

In order to ensure the correct paving width, the screed must be equipped as necessary. The following parameters influence the extension to be chosen:

Minimum paving width (over the entire paving section)

Maximum paving width (over the entire paving section)

Are there any obstructions within or at the end of the paving section (traffic islands, ...) for which the screed would need to be retracted? Can these obstructions still be passed with the attachment parts?

i Note

The corresponding attachment parts must be chosen and installed to match the construction site conditions. For this purpose choose one of the combinations shown below.

Notes on the installation of attachment parts

i Note

The contact surfaces of all mating parts must be absolutely clean. Only this ensures correct assembly and fault free functioning. Clean all mating surfaces before assembling!

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Terminal box

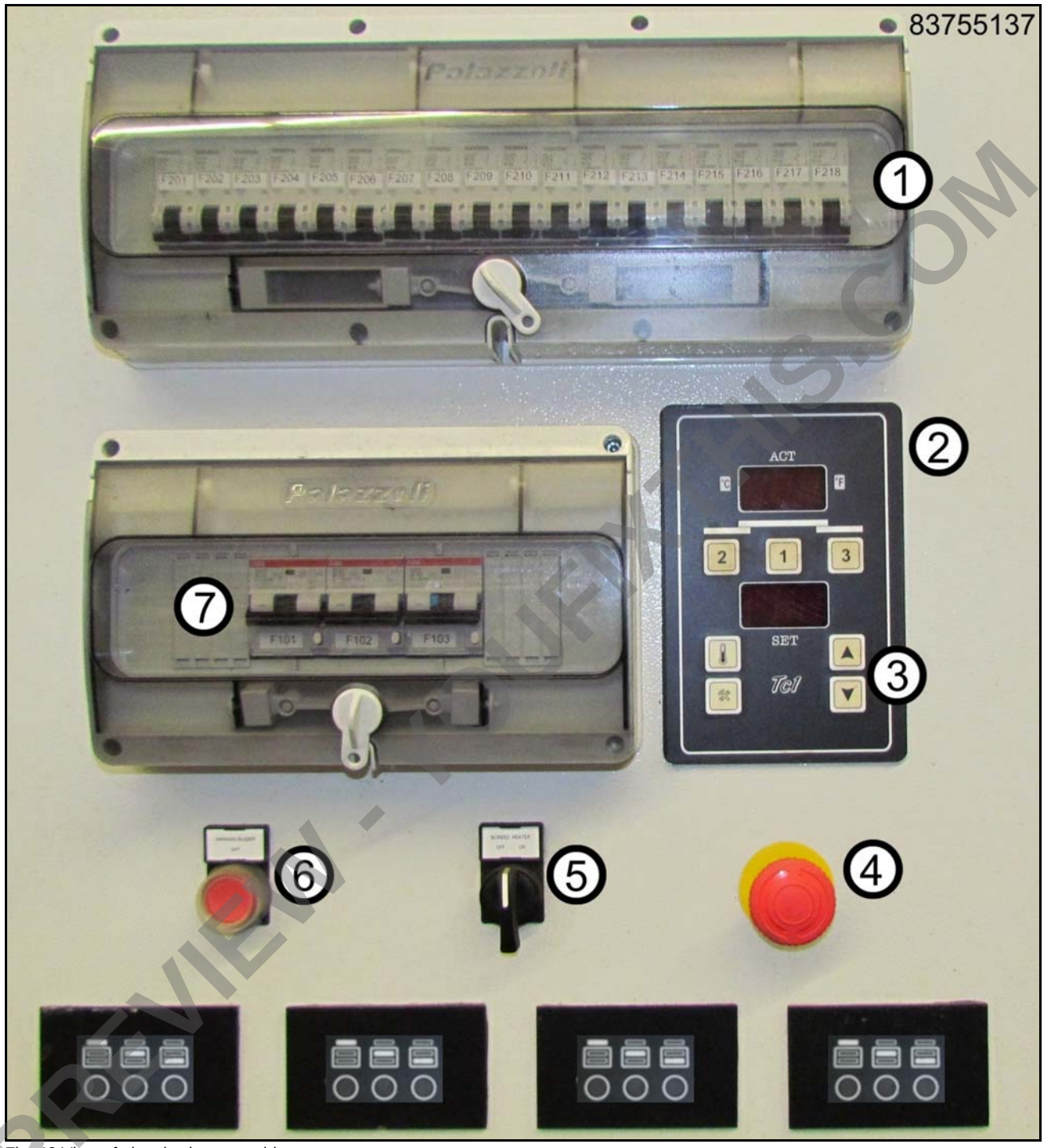


Fig. 42 View of electrics box - outside

1 = Individual fusing of the heating elements
2 = Temperature controller
3 = Arrow keys
4 = Emergency stop push button
5 = Switch ON/OFF
6 = Alarm button
7 = FI for optional sockets

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15.1 Hydraulic circuit

Open circuit

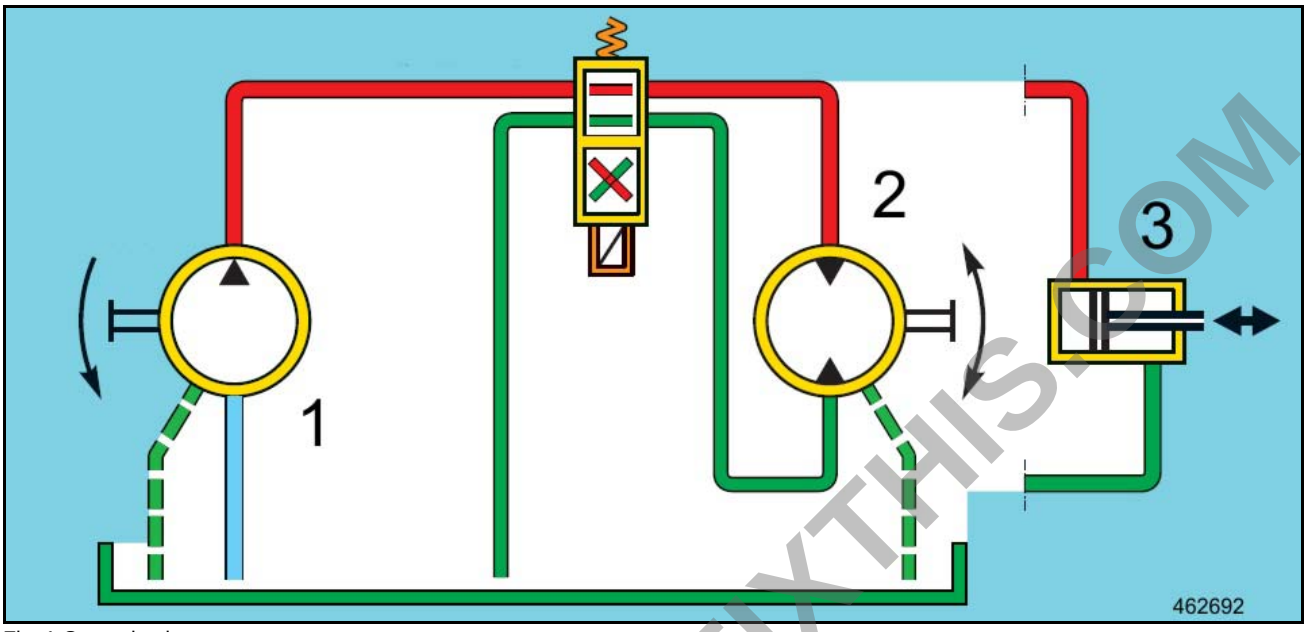


Fig. 1 Open circuit

Open in this case means that the suction line of a **pump**) (Fig. 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 fluid is fed to the **consumer** (2 or 3) and also returned to the tank through way valves.

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Travel circuit

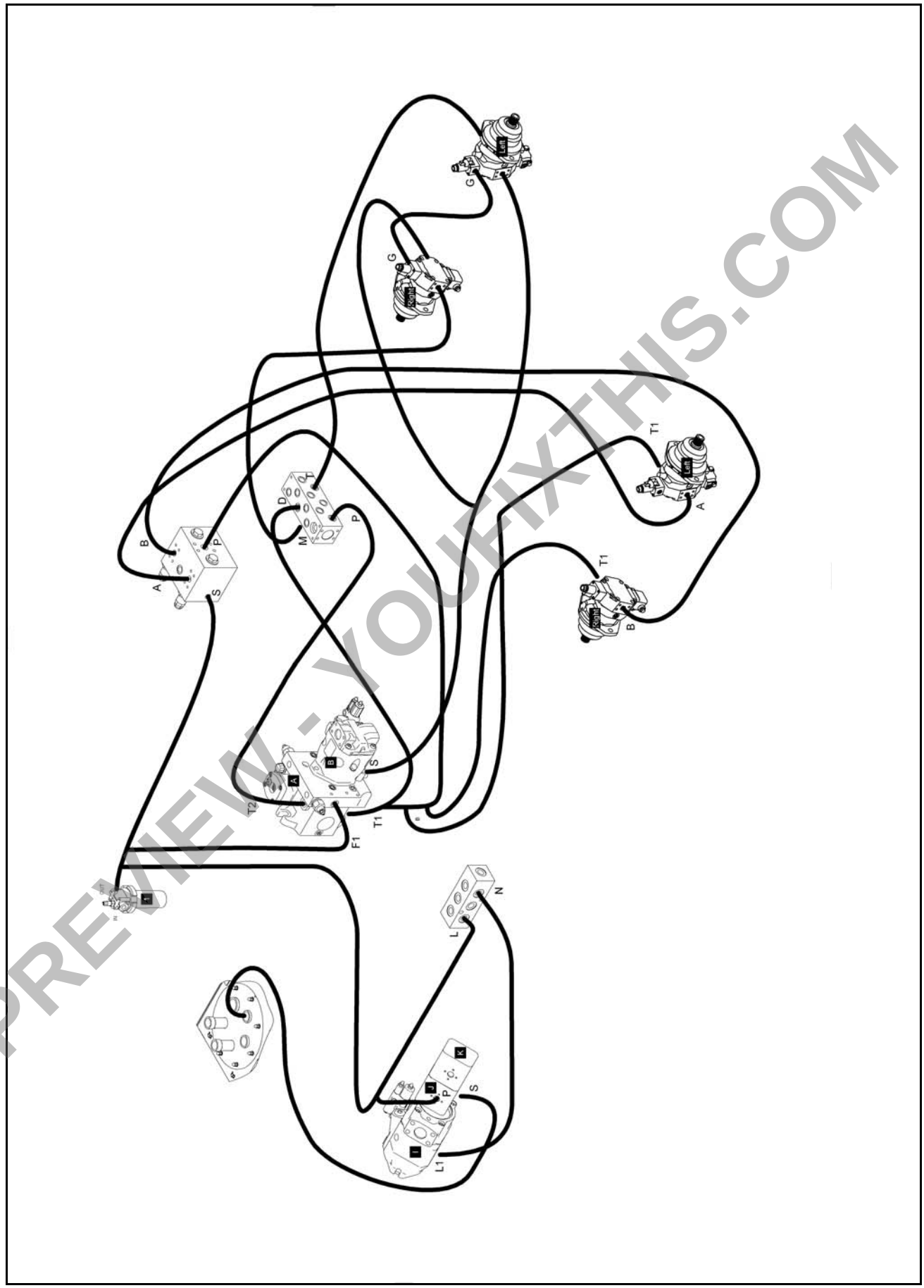


Fig. 48 Travel circuit - overview

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Scraper belts

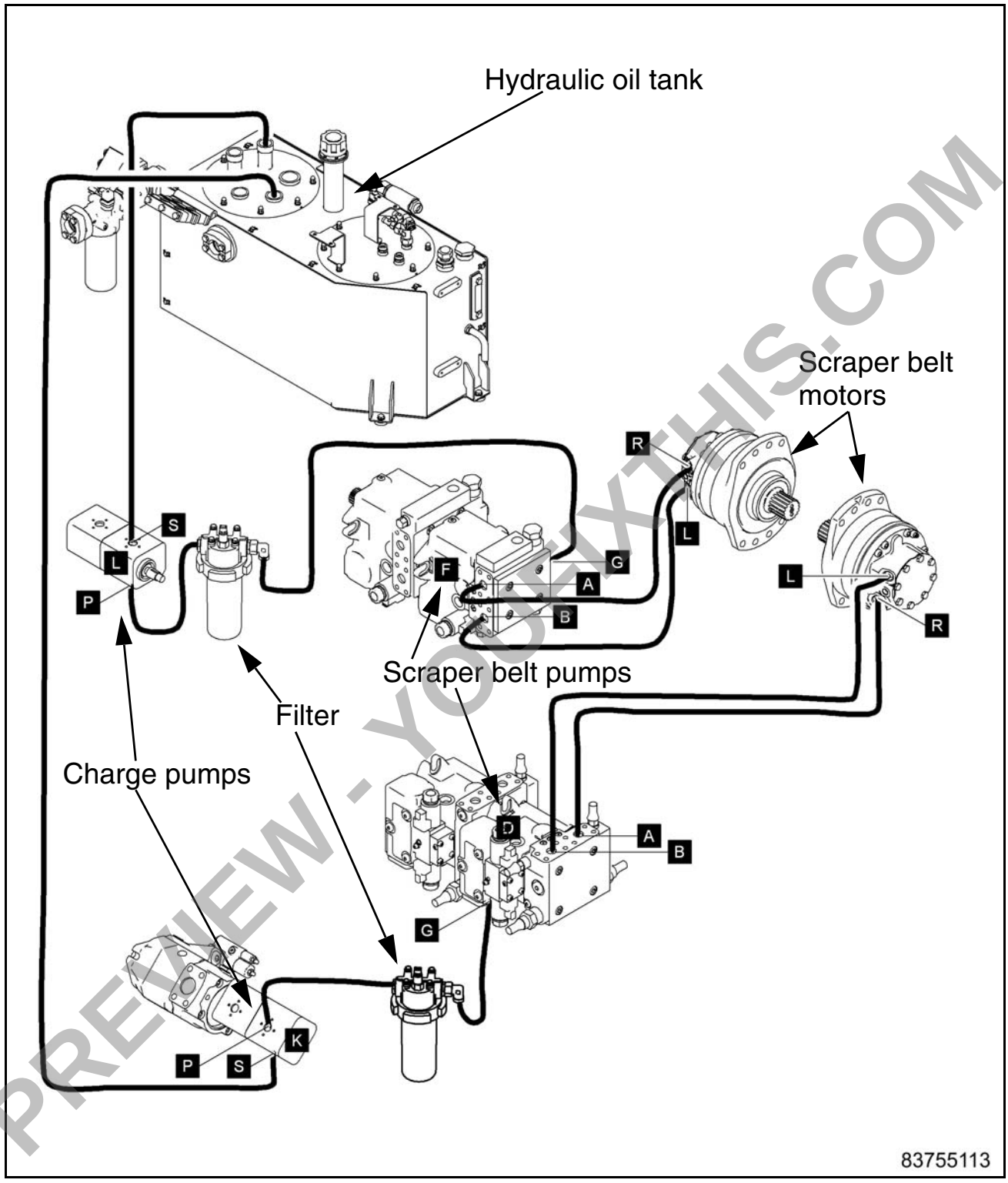


Fig. 51 Scraper belt drive - overview

The pumps (D and F) (Fig. 51) for the scraper belts are supplied with fresh, filtered hydraulic oil by the charge pumps (K and L). From the scraper belt pumps the hydraulic oil flows to the scraper belt motors.

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Fan circuit

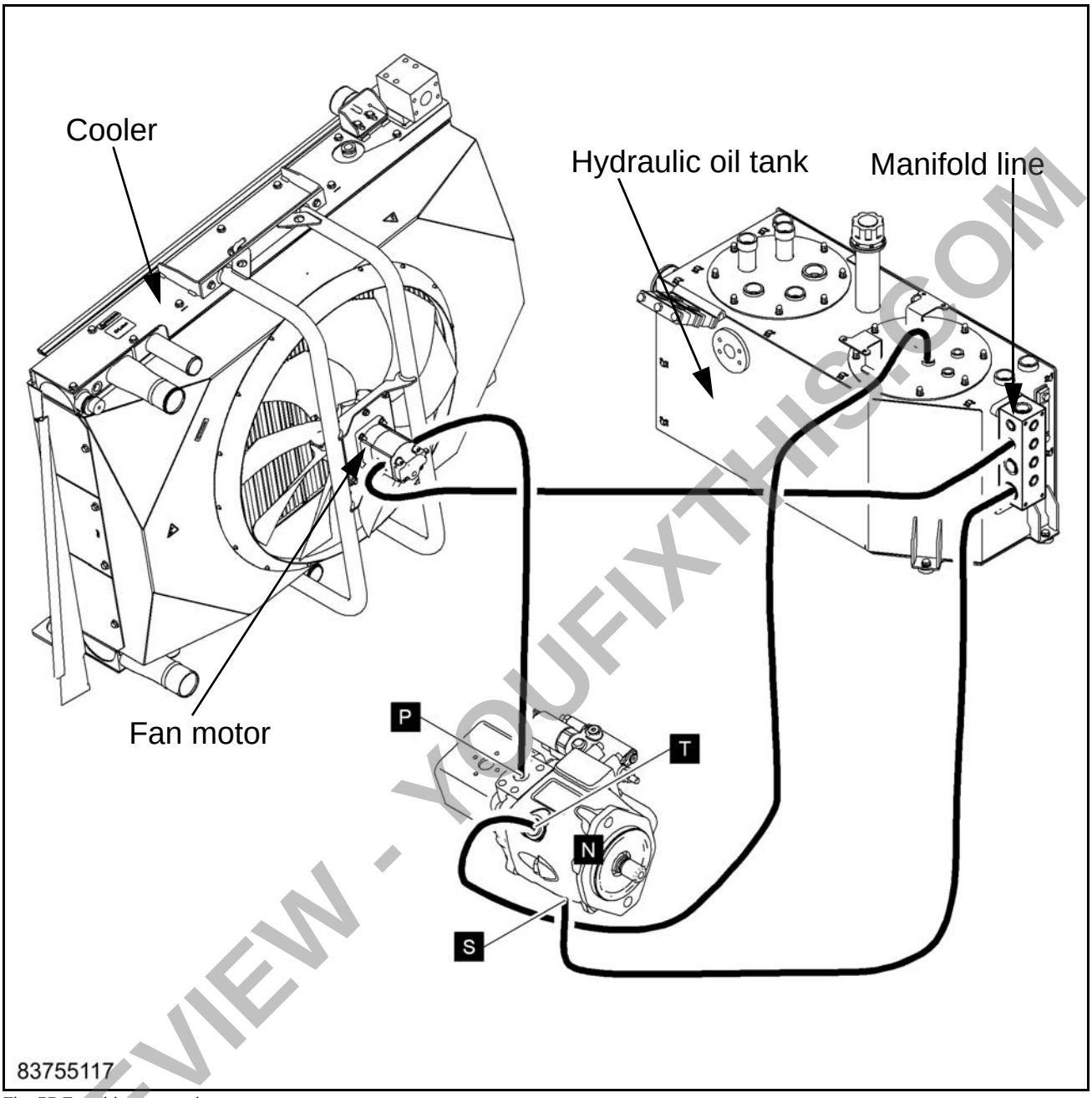


Fig. 55 Fan drive - overview

The pump for the fan drive supplied the fan circuit with hydraulic oil. It draws the hydraulic oil from a manifold line and returns excess oil to the hydraulic oil tank. The return flow of oil from the motor also flows through this manifold line.

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19.1 Special tools, tests and adjustments

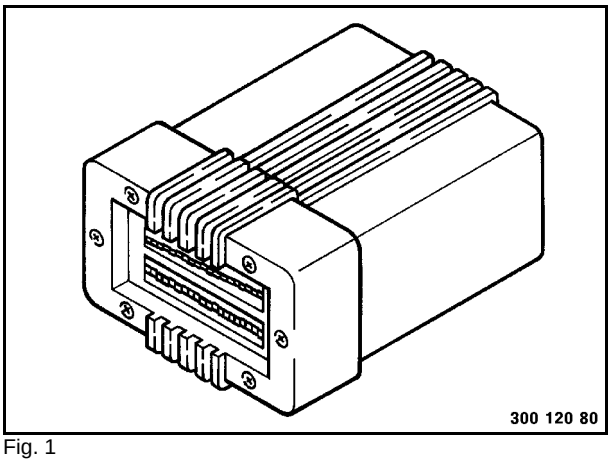


Fig. 1

1. Vibration reed frequency meter

   1000 - 4.000 rpm

   17 - 67 Hz

   BOMAG part-no.: 300 120 80


Fig. 2

2. Frequency counter

   The frequency counter is used for testing the pre-tension of drive belts by frequency measurement.

   10 - 600 Hz

   BOMAG part-no.: 079 901 74


Fig. 3

3. Sirometer (frequency meter)

   800 - 50.000 rpm

   14 - 750 Hz

   BOMAG part-no.: 059 710 02



Fig. 4

4. Anti-freeze tester, quick and accurate measuring, sturdy plastic housing, automatic temperature correction, no after-dripping, instructions for use on unit, reading down to -40 °C. Plastic, temperature range: down to -40 °C

   BOMAG part-no.: 050 100 75

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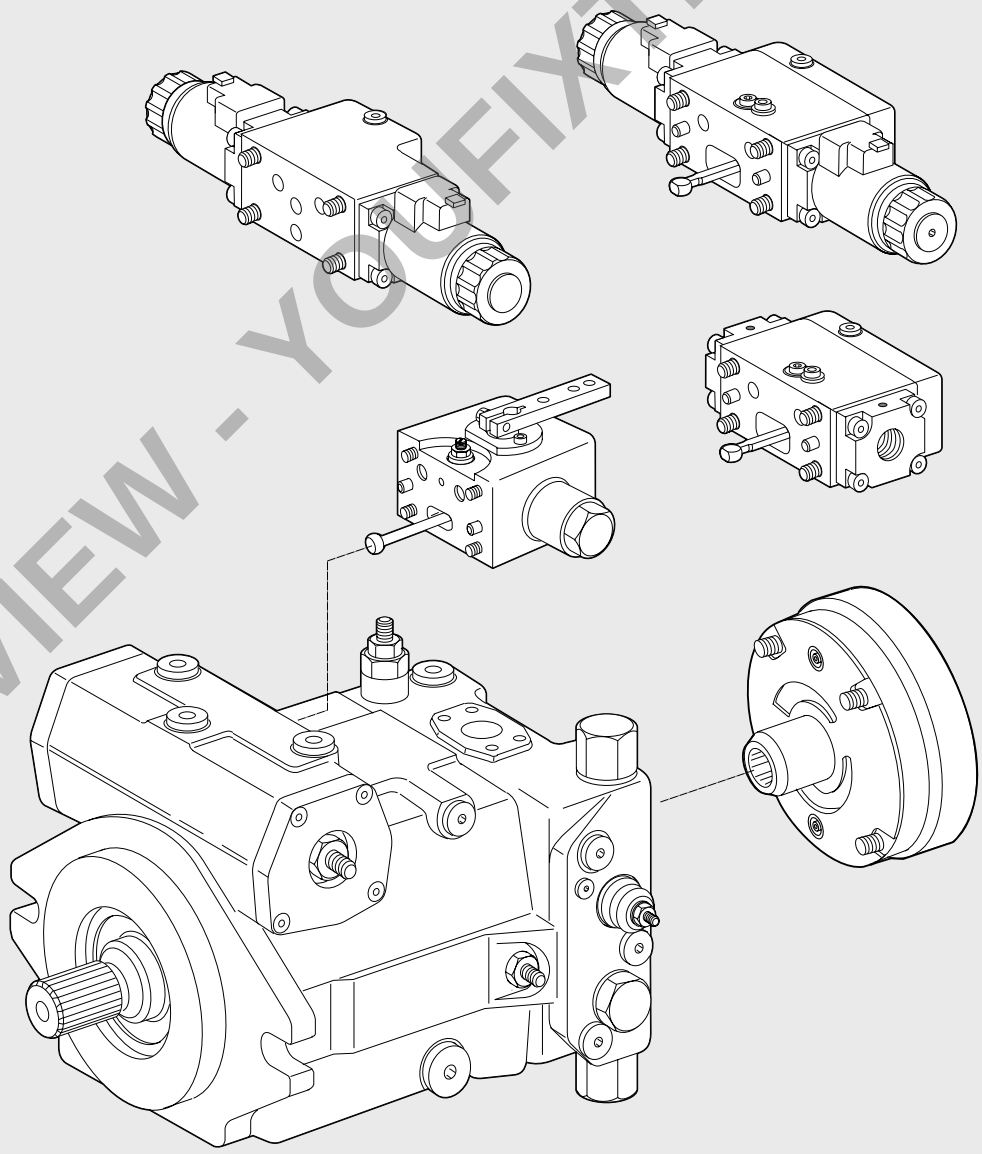
Rexroth
Bosch Group

Verstellpumpe A4VG 40–56
Variable Pump A4VG 40–56
Baureihe / Series 32

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R1

Reparaturanleitung / Repair Manual
Baugruppen / Assembly Groups



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hydraulic schematic BF 800 P



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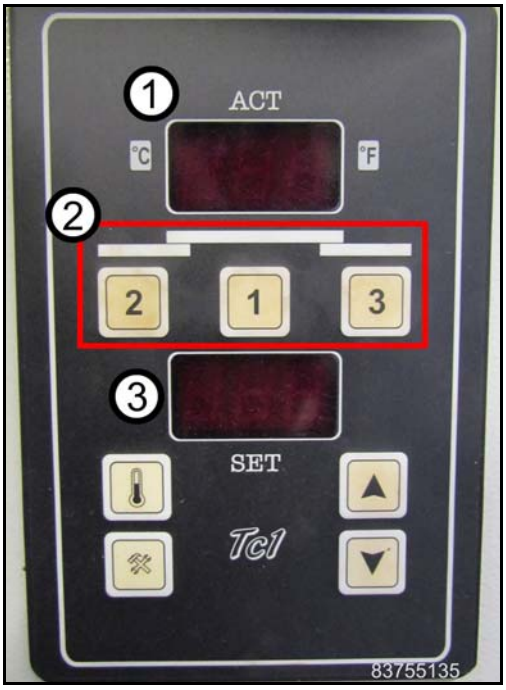


Fig. 41 Temperature controller

Each of the screed parts (main screed as well as mobile sections) is heated by the heating elements. With the temperature controller (Fig. 41) in the electrics box each screed part can be infinitely controlled (2). Here you can also read the actual temperature "ACT" of each screed unit (1). The "SET" display (3) shows the set temperature.

If additional mechanical attachments are mounted on the screed, these can simply be connected by means of plug-in connections.

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