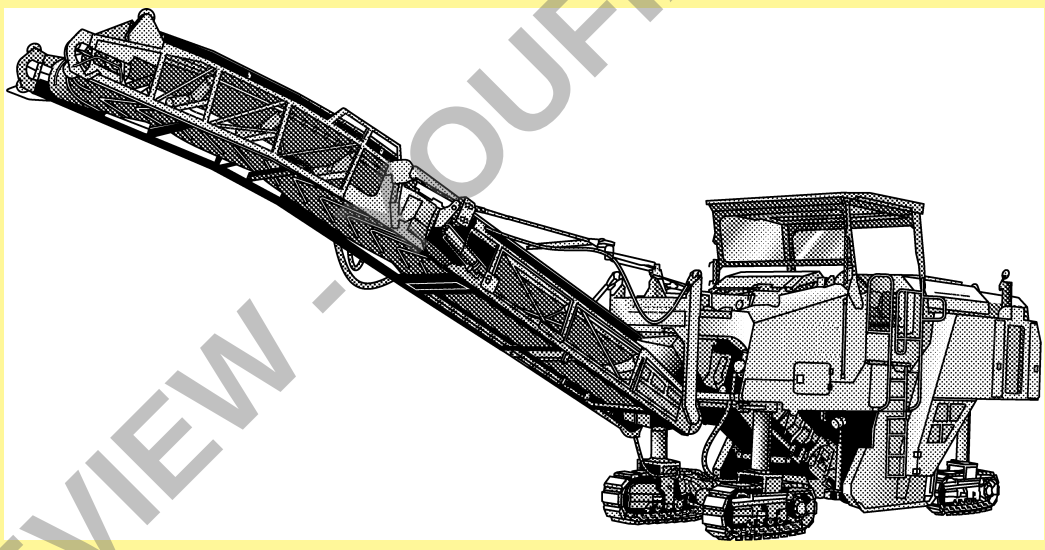
BOMAG

FAYAT GROUP

Service - Manual

BM 2000/60

S/N 821 836 16 ....>



Cold Milling Machine

Catalogue number.
008 915 97

04/2010

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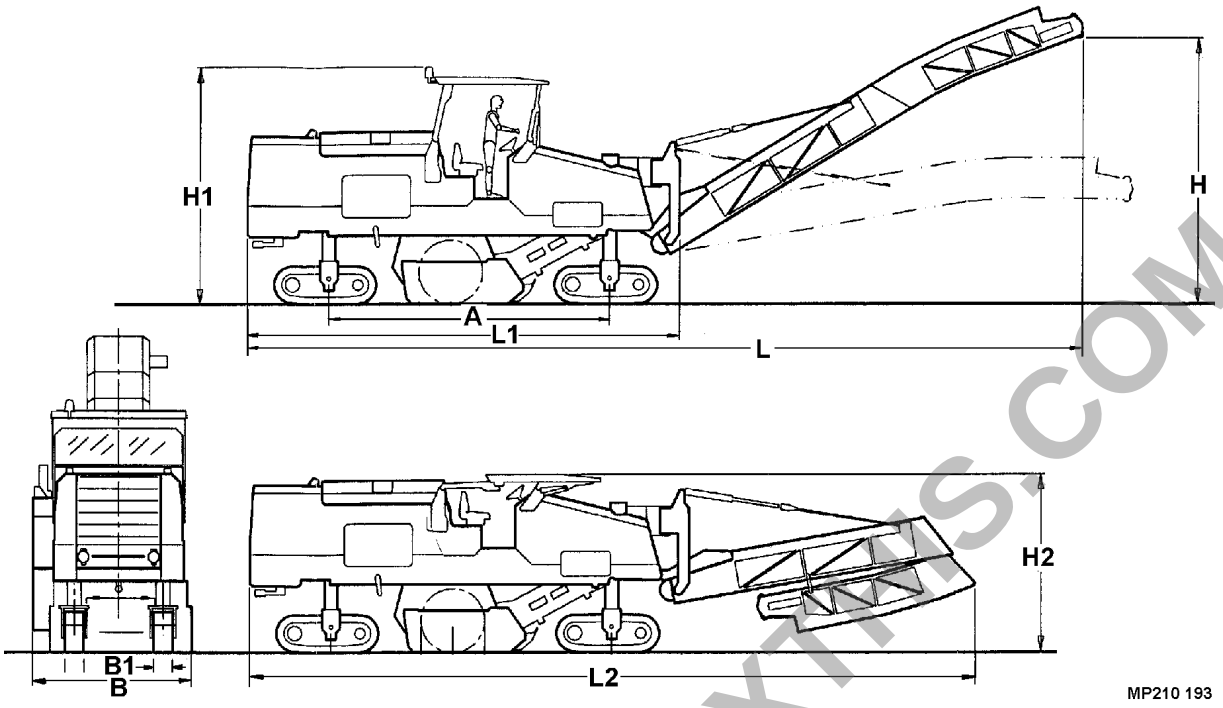


Fig. 12

Dimensions in mm	A	B	B1	H	H1	H2	L	L1	L2
BM 2000/60	4720	2500	300	4485	3990	29560	14900	7275	12000

1

BM 2000/60

Weights

Operating weight (CECE)	kg	31500
Basic weight	kg	29300
Service weight, fully tanked	kg	33700

Rotor

Milling depth	mm	0-320
Milling width	mm	2000
Diameter	mm	1070
Max. slope	°	5
Number of teeth	Pieces	168
Milling line distance	mm	15
Rated speed	rpm	108.4
Power per cutter	W	2600

Travel characteristics

Working speed	m/min	0 - 30
Travel speed	km/h	0 - 5
Max perm. inclination	%	100
Max perm. slope	%	5
Inner track radius	m	2.1

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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.
- Perform maintenance work only with the engine shut down.
- 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.
- When working in the area of the articulated joint attach the articulation lock (transport lock).

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, coolant and fuels environmentally.

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.
- The fuel drum must rest for a longer period of time before drawing off fuel.
- Do not let the hose stir up the slurry at the bottom of the drum.
- Do not draw off fuel from near the bottom of the drum.
- 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 MARINI or the customer service of the engine manufacturer.

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.
- 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.

Notes on the cooling system

For water-cooled engines the preparation and inspection of the coolant is of greatest importance, as otherwise the engine may be damaged by corrosion, cavitation and freezing.

The coolant is prepared by mixing a cooling system protection agent into the coolant.

The cooling system must be permanently monitored. Besides the inspection of the coolant level this includes also the inspection of the concentration of cooling system protection agent.

The concentration of cooling system protection agent can be checked by means of commercial testers (glycomat).

Danger

Health hazard!

The mixing of nitrite based anti-freeze agents with amine based agents results in the formation of health affecting nitrosamines.

Environment

Cooling system protection agents must be disposed of environmentally.

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4.1 Understanding wiring diagrams

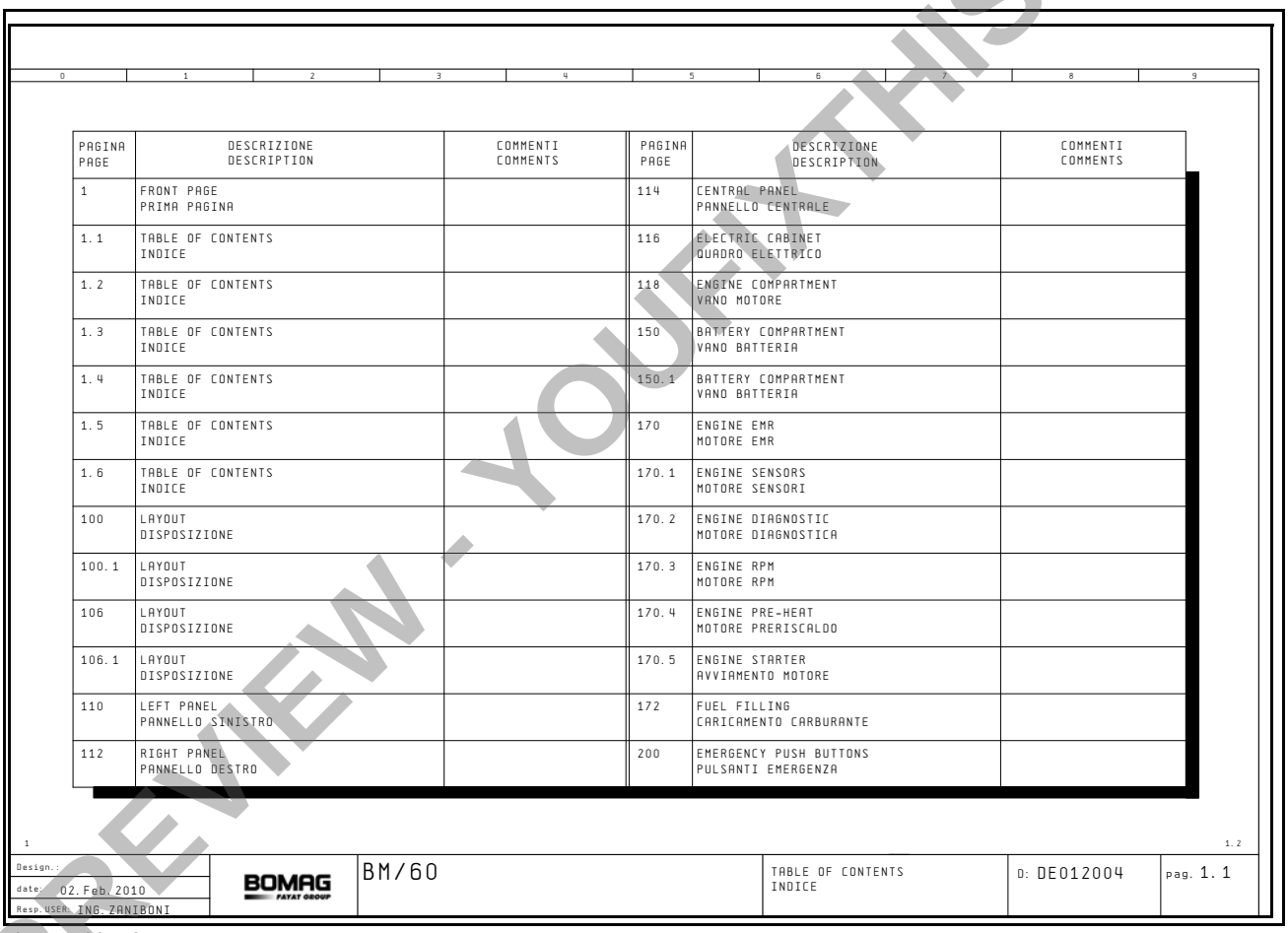
Electric circuit diagrams are graphic presentations of control logical conditions in the electric system. They do not contain any information on the type of wiring, their purpose is solely the clarification of control logics.

The wiring diagram is indispensable for effective and systematic trouble shooting in the vehicle wiring system. This plan provides the following information:

- Number and type of individual elements in the examined electric circuit, such as plug connectors, fuses, switches, consumers, relays, ...
- The sequence in which current flows through the individual elements in the electric circuit.
- Connections between the examined, faulty electric circuit and other circuits in the vehicle wiring system.
- Pin assignment of plug-and-socket connections.

Table of contents

The table of contents lists all function groups.



PAGINA PAGE	DESCRIZIONE DESCRIPTION	COMMENTI COMMENTS	PAGINA PAGE	DESCRIZIONE DESCRIPTION	COMMENTI COMMENTS
1	FRONT PAGE PRIMA PAGINA		114	CENTRAL PANEL PANNELLO CENTRALE	
1.1	TABLE OF CONTENTS INDICE		116	ELECTRIC CABINET QUADRO ELETTRICO	
1.2	TABLE OF CONTENTS INDICE		118	ENGINE COMPARTMENT VANO MOTORE	
1.3	TABLE OF CONTENTS INDICE		150	BATTERY COMPARTMENT VANO BATTERIA	
1.4	TABLE OF CONTENTS INDICE		150.1	BATTERY COMPARTMENT VANO BATTERIA	
1.5	TABLE OF CONTENTS INDICE		170	ENGINE EMR MOTORE EMR	
1.6	TABLE OF CONTENTS INDICE		170.1	ENGINE SENSORS MOTORE SENSORI	
100	LAYOUT DISPOSIZIONE		170.2	ENGINE DIAGNOSTIC MOTORE DIAGNOSTICA	
100.1	LAYOUT DISPOSIZIONE		170.3	ENGINE RPM MOTORE RPM	
106	LAYOUT DISPOSIZIONE		170.4	ENGINE PRE-HEAT MOTORE PRERISCALDO	
106.1	LAYOUT DISPOSIZIONE		170.5	ENGINE STARTER AVVIAMENTO MOTORE	
110	LEFT PANEL PANNELLO SINISTRO		172	FUEL FILLING CARICAMENTO CARBURANTE	
112	RIGHT PANEL PANNELLO DESTRO		200	EMERGENCY PUSH BUTTONS PULSANTI EMERGENZA	

Fig. 1 Table of contents, page 1.1

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CR1050 = Multi-function display, 114U1

CR2012 = Input/output modules for connecting operating and display elements to the CAN-bus.

CR0505 = Machine control, 116U5

CR2031 = Input/output modules for control purposes and current feedback from solenoid valves

170U1 = EMR engine control unit.

106B1 = Control console, left

106B3 = Control console, right

Characteristics of CAN

Bus = serial data transmission of several subscribers using the same line.

The individual bits are transmitted one after the other, only 2 lines are required.

Each bus subscriber can send messages (multi-master ability) This data exchange works similar to broadcasting. Data are send on the bus without sender and address. The data are only marked by their identifier. It is the duty of each subscriber to receive the transmitted data and use the identifier to check whether these data are of relevance for this subscriber. This process is automatically performed by the CAN controller in connection with the operating system.

CAN lines

CAN lines are twisted together 30 to 40 times per metre. Electromagnetic interferences therefore always occur simultaneously in both lines, the software is thus able to filter out interfering signals more easily.

Measuring on the CAN

Signals transmitted through the bus line can generally not be measured with simple measuring instruments. Testing is therefore quite complicated for the user. Correct connection of lines can only be checked by means of a continuity test. BOMAG display modules are connected to the BUS to give engineers and user the possibility to detect faults or to receive information from the BUS.

Why CAN?

- Networking of control units for the realization of complex functions.
- Reduction of the extend of wiring and plug connections.
- Better diagnostics possibilities.

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Replacing the 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.

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.

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7.2 Engine description TCD 2015 V 8 cylinder

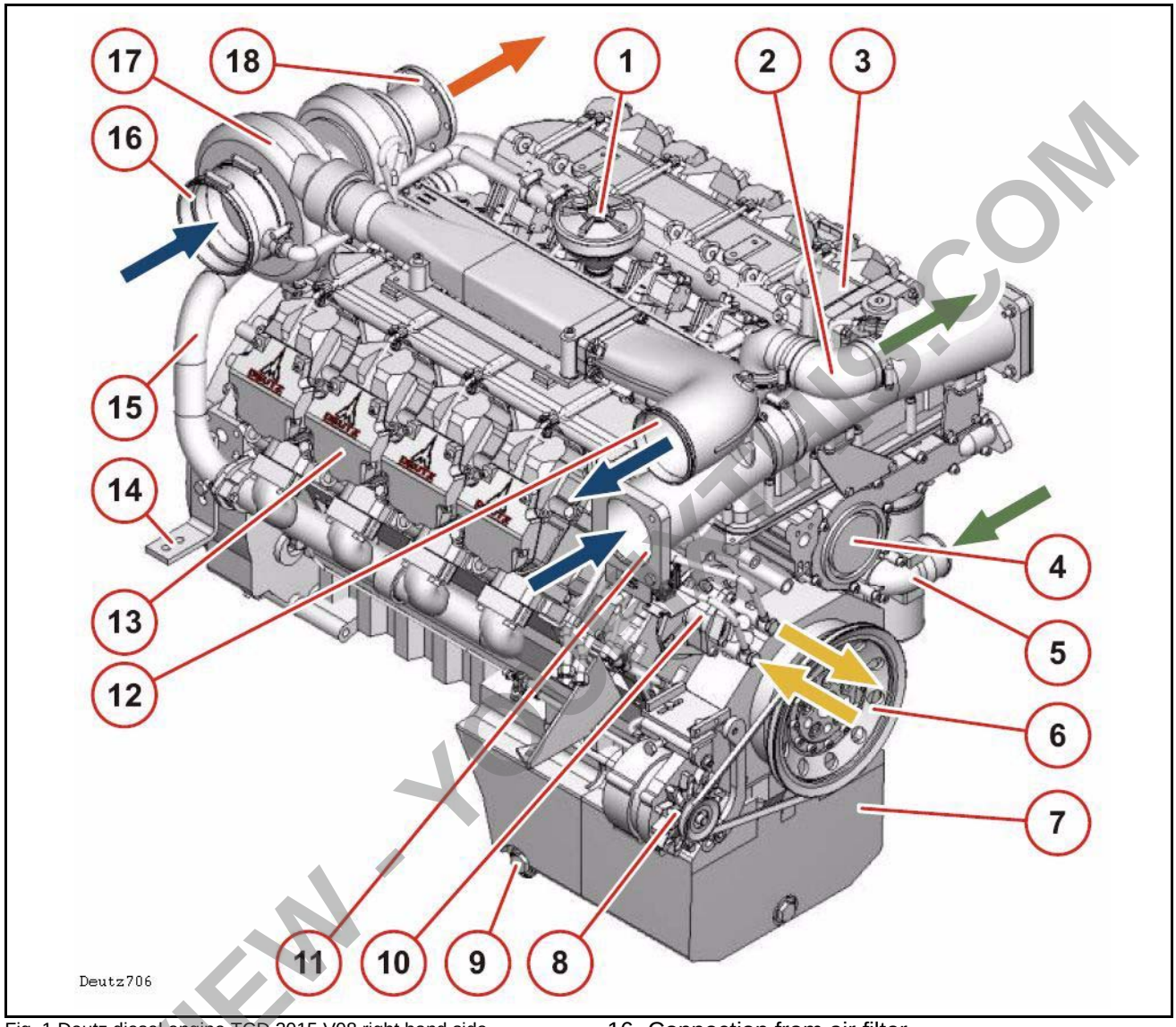


Fig. 1 Deutz diesel engine TCD 2015 V08 right hand side

1 Crankcase ventilation
2 Connection to coolant heat exchanger
3 Charge air duct
4 Coolant pump
5 Connection from coolant heat exchanger
6 Vibration damper / V-belt pulley
7 Lubrication oil sump
8 Generator
9 Oil drain plug
10 Fuel lift pump
11 Connection from intercooler left (optional: right)
12 Connection to intercooler
13 Cylinder head cover
14 Transport angle
15 Exhaust manifold
16 Connection from air filter
17 Exhaust turbo charger
18 Connection to exhaust silencer

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8.1 Milling drive

Milling clutch

A hydraulically operated friction clutch (Fig. 27) transmits the drive torque via a V-belt pulley to the V-belts.

The highly elastic dry clutch is a switchable dry friction clutch, which transfers the drive torque by means of friction.

Torque peaks occurring during operation are dampened.



Fig. 27 Engine with friction clutch

- Maximum torque = 6490 Nm.
- Maximum speed = 2100 rpm
- Maximum oil pressure = 45 bar
- Weight approx. 185 kg
- Overall length approx. 465 mm
- Diameter approx. 552 mm
- Required oil volume per switching operation with new outer discs 0.058 litres.
- Required oil volume per switching operation with worn outer discs 0,189 litres.
- Clutch is open when no pressure is applied

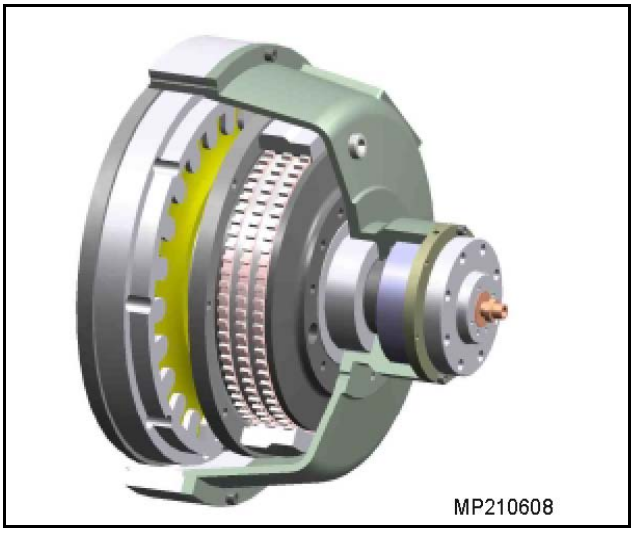


Fig. 28

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9.1 Conveyor belts

Loading conveyor belt

For optimal loading of the milled material the loading belt can be infinitely swivelled, lowered or lifted.

For optimal loading of the road milling machine the loading belt can be hydraulically folded in.

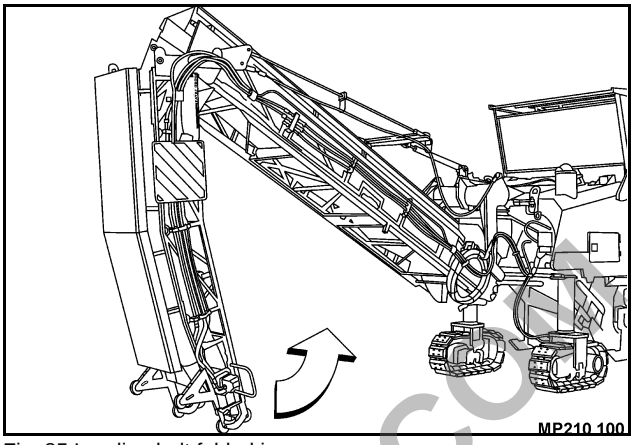


Fig. 85 Loading belt folded in



Fig. 86 Loading belt, high and low belt speed

The belts speeds are infinitely adjustable.

1 Drive roller with hydraulic motor and tensioning device

2 Reversing roller

3 Folding mechanism

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10.1 Travel drive

Crawler track

- Four steerable crawler tracks with highly resistant polyurethane track plates.
- Differential lock for slippage free traction
- Height adjustable supports.



Fig. 109 Steerable crawler tracks

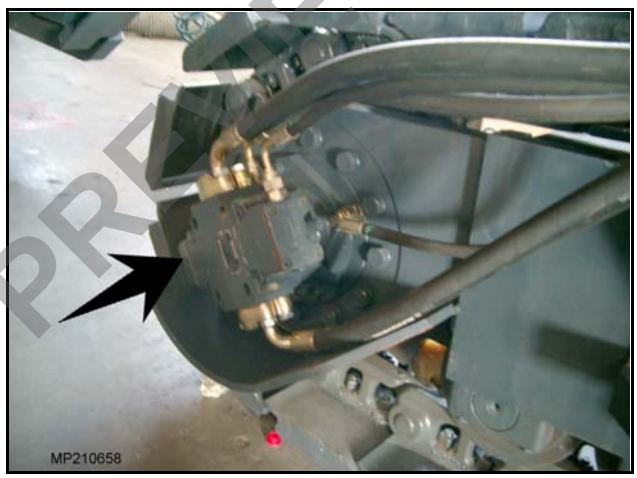


Fig. 110 Travel motor

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11.1 Transfer case



Fig. 1 Engine with transfer case

A highly elastic coupling between engine and transfer case ensures a clearance free connection between clutch hub and drive shaft.

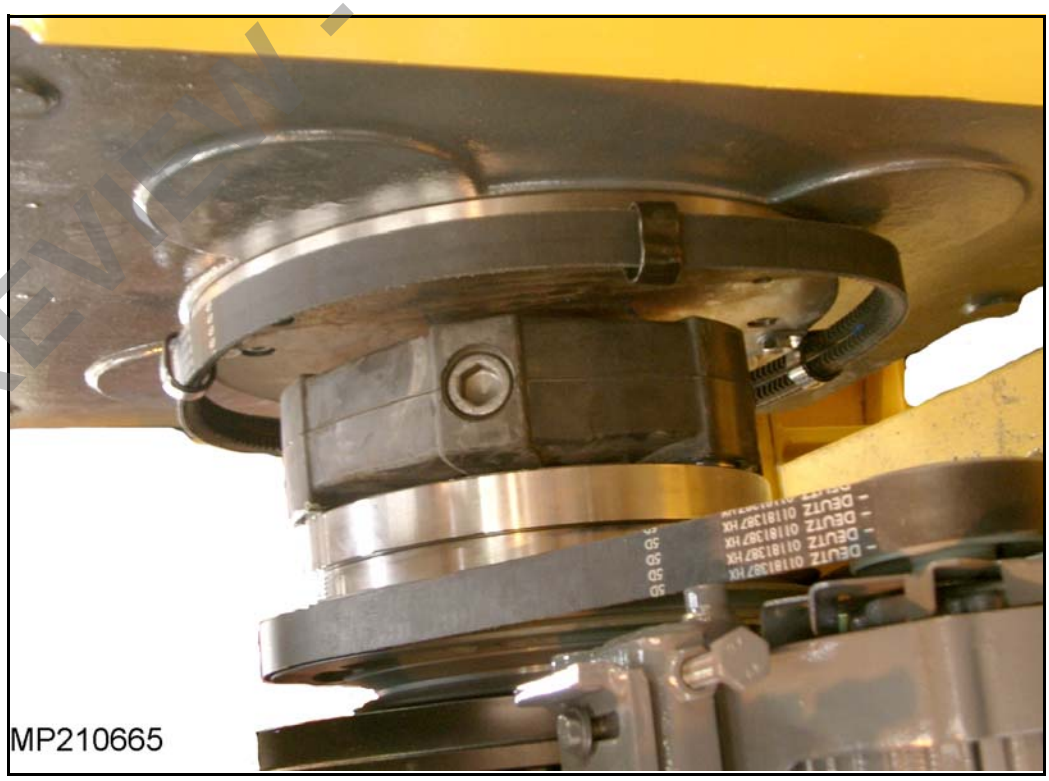


Fig. 2 Coupling

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Hydraulic system

The road milling machines are fully hydrostatically driven, except the milling drum drive.

This enables low loss transmission of engine output power to all drives.

All machine systems, like travel drive, steering, working hydraulics with control functions are operated fully hydrostatically.

The pumps for the corresponding circuits are driven by the engine via a transfer box and convert the mechanical energy provided by the engine into hydraulic energy.

Inside the motors or the cylinders for steering or of working hydraulics this hydraulic energy is then converted back to mechanical energy.

Since the medium oil is used for this transfer of power, any losses in power are only of minor significance.

All hydraulic circuits are protected against contamination by charge oil filters and a hydraulic oil return flow filter.

Safety elements in pumps and hydraulic control units protect the hydraulic system and the drive engine against overloads and damage resulting from such excessive loads.

To ensure quick heating of the hydraulic oil up to operating temperature the return flow from the hydraulic system flows directly back to the hydraulic oil tank, until the operating temperature is reached. When the oil temperature comes close to operating temperature a thermostat valve will start to open and guide the oil flow through the hydraulic oil cooler back to the tank.

This ensures that the operating temperature is quickly reached, particularly during the cold season, and that the hydraulic system can be operated without any risks.

All control elements and gauges are within the reach and in the sight of the operator.

Warning light and display inform the operator about malfunctions.

The driver is therefore always informed about the status of the machine.

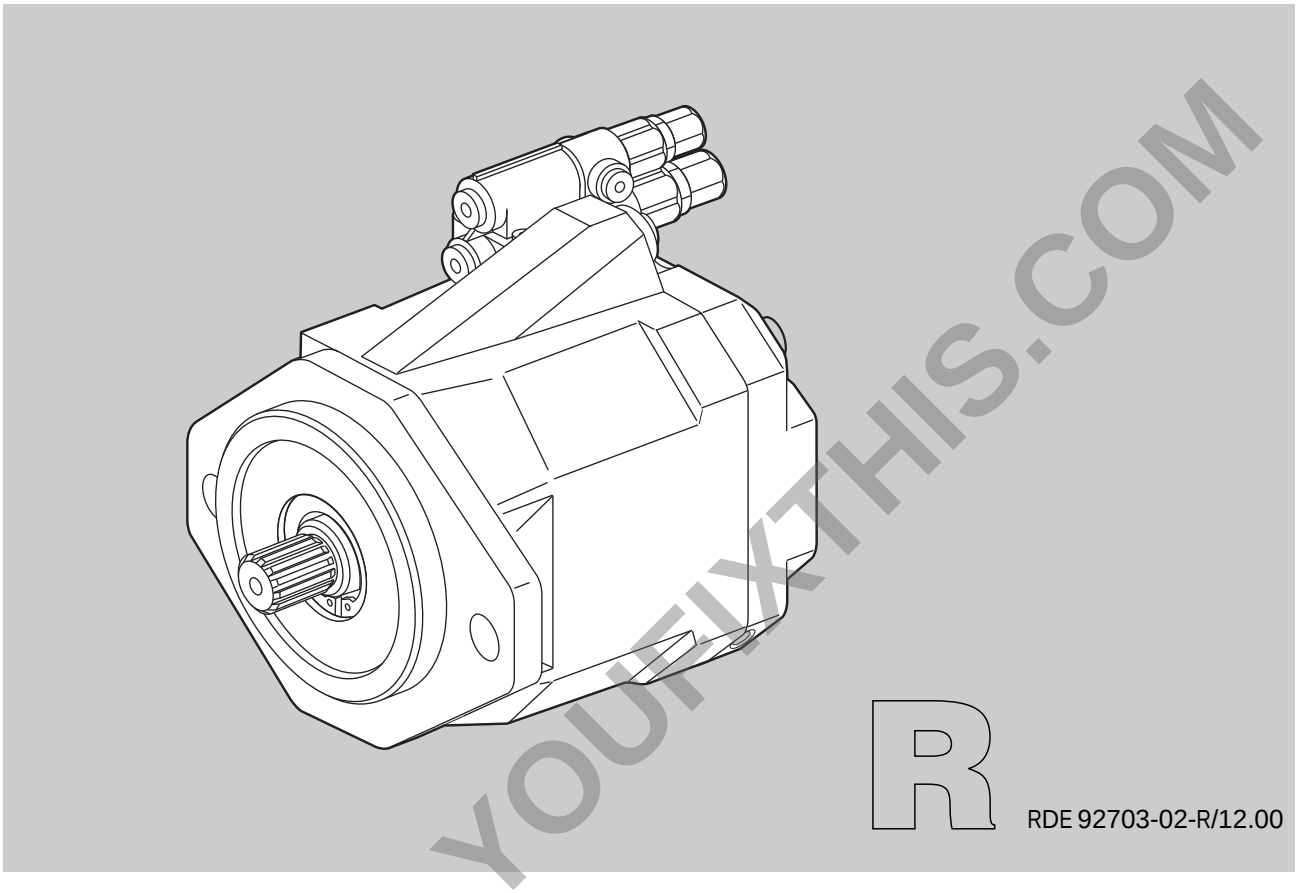
Main hydraulic components

- Travel system
- Conveyor belt drive
- Steering
- Working hydraulics
- Blower drive
- Emergency operation

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engineering
mannesmann
Rexroth



R

RDE 92703-02-R/12.00

Reparaturanleitung - A10VO 25 DFR Baureihe 52
A10VNO 41-85 DFR Baureihe 52

Repair instructions - A10VO 25 DFR Series 52
A10VNO 41-85 DFR Series 52

Brueninghaus
Hydromatik

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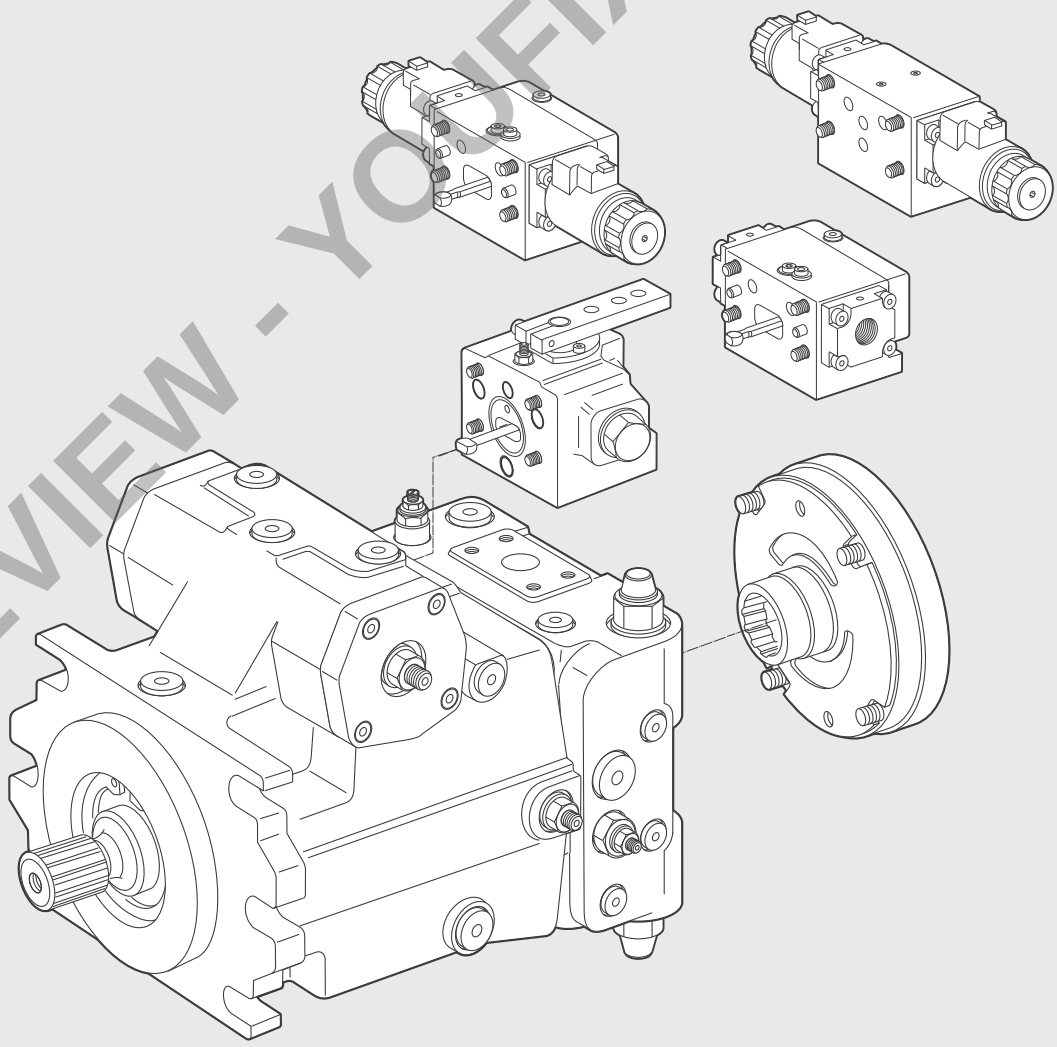
Rexroth
Bosch Group

Verstellpumpe A4VG 71–180
Variable Pump A4VG 71–180
Baureihe/Series 32

RDE 92 003-21-R/01.06

R1

Reparaturanleitung / Repair Manual
Baugruppen / Assembly Groups



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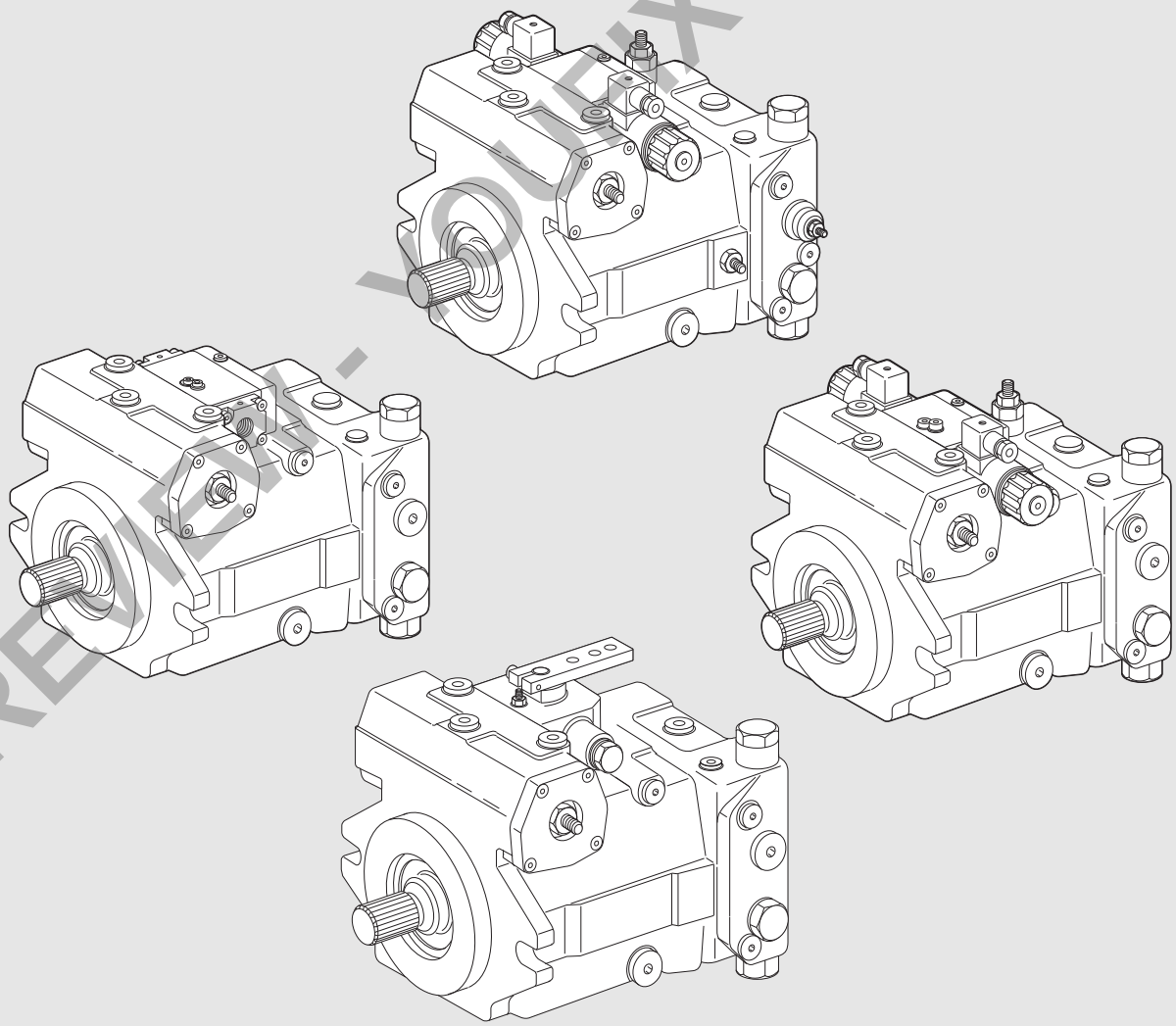
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Rexroth
Bosch Group

Verstellpumpe A10VG 28/63
Variable Pump A10VG 28/63
Baureihe/Series 10

RDE 92 750-01-R/03.03
ersetzt/replaces 10.02

Reparaturanleitung / Repair Instructions



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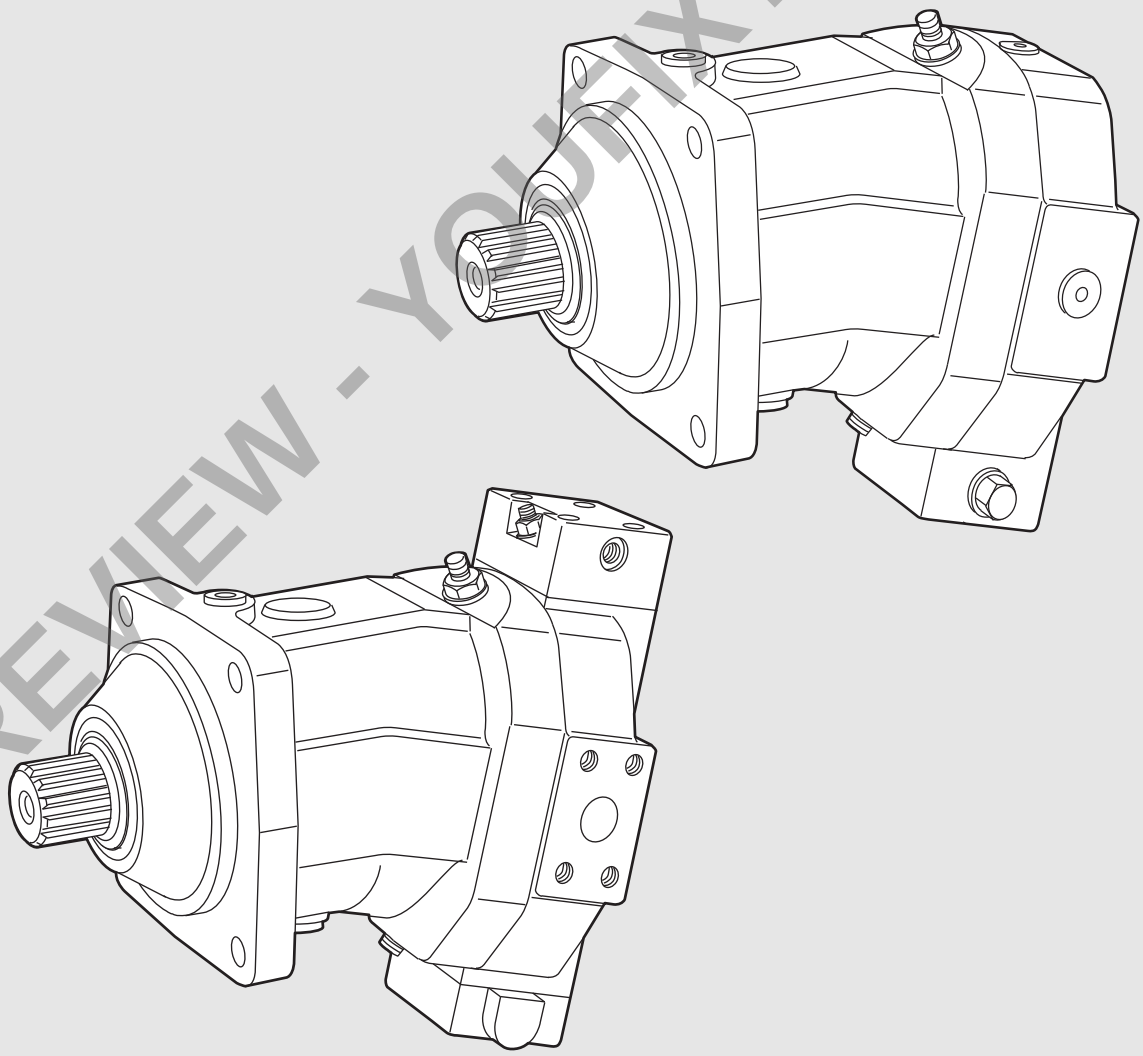
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Rexroth
Bosch Group

Verstellmotor A6VM 28...200
Variable Displ. Motor A6VM 28...200

RDE 91 604-01-R/03.03
ersetzt/replaces 08.01

Reparaturanleitung / Repair Instructions



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BONFIGLIOLI TRASMITAL

BONFIGLIOLI

Manuale di installazione uso e manutenzione riduttore per traslazione

Serie 700C

Installation and service manual for track drive

700C series

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Emissione/Issue:	**20/07/2004**
Aggiornamento/Revision:	**0.0**
Data aggiorn./Revision date:	File: **man_serie700C_istr.doc**

Servizio Tecnico Commerciale
Customer Technical Service.

Compilatore/Prepared by:

Approvato da/Approved by:

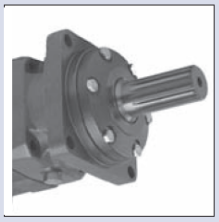
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SAUER DANFOSS

OMT series 2

Orbital Motors

Service and Parts Manual









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HYPRO®

Series 9300 Hydraulically-Driven Centrifugal Pumps

Form L-0325C

Installation, Operation, Repair and Parts Manual

05-04

Description

Hypro centrifugal pumps are designed for agricultural and industrial spraying and transfer of a variety of fluids: water, insecticides, herbicides, wettable powders, emulsives, liquid fertilizers, etc. Polypropylene centrifugal pumps can also be used to pump acid fertilizer, calcium chloride and other highly corrosive liquids such as sulfuric and phosphoric acids.

Hypro Series 9300 hydraulic motor-driven centrifugal pumps provide smooth performance. They can be conveniently mounted on the tractor or sprayer, becoming part of the vehicle's hydraulic system and freeing the PTO for other uses. The Hypro "close coupled" design reduces the mounting space required, eliminating long shafts and couplers between the pump and motor.



SERIES 9302C & 9302S
Cast Iron & Stainless Steel Centrifugal Pumps

Max. Flow Rate: .....72 gpm
Max. Pressure: .....150 psi
Ports: .....1-1/4" NPT Inlet
.....1" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9303C & 9303S
Cast Iron & Stainless Steel Centrifugal Pumps

Max. Flow Rate: .....114 gpm
Max. Pressure: .....180 psi
Ports: .....1-1/2" NPT Inlet
.....1-1/4" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9303P
Polypropylene Centrifugal Pumps

Max. Flow Rate: .....90 gpm
Max. Pressure: .....100 psi
Ports: .....1-1/2" NPT Inlet
.....1-1/4" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9303C-SP
Cast Iron Centrifugal Pumps

Max. Flow Rate: .....122 gpm
Max. Pressure: .....120 psi
Ports: .....1-1/2" NPT Inlet
.....1-1/4" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9304C
Cast Iron Centrifugal Pumps

Max. Flow Rate: .....190 gpm
Max. Pressure: .....130 psi
Ports: .....2" NPT Inlet
.....1-1/2" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9305C-HM3C
Cast Iron Centrifugal Pumps

Max. Flow Rate: .....160 gpm
Max. Pressure: .....120 psi
Ports: .....2" NPT Inlet
.....1-1/2" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9305C-HM3C-SP, BSP
Cast Iron Centrifugal Pumps

Max. Flow Rate: .....160 gpm
Max. Pressure: .....120 psi
Ports: .....2" NPT or BSP Inlet
.....2" NPT or BSP Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank



SERIES 9306C & 9306S
Cast Iron & Stainless Steel Centrifugal Pumps

Max. Flow Rate: .....210 gpm
Max. Pressure: .....140 psi
Ports: .....2" NPT Inlet
.....1-1/2" NPT Outlet
Hydraulic Ports: .....1/2" NPT Inlet
.....1/2" NPT Tank

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Pos.	Codice	Descrizione	DIM./u	UM	Q.tot.	Note	Kg/u
1	330022078	POMPA CIL.VAR. A4VG71EP2D1/32R		NR	1		
2	330050226	MOT.IDR. A6VE28HD2/63W-VAL020B		NR	3	28-10 cm3/g	
3	330022077	POMPA CIL.VAR. A10VG45EP21/10R		NR	1		
4	330050125	MOTORE OMT400 COD.151B3004		NR	2		
5	D2632028	CILINDRO 20x40x60		NR	2		
6	330022062	POMPA A10V045DFR/31R		NR	1		
7	D2429001	CILINDRO 50x100x660		NR	4		
8	D2431012	CILINDRO 40x90x180		NR	1		
9	D2291005	CILINDRO 40x70x280		NR	2		
10	D2632011	CILINDRO 40x80x475		NR	2		
11	D2292025	CILINDRO 35x70x440		NR	2		
12	D2429007	CILINDRO 40x80x290		NR	4		
13	328070518	Valvola a sfera BKHR 1/2 PN 500		NR	1		
14	331142068	A.VBSO.DE.30.FCB.CSL.084411.03.02.35		NR	2		
15	331142069	A-VBSO-SE-30-PL 08.45.16.03.02.35		NR	2		
16	330131043	RIDUTT.VRP.R.VU 05.90.19.04.02.04		NR	1		
17	D2290088	LAVORAZIONE VALV. RITEGNO 3/8" ADR10		PZ	1		
18	330052041	MOTORE IDRAULICO A2FM56/61W-VBB040 REXROTH		PZ	1		
19	330000260	POMPA SNP3/44 D SC07.C		PZ	1		
20	D2323041	CILINDRO 20x40x330		NR	2		
21	D2291167	CILINDRO 35x70x350		NR	2		
22	D2291148	CILINDRO 25x50x120		NR	1		
23	328070201	RUBINETTO A SPILLO 350 BAR 1/4GAS		NR	2		
24	330113000	VALVOLA DI RITEGNO 0.5 BAR 1/4G		NR	3		
25	330140107	VALVOLA RIDUTTRICE PROPORZIONALE		NR	1		
26	330172114	CARTUCCIA CS50 P10-A		NR	1		
27	328070110	RUBINETTO A SPILLO FT257/1 3/4G		NR	1		
28	07993046	FILTRO DHF07993046 INST		NR	2		
29	330230126	MONOBLOCCO BM2000-60 tier III		PZ	1		
30	330240076	PIASTRA BASE G341/01		NR	1		
31	330050232	Mot. IDR. PLM 20.850-B2E2-LEA/EA-N-EL		NR	1		
32	330022066	POMPA HWB250 art.NE0013		NR	1		
33	328640052	MOT.IDR. RIF 2500 0010C -ACME		NR	1		
34	330230124	GRUPPO MULTIPLO FUN DRIVE 051582		NR	1		
35	328502222	ELETTROPOMPA E2089.0007.01		NR	1		
36	330230084	MONOBLOCCO EMERGENZA NéiôB£000772		NR	1		
37	07993992	INDIC. INTASAMENTO DHF0410C-G-INST		NR	2		
38	330183034	FILTRO MPS351.R.G1.A10.A.S.		PZ	1		
39	345030070	INDICATORE J1 OTT. -ELETTR+TERMOSTATO		PZ	1		
40	330113011	RITEGNO VR25 1"G TAR=0.5 BAR		NR	1		
41	343031126	LA.1.0,75.1.0.S.A PRECARICA 25 BAR		NR	1		
42	330113005	RITEGNO CA25/3 1"G TAR=3 BAR		NR	1		
43	D2291046	CILINDRO 20x40x280		NR	1		
44	330100030	VALVOLA VSO-DE-L-05-53-03-10-09-01		NR	4		
45	330140069	VALVOLA RIDUTTRICE HG-033/32-V		NR	1		
46	D2291078	CILINDRO 20x40x200		NR	2		
47	D2632012	CILINDRO 35x60x300		NR	2		
48	330240104	PIASTRA. SP-40-DP-314015 (P>A e T>B)		PZ	1		
49	328070111	RUBINETTO DRV 10.1.0/0P		NR	4		
50	330150090	VALVOLA MAX. HM-011/350		NR	1		
51	330101039	VALVOLA RITEGNO A CARTUCCIA SP-CART ADR-20		NR	1		
52	330122085	ELETTROVALVOLA DHU-0713/WP-X-24DC18		NR	9		
53	330122100	ELETTROVALV. PROP. DHZO-A-073-L3/18		NR	2		
54	330113067	VALVOLA RIDUTTRICE HG-031/50		NR	1		
55	330122087	ELETTROVALV. DHU 0631/2/WP-X-24DC 18		NR	3		
56	330113061	VALVOLA DI RITEGNO HR-012 50		NR	2		
57	330113060	VALVOLA DI RITEGNO HR-014 50		NR	4		
58	330122105	VALV. RID. PRESS. RZGO-A-033/100/18		NR	2		
59	330113062	VALVOLA RIDUTTRICE HG-031/100		NR	1		
60	330122124	RID. PROPORZ. ZDRE-6-VP2		NR	1		
61	330122046	ELETTROVALVOLA DHU-0671/WP		NR	1		
62	330122093	ELETTROV. DHI 0631/2/WP-X-24DC 1		NR	2		
63	330150079	VALV. DI MAX. PRESSIONE HMP-014/100		NR	1		
64	330150045	VALV. DI MAX. PRESSIONE HMP-014/210		NR	1		
65	330122108	ELETTROV. DHI-0713/WP-X24DC		NR	2		
66	330050227	MOT.IDR. A6VE28HD2/63W-VAL020FB-K		NR	1	28-10 cm3/g	
67	330122125	ELETTR. PROP. DHZO-A-051-L3/18/MC		NR	1		
68	330240028	PIASTRA BASE 051582-01 CON ATTACCHI 1" BSP		NR	1		
69	330150049	VALVOLA MAX. Y-9-DB10P-01-C-N-330V		NR	1		
70	330140109	DIV.FLUSSO RTMS4A1X/220P2H46W71K40V11		NR	1	PZ1	
71	D2630005	CILINDRO 20x40x430		NR	1		
72	330240129	PIASTRA INT.PER CONN.PRESA MAN		NR	1		
73	330240113	PIASTRA MODULARE TIPO BA-210/T		NR	1		
74	330122128	ELETTROVALVOLA DHZO-A-071-S3/18		NR	2		
75	.	.		NR	.		

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5.7 Multi-function display, setup

To access the setup menu:

- If no valid project is saved in the PDM: When re-starting the device the PDM will automatically open the setup menu.
- If the PDM already contains a valid project:If no valid project is saved in the PDM: Hold the key combination [F1]+[F5] depressed for about 1 second when restarting the device.

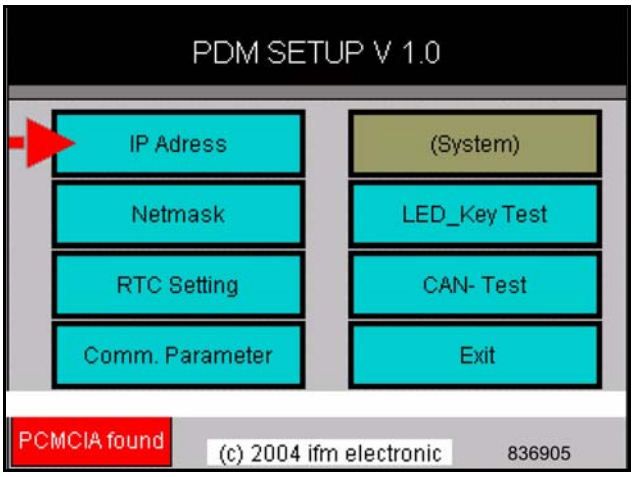


Fig. 1

IP-Address[1]

- In the menu "PDM SETUP V1.0" select the option "IP-Address" with the rotary encoder (Fig. 1).
- Confirm with "OK".

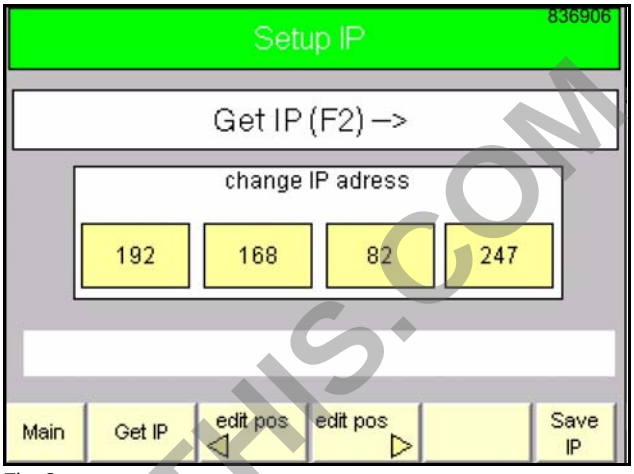


Fig. 2

- Press control button "F2" ("Get IP") (Fig. 2).
- Press keys "F3" and "F4" ("Edit Pos") to select the desired 10 points and change these with the rotary encoder.
- Confirm with "OK".
- Once all 10 numbers have been corrected press key "F6" ("Save IP") and exit the menu, or press "F1" to exit the menu without saving.

⚠ Caution

The chosen IP-address will become valid after a restart.

1 The IP-address is a number that is needed for unambiguous identification of a subscriber. For reasons of clarity this number is written in 4 decimal values, e.g. 192.168. 82.247

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7.21 Intercooler, draining oil and condensation water

Environment

Catch running out substances, do not let them seep into the ground.

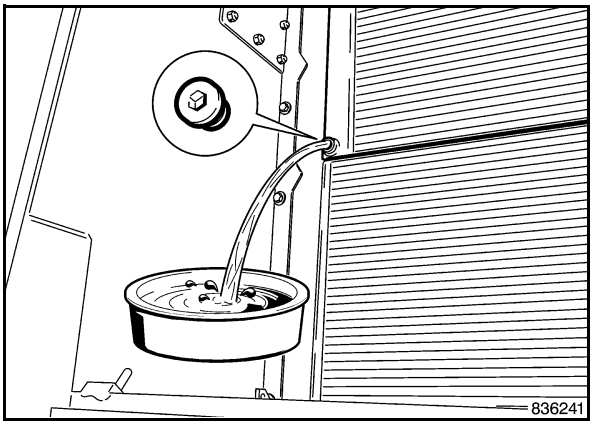


Fig. 25

- Unscrew the plug (Fig. 25) and let oil or condensation water flow out.
- Turn the plug tightly back on.

7.22 Check fastening of engine / turbocharger / combustion air hoses

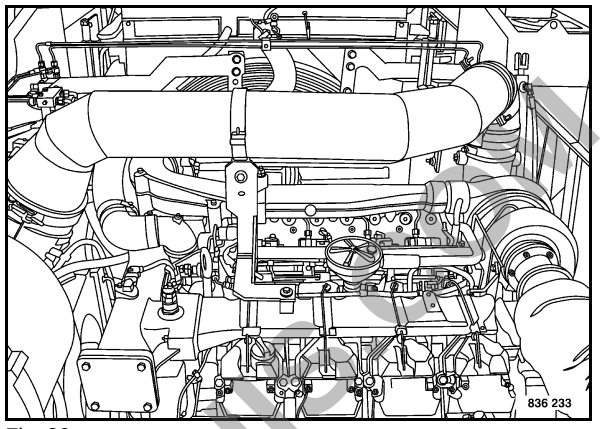


Fig. 26

- Check charge air line (Fig. 26) and intercooler for tight fit and leaks.
- Check exhaust pipe and lubrication oil line to and from the exhaust turbo charger for tight fit and leaks.
- Check connecting sockets for tight fit.
- Check combustion air pipe and connecting sockets for leak tightness and tight fit.

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Rexroth
Bosch Group

Bosch Rexroth AG
Hydraulics
Produktsegment
Axialkolbenmaschinen
Werk Elchingen
Glockeraustraße 2
89275 Elchingen, Germany
Telefon +49 (0) 73 08 82-0
Telefax +49 (0) 73 08 72-74
info.brm-ak@boschrexroth.de
www.boschrexroth.com/brm

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Änderungen vorbehalten.

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SMONTAGGIO / *DISASSEMBLY*



FASE 19
Servendosi di un estrattore premere sul tampone metallico **60305003-1** in modo da sfilare la 3°riduzione (pos.12) dal mozzo flangiato (pos.21).

STEP 19
*By using a puller, push on the stopper **60305003-1** to remove the 3rd reduction assembly (pos.12) from the flanged hub (pos.21).*



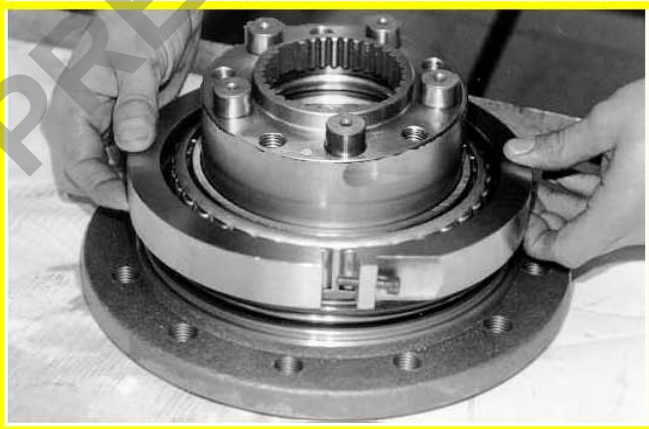
FASE 20
Vista della 3° riduzione (pos.12)

STEP 20
View of the 3rd reduction assembly (pos.12).



FASE 21
Servendosi di un estrattore, premere sul tampone metallico **60305003-1** in modo da sfilare il mozzo flangiato (pos.21) dal corpo riduttore (pos.14).

STEP 21
*By using a puller, push on the stopper **60305003-1** to remove the flanged hub (pos.21) from the gearbox housing (pos.4).*



FASE 22
Fissare l'attrezzatura **60305003-2** sull'anello interno del cuscinetto (pos.13) rimasto sul mozzo flangiato (pos.18).

STEP 22
*Fix the equipment **60305003-2** on the inner race of the bearing (pos.13) remaining on the flanged hub (pos.18).*

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