BOMAG
FAYAT GROUP

Service - Manual

BM 500/15

BM 600/15

S/N 101 882 00 1001 ....
S/N 101 882 01 1001 ....
S/N 101 882 10 1001 ....
S/N 101 882 11 1001 ....



Compact milling machine

Catalogue number.
008 916 85

10/2012

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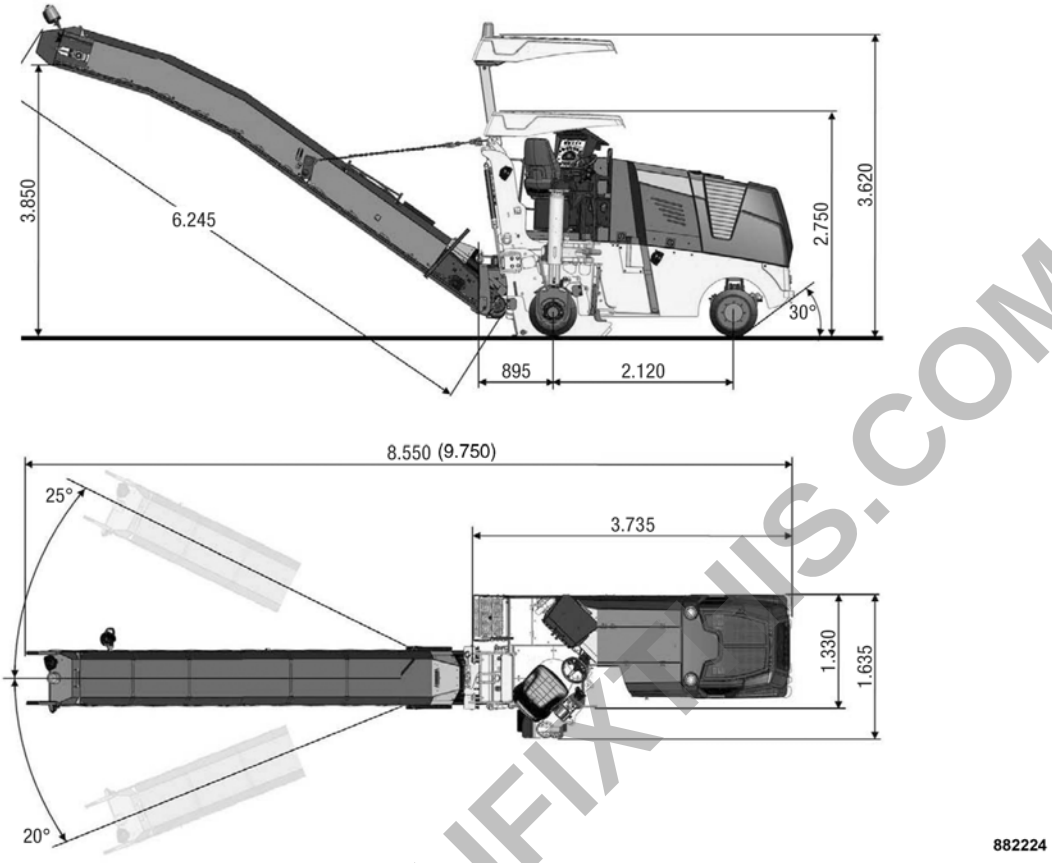


Fig. 12

*		BM 500/15
Weights		
Operating weight (CECE) with conveyor belt	kg	7600
Max. operating weight	kg	8400
Basic weight (3-wheel, without conveyor belt)	kg	6700
Additional weight of options		
4-wheel version	kg	210
Weather roof	kg	164
Scraper split	kg	50
Conveyor belt long	kg	520
Conveyor belt, short	kg	120
Milling drum		
Milling depth	mm	0 – 210
Milling width	mm	500
Number of milling cutters	Pieces	58
Milling line distance	mm	15
Cutting circle diameter	mm	700
Rated speed	min^{-1}	115/130/145
Travel characteristics		
Working speed	m/min	0 – 30
Travel speed	km/h	0 – 6
Milling radius 3-wheel/4-wheel	mm	245/245
Max perm. inclination	°	17
Max perm. slope	°	5

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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 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.

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 our 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 Battery service

⚠ 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 boost 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 door in the foot area of the driver's stand.

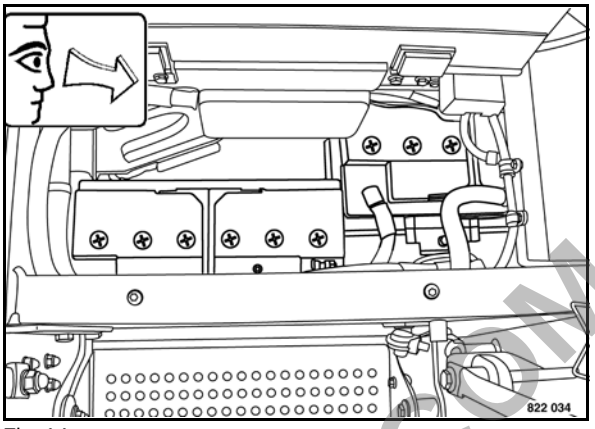


Fig. 14

- Remove the batteries (Fig. 14) 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.

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5.1 Error codes - 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
2500 - 2999	Fault in remote control
3000 - 4499	Faults in work functions (vibration, attachment plates, rotor, chip spreader, edge cutter or sprinkling system)
4500 - 4999	Fault in measuring systems
5000 - 5499	Fault diesel engine
5500 - 5999	Fault hydraulic system
6000 - 6999	Fault anti-theft warning system, localization system, access system, time account, etc.
7000 - 7499	Input of machine codes
7500 - 7899	Input of codes for measuring technology
7900 - 7999	Operating hours, load spectrum, etc.
8000 - 8999	Severe software fault*
9000 - 9999	Errors of external IO-nodes on one of the CAN-buses (joystick, data collector, Dios module, LC-display, BLM Module, engine control units, etc.)**

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

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FaultLocation	Ausgang Bremsventil, Y04				
FCode	**FaultDescription**	**Terminal**	**Possible Cause**	**Diag**	**Reac**
1001	Die erforderliche Ansteuerleistung kann nicht zum Ventil übertragen werden.	X0:61	Leitungsbruch im Strompfad Ventilspule defekt	1001	5
1002	Es fließt ein zu großer Strom aus diesem Ausgang. Ausgang wurde abgeschaltet	X0:61	Kurzschluss gegen Gnd (31) im Strompfad Zu großer Strom im Strompfad	1001	5
1003	Obwohl der Ausgang abgeschaltet ist, liegt eine Spannung an	X0:61	Strompfad hat Verbindung zu +Ub (15 oder 30)	1001	5
1004	Der Ausgang wurde wegen Übertemperatur abgeschaltet. Sowie der Schalter abgekühlt ist, wird der Ausgang wieder eingeschaltet	X0:61	Zu großer Strom im Strompfad	1001	5

FaultLocation	Eingang BTS Bremse				
FCode	**FaultDescription**	**Terminal**	**Possible Cause**	**Diag**	**Reac**
1005	Plausibilitätskonflikt bei der Auswertung der X- Achse des Fahrhebels zum Signal des Bremskontaktes	System	Leitungsbruch im Strompfad Strompfad hat Verbindung zu +Ub (15 oder 30) Software oder Hardwaredefekt des Fahrhebels, Austa		5

FaultLocation	Ausgang Warnsummer, H07				
FCode	**FaultDescription**	**Terminal**	**Possible Cause**	**Diag**	**Reac**
1011	Es fließt ein zu großer Strom aus diesem Ausgang. Ausgang wurde abgeschaltet	System	Kurzschluss gegen Gnd (31) im Strompfad		3
1012	Obwohl der Ausgang abgeschaltet ist, liegt eine Spannung an	System	Strompfad hat Verbindung zu +Ub (15 oder 30)		3

FaultLocation	Ausgang Rückfahrwarner (hinten), H14				
FCode	**FaultDescription**	**Terminal**	**Possible Cause**	**Diag**	**Reac**
1016	Es fließt ein zu großer Strom aus diesem Ausgang. Ausgang wurde abgeschaltet	X0:35	Kurzschluss gegen Gnd (31) im Strompfad	4100	2

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Functional System **System**

Input	Description	Category	ValueRange
555	Anzeige der Firmware Version der Steuerung	1	x.xx
557		4	
720	Anzeige des Maschinen Typs	1	74xx siehe auch Doku
800		4	
801		4	
802	Anzahl der Schleifendurchläufe in der Main	4	
900	Zeigt an ob die Überwachung der Ein- und Aus	1	0= Not Initialized, 1 = Initialized (Normal operation),
900	Zeigt an ob die Überwachung der Ein- und Aus	1	0= Not Initialized, 1 = Initialized (Normal operation),
3980	Freigabe Parameteränderung Messtechniknach	3	
3981	Messtechniknachrichten senden	3	
3982	Messtechniknachrichten nicht senden	3	
5030	Motorsimulation aktivieren	1	
5031	Motorsimulation deaktivieren	1	
7010	Freigabe Maschinentypänderung	1	74xx siehe auch Doku
7100		3	

Functional System **BMSAZ Modul**

Input	Description	Category	ValueRange
556		4	

Functional System **BMDAS Modul**

Input	Description	Category	ValueRange
557	Anzeige der Firmware Version des Datensamm	4	

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Display function and operation

Faults and input codes appear in the bottom line of the display (1). Once service mode has been activated the display shows the tool symbol (2) (Fig. 14).

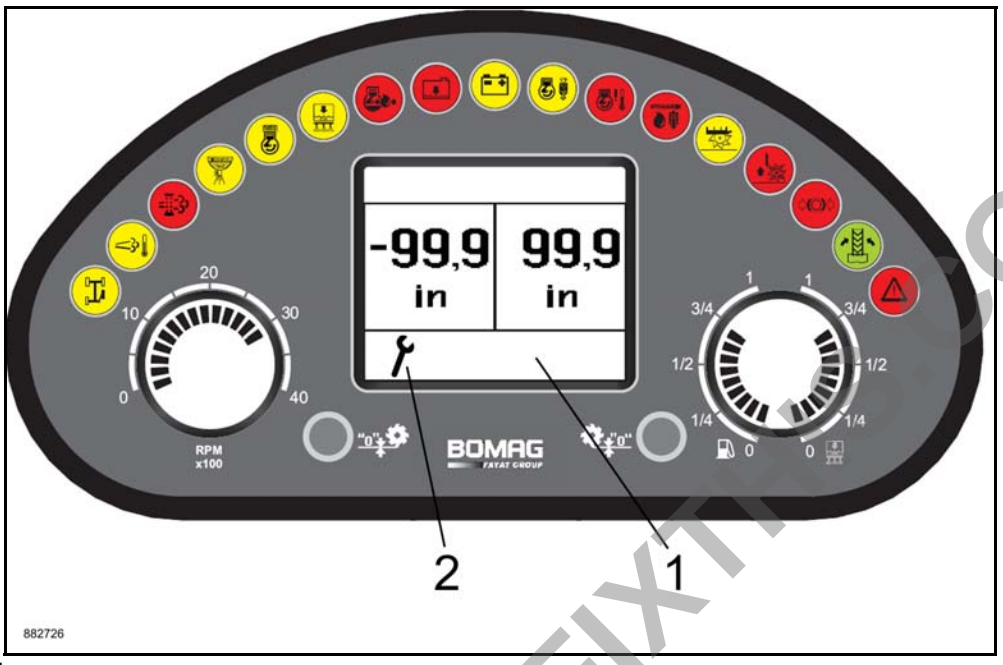


Fig. 14 LC-Display

The buttons "INFO1" and "INFO2" on the bottom side of the travel lever (Fig. 15) serve the purpose of navigating in the display.

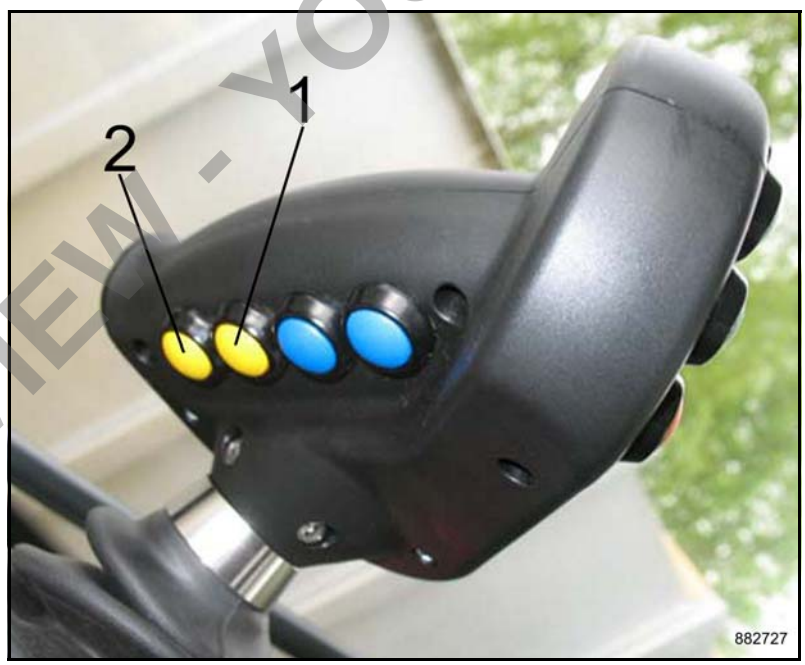


Fig. 15 Travel lever

i Note

One can change the digits in 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 change the digits in descending mode (**0**000, 0**0**00, 00**0**0, 000**0**, **0**000, ...).*

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Foreword

Each machine is adjusted individually during initial commissioning. This adjustment or teaching process is necessary to make sure that all functions work to satisfaction on all machines.

Background of these adjustment procedures are the tolerances of the components used, e.g. hydraulic pump for travel system, proportional valves for steering, steering angle sensors and control. These tolerances apply for both mechanical as well as electrical functions and are unavoidable for manufacturing reasons.

To enable simple and quick adjustment procedures we have decided to do without expensive tools. All that is needed is this manual and a bit of time. By following the described procedure it is possible to take a machine back into operation after the replacement of one of the components specified above and to re-establish the usual functional quality, with almost any previous knowledge. Even an incorrectly or incompletely conducted teaching procedure can be repeated without problems as often as necessary.

Replacing the control (ESX)

Since the control stores all teach values of the machine, each teaching procedure must be performed with the new control after a replacement.

i Note

Follow the procedures in the prescribed order!.

Perform the following teach procedure(s):

- Input codes - Reset to factory settings
- Input codes - Automatic calibration of currents for height adjustment

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

- The display
- The data collector
- The BML-IO module
- The travel lever
- The engine
- All switches in the dashboard.

i Note

A final function test of the complete machine is highly recommended.

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10.1 Diesel engine

The new range of Bomag construction equipment is powered by 4 and 6 cylinder Deutz diesel engines type TCD 2013 or a 6-cylinder engine TCD 2012.

The engines are water cooled in-line engines with 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

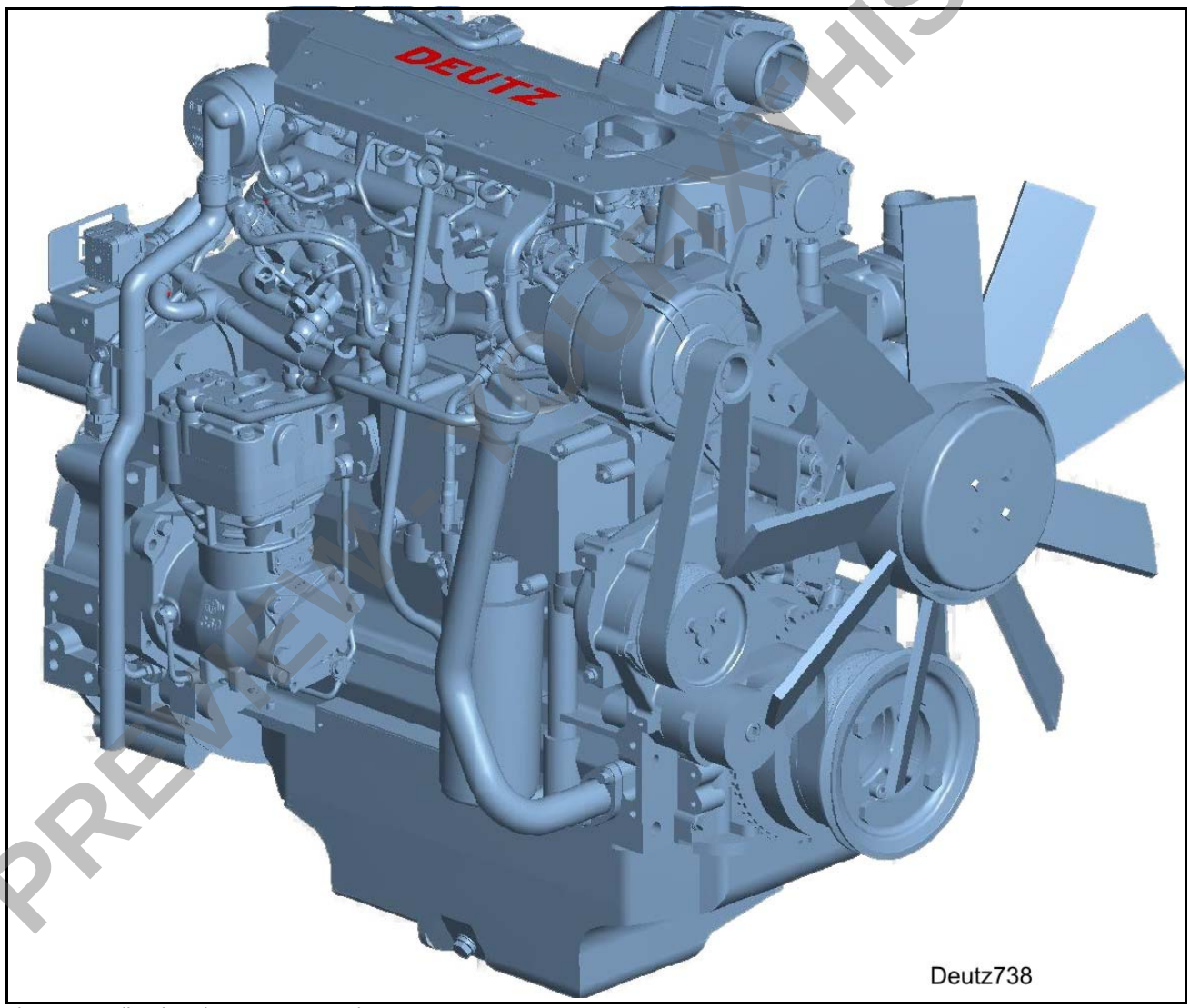


Fig. 1 Deutz diesel engine TCD 2012 and 2013

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11.1 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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Milling drive -- overview

The drive system (Fig. 9) for the milling drum consists mainly of:

- the clutch (1)
- the V-belt unit (2) (with tensioning facility)
- the milling drum drive gearbox (3)

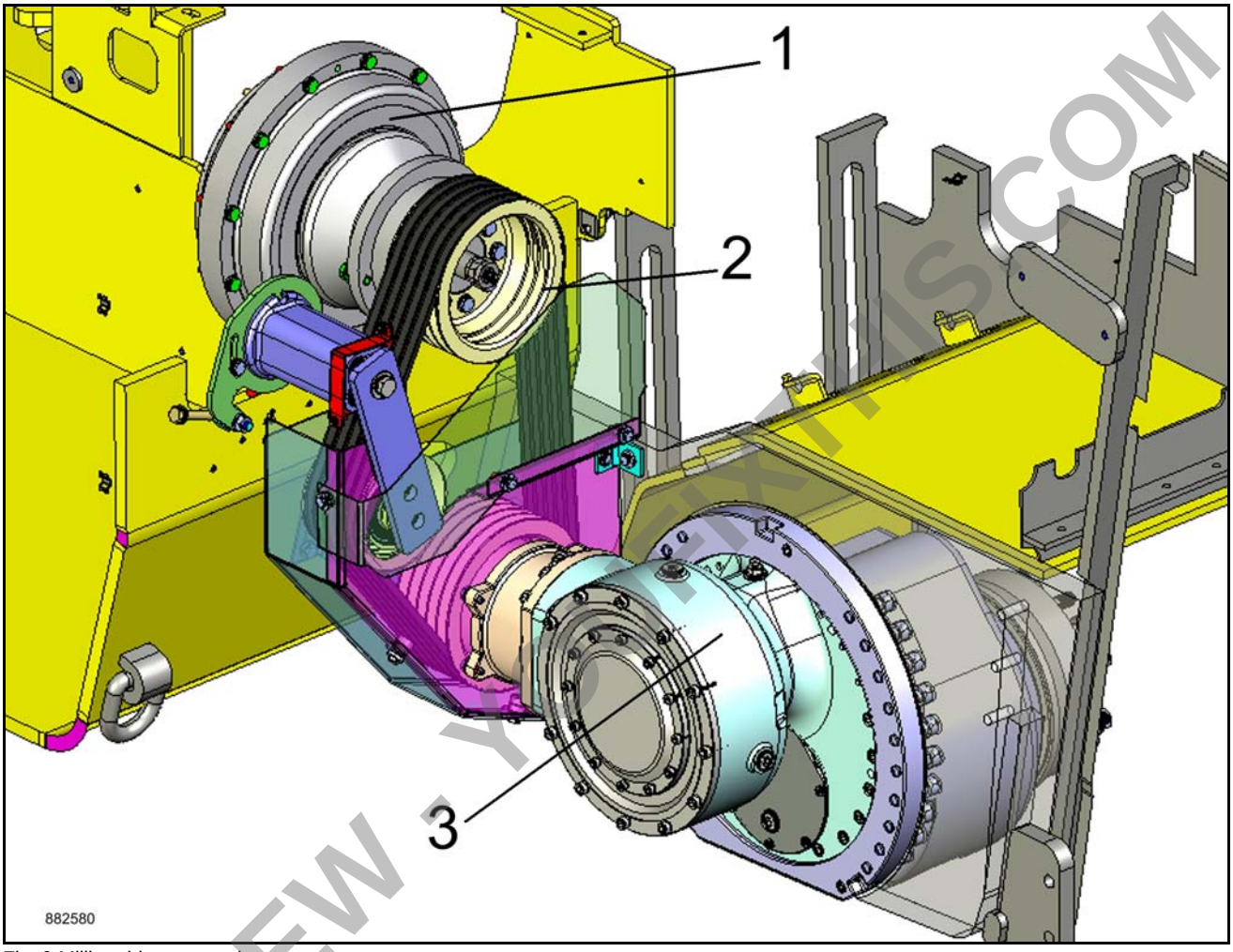


Fig. 9 Milling drive -- overview

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Milling drum - overview

The milling drum (Fig. 2) consists mainly of:

- the flange (2)
- the shell tube (3)
- the tool holders (1)

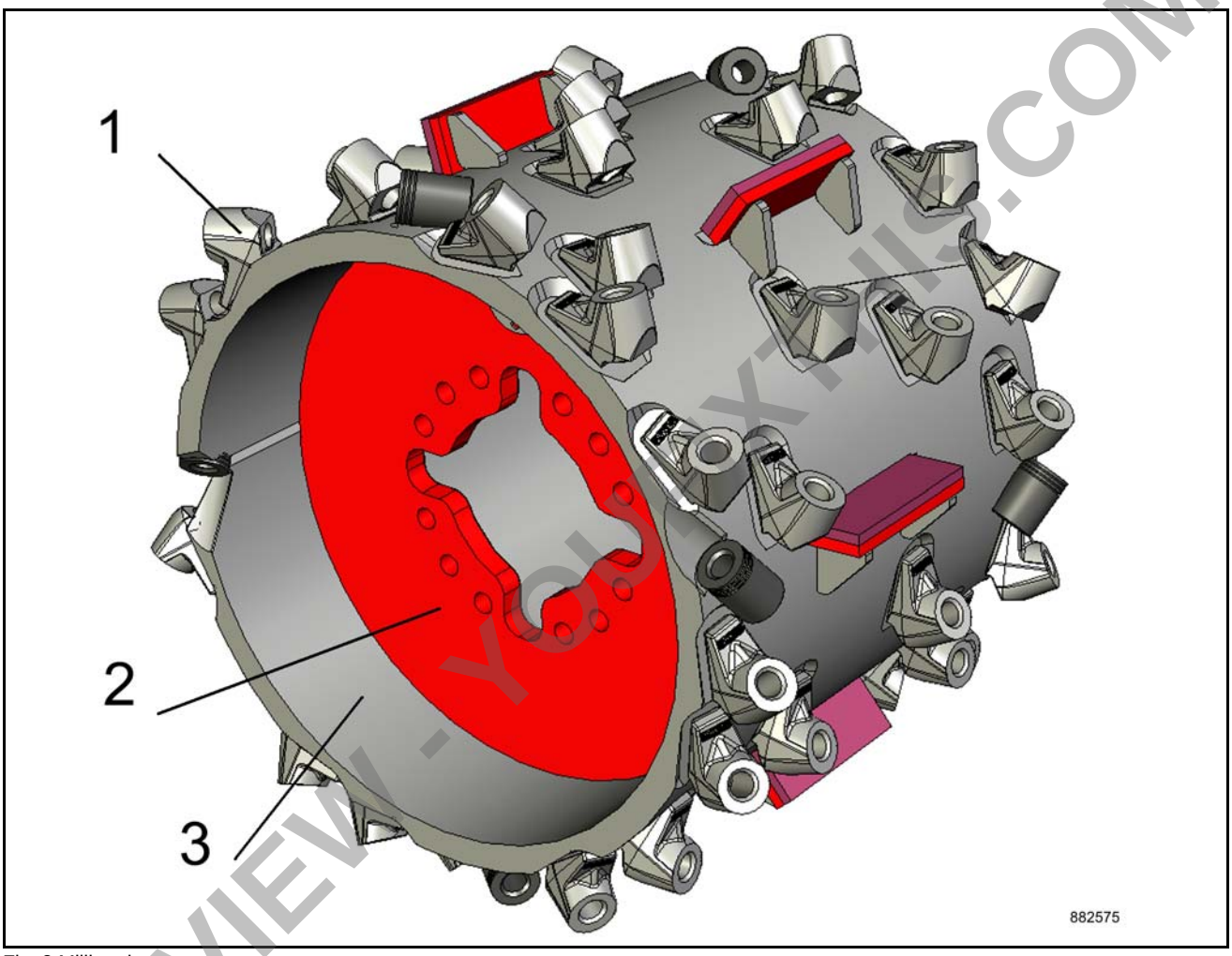


Fig. 2 Milling drum

i Note

The milling drum shown here serves as an example. Different versions of milling drums are available. The design of all milling drums is almost identical.

Description of function

The flange (2) connects the milling drum (Fig. 2) to the milling drum gearbox. This causes rotation of the milling drum. The tool holders (1) are mounted on the shell tube (2). They carry the milling cutters for cutting the asphalt. Rotation of the milling drum transports the milled material to the rear, where it is, depending on the position of the scraper (see chapter "Milling box -- description"), either fed on the conveyor belt, or remains in the milled area.

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17.1 Repair overview hold-down

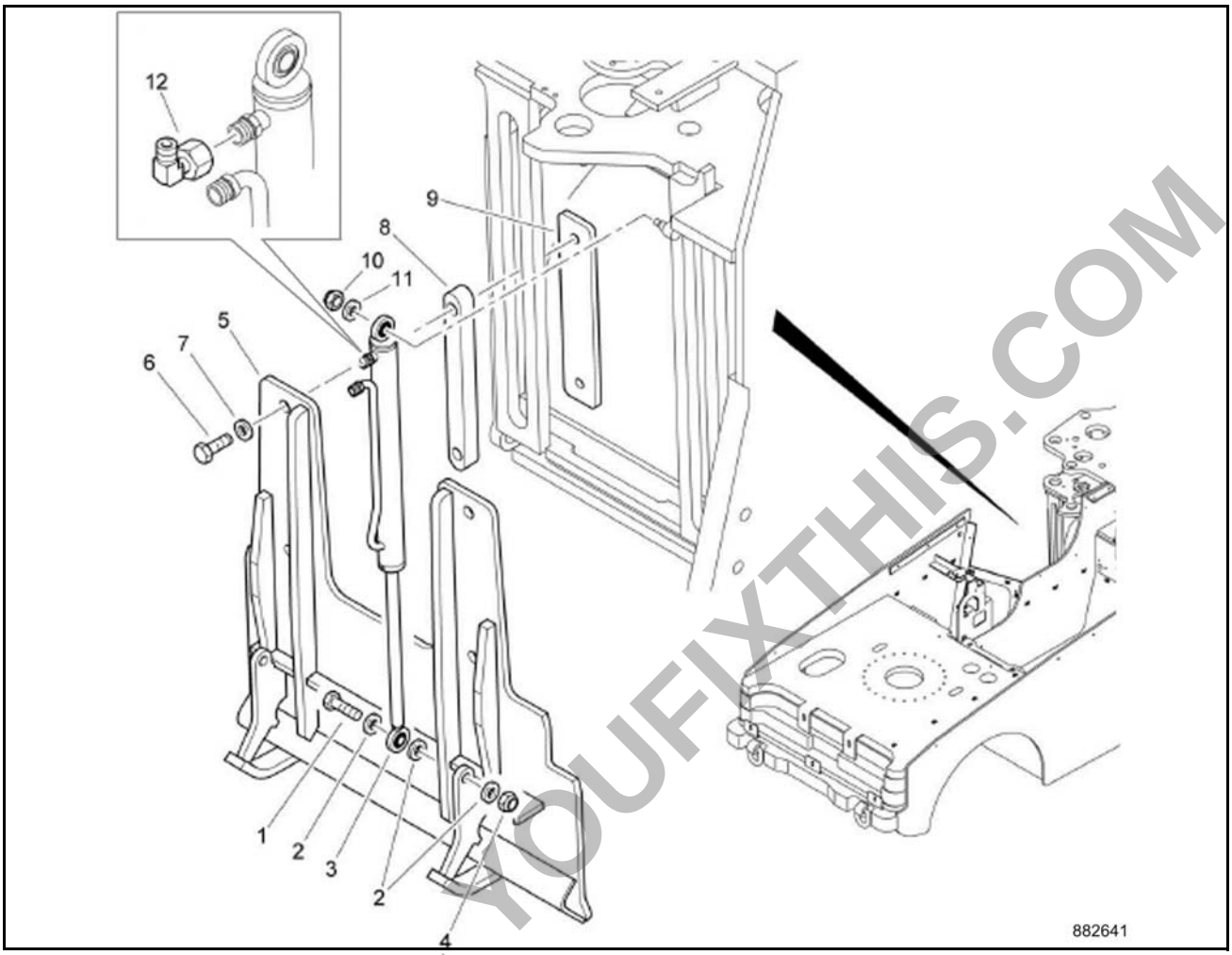


Fig. 1 Repair overview -- hold-down

Pos.	Designation	Pos.	Designation
1	Hexagon screw	7	Washer
2	Rosette	8	Spacer block
3	Hydraulic cylinder	9	Plate
4	Nut, self-locking	10	Nut, self-locking
5	Hold-down	11	Washer
6	Hexagon screw	12	Elbow

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Conveyor belt -- overview

i Note

For the machines BM500 and BM600 we have a short and a long conveyor belt available. Depending on the type of work, the operator can choose from these options.

*The exact **differences** between the long and the short conveyor belt are described in the chapter "Conveyor belt repair" in the different repair overviews.*

*The following text describes the **long** conveyor belt, the short conveyor belt is identical in design.*

The conveyor belt (Fig. 4) mainly consists of:

- the frame (1)
- the belt (2)
- the covering (3)

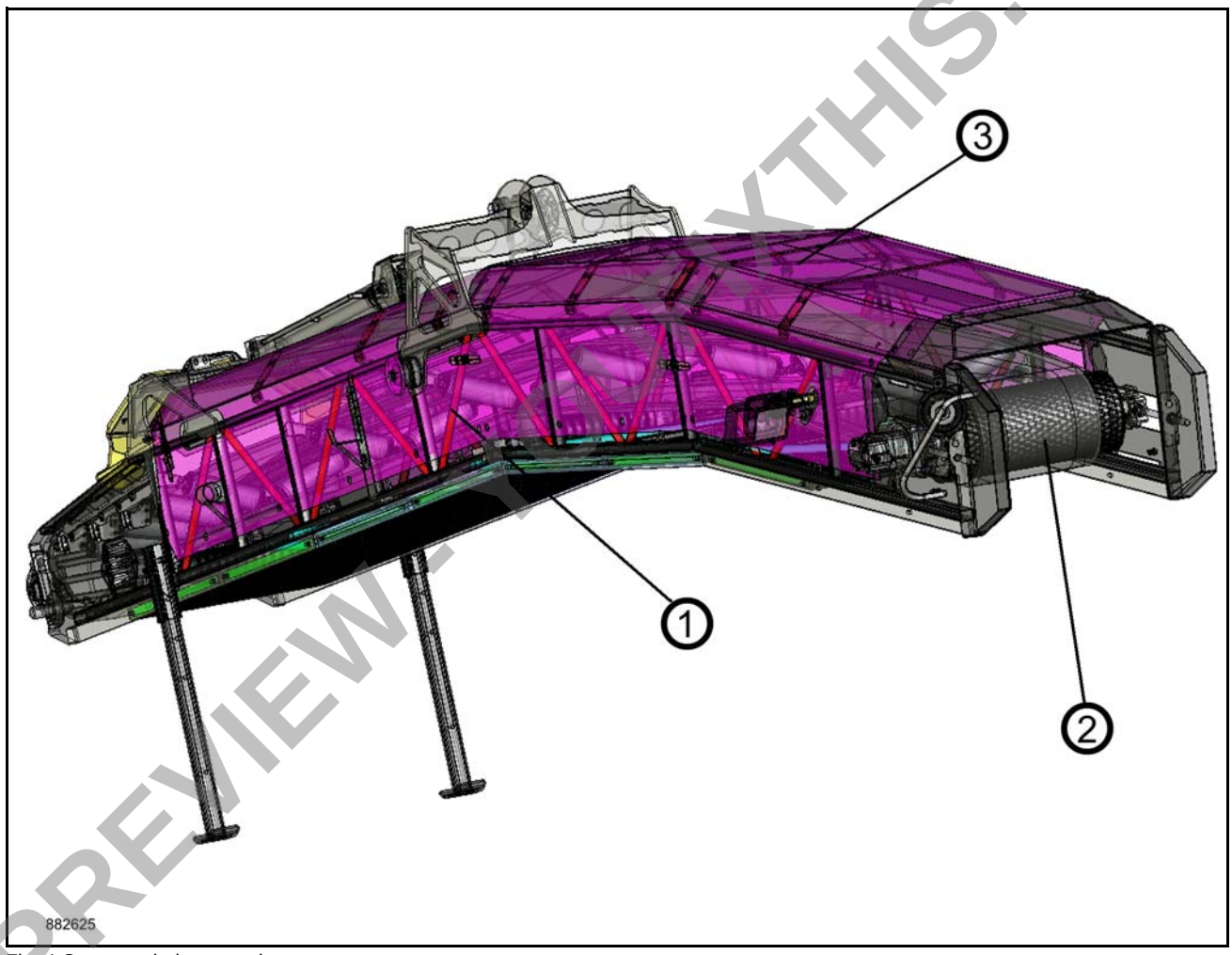


Fig. 4 Conveyor belt -- overview

The conveyor belt serves the purpose of discharging the milled material. It can be adjusted, both in height and to the sides, to meet the different requirements. Should the conveyor belt not be required (e.g. for reasons of space on the construction site), it can be removed from the machine without problems.

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Travel system -- overview

The travel system (Fig. 8) consists of:

- the front axle (1)*
- the rear left support wheel (2)
- the rear right support wheel (3)

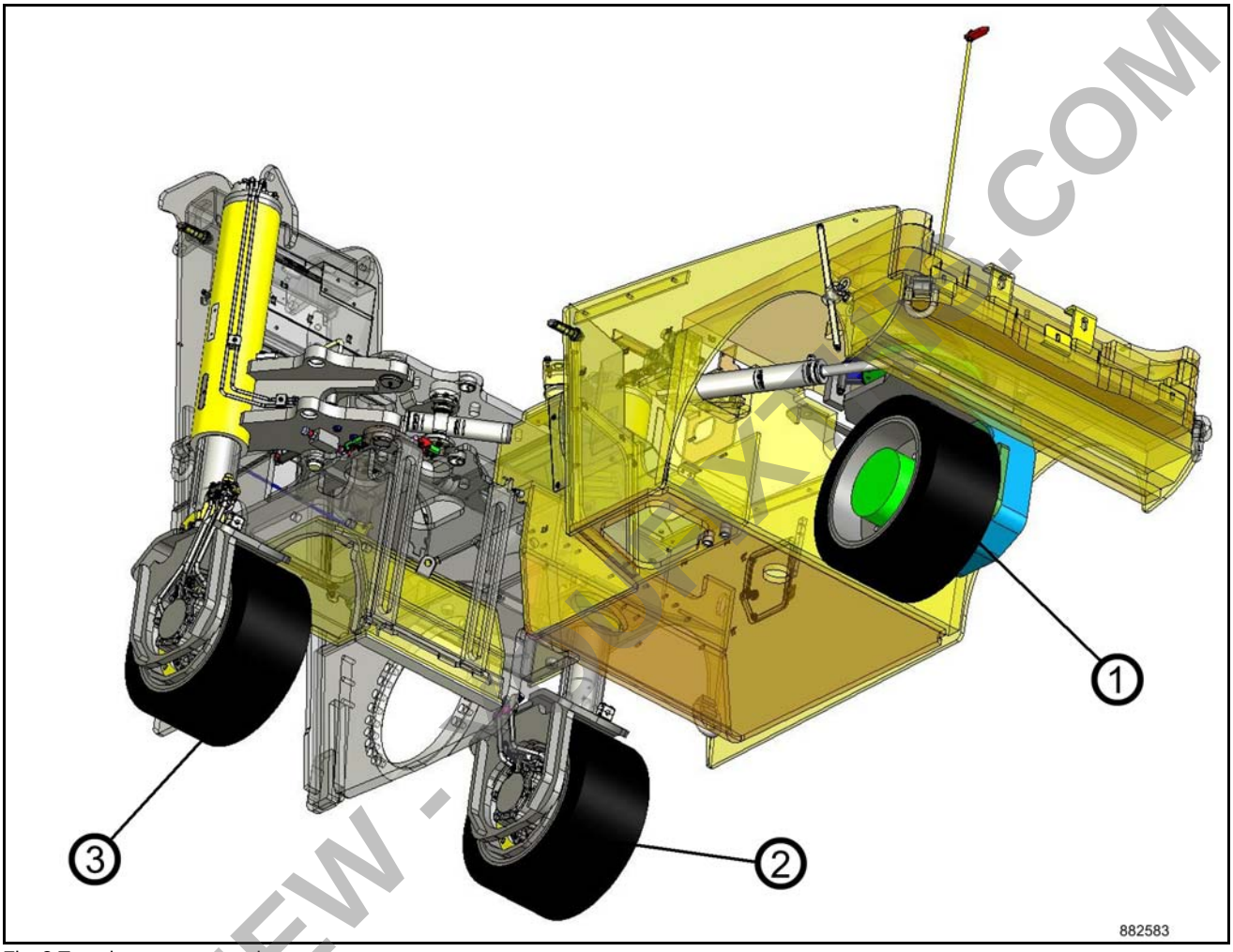


Fig. 8 Travel system -- overview

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* 3 wheeler shown

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Closed circuit

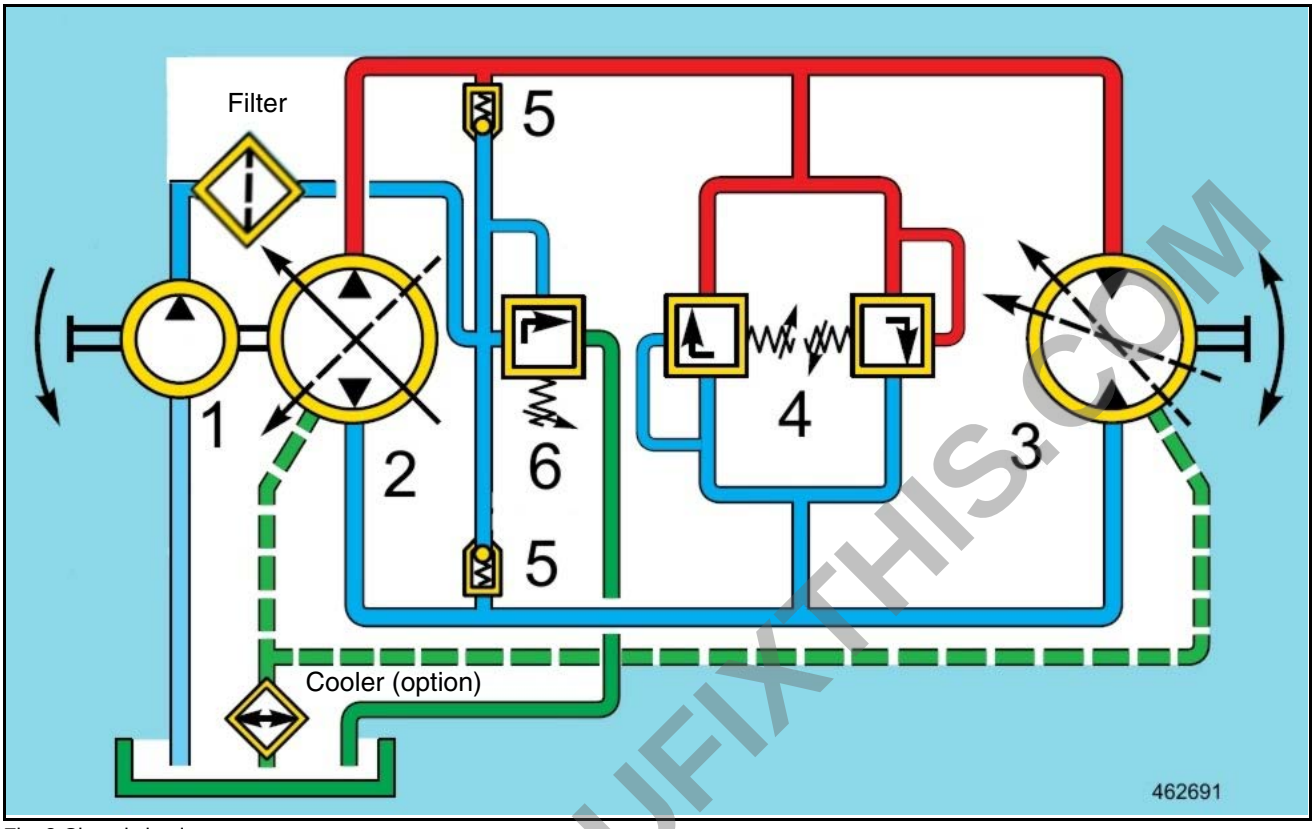


Fig. 2 Closed circuit

One talks about a closed hydraulic system, when the hydraulic oil flows from the **consumer** (3) (Fig. 2) directly back to the **pump** (2).

The closed circuit consists of a high and a low pressure side, depending on the load direction (take-off moment on the consumer).

The high pressure side is protected by **pressure relief valves** (4), which release oil into the low pressure side. The medium remains in the circuit.

Only the permanent leakage on pump and motor needs to be replenished. This is accomplished by a **charge pump** (1), which permanently delivers a sufficient amount of fluid (charge capacity) through a **check valve** (5) into the low pressure side of the closed circuit. Any excess oil delivered by the charge pump, which works in an open circuit, runs through a **charge pressure relief valve** (6) back into the tank. Charging the low pressure side enables the **pump** (2) to work with higher operating data.

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Travel system

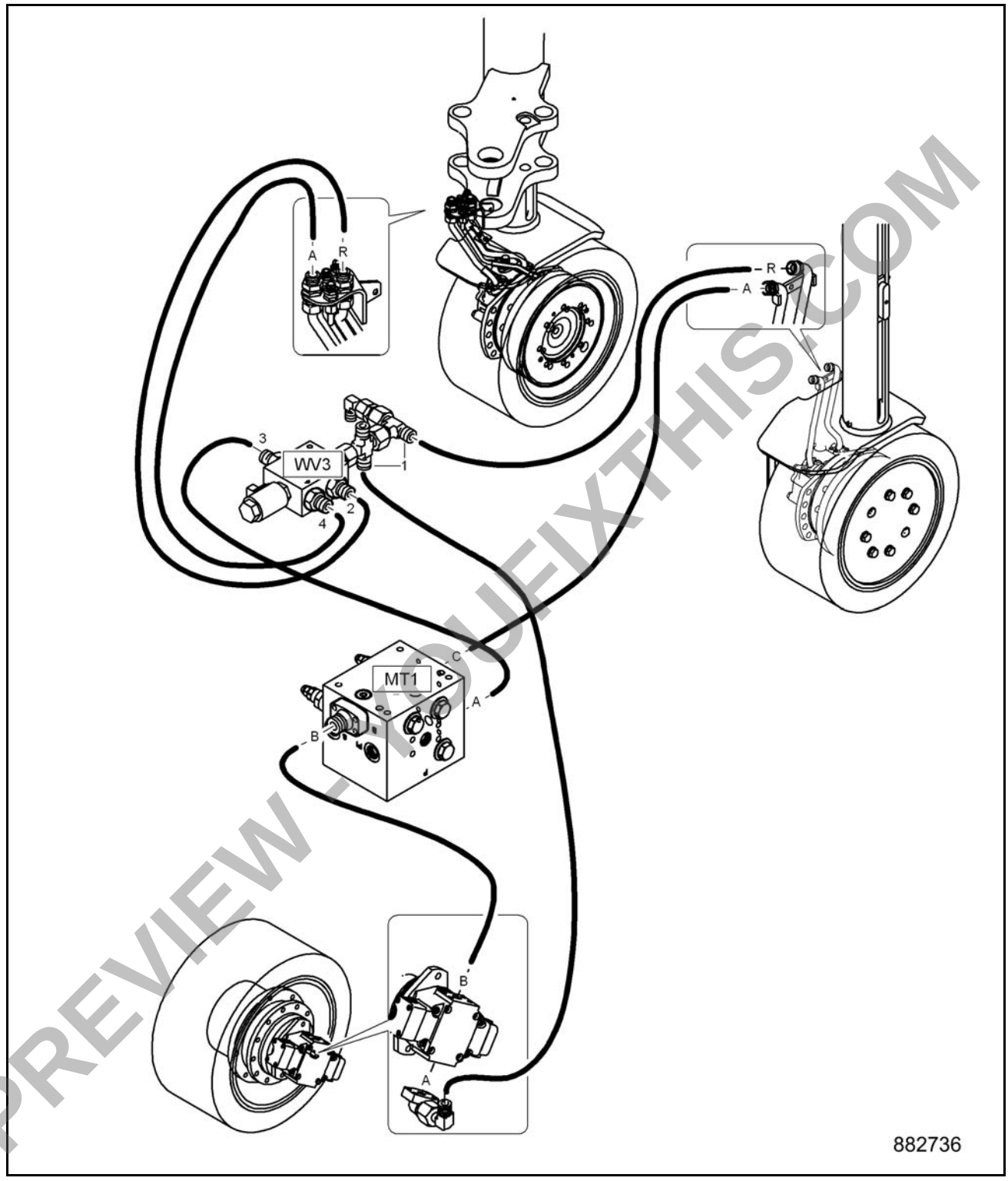


Fig. 40 Travel circuit - overview - 3 wheeler version

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27.1 Special tools, tests and adjustments

i Note

The following list informs about special tools for testing and adjustment work. You should choose the corresponding tool for the work to be carried out.

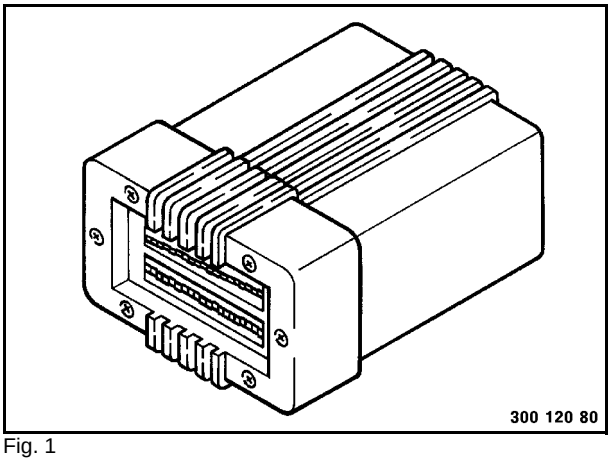


Fig. 1

2. Vibration reed frequency meter

   1000 - 4.000 rpm

   17 - 67 Hz

   BOMAG part-no.: 300 120 80


Fig. 2

3. Sirometer (frequency meter)

   800 - 50.000 rpm

   14 - 750 Hz

   BOMAG part-no.: 059 710 02



Fig. 3

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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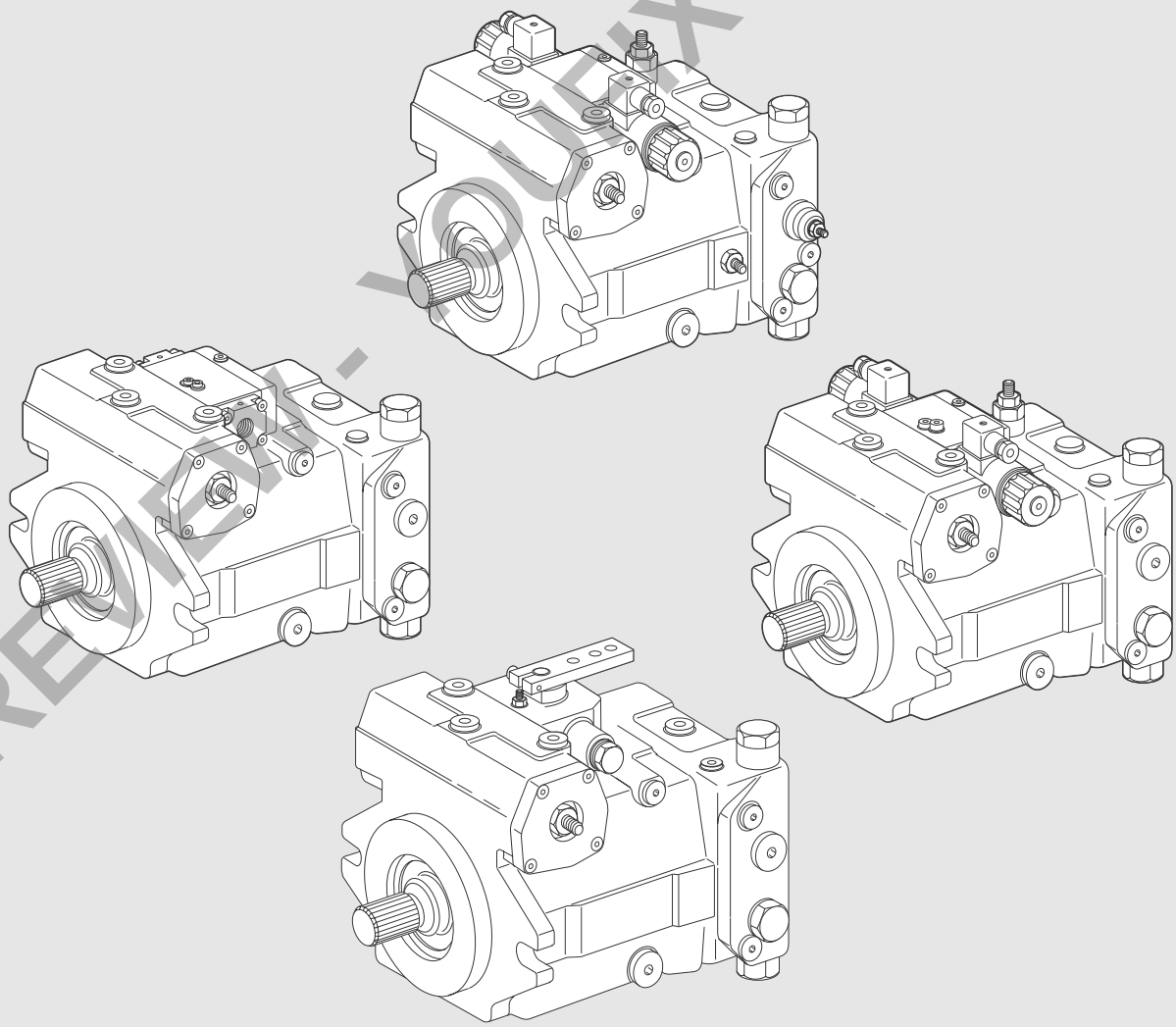
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Rexroth
Bosch Group

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

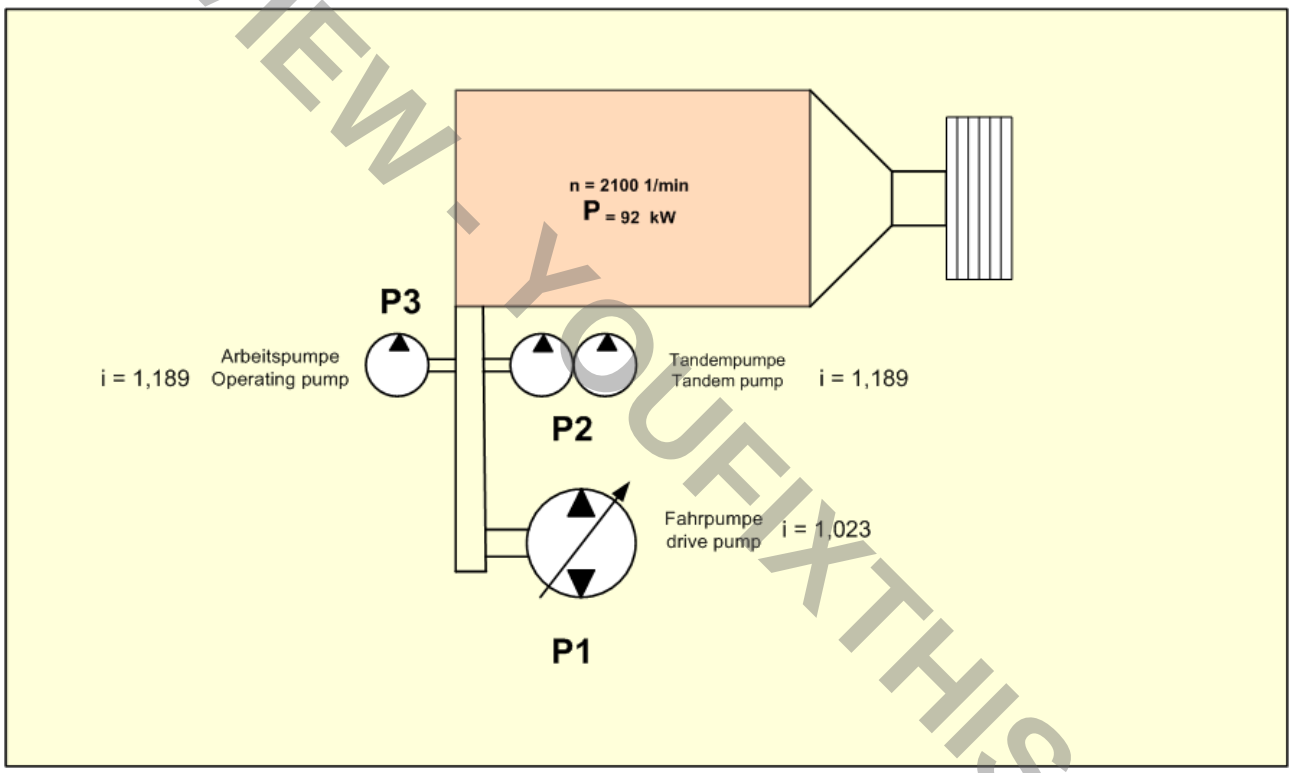


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DTC-List

Diagnosis- and Errorcodes

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

15 / 91 / APPPwmPer

Error description THROTTLE 1
digital accelerator pedal sensor (PWM): the frequence of the signal received by ECU is out of the target range

Error codes
DEUTZ-Errorcode: 15
BlinkCode (short-long-short): 2 - 2 - 2
SPN: 91
possible FMI:
8: unusual frequency, pulse or period.
8: unusual frequency, pulse or period.
12. Errormode not identifiable
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Pulse frequency outside target range (pedal 1), sensor defective, connection cable demaged

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

other error properties
System reaction: Warning, switching to substitute value correspond to Priority-Chain or Limp Home
Behaviour error lamp: permanent light
Selfhealing: yes
Signal Priority: 4
Measurement @ errortime: actual value

16 / 108 / APSCD

Error description BAROMETRIC PRESS.
Ambient air pressure sensor (in ECU): the voltage measured by ECU is out of the target range or the calculated ambient air pressure is implausible compared with the charge air pressure

Error codes
DEUTZ-Errorcode: 16
BlinkCode (short-long-short): 2 - 9 - 2
SPN: 108
possible FMI:
3: Voltage to high or short circuit to +Ubatt
4: Voltage to low or short circuit to -Ubatt
12. Errormode not identifiable
2: data stream is defective

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Ambient air pressure sensor defective, ECU defective

Take actions for error repair
Change ECU

other error properties
System reaction: Warning, substitute value (0,85bar)
Behaviour error lamp: permanent light
Selfhealing: yes
Signal Priority: 4
Measurement @ errortime: default value

17 / 729 / ArHt1

Error description AIR HEATER RELAY
Air heater relay: the current drain measured by ECU is out of the target range

Error codes
DEUTZ-Errorcode: 17
BlinkCode (short-long-short): 2 - 6 - 3
SPN: 729
possible FMI:
3: Voltage to high or short circuit to +Ubatt
4: Voltage to low or short circuit to -Ubatt
5: current to low or broken wire
12. Errormode not identifiable

Errordetection
Errorlamp shows permanent light. Entry in errormemory.

Possible reason for error
Cable break or short circuit at EDC output, relay defective, connection cable demaged

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

other error properties
System reaction: Warning, shutoff output
Behaviour error lamp: permanent light
Selfhealing: yes
Signal Priority: 2
Measurement @ errortime: shut off value

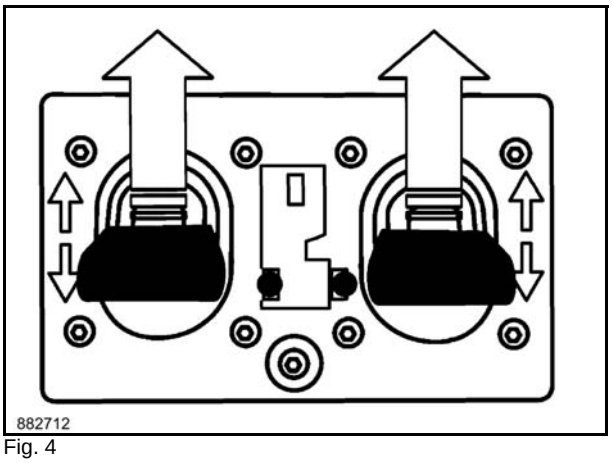


Fig. 4

5. Extend both support wheels again and measure the required time (Fig. 4).

Nominal value

9-11 seconds

i Note

*Should one of the support wheels reach the ground **before** the other one, you must repeat the measurement. This is necessary to determine the time difference between both support wheels.*

6. Shut down the engine.

Height difference levelling

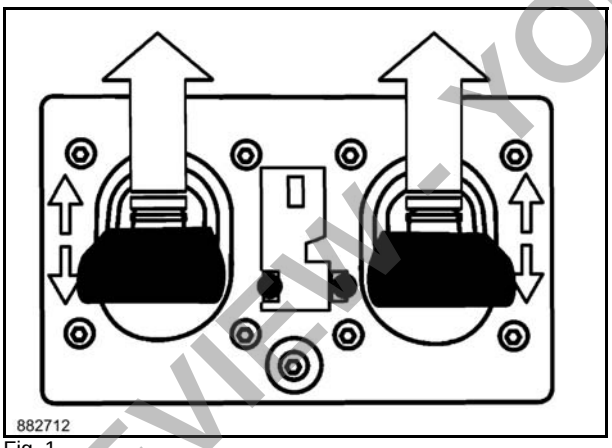


Fig. 1

1. Start the engine.
2. Fully extend both support wheels (Fig. 1).

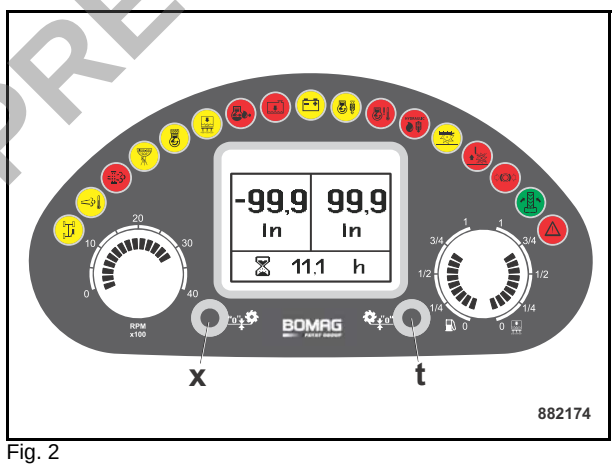
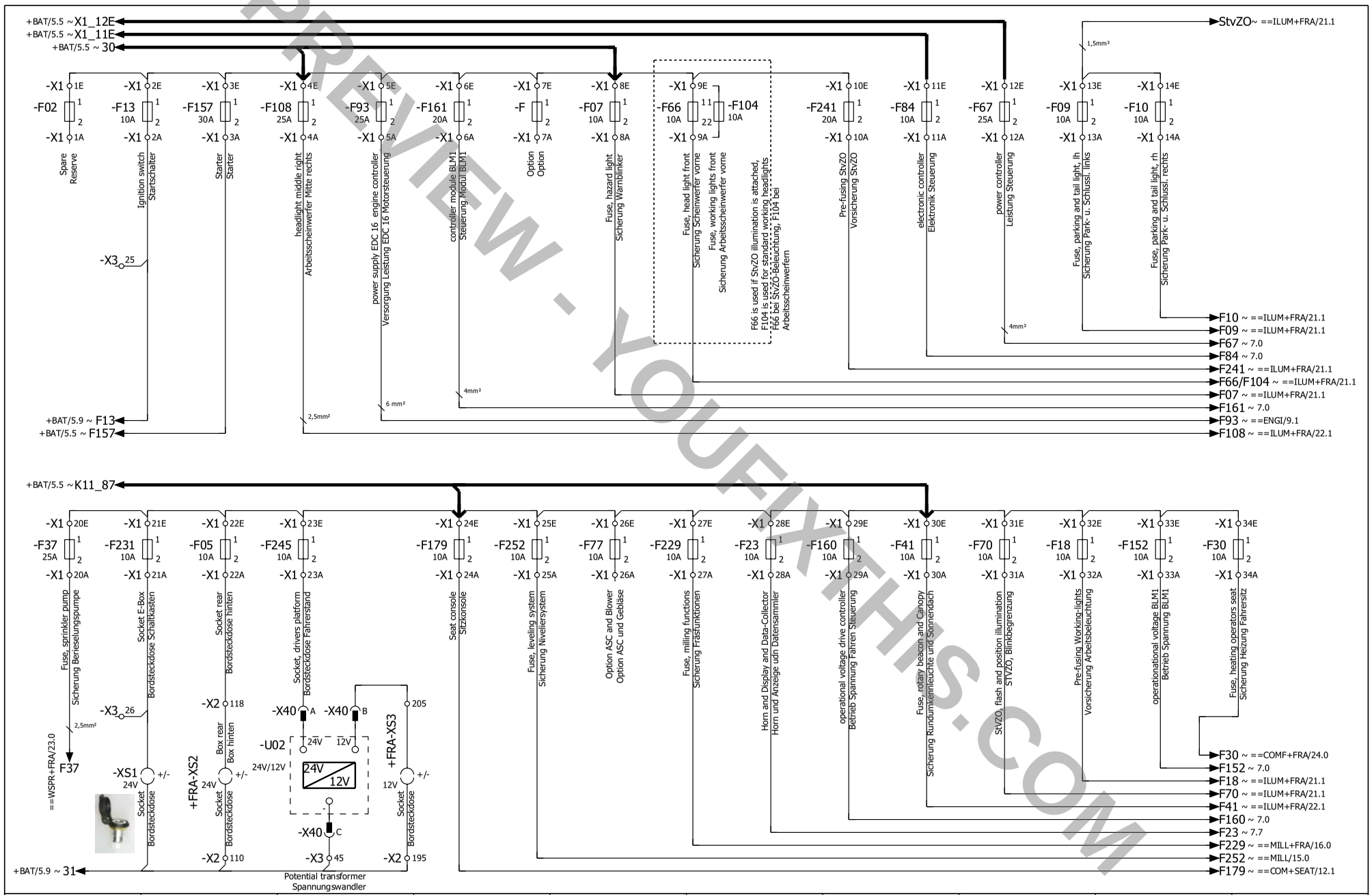


Fig. 2

3. Set the indicated height in the display to "zero" by pressing both buttons (x) and (t) at the same time (Fig. 2).

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0	1	2	3	4	5	6	7	8	9
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