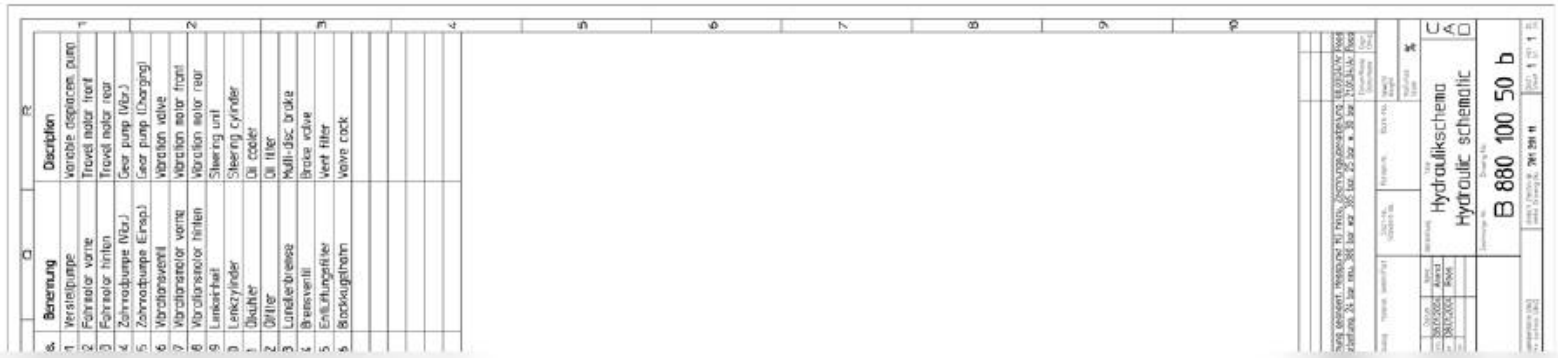


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Pos.	Benennung	Description
1	Verstellpumpe	Variable displacem. pump
2	Fahrmotor vorne	Travell motor front
3	Fahrmotor hinten	Travell motor rear
4	Zahnradpumpe (Vibr.)	Gear pump (Vibr.)
5	Zahnradpumpe (Ersatz)	Gear pump (Charging)
6	Vibrationsventil	Vibration valve
7	Vibrationsmotor vorne	Vibration motor front
8	Vibrationsmotor hinten	Vibration motor rear
9	Lenkachse	Steering unit
10	Lenkzylinder	Steering cylinder
11	Ölkühler	Oil cooler
12	Ölfilter	Oil filter
13	Lamellenbremse	Multi-disc brake
14	Bremsventil	Brake valve
15	Entlüftungsfilter	Vent filter
16	Absperrhahn	Valve cock

Hydraulikschema
Hydraulic schematic

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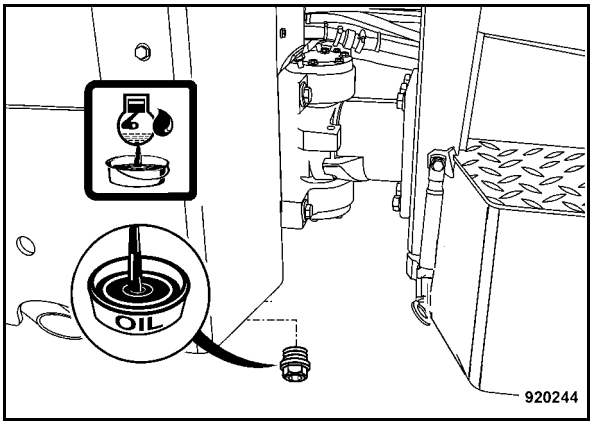


Fig. 4

- Unscrew the drain plug (Fig. 4) and catch running out oil.
- Turn the drain plug tightly back in.

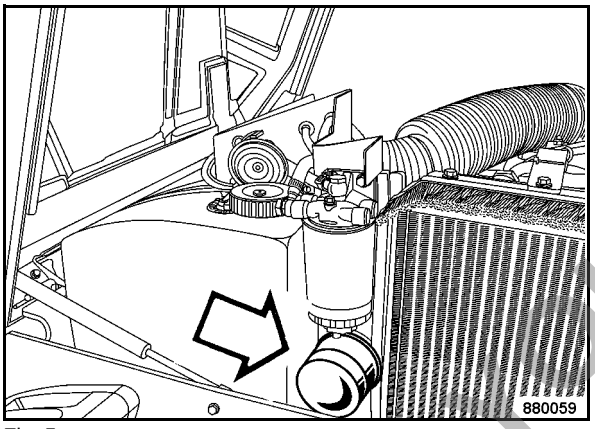


Fig. 5

- Unscrew the filter cartridge (Fig. 5) using an appropriate filter wrench.
- Clean the sealing face on the filter carrier from any dirt.

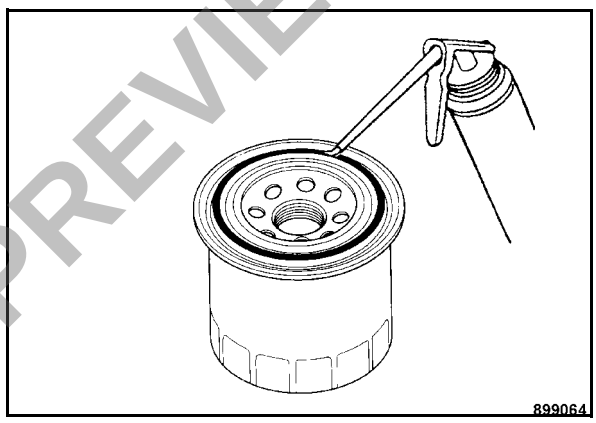


Fig. 6

- Slightly oil the rubber seal on the new filter cartridge (Fig. 6).
- Turn the new filter cartridge on by hand, until the seal contacts.
- Tighten the filter element for another half turn.

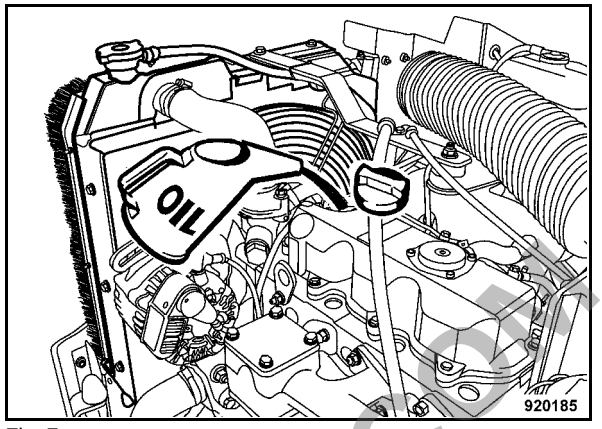


Fig. 7

- Fill in new engine oil (Fig. 7).
- Tighten the oil filler cap properly.

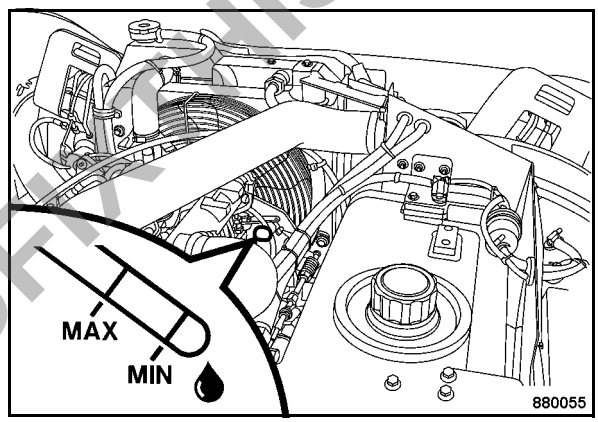


Fig. 8

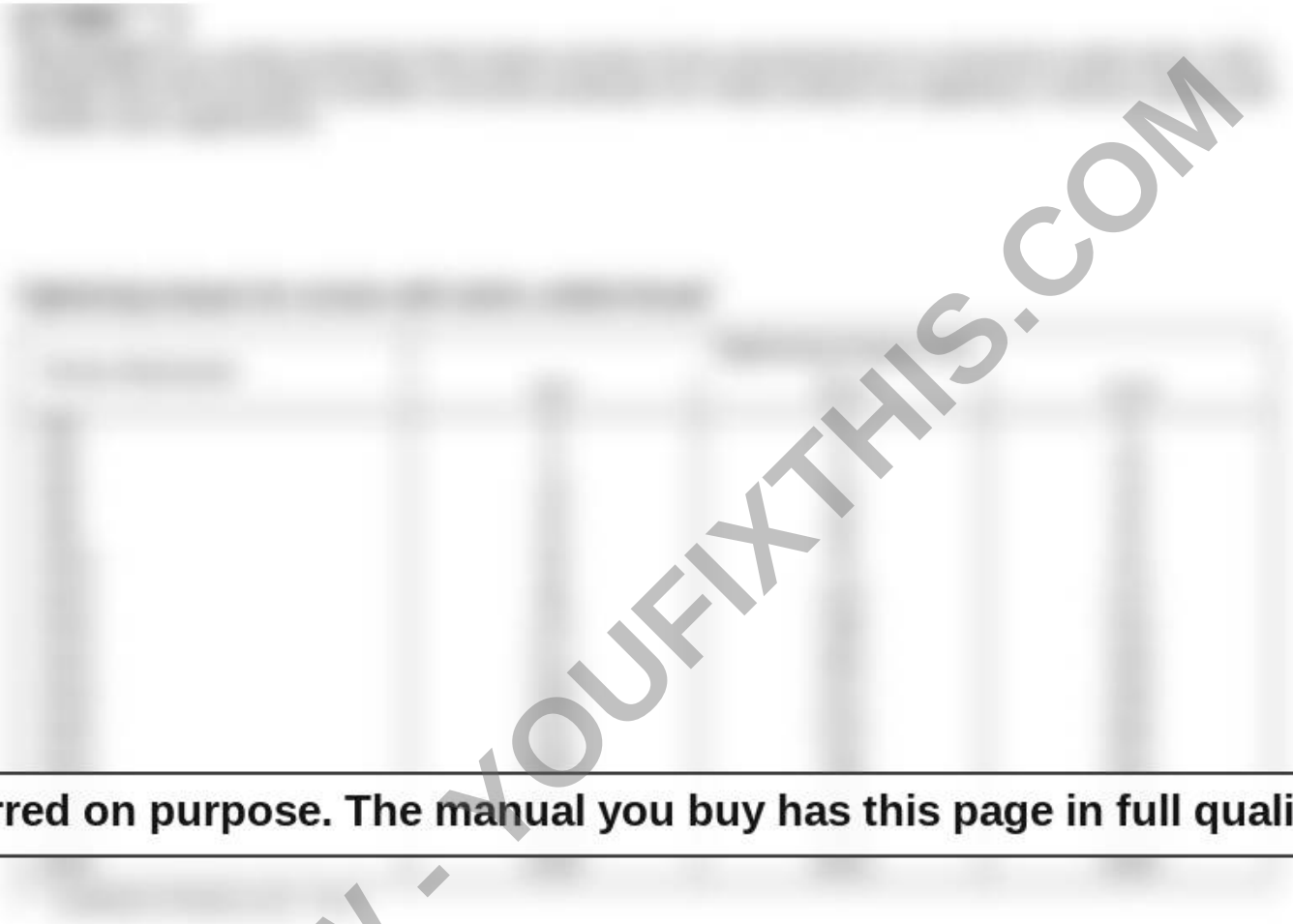
- After a short test run check the oil level once again (Fig. 8), if necessary top up to the top mark (MAX).

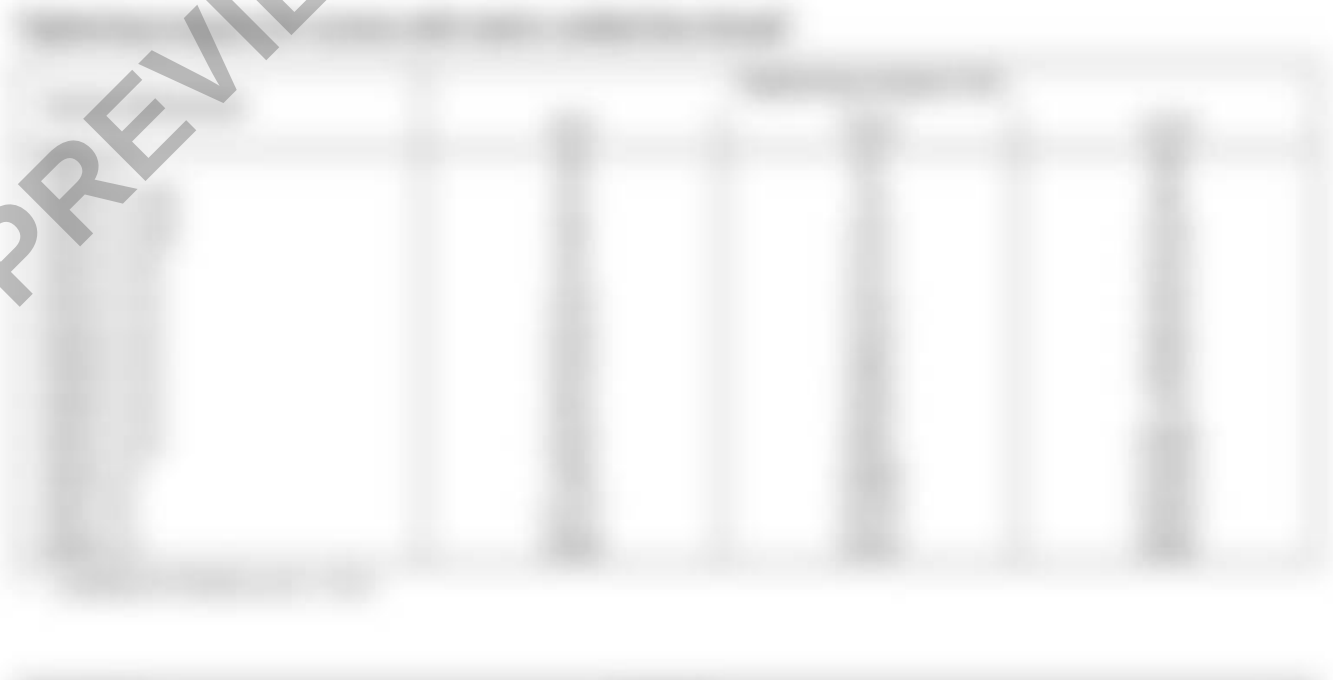
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The values specified in the table apply for screws:

- black oiled
- with surface protection A4C
- with surface protection DACROMET





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10.2 Engine problems

Fault	Possible cause	Remedy
No or poor starting of engine	Fuel tank empty	Fill fuel tank
	Fuel filter clogged, in winter due to paraffin separation	Change the fuel filter, use winter fuel
	Fuel lines leaking	Check all line connections for leaks and tighten the fittings, bleed the fuel system
	Travel lever not in "0"-position	Shift the travel lever to position "0".
	Battery discharged or not connected, battery power too low	Charge the battery, clean the terminal clamps, tighten and cover them with acid-free grease, have battery tested
	Emergency stop push button is locked	Unlock the emergency stop switch
	Especially in winter: use of too viscous engine oil	Use the correct engine oil for the ambient temperatures
Engine runs irregularly with poor power	Fuel supply too low, fuel system clogged by paraffin separation (winter operation)	Change the fuel filter, check line connections for leaks and tighten fittings, us winter fuel under cold conditions
	Injection valve or injection pump defective	Have examined by a specialist
	Air filter cartridge soiled	clean, if necessary use a new one
	Excessive play in throttle cable	Adjust the throttle cable, replace if necessary
Engine looses power and speed, excessive exhaust smoke	Engine oil level too high	Drain the oil down to the top dipstick mark
	Poor quality fuel	Use specified fuel
	Air filter dirty	clean, if necessary use a new one
	Poor compression because of burned or broken compression rings	Have compression rings and pistons examined by specialist.
	Injection valve defective	Have examined by a specialist

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General **7**
1.1 Introduction 8
1.2 Safety regulations 9
1.3 General repair instructions 13
1.4 Tightening torques 23
Technical data **27**
2.1 Technical data 28
Maintenance **35**
3.1 General notes on maintenance 36
3.2 Fuels and lubricants 37
3.3 Table of fuels and lubricants 39
3.4 Running-in instructions 40
3.5 Maintenance table 41
Overall view of machine **43**
4.1 Overview 44
Electrics **47**
5.1 Battery service 48
5.2 Starting with jump wires 49
5.3 Generator repair 50
5.4 Repair of starter 55
5.5 Glow plugs 61
5.6 Engine shut-down solenoid 62
5.7 Engine oil pressure monitoring 64
5.8 Coolant temperature monitoring 64
5.9 Switching the vibration on 65
5.10 Switching on the pressure sprinkler system 66
5.11 Level sensor in diesel tank (R03), optional 66
5.12 Charge control lamp and operating hour meter 67
5.13 Inductive proximity switch, B63 67
5.14 Angle sensor on travel control lever, B39 68
5.15 Fuses 70
5.16 Control elements 71
5.17 Machine related electrics 73
Description of the modules **79**
6.1 Electric modules 81
Engine **97**
7.1 Kubota diesel engine 99
7.2 Check the engine oil level 104
7.3 Changing engine oil and oil filter 104
7.4 Check the coolant level 106
7.5 Changing the coolant 106
7.6 Check the anti-freeze concentration and the condition of the coolant 108
7.7 Checking radiator hoses and hose clamps 108
7.8 Cleaning radiator and hydraulic oil cooler 109
7.9 Checking the V-belt, tightening, if necessary replacing the V-belt 110
7.10 Checking, cleaning, replacing the combustion air filter 110

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	7.11 Check the air intake lines	113
	7.12 Check the water separator	113
	7.13 Change the fuel filter	114
	7.14 Checking fuel lines and clamps	115
	7.15 Replacing the fuel lines	116
	7.16 Check the engine mounts	116
	7.17 Checking the engine oil pressure	117
	7.18 Checking the thermostat in disassembled state	117
	7.19 Check the injection valves	118
	7.20 Checking the start of commencement	120
	7.21 Checking the fuel injection pump	122
	7.22 Checking the compression	123
	7.23 Checking, adjusting the valve clearance	123
	7.24 Engine	125
Hydraulics		**127**
	8.1 Hydraulic circuit	128
	8.2 Pump overview	130
	8.3 Travel pump, 42R 028	132
	8.4 Drum drive motor MK04	136
	8.5 Wheel motor MSE02	139
	8.6 External gear motors	142
	8.7 External gear pumps	143
	8.8 Steering valve, OSPF	145
	8.9 Travel circuit	146
	8.10 Towing	152
	8.11 Vibration circuit	155
	8.12 Steering circuit	160
	8.13 Check the hydraulic oil level	163
	8.14 Changing hydraulic oil and breather filter	163
	8.15 Checking the hydraulic oil filter element	165
	8.16 Changing the hydraulic oil filter	165
Tests and adjustments		**167**
	9.1 Special tools, tests and adjustments	168
	9.2 Checking the rotation speeds	172
	9.3 Pressure tests in the travel circuit	174
	9.4 Pressure test in the vibration circuit	176
	9.5 Checking the leakage rate of the vibration motor	177
	9.6 Pressure test in steering circuit	178
Trouble shooting		**179**
	10.1 Perform trouble shooting	180
	10.2 Engine problems	181
	10.3 Troubleshooting axial piston pumps	183
	10.4 Trouble shooting vibration	186
	10.5 Trouble shooting steering	193
Flushing and bleeding		**195**
	11.1 Special tools for flushing	196
	11.2 Flushing - general	201

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Additional engine data

Combustion principle		4-stroke diesel
Low idle speed	rpm	1200 ± 50
High idle speed	rpm	2700 ± 25
Specific fuel consumption	g/kWh	235
Valve clearance intake	mm	0.2
Valve clearance exhaust	mm	0.2
Injection valves opening pressure	bar	140 + 10

Travel pump

Manufacturer		Sauer
Type		42 R28
System		Axial piston/swash plate
Max. displacement	cm^3/rev	28
Max. flow capacity	l/min	76
High pressure limitation	bar	385
Charge pressure, high idle	bar	20 ± 2

Drum drive motor

Manufacturer		Poclain
Type		MK 04
System		Radial piston
Displacement	cm^3/rev	408
Perm. leak oil rate	l/min	1.5

Wheel motor

Manufacturer		Poclain
Type		MSE 02
System		Radial piston
Displacement	cm^3/rev	408
Perm. leak oil rate	l/min	1.5

Vibration pump

Type		HYZ/11
System		Gear pump
Max. displacement	cm^3/rev	11
Starting pressure	bar	210 ± 20
Operating pressure (soil dependent)	bar	100 ± 60

Vibration motor

Type		HYZ/8
System		Gear motor
Displacement	cm^3/rev	8

Steering/charge pump

Type		HYZ/8
System		Gear pump
Displacement	cm^3/rev	8
Max. steering pressure	bar	160 to 190

Steering valve

Manufacturer		Danfoss
Type		OSPC 80 ON
System		Rotary spool valve

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Testing and measuring the starter

Function control with the starter removed

⚠ Caution

Fasten the starter to make sure that it will not come loose during the test.

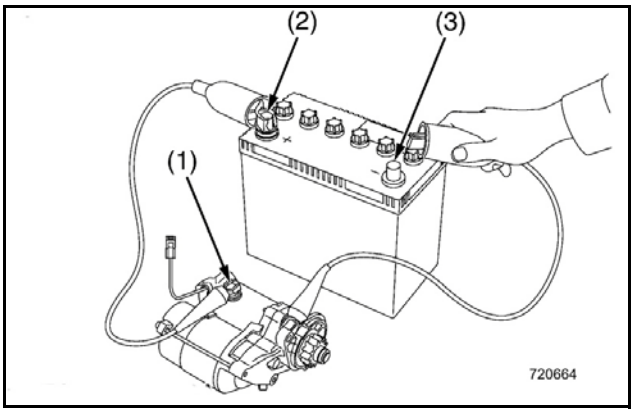


Fig. 13

- Connect a jumper lead between start terminal (1) and battery plus (2).
- Connect a jumper cable instantaneously between starter housing and battery minus (3).

i Note

If the motor does not start, the starter is defective. Repair or replace the starter.

Checking the magnetic switch

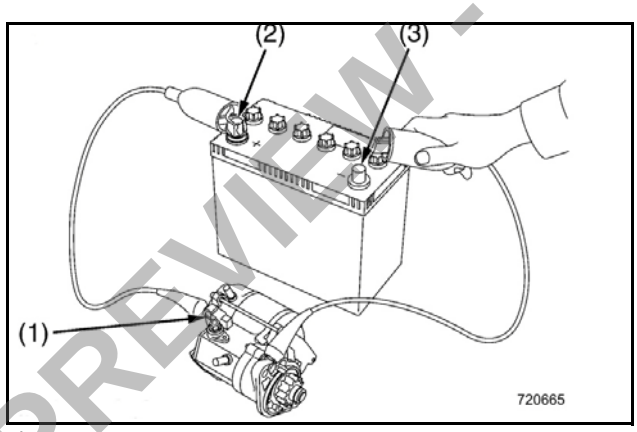


Fig. 14

- Connect a jumper lead between start terminal (1) and battery plus (2).
- Connect a jumper cable instantaneously between starter housing and battery minus (3).

i Note

If the pinion does not disengage, the magnetic switch is defective. Repair or replace the starter.

Continuity test for the magnetic switch

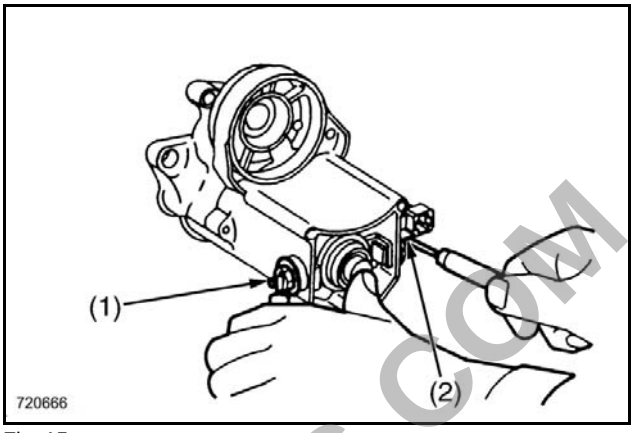


Fig. 15

- Use a continuity tester to check for continuity between terminal (1) and terminal (29 while holding the pin depressed.
- Replace the magnetic switch if no continuity is detected.

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BOMAG Service Training

Vibration control

Manual vibration

If no voltage is applied to PIN 14 (*manual vibration on*), vibration can be switched on via button input (*vibration on*) on PIN 13. Vibration is always switched on or off when a clear ground potential is detected on Pin 13. If vibration is switched on, the LED on Pin 5 lights up. If the vibration button is actuated again, vibration is switched off.
In case of a bridge (Active-HIGH-Signal) on PIN 16 vibration switched off at a speed higher than 6 km/h and on again at a speed below 6 km/h.
Without a bridge on PIN 16 the vibration is not switched off above 6 km/h.

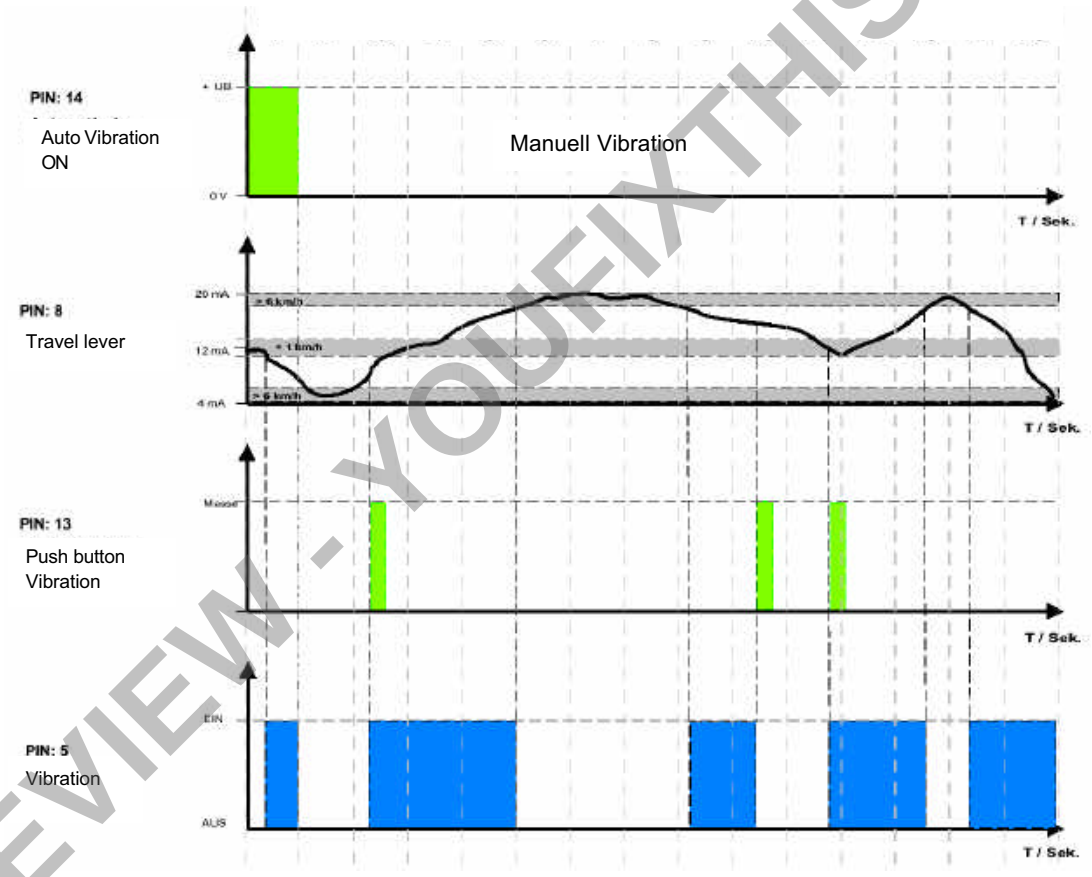


Fig. 1: Manual vibration control with HIGH-Signal on PIN 16

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7.17 Checking the engine oil pressure

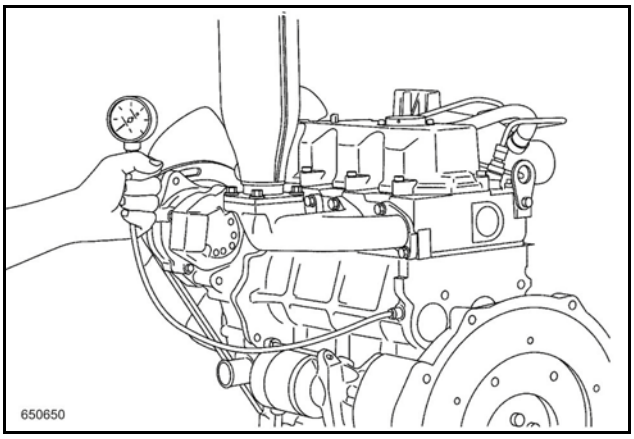


Fig. 1

- Remove the engine oil pressure switch and install a measuring adapter.
- Start the engine. Once operating temperature has been reached check the oil pressure at idle speed and at nominal speed.

i Note

An oil pressure below the permissible limit may have one of the following causes:

Engine oil level too low

Oil pump defective

Oil strainer clogged

Oil filter cartridge clogged

Excessive oil gap in crankshaft bearings

Foreign bodies in pressure relief valve

At idle speed: 0.98 bar

At nominal speed: 3 to 4.4 bar

Permissible limiting value at idle speed: 0.5 bar

Permissible limiting value at nominal speed: 2.50 bar

- Retighten the engine oil pressure switch with the specified torque.

Tightening torque:

15 to 19 Nm

7.18 Checking the thermostat in disassembled state

The thermostat serves the optimal temperature control of the coolant, in order to promote efficient combustion and to bring the engine quickly to operating temperature after starting. At temperatures below approx. 69.5°C to 72.5°C the thermostat is closed. Once the coolant temperature has reached this temperature, the thermostat will start to open, at about 85° C it is fully open. In this condition the full coolant flow is guided through the radiator.

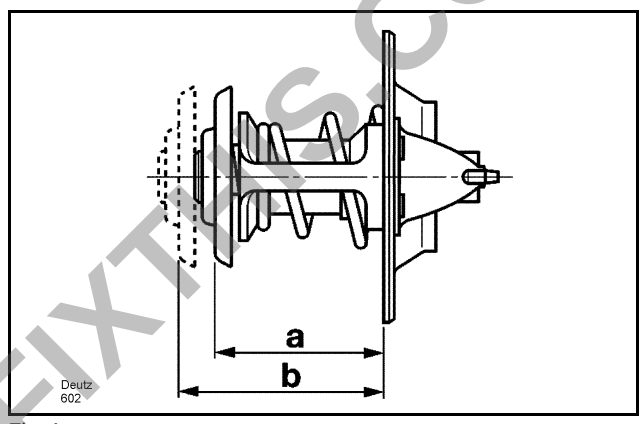


Fig. 1

- Measure and write down the measurement "a" on the thermostat (Fig. 1).

i Note

"a" = beginning of stroke at approx. 69.5°C to 72.5°C (T1)

"b" = end of stroke at approx. 85 °C (T2)

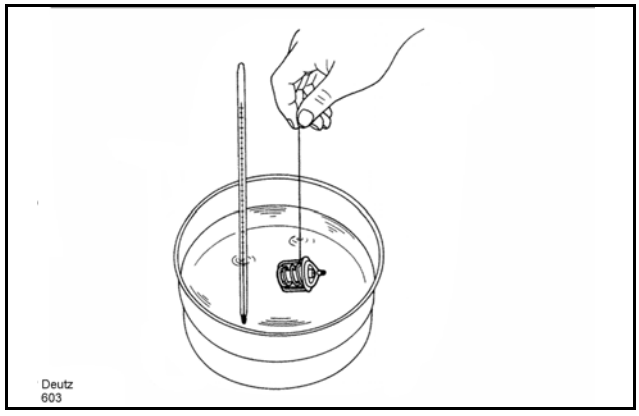


Fig. 2

- Warm up the thermostat in a water bath (Fig. 2).

i Note

In order to determine the exact start of opening the temperature should be measured as close to the thermostat as possible, but without touching it.

The water must thereby be stirred continuously, to ensure even temperature distribution.

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OSP steering valve

The OSP steering unit works hydrostatically, i.e. there is no mechanical connection between the steering wheel and the wheels to be steered (articulated joint, drum, etc.). The mechanical link is replaced by hydraulic piping and hoses between the steering unit and the steering cylinder(s).

When the steering wheel is operated, the steering unit measures the exact oil quantity proportional to the rotation of the steering wheel. This oil quantity is directed to the steering cylinders.

The steering unit mainly comprises of a rotary spool valve and a rating pump (gear set). The steering column connects the steering unit to the steering wheel of the vehicle. When operating the steering wheel the rotary spool valve makes sure that oil from the steering pump is guided through the gear set to the cylinder ports L or R, depending on the operating direction of the steering wheel. The gear set measures the oil flow to the steering cylinder proportionally to the turning angle of the steering wheel.

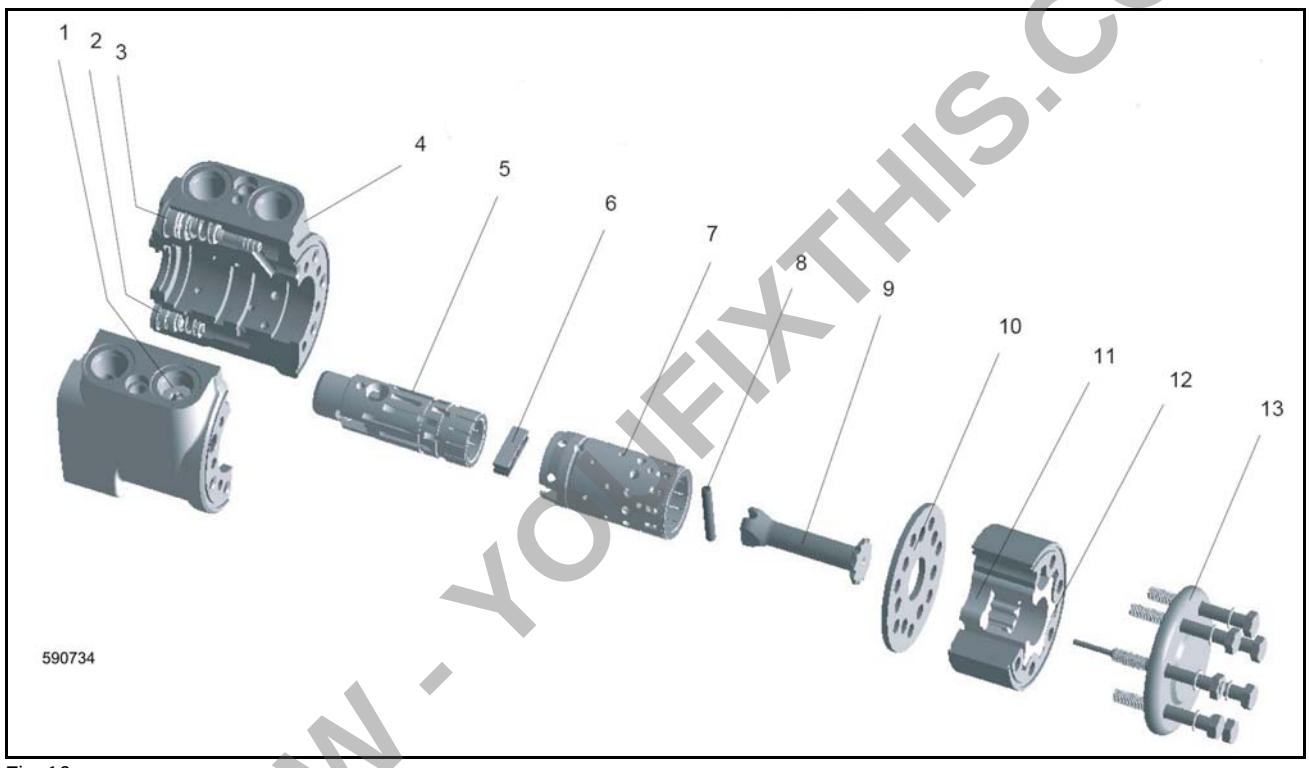


Fig. 16

1	Check valve	8	Outer spool
2	Shock valve	9	Universal shaft
3	Pressure relief valve	10	Distributor plate
4	Housing with anti-cavitation valves	11	Gear
5	Inner spool	12	Ring gear
6	Neutral setting spring	13	Cover
7	Pin		

The steering valve is additionally equipped with a pressure relief valve, it limits the steering pressure.

Suddenly occurring pressure peaks, which may be caused by e.g. external influences like driving against a curb stone, are compensated by two shock valves, which are integrated in the steering valve. Each of these shock valves is fitted with an additional anti-cavitation valve. These anti-cavitation valves protect the system against cavitation which could be caused by the reaction of the shock valves.

A check valve inside the steering unit makes sure that the hydraulic oil cannot flow to the steering pump if forces are introduced from outside. In such a case the steering cylinders would act as pumps and press the oil back to the pump.

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9.3 Pressure tests in the travel circuit

Special tools:

Hydraulic test case

⚠ Caution

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

1. Block the drums with suitable chocks (Fig. 1).

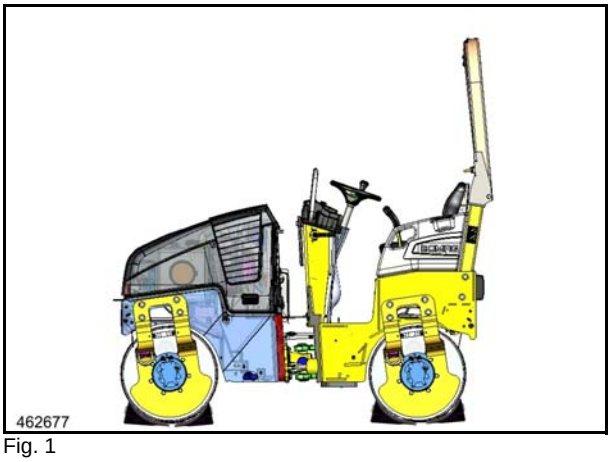


Fig. 1

i Note

On AC-machines block drum and rubber wheels.

2. Pull the plug off the brake solenoid valve (Y04) to close the brake (Fig. 2).



Fig. 2

3. Connect a 60 bar pressure gauge to the charge pressure test port. (Fig. 3).

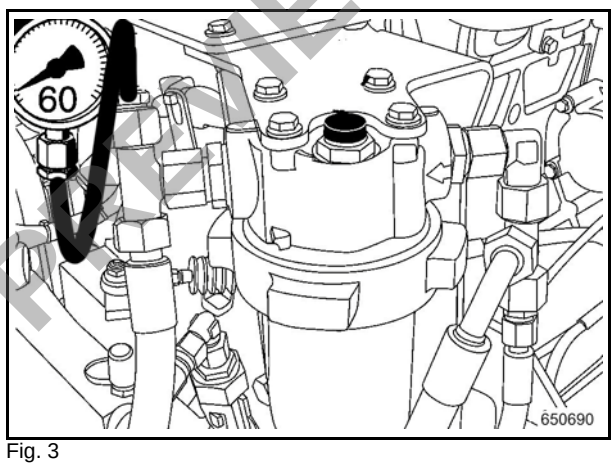


Fig. 3

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Before flushing

Change the filter element

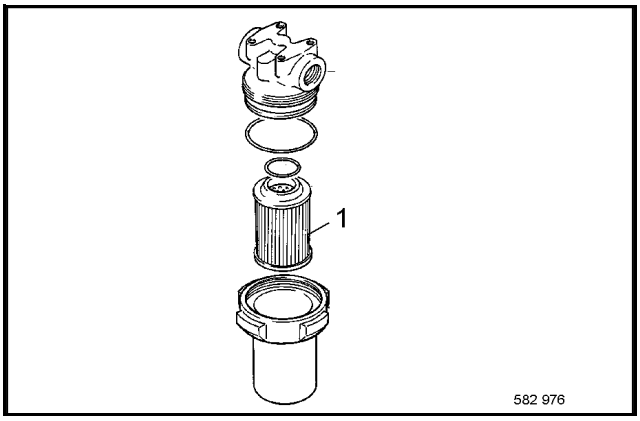


Fig. 1

Clean the hydraulic tank

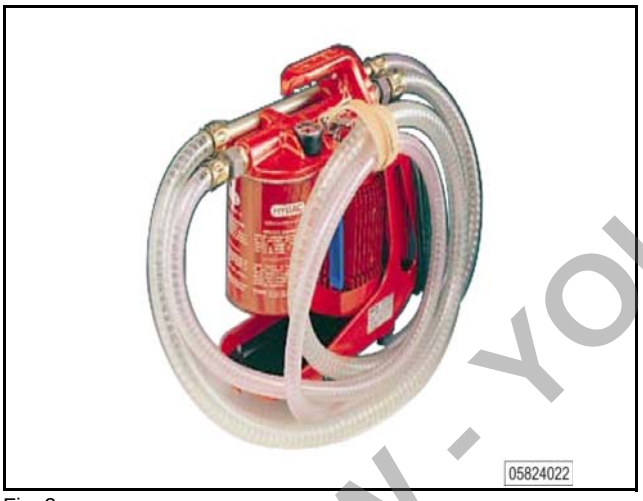


Fig. 2

⚠ Caution

Change the oil in case of excessive contamination, oil discoloration or if the oil change interval is almost due.

- Filter the tank content with the filling and filtering unit and pump it into an oil container.
- Mark all hoses and disconnect them from the hydraulic oil tank.
- Clean the oil tank thoroughly from inside, if necessary remove the tank cover.
- Reconnect all hoses.
- Fill the hydraulic oil tank again with the filling and filtering unit.

Bleeding

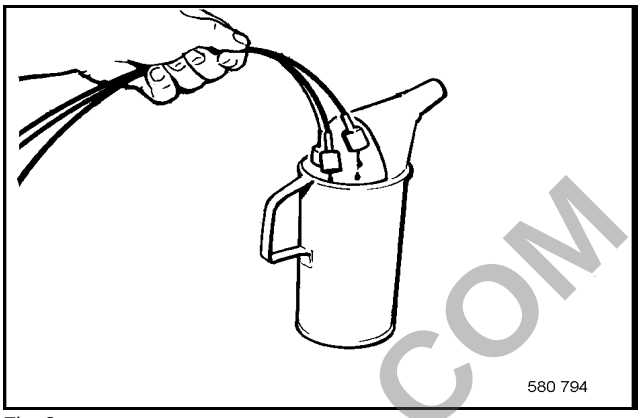


Fig. 3

- Always bleed closed hydraulic circuits if lines had been removed or connected.

Servicing the flushing filter kit

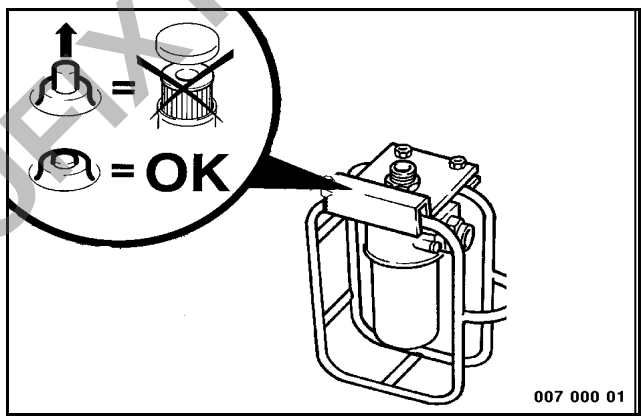


Fig. 4

- Replace the filter element of the flushing filter when the red control pin of the contamination indicator is pressed out during the filtering process.
- Clean hoses and connections and store the flushing kit in a clean and protected environment.

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12.3 Removing and installing the drum

Removing the drum

i Note

The procedures for the removal of front and rear drums are identical. The following instructions describe the removal of the front drum, however, the work steps apply also for the removal of the rear drum.

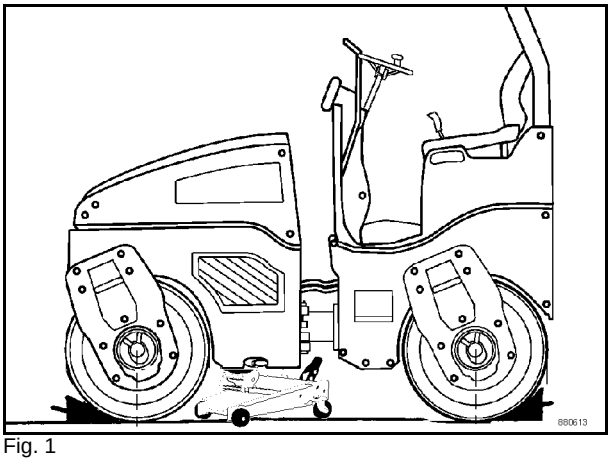


Fig. 1

1. Jack the the machine up (Fig. 1) and support it safely, so that the rubber buffers on the drive disc are unloaded.

⚠ Danger

Danger of accident!

Block front and rear drums with wedges against rolling!

Do not work in the articulation area of the roller while the engine is running.

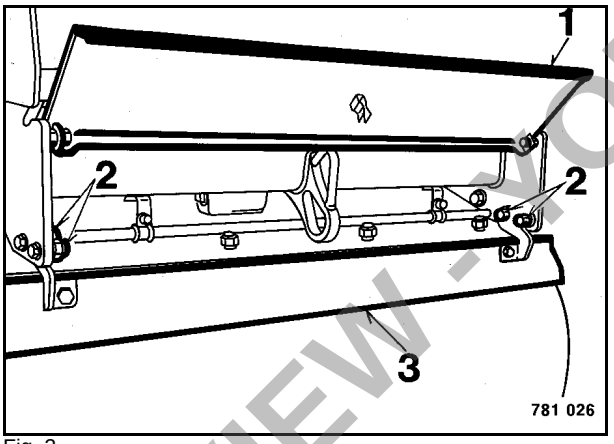


Fig. 2

⚠ Caution

Do not start the engine during repair work!

2. Open flap 1 (Fig. 2).
3. Unscrew the hexagon screws (2) to remove the scrapers (3).

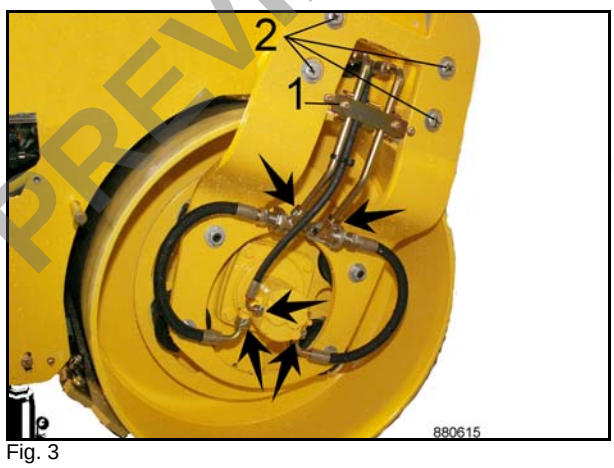


Fig. 3

Vibration motor side

4. Disassemble the bracket 1 (Fig. 3).
5. Mark the hydraulic hoses and disconnect them from the vibration motor ports.

Environment

Catch running out hydraulic oil and dispose of environmentally.

6. Close the connections with plugs.
7. Unscrew screws (2).

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13.5 Assembling the oscillating articulated joint

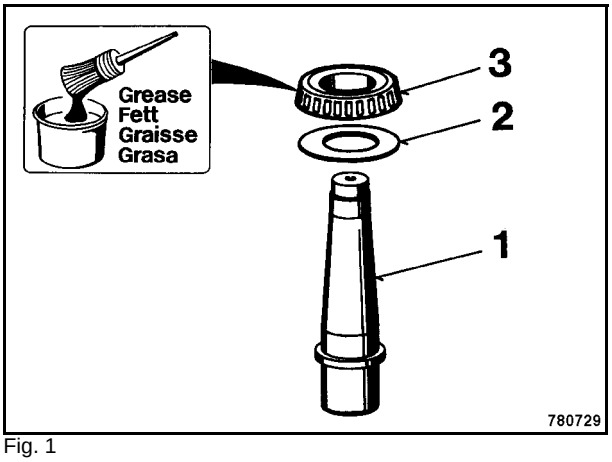


Fig. 1

1. Slide the sealing ring 2 (Fig. 1) over the oscillation axle (1) and fit the new taper roller bearing (3).
2. Fill the taper roller bearing with lithium saponified high pressure grease.

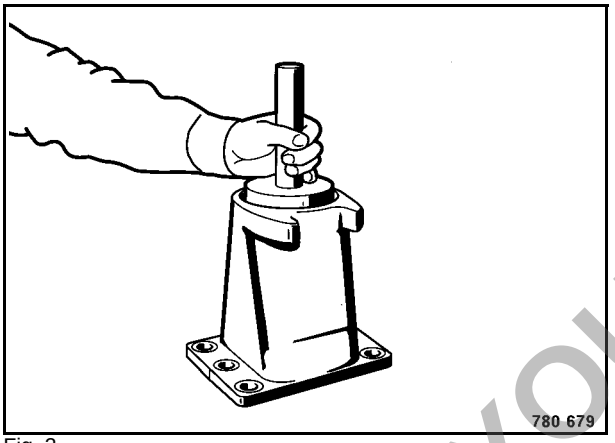


Fig. 2

3. Knock the new outer bearing race into the bearing housing (Fig. 2).

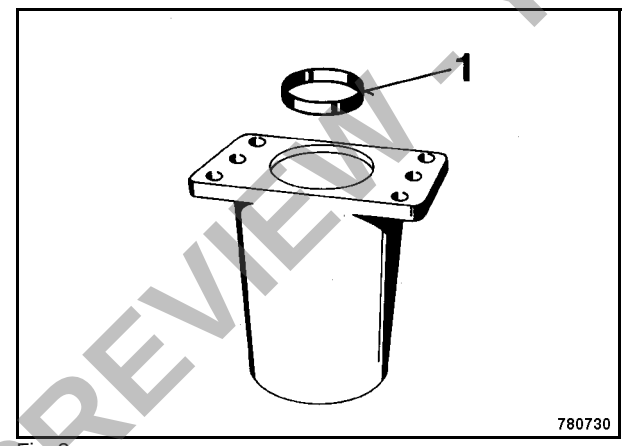


Fig. 3

4. Turn the bearing housing upside down.
5. Press in the outer bearing race 1 (Fig. 3).

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Installation Instruction for O-ring / Kin-ring / Roto Glyd

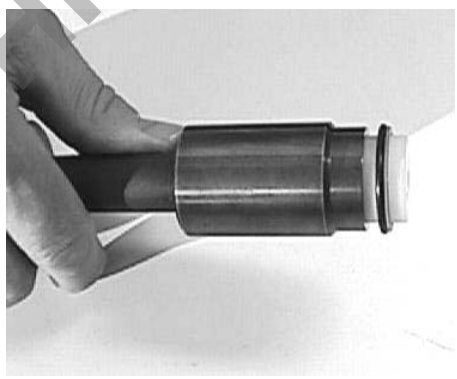
Installation Instructions for O-ring / Kin-ring Roto glyd

Turn the steering unit until the bore is horizontal. Guide the outer part of the assembly tool into the bore for the spool/sleeve.



F300984

Grease o-ring and king-ring/roto Glyd with hydraulic oil and place them on the tool.



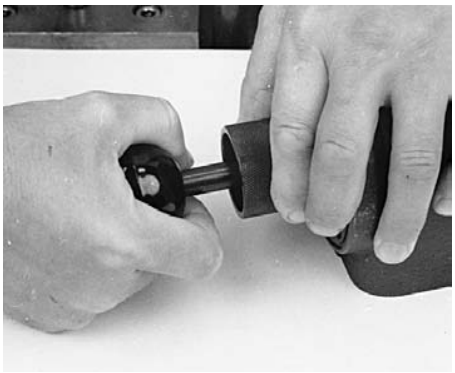
F300985

Hold the outer part of the assembly tool in the bottom of the steering unit housing and guide the inner part of the tool right to the bottom.



F300986

Press and turn the o-ring/kin-ring into position in the housing.



F300987

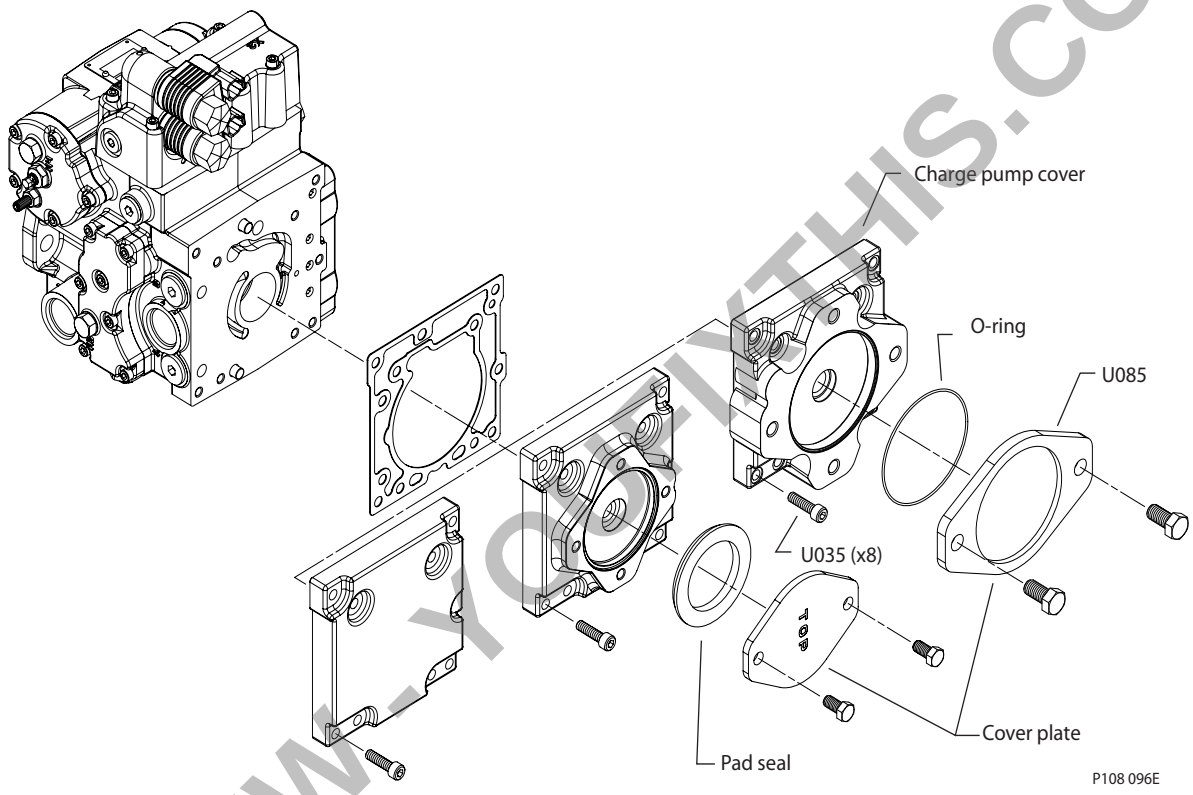
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Auxiliary mounting pads

SAE A and SAE B auxiliary mounting flanges are available on all Series 42 pumps and are integral to the charge pump cover. This flange allows mounting of auxiliary hydraulic pumps and mounting of additional Series 42 pumps to make tandem pumps. The pads allow full through-torque capability.

Auxiliary mounting pads



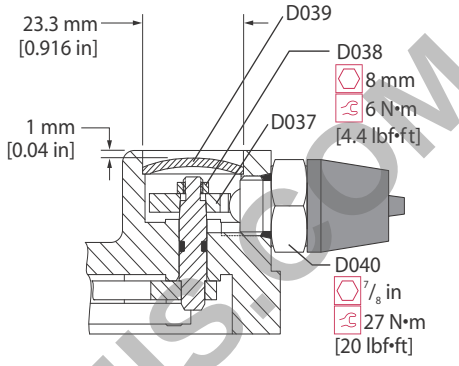
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MDC Neutral start / backup alarm switch (continued)

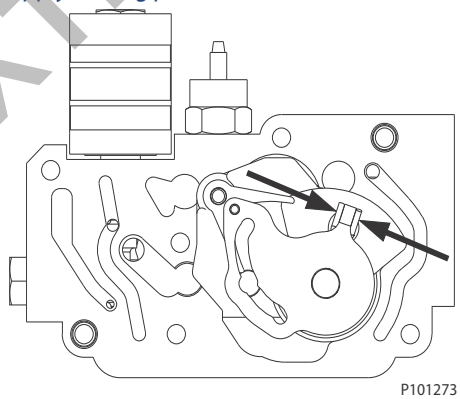
1. Remove the MDC module from the pump housing.
2. Using a 7/8 in hex wrench, remove the NSS/BAS (D040).
3. Using a screwdriver to pry it out, remove and discard the NSS cover (D039). Be careful not to damage the internal hardware.
4. Using an 8mm hex socket, remove the nut (D038).
5. Pry the cam (D037) off the shaft.
6. On the underside of the MDC module, gently clamp a pair of locking pliers around the spring contacts of the control cam. Be careful not to damage the spring wires. The pliers hold the nub on the control cam to the pin underneath. This holds the control cam in neutral position.
7. Set the NSS cam (D037) in the proper orientation (I, II, or III). See the illustration on previous page.
8. Thread the alignment tool into the NSS cavity to hold the cam in place.
9. Install the nut (D038) onto the cam and torque to 6 N•m [4.4 lbf•ft].
10. Using an appropriate press, press a new cover (D039) into the cam cavity. Use a tool with a diameter of 23.3 mm [0.916 in]. Press the new cover so that it sits 1 mm [0.04 in] below the cast surface as illustrated above.
11. Remove the alignment tool and locking pliers.
12. Lubricate and install a new O-ring on the NSS (D040) and install the NSS to the MDC. Torque to 27 N•m [20 lbf•ft].
13. Reinstall the MDC module onto the pump housing as shown on pages 35 and 36.

Side view of NSS and NSS cavity



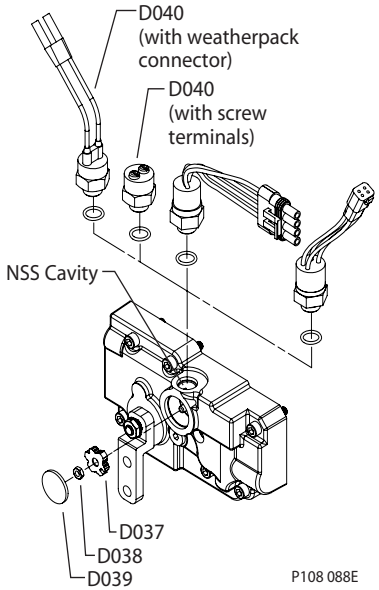
P100109E

Apply locking pliers here.



P101273

NSS assembly on MDC



P108 088E

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Sicherheit und Qualität

Vor den Wartungsarbeiten

- Alle notwendigen Sicherheitsvorkehrungen treffen (Menschen und Material) und die geltenden Sicherheitsvorschriften beachten.
- Parkbremse betätigen und Maschine mit Keilen festsetzen.
- Energieerzeugung (Motor) des Hydrauliksystems abstellen und die Stromversorgung ausschalten.
- Gegebenenfalls eine Sicherheitszone einrichten.
- Die Außenflächen der Bauteile reinigen, um Schmutz und Fett restlos zu entfernen.
- Warten, bis das Hydrauliksystem vollständig abgekühlt und druckentlastet ist (die Sammler entlasten).
- Die Hydraulikflüssigkeit, die sich eventuell noch in den Gehäusen der Bauteile befindet, ausleeren. Die gebrauchte Flüssigkeit auffangen und umweltschonend entsorgen.

Das heiße oder unter Druck stehende Öl kann zu schweren Verbrennungen mit Entzündung führen. Bei einem Unfall einen Arzt hinzuziehen.

Während der Wartungsarbeiten

- Bestimmte Bauteile sind sehr schwer. Sie müssen bei der Abnahme vom Rahmen mit einer angemessen ausgelegten Hebevorrichtung gehalten werden.
- Die Sauberkeit ist wesentlich beim Betrieb der Hydraulikbauteile. Die meisten Teile können mit einem sauberen Lösungsmittel gereinigt werden.
- Während der Handhabung alle empfindlichen Oberflächen gegen Stöße schützen (Zentrierungen, gleitende Teile, Auflagen, Dichtungs- und Lagerauflagen usw.).
- Diese Flächen vor dem Wiederzusammenbau reinigen.
- Systematisch die demontierten Dichtungen beim Wiederzusammenbau durch neue ersetzen. Wir empfehlen, vor der Montage alle Dichtungen zu fetten.
- Alle gleitenden Flächen durch Aufbringen eines Films sauberer Hydraulikflüssigkeit ölen, der eine korrekte Schmierung beim ersten Neustart gewährleistet.
- Niemals die Hydraulikflüssigkeit, die sich bei hohen Temperaturen entzünden kann, erwärmen. Einige Lösungsmittel sind ebenfalls entzündlich. Während der Arbeiten nicht rauchen.

Nach den Wartungsarbeiten

Die Bauteile wieder einbauen und das Hydrauliksystem gemäß den Anweisungen in den folgenden Dokumenten wieder in Betrieb nehmen:

- INSTALL MK04 D/GB (ref. 800078171T)
- INSTALL CIRCUITS D/GB (ref. 677777853U)

Die Sicherheitsventile nicht überregulieren.

Safety and Quality

Before servicing

- *Be extremely careful to prevent personal injury and to avoid damage to material. Comply with all safety regulations.*
- *Apply the parking brake and prevent the machine from rolling with tire blocks.*
- *Stop the hydraulic system power source (engine) and disconnect the battery.*
- *If necessary, block off the safety area.*
- *Wash dirt and grease from exterior of the components.*
- *Await the complete cooling down and depressurization of the hydraulic system (accumulators must be purged).*
- *Flush the casings of the hydraulic components which may retain hydraulic fluid. Collect the old hydraulic fluid preventing contamination of the environment.*

Hot or pressurized hydraulic fluid may cause serious burns & infections to the human body. Consult a physician in case of accident.

During servicing

- *Some hydraulic components are very heavy. Secure them with a lifting device of adequate capacity when removing from the machine frame.*
- *Cleanliness is essential to functioning of the hydraulic components. Most of the parts may be cleaned with a clean solvent.*
- *During handling, protect all sensitive surfaces from shocks (piloting and interface surfaces, thrust & bearings surfaces, seal races, etc...)*
- *Clean up these surfaces before reassembly.*
- *Always install new O-rings, seals & gaskets discarding the old ones. We recommend lubricating all seals prior to assembly.*
- *Lubricate all surfaces which have relative motion between parts by coating them with a film of clean hydraulic fluid to assure lubrication at first start.*
- *Never heat hydraulic fluid, as it may flame at high temperature. Some solvents are also flammable. Do not smoke during servicing.*

After servicing

Reinstall the components and restart the hydraulic system according to instructions defined in the following documents:

- *INSTAL MK04 F/GB (ref. 800078101S)*
- *INSTAL CIRCUITS F/GB (ref. 677777831V)*

Do not overset relief valves.

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Remontage.

Avant le remontage, il est impératif de s'assurer de la propreté de toutes les pièces, des portées de joint et des gorges.

Toute trace de rouille, boue, eau doit être supprimée.

S'assurer également que le corps de frein présente bien des chanfreins dans les trous de passage des vis de fixation sur le corps de frein.

Enduire de graisse anti-oxydante (voir outillage page 66), les gorges, le dessus du piston de frein, la rondelle élastique, l'anneau d'arrêt, et la portée du joint de piston dans le corps de frein.

Montage du corps de frein :

De type 1 : collé
De type 2 : non collé
De type 3 : à fixation à billes

Type 1

- Contrôler l'absence de colle sur la face de liaison du **couvercle**. Eliminer toute trace de colle à l'aide d'une spatule.

NE PAS TOILER LA FACE DE LIAISON AFIN DE CONSERVER SA RUGOSITE ORIGINALE.

- Essuyer la face de liaison en faisant des mouvements vers l'extérieur à l'aide d'un chiffon humide ne présentant pas de particules détachables.
- **Dégraisser la face de liaison à l'aide d'alcool isopropylique.**

- Contrôler l'absence de colle sur la face de liaison du **corps de frein**. Éliminer toute trace de colle à l'aide d'une spatule.

NE PAS TOILER LA FACE DE LIAISON AFIN DE CONSERVER SA RUGOSITE ORIGINALE.

Reassembly.

Before reassembling, it is necessary to ensure that all parts, the surface conditions of the piston seal and the grooves are clean.

All traces of rust, mud, water must be removed.

Also make sure that the brake housing has proper chamfers around the mounting screws holes.



Coat with anti-oxidizing grease (see tools page 66), the grooves, the top of the brake piston, the spring washer, the snap ring and the piston seal contact surface in the brake housing.

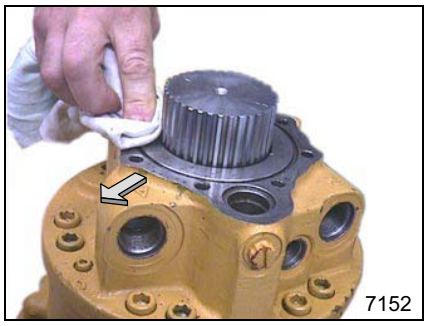
Brake housing mounting :

1st type : glued
2nd type : not glued
3rd type : balls fixing

Type 1

- *Check there is no dried glue on the mating face of the **valving cover**. Scrape off all glue residues with a blade.*

DO NOT FILE OR EMERY THE MATING SURFACE AS THE ORIGINAL SURFACE FINISH MUST BE MAINTAINED



- *Wipe the mating face with a lint-free moist rag, stroking the valving cover from the inside to the outside.*

- ***Degrease the mating face using isopropyl alcohol.***

- *Check there is no dried glue on the mating face of the **brake housing**. Scrape off all glue residues of the brake housing.*

DO NOT FILE OR EMERY THE MATING SURFACE AS THE ORIGINAL SURFACE FINISH MUST BE MAINTAINED.

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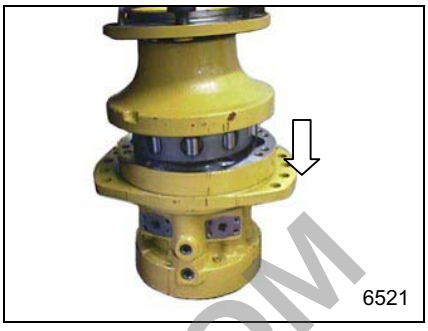
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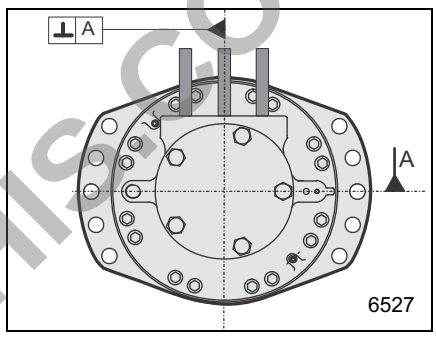
- Monter le palier en utilisant un palan.

Pour les moteurs paliers les orifices doivent être perpendiculaires à l'axe de fixation du moteur. (Fig 6527)

- *Install the bearing support, using a lifting tackle.*

For shaft motors the ports must be perpendicular to the mounting axis of the motor. (Fig 6527)





- Monter et serrer les vis de fixations (042) au couple indiqué. (voir tableau page 71).

- *Install and tighten the mounting screws (042) to the right torque. (see table page 71).*



- Reposer le moteur.

- *Install the motor.*

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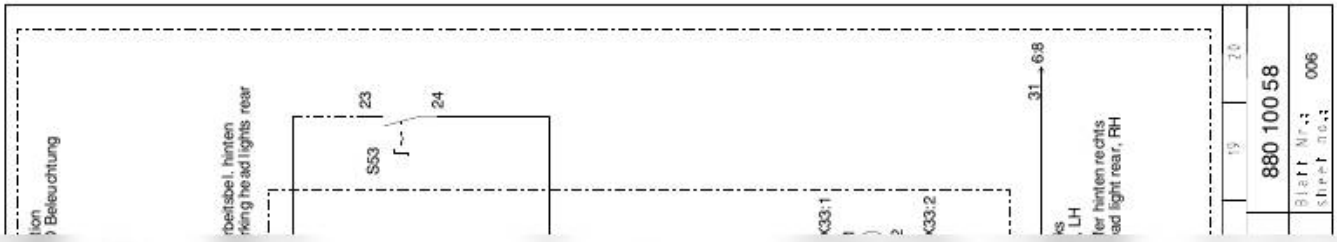
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Taille *Size*	**Couples de serrage standard en N.m ± 10%** (Suivant norme DIN 912)			***Standard tightening torques in [lbf.ft] ± 10%*** *(According to the standard DIN 912)*		
	8.8	**10.9**	**12.9**	**8.8**	**10.9**	**12.9**
M6	10	14	17	7.5	10	12.5
M8	25	35	41	18.4	26	30
M10	49	69	83	36	51	61
M12	86	120	145	63.4	88.4	107
M14	135	190	230	100	140	170
M16	210	295	355	155	218	262
M18	290	405	485	214	299	358
M20	410	580	690	302	428	509

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Pin overview
Pin Übersicht

A68			Module seat contact Modul Sitzkontakt		
Pin Kontakt	Page Blatt	Path Pfad	Description Beschreibung	Signal	Signal
:	8	1		Module seat contact	Modul Sitzkontakt
:	8	2	DI 15/54	Potential 15	Potential 15
:	8	2	BTS	Solenoid pullcoil	Hubmagnet Anzugswicklung
:	8	3	Relay contact 30	Ground	Erde
:	8	3	GND	Ground	Erde
:	8	4	DI 4	Engine oil pressure	Motoröldruck
:	8	4	Relay contact 87	Solenoid retaining coil	Hubmagnet Haltewicklung
:	8	5	DI 3	Brake	Bremse
:	8	5	Relay contact 87a	NC contact	Öffner
:	8	8	DI 2	seat contact	Sitzkontakt
:	8	8	DI 1	seat contact	Sitzkontakt

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