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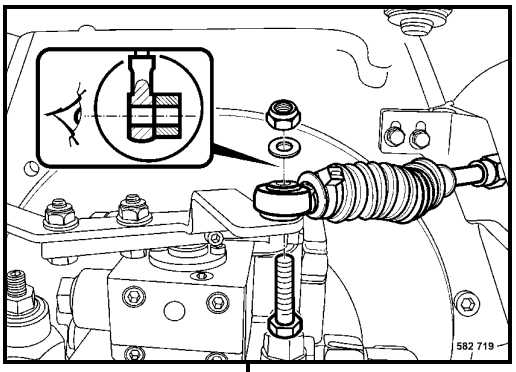
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4.2 Trouble shooting diagram

The machine drives with the travel lever in „NEUTRAL“

Note: The documentation shows work on travel pump 1, work on travel pump 2 must be performed accordingly.



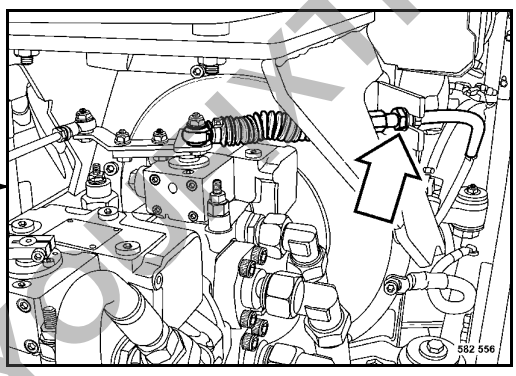
Check the neutral setting

- Shift the travel lever to “neutral”
- Unhook the travel cable from the pump
- check whether bore in ball socket is in line with bore in control lever

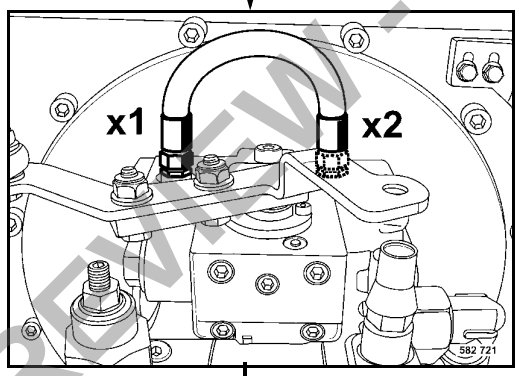
Bores in line?

no

yes



Adjust the travel cable



Check the mechanical 0-position

- Join the control chambers with a hose
- Connect 600 bar pressure gauges to the high pressure test ports
- Travel lever in braking position
- Block drum and wheels with suitable chocks .
- Run the engine with maximum speed.
- Read the pressure gauge

Nominal value:
Identical pressure (charge pressure) on both pressure gauges

Neutral position OK?

no

yes

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5.3 Removing and installing the drum

Removing the drum

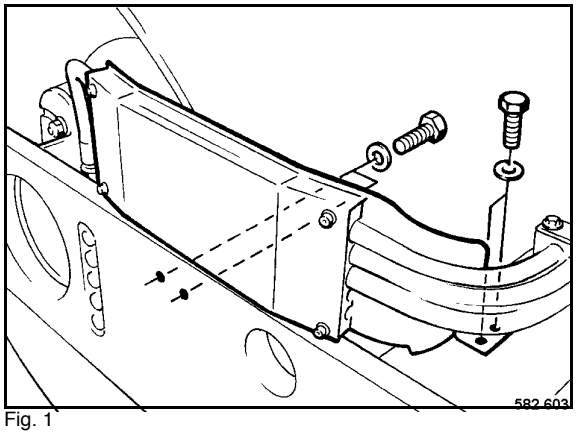


Fig. 1

Environment

Environmental damage

Catch running out hydraulic oil and dispose of environmentally.

1. Unscrew the fastening screws (Fig. 1) from the hose brackets on both sides of the drum.

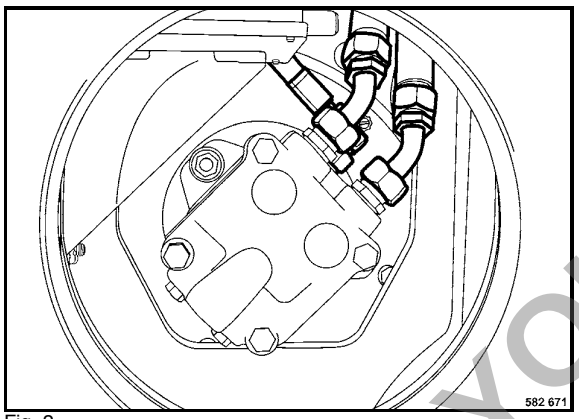


Fig. 2

2. Mark the hydraulic hoses on the vibration motor (Fig. 2) and disconnect them from the ports.
3. Close all hydraulic hoses and motor ports with suitable plugs.

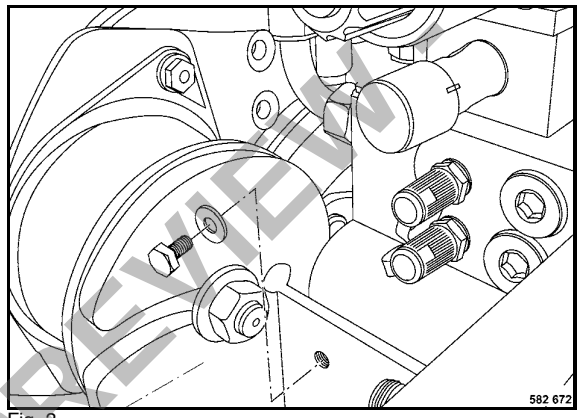


Fig. 3

4. Unscrew fastening screws (Fig. 3) from the vibration valve block.
5. Lay down the vibration valve block.

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Tightening torques

Tighten fastening screws and nuts according to the table of tightening torques.

Tightening torques deviating from the ones in the table are specially mentioned in the repair instructions.

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Adjusting the pressure override for the axle drive

⚠ Caution

To assure a reliable function of the pressure override, the pressure override valve must be adjusted 10% lower than the high pressure relief valve.

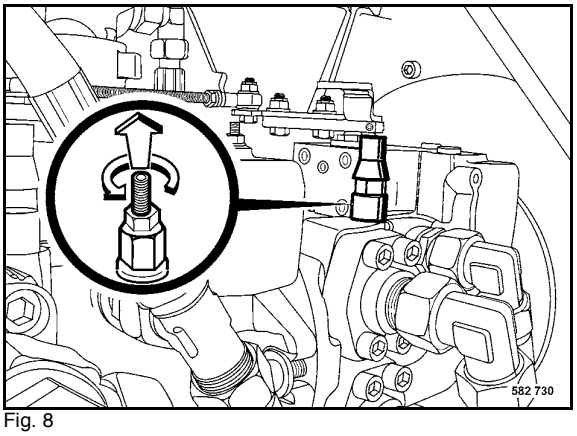


Fig. 8

8. Turn the setscrew (Fig. 8) back out again, until the high pressure is limited to 380 ±5 bar * when the drums are blocked. *(5511.4 ± 72.5)
9. Retighten the counter nut.

Drum drive

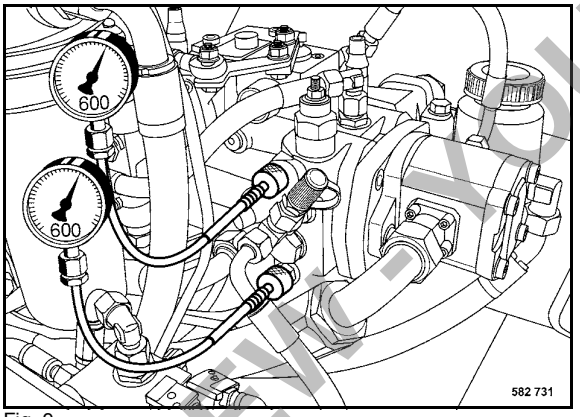


Fig. 9

10. Connect a 600 bar pressure gauge (Fig. 9) each to test ports M_A and M_B.

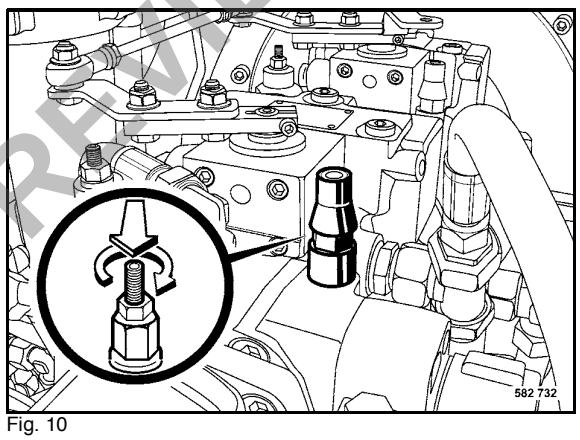


Fig. 10

11. Slacken the counter nut and turn setscrew (Fig. 10) of the pressure override completely in to block the valve.
12. Start the engine and run it with maximum speed.

⚠ Caution

Perform the following pressure test for max. 3 seconds, otherwise pump damage caused by overheating.

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3.6 Flushing the vibration circuit

Cleaning the hydraulic oil tank

Environment

Catch hydraulic oil and dispose of environmentally!

1. Pump the hydraulic oil from the hydraulic oil tank into a clean container or an oil bag using the filling and filtering unit.
2. Mark all hoses (Fig. 1) and disconnect them from the tank cover.
3. Unscrew the fastening screws for the cover and remove the cover.
4. Clean the hydraulic oil tank thoroughly from inside, reassemble cover and hoses.

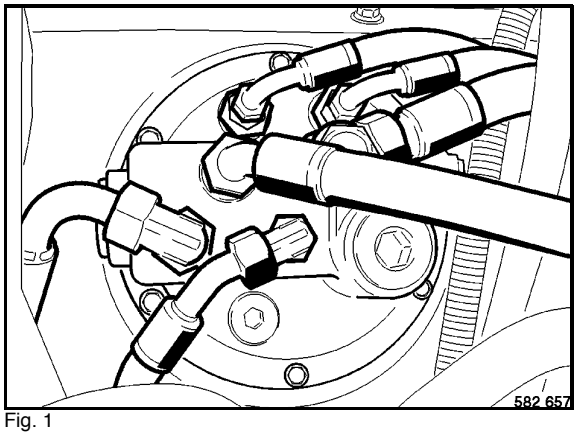


Fig. 1

Filter installation for flushing of the vibration drive

⚠ Caution

Before installing the flushing filter check hoses and connections for cleanliness, clean if necessary.

1. Disconnect the high pressure hose (Fig. 2) from the vibration pump.

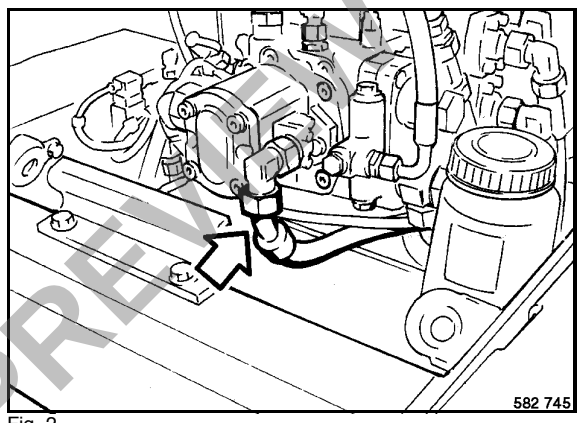
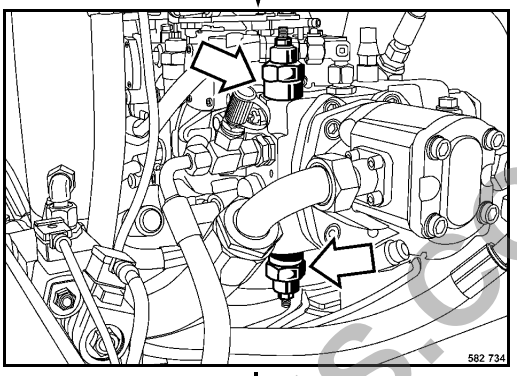


Fig. 2

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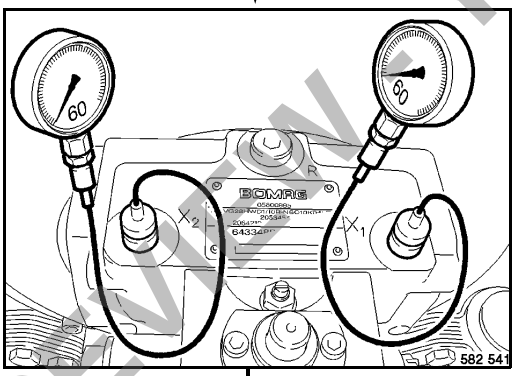
Check the high pressure relief valves

- Unscrew the high pressure relief valves, check their condition

High pressure relief valves

no → Clean valves, if necessary replace and adjust

yes



Check the control chamber pressure

- Install pressure test ports to X3 and X4
- Connect a 60 bar pressure gauge
- Run the engine with maximum speed
- Switch on vibration and read pressure gauges

Nominal value:
approx. 15 bar (217.5 psi)

Chamber pressure

no → Check servo control, replace if necessary

yes

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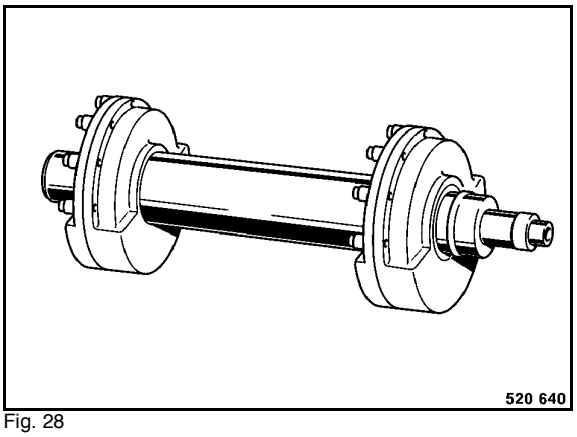


Fig. 28

Assembling the exciter shaft

⚠ Caution

During assembly observe the installation direction of the change-over weights (Fig. 28).

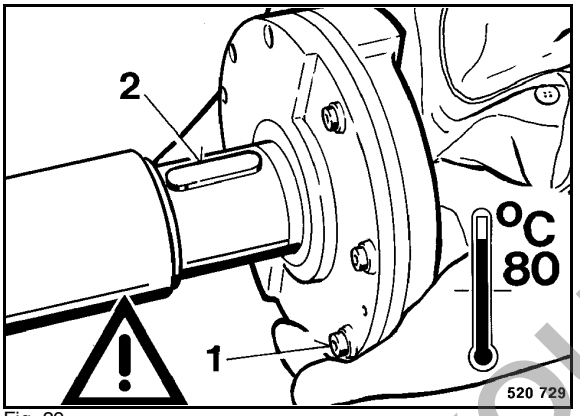


Fig. 29

1. Insert fitting key 2 (Fig. 29) into the keyway in the exciter shaft.

⚠ Danger

Danger of burning!

Wear protective gloves.

2. Heat the change-over weight (1) up to approx. 80 °C (176 °F) and slide it on the exciter shaft.

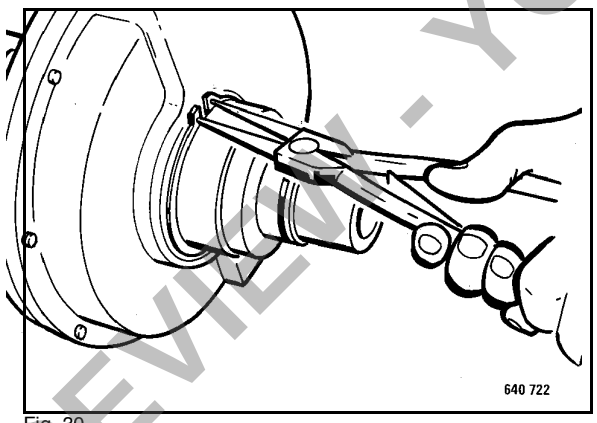


Fig. 30

3. Fit the circlip (Fig. 30).

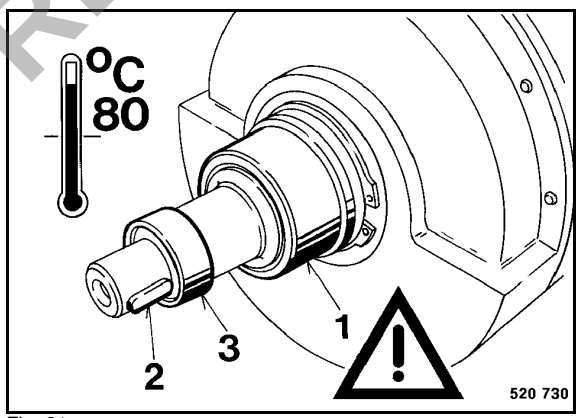


Fig. 31

⚠ Danger

Danger of burning!

Wear protective gloves.

4. Heat inner bearing race 1 (Fig. 31) up to approx. 80° *and press it on against the shoulder with the larger outer diameter facing forward. *(176°F)
5. Heat the inner ring (3) up to approx. 80 °C *and slide it on against the stop.*(176°F)
6. Insert fitting key (2) into the keyway in the exciter shaft.

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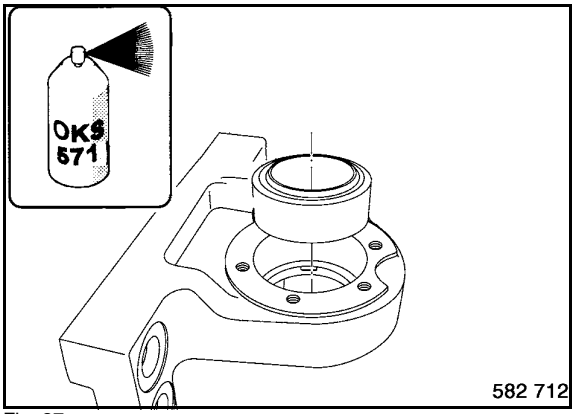


Fig. 27

20. Press self-aligning bearing (Fig. 27) into the pillow block until it bottoms.

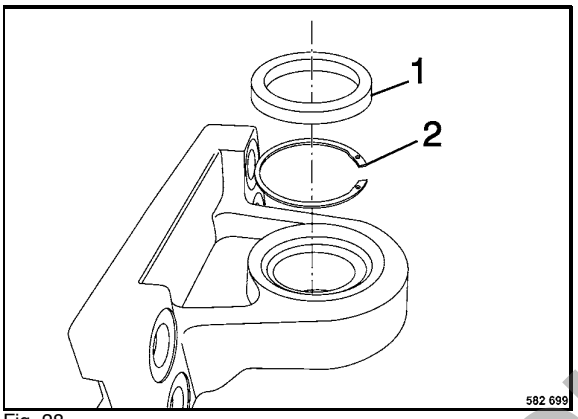


Fig. 28

21. Turn the pillow block around, assemble backing disc 2 (Fig. 28) and seal ring (1).

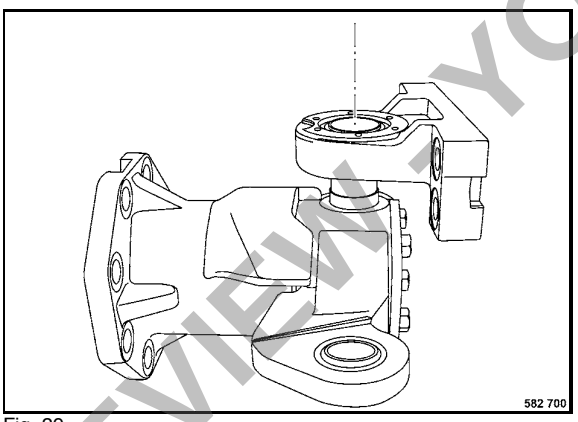


Fig. 29

22. Drive pillow block (Fig. 29) onto the bottom journal with the sealing ring facing down.

⚠ Caution

After assembly ensure correct fit of seal ring 1 (Fig. 28), if necessary correct its seat.

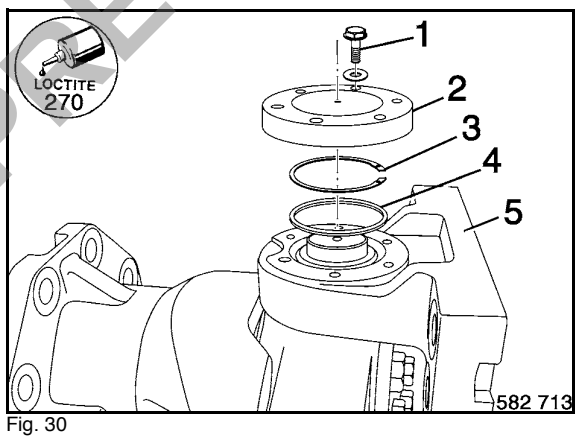


Fig. 30

23. Insert backing disc 4 (Fig. 30) and assemble circlip (3).

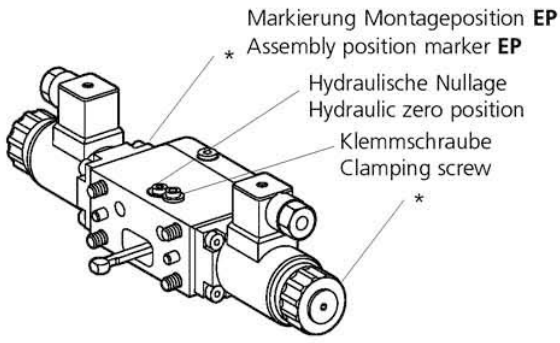
i Note

Circlip (3) and backing disc (4) are not needed for the top pillow block.

24. Attach cover (2).
25. Assemble fastening screws (1) with Loctite 270 and tighten.

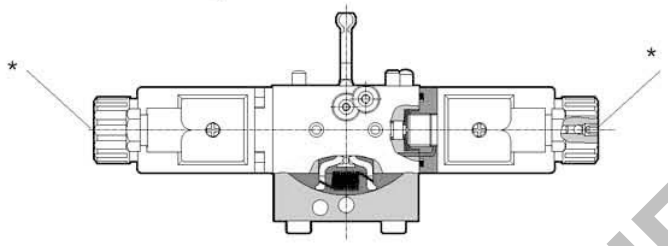
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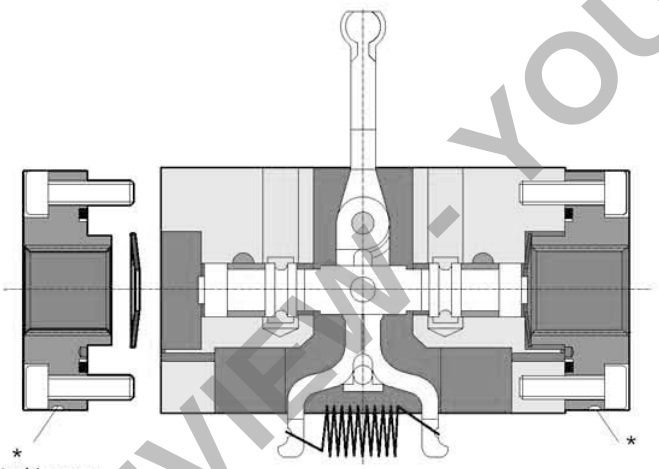


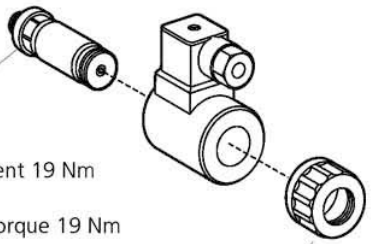
Die neuen Proportionalmagnete müssen bei der Inbetriebnahme entlüftet werden. Wird die Luft nicht aus dem Ankerraum entfernt, kann es zum Schwingen der Ansteuerung kommen.
Zum Entlüften ist am Ende des Magneten, im Messingteil, ein kleiner Gewindestift M4, SW 2 vorhanden. Dieser Gewindestift ist max. 2 Umdrehungen herauszudrehen und nach dem Entlüften mit 1 Nm wieder festzuziehen.
Bei der Ausführung mit Nothand mit Federrückzug muß zum Entlüften die Kunststoffmutter mit Gummibalg entfernt und nach dem Entlüften mit 5+1 Nm wieder angeschraubt werden.

Entlüftungsschraube * max. 2 Umdrehungen herausdrehen.
Bleed screw *. Unscrew by a max. of 2 turns



The new proportional solenoids must be bled during commissioning. If the air is not removed from the armature chamber oscillations at the control can occur.
For bleeding purposes there is, on the end of the solenoid, in the brass component a small set screw M4, 2A/F. This can be unscrewed by a maximum of 2 turns and then after completion of the bleeding tightened to a maximum of 2 Nm.
For the version with hand override and spring return the plastic nut with rubber coating has to be removed for bleeding. After bleeding it has to be replaced and tightened with 5+1 Nm.





⚠ Beim Lösen der Klemmschraube
Exzenterstift - Hydraulische Nullage festhalten.

⚠ When loosening the clamping screw
Hold the eccentric pin - hydraulic zero point

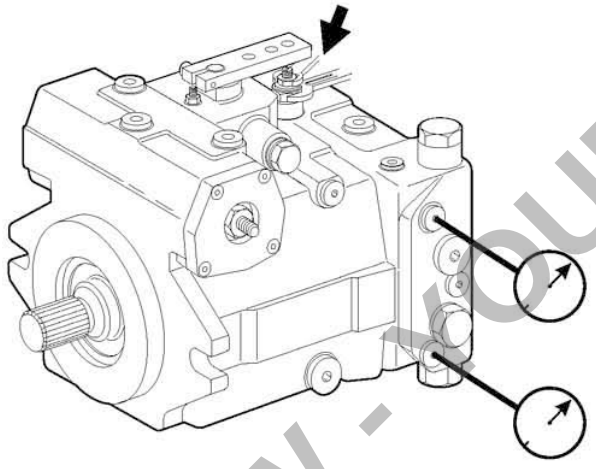
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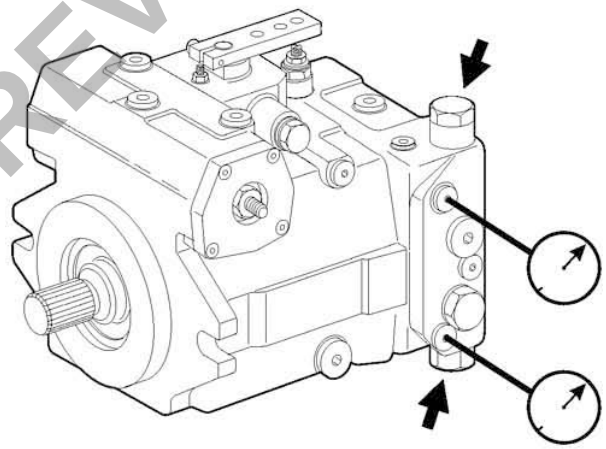
Zum Blockieren der Druckabschneidung beim Überprüfen der Hochdruckventile die Einstellschraube Pos. 1 mit gelöster Kontermutter Pos. 2 bis zum Anschlag mit **max. 2 Nm im drucklosen Zustand eindrehen!**

To block the pressure cut-off when testing the high pressure valves, the adjustment screw (item 1), with the lock-nut (item 2) loosened, has to be screwed in **with a max. torque of 2 Nm in the depressurised condition** until the end stop is reached.

Druckabschneidung
Pressure cut-off



HD- Ventile
HP- valves



Achtung!
Sicherheitsbestimmungen beachten!

HD-Ventil ohne Bypass

1 . HD- Ventile sind immer 10% höher eingestellt als die Druckabschneidung.
Bei Veränderung eines Einsteilwertes immer beide kontrollieren.
2. Nachjustierung nur bei Betriebstemperatur

Manometer an M_A und M_B anschließen.
Druckabschneidung: Maß X Einstellschrauben notieren!
Einstellschraube auf Block drehen.

HD- Ventile: Mit geringer Pumpenmenge über Ventile fahren. Einstellwert kontrollieren.
(Nur kurzzeitig "Temperatur".)
Drucklos "Einstellwert" verändern - Kontrolle

Druckabschneidung:
Einstellschraube auf Maß (*) zurückdrehen.
Druckwert kontrollieren bzw. nachjustieren.
Achtung! Differenz von 10% HD- Ventile und Druckabschneidung beachten!
Hinweis: Einstelldaten nach Werksauftrag.

Attention!
Observe safety regulations.

HP valve without bypass-function

1 . HP valves are always adjusted 10% higher than the pressure cut-off.
If one setting value is changed, always check both values.
2. Readjusting only at operating temperature.

Connect pressure gauge M_A and M_B.
Pressure cut-off: Note measurement X for setting screw!
Turn setting screw to the blocked position.
HP valves: Operate the valves with small pump flow over the valves.
Check setting value. (only for a short time "temperature").
Change zero pressure "setting value" - then check.

Pressure cut-off:
Turn back setting screw to measurement (*).
Check pressure value and readjust if necessary.
Attention! Observe the 10% pressure difference between the HP valves and the pressure cut-off!

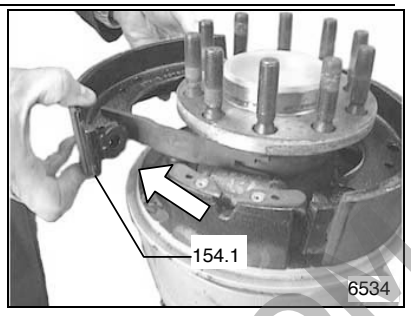
Note: Setting data is in accordance with the works order.

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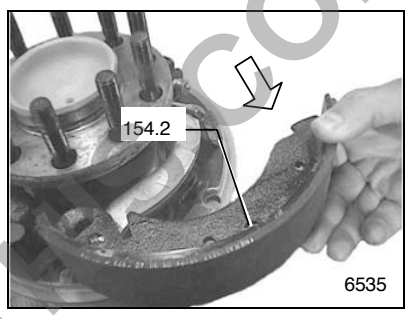
Bremsbacke (154.1) abbauen.

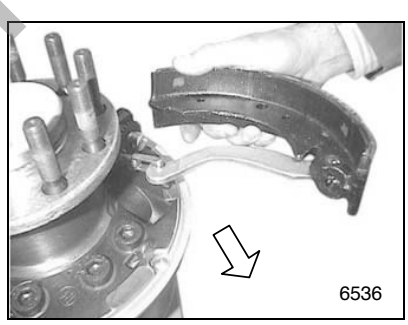
Remove the brake shoe (154.1)



Den mechanischen Bremshebel vom Bremsseil lösen und Bremsbacke (154.2) entfernen

Releasing the mechanical brake control lever from its cable, remove the brake shoe (154.2)





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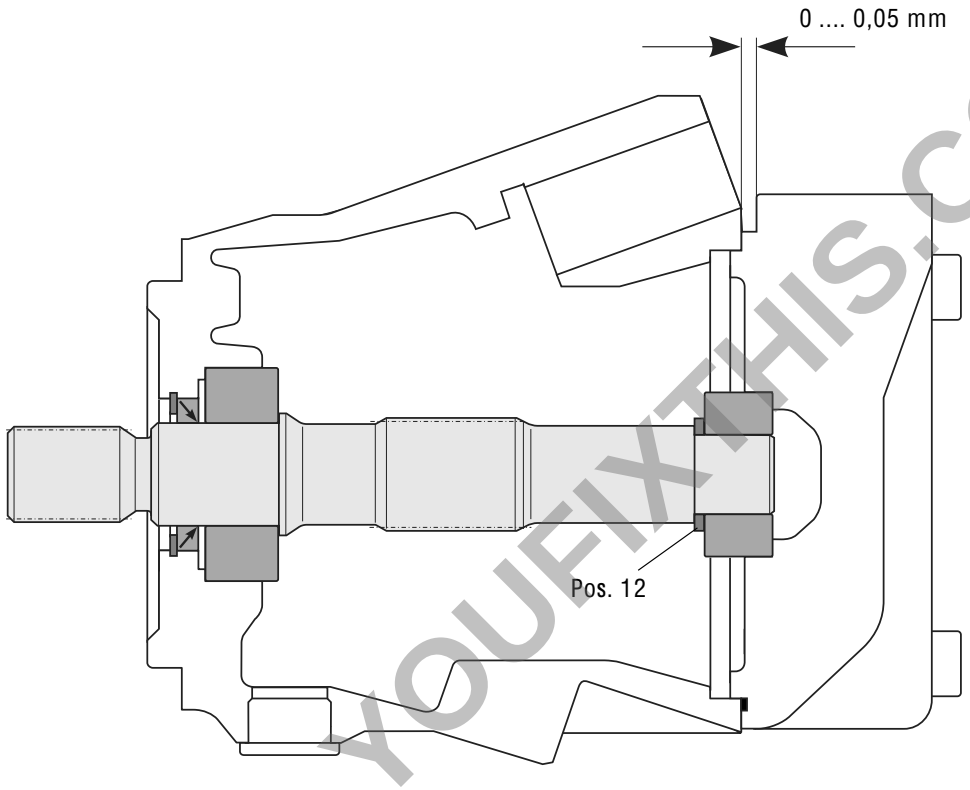
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Montage - Abstimmung (Kegelrollenlager) / Taper roller bearing initial tension

AA10 VM Baureihe 50
AA10VM Series 50



Abstimmung der Triebwerkslagerung
Die Vorspannung der Triebwerkslagerung muß im Gußgehäuse von 0 bis 0,05 mm durch Abschleifen der Abstimmscheibe Pos. 12 hergestellt werden.

Einstellhinweis: Q_{min}-Anschlag
Bei gegebenem Zusatzstrom wird bei drucklosem Umlauf der Anschlag Q_{min} so eingestellt, daß die gemessene Drehzahl des Motors einem Schluckvolumen von 12 cm³ entspricht (v_{gmin}).
Eine kontinuierliche Verstellung bis v_{gmax} = 45 cm³ ist möglich - Volumenänderung pro Gewindestiftumdrehung ca. 3,1 cm³ (s. a. Seite 3).

$$\textbf{Schluckvolumen } v_{gmin} = \frac{\textbf{Q Zulauf x 1000}}{\textbf{Meßdrehzahl}}$$

Achtung: Falsch eingestellte Q_{min} Anschläge können zu überhöhten Drehzahlen bis hin zum Ausfall der Bauteile führen.

Adjustment of stopper min displacement
Cast iron housing must have initial tension of bearings: 0 ..... 0,05 mm , grind Pos. 12 if necessary.

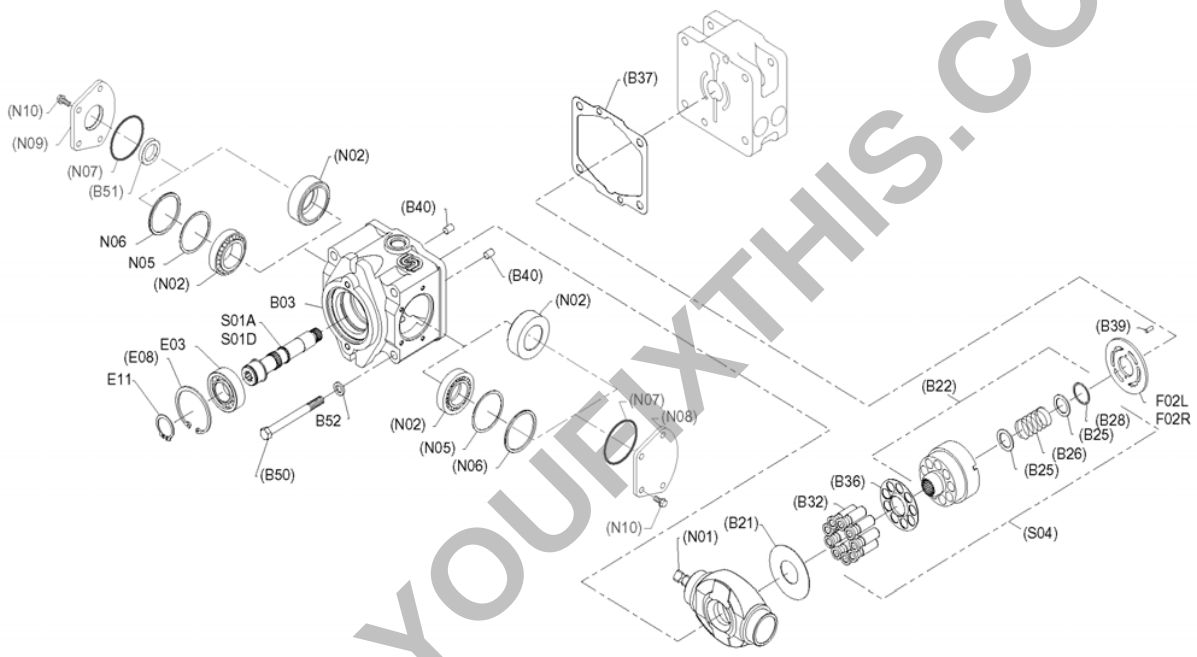
Adjustment: Q_{min}- stopper
With a given inflow and pressureless circulation adjust the stopper Q_{min} displacement so that the measured speed of the motors results in a displacement of 12 cm³ (v_{gmin}).
Increase of adjustment is possible to v_{gmax} = 45 cm³
Differential volume is appr. 3,1 cm³ (see page 3).

$$\textbf{Displacement } v_{gmin} = \frac{\textbf{Q inflow x 1000}}{\textbf{Measurement speed}}$$

Attention: Wrong adjustments of stopper Q_{min} displacement increases the speed of the motor up to a possible failure of parts of the unit.

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Exploded View of the M25 Variable Tandem Pump (Continued)



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Major Repair - Variable Pump (Continued)

Install the valve plate locating pin into the end cap.

Coat the back (steel side) of the valve plate with petroleum jelly to hold it in position, and install the valve plate onto the end cap , with the bronze face visible. The notch on the valve plate must engage the locating pin. Be certain the correct valve plate is installed on the end cap for the pump rotation and configuration. Refer to the appropriate Service Parts Manual for more information.



Fig. 61-28 - Install Valve Plate Pin



Fig. 61-29 - Install Valve Plate



c c w **c w**

Fig. 61-30 - Pump Valve Plates

Install the two (2) alignment pins, and install a new gasket onto the housing .

Install the end cap (with valve plate installed) onto the housing, aligning the marks made at disassembly.

When the end cap is properly installed, the cylinder block spring will hold the end cap away from the housing approximately 3 mm (1/8 in.).

Install the four (4) screws and washers that retain the housing to the end cap and torque evenly to 61 to 73 Nm (45 to 54 lbsf•ft).

CAUTION

Be certain all parts are properly aligned. Do not force the end cap into position on the housing.

Rotate the shaft to assure correct assembly. When properly assembled, a maximum torque of 9.5 Nm (7 lbsf•ft) should be required to turn the shaft.

Assemble the following components as described in the “Minor Repair” section:

- Auxiliary Mounting Pad Coupling and Cover
- Easy-Ride Valves
- Charge Relief Valve
- Charge Check / High Pressure Relief Valves



Fig. 61-31 - Install End Cap Gasket and End Cap



Fig. 61-32 - End Cap Installed

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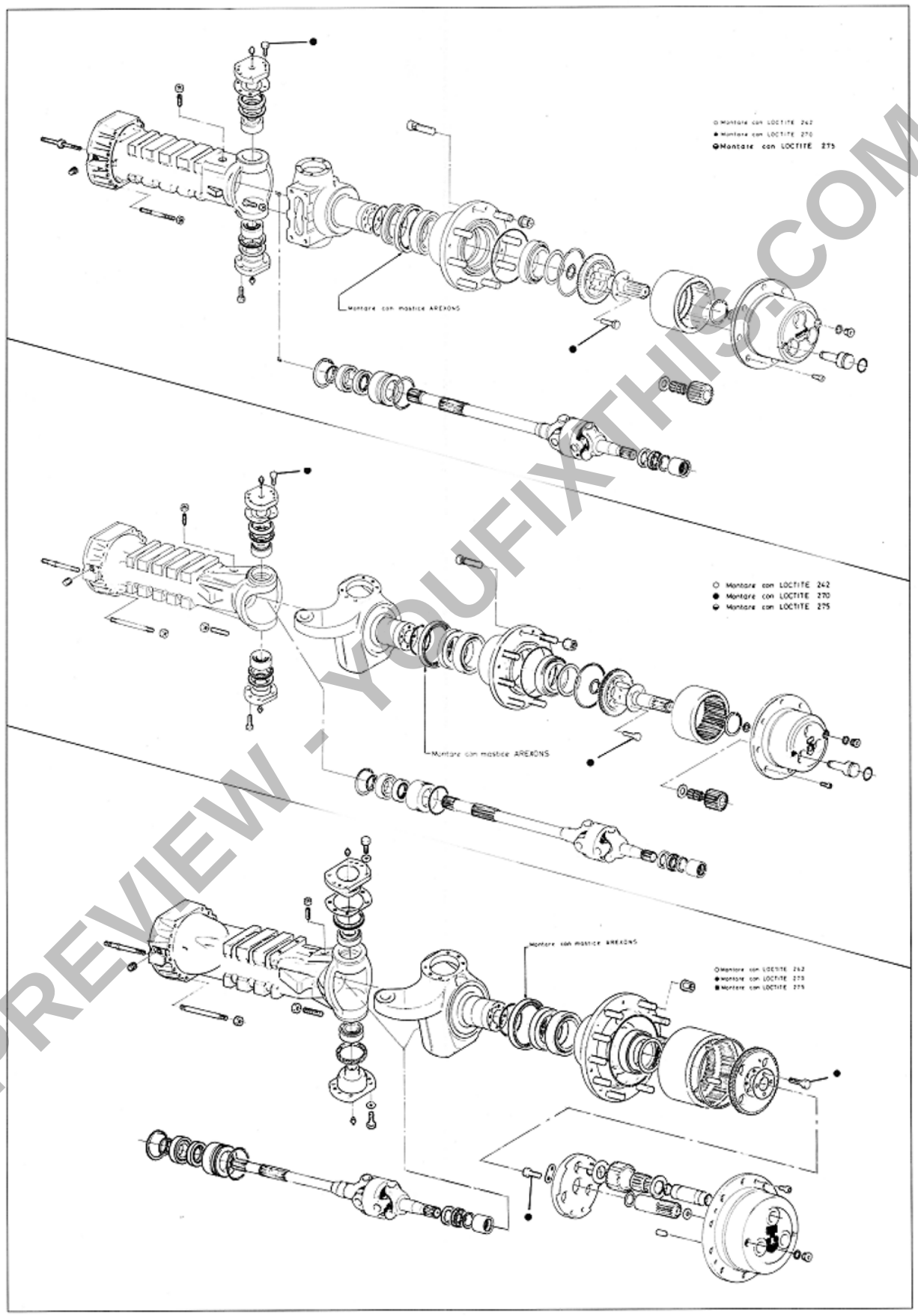
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PROBLEMA/*PROBLEM* **PROBLEME/*PROBLEM***	CAUSE/*URSACHE* **CAUSE/*CAUSE***	RIMEDI/*ABHILFE* **REMEDE/*CORRECTION***
	20. Se è a comando idraulico: problemi nell'-attuatore (caratterizzati da perdite del fluido idraulico o da aumento del livello d'olio nel ponte). *20. Bei hydraulisch betätigter Sperre, Ölverlust im Betätigungszylinder (erkentlich durch Verlust von hydr. Fluessigkeit oder Anstieg des Oelniveaus in der Achse)* 20. Si commande hydraulique: problèmes dans le vérin (caracterisés par des fuites de fluide hydraulique ou augmentation du niveau d'huile dans le pont) *20. If hydraulic: problems in actuating cylinder (noteable through loss of hydr. oil or increase of the oillevel in axle).*	Ispezionare e riparare il cilindro come da istruzioni a pagina 47. *Überprüfen und gemäß Anweisungen auf Seite 47 reparieren.* Inspecter et reparer le cylindre selon les instructions a page 47. *Rebuilt cylinder as described on page 47.*
	21. Se differenziale autobloccante, dischi usurati. *21. Wenn mit Selbstsperrdifferential, Scheiben verschlissen* 21. Si avec différentiel à glissement limité, usure sur les disques. *21. If with lim. slip differential, worn discs.*	Sostituire i dischi come descritto a pag. 44-45. *Scheiben ersetzen gemäß Anweisungen auf Seite 44-45.* Remplacer les disques selon description page 44-45. *Replace discs as described on page 44-45.*
Olio fuoriesce dallo sfiato *Ölaustritt aus dem Entlüfter* Huile sort du reniflard *Oil coming out of breather*	22. Perdita di fluido idraulico dal sistema frenante *22. Verlust von hydr. Flüssigkeit der Bremsanlage* 22. Fuite de fluide hydraulique du systeme de freinage *22. Leak in internal brake system*	Vedi rimedi N. 2 e 3. *Siehe Abhilfe N. 2 und 3.* Voir remède N. 2 et 3 *See corrections N. 2 & 3*
	23. Perdita d'olio idraulico dal circuito del blocco differenziale *23. Verlust von Hydr. Flüssigkeit der hydr. Anlage der Differentialsperre* 23. Fuite d'huile hydraulique du circuit de blocage du différentiel *23. Leak in diff-lock actuating cylinder.*	Vedi rimedio N. 20 *Siehe Abhilfe N. 20* Voir remède N. 20 *See corrections N. 20*
Il NoSpin è rumoroso viaggiando sul rettilineo *NoSpin macht Geräusche bei Geracheausfahrt* Le No-Spin fait du bruit en roulant en ligne droite *NoSpin indexing noise when driving straight*	24. Pressione disuguale nei pneumatici sui due lati *24. Ungleichmässiger Reifendruck links und rechts* 24. Pressions différentes dans les pneumatiques sur les deux cotes du véhicule *24. Unequal tire pressure left anal right*	Gonfiare i pneumatici alla pressione raccomandata nel manuale o comunque fino ad ottenere un raggio statico uguale. *Reifen vorschriftsgemäß auf pumpen bis ein gleichgroßer statischer Halbmesser erreicht wird.* Gonfler les pneumatiques selon la pression Recommandée dans le manuel ou jusq'à obtenir le même rayon sous charge *Inflate tires to the recommended pressure in the service manual, or until the rolling radius is equal.*
	25. Pneumatico di disegno, marca o costruttore diversi sui due lati *25. Unterschiedliche Reifen, -größen -marken, links und rechts* 25. Pneumatiques de sculptures ou de constructeurs differents sur les deux côtes du vehicule *25. Different style, size or brand of tires between left and right hand side.*	Cambiare pneumatici o rendere i raggi statici dei pneumatici eguali. Variare la pressione dei pneumatici nei campi di tolleranza prescritti dai costruttori dei pneumatici stessi, fino ad ottenere un raggio statico uguale. *Reifen ersetzen sodaß ein gleich-großer Statischer Halbmesser erreicht wird.* *Reifendruck im Bereich der Vorschriften ändern bis ein gleichgroßer Halbmesser erreicht wird.* Changer les pneumatiques ou rendre les rayons sans charge des pneumatiques égaux. Modifier la pression des pneumatiques dans les tolérances prescrites par les constructeurs de ces memes pneumatiques, jusq'à obtenir un rayon sous charge identique. *Change tires to make the rolling radius equal.* *Vary the tire pressure within the specifications until the rolling radius is equal.*

Attenzione: con il NoSpin possono verificarsi avarie da fatica sul lato con il pneumatico più grande.
Achtung: Mit NoSpin können auf der Seite mit dem grösseren Reifenradius Ermüdungsschäden auftreten.
Attention: Avec le NoSpin, des ruptures de fatigue peuvent se produire du côté des pneumatiques les plus grands.
Caution: With NoSpin, fatigue damage can occur on the side with the larger tire.

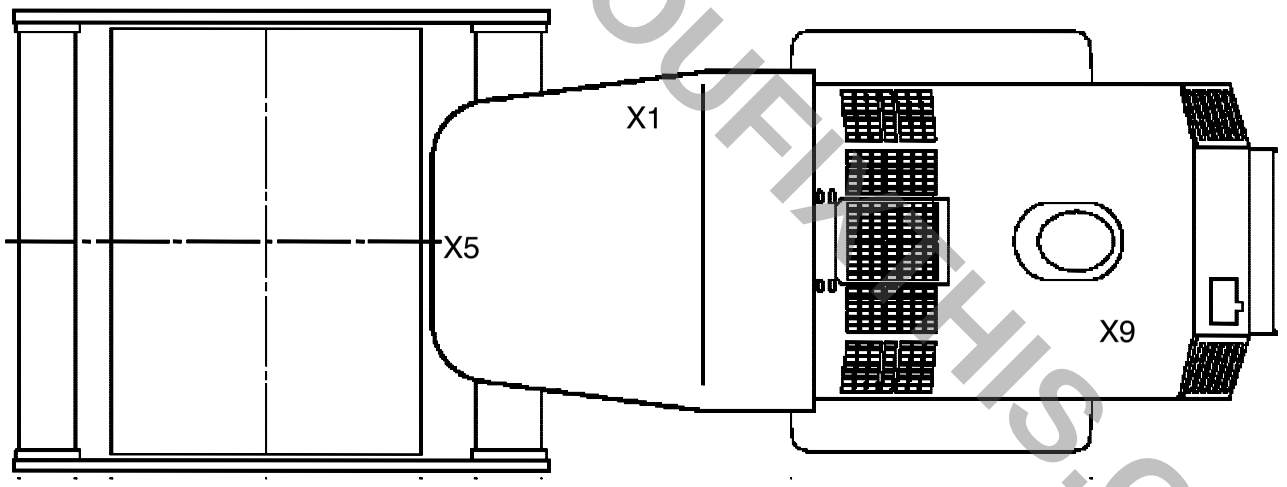
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Fuel circuit

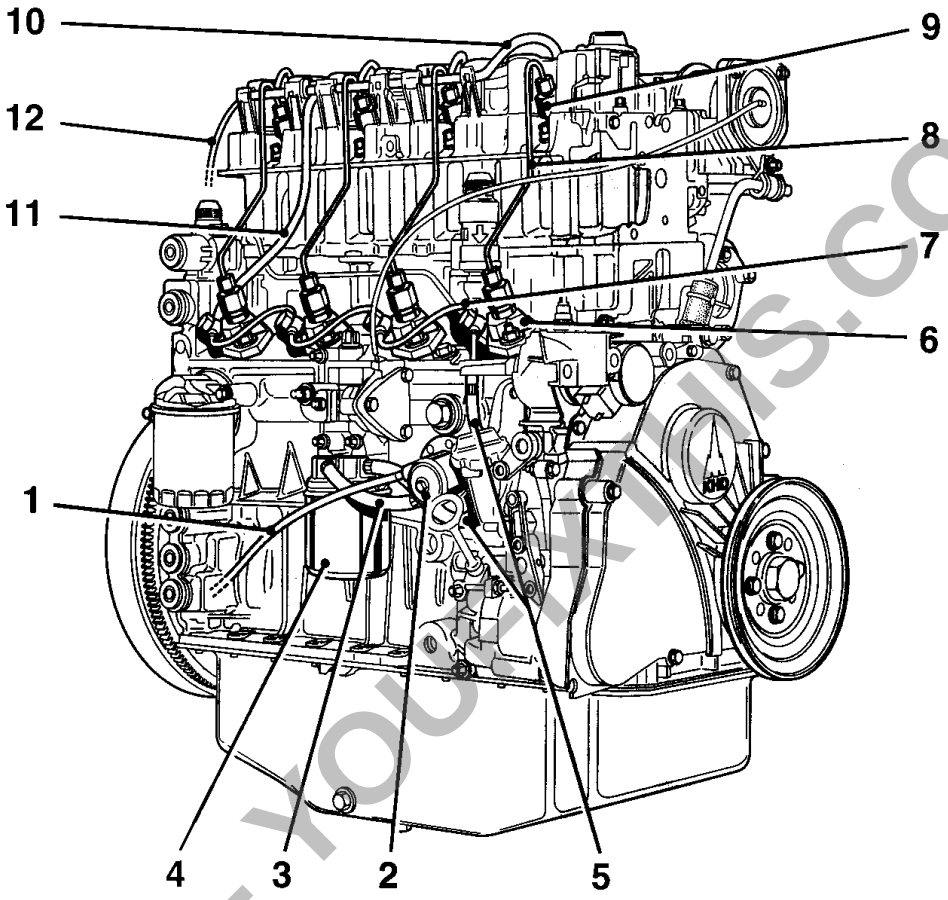


Fig. 4: Fuel circuit

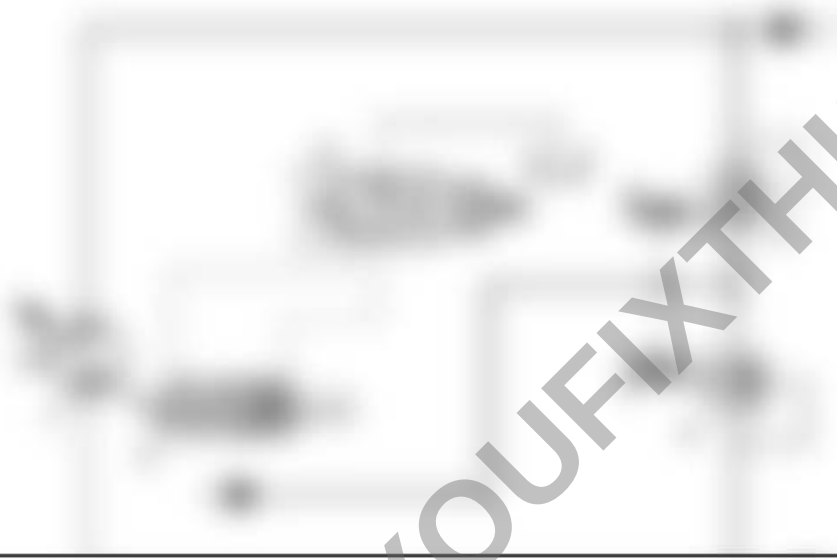
1 Fuel line from tank to fuel lift pump
2 Fuel lift pump
3 Fuel line from fuel lift pump to fuel filter
4 Fuel filter
5 Fuel line from filter to injection pump
6 Injection pumps
7 Fuel distribution line
8 Injection lines
9 Injection valves
10 Fuel leakage line
11 Fuel overflow line
12 Fuel return line to tank

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High pressure relief valves

High pressure relief valves are safety elements, which are needed in every hydraulic circuit. These



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Pressure relief valves

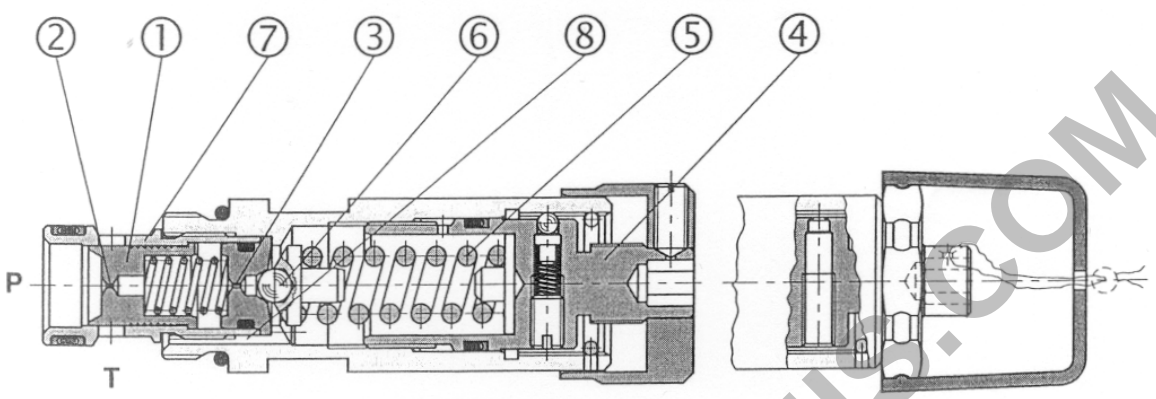


Fig. 4: Primary and secondary pressure relief valve

1 Control piston
2 Nozzle
3 Nozzle
4 Setscrew
5 Spring
6 Ball, pilot control valve
7 Bushing
8 Groove

The pressure relief valves on primary and secondary side are similar in design and pressure setting. These valves are pilot controlled pressure relief valves. The primary valve limits the vibration start-up pressure, the secondary valve protects the system against overpressure when switching the vibration off.

The pressures are adjusted by the setscrew (*Fig. 4, Pos. 4).* If no pressure is applied the valve is closed. Pressure is applied to the front face of the control piston *(Pos.1)* and, at the same time, through nozzle *(Pos. 2)* on its spring loaded back and also through nozzle *(Pos. 5).* on the ball *(Pos. 6)* of the pilot control valve.
When the increasing pressure reaches the value determined by spring *(Pos.5)*, the pilot control valve will open and the pilot oil flow is released. The spring loaded side of the control piston is relieved, the function edge of the control piston opens the radially arranged bores in the bushing *(Pos. 7)* and the oil flows from P to T. The pilot oil is discharged through the groove *(Pos.8)* to port T.

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