2.02 Dismounting and installing the engine

Installation Weight:
Engine 400 kg

Note for Installation:
Prepare the engine for operation, refer to the corresponding chapter.

1. Open the battery compartment door (Fig. 1/1).
2. Unscrew the thumb screw (Fig. 1/2) and pull the battery (Fig. 1/3) with the mounting plate completely out (Fig. 2).

DANGER

When working on batteries no open fire, do not smoke! Do not let acid get in contact with skin or clothes! Wear protective goggles! Do not place any tools on the battery!

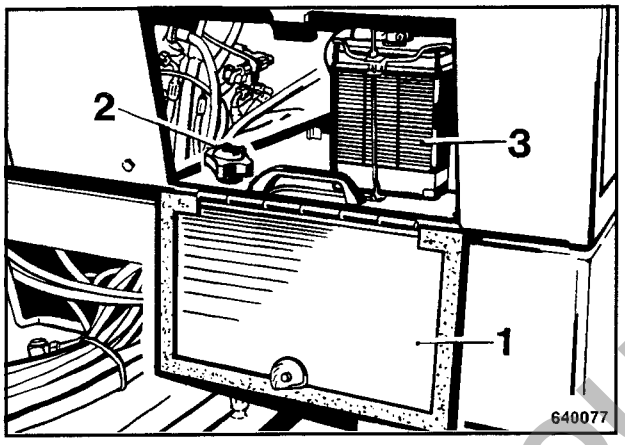


Fig.1

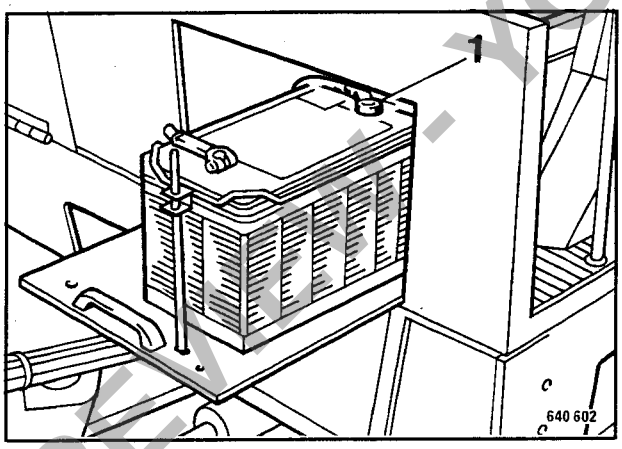


Fig.2

3. Disconnect the cable from the minus pole (Fig. 2/1) of the battery.

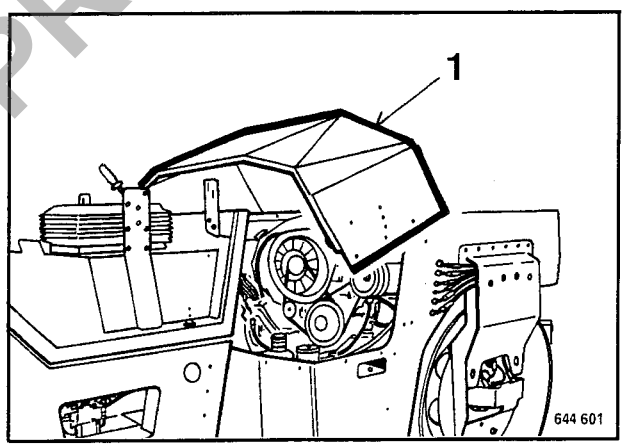
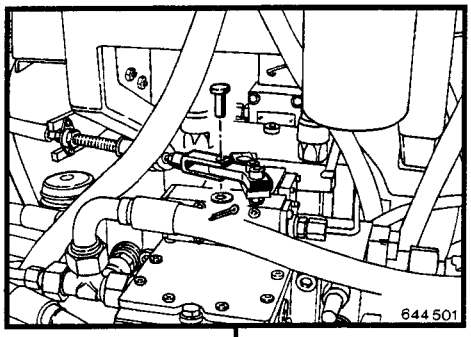


Fig.3

4. Unscrew the mounting screws for the engine hood (Fig. 3/1), take the engine hood off.

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Machine Travels with Travel Actuation Lever at „Neutral"

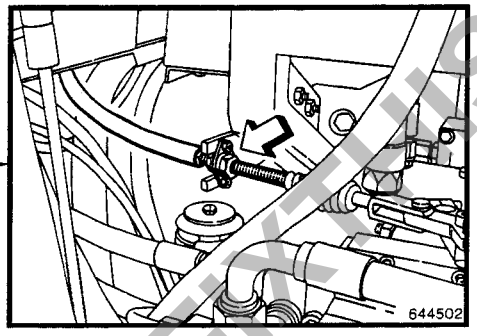


Check Neutral Position

- Move travel actuation lever to „Neutral"
- Detach travel actuation cable from pump
- Check whether bore of clevis is aligned with bore of control lever

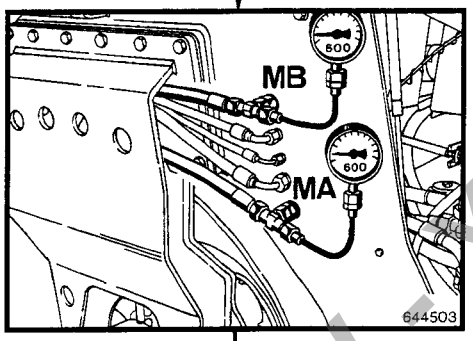
Neutral position OK?

no



Adjust Travel Actuation Cable

yes



Check Mechanical 0 Position

Note: Actuate seat switch

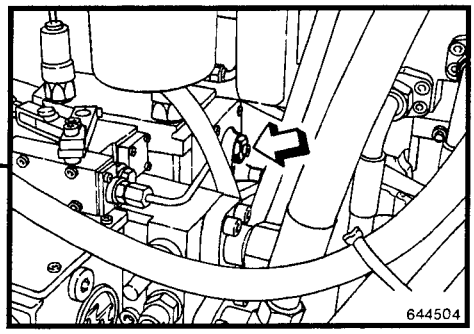
- Actuate "Emergency OFF" switch
- Connect 600-bar pressure gauge to MA and MB
- Secure drums with wedges
- Run diesel engine at max. speed
- Read off pressure gauge

Nominal Value: The same pressure should be shown on both gauges

- Repeat test with 60-bar pressure gauge

Nominal value OK?

no*

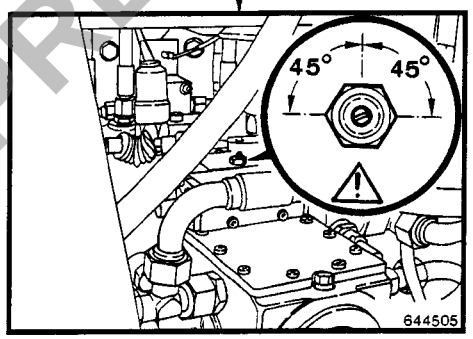


Adjust the mechanical neutral position

- Adjust the mechanical neutral position so, that the test ports MA and MB indicate equal pressure (charge pressure)

NOTE:
The control chambers X3 and X4 are connected by means of the "Emergency Stop Switch".

yes*



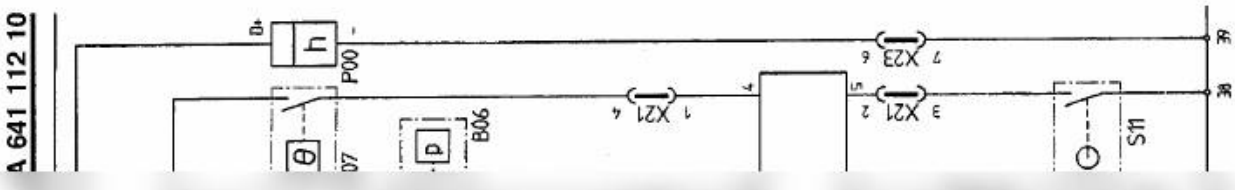
Adjust the hydraulic neutral position

- Unlock the emergency stop switch
- Adjust the hydraulic neutral position so, that equal pressures are indicated at MA and MB (approx. charge pressure) with the machine braked.

* Stop – Inform BOMAG customer services!

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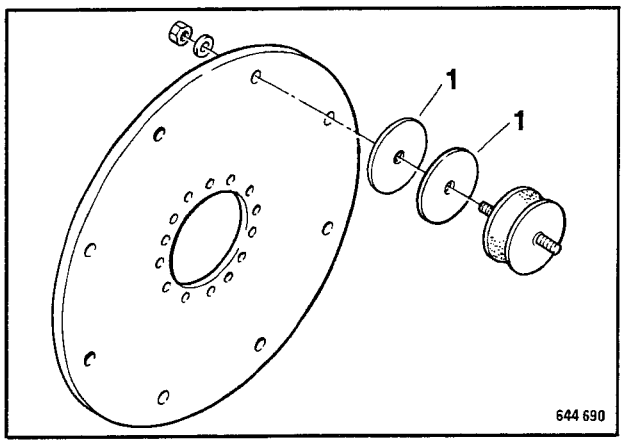


Fig.9

Note for Installation:
Compensate deviations by adding shims (Fig. 9/1) to the rubber buffers, therefore unscrew the rubber buffers by using the tightening device.

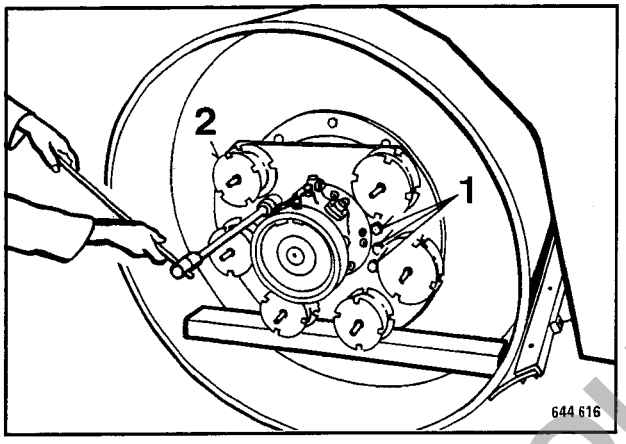


Fig.10

6. Fix the disc in one position and unscrew the mounting screws (Fig. 10/1) from the disc, take the disc off.

7. Check all rubber buffers (Fig. 10/2) for wear, exchange if necessary.

8. Support the travel motor properly, resp. attach a lifting tackle as to avoid accidents.

DANGER

Danger of accident!

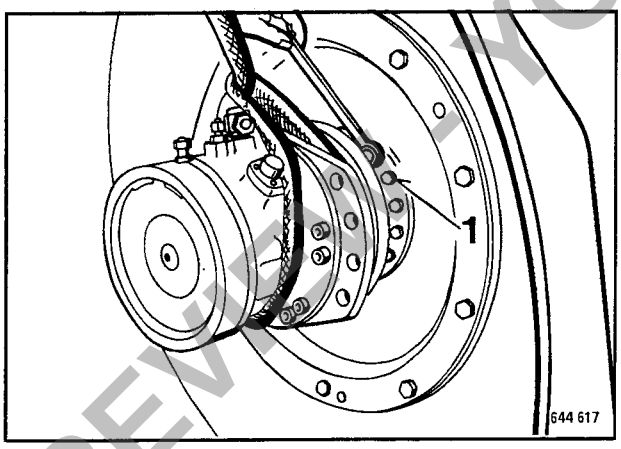


Fig.11

9. Unscrew the Allen screws (Fig. 11/1). Remove the travel motor.

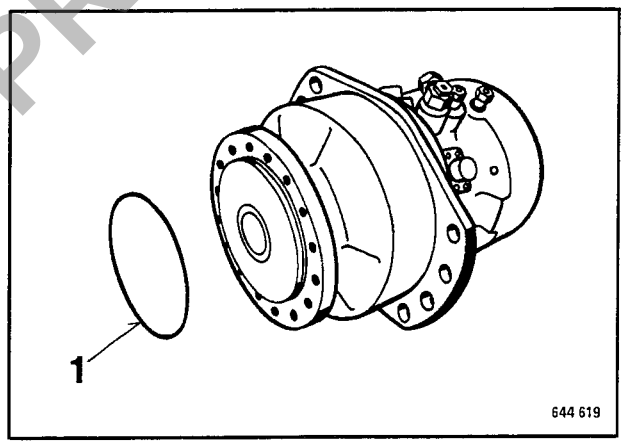


Fig.12

Note for Installation:
Use a new O-ring (Fig. 12/1).

10. Dismount the fittings and flanges from the travel motor.

Note for Installation:
Use new seal rings.

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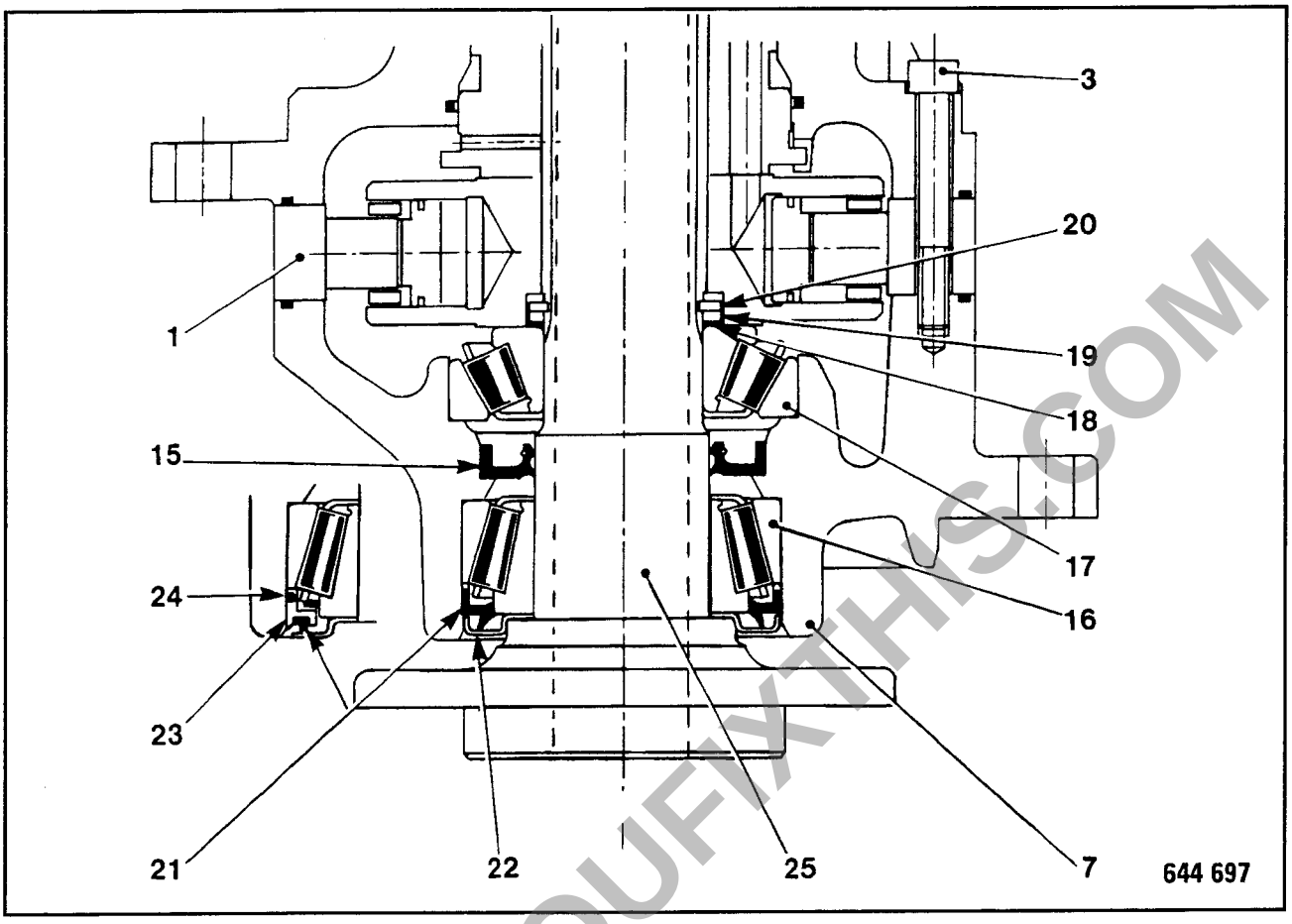


Fig.1

1 Cam ring
3 Screw
7 Bearing plate
15 Seal ring
16 Bearing
17 Outer race of bearing
18 Spacer ring
19 Disc
20 Circlip
21 Seal ring
22 Guide plate
23 Seal ring
24 Seal
25 Shaft

4.17 Exchanging the seal rings in the travel motor

NOTE

The exchanging of the seal rings alone does not rquire any adjustments of the bearings. If exchanging the bearings it is mandatory to exchange the seal rings also and to adjust the bearings accordingly (the use of the spacer rings (Fig. 1/18) must be considered in such a case). In both cases the guide plate (Fig. 1/22) must be exchanged, because it will get damaged during disassembling.

Dismounting

1. Dismount the motor.
2. Mark the position of the bearing plate (Fig. 1/7) to the cam ring (Fig. 1/1).
3. Loosen the screws (Fig. 1/3) and remove the bearing plate.
4. Press the bearing together by means of a press and remove the circlip (Fig. 1/20) by using outer circlip pliers.

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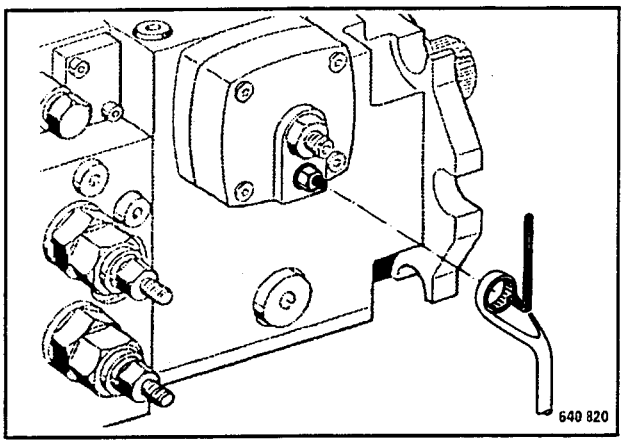


Fig.1

4.31 Adjusting the Qmax stops

1. Unload the machine/jack it up. Check the max. drive speed and adjust it if necessary (Fig. 1). Check the speed of the drum and adjust it if necessary.

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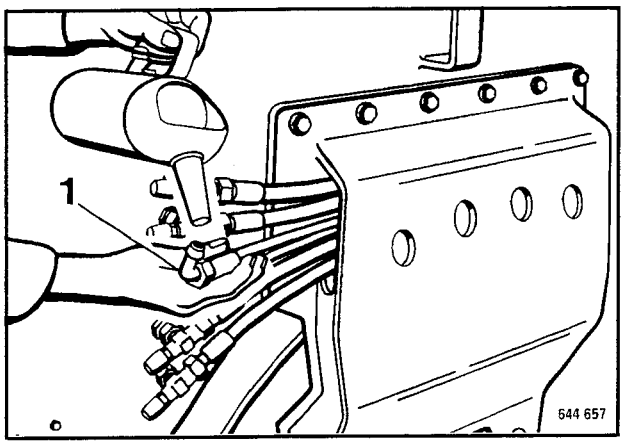


Fig.5

Note for Installation:
Fill the travel motor with hydraulic oil through the leakage hose (Fig. 5/1), until the oil starts to run out through the bore (Fig. 4/1). Reinstall the plug and reconnect the leakage hose.

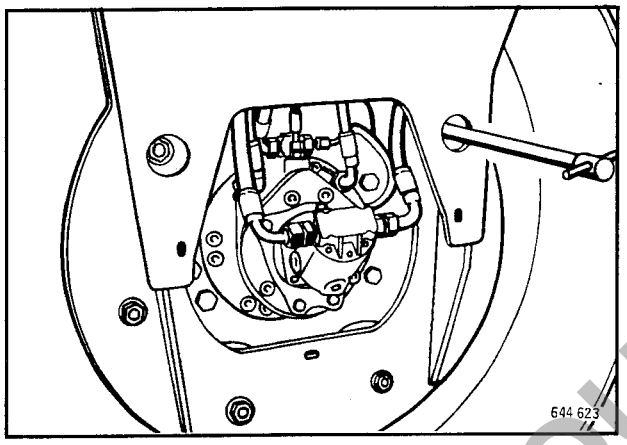


Fig.6

4. Disconnect the hydraulic oil hoses from the connections on the travel motor (Fig. 6/1) and the vibration motor, if fitted. Close all connections and hydraulic oil hoses immediately with suitable plugs.

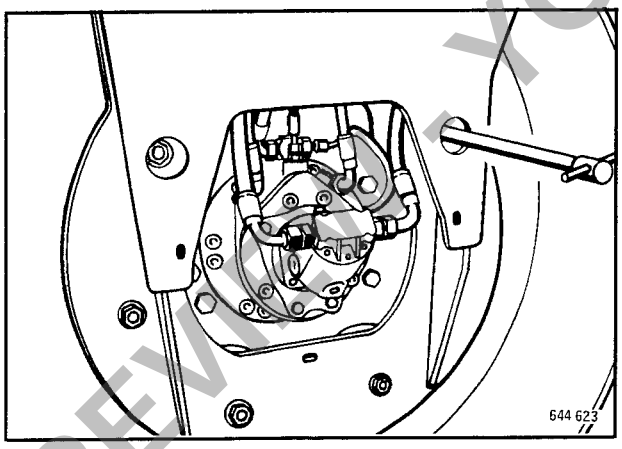


Fig.7

5. Unscrew the mounting nuts from the rubber buffers.

Note for Installation:
Tighten the nuts with 420 Nm.

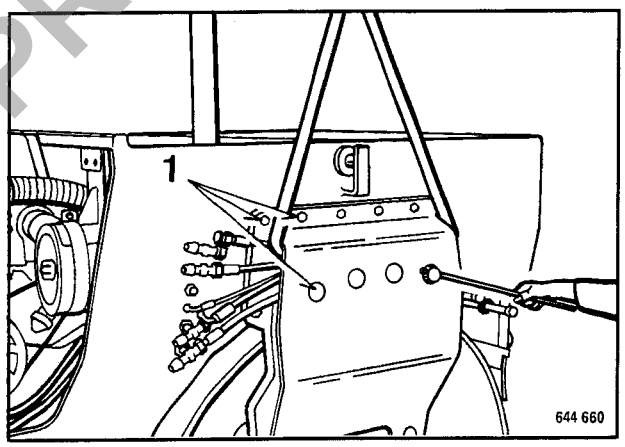


Fig.8

6. Attach a lifting tackle to the support leg and unscrew the mounting screws (Fig. 8/1). Take the support leg off.

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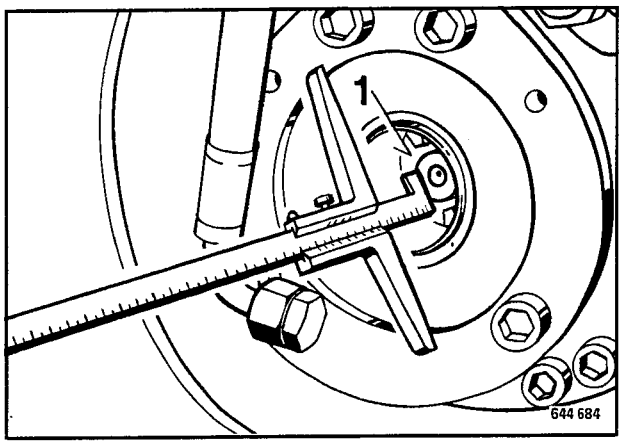


Fig.5

Note for Installation:
Measure the distance from the edge of the housing to the coupling (Fig. 5/1) by means of a depth gauge.
Distance min. 56.5 mm, iff necessary determine a new thickness measurement for the spacer discs.
Refer to the chapter "Dismounting the front right resp. rear left travel motor" Fig. 12, 16 and 17. Heat the coupling hub up to approx. 80 °C and slide it on until it bottoms. Cover the contact surfaces of coupling hub and exciter shaft with oil. Take care of the fitting key when assembling the coupling hub.

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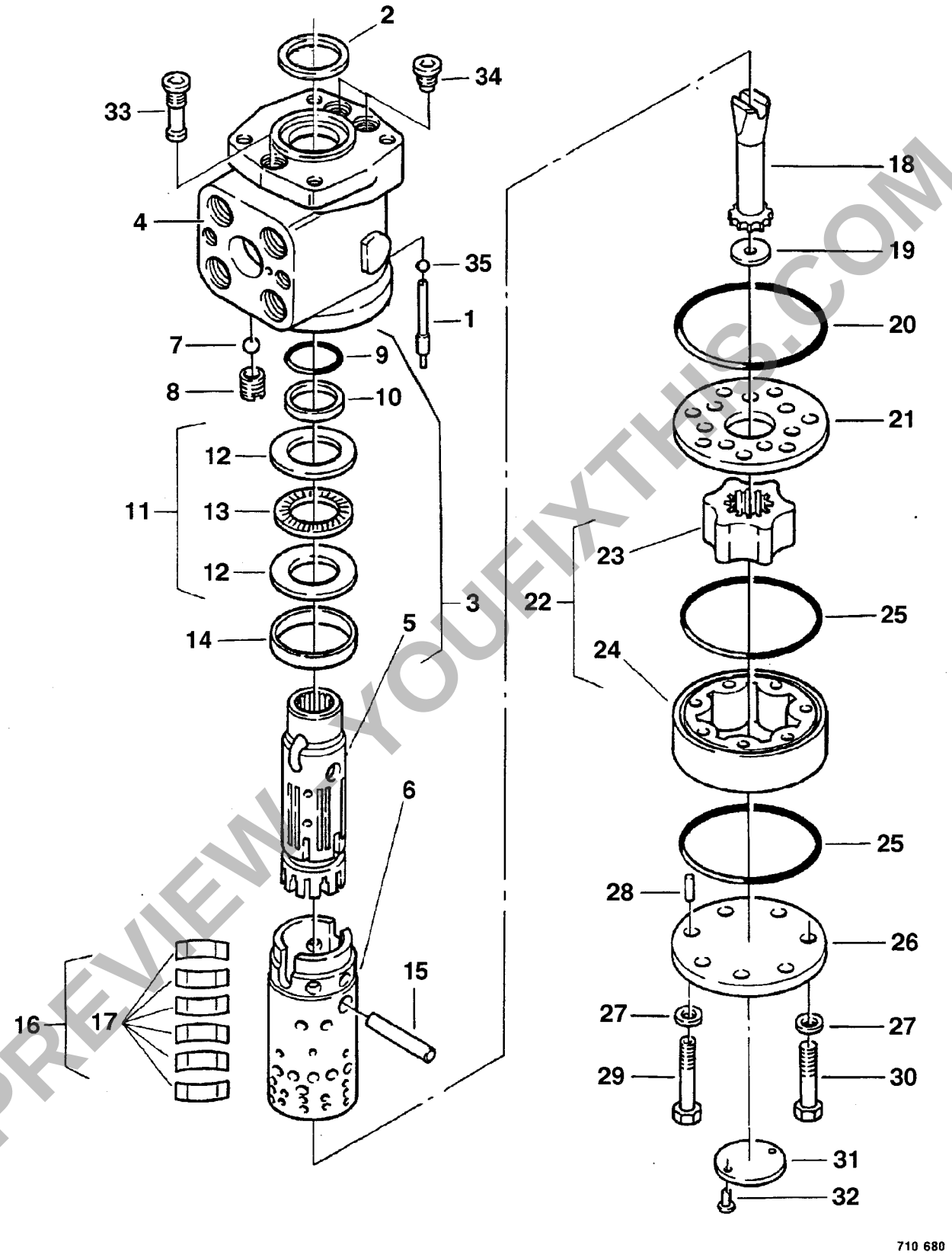


Fig.1

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