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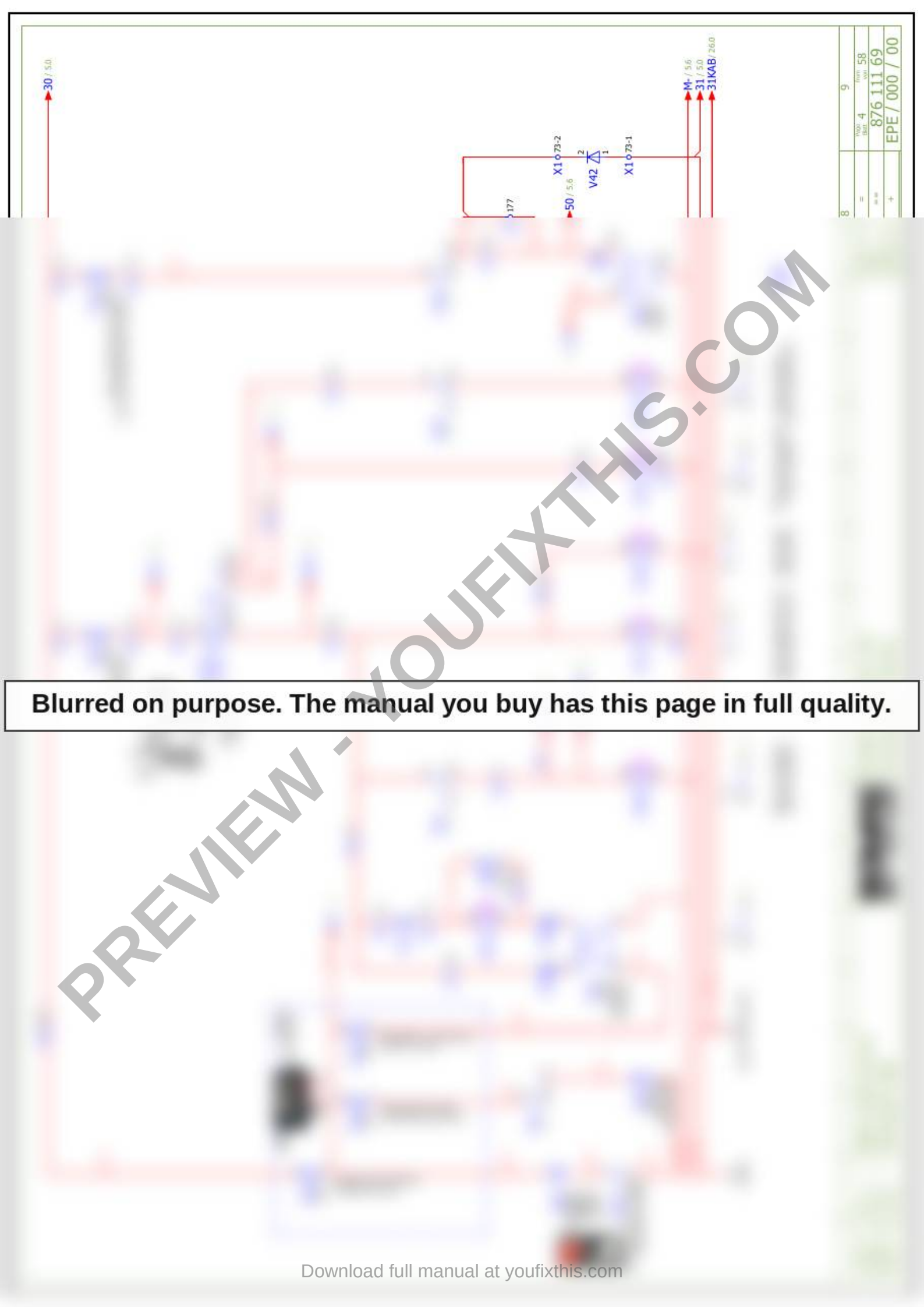
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4.5 Maintenance table

No.	Maintenance work	Comment	every 10 operating hours, daily	every 50 operating hours	every 250 oper. hours	every 500 oper. hours	every 1000 oper. hours	every 2000 oper. hours	every 3000 oper. hours	as required
5.6	Check the engine oil level	Dipstick mark	X							
5.7	Check the fuel level	LC-Display unit	X							
5.8	Check the hydraulic oil level	Inspection glass	X							
5.9	Check the coolant level	LC-Display unit, sight glass	X							
5.10	Check the water level	LC-Display unit	X							
5.11	Check the precision spreader and cleaning the spreading beam.		X							
5.12	Check fuel lines and clamps			X						
5.13	Check, clean, replace the combustion air filter	when the air filter warning light lights up min. 1 x year			X					
5.14	Check the air intake lines				X					
5.15	Check the water separator	when the "water in fuel" warning light lights up			X					
5.16	Servicing the belt drive	renew every 1000 operating hours			X					
5.17	Clean the cooling fins on engine and hydraulic oil cooler				X					
5.18	Check radiator hoses and hose clamps				X					
5.19	Check the oil level in the travel gear				X					
5.20	Lubricate the front and rear pivot bearings				X					
5.21	Change engine oil and oil filter cartridge*	see foot note				X				
5.22	Changing the fuel filter					X				
5.23	Check the anti-freeze concentration and the condition of the coolant					X				
5.24	Battery service, checking the main battery switch	pole grease				X				

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19.1 Hydraulic diagram 876 101 97

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General notes on trouble shooting in hydraulic systems

The following tests serve the purpose of trouble shooting in the hydraulic system, it is therefore assumed that the electric system is free of faults. The electronic unit (ESX-control) monitors electrically controllable components or assemblies for faults.

Should one or several system faults be detected, the operator will be informed via one or several fault codes in the display, which can then be identified and localized by following the chapter "Description of fault codes of the ESX-control (training documents for electrical system).

Based on the previous test, all subsequent tests have the function to first limit the cause of the fault to a general area and then to identify the affected oil circuit or the faulty component or assembly.

Important points for trouble shooting and fault rectification

⚠ Danger

When performing trouble shooting or repair work you must strictly follow the statutory accident prevention instructions and health and safety regulations as well as the safety regulations listed in the Service Manual.

i Note

Please follow the "General repair instructions" in the Service Manual when performing trouble shooting and repair work.

When performing the following trouble shooting procedures it is assumed that the machine is correctly equipped and connected, that connections and hoses are leak tight and free of faults and that setscrews have not been deadjusted without permission.

Progressive tests drawn up in the trouble shooting diagram lead to the detection of faults and their rectification by trained personnel.

Hydraulic hoses

⚠ Danger

Danger of injury

Hydraulic hoses must be visually inspected at regular intervals.

Hydraulic hoses must be immediately replaced if:

- the outer layer is damaged down to the inlay (e.g. chafing, cuts, cracks, etc.),
- the outer layer is brittle (formation of cracks in the hose material)
- the hose shows deformations in pressurized and depressurized condition, which do not comply with the genuine shape of the hydraulic hose
- the hose shows deformations in bends, e.g. squeezing, buckling, layer separation, formation of blisters.
- Parts of the hose are leaking.
- the hydraulic hose has separated from the fitting
- corrosion, damage or deformation of the fitting.
- the storage time and utilization period has expired.

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16.2 Removing the AM-drum

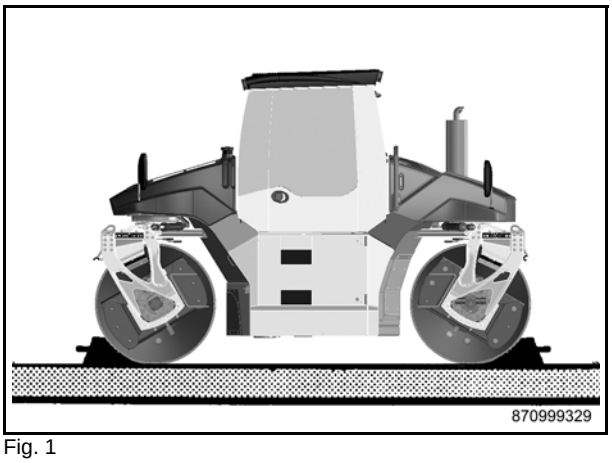


Fig. 1

⚠ Danger

Danger of accident!

Block front and rear drums with wedges against rolling!

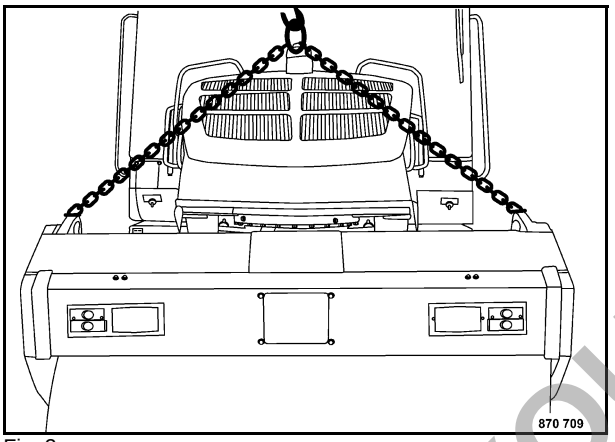


Fig. 2

1. Raise the frame with a jack or lifting gear (Fig. 2) to unload the rubber buffers on the drive discs.
2. Support the frame safely.
3. Tilt the scrapers away from the drum.

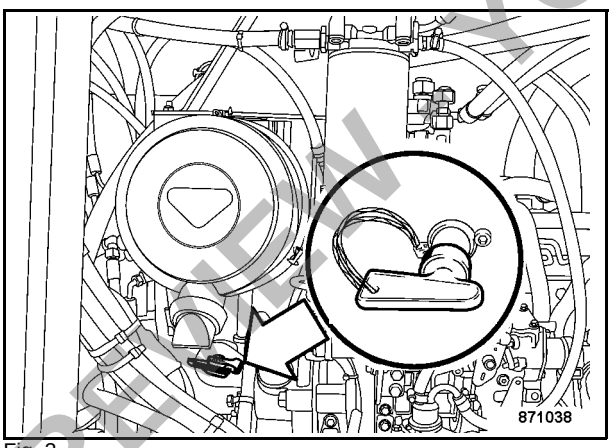


Fig. 3

⚠ Caution

Do not start the engine during repair work!

4. Disconnect the main battery switch (Fig. 3).

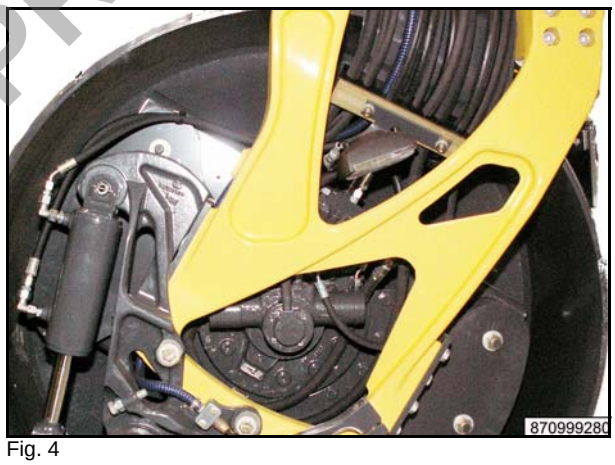


Fig. 4

5. Mark hydraulic/other hoses and cables for easier identification (Fig. 4) and (Fig. 5).
6. Loosen all hose clamps and cable straps.
7. Disconnect all hydraulic/hose lines and cables from their connections and fastening points.

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9 Description of fault codes on the ESX control

9.1 Overview

Fault code	Fault description
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 error [1]
9000 – 9999	Errors of external IO-nodes on one of the CAN-busses (joystick, data collector, Dios module, LC-display, BLM Module, engine control units, etc.) [1]

[1] These faults are only broken down partly hereunder!

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General **9**
1.1 Introduction 10
1.2 Safety regulations 11
1.3 General repair instructions 16
1.4 Tightening torques 28
Pivot steered tandem rollers **33**
2.1 Pivot steered BOMAG tandem rollers 34
Technical data **41**
3.1 Technical data 42
Maintenance **47**
4.1 General notes on maintenance 48
4.2 Fuels and lubricants 49
4.3 Table of fuels and lubricants 51
4.4 Running-in instructions 52
4.5 Maintenance table 53
E-Plan wiring diagrams **57**
5.1 Understanding wiring diagrams 58
5.2 Circuit symbols in the circuit diagram 67
5.3 Identification of switch blocks in the wiring diagram 70
Electrics **71**
6.1 Designation of components in the wiring diagram 72
6.2 Terminal designations in wiring diagram 73
6.3 Battery ground and analog ground 75
6.4 Current and voltage 75
6.5 Pulse Width Modulation (PWM) 78
6.6 Resistance 80
6.7 Series / parallel connection 82
6.8 Ohm's law 84
6.9 Electrical energy 84
6.10 Formula diagram 85
6.11 Metrology 86
6.12 Diodes, relays, fuses 90
6.13 Telemecanique switch 93
6.14 Inductive proximity switches 95
6.15 Steering angle sensors (B65 and B66) 96
6.16 Plug connectors 98
6.17 Magnetic coil plug 98
6.18 Deutsch plug, series DT and DTM 100
6.19 Plugs and terminals in spring clamping technology 105
6.20 Batteries 109
6.21 Battery service, checking the main battery switch 112
6.22 Main battery switch 113
6.23 Main battery fuse 113
6.24 Starting with jump wires 114
6.25 Generator 115
6.26 Generator repair 120

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Important notes

These safety regulations must be read and applied by every person involved in the repair /maintenance of this machine. The applicable accident prevention instructions and the safety regulations in the operating and maintenance instructions must be additionally observed.

Repair work shall only performed by appropriately trained personnel or by the after sales service of BOMAG.

Workshop equipment and facilities as well as the use and waste disposal of fuels and lubricants, cleaning agents and solvent as well as gases and chemicals are subject to legal regulations, which are intended to provide a minimum on safety. It is obviously your own responsibility to know and adhere to these regulations.

This manual contains headers like "Note", "Attention", "Danger" and "Environment", which must be strictly complied with in order to inform about and avoid dangers to persons, property and the environment.

i Note

Paragraphs marked like this contain technical information for the optimal economical use of the machine.

⚠ Caution

Paragraphs marked like this highlight possible dangers for machines or parts of the machine.

⚠ Danger

Paragraphs marked like this highlight possible dangers for persons.

Environment

Paragraphs marked like this point out practices for safe and environmental disposal of fuels and lubricants as well as replacement parts.

Observe the regulations for the protection of the environment.

General

- For repair and maintenance work move the machine on a firm base and shut it down.
- Always secure the machine against unintended rolling.
- Secure the engine reliably against unintentional starting.
- Mark a defective machine and a machine under repair by attaching a clearly visible warning label to the dashboard.
- Block the articulated joint with the articulation lock.
- Use protective clothes like hard hat, safety boots and gloves.
- Keep unauthorized persons away from the machine during repair work.
- Tools, lifting gear, lifting tackle, supports and other auxiliary equipment must be fully functional and in safe condition.
- Use only safe and approved lifting gear of sufficient load bearing capacity to remove and install parts or components from and to the machine.
- Do not use easily inflammable or harmful substances, such as gasoline or paint thinners for cleaning.
- Do not smoke or use open fire and avoid sparks when cleaning or repairing a tank.
- When performing welding work strictly comply with the respective welding instructions.

Transport work with cranes and lifting tackle

i Note

Cranes must only be operated by instructed persons who had been trained in handling cranes.

- Follow the operating instructions of the manufacturer when working with cranes.
- Follow the operating instructions of the operator when working with cranes.
- Always comply with the applicable accident prevention instructions when working with cranes and lifting tackle.

Precautions and codes of conduct for welding work

Welding work must only be carried out by properly trained personnel.

⚠ Danger

Electric shock!

Sparks, fire hazard, burning of skin!

Infrared or ultraviolet radiation (arc), flashing of eyes!

Health hazard caused by welding work on highly alloyed work pieces, metal coatings, paint coatings, plastic coatings, oil containing dirt deposits, grease or solvent residues, etc.!

- Check welding equipment and cables for damage before use (also the validity of inspection stickers).
- Ensure good conductivity between ground cable and workpiece, avoid joints and bearings.

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	6.27 Electric starter	124
	6.28 Repair of starter	130
	6.29 Engine shut-down solenoid, Y58	135
	6.30 Intake air heating	137
	6.31 Rotary speed sensor on engine	139
	6.32 Ecomode	141
	6.33 Exciter shaft frequency control circuit	144
	6.34 Electric steering wheel	147
	6.35 Speed sensor, B60	148
	6.36 Asphalt temperature	149
	6.37 Potentiometer on displacement motor, B97	150
	6.38 Acceleration transducer	154
	6.39 Data collector, A80	155
	6.40 Operator's stand and cabin	163
	6.41 Fuse, cabin	168
	6.42 Fuses	168
	6.43 Machine	170
	6.44 MESX, B83	178
	6.45 Electronic control units	179
	6.46 Checking the voltage supply for the control unit	182
	6.47 Diagnostics concept	190
Electronic modules		**193**
	7.1 Electrics SX	195
	7.2 Electrics BAM	297
	7.3 Electric module A72	355
Asphalt Manager		**359**
	8.1 ASPHALT MANAGER II	360
	8.2 Description of function	362
	8.3 Control circuit and MESX	367
	8.4 Block Diagram	369
	8.5 Asphalt temperature	371
	8.6 Acceleration transducer	372
	8.7 Potentiometer on displacement motor, B97	373
	8.8 Speed sensor, B60	377
	8.9 Hydraulics	378
	8.10 Replacing the slewing motor	383
	8.11 Drum	387
	8.12 Asphalt Manager display and control elements	388
	8.13 Selecting Asphalt Manager operation modes	390
	8.14 Measuring pass with Asphalt Manager	393
	8.15 Teaching distance pulses	396
Hydraulics		**399**
	9.1 Hydraulic circuit	400
	9.2 Travel pump, A4VG56 EP	402
	9.3 Vibration pump, A10VG45 EP	409
	9.4 Travel circuit	415
	9.5 Drum drive GFT 7 G2091 / G2093	422
	9.6 Vibration circuit, without BAM	425

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Sheets with representations of functions

- The main reading direction is sheet by sheet, from top to bottom and from left to right.
- All sheets are successively numbered.
- BOMAG used the resolved type of representation. In this case parts and components with different functions, which belong to the same components (e.g. relay coil and relay contact), can be represented on different sheets. Cross-references, which refer to the sheet and current path, serve as linkage between these partial components (Fig. 8).

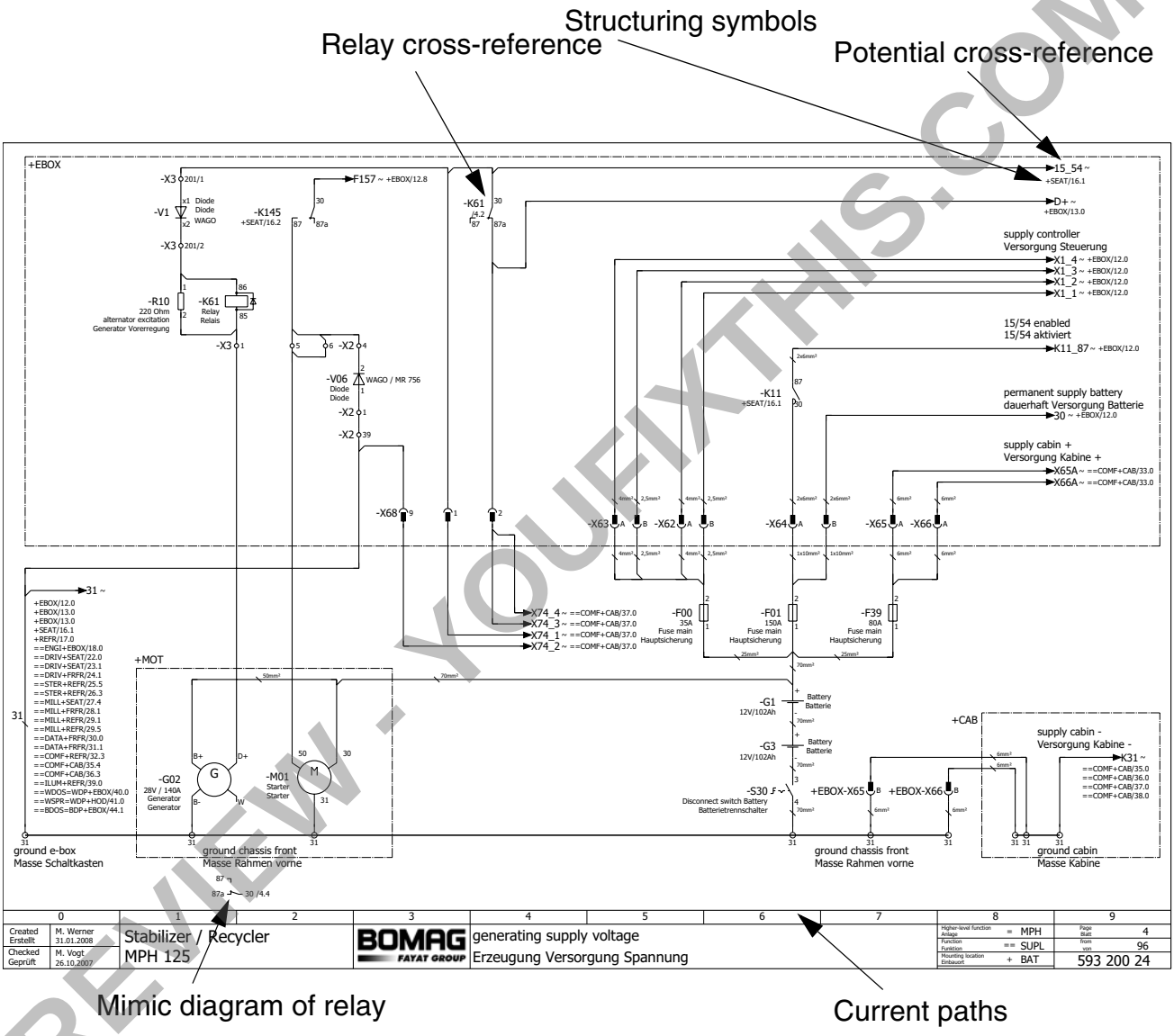


Fig. 8 Example: Sheet with functions

Current paths (Fig. 8)

- Current paths are successively numbered from 0 to 9.

Potential cross references (Fig. 8)

- Potential cross references serve the purpose of tracking signals, which are transmitted from one representation of a function to another. Potential cross-references may additionally have structuring symbols assigned to them.

Example: Potential 15_54 +SEAT/16.1 (on sheet 4, current path 8) continues to the right on sheet 16, current path 1. **+SEAT** is the structuring symbol.

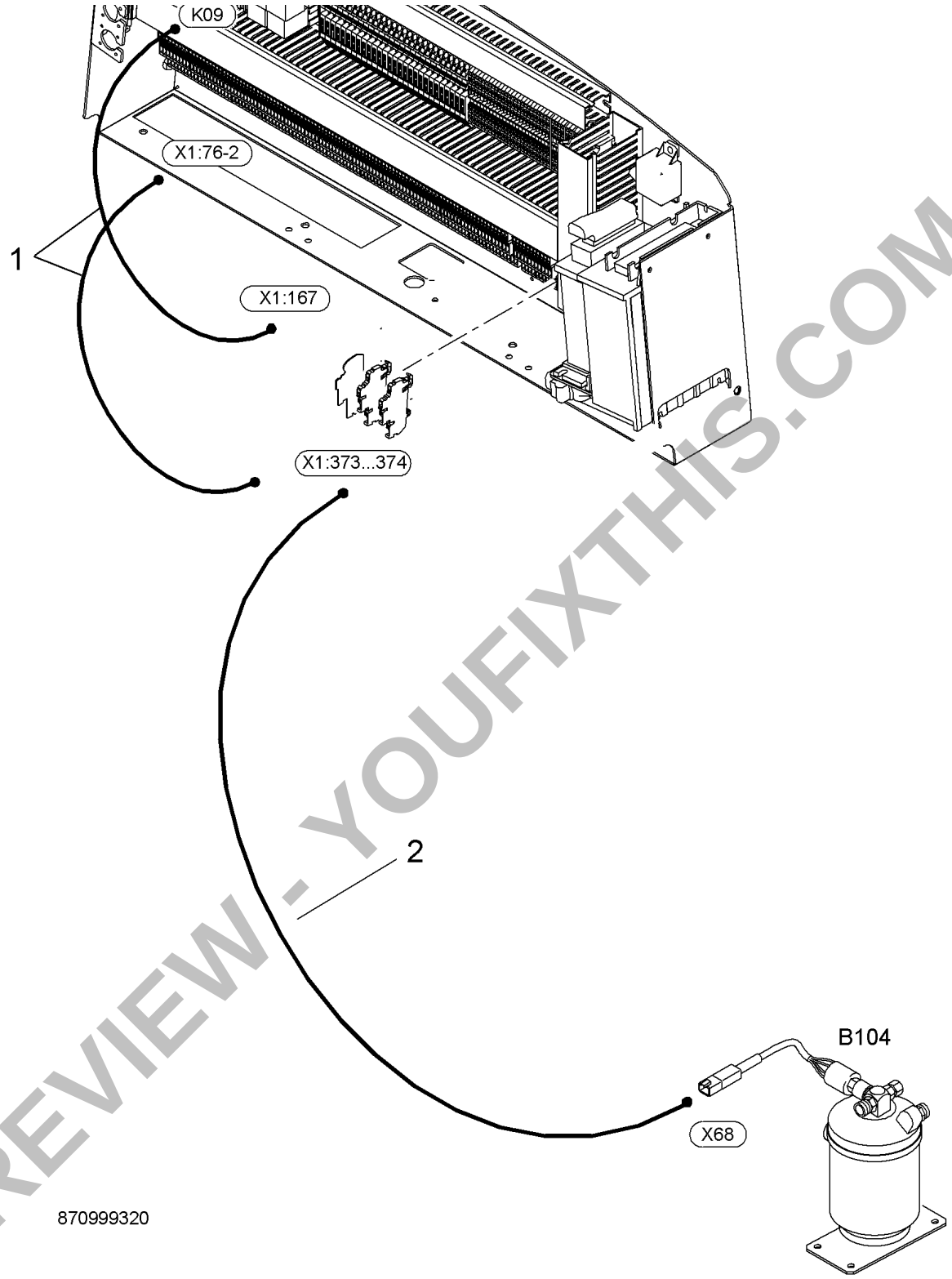
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replaced or the following trouble shooting procedure must be performed.

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1 Wiring of air conditioning system

2 Wiring loom, pressure switch for air conditioning

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1010	No or too low current flow out of this output	X35:03	Line breakage in current path	3
1011	Too high current flow out of this output Output was switched off!	X35:03	Short circuit to ground (31) in the current path Excessive current in current path	3

FaultLocation Output backup warning (front), H114

FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac
1016	Too high current flow out of this output Output was switched off!	X22:6	Short circuit to ground (31) in the current path Excessive current in current path		3
1017	Although the output is switched off, voltage is present	X22:6	Current path has connection to +Ub (15 or 30)		3
1015	No or too low current flow out of this output	X22:6	Line breakage in current path		3

FaultLocation Output backup warning (rear), H14

FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac
1020	No or too low current flow out of this output	X22:7	Line breakage in current path		3
1021	Too high current flow out of this output Output was switched off!	X22:7	Short circuit to ground (31) in the current path Excessive current in current path		3
1022	Although the output is switched off, voltage is present	X22:7	Current path has connection to +Ub (15 or 30)		3

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FaultLocation	Input engine oil pressure monitoring, B06		
Input	**Description**	**Category**	**ValueRange**
5020	Display status oil pressure switch in diesel engi	1	Oil pressure present: = 1 = ok No oil pressure = 0 = not ok when engine is running

FaultLocation	Input coolant level monitoring, B55		
Input	**Description**	**Category**	**ValueRange**
5021	Display "Engine status - coolant level"	1	0= Coolant level OK 1= Coolant level too low

FaultLocation	Input coolant temperature switch, B53		
Input	**Description**	**Category**	**ValueRange**
5022		4	does currently not exist
5023	Status of coolant temperature switch	1	0 = Temperature ok 1 = Temperature too high > 110°C

FaultLocation	Input D+ detection		
Input	**Description**	**Category**	**ValueRange**
5024	Display D+ status of engine	1	0 = not Ok 1 = ok

FaultLocation	Input air filter sensor, B03		
Input	**Description**	**Category**	**ValueRange**
5025	Display "Engine status - air filter"	1	0= Air filter OK 1= Air filter soiled

FaultLocation	Input water separator, B124		
Input	**Description**	**Category**	**ValueRange**

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12.6 Setting the machine type

Input code	Description of display function	Display values
7000	Shows the adjusted machine type	see adjustment instructions (page **Fehler! Textmarke nicht definiert.**)!
7010	Switches on function "Set machine type"	see adjustment instructions (page **Fehler! Textmarke nicht definiert.**)!
7011	Confirms entered machine type	see adjustment instructions (page **Fehler! Textmarke nicht definiert.**)!
7500..7599	Pre-select machine type	see adjustment instructions (page **Fehler! Textmarke nicht definiert.**)!

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Driven by the engine, the drive shaft rotates and drives the cylinder via a splined connection. The cylinder rotates with the drive shaft and drives the 9 pistons. The pistons rest with their slipper pads on the sliding face of the swashing cradle and perform an axial movement. The slipper pads are held on the sliding face and are positively guided by a retaining device. During a complete rotation of the cylinder block each piston moves through the bottom and top dead centre back to its initial position. From dead centre to dead centre is performs a full piston stroke. During this process the flow volume determined by the stroke is drawn in through the control slots in the valve plate or pumped out. During the suction stroke the hydraulic fluid is drawn into the increasing piston chamber, i.e. it is actually pressed in. On the opposite side the oil is pressed out of the piston bores into the hydraulic system during the compression stroke.

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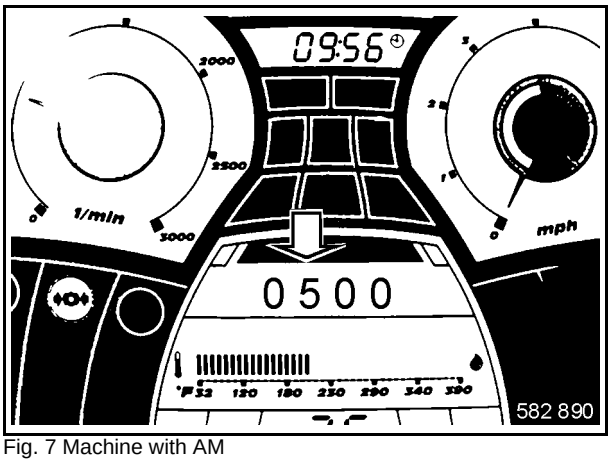


Fig. 7 Machine with AM

The brake will not be released when actuating the travel lever.

The warning buzzer sounds to inform the operator about this status. The brake control light in the LC display remains activated.

Deactivating the brake function

7. Enter code number "0501" or switch the ignition off to stop this function.

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Before flushing

Change the filter element

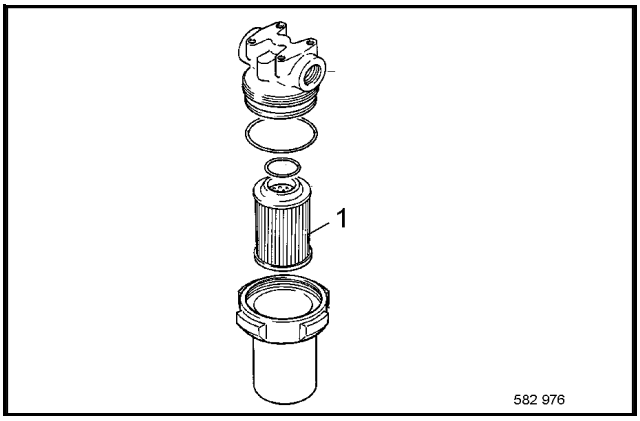


Fig. 1

Clean the hydraulic tank

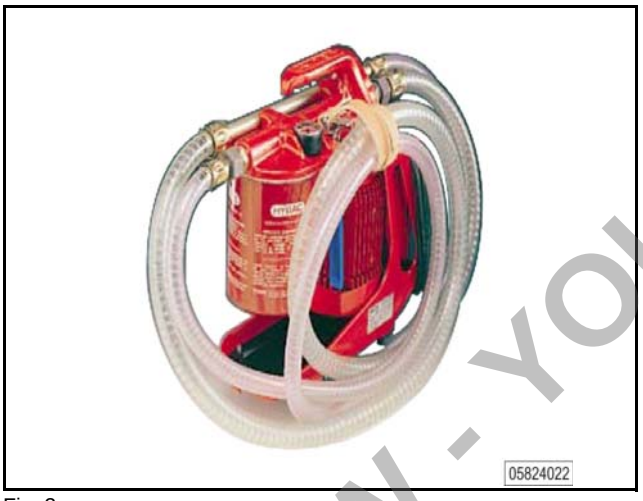


Fig. 2

⚠ 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

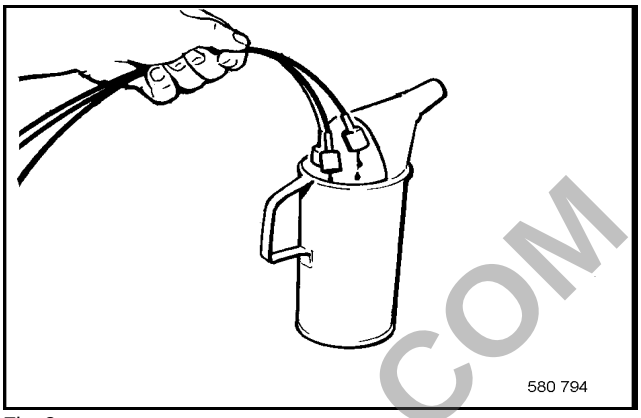


Fig. 3

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

Servicing the flushing filter kit

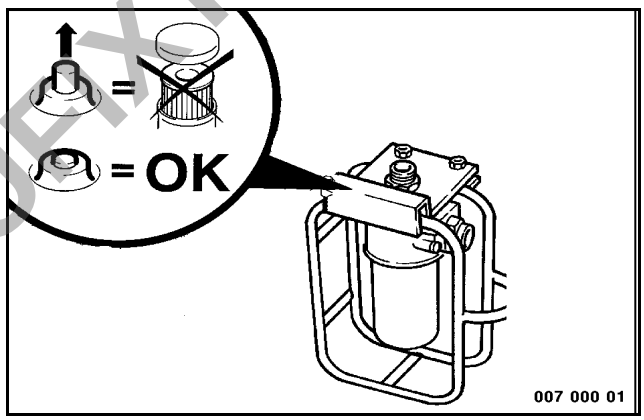


Fig. 4

- 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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Tempera-ture	Pres-sure	Density		spec. volume		spec. enthalpy		Evapora-tion heat
		of the fluid	of the steam	of the fluid	of the steam	of the fluid	of the steam	

Tempe-ratur	Druck	Dichte		spez. Volumen		spez. Enthalpie		Verdamp-fungs-wärme
t °C	p bar	der Flsskt. ρ′ kg/dm^3	des Dampfes ρ′′ kg/m^3	der Flsskt. v′ dm^3/kg	des Dampfes v′′ dm^3/kg	der Flsskt. h′ kJ/kg	des Dampfes h′′ kJ/kg	r kJ/kg
-60	0,16	1,469	0,92	0,681	1082,60	123,17	359,85	236,68
-55	0,22	1,456	1,24	0,687	803,83	129,49	362,99	233,50
-50	0,29	1,443	1,65	0,693	606,45	135,75	366,14	230,39
-45	0,39	1,429	2,15	0,700	464,29	141,98	369,28	227,30
-40	0,51	1,415	2,78	0,707	360,30	148,21	372,41	224,19
-35	0,66	1,401	3,53	0,714	283,08	154,47	375,52	221,05
-30	0,84	1,387	4,45	0,721	224,97	160,78	378,61	217,84
-25	1,06	1,373	5,53	0,728	180,67	167,14	381,68	214,55
-24	1,11	1,370	5,78	0,730	173,12	168,42	382,29	213,88
-23	1,16	1,367	6,03	0,732	165,95	169,70	382,90	213,20
-22	1,22	1,364	6,28	0,733	159,14	170,98	383,51	212,53
-21	1,27	1,361	6,55	0,735	152,66	172,27	384,12	211,85
-20	1,33	1,358	6,83	0,736	146,50	173,56	384,72	211,16
-19	1,39	1,355	7,11	0,738	140,64	174,86	385,33	210,47
-18	1,45	1,352	7,40	0,740	135,06	176,15	385,93	209,78
-17	1,51	1,349	7,71	0,741	129,75	177,45	386,53	209,08
-16	1,57	1,346	8,02	0,743	124,68	178,75	387,13	208,38
-15	1,64	1,343	8,34	0,745	119,86	180,06	387,73	207,67
-14	1,71	1,340	8,68	0,746	115,26	181,37	388,33	206,96
-13	1,78	1,337	9,02	0,748	110,87	182,68	388,93	206,25
-12	1,85	1,334	9,37	0,750	106,68	183,99	389,52	205,53
-11	1,93	1,331	9,74	0,752	102,68	185,31	390,11	204,80
-10	2,01	1,328	10,12	0,753	98,86	186,63	390,71	204,07
-9	2,09	1,324	10,50	0,755	95,21	187,96	391,30	203,34
-8	2,17	1,321	10,90	0,757	91,73	189,28	391,88	202,60
-7	2,26	1,318	11,31	0,759	88,39	190,61	392,47	201,86
-6	2,34	1,315	11,74	0,760	85,21	191,94	393,06	201,11
-5	2,43	1,312	12,17	0,762	82,16	193,28	393,64	200,36
-4	2,53	1,309	12,62	0,764	79,24	194,62	394,22	199,60

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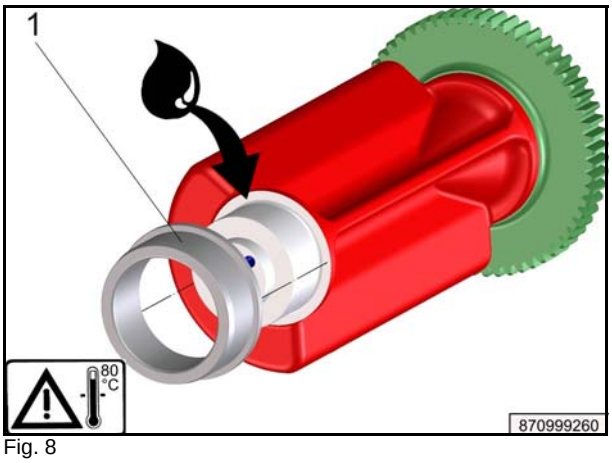


Fig. 8

9. Heat the inner bearing race 1 (Fig. 8) up to 80 °C and slide it over the exciter shaft against the stop.

⚠ Danger

Danger of burning!

Wear safety gloves.

i Note

Apply some oil to the bearing shell.

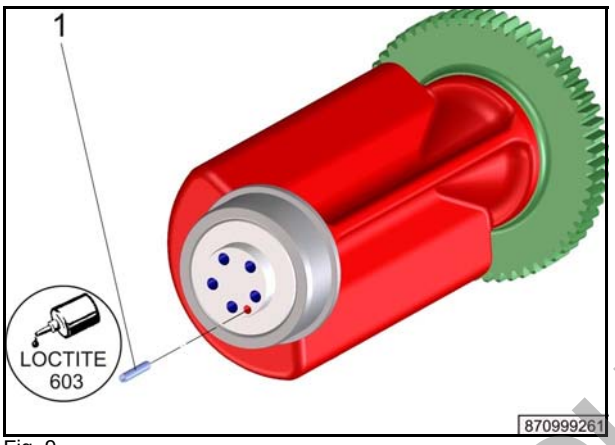


Fig. 9

10. Insert the roll pin 1 (Fig. 9) into the bearing bushing.

i Note

Assemble the roll pin with LOCTITE 603.

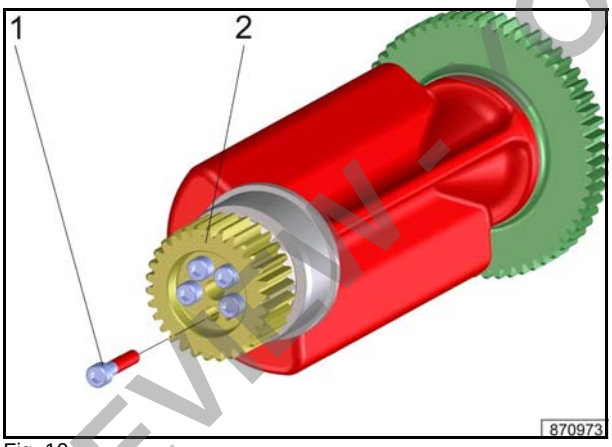


Fig. 10

11. Flange the gear 2 (Fig. 10) to the exciter shaft.

i Note

Observe the roll pin.

12. Turn in and tighten the fastening screws 1 (Fig. 10).

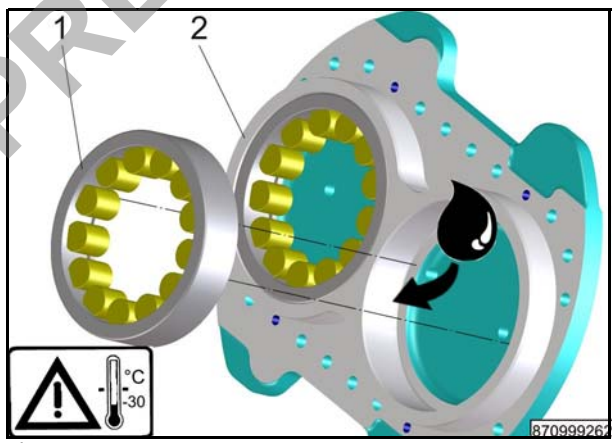


Fig. 11

i Note

Apply some oil to both bearing seats.

13. Cool both cylinder roller bearings 1 (Fig. 11) down to -30 °C and insert these into the flange (2) against the stop.

⚠ Danger

Danger of frostbites!

Wear safety gloves.

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17.2 Disassembling the oscillating/pivot steering

1. Remove the hood.
2. Remove the drum, see chapter "Removing the AP-AM drum".
3. Mark and disassemble hydraulic lines/hoses and wiring (4), if necessary cut existing cable straps.
4. Unscrew in 2 fastening screws with washers (1).
5. Pull the angle sensor (2) off oscillating joint and coupling (3 (Fig. 1)).

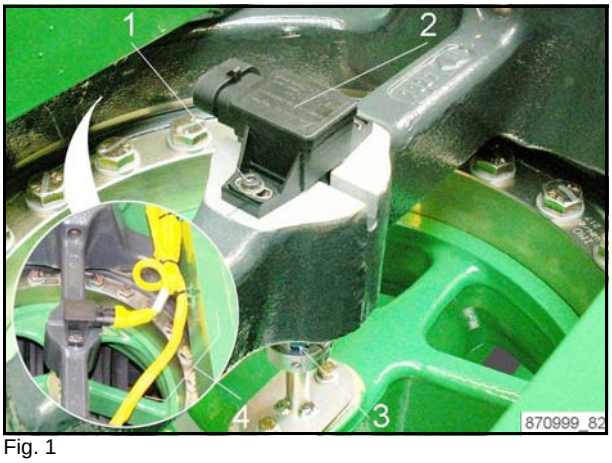


Fig. 1

6. Unscrew in 2 fastening screws with washers (3).
7. Take the transducer (1) of the cross-member (4).
8. Remove the coupling (2 (Fig. 2)) from the transducer.

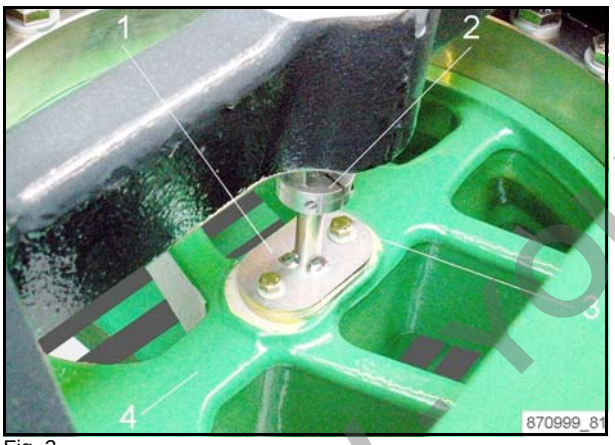


Fig. 2

i Note

Perform the work steps shown in (Fig. 3) on both steering cylinders.

9. Knock the dowel pin (3) out of the bolt (4).
10. Knock the bolts out of steering cylinder (1) and rocker bearing.
11. Fold the steering cylinder to the outside, if necessary swing the cross-member to the side.
12. Take the supporting ring (2 (Fig. 3)) off the rocker bearing.

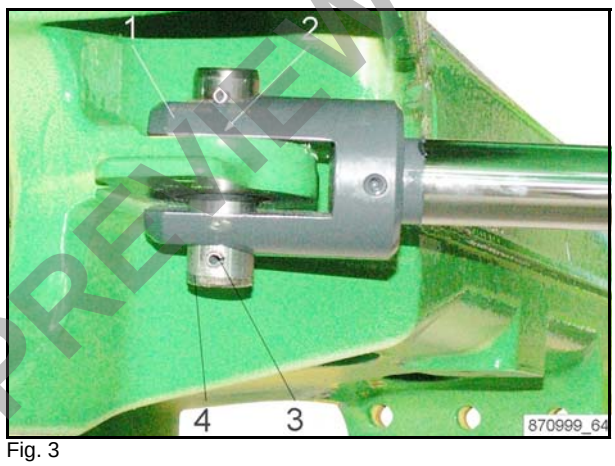


Fig. 3

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18.2 Vibration pump

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18.3 Vibration motor

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19.2 Wiring diagram 876 111 69

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