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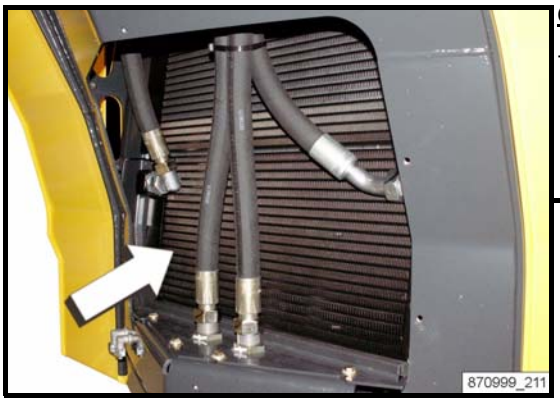
3.5 Maintenance table

No.	Maintenance work	Comment	every 10 operating hours, daily	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	Inspection glass	X						
5.10	Check the water level	LC-Display unit	X						
5.11	Check the emulsion level		X						
5.12	Check the chip spreader and clean the spreading beam		X						
5.13	Check the condition and tightness of V-belts			X					
5.14	Clean the cooling fins on engine and hydraulic oil cooler			X					
5.15	Check radiator hoses and hose clamps			X					
5.16	Check the air intake lines			X					
5.17	Lubricate the front and rear pivot bearings			X					
5.18	Change engine oil and oil filter cartridge[1]	see foot note			X				
5.19	Replace the fuel filter cartridge				X				
5.20	Replace the V-belt				X				
5.21	Check the anti-freeze concentration and the condition of the coolant				X				
5.22	Battery service	pole grease			X				
5.23	Check the oil level in the exciter shaft housing				X				
5.24	Servicing the air conditioning				X				
5.25	Drain the fuel tank sludge				X				
5.26	Change the bypass filter[2]	see foot note min. 1 per year			X				

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Hydraulic oil overheating (> 90 °C)



Check the oil cooler:

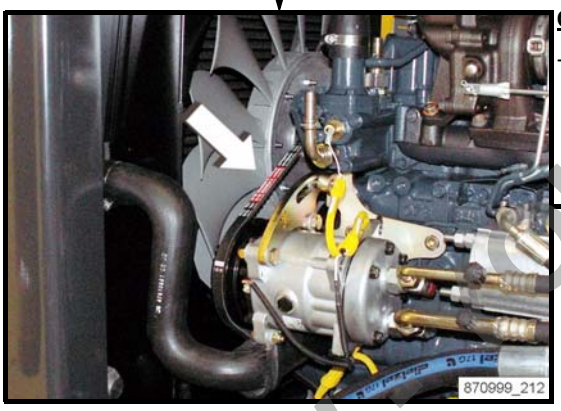
- Check the cooling fins of the hydraulic oil cooler for dirt.

Cooler OK?

no

Clean the cooling fins of the hydraulic oil cooler.

yes



Check the fan V-belt:

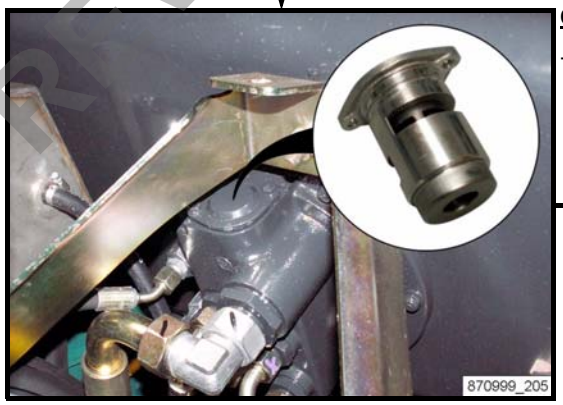
- Check condition and tightness of the fan V-belt.

V-belt OK?

no

Replace or tension the fan V-belt.

yes



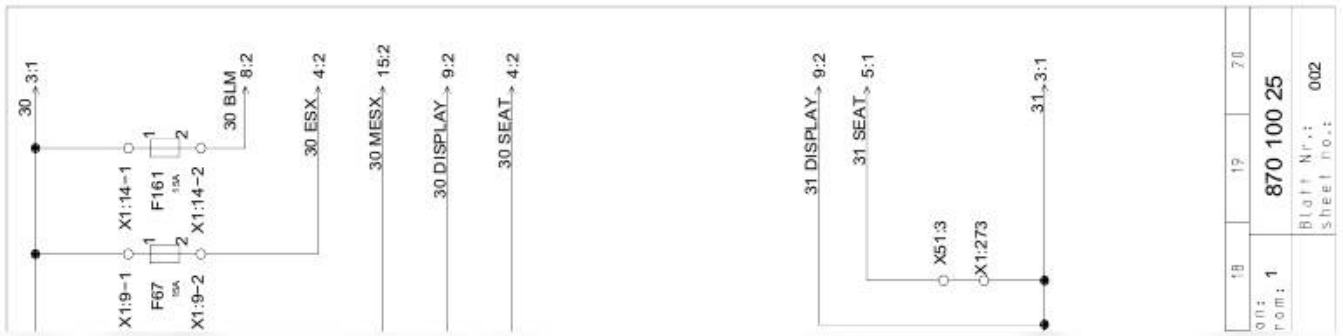
Check the thermostat valve:

- Check whether the hose to the cooler heats up when a hydraulic oil temperature of > 60 °C is reached.

Thermostat OK?

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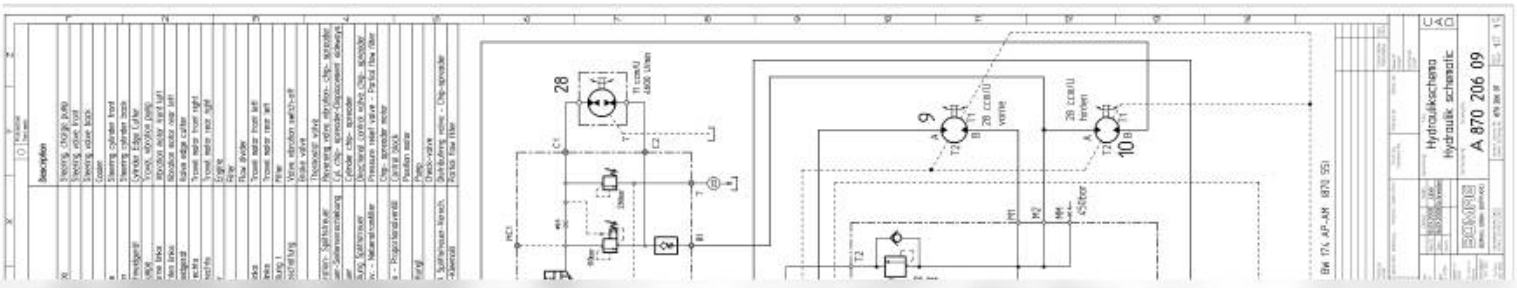
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14.3 Removing the AP-drum

i Note

The procedures for the removal of front and rear drums are identical. The following instructions describe the disassembly of one drum.

Removal

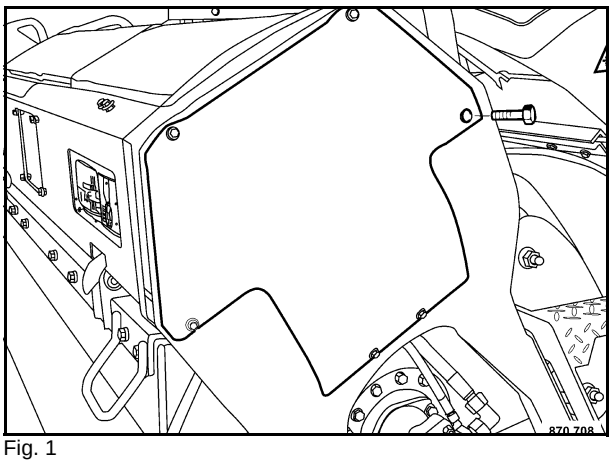


Fig. 1

1. Remove the cover plates (Fig. 1) from both sides.

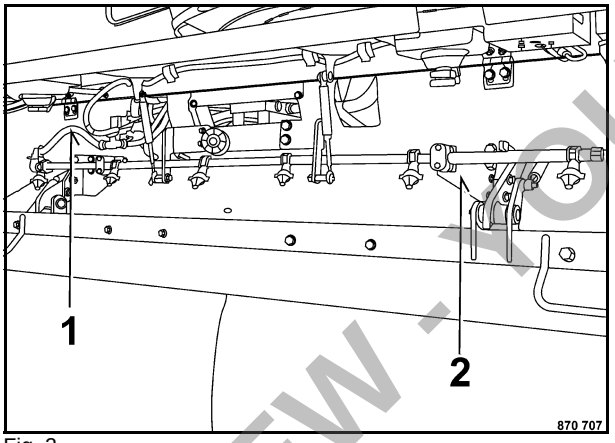


Fig. 2

2. Disconnect water hoses 1 (Fig. 2) from the sprinkling tubes.
3. Remove scraper brackets (2) with the sprinkling tubes .

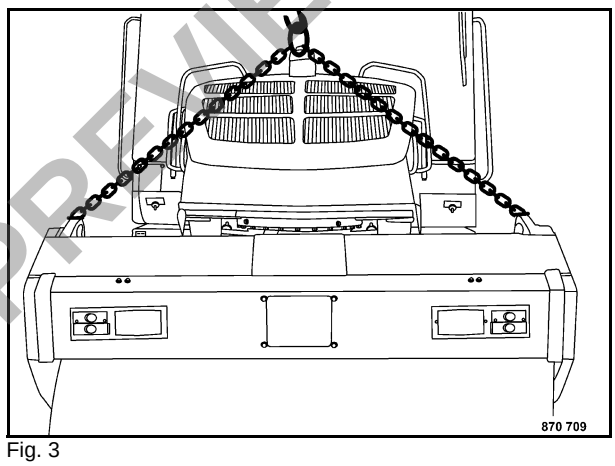


Fig. 3

⚠ Danger

Danger of accident!

Block front and rear drums with wedges against rolling.

4. Fasten lifting gear to front and rear frame (Fig. 3).
5. Lift the machine up, until the rubber buffers are unloaded.

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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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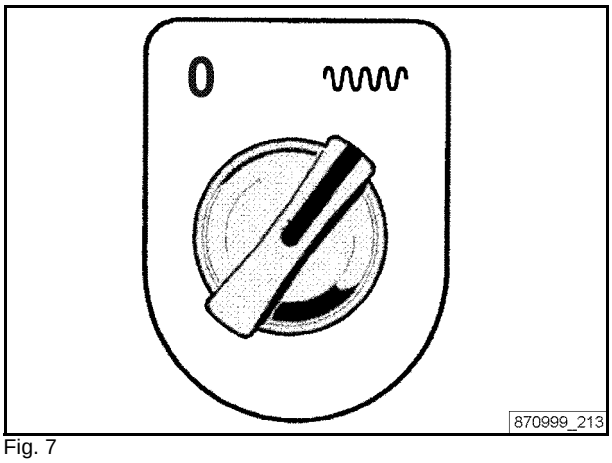


Fig. 7

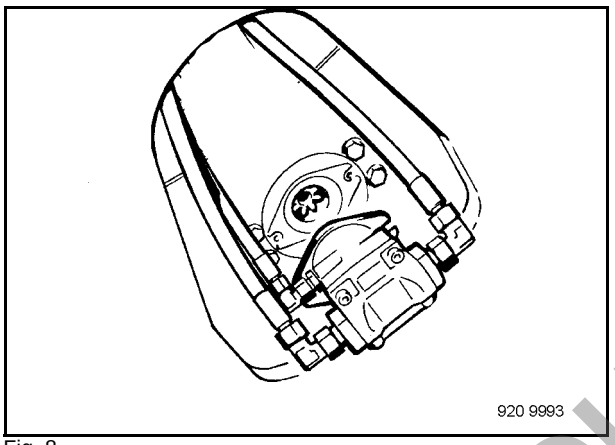


Fig. 8

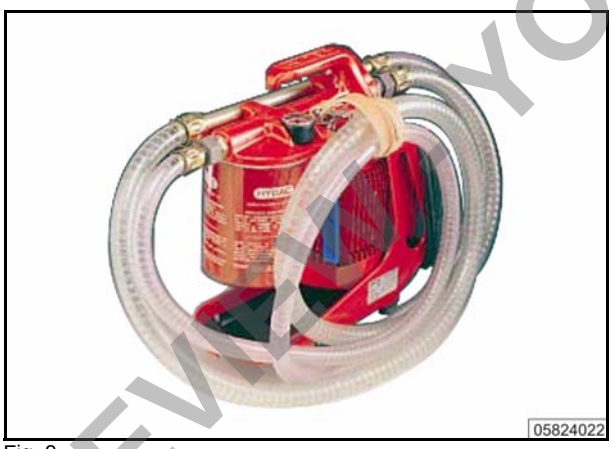


Fig. 9

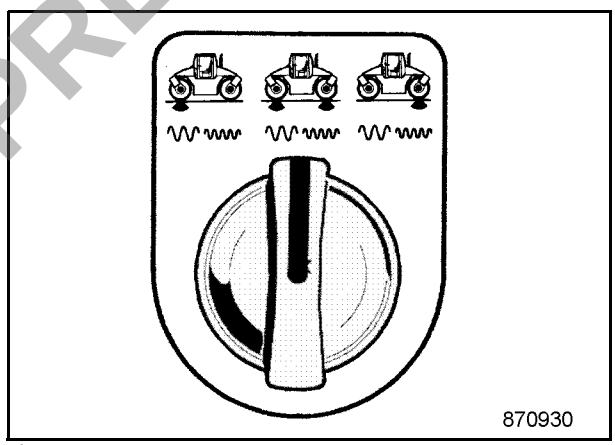


Fig. 10

9. Start the engine and run it with maximum speed.
10. Flush the circuit for approx. 10 minutes, thereby switch the vibration on and off at intervals of approx. 30 seconds.
11. Shut down the engine.
12. Unscrew 2 angular fittings (2) and double-end unions (3) from the hydraulic hoses for vibration motors (4 and 11).
13. Connect the hydraulic hoses to the vibration motors as marked before.

Flushing the vibration motors

14. Unscrew 2 fastening screws each with washers.
15. **AP and AP-AM**: Pull the vibration motors with seal rings off the vibration motor shafts and travel gear/travel motor (Fig. 8).
ACP and ACP-AM: Pull the vibration motor with seal ring off vibration motor shaft and travel gear (not shown).

i Note
Keep circulating the complete tank content with the filling and filtering unit throughout the entire flushing process (Fig. 9).

16. **AP and AP-AM**: Switch on vibration of front and rear drums (Fig. 10).
ACP and ACP-AM: Adjustment not possible.

i Note
ACP and ACP-AM: *Switch does not exist.*

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85 = Ground supply for coil

30 = Supply voltage

87 = Normally open contact

87a= Normally closed contact

Fuses



Fig. 1

Fuses are used to protect lines and equipment against overloads and short circuit. If the fuse is overloaded the fusible wire heats up with increasing current, until it finally melts.

⚠ Caution

Fuses must not be repaired or bridged.

The melting time at 23 °C is:

- approx. 1 hour with 1.5 times the rated current
- approx. 1 minute with 2.5 times the rated current.

A 5 Amp fuse loaded with 1.5 times the rated current (7.5 Amp) will finally melt after approx. 1.5 hours.

Yellow = 5 A

Brown = 7.5 A

White = 8 A

Red = 16 A

Blue = 25 A

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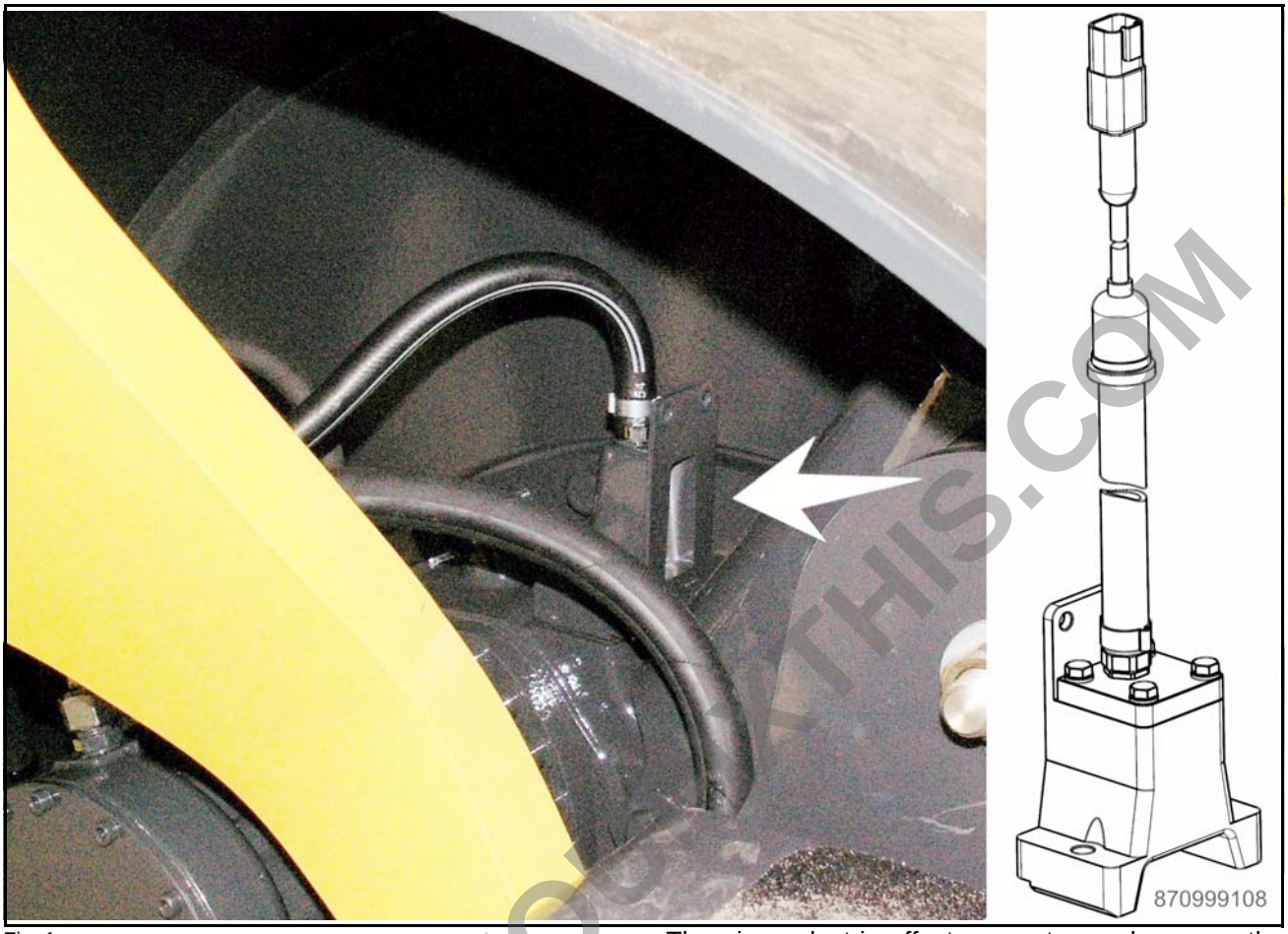


Fig. 1

The Asphalt-Manager system is equipped with two piezo-electric acceleration transducers , which are fastened to the travel gears on the left and right hand sides of the drum.

During operation these transducers transmit the acceleration signals to the measuring ESX.

The function of the piezo electric acceleration transducer is based on the self-charging effect of quartz crystals under mechanical load (pressure, tension, torsion) in vertical direction to the polar axes, which was discovered in 1880 by J. and P. Curie.

Mode of action

The piezo electric acceleration transducer consists of two basic components:

- Piezo electric material
- Seismic mass

Once side of the piezo disc is connected with the so-called seismic mass, the other one with a rigid carrier. When this combination is set to oscillate, the seismic (sluggish) mass transfers a force to the piezo disc. According to Newton's Law the resultant force is the product of acceleration and mass.

A small wire connects the piezo element with the sensor socket.

The piezo electric effect generates a charge on the electrodes, which is proportional to the force and thus also to the acceleration.

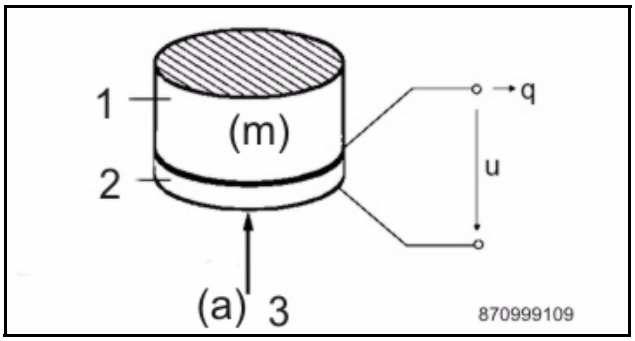


Fig. 1

1 Seismic mass
2 Piezo electric material
3 Acceleration

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ESX terminal	Signal description	Nominal values (voltage / current)
X35:23	**Voltage supply for sensors** This output supplies steering angle sensor and steering unit. Without this voltage the control cannot work correctly and will switch to override mode (emergency function).	Nominal voltage = 8,5 V Permissible range: approx. 7,65..9,35 V **This voltage must be measured against AGND.**
X35:24	Output **amplitude changeover** Digital output (max. 2,5 A)	active, i.e. high amplitude ☞ approx. 12 V inactive, i.e. low amplitude ☞ 0 V
X35:25	Output **water pump left/front**	Pump running ☞ approx. 12 V Pump not running ☞ 0 V
X35:26	Interface **CAN-Bus 1** Wire **-**, is used for communication with MESX, data collector, LCD-display and BOP.	Measurement not possible!
X35:27	Interface **CAN-Bus 1** Wire **+**, is used for communication with MESX, data collector, LCD-display and BOP.	Measurement not possible!
X35:28	Input **D+**	Here 12 V must be applied to be able to switch on the control!
X35:29	Input **steering angle, front** Analogue input / current input 0..20 mA	Right hand stop ☞ 4..8 mA Left hand stop ☞ 16..20 mA Straight ahead ☞ 10..14 mA
X35:30	Input **steering angle, rear** Analogue input / current input 0..20 mA	Left hand stop ☞ 4..8 mA Right hand stop ☞ 16..20 mA Straight ahead ☞ 10..14 mA
X35:31	Input **lift magnet monitoring**	
X35:32	---	---
X35:33	Interface **CAN-Bus 2** Wire **-**, is used to communicate with the travel lever.	Measurement not possible!
X35:34	---	---
X35:35	---	---
X35:36	Input **hydraulic oil filter pressure differential switch** Digital input active low	Pressure switch for hydraulic oil — Voltage measured against ground Closed ☞ approx. 0 V Open ☞ approx. 12 V
X35:37	---	---
X35:38	Input **seat position switch 1 (inside)**	Switch detects metal ☞ approx. 12 V Switch does not detect metal ☞ approx. 0 V
X35:39	Input **seat position switch 2 (outside)**	Switch detects metal ☞ approx. 12 V Switch does not detect metal ☞ approx. 0 V

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Service Training Electrics

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BOMAG Service Training

Documentation

For the BOMAG machines described in this training manual the following documentation is additionally available:

Attention!

The currently valid part numbers for the documents can be taken from the Doclist or the Customer Service page in the BOMAG (BOMAG Secured Area) in accordance with the serial number of the machine.

1. **Operating and maintenance instructions**
2. **Spare parts catalogue**
3. **Wiring diagram ***
4. **Hydraulic diagram ***
5. **Repair instructions**
6. **Service Information**

* The document versions valid at the date of printing are part of this training manual.

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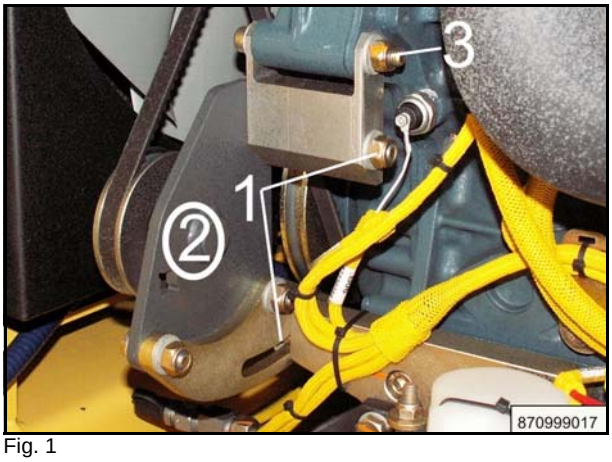


Fig. 1

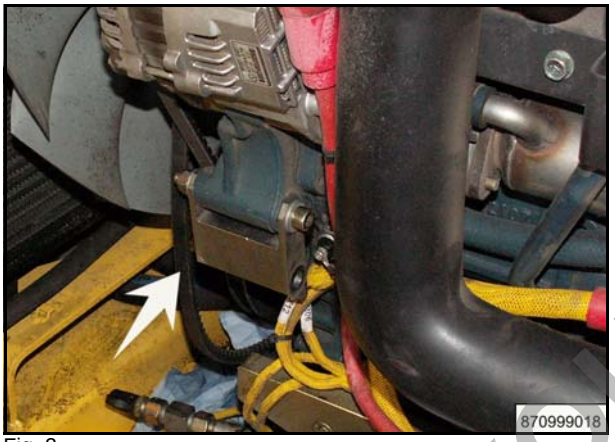


Fig. 2

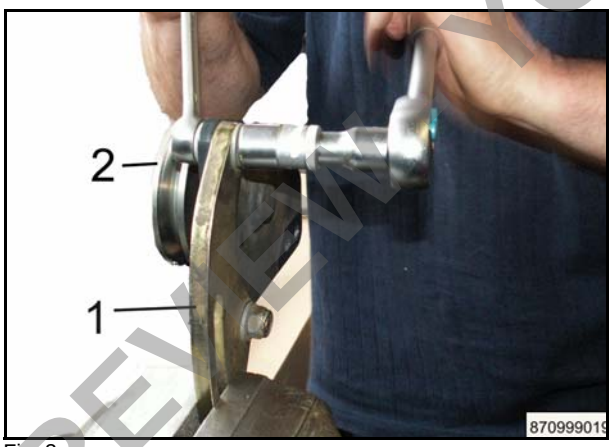


Fig. 3

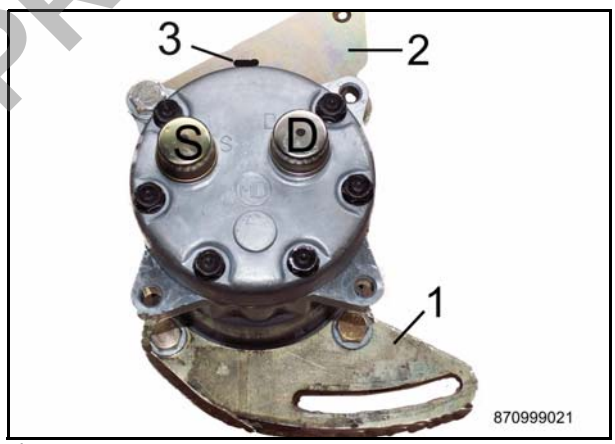


Fig. 4

Installing the compressor

i Note

Installation location: Rear right of diesel engine.

1. Unscrew the fastening screws 1 (Fig. 1) and disassemble the idler pulley (2).
2. Only loosen the fastening screw (3).
3. Replace the fan V-belt (Fig. 2).
4. Unscrew the bracket 1 (Fig. 3) from the idler pulley (2) and.....
5. ..... mount it to the compressor (Fig. 4).
6. Assemble the plate (2) with screw, washers and nut.

   S = Suction port

   D = Pressure port

   1 = Bracket

   3 = Oil level control plug

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Inspection glass

Faults	Possible cause	Remedy
Steam bubbles in inspection glass	No supercooling before expansion valve, lack of refrigerant in system, pressure loss in system, supercooling caused by excessively soiled filter dryer	Fill up the system, replace the filter dryer, perform a leak test
Discolouration of inspection glass (black from inside)	Lubricant destroyed by excessive operating temperatures	Replace the refrigeration oil, examine the temperature increase
Moisture indicator changes to pink	Moisture level of drying agent too high	Replace the filter dryer
Ball floats at bottom	lack of refrigerant	Fill the system

Monitoring devices

Faults	Possible cause	Remedy
The high pressure contact has switched off the magnetic clutch	System pressure exceeded, condenser excessively soiled, condenser fan defective, expansion valve defective	Clean the condenser, replace the expansion valve, check the condenser fan
The low pressure contact has switched off the magnetic clutch	System pressure fallen short of, refrigerant level too low, expansion valve defective, evaporator fan defective, heat load too low, ambient temperature below 1.5 °C	Clean the evaporator, replace the expansion valve, check the evaporator fan
The thermostat has switched off the magnetic clutch	Ambient temperature below 1°C, expansion valve defective, thermostat defective, air flow volume too low	Check the thermostat switching point, replace the expansion valve, clean the evaporator, check the evaporator fan

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Fig. 4

Assembling the four-point bearing

23. Turn two guide bolts into the inside of the drum half (vibration motor side) (Fig. 4).

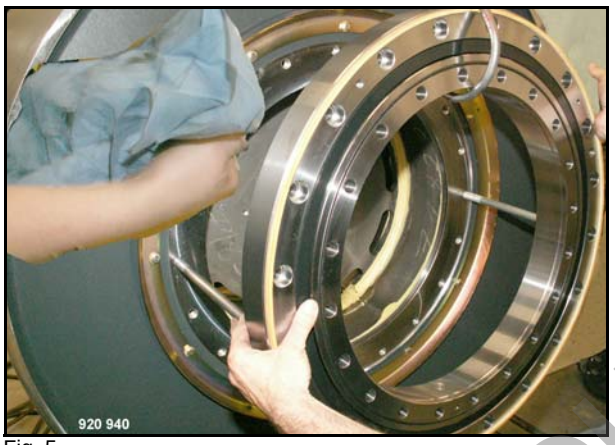


Fig. 5

24. Attach the lifting tackle to the four-point bearing (Fig. 5).

⚠ Danger

Danger of squashing!

Do not stand or work under suspended loads!

25. Clean four-point bearing and drum contact face.
26. Slide the four-point bearing over the guide bolts.

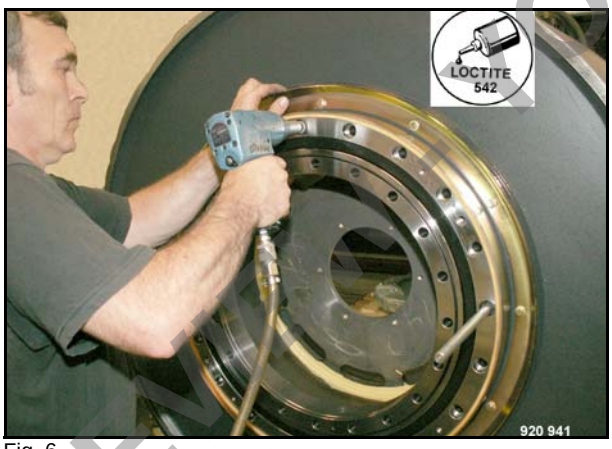


Fig. 6

27. Fasten the four-point bearing with two screws (Fig. 6).

i Note

Install the screws with LOCTITE 542 .



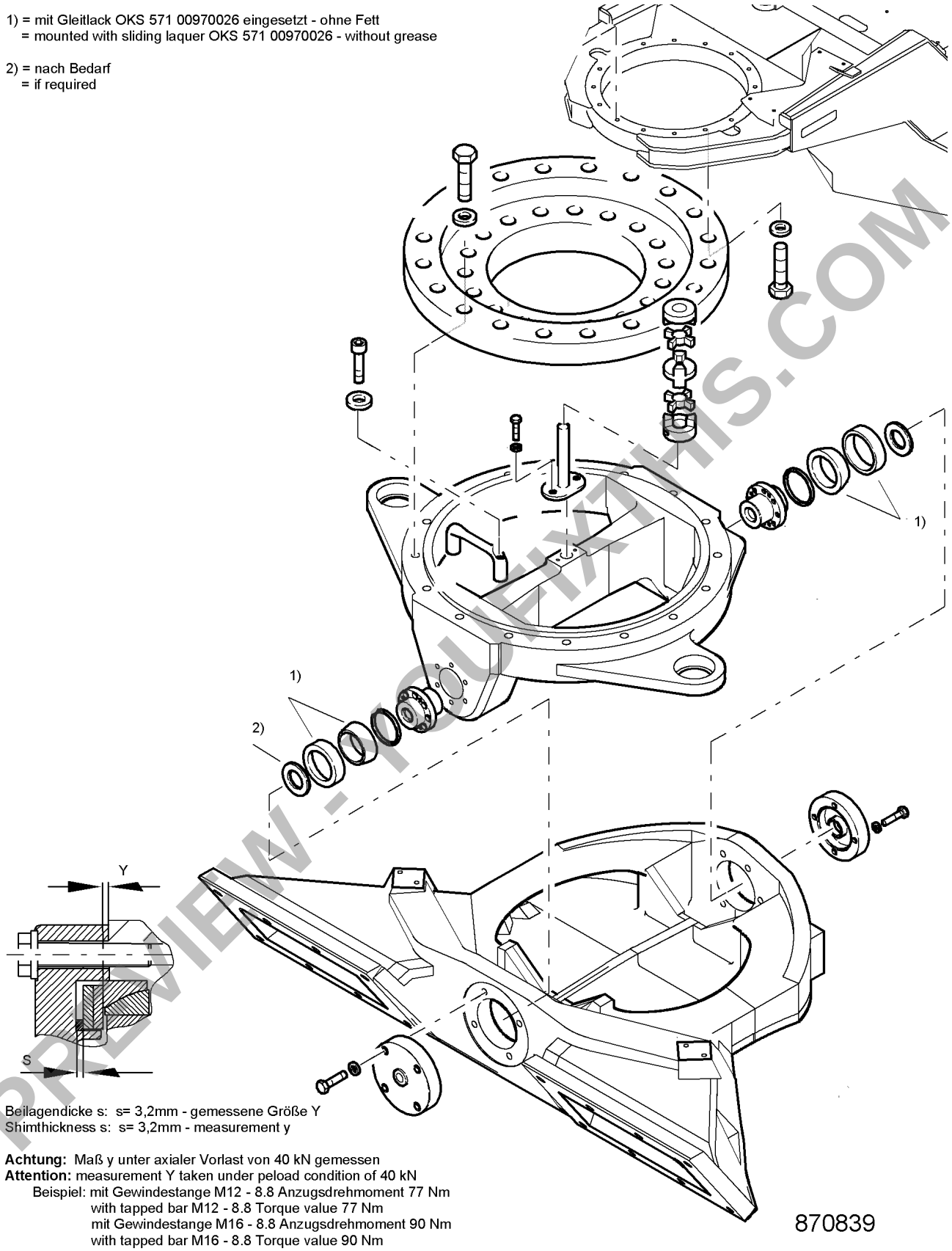
Fig. 7

28. Check whether the four-point bearing is correctly seated (Fig. 7).

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1) = mit Gleitlack OKS 571 00970026 eingesetzt - ohne Fett
= mounted with sliding laquer OKS 571 00970026 - without grease

2) = nach Bedarf
= if required



Beilagendicke s: s= 3,2mm - gemessene Größe Y
Shimthickness s: s= 3,2mm - measurement y

Achtung: Maß y unter axialer Vorlast von 40 kN gemessen
Attention: measurement Y taken under peload condition of 40 kN
Beispiel: mit Gewindestange M12 - 8.8 Anzugsdrehmoment 77 Nm
with tapped bar M12 - 8.8 Torque value 77 Nm
mit Gewindestange M16 - 8.8 Anzugsdrehmoment 90 Nm
with tapped bar M16 - 8.8 Torque value 90 Nm

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Avoiding dangers

⚠ !DANGER!

To ensure reliable operation and to avoid damage when performing an installation, commissioning or servicing, study these operating instructions carefully and thoroughly!

Bosch Rexroth AG cannot be held liable for any personal injuries or machine damage arising from non-adherence to these operating instructions. In case of damage resulting from disregard of these operating instructions, any warranty provided by Bosch Rexroth AG will be rendered null and void and liability placed with the operating company.

1 About these instructions

1.1 Structure and requirements

Documents

Operating instructions for Rexroth axial piston units consist of three sub-documents:

- General operating instructions for axial piston units, RE 90 300-B
  The general operating instructions for axial piston units will assist you during installation, commissioning, operation and servicing of Rexroth axial piston units. These include axial piston pumps and motors for use in open or closed hydraulic circuits.
  Unless stated differently, the information in the general operating instructions applies to all Rexroth axial piston units. Information which only applies to specific pumps or motors or hydraulic concepts is marked in the text accordingly.
- Product-specific operating instructions, RE 92 003-11-B
  These product-specific operating instructions for the A4VG axial piston variable pump, sizes 28–56, contain additional, specific information on installation, commissioning and operation.
  Always observe both the details in the product-specific operating instructions and the details in the general operating instructions.
- Technical data sheet, RE 92 003
  The technical data sheet for the A4VG axial piston variable pump contains the complete technical data.

Please contact Rexroth to request the missing parts of the documentation if you are not in possession of the entire set of documents. Safe operation of Rexroth axial piston units can only be guaranteed if you observe the details in all available sub-documents.

General operating instructions

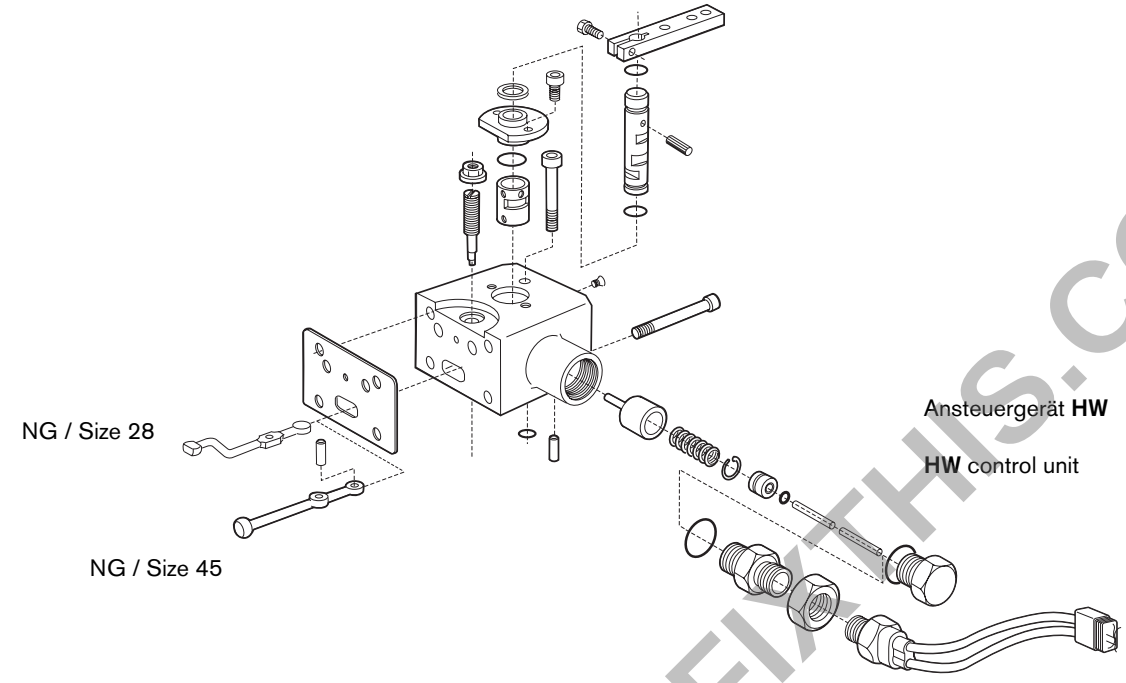
The general operating instructions will assist you during installation, commissioning and operation of Rexroth axial piston units. The chapter sequence is the same in both the general as well as the product-specific operating instructions. The general operating instructions contain additional chapters however:

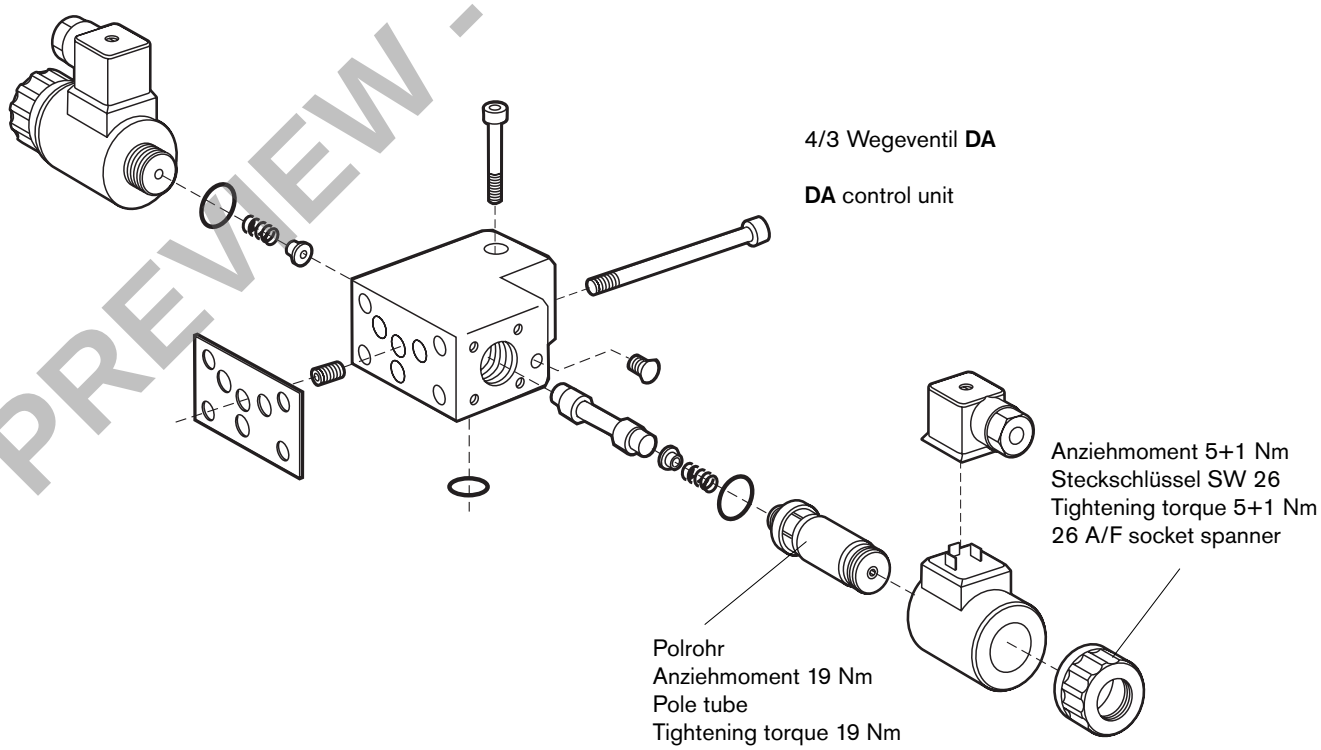
- In "Servicing", you will find information about maintenance, inspection and repair of Rexroth axial piston units.
- In the appendix, you will find project planning notes for the selection of hydraulic fluid, the design of the tank, the filters and the heat exchanger as well as the correct piping of the hydraulic system.

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Ansteuergeräte
Control units





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Repairing the vibration motor 6.07

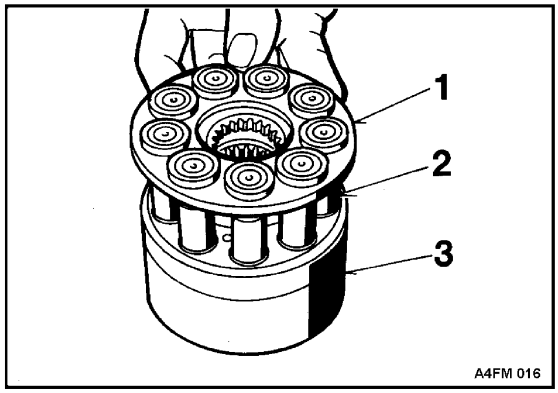


Fig. 17

4. Apply some oil to the piston 2 (Fig. 17) and the slipper pads and insert them into the retaining plate (1).

5. Insert the piston into the cylinder (3).

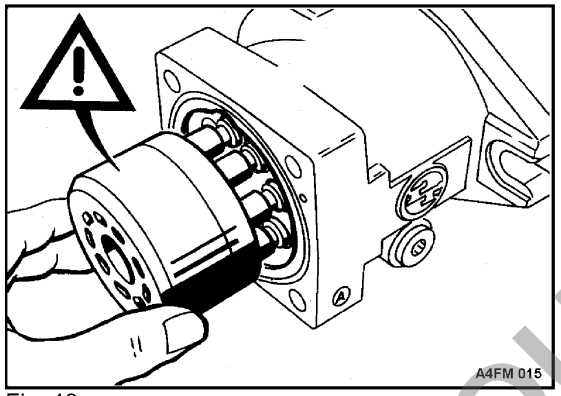


Fig. 18

6. Slide the drive shaft onto the drive shaft and push it into the housing until it bottoms (Fig. 18).

Note

The splines on cylinder and retaining sphere must be exactly aligned before sliding the pieces together.

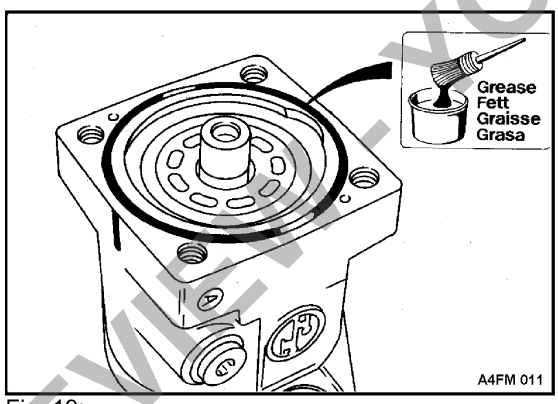


Fig. 19

7. Stand the housing vertically.

8. Insert the new O-ring with some grease (Fig. 19).

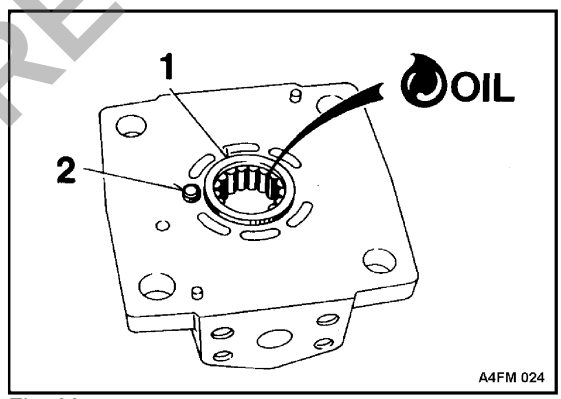


Fig. 20

9. Press the new cylinder roller bearing 1 (Fig. 20) into the connecting plate until it bottoms and apply some oil to the bearing.

10. Insert the locating pin (2) into the bore.

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Die Einbaurichtung des Verteilers (047) in bezug auf den Verteilerdeckel (041) beachten).

Respect the assembly sense of the valving (047) in relation to the cover (041).

Den Einsatz des Verteilers (047) in den Verteilerdeckel (041) nicht forcieren.

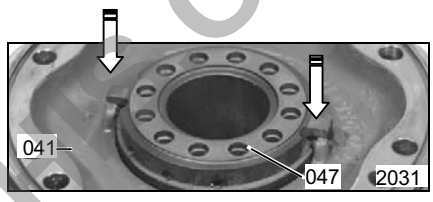
Do not force when installing the valving (047) into the cover (041).

Montage der Verteilerausführung 1C (konstanter Hubvolumen).

- Keine besondere Montagerichtung.

Valving assembly type single displacement motor.

- *No particular assembly sense.*



Montage der Verteilerausführung 2C (umschaltbarer Hubvolumen).

- Den gewählten Buchstaben, der die Drehrichtung anzeigt, gegenüber dem Steuerkolben (053) anordnen.

Valving assembly type Dual displacement motor.

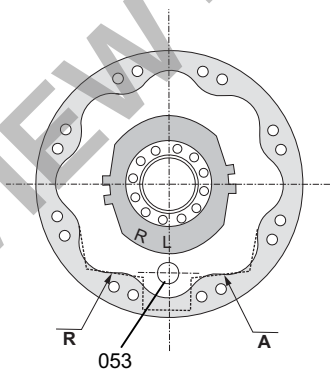
- *Write the chosen letter indicate the rotation sense in front of the displacement change spool (053).*

POSITIONIERUNG DES VERTEILERS

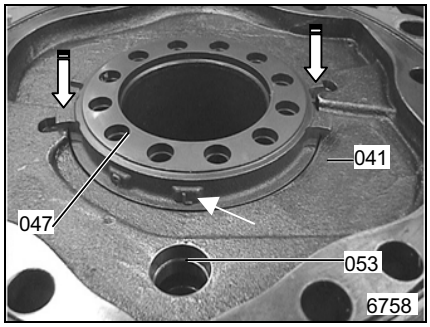
G/*L* Links

VALVING POSITIONING

G/L Left



3227



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