5.3 Wiring

5.3.1 Old version, without power board SCR heating



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7.1 Overview of hydraulics

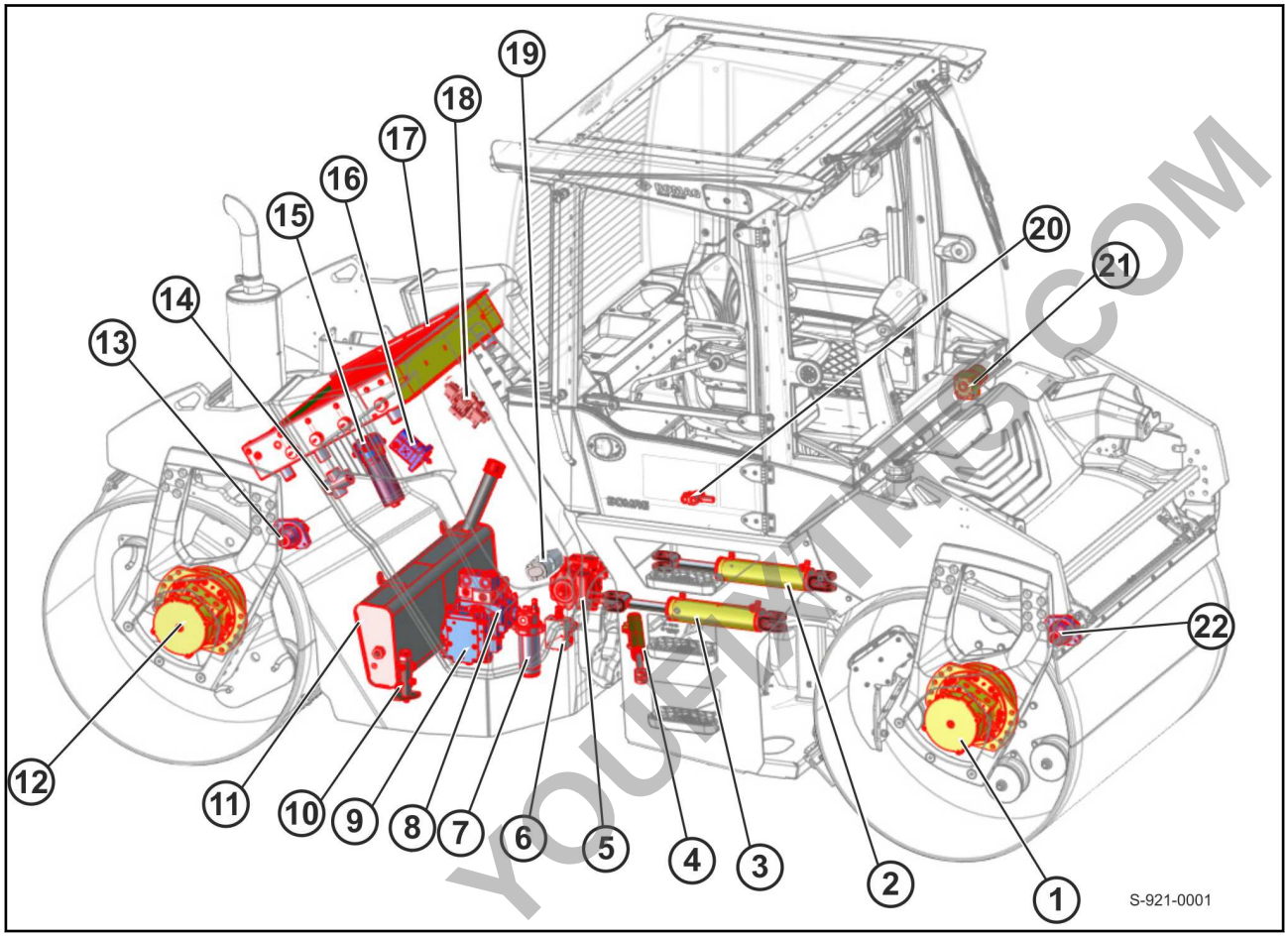


Fig. 308

1 Front travel motor
2 Steering cylinder left
3 Steering cylinder right
4 Crabwalk cylinder, option
5 Rear vibration pump
6 Solenoid valve brake, Y04
7 Charge circuit filter
8 Travel pump
9 Front vibration pump
10 Manifold block for return flows
11 Hydraulic oil tank
12 Rear travel motor
13 Rear vibration motor
14 Thermostat
15 Return flow filter
16 Fan motor
17 Hydraulic oil cooler
18 (Optional) Solenoid valve crabwalk, solenoid valve edge compressing unit & solenoid valve chip spreader
19 Tandem gear pump, steering, charge and fan pump
20 Priority valve
21 Steering valve
22 Front vibration motor

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Tank level	Warning	System reaction	Limitation
< 5%	 Power reduction	Power reduction **Step 2** after countdown	Power reduction **Step 2**
empty	 Power reduction	Power reduction **Step 2**	Power reduction **Step 2**

Test with the Service & Diagnostics Tool SERDIA 2010

With the Service and Diagnostics program SERDIA 2010 it is possible to test the SCR system.

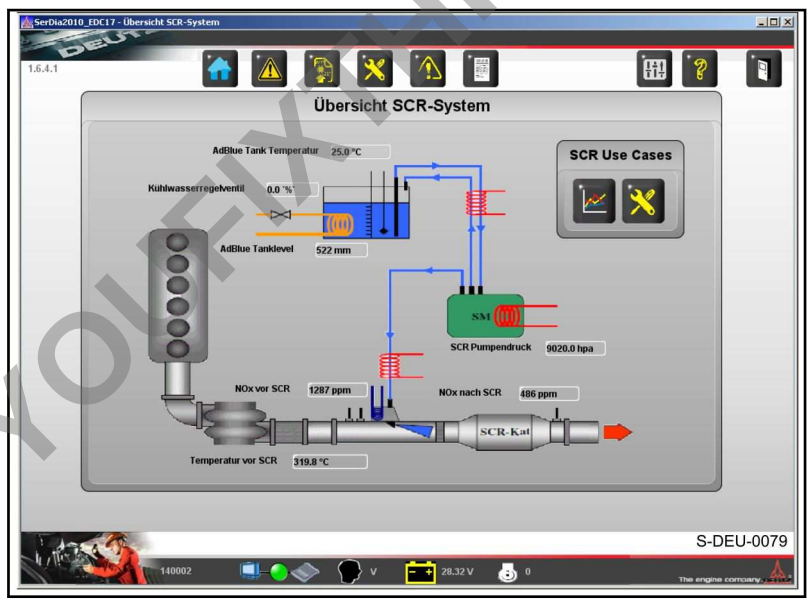


Fig. 865

The SERDIA 2010 operating instructions contain a detailed description of the procedure for using this function.

13.4.4 Deutz DTC fault code list, EMR4

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1.3 Maintenance and repair

1.3.1 Notes on repair

1.3.1.1 General repair instructions

NOTICE!

Ensure strict cleanliness when performing repair work!

- No foreign objects should enter into open systems.
- Thoroughly clean the area around the affected components.
- Dry off wet locations with compressed air.

Before removing or disassembling parts, assembly groups, components or hoses mark these parts for easier assembly.

1.3.1.1.1 Repair notes for electrics

Electrics and welding

NOTICE!

Electrical components may get damaged by welding work!

- Always remove the main battery switch.
- Disconnect the batteries and connect negative and positive cables.
- Pull the plugs off the control units.

Always fasten the earth clamp of the welding unit in the immediate vicinity of the welding location.

When choosing the location for the earth clamp make sure that the welding current will not pass through joints or bearings.

Battery

Maintenance free batteries also need care. Maintenance free only means that the fluid level does not need to be checked.

Every battery has a self-discharge, which may, if not checked occasionally, even cause damage to the battery as a result of exhaustive discharge.

Exhausted batteries (batteries with formation of sulphate on the plates) are not covered under warranty!

- When removing a battery always disconnect the minus pole before the plus pole. When installing the battery connect the minus pole after the plus pole to avoid short circuits.
- Assemble the battery terminal clamps without force.

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13.1 Preliminary remarks

Malfunctions are frequently caused by incorrect operation of the machine or insufficient maintenance. Whenever a fault occurs you should therefore thoroughly read these instructions on correct operation and maintenance.

If you cannot locate the cause of a fault or rectify it yourself by following the trouble shooting chart, you should contact our customer service department.

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Screw dimension	Tightening torques Nm (Coefficient of friction μ tot. = 0.14)		
	8.8	10.9	12.9
1 1/8″ - 12	1350	1900	2300
1 1/4″ - 12	1900	2700	3200
1 3/8″ - 12	2600	3700	4400
1 1/2″ - 12	3300	4600	5600

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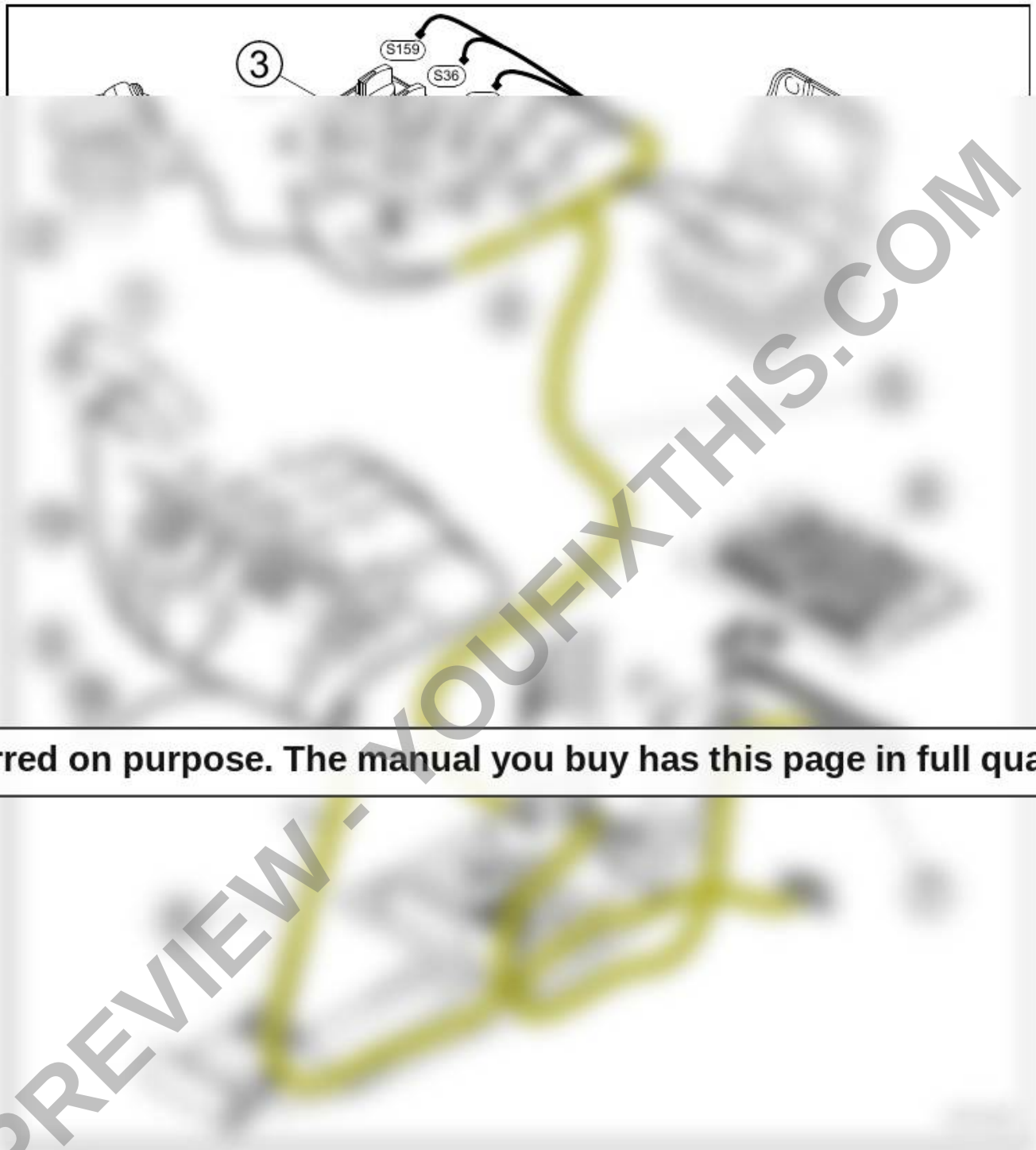
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19 Data collector (A80, not -50 machines), BLM supplementary module (A70, on machines with chip spreader and edge compression unit), electronics for BOMAG Telematic (A124), BOMAG Telematic antenna (A138), gateway (A161), BOMAG travel control (A34), BMU BOMAG measuring technology control (A83), cross-slope sensor (B57) and diagnostics interface for engine control unit (X22, only Deutz engine with exhaust classification Tier4f)
20 Proximity switch for articulated joint (B10), position measuring system in left steering cylinder (B271, only machines with electric steering wheel)
21 Power board and diagnostics socket (X7D)
22 Water spraying pumps (M02) and solenoid valves for edge compression unit (Y06 and Y99)
23 Water tank sensor (R14) and residual water quantity sensor (B33)
24 Asphalt temperature sensor (B106)
25 Tank sensor (R03)
26 Rotary speed sensor for drum speed (B60)
27 Vibration frequency sensor (B17)
28 Front drum lighting (E74)
29 Front lighting (E12, E14, E16 and E17)
30 Coolant compensation tank (B55)

* Pre-heating relay (K14), engine shut-down relay (K69), starter control relay (K38) old version. New version with power board SCR heating.

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5.24 Telemecanique switch

Dismantling

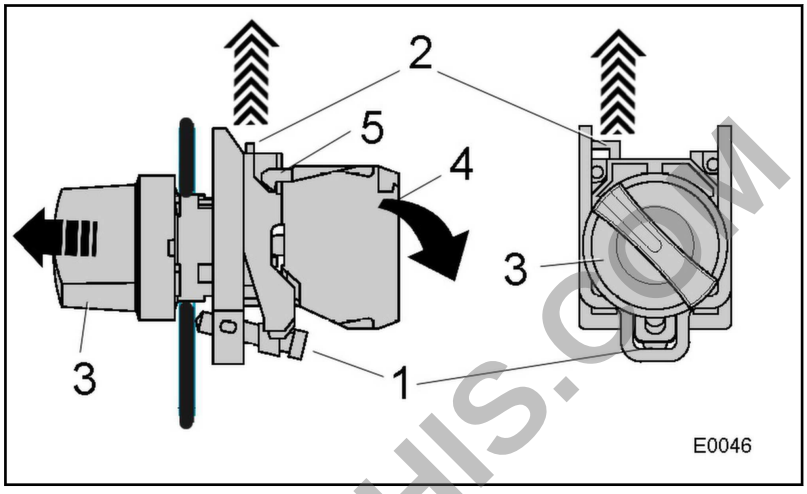


Fig. 170

1. Lift up the interlock (5).
2. Fold down the switch block (4).
3. Loosen the screw (1).

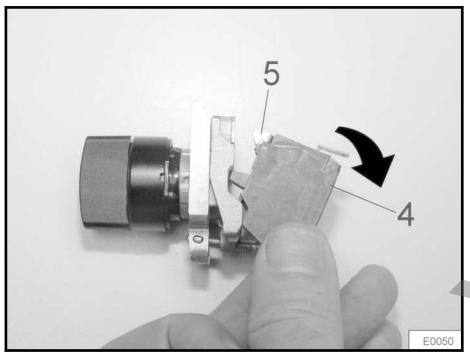


Fig. 171: Folding down the switch block

4. Lift up the interlock (2) and pull out the front element (3).

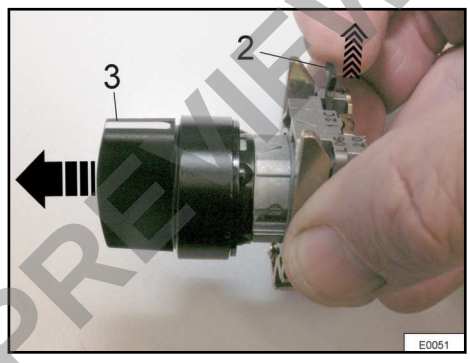


Fig. 172: Pulling out the front element

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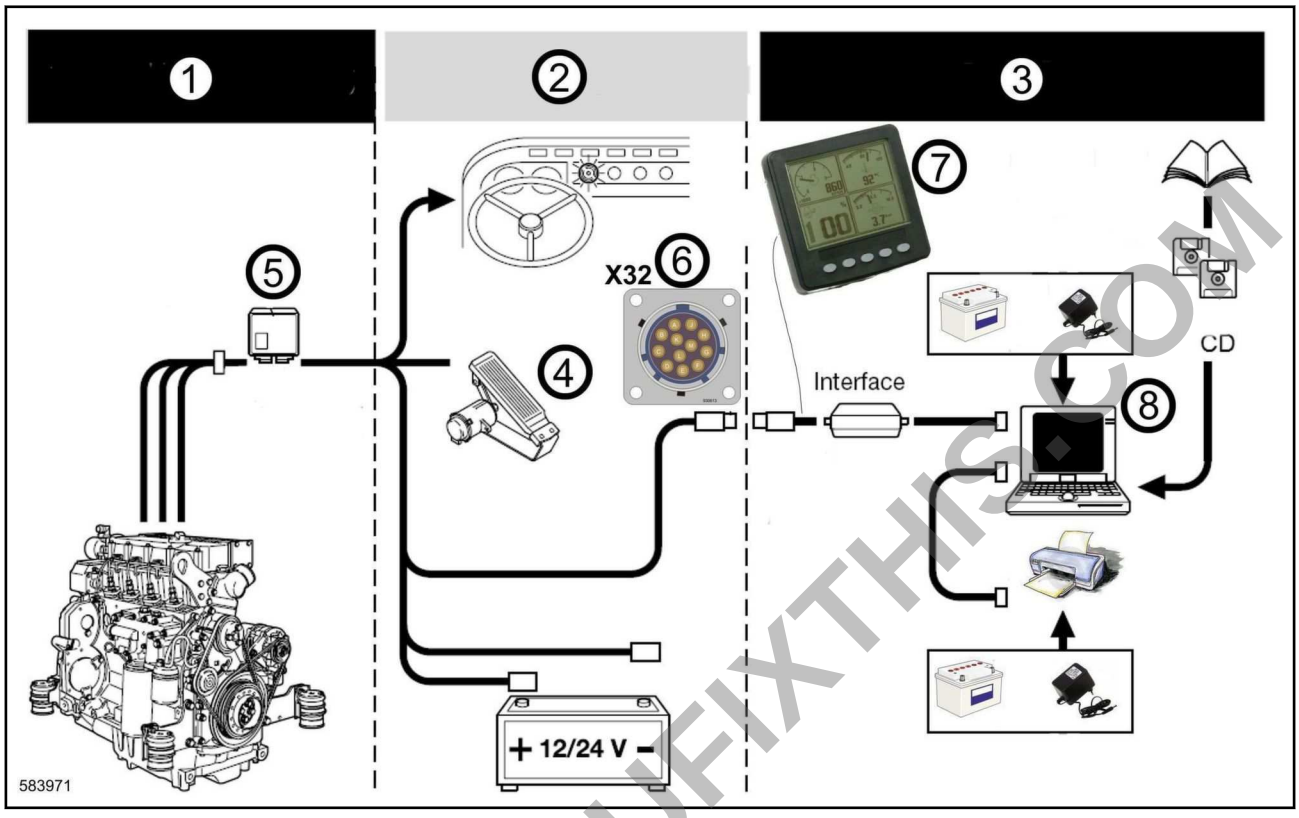


Fig. 222: System overview

1 Engine side
2 Vehicle side
3 Service
4 Sensors and actuators
5 EMR
6 Diagnostics socket, X32 in central electrics
7 CAN-display
8 SerDia2010

*Changes to the control units with respect to settings, parameterization, deleting the fault log and calibration are level dependent and **only possible with SerDia2010**.*

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7.2 Open and closed hydraulic circuit

Open circuit

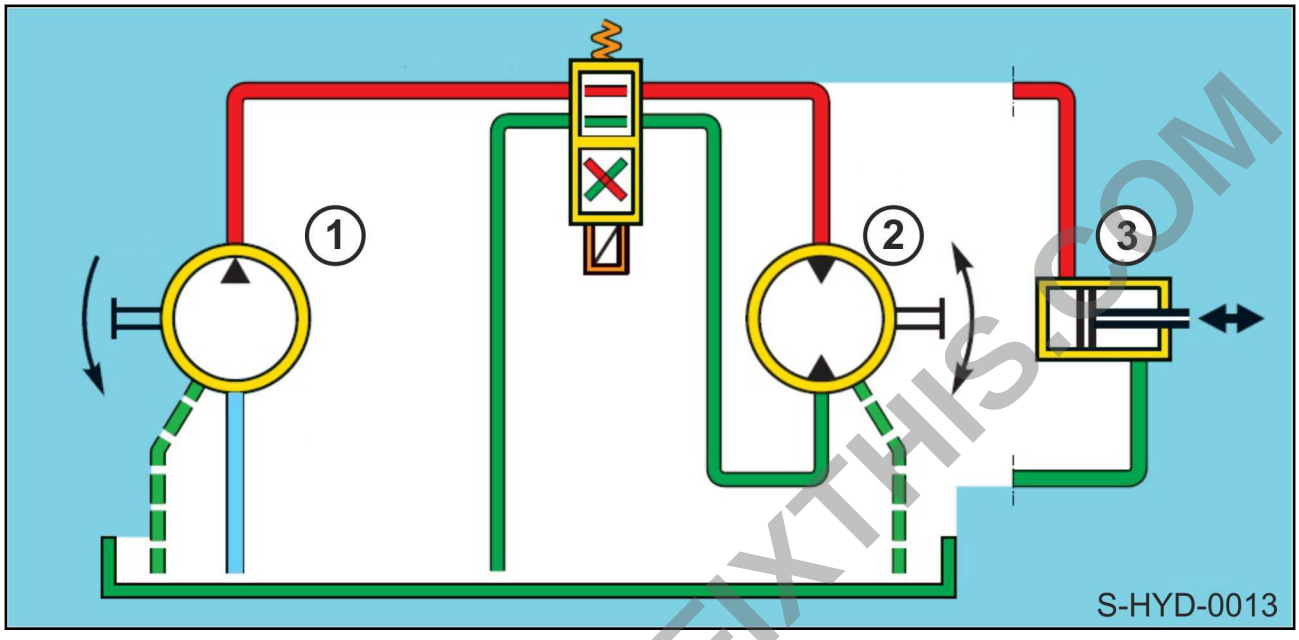


Fig. 310: Open circuit

Open in this case means that the suction line of a pump (1) normally is situated below the fluid level, the surface of which is in open contact with atmospheric pressure. Reliable equalization of pressure between the air in the hydraulic oil tank and the ambient air ensures problem free suction of the pump.

In an open circuit the hydraulic oil is fed to the consumer (2 or 3) and also returned to the tank through way valves.

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- Position solenoid with moveable sensor part, which is assembled inside the piston. This permanent solenoid moves contact free (wear free) over the pressure pipe and uses its magnetic field to mark the measured position.
- Pressure pipe that submerges into the piston rod. The magnetostrictive sensor element is hermetically protected inside the pressure pipe

The linear sensor is based on a magnetostrictive measuring method, which detects the ACTUAL position by means of a position magnet. The active principle without approaching a reference point ensures long-lasting and wear free sensors, without the necessity of recalibration. A guided position solenoid triggers a structure-borne sound wave in the sensor element as a measuring pulse. Its runtime is accurately measured and converted to standard signals (4 to 20 mA).

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Bleeding the vibration circuit

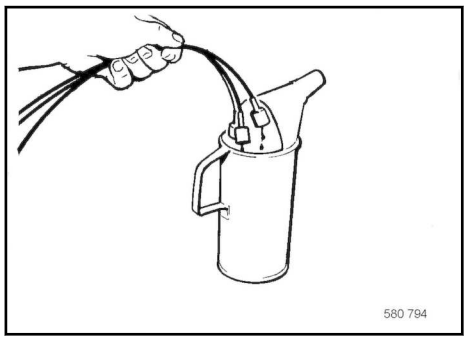


Fig. 450

1. Bleeding the vibration circuit, see chapter "Bleeding the vibration circuit".

Flushing the hoses

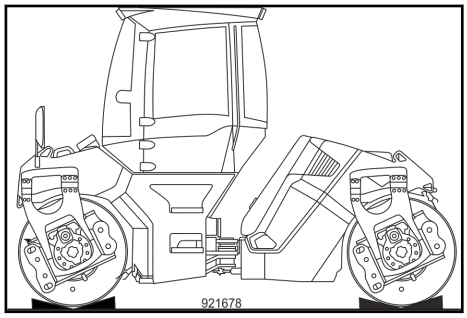


Fig. 451

1. Block the drums with suitable chocks.

On AC-machines block drum and rubber wheels.

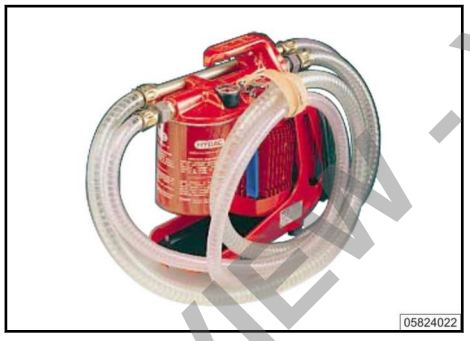


Fig. 452

2. Keep circulating the complete tank content with the filling and filtering unit throughout the entire flushing process.

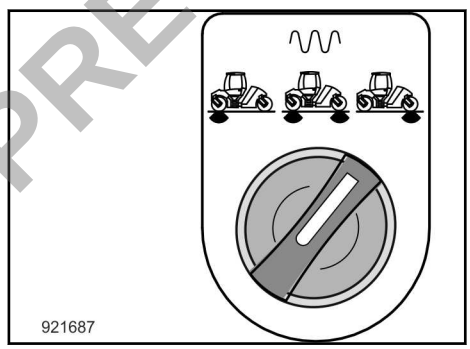


Fig. 453

3. Switch on vibration of the rear drum.

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9.11 Filling instructions

Filling of refrigerant into the dried, vented and oil filed machines takes place under various conditions.

In most large series production facilities highly complicated equipment is available for this purpose, whereas individual machines at the place of installation must be filled directly from the refrigerant container.

Liquid refrigerant is only used to pre-fill the pressure side of the evacuated refrigeration system (protective filling).

After switching the refrigeration system on and watching the inspection glass, gaseous refrigerant can be filled into the system while the engine is running, if the refrigerant level is found to be too low (gas bubbles in the inspection glass).

NOTICE!

Liquid refrigerant in the suction side of the compressor should generally be avoided during filling and operation of the refrigeration system, since this could damage the compressor..

When filling the air conditioning system directly from the refrigerant bottle care must be taken not to overfill the system. As an additional control and for statistical purposes, e.g. for refilling, it is important to write down the weight of the filled in refrigerant.

With correct operation of the air conditioning the refrigerant container should be about 1/3 filled with liquid refrigerant, the evaporator should be maximally filled at the calculated evaporation temperature, i.e. the suction line should only be a few degrees warmer than the evaporation temperature indicated by the pressure gauge.

White frost on the suction line is no measure for assessing the filling.

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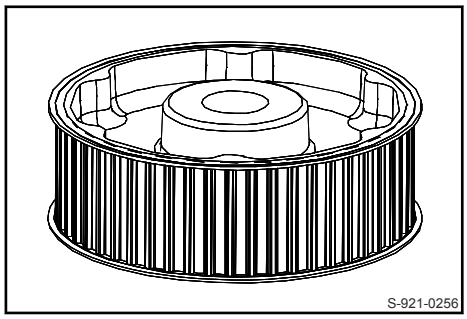


*Fig. 621: Belt pulley flanged, **new version***

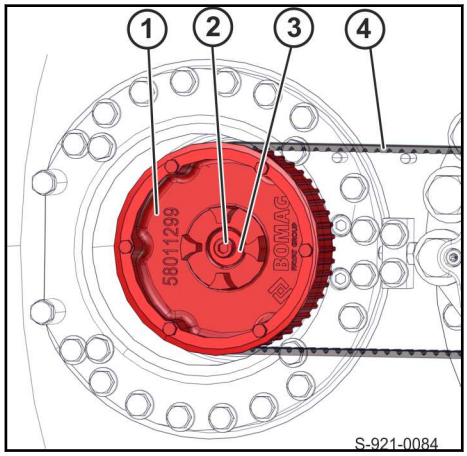


Fig. 622

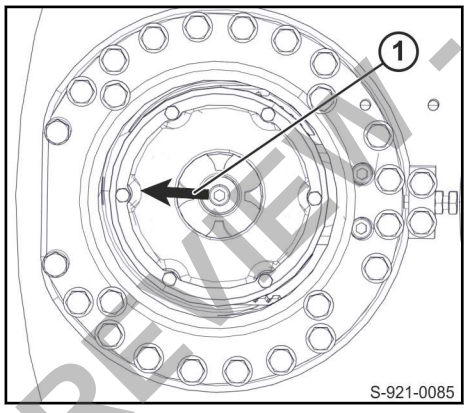


Fig. 623: Make a mark

13.

Perform the work steps on both drum sides.

Lay the toothed belt (4) ↳ Fig. 622 on the belt pulley (1).

14. Mount the belt pulley (1) with screw (2) and washer (3) to the exciter shaft.

15. Loosen the screw (2) again and retighten it.

16.

Perform the work step on both drum sides.

Mark the belt pulley with an arrow (1) ↳ Fig. 623 pointing outwards.

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10.3.7 Every 1000 operating hours, ADO machine

10.3.7.1 Change the oil in the front exciter housing

NOTICE!

Components may get damaged!

– Drain gear oil only at operating temperature.
– Use only gear oil of the permitted specification ↳ *Chapter 2.1.6 „Gear oil SAE 75W-90“ on page 78*.
– Filling quantity: ↳ *Chapter 2.2.1 „List of fuels and lubricants“ on page 79*.

Protective equipment:
- Working clothes
- Protective gloves

The maintenance points for the exciter housing are located on the left hand side of the drum.

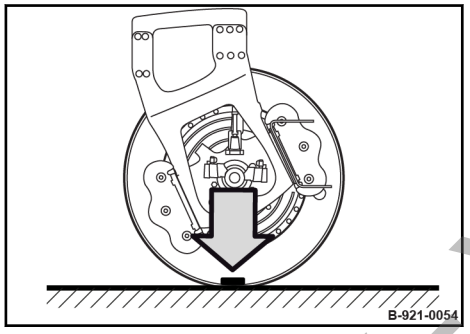


Fig. 748

1. Move the drum until the mark is in the lowest position.
   ⇨ The filler screw now points vertically up.
2. Park the machine in secured condition ↳ *Chapter 1.3.5 „Parking the machine in secured condition“ on page 68*.

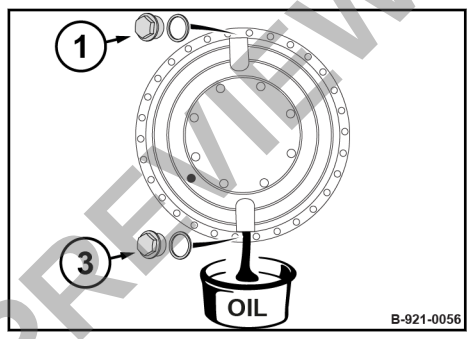


Fig. 749

3. **WARNING!**

   Danger of burning on hot components!

   – Wear your personal protective equipment (protective gloves, protective clothing).
   – Avoid touching hot components.

   Clean and unscrew filler plug (1) and drain plug (3).
4. Drain off and collect all oil.
5. Turn the oil drain plug back in with a new seal ring.

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Component identifications are used in both the electrical and the hydraulic documentation and are identical.

Overview of terminal strips

Terminal strip overview
Klemmleistenübersicht

X1	Fuses, WAGO Relays Sicherungen, WAGO Schütze
Mounting location Einbauort	=MPH+EBOX

Device tag BMK	Page Blatt	Path Pfad
X1:1A	12	1
X1:1E	12	1
X1:2A	12	1
X1:2E	12	1
X1:3A	12	2
X1:3E	12	2
X1:4A	12	2
X1:4E	12	2
X1:5A	12	3
X1:5E	12	3
X1:6A	12	4
X1:6E	12	4
X1:7A	12	4
X1:7E	12	4
X1:8A	12	5
X1:8E	12	5
X1:9A	12	5
X1:9E	12	5
X1:10A	12	6
X1:10E	12	6
X1:11A	12	6
X1:11E	12	6
X1:12A	12	7
X1:12E	12	7
X1:13A	12	8
X1:13E	12	8
X1:14A	12	8
X1:14E	12	8
X1:21A	12	1
X1:21E	12	1
X1:22A	12	1
X1:22E	12	1
X1:23A	12	2
X1:23E	12	2
X1:24A	12	2
X1:24E	12	2

Device tag BMK	Page Blatt	Path Pfad
X1:25A	12	3
X1:25E	12	3
X1:26A	12	4
X1:26E	12	4
X1:27A	12	4
X1:27E	12	4
X1:28A	12	5
X1:28E	12	5
X1:29A	12	5
X1:29E	12	5
X1:30A	12	6
X1:30E	12	6
X1:31A	12	6
X1:31E	12	6
X1:32A	12	7
X1:32E	12	7
X1:33A	12	8
X1:33E	12	8
X1:34A	12	8
X1:34E	12	8

0	1	2	3	4	5	6	7	8	9
Created Erstellt: M. Werner 31.01.2008 Checked Geprüft: M. Vogt 26.10.2007	Stabilizer / Recycler MPH 125		BOMAG FAYAT GROUP	Terminal strip overview X1 Klemmleistenübersicht X1				Higher-level function Anlage = DOC2 Function Funktion == DOC Mounting location Einbauort +	Page Blatt 66 from von 96 593 200 24

Fig. 830: Example: Terminal strip overview X1

The overview of terminal strips, see example, contains all terminal strips used in the circuit diagram. Each terminal strip starts on a new page and can be localized via the cross-reference in the wiring diagram.

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PIN travel lever	Signal description	Nominal values (voltage / current)
X24:3	Input **selector switch vibration manual/automatic** Digital input active high	Automatic active ☞ approx.12 V Manual operation ☞ 0 V
X24:4	Input **selector switch edge cutter front/rear** Digital input active high	Edge cutter rear active ☞ approx.12 V Edge cutter front active ☞ 0 V
X24:5	Input **selector switch edge cutter, vibration/ chip spreader/service mode** Digital input active high	Edge cutter, vib. ☞ approx.12 V Service, chip spreader ☞ 0 V
X24:6	Input **selector switch edge cutter, vibration/ chip spreader/service mode** Digital input active high	Chip spreader ☞ approx.12 V Service, edge cutter, vib. ☞ 0 V
X24:7	Output **Voltage supply for additional digital evaluations** This output supplies the amplitude selector switch. This voltage is required to connect and evaluate further digital switches to the travel lever.	Voltage supply active ☞ approx.12 V Voltage supply inactive ☞ 0 V
X24:8	Output **voltage supply ground potential** In connection with PIN X24:7 this output enables the control of additional components (relays, displays etc.)	0V (measured against ground)

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FCode	FaultDescription	Terminal	Possible Cause	Diag	Reac
7011	Fault is used, but cannot be displayed, but may be disregarded.	System			4
7012	Machine type conflict After replacing the control the machine type does not match the old one.	System	Parameter error, possibly machine type incorrectly chosen, control see adjustment instructions		2
7013	Operating hour meter not yet reconstructed	System			1
7014	EEPROM Read error in data collector module	System			1
7015	EEPROM Write error in data collector module	System			1
7020	Software Approval Missing	System	Software development for the selected machine type has not yet been finished, contact the development department		4
7021	Software release incomplete	System	Software parameter set for the chosen machine type not finally released - the machine must not be delivered to the customer		3
7022	Software release incomplete	System	Software parameter set for the chosen machine type not finally released - the machine must not be delivered to the customer		1
7029	Software release incomplete	System	Unknown error - consult the customer service		1
7030	Machine type does not match engine type.	System			3
7031	Machine type does not match engine type.	System			3
8000	Internal fault	System			4
8001	Internal fault	System			2
8002	Internal fault	System			2
8003	Internal fault	System			2
8004	Internal fault	System			2

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DTC-List-EMR4

Diagnosis- and Errorcodes

Revision: 10.02.2015

KWP-Code	SPN	FMI	Blink code	Fehlerbescheibung	Error identification
716	523612	12	555	Diagnostic fault check to report ABE active due to overvoltage detection	Diagnostic fault check to report ABE active due to overvoltage detection
717	523612	12	555	Diagnostic fault check to report WDA/ABE active due to unknown reason	Diagnostic fault check to report WDA/ABE active due to unknown reason
732	100	3	224	Sensorfehler Öldruck; Signalbereich überschritten	Sensor error oil pressure; signal range check high
733	100	4	224	Sensorfehler Öldruck, Signalbereich unterschritten	Sensor error oil pressure sensor; signal range check low
734	100	0	2-3-1	Öldruck zu hoch; Warnschwelle erreicht.	High oil pressure; warning threshold exceeded.
735	100	0	2-3-1	Öldruck zu hoch; Abschaltschwelle erreicht	High oil pressure; shut off threshold exceeded
736	100	1	231	Öldruck zu niedrig; Warnschwelle erreicht	Low oil pressure; warning threshold exceeded
737	100	1	231	Öldruck zu niedrig; Abschaltschwelle erreicht	Low oil pressure; shut off threshold exceeded
743	175	3	1-4-4	Sensorfehler Öltemperatur; Signalbereich überschritten	Sensor error oil temperature; signal range check high
744	175	4	1-4-4	Sensorfehler Öltemperatur; Signalbereich unterschritten	Sensor error oil temperature; signal range check low
745	175	0	1-4-4	Öltemperatur zu hoch; Warnschwelle erreicht	High oil temperature; warning threshold exceeded
746	175	0	1-4-4	Öltemperatur zu hoch; Abschaltschwelle erreicht	High oil temperature; shut off threshold exceeded
747	1237	2	145	Überbrückungsschalter; Signal unplausibel	Override switch; plausibility error.
750	107	3	1-3-6	Sensorfehler Luftfilter Differenzdruck; Batteriekurzschluss	Sensor error airfilter differential pressure; short circuit to battery
751	107	0	1-3-6	Sensorfehler Luftfilter Differenzdruck; Massekurzschluss	Sensor error airfilter differential pressure; short circuit to ground
752	107	0	136	Luftfilter Differenzdrucksensor; Kurzschluss gegen Masse	Air filter differential pressure; short circuit to ground
753	523919	2	6-9-4	DPF Brenner Luftpumpe Drucksensor, Signal unplausibel	DPF burner air pump pressure sensor, plausibility error
755	523919	0	6-9-4	DPF Brenner Luftpumpe Drucksensor, Druck über oberer Abschaltschwelle	DPF burner air pump pressure sensor, pressure above upper shutoff threshold

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13.5.4 Fault table hydraulic components

The following table shows possible malfunctions of hydraulic components. This table is by no means complete. In practice you may encounter problems that have not been listed here.

Drive elements	
Malfunction	**Possible cause**
Abnormal noises	■ Mechanical parts on the drive side defective (coupling seat, alignment faults, etc.)
No or insufficient volumetric flow	■ Speed transfer of distance transfer defective
No or insufficient pressure	■ Torque transfer defective
Fluctuation of pressure / flow volume	■ Drive elements defective

Hydraulic cylinder / hydraulic motor	
Malfunction	**Possible cause**
Abnormal noises	■ Insufficient rotary speed or velocity ■ Overtaking processes (hydraulic motor is driven by machine back to he pump) ■ Braking noises ■ faulty inside sealing ■ Drive damage
No or insufficient volumetric flow	■ Internal losses ■ leaking cuffs ■ Wear caused by dirt
No or insufficient pressure	■ Inn er and outer leaks ■ Wear caused by dirt ■ Drive damage
Fluctuation of pressure / flow volume	■ Not or insufficiently vented ■ defective cuffs ■ StickSlip effect ■ changing load direction ■ Displacement of hydraulic motor not correct (to low or too high)
Pressure fluid too hot	■ Internal leakage ■ Gap losses ■ Wear damage ■ Hydraulic motor and cylinder too small

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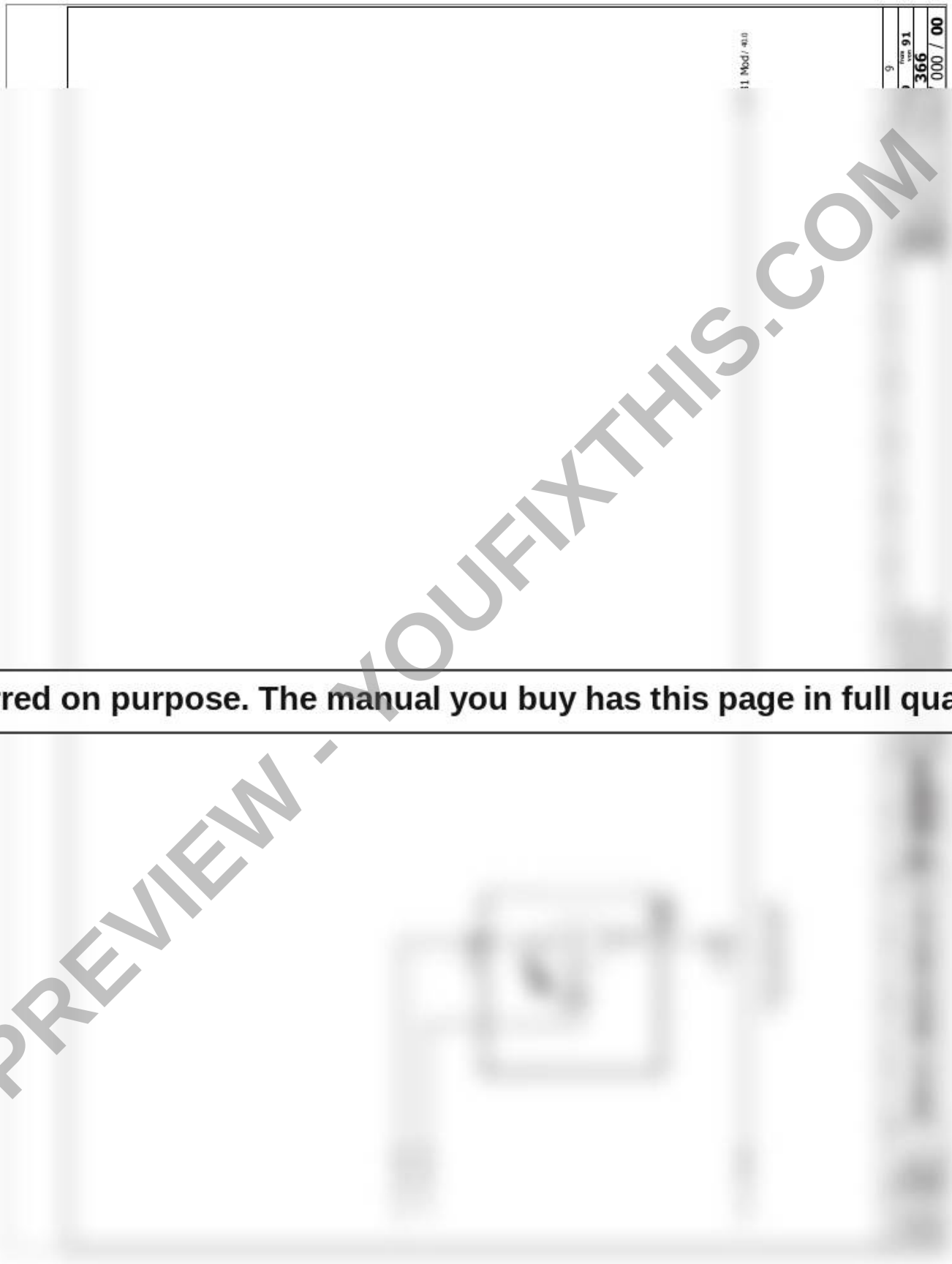
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