BOMAG

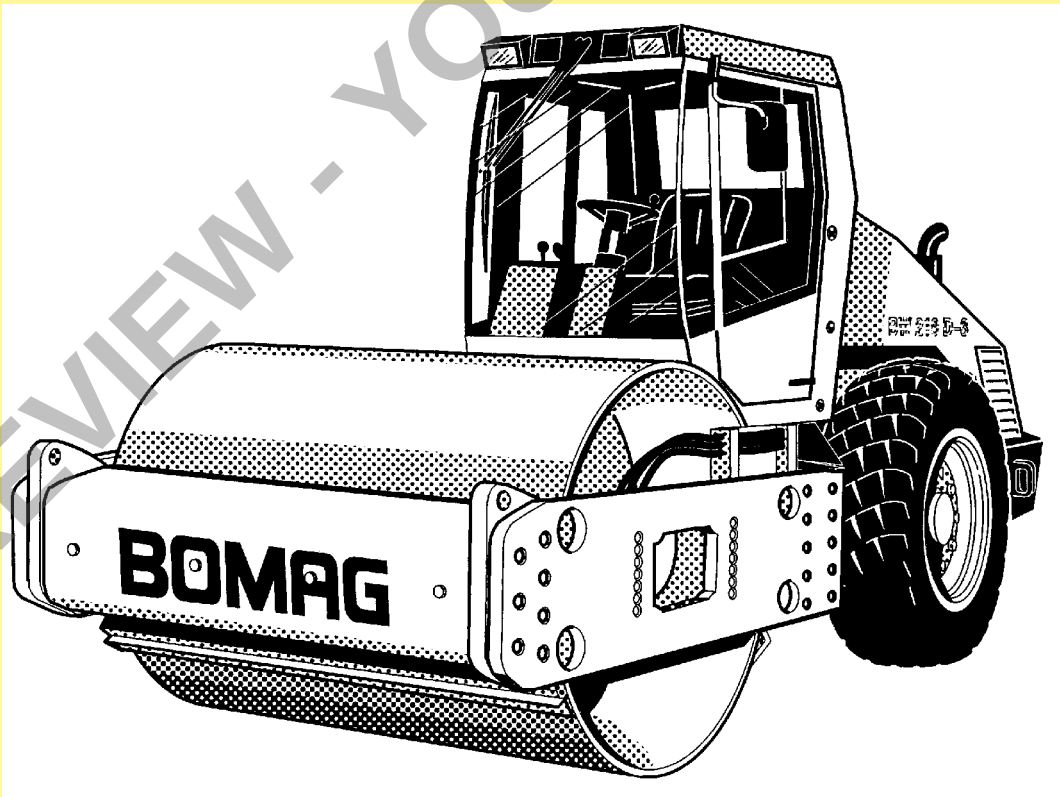
FAYAT GROUP

Service - Manual

BW 211 / 212 / 213 D-40

BW 211 / 212 / 213 PD-40

S/N 101 582 42 . . . . S/N 101 582 43 . . . . S/N 101 582 44 . . . . S/N 101 582 47 . . . . S/N 101 582 48 . . . .
S/N 101 582 49 . . . . S/N 101 582 55 . . . .
S/N 861 583 00 . . . . S/N 101 583 02 . . . . S/N 101 583 03 . . . . S/N 101 583 48 . . . . S/N 101 583 49 . . . .
S/N 101 583 50 . . . . S/N 861 583 01 . . . . S/N 210 583 04 . . . .



Single drum roller

Catalogue number.
008 911 63

11/2010

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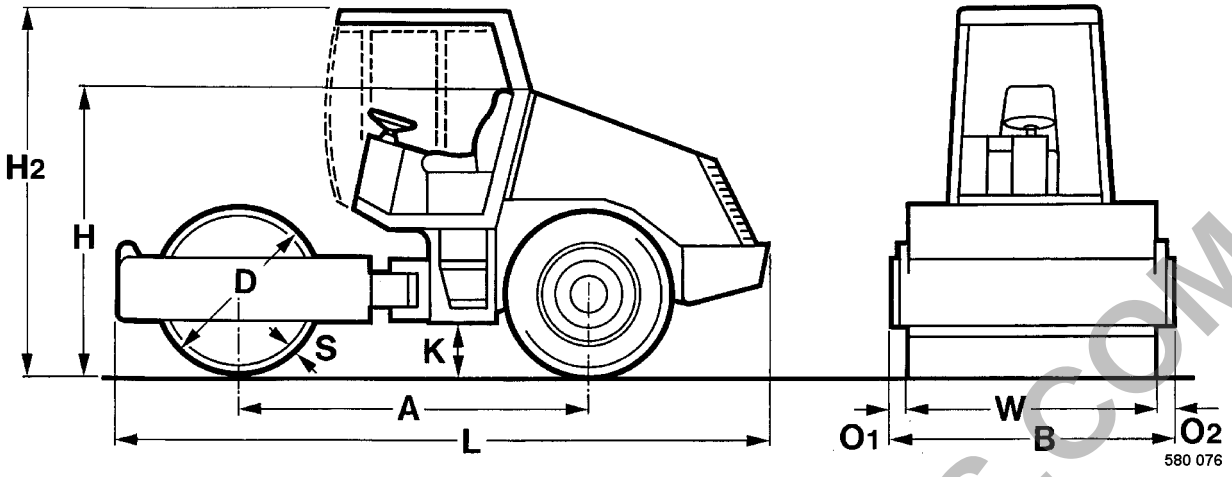


Fig. 12

Dimensions in mm	A	B	D	H	H2[1]	K	L	O1	O2	S	W
BW 211 D-40	2960	2250	1500	2268	2972	490	5840	60	60	25	2130
BW 211 PD-40	2960	2250	1480	2268	2972	490	5840	60	60	25	2130

1 Depending on tire pressure

1		**BW 211 D-40**	**BW 211 PD-40**
Weights			
Operating weight (CECE) with ROPS and cabin	kg	9500	10500
Axle load, drum (CECE)	kg	5750	6750
Rear axle load (CECE)	kg	3750	3750
Static linear load	kg/cm	27	-
Travel characteristics			
Travel speed (1)	km/h	0 ... 6	0 ... 6
Travel speed (2)	km/h	0 ... 10	0 ... 10
Max. gradability (depending on soil)	%	45	49
Engine			
Engine manufacturer		Deutz	Deutz
Type		BF4M 2012C	BF4M 2012C
Cooling		Water	Water
Number of cylinders		4	4
Rated power DIN ISO 3046	kW	98	98
Rated speed	rpm	2300	2300
Fuel		Diesel	Diesel
Electrical equipment	V	12	12
Drive system		hydrostatic	hydrostatic
Driven axles		2	2
Permissible ambient temperatures	°C	-20 ... +50	-20 ... +50
Brake			

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3.1 General notes on maintenance

When servicing the machine pay careful attention to all applicable safety instructions.

Thorough maintenance of the machine ensures maximum reliability and prolongs the lifetime of important components. The necessary effort can by no means be compared with the problems and malfunctions that could occur if this is not observed.

The terms left/right are always related to travel direction forward.

- Clean machine and engine thoroughly before starting maintenance work.
- For maintenance work park the machine on level ground.
- Maintenance work must generally be carried out with the engine shut down.
- Depressurize hydraulic lines before working on them.
- Disconnect the battery and cover it with insulation material before starting to work on electrical components.
- Always attach the articulation lock (transport lock) before starting to work in the articulation area of the machine.

Environment

Catch running out oils, coolant and fuel and do not let them seep into the ground or into the sewage system. Dispose of oils, coolant and fuels environmentally.

Notes on the fuel system

The lifetime of the diesel engine is decisively depending on the cleanliness of the fuel.

- Keep the engine free of dirt and water as this could damage the injection elements of the engine.
- Zinc lined drums are not suitable for storing fuel.
- The fuel drum should rest for a longer period of time before drawing off fuel.
- Do not let the suction hose disturb the sludge on the bottom of the drum.
- Do not draw off fuel from near the bottom of the fuel drum.
- Fuel left in the fuel drum is not suitable for the engine and should only be used for cleaning purposes.

Notes on the engine performance

Combustion air and fuel injection rates of the diesel engine have been carefully adjusted and determine the engine's performance and temperature level as well as the quality of the exhaust gas.

If your machine has to operate permanently in "thin air" (at high altitudes) and with full power, you should consult the after sales service of BOMAG or the service department of the engine manufacturer.

Notes on the hydraulic system

During maintenance work in the hydraulic system cleanliness is of utmost importance. Make sure that no dirt or other impurities can enter into the system. Small particles can flute valves, cause pumps to seize and block restrictors and pilot bores, thereby causing costly repairs.

- If during the daily oil level check the oil level is found to have dropped, check all lines, hoses and components for leakages.
- Seal external leaks immediately. If necessary inform the responsible service department.
- Do not store drums with hydraulic oil outside, or at least keep them under a cover. During weather changes water may penetrate through the bunghole.
- Always fill the hydraulic system using the filling and filtering unit (BOMAG part-no. 007 610 01). This unit is equipped with a fine filter, which filters the hydraulic oil and prolongs the lifetime of the system filter.
- Clean fittings, filler caps and their immediate surrounding area before removing them, so that no dirt can fall in.
- Do not leave the tank opening unnecessarily open, cover it so that no dirt can fall in.

Notes on the cooling system

On water cooled engines the preparation and monitoring of the coolant is of utmost importance, as otherwise engine failures caused by corrosion, caviation and freezing may occur.

The coolant is a mixture of water and a cooling system protection agent.

The cooling system must be permanently monitored. Apart from the coolant level inspection this includes also the inspection of the concentration of cooling system protection agent.

The concentration of the cooling system protection agent can be checked with commercially available test instruments (glycomat).

Danger

Health hazard!

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5.1 Special tools, tests and adjustments

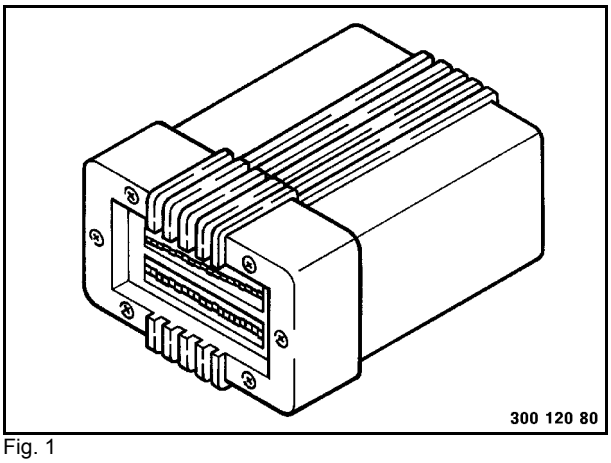


Fig. 1

1. Vibration reed frequency meter

   1000 - 4000 rpm

   17 - 67 Hz

   BOMAG part-no.: 300 120 80


Fig. 2

2. Sirometer (frequency meter)

   800 - 50.000 rpm

   14 - 750 Hz

   BOMAG part-no.: 059 710 02



Fig. 3

3. Anti-freeze tester, quick and accurate measuring, sturdy plastic housing, automatic temperature correction, no after-dripping, instructions for use on unit, reading down to -40 °C. Material: Plastic, Temperature range: down to -40 °C

   BOMAG part-no.: 050 100 75

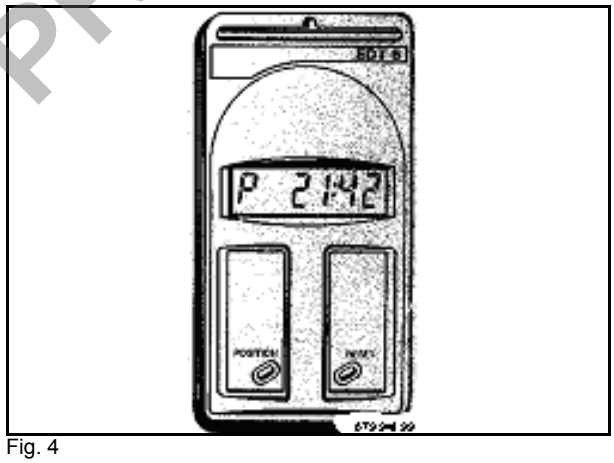


Fig. 4

4. Digital rpm-meter for petrol engines

   BOMAG part-no.: 079 948 99

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6.1 Special tools for flushing

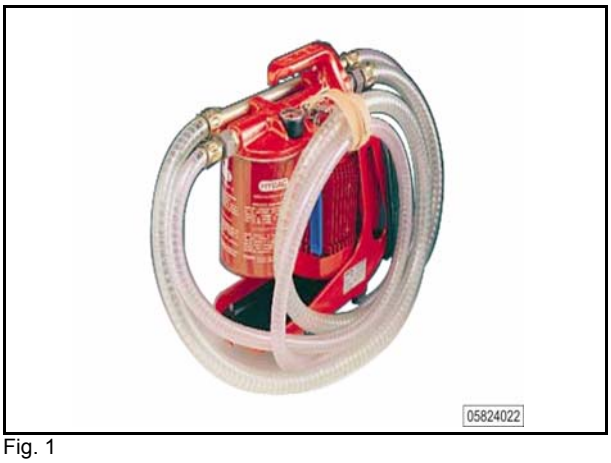


Fig. 1

1. Filling and filtering unit

   BOMAG part-no.: 058 240 22

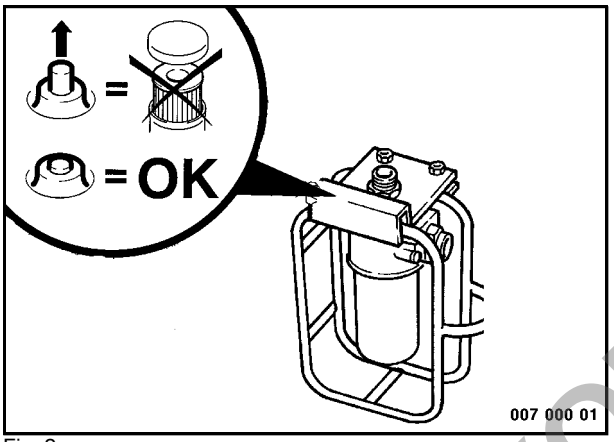


Fig. 2

2. Flushing filter (S connection)

   BOMAG part-no.: 007 000 01

3. Filter element 1µ

   BOMAG part-no.: 079 930 52

4. Flushing hose 20S - 25S (2 pieces)

   BOMAG part-no.: 055 509 19

5. Screw socket R1“ - 25S (2 pieces)

   BOMAG part-no.: 055 400 52

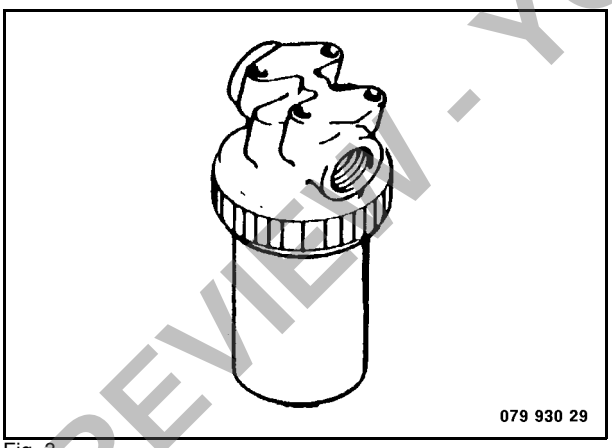


Fig. 3

6. Flushing filter (L connection)

   BOMAG part-no.: 079 390 29

7. Filter element

   BOMAG part-no.: 079 390 14

8. Flushing hose 15L (2 pieces)

   BOMAG part-no.: 055 510 09

9. Screw socket R3/4“ -- 15L (2 pieces)

   BOMAG part-no.: 055 400 89

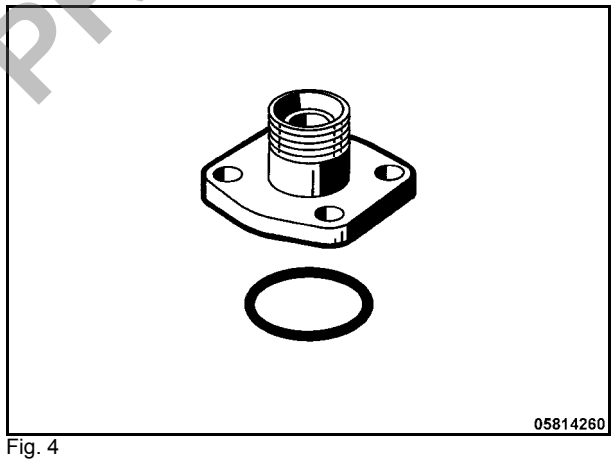


Fig. 4

10. SAE-flange 1“ - 20S

    BOMAG part-no.: 058 142 60

11. O-ring

    BOMAG part-no. 062 203 30

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7.1 Understanding circuit diagrams

Wiring diagrams are graphical representations of circuitry conditions, related to the electrical system. They do not contain any information about the actual type of wiring, they only serve the purpose of visualizing the circuitry logics.

The wiring diagram is indispensable for effective and systematic trouble shooting in the vehicle wiring system. This plan provides the following information:

- Number and type of individual elements in the examined electric circuit, such as plug connectors, fuses, switches, consumers, relays, ...
- The sequence in which current flows through the individual elements in the electric circuit.
- Connections between the examined, faulty electric circuit and other circuits in the vehicle wiring system.
- Pin assignment of plug-and-socket connections.

Structure

- Table of contents (Fig. 6)
- Function groups (Fig. 7)
- List of components (Fig. 9)

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9.2 Terminal designations in wiring diagram

- For easier connection work almost every connection on a consumer or switch used in a motor vehicle has a terminal designation. In Germany the designation of the individual connection terminals is determined by the standard DIN 72552. The following table shows some examples from this DIN standard.

Terminal designation	Meaning
15	Switch plus (after battery) : Output of ignition switch
15a	Output from dropping resistor to ignition coil and starter
17	Preheating starter switch, preheating
19	Preheating starter switch, starting
30	Battery plus direct
30a	Battery changeover relay 12V / 24V, input from battery 2 plus
31	Battery minus direct or ground
31a	Battery changeover relay 12V / 24V return line to battery 2 minus
31b	Return line to battery minus or ground via switch or relay (switched minus)
31c	Battery changeover relay 12V / 24V return line to battery 1 minus
49	Input flasher relay
49a	Output flasher relay
49b	Flasher relay output 2nd flasher circuit
49c	Flasher relay output 3rd flasher circuit
50	Starter, starter control
50a	Battery changeover relay, output for starter control
53	Wiper motor input (+)
53a	Wiper motor (+) end limit shut down
53b	Wiper shunt winding
56	Head light
56a	Head light, travel light and travel light control
56b	Head lights, dimmed head light
56d	Head lights, flash light
57	Parking light for motor cycles (abroad also for cars and trucks)
57a	Parking light
57L	Parking light left
57R	Parking light right
58	Side lights, tail light, number plate light, dashboard light
58b	Tail light changeover for single axle trailers
58c	Trailer plug for single core wired and trailer fused tail light
58d	Adjustable dashboard light, tail light and side light
58L	Side light, left
58R	Side light, right
61	Generator control
75	Radio, cigarette lighter
76	Loudspeaker
87	Relay contact on breaker and two-way contact, input

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10.1 Assembling the dust protection



Fig. 1

1. Unscrew the fastening screws (Fig. 1).



Fig. 2

2. Lift the operating console up and out (Fig. 2).



Fig. 3

3. Pull the wiring loom carefully out of the dashboard(Fig. 3).

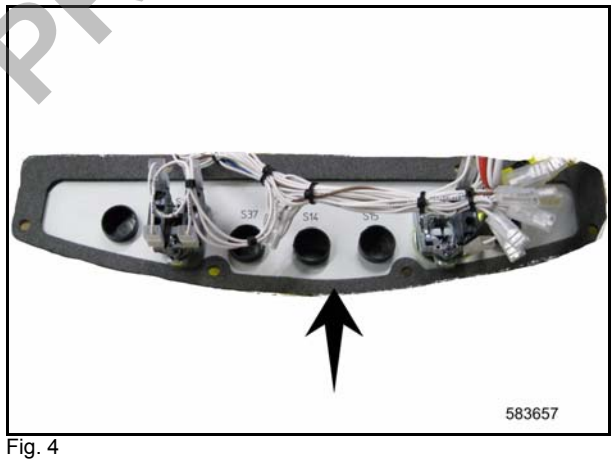


Fig. 4

4. Attach the new gasket to the back of the operating console (Fig. 4).

i Note

Pull the adhesive strip off the gasket and stick on the gasket.

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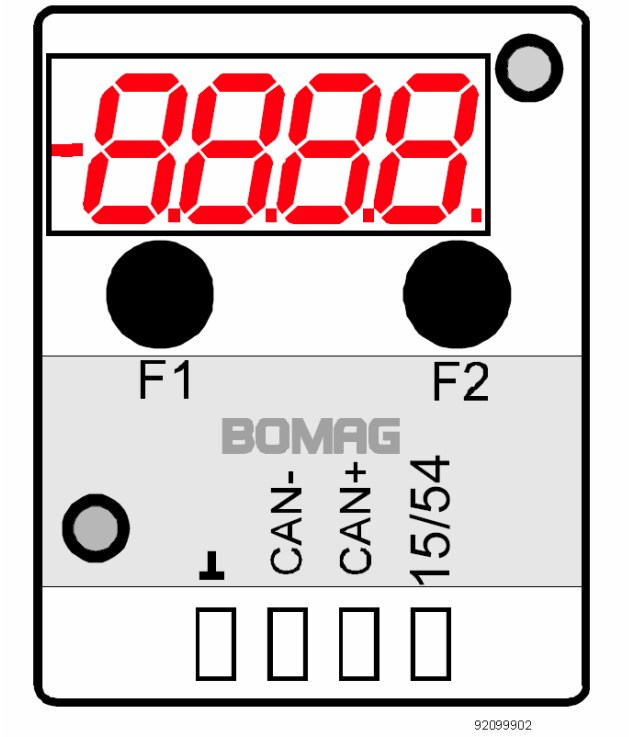


Bild 16

i Hinweis

The documentation "Service Training Electrics MESX" contains also the documentation BEM (BOMAG Evib-meter).

The BOP (BOMAG Operation Panel) is only installed in connection with BVC machines, BEM-machines are equipped wit display module. The display module is used for the output of fault codes and display values, as well as for the input of code numbers.

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12.1 Speedometer module

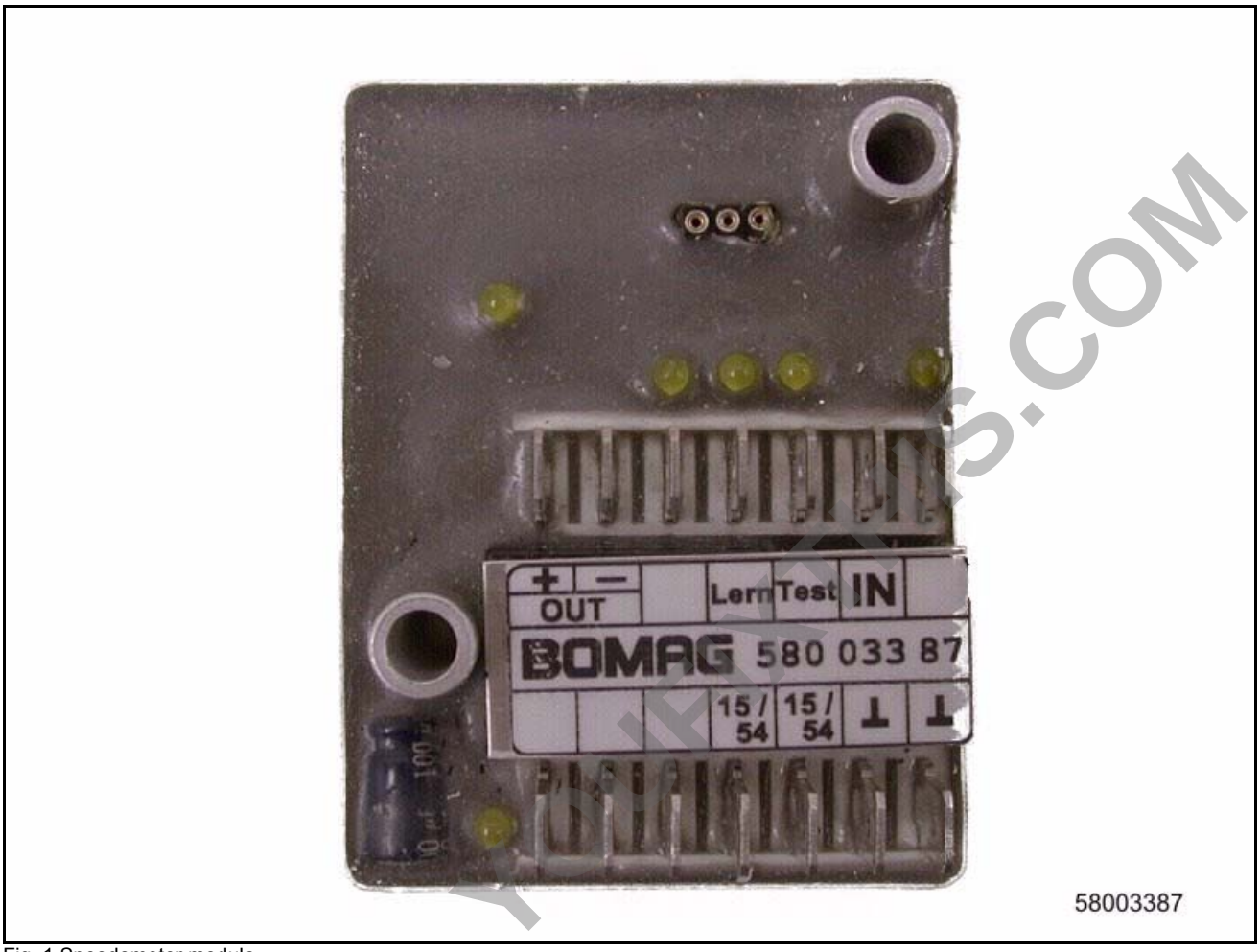


Fig. 1 Speedometer module

Description of function

With the programmable module BM UPM the software realizes a speedometer function. To ensure that the tachometer function is not only realized for one special roller, there is a possibility to adapt the module to any machine with the help of a self-teaching mode.

- Whenever the module is switched on the system runs a self-test by passing through the entire display range in both directions. The display self-test takes approx. 15 seconds.
- After this the module changes to measuring mode. The frequency of the travel pulses of the roller is detected and converted to a proportional output voltage that triggers the display.
- The output signal for the display is a PWM-signal.

Manual testing of the speedometer

When the module is in learning mode a manual display test can be performed via the input "Test". For this purpose the input "IN" must be energized with 12 Volt, whereupon the speedometer is constantly triggered with 3 Volt.

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BOMAG

Service Training



Single Drum Rollers

BW 211 / 212 / 213 D- 40

11/2005

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14.1 Diesel engine, general



Fig. 1 Engine compartment

Single drum rollers of series BW211/213 D/PD-4 and BW213/214 DHC/PDHC-4 are powered by Deutz diesel engines type BF4M 2012 C with intercooling. The intercooler reduces the thermal load on the engine, the exhaust temperature and the fuel consumption and thus enables a higher power output.

The engines are characterized by the following positive features:

- short and compact design
- low noise level
- almost vibration free operation
- low fuel consumption
- low exhaust emissions (EPA II)
- high power reserves and
- excellent access to all service locations.

Crankcase and cylinders on this engine are made of alloyed cast iron. This provides rigidness and high wear resistance.

The forged steel conrods are designed with balancing weights in the area of the conrod bearing seats. These weights compensate manufacturing tolerances with respect to weight and position of the centre of gravity.

The pistons are made of aluminium alloy. The side walls of the slightly externally arranged combustion trough are inclined towards the inside by 10°. All pistons are fitted with three piston rings and a cast iron ring carrier for the first ring. The pistons are oil mist lubricated.

The forged crankshaft is designed with integrated counter weights.

The block-type cylinder head is made of cast steel. Each of the cylinders has an inlet and an outlet valve. The valve guides are shrunk into the cylinders. The valve seat rings are made of high quality steel and also shrunk fit.

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15.1 Physical basics

In order to understand the working principle of an air conditioning system one must first become familiar with the physical basics of such a system.

The four well known physical conditions of water apply also for the refrigerant in the air conditioning system.

1. gaseous (invisible)

2. vaporous

3. liquid

4. solid

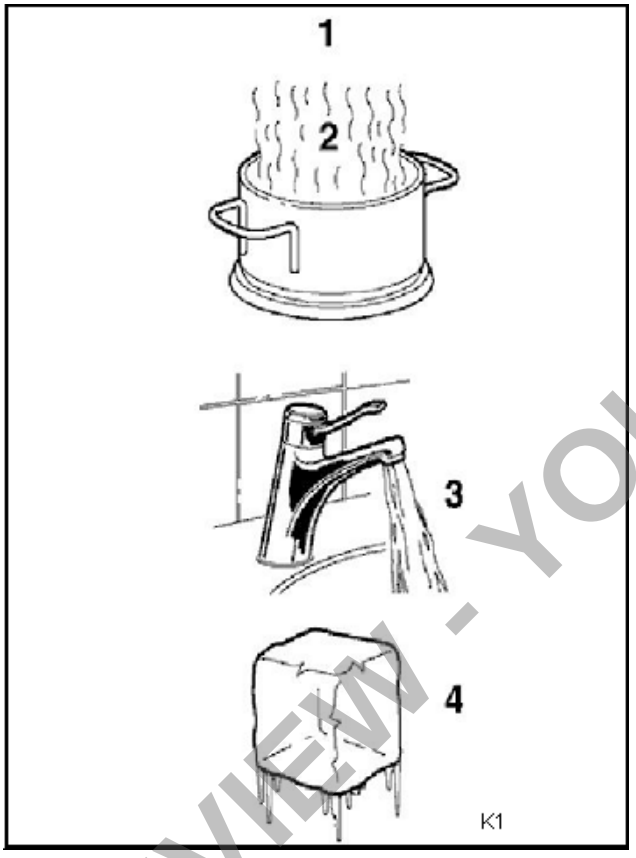


Fig. 1

If the water in a container is heated up (absorption of heat), the rising steam is visible. If the steam is heated up further, due to the absorption of heat, the visible steam will turn into invisible gas. This process is reversible. When withdrawing the heat contained in gaseous water, the gas will turn into steam, then into water and finally into ice.

A - heat absorption

B- Heat dissipation

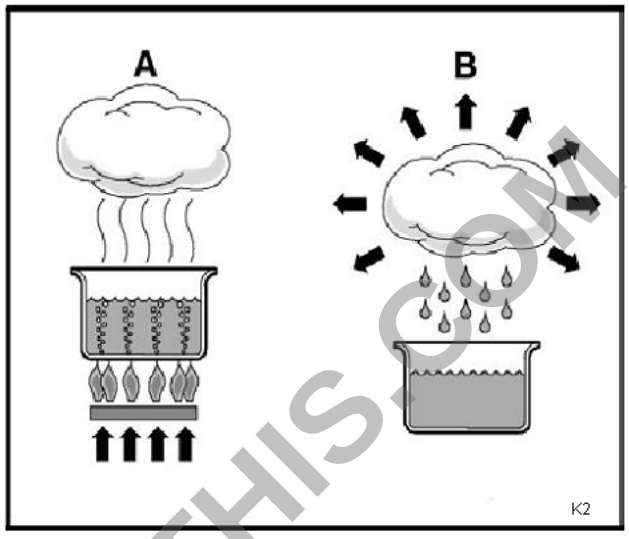


Fig. 2

Heat always flows from the warmer to the colder matter. Any matter consists of a mass of moving molecules. The rapidly moving molecules or a warmer matter dissipate part of their energy to the slower moving molecules with less heat. The movement of the molecules in the warmer matter becomes slower and the molecules in the cooler matter are accelerated. This process continued, until all molecules in the two matters move with identical speed. The matters have then reached an identical temperature and the transfer of heat stops.

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General safety regulations for assembly

When installing the cabin to your machine you must strictly comply with the valid accident prevention instructions or the country specific regulations. However, dangers for persons and property may still arise, if:

- the lifting gear used has a too low bearing capacity
- damaged or worn lifting tackle is used
- unqualified personnel is entrusted with the installation
- the safety instructions are not observed

Each person involved in the installation of the cabin must therefore read and comply with these safety regulations. If necessary, the customer must demand a written confirmation with signature.

Moreover, the following instructions and regulations must obviously also be complied with:

- applicable accident prevention instructions
- generally accepted safety and road traffic regulations
- country specific safety regulations. It is the duty of the operator to be acquainted with these instructions and to apply these accordingly. This applies also for local regulations concerning different types of handling work. Should the recommendations in these instructions be different from the regulations valid in your country, you must comply with the safety regulations valid in your country.

Changes and conversions to the cabin/ machine

Unauthorized changes to the cabin are prohibited for safety reasons.

Original parts and accessories have been specially designed for this machine. We wish to make explicitly clear that we have not tested or approved any parts or accessories not supplied by us. The installation and/ or use of such products may have an adverse effect on the active and/or passive driving safety.

The manufacturer explicitly excludes any liability for damage caused by the use of non-original parts or accessories.

Notes on safety in the assembly instructions

⚠ Danger

Paragraphs marked like this highlight possible dangers for persons.

⚠ Caution

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

i Note

Paragraphs marked like this contains technical information and hints for optimal assembly.

Environment

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

Strictly observe the national regulations for the protection of the environment.

Information and safety stickers/decals on the cabin

Keep stickers/decals in good and legible condition (see spare parts catalogue) and comply with their meaning.

Replace damaged stickers/decals

Work on heating lines

Before starting work on heating pipes relieve any pressure and let them cool down - danger of scalding!

After completing work on the heating system of the machine check all connections and fittings for leaks.

Working on electric parts of the machine

Before starting to work on electric parts of the machine disconnect the battery and cover it with insulating material.

Do not use fuses with higher ampere ratings and do not repair fuses with a piece of wire. Fire hazard.

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18.1 Special tools, drum, single drum rollers

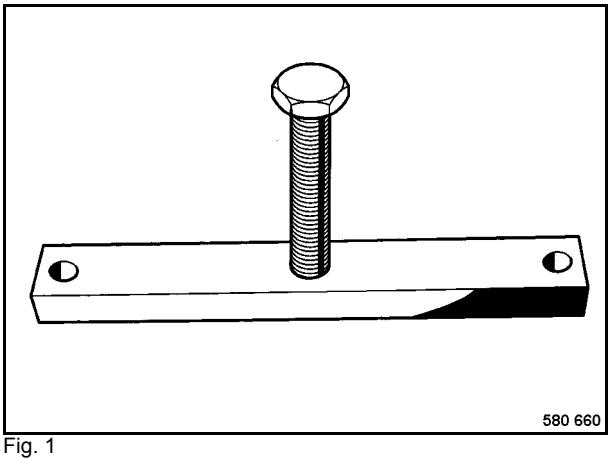


Fig. 1

1. Disassembly device for side plate

   BOMAG part-no.: 007 211 55

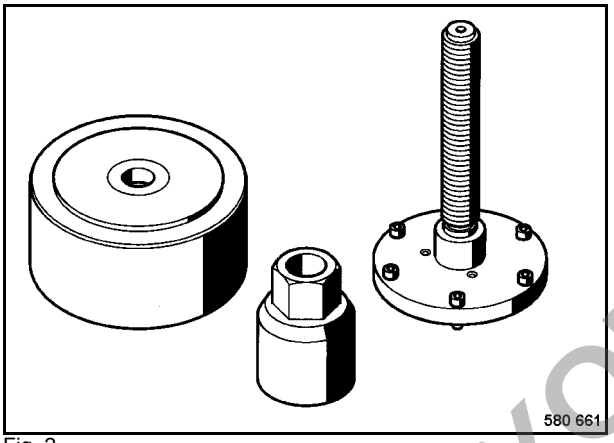


Fig. 2

2. Assembly device for side plate

   BOMAG part-no.: 971 079 21

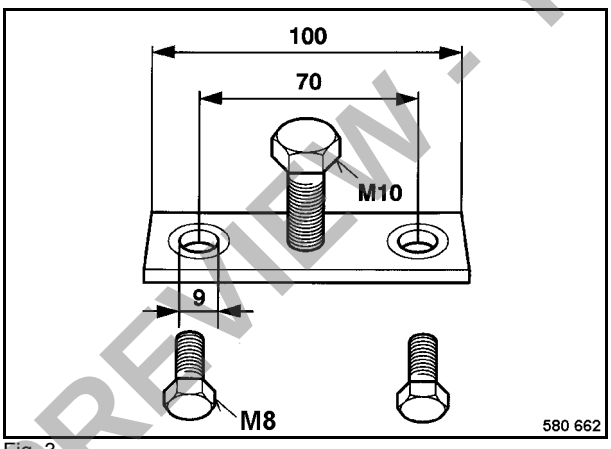


Fig. 3

3. Assembly device for coupling hub and flanged hub

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19.1 Special tools, oscillating articulated joint (BW177 to BW 216)

1. Pressing device for rocker bearings

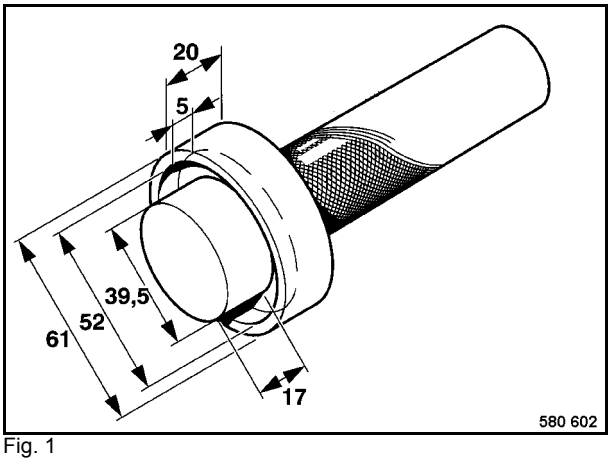


Fig. 1

2. Pressing bushing for outer rocker bearing race

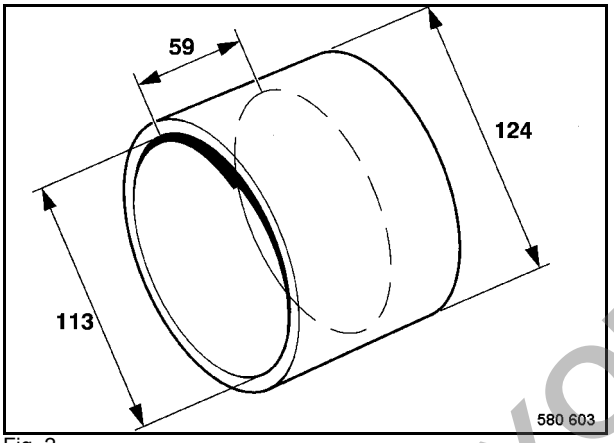


Fig. 2

3. Pressing bushing for inner rocker bearing race

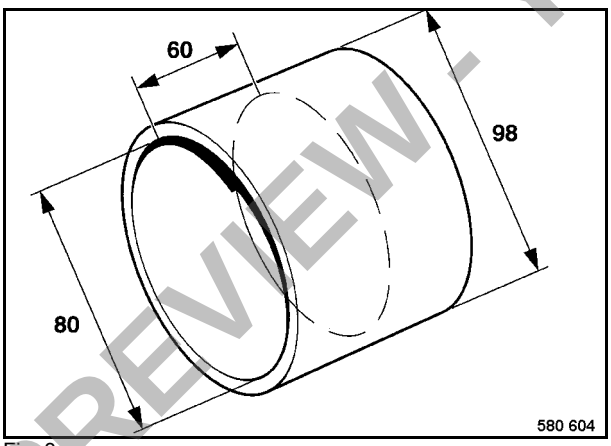


Fig. 3

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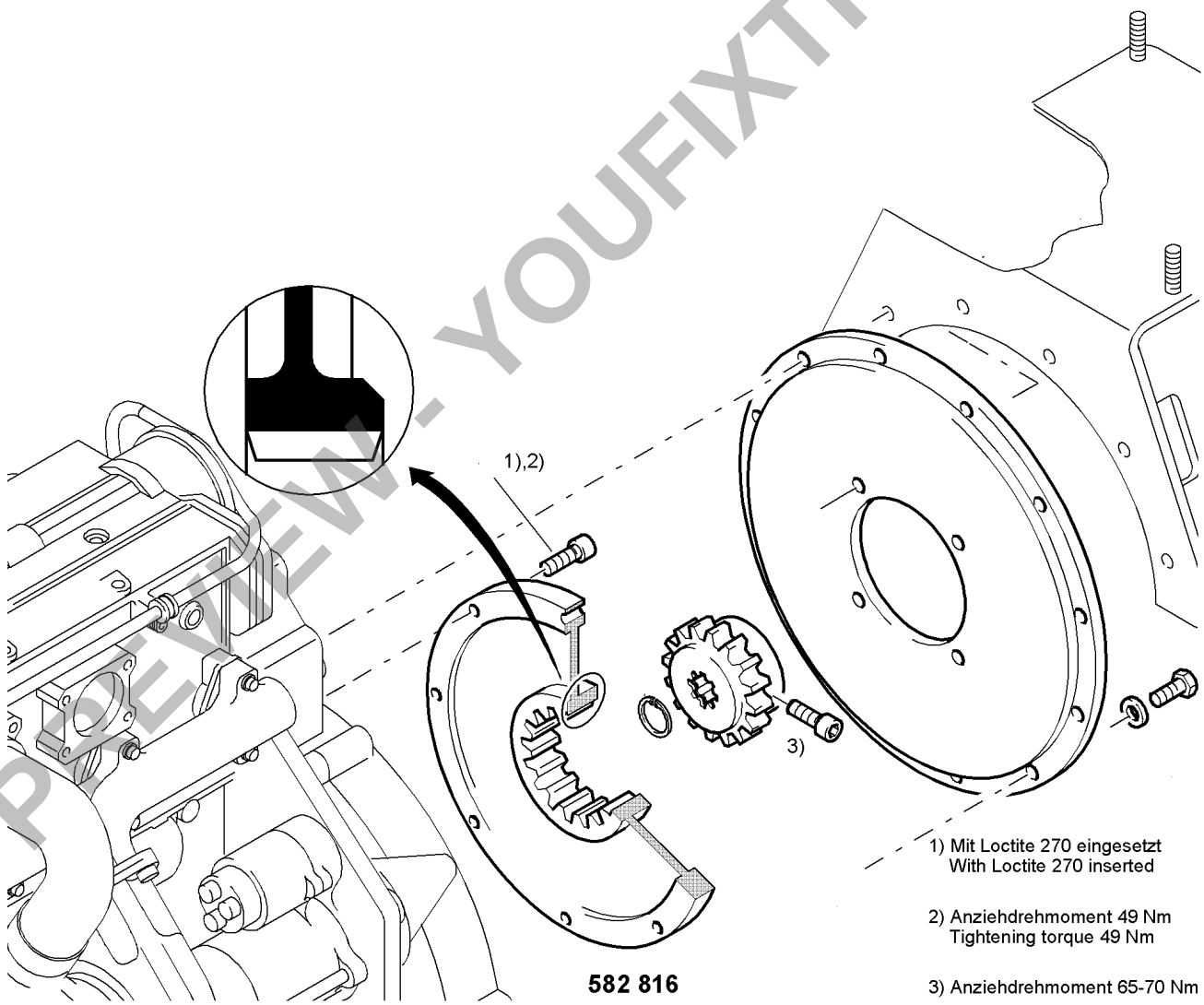


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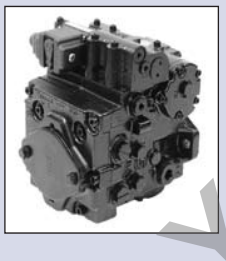
SAUER DANFOSS

Genuine Parts

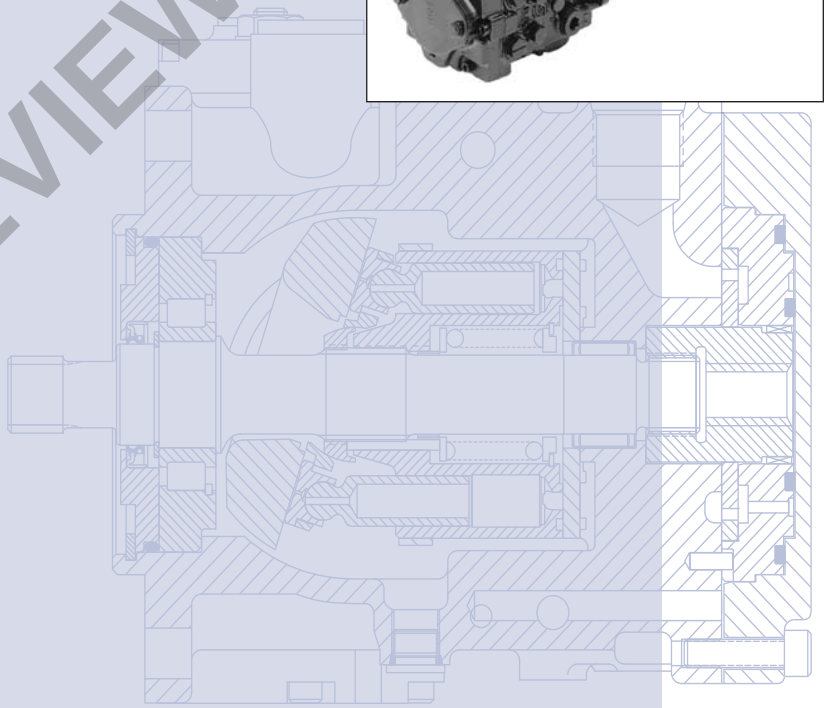
Series 42
Axial Piston Closed Circuit Pumps

Service Manual









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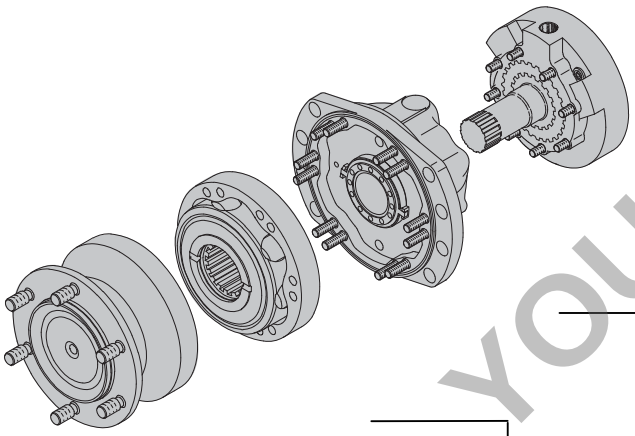
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Moteurs hydrauliques
Hydraulic motors

MS

Réparations
Repairs

	02	03	05	08	11	18
MS	■	■	■	■	■	■
MSE	■	■	■	■	■	■

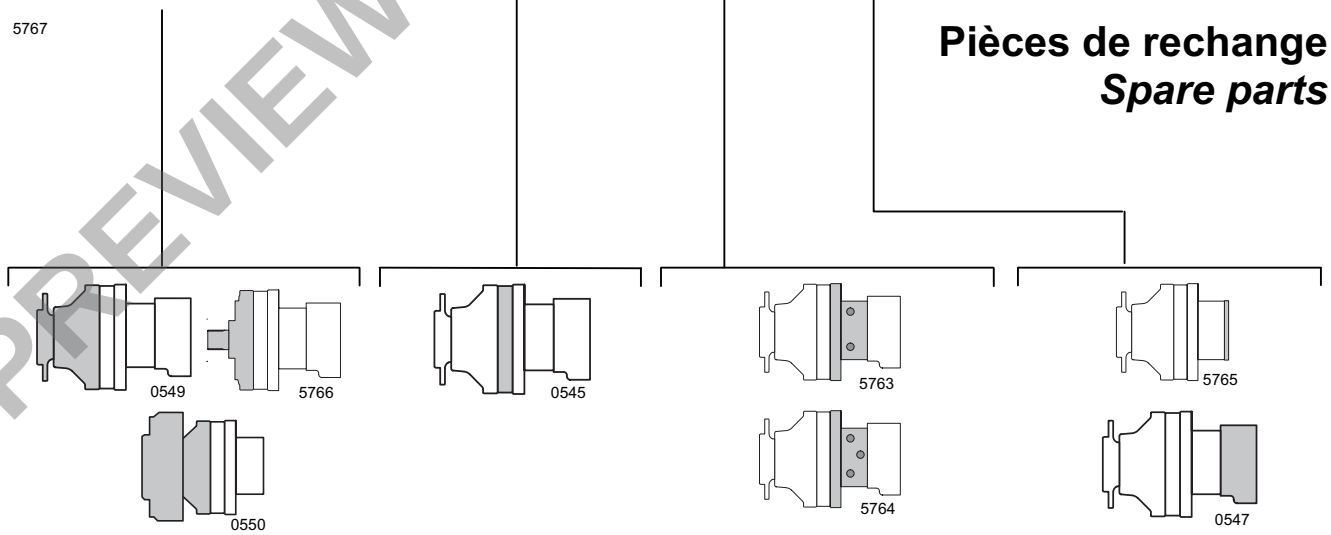


Dépannage
Trouble shooting

Interventions
Maintenance

Réparations
Repairs

Pièces de rechange
Spare parts



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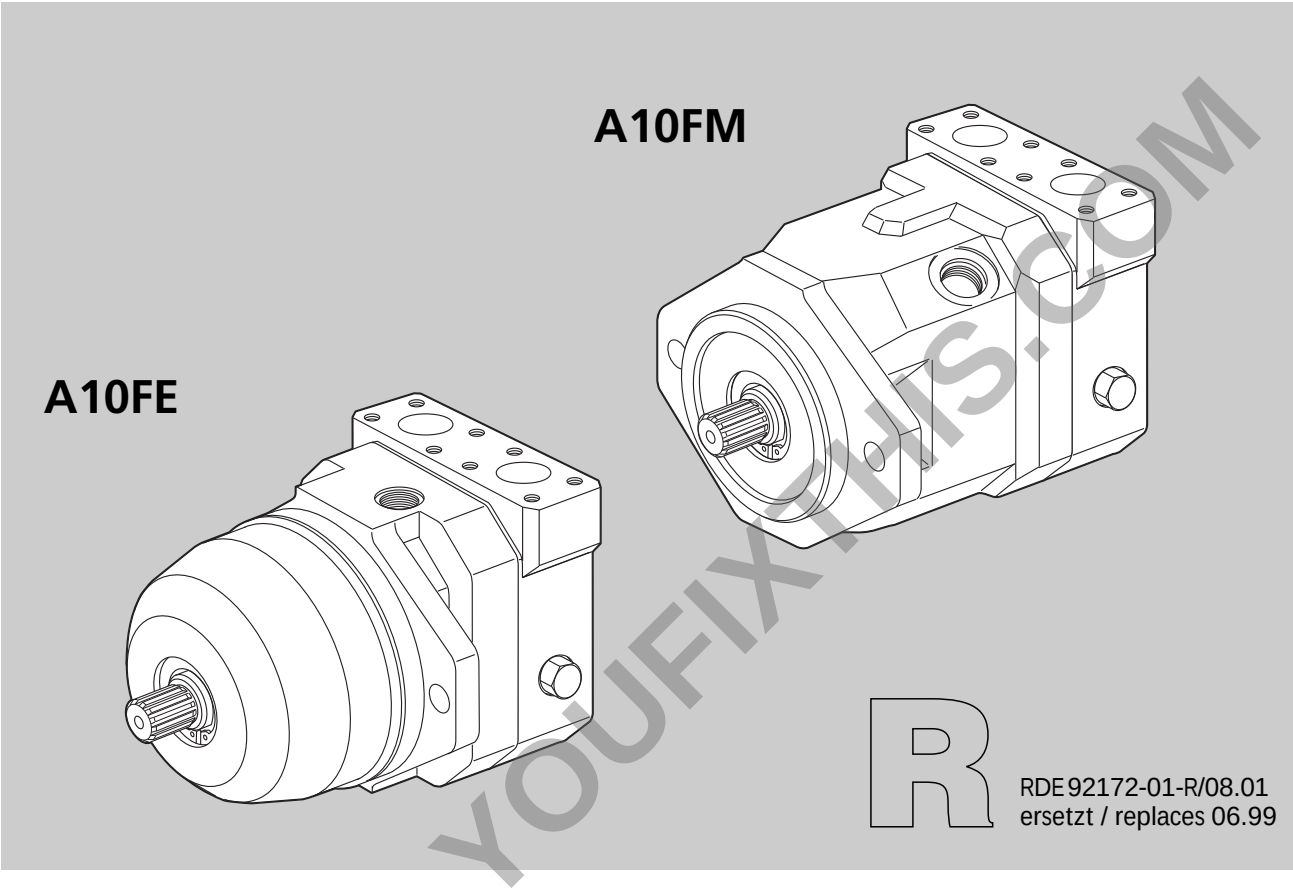
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Reparaturanleitung - A10FM 28 - 60 Baureihe 5
A10FE 28 - 60 Baureihe 5

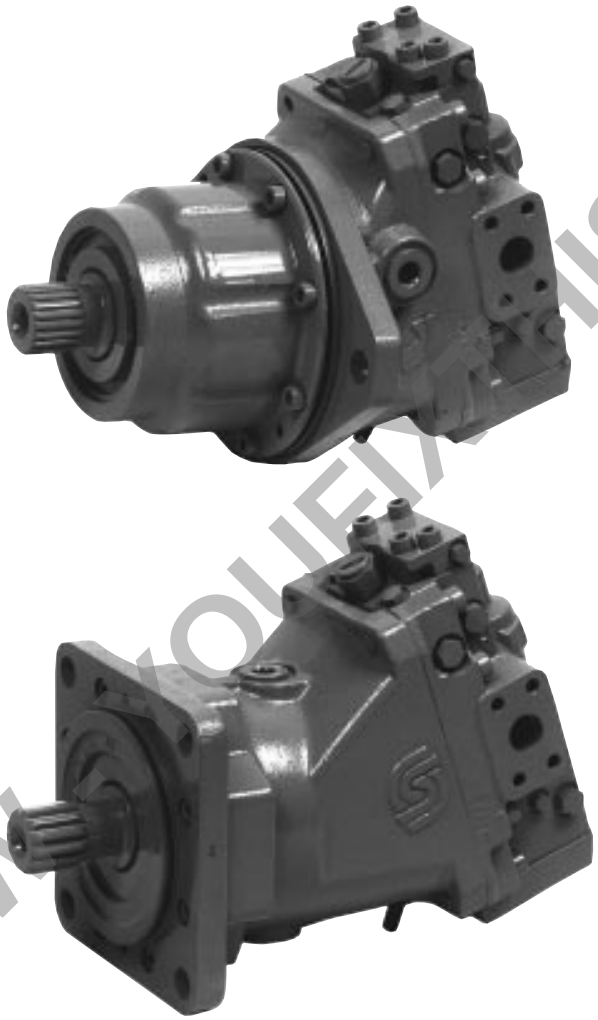
Repair instructions - A10FM 28 - 60 Series 5
A10FE 28 - 60 Series 5

Brueninghaus
Hydromatik

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SAUER SUNDSTRAND

Series 51



Bent Axis

Variable Motors

Service Manual

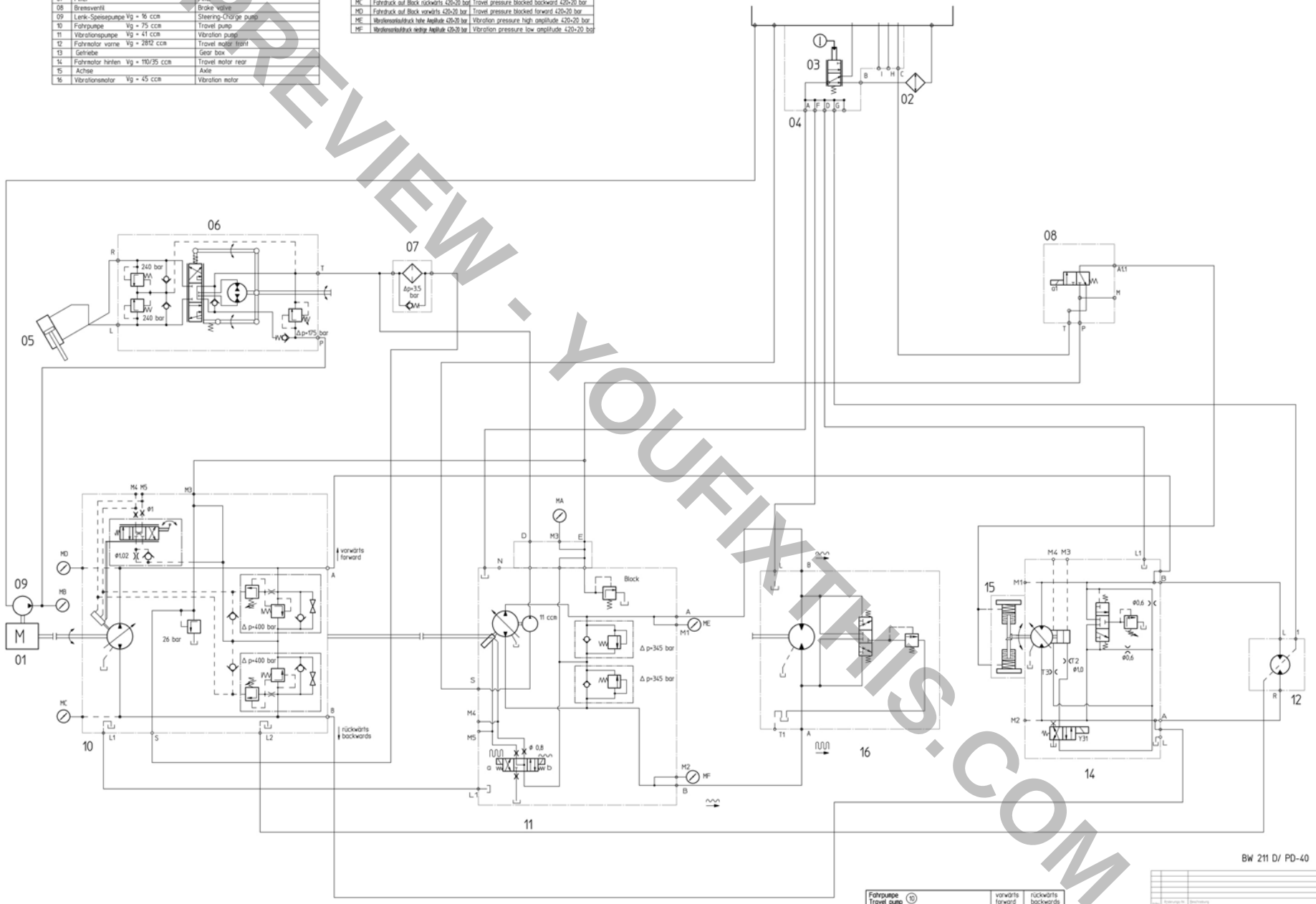
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Pos.	Benennung	Description
01	Verbrennungsmotor n=2300 1/min	Engine
02	Ölkühler	Oil cooler
03	Öltemperaturregler	Oiltemperature regulator
04	Anschlußblock	Connecting block
05	Lenkzylinder	Steering cylinder
06	Lenkeinheit	Steering unit
07	Filter	Filter
08	Bremsventil	Brake valve
09	Lenk-Speisepumpe Vg = 16 ccm	Steering-Charge pump
10	Fahrpumpe Vg = 75 ccm	Travel pump
11	Vibrationspumpe Vg = 41 ccm	Vibration pump
12	Fahrmotor vorne Vg = 2812 ccm	Travel motor front
13	Getriebe	Gear box
14	Fahrmotor hinten Vg = 110/35 ccm	Travel motor rear
15	Achse	Axle
16	Vibrationsmotor Vg = 45 ccm	Vibration motor

alle Drücke gemessen bei einer Öltemperatur von ca.50°C
Verbrennungsmotor im hohen Leerlauf n=2300 1/min
all pressures measured by an oiltemperature of ca.50°C
Engine at high idling speed n=2300 1/min

Pos.	Beschreibung	Description
MA	Speisedruck 26+3 bar	Charge pressure 26+3 bar
MB	Lenkdruck bei Vollanschlag 200+20 bar	Steering pressure at max. steering angle 200+20 bar
MC	Fahrdruck auf Block rückwärts 420+20 bar	Travel pressure blocked backward 420+20 bar
MD	Fahrdruck auf Block vorwärts 420+20 bar	Travel pressure blocked forward 420+20 bar
ME	Vibrationsmaßdruck hohe Amplitude 420+20 bar	Vibration pressure high amplitude 420+20 bar
MF	Vibrationsmaßdruck niedrige Amplitude 420+20 bar	Vibration pressure low amplitude 420+20 bar



BW 211 D/ PD-40

Fahrpumpe Travel pump (10)	vorwärts forward	rückwärts backwards
Strom auf Spule/ current of coil	b	a
Stecker/ plug	X16	X15
Druck an Anschluss/ pressure on junction	A	B

Vibrationspumpe Vibration pump (11)	Vibration vibration	
Strom auf Spule/ current of coil	b	-
Stecker/ plug	X7	
Druck an Anschluss/ pressure on junction	A	-

Hydraulikschema
Hydraulic schematic

BOMAG GMBH BOPPARD

A 581 202 11

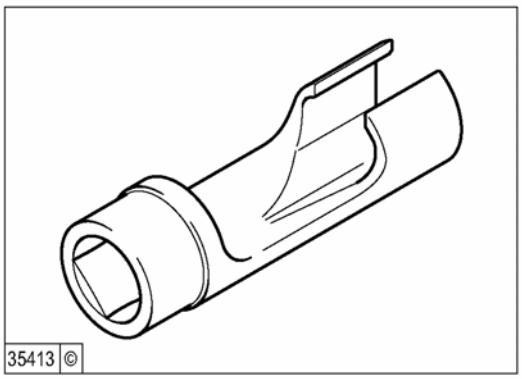
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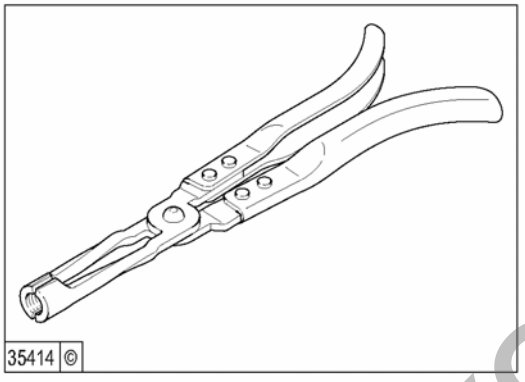
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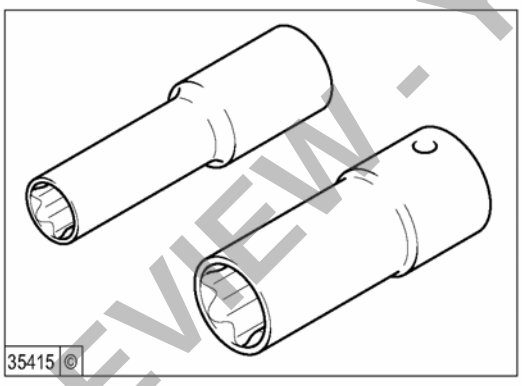
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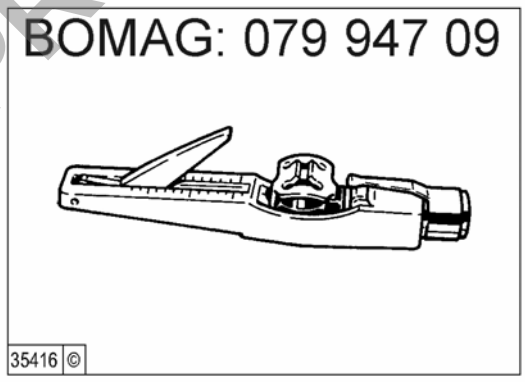
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No.	Deutsch English Français Español
8018	Klauenschlüssel SW 17 für Einspritzleitungen Clay-grip wrench a/flats 17 for injection lines Cléà griffes de 17 pour tuyauteries d'injection Llave de garra de 17 para tuberías de inyección
8024	Ventilschaftabdichtungszange Valve sealing pliers Pince à joints de queue de soupapa Alicates para juntas de vástago de válvula
8113	Torx-Steckschlüsseleinsatz E14 Torx wrench sockets E14 Embouts de clé à douille Torx E14 Llave de vaso Torx E14
8114	Torx-Steckschlüsseleinsatz E20, lange Ausführung Torx wrench sockets E20, long version Embouts de clé à douille Torx E20, version longue Llave de vaso Torx E20, versión larga
8115	Keilriemenspannungsmessgerät V-belt tension gauge Appareil de vérification de la tension de la courroie trapézoïdale Verificador de tensión para correas trapezoidales









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Remplacement de la glace (047).

Démontage

- Effectuer les opérations décrites à la rubrique "démontage" du chapitre "remplacement du bloc cylindre équipé (010)" page 58.

Repérer le position de la glace (047) par rapport au couvercle (041) (moteur à deux cylindrées).

- Déposer la glace (047) du couvercle (041) en faisant levier au niveau des doigts d'indexage ou de la collerette.

Protéger la glace de toute poussière.

- Extraire les ressorts (052).
- Extraire et éliminer les joints et contre joints (048) du couvercle (041).

Remontage

Toute trace de rouille, boue, eau doit être supprimée.

- Huiler, puis monter des joints toriques et contre joints neufs (048) en déformant les contres joints au minimum.
- Placer les ressorts (052) dans leur logement préalablement rempli de graisse.
- Huiler les portées de joints de la glace (047).
- Enfoncer la glace (047) dans le couvercle (041).

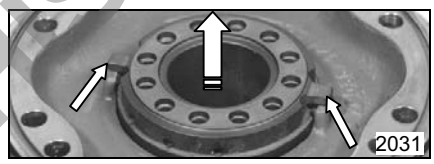
Replacement of the valving (047).

Disassembly

- *Do operations described in chapter "replacement of the cylinders bloc assembly (010)" section "disassembly" page 58.*

Mark location to the valving (047) in relation to the valving cover (041) (Dual displacement motor).

- *Separate the valving (047) from the cover (041) by levering at the indexing pins or at the flange.*



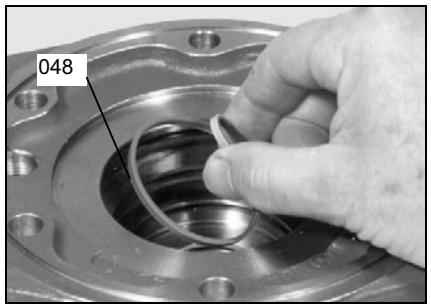
Protect the valving from dusts.

- *Remove the springs (052).*
- *Remove and discard the seals and back-up rings (048) from the cover (041).*

Reassembly

All traces of rust, mud, water must be removed.

- *Lubricate and install new seals and back-up rings (048), ensuring the back up rings are twisted as little as possible.*



1135

- *Place the springs (052) in their housings, previously filled with grease.*
- *Lubricate the faces of the seals of the valving (047).*
- *Press the valving (047) into the cover (041).*

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