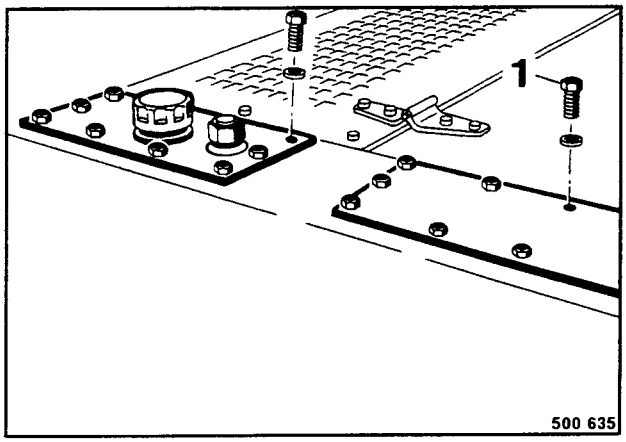


Fig. 1

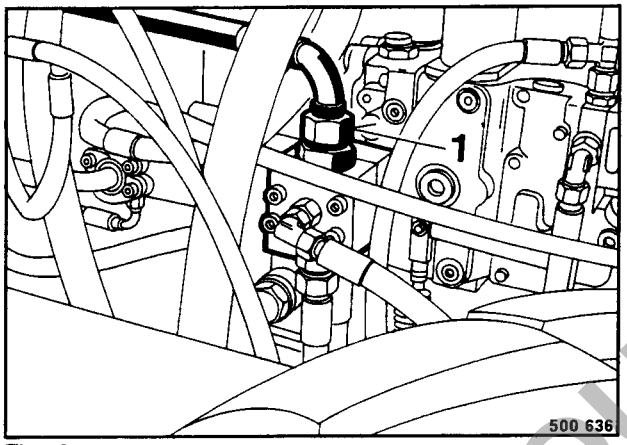


Fig. 2

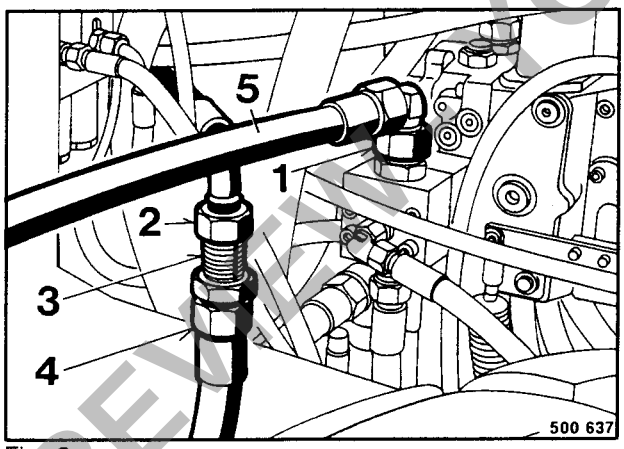


Fig. 3

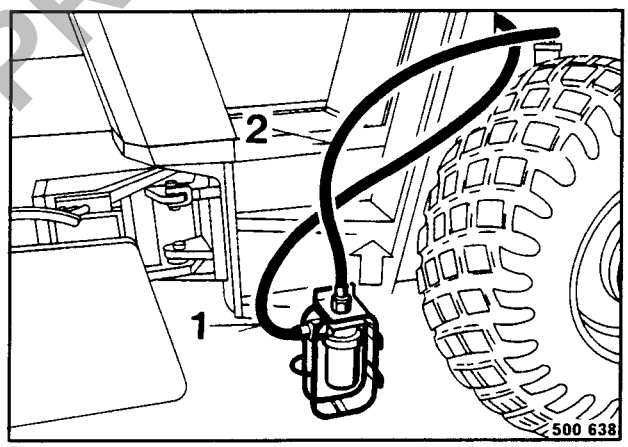


Fig. 4

3.05 Flushing the travel circuit

Cleaning the hydraulic oil tank

1. Unscrew the fastening screws 1 (Fig. 1), take the cover off the hydraulic oil tank and pump the hydraulic oil into a clean container or into the oil bag by using the filling and filtering unit.

Caution

Catch the hydraulic oil and dispose of environmentally!

2. Clean the inside of the hydraulic oil tank thoroughly.

Caution

Before installing the flushing filter check hoses and connections for cleanliness, clean them if necessary.

Installing the filter to flush the drum drive

1. Disconnect the high pressure hose 1 (Fig. 2) from the travel pump.

2. Connect the flushing hose 5 (Fig. 3) from the filter outlet to the travel pump by using the angular fitting (1).

3. Connect the flushing hose (4) from the filter inlet to the disconnected high pressure hose (2) by using the connecting fitting (3).

4. Connect the flushing hose 2 (Fig. 4) going to the travel pump to the flushing filter outlet "OUT".

5. Connect the flushing hose (1) coming from the high pressure hose for the drum drive motor to the flushing filter inlet "IN".

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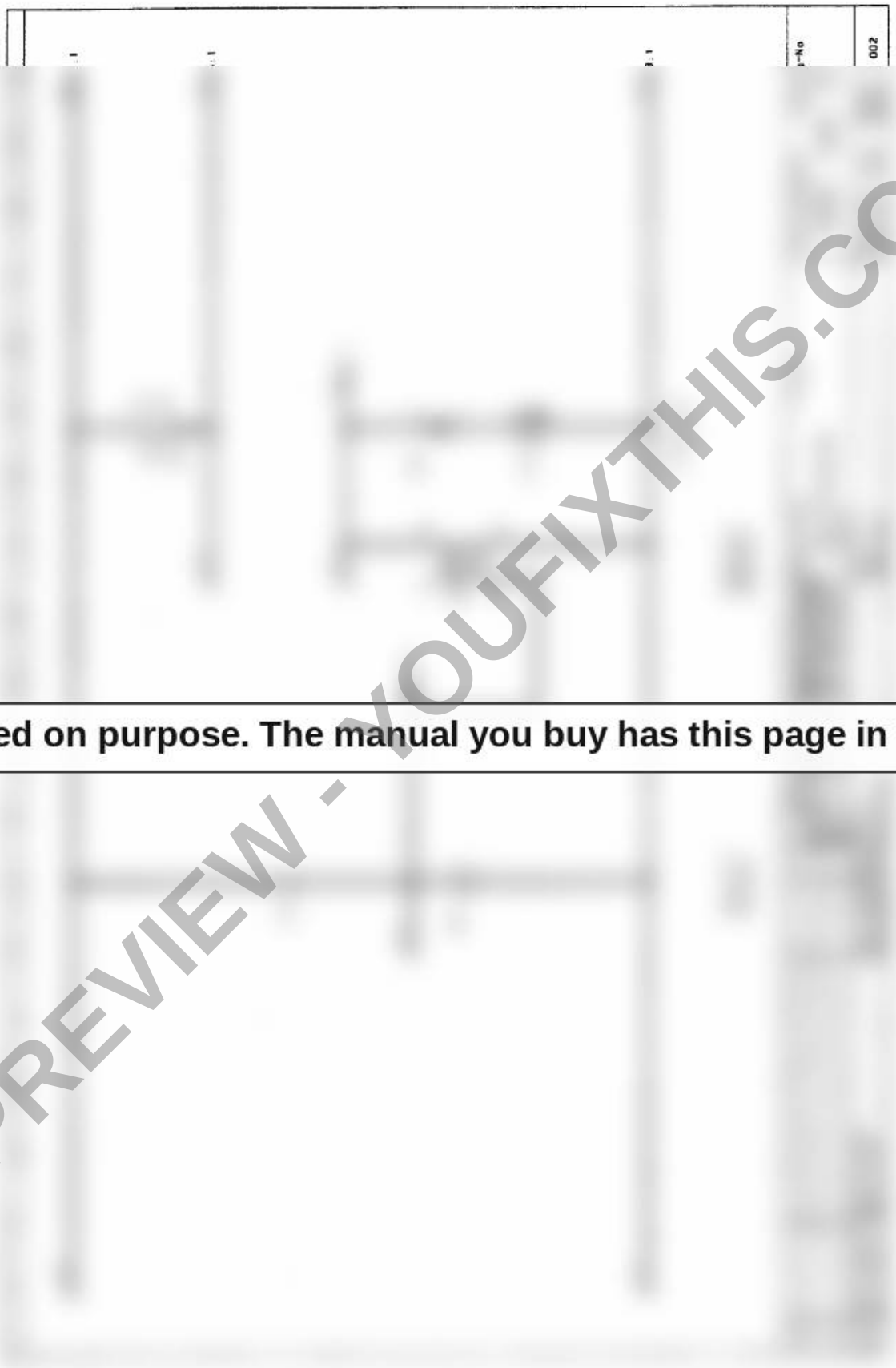
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6.2 Engine

Faults	Possible cause	Remedy
Engine does not start	Starter defective or pinion does not engage	Have examined by a specialist
	Fuel tank empty	Fill the tank and bleed the system
	Temperature below starting limit	Use winter fuel and engine oil according to the ambient temperature.
	Fuel filter clogged, in winter due to paraffin separation	Change the filter, use winter fuel
	Fuel lines leaking	Check all line connections for leakages and tighten all fittings
	Battery discharged or not connected	Tighten the pole clamps, check all cable connections
	Injection valves or injection pump defective	Have examined by a specialist
Engine starts poorly or runs irregularly with poor power	Battery power too low, pole clamps loose and oxidized causing the starter to turn too slow	Have battery checked, clean and tighten the pole clamps and cover them with acid-free grease
	Especially during winter: use of too viscous engine oil	Use engine oil appropriate for the ambient temperature
	Fuel supply restricted, fuel system blocked due to paraffin separation in winter	Change the fuel filter. Check line connections for leakages and tighten fittings. Use winter fuel under cold conditions.
	Incorrect valve clearance	Adjust the valve clearance
	Injection valve defective	Have examined by a specialist
	Injection lines leaking	Check lines for leakages
	Turbo charger defective	Have examined by a specialist
	Dry air filter cartridge dirty	clean or change if necessary
	Excessive play in the throttle cable	Adjust the throttle cable or replace it if necessary

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Torques for bolts with metric unified threads

Dimension of bolt	Torques Nm* (ft-lb)		
	8.8	10.9	12.9
M4	2 (2)	5 (3)	5 (4)

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1.01 Foreword

1.02 Safety regulations

1.03 General notes for repairs

1.04 Tightening torques

1.05 Connecting plan

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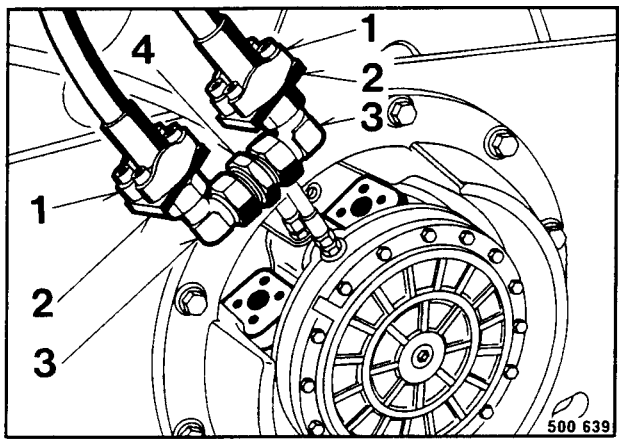


Fig. 5

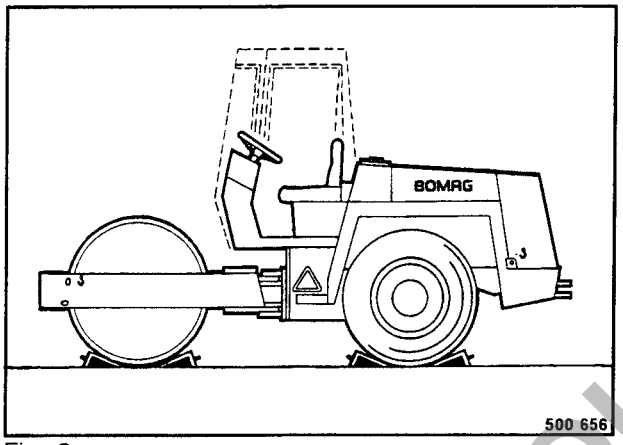


Fig. 6

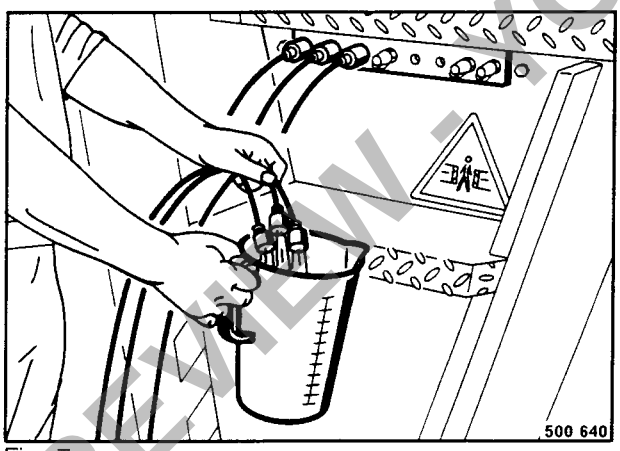


Fig. 7

6. Unscrew the high pressure hoses 1 (Fig. 5) from the drum drive motor and join them together by using the flanged plate (2), the angular fittings (3) and the double end union (4).

7. Fill the hydraulic oil tank by using the filling and filtering unit.

8. Filter the oil in the hydraulic oil tank throughout the entire flushing procedure.

Bleeding the travel circuit

1. Secure drum and wheels with suitable chocks (Fig. 6).

2. Install measuring hoses to the test ports for charge pressure and high pressure(Fig. 7).

3. Hold the open ends into a container

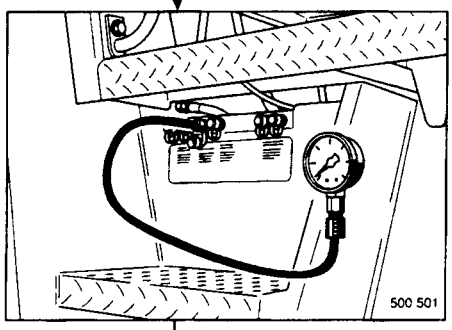
4. Crank the engine for approx.10 seconds with the starter motor. Repeat this procedure after a pause of one minute. After this repeat this procedure until oil comes running out of the measuring hoses.

Danger

Catch and dispose of hydraulic oil environmentally.

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Check the charge pressure
- Install a charge pressure gauge (60 bar)
- Start the engine and run it at idling speed
- Read the pressure gauge

Nominal value: min 24 bar

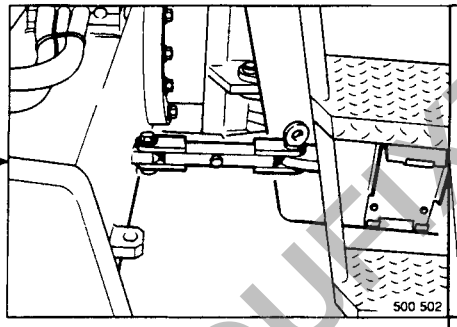
Check the steering system
- Attach the articulation lock
- Run the engine at idling speed
- Operate the steering
- Read the pressure on the steering pressure test port

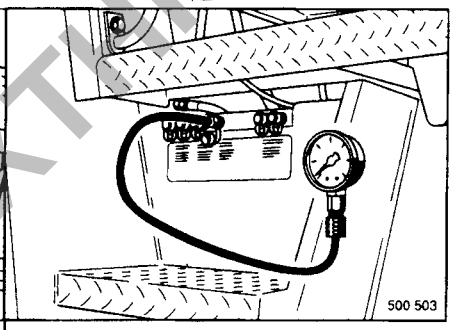
Nominal value: approx. 160 bar

Charge pressure OK?

no

yes

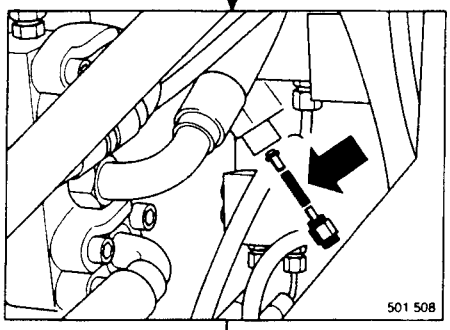




Steering pressure OK?

no → Perform trouble shooting in the steering system

yes*



Check the charge pressure relief valve
- Unscrew the charge pressure relief valve from the travel pump

Valve OK?

no → Change the charge pressure relief valve

yes

***Inform the BOMAG After Sales Service!**

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6.01 Survey, sealing and changing the travel pump

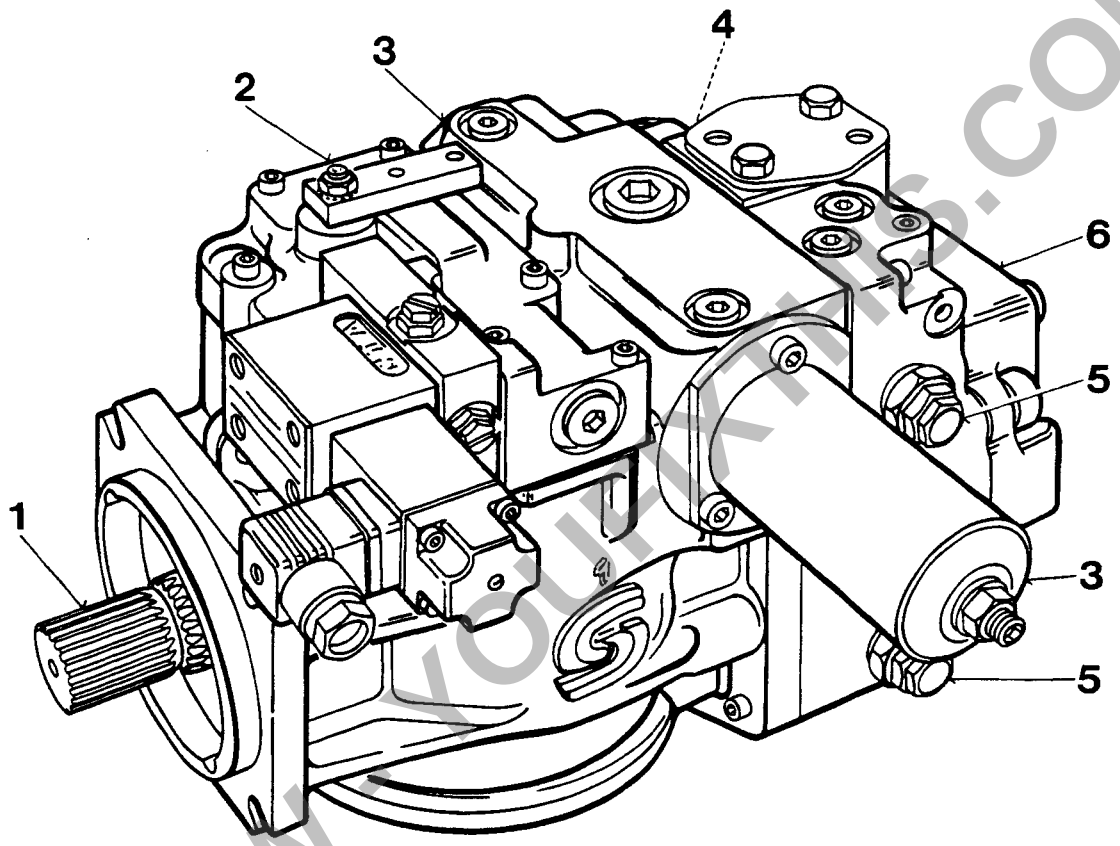


Fig. 1

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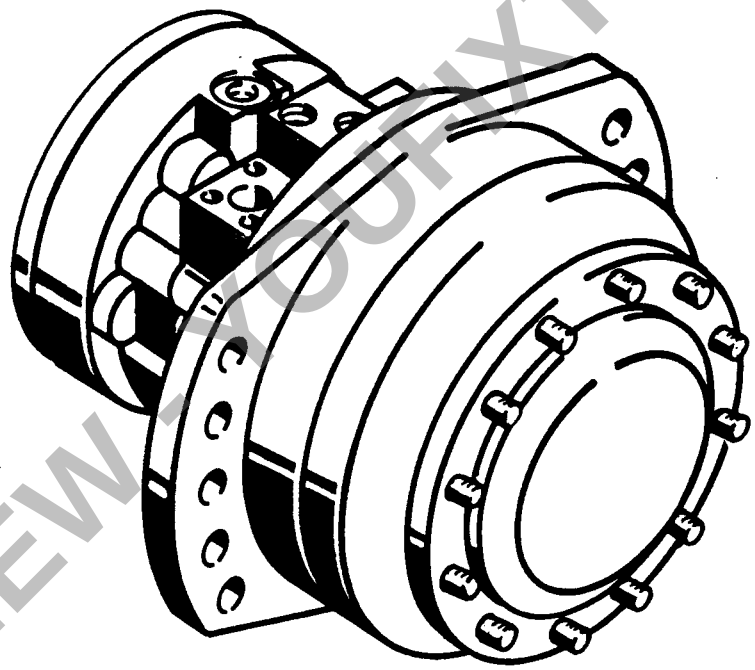
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BOMAG

Instructions for repair

S50 2CX

058 152 56 / 058 152 60



Travel motor with brake

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