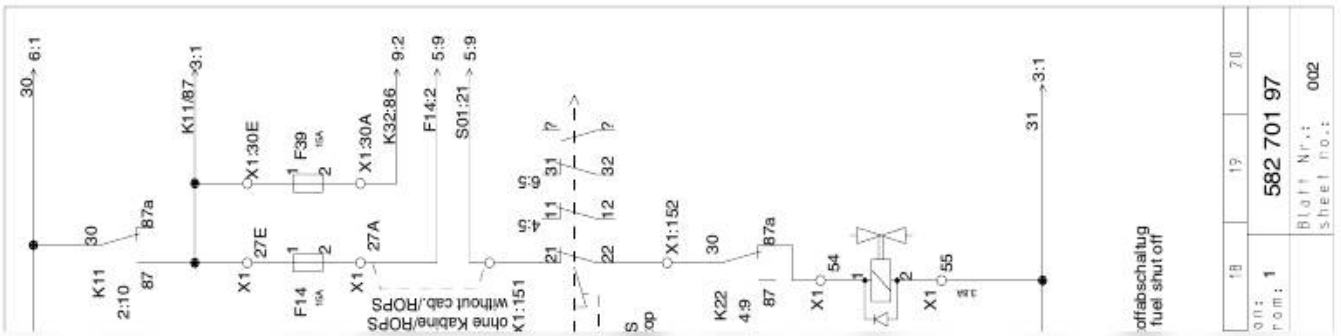
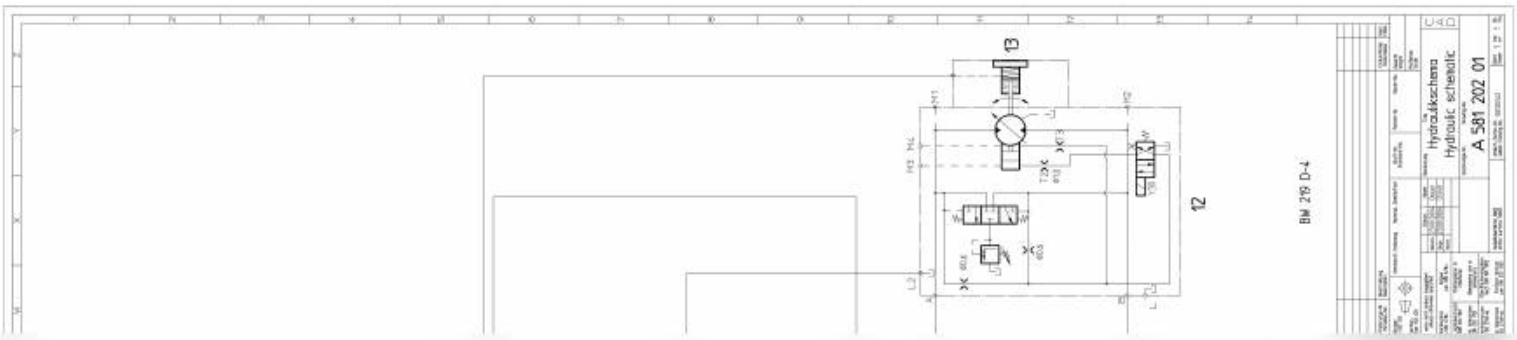


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13.4 Removing and installing the window pane

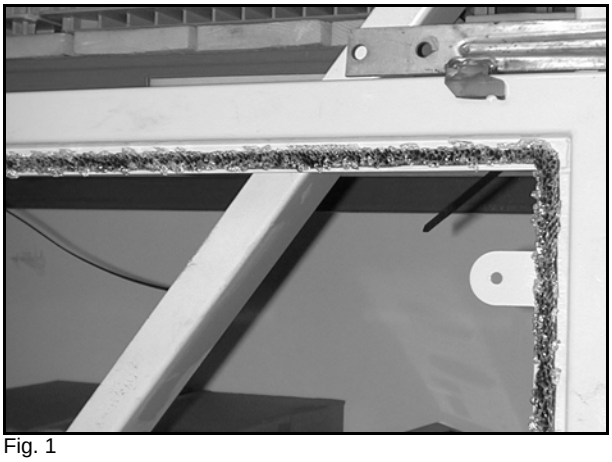


Fig. 1



Fig. 2

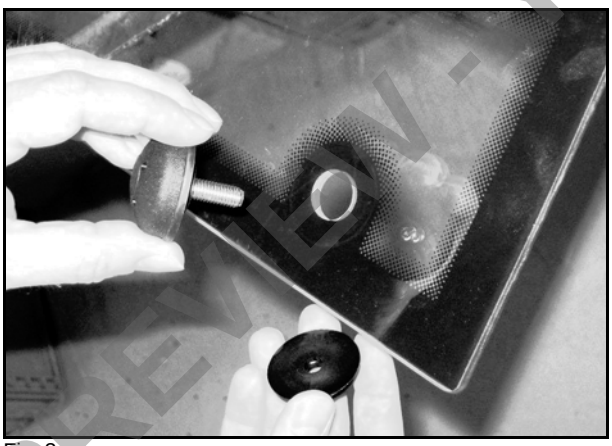


Fig. 3

Environment

Environmental damage

Dispose of glass splinters fro0m machine and cabin or inside cabin in an environmentally friendly way.

Danger

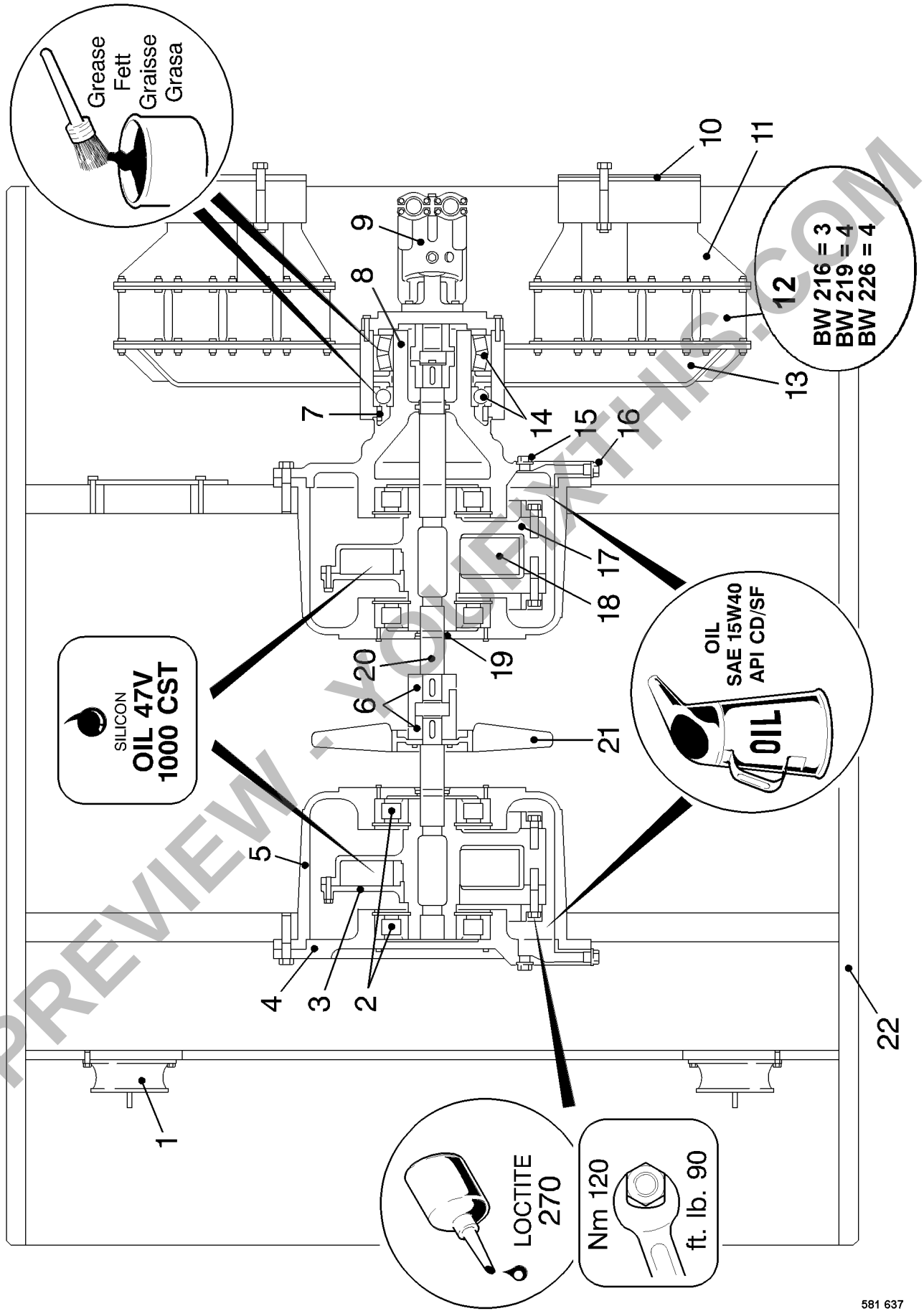
Danger of cutting

Wear safety gloves.

1. Pull large glass rests off the bonding strip (Fig. 1).
2. Clean the sealing surfaces from any adhesive material (Fig. 2).
3. Use a cutter to remove adhesive residues with glass rests.
4. Cover places without adhesive residues with an activator.
5. Insert the fastening element with washer into the bore in the glass pane (Fig. 3).

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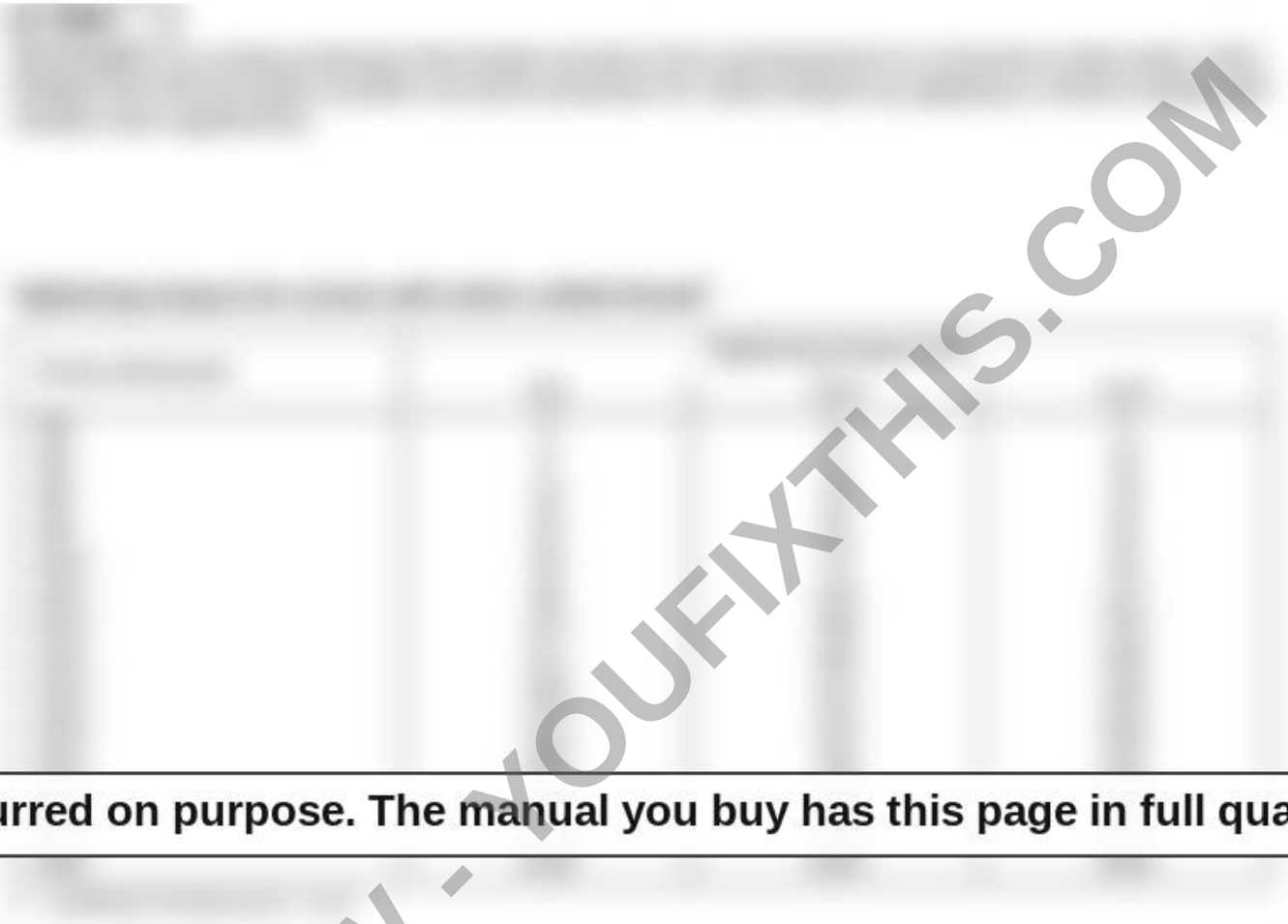


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The values specified in the table apply for screws:

- black oiled
- with surface protection A4C
- with surface protection DACROMET





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13 Fault codes of the ESX control

13.1 Overview

Fault code	Fault description
4501 –	Position controller (exciter potentiometer, valves)
4502 –	Acceleration transducer
4600 –	Internal software errors
8250	

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BOMAG Service Training

Trouble shooting

The following trouble shooting chart contains a small selection of possible faults, which may occur during operation of the machine. The fault list is by no means complete, however, the fault table is based on the experience of the central service department, i.e. the list covers almost all faults that have occurred in the past.

Procedure:

The following trouble shooting table contains both electrical as well as mechanical and hydraulic faults.

The numerical values specified in the table indicate the probability of the fault cause and thereby the recommended trouble shooting sequence, based on our latest field experience.

TROUBLE SHOOTING TRAVEL SYSTEM BW 211 / 213 / 216 D-4	**SYMPTOMS**	**Machine does not drive (forw. and reverse)**	**Machine drives to one direction only**	**Machine travels with travel lever in 'Neutral'**	**Max. travel speed not reached**	**Hydraulic oil overheating**				
POSSIBLE CAUSES										
Brake valve (electric/mechanical/hydraulic)		1								
Brake in axle/drum drive motor (mechanical/hydraulic)		2			2	3				
Travel speed range switch position /defective/wiring					1					
Charge pump / charge pressure relief valve(s) dirty/defective		2			3					
Pump control (servo control)		2	1	2	3					
Pressure override/ travel pump high pressure limitation dirty/out of adjustment/defective		3	2		3	3				
Adjustment of travel cable				1	2					
Travel pump mechanical neutral				3	3					
Travel pump(s) defective		3		3	2					
Axle drive motor control valve (electric / mechanical / hydraulic)					1	2				
Flushing valve axle drive motor seized			3							
Travel motor(s) defective		3			3					
Hydraulic oil cooler soiled (internally/externally)						1				
Thermostat (hydraulics) soiled/jammed/defective						2				
Kupplung Dieselmotor-Pumpe		2								
Dieselmotor					1					

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2.5 Maintenance chart

No.	Maintenance work	Remark	Running-in instructions after 250 operating hours	every 10 operating hours, daily	every 250 operating hours	every 500 operating hours	every 1000 operating hours	every 2000 operating hours	every 3000 operating hours	as required
5.6	Check the engine oil level	Dipstick mark		X						
5.7	Check the water separator			X						
5.8	Check the fuel level			X						
5.9	Check the hydraulic oil level	Inspection glass		X						
5.10	Check the coolant level	Inspection glass		X						
5.11	Check the dust separator			X						
5.12	Check the tire pressure				X					
5.13	Clean the cooling fins on engine and hydraulic oil cooler				X					
5.14	Check the oil level in the drive axle				X					
5.15	Check the oil level in the wheel hubs				X					
5.16	Check the oil level in the axle reduction gear				X					
5.17	Check the oil level in the drum reduction gear				X					
5.18	Check the oil level in the vibration bearings				X					
5.19	Change engine oil and oil filter cartridge[1]	min. 1x per year				X				
5.20	Change the fuel filter cartridge					X				
5.21	Drain the sludge from the fuel tank					X				
5.22	Service the battery	Pole grease				X				
5.23	Change the fuel pre-filter cartridge					X				
5.24	Check, replace the refrigerant compressor V-belt					X				
5.25	Service the air conditioning					X				
5.26	Check, adjust the valve clearance	Intake = 0,3 mm Exhaust = 0,5 mm					X			
5.27	Check, replace the ribbed V-belt						X			

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5.3 Checking / adjusting the neutral positions of the travel pump

Special tools

Hydraulic test case

⚠ Caution

Perform measurements at operating temperature of the hydraulic oil (50 °C).

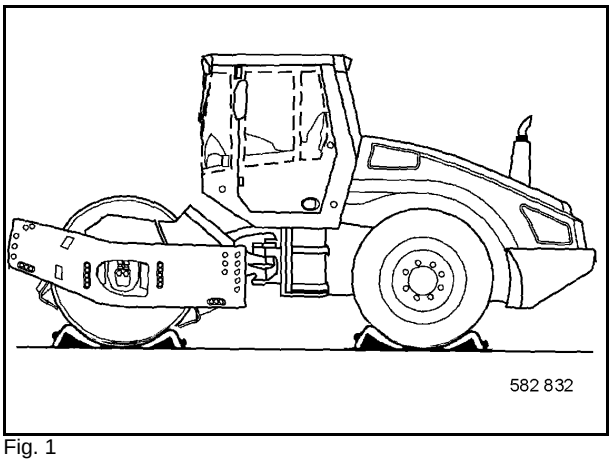


Fig. 1

1. Block drums and wheels with suitable chocks (Fig. 1).

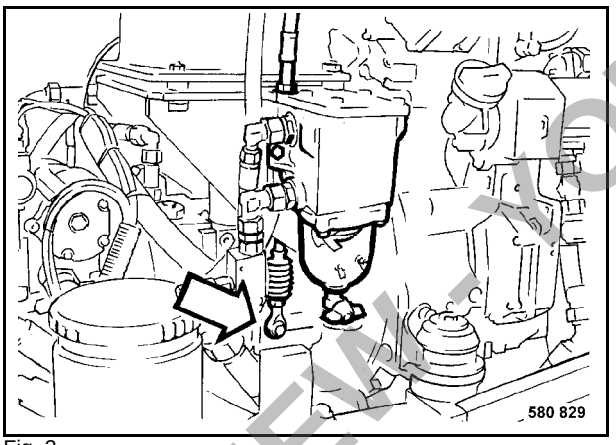


Fig. 2

2. Unhook the travel cable (Fig. 2) from the pump.



Fig. 3

3. Pull the plug (Fig. 3) off the brake solenoid valve to close the brake.

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Terminal designation	Meaning
75	Radio, cigarette lighter
76	Loudspeaker
77	Door valve control
81	Switch (breaker and two-way contact), input
81a	Switch (breaker and two-way contact), output 1
81b	Switch (breaker and two-way contact), output 2
82	Switch (maker), input
82a	Switch (maker), output 1
82b	Switch (maker), output 2
82z	Switch (maker), input 1
82y	Switch (maker), input 2
83	Switch (multi-position switch), input
83a	Switch (multi-position switch), output position 1
83b	Switch (multi-position switch), output position 2
83L	Switch (multi-position switch), output position left
83R	Switch (multi-position switch), output position right
84	Current relay, input drive and relay contact
84a	Current relay, output drive
84b	Current relay, output relay contact
85	Switching relay, output drive winding end (minus or ground)
86	Switching relay, input drive winding start
86a	Switching relay, input drive winding start 1st winding
86b	Switching relay, input drive winding start 2nd winding
87	Relay contact on breaker and two-way contact, input
87a	Relay contact on breaker and two-way contact, output 1 (breaker side)
87b	Relay contact on breaker and two-way contact, output 2
87c	Relay contact on breaker and two-way contact, output 3
87z	Relay contact on breaker and two-way contact, input 1
87y	Relay contact on breaker and two-way contact, input 2
87x	Relay contact on breaker and two-way contact, input 3
88	Relay contact for maker
88a	Relay contact on maker and two-way contact, (maker side) output 1
88b	Relay contact on maker and two-way contact, (maker side) output 2
88c	Relay contact on maker and two-way contact, (maker side) output 3
88z	Relay contact on maker, input 1
88y	Relay contact on maker, input 2
88x	Relay contact on maker, input 3
B+	Battery Plus
B-	Battery Minus
D+	Dynamo Plus
D-	Dynamo Minus
DF	Dynamo field (generator excitation current)
DF1	Dynamo field 1 (generator excitation current)

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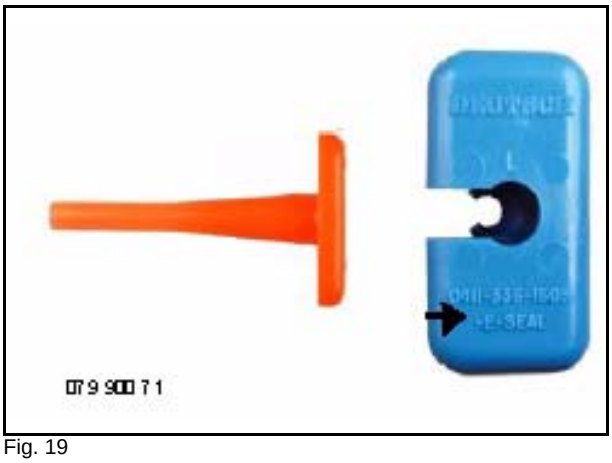


Fig. 19

39. Disassembly tool for Deutsch contacts of series HDP.

AWG 20, BOMAG part-no.: 079 900 78

AWG 16, BOMAG part-no.: 079 900 71

AWG 12, BOMAG part-no.: 079 900 72

AWG 8, BOMAG part-no.: 079 900 73

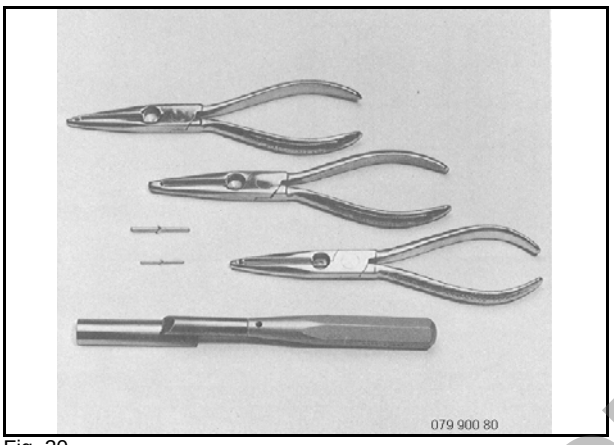


Fig. 20

ITT contacts

40. Installation tool for ITT crimp contacts of series CA-COM, contact size 15S/16S/15/16.

BOMAG part-no.: 079 900 80

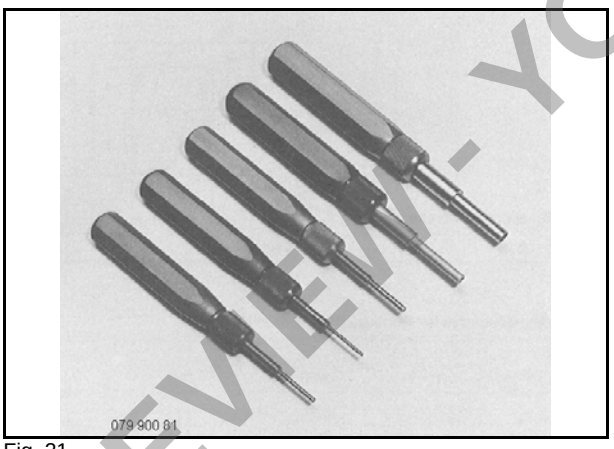


Fig. 21

41. Disassembly tool for ITT male contacts of series CA-COM, contact size 15S/16S/15/16.

BOMAG part-no.: 079 900 81

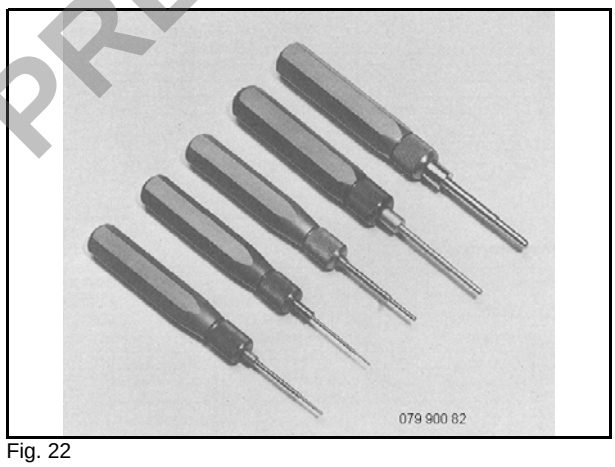


Fig. 22

42. Disassembly tool for ITT female contacts of series CA-COM, contact size 15S/16S/15/16.

BOMAG part-no.: 079 900 82

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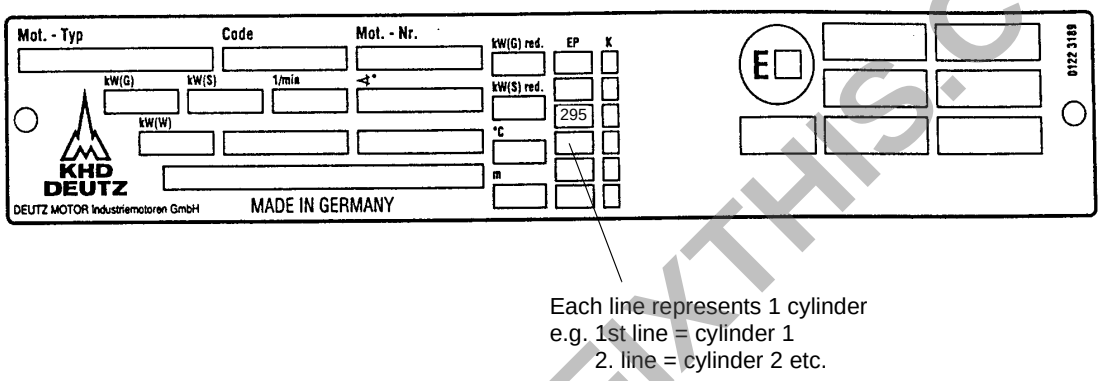
Fault code	Fault description	Possible cause	Terminal on ESX	Input code for diagnose	Fault reaction
4521	Output proportional solenoid front Valve for exciter up Output current too low.	☞ Current path has short circuit to voltage supply ☞ Current path has non-permitted connection to another current path ☞ Current path is interrupted	X44:46		2
4522	Output proportional solenoid front Valve for exciter up Output current too high.	☞ Current path has short circuit to ground ☞ Current path has non-permitted connection to another current path	X44:46		2
4523	Output proportional solenoid front Valve for exciter up Fault when calibrating the valve	☞ Current path is interrupted ☞ Current path has unpermitted connection to another current path / ground	X44:46		2
4526	Output proportional solenoid front Valve for exciter down Output current too low.	☞ Current path has short circuit to voltage supply ☞ Current path has non-permitted connection to another current path ☞ Current path is interrupted	X44:47		2
4527	Output proportional solenoid front Valve for exciter down Output current too high.	☞ Current path has short circuit to ground ☞ Current path has non-permitted connection to another current path	X44:47		2
4528	Output proportional solenoid front Valve for exciter down Fault when calibrating the valve	☞ Current path is interrupted ☞ Current path has unpermitted connection to another current path / ground	X44:47		2

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BOMAG Service Training

Determination of the compensation shim thickness when replacing plug-in fuel injection pumps

On the engine type plate column - EP – contains a code for the plug-in fuel injection pump for each cylinder.



Each line represents 1 cylinder
e.g. 1st line = cylinder 1
2. line = cylinder 2 etc.

Fig. 15: Injection pump code BFM 2012/1013

The EP-code is used to determine the installation measurement to be corrected „E_k“ from table 1.

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BOMAG

Service Training

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19 Pressure reducing valve
20 Vacuum pump
21 Nitrogen bottle
22 Refrigerant bottle
23 Pressure gauge bar

Filling instructions

1 Connect the service adapter with the blue hand wheel in the suction side.
2 Connect the service adapter with the red hand wheel in the pressure side (the hand wheels on the service adapters must be fully backed out - left hand stop)
3 Connect the blue suction hose below the blue hand wheel on the pressure gauge bar to the blue service adapter.
4 Connect the red pressure hose below the red hand wheel on the pressure gauge bar to the red service adapter.
5 Connect the yellow hose below the yellow hand wheel on the manometer bar to the 2-stage vacuum pump.
6 Connect the last hose below the black hand wheel on the nitrogen bottle via the pressure reducing valve.
7 Check on the pressure gauge bar that all hand wheels are closed.
8 Turn the hand wheels on both service adapter clockwise. This opens the valves (right hand stop).
9 Open the valve on the nitrogen bottle (only via pressure reducer); pressure approx. 20 bar.
10 Open the black and red hand wheels on the pressure gauge bar and fill nitrogen into the system, until a pressure of approx. 3.5 to 5.0 bar is indicated on the suction side.
11 Then open the blue hand wheel and raise the pressure in the suction side (max. 10 bar). Check for leaks with a leak detection fluid or soapsuds.
12 If the system is leak tight, release the nitrogen from the system. For this purpose disconnect the hose from the nitrogen bottle and open the red, blue and black hand wheels on the pressure gauge bar.
13 Then connect the hose to the refrigerant bottle.
14 Switch on the vacuum pump and open all hand wheels on the pressure gauge bar. In case of a leak no or only an insufficient vacuum will be reached. In this case proceed as described under point 9-12. Once the leak is sealed continue with point 14.
15 Once a sufficient vacuum is reached, both pressure gauges show -1, close all hand wheels on the pressure gauge bar.
16 Switch off the vacuum pump, watch the pressure gauges to see whether the vacuum is maintained.
17 Open the valve on the refrigerant bottle and open the black and red hand wheels on the pressure gauge bar. Fill refrigerant into the system, until a pressure equilibrium between suction and pressure side is reached (reading of pressure gauges).
18 Close the red hand wheel.
19 Perform a leak test with the electronic leak detector.
20 Start the engine and switch on the system.
21 Open the blue hand wheel and continue filling in refrigerant until the inspection glass is free or air bubbles (in fluid container/dryer combinations the white pearl should float in the upper third of the inspection glass). Then close the refrigerant bottle.
22 Close the blue hand wheel on the pressure gauge bar.
23 Preparing the test run: -Close windows and doors -Fan on full speed stage -Mount measuring feelers to air discharge and air intake.
24 Run the system for approx. 20 minutes with medium engine speed.
25 The temperature difference between air discharge and air intake should be (depending on type of air condition) 8-10°C. The ambient temperature thereby is approx. 20°C. (These data are only reference values, which may be influenced by possible insolation)
26 Switch off system and engine and check for leaks again.
27 Turn out (left hand stop) and remove the hand wheels on both service adapters.
28 Fit all valves with dust caps.
29 Perform a leak test.
30 Mark the system with the corresponding type plates and information decals, such as type of oil and refrigerant.

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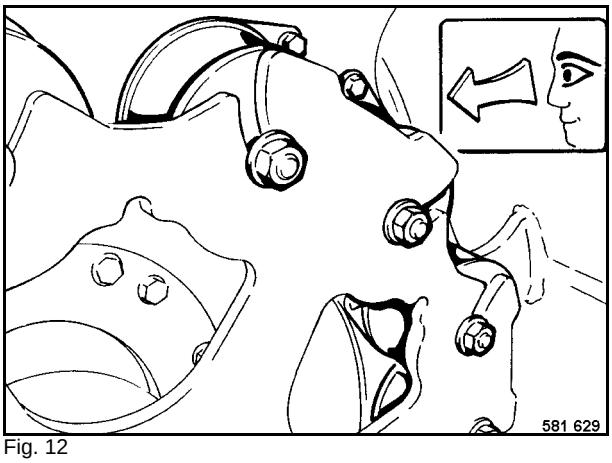


Fig. 12

22. Check all rubber buffers (Fig. 12), replace if necessary (see corresponding chapter).

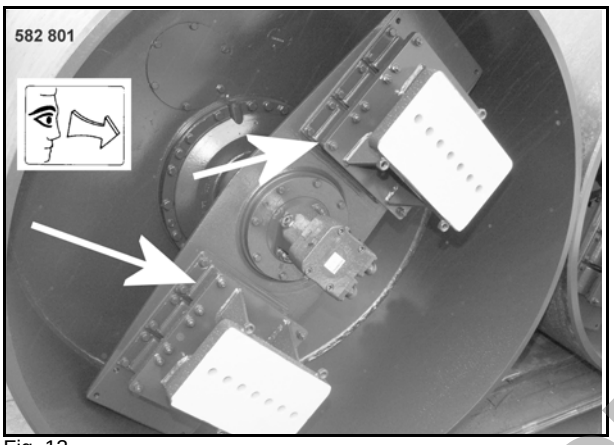


Fig. 13

23. Check rectangular rubber buffers (Fig. 13), replace if necessary.

Installing the drum

⚠ Danger

Danger of squashing!

Do not stand or step under loads being loaded.

1. Place the drum into the frame and align it parallel to the frame (Fig. 14).

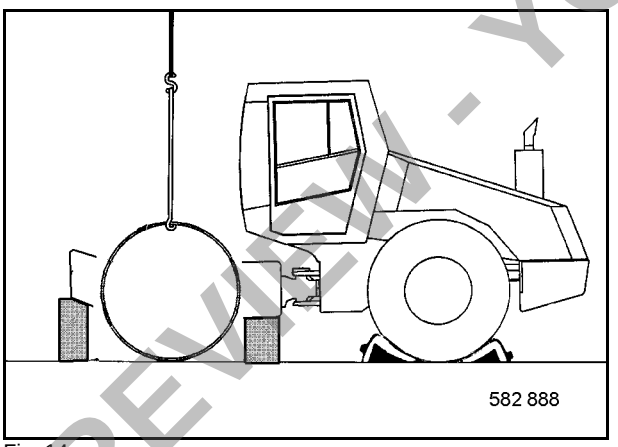


Fig. 14

i Note

Apply sliding lacquer OKS 240 to threads and screw head contact face to ease assembly.

2. Attach the side plate, insert the bolts 2 (Fig. 15) into rear and front cross-members and tighten with 463 Nm.
3. Close the screw holes with plugs (1).

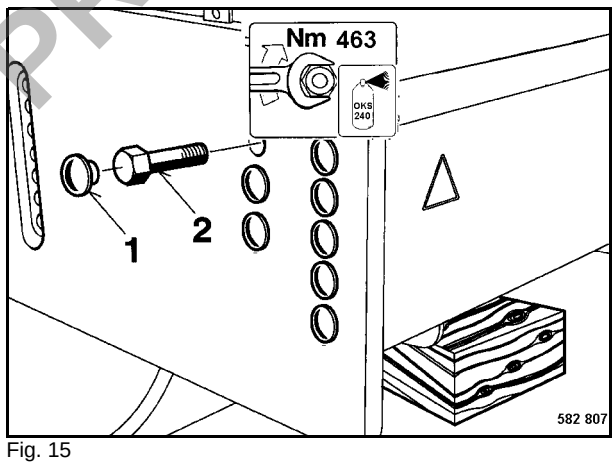


Fig. 15

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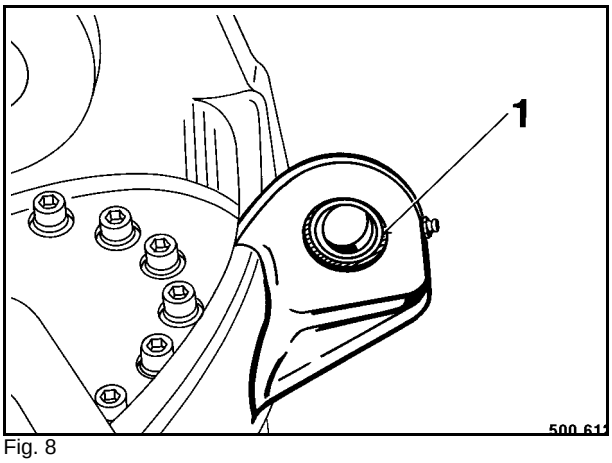


Fig. 8

9. Knock rocker bearings 1 (Fig. 8) out of the steering cylinder receptacles.

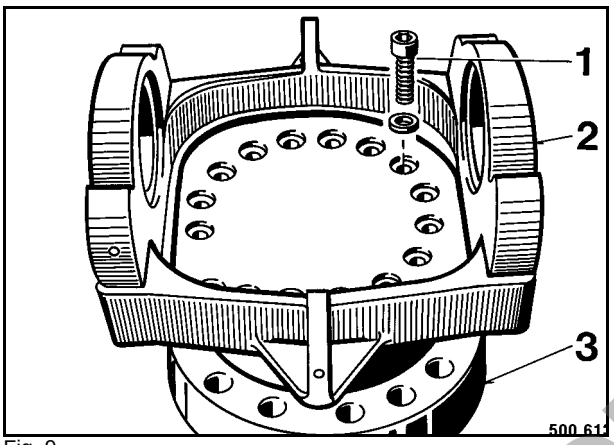
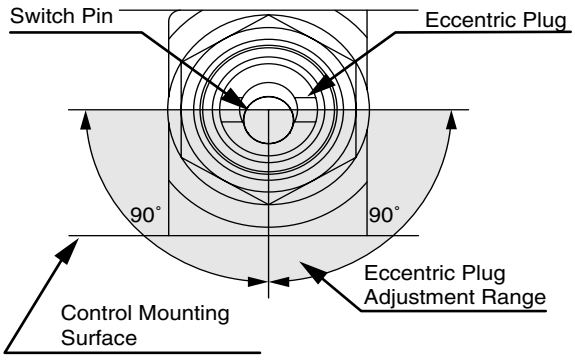


Fig. 9

10. Unscrew fastening screws 1 (Fig. 9) and lift the front console (2) off the four point bearing (3).
11. Check four point bearing for wear , replace if necessary.

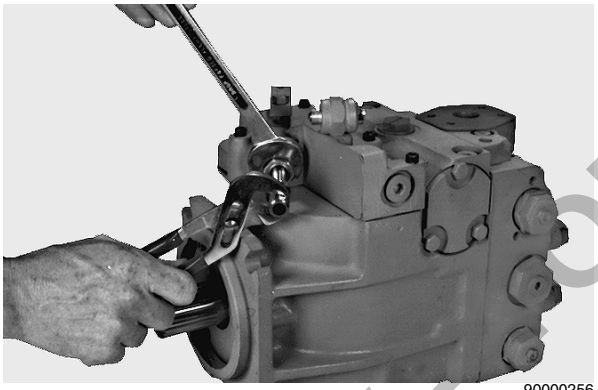
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90000835E

Eccentric Plug Adjustment



90000256

Adjust the Eccentric Plug

3. Position the eccentric plug so the switch pin is offset toward the control mounting surface. This will provide the best contact between the pin and the cam on the control shaft.

4. Hold the control shaft in its “neutral” position (in the center of the control shaft “free-play” area). Locate the switch pin in the slot of the switch cam by turning the eccentric plug while checking the pin position (depth) in the plug. When the pin engages the cam slot, the pin will be at its maximum depth in the plug. Hand tighten the plug lock nut to hold the eccentric plug in position.

5. Turn the control shaft an equal amount in either direction from “neutral.” The switch pin should move out of the eccentric plug an equal distance when the control shaft is turned. Turn the eccentric plug to center the switch pin with the cam slot. Only a small amount of adjustment in either direction should be needed to center the pin.

6. While holding the eccentric plug in place, tighten the eccentric plug lock nut to 27 Nm (20 lbf ft). Reinstall and adjust the switch as outlined in the previous section.

Note: The eccentric plug normally requires between 5-1/2 and 6-1/2 turns to install into the control housing .

Caution
Do not turn the eccentric plug into or out of the housing beyond specifications.

S000014E

7. Once the switch is correctly adjusted, hold the switch in place and tighten the locknut to 27 Nm (20 lbf ft) torque.

(continued)

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Functional Description



51000003

Fig. 10-2 - Loop Flushing Components



51000004

Fig. 10-3 - Loop Flushing Defeat Components

Loop Flushing

Series 51 motors used in closed circuit applications incorporate an integral loop flushing valve as standard equipment. Installations that require additional fluid to be removed from the main hydraulic circuit because of fluid cooling requirements, or circuits requiring the removal of excessive contamination from the high pressure circuit, can benefit from loop flushing. Series 51 motors used in open circuit applications may have the optional loop flushing defeat components installed.

Series 51 motors equipped with an integral loop flushing valve also include a charge pressure relief valve. The setting of the motor charge relief valve affects the function of the flushing circuit. Higher motor charge relief settings reduce the loop flushing flow and increase the flow over the pump charge pressure relief valve when the circuit is operating. Lower motor charge relief settings increase the loop flushing flow and may increase the motor case pressure when the circuit is operating.

An appropriate combination of pump and motor charge pressure settings should be maintained to insure the proper function of the loop flushing circuit. Correct charge pressure must be maintained under all conditions of operation to maintain pump control performance in closed loop systems.

NOTE: An optional orifice may be installed between the motor charge relief and the motor case to limit the maximum flushing oil flow.

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Minor Repair and Replacement - Variable Motor (Continued)

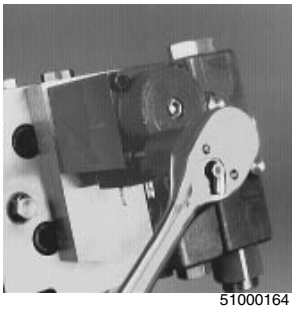

51000164

Fig. 50-36 - Remove S1 Control Screws


51000165

Fig. 50-37 - Remove Adapter Plate and Solenoid

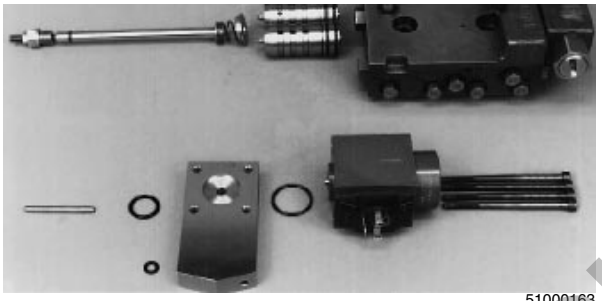

51000163

Fig. 50-38 - S1 Control Components

Electric 2-Position Controls (Type S1)

Thoroughly clean external surfaces prior to removing the control.

Remove the screws retaining the solenoid and solenoid adapter plate to the multi-function block with a 4 mm internal hex wrench. Remove the solenoid and the solenoid adapter plate from the multi-function block.

Remove the solenoid pin from the multi-function block.

Install new O-rings onto the adapter plate and the solenoid.

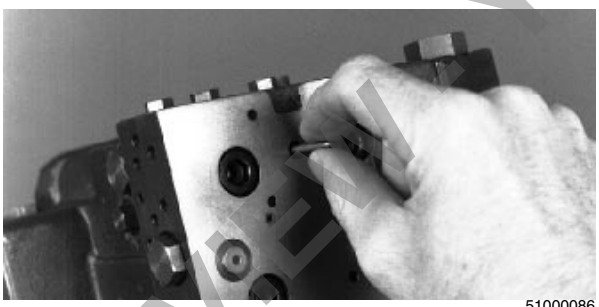

51000086

Fig. 50-39 - Install S1 Control Solenoid Pin

Install the solenoid pin into the hole in the multi-function block.

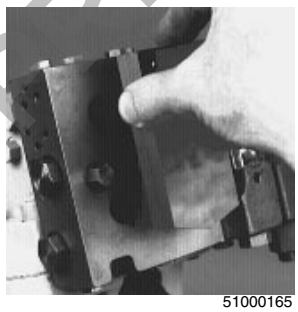

51000165

Fig. 50-40 - Install Adapter Plate and Solenoid

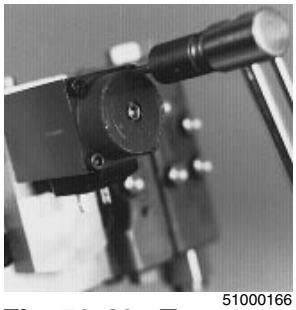

51000166

Fig. 50-41 - Torque Control Solenoid Screws

Install the adapter plate with O-rings onto the multi-function block.

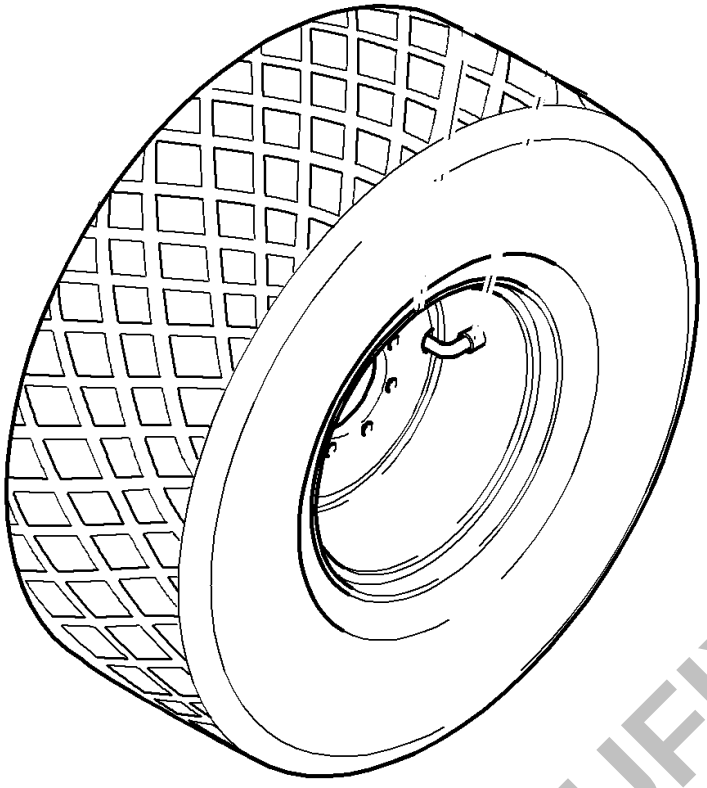
Install the solenoid with O-ring onto the adapter plate.

Install the screws and torque to 6.4 Nm (4.7 ft•lbsf).

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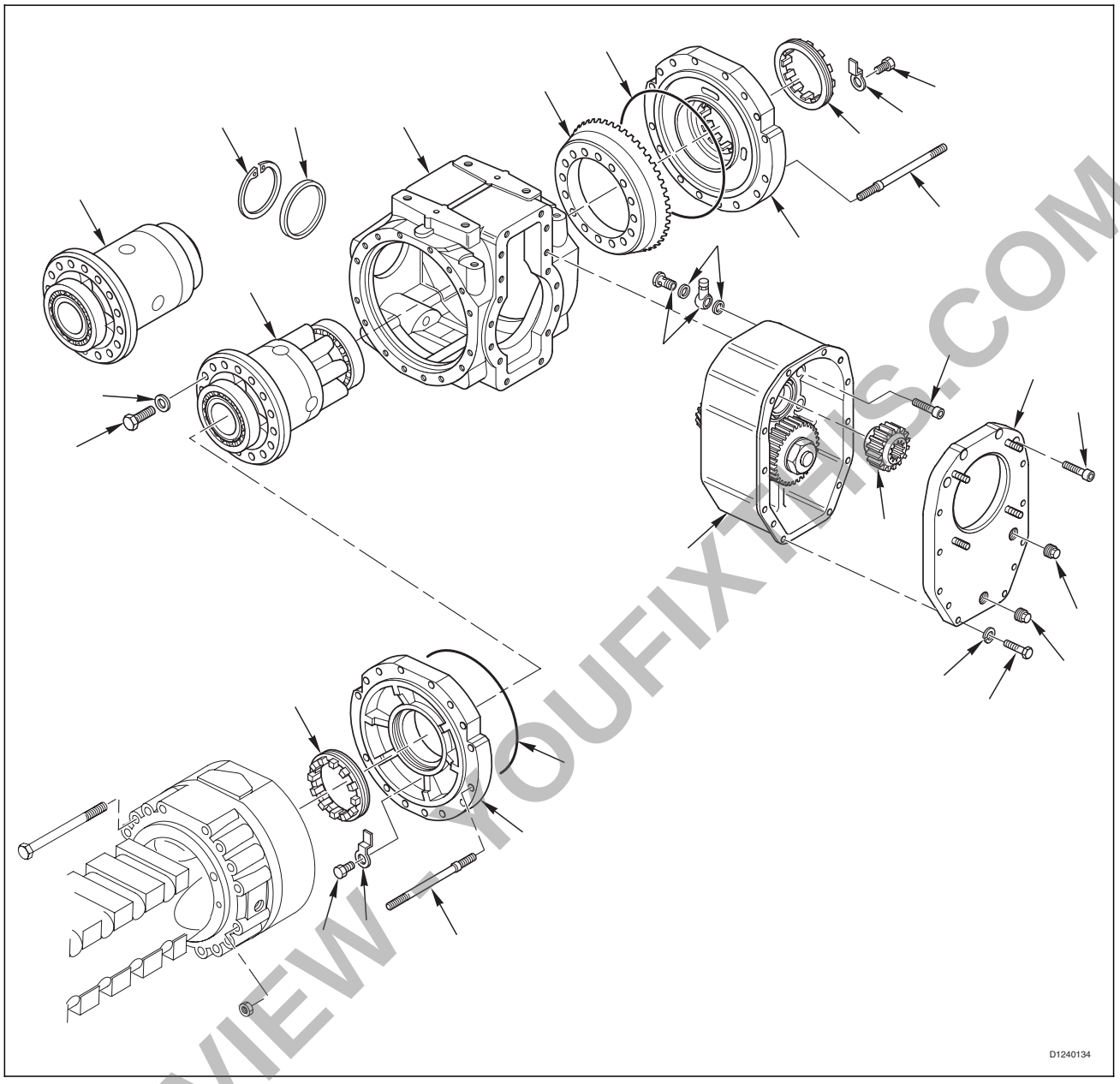
Anziehdrehmoment der Radmuttern 550 Nm
Tightening torque of the wheelnuts 550 Nm



582 814

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Name	Bl.	Pf.	Benennung	title	TYP
X1:170	010	7	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:171	003	14	WAGO,E–Kasten	WAGO,E–BOX	
X1:172	003	15	WAGO,E–Kasten	WAGO,E–BOX	
X1:173	003	15	WAGO,E–Kasten	WAGO,E–BOX	
X1:174	003	14	WAGO,E–Kasten	WAGO,E–BOX	
X1:17A	002	16	WAGO,E–Kasten	WAGO,E–BOX	
X1:17E	002	16	WAGO,E–Kasten	WAGO,E–BOX	
X1:18A	008	2	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:18E	008	2	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:19A	008	15	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:19E	008	15	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:21A	008	10	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:21E	008	10	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:22A	008	12	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:22E	008	12	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:23A	008	6	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:23E	008	6	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:24A	008	8	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:24E	008	8	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:25A	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:25E	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:26A	008	5	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:26E	008	5	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:27A	002	18	WAGO,E–Kasten	WAGO,E–BOX	
X1:27E	002	18	WAGO,E–Kasten	WAGO,E–BOX	
X1:28A	003	9	WAGO,E–Kasten	WAGO,E–BOX	
X1:28E	003	9	WAGO,E–Kasten	WAGO,E–BOX	
X1:29A	004	2	WAGO,E–Kasten	WAGO,E–BOX	
X1:29E	004	2	WAGO,E–Kasten	WAGO,E–BOX	
X1:301	008	5	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:302	008	5	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:303	008	9	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:304	008	15	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:305	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:306	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:307	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:308	008	15	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:309	008	2	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:30A	002	19	WAGO,E–Kasten	WAGO,E–BOX	
X1:30E	002	19	WAGO,E–Kasten	WAGO,E–BOX	
X1:310	008	2	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:311	008	7	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
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X1:319	008	6	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:31A	004	10	WAGO,E–Kasten	WAGO,E–BOX	
X1:31E	004	10	WAGO,E–Kasten	WAGO,E–BOX	
X1:320	008	8	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:321	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:322	008	19	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:323	008	6	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:323	008	18	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:324	008	8	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:324	008	19	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:32A	005	18	WAGO,E–Kasten	WAGO,E–BOX	
X1:32E	005	18	WAGO,E–Kasten	WAGO,E–BOX	
X1:33A	006	2	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
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X1:34A	006	5	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:34E	006	5	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:35A	006	4	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X1:35E	006	4	WAGO ZENTRALELEKTRIK	WAGO E–BOX	
X2:47	006	19	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:48	006	18	WAGO–MESSTECHNIK	Wago–measurement equip.	
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X2:49	006	19	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:50	006	17	WAGO–MESSTECHNIK	Wago–measurement equip.	
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X2:54	006	7	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:55	006	8	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:56	006	7	WAGO–MESSTECHNIK	Wago–measurement equip.	
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X2:58	006	9	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:59	006	10	WAGO–MESSTECHNIK	Wago–measurement equip.	
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X2:61	007	15	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:62	007	16	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:63	006	13	WAGO–MESSTECHNIK	Wago–measurement equip.	
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X2:67	006	11	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:68	006	12	WAGO–MESSTECHNIK	Wago–measurement equip.	
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X2:70	006	15	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:70	007	18	WAGO–MESSTECHNIK	Wago–measurement equip.	
X2:71	006	14	WAGO–MESSTECHNIK	Wago–measurement equip.	

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Name: Seis
Gepr.: 23.03.2005
Name: Werner

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