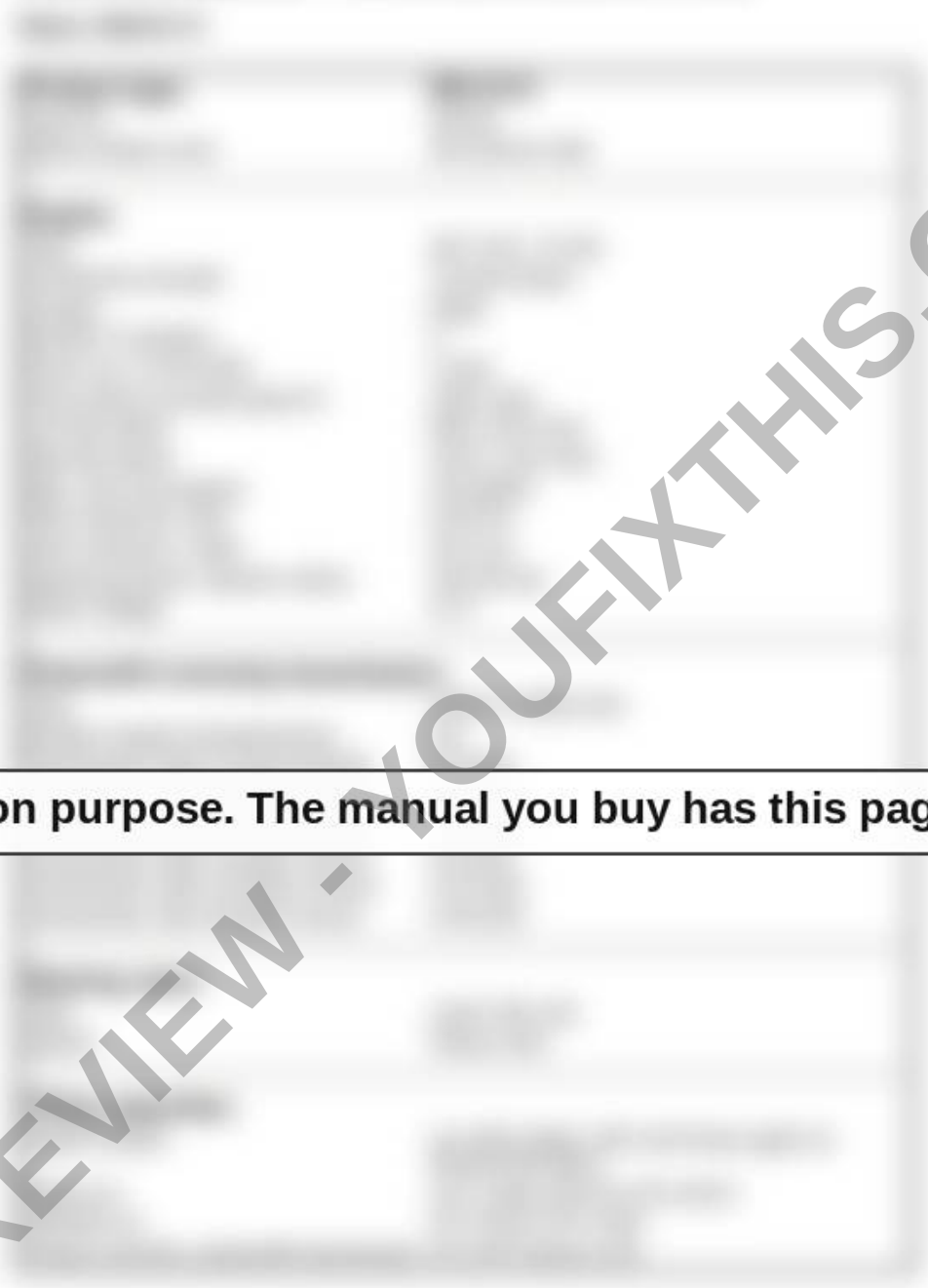
**BOMAG Central Service** - Technical data and adjustment values



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## 2.2 Maintenance chart

**With all maintenance intervals perform also the work for shorter preceding service intervals.**

| No. | Designation | Note |
|---|---|---|
| **Every 10 operating hours** | | |
| 5.6 | Check the engine oil level | Dipstick mark |
| 5.7 | Checking, cleaning the water separator | |
| 5.8 | Checking the fuel filter water separator | |
| 5.9 | Checking the brake fluid level | |
| 5.10 | Checking the V-belt | |
| 5.11 | Checking the coolant level | |
| 5.12 | Checking the water level in the sprinkler system | |
| 5.13 | Checking the fuel level | |
| 5.14 | Draining the air pressure vessel | |
| 5.15 | Checking the oil level in the steering oil tank | |
| 5.16 | Checking the oil level in the powershift transmission | Inspection glass |
| 5.17 | Checking, cleaning the scraper brushes | |
| **Every 250 operating hours** | | |
| 5.18 | Changing engine oil and oil filter cartridge[1] | min. 1x per year |
| 5.19 | Checking, cleaning the cooling systemKühlanlage prüfen, reinigen | |
| 5.20 | Checking the parking brake, lubricating the linkage | |
| 5.21 | Lubricating the propshaft | |
| 5.22 | Checking the oil level in the differential | |
| 5.23 | Checking the oil level in the gear housings | |
| 5.24 | Checking, lubricating the front wheel bearings | |
| 5.25 | Lubricating the pendulum joints of the front wheels | |
| 5.26 | Lubricating the steering linkage | |
| **Every 500 operating hours** | | |
| 5.27 | Servicing the battery | distilled water, pole grease |
| 5.28 | Changing the oil filter for the powershift transmission | |
| 5.29 | Checking the cleanliness of the pressure air for the brake system | |
| 5.30 | Changing the fuel filter cartridge | |
| 5.31 | Draining the sludge from the fuel tank | |
| 5.32 | Checking the brake linings | |
| **Every 1000 operating hours** | | |
| 5.33 | Checking V-belt tension, idler pulley and fan hub | |
| 5.34 | Changing the oil in the powershift transmission | min. 1x per year |
| 5.35 | Changing the oil in the differential | min. 1x per year |
| 5.36 | Changing the air drier for the brake system | min. 1x per year |
| 5.37 | Checking the braking and steering system | min. 1x per year |
| 5.38 | Checking the fastenings on the diesel engine | |
| **Every 2000 operating hours** | | |
| 5.39 | Checking, adjusting the valve clearance | Intake = 0,25 mm (0,010 IN), exhaust = 0,50 mm (0.020 IN, with cold engine) |

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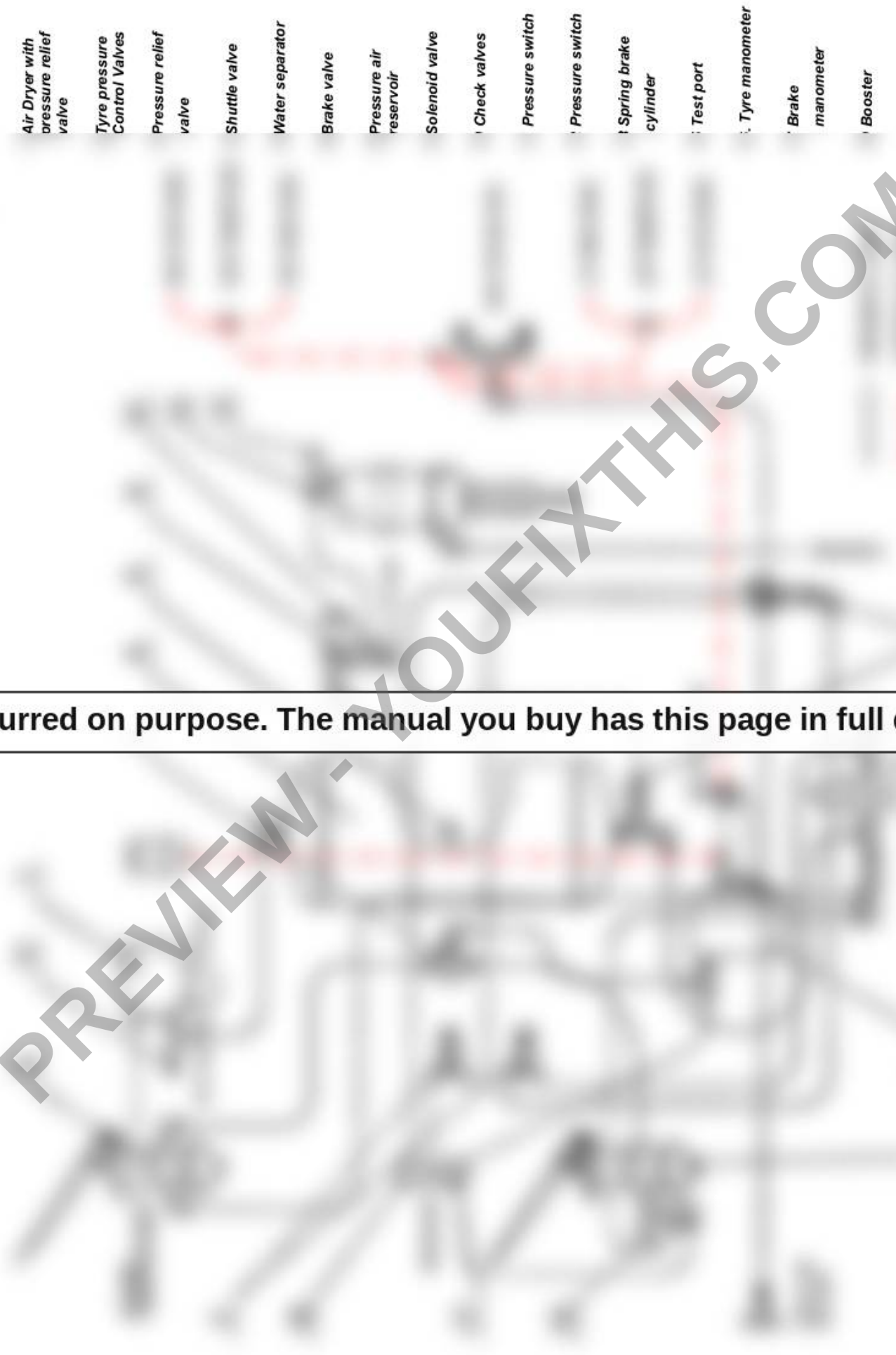
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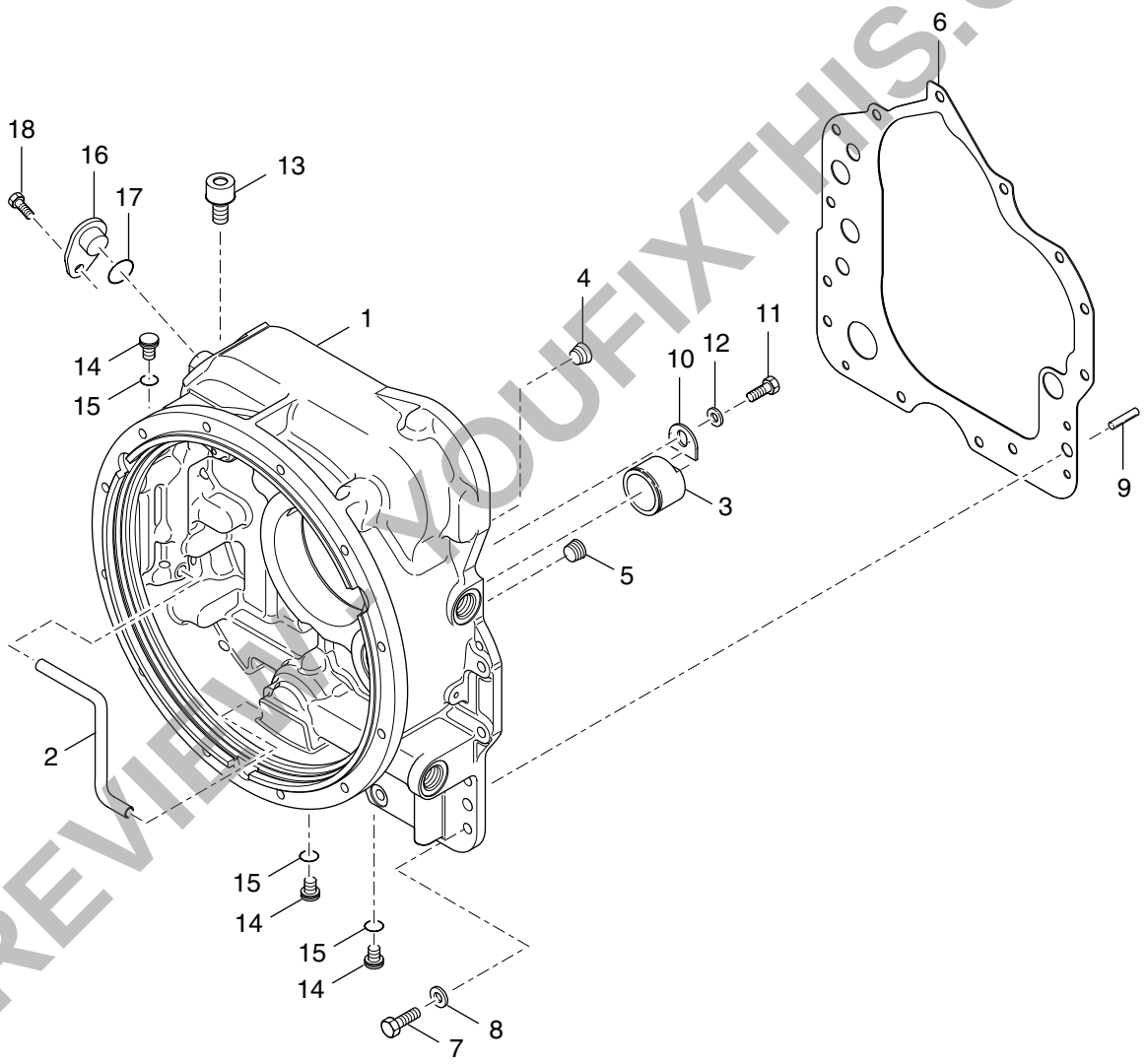
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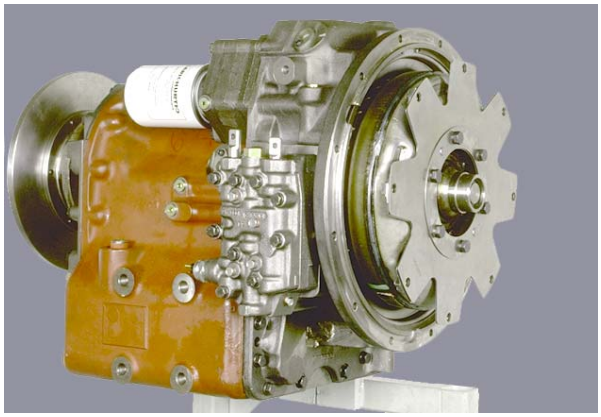


**Figure 1**

Side view of the T20000 inline 2- or 3-speed transmission. The transmission being disassembled is the 3-speed version.

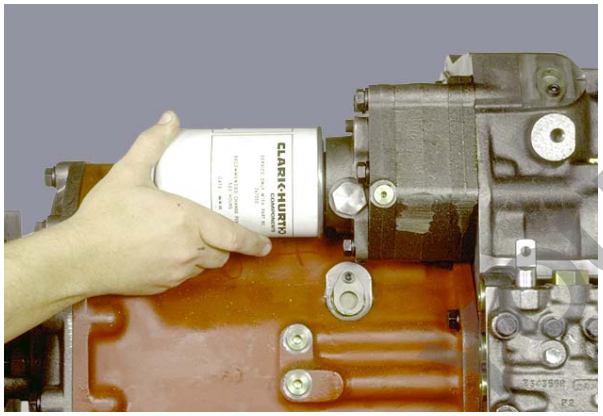


**Figure 2**

It is recommended a small pan be used to catch the oil left in the filter element. Remove filter element.

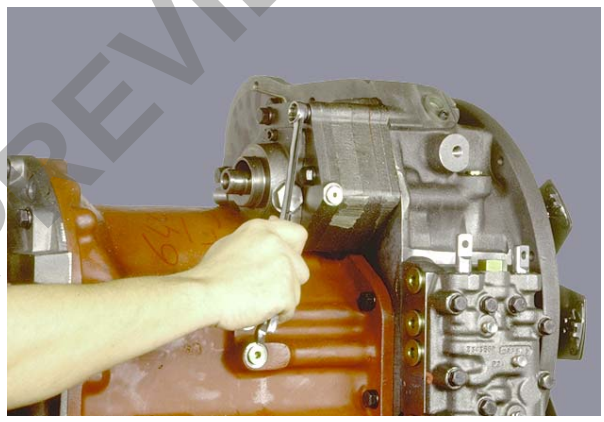


**Figure 3**

Remove pressure regulating valve and charging pump bolts.

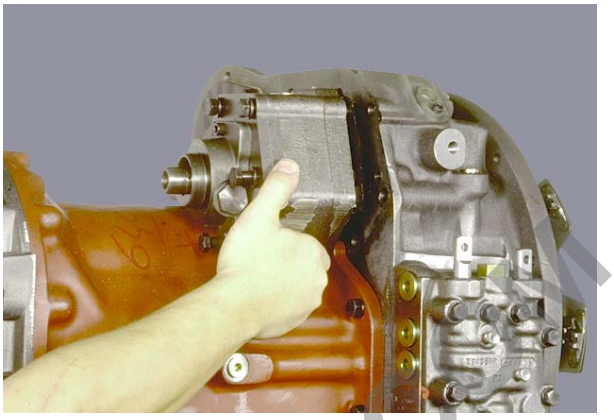


**Figure 4**

Remove valve and pump assembly.

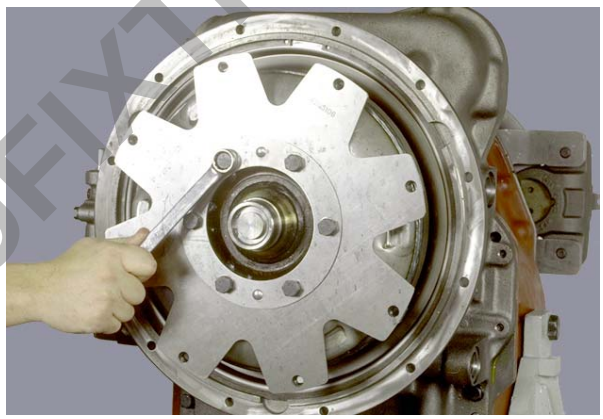


**Figure 5**

Remove drive plate mounting screws and washers.

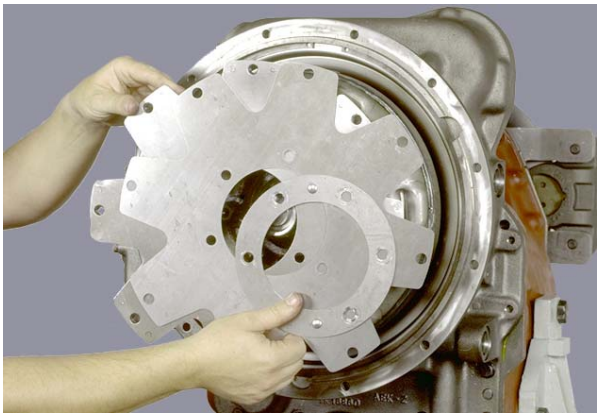


**Figure 6**

Remove drive plate and backing ring.

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## Important notes

**These safety regulations must be read and applied by every person involved in the repair of this machine. The applicable accident prevention instructions and the safety regulations in the operating and maintenance instructions must be additionally observed.**

**Repair work shall only performed by appropriately trained personnel or by the after sales service of BOMAG.**

This manual contain headers like "Note", "Attention", "Danger" and "Environment", which must be strictly complied with in order to avoid dangers for health and for the environment.

**⚠ 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 contain technical information for the optimal economical use of the machine.*

**Environment**

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

**Observe the regulations for the protection of the environment.**

## General

- Before starting repair work stand the machine on level and solid ground.
- Always secure the machine against unintended rolling.
- Secure the engine reliably against unintentional starting.
- Mark a machine that is defective or being repaired by attaching a clearly visible warning tag to the steering wheel.
- On machines with articulated joint keep the articulated joint locked during work.
- Use protective clothes like hard hat, safety boots and gloves.
- Keep unauthorized persons away from the machine during repair work.
- Tools, lifting gear, lifting tackle, supports and other auxiliary equipment must be fully functional and in safe condition.
- Use only safe and approved lifting gear of sifficient load bearing capacity to remove and install parts or components from and to the machine.
- Be careful with cleansing agents. Do not use easily inflammable or harmful substances, such as gasoline or paint thinners for cleaning.
- Cleaning or repair work on the fuel tank is very dangerous. Do not smoke or allow any ignitable sparks or open fire in the vicinity when cleaning or repairing a tank. .
- When performing welding work strictly comply with the respective welding instructions.

## Special safety regulations

- Use only genuine BOMAG spare parts for repair purposes. 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 therefore have an adverse effect on the specific characteristics of the machine and thereby impair 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.
- Unauthorized changes to the machine are prohibited for safety reasons.
- If tests on the articulated joint need to be performed with the engine running, do not stand in the articulation area of the machine, danger of injury!
- Do not perform cleaning work while the engine is running.
- If tests must be performed with the engine running do not touch rotating parts of the engine, danger of injury.
- Exhaust gases are highly dangerous. Always ensure an adequate supply of fresh air when starting the engine in closed rooms.
- Refuel only with the engine shut down. Ensure strict cleanliness and do not spill any fuel.
- Keep used filters in a separate waste container and dispose of environmentally.
- Dispose of oils and fuel environmentally when performing repair or maintenance work.
- Do not refuel in closed rooms.
- Do not heat up oil higher than 160 °C because it may ignite.
- Wipe off spilled oil and fuel.

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**Please fill in**

. . . . . .

Machine type (Fig. 1)

. . . . . .

Serial-number (Fig. 1 and 2)

. . . . . .

Engine type (Fig. 3)

. . . . . .

Engine number (Fig. 3)

**i Note**

*Supplement the above data together with the commissioning protocol.*

*During commissioning our organization will instruct you in the operation and maintenance of the machine.*

*Please observe strictly the safety regulations and all notes on risks and dangers!*

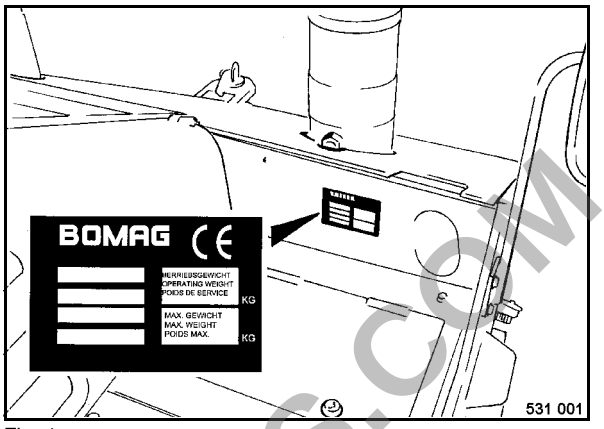



Fig. 1

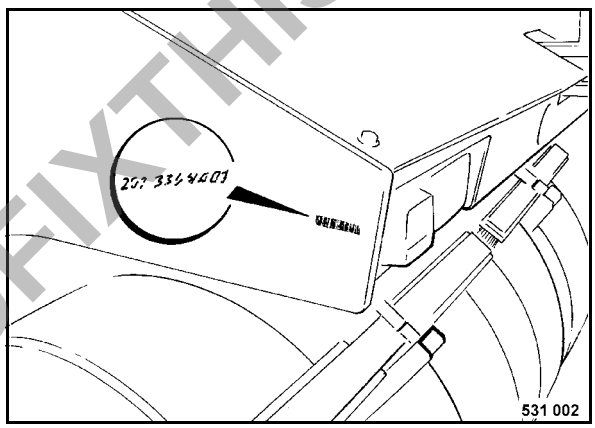



Fig. 2

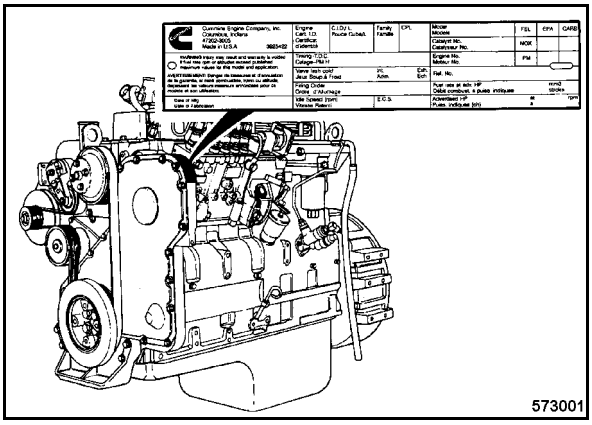



Fig. 3

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## 4.1 General notes

Please read section 3 Indicators and Control Elements thoroughly before operating the machine if you are not yet fully familiar with the indicators and control elements of the machine.

All indicators and control elements are described in detail in this chapter.

## 4.2 Tests before taking into operation

The following inspections must be carried out before each working day or before a longer working period.

**⚠ Danger**

**Danger of accident!**

**Please observe strictly the safety regulations in chapter 2 of this instruction manual!**

- Park the machine on ground as level as possible.

**Check:**

- engine, transmission, radiator, fuel system, steering and brake hydraulics for leaks
- function of steering
- service and parking brakes
- machine for condition, cleanliness, damage
- presence of the appropriate operating and maintenance instructions
- check whether the machine has been properly serviced

**i Note**

*For a description of the following tasks refer to the chapter "maintenance every 10 operating hours".*

- Engine oil level
- Hydraulic oil level in the steering oil reservoir
- Coolant level
- Transmission oil level
- Brake fluid level

**⚠ Danger**

**Fire hazard!**

**Do not refuel in closed rooms**

- Fuel level
- Water level and function of the tire sprinkler system
- Water separator in fuel system, drain if necessary

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## 5.12 Checking the water level in the sprinkler system

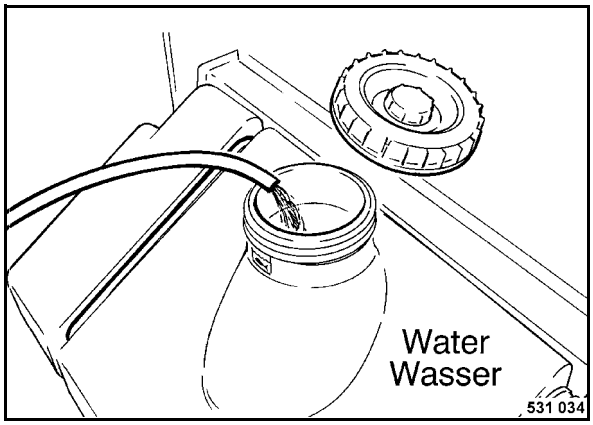



Fig. 89

- Unscrew the filler cap (Fig. 89) from the water tank and fill in clean water through the screen filter.
- Close the tank again.

**⚠ Caution**

**In the event of frost observe the notes on "maintenance in case of frost".**

**Make sure that the ventilation bore in the tank cover is free.**

## 5.13 Checking the fuel level, topping up fuel

**⚠ Danger**

**Fire hazard!**

**When working on the fuel system do not use open fire, do not smoke, do not refuel in closed rooms, do not inhale any fuel fumes.**

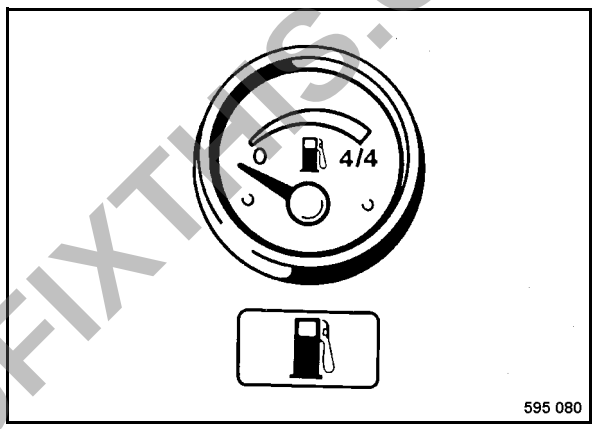



Fig. 90

- Check the fuel level on the fuel gauge (Fig. 90).

**i Note**

*Do not drive the fuel tank dry, as otherwise the fuel system needs to be bled.*

- Clean the area around the filler opening.

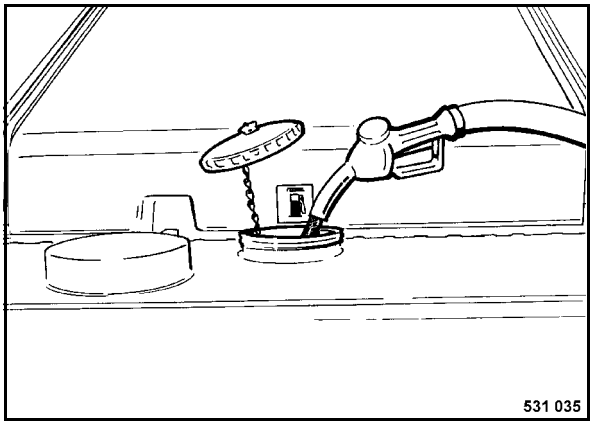



Fig. 91

- Open the fuel tank cover (Fig. 91).

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- Catch running out coolant with a suitable container.
- Remove the drain hose and close the drain valve with the protective cap.

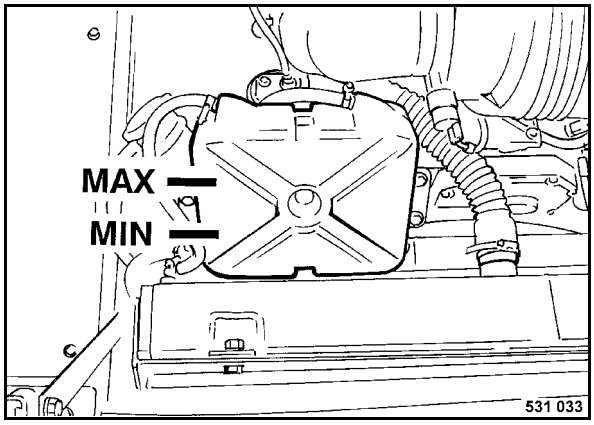



Fig. 152

- Fill in coolant up to the MAX-mark (Fig. 152) and screw the filler cap back on.

**For quality of coolant refer to the chapter 5.2, fuels and lubricants.**

- Start the diesel engine and run it warm to operating temperature.
- Let the engine cool down and check the coolant level again, top up if necessary.

## 5.44 Checking the supply lines for the compressor

- Shut the engine down and operate the parking brake.

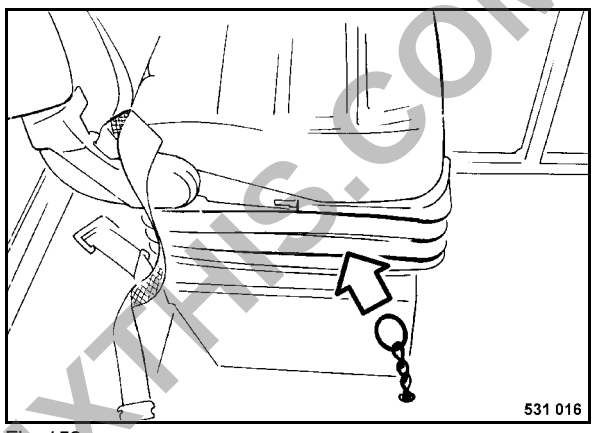



Fig. 153

- Operate the actuating chain (Fig. 153) of the drain valve, until the pressure air vessel is empty.

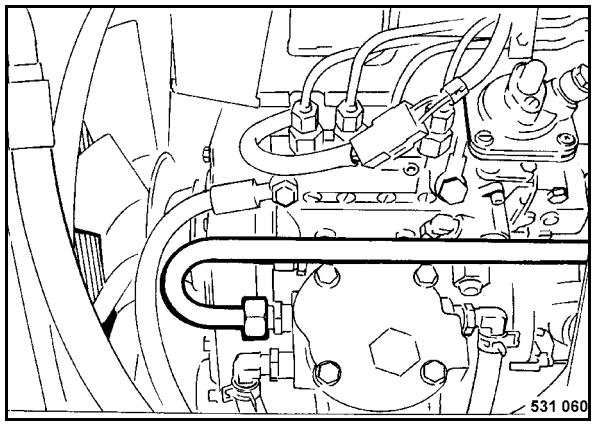



Fig. 154

- Remove the supply lines (Fig. 154) for the compressor.

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## 1.1 Introduction

This manual contain all necessary information for training and repair work.

The repair instructions describe the removal or dismantling and assembly of components and assembly groups.

The repair of disassembled assembly groups is described as far as this makes sense with respect to available tools and spare parts supply and as far as it can be understood by a skilled mechanic.

**⚠ Danger**

**Danger of injury**

**Please observe strictly the safety regulations in this manual, in the operating instructions as well as the applicable accident prevention regulations.**

Spare parts needed for repairs can be taken from the spare parts catalogue for the machine.

Reliable construction equipment is of benefit for all parties involved:

- they enable the customer/user to exactly calculate the running times and the completion of projects within the specified time.
- in the rental business machines can be reliably used and planned, so that the number of stock machines can be kept at a low level.
- for the manufacturer satisfied customers provide a good image and give a feeling of confidence.

It is BOMAG's philosophy to design and produce the machines with highest possible reliability. This aspect of simple and easy maintenance was one of the key issues when developing and designing the machine:

- the location of components in the machine eases maintenance work,
- the high quality standard of BOMAG is the basis for the considerable extension of the service and maintenance intervals.
- the After Sales Service of BOMAG, including excellent operating and maintenance instruction manuals, high quality training courses and on-site machine demonstrations helps the customer to maintain their machines in good condition over a long period of time.

Permanent training of BOMAG's own service personnel as well as the service personnel of BOMAG Profit Centres and dealers is therefore a general prerequisite for BOMAG's excellent world-wide service.

This program of permanent training is only possible with appropriate and up-to-date training material for trainers as well as persons attending the training courses.

This training manual has not only been written as a support for the professional work of the trainer, but also for the trainees attending these training courses.

The different levels of product training demand, that the training performed by BOMAG, its Profit Centres or its dealers reflects the high quality of the training conducted at the Training Centre at BOMAG in Boppard. For this reason we invested a lot of time in the preparation of these materials.

**Documentation**

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

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

**You should only use genuine BOMAG spare parts.**

This manual is not subject of any updating service; we would therefore like to draw your
attention to the additionally published "technical service information".

In case of a new release all necessary changes will be included.

In the course of technical development we reserve the right for technical modifications without prior notification.

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### Pulse width modulation (PWM)

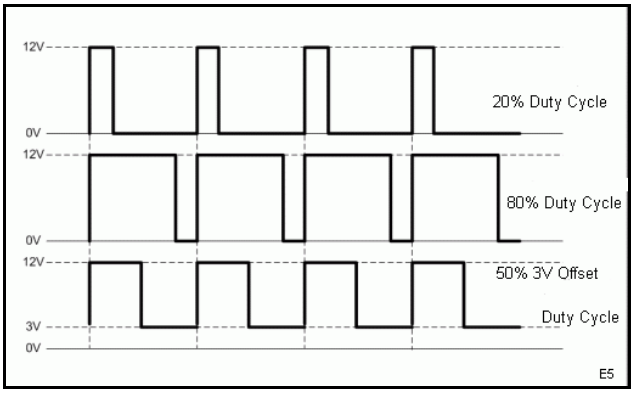



Fig. 4 PWM

The PWM signal is in most cases generated by a control and can be used to trigger proportional valves. The signal (square wave signal) is changed in its pulse control factor, the period, however, remains unchanged.

The following applies:

- The signal voltage cannot be measured.
- The current can be measured.

**⚠ Caution**

**Solenoid valves must not be interference suppressed with suppressor diodes.**

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# 3.17 Plugs and terminals in spring clamping technology

## General

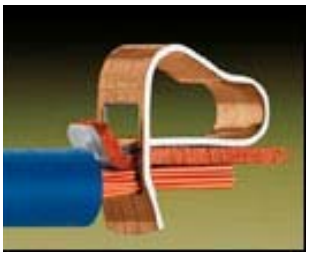


Fig. 1

Spring clamp technology (Fig. 1) for quick, vibration resistant and maintenance-free connection of all conventional copper conductors (single, multiple or fine stranded) with or without wire and ferrule.

**⚠ Caution**

**The spring clamp technology is not suitable for extra fine conductors. Extra fine conductors can be easily pulled out of the spring clamp!**

## Connecting terminal for quick repairs

**BOMAG part-no.: 057 565 72**

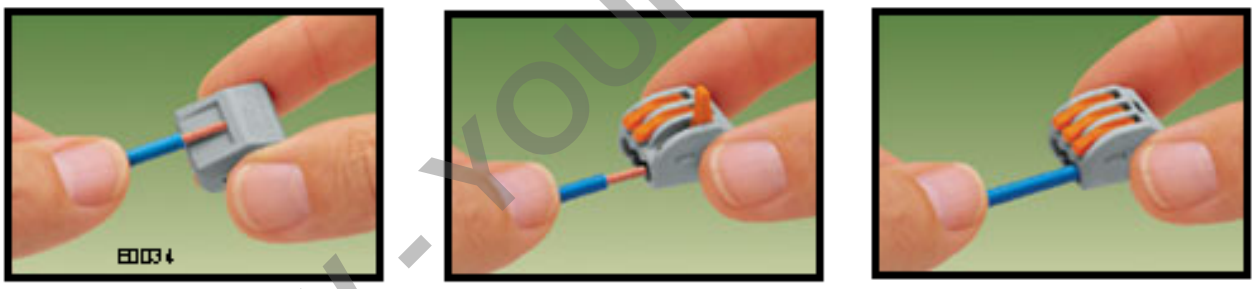


Fig. 1 That's how it works

The connecting clamp clamps up to 3 or 5 stripped fine conductors of 0.08 mm² bis 4 mm², single or multiple strand up to 2.5 mm². And this even without tools (Fig. 2).

**That's how it works**

- Strip 9-10 mm of the lead.
- Open the actuating lever and insert the strand.
- Return the actuating lever to initial position.

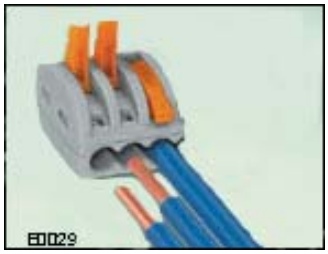


Fig. 2 Connecting clamp

**⚠ Caution**

**Perform a pull test on each lead, each of the terminals must withstand a pulling force of 45 N without any difficulties.**

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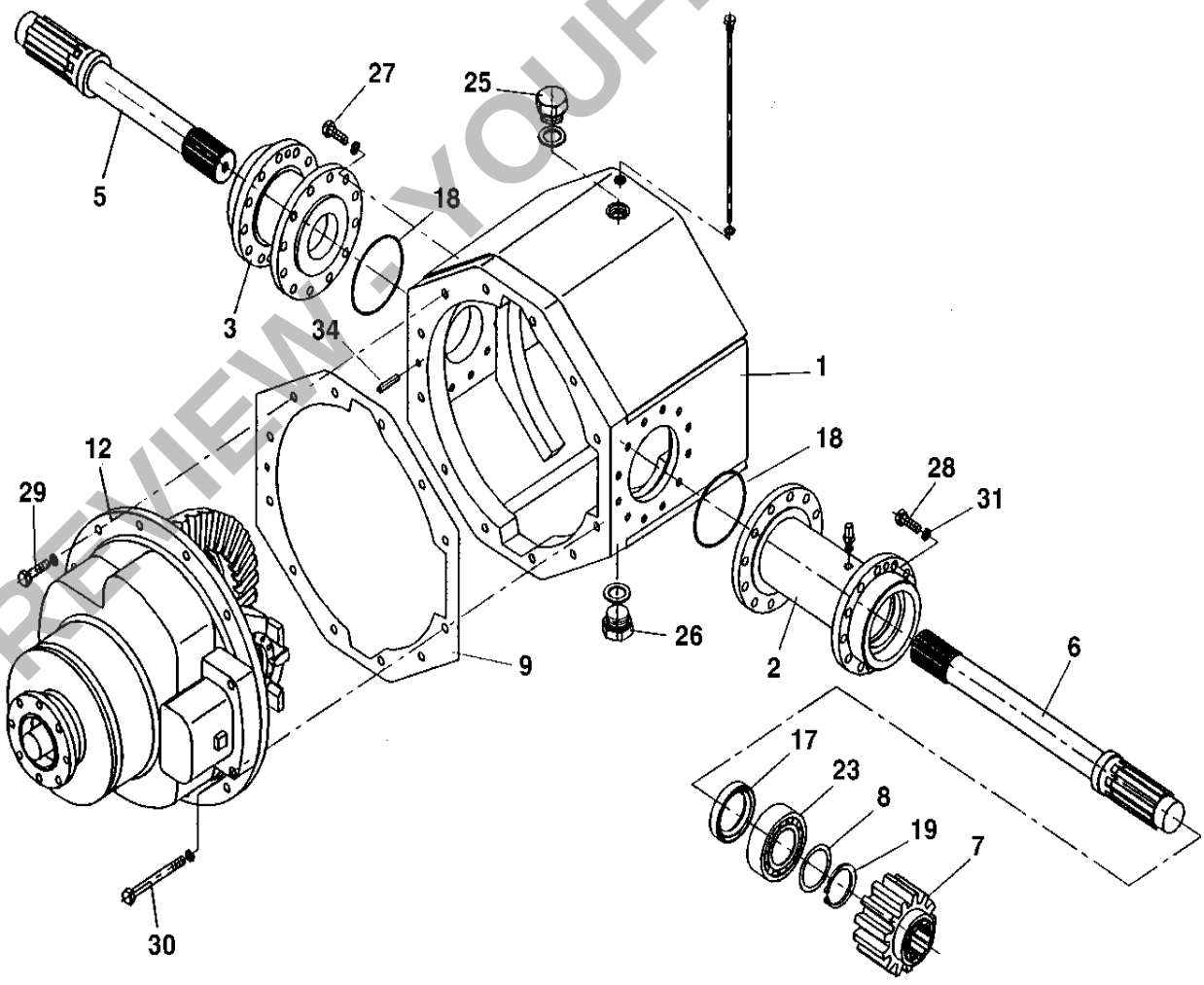


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- Unscrew bolts 29, 30. Thread three press-out bolts M 16 and by gradual tightening remove gearbox from the center bridge opening 1, **Fig. D**/**7**.

**Note** – watch for leaking oil residuals from the axle during disassembly.

*Fig. D/7*

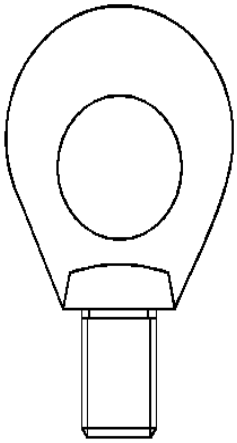



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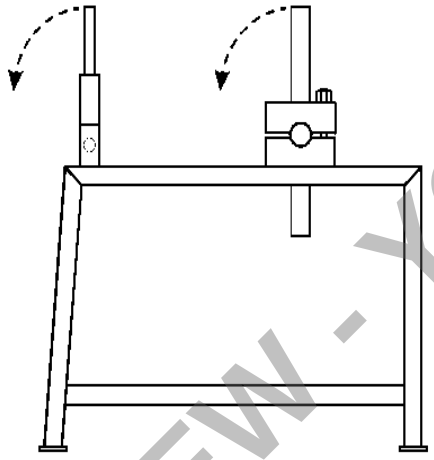
## 5. FIXTURES

No.1 Hook (92-644-0195) for removal of axle from the machine and thread M 24x1,5 in cover 11

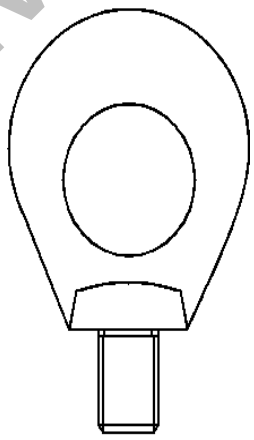


M 24x1,5

No.2 Assembly support (64 373-0470) for placing guiding pipe 2

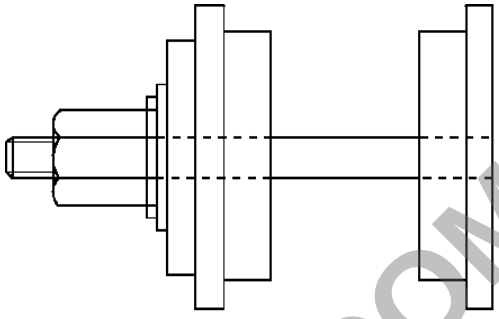


No.3 Hook (65-374-0010) for removal of assembly shaft 8 + hub 9, thread M16x1,5

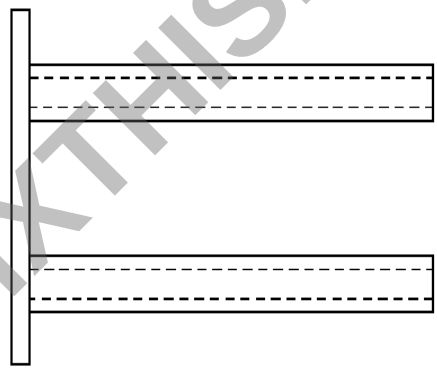


M 16x1,5

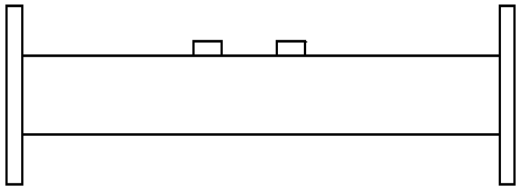
No.4 Installation (64-373-469) - for pressing bushings 26 into guiding pipe 2



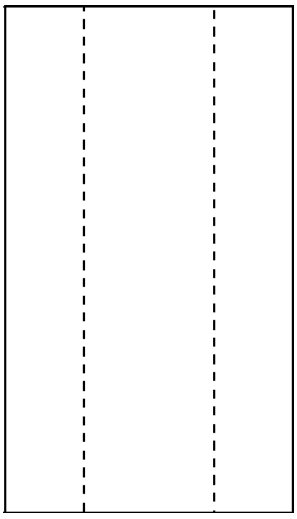
No.5 Installation (64-374-0008) – for installation of cover 10 into holes for screws



No.6 Handling (65-374-0009) – for installation of fork 1 to guiding pipe 2



No.7 Welding (54-373-0478) – bushing for placing bolts



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## 3. DISASSEMBLY AND INSTALLATION

Perform preparations, disassembly and assembly according to the introductory chapter "Safety precautions and instructions", keep ecological and health precautions.

### 3.1. PREPARATIONS

- Place the machine horizontally on a firm surface.
- Secure front wheels on both sides with wooden blocks.
- Switch off batteries – the machine is automatically locked.
- Place notice "**MACHINE OUT OF ORDER**" on the steering wheel.

### 3.2. DISASSEMBLY OF PEDAL BRAKE

- Release pressurized air from the air loop by pulling on the chain of the venting valve on the air tank.
- Remove floor cover plates at the service place.
- Unscrew fillers on both sides of the brake outlets, **Fig. H/4**.
- Remove 4 screws and remove the brake, **Fig. H/5**.

**Installation**

in reverse order.

*Fig. H/4*

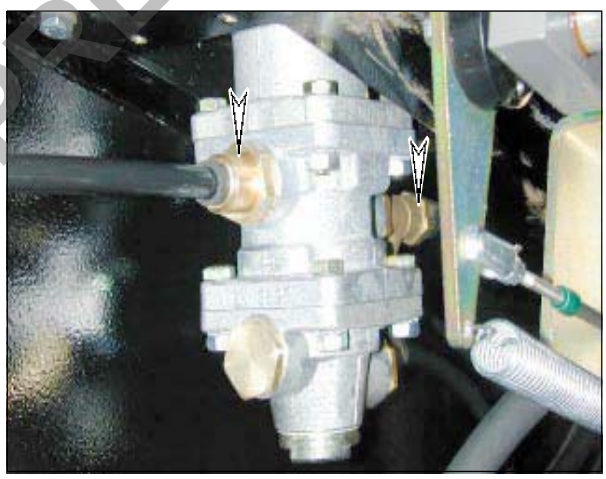
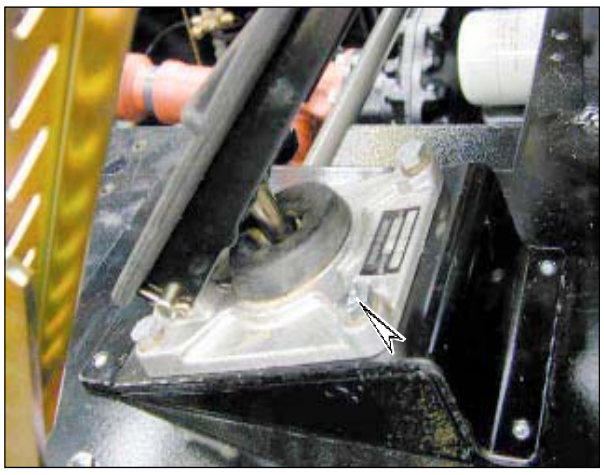


*Fig. H/5*



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# 2. CLEANING, INSPECTION AND LEGEND SYMBOLS

## 2.1 CLEANING

Clean all parts thoroughly using solvent type cleaning fluid. It is recommended that parts be immersed in cleaning fluid and moved up and down slowly until all old lubricant and foreign material is dissolved and parts are thoroughly cleaned.



**CAUTION**

CARE SHOULD BE EXERCISED TO AVOID SKIN RASHES, FIRE HAZARDS, AND INHALATION OF VAPOURS WHEN USING SOLVENT TYPE CLEANERS.

### 2.1.1 Bearings

Remove bearings from cleaning fluid and strike flat against a block of wood to dislodge solidified particles of lubricant. Immerse again in cleaning fluid to flush out particles. Repeat above operation until bearings are thoroughly clean. Dry bearings using moisture-free compressed air. Be careful to direct air stream across bearing to avoid spinning. Do not spin bearings when drying. Bearings may be rotated slowly by hand to facilitate drying process.

### 2.1.2 Housings

Clean interior and exterior of housings, bearing caps, etc..., thoroughly. Cast parts may be cleaned in hot solution tanks with mild alkali solutions providing these parts do not have ground or polished surfaces. Parts should remain in solution long enough to be thoroughly cleaned and heated. This will aid the evaporation of the cleaning solution and rinse water. Parts cleaned in solution tanks must be thoroughly rinsed with clean water to remove all traces of alkali. Cast parts may also be cleaned with steam cleaner.



**CAUTION**

CARE SHOULD BE EXERCISED TO AVOID INHALATION OF VAPOURS AND SKIN RASHES WHEN USING ALKALI CLEANERS.

All parts cleaned must be thoroughly dried immediately by using moisture-free compressed air or soft, lintless absorbent wiping rags free of abrasive materials such as metal fillings, contaminated oil, or lapping compound.

## 2.2 INSPECTION

The importance of careful and thorough inspection of all parts cannot be overstressed. Replacement of all parts showing indication of wear or stress will eliminate costly and avoidable failures at a later date.

### 2.2.1 Bearings

Carefully inspect all rollers: cages and cups for wear, chipping, or nicks to determine fitness of bearings for further use. Do not replace a bearing cone or cup individually without replacing the mating cup or cone at the same time. After inspection, dip bearings in Automatic Transmission Fluid and wrap in clean lintless cloth or paper to protect them until installed.

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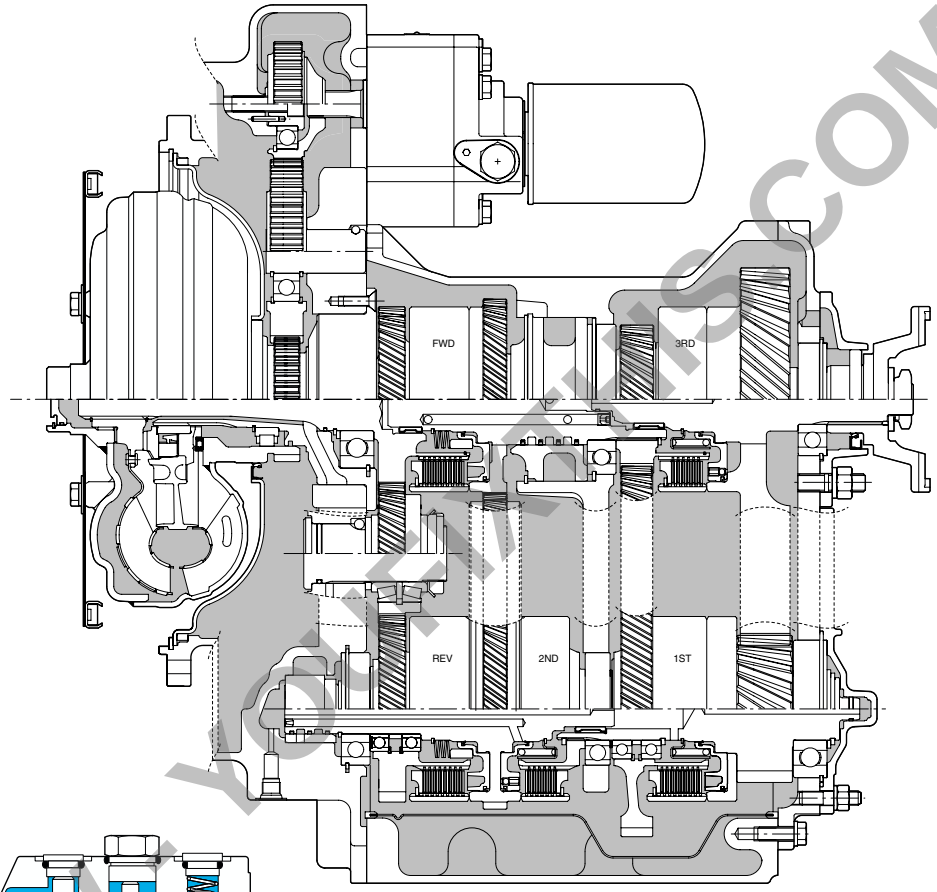


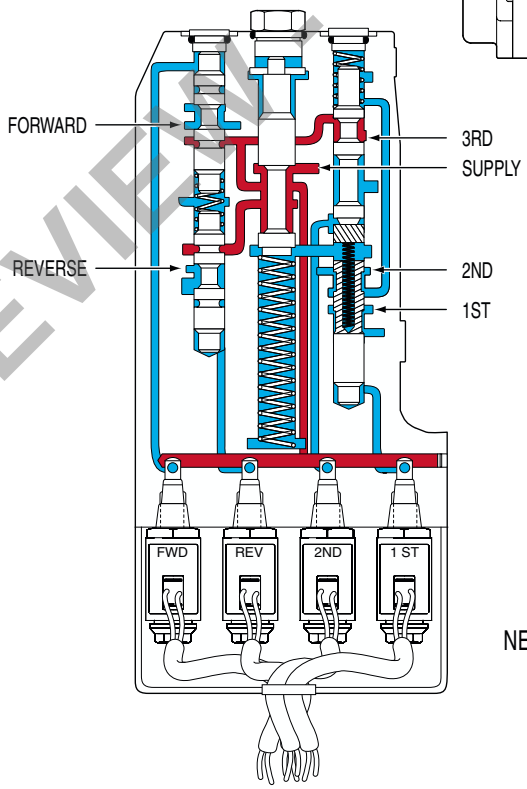
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### 6.3.2 3-Speed transmission

#### 6.3.2.1 Neutral and 3rd clutch engaged

NEUTRAL 3rd
(POWERFLOW)



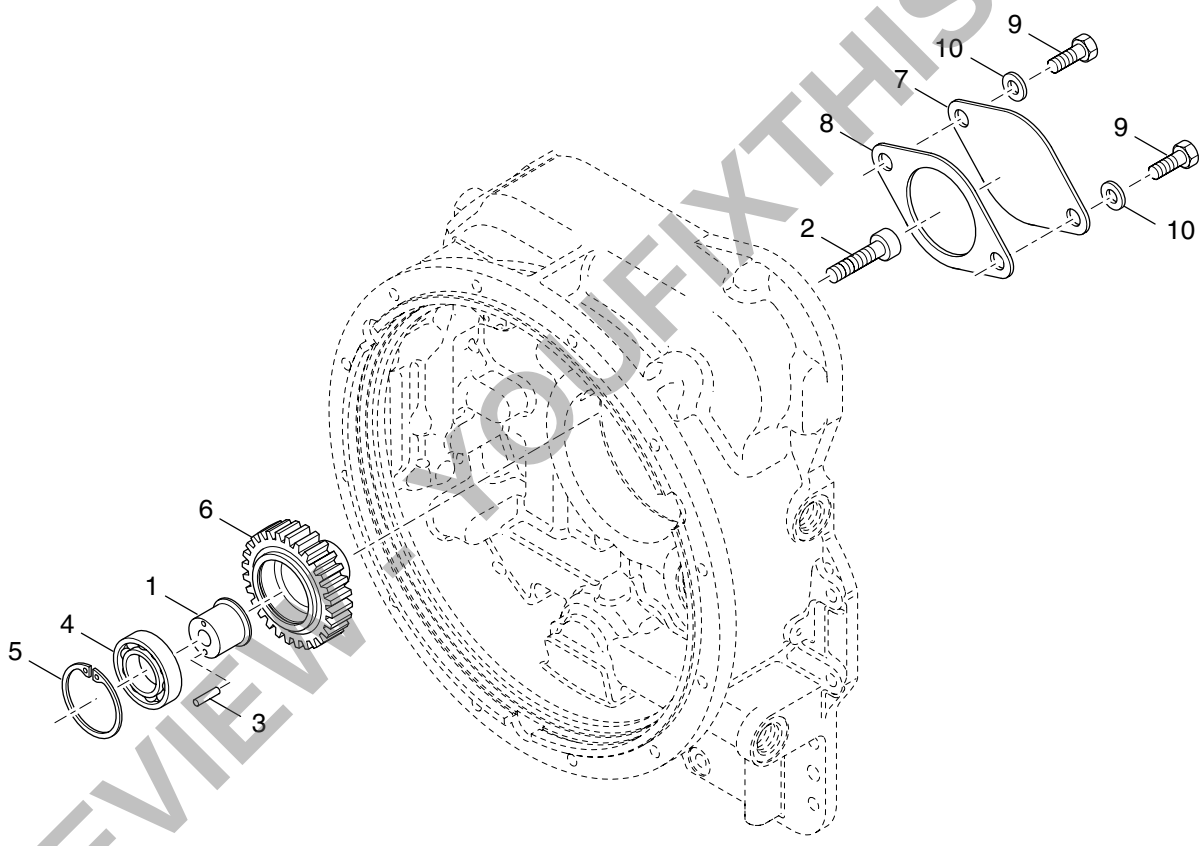




NEUTRAL 3rd (ACTIVATED SOLENOIDS AND SPOOLS)

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**Figure 161**
Remove clutch shaft sealing rings.

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#### 11.1.1.4 Disassembly

Perform disassembly on a clean work bench.

1. Disconnect the actuator cable or linkage and remove brake from its mounting.
2. Remove friction pads. (see “Replacing Friction Pads”)
3. Unbend anti-rotation clip tab away from lever holding screw. Remove screw, anti-rotation clip, washers, lever, and spring.
4. Push out rotor assembly from the casting.

**Caution**

BALL SPACER AND 3 BALL BEARINGS MAY COME OUT WITH THE ROTOR ASSEMBLY.
(FOR ROTOR DISASSEMBLY SEE “SERVICING ROTOR ASSEMBLY”).

5. Remove 3 ball bearings and ball spacer.
6. Shaft seal need only be replaced if excessively wom or cracked. If replacement is necessary, press out the plastic shaft seal from inside the casting, using a steel spacer block 1.078"(27.38mm) diameter by 2.5” (63.5mm) long and an arbor press.

**Note**

POPULAR BRAND NAME 3/8" DRIVE 13/16" HEX DEEP SOCKET WORKS WELL AS A SPACER BLOCK.

7. After the shaft seal is pressed out, remove the sliver of plastic that may be left in the groove in the casting.

This completes disassembly of the brake.

#### 11.1.1.5 Cleaning and inspection

1. Clean all parts with denatured alcohol and either wipe dry with a clean lint free cloth or blow dry with an air hose.
2. Examine all parts carefully for signs of excessive wear, damage, or corrosion. Replace any parts found to be damaged.
3. Check rotor assembly for cracks. Replace if necessary.
4. Inspect the casting ball pockets for scoring, pitting, cracks or corrosion. A corroded or deeply scored casting should be replaced. Light scoring and stains may be removed.
5. Check to see that the disc is not bent or misshaped.
6. Check lever spring for breakage.

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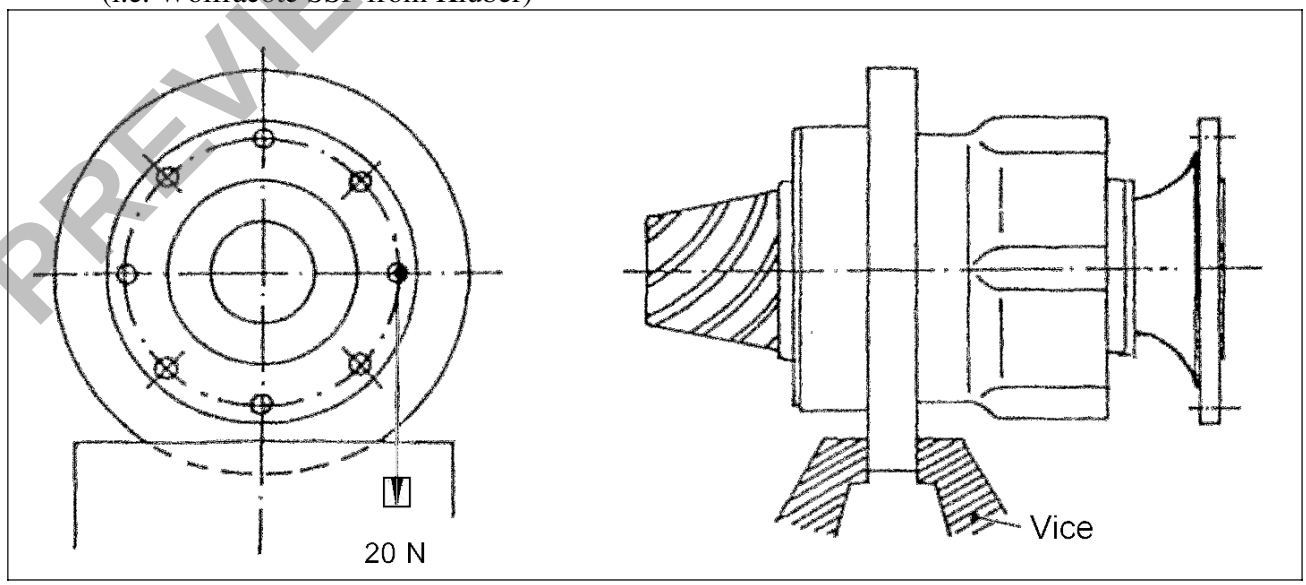
Tighten bolts immediately with 115 Nm and not retighten.
Attention: The differential cage halves cannot be exchanged separately but rather as a left and right half together.

2.3.3

- Clean the contact surface of the crown wheel and differential cage of any chemicals and particles and also remove any oil. Insert the crown wheel and tighten hex bolts M14x40 in a crosswise manner with a torque wrench to 220 Nm. These bolts are also secured with a coating of adhesive in micro caplets. If new bolts are used then initial torque can only 185 Nm

## 2.3.4 Pinion installation

- Installing pinion into the differential housing, fitting pinion head bearing.
  Press pinion head bearing onto pinion shaft then mount pinion into differential housing. Where new bearings are used, press new bearing outer races into housing first. Slide on spacer sleeve and mount the pinion flange with counter washer. Whilst continuously spinning the pinion, tighten the nut M40x1.5. The thickness of spacer may need to be adjusted several times until the pinion is able to be rotated with between 1 – 2 Nm at its full torque $100^{+5}$ Nm. This can be checked by placing a 10 mm bolt into the pinion flange and whilst keeping the bolt horizontal place a weight of approx. 20N on it. The pinion should then start to evenly rotate.
  When this setting is reached remove the pinion nut, mount the bearing cover including the oil seal paying particular attention to the correct locating of the oil return opening.
- Re-tighten the pinion nut
  Clean pinion thread M40 and pinion nut from dirt, oil and inhibitors. Coat entire diameter and length of thread of pinion and pinion nut, with Loctite 262. Apply wear and seizing inhibiting paste to the contact surface of the nut (No.50).
  (i.e. Wolfracote SSP from Klüber)






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