- Turn the rotation angle disc clockwise against the stop (rocker arm no clearance) and set the scale to zero.
- Turn the rotation angle disc counter-clockwise, until the specified angle is reached.
- Hold the rotation angle disc tight, so that it does not turn, and tighten counter nut (1).

Tightening torque: 20 Nm (15 ft·lbs)

- Repeat this adjustment procedure an all other cylinders, after cranking the crankshaft accordingly.
- Install the cylinder head cover with a new gasket.

Tightening torque: 22 Nm (16 ft·lbs)

- After a short test run check the engine for leaks.

11.9 Check the engine oil level

⚠ Danger

Danger of injury!

Support the engine hood for all maintenance and repair work.

⚠ Caution

The machine must be in horizontal position.

If the engine is warm, shut it down and check the oil level after five minutes.

With a cold engine the oil level can be checked immediately.

For quality of oil refer to the "table of fuels and lubricants".

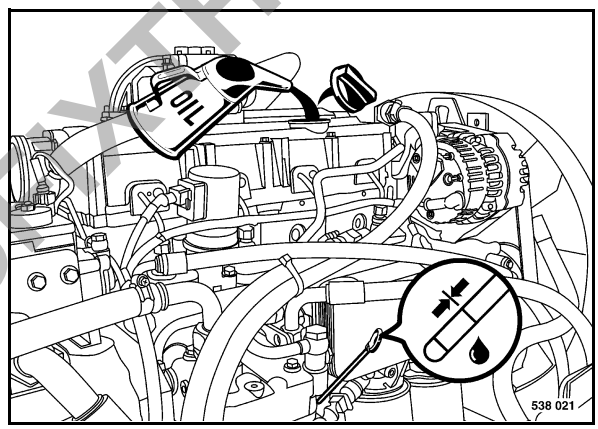


Fig. 20

- Pull the dipstick (Fig. 20) out, wipe it off with a lint-free, clean cloth and reinsert it until it bottoms.
- Pull the dipstick back out.
- The oil level must always be between the "MIN"- and "MAX"-marks. If the oil level is too low, top up oil to the "MAX" mark immediately.

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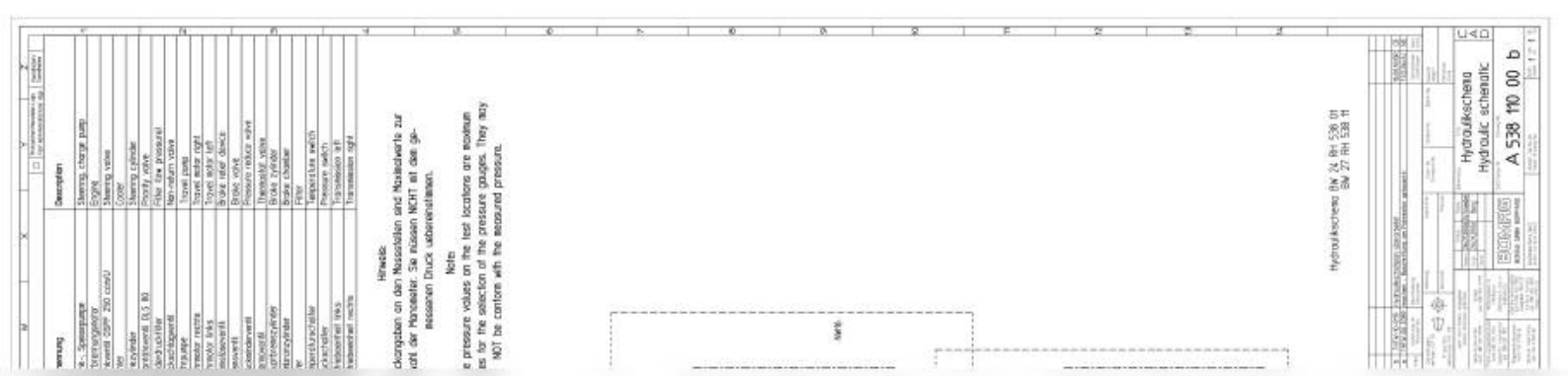
Diagnostic trouble code list EMR4

The engine company. DEUTZ

KWP	SPN	FMI	Blinkcode	Beschreibung Deutsch	Beschreibung Englisch	Fehlerpfadname
1	132	11	2-2-6	Luftmengen Sensor Last Korrekturfaktor maximales Drift Limit überschritten; Signal unplausibel	Air flow sensor load correction factor exceeding the maximum drift limit; plausibility error	AFSDrftAdjPlausMax
2	132	11	2-2-6	Luftmengen Sensor Last Korrekturfaktor Drift Limit überschritten; Signal unplausibel	Air flow sensor load correction factor exceeding drift limit; plausibility error	AFSDrftAdjPlausNPL
3	132	11	2-2-6	Luftmengen Sensor Korrekturfaktor niedriger Leerlauf maximales Drift Limit überschritten	Air flow sensor low idle correction factor exceeding the maximum drift limit	AFSDrftIdlAdjVal
4	132	11	2-2-6	Luftmengen Sensor Last Korrekturfaktor maximales Drift Limit überschritten	Air flow sensor load correction factor exceeding the maximum drift limit	AFSDrftLdAdjVal
9	172	2	2-2-6	Sensor Ansauglufttemperatur; Signal unplausibel	Sensor ambient air temperature; plausibility error	AFSPlaus
34	523006	3	2-4-2	Betriebsarten Schalter; Batteriekurzschluss	Controller mode switch; short circuit to battery	APPCMSwtSRCMax

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Important notes

These safety regulations must be read and applied by every person involved in the repair /maintenance 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.

Workshop equipment and facilities as well as the use and waste disposal of fuels and lubricants, cleaning agents and solvent as well as gases and chemicals are subject to legal regulations, which are intended to provide a minimum on safety. It is obviously your own responsibility to know and adhere to these regulations.

This manual contains headers like "Note", "Attention", "Danger" and "Environment", which must be strictly complied with in order to inform about and avoid dangers to persons, property and the environment.

i Note

Paragraphs marked like this contain technical information for the optimal economical use of the machine.

⚠ Caution

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

⚠ Danger

Paragraphs marked like this highlight possible dangers for persons.

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

- For repair and maintenance work move the machine on a firm base and shut it down.
- Always secure the machine against unintended rolling.
- Secure the engine reliably against unintentional starting.
- Mark a defective machine and a machine under repair by attaching a clearly visible warning label to the dashboard.
- Block the articulated joint with the articulation lock.
- 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 sufficient load bearing capacity to remove and install parts or components from and to the machine.
- Do not use easily inflammable or harmful substances, such as gasoline or paint thinners for cleaning.
- Do not smoke or use open fire and avoid sparks when cleaning or repairing a tank.
- When performing welding work strictly comply with the respective welding instructions.

Transport work with cranes and lifting tackle

i Note

Cranes must only be operated by instructed persons who had been trained in handling cranes.

- Follow the operating instructions of the manufacturer when working with cranes.
- Follow the operating instructions of the operator when working with cranes.
- Always comply with the applicable accident prevention instructions when working with cranes and lifting tackle.

Precautions and codes of conduct for welding work

Welding work must only be carried out by properly trained personnel.

⚠ Danger

Electric shock!

Sparks, fire hazard, burning of skin!

Infrared or ultraviolet radiation (arc), flashing of eyes!

Health hazard caused by welding work on highly alloyed work pieces, metal coatings, paint coatings, plastic coatings, oil containing dirt deposits, grease or solvent residues, etc.!

- Check welding equipment and cables for damage before use (also the validity of inspection stickers).
- Ensure good conductivity between ground cable and workpiece, avoid joints and bearings.

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Displacement	cm^3/rev	16
Max. steering pressure	bar	175 ± 10

Travel gear

Manufacturer	Bonfiglioli
Type	606Y
Quantity	2
Reduction ratio	32

Steering valve

Type	OSPC 250 LS
System	Rotary valve

Front axle

Toe-in	mm	2±1

Tables

The following tables show the dependence on area pressure and area for a given load and the adjusted air pressure for tire size 11.00-20 18PR Compactor Smooth.

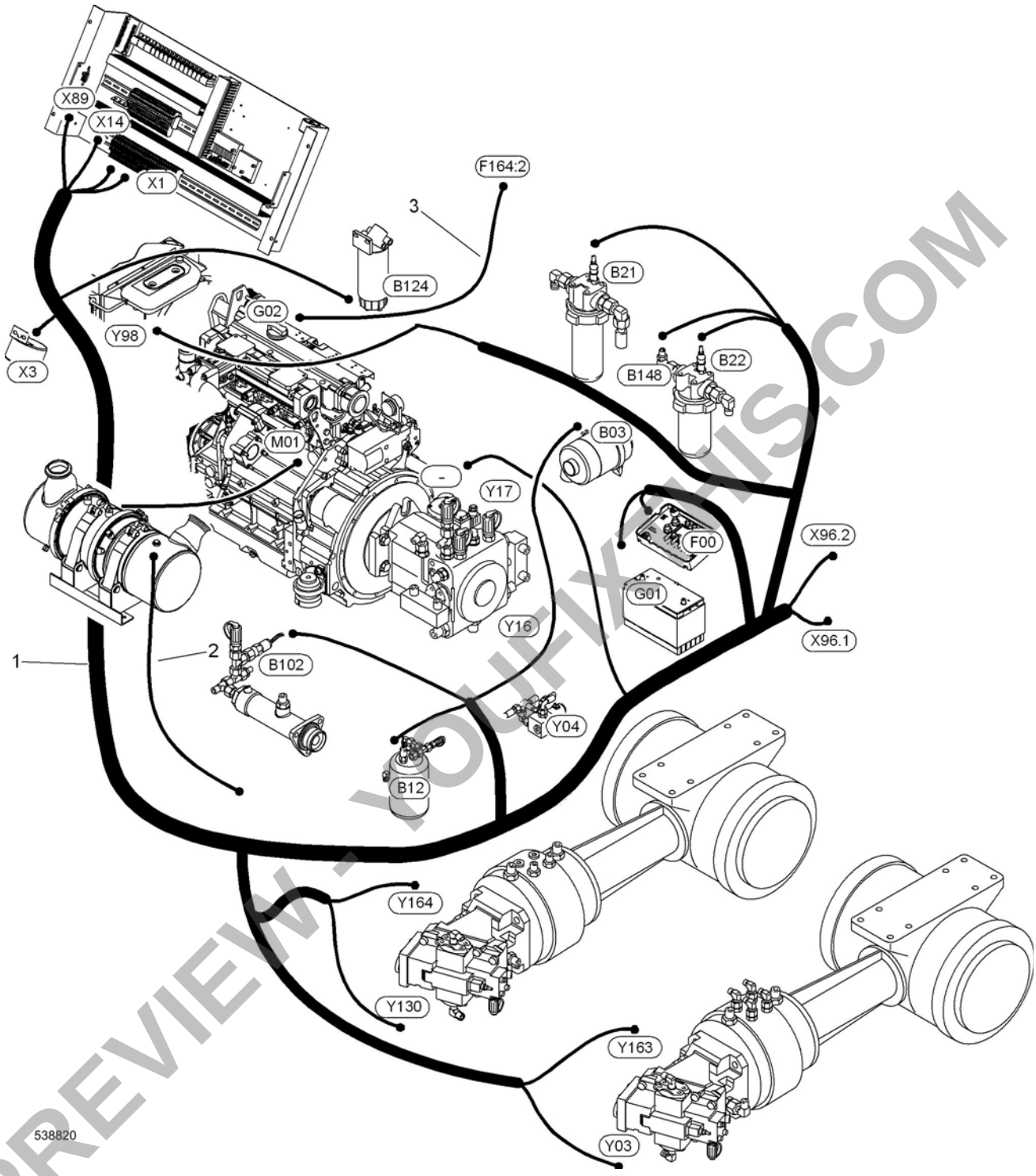
Weight of machine kg (lb)	Wheel load kg (lb)	Tire pressure bar (psi)					
		3 (44)	4 (58)	5 (73)	6 (87)	7 (102)	8 (116)
10400 (22928)	1300 (2866)	3,2 (45)	3,4 (48)	3,6 (52)	3,9 (55)	4,2 (60)	4,5 (64)
12000 (26455)	1500 (3307)	3,4 (84)	3,6 (51)	3,8 (55)	4,1 (58	4,3 (62)	4,6 (65)
16000 (35274)	2000 (4409)	3,8 (54)	4,0 (57)	4,3 (61)	4,6 (66)	4,7 (67)	5,0 (71)
20000 (44092)	2500 (5512)	4,1 (59)	4,4 (62)	4,7 (66)	4,9 (70)	5,1 (72)	5,4 (77)
24000 (52911)	3000 (6614)	4,4 (62)	4,7 (66)	5,0 (71)	5,4 (76)	5,6 (79)	5,9 (83)
27000 (59525)	3750 (3375)	4,5 (64)	4,8 (69)	5,1 (73)	5,5 (79)	5,8 (82)	6,1 (86)

Table of average area pressure kg/cm^2 (lb/in^2)

Weight of machine kg (lb)	Wheel load kg (lb)	Tire pressure bar (psi)					
		3 (44)	4 (58)	5 (73)	6 (87)	7 (102)	8 (116)
10400 (22928)	1300 (2866)	409 (63)	385 (60)	358 (55)	335 (52)	310 (48)	292 (45)

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1) Wiring loom engine

2) Wiring loom temperature sensor, diesel particulate filter

3) Wiring loom, F164 <> generator

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EDC17 CV52

Electronic DCR up to 2000 bar

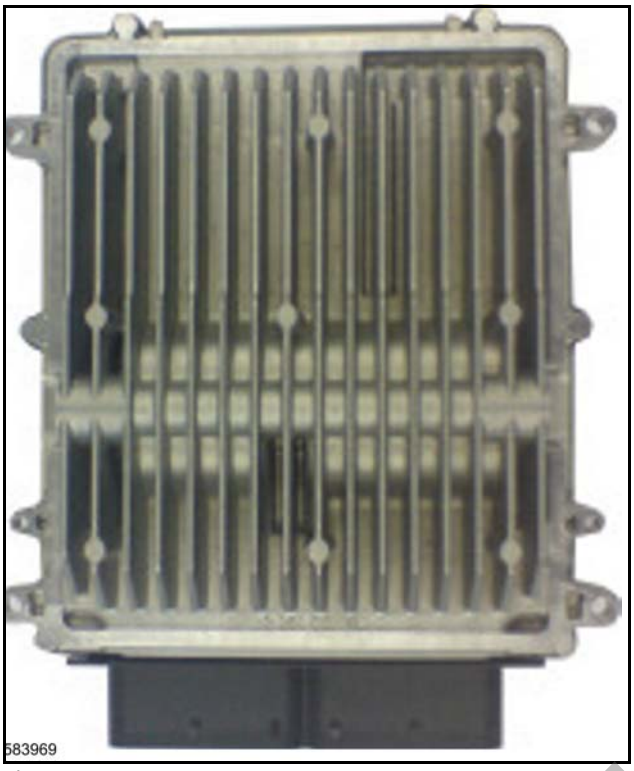


Fig. 3

Designation	Technical data
Rated voltage	12 and 24 V DC
Operating voltage	9-32 V, engine start possible to 6 V
Main relay	integrated
Plug	vehicle side 91 pole engine side 105 pole

EDC17 CV54 and CV56

Electronic DCR up to 1600 bar

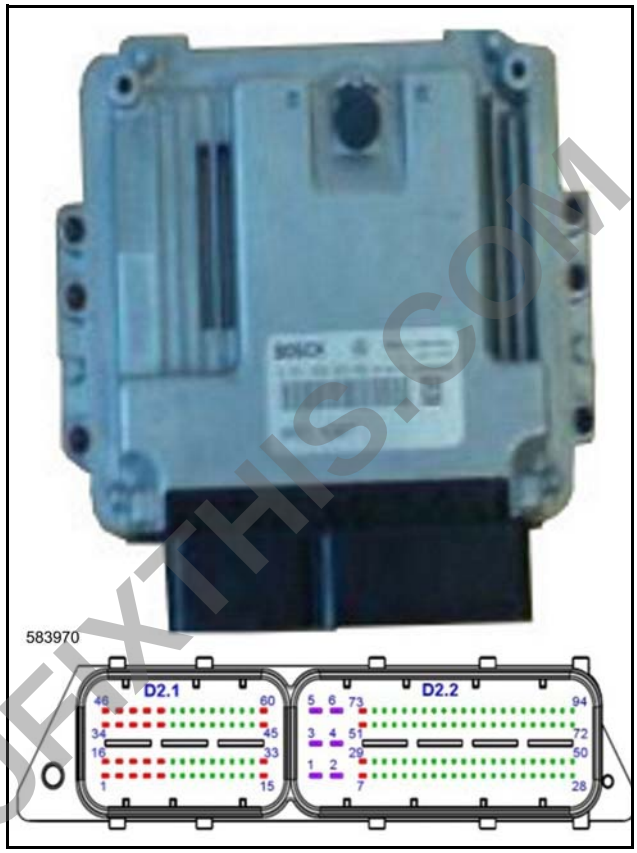


Fig. 4

Designation	Technical data
Rated voltage	12 and 24 V DC
Operating voltage	9-32 V, engine start possible to 6 V
Main relay	integrated
Plug	vehicle side 94 pole engine side 60 pole

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Diagnostic trouble code list EMR4

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KWP	SPN	FMI	Blinkcode	Beschreibung Deutsch	Beschreibung Englisch	Fehlerpfadname
140	523941	9	7-6-7	Timeout (BAM to packet) der CAN-Empfangsbotschaft AT1OGCVol2 information; Faktoren & Sensorkalibrierung für NOX Sensor (SCR-System nach Katalysator; DPF-System nach Katalysator)	Timeout Error (BAM to packet) for CAN-Receive-Frame AT1OGCVol2 information; factors & Sensorcalibration for NOX Sensor (SCR-system downstream cat; DPF-system downstream cat)	ComAT1OGCVol2BAM2PCKTO
141	523942	9	7-6-7	Timeout (BAM to BAM) der CAN-Empfangsbotschaft AT1OGCVol2 information; Faktoren & Sensorkalibrierung für NOX Sensor (SCR-System nach Katalysator; DPF-System nach Katalysator)	Timeout Error (BAM to BAM) for CAN-Receive-Frame AT1OGCVol2 information; factors & Sensorcalibration for NOX Sensor (SCR-system downstream cat; DPF-system downstream cat)	ComAT1OGCVol2BAMTO
142	523943	9	7-6-7	Timeout (PCK2PCK) der CAN-Empfangsbotschaft AT1OGCVol2 information; Faktoren & Sensorkalibrierung für NOX Sensor (SCR-System nach Katalysator; DPF-System nach Katalysator)	Timeout Error (PCK2PCK) for CAN-Receive-Frame AT1OGCVol2 information; factors & Sensorcalibration for NOX Sensor (SCR-system downstream cat; DPF-system downstream cat)	ComAT1OGCVol2PCK2PCKTO
168	523935	12	7-6-3	Timeout der CAN-Sendebotschaft EEC3VOL1; Motor Sendebotschaften	Timeout Error of CAN-Transmit-Frame EEC3VOL1; Engine send messages	ComEEC3VOL1TO
169	523936	12	7-6-4	Timeout der CAN-Sendebotschaft EEC3VOL2; Motor Sendebotschaften	Timeout Error of CAN-Transmit-Frame EEC3VOL2; Engine send messages	ComEEC3VOL2TO
171	523212	9	3-3-3	Timeout der CAN-Empfangsbotschaft ComEngPrt; Engine Protection	Timeout Error of CAN-Receive-Frame ComEngPrt; Engine Protection	ComEngPrtTO

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Diagnostic trouble code list EMR4

KWP	SPN	FMI	Blinkcode	Beschreibung Deutsch	Beschreibung Englisch	Fehlerpfadname
881	523633	11	7-0-1	Nox Konvertierungsrate ungenügend (SCR-Kat defekt, mangelhafte AdBlue Qualität)	Nox conversion rate insufficient (SCR-Cat defect, bad AdBule quality)	SCRChkEta
882	523633	11	7-0-1	Nox Konvertierungsrate ungenügend (SCR-Kat defekt, mangelhafte AdBlue Qualität); Temperaturbereich 1	Nox conversion rate insufficient (SCR-Cat defect, bad AdBule quality); temperature range 1	SCRChkEta1
883	523633	11	7-0-1	Nox Konvertierungsrate ungenügend (SCR-Kat defekt, mangelhafte AdBlue Qualität); Temperaturbereich 2	Nox conversion rate insufficient (SCR-Cat defect, bad AdBule quality); temperature range 2	SCRChkEta2
887	3234	11	8-0-7	Nox-Sensor nach SCR Katalysator; Signal unplausibel "stuk in range"	Nox Sensor downstream of SCR Catalysator; plausibility error "stuk in range"	SCRChkNOxDsStkErr
889	3224	1	8-0-8	Nox-Sensor vor SCR Katalysator; Signal unplausibel niedrig	Nox sensor upstream of SCR Catalysator; low signal not plausible	SCRChkNOxUsPlausMin
892	4345	11	8-7-0	Sensor Druck Rücklaufleitung (SCR); Signal unplausibel	Sensor backflow line pressure (SCR); plausibility error	SCRMonDetModeBLPlaus

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KWP	SPN	FMI	Blinkcode	Beschreibung Deutsch	Beschreibung Englisch	Fehlerpfadname
1268	523990	0	7-2-4	Fuel Balance Control Korrekturwert Injektor 8 (nach Zündfolge); Maximalwert überschritten	Fuel Balance Control integrator injector 8 (in firing order); maximum value exceeded	CmbMonMax_7
1269	523989	1	7-2-4	Fuel Balance Control Korrekturwert Injektor 7 (nach Zündfolge); Minimalwert unterschritten	Fuel Balance Control integrator injector 7 (in firing order); minimum value exceeded	CmbMonMin_6
1270	523990	1	7-2-4	Fuel Balance Control Korrekturwert Injektor 8 (nach Zündfolge); Minimalwert unterschritten	Fuel Balance Control integrator injector 8 (in firing order); minimum value exceeded	CmbMonMin_7
1279	523992	9		Timeout der CAN-Empfangsbotschaft DM19Vol1; NOX Sensor vor Katalysator	Timeout Error of CAN-Receive-Frame DM19Vol1; NOX sensor upstream	ComDM19Vol1BAMTO
1283	523993	9		Timeout der CAN-Empfangsbotschaft DM19Vol2; NOX Sensor nach Katalysator	Timeout Error of CAN-Receive-Frame DM19Vol2; NOX sensor downstream	ComDM19Vol2BAMTO
1285	524038	9		Timeout der CAN-Empfangsbotschaft ComMS_Sys1TO (Fehlerspeicher Slave); Master Slave interne CAN Botschaft	Timeout error of CAN-Receive-Frame ComMS_Sys1TO (error memory Slave); Master-Slave internal CAN message	ComMS_Sys1TO

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11.7 Exhaust gas after-treatment

General

In order to achieve the exhaust gas emission limits for exhaust gas stage Tier 4 interim, the engine is equipped with various systems for exhaust gas after-treatment. It is equipped with an external, cooled exhaust gas recirculation (EGR) for N_x-reduction and a diesel oxidation catalyst (DOC) in connection with a diesel particulate filter (DPF).

Exhaust gas recirculation (EGR)

The exhaust gas recirculation is used to reduce nitrogen oxide (NO_x) emissions. Nitrogen oxides generated in the engine's combustion process must be avoided or at least reduced as early as possible.

Under high combustion temperatures the engine will produce environmentally hazardous nitrogen oxides. The higher the combustion temperature in the cylinder, the higher the proportion of nitrogen oxide in the exhaust gas.

Description of function

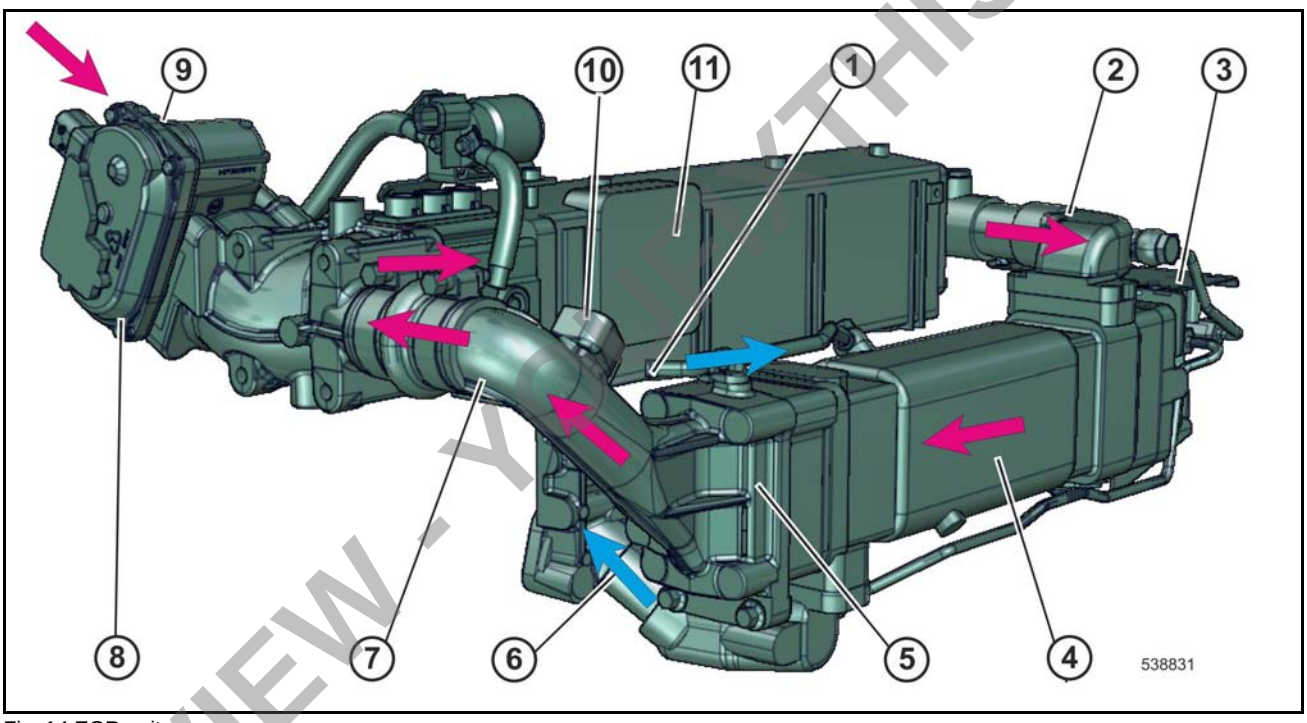


Fig. 14 EGR unit

Pos.	Designation	Pos.	Designation
1	Coolant line to EGR-cooler	7	Partial exhaust gas flow (cooled)
2	Partial exhaust gas flow (uncooled)	8	Throttle valve
3	Exhaust gas resetter (electrically operated)	9	Combustion air inlet
4	Cooler of the exhaust gas recirculation	10	Temperature sensor
5	Check valve	11	Fresh air intake pipe
6	Coolant return flow to thermostat		

Feeding in small amounts of exhaust gas reduces the production of nitrogen oxides. An uncooled partial exhaust gas flow (2) is guided back into the combustion chamber through the fresh air intake pipe (11). The exhaust gas resetter (3) takes over the control of the recirculation. It regulates the exhaust gas quantity to be fed into the combustion process in dependence on the temperature reported by the temperature sensor (10). The cooling line (1) supplies the EGR-cooler (4) to cool the exhaust gas. Temperature peaks and NO_x-emissions are thereby reduced. Rapid oxidation of fuel molecules (which cause the formation of nitrogen oxides) is impeded by the presence of exhaust gas molecules. This effect is supported by the higher heat capacity of the main exhaust gas constituents carbon dioxide and water (in gaseous state).

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External gear pumps

External gear pumps mainly consist of the friction bearing mounted gear pair and the housing with front and rear covers. The drive shaft, which is sealed with a radial seal, protrudes from the front cover. The bearing forces are absorbed by friction bearings. These have been designed for high pressures and have excellent antifriction properties - particularly at low speeds. The gears have 12 teeth each. This keeps flow pulses and noise emissions at a low level.

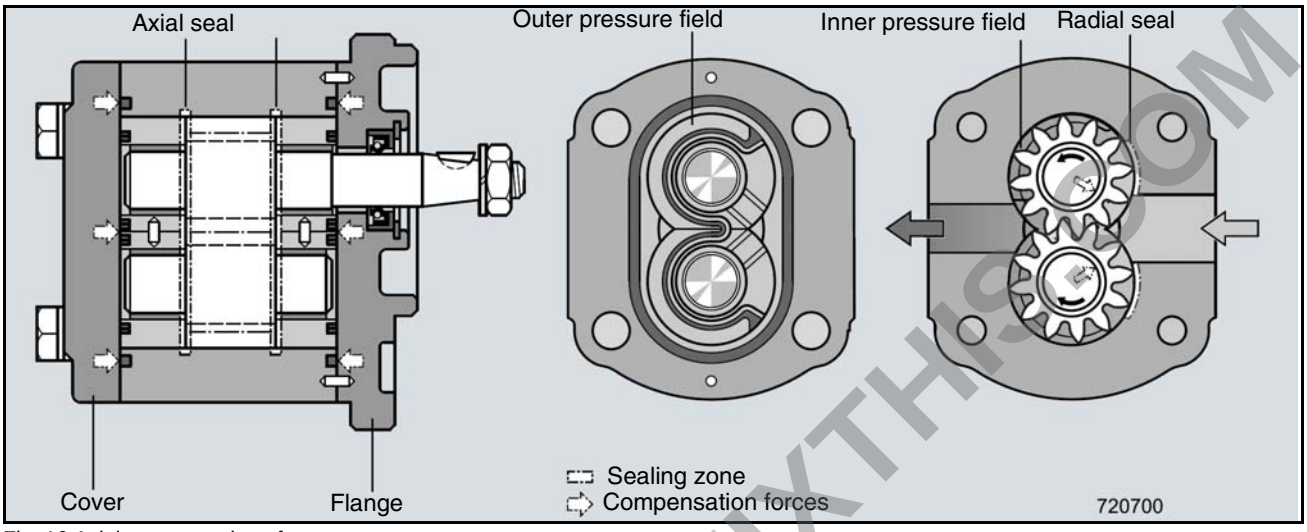


Fig. 16 Axial compensation of gear pump

Internal sealing of the pressure chambers is achieved by flow volume dependent forces. This results in an excellent rate of efficiency. On the rear side the moveable bearing bushings are pressurized and thus tightly pressed against the gears. The pressurized pressure fields are thereby limited by special seals. Sealing around the circumference of the gears to the housing is assured by small gaps, which appears between gears and housing in dependence on the pressure.

Function

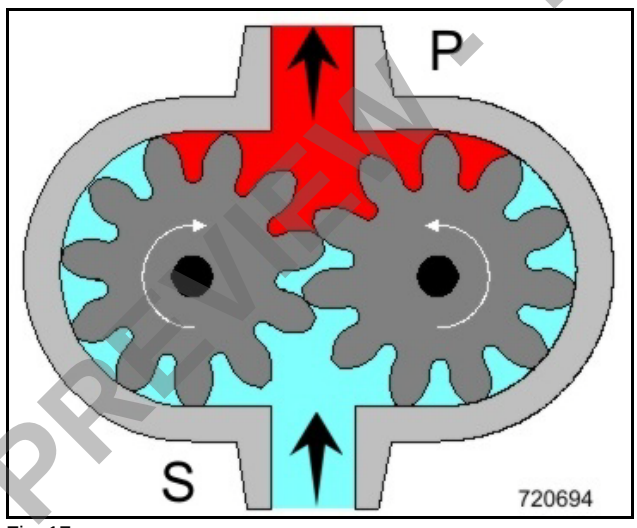


Fig. 17

The increasing volume caused by a tooth exiting a tooth gap results in a vacuum in the suction chamber. The pressure fluid is transported into the pressure chamber. There the meshing of teeth and tooth gaps displaces the pressure fluid into the upper supply line.

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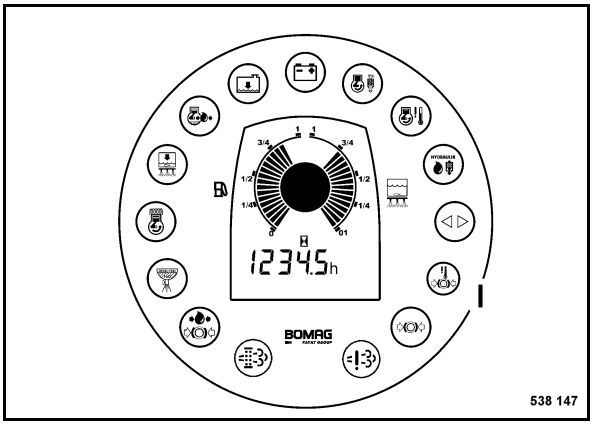


Fig. 17

The oil temperature in the service brake (multi-disc brake) is monitored.

In case of overtemperature the brake temperature warning lamp (I) (Fig. 17) in the instrument cluster flashes and the warning buzzer sounds.

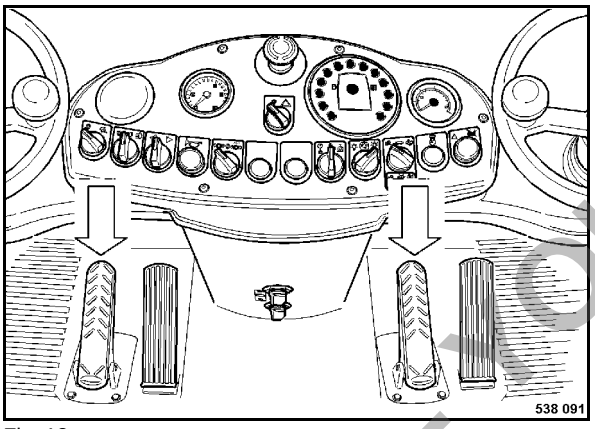


Fig. 18

- Brake pedal left or right (Fig. 18), kick down as necessary for the desired braking effect.

⚠ Danger

Danger of accident!

Always brake very gently on slippery roads, danger of skidding.

If the operation temperature warning light flashes and the warning buzzer sounds stop the machine immediately, run the engine with medium speed and wait until the light goes out. Then drive on with low speed and in lowest speed range.

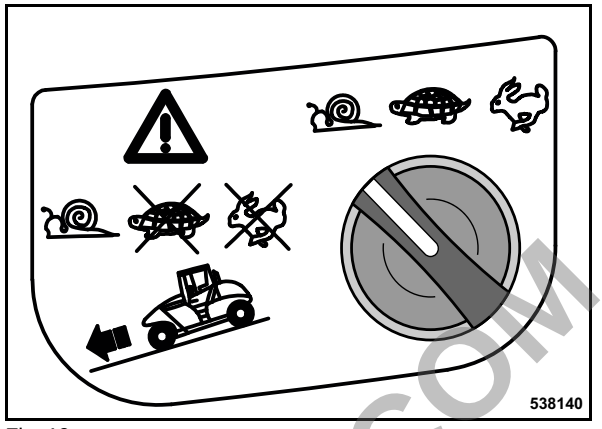


Fig. 19

- In case of extreme down slopes turn the rotary switch for travel speed ranges to the left (Fig. 19), to prevent overheating of the brake.

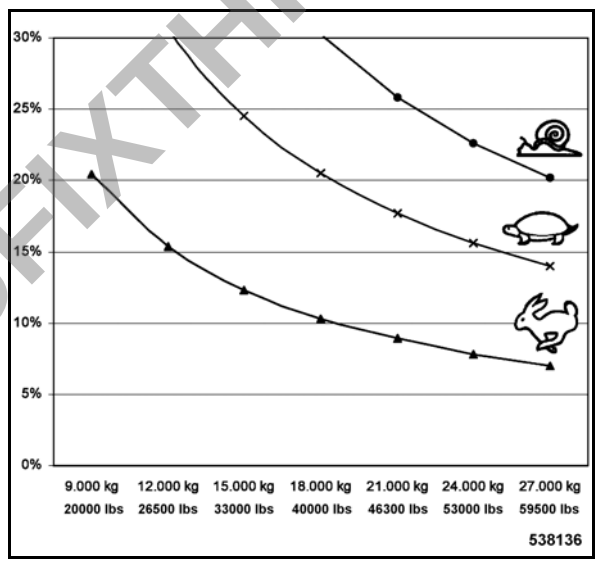


Fig. 20

Hydrostatic + dynamic permanent braking power (Fig. 20).

i Note

The diagram shows the maximum downhill slope that can be driven in permanent operation, in dependence on machine weight and selected travel speed range.

Example:

Machine weight = 15,000 kg (33000 lbs):
3. travel speed range

Solution:

max. downhill slope = 12%

⚠ Danger

Danger of accident!

The specified values refer to permanent operation and are also dependent on ambient temperature and degree of soiling of the radiator.

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i Note

Air in the system is characterized by high pressures and temperatures.

On R134a refrigeration systems the inspection glasses are equipped with moisture indicators. In addition to the float, the dryer/collector/inspection glass combination has an indicator pearl integrated in the inspection glass, which changes its colour when absorbing moisture.

The refrigerant level should be inside the inspection glass and should only be checked after approx. 5 minutes continuous operation, because the refrigerant must first evenly distribute all over the system.

⚠ Danger

In case of mechanical damage or corrosion on this pressure container this collector unit must be replaced, to avoid bursting and further damage.

Pressure switch

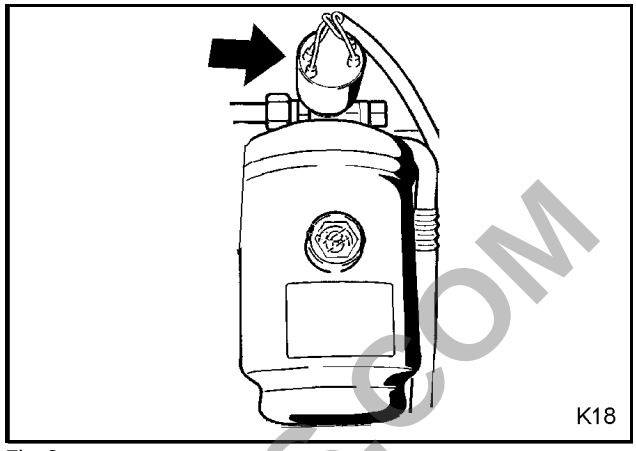


Fig. 8

After a minimum pressure is reached in the low pressure side or a maximum pressure in the high pressure side, the pressure switch (B75) will switch of the magnetic clutch of the compressor, thus to avoid destruction of system components by excessive pressure or drawing in external gases and foreign matter as a result of too low pressure.

Working pressure:

Low pressure off: 1,5 ±0,5 bar

Low pressure on: 3.5 bar

Overpressure off: 25,0 ±1,5 bar

Overpressure on: 18,0 ±1,5 bar

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17.4 Removing and installing the window pane

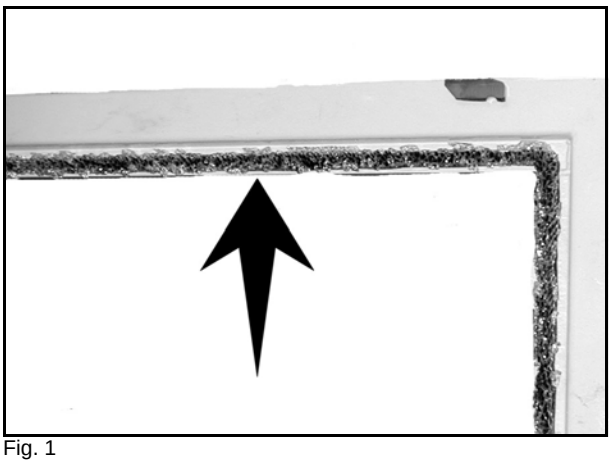


Fig. 1

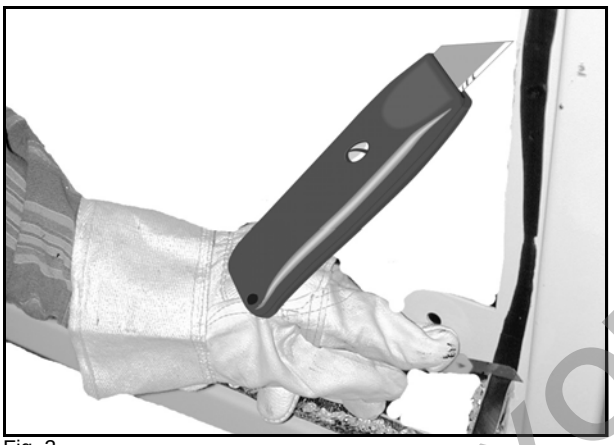


Fig. 2

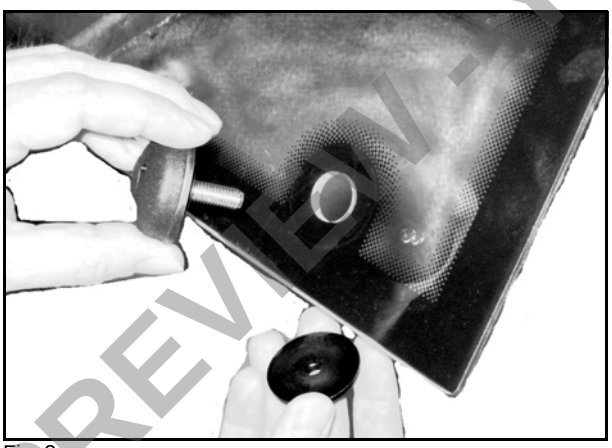


Fig. 3

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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19 Suppliers documentation

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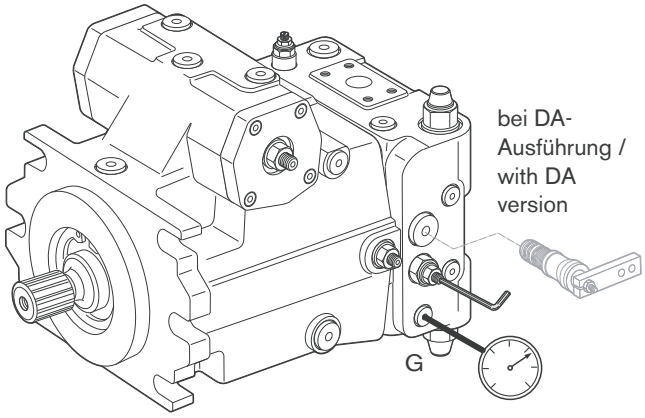
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5.1 Niederdruck (Speisedruck) überprüfen

Dieser Abschnitt erklärt, wie Sie ND-Ventile überprüfen.

Um den Niederdruck zu überprüfen:

1 Schließen Sie wie gezeigt ein Manometer an Anschluss G an.



2 Überprüfen Sie den Niederdruck (G).

Hinweis

Die genauen Einstelldaten entnehmen Sie dem Technischen Datenblatt RD 92 003 und Ihrer Spezifikation.

5.1 Checking Low Pressure (Charge Pressure)

This section describes how to check the low pressure valves.

To check the low pressure:

1 Connect a manometer to connection G as displayed.

2 Check the low pressure (G):

Note

Refer to the catalog sheet RE 92 003 and your specification for the detailed setting data.

5.2 Hochdruck überprüfen

Die Begrenzung des Hochdrucks erfolgt über die Druckabschneidung. Zusätzlich ist ein Hochdruckbegrenzungsventil (Sicherheitsventil) überlagert. Der Druckwert der Druckabschneidung liegt ca. 10 % unter dem Wert des Hochdruckbegrenzungsventils.

Es kann also nur der Druckwert der Druckabschneidung überprüft werden.

Hinweis

Die genauen Einstelldaten entnehmen Sie Ihrer Spezifikation.

5.2 Checking the High Pressure

The limitation of the operating pressure is performed by a high pressure relief valve. Additionally, a high pressure relief valve (safety valve) is in superposition. The pressure value of the pressure cut-off is 10 % below that of the high pressure relief valve.

Therefore, only the pressure value of the pressure cut-off can be measured.

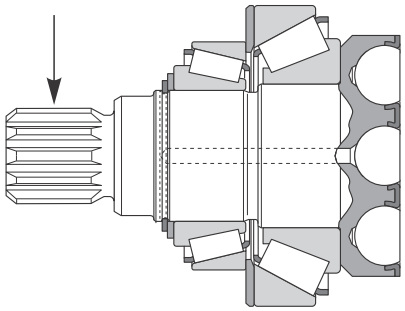
Note

Refer to your specification for the detailed setting data.

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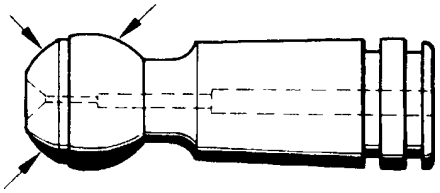
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Überprüfungshinweise
Inspection notes



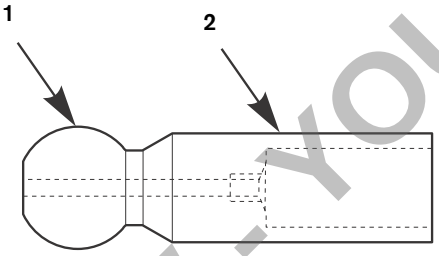
Kein Passungsrost, nicht ausgeschlagen.

Free of corrosion, erosion or fretting;
no damage to splines or keyways.



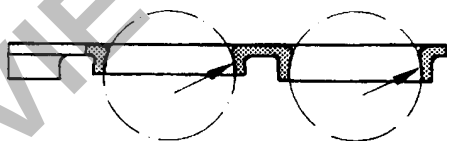
Kolben
Riefenfrei und keine Pittings.

Pistons
No scoring and no pittings.



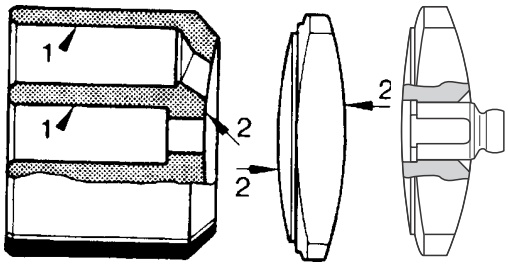
Mittelzapfen
Riefenfrei und keine Pittings.

Center pin
No scoring and no pittings.



Rückzugplatte
Riefenfrei und keine Ausbrüche.

Retaining plate
No scoring and no evidence of wear



Zylinder / Steuerlinse

1 Bohrungen riefenfrei, nicht ausgelaufen.
2 Gleichmäßiges Tragbild, riß- und riefenfrei.

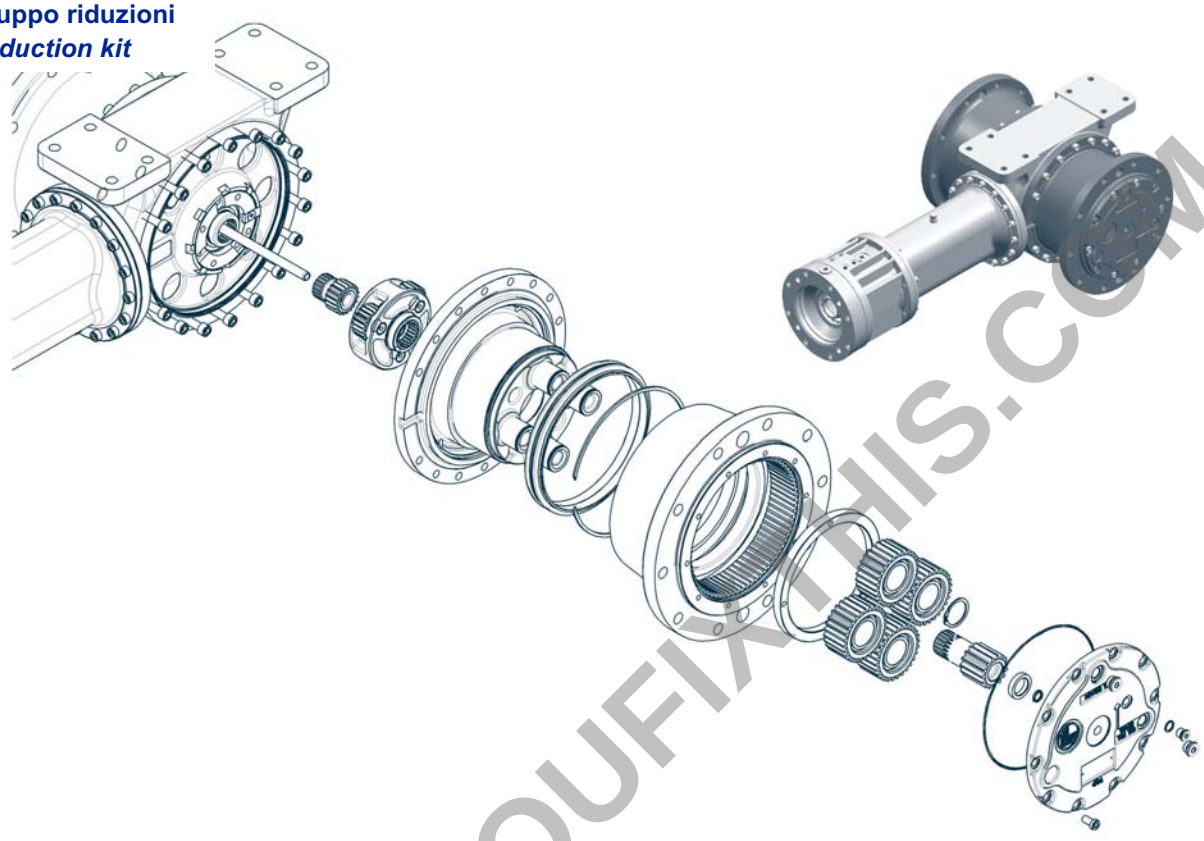
Cylinder block / control lens

1 Bores free of scoring, no evidence of wear.
2 Faces smooth and even, free of cracks and scoring.

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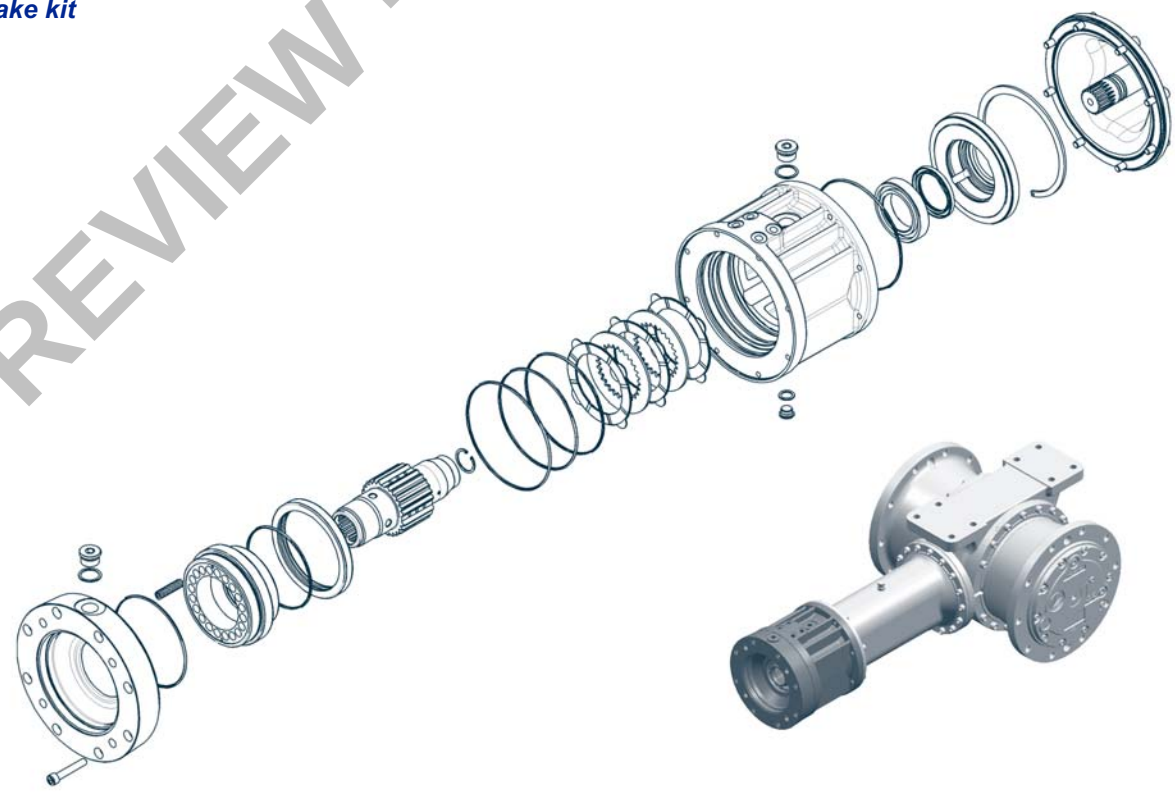
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Gruppo riduzioni
Reduction kit



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Gruppo freno
Brake kit



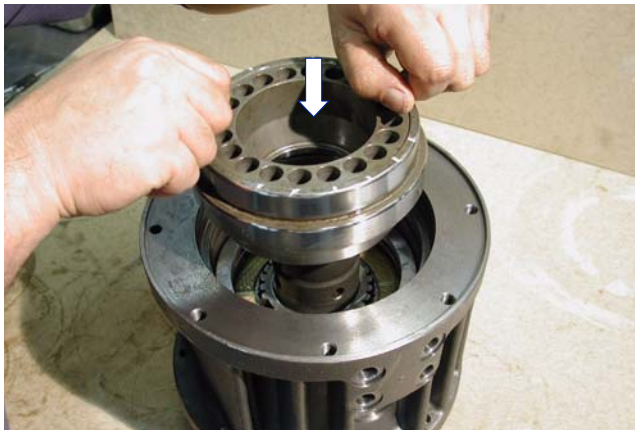
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4.10. Fasi di rimontaggio gruppo freno

4.10. Brake kit reassembling method



17. Inserire il pistone freno (C19) all'interno del corpo freno (C6), facendo attenzione a non danneggiare le guarnizioni precedentemente montate.

Insert the brake piston (C19) inside the brake housing (C6), paying attention not to damage the seals already fitted.



18. Inserire le molle (C20) nelle sedi del pistone freno (C19) rispettando le posizioni segnate in precedenza.

Insert the springs (C20) into the holes in the brake piston (C19) marked previously.



19. Montare la guarnizione O-ring (C21) nella propria sede nella flangia predisposizione motore (C22).

Assemble the O-ring seal (C21) into its seat in the motor adaptor flange (C22).



20. Posizionare la flangia predisposizione motore (C22) sul corpo freno (C6).

Place the motor adaptor flange (C22) on the brake housing (C6).

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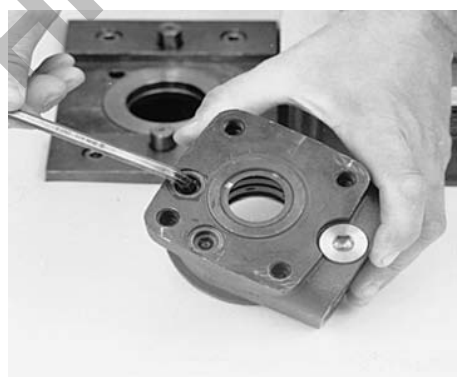
Dismantling

Remove seal washers (2-off).



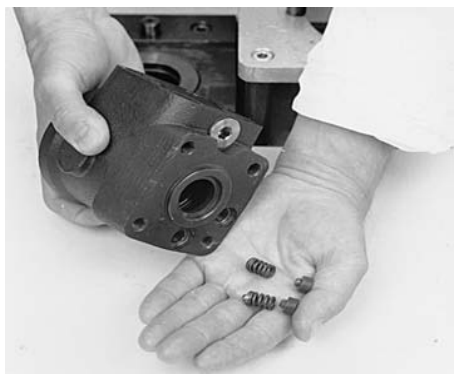
F300962

Unscrew the setting screws using a 6 mm hexagon socket spanner.



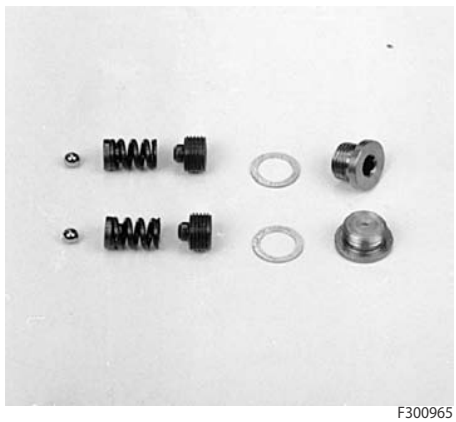
F300963

Shake out the two springs and two valve balls into your hand. The valve seats are bonded into the housing and cannot be removed.



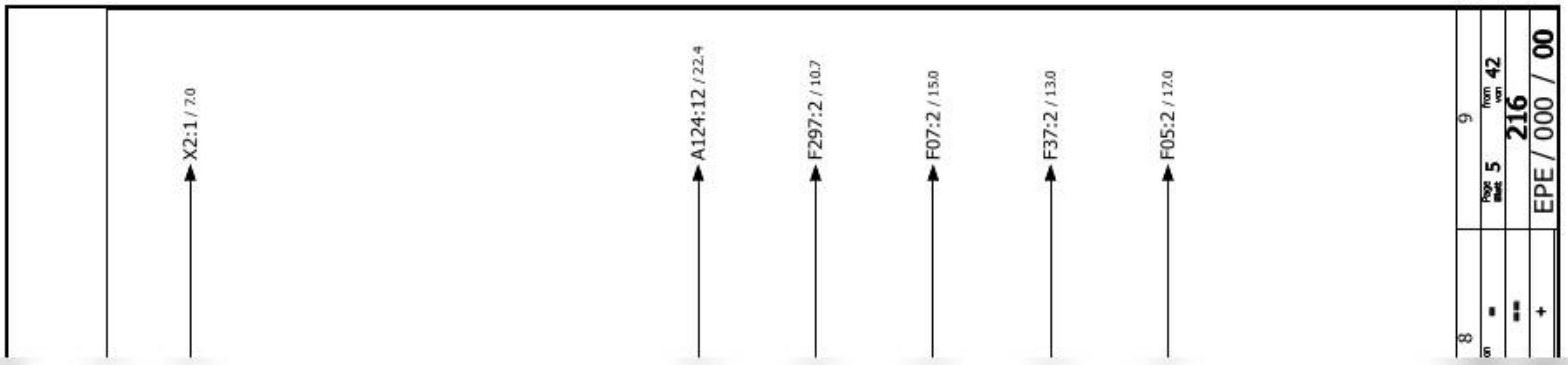
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The shock valves are now dismantled.



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