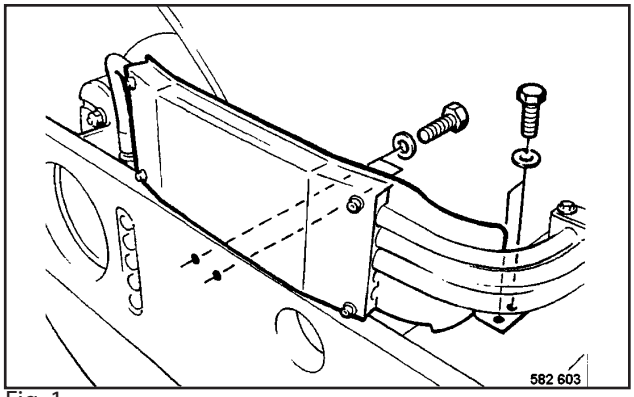


Fig. 1

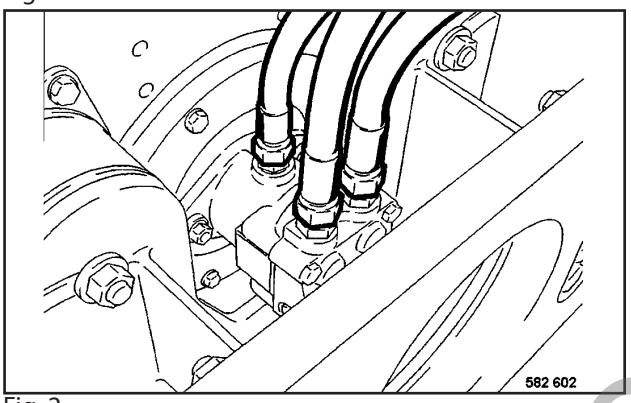


Fig. 2

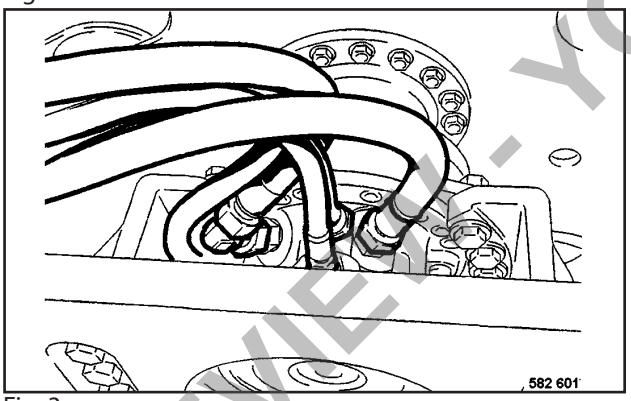


Fig. 3

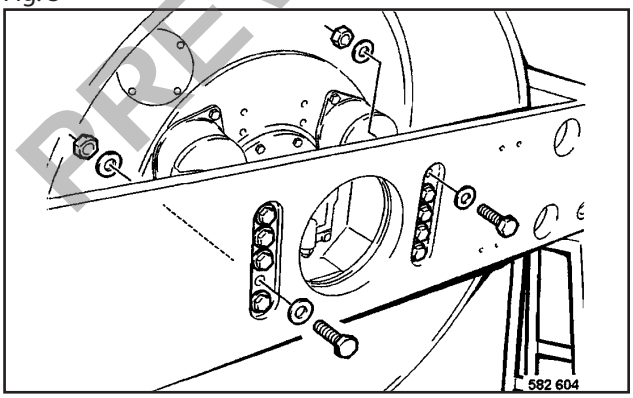


Fig.4

Removing and installing the drum

Removing the drum

Environmental damage

Catch running out hydraulic oil and dispose of environmentally.

1. Unscrew the fastening screws (Fig. 1) from the hose brackets on both sides of the drum.
2. Mark the hydraulic hoses (Fig. 2) on the vibration motor and disconnect them from the ports.
3. Close all hydraulic hoses and motor ports with suitable plugs.
4. Mark the· hydraulic hoses (Fig. 3) on the travel motor and disconnect them from the ports.
5. Close all hydraulic hoses and motor ports with suitable plugs.

DANGER: **Danger of accident!**

6. Jack the front frame up, until the rubber buffers are unloaded.
7. Properly support the front frame on both sides of the rear cross-member.
8. Unscrew the fastening screws (Fig. 4) from the spacer pieces on the vibration motor.

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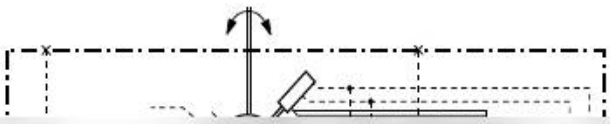


Fig. 1:

1
2
3

Trav

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Torques for bolts with metric unified threads

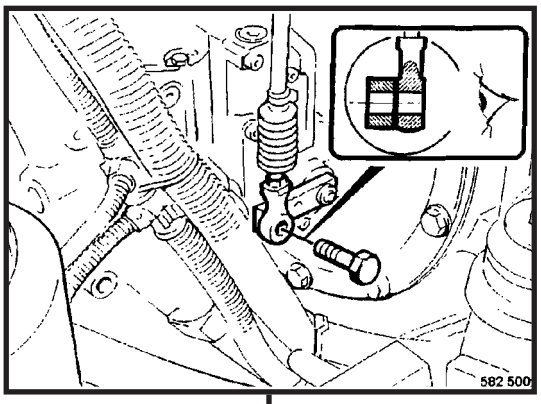
BOLT DIMENSIONS	TIGHTENING TORQUE FT. LBS. (N.m)

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The machine drives with the travel lever in “NEUTRAL”

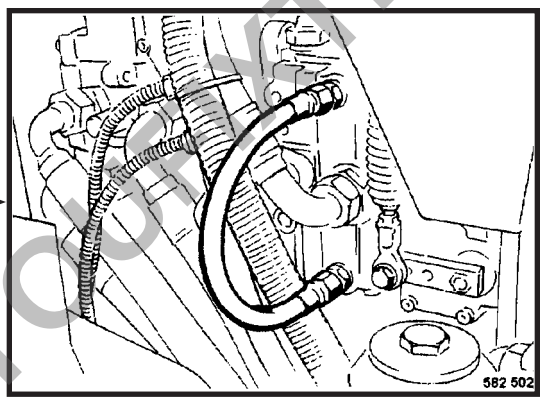


Check the neutral position

- Set the travel lever to “Neutral”
- Detach the travel cable from the pump
- check, whether bores of ball socket and control lever are in line.

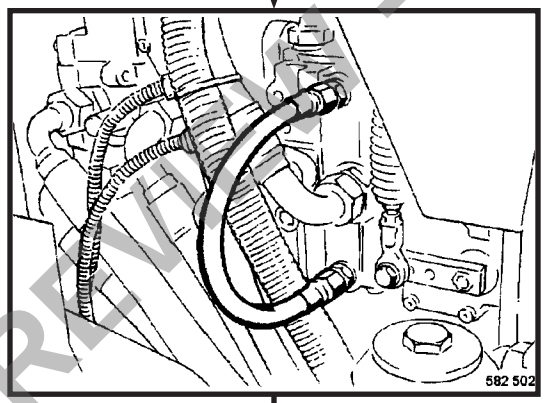
Bornes are in line?

no



Adjust the travel control cable

yes



Check the mechanical O-position

- Connect the control chambers with a hose

Neutral position OK?

no*

***Stop - inform the service department of BOMAG!**

yes*

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In the trouble shooting chart it has been assumed that the machine is correctly equipped, that all installations are according to specifications and that hoses and connections are free of faults.
The chart lists progressive tests for localizing the cause of a fault and, consequently, its elimination.

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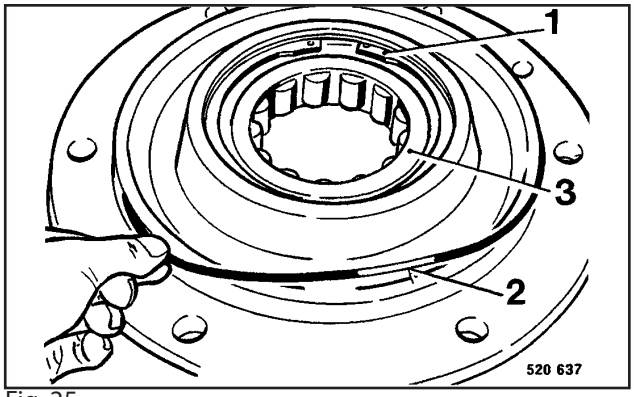


Fig. 25

3. Take the O-ring 2 (Fig. 25) off the cover.
4. Remove the circlip (1) and knock the cylinder roller bearing (3) out.

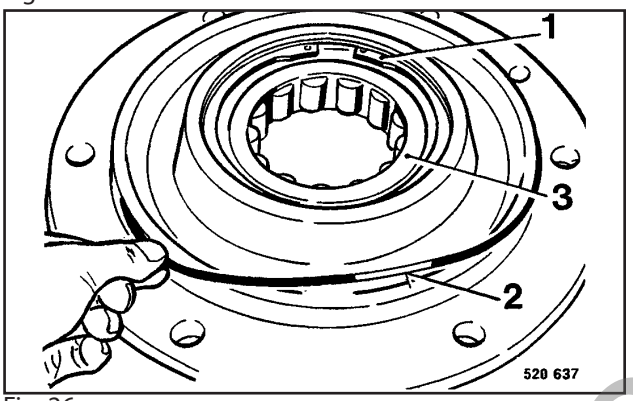


Fig. 26

Installing the cover

1. Press the new bearing 3 (Fig. 26) into the cover until it bottoms and apply some oil.
2. Install the circlip (1).
3. Assemble the new O-ring (2) with grease.

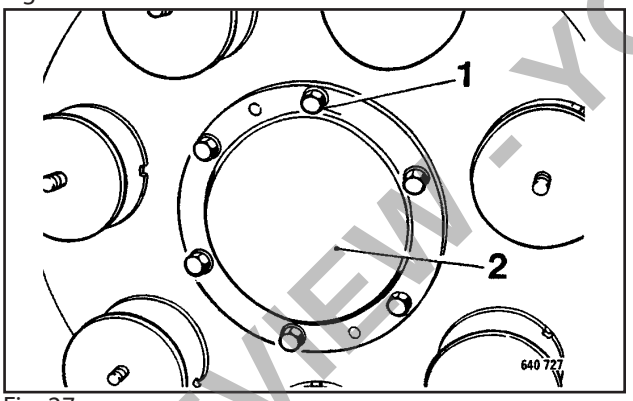


Fig. 27

4. Assemble the cover 2· (Fig. 27) and fasten it with the screws (1).

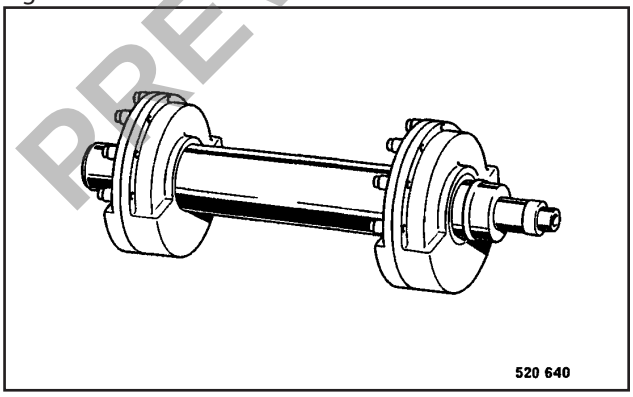


Fig. 28

Assembling the vibrator shaft

CAUTION: **During assembly observe the installation direction of the change-over weights (Fig.28).**

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When moving the swash plate out of neutral position, the working pistons will perform a stroke movement with every rotation of the cylinder block.

The slipper pads are hydrostatically balanced and are retained on the sliding face of the swashing cradle by a retaining device.

During a full rotation of the cylinder block each working piston will move through the bottom and top dead centre back to the initial position. During this movement each piston performs a complete stroke.

During the piston stroke each piston draws in a certain quantity of oil from the low pressure side of the hydraulic circuit and presses it out into the high pressure side.

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Working principle of the gear pumps

The drive gear of the steering pump is connected with the auxiliary drive of the diesel engine via a coupling. Drive gear and driven gear are positioned by a bearing plate in such a way, that the teeth of both gears mesh with minimum clearance when rotating.

The displacement chambers are created between the tooth flanks, the inside wall of the housing and the faces of the bearing plates.

When the pump is running the chambers transport hydraulic oil from the suction side to the pressure side. This causes a vacuum in the suction line by which the hydraulic oil is drawn out of the tank. The tooth chambers transport the fluid to the outlet of the pump from where it is pressed to the consumers. To ensure a safe function of the pump the tooth chambers must be so tightly sealed that the hydraulic fluid can be transported from the suction side to the pressure side without any losses.

For this purpose external gear pumps are fitted with gap seals. This causes pressure dependent fluid losses from the pressure side to the suction side. As a measure to ensure that these losses are reduced to a minimum, the bearing plate on the cover side is pressed against the faces of the gears by an axial pressure field.

This pressure field is always under the actual system pressure.

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Formula diagram

Description:

- **Select the desired value from the inner circle.**
- **Determine the formula variables in the quarter circle**
- **Calculate**

Example:

P = 150 Watt

U = 24 Volt

Sought for = Current in Ampere

I = P : U = 150 W : 24 Volt = 6.25 Ampere

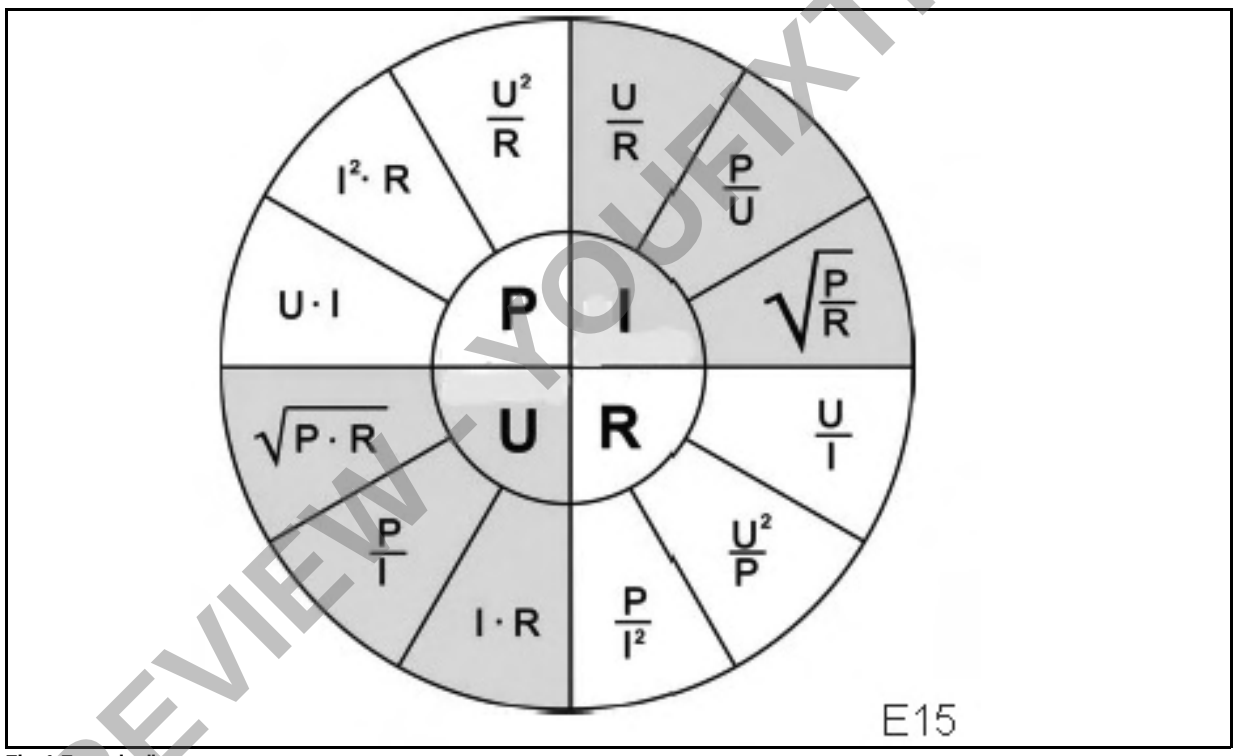


Fig. 1 Formula diagram

Resistance, R Ohm Ω

Voltage, U Volt

Current, I Ampere

Power, P Watt

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Disassembling DT contacts



Fig. 5

- **Pull the orange wedge out with long nose pliers.**
- **Slightly pull the lead and unlock the interlocking hook with a screw driver.**
- **Pull the contact out of the socket.**

i Note

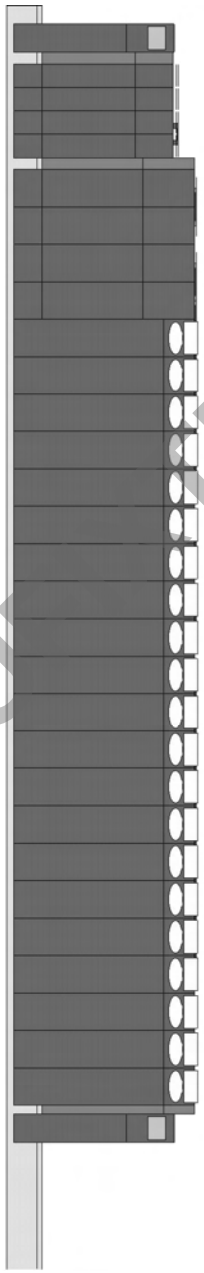
Use the same method when assembling the socket.

In this case the interlock disassembly tool (see special tools for electrics) serves as an aid to remove the wedges.

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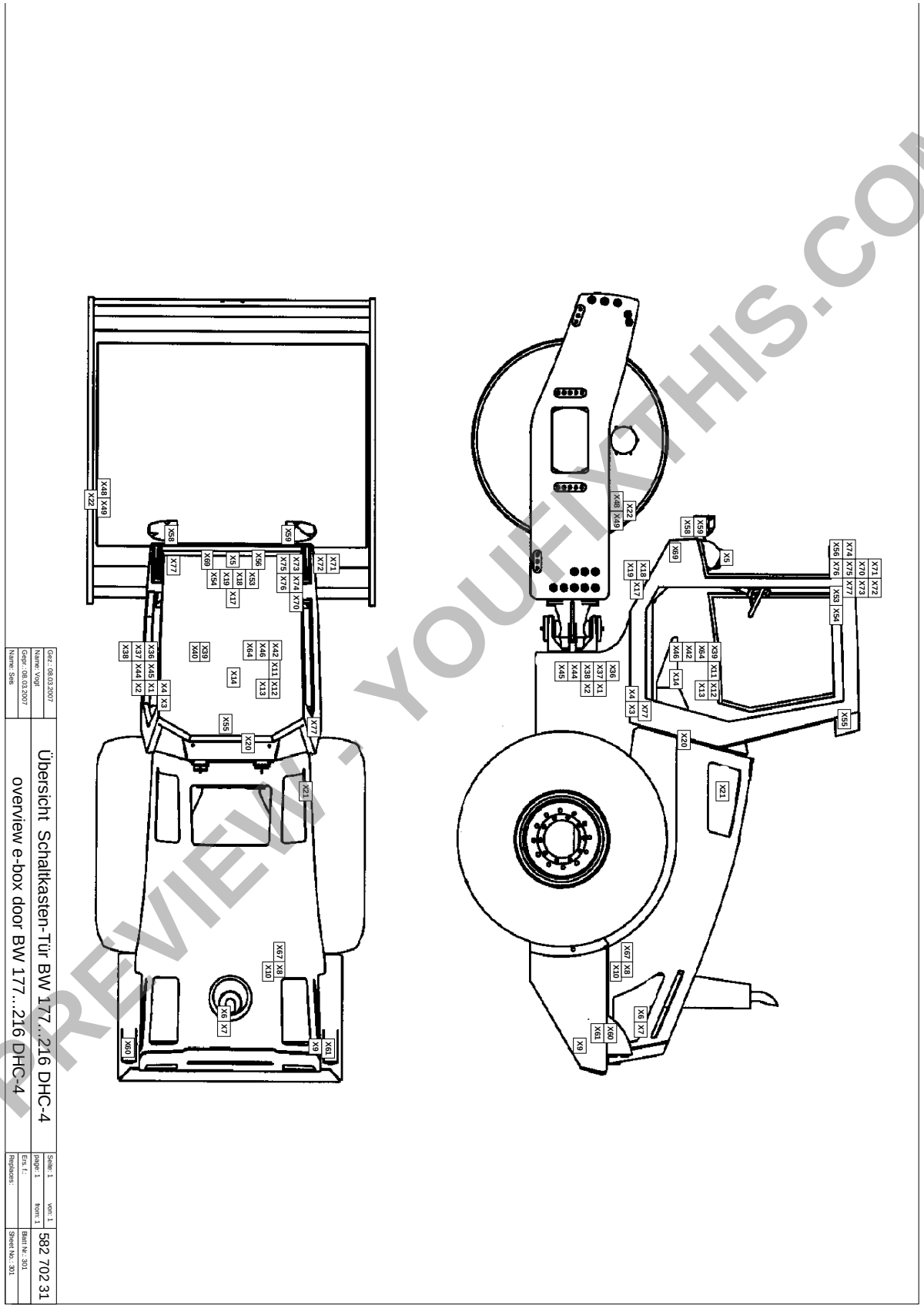


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Trouble shooting procedure

Values effecting the operating pressures

Since the pressures occurring in a refrigeration system are highly dependent on environmental conditions, it is mandatory to know these dependencies. The following table contains some of these dependencies.

Measuring value		Suction pressure		High pressure	
		increases	drops	increases	drops
Compressor speed	increases		X	X	
	drops	X			X
Vehicle interior temperature	increases	X		X	
	drops		X		X
Ambient temperature	increases	X		X	
	drops		X		X
Humidity	increases	X		X	
	drops		X		X

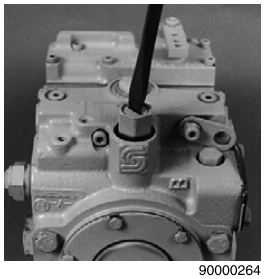
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90000262

Shim Adjustable Charge Pressure Relief Valve (Pump)



90000264

Screw Adjustable Charge Pressure Relief Valve (Pump)

3. Earlier production Series 90 pumps are equipped with a shim adjustable charge pressure relief valve. Shim kits are available from SAUER-SUNDSTRAND. Adjustment of charge pressure is accomplished by removing the plug [1 inch Hex] and changing the shim thickness behind the spring. The plug for this type of charge relief valve should be torqued to 68 Nm (50 lbf•ft).

   Later production Series 90 pumps are equipped with an external screw adjustable charge pressure relief valve. Adjustment of the charge pressure is accomplished by loosening the lock nut -

Frame Size	Wrench Size
030 - 100	1-1/16 inch
130 - 250	1-5/8 inch

T002 267E

   and turning the adjustment plug with a large screwdriver or a 1/2 inch hex wrench.

   Clockwise rotation of the plug increases the setting, and counterclockwise rotation decreases the setting (at a rate of approximately 3.9 bar (50 psi) per turn). The lock nut for this type of charge relief valve should be torqued to 52 Nm (39 lbf•ft).

4. Once the desired charge pressure setting is achieved, remove the gauges.

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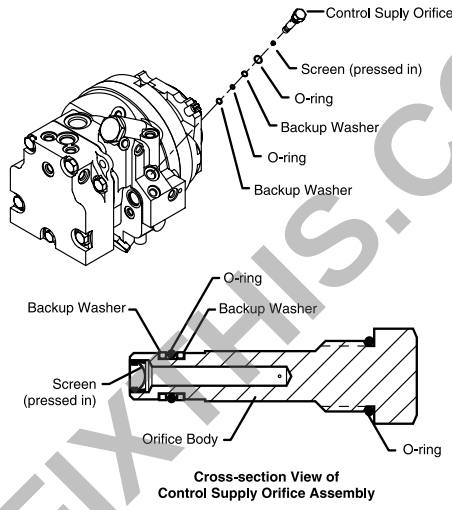
Series 90 **Minor Repair**

Variable Motor Control Orifices

Control Supply Orifice

1. Remove the control supply orifice from the motor housing with an 1-1/16 inch hex wrench.
2. Remove the O-rings and the backup washers. Check that the filter screen is secure in the orifice body and that the screen and the orifice are not plugged.
3. Install new backup washers and O-rings onto the orifice body. Install the orifice into the motor housing and torque to 37 Nm (27 lbf•ft).

Caution
Do not interchange the control supply orifice with the minimum displacement orifice (next section).
S000027E



Cross-section View of Control Supply Orifice Assembly

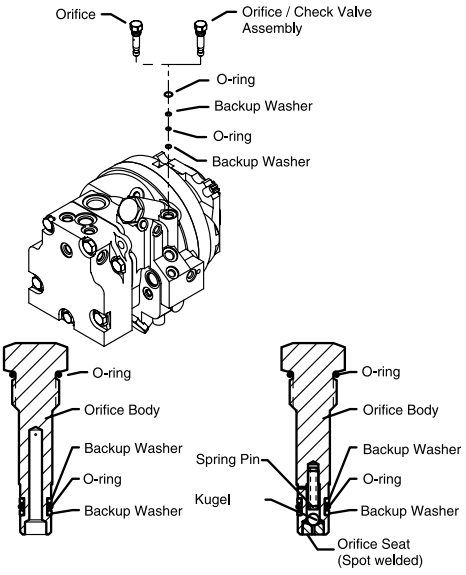
90000854E

MV Control Supply Orifice

Minimum Displacement Cylinder Orifice or Orifice Check Valve

1. Remove the minimum displacement cylinder drain orifice or the orifice check valve from the motor housing with an 1-1/16 inch hex wrench.
2. Remove the O-rings and the backup washers. Check that the orifice is not plugged. Check that the check valve seat is secure in the body and that the check ball is free.
3. Install new backup washers and O-rings onto the orifice body. Install the orifice into the motor housing and torque to 37 Nm (27 lbf•ft).

Caution
Do not interchange the control supply orifice (previous section) with the minimum displacement orifice.
S000 028E



Cross-Section View of Orifice Assembly

Cross-Section View of Orifice / Check Valve Assembly

90000855E

MV Minimum Displacement Orifice

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SAUER DANFOSS

Series 42 Axial Piston Closed Circuit Pumps
Service Manual
Adjustments

Genuine Parts

PUMP NEUTRAL ADJUSTMENT

Zero output flow from the pump defines the neutral condition. To attain zero output flow, the pump must achieve both mechanical neutral and control neutral conditions. Mechanical neutral is the condition when the swashplate is at zero angle without any signal input from the control. Set mechanical neutral prior to setting control neutral.

⚠ WARNING
To prevent injury, disable the machine: raise wheels off the ground or disconnect the mechanism..

1. Disable the control input to the pump by equalizing the pressures on both ends of the pump servo piston. To accomplish this, connect an SAE-06 hose between servo gauge ports, M4 and M5.

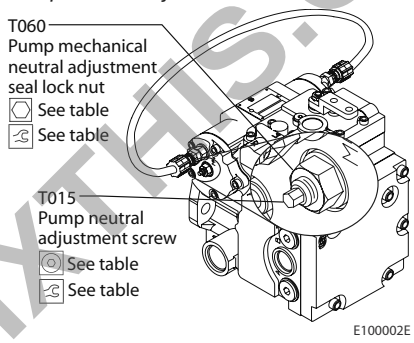
2. Install pressure gauges in gauge ports M1 and M2 to measure system pressure.

3. Start the prime mover and run at normal operating speed.

4. Loosen the pump neutral adjustment seal lock nut (T060) in the center of the servo cover on the right side of the pump.

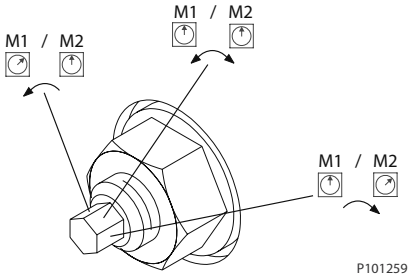
5. Turn the adjustment screw (T015) clockwise until one of the gauges registers an increase in system pressure. Mark the position of the adjustment screw. Turn the screw counterclockwise until the other gauge registers an increase in system pressure. Mark the position of the adjustment screw. Turn the adjustment screw clockwise to a position halfway between the marks. The system pressure gauges should indicate equal pressures.

Pump neutral adjustment screw



MDC Shown

Neutral adjustment gauge port readings



6. While holding the adjustment screw in position, torque the seal lock nut (T060). Torque 28 cm³ models with an MDC or an EDC to 20-26 N•m [15-19 lbf•ft]. Torque all 41/51 cm³ models and 28 cm³ models with NFP controls to 31-50 N•m [23-37 lbf•ft].

7. Stop the prime mover and remove the hose between gauge ports M4 and M5. Remove the pressure gauges in gauge ports M1 and M2. Reinstall the plugs in the gauge ports.

8. Proceed to the control neutral adjustment section on the next page.

Frame size cm³	28		41/51	
Control	**MDC/EDC**	**NFP**	**MDC/EDC**	**NFP**
Lock nut mm	13	17	17	17
Servo adjust screw mm [in]	5	7	7	7
Lock nut torque N•m [lbf•ft]	20-26 [15-19]	31-50 [23-37]	31-50 [23-37]	31-50 [23-37]

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Sécurité et Qualité

Avant toute intervention

- Prendre toutes les dispositions de sécurité nécessaires (hommes et matériel) en se conformer aux réglementations de sécurité en vigueur.
- Engager le frein de parking et immobiliser la machine avec des cales.
- Stopper le générateur d'énergie (moteur) du système hydraulique et déconnecter l'alimentation électrique.
- Le cas échéant, délimiter le périmètre de sécurité.
- Nettoyer l'extérieur des composants pour en retirer toute trace de boue et de graisse.
- Attendre le refroidissement et la dépressurisation complète du système hydraulique (décharger les accumulateurs).

L'huile chaude ou sous pression peut provoquer des brûlures graves avec infection. Consulter un médecin en cas d'accident.

Durant l'intervention

- Certains composants sont très lourds. Les soutenir au moyen d'un dispositif de levage de capacité adéquate pour les déposer du châssis.
- La propreté est essentielle au fonctionnement des composants hydrauliques. La plupart des pièces peuvent être nettoyées au moyen d'un solvant propre.
- Durant les manutentions, protéger toutes les surfaces sensibles contre les chocs (centrages, parties frottantes, appuis, portées des joints et des roulements, etc...).
- Nettoyer ces surfaces avant remontage.
- Toujours remonter des joints neufs en éliminant systématiquement les joints démontés. Nous recommandons de graisser tous les joints avant montage.
- Huiler toutes les surfaces frottantes en y déposant un film de fluide hydraulique propre qui assurera une lubrification correcte lors du premier (re)démarrage.
- Ne jamais chauffer le fluide hydraulique qui peut s'enflammer à haute température. Certains solvants sont également inflammables. Ne pas fumer durant l'intervention.

Après intervention

Réinstaller les composants et remettre le système hydraulique en service selon les instructions figurant dans les documents suivants:

- INSTALLATION MS F/GB (ref. 677777844K)
- INSTALLATION CIRCUITS F/GB (ref. 677777831V)

Ne pas surtarer les soupapes de sécurité.

Safety and Quality

Before servicing

- *Be extremely careful to prevent personal injury and to avoid damage to material. Comply with all safety regulations.*
- *Apply the parking brake and prevent the machine from rolling with tire blocks.*
- *Stop the hydraulic system power source (engine) and disconnect the battery.*
- *If necessary, block off the safety area.*
- *Wash dirt and grease from exterior of the components.*
- *Await the complete cooling down and depressurization of the hydraulic system (accumulators must be purged).*

Hot or pressurized hydraulic fluid may cause serious burns & infections to the human body. Consult a physician in case of accident.

During servicing

- *Some hydraulic components are very heavy. Secure them with a lifting device of adequate capacity when removing from the machine frame.*
- *Cleanliness is essential to functioning of the hydraulic components. Most of the parts may be cleaned with a clean solvent.*
- *During handling, protect all sensitive surfaces from shocks (piloting and interface surfaces, thrust & bearings surfaces, seal races, etc...)*
- *Clean up these surfaces before reassembling.*
- *Always install new O-rings, seals & gaskets discarding the old ones. We recommend lubricating all seals prior to assembly.*
- *Lubricate all surfaces which have relative motion between parts by coating them with a film of clean hydraulic fluid to assure lubrication at first start.*
- *Never heat hydraulic fluid, as it may flame at high temperature. Some solvents are also flammable. Do not smoke during servicing.*

After servicing

Reinstall the components and restart the hydraulic system according to instructions defined in the following documents:

- *INSTALLATION MS F/GB (ref. 677777844K)*
- *INSTALLATION CIRCUITS F/GB (ref. 677777831V)*

Do not overset relief valves.

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Remontage.

• Avant le remontage, il est impératif de s'assurer de la propreté de la gorge.

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

• Monter un joint torique (027) neuf dans la gorge du support palier (071).

Monter le joint sans l'enduire de graisse.

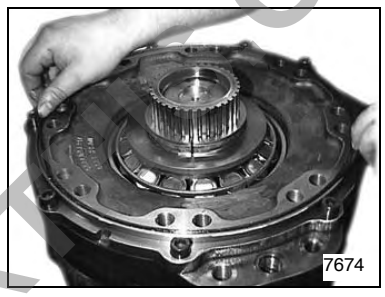
Reassembly.

Before reassembling it is necessary to ensure that the groove is clean

All traces of rust, mud, water must be removed

• *Install a new O-ring (027) in the groove of the bearing support (071).*

Install the O-ring without greasing it.

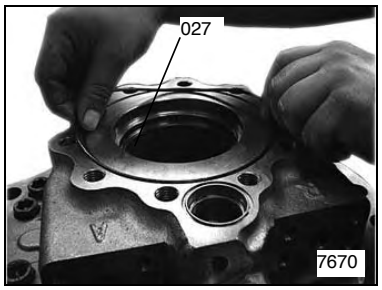


Les 2 étapes suivantes ne sont pas nécessaires si la plaque de fermeture (065) n'a pas été démontée.

• Monter un joint torique neuf (027) enduit de graisse anti-oxydante (voir outillage page 66) dans la gorge du couvercle (041).

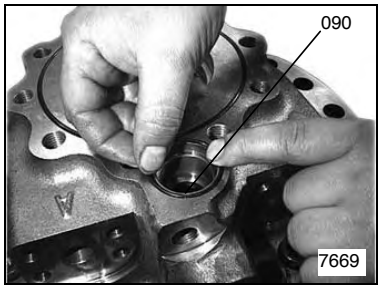
The 2 following steps are not necessary if the end cover (065) was not removed.

• *Install a new O-ring (027) coated with anti-oxidizing grease (see tools page 66) in the groove of the valving cover (041).*



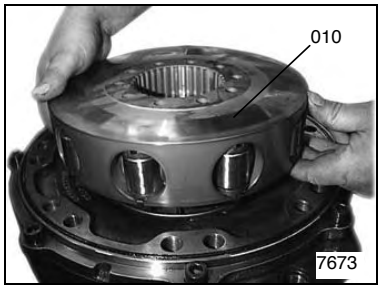
• Monter un joint torique neuf (057) enduit de graisse anti-oxydante (voir outillage page 66) dans la gorge du tiroir (053).

• *Install a new O-ring (057) coated with anti-oxidizing grease (see tools page 66) in the groove of the valve spool (053).*



• Monter le bloc cylindre équipé (010).

• *Install the cylinders-block assembly (010).*



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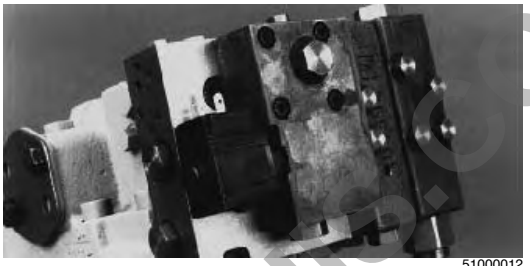
Functional Description (Continued)

Electrohydraulic 2-Position Control (Types E1·E2 and F1·F2)

A 12 or 24 VDC solenoid valve, mounted on the multi-function block, connects the end of the control valve spool in the end cap with pilot pressure (provided by the shuttle spool in the multi-function block) or with the motor case. The control valve in the end cap is biased by a threshold spring, and controls oil flow to the ends of the servo piston. Servo pressure may be supplied from an external source or internally by the shuttle spool in the multi-function block. PCOR is available with these controls.

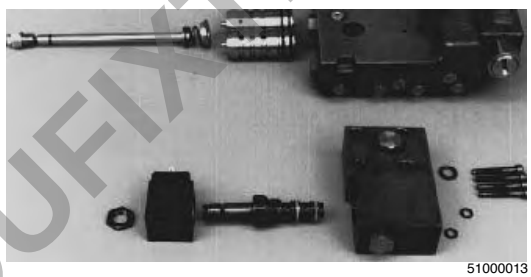
With the E1 and E2 controls, energizing the solenoid will cause the motor to shift to minimum displacement. When the solenoid is not energized, the motor is held at maximum displacement.

With the F1 and F2 controls, energizing the solenoid causes the motor to shift to maximum displacement. When the solenoid is not energized, the motor is held at minimum displacement.



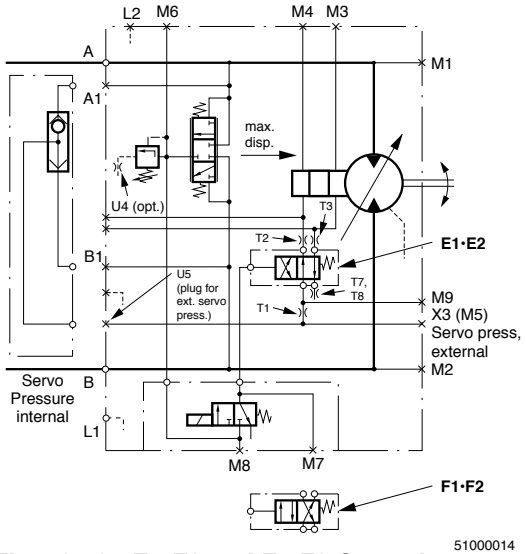
51000012

Fig. 10-11 - Series 51 Motor with E1·E2 or F1·F2 Control



51000013

Fig. 10-12 - E1·E2 and F1·F2 Control Components



51000014

Fig. 10-13 - E1·E2 and F1·F2 Control Schematic

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Bent Axis Variable Displacement Motors **Series 51**

Minor Repair and Replacement - Variable Motor (Continued)


51000178

Fig. 50-2 - Remove Screws Holding Flange to Housing (SAE)


51000179

Fig. 50-3 - Remove Flange (SAE)

Shaft Seal (SAE Flange Configuration)

Lip type shaft seals are used on the Series 51 motors.

Replacement of the shaft seal usually requires removal of the motor from the machine.

Remove the screws holding the flange to the housing, using a 6 mm internal hex wrench (060 and 080 units), an 8 mm internal hex wrench (110 units), a 10 mm internal hex wrench (160 units), or a 12 mm internal hex wrench (250 units).

Remove the flange from the housing using a suitable puller. Care must be taken so as to not damage the housing bore or shaft.

CAUTION

Do not allow the output shaft to move out of the housing while removing the flange. After the flange is removed, do not attempt to remove the shaft from the housing. If the output shaft moves out of the housing, the synchronizing shaft and rollers could fall out of position, requiring major disassembly of the unit.


51000053

Fig. 50-4 - Remove Old Seal from Flange (SAE)


51000054

Fig. 50-5 - New Seal Installed in Flange (SAE)

Remove the old seal from the flange. Once removed, the seal is not reusable.

Inspect the flange and the new seal for any damage or nicks.

Using an arbor press, press the new seal into the flange. Be careful not to damage seal.

NOTE: The outside diameter of the seal may be lightly coated with a sealant (such as Loctite High Performance Sealant #59231) prior to installation. This will aid in preventing leaks caused by damage to the seal bore in the flange.

Inspect the sealing area on the shaft for rust, wear, or contamination.

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a

ITA SOSTITUZIONE DISCHI FRENO
Imbragare il braccio da asportare e collegarlo ad un mezzo di sollevamento.
Allentare ed asportare le viti ed i dadi.

D BREMSSCHEIBEN AUSWECHSELN
Den abzunehmenden Arm anschlagen und an eine Hebezeug befestigen.
Schrauben (7) und Muttern lockern und abschrauben.

ESP SUBSTITUCION DISCOS FRENOS.
Atar el eje (6) de sacar y conectarlo a un medio de levantamiento.
Aflojar y sacar los tornillos y las tuercas .

F Substitution des disques frein
Elinguer le bras à enlever et brancher celui-ci à un moyen de relevage.
Desserrer et enlever les vis, les écrous.

b

ITA Rimuovere il braccio (24) completo di freni e semiassi;deporre il braccio in modo verticale.

D Den Arm (24) samt Bremsen und Halbachsen abnehmen; den Arm senkrecht ablegen.

ESP Remover el eje (24) completo de frenos y semiejes; colocar el eje de manera vertical.

F Enlever le bras (24) complet de freins et demi-essieux; déposer le bras en vertical.

c

ITA Allentare in modo alternato le viti (19) ed asportarle.

D Abwechselnd die Schrauben (19) lockern und ab schrauben.

ESP Aflojar de manera alternada los tornillos (19) y sacarlas.

F Desserrer les vis (19) en alternance, puis les enlever.

e

ITA Spostare verso l'esterno il cilindro (5) sostenendo le molle a tazza (1).
Rimuovere le molle (1) ed annotare il senso di montaggio.

D Den Zylinder (5) nach auûen verstellen und dabei die Tellerfedern (1) stuE tzen.
Federn (1) abnehmen und die Montagerichtung notieren.

ESP Desplazar hacia el esterior el cilindro (5) sosteniendo
los muelles a taza (1).
Remover los muelles (1) y anotar el sentido de montaje.

F Dèplacer le cylindre (5) vers l'extèrieur en soutenant le ressort belleville (1).
Enlever le ressort (1) et prendre note du sens de son
montage.

f

ITA Asportare viti del controdisco.

D Schrauben Gegenscheibe entfernen.

ESP Sacar los tornillos del contradisco.

F Enlever les vis de contre-disque.

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