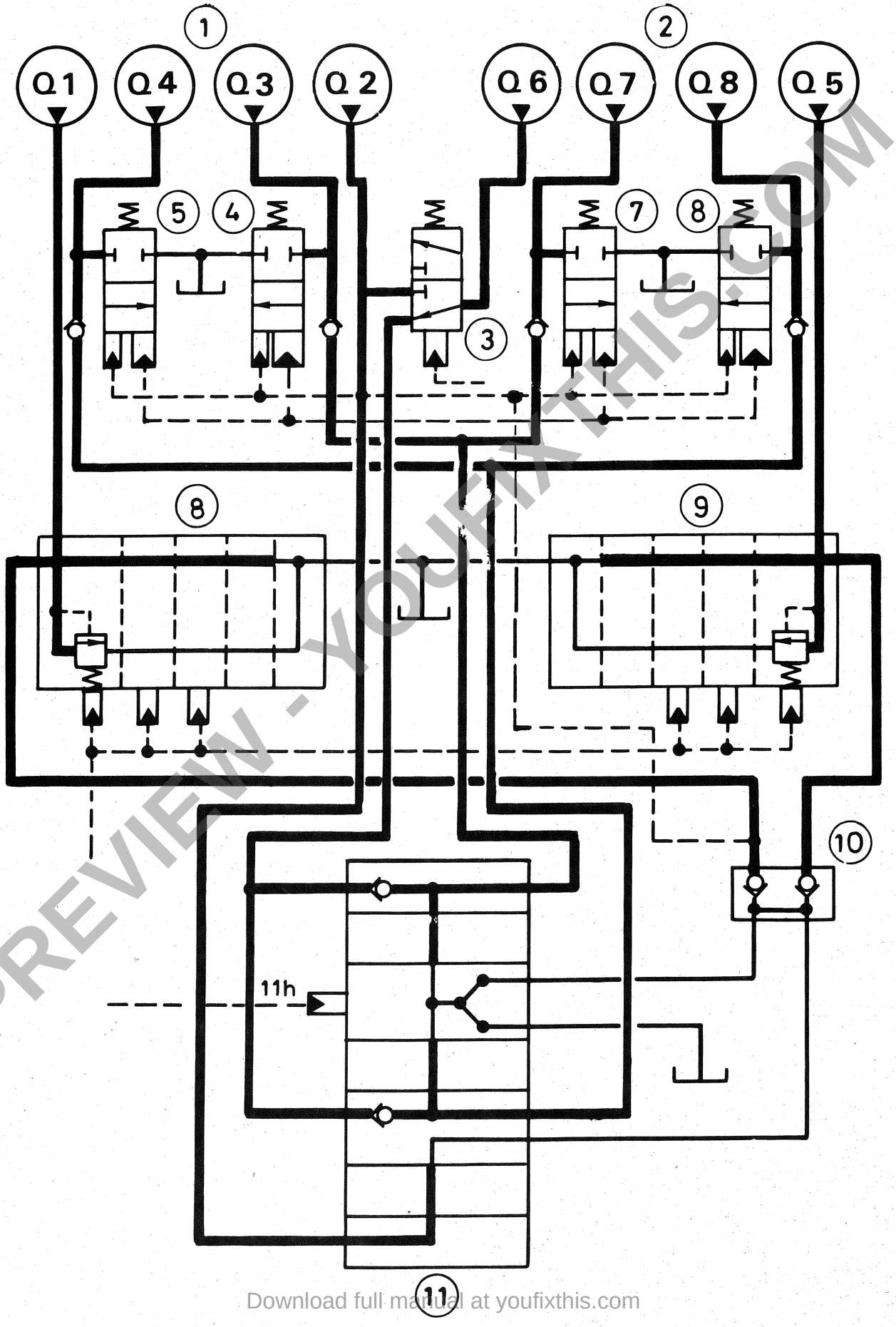
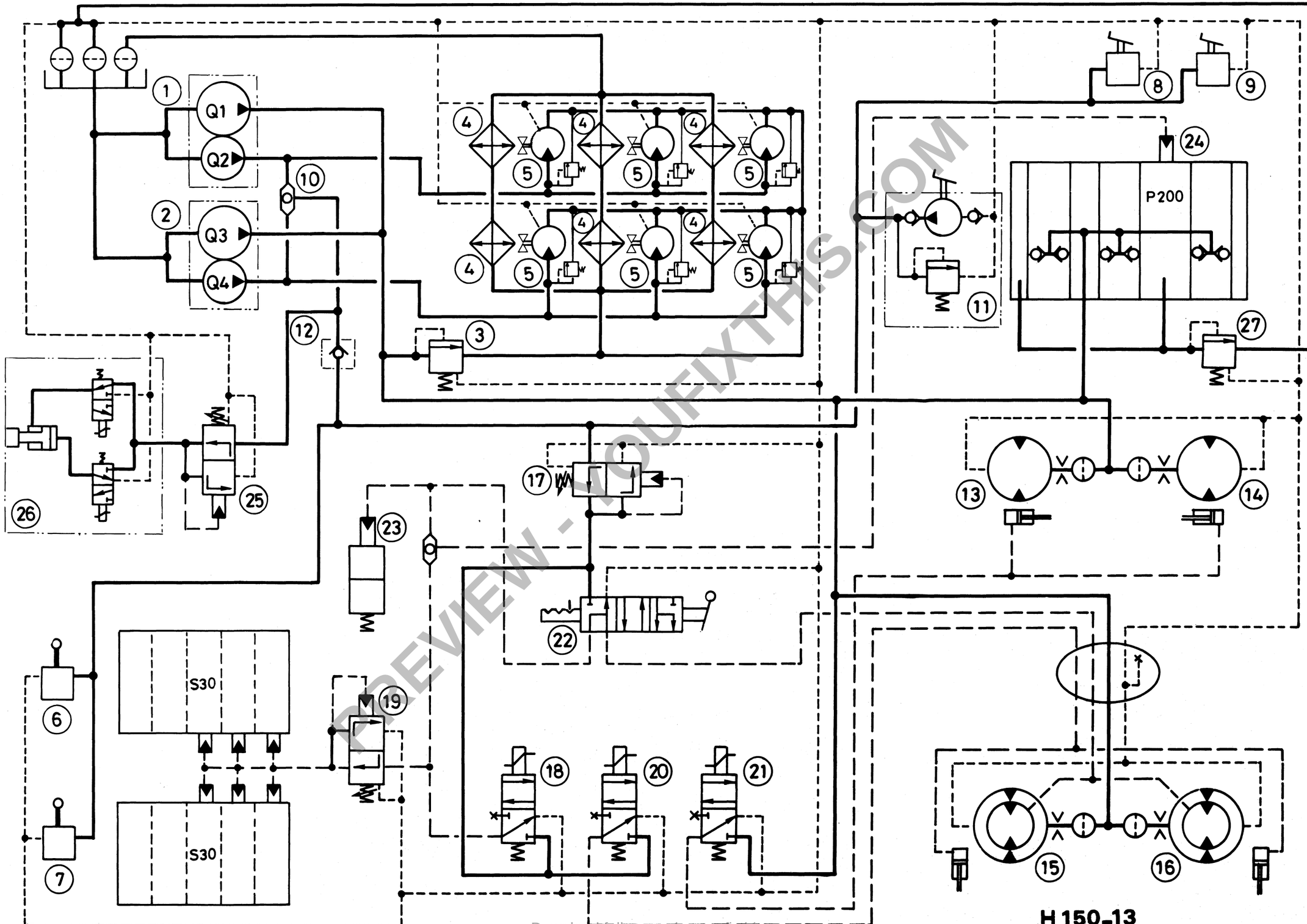


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UNDERCARRIAGE

Function :

- It supports the upperstructure on the roller bearing ring
- It ensures stability of the assembly when working
- It is equipped with a track group, making for all-terrain travel.

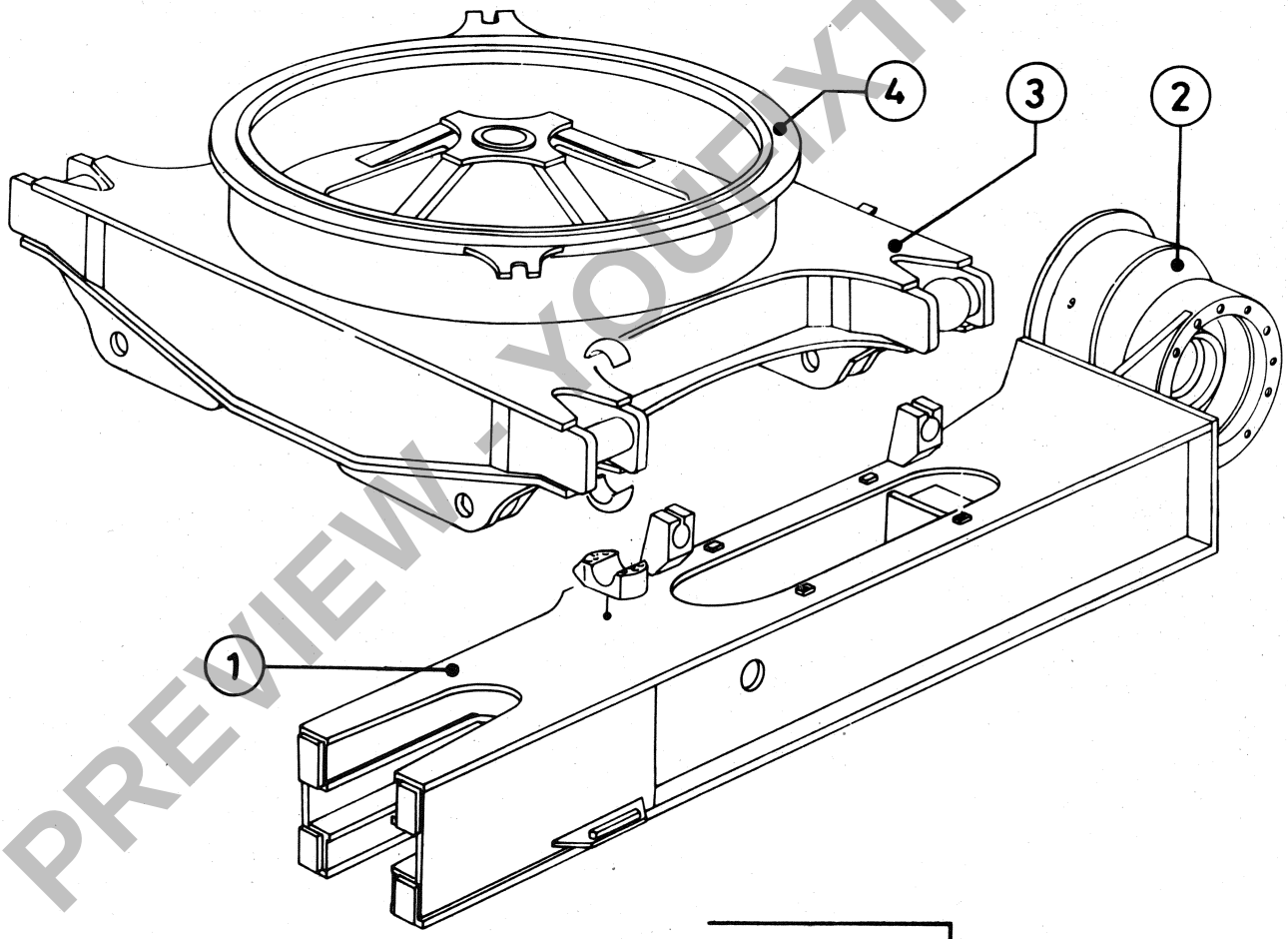
DESCRIPTION

The undercarriage comprises :

- two independent box-type side-members (1) which support the track group.

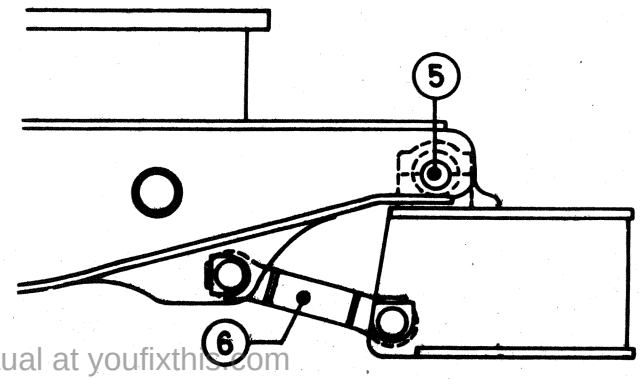
A rear bearing (2) is welded to each side member, which houses a hydraulic track drive motor a double reduction gear and a sprocket wheel. The front part of the side-member is fitted with a slipper which receives the idler wheel and the track tension - shock-absorber system.

- a central H-shaped frame (3) to which is welded a tubular frame (4) which supports the roller bearing ring.



CONNECTION BETWEEN SIDE MEMBER AND CENTRAL FRAME

This connection consists of four bearings (5) and four tie-bars (6).



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Bring temperature of hydraulic oil to about 50° C

1) CHECKING PRESSURE-SETTING OF S30 VALVE BANK RELIEF VALVES

- Disconnect and seal off relief valve oversettings of boom large chamber and dipperstick cylinder (large chamber with loader attachment - small chamber with backhoe).
- Mount pressure-gauge at (5) (Right-hand S30 valve bank).
- Place track drive selector in back position (work position).
- Place switch in heavy lift position
- Start up right-hand engine
- Check pressure-setting values of boom, dipperstick and bucket

2) CHECKING PRESSURE-SETTINGS OF S30 VALVE BANK REGULATORS

a) Return heavy lift switch to neutral position.
- Reconnect boom and dipperstick oversettings
- Check pressure-setting of right-hand regulator
- Place switch in heavy lift position
- Check oversetting of right-hand regulator by actuating an overset movement
- Shut down the right-hand engine

b) Mount pressure-gauge at (6) . Left-hand S30 valve bank
- Place heavy lift switch in neutral position
- Start up left-hand engine
- Check pressure-setting of left-hand regulator
- Place switch in heavy lift position
- Check heavy lift oversetting by actuating an overset movement.

3) CHECKING PRESSURE-SETTING OF SWING MOTION

- Mount pressure-gauge at (7) or at (8) .
- Place track drive selector in front position (high-speed track drive)
- Check pressure-setting of swing motion

4) CHECKING PRESSURE-SETTING OF TRACK DRIVE

- Mount pressure-gauge at (3)
- Check pressure-setting of left-hand track drive
- Mount pressure-gauge at (4)
- Check pressure-setting of right-hand track drive
- Place heavy lift switch in neutral position
- Shut down the left-hand engine
- Remove the pressure-gauge

5) CHECKING PRESSURE-SETTING OF MODULATOR ASSEMBLIES A - B - C - D

- Place track drive selector in back position (work position)
- Place heavy lift switch in neutral position.
- Start up both engines at full speed
- Mount pressure-gauge at (1)
- Power-supply an attachment function (wire-drawing) and check that the pressure falls to 0 bar after having reached the cutout pressure.
- Mount pressure-gauge at (2)
- Power-supply an attachment function (wire-drawing) and check that the pressure falls to 0 bar after having reached the cutout pressure
- Mount pressure-gauge at (3)
- Power-supply an attachment function (wire-drawing) and check that the pressure falls to 0 bar after having reached the cutout pressure.
- Mount pressure-gauge at (4)
- Power-supply an attachment function (wire-drawing) and check that the pressure falls to 0 bar after having reached the cutout pressure.
- Shut down the engines. Remove the pressure-gauge.

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	2	DEUTZ F 12L 413
DIN	2	271 ch CV PS 267.2 HP 199,4 kW
SAE	2	313 ch CV PS 308.6 HP 230,3 kW
TR/MN - RPM - U/MIN	2150	t/mn rpm U/mn
	2	12
		Air Aire Luft
	24	Volts Voltios Volt
	2	22 L 4.8 UK Gals 5.8 US Gals
		1630 L 359 UK Gals 430 US Gals
	2	45 L 9.9 UK Gals 11.8 US Gals

	1100 L 242 UK Gals 290 US Gals
	1600 L 352 UK Gals 422 US Gals

Pompe Bomba Pumpe Pump	2	H.POC 4 x 52 4 x 3P SH C
TR/MN - RPM - U/MIN	2150	t/mn rpm U/mn
	2	4 x 112 L/mn 4 x 24.6 UK gpm 4 x 29.5 US gpm
		320 bar - bares - atü 4650 PSI 400 bar - bares - atü 5800 PSI

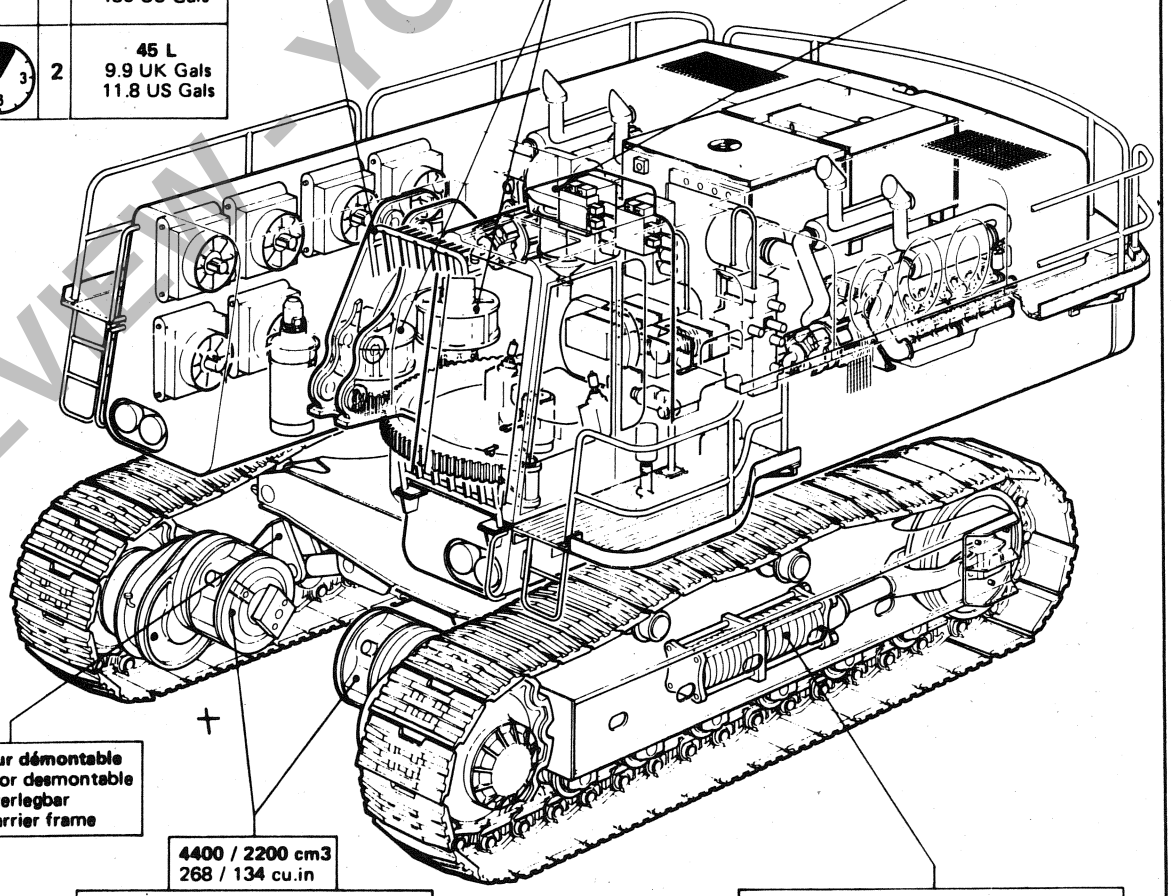
En option : Protection de cabine
Opcional : Protección de cabina
Wahlweise : Schulzvorrichtung der Fahrerkabine
Optional : Cab protection

Graissage centralisé automatique
Engrase centralizado automatico
Automatische Zentralschmierung
Automatic centralized lubrication

3800 cm3
232 cu.in

En option : Moteurs freinés
Opcional : Motores con frenos
Wahlweise : Bremsbare Hydromotoren
Optional : Braked motors

En option : Climatiseur
Opcional : Climatizador del aire
Wahlweise : Klimaanlage
Optional : Air conditioner



Châssis porteur démontable
Chasis portador desmontable
Unterwagen zerlegbar
Removable carrier frame

4400 / 2200 cm3
268 / 134 cu.in

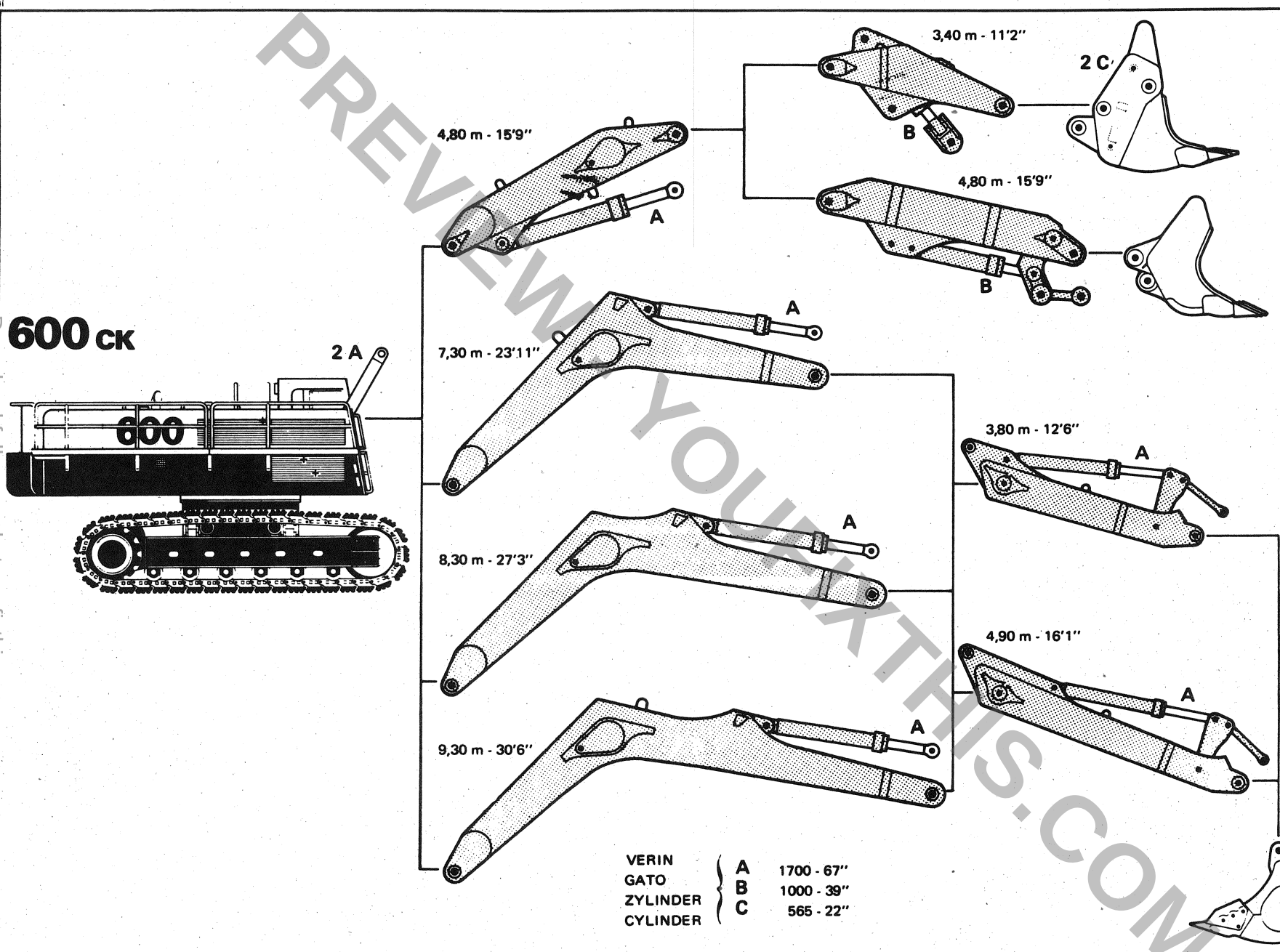
En option : Moteurs freinés
Opcional : Motores con frenos
Wahlweise : Bremsbare Hydromotoren
Optional : Braked motors

Tension hydraulique des chenilles
Mecanismo tensor hidráulico de orugas
Hydraulische Spannung der Raupenketten
Hydraulic track tension mechanism

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MONTAGE D'EQUIPEMENTS
MONTAJE DE LOS EQUIPOS
ANBAU DER AUSRUESTUNGEN
MOUNTING OF ATTACHMENTS



Poclain
pelles hydrauliques

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