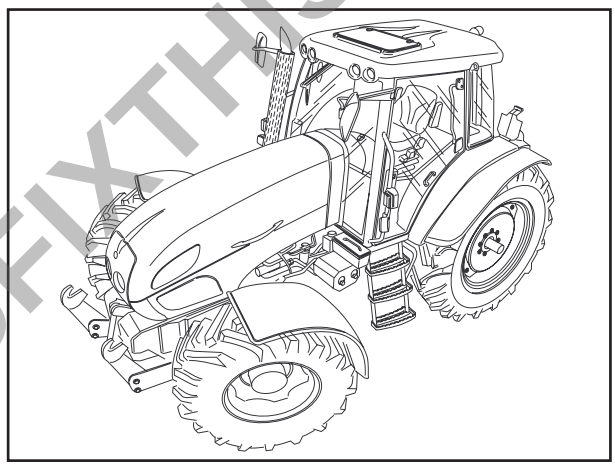
LEGEND

125 - 135 - 145 - 165 - 185
TECHNO - TOP - TOP TRONIC



Training manual

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2.2 Weights and dimensions

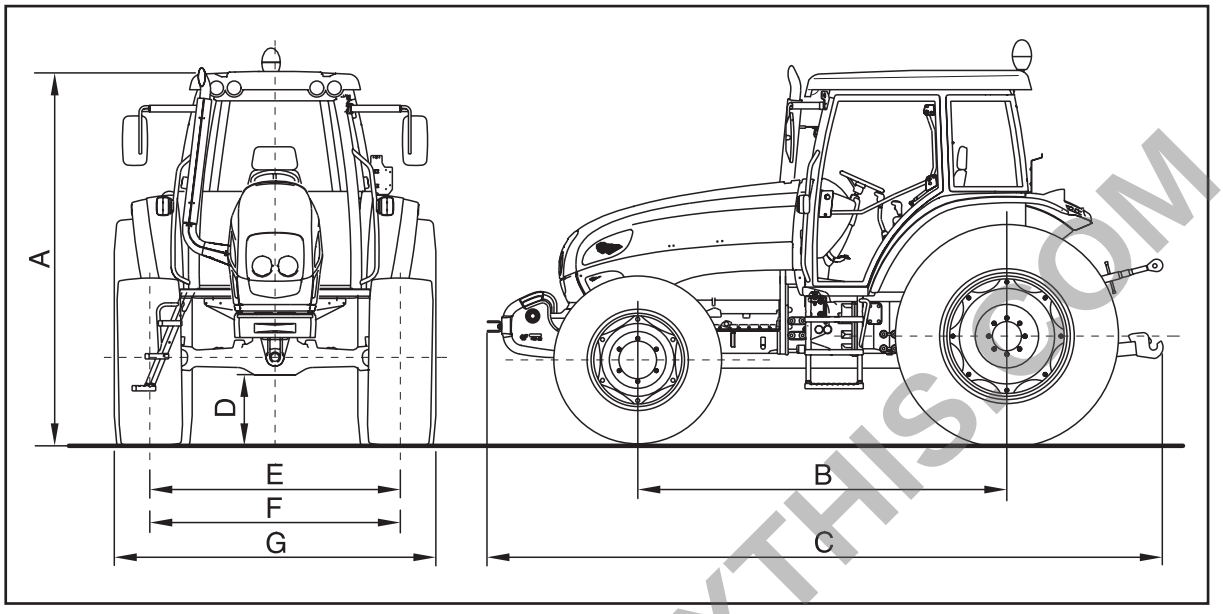


Fig. 1.2

General specifications

	125TDI	135TDI
	4 driving wheels	4 driving wheels
With tyres:		
- front	380/70R28	14.9R28
- rear	480/70R38	18.4R38
Weights		
- In running order, without ballast, with cab	5500 kg	5500 kg
Dimensions		
A - Cab height from ground	2800 mm	2800 mm
- Height to revolving beacon	2960 mm	2960 mm
- Height to safety frame	2800 mm	2800 mm
B - Wheelbase	2800 mm	2800 mm
C - Maximum length without front ballast	4160 mm	4160 mm
- Maximum length with front ballast	5120 mm	5120 mm
D - Ground clearance	470 mm	498 mm
E - Front track	See track tables	See track tables
E - Rear track	See track tables	See track tables
G - Max width on road	2500 mm	2500 mm

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The “low flow” circuit cools the oil, flushes and cools the transmission and deals with forced lubrication.

Oil discharged by the 20 bar valve in the power pack (10) is sent to the cooling radiator (16). It is controlled by the 5 bar valves installed inside the power pack itself.

Thus cooled, the oil is sent to the block (17) and proceeds towards the transmission where it deals with forced lubrication inside the lower transmission shafts of the axle and gearbox.

1 - Low flow pump
3 - Intake cartridge filter
4 - Oil filter on the delivery
9 - Power steering system
10 - Hydraulic power pack (supplies the users)
16 - Transmission oil cooling radiator
17 - Block for forced lubrication valve
39 - Delivery filter
40 - Hydraulic power pack (supplies Deltashift)

- high pressure
- low pressure
- discharge/intake
- cooling
- lubrication

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Operating faults in electrical circuits

There are four types of operating faults that may occur in electrical circuits:

1 - excessive resistance in the circuit (high resistance)

2 - broken circuit (open circuit)

3 - grounded circuit

4 - short-circuit

In a simple circuit like the one indicated in (Fig.9.7), there are only three parts in which these operating faults can occur:

1 - before the control switch (A)

2 - between the control switch (A) and the load (B)

3 - after the load (B)

It is easy to mistake the operating fault of a component with that of a circuit. Great care must therefore be taken when the cause of a fault is identified, so as to ensure that it can be correctly and quickly resolved.

Example: a component may not operate before a connector is disconnected and operate after the same connector has been re-connected. The reason for this could be excessive resistance, which created a drop in the voltage supplied to the connector terminals, thus preventing the right amount of current to flow towards the component.

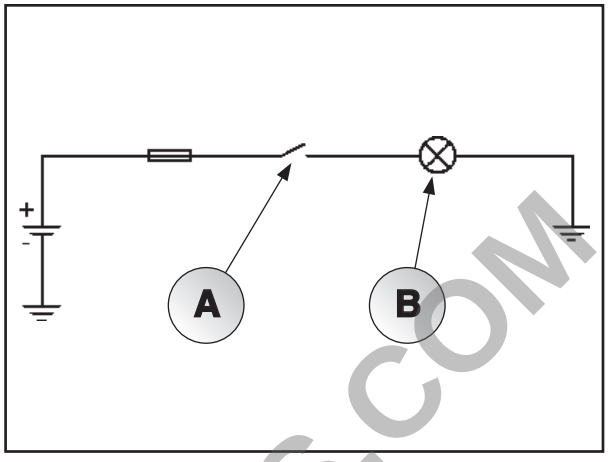


Fig. 9.5

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