Engine

- Perkins 4-cylinder Diesel engine
- Output 24.6 kW / 34 HP at 2800 rpm
- Type 404 D – 15 water-cooled
- Capacity 1,508 cm^3

Hydraulic system

- Driving hydraulics
  Flow rate 78 l/min
  Working pressure 450 bar
- Working hydraulics
  Flow rate 45 l/min
  Primary pressure, working pressure 185 bar

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2.1 Engine (as supplied)

2.1.1 Engine removal

▶ **WARNING**

Risk of injury by moving parts.

Do not open the engine hood when the engine is running, unless this manual expressly instructs you to do so.

▶ **WARNING**

Explosion and fire hazard!

Do not smoke when handling fuel, and avoid naked flame or fire.

Do not mix gasoline with the Diesel fuel.

▷ Avoid damaging the environment. Collect any escaping fuel and dispose of it in an environmentally responsible way.

▷ Between the engine mount and the rubber buffer, there can be shim washers in order to reduce the play and prevent damage.

▷ Use suitable lifting gear to lift the engine (e.g. workshop crane).

▷ The engine must be replaced by two persons.

▷ Mark the electric cables in order to avoid mix-ups.

Requirements

Ensure the following:

- The radiator has been removed (see the section 2.2.1 "Removing the radiator").
- The starter has been removed (see the section 8.1.2 "Replacing the starter").
- The battery retaining plate has been removed (see the section 6.2.2 "Replacing the battery retaining plate").

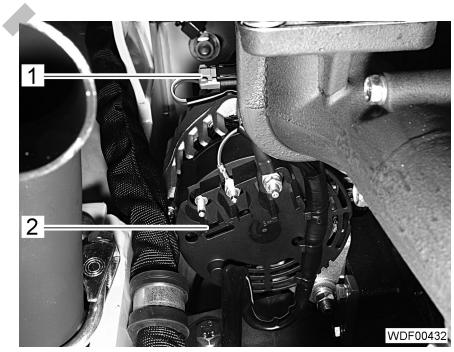


Fig. 2 Electrical connections (right)

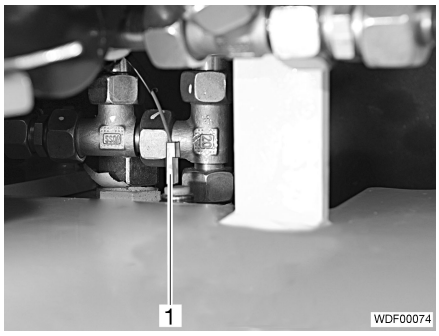


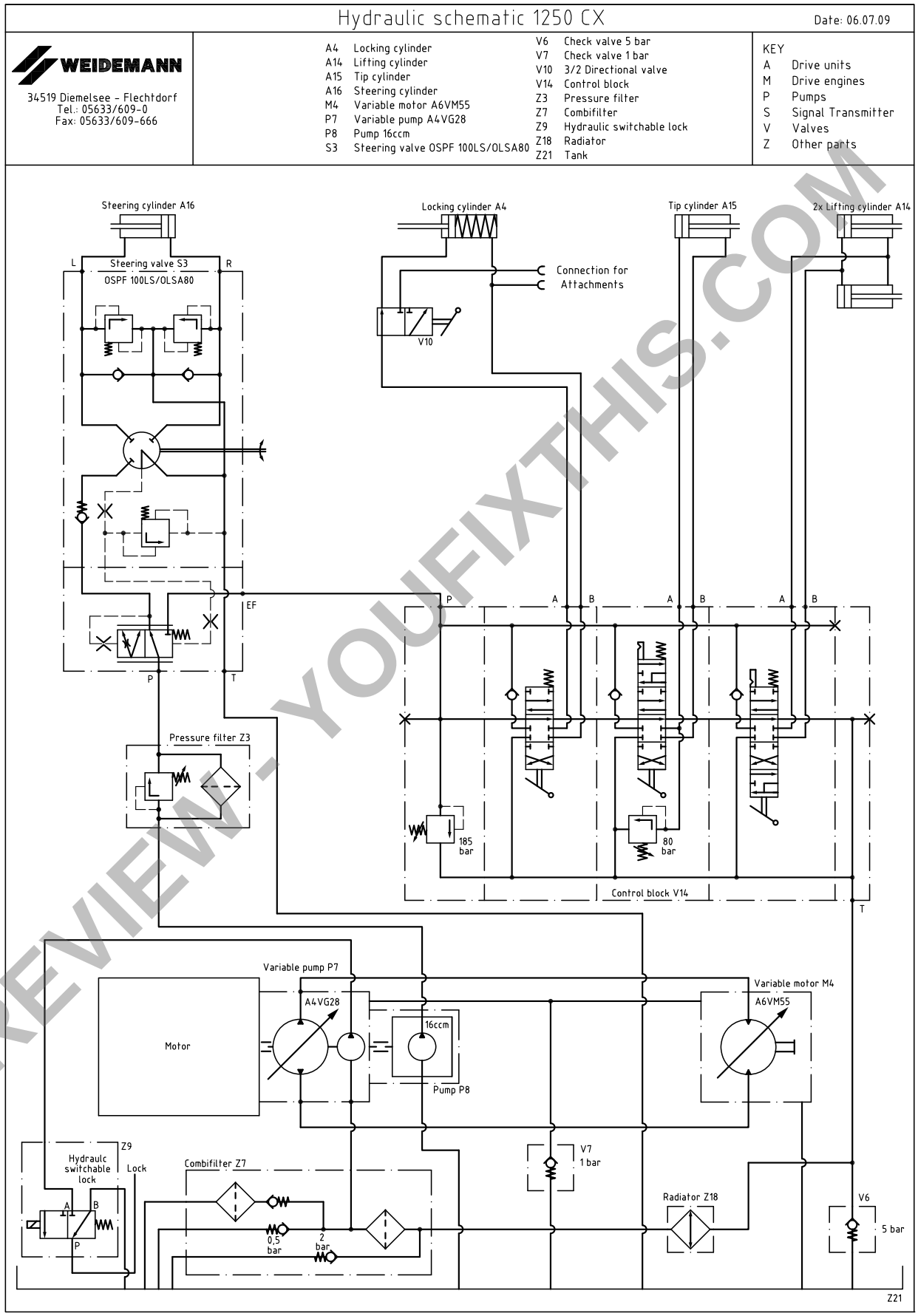
Fig. 3 Temperature sensor plug

Removing plugs and cables

- Remove the plug from the temperature sensor (Fig. 2,1).
- Remove the 2 cables from the generator (Fig. 2,2).
- Remove the plug from the temperature sensor (Fig. 3,1).

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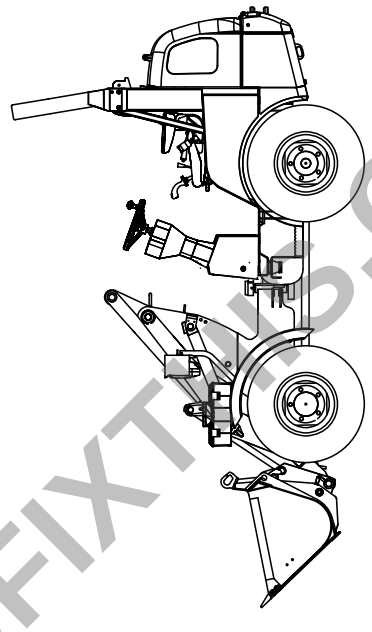


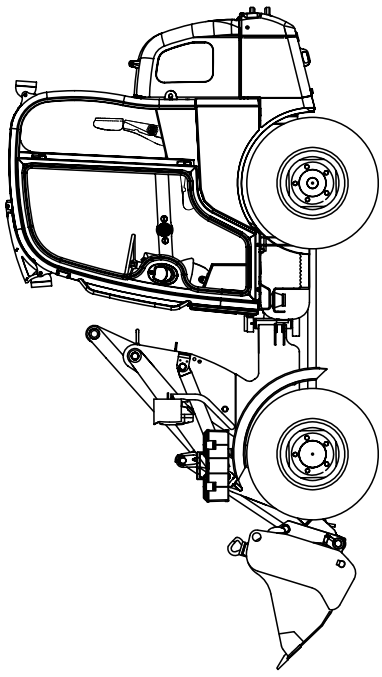
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Electric cirquit diagram 1250 1350 1370





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This part of the repair manual contains special safety instructions relating to the loader's individual assemblies.

Warning notices

Warning notices are identified by a symbol, and differ in terms of the type and severity of the hazard described. The various types are shown below.



▶ **DANGER**

Identifies a hazard that will result in death or serious, irreversible injury if it is not prevented.

Follow the instructions in order to prevent the hazard.



▶ **WARNING**

Identifies a hazard that can result in death or serious, irreversible injury if it is not prevented.

Follow the instructions in order to prevent the hazard.



▶ **CAUTION**

Identifies a hazard that can result in minor reversible injury.

Follow the instructions in order to prevent the hazard.



▷ Identifies possible damage to the loader or to other property.

Notices

The following notices point out important items of information:



▷ Identifies a special item of information that is required for effective and efficient working.



▷ Identifies an environmental notice.

Do not start working until you have read and understood all safety instructions.

Sequence

The sequence of the described work is binding. Keep to the defined sequence in order to avoid hazards.

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- 1125057321
- 1125067321

Special features The repair manual also describes work on special features that are not present on every loader.

Abbreviations and units

A	High-pressure connection on the variable displacement pump
as req.	As required

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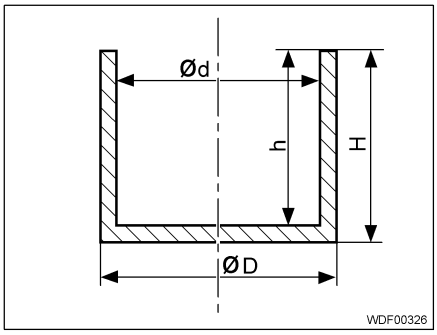


Fig. 10 Expulsion and driving sleeves (section)

Dimensions and bearing types

Bearing type	Dimensions in mm			
	D	d	H	h
GE25	37	31	30	20
GE30	42	37	30	20
GE40	60	50	50	25
GE45	70	60	50	25
GE50 (removal)	66	60	50	25
GE50 (installation)	75	51	50	25
GE50FO	81	72	50	25
GE63 (removal)	82	75	50	25
GE63 (installation)	94	64	50	25
GE70	110	100	50	25

8.4 Driving bolts

Purpose

The driving bolts are used to drive in bearing bushes (e.g. sliding bearings on the short drawbar) straight and without damaging the bearing.

Configuration

- Metal, solid material
- Cylindrical
- Handle (Fig. 11,1)
- d < inside diameter of the bearing bush
- D > outside diameter of the bearing bush

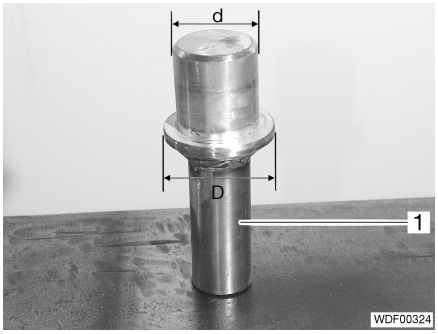


Fig. 11 Driving bolt

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3.4 Adjusting the driving speed

▶ **DANGER**

Excessive speed can be fatal!

The set driving speed must not be significantly exceeded even if the operating temperature has been reached and the loader is driving downhill fully loaded.

Do not set the driving speed higher than the permissible maximum speed of **20 km/h** (optional: 30 km/h).

▷ The cap (Fig. 17,1) serves as a lead seal.

▷ Only the WEIDEMANN Customer Service may remove the lead seals. Unauthorized removal of the lead seals renders the warranty void. If in doubt, consult the WEIDEMANN Customer Service.

▷ Use suitable, calibrated measuring devices to determine the driving speed.

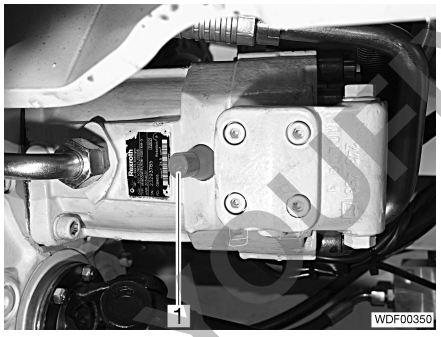


Fig. 17 Cover

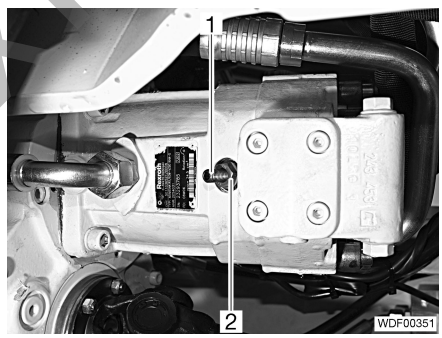


Fig. 18 Adjustment screw

- Remove the cap (Fig. 17,1).
- Undo the nut (Fig. 18,2).
- Adjust the driving speed at the screw (Fig. 18,1):
  - Rotate the screw clockwise: The driving speed decreases.
  - Turn the screw counter-clockwise: The driving speed increases.
- Tighten the nut (Fig. 18,2).
- Check the driving speed again.
- Put a new cap (Fig. 17,1) on the screw (Fig. 18,1).

3.5 Checking the variable displacement pump supply pressure

▷ Pay attention to the "Safety instructions for working on the hydraulic system" (see Part 1 "Safety").

▷ The easiest access to the test connection is from the underside of the loader.

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Final work

- Tilt the operator's platform back (see operator's manual "Tilting the operator's platform").
- Vent the fuel system (see operator's manual "Venting the fuel system").

2.4.4 Replacing the fuel feed pump

▶ **WARNING**

Explosion and fire hazard!

Do not smoke when handling fuel, and avoid naked flame or fire.

Do not mix gasoline with the Diesel fuel.

Requirements

Ensure the following:

- The operator's platform is tilted (see operator's manual "Tilting the operator's platform").

Spare parts and auxiliary equipment

Designation	Quantity
Pump	1
Clamp	2

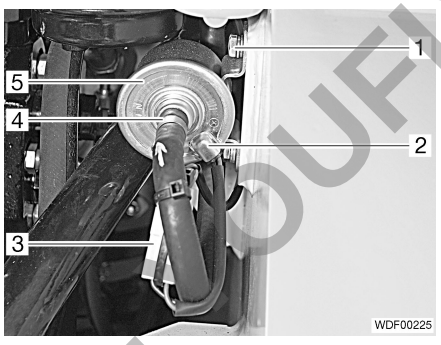


Fig. 45 Fuel feed pump

Removing the fuel feed pump

- Unscrew the 2 screws (Fig. 45,1).
- Disconnect the electrical plug (Fig. 45,3).
- Mark the fuel lines (input and output side) in order to prevent mix-ups.
- Close off the fuel lines (Fig. 45,2).
- Remove the 2 clamps (Fig. 45,4).
- Pull off the fuel lines and remove the fuel feed pump (Fig. 45,5).

Installing the fuel feed pump

- Plug the fuel lines (Fig. 45,2) with clamps (Fig. 45,4) onto the fuel feed pump.
- Secure the 2 clamps (Fig. 45,4).
- Open the fuel lines.
- Connect the plug (Fig. 45,3).
- Position the fuel feed pump, screw in the 2 screws (Fig. 45,1) with 1 spring lock washer and 1 disk for each, and tighten.

Final work

- Tilt the operator's platform back (see operator's manual "Tilting the operator's platform").
- Vent the fuel system (see operator's manual "Venting the fuel system").

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3.5.3 Removing the control valve

▷ Pay attention to the "Safety instructions for working on the hydraulic system" (see Part 1 "Safety").

Requirements

Ensure the following:

- The hydraulic system is depressurized (see the section 3.1.1 "Depressurizing the hydraulic system").
- The operator's platform is tilted (see operator's manual "Tilting the operator's platform").

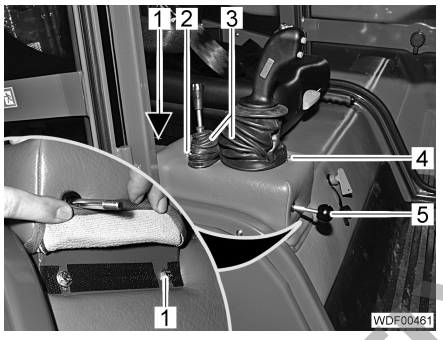


Fig. 112 Control valve console

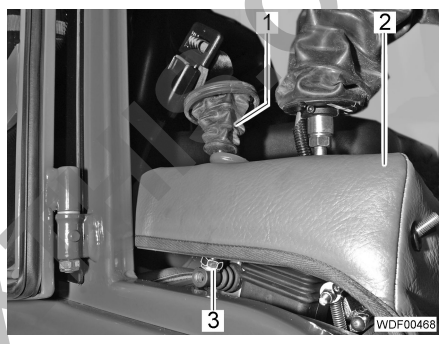


Fig. 113 Lever attachment

Removing the control valve console

- Release the 2 clamps (Fig. 112,2 and 4).
- Pull the bellows (Fig. 112,3) upwards over the handles.
- Unscrew the ball (Fig. 112,5) off the lever of the lift frame lock.
- Unscrew the 4 screws (Fig. 112,1).
- Undo the nut (Fig. 113,3).
- Unscrew the lever (Fig. 113,1) of the auxiliary hydraulics.
- Remove the control valve console (Fig. 113,2) carefully upwards.



Fig. 114 Control unit

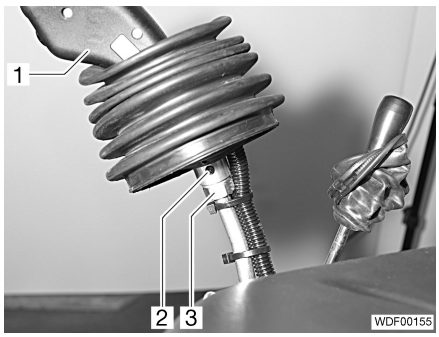


Fig. 115 Multi-function lever attachment

▷ The plugs on the control unit are locked.

To release the lock, simultaneously press in the two red webs on the front face of the plug, and pull on the red plate on the opposite side of the plug.

Removing the multi-function lever

- Unplug the plug (Fig. 114) on the control unit.
- Carefully guide the cable of the multi-function lever outwards through the opening under the control valve console.
- Loosen the stud screw (Fig. 115,2) but do not unscrew it.

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- Put each flange half for securing the high pressure lines (Fig. 184,3) into position and loosely screw in 2 screws with spring lock washers.
- Press 1 high pressure line under each flange half and align so that the second flange half can be put into position.
- Put each second flange half into position and loosely screw in 2 screws with spring lock washers.
- Tighten the 4 screws on each of the high pressure lines.
- Screw the hydraulic line of the cross flushing connection (Fig. 184,2) onto the connection on the variable displacement motor and tighten.
- Plug the connectors (Fig. 184,1) onto the solenoid valves and secure with 1 screw for each.
- Tilt the operator's platform back (see operator's manual "Tilting the operator's platform").

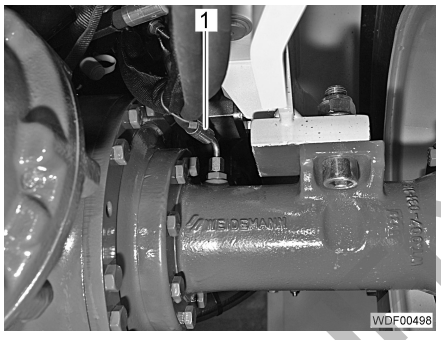


Fig. 185 Hydraulic line of the differential lock

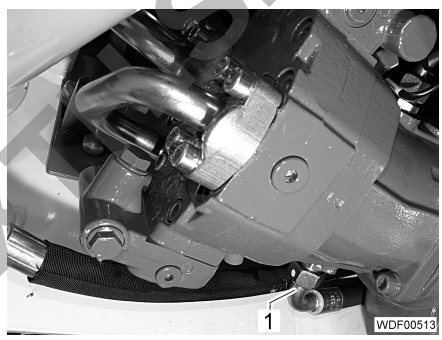


Fig. 186 Hydraulic line of the cross flushing connection

Connecting the hydraulic lines on the underside

- Screw the hydraulic line of the differential lock (Fig. 185,1) onto the connection on the axle bracket and tighten.
- Screw the hydraulic line of the cross flushing connection (Fig. 186,1) onto the connection on the variable displacement motor and tighten.



Fig. 187 Rear carriage support at the side



Fig. 188 Rear carriage support at the back

Loading the rear axle

- Fit the wheels (see operator's manual "Changing wheels").
- Remove the jack stand (Fig. 187).
- Raise the rear carriage and remove the jack stands (Fig. 188).
- Lower the rear carriage.

Final work

- Install the drive shaft (see the section 4.1 "Replacing the drive shaft").

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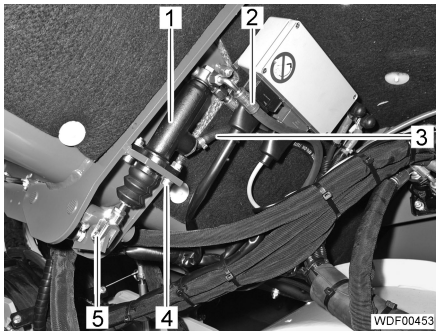


Fig. 258 Main brake cylinder

Fitting the main brake cylinder

- Insert the main brake cylinder (Fig. 258,1) through the metal plate from the rear.
- Tighten the 2 bolts (Fig. 258,4).
- Push the pin (Fig. 258,5) through the fork end and secure.

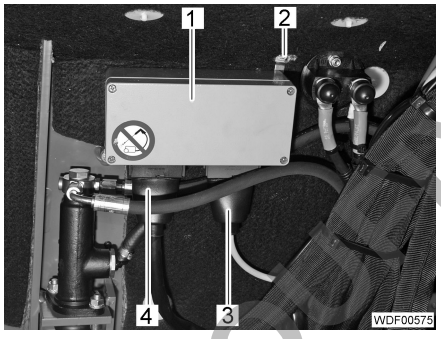


Fig. 259 Control unit

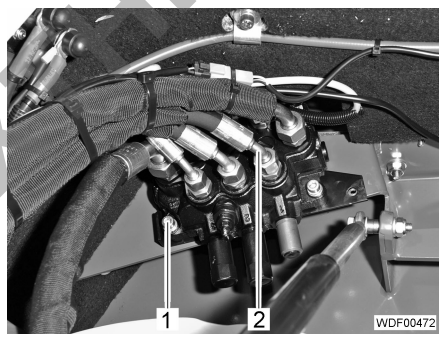


Fig. 260 Underside of the control valve

Connecting lines

- Plug in the plug (Fig. 259,4) on the control unit (Fig. 259,1).
- Screw the hydraulic lines (Fig. 260,2) onto the connection on the control valve and tighten.

Final work

- Install the parking brake switch (see the section 8.2.6 "Replacing the parking brake switch").
- Adjust the parking brake (see the section 5.2.1 "Replacing the Bowden cable of the parking brake").
- Tilt the operator's platform back (see operator's manual "Tilting the operator's platform").

6.4.3 Replacing the rubber buffers of the step plate

▷ Do not damage electrical or hydraulic lines when lifting the step plate.
Work very carefully.

▷ This section describes how to replace the front rubber buffer.
The rear rubber buffers are replaced in the same way.

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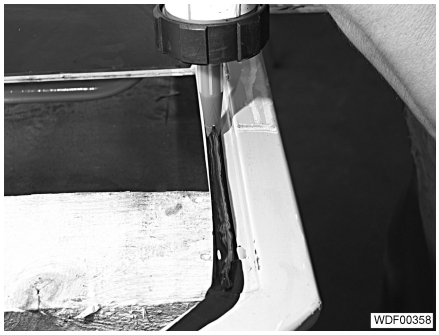


Fig. 334 Adhesive bead

Bonding in the window

- Apply the adhesive in a bead (Fig. 334) along the bonding surface of the door.



▷ Do not touch the bonding surfaces of the window.

▷ When performing vertical installation, use spacers to the edge until the adhesive has hardened.

▷ When performing vertical installation, secure the window in place until the adhesive has hardened.

- Place the window onto the adhesive bead, align it and press it on until the window is flush against the door.
- Allow the adhesive to harden (see the adhesive manufacturer's instructions).
- Fit the seals and attachments, e.g. door handle.
- If necessary, seal individual points with sealant (e.g. silicone).

7.3.11 Replacing the complete heater



▶ **WARNING**

Hot coolant can cause scalding injuries!

Never open the cooling system when the engine is hot or the cooling system is pressurized.

Allow the engine to cool down or wear protective gloves.

Requirements

Ensure the following:

- The operator's platform is tilted (see operator's manual "Tilting the operator's platform").

Spare parts and auxiliary equipment

Designation	Quantity
Heater	1

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- Insert the new prong (Fig. 390,1).
- Grease the thread of the prong.
- Screw the nut (Fig. 390,2) onto the prong and tighten.

9.3 Replacing the hydraulic cylinder of the fork & grab

▷ Pay attention to the "Safety instructions for working on the hydraulic system" (see Part 1 "Safety").

▷ This section describes replacement of a hydraulic cylinder.
The second hydraulic cylinder is replaced in the same way.

Requirements

Ensure the following:

- The hydraulic system of the fork & grab is not pressurized (e.g. as a result of decoupling the fork & grab).

Spare parts and auxiliary equipment

Designation	Quantity
Hydraulic cylinder	1

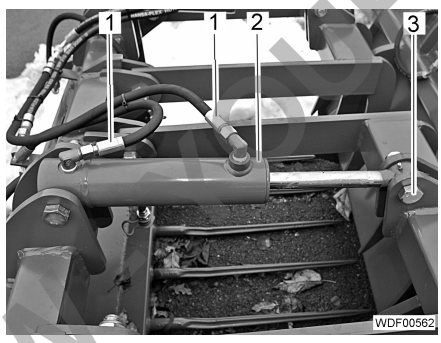


Fig. 391 Hydraulic cylinder of the fork & grab

Replacing the hydraulic cylinder

- Unscrew and close off the 2 hydraulic lines (Fig. 391,1).
- Unscrew the 2 bolts (Fig. 391,3).
- Remove the hydraulic cylinder (Fig. 391,2).
- Replace the screw attachments if necessary.
- Insert a new hydraulic cylinder.
- Screw in and tighten 2 bolts (Fig. 391,3).
- Screw the 2 hydraulic lines (Fig. 391,1) onto the connections on the hydraulic cylinder and tighten.

Final work

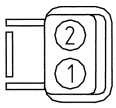
- Lubricate the hydraulic cylinder bearings.

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Rear carriage The following plug connectors are installed in the rear carriage:

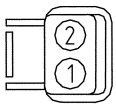
X4



Deutsch 2-pole
Art. No. DT 06-02 S-C015

S	Color	Ø [mm²]	Designation
1	RD	1	Fitting F4, X1-9 via SP1M
2	BN	1	Grounding point, engine

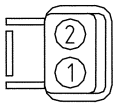
X5



Deutsch 2-pole
Art. No. DT 06-02 S-C015

S	Color	Ø [mm²]	Designation
1	RD	1	Fitting F4, X1-9 via SP1M
2	BN	1	Grounding point, engine

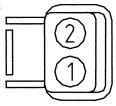
X6



Deutsch 2-pole
Art. No. DT 06-02 S-C015

S	Color	Ø [mm²]	Designation
1	BL/WH	1	Indicator lamp, cooling water temperature/hydraulic oil temperature X1-10 via SP2M
2	BN	1	Grounding point, engine

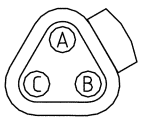
X7



Deutsch 2-pole
Art. No. DT 06-02 S-C015

S	Color	Ø [mm²]	Designation
1	GR/BK	1	Indicator lamp, engine oil pressure, X1-4
2	BN	1	Grounding point, engine

X9



Deutsch 3-pole
Art. No. DT 04-03 P-C015

P	Color	Ø [mm²]	Designation
A	BK/GN	1	
B	OR	1	
C	BK	1	

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