1.1 Technial data for Perkins engine

Engine

- Perkins 4-cylinder Diesel engine
- Output 35.7 kW / 49 HP at 2600 rpm
- Type 404 D – 22 water-cooled
- Capacity 2216 cm^3

Hydraulic system

- Driving hydraulics
  Flow rate 104 l/min
  Working pressure 450 bar
- Working hydraulics

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2.1 Engine (Perkins)

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.

▷ 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 operator's platform is tilted (see operator's manual "Tilting the operator's platform").
- The radiator has been removed (see the section 2.3.1 "Removing the radiator").
- The starter has been removed (see the section 8.1.3 "Replacing the starter").
- The complete air filter has been removed (see the section 2.4.2 "Replacing the complete air filter").

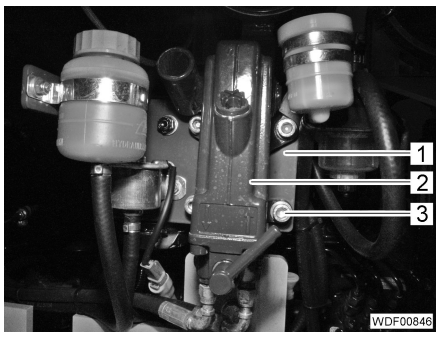


Fig. 2 Retaining plate of hand pump

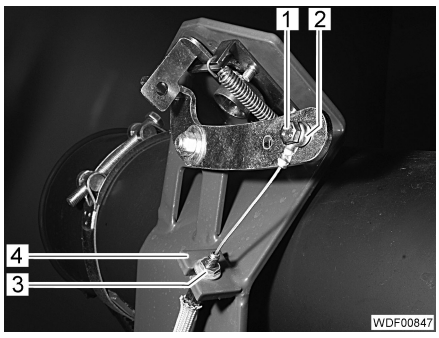


Fig. 3 Locking mechanism of engine hood

Removing the hand pump

- Unscrew the 4 screws (Fig. 2,3).
- Carefully bring the retaining plate (Fig. 2,1) with hand pump (Fig. 2,2) and filters forwards and below the driver's seat.
- Unscrew the screw (Fig. 3,1).
- Undo the nut (Fig. 3,3).
- Remove the Bowden cable (Fig. 3,2) upwards out of the holder (Fig. 3,4).

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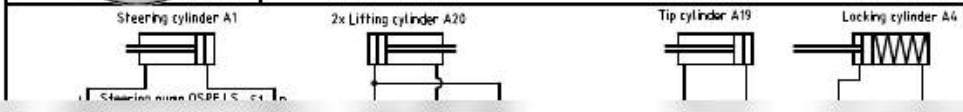
Hydraulik schematic 2070 CX 50 Industrie 20 Km/h

Stand: 31.08.09

A1	Steering cylinder	S1	Steering pump OSPF LS	V30	2/2 Directional valve
A4	Locking cylinder	S2	Pilot valve	Z3	Pressure filter
A5	Main braking cylinder	V1	Control block	Z5	Diaphragm type accumulator
A19	Tip cylinder	V5	Priority valve OLS80	Z6	Pulsation damper
A20	Lifting cylinder	V6	Check valve 5 bar / 72,5 psi	Z7	Combifilter
M5	Variable motor A6VM80	V7	Check valve 1 bar / 14,5 psi	Z9	Hydr. switchable lock
P9	Fixed displacement pump 19ccm	V8	Check valve 0,5 bar / 7,25 psi	Z10	Cooler
P10	Variable pump A4VG40	V9	2/2 Directional valve	Z12	Tank

KEY

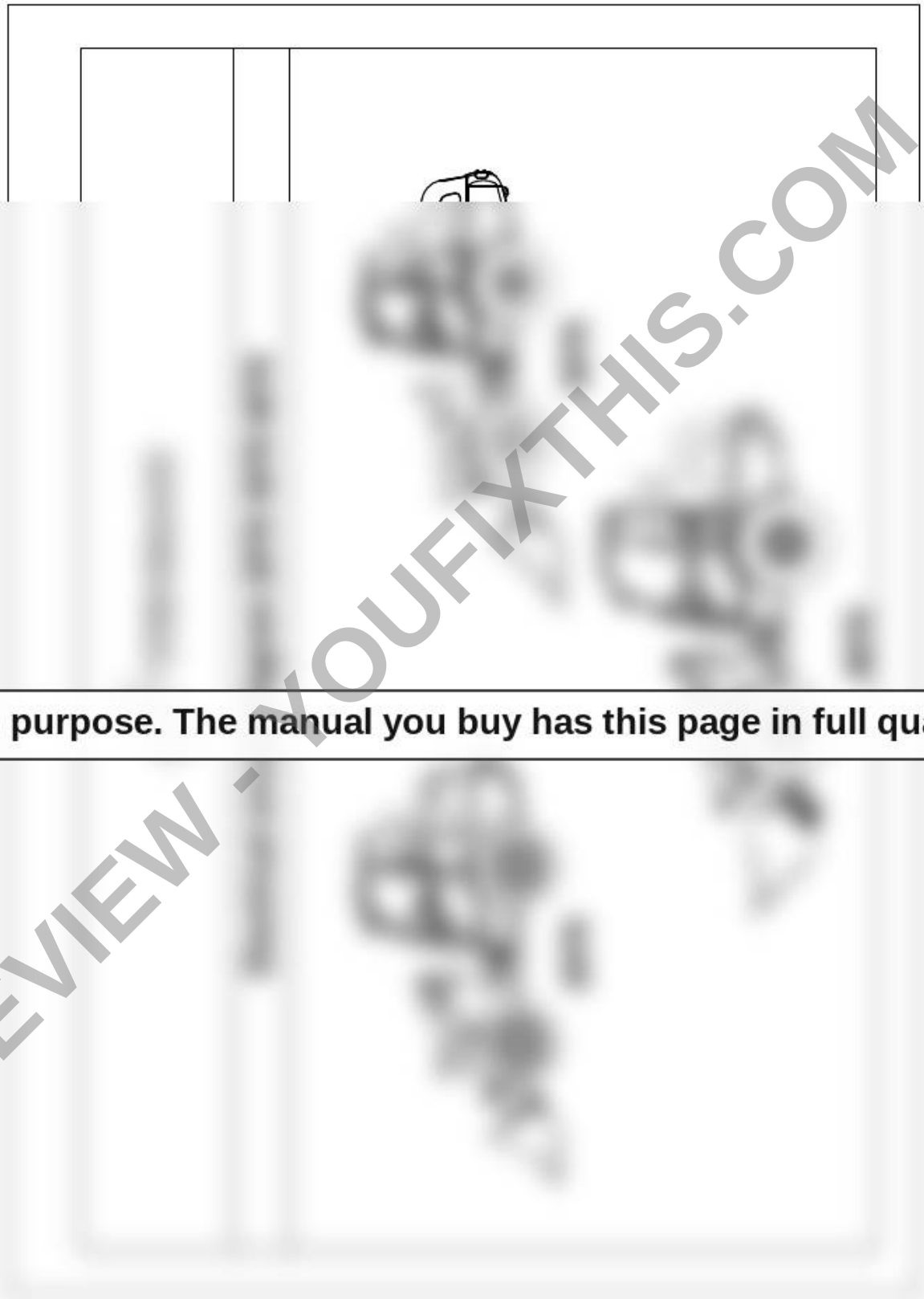
A	Drive units
M	Drive motor
P	Pumps
S	Signal transmitter
V	Valves
Z	Other parts



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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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Abbreviations and units

%	Percent
A	High-pressure connection on the variable displacement pump
as req.	As required
B	High-pressure connection on the variable displacement pump
bar	Unit of pressure

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5.1 Flow rates for Perkins engine

▷ The stated values are guideline values and can vary between loaders.
▷ The values are intended as orientation aids for troubleshooting.

The gear pump delivers 19 cm^3 per revolution.
This provides the following flow rates in liters per minute:

Gear pump

Speed [rpm]	Flow rate [l/min]
980	19
1150	22
1270	24
1600	30
2170	41
2600	49
2850	54

5.2 Flow rates for Deutz engine

▷ The stated values are guideline values and can vary between loaders.
▷ The values are intended as orientation aids for troubleshooting.

The gear pump delivers 22.5 cm^3 per revolution.
This provides the following flow rates in liters per minute:

Gear pump

Speed [rpm]	Flow rate [l/min]
1000	23
1180	27
1530	34
1600	36
2300	52
2400	54
2440	55

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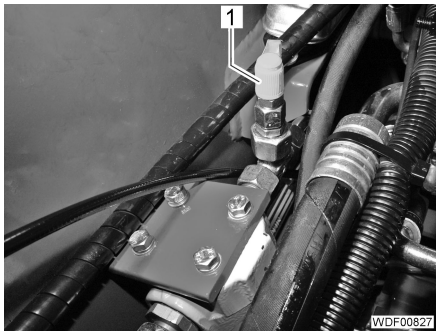


Fig. 33 Test connection P_H

Checking the primary pressure

- Install the T-screw connection with the test adapter (Fig. 33,1) in the hydraulic line between the gear pump and the pressure filter.
- Connect a test pressure gauge, 0 ... 600 bar at the test adapter.
- Move the lift frame to its stop with the "Lift" function.
- Read off the supply pressure "P_H" on the test pressure gauge (setpoint value: 210 bar).
- Check the secondary pressures when the setpoint value is reached. Otherwise, set the primary pressure and repeat the test.

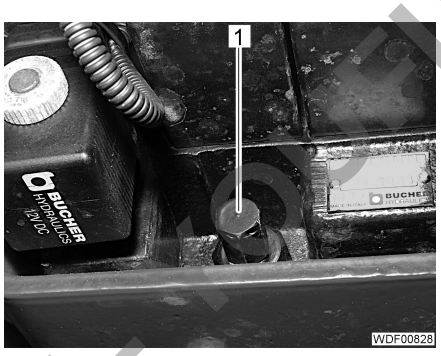


Fig. 34 Cover

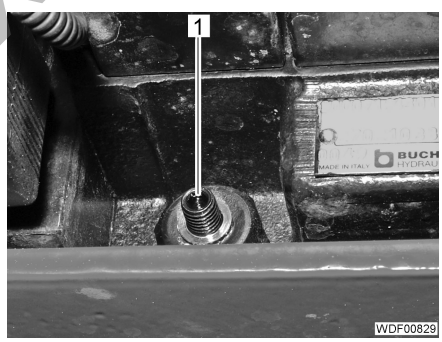


Fig. 35 Pressure control valve

▷ The easiest access to the adjustment screw is from the underside of the loader.

Setting the primary pressure

- Unscrew the cap (Fig. 34,1) from the primary pressure control valve on the control valve.
- Turn the primary pressure control valve (Fig. 35,1) clockwise with a hexagon socket wrench: Pressure increases.
- Check the primary pressure.
- If the primary pressure has changed, adjust the primary pressure control valve until the setpoint value is reached.
- If the primary pressure has not changed, turn the primary pressure control valve another turn clockwise.
- Check the primary pressure.
- If the primary pressure has changed, adjust the primary pressure control valve until the setpoint value is reached. Then check the secondary pressures.

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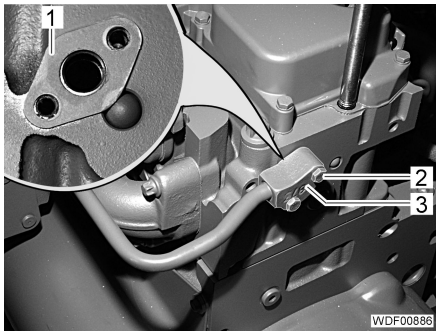


Fig. 66 Engine-breather hose (Deutz)

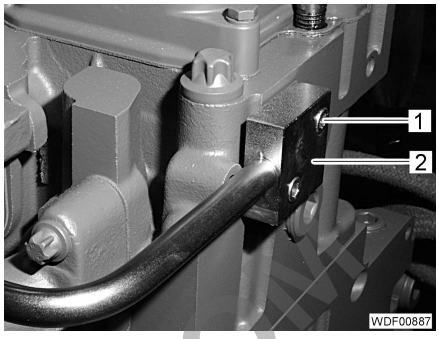


Fig. 67 Engine-breather hose

Replacing the engine-breather hose

- Unscrew the 2 screws (Fig. 66,2) and remove the engine-breather hose (Fig. 66,3).
- Reuse the seal (Fig. 66,1).
- Place new engine-breather hose (Fig. 67,2) with sealing ring into position.
- Screw in and tighten the 2 screws (Fig. 67,1).

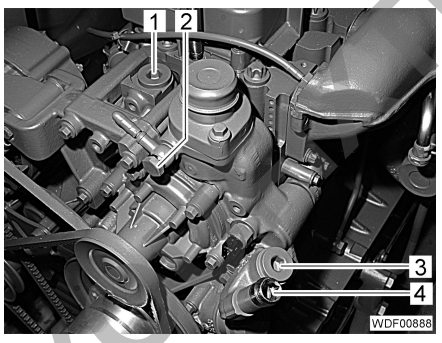


Fig. 68 Connections of the cooling system (Deutz)

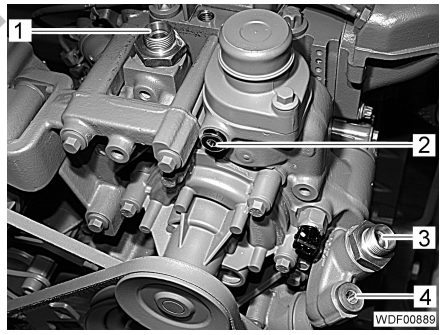


Fig. 69 Heating connections

Installing the heating connections

- Unscrew the 2 plugs (Fig. 68,1 and 3).
- Unscrew the screw (Fig. 68,2).
- Unscrew the connection (Fig. 68,4).
- Screw in and tighten the 2 screw attachments (Fig. 69,1 and 3).
- Screw in and tighten the 2 plugs (Fig. 69,2 and 4).

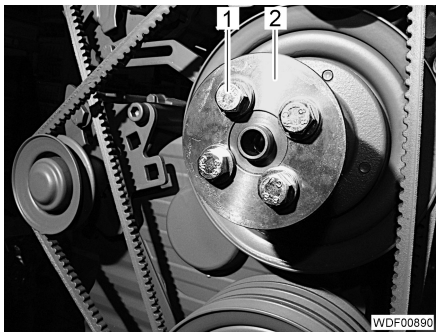


Fig. 70 Disc of the fan wheel flange

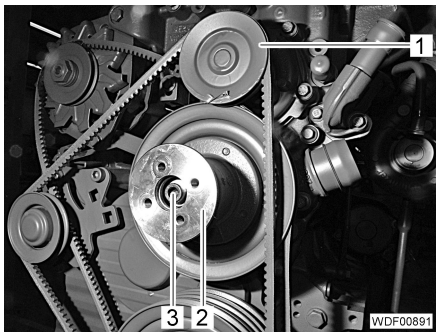


Fig. 71 Fan wheel flange attachment (Deutz)

Installing the fan wheel

- Unscrew the 4 screws (Fig. 70,1).
- Remove the washer (Fig. 70,2).
- Unscrew the screw (Fig. 71,3).
- Remove the fan wheel flange (Fig. 71,2).

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2.6 Exhaust system

2.6.1 Replacing the muffler and tail pipe

► **WARNING**

Hot parts can cause burns.

Never work on the exhaust when it is at operating temperature.

Allow the exhaust to cool down or wear protective gloves.

Requirements

Ensure the following:

- The engine hood is open (see operator's manual "Opening the engine hood").

Spare parts and auxiliary equipment

Designation	Quantity
Muffler	1
Tail pipe	1

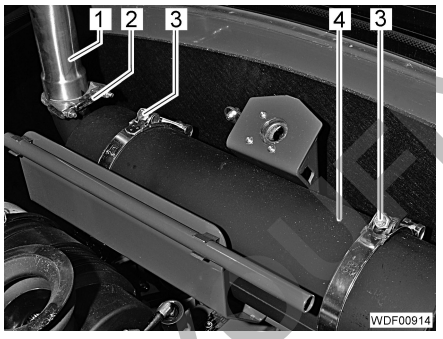


Fig. 137 Muffler

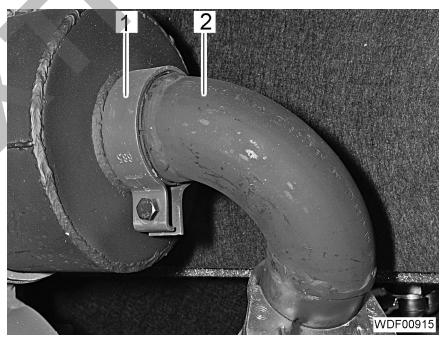


Fig. 138 Connection to flexi-pipe

Detaching the tail pipe

- Release the clamp (Fig. 137,2).
- Detach the tail pipe (Fig. 137,1) by pulling it upwards.

Removing the muffler

- Mark the position of the muffler on the holder.
- Release the clamp (Fig. 138,1).
- Pull of the connecting piece (Fig. 138,2).
- Unscrew the 2 screws (Fig. 137,3).
- Pull out the muffler (Fig. 137,4) to the left.

Installing the muffler

- Insert the mufflers (Fig. 137,4) into the clamps from the left-hand side and adjust.
- Tighten the 2 screws (Fig. 137,3).
- Attach the connection piece (Fig. 138,2) with clamp (Fig. 138,1) from the outside to the muffler.
- Tighten the clamp (Fig. 138,1).

Installing the tail pipe

- Attach the tail pipe (Fig. 137,1) with clamp (Fig. 137,2) to the muffler from above.
- Tighten the clamp (Fig. 137,2).

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- Put on the hydraulic lines (Fig. 185,1) with new O-rings.
- Tighten 4 screws with spring lock washers on each of the screw connections of the hydraulic lines.

Final work

- Tilt the operator's platform back (see operator's manual "Tilting the operator's platform").

3.5.2 Sealing the gear pump

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

Requirements

Ensure the following:

- The gear pump has been removed (see the section 3.5.1 "Replacing the gear pump").

Spare parts and auxiliary equipment

Designation	Quantity
Set of seals	1

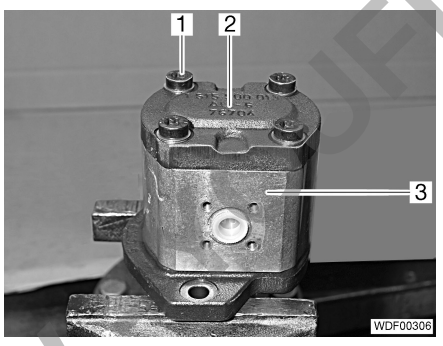


Fig. 187 Gear pump housing

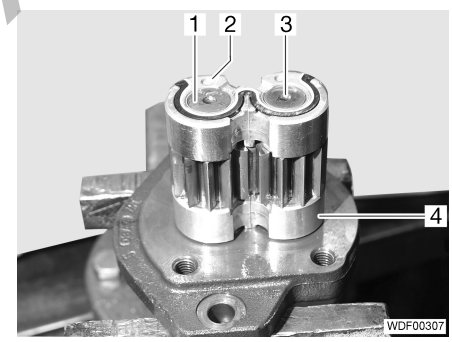


Fig. 188 Internal configuration

Disassembling the gear pump

- Mark the pump housing and cover.
- Unscrew the 4 screws (Fig. 187,1).
- Remove the cover (Fig. 187,2) and place it aside.

▷ The position and sequence of the internal components is important.
Do not mix up any components and do not alter the installation position.

- Carefully remove the housing (Fig. 187,3) and place it aside.
- Remove the outer bearing (Fig. 188,2) and place it aside.
- Remove the gears (Fig. 188,1 and 3) and place them aside.
- Remove the inner bearing (Fig. 188,4) and place it aside.

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Spare parts and auxiliary equipment

Designation	Quantity
Pilot control	1
Securing material (e.g. cable ties)	as req.

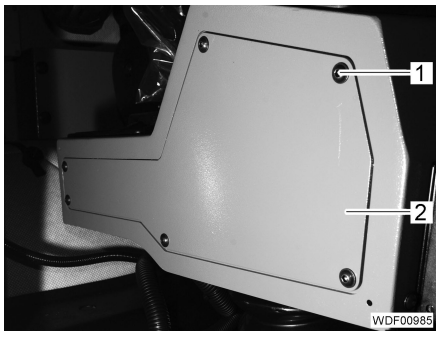


Fig. 264 Cover attachment

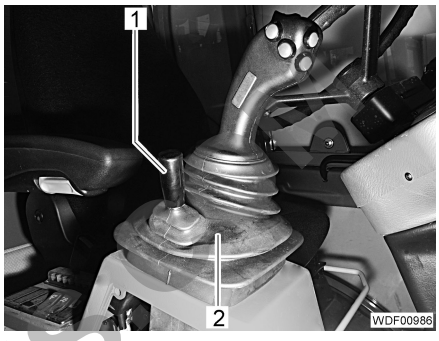


Fig. 265 Control lever

Opening the console

- Unscrew the 6 screws (Fig. 264,1).
- Remove the cover (Fig. 264,2).
- Unscrew the handle (Fig. 265,1) from the control lever of the auxiliary hydraulics.
- Carefully remove the bellows (Fig. 265,2) upwards.

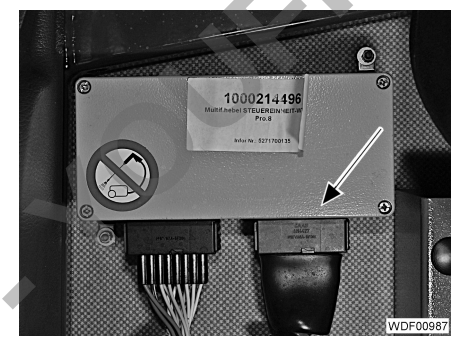


Fig. 266 Control unit

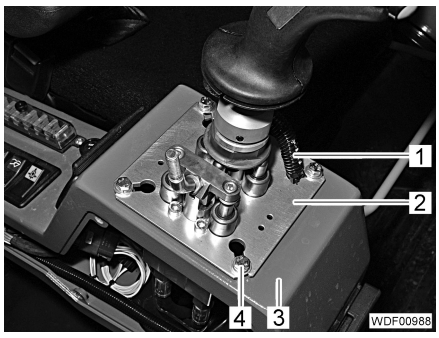


Fig. 267 Pilot control attachment

Removing the cable

- Unplug the plug (Fig. 266) on the control unit.
- Carefully trim the hose (Fig. 267,1) so that a small amount lies above the plate (Fig. 267,2) without damaging the cable.
- Pull the hose down just sufficiently to stop it protruding out of the plate.
- Unscrew the 4 screws (Fig. 267,4).
- Set the lowest weight on the driver's seat (see operator's manual "Setting the driver's seat").
- Simultaneously place a weight on the driver's seat, gently lift up the pilot control and pull out the cable at the side from the metal plate (Fig. 267,2).
- Carefully pull out the cable with plug from between the plate (Fig. 267,2) and console (Fig. 267,3).

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5.1 Service brake

5.1.1 Replacing the brake shoes

▷ Keep the contact surface of the brake drum and the brake shoes free of grease and oil.

Requirements

Ensure the following:

- The brake drum has been removed (see the section 5.1.2 "Replacing the brake drum").

Spare parts and auxiliary equipment

Designation	Quantity
Brake shoe	1
Brake shoe with brake lever	1
Lubricating grease	as req.

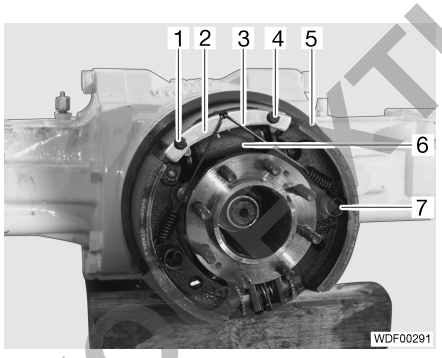


Fig. 323 Brake shoe attachment

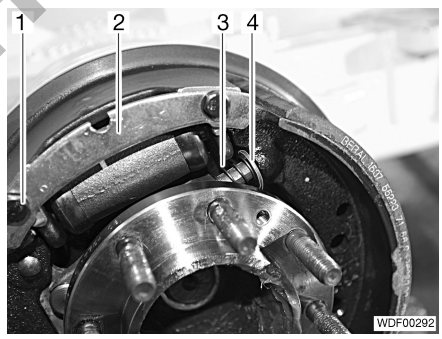


Fig. 324 Upper bearing

Releasing the brake shoes

- Undo the 2 screws (Fig. 323,1 and 4).
- Apply a suitable lever between the metal plate (Fig. 323,2) and the brake cylinder (Fig. 323,6).
- With the lever, move the metal plate (Fig. 323,2) slightly upwards and unscrew the screw (Fig. 323,1).
- Unhook and remove the 2 springs (Fig. 323,3) on the metal plate (Fig. 323,2).
- Press the 2 springs (Fig. 323,7) through the brake shoes (Fig. 323,5), rotate them clockwise through 90° and pull them out.
- Temporarily secure the metal plate (Fig. 324,2) with the screw (Fig. 324,1).

▷ Do not lose the washer (Fig. 324,4).

- Press the brake shoes together on the upper bearing against the spring (Fig. 324,3) and remove.

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Fig. 387 Securing the tipping cylinder

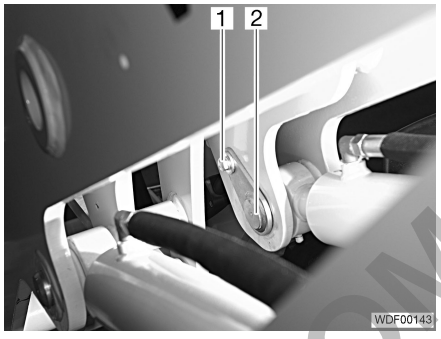


Fig. 388 Attachment of the lifting cylinder at the rod end

Removing the hydraulic cylinder at the rod end

- Fully lower the lift frame.
- Remove the tipping cylinder at the rod end (see the section 3.6.7 "Replacing the rod-end bearing of the tipping cylinder").
- Raise the tipping cylinder and use suitable means (e.g. a fabric belt) to prevent it from descending accidentally (Fig. 387).
- Unscrew 1 screw (Fig. 388,1) in each case.
- Drive out 1 pin (Fig. 388,2) in each case.
- Place both lifting cylinders on the front carriage.



Fig. 389 Securing the load arm

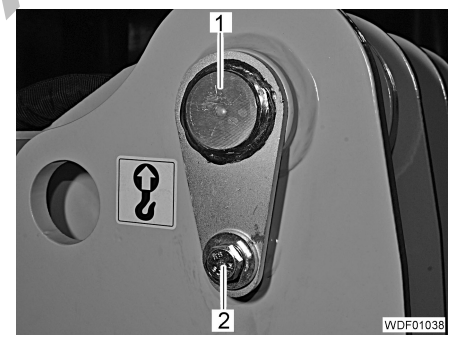


Fig. 390 Pin attachment

Removing the load arm

- Secure the load arm with suitable lifting gear (Fig. 389).
- Unscrew 1 screw (Fig. 390,2) in each case.
- In each case, drive out 1 pin (Fig. 390,1) in an outwards direction.
- Raise the load arm with suitable lifting gear.
- Reverse the loader away carefully.

Installing the load arm

- Carefully drive the loader under the load arm.
- Carefully lower the load arm so that the pin holders line up exactly.
- In each case, drive in 1 pin (Fig. 390,1) from the outside.
- Screw in and tighten 1 screw (Fig. 390,2) on each side with spring lock washers and disks.

Fitting the hydraulic cylinder at the rod end

- Raise the lifting cylinder until the rod-end pin holders line up precisely.
- Drive in 1 pin (Fig. 388,2) in each case.
- In each case, screw in and tighten 1 screw (Fig. 388,1) with washer.
- Install the tipping cylinder at the rod end (see the section 3.6.7 "Replacing the rod-end bearing of the tipping cylinder").

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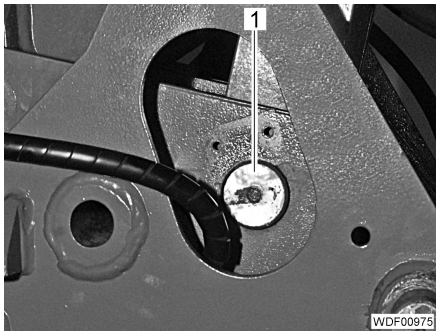


Fig. 466 Pin

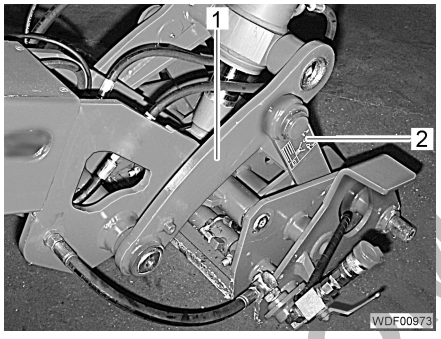


Fig. 467 Tool attachment

Removing the lever and drawbar

- Drive the pin (Fig. 466,1) outwards until the drawbar (Fig. 467,2) is free.
- Rotate the drawbar (Fig. 467,2) anti-clockwise as far as it will go.
- Remove the lever (Fig. 467,1) with drawbar.

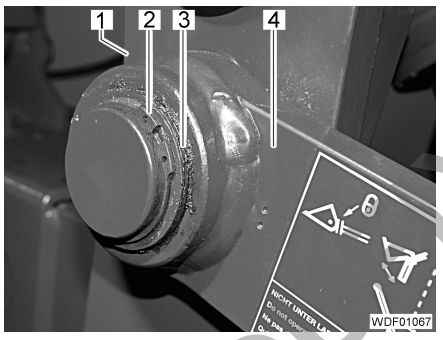


Fig. 468 Securing the drawbar

Disconnecting the lever and drawbar

- Remove the locking ring (Fig. 468,2).
- Remove the shim washers (Fig. 468,3).
- Detach the drawbar (Fig. 468,4) from the lever (Fig. 468,1).

Connecting the lever and drawbar

- Grease pin and bearing slightly.
- Slide the drawbar (Fig. 468,4) onto the lever (Fig. 468,1).
- Insert shim washers (Fig. 468,3).
- Insert the locking ring (Fig. 468,2).

▷ Check that all locking rings are fitted correctly.

Attaching the lever and drawbar

- Position the lever (Fig. 467,1) with drawbar (Fig. 467,2).
- Rotate the drawbar clockwise until the pin holders line up precisely.
- Drive in the pin (Fig. 466,1) so that the groove for the locking plate points towards the holes.

Installing the covers

- Position the washer (Fig. 464,1).
- Screw in and tighten the screw (Fig. 464,2) with the spring lock washer and washer.
- Position the washer (Fig. 463,1).
- Screw in and tighten the screw (Fig. 463,2) with the spring lock washer and washer.

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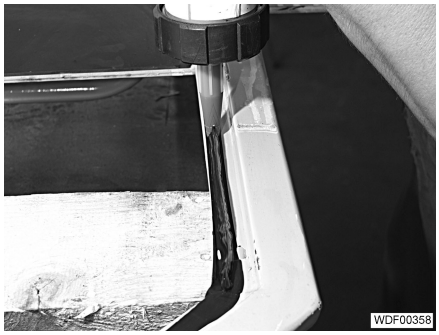


Fig. 533 Adhesive bead

Bonding in the window

- Apply the adhesive in a bead (Fig. 533) 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).

7.3.4 Replacing a window with rubber clamping profile

► **WARNING**

Risk of injury by falling window.

Windows can be very heavy and unwieldy.

Use suitable lifting gear, or get a second person to assist you.

▷ Always follow the glass manufacturer's fitting instructions.

▷ Always follow the adhesive manufacturer's fitting instructions.

▷ Windows can break when under stress.

Avoid pending or twisting (torsion) the window.

▷ This section describes how to replace a window **with a rubber clamping profile**.

All other windows **with a rubber clamping profile** are replaced in the same way.

Spare parts and auxiliary equipment

Designation	Quantity
Window	1
Rubber clamping profile (meter goods)	as req.
Rubber clamping profile filler (meter goods)	as req.

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8.2.2 Replacing the ignition lock

Requirements

Ensure the following:

- The battery has been disconnected (see "Disconnecting and connecting the battery/changing the battery" in the operator's manual).
- The cladding of the steering column is removed (see section 7.4.2 "Replacing the cladding of the steering column").

Spare parts and auxiliary equipment

Designation	Quantity
Ignition lock	1

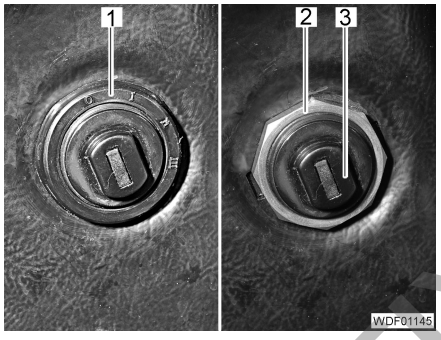


Fig. 591 Ignition lock attachment

Replacing the ignition lock

- Carefully remove the ring (Fig. 591,1).
- Unscrew the nut (Fig. 591,2).
- Remove the ignition lock (Fig. 591,3).
- Insert a new ignition lock.
- Screw the nut (Fig. 591,2) onto the ignition lock and tighten it.
- Fit the ring (Fig. 591,1) onto the ignition lock.

Final work

- Fit the cladding of the steering column (see section 7.4.2 "Replacing the cladding of the steering column").
- Connect the battery (see "Disconnecting and connecting the battery/ changing the battery" in the operator's manual).

8.2.3 Replacing the engine temperature sensor

► **WARNING**

Hot parts can cause burns.

Never work on the engine when it is at operating temperature.

Allow the engine to cool down or wear protective gloves.

► **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.

▷ The temperature sensor on the Deutz motor is mounted next to the V-belt pulley (Fig. 593,1).

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- Insert the new prong (Fig. 637,1).
- Grease the thread of the prong.
- Screw the nut (Fig. 637,2) 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

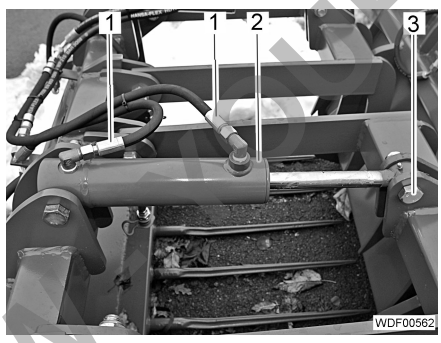


Fig. 638 Hydraulic cylinder of the fork & grab

Replacing the hydraulic cylinder

- Unscrew and close off the 2 hydraulic lines (Fig. 638,1).
- Unscrew the 2 bolts (Fig. 638,3).
- Remove the hydraulic cylinder (Fig. 638,2).
- Replace the screw attachments if necessary.
- Insert a new hydraulic cylinder.
- Screw in and tighten 2 bolts (Fig. 638,3).
- Screw the 2 hydraulic lines (Fig. 638,1) onto the connections on the hydraulic cylinder and tighten.

Final work

- Lubricate the hydraulic cylinder bearings.

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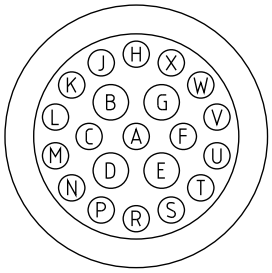
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Deutsch 21-pole
Art. No. HDP 26-24-21-PE

X3

P	Color	Ø [mm²]	Designation
A	GN	1	K5 Power relay terminal 86
B	RD	4	K5 Power relay terminal 30 & F8 fuse
C	WH	1	K7 Relay (where applicable) terminal 85
D	RD	4	K5 Power relay terminal 30
E	BL	1.5	K6 Relay - Backup light terminal 87
F	WH	1	A1 Control unit contact 16
G	YE	1.5	X31.2 Plug connector, contact 3
H	WH	1	M4 Windshield washer pump, front windshield
J	YE	1	S9 Switch pressure release, button, contact 3
K	YE	1	S11 Switch load arm locking system, contact 7
L	WH	1	A1 Control unit contact 8
M	WH	1.5	A1 Control unit contact 4
N	YE	1	A1 Control unit contact 5
P	YE	1	A1 Control unit contact 13
R	YE	1	A1 Control unit contact 12
S	YE	1	A1 Control unit contact 11
T	YE	1	S10 Switch float control contact 1
U	YE	1.5	S10 Switch float control contact 2
V	YE	1.5	A1 Control unit contact 14 via S11 load arm locking system contact 8
W	YE	1.5	K10-87a Relay load arm locking system
X	YE	1	K7 Relay (where applicable) terminal 87

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