1.1 Technical data for Deutz engine

Engine

- 4-cylinder turbo-diesel engine by Deutz
- Output 58.0 kW / 78 HP at 2300 rpm
- Type TD 2011 L04 W water-cooled
- Capacity 3619 cm^3

Hydraulic system

- Driving hydraulics
  Flow rate 163 l/min
  Working pressure 445 bar
- Working hydraulics

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2.1 Engine (Deutz)

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 complete air filter has been removed (see the section 2.4.2 "Replacing the complete air filter").
- The battery has been removed (see operator's manual "Disconnecting and connecting the battery/changing the battery").
- The air-conditioning compressor (where applicable) has been removed (see section 7.5.3 "Removing and installing the air-conditioning compressor").

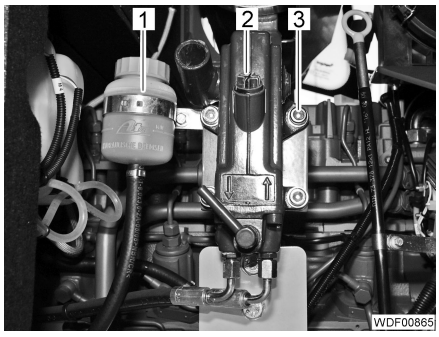


Fig. 2 Hand pump attachment

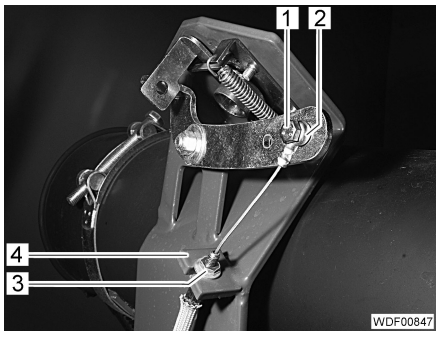


Fig. 3 Locking mechanism of engine hood

Removing the hand pump

- Unscrew the 4 screws (Fig. 2,3).
- Carefully pull the hand pump (Fig. 2,2) and tank (Fig. 2,1) forwards and below the driver's seat.
- Unscrew the screw (Fig. 3,1).

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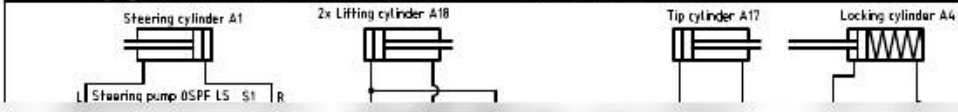
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Hydraulic schematic 4070 CX 100

Stand: 06.07.2010

A1	Steering cylinder	S2	Pilot valve	V44	choke valve
A4	Locking cylinder	V1	Control block	Z1	Combifilter
A5	Main braking cylinder	V4	Priority valve OLS120	Z2	Tank
A17	Tip cylinder	V6	Check valve 5 bar / 72.2 psi	Z3	Pressure filter
A18	Lifting cylinder	V7	Check valve 1 bar / 14.5 psi	Z4	Cooler
M2	Variable motor A6VM140	V8	Check valve 0,5 bar / 7.25 psi	Z5	Diaphragm type accu. 8bar
P4	Variable pump A4VG71	V9	2/2 Direktional valve	Z6	Pulsation damper
P5	Fixed displacement pump 45ccm	V30	2/2 Direktional valve	Z9	Hydr. switchtable lock
S1	Steering pump OSPF LS	V 35	6/2 Direktional valve		

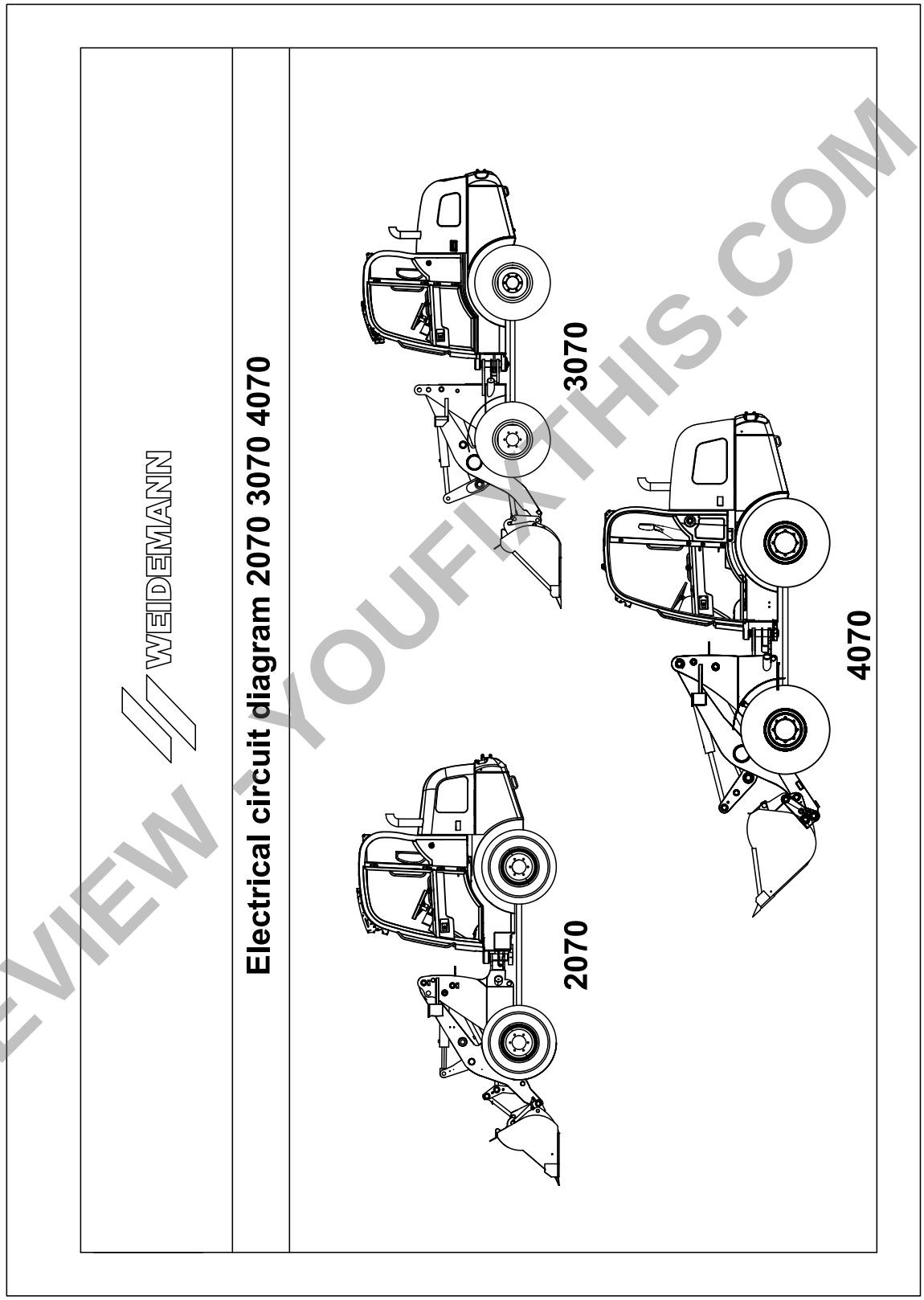
KEY
A Drive units
M Drive motor
P Pumps
S Signal transmitter
V Valves
Z Other parts



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This chapter contains detailed information about the loader's electrical system.

Plug assignment

Plug connectors connect electrical cables to each other or to permanently installed electrical components (e.g. temperature sensors).

The plug assignments are listed in tables.

The contacts are shown from the cable side (Fig. 1).

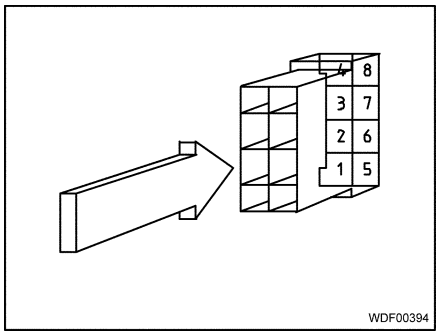


Fig. 1 Depiction of the contacts

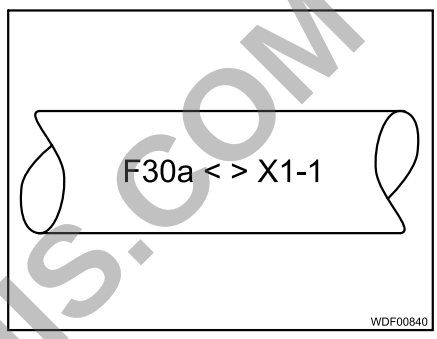


Fig. 2 Print (example)

Contact assignment

The contact assignments of electrical components (e.g. of the control unit) are shown in tables.

Printing

The wires of the wiring harnesses are printed (Fig. 2). The imprint names the originating and target connection of the wire. The example (Fig. 2) shows a wire that leads from the main fuse F30a to the connector X1, contact 1. If multiple originating or target connections are possible, only one of the options is printed.

3.1 Plug assignments

The plug connectors are divided into five groups:

- Main plug connections fitting & cab
- Plug connections instrument steering column
- Plug connections - cab
- Plug connections - machine
- Plug connections - lighting

Main plug connections fitting & cab

The following plug connections are main plug connections fitting & cab:

No.	Designation
X1	Fitting - engine
X2	Fitting - machine
X3	Cab & console

Instrument steering column

The following plug connectors are part of the plug connections for the instrument steering column:

No.	Designation
X10	Option
X11	Instrument panel (XA1)
X12	Instrument panel (XA2)

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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

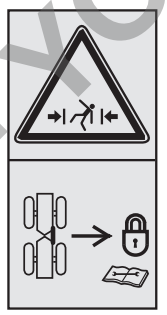
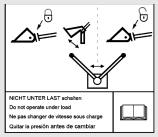
%	Percent
A	High-pressure connection on the variable displacement pump
as req.	As required
B	High-pressure connection on the variable displacement pump
bar	Unit of pressure
BK	Black
BL	Blue
BN	Brown
cm	Centimeter
cm^3	Cubic centimeter
F3	Fuse No. 3
G	Supply pressure at the variable displacement pump **or** Test pressure at the variable displacement motor
GN	Green
GR	Gray
h	Hour
KL30	Terminal designation
l	Liter
LB	Light blue
M_1	Test pressure at the variable displacement motor
M_A	Test pressure at the variable displacement pump
max.	Maximum, highest
M_B	Test pressure at the variable displacement pump
min	Minute
min.	Minimum, at least
Nm	Newton meter
Ø [mm^2]	Wire cross section [in square millimeters]
OR	Orange
P	Pin, pin contact
PK	Pink
RD	Red
rpm	Unit of speed (revolutions per minute)
s	Second
S	Socket, socket contact
SKA	Standard configuration, SKA machines
SP1	Welding point No. 1 in the machine's wiring harness
SP1M	Welding point No. 1 in the engine wiring harness
SV	Solenoid valve
TR	Transparent

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Sticker	Meaning
	**Hazard** Risk of injury from being run over. Never carry passengers in the loader. Never sit on the fenders.
	**Risk of equipment damage** The ROPS bar and the driver's canopy are safety components that must never be modified. Do not drill holes in the material. Do not weld the material. Only do work that is described in this documentation.
	**Hazard** Risk of crush injury. All persons must remain outside the working loader's danger area. Always maintain a safety clearance from the working loader. Always use the climbing aids to climb in and out of the loader.
	**Hazard** Risk of crush injury. Always lock the center joint when carrying out maintenance work.
	**Hazard** When hydraulically operated attachments are used, the lever must always be set to "Hydraulic connection".
	**Risk of equipment damage** Close both doors before tilting the cab.
	Identifies an attachment point

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2.1 Checking and adjusting the valve play (Deutz)

▶ 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 valve play may only be adjusted when the engine is cold.

▷ The engine must be allowed to cool down for at least 0.5 h.

The oil temperature must be < 80 °C.

▷ The adjustment sequence refers to the view of the engine from the flywheel side (see Fig. 1).

▷ Rotate the crankshaft clockwise.

▷ Valve play, inlet: 0.3 ± 0.05 mm

Valve play, outlet: 0.5 ± 0.05 mm

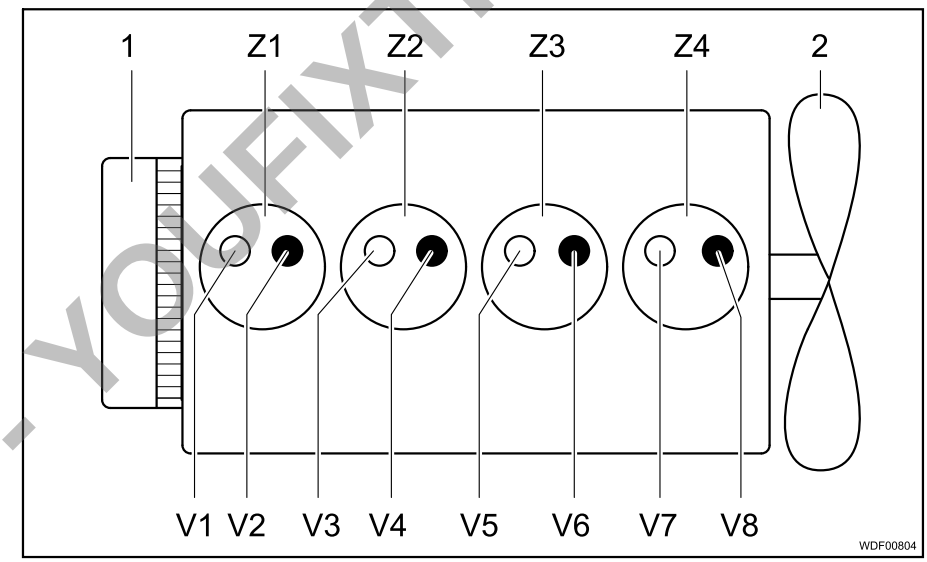


Fig. 1 Cylinder arrangement

1	Flywheel, ring gear
2	Fan wheel
V1	Inlet valve 1
V2	Outlet valve 2
V3	Inlet valve 3
V4	Outlet valve 4
V5	Inlet valve 5
V6	Outlet valve 6
V7	Inlet valve 7
V8	Outlet valve 8
Z1	Cylinder 1
Z2	Cylinder 2
Z3	Cylinder 3
Z4	Cylinder 4

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3.4.3 Checking the control valve function

- Check all functions of the working hydraulics (see operator's manual "Control lever for lift frame").
  - Lifting
  - Lowering
  - Curling to load
  - Dumping
  - Float control
- Check all functions of the auxiliary hydraulics (see operator's manual "Auxiliary hydraulics control lever").
  - Unlock
  - Lock
- Check for internal leakage of the control valve (oil loss between control piston and valve housing).

	Tolerance given by manufacturer, at 100 bar, 50 °C	Tipping cylinder	Lifting cylinder
Hydraulically operated valve	Maximum value: 12 cm^3/min	approx. 1 mm/min	approx. 1.5 mm/min
Electrically operated valve	Maximum value: 25 cm^3/min	-	-

Telescopic arm

The following values apply for the telescopic arm:

	Tolerance given by manufacturer, at 100 bar, 50 °C	Tipping cylinder	Lifting cylinder	Telescopic cylinder
Hydraulically operated valve	Maximum value: 12 cm^3/min	approx. 1.5 mm/min	approx. 1.5 mm/min	-
Electrically operated valve	Maximum value: 25 cm^3/min	-	-	approx. 8 mm/min

If a fault is found:

Remedying the problem

- Inspect the gear pump (see the section 3.4.1 "Checking the gear pump").
- Seal the control valve (see Part 4, "Sealing the control valve" section) or replace it (see Part 4, "Removing the control valve" section and "Installing the control valve" section).
- Inspect the hydraulic cylinder if necessary.

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1.1 Helpful tips

Locking agent

Locking agent hardens quickly.

Work quickly when using locking agent, so as to prevent it from hardening **during** assembly.

Small parts

Small parts are especially sensitive to dirt.

Use suitable vessels (e.g. plastic bowls) for the temporary storage of small parts while working.

Cleanliness

Foreign bodies can damage the loader's systems (e.g. the hydraulic system).

Clean the loader before starting repair work.

Close off the openings and connections in order to prevent the ingress of foreign bodies.

Drive shaft

Parts of the drive shaft are not easy to access.

The drive shaft can be rotated into a better position for working.

Secure the loader to prevent it from rolling away (e.g. with chocks).

Release the parking brake.

Rotate the drive shaft into the desired position.

Apply the parking brake

Changing a wheel

Wheels can be very heavy and unwieldy.

If necessary, lift a wheel with a wheel spider on the hub.

Hydraulic connections

Some hydraulic lines are secured very tightly to the connections.

When loosening the hydraulic connection, hold the screw attachment securely in place in order to prevent damage to the screw attachment or the hydraulic cylinder.

Coolant

Coolant is expensive.

Collect the coolant during disassembly, filter it and reuse during for reassembly.

1.2 Replacing protective stickers

Stickers

Stickers are applied to the loader in order to warn the operator about hazards or to give him operating instructions.

The stickers used and their locations are shown in a drawing (see Part 2, "Safety stickers" section).

Requirements

Ensure the following:

- The remainder of the damaged or missing sticker has been completely removed.
- The surface is completely clean and free of grease.

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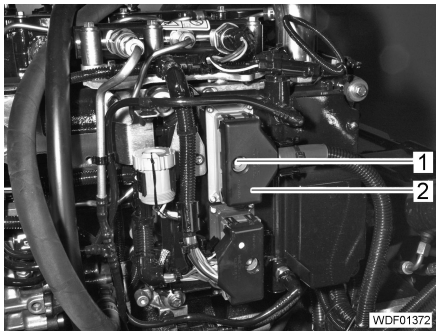


Fig. 108 Plug attachment

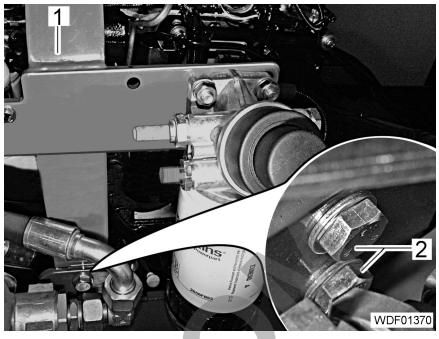


Fig. 109 Exhaust bracket attachment

Attaching the exhaust

- Attach connector (Fig. 108,2) to engine.
- Screw in and tighten the screw (Fig. 108,1).
- Carefully attach the exhaust and bracket (Fig. 109,1) with suitable lifting gear (e.g. crane) from above.
- Screw in 2 screws (Fig. 109,2) with spring lock washers and disks.

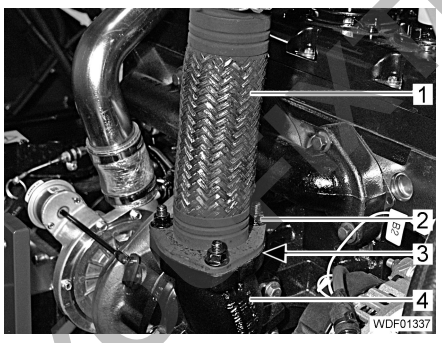


Fig. 110 Flexi-pipe attachment

Fixing the exhaust

- Place the flexi-pipe (Fig. 110,1) with seal (Fig. 110,3) into position.
- Screw the 3 nuts (Fig. 110,2) onto the threads and tighten.
- Align the mount (Fig. 109,1) and tighten the 2 screws (Fig. 109,2).

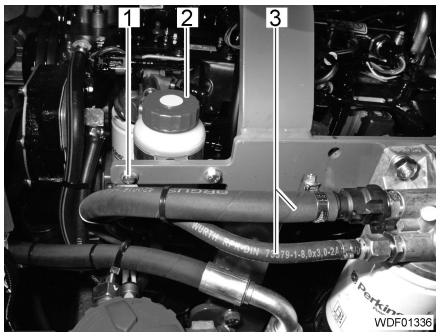


Fig. 111 Tank and fuel filter

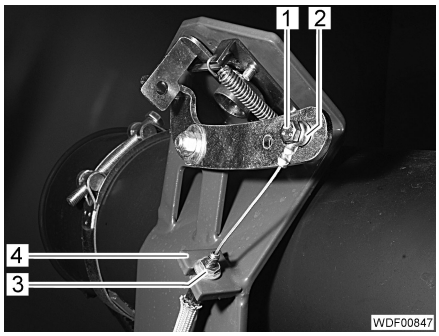


Fig. 112 Locking mechanism of engine hood

Connecting the fuel lines

- Connect 2 fuel lines (Fig. 111,3), secure them with clamps and open (e.g. remove a hose clamp).
- Insert the Bowden cable (Fig. 112,2) into the holder (Fig. 112,4) from the front.
- Tighten the nut (Fig. 112,3).
- Push the screw (Fig. 112,1) through the Bowden cable (Fig. 112,2) and the metal plate and screw tight.

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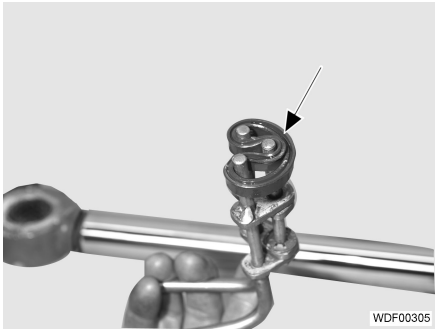


Fig. 172 Annular seal with insertion tool

Sealing the guide bush

- Insert the dust arrester (Fig. 171,1) into the guide bush so that the seal lip faces outwards.
- Slightly grease the annular seal (Fig. 171,2) and, with the insertion tool (Fig. 172), insert it into the guide bush so that the groove faces inwards.
- Insert the support ring (Fig. 170,2).
- Insert the O-ring (Fig. 170,1).

Installing the piston

- Clean the piston rod thoroughly.
- Carefully push the guide bush onto the piston rod.
- Carefully push the spacer (Fig. 168,1) with the O-ring onto the piston rod.
- Screw and tighten the piston (Fig. 168,4) onto the piston rod.
- Coat the stud screw (Fig. 168,2) with locking agent and screw it in.
- Insert the 2 guide rings (Fig. 167,1).

Installing the piston

- Remove the clamp and the crepe tape (Fig. 169).
- Slightly grease the cylinder on the thread and the piston.
- Carefully push the piston into the cylinder.
- Screw in the guide bush until the recesses for the screw (Fig. 165,1) correspond.
- Screw in and tighten the screw (Fig. 165,1).

Final work

- Install the hydraulic cylinder (see the section 3.3.5 "Installing the steering cylinder" or 3.6 "Working hydraulics (hydraulic cylinder)").
- Lubricate the new bearing.

3.1.3 Replacing the pivot bearing on the hydraulic cylinder

► **WARNING**

Risk of injury from flying metal chips!

Wear safety goggles and protective gloves.

▷ Use home-made sleeves to expel and drive in the bearings (see Part 2, "Expulsion and driving sleeves" section).

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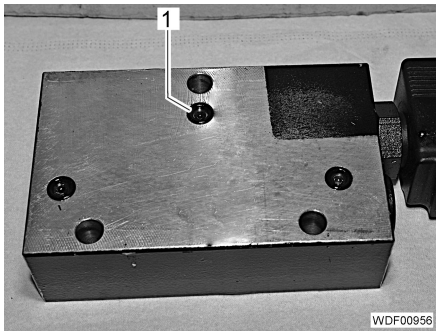


Fig. 236 Sealing surface of the valve block

Removing the valve block

- Clean the surface of the valve block (Fig. 236).
- Replace the 3 O-rings (Fig. 236,1).
- Clean the surfaces of the control valve.
- Position the valve block (Fig. 226,3).
- Screw in the 3 screws (Fig. 226,4) with spring lock washers and tighten with a tightening torque of 20 Nm.

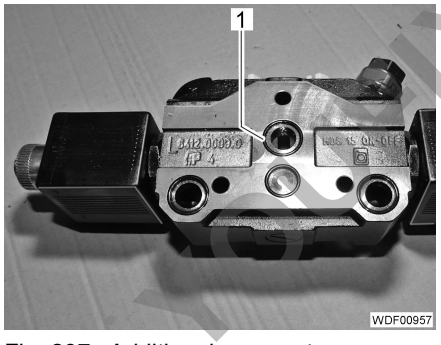


Fig. 237 Additional segment



Fig. 238 Cover

Installing the additional segment

- Clean the surfaces of the additional segment (Fig. 237) and cover (Fig. 238).
- Replace the 4 O-rings (Fig. 237,1) on the additional segment.
- Position the additional segment (Fig. 219,1).
- Replace the 4 O-rings (Fig. 238,1) on the cover.
- Position the cover (Fig. 219,2).
- Screw the 3 nuts (Fig. 219,3) with spring lock washers onto the threaded rods and tighten them with a tightening torque of 20 Nm.

Final work

- Install the control valve (see the section 3.5.4 "Installing the control valve").

3.5.6 Replacing the 2/2-way valve (curl stop)

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

▷ To prevent the load from falling onto the loader when the telescopic arm is raised, curling is hydraulically limited by the curl stop.

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Spare parts and auxiliary equipment

Designation	Quantity
Return filter	1
Sealant	as req.

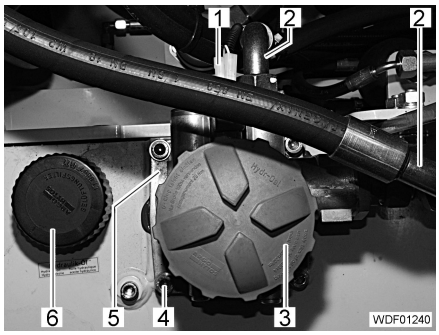


Fig. 309 Return filter

Removing the return filter

- Open the cap (Fig. 309,6).
- Briefly open the cap (Fig. 309,3) so that the fluid can flow out of the return filter and into the hydraulic fluid tank.
- Close the 2 caps (Fig. 309,3 and 6).
- Remove the 2 connectors (Fig. 309,1) from the pressure switch.
- Unscrew and close off the hydraulic lines (Fig. 309,2).
- Unscrew the 4 screws (Fig. 309,4).
- Pull the return filter (Fig. 309,5) upwards and to the rear out of the hydraulic fluid tank.
- Cover the openings immediately (e.g. with cloths).

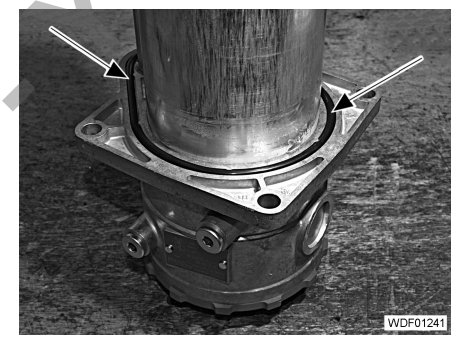


Fig. 310 Sealing

Installing the return filter

- Clean the contact surfaces on the return filter and the hydraulic fluid tank.
- Apply sealant along the O-ring (Fig. 310).
- Carefully place the return filter into the hydraulic fluid tank from above.
- Screw in the 4 screws (Fig. 309,4) with spring lock washers and tighten.
- Screw the hydraulic lines (Fig. 309,2) onto the return filter and tighten.
- Connect the 2 connectors (Fig. 309,1) to the pressure switch.

Final work

- Close the engine hood.

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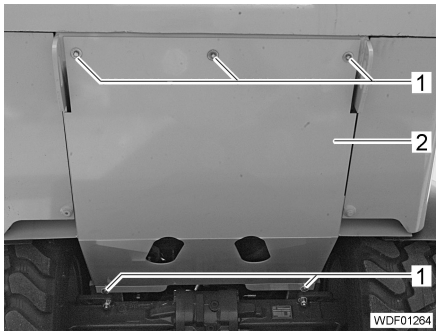


Fig. 374 Base plate attachment

Removing the base plate

- With a second person, hold the base plate and simultaneously unscrew 5 screws (Fig. 374,1).
- Remove the base plate (Fig. 374,2).

Installing the base plate

- With a second person, carefully press the base plate (Fig. 374,2) from below against the rear carriage.
- Insert and tighten 5 screws (Fig. 374,1) with spring lock washers and disks.

6.2.3 Replacing the rear weight

▶ **CAUTION**

Risk of injury by a heavy component.

The rear weight weighs approx. 420 kg.

Use suitable lifting gear to remove and install the rear weight.

Attach the rear weight to the side crane eyes.

▷ Do not damage the electrical cables when removing and installing the rear weight.

Requirements

Ensure the following:

- The engine hood has been removed (see the section 6.2.4 "Replacing the engine hood").

Spare parts and auxiliary equipment

Designation	Quantity
Rear weight	1

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6.6.2 Removing the inner cylinder



► **DANGER**

Risk of injury by a heavy component.

The inner cylinder weighs approximately 250 kg.

Use suitable lifting gear (e.g. a crane) to remove and install the inner cylinder.



▷ When the inner cylinder is removed very strong forces arise in a transverse direction to the telescopic cylinder.

Use the assembly tool (see Part 2, "Assembly tool" section) to prevent destruction or damage of the telescopic cylinder.

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

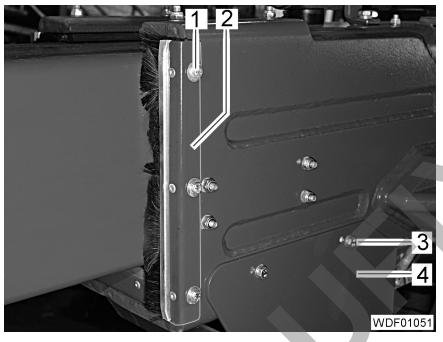


Fig. 450 Scraper bar attachment

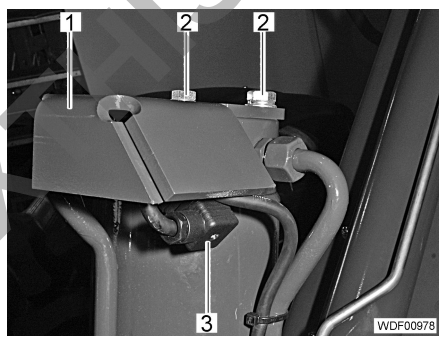


Fig. 451 Electrical plug

Removing the scraper bar

- Raise the telescopic arm and extend it roughly half-way.
- Unscrew 3 screws (Fig. 450,1) on both sides and remove the scraper bar (Fig. 450,2).
- Unscrew the 2 screws (Fig. 451,2) and remove the metal plate (Fig. 451,1).
- Unscrew screw on plug (Fig. 451,3), remove plug and protect the contacts (e.g. with protective cap).

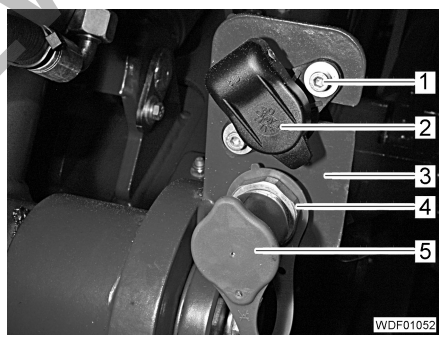


Fig. 452 Socket attachment

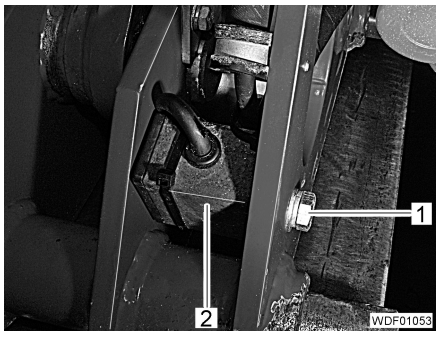


Fig. 453 Tilt switch attachment

Removing electrical components

- Unscrew the 2 screws (Fig. 452,1).
- Remove the socket (Fig. 452,2) from the holder (Fig. 452,3) to the side.
- Mark the position of the tilt switch (Fig. 453,2) on the tool attachment.
- Unscrew the screw (Fig. 453,1).

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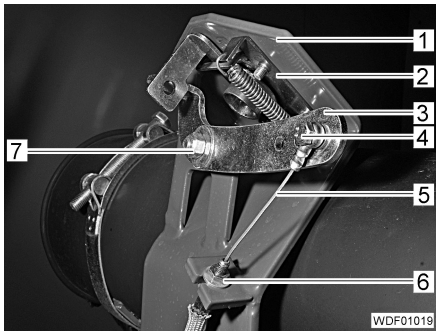


Fig. 533 Locking mechanism of engine hood

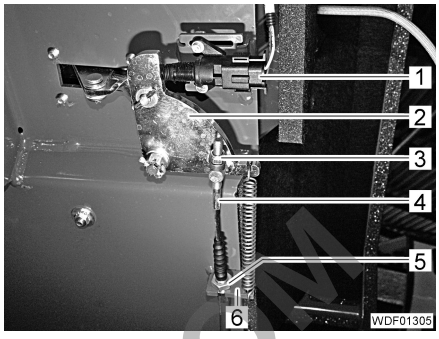


Fig. 534 Bowden cable attachment

Installing the Bowden cable of the parking brake

- Insert the Bowden cable (Fig. 533,5) into the mounting bracket (Fig. 533,1) from the front.
- Tighten the nut (Fig. 533,6).
- Screw in the screw (Fig. 533,4) with the eye and washer and tighten so that the eye can still be rotated.
- Insert the Bowden cable (Fig. 534,4) from the side into the mounting bracket (Fig. 534,6).
- Tighten the nut (Fig. 534,5).
- Insert the Bowden cable into the holder (Fig. 534,2).
- Screw the nut (Fig. 534,3) with washer onto the Bowden cable and tighten it so that the Bowden cable can still be rotated.
- Connect the plug to the switch (Fig. 534,1) of the parking brake.

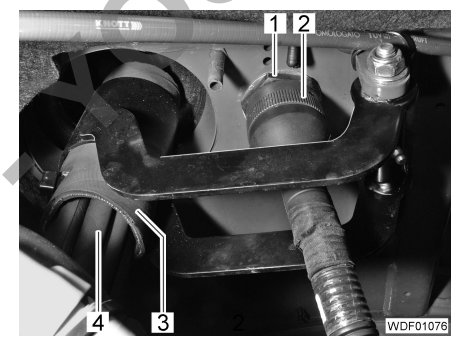


Fig. 535 Underside of the cab

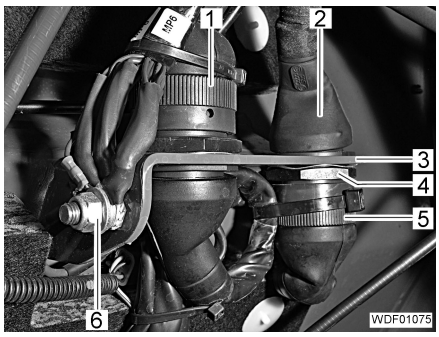


Fig. 536 Electrical plugs

Connecting the plug

- Carefully insert the hydraulic lines (Fig. 535,4) of the control hydraulic into the hose (Fig. 535,3).
- Insert the plug (Fig. 535,2).
- Insert the plug (Fig. 536,2) into the holder (Fig. 536,3).
- Screw the nut (Fig. 536,4) with the washer onto the connector and tighten.
- Attach the 2 plugs (Fig. 536,1 and 5).
- Attach the cable to the grounding point.
- Screw the nut (Fig. 536,6) with washer onto the thread of the grounding point and tighten.

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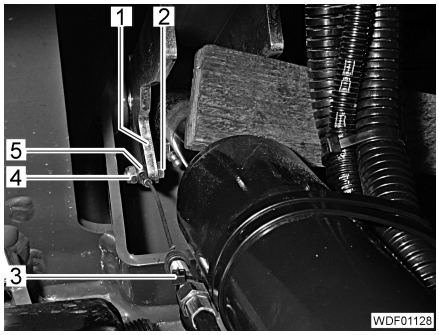


Fig. 599 Fixing on the cab securing device

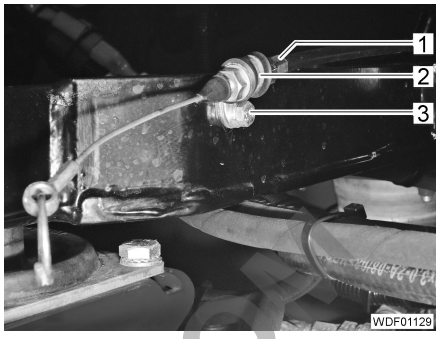


Fig. 600 Bowden cable attachment

Removing the Bowden cable

- Secure the cab with suitable lifting gear (e.g. a crane).
- Lift up the cab securing device (Fig. 599,1) and temporarily fix in position by suitable means (e. g. a block of wood).
- Unscrew the nut (Fig. 599,4).
- Remove the eye (Fig. 599,5).
- Remove the fixing (Fig. 599,3).
- Unscrew the screw (Fig. 600,3).
- Remove the clamp (Fig. 600,2).
- Detach the Bowden cable (Fig. 600,1).

Installing the Bowden cable

- Place the Bowden cable (Fig. 600,1) in position.
- Place the clamp (Fig. 600,2) into position.
- Screw in and tighten the screw (Fig. 600,3) with the spring lock washer and washer.
- Fit the eye (Fig. 599,5) onto the bolt (Fig. 599,2).
- Screw the nut (Fig. 599,4) onto the bolt and tighten so that the eye can still be turned.
- Replace the fixing (Fig. 599,3).

Final work

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

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Final work

- Install the steering column switch (see the section 8.2.8 "Replacing the steering column switch").

8.5.2 Replacing the fuel tank gauge

▷ Always follow the manufacturer's installation instructions.

▷ This section describes how to replace the fuel tank gauge.
The temperature gauge is replaced in the same way.

Requirements

Ensure the following:

- The steering column switch has been removed (see the section 8.2.8 "Replacing the steering column switch").

Spare parts and auxiliary equipment

Designation	Quantity
Fuel tank gauge	1
or temperature gauge	1

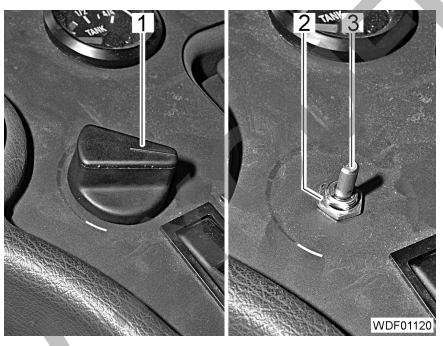


Fig. 658 Knob of the temperature sensor



Fig. 659 Instrument panel attachment

Opening the instrument panel

- Pull off the knob (Fig. 658,1) of the temperature sensor.
- Unscrew the nut (Fig. 658,2).
- Unscrew the 6 screws (Fig. 659,1).
- Carefully lift up the instrument panel (Fig. 659,2) until the fuel tank gauge is accessible.

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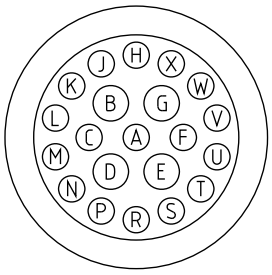
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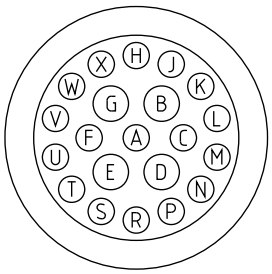
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Deutsch 21-pole
Art. No. HDP 24-24-21-PE

P	Color	Ø [mm²]	Designation
H	BL	1.5	E5 Sidelight, left front E7 Sidelight, left rear
J	BL	1.5	E6 Sidelight, right front E8 Sidelight, right rear E13 License plate lamp
K	BL	1.5	E5 Dipped beam, left
L	BL	1.5	E6 Dipped beam, right
M	BL	1.5	E5 Main beam, left
N	BL	1.5	E6 Main beam, right
P	BL	1.5	E5, E7 Indicator, left
R	BL	1.5	E6, E8 Indicator, right
S	GN	1.5	S22 Switch service brake
T	WH	1	A1 Control unit electrical connection 1
U	WH	1	M4 Windshield washer pump front
V	YE	1	A1 Control unit overdrive
W	YE	1	A1 Control unit, forwards driving
X	YE	1	A1 Control unit, reversing



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

X2

S	Color	Ø [mm²]	Designation
A	WH	1	S1 Preheater starting switch terminal 50
B	GN	1.5	F2 Fuse
C	WH	1	S7 Horn button
D	GN	1.5	F7 Fuse
E	WH	1.5	Option
F	WH	1	H11 Indicator lamp, parking brake
G	WH	1.5	Option
H	BL	1.5	F13 Fuse sidelight left

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