1.100.01. Introduction / user notice

The individual assemblies of the manufacturer machine program and the functions of and adjustments to the installed units are described in this service manual.

The hydraulics and electrics diagrams and sectional representations combined with the operating instructions and spare parts list should make maintenance and repair work easier.

Descriptions of work procedures and assembly steps were consciously omitted, because big repairs are generally performed by qualified and experienced workshop personnel, who are masters at this routine work.

Safety and cleanliness at the workstation is the highest priority when performing repairs. Using tools in perfect condition and generally replacing sealing components during each repair should be a matter of course.

Provided no special values are specified, screw connections are to be fastened with the usual tightening torques.

This service manual has been issued by the customer service department with the aim of jointly improving the servicing of manufacturer machines. The service messages we send out for information can serve as a supplement.

We keep this manual up to date with continuous additions.

This document may be copied and transmitted to third parties neither wholly nor in excerpts without our consent.

The division of the main groups can be seen in the table of contents.

The accident prevention regulations of the responsible employer's liability insurance association are to be strictly observed.

Attentiveness when performing repairs is the best way of preventing accidents.
We therefore recommend studying the relevant instructions concerning the intended repair in detail.

Maintenance and repair work on machines in the field may only begin once the work equipment has been placed on the ground, the engine is turned off, the machine is secured against rolling away, and the hydraulic system has been relieved of pressure.

If repair work is performed by qualified personnel in the workshop, the relevant accident prevention regulations apply here too.

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Units and conversion tables

1.800.04 Cubic meters (m^3) / Cubic feet (ft^3) / Cubic yards (yd^3)

Cubic meters (m^3)	Cubic feet (ft^3)	Cubic yards (yd3)
0.1	3.53	0.13
0.2	7.06	0.26

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DEUTZ engines

DEUTZ engines and the appropriate exhaust aftertreatment components are the result of years of research and development. The detailed know–how gained by this in connection with the high quality demands are the guarantee for production of engines with a long life, high reliability and low fuel consumption. Naturally the high demands for protection of the environment are also met.

Safety precautions when the engine is running

Maintenance work or repairs may only be performed on the shut-down engine. Make sure that the engine cannot be started inadvertently — **Danger of accident!**

After repairs: Check that all protective equipment is mounted and all tools have been removed from the engine.

Observe industrial safety regulations when running the engine in an enclosed space or underground.

When working on the running engine, work clothing must be close fitting.

Never fill the fuel tank while the engine is running.

Service and maintenance

Service and maintenance are the prerequisite for the engine satisfying the demands placed on it. Compliance with the specified maintenance intervals and careful execution of service and maintenance work are therefore absolutely necessary.

Special care should be taken under abnormally demanding operating conditions.

Original DEUTZ parts

Original DEUTZ parts are subject to the same strict quality demands as the DEUTZ engines. Of course, further developments for the improvement of the engines are also introduced in the original DEUTZ parts. Only the use of original DEUTZ parts manufactured according to the state-of-the-art can guarantee perfect functioning and high reliability.

DEUTZ Xchange components

DEUTZ replacement parts are a low-cost alternative. Of course, the quality standards here are just as high as for new parts. DEUTZ replacement parts are equal to the original DEUTZ parts in function and reliability.

Asbestos

The gaskets used in this engine contain no asbestos. Please use the appropriate original DEUTZ parts for maintenance and repair work.

Service

We want to preserve the high performance of our engines and with it the confidence and satisfaction of our customers. This is why we have a global network of service branches.

The name DEUTZ means more than just engines created as a result of sophisticated development work, it also stands for a complete service package that guarantees the optimum operation of our engines as well as customer service that you can count on.

Please contact your DEUTZ partner in case of malfunctions and spare parts inquiries. Our specially trained personnel will ensure fast, professional repairs using original DEUTZ spare parts in case of damage.

The DEUTZ homepage provides a continuously updated overview of the service partners near you, and information on product areas and services.

Imprint

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www.deutz.com

Danger



This symbol is used in all safety instructions which, if not observed, present a direct danger to life and limb for the person involved. Pay attention to it carefully. Forward safety instructions to your operating personnel as well. Furthermore, the legislation for "general regulations for safety and the prevention of accidents" must be observed.

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Manipulation

If the system detects a manipulated part or use of the wrong reduction agent, the performance is reduced. The performance is reduced in stages and depends on the motor performance.

Manipulation	SCR function lamp	Engine warning lamp	DEUTZ CAN display	Power reduction
detected	Continuous light Acoustic signal	Continuous light	SCR symbol Text message Acoustic signal	Stage 1 After pre-warning time
not remedied	Continuous light Acoustic signal	Flashing	SCR symbol Text message Acoustic signal	Stage 2 After pre-warning time

System fault

System faults may be faults of individual SCR components such as an implausible NOx or temperature sensor value. The performance is reduced if the SCR injection is impaired by a system fault.

System fault	SCR function lamp	Engine warning lamp	DEUTZ CAN display	Power reduction
detected	Continuous light Acoustic signal	Flashing	SCR symbol Text message Acoustic signal	None
detected ≥ 10min	Continuous light Acoustic signal	Flashing	SCR symbol Text message Acoustic signal	Stage 2

Crystalisation

Crystalisation results when the engine's workload is too low, or its operating times are too short.

System fault	Regeneration lamp	Engine warning lamp	DEUTZ CAN display	Power reduction
detected Standstill regeneration required	flashes (0.5 Hz)	OFF	Text message Acoustic signal	None
detected Standstill regeneration required	flashes (0.5 Hz)	Continuous light	Text message Acoustic signal	Stage 1

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Faults and corrective measures

Faults	Causes	Measures
Engine does not start up or starts up with difficulty	Not disconnected (if possible)	Check coupling
	Fuel tank empty	Tanks
	Fuel suction pipe blocked	Check
	Starting limit temperature not reached	Check
	Cold starting device	Check/replace
	Wrong SAE viscosity class of the engine lubricating oil	Change lubricating oil
	Fuel quality does not comply with operating manual	Change the fuel
	Battery defective or not charged	Check battery
	Cable connections to the starter loose or oxidised	Check cable connections
	Starter defective or pinion doesn't mesh	Check starter
	Air filter soiled/turbocharger defective	Check/replace
	Air in fuel system	Vent the fuel system
	Compression pressure too low	Checking the compression pressure
	Exhaust gas backpressure too high	Check
	High pressure pipe leaking	Check/replace
	High-pressure pump defective	Check/replace
Engines starts up, but runs irregularly or misfires	Exhaust gas backpressure too high	Check
	Compression pressure too low	Checking the compression pressure
	Cold starting device	Check/replace
	Air in fuel system	Vent
	Fuel filter contaminated	Clean
	Fuel quality does not comply with operating manual	Change the fuel
	Injector defective	Change
	High pressure pipe leaking	Check/replace
	Engine cable harness defective	Check/replace

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01899370

Force multiplier

- Tightening ratio: 13.6 : 1
- Torque output 2980 Nm
- Drive: Square socket 1"

Application example:

- Remove and install central screw (in conjunction with corresponding counter holder)



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01899400

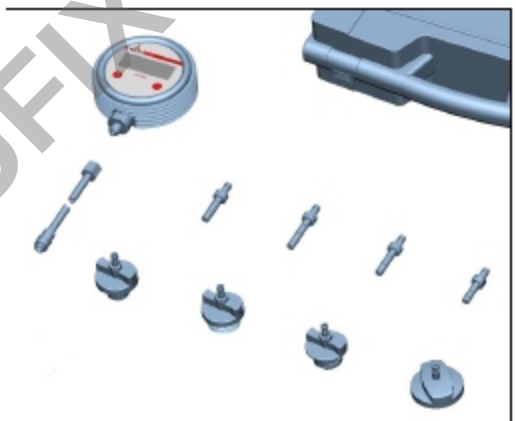
Crankcase pressure testing device

Case contents:

- 01899427 Test manometer
- 01899428 Hose pipe with quick release coupling
- 01899429 Test adapter
- 01899430 Test adapter
- 01899431 Test adapter
- 01899432 Test adapter
- 01899433 Connection piece
- 01899434 Connection piece
- 01899435 Connection piece
- 01899436 Connection piece
- 03124906 Operating instructions

Application example:

- Check crankcase pressure.



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Checking the compression pressure (when injectors are removed)

Conventional tools

Special tools:

- Compression pressure gauge 01899034
- Chart sheets 01899193
- Hexalobular tool kit 01899092
- Tool kit (check compression pressure) 01899403
- Fuel hose clamp 01899404
- Adapter (for compression pressure gauge with quick coupling) 01899437
- Connection piece 02992017
- Diagnostic tool SerDia 2010

- Protective glasses
- Protective gloves

- Safety information / User information

DANGER
Under no circumstances should the rail be closed completely.
No electrical wiring should be left exposed.
Prevent sparking.
Wear protective gloves and glasses!

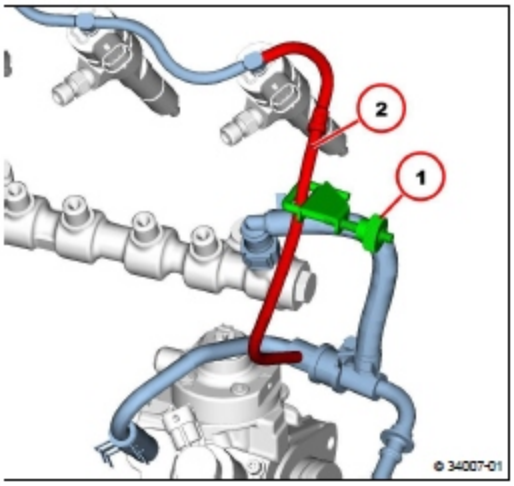
These instructions are described for a 4-cylinder engine.
Perform the compression check on all cylinders consecutively.
The following work procedure is described for cylinder 1 as an example.
Repeat this procedure for the remaining cylinders.
Read out the error log on the engine control unit with SERDIA.

For the tightening procedure according to torque using a torque wrench, a maximum variation of the tightening torque of +/- 10% is permissible.

Checking the compression pressure

- Removing the injector.
  Module 19
- Attach fuel hose clamp (1) to return line (2).

ATTENTION
Do not damage return line.
Do not lay return line on hot parts.



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The following work procedure describes the removal and installation of one injector.
The procedure is the same to remove another injector.

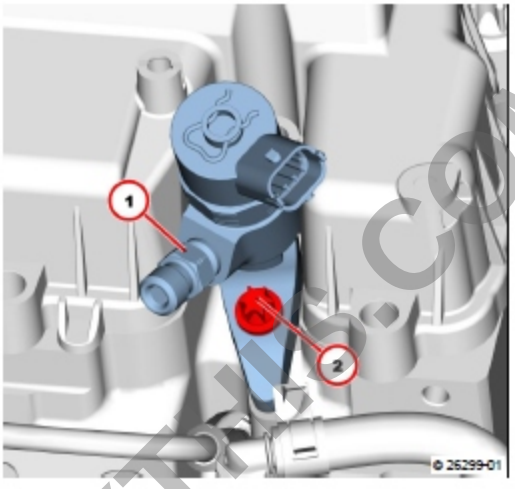
- Unlock and pull off the cable plug.
- Disconnect the fuel line from the injector.

  Module 21

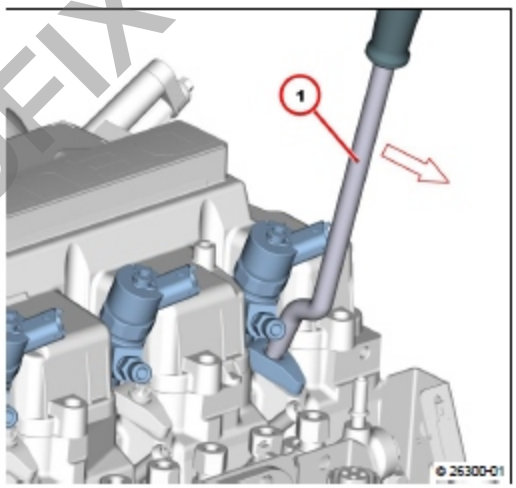
ATTENTION
The screw-in nozzle (1) of the injector must not be loosened.
If the screw-in nozzle is loosened the injector must be renewed.

- Hold screw-in nozzle (1).
- Remove injection line.

  Module 21
- Unscrew screw (2).

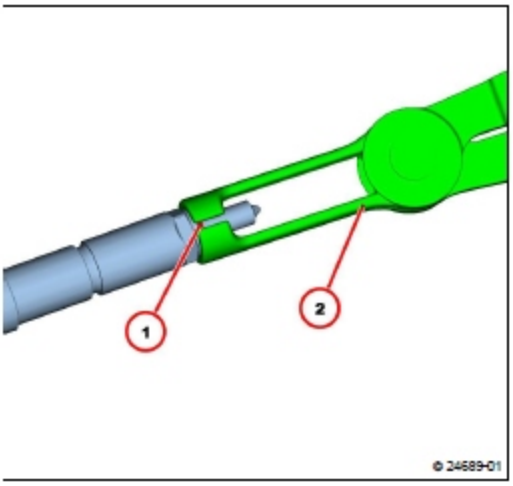


- Insert lever tool (1) into clamping claw.
- Loosen injector by moving the lever tool (1) in the direction of the arrow.
- Remove injector and clamping claw.



ATTENTION
Do not brush down nozzle head of the injector.
Do not damage the nozzle head on the injector during disassembly of the sealing disc (1).

- Grip fixed sealing disc (1) using the assembly pliers (2) and pull off with slight turning movements.
- Visually inspect components.



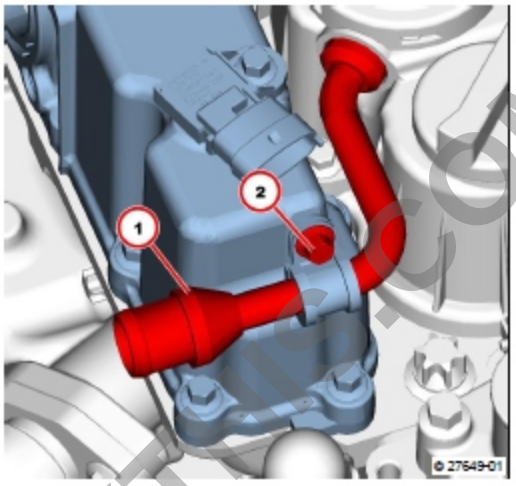
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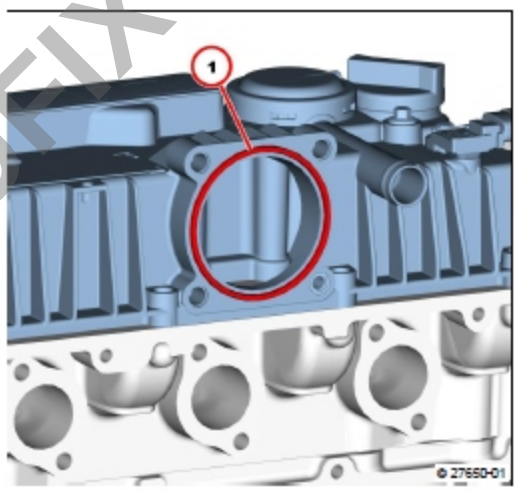
- Insert line (1).
- Screw in screw (2).

ATTENTION
Ensure that the installation position is correct.

- Tighten screw (2).
  8.5 Nm



- Insert new O-ring (1).
- Installing charge air manifold.
  Module 22



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Removing and installing the lubricating oil return line (upper partial section) (Exhaust turbocharger)

Conventional tools
Special tools:
– Disassembly tool 02992127

– Mounting compound DEUTZ AP 1908

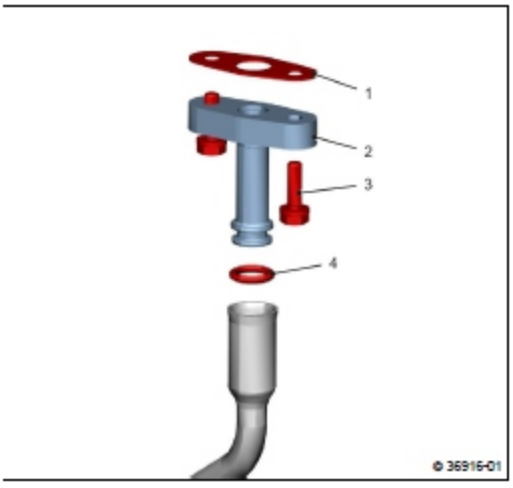
– Safety information / User information

Different add-on variants are used depending on the engine.
The following procedure is described, using one installation variant as an example.
The procedure is the same for other installation variants.
All pictures/graphics are shown as examples.

For the tightening procedure according to torque using a torque wrench, a maximum variation of the tightening torque of +/- 10% is permissible.

Removing the oil return line

1 Seal
2 Oil return line
3 Hexagon head screw
4 O-ring



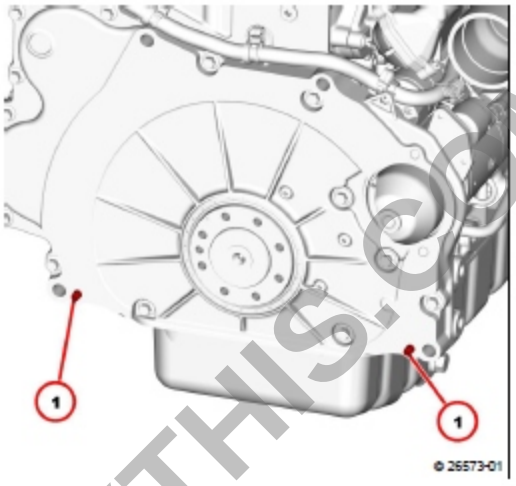
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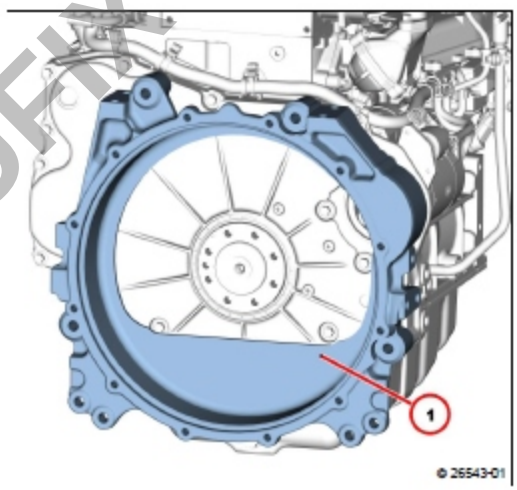
Installing the connection housing

- Clean the contact surfaces.

Ensure that the clamping pins (1) are present.



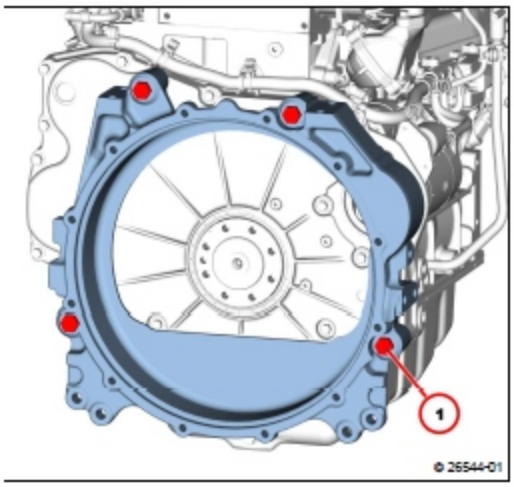
- Position connection housing (1).
- Centre the connection housing with the clamping pins.



- Screw on screws (1).
- Tighten all screws (1) alternately.

  70 Nm
- Install the fly wheel.

  Module 05



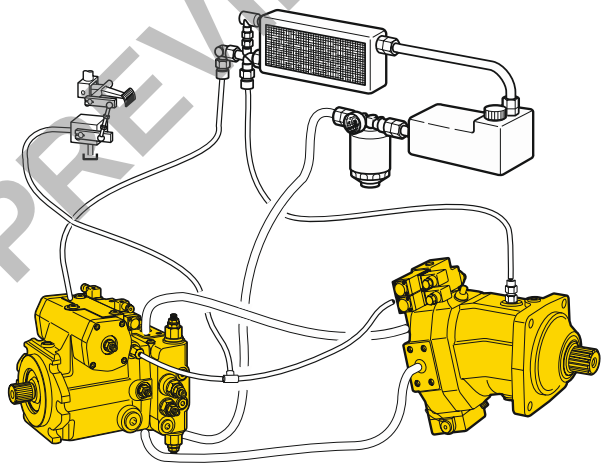
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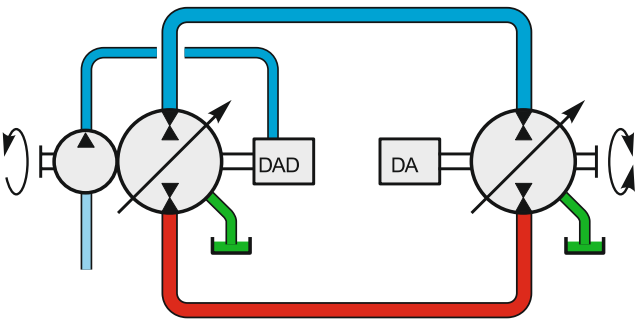
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Legend – Travel variable displacement motor A6VM 55 DA1X/63W

Position	Designation
17	Measurement connection adjustment start
18	Setting screw adjustment start
19	Setting screw pivot angle (Q min)
20	Setting screw pivot angle (Q max)
21	Flushing block
22	Control block
25	Shuttle throttle
26	Check valve
27	DA control piston
A	Work line
B	Work line
T_1	Tank line
T_2	Tank line
G	Synchronous control
U	Bearing flushing
X 1)	Control signal
X 2)	Control signal
X 3)	Control signal
M_1	Adjustment chamber measurement

Function diagram – hydraulic installation for driving





High Pressure
Low pressure
Suction pressure
Leak oil pressure
Control pressure
Signal pressure

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07.00.40 Cable colors overview

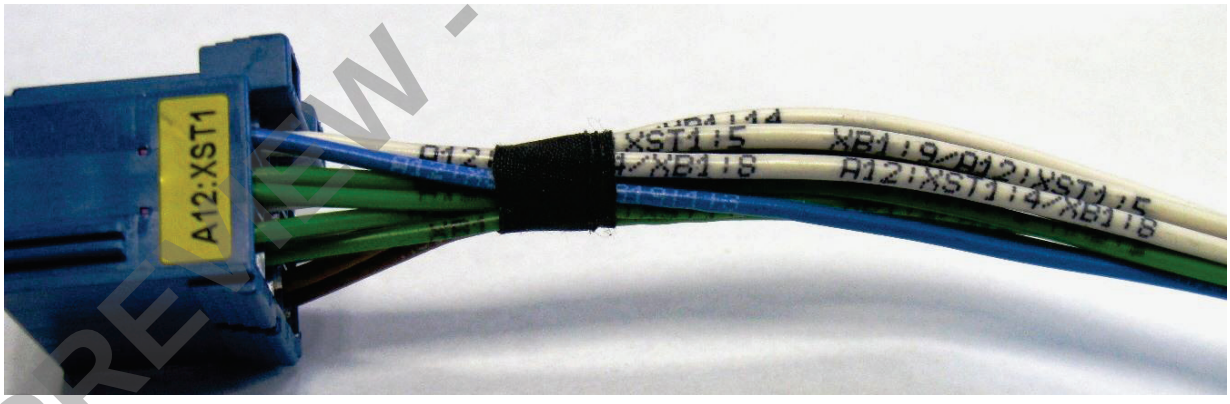
General cable colors

bg	Beige	dgr	Dark gray	hbr	Light brown	rt	Red
bl	Blue	ge	Yellow	hgr	Light gray	sw	Black
br	Brown	gn	Green	hr	Light red	vi	Violet
dbl	Dark blue	gr	Gray	nt	Natural colors	ws	White
dbr	Dark brown	hbl	Light blue	or	Orange		

bg	Beige	dgr	Dark gray	hbr	Light brown	rt	Red
bl	Blue	ge	Yellow	hgr	Light gray	sw	Black
br	Brown	gn	Green	hr	Light red	vi	Violet
dbl	Dark blue	gr	Gray	nt	Natural colors	ws	White
dbr	Dark brown	hbl	Light blue	or	Orange		

Cable colors TC / TL / TW

⇒	**RD**	red	Terminal 30 continuous current
⇒	**BK**	black	Terminal 15 current via ignition lock
⇒	**BN**	brown	Terminal 31 central ground
⇒	**WH**	white	Actuators
⇒	**GN**	green	Sensors
⇒	**BU**	blue	Special cable option (is not usually installed)



Note
All cables are printed with the sender and the destination address

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Die Segementlängen sind laut Toleranzbereich einzuhalten und verstehen sich zwischen Punkt zu Punkt oder von Punkt zu Anschlagteil.

● Punkt

200 mm Segmentlänge

Der Kabelbaum ist mit einem Label/ Klebeetikett zu versehen mit folgenden Informationen:
1. Lieferant
2. Artikelnummer/Ä-Index
3. Lieferant Artikelnummer
4. Lieferung-Identifizierung

Alle Adern sind durchgehend mit der Adernzähl-nummer und dem Signalnamen zu bedrucken.
Beispiel: -W1 FV1:F1 Klemme 30

Alle Stecker und Kabelschuhe sind öl-, wasser- und witterungsbeständig mit dem Betriebsmittelnamen zu Kennzeichnen.

Beispiel: -B37:X1

Leitungen die verdrillt werden müssen, sind mit 20-25 Schläge pro Meter zu verdrillen.

Toleranzbereich (in mm)

0 bis 300	+10 / -5
301 bis 500	+15 / -10
501 bis 1000	+20 / -10
1001 bis 2500	+25 / -15
2501 bis 10000	+30 / -20

Die Summe der Einzelstrecken dürfen die angegebenen Toleranzangaben nicht über -/ unterschreiten

Nicht belegte Anschlüsse mit Blindstopfen verschliessen

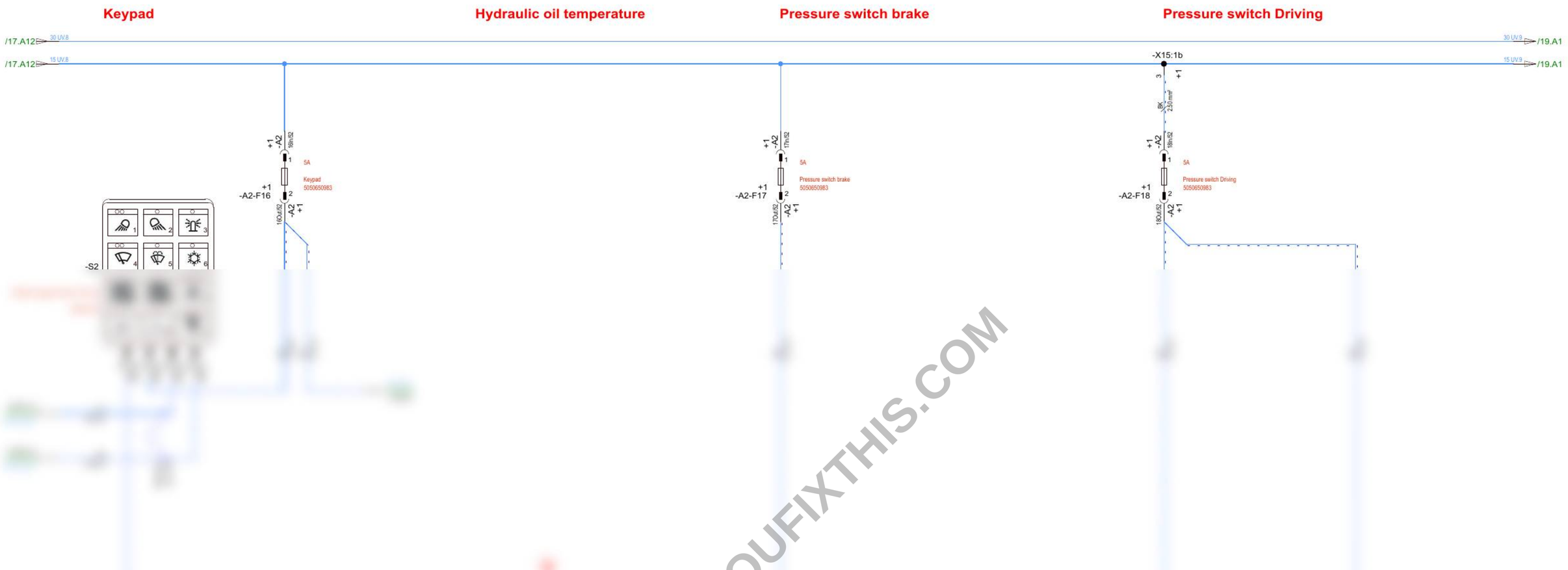
Der Ultraschall geschweißte Splice wird nach dem schweißen mit einem Schrumpfschlauch mit Kleber eingeschrumpft und so wasserdicht verschlossen

Kabelbaum Allradlenkung / Schnelläufer

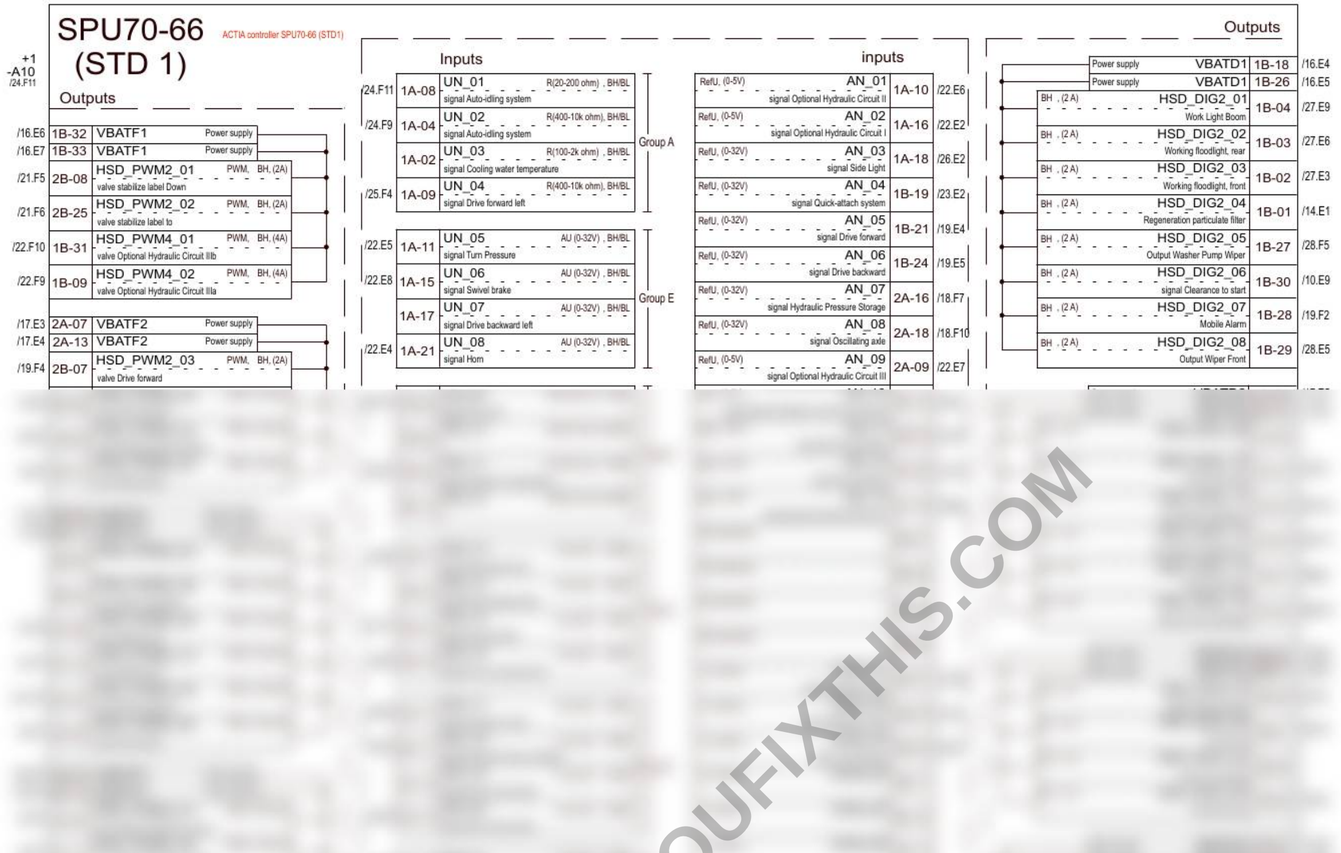
-XM3#2

1A				
1B	Signal Getriebe Neutral	-XDF2:6B:2	-W4	GN	0.75 mm²
1C	Signal Tacho	-XDF2:6B:1	-W5	GN	0.75 mm²
1D	15 UV	-XDF2:6A:1	-W3	BK	0.75 mm²
2A	1. Gang	-XDF2:6B:3	-W1	WH	1.00 mm²

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- ● Punkt
- 200 mm Segmentlänge

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-P3:X-#2

1	GND	-X31:2:d:1	-W119	BN	1.00 mm²

-P3:X+#2

1	Signalhorn	-XS43:1:X	-W118	WH	1.00 mm²

-E1:X2#2

56A	56a Fernlicht	-XM2:B1D	-W122	WH	1.00 mm²
56B	56b Abblendlicht	-XM2:B1A	-W120	WH/YE	1.00 mm²
31	GND	-X31:2:d:2	-W132	BN	1.00 mm²

-B46:X#2

1	Signal Ansauglufttemperatur	-A11:XD2.2:8	-W237	GN	0.75 mm²
2	GND	-A11:XD2.2:22	-W236	BN	0.75 mm²

-E1:X1#2

1	49L Blinklicht	-XS14:1:4	-W127	BK/WH	1.00 mm²
2	58L Begrenzungslicht	-XM2:B1B	-W124	GY/BK	1.00 mm²
3	GND	-X31:2:d:3	-W133	BN	1.00 mm²

-Q32:X1#2

1	Lenkumkehrung	-XM2:B4A	-W106	WH	1.00 mm²
2	GND	-X31:2:c:10	-W108	BN	1.00 mm²
3					

-X5:X#2

1	58 Begrenzungslicht	-XM2:B5D	-W158	GY	1.00 mm²
2	GND	-X31:2:d:8	-W159	BN	1.00 mm²

-P4:X1#2

*8	Fahralarm	-XM2:A7C	-W58	WH	0.75 mm²
*8	GND	-X31:2:a:3	-W67	BN	0.75 mm²

-B6:X#2

1	15 UV	-XM2:B4B	-W109	BK	0.75 mm²
2	Signal Lastwarnung	-XM2:B4C	-W110	GN	0.75 mm²

-XS36:1#2

1	Engine Speed CAMSHAFT-Shield	-XSH1	-W179	BK	0.75 mm²
2	Engine Speed CAMSHAFT-Shield	-XSH2	-W176	BK	0.75 mm²
3	Engine Speed CAMSHAFT-Shield	-A11:XD2.1:75	-W230	BK	0.50 mm²

-XS39:1#2

X	CAN 4	-RC8:X:1	-W232	GN	1.00 mm²
X	CAN 4	-A11:XD2.1:98	-W231	GN	1.00 mm²
X	CAN 4	-X17:4	-W233	GN	1.00 mm²

-XS38:1#2

X	CAN 4	-RC8:X:2	-W232	YE	1.00 mm²
X	CAN 4	-A11:XD2.1:77	-W231	YE	1.00 mm²
X	CAN 4	-X17:5	-W233	YE	1.00 mm²

-B65:X#2

1	GND	-XS37:1:X	-W247	BN	0.75 mm²
2	Signal Temperatur	-A11:XD2.1:9	-W213	GN	0.75 mm²

-Q6:X#2

1	Fahren Vorwärts	-XM2:A4C	-W60	WH	0.75 mm²
2	GND	-X31:2:b:9	-W69	BN	0.75 mm²

-B58:X#2

1	5V UV	-A11:XD2.1:29	-W210	BK	0.75 mm²
2	GND	-XS37:1:X	-W249	BN	0.75 mm²
3	Signal Differenzdruck	-A11:XD2.1:20	-W212	GN	0.75 mm²

-B66:X#2

1	GND	-XS37:1:X	-W248	BN	0.75 mm²
2	Signal Abgasgegendruck	-A11:XD2.1:32	-W209	GN	0.75 mm²

-B10:X#2

1	15 UV	-A11:XD2.2:57	-W41	1-967325-2	0.75 mm²
2	GND	-A11:XD2.2:81	-W39	1-967325-2	0.75 mm²
3	Signal Kühlmittelniveau	-A11:XD2.2:62	-W38	1-967325-2	0.75 mm²

-Q7:X#2

1	Fahren Rückwärts	-XM2:A4D	-W61	WH	0.75 mm²
2	GND	-X31:2:b:10	-W70	BN	0.75 mm²

-Q9:X#2

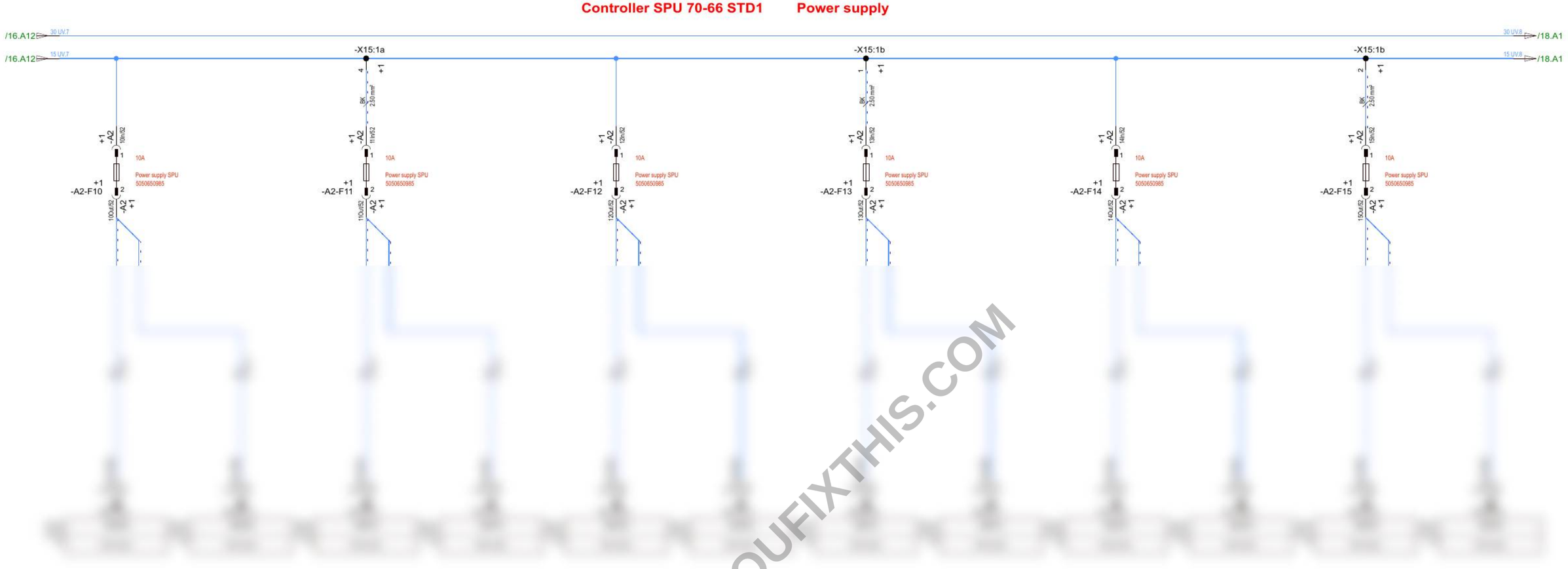
1	Fahren Schnell	-XS12:1:2	-W64	WH	0.75 mm²
2	GND	-X31:2:b:12	-W72	BN	0.75 mm²

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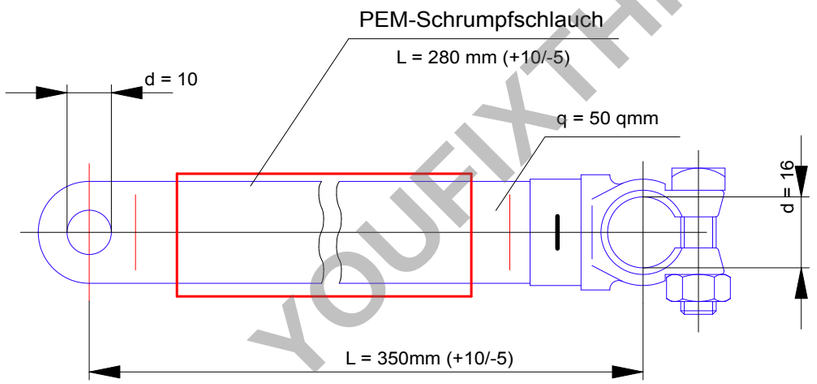
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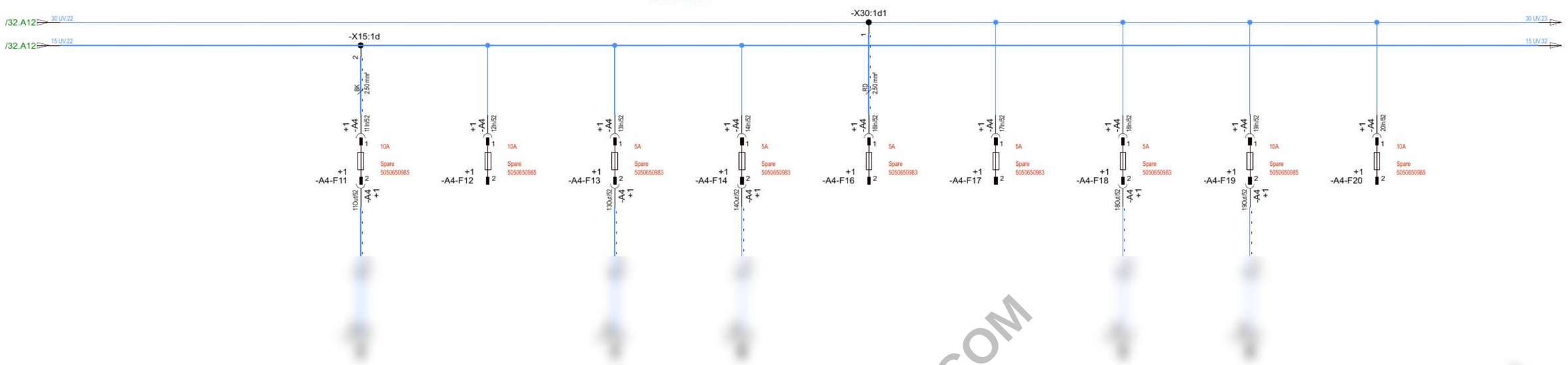
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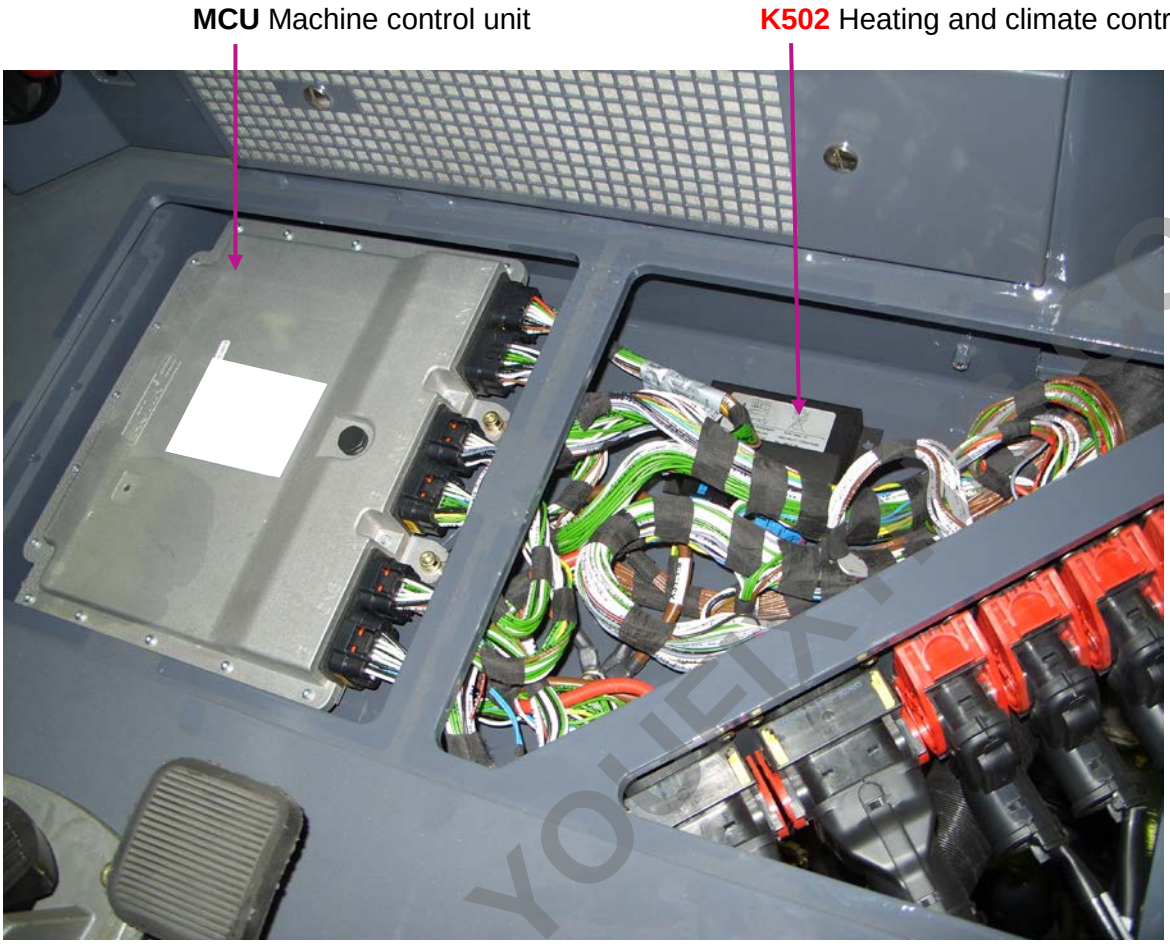
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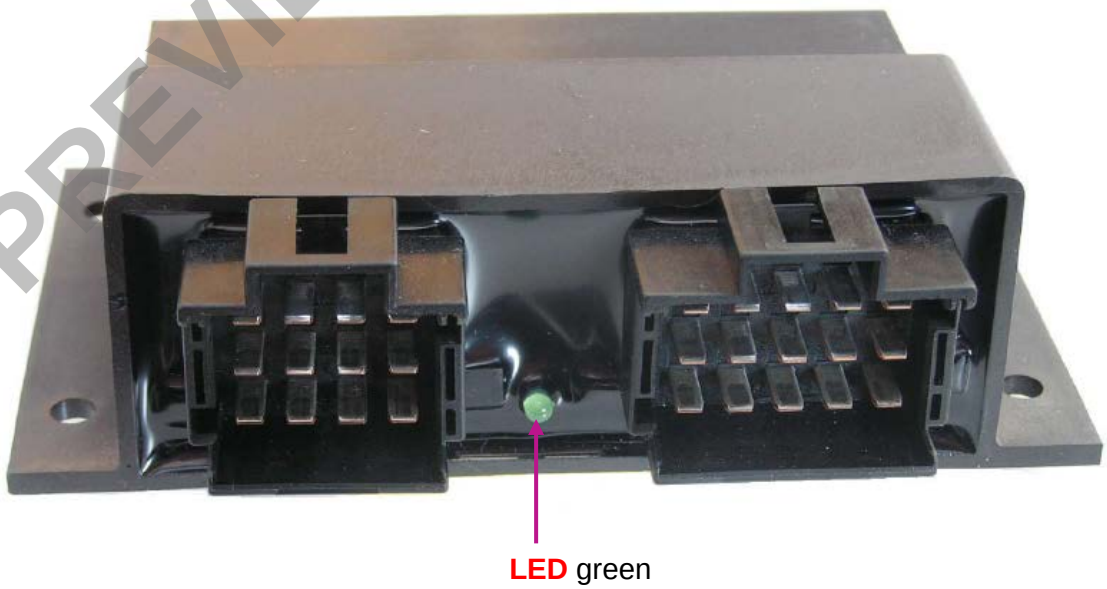
07.49.25 Heating and climate controller

Installation position



Floor frame (under the seat frame)

K502 Heating and climate controller

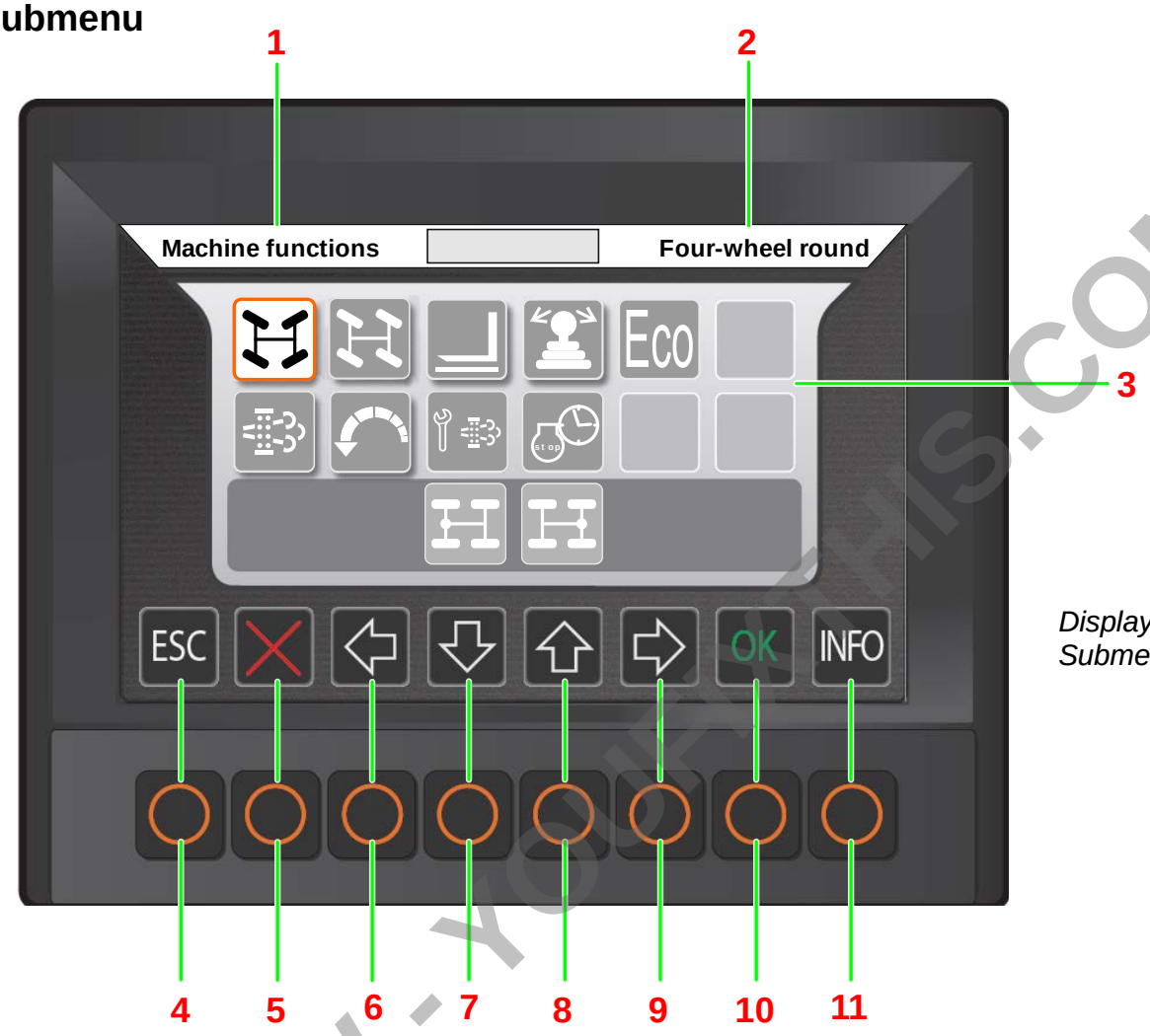


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Instructions for using the combo-tool (display)

Submenu



Display view Submenu

1	Name of the activated submenu
2	Description of the function activated
3	Screen submenu

Function buttons:

4	ESC (back)		
5	Delete		
6	Cursor to the left		
7	Cursor downward	or	Decrease value of variables
8	Cursor upward	or	Increase value of variables
9	Cursor to the right		
10	Save		
11	Information (not stored)		

When the submenu is opened, the cursor always appears at the top left.

The function required is selected with the cursor keys and then confirmed by pressing “OK”.

More detailed descriptions of the individual functions follow below.

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Exhaust gas after-treatment system

Downtime regeneration

Note
In the event of a fault, an acoustic signal is emitted.

The SCR system is monitored for potential build-up of crystallization.
If crystallization is detected, downtime regeneration will be required.
This is alerted by means of a flashing regeneration lamp.
Downtime regeneration must be manually implemented by the operator.
You are advised to carry out the necessary downtime regeneration as quickly as possible.
If the downtime regeneration is not carried out, the engine control unit activates the specified engine protection functions.
Each downtime regeneration slightly dilutes the engine oil with fuel.
The number of downtime regenerations carried out is therefore monitored.

Caution
During regeneration, temperatures of approx. 600°C occur at the exhaust gas tail pipe.
In the case of downtime regeneration, a special engine operating state occurs,
in which you are not permitted to use the machine while downtime regeneration is active.
Danger of burns

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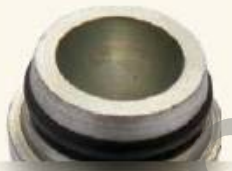
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Special tools - purchased parts

Hydraulic Testing

Closing Plug

To close pipes (in connection with screw fitting and union nut)
Other sizes available on request.



Note: □10-6L = diameter pipe1 - diameter pipe2

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Code	SPN	FMI	Blink code	Fehlerbescheibung	Error Identification
412	108	3	2-9-2	Sensorfehler Umgebungsluftdruck. Signalbereich überschritten.	Sensor error ambient air pressure. Signal range check high.
413	108	4	2-9-2	Sensorfehler Umgebungsluftdruck. Signalbereich unterschritten.	Sensor error ambient air pressure. Signal range check low.
415	171	0	3-1-2	Umgebungstemperatursensor. Temperatur hat maximalen	Environment temperature sensor, temperature above upper

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