02.26.35 Technical data

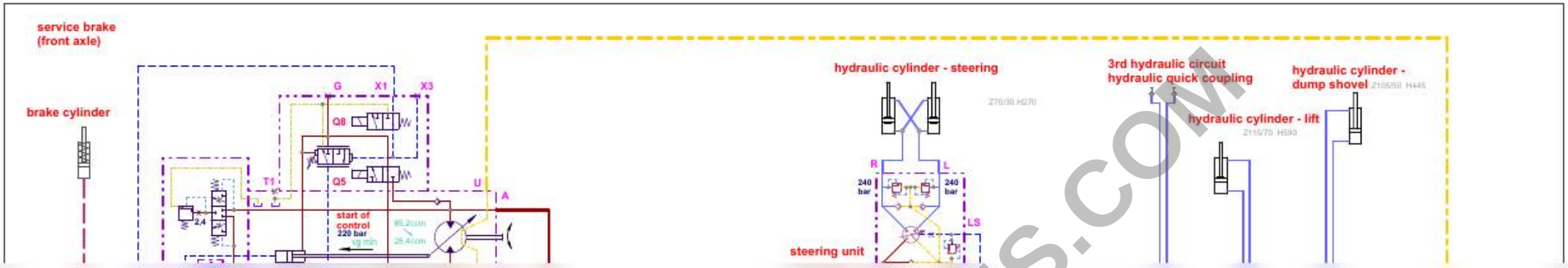
ENGINE Tier 4

Engine type	Unit	Description
Manufacturer:		Deutz
Type:		TCD 2.9 L4
Operation		Four-stroke diesel engine
Displacement		Turbocharger with charge cooler

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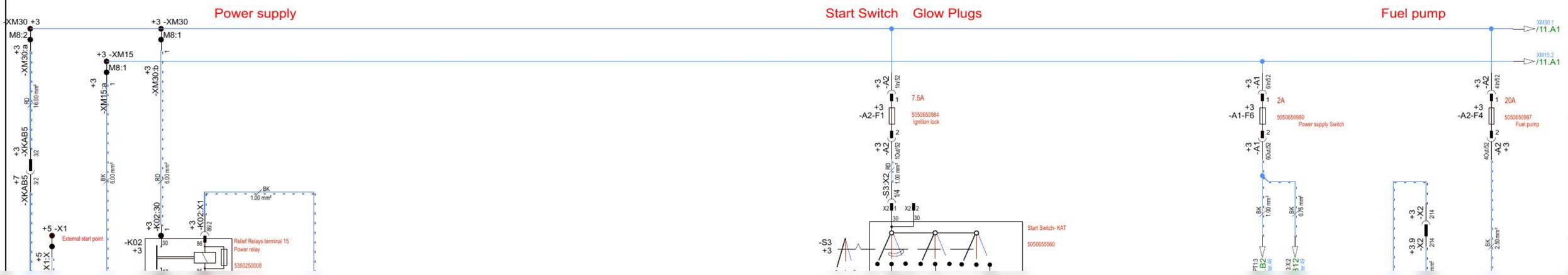
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DTC Code (Hex)	DTC Type	SPN-Value	Failure type	Function/Module	Number	Description
622A01	C (communication)	207361	FMI=2--DATA ERRATIC, INTERMITTENT OR INCORRECT	HMI	1	No communication to the HMI (Display or dashboard)
732A01	C (communication)	207361	FMI=19--RECEIVED NETWORK DATA IN ERROR	HMI	1	I/O-failure on HMI (Display or dashboard)
623201	C (communication)	209409	FMI=2--DATA ERRATIC, INTERMITTENT OR INCORRECT	Keypad	1	No communication to the keypad
733201	C (communication)	209409	FMI=19--RECEIVED NETWORK DATA IN ERROR	Keypad	1	I/O-failure on keypad
621D01	C (communication)	204033	FMI=2--DATA ERRATIC, INTERMITTENT OR INCORRECT	ECU	1	No communication to the ECU (engine control unit)
731D01	C (communication)	204033	FMI=19--RECEIVED NETWORK DATA IN ERROR	ECU	1	I/O-failure on the ECU (engine control unit)
620201	C (communication)	197121	FMI=2--DATA ERRATIC, INTERMITTENT OR INCORRECT	ACU	1	No communication to the ACU (Air condition and climate control unit)
730201	C (communication)	197121	FMI=19--RECEIVED NETWORK DATA IN ERROR	ACU	1	I/O-failure on the ACU (Air condition and climate control unit)

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D 2.9 L4

Industrial engine

View from right (example)

1 Crankcase ventilation

2 Coolant outlet

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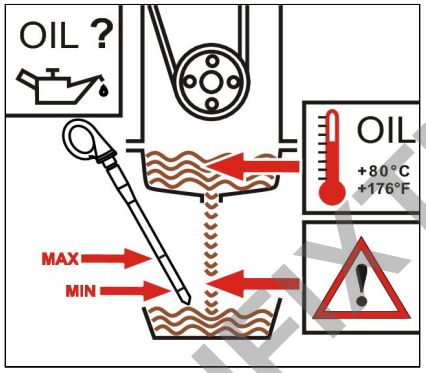
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Regulations for working on the lubricating oil system

Do not work on the running engine!
Smoking and naked lights are prohibited!
Be careful with hot lubricating oil. Danger of scalding!

Ensure the highest degree of cleanliness when working on the lubricating oil system. Carefully clean the area around the components concerned. Blow wet parts dry with compressed air.
Observe safety regulations and national regulations when working with lube oils! Dispose of leaking lube oil and filter elements according to regulations. Do not allow used lube oil to seep into the ground. Do a trial run after all work. Pay attention to leakage and lube oil pressure and then check the engine lube oil level.



Checking the lubricating oil level.

Lack of lube oil or overfilling lead to engine damage.
The lubricating oil level may only be checked when the engine is horizontal and switched off.
Only check lubricating oil level whilst warm, 5 minutes after shutting down.

Be careful with hot lubricating oil. Danger of scalding!
Do not pull out the dipstick while the engine is running. Danger of injury!

- Pull out the lubricating oil dipstick and wipe off with a lint-free, clean cloth.
- Insert the lubricating oil dipstick as far as it goes.
- Remove the lubricating oil dipstick and read the lubricating oil level.
- The lubricating oil level must always be between MIN- and MAX-1 markings! If necessary, fill up to MAX-marking.

Changing the lubricating oil

550 operating hours after the last standstill regeneration, the control unit automatically requests a new standstill regeneration to reset the soot load of the diesel particulate filter or to refresh the SCR system. The counter is then reset automatically.
It is therefore recommended to have a standstill regeneration done by an authorised DEUTZ partner each time before changing the lubricating oil. This avoids any premature fuel ingress into the lubricating oil.

- Run the engine warm (lubricating oil temperature > 80 °C).
- Position the engine or vehicle / device so as to be level.
- Shut down engine
- Position a collecting vessel under the lubricating oil drain plug .
- Unscrew the lubricating oil drain plug, drain the lubricating oil.
  - In the case of agricultural technology engines with a separate oil pan, both oil drain plugs must be unscrewed.
- Turn in and tighten lubricating oil drain plug fitted with new sealing ring.

  Tightening torque:

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05.00.02 Hydromatik tightening values

Tightening torques for Hydromatik pumps/motors

Tightening torques for headless screws (standard metric ISO thread)

	Thread size	Strength categories		
		8.8	10.9	12.9
		Tightening torque (Nm)		
	M3	1.1	1.6	1.9

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08.26.10 Inspection plan

Note
Perform all inspection work at operating temperature of the machine.

Work to be carried out by trained dealer service personnel:

O = *Monitoring, maintenance, replacement, if necessary* X = *Replace*		Operating hours				min 2x Yearly	min 1x Yearly	every 2 years
Work to be carried out while machine is still warm		after 100	every 500	every 1000	every 3000			
1	Check machine for presence of machine-specific operating instructions	**O**	**O**					
2	Change engine oil		**X** [1) 2)]				**X**	
3	Change engine oil filter		**X** [1) 2)]				**X**	
4	Fuel pre-filter – *Empty the water collection tank. If warning system starts, empty immediately*		**O**					
5	Replace fuel pre-filter			**X**			**X**	
6	Change fuel filter			**X**			**X**	
7	Drain water from the fuel tank.	**O**	**O**			**O**		
8	Check suction pipes for damage *(if damaged, replace)*	**O**	**O**					
9	Change main air filter cartridge	**according to the maintenance indicator**					**X**	
10	Change air filter safety cartridge	**as required**						**X**
11	Clean cooling fins of the cooler. **In case of visible dust, shorten the cleaning intervals**	**O**	**O**			**O**		
12	Check antifreeze level in coolant		**O**				**O**	
13	Change the coolant	**as required**						**X**
14	V-belt		**O**	**X**				
15	Tighten engine mounting (if required), *(replace if damaged)*			**O**				
16	Mounting parts, hose connections / clamps *(replace if damaged)*			**O**				
17	Check the cold start device			**O**				
18	Engine speed *Check upper and lower idle speeds*	**O**	**O**					
19	Check pump attachment	**O**	**O**					
20	Check acid level and battery connections	**O**	**O**					
21	Replace the dust filter for cab ventilation		**X**				**X**	

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List of Contents

01 General

02 Technical Data

03 Diesel Engine

04 Hydraulics

05 Setting Instructions

06 Function Description

07 Electrics

08 Maintenance

09 Operation

10 Options

11 Repair Instructions

12 Diagnosis / Tools

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Service Manual

V100

SERIAL-NO.: from **TL10040103** to **TL1004XXXX**

Issue Date: 01/31/2019
Language: English (en)
Issue Number: 03
Original Instructions

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1.200.01. Safety and accident prevention

1 Introductory remarks

Read the operating instructions thoroughly and follow the notes on safe operation before starting up the earth-moving machine.

National safety regulations - e.g. the Accident Prevention Regulations, "Earth-Moving Machinery" (VBG 40) and "Vehicles" (VBG 12) in the Federal Republic of Germany - must also be complied with when operating the earth-moving machine.

In addition to the operating instructions, legal regulations governing road safety and accident prevention measures must also be observed. Such requirements could also apply with respect to the handling of hazardous goods or the wearing of personal safety gear, for example.

Furthermore, safety requirements governing work in particular locations (tunnels, adits, quarries, pontoons, contaminated areas, etc.) must likewise be observed.

2 Intended use

The earth-moving machine with standard bucket equipment is intended solely for work which is suitable for the function of the machine and its work attachments.

Such work involves loosening, taking up, transporting and dumping soil, rock, or other materials as well as loading these materials on trucks, conveyor belts, or other means of transport, when the transport of the material is normally done by positioning the earth-moving machine.

The assembly of special work attachments – such as multi-purpose bucket, side-dump bucket, broom, fork lift attachment, etc. – makes corresponding applications possible.
Any usage above and beyond that specified here – e.g. the transport of persons or the usage of the lift equipment as a work platform – is regarded as improper use. The supplier cannot be held responsible for any damage resulting from improper use. The risk is borne by the user alone.

Strict compliance with the operating and maintenance instructions and the performance of maintenance work, as well as adherence to the maintenance intervals is also part of intended use.

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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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AXLES

Name	Unit	Description
Front axle	Type	28.20-1570 FR PADS
Rear axle	Type	28.20-1570 TRU
Gearbox unit	20 km/h	TB172 - SINGLE SPEED

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Diesel oxidation catalyst (DOC)

The diesel oxidation catalytic converter has a catalytic surface which is used to convert the pollutants in the exhaust gas into harmless substances. Here, carbon monoxides and unburned hydrocarbons are made to react with oxygen and converted into carbon dioxide and water. In addition, the nitrogen monoxides are converted to nitrogen dioxides.

Temperatures > 250 °C are necessary for a high degree of efficiency.

Diesel particle filter (DPF)

The combustion of diesel fuel results in soot, which is separated in the diesel particle filter. This must be regenerated as the contamination with soot increases. That means that the soot in the diesel particle filter is burned.

The regeneration is based on a continuous regeneration process, which is activated as soon as the exhaust temperature of 250 °C is exceeded at the inlet of the exhaust gas aftertreatment system. The filter contamination with soot is monitored continuously by the engine control unit.

Regeneration

The passive particle filter system burns the soot in the filter with the nitrogen oxide contained in the exhaust, which is first oxidised in the DOC. This process takes place continuously as soon as the exhaust temperature exceeds 250 °C. The passive particle filter system does not contain a burner. A prerequisite for the passive continuous regeneration is having a sufficient ratio of nitrogen oxides to soot in the raw exhaust gas of the engine.

Regeneration differs depending on the variant of the external exhaust gas recirculation and exhaust emissions stage. 25

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WARNING: Breathing diesel engine exhaust exposes you to chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

- Always start and operate the engine in a well-ventilated area
- If in an enclosed area, vent the exhaust to the outside
- Do not modify or tamper with the exhaust system
- Do not idle the engine except as necessary

For more information go to www.P65warnings.ca.gov/diesel

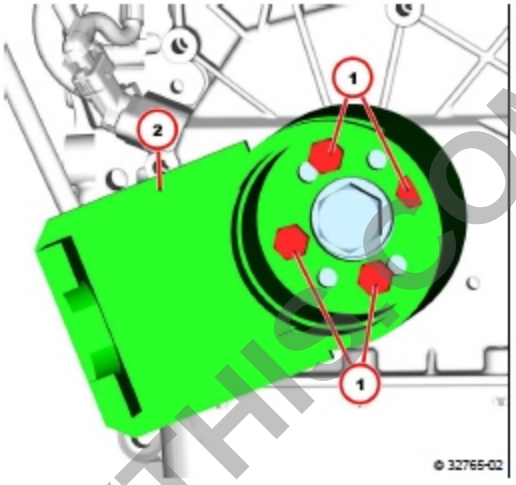
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Sales & Service Information Systems
Ottostraße 1
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Email: info@deutz.com
www.deutz.com

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Original operating instructions

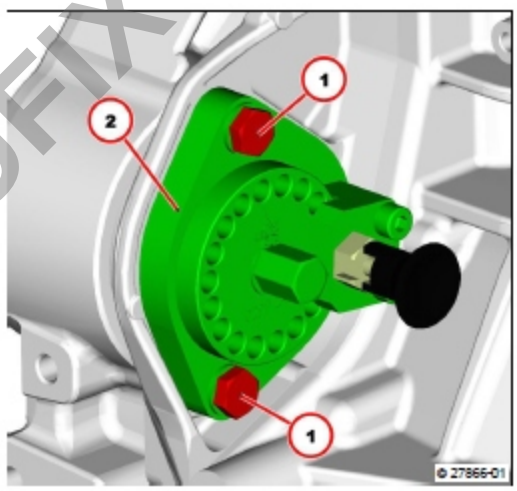
The engine company.

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- Unscrew screws (1).
- Remove counter holder (2).



- Unscrew screws (1).
- Remove turning gear/locking device (2).
- Install the starter.
  Module 44
- Fit V-ribbed pulley / V-belt pulley.
  Module 05
- Fit and tension V-belt / V-ribbed belt.
  Operating manual



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Fuel supply pump (electric)

Conventional tools

Special tools:

– Locking plugs / caps 01899368

– Safety information / User information
– Operating manual
– Installation guidelines

DANGER
Do not carry out work on the fuel system when the engine is running.
The fuel system is under high pressure - risk of death.
Even after the engine shuts down, the fuel pressure may still be up to several 100 bar for a long time. The fuel pressure here does not drop until the fuel system is opened and the fuel can escape to the outside.

ATTENTION
Ensure the utmost cleanliness when performing all work.
Remove any paint residue and dirt particles before disassembly.
Carefully clean the area around the components concerned. Blow wet parts dry with compressed air.
Observe safety regulations and national regulations when working with fuels.
Close all connections immediately after opening with new, clean locking plugs/caps.
Do not remove locking plugs/caps until immediately before assembling.
Observe DEUTZ AG installation guidelines.
Observe installation guideline / documentation of the vehicle manufacturer / equipment manufacturer.
The documentation of the vehicle manufacturer / equipment manufacturer must be complied with for dismantling and installing.

All pictures and images are shown as examples.

Collect leaking operating media in suitable vessels and dispose of them according to regulations.
Vent the fuel system after doing any work on it - see operating manual.

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

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- Loosen screws (1).

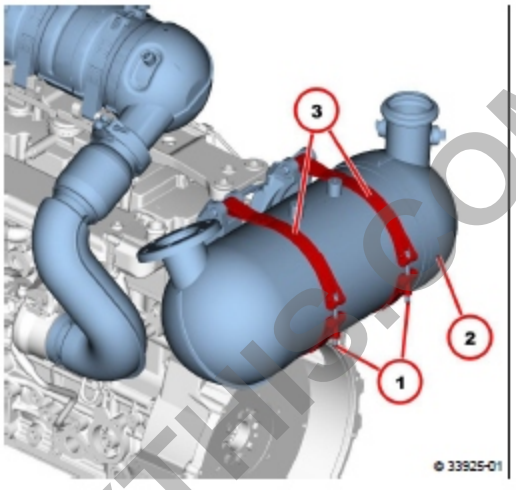
SCR catalyst must be freely movable.

- Position SCR catalyst (2).
- Position the straps (3).

ATTENTION
The strap must not be in contact with the transport or weld seam.

- Screw on screws (1).

Do not tighten the screws.
SCR catalyst must be freely movable.

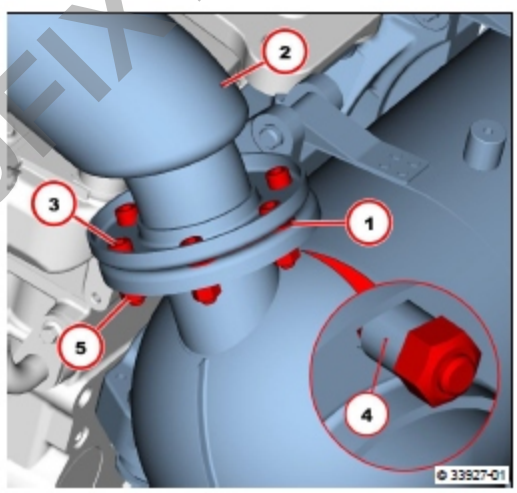


- Fit new gasket (1).
- Attach mixing pipe (2).

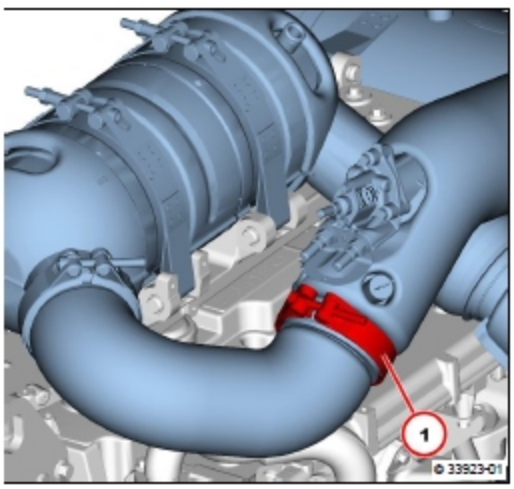
ATTENTION
Ensure that the installation position is correct.

Use new screws, sleeves and nuts.

- Mount all screws (3).
- Mount all sleeves (4).
- Screw all nuts (5).



- Attach V-belt clip (1).



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Subgroup directory: Electrics

Device number	Description	File number
ALL TYPES	Cable colors	07.00.40
0103 ► XXXX	Vehicle electrics - project: TL80-100 CRT_103	07.26.11
0103 ► XXXX	Vehicle electrics - project: TL80-100 DOC_103	07.26.15
0103 ► XXXX	Fuse assignment	07.26.32
0103 ► XXXX	Relay assignment	07.26.41
0103 ► XXXX	Diesel engine control unit structural diagram	07.26.60
0103 ► XXXX	Electrical components structural diagram	07.26.62
0103 ► XXXX	Diagnostics and programming connection	07.26.63

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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

/5.G5

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



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/5.E9

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

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0 bis 300	+10 / -5
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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

= PVC Adhesive Band, 105°C
= PET Vlies Adhesive Band, 125°C
= PET Gewebe Adhesive Band, 150°C

-S32:X#1

*9/9

Half taping
350 mm
PET Vlies Adhesive Band

9-pin JPT socket housing; with three rows

Driver's cab supplementary heating Timer switch
967631-1

-S32:X#2

1	XM39_A3-F17_5A	-XOPT2:1	-W1	RD	1.00 mm²
2	Heizen	-XOPT2:4	-W3	GN	1.00 mm²
3	GND	-S20:X:7	-W8	BN	0.75 mm²
4					
5	Diagnose	-XOPT2:5	-W5	WH	1.00 mm²
6	Schalterbeleuchtung	-S20:X:8	-W4	BK	0.75 mm²
7					
8					
9					

-S20:X#1

*10/10

Half taping
100 mm
PET Vlies Adhesive Band

-S20:X#2

1					
2	GND	-S20:X:7, -S17:X:7	-W77, -W70	BN, BN	0.75 mm²,0.75 mm²
3	Schmieren	-XOPT2:12	-W42	WH	0.75 mm²
4					
5					
6					
7	GND	-S32:X:3, -S20:X:2	-W8, -W77	BN, BN	0.75 mm²,0.75 mm²
8	Schalterbeleuchtung	-S17:X:8, -S32:X:6	-W35, -W4	BK, BK	0.75 mm²,0.75 mm²

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Engine oil/hydraulic oil

Alternative recommendations for other temperature ranges

Engine oil
in accordance with DQC III LA / DQC IV LA
(DEUTZ Quality Class)

Ambient temperature



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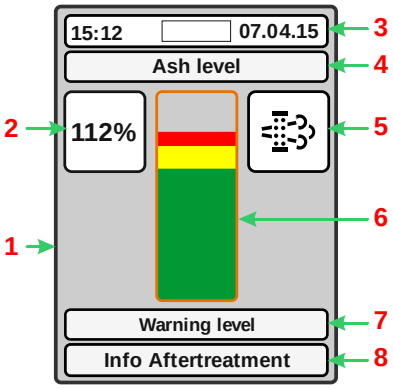


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Ash content – indicators (optional):

Example 4: **Shut-off level; filter change – DPF replacement required**
Downtime (downtime regeneration) is not permitted



1 Screen on the combo-tool
(ash content status displayed here)
2 Display icon: Percentage (%) *(ash content as a percentage)*
3 Display field: Time, logo, date
4 Display field: Level indicator type *("ash content" is selected here)*
5 Display icon: Ash content *(display active)*
6 Bar graph: Ash content in color
7 Display field: Operating mode *(here: shut-off level)*
8 Display field: Selection description *(exhaust system info displayed here)*

The ash content up to 99% is displayed as a green bar.
The ash content between 100% and 109% is displayed as a yellow bar.
The ash content between 110% and 150% is displayed as a red bar.

If the ash content **is at 110% and more**, this is indicated as shown in the image of the screen here.

The regeneration lamp flashes quickly at a frequency of 3 Hz.

Note
The diesel particle filter (DPF) must be replaced as a matter of urgency.

Note
If the ash content data received is invalid, the screen automatically switches to the diagnostics menu and the ash content status display is deactivated.

Throughout the service life of the EAT (exhaust gas after-treatment) system, particles which cannot be removed by the regeneration process accumulate in the diesel particle filter (DPF).
All non-combustible particles in the filter are collectively referred to here as "ash content".
The ash content shortens the regeneration intervals and will eventually result in the need for filter maintenance or replacement.

If the ash content reaches 100%, the filter will need to be replaced.
This requirement for maintenance is signaled by an illuminating ash warning lamp (continuously on) and/or displayed by the corresponding CAN message.
If the maintenance requirements are ignored, the available filter volume is reduced, increasing the necessity of downtime.

The ash content cannot be reset by means of a hardware input or a CAN J1939 message.

The filter may only be replaced by authorized personnel.
This is because the SERDIA service tool must be used.

After replacing the filter, the soot and ash content stored in the ECU must be reset using the service tool (SERDIA).

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Ride control system - “RCS”

Charging the piston pressure accumulator - "ACC"

Note
Installation and maintenance work must be carried out by trained qualified personnel.
Carefully read the instructions of the manufacturer for this product.
Hydraulic accumulators are pressure vessels and must be treated accordingly.
The safety instructions must always be followed!

DANGER

Danger due to gas and gas pressure
Failure to follow the manufacturer's instructions may result in death or serious injury.

Maintenance

General maintenance guidelines:

- If the operation of the pressure accumulator is unsatisfactory, check the pressure and add gas where necessary.
- Charging and discharging accumulator pressure: Contact your dealer or manufacturer.
- Ensure that the oil of the hydraulic system does not contain any contaminants and the oil corresponds to the manufacturer's instructions.
- If the pre-charge pressure is checked, clean the accumulator’s outer surfaces and ensure that the paintwork is intact when checking the pre-charge pressure. Damage to the paintwork should be repaired immediately, since the accumulator structure does not allow for corrosion.

  Repair the paintwork with two-component polyurethane paint.
- Check the torque of the accumulator clamp bolts during the periodical maintenance.
- Check the pre-charge pressure at least once a year.
- Only use the manufacturer’s original spare parts. Contact the manufacturer when necessary.

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			989	523921	1	0x8021D2FF	119551	7-1-4	Brennertemperatur; Temperatur unter unterer Abschaltschwelle	Burner temperature, temperature below lower shutoff threshold		
			1395	523921	2	0x8022D2FF	119551	7-1-4	Sensor Brennertemperatur; Signal unplausibel	Burner temperature sensor; Plausibility Check for burner temperature sensor Sensor burner temperature; plausibility error		
			942	523921	3	0x8023D2FF	119551	7-1-4	Sensorfehler Brennertemperatur; Signalbereich überschritten	Sensor error burner temperature; signal range check high		
			944	523921	4	0x8024D2FF	119551	7-1-4	Sensorfehler Brennkammertemperatur; Signalbereich unterschritten	Sensor error burner temperature; signal range check low		
			965	523922	3	0x8043D2FF	185087	7-1-5	Shut Off Valve; Batteriekurzschluß	Burner shut of valve; short circuit to battery		
			1392	523922	4	0x8044D2FF	185087	7-1-5	Brenner Shut Off Valve; Massekurzschluss	Burner Shut Off Valve; short circuit to ground		
			1389	523922	5	0x8045D2FF	185087	7-1-5	Brenner Shut Off Valve; Kabelbruch	Burner Shut Off Valve; open load		
			1262	523922	7	0x8047D2FF	185087	8-5-4	Brenner Shut Off Valve; geschlossen blockiert	Burner Control; Shut-off Valve - Blocked closed Burner Shut Off Valve; blocked closed		
			1264	523922	7	0x8047D2FF	185087	8-5-5	Brenner Shut Off Valve; offen blockiert	Burner Shut Off Valve; blocked open		
			1390	523922	12	0x804CD2FF	185087	7-1-5	Brenner Shut Off Valve; Übertemperatur	Burner Shut Off Valve; powerstage over temperature		
			36	523923	3	0x8063D2FF	250623	7-2-9		UB1; Short circuit to battery error of actuator relay 1		
			41	523923	4	0x8064D2FF	250623	7-2-9	Short circuit to ground error Detailinformationen fehlen!	Short circuit to ground error No detail informationen!		

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