SERVICE MANUAL

WHEEL LOADER

V65

YANMAR

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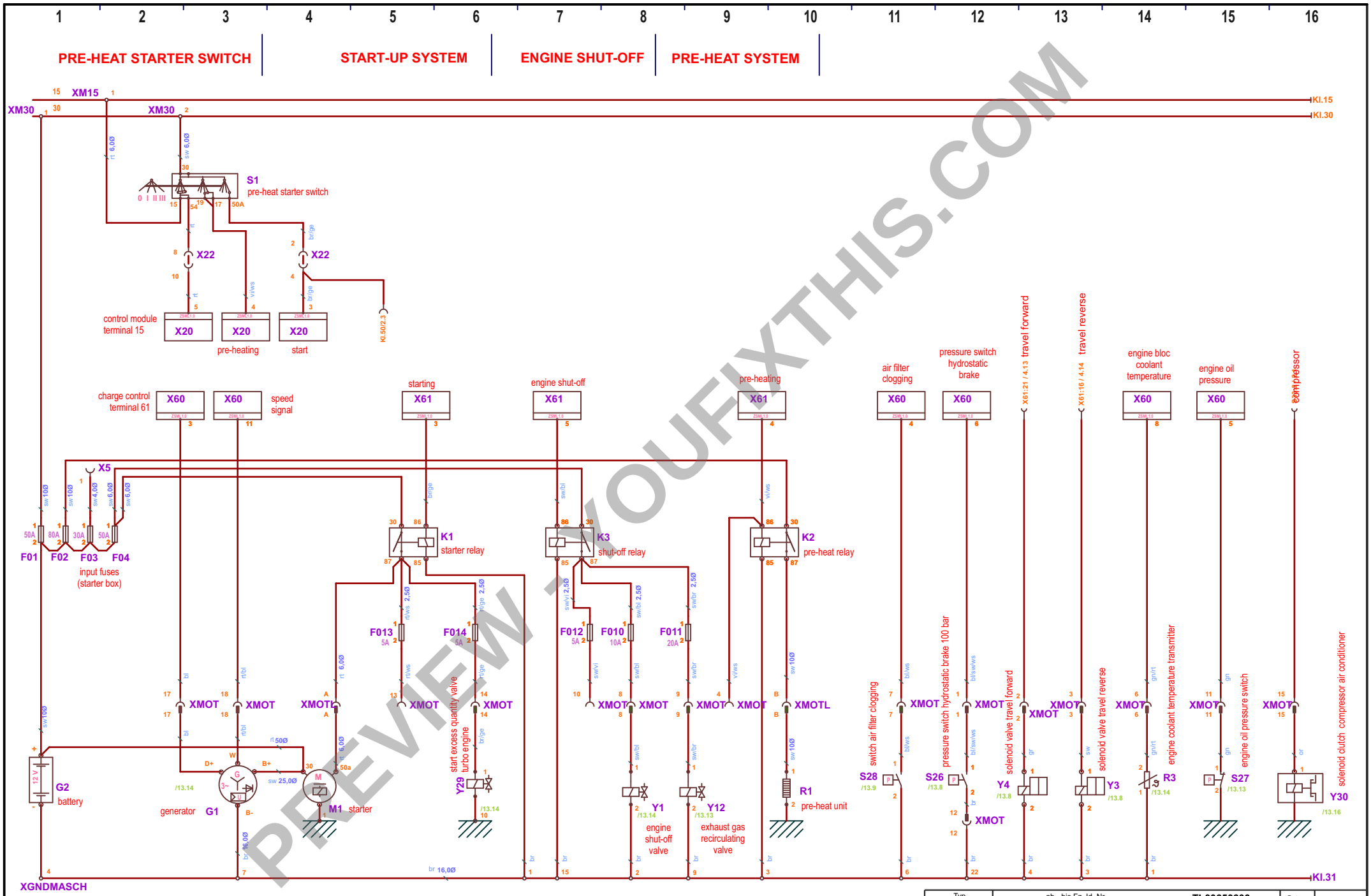
V65

SERIAL-NO.: from **TL00651063** to **TL0065XXXX**

Issue Date: 12/13/2018
Language: English (en)
Issue Number: 01
Original Instructions

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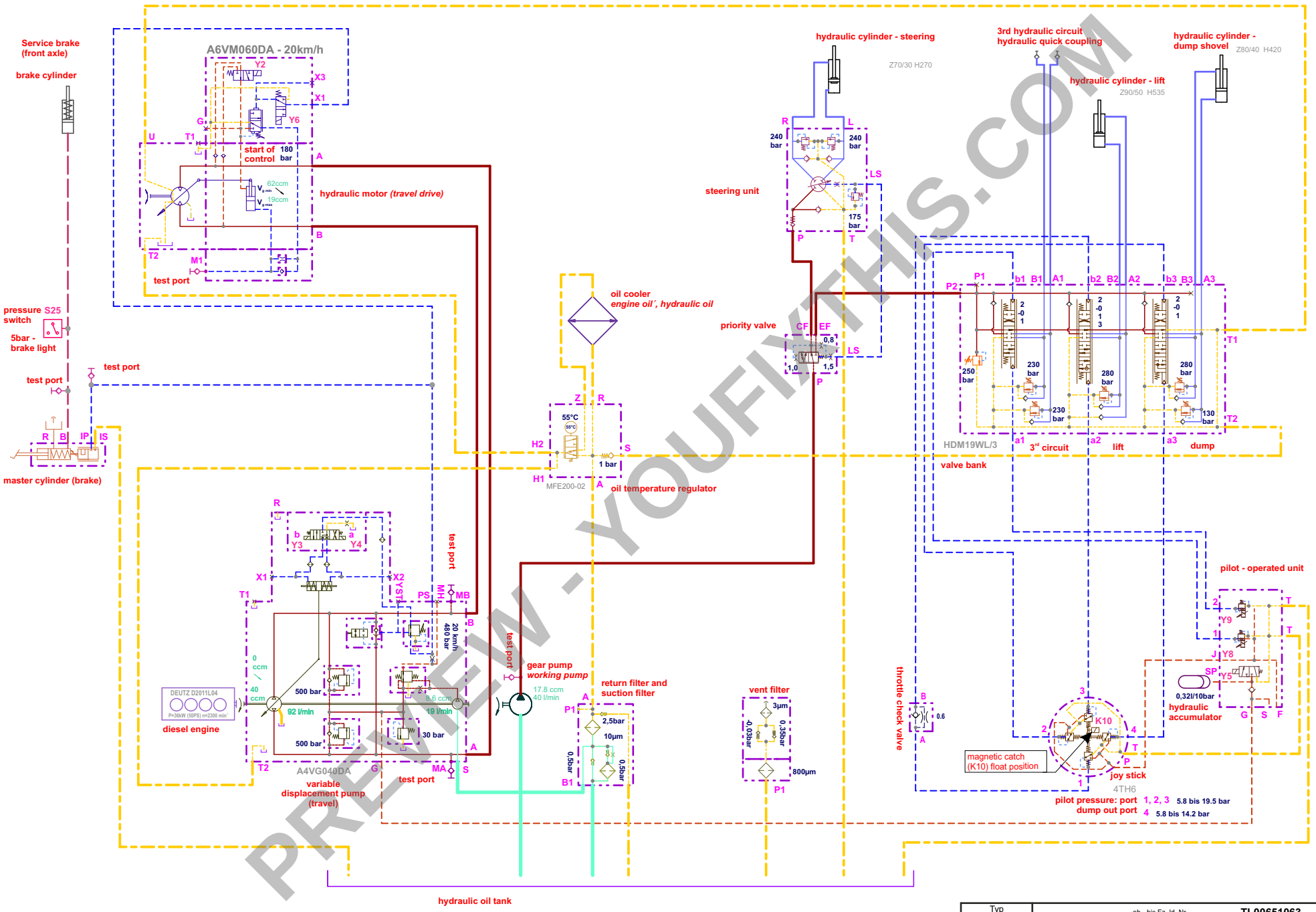
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X20	connector *console - central control module*
X60	connector *rear chassis - central control module*
X61	connector *rear chassis - central control module*

XMOT	connector *engine - rear chassis*
XMOTL	connector *engine - rear chassis*

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Typ / Model / Type / Tipo	ab - bis Fz. Id. Nr / from - to S/n / à partier de - jusqu'au n/s / desde - hasta n/s	TL00650600 > TL0065XXXX	Datum / Edition / Date / Fecha: 10/2018
Benennung / Description / Dénomination / Denominación	**Stromlaufplan / Wiring diagram / circuit électrique / Esquemas de los circuitos**	**Elektrisches System / Electrical system / Circuit électrique / Sistema elèctrico**	**Blatt / Page / Feuille / Página** 1/7 — Blatt / Page / Feuille / Página: 07.22.31

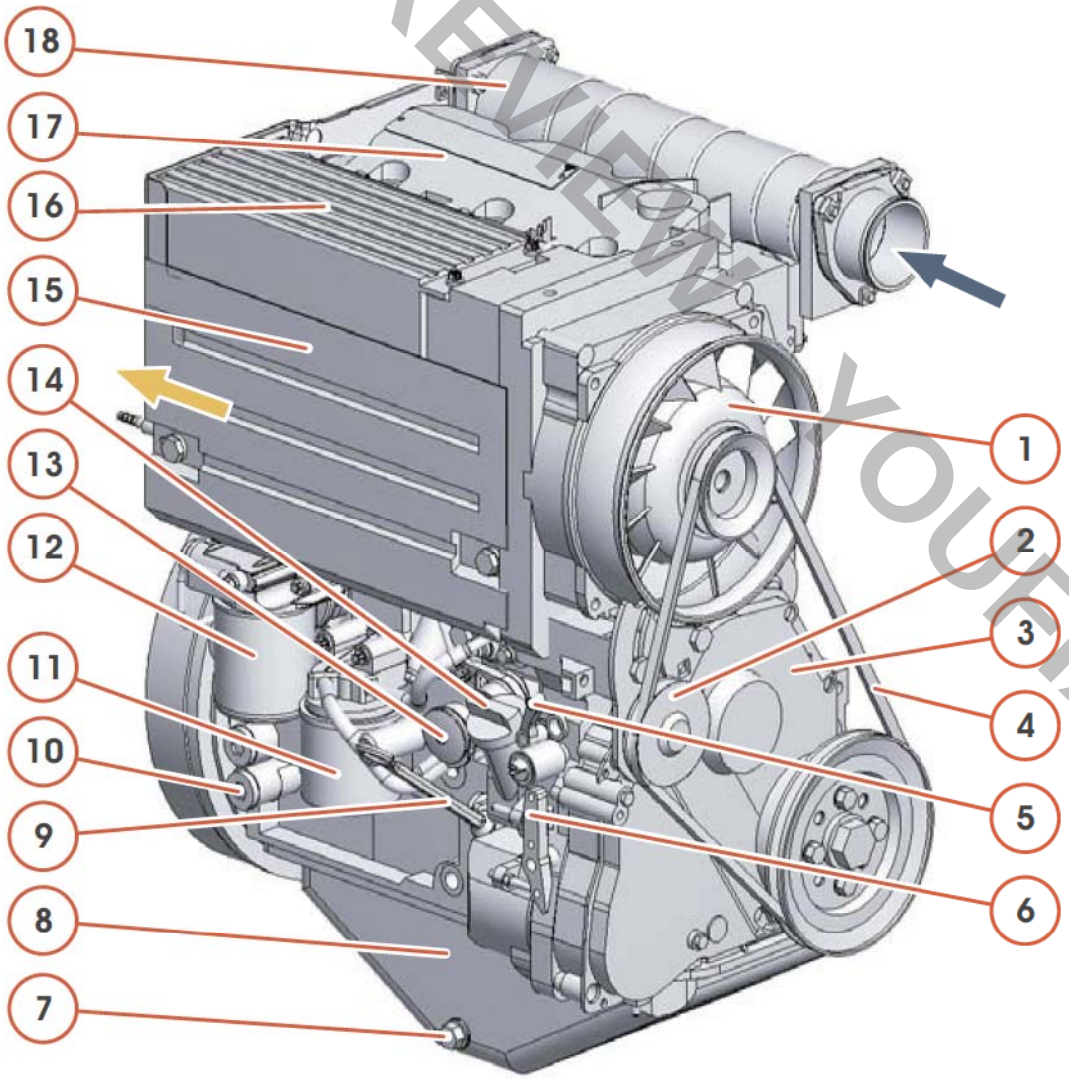


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suction lines	control lines
pressure lines	drain lines
return lines	brake lines
hydraulic lines	system boundary
pressure control line	

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Typ Model Type Tipo	Parallel-Kinematik Parallel kinematics	ab - bis Fz. Id. Nr from - to S/n à partier de - jusqu'au n/s desde - hasta n/s	TL00651063 > TL0065XXXX
Datum Edition Date Fecha	09/26/2018		
Benennung Description Dénomination Denominación	Hydraulikschaltplan - Standard Hydraulic circuit diagram - Standard Schéma hydraulique - Standard Esquema hidráulico - Estándar		
Blatt Page Feuille Página	04.22.31		



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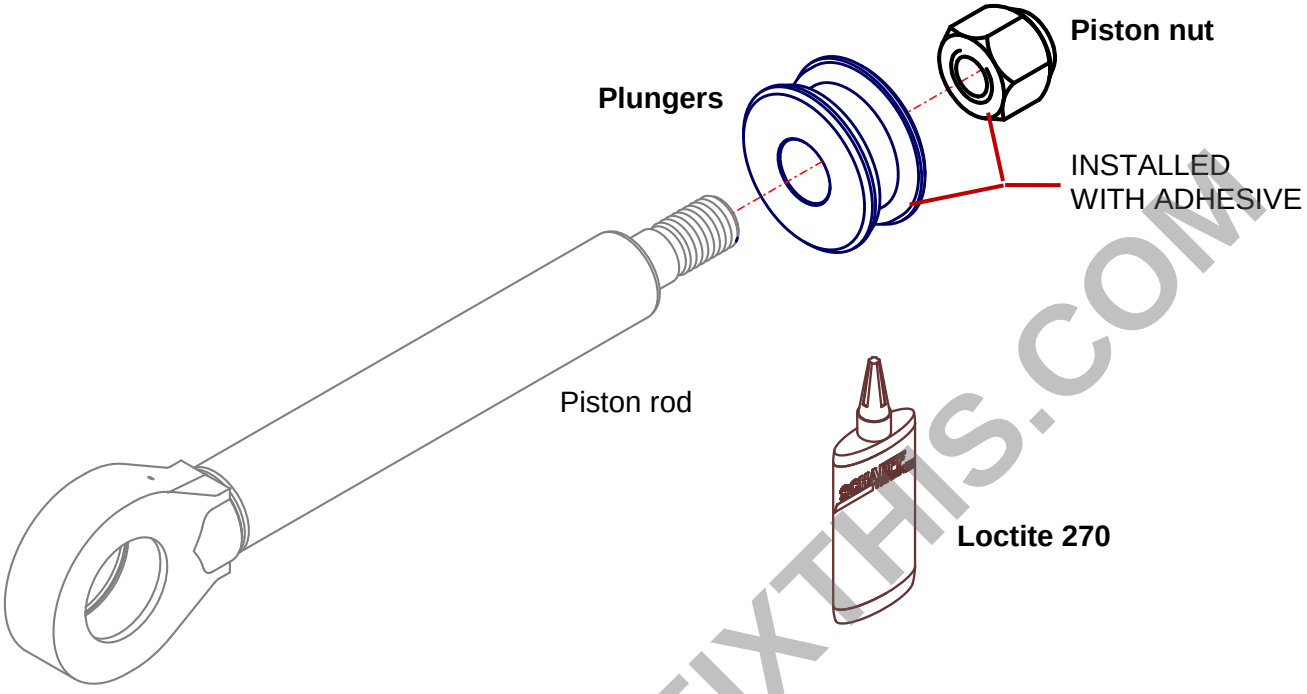
View from right (example)

1 Cooling fan (with integrated generator)
2 Tension pulley
3 Toothed belt cover
4 V-belt (fan)
5 Stop lever
6 Speed adjusting lever
7 Lubricating oil drain plug
8 Lubricating oil sump
9 Lubricating oil dipstick
10 Connection possibility for cab heating
11 Exchangeable fuel filter
12 Lube oil replacement filter
13 Fuel supply pump with integrated screen filter
14 Lubricating oil filling
15 Removable air guidance cowling (access to fuel injectors)
16 Lube oil cooler
17 Cylinder head cover
18 Air intake pipe

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1.500.01 Tightening torques for pistons or piston nuts



Piston nut/piston thread	Tightening torque Nm	Type of mounting
M 18x2	200	**Piston nut**
M 22x2	410	**Piston nut**
M 24x2	450	**Piston nut**
M 27x2	810	**Piston nut**
M 27x2	530	**Plungers**
M 30x2	1050	**Piston nut**
M 33x2	1100	**Piston nut**
M 35x1.5	730	**Plungers**
M 36x2	1075	**Plungers**
M 36x3	1550	**Piston nut**
M 39x3	1700	**Piston nut**
M 40x1.5	730	**Plungers**
M 42x2	1400	**Plungers**
M 42x3	1750	**Piston nut**
M 48x3	2050	**Piston nut**
M 50x2	1300	**Plungers**
M 56x2	1600	**Plungers**
M 60x2	1800	**Plungers**
M 64x2	2000	**Plungers**
M 70x3	2700	**Plungers**
M 80x2	2900	**Plungers**
M 90x2	3200	**Plungers**
M 100x3	3500	**Plungers**

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Faults and remedies

Faults	Causes	Measures
Engine does not start or is difficult to start	Not disconnected (if possible)	Check coupling
	Below starting limit temperature	Check
	Wrong SAE viscosity class of the engine lubricating oil	Change the lubricating oil
	Fuel quality does not comply with operating manual	Change the fuel
	Battery defective or discharged	Check battery
	Cable connection to starter loose or oxidized	Check cable connections
	Starter defective or pinion does not engage	Check starter
	Stop magnet defective (release circuit)	Check lifting magnet
	Engine stop lever still in stop position	Check/replace
	Stop magnet defective (release circuit)	Check/replace
	Incorrect valve clearance	Check valve clearance and set if necessary
	Injection valve defective	Check fuel injector / change if necessary
	Air filter clogged / turbocharger defective	Check/replace
	Air in fuel system	Vent fuel system
	Compression pressure too low	Check compression pressure
	Exhaust gas backpressure too high	Check
	Injection line leaks	Check injection line
Engine does not start and diagnostic lamp flashes	Engine electronics prevents starting	Check error according to error code and eliminate error if necessary

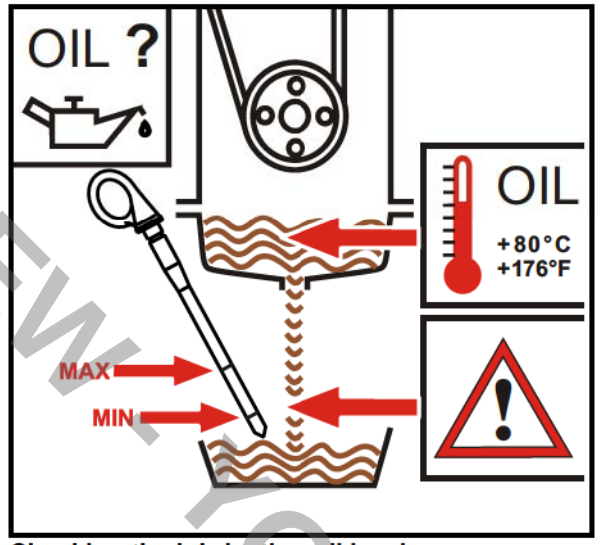
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Regulations for working on the lubricating oil system

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

Pay attention to utmost cleanliness when working on the lubricating oil system. Clean the area around the components concerned carefully. Blow damp parts dry with compressed air.
Observe the safety regulations and national specifications for handling lube oils.
Dispose of leaking lubricating oil and filter elements properly. Do not allow used oil to seep away into the ground.
Perform a trial run after all work. Pay attention to tightness and lubricating oil pressure and then check the engine oil level.
In case of fuels containing more than 1% sulphur, contact your corresponding DEUTZ partner.



Checking the lubricating oil level

Low lubricating oil level and overfilling lead to engine damage.
The lubricating oil level may only be checked with the engine in a horizontal position and switched off.
If the engine is warm, switch off the engine and check the lubricating oil level after 5 minutes. If the engine is cold you can check it immediately.

Be careful of hot lubricating oil. Danger of scalding!

- Pull out the lubricating oil dipstick and wipe off with a lint-free, clean cloth.
- Insert the lubricating oil dipstick as far as it will go.
- Extract the lubricating oil dipstick and read off the oil level.
- The oil level must always be between the MIN and MAX marks! Top up to the MAX mark if necessary.

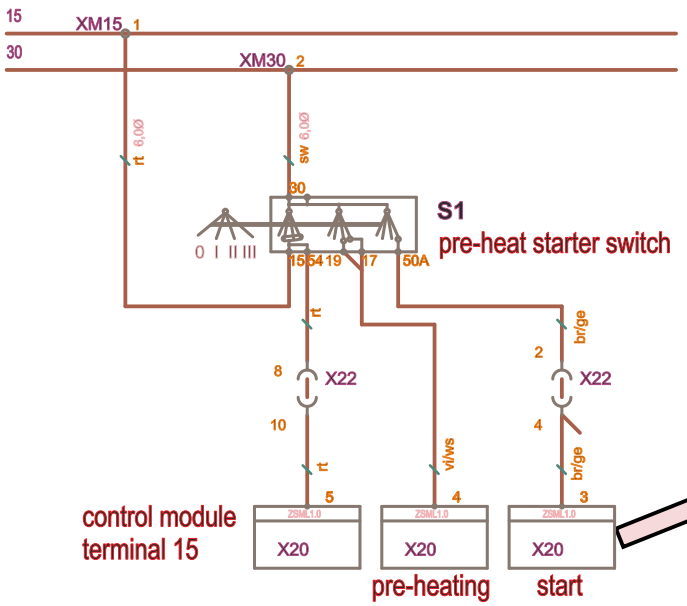
Changing the lubricating oil

- Warm up the engine (lubricating oil temperature > 80 °C).
- Ensure that the engine or vehicle is in a level position.
- Switch off the engine.
- Place a collecting receptacle underneath the lube oil drain screw.
- Unscrew the lube oil drain screw, drain oil.
- Fit a new sealing ring to the lube oil drain screw, insert and tighten. (tightening torque 100 Nm).
- Pour in lube oil.
  - Quality/viscosity data.
  - Filling volume (65).
- Warm up the engine (lubricating oil temperature > 80 °C).
- Ensure that the engine or vehicle is in a level position.
- Check lubricating oil level, if necessary top up.

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Contacts on the control module (ZSML)

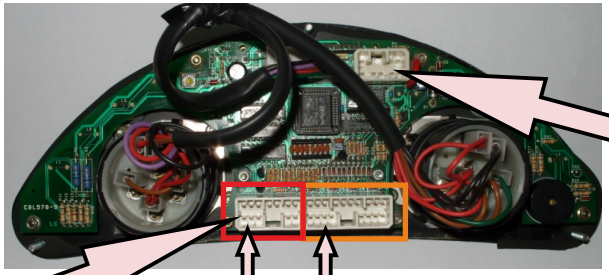




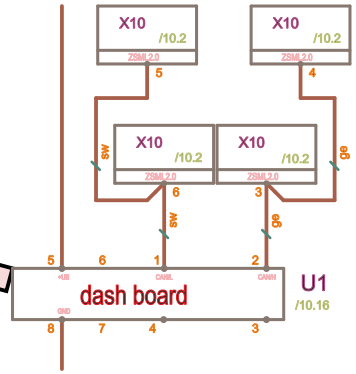
X 10
X 20
X 30
X 31
X 40
X 60
X 61
X 80
X 90
X 91

Contacts on the display

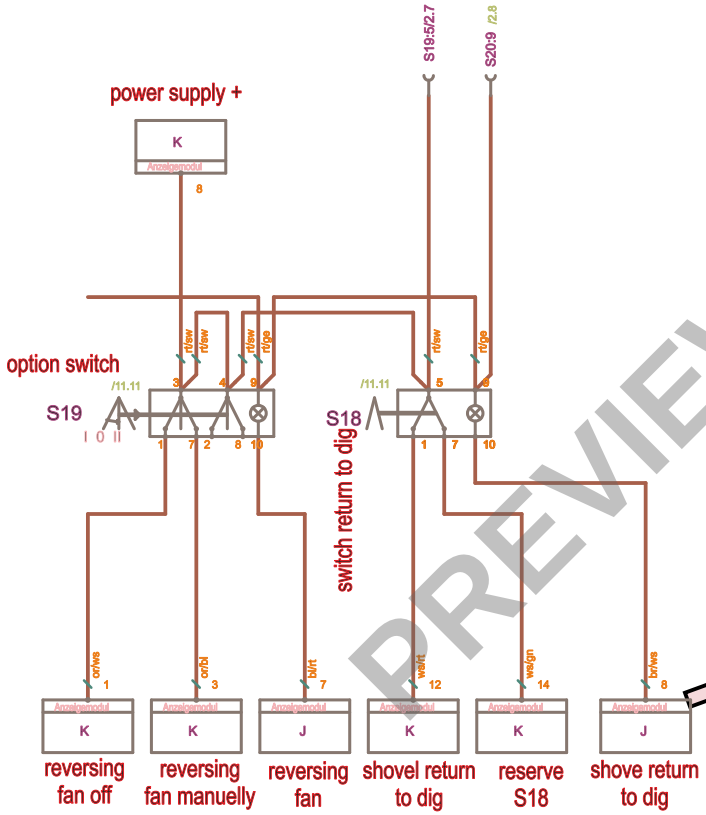




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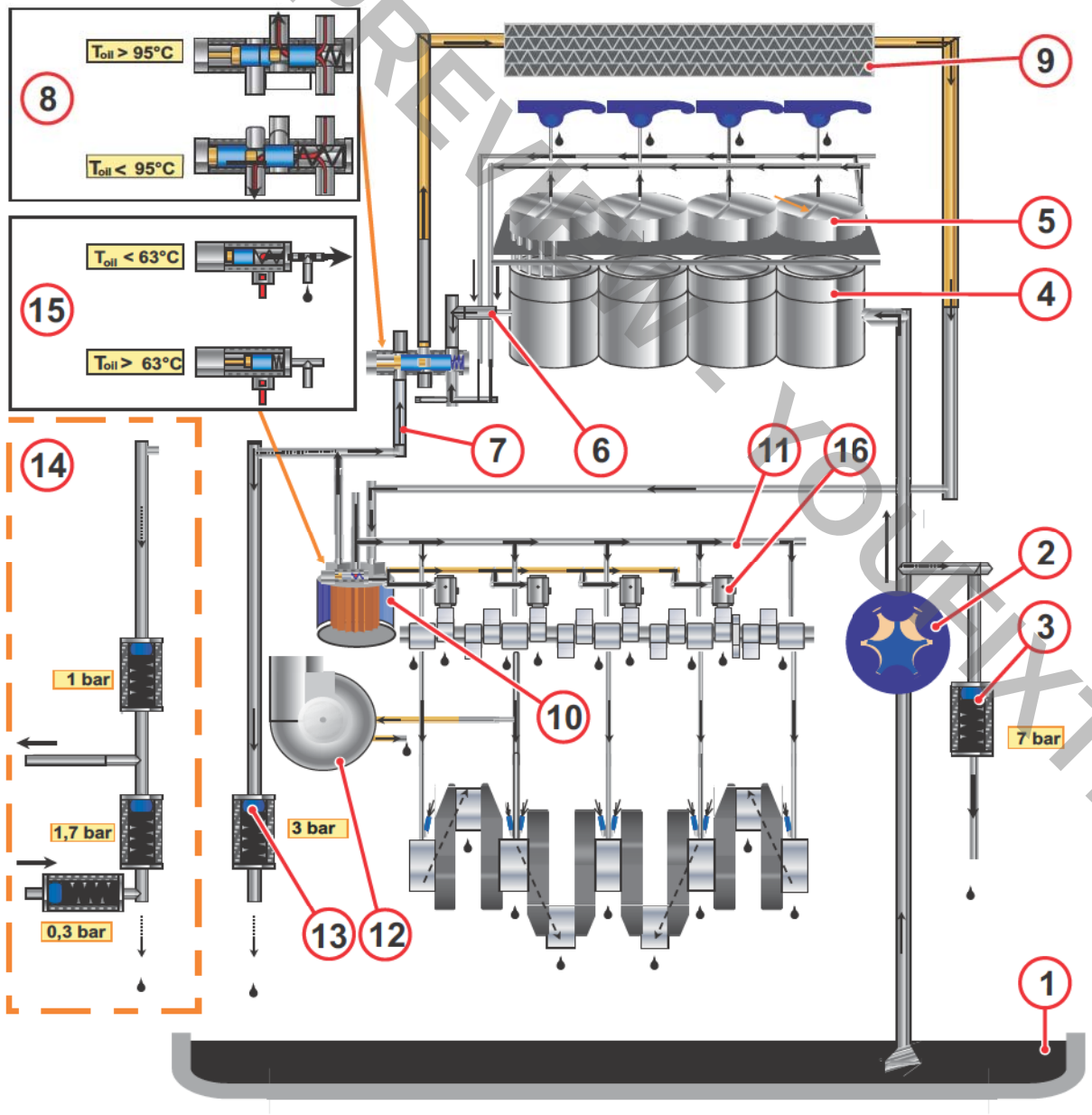
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Typ Model Typ Tipo	**Elektrisches System** **Electrical system** **Circuit électrique** **Sistema elèctrico**	ab - bis Fz. Id. Nr from - to S/n à partier de - jusqu'au n/s desde - hasta n/s	**TL00650600** **>** **TL0065XXXX**	Datum Editin Date Fecha	00/00/2018
Benenung Description Dénomination Denominación	**Verknüpfungen am Steuermodul und Display** **Shortcuts on the control module and display** **Raccourcis sur le module de commande et affichage** **Atajos en el módulo de control y pantalla**			Blatt Page Feuille Página	07.22.12



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(example)

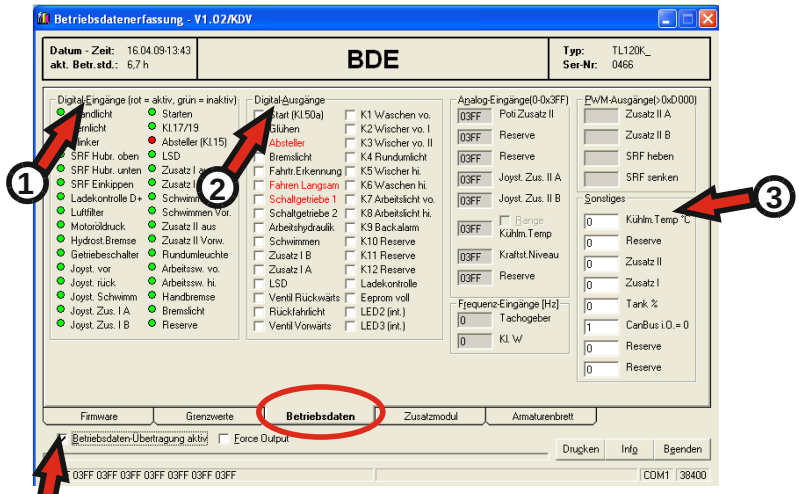
1 Lubricating oil sump
2 Lubricating oil pump
3 Pressure limiting valve
4 Cylinder (lubricating oil-cooled)
The lubricating oil is used first to cool the engine.
5 Cylinder head
6 Lubricating oil return from the cylinders
7 Lubricating oil collection pipe to the thermostat
8 Thermostat
(engine cold) lubricating oil flow directly to the lubricating oil filter
(engine warm) lubricating oil flow through the lubricating oil cooler
9 Lube oil cooler
10 Lubricating oil filter
11 Main lube oil channel
12 Turbocharger
13 Pressure holding valve
14 Connection possibility for cab heating
The standard pressure holding valve must be replaced by a combination for this. Retrofitting only by authorised qualified personnel.
15 Lubricating oil filter console with integrated switching valve for controlling the hydraulic tappet. When the engine is cold, lubricating oil is fed to the hydraulic tappet.
To achieve early adjustment of the fuel injection in a cold start, the hydraulic tappets under the fuel injectors are supplied with lubricating oil.
16 Hydraulic tappets

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3.1 Trouble-shooting

The following Tabs (Operation data, ZMDL (=additional module only in performance loaders) and Dashboard) show the current inputs and outputs of the components.

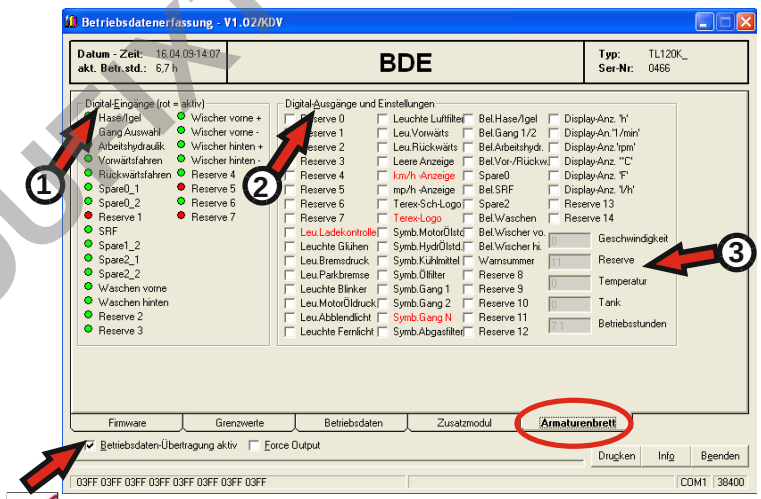


GEFAHR

Danger to life!
Personal injury or death can occur while machine is moving.
Ensure that there is nobody around machine while operating functions.



Attention! Ensure that nobody is in the danger zone of the machine when sending operation data with the engine running!



In order to start the communication between computer and machine tick ✓"Operation data sending active".

Each page shows the current inputs and outputs of the various components.

You can check the current signals with the engine running or only the ignition on.

In the field "Digital inputs",① the signal changes can be observed by means of the green or red "Buttons" after operating a switch.

If an output is active by this operation, this is shown in the field "Digital outputs"② by changing the font color of black to red.. The output voltage (Volt) is not shown.

The field "Miscellaneous"③ shows current values such as engine temp., fuel level, etc..

Furthermore it is possible to activate the switching outputs from the computer.
(See next page).

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02.22.31 Technical data

ENGINE Tier 4

Engine type	Unit	Description
Manufacturer:		Deutz
Type:		D 2011 L04
Operation		4-stroke diesel engine
Displacement		Suction engine
Cooling type		Extern oil cooling
Number of cylinders		4
Cylinder arrangement		In line
Bore / stroke	Mm	96 / 125
Total displacement	cm^3	3100
Combustion		Direct injection
Injection system		Pump-pipe-nozzle
Exhaust gas recirculation		external
Valves per cylinder		2
Valve clearance: Inlet		$0.3^{+0.1}$
Valve clearance: Outlet		$0.5^{+0.1}$
Firing sequence of the engine *Direction of rotation viewed on flywheel*		1-3-4-2
Engine power to ISO 3046	kW/HP	36.4 / 50
Speed (nominal speed)	Rpm	2300^{+50}
High idle:	Rpm	2450^{+50}
Low idle:	rpm	850^{+50}
Engine oil pressure: Low idle (warm)	bar	1.5
Spec. fuel consumption at full load:	g/kWh	216
Tighten cylinder head screws (only in case of repair):	Nm	30/80/160, post-tension angle 90°
Lube oil Temperature in the lube oil tray, maximum	°C	130
V-belt tension V-belt AVX 10 (width: 13 mm)	N	Pre-load / re-load $450^{\pm 50}$ / $300^{\pm 50}$

For further data: see the engine operating instructions

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Travel hydraulics

Travel hydraulics – setting instructions

Note
Always observe the generally applicable accident prevention regulations when performing any measuring and adjusting work.
See Chapter 1 – Safety and Accident Prevention

Note
Any measuring and adjusting work **must** be performed at a hydraulic oil temperature of **50 - 60°C** (operating mode).

Note
Before checking or adjusting the travel drive and the working hydraulics, the speeds of the diesel engine must be measured and adjusted if necessary.

1. Measuring and adjusting the supply pressure

- ***60 bar*** – connect manometer to high-pressure measuring point M_A or M_B of the travel pump.

Caution: Do not switch on direction of travel!

- Read off the measured value from the manometer. ***Set point:*** *See Chapter 2. Technical Data*

Note
If the set point has not been reached:
Unscrew blind fittings for supply pressure valve 02 and correct the pressure by adding or removing adjusting shims.

	Dimension	Spare part number	Pressure setting
Shims	10 x 16 x 0.3	1.309.412.107	approx.0.9 bar
Shims	10 x 16 x 0.5	1.309.412.217	approx. 1.5 bar
Shims	10 x 16 x 1.0	1.309.412.117	approx. 3.0 bar

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02.22.41 Drift values

Drift values in mm / minute

Parallel kinematics

Lift cylinder	Tilt cylinder
3,0	5,5

Notice
Drift values measured without load-retaining valves.
(Load-retaining valves are not connected during the measurement).

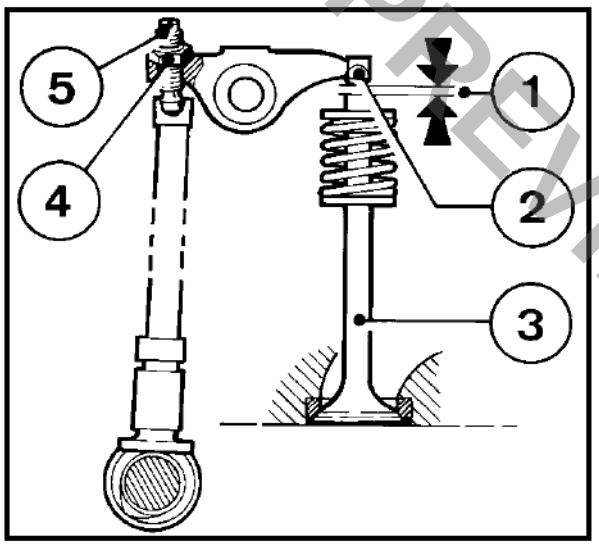
Test conditions

1. Hydraulic oil temperature approx. 50 - 60° C.
2. Attach measuring connection to the cylinder with manometer
3. Extend and retract the cylinder several times and change the working equipment reach until the manometer shows a load pressure of 100 bar (where applicable, load with weight).
4. Measure the piston rod length of the cylinder.
5. Measure the piston rod length again after 5 minutes.
6. The difference to the nearest minute is the drift of the cylinder.
7. The values stated apply only for hydraulic oil 10 W 40
   (Viscosity at 50°C approx. 35 mm^2/s (cST).

When using hydraulic oil with other specifications, deviations are possible.

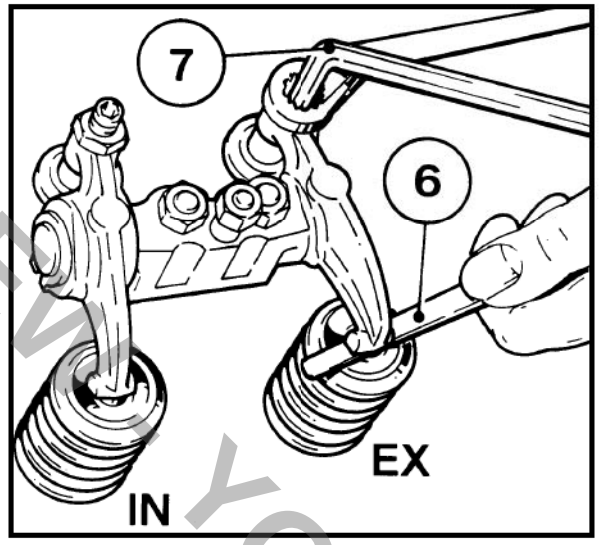
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Check valve clearance, adjust if necessary

- Let the engine cool down for at least 30 minutes before setting the valve clearance: Lubricating oil temperature below 80 °C.
- Remove the cylinder head hood.
- Place turning gear over fastening screws of the belt pulleys.
- Turn the crankcase until reaching valve overlap.
  Outlet valve is not yet closed, inlet valve begins to open.
  The cylinders to be set can be seen in the setting schematic.
- Check the valve clearance (1) between the rocker arm lugs (2) and the valve (3) with a feeler gauge (6).
- The feeler gauge (6) must slide in with little resistance.
- For permissible valve clearance, see (65)
- Adjust valve clearance if necessary:



- Engage hexagon socket head wrench (7) and insert and loosen the lock nut (4).
- Adjust the valve clearance setting screw (5) with the hexagon socket head wrench (7) so that the correct valve clerarance (1) is reached after tightening the lock nut (4).
- Perform the setting procedure on every cylinder.
- Reinstall cylinder head cover, with new gasket.

Valve clearance setting schematic

Engines with turbocharger

TD/TCD 2011

This engine is equipped with an internal exhaust feedback system.
The inlet valve opens briefly in the out stroke.
Do not confuse this with the valve overlap!

Valve overlap	Settings
Cylinders	Cylinders
1	4
3	2
4	1
2	3

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08.22.11 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	Check Crankcase bleeding on cylinder head cowling			**O**				
5	Clean fuel pump, sieve filter			**O**			**O**	
6	Change fuel filter			**X**			**X**	
7	Drain water from the fuel tank and fuel filter	**O**	**O**			**O**		
8	Check air 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 injection valve (renew if necessary)			**O**	**X**		**O**	
13	Replace toothed belt [3)]				**X**			
14	Tighten engine mounting (if required), *(replace if damaged)*			**O**				
15	Mounting parts, hose connections / clamps *(replace if damaged)*			**O**				
16	Check valve clearance on engine and adjust if necessary	**first at 500 working hours, after that as required**						
17	Engine speed: *Check upper and lower idle speeds*	**O**	**O**					
18	Check glow plug on engine			**O**				**X**
19	Check V-belt *(retension or renew if necessary)*	**O**		**O**				
20	Check pump attachment (tighten if necessary	**O**	**O**					
21	Check acid level and battery connections	**O**	**O**					
22	Check V-belt. (option air conditioning) *renew if necessary*		**O**					

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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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Proportional actuation - 3rd hydraulic control circuit

Finger-Tip-Control and Float Position Functionality

Illustration:



Figure 1



Figure 2

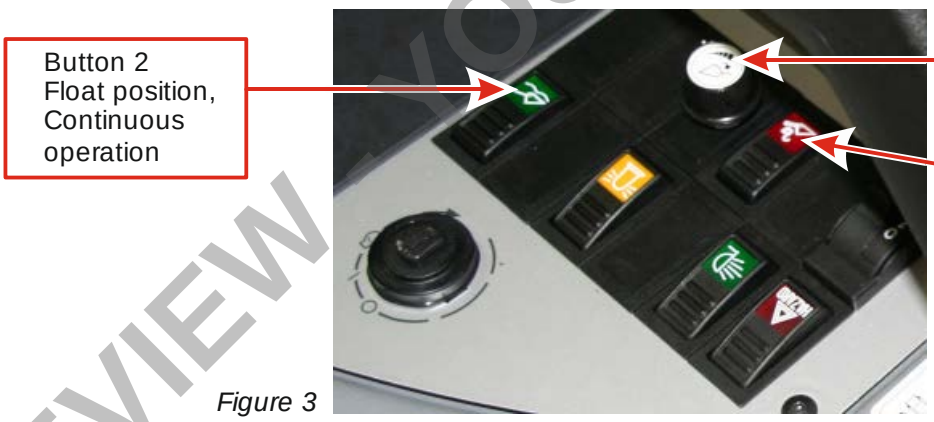


Figure 3

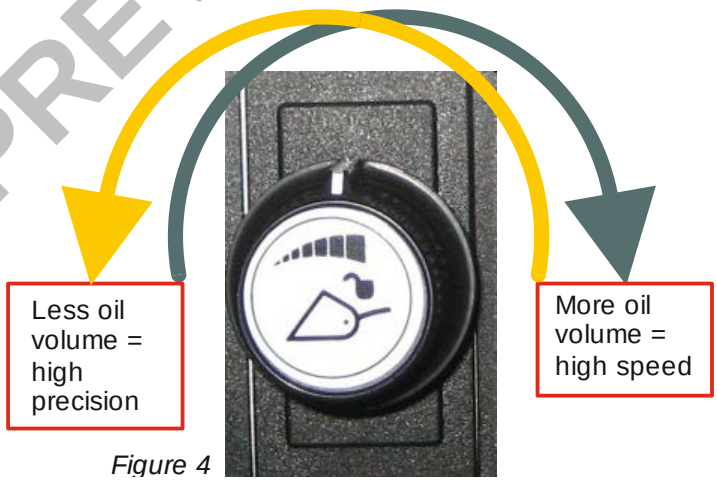


Figure 4

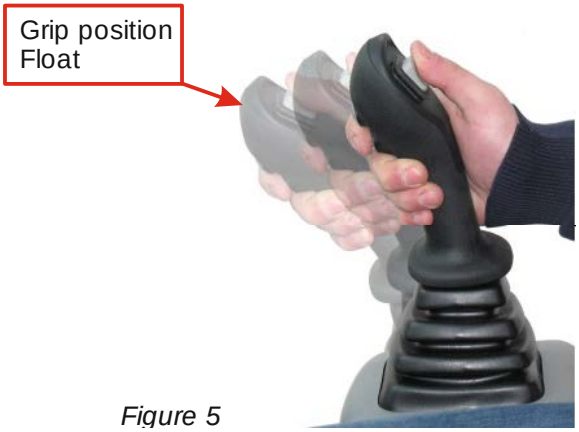
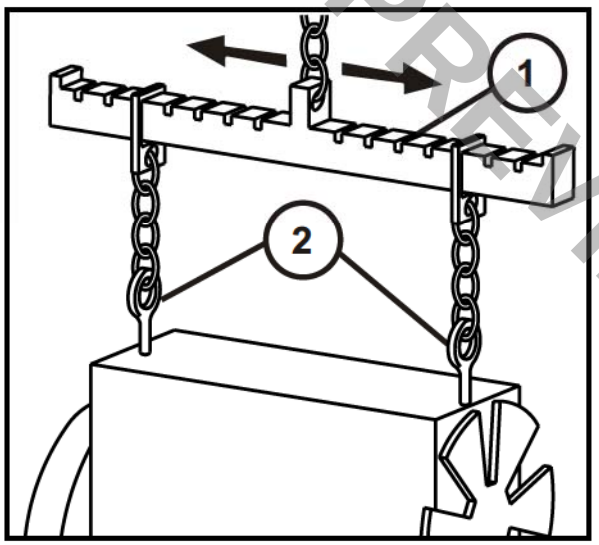


Figure 5

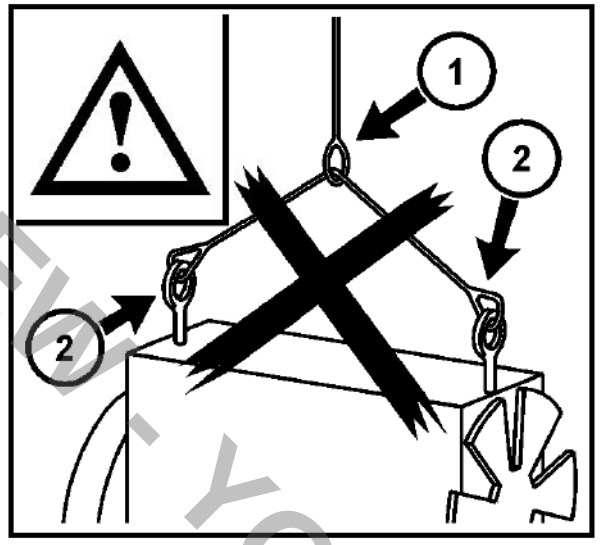
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Suspension equipment

- Always use proper suspension equipment when transporting the engine.
- The suspension device (1) must be adjustable for the engine's centre of gravity.
- After transportation and before commissioning of engine: remove attachment eyes (2).



Danger to life!
The engine may tip over or fall down if suspended incorrectly!

- The fastening attachment cannot be fixed securely above the centre of gravity (1).
- The fastening attachment can slip, the engine swings backwards and forwards (1).
- Too short a fastening attachment causes bending torques in the transport device (2) and can damage it.

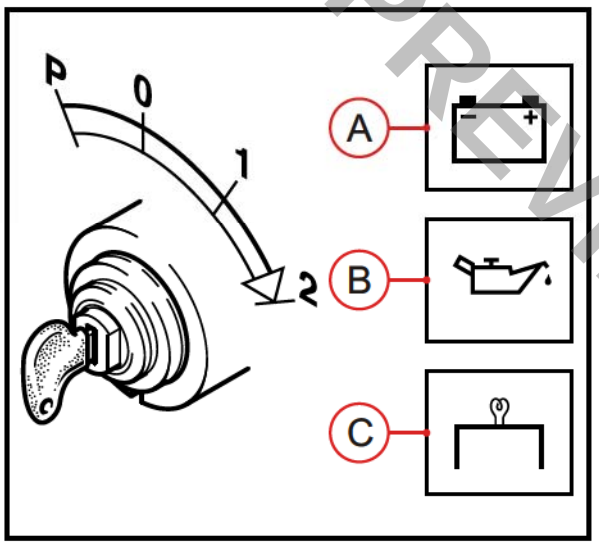
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Shutting off

Avoid switching off from full load (coking/ blockage of the remaining lubricating oil in the turbocharger bearing housing). The lubricating oil supply of the turbocharger is then no longer guaranteed! This shortens the life of the turbocharger.
Run the engine in low idling speed for approximately one minute after relieving the load.
The control unit remains active for about another 40 seconds to save the system data (lag) and then switches off automatically.

Electrical shutdown (optional)

- Move the key to position 0.
  Control lamps A+B+C go out.
  A = charge pilot light
  B = lube oil pressure pilot light
  C = pilot light for pre-heating system
  P = gear position: park
  0 = gear position: switch off engine
  1 = gear position: pre-heat engine
  2 = gear position: start engine

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Technical Data

Tightening specifications

ID no.	Name	Screw type	Notes / Remark	Value
A05 065	Lifting magnet (start amount release) on front cover			10 Nm

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

6

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Technical Data

Tightening specifications

ID no.	Name	Screw type	Notes / Remark	Value
A05 041	Lifting magnet (engine shutdown) on front cover			8.5 Nm

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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Service and parking brake

4. Replacing brake lining carriers MGS45

4.1 Changing the brake lining carriers

Caution: Before replacing the brake lining carriers (**19**) and (**20**), check to ensure that the quality of the lining on the new brake lining carrier complies with the specified standards for brake linings.
Note: Brake lining carriers may only be replaced in pairs.
4.1.1 Remove one of the two guide bolts (**3**) and hinge the brake caliper upwards.
If there is insufficient space for this, remove the brake caliper completely.
4.1.2 First lever the outer brake lining carrier (**20**) out of its mounting position.
Subsequently actuate the brake lever (**2**) as described (point 2), in order to allow the inner brake lining carrier (**19**) to also be levered out of the mounting position.
Note: Do not actuate the brake lever (**2**) too far, so as to avoid the actuating unit jumping out of the locking mechanism (see point 2).
4.1.3 After removing the brake lining carriers (**19**) and (**20**), all contact points must be cleaned and the protecting cap (**18**) and magnet (**21**) checked for damage.
Note: Do not use aggressive cleaning agents, as these can damage the protecting cap (**18**)!
Note: If the protecting cap (**18**) is damaged, or is not seated firmly in the fixing grooves, it must be replaced.
4.1.4 Both the brake lining carriers (**19**) and (**20**) are fitted with a lug which serves as a guide.
Note: The two brake lining carriers (**19**) and (**20**) must not be greased.
4.1.5 Position the inner brake lining carrier (**19**) using the "guide lug", insert in the brake caliper and fix using the magnet (**21**).
Note: If the magnet (**21**) does not exert sufficient pulling power, the tappet (**5**) and the magnet (**21**) must be replaced.
4.1.6 The outer brake lining carrier (**20**) is located by means of the guide lug and is only pressed home in the specified position. If necessary, secure with silicone sealant.
4.1.7 The brake caliper is now hinged over the brake disc (I) and installed with the guide bolts (**3**).
Note: The fixing screws for the two guide bolts (**3**) should be checked for compliance with the prescribed tightening torque with the aid of a torque wrench!

4.2 Adjusting the brake after replacing the brake lining carriers

Note: After the brake lining carriers (**19**) and (**20**) have been replaced, the brake lever (**2**) will no longer be in the correct position as a result of previous adjustments to compensate for wear. Readjust the clearance by adjusting the length of the actuating cable or linkage and/or the brake lever (**2**) on the splined tooth system of the actuation shaft (**7**).
4.2.1 Adjust the clearance of the brake lining carriers (**19**) and (**20**) by adjusting the actuating cable or linkage.
Note: If no further adjustment clearance is available, adjust the brake lever (**2**) on the splined tooth system of the actuation shaft (**7**). To do this, detach the actuation unit.
4.2.2 Ease off the fixing bolt (**12**) until the splined tooth system moves freely (approx. 7 mm).
Do not unscrew completely!
4.2.3 Turn the brake lever (**2**) to its set starting position and then secure again by tightening the fixing bolt (**12**) to the prescribed tightening torque.
(The precise position of the new brake lining carriers can be found in the service manual supplied).
Note: The tooth system must mesh correctly. In ensuring that this occurs, do not pinch the elbow spring (**9**).
Note: If the brake lever (**2**) has been previously readjusted, readjust the elbow spring (**9**) as well.

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