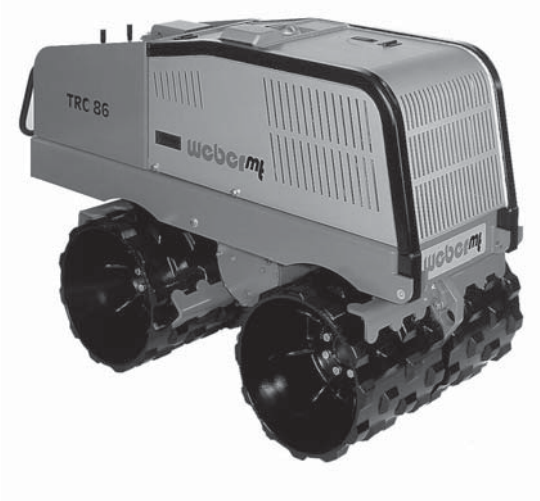
OPERATING AND MAINTENANCE INSTRUCTION MANUAL



TRC 66 - 86

Lombardini Engine LDW 1003

0506-englisch

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Preface

These operating and maintenance instructions describe the safe operation of the **TRC 66 and TRC 86** trench compactors. Please read this operation manual and familiarize yourself with all details of your trench compactor before operating the machine for the first time. Carefully follow all instructions and always carry out the described operations in the indicated order.

In chapter 1, the trench compactor is briefly described to provide you with a good overview on the location of the individual assembly groups and their functions. Chapter 2 describes how to put the trench compactor into and out of operation and how to work with the machine. In chapter 3, you will find a survey on and a description of the required service work. Chapter 4 contains instructions for trouble shooting by the operator. Chapter 5 comprises the hydraulic and electric diagrams. Chapter 6 describes how to preserve the trench compactor for an extended storage, e.g. during the winter season.

We placed a great emphasis on a user-friendly lay-out with clear pictorial and textual information. In the text, you will find figures in brackets which point out to illustrations, whereby the first figure indicates the figure number and the second one - separated by a slash - indicates the item number on the corresponding illustration.

Example 1: (2/1) means figure 2, item 1

Example 2: (2/3,6) means figure 2, item 3 and item 6

Example 3: (2/2...4) means figure 2, items 2 to 4

Important information for the operator and service personnel is highlighted by pictograms.

Indicates important information and hints which must be followed by the operator and service personnel.

Indicates working and operating methods requiring in addition the observance of all applicable environment protection and waste disposal regulations.

Indicates working and operating methods which must be precisely followed in order to prevent the compactor from being damaged or deteriorated.

Indicates working and operating methods which must be precisely followed in order to avert direct danger to persons.

For further information, please contact your authorized WEBER distributor or one of the addresses on the last page.

General Safety Instructions

Designated Use

Trench compactors are only allowed to be operated in accordance with their designated use, whereby the operating and maintenance instructions, the directives*, the generally accepted safety and traffic rules and the regulations of the individual countries of use must be followed.

The compactor has been exclusively designed for the compaction of:

- topsoil
- gravel
- crushed aggregates
- cohesive and heavy cohesive soil in earthwork and trench construction.

Any other use of the trench compactor is considered contrary to its designated use. The company operating the compactor bears the sole responsibility for any misuse of the machine.

Improper Use

The trench compactor is not allowed to be used for transporting or towing loads. Passengers are not allowed to ride on the trench compactor.

Operation with Radio Remote Control (Option)

Operating the machine by remote control is only allowed as long as the machine is completely in the operator's field of vision. Remote control is forbidden if the machine comes out of sight. The personnel must have been or must be instructed in the proper use of a machine operated by radio remote control.

Driving Permission

Only trustworthy persons, who are aged at least 18 years, are allowed to handle compactors. They must have been properly trained in the operation and maintenance of the compactor by the employer or his authorized representative.

Protective Equipment

When operating the compactor described in this operation and maintenance manual, the noise level at the operator's ear may exceed 90 dB(A). The German noise protection regulations (BGV-B3) require the operator to wear personal ear protectors in case of noise levels of 90 dB(A) and more.

Additionally, a safety helmet and safety shoes belong to the protective equipment.

*) "Richtlinien für Straßenwalzen und Bodenverdichter" (Directives for road and soil compactors), published by the "Berufsgenossenschaft" (German Employers' liability insurance association), order number ZH 1/530. Since Januar 1, 1995 replaced by DIN EN 500, available from Beuth Publishers.

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1 Technical Description

1.1 Illustration

1.1.1 Overall View

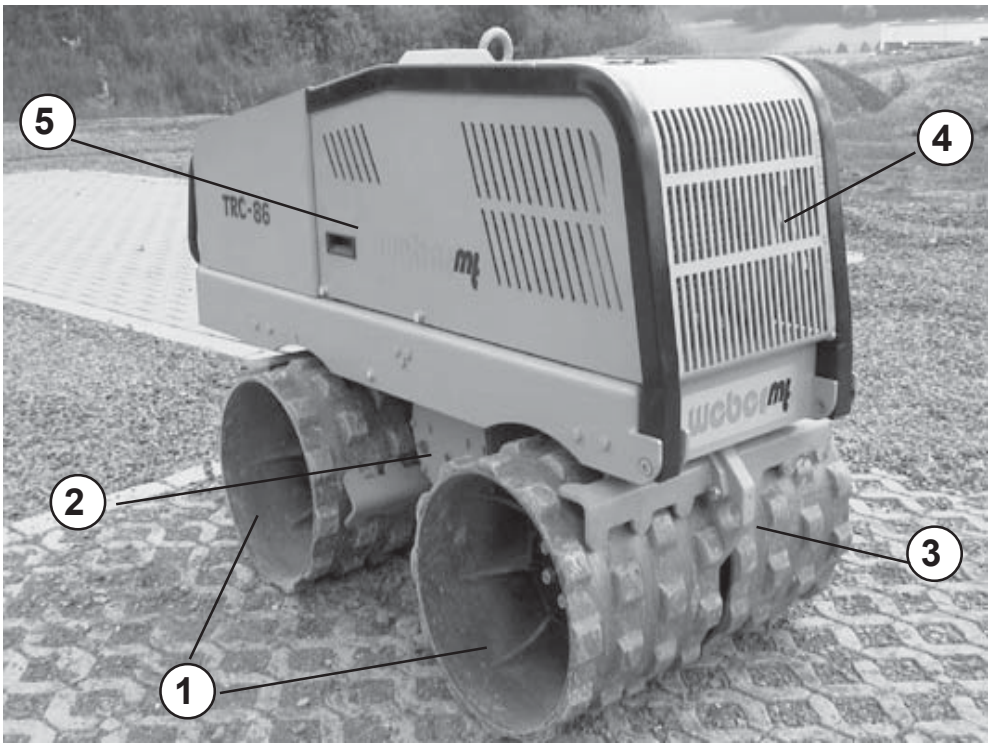

Figure 1

1 Drums, R. H.
2 Vibrator
3 Tie-down lug, front
4 Water cooler/hydraulic oil cooler
5 Engine hood

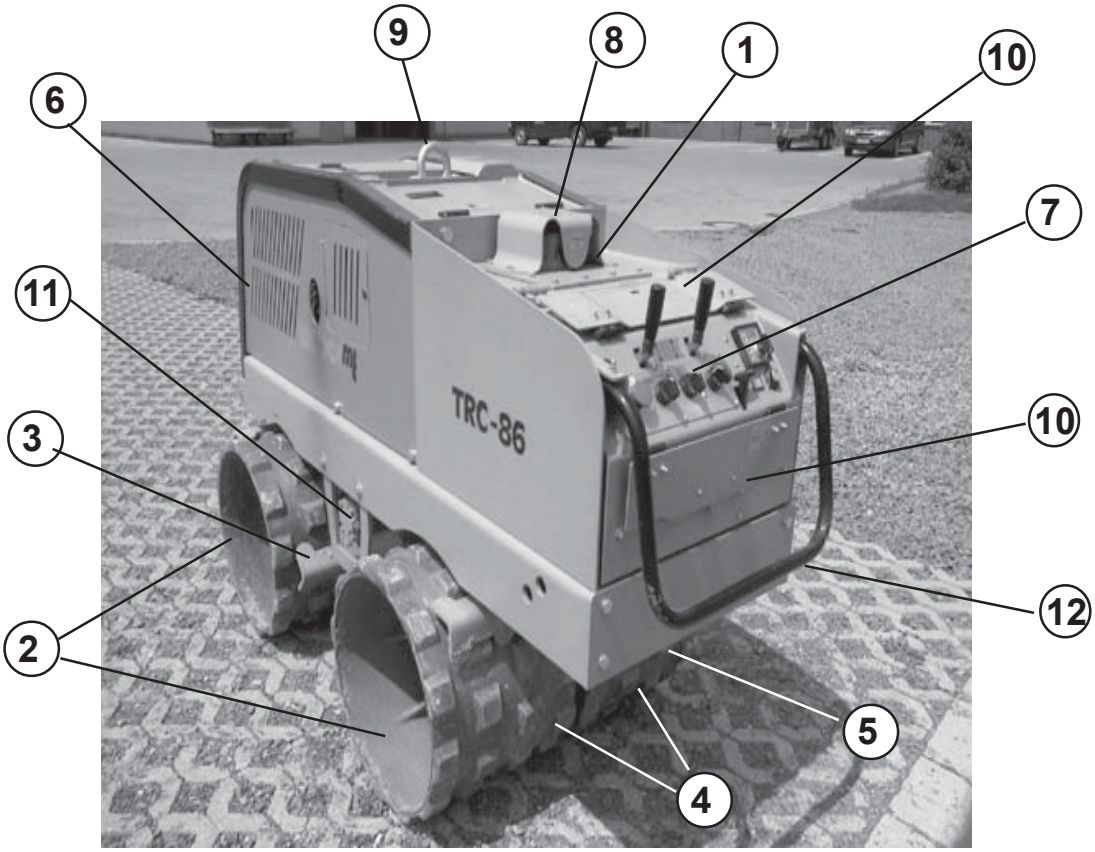

Figure 2

1 Hydraulic oil tank
2 Drums, L. H.
3 Scraper
4 Hydraulic motors, rear (not shown)
5 Tie-down lug
6 Diesel engine (not shown)
7 Control panel
8 Hydraulic oil filter
9 Lifting lug
10 Anti-vandalism flap
11 Hydraulic motor, vibration
12 Deadman handle

1.1.2 Controls and Indicators

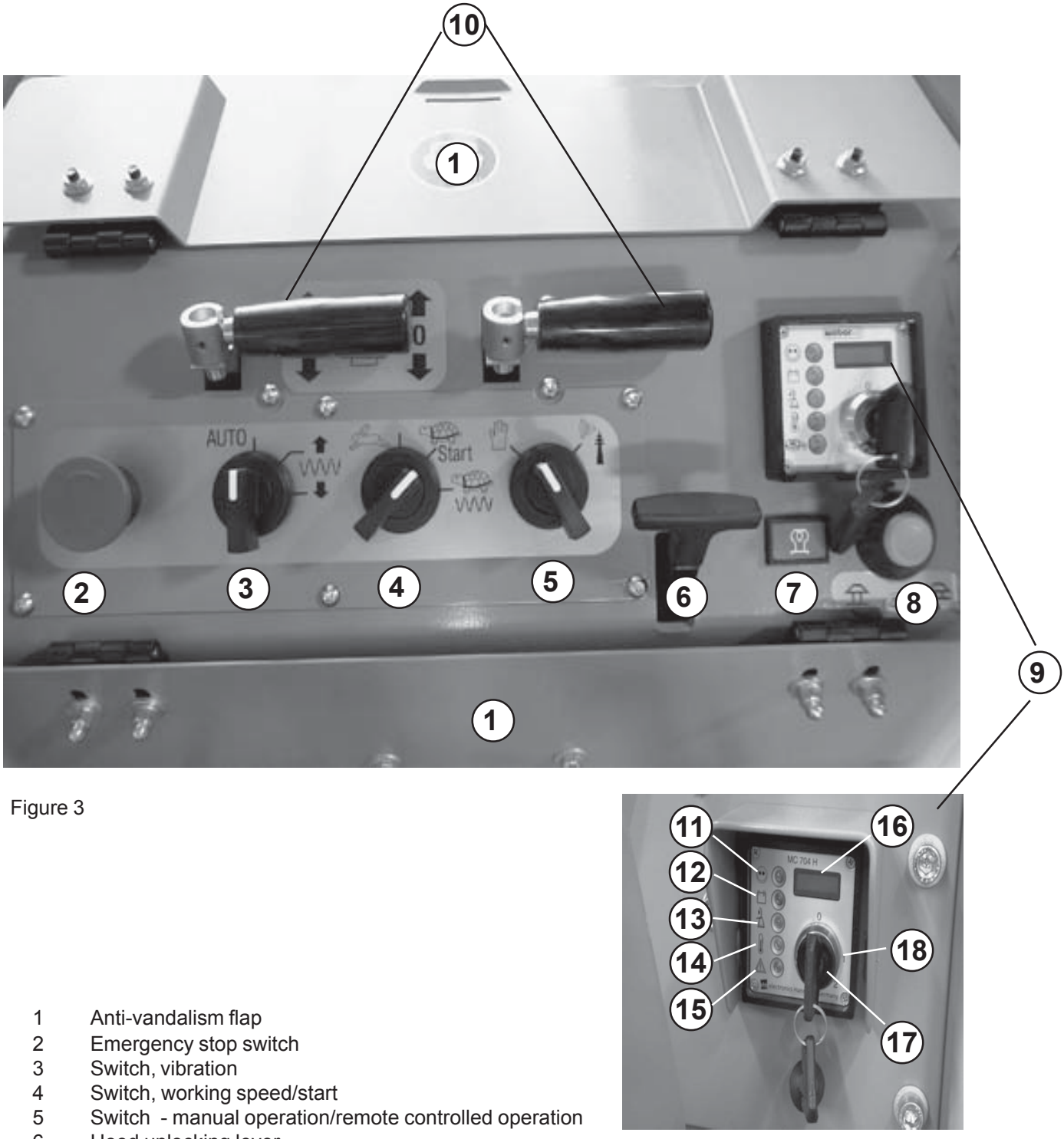

Figure 3

1 Anti-vandalism flap
2 Emergency stop switch
3 Switch, vibration
4 Switch, working speed/start
5 Switch - manual operation/remote controlled operation
6 Hood unlocking lever
7 Pilot lamp, glow system
8 Engine speed adjustment (idling, full speed)
9 Electrical module
10 Drive levers, manual operation
11 Function control lamp
12 Alternator charge warning light
13 Low engine oil pressure indicator light
14 Temperature pilot lamp
15 Air filter service indicator light
16 Hourmeter
17 Ignition key
18 Ignition lock

1.1.3 Operating Elements of the Remote Control

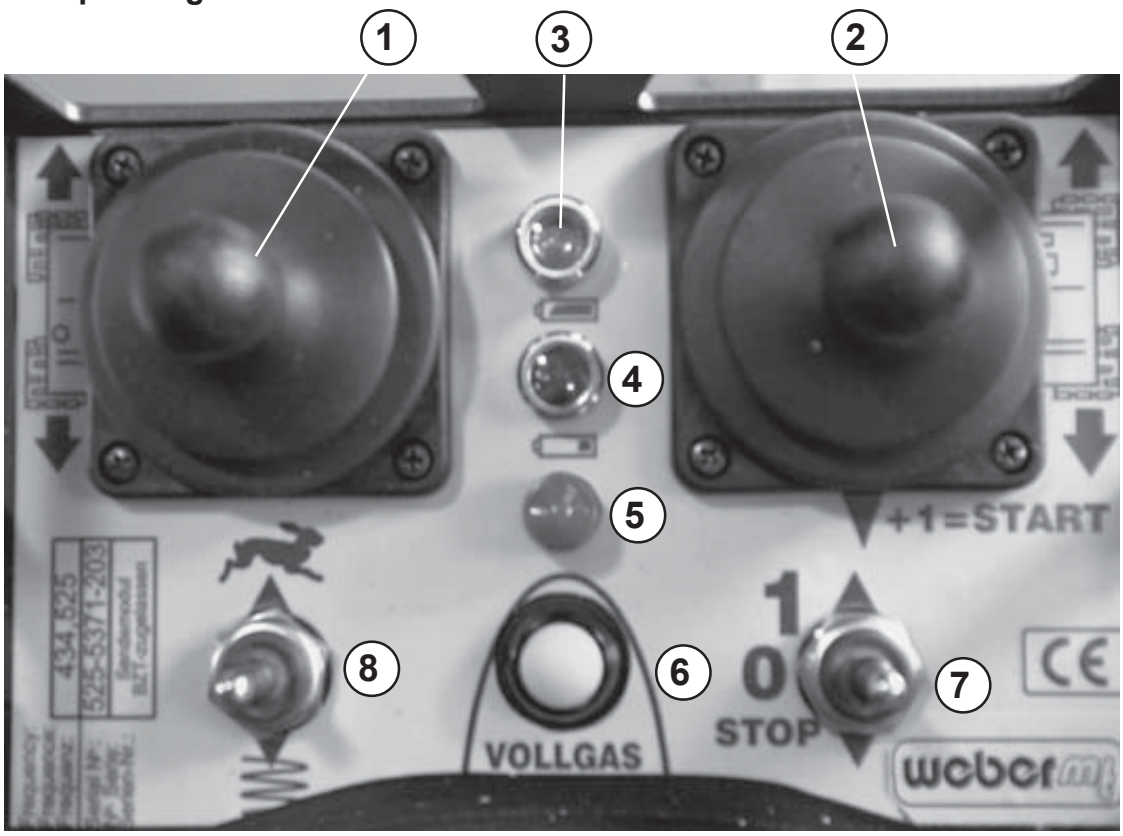

Figure 4

1 Joystick, propulsion L. H.
2 Joystick, propulsion R. H. / Start
3 Light-emitting diode, function pilot lamp
4 Light-emitting diode, accumulator charge
5 Socket, charging cable
6 Push button - full speed/idling
7 Switch, engine start/stop
8 Switch, high-speed range/vibration

Figure 5

1 Receiver, radio remote control

Figure 6

1 Charger

terra funk

EG-KONFORMITÄTSERKLÄRUNG

Für das folgend bezeichnete Erzeugnis:

FA-9

wird hiermit bestätigt, daß es den wesentlichen Schutzanforderungen entspricht, die in der Richtlinie des Rates zur Angleichung der Rechtsvorschriften der Mitgliedsstaaten über die elektromagnetische Verträglichkeit EMV (89/336/EWG) festgestellt sind.

Diese Erklärung gilt für alle Exemplare, die hergestellt werden.

Zur Beurteilung des Erzeugnisses hinsichtlich der elektromagnetischen Verträglichkeit wird die folgende Norm herangezogen

R&TTE Direktive 1999/5/EC
of 09. March 1999

Diese Erklärung wird verantwortlich für die Firma terra Fernwirktechnik GmbH, abgegeben durch

Jürgen Weber

Armin Muth

Dautphetal, den 25. Oktober 2003

terra Fernwirktechnik GmbH
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(Translation)

EC Declaration of Conformity for Radio Remote Control

We herewith declare that the following device

FA-9

is in compliance with the essential protection requirements of the Council Directive 89/336/EC on the approximation of the laws of the Member States relating to electromagnetic compatibility (EMC) (89/336/EEC).
This declaration applies to all items produced.
The standard relevant for the evaluation of the electromagnetic compatibility is as follows:

R&TTE Directive 1999/5/EC
of 09 March 1999

This declaration is made under our responsibility for Terra Fernwirktechnik GmbH

signed "Jürgen Weher" and "Armin Muth"
Dautphetal, October 25, 2003

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1.2 Machine Description

The trench compactors of the TRC 66 and TRC 86 series are used for the compaction of cohesive and heavy cohesive soils being excavated on site and used again as backfill material.

Propulsion

The propulsion unit, a water-cooled Lombardini diesel engine, type LDW 1003, drives three gear pumps, whereby one pump acts on the L.H. drums and the other on the R. H. drums. The third gear pump is provided for the vibration drive. The hydraulic functions are controlled by means of a hydraulic control block, electric switches and electric valves. Vibration is automatically or manually actuated by means of a direction commutator. The hydraulic system also includes an hydraulic oil tank, an oil /water cooler, valves and tubes. The multiple disc brake acts on the two rear drums. The engine is started via the ignition lock or the remote control unit. The engine speed (idling/full speed) is adjusted by means of the adjusting knob. The hourmeter indicates the operating hours of the compactor. The scrapers are provided to prevent soil from sticking to the drums.

Electrics

The three-phase alternator supplies the voltage for the 12 V electrical system and the battery. The alternator charge warning light warns when the battery voltage is too low.

Operation

The TRC 66 andTRC 86 compactors are either operated by hand or by radio remote control.

Brake system

When the compactor is put out of operation, the multiple disc brake is automatically applied and acts as a parking brake. As soon as the diesel engine starts, the brake is hydraulically released.

During operation, the hydrostatic drive acts as a service brake.

Remote control

The remote control unit consists of a sender, a receiver and a charger. The sender and the receiver are programmed with addresses stored in the internal micro controller. Since each of these addresses is unique, misorders from other units operating on the same frequency are avoided (radio signals from other units are not accepted by the receiver). Two light-emitting diodes in the sender flash to indicate a correct order transmission (green LED flashes) and monitor the accumulator charge (red LED flashes in case of undervoltage).

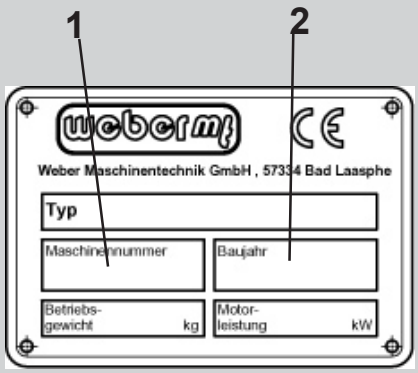
1.3 Specifications

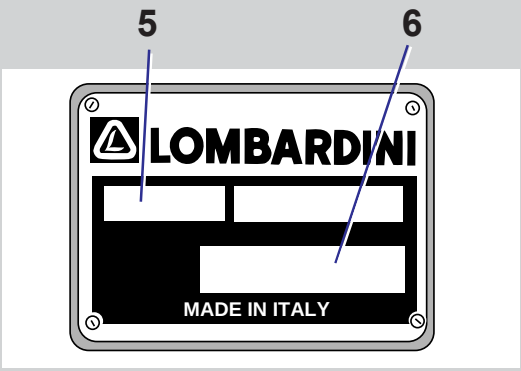
	TRC 66	TRC 86
Weight		
Dead weight (in kg)	1340	1380
Operating weight CECE (in kg)	1350	1390
Average static linear load (front/rear) (N/cm)	109	96
Dimensions		
Overall length (in mm)	1845	1845
Overall width (in mm)	654	854
Height (in mm)	1165	1165
Width of one drum (in mm)	650	850
Drum diameter (in mm)	505	505
Drum base (in mm)	850	850
Lateral projection L.H./R.H. (in mm)	-	-
Propulsion		
Engine manufacturer	Lombardini	Lombardini
Type	LDW 1003	LDW 1003
Maximum output (in kW (HP)) according to DIN/ISO 70020	19.5/26.5	19.5/26.5
Type of combustion	4-stroke diesel	4-stroke diesel
Operating r.p.m.of engine	2600/1900	2600/1900
Cooling system	water	water
Propulsion, hydrostatic	4 drums	4 drums
Driving speed forward/reverse (depending on soil conditions, in km/h)		
Working speed range forward/reverse (in km/h)	0 - 1.0	0 - 1.0
High speed range forward (in km/h)	0 - 2.7	0 - 2.7
Gradeability (depending on soil conditions, in %)	50	50
Service brake	hydrostatic	
Parking brake	mechanic, 2 drums	

	TRC 66	TRC 86
Vibration		
System	central eccentric outside of the drum	
Type of drive	hydraulic	
Frequency (in Hz)	32/23	32/23
Centrifugal force (in kN)	75,2/45,2	75,5/45,5
Operation	manual/ remote control	manual/ remote control
Noise and vibration measuring values*		
Sound pressure level LPA (at the operator's place, according to 2000/14/EC, in dB(A))	87	88
Sound power level LWA (according to 2000/14/EC, in dB(A))	103	103
Hand-arm vibration (Weighted root mean square acceleration at the handle, measured according to 2002/44/EC, Part 1 in m/s²)	forward 2.0 reverse 3.1	forward 2.0 reverse 3.1

**The noise values cited in this manual have been determined in accordance with Directive 2000/14/EC. In operational use, values that deviates from these values can occur depending on the prevailing operating conditions.*

Please fill in the following data of your trench compactor:





1 TYPE

.....

2 MACHINE NUMBER

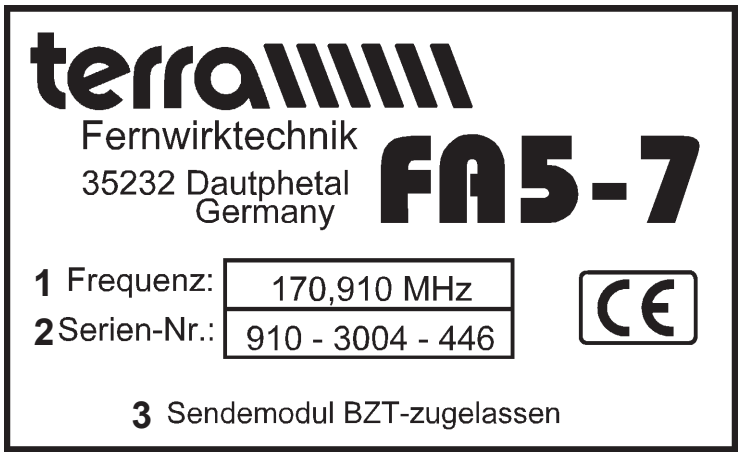
.....

3 ENGINE TYPE

.....

4 ENGINE SERIAL NUMBER

.....



Rating Plate, Remote Control

1 Frequency

2 Serial No.

3. Sending Module BZT approved*

(German Federal Office for Homologation in Telecommunications)*

2 Operation

2.1 Safety Precautions for the Operation

Before every working shift, the operator of the compactor must check the operativeness of all controls and safety elements as well as the proper installation of all protection devices. The compactor is only allowed to be operated with all protection devices in place. The controls, safety devices and indicators must neither be affected in their functionality nor made inoperative. When working with a remote control unit, the machine must be always in the operator's field of vision.

If defective safety devices or other failures which might affect the safe operation of the compactor are ascertained, the supervisor must be informed without delay. In case of malfunctions endangering the unit's operational safety, the machine must be turned off immediately.

Prior to any start of the compactor, the operator must take his personal noise protection measures. Before starting the engine, the operator must also ensure that the compactor cannot slip out of control.

During the machine's operation, the operator has to constantly supervise the operational safety of the compactor. When running the machine, the operator is not allowed to leave the operating controls of the compactor. In addition, he must always have a sufficient visibility on the compactor's zone of operation.The operator must be assisted by a second person if, because of the operating conditions, the visibility on the zone of operation is restricted.

When reversing, attention must be paid to the different conditions of trench work. Special care must be taken at the end of the trench and when obstructions are encountered in order to prevent persons from getting crushed.

Trench compactors must be used and operated in a way ensuring their stability. The machine's stability is especially endangered on slopes and brinks. Thus, keep clear of slopes and brinks.

When travelling on slopes, the operator must pay particular attention to his machine.The maximum gradeability of the compactor must not be exceeded. On slopes, extreme precaution must be used and the compactor is not allowed to be abruptly braked or accelerated.

Danger!

Moist and loose bases considerably reduce the compactor's adherence on slopes. Increased danger of accident!

Unevennesses such as kerbs are only allowed to be passed at working speed.

When working with vibration, check the consequences for buildings and underground pipes (gas, water, sewage, electricity) in the environment.

Exhaust gases!

Never breathe exhaust fumes, they contain carbon monoxide, a colourless and odorless gas, which is extremely dangerous and which can cause unconsciousness and death in just a few minutes. Never operate the engine in closed premises or where ventilation is not sufficient (tunnels, caverns etc). Special care must be taken when the engine is operated in the vicinity of persons or working animals.

2.2 Transport

Short distances on the job site can be covered by the compactor under its own power in accordance with paragraph 2.6.1.

For transporting the compactor over long distances, the machine can be lifted on an appropriate transport vehicle (truck, trailer) by means of a crane. In addition, the compactor can be driven on a trailer suited for this purpose.

Caution!

Do not exceed the maximum gradeability of the machine when driving the compactor on a trailer.

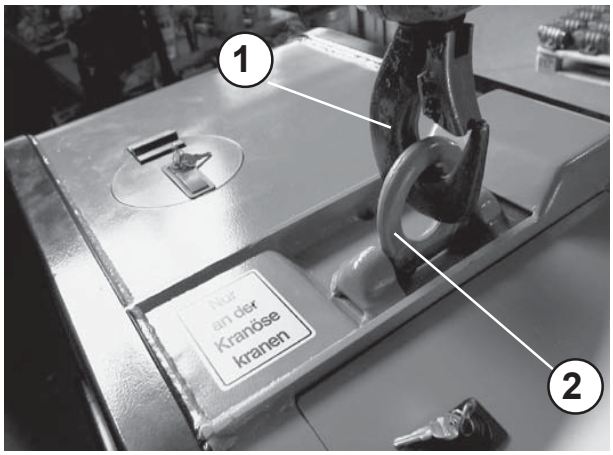


Figure 1

2.2.1 Loading by Crane

- Put the compactor out of operation, as described in paragraph 2.9.
- Hang the crane hook (1/1) in the lifting lug (1/2).

Danger!

Use a lifting tackle and a crane of a sufficient lifting capacity only.

- Lift the compactor onto the transport vehicle.
- Fix an appropriate lashing tackle to the lashing points (2/1) and properly fasten the compactor on the trailer.

Caution!

Refer also to the operation manual of the trailer manufacturer!

Danger!

Never transport the compactor when unsecured!

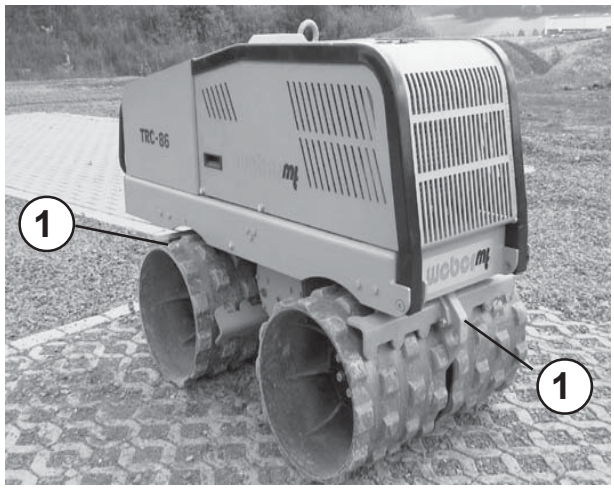


Figure 2

2.3 Commissioning

Caution!

During the first 50 operating hours, the engine must be operated at 70 % of its maximum load only.

Commissioning requires normal pre-start work only.

Keep to the initial maintenance intervals (refer to paragraph 3.2.1).

2.4 Pre-Start Work

- Check the whole compactor for evident damage, eliminate visual damage.
- Check all threaded connections for a tight fit, retighten them if necessary.
- Check the fuel level, add fuel if necessary (refer to paragraph 2.4.1).
- Check the engine oil level and add engine oil if necessary (refer to paragraph 2.4.2).
- Check the hydraulic oil level and add hydraulic oil if necessary (refer to paragraph 2.4.4).
- Check the coolant level in the compensation vessel and add coolant if required (refer to paragraph 2.4.3).
- Check the proper function of the controls and safety devices (refer to paragraph 2.4.5).
- Check the charge of the sender accumulator (2.4.6).
- Fit the remote control unit (2.4.7).

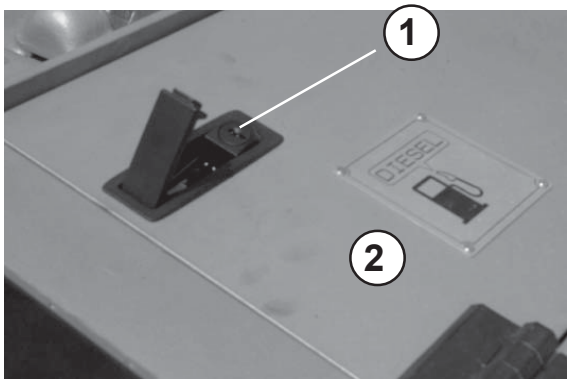


Figure 3

2.4.1 Checking the Fuel Level

- Put the compactor out of operation as described in paragraph 2.9.
- Unlock the hood (3/1).
- Open the flap (3/2).
- Open the fuel tank cap (4/1) and add clean diesel fuel (refer to paragraph 3.4 for quantity and specifications) up to the bottom edge of the filler neck.

Danger !

Take care that fuel does not come in contact with hot engine parts. Extinguish all open flames and do not smoke while refueling.

Carefully wipe up any spilled fuel.

Firmly replace the filler cap (4/1).

- Close the flap (3/2).
- Lock the hood (3/1).

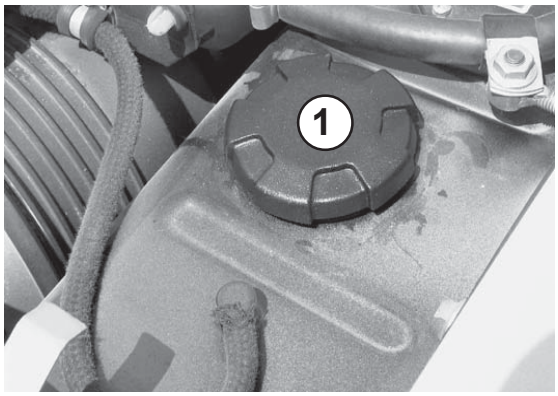


Figure 4

2.4.2 Checking the Engine Oil Level

Caution!

Always check the engine oil level with the compactor in horizontal position.

- Open the hood lock (5/1).
- Open the hood lock flap (5/2).

Danger!

Risk of scalds because of hot engine parts!

- Pull out the oil dipstick (6/1), wipe the oil from the dipstick with a clean, non-fluffing cloth and insert the dipstick back into position.
- Pull out the oil dipstick once again.

The oil level must be between the "min" and the "max" mark (refer to figure 7).

- If required, add engine oil through the oil filler neck (8/1) (refer to paragraph 3.4 for quantity and specifications).

Danger to the Environment!

Immediately wipe up any spilled fuel.

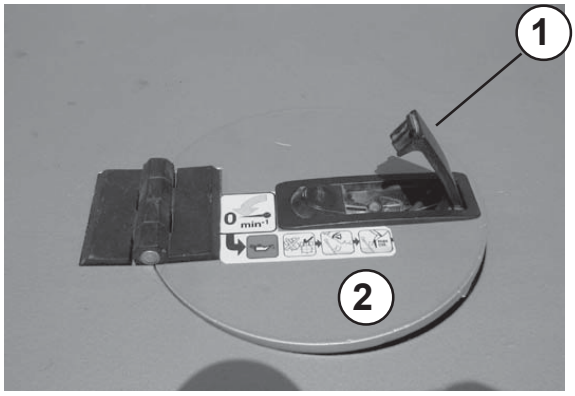


Figure 5

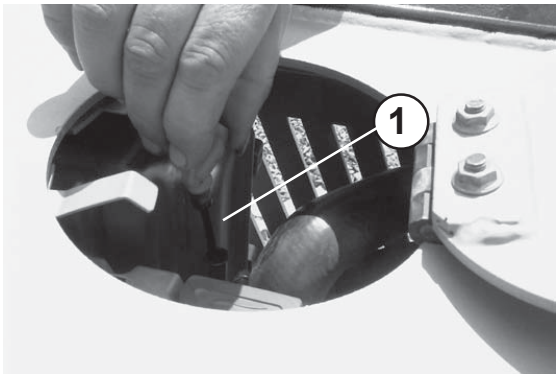


Figure 6

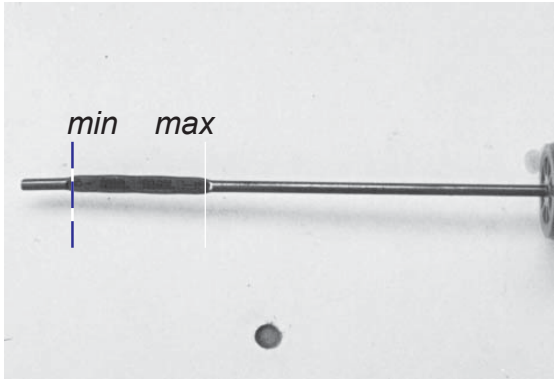


Figure 7

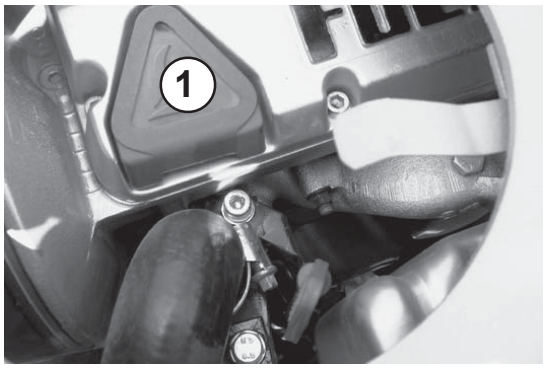


Figure 8

2.4.3 Checking the Coolant Level

Danger!

Only check the coolant level with the engine switched off and cooled down, otherwise risk of scalds because of hot steam.

- Open the hood lock (9/1).
- Open the hood lock flap (9/2).
- Open the cover (10/1).

The coolant level is correct if the coolant is approx. 5cm beneath the upper edge of the filler neck. If required, add coolant (refer to paragraph 3.4 for specifications).

- Close the cover (10/1).
- Close the flap (9/2).
- Close the hood lock (9/1).

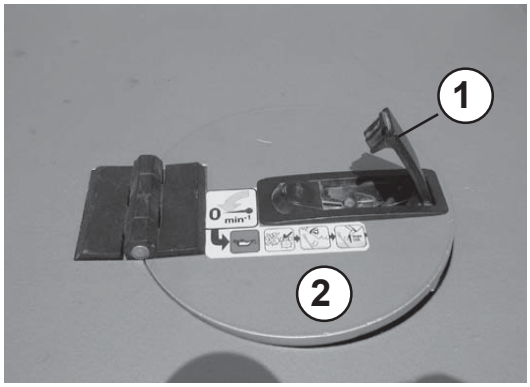


Figure 9

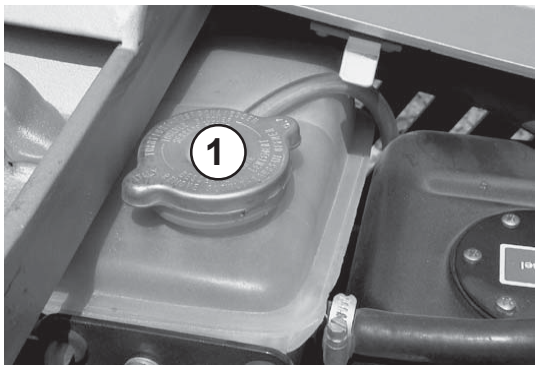


Figure 10

2.4.4 Checking the Hydraulic Oil Level

Caution!

Always check the hydraulic oil level with cold hydraulic oil and the compactor in the horizontal position.

- Unlock the dashboard (11/1) by pulling up the lock (11/2).
- Fold up the dashboard (11/1) and turn it on the engine console.
- Check the hydraulic oil level in the sight glass (12/1).

Caution!

The hydraulic oil level must be between the center and the upper edge of the sight glass.

- If required, add hydraulic oil (refer to paragraph 3.4 for quantity and specifications).
- Check, and if required, eliminate any leaks identified.

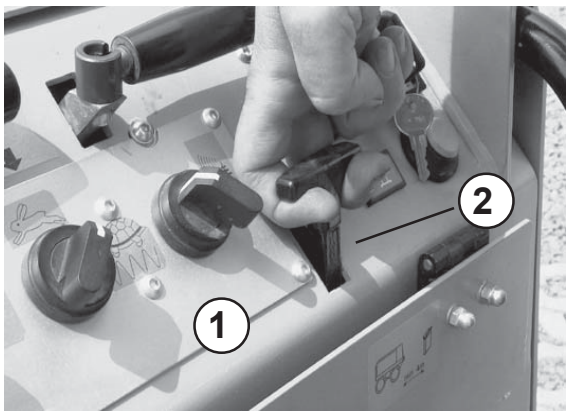


Figure 11

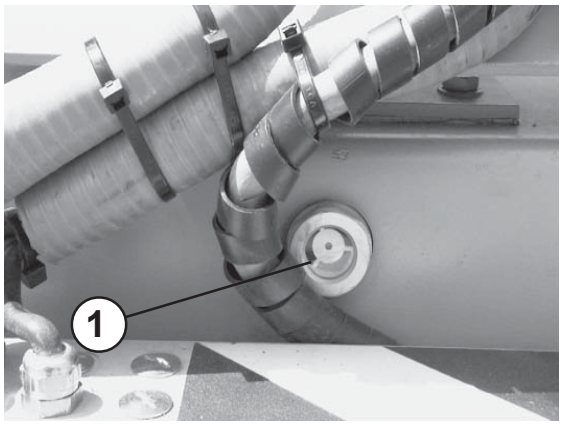


Figure 12

2.4.5 Checking the Proper Function of the Controls and Safety Devices

- Move the drive levers (13/1) to the vertical position.
- Start the compactor (refer to paragraph 2.5).
- Actuate the drive levers (13/1) and check it for proper functioning.

2.4.5.1 Checking the Service Brake and the Parking Brake

- Start the compactor (refer to paragraph 2.5).
- Run the compactor (refer to paragraph 2.6).
- Let the compactor idle (release the drive levers (13/

.

Important!

The compactor is automatically braked by the hydrostatic travel drive.

- Switch off the engine, the multiple disk brake acts as a parking brake.

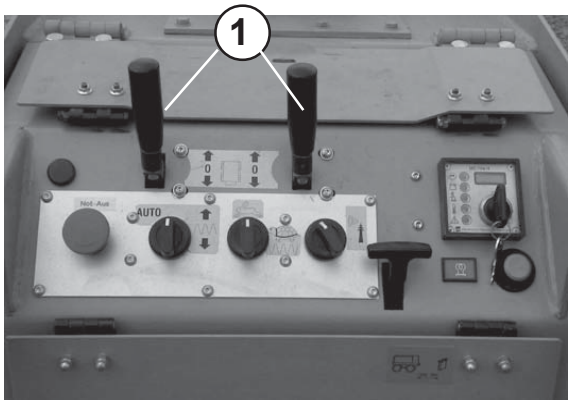


Figure 13

2.4.5.2 Checking the Deadman Switch

- Start the compactor (refer to paragraph 2.5).
- Reverse the compactor (refer to paragraph 2.6).
- Actuate the deadman handle (15/1).

The travel drive is switched off. The compactor and the vibration system must stop.

- Move both drive levers (13/1) to the front.

The deadman control is overridden and the compactor moves forward.

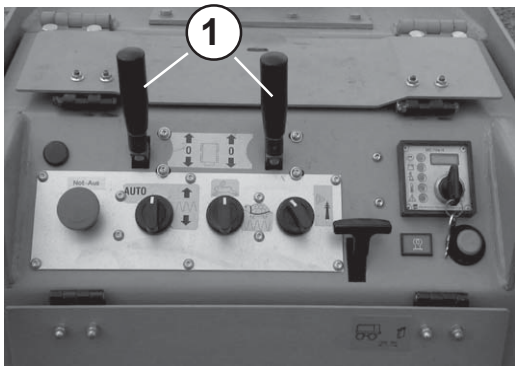


Figure 14

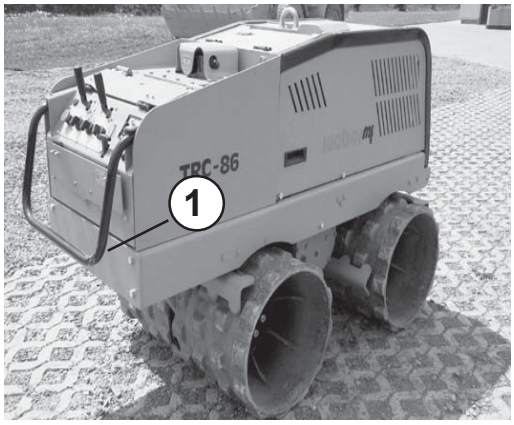


Figure 15

2.4.6 Checking the Charge of the Remote Control Unit

- Operate the switch (16/1) to turn on the sender.
- The green light-emitting diode (16/2) flashes to indicate the correct order transmission by the sender.

⚠ When the red diode (16/3) lights up, an acoustic signal is given, too. From now on, the remaining capacity of the accumulator will be enough for approx.15 minutes only.

- When the red light-emitting diode (16/3) flashes, charge the accumulator as described in paragraph 4.3.3.

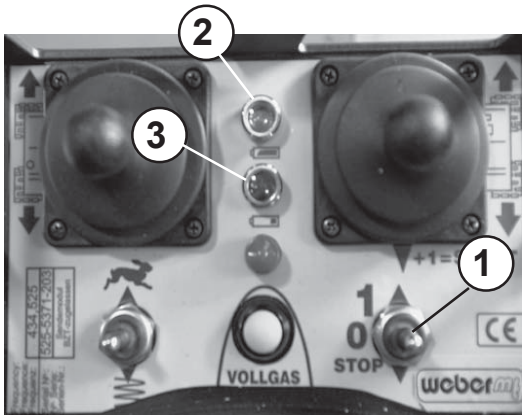


Figure 16

2.4.7 Fitting the Radio Remote Control Unit

- Pull up the hood lock (17/1) to unlock the dashboard (17/2).
- Pull up the dashboard (17/2) and turn it on the engine console.

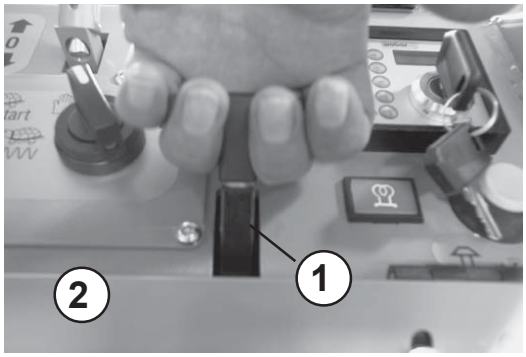


Figure 17

- Fasten the receiver (18/1) by means of the rubber rings (18/2) provided for this purpose.

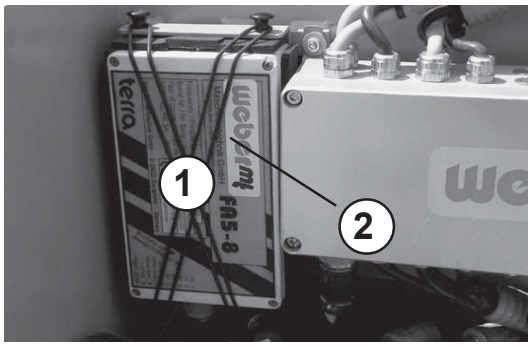


Figure 18

- Connect the plug (19/2) of the receiver (19/1) to the machine's electrical system as shown.

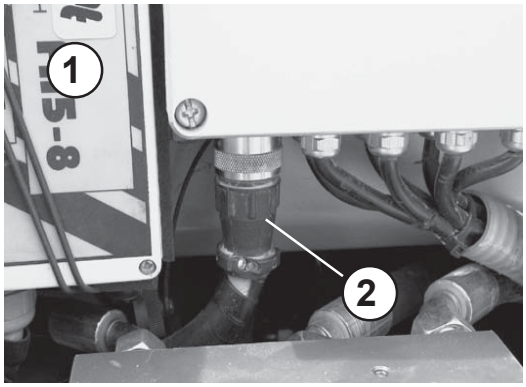


Figure 19

- Put the sender (21/1) into the bracket (20/1).

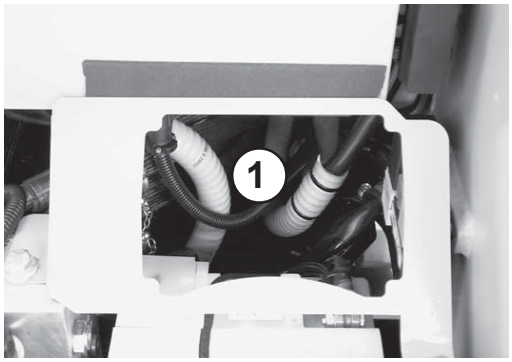


Figure 20

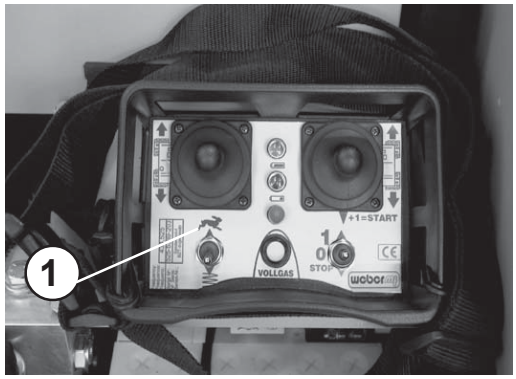


Figure 21

- Connect the receiver (22/1) to the charging cable (22/2) and to the sender (22/3).
- Close the dashboard (17/2).

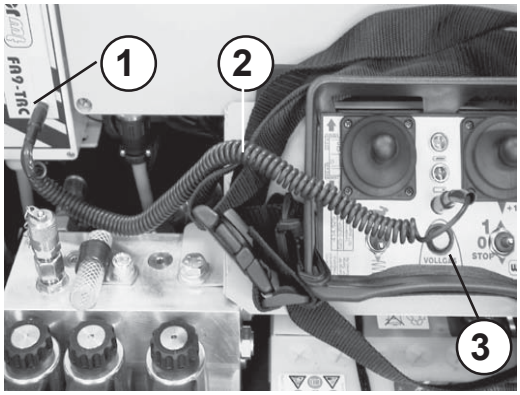


Figure 22

2.5 Starting - Manual Operation

- Open the anti-vandalism flap (23/1).
- Move the drive levers (24/1) to the vertical position.
- Unlock the emergency stop switch (24/2).
- Turn the "working speed" switch (24/3) to the "START" position.
- Turn the switch (24/4) to the position.
- Turn the switch (24/5) to the "automatic" position.
- Turn the ignition key (26/1) to the "1" position.
- Push the engine speed adjusting knob (25/2).

As soon as the ignition key is in the "1" position, the following pilot lamps will flash:

Engine lamp (26/2)

Alternator charge warning light (26/3)

Low engine oil pressure indicator light (26/4)

Temperature pilot lamp (26/5)

Air filter service indicator light (26/6)

Pilot lamp, glow system (26/7)

Engine speed adjustment (26/8)

When the pilot lamp of the glow system has gone out (26/7):

- Turn the ignition key (26/1) to the "II" position.

As soon as the engine starts:

- Release the ignition key (26/1).

All pilot lamps, except the engine lamp (26/2) and the engine speed adjustment lamp, must go out.

If this does not happen, the engine must be turned off immediately. Eliminate the source of the malfunction before trying to start the engine again.

If the ignition key does not automatically return to the "1" position, stop the machine immediately - risk of starter damage because of starter running during machine operation.

- Allow the engine to warm up for some minutes (according to the ambiant temperature).

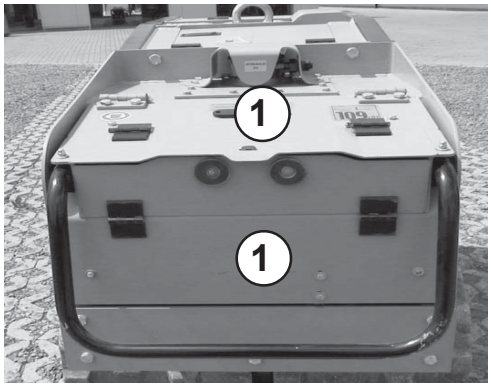


Figure 23

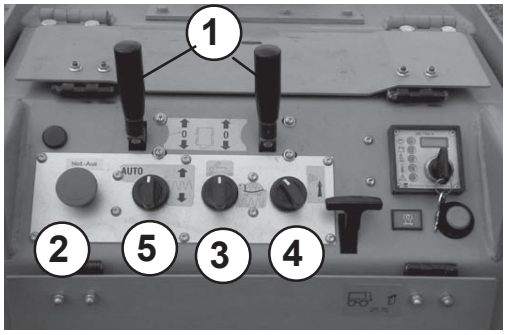


Figure 24

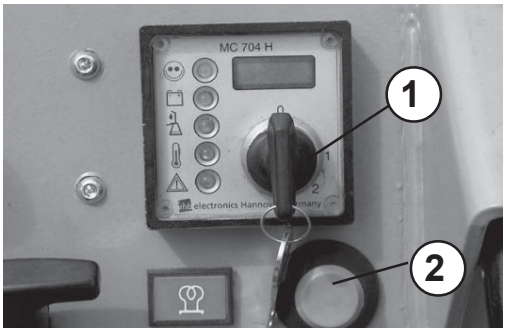


Figure 25

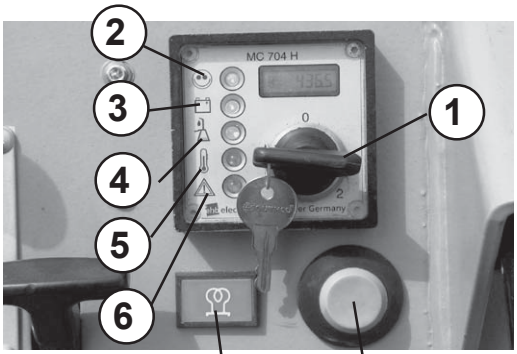


Figure 26

2.6 Operation, Manual

Danger !

When going uphill, the operator must always walk on the downhill side and, vice versa, when going downhill, the operator must always walk on the uphill side.

Passengers are not allowed to ride on the compactor.

Caution!

During continuous duty, the maximum inclination the compactor may have is 25 %.

- Start the compactor (refer to paragraph 2.5).
- Push the engine speed adjustment knob (26/8) once again.

The engine speed adjustment knob only allows to choose between idling or full speed.

2.6.1 High-Speed Range

- Turn the switch (24/3) to the position.
- For high-speed operation, move the drive levers (27/1/2) to the front.

  The compactor runs at the speed corresponding to the drive levers' position up to the maximum speed of 2.7 km/h. When the drive levers are pulled back to the central position, the compactor is braked and stops.
- Likewise, the drive levers (27/1/2) are moved backwards for reversing, up to a maximum speed of 2.7 km/h.

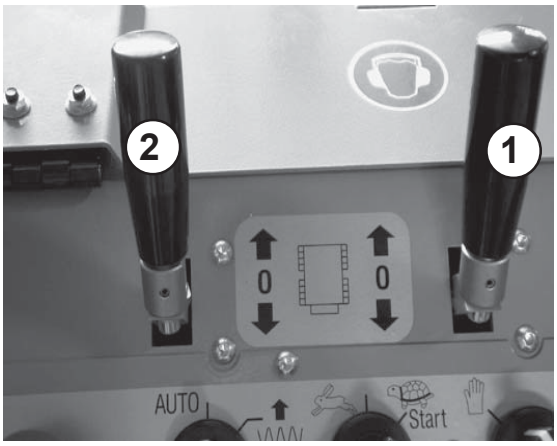


Figure 27

2.6.2 Working Speed Range

- Turn the switch (24/3) to the position.
- Move the drive levers to the front (27/1/2).

  The compactor runs at the speed corresponding to the driver levers' position, up to a maximum speed of 1.0 km/h. When the drive levers are pulled back to neutral, the compactor is braked and stops.
- Likewise, the drive levers are moved backwards for reversing.

2.6.3 Steering

The driving speeds and the curve radii are changed by the various drive lever movements.

2.6.3.1 Turning a R. H. Curve

- Push the L. H. drive lever (27/2) **to the front**, according to the desired curve radius.
- Push the R. H. drive lever (27/1) **less to the front,** according to the desired curve radius.

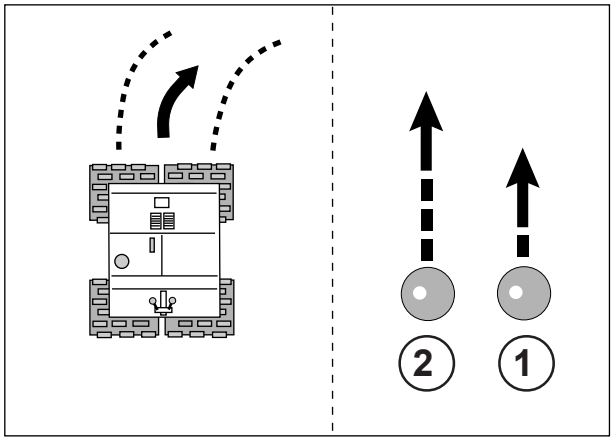


Figure 28

2.6.3.2 Turning a L. H. Curve

- Push the R. H. drive lever (29/1) **to the front,** according to the desired curve radius.
- Push the L. H. drive lever (29/2) **less to the front,** according to the desired curve radius.

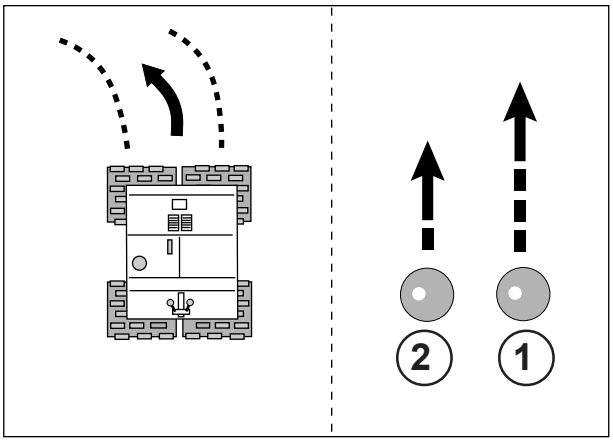


Figure 29

2.6.3.3 Turning a Narrow R. H. Curve

- Push the L. H. drive lever (30/2) **to the front,** according to the desired curve radius.
- Pull the R. H. drive lever (30/1) **backwards,** according to the desired curve radius.

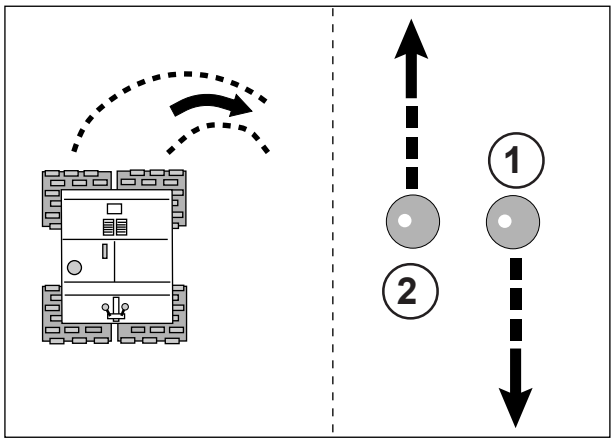


Figure 30

2.6.3.4 Turning a Narrow L. H. Curve

- Push the R. H. drive lever (31/1) **to the front,** according to the desired curve radius.
- Pull the L. H. drive lever (31/2) **backwards,** according to the desired curve radius.

2.6.3.5 Turning on the Spot

- Push or pull the drive levers in opposite directions.

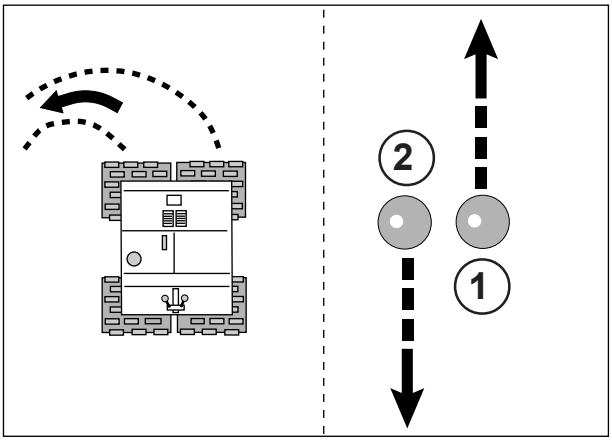


Figure 31

2.6.4 Automatic Activation of Vibration

Put the compactor into operation as described in paragraph 2.5/2.6 Starting/Operation.

- Turn the switch (32/1) to the position.
- Turn the switch (32/2) to the "Auto" position.
- Push the levers (32/2) to the desired direction of travel.

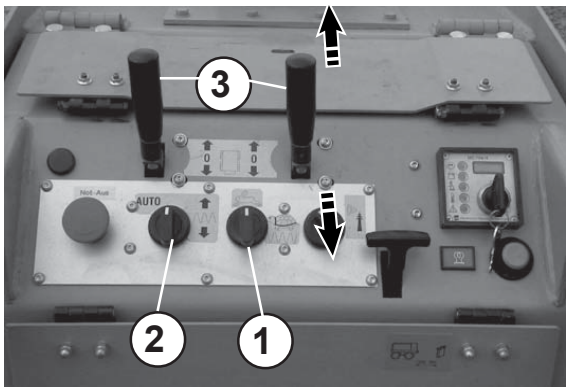


Figure 32

2.6.5 Individual Activation of Vibration

- Turn the switch (32/1) to the position as described above.
- Turn the switch (32/2) from the "Auto" position to the desired direction of travel.

When going downhill, the vibration should always rotate in uphill direction. Thus, an additional braking effect is achieved.

2.7 Starting the Compactor by Remote Control

Danger !

The deadman handle/emergency stop switch override all other functions of the machine.

If the deadman handle is actuated, the machine will automatically move forward 0.5 m and will then stop. The vibration system will be turned off.

Before starting the compactor, ensure that nobody is in the danger area of the compactor and that all protective devices are properly in place.

Caution !

Never use starting aid sprays.

- Open the anti-vandalism flap (33/1).
- Turn the drive levers (33/2) to the vertical position.
- Unlock the emergency stop switch (33/3).
- Turn the working speed switch (33/4) to the position.
- Turn the switch (33/5) to the "radio tower" position.
- Turn the igntion key (33/6) to the "1" position.
- Push the engine speed adjustment knob (33/7).
- Push the start switch (34/1), located on the sender of the radio remote control, to the front, and, at the same time, pull the R.H. joystick (34/2) (as seen from the direction of travel) backwards.
- Release both levers as soon as the engine is running.
- Check to ensure that all pilot lamps have gone out, except the engine lamp (26/2) and the engine speed adjustment lamp (26/8).

If this does not happen, immediately turnn off the engine and determine and eliminate the source of the malfunction.

Every time the remote control sender is operated, the green transmission pilot lamp (34/2) will light up.

If the air filter is restricted, the air filter service indicator light (26/6) will flash and the engine will be stopped after 3 seconds in order to avoid damage to the engine.

- Let the engine idle for a certain time, depending on the ambient temperature (refer to the chart in figure 27).

Caution!

If the engine fails to start, wait until the engine has come to a complete standstill, then try to start the engine again.

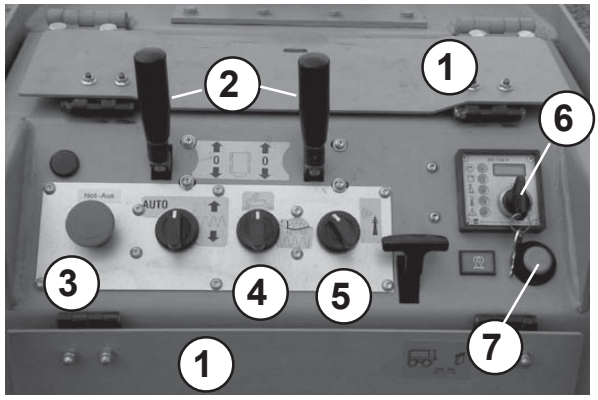


Figure 33

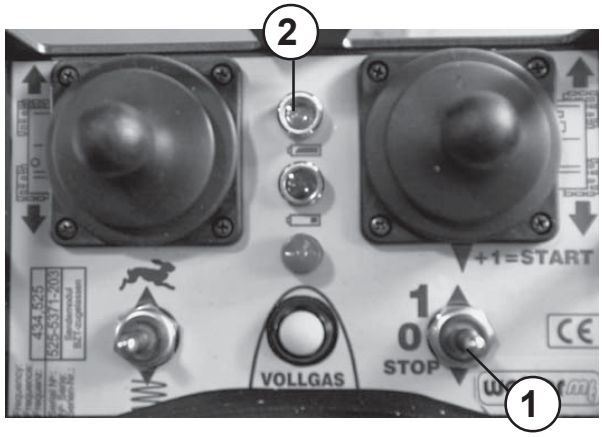


Figure 34

2.8 Operation

2.8.1 Remote Controlled Operation

Danger!

Passengers are not allowed to ride on the compactor.

Caution!

During continous operation, the maximum inclination the compactor may have is 25 %.

- Start the compactor as described in paragraph 2.5.
- The engine is accelerated to full speed.
- The driving speed/working speed/vibration is controlled by the lever (35/1).

  Lever to the front (35/1)

  = forward or reverse motion of the compactor in the high-speed range.

  Lever (35/1) in central position

  =forward or reverse motion of the compactor in the working speed range (vibration is turned off)

  Lever (35/1) backwards

  = forward or reverse motion of the compactor in the working speed range with the vibration system turned on.

Figure 35

2.8.1.2 Steering

- The compactor is steered with the levers (35/2 and 35/3) on the sender of the remote control unit (35/4).
- Steering is done as per the description in paragraph 2.6.3.
- The lever (35/2) moves the L. H. drum in forward or reverse direction.
- The lever (35/3) moves the R.H. drum in forward or reverse direction.

2.9 Putting the Compactor out of Operation

Before work breaks and at the end of every day's shift, the compactor must be parked on a stable base which should be as horizontal as possible.

If the machine is parked on a slope, use wedge-shaped brake blocks to prevent any unintentional movement of the compactor.

Danger!

If the compactor causes an obstruction when being parked, precautionary measures must be taken in order to make the machine visible. If the machine is parked on traffic roads, the safety precautions required by the Traffic Regulations must be additionally observed.

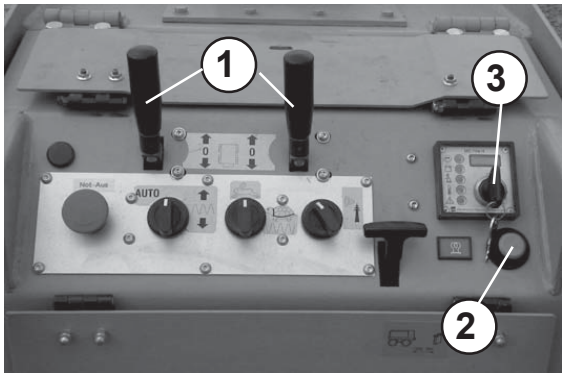


Figure 36

2.9.1 Putting the Compactor out of Operation Manual Operation

- Release both drive levers (36/1). The compactor is automatically braked and stopped.
- Push the engine speed adjustment knob (36/2).

Caution !

Never stop the diesel engine when running at full speed, but let it idle for a short period for cooling down.

- Turn off the engine. To do this, turn the ignition key (36/3) counterclockwise up to the limit stop, then remove the key.
- Turn the drive levers (37/1).
- Close the anti-vandalism flap (39/1).

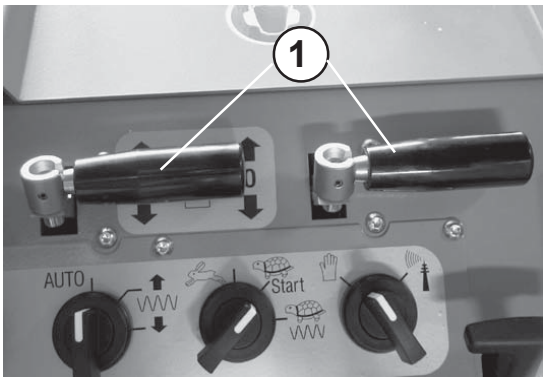


Figure 37

2.9.2 Putting the Compactor out of Operation Remote Control

- Push all levers of the sender (38/1) to neutral position.
- Push the engine speed adjustment knob (36/2) , the engine's speed decreases to idling speed.

Caution!

Never stop the diesel engine when running at full speed, but let it idle for a short period for cooling down.

- Turn off the engine. To do this, turn the ignition key (36/3) counterclockwise up to the limit stop and remove the key.
- Turn the drive levers (37/1).
- Close the anti-vandalim flap (39/1).

Figure 38

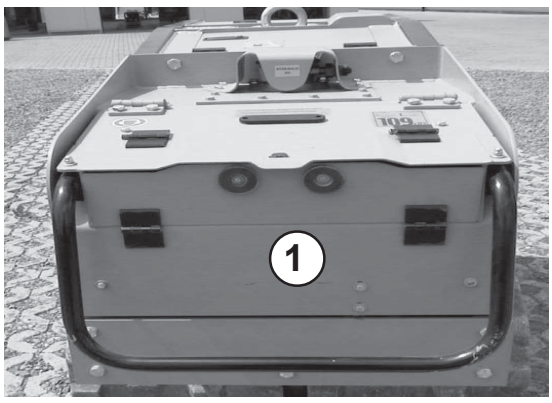


Figure 39

3 Maintenance
3.1 Safety Precautions for Maintenance Work

Depending on the operating conditions, compactors must be made subject to an expert's check for operational safety as required, but at least once a year. The inspection results must be recorded in writing and kept at least until the next inspection.

Service work must only be undertaken with the drives stationary. Exceptions are only allowed if work can be done with running drives only. In addition, the compactor must be secured against unintentional movements.

Prior to any work on hydraulic lines and components, the hydraulic system must be depressurized.

Danger to the Environment!

Drained consumables must be caught and stored in an appropriate container and disposed off according to the relevant environment protection regulations.

Prior to any work on electrical parts which are not protected, the engine must be secured against unintentional starting. To do this, the electrical connection to the battery and to the starter must be cut.

After completion of service work, all protection devices must be properly installed again.

For safety reasons, any modifications and retrofittings made on the compactor without the manufacturer's authorization, are prohibited. Damage resulting from modifications or retrofittings is excluded from the manufacturer's liability. Only use genuine WEBER spare parts to ensure a safe and reliable operation.

3.2 Maintenance Survey

Any maintenance work which must be performed on the compactor is listed in two charts. The first chart (paragraph 3.2.1) indicates the initial maintenance work which has to be carried out once at a certain time after commissioning. The routine maintenance work indicated in the second chart (paragraph 3.2.2) has to be repeated at regular intervals.

Both charts have the same lay-out. The column "Maintenance Interval" indicates the time or the operating hours at which (after which) the maintenance work must be done.

The column "Maintenance Point " refers to the assembly group on which the work indicated in the column "Maintenance Work" must be carried out.

The column "Remarks/Notes" contains cross-references on paragraphs of these operating and maintenance instructions or other documentation in which the maintenance work is described in detail.

In case of extreme or very dusty operating conditions, the maintenance intervals must be shortened accordingly!

3.2.1 Initial Maintenance

Maintenance Interval	Maintenance Point	Maintenance Work	Remarks/ Notes
After the first 25 operating hours	Hydraulic system	- Replace the hydraulic oil filter	# 3.3.5
	Whole machine	- Check all screwed connections for tight fit, retighten them if necessary	
	Engine	- Change the engine oil	# 3.3.1
		- Change the oil filter	# 3.3.2
		- Check the coolant level	# 2.4.3

3.2.2 Routine Maintenance

Maintenance Interval	Maintenance Point	Maintenance Work	Remarks
Every 8 operating hours	**Whole compactor**	Check for visible damage, leaks etc.	
	Controls	Check controls and safety devices for proper functioning	2.4.5
	Hydraulic system	Check the fittings and hoses for tightness, if necessary retighten fittings and replace defective hoses	
	Hydraulic oil tank	Check the oil level	2.4.4
	Engine	Check the oil level	2.4.2
	Compensation vessel	Check the coolant level	2.4.3
	Remote control	Check the sender's charge, if required, recharge the sender	4.3.3
Every 50 operating hours	**Whole compactor**	Clean Check all screwed connections for tight fit	
	Water cooler/hydraulic oil cooler	Clean the outside	
	Battery	Check the condition of the battery	
Every 125 operating hours	**Engine**	Change the engine oil	3.3.1
Every 250 operating hours	**Engine** Fan V-belt Engine bracket and attached units Cooling system Fuel filter	Change the engine oil filter Check the condition and tension, adjust if necessary Check for tight fit Check for tightness Replace	3.3.2 3.3.8 3.3.4
	All bare parts	Slightly oil	
	Joints, cables of the controls and moving parts	Check for easy operation and grease if required	

Maintenance Interval	Maintenance Point	Maintenance Work	Remarks
Every 500 operating hours	**Engine**		
	Fan V-belt	Replace	3.3.9
	Valves	Check the valve clearance, adjust if necessary	Manual of the engine manufacturer
	Vibrator	Change the oil	3.3.7
	Hydraulic system	Change the hydraulic oil	3.3.6
	Hydraulic system	Replace the hydraulic oil filter	3.3.5
Every 1,000 operating hours	**Cooling system**	Change the coolant	Manual of the engine manufacturer
	Fuel system	Check the injection nozzles	Manual of the engine manufacturer
Every 2,000 operating hours	**Whole compactor**	Check for visible damage and wear	
		Remove dirt, old grease and rust	

3.3 Description of the Maintenance Work

3.3.1 Changing the Engine Oil

- Put the compactor out of operation as described in paragraph 2.9.

Caution!

Drain the engine oil at working temperature only.

- Remove the fastening screws (1/1) on both sides of the engine hood (1/2).
- Fold the engine hood (2/1) to the front.
- Secure the engine hood (3/1) by means of the hood strut (3/2).
- Put an appropriate drain pan under the outlet.

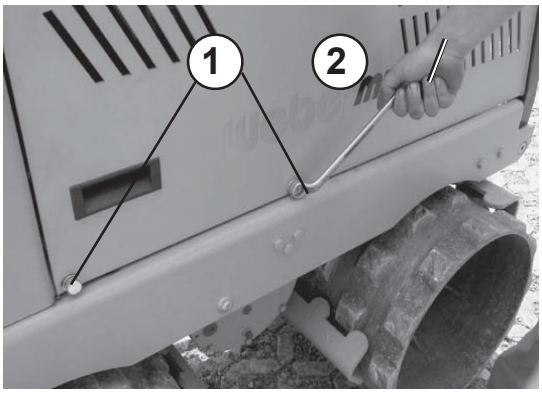


Figure 1

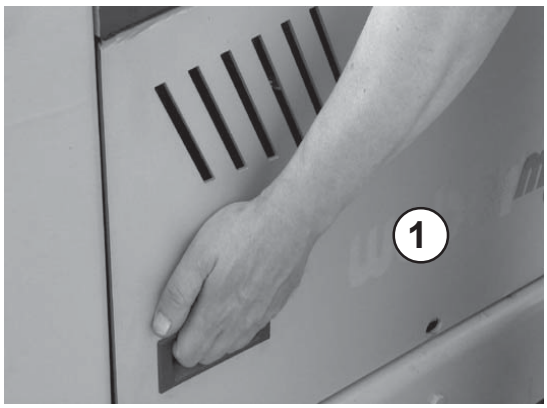


Figure 2

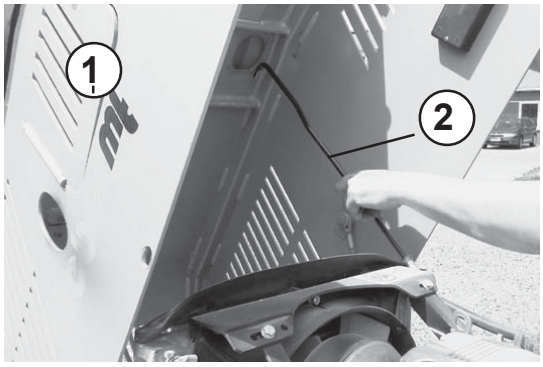


Figure 3

Important!

The drain screw (4/1) is on the right side of the central frame.

- Screw the oil drain tube (5/1) down to the oil drain valve (5/2).

As soon as the oil drain hose is fully screwed down, the used oil will escape.

Danger!

Danger of scalds because of hot oil.

When all the used oil has been completely drained:

- Undo the oil drain tube (5/1), clean the oil drain valve (5/2) and put the protection cap on the valve.
- If required, replace the oil filter cartridge (refer to paragraph 3.3.2).

Danger to the environment!

Dispose of the used engine oil in an environmentally-friendly manner.

- Add engine oil through the oil filler neck (6/1) (Refer to paragraph 3.4 for quantity and specifications).
- Check the engine oil level according to pragraph 2.4.2.
- Close the engine hood and secure it by means of the screws (1/1).

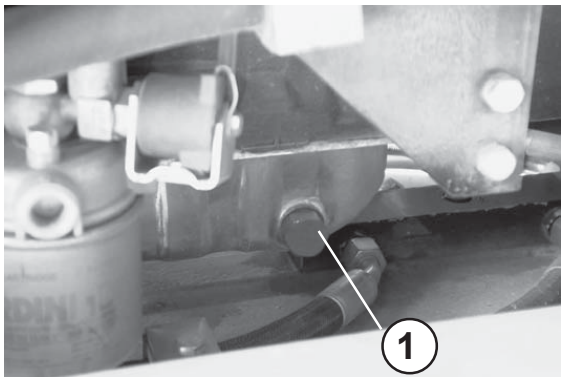


Figure 4

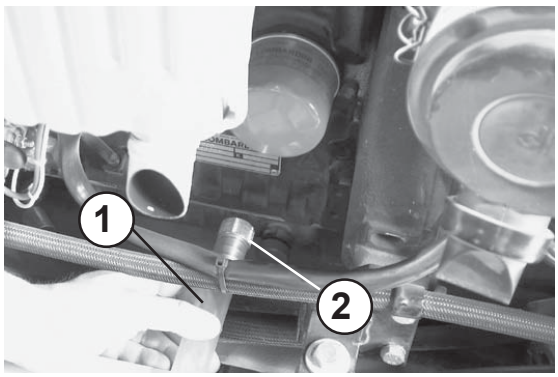


Figure 5

3.3.2 Replacing the Engine Oil Filter

- Put the compactor out of operation as described in paragraph 2.9.
- Open the engine hood as described in paragraph 3.3.1.
- Drain the engine oil (refer to paragraph 3.3.1).
- Turn the engine oil filter (7/1) - by hand or by means of an appropriate tool - in counterclockwise direction to unscrew the filter.

Danger to the Environment!

Collect any escaping oil and dispose of it in an environmentally-friendly manner. Dispose of the used engine oil filter cartridge in an environmentally-friendly manner.

- Put fresh oil on the gasket of the new engine oil filter.
- Screw down the new engine oil filter in clockwise direction and fasten it hand-tight.
- Add new engine oil (refer to paragraph 3.4 for quantity and specifications).
- Close the engine hood (2/1) and fasten it with the screws (1/1).

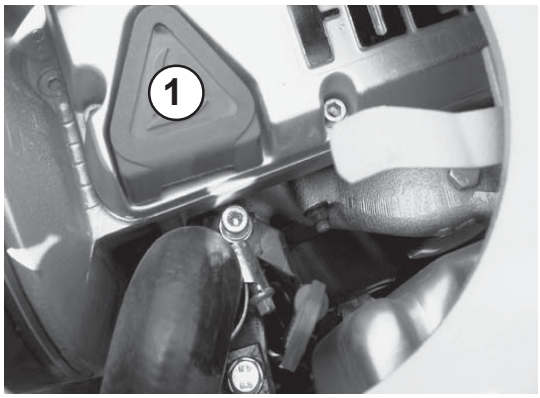


Figure 6

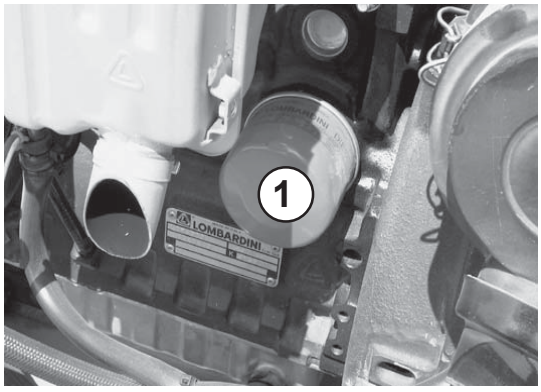


Figure 7

3.3.3 Cleaning/Replacing the Air Filter Cartridge

Important!

The air filter cartridge needs to be cleaned/replaced only when the air filter service indicator light goes on.

- Put the compactor out of operation as described in paragraph 2.9.
- Open the maintenance door (8/1).
- Loosen the clamps (9/1) and remove the cover (10/1) from the air filter body.
- Take out the air filter cartridge (11/1).
- Knock out the filter cartridge (11/1) or blow it clean with compressed air (at a maximum pressure of 5 bar).

Caution!

If this method does not provide sufficient cleaning (for example because of moist or oily dirt), a new filter cartridge must be used.

- Insert the air filter cartridge (10/2).
- Put the cover (9/2) on the air filter body and firmly close it with the clamps (9/1).
- Close the maintenance door (8/1).

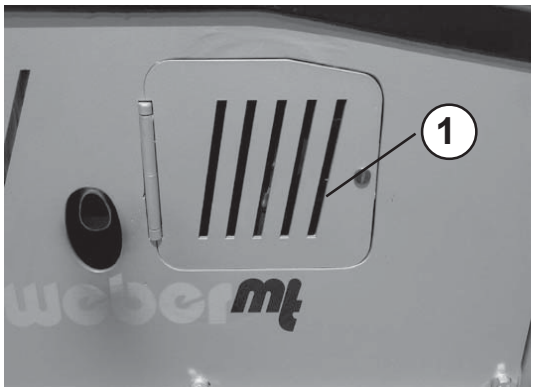


Figure 8

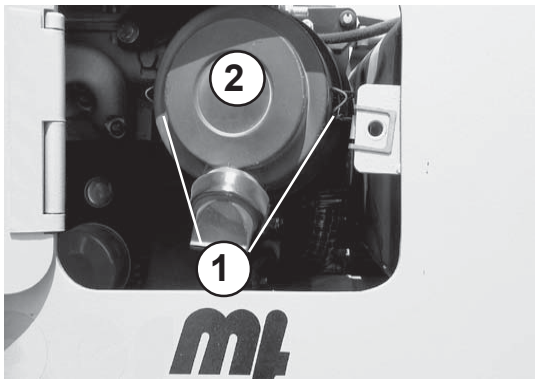


Figure 9

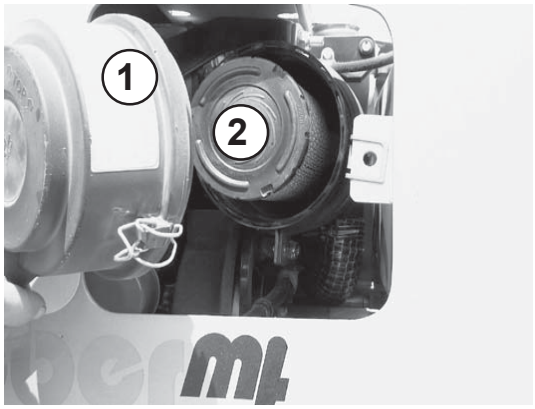


Figure 10

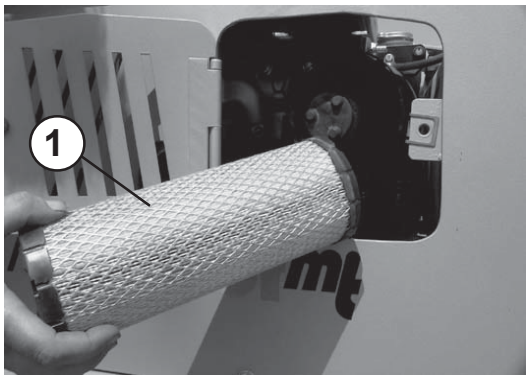


Figure 11

3.3.4 Replacing the Fuel Filter

Danger!

This work is allowed with cold engine only.

- Open the engine hood as described in paragraph 3.3.1.
- Have an appropriate pan at hand.
- Turn the fuel filter (12/1) - by hand or by means of an appriopriate tool - in counterclockwise direction to unscrew the filter.

Danger to the environment!

Collect any escaping fuel and dispose of it in an environmentally-friendly manner.

- Put fresh fuel on the gasket of the new fuel filter.
- Screw down the new fuel filter (12/1) in clockwise direction and fasten it hand-tight.

Danger to the environment!

Dispose of the used fuel filter and fuel-soaked cloth in an environmentally-friendly manner.

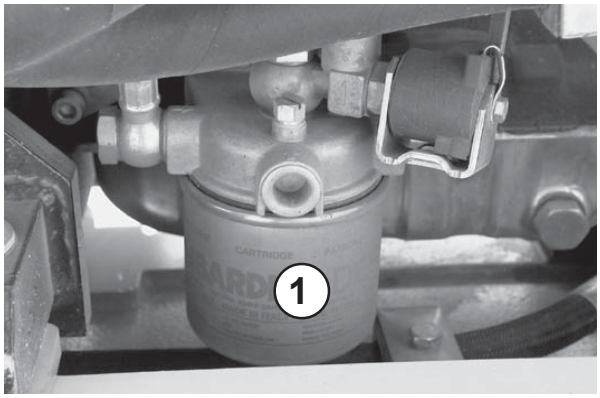


Figure 12

3.3.5 Replacing the Hydraulic Oil Filter

- Put the compactor out of operation as described in paragraph 2.9.
- Undo the four screws and remove the protection hood (13/1) of the hydraulic oil filter (14/1).
- Unscrew the cover (14/2) of the hydraulic oil filter (14/1).
- Take out the filter element (15/1) and replace it by a new filter element.
- Screw the cover (14/2) down to the hydraulic oil filter.
- Screw the protection cover (13/1) down to the hydraulic oil filter (14/1).

Danger to the environment !

Use a cloth to wipe up any spilled hydraulic oil. Dispose of oil-soaked cloth in an environmentally-friendly manner.

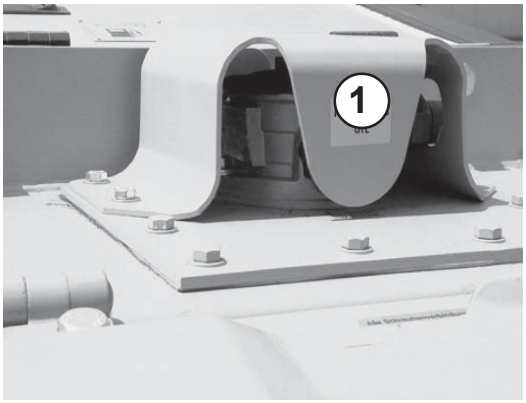


Figure 13

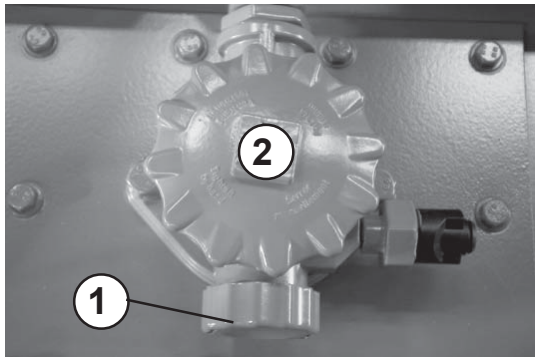


Figure 14

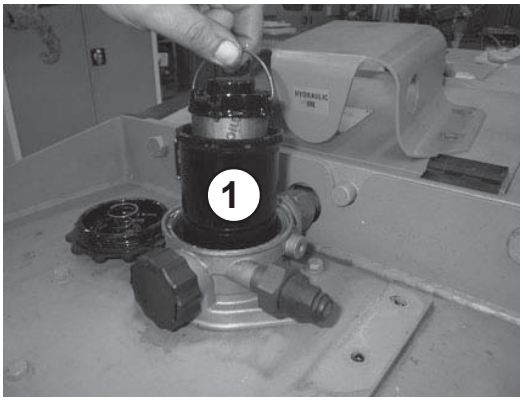


Figure 15

3.3.6 Changing the Hydraulic Oil

- Put the compactor out of operation as described in paragraph 2.9.
- Open the engine hood as described in paragraph 3.3.1.

Caution!

Change the hydraulic oil at operating temperature only.

- Open the cap (14/2) of the hydraulic tank .
- Have an appropriate drain pan at hand.
- Undo the cover of the drain valve (16/1).
- Screw the oil drain hose down to the drain valve (16/2).

Caution!

As soon as the oil drain hose is screwed down to the valve, the drain valve will open and oil will escape.

Danger !

Danger of scalds because of hot oil.

When the used oil has been completely drained:

- Screw down the cover (16/1).
- Change the hydraulic oil (refer to paragraph 3.3.5).

Danger to the environment!

Dipsose of the used oil in an environmentally-friendly manner.

- Add hydraulic oil through the hydraulic oil filter (14/1) (refer to paragraph 3.4 for quantity and specifications).
- Check the hyraulic oil level (refer to paragraph 2.4.4).
- Screw the cover down (14/2).
- Fit the protection cover (13/1) of the hydraulic oil filter.

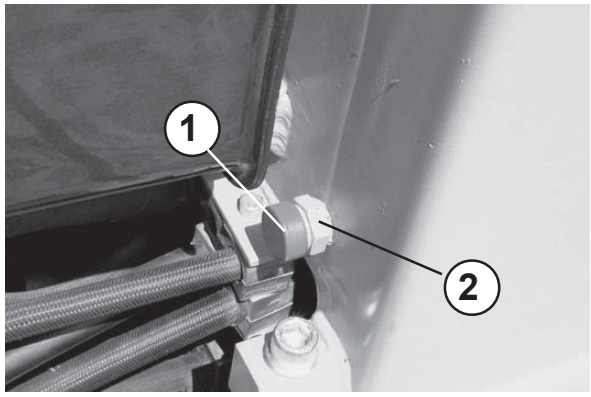


Figure 16

3.3.7 Changing the Vibrator Oil

- Put the compactor out of operation as described in paragraph 2.9.

Caution!

Change the vibrator oil at operating temperature and with the compactor in the horizontal position only.

- Put an appropriate oil pan under the oil drain screw (17/1).
- Clean the environment of the oil filler screw and the drain screw.
- Undo the oil filler screw (17/2).
- Undo the oil drain screw (17/1).

Danger !

Danger of scalds because of hot oil.

When the used oil has been completely drained:

- Replace the oil seals of the oil drain screw and the oil filler screw.
- Screw the oil drain screw (17/1) down.

Danger to the Environment !

Dispose of the collected used oil in an environmentally-friendly manner.

- Top up with vibrator oil (refer to paragraph 3.4 for quantities and specifications).
- Screw the oil filler screw (17/2) down.

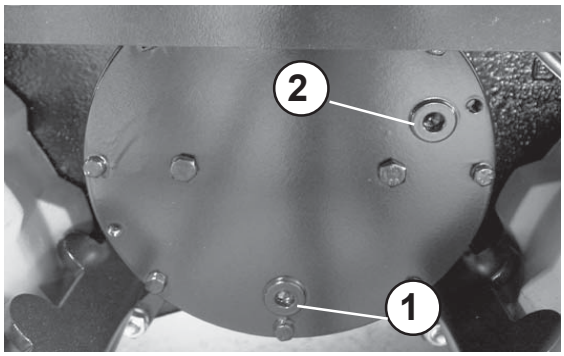


Figure 17

3.3.8 Checking and Retensioning the Fan V-Belt

- Put the compactor out of operation as described in paragraph 2.9.
- Open the engine hood as described in paragraph 3.3.1.

Any maintenance work in the engine compartment as well as opening the engine hood is allowed with the engine turned off only.

- Check the V-belt's (18/1) condition (wear, cracks, broken out flanks).
- In case of excessive wear, replace the V-belt as described in paragraph 3.3.9.
- Apply a force of approximately 100 N on the V-belt in the middle between the pulleys (figure 20). The V-belt should show a deflection of approximately **1 cm.**

If the V-belt tension is too low, tension the belt as follows:

- Loosen the screws (21/22/2,3).
- Push the alternator in the direction of the arrow (figure 21) and tighten the screws (21/22/2,3) .
- Check the V-belt tension once again.
- Close the engine hood.

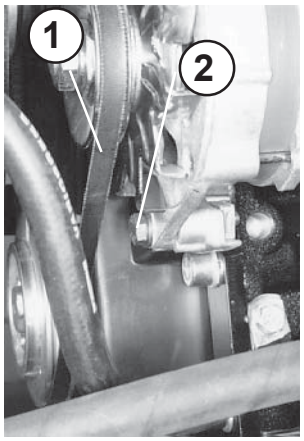


Figure 18

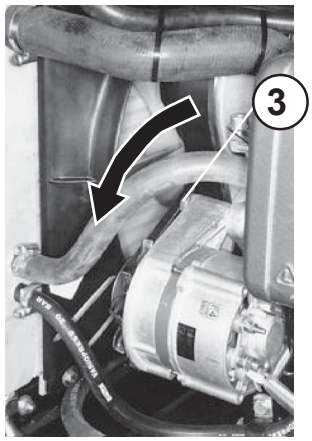


Figure 19

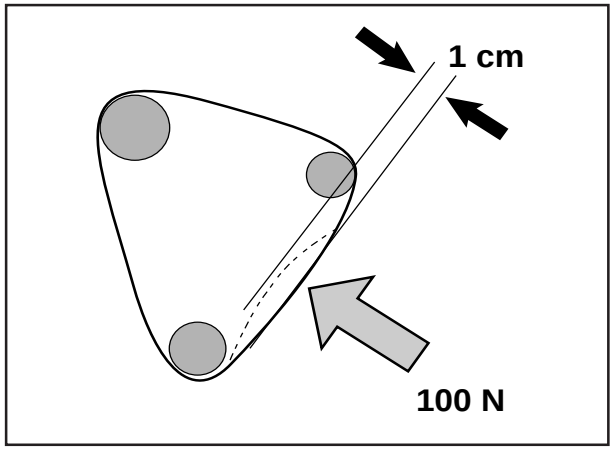


Figure 20

3.3.9 Replacing the Fan V-Belt

- Put the compactor out of operation as described in paragraph 2.9.
- Loosen the screws (21/22/2,3).
- Turn the alternator in the direction of the arrow (figure 21).
- Remove the worn V-belt (21/1) from the pulleys.
- Put on the new V-belt.
- Adjust the V-belt tension as described in paragraph 3.3.8.

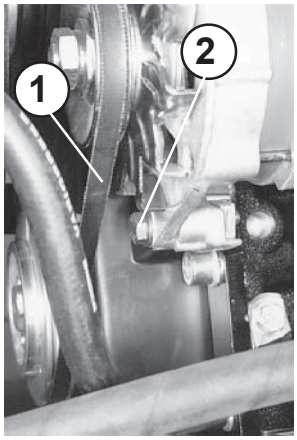


Figure 21

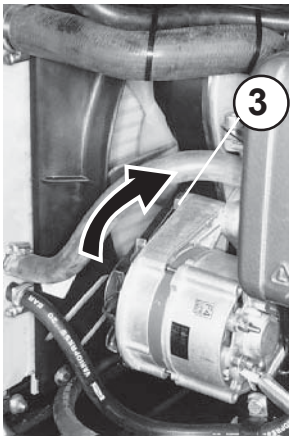


Figure 22

3.4 Consumables and Quantities

Assembly Group	Consumable		Quantity	
	Summer	Winter	TRC 66	TRC 86
Engine Engine oil ***Oil quality*** API - CD HD series 3 MIL-L-2104-C	SAE 15W/40 (-10...+50 °C) SAE 20W/20 (+5...+30 °C) SAE 30 (+20 °C and higher)	SAE 10W (-20...+10 °C)	3.25 l	3.25 l
Engine cooling system	Water/coolant mixture, concentration: 50 % coolant concentrate BS 6580:1985 MIL-A-11755D/46193/B		Refer to paragraph 2.4.3 for quantities	
Fuel tank ***Diesel according to*** DIN 51601-DK or BS 2869-A1/A2 or ASTM D975-1D/2D	Diesel	Winter diesel fuel (-10 °C and lower)*	16 l	16 l
Hydraulic system	Hydraulic oil (ISO), H-LP 46 kinematic viscosity 47 mm²/s (cSt) at +40 °C, initial filling Fuchs Renolin MR46MC		35 l	35 l
Vibrator	Hydraulic oil (ISO), H-LP 46 or SAE 80W initial filling: Fuchs Renolin MR46MC		0.1 l	0.1 l
Battery	Terminal grease		As required	

* refer to mixing chart in the Lombardini operation manual

4 Malfunctions During Operation

4.1 General

If a malfunction occurs on the trench compactor, proceed as follows:

- Put the trench compactor out of operation as described in paragraph 2.9.
- Determine the source of the malfunction (refer to paragraph 4.2 - Trouble Shooting).
- Eliminate the malfunction (refer to paragraph 4.3 (Maintenance and Repair Work).

Important!

Please refer to the manual of the engine manufacturer with regard to the repair of engine malfunctions.

The detailed description of the maintenance and repair work in paragraph 4.3 allows a quick failure elimination on condition that the given order is precisely kept to when service work is carried out.

Danger!

Any service work has to be made with appropriate tools and in accordance with the safety regulations set out in this operating and maintenance manual.

If a problem persists although a component or assembly group has been replaced, repair work has to be continued with the work described next.

If a failure cannot be rectified although the described service work has been carried out or if a defect is not described in the operating and maintenance instructions, the failure must be repaired by authorized service personnel.

4.2 Trouble Shooting

Failure	Possible Cause	Remedy	Remarks
Engine does not start	Operating error	Start the machine as described	2.5
	Lack of fuel	Check the fuel level	2.4.1
	Dirty fuel filter	Change the fuel filter	3.3.4
	Dirty air filter	Clean the air filter, if required, replace the air filter cartridge	3.3.3
	Air in the fuel system	Vent the engine	4.3.3.2
	Idle misadjustment	Adjust the idling speed	Manual of the engine manufacturer
	Defective fuse of the glow system	Replace the fuse	4.3.2
	Battery charge not correct	Check the battery, if required charge or replace the battery	4.3.1
Engine	Malfunction	-	Manual of the engine manufacturer
Compactor does not move	Operating error	Try again to operate the compactor as described	2.6
Vibration cannot be turned on	Defective fuse of the vibration system	Replace the fuse	4.3.2
Compactor with remote control	Sender does not work/compactor cannot be operated by remote control	Charge the accumulator	4.3.3

4.3 Repair and Maintenance Work

4.3.1 Replacing the Battery

- Put the compactor out of operation as described in paragraph 2.9.
- Pull up the hood lock (1/2) and unlock the dashboard (1/1).
- Pull up the dashboard (1/1) and turn it on the engine console.
- Unscrew the clamps (2/1/2) from the battery terminals and push the clamps aside

⚠ At first, unscrew the clamp (2/1) from the negative terminal.

- Undo the fastening screws (3/1) from the battery holder (3/2) and remove the battery holder.
- Remove the battery.
- Proceed in inverse order to fit and install the new battery.

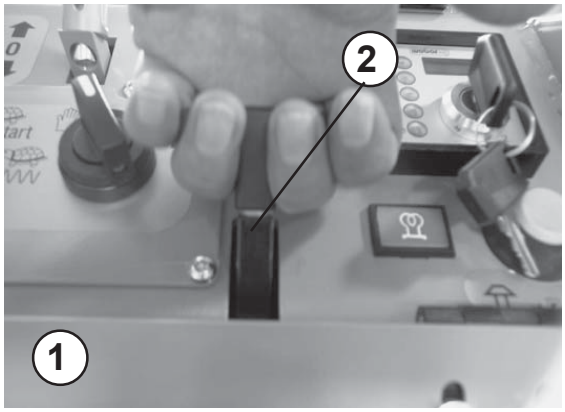


Figure 1

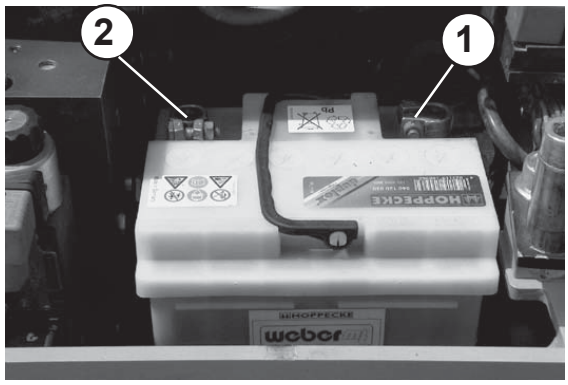


Figure 2

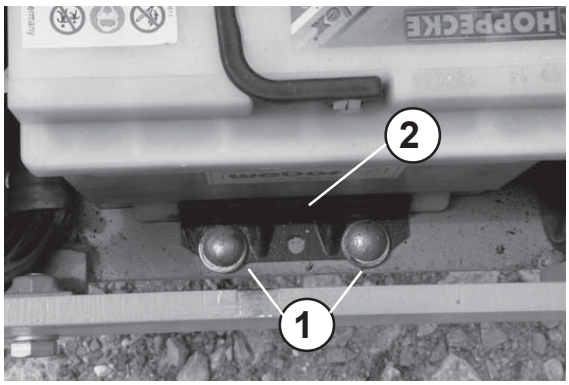


Figure 3

4.3.2 Checking/Replacing the Fuses

- Put the compactor out of operation as described in paragraph 2.8.
- Pull up the hood lock (4/2) and unlock the dashboard (4/1).
- Pull up the dashboard (4/1) and turn it on the engine console.
- Remove the cover (5/1 and 6/1) from the fuse box (6/2).

The fuses protect the following circuits:

6/3	20 Ampere	ignition key
6/4	30 Ampere	relay, engine speed adjustment
6/5	50 Ampere	glow system
6/6	50 Ampere	alternator

- Check the fuses.
- Replace the defective fuses.

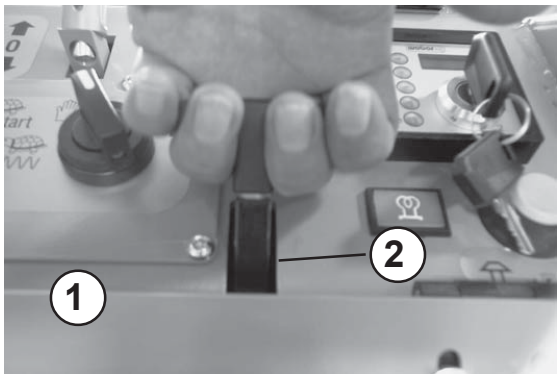


Figure 4

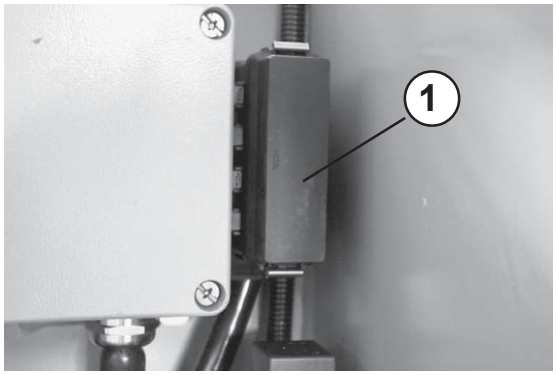


Figure 5

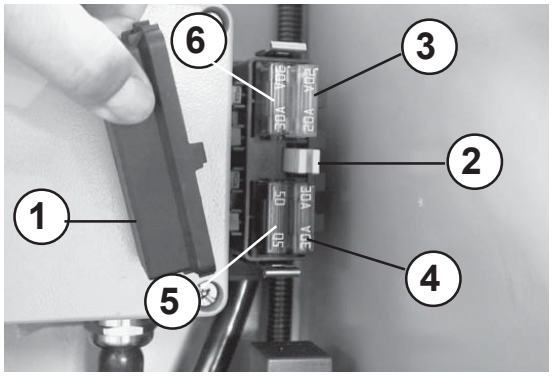


Figure 6

4.3.3 Charging the Sender Accumulator with the Charger

Important !

The accumulator has a nominal capacity of 600 mAh which provides enough energy for a continuous sending operation of approximately 12 to 15 hours.

Important !

Whent the red pilot lamp (7/1) lights up and an acoustic signal is given, the battery must be charged immediately. The remaining charge is enough for approximately 15 minutes only, thereafter, the sender will be automatically turned off.

- Push the switch (7/3) in the "OFF" (0) position.
- Remove the protection cap (7/2).

Caution !

Charging the accumulator is only allowed with the charger (8/1) delivered with the remote control system.

- To start the charging procedure, put the plug (8/3) into the socket (7/2) of the sender.
- Connect the charger (8/1) to a socket supplying a constant voltage of 230 V.
- Charging is finished after approximately 12 to 14 hours.

Important !

The maximum time for charging the accumulator should not exceed 20 hours.

- To finish the charging procedure, pull off the plug (8/3) and close the socket with the cap (7/2).

Caution !

If the remote control is not used for an extended period, the sender should be recharged aproximately every four weeks in order to prevent a harmful total discharge.

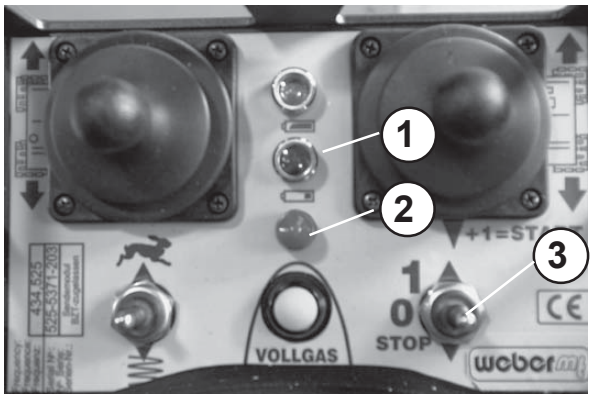


Figure 7

Figure 8

4.3.3.1 Charging the Sender Accumulator on the Machine

Important !

The accumulator has a nominal capacity of approximately 600 mAh which provides enough energy for a continuous sending operation of approximately 12 to 15 hours.

Important !

When the red pilot lamp (10/2) lights up and an acoustic signal is given, the battery must be charged immediately. The remaining charge is enough for approximately 15 minutes only, thereafter, the sender will be automatically turned off.

- Pull up the hood lock (9/2) to unlock the dashboard (9/1).
- Pull up the dashboard (9/1) and turn it on the engine console.
- Put the sender (10/1) into the bracket provided for this purpose.
- Remove the protection hood (10/2).
- Connect the charging cable (11/2) to the receiver (11/1) and to the sender (11/3).

Important !

The maximum time for charging the accumulator should not exceed 20 hours.

If the remote control is not used for an extended period, it should be removed from the machine and stored in a dry, frost-proof room. Charge the sender every four weeks in order to avoid a harmful total discharge.

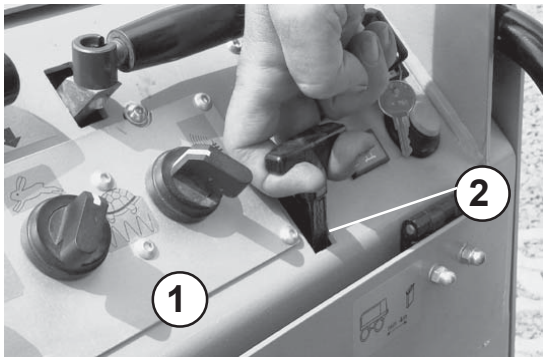


Figure 9

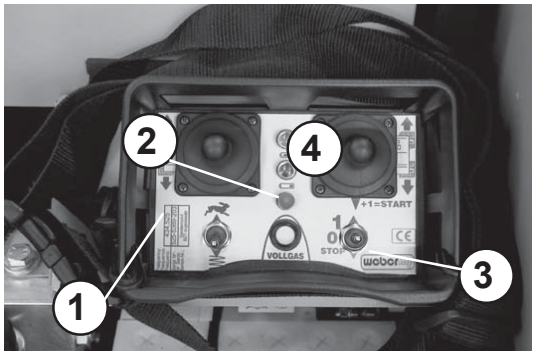


Figure 10

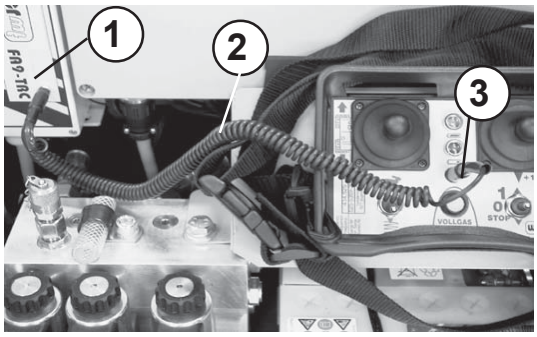


Figure 11

4.3.3.2 Venting the Fuel Line

- Put the compactor out of operation as described in paragraph 2.9.
- Open the engine hood as described in paragraph 3.3.1.
- Loosen the venting screw (12/1) of the fuel filter (12/2).
- Operate the pump lever (13/1) to allow any air in the fuel line to escape through the venting screw (12/1). Proceed in this way until all fuel bubbles have disappeared.
- Firmly close the venting screw (12/1).

Catch any spilled fuel. Dispose of the spilled fuel and dirty cloth in an environmentally-friendly manner.

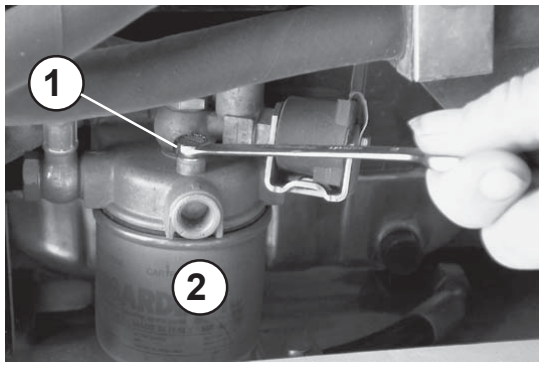


Figure 12

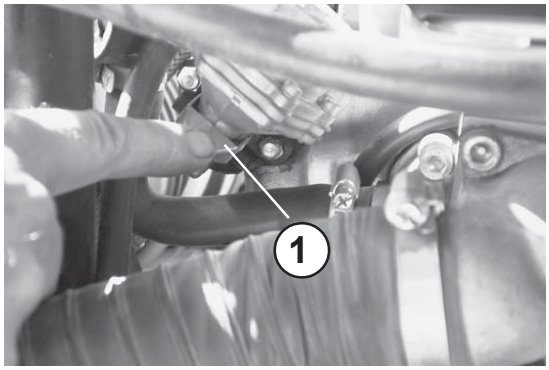
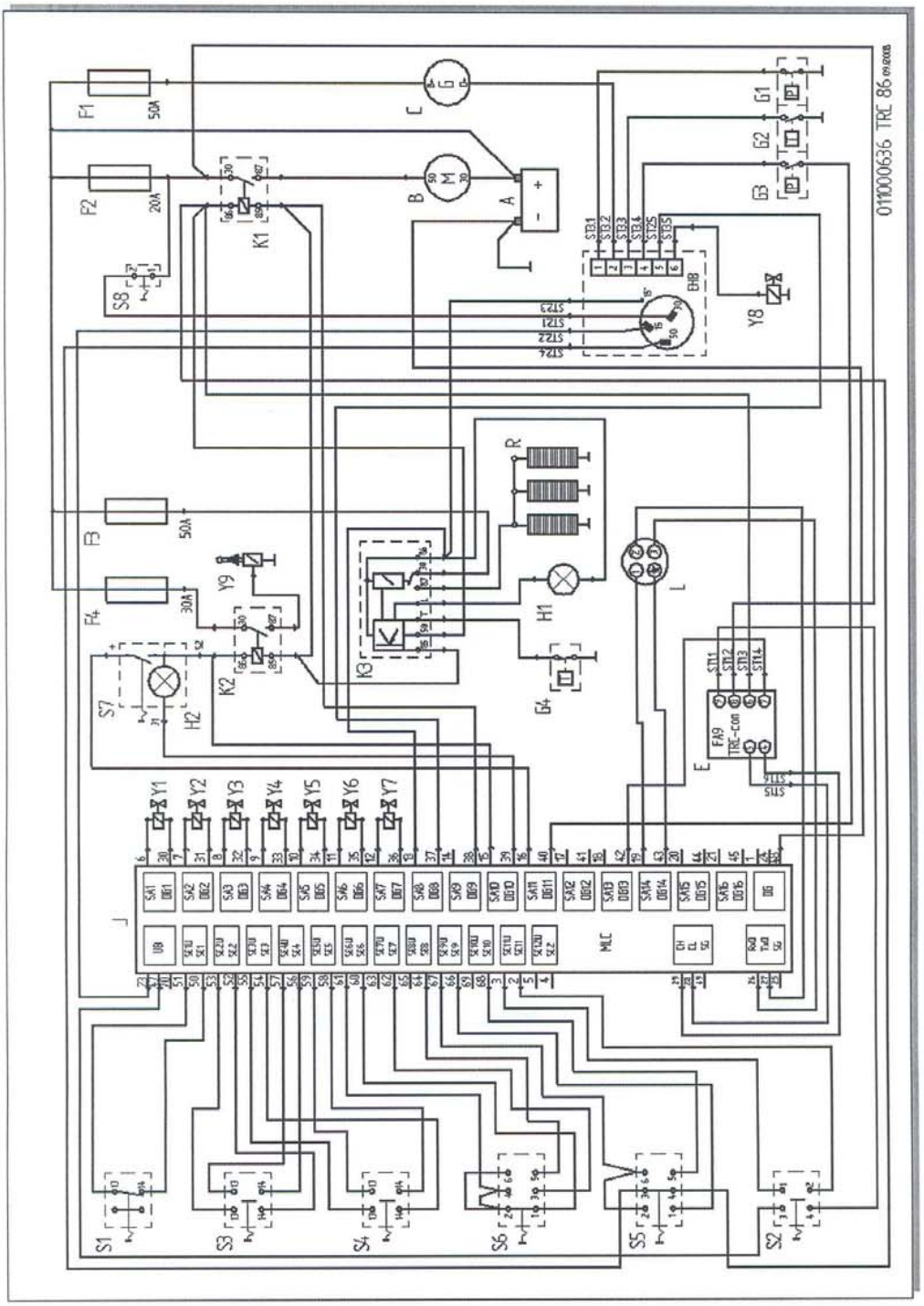


Figure 13

5 Diagrams

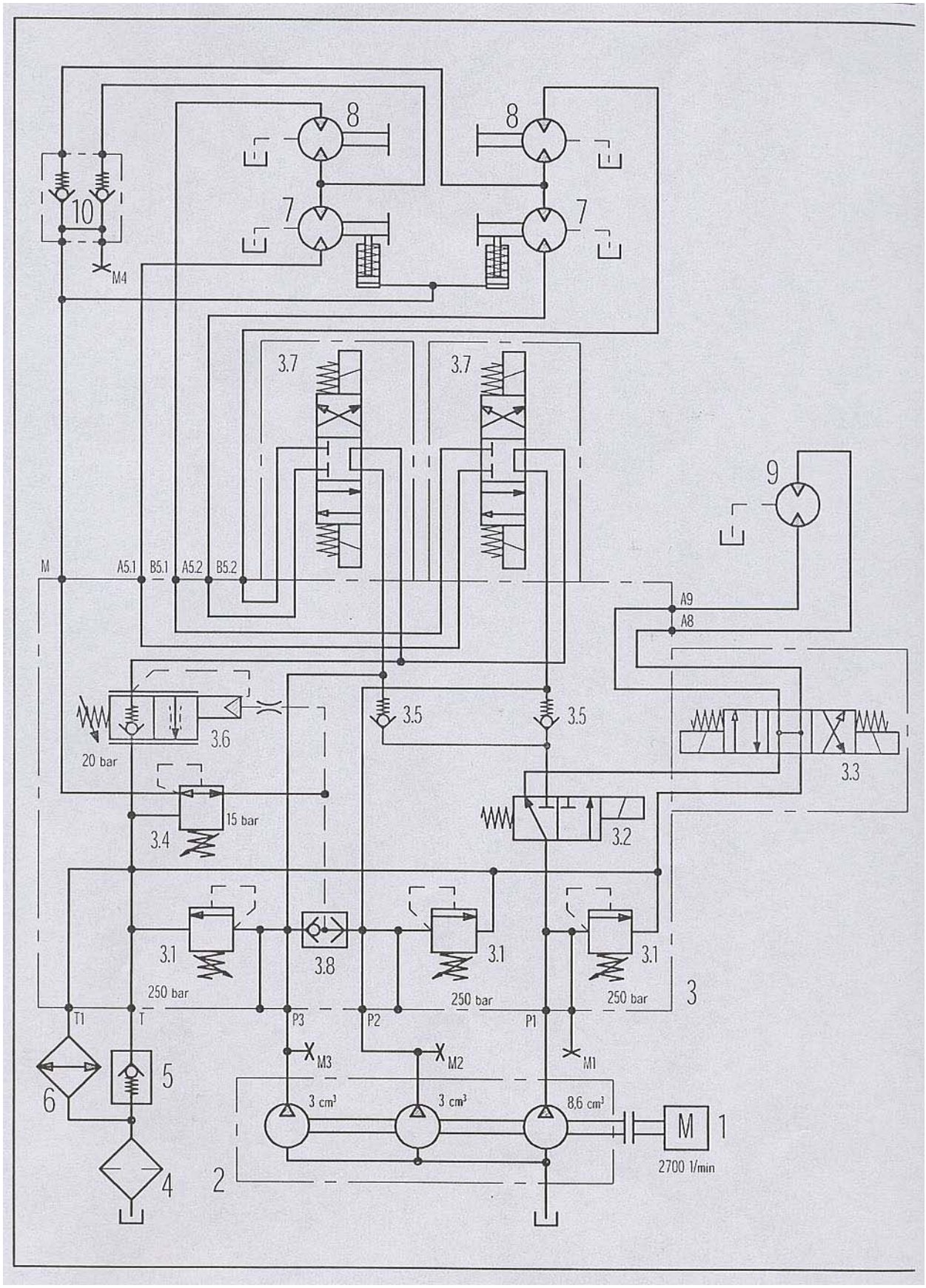
5.1 Electric Diagram



Electric Diagram

A	Battery
B	Starter
C	Three-phase alternator with voltage controller
D	EHB diesel engine control system with ignition start switch
E	Terra remote control receiver, 9-channel
F1	Fuse, 50 Ampere: three-phase alternator
F2	Fuse, 20 Ampere: machine control, starter solenoid
F3	Fuse, 50 Ampere: glow plugs
F4	Fuse, 30 Ampere: engine speed adjustment solenoid
F5	Fuse, 15 Ampere: machine control, logic board
G1	Manometric oil switch
G2	Cooling water temperature switch
G3	Air filter service switch
G4	Glow temperature switch
H1	Glow pilot lamp
H2	Pilot lamp for engine speed adjustment solenoid
J	Logic board
K1	Engine start relay
K2	Engine speed adjustment relay
K3	Glow relay
R	Glow plugs
S1	Deadman handle switch: machine stop/emergency forward motion
S2	Change-over switch: remote control/manual control
S3	Drive lever L.H. forward motion L. H. / reverse motion L. H.
S4	Drive lever R.H. forward motion R. H. / reverse motion R. H.
S5	Change-over switch: vibration/neutral/high-speed range
S6	Selector switch vibration: automatic/forward/reverse
S7	Change-over switch: idling/full speed
S8	Emergency stop switch
V1	Diode: drive lever L. H.
V2	Diode: drive lever R. H.
V3	Diode: change-over switch vibration /neutral/high-speed range
V4	Diode: change-over switch idling/full speed
V5	Diode: fuel stop valve
Y1	Hydraulic valve: driving L. H. forward
Y2	Hydraulic valve: driving R. H. forward
Y3	Hydraulic valve: driving L. H. reverse
Y4	Hydraulic valve: driving R. H. reverse
Y5	Hydraulic valve, vibration, forward
Y6	Hydraulic valve, vibration reverse
Y7	Hydraulic valve, driving high-speed range
Y8	Fuel stop valve
Y9	Engine speed adjustment solenoid

5.2 Hydraulic Diagram



Hydraulic Diagram

1	Diesel engine LDW 1003
2	Triple gear pump
3	Control block
3.1	Pressure relief valves
3.2	Directional control valve
3.3	Directional control valve
3.4	Pressure control valve
3.5	Non-return valves
3.6	Load control valve
3.7	Directional control valves
3.8	Change-over valve
4	Return line filter
5	Non-return valve
6	Oil/water cooler
7	Wheel hub motors with brake
8	Wheel hub motors
9	Gear motor
10	Non-return valves
M1	Measuring point, vibration drive/propulsion/high-speed range 0 - 250 bar
M2	Measuring point, propulsion, high speed range 20 - 250 bar
M3	Propulsion 20 - 250 bar
M4	Measuring point, brake, 15 -20 bar

6 Machine Preservation

If the trench compactor is planned to be put out of operation for an extended period of time (approx. 1 ... 6 months), e. g. during the winter season, it must be stored in a frost-proof and dry room. Prior to the storage of the machine, however, the preservation measures described in paragraph 6.1 must be taken. After the storage, the trench compactor must be put in operation according to paragraph 6.2.

Caution!

If the trench compactor is to be stored for more than 6 months, additonal measures must be taken in accordance with your WEBER service.

6.1 Preservation Measures

Assembly Group	Measure	Description in paragraph
Whole compactor	Thoroughly clean Check condition, fittings and tightness Have any failures repaired	
Fuel tank	Add diesel winter fuel up to the lower edge of the filler neck	2.4.1
Engine	Check the oil level, if necessary, add oil up to the upper oil level mark	2.4.2
Hydraulic oil level	Check the oil level, if necessary, add oil up to the upper sight glass mark	2.4.4
Cooler	Check the coolant level, if necessary, top up with coolant Check the water/coolant concentration, if necessary correct	2.4.3 Manual of the engine manufacturer
All accessible electric contacts	Apply an appropriate contact spray	
Engine, hydraulic system and gear	Put the machine into operation, let it run until the operating temperature is achieved	
Compactor	Drive to the loaction of storage Put the machine out of operation	2.9
Battery	Dismantle Clean, charge if required. Apply an appropriate terminal grease on the battery terminals and clamps	4.3.1
All bare parts	Apply a slight film of grease or oil	

6.2 Removing Machine Preservatives

Assembly Group	Measures	Remarks
Whole compactor	- Thoroughly clean	
Battery	- Install, charge if necessary	# 4.3.1
Compactor	- Perform pre-start work	# 2.4.

Fachausschuss Tiefbau
Prüf- und Zertifizierungsstelle
im BG-PRÜFZERT

Hauptverband der gewerblichen
Berufsgenossenschaften

Baumusterprüfbescheinigung
Type Test Certificate
Attestation de type

04026-E

Bescheinigungs-Nummer:
No. of certificate:
N° d'attestation:

Bescheinigungsinhaber: (Auftraggeber) Certificate holder: Titulaire de l'attestation:	Weber Maschinentechnik GmbH Im Boden 5-8 57334 Bad Laasphe - Rückershausen
Hersteller: Manufacturer: Fabricant:	Weber Maschinentechnik GmbH Im Boden 5-8 57334 Bad Laasphe - Rückershausen

Zeichen des Auftraggebers: Ref. of customer: Réf. de l'auteur de la commande:	Zeichen der Prüf- und Zertifizierungsstelle: Ref. of Test and Certification Body: Réf. de l'organisme d'essais et de certification:	Ausstellungsdatum: Date of issue: Date de délivrance :
280	612.17/242 07-026	18.03.2004

Produktbezeichnung: Product designation: Désignation du produit:	Grabenwalze
Typ: Type: Type:	TRC 66, TRC 86
Prüfgrundlage: Testing based on: Bases d'essai:	EN 500-1, Aug. 1995 EN 500-4, Aug. 1995
Bemerkungen: Remarks: Remarques:	Die Prüfung und Zertifizierung beinhaltet nicht die Funkfernsteuerung.

Das geprüfte Baumuster entspricht den einschlägigen Bestimmungen der **Richtlinie 98/37/EG (Maschinen)**:
The type tested complies with the provisions laid down in the directive 98/37/EC **(Machinery)**:
Le modèle testé satisfait aux dispositions respectives de la Directive 98/37/CE **(Machines)** :

Diese Bescheinigung, einschließlich der Berechtigung zur Anbringung des ET-Zeichens, wird spätestens ungültig am:
The present Test Certificate, including the right to affix the CE mark, will become invalid on:
Cette attestation, y compris le droit d'apposer la marque CE, perdra sa validité au plus tard le:

31.03.2009

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> Vibratory Plate Compactors

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> Vibratory Rollers

> Joint Cutters

> Poker Vibrators and Converters

> Rotary Trowels

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