Dynapac's medium heavy vibratory soil compactor is the CA 250. This compactor is available in (smooth drum), P (padfoot) and PD versions respectively. Both the P and PD versions are used mainly on cohesive material and disintegrated rock.

All types of base courses and subbase courses can be compacted deeper and the interchangeable drums, ie, std to P, D to PD and vice versa, facilitate even greater variety in the range of application.

The cab and safety-related accessories are described in this manual. Other accessories, such as compaction meter, speed recorder and CCS/RA field computer, are described in separate instructions.
Read the entire manual before starting any service work.

Ensure that ventilation (extraction) is adequate if the engine is run indoors.

It is essential that the machine is cared for in a proper manner to ensure satisfactory operation. Keep the machine clean to facilitate quick and timely detection of any leakage, loose bolts and loose connections.

Make a habit each day, before starting up, of checking the roller to detect any leakage or damage. Also check the ground underneath the roller, where it is most often easier to detect any leakage.

T A K E  C A R E  O F  T H E  E N V I R O N M E N T
Do not leave behind any oil, fuel or other substances that are detrimental to the environment.

This manual contains instructions for periodic measures that should normally be performed by the operator.

The manufacturer’s instructions noted in the engine manual also apply. This is placed under a separate flap in the roller’s product folder.

C A L I F O R N I A

Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.
# LUBRICANTS AND SYMBOLS

**CAUTION**: Always use high-quality lubricants in the recommended amounts. Too much grease or oil can cause overheating and subsequent increased wear.

<table>
<thead>
<tr>
<th><strong>ENGINE OIL</strong></th>
<th>Shell Rimula Super 15W/40 or equivalent API Service CH-4 (CG-4)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HYDRAULIC FLUID</strong></td>
<td></td>
</tr>
</tbody>
</table>
  ambient temperature
  -10°C - +40°C (14°F - 104°F)  
  ambient temperature higher than +40°C  
  Shell Tellus TX68 or equivalent  
  Shell Tellus T100 or equivalent |
| **TRANSMISSION OIL** |  
  ambient temperature
  -15°C - +40°C (5°F - 104°F)  
  ambient temperature higher than +40°C (above 104°F)  
  Shell Spirax SAE 80W/90, HD API, GL-5  
  Shell Spirax HD85W/140 or equivalent |
| **DRUM-CARTRIDGE OIL** | Synthetic oil, MOBIL SHC 629. |
| **GREASE** | Shell LGHB2 (NLGI-class 2) or equivalent for the articulation.  
  Shell Retinax LX2 or equivalent for other grease points. |
| **FUEL** | See engine manual |
| **COOLANT** | Shell Anti Freeze 402 or equivalent.  
  Anti-freeze down to about -35°C (-31°F). |

**CAUTION**: Other lubricants are required for driving in extremely high or low ambient temperatures. See the “Special instructions” chapter, or consult Dynapac.

---

**Symbols**

- Engine, oil level
- Engine, oil filter
- Hydraulic reservoir, level
- Hydraulic fluid filter
- Transmission, oil level
- Lubricating oil
- Fuel filter
- Air filter
- Battery
- Tire pressure
- Drum, oil level
- Coolant, level
- Recycling
### TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Weight and sizes</th>
<th>CA250</th>
<th>CA250D</th>
<th>CA250PD</th>
<th>CA250P</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating mass with ROPS, EN500, kg (lbs)</td>
<td>10600 (23,400)</td>
<td>10800 (23,800)</td>
<td>12200 (26,900)</td>
<td>12000 (26,500)</td>
</tr>
<tr>
<td>Operating mass without ROPS, kg (lbs)</td>
<td>10235 (22,600)</td>
<td>10435 (23,000)</td>
<td>11835 (26,100)</td>
<td>11635 (25,700)</td>
</tr>
<tr>
<td>Operating mass with cab, kg (lbs)</td>
<td>10735 (23,700)</td>
<td>10935 (24,100)</td>
<td>12335 (27,200)</td>
<td>12135 (26,800)</td>
</tr>
<tr>
<td>Length, standard-equipped roller, mm (in)</td>
<td>5 550 (219)</td>
<td>5 550 (219)</td>
<td>5 550 (219)</td>
<td>5 550 (219)</td>
</tr>
<tr>
<td>Width, standard-equipped roller, mm (in)</td>
<td>2 384 (94)</td>
<td>2 384 (94)</td>
<td>2 384 (94)</td>
<td>2 384 (94)</td>
</tr>
<tr>
<td>Height, with ROPS, mm (in)</td>
<td>2 922 (115)</td>
<td>2 922 (115)</td>
<td>2 977 (117)</td>
<td>2 977 (117)</td>
</tr>
<tr>
<td>Height, with ROPS/silencer, mm (in)</td>
<td>2 190 (86)</td>
<td>2 190 (86)</td>
<td>2 210 (87)</td>
<td>2 210 (87)</td>
</tr>
<tr>
<td>Height, with cab, mm (in)</td>
<td>2 952 (116)</td>
<td>2 952 (116)</td>
<td>2 965 (117)</td>
<td>2 965 (117)</td>
</tr>
<tr>
<td>Fluid volumes (Liters)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear axle:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Differential</td>
<td>12</td>
<td>(12.7 qts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planetary gearing</td>
<td>1.7/side</td>
<td>(1.8 qts) /each side</td>
<td>(1.8 qts) /each side</td>
<td></td>
</tr>
<tr>
<td>Drum gearing</td>
<td>3.0</td>
<td>(3.2 qts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cartridge, vibration generator</td>
<td>2.2/side</td>
<td>(2.8 qts) /each side</td>
<td>(2.8 qts) /each side</td>
<td></td>
</tr>
<tr>
<td>Hydraulic reservoir</td>
<td>52</td>
<td>(13.7 gal)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fluid in hydraulic system</td>
<td>23</td>
<td>(6 gal)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lubricating oil, Diesel engine</td>
<td>10</td>
<td>(10.6 qts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coolant, Diesel engine</td>
<td>24</td>
<td>(6.3 gal)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel tank</td>
<td>250</td>
<td>(66 gal)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electrical system</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td>12 V, 170 Ah</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternator</td>
<td>14 V, 63A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuses</td>
<td>See under main heading: Electrical system</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tires</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tire size</td>
<td>23.1 x 26.0 8 Ply, 600/60-30,5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air pressure</td>
<td>110 kPa (1,1 kp/cm²)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**WARNING**

As extra equipment, the tires can be filled with liquid (extra weight up to 700 kg/tire) (1543 lbs/tire). Remember this extra weight when you perform service.

<table>
<thead>
<tr>
<th>Compaction data</th>
<th>CA250</th>
<th>CA250D</th>
<th>CA250PD/P</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static linear load</td>
<td>28,1 (157.4)</td>
<td>29,1 (163)</td>
<td></td>
</tr>
<tr>
<td>Amplitude (High)</td>
<td>1,7 (0.067)</td>
<td>1,7 (0.067)</td>
<td>1,6 (0.063)</td>
</tr>
<tr>
<td>Amplitude (Low)</td>
<td>0,8 (0.031)</td>
<td>0,8 (0.031)</td>
<td>0,8 (0.031)</td>
</tr>
<tr>
<td>Centrifugal force (High amplitude)</td>
<td>246 (55,350)</td>
<td>246 (55,350)</td>
<td>300 (67,500)</td>
</tr>
<tr>
<td>Centrifugal force (Low amplitude)</td>
<td>113 (25,425)</td>
<td>113 (25,425)</td>
<td>146 (36,500)</td>
</tr>
</tbody>
</table>
TECHNICAL SPECIFICATIONS

Tightening torque

Tightening torque in Nm (lbf.ft) for oiled, bright galvanized bolts tightened with a torque wrench.

<table>
<thead>
<tr>
<th>M thread</th>
<th>STRENGTH CLASS</th>
<th>8.8</th>
<th>10.9</th>
<th>12.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>M6</td>
<td>8.4 (6.2)</td>
<td>12 (8.9)</td>
<td>14.6 (10.8)</td>
<td></td>
</tr>
<tr>
<td>M8</td>
<td>21 (15.5)</td>
<td>28 (20.7)</td>
<td>34 (21.1)</td>
<td></td>
</tr>
<tr>
<td>M10</td>
<td>40 (15.5)</td>
<td>56 (41.3)</td>
<td>68 (25.1)</td>
<td></td>
</tr>
<tr>
<td>M12</td>
<td>70 (51.6)</td>
<td>98 (72.3)</td>
<td>117 (86.3)</td>
<td></td>
</tr>
<tr>
<td>M16</td>
<td>169 (124.7)</td>
<td>240 (177)</td>
<td>290 (213.9)</td>
<td></td>
</tr>
<tr>
<td>M20</td>
<td>330 (243.4)</td>
<td>470 (346.7)</td>
<td>560 (413.1)</td>
<td></td>
</tr>
<tr>
<td>M24</td>
<td>570 (420.4)</td>
<td>800 (590.1)</td>
<td>960 (708.1)</td>
<td></td>
</tr>
<tr>
<td>M30</td>
<td>1130 (833.5)</td>
<td>1580 (1165.4)</td>
<td>1900 (1401.4)</td>
<td></td>
</tr>
<tr>
<td>M36</td>
<td>1960 (1445.7)</td>
<td>2800 (2065.3)</td>
<td>–</td>
<td></td>
</tr>
</tbody>
</table>

ROPS

ROPS bolts must always be tightened dry.

Tightening torque: 800 Nm (for Dacromet treated)

Hydraulic system

Opening pressure, MPa (psi)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive system</td>
<td>38,0 (5,500)</td>
<td></td>
</tr>
<tr>
<td>Charge system</td>
<td>2,0 (290)</td>
<td></td>
</tr>
<tr>
<td>Vibration system</td>
<td>42,5 (6,150)</td>
<td></td>
</tr>
<tr>
<td>Steering system</td>
<td>18,0 (2,600)</td>
<td></td>
</tr>
<tr>
<td>Brake release</td>
<td>1,4 (200)</td>
<td></td>
</tr>
</tbody>
</table>
TECHNICAL SPECIFICATIONS

Vibrations – Drivers seat (ISO 2631)

The vibration values are measured in conformance with the operation cycle described in EU directive 2000/14/EC on EU-equipped machines, on soft polymer material with vibration switched ON and operator’s seat in the transport mode.

Operator’s station, vibration, hand/arm (steering wheel/lever):
Below limit value.
Limit value: <2.5 m/s².
Operator’s station, vibration, entire body (operator’s seat):
Below limit value.
Limit value: <0.5 m/s².

CAUTION
Vibration levels may vary when driving on different courses and with different seat positions.

Acoustic values

The acoustic values are measured in conformance with the operation cycle described in EU directive 2000/14/EC on EU-equipped machines, on soft polymer material with vibration switched ON and operator’s seat in the transport mode.

<table>
<thead>
<tr>
<th>Model</th>
<th>Guaranteed acoustic power level dB(A) LwA</th>
<th>Acoustic pressure level, operator’s ear (platform) dB(A) LpA</th>
<th>Acoustic pressure level, operator’s ear (cab) dB(A) LpA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA 250</td>
<td>109</td>
<td>90</td>
<td>83</td>
</tr>
</tbody>
</table>

CAUTION
Noise level can vary when driving on different courses and with different seat positions.
Fig. 1 Service points

1. Radiator grille
2. Oil level, diesel engine
3. Fuel filter, fuel pre-filter
4. Air filter
5. Hydraulic reservoir, sight glass
6. Breather filter
7. Hydraulic filter, x1
8. Drain hydraulic reservoir
9. Hydraulic fluid, filling
10. Fuse box
11. Drum cartridge oil filler, x2
12. Drum gearbox
13. Scrapers
14. Drum cartridge oil, level plug, x2
15. Rubber elements and fastening screws
16. Steering joint
17. Steering cylinder, x2
18. Flywheel casing, hydraulic pumps
19. Wheel nuts
20. Tire pressure
21. Rear axle, differential
22. Rear axle, planetary gearing, x2
23. Rear axle suspension, two sides
24. Oil filter, diesel engine
25. Draining, fuel tank
26. Engine suspension, x4
27. Feed pump, fuel
28. Diesel fuel, filling
29. Battery
30. Radiator
31. Hydraulic fluid cooler
32. Drive belts, cooling, alternator
33. Forward/Reverse lever
### MAINTENANCE MEASURES

Perform periodic maintenance measures daily, weekly, etc. whichever comes first, or after the stipulated hours of operation.

**CAUTION**

*Remove all dirt before filling, when checking oils and fuel, and when lubricating with oil or grease.*

*The manufacturer’s instructions noted in the engine manual also apply.*

#### Every 10 hours of operation (daily)

<table>
<thead>
<tr>
<th>Items in fig. 1</th>
<th>Measure</th>
<th>See page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Check the scraper setting</td>
<td>10, 11</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Check for free circulation of cooling air</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Check coolant level</td>
<td>11</td>
<td>See engine instruction manual</td>
</tr>
<tr>
<td>2</td>
<td>Check oil level in the engine</td>
<td>12</td>
<td>See engine instruction manual</td>
</tr>
<tr>
<td>28</td>
<td>Refuel</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Check the hydraulic reservoir level</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Test the brakes</td>
<td>13</td>
<td></td>
</tr>
</tbody>
</table>

#### Every 50 hours of operation (weekly)

<table>
<thead>
<tr>
<th>Items in fig. 1</th>
<th>Measure</th>
<th>See page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Check that hoses and connections are tight</td>
<td>14</td>
<td>Replace as required</td>
</tr>
<tr>
<td>6</td>
<td>Control/clean the filter element in the air cleaner</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Grease the steering joints</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Grease the steering cylinder brackets</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Check tightness of the wheel nuts</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Check the tire pressure</td>
<td>16</td>
<td></td>
</tr>
</tbody>
</table>

**CAUTION**

*After the first 50 hours of operation change only the drum oil and all the oil filters.*
## MAINTENANCE MEASURES

### Every 250 hours of operation (monthly)

<table>
<thead>
<tr>
<th>Items in fig. 1</th>
<th>Measure</th>
<th>See page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>Check the oil level in the rear axle/planetary gearing</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Check oil level in the gearbox</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Check oil level in the drum cartridge</td>
<td>18, 19</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Clean the coolers</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>19, 23</td>
<td>Inspect tightening of bolted joints</td>
<td>20</td>
<td>Applies only to new or renovated component.</td>
</tr>
<tr>
<td>15</td>
<td>Check rubber elements and bolted joints</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Check the battery</td>
<td>21</td>
<td></td>
</tr>
</tbody>
</table>

### Every 500 hours of operation (every three months)

<table>
<thead>
<tr>
<th>Items in fig. 1</th>
<th>Measure</th>
<th>See page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>Change engine oil and oil filter</td>
<td>22</td>
<td>See engine instruction manual</td>
</tr>
<tr>
<td>3</td>
<td>Replace fuel filter</td>
<td>22</td>
<td>See engine instruction manual</td>
</tr>
<tr>
<td>3</td>
<td>Clean the initial fuel filter</td>
<td>22</td>
<td>See engine instruction manual</td>
</tr>
<tr>
<td>6</td>
<td>Inspect breather filter on the hydraulic reservoir</td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>

### Every 1000 hours of operation (every six months)

<table>
<thead>
<tr>
<th>Items in fig. 1</th>
<th>Measure</th>
<th>See page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Change the hydraulic filter</td>
<td>23</td>
<td>See engine instruction manual</td>
</tr>
<tr>
<td>8</td>
<td>Drain condensation from the hydraulic reservoir</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Drain condensation from the fuel tank</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Replace main filter in the air cleaner</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Change oil in the rear axle differential</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Change oil in the rear axle planetary gearing</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Check engine valve clearance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Check belt tension of drive system</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Every 2000 hours of operation (yearly)

<table>
<thead>
<tr>
<th>Items in fig. 1</th>
<th>Measure</th>
<th>See page</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>8, 9</td>
<td>Change the hydraulic fluid</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Change oil in the drum cartridge</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Change oil in the drum gearbox</td>
<td>28</td>
<td>Accessory D/PD</td>
</tr>
<tr>
<td>33</td>
<td>Lubricate the Forward/Reverse controls</td>
<td>28</td>
<td></td>
</tr>
</tbody>
</table>
EVERY 10 HOURS OF OPERATION (Daily)

Scrapers – Checking/Adjusting

Fig. 2 Scrapers
1. Scraper blade
2. Screws (x4)

CA 250 Double steel scrapers (Optional)
Loosen the screws (2) and adjust the scraper blade to 20 mm (0.8 in). Tighten the screws.
Repeat the procedure on the other scraper.

Fig. 3 Scrapers
1. Scraper blade
2. Screws

CA 250 P/PD
Loosen the screws (1), then adjust the beam (2) to 25 mm (1.0 in) between the teeth (3) and the drum.
Tighten the screws (1).

Fig. 4 Scrapers
1. Screws
2. Scraper beam
3. Scraper tooth

CAUTION
Remember that the drum tends to move as the machine turns. Consequently, if adjustments are made closer than the values noted below, the scrapers may be damaged or the drum may wear more than usual.

If required, adjust distance to the drum as follows:

Loosen the screws (2) and adjust to 20 mm (0.8 in). Tighten the screws.
CA 250 Soft scrapers (Optional)
Loosen the screws (2) and adjust to give light contact with the drum. Tighten the screws.

Fig. 5 Scrapers
1. Scraper blade
2. Screws

Air circulation – Check

Ensure that the engine has unimpeded circulation of cooling air through the protective grille to the engine.

WARNING
Observe caution if the filler cap must be opened while the engine is hot.
NB. The engine must be switched off. Wear gloves and safety goggles.

Fig. 6 Cooling air grille
1. Filler cap (coolant)

Ensure that coolant level is between the max/min marks.

The coolant tank is located above the engine cooling fan and is best visible from the left side of the roller.

The filler cap (3) is accessible from the top of the engine hood, see figure above.

Fill with coolant consisting of 50% water and 50% antifreeze. See page 3 in these instructions and the engine manual.

Change the coolant and flush the system every other year. Ensure that air has free passage through the radiator. To bleed the system, run the engine warm and increase speed to maximum revs, then switch off the engine and top up to the correct level.
EVERY 10 HOURS OF OPERATION (Daily)

Engine
– Checking the oil level

![Engine compartment](image)

**WARNING**
Place the roller on a level base. The engine must be switched off and the parking brake applied for all checking and adjustments on the roller unless stated otherwise.

**WARNING**
Observe caution. Beware of hot parts of the engine and hot radiator when taking out the oil dipstick. Wear gloves and safety goggles.

The dipstick is on the right-hand side of the engine.

Pull the dipstick (1) up and check that the oil level is between the upper and lower marks. See the engine manual for further details.

![Fuel tank](image)

**WARNING**
Stop the diesel engine. Short (press) the filler gun against a non-insulated part of the roller before refueling, and against the filler pipe (1) while refueling is in progress.

The fuel tank holds 250 litres (66 gal).

**CAUTION**
Check that there is no sediment or water in the fuel pre-filter (2). Clean the pre-filter if required, see under "500 hours of operation".

Fuel tank – Refueling

Hydraulic reservoir
– Checking the fluid level

![Hydraulic reservoir](image)

Place the roller on level ground and check that the fluid level is between the max. and min. marks in the sight glass (1). Top off with hydraulic fluid according to the lubricant specification if the level is too low.
EVERY 10 HOURS OF OPERATION (Daily)

Brakes – Check

Check brake operation as follows:

Drive the roller slowly forward.

Press down the reserve/parking brake knob (1). The brake warning lamp (3) on the instrument panel should light and the roller should stop.

After testing the brakes, set the forward/reverse lever (2) in neutral.

Pull out the reserve/parking brake knob.

The roller is now ready for operation.

Fig. 11 Control panel
1. Reserve/parking brake knob
2. Forward/reverse lever
3. Brake warning lamp
**EVERY 50 HOURS OF OPERATION (Weekly)**

**Air cleaner – Checking/cleaning**

![Air cleaner diagram](image)

**Main filter – Cleaning with compressed air**

![Main filter diagram](image)

**Backup filter – Replacement**

![Backup filter diagram](image)

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**WARNING**

Place the roller on a level surface. Switch the engine off and push in the reserve/parking brake knob for all checking and adjustments on the roller, unless otherwise specified.

**CAUTION**

Replace or clean the main filter of the air cleaner when the warning lamp on the instrument panel lights at full engine revs.

Release the three locking braces (1) and pull off the cover (2) and take out the main filter (3).

Do not remove the backup filter (4).

---

To clean the main filter, blow up and down along the paper pleats with compressed air at maximum 5 bar (72 psi) pressure.

Hold the nozzle at least 2–3 cm (0.8-1.2 in) from the paper pleats to avoid tearing the paper.

**WARNING**

Wear protective goggles when working with compressed air.

Wipe the inside of the cover (2) and filter housing (5).

**CAUTION**

Check that the hose clamps between the filter housing and suction hose are tight and that the hoses are intact. Inspect all hoses all the way to the engine.

**CAUTION**

Change the main filter at the latest after 5 cleanings.

Replace the backup filter with a new one after every fifth replacement or cleaning of the main filter. The secondary filter cannot be cleaned.

To change the backup filter (4), pull the old filter out of its holder, insert a new one and reassemble the air cleaner in the reverse order in relation to the instructions in the figure above.
EVERY 50 HOURS OF OPERATION (Weekly)

Steering joint/Steering cylinders – Lubrication

![Image of steering joint and cylinders]

**WARNING**
Place the roller on a level base. The engine must be switched off and the parking brake applied for all checking and adjustments on the roller unless stated otherwise.

**WARNING**
Allow no one to get near the steering joint when the engine is running. Danger of being crushed when steering is operated. Push the reserve/parking brake knob before lubricating.

Turn the steering wheel fully to the left to gain access to all six nipples on the right side of the steering system.

**CAUTION**
Use grease according to the lubricant specification.

Wipe the nipples clean from grease and dirt.

Grease each nipple (1 and 2) with five strokes of the grease gun. Ensure that grease penetrates the bearings.

**CAUTION**
If grease does not penetrate the bearings, it may be necessary to relieve the articulation joint with a jack while repeating the greasing process.

Wipe the nipples clean from grease and dirt.

Grease the nipples (3 and 4) with five strokes of the grease gun.

Turn the steering wheel fully to the right to gain access to the forward grease nipple on the left steering cylinder and the nipple on the bearing cover. Allow a little grease to remain on the nipples after greasing. This will prevent contamination from entering the nipples.
EVERY 50 HOURS OF OPERATION (Weekly)

Tire pressure  
Wheel nuts – Tightening

Check the tire pressure with a pressure gauge.

When the tires are filled with liquid the air pressure valve (1) must be set at "12 o'clock" when checking or pumping.

Tire pressure is noted under the heading Specifications.

Check both tires.

![Fig. 18 Wheels](image)

1. Air valve
2. Wheel nut

CAUTION

When you change the tires, it is important that both tires have the same rolling radius, to ensure proper operation of the anti-slip device in the rear axle.

Check tightening torque of the wheel nuts (2) at 470 Nm (350 lbf.ft).
Check both wheels and all nuts.
(Applies only on new machine or newly fitted wheels.)

WARNING

When pumping the tires, see the safety manual that accompanies the roller.

WARNING

The wheel is heavier than normal when the tyres are filled with liquid.
EVERY 250 HOURS OF OPERATION (Monthly)

Rear axle differential
– Checking the oil level

Place the roller on a level base. The engine must be switched off and the parking brake applied for all checking and adjustments on the roller unless stated otherwise.

Never work under the roller with the engine running. Park on a level surface. Block the wheels securely.

Wipe clean, remove the level plug (1) and check that the oil level reaches the lower edge of the plug hole. Top off to the right level if the level is low. Use transmission oil. See lubricant specification.

Fig. 19 Level check—differential housing
1. Level/Filler plug

Rear axle planetary gearing
– Checking the oil level

Position the roller with the plug (1) in the planetary gearing at 9 o’clock.

Wipe clean, remove the level plug and check that the oil level reaches the lower edge of the plug hole. Top off to the right level if the level is low. Use transmission oil. See lubricant specification.

Check the oil level in the same way in the other planetary gearing of the rear axle.

Fig. 20 Level check—planetary gearing, std
1. Level/Filler plug

Fig. 21 Level check—planetary gearing, accessory
1. Level/Filler plug
EVERY 250 HOURS OF OPERATION (Monthly)

Drum gearbox
– Checking the oil level

Position the roller with the filler plugs (2) straight up.

Wipe clean round the level plug (1) and unscrew it.

Ensure that the oil level reaches up to the lower edge of the plug hole.

Top off to the right level if the level is low. Use transmission oil according to the lubricant specification.

Clean and screw in the plugs tight.

Drum cartridge
– Checking the oil level

Position the machine level so that the indicator pin (1) on the inside of the drum is aligned with the top of the drum frame.

Fig. 22 Level check - drum gearbox
1. Level plug
2. Filler plug
3. Drain plug

Fig. 23 Left side of drum
1. Indicator pin

Drum cartridge
– Checking the oil level

Wipe the filling plug and level plug clean from dirt.
Unscrew the filling plug (1).

Fig. 24 Roller, right-hand side
1. Filler plug
2. Drain plug
3. Level plug
EVERY 250 HOURS OF OPERATION (Monthly)

Drum cartridge

Unscrew the level plug (3) at the bottom of the cartridge until the hole in the middle of the plug becomes visible.

Top off with oil through the filling plug (1), until oil begins to run out from the level-plug hole. The level is correct when it stops running.

Ensure that only MOBIL SHC 629 is used in the cartridges.

Clean and refit the plugs. Repeat the procedure on the opposite side.

Do not overfill with oil – risk for overheating.

Drum cartridge
– Cleaning the ventilation screw

Clean the drum ventilation hole. The hole is required to eliminate excess pressure inside the drum.
EVERY 250 HOURS OF OPERATION (Monthly)

Coolers – Checking/cleaning

Open the engine cover to gain access to the water and hydraulic coolers, and the intercooler.

Ensure that the flow of air through the coolers (1), (2) and (3) is unobstructed.

Clean a dirty radiator using compressed air or a high-pressure water jet. Blow or wash the radiator in the opposite direction to that of the cooling air.

Take care when using a high-pressure water jet; do not hold the nozzle too near the cooler. The cooler may otherwise be damaged.

Wear protective goggles when working with compressed air or high-pressure water jet.

Bolted joints – Tightening check

Steering pump against diesel engine (1) 38 Nm (28 ft.lbs).

Rear axle suspension (2) 330 Nm (243 ft.lbs) oiled.

Engine suspension (3). Check that all M12 bolts (x20), are tightened (20 off), 78 Nm (57 ft.lbs).

Wheel nuts (4). Check that all nuts are tightened, 470 Nm (347 ft.lbs), oiled.

(The above applies only to new or replaced components.)

Rubber elements and fastening screws – Check

Check all rubber elements (1), replace all of the elements if more than 25% of them on one side of the drum are cracked deeper than 10–15 mm (0.4-0.6 in).

Use the blade of a knife or pointed object to assist when checking.

Ensure that the fastening screws (2) are tightened.
Battery – Checking the electrolyte level

WARNING

Never use an open flame when checking the electrolyte level. Explosive gas is generated when the alternator is charging.

Open the cover and release the quick-screws (1).

Lift the battery cover (2).

Wipe the top of the battery dry.

WARNING

Wear safety goggles. The battery contains acid. Rinse with water if electrolyte comes into contact with the body.

Take off the cell caps and ensure that electrolyte is about 10 mm (0.4 in) above the plates. Check the level of all cells. Top off with distilled water to the right level if the level is low. Let the engine run for a while before topping up with distilled water if the ambient temperature is below freezing. Otherwise, the electrolyte might freeze.

Ensure that ventilation holes in the cell cover are not clogged. Then put the cover back on.

The cable shoes should be clean and well tightened. Clean corroded cable shoes and grease them with acid-free Vaseline.

WARNING

Before doing any electric welding on the machine, disconnect the battery ground cable and then all electrical connections to the alternator.
EVERY 500 HOURS OF OPERATION (Every three months)

Fuel pre-filter
– Cleaning

WARNING
Place the roller on a level base. The engine must be switched off and the parking brake applied for all checking and adjustments on the roller unless stated otherwise.

Loosen the screw (1) and remove the bowl (2).

Take out the strainer (3) and clean in a non-flammable fluid. Replace the filter as required. Fit the strainer and bowl.

Start the engine and check that the pre-filter does not leak.

WARNING
Make sure there is adequate ventilation (extraction) if the diesel engine is run indoors. Risk of carbon monoxide poisoning.

Diesel engine
– Oil and filter change

WARNING
Place the roller on a level surface. Switch off the engine and apply the parking brake/Reserve brake.

The oil drain plug (1) is most easily accessible from underneath the engine. Drain off the oil while the engine is warm. Place a receptacle that holds at least 15 liters (16 qts) under the drain plug.

WARNING
Observe caution when draining hot oil. Protect your hands.

Fill oil according to the engine manual. Replace the engine oil filter (2) at the same time. See also engine instruction manual.

Dispose of the drained oil and filter in an approved manner.
**Hydraulic filter – Replacement**

**WARNING**
Place the roller on a level base. The engine must be switched off and the parking brake applied for all checking and adjustments on the roller unless stated otherwise.

Loosen the cap/breather filter (2) on top of the reservoir to relieve any excess pressure inside.

Ensure that the breather filter (2) is not clogged, air must have unobstructed passage through the cap in both directions.

If clogged in either direction, clean with a little diesel oil and blow with compressed air until free passage is assured, or replace the cap with a new one.

**WARNING**
Wear protective goggles when working with compressed air.

Clean thoroughly round the hydraulic filter. Remove the hydraulic filter (1) and scrap it. They are of the **expendable type** and cannot be cleaned.

**CAUTION**
Ensure that the old sealing ring is not left on the filter holder. Leakage may otherwise occur between the new and the old seals.

Thoroughly clean the sealing surface of the filter holder.

Apply a thin coat of fresh hydraulic fluid on the new filter seal. Screw on the filter by hand.

**CAUTION**
First, screw on until the filter seal lies against the filter holder. Then screw a further half turn. Do not tighten the filter too hard, which could damage the gasket.

Start the engine and ensure that there is no leakage of hydraulic fluid from the filter. Check the fluid level in the sight glass (3) and top off as required.

**WARNING**
Ensure that ventilation (extraction) is adequate if the engine is run indoors. Risk of carbon monoxide poisoning.
Hydraulic reservoir – Draining

Condensation in the hydraulic reservoir is drained via the drain plug (1).

Drain only after the roller has stood still during a long period, for example, overnight.

Drain as follows:

Remove the plug (2).

Hold a suitable receptacle under the tap.

Open the tap (1) and drain off any condensation.

Close the drain tap.

Refit the plug.

Fuel tank – Draining

Water and sediment in the fuel tank are drained via the drain plug in the bottom of the fuel tank.

Take great care when draining. Do not drop the plug so that all the fuel runs out.

Drain only after the roller has stood still during a long period, for example, overnight. The fuel level should be as low as possible.

The roller should preferably have stood sloping so that water and sediment are concentrated over the drain plug (1). Drain as follows:

Hold a suitable receptacle under the plug (1).

Loosen the plug and drain off the water and sediment until only pure fuel flows from the plug. Tighten the plug again.

Air filter – Changing

Replace the main filter of the air cleaner, even if it has not yet been cleaned five times, see every 50 hours of operation for changing the filter.
EVERY 1000 HOURS OF OPERATION (Every six months)

Rear axle differential
– Oil change

![Diagram of Rear axle](image)

**WARNING**

Never work under the roller with the engine running. Park on a level surface and block the wheels securely.

Wipe clean and remove the level/filler plug (1) and all five drain plugs (2) and drain the oil into a suitable receptacle. The volume is almost 12 litres (12.7 qts).

Save the oil and deposit it in an approved manner.

Refit the drainage plugs and top up with fresh oil until the correct level is reached.

Note: It takes a while for the oil to flow into the axle. Do not fill the entire volume all at once.

Refit the oil-level/filler plug. Use transmission oil, see the lubrication specification.

Fig. 39 Rear axle
1. Level/Filler plug
2. Drain plugs
EVERY 1000 HOURS OF OPERATION (Every six months)

Rear axle planetary gearing
– Oil change

Position the roller with the plug (1) at its lowest position.

Wipe clean, unscrew the plug (1) and drain the oil into a suitable receptacle.
The volume is about 2 litres (2.1 qts).

Save the oil and deposit it in an approved manner.

Position the roller with the plug at 9 o'clock.

Fill with oil to lower edge of level hole.

Clean and screw the plug back into place and repeat the procedure on the other side. Use transmission oil.
See lubricant specification.

Fig. 40 Planetary gearing / draining position
1. Plug

Fig. 41 Planetary gearing / filling position
1. Plug

Std.

Accessory

Std.

Accessory
**EVERY 2000 HOURS OF OPERATION (Yearly)**

**Hydraulic reservoir – Changing the fluid**

![Fig. 42 Hydraulic reservoir, underneath](image)

1. Stop cock
2. Plug

**WARNING**

Place the roller on a level surface. Switch the engine off and push in the reserve/parking brake knob for all checking and adjustments on the roller, unless otherwise specified.

**WARNING**

Observe caution when draining hot oil. Protect your hands.

Obtain a container for collecting the used fluid. The container should have a volume of at least 60 litres (16 gal).

A suitable container may be an empty oil drum or similar item which is placed beside the roller. The fluid then runs in a hose from the drainage plug (1) to the oil drum, after the plug (2) has been removed and the tap opened.

![Recycle](image)

Save the oil and deposit it in an approved manner.

Fill up with fresh hydraulic fluid as per the instructions under the heading “Hydraulic reservoir – Check fluid level”.

Replace the hydraulic fluid filters at the same time.

_start the diesel engine and operate the various hydraulic functions._

**WARNING**

Make sure there is adequate ventilation (extraction) if the diesel engine is run indoors. Risk of carbon monoxide poisoning.

Check the fluid level and top up if necessary.

Position the machine level so that the indicator pin (1) on the inside of the drum is aligned with the top of the drum frame.

**Drum cartridge – Oil change**

![Fig. 43 Left side of drum](image)

1. Indicator pin

Place a receptacle for about 5 litres (5.3 qts) underneath the level/drain plug (2).

![Recycle](image)

Save the oil and deposit it in an approved manner.

Clean and unscrew the filler plug (1) and the drain plug (2).

Allow all of the oil to drain off. Fit the drain plug, and fill with fresh synthetic oil according to instructions under the heading “Drum cartridge – Checking the oil level”.

Repeat the procedure on the opposite side.

**CAUTION**

Ensure that only MOBIL SHC 629 is used in the cartridges.
EVERY 2000 HOURS OF OPERATION (Yearly)

Drum gearbox
– Oil change

Place the roller on a level surface with the plugs (1) and (2) as illustrated.

Wipe clean, unscrew the plugs (1, 2 and 3) and drain the oil into a suitable receptacle, capacity about 3 liters (3.2 qts).

Refit the plug (1) and fill with oil up to the level plug (3), according to “Drum gearbox – Checking the oil level”.

Use transmission oil, see Lubricant Specification.

Clean and refit the level plug (3) and filler plug (2).

![Drum gearbox](image)

Fig. 45 Drum gearbox
1. Drain plug
2. Filler plug
3. Level plug

Steering joint – Check

Inspect the steering joint to detect any damage or cracks.

Check and correct any loose bolts.

Check also for any stiffness and play.

![Steering joint](image)

Fig. 46 Steering joint

Controls and pivoted joints
– Lubrication

Lubricate the forward/reverse control mechanism.

Unscrew the two screws (2) and take off the protective cover (1). Oil the mechanism.

Refit the cover and screws.

![Operator’s station](image)

Fig. 47 Operator’s station
1. Forward/Reverse lever
2. Screws
LONG-TERM STORAGE

Follow these instructions for storage longer than one month:

The measures apply for a period of up to 6 months.

The items marked * must be restored before using the roller.

![Fig. 48 Roller protected against the weather](image)

**Diesel engine**

* See manufacturer’s instructions in the engine manual that accompanies the roller.

**Battery**

* Remove the battery from the roller, clean it, check that the electrolyte level is correct and trickle charge the battery once a month.

**Air cleaner, exhaust pipe**

* Cover the air cleaner or its opening with plastic or tape. Cover the exhaust opening. This is necessary to prevent moisture from entering the engine.

**Fuel tank**

Fill the fuel tank completely to prevent condensation.

**Hydraulic reservoir**

Drain off any condensation water and fill the hydraulic reservoir to the upper mark.

**Steering cylinder, hinges, etc.**

Lubricate the steering joint bearings and the steering cylinder’s two bearings with grease.
Grease the steering cylinder’s piston with conservation grease.
Grease also the engine compartment cover’s hinges, the seat slide rails, the engine-speed control and the forward/reverse control mechanism.

**Tires (All weather)**

Ensure that tire pressure is 110 kPa (1.1 kp/ cm²).

**Hoods, tarpaulin**

* Place the instrument cover on the steering column. Cover the entire machine with a tarpaulin, which should hang some way off the ground. If possible, store the roller indoors, preferably in a building with a uniform temperature.
## SPECIAL INSTRUCTIONS

### Standard oils and other recommended fluids

Upon delivery from the factory, the various systems and components are filled with the oils specified see lubricant specification and they can be used at ambient temperatures from -10°C to +40°C (14°F - 104°F).

*CAUTION*  
A maximum temperature of +35°C (95°F) applies for biological hydraulic fluid.

### Higher ambient temperature max. +50°C (122°F)

When operating in hotter ambient temperatures, but up to max. +50°C (122°F), the following instructions apply:

The diesel engine can handle this temperature with the standard oil, but the following oils must be used in the other components:
- Hydraulic system with mineral fluid: Shell Tellus TX100 or corresponding.
- Other components using transmission oil: Shell Spirax HD 85W/140 or corresponding.

### Temperature

The temperature limits apply to standard versions of the roller.

Rollers that are fitted with additional equipment, such as noise suppression, etc., may require extra observation in the higher temperature ranges.

### High-pressure washing

*CAUTION*

When washing the machine, do not direct the jet of water directly at the fuel or hydraulic fluid tank covers. This is particularly important when using a high-pressure washing unit.

Do not spray water directly on electric components or the instrument panel. Put a plastic bag over the filler cap of the fuel tank and secure with a rubber band. This will prevent water from entering the venting hole in the filler cap. This could otherwise cause operational disturbance, for example, a clogged filter.

### Fire fighting

In the event of fire in the machine, use an ABE-powder fire extinguisher if possible. A BE type carbon dioxide fire extinguisher may also be used.

### Protective structure (ROPS)

If the roller is equipped with a protective structure (ROPS, Roll Over Protective Structure), or protective cab, never subject the structure or cab to welding or drilling. Never attempt to repair a damaged structure or cab; they must be replaced with new ones.

### Starting aid

When using an auxiliary battery to assist starting, always connect the positive terminal of the auxiliary battery to the positive terminal of the roller battery, and negative to negative.
The electrical regulating and control system is protected by fuses and relays. The number depends on how much additional equipment the machine is prepared for.

The two fuse boxes (3, 4) and the relays (5, 6, 7, 8) are located behind the lower instrument plate, which is removed by unscrewing the screws (1 and 2).

The machine is equipped with a 12 V electrical system and an alternator.

**WARNING**

Connect the battery to the correct polarity (– to ground). The cable between battery and alternator must not be disconnected when the engine is running.

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**Fig. 49 Instrument panel**
1. Screws
2. Screws

**Fig. 50 Instrument panel**
3, 4. Fuse box
5. VBS relay
6. Main relay
7. Hourmeter relay
8. Lights relay □

□ = Optional
Fuse boxes in steering column

Fig. 51  Fuse box, left side
7.5A  1. Hourmeter
7.5A  2. VBS relay
7.5A  3. Warning lamp
7.5A  4. Horn, Fuel gauge
7.5A  5. -
10A  6. Front wiper, cab

Fig. 52  Cooler location
1. Screws
5. Control box for engine preheater

Fig. 53  Relay box viewed from the rear
2. Preheating relays
3. Start relay
4. Main fuse
5. Control box for engine preheater

There is one main fuse (4), located behind the battery disconnector. Unscrew the screws (1) to release the plastic cover.

The fuses are of the flat pin type.

The preheater relays (2) and the start relay (3) are also fitted here. The control box for the engine preheater (5) is mounted underneath the battery disconnector.

Main fuse 30 A (Green)