

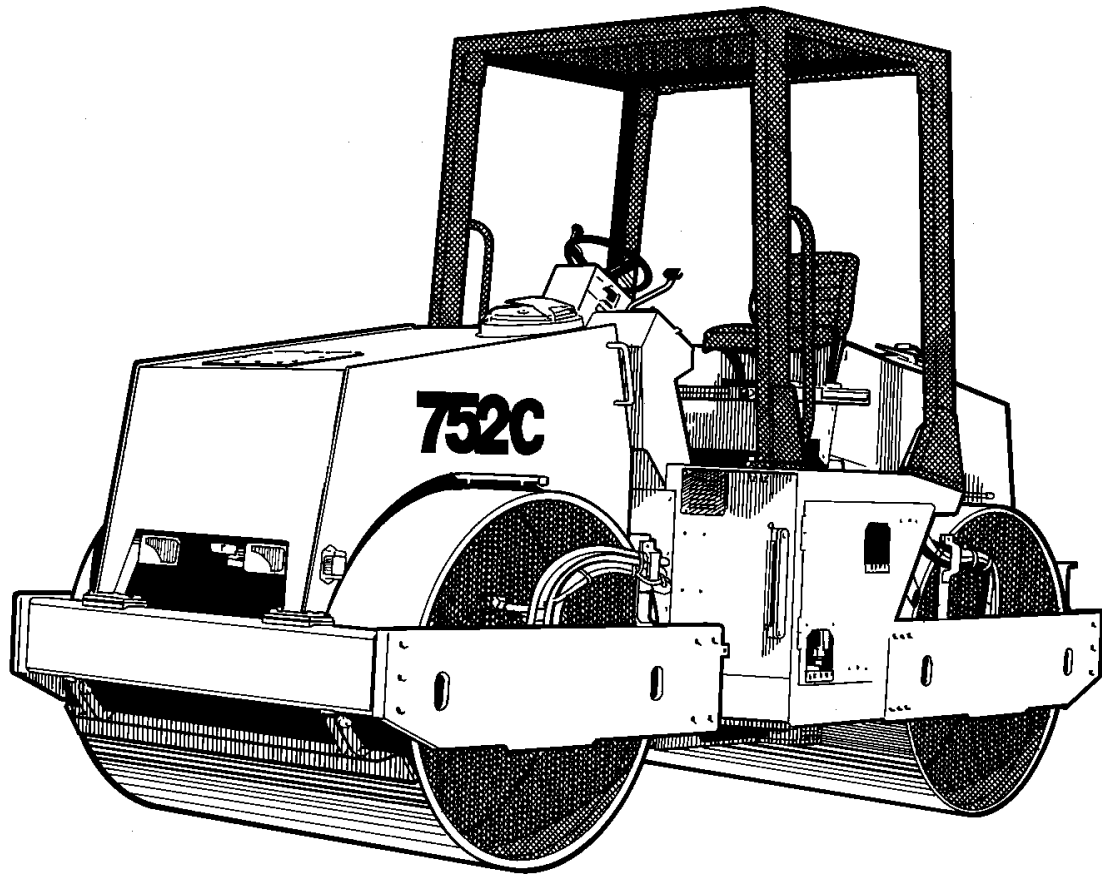


TANDEM DRUM ROLLER

SERVICE MANUAL SM71001

May 2000

Model 752C



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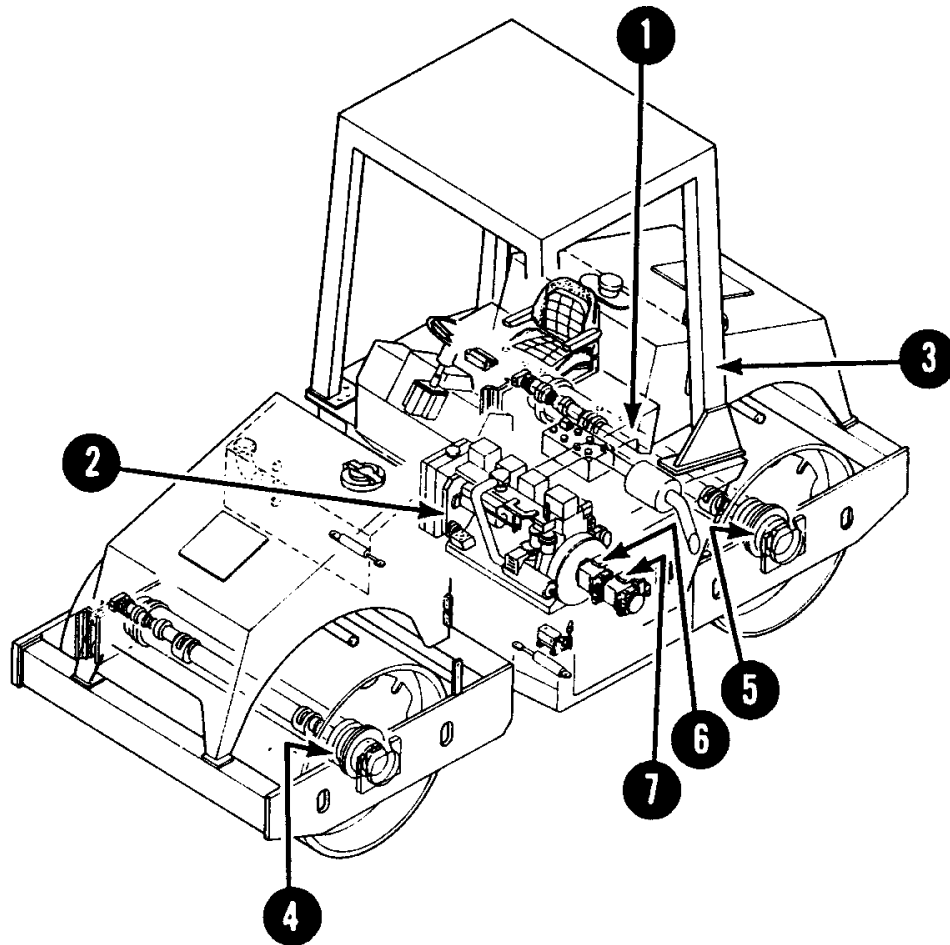
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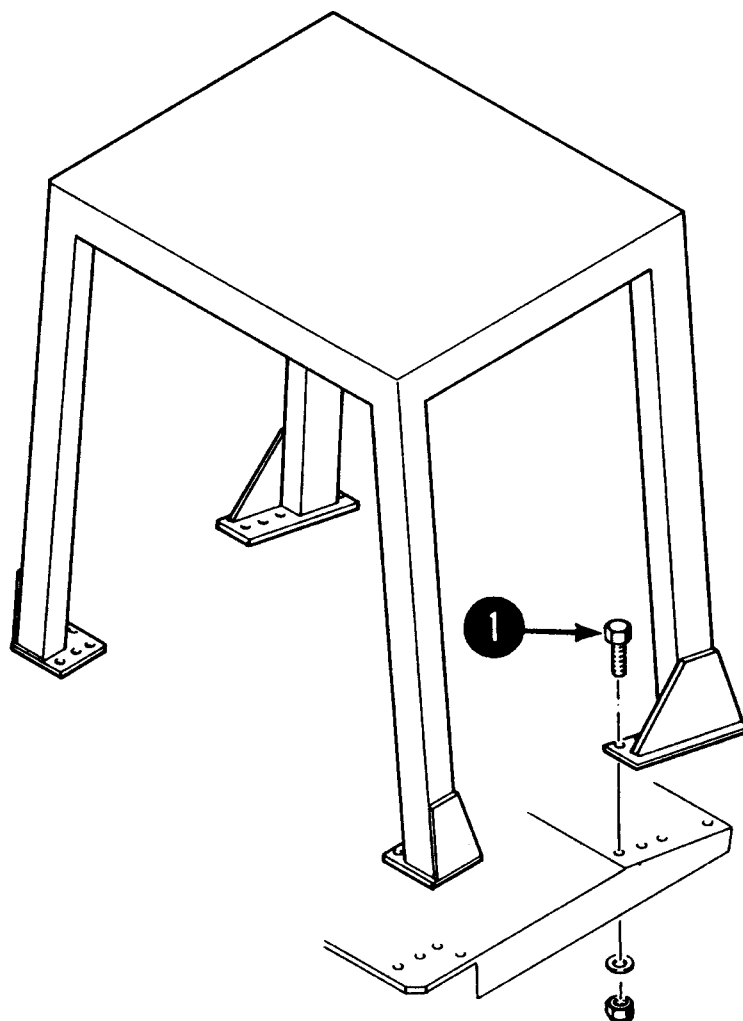
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MACHINE SERIAL NUMBERS



Enter the machine and component serial numbers highlighted in the above drawing. When ordering spare parts or requesting information on the machine, have these numbers available for your dealer. Make a copy of these numbers and keep it in a safe place. If the machine is stolen, these numbers should be made available to the investigating authorities.

1	Model / Serial Number	
2	Engine Serial Number	
3	ROPS Serial Number	
4	Front Drive Motor Serial Number	
5	Rear Drive Motor Serial Number	
6	Drive Pump Serial Number	
7	Vibration Pump Serial Number	

ROLLOVER PROTECTION STRUCTURE

There are 16 bolts, nuts, and washers (4 each post) that hold the ROPS to the machine. The bolts are located at the base of each leg of the ROPS. The torque specifications for each bolt is 195 foot pounds (265 Nm.).

SECTION TWO

ENGINE

S3 HORN SWITCH: Push this switch to sound the horn

NOTE: You will hear a warning sound from the horn if the engine temperature is too high. You will also hear a warning sound from the horn if the propulsion system is engaged while the parking brake is on.

S13 HEAD & TAIL LIGHT SWITCH: This is a three position rotary switch: "OFF", "LOW BEAM", and "HIGH BEAM".

S4 TURN SIGNAL SWITCH: This is a three position rotary switch. "OFF" is in the center position. "LEFT" and "RIGHT" turn correspond to the direction the switch is rotated.

S14 BACKUP LIGHT SWITCH: This switch controls the backup lights. Push the button in to the "ON" position to illuminate the backup lights. The switch button will illuminate and lock into the "ON" position until the button is pushed again to release the switch.

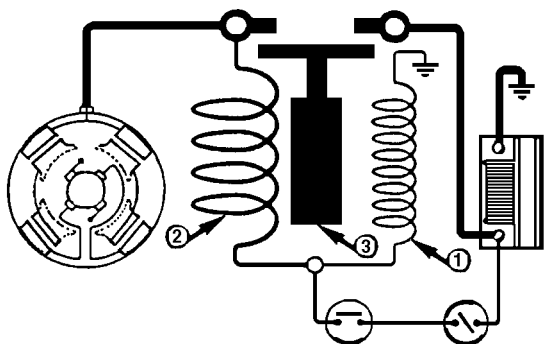
D	Delay relay	Other items which may help you understand the diagram:
E	Element (headlight, tail lights, panel lights, etc.)	All drawings are shown without power
F	Fuse	All components are shown in the OFF position
G	Battery, alternator	All relay contacts #87 are normally open contacts
H	Indicator (panel indicator light, horn, alarm)	All relay contacts #87a are normally closed contacts
K	Relay	Relay terminal #30 is power to the contacts (when possible)
M	Motor	Relay terminal #87 or #87a is power from the contacts (when possible)
P	Gauges (hour meter, temperature gauge, etc.)	Power to control the relay is always terminal #86
R	Resistor	Ground is always terminal #85
S	Switch	
V	Diode	
X	Connector	
Y	Solenoid control valve	

An identification chart on the diagram lists each component, the component description and its location on the diagram by line number.

The layout of all Vibromax electrical diagrams is similar in regards to the location of components. The battery will always be located on line 1, starter on line 2, alternator on line 3, etc. Slight variations can be seen on different models, but the major components will be located in the same general area of the diagram. This similar layout makes locating components easier as you become more familiar with the drawings.

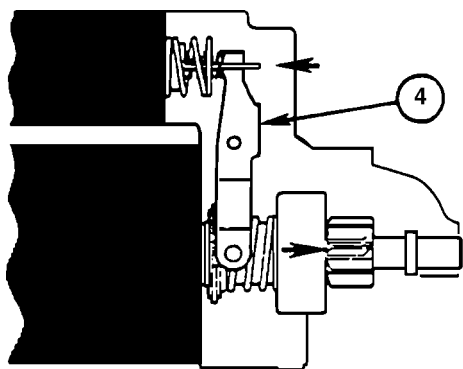
STARTER SOLENOID

A starter solenoid has two coils. They are the “hold-in coil” (1) which connects to ground, and the “closing coil” (2) which is connected to ground through the starter motor windings.

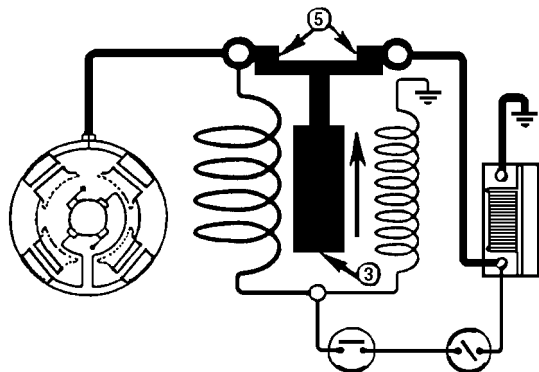


When the switch is “ON”, current passes through the hold-in coil (1), creating a magnetic field around the plunger (3). Current also passes through the closing coil (2), creating a second field.

The current that flows from the closing coil into the starter motor windings causes the motor to rotate slowly. The combined magnetic fields of the two coils causes the plunger to engage. This moves the arm (4) causing engagement of the drive pinion into the flywheel.



When the plunger (3) moves to full stroke and the drive pinion is fully engaged, the solenoid contacts (5) are closed, allowing full power to the starter motor.

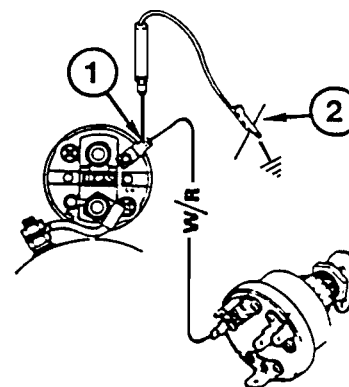


STARTER SYSTEM DIAGNOSTICS

SOLENOID CIRCUIT TEST

CAUTION: Fasten the manual shut off lever on the injection pump in the "OFF" position prior to this test.

Connect a test light or voltmeter to test point (1) and the other lead to a good ground. Turn the key switch to the start position.



The test light should illuminate or the voltmeter should indicate system voltage. If not, there is a problem in the supply of current to the solenoid.

VIBRATION/DRUM SELECTION CIRCUITS

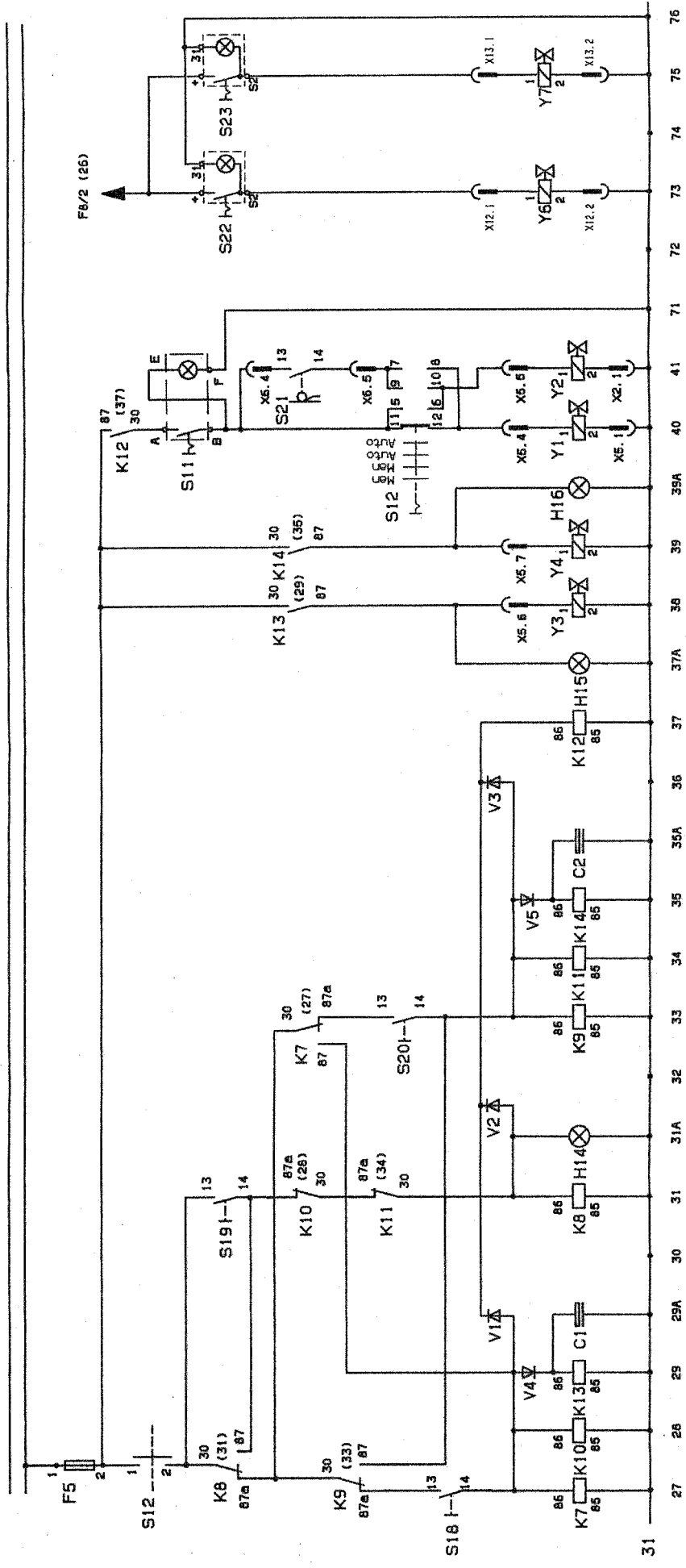
The machine is designed to provide vibration to either the front or the rear drums, or both drums, dependent upon the selection of the three momentary push button switches S18, S19, or S20 on the left control panel. The selection of vibration with switch S11, as well as the selection of frequency with switch S12 must be made for activation of vibration. The circuit is designed so that once a drum selection switch has been depressed, the depression of a second drum selection switch will be electrically ignored. It will be necessary to stop vibration before another selection can be made.

The circuit is powered by fuse F5 and requires the closing of switch S12 for circuit power. As shown, current cannot flow beyond the three selector switches S18, S19, or S20. One of the switches must be closed to allow the current to flow. Momentary closure of switch S18 (front drum) provides power to relay K7 [line 27 and 33] bringing power to V4 diode, K7 relay, K10 relay and

K12 relay [line 37 and 40]. At this point, K7 relay remains powered even though switch S18 has opened. The switched contacts of relay K7 prevents current flow if switch S20 were depressed. Relay contacts K10 [line 31] open to prevent current flow from switch S19 if depressed. Relay K13 [line 29] activates the front exciter (shown later). Diodes V2 and V3 prevent the flow of current into the rest of the circuit.

The momentary closure of switch S20 causes a similar function, providing power to relay K9, K11, K12 as well as K14 which activates the rear exciter (shown later). Diodes V1 and V2 prevent the flow of current into the rest of the circuit.

When momentary switch S19 is depressed, relay K8 is activated as well as relay K12. Diodes V1 and V2 prevent current flow to the rest of the circuit. With the K8 contacts open [line 27] the S18 and S19 circuits become disabled.



Electrical Schematic 752C-3

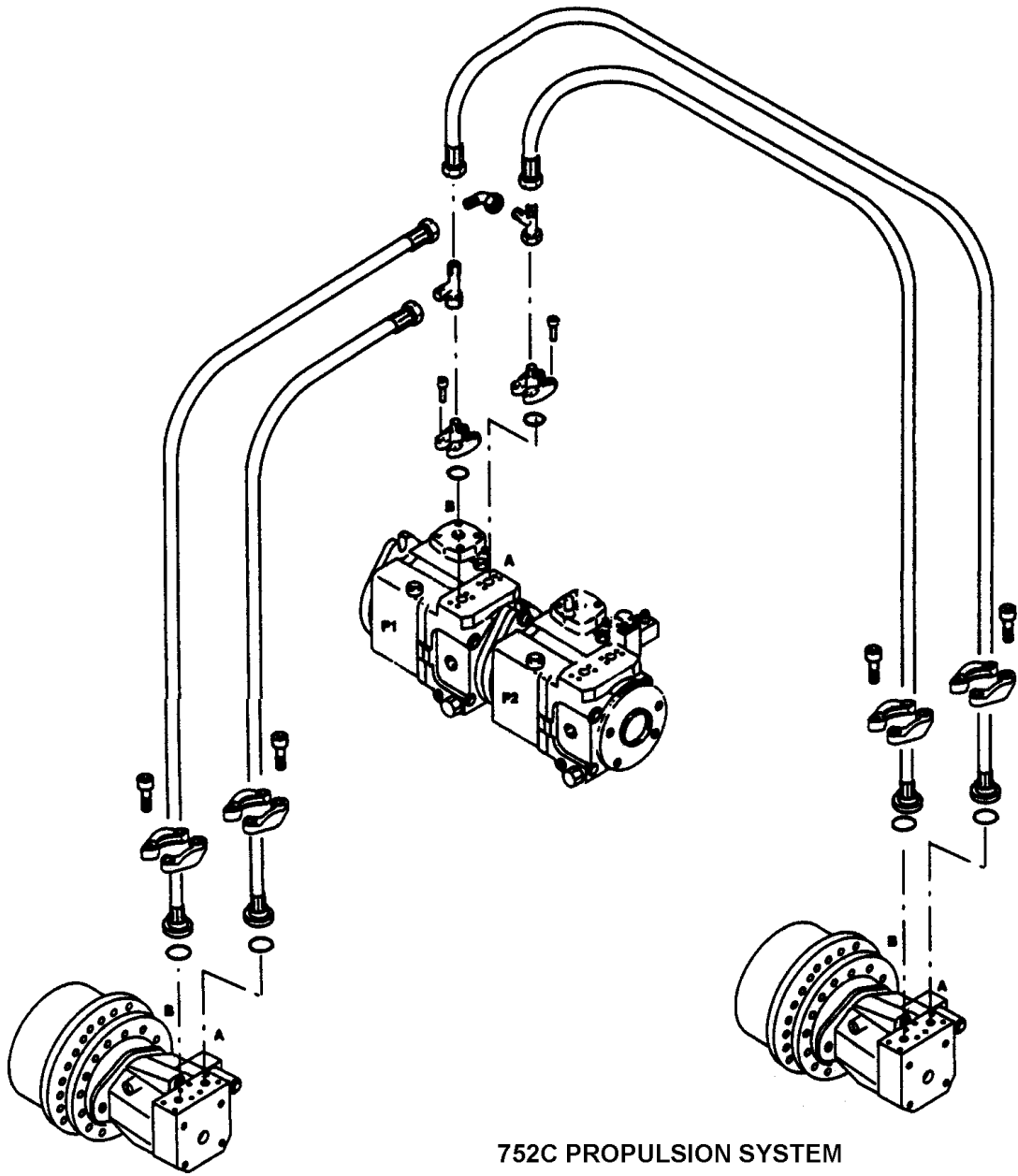
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752C PROPULSION SYSTEM

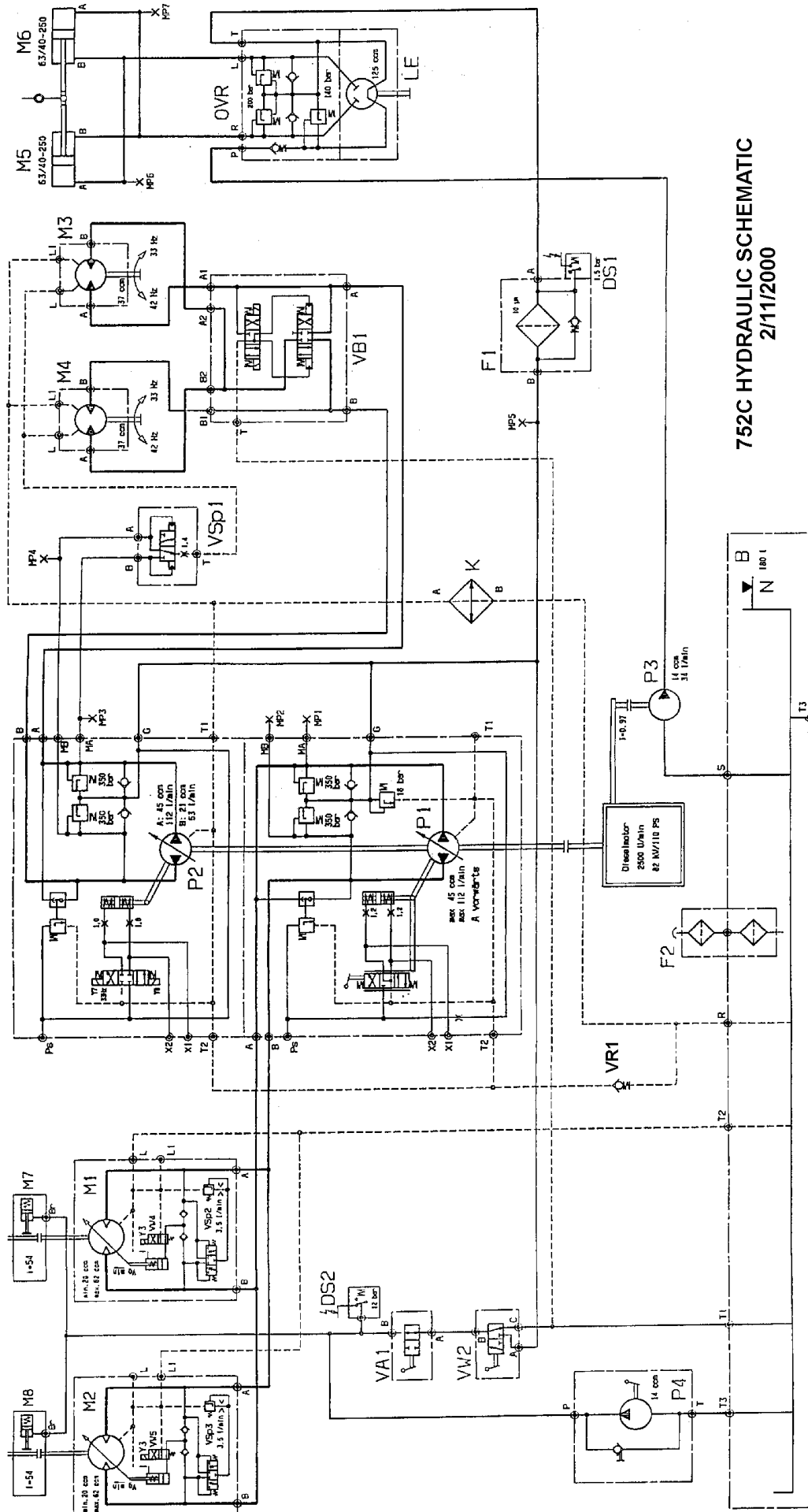
STEERING SYSTEM

The steering supply pump is a 9.0 gpm (34 l/min) gear type pump which is mounted directly to the engine at the rear of the front timing cover. It supplies the necessary flow of oil for the steering hand pump, the cylinders, and charge supply oil. A main steering relief valve, set at 140 bar (1990 psi), protects the steering pump and the steering control valve. Two circuit relief valves, set at 200 bar (2844 psi), protect the cylinders and hoses from shock loads. All three of the relief valves are located in the steering control valve.

Oil from the reservoir passes through the steering supply pump and is directed to the 'P' port on the steering control valve. If a steering correction is not required, oil will

pass through the valve and discharge out 'T' port, flow through the hydraulic filter and into the charge oil circuit. Oil in the 'L' and 'R' passages, as well as the oil in the steering cylinders is trapped and cannot flow, thus the machine maintains its steering direction. When a steering correction is required, the control valve meters a portion of the oil from the 'P' port to the 'L' or 'R' port, dependent on the direction the steering wheel is rotated, and out to the cylinders. The stroking of the cylinders results in the turning of the machine. As oil flows into one end of the cylinders, oil discharges from the opposite end and returns to the steering control valve, discharges out 'T' port, flows through the filter and into the charge circuit.

HYDRAULIC SCHEMATIC



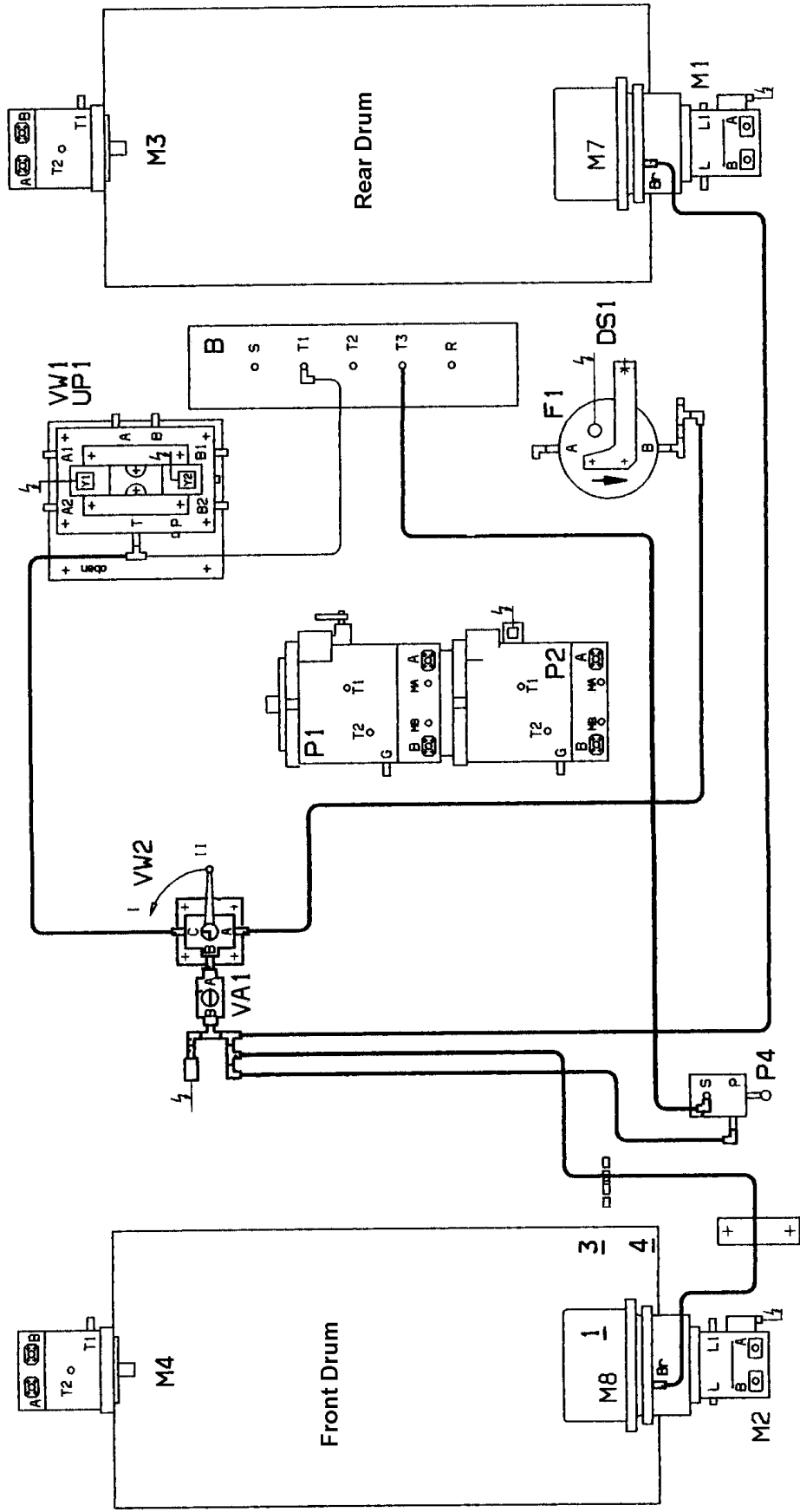
752C HYDRAULIC SCHEMATIC
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DRUM INSTALLATION

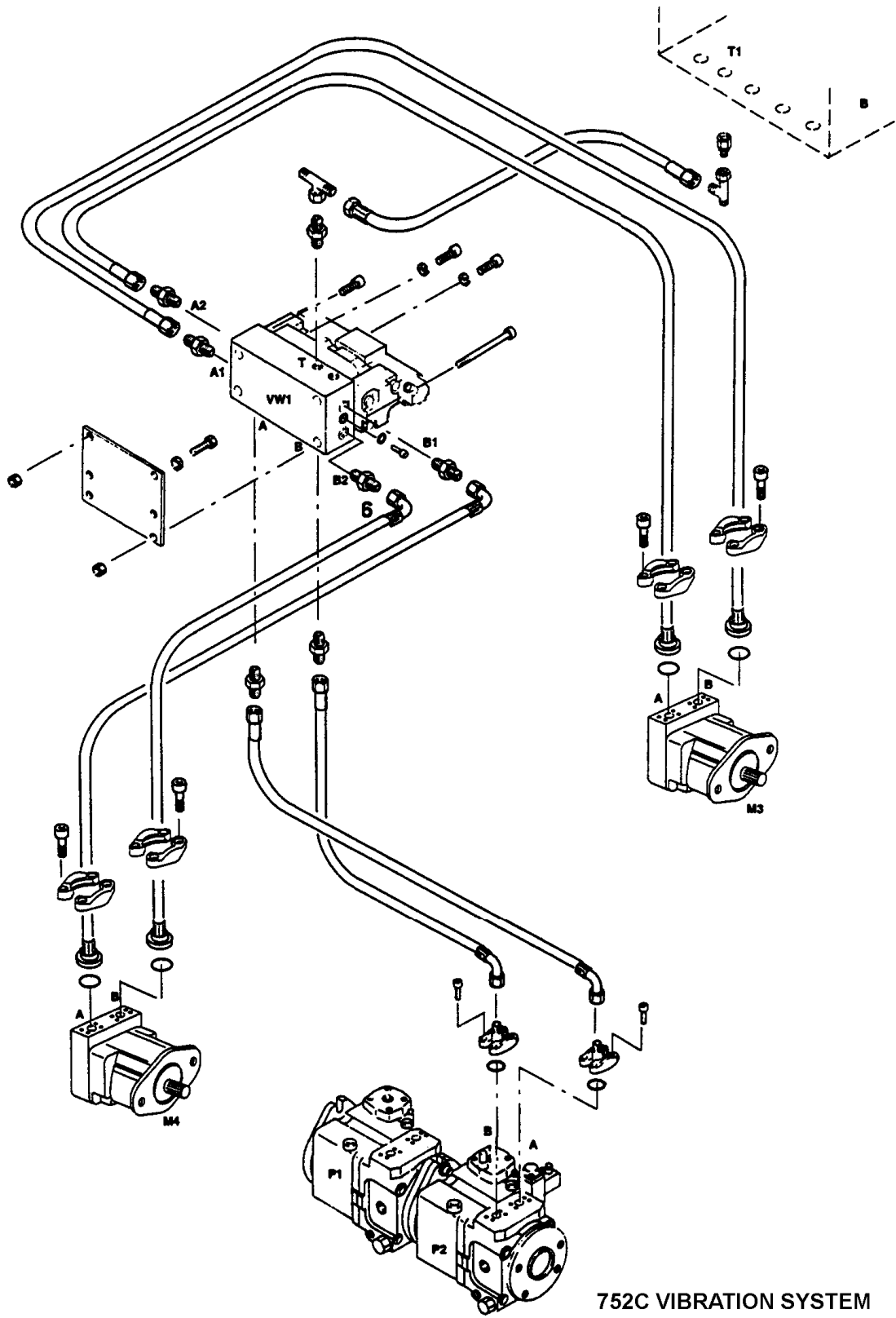
1. Roll or lift the drum into position in the machine's front frame. The drum must be positioned for alignment of the drive motor bracket to the left side frame bolt holes.
2. Install the bolts in the front and rear buffer brackets on the right side of the machine. This will allow the machine frame to be lowered or raised as needed to complete alignment of the drive motor bracket on the left side of the machine.

NOTE: To complete alignment of the left side gearbox and plate might require hooking up the machine's brake system and using the hand pump to release the brake on the gearbox (see the brake section of this manual on releasing the brakes for towing).

3. Tighten and torque the motor bracket and buffer bracket bolts.
4. Install the hydraulic hoses on both the vibration and drive motors. **NOTE: Fill all motor ports with clean hydraulic oil prior to hose installation.**
5. Start the machine engine and allow the hydraulic systems to develop charge pressure. Allow the engine to run at low idle for several minutes without loading to fill and flush the system.
6. It may be necessary to bleed the brake system at the brake ports.



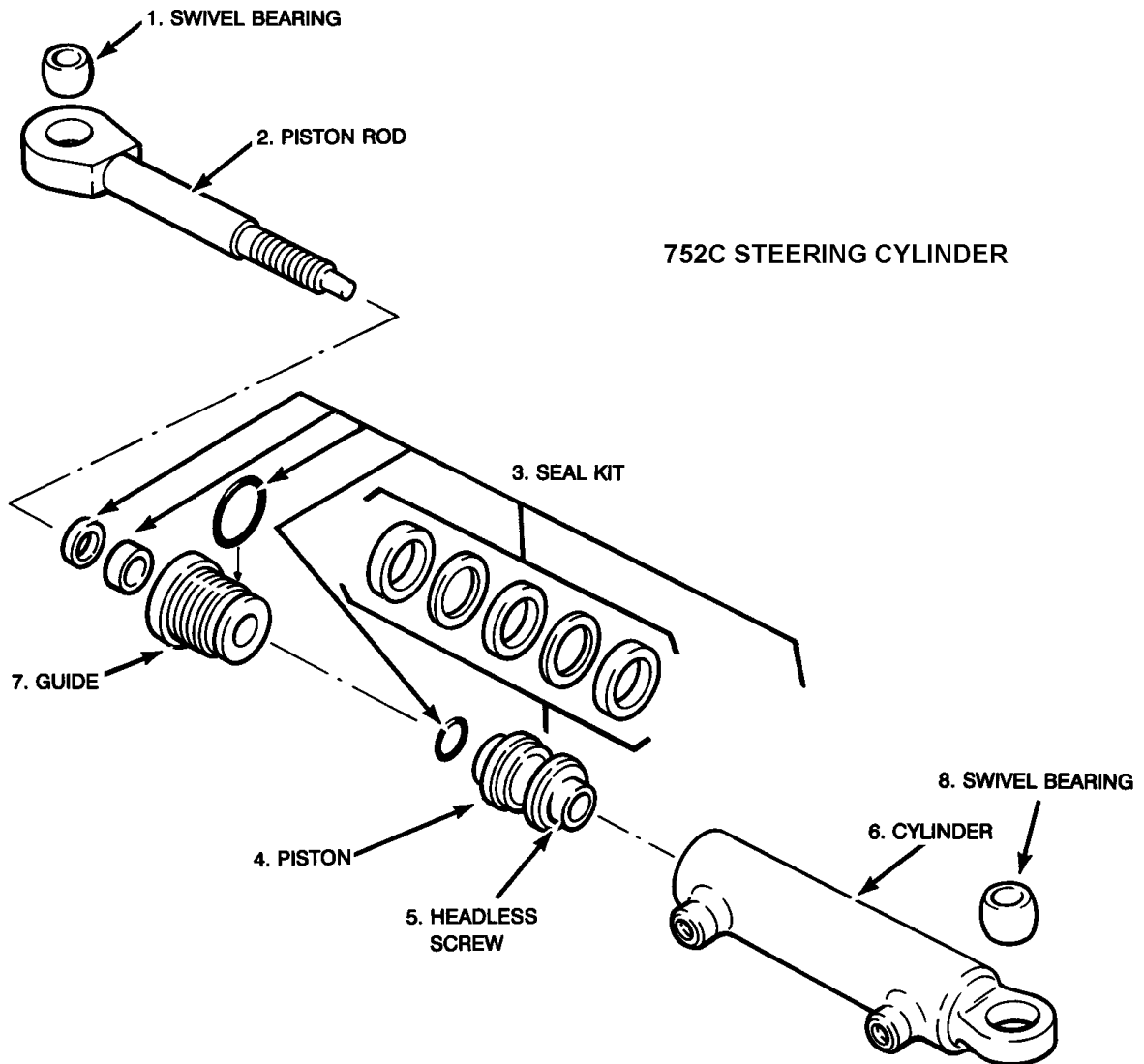
752C BRAKE SYSTEM



752C VIBRATION SYSTEM

SECTION EIGHT

STEERING SYSTEM



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