

Onboard Power Solutions

TECHNICAL SERVICE BULLETIN

TSB #: 07-001

SUBJECT: Scavenge Line and Pressure Switch Move

UNITS AFFECTED: All Under-Chassis Systems

DATE: 4/16/2007

Doosan purchased Bobcat Company from Ingersoll-Rand Company in 2007. Any reference to Ingersoll-Rand Company or use of trademarks, service marks, logos, or other proprietary identifying marks belonging to Ingersoll-Rand Company in this manual is historical or nominative in nature, and is not meant to suggest a current affiliation between Ingersoll-Rand Company and Doosan Company or the products of either.

Revised (10-12)

Specific Manuals: 22261184 (Category-1)

22261192 (Category-2) 22601645 (Reverse-Rotation Unit Manual)

TECHNICAL CONTACT: Michael Youhouse Applications/Development Engineer

ISSUE: Wiring and piping diagrams in manual may not match components supplied in kits shipped between 2/1/07 and 4/31/07. Installation should be completed per this document for the topics involved to prevent confusion.

The customer may receive one of the following combinations of parts:

- 1. An elbow for the scavenge line is installed in the side of the compressor. The pressure switch is located in the air line going to the pressure regulator. Electrically, a diode and 4 relays are provided with the kit.
- 2. An elbow for the scavenge line is installed in a tee in the side of the air intake valve. The pressure switch is installed into the discharge of the blowdown valve. Electrically, there is no diode and only 3 relays are provided with the kit.

RESOLUTIONS:

*** Ensure that the most recent manual is being used by visiting http://www.onboardpowersolutions.com/technicalservice.asp.

Scavenge line:

The scavenge line can be piped to either the compressor or air intake valve. The scavenge line should be piped to either of the configurations based on the assembly received shown in Figures 1 and 2 below. The installer should note this difference in the manual if it does not match the installed arrangement to prevent future confusion.





Onboard Power Solutions

TECHNICAL SERVICE BULLETIN

DATE: 4/16/2007

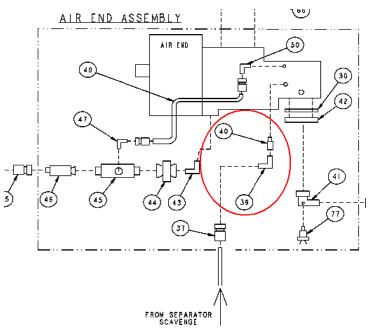


Figure 1 – Compressor location of scavenge line. Elbow and adapter installed in the side of the compressor.

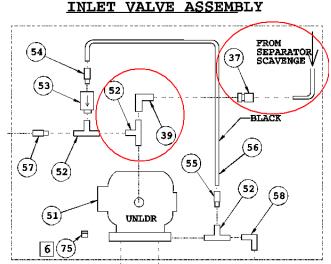


Figure 2 – Air Intake location of scavenge line. Plug installed in the side of the compressor. Additional elbow located at the inlet valve assembly for scavenge line piping.





Onboard Power Solutions

TECHNICAL SERVICE BULLETIN

DATE: 4/16/2007

Pressure Switch:

The location of the in the regulation system has an impact on the wiring of the system. *The following schematics MUST be followed for proper piping, wiring and system operation.* This is unlike the scavenge line above which should remain as assembled.

- > The pressure switch shall be located at the exit port of the blowdown valve.
- > The diode and start protect relay are omitted from the system.

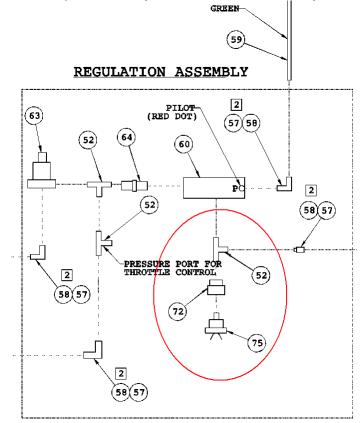


Figure 3 – Proper location of pressure switch in relation to blowdown valve.

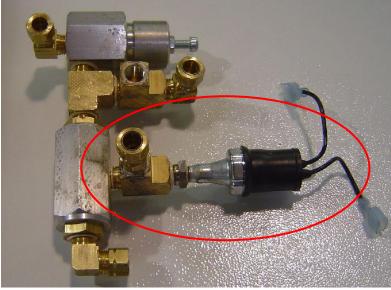




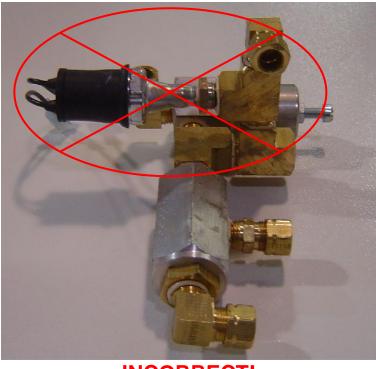
Onboard Power Solutions[®]

TECHNICAL SERVICE BULLETIN

DATE: 4/16/2007



CORRECT!



INCORRECT!

PTO Drive • Hydraulic Drive • Compressors • Generators • Welders • Jump Starters





Onboard Power Solutions TECHNICAL SERVICE BULLETIN DATE: 4/16/2007 TEMP ZGA VEL 12GA 2GA YEL 12GA (00) PTO SOLENOID BLK L2GA SUGGESTED PTO CIRCUIT: FOLLOW PTO MANUFACTURER WIRING RECOMENDATIONS IF PROVIDED. GRY 2GA SHUTDOWN RELAY 86 87 Ş 12GA TEMP RED 30. 85 TEMP WHT (D) CONTROL PANEL BLK 12GA BLU 2GA YEL 2GA BREAKER 12GA WHT 12GA Ć TEMP SW2 ШH TO FAN CIRCUIT OPTION Ξ WHT 12GA 6 2GA 4 PTO ON/OFF SWITCH Ē T/C ON/OFF TEM1 SW1 MM_ XEL 2G2 6 YEL 12GA TO THROTTLE CONTROL^{*} +12V PARK/NEUTRA SIGNAL NEUTRAL SEE SHEET 3 FOR ALTERNATE CONFIGURATIONS 30 85 CRY 2GZ BLK 2GA AMP) BREAKER (10 PARK BRAKE RELAY (A/E) (TANK) I CIRCUIT BREAKER WITH PUSH-TO-RESET (10 AMP) +12V ARK BRAKE SIGNAL SWITCH SWITCH SENDER 2 METER GAUGE RCULT CEMP Ĕ 22275523 CCN Ę NOTES:

Relay and Diode Eliminated

Figure 4 – Proper wiring schematic for manuals 22261184 and 22261192. Notice the exclusion of the diode and the start protect relay.

M

PTO Drive • Hydraulic Drive • Compressors • Generators • Welders • Jump Starters



^N

+12V KEY ON POWER

RED 202



Onboard Power Solutions TECHNICAL SERVICE BULLETIN DATE: 4/16/2007 m WHT 12GA TEMP (00) BLF 12GA BLK 12GA 87A TEMP SHUTDOWN RELAY 87 86 120 ~ TEMP L2GA 85 2 E വ BLK 12GA CONTROL PANEL YEL 2GA HOUR 6 CIRCUIT BREAKER SW2 12GA MM-1 TEMP TO FAN CIRCUIT OPTION THW (4) WHT 12GA GRY 2GA \sim T/C ON/OFF PTO ON/OFF SWITCH SW1 WHT 12GA MM-1 TEMP YEL 12GA 6 TO THROTTLE CONTROL 4 Э× **Relay and Diode Eliminated** AMP ULTT BREAKER (10 A) SWITCH (A/E) SWITCH (TANK) RED 2GA JUST - /OFF PROVIDED ROCKER SWITCH AND WIRE AS CHELSEA

Figure 5 – Proper wiring schematic for manual 22601645. Notice the exclusion of the diode and the start protect relay.

EW

DESCRIPTION

EMP.

5865756

SWITCHES . D PTO ON/O

TIE-IN WIRING FOR TEMP 5 BEFORE CHELSEA PROVIDED ROCKER SWITCH.

4

FROM

RECONNECT BLU/YEL WIRE HARNESS TO WIRE COMING SHUTDOWN RELAY.

m

PROVI

7

SENDER

ALIG

METER

CONNECT WHT/BLU WIRE IN CHELSEA HARNESS TO WIRES COMING FROM PRESS SW. AND DIODE.

1 CONNECT

NOTES:

PTO Drive • Hydraulic Drive • Compressors • Generators • Welders • Jump Starters



ΜS

RESS

WHT/ BLU 12GA

ิณ