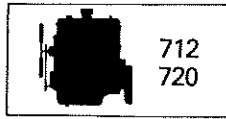
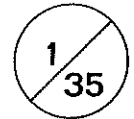


# 01



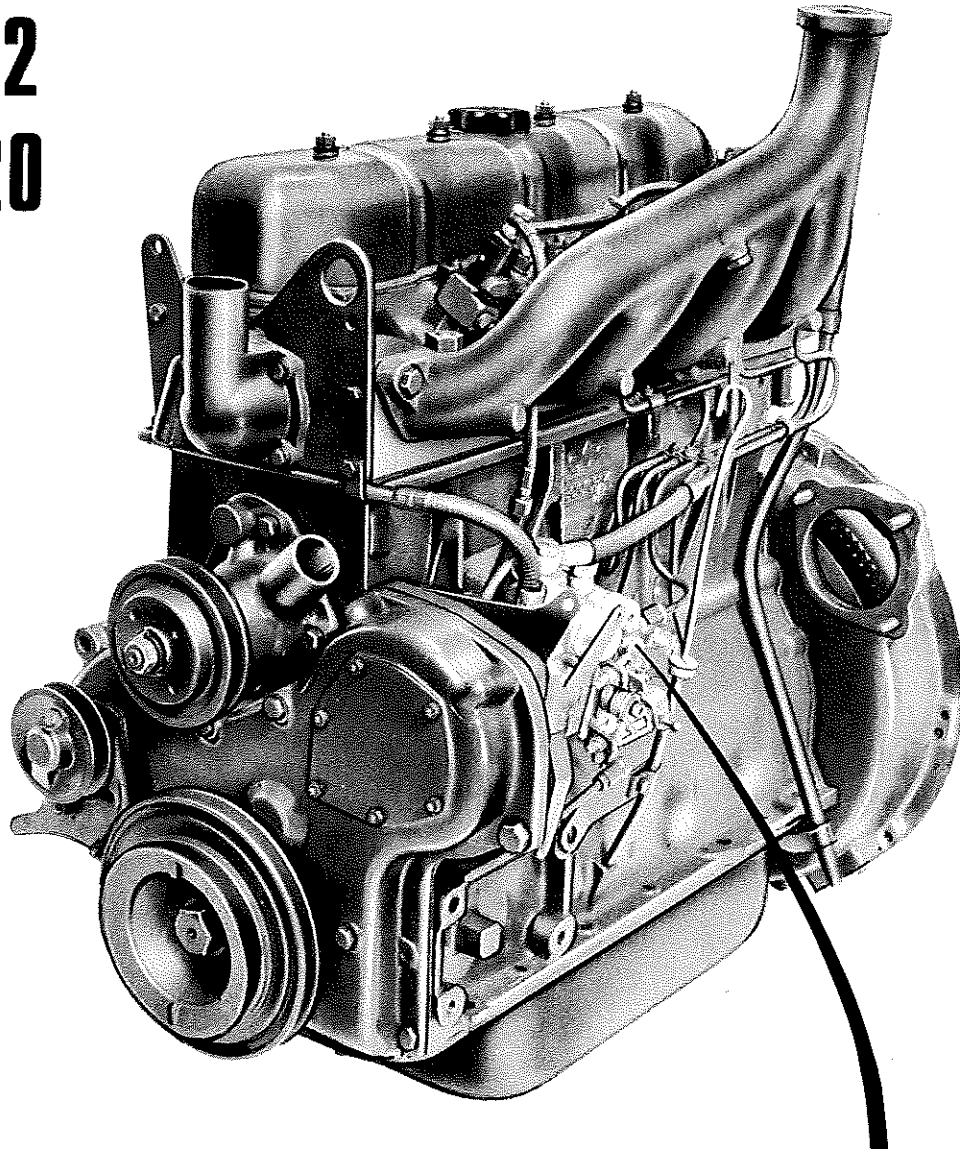
# 1 9903



A22 - 1  
e

A22

# 712 720



MOTEUR TYPE N°	712/01/03
N° DU MOTEUR	★102★
CARACTERISTIQUES	4x98x110



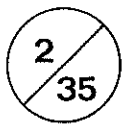


712

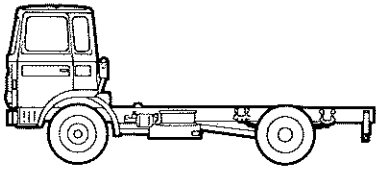


1

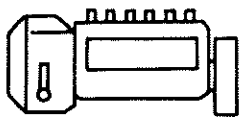
9903



2  
35



0 1



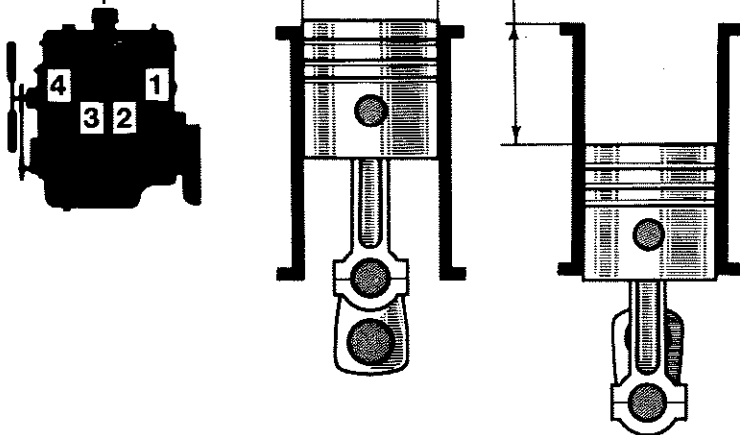
0 : BOSCH - P.E.S.  
1 : BOSCH - E.P./V.A.  
2 : ROTO-DIESEL  
3 : SIGMA - C.M.S.  
4 : SIGMA - P.R.S.

MOTEUR TYPE N° **712 / 01 / 03**  
N° DU MOTEUR **★102★**  
CARACTERISTIQUES **4 x 98 x 110**

03

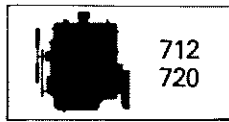
	ch	Kw	tr/mn	
01 02 05	92	67,7	3200	-- SG 4 - SG 5 -- SM 5 -- SG 4 T - SG 5
03 04 06 07 08 09	76	55,8	3200	-- SG 2 - SG 3 -- SB 2 -- SG 2 (Automatique) -- SG 2 - SG 3 - TP 3 -- SG 2 T -- TP 4

4 x 98x110

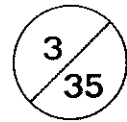


ch PS H.P. C.V. C.V. P.K. C.F.  
tr/mn U/min R.P.M. R.P.M. giri/min t/min rot/mn

# 01

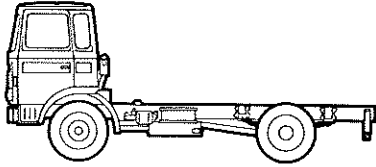


# 1 9903

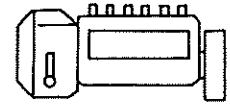


A22 - 3  
e

A 22



0 1



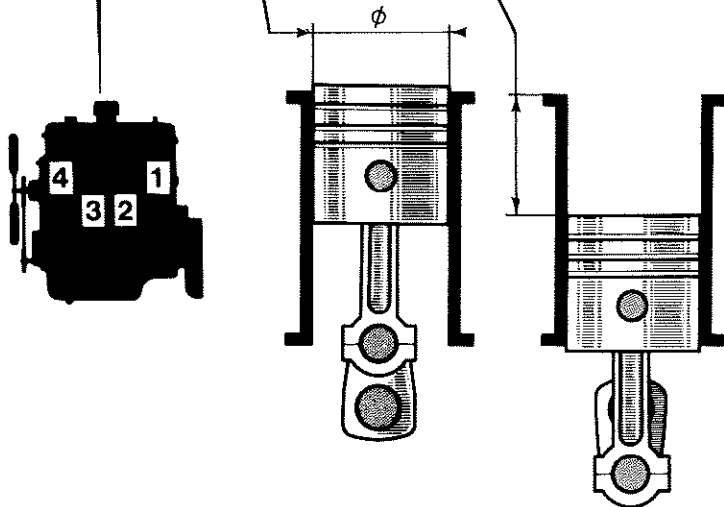
0 : BOSCH - P.E.S.  
1 : BOSCH - E.P./V;A.  
2 : ROTO-DIESEL

MOTEUR TYPE N° **720 / 01 / 08**  
N° DU MOTEUR **★ 102 ★**  
CARACTERISTIQUES **4 x 102 x 110**

08

	ch	Kw	tr/mn	
01	100	73,6	3200	-- SG 5
02				-- SM 5
05				-- 785
09				-- SG 5 - (B.V. - ZF)
11				-- 790
08	100	73,6	3000	-- SG 5 C
10				-- SG 5 C (B.V. - ZF)
12				-- JK 60 A - 90 B 6
				-- JK 60 B - 90 B 6 Z
				-- JK 65 - 90 B 6 A
				-- JK 75 - 90 B 7
				-- JK 75 - 90 B 7 A

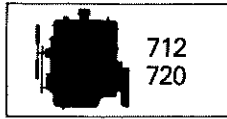
4 x 102 x 110



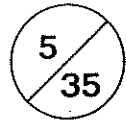
ch	tr/mn	B.V.
P.S.	U/min	Getrieb
H.P.	R.P.M.	Gearbox
C.V.	R.P.M.	Caja de cambios
C.V.	gi/min	Cambio
P.K.	t/min	Versnellingsbak
C.F.	rot/mn	Caixa de velocidades



		<ul style="list-style-type: none"> <li>- Kühlanlage</li> <li>- Cooling system</li> <li>- Circuito de enfriamiento</li> <li>- Circuit de refroidissement</li> <li>- Sistema di raffreddamento</li> <li>- Koelsysteem</li> <li>- Circuito de refrigeracao</li> </ul>	<p>6 → 7</p>
		<ul style="list-style-type: none"> <li>- Ölkreislauf</li> <li>- Oil system</li> <li>- Circuito de lubricacion</li> <li>- Circuit de graissage</li> <li>- Circolazione dell'olio</li> <li>- Smeersysteem</li> <li>- Circuito de lubricacao</li> </ul>	<p>8 → 9</p>
			<p>10</p>
			<p>11</p>
			<p>12 → 13</p>

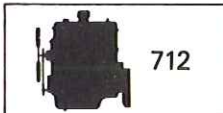


**1 9903**

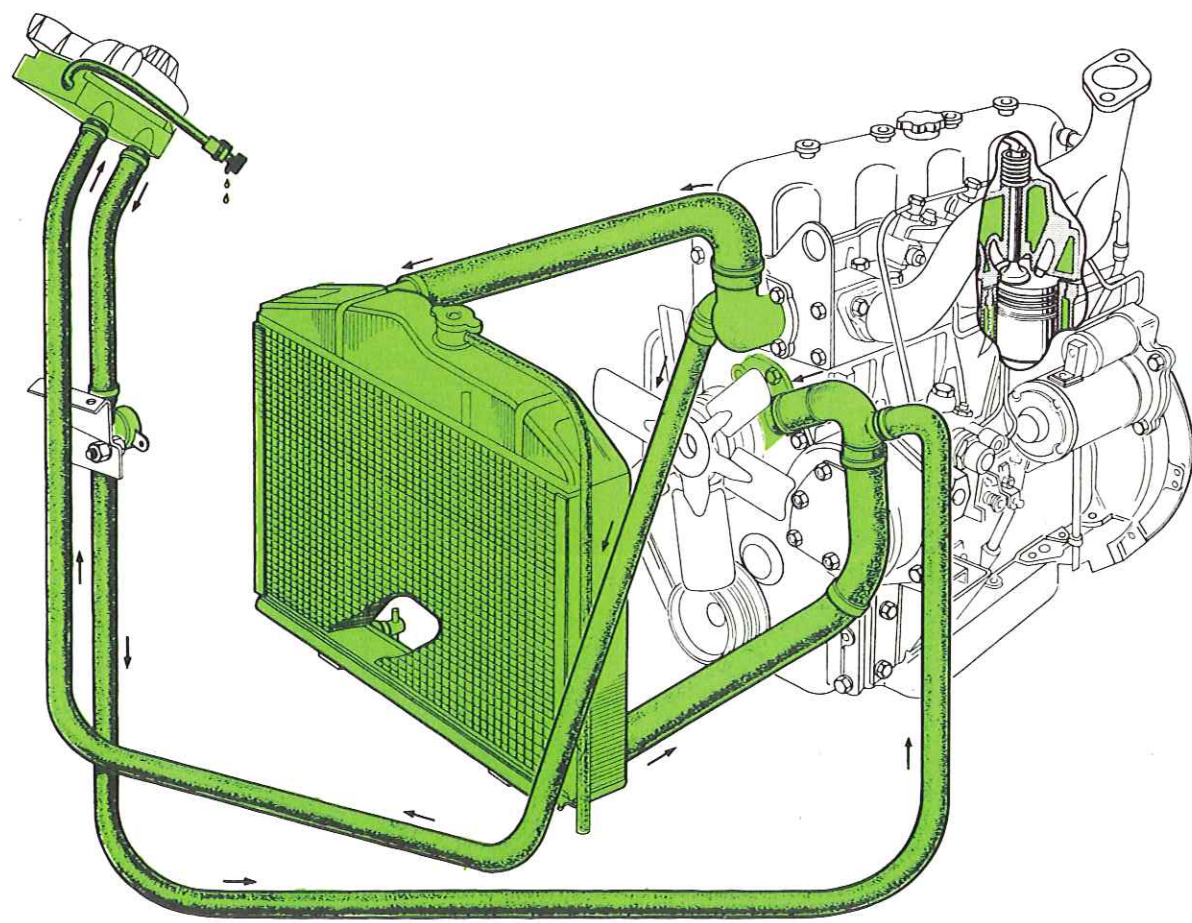
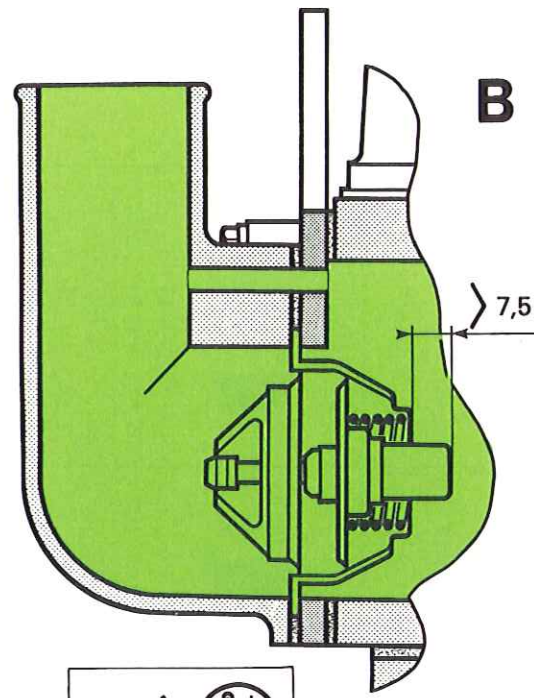
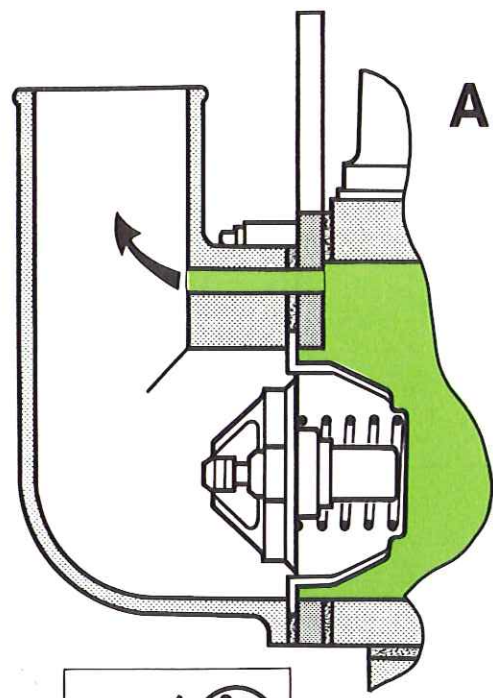


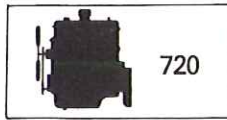
A22 - 5  
e

			<p>14-18</p>
			<p>19-24 25-27</p>
			<p>28-29</p>
			<p>30-31</p>
			<p>301 → 306  </p>



1 9903

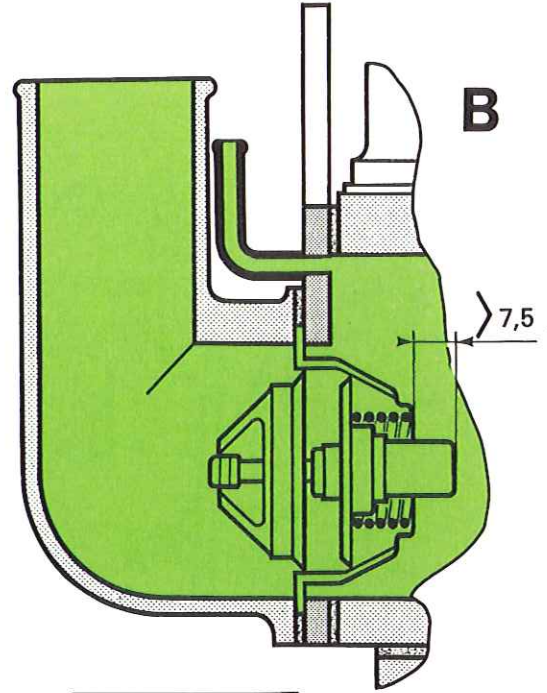
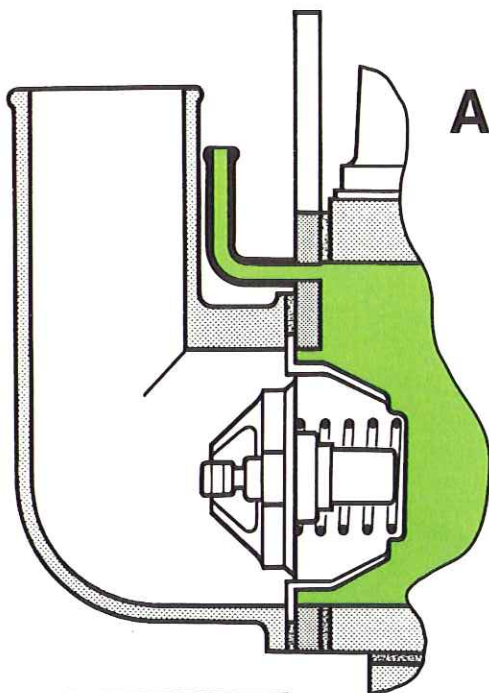






1 9903

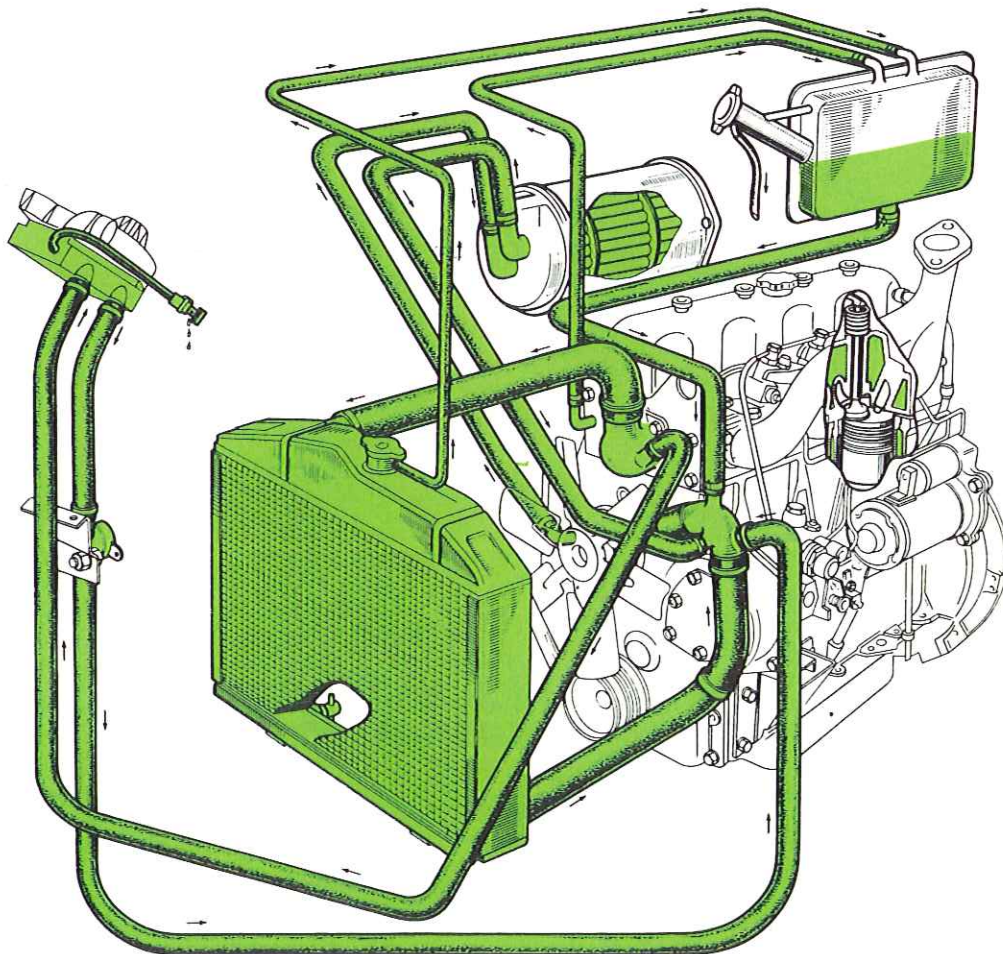
7/35

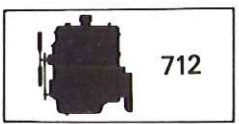
A22 - 7  
e



A <  +75°C

B >  +90°C



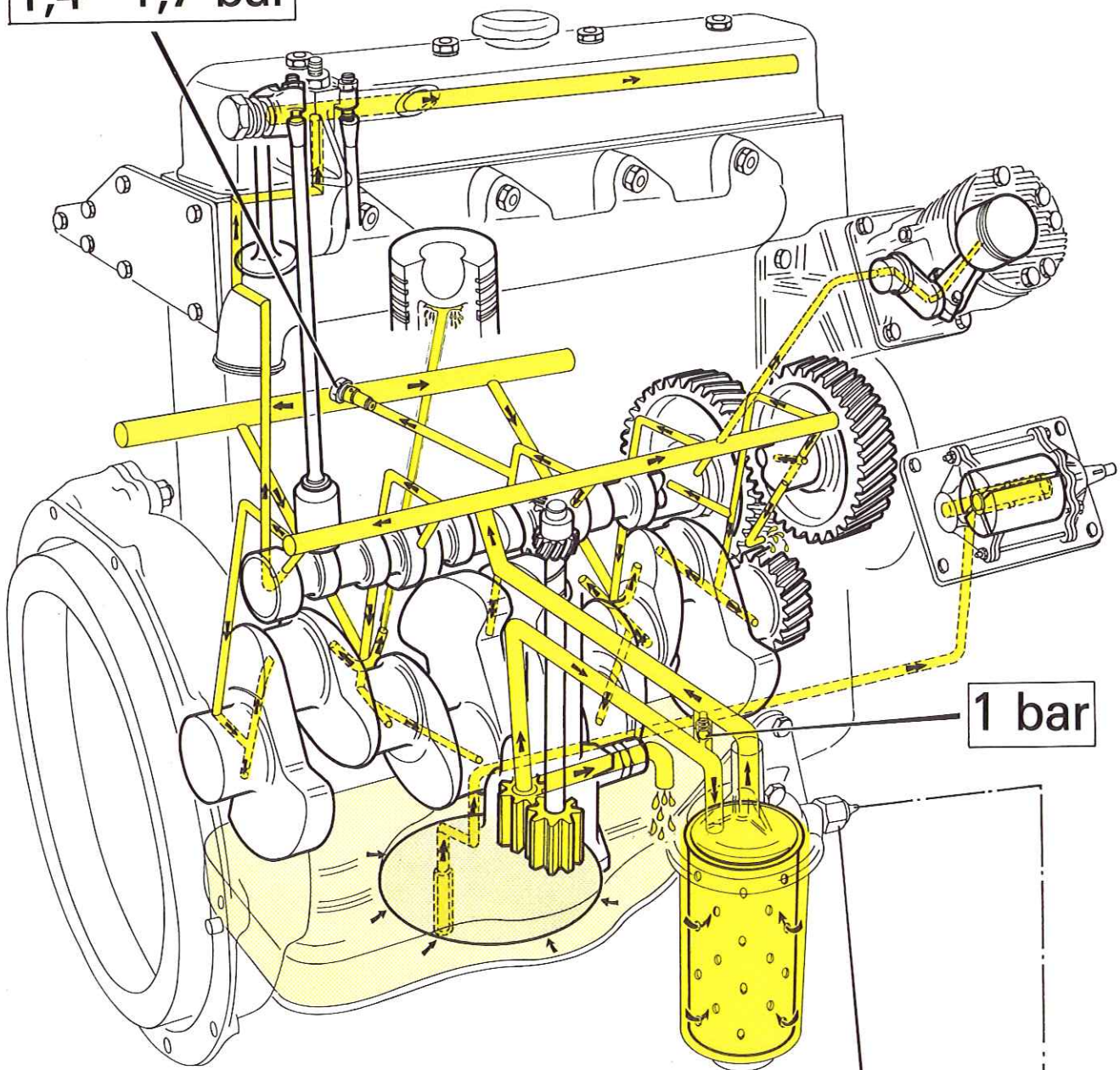


712

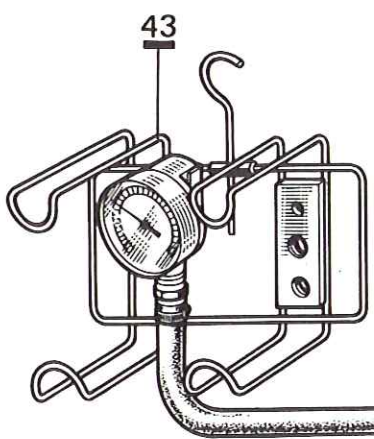
# 1 9903

8 / 35

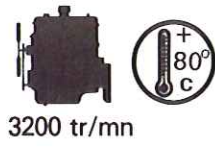
1,4 → 1,7 bar



1 bar



43



3200 tr/mn

+80°C

3,5 → 4,6 bar

44



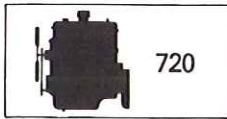
.....

.....

.....

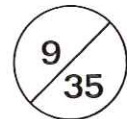


# 01



720

# 1 9903

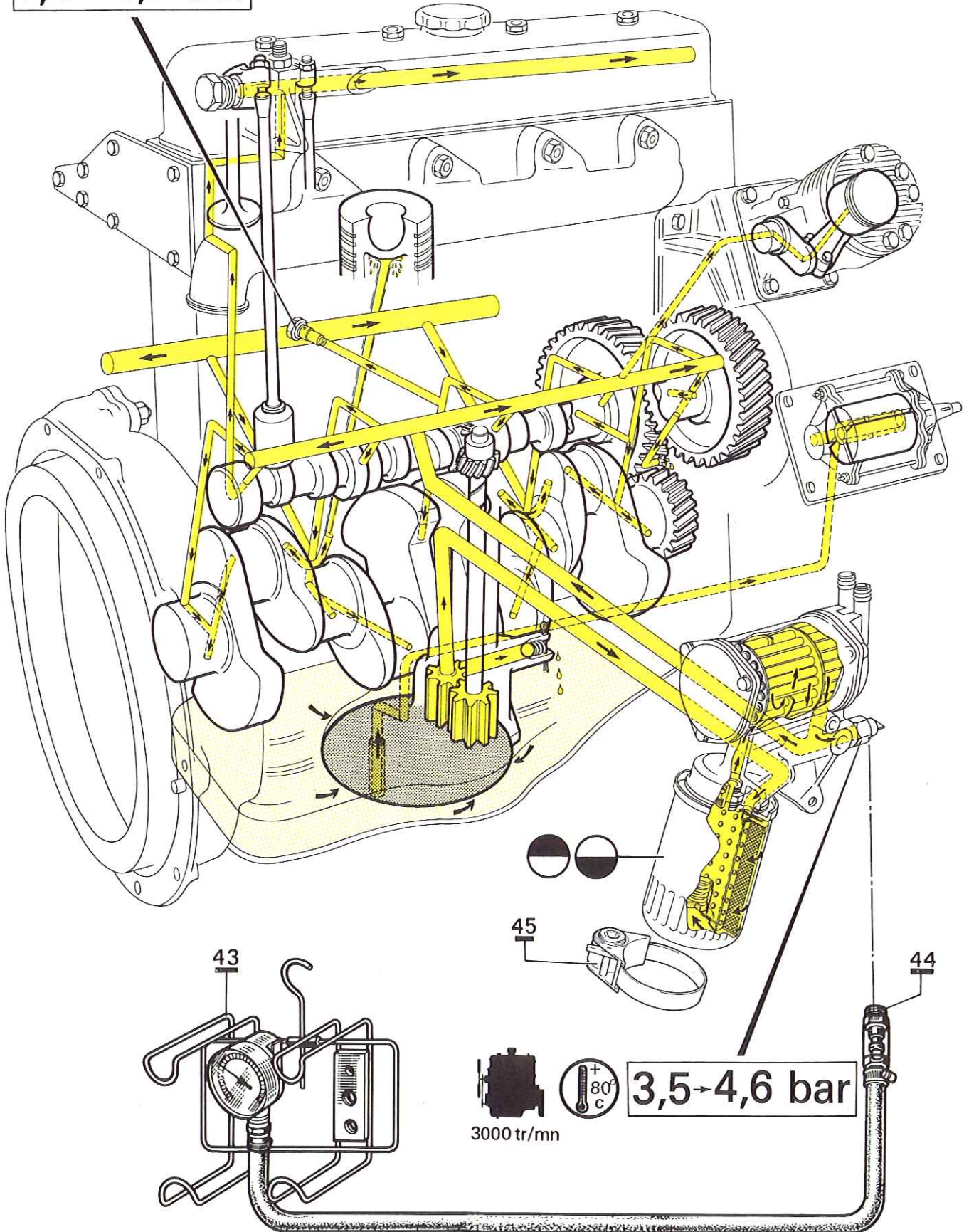


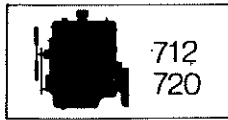
9  
35

A22 - 9  
e

A22

1,4 → 1,7 bar





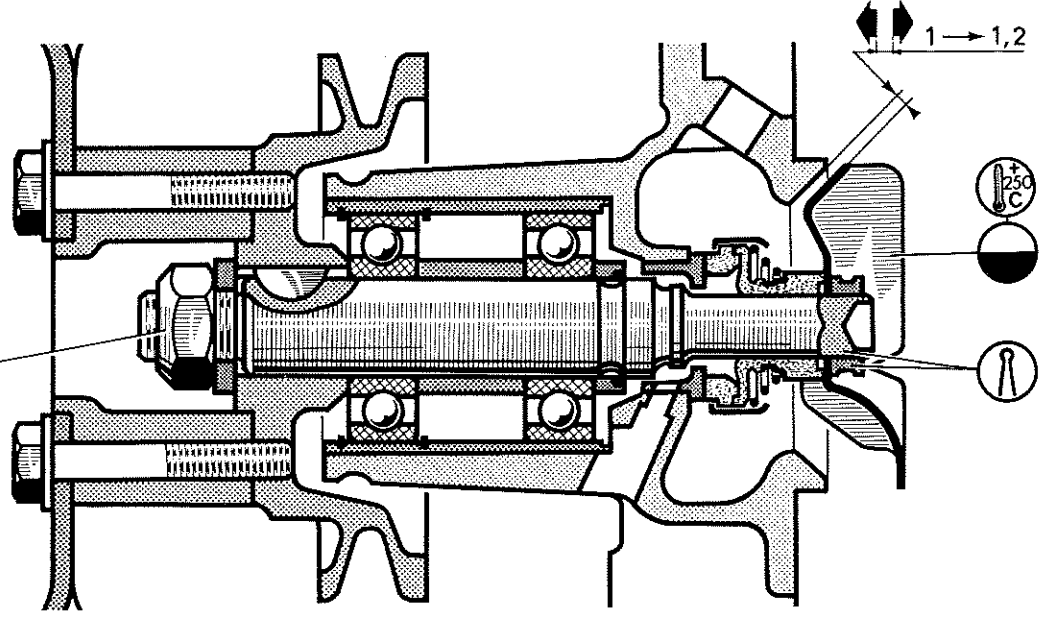
**1 9903**

11/35

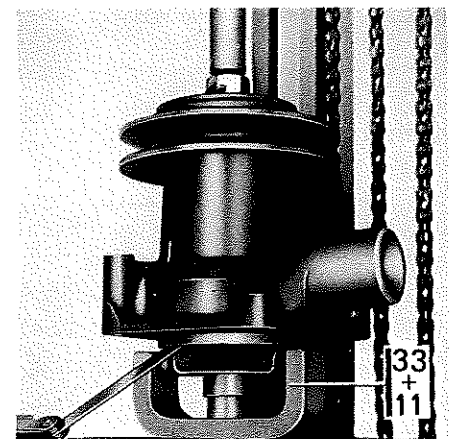
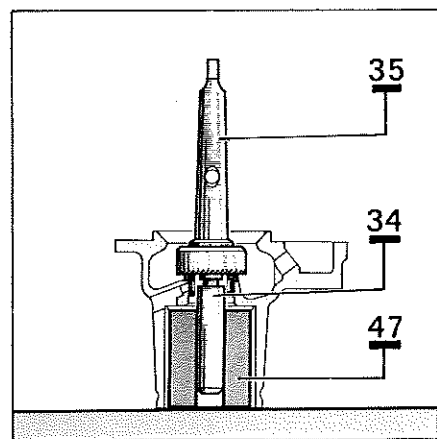
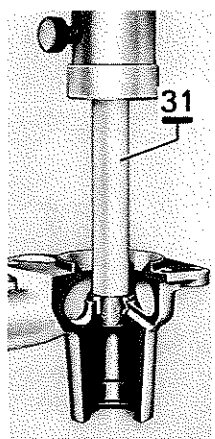
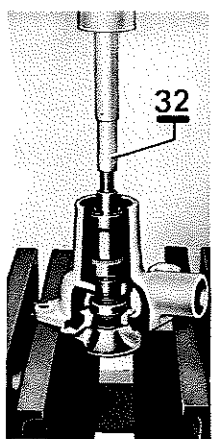
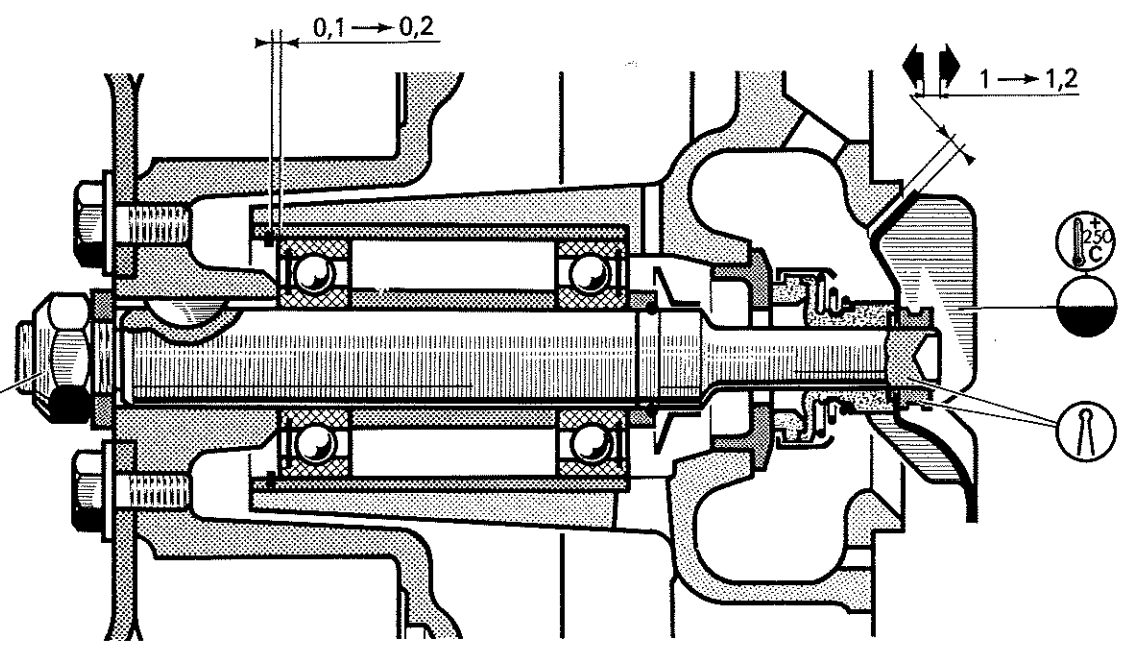
A22 - 11  
e

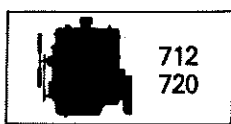


4



6

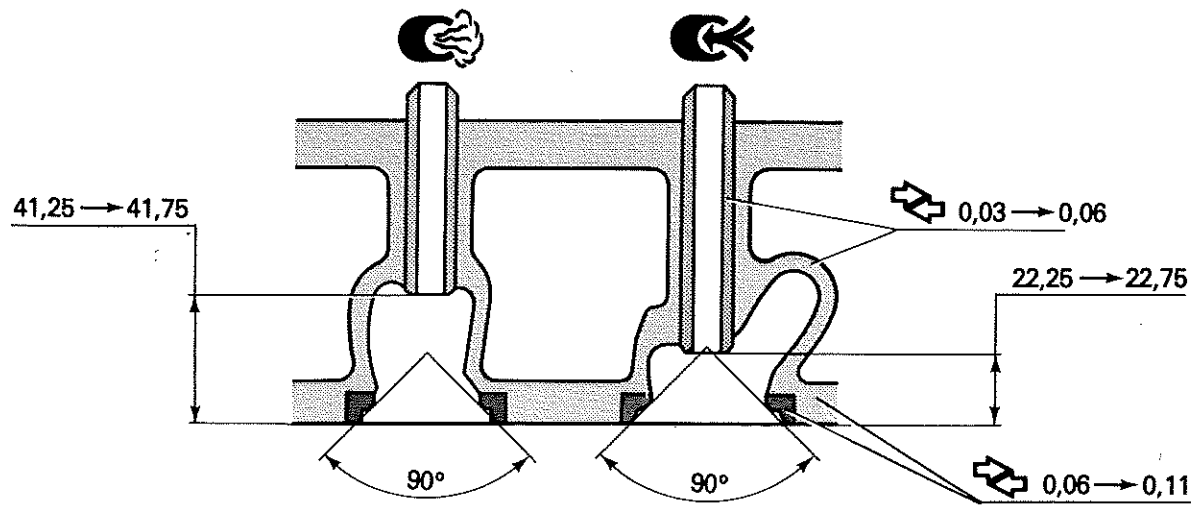
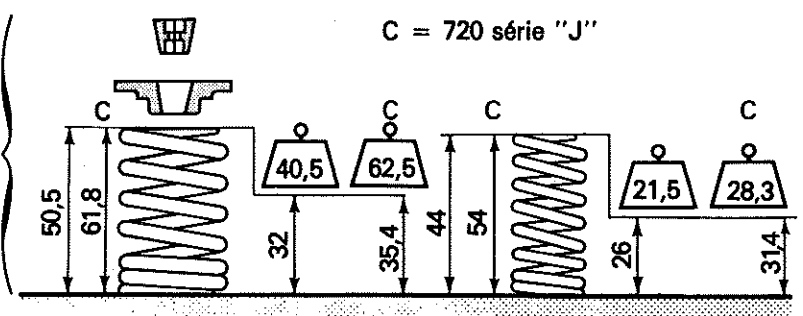
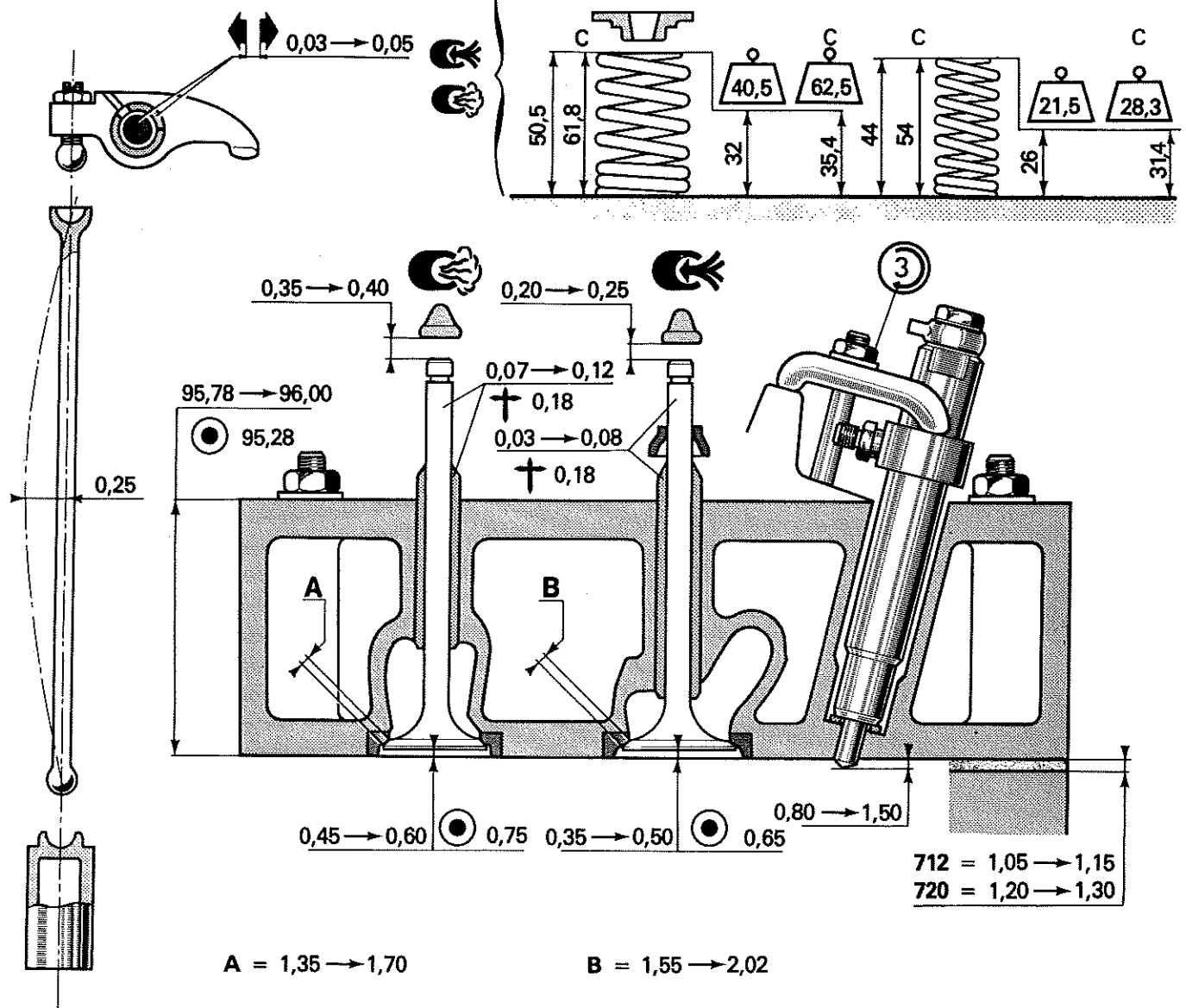


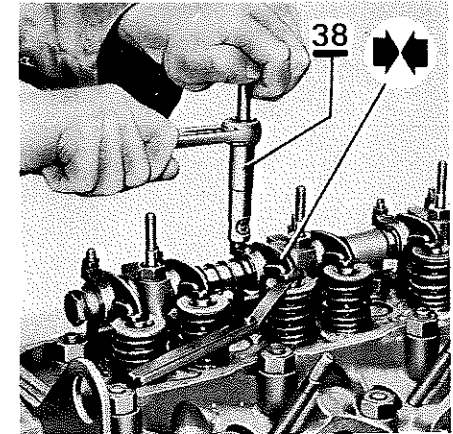
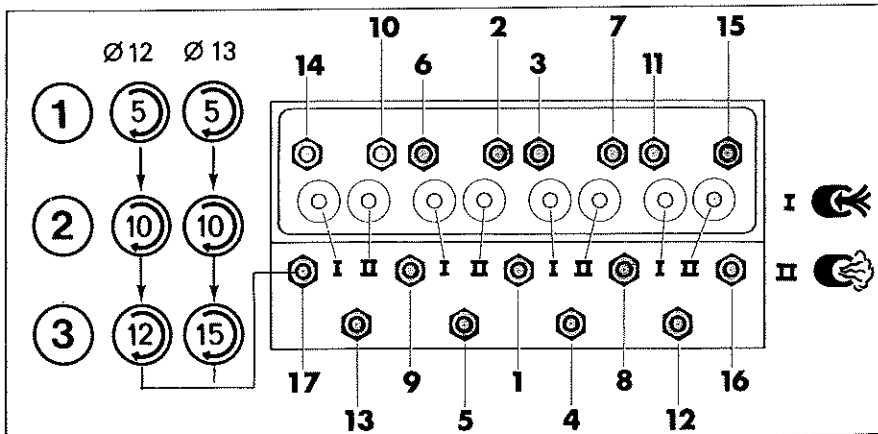
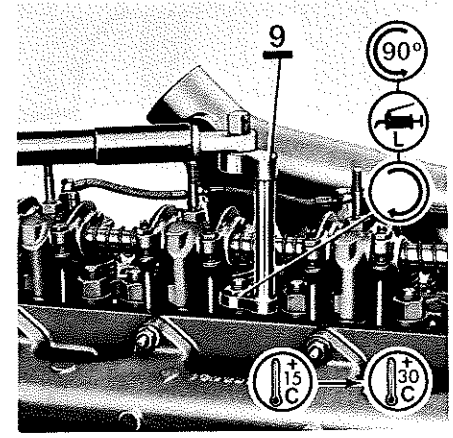
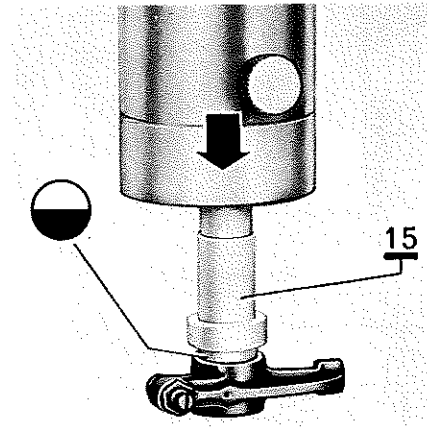
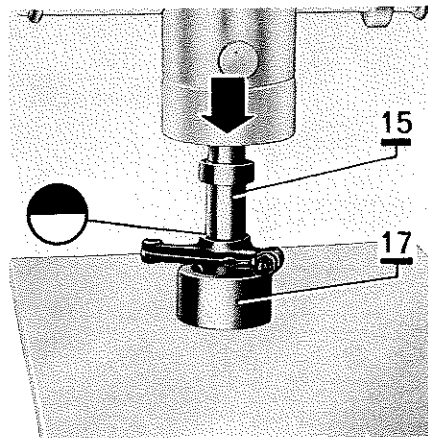
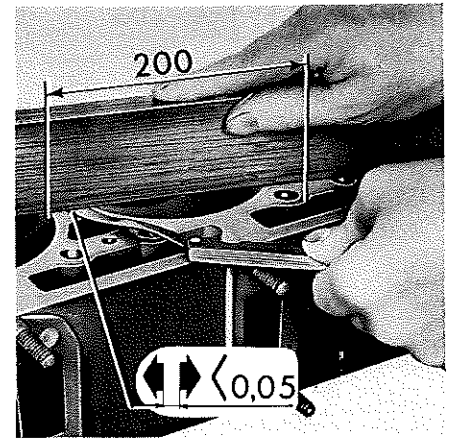
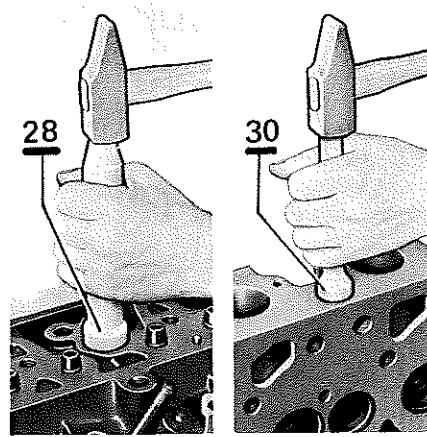
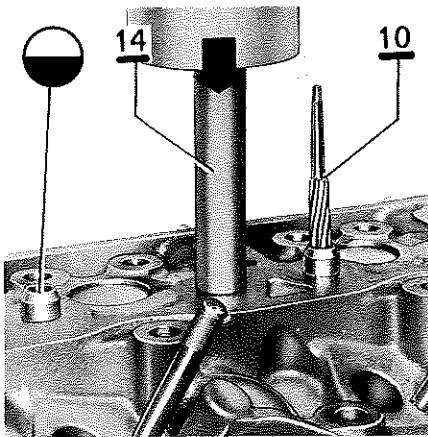
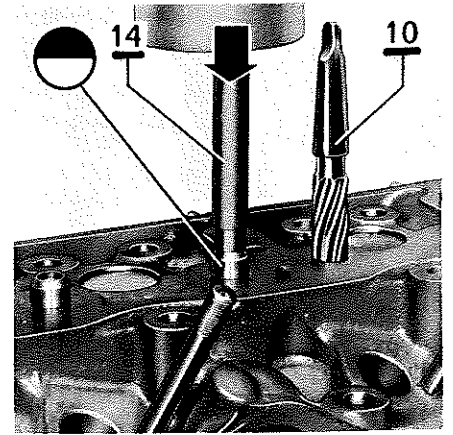
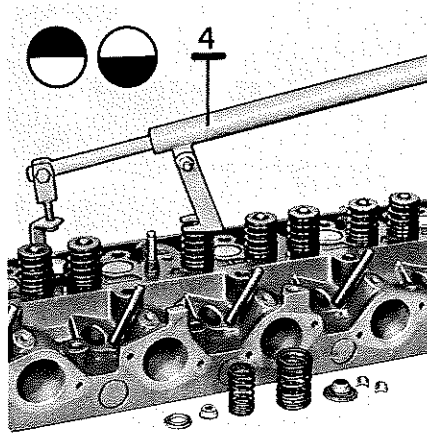
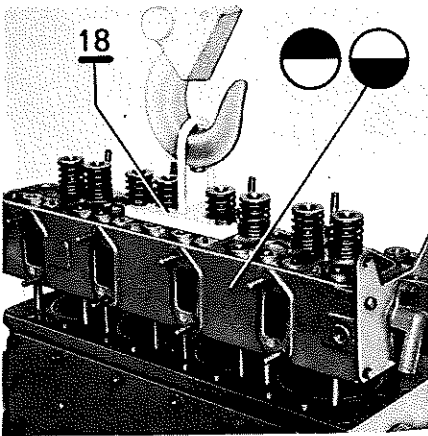
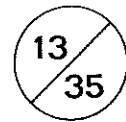
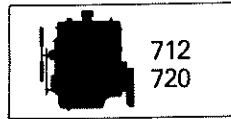


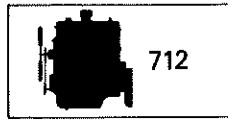
1 9903

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C = 720 série "J"





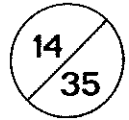


712

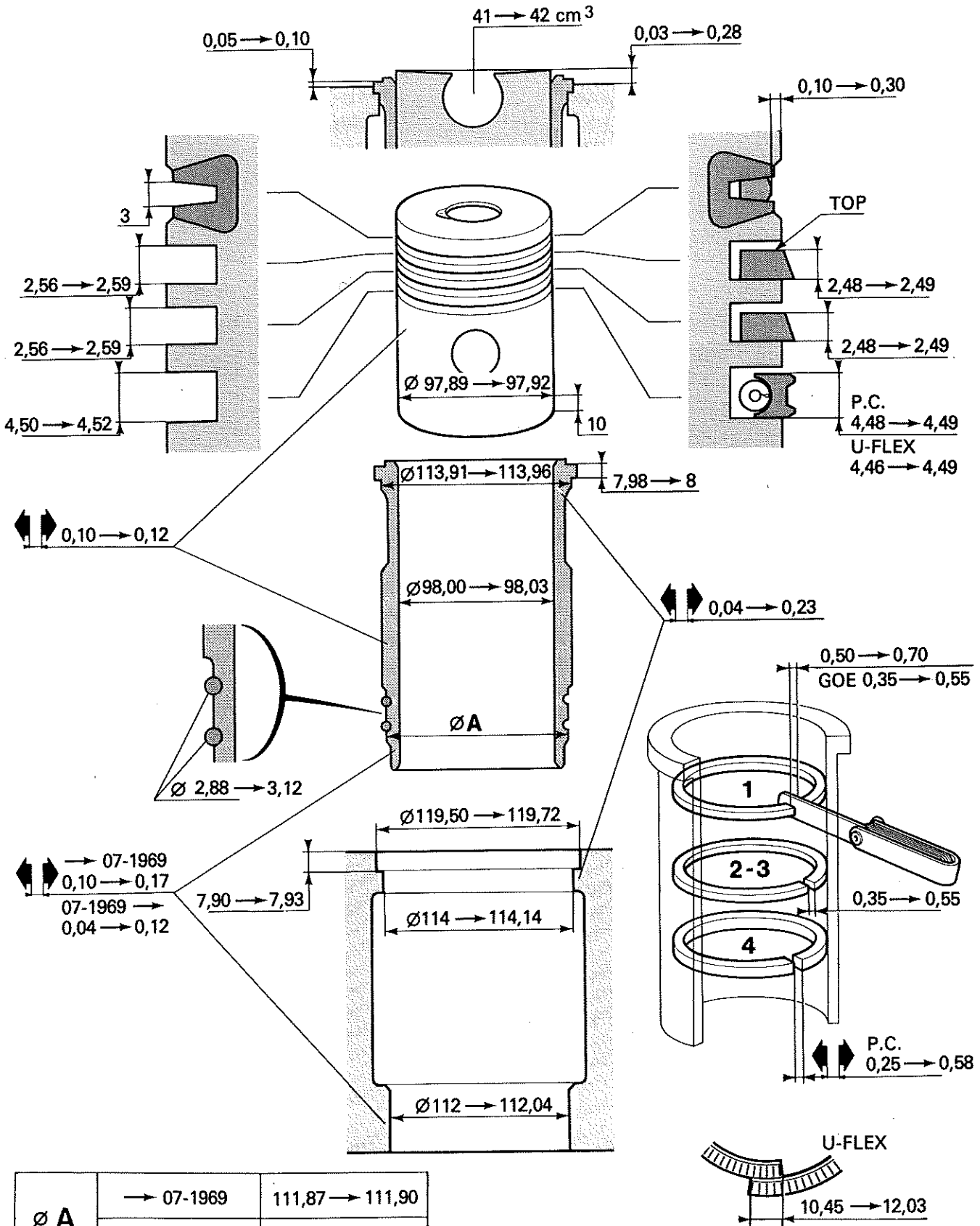


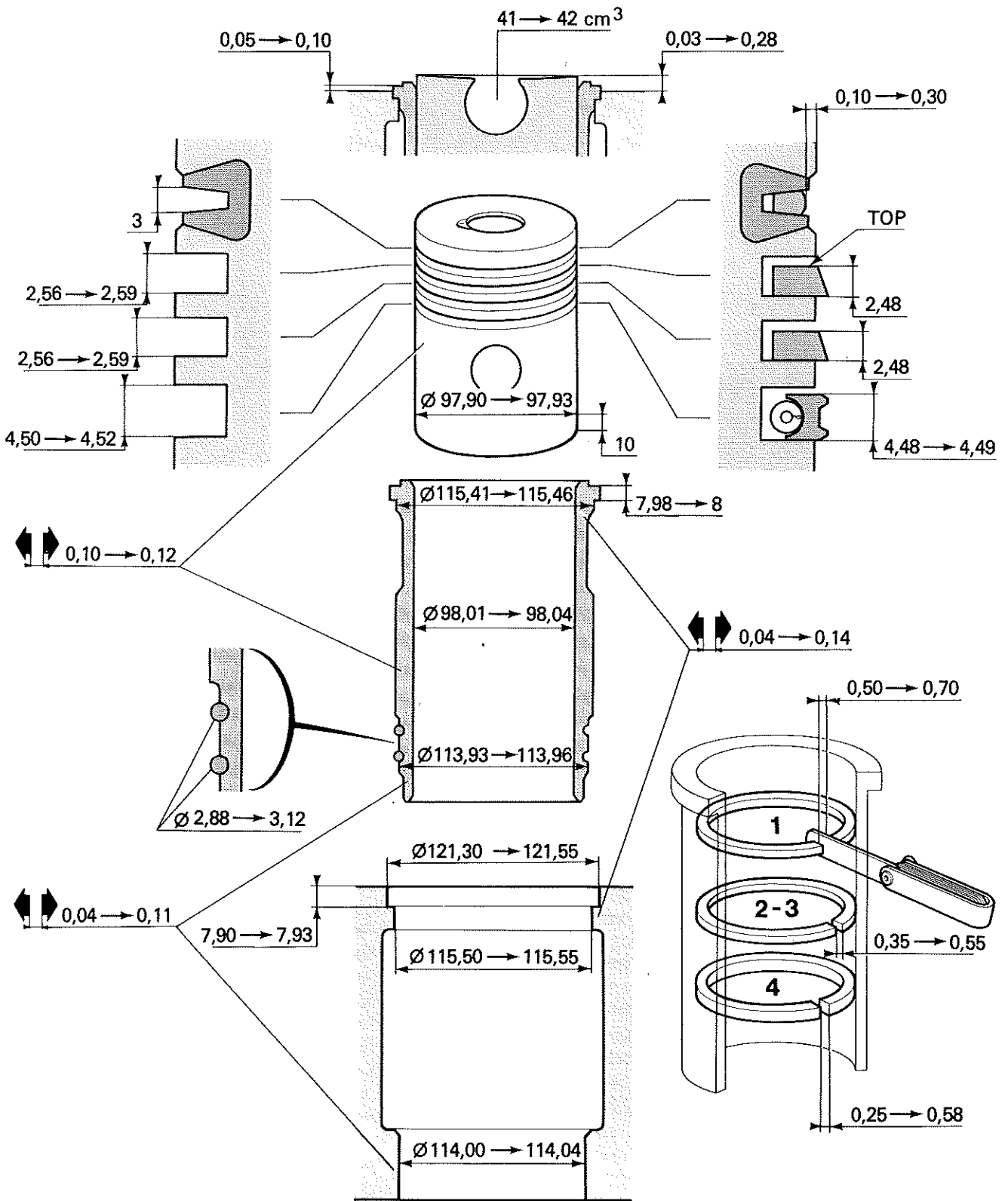
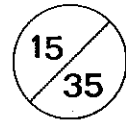
1

9903



14  
35

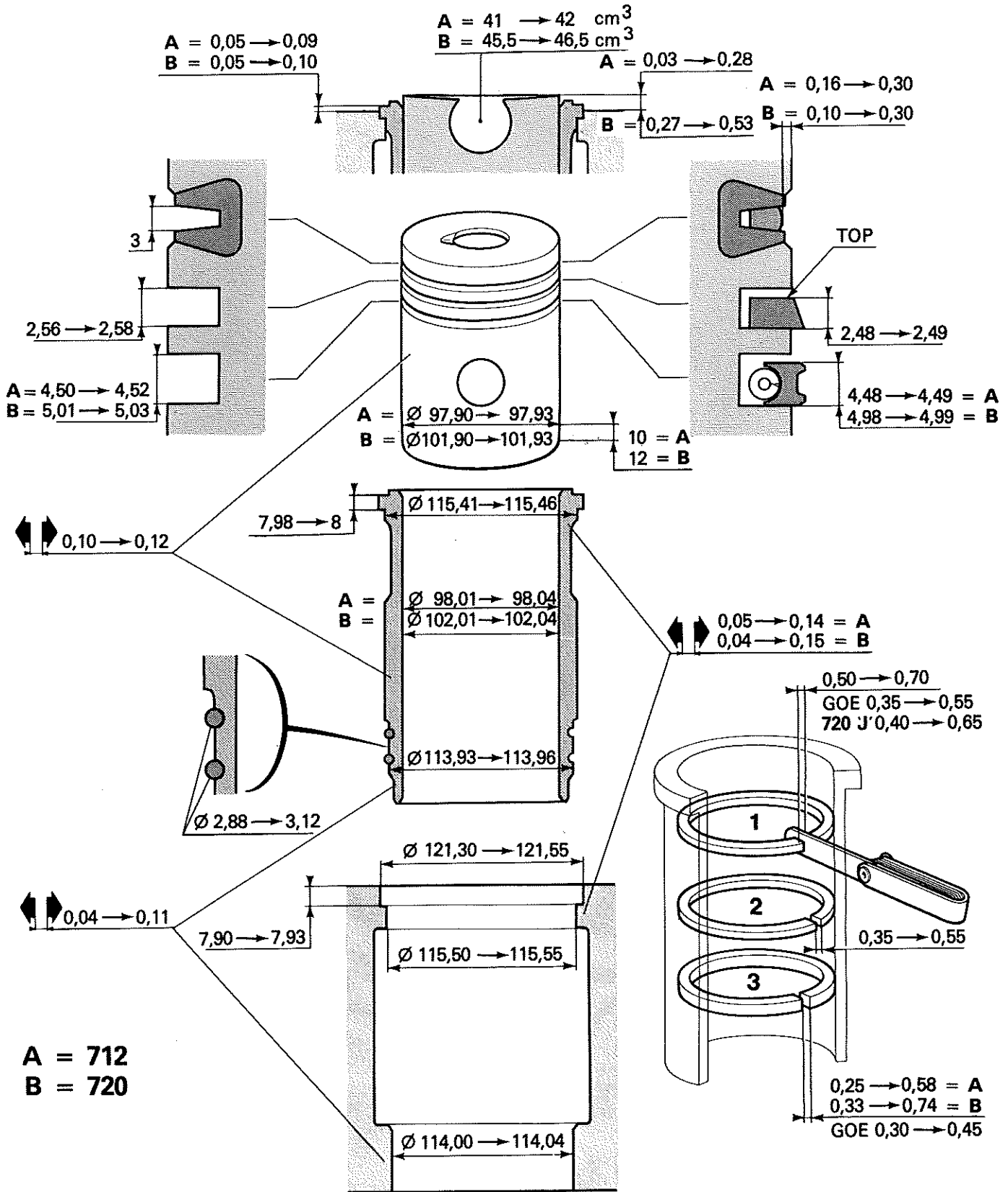




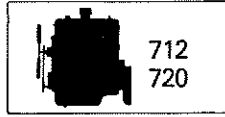


1 **9903**

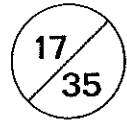
16 / 35



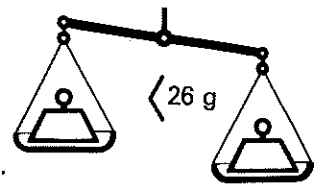
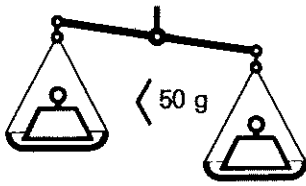
# 01



# 1 9903



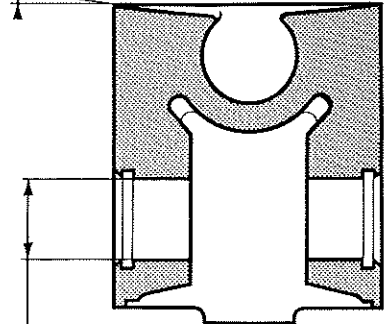
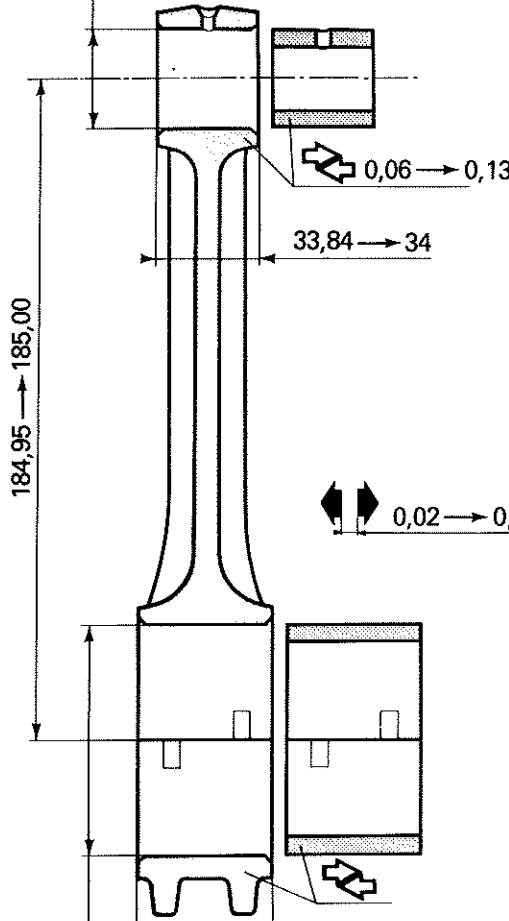
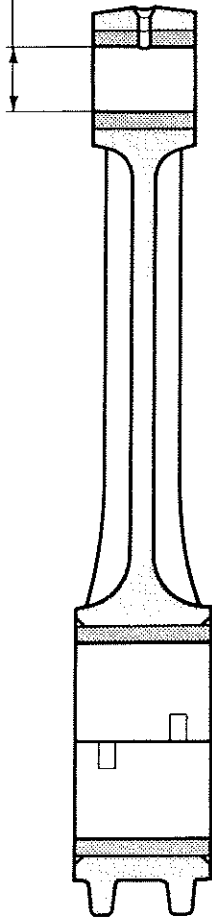
A22 - 17  
e



Ø 36,01 → 36,02

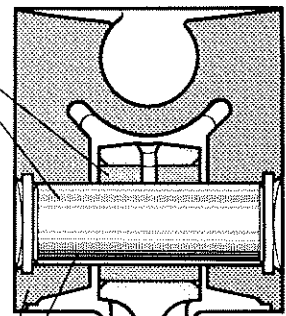
Ø 38,97 → 38,99

20°



Ø 35,991 → 35,994  
Ø 35,994 → 35,997

0,02 → 0,04

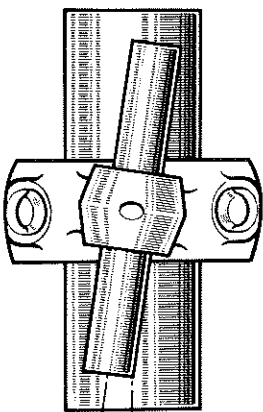


0,001 → 0,010

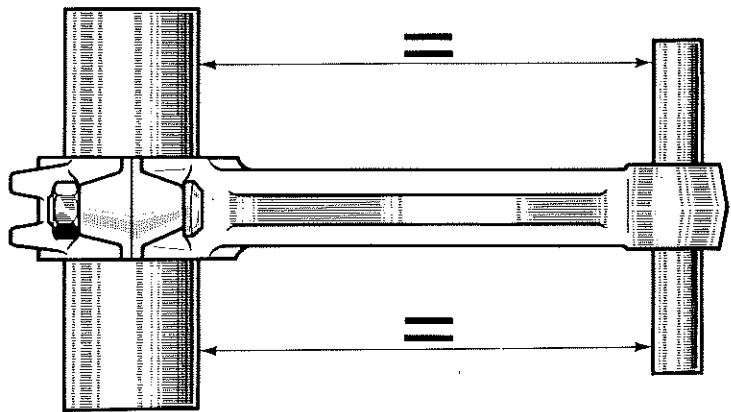
Ø 63,99 → 64,01

37,88 → 37,92

184,95 → 185,00



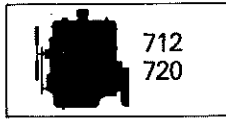
0,15 / 200



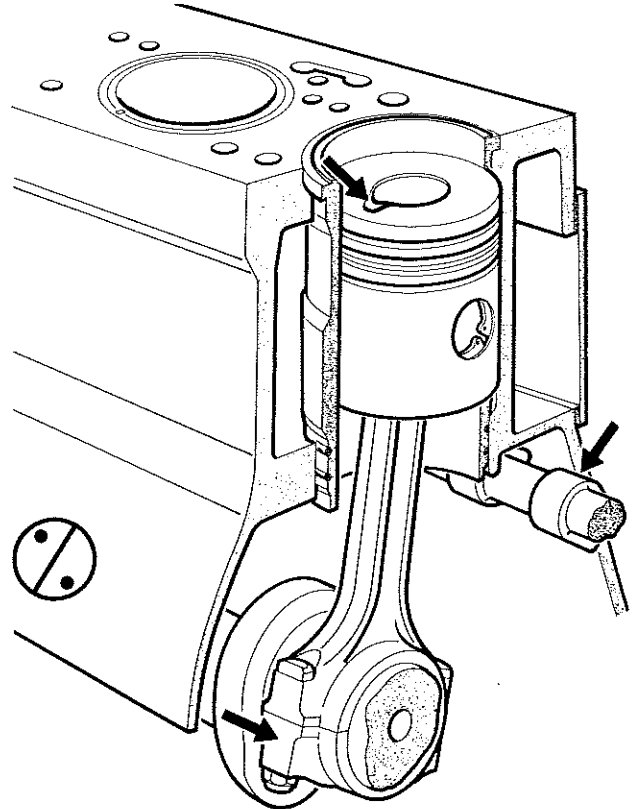
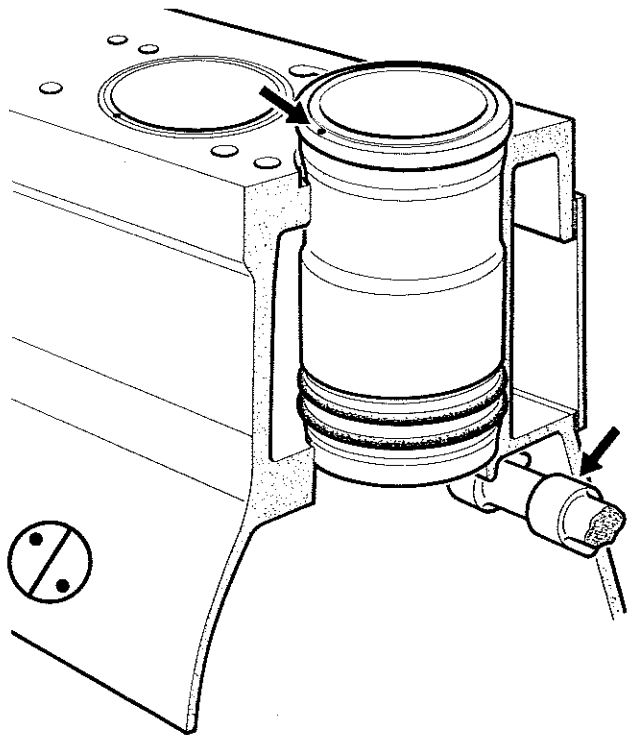
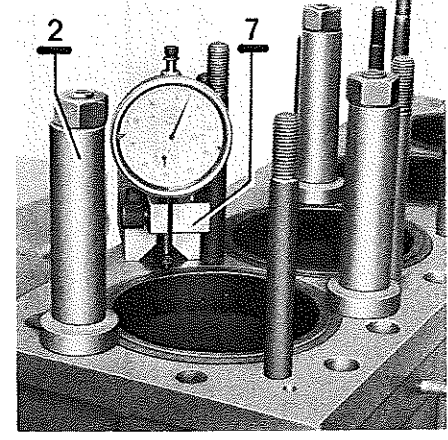
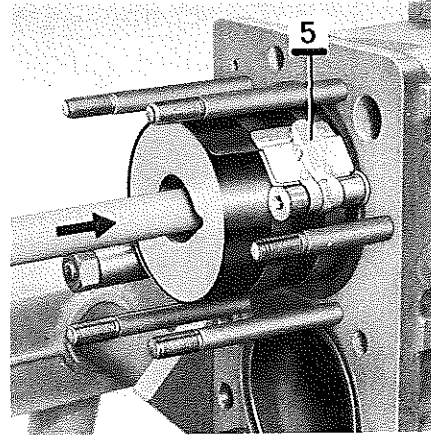
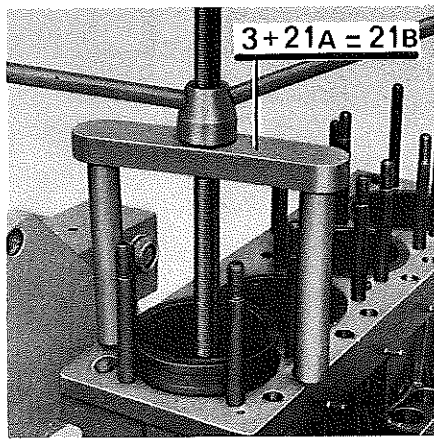
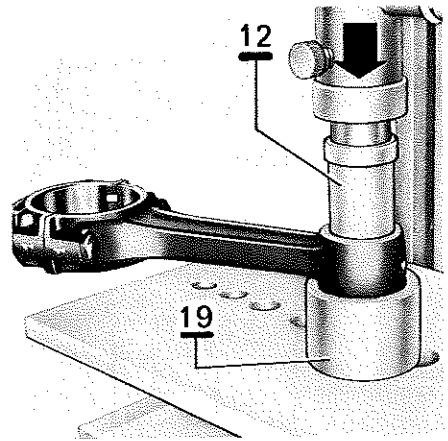
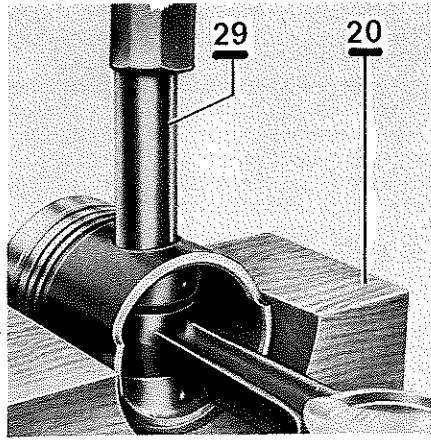
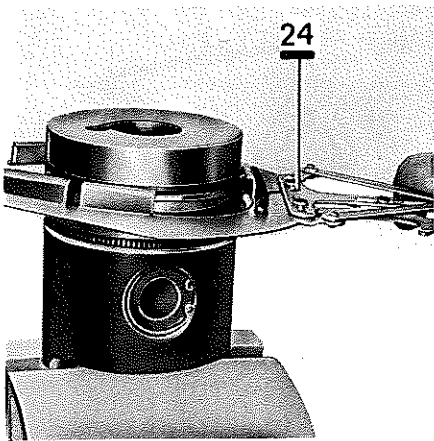
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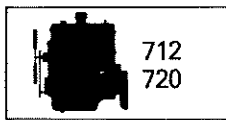
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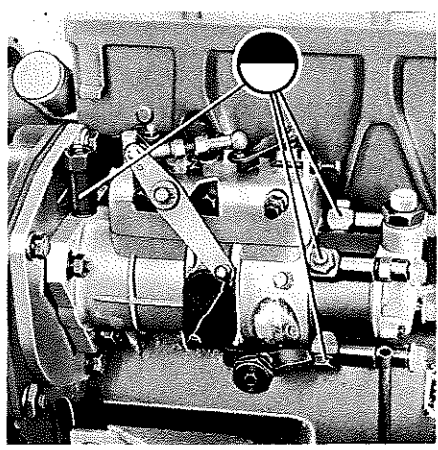
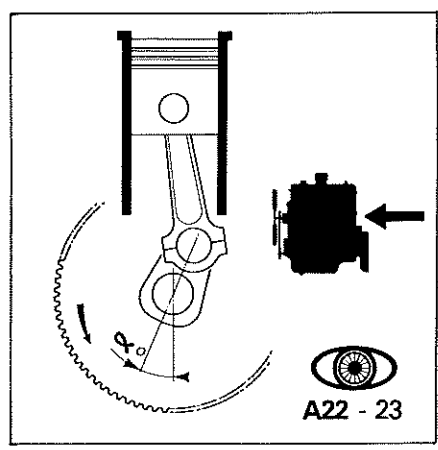
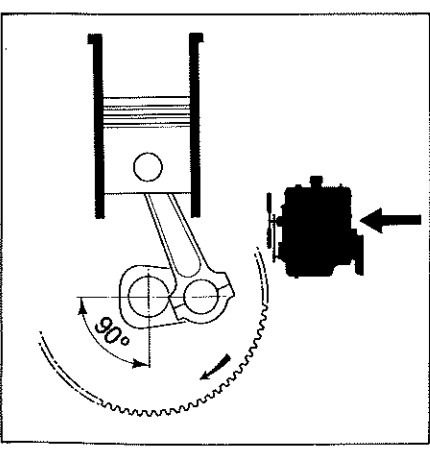
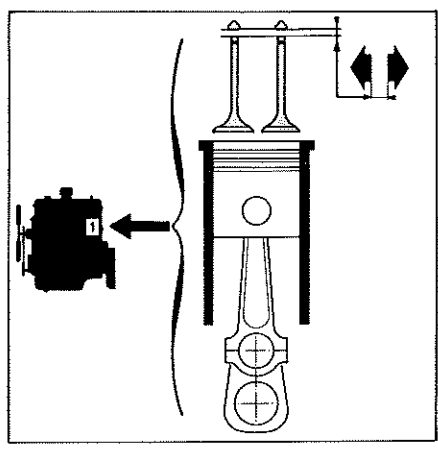
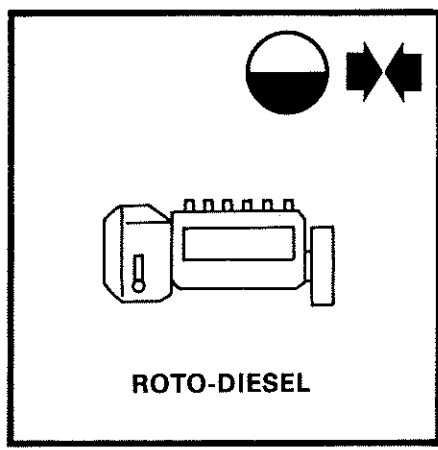
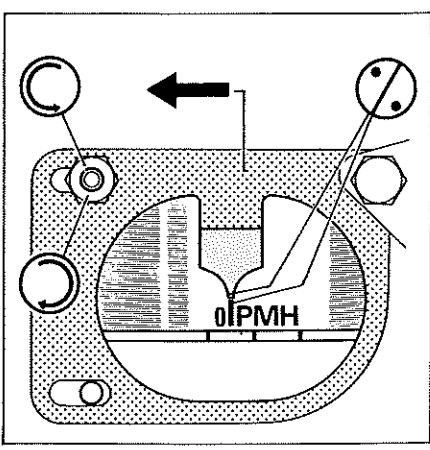
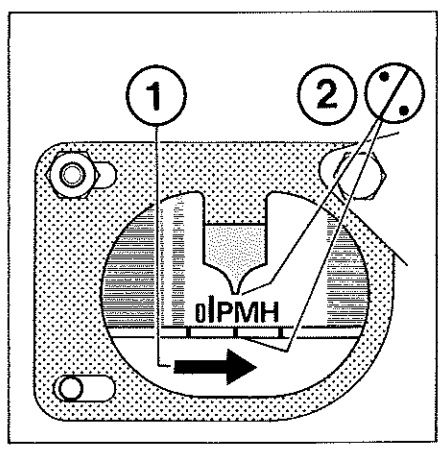
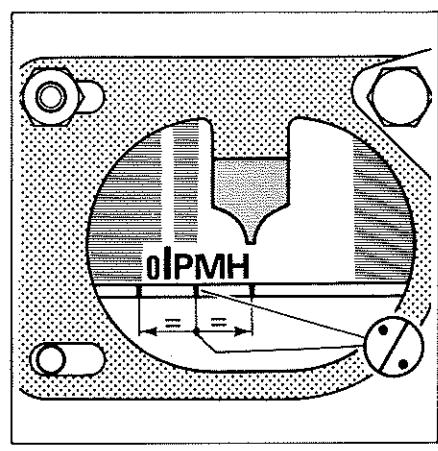
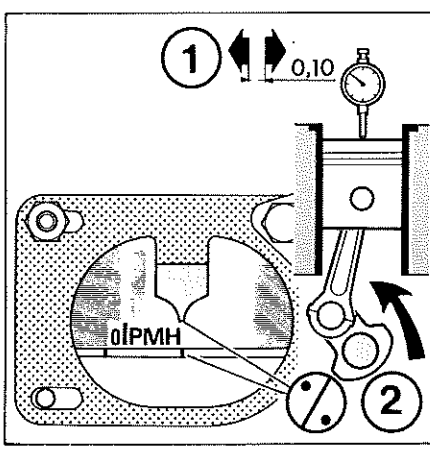
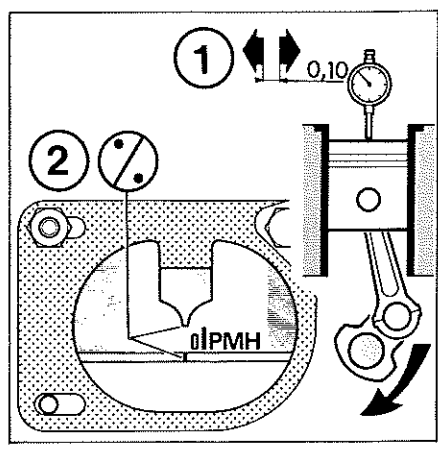
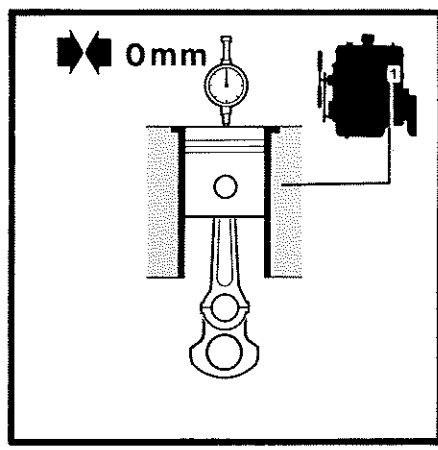


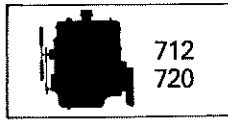


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- Réglage de l'index au point mort haut
- Zeigereinstellung auf oberen Totpunkt
- Adjusting of the pointer for the upper dead center
- Ajuste del indicador para el punto muerto superior
- Registro dell'indice al punto morto superiore
- Astelling van de wijzer op het bovenste dode punt
- Por o indicador no punto morto superior.



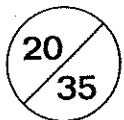


712  
720

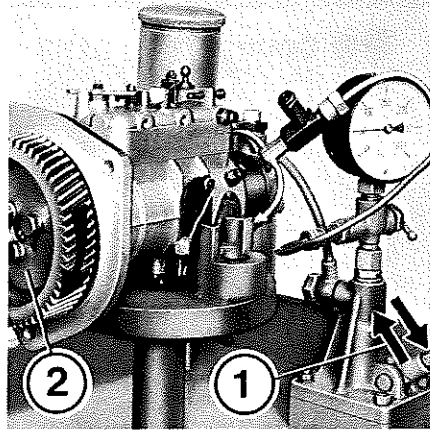
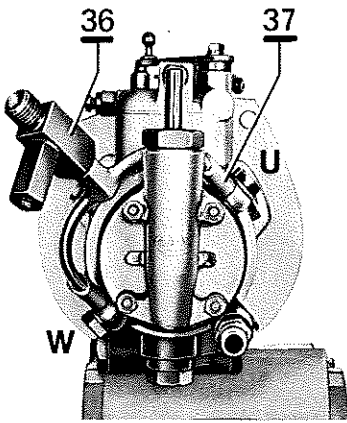


# 1

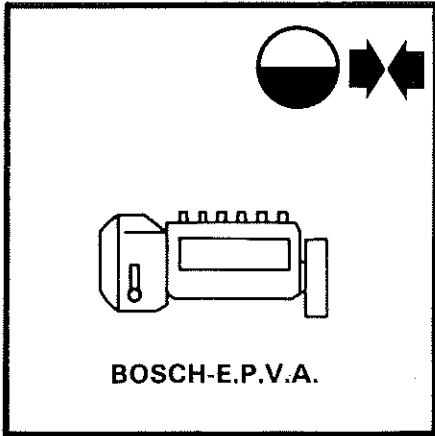
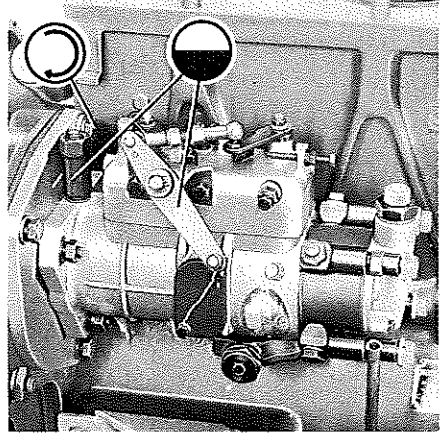
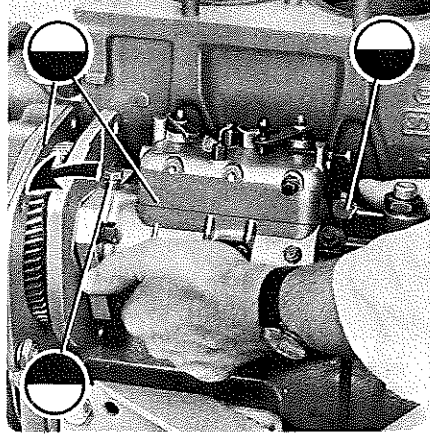
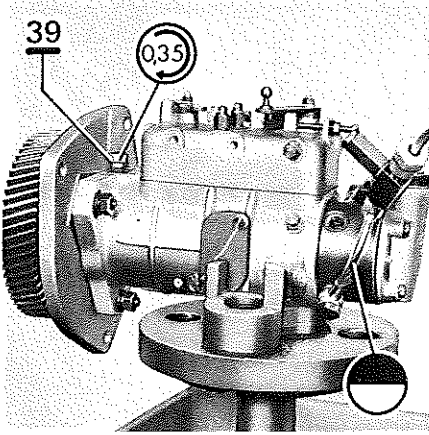
# 9903



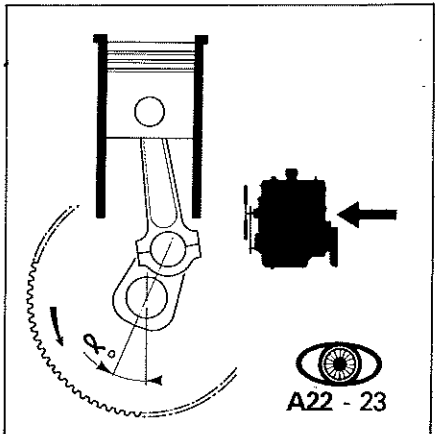
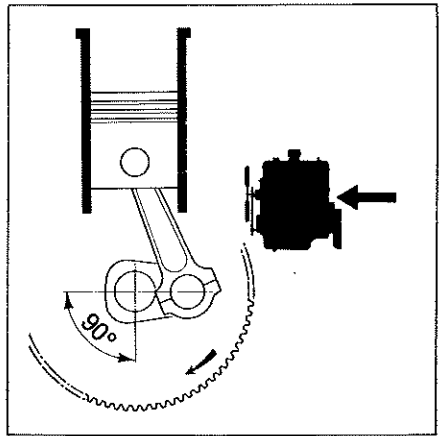
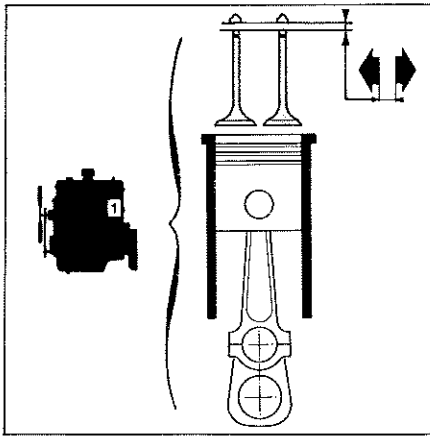
20  
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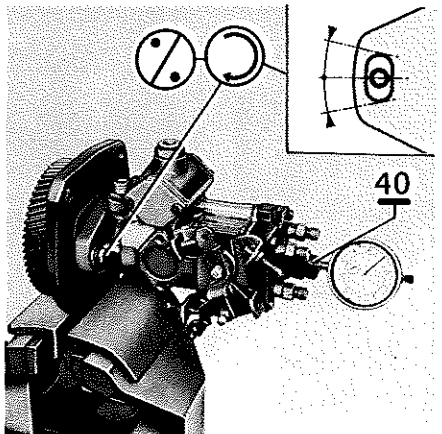
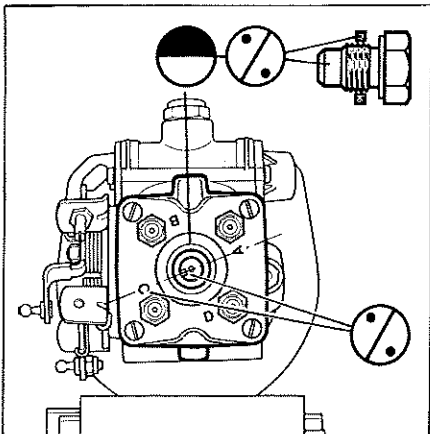
- 2. Tourner jusqu'à la butée hydraulique
- 2. Umdrehen bis zum hydraulischen Anschlag
- 2. Turn as far as the hydraulic stop.
- 2. Girar hasta el tope hidraulico.
- 2. Girare fino al reggpsinta
- 2. Girar ate an bote ren hidraulico
- 2. Draai tot de hydraulische stoot demper.



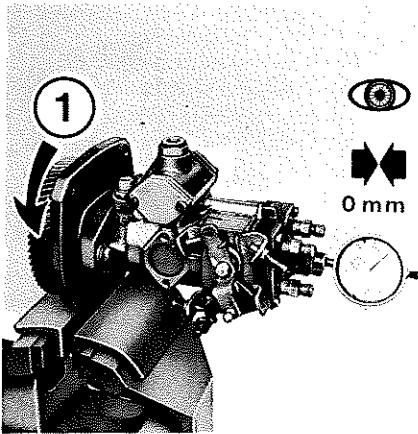
BOSCH-E.P.V.A.



A22 - 23



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1. Mettre le piston de la pompe au point mort bas et régler le comparateur à zéro.

Den Pumpenkolben auf unteren Totpunkt bringen und den Komparator auf null stellen.

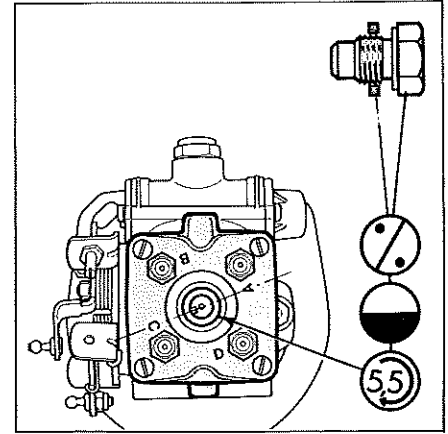
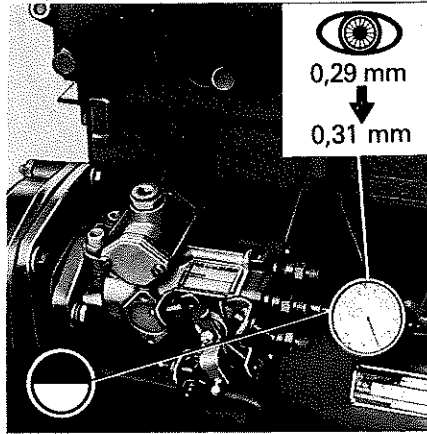
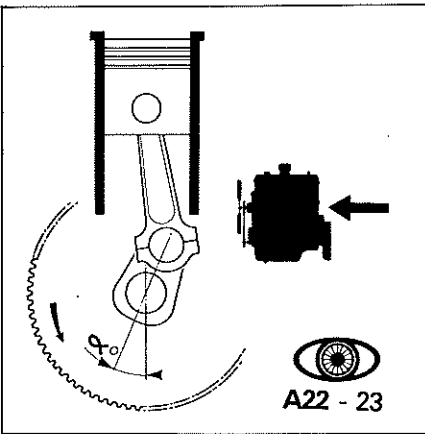
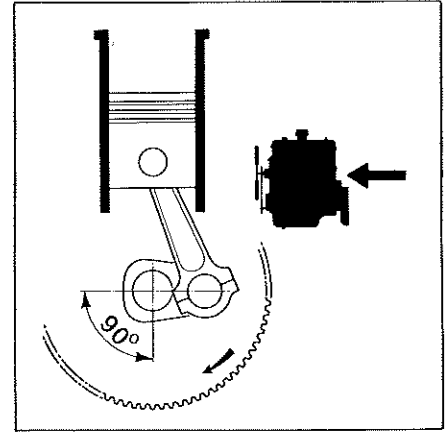
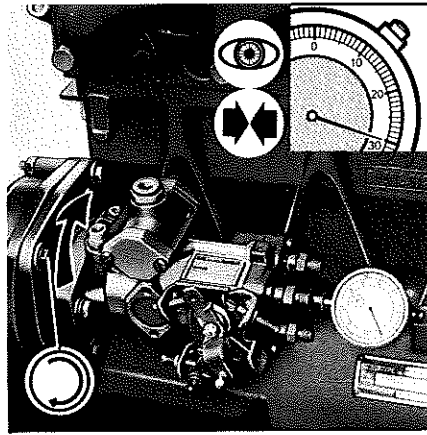
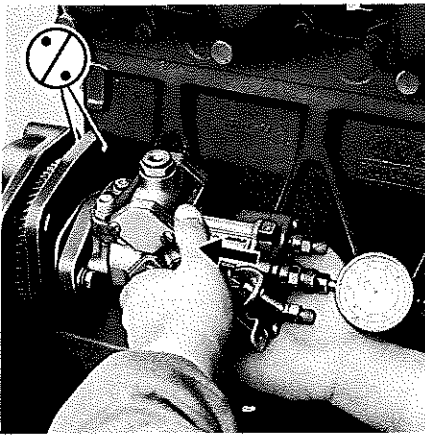
1. Put the pump piston to the bottom dead centre and adjust the comparator on zero.

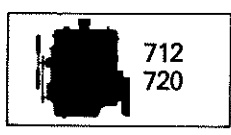
1. Poner el pistón de la bomba al punto muerto inferior y ajustar el comparador sobre cero.

1. Con stantuffo delle pompa al punto morto inferiore registrare il comparatore a zero.

1. Breng de zuiger van de pomp op het laagste dode punt en stel het draadkaliber as op nul.

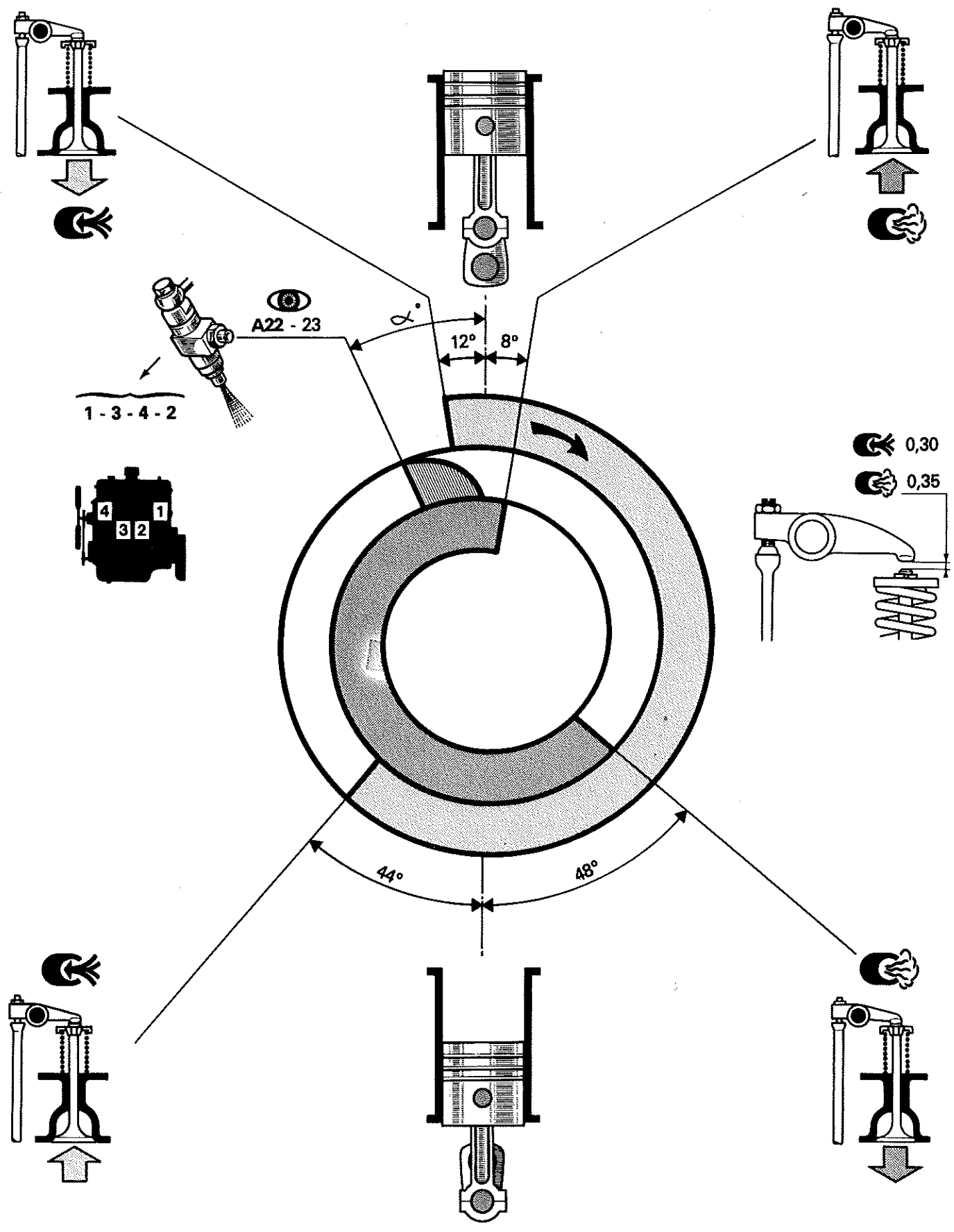
1. Por o pistao da bomba no ponto morto inferior e o comparador no zero.





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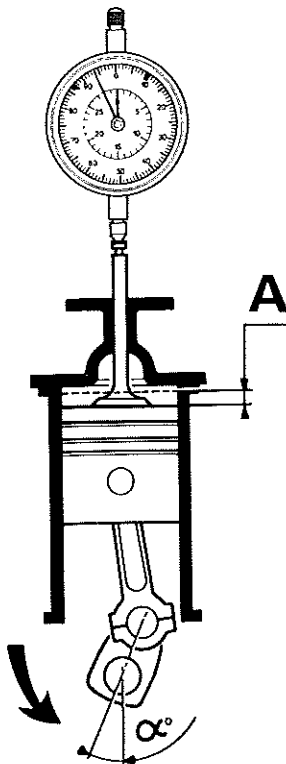
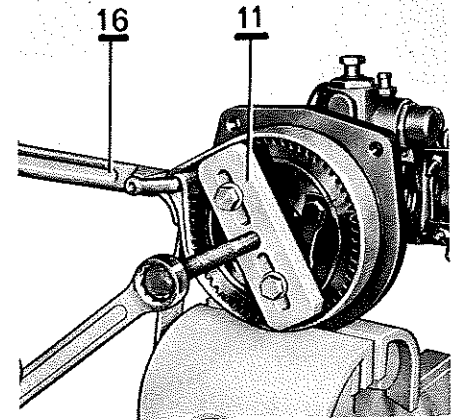
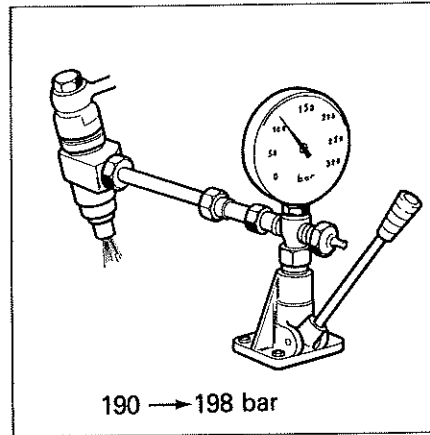
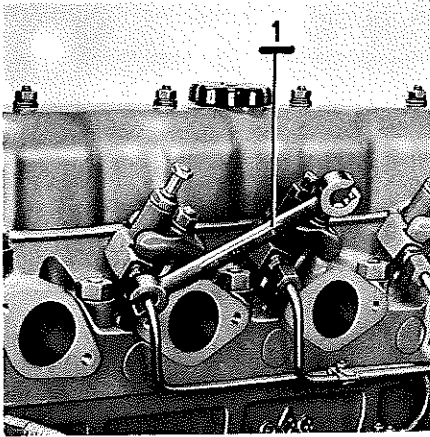
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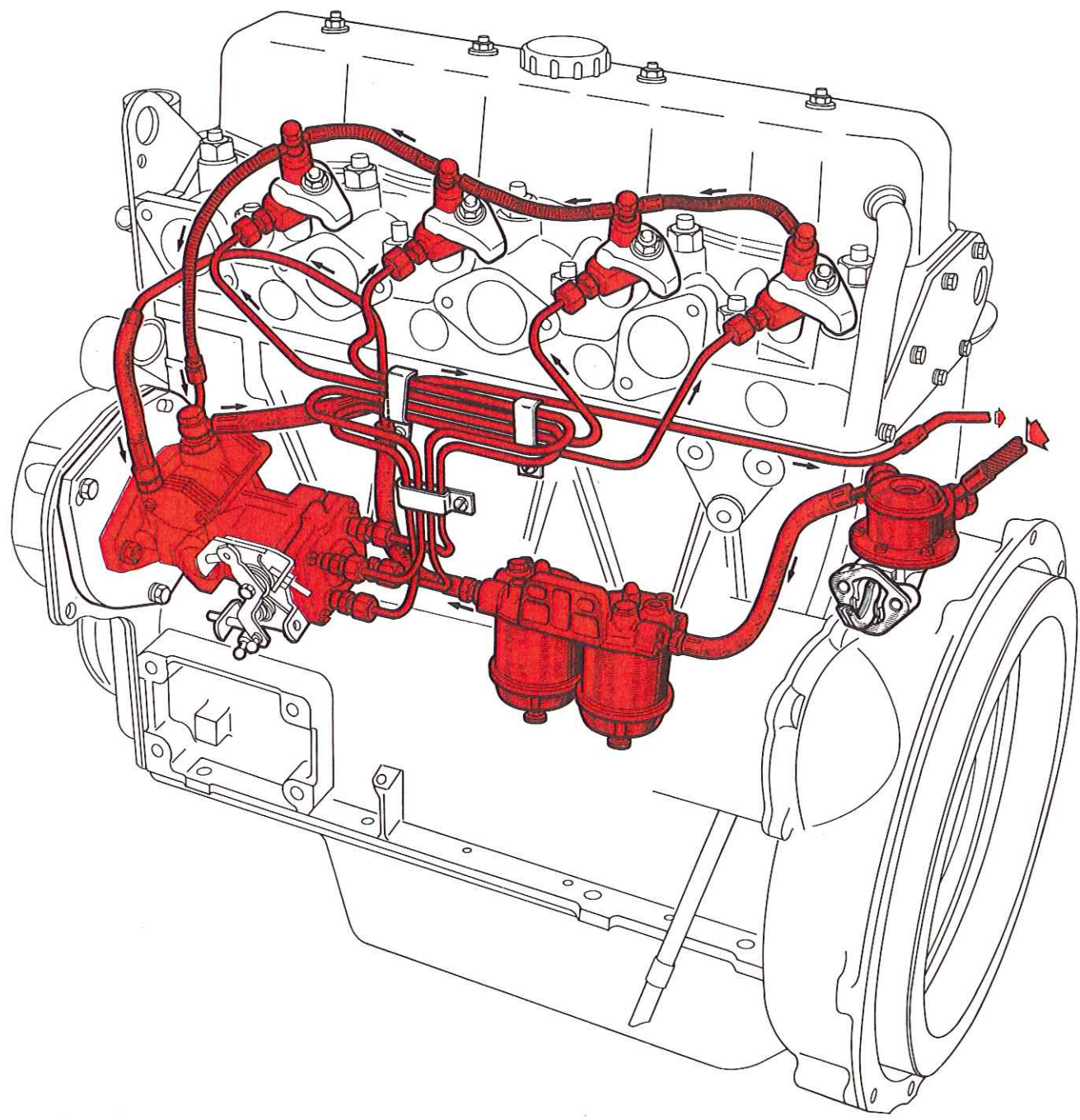
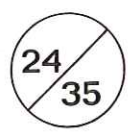
# 1 9903

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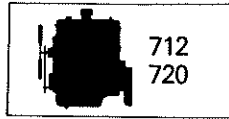
A22 - 23  
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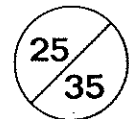
			$\alpha^\circ = A$		
				mm	
<b>712</b>	01 - 01 01 - 02 01 - 03 01 - 04 01 - 05 01 - 06 01 - 07	BOSCH - EP/VA	AR } BR }	23	5,62
	02 - 03 02 - 06 02 - 07		ROTO-DIESEL R 3442 640	28	8,32
	02 - 01		ROTO-DIESEL R 3443 040 - 56/1300	23	5,62
	02 - 01	ROTO-DIESEL R 3442 630	28	8,32	
	02 - 07	ROTO-DIESEL R 3443 040 - 48/1300	19	3,91	
	<b>720</b>	01 - 01 01 - 02 01 - 08 01 - 09 01 - 10 01 - 12	BOSCH - EP/VA (CR)	25	6,62
		02 - 09 02 - 12	ROTO DIESEL R 3443 050	19	3,91



# 01

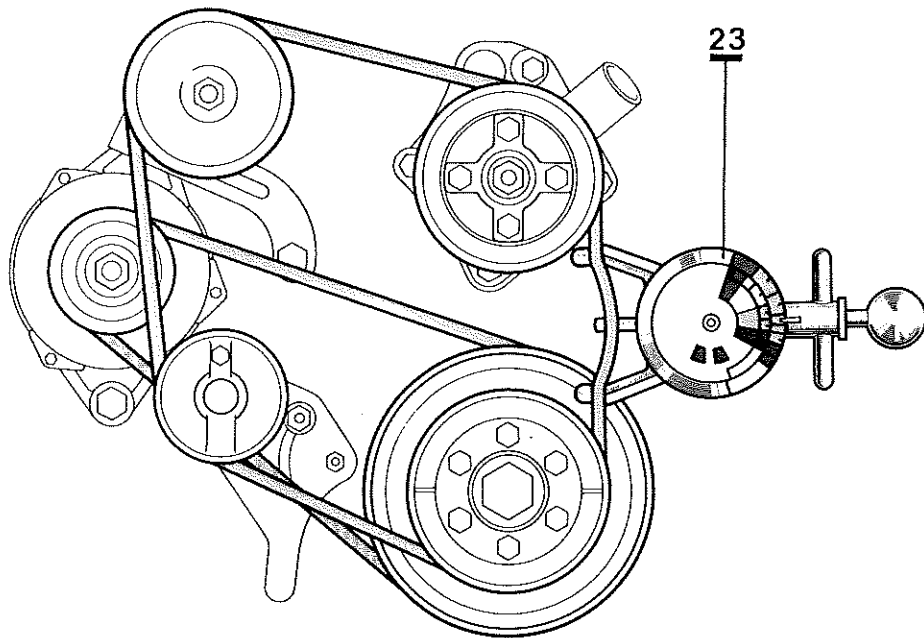


**1** **9903**



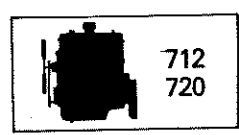
A22 - 25  
e

A 22



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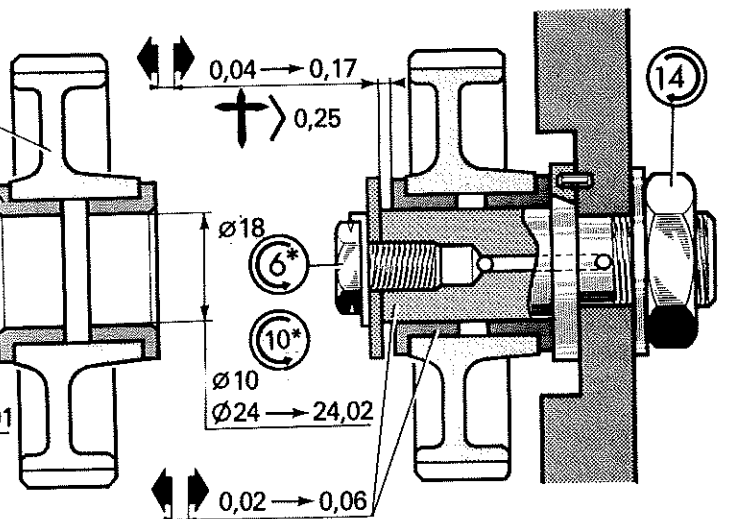
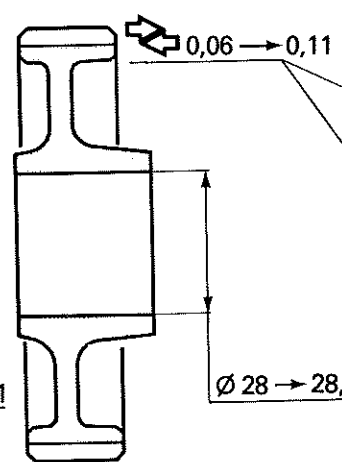
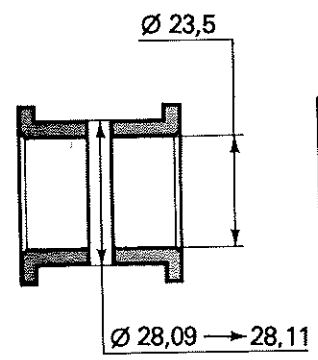
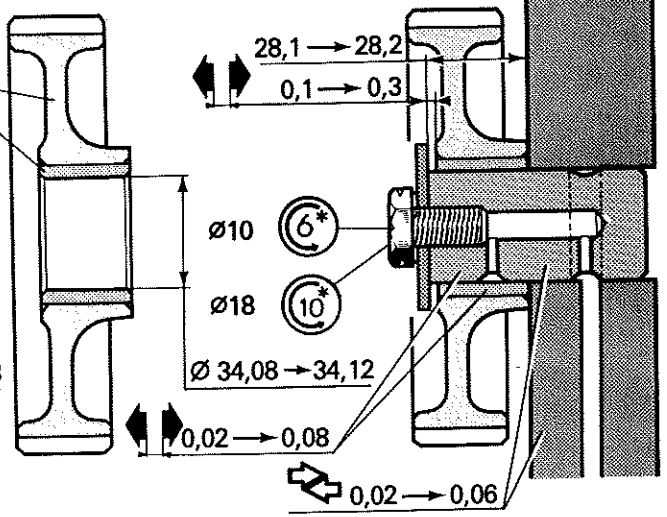
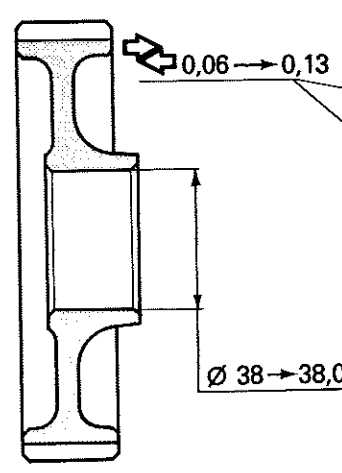
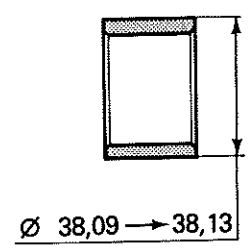
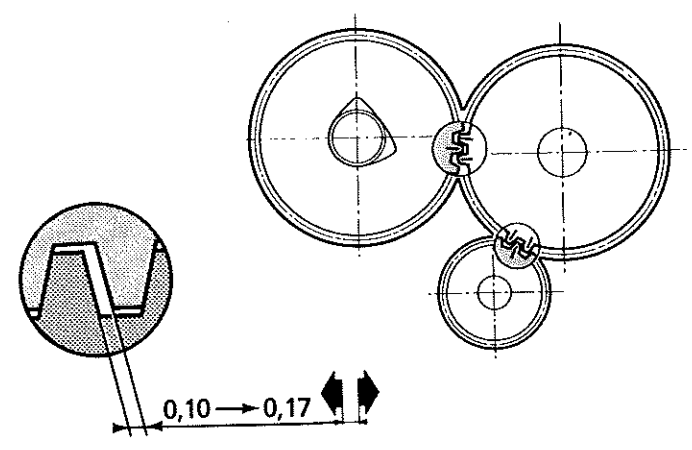
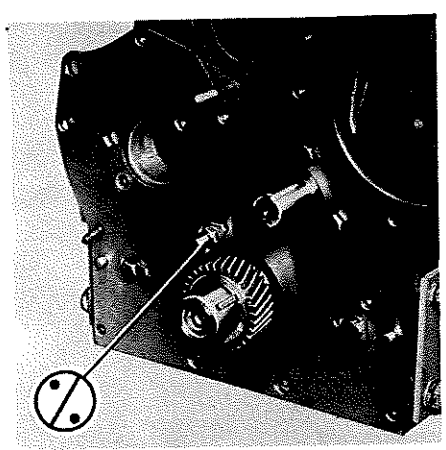


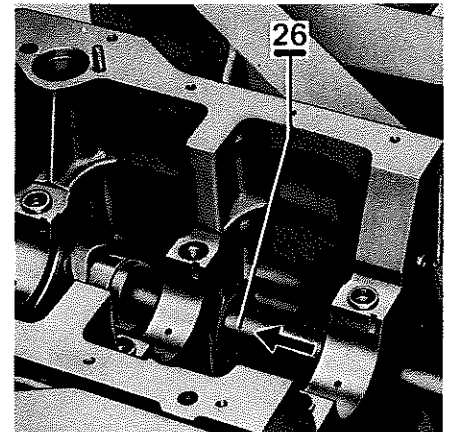
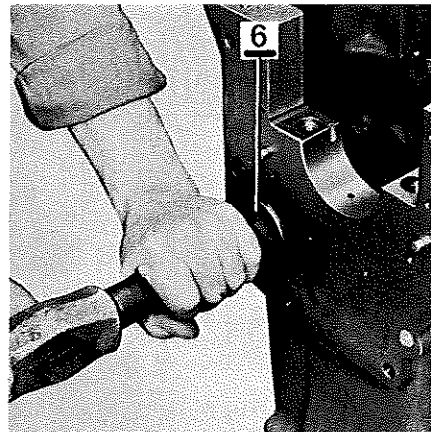
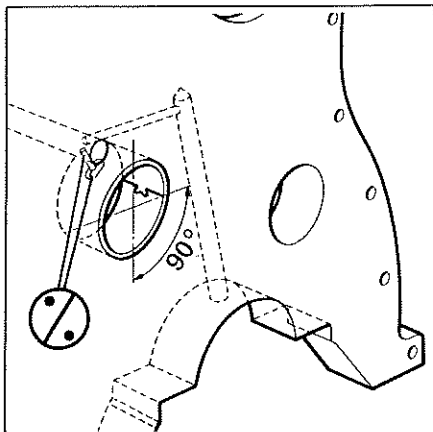
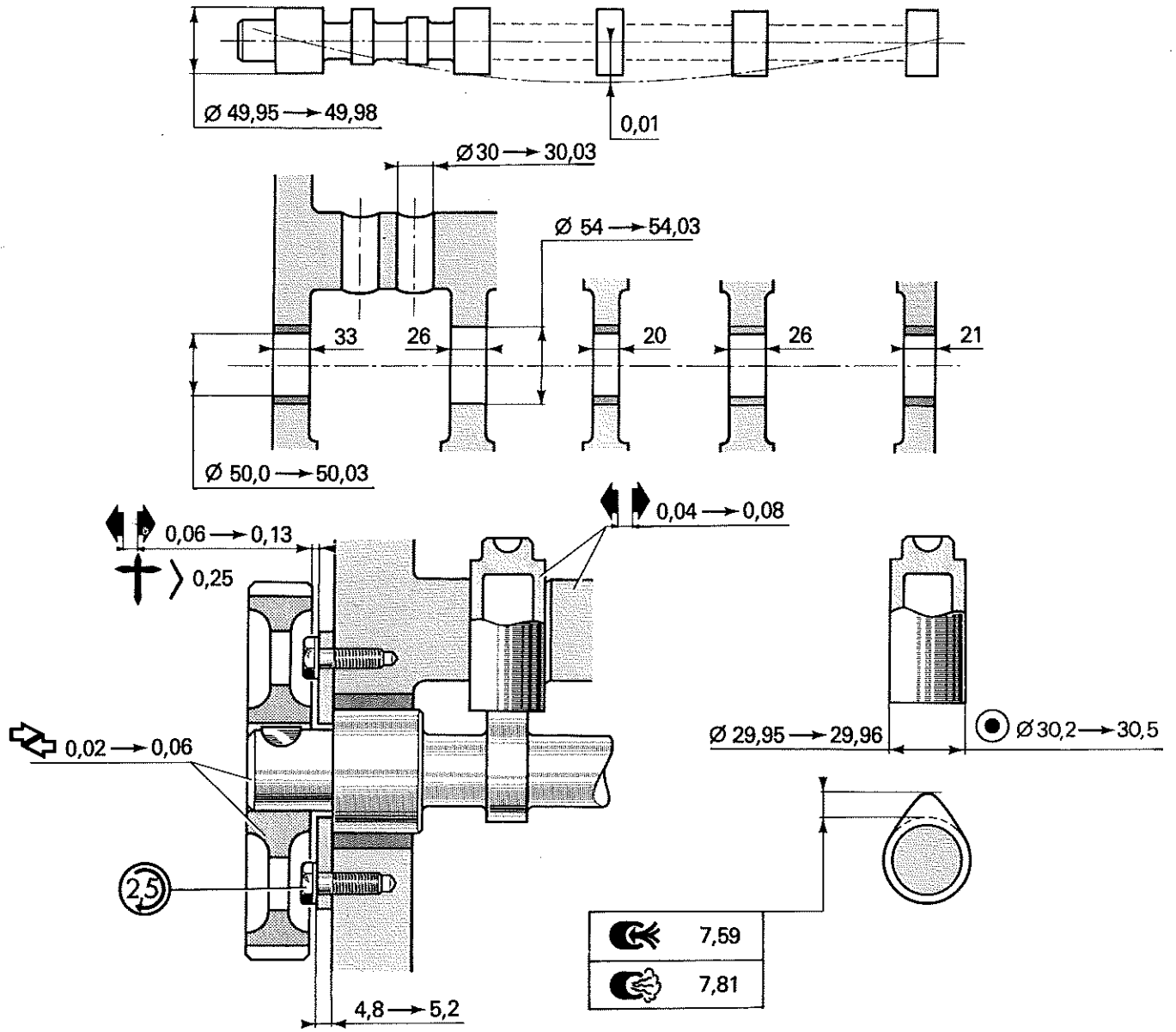
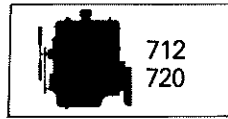


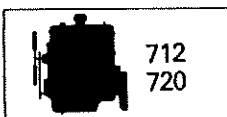
712  
720

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26  
35

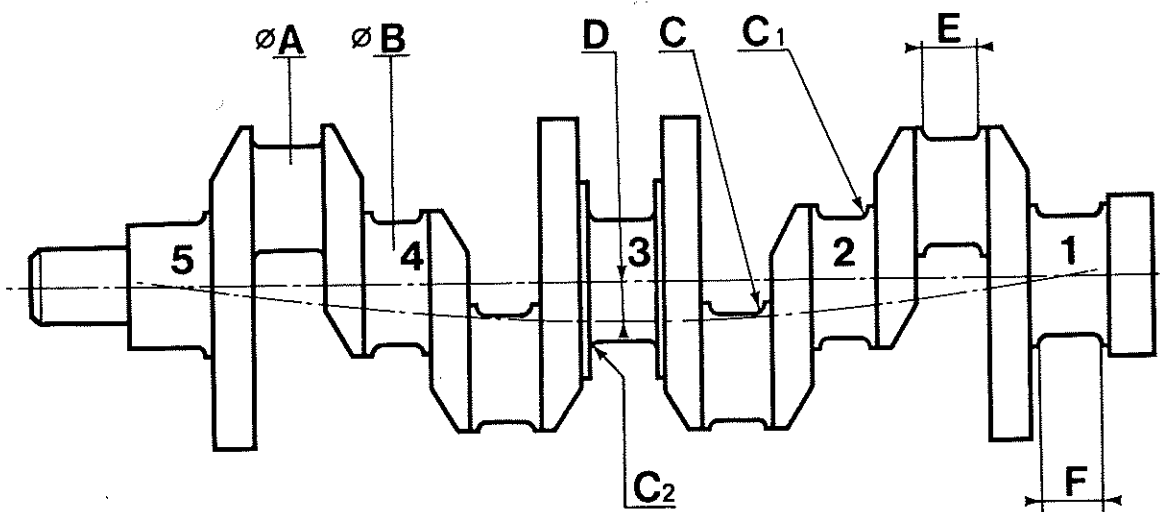






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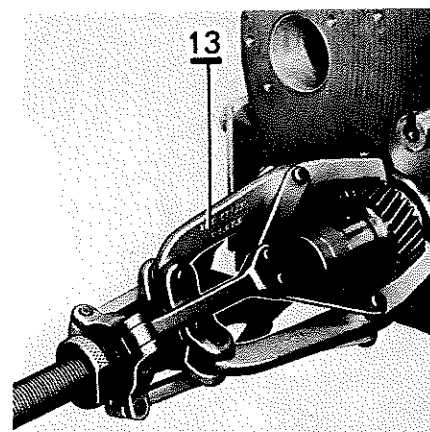
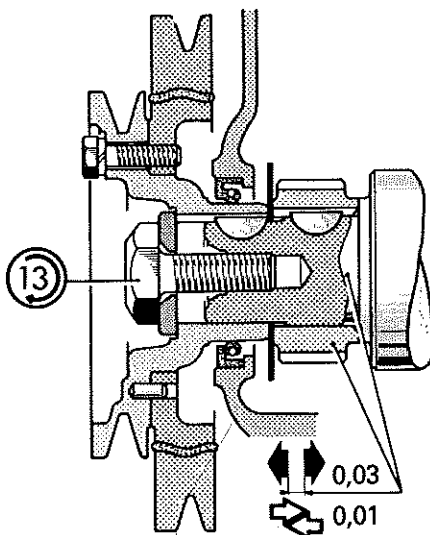
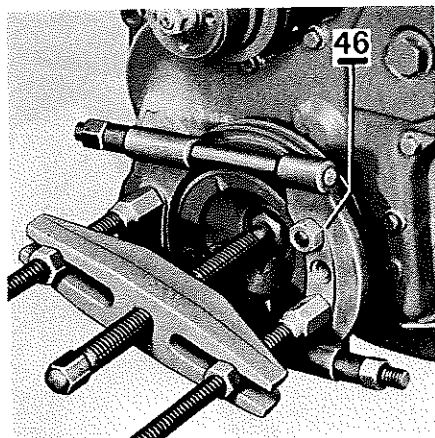
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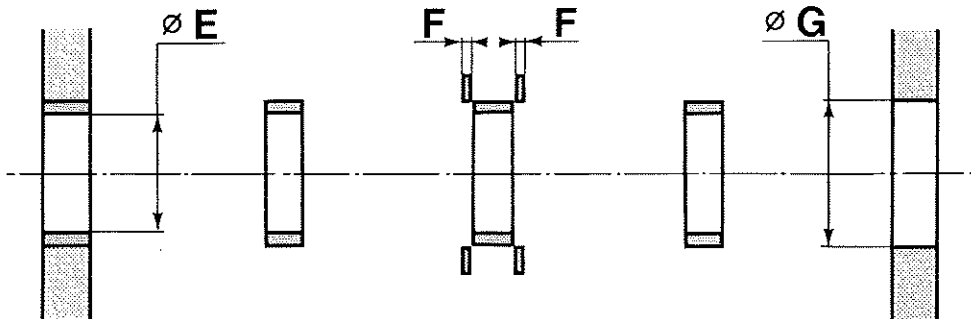
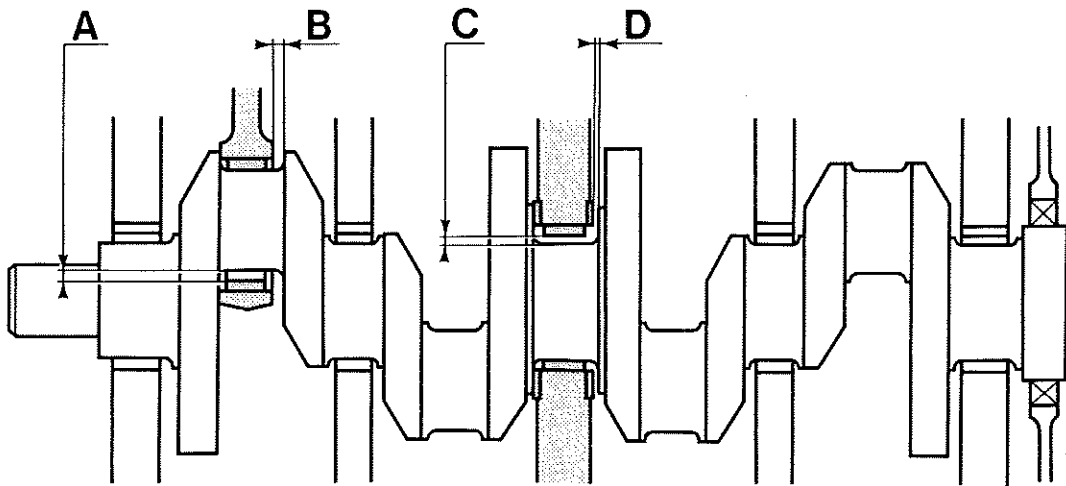


Ø A	60,26 → 60,27				
Ø B	73,96 → 73,98				
C	3,5 → 4				
C <sub>1</sub>	3 → 3,5				
C <sub>2</sub>	4 → 4,5				
D	0,025				
E	38 → 38,10				
F	5	4	3	2	1
	39,2 → 39,8	34 → 34,16	43 → 43,06	34 → 34,16	43 → 43,16

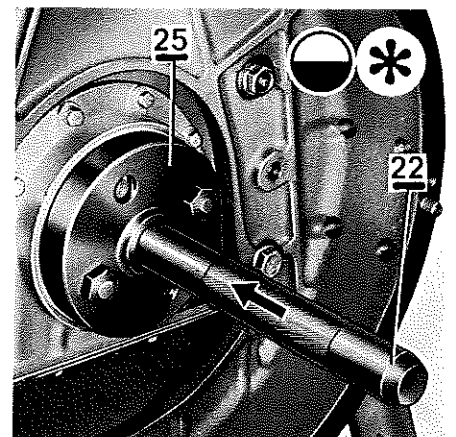
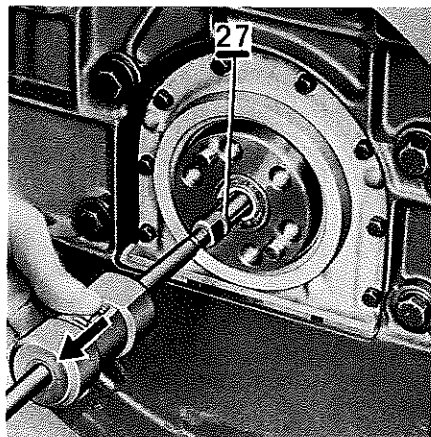
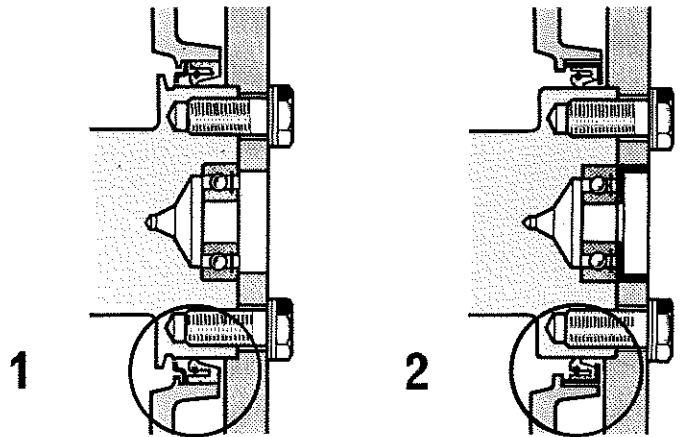
●	Ø A
1	60,01 → 60,02
2	59,76 → 59,77

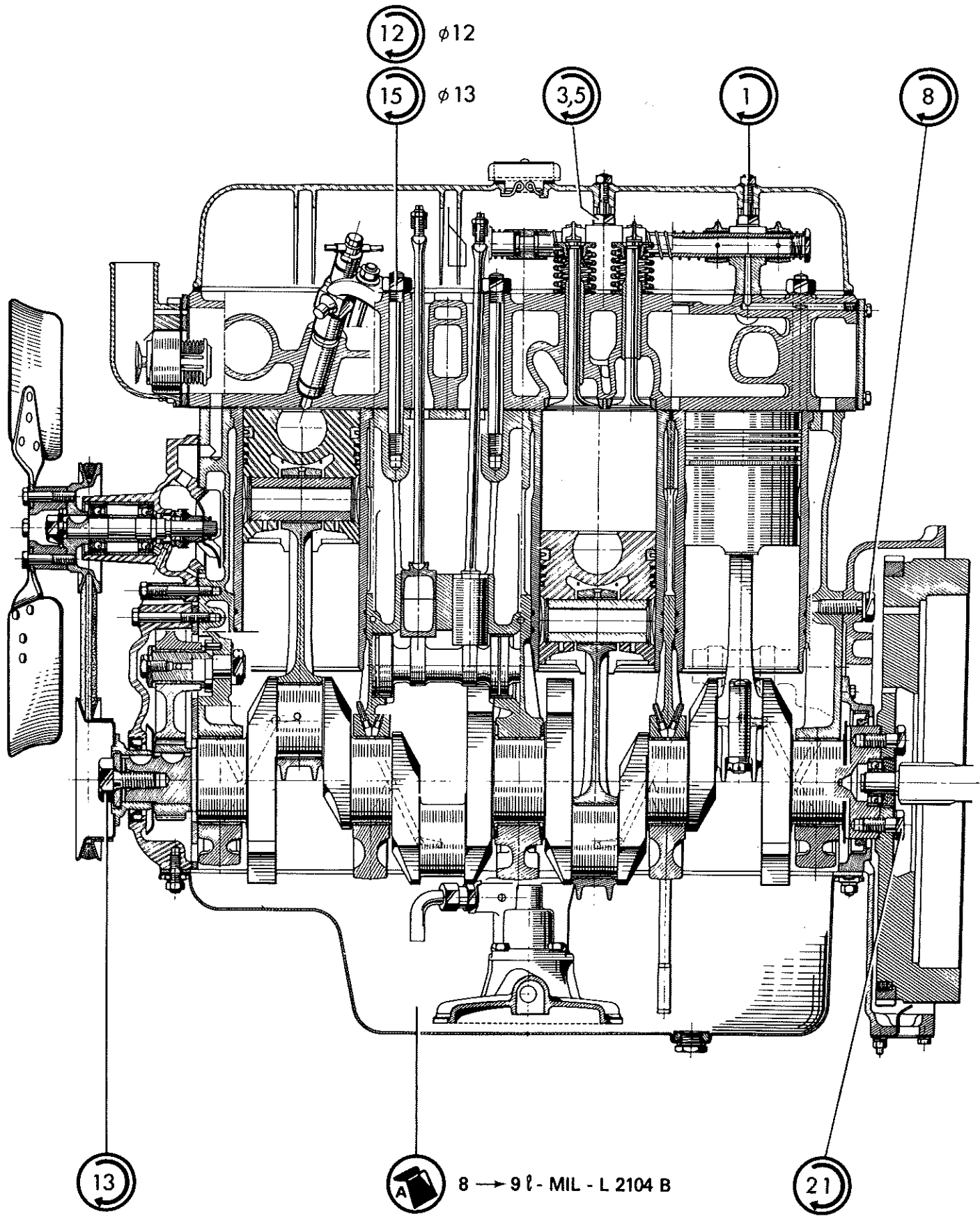
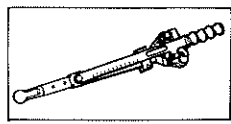
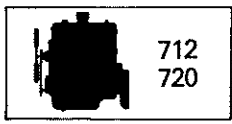
●	Ø B
1	73,46 → 73,47
2	72,96 → 72,97



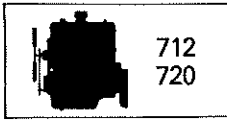
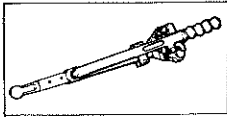


<b>A</b>	0,05 → 0,10	>	0,14	†
<b>B</b>	0,08 → 0,22	>	0,25	†
<b>C</b>	0,07 → 0,12	>	0,18	†
<b>D</b>	0,05 → 0,25	>	0,35	†
<b>Ø E</b>	74,05 → 74,08			
<b>F</b>	3,10 → 3,15	●	3,30 → 3,35	
<b>Ø G</b>	78,69 → 78,71			





# 01



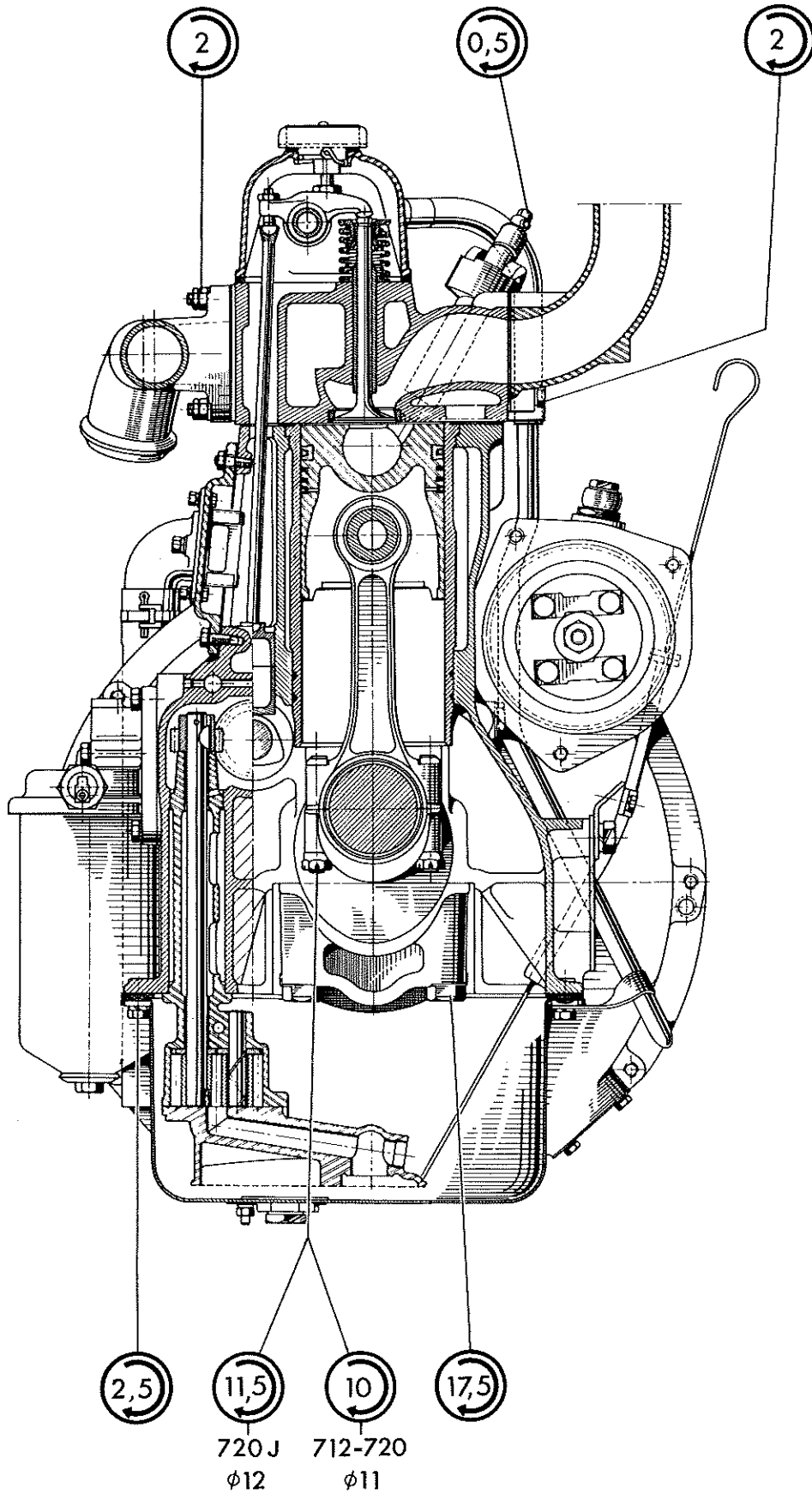
712  
720

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31  
35

A22 - 31  
e

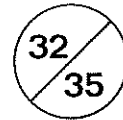
AV



# 01

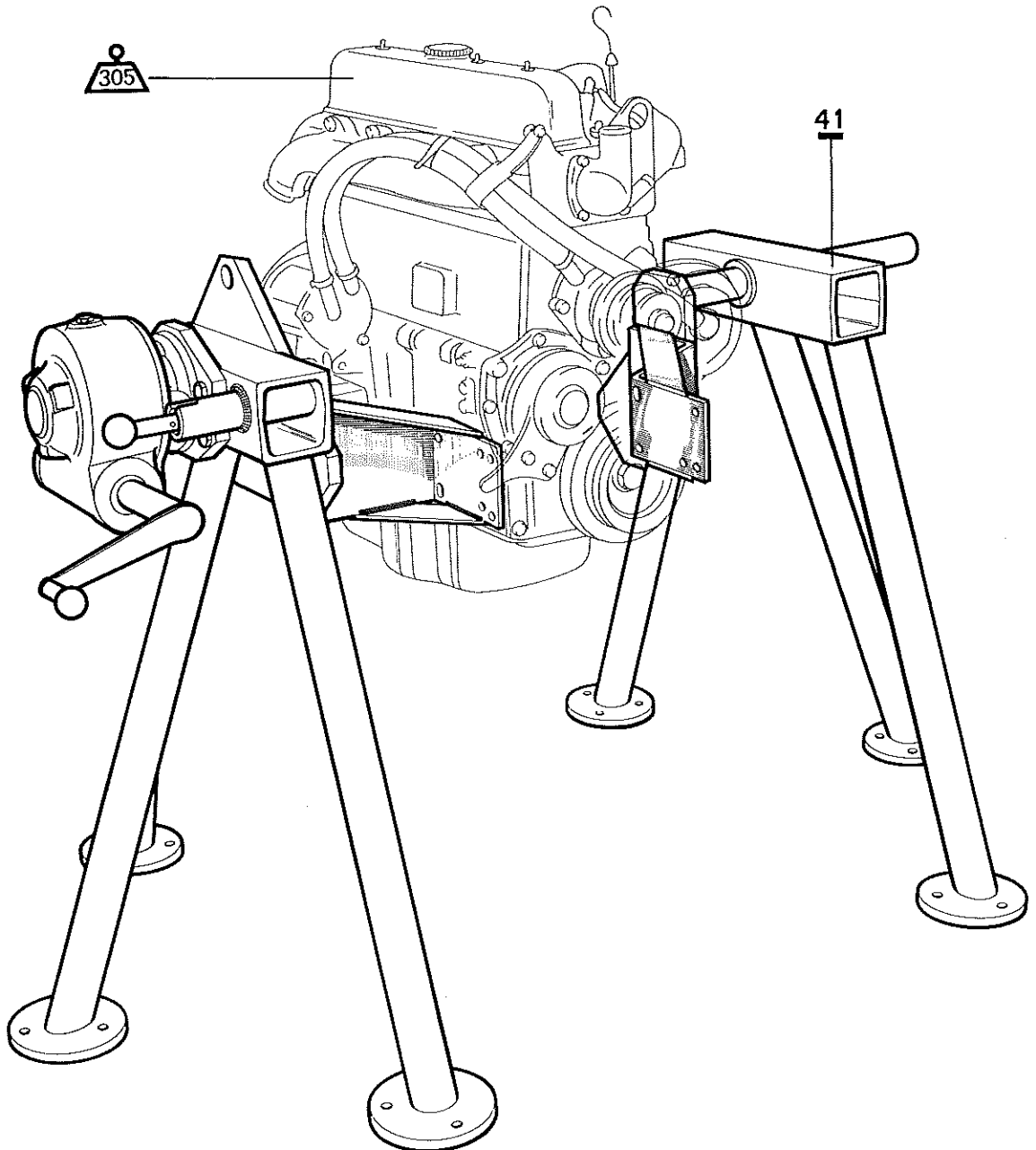
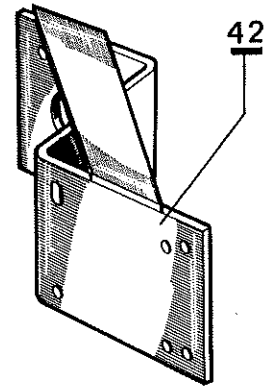
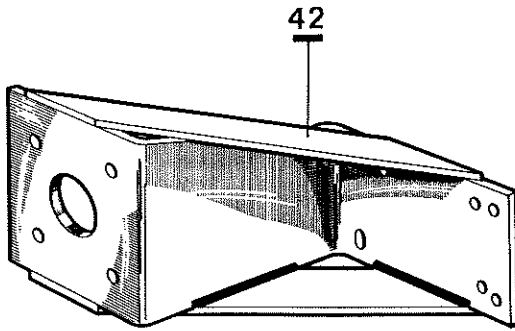


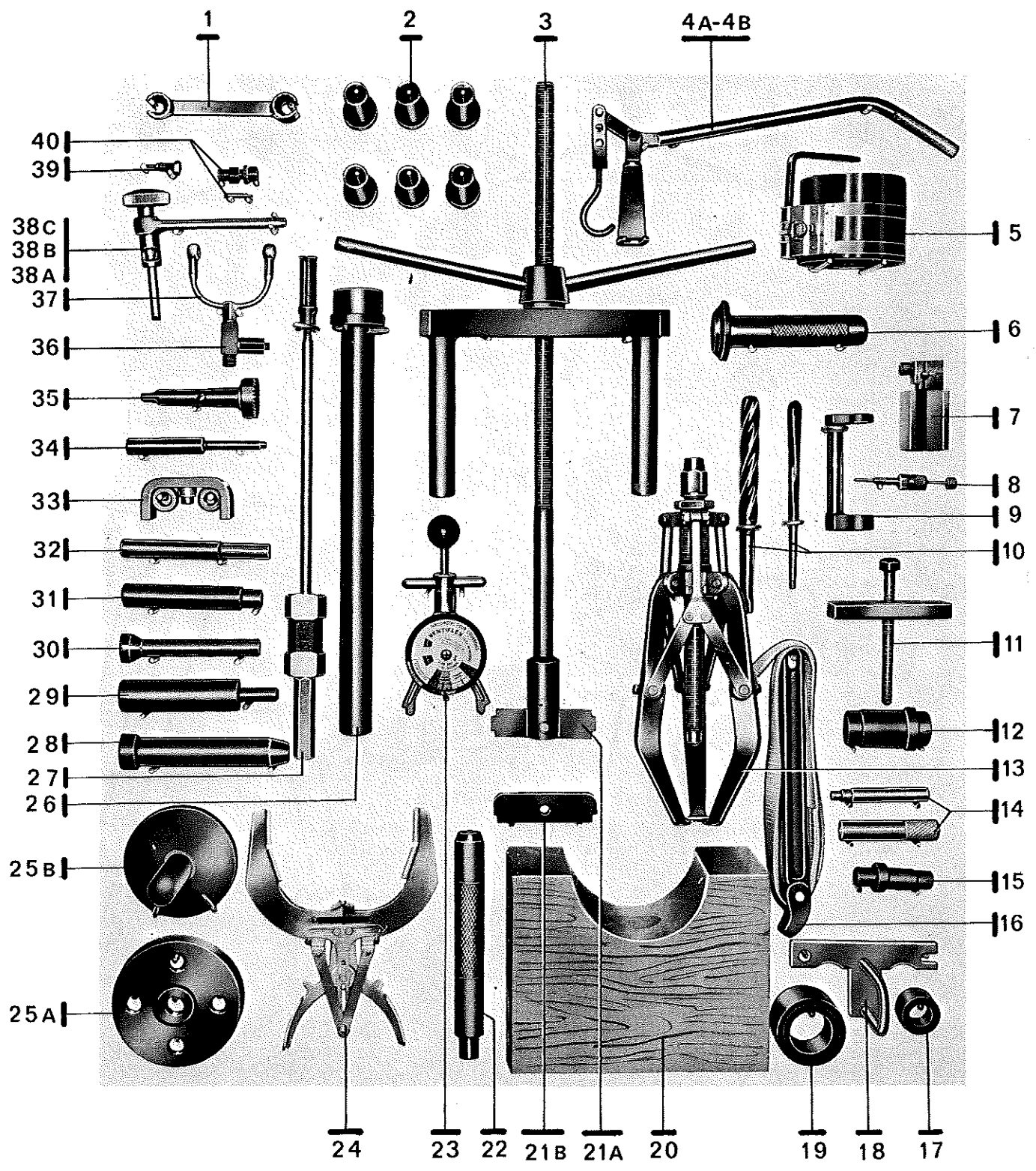
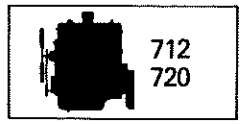
# 1 9903



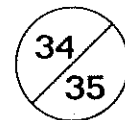
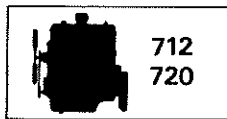
A22 - 301  
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A22







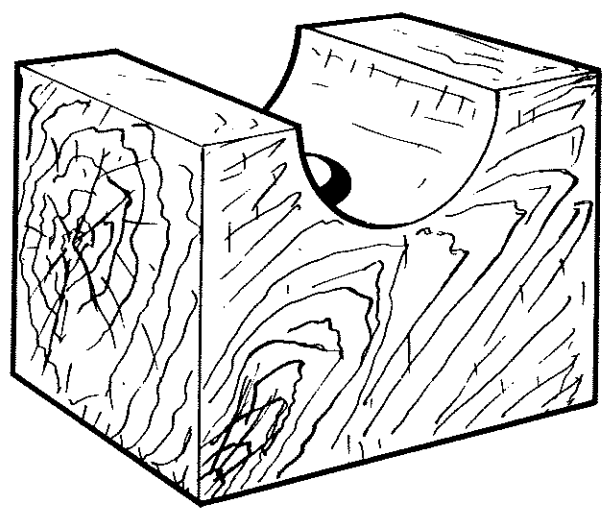
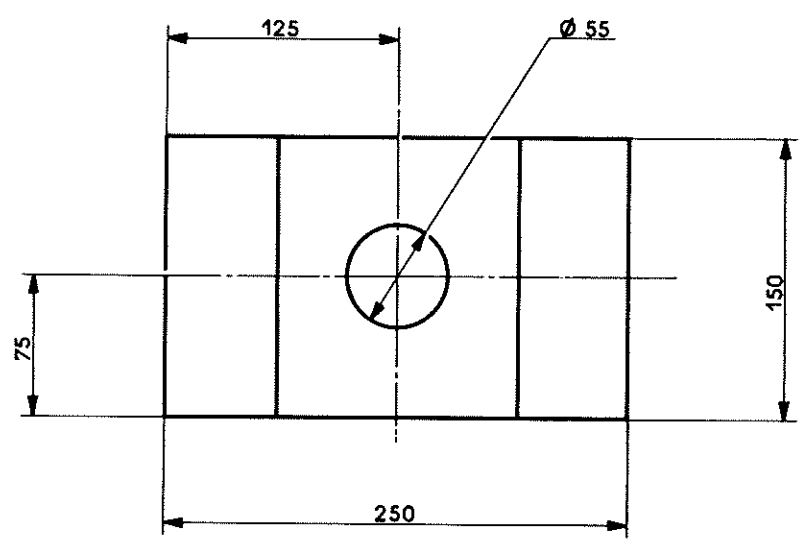
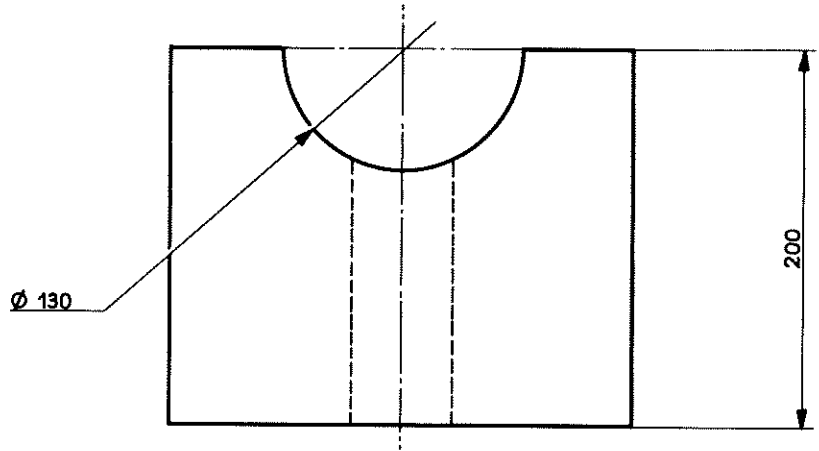
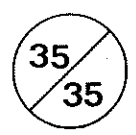
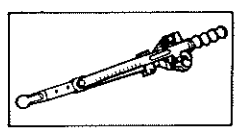
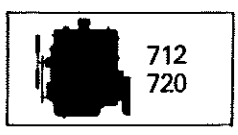


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2	(6) x	(6) x	1140	SAVIEM	50 00 261 140	18
3	x	x	1013	SAVIEM	50 00 261 013	18
4 A	x	x	1012	SAVIEM	50 00 261 012	13
4 B	x	x	1162	SAVIEM	50 00 261 162	13
5	x	x	0029	SAVIEM	50 00 260 029	18
6	x	x	1142	SAVIEM	50 00 261 142	27
7	x	x	1141	SAVIEM	50 00 261 141	18
8	x	0	1026	SAVIEM	50 00 261 026	-
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10	x	x	1179	SAVIEM	50 00 261 179	13
11	x	x	1115	SAVIEM	50 00 261 115	11-23
12	x	x	1085	SAVIEM	50 00 261 085	18
13	x	x	0076	SAVIEM	50 00 260 076	28
14	x	x	1156	SAVIEM	50 00 261 156	13
15	x	x	1083	SAVIEM	50 00 261 083	13
16	x	x	0007	SAVIEM	50 00 260 007	23
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18	x	x	1139	SAVIEM	50 00 261 139	13
19	x	x	1062	SAVIEM	50 00 261 062	18
20	x	x	1108	SAVIEM	50 00 261 108	18
21 A	x	0	1077 Ø 98	SAVIEM	50 00 261 077	18
21 B	0	x	1049 Ø 102	SAVIEM	50 00 261 049	18
22	x	x	3016	SAVIEM	50 00 263 016	29
23	x	x	-	OVERSEAS FRANCE	BT-33-73-FA-OF	25
24	x	x	0030	SAVIEM	50 00 260 030	18
25 A	x	x	1183 Ø 110	SAVIEM	50 00 261 183	29-306
25 B	x	0	1015 Ø 95	SAVIEM	50 00 261 015	29
26	x	x	1136	SAVIEM	50 00 261 036	27
27	x	x	0051	SAVIEM	50 00 260 051	29
28	x	x	1031	SAVIEM	50 00 261 031	13
29	x	x	1018	SAVIEM	50 00 261 018	18
30	x	x	1096	SAVIEM	50 00 261 096	13
31	x	x	1081	SAVIEM	50 00 261 081	11
32	x	x	1082	SAVIEM	50 00 261 082	11
33	x	x	1157	SAVIEM	50 00 261 157	11
34	x	x	1095	SAVIEM	50 00 261 095	11
35	x	x	1094	SAVIEM	50 00 261 094	11
36	x	x	1103	SAVIEM	50 00 261 103	20
37	x	x	1100	SAVIEM	50 00 261 100	20
38 A	x	x	1047 Ø 13	SAVIEM	50 00 261 047	15
38 B	x	0	1155 Ø 12	SAVIEM	50 00 261 155	15
38 C	x	x	1182 Ø 12-13	SAVIEM	50 00 261 182	15
39	x	x	1099	SAVIEM	50 00 261 099	20
40	x	x	1154	SAVIEM	50 00 261 154	20
41	x	x	0001	SAVIEM	50 00 260 001	301
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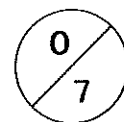
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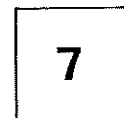
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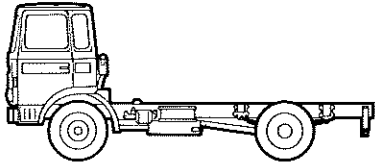




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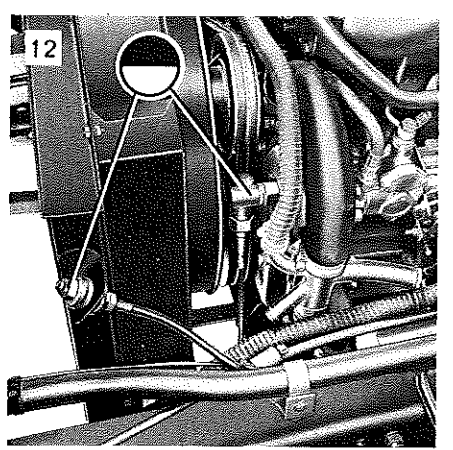
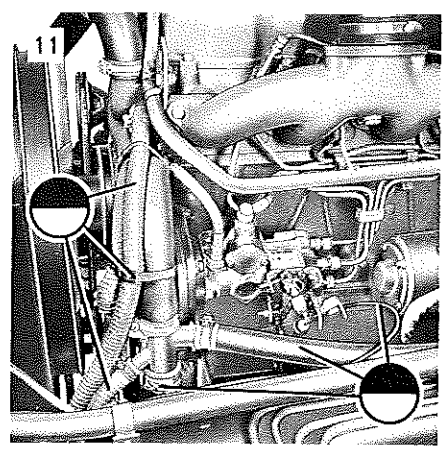
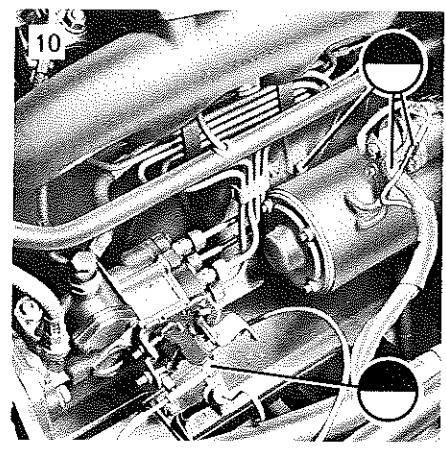
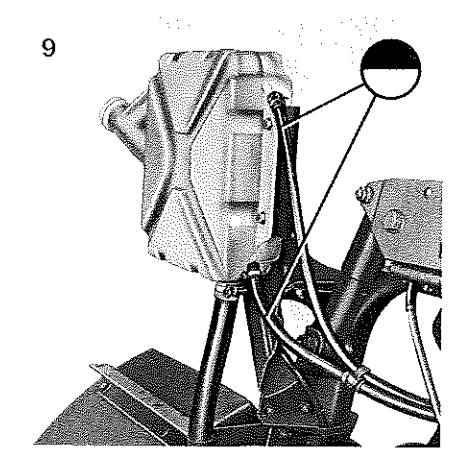
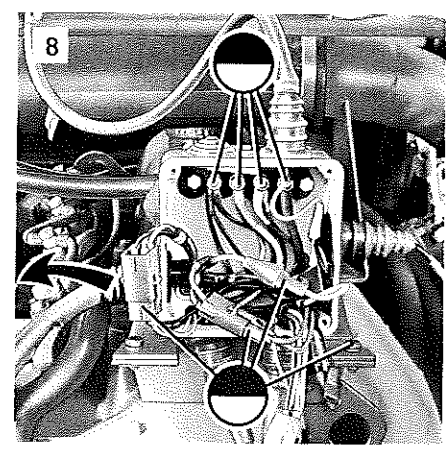
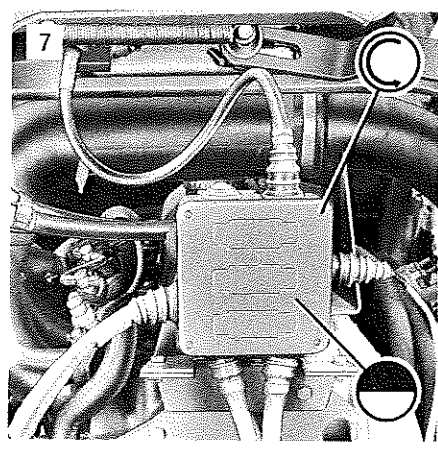
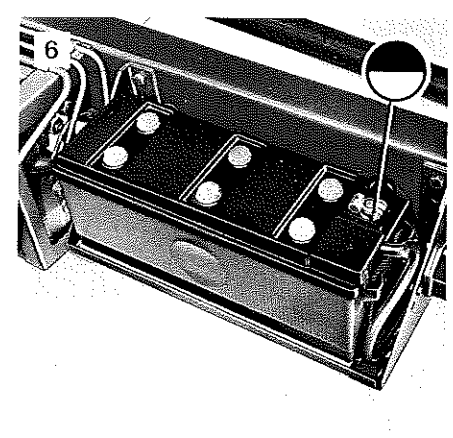
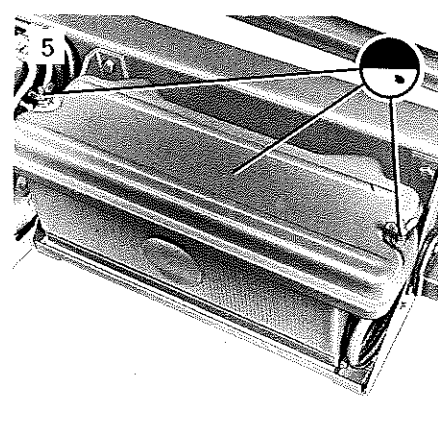
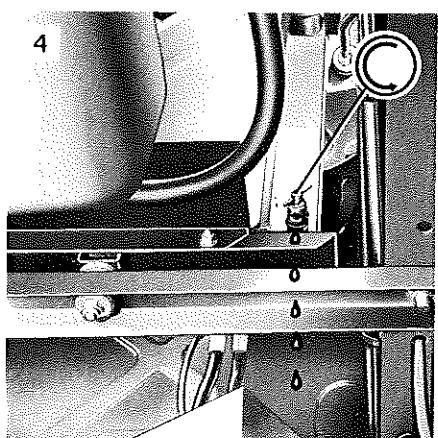
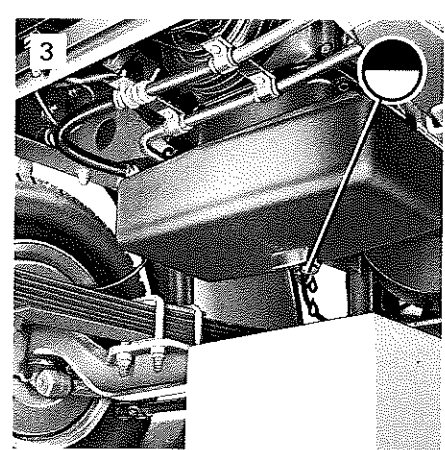
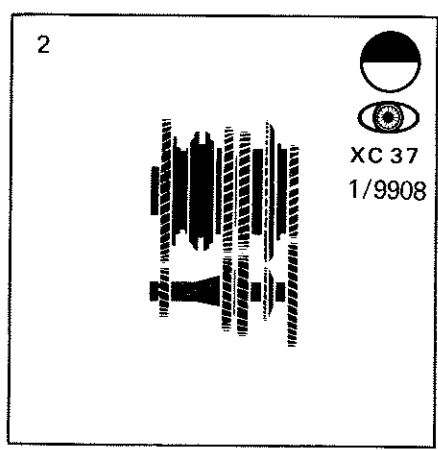
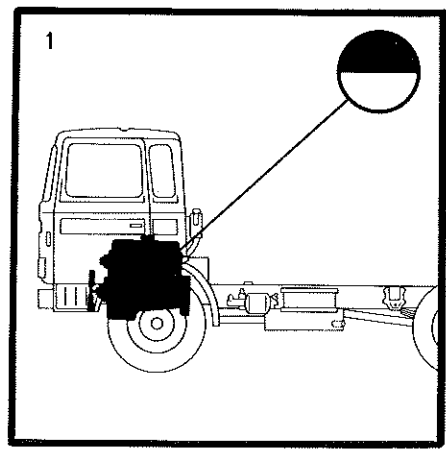
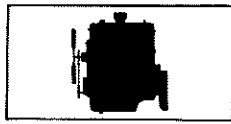
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**XA 29**

		
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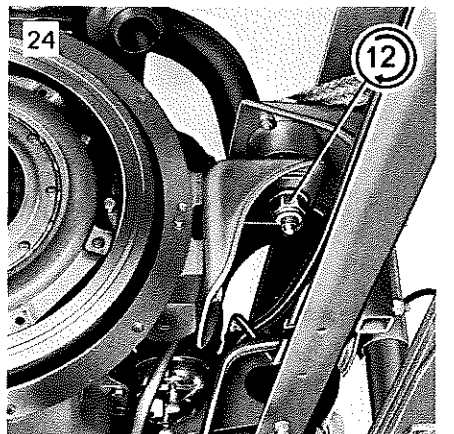
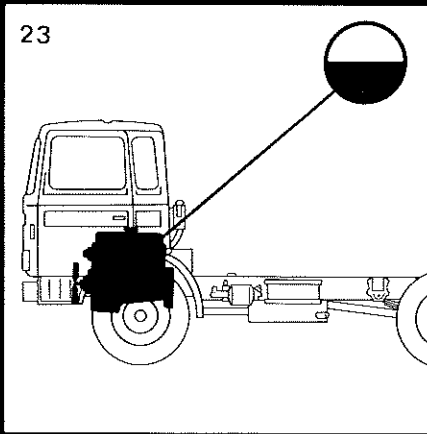
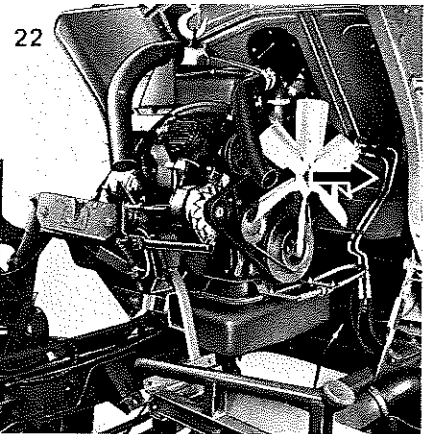
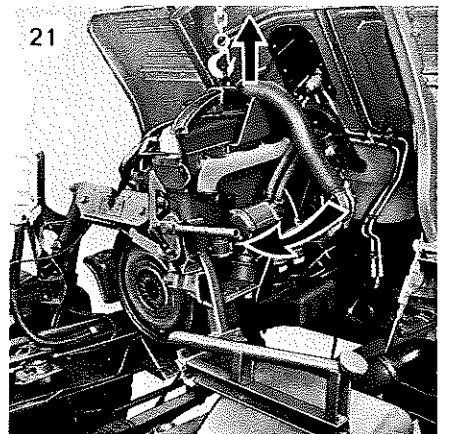
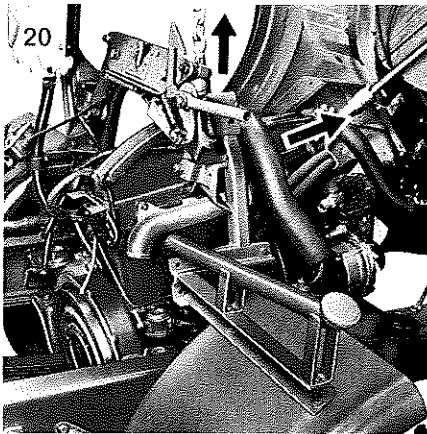
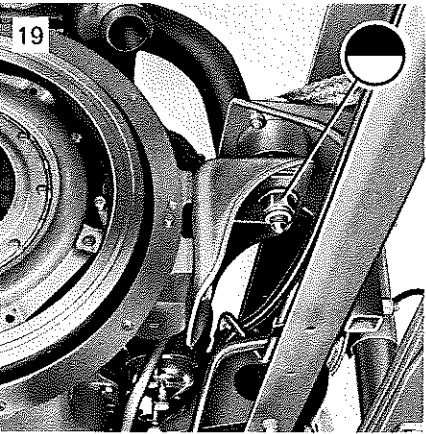
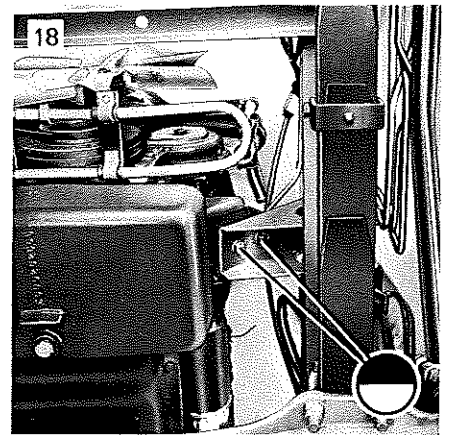
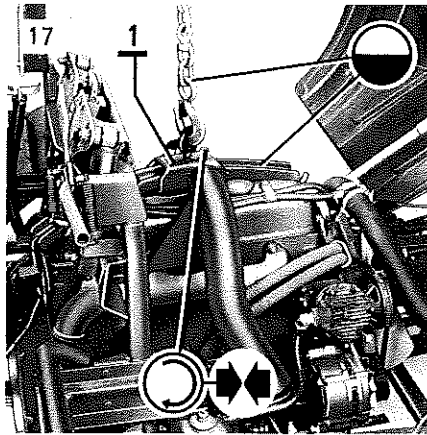
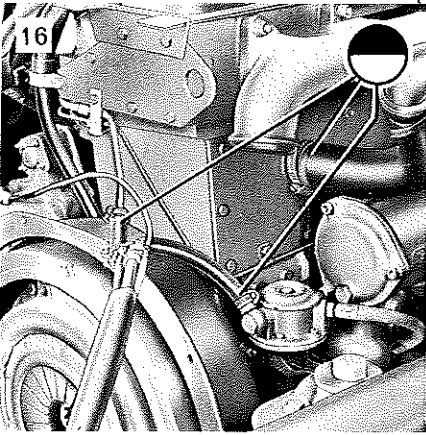
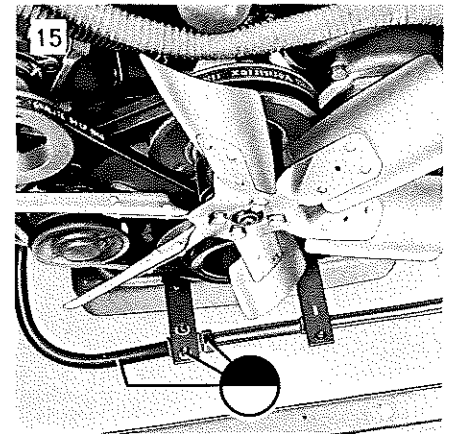
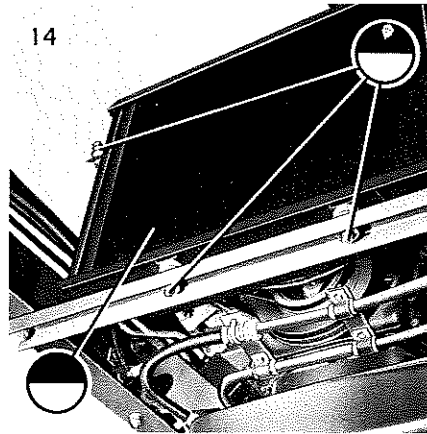
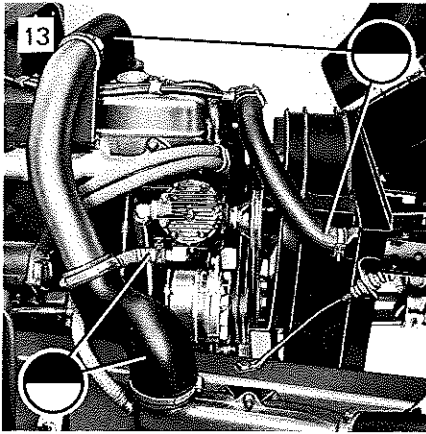
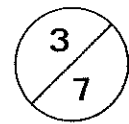
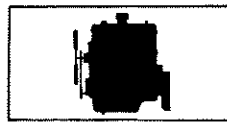




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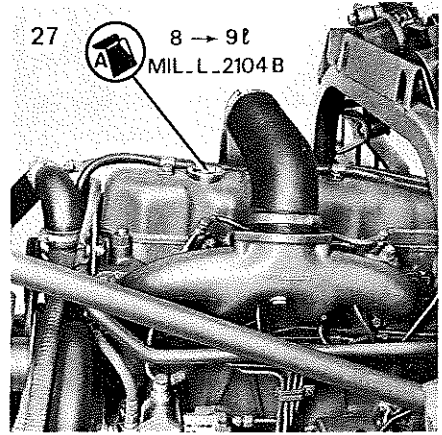
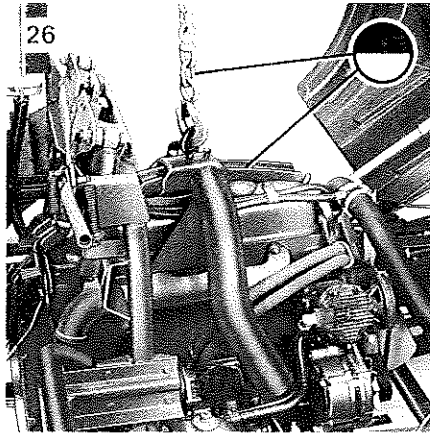
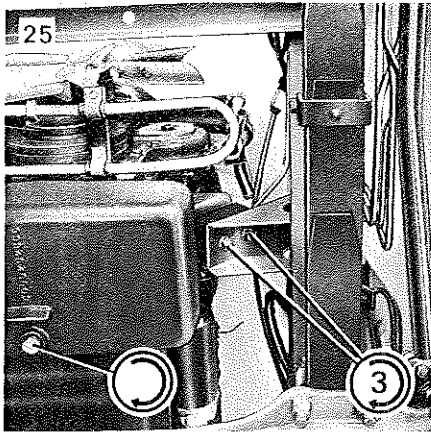
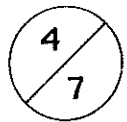
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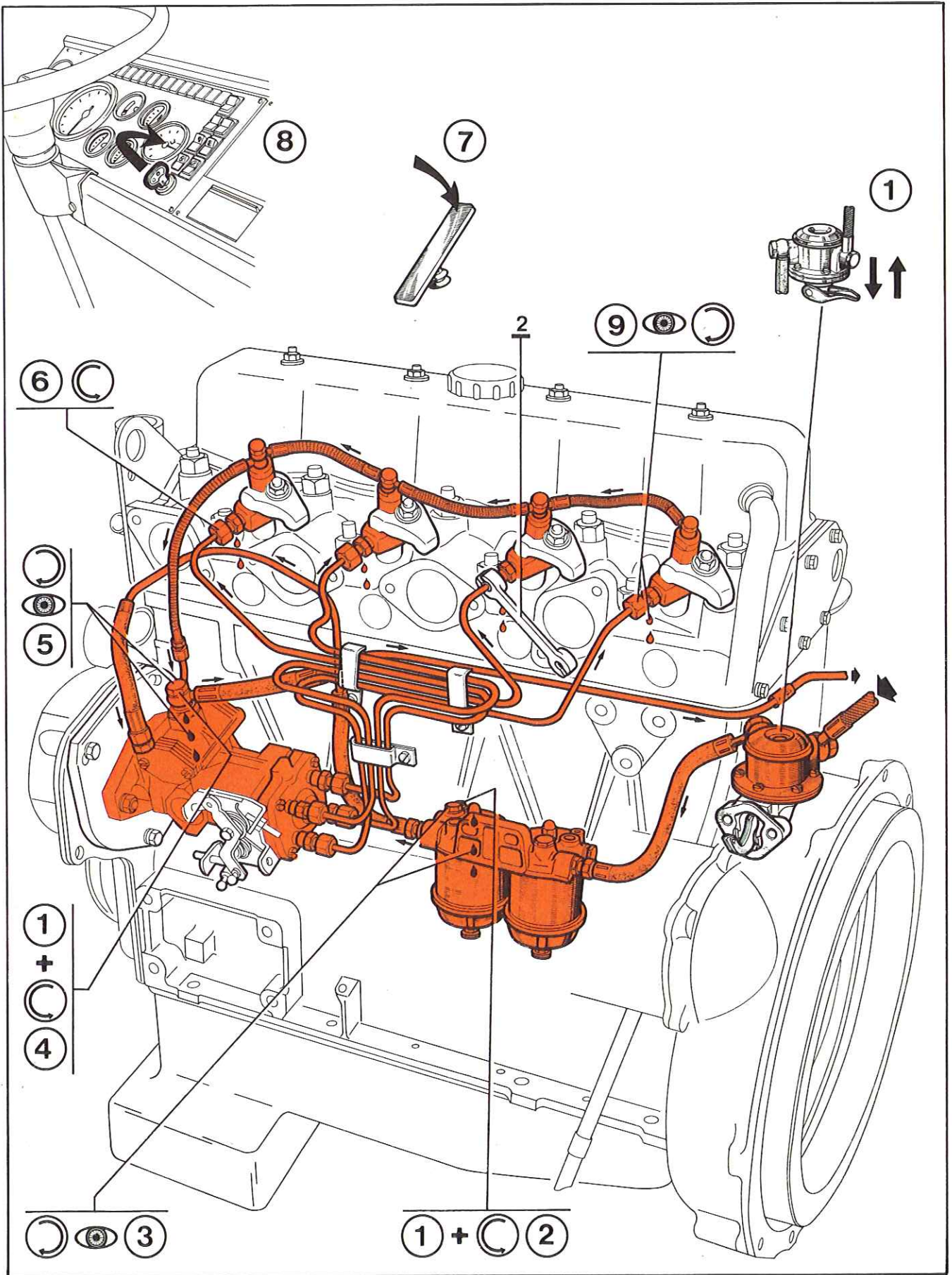
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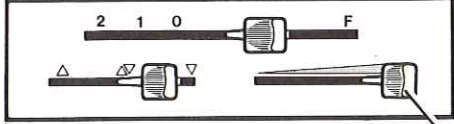
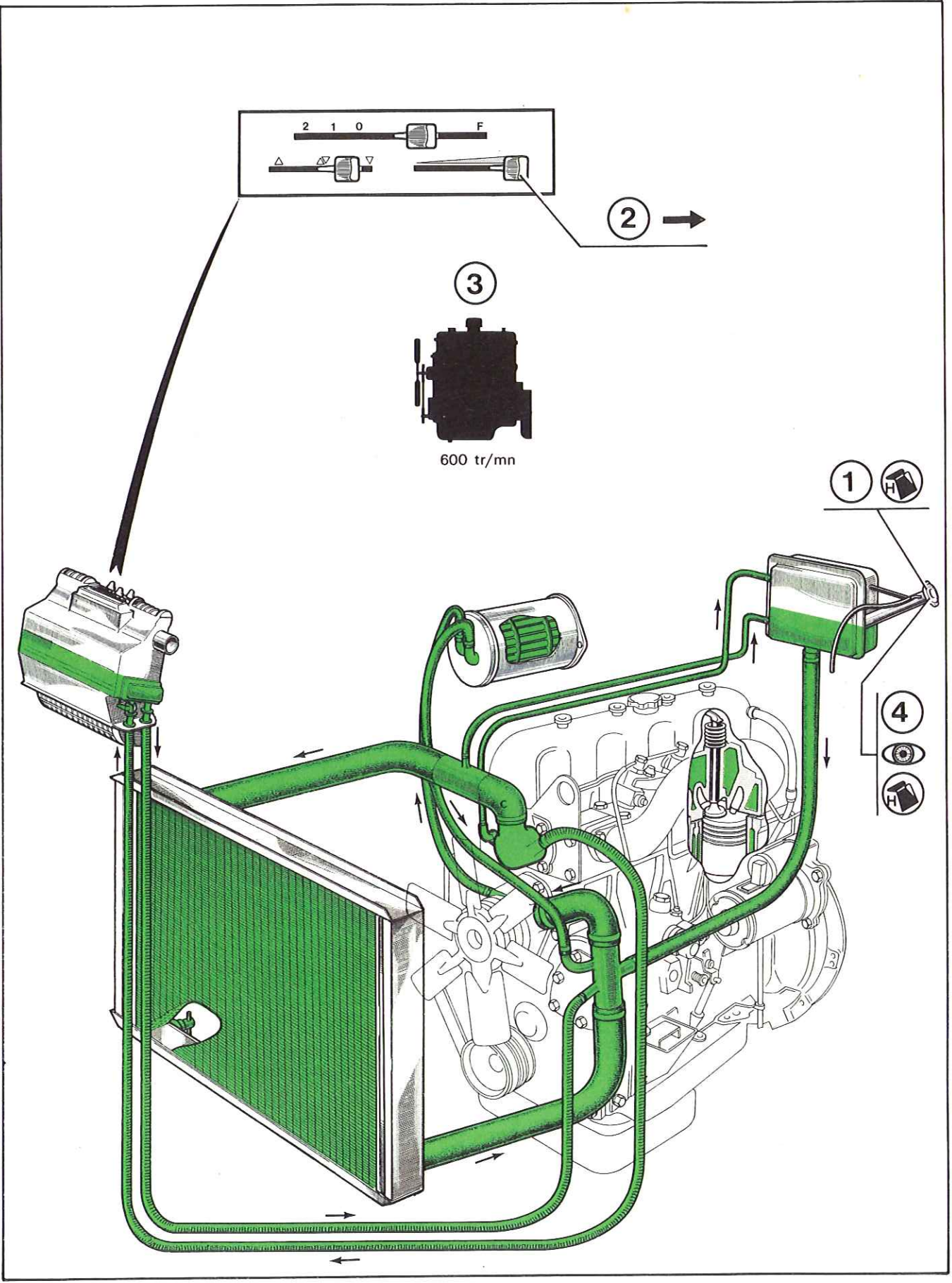
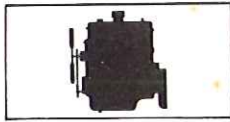




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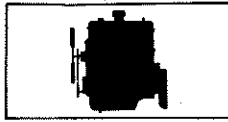






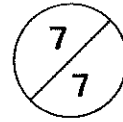


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YA 29

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