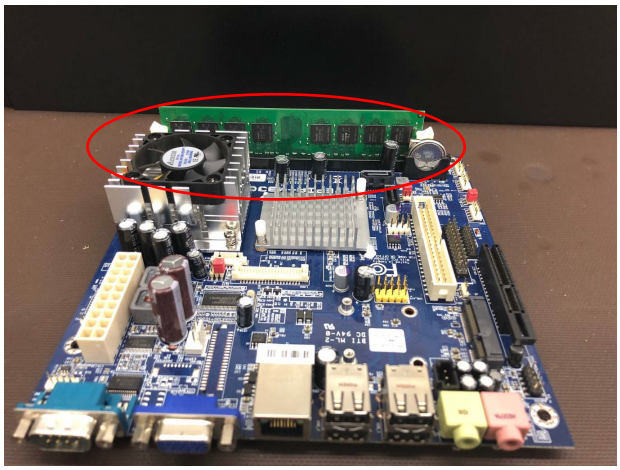
SUBJECT: Bosch® EPS 205 Maintenance & Troubleshooting Info

As the EPS 205 starts to age we are fielding quite of similar calls. Majority of the calls have been related to maintenance and similar common failures on the machine. Most of the issues have been covered by Bosch in several service letters however we have spotlighted the most common remedy and the associated Bosch service letter.

White Screen on Startup

This is a function of the age of the machine and can be caused by two things, oxidation on the connection pins of the RAM or a CMOS battery that has run down. Instructions for cleaning the RAM can be found in Bosch DSD SL 16-02 and CMOS battery replacement can be found in Bosch DSD SL 18-19. Following the instructions in both service letters will normally take care of the condition.



Ordering Adapters

When ordering additional adapters for the EPS 205 use the adapter stamping number, such as A2I, and cross it to the appropriate single piece 10-digit number using Bosch DSD SL 18-04. Do not go by the order numbers that shows up on the EPS 205 screen as those P/N are for the old European version of the EPS 200.

There are some Iveco/CNH injectors that use a 16mm inlet fitting that did not come with the EPS 205. The P/N for this fitting is 1683 345 053, the information can be found in Bosch DSD SL 17-17.

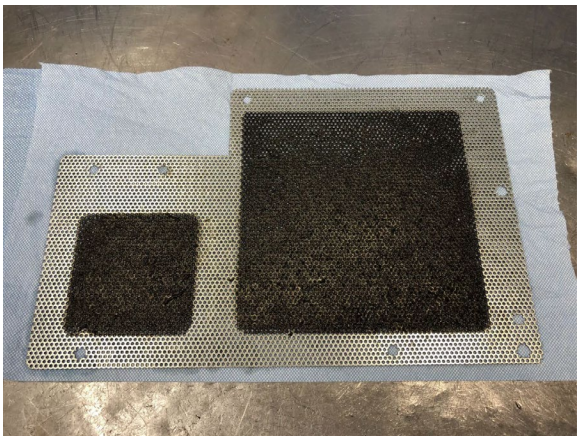
Not maintaining service intervals

Plugged filters can show up as different issues including injectors not passing flow readings, high pitched noises, and hoses that flex with severe pressure pulses. The first line of filters are the ones that are plugged into the control panel on the front of the EPS 205. There should be one on both the injector flow AND return flow hoses. If you only have one of these filters on the injector flow side it is highly recommended that you install a second one on the return side. See Bosch DSD SL 17-12 for more information. Since these 2 filters are the first line of defense, they catch all of the dirt and contamination that comes directly out of the injector. We have seen these clog up after running as few as 75 injectors. Service letter 17-12 also goes over cleaning the strainers located right before the solenoid switching valves. With moderate usage the test oil, tank filter, and flowmeter filter should be changed on 3-month intervals.

Yarn Filter	1 685 431 015
Plastic Filter Behind RH Panel	1 687 434 051
Inlet & Return Filter (6 with new O-rings and copper gaskets)	1 687 001 974
Strainers	1 687 434 067

Overheating

Since EPS 205 cooling is dependent on airflow through the machine. Good clearance to a back wall is critical for this airflow. Bosch says there should be 10cm (4 inches) between the back of the EPS 205 and any wall or structure, the more clearance you can get here the better the cooling air flow will be. The second issue is there is an intake grill for cooling air located on the bottom of the machine. Through normal everyday usage spilled oil or oil from a blown HP hose will run down and collect on this grill. This oil residue will then collect dust and debris from the airflow through it. Bosch DSD SL 19-02 covers the removal and cleaning of this grate. We recommend that the grate be checked and cleaned as necessary at each oil change interval.



Inconsistent rail pressure or rail pressure relief valve opening

The issue here is the rail pressure will not maintain the desired pressure or you will hear the pressure relief valve pop off and rail pressure will drop. The problem is most always the pressure regulator valve. With time the regulator will start to accumulate deposits and get “lazy”, when this happens the pressure will fluctuate and not maintain the desired value. In some instances, it will fluctuate high enough to pop off the pressure relief valve. Just replacing the pressure relief valve will not fix the problem, the pressure regulator valve and seal will need to be replaced as well. Any time you are replacing components in the rail the rail must be removed from the machine and clamped in a vice as shown down below. Due to the fact the rail is mounted on rubber isolation feet getting the correct torque on the components with the rail still mounted in the machine is not possible. If the components are not torqued correctly the high-pressure fuel can leak and erode the sealing surface in the rail rendering it unserviceable.