

HYDROSTATIC TESTING

Pump Adjustment

The testing of the hydrostatic pump must be done in the following order:

CHARGE PRESSURE
FLUSHING VALVE
TORQUE LIMITER

All testing is done with the hydraulic oil at 150° F (66° C)

The hydraulic hoses, tubelines and fittings are 24° DIN cone metric fittings.

To test the charge pressure, stop the engine and engage the parking brake. Raise the machine and install jackstands. (See Procedure on Page 10-10-1.)

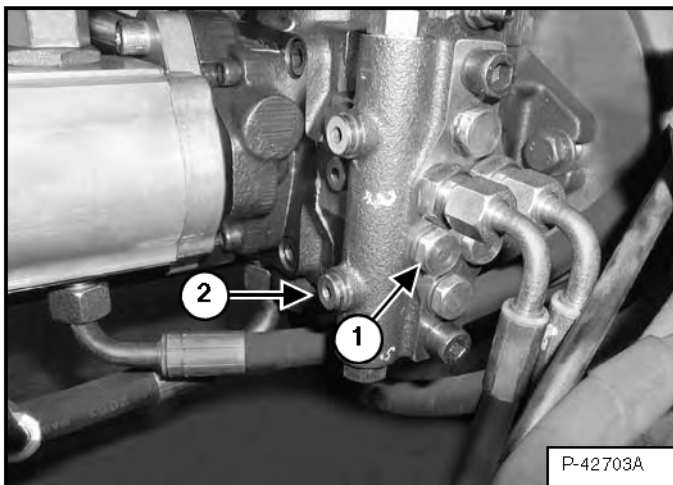
WARNING

Put jackstands under the front and rear axle before running the engine for service. Failure to use jackstands can allow the machine to fall or move and cause injury or death.

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Remove the left front floor panel. (See Left Front Panel Removal And Installation on Page 50-30-1.)

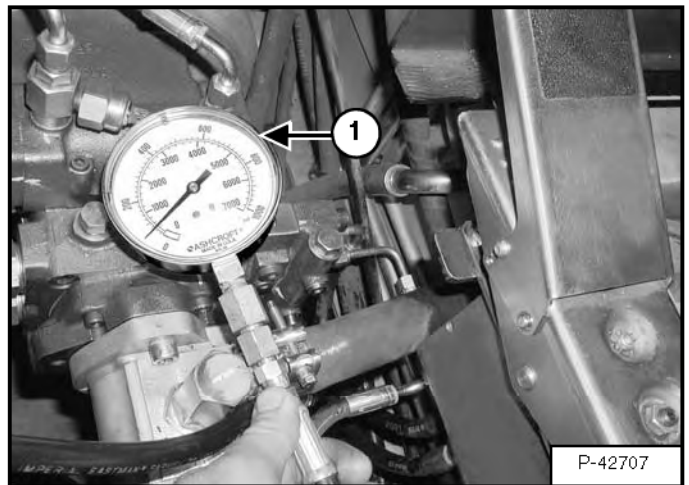
Figure 30-50-1



Remove the plug (Item 1) [Figure 30-50-1] from the charge port and install a 1000 psi (6895 kPa) gauge.

Remove the plug (Item 2) [Figure 30-50-1] from the forward travel test port and install a 10,000 psi (68950 kPa) gauge.

Figure 30-50-2

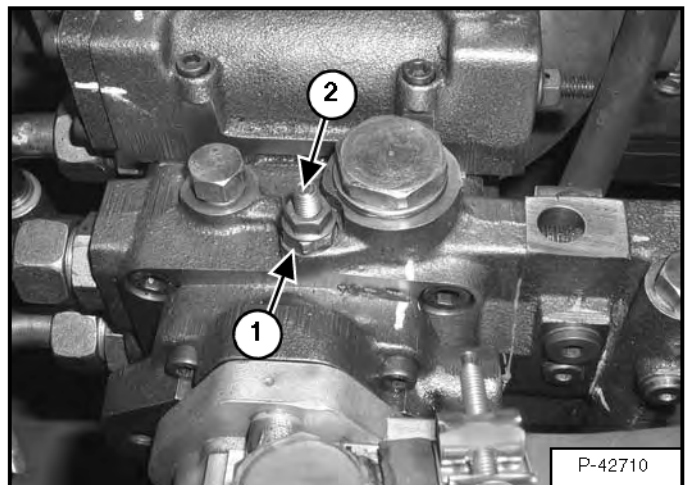


With the park brake engaged, hydraulic fluid temperature at 150° F (66° C), start the engine and set the engine to 1000 RPM. Record pressure on the gauge (Item 1) [Figure 30-50-2]

The correct pressure should be 320 psi (2206 kPa).

Stop the engine.

Figure 30-50-3



If the pressure is incorrect, loosen the jam nut (Item 1) on the relief valve. Turn the adjustment screw (Item 2) [Figure 30-50-3] clockwise to increase the pressure or counterclockwise to decrease the pressure.

Tighten the jam nut (Item 1) [Figure 30-50-3].

Retest the charge pressure after adjustment.

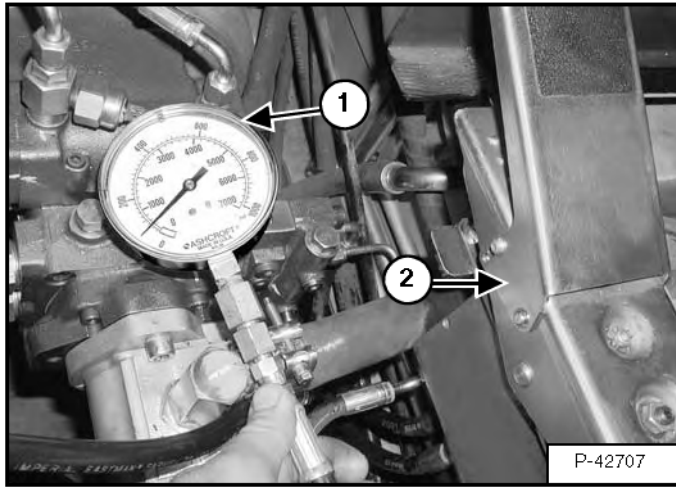
NOTE: If the charge pressure was adjusted the flushing valve test must be performed. If no adjustment was made continue to the Torque Limiter Test.

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HYDROSTATIC TESTING (CONT'D)

Pump Adjustment (Cont'd)

Figure 30-50-4

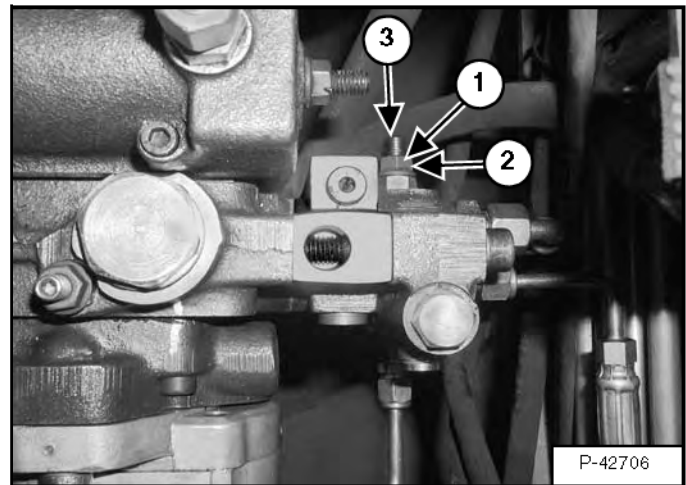


To test the flushing valve, make sure the park brake is engaged, hydraulic fluid temperature is at 150° F (66° C), start the engine and engage the press to drive. Set the engine to 1000 RPM. Record the pressure on the gauge (Item 1) [Figure 30-50-4] in the charge port.

Apply slight pressure to the forward travel pedal (Item 2) and release. The gauge (Item 1) [Figure 30-50-4] will drop 30 psi (207 kPa) less than recorded pressure, then return to recorded pressure. The correct pressure drop should be 30 psi (207 kPa).

Stop the engine.

Figure 30-50-5

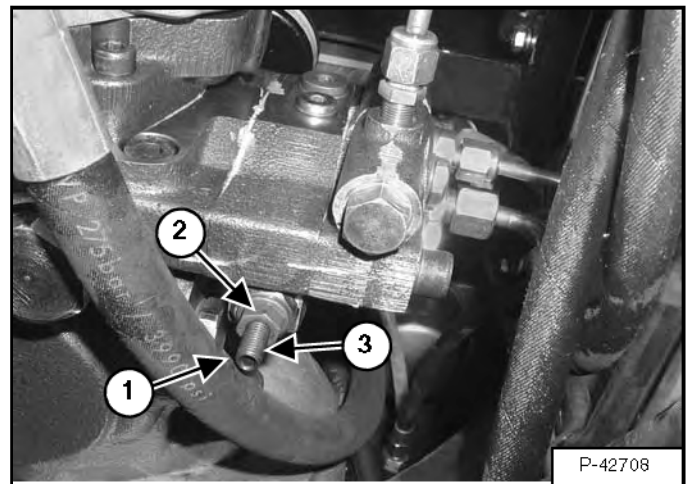


If the pressure drop is incorrect, locate the flushing valve adjustment (Item 1) [Figure 30-50-5] on the right side of the hydrostatic pump facing forward.

Loosen the jam nut (Item 2) and turn the adjustment screw (Item 3) [Figure 30-50-5] counterclockwise to increase the pressure drop or clockwise to decrease the pressure drop.

Tighten the jam nut (Item 2) [Figure 30-50-5]. Retest the flushing valve.

Figure 30-50-6



Locate the torque limiter adjustment (Item 1) [Figure 30-50-6] on the bottom right side of the hydrostatic pump.

With the engine off, loosen the jam nut (Item 2) on the torque limiter and turn the adjustment screw (Item 3) [Figure 30-50-6] clockwise two full turns.