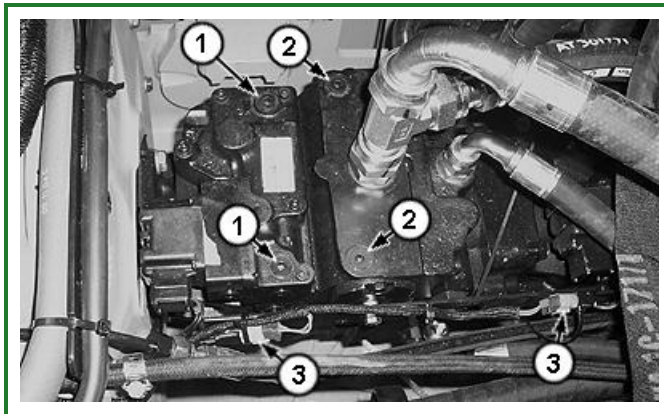


Item	Measurement	Specification
Transmission Oil Temperature		57—66°C 135—150°F

3. Tilt cab or ROPS up. [See Cab or ROPS Tilting Procedure](#) . (Operator’s Manual.)

4.



T206311A-UN: Hydrostatic Pump Test Ports

LEGEND:

- 1 - Pump Displacement Control Valve (PDCV) Test Port (2 used)
- 2 - Pump Servo Test Port (2 used)
- 3 - Pump Pressure Control Pilot (PCP) Connector (2 used)

Thoroughly clean area around PCP and pump displacement control valve (PDCV) test ports.

5. Install fittings and test hoses in PDCV test ports (1).

6.

NOTE:

A switching valve and gauge or some type of differential pressure gauge or reader must be used to obtain an accurate differential pressure reading. Two separate pressure gauges cannot be used.

Install JT05753 Hydrostatic Test Switch Box, JT02156A Pressure and Temperature Analyzer, and JT02161 Transducers or a gauge.

7. Disconnect pump pressure control pilot (PCP) connector (3).

8. Set engine speed to specification.

Item	Measurement	Specification
Engine Speed		Fast Idle

9. Set transmission speed to specification.

Item	Measurement	Specification
Transmission Speed		1.0

10. Read or calculate differential pressure and compare to specifications.

Item	Measurement	Specification
Differential Pressure		0—34.5 kPa 0—0.34 bar 0—5 psi

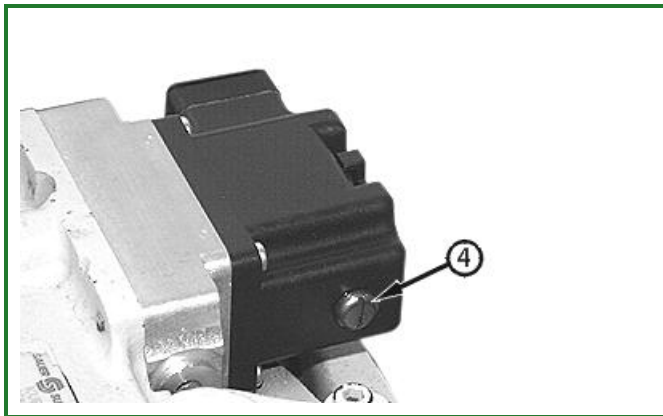
- If differential pressure is within specifications, test is complete.
- If differential pressure is too high, go to next step to adjust.

11. IMPORTANT:

The coil and flapper valve area of the PCP MUST be kept clean for proper operation. Always use clean wrenches and keep entire area clear of any dirt.

NOTE:

Some silicone oil will leak from port when screw is removed.



T118613A-UN: Pressure Control Pilot (PCP)

LEGEND:

4 - Slotted Screw and O-Ring

Remove slotted screw and O-ring (4) on side of PCP.

12. Adjust internal hex screw as necessary to get differential pressure to specification.

Item	Measurement	Specification
Differential Pressure		0—34.5 kPa 0—0.34 bar 0—5 psi

13. IMPORTANT:

Prevent possible damage to O-ring and PCP. Do not overtighten slotted screw and O-ring (4).

Install slotted screw and O-ring (4) by hand until O-ring contacts housing. Turn screw an additional 1/8 turn.

14. Route all wiring harnesses back to their original location and replace all tie bands that were removed.

15. Return cab or ROPS to operating position.

16. Calibrate machine. See [Vehicle Control Unit \(VCU\) Calibration](#) . (Group 9015-20.)

Go to [Section_9026:Group_25](#)

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