HYDRAULIC OIL COOLER RESTRICTION TEST

SPECIFICATIONS

Oil Temperature . . . . . 65 ± 4°C (150 ± 10°F
Oil Flow . . . . . 45.4 L/min. (12 gpm
Maximum gauge difference (pressure drop) . . . . . 415 kP (4.1 bar) (60 psi)

ESSENTIAL TOOLS

G—203654 Connector 7/16-20 M 37° x 1/2 M NPT
H—JT03348 Tee 1/2 F NPT (2 used)
I—JT03212 Adapter 1/2 I.D. Hose x 1/2 M NPT (6 used)
J—JT03070 Coupler 1/2 F NPT 1-1/6-12 F 37° SW (2 used)

SERVICE EQUIPMENT AND TOOLS

A—Hydraulic Analyzer
B—Gauge 0—1000 kPa (0—10.0 bar) (0—150 psi)
F—Hydrostatic Switching unit
K—Flow Meter With Temperature Gauge

NOTE: If an internally restricted oil cooler is suspected, the oil cooler can be back flushed to check for debris. Steps 1—3 describe how to back flush the cooler and Steps 4—8 describe how to test cooler for an internal restriction.

BACK FLUSH COOLER

1. To back flush the cooler, connect pump return hose to cooler outlet. Disconnect inlet line and put end of hose in a five gallon bucket.

2. Start engine and run at slow idle for 10 seconds.

3. Connect cooler hoses to original position on flow meter.

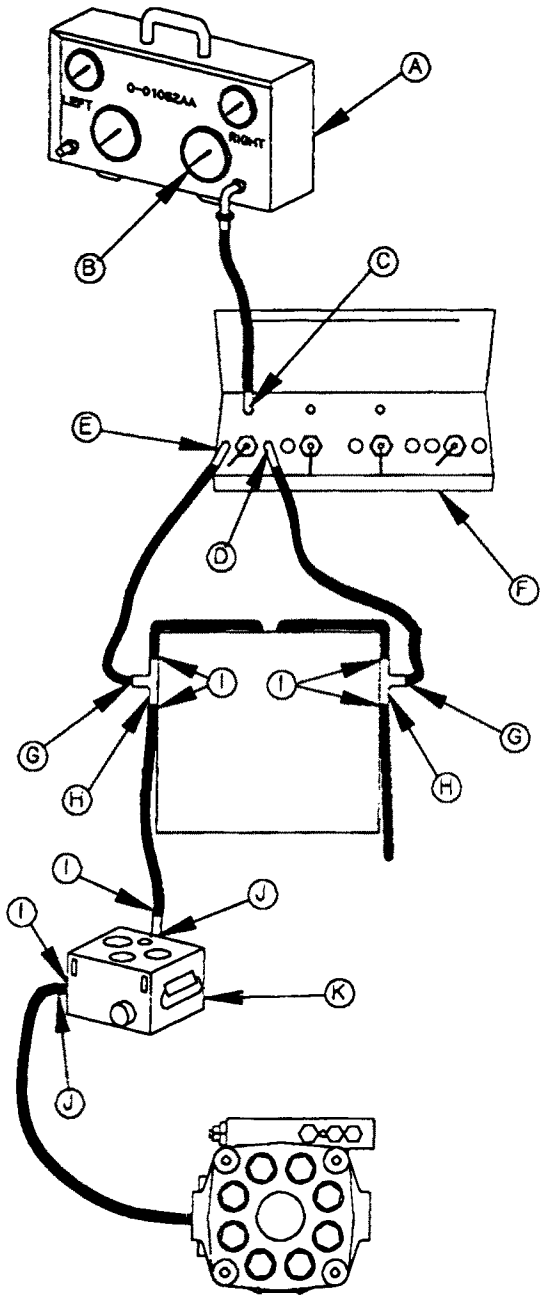
INTERNAL RESTRICTION TEST

1. Make test connection. Refill reservoir, then start engine to fill to proper level before test.

2. Open flow meter. Heat oil to test specification. See Hydraulic Oil Warm-Up Procedures in this group.

3. Increase engine speed until flow is at specification.

4. Read pressure gauges at inlet and outlet of cooler. Difference in gauge reading is pressure drop in cooler.



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A—Hydraulic Analyzer
B—Gauge 0—1000 kPa
C—Gauge Port
D—Cooler-In
E—Cooler-Out
F—Switch Unit
G—Fitting
H—Tee
I—Barb Fitting
J—Fitting
k—Flow Meter

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STEERING VALVE NEUTRAL DRIFT TEST

SPECIFICATIONS

Engine Speed	Fast idle
Temperature	40 ± 10°C (100 ± 20°F) (cylinders warm to touch)
Drift	(maximum) 5 mm/min (0.200 in./min)

1. Heat hydraulic oil to specifications. (See procedure in this group.)

2. Raise front wheels off of ground with loader bucket. Position wheels straight ahead, measure and record steering cylinder rod length sticking out of cylinder.

3. Lower stabilizers and operate backhoe functions for five minutes at fast idle.

4. Stop engine and measure steering cylinder rod. The difference between this reading and one in Step 1 is drift.

5. Repair as necessary. (See Group 0960.)

NOTE: Excessive neutral drift will not affect steering control when driving unit.

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