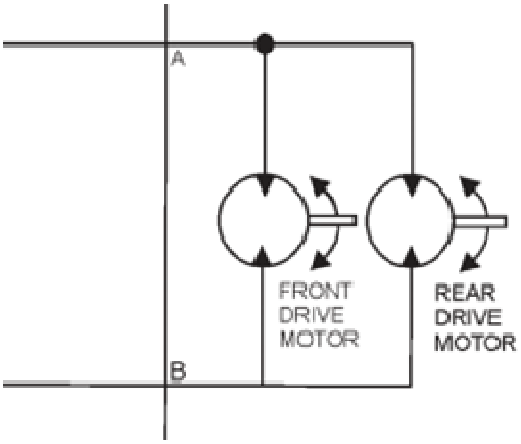
TESTING HYDRAULIC MOTORS

IMPORTANT: Before testing the motors check the pump for accurate pressure, also check the engagement valve (tow valve) at the manifold block and assure the seal is not damaged.

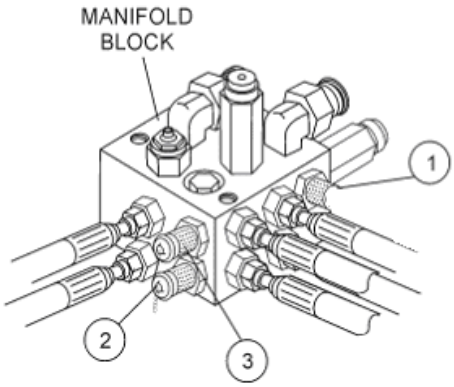
AR13H **has a <u>Parallel Hydraulic System</u> if one motor leaks (fails) internally the hydraulic oil will still pass through the failing motor without creating drive pressure.**

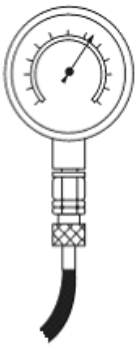


In order for you to test each motor individually you must eliminate the other motor.
NOTE: both motors operate in forward and reverse direction. The following test is described using the forward position.

The following should be performed <u>ONLY</u> after assuring and checking normal maintenance conditions of the unit (e.g. oil levels, engine rpm's and operating temperatures).

The following is to test the <u>REAR</u> motor for accurate pressure reading:
On the manifold block install a 5,000psi pressure gauge to the forward pressure quick disconnect test port # 2

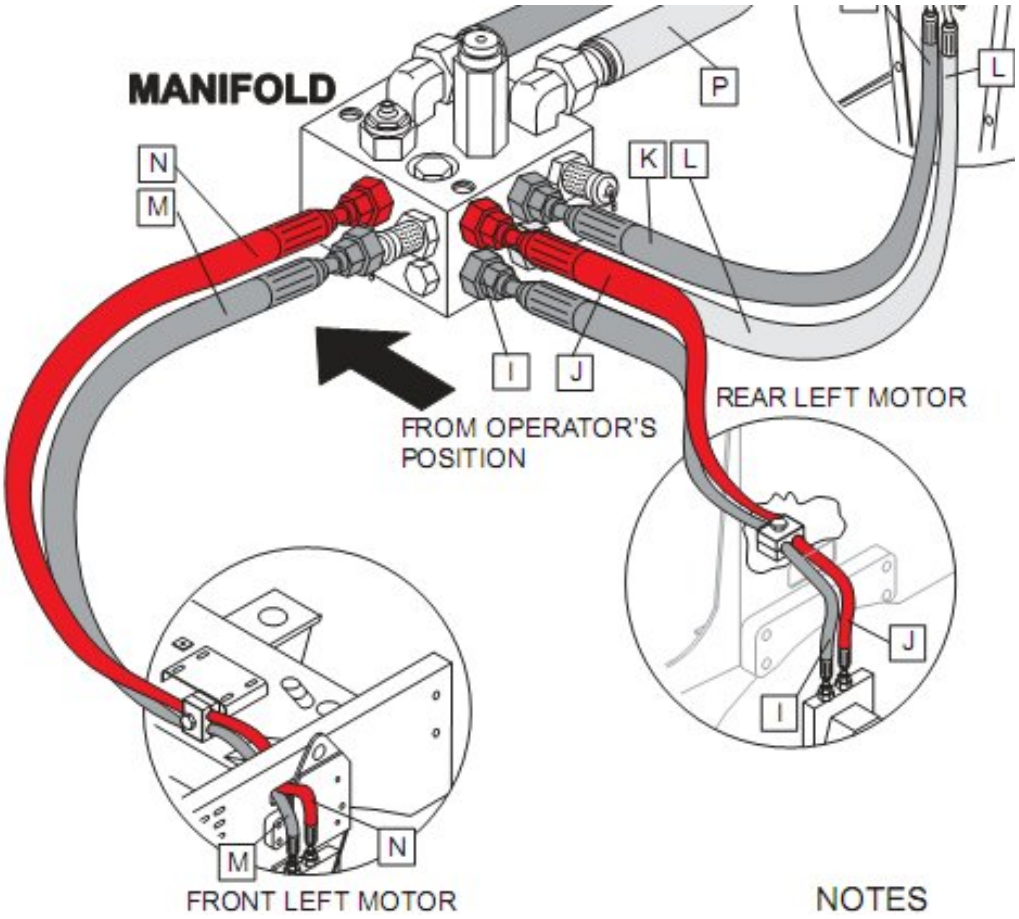




TEST PORTS

1. Vibration and Steering
2. Forward
3. Reverse

Disconnect hoses (M) (N) at the manifold block and plug the manifold block ports.



Block the rear drum so it does not spin.

Run the unit at full throttle.

Move the travel lever to the forward position and check the pressure gauge for proper reading. Gauge should read 2,900psi ± 145psi.

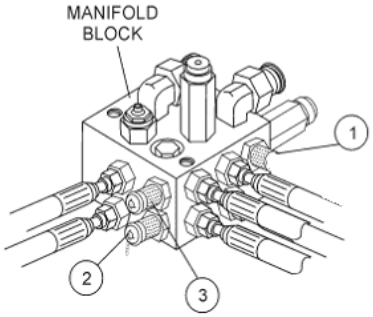
(DO NOT perform this test for a long period of time - damage could occur)

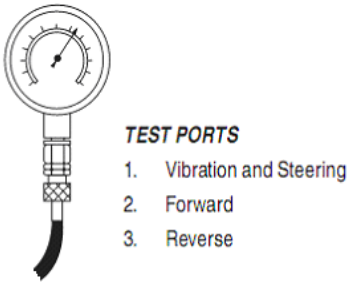
Return travel lever to the neutral position and turn off the engine.

If your reading does not measure to spec the motor could have an internal leak.

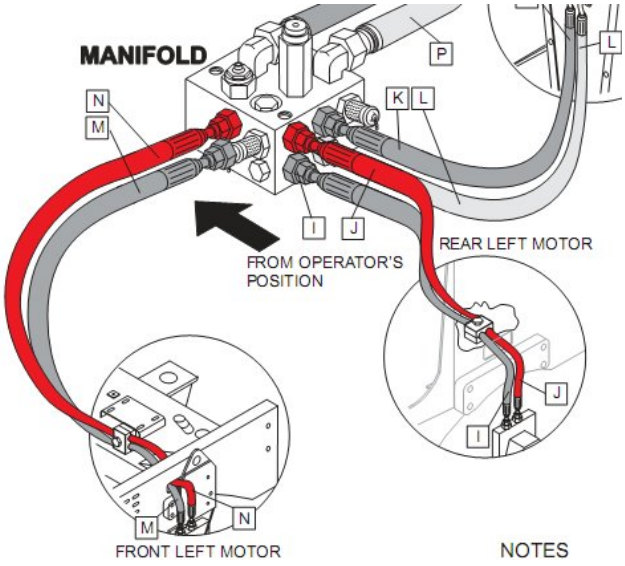
To test the front motor reconnect hoses (M) (N) to the manifold block.

The following is to test the FRONT motor for accurate pressure reading:
On the manifold block install a 5,000psi pressure gauge to the forward pressure quick disconnect test port # 2





Disconnect hoses (I) (J) at the manifold block and plug the manifold block ports.



Block the front drum so it does not spin.

Run the unit at full throttle.

Move the travel lever to the forward position and check the pressure gauge for proper reading. Gauge should read 2,900psi ± 145psi.

(DO NOT perform this test for a long period of time - damage could occur)

Return travel lever to the neutral position and turn off the engine.

If your reading does not measure to spec the motor could have an internal leak.