

GROUP 2 OPERATIONAL CHECKS AND TROUBLESHOOTING

1. POWER TRAIN OPERATIONAL CHECKS

This procedure is designed so that the mechanic can make a quick check of the system using a minimum amount of diagnostic equipment. If you need additional information, read **structure and function**, Group 1.

A location will be required which is level and has adequate space to complete the checks.

The engine and all other major components must be at operating temperature for some checks.

Locate system check in the left column and read completely, following the sequence from left to right. Read each check completely before performing.

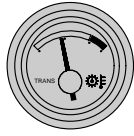
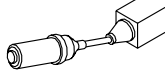
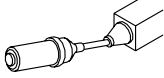
At the end of each check, if no problem is found(OK), that check is complete or an additional check is needed. If problem is indicated(NOT OK), you will be given repair required and group location.

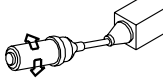
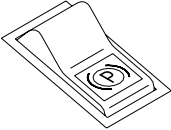
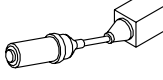
If verification is needed, you will be given next best source of information:

Chapter 2. Troubleshooting

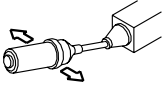
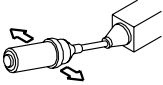
Group 3. Tests and adjustments

※ Transmission oil must be at operating temperature for these checks.

Item	Description	Service action
Transmission oil warm-up procedure	 <p>Start engine. Apply service brakes and release parking brake.</p> <p>Move gear selector lever to 3rd speed.</p> <p>Move gear selector lever to forward "F" position.</p>  <p>Increase engine speed to high idle for 30 seconds.</p> <p>Move gear selector lever to neutral "N" position and run for 15 seconds.</p> <p>Repeat procedure until transmission temperature gauge arrow points to bar above dial.</p>	<p>OK Check completed.</p>
Gear selector lever and neutral lock latch checks. Engine OFF.	 <p>Move gear selector lever to each position.</p> <p>NOTE : Selector lever position changes slightly as steering column is tilted.</p> <p>FEEL : Lever must move freely through all positions.</p> <p>Engage neutral lock.</p> <p>Apply slight effort to move lever into forward(F) and reverse(R).</p> <p>LOOK : Neutral lock must stay engaged.</p>	<p>OK Check completed.</p> <p>NOT OK Repair lock or replace switch.</p>

Item	Description	Service action
Transmission noise check Engine running	 <p>Run engine at approximately 1300rpm.</p> <p>Drive unit with transmission in each forward and reverse speed.</p> <p>LISTEN : Transmission must not make excessive noise in any range.</p> <p>Engine rpm must not "lug down" as unit is shifted between gears.</p>	<p>OK Check completed.</p> <p>NOT OK Go to transmission makes excessive noise group 3.</p>
Transmission "quick shift" check Engine running	  <p>Release parking brake and shift to 2nd forward.</p> <p>Drive machine at approximately 5km/h and press gear selector lever switch once.</p> <p>LOOK/FEEL : Transmission must shift to and remain in 1st gear.</p> <p>Press gear selector lever switch once.</p> <p>LOOK/FEEL : Transmission must shift back to 2nd gear.</p> <p>Shift to (3rd or 4th) gear and press gear selector lever switch once.</p> <p>LOOK/FEEL : Transmission must not shift down.</p> <p>NOTE : If gear selector lever switch is pressed twice, transmission will shift down the immediately back to 2nd.</p>	<p>OK Check completed.</p> <p>NOT OK Check connector at base of control valve.</p> <p>IF OK Go to transmission controller circuit in group 1.</p>

Item	Description	Service action
<p>Forward, reverse and 4th speed clutch pack drag check ※ Transmission must be warmed up for this check Engine running</p>	<div data-bbox="528 286 692 367" data-label="Image"></div> <div data-bbox="523 412 695 539" data-label="Image"></div> <div data-bbox="547 645 673 815" data-label="Image"></div> <p>Park unit on level surface.</p> <p>Apply service brakes.</p> <p>Move gear selector lever to neutral.</p> <p>Move gear selector lever to 1st.</p> <p>Release parking brake and service brakes.</p> <p>Run engine at low idle.</p> <p>LOOK : Unit must not move in either direction.</p> <p>NOTE : If unit moves forward, either the forward pack or the 4th speed pack is dragging.</p>	<p>OK Check completed.</p> <p>NOT OK If unit moves, repair transmission.</p>
<p>Transmission pressure, pump flow, and leakage check Engine running</p>	<div data-bbox="531 882 695 954" data-label="Image"></div> <div data-bbox="544 1028 673 1115" data-label="Image"></div> <p>Run engine at low idle.</p> <p>Release parking brake.</p> <p>Shift transmission to reverse, then forward, and then to 1st, 2nd, and 3rd speeds.</p> <p>Wait 5 seconds after each shift and observe transmission pressure indicator light.</p> <p>LOOK : Indicator light must not come on.</p> <p>NOTE : If light comes on in one gear only, leakage is indicated on that gear.</p> <p>If light comes on in all gears, low pump flow or pressure is indicated.</p>	<p>OK Check completed.</p> <p>NOT OK Do transmission leakage test, system pressure test, or pump flow test in group 3.</p>

Item	Description	Service action
Transmission shift modulation check Engine running	 <p>Run engine at approximately 1300rpm.</p> <p>Put transmission in 1st forward, shift several times from forward to reverse and reverse to forward. Repeat check in 2nd gear.</p> <p>LOOK : Unit must slow down and change direction smoothly.</p>	<p>OK Check completed.</p> <p>NOT OK Go to unit shifts too fast, chapter 2 in this group.</p>
Torque converter check	 <p>Start engine. Apply service brakes and release parking brake.</p> <p>Move gear selector lever to 3rd speed.</p> <p>Move gear selector control lever to forward "F" position.</p> <p>Increase engine speed to high idle.</p> <p>LOOK : Torque converter stall rpm must be within the following range. Stall rpm : 2010 ~ 2150rpm</p> <p>Move gear selector control lever to neutral "N" position and run for 15 seconds.</p>	<p>OK Check completed.</p> <p>NOT OK If stall rpm are too low or too high, problem may be engine power or torque converter.</p> <p>IF OK Replace transmission torque converter.</p>

2. TROUBLESHOOTING

1) TRANSMISSION

※ Diagnose malfunction charts are arranged from most probable and simplest to verify, to least likely, more difficult to verify. Remember the following steps when troubleshooting a problem :

Step 1. Operational check out procedure (see group 3 in section 1.)

Step 2. Operational checks (In this group.)

Step 3. Troubleshooting

Step 4. Tests and / or adjustments (see group 3.)

Problem	Cause	Remedy
Transmission slippage	Low oil level	Add oil.
	Wrong oil grade	Change oil.
	Restricted transmission pump suction screen	Remove and clean screen.
	Leak in transmission control valve or gasket	Remove valve and inspect gaskets.
	Low transmission pump flow due to worn pump.	Do transmission pump flow test.
	Weak or broken pressure regulating valve spring	Do transmission system pressure test.
	Malfunctioning reset valve	Remove and inspect reset valve.
	Malfunctioning check valve	Remove and inspect check valve.

Problem	Cause	Remedy
Machine will not move	Low oil level	Add oil
	Applied park brake	Check parking brake fuse. Check continuity to parking brake switch.
	No power to transmission controller.	Check transmission controller fuse.
	Malfunctioning parking brake solenoid valve	Remove and inspect parking brake solenoid valve. Check for power to solenoid valve.
	Restricted modulation orifice	Remove orifice and check for contamination and/or plugging. (Do not remove valve housing for this purpose.)
	Excessive leakage in transmission element	Do transmission element leakage test using system pressure.
	Worn clutch disks	Repair transmission.
	Low or no transmission pressure	See transmission pressure is low in this group.
	Service brake will not release	Do brake pedal operational check. Do service and park system drag checks.
	Failed torque converter	Do torque converter stall test. If engine pulldown in normal, torque converter is good.
	Broken shafts or gears	Drain transmission to determine if large pieces of metal contamination are present.
	Broken drive shafts	Inspect drive shafts and universal joints for external damage. Repair.
	Broken ring or pinion gear	If drive shaft rotate with transmission in gear but machine does not move, a differential failure is indicated. Repair.
Machine does not engage in low gear	Malfunctioning transmission control solenoid valve	Check solenoid valve.
	Stuck spool in transmission control valve	Remove and inspect transmission control valve spools.
	Stuck modulation valve	Remove end cover to inspect modulation spool. Replace if necessary.
	Malfunctioning transmission speed sensor	Check speed sensor

Problem	Cause	Remedy
Transmission pressure is low(all gears)	Low oil level	Check transmission oil level and refill if necessary.
	Failed transmission pressure switch	Verify transmission system pressure. Do transmission system pressure test.
	Plugged suction strainer	Transmission pump may be noisy if transmission suction screen is clogged. Drain transmission. Remove and clean suction screen. Also, check condition of transmission filter.
	Stuck transmission pressure regulating valve or broken spring	Remove transmission pressure regulating valve. Inspect for damage(See transmission control valve).
	Failed control valve gasket	Inspect transmission control valve for external leakage. Remove control valve. Inspect or replace gasket.
	Stuck modulation valve	Remove end cover to inspect modulation spool and check torque on cap screws retaining control valve to transmission.
Transmission system pressure is low(one or two gears)	Failed transmission pump	Do pump flow test.
	Failed transmission control valve gasket	Inspect transmission control valve for external leakage. Remove control valve. Inspect or replace gasket.
	Leakage in clutch piston or seal ring	Disassemble and repair.
Transmission shifts too low	Low oil level(aeration of oil)	Add oil.
	Low transmission pressure	Do transmission system pressure test.
	Restricted transmission pump suction screen	Remove and clean screen.
	Low transmission pump flow	Do transmission pump flow test.
	Excessive transmission element leakage	Do transmission element leakage test using system pressure.
	Stuck modulation valve	Remove end cover to inspect modulation spool. Replace if necessary.
	Restricted modulation orifice	Remove orifice and inspect for contamination and /or plugging.
	Malfunctioning two stage piston	Remove and inspect two stage piston.
	Restricted oil passages between control valve and transmission elements	Remove control valve and inspect oil passage.

Problem	Cause	Remedy
Transmission shifts too fast	<p>Wrong transmission controller</p> <p>System pressure too high</p> <p>Stuck modulation valve</p> <p>Malfunctioning two stage piston</p> <p>Stuck or missing check valves</p> <p>Missing O-ring from end of modulation orifice</p> <p>Broken piston return spring</p>	<p>Check if transmission controller has been changed</p> <p>Do transmission system pressure test.</p> <p>Remove and inspect modulation valve. Replace if necessary. Also remove end cover to inspect modulation spool and control valve housing. Replace if necessary.</p> <p>Remove and inspect two stage piston.</p> <p>Inspect transmission control valve.</p> <p>Remove orifice and inspect port for O-ring.</p> <p>Disassemble and inspect clutch.</p>
Machine "creeps" in neutral	<p>Warped disks and plates in transmission</p>	<p>Check transmission.</p>
Transmission hydraulic system overheats	<p>High oil level</p> <p>Low oil level</p> <p>Wrong oil grade</p> <p>Park brake dragging</p> <p>Pinched, restricted or leaking lube lines</p> <p>Machine operated in too high gear range</p> <p>Malfunction in temperature gauge or sender</p> <p>Restricted air flow through oil cooler or radiator</p> <p>Failed oil cooler bypass valve(in thermal bypass valve)</p> <p>Failed thermal bypass valve</p> <p>Internally restricted oil cooler</p> <p>Leakage in transmission hydraulic system</p> <p>Malfunction in converter relief valve</p> <p>Low transmission pump output</p>	<p>Transmission overfilled or hydraulic pump seal leaking.</p> <p>Add oil.</p> <p>Change oil.</p> <p>Check for heat in park brake area.</p> <p>Check cooler lines.</p> <p>Operate machine in correct gear range.</p> <p>Install temperature sensor the verify temperature. Do tachometer/temperature reader installation procedure.</p> <p>Do radiator air flow test.</p> <p>Disassemble and inspect.</p> <p>Remove thermal bypass valve and check to see if machine still overheats. Do transmission oil cooler thermal bypass valve test.</p> <p>Do oil cooler restriction test.</p> <p>Do transmission system pressure, element leakage, and shift modulation test.</p> <p>Do converter out pressure test.</p> <p>Do transmission pump flow test.</p>

Problem	Cause	Remedy
Excessive transmission noise(under load or no load)	Too low engine low idle Worn parts or damaged in transmission Warped drive line between engine and torque converter Low or no lube	Check engine low idle speed. Remove transmission suction screen. Inspect for metal particles. Repair as necessary. Inspect drive line. Do converter-out and lube pressure test. Do transmission pump flow test.
Foaming oil	Incorrect type of oil High oil level Low oil level Air leak on suction side of pump	Change oil. Transmission overfilled or hydraulic pump seal leaking. Add oil. Check oil pickup tube on side of transmission.
Oil ejected from dipstick	Plugged breather	Inspect breather on top of transmission. Replace.
Machine vibrates	Aerated oil Low engine speed Failed universal joints on transmission drive shaft or differential drive shafts	Add oil. Check engine speed. Check universal joints.
Machine lacks power and acceleration	Engine high idle speed set too low Incorrect transmission oil Aerated oil Low transmission pressure Warped transmission clutch Torn transmission control valve gasket Brake drag Failed torque converter Low engine power	Check high idle adjustment. Change oil. Add oil. Do transmission system pressure test. Do transmission clutch drag checks. Inspect gasket. Do brake drag check. Do torque converter stall speed test. Do engine power test.
Torque converter stall RPM too high	Aerated oil Stuck open converter relief valve Leakage in torque converter seal Torque converter not transferring power(bent fins, broken starter)	Put clear hose on thermal bypass outlet port. Run machine to check for bubbles in oil. Do converter-out pressure test. Do converter-out pressure test. Replace torque converter.

Problem	Cause	Remedy
Torque converter stall RPM too low	Low engine power Mechanical malfunction	Do engine power test. Remove and inspect torque converter.
Transmission pressure light comes on when shifting from forward to reverse(all other gears OK)	Low oil level Cold oil Leak in reverse pack	Add oil. Warm oil to specification. Do transmission pressure, pump flow, and leakage check.
Transmission pressure light comes on for each shift	Cold oil No time delay in monitor Restriction in modulation orifice Stuck modulation valve Low transmission pressure circuit Leak in transmission pressure circuit Failed transmission pump Clogged filter	Warm oil to specification. Do monitor check. Remove orifice and inspect for restriction and/or plugging. Remove and inspect. Do transmission system pressure test. Do converter out pressure test. Do transmission pump flow test. Inspect filter. Replace

2) DIFFERENTIAL / AXLE

Problem	Cause	Remedy
Differential low on oil	External leakage	Inspect axle and differential for leaks.
Excessive differential and/or axle noise	Low oil level in differential	Check oil. Remove drain plug and inspect for metal particles in differential case. Disassemble and determine cause.
	Incorrect type of oil	Change oil
	Dragging brakes	Do brake check.
	Failed pinion bearing	Remove and inspect pinion. Check to ensure pinion housing was indexed.
	Incorrect gear mesh pattern between ring and pinion gear	Remove pinion gear housing and inspect ring and pinion gear.
	Failed differential pinion gears and / or cross shafts.	Remove differential housing drain plug and inspect for metal particles. Disassemble and inspect.
	Failed axle bearing	Do axle bearing adjustment check.
	Mechanical failure in axle planetary	Remove differential. Inspect, repair.
Oil seeping from outer axle seal	Excessive end play in axle	Do axle bearing adjustment check.
	Worn outer bearing and/or cup	Disassemble and inspect outer axle bearing, cup, spacer, and seal. Replace, if necessary.
	Overfilled differential	Check differential oil return system for excessive internal restriction.
Axle overheats	Low differential oil	Add oil.
	Overfilled differential	See differential overfills with oil in this group.
	Brake drag	See brakes drag in this group.

3) DRIVE LINE

Problem	Cause	Remedy
Excessive drive line vibration or noise	Yokes not in line on drive shafts	Inspect. Align drive shaft yokes.
	Worn front drive line support bearing	Inspect, repair.
	Bent drive shaft	Inspect all drive shafts. Replace.
	Loose yoke retaining nuts(drive shafts wobble at high speed)	Inspect. Replace.
	Rear axle oscillating support	Inspect, repair.
	Lack of lubrication	Lubricate with proper grade of grease.