

## Diagnosing Power Train Malfunctions

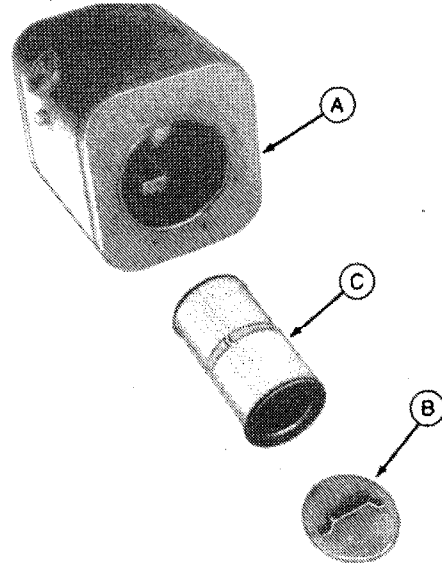
4. Filter or suction line from reservoir to charge pump plugged or collapsed. (Indicated by high vacuum and low charge pressure.)

a. Replace or clean filter.

To replace or clean filter element, drain reservoir, remove filter access door, unscrew filter cap, and remove filter element.

Install new element, screw on filter cap, and replace filter access door.

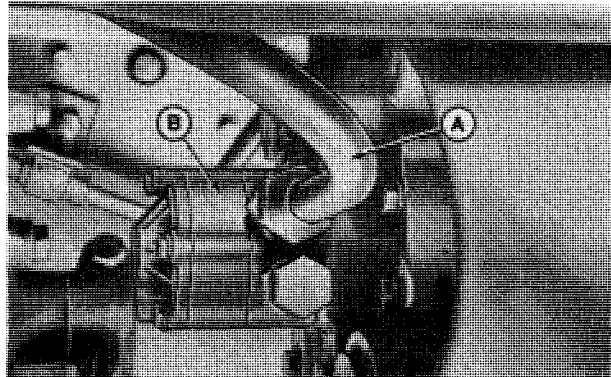
A—Reservoir  
B—Filter Cap  
C—Filter



AA2;E13008 E03;25005 C 100382

b. Replace or clean suction line.

A—Suction Line  
B—Charge Pump



020;E27716 E03;;25005 BC 170786

**5. Charge pressure relief valve in charge pump damaged or stuck open (indicated by low or zero charge pressure when pump is in neutral).**

- a. Replace charge pump. (See Section 50.)

**6. Charge pressure relief valve in motor manifold damaged or stuck open (indicated by low charge pressure when pump is in stroke).**

- a. Clean or replace relief valve. (See Section 50.)

**7. Charge pump drive key or shaft broken (indicated by zero charge pressure when pump is in neutral or trying to go into stroke).**

- a. Replace charge pump assembly. (See Section 50.)

AA2: E03/25005 E 100382

**8. Internal damage to pump or motor or both, indicated by:**

**Low or zero charge pressure. Charge pressure may also fluctuate rapidly or fall to near zero when maximum system pressure is reached.**

**Maximum system pressure capability in both forward and reverse is less than normal high pressure relief valve setting.**

**Pieces or flakes of brass in reservoir or filter.**

AA2: E03/25005 E1 100382