

HYDROSTATIC TAILDRIVE

Operation and Maintenance Tips (L4100H 094047)

Operation

Watch your speed. Down-shifting at too high a ground speed can be abusive to the hydrostatic drive as well as to the mechanical drivetrain. Always be aware of your ground speed in relation to the gear range you are shifting down to.

Remember! When the taildrive assist is not needed, always operate with the in-dash taildrive switch in the "off" position.

Problems? If you should encounter a problem with the hydrostatic taildrive or feel you have a problem, it's OK to keep operating the machine, but, only after you deactivate the system. To do this you will need to remove the pilot line (No. 8 hose to "P" port) and the case drain line (No. 12 hose to "T" port) from the hydraulic swivel. Use a No. 8-12 adapter to connect these two hoses together. Cap off the open swivel ports, "P" and "T". You will also need to remove the taildrive planetary covers and remove both axle shafts. Don't forget to reinstall the covers. Also, instruct the operators to leave the dash switch in the "off" position.

NOTE! It is extremely important that the machine not be operated without taildrive pilot pressure with axle shafts installed . . . even though the taildrive switch is in the "off " position. If the axle shafts are not removed when there is no taildrive pilot pressure, the drive motors will be destroyed.

Maintenance

Check hydrostatic filters. Two in-line, high-pressure filters are installed between the Sunstrand hydrostatic pump and the hot oil manifold. In the head of each filter is a by-pass filter indicator to let you know when servicing is required. These filter condition indicators should be checked daily. Also, check the return filter in the line from the pump back to the tank.

Check accumulator pressure. When servicing the hydrostatic drive system the two accumulators should also be checked to ensure that they have not lost their charge. Charge pressure should read 70 psi (483 kPa).

Grease the taildrive. Every 1000 hours (or every six months, whichever comes first) remove the two grease line plugs located on the tailpost and install grease zerks. Using a hand grease gun put approximately 4-6 pumps of grease in each motor. Remove the zerks and reinstall the plugs.