

# **Faults, Causes and Remedies**


## 9 Faults, causes and remedies



### NOTE

\*) Faults may be eliminated only by authorised personnel

| Fault   | Probable cause  | Remedy  |
|---|---|---|
| Engine  |   | See the operating instructions for the engine   |
| Engine does not start.  | Drive switch (4-9/5) is not in neutral position             | Set the drive switch to the neutral position  |
| The bucket arm cannot be lifted/ lowered                              | Pressure-relief valve in servo valve is open                | Remove and clean pressure-relief valve coupling, readjust*  |
|   | Pilot valve for working hydraulics (4-9/6) is locked        | Unlock pilot valve (4-8/2)  |
|   | Pilot pressure too low or does not exist                    | Open, clean and readjust pressure-relief valve in control line *  |
|   | Diesel engine failed  | Spring force can be used to bring the bucket arm to its lowermost position immediately after an engine failure. |
| Steering is sluggish  | Pressure-relief valve in steering unit is open              | Remove and clean entire pressure-relief valve, readjust*  |
|   | Slide in priority valve stuck                               | Replace priority valve *  |
| Swivel unit does not swivel   | Swivel block blocks swivelling (1-4/ arrow)                 | Remove swivel block and store in holder   |
|   | Pressure-relief valve in servo valve is open                | Remove and clean entire pressure-relief valve, readjust*  |
| Support fails   | Switching of stop valve in frame under revolving seat stuck | Bring bucket arm into travel direction; unstick leverage  |
| The support fails when the bucket arm is lowered in a swivelled state | Non-return valve in pressure line stuck in open position    | Bring bucket arm into travel direction, remove and clean non-return valve (replace if necessary)*               |

| Fault   | Probable cause  | Remedy  |
|---|---|---|
| Faults in the driving and working hydraulics      | Clogged filter  | Replace filter cartridge (section 8.2.10).  |
|   | Lack of oil in hydraulic oil reservoir  | Top off oil   |
|   | Electrical connection at axial piston pump are not tight, are not connected or are oxidised | Connect or clean electrical connection according to electrical plan   |
|   | High-pressure valves soiled   | clean   |
| Faults in the braking system                      | Parking brake does not hold the device  | Check setting; adjust if necessary*   |
|   |   | Check whether electrical traction drive break is connected to brake lever   |
| Alternator does not charge                        | Loose connection  | Press in and lock connection  |
|   | V-belt torn   | Replace V-belt  |
|   | Alternator speed too low  | Check V-belt tension, tighten if necessary  |
| Heater and ventilation system failed              | Fuse in fuse box defective  | Replace fuse  |
| Hose couplings of attachments cannot be connected | Increased pressure due to heating of the attachment   | <p><b>Carefully</b> loosen the screwed connection on the end of the hose using the quick-change couplings. Oil squirts out and the increased pressure is eliminated. Tighten the screwed connection.</p> <div>  <p><b>NOTE</b><br/>Waste oil must be disposed of in such a way that it will not cause pollution!</p> </div> <p>Turn off the engine and eliminate pressure from the lines by alternatingly pressing the two buttons for the auxiliary hydraulic system (4-9/3) several times.</p> |