Operation 3

Depressurize the system.
Disconnect the 'accumulator to frame' high pressure hydraulic steel braided hose, from the accumulator of each relevant system.
Blank off the hydraulic hose.
Fit pressure gauge RH 9727 GMF to the accumulator junction block situated at the engine end of the hose.
Start the engine and observe the pressure.
This action separates the accumulator from the rest of the system and allows the accumulator and hydraulic pump to be checked thoroughly.

The pressure continues to fall after the accumulator has reached the cut-out pressure of between 165 bar and 180 bar (2393 lbf/in² and 2610 lbf/in²) and then settles.
Check that the internal bleed screw on the accumulator is tight.
The valve has an internal leak.

Renew the accumulator valve housing (see Section G9).
Carry out Operation 2 to check accumulator operation.

Pressure does not build up at all.
This indicates that the hydraulic pump is not functioning correctly because either the pump is air locked, there is dirt under the pump main delivery valve seat, the pump plunger has seized, or the pump push rod is bent.

Stop the engine.
Connect a bleed tube to the bleed screw on the gauge pipe. Open the bleed screw. Run the engine to see if mineral oil flows from the bleed tube.

Mineral oil does not flow.
Check that the hydraulic pump is not air locked.
Mineral oil still does not flow.
Close the bleed screw and stop the engine.
Disconnect the low pressure return hose from the accumulator and connect a bleed tube.
Start the engine.
If there is a low pressure return flow, the accumulator valve is faulty.
Renew the accumulator body (see Section G9).
If there is no low pressure return flow the hydraulic pump is faulty, or the pump push rod is bent.
Overhaul the hydraulic pump (see Section G8).
Bleed and test the system.

Mineral oil flows.
Close the bleed screw and check again. If pressure still does not build up the pump is faulty.
Overhaul the hydraulic pump (see Section G8).
Bleed and test the system.

Pressure builds up and cuts out correctly.

Carry out Operation 4.

Operation 4

Depressurize the hydraulic system.
Remove the gauge from the system. Reconnect the hydraulic steel braided hose to the junction block, situated at the engine end.

Blank off the feed to the relevant distribution valve.
Carry out Operation 2.

If pressure now builds up normally, overhaul the distribution valve as described in Section G11.
Bleed and test the system.