

HOW TO FIND A FAULT

Faults which may occur and how they can be corrected:

A. Low servo oil pressure

The oil pressure is set during the trial trip. If the oil pressure drops too far, there is a risk that the pitch setting cannot be adjusted around zero-pitch. The risk is especially great at maximum RPM. The reason for a too low oil pressure may be:

1. The pump does not suck properly. Air leakage in the suction line or bad gland packing. Check also that the pump is working at the correct RPM.
2. Filter choked. Contamination in the main filter.
3. The pressure is read at the servo-respectively main pump pressure gauges and is set as follows:

The pump pressure must be set, when the propeller pitch has been mechanically stopped in either end position.

4. Defect relief valve with broken spring or untight seats.
5. Too thin oil. Check that oil with the right viscosity is used, see “oil recommendations”. You can see this by unnormal leakage through OD-box.
6. Unnormal leakage through OD-box and piston rings.
7. Worn out hydraulic pumps.

B. Leakage. Oil level in the tank sinks

If the oil consumption rises, the reason for the leakage must be investigated.

Possible reasons are:

1. Leakage in the pipe system. Check all joints and fittings. Check if possible that the oil tank is tight so oil does not flow out into the keel. The top of the tank must be tight to prevent bilge water from entering.
2. Damaged sealing rings in OD-box.