Troubleshoot hydraulic station

Does this solve the problem?

1] Yes
2] No
3] I don't know

- **Explanation**

For MkII and above turbines with separate Yaw and HSS brake hydraulics, a comprehensive troubleshooting guide exists within the service document- WKI: 1001388. The guide covers troubleshooting accumulators, valves, hoses and pressure transducers.

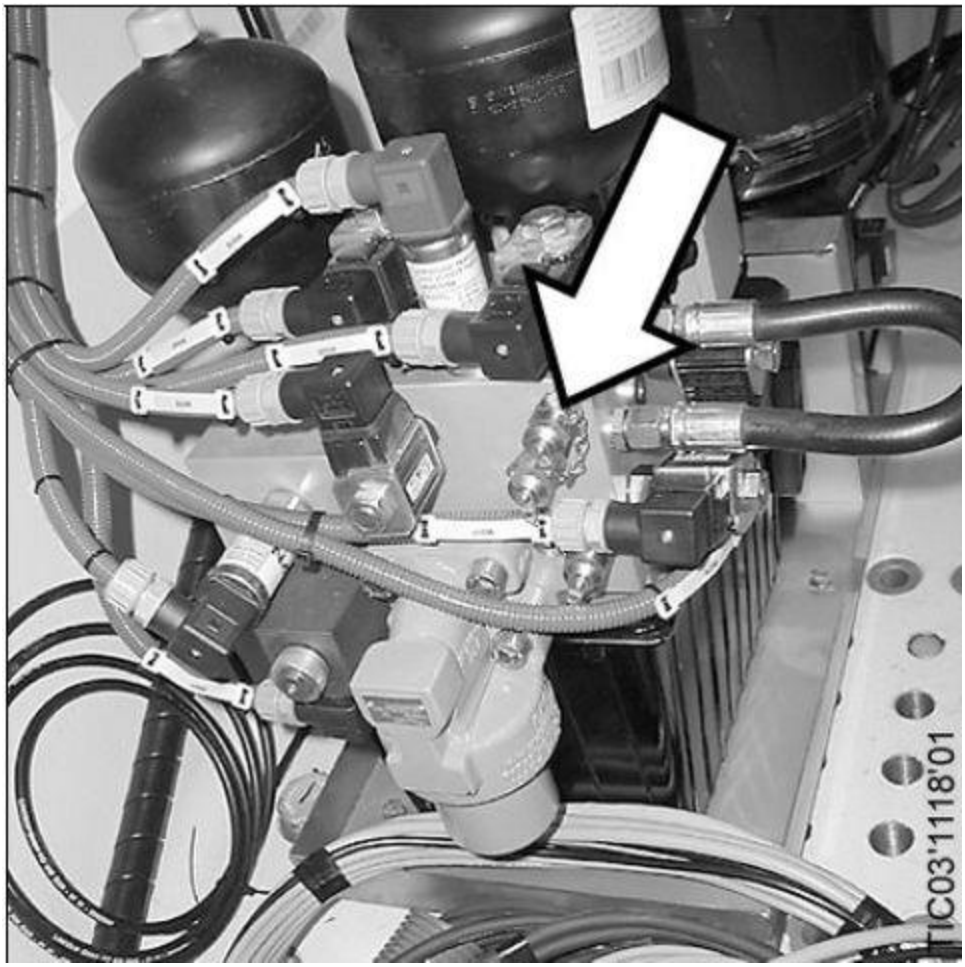
Check reservoir oil level (replenish if low).

Low oil level in reservoir:

Parker yaw hydraulic unit:

For earlier units with combined Yaw and HSS brake hydraulics, a comprehensive troubleshooting guide exists within the service document- WKI 1001076. The guide covers troubleshooting accumulators, valves, hoses and pressure transducers.

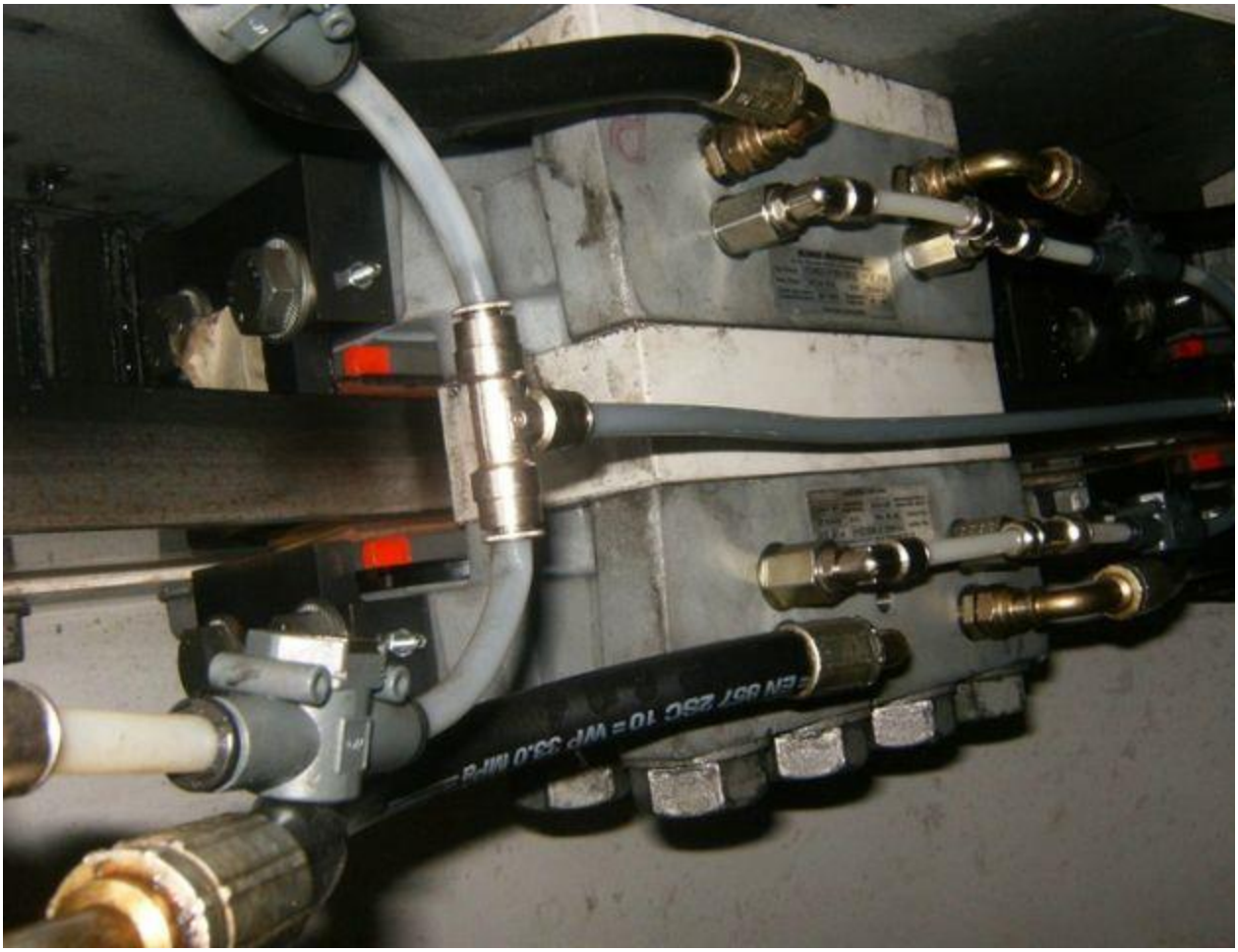
Combined Yaw and HSS hydraulic unit:



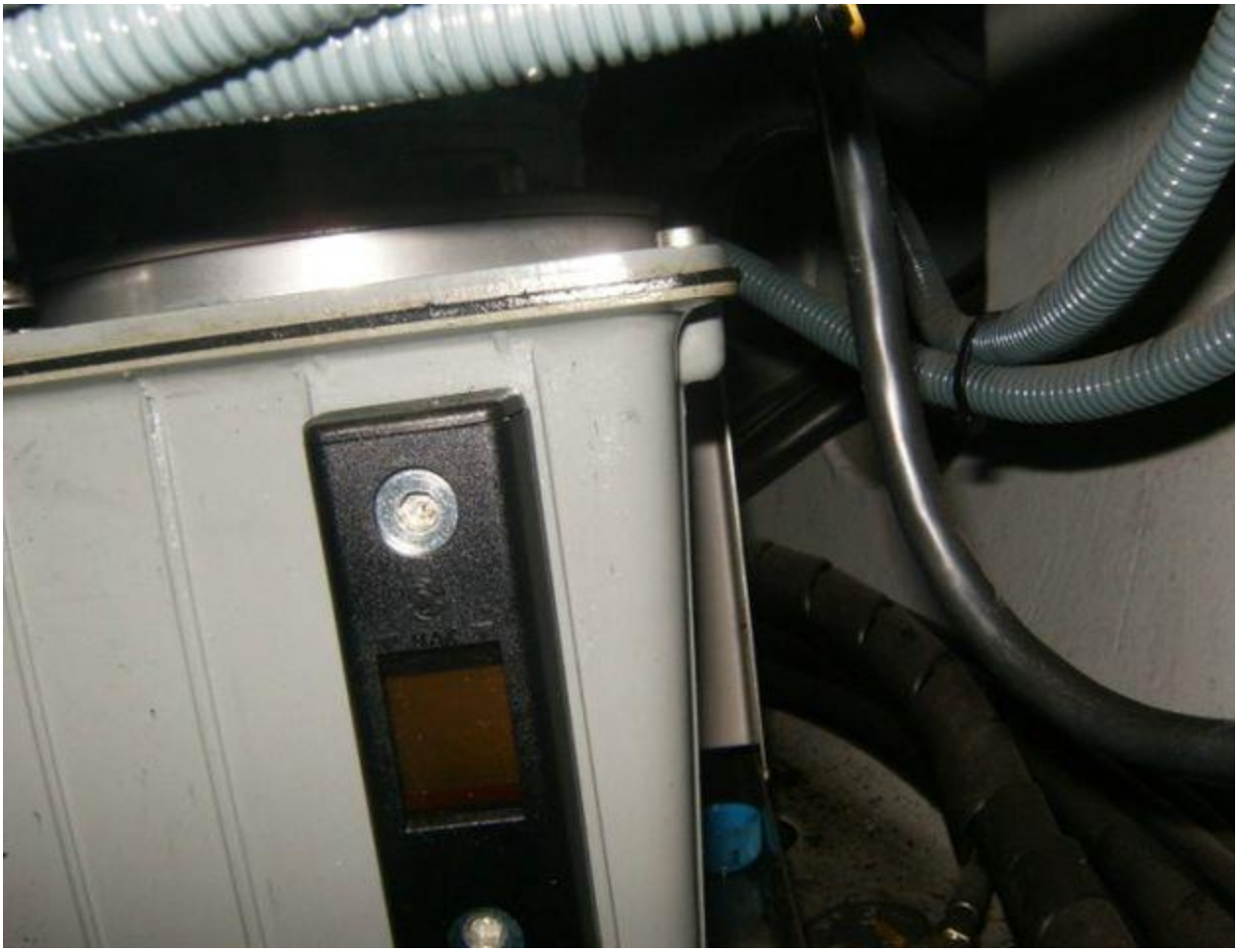
Pay close attention to the quality of oil in the return lines and reservoir sight glass. Poor quality of oil can cause damage to yaw hydraulic system components and should be flushed and replenished as soon as practical.

Use WKI 0034-5670 for instructions on flushing, cleaning and replenishing the yaw system.

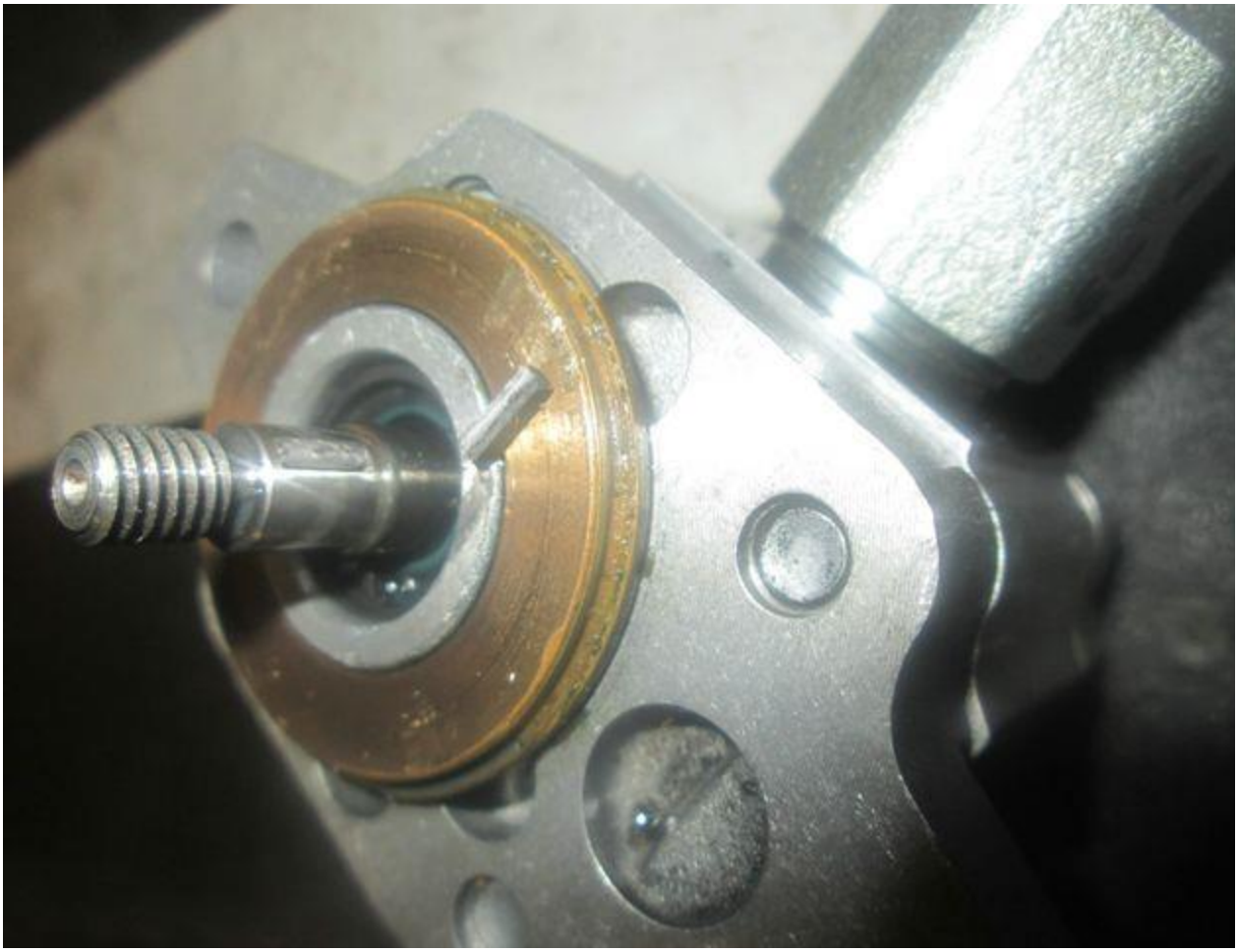
Poor quality oil observed in return lines:



Poor quality oil observed in reservoir sight glass:



If the pump fails to reach stop pressure, remove the pump as broken key/keyway have been observed:



Relevant documentation	
Description	**DMS No.**
SI-Parker yaw brake hydraulics	1001388
Service disc brake/yaw brake hydraulics	1001076
Flushing the Yaw Brake Callipers	0034-5670

Relevant spare parts	
Description	**Item No.**
GEAR PUMP P1 AAn 0050 FL 20-B0	60103470

Isolate and repair leak

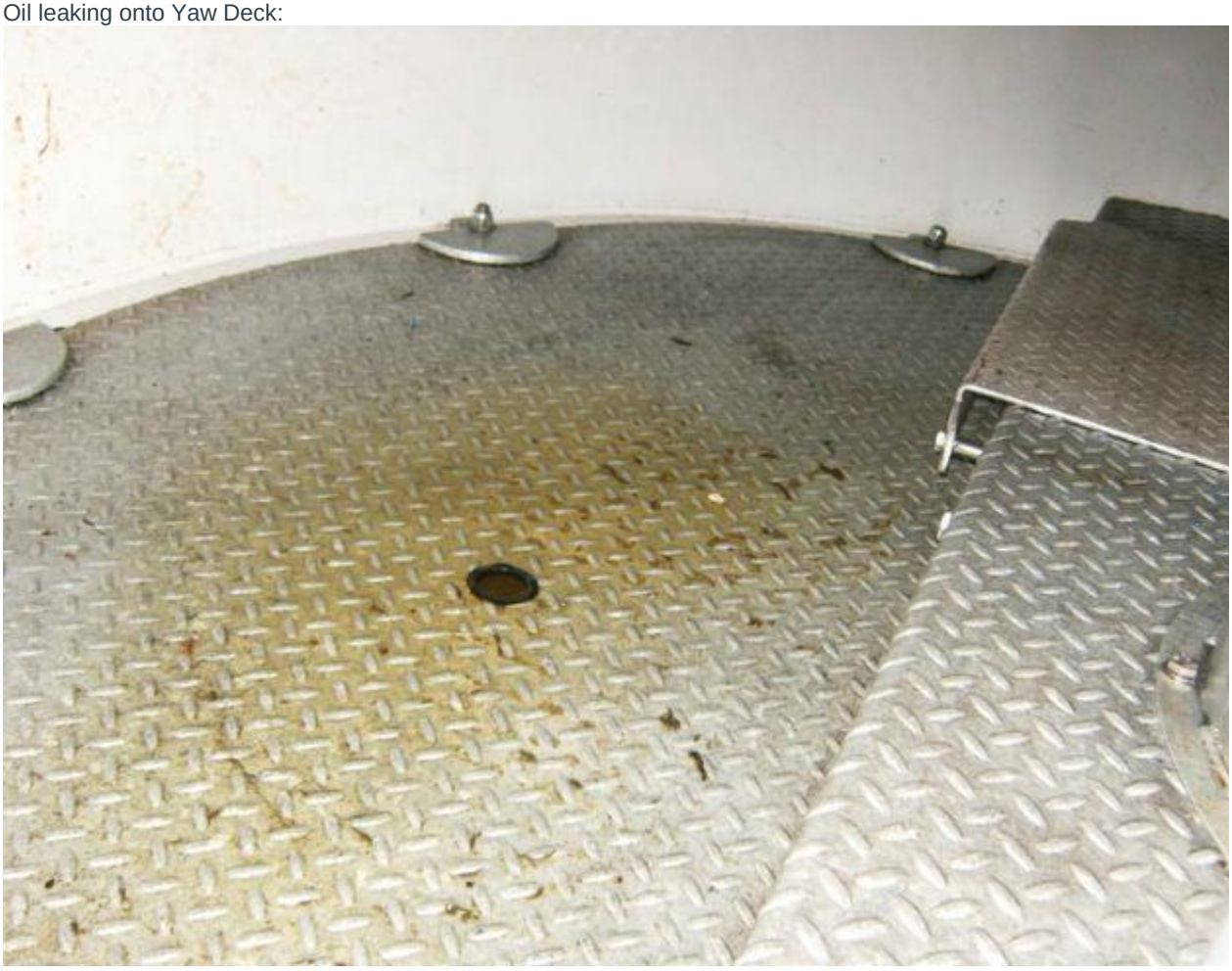
Does this solve the problem?

1] Yes
2] No
3] I don't know

- **Explanation**

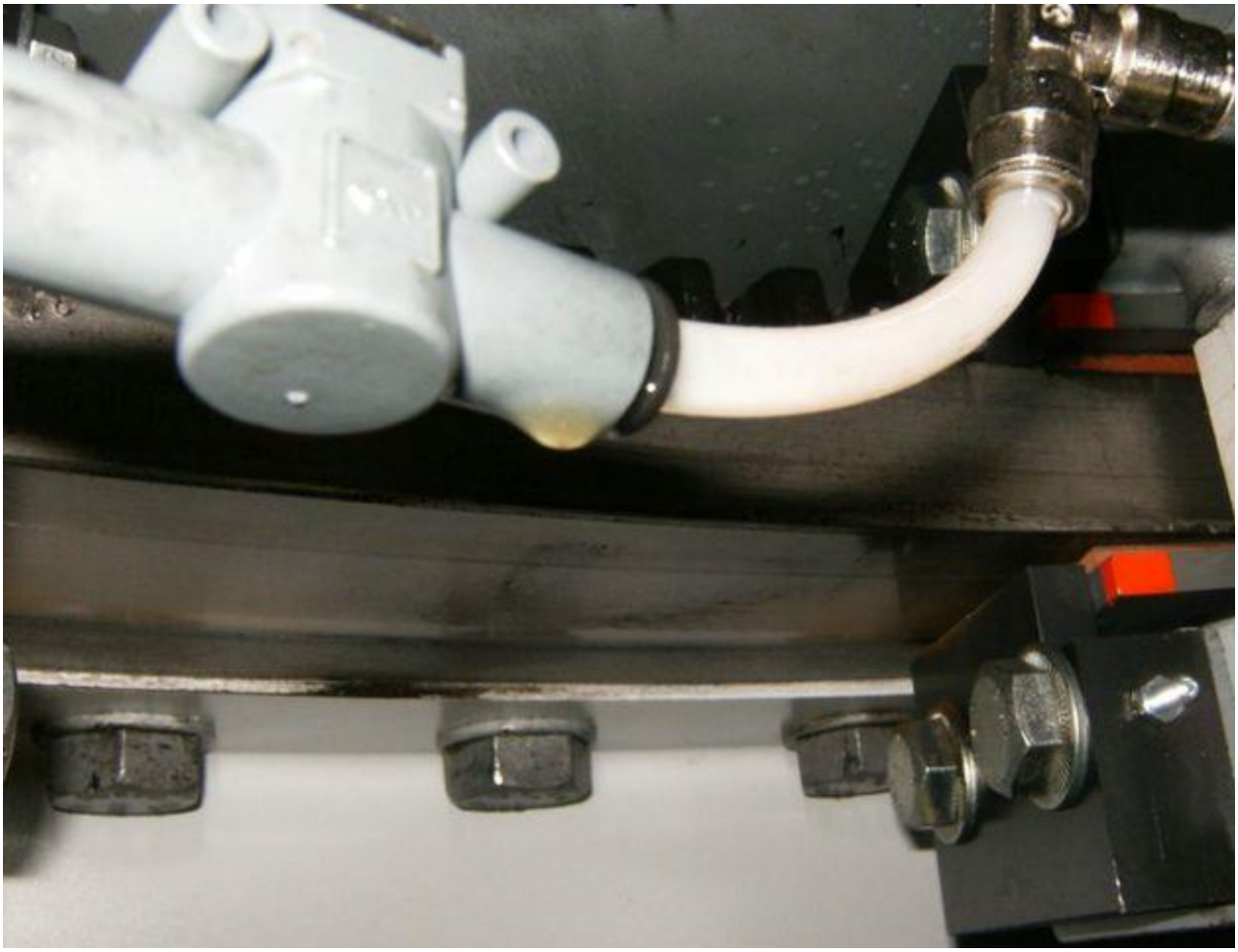
Inspect the yaw deck and area around the Yaw stations for leaking connections and hoses.

Oil leaking onto Yaw Deck:



Leaking pressure hose:

Leaking return line:



If a leak is found, repair or replace the component.

***IMPORTANT*-** If the yaw brake disk is in any way contaminated, it must be thoroughly cleaned per the service manual. Use document 1001618 for additional instructions on cleaning the yaw area.

Relevant documentation	
Description	**DMS No.**
Cleaning the yaw system area	1001618

Replace caliper seals and adjust pads

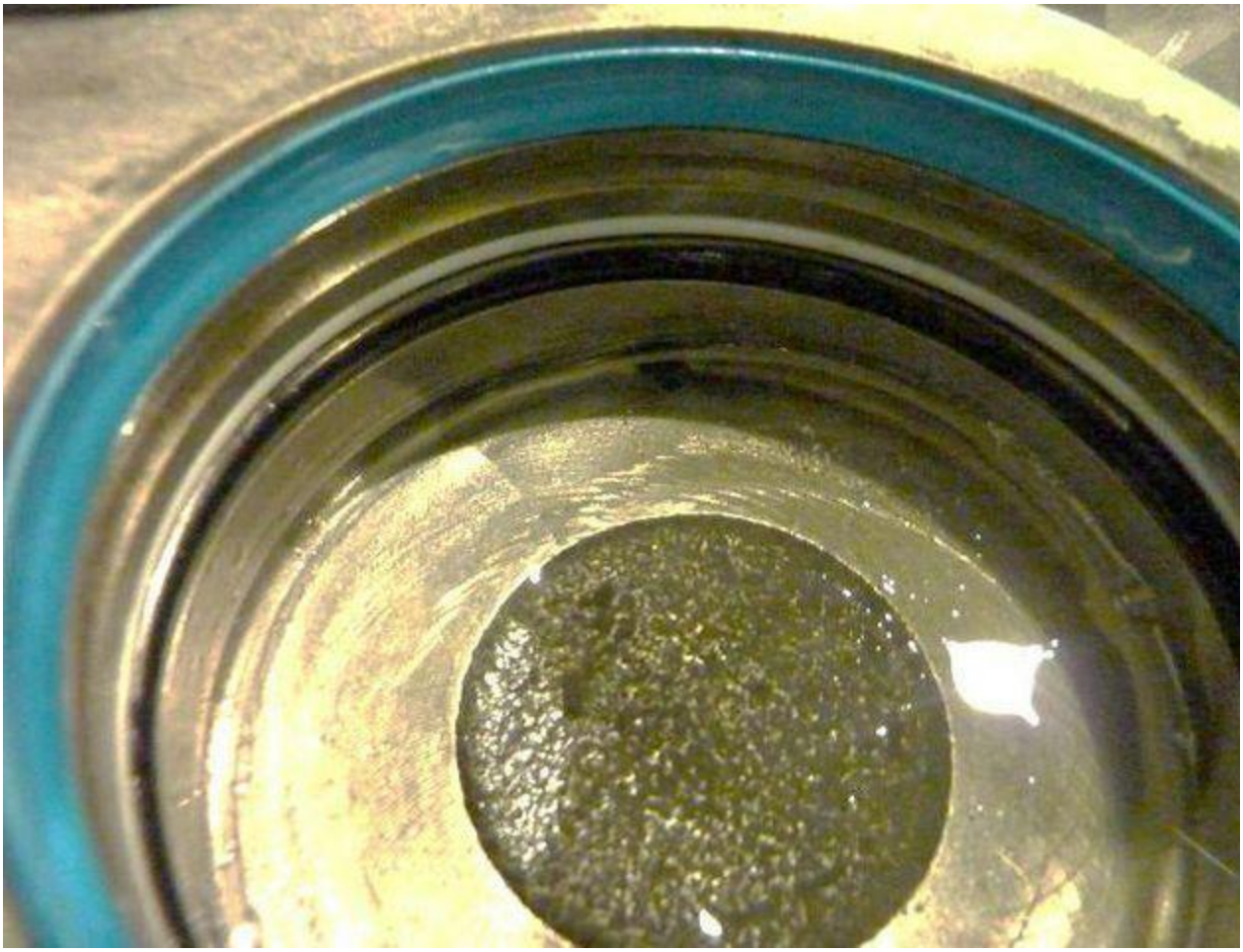
Does this solve the problem?

1] Yes
2] No
3] I don't know

- **Explanation**

Observe return lines from calipers to tank. If oil can be observed in the return lines, there are leaking seals. Isolate and lock the yaw system. Remove the calipers and replace the seals using WKI 0032-1749

Caliper piston seals:



Caliper pistons:

***IMPORTANT*-** When the seals are replaced and the calipers are re-installed, the brake pads must be carefully adjusted. Use WKI 0032-1749 and WKI 1001480 to adjust the brake pad end stops.

Closely inspect the pistons for wear or damage. If wear or damage is observed, replace pistons along with the seals.

Seal kit:

Relevant documentation	
Description	**DMS No.**
Yaw brake Caliper Rebuild V82-1.65MW	0032-1749
Replacement of yaw pistons and gaskets	1001480

Relevant spare parts	
Description	**Item No.**
GASKET SET, FCHR90A-GF-B-828	60107597
PISTON FCHR 90GF	60113057

Replace Tower TOI

Does this solve the problem?

1] Yes
2] No
3] I don't know

- **Explanation**

In some instances a power surge can cause a fault in the Tower TOI. If it is suspected that the TOI has failed, replace with new:

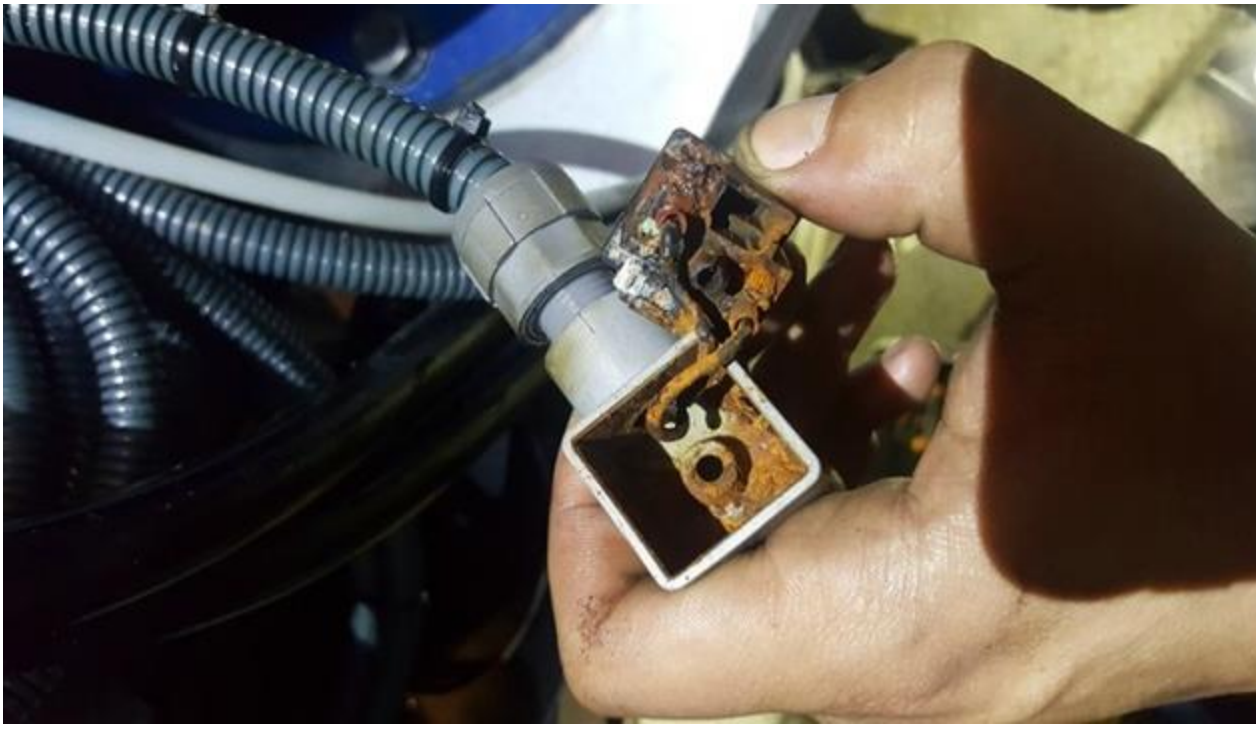
Replace cable or connector

Does this solve the problem?

1] Yes
2] No
3] I don't know

- **Explanation**

  It have been observe on a MK3 that the alarm was caused by a bad connector on the “yaw brake pressure” sensor (B18)(Parker: pos. 022) plug and solved by changing the connector (cable W518):



Relevant spare parts	
Description	**Item No.**
CONN PLUG F SOLENOID VALVE	60006607
CABLE -W518 NM30T. MODUL 2X1	60103196