

Troubleshooting Guide: D-50 Track Drill Will Not Move

The drill will start, but not move:

- Is the radio switch on the control panel switched to the 'on' position?
- Is the clutch handle up in the 'engaged' position?



If the answer is yes for the above questions:

- Check the lights on the receiver in the stainless steel radio control box. If no lights are on, it is electrical. If the lights are on and all red, it means either the transmitter and receiver have lost link, or the receiver is sensing an electrical problem like a bad ground, exc...



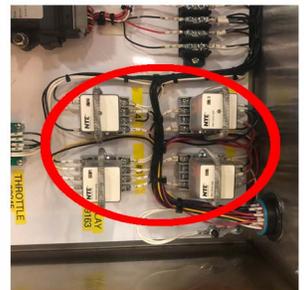
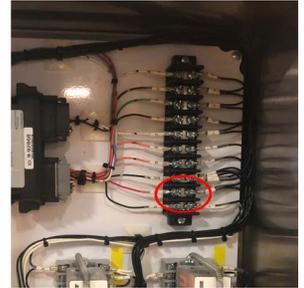
If the receiver is displaying all red lights:

- Replace the batteries in the transmitter (4 C batteries) and try to re-link to the receiver using the normal boot up process.
- Plug in the tethered aux remote and disconnect the two wiring harness plugs going into the receiver. If the rig moves using the aux tether remote, the problem is in the receiver / transmitter. If the rig does not move with the tether, it could be a hydraulic problem, or a wiring problem between the radio box and the pump controllers. The aux tether remote simply bypasses the receiver, but still uses the same wiring going to the track pumps.
- To diagnose the track hydraulic pump controllers, from a hydraulic standpoint, lower all 4 jacks so that the tracks are not in contact with the ground. **USING EXTREME CAUTION,** manually operate the tracks using the pump controller lever located on top of the hydraulic pump. If the brakes are still on, you will hear the pumps surging up in pressure when you stroke the plastic override lever back and forth, which is located on top of the pumps near the 4 wires connected to the pump controller. If the brakes are off, the rubber tracks will rotate. If the pumps are responding when stroking the plastic manual override, it is likely not a hydraulic problem in the track pumps themselves. It may be a track controller or the radio receiver and transmitter.



If the receiver is not displaying any lights:

- Check the clutch lockout switch located on the clutch handle assembly. Remove the 2 wires, at the connectors, that run to the 2 wires on the switch, then disconnect them to bypass the lockout switch. If this works, replace the clutch lockout switch (P/N 52612-1) before operating the drill. In bypass mode, the wires must be connected to start the rig, and disconnected to drive the rig.
- Use a test light to confirm power to the #47 wire on the black plastic terminal connecting strip inside the radio control box.
 - ~ If there is no power to the #47 wire and your drill serial number is D-50 367 or later, pull and reseat all 4 clear plastic power relays.
 - ~ If there is no power to the #47 wire and your drill serial number is D-50 366 or earlier, pull and reseat the single clear plastic relay in the left corner of the radio box. Do not touch the two relays connected by resistors, as those are for the radio throttle control. If this does not solve the problem, remove the top control panel cover and find the gray plastic relay behind the front panel cover. Once this is located, check the relay (P/N 60264) and replace it if needed.
- If there is still no power, the radio switch (P/N 59162) on the control panel or the clear power relay (P/N 59163) in the radio box could be bad.



If the tracks will not move after following this troubleshooting guide, call Diedrich Drill Service at 1-800-348-8809