

SECTION 2 STRUCTURE AND FUNCTION

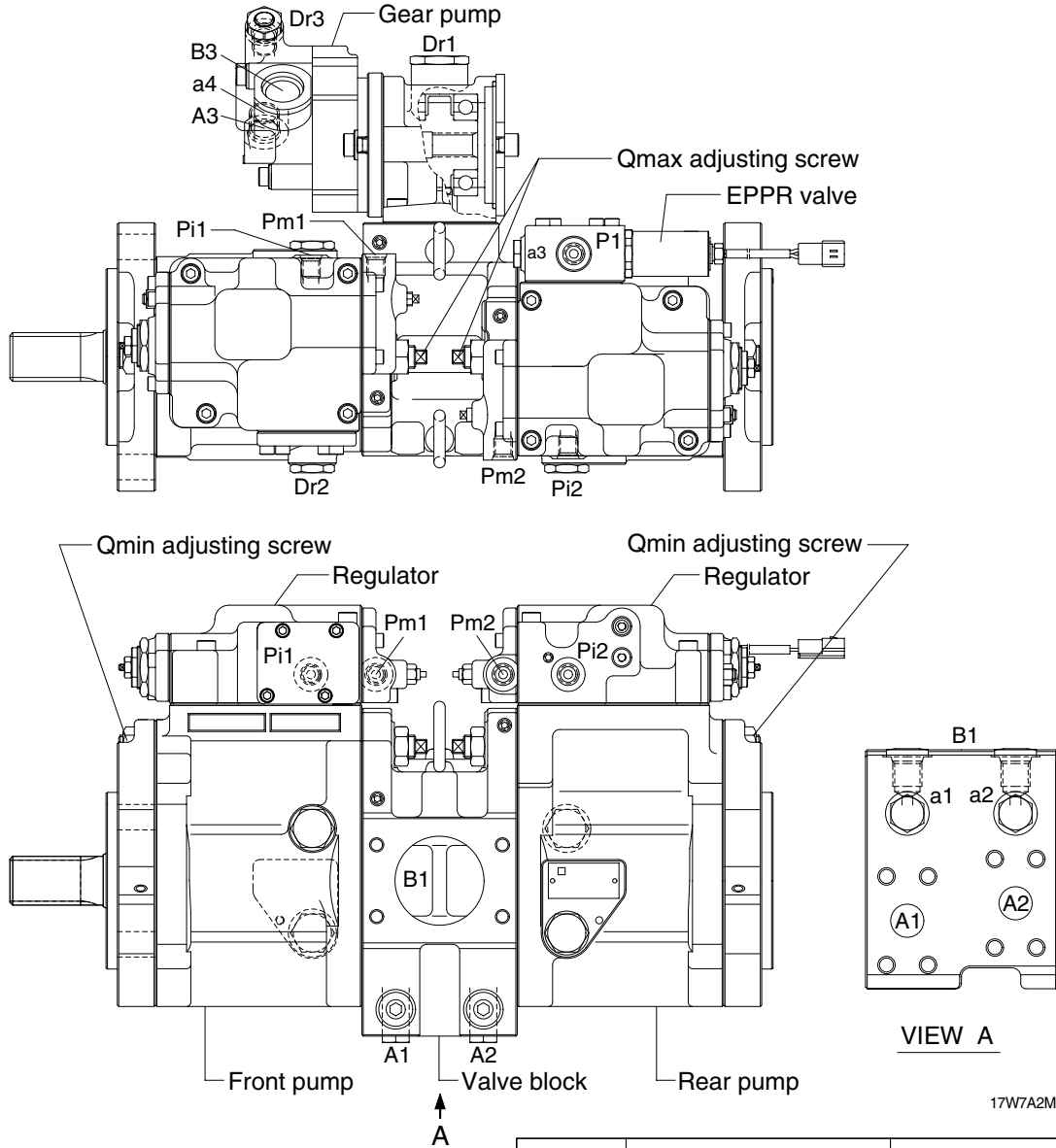
| | |
|------------------------------------|------|
| Group 1 Pump Device | 2-1 |
| Group 2 Main Control Valve | 2-21 |
| Group 3 Swing Device | 2-44 |
| Group 4 Travel Motor | 2-55 |
| Group 5 RCV Lever | 2-61 |
| Group 6 Accelerator Pedal | 2-68 |
| Group 7 Brake Pedal | 2-69 |
| Group 8 Transmission | 2-72 |
| Group 9 Travel Control Valve | 2-79 |
| Group 10 Steering Valve | 2-81 |
| Group 11 Axle | 2-83 |

SECTION 2 STRUCTURE AND FUNCTION

GROUP 1 PUMP DEVICE

1. STRUCTURE

The pump device consists of main pump, regulator and gear pump.

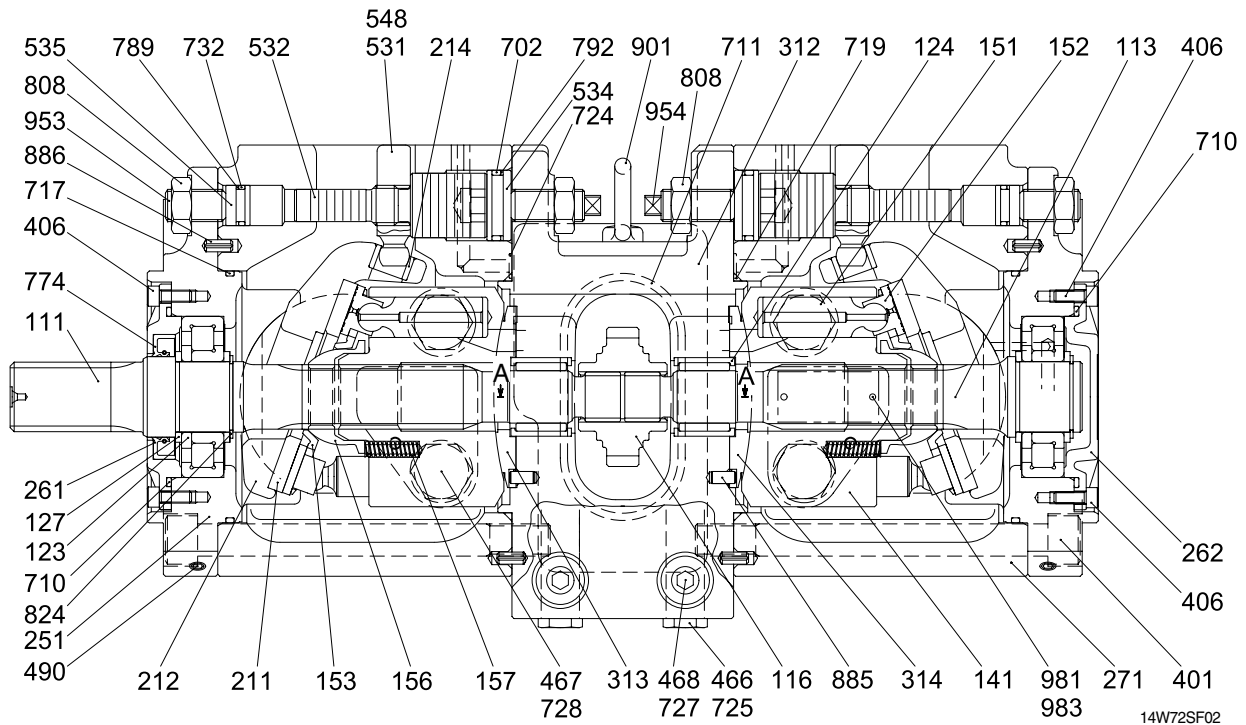


17W7A2MP01

| Port | Port name | Port size |
|---------|-------------------------|-------------------|
| A1,2 | Delivery port | SAE6000psi 3/4" |
| B1 | Suction port | SAE2500psi 2 1/2" |
| Dr1 | Drain port | PF 3/4 - 20 |
| Dr2 | Drain port | PF 1/2 - 19 |
| Dr3 | Drain port | PF 3/8 - 15 |
| Pi1,Pi2 | Pilot port | PF 1/4 - 15 |
| Pm1,Pm2 | Qmax cut port | PF 1/4 - 15 |
| P1 | EPPR valve primary port | PF 1/4 - 15 |
| a1,2,3 | Gauge port | PF 1/4 - 15 |
| a4 | Gauge port | PF 1/4 - 14 |
| A3 | Gear pump delivery port | PF 1/2 - 19 |
| B3 | Gear pump suction port | PF 3/4 - 20.5 |

1) MAIN PUMP(1/2)

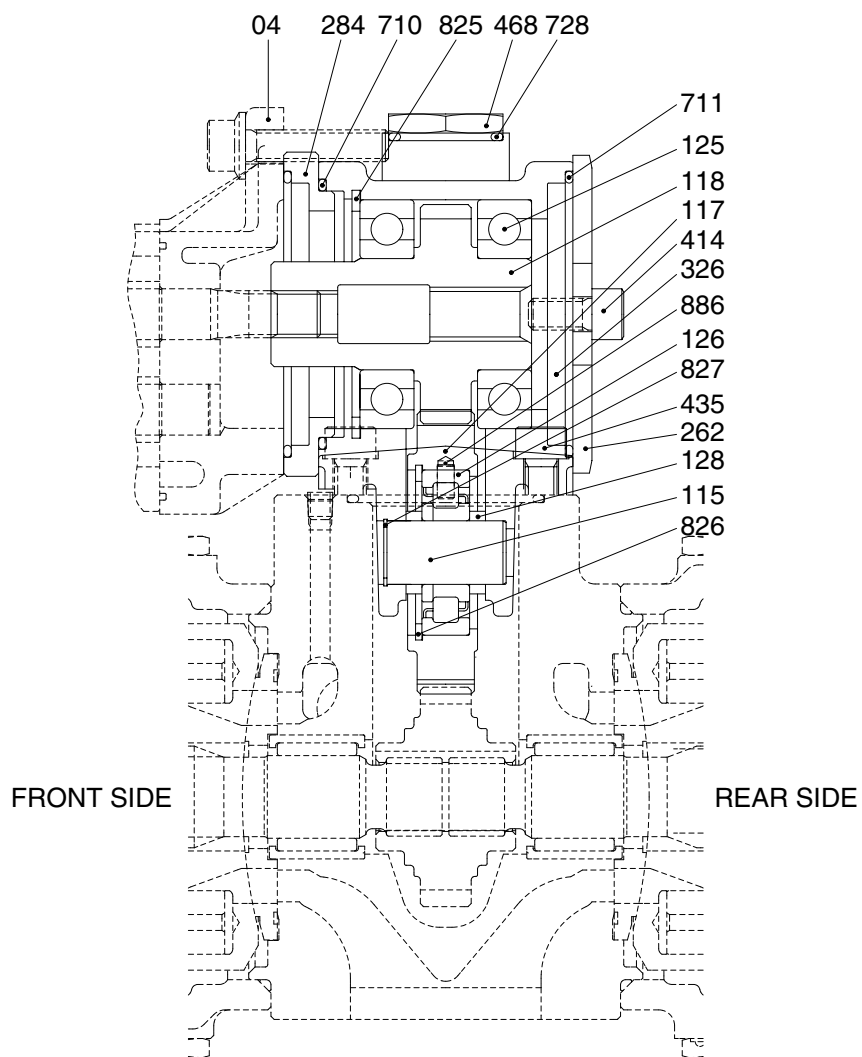
The main pump consists of two piston pumps(front & rear) and valve block.



14W72SF02

| | | |
|---------------------|-------------------------|----------------------|
| 111 Drive shaft(F) | 312 Valve block | 724 O-ring |
| 113 Drive shaft(R) | 313 Valve plate(R) | 725 O-ring |
| 116 Gear | 314 Valve plate(L) | 727 O-ring |
| 123 Roller bearing | 401 Hexagon socket bolt | 728 O-ring |
| 124 Needle bearing | 406 Hexagon socket bolt | 732 O-ring |
| 127 Bearing spacer | 466 VP Plug | 774 Oil seal |
| 141 Cylinder block | 467 VP Plug | 789 Back up ring |
| 151 Piston | 468 VP Plug | 792 Back up ring |
| 152 Shoe | 490 Plug | 808 Hexagon head nut |
| 153 Push-plate | 531 Tilting pin | 824 Snap ring |
| 156 Bushing | 532 Servo piston | 885 Pin |
| 157 Cylinder spring | 534 Stopper(L) | 886 Spring pin |
| 211 Shoe plate | 535 Stopper(S) | 901 Eye bolt |
| 212 Swash plate | 548 Pin | 953 Set screw |
| 214 Bushing | 702 O-ring | 954 Set screw |
| 251 Support | 710 O-ring | 981 Name plate |
| 261 Seal cover(F) | 711 O-ring | 983 Pin |
| 262 Seal cover(R) | 717 O-ring | |
| 271 Pump casing | 719 O-ring | |

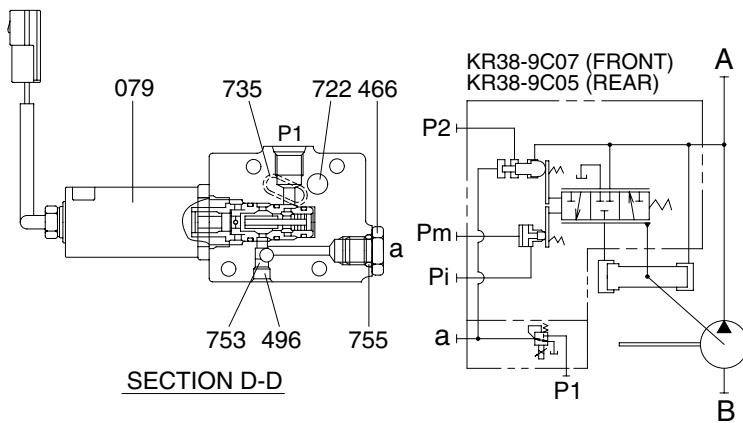
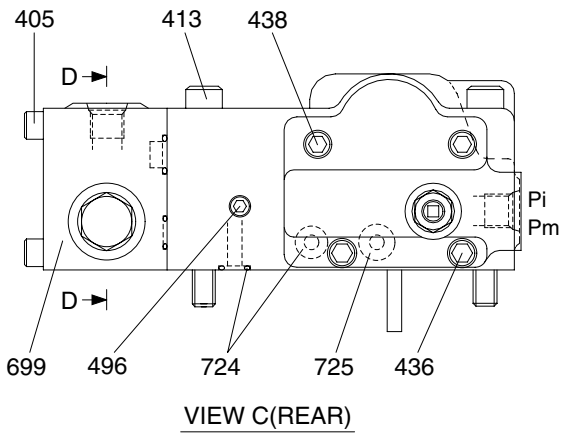
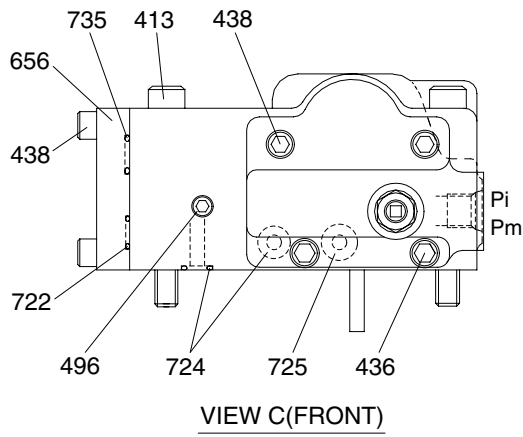
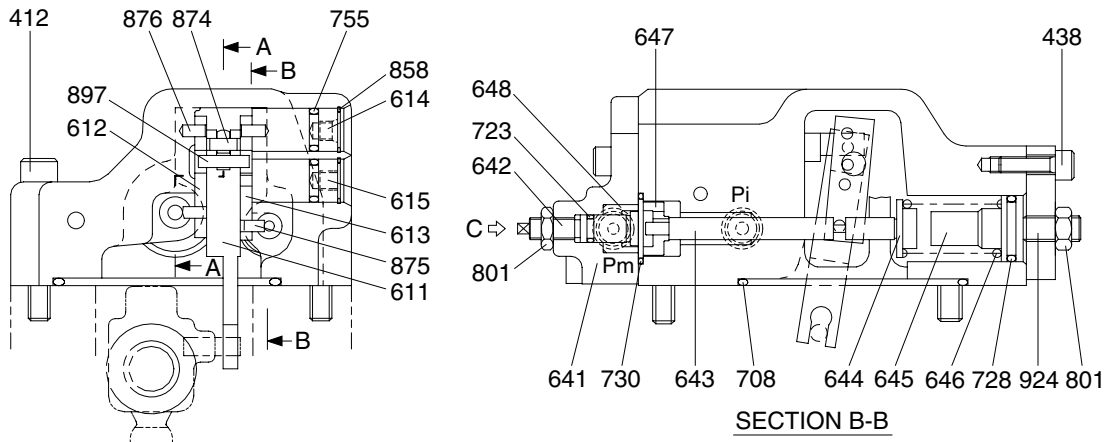
MAIN PUMP(2/2)



14W7A2MP03

| | | | | | |
|-----|----------------|-----|---------------------|-----|---------------|
| 04 | Gear pump | 262 | Cover | 711 | O-ring |
| 115 | Shaft | 284 | Plate | 728 | O-ring |
| 117 | Gear No.2 | 326 | Case | 825 | Retainer ring |
| 118 | Gear No.3 | 414 | Screw | 826 | Retainer ring |
| 125 | Ball bearing | 435 | Hexagon socket bolt | 827 | Retainer ring |
| 126 | Roller bearing | 468 | Plug | 886 | Pin |
| 128 | Bearing spacer | 710 | O-ring | | |

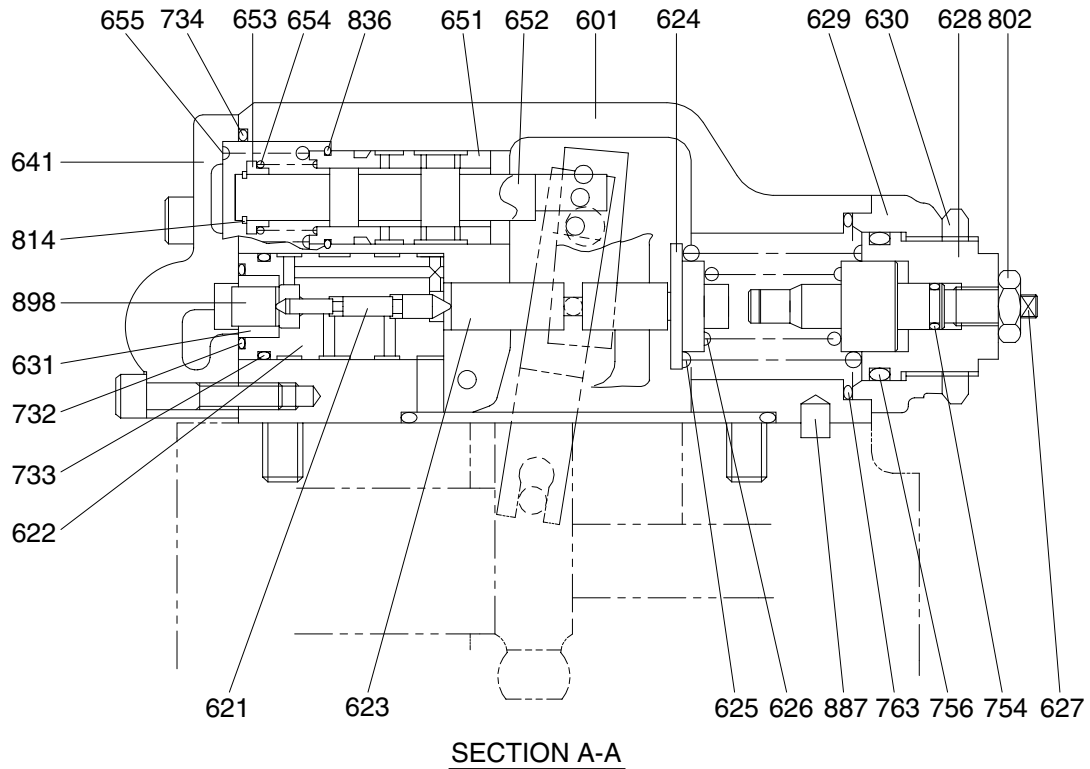
2) REGULATOR(1/2)



17W7A2MP04

| Port | Port name | Port size |
|------|-------------------------|-----------|
| A | Delivery port | 3/4" |
| B | Suction port | 2 1/2" |
| Pi | Pilot port | PF 1/4-15 |
| Pm | Qmax cut port | PF 1/4-15 |
| P1 | EPPR valve primary port | PF 1/4-15 |
| P2 | Companion delivery port | Internal |
| a | Gauge port | PF 1/4-15 |

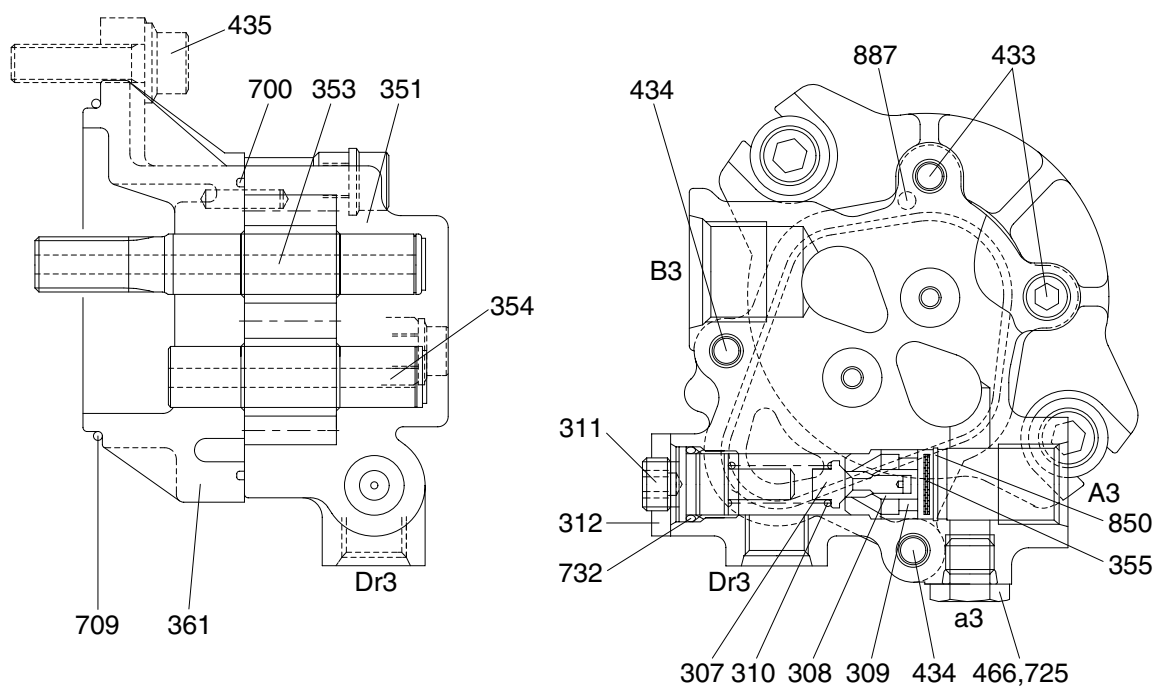
REGULATOR(2/2)



14W7A2MP05

| | | | | | |
|-----|----------------------|-----|-------------------|-----|-----------|
| 079 | EPPR valve assembly | 630 | Lock nut | 730 | O-ring |
| 405 | Hexagon socket screw | 631 | Sleeve, Pf | 732 | O-ring |
| 412 | Hexagon socket screw | 641 | Pilot cover | 733 | O-ring |
| 413 | Hexagon socket screw | 642 | Adjust screw(QMC) | 734 | O-ring |
| 436 | Hexagon socket screw | 643 | Pilot piston | 735 | O-ring |
| 438 | Hexagon socket screw | 644 | Spring seat(Q) | 753 | O-ring |
| 466 | Plug | 645 | Adjust stem(Q) | 754 | O-ring |
| 496 | Plug | 646 | Pilot spring | 755 | O-ring |
| 601 | Casing | 647 | Stopper | 756 | O-ring |
| 611 | Feed back lever | 648 | Piston(QMC) | 763 | O-ring |
| 612 | Lever(1) | 651 | Sleeve | 801 | Nut |
| 613 | Lever(2) | 652 | Spool | 802 | Nut |
| 614 | Fulcrum plug | 653 | Spring seat | 814 | Snap ring |
| 615 | Adjust plug | 654 | Return spring | 836 | Snap ring |
| 621 | Compensator piston | 655 | Set spring | 858 | Snap ring |
| 622 | Piston case | 656 | Block cover | 874 | Pin |
| 623 | Compensator rod | 699 | Valve casing | 875 | Pin |
| 624 | Spring seat(C) | 708 | O-ring | 876 | Pin |
| 625 | Outer spring | 722 | O-ring | 887 | Pin |
| 626 | Inner spring | 723 | O-ring | 897 | Pin |
| 627 | Adjust stem(C) | 724 | O-ring | 898 | Pin |
| 628 | Adjust screw(C) | 725 | O-ring | 924 | Set screw |
| 629 | Cover(C) | 728 | O-ring | | |

3) GEAR PUMP



14W7A2MP06

| | | | | | |
|-----|--------------|-----|---------------|-----|-----------|
| 307 | Poppet | 353 | Drive gear | 466 | Plug |
| 308 | Seat | 354 | Driven gear | 700 | Ring |
| 309 | Spring seat | 355 | Filter | 709 | O-ring |
| 310 | Spring | 361 | Front case | 725 | O-ring |
| 311 | Adjust screw | 433 | Flange socket | 732 | O-ring |
| 312 | Lock nut | 434 | Flange socket | 850 | Snap ring |
| 351 | Gear case | 435 | Flange socket | 887 | Pin |

2. FUNCTION

1) MAIN PUMP

The pumps may be classified roughly into the rotary group performing a rotary motion and working as the major part of the whole pump function: the swash plate group that varies the delivery rates: and the valve cover group that changes over oil suction and discharge.

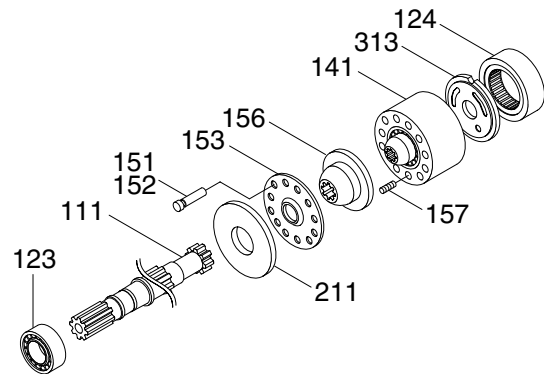
(1) Rotary group

The rotary group consists of drive shaft (F)(111), cylinder block(141), piston shoes(151,152), set plate(153), spherical bushing(156) and cylinder spring(157).

The drive shaft is supported by bearing (123,124) at its both ends.

The shoe is caulked to the piston to form a spherical coupling. It has a pocket to relieve thrust force generated by loading pressure and the take hydraulic balance so that it slides lightly over the shoe plate(211). The sub group composed by a piston and a shoe is pressed against the shoe plate by the action of the cylinder spring via a retainer and a spherical bush.

Similarly, the cylinder block is pressed against valve plate(313) by the action of the cylinder spring.



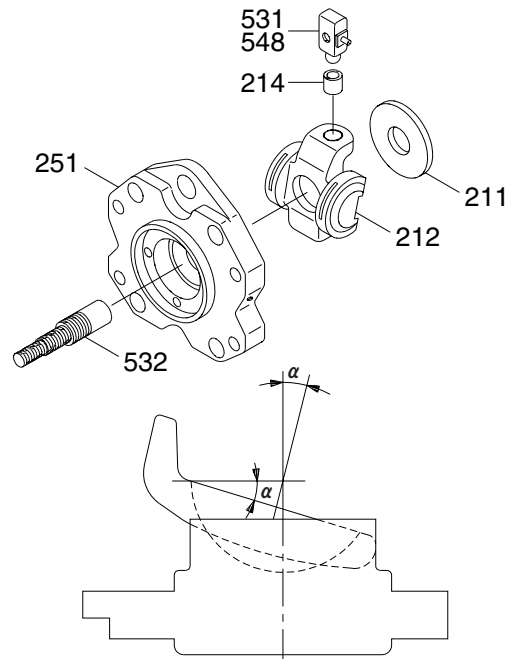
1407A2MP04

(2) Swash plate group

The swash plate group consists of swash plate(212), shoe plate(211), swash plate support(251), tilting bush(214), tilting pin(531) and servo piston(532).

The swash plate is a cylindrical part formed on the opposite side of the sliding surface of the shoe and is supported by the swash support.

If the servo piston moves to the right and left as hydraulic force controlled by the regulator is admitted to hydraulic chamber located on both sides of the servo piston, the swash plate slides over the swash plate support via the spherical part of the tilting pin to change the tilting angle(α)



2507A2MP14

(3) Valve block group

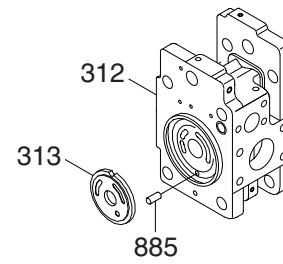
The valve block group consists of valve block(312), valve plate(313) and valve plate pin(885).

The valve plate having two melon-shaped ports is fixed to the valve block and feeds and collects oil to and from the cylinder block.

The oil changed over by the valve plate is connected to an external pipeline by way of the valve block.

Now, if the drive shaft is driven by a prime mover(electric motor, engine, etc), it rotates the cylinder block via a spline linkage at the same time. If the swash plate is tilted as in Fig(previous page) the pistons arranged in the cylinder block make a reciprocating motion with respect to the cylinder block, while they revolve with the cylinder block.

If you pay attention to a single piston, it performs a motion away from the valve plate(oil sucking process) within 180 degrees, and makes a motion towards the valve plate(or oil discharging process) in the rest of 180 degrees. When the swash plate has a tilting angle of zero, the piston makes no stroke and discharges no oil.



2507A2MP11

2) REGULATOR

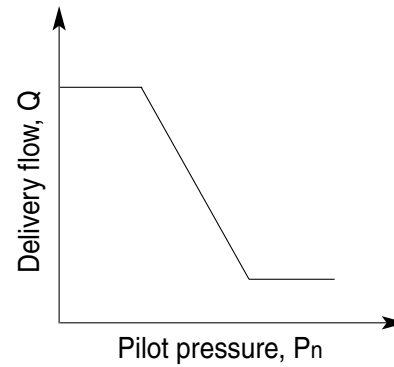
Regulator consists of the negative flow control, total horse power control and power shift control function.

(1) Negative flow control

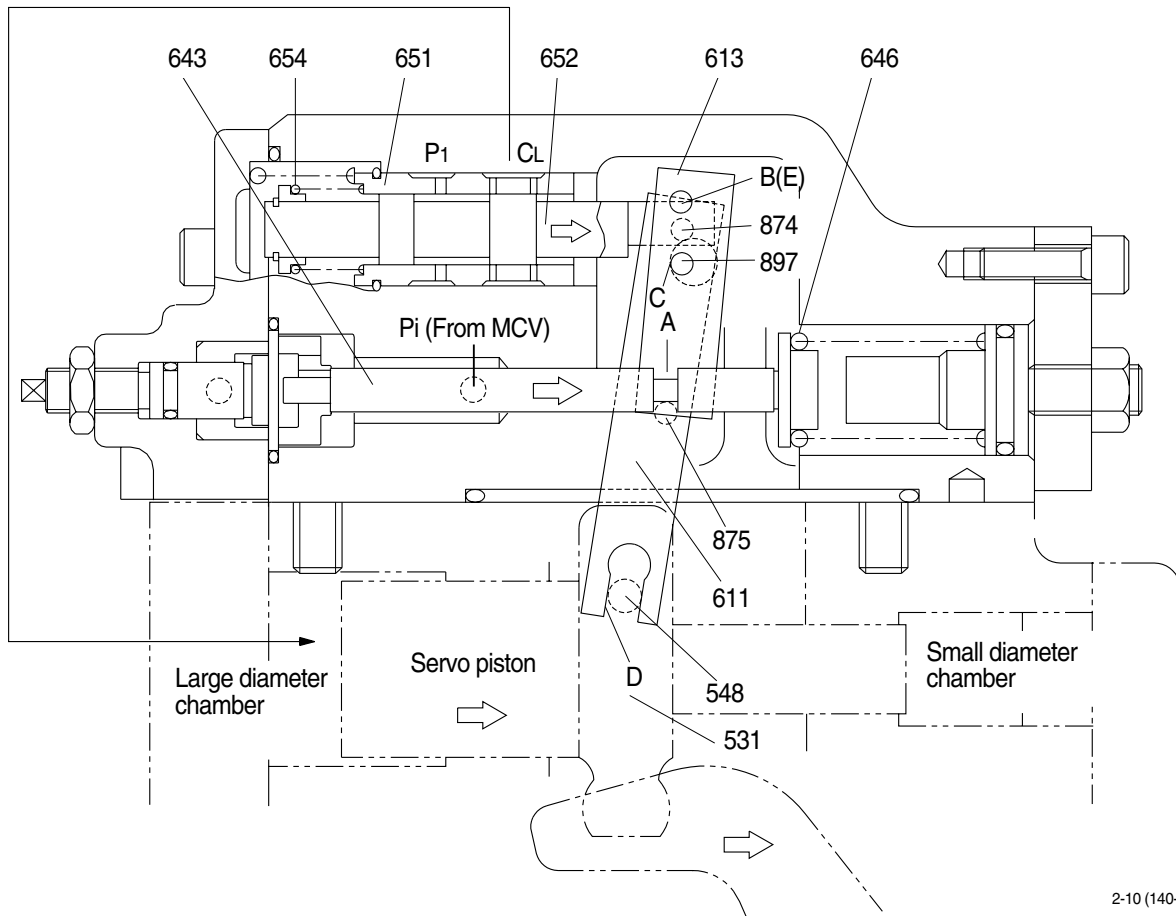
By changing the pilot pressure P_n , the pump tilting angle (delivery flow) is regulated arbitrarily, as shown in the figure.

This regulator is of the negative flow control in which the delivery flow Q decreases as the pilot pressure P_n rises.

With this mechanism, when the pilot pressure corresponding to the flow required for the work is commanded, the pump discharges the required flow only, and so it does not consume the power uselessly.



① Flow reducing function



2-10 (140-7)

As the pilot pressure P_i rises, the pilot piston(643) moves to the right to a position where the force of the pilot spring(646) balances with the hydraulic force.

The groove(A) in the pilot piston is fitted with the pin(875) that is fixed to lever 2(613). Therefore, when the pilot piston moves, lever 2 rotates around the fulcrum of point B [fixed by the fulcrum plug(614) and pin(875)]. Since the large hole section(C) of lever 2 contains a protruding pin(897) fixed to the feedback lever(611), the pin(897) moves to the right as lever 2 rotates. Since the opposing-flat section(D) of the feedback lever is fitted with the pin(548) fixed by the tilting pin(531) that swings the swash plate, the feedback lever rotates around the fulcrum of point D, as the pin(897) moves.

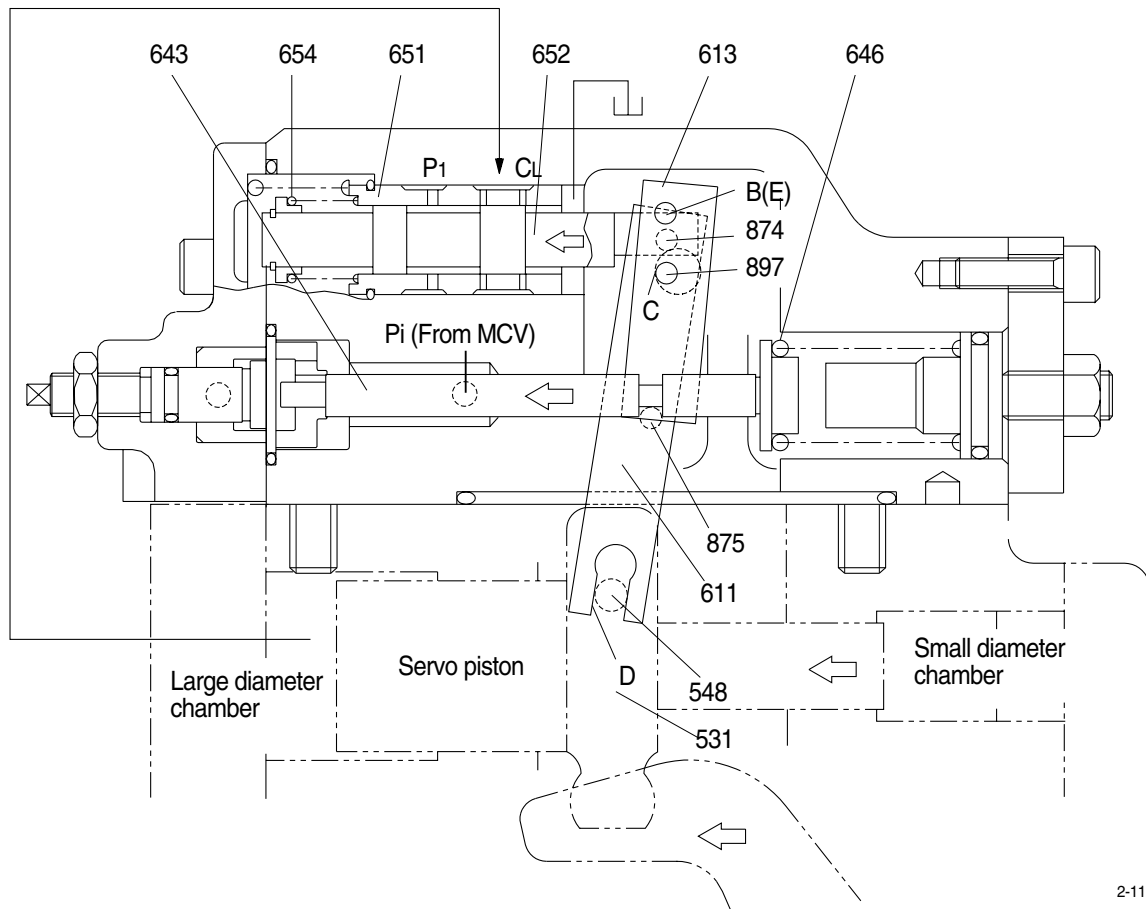
Since the feedback lever is connected with the spool(652) via the pin(874), the spool moves to the right.

The movement of the spool causes the delivery pressure P_1 to connect to port CL through the spool and to be admitted to the large diameter section of the servo piston. The delivery pressure P_1 that is constantly admitted to the small diameter section of the servo piston moves the servo piston to the right due to the area difference, resulting in decrease of the tilting angle.

When the servo piston moves to the right, point D also moves to the right. The spool is fitted with the return spring(654) and is tensioned to the left at all times, and so the pin(897) is pressed against the large hole section(C) of lever 2.

Therefore, as point D moves, the feedback lever rotates around the fulcrum of point C, and the spool is shifted to the left. This causes the opening between the sleeve(651) and spool(652) to close slowly, and the servo piston comes to a complete stop when it closes completely.

② Flow increasing function



2-11 (140-7)

As the pilot pressure P_i decreases, the pilot piston(643) moves to the left by the action of the pilot spring(646) and causes lever 2(613) to rotate around the fulcrum of point B. Since the pin(897) is pressed against the large hole section(C) of lever 2 by the action of the return spring(654) via the spool(652), pin(874), and feedback lever(611), the feedback lever rotates around the fulcrum of point D as lever 2 rotates, and shifts the spool to the left. Port CL opens a way to the tank port as the spool moves. This deprives the large diameter section of the servo piston of pressure, and shifts the servo piston to the left by the discharge pressure P_1 in the small diameter section, resulting in an increase in the flow rate.

As the servo piston moves, point D also moves to the left, the feedback lever rotates around the fulcrum of point C, and the spool moves to the right till the opening between the spool and sleeve is closed.

③ **Adjustment of flow control characteristic**

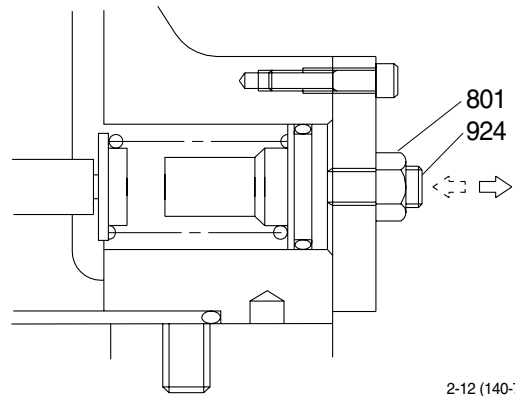
The flow control characteristic can be adjusted with the adjusting screw.

Adjust it by loosening the hexagon nut(801) and by tightening(or loosening) the hexagonal socket head screw(924).

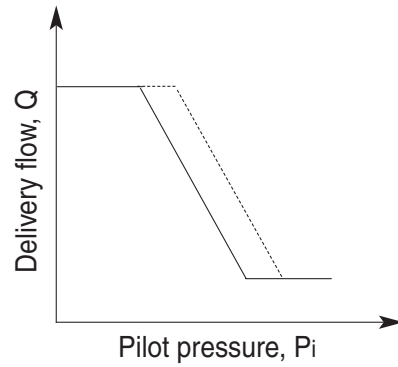
Tightening the screw shifts the control chart to the right as shown in the figure.

※ **Adjusting values are shown in table.**

| Speed | Adjustment of flow control characteristic | | |
|----------------------|---|--|--------------------|
| | Tightening amount of adjusting screw(924) | Flow control starting pressure change amount | Flow change amount |
| (min ⁻¹) | (Turn) | (kgf/cm ²) | (l /min) |
| 2000 | +1/4 | +1.7 | +10.0 |



2-12 (140-7)



(2) Total horsepower control

The regulator decreases the pump tilting angle(delivery flow) automatically to limit the input torque within a certain value with a rise in the delivery pressure P1 of the self pump and the delivery pressure P2 of the companion pump.

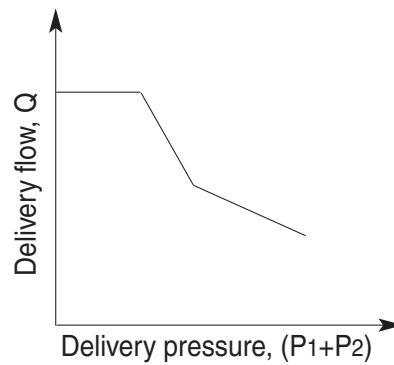
(The input horsepower is constant when the speed is constant.)

Since the regulator is of the simultaneous total horsepower type that operates by the sum of load pressures of the two pumps in the tandem double-pump system, the prime mover is automatically prevented from being overloaded, irrespective of the load condition of the two pumps, when horsepower control is under way.

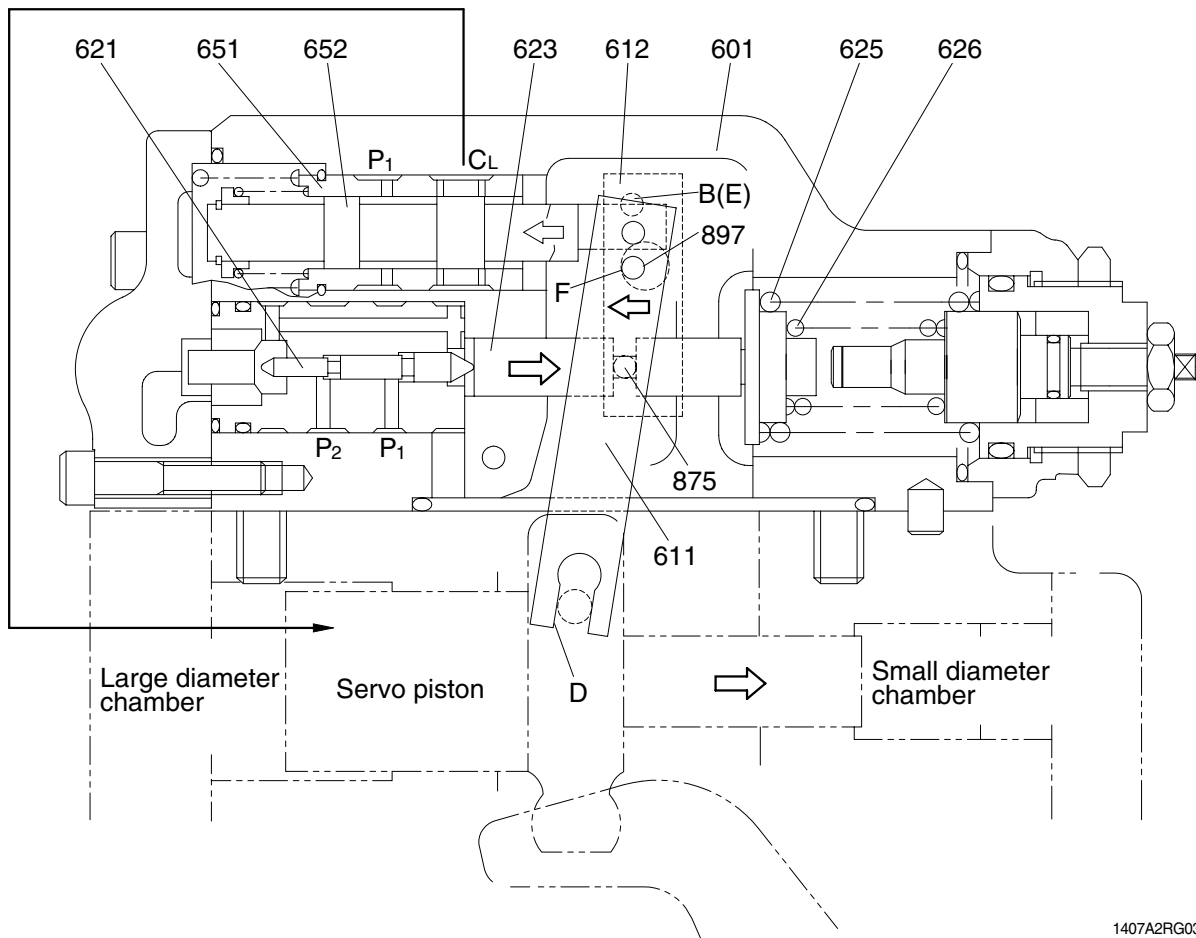
Since this regulator is of the simultaneous total horsepower type, it controls the tilting angles(displacement volumes) of the two pumps to the same value as represented by the following equation :

$$\begin{aligned} T_{in} &= P1 \times q/2\pi + P2 \times q/2\pi \\ &= (P1+P2) \times q/2\pi \end{aligned}$$

The horsepower control function is the same as the flow control function and is summarized in the following.(For detailed behaviors of respective parts, refer to the section of flow control).

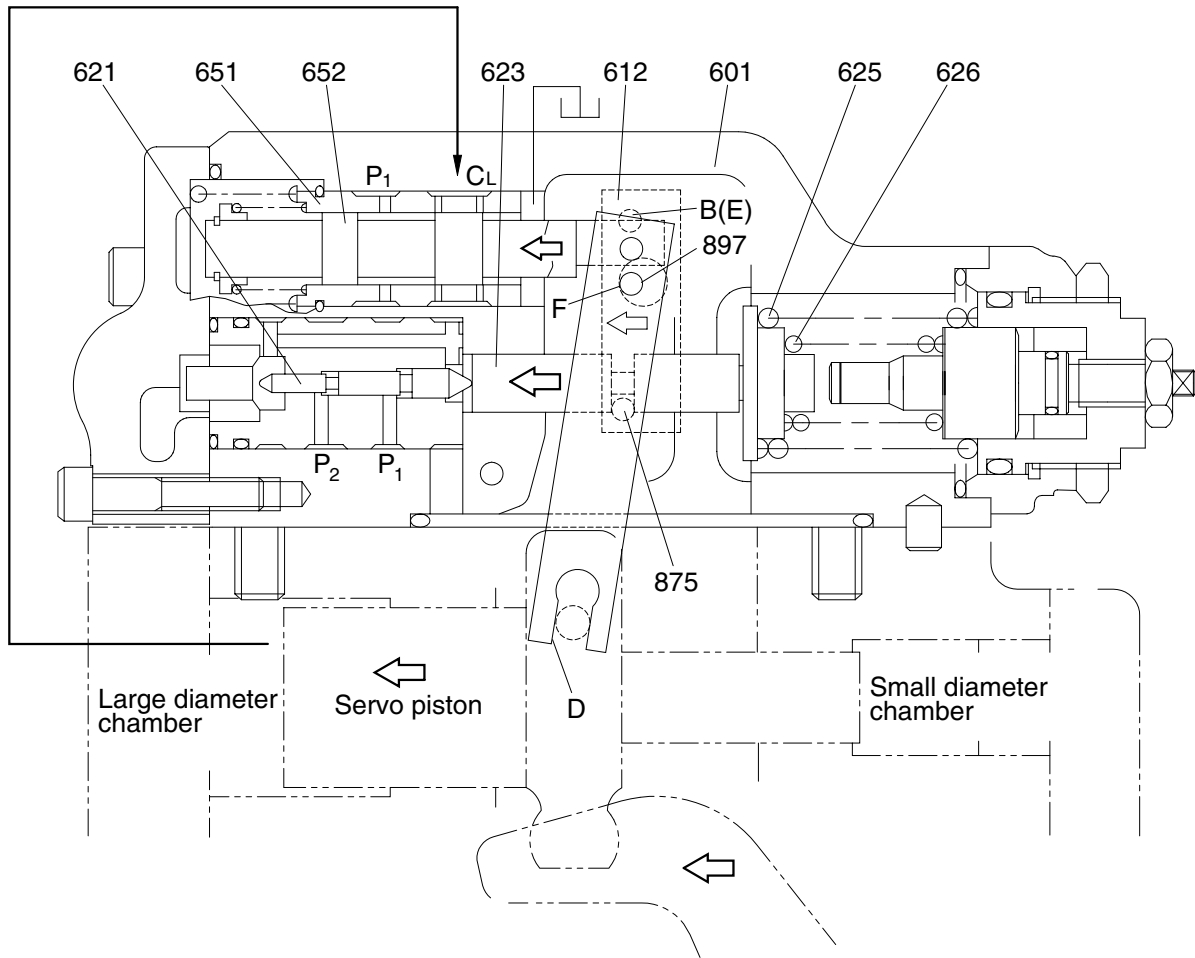


① Overload preventive function



When the self pump delivery pressure P_1 or the companion pump delivery pressure P_2 rises, it acts on the stepped part of the compensating piston(621). It presses the compensating rod(623) to the right till the force of the outer spring(625) and inner spring(626) balances with the hydraulic force. The movement of the compensating rod is transmitted to lever 1(612) via pin(875). Lever 1 rotates around the pin(875) (E) fixed to the casing(601). Since the large hole section(F) of lever 1 contains a protruding pin(897) fixed to the feedback lever(611), the feedback lever rotates around the fulcrum of point D as lever 1 rotates, and then the spool(652) is shifted to the right. As the spool moves, the delivery pressure P_1 is admitted to the large diameter section of the servo piston via port CL, causes the servo piston move to the right, reduces the pump delivery, flow rate, and prevents the prime mover from being overloaded. The movement of the servo piston is transmitted to the feedback lever via point D. Then the feedback lever rotates around the fulcrum of point F and the spool is shifted to the left. The spool moves till the opening between the spool(652) and sleeve(651) is closed.

② Flow reset function



1407A2RG04

As the self pump delivery pressure P_1 or the companion pump delivery pressure P_2 decreases, the compensating rod (623) is pushed back by the action of the springs (625 & 626) to rotate lever 1 (612) around point E. Rotating of lever 1 causes the feedback lever (611) to rotate around the fulcrum of point D and then the spool (652) to move to the left. As a result, port CL opens a way to the tank port.

This causes the servo piston to move to the left and the pump's delivery rate to increase.

The movement of the servo piston is transmitted to the spool by the action of the feedback mechanism to move it till the opening between the spool and sleeve is closed.

③ **Low tilting angle(Low flow) command preferential function**

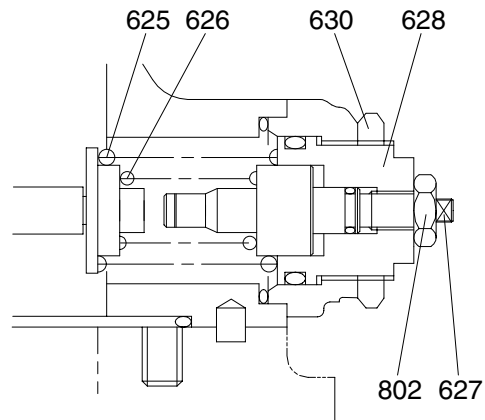
As mentioned above, flow control and horsepower control tilting angle commands are transmitted to the feedback lever and spool via the large-hole sections(C & F) of levers 1 and 2. However, since sections C and F have the pins($\phi 4$) protruding from the large hole($\phi 8$), only the lever lessening the tilting angle contacts the pin(897); the hole($\phi 8$) in the lever of a larger tilting angle command is freed without contacting the pin(897). Such a mechanical selection method permits preference of the lower tilting angle command of the flow control and horsepower control.

④ **Adjustment of input horsepower**

Since the regulator is of total cumulative horsepower type, adjust the adjusting screws of both the front and rear pumps, when changing the horsepower set values. The pressure change values by adjustment are based on two pumps pressurized at the same time, and the values will be doubled when only one pump is loaded.

a. **Adjustment of outer spring**

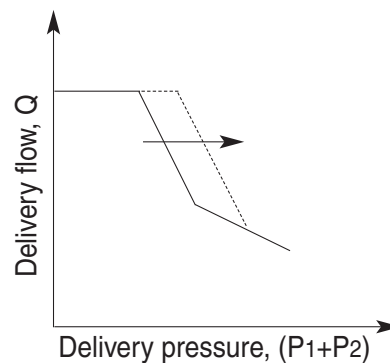
Adjust it by loosening the hexagon nut(630) and by tightening(or loosening) the adjusting screw C(628). Tightening the screw shifts the control chart to the right and increases the input horsepower as shown in the figure. Since turning the adjusting screw C by N turns changes the setting of the outer spring(625), return the adjusting screw C(627) by $N \times A$ turns at first.($A=1.44$)



2107A2MP07A

※ **Adjusting values are shown in table**

| Speed | Adjustment of outer spring | | |
|-----------------------|---|--|---------------------------------|
| | Tightening amount of adjusting screw(C) (628) | Compensating control starting pressure change amount | Input torque change amount |
| (min^{-1}) | (Turn) | (kgf/cm^2) | ($\text{kgf} \cdot \text{m}$) |
| 2000 | +1/4 | +17.8 | +3.54 |



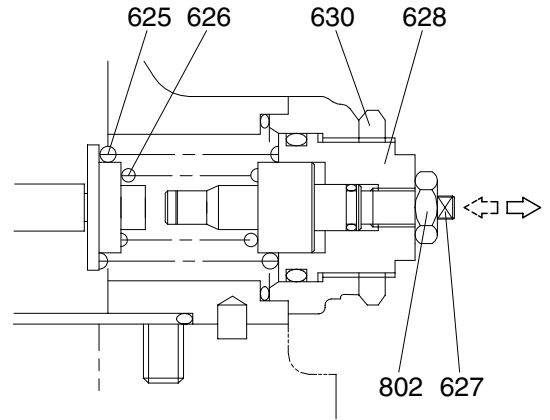
b. Adjustment of inner spring

Adjust it by loosening the hexagon nut (802) and by tightening(or loosening) the adjusting screw C(627).

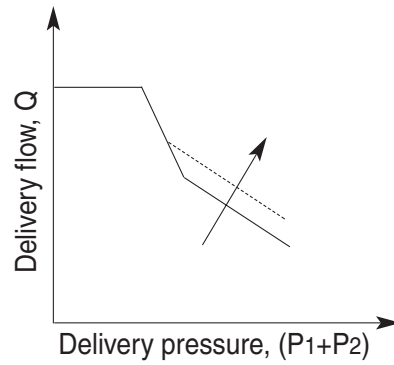
Tightening the screw increases the flow and then the input horsepower as shown in the figure.

※ **Adjusting valves are shown in table**

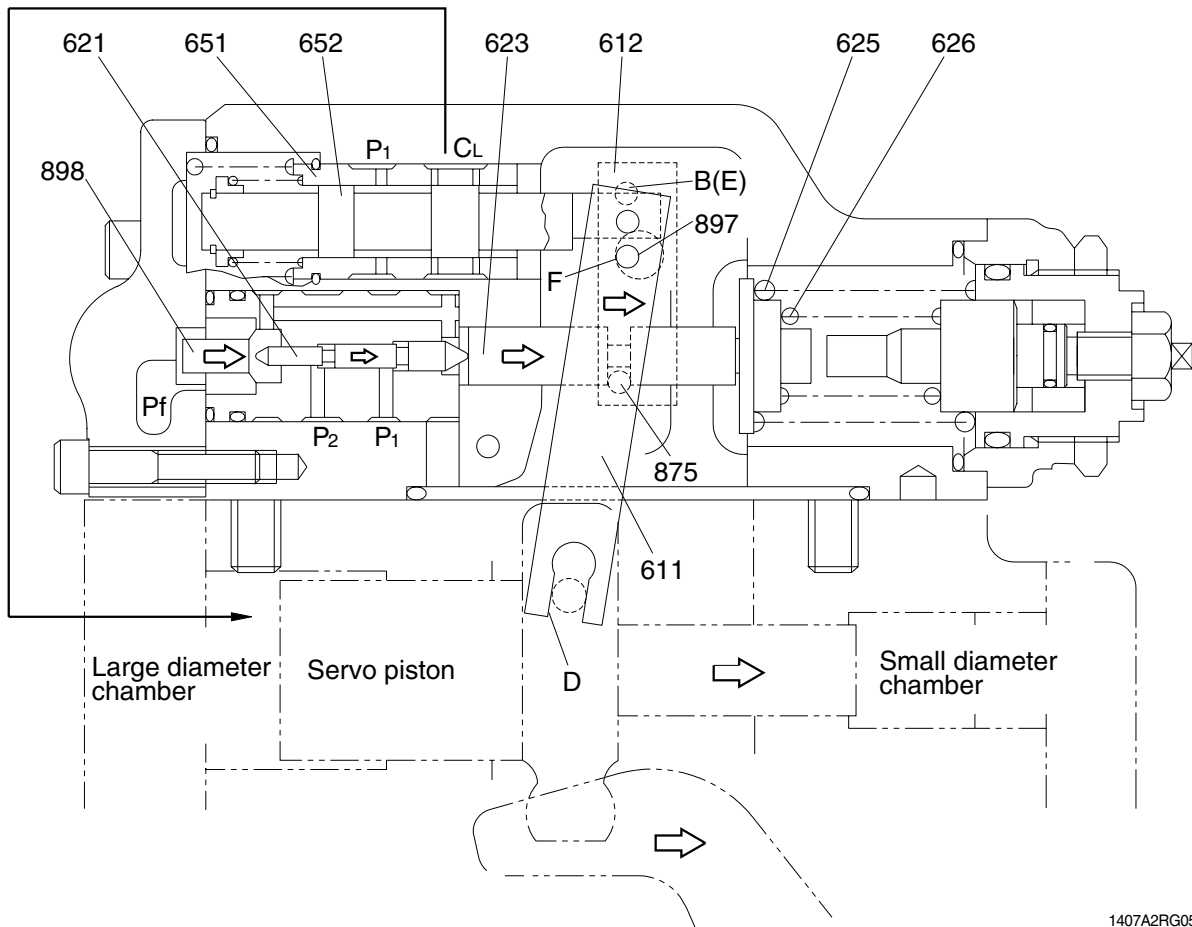
| Speed | Adjustment of inner spring | | |
|----------------------|---|--------------------|----------------------------|
| | Tightening amount of adjusting screw(C) (627) | Flow change amount | Input torque change amount |
| (min ⁻¹) | (Turn) | (l /min) | (kgf · m) |
| 2000 | +1/4 | +7.4 | +3.14 |



2107A2MP08



(3) Power shift control



1407A2RG05

The set horsepower valve is shifted by varying the command current level of the proportional pressure reducing valve attached to the pump.

Only one proportional pressure reducing valve is provided.

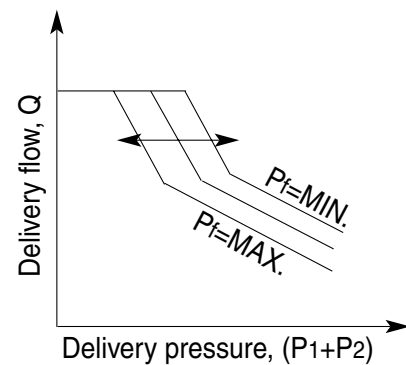
However, the secondary pressure P_f (power shift pressure) is admitted to the horsepower control section of each pump regulator through the pump's internal path to shift it to the same set horsepower level.

This function permits arbitrary setting of the pump output power, thereby providing the optimum power level according to the operating condition.

The power shift pressure P_f controls the set horsepower of the pump to a desired level, as shown in the figure.

As the power shift pressure P_f rises, the compensating rod(623) moves to the right via the pin(898) and compensating piston(621).

This decreases the pump tilting angle and then the set horsepower in the same way as explained in the overload preventive function of the horsepower control. On the contrary, the set horsepower rises as the power shift pressure P_f falls.

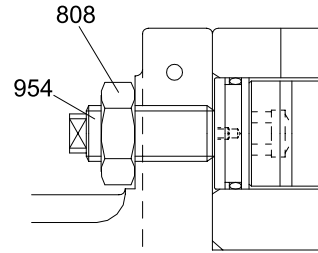


(4) Adjustment of maximum and minimum flows

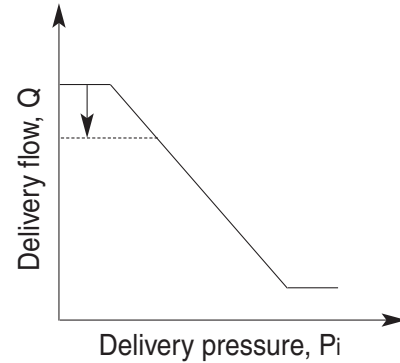
- ① Adjust it by loosening the hexagon nut(808) and by tightening(or loosening) the set screw(954).

The maximum flow only is adjusted without changing other control characteristics.

| Speed | Adjustment of max flow | |
|----------------------|--|--------------------|
| | Tightening amount of adjusting screw (954) | Flow change amount |
| (min ⁻¹) | (Turn) | (l /min) |
| 2000 | +1/4 | -3.2 |



2507A2MP10

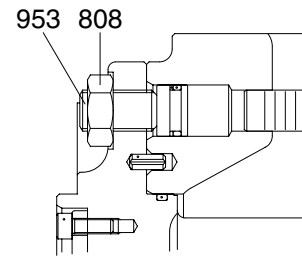


② Adjustment of minimum flow

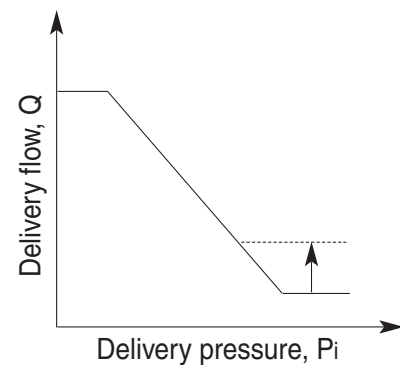
Adjust it by loosening the hexagon nut (808) and by tightening (or loosening) the hexagonal socket head set screw (953). Similarly to the adjustment of the maximum flow, other characteristics are not changed.

However, remember that, if tightened too much, the required horsepower during the maximum delivery pressure (or during relieving) may increase.

| Speed | Adjustment of min flow | |
|----------------------|--|--------------------|
| | Tightening amount of adjusting screw (953) | Flow change amount |
| (min ⁻¹) | (Turn) | (l /min) |
| 2000 | +1/4 | +3.2 |

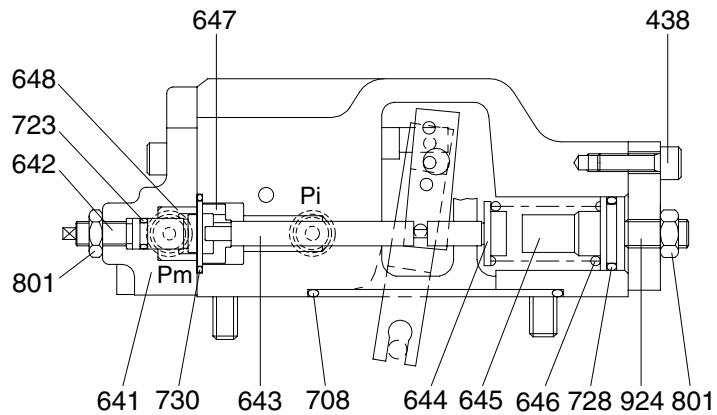


14W92MP24



(5) Qmax cut control

The regulator regulates the maximum delivery flow by inputting the pilot pressure P_m . Since this is a 2-position control method, the maximum delivery flow may be switched in two steps by turning on/off the pilot pressure P_m . (The maximum control flow cannot be controlled in intermediate level.)



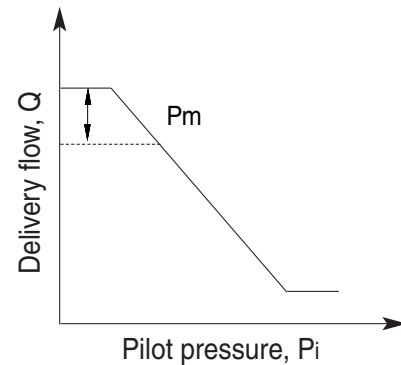
14W7A2MP20

① Functional explanation

As shown in the figure, the pilot pressure P_m switches the maximum flow in two steps.

When the pilot pressure P_m is given, it is admitted to the lefthand side of the piston QMC(648). The piston QMC moves the stopper(647) and pilot piston(643) to the right, overcoming the force of the pilot spring(646), thereby reducing the delivery flow of the pump.

Since the adjusting screw QMC(642) is provided with a flange, the piston QMC stops upon contact with the flange, and the position of the pilot piston at this time determines the maximum flow of the pump.



② Adjustment of Qmax cut flow

Adjust it by loosening the hexagon nut(801) and by tightening(or loosening) the adjusting screw QMC(642).

Tightening the screw decreases the Qmax cut flow as shown in the figure.

