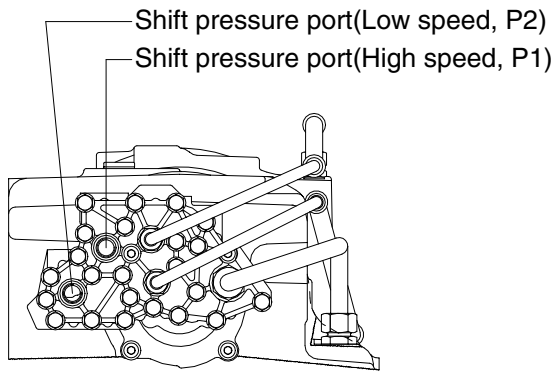
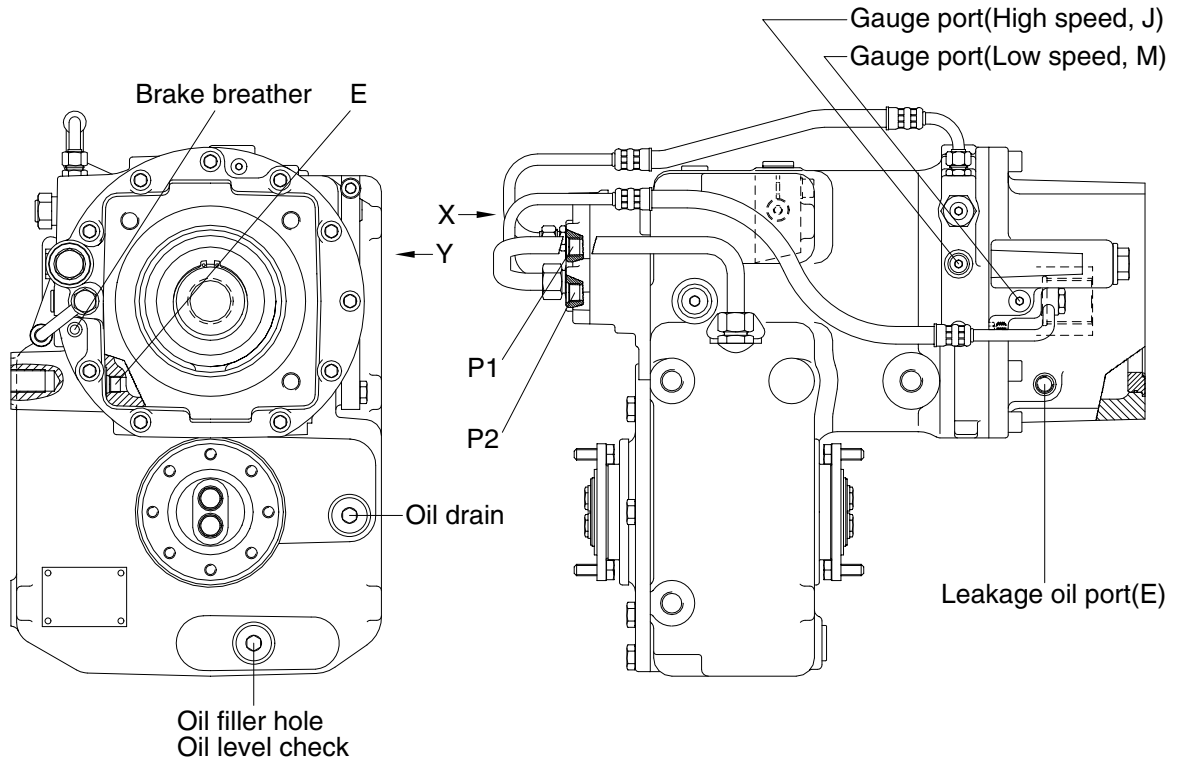
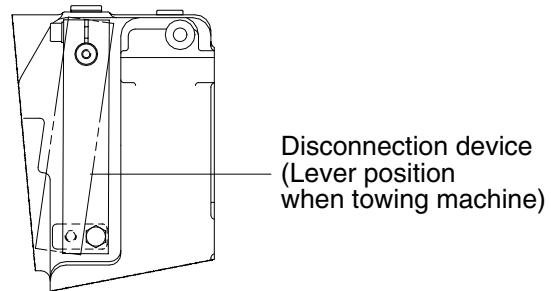


GROUP 8 TRANSMISSION

1. STRUCTURE



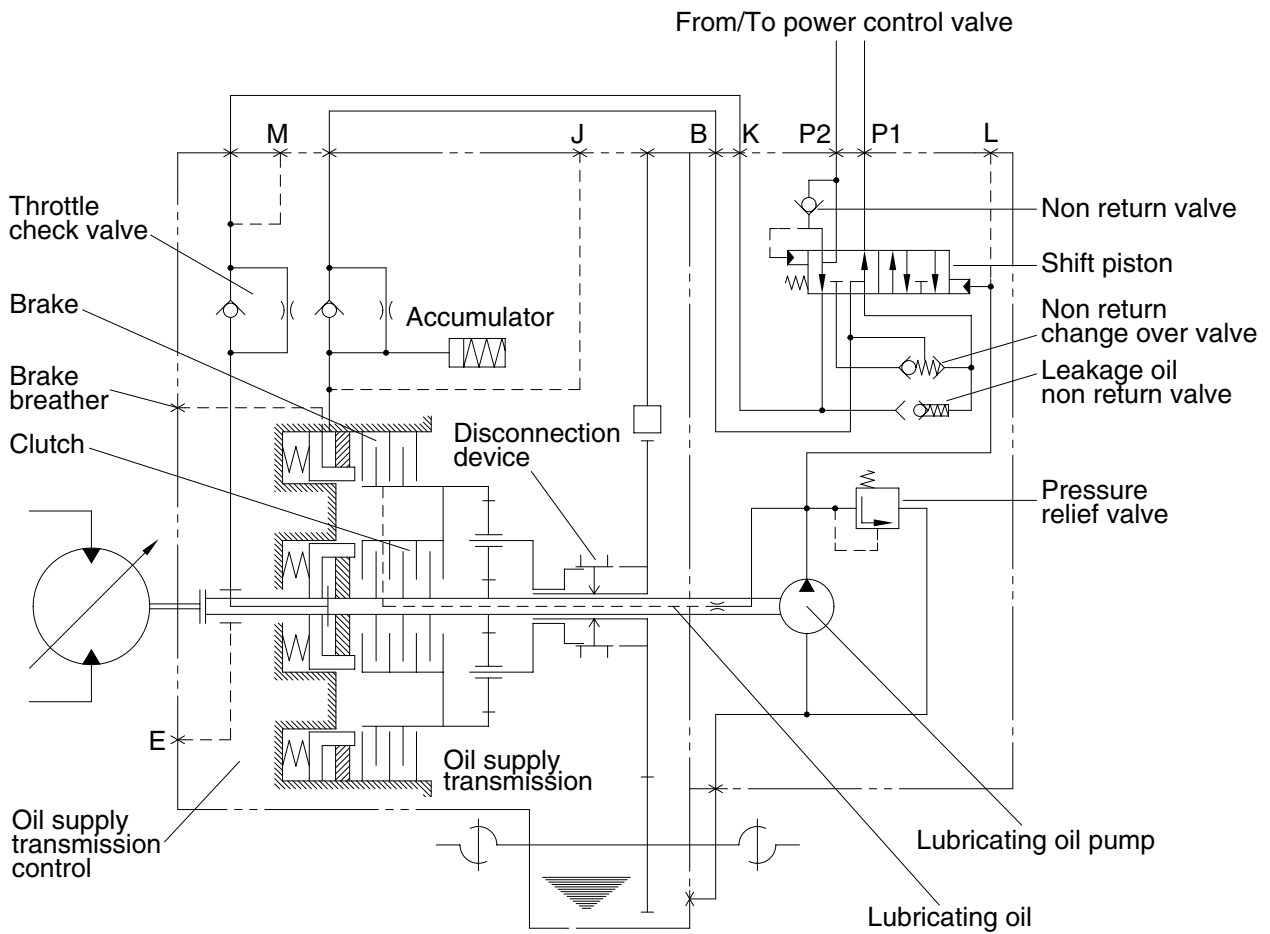
VIEW X



VIEW Y

17032TM01

2. TRANSMISSION DIAGRAM

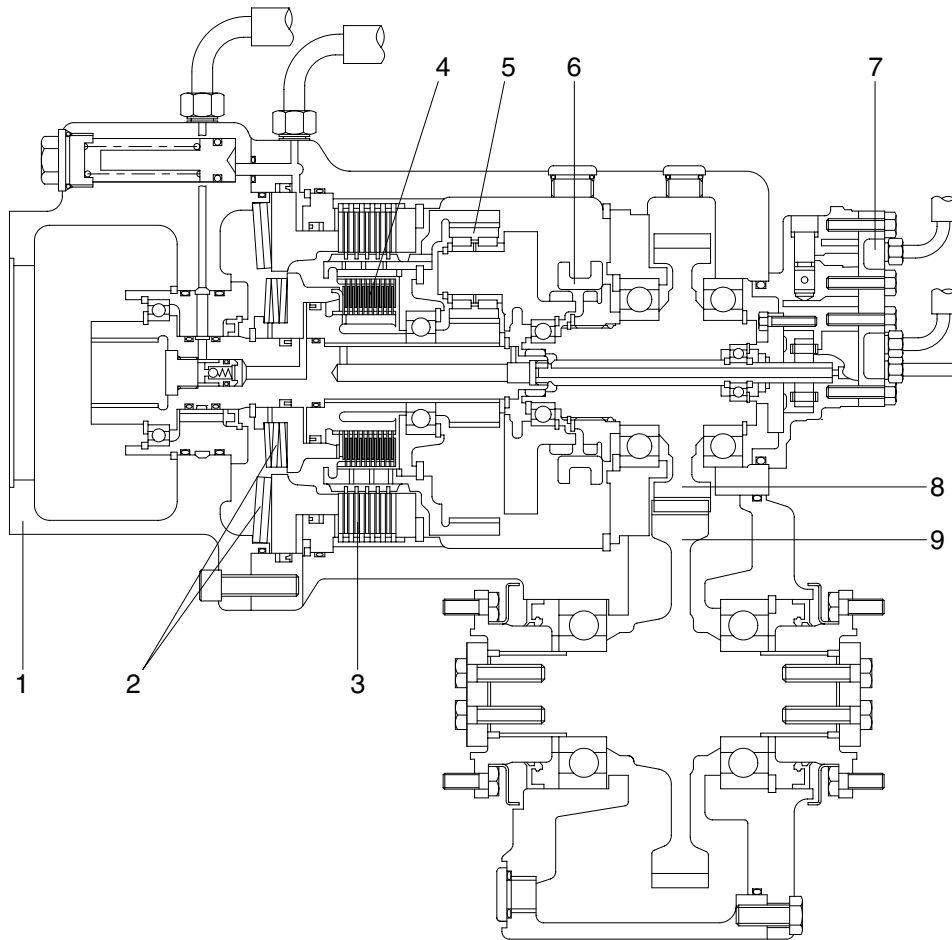


17032TM02

Port	Name	Size	Port	Name	Size
P1	Shift pressure, High speed	M16 × 1.5	M	Gauge port, Low speed	M14 × 1.5
P2	Shift pressure, Low speed	M16 × 1.5	L	Gauge port, Shift interlock	M12 × 1.5
J	Gauge port, High speed	M14 × 1.5	E	Leakage oil	M14 × 1.5

3. OPERATION OF TRANSMISSION

1) DESCRIPTION



17032TM03

- | | | | | | |
|---|--------------|---|--------------------|---|-----------------|
| 1 | Travel motor | 4 | Disc clutch | 7 | Shift interlock |
| 2 | Spring cup | 5 | Planetary gear set | 8 | Helical gear 1 |
| 3 | Disc brake | 6 | Disconnect device | 9 | Helical gear 2 |

Coaxially-mounted variable displacement travel motor(1) with specific displacement $160\text{cm}^3/\text{rev}$.

The 2-speed powershift transmission comprises a planetary gear set(5), a 2-shaft helical gear drive(8) with output flanges to front and rear axle.

The powershift mechanism for the planet drive comprises a rotating multi-disc clutch(4) underneath a multi-disc brake(3) rigidly connected to the housing. Both are closed by spring pressure(2) and released hydraulically.

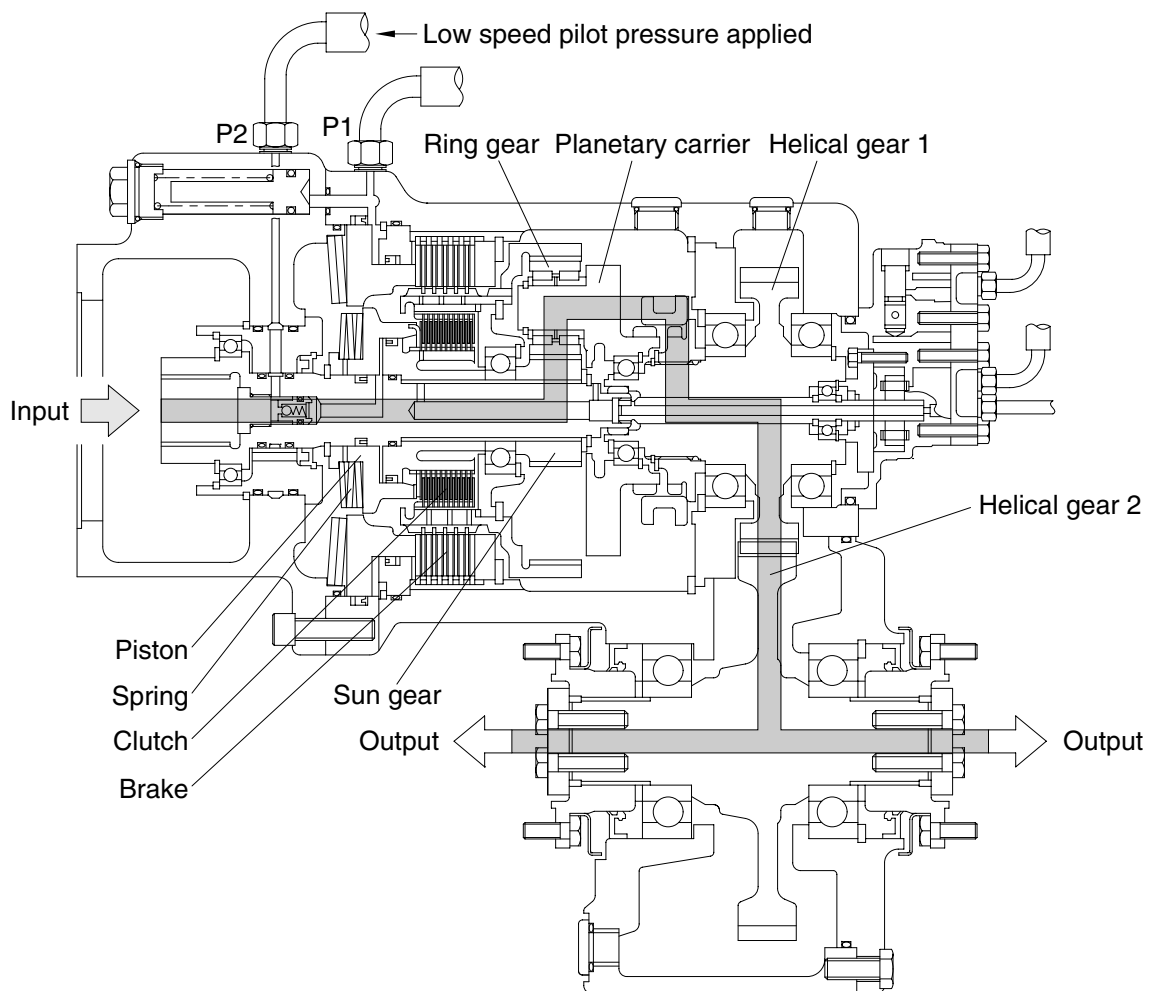
Between the planet drive and the helical drive, a disconnect device(6) is provided(Shifting when machine standstill). It is actuated by means of a lever mounted on the transmission housing, with firm locking in IN/OUT positions. This disconnect device interrupts the power drive train between the powershift section and the output and thus allows the machine to be towed up to its maximum speed and without special restrictions on distance.

▲ When the disconnect device disconnected, the parking brake does not function.

The disconnect device should only be used in emergency in order to remove the machine from a danger zone should power fail or should transmission control pressure not be available.

The shift interlock(7) prevents downshifts at high machine speeds and thus prevents over-rotation of the travel motor. If the low speed gear is selected while the high speed gear is engaged and input speed is above approx. 800rpm, the low speed gear shift is inhibited and only performed if input speed is below this limit. With higher viscosity oil(Cold starting), the downshift is performed at a lower input speed. Upshifts are always possible. The speed-dependent interlock is effective in both directions. It does not prevent the possibility of over-rotation when the machine is coasting. For this, a drive brake valve should be fitted to the travel motor.

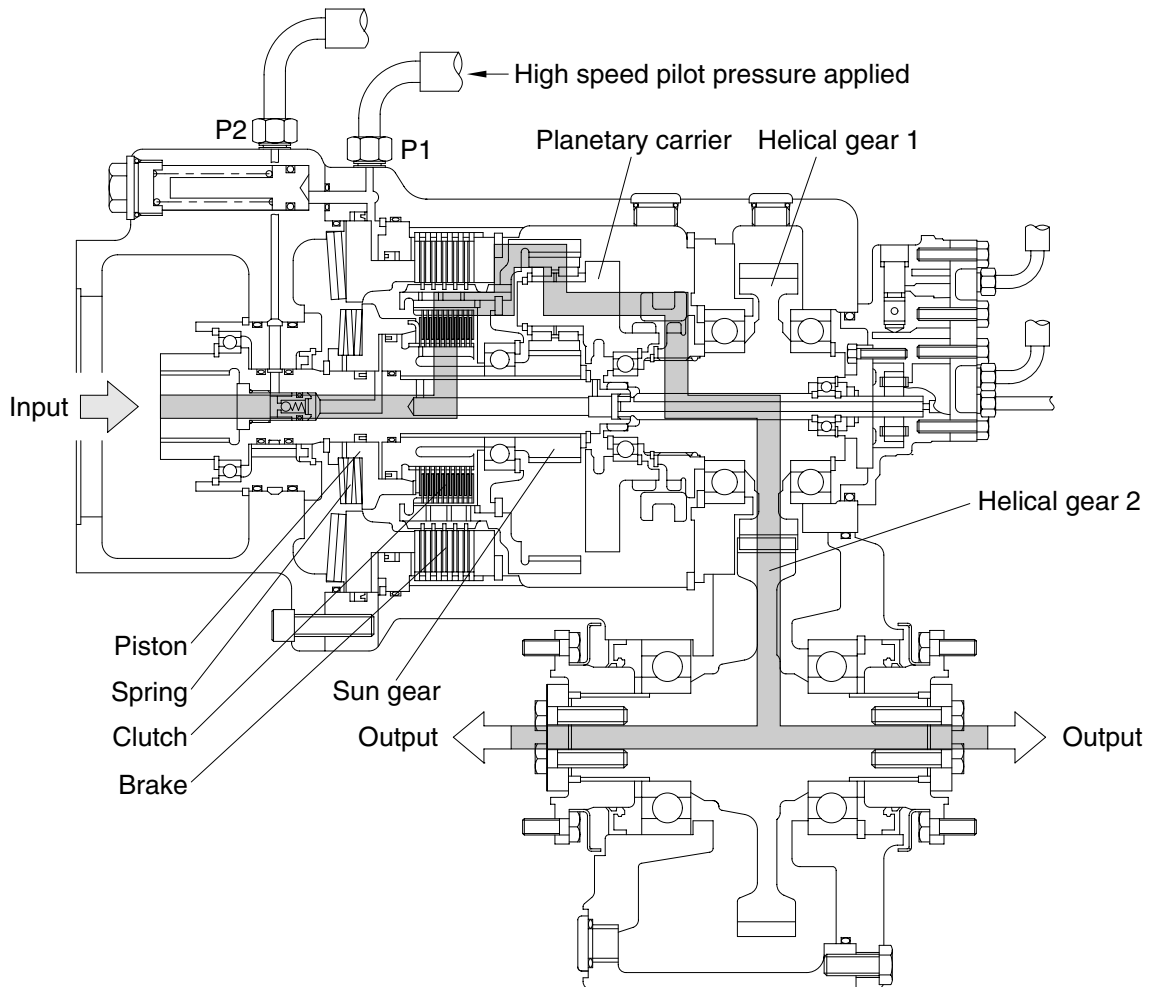
2) LOW SPEED(Forward & reverse)



17032TM04

In low speed operation, the planet drive ring gear is supported on the closed brake fixed to the housing. In this gear, there is no pressure in the brake piston space so spring force acts on the multi-disc pack. Therefore, the clutch is opened.

3) HIGH SPEED(Forward & reverse)



17032TM05

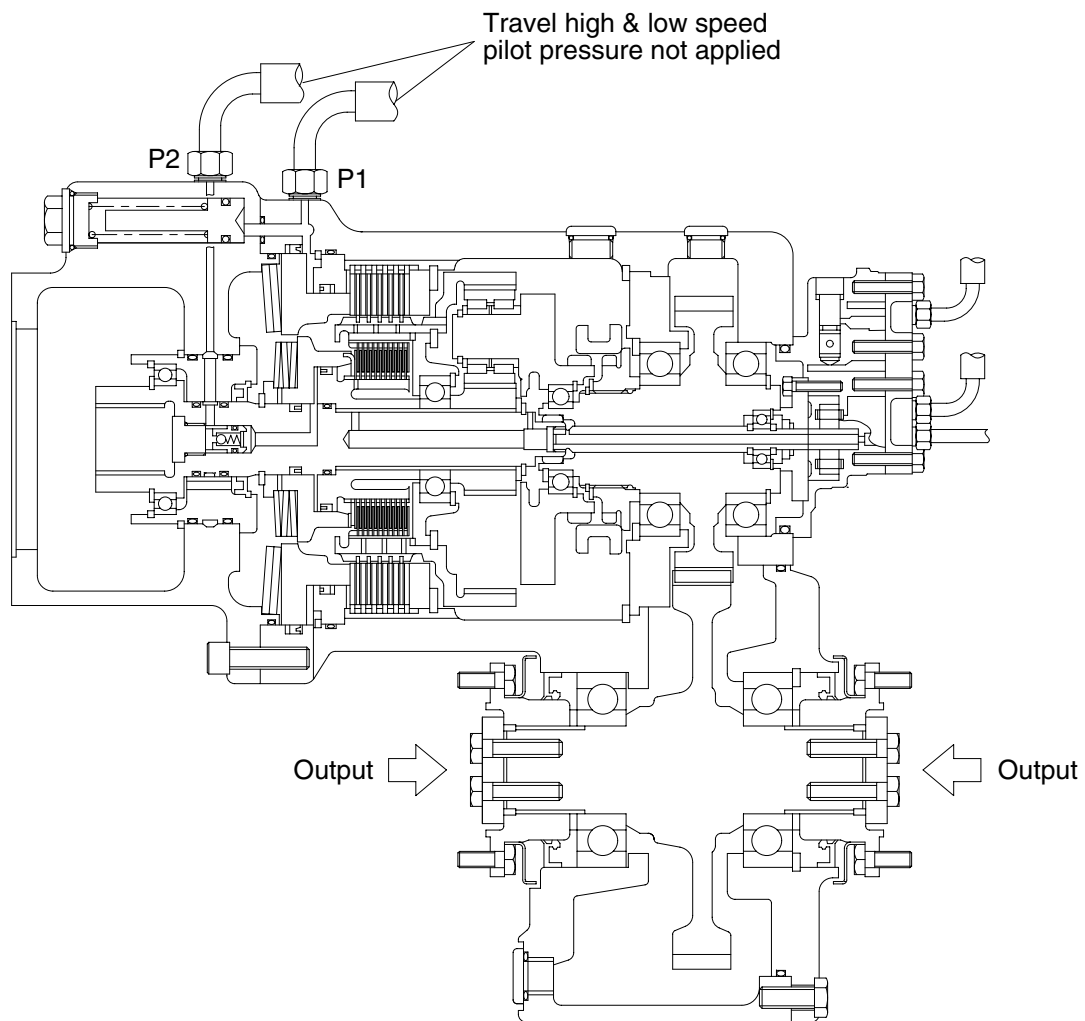
In high speed operation, the clutch is held closed under spring pressure and the brake is hydraulically opened.

When a gear shift occurs-for example from high speed to low speed gear- the oil from the brake piston space is fed back to the tank through a restrictor(Throttle non-return valve) due to the spring pressure acting on the brake piston. At the same time the clutch is filled with oil and opened. Required oil flow is necessary for the transmission control to ensure the clutch is open before the brake begins to transmit torque.

A spring accumulator is also integrated in the transmission. This modulates the pressure sequence at the brake during a downshift in order to achieve good shift quality.

The gear shift equipment also has the function of a parking brake. When the brake is operated-for example with high speed gear engaged-the clutch is closed and is statically loaded.

4) BRAKES



17032TM06

When the travel high/low speed pilot pressure is not applied in the piston space, the piston compress against the multi disc pack due to the spring force. Thus the parking brake is engaged.

4. TECHNICAL DATA

1) GENERAL DATA

- (1) Max input power : 110kW
- (2) Max input torque : 78.5kg · m
- (3) Max input speed : 4500rpm
- (4) Hydraulic motor : 160cm³/rev
- (5) Transmission ratio
Gear step : 3.85
 - Low speed gear : 5.35
 - High speed gear : 1.39
- (6) Shift interlock
Downshift possible at operating temperature with input speed 800rpm(Downshift point lower when oil temperature cold).
- (7) Disconnection device
For towing away machine auxiliary release device for parking brake.
- (8) Brake
Parking brake. Necessary brake deceleration by controlled locking of planetary drive. Braking torque depends on opening pressure set at brake valve(13bar).
- (9) Output flange
Bolts for propshaft connection : M10×1.0(Class 10.9)
- (10) Transmission weight : 125kg

2) TRANSMISSION CONTROL

Following data are valid for oil temperature 30°C to 40°C in hydraulic tank, measured at connections at powershift transmission(See Structure and Diagram).

- (1) Control pressure
 - ① At connection P1 and P2 at Low/High engine speed : 33+1kg/cm²
 - ② Definition of lubricants : API GL-5, SAE 10W-30, 15W-40
- (2) Oil flow
 - ① Min oil flow at 24+1kg/cm² counter pressure(Low engine speed) : 5.5 l /min
 - ② Max oil flow : 25 l /min
- (3) Residual pressure
 - ① Max residual pressure in control line to tank connection P1 respectively P2 : 1.0kg/cm²
- (4) Leakage oil transmission control
 - ① Pressure in input housing connection(E) max : 1.0kg/cm²
 - ② Max oil flow(Low speed actuated) : 1 l /min