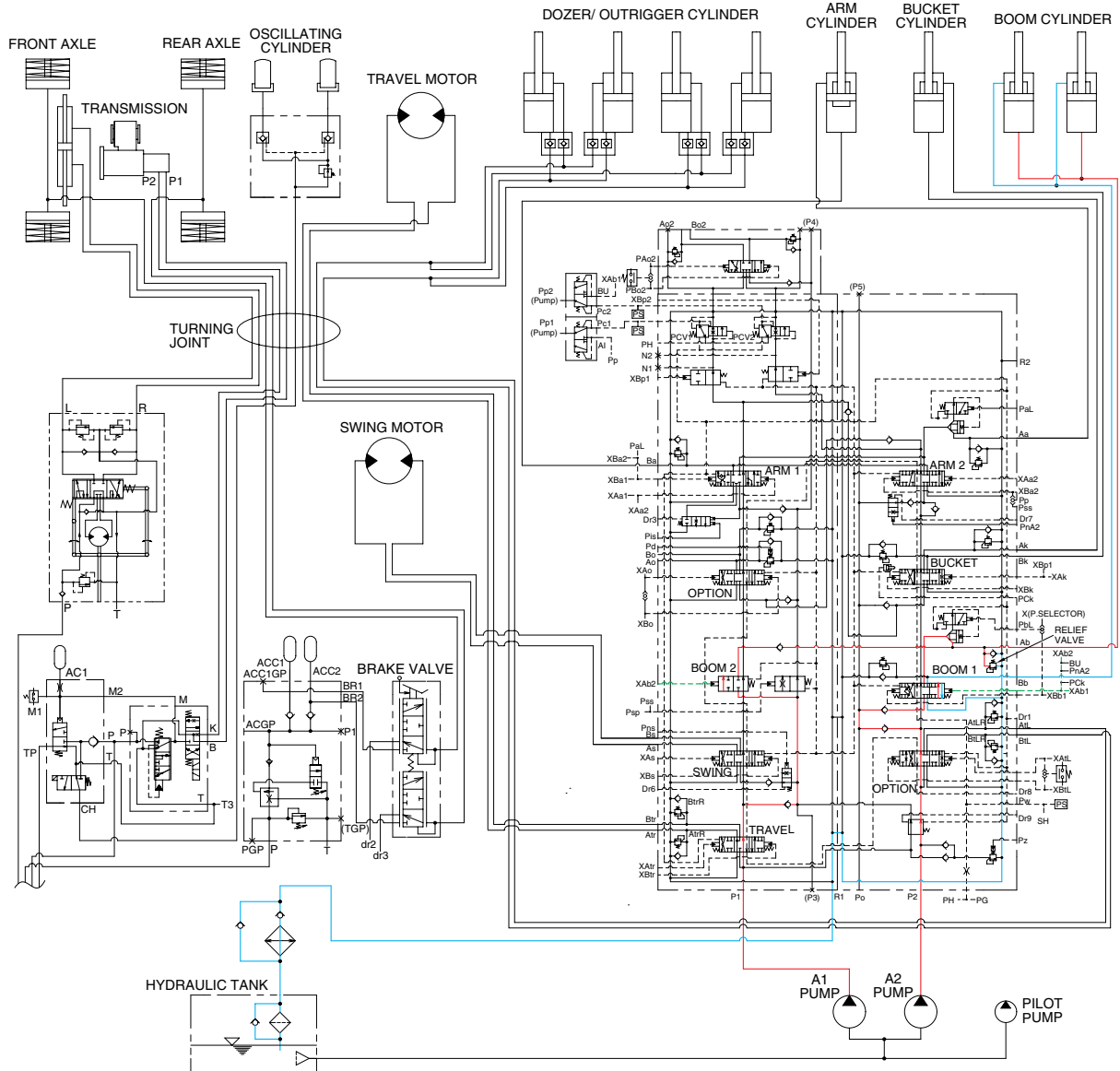


GROUP 4 SINGLE OPERATION

1. BOOM UP OPERATION

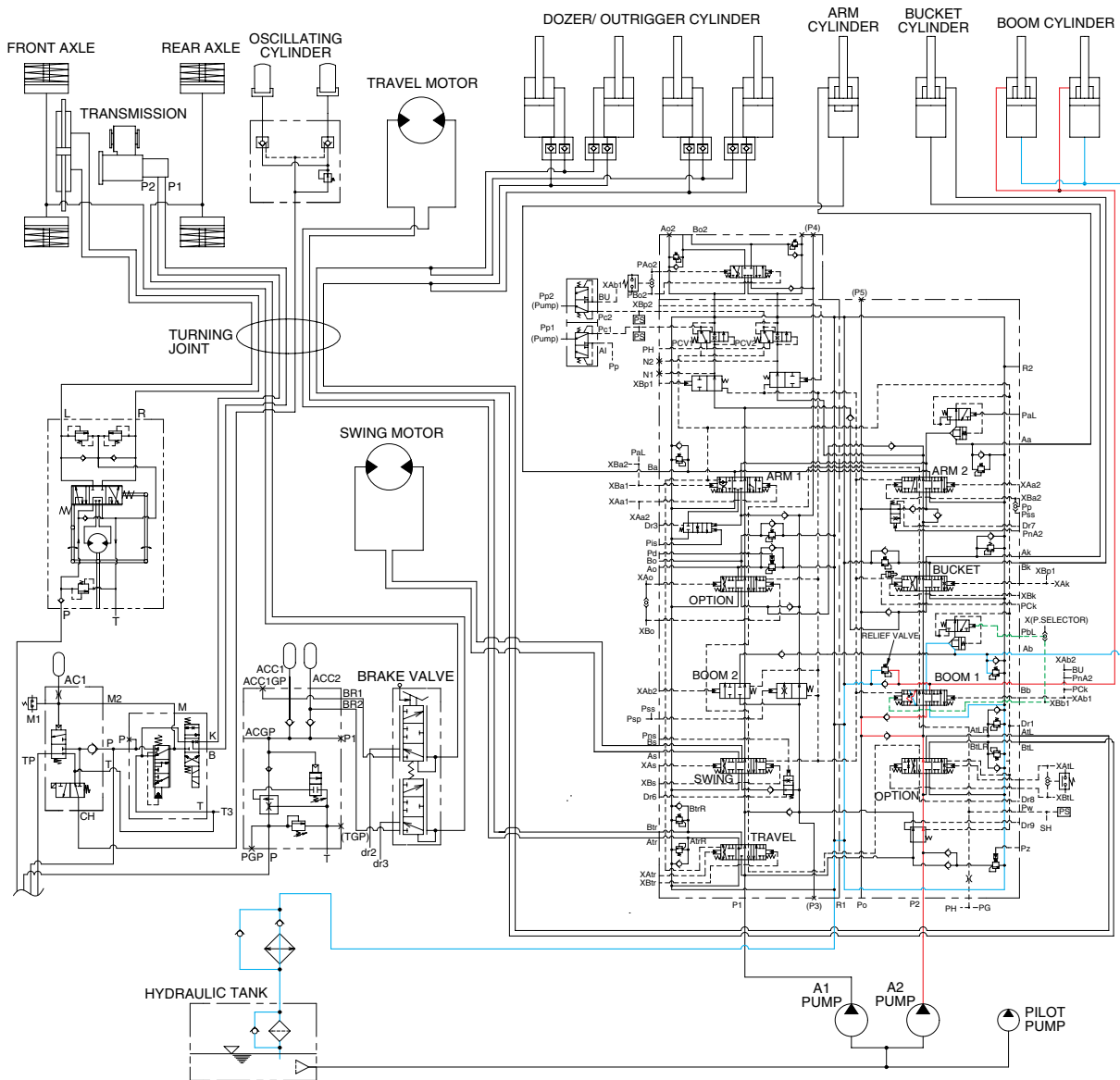


20W93HC10

When the right control lever is pulled back, the boom spools in the main control valve are moved to the up position by the pilot oil pressure from the remote control valve.

The oil from the A1 and A2 pump flows into the main control valve and then goes to the large chamber of boom cylinders. At the same time, the oil from the small chamber of boom cylinders returns to the hydraulic oil tank through the boom spool in the main control valve. When this happens, the boom goes up. The excessive pressure in the boom cylinder head side is prevented by relief valve. When the boom is up and the control lever is returned to neutral position, the circuit for the holding pressure at the head side of the boom cylinder is closed by the boom holding valve. This prevents the hydraulic drift of boom cylinder.

2. BOOM DOWN OPERATION



20W93HC11

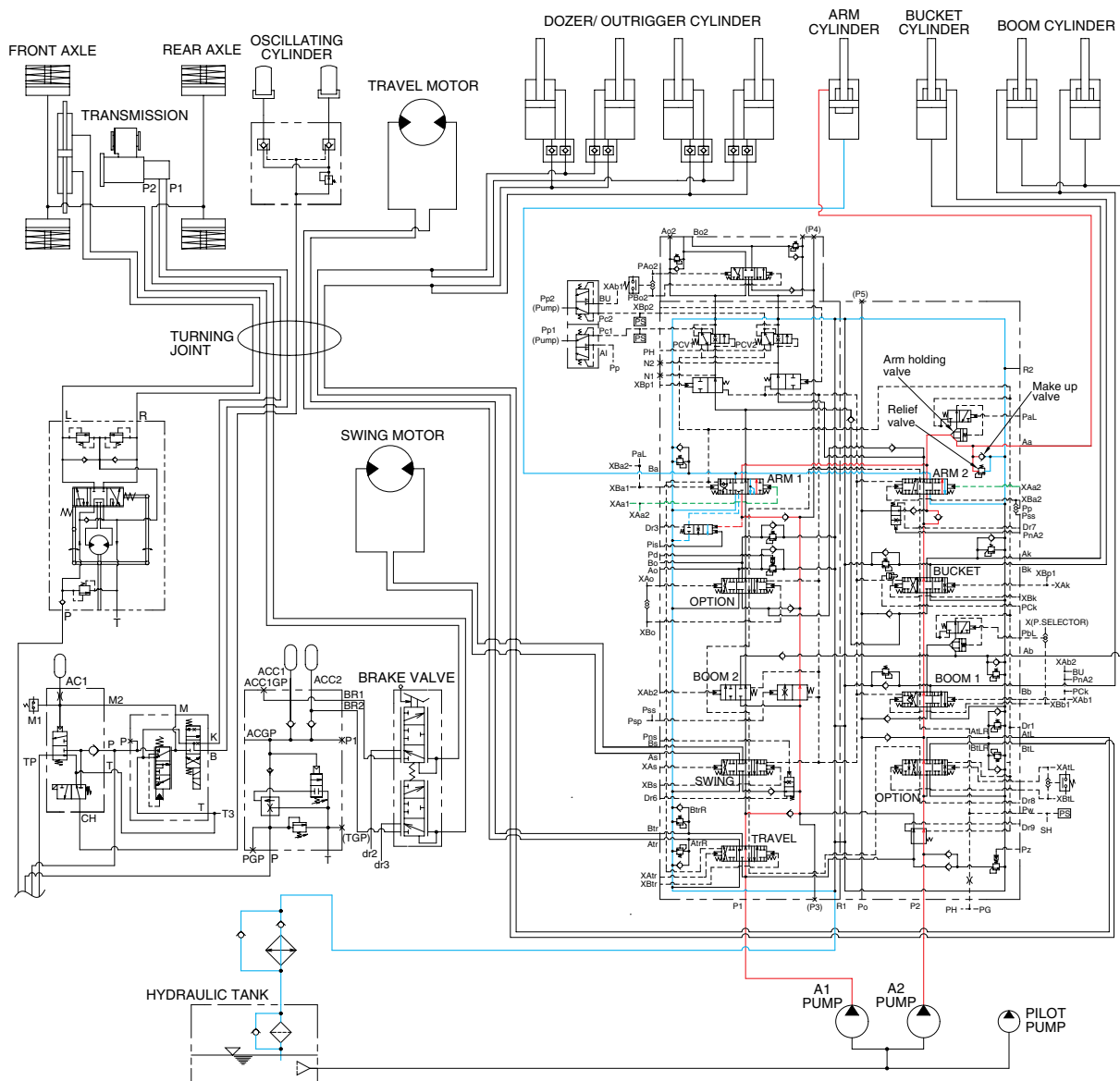
When the right control lever is pushed forward, the boom 1 spool in the main control valve is moved to the down position by the pilot oil pressure from the remote control valve.

The oil from the A2 pump flows into the main control valve and then goes to the small chamber of boom cylinders. At the same time, the oil from the large chamber of boom cylinders returns to the hydraulic tank through the boom 1 spool in the main control valve.

When the down speed of boom is faster, the oil returned from the large chamber of boom cylinder combines with the oil from the A2 pump, and flows into the small chamber of the cylinder.

This prevents cylinder cavitation by the negative pressure when the A2 pump flow can not match the boom down speed. And the excessive pressure in the boom cylinder rod side is prevented by the relief valve.

4. ARM OUT OPERATION

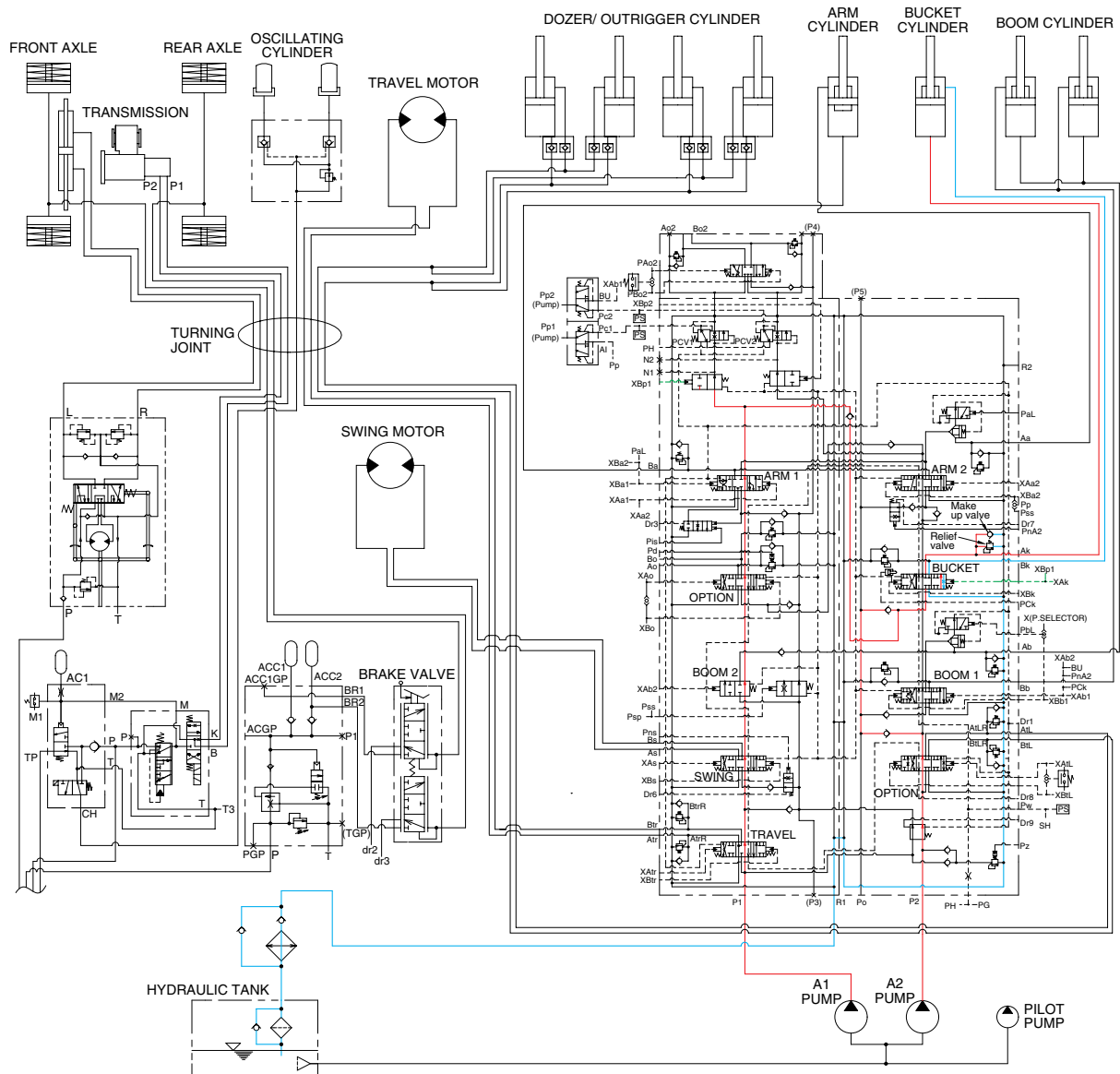


20W93HC13

When the left control lever is pushed forward, the arm spools in the main control valve are moved to the arm out position by the pilot oil pressure from the remote control valve.

The oil from the A1 and A2 pump flows into the main control valve and then goes to the small chamber of arm cylinder. At the same time, the oil from the large chamber of arm cylinder returns to the hydraulic oil tank through the arm spool in the main control valve. When this happens, the arm rolls out. The excessive pressure in the arm cylinder rod side is prevented by relief valve. When the arm is roll out and the control lever is returned to neutral position, the circuit for the holding pressure at the rod side of the arm cylinder is closed by the arm holding valve. The cavitation which will happen to the rod side of the arm cylinder is also prevented by the make-up valve in the main control valve.

5. BUCKET IN OPERATION



20W93HC14

When the right control lever is pulled left, the bucket spool in the main control valve is moved to the roll in position by the pilot oil pressure from the remote control valve.

The oil from the A2 pump flows into the main control valve and then goes to the large chamber of bucket cylinder.

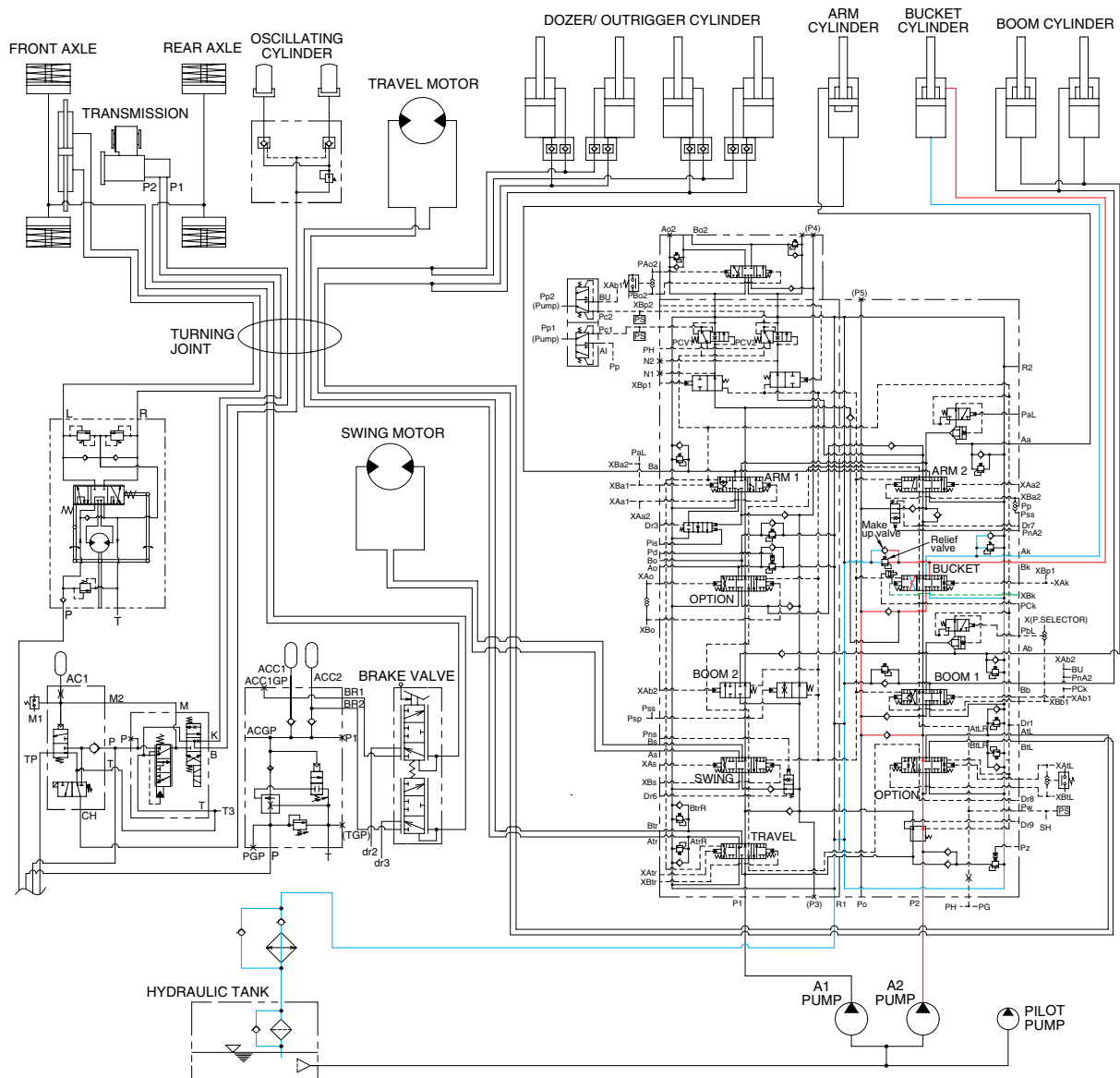
The oil from the A1 pump flows into the large chamber of bucket cylinder through confluence oil passage in the main control valve by bypass cut pilot pressure (XBp1).

At the same time, the oil from the small chamber of bucket cylinder returns to the hydraulic oil tank through the bucket spool in the main control valve. When this happens, the bucket rolls in.

The excessive pressure in the bucket cylinder head side is prevented by relief valve.

The cavitation which will happen to the head side of the bucket cylinder is also prevented by the make-up valve in the main control valve.

6. BUCKET OUT OPERATION



20W93HC15

When the right control lever is pushed right, the bucket spool in the main control valve is moved to the bucket out position by the pilot oil pressure from the remote control valve.

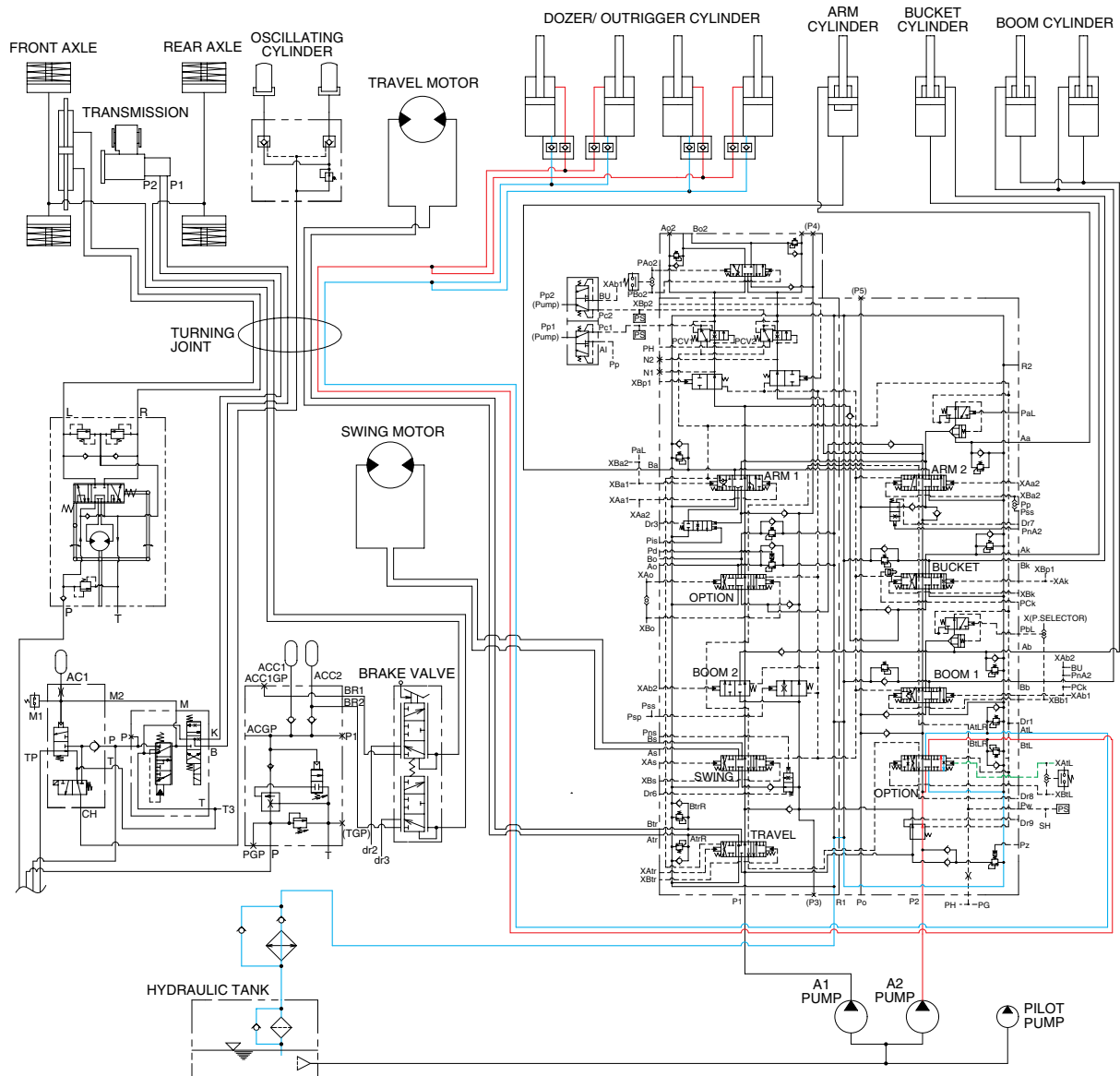
The oil from the A2 pump flows into the main control valve and then goes to the small chamber of bucket cylinder.

At the same time, the oil from the large chamber of bucket cylinder returns to the hydraulic oil tank through the bucket spool in the main control valve. When this happens, the bucket rolls out.

The excessive pressure in the bucket cylinder rod side is prevented by relief valve.

The cavitation which will happen to the rod side of the bucket cylinder is also prevented by the make-up valve in the main control valve.

7. DOZER/OUTRIGGER UP OPERATION



20W93HC16

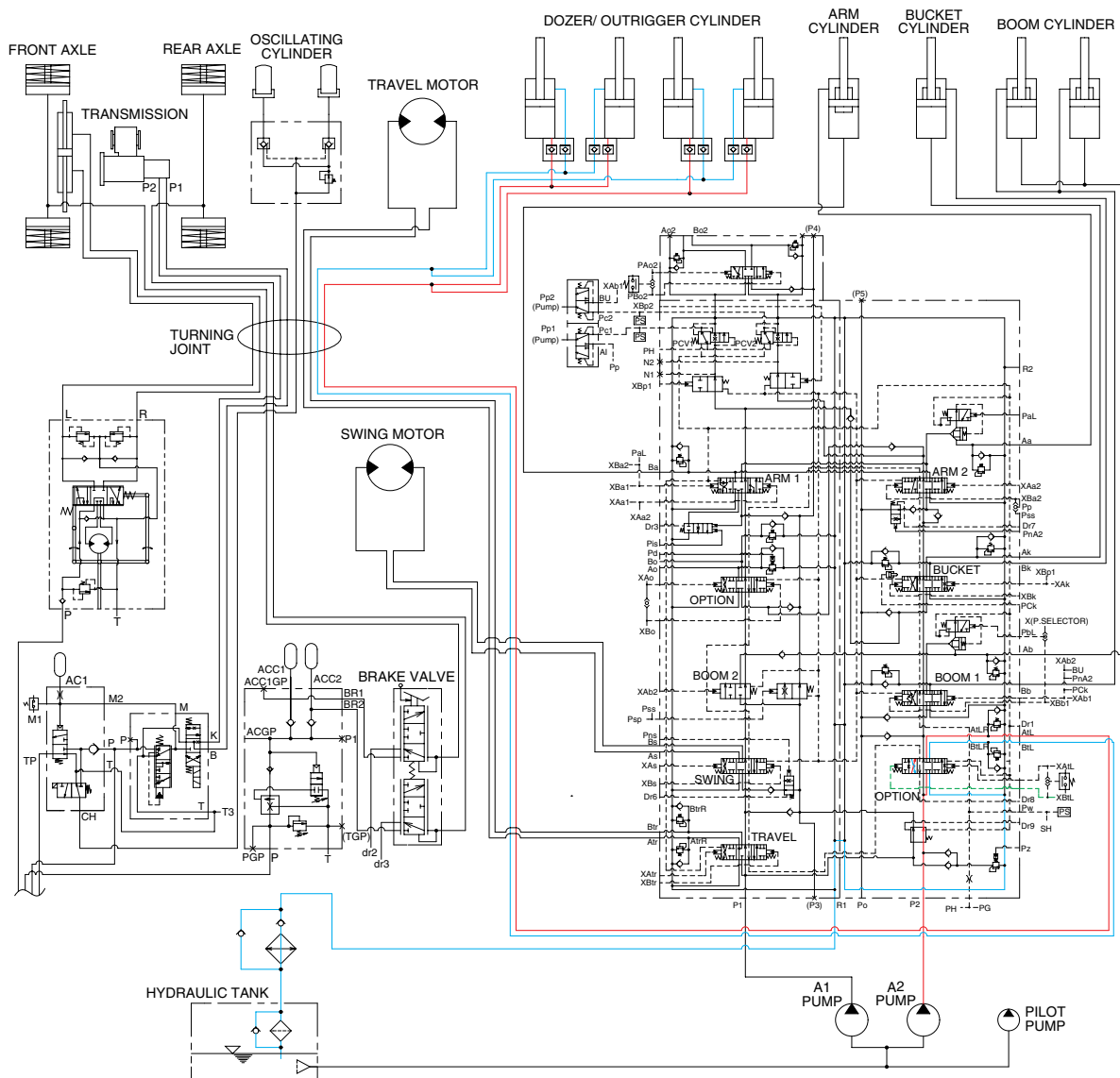
When the dozer control lever is pulled back, the dozer spool in the main control valve is moved to the dozer up position by the pilot oil pressure from the remote control valve.

The oil from the A2 pump flows into the main control valve and then goes to the small chamber of rear actuator cylinder (dozer or outrigger).

The other case, the oil flows into the small chamber of front actuator cylinder (dozer or outrigger).

At the same time, the oil from the large chamber of dozer (outrigger) cylinders returns to the hydraulic oil tank through the dozer spool in the main control valve. When this happens, the dozer (outrigger) goes up.

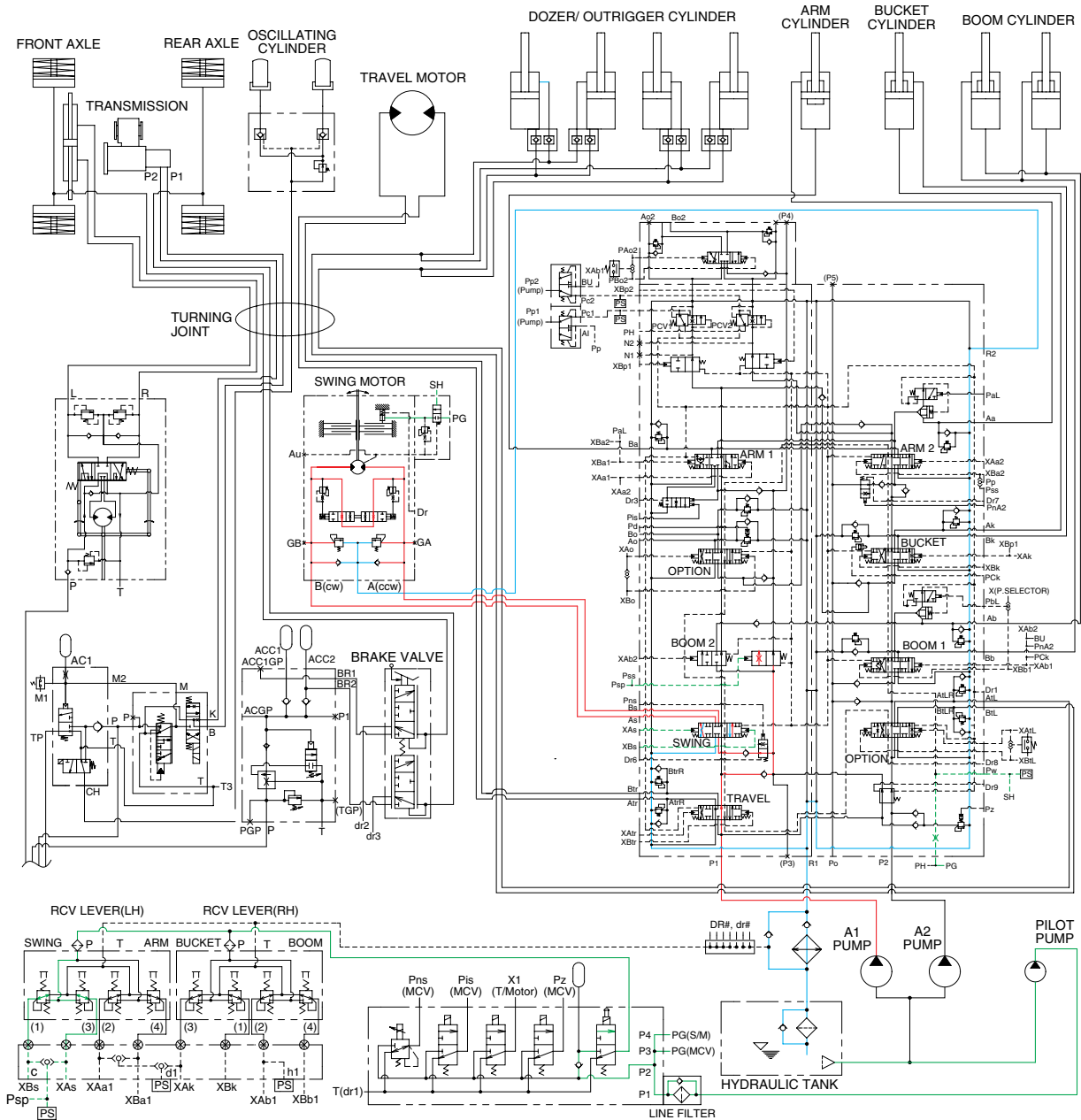
8. DOZER/OUTRIGGER DOWN OPERATION



20W93HC17

When the dozer control lever is pushed forward, the dozer spool in the main control valve is moved to the dozer down position by the pilot oil pressure from the remote control valve. The oil from the A2 pump flows into the main control valve and then goes to the large chamber of rear actuator cylinder (dozer or outrigger). The other case, the oil flows into the large chamber of front actuator cylinder (dozer or outrigger). At the same time, the oil from the small chamber of dozer (outrigger) cylinders returns to the hydraulic oil tank through the dozer spool in the main control valve. When this happens, the dozer (outrigger) goes down.

9. SWING OPERATION



20W93HC18

When the left control lever is pushed left or right, the swing spool in the main control valve is moved to the left or right swing position by the pilot oil pressure from the remote control valve.

Also the swing operation preference function is operated by the pilot pressure Psp (refer to page 2-35).

The oil from the A1 pump flows into the main control valve and then goes to the swing motor.

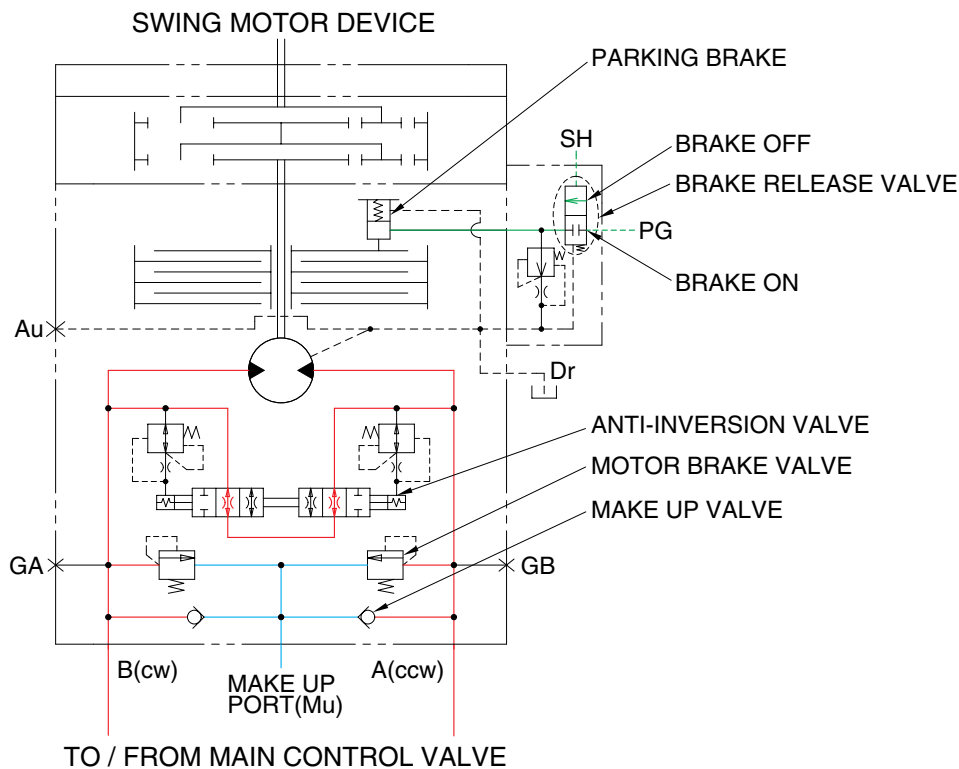
At the same time, the return oil from the swing motor returns to the hydraulic oil tank through the swing spool in the main control valve.

When this happens, the upper structure swings to the left or right.

The swing parking brake, make up valve and the motor brake valve are provided in the swing motor.

The cavitation which will happen to the swing motor is also prevented by the make up valve in the swing motor itself.

SWING CIRCUIT OPERATION



14W93HC18A

1) MOTOR BRAKE VALVE

Motor brake valve for the swing motor limits to cushion the starting and stopping pressure of swing operation and controls the swing motor operating pressure.

2) MAKE UP VALVE

The make up valves prevent cavitation by supplying return oil to the vacuum side of the motor.

3) PARKING BRAKE

This is function as a parking brake only when all of the RCV lever (except dozer lever and travel pedal) are not operated.

PARKING BRAKE "OFF" OPERATION

The parking brake is released by the pilot pressure oil from the pilot pump.

When the RCV lever placed in the operating position, the pilot oil flows into SH port through the MCV. This pressure transferred to the brake release valve and the brake release valve is change over. Then the pilot oil pressure PG lift the brake piston and release the parking brake.

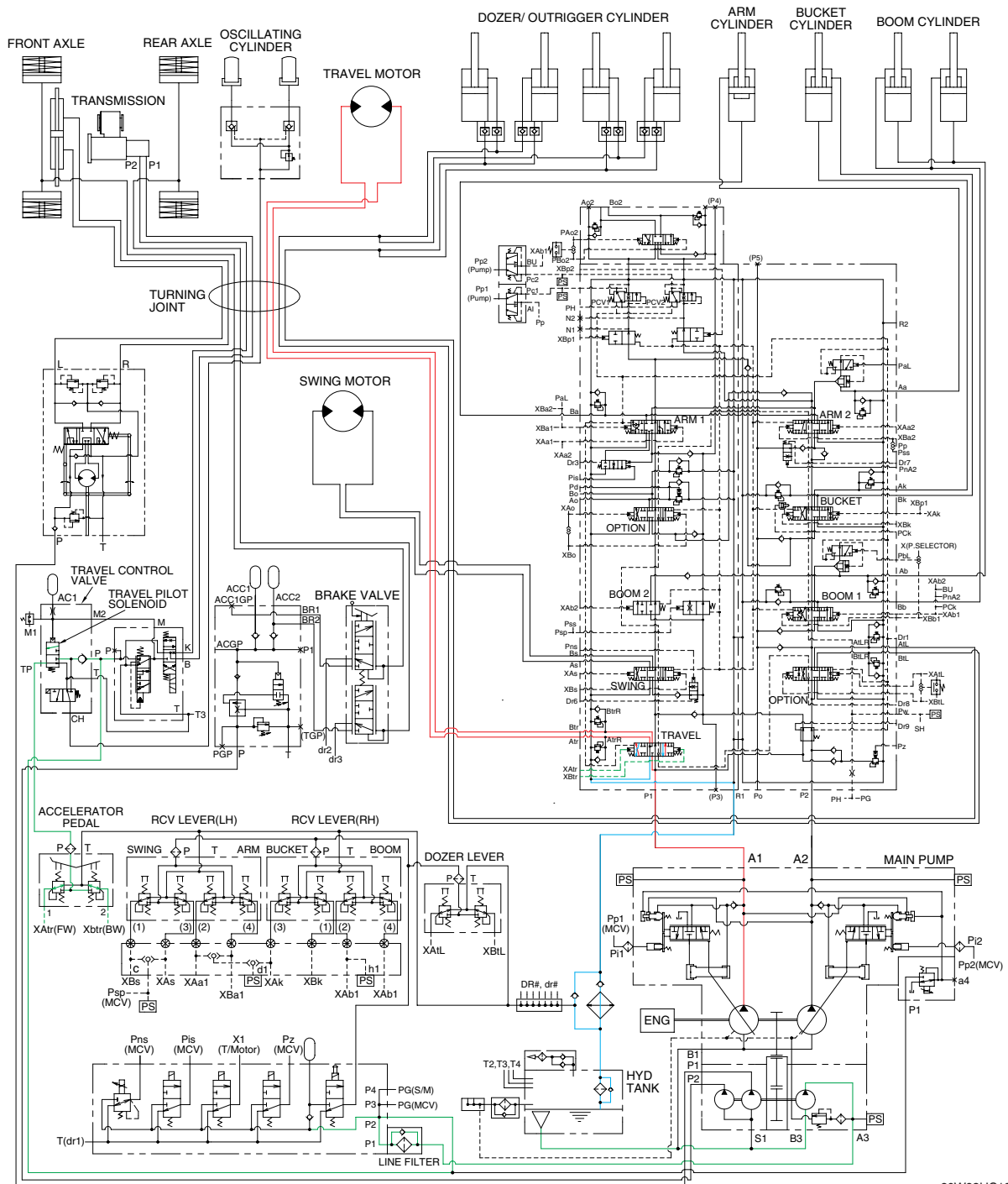
PARKING BRAKE "ON" OPERATION

When all of the RCV lever placed in the neutral position, the pressure of the pilot oil passage down. Then the brake release valve returned to the neutral position and the oil is returned from the brake piston to the tank. And the brake is set to 'ON'.

4) ANTI-INVERSION VALVE

This anti-inversion valve absorbs shocks produced as swing motion stops and reduced oscillation cause by swing motion.

10. TRAVEL FORWARD AND REVERSE OPERATION



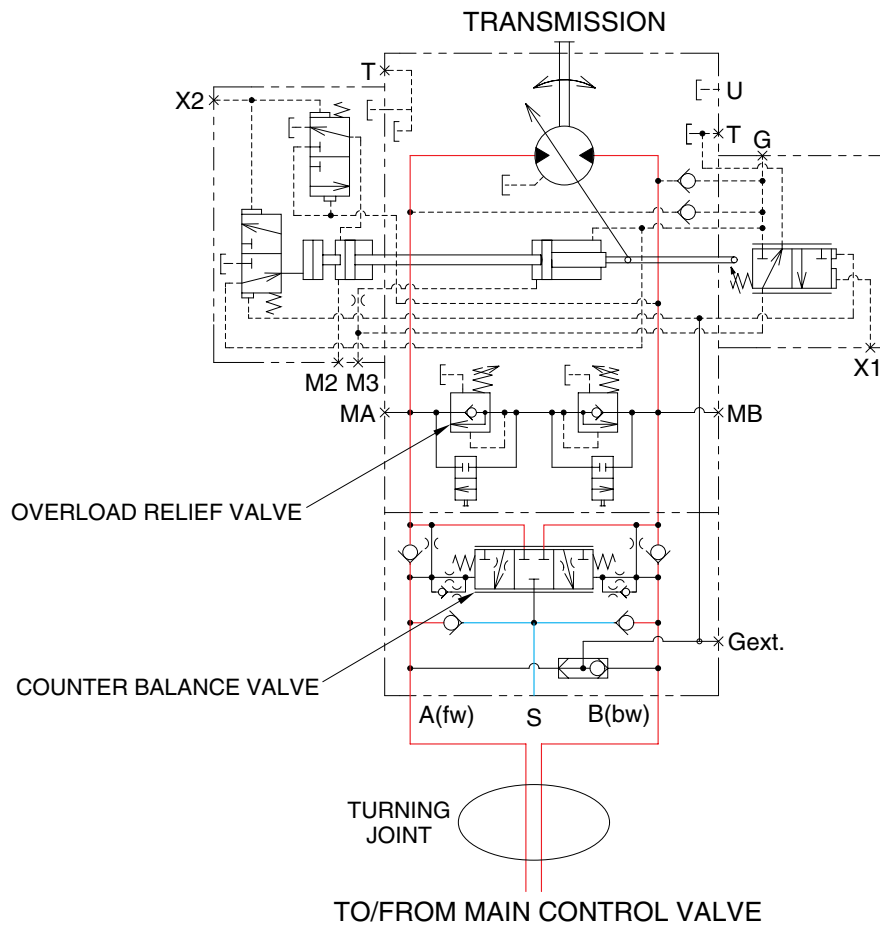
20W93HC19

When the RH multifunction switch is placed in forward or reverse position, the travel spool in the main control valve is moved to the forward or reverse position by the pilot oil pressure from pilot pump through the travel pilot solenoid of travel control valve. The oil from the A1 pump flows into the main control valve and then goes to the travel motor. At the same time, the oil returned from the travel motor returns to the hydraulic oil tank through the turning joint and travel spool in the main control valve.

When this happens, the machine moves forward or reverse.

The cavitation which will happen to the travel motor is prevented by the make-up valve in the main control valve.

TRAVEL CIRCUIT OPERATION



14W93HC19A

Valves are provided on travel motor to offer the following functions.

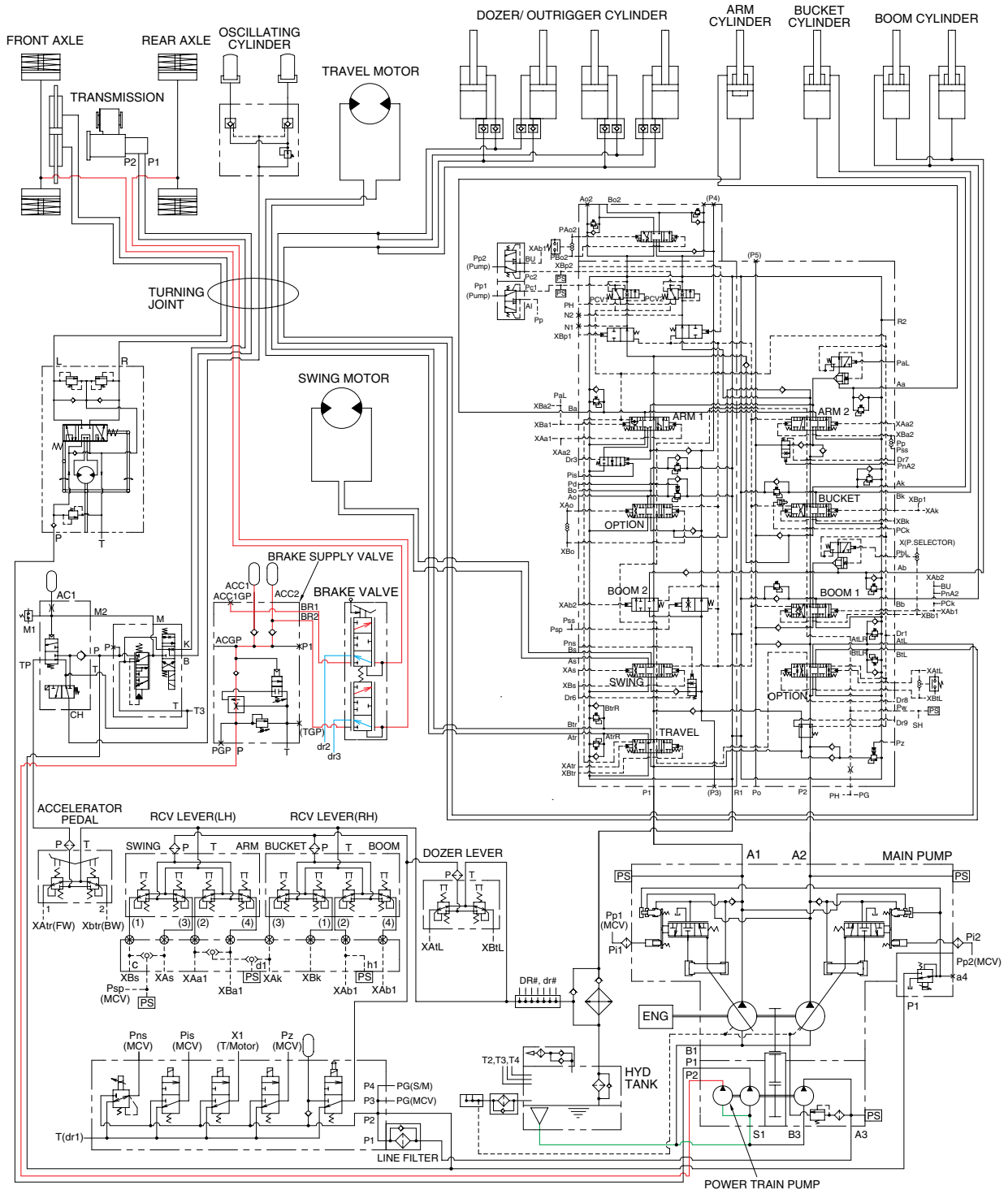
1) COUNTER BALANCE VALVE

When stopping the motor on a slope descending, this valve prevents the motor from over running.

2) OVERLOAD RELIEF VALVE

Relief valve limits the circuit pressure below 380 kgf/cm² to prevent high pressure from being generated at the time of stopping the machine. When stopping the motor, this valve sucks the oil from lower pressure passage for preventing the negative pressure and the cavitation of the motor.

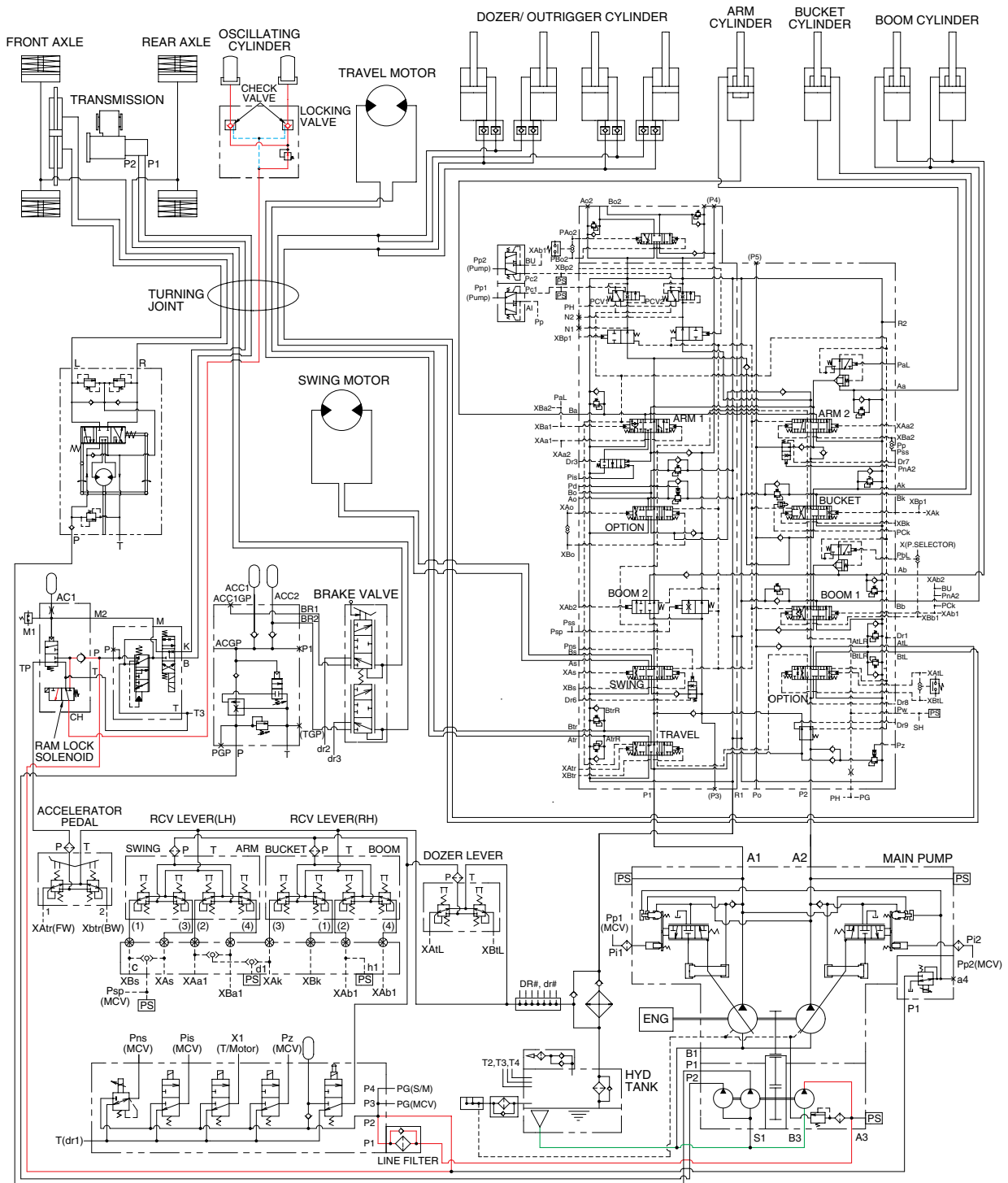
11. SERVICE BRAKE SYSTEM



20W93HC20

When the brake pedal (valve) is pushed, the discharged oil from the power train pump (P2) flows into the front and rear axle brake disc through the solenoid valve of brake supply valve. This pressure is applied to axle brake disc, thus the brake is applied.

13. RAM LOCK CIRCUIT OPERATION



20W93HC22

When the ram lock switch is selected on the switch panel 2, the ram lock solenoid is changed over. Thus, the oil discharged from the pilot pump flows into oscillating cylinder through ram lock solenoid and locking valve. This pressure is applied to check valve and oscillating cylinder, thus the oscillating function is operated (Ram lock released).