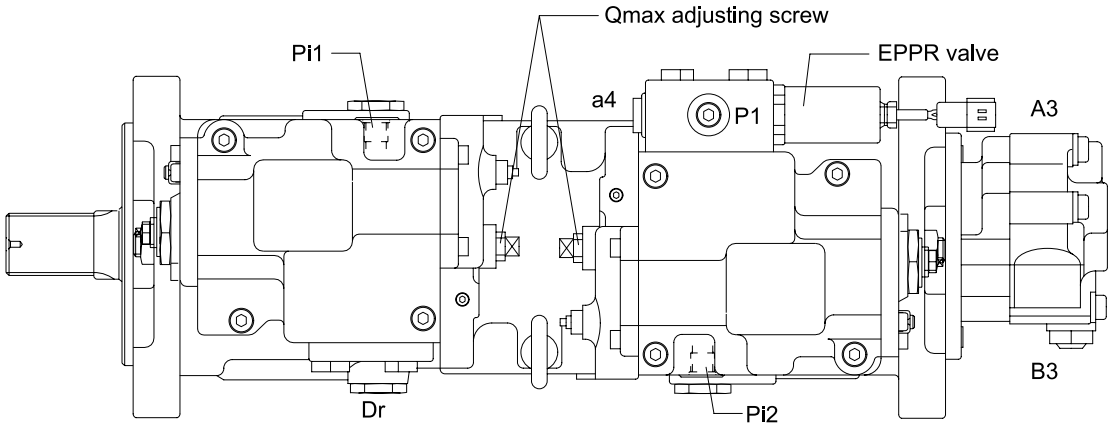
SECTION 2 STRUCTURE AND FUNCTION

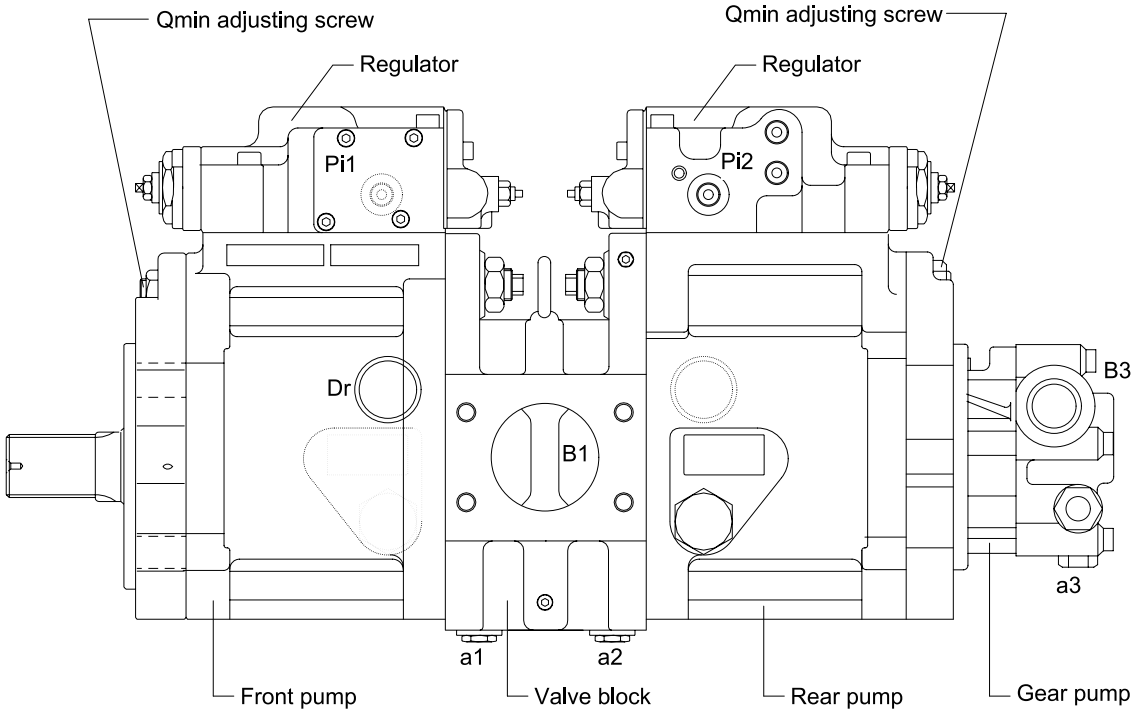
SECTION 2 STRUCTURE AND FUNCTION

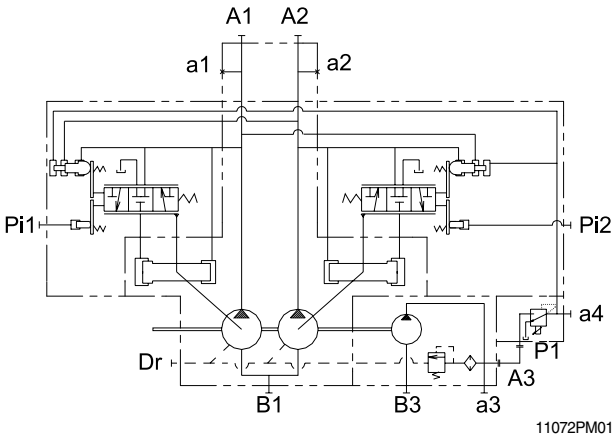
GROUP 1 PUMP DEVICE

1. STRUCTURE

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



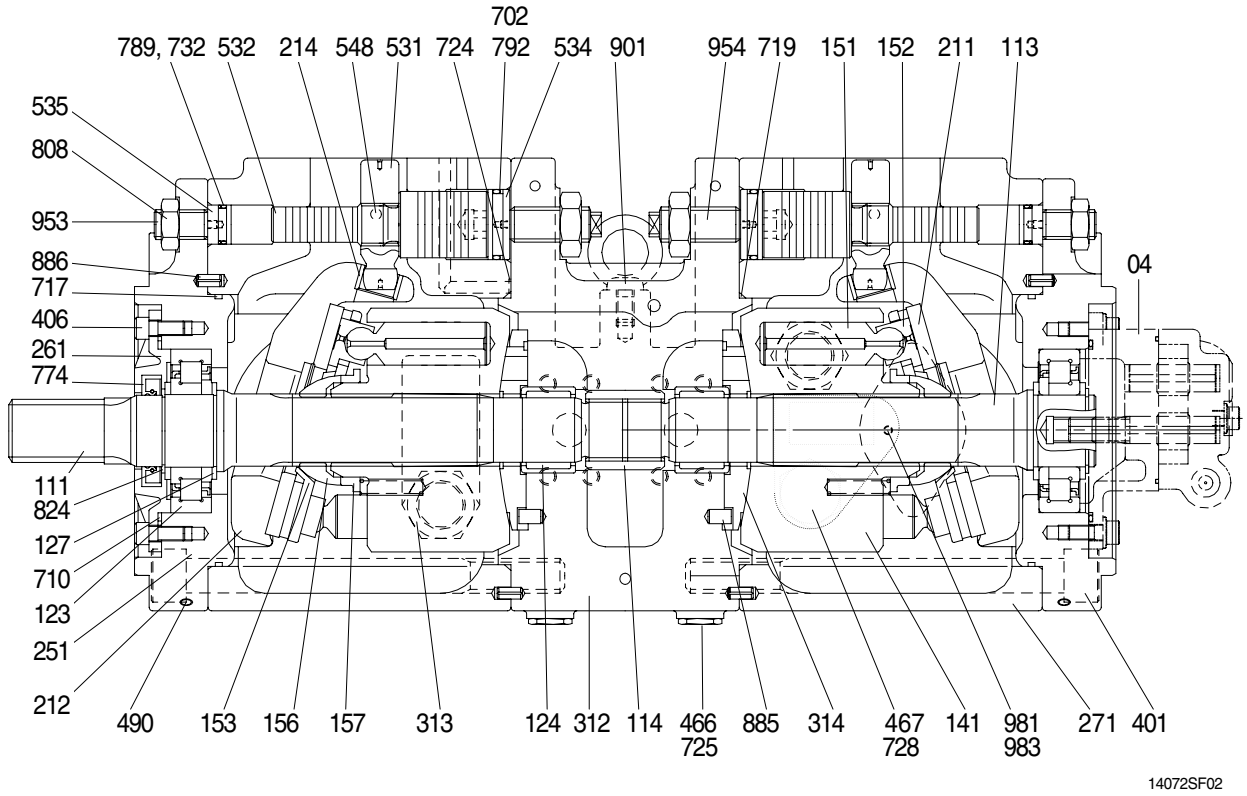




Port	Port name	Port size
A1,2	Delivery port	SAE6000psi 3/4"
B1	Suction port	SAE2500psi 2 1/2"
Dr	Drain port	PF 1/2 - 19
Pi1,i2	Pilot port	PF 1/4 - 15
P1	EPPR port	PF 1/4 - 13
a1,2	Gauge port	PF 1/4 - 15
a3	Gauge port	PF 1/4 - 14
a4	Gauge port	PF 1/4 - 13
A3	Gear pump delivery port	PF 1/2 - 19
B3	Gear pump suction port	PF 3/4 - 20.5

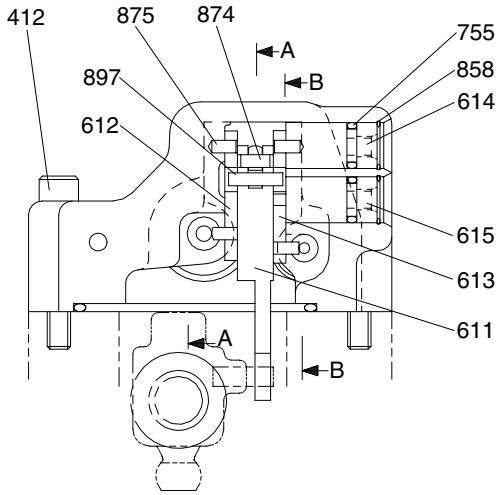
1) MAIN PUMP(1/2)

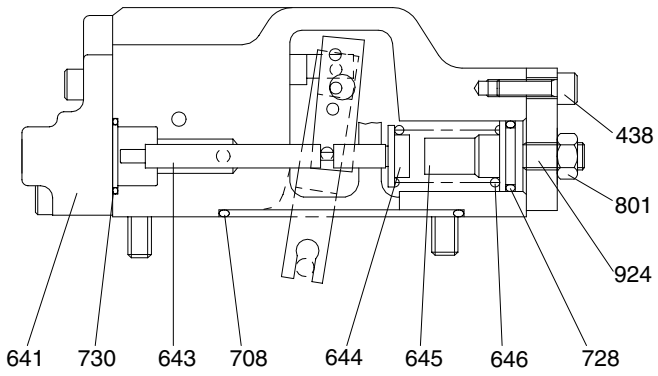
The main pump consists of two piston pumps(front & rear) and valve block.



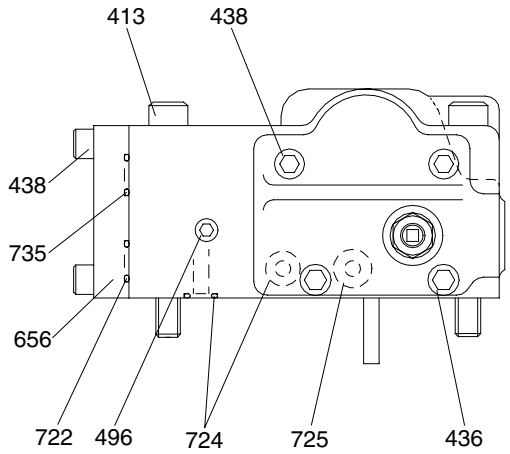
04	Gear pump	271	Pump casing	719	O-ring
111	Drive shaft(F)	312	Valve block	724	O-ring
113	Drive shaft(R)	313	Valve plate(R)	725	O-ring
114	Spline couping	314	Valve plate(L)	728	O-ring
123	Roller bearing	401	Hexagon socket bolt	732	O-ring
124	Needle bearing	406	Hexagon socket bolt	774	Oil seal
127	Bearing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

2) REGULATOR(1/2)

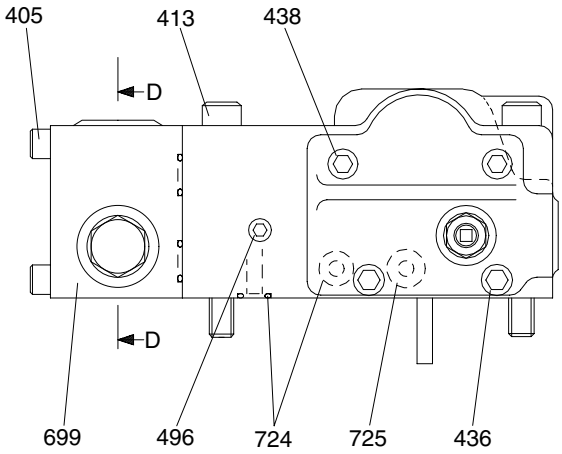




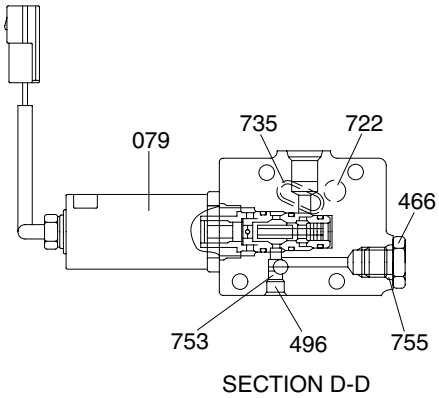
SECTION B-B



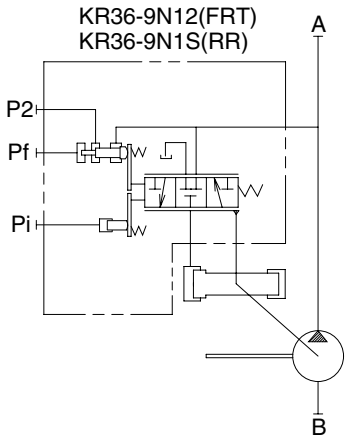
VIEW C(FRONT)



VIEW C(REAR)



SECTION D-D



Port	Port name	port size
A	Delivery port	3/4"
B	Suction port	2 1/2"
Pn	Pilot port	PF 1/4-15
Pm	Qmax cut port	PF 1/4-15

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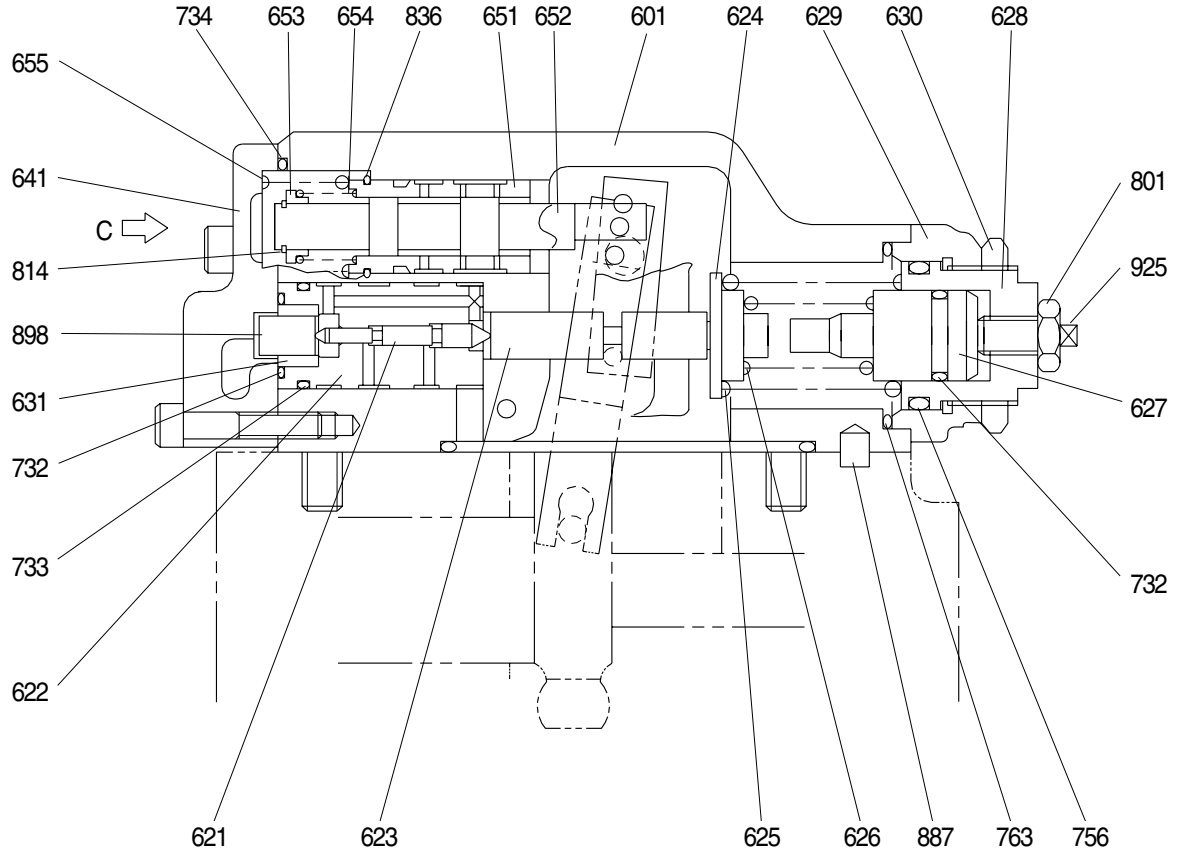
REGULATOR(2/2)



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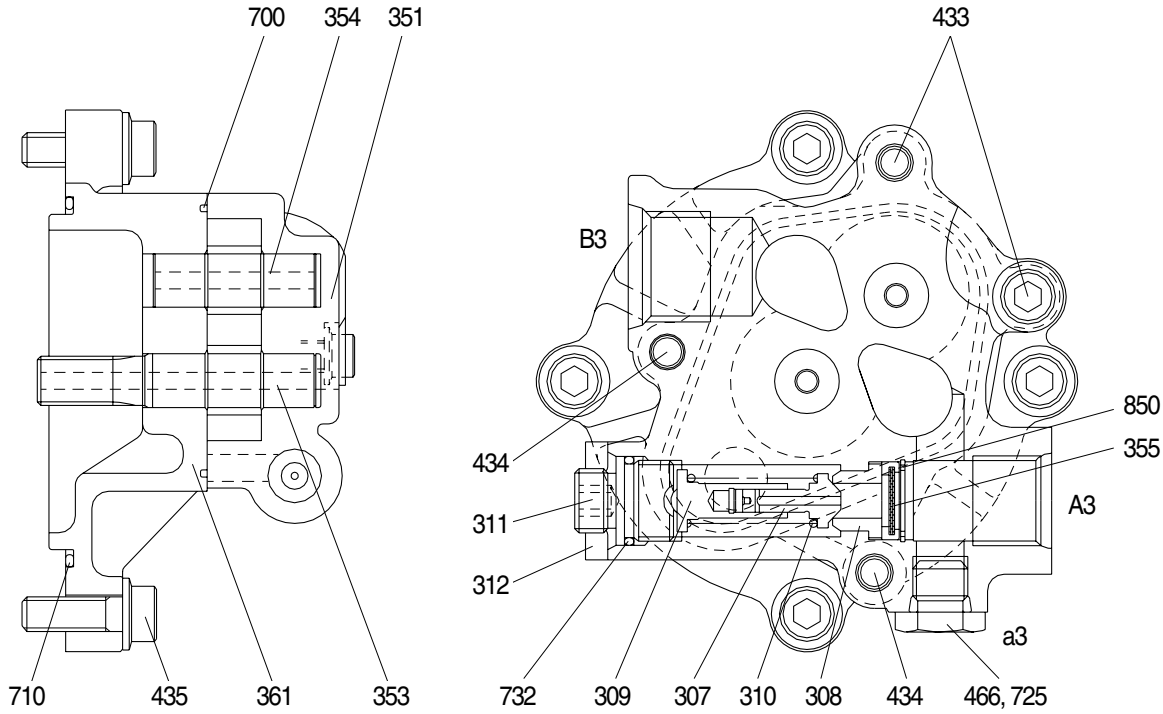
SECTION A-A

405	Hexagon socket screw	629	Cover(C)	730	O-ring
412	Hexagon socket screw	630	Lock nut	732	O-ring
413	Hexagon socket screw	631	Sleeve, pf	733	O-ring
436	Hexagon socket screw	641	Pilot cover	734	O-ring
438	Hexagon socket screw	643	Pilot piston	735	O-ring
466	Plug	644	Spring seat(Q)	753	O-ring
496	Plug	645	Adjust stem(Q)	755	O-ring
601	Casing	646	Pilot spring	756	O-ring
611	Feed back lever	651	Sleeve	763	O-ring
612	Lever(1)	652	Spool	801	Nut
613	Lever(2)	653	Spring seat	814	Snap ring
614	Fulcrum plug	654	Return spring	836	Snap ring
615	Adjust plug	655	Set spring	858	Snap ring
621	Compensator piston	656	Block cover	874	Pin
622	Piston case	699	Valve casing	875	Pin
623	Compensator rod	708	O-ring	887	Pin
624	Spring seat(C)	722	O-ring	897	Pin
625	Outer spring	724	O-ring	898	Pin
626	Inner spring	725	O-ring	924	Set screw
627	Adjust stem(C)	728	O-ring	925	Adjust screw(QI)
628	Adjust screw(C)				

3) GEAR PUMP



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307	Poppet	353	Drive gear	466	Plug
308	Seat	354	Driven gear	700	Ring
309	Spring seat	355	Filter	710	O-ring
310	Spring	361	Front case	725	O-ring
311	Screw	433	Flange socket	732	O-ring
312	Nut	434	Flange socket	850	Snap ring
351	Gear case	435	Flange socket		

2. FUNCTION

1) MAIN PUMP

The pumps may 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.

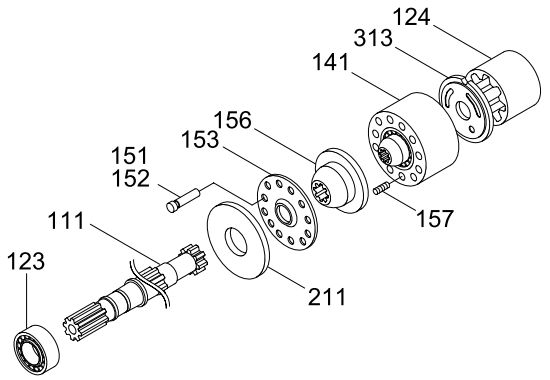
(1) Rotary group

The rotary group consists of drive shaft (F)(111), cylinder block(141), piston shoes(151,152), set plate(153), spherical bush(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 from 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.



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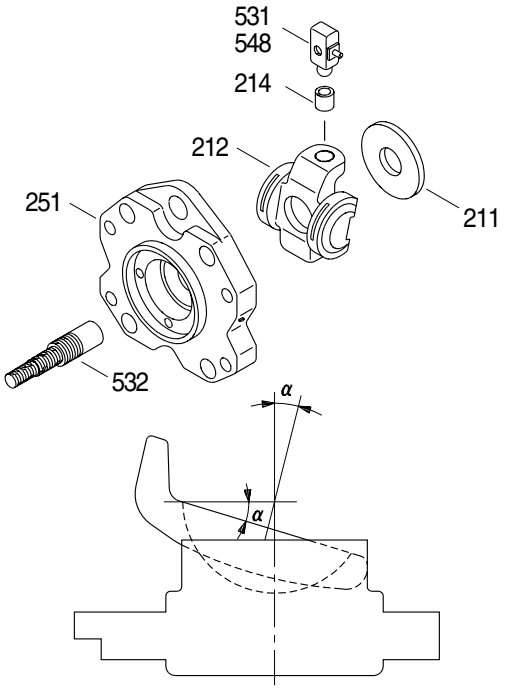
(2) Swash plate group

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)



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(3) Valve block group

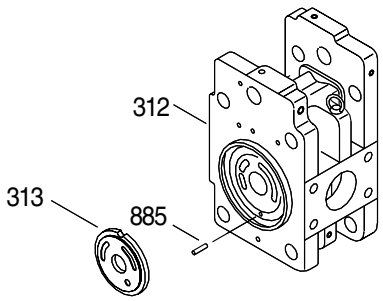
The valve block group consists of valve block(312), valve plate(313) and valve plate pin(885).

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.



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2) REGULATOR

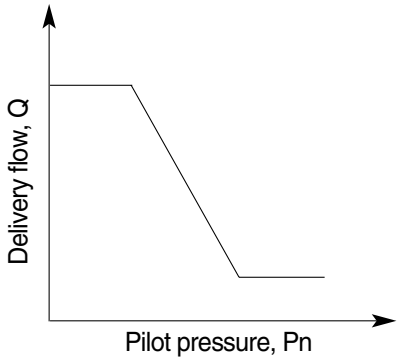
Regulator consists of the negative flow control, total horse power control and power shift control function.

(1) Negative flow control

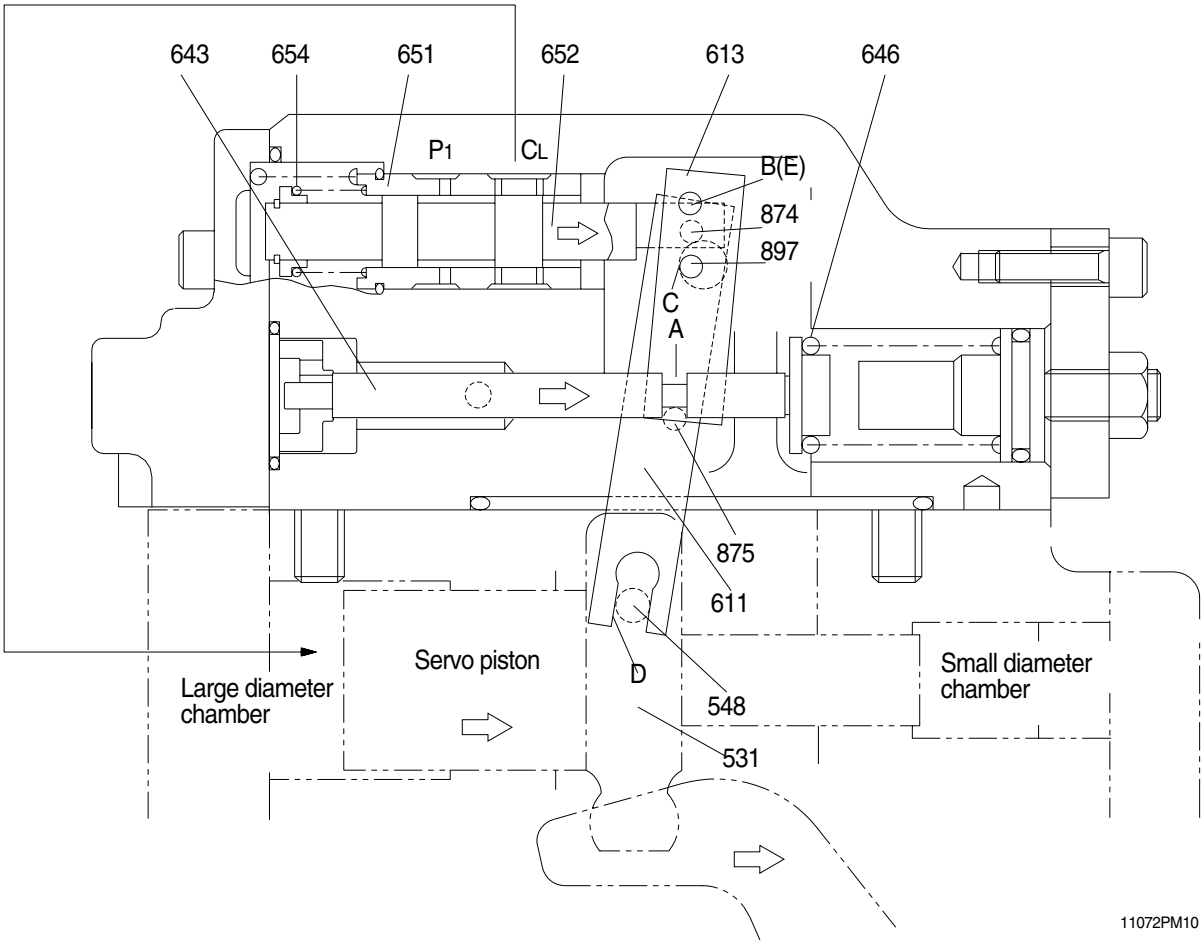
By changing the pilot pressure Pn, the pump tilting angle(delivery flow) is regulated arbitrarily, as shown in the figure.

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



As the pilot pressure Pn 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.

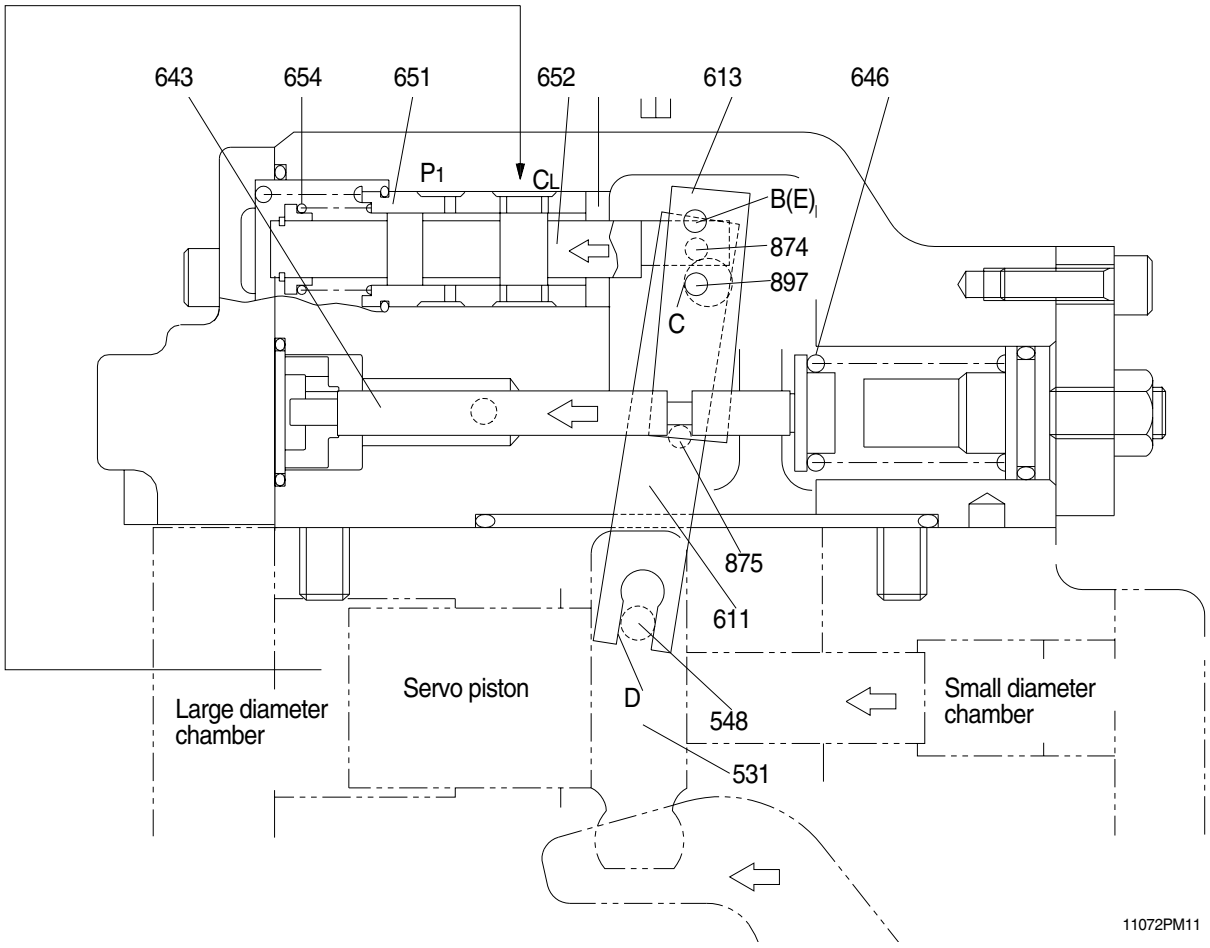
Since the feedback lever is connected with the spool(652) via the pin(874), the spool moves to the right.

The movement of the spool causes the delivery pressure P1 to connect to port CL through the spool and to be admitted to the large diameter section of the servo piston. The delivery pressure P1 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**

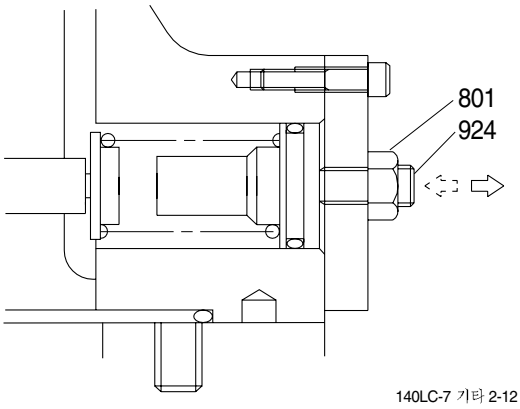


As the pilot pressure Pn decreases, the pilot piston(643) moves to the left by the action of the pilot spring(646) and causes lever 2(613) to rotate around the fulcrum of point B. Since the pin(897) is pressed against the large hole section(C) of lever 2 by the action of the return spring(654) via the 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 P1 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.



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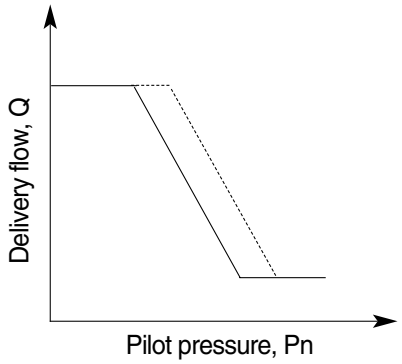
※ **Adjusting values are shown in table.**

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)
1950	+1/4	+1.5	+7.3



(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.

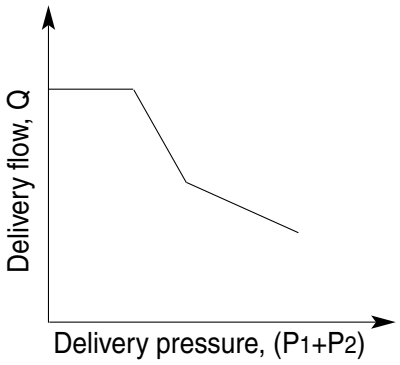
(The input horsepower is constant when the speed is constant.)

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.

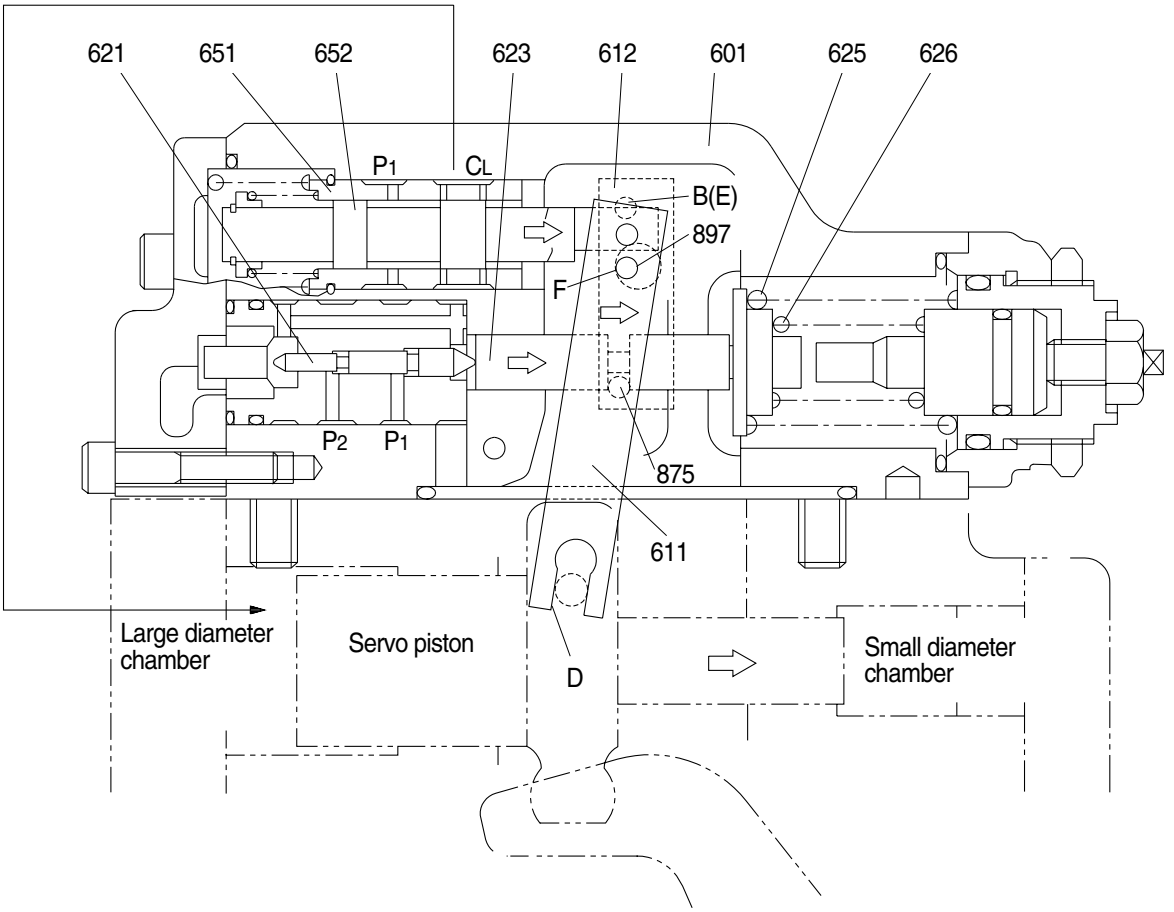
Since this regulator is of the simultaneous total horsepower type, it controls the tilting angles(displacement volumes) of the two pumps to the same value as represented by the following equation :

$$Tin = P1 \times q/2\pi + P2 \times q/2\pi$$
$$= (P1+P2) \times q/2\pi$$

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).

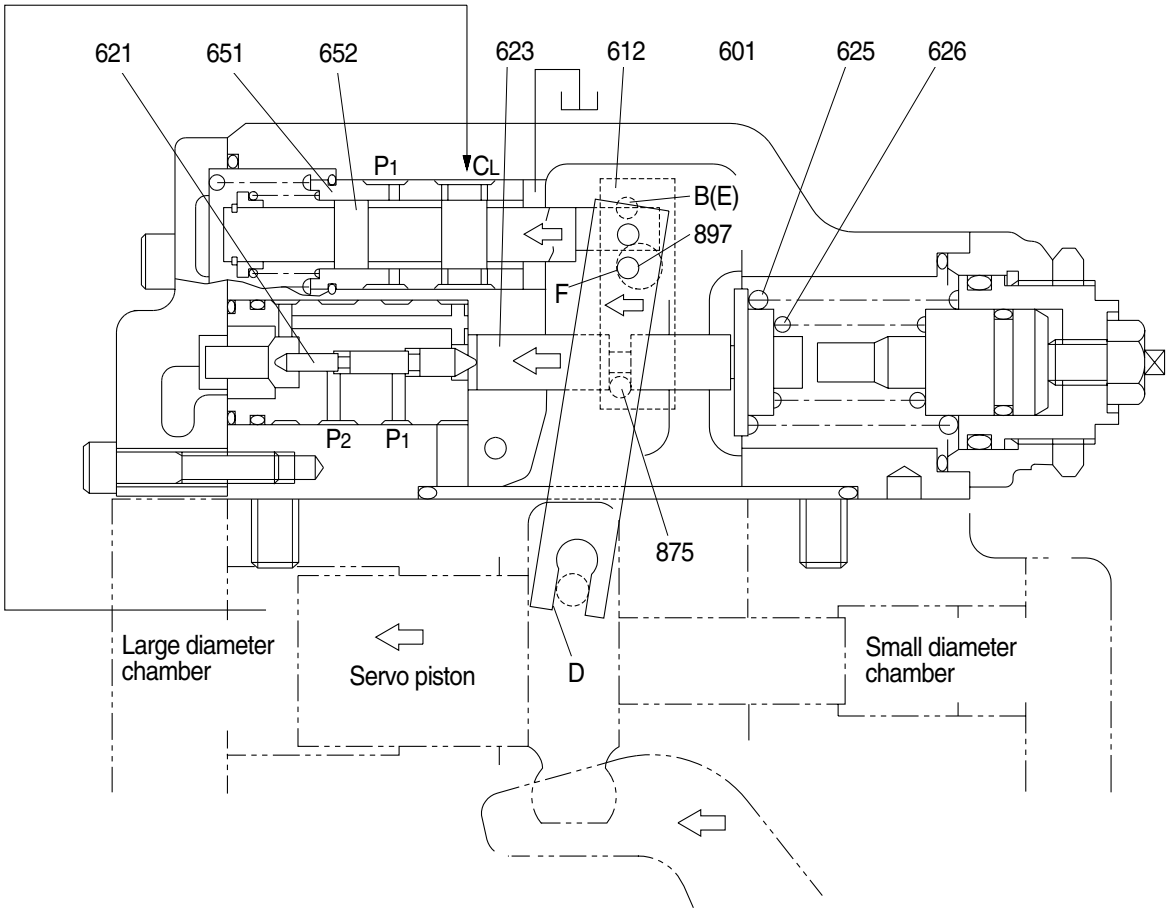


① Overload preventive function



When the self pump delivery pressure P1 or the companion pump delivery pressure P2 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 P1 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**



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As the self pump delivery pressure P1 or the companion pump delivery pressure P2 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(ø 4) protruding from the large hole(ø 8), only the lever lessening the tilting angle contacts the pin(897) ; the hole(ø 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**

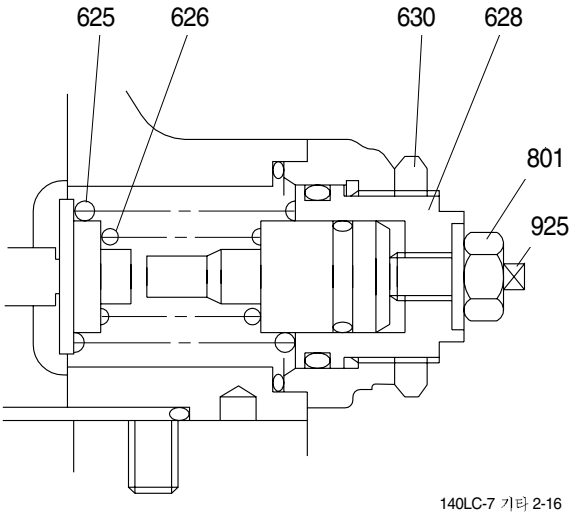
Since the regulator is of total cumulative horsepower type, adjust the adjusting screws of both the front and rear pumps, when changing the horsepower set values. The pressure change values by adjustment are based on two pumps pressurized at the same time, and the values will be doubled when only one 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 inner spring(626), return the adjusting screw QI(925) by N × A turns at first.(A=1.9)

※ **Adjusting values are shown in table**

Speed	Adjustment of outer spring		
	Tightenin amount of adjusting screw(C) (924)	Compens-ationg control pressure change amount	Input torque change amount
(min $^{-1}$)	(Turn)	(kgf/cm^2)	(kgf · m)
1950	+1/4	+19.2	+2.71



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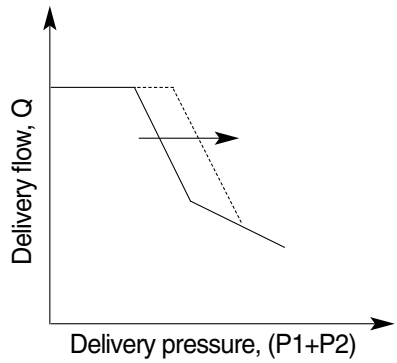


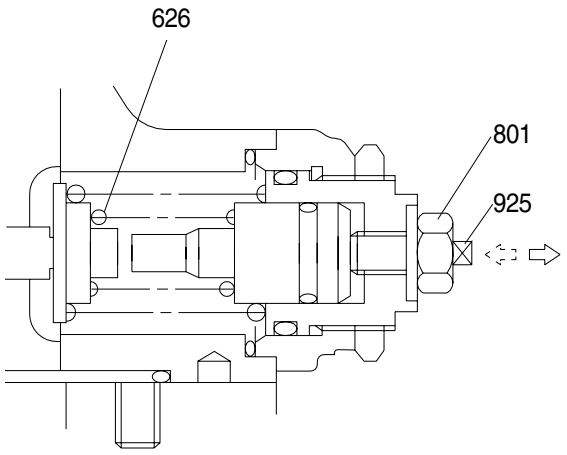
b. Adjustment of inner spring

Adjust it by loosening the hexagon nut (801) and by tightening(or loosening) the adjusting screw QI(925).

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 outer spring		
	Tightenin amount of adjusting screw(C) (925)	Flow change amount	Input torque change amount
(min $^{-1}$)	(Turn)	(ℓ /min)	(kgf · m)
1950	+1/4	+5.2	+2.3



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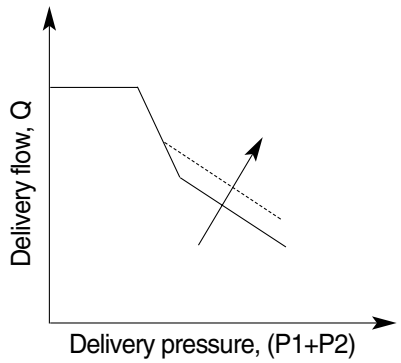
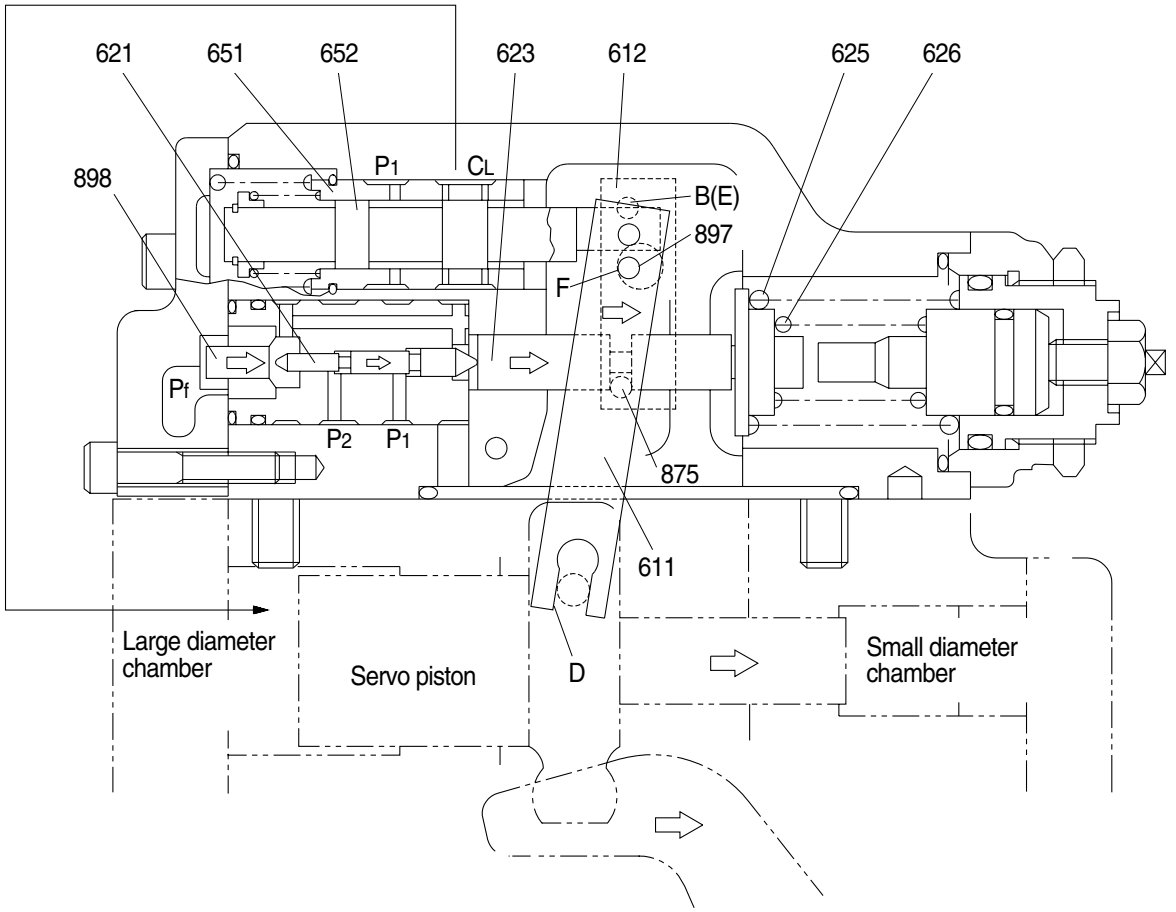


(3) Power shift control



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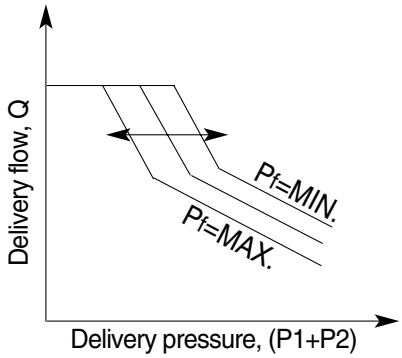
The set horsepower valve is shifted by varying the command current level of the proportional pressure reducing valve attached to the pump.

Only one proportional pressure reducing valve is provided.

However, the secondary pressure Pf (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 Pf controls the set horsepower of the pump to a desired level, as shown in the figure.

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

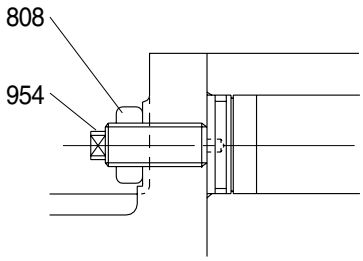
This decreases the pump tilting angle and then the set horsepower in the same way as explained in the overload preventive function of the horsepower control. On the contrary, the set horsepower rises as the power shift pressure Pf falls.

(4) Adjustment of maximum and minimum flows

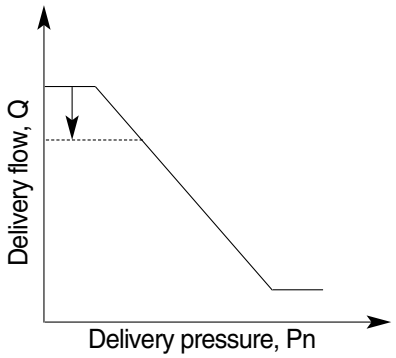
① Adjust it by loosening the hexagon nut(808) and by tightening(or loosening) the set screw(954).

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)
1950	+1/4	-3.1



140LC-7 기타 2-19(1)

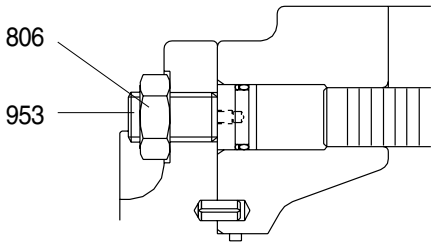


② **Adjustment of minimum flow**

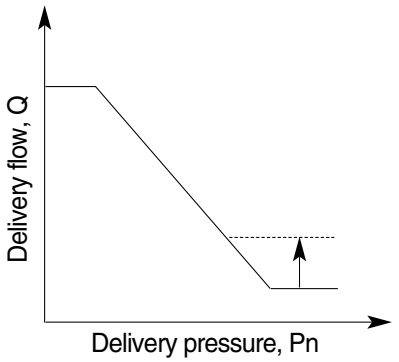
Adjust it by loosening the hexagon nut(808) and by tightening(or loosening) the hexagonal socket head set screw (953). Similarly to the adjustment of the maximum flow, other characteristics are not changed.

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

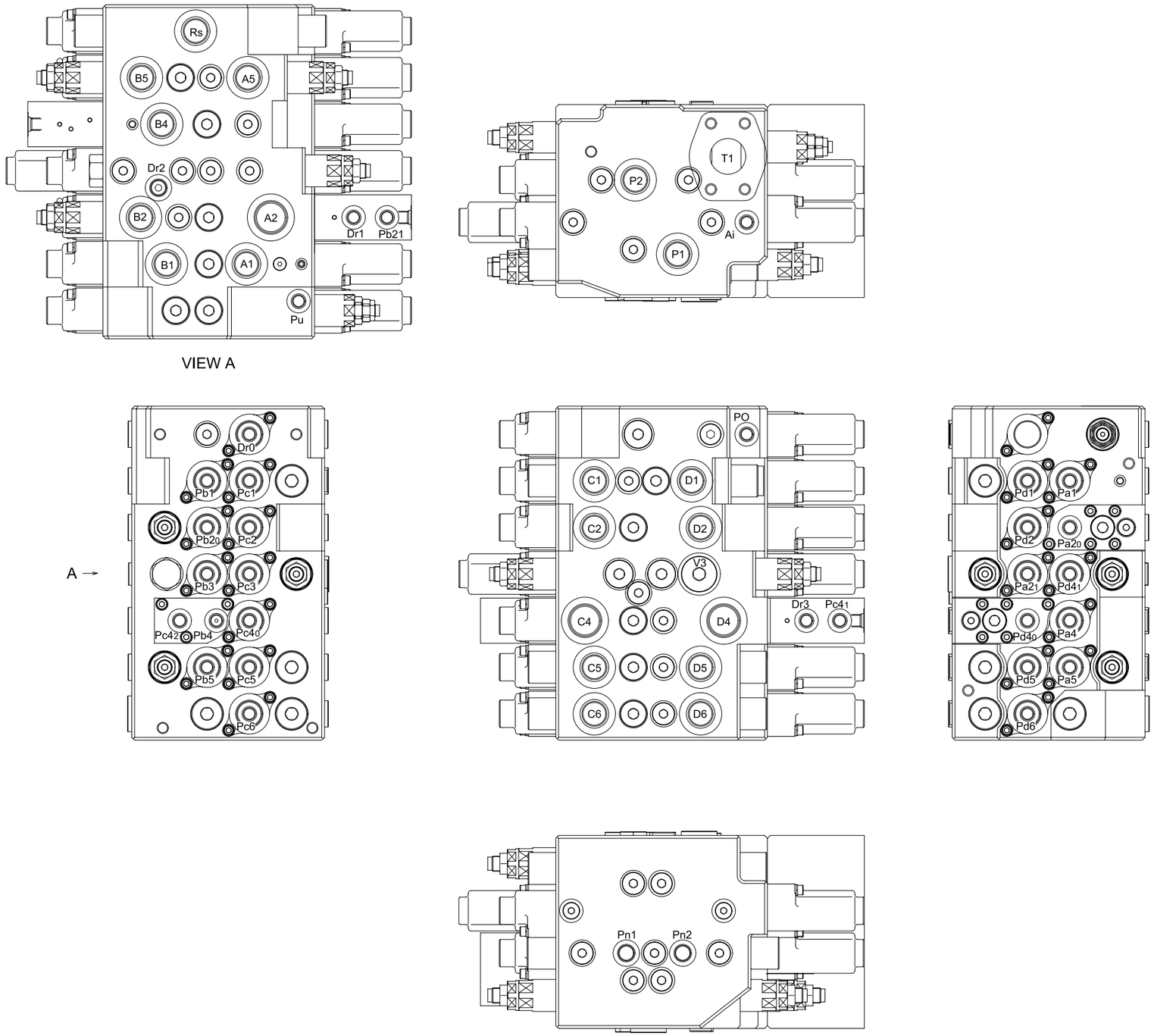
Speed	Adjustment of min flow	
	Tightening amount of adjusting screw (953)	Flow change amount
(min $^{-1}$)	(Turn)	(ℓ /min)
1950	+1/4	+3.1



140LC-7 기타 2-19(2)

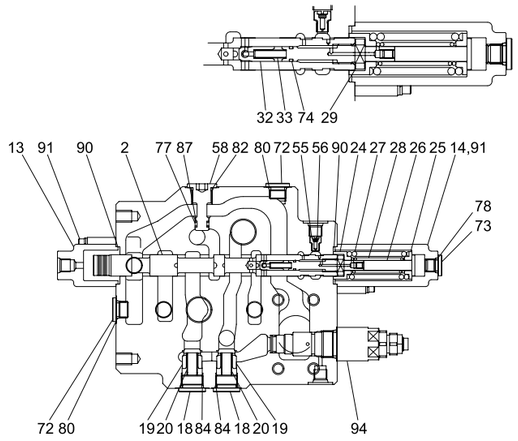


1. STRUCTURE

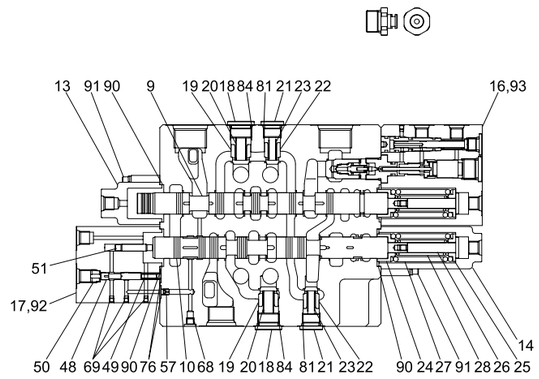


14072SF10

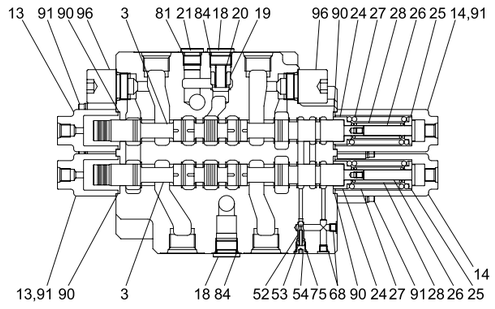
Mark	Port name	Port size	Tightening torque
Rs	Make up for swing motor	G1/4	3.5~3.9kgf · m (25.3~28.2lbf · ft)
Pa1	Travel left pilot port(FW)		
Pb1	Travel left pilot port(BW)		
Pc1	Travel right pilot port(BW)		
Pd1	Travel right pilot port(FW)		
Pa20	Boom up pilot port		
Pa21	Boom up confluence pilot port		
Pb20	Boom down pilot port		
Pb21	Lock valve pilot port(Boom)		
Pc2	Swing pilot port(RH)		
Pd2	Swing pilot port(LH)		
Pb3	Arm in confluence pilot port		
Pc3	Swing priority pilot port		
Pa4	Option A pilot port(Breaker)		
Pb4	Arm in regeneration cut port		
Pc40	Arm in pilot port		
Pc41	Lock valve pilot port(Arm)		
Pc42	Arm in regen-cut signal selector port		
Pd40	Arm out pilot port		
Pd41	Arm out confluence pilot port		
Pa5	Bucket in pilot port		
Pb5	Bucket out pilot port		
Pc5	Option B pilot port		
Pd5	Option B pilot port		
Pc6	Option C pilot port		
Pd6	Option C pilot port		
PO	Pilot pressure port		
Pu	Main relief pressure up		
Ai	Auto idle signal port		
Dr0	Drain port(Travel straight)		
Dr1	Drain port(Boom holding valve)		
Dr2	Drain port(Boom2 & swing priority)		
Dr3	Drain port(Arm holding valve)		
Pn1	Negative control signal port(P1 port side)		
Pn2	Negative control signal port(P2 port side)		
A1	Travel motor left side port(FW)	G3/4	15~18kgf · m (109~130lbf · ft)
B1	Travel motor left side port(BW)		
C1	Travel motor right side port(BW)		
D1	Travel motor right side port(FW)		
B2	Boom rod side port		
C2	Swing motor port(LH)		
D2	Swing motor port(RH)		
B4	Option A port(Breaker)		
A5	Bucket head side port		
B5	Bucket rod side port		
C5	Option B port		
D5	Option B port		
C6	Option C port		
D6	Option C port		
P1	Pump port(P1 side)		
P2	Pump port(P2 side)		
A2	Boom head side port	G1	20~25kgf · m (115~180lbf · ft)
C4	Arm head side port		
D4	Arm rod side port		
T1	Return port	SAE3000, 1 1/2 (M12)	8.5~11.5kgf · m (61.5~83.1lbf · ft)



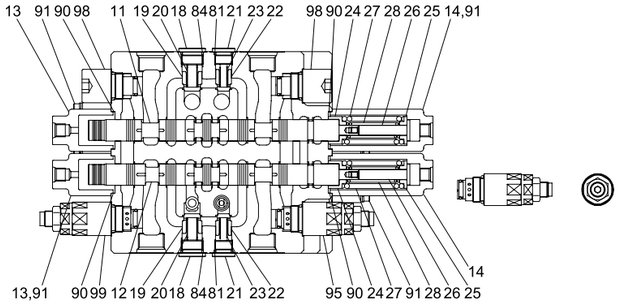
A - A(STRAIGHT-TRAVEL & SUPPLY)



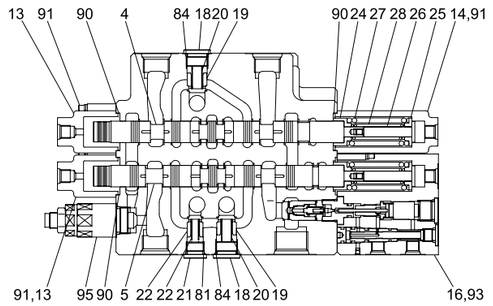
E - E(ARM & ARM REGENERATION /BREAKER)



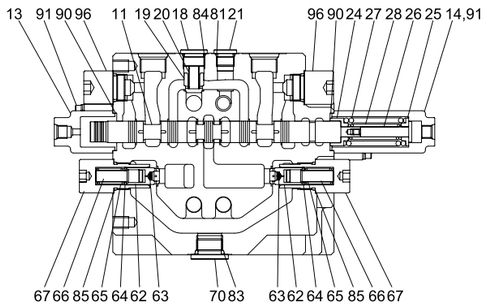
B - B(TRAVEL RIGHT & LEFT)



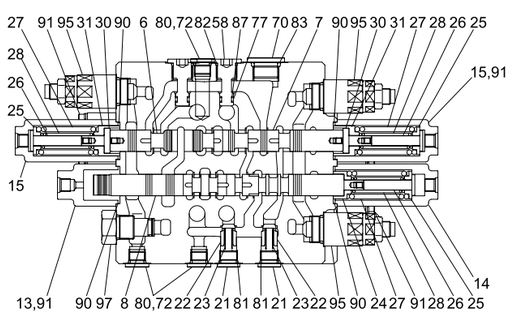
F - F(OPTION & BUCKET)

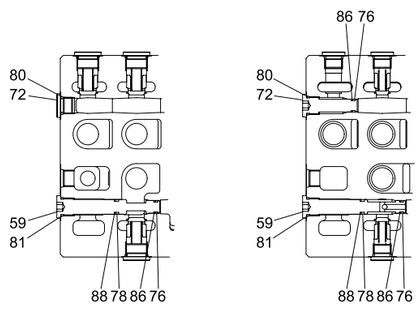


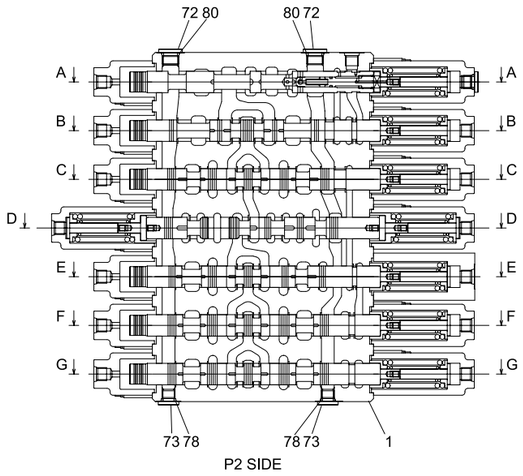
C - C(SWING & BOOM)



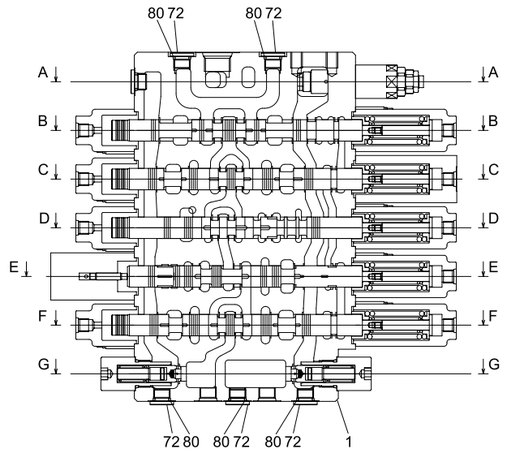
G - G(OPTION & NEGATIVE CONTROL)



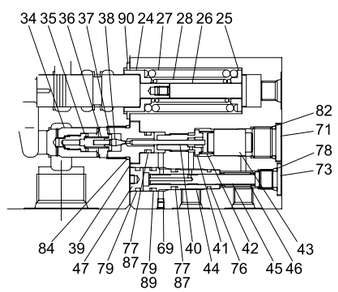




P2 SIDE



P1 SIDE

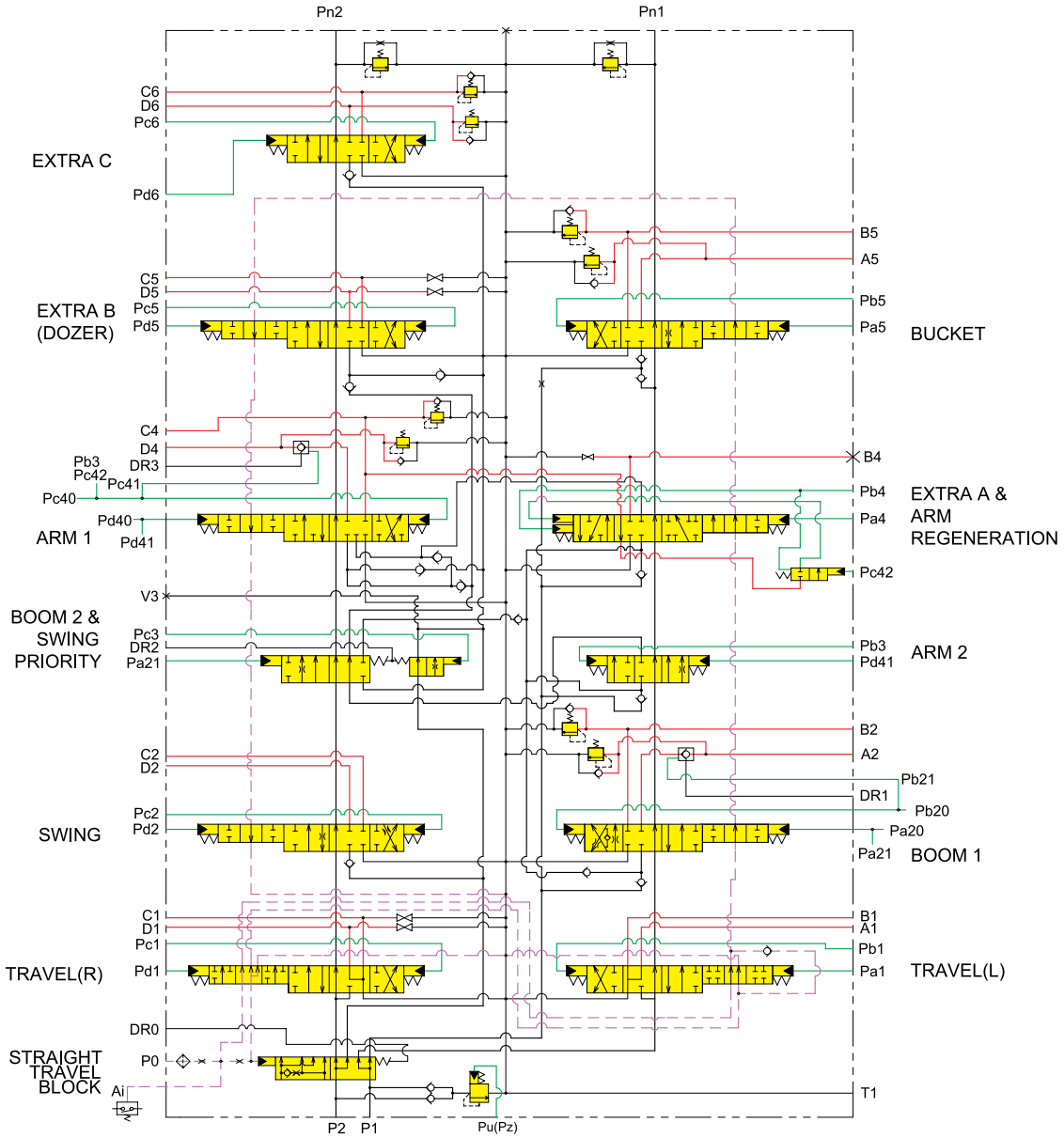


DETAIL OF LOCK VALVE(BOOM & ARM)

14072SF11

1	Body	50	Stopper-regeneration
2	Spool-straight travel	51	Piston-cut off
3	Spool-travel	52	Poppet-signal
4	Spool-swing	53	Spring-signal
5	Spool-boom	54	Plug
6	Spool-swing priority	55	Orifice-signal
7	Spool-boom2	56	Coin type filter
8	Spool-arm2	57	Orifice-plug
9	Spool-arm	58	Plug
10	Spool-arm regeneration & breaker	59	Plug
		60	Plug
11	Spool-option	61	Plug-orifice
12	Spool-bucket	62	Poppet-negative control
13	Cover-pilot A	63	Coin type filter
14	Cover-pilot B1	64	Spring seat
15	Cover-Pilot B2	65	Spring-negative control
16	Block-holding	66	Piston-negative control
17	Block-regeneration	67	Socket-negative control
18	Plug	68	Plug
19	Poppet1-check valve	69	Plug
20	Spring-check valve	70	Plug
21	Plug	71	Plug
22	Poppet2-check valve	72	Plug
23	Spring-check valve	73	Plug
24	Spring seat1	74	O-ring
25	Spring seat3	75	O-ring
26	Spacer bolt	76	O-ring
27	Spring-return(L)	77	O-ring
28	Spring-return(S)	78	O-ring
29	Stopper1-TS	79	O-ring
30	Stopper2-priority	80	O-ring
31	Spring seat2	81	O-ring
32	Poppet-TS check valve	82	O-ring
33	Spring-TS check valve	83	O-ring
34	Poppet-lock valve	84	O-ring
35	Restrictor-lock valve	85	O-ring
36	Spring-lock valve pilot	86	Back-up ring
37	Guide poppet	87	Back-up ring
38	Poppet-pilot	88	Back-up ring
39	Seat-poppet	89	Back-up ring
40	Piston1	90	O-ring
41	Guide-piston	91	Bolt with washer
42	Spring1-lock valve	92	Socket head bolt
43	Piston2	93	Socket head bolt
44	Socket-lock valve	94	Main relief valve
45	Spool-lock valve	95	Over load relief valve
46	Spring2-lock valve	96	Plug-relief valve
47	Stopper-lock valve	97	Plug-relief valve
48	Spool-regen selector	98	Plug-relief valve
49	Spring-regeneration	99	Over load relief valve

2. HYDRAULIC CIRCUIT

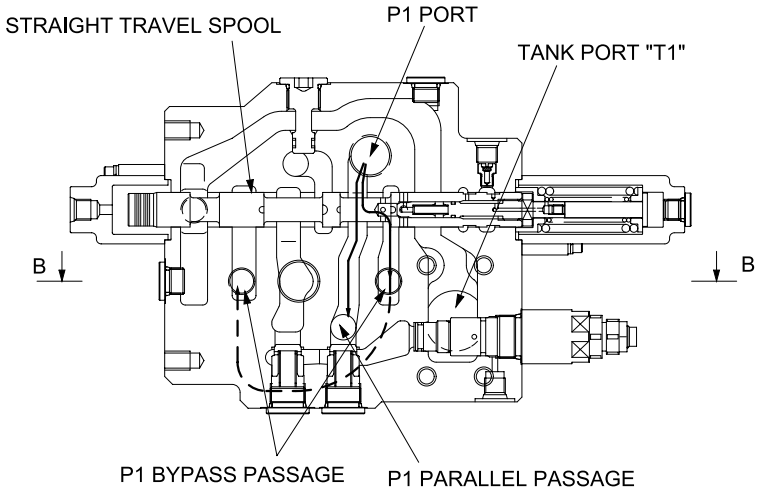


14072SF05

3. FUNCTION

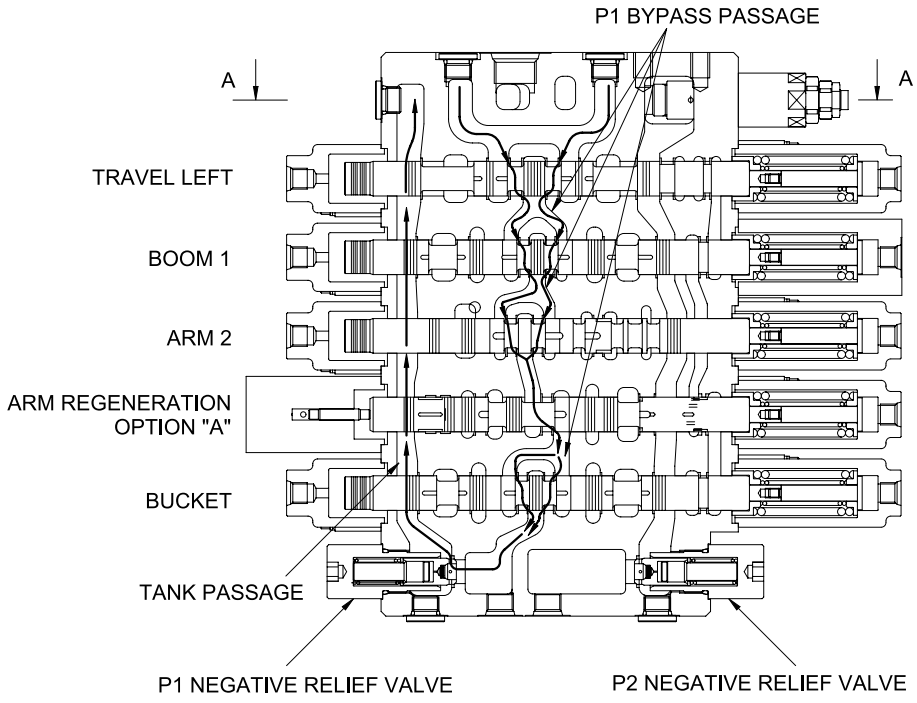
1) CONTROL IN NEUTRAL FUNCTION

(1) P1 SIDE



SECTION A-A

14072SF13



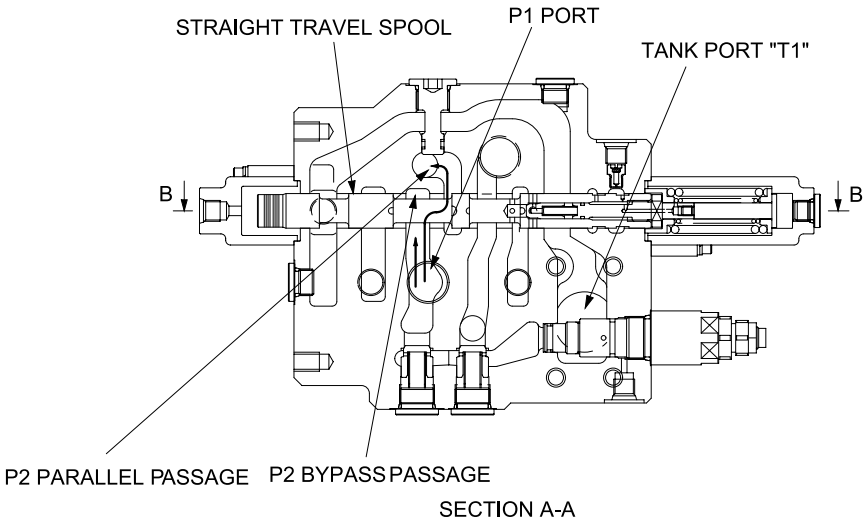
SECTION B-B

14072SF15

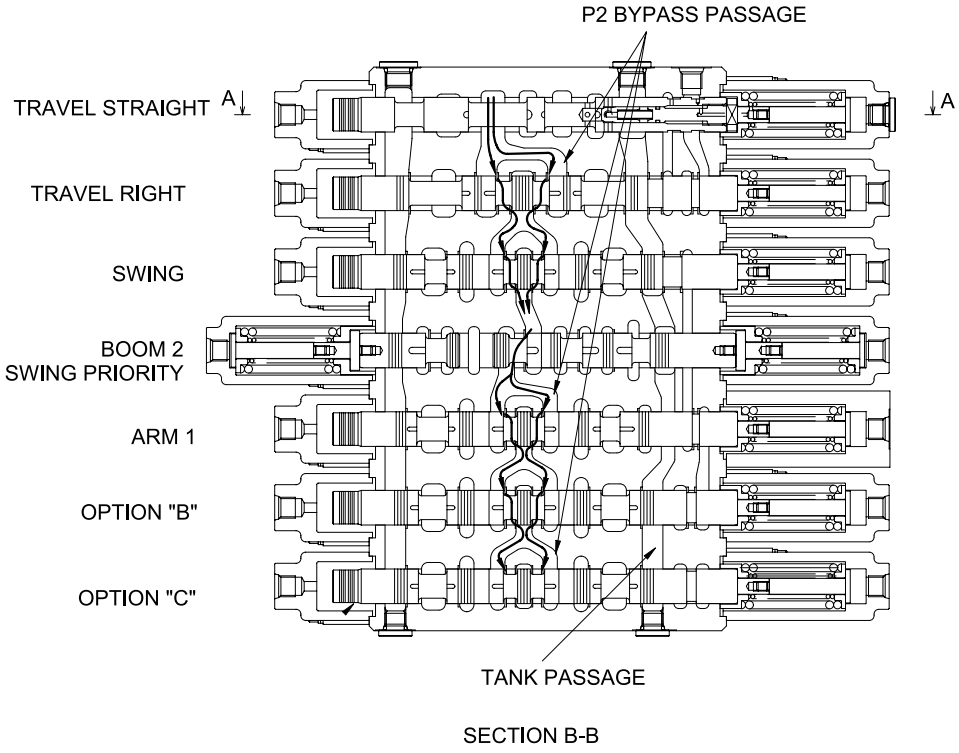
The hydraulic fluid from pump P1 flows into the main control valve through the inlet port "P1", pass the travel straight spool, into the P1 bypass passage and P1parallel passage.

The hydraulic fluid from the pump P1 is directed to the tank through the bypass passage of spools : travel left, boom1, arm2, arm regeneration & option A and bucket, the negative relief valve, tank passage, and the tank port "T1"

(2) P2 SIDE



14072SF14



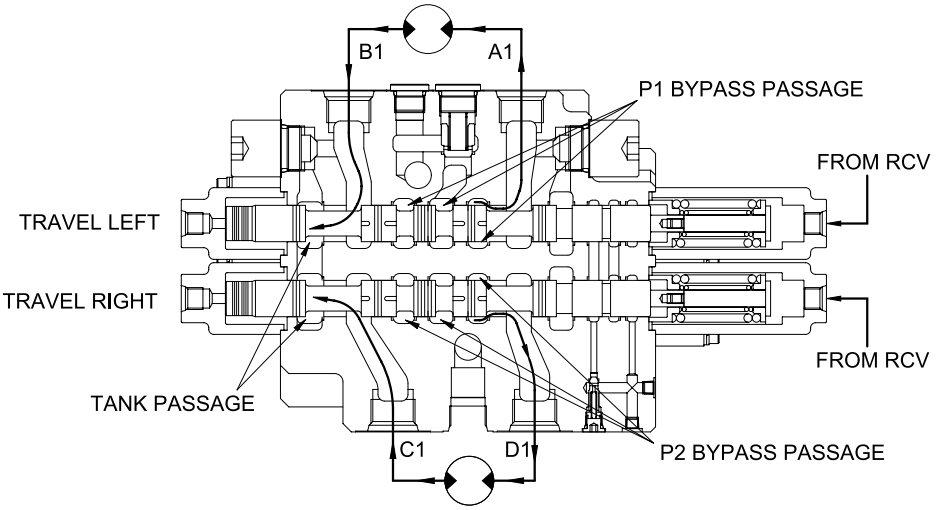
14072SF16

The hydraulic fluid from pump P2 flows into the main control valve through the inlet port "P2", pass the straight travel spool, into the P2 bypass passage and P2 parallel passage.
The hydraulic fluid from the pump P2 is directed to the tank through the bypass passage of spools : travel right, swing, boom2 & swing priority, arm1, option "B" and option "C", and the negative relief valve with the tank passage.

2) EACH SPOOL OPERATION

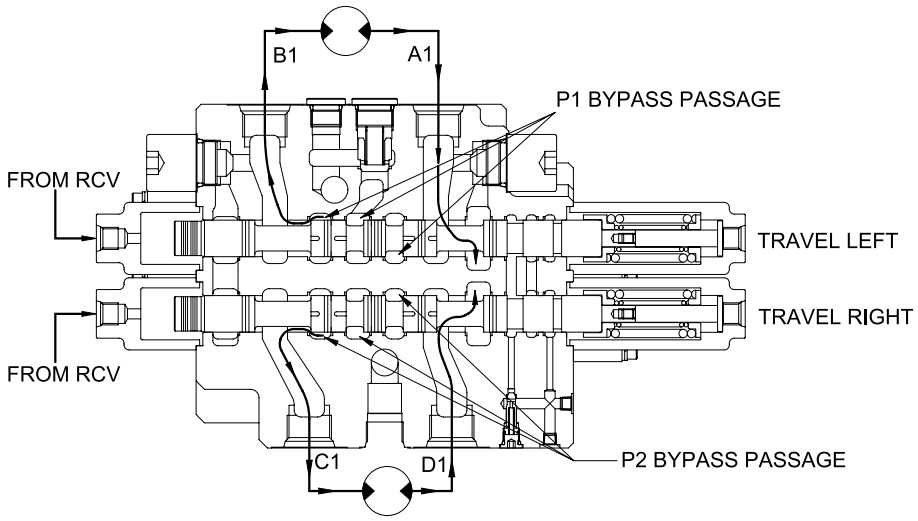
(1) TRAVEL OPERATION

① Travel forward operation



14072SF17

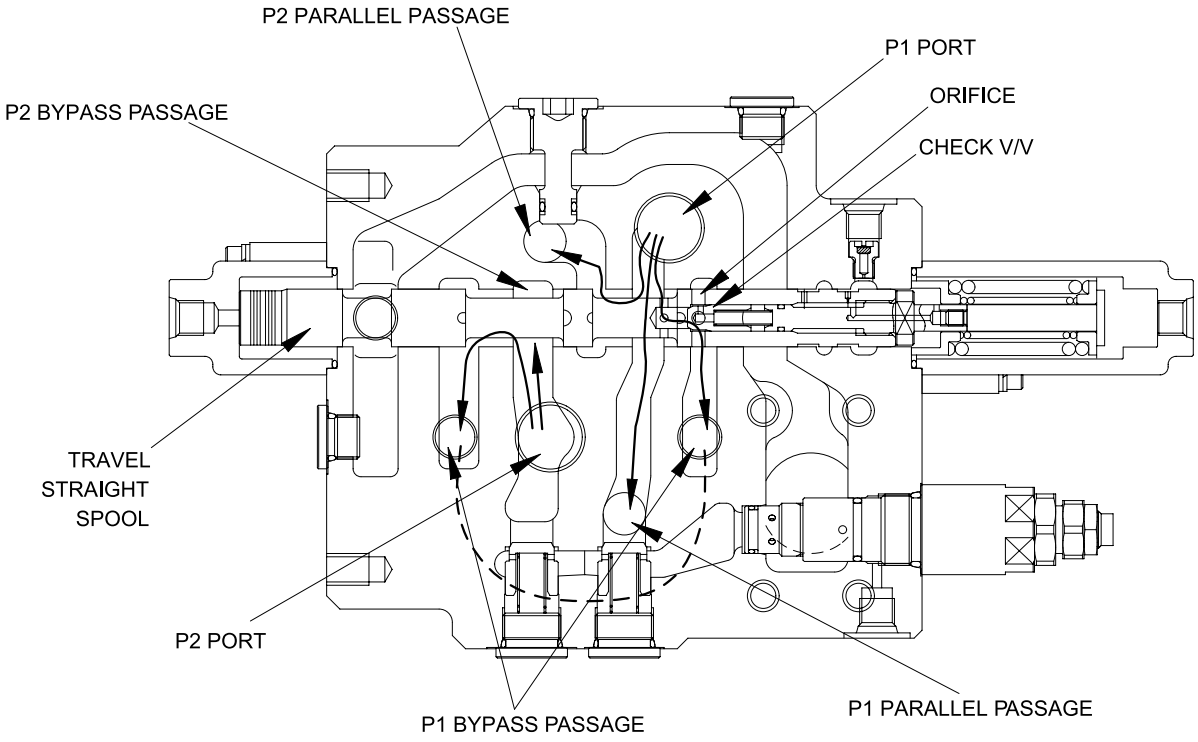
② Travel backward operation



14072SF18

During the travel operation, the hydraulic fluid of the pump P1 is supplied to the travel motor and the hydraulic fluid of the pump P2 is supplied to the other travel motor.
The pilot pressure from the pilot control valve is supplied to the spring side of pilot port (pa1, pd1).
And it shifts travel right and left spools in the left direction against springs. Hydraulic fluid from the pump P1 flow into the travel left spool through the bypass passage and hydraulic fluid from the pump P2 flow into the travel right spool through the bypass passage.
Then they are directed to the each travel motor through port A1 and D1. As a result, the travel motors turn and hydraulic fluid returns to the tank passage through the travel spools.
In case of the opposite operation, the operation is similar.

(2) TRAVEL STRAIGHT FUNCTION



This function keeps straight travel in case of simultaneous operation of other actuators(boom, arm, bucket, swing) during a straight travel.

① **During travel only :**

The hydraulic fluid of the pump P1 is supplied to the travel motor and the pump P2 is supplied to the other motor.

Thus, the machine keep travel straight.

② **The other actuator operation during straight travel operation :**

When the other actuator spool(s) is selected under straight travel operation, the straight travel spool is moved.

The hydraulic fluid from pump P1 is supplied actuator through P1 and P2 parallel pass and travel motors through orifice at side of straight travel spool.

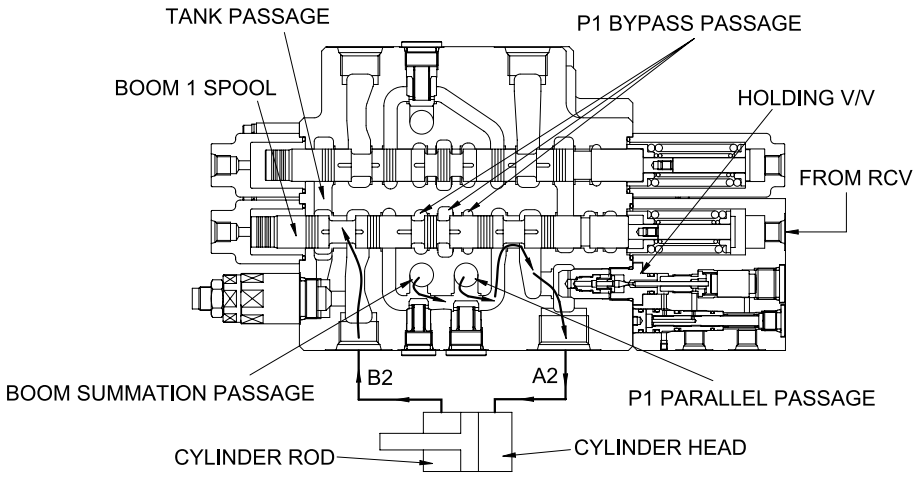
The hydraulic oil fluid from pump P2 is supplied to travel motors(left/right).

Therefore, the other actuator operation with straight travel operation, hydraulic oil fluid from pump P1 is mainly supplied to actuator, and the hydraulic oil fluid form pump P2 is mainly supplied to travel motors(left/right).

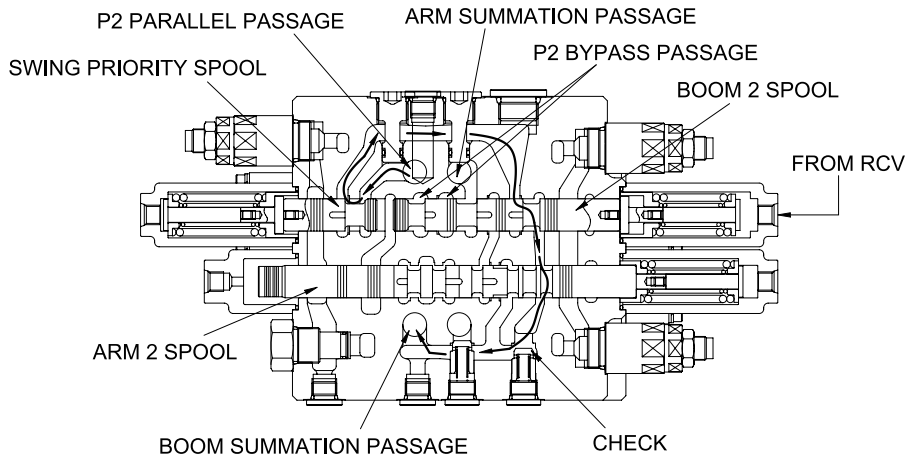
Then the machine keeps straight travel.

(3) BOOM OPERATION

① Boom up operation



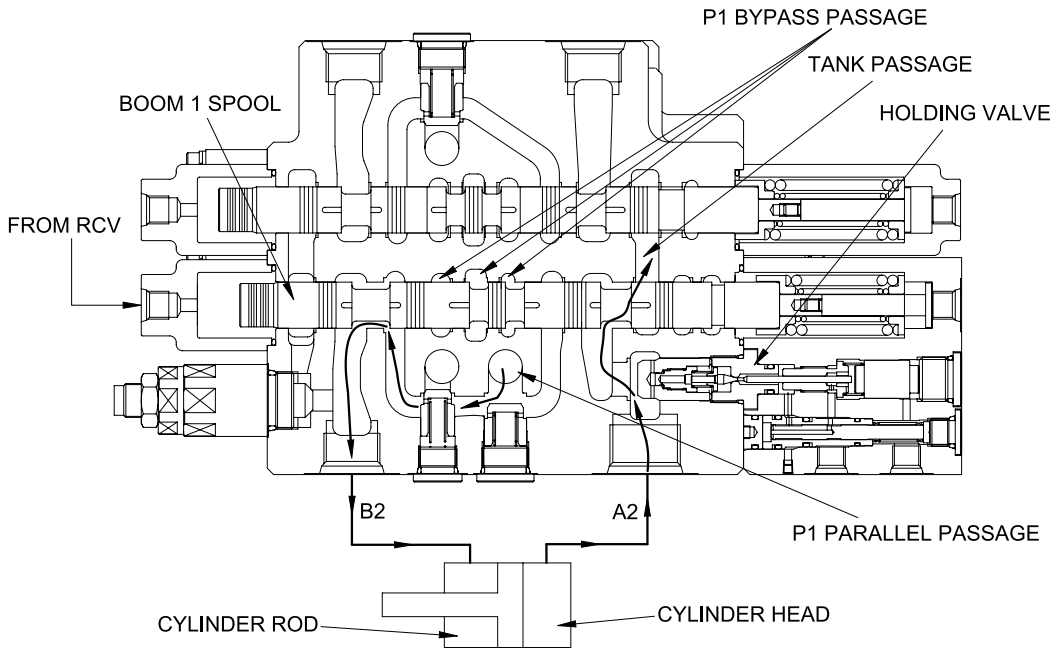
14072SF24



14072SF25

During boom up operation, the pilot pressure from RCV is supplied into the port Pa20 and shift the boom1 spool in the left direction. The hydraulic oil fluid from pump P1 is entered P1 parallel passage and then passes through the load check valve and boom holding valve then flows into the port A2.
Following this it flows into the head side of the boom cylinder.
(In this case, the boom holding valve is free flow condition)
At the same time the pilot pressure through the port Pa21 shifts the boom2 spool. The hydraulic oil fluid from pump P2 entered boom summation passage via the P2 parallel passage, the swing priority spool, the boom2 spool, arm1 spool and the check. The flows combine in passage and are directed to port A2 and head side of boom cylinder.
The flow from rod side of the boom cylinder return to the boom1 spool through the port B2. There after it is directed to the hydraulic oil tank through the tank passage.

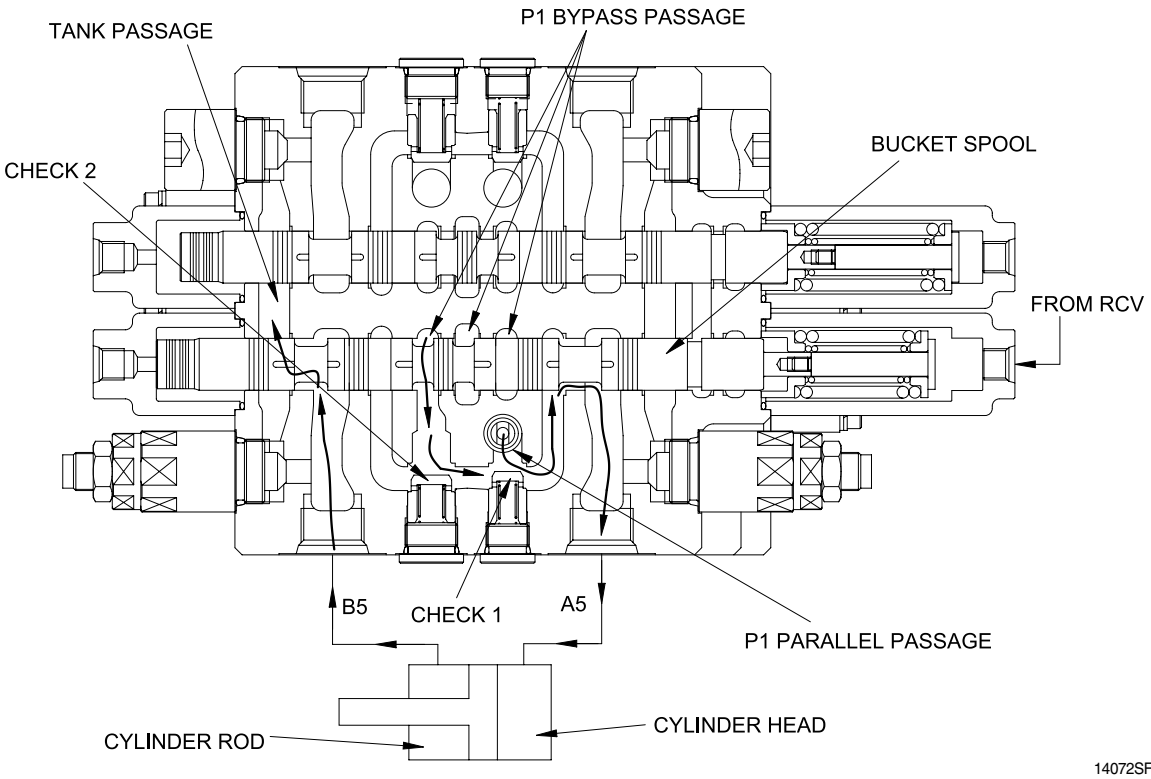
② **Boom down operation**



During the boom lowing operation, the pilot pressure from RCV is supplied to the port Pb20 and shift the boom1 spool in the right direction.
The hydraulic fluid from the pump P1 enters the parallel passage and is directed to the port B2 through the load check valve. Following this, it flows into the rod side of the boom cylinder.
The return flow from the head side of the boom cylinder returns to the boom1 spool through the port A2 and boom holding valve. Thereafter it is directed to the hydraulic oil tank through tank passage.
For details of the boom holding valve, see page 2-36.

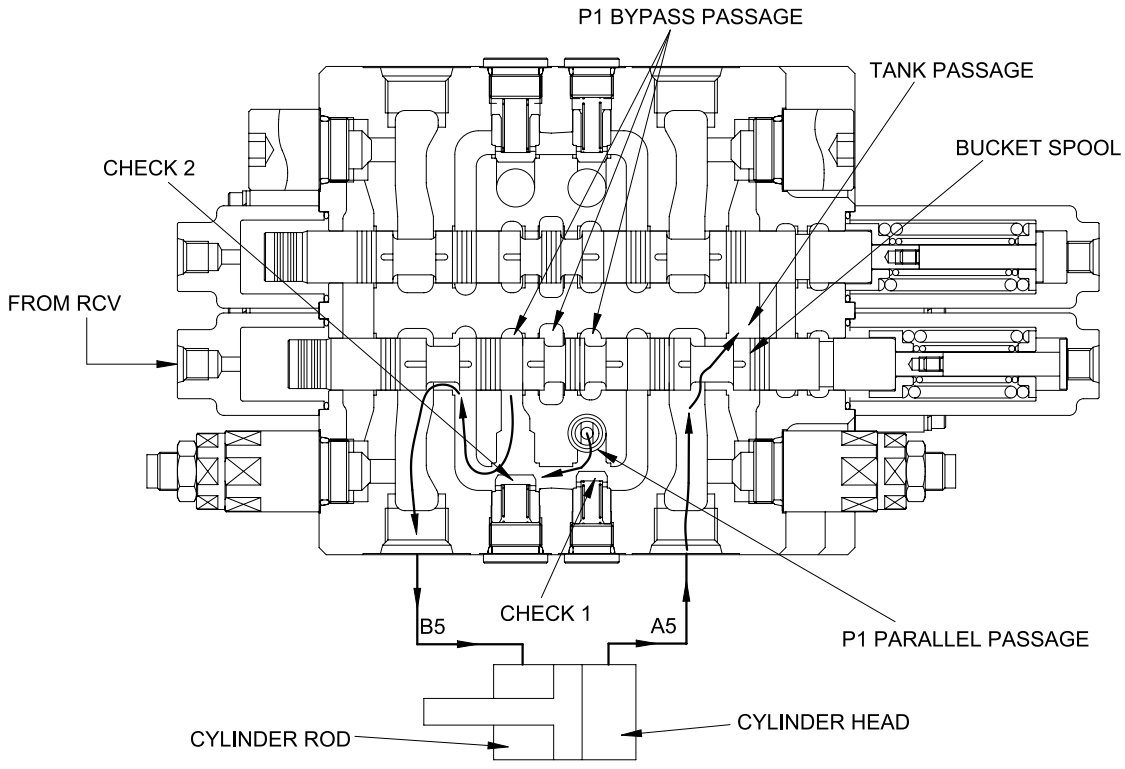
(4) BUCKET OPERATION

① Bucket roll in operation



14072SF34

② Bucket roll out operation



14072SF35

① **Bucket roll in operation**

During the bucket roll in operation, the pilot pressure from RCV is supplied to port Pa5 and shift the bucket spool in the left direction.

The hydraulic fluid from pump P1 entered P1 parallel passage and is directed to the port A5 through the check1.

At the same time, the hydraulic fluid from P1 bypass passage is directed to the port A5 through the check2.

Following this it flows into the head side of the bucket cylinder.

The return flow from the rod side of the bucket cylinder returns to the bucket spool through the port B5. Thereafter it is directed to the hydraulic oil tank through the tank passage.

② **Bucket roll out operation**

In case of the bucket roll out operation, the operation is similar

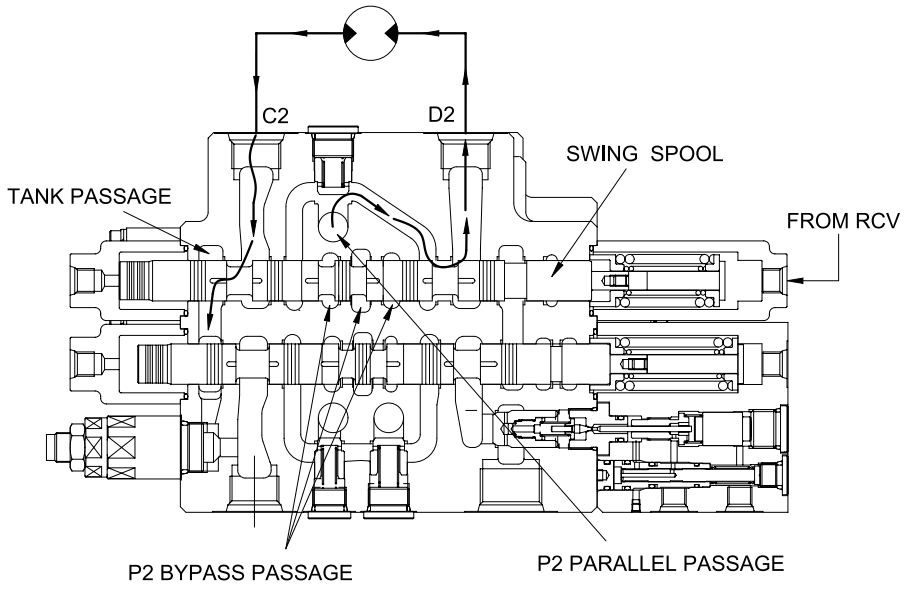
③ **Bucket operation with arm or boom operation**

When combined operation, mostly same as above but the fluid from bypass passage is empty.

So only the fluid from parallel passage is supplied to the bucket cylinder. Also, parallel passage is installed the orifice for supplying the fluid from pump to the boom or the arm operation prior to the bucket operation.

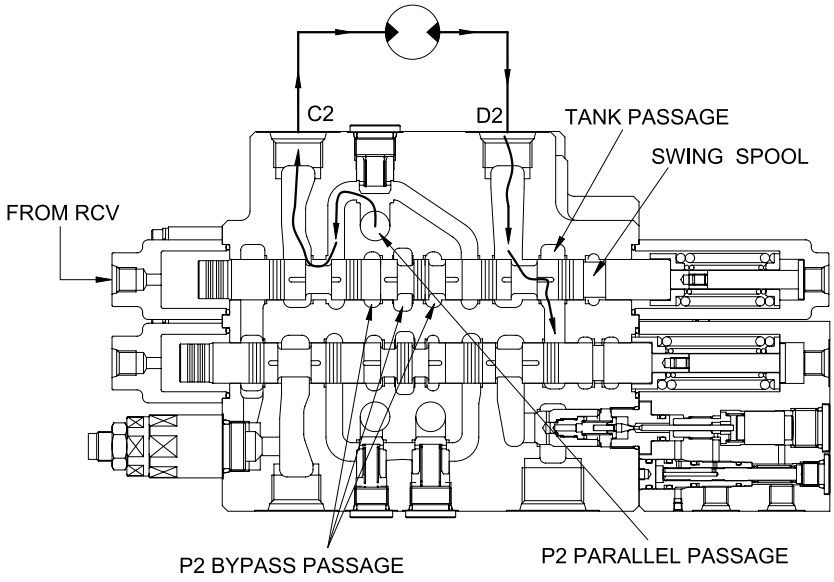
(5) SWING OPERATION

① Swing left operation



14072SF32

② Swing right operation

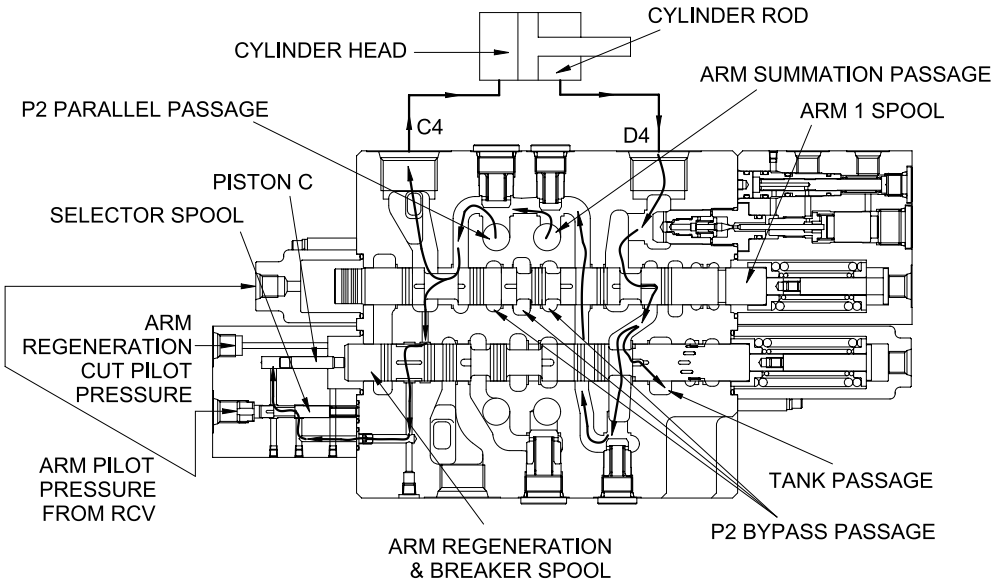


14072SF33

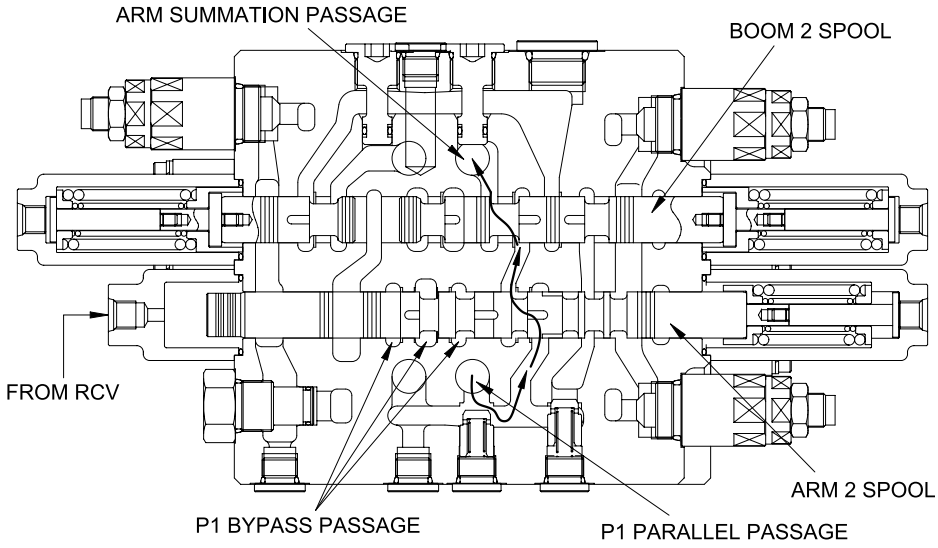
The pilot pressure from the RCV is supplied to the Pd2 and shift the swing spool in left direction. The hydraulic fluid from pump P2 flows into swing spool through the parallel passage. Then it is directed to swing motor through the port D2. As the result, swing motor turns and flow from the swing motor returns to the hydraulic oil tank through the port C2, swing spool and the tank passage .
In case of swing right operation, the operation is similar.

(6) ARM OPERATION

① Arm roll in operation



14072SF21



14072SF20

· Arm roll in operation :

During arm roll in operation the pilot pressure from the RCV is supplied to the port Pc4₀ and Pb3 and shifts arm1 spool and arm2 spool in the right direction.

The hydraulic oil from the pump P2 flows into the arm cylinder head side through P2 parallel passage, the load check valve and the port C4.

At same time, the hydraulic fluid from the pump P1 flows into the arm summation passage through parallel passage, the check valve, the arm2 spool and the boom2 spool. Then it entered the arm cylinder head side with hydraulic fluid from arm1 spool.

· **Arm regeneration :**

The return flow from the arm cylinder rod side is pressurized by self weight of arm and so, returns to port D4. The pressurized oil returning to port D4 enters the arm regeneration & breaker spool through the arm holding valve and the arm1 spool. It is suppled the arm cylinder head through internal passage. This is called the arm regeneration function.

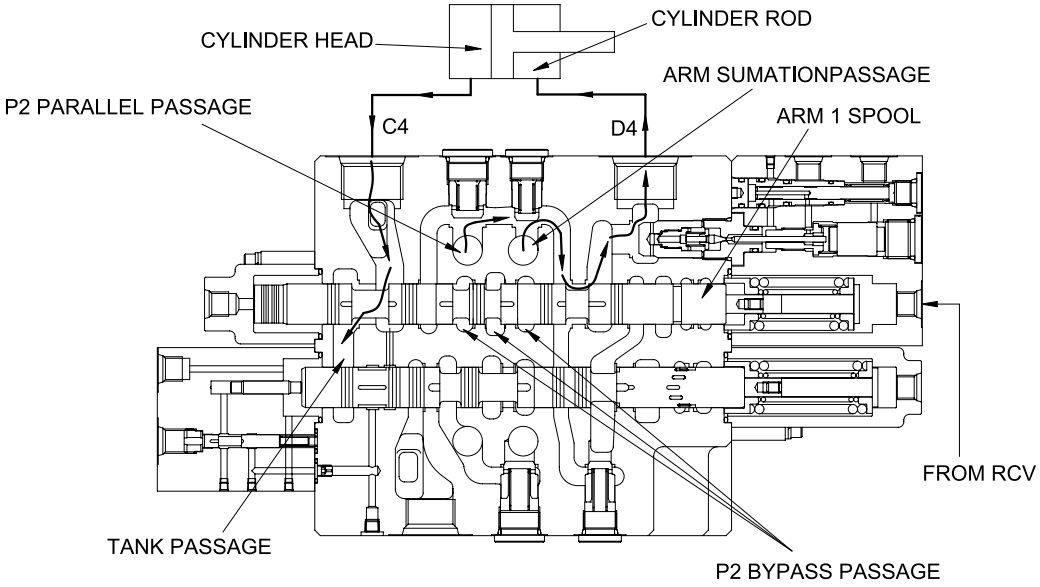
The amount of regeneration fluid are changed by movement of the arm regeneration & breaker spool.

A few fluid after P2 parallel passage is push piston "C" through the notch of arm regeneration spool and selector spool. At this time, the selector spool is opened by pilot pressure from RCV.

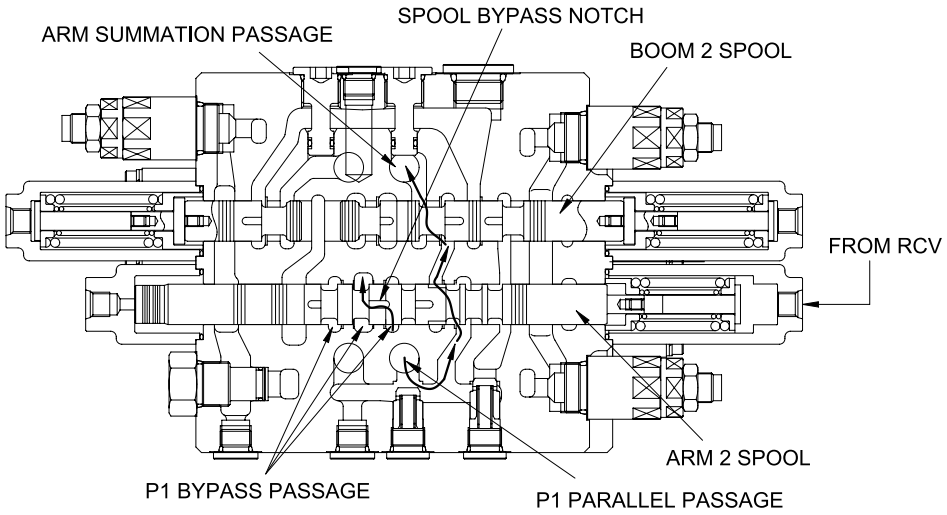
Then, the arm regeneration spool shift to right side and flow to tank pass increases and regeneration flow decreases. Therefore, pressure of arm cylinder head increases, then, arm regeneration flow decreases.

Furthermore, the arm regeneration cut pressure is supplied to port and arm regeneration spool is move into the right direction fully. The flow from the arm cylinder rod is returned to the hydraulic oil tank and regeneration function is not activated.

② **Arm roll out operation**



14072SF23



14072SF22

During arm roll out operation the pilot pressure from RCV is supplied to the port Pd40 and the Pd41 and shifts arm1 spool and arm2 spool in the right direction.

The hydraulic fluid from pump P2 flows into arm1 spool through the parallel passage. Then it enters into the arm cylinder rod side through the load check valve, bridge passage, arm holding valve and the port D4.

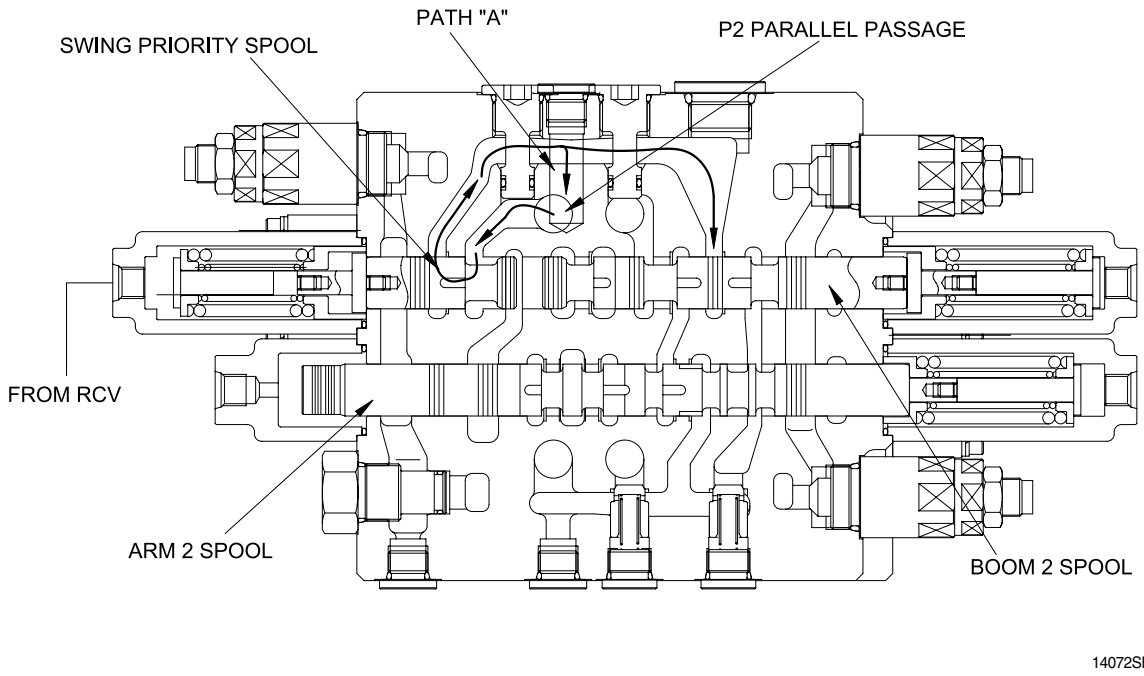
Some of the hydraulic fluid from pump P2 bypassed through bypass notch.

The rest of hydraulic fluid from pump P2 flows into the arm summation passage through P1 parallel passage the check valve arm2 spool and boom2 spool.

Then it enters into the arm cylinder rod side with the fluid from the arm1 spool.

The return flow from the arm cylinder head side returns to the hydraulic tank through the port C4 the arm1 spool and tank passage.

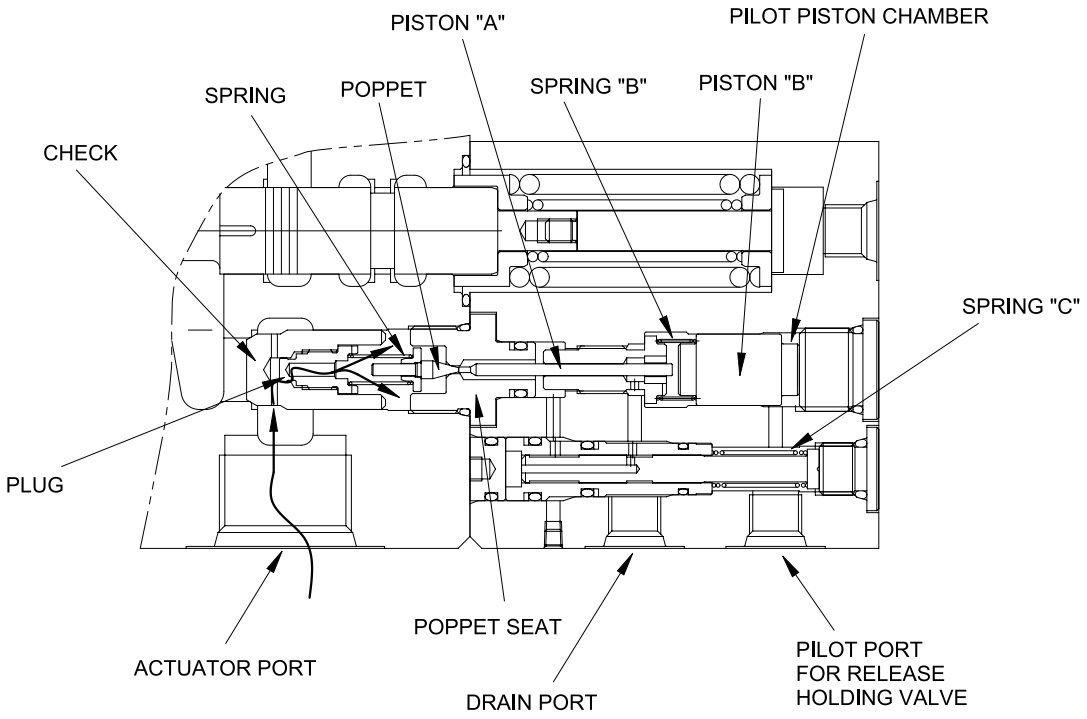
(7) SWING PRIORITY FUNCTION



During swing priority operation, the pilot pressure is supplied to the port Pc3 and shift swing priority spool in the right direction.
The hydraulic fluid from P2 parallel passage flows into the parallel passage of arm1 side through swing priority spool and the passage "A" and also flows into the boom2 spool.
Due to shifting of the swing priority spool, the fluid from pump P2 flows to swing side more then next spools to make the swing operation most preferential.

(8) HOLDING VALVE OPERATION

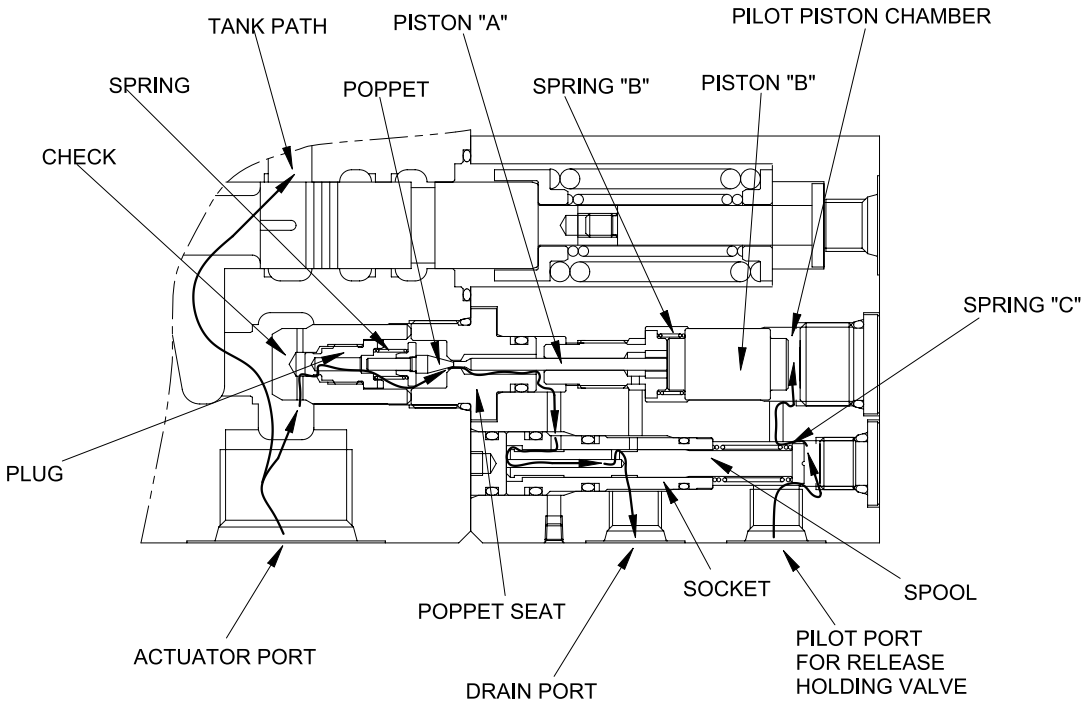
① Holding operation



14072SF30

At neutral condition, the pilot piston chamber is connected to drain port through the pilot port.
And the piston "B" is supported with spring "B" and the pressured fluid from actuator entered to inside of the holding valve through the periphery hole of check, crevice of the check and the plug and the periphery hole of plug.
Then, this pressured oil pushed the poppet to the poppet seat and the check to the seat of body.
So the hydraulic fluid from actuator is not escaped and the actuator is not moved.

② **Release holding operation**



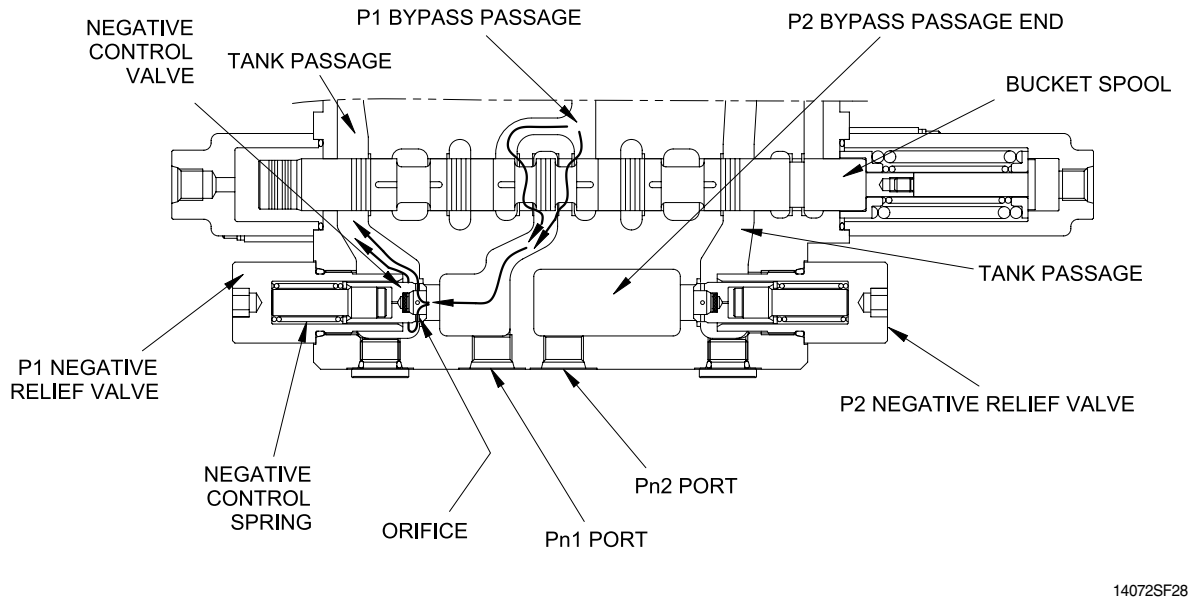
14072SF31

The pilot pressure is supplied to the pilot port for release holding valve and shifts the piston "B" in the left direction against the spring "B", and shifts the poppet in the left direction through piston "B" and piston "A" against spring "B" and shifts the spool in the left side.

At same time, the return fluid from actuator returns to the drain port through the periphery hole of check, crevice of the check and the plug, the periphery hole of the plug, in side of holding valve, crevice of the poppet and the poppet seat, the periphery hole of the poppet seat, crevice of the socket and spool and inside of spool.

When the poppet is opened, pressure of inside of holding valve is decreased and the return fluid from actuator returns to the tank passage through the notch of spool.

(9) NEGATIVE CONTROL



When no function is being actuated on P1 side, the hydraulic fluid from the pump P1, flows into the tank passage through the bypass passage and orifice. The restriction caused by this orifice thereby pressurizes. This pressure is transferred as the negative control signal pressure Pn1 to the pump P1 regulator.

It controls the pump regulator so as to minimize the discharge of the pump P1.

The bypass passage is shut off when the shifting of one or more spools and the flow through bypass passage became zero. The pressure of negative control signal become zero and the discharge of the pump P1 become maximum.

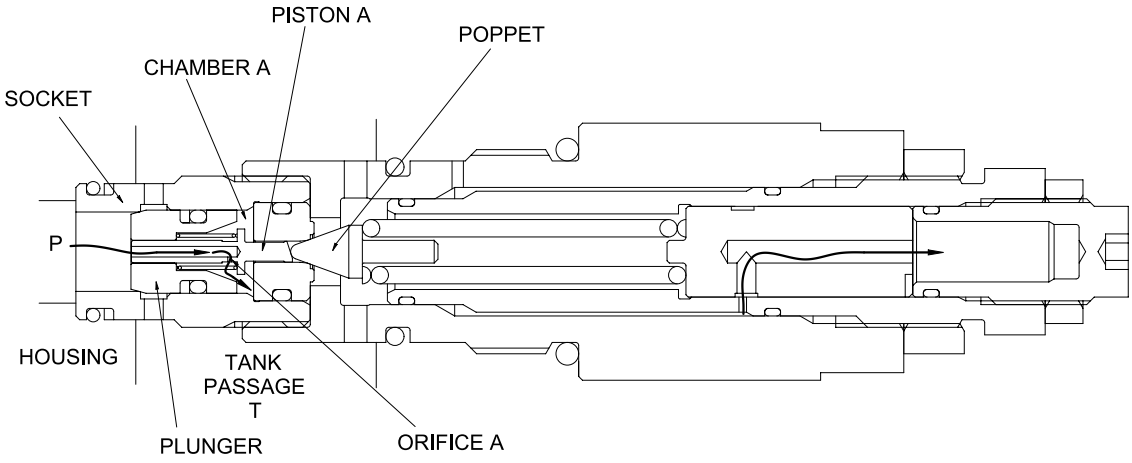
The negative control pressure reaches to the set level, the hydraulic fluid in the passage pushes open negative control valve and escapes into the return passage.

For the pump P2 the same negative control principle.

(10) OPERATION OF MAIN RELIEF VALVE

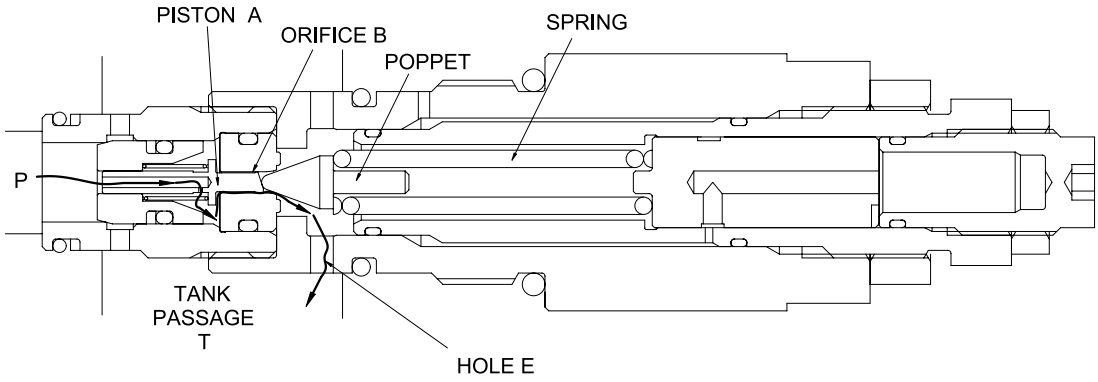
The main relief valve is fitted to the straight travel valve block and functions as follows :

① The pressurized oil passes through the orifice (A) of the plunger is filled up in chamber A of the inside space, and seats the plunger against the housing securely.



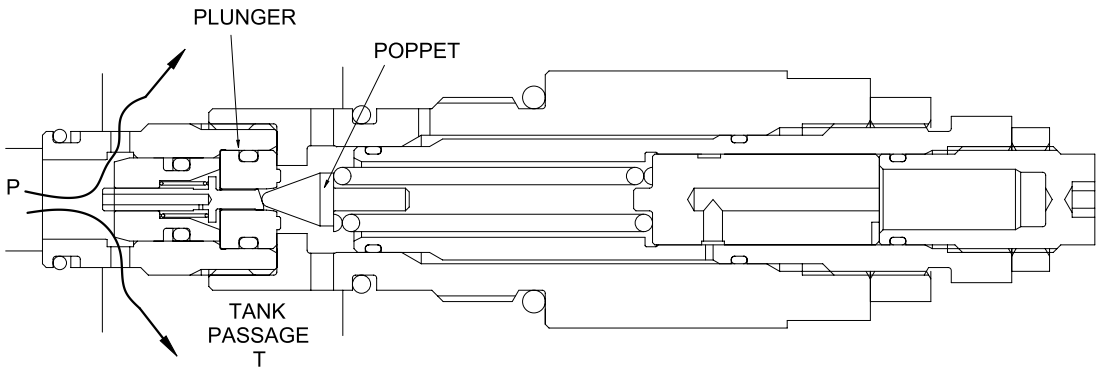
14072SF36

② When the pressure at (P) becomes equal to the set pressure of the spring the hydraulic oil passes through the piston (A) pushes open the poppet and flows to tank passage (T) through the hole (E).



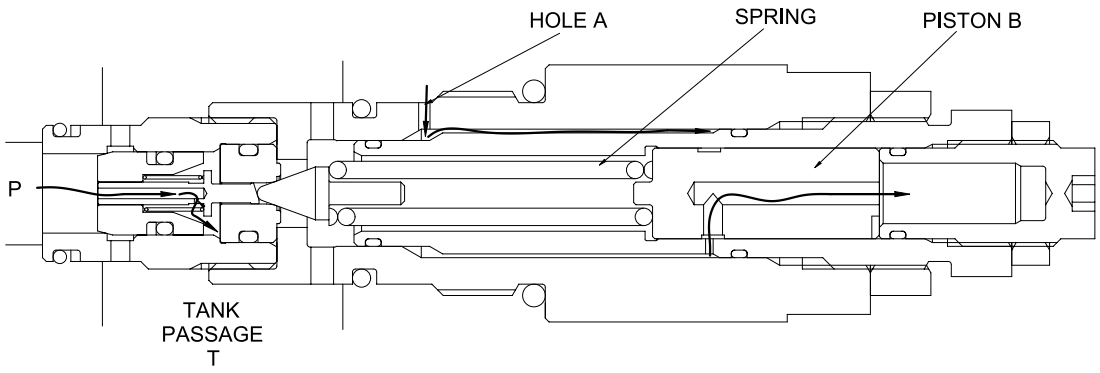
14072SF37

③ Opening the poppet causes the pressure in chamber A to fall and the plunger to open. As the result the pressurized oil at port P runs into tank passage (T)



14072SF38

④ High pressure setting pilot signal(Pu) : ON
When the power boost switch is ON, the pilot pressure enters through hole A.
It pushes the piston(B) in the left direction to increase the force of the spring and change the relief set pressure to the high pressure.

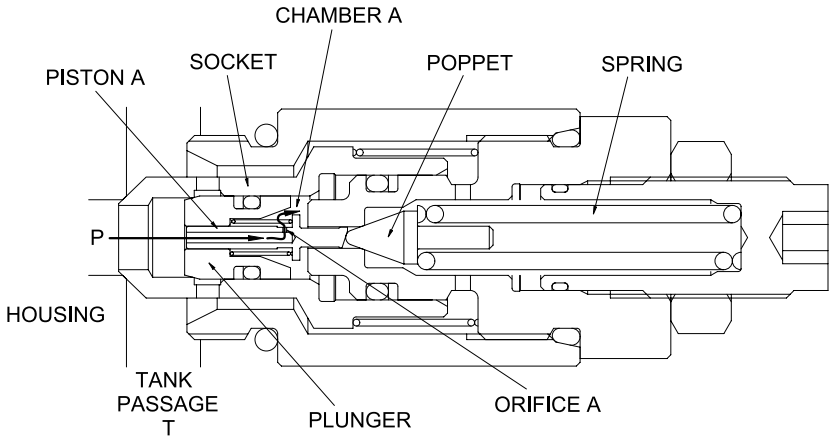


14072SF36

(11) OPERATION OF PORT RELIEF VALVE

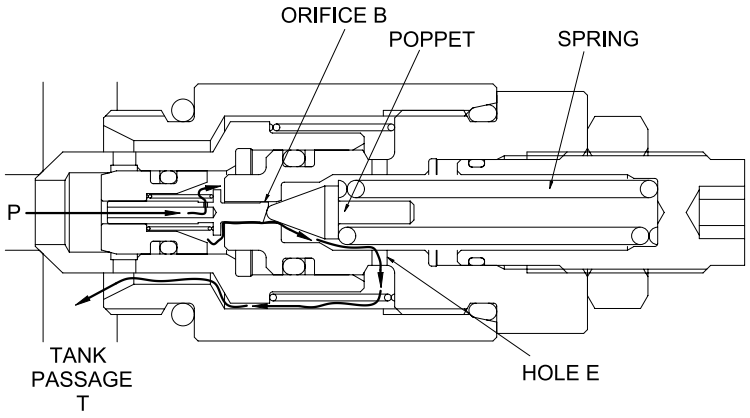
① Function as relief valve

ⓐ The pressurized oil passes through the piston A and orifice is filled up in chamber A of the inside space and seat the plunger against the socket and the socket against the housing securely.



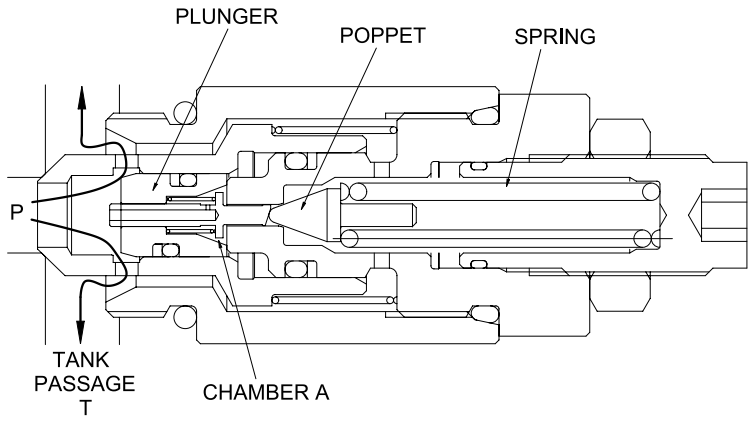
14072SF39

ⓑ When the pressure at port P becomes equal to the set pressure of the spring, the pressurized oil pushes open the poppet flows to tank passage (T) through hole E.



14072SF40

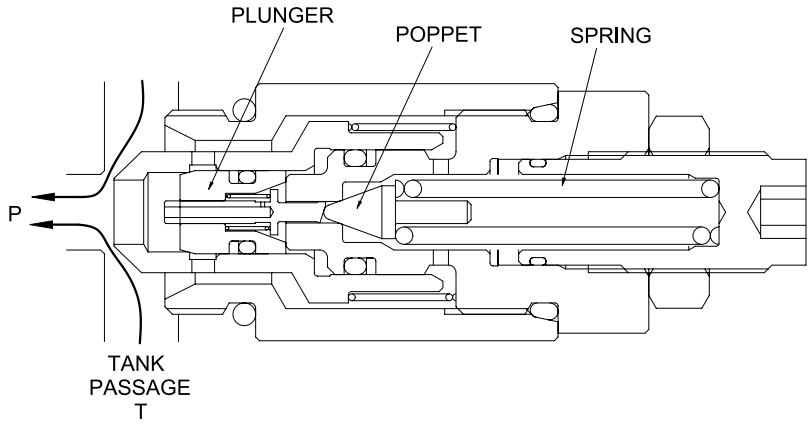
ⓒ Opening of the poppet causes the pressure in chamber A to fall and the plunger to open. As the result the pressurized oil at port P runs into tank passage (T).



14072SF41

② **Make-up function**

When negative pressure exists at port P, the oil is supplied through tank passage (T). When the pressure at tank passage (T) becomes higher than that at port P, the socket moves in the right direction. Then, sufficient oil passes around the socket from tank passage (T) to port P and fills up the space.



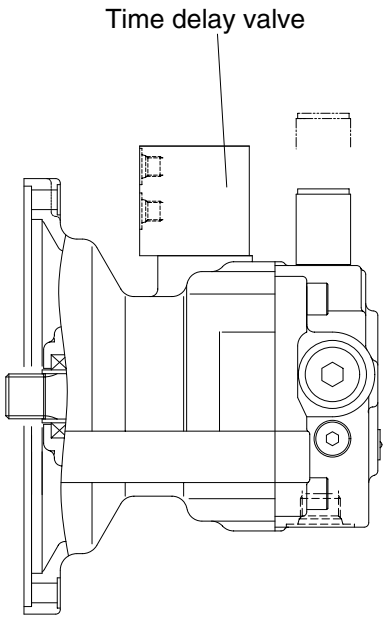
14072SF42

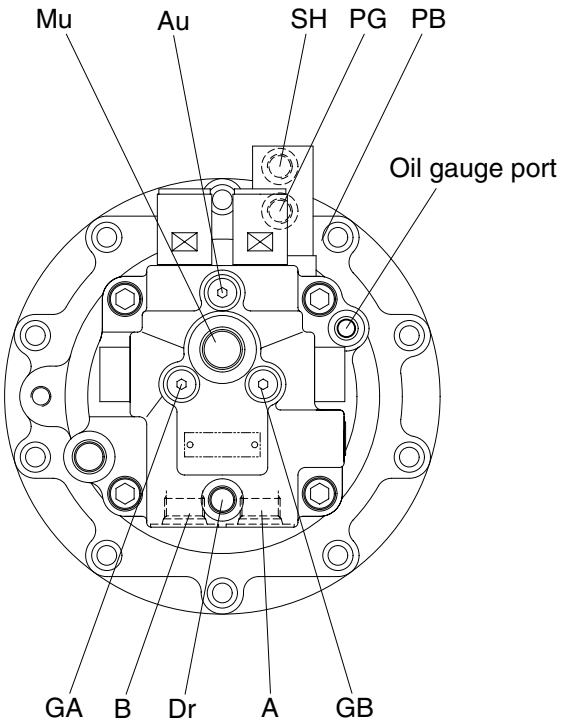
GROUP 3 SWING DEVICE

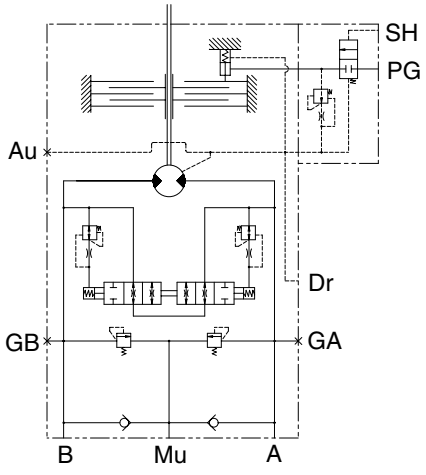
1. STRUCTURE

Swing device consists swing motor, swing reduction gear.

Swing motor include mechanical parking valve, relief valve, make up valve and time delay valve.





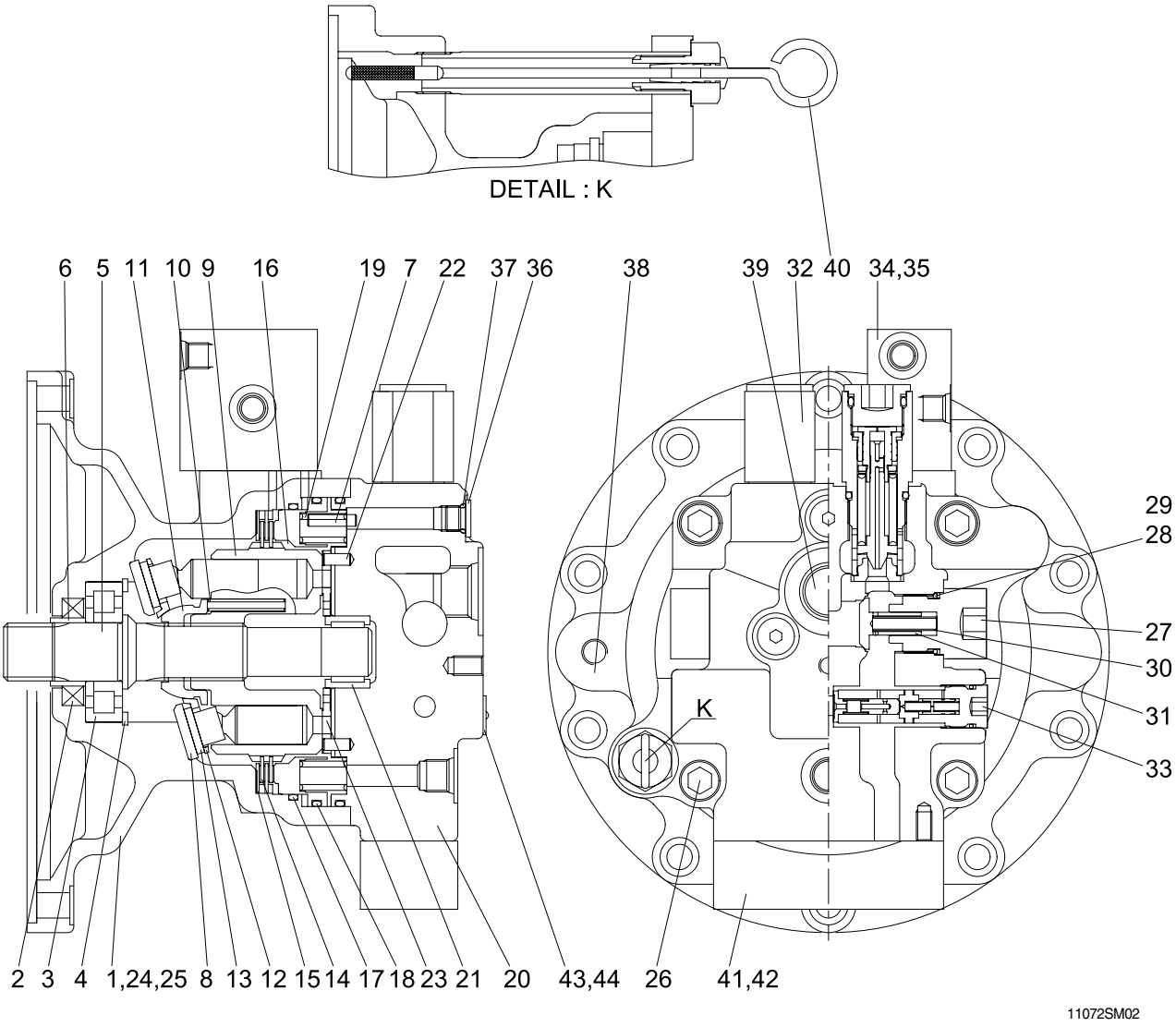


Hydraulic circuit

Port	Port name	Port size
A	Main port	PF 3/4
B	Main port	PF 3/4
Dr	Drain port	PF 3/8
Mu	Make up port	PF 1
SH	Brake release port	PF 1/4
PG	Stand by port	PF 1/4
GA, GB	Gage port	PF 1/4
Au	Air bleed port	PF 1/4

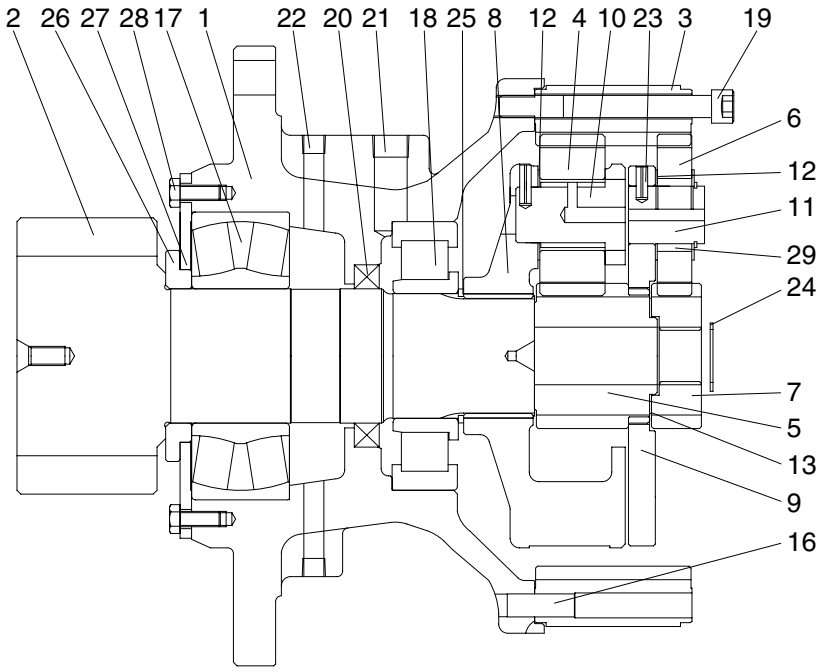
11072SM01

1) SWING MOTOR



1	Body	16	Brake piston	31	Check
2	Oil seal	17	O-ring	32	Relief valve assy
3	Roll bearing	18	O-ring	33	Reactionless valve assy
4	Snap ring	19	Spring	34	Time delay valve assy
5	Shaft	20	Rear cover	35	Wrench bolt
6	Bushing	21	Needle bearing	36	Plug
7	Pin	22	Pin	37	O-ring
8	Shoe plate	23	Valve plate	38	Plug
9	Cylinder block	24	O-ring	39	Plug
10	Spring	25	O-ring	40	Level gauge
11	Ball guide	26	Wrench bolt	41	Flange
12	Set plate	27	Plug	42	O-ring
13	Piston assy	28	Back up ring	43	Name plate
14	Friction plate	29	O-ring	44	Rivet
15	Plate	30	Spring		

2) REDUCTION GEAR



11072SM03

1	Casing	10	Pin No.2 assembly	21	Plug(B)
2	Drive shaft	11	Pin No.1	22	Plug(A)
3	Ring gear	12	Thrust washer(B)	23	Spring pin
4	Planet gear No.2	13	Thrust washer(A)	24	Stop ring
5	Sun gear No.2	16	Knock pin	25	Stop ring
6	Planet gear No.1	17	Sph roller bearing	26	Spacer
7	Sun gear No.1	18	Cyl roller bearing	27	Cover plate
8	Carrier No.2	19	Bolt	28	Bolt
9	Carrier No.1	20	Oil seal	29	Needle cage

2. FUNCTION

1) ROTARY PART

When high pressurized oil enters a cylinder through port(a), which is the inlet of balance plate(1), hydraulic pressure acting on the piston causes axial force F. The pressure force F works via the piston(2) upon the return plate(3) which acts upon the swash plate(4) via an hydrostatic bearing. Force F1 perpendicular to swash plate(4) and force F2 perpendicular to cylinder center.

Being transferred to the cylinder block(5) through piston, force F2 causes rotational moment at surroundings of cylinder.

Since cylinder block has 9 equidistantly arrayed pistons, rotational torque is transmitted to cylinder shaft in order by several pistons connected to the inlet port of high pressurized oil. When the direction of oil flow is reversed, rotational direction of cylinder is also reversed. Output torque is given by the equation.

$$T = \frac{p \times q}{2\pi}, \quad q = Z \cdot A \cdot PCD \cdot \tan\theta, \quad F1 = \frac{F}{\cos\theta}, \quad F_2 = F\tan\theta, \quad S = PCD \times \tan\theta$$

Where p : Effective difference of pressure(kgf/cm^2)

q : Displacement(cc/rev)

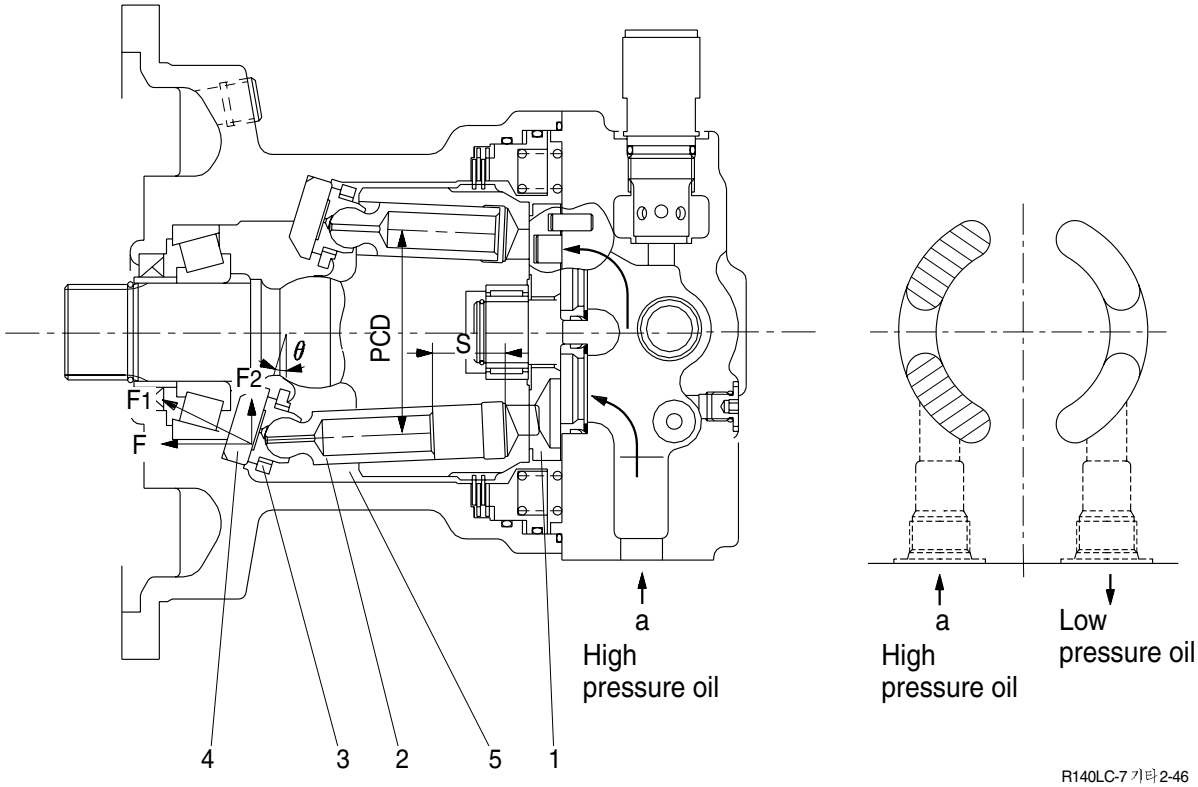
T : Output torque(kgf · cm)

Z : Piston number(9EA)

A : Piston area(cm^2)

θ : Tilting angle of swash plate(degree)

S : Piston stroke(cm)



R140LC-7 기타 2-46

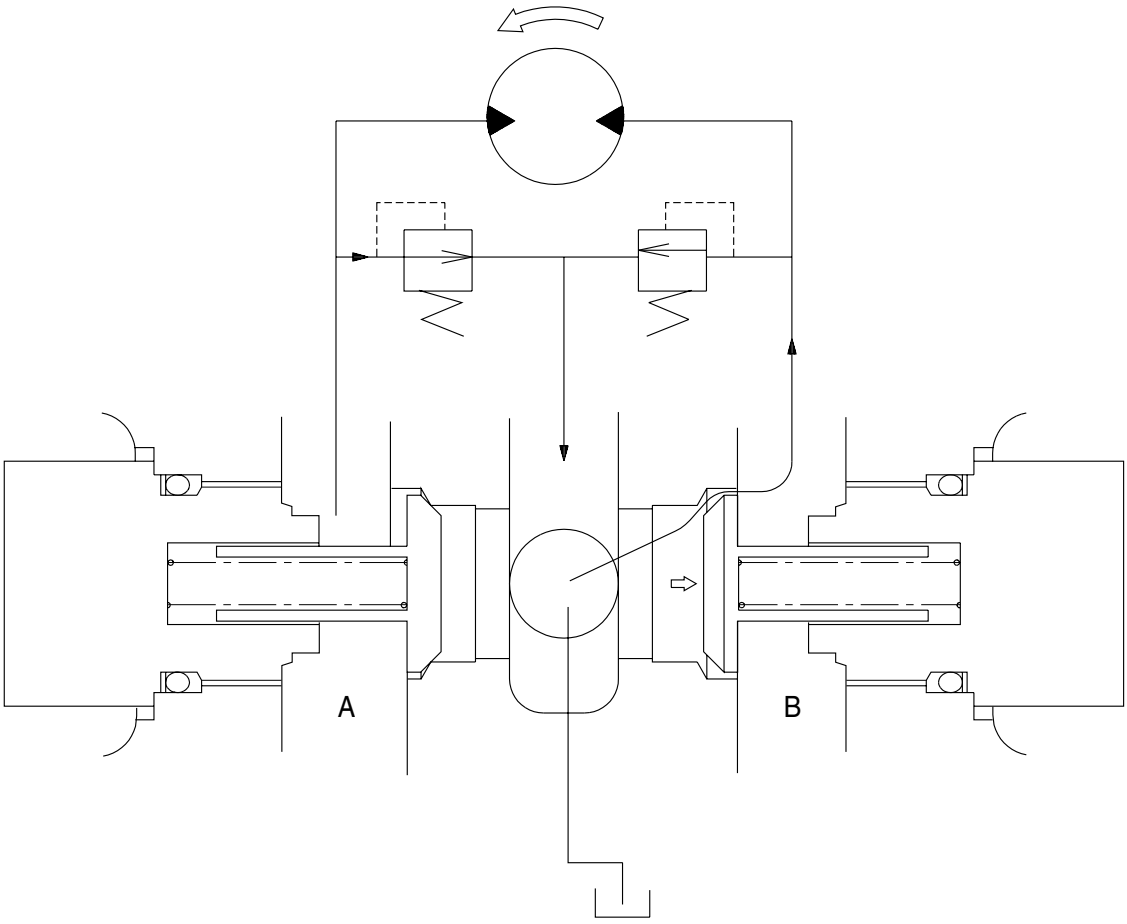
2) MAKE UP VALVE

In the system using this type of motor, there is no counter balance functioning valve and there happens the case of revolution exceeding hydraulic supply of motor. To prevent the cavitation caused by insufficient oil flow there is a make up valve to fill up the oil insufficiency.

A make up valve is provided immediately before the port leading to the hydraulic oil tank to secure feed pressure required when the hydraulic motor makes a pumping action. The boost pressure acts on the hydraulic motor's feed port via the make up valve.

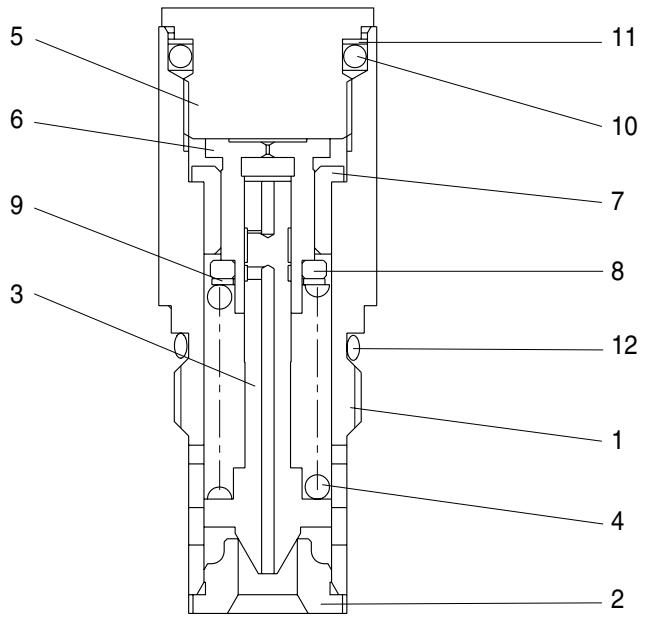
Pressurized oil into the port B, the motor rotate counterclockwise.

If the plunger of MCV moves neutral position, the oil in the motor is drain via left relief valve, the drain oil run into motor via right make up valve, which prevent the cavitation of motor.



R140LC-7 기타 2-47

3) RELIEF VALVE



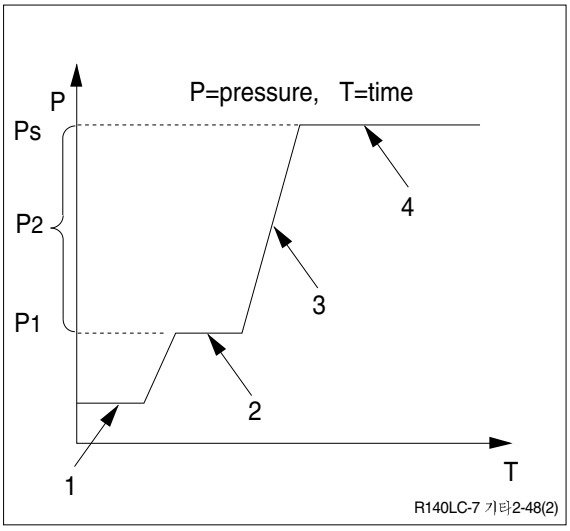
1 Body
2 Seat
3 Plunger
4 Spring
5 Adjusting screw
6 Piston
7 Bushing
8 Spring seat
9 Shim
10 O-ring
11 Back up ring
12 O-ring

(1) Construction of relief valve

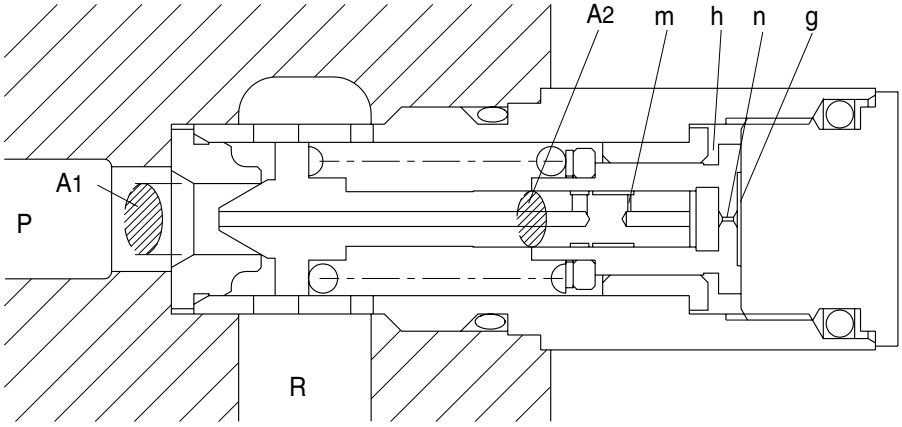
The valve casing contains two cartridge type relief valves that stop the regular and reverse rotations of the hydraulic motor. The relief valves relieve high pressure at start or at stop of swing motion and can control the relief pressure in two steps, high and low, in order to insure smooth operation.

(2) Function of relief valve

Figure illustrates how the pressure acting on the relief valve is related to its rising process. Here is given the function, referring to the figure following page.



① Ports (P,R) at tank pressure.

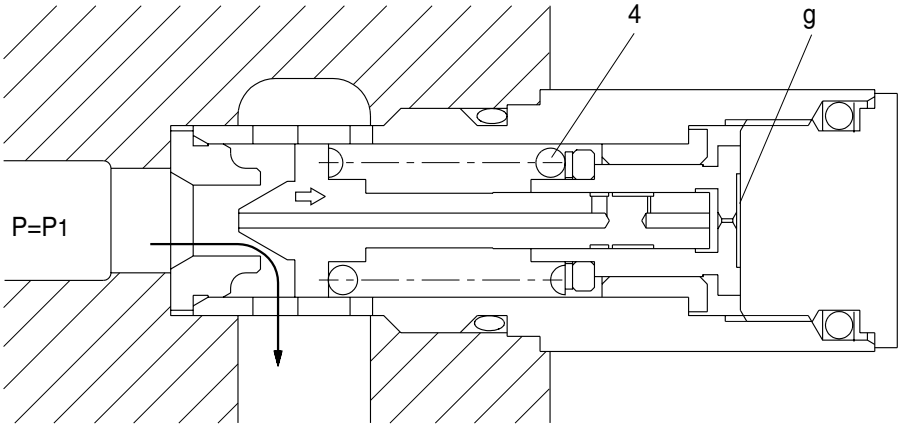


R140LC-7 기타 2-49

② When hydraulic oil pressure($P \times A_1$) reaches the preset force(F_{SP}) of spring(4), the plunger(3) moves to the right as shown.

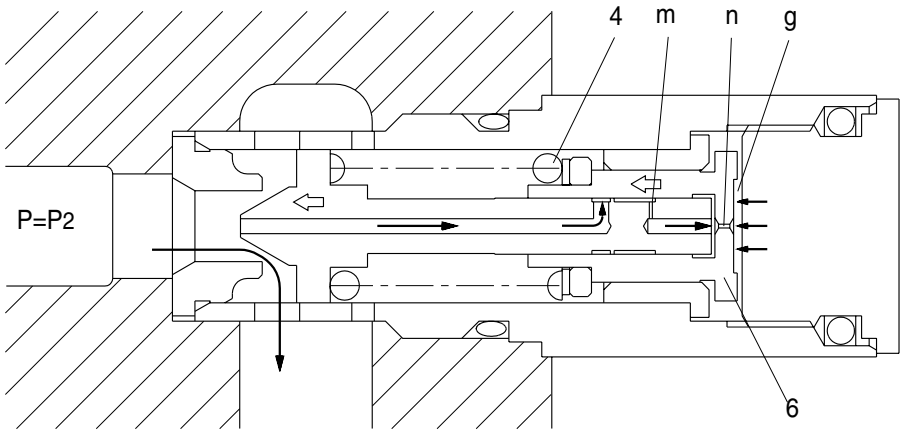
$P_1 \times A_1 = Fsp + Pg \times A_2$

$$P_1 = \frac{Fsp + Pg \times A_2}{A_1}$$



R140LC-7 기타 2-49

③ The oil flow chamber g via orifice m and n. When the pressure of chamber g reaches the preset force(F_{SP}) of spring(4), the piston(6) moves left and stop the piston(6) hits the bottom of bushing(7).

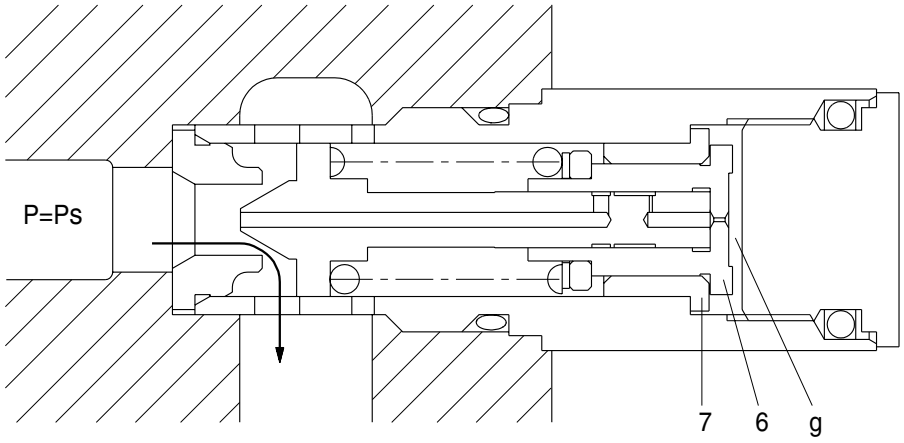


R140LC-7 기타 2-49

④ When piston(6) hits the bottom of bushing(7), it stops moving to the left any further. As the result, the pressure in chamber(g) equals(Ps).

$Ps \times A_1 = Fsp + Ps \times A_2$

$$Ps = \frac{Fsp}{A_1 - A_2}$$



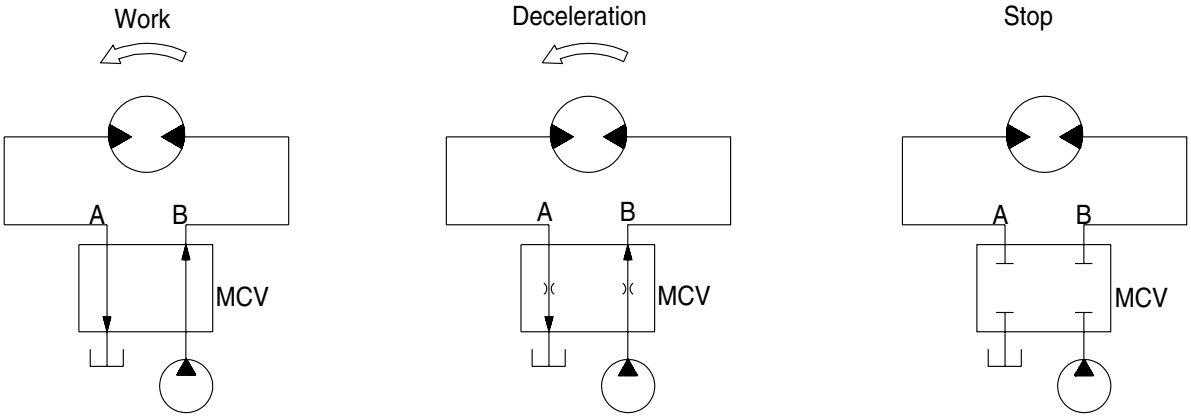
R140LC-7 기타 2-49

4) BRAKE SYSTEM

(1) Control valve swing brake system

This is the brake system to stop the swing motion of the excavator during operation.

In this system, the hydraulic circuit is throttled by the swing control valve, and the resistance created by this throttling works as a brake force to slow down the swing motion.



MCV A, B opened　　MCV A, B throttled　　MCV A, B closed

R140LC-7 기타 2-48(1)

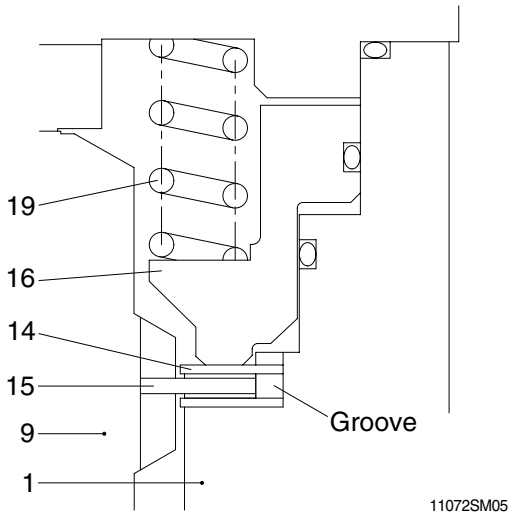
(2) Mechanical swing parking brake system

The mechanical swing parking brake system is installed to prevent the upper structure from swinging downhill because of its own weight when the excavator is parked on a slope since it completely eliminates the hydraulic drift of swing motion while the excavator is on a slop, work can be done more easily and safely.

① Brake assembly

Circumferential rotation of separate plate(14) is constrained by the groove located at body(1). When housing is pressed down by brake spring(19) through lining plate(15), separate plate(14) and brake piston(16), friction force occurs there.

Cylinder(9) is constrained by this friction force and brake acts, while brake releases when hydraulic force exceeds spring force.



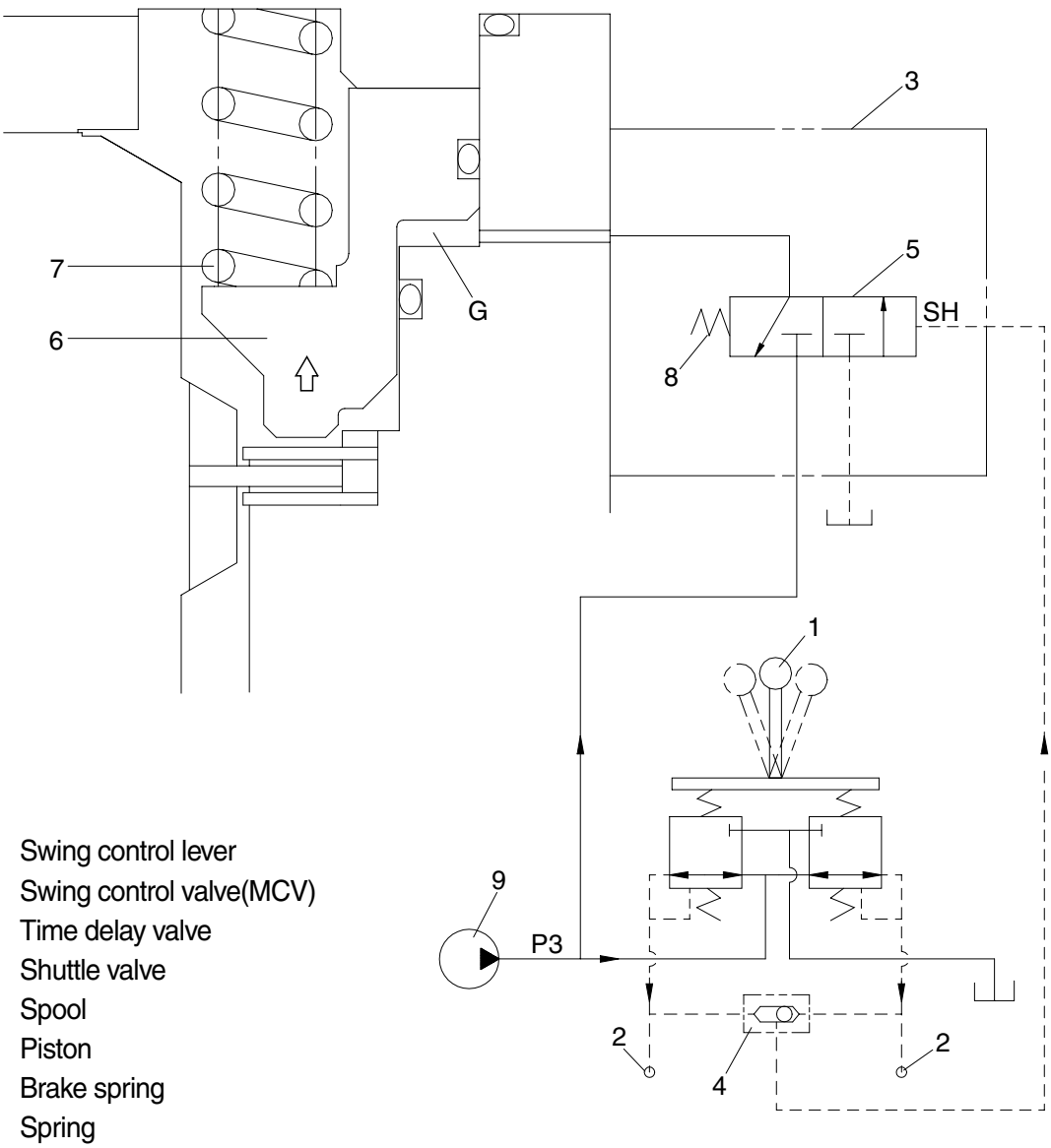
11072SM05

1	Body	15	Lining plate
9	Cylinder	16	Brake piston
14	Separate plate	19	Spring

② **Operating principle**

a. When the swing control lever(1) is set to the swing position, the pilot oil go to the swing control valve(2) and to S_h of the time delay valve(3) via the shuttle valve(4), this pressure move spool(5) to the leftward against the force of the spring(8), so pilot pump charged oil(P_3) goes to the chamber G.

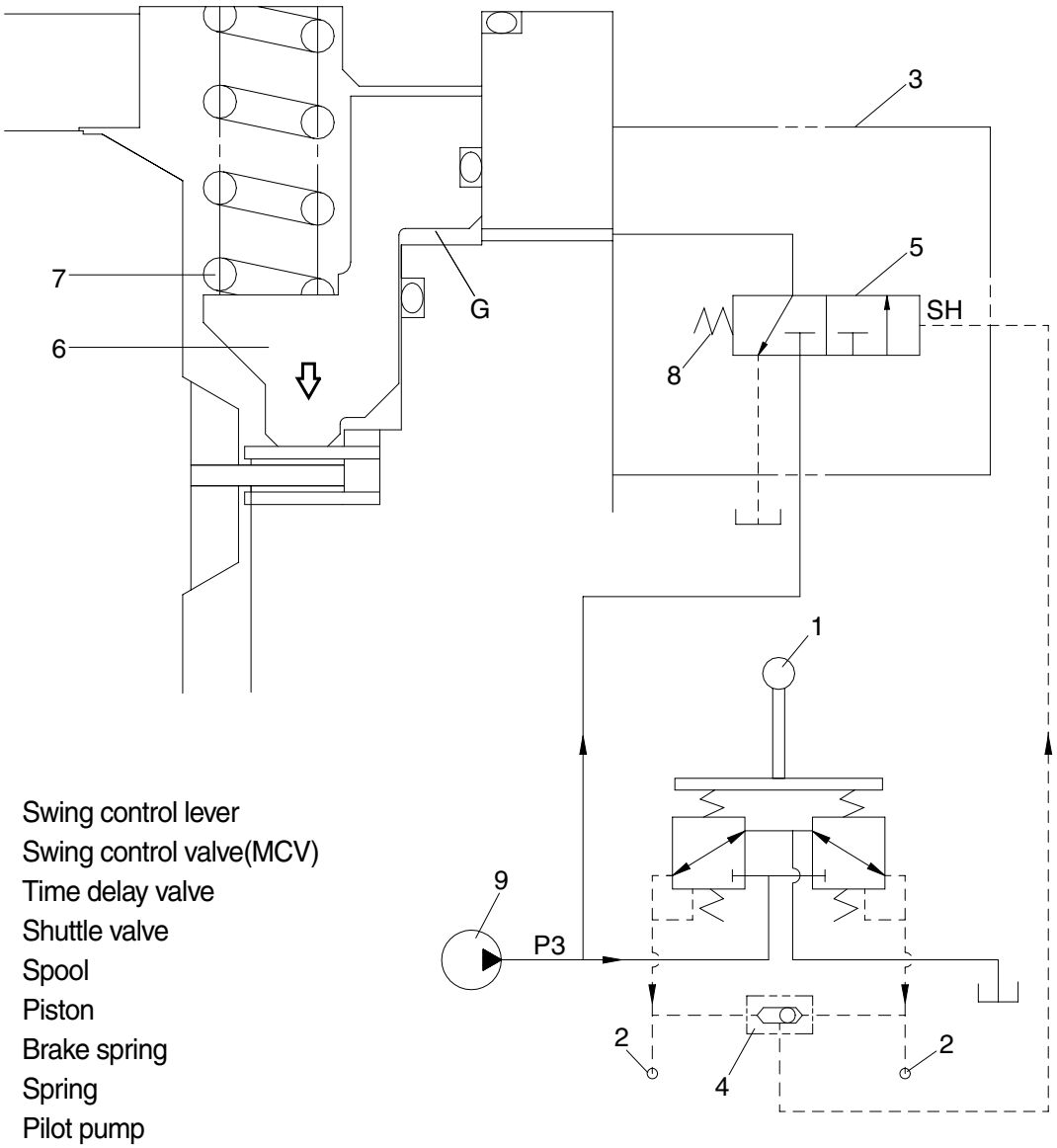
This pressure is applied to move the piston(6) to the upward against the force of the spring(7). Thus, it releases the brake force.



1 Swing control lever
2 Swing control valve(MCV)
3 Time delay valve
4 Shuttle valve
5 Spool
6 Piston
7 Brake spring
8 Spring
9 Pilot pump

11072SM06

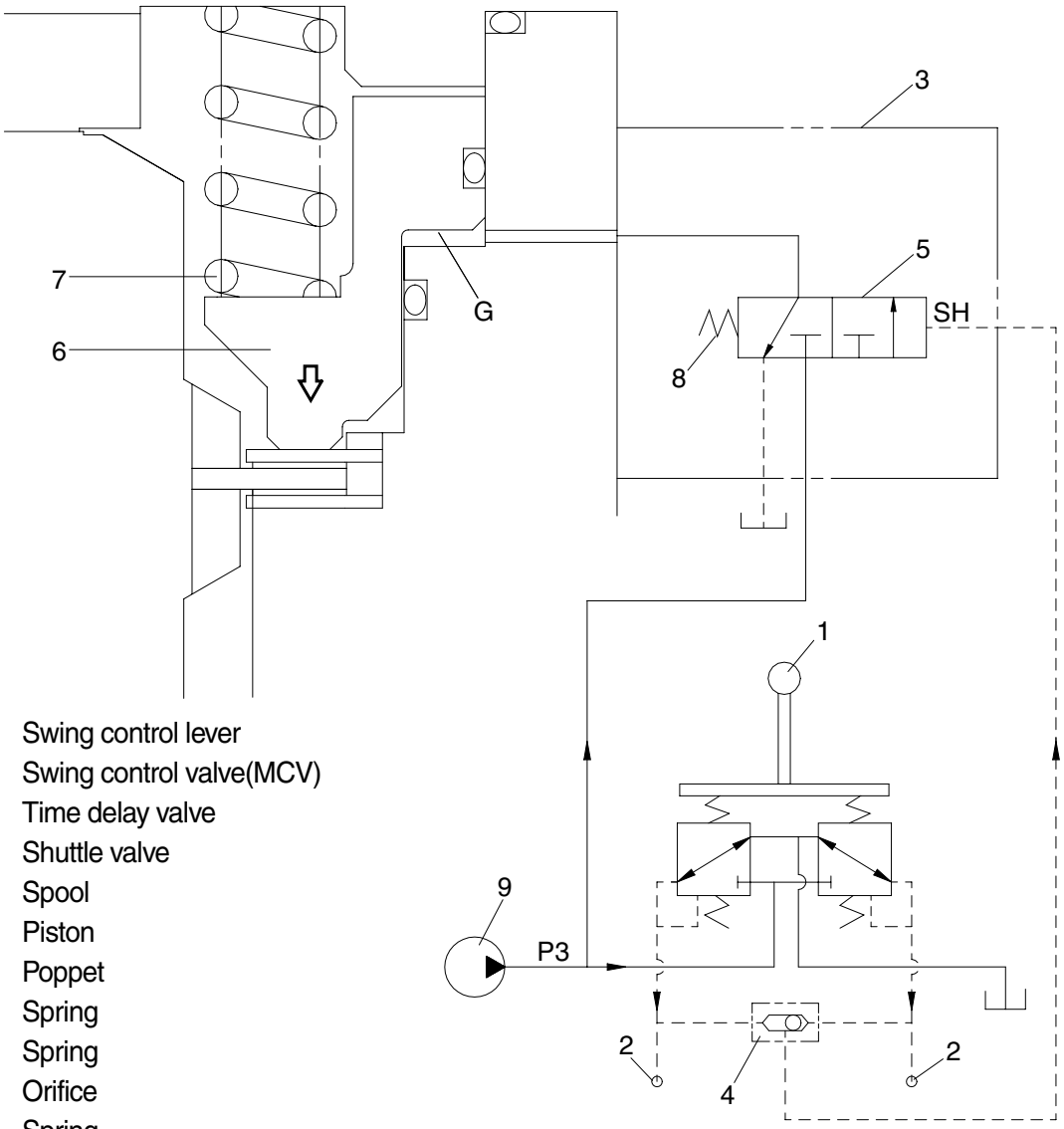
b. Meantime, the oil pressure of port D balance with the preset force of spring(7), the pressure of chamber G keeps constant pressure.



1 Swing control lever
2 Swing control valve(MCV)
3 Time delay valve
4 Shuttle valve
5 Spool
6 Piston
7 Brake spring
8 Spring
9 Pilot pump

11072SM07

c. When the swing control(1) lever is set the neutral position, the spool(5) returns right in the time delay valve(3).
Then, the piston(6) is moved lower by spring force and the return oil from the chamber G flows back to tank.
At this time, the poppet works to make a time lag for 5 seconds.



1 Swing control lever
2 Swing control valve(MCV)
3 Time delay valve
4 Shuttle valve
5 Spool
6 Piston
7 Poppet
8 Spring
9 Spring
10 Orifice
11 Spring
12 Pilot pump

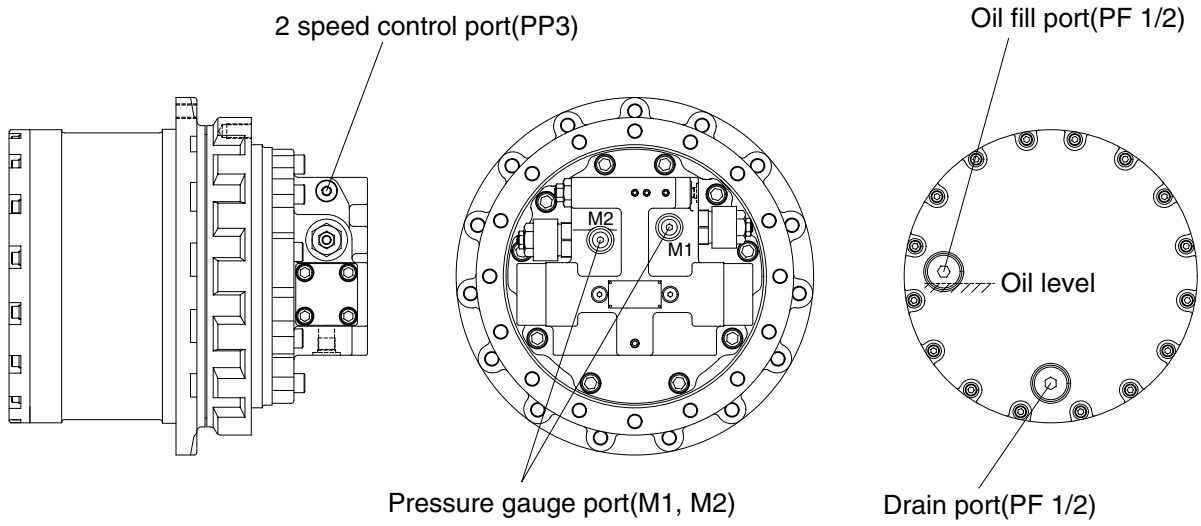
11072SM07

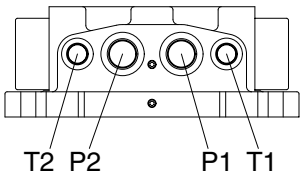
GROUP 4 TRAVEL DEVICE

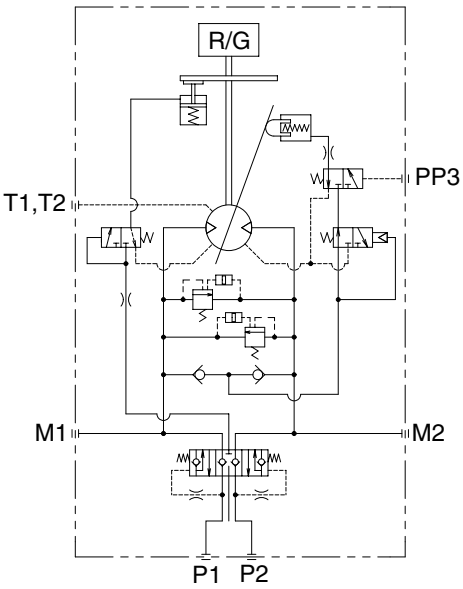
1. CONSTRUCTION

Travel device consists travel motor and gear box.

Travel motor includes brake valve, parking brake and high/low speed changeover mechanism.



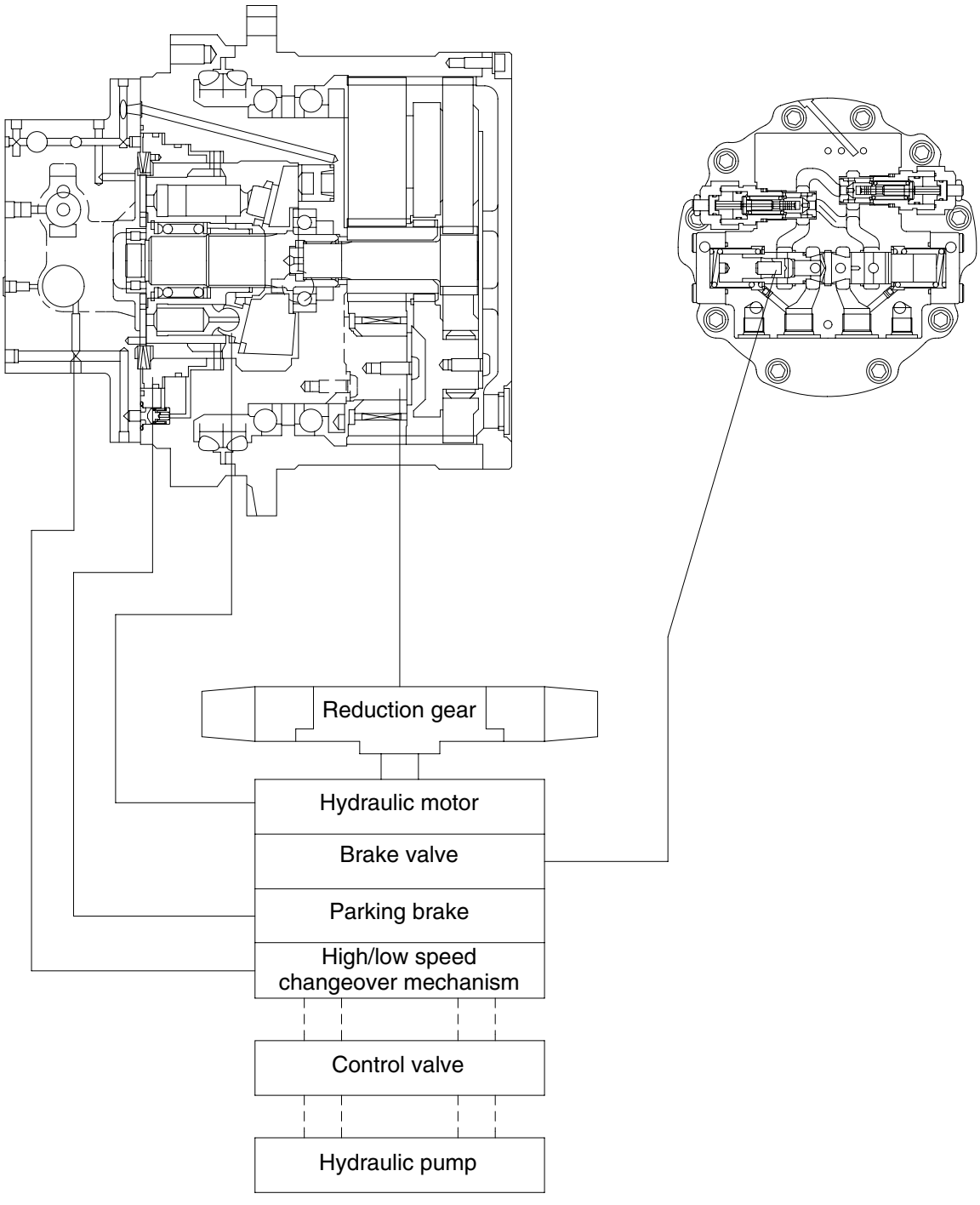




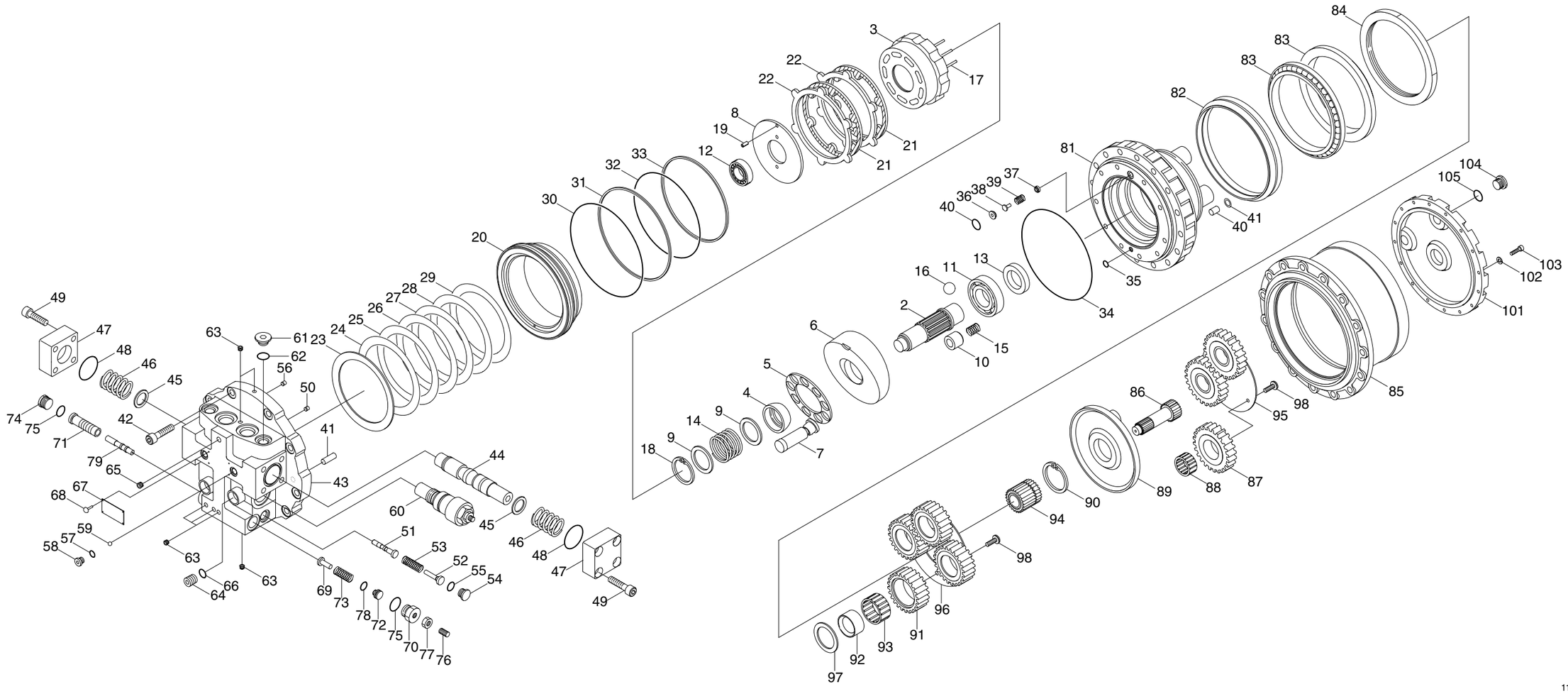
Port	Port name	Port size
P1	Main port	SAE 5000psi 1"
P2	Main port	SAE 5000psi 1"
M_1, M_2	Gauge port	PT 1/4
T_1, T_2	Drain port	PF 1/2
PP3	2 speed control port	PF 1/4

11072TM01

1) BASIC STRUCTURE



11072TM02



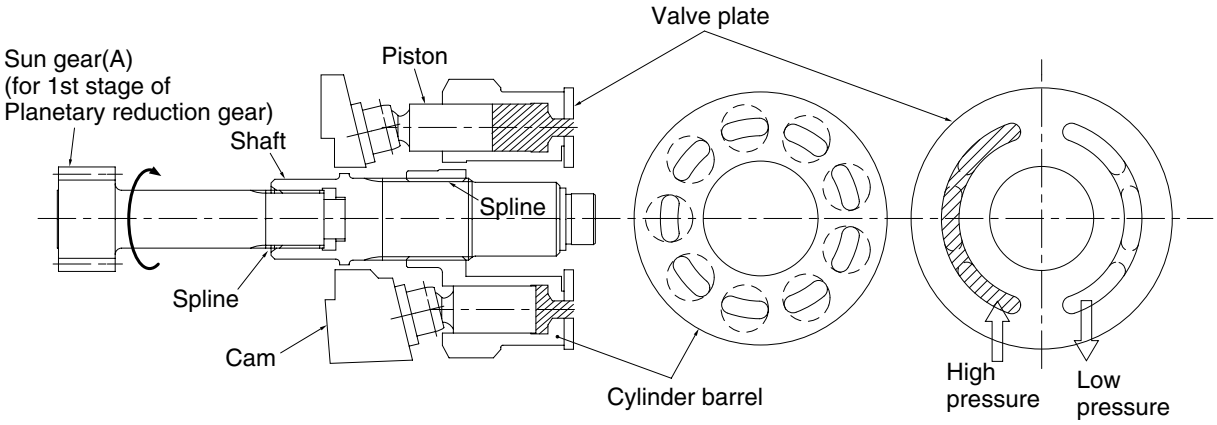
11072TM04

2	Shaft	20	Brake piston	37	Retainer	54	Plug	71	Sleeve	89	Carrier
3	Cylinder barrel	21	Friction plate	38	Poppet	55	O-ring	72	Stopper	90	Sun gear B
4	Ball retainer	22	Steel plate	39	Spring	56	Orifice	73	Spring	91	Planetary gear B
5	Retainer	23	Disk spring	40	O-ring	57	Steel ball	74	Plug	92	Bushing
6	Cam	24	Shim(1.0T)	41	Pin	58	Plug	75	O-ring	93	Needle bearing B
7	Piston assembly	25	Shim(1.2T)	42	Bolt	59	O-ring	76	Screw	94	Snap ring
8	Valve plate	26	Shim(1.4T)	43	Motor cover assembly	60	Relief valve assembly	77	Nut	95	Thrust plate(2)
9	Plate	27	Shim(1.6T)	44	Spool assembly	61	Plug	78	O-ring	96	Thrust plate(3)
10	Piston assembly	28	Shim(1.8T)	45	Washer	62	O-ring	79	Rod	97	Thrust plate(4)
11	Ball bearing	29	Shim(2.0T)	46	Spring	63	Plug	81	Casing body	98	Screw
12	Roller bearing	30	O-ring	47	Cover	64	Plug	82	Floating seal	99	Washer
13	Oil seal	31	Back up ring	48	O-ring	65	Plug	83	Angular bearing	100	Parallel pin
14	Spring	32	O-ring	49	Bolt	66	O-ring	84	Ring nut	101	Cover
15	Spring	33	Back up ring	50	Orifice	67	Name plate	85	Casing gear	102	Spring washer
16	Steel ball	34	O-ring	51	Spool	68	Rivet	86	Sun gear A	103	Bolt
17	Pin	35	O-ring	52	Stopper	69	Spring guide	87	Planetary gear A	104	Plug
18	Snap ring	36	Seat	53	Spring	70	Plug	88	Needle bearing A	105	O-ring
19	Spring pin										

2. FUNCTION

1) HYDRAULIC MOTOR

(1) Motoring function



11072TM05

High-pressure oil is supplied to the left port of motor.
The oil goes into the cylinder barrel through the valve plate. The high pressure pushes the piston to the left. The piston moves to the left position and simultaneously rotates the cylinder barrel sliding on the cam surface. Shaft is connected to the cylinder barrel and the planetary gear (A) is connected to the shaft. So, the rotation is taken out by the sun gear rotation as shown.

When high-pressure oil is supplied to the opposite port of the motor, then the rotating direction is reversed and the sun gear (A) rotates in the reversed direction.

The rotation of sun gear (A) is transferred to the reduction gear section.

The torque and speed generated by the motor depends on the displacement (=volume per revolution) of the motor.
The volume per revolution depends on the cam angle ϕ.

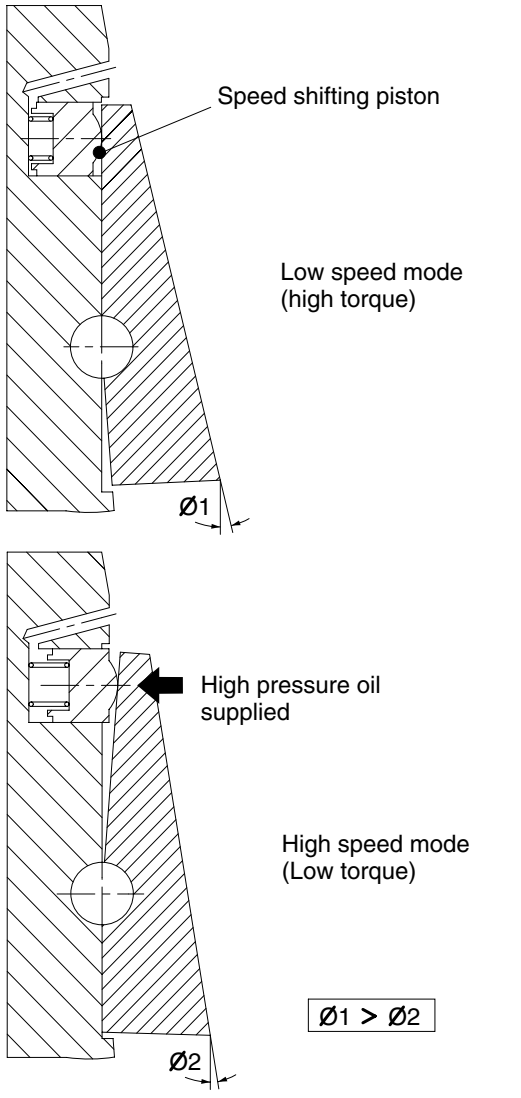
(2) Speed-shifting function

The torque and speed generated by the motor depends on the displacement of the motor. And the displacement depends on the cam angle ø.

The bigger the cam angle ø is, the higher the torque is and the lower the speed is.

The smaller the cam angle ø is, th lower the torque is and the higher the speed is.

This travel drive is equipped with a speed shifting piston, and when high pressure oil is supplied to it, the speed-shifting piston pushes cam and makes the cam angle smaller. This means that the mode is shifted from low speed mode to high speed mode.



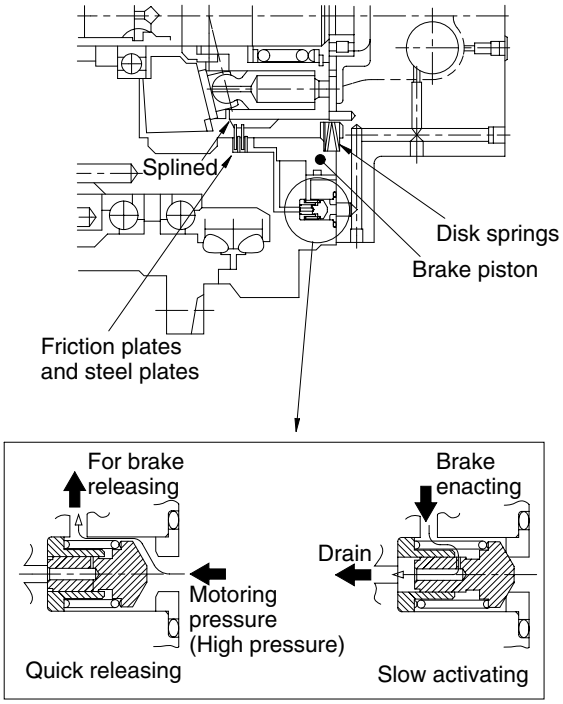
11072TM06

(3) Parking brake function

This travel drive is equipped with a parking brake. It gives parking brake torque to the motor when high pressure oil is NOT supplied to the motor and the motor is NOT traveling. Also, it releases parking brake when high-pressure oil is supplied to the motor and the motor is traveling.

As high-pressure oil is supplied to the travel motor, the parking brake is quickly released and the motor starts rotation.
When the high pressure oil supply to the motor stops, the motor stops rotation and the parking brake is slowly activated by the brake piston motion because of the force of a pair of disk springs.

Slow activating and quick releasing of parking brake can prevent possible damage to friction plates and steel plates.



11072TM07

2) BRAKE VALVE

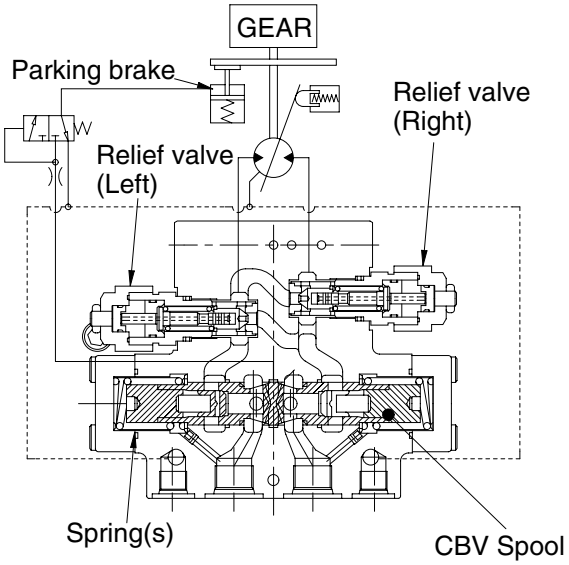
(1) Counterbalance valve function

① Level travel

When high pressure oil is NOT supplied to the brake valve, CBV spool is at the center because of two springs beside it.
Now oil flow passage from motor is closed.

When high-pressure oil is supplied to the right port of brake valve, CBV spool is moved to the left position because of the pressure at the right end of CBV spool.
Now that oil-flow passage from the motor is open at the left shoulder of the CBV spool, oil flows and motor rotates.

When supplied pressure at the right port is decreased during the vehicle deceleration or stopping process, there is a pressure decrease at the right end of CBV spool.
Then CBV spool is moved to the right direction because of the spring force at the left side of CBV spool. Then oil-flow passage from the motor at the shoulder of the CBV spool gets narrower and at last it is closed when high pressure oil supply is shut-up to brake valve.
In this passage closing process, there occurs a pressure increase in outlet side of the motor ("=back pressure").



11072TM08

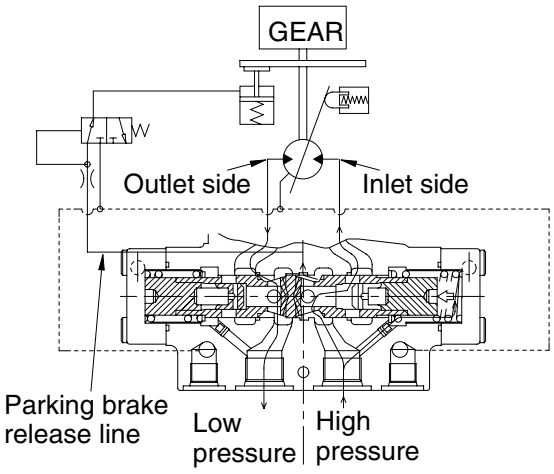
② **Down-slope travel**

· If there is NOT a counterbalance valve equipped

When the vehicle travels down a slope, gravity makes the travel drives rotate more speedily than you intended. The "overrunning" cannot be controlled by the supplying oil flow rate. Also, the pumps cannot maintain the oil supply to the motors and there will be a negative pressure in the inlet side of motor. This might cause cavitation in the travel motors.

· Function and mechanism of counter-balance valve

In down-slope traveling, the pressure at the right port decreases because of lack of supplied oil. Then, the pressure at the right end of CBV spool also decreases and CBV spool moves back to the right direction from the left position. Now that oil-flow passage from the motor at the shoulder of the CBV spool gets narrower and then there will occur a pressure increase in outlet side of the motor (="back pressure").
This "back pressure" can prevent the motor from "overrunning" and cavitation.



11072TM09

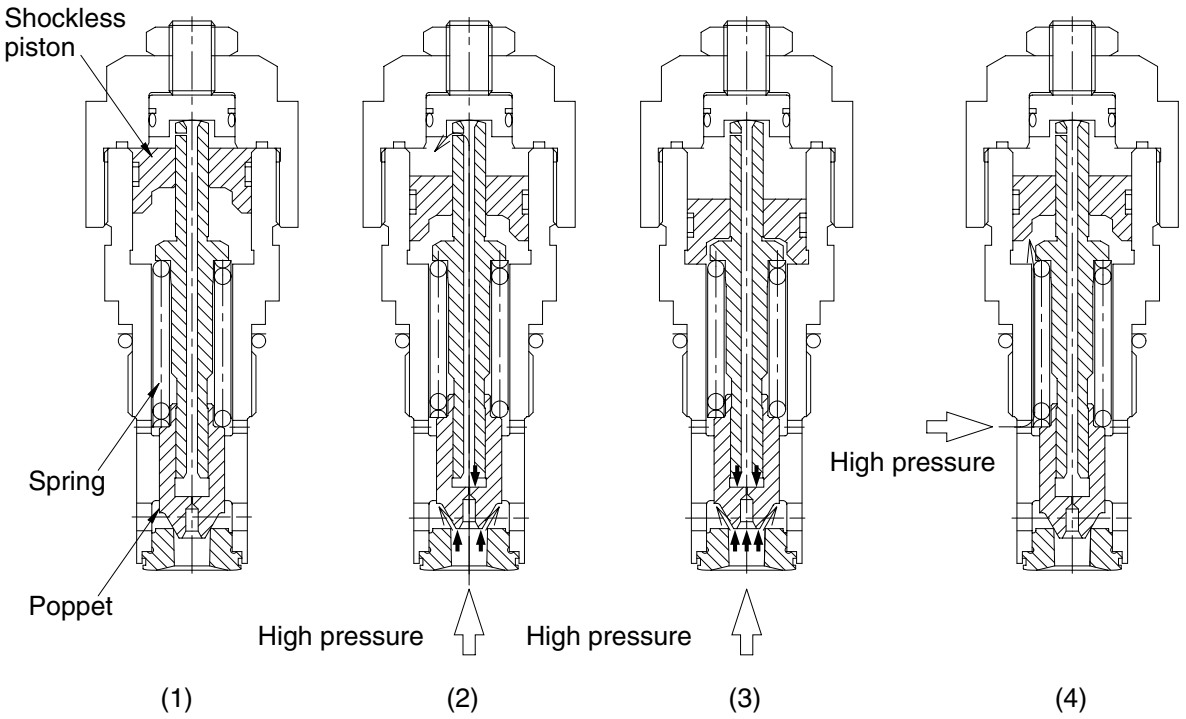
③ **Oil supply for parking brake release**

For starting the travel drive rotation, when pump oil is supplied to the right port of brake valve, CBV spool moves to the left position and also opens passage to parking brake releasing.

When the travel drive is in "stop" state, passage to brake releasing is closed.

As to the detail of parking brake function, please refer to "(3) parking brake function".

(2) Crossover relief valve function



11072TM10

This travel drive is equipped with a pair of shockless crossover relief valves. The purpose is as below :

- The relief valve prevents the ocurrence of a shock load while travel deceleration or stopping process.
- It prevents overload to the motor.
- It compensates for the lack of oil during vehicle deceleration or stopping processes.
- The relief valves are "shockless" type, which is effective for shock reduction.

ⓛ **If there is NOT a crossover relief valves equipped**(considering two cases for example)

- When the vehicle is in slowing down or stopping operation stage, a pressure increase (="back pressure") occurs in the motor because of the function of counterbalance valve as mentioned in "2)-(1) counterbalance valve function". If the stopping operation for vehicle is sudden, this "back pressure" occurs suddenly and it may cause a shocking feeling for the opperator, or in worse cases, break down of the machine.

- When the vehicle is in the rotation starting operation stage, high pressure will be applied into the motor. If the starting operation is too sudden, a sudden pressure increase occurs in the motor. It may cause a shock.
  In order to make the harmful pressure shock softer, and for operator feeling improvement or for machine protection, this travel drive is equipped with crossover relief valve.

② **Function and mechanism of shock-less crossover relief valves**

Please refer to the figures in "2)-(1) counterbalance valve function" and on this page.
The explanation below is described about relief valve(right).
Firstly, the relief valve(right) is in condition (1) previous page.

When a sudden pressure increase occurs in the outlet side of the motor in deceleration or stopping process, the shock of high pressure pushes down shockless piston in the relief valve as shown in (2), while relieving high pressure oil with poppet moving up.
During moving down shockless piston, the pressure behind the poppet is not so high because of the existence of flow moving down the shockless piston, and relieving pressure is rather low.

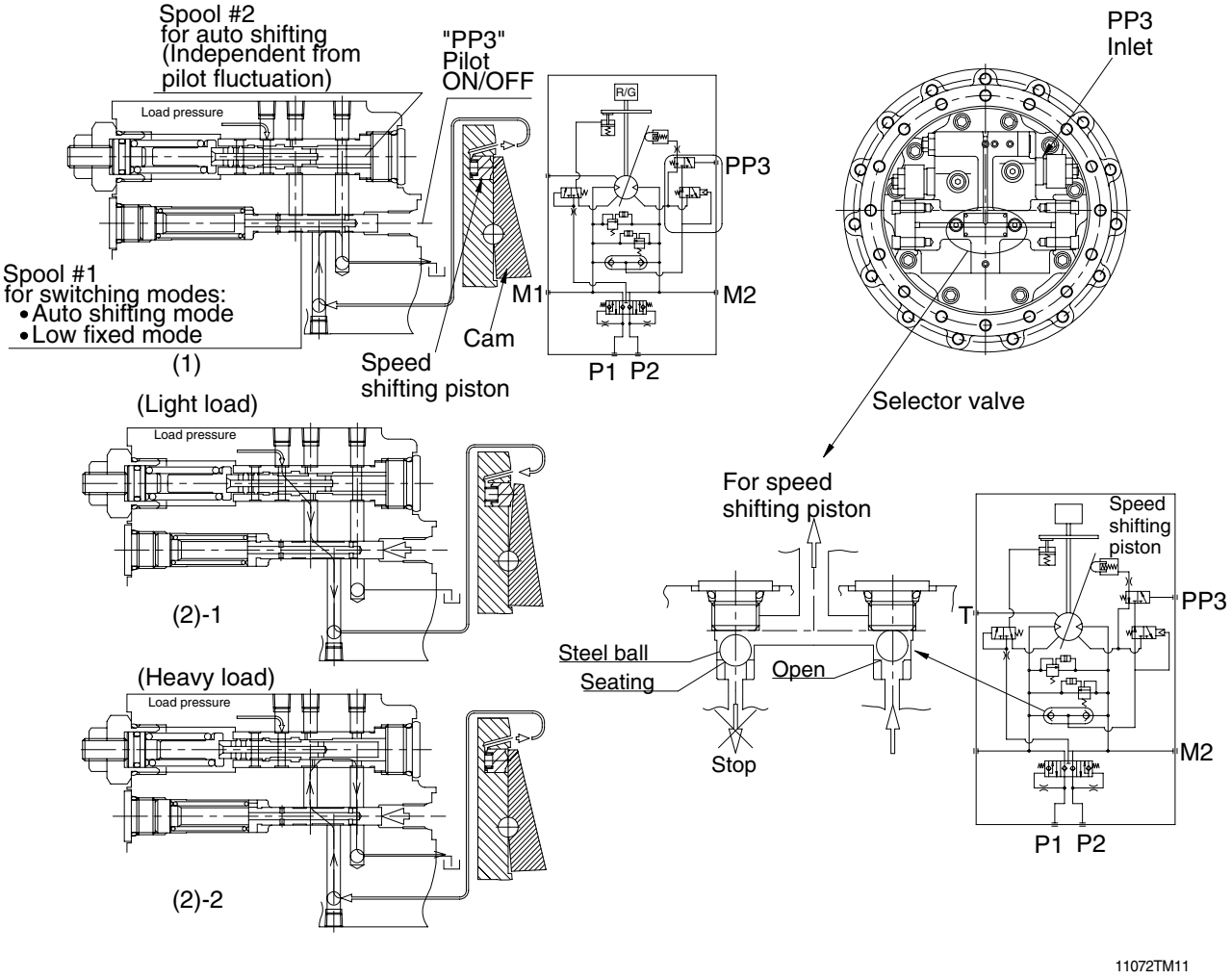
Next, when the shockless piston has been completely pushed down to the end of stroke as shown in (3), the relieving pressure increases to the finally intended set pressure, because there is no more flow moving down the shockless piston, and the pressure behind the poppet is high.

After stopping the motor, when you start rotating the motor again, resetting of shockless piston occurs, pushing up the shockless piston up with the high pressure in the inlet side of the motor.

③ **Oil compensation**

During the relieving action, the relief valve also have a function of oil flow compensation giving the relieved oil flow from the outlet side to the inlet side. This function helps to prevent a vacuum condition in the motor.

(3) Automatic 2-speed shifting function



Automatic 2-speed shifting function has two modes (1) and (2) as below :

- (1) Low speed fixed mode... always low speed
- (2) Automatic 2-speed shifting mode
  - (2)-1 When motor load pressure is light, High speed.
  - (2)-2 When motor load pressure is heavy, Low speed.

This function above consists of three components.

- Spool #1 for switching modes
  Auto-shifting mode(if PP3 is applied)
  Low-speed-fixed mode (if PP3 is NOT applied)
- Spool #2 for auto shifting
  If load pressure < set value then High-speed
  If load pressure > set value then Low-speed
- Selector valve, which always picks out high pressure and provide it to the SPOOL #2 regardless of the rotating direction of motor.

Functions

Please refer to (1) shown above.

When the pilot pressure PP3 is NOT applied, SPOOL #1 is at the right position because of the spring behind the spool. Now the motor is always at low speed regardless of the position of SPOOL #2.

When the pilot pressure PP3 is applied, SPOOL #1 is at the left position because of PP3. Now the motor is at automatic 2-speed-shifting mode. The displacement of the motor can be changed based on the motor load pressure.

Please refer to (2)-1.

Now the pilot pressure is applied, and the motor is at automatic 2-speed-shifting mode. When the motor load pressure is low, SPOOL #2 is at the right position because of the spring behind the spool. And the load pressure is led to the chamber behind the speed-shifting piston and it pushes piston and changes the cam angle smaller. This means that the motor is at High speed.

Please refer to (2)-2.

Now the pilot pressure is applied, and the motor is at automatic 2-speed-shifting mode. When the motor load pressure is high, SPOOL #2 is at the left position because of the motor load pressure pushing the spool to the left. Then the load pressure is locked at the SPOOL #2 and is NOT led to the chamber behind the speed-shifting piston. The cam angle remains big. This means that the motor is at Low speed.

As to the detail of cam angle change, please refer to "1) Hydraulic motor section (2) speed-shifting function".

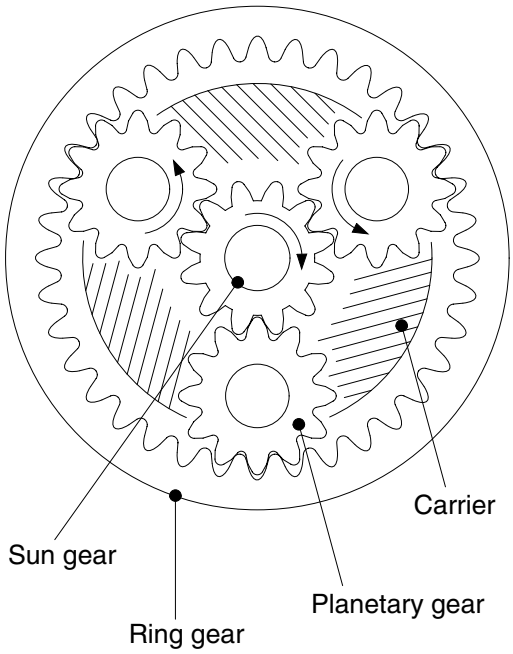
3) REDUCTION GEAR

(1) Function

A general construction of planetary reduction gear system is as shown right.
The system mainly consists of these parts below.

NAME	Number of teeth
Sun Gear	Zs
Planetary gears	Zp
Carrier	-
Ring gear	Zr

Planetary reduction gear system



11072TM12

① Planetary type

Firstly, let's think about the case that Ring Gear is fixed and rotation is given to Sun gear. This is called "PLANETARY TYPE" as sun gear rotates clockwise, planetary gears will revolve around sun gear, and the revolution will rotate carrier.
Now we can take the clockwise rotation at carrier by giving a clockwise rotation to sun gear.
The rotation speed of carrier(output)is different from that of sun gear(input) as below.
(input)/(output) is called "Reduction ratio(i)".

Reduction ratio (i) = (Input)/(Output) = Zr / Zs + 1

② Star type

Next let's think about the case that the carrier is fixed and rotation is given to sun gear. This is called "STAR TYPE" as sun gear rotates clockwise, planetary gears will rotate at the same position, and they will make ring gear rotate counter-clockwise.
Now we can take out a counterclockwise rotation at ring gear by giving a clockwise rotation to sun gear.
The rotation speed of ring gear is different from that of sun gear as below.

Reduction ratio (i) = (Input)/(Output) = Zr / Zs

③ **In the travel drive**

This travel drive is equipped with 2-stage planetary reduction gear system, which consists of mixture of PLANETARY TYPE and STAR TYPE.

Input is given to sun gear of 1ST stage and output is taken out at ring gear.

Ring gear is commonly used in 1ST stage and 2ND stage.

The reduction ratio is as below

$$\text{Reduction ratio (i)} = (\text{Input})/(\text{Output}) = (Zr / Zs1 + 1) \times (Zr / Zs2 + 1) - 1$$

Here

Zs1 = Number of teeth for 1ST stage sun gear

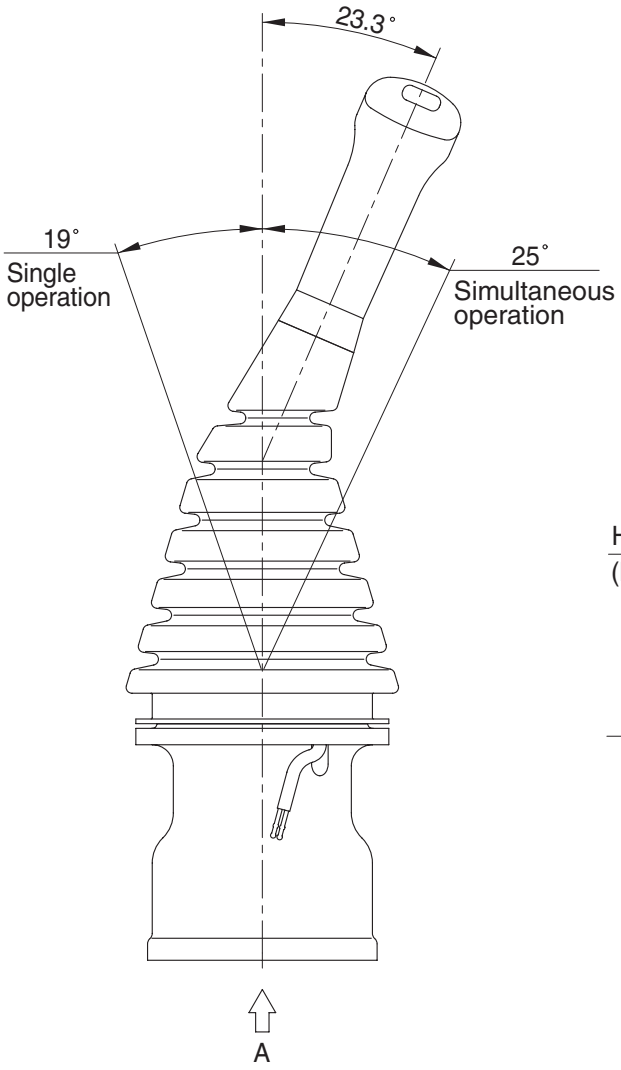
Zs2 = Number of teeth for 2ND stage sun gear

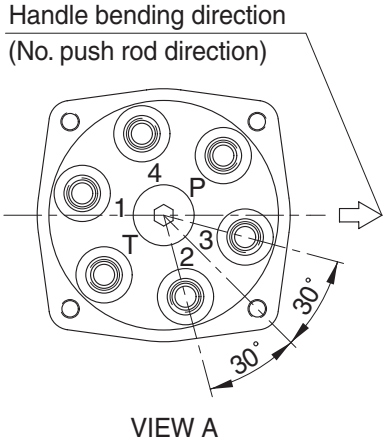
Zr = Number of teeth for ring gear

GROUP 5 RCV LEVER

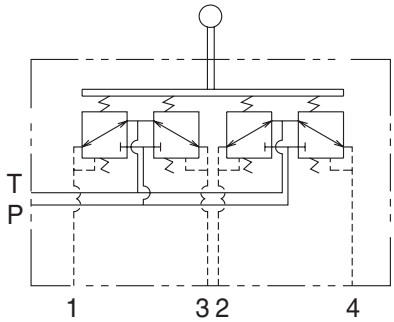
1. STRUCTURE

The casing has the oil inlet port P(Primary pressure) and the oil outlet port T(Tank). In addition the secondary pressure is taken out through ports 1,2,3 and 4 provided at the bottom face.





VIEW A



Hydraulic circuit

Port	LH	RH	Port size
P	Pilot oil inlet port	Pilot oil inlet port	PF 1/4
T	Pilot oil return port	Pilot oil return port	
1	Left swing port	Bucket out port	
2	Arm in port	Boom down port	
3	Right swing port	Bucket in port	
4	Arm out port	Boom up port	

25032RL01

CROSS SECTION

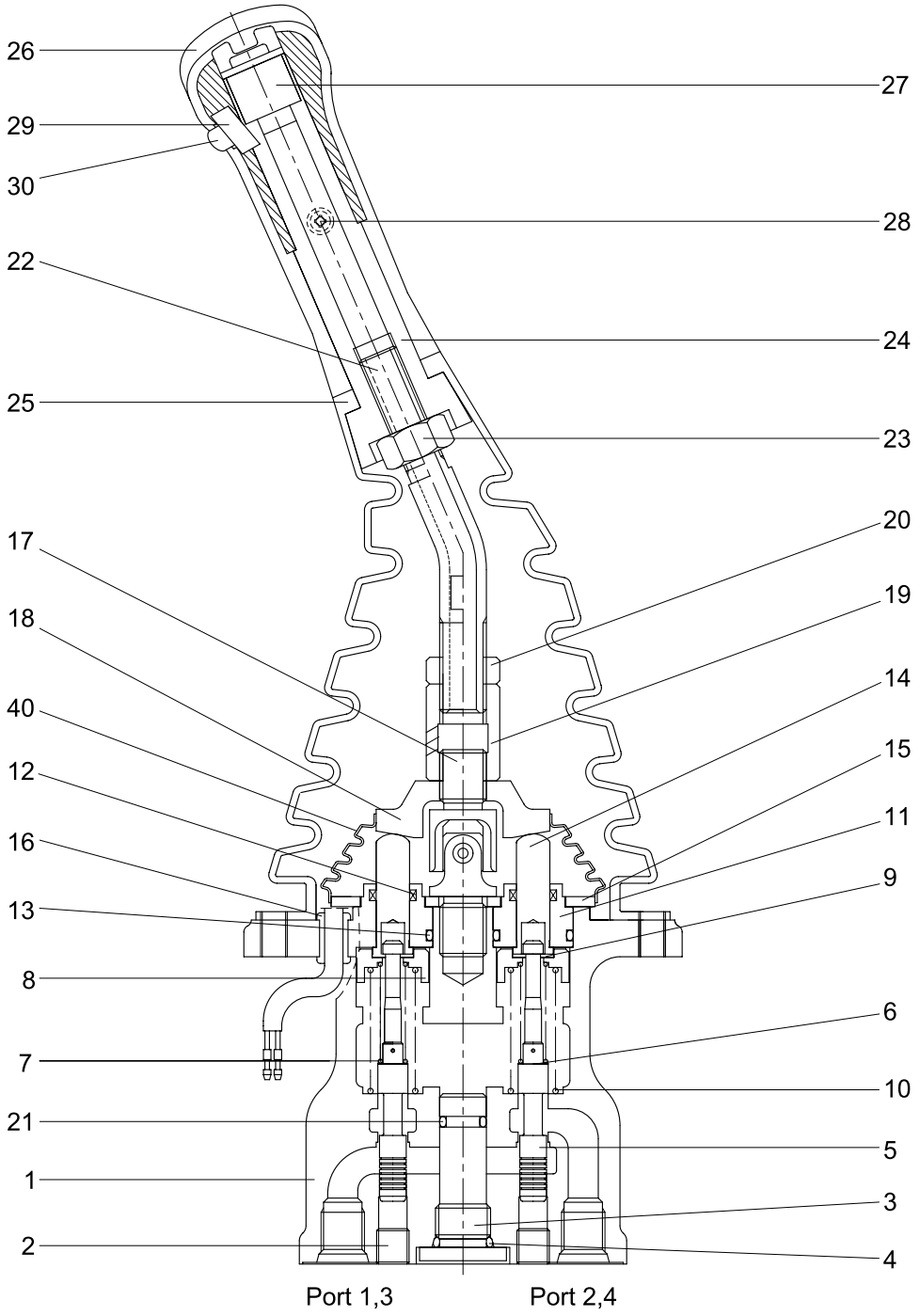
The construction of the pilot valve is shown in the attached cross section drawing. The casing has vertical holes in which reducing valves are assembled.

The pressure reducing section is composed of the spool(5), spring(7) for setting secondary pressure, return spring(10), stopper(9), spring seat(8) and shim(6). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 5 to 20.5kgf/cm^2(Depending on the type). The spool is pushed against the push rod(14) by the return spring.

When the push rod is pushed down by tilting the handle, the spring seat comes down simultaneously and changes setting of the secondary pressure spring.

1	Case	12	Rod seal	22	Handle connector
2	Plug	13	O-ring	23	Nut
3	Plug	14	Push rod	24	Insert
4	O-ring	15	Plate	25	Boot
5	Spool	16	Bushing	26	Handle
6	Shim	17	Joint assembly	27	Switch assembly
7	Spring	18	Swash plate	28	Screw
8	Spring seat	19	Adjusting nut	29	Switch assembly
9	Stopper	20	Lock nut	30	Switch cover
10	Spring	21	O-ring	40	Boot
11	Plug				

CROSS SECTION



14072SF80

2. FUNCTIONS

1) FUNDAMENTAL FUNCTIONS

The pilot valve is a valve that controls the spool stroke, direction, etc of a main control valve. This function is carried out by providing the spring at one end of the main control valve spool and applying the output pressure(Secondary pressure) of the pilot valve to the other end.

For this function to be carried out satisfactorily, the pilot valve is composed of the following elements.

(1) Inlet port(P) where oil is supplied from hydraulic pump.

(2) Output ports(1, 2, 3 & 4) to apply pressure supplied from inlet port to ends of control valve spools.

(3) Tank port(T) necessary to control the above output pressure.

(4) Spool to connect output port to inlet port or tank port.

(5) Mechanical means to control output pressure, including springs that work on the above spools.

2) FUNCTIONS OF MAJOR SECTIONS

The functions of the spool(5) are to receive the supply oil pressure from the hydraulic pump at its port P, and to change over oil paths to determine whether the pressure oil of port P is led to output ports 1, 2, 3 & 4 or the output port pressure oil to tank port T.

The spring(7) works on this spool to determine the output pressure.

The change the deflection of this spring, the push rod(14) is inserted and can slide in the plug(11).

For the purpose of changing the displacement of the push rod through the switch plate(19) and adjusting nut(20) are provided the handle(27) that can be tilted in any direction around the fulcrum of the universal joint(18) center.

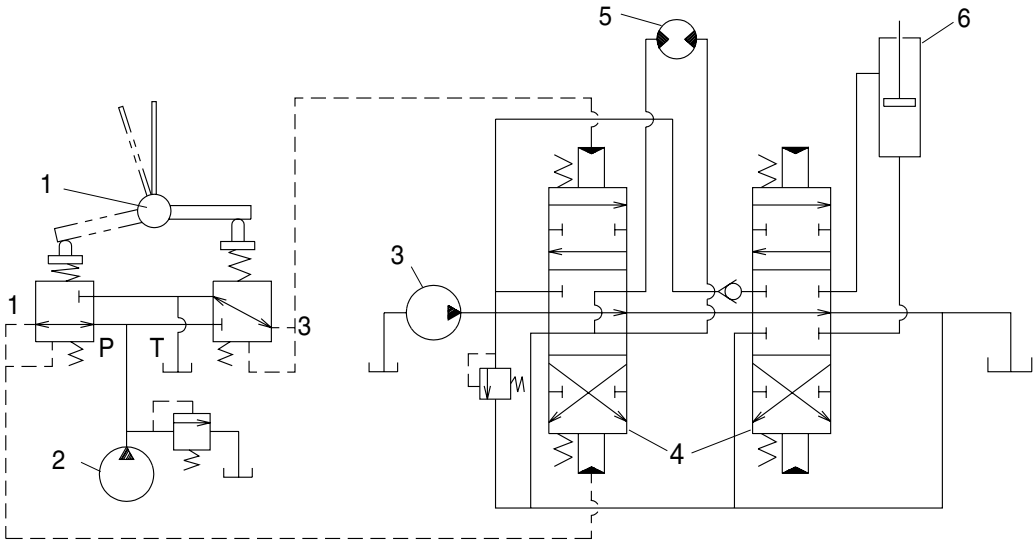
The spring(10) works on the case(1) and spring seat(8) and tries to return the push rod(14) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

This also has the effect of a reaction spring to give appropriate control feeling to the operator.

3) OPERATION

The operation of the pilot valve will be described on the basis of the hydraulic circuit diagram shown below and the attached operation explanation drawing.

The diagram shown below is the typical application example of the pilot valve.



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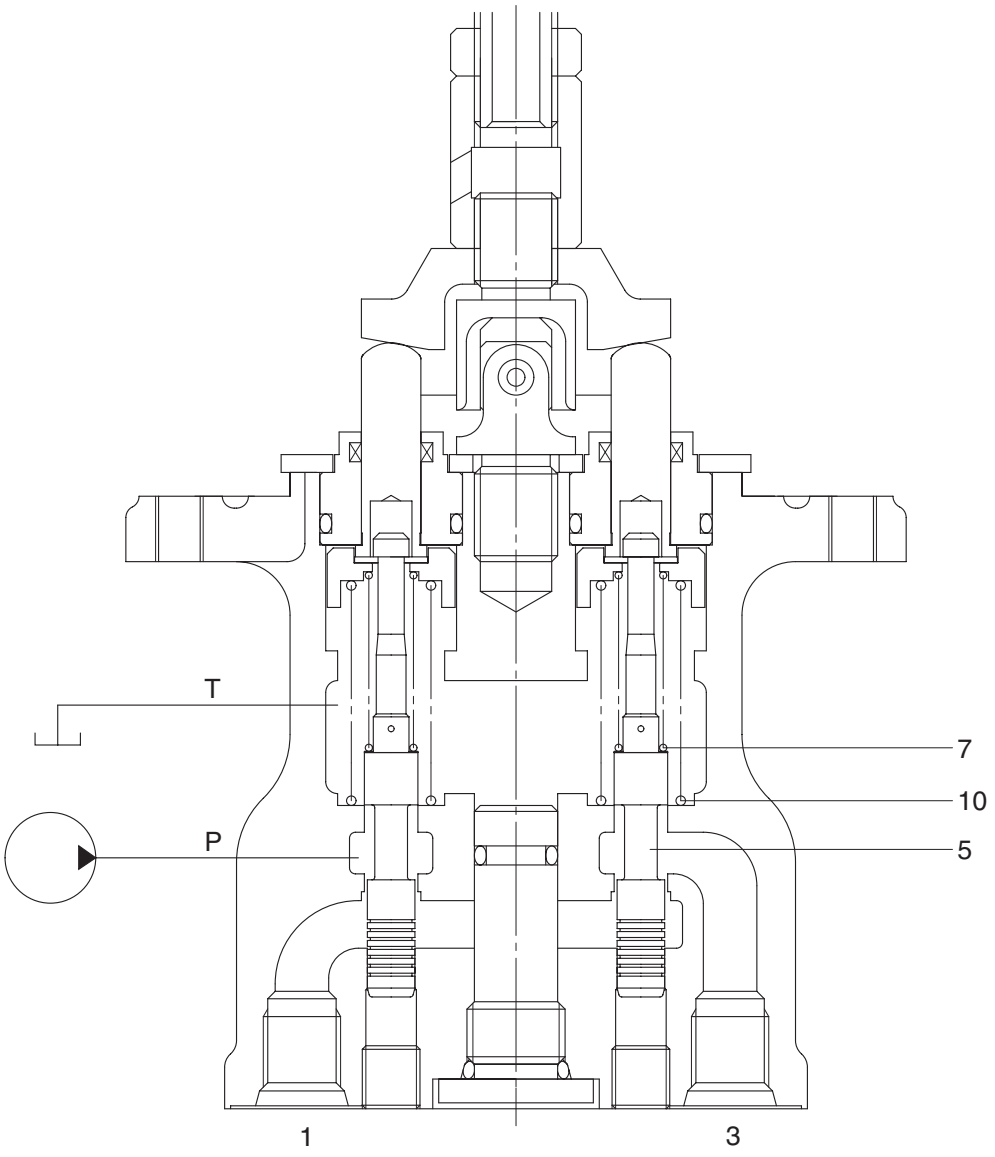
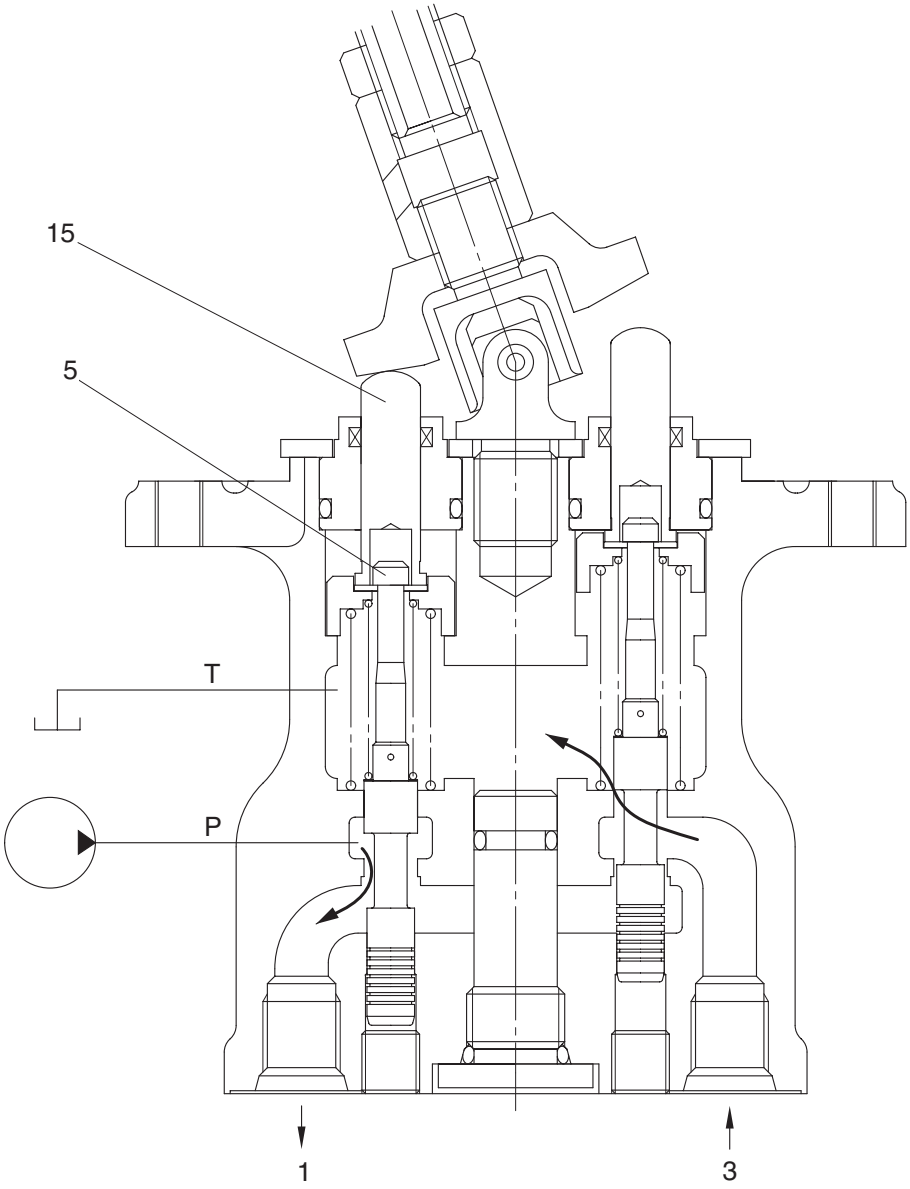
1	Pilot valve	3	Main pump	5	Hydraulic motor
2	Pilot pump	4	Main control valve	6	Hydraulic cylinder

(1) Case where handle is in neutral position



The force of the spring(7) that determines the output pressure of the pilot valve is not applied to the spool(5). Therefore, the spool is pushed up by the spring(10) to the position of port(1, 3) in the operation explanation drawing. Then, since the output port is connected to tank port T only, the output port pressure becomes equal to tank pressure.

(2) Case where handle is tilted

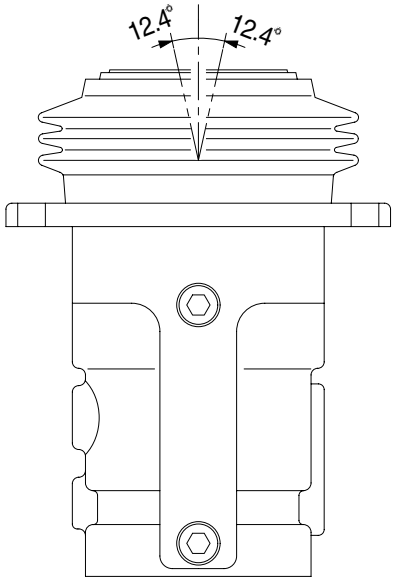


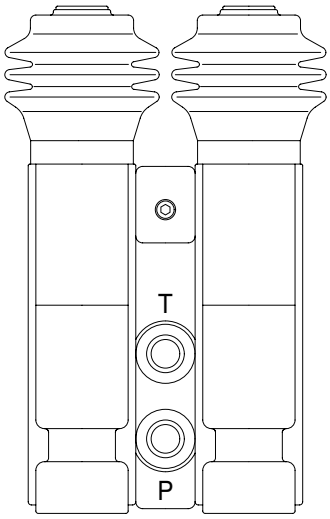
When the push rod(14) is stroked, the spool(5) moves downwards.
Then port P is connected with port(1) and the oil supplied from the pilot pump flows through port(1) to generate the pressure.
When the pressure at port(1) increases to the value corresponding to the spring force set by tilting the handle, the hydraulic pressure force balances with the spring force. If the pressure at port(1) increases higher than the set pressure, port P is disconnected from port(1) and port T is connected with port(1). If it decreases lower than the set pressure, port P is connected with port(1) and port T is disconnected from port 1.
In this manner the secondary pressure is kept at the constant value.
Besides, in some type, when the handle is tilted more than a certain angle, the upper end of the spool contacts with the inside bottom of the push rod and the output pressure is left to be connected with port P.

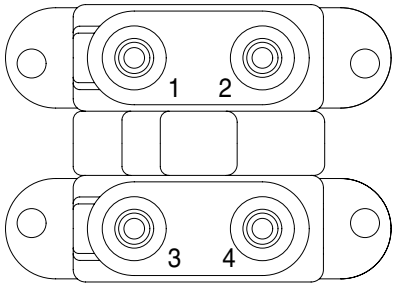
GROUP 6 RCV PEDAL

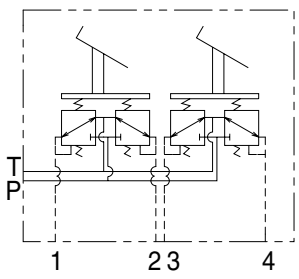
1. STRUCTURE

The casing(Spacer) has the oil inlet port P(Primary pressure), and the oil outlet port T(Tank). In addition the secondary pressure is taken out through ports 1, 2, 3 and 4 provided at the bottom face.









Hydraulic circuit

Port	Port	Port size
P	Pilot oil inlet port	PF 1/4
T	Pilot oil return port	
1	Travel(LH, Forward)	
2	Travel(LH, Backward)	
3	Travel(RH, Forward)	
4	Travel(RH, Backward)	

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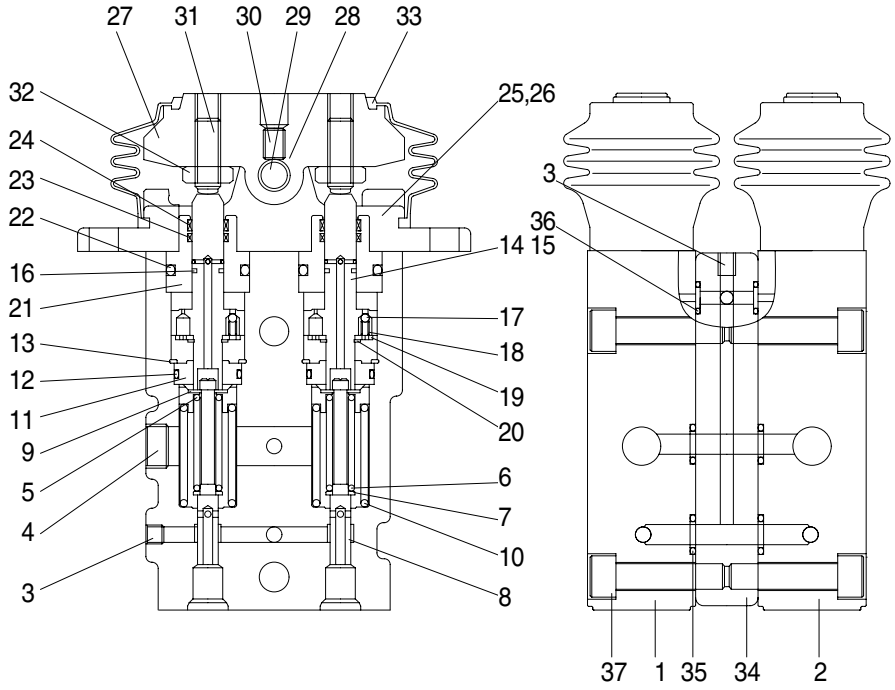
CROSS SECTION

The construction of the RCV pedal is shown in the below drawing. The casing has vertical holes in which reducing valves are assembled.

The pressure reducing section is composed of the spool(8), spring(6) for setting secondary pressure, return spring(10), stopper(9), and spring seat(7). The spring for setting the secondary pressure has been generally so preset that the secondary pressure is 5 to 19 kgf/cm^2 (depending on the type). The spool is pushed against the push rod(14) by the return spring.

When the push rod is pushed down by tilting pedal, the spring seat comes down simultaneously and changes setting of the secondary pressure spring.



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1	Body(1)	14	Push rod	26	Bolt
2	Body(2)	15	Spring pin	27	Cam
3	Plug	16	Seal	28	Bushing
4	Plug	17	Steel ball	29	Cam shaft
5	Spring seat	18	Spring	30	Set screw
6	Spring	19	Plate	31	Set screw
7	Spring seat	20	Snap ring	32	Nut
8	Spool	21	Plug	33	Bellows
9	Stopper	22	O-ring	34	Space
10	Spring	23	Rod seal	35	O-ring
11	Rod guide	24	Dust seal	36	O-ring
12	O-ring	25	Cover	37	Bolt
13	Snap ring				

2. FUNCTION

1) FUNDAMENTAL FUNCTIONS

The pilot valve is a valve controls the spool stroke, direction, etc of a main control valve. This function is carried out by providing the spring at one end of the main control valve spool and applying the output pressure(Secondary pressure) of the pilot valve to the other end.

For this function to be carried out satisfactorily, the pilot valve is composed of the following elements.

(1) Inlet port(P) where oil is supplied from hydraulic pump.

(2) Output port(1, 2, 3 & 4) to apply pressure supplied from inlet port to ends of control valve spools.

(3) Tank port(T) necessary to control the above output pressure.

(4) Spool to connect output port to inlet port tank port.

(5) Mechanical means to control output pressure, including springs that work on the above spools.

2) FUNCTIONS OF MAJOR SECTIONS

The functions of the spool(8) are to receive the supply oil pressure from the hydraulic pump at its port P, and to change over oil paths to determine whether the pressure oil of port P is led to output ports 1, 2, 3 & 4 or the output spool to determine the output pressure.

The spring(6) works on this spool to determine the output pressure.

The change the deflection of this spring, the push rod(14) is inserted and can slide in the plug(21).

For the purpose of changing th displacement of the push rod through the cam(27) and adjusting nut(32) are provided the pedal that can be tilted in any direction around the fulcrum of the cam(27) center.

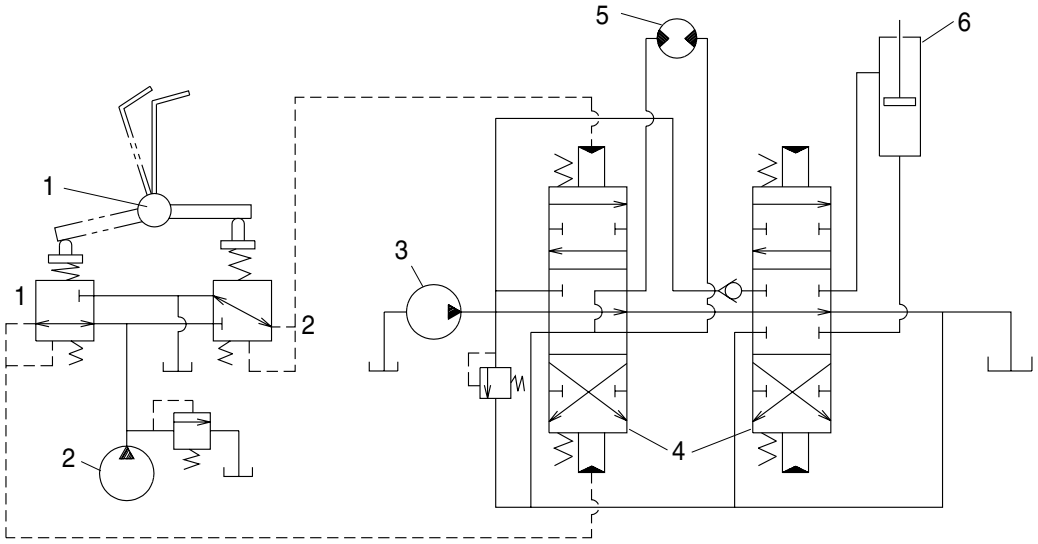
The spring(10) works on the casing(1) and spring seat(7) and tries to return the push rod(14) to the zero-displacement position irrespective of the output pressure, securing its resetting to the center position.

This also has the effect of a reaction spring to give appropriate control feeling to the operator.

3) OPERATION

The operation of the pilot valve will be described on the basis of the hydraulic circuit diagram shown below ant the attached operation explanation drawing.

The diagram shown below is the typical application example of the pilot valve.



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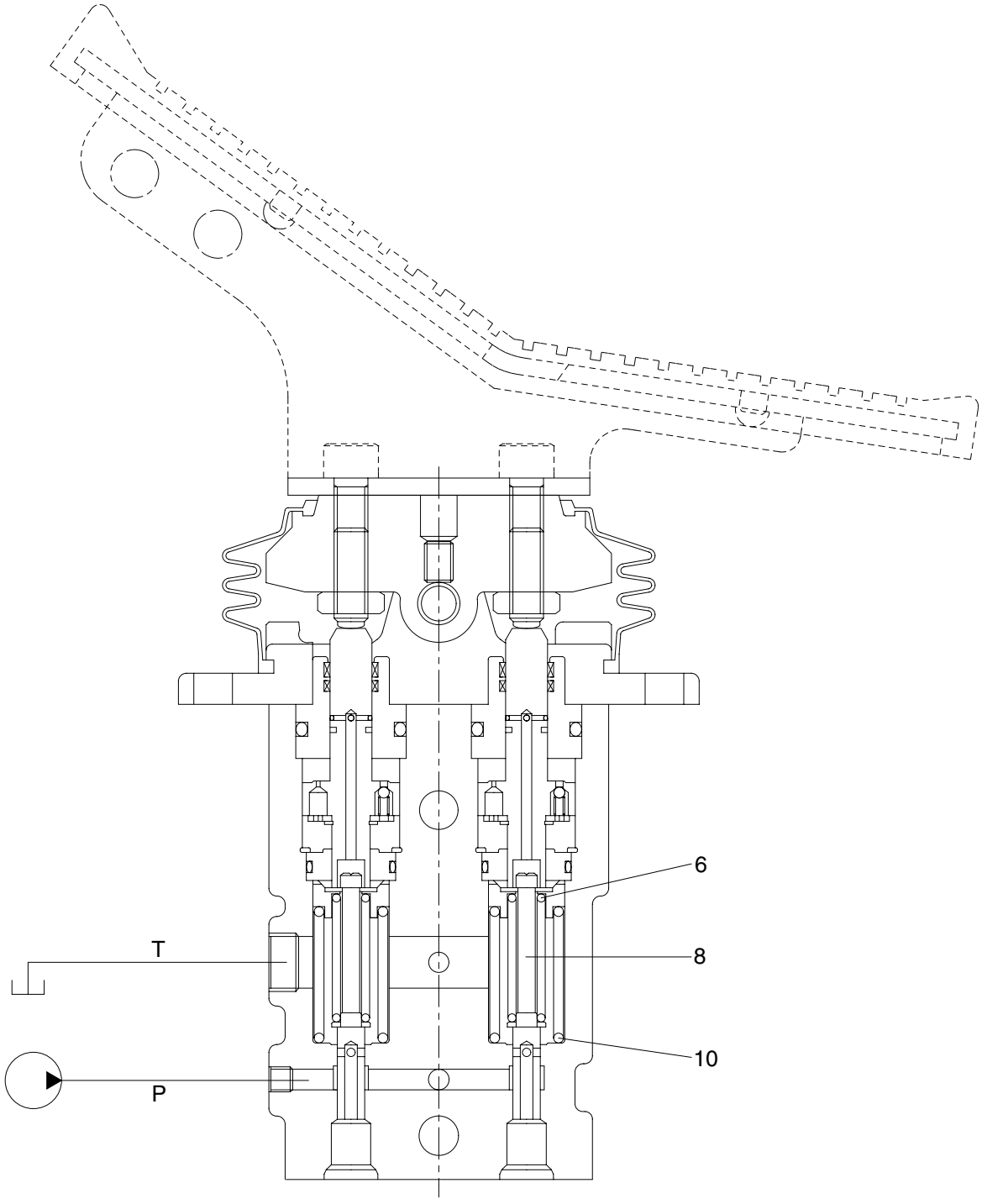
1	Pilot valve	3	Main pump	5	Hydraulic motor
2	Pilot pump	4	Main control valve	6	Hydraulic cylinder

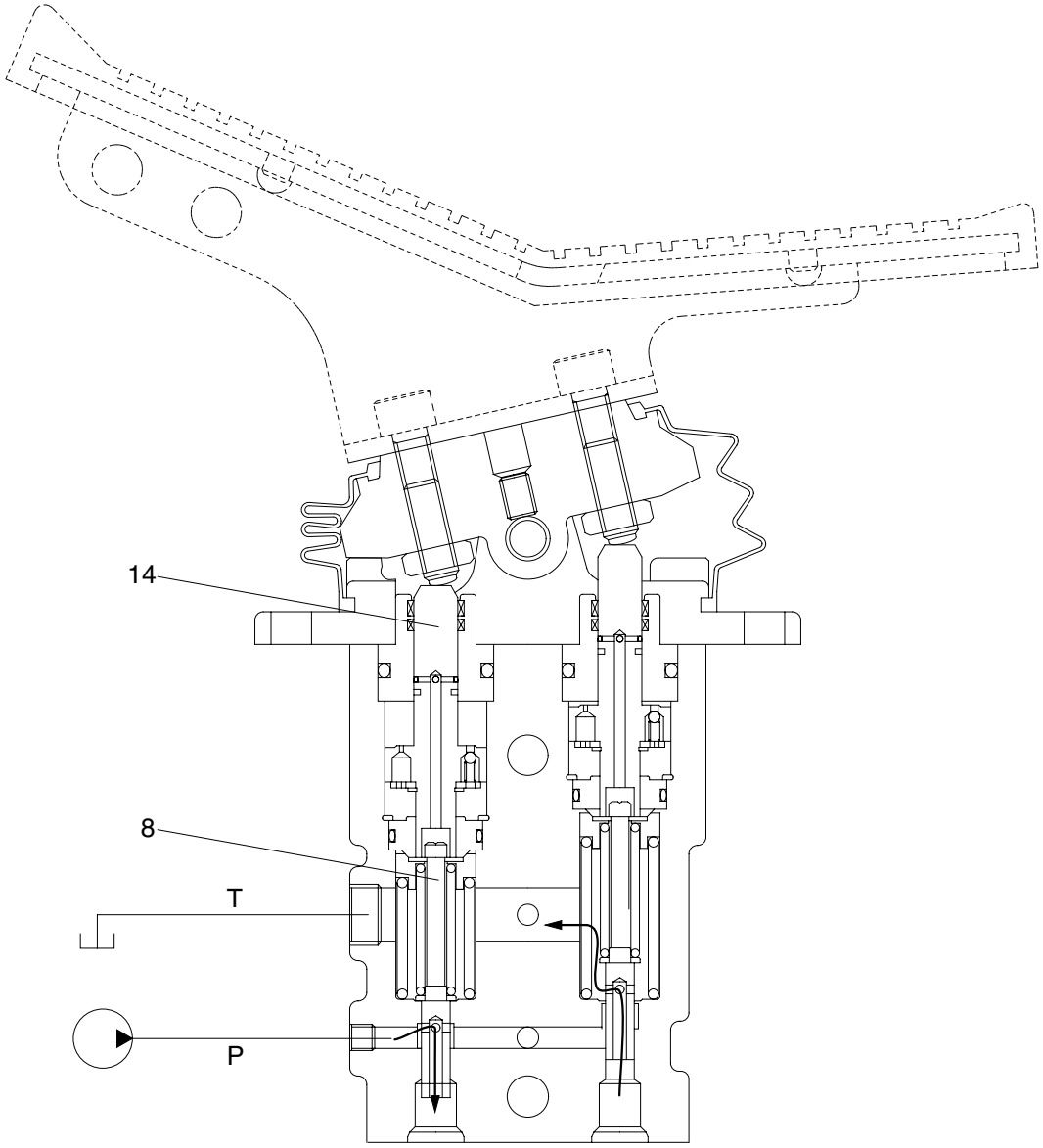
(1) Case where pedal is in neutral position



14072SF74

The force of the spring(6) that determines the output pressure of the pilot valve is not applied to the spool(8). Therefore, the spool is pushed up by the spring(10) to the position of port 2 in the operation explanation drawing. Then, since the output port is connected to tank port T only, the output port pressure becomes equal to tank pressure.

(2) Case where pedal is tilted



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When the push rod(14) is stroked, the spool(8) moves downwards.
Then port P is connected with port 1, and the oil supplied from the pilot pump flows through port 1 to generate the pressure.
When the pressure at port 1 increases to the value corresponding to the spring force set by tilting the handle, the hydraulic pressure force balances with the spring force. If the pressure at port 1 increases higher than the set pressure, port P is disconnected from port 1 and port T is connected with port 1. If it decreases lower than the set pressure, port P is connected with port 1 and port T is disconnected from port 1.
In this manner the secondary pressure is kept at the constant value.
Besides, in some type, when the handle is tilted more than a certain angle, the upper end of the spool contacts with inside bottom of the push rod and the output pressure is left to be connected with port P.