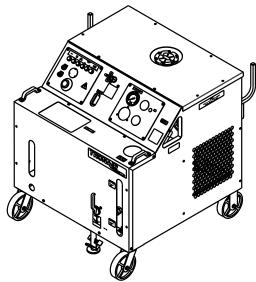


Operation & Service Instructions



Model: 5241 **Hydraulic Power Unit**

03/2012 - Rev. 03

Includes Illustrated Parts List

Phone: (419) 866-6301

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USA

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REVISION	DATE	TEXT AFFECTED
01	10/2010	Original Release
02	02/2011	10.11 Electrical Components modified illustration and parts list
		Modified Appendix II and III
03	05/2012	Modified 10.14.6 Voltage/Phase Monitor

This product can not be modified without the written approval of Tronair, Inc. Any modifications done without written approval voids all warranties and releases Tronair, Inc., it suppliers, distributors, employees, or financial institutions from any liability from consequences that may occur. Only Tronair OEM replacement parts shall be used.

1.0 PRODUCT INFORMATION

1.1 DESCRIPTION

Hydraulic Power Unit (HPU)

 Model Number:
 Fluid Type:

 5241.......MIL-PRF-87257

1.2 MODEL & SERIAL NUMBER

Reference nameplate on unit

1.3 MANUFACTURER

TRONAIR, Inc. Telephone: (419) 866-6301 or 800-426-6301

 1740 Eber Road
 Fax: (419) 867-0634

 Holland, Ohio 43528-9794 USA
 E-mail: sales@tronair.com

 Website: www.tronair.com

1.4 FUNCTION

The Hydraulic Power Unit (HPU) provides a source of clean, pressurized hydraulic fluid for performing required aircraft maintenance. An electric motor drives a pressure compensated piston pump. Filters are provided on the pressure and return systems. A bypass (dump) valve allows starting and stopping of the unit under a no-load, safe condition. The unit may use either the aircraft or on-board HPU reservoir. Cooling is provided for continuous operation.

1.5 REQUIREMENTS

Adequate electrical power must be provided for proper functioning of the HPU. See the unit nameplate for proper voltage and frequency. See Section 3.0 for proper sizing of electrical supply and protection equipment in the facility.

2.0 SAFETY INFORMATION

2.1 USAGE AND SAFETY INFORMATION

The HPU provides pressurized hydraulic fluid for performing aircraft maintenance.

To ensure safe operations, please read the following statements and understand their meaning. Also refer to your aircraft manufacturer's manual for other important safety information.

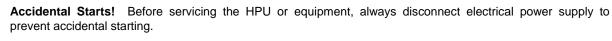


WARNING! Warning is used to indicate the presence of a hazard that *can cause severe personal injury, death, or substantial property damage* if the warning notice is ignored.

CAUTION! Caution is used to indicate the presence of a hazard that *will or can cause minor personal injury or property damage* if the caution notice is ignored.

2.2

EXPLANATION OF WARNING & DANGER SIGNS





Rotating Parts! Keep hands, feet, hair, and clothing away from all moving parts to prevent injury. Never operate the HPU with covers, shrouds, or guards removed.



Electrical Shock! Never touch electrical wires or components while the HPU is attached to the power source. They can be sources of electrical shock. DO NOT operate HPU with cabinet panels removed.



Pressurized Fluid! Before servicing the HPU or equipment, always open the bypass valve to relieve any residual pressure in the hydraulic system.

2.0 Safety Information continued on following page.



2.0 SAFETY INFORMATION (continued)

2.2 COMPONENT SAFETY FEATURES

- Pump/Motor coupling guard
- Sheet metal panels
- Pressure and return system relief valves
- Control circuit fuses
- Motor overload protection

2.3 FUNCTIONAL SAFETY FEATURES

- Emergency shut off switch
- Floor lock

- Calibration port shut off valve
- Fluid sample shut off valve

2.4 PERSONAL PROTECTION EQUIPMENT

- Safety glasses must be worn when operating the HPU.
- Additional equipment recommended by the fluid manufacturer (gloves, etc.). Reference Appendix: Material Safety Data Sheet pertaining to fluid(s).

2.5 SAFETY GUIDELINES

- Operator must be properly trained prior to operating the HPU.
- HPU power switch must be in "Off" position when connecting or disconnecting hoses to the aircraft.
- Bypass valve must be in the "Open" position when starting or stopping the HPU.
- Electrical power must be disconnected from the HPU and the bypass valve must be in the "Open" position before servicing the HPU. (Reference Technical Manual for details on servicing the HPU.)

2.7 GENERAL COMMENT

The HPU is intended to be operated by personnel trained in the proper use in conjunction with the aircraft maintenance manual.

The HPU must be used in accordance with the Technical and Operator Manuals and the intended aircraft.

3.0 ELECTRICAL POWER REQUIREMENTS

3.1 The electrical power supply for the HPU must include a fused disconnect using Type J or Type R fuses or equivalent magnetic type circuit breakers designed for protecting an electrical motor. This necessary equipment is for protection of the HPU, power cord, and customer-supplied plug and receptacle. *Reference the Table below:*

ELECTRICAL POWER AND PROTECTION REQUIREMENTS

	60 Hz Applications				
Voltage	208	230	380	460	575
Full Load Amps	44.2	40	24.2	20	16
Locked Rotor Amps	257	232	133	116	92.5
Recommended Fuse Size	60	50	30	25	20
Maximum Fuse Size	70	60	35	30	25

50 Hz Applications					
Voltage	200	220	380	415	440
Full Load Amps	48	41	23.7	23	22
Locked Rotor Amps	257	229	133	116	116
Recommended Fuse Size	60	50	30	30	30
Maximum Fuse Size	70	60	35	35	35

4.0 PREPARATION PRIOR TO FIRST USE

4.1 GENERAL

Prior to operating the HPU, the user should become familiar with this Operator Manual.

4.2 SERVICING RESERVOIR

Fill the reservoir with the correct fluid (see label next to reservoir fill for correct type of fluid) until fluid level is above the minimum fluid level mark but below the maximum fluid level. See *Figure 6.3.1 Front Panel Controls* for reservoir fill location.

4.3 CONNECTING ELECTRICAL LEADS



Electrical Shock! Never touch electrical wires or components while electrical power is attached. Only qualified electricians should connect the electrical leads.

Install plug onto the electrical cord. If motor rotation is not correct, change any two of the three leads at the plug. Reference **Section 3.0 Electrical Power and Protection Requirements** for power requirements and fuse sizes. (See **6.4 Start up Procedures** before starting HPU.)

\triangle

WARNING!

Balanced three phase voltage must be available to prevent overheating and damage to the motor.

Voltage unbalanced between phases occurs when the voltages differ from one another.

Some reasons for imbalance are:

- 1. Unequal loading of each phase
- 2. Poor connections in the supply
- 3. Single phase condition caused by blown fuses or bad connections

If these conditions occur in the incoming power system, a protective devise, such as a voltage monitor, should be installed on the machine to prevent motor damage.

5.0 TRAINING

5.1 TRAINING REQUIREMENTS

The employer of the operator is responsible for providing a training program sufficient for the safe operation of the HPU.

5.2 TRAINING PROGRAM

The employer provided operator training program should cover safety procedures concerning use of the HPU in and around the intended aircraft at the intended aircraft servicing location.

5.3 OPERATOR TRAINING

The operator training should provide the required training for safe operation of the HPU.

NOTE: Maintenance and Trouble Shooting are to be performed by a skilled and trained technician.

- 3 -

6.0 OPERATION

6.1 OPERATING PARAMETERS

- The user shall use the HPU in accordance with the aircraft manufacturer's instructions.
- The user shall operate the HPU in accordance with the Technical and Operator Manuals.
- The employer of the operator shall provide all necessary training.

6.2 NUMERICAL VALUES

6.2.1 Fluid

(See Nameplate on unit for Model Number.)

6.2.2 Physical

•	Weight (Dry):	1,200 lbs (544 kg)	
•	Dimensions:	Width = $51 \text{ in}(129.5 \text{ cm})$	
		Height = 50 in (127.0 cm)	
		Depth = 54 in (137.2 cm)	
•	Power Cord:	50 ft (15.24 m) long	
•	Pressure Hoses:	15 ft (4.57 m)	Standard Length
		25 ft (7.62 m)	
		50 ft (15.24 m)	
		-8 (½ in, 12.7 mm)	
•	Return Hoses:	15 ft (4.57 m)	
		25 ft (7.62 m)	Optional Length
		50 ft (15.24 m)	
		-12 (¾ in, 19.1 mm)	
•	Hand Pump Hose:	15 ft (4.57 m)	
		-4 (¼ in, 64 mm)	Working Diameter

6.2.3 Hydraulic Pump

- A pressure compensated, adjustable maximum volume piston pump.

- Maximum operating pressure at 50 Hz and 60 Hz3,000 psi (207 bar)
- Performance Curve for 50 Hz and 60 Hz.....Reference Figure 6.2.3

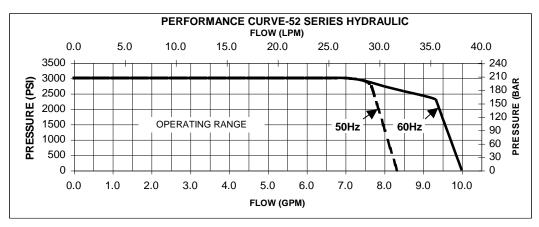


FIGURE 6.2.3 – Performance Curve (50 Hz and 60 Hz)



6.2 NUMERICAL VALUES (continued)

6.2.4 Electric Motor

A 15 horsepower, TEFC electric motor is the prime mover for the HPU. This is attached to the hydraulic pump using a pump/motor adapter and a spider/coupling rotating interface.

MOTOR POWER REQUIREMENTS				
60 Hz	Applications		50 Hz	Applications
Voltage	Full Load Amps		Voltage	Full Load Amps
208	44.2		200	48.0
230	40.0		220	41.0
380	24.2		380	23.7
460	20.0		415	23.0
575	16.0		440	22.0

FIGURE 6.2.4 - Motor Power Requirements

6.2.5 Filters

•	Pressure	.2 micron rating, non-bypass high collapse microglass type. Non-
		cleanable element.
•	Return	.5 micron rating, 15 psi (1.03 bar) bypass microglass type. Non-cleanable element.
•	Hand Pump (Option M)	.2 micron rating, non-bypass microglass type. Non-cleanable element.
•	Air/Desiccant	.3 micron filter, silica gel desiccant type. Non-cleanable element.

6.2.6 Hand Pump (Option M)

Two stage hand pump, low pressure stage 0–500 psi (0–34.47 bar) and 500–5,000 psi (34.47–344.74 bar) high pressure stage. Pump automatically changes stage internally based on system pressure.

~ ~	.,g p. 2224. 2 214. gp	automanoum, omangos otago i	memany bases on system pressure
•	Low Pressure Stage:	Piston Diameter	1½ in (38.1 mm)
		Working Pressure	0 - 500 psi (0 - 34.47 bar)
		Displacement/Stroke	2.1 in ³ (34.4 cm ³)
		Force/100 psi (6.89 bar)	12.0 lbs/100 psi (7.74 N/bar)
•	High Pressure Stage:	Piston Diameter	5/8 in (15.88 mm)
		Working Pressure	500 - 5,000 psi (34.47 - 344.74)
		Displacement/Stroke	0.4 in ³ (6.55 cm ³)
		Force/100 psi (6.89 bar)	2.2 lbs/100 psi (1.42 N/bar)

• Pressure Relief Setting: 5,250 psi (362.0 bar)

6.0 **OPERATION** (continued)

6.3 LOCATION & LAYOUT OF CONTROLS

6.3.1 Front Panel Controls

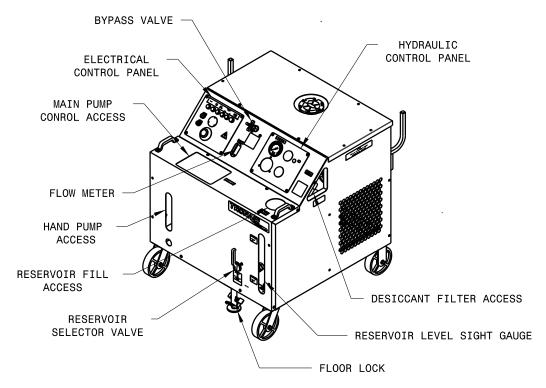


FIGURE 6.3.1 - Front Panel Controls

•	Electrical Control Panel	See Section 6.3.2
•	Hydraulic Control Panel	See Section 6.3.3
•	Bypass Valve	For loading and unloading the Hydraulic Pump.
•	Flowmeter	Displays the flow from the Hydraulic Pump.
•	Pump Control Access	See Figure 6.3.5 – Hydraulic Pump Controls.
•	Reservoir Selector	For selecting between using the aircraft reservoir or the HPU reservoir.
•	Sight Gauge	Visual indicator displays the fluid level in the reservoir.
•	Reservoir Fill Access	Locking cap for servicing the HPU reservoir.
•	Desiccant Filter	Access to the reservoir air filter/desiccant filter.
•	Hand Pump (Option M)	Access for hand pump and relief screw, handle stored inside.
•	Floor Lock	Locking/unlocking, foot actuated and released floor lock.

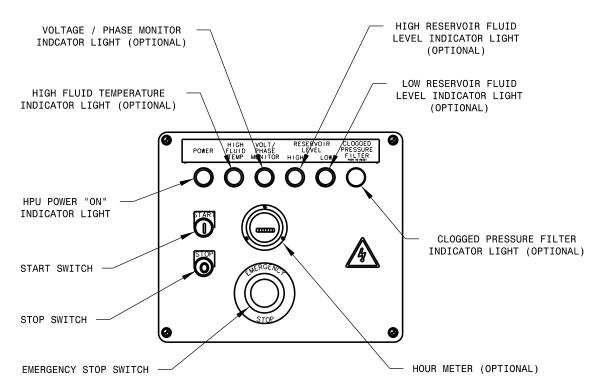


FIGURE 6.3.2 – Electrical Control Panel

6.3.2 Electrical Control Panel

•	Emergency Stop	Removes power to all electrical devices, must turn to reset.
•	Stop Switch	Turns off the electric motors driving the hydraulic pump and cooling
		fan.
•	Start Switch	Turns on the electric motors driving the hydraulic pump and cooling
		fan.
•	HPU Power "On" Indicator Light	Light is illuminated when the electric motors driving the hydraulic pump and cooling fan are on.
	Library Chairle Tanana anatama	
•	High Fluid Temperature	Light is illuminated when the return fluid temperature reaches
	Indicator Light (Option S)	160° F (71° C) or above. The HPU will shut down when light is
		illuminated. The HPU can be re-started when the fluid has cooled
		and the indicator light is off.
•	High Reservoir Fluid Level	Light is illuminated when the fluid level in the reservoir is above the
	Indicator Light (Option L)	normal operating range. The HPU will shut down until the fluid level
	3 ()	is restored to a normal operating level.
	Low Reservoir Fluid Level	Light is illuminated when the fluid level in the reservoir is below the
•	Indicator Light (Option L)	normal operating range. The HPU will shut down until the fluid level
	indicator Light (Option L)	
	V 1/2 /DI 14 1/2	is restored to a normal operating level.
•	Voltage/Phase Monitor	Light is illuminated if any of the following conditions occur
	Indicator Light (Options G – J)	 Voltage imbalance between L1, L2, L3, greater than 5%
		 Loss of voltage from L1, L2, L3
		 Over voltage from L1, L2, L3, greater than 5%
		 Change in phase orientation between L1, L2, L3. The HPU will
		shut down until the electrical problem is corrected.
•	Clogged Pressure Filter	Light is illuminated when the pressure filter element requires
	Indicator Light (Option R)	changing. The HPU will not shut down when illuminated. Pressing
		the illuminated button will reset the light.
		the mariniated button will reset the light.

6.3 Location & Layout of Controls continued on following page.



6.3.3 Hydraulic Control Panel

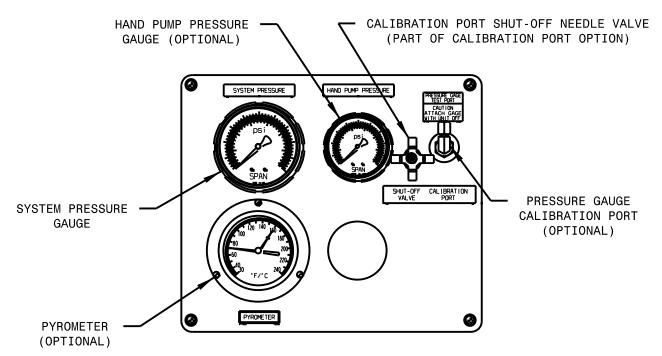


FIGURE 6.3.3 - Hydraulic Control Panel

•	System Pressure Gauge	Displays the system pressure on an analog fluid dampened gauge.
•	Pyrometer (Option K)	Displays the fluid temperature in the return system on an analog gauge. A warning indicator preset to 160° F (71° C) warns of high operating temperature.
•	Pressure Gauge Calibration Port (Option Q)	Allows for calibration of the system pressure gauge up to the operating pressure of HPU. Calibration port shut off valve must be used in conjunction with the calibration port.
•	Calibration Port Shut Off Valve(Part of Calibration Port Option Q)	Used to shut off pressure to the calibration port. This valve should only be opened when the external standard gage is attached. (See Technical Manual for proper procedure.)
•	Hand Pump Pressure Gauge(Option M)	Displays the hand pump system pressure on an analog fluid dampened gauge.

6.3.4 Rear Panel Controls

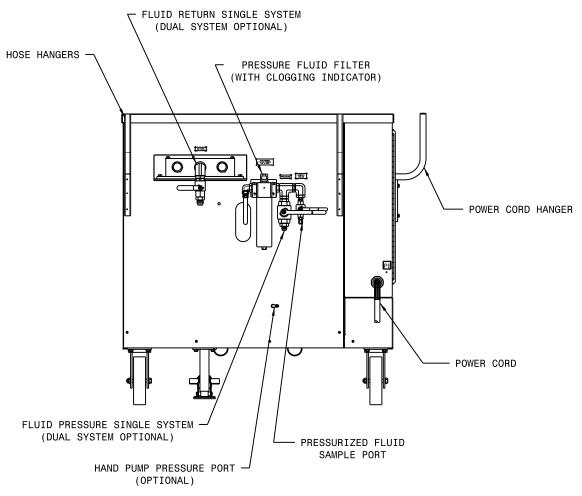


FIGURE 6.3.4 - Rear Panel Controls

•	* Fluid Pressure System	The source of pressurized fluid from the HPU that flows to the aircraft pressure system through the pressure hose.
•	* Fluid Return System	Fluid returning to the HPU from the aircraft that flows through the return hoses.
•	Pressure Fluid Filter	. Filters the pressurized fluid before it flows to the aircraft pressure system.
•	Pressurized Fluid Sample Port	A sample valve is provided to obtain a fluid sample for analysis. In order to obtain a representative sample, it is suggested that ANSI/B93.19M-1972(R1993) be followed.
•	Hand Pump Pressure Port(Option M)	. Pressurized fluid from hand pump filter.
•	Hose Racks	. Location for storing the pressure, return and optional hand pump hoses when not in use.
•	Power Cord Hanger	Location for storing the power cord when not in use.

* Dual System (Optional) consists of two (2) each of these items.

6.3 Location & Layout of Controls continued on following page.



6.3 LOCATION & LAYOUT OF CONTROLS (continued)

6.3.5 Hydraulic Pump Controls

The hydraulic pump flow control and pressure control are located through the pump control access door.

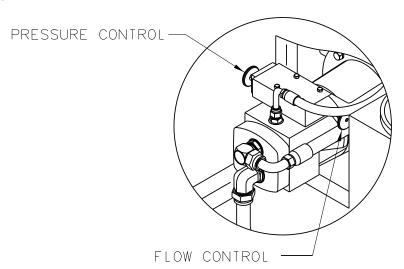


FIGURE 6.3.5 – Hydraulic Pump Controls

•	Flow Control	This control is used to set the maximum flow required from the
		HPU.
•	Pressure Control	The pressure control is used to set the system pressure of the HPU
		during operation.

6.3.6 Hand Pump Controls (Option M)

Reference 6.9 Hand Pump Operation

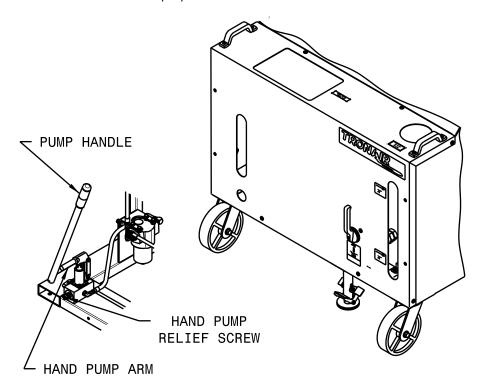


FIGURE 6.3.6 – Hand Pump Controls

•	Pump Handle	Located inside the front access door is the hand pump handle used
		for opening and closing the hand pump relief screw and stroking
		the hand pump arm.
•	Hand Pump Relief Screw	Accessed through the front panel opening, this screw allows
		opening and closing of the hand pump hydraulic circuit using the
		hand pump handle.
•	Hand Pump Arm	The handle is used to access the hand pump arm used for up and
		down motion to produce hydraulic flow and pressure

6.3.7 Dual System Controls (Option C)

Reference 6.7 Dual System Operation

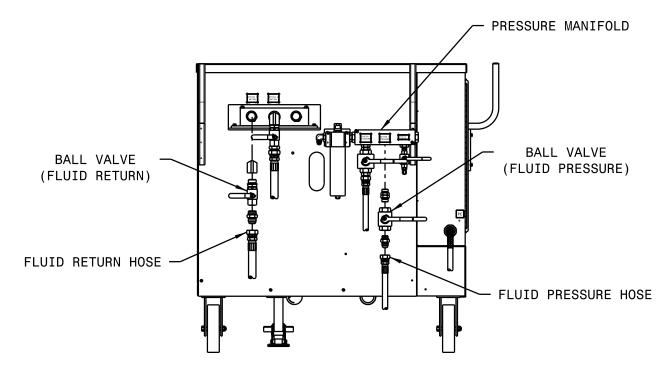


FIGURE 6.3.7 - Dual System Controls

•	Pressure Manifold	Houses the pressure valves.
•	Fluid Pressure Ball Valve	Used to turn on and off the flow to separate aircraft systems.
		Always use in either fully open or fully closed position; never use in
		a partially open position.
•	Fluid Pressure Hose	Connects HPU to aircraft pressure systems.
•	Fluid Return Hose	Connects HPU to aircraft return systems.



WARNING!

NEVER open or close dual system valves without shutting off the Hydraulic Power Unit. Damage to the aircraft system or reservoir may result if either return line valve is closed while the machine is running.

6.3.8 Dual System Crossover Check Controls (Option D)

Reference 6.8 Dual System Crossover Check Operation

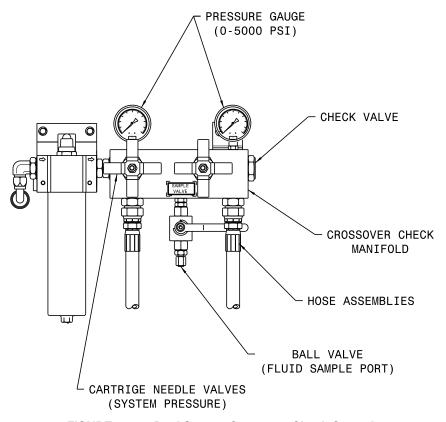


FIGURE 6.3.8 - Dual System Crossover Check Controls

• P	Pressure Gauge	. Displays the pressure in each aircraft system.
• H	łose Assembly	. Connects HPU to aircraft pressure system.
		.Turns on and off the fluid for taking contamination samples.
• C	Crossover Check Manifold	.Houses the valves and gauges.
• C	Cartridge Needle Valve	.Used to turn on and off the flow to the separate aircraft pressure
		systems. Always use in either fully open or fully closed position; never use in a partially open position.
• C	Check Valve	Prevents cross flow from System 2 pressure line to System 1 pressure line.

WARNING!



NEVER open or close dual system valves without shutting off the Hydraulic Power Unit. Damage to the aircraft system or reservoir may result if either return line valve is closed while the machine is running.

6.0 OPERATION (continued)

6.4 START UP PROCEDURES

6.4.1 Procedure for First Time or Different Electrical Supply ONLY

Phase Monitor (Options G – J Only): Check that the phase monitor light on the instrument panel is not illuminated. If the light is illuminated, change any two of the three input leads at the plug. Once the phase monitor light is not illuminated with power attached, check for proper motor rotation.

 Remove the pump/motor coupling guard. Reference Figure 6.4.1 – Pump/Motor Coupling Access.

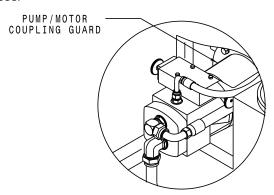


FIGURE 6.4.1 - Pump/Motor Coupling Access



Rotating Parts! Keep hands, feet, hair, and clothing away from all moving parts to prevent injury. Never operate the HPU with covers, shrouds, or guards removed.

- b. Verify that the unit has been prepared for use by connecting electrical leads and servicing the reservoir. (Reference Section 4.0 Preparation Prior to First Use.)
- Keeping hands clear of the pump/motor coupling area, momentarily press the start button and immediately press the stop button.
- d. Observe direction of rotation of the pump/motor coupling. When the Operator is facing the front panel, the pump/motor coupling should be rotating in a clockwise direction.



Electrical Shock! Never touch electrical wires or components while the HPU is attached to the power source. They can be sources of electrical shock.

Do not operate HPU with cabinet panels removed.

- e. If the pump/motor coupling is rotating in a counter-clockwise direction, change any two of the three leads at the plug. Observe direction of rotation to verify that pump/motor is rotating in a clockwise direction.
- f. Replace the pump/motor coupling guard.

6.4.2 Initial Start Up of the HPU

- a. Unit must be prepared per Section 4.0 Preparation Prior to First Use and Section 6.4.1 First Time or Different Electrical Supply ONLY before starting the HPU.
- b. Operator must be familiar with this manual and be properly trained prior to starting the HPU.
- c. Connect quick disconnects to hose ends or cap the pressure and return hose ends.
- d. Place the reservoir selector valve in "HPU Reservoir" position.
- e. Place the bypass valve in the "Open" position.
- f. Press the start switch and adjust the flow control until 6 gpm (22.71 lpm) is displayed on the flowmeter. (If no flow displays on the flowmeter after adjusting the flow control, reference *Trouble Shooting 9.2 No Flow*).
- g. Close the bypass valve, adjust the pressure control until 3,000 psi (206.84 bar) is displayed on the pressure gauge. (If no pressure displays on the system pressure gauge after adjusting the pressure control, reference *Trouble Shooting 9.4 No Pressure or Reduced Pressure*).
- h. Open the bypass valve; press the stop switch.

NOTE: Maintenance and Trouble Shooting are to be performed by a skilled and trained technician.



6.0 **OPERATION** (continued)

6.5 PRELIMINARY ADJUSTMENTS FOR OPERATION

The following are basic to the operation of the HPU and should be thoroughly understood. The pressure and flow controls have lock nuts to prevent rotation of the control shaft during operation. These nuts should be moved away from the pump during adjustment of flow or pressure in order to eliminate binding of the control shafts.

6.5.1 Flow Control Adjustment

- a. Open bypass valve.
- b. Select "Hydraulic Power Unit" position with reservoir selector valve.
- c. Start HPU.
- d. Adjust flow control on pump for maximum desired flow. Observing the flowmeter, read flow in gallons (liters) per minute directly from flowmeter. Be sure the control shaft lock nut is loose during adjustment. Tighten after adjustment to maintain setting.

6.5.2 Pressure Control Adjustment

- a. Open bypass valve.
- b. Select "Hydraulic Power Unit" position with reservoir selector valve.
- c. Start HPU.
- d. Close bypass valve.
- e. Adjust pressure control for desired pressure; observing the system pressure gauge, read in psi (bar). Be sure the control shaft lock nut is loose during adjustment. Tighten after adjustment to maintain setting.

NOTE: Once the flow and pressure controls have been adjusted, it is not necessary to change these settings after each operation unless desired.

6.5.3 Reservoir Selector Valve Operation

Operation of the reservoir selector valve allows the operator to select either the aircraft reservoir (closed loop) or the HPU reservoir (open loop).



CAUTION!

The reservoir selector valve should only be operated when the HPU is not running. The operation of the reservoir selector valve should be done prior to starting the HPU.

- a. Aircraft Reservoir Position (Closed Loop) In this position, the HPU is dependent on the aircraft reservoir and system for an adequate supply of fluid. Cavitation, due to an inadequate fluid supply from the aircraft, may be indicated by erratic fluctuation of the system pressure gauge or flowmeter. At times, the aircraft fluid supply will be restricted due to small return oil lines in the aircraft. If this is a problem, decrease the flow control setting until the cavitation is eliminated.
- HPU Reservoir Position (Open Loop)
 In this position, the HPU reservoir supplies fluid to the pump and accepts return fluid from the aircraft. It is desirable to operate the HPU in this mode since it eliminates any possibility of cavitation.

Since the HPU reservoir is vented to atmosphere and the aircraft is at a higher level, it is normal for the aircraft reservoir to drain into the HPU reservoir. It is, therefore, necessary to be sure that sufficient room is available in the HPU reservoir to accommodate the additional fluid.



CAUTION!

The aircraft system reservoir must be serviced after completion of operational testing.

In the "HPU Reservoir" position, faster landing gear swings are usually possible since there is no restriction to flow at the pump inlet.

6.5 Preliminary adjustments for operation continued on following page.



6.5 PRELIMINARY ADJUSTMENTS FOR OPERATION (continued)

6.5.4 Bypass Valve Operation

The bypass valve is used for unloading the pump. The valve should be either in the fully open or fully closed position only. Do not operate the valve in a partially open position.

a. Start Up Operation

The bypass valve must be opened prior to starting the HPU in order to allow the motor to start under a no load condition and not pressurize the aircraft hydraulic system.

b. Shut Down Operation

Prior to shutdown, the bypass valve must be opened to bleed off any residual system pressure.

CAUTION!



Excessive heat, which could damage machine components, will be generated if the bypass valve is partially open or is used for regulating flow or pressure.

- Use the flow and pressure controls for regulation.
- Use the bypass valve for unloading the system only.

6.6 BLEEDING AIR FROM SYSTEM

Rapid fluctuations of the pressure gage and flow-meter are indications of cavitation or entrapped air in the hydraulic lines and/or components. Air may enter the system when:

- Operating the unit with insufficient oil in the reservoir.
- · Changing a component on the aircraft.
- · Changing hose connections and/or couplings.

6.6.1 To Easily Purge the Unit of Air

- a. Fill reservoir to recommended level.
- b. Open bypass valve.
- c. Place reservoir selector valve in "Hydraulic Power Unit" position.
- d. Start unit and adjust flow control to maximum position.

NOTE: If fluid is not flowing, shut off HPU and reference 9.2 No Flow in Trouble Shooting section of Technical Manual

- e. Run unit for five (5) minutes and shut off.
- f. If additional bleeding is required, connect the pressure and return hoses together and open all pressure and return ball valves at the rear of the HPU. Start the HPU and slowly close the bypass valve (system pressure should remain under 200 psi (approximately 14 bar). Allow fluid to flow at full flow for five (5) minutes, then shut the HPU off.



WARNING!

Failure to open the return ball valves will cause hose or valve rupture. Property damage and personal injury can result.

6.7 DUAL SYSTEM OPERATION (Option C)

The dual system option allows control of fluid flow to aircraft with two hydraulic systems. The systems consist of two sets of hoses and valves located in the pressure and return systems. The valves are mounted on the rear of the hydraulic power unit and are of the 90° ball type. The valves are open when the operating handle is in line with the valve.

Although both systems may be operated simultaneously, usually only one system is required at any one time. If both valve sets are open simultaneously, the pump output will be divided between the two systems. Also, cross flow between aircraft reservoirs may occur if a reservoir level or pressure differential exists. Select valve positions prior to starting machine.

6.7.1 To Operate the Dual System

a. Before starting machine, open pressure and return valves of the same system.



WARNING!

Ensure pressure and return hoses of the same system are paired and used together.

b. After completing tests on one system, shut the machine off before selecting the second system.



WARNING!

NEVER open or close dual system valves without shutting off the Hydraulic Power Unit. Damage to the aircraft system or reservoir may result if either return line valve is closed while the machine is running.



6.0 OPERATION (continued)

6.8 DUAL SYSTEM CROSSOVER CHECK (Option D)

The Dual System feature of this option allows control of fluid flow to the aircraft with two hydraulic systems. The systems consist of two sets of hoses and valves located at the rear of the unit on the pressure and return manifolds. The return system valves are of the 90° ball type and are open when the handle is in line with the valve. The pressure system valves are cartridge type needle valves.

Although both systems may be operated simultaneously, usually only one system is required at any one time. If both valve sets are open simultaneously, the pump output will be divided between the two systems.

The Dual System Crossover Check option adds a check valve and pressure gauges to the dual system feature. The check valve prevents cross flow from System 2 pressure line to System 1 pressure line, while the gauges allow bleed down pressure in each line to be read when the needle valves are closed.

6.8.1 To Operate the Dual System with Crossover Check

a. Before starting the machine, open pressure and return valves of the same system



WARNING!

Ensure pressure and return hoses of the same system are paired and used together.

b. After completing tests on one system, shut the machine off before selecting the second system. **WARNING!**



NEVER open or close dual system valves without shutting off the Hydraulic Power Unit.

Damage to the aircraft system or reservoir may result if either return line valve is closed while the machine is running.

c. Follow the aircraft manufacturer's instructions for proper use of the crossover check capabilities.

6.9 HAND PUMP OPERATION (Option M)

The Hand Pump Option allows for filling the reservoir (low pressure) or static testing of components or system (high pressure). The hand pump circuit is separate from the main hydraulic system; a separate filter and hose are attached to the back panel of the HPU.

6.9.1 To Operate the Hand Pump

- a. Remove the pump handle from inside the front access door. (Reference Figure 6.3.6 Hand Pump Controls)
- b. Insert the end of the pump handle through the front panel opening into the hand pump relief screw.
- c. Turn the pump handle clockwise to close the relief screw.
- d. Insert the pump handle onto the hand pump arm through the front panel slot.
- e. Pump the handle using an up and down motion. Observe the hand pump system pressure on the hydraulic control panel (*Figure 6.3.3 Hydraulic Control Panel*). The pump is an automatic two stage pump. 500 psi (34.47 bar) can be produced with high fluid flow and 5,000 psi (344.74 bar) can be produced with low fluid flow.
- f. Turning the relief screw in a counter-clockwise direction releases hydraulic pressure in the hand pump system.



Pressurized Fluid! Before disconnecting the hand pump pressure hose, ALWAYS open the relief screw valve to relieve any residual pressure in the hydraulic system.

6.10 SAMPLE VALVE

A sample valve is provided on the rear of the unit to obtain a fluid sample for analysis or inspection.

In order to obtain a representative fluid sample, it is suggested that ANSI/B93.19M-1972 (R1993) (Reference Appendix) be followed.



Pressurized Fluid! Before servicing the HPU or equipment, **always** open the bypass valve to relieve any residual pressure in the hydraulic system.

6.0 Operation continued on following page.



6.0 OPERATION (continued)

6.11 EMERGENCY SHUT DOWN PROCEDURE

In the event an emergency shut down is necessary, press the emergency stop switch located on the electrical panel. (*Reference Figure 6.3.2 – Electrical Control Panel*) Open the bypass valve to remove any system pressure.

6.12 DESCRIPTION OF ALARM SYSTEMS

Reference Figure 6.3.2 - Electrical Control Panel.

6.12.1 High Fluid Temperature Indicator (Option S)

The indicator light for high fluid temperature is an active light which will illuminate when the return fluid temperature is 160° F (71° C) or above. The HPU will shut down if the light is illuminated. The HPU can be re-started when the fluid has cooled sufficiently and the light has shut off.

If the high temperature light is illuminated reference section 9.0 Trouble Shooting.

6.12.2 Voltage/Phase Monitor Indicator (Options G - J)

The indicator light for the voltage/phase monitor is an active light which will illuminate if there is a problem with the incoming electrical power source. The HPU will shut down if the light is illuminated.

If the voltage/phase monitor light is illuminated, reference section 9.0 Trouble Shooting.

6.12.3 High and Low Reservoir Level Indicator (Option L)

The indicator lights for high and low reservoir level are active lights which will illuminate when the reservoir fluid level is either above the maximum level or below the minimum level. The HPU will shut down if either of the lights are illuminated.

If the light on either of the reservoir level indicator lights, restore the fluid level in the reservoir to a normal operating range.

6.12.4 Clogged Filter Indicator Light (Option R)

The indicator light for the clogged filter is a passive light which will illuminate if the pressure filter element becomes clogged or is in need of replacement. The HPU will not shut down if the light is illuminated.

If the clogged filter indicator light is illuminated, the pressure filter element requires changing. Reference section *10.1411 Electric Filter Clogging Indicator (Option R)* for maintenance procedure. Pressing the clogging filter indicator light will reset the light and the light will turn off.

NOTE: Maintenance and Trouble Shooting are to be performed by a skilled and trained technician.

7.0 PACKAGING AND STORAGE

7.1 PACKAGING REQUIREMENTS

- a. Drain hydraulic fluid until level is below the minimum fluid level indicator.
- b. Block up the unit on a pallet so the wheels are not touching the pallet or shipping container.
- c. Plug all hose ends.
- d. Strap unit to pallet or shipping container using the tie down rings located on the frame bottom.

NOTE: Use at least four (4) straps with a minimum 2,000 lbs (907.2 kg) capacity each.

7.2 HANDLING

The unit is designed to be moved by hand using the handles located on the front of the unit. The unit can be lifted by means of a fork truck from the center of the machine. Lifting must be from the motor side of the unit only.

NOTE: Be sure the forks are long enough to reach the frame cross members for stability during lifting. Spread the forks to their maximum width for stability. Reference Figure 8.0 – HPU on Forklift.

7.3 PACKAGING PROTECTION

No special packaging material for cushioning or suspension is required.

7.4 LABELING OF PACKAGING

Packaging should be labeled as follows: DO NOT DROP

THIS SIDE UP DO NOT STACK

7.5 STORAGE COMPATIBILITY

No special considerations for short term storage (less than three months).

7.6 STORAGE ENVIRONMENT

Cover HPU with a suitable, non-abrasive tarp if storing outside. For storage periods greater than three months, drain hydraulic fluid from all hoses and the reservoir. Cover unit to protect outside surface.

If storing outside, protect unit from freezing water, sand, dirt, and direct sunlight. A cover is highly recommended.

7.7 STORAGE SPACE AND HANDLING FACILITIES

• Weight (Dry): 1,200 lbs (544 kg)

• Dimensions: Width: 51 in (129.5 cm)

Height: 50 in (127.0 cm)
Depth: 54 in (137.2 cm)

8.0 TRANSPORTATION

- 1. Do not stack Hydraulic Power Units.
- The unit can be lifted by means of a fork truck from the motor side center of the HPU.

NOTE: Be sure the forks are long enough to reach frame cross members for stability during lifting. Spread the forks to their maximum width for stability. Reference Figure 8.0 – HPU on Forklift.

Weight: 1,200 lbs (544 kg)

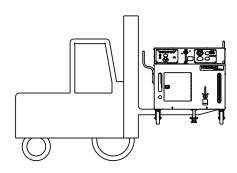


FIGURE 8.0 - HPU on Forklift

9.0 TROUBLE SHOOTING

The following is a guide to solutions of common problems associated with the HPU. **See related Appendices for Hydraulic and Electrical Schematics**.

If the problem is not resolved using the trouble shooting information, call the manufacturer for Technical Assistance (See Section *1.3 Manufacturer*).

NOTE: Maintenance and Trouble Shooting are to be performed by a skilled and trained Technician.

9.1 HPU WILL NOT START

Possible Cause	Solution
Supply power off	. Check incoming power and restore power. Check across- the-line voltage on all three phase legs.
Supply power fuses are blown/circuit breakers tripped	. Check and replace. Check across-the-line voltage on all three phase legs.
Control Transformer fuses blown	. Check and replace.
Supply power phase or voltage incorrect(Phase/Voltage Monitor Option G – J only)	Voltage/Phase Monitor Indicator light will be illuminated. Refer to Section 4.3 Connecting Electrical Leads .
Reservoir fluid level is too high or too low(Electric Reservoir Level Option L only)	. One reservoir level indicator light (Low or High) will be illuminated. Fill the reservoir above the Minimum Fluid Level arrow to extinguish the Low Level light. Drain fluid below the Maximum Fluid Level arrow to extinguish the High Level light.
High return fluid temperature(Electric Over-Temperature Option S only)	. High Fluid Temperature indicator light will be illuminated. Allow the hydraulic fluid to cool until the light goes out. Refer to Section 9.5 for over-heated causes.
Motor has tripped thermal overload device	Allow the motor to cool. The thermal overload device (motor starter) will reset automatically after sufficient cooling. The tripped condition is usually caused by loading the motor beyond its rated capacity; however, any condition (such as unbalanced voltage) that causes an increase in amperage can result in a tripped condition.

NOTE: Using the bypass valve to meter flow or pressure will increase the motor load and may cause the thermal overload device to trip. Refer to section 6.5.4 Bypass Valve Operation for proper use of the bypass valve.

9.0 TROUBLE SHOOTING (continued)

9.2	NO F	LOW
-----	------	-----

9.2	NO FLOW	
	Possible Cause	Solution
	Motor turning in wrong direction	See Section 4.3 Connecting Electrical Leads.
	Flow control set too low	Increase flow setting.
	Fluid level in reservoir too low	Service the HPU reservoir.
	Air in pump inlet lines	Disconnect the HPU from the aircraft. Fill the HPU reservoir to a level above the pump inlet port. Set the reservoir selector valve to the HPU Reservoir position. Fully open the Bypass Valve. Close the Pressure and Return ball valves at the rear of the unit. Adjust the pump flow to maximum and "bump" the start and stop switches to "jog" the motor. Flow should be indicated at the Flowmeter on first or second "jog".
		e amount of air has entered the system, the pump may not i, loosen the inlet hose near the pump and allow air to ars.
	Motor is turning but pump is not	Check pump and motor couplings to ensure they are tight.
	Flow path does not exist	A flow path (such as a moving actuator or an open circuit) must exist for flow to be present. When system pressure exceeds the compensator control setting, or when the system no longer requires flow, the control de-strokes the pump while maintaining the preset pressure.
9.3	REDUCED FLOW	
	Possible Cause	Solution
	Flow control is set too low	Increase flow setting.
	Pressure adjustment is set too low	Slightly increase pressure setting.
	Pressure compensator control isreducing pump output.	When system pressure exceeds the compensator control setting, or when the system no longer requires flow, the control de-strokes the pump while maintaining the preset pressure.
	Pump inlet is not receiving enoughfluid (cavitation)	Follow the procedure for "Air in pump inlet lines" in Section 9.2.
	Motor is "Single Phasing"	Motor is not getting power on all three phase legs. Check across-the-line voltage on all three phase legs.
	Supply voltage is 50 Hz	Pumps used on 50 Hz units will flow at only 83% of the pump nameplate rating. An HPU designed to run on 50 Hz will supply flow as stated in the specifications for that unit.
9.4	NO PRESSURE or REDUCED PRESSURE	
	Possible Cause	Solution
	Pressure adjustment is set too low	Increase pressure adjustment.
	Motor is "Single Phasing"	Motor is not getting power on all three phase legs. Check across-the-line voltage on all three phase legs.
	Pump inlet is not receiving enoughfluid (cavitation)	Follow the procedure for "Air in pump inlet lines" in section 9.2.
	Flow path is open	Pressure is resistance to flow. The HPU will reach full pressure as flow paths (such as moving actuators and open valves) are closed.

9.0 Trouble shooting continued on following page.



9.0 TROUBLE SHOOTING (continued)

9.5	FLUID OVERHEATS
9.0	

9.5	FLUID OVERHEATS	
	Possible Cause	Solution
	Fan is not functioning properly	Check the cooler fan output. Forced air should be easily detected at the right hand side of the HPU. Check the fuses for the fan motor (See Appendices – Electrical Schematic INS-1725).
	Bypass valve or rear ball valve is beingused in a partially closed position	The bypass valve and all ball valves must be used in a fully open or fully closed position. (These valves are not intended for metering flow. All flow adjustments must be made using the pump flow control.)
9.6	HAND PUMP (Option M) IS NOT PUMPING FL	UID
	Possible Cause	Solution
	Release screw is open	Use the slotted end of the pump handle to close the release screw located at the base of the pump.
	Ball valve is closed	Open the ball valve for the pump inlet line located at the bottom of the reservoir.
	Pump piston is filled with air	If the pump is not primed after several strokes, remove the bleed screw from the top of the pump piston (See Section 10.13.9.a – Pump Diagram). Slowly stroke the pump until fluid is present at the bleed screw. Replace the bleed screw.

10.0 MAINTENANCE

10.1 GENERAL

Periodically inspect the HPU for loose fasteners, hose fittings, damaged hoses, and worn electrical cables. Make repairs as needed for safe operation.

Reference Sections 10.2 – 10.14 for Parts Lists, Descriptions and Illustrations.

10.2 ELECTRIC MOTOR

The Electric Motor is pre-greased by the manufacturer. Periodic greasing is necessary on a frequently used HPU. Reference *Appendices – Lincoln Motor Manual* for details.

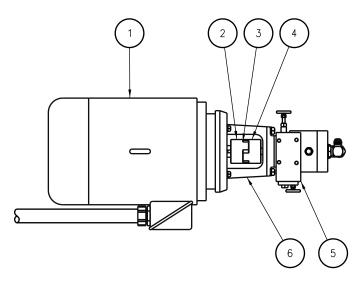


FIGURE 10.2 - Electric Motor/Hydraulic Pump Assembly

PARTS LIST

Item	Par	t Number	Description	1	Qty
1	Ref	erence following:	Electric Mot	or	
	60 Hz A	pplications	50 Hz A	pplications	
	Voltage	Part Number	Voltage	Part Number	
	208	EC-1186-11	200	EC-1555-10	
	230	EC-1186-11	220	EC-1555-09	
	380	EC-1186-10		EC-1186-11	
	460	EC-1186-11		EC-1186-11	
	575	EC-1186-12		EC-1555-09	
		424-15	Coupling (M	lotor Half)	1
3	H-2	427	Spider (Hytr	rel)	1
4	H-2	424-03	Coupling (P	ump Half)	1
		erence 10.3 & 10.3.1			
		1775-03			

10.0 Maintenance continued on following page.

10.0 MAINTENANCE (continued)

10.3 HYDRAULIC PUMP

The hydraulic pump does not require regular maintenance. Under normal operating conditions, the pump will perform for thousands of hours of use without rebuilding. See *Appendices – Oil Gear Pump Manual* for further details.

10.3.1 Hydraulic Pump Assembly

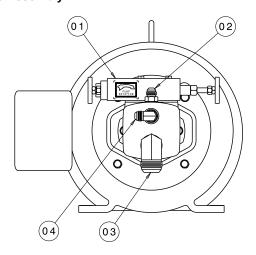


FIGURE 10.3.1 – Motor Drive Hydraulic Pump Assembly

PARTS LIST

Fluid Type: MIL-PRF-87257

	Item	Part Number	Description	Qty
•	1	K-4260	Assembly, Hydraulic Pump (Painted pump with	n knobs1
			Does not include fittings, labels or coupling ha	lf.)
	2	N-2007-19-S-V		1
	3	N-2001-36-S-V	Elbow, 90° Male #12 SAE x #20 JIC	1
	4	N-2001-11-S-V	Elbow, 90° Male #8 SAE x #8 JIC	1
		♦ Refer to section	10.14 for listing of Replacement Labels.	

10.3.2 Hydraulic Pump Replacement Kits List

Part Number	Description
TBD	Kit, Shaft Seal and Retainer
	Kit, Gaskets and O-rings
	Kit. Shaft and Bearing Assembly

10.0 MAINTENANCE (continued)

10.4 HYDRAULIC FLUID

Any time an unusual color, smell or visual indicator is noticed with the hydraulic fluid, a sample analysis should be performed to determine the condition of the fluid. (See Section 6.10 – Sample Valve Operation)

Refer to the manufacturer of the specific fluid for your unit to obtain additional information:

Model Number: Fluid Type: 5241......MIL-PRF-87257

10.5 FILTERS

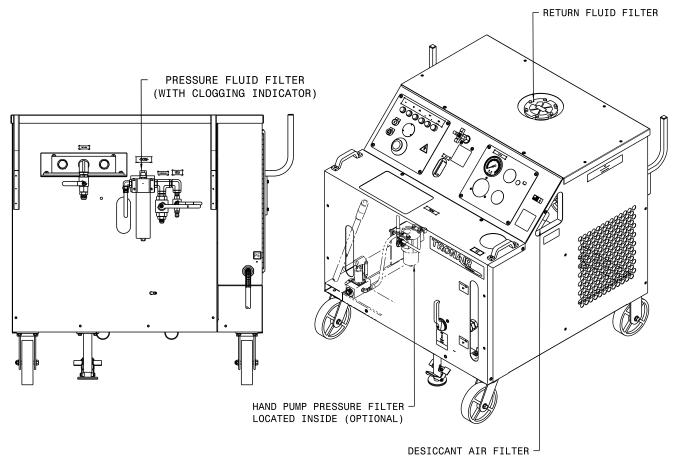


FIGURE 10.5 - Filter Locations

10.5 FILTERS (continued)

10.5.1 Pressure Filter

Replace the filter element any time the clogged filter indicator light (Option R) is triggered or when the pop-up indicator located on the filter head changes to red during operation.

Replace the filter element annually to ensure proper cleanliness of the hydraulic system. This is a minimum requirement.

Standard filter changes depend on how frequently the HPU is used and the cleanliness of the fluid, along with the environment to which the HPU is exposed. Periodic fluid analysis is recommended to properly determine the optimum frequency of filter element changes.

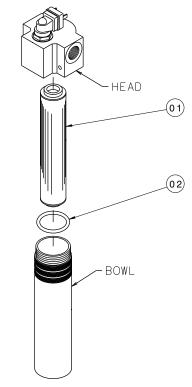


FIGURE 10.5.1 – Pressure Filter PARTS LIST

<u>Item</u>	Part Number	Description	Qty
2	HC-2007-138	O-ring	1
		Kit Replacement Filter Flement	

10.5 FILTERS (continued)

10.5.2 Return Filter

Replace the return filter element at the same time the pressure filter element is being replaced.

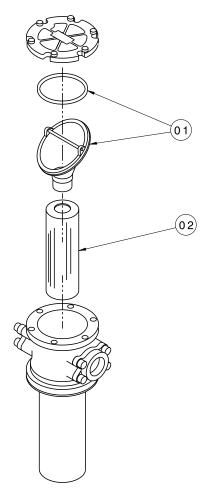


FIGURE 10.5.2 - Return Filter

PARTS LIST

Item	Part Number	Description	Qty
1	HC-2007-350	O-ring.	2
1 & 2	K-3805	Kit. Replacement Filter Element	1

10.5 FILTERS (continued)

10.5.3 Hand Pump (Option M) Filter

Replacement of the hand pump filter element is dictated by frequency of use and the cleanliness of the fluid, along with the environment to which the HPU is exposed. Changing the hand pump filter element at the same time as the pressure filter element will ensure a regular maintenance schedule.

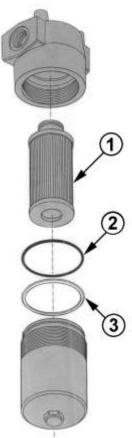


FIGURE 10.5.3 – Hand Pump (Option M) Filter
PARTS LIST

ltem	Part Number	Description	Qty
2 & 3	K-3796	O-ring (Bowl)	1
1. 2 & 3	K-3831	Kit. Replacement Filter Element	1

10.5 FILTERS (continued)

10.5.4 Desiccant Air Filter

Replace the desiccant/air filter whenever the material inside the element is pink or reddish in color (see Element Label for details).

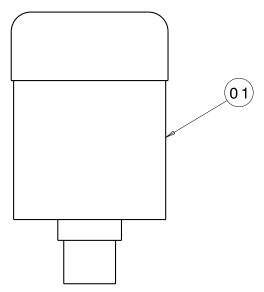


FIGURE 10.5.4 - Desiccant Air Filter

PARTS LIST

Item	Part Number	Description	Qty
1	HC-1763	Filter Flement	1

10.0 MAINTENANCE (continued)

10.6 HYDRAULIC HOSES

Hoses used on the HPU must be periodically inspected for damage, blisters, leaks, or hose end problems. Any damaged or defective hose should be replaced as soon as possible.

	Hose Location		
Item	From	То	
1	Selector Valve	Pump Inlet	
2	Pump Outlet	Flowmeter	
3	Control Manifold	Pressure Filter	
4	Control Manifold	Pressure Gauge	
5	Case Drain	Cooler (Rear)	
6	Cooler (Front)	Return Manifold	
7	Control Manifold	Return Manifold	
8	Return Filter	Selector Valve (Top)	
9	Return Pressure Relief Valve	Reservoir	

FIGURE 10.6 – Hydraulic Hoses

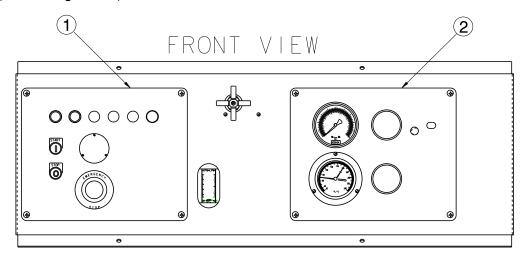
PARTS LIST

Qty	Description	Part Number	Item
1	Assembly, Hose #20	TF-1039-18*12.8	1
1	Assembly, Hose #8	TF-1038-23*35.0	2
	Assembly, Hose #8		
	Assembly, Hose #4		
	Assembly, Hose #12		
	Assembly, Hose #12		
	Assembly, Hose #12		
	Assembly, Hose #20		
	Assembly, Hose #8		
	External Pressure Hose #8		
	External Return Hose #12		

10.0 MAINTENANCE (continued)

10.7 INSTRUMENT PANEL

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection for general maintenance on Hose Assembly (Item 3 in Figure 10.7).





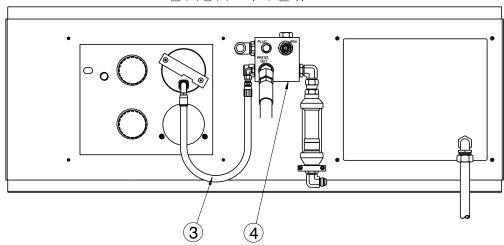


FIGURE 10.7 - Instrument Panel

PARTS LIST

Fluid Type: MIL-PRF-87257

_	Item	Part Number	Description	Qty
	1	See Page 32	Electric Panel	1
			Pydraulic Panel	
		•	Assembly, Hose #4	
		<u> </u>	Control Block/Flowmeter	

10.7 Instrument Panel continued on following page.

10.7 INSTRUMENT PANEL (continued)

10.7.1 Electric Panel

The Electric Panel does not require regular general maintenance.

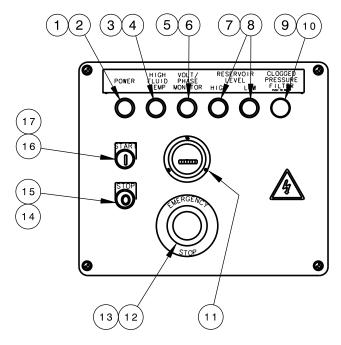


FIGURE 10.7.1 - Electric Panel

PARTS LIST

Item	Component	Part Number	Description	Qty
1	Standard	EC-1945-01	Light, Diffused Pilot	1
2	Standard	EC-1951-MN5G	Power, Module w/Latch	1
3	Option	EC-1945-03	Light, Diffused Pilot	1
4	Option	EC-1951-MN5Y	Power, Module w/Latch	1
5	Option	EC-1945-03	Light, Diffused Pilot	1
6	Option	EC-1951-MN5Y	Power, Module w/Latch	1
7	Option	EC-1945-04	Light, Diffused Pilot	2
8	Option	EC-1951-MN5B	Power, Module w/Latch	2
9	Option	EC-1952	Push Button, Illuminated/Flush.	1
10	Option	EC-1944	Power, Module w/Contach/Latch	h 1
11	Option	EC-1577	Hour Meter (50 Hz Operation)	1
11	Option	EC-1578	Hour Meter (60 Hz Operation)	1
	Standard		Switch, Emergency Stop	
13	Standard			
14	Standard	EC-1953-ME205	Push Button, Non-Illuminated	1
15	Standard	EC-1946-MX01	Contact Block w/Latch	1
16	Standard	EC-1953-MF306	Push Button, Non-Illuminated	1
17	Standard	EC-1946-MX10	Contact Block w/Latch	1

10.7 INSTRUMENT PANEL (continued)

10.7.2 Hydraulic Panel

Annual calibration of instrumentation is recommended. See Section 12.0 – Calibration of Instrumentation for details of calibration.

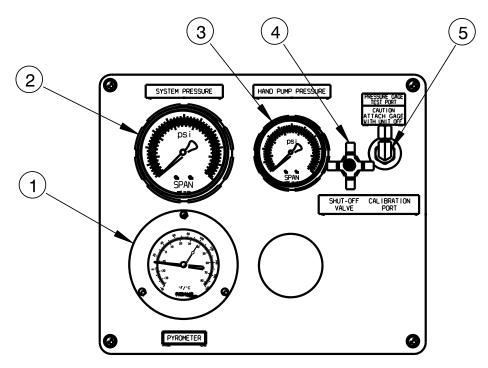


FIGURE 10.7.2 - Hydraulic Panel

PARTS LIST

<u>Item</u>	Part Number	Description	Qty
1	HC-2268-03	Pyrometer (Optional)	1
		System Pressure Gauge	
		Pressure Gauge (Hand Pump Opt	
		Shut Off Needle Valve (Calibration	
5	See Section 10.14.10		1

10.7 INSTRUMENT PANEL (continued)

10.7.3 Control Block/Flowmeter

The Control Block components do not require regular general maintenance.

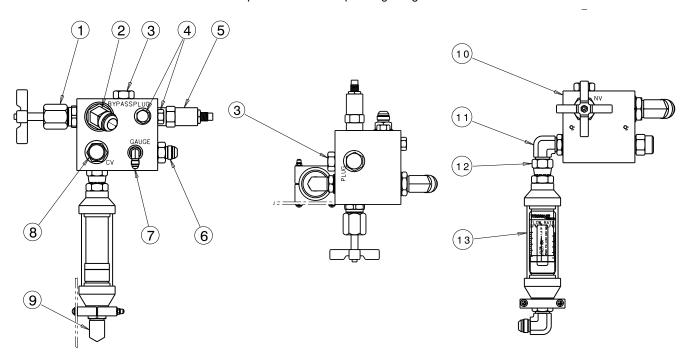


FIGURE 10.7.3 - Control Block/Flowmeter

PARTS LIST

Item	Part Number	Description	Qty
1	HC-1254-04	Needle Valve	1
2	N-2042-09-S-V	Elbow, 45° Straight Thread (#12)	1
		O-ring Hex Plug (#10)	
		O-ring Hex Plug (#6)	
5	HC-2207	Pressure Relief Valve	1
		Connector, Straight Thread (#8-10)	
7	N-2001-03-S-V	Elbow, Straight Thread (#4)	1
8	HC-2208	Check Valve	1
		Elbow, Straight Thread (#8-10)	
10	J-3399	Pressure Manifold	1
11	N-2001-15-S-V	Elbow, Straight Thread ((#10)	1
12	N-2036-07-S-V	Swivel, 37° Female (#10)	1
13	HC-2251	Flowmeter	1
	HC-2251-A1	Flowmeter (Calibrated)	1

10.7.3 Control Block/Flowmeter (continued)

10.7.3.a System Pressure Relief Valve

The System Pressure Relief Valve does not require regular general maintenance. It is possible however, for a contaminant to hold the relief valve in a partially open condition. If service is required, the new or repaired relief valve must be reset to 3,250 psig.

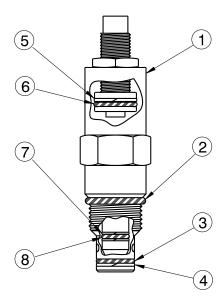


FIGURE 10.7.3.a – System Pressure Relief Valve

PARTS LIST

ltem	Part Number	Description	Qty
1	HC-2207	Pressure Relief Valve (Not Set)	1
		O-ring, Series 3	
		O-ring, Series 2	
		Backup Ring (Teflon)	
		Backup Ring (Teflon)	
		O-ring, Series 2	
		Backup Ring (Teflon)	
		O-ring, Series 2	

10.7.3 Control Block/Flowmeter (continued)

10.7.3.b Check Valve

The Check Valve does not require regular general maintenance.

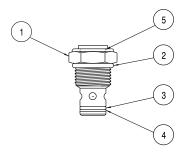


FIGURE 10.7.3.b - Check Valve

PARTS LIST

Fluid Type: MIL-PRF-87257

Item	Part Number	Description	Qty
1		Check Valve	1
2	HC-2014-910	O-ring, Series 3	1
		O-ring, Series 2	
4	HC-2020-014	Backup Ring	1
		O-ring, Series 3	

10.7.3.c Bypass Valve

The Bypass Valve does not require regular general maintenance.

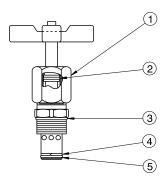


FIGURE 10.7.3.c - Bypass Valve

PARTS LIST

Item	Part Number	Description	Qty
1	HC-1254-04	Needle Valve	1
		O-ring	
4	HC-2020-114	Backup Ring	1
		O-ring	

10.0 MAINTENANCE (continued)

10.8 RESERVOIR ASSEMBLY

Replace the desiccant air filter whenever the material inside the element is pink or reddish in color (See Element label for details). The Reservoir Assembly does not require regular general maintenance. If periodic inspections for silt are desired, be certain to thoroughly clean the dome cover and surrounding area before removing the dome cover. The Selector Valve (Item 9) is not field serviceable.

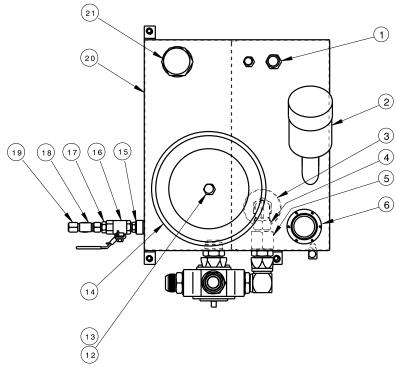


FIGURE 10.8 - Reservoir Assembly

PARTS LIST

<u>Item</u>	Part Number	Description	Qty
1	N-2008-08-S		1
2	HC-1763	Desiccant Filter	1
3	HC-1397-02	Diffuser, 1" NPT	1
4	N-2035-08-S	Elbow, Swivel Male, #16 JIC x 1" NPT	1
5	N-2055-25-S	Tube Reducer, #20 x #16 JIC	1
6	HC-2193-06	Filler, Non-vented	1
12	H-1735-02		1
13	G-1100-110016		1
14	H-1740	Cover Assembly	1
15	N/A	N/A	N/A
16	HC-1761	Ball Valve, SAE #8 Lockable	1
17	N-2007-11-S-V		1
18	N-2016-06-S-V	Tee, Swivel Run, #8 JIC	1
19	N-2008-06-S	Cap, #8	3
20	Z-5525	Reservoir, 30 gallon (113.4 lt)	1
21	N-2206-09-S	Plug, Hex Head, 2" NPT	1

10.8 RESERVOIR ASSEMBLY (continued)

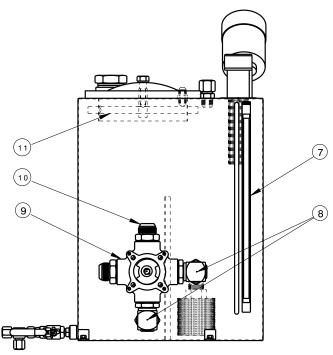


FIGURE 10.8 - Reservoir Assembly

PARTS LIST

_	ltem	Part Number	Description	Qty
	7	HC-2212	Sight Gauge	1
			Elbow, 90° Swivel, #20	
			Selector Valve, #20 SAE	
			Connector, Straight Thread #20 SA	
			Clamp Assembly	

10.0 MAINTENANCE (continued)

10.9 RETURN MANIFOLD ASSEMBLY

Refer to Section 10.5.2 – Return Filter for information on changing filter element.

NOTE: DO NOT attempt to adjust the Return System Pressure Relief Valve. See Section 10.9.1 – Return System Pressure Relief Valve for details.

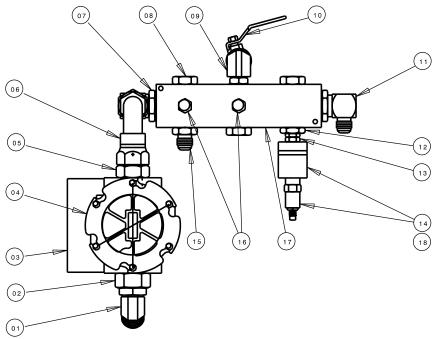


FIGURE 10.9 - Return Manifold Assembly

PARTS LIST

Item	Part Number	Description	Qty
1	N-2042-13-S-V	Elbow, 45° Straight Thread #20 JIC x #20 SAE	1
2	N-2463-25-S-V	Fitting, Reducer/Expander 24/20 SAE	1
3	H-1581	Bracket, Filter	1
4	HC-1906-03	Filter, Return	1
5	N-2007-30-S-V	Connector, Straight Thread, #20 JIC x #24 SAE	1
6	N-2063-04	Elbow, Bent Swivel Nut	1
7	N-2049-20-S-V	Elbow, 90° Swivel, #20 SAE x #20 JIC	1
		Plug, Hex Head, #16 O-ring	
		Elbow, 90° #16 SAE x #16 SAE	
		Valve, Ball	
		Elbow, 90° #12 JIC x #20 SAE	
		Fitting, Reducer/Expander 16/8 SAE	
	N-2464-06-S-V		
	HC-2211	, 3	
	N-2007-21-S-V	,	
		Plug, Hex Head, #8 O-ring	
		Manifold, Return	
		Elbow, Straight Thread #8 SAE x #8 JIC	

10.9 RETURN MANIFOLD ASSEMBLY (continued)

10.9.1 Return System Pressure Relief Valve

The Return System Pressure Relief Valve can be purchased as a preset assembly. If the relief valve is serviced by the end user, the valve must be set to crack at 150+/-7 psig **before** being re-installed on the HPU.

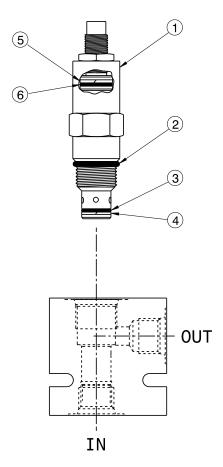


FIGURE 10.9.1 - Return System Pressure Relief Valve

PARTS LIST

Item	Part Number	Description	Qty
1	HC-2211	Pressure Relief Valve (includes Valve	<i>Block</i>)1
2	HC-2014-910	O-ring, Series 3	1
		O-ring, Series 2	
		Backup Ring (Teflon)	
		Backup Ring (Teflon)	
		O-ring Series 2	

10.0 MAINTENANCE (continued)

10.10 PRESSURE FILTER ASSEMBLY (Single System)

Refer to Section 10.5.1 for information on changing filter element.

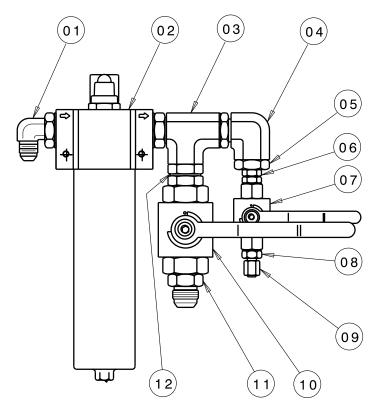


FIGURE 10.10 - Pressure Filter Assembly

PARTS LIST

<u>Item</u>	Part Number	Description	Qty
1	N-2001-14-S-V	Elbow, Straight Thread #8-12	1
		Filter, Pressure	
		Tee, Straight Thread #12	
		Elbow, Straight Thread #12	
5	N-2463-35-S-V		1
6	N-2464-05-S-V	Union, Male Straight Thread #6	1
7	HC-2206-02	Valve, Ball SAE #6	1
8	N-2007-05-S-V		1
		Cap, #4 Female	
		Valve, Ball SAE #12	
11	N-2007-14-S-V	Connector, Straight Thread #8-#12	1
		Union. Male Straight Thread #12	

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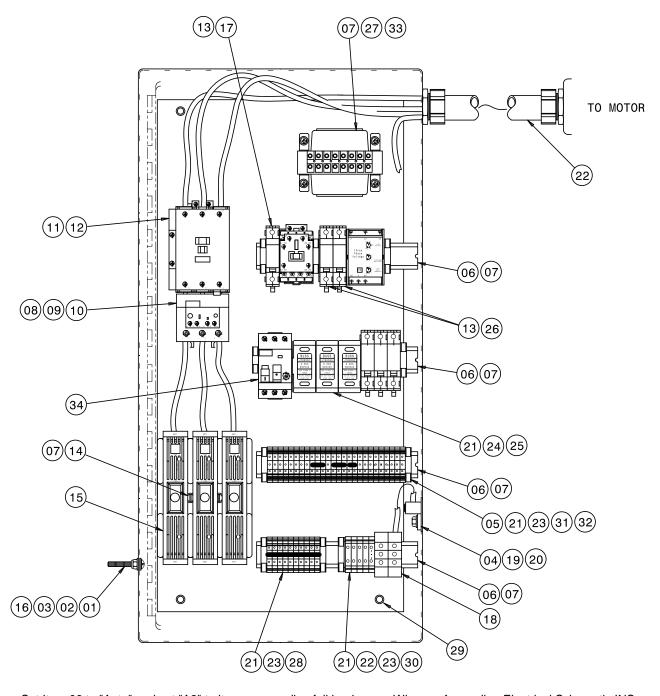


10.0 MAINTENANCE (continued)

10.11 ELECTRICAL COMPONENTS

Regularly inspect the external power cord for nicks, cuts, abrasion, and fluid damage. Replace power cord if damage is found. See Section 11.0 – Provision of Spares for recommended spare fuses.

Reference following pages for Parts Lists.



Set Item 06 to "Auto" and set "A2" to its corresponding full load amps. Wire per Appendix - Electrical Schematic INS-1725 and wire diagram INS-1747.

10.11 Electrical components continued on following page.



10.11 ELECTRICAL COMPONENTS (continued)

PARTS LIST

Itam		60 Hz Applications				Description	041/
Item	208	230	380	460	575	Description	Qty
1	G-1159-105516	G-1159-105516	G-1159-105516	G-1159-105516	G-1159-105516	Screw, RND HD CRS REC, ¼ - 28 x 1 ¾ Long	1
2	G-1250-1050N	G-1250-1050N	G-1250-1050N	G-1250-1050N	G-1250-1050N	Flatwasher, 1/4 Narrow	2
3	G-1202-1055	G-1202-1055	G-1202-1055	G-1202-1055	G-1202-1055	Stopnut, Elastic ¼ - 28	1
4	G-1180-105006	G-1180-105006	G-1180-105006	G-1180-105006	G-1180-105006	Screw, HH TPG Type F 1/4	1
5	EC-1956-02	EC-1956-02	EC-1956-02	EC-1956-02	EC-1956-02	Block, IEC Terminal (Red)	26
6	EC-1803	EC-1803	EC-1803	EC-1803	EC-1803	Rail, Din	4
7	G-1150-103506	G-1150-103506	G-1150-103506	G-1150-103506	G-1150-103506	Screw, HH MAC, #10-32 x 3/4 Long	14
8	EC-1525	EC-1589	EC-1589	EC-1589	EC-1589	Relay, Overload	1
9	EC-1603	EC-1603	EC-1603	EC-1603	EC-1603	Shield, Anti-Tamper	1
10	EC-1604	EC-1604	EC-1604	EC-1604	EC-1604	Shield, Current Adjustment	1
11	EC-1842	EC-1586	EC-1586	EC-1586	EC-1586	Contactor, IEC Motor	1
12	EC-1607	EC-1607	EC-1607	EC-1607	EC-1607	Lug Set, Terminal	1
13	EC-1541-01	EC-1541-01	EC-1541-01	EC-1541-01	EC-1541-01	Fuse Holder, IEC Class CC	3
14	EC-1563	EC-1563	EC-1563	EC-1674	EC-1674	Fuse Block, Class J	1
15	EC-1557-30	EC-1557-30	EC-1557-27	EC-1557-25	EC-1557-24	Fuse, Class J	3
16	EC-1180-24	EC-1180-24	EC-1180-24	EC-1180-24	EC-1180-24	Terminal, Ring Tongue 1/4 Bolt Hole	7
17	EC-1542-04	EC-1542-04	EC-1542-04	EC-1542-04	EC-1542-04	Fuse, LP-CC-Low Peak 1-6/10A	1
18	EC-1957	EC-1957	EC-1957	EC-1957	EC-1957	Block, IEC Ground	2
19	EC-1532-02	EC-1532-02	EC-1532-02	EC-1532-02	EC-1532-02	Lug, Ground	1
20	G-1251-1050R	G-1251-1050R	G-1251-1050R	G-1251-1050R	G-1251-1050R	Lockwasher, ¼ Regular	5
21	EC-1959	EC-1959	EC-1959	EC-1959	EC-1959	Anchor, IEC End	10
22	EC-1958	EC-1958	EC-1958	EC-1958	EC-1958	Block, IEC Ground	5
23	EC-1960-01	EC-1960-01	EC-1960-01	EC-1960-01	EC-1960-01	Barrier, End	2
24	EC-1596-01	EC-1596-01	EC-1596-01	EC-1596-01	EC-1596-01	Fuse Holder, Class J	3
25	EC-1557-02	EC-1557-02	EC-1557-01	EC-1557-01	EC-1557-04	Fuse, Class J	3
26	EC-1726-09	EC-1726-08	EC-1726-05	EC-1726-04	EC-1726-04	Fuse, Class CC	2
27	EC-1804-02	EC-1804-02	EC-1804-02	EC-1804-02	EC-1804-02	Transformer, Control (100 W)	1
28	EC-1956-03	EC-1956-03	EC-1956-03	EC-1956-03	EC-1956-03	Block, IEC Terminal (Blue)	10
29	G-1202-1070	G-1202-1070	G-1202-1070	G-1202-1070	G-1202-1070	Stopnut, Elastic 3/8 – 16	4
30	EC-1961-04	EC-1961-04	EC-1961-04	EC-1961-04	EC-1961-04	Jumper, Center	1
31	EC-1961-02	EC-1961-02	EC-1961-02	EC-1961-02	EC-1961-02	Jumper, Center	2
32	EC-1961-01	EC-1961-01	EC-1961-01	EC-1961-01	EC-1961-01	Jumper, Center	1
33	EC-1826	EC-1826	EC-1826	EC-1826	EC-1826	Guard, Finger Touchproof	1
34					EC-2205	Starter, Motor	1



10.11 ELECTRICAL COMPONENTS (continued)

PARTS LIST

14	50 Hz Applications					Description	Qty
Item	200	220	380	415	440	Description	Qty
1	G-1159-105516	G-1159-105516	G-1159-105516	G-1159-105516	G-1159-105516	Screw, RND HD CRS REC, ¼ - 28 x 1 ¾ Long	1
2	G-1250-1050N	G-1250-1050N	G-1250-1050N	G-1250-1050N	G-1250-1050N	Flatwasher, ¼ Narrow	2
3	G-1202-1055	G-1202-1055	G-1202-1055	G-1202-1055	G-1202-1055	Stopnut, Elastic ¼ - 28	1
4	G-1180-105006	G-1180-105006	G-1180-105006	G-1180-105006	G-1180-105006	Screw, HH TPG Type F 1/4	1
5	EC-1956-02	EC-1956-02	EC-1956-02	EC-1956-02	EC-1956-02	Block, IEC Terminal (Red)	26
6	EC-1803	EC-1803	EC-1803	EC-1803	EC-1803	Rail, Din	4
7	G-1150-103506	G-1150-103506	G-1150-103506	G-1150-103506	G-1150-103506	Screw, HH MAC, #10-32 x 3/4 Long	14
8	EC-1525	EC-1589	EC-1589	EC-1589	EC-1589	Relay, Overload	1
9	EC-1603	EC-1603	EC-1603	EC-1603	EC-1603	Shield, Anti-Tamper	1
10	EC-1604	EC-1604	EC-1604	EC-1604	EC-1604	Shield, Current Adjustment	1
11	EC-1842	EC-1586	EC-1586	EC-1586	EC-1586	Contactor, IEC Motor	1
12	EC-1607	EC-1607	EC-1607	EC-1607	EC-1607	Lug Set, Terminal	1
13	EC-1541-01	EC-1541-01	EC-1541-01	EC-1541-01	EC-1541-01	Fuse Holder, IEC Class CC	3
14	EC-1563	EC-1563	EC-1674	EC-1674	EC-1674	Fuse Block, Class J	1
15	EC-1557-31	EC-1557-31	EC-1557-26	EC-1557-26	EC-1557-26	Fuse, Class J	3
16	EC-1180-24	EC-1180-24	EC-1180-24	EC-1180-24	EC-1180-24	Terminal, Ring Tongue ¼ Bolt Hole	7
17	EC-1542-04	EC-1542-04	EC-1542-04	EC-1542-04	EC-1542-04	Fuse, LP-CC-Low Peak 1-6/10A	1
18	EC-1957	EC-1957	EC-1957	EC-1957	EC-1957	Block, IEC Ground	2
19	EC-1532-02	EC-1532-02	EC-1532-02	EC-1532-02	EC-1532-02	Lug, Ground	1
20	G-1251-1050R	G-1251-1050R	G-1251-1050R	G-1251-1050R	G-1251-1050R	Lockwasher, ¼ Regular	5
21	EC-1959	EC-1959	EC-1959	EC-1959	EC-1959	Anchor, IEC End	10
22	EC-1958	EC-1958	EC-1958	EC-1958	EC-1958	Block, IEC Ground	5
23	EC-1960-01	EC-1960-01	EC-1960-01	EC-1960-01	EC-1960-01	Barrier, End	2
24	EC-1596-01	EC-1596-01	EC-1596-01	EC-1596-01	EC-1596-01	Fuse Holder, Class J	3
25	EC-1557-04	EC-1557-04	EC-1557-01	EC-1557-01	EC-1557-01	Fuse, Class J	3
26	EC-1726-10	EC-1726-09	EC-1726-05	EC-1726-05	EC-1726-04	Fuse, Class CC	2
27	EC-1804-02	EC-1804-02	EC-1804-02	EC-1804-02	EC-1804-02	Transformer, Control (100 W)	1
28	EC-1956-03	EC-1956-03	EC-1956-03	EC-1956-03	EC-1956-03	Block, IEC Terminal (Blue)	10
29	G-1202-1070	G-1202-1070	G-1202-1070	G-1202-1070	G-1202-1070	Stopnut, Elastic 3/8 – 16	4
30	EC-1961-04	EC-1961-04	EC-1961-04	EC-1961-04	EC-1961-04	Jumper, Center	1
31	EC-1961-02	EC-1961-02	EC-1961-02	EC-1961-02	EC-1961-02	Jumper, Center	2
32	EC-1961-01	EC-1961-01	EC-1961-01	EC-1961-01	EC-1961-01	Jumper, Center	1
33	EC-1826	EC-1826	EC-1826	EC-1826	EC-1826	Guard, Finger Touchproof	1
34					EC-2205	Starter, Motor	1

10.0 Maintenance continued on the following page.



10.0 MAINTENANCE (continued)

10.12 HEAT EXCHANGER ASSEMBLY

The Heat Exchanger Assembly does not require regular general maintenance.

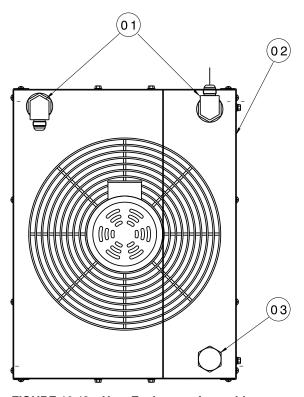


FIGURE 10.12 - Heat Exchanger Assembly

PARTS LIST

<u>Item</u>	Part Number	Description	Qty
1	N-2001-37-S-V	Elbow, Straight Thread (12-20)	1
2	Reference Table below	Heat Exchanger	1
3	N-2066-20-S-V	Plug, O-ring #20	1

Voltage	Frequency	Part Number
208v	60 Hz	HC-2136-01
230v	60 Hz	HC-2136-01
380v	60 Hz	HC-2136-01
460v	60 Hz	HC-2136-01
575v	60 Hz	HC-2136-02
200v	50 Hz	HC-2136-01
220v	50 Hz	HC-2136-01
380v	50 Hz	HC-2136-01
415v	50 Hz	HC-2136-01
440v	50 Hz	HC-2136-01

10.0 MAINTENANCE (continued)

10.13 EXTERNAL COMPONENTS

Keep HPU clean. Do not allow labels to become damaged; thusly illegible. Regularly inspect casters and floor locks to ensure safe working condition.

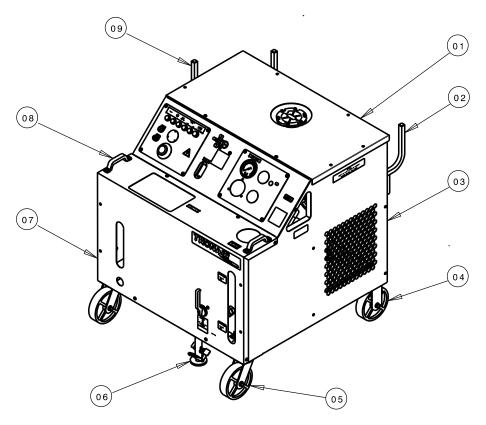


FIGURE 10.13 - External Components

PARTS LIST

Item	Part Number	Description	Qty
1	S-1889-01	Top Panel	1
		Hanger	
		Right Side Panel	
		Rigid Caster	
		Swivel Caster	
6	H-1142	Floor Lock	1
7	S-1883-01	Front Panel	1
8	H-1780	Handle	1
9	Z-5549-01	Cord Hanger	1
		Left Side Panel	
		Frame	

10.0 MAINTENANCE (continued)

10.14 ADDITIONAL FEATURES

10.14.1 25 ft (7.6 m) Hoses (Option A)

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection.

PARTS LIST

Fluid Type: MIL-PRF-87257

Part Number	Description	Qty
TF-1038-23*300	Pressure Hose, 25 ft (7.62 m)	1 per Option
TF-1038-01*300	Return Hose, 25 ft/7.62 m	1 per Option

10.14.2 50 ft (15.24 m) Hoses (Option B)

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection.

PARTS LIST

Part Number	Description	Qty
TF-1038-23*300	Pressure Hose, 25 ft (7.62 m)	2 per Option
TF-1038-01*300	Return Hose, 25 ft (7.62 m)	2 per Option
	Union, #8	
N-2011-08-S	Union, #12	1 per Option

10.14 ADDITIONAL FEATURES (continued)

10.14.3 Dual System (Option C)

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection.

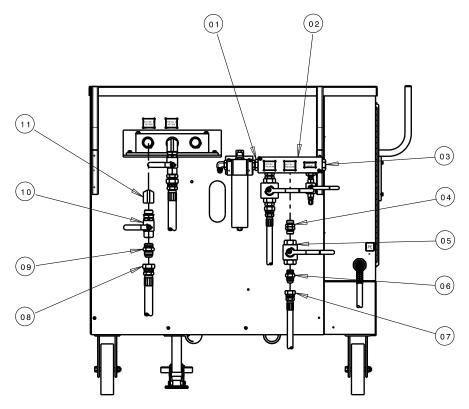


FIGURE 10.14.3 - Dual System

PARTS LIST

Item	Part Number	Description	Qty
1	N-2464-14-S-V	Union, Male Straight Thread #12 x #16	1
		Pressure Manifold (Plated)	
		Plug, Male Straight Thread #16	
		Union, Male Straight Thread #12	
		Ball Valve	
		Pressure Hose Assembly, #8	
		Return Hose Assembly, #12	
10	HC-2209-05	Ball Valve, #16 SAE (HPU Option to Remove)	1
		Flbow 90° #16 M-SAF x #16 F-SAF	

10.14 ADDITIONAL FEATURES (continued)

10.14.4 Crossover Check (Option D)

Refer to Section **10.6 Hydraulic Hoses** concerning hose inspection. Annual calibration of instrumentation is recommended. See Section **12.0 – Calibration of Instrumentation** for details of gauge calibration.

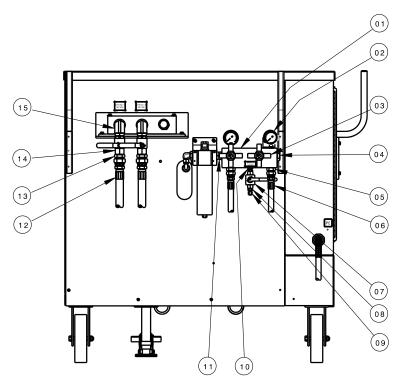


FIGURE 10.14.4 - Crossover Check

PARTS LIST

Item	Part Number	Description	Qty
1	J-3516	Crossover Check Manifold	1
2	HC-1257	Pressure Gauge	2
		Cartridge Needle Valve	
		Check Valve	
		Connector, Straight Thread	
		Pressure Hose Assembly	
		Ball Valve (#6)	
		Connector, Straight Thread	
		Cap, #4 Female	
		Union, Straight Thread #6 SAE	
11	N-2464-08-S-V	Union, Straight Thread #12 SAE	
		Return Hose Assembly	
		Connector, Straight Thread	
		Ball Valve (#16)	
	N-2638-06-S-V	• •	2

10.14 ADDITIONAL FEATURES (continued)

10.14.5 Hour Meter (Options E and F)

The Hour Meter does not require regular general maintenance.

NOTE: Wire Hour Meter per Appendix – Electrical Schematic INS-1725. Reference Appendix – Wire Diagram INS-1747.

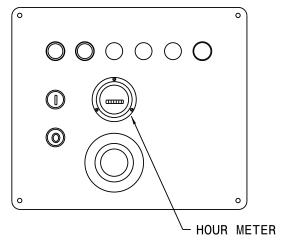


FIGURE 10.14.5 - Hour Meter

PARTS LIST

Part Number	Application	Description	Qty
EC-1577	50 Hz Operation	Hour Meter	1
EC-1578	11 11	Hour Meter	1

10.14 Additional features continued on following page.

10.14 ADDITIONAL FEATURES (continued)

10.14.6 Voltage/Phase Monitor (Options G - J)

The Voltage/Phase Monitor does not require regular general maintenance. The panel indicator light will illuminate if a tripped condition exists. If the Voltage/Phase Monitor is causing the HPU to shut off, verify the ◆ Phase Monitor settings shown. Continued tripping may indicate a serious electrical problem. See Section 11.0 – Provision of Spares for recommended spare fuses.

NOTE: Wire per Appendix – Electrical Schematic INS-1725. Reference Appendix – Wiring Diagram INS-1747. Reference Section 10.7.1 Electrical Panel (Page 32) for Panel Light.

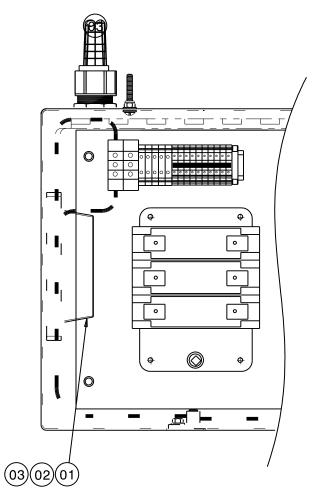


FIGURE 10.14.6 - Voltage/Phase Monitor

Phase Monitor

Option	Voltage	Frequency	Part Number
G	200 – 230	50/60 Hz	EC-1543-02
Н	380	50/60 Hz	EC-1543-03
1	415 – 460	50/60 Hz	EC-1543-04
J	575	60 Hz	EC-1543-05

Setting Instructions for Item 3:

- 1. Set *Line Voltage* to match the voltage rating of the Hydraulic Power Unit.
- 2. Set % Voltage Unbalanced to 5% for 60 Hz unit or 6% for 50 Hz unit.
- 3. Set Trip Delay to three (3) seconds.

10.14 ADDITIONAL FEATURES (continued)

10.14.7 Pyrometer (Option K)

Refer to Section 12.6 – Analog Temperature Gauge when calibration of the pyrometer is desired.

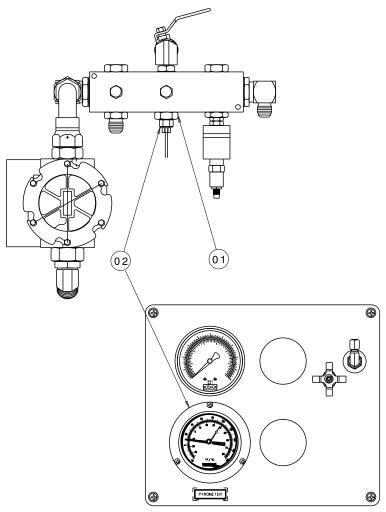


FIGURE 10.14.7 - Pyrometer

PARTS LIST

ltem	Part Number	Description	Qty
1	N-2463-16-S-V	Reducer Fitting	1
2	HC-2268-03	Pyrometer	1

10.14 ADDITIONAL FEATURES (continued)

10.14.8 Electric Reservoir Level (Option L)

The Electric Reservoir Level switch does not require regular general maintenance. Panel indicator lights will indicate low or high fluid level.

NOTE: Wire per Appendix – Electrical Schematic INS-1725. Reference Appendix – Wiring Diagram INS-1747. Reference Section 10.7.1 Electrical Panel (Page 32) for Panel Light.

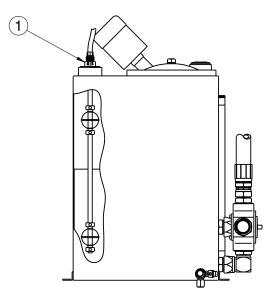


FIGURE 10.14.8 - Electric Reservoir Level

PARTS LIST

Item	Part Number	Description	Qty
1	EC-1798	Multi-Level Switch (includes Plug-in	Cable)1

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10.14 ADDITIONAL FEATURES (continued)

10.14.9 Hand Pump (Option M)

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection for general maintenance on Items 5, 10, 12, and 14 hose assemblies. Refer to Section 10.5.3 – Hand Pump (Optional) Filter.

Reference Parts List on following page.

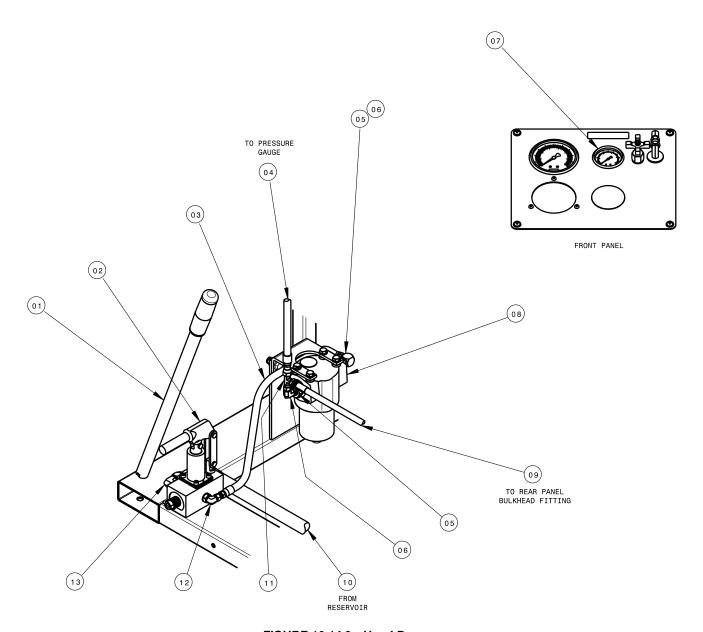


FIGURE 10.14.9 - Hand Pump

10.14.9 Hand Pump (Option M) (continued)

PARTS LIST

Item	Part Number	Description	Qty
1	H-1009-01	Pump Handle	1
2	HC-2249	Hand Pump, Two Stage	1
3	TF-1038-15*20.0	Hose Assembly, #4	1
		Hose Assembly, #4	
		Reducer Fitting	
6	N-2001-06-S-V	Elbow, #8 SAE x #4 JIC Flare	1
		Pressure Gauge	
8	HC-2250	Pressure Filter	1
9	TF-1038-14*41.0	Hose Assembly, #4	1
		Hose Assembly, #8	
		Tee, Swivel Nut, #4	
		Elbow, #6 SAE x #4 JIC Flare	
		Elbow, #8 SAE x #8 JIC Flare	
		Elbow, Bulkhead, #4 JIC	
		Assembly, Hose #4	
		Reducer, Tube (6-4)	
		Plug. #6	

10.14.9 Hand Pump (Option M) (continued) 10.14.9.a Two Stage Pump with Relief Reference Page 59 for Parts List.

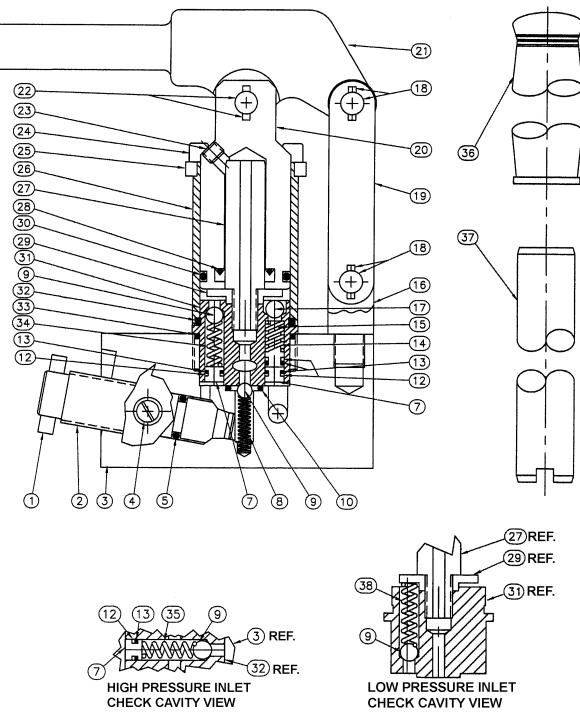


FIGURE 10.14.9.a - Two Stage Pump with Relief

10.14.9.a Two Stage Pump with Relief (continued)

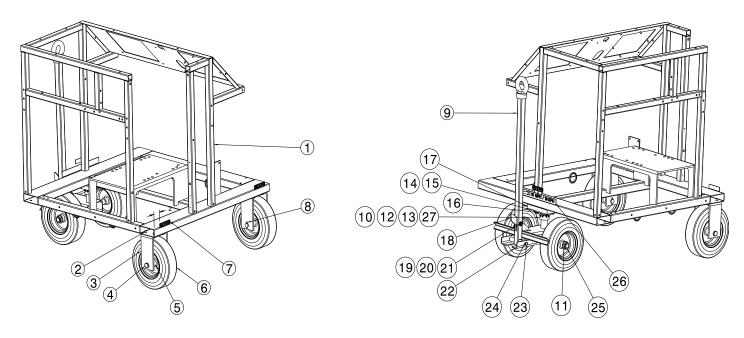
PARTS LIST Fluid Type: MIL-PRF-87257

em	Part Number	Description	Qty
1	519-000	Pin	1
		Body	
		Plug, Valve Body	
		Piston, Bypass Assembly	
		Pivot	
		Piston L.P	
		Plug	
		Tie Rod	
		Flange	
		Tube	
		H.P. Piston	
-		Retainer	
		Valve Body	
36	H-1223	Grip, Handle	 1
37	H-1000-01	Handle with Grip	
<i>31</i>		·	
	HK-1095	Kit, Internal Parts; consists of:	
6	(Not Shown)	Ball, Release	O
88		Spring, Outlet Check	
9		Ball, Check	4
14		Spring, Bypass	1
17		Ball, Bypass	1
		Spring, L.P. Outlet	
		Spring, H.P. Outlet	
		Spring, Intake L.P	
	HK-3829	Kit, Pump Seal; consists of:	
Б		O-ring, VITON	1
10		O-ring, VITON	۱۱ 1
		Backup Ring (Teflon)	
		O-ring, VITON	
		H.P. Piston Seal	
		O-ring, VITON	
		O-ring, VITON	
33		O-ring, VITON	Т
	HK-1068	Kit, Pump Linkage; consists of:	
		Pin Linkage Assembly	
		Strap	
		Handle Bracket	
22		Clevis Pin Assembly	1
	HK-38303118	Kit, Release Screw; consists of:	
2			1
		Retainer, Release Screw	

10.14 ADDITIONAL FEATURES (continued)

10.14.10 Towing Trailer (Option N)

Air Pressure: 55 psi



PARTS LIST

 Part Number	Description	Qty
 Z-5775-01	,	Re
 G-1100-107010	Bolt, HH, 3/8 – 16 x 1 LG	8
 J-3669-01	Bracket, Fixed Wheel	2
 G-1302-21	Pin, Clevis 1 OD x 6	2
 TR-1894-01	Spacer, Wheel	4
 U-1113	Assembly, Tire/Rim	4
 V-1392	Label, Tire Pressure	3
 G-1301-03	Pin, Cotter, 1/8 x 1 ½ LG	2
 Z-5584-01	Weldment, Towbar	
H-2789		
 G-1250-1130N		
 G-1230-01		
	Pin, Cotter, 3/16 x 1 ½ LG	
G-1100-107016		
	Flatwasher, 3/8 Narrow	4
	Screw, ½ - 20 HEX SOC HD CAP	
	Plate, Steering Mount	
	Lever	
G-1100-109522		
	Flatwasher, ½ Narrow	
G-1203-1095		
	Weldment, Steer Axle	
 G-1301-02	Pin, Cotter, 1/8 x 1 LG	
	Jamnut, Elastic, 1 - 14	
	Label, Max Towing	

10.14 ADDITIONAL FEATURES (continued)

10.14.11 Calibration Port (Option Q)

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection.

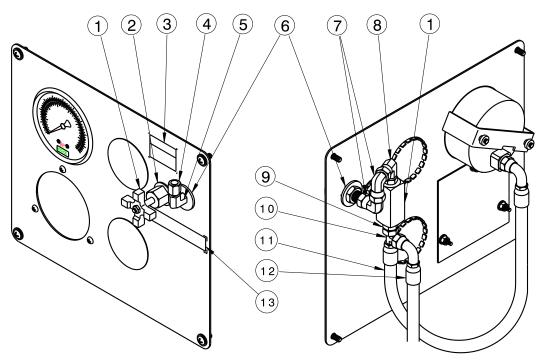


FIGURE 10.14.11 - Calibration Port

PARTS LIST

Item	Part Number	Description	Qty
1	HC-1900-03	Needle Valve	1
2	HC-1122	Kit, Panel Mounting (MVK-4)	1
3	V-1470	Label, Caution	1
4	N-2008-03-S	Cap, ¼, #4 JIC	1
		Elbow, Bulkhead Union with Locknut #4	
		Flatwasher, 7/16 Wide	
		Elbow, Swivel Nut #4	
8	N-2049-07-S-V	Elbow, 90° Swivel & O-ring #4 x #6	1
9	N-2007-05-S-V	Connector, Straight Thread #4 JIC x #6 SAE	1
		Tee, Swivel Nut Run, #4	
		Hose Assembly, #4	
		Hose Assembly, #4	
		Label, Shut-Off Calibration.	

10.14 ADDITIONAL FEATURES (continued)

10.14.12 Electric Filter Clogging Indicator (Option R)

The Electric Filter Clogging Indicator does not require regular general maintenance. The panel light will illuminate when the clogging indicator senses a 50 psi differential pressure across the filter element. Installing a new filter element will eliminate the clogged condition. Pushing the illuminated button will reset the indicator light.

NOTES: 1) Higher flow rates will result in higher differential pressures.

Example: The clogging indicator may sense a 50 psi differential pressure at a flow rate of 10 gpm but not show a clogged condition when the flow rate is reduced to 5 gpm.

2) Wire per Appendix – Electrical Schematic INS-1725. Reference Appendix – Wiring Diagram INS-1747. Reference 10.7.1 Electrical Panel (Page 32) for Panel Light.

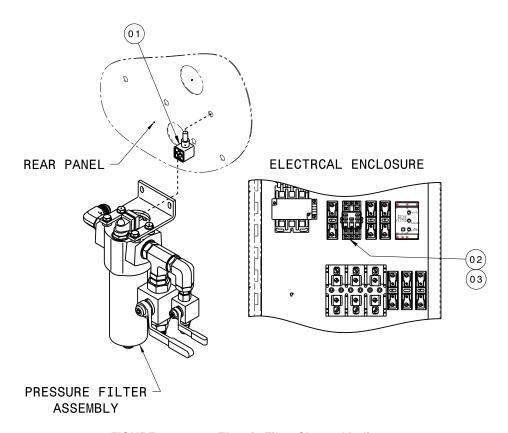


FIGURE 10.14.12 – Electric Filter Clogged Indicator
PARTS LIST

Item Part Number Description Qty 1 EC-1778 DIN Connector Cable 1 2 EC-1677 Relay Socket 1 3 EC-1678 Relay 1

10.14 ADDITIONAL FEATURES (continued)

10.14.13 Electric Over-Temperature (Option S)

The Electric Over-Temperature switch does not require regular general maintenance. However, automatic shut down due to high fluid temperature is a indication that maintenance or training may be needed elsewhere.

NOTE: Wire per Appendix - Electrical Schematic INS-1725. Reference Appendix - Wiring Diagram INS-1747. Reference 10.7.1 Electrical Panel (Page 32) for Panel Light.

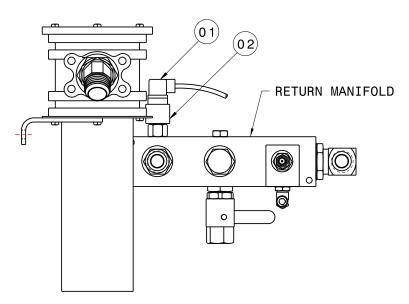


FIGURE 10.14.13 - Electric Over-Temperature

PARTS LIST

ltem	Part Number	Description	Qty
1	EC-1778	DIN Connector Cable	1
2	FC-1782-03	Temperature Switch	1

10.14 ADDITIONAL FEATURES (continued)

10.14.14 Return Sight Gauge (Option U)

Refer to Section 10.6 Hydraulic Hoses concerning hose inspection. Annual calibration of instrumentation is recommended

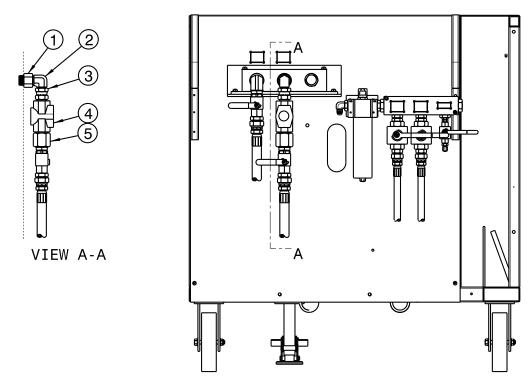


FIGURE 10.14.14 - Return Sight Gauge

PARTS LIST

<u>Item</u>	Part Number	Description	Qty
1	N-2202-15-S-V	Adapter, FEM Pipe, Str Thd (-16 x	1 NPT)1
		Elbow, Male (-16 x NPT)	
		Swivel, Female (-16 x 1 NPT)	
		Sightgauge, Flow 1" NPT	

10.0 MAINTENANCE (continued)

10.15 REPLACEMENT LABELS PARTS LISTS

10.15.1 Base Unit

Part Number	Description	Qty
V-1001		1
	"TRONAIR"	
	ISO Electrical Shock Symbol	
V-1365	"SYSTEM PRESSURE"	1
	"HPU BY-PASS VALVE"	
	Control Panel Lights	
V-1884	"FLOWMETER"	1
	"SAMPLE VALVE"	
	"PRESSURE"	
V-1895	"RETURN"	1
V-1896	"MAXIMUM OIL LEVEL"	1
V-1897	"MINIMUM OIL LEVEL"	1
	"WARNING KEEP 5 FT CLEAR "	
	Hydraulic Schematic	
	Electrical Schematic	
	Reservoir Selector Valve	
V-1918	"PF"	1
V-1919	"OPERATING INSTRUCTIONS"	1
V-2246	Label, Pump Controls	1
10.15.2 Fluid Labe		
Part Number	Description	Qty
V-2027	"MIL-PRF-87257 FLUID ONLY"	2
Part Number De	Fluid Type: MIL-PRF-87257 escription	Qty
V-2028"R	REPLACEMENT FILTER ELEMENT K-3805"	1
V-2090"R	REPLACEMENT FILTER ELEMENT K-3928"	1
	REPLACEMENT DESICCANT FILTER ELEMENT HC-1763"	
10.15.4 Dual Syste	em <i>(Option C)</i> and Crossover Check <i>(Option D)</i> Labels	
-	Description	Otv
V-2004	"SYSTEM 1 PRESSURE"	1
	"SYSTEM 2 PRESSURE"	
	"SYSTEM 1 RETURN"	
V-2007	"SYSTEM 2 RETURN"	1
10.15.5 Pyrometer	(Option K) Label	
Part Number	B	Qty
		-
V-1886	"PYROMETER"	1
10.15.6 Hand Pum	p (Option M) Labels	
Dout Novembre	Fluid Type: MIL-PRF-87257	6 .
Part Number	Description	Qty
	"HAND PUMP PRESSURE"	
	"HAND PUMP"	1
V-2050	"REPLACEMENT FILTER ELEMENT K-3831"	1

10.15 Replacement labels parts lists continued on following page.



10.15 REPLACEMENT LABELS PARTS LISTS (continued)

10.15.7 Calibration Port (Option Q) Labels

Part Number	Description	Qty
V-1470		1
V-1888	"SHUT-OFF/CALIBRATION PORT"	1
10.15.8 Back-Press	sure Valve with Sight Glass (Option T) Label	
Part Number	Description	Qty
V-1987	"RETURN SYSTEM PRESSURE"	1

11.0 PROVISION OF SPARES

11.1 SOURCE OF SPARE PARTS

TRONAIR, Inc. Telephone: (419) 866-6301 or 800-426-6301

 1740 Eber Road
 Fax: (419) 867-0634

 Holland, Ohio 43528-9794 USA
 E-mail: sales@tronair.com

 Website: www.tronair.com

11.2 RECOMMENDED SPARE PARTS LISTS

It is recommended that the following spare parts be kept on hand and available for immediate use during maintenance.

11.2.1 Spare Electrical Parts

Part Number	Description	Qty
Refer to Section 10.10 Electrical Components Item 11	Fuse, Transformer Primary	2
EC-1542-04	· · · · · · · · · · · · · · · · · · ·	
Refer to Section 10.10 Electrical Components Item 2	Fuse, Heat Exchanger	3
EC-1419-09	Fuse, Phase Monitor (Optional)	3

11.2.2 Spare Parts

Fluid Type: MIL-PRF-87257

Part Number	Description	Qty
HC-1763	. Desiccant Filter Element	1
TBD	. Kit, Gaskets and O-rings for Main Pump	1
K-3928	. Kit, Pressure Filter Element	1
K-3805	. Kit, Return Filter Element	1
TBD	. Kit, Shaft Seal and Retainer for Main Pump	1
K-3831	. Kit, Hand Pump Filter Element (Optional)	1

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12.0 CALIBRATION OF INSTRUMENTATION

All gauges on the Hydraulic Power Unit can be either returned to Tronair for calibration or certified by the end user if proper calibration equipment is available. Gauges returned to Tronair for calibration will be tested with standards traceable to N.I.S.T. (National Institute of Standards and Technology). Tronair recommends calibration of instrumentation at yearly intervals, but actual calibration dates may be based upon frequency of use and the end users quality system. For information on returning gauges for calibration, Reference **12.1** – **Source of Calibration**.

12.1 SOURCE OF CALIBRATION

TRONAIR, Inc. Telephone: (419) 866-6301 or 800-426-6301

 1740 Eber Road
 Fax: (419) 867-0634

 Holland, Ohio 43528-9794 USA
 E-mail: sales@tronair.com

 Website: www.tronair.com

12.2 ANALOG PRESSURE GAUGE - System Pressure

12.2.1 Self Calibration

An accurate pressure calibration gauge is required for calibration of the System Pressure gauge. There are two methods available. Method A can be used if the HPU is equipped with a calibration port (Option Q). Method B must be used if the HPU is **not** equipped with a calibration port. Follow the necessary steps below.

NOTE: Method A can only test the gauge up to the rated operating pressure of the HPU (3,000 psi).

Method A: Shut off HPU and disconnect from aircraft. Close the calibration port **Shut-off Valve** on the instrument panel of the HPU. Attach the "Master" calibration gauge to the **Calibration Port** on the instrument panel.

Set up the HPU as follows:

Reservoir Selector Valve Set to HPU Reservoir Bypass Valve Open

Start the HPU. Open the calibration port Shut-off Valve. Close the Bypass valve to build system pressure. Record gauge values at the designated increments.

Open the Bypass valve.

Shut off the HPU and close the calibration port Shut-off Valve before disconnecting the "Master" calibration gauge.

12.2.1 Self Calibration (continued)

Method B: Shut off the HPU and disconnect it from the power source. Remove the Hydraulic Panel from the front instrument panel (four screws). Disconnect the hose from the System Pressure gauge (remove gauge from panel if necessary). Attach calibration test equipment to the gauge and record gauge values at the designated increments.

SYSTEM PRESSURE GAUGE (HC-2144)

Applied Pressure (System Pressure Gauge) (psig)	Minimum Acceptable (psig)	Maximum Acceptable (psig)	Gauge Movement (Direction)	Indicated Pressure (Calibration Gauge) (psig)
1000	910	1090	Increasing	
2000	1910	2090	Increasing	
3000	2910	3090	Increasing	
4000	3910	4090	Increasing	
5000	4910	5090	Increasing	
6000	5910	6090	Increasing	
5000	4910	5090	Decreasing	
4000	3910	4090	Decreasing	
3000	2910	3090	Decreasing	
2000	1910	2090	Decreasing	
1000	910	1090	Decreasing	

12.3 ANALOG PRESSURE GAUGE (Hand Pump Pressure- Option M Only)

Self Calibration 12.3.1

An accurate pressure calibration gauge is required for calibration of the Hand Pump Pressure gauge. Follow the necessary steps below.

Shut off the HPU and disconnect it from the power source. Remove the Hydraulic Panel from the front instrument panel (four screws). Disconnect the hose from the Hand Pump Pressure gauge (remove gauge from panel if necessary). Attach calibration test equipment to the gauge and record gauge values at the designated increments.

HAND PUMP PRESSURE GAUGE (HC-2146)

Applied Pressure (Hand Pump Pressure Gauge) (psig)	Minimum Acceptable (psig)	Maximum Acceptable (psig)	Gauge Movement (Direction)	Indicated Pressure (Calibration Gauge) (psig)
1000	700	1300	Increasing	
2000	1700	2300	Increasing	
5000	4800	5200	Increasing	
8000	7700	8300	Increasing	
10,000	9700	10,300	Increasing	
8000	5940	8300	Decreasing	
5000	4800	5200	Decreasing	
2000	1700	2300	Decreasing	
1000	700	1300	Decreasing	

Allowable operating tolerance: +/- 3% of full scale (300 psig) at room temperature (70° F).

+/- 2% of full scale for middle third of scale (200 psig) at room temperature (70° F).

12.0 CALIBRATION OF INSTRUMENTATION (continued)

12.4 ANALOG PRESSURE GAUGES (Crossover Check- Option D Only)

12.4.1 Self Calibration

An accurate pressure calibration gauge is required for calibration of the Crossover Check pressure gauges. See Section *10.14.4 – Crossover Check* for location. Follow the necessary steps below.

- 1. Shut off the HPU and disconnect it from the power source.
- 2. Remove the Crossover Check pressure gauges from the rear pressure manifold.
- Attach calibration test equipment to each gauge and record gauge values at the designated increments.

CROSSOVER CHECK PRESSURE GAUGES (HC-1257 / HC-1928)

Applied Pressure (Crossover Check Pressure Gauges) (psig)	Minimum Acceptable (psig)	Maximum Acceptable (psig)	Gauge Movement (Direction)	Indicated Pressure (Calibration Gauge) (psig)		
1000	925	1075	Increasing			
2000	1925	2075	Increasing			
3000	2925	3075	Increasing			
4000	3925	4075	Increasing			
5000	4925	5075	Increasing			
4000	3925	4075	Decreasing			
3000	2925	3075	Decreasing			
2000	1925	2075	Decreasing			
1000	925	1075	Decreasing			
Allowable ope	Allowable operating tolerance: +/- 1.5% of full scale (75 psig) at room temperature (70° F).					

12.5 ANALOG TEMPERATURE GAUGE (Pyrometer- Option K Only)

12.5.1 Self Calibration

An accurate temperature calibration gauge is required for calibration of the Pyrometer. The pyrometer bulb is located in the return manifold (rear of unit) and can be accessed by removal of the HPU top panel. See Section 10.13.7 – Pyrometer for location. Follow the necessary steps below.

- 1. Remove the pyrometer bulb from the return manifold by removing the slotted brass nut that retains the bulb in the well.
- 2. Connect the temperature calibration gauge to the bulb of the pyrometer.

The Temperature Value Must Be:

Pyrometer Temperature Display (° F)	Minimum Acceptable (° F)	Maximum Acceptable (° F)	Temperature Calibration gauge (° F)
160	158	162	

13.0 IN SERVICE SUPPORT

Contact Tronair, Inc. for technical services and information. See Section 1.3 - Manufacturer.

14.0 GUARANTEES/LIMITATION OF LIABILITY

Tronair products are warranted to be free of manufacturing or material defects for a period of one year after shipment to the original customer. This is solely limited to the repair or replacement of defective components. This warranty does not cover the following items:

- a) Parts required for normal maintenance
- b) Parts covered by a component manufacturers warranty
- c) Replacement parts have a 90-day warranty from date of shipment

If you have a problem that may require service, contact Tronair immediately. Do not attempt to repair or disassemble a product without first contacting Tronair, any action may affect warranty coverage. When you contact Tronair be prepared to provide the following information:

- a) Product Model Number
- b) Product Serial Number
- c) Description of the problem

If warranty coverage is approved, either replacement parts will be sent or the product will have to be returned to Tronair for repairs. If the product is to be returned, a Return Material Authorization (RMA) number will be issued for reference purposes on any shipping documents. Failure to obtain a RMA in advance of returning an item will result in a service fee. A decision on the extent of warranty coverage on returned products is reserved pending inspection at Tronair. Any shipments to Tronair must be shipped freight prepaid. Freight costs on shipments to customers will be paid by Tronair on any warranty claims only. Any unauthorized modification of the Tronair products or use of the Tronair products in violation of cautions and warnings in any manual (including updates) or safety bulletins published or delivered by Tronair will immediately void any warranty, express or implied.

The obligations of Tronair expressly stated herein are in lieu of all other warranties or conditions expressed or implied. Any unauthorized modification of the Tronair products or use of the Tronair products in violations of cautions and warnings in any manual (including updates) or safety bulletins published or delivered by Tronair will immediately void any warranty, express or implied and Tronair disclaims any and all liability for injury (WITHOUT LIMITATION and including DEATH), loss or damage arising from or relating to such misuse.

15.0 APPENDICES

APPENDIX I	Hydraulic Schematic (INS-1602)
APPENDIX II	Electrical Schematic (INS-1608, INS-2016)
APPENDIX III	Wiring Diagram (INS-1746, INS-2144)
APPENDIX IV	Lincoln Motor Manual
APPENDIX V	Oilgear Type PVWJ Pump Manuals
APPENDIX VI	Material Safety Data Sheet (MSDS) pertaining to Hydraulic Fluid
APPENDIX VII	ANSI/B93.19M-1972 (R1993-Excerpt)
APPENDIX VIII	Instrument Certification Notice



APPENDIX I

Hydraulic Schematic (INS-1602)



APPENDIX II

Electrical Schematic (INS-1608, INS-2016)



APPENDIX III

Wiring Diagram (INS-1746, INS-2144)



APPENDIX IV

Lincoln Motor Manual



Carefully read and fully understand this Owner's Manual prior to installation, operation and maintenance of your motor.

1. SAFETY DEPENDS ON YOU

Lincoln motors are designed and manufactured with safety in mind. However, your overall safety can be increased by properly installing, operating and maintaining the motor. Read and observe all instructions, warnings and specific safety precautions included in this manual and THINK BEFORE YOU ACT!

2. RECEIVING AND INSPECTION

Check packing list and inspect motor to make certain no damage has occurred in shipment. Claims for any damage done in shipment must be made by the purchaser against the transportation company.

Turn the motor shaft by hand to be certain that it rotates freely. Be careful not to cut yourself on the shaft keyway; it is razor sharp!

Check the nameplate for conformance with power supply and control equipment requirements.

3. HANDLING

WARNING



FALLING EQUIPMENT can injure.

- Lift only with equipment of adequate lifting capacity.
- If so equipped, use lift ring(s) on the motor to lift ONLY the motor and accessories mounted by Lincoln.

In case of assemblies on a common base, the motor lift ring(s) CANNOT be used to lift the assembly and base but, rather, the assembly should be lifted by a sling around the base or by other lifting means provided on the base. In all cases, care should be taken to assure lifting in the direction intended in the design of the lifting means. Likewise, precautions should be taken to prevent hazardous overloads due to deceleration, acceleration or shock forces.

4. STORAGE

Motor stock areas should be clean, dry, vibration free and have a relatively constant ambient temperature. For added bearing protection while the motor is in storage, turn the motor shaft every six months.

A motor stored on equipment and component equipment prior to installation should be kept dry and protected from the weather. If the equipment is exposed to the atmosphere, cover the motor with a waterproof cover. Motors should be stored in the horizontal position with drains operable and positioned in the lowest point. CAUTION: Do not completely surround the motor with the protective covering. The bottom area should be open at all times.

Windings should be checked with a megohm-meter (Megger) at the time equipment is put in storage. Upon removal from storage, the resistance reading must not have dropped more than 50% from the initial reading. Any drop below this point necessitates electrical or mechanical drying. Note the sensitivity of properly connected megohm-meters can deliver erroneous values. Be sure to carefully follow the megohm-meter's operating instructions when making measurements.

All external motor parts subject to corrosion, such as the shaft and other machined surfaces, must be protected by applying a corrosion-resistant coating.

5. INSTALLATION

For maximum motor life, locate the motor in a clean, dry, well ventilated place easily accessible for inspecting, cleaning and lubricating. The temperature of the surrounding air should not exceed 104°F (40°C) except for motors with nameplates indicating a higher allowable maximum ambient temperature.

WARNING



MOVING PARTS can injure.

- BEFORE starting motor, be sure shaft key is captive.
- Consider application and provide guarding to protect personnel.

5.1 INSTALLATION - MECHANICAL

Rase

Mount the motor on a firm foundation or base sufficiently rigid to prevent excessive vibration. On foot-mounted motors, use appropriately sized bolts through all four mounting holes. For frames which have six or eight mounting holes, use the two closest the drive shaft and two on the end opposite the drive shaft (one on each side of the frame). If necessary, properly shim the motor to prevent undue stress on the motor frame and to precision align the unit.

Position

Standard motors may be mounted in any position. The radial and thrust load capacity of the motor's bearing system provides for this feature.

Drains

All motors have drain holes located in the end brackets. As standard, drains are in place for the horizontal with feet down mounting position. Other positions may require either rotation of the end brackets or drilling additional holes to attain proper drainage. Be sure existing drain or vent holes do not permit contaminant entry when motor is mounted in the other positions.

Additional drain holes exist near the bearing cartridge in both end brackets of 284T thru 449T steel frame motors. The drain holes are closed with a plastic plug. When the motor is vertically mounted, the plug located in the lower end bracket must be removed. To access the plug on blower end, simply remove the shroud; on some models, it is also necessary to take off the blower.

Drive - Power Transmission

The pulley, sprocket, or gear used in the drive should be located on the shaft as close to the shaft shoulder as possible. Do not drive the unit on the shaft as this will damage the bearings. Coat the shaft lightly with heavy oil before installing pulley.

Belt Drive: Align the pulleys so that the belt(s) will run true. Consult the belt manufacturer's catalog for recommended tension. Properly tension the belt; excessive tension will cause premature bearing failure. If possible, the lower side of the belt should be the driving side. On multiple belt installations be sure all belts are matched for length.

Chain Drive: Mount the sprocket on the shaft as close to the shaft shoulder as possible. Align the sprockets so that the chain will run true. Avoid excessive chain tension.

Gear Drive and Direct Connection: Accurate alignment is essential. Secure the motor and driven unit rigidly to the base. Shims may be needed to achieve proper alignment.

Excessive motor vibration may result if the full length of the motor shaft key is not completely engaged by the coupling or sheave. For these situations, adjustment of the key length is required.

5.2 INSTALLATION - ELECTRICAL

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▲ WARNING

- ELECTRIC SHOCK can kill.
- Disconnect input power supply before installing or servicing motor.
- Motor lead connections can short and cause damage or injury if not well secured and insulated.
- Use washers, lock washers and the largest bolt size which will pass through the motor lead terminals in making connections.
- Insulate the connection, equal to or better than the insulation on the supply conductors.
- Properly ground the motor see GROUNDING.

Check power supply to make certain that voltage, frequency and current carrying capacity are in accordance with the motor nameplate.

Proper branch circuit supply to a motor should include a disconnect switch, short circuit current fuse or breaker protection, motor starter (controller) and correctly sized thermal elements or overload relay protection.

Short circuit current fuses or breakers are for the protection of the branch circuit. Starter or motor controller overload relays are for the protection of the motor.

Each of these should be properly sized and installed per the National Electrical Code and local codes.

Properly ground the motor - See GROUNDING.

Terminal Box

Remove the appropriate knockout. For terminal boxes without a knockout, either a threaded power-conduit entry hole is provided or the installer is responsible for supplying a correctly sized hole.

The majority of terminal boxes can be rotated in place to allow power lead entry from the 3, 6, 9 or 12 o'clock direction.

Motor Connection

All single speed and two-speed Lincoln motors are capable of acrossthe-line or autotransformer starting. Reference the lead connection diagram located on the nameplate or inside of the terminal box cover.

Single speed motors have reduced voltage start capability per the following chart.

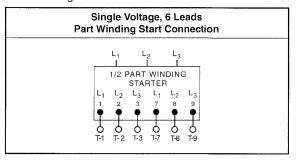
Number of Motor Leads	Number of Rated Voltages	Lead Numbers	YDS	PWS
3	Single	1-3	No	No
6	Single	1-3, 7-9	No	Yes
	Single	1-6	Yes	No
	Dual	1-6	Yes ⁽¹⁾	No
9	Dual	1-9	No	No
12	Single	1-12	Yes	Yes
	Dual	1-12	Yes	No ⁽²⁾

- 1) YDS capability on lower voltage only.
- (2) PWS capability on lower voltage only, 1200 RPM, 324T-365T steel frame motors with Model Number efficiency letters of "S" or "H".

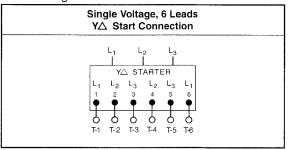
Contact Customer Service at 1-800-668-6748 (phone),

 1-888-536-6867 (fax) or mailbox@lincolnmotors.com (e-mail) for a copy of across-the-line and other reduced voltage start connection diagrams.

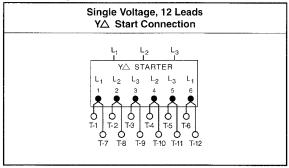
Connection Diagram 1



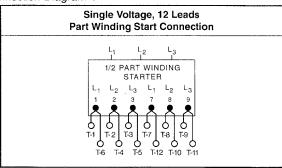
Connection Diagram 2



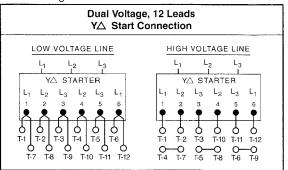
Connection Diagram 3



Connection Diagram 4



Connection Diagram 5



Space Heater (option)

Leads for space heaters are identified as H1 and H2. Heater voltage and watts are marked on the motor nameplate and should be checked prior to connection to power source.

Thermostat (option)

Leads for thermostats (normally closed, automatic reset contacts) are identified as P1 and P2. Connect these to a relay or signaling device. Motor line current cannot be handled by the thermostat.

Table 1 — Thermostat Contact Ratings

Voltage (60 Hz)	110V	220V
Max. Cont. Current (amps)	3.0	1.5
Min. Cont. Current (amps)	0.2	0.1

Thermistor (option)

Leads for thermistors are identified as P3 and P4. Thermistors require connection to Texas Instruments® Control Module Model 32AA or its equivalent for proper operation. This item may be purchased from Lincoln - see LC100 catalog.

Brake (option)

Carefully read and fully understand the instructions supplied by the brake manufacturer (see inside of brake housing or separately enclosed sheet). Contact the brake manufacturer for additional information.

GROUNDING

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⚠ WARNING

ELECTRIC SHOCK can kill.

 Connect the motor frame to a good earth ground per the National Electrical Code and local codes to limit the potential to ground in the event of contact between live electrical parts and the metal exterior.

Lincoln motors may be electrically connected to earth ground using a terminal box mounting screw or a separate grounding screw when provided. Both are accessible inside the mounted terminal box. When a bronze mounting screw is supplied, always use it as the grounding point. In making the ground connection, the installer should make certain that there is a good electrical connection between the grounding lead and the motor.

6. OPERATION

Three phase squirrel cage induction motors will operate successfully, but not necessarily in accordance with nameplate ratings, at voltages 10 percent above or below nameplated value at the design frequency.

WARNING



MOVING PARTS can injure.

- Before starting the motor, remove all unused shaft keys and loose rotating parts to prevent them from flying off and causing bodily injury.
- Keep away from moving parts.

ELECTRIC SHOCK can kill.

- Do not operate with covers removed.
- Do not touch electrically live parts.

After checking that the shaft key is secure, operate the motor free of load and check the direction of rotation. If the motor rotates in the wrong direction, interchange any two supply leads.

Couple the motor to its load and operate it for a minimum of one hour. During this period, check for any unusual noise or thermal conditions. Check the actual operating current to be sure that the nameplate current times service factor is not exceeded for steady continuous loads.

7. MAINTENANCE

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WARNING

ELECTRIC SHOCK can kill.

- Internal parts of the motor may be at line potential even when it is not rotating.
- Disconnect all input power to the drive and motor before performing any maintenance.

Lincoln motors have been designed and manufactured with long motor life expectancy and trouble-free operation in mind.

Periodically inspect the motor for excessive dirt, friction or vibration. Dust may be blown from an inaccessible location using compressed air. Keep the ventilation openings clear to allow free passage of air. Make sure the drain holes in the motors are kept open and the shaft slinger is positioned against the end bracket. Grease or oil can be wiped by using a petroleum solvent.

Overheating of the bearings caused by excessive friction is usually caused by one of the following factors:

- Bent shaft.
- 2. Excessive belt tension.
- 3. Excessive end or side thrust from the gearing, flexible coupling, etc.
- 4. Poor alignment.

Damaging vibrations can be caused by loose motor mountings, motor misalignment resulting from the settling or distortion of the foundation, or it may be transmitted from the driven machine. Vibration may also be caused by excessive belt or chain tension.

BEARING SYSTEM

Lincoln motors have a high quality, premium design bearing system. Bearing sizes and enclosures are identified on most motor nameplates. The majority are double-shielded, deep-groove ball bearings. Double-sealed ball bearings are used on some motors in frames 56 and 143T thru 145T. A drive-end cylindrical roller bearing is standard on Crusher Duty motors, frames 405T and larger.

Lubrication instructions and/or grease specifications provided on the motor supersede the following information.

In general, the motor's bearing system has sufficient grease to last indefinitely under normal service conditions. For severe or extreme service conditions, it is advisable to add one-quarter ounce of grease to each bearing per the schedule listed in Table 2. Use a good quality, moisture-resistant, polyurea-based grease such as Chevron SRI #2. Lithium based greases are not compatible with polyurea-based greases; mixing the two types may result in the loss of lubrication.

Motors designed for low ambient applications have bearings with special low temperature grease. Use Beacon 325 lithium based grease or equivalent per the appropriate interval in Table 2.

Motors designed for high ambient applications have bearings with special high temperature grease. Use Dow Corning DC44 silicone grease or equivalent per the interval in Table 2 under "Extreme".

Severe Service: Operating horizontally, 24 hours per day, vibration, dirty, dusty, high humidity, weather exposure, or ambient temperatures from 104-130°F (40-55°C).

Extreme Service: Operating vertically, heavy vibration or shock, heavy duty cycle, very dirty or ambient temperatures from 130-150°F (55-65°C).

Table 2: Bearing Lubrication Intervals

		Service Co	onditions	
Motor Syn Speed	Motor Horsepower	Severe	Extreme	
BALL BEARINGS				
1800 RPM and slower	1/4 to 7-1/2 HP	2 years	6 months	
and slower	10 to 40 HP	1 year	3 months	
	50 HP and up	6 months	3 months	
above 1800 RPM	all sizes	3 months	3 months	
ROLLER BEARINGS				
all speeds	all sizes	3 months	3 months	

When adding lubricant, keep all dirt out of the area. Wipe the fitting completely clean and use clean grease dispensing equipment. More bearing failures are caused by dirt introduced during greasing than from insufficient grease.

If the motor is equipped with a relief port or tube, make certain it is open and free of caked or hardened grease. Before replacing relief plugs, allow excess grease or pressure to vent by running the motor for several minutes after lubrication.

CAUTION

- LUBRICANT SHOULD BE ADDED AT A STEADY MODERATE PRESSURE. IF ADDED UNDER HEAVY PRESSURE BEARING SHIELD(S) MAY COLLAPSE.
- DO NOT OVER GREASE.

PARTS

All parts should be ordered from Authorized Motor Warranty Stations. Call your Lincoln Motors Sales Office for location and phone number. A "Service Directory" listing all Authorized Motor Warranty Stations by geographic location is available; request Bulletin SD-6. These shops stock GENUINE Lincoln replacement parts and have factory trained personnel to service your motor.

8. WHO TO CALL

For the location and phone number of the Lincoln Motors District Sales Office nearest you, check your local Yellow Pages or call 1-800-MOTOR-4-U (1-800-668-6748) or visit our web site at www.lincolnmotors.com.

9. WARRANTY

Lincoln Motors, the Seller, warrants all new standard motors and accessories thereof against defects in workmanship and material provided the equipment has been properly cared for and operated under normal conditions. All warranty periods begin on the date of shipment to the original purchaser. Warranty periods for low voltage (< 600 V) motors are defined in the following chart. The warranty period for *medium voltage (> 600 V)* motors is one year on sinewave power. Contact Lincoln for warranty period on PWM power.

			Warranty	Period	1
Model Number Prefix	Efficiency Code(s)	Frame Sizes	Sine-Wave Power	PWM Power	1
AA, AF, AN	S, P, B	143T-286T	5 Yrs	2 Yrs*	1
CF, SD	М	143T-215T	2 Yrs	1 Yr	
CF, CN, CS, CP	E, H, P, B	143T-449T	5 Yrs	2 Yrs*	
Or, ON, OS, OF	L, 11, F, D	182U-449U	5 Yrs	2 Yrs*	
C5, C6	H, P	M504-689	3 Yrs	Contact Lincoln	#
MD, SE	s	284T-445T	5 Yrs	1 Yr	
RC, RJ, SC	Н	56-145T	5 Yrs	2 Yrs*	
RD, RF	S	56-56H	5 Yrs	2 Yrs*	Ī
REW, SEW	S	56-256T	1 Yr	1 Yr	
SD, SF	S, H, P, B	143T-449T	5 Yrs	2 Yrs*	
Field Kits and Acce	essories		5 Yrs	3	

Applies to motors with a service factor of 1.15 or higher. Motors with a 1.0 service factor have a 1 year warranty on PWM power.

If the Buyer gives the Seller written notice of any defects in equipment within any period of the warranty and the Seller's inspection confirms the existence of such defects, then the Seller shall correct the defect or defects at its option, either by repair or replacement F.O.B. its own factory or other place as designated by the Seller. The remedy provided the Buyer herein for breach of Seller's warranty shall be exclusive.

No expense, liability or responsibility will be assumed by the Seller for repairs made outside of the Seller's factory without written authority from the Seller.

The Seller shall not be liable for any consequential damages in case of any failure to meet the conditions of any warranty. The liability of the Seller arising out of the supplying of said equipment or its use by the Buyer, whether on warranties or otherwise, shall not in any case exceed the cost of correcting defects in the equipment in accordance with the above guarantee. Upon the expiration of any period of warranty, all such liability shall terminate.

The foregoing guarantees and remedies are exclusive and except as above set forth there are no guarantees or warranties with respect to accessories or equipment, either expressed or arising by option of law or trade usage or otherwise implied, including with limitation the warranty of merchantability, all such warranties being waived by the Buyer.

- indicates change since last printing.



Tel: 1-800-MOTOR-4-U (668-6748) Fax: 1-888-536-6867 Web: www.lincolnmotors.com E-Mail: mailbox@fincolnmotors.com December 1999



APPENDIX V

Oilgear Type PVWJ Pump Manuals



OILGEAR TYPE "PVWJ" PUMPS PVWJ-011/-014/-022/-025/-034/-046/-064/ -076/-098/-130 SERVICE INSTRUCTIONS

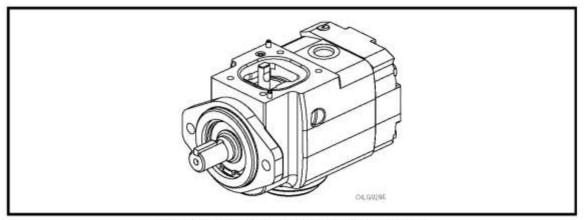


Figure 1. Typical Oilgear "PVWJ" Open Loop Pump

PURPOSE OF INSTRUCTIONS

These instructions will simplify the installation, operation, maintenance and troubleshooting of Oilgear type "PVWJ" pumps.

Become familiar with the construction, principle of operation and characteristics of your pump to help you attain satisfactory performance, reduce shutdown and increase the pump's service life. Some pumps have been modified from those described in this bulletin and other changes may be made without notice.

REFERENCE MATERIAL

Fluid Recommendations	Bulletin 90000
Contamination Evaluation Guide	Bulletin 90004
Filtration Recommendations	
Piping Information	Bulletin 90011
Proper Installation of Vertical Pumps	
Alternate Remote Compensating of Single/Multiple Load Sense Pumps	DS-47974-A
PVWJ Open Loop Pumps, Application Guidelines	Bulletin 847085
PVWJ Open Loop Pumps, Sales	Bulletin 47085

(continued)

THE OILGEAR COMPANY

2300 South 51st Street Milwaukee, Wisconsin 53219 www.oilgear.com

PVWJ BASIC PUMP INSTALLATIONS	
PVWJ A Frame (PVWJ-011/-014/-022) w/ Rear Ports	DS-47480
PVWJ A Frame (PVWJ-011/-014/-022) w/ Side Ports	DS-47481
PVWJ A Frame (PVWJ-011/-014/-022) w/ Side Ports & Thru Shaft	DS-47482
PVWJ B Frame (PVWJ-025/-034/-046) w/ Rear Ports	DS-47483
PVWJ B Frame (PVWJ-025/-034/-046) w/ Side Ports	
PVWJ B Frame (PVWJ-025/-034/-046) w/ Side Ports & Thru Shaft	
PVWJ C Frame (PVWJ-064) w/ Rear Ports	DS-47486
PVWJ C Frame (PVWJ-064) w/ Side Ports & w/ or w/o Thru Shaft	DS-47400
PVWJ C Frame (PVWJ-076/-098/-130) w/ Rear Ports	DO-47407
PVWJ C Frame (PVWJ-076/-098/-130) w/ Side Ports & w/ or w/o Thru Shaf	
PVW0 C Frame (PVW0-0767-0967-130) W/ Side Ports & W/ Of W/0 Fried Shar	
PVWJ PUMP CONTROL INSTRUCTIONS	
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-011/-014/-022	Bulletin 947633
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-025/-034/-046	Bulletin 947634
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-064/-076/-098/-130	Bulletin 947635
"P-1NN/F" and "P-LNN/F" Pressure Compensator w/ Load Sense for	Dulletin 347 000
PVWJ-011/-014/-022	Bulletin 947636
"P-1NN/F" and "P-LNN/F" Pressure Compensator w/ Load Sense for	Dulletili 947030
PVWJ-025/-034/-046	Bullotin 047837
"P-1NN/F" and "P-LNN/F" Pressure Compensator w/ Load Sense for	
PVWJ-064/-076/-098/-130	Dullatia 047000
"P-CNN" and "P-KNN" Soft Start Pressure Compensator for	Dulletiii 947030
PVWJ-011/-014/-022	Bulletin 047690
"P-CNN" and "P-KNN" Soft Start Pressure Compensator for	
	Dulletie 047040
PVWJ-025/-034/-046 "P-CNN" and "P-KNN" Soft Start Pressure Compensator for	Bulletin 947640
	Dullatia 047044
PVWJ-064/-076/-098/-130 Dual Pump Adapters for PVWJ Pumps (all sizes)	Bulletin 947641
Alternate Remote Compensating of Single or Multiple Load Sense Pump	DC 47074 A
Alternate hemote Compensating of Single of Multiple Load Sense Pump	05-4/9/4-A
PVWJ PUMP CONTROL INSTALLATIONS	
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-011/-014/-022	DS-47984
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-025/-034/-046	
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-064/-076/-098/-130	
"P-1NN/F" and "P-LNN/F" Pressure Compensator w/ Load Sense for	
PVWJ-011/-014/-022	DS 47097
"P-1NN/F" and "P-LNN/F" Pressure Compensator w/ Load Sense for	
PVWJ-025/-034/-046	DC 47000
"P-1NN/F" and "P-LNN/F" Pressure Compensator w/ Load Sense for	
PVWJ-064/-076/-098/-130	DC 47000
"P-CNN" and "P-KNN" Soft Start Pressure Compensator for	
PVWJ-011/-014/-022	De 47000
"P-CNN" and "P-KNN" Soft Start Pressure Compensator for	
	DO 47004
PVWJ-025/-034/-046 "P-CNN" and "P-KNN" Soft Start Pressure Compensator for	05-4/991
	DO 47000
PVWJ-064/-076/-098/-130	DS-47992
PVWJ Remote Circuit Drawing "P-1NN/F" or "P-LNN/F" Single Pressure w/ Load Sense Control	DO 47404
w/ Load Sense Control	US-4/491

Read and understand this entire instruction sheet before repairing, or adjusting your Oilgear product.

Those who use and maintain this equipment must be thoroughly trained and familiar with the product. If incorrectly used or maintained, this product and its equipment can cause severe injury.

SAFETY SYMBOLS

The following signal words are used in this instruction sheet to identify areas of concern where your safety may be involved. Carefully read the text and observe any instructions provided to ensure your safety.



THIS SIGNAL WORD INDICATES AN IMMI-NENTLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, WILL RESULT IN DEATH OR SERIOUS INJURY.

WARNING

This signal word indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

This signal word indicates that a potentially hazardous situation exists which, if not avoided, may result in damage to equipment or minor personal injury.



While not directly relevant to the topic being discussed, the NOTE is used to emphasize information provided, or provide additional information which may be of benefit.

A WARNING

This service information is designed for the maintenance of your Oilgear product. It contains the information on the correct procedures determined by Oilgear for the safe manner of servicing. Always keep this instruction sheet in a location where it is readily available for the persons who use and maintain the product. Additional copies of this instruction sheet are available through the Oilgear Company. Contact us at 414-327-1700 or visit our website: www.oilgear.com. Please contact us if you have any questions regarding the information in this instruction bulletin.

NOTE

The cleanliness of working on this pump or the hydraulic system is extremely important to the safety and reliability of the pump and the system. Always make sure the fittings are clean on the outside before removing them from their connections, are capped and plugged when removed and placed in a clean rag or container until they are reinstalled.

A WARNING

Some service operations may require special tools or equipment. If you require information on these items, please contact Oilgear before attempting these repairs and service operations.

WARNING

Read, understand, and follow the safety guidelines, dangers, and warnings contained in this instruction sheet to promote reliable operation and prevent serious personal injury.

A WARNING

DO NOT attempt to service this machinery in an environment where safety regulations are not established and in place.

A WARNING

DO NOT operate the hydraulic system if a leak is present. Serious injury may result.

A WARNING

Hydraulic systems operate under very high-pressure. Hydraulic fluid escaping from a pressurized system can penetrate unprotected body tissue. DO NOT inspect for hydraulic leaks with bare hands or other exposed body parts. As a minimum, wear leather gloves prior to inspecting for leaks and use cardboard or wood. If leaks are present, relieve pressure and allow system to cool prior to servicing. If injured by escaping hydraulic oil, contact a physician immediately. Serious complications may arise if not treated immediately. If you have questions regarding inspecting hydraulic leaks, please contact Oilgear prior to servicing.

WARNING

Hydraulic hoses and tubing must be inspected on a daily basis for leaks, cuts, abrasions, damage and improper clearance along any mounting frame for hidden damage before the unit is put into service. Replace damaged hoses or hoses you suspect are damaged before the system is returned to service! Hoses must be replaced every two years. Failure to properly inspect and maintain the system may result in serious injury.

A WARNING

Hydraulic systems are hot. DO NOT TOUCH! Serious personal injury may result from hot oil. When you have completed working on the hydraulic system, thoroughly clean any spilled oil from the equipment. Do not spill any hydraulic fluids on the ground. Clean any hydraulic fluids from your skin as soon as you have completed maintenance and repairs. Dispose of used oil and system filters as required by law.

WARNING

Use correct hoses, fittings, and adapters with the correct SAE rating when replacing hoses to prevent possible serious injury. Always replace hoses, fittings, and adapters with replacements that have a proper, suitable, working pressure rating. Replacement hoses must be of the correct length and must comply with the hose manufacturer's and Oilgear's installation guidelines and recommendations.

A WARNING

Hydraulic hoses have the SAE ratings marked on the hose to assist you in selecting the correct hose. The same manufacturer must supply any replacement hydraulic hoses and fitting assemblies. As an example: Brand "X" hose and brand "Y" fitting will not normally be compatible. No "Twist" is allowed in the hydraulic hoses. "Twist" may result in premature hose failure. This can cause serious injury. Please contact Oilgear for assistance when required.

A WARNING

Hydraulic cylinders can be holding a function in a certain position when thepump is OFF. An example of this is a function being held in the lift or partial lift position by the cylinders. If a hydraulic line is removed or the hydraulic circuits or controls are being worked on, gravity may allow the function being held in position to drop. All workers and personnel must remain clear of these areas when working on or operating the hydraulic system. Block and secure all devices and functions which apply before beginning work or operation. Failure to comply with this can result in serious injury or death.

A WARNING

Any hydraulic pipe which is replaced must conform to SAE J1065 specifications. If incorrect hydraulic pipe is installed, the hydraulic system may fail, causing serious injury. Damaged or leaking fittings, pipes or hoses must be replaced before the system is returned to service.

A WARNING

DO NOT heat hydraulic pipe. The carbon content of this steel tube is such that if heated for bending, and either water or air quenched, the pipe may lose its ductility and thereby be subject to failure under high-pressure conditions. Serious injury can result. Damaged or leaking pipes must be replaced before the system is returned to service. Please contact Oilgear if you require assistance or have questions.

WARNING

All hydraulic pressure must be relieved from the hydraulic system prior to removing any components from the system. To relieve the hydraulic pressure from the hydraulic system, turn off the motor and operate the control panel with the key in the ON position. Failure to comply can result in serious injury. If you have any questions concerning relieving the hydraulic pressure from the system, please contact Oilgear.

WARNING

Hydraulic components can be heavy. Use caution while lifting these components. Serious personal injury can be avoided with proper handling of the components.

A WARNING

Please contact Oligear if you require assistance, when performing hydraulic test procedures, use the proper hydraulic gauges. Installing an incorrect test gauge could result in serious injury if the gauge fails. Use properly rated hydraulic hoses to allow the test gauge to be read away from moving parts and functions.

WARNING

Increasing hydraulic pressure beyond the recommendations may result in serious damage to the pump and system or serious personal injury and may void the Oilgear Warranty. If you have questions concerning hydraulic pressures or testing procedures, please contact Oilgear before attempting the test procedures or making adjustments.

A WARNING

An Oilgear pump or pump control must not be modified in any way without authorization from Oilgear. Modifications may not comply with safety standards, including ANSI safety standards, and may result in serious personal injury. Please contact Oilgear if you require assistance.

A WARNING

DO NOT enter under hydraulic supported equipment unless they are fully supported or blocked. Failure to follow this procedure can result in serious injury or death.

WARNING

Any Oilgear pump safety decals must be replaced anytime they are damaged, missing, or cannot be read clearly. Failure to have proper decals in place can result in serious injury or death. (If you require safety decals, please contact Oilgear for replacement safety decals, at no charge.)

WARNING

Be sure everyone is clear of the area around the hydraulic system before operating after servicing. Remain attentive at all times when operating to check your work until you are completely sure it is safe to return to service. Failure to heed this warning may result in serious personal injury or death.

A WARNING

Wear the proper protective clothing when operating, servicing or maintaining the hydraulic system or the Oilgear pump. Wear the correct protective gear, safety glasses, gloves, and safety shoes. Serious injury can result without proper protective gear.

WARNING

Make sure to keep hands and feet and other parts of your body clear of revolving or moving parts. Failure to comply can cause serious injury.

A WARNING

DO NOT wear watches, rings, or jewelry while working with electrical and mechanical equipment. These items can be hazardous and can cause serious and painful injuries if they come into contact with electrical wires, moving parts, or hydraulic equipment.

PREPARATION AND INSTALLATION

MOUNTING

Pump Without Reservoir - The pump can be mounted in any position. But, the recommended mounting position is with the drive shaft on a horizontal plane and the case drain port 1 on the top side. Secure the pump to a rigid mounting surface. Refer to the referenced Oilgear Piping Information Bulletin 90011.

Pump With Reservoir - These pumps are usually fully piped and equipped. It may be necessary to connect to a super-charge circuit when used. Mount reservoir on level foundation with the reservoir bottom at least 6 inches (152 mm) above floor level to facilitate fluid changes.

PIPING AND FITTINGS

Refer to the referenced Oilgear Piping Information Bulletin 90011 and individual circuit diagram before connecting the pump to the system. Inlet velocity must not exceed 5 fps (1,5 mps). Inlet should be unrestricted and have a minimum of fittings.



DO NOT use an inlet strainer.

Arrange line from "case drain" so the case remains full of fluid (non-siphoning). Case pressure must be less than 25 psi (1,7 bar). For higher case pressures and the special shaft seals required, contact our Customer Service. Each drain line must be a separate line, unrestricted, full sized and connected directly to the reservoir below the lowest fluid level. Make provisions for opening this line without draining (siphoning) reservoir.

A WARNING

Running the pump in NEUTRAL position (zero delivery) for extended periods without a supercharge circuit can damage the pump. The system and pump must be protected against overloads by separate high-pressure relief valves, Install bleed valve(s) at the highest point(s) in system.

POWER

Power is required in proportion to volume and pressure used. Motor size recommendations for specific applications can be obtained from The Oilgear Company. Standard low starting torque motors are suitable for most applications.

CAUTION

DO NOT start or stop unit under load unless system is approved by Oilgear. It may be necessary to provide delivery bypass in some circuits.

DRIVE

Verify rotation direction plate on the pump's housing. Clockwise pumps must be driven clockwise and counterclockwise pumps must be driven counterclockwise. Use direct drive coupling. Size and install coupling per manufacturer's instructions.

CAUTION

DO NOT drive the coupling onto the pump drive shaft. If it is too tight, it may be necessary to heat coupling for installation. Refer to manufacturer's instructions.

Misalignment of pump shaft to driver's shaft should not exceed 0.005 inches (0,13 mm) Total Indicator Readout (TIR) in any plane.

FILTRATION

Keep the fluid clean at all times to ensure long life from your hydraulic system. Refer to the referenced Oilgear Filtration Recommendations bulletin 90007 and Oilgear Contamination Evaluation Guide Bulletin 90004. Oilgear recommends use of a filter in the pressure or return line. Replace filter element(s) when the filter condition indicator reaches change area at normal fluid temperature. Drain and thoroughly clean filter case. Use replacement element(s) of same beta 10 ratio (normally a ratio of 4 with hydraulic oils).

FLUID COOLING

When the pump is operated continuously at the rated pressure or frequently at peak load, auxiliary cooling of the fluid may be necessary. Fluid temperature should not exceed limits specified in the referenced Oilgear Fluid Recommendations Bulletin 90000.

AIR BREATHER

On most installations, an air breather is mounted on top of fluid reservoir. It is important for the breather to be the adequate size to allow air flow in and out of reservoir as fluid level changes. Keep the breather case filled to the "fluid level" mark. About once every six months, remove cover, wash screen in solvent and allow screen to dry, clean and refill case to level mark and install screen. Refer to the manufacturer's recommendations.

FLUID, FILLING AND STARTING RECOMMENDATIONS

Refer to instruction plate on the unit, reservoir, machine and/or reference, fluid recommendations bulletin. Fire resistant fluids and phosphate ester fluids can be used in accordance with fluid manufacturer's recommendations.

- Pump all fluid into reservoir through a clean (beta 10 ratio of 4 or more) filter. Fill reservoir to, but not above, "high level" mark on the sight gauge.
- Remove case drain line and fill pump case with hydraulic fluid.
- Turn drive shaft a few times by hand with a spanner wrench to make sure parts rotate.

Unit	Approximate torque to turn drive shaft
-011/-014/-022	1.7-2.1 ft-lbs (2,3-2,8 N-m)
-025/-034/-046	2.9-3.3 ft-lbs (4,0-4,5 N·m)
-064/-076/-098/-130	7.9-8.3 ft-lbs (18,8-11,3 N·m)

Table 1. Torque to Turn Shaft

With pump under "no load" or with pump control at NEUTRAL:

- Turn drive unit ON and OFF several times before allowing pump to reach full speed. The system can usually be filled by running the pump and operating the control.
- The fluid level in the reservoir should decrease. Stop the pump. DO NOT allow the fluid level to go beyond the "low level." If the level reaches the "low level" mark, add fluid and repeat step.



With differential (cylinder) systems, the fluid must not be above "high level" when the ram is retracted or below "low level" when extended. Bleed air from the system by loosening connections or opening petcocks at the highest point in the system. Close connections or petcocks tightly when solid stream of fluid appears.

SPECIFICATIONS



Refer to reference material, pump control material and individual application circuit for exceptions.

FRAME UNIT		MAX	ETICAL IMUM CEMENT	CONTI	TED NUOUS SURE		IMUM SURE	at 180 ra conti- pres and 14 (1,0 bs	RATE 00 rpm, ted nuous isure 1,7 psia ar) inlet dition		AXIMUM II PRESSUF psia (bar	RE*	MAXIMUM SPEED**	at n contir press	VER OUT ated nuous sure &	
			in ³ /rev	ml/rev	psi	bar	psi	bar	gpm	1/mi	1200 rpm	1500 rpm	1800 rpm	rpm	hp	kw
	011	0.66	10,8	5000	344,8	5800	400,0	4.2	15,9	5.4 (,37)	5.7 (.39)	6.1 (.42)	3000	16.3	12,2	
A	014	0.86	14,1	4000	275,9	4500	310,3	5.9	22,4	5.5 (,38)	5.9 (,41)	6.4 (,44)	3000	17.7	13,2	
	022	1.35	22,1	3000	206,9	3500	241,4	9.5	36,0	5.5 (,38)	6.0 (.41)	7.0 (,48)	3000	20.2	15,1	
	025	1.55	25,4	5000	344,8	5800	400,0	10.9	41,3	7.0 (.48)	7.3 (.50)	8.2 (,57)	3000	36.5	27,2	
В	034	2.06	33,8	3500	241.4	4000	275,9	14.7	55,7	7.0 (,48)	7.6 (.52)	8.4 (,58)	3000	35.5	26,5	
2000	046	2.83	46,4	2500	172.4	3000	206,9	20.6	78,1	7.2 (.50)	7.9 (,54)	9.0 (,62)	2400	35.0	26,1	
	064	3.88	63,6	5000	344,8	5800	400,0	27.4	103,8	7.6 (,59)	8.5 (,59)	9.5 (,66)	2400	95.1	70,9	
c	076	4.67	76,5	3500	241.4	4000	275,9	33.7	127.7	8.0 (,55)	8.6 (.59)	9.6 (,66)	2400	80.4	60,0	
	098	6.00	98,3	2500	172.4	3000	206,9	43.3	164,1	7.6 (.52)	8.6 (,59)	9.8 (,68)	2400	74.1	55,3	
	130	7.94	130,2	1500	103.4	2000	137,9	58.2	220,3	8.0 (,55)	9.3 (.64)	14.5 (1,00)	1800	64.0	47,8	

^{*} For higher speeds see suction curves. ** Minimum speed 600 rpm

Case pressure should be less than 25 psi (1,7 bar). For higher pressure, consult factory. Higher speeds available - consult factory.

Table 2. Nominal Performance Data with 150-300 SSU viscosity fluids.

Frame	Clear	Length		Width		Hei	ght	Weight	
riame	Unit	inches	mm	inches	mm	inches	mm	lbs.	kg
A	011/-014/-022	7.20	182,9	4.32	109,7	4.50	114,3	32	14,5
В	025/-034/-046	8.50	215,9	5.80	147,3	6.11	155,2	68	30,9
С	064/-076/-098/-130	10.44	265,2	6.76	171,7	7.18	182,4	103	46,8

All dimensions (without controls) are for rear ported units. For dimensions of other configurations, contact your Oilgear Representative or see the appropriate Data Sheet.

Table 3. Nominal Dimensions and Weights without controls.

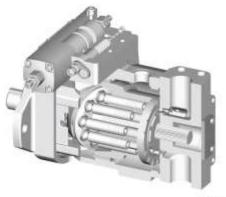
Refer to installation drawings for more detailed dimensions and port configurations.

	TROUBLESHOOTING					
PROBLEM	CAUSES	REMEDY				
	Swashblock (201) bearing surface and/or saddle bearings (204) worn or damaged.	1,000				
	Control pin (721) and/or hole in swashblock (201) worn signifi- cantly.	Inspect and replace if necessary.				
	Saddle bearing locating pins (207) broken.					
	Fluid is contaminated.	Inspect and clean if necessary. See bulletin 90007.				
Inresponsive or Instable Control	Control piston orifice plugged					
	Contamination trapped between control piston and piston bore is not allowing piston to move smoothly.	See appropriate control service bulletin.				
	Contamination trapped between control spool and spool bore is not allowing spool to move smoothly.	135 - 20.				
	Faulty remote pressure compensator circuit components.	Inspect and replace if necessary.				
	Hydraulic line between remote pressure compensator compo- nents and RP port of control is too long.	Shorten line length.				
	Insufficient control flow.	Increase size of control piston orifice (732).				
	Swashblock (201) not stroking to desired displacement.	Inspect for obstruction and remove. Replace worm of damaged parts.				
	Low input drive speed.	Refer to appropriate pump performance specification				
	Worn or grooved cylinder barrel (101) and/or valve plate (401) mating surfaces.					
	Failed drive shaft (301).					
Insufficient Outlet	Wom or damaged piston shoes (102) or swashblock (201).	Inspect and replace if necessary.				
Volume	Worn pistons and/or piston bores.					
	Excessive wear or inadequately supported hydrodynamic bearing (202).					
	Maximum volume stop adjusted incorrectly.	Adjust maximum volume stop CCW to increase out flow.				
	Control piston stuck off stroke.	See appropriate control service bulletin.				
	Pressure compensator is set too close to operating pressure.	See appropriate contact out the beat and				
	Pressure compensator adjustment not set correctly.					
	Control piston orifice (732) plugged.	See appropriate control service bulletin.				
De-strokes at Low	Damaged or fractured control spring.					
Pressure	Severely worn control spool and/or spool bore.	acc appropriate control act the control.				
	Damaged or fractured control piston spring.					
	Faulty remote pressure compensator circuit components.					
	Pressure compensator is set too high.	See appropriate control service bulletin,				
	Minimum volume stop is set too high.					
	Fluid is contaminated.	Inspect and clean if necessary. See bulletin 90007.				
	Swashblock (201) bearing surface and/or saddle bearings (204) worn or damaged.	Inspect and replace if necessary.				
Excessive Peak	Contamination trapped between control piston and piston bore is not allowing piston to move smoothly.	See appropriate control service bulletin.				
Pressure	Contamination trapped between control spool and spool bore is not allowing spool to move smoothly.	See which desire well a sector present				
	Hydraulic line between remote pressure compensator compo- nents and RP port of control is too long.	Shorten line length.				
	Faulty remote pressure compensator circuit components.	Inspect and replace if necessary.				
	Restriction in drilled passages between pump outlet port and control spool.	Inspect and clean if necessary.				

Excessive Heating Excessive Heating Excessive Heating Air entering pump inlet plumbing. Air entering pump inlet plumbing. Worn pistons (102) or cylinder barrel (101). Worn or damaged cylinder barrel (101) and/or valve plate (401) inspect and replace if necessary. Insufficient coding provisions. Faulty circuit components (continuously blowing relief valve or a high-pressure leak). Insufficient coding provisions. Reservoir is too small. Pump stopped or started incorrectly under load. Low fluid level in reservoir. Air entering pump inlet plumbing. Broken shoe/piston assembly (102). Worn or damaged cylinder barrel (101) and/or hydrodynamic bearing (202) running surface. Faulty circuit components (continuously blowing relief valve or a high-pressure leak). Inspect heat exchanger for obstruct Verify fluid level is above reservoir. Air entering pump inlet plumbing. Broken shoe/piston assembly (102). Worn or damaged cylinder barrel (101) and/or hydrodynamic bearing (202) running surface. Faulty circuit components (continuously blowing relief valve or a high-pressure leak). Insufficient pump inlet pressure. Excessive Noise Excessive fluid viscosity. Excessive fluid viscosity. Eliminate leak or replace faulty continuously blowing relief valve or a consult appropriate pump specific sure requirements. Consult appropriate pump specific sure requirements. Consult appropriate pump specific sure requirements. Eliminate any obstructions or other pump inlet plumbing. Consult appropriate pump specific sure requirements.	Operating pump above rated or peak pressure.	Consult appropriate pump specification for pressure limitations.				
	Verify fluid level is above reservoir suction line.					
	Eliminate any obstructions or other pressure drops in pump inlet plumbing. Consult appropriate pump speci- fication for inlet pressure requirements.					
	Eliminate leaks that would allow air to enter the fluid stream.					
	Worn pistons (102) or cylinder barrel (101).					
		Inspect and replace if necessary				
		Eliminate leak or replace faulty components.				
	Insufficient cooling provisions.	Inspect heat exchanger for obstructions and remove.				
	Reservoir is too small,	Consult Bulletin 90050-B, Reservoir Design.				
	Pump stopped or started incorrectly under load.	Verity operator procedure.				
	Low fluid level in reservoir.	Verify fluid level is above reservoir suction line.				
	Air entering pump inlet plumbing.	Eliminate leaks that would allow air to enter the flux stream.				
	Broken shoe/piston assembly (102).	Inspect and replace if necessary				
Excessive Noise		Eliminate leak or replace faulty components.				
	Insufficient pump inlet pressure.	Consult appropriate pump specification for inlet pres- sure requirements.				
	Excessive fluid viscosity.	Consult Application Guidelines (Bulletin 847085) for maximum viscosity limitations.				
	Insufficient pump inlet pressure.	Eliminate any obstructions or other pressure drops in pump inlet plumbing. Consult appropriate pump spe fication for inlet pressure requirements.				
	Pump input shaft rotating in wrong direction.	Inspect and correct drive rotation.				

PRINCIPLE OF OPERATION

The illustrations show the pump driven clockwise (right hand) from the top (plan) view.



OILGOSS

Figure 2. Cut-a-way of a Typical "PVWJ" Pump with Typical Control

Position B, Pump During Full Delivery FROM PORT B - Figure 3

Rotating the drive shaft (301) clockwise turns the splined cylinder, which contains the pumping pistons (102). When the cylinder rotates, the pistons move in and out within their bores as the shoes ride against the angled (C) swashblock (201).

As the cylinder rotates, the individual piston bores are connected, alternately, to the crescent shaped upper (port A) and lower (port B) in the valve plate. While connected to the upper side (suction) port A, each piston moves outward OUT, drawing fluid from port A into the piston bore until its outermost stroke (D) is reached. At this point, the piston bore passes from the upper crescent port A to the lower crescent port B.

While rotating across the lower crescent, each piston moves across the angled swashblock face and then each piston is forced inward IN. Each piston then displaces fluid through the lower crescent to port B until its innermost stroke (D) is reached. At this point, the piston bore passes from the lower to the upper crescent again and the cycle is repeated.

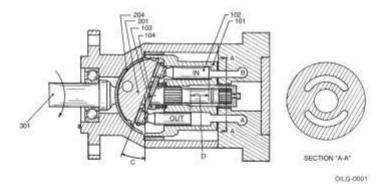


Figure 3. Position B, Pump During Full Delivery From Port B

Position B/2, Pump During One Half Delivery FROM PORT B - Figure 4

This illustration shows that the angle (E) of the swashblock determines the length of the piston stroke (F), (the difference between outermost and innermost position) which determines the amount of delivery from the pump. In this case, the stroke angle (E) is one-half of the stroke, which means the piston stroke is one-half and the pump delivery is one-half.

Position N, Pump In Neutral, No Stroke, No Delivery - Figure 5

Neutral position results when the control centers the swashblock. The swashblock angle (G) is now zero and swashblock face is parallel to the cylinder face. There is no inward or outward motion of the pump pistons as piston shoes rotate around the swashblock face. With no inward and outward motion or no stroke (H), NEUTRAL no fluid is being displaced from the piston bores to the crescents in the valve plate and there is no delivery from pump ports.



Illustration reference numbers match the part item number in the parts list.

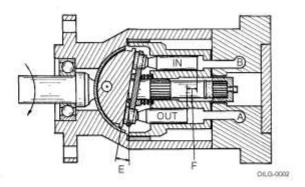


Figure 4. Position B/2, Pump During One Half Delivery From Port B

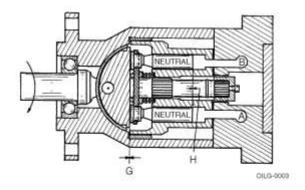


Figure 5. Position N, Pump In Neutral, No Stroke, No Delivery

TESTING AND ADJUSTING

PISTON PUMP

To check for a worn piston pump, make a leak measurement test from the case drain while the pump is under pressure. After the unit is warm, either install a flow meter in the drain line or have the flow from the drain line directed into a large container or reservoir. The pump case must remain full of fluid during this test.

WARNING

Shut the pump OFF and release pressure from the system before disassembling components. Failure to comply with these instructions could result in personal injury or death. Blocking the pressure line between the pump and the system (or pump) high-pressure relief valve will result in damage and could result in serious personal injury.

With an accurate high-pressure gauge in the pressure line, start the pump and stall (or block) output device to raise system pressure to maximum (as set by system relief valve). Read the measurement on the flow meter or time and measure the case drain flow used to fill a known size container and calculate the flow rate in terms of cubic inches per minute (cipm). The leakage should conform to **Table 4**.

CAUTION

DO NOT run a pump on stroke against a blocked output unless it is protected by a high-pressure relief valve and then run no longer than necessary to check slip. Limit discharge to prevent dropping reservoir fluid below low level.



Increasing shaft speed or a decrease in fluid viscosity will increase leakage. Manually or mechanically de-stroking the pump has a negligible effect on leakage.



Additional leakage indicates wear, but does not become critical until it impairs performance.



If testing a unit with a pressure compensator control, make sure the compensator setting is at least 500 psi above the pump outlet pressure to assure the pump is at full stroke.

	1		Full	Stroke	Leakag	e @ P	ump Ou	tlet Pre	essure (psi)		
Unit	1500 psi		2500	2500 psi		3000 psi		3500 psi) psi	5000 ps	
	cipm	lpm.	cipm	lpm	cipm	lpm	cipm	lpm	cipm	lpm	cipm	Ipm
011	50	2,08	70	1.1	80	1.3	100	1.6	120	2.0	200	3.3
014	90	1.5	120	2.0	140	2.3	165	2.7	200	3.3	-	
022	120	2.0	170	2.8	200	3.3	8	1 18	10	- 50	7.63	7.5
025	105	1.7	135	2.2	150	2.4	175	2.9	210	3.4	300	4.9
034	150	2.4	210	3.4	250	4.1	300	4.9				-
046	230	3.8	300	4.9		-	1.3	- 3		1.8		
064	150	2.4	205	3.4	240	3.9	275	4.5	320	5.2	460	7.6
076	200	3.3	305	5.0	375	6.1	460	7.6	10	*:		100
098	270	4.4	460	7.6	-					-	-	
130	530	8.7	2	2	. 12	1	1 3	100	23	- 23	100	. 35

Table 4. Nominal Case Slip at full stroke and 1800 RPM, fluid viscosity 160 SSU.

DISASSEMBLY



The cleanliness of working on this pump or the hydraulic system is extremely important to the safety and reliability of the pump and the system.

When disassembling or assembling the pump, choose a clean, dry, dust and sand-free area where no traces of abrasive particles are in the air which can damage the pump and system. DO NOT work near welding, sandblasting, grinding benches or similar conditions.

Always make sure the fittings are clean on the outside before removing them from their connections. Make sure they are capped and plugged when removed. Place them on a clean surface and in a clean rag or container until they are reinstalled. When cleaning parts which have been disassembled, it is important to use CLEAN cleaning solvents and allow parts to dry. All tools and gauges should be clean prior to working with the system and use new, CLEAN, lint-free rags to handle and dry parts.

WARNING

DO NOT attempt to remove or install any components or assembly while the pump and system is running. Always stop the pump, shut OFF the power and release pressure from the system before servicing or testing. Be sure provisions have been made so the case drain line can be disconnected from the unit without causing the line to drain (siphon) the reservoir.

- 1. Disconnect case drain line from port 1 or 1A.
- Drain pump case through the remaining (port 1 or 1A) on the bottom of case. If plugs are inaccessible, it may be necessary to remove the pump from the mounting and drive motor before draining it.
- After removing the pump from the mounting and before disassembly, cap or plug all ports and clean the outside of unit thoroughly to prevent dust from entering the system. See Figures 10 and 18.



Depending on what part or parts are to be inspected, it may not be necessary to completely take apart all assemblies.

CONTROL GROUP

Refer to the reference material for the information which applies to the control your pump is equipped with. Some force is required to remove the control housing.

- Remove socket head cap screws.
- Lift the control group assembly, with control pin, straight up from the top of the pump assembly. The control pin may or may not remain in the swashblock (201).
- Remove control gasket and O-rings from the pump housing.

VALVE PLATE GROUP

If another pump is coupled to thru-shaft pumps, remove coupling half before removing valve plate.

- Block the pump on a bench with the drive shaft facing down.
- If applicable, remove relief valve block from valve plate.
- Remove the valve plate (401) by removing four hex head cap screws (403) and lifting it straight up.
- 4. Remove O-rings.

ROTATING GROUP

A WARNING

The rotating group may be heavy. Be careful not to damage cylinder wear surface which mates against the valve plate, bearing diameters or piston shoes. Use proper lifting techniques and assistance from others to prevent personal injury.

- 1. Place the pump in a horizontal position.
- Remove the rotating group by turning shaft (301) slowly, while pulling the cylinder barrel (101) from the housing.
- Identify (number) each pump piston shoe assembly (102) and its respective bore in the cylinder barrel (101) and shoe retainer (104) for easy reassembly.
- See Figure 6. Lift out shoe retainer (104) with pistons (102) and remove the fulcrum ball (103) and shoe retainer spring (105).

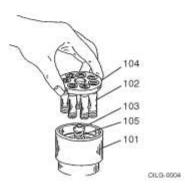


Figure 6. Rotating Group Disassembly.

 Remove retaining ring (208) and pull the hydrodynamic bearing (202) and roll pins, if necessary, (205) from the housing. Note the position of roll pin (205) inside of case.

DRIVE SHAFT GROUP

- Remove the drive key (303), if used and the drive shaft bearing retainer ring (305).
- Grasp outboard end of drive shaft (301) and pull it out of the pump housing.
- Remove the shaft seal retainer (302) and shaft seal (007) from the housing only if necessary.

SWASHBLOCK GROUP

- Reach inside the housing and remove the swashblock (201) and saddle bearings (204).
- If applicable, remove the saddle block (216) from the housing.

INSPECTION

Clean all parts thoroughly and allow them to dry. Inspect all seals and O-rings for hardening, cracking or deterioration. Replace if necessary or if you suspect damage. Check all locating pins for damage and springs for cracking or signs of cracking or signs of wear.

A WARNING

Wear proper protective gear when using solvents or compressed air, servicing or maintaining the hydraulic system or the Oilgear pump. Wear correct protective gear, safety glasses, gloves and safety shoes. Serious injury can result without proper protective gear.

CONTROL GROUP

Refer to the reference material on pump controls. Be sure to carefully check the control pin for cracks and/or signs of fatigue. Check fit of the pin in the swashblock. It should be a slip-fit without side-play. Replace if necessary or if you suspect damage.

VALVE PLATE GROUP

Inspect the valve plate (401) surface which mates with the cylinder barrel (101) for excessive wear or scoring. Remove minor defects by lightly stoning the surface with a hard stone which is flat to within 0.001 inches (0,025 mm).



Be sure to stone lightly. Any excessive stoning will remove the hardened surface. If wear or damage is extensive, replace the valve plate.

ROTATING GROUP

Inspect cylinder barrel (101) piston bores and the face which mate with the valve plate for wear and scoring. Remove minor defects on the face by lightly stoning or lapping the surface.

Inspect the cylinder bearing (202) for damage and replace if necessary. Check all piston and shoe assemblies (102) to be sure they ride properly on the swashblock.



Be sure to stone lightly. Any excessive stoning will remove the hardened surface. If wear or damage is extensive and defects cannot be removed, replace the cylinder barrel.

See Figure 7. Check each shoe face for nicks and scratches, and the shoe for smooth pivot action on the piston.



If one or more piston/shoe assembly needs to be replaced, replace all the piston/shoe assemblies. When installing new piston/shoe assemblies or the rotating group, make sure the pistons move freely in their respective bores.

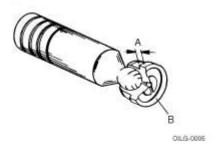


Figure 7. Piston and Shoe Inspection

- (A) All shoes must be equal within 0.001 inches (0,025 mm) at this dimension.
- (B) All shoe faces must be free of nicks.



End play should not to exceed 0.003 inches (0,076 mm) when new or 0.006 inches (0,152 mm) when worn.

SWASHBLOCK GROUP

Inspect the swashblock (201) for wear and scoring. If defects are minor, stone the swashblock lightly. If damage is extensive, replace the swashblock.

Check the small hole in the face of the swashblock. The hole provides "porting" for the hydrostatic balance fluid of the piston/shoe assembly to be channeled through the swashblock to the face of the saddle bearing, providing pressure lubrication.

Compare the saddle bearing (204) thickness in a worn area to thickness in an unworn area. Replace saddle bearings if the difference is greater than 0.015 inches (0,4 mm).

Check the mating surface of swashblock for cracks or excessive wear. The swashblock movement in the saddle bearings must be smooth. Replace if necessary.



Be sure to stone lightly. Any excessive stoning will remove the hardened surface. If wear or damage is extensive and defects cannot be removed, replace if necessary or if you suspect them of being bad.

DRIVE SHAFT GROUP

Check:

- the shaft seal (007) for deterioration or cracks. Replace if necessary (push-out).
- the shaft bearing (306) for galling, pitting, binding or roughness.
- the rear shaft bushing in valve plate.
- the shaft and its splines for wear. Replace any parts necessary.
- for grooving of the shaft where the shaft seal contacts it.

ASSEMBLY

See Figures 8, 9 and 10. Follow the disassembly procedures in reverse for re-assembling the pump.

During assembly, install new seals and O-rings. Apply a thin film of CLEAN grease or hydraulic fluid to sealing components to ease assembly. If a new rotating group is used, lubricate thoroughly with CLEAN hydraulic fluid. Apply fluid generously to all wear surfaces.

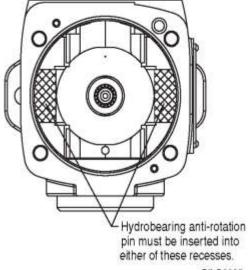
SWASHBLOCK GROUP

If removed,

- Press shaft seal (007) into front of pump housing.
- Place housing on a bench with the mounting flange side down.
- If applicable, install the saddle block (216) into the housing. Make sure the anti-rotating pin (217) aligns the saddle block correctly.
- Grease the back side of each saddle bearing (204) and place on the pin to locate the bearings in the pump case. Make sure the pins do not protrude.
- Insert swashblock (201) into the pump housing. Once in place, be sure the swashblock swivels in the saddle bearings. With new bearings, swiveling may be stiff and not always smooth.
- Make sure the roll pin (205) is inserted into the cylinder bearing (202). Position the cylinder bearing so the pin is located at the same location as it was when the pump was disassembled. The bearing should fit into place with a little difficulty and be square to the axis of the pump.
- Tap bearing into place if necessary using extreme care not to damage the bearing.
- Insert retaining ring (208) to hold bearing in place.

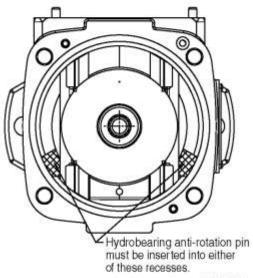


Refer to Figure 8 and Figure 9 for the correct orientation of the pins for the appropriate frame size.



OILG0305

Figure 8. A-Frame Orientation of Pins



OILG0306

Figure 9. B-Frame and C-Frame Orientation of Pins

DRIVE SHAFT GROUP

- Place the housing on its side with the axis horizontal.
- Install the seal retainer (302).
- Lubricate the shaft seal (007) and shaft.
- Insert the drive shaft (301) and bearing assembly into the housing.
- Lock in place with the drive shaft bearing retainer ring (305).

ROTATING GROUP

See Figure 6.

- Place the cylinder barrel (101), wear surface down, on a clean cloth.
- Place the shoe retainer spring (105) in the center of the barrel with the fulcrum ball (103) on top of it.
- Insert the identified pistons (102) into their corresponding identified holes of the shoe retainer (104). As a unit, fit the pistons into their corresponding, identified bores in the cylinder barrel. DO NOT FORCE. If everything is aligned properly, the pistons will fit smoothly.

A WARNING

The rotating group weight may be heavy. Be careful not to damage cylinder wear surface which mates against the valve plate, bearing diameters or piston shoes. Use proper lifting techniques and assistance from others to prevent personal injury.

The rotating group can now be carefully installed over the tail of the drive shaft (301) and into the pump housing (001).



When installing the rotating group, support the weight of the cylinder barrel (101), as cylinder spline is passed over the tailshaft, to avoid scratching or damage.

4. Push cylinder forward until the cylinder spline reaches the drive shaft spline and rotate slightly to engage shaft splines. Continue to slide cylinder forward until it encounters the cylinder bearing (202). Lifting the tailshaft slightly helps the cylinder (101) and the cylinder bearing (202) engagement. Continue pushing the cylinder forward until the piston shoes contact the swashblock. The back of the

- cylinder should slightly protrude outside the back of the pump housing.
- Install and torque the four control screws to the appropriate value shown in Table 5.

RELIEF VALVE BLOCK

- 1. Install new O-rings on the relief block.
- Position the relief valve block over the outlet port of the valve plate.
- Install and torque the four screws to the appropriate value shown in Table 5.

VALVE PLATE GROUP

- Place the partially assembled pump housing on a bench with the open end facing up.
- 2. Install new O-rings on the housing.
- Position the valve plate (401) over the tailshaft and on pins (005) and housing.
- Install and torque the four valve plate screws to the appropriate value shown in Table 5.
- If any plugs were removed, reinstall and torque them to the appropriate value shown in Table 5.

CONTROL GROUP

- Place the assembled pump on its side with the axis horizontal.
- Install new O-rings on the housing.
- 3. Install the control pin into the swashblock.
- Position the control assembly so the control pin fits into the annular slot of the control piston.
- Assemble the control assembly to the pump assembly, making sure that both alignment pins (006) are correctly inserted into their respective holes of the control body.



It may be necessary to mechanically position the control piston to correctly align the control on the pump.

PVWJ PUMP TORQUES

	Item Number	Description	Head Type & Size	Tightening Torque
	002	Housing Plug	3/4" Internal Hex	100 ft-lbs (136 N-m)
A-Frame	403	Valve Plate Screws	3/8" Internal Hex or 9/16" External Hex	15 ft-lbs (20 N-m)
PVWJ-011 PVWJ-014	507	Tandem Cover Screws	1/2" Internal Hex	325 inlbs (5 N-m)
PVWJ-022	601	SAE #2 Plug	1/8" Internal Hex	45 inlbs (5 N-m)
	626	SAE #10 Plug	1" External Hex	90 ft-lbs (122 N-m)
	403	Valve Plate Screws	3/4* External Hex	37 inlbs (50 N·m)
B-Frame	405	SAE #2 Plug	1/8* Internal Hex	45 inlbs (5 N-m)
PVWJ-025	503	SAE A Tandem Mounting Screws	9/16* External Hex	28 ft-lbs (38 N-m)
PVWJ-034 PVWJ-046	503	SAE B Tandem Mounting Screws	3/4* External Hex	37 ft-lbs (50 N-m)
	507	Cover Plate or Adapter Screws	1/2* External Hex	325 inlbs (37 N·m)
	902	Relief Valve Block Screws	3/8" Internal Hex	44 ft-lbs (60 N-m)
	403	Valve Plate Screws	14 mm Internal Hex	56 ft-lbs (76 N-m)
		SAE A Tandem Mounting Screws	9/16" External Hex	28 ft-lbs (38 N-m)
	503	SAE B Tandem Mounting Screws	3/4* External Hex	37 ft-lbs (50 N-m)
C-Frame		SAE C Tandem Mounting Screws	15/16* External Hex	74 ft-lbs (100 N-m)
PVWJ-064	507	Cover Plate Screws	1/2" External Hex	325 inlbs (37 N·m)
PVWJ-076 PVWJ-098	507	Adapter Screws	9/16" External Hex	28 ft-lbs (38 N-m)
PVWJ-130	601	SAE #2 Plug	1/8" Internal Hex	45 inlbs (5 N·m)
	902	Relief Valve Block Screws (PVWH-076/-098/-130)	3/8* Internal Hex	68 ft-lbs (92 N·m)
	902	Relief Valve Block Screws (PVWH-064)	1/2" Internal Hex	138 ft-lbs (187 N-m)

Table 5. PVWJ Pump Assembly Torques

CONTROL O-RING SEALS

Item Number	ARP 568 Uniform Size Number	Shore A Durometer
1008	800	70
1010	010	90
1012	012	90
1042	042	70
1138	138	70
1145	145	70
1155	155	70
1159	159	70
1219	219	90
1222	222	90
1225	225	90
1228	228	90
1237	237	70
1242	242	70
1252	252	70
1257	257	70
1500	See note 1	80
1902	902	90
1910	910	90

Note 1, 94 mm OD x 2.5 mm

Table 6. PVWJ Pump O-Ring Seals

NOTES

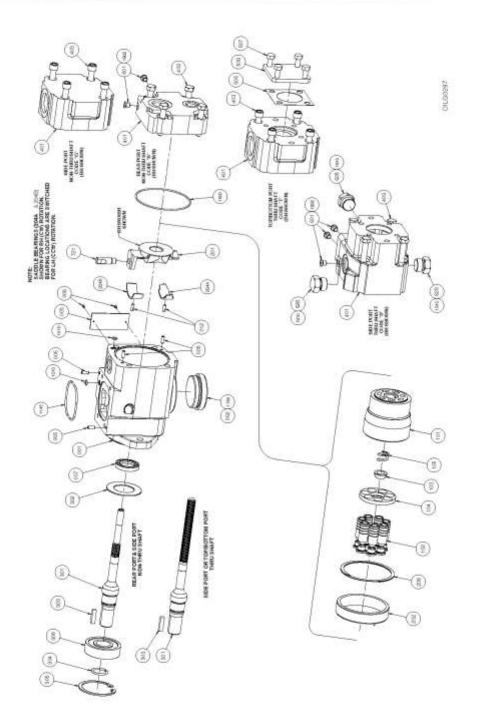


Figure 10. Exploded parts drawing, PVWJ-011/-014/-022 A-Frame (520024-101 sheet 2 of 4).

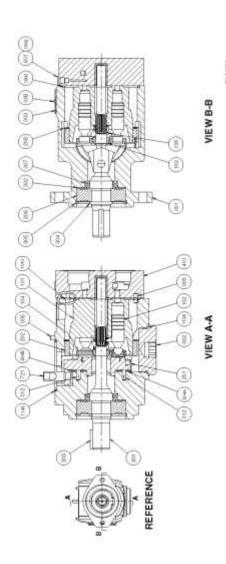


Figure 11. Cross section and plan view parts drawing, PVWJ-011/-014/-022 A-Frame (520024-101 sheet 1 of 4).

DRIVE SHAFT ASSEMBLY GROUP

PVWJ-011/-014/-022 A-FRAME PUMP PARTS LIST

Parts used in these assemblies are per Oilgear specifications. Use only Oilgear parts to ensure compatibility with assembly requirements. When ordering replacement parts, be sure to include pump type and serial number, bulletin number and item number. Specify type of hydraulic fluid to ensure seal and packing compatibility.

arts drawings may not be idention o'ilgear drawings referenced.	
NOTE	

Description	Y GROUP	Pump Housing	Plug	Name Tag	Roll Pin	Shaff Seal
Qty.	HOUSING ASSEMBLY GROUP	+	-	-	4	+
item	HOUSING	100	200	800	900	200

_		L		L			>	L						0		
Drive Screws	Saddle Bearing Locating Pin	O-Ring	O-Ring.	O-Ring	O-Ring	ROTARY ASSEMBLY GROUP	Barrel	Piston & Shoe Assembly	Fulcrum Ball	Shoe Retainer	Shoe Retainer Spring	SWASHBLOCK ASSEMBLY GROUP	Swashblock	Hydrodynamic Bearing	Saddle Bearing (pressure side)	Saddle Bearing (suction side)
2	2	2	÷	-	-	ASSEMB	-	7	+	-	-	LOCK AS	-	Ŧ	7	Ŧ
800	012	1010	1138	1145	1500	ROTARY,	101	102	103	404	105	SWASHB	501	202	204A	204B

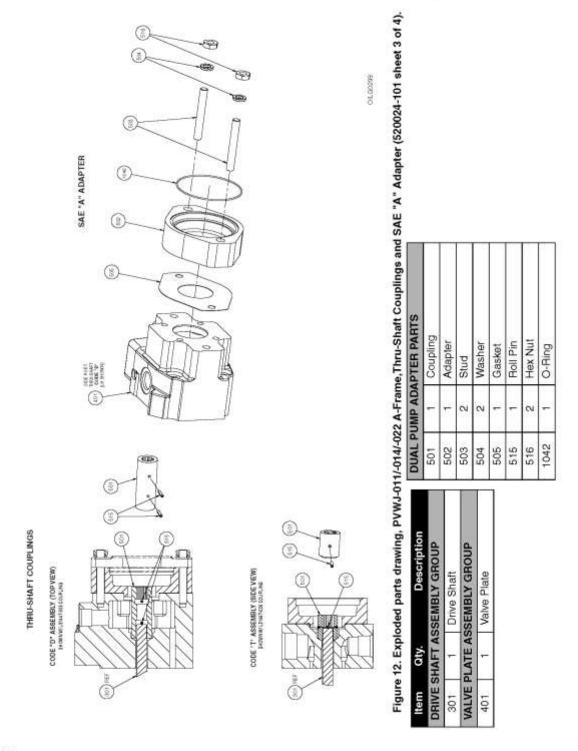
Drive Shaft	Seal Retainer	Key	Shaft Retainer Ring	Shaft Bearing Retainer Ring	Front Drive Shaft Bearing	VALVE PLATE ASSEMBLY GROUP	Valve Plate	Screw	Plug	Plug	O-Ring	O-Ring	TIS .	Gasket	Screw	Cover Plate
Ξ.	-	e e	-			ATE ASS	-	4	Note 1	Note 1	Note 1	Note 1	COVER PLATE PARTS	-	4	
301	305	303	304	305	306	VALVE PL	401	403	601	626	1902	1910	COVER P	505	209	508

Note 1. City is 0, 1, 2 or 3 dependent on Valve Plate type.

Retaining Ring

208

Control Pin



SERVICE KITS

PVWJ A-Frame Units (PVWJ-011/-014/-022)

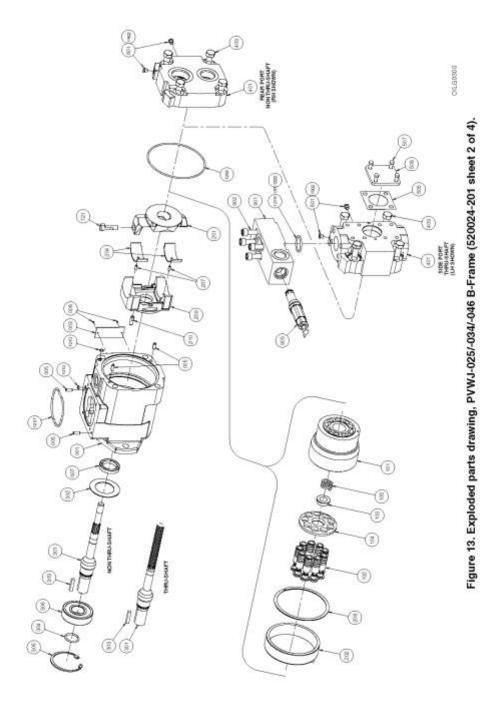
Reference 520024-101 SERVICE KIT Drawings figures 10-12

Document Number: 520024-SK1 Revision: New

Description	Kit No.	Design	Items included (quantity is 1 unless noted)
Housing Kits			
All Models	L51116-30	A1	001, 005(4), 007, 012, 1010(2), 1145, 1500
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			
Romang Group Bearing Art			
All Models	L51203-1	A1	202, 208
Shaft & Bearing Kits	,,		
Kits for Non Thru-Shaft Models			
3/4" Dis. Keyed (Code "Y")	L51128-11	A1	301, 302, 303, 304, 305, 306
7/8" Dia. Keyed (Code "B")	L51128-15	A1	301, 302, 303, 304, 305, 306
5/8" 9T SAE Spline (Code "S")	L51128-13	A1	301, 302, 304, 305, 306
7/8" 13T Industrial Spline (Code 'C')	L51128-17	A1	301, 302, 304, 305, 306
Kits for Thru-Shaft Models with Code 'DA" Valve Plates	Plates		
3/4" Dia, Keyed (Code "Y")	L51518-11A	A1	301, 302, 303, 304, 305, 306
7/8" Dia. Keyed (Code "B")	L51518-11	PA.	301, 302, 303, 304, 305, 306
5/8*9T SAE Spiina (Code "S")	L51518-10	A1	301, 302, 304, 305, 306
5/8* 9T Industrial Spline (Code *D*)	L51518-12Z	A1	301, 302, 304, 305, 306
7/8" 13T Industrial Spline (Code "C")	L51518-12	PA.	301, 302, 304, 305, 306
Kits for Thru-Shaff Models with Code "TA" Valve Plates	Plates		
3/4" Dia. Keyed (Code "Y")	L51518-33A	A1	301, 302, 303, 304, 305, 306
7/8" Dia. Keyed (Code "B")	L51518-39A	A1	301, 302, 303, 304, 305, 306
5/8" 9T SAE Spline (Code "S")	L51518-35A	A1	301, 302, 304, 305, 306
5/8" 9T Industrial Spline (Code "D")	L51518-37A	A1	301, 302, 304, 305, 306
7/8" 13T Industrial Spline (Code "C")	L51518-57	A1	301, 302, 304, 305, 306
	36-	150	
Swashblock Kits	The second secon		
LH (CCW) Models	L50488-3	A1	201, 721
RH (CW) Models	L50488-5	A1	201, 721
Rotating Group Kits			
PVWJ-011	L50052-8	A1	101, 102(7), 103, 104, 105
PVWJ-014	L50052-7	A1	101, 102(7), 103, 104, 105
PVWJ-022	L50053-7	A1	101, 102(7), 103, 104, 105
Saddle Bearing Kit	CONTRACTOR OF		
All Models	L51053-4	A1	204A, 204B
	Cos		

Chinal Date		l	
I Dear Bott (Code 1984)	VE1101.500	44	401 403/4) 604/2) 4040 4500 1003/3)
LH Hear Folt (Lode 3A)	000-1011GV	č	401, 403(4), 601(2), 1010, 1500, 1902(2)
RH Rear Port (Code "SA")	K51101-501	A1	401, 403(4), 601(2), 1010, 1500, 1902(2)
LH Side Port, Non Thru-Shaft (Code "GA")	K51101-502	A1	401, 403(4), 650(2), 1010, 1500
RH Side Port, Non Thru-Shaft (Code "GA")	K51101-503	A1	401, 403(4), 650(2), 1010, 1500
LH Side Port, Thru-Shaft (Code "DA")	K51101-504	A1	401, 403(4), 601(2), 626(3), 1010, 1500, 1902(2), 1910(3)
RH Side Port, Thru-Shaft (Code "DA")	K51101-505	A1	401, 403(4), 601(2), 626(3), 1010, 1500, 1902(2), 1910(3)
LH Top/Bottom Port, Thru-Shaft (Code "TA")	K51101-506	A1	401, 403(4), 650(2), 1010, 1500
LH Top/Bottom Port, Thru-Shaff (Code "TA")	K51101-507	A1	401, 403(4), 650(2), 1010, 1500
PVWJ-014			
LH Rear Port (Code "SA")	K51101-508	A1	401, 403(4), 601(2), 1010, 1500, 1902(2)
RH Rear Port (Code "SA")	K51101-509	A1	401, 403(4), 601(2), 1010, 1500, 1902(2)
LH Side Port, Non Thru-Shaft (Code "GA")	K51101-510	A1	401, 403(4), 650(2), 1010, 1500
RH Side Port, Non Thru-Shaft (Code 'GA')	K51101-511	A1	401, 403(4), 650(2), 1010, 1500
LH Side Port, Thru-Shaft (Code 'DA')	K51101-512	A1	401, 403(4), 601(2), 626(3), 1010, 1500, 1902(2), 1910(3)
RH Side Port, Thru-Shaft (Code 'DA')	K51101-513	A1	401, 403(4), 601(2), 626(3), 1010, 1500, 1902(3), 1910(3)
LH Top/Bottom Port, Thru-Shaft (Code "TA")	K51101-514	A1	401, 403(4), 650(2), 1010, 1500
LH Top/Bottom Port, Thru-Shaft (Code "TA")	K51101-515	A1	401, 403(4), 650(2), 1010, 1500
PVWJ-022			
LH Rear Port (Code "SA")	K51101-516	A1	401, 403(4), 601(2), 1010, 1500, 1902(2)
RH Rear Port (Code "SA")	K51101-517	A1	401, 403(4), 601(2), 1010, 1500, 1902(2)
LH Side Port, Non Thru-Shaft (Code "GA")	K51101-518	A1	401, 403(4), 650(2), 1010, 1500
RH Side Port, Non Thru-Shaft (Code 'GA")	K51101-519	A1	401, 403(4), 650(2), 1010, 1500
LH Side Port, Thru-Shaft (Code "DA")	K51101-520	A1	401, 403(4), 601(2), 626(3), 1010, 1500, 1902(2), 1910(2)
RH Side Port, Thru-Shaft (Code 'DA')	K51101-521	A1	401, 403(4), 601(3), 626(3), 1010, 1500, 1902(2), 1910(3)
LH Top/Bottom Port, Thru-Shaft (Code "TA")	K51101-522	A1	401, 403(4), 650(2), 1010, 1500
LH Top/Bottom Port, Thru-Shaft(Code 'TA')	K51101-523	A1	401, 403(4), 650(2), 1010, 1500
Pump Seal Kit			
All models	L50824-24	A1	007, 1010(2), 1138, 1145, 1500, 1902(3), 1910(3)
Piston & Shoe Kits			
PVWJ-011	L51363-900	A1	102(7)
PVWJ-014	L50021-900	A.	102(7)
PVWJ-022	L50021-901	A1	102(7)
Shoe Retainer & Holddown Ball Kit			
		:	
All models	610061	¥1	103, 104
Tag Kit	0.0000000000000000000000000000000000000		
All and deliver	100004	4.4	003 008/31

Control Pin	24		
As models	50623-5	A1	721
Cover Plate Kit			
All models	120671	A1	505, 507(4), 508
Coupling & Adapter Kits	CONTRACTOR OF THE		
All models using code "DA" Valve Plate	L51081-48	A1	501, 502, 503(2), 504(2), 505, 506, 515(2), 516(2)
All models using code "TA" Valve Plate	L51081-113	A1	501, 502, 503(2), 504(2), 505, 506, 515, 516(2)



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Shaft Bearing Retainer Ring Front Drive Shaft Bearing

ALVE PLATE ASSEMBLY GROUP

Valve Plate

Screw

403

401

O-Ring

1902

601

Plug

304 305

301 303

DRIVE SHAFT ASSEMBLY GROUP

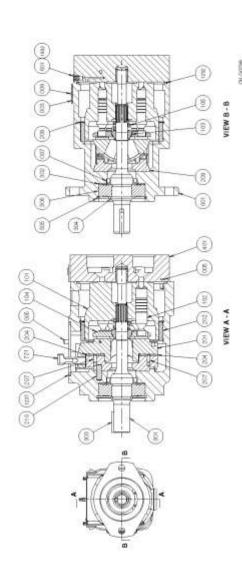


Figure 14. Cross section and plan view parts drawing, PVW J-025/-034/-046 B-Frame (520024-201 sheet 1 of 4). SWASHBLOCK ASSEMBLY GROUP

202 207

201

208

209

B-FRAME PUMP PARTS LIST PVWJ-025/-034/-046

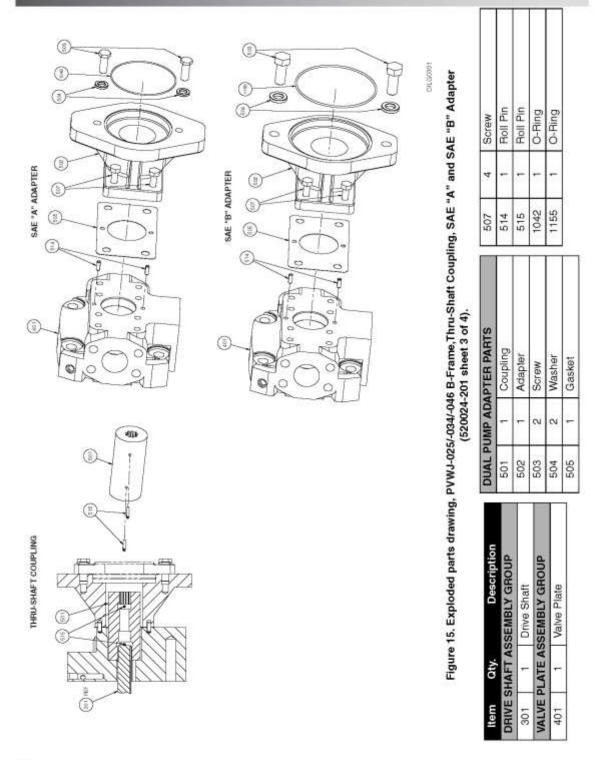
200000	Description	OUP	Pump Housing	Name Tag	Roll Pin	Shaft Seal	Drive Screws	gui	gui	gui	dr	lei.	Piston & Shoe Assembly	Fulcrum Ball	Shoe Retainer	Shoe Retainer Sorting
	aty.	EMBLY GRO	Pur	1 Nam	Holl 1	Shar	2 Driv	2 O-Ring	1 O-Ring	1 O-Ring	WBLY GROU	1 Barrel	9 Pist	Fulc	Sho	000
0	ltem Q	HOUSING ASSEMBLY GROUP	100	500	900		800	1010	1237	1252	ROTARY ASSEMBLY GROUP	101	102	103	104	105

MBLY GROUP	COVER PLATE PARTS	ATE PAR	e e
Swashblock	505	-	Gasket
Hydrodynamic Bearing	507	4	Screw
Saddle Bearing	809	-	Cover Plate
Saddle Bearing Locating Plin	RELIEF VA	ALVE ASS	RELIEF VALVE ASSEMBLY GROUP-OPTIONA
Retaining Ring	106	-	Block
Saddle Block	805	-	Screw
Saddle Block Locating Ring	506	-	Relief Valve Cartridge
Control Pin	1219	77	O-Ring (PVWJ-025)
BLY GROUP	1222	77.	O-Ring (PVWJ-034/-046
Drive Shaft			
Seal Retainer			
Key			
Shaft Retainer Ring			

210

721

Bulletin 947085	THE OILGEAR COMPANY	29



PVWJ B-Frame Units (PVWJ-025/-034/-046)

SERVICE KITS

Reference 520024-201 SERVICE KIT Drawings figures 13-15

Document Number: 520024-SK2 Revision: New

Description	Kit No.	Design Series	items included (quantity is 1 uniess noted)
Housing Kits			
As Models	K51121-101	A1	001, 005(4), 007, 1010(2), 1237, 1252
Rotating Group Bearing Kit			
All Models	L51065-1	A1	202, 208
Shaft & Bearing Kits			
PvWJ-025/-034/-046			
7/8" Dis. Keyed (Code Y)	L51129-11	A1	301, 302, 303, 304, 305, 306
1" Dia. Keyed (Code B)	L51129-15	A1	301, 302, 303, 304, 305, 306
7/8" 13T Spline (Code S)	L51129-13	A1	301, 302, 304, 305, 306
1* 15T Spline (Code C)	L51129-17	A1	301, 302, 304, 305, 306
7/8" 13T Spline (Code D) (Industrial)	L51129-39Z	A1	301, 302, 304, 305, 306
7/8" Dia. Keyed (Code Y)	L51519-11A	A1	301, 302, 303, 304, 305, 306
1" Dia, Keyed (Code B)	151519-11	A1	301, 302, 303, 304, 305, 306
7.8" 13T Spline (Code S)(SAE)	L51519-10	A1	301, 302, 304, 305, 306
7/8* 13T Spline (Code D) (Industrial)	L51519-12Z	A1	301, 302, 304, 305, 306
		150	20.
Swashblock Kits			
LH (CCW) Models	L50480-1	A1	201, 721
RH (CW) Models	L50480-2	A1	201, 721
Saddle Bearing Kit	18		
All models	L51053-5	A1	204(2)
Rotating Group Kits			
PVWJ-025	150167-10	A1	101, 102(9), 103, 104, 105
PVWJ-034	L50167-7	A1	101, 102(9), 103, 104, 105
PVWJ-046	L50168-7	A1	101, 102(9), 103, 104, 105

Saddle Kit	100000000000000000000000000000000000000		Control of the Contro
All models	L51052-7	A1	204(2), 207(2), 209
Valve Plate Kits			
PVWJ-025			
LH Rear Port (Code "SA")	K51102-201	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
RH Rear Port (Code "SA")	K51102-202	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
LH Side Port, Thru-Shaft (Code "DF" & "DR")	K51102-203	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
RH Side Port, Thru-Shaft (Code 'DF' & 'DR')	K51102-204	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
PVWJ-034			
LH Rear Port (Code "SA"	K51102-205	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
RH Rear Port (Code "SA")	K51102-206	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
LH Side Port, Thru-Shaft (Code "DF" & "DR")	K51102-207	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
RH Side Port, Thru-Shaft (Code "DF" & "DR")	K51102-208	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
PVWJ-046	1 000000000000000000000000000000000000	20000	
LH Rear Port (Code 'SA")	K51102-209	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
RH Rear Port (Code "SA")	K51102-210	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
LH Side Port, Thru-Shaft (Code "DF & "DR")	K51102-211	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
RH Side Port, Thru-Shaft (Code 'DF" & 'DR")	K51102-212	A1	401, 403(4), 601(2), 1010, 1252, 1902(2)
Pump Seal Kit			
All models	K50825-200	A1	007, 1010(2), 1237, 1252, 1902(2)
Piston & Shoe Kits			
PVWJ-025	L51349-900	A1	102(9)
PVWJ-034	L50146-900	A1	102(9)
PVWJ-046	L50175-900	A1	102(9)
Shoe Retainer & Holddown Ball Kit	00000000	2000	
All models	L50132	A1	103, 104
Tag Kit			
All models	L50921	A1	003, 008(2)
Control Pin			
All models	51339-5	A1	721
Cover Plate Kit			
All models	120671	A1	505, 507(4), 508
Coupling & Adapter Kits	The same of the same of the same of	0000	- CONTRACTOR OF THE CONTRACTOR
SAE A Adapter	L51081-53	A1	501, 502, 503(2), 504(2), 505, 507(4), 514(2), 515(2), 1042
DAT D Adminis	07 700 70		that the rest are not the party of the rest of the rest

NOTES

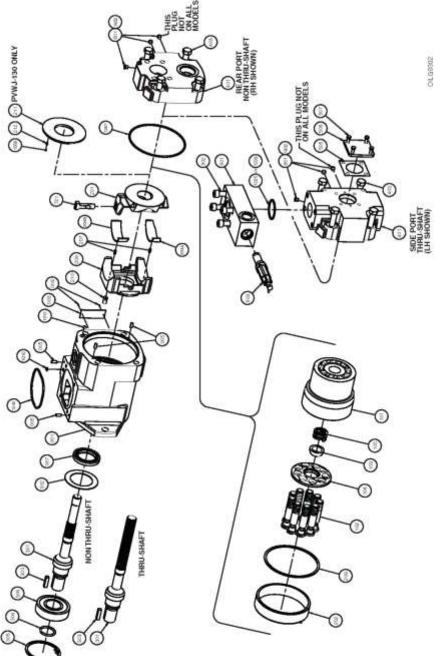


Figure 16. Exploded parts drawing, PVWJ-064/-076/-098/-130 C-Frame (520024-301 sheet 2 of 4).

Shaft Bearing Retainer Ring

Shaft Retainer Ring

Seal Retainer

ξē,

Drive Shaft

301 302 303 38 305 306

Front Drive Shaft Bearing

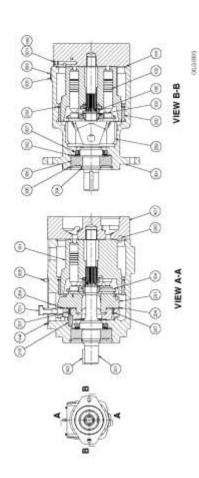


Figure 17. Cross section and plan view parts drawing, -064/-076/-098/-130 C-Frame (520024-301 sheet 1 of 4).

SWASHBLOCK ASSEMBLY GROUP

208

1002

204B

204C

207

204A

202

201

C-FRAME PUMP PARTS LIST PVWJ-064-076/-098/-130

ttem	aty.	Description
USING	HOUSING ASSEMBLY GROUP	GROUP
100	-	Pump Housing
500	÷	Name Tag
900	4	Roll Pin
700	-	Shaft Seal
800	24	Drive Screws
1010	-	O-Ring
1012		O-Ring
1242	-	O-Ring
1257	-	O-Ring
TARY A	ROTARY ASSEMBLY GROUP	GROUP
101	-	Barrel
102	đį	Piston & Shoe Assembly
103	-	Fulcrum Ball
104	-	Shoe Retainer
105	+	Shoe Retainer Spring

MBLY GROUP	VALVE PL	ATEASSE	VALVE PLATE ASSEMBLY GROUP
Swashblock	401	7	Valve Plate
Hydrodynamic Bearing	403	4	Screw
Saddle Bearing (PVWJ-064)	601	2013	Plug
Saddle Bearing	1902	2 or 3	O-Ring
(PVWJ-064/-076/-088)	COVERP	COVER PLATE PARTS	. 50
Saddle Bearing (PVWJ-130)	505	-	Gasket
Saddle Bearing Locating Pin	507	4	Screw
Retaining Ring	808	7	Cover Plate
Saddle Block	REI IEF V	ALVE ASS	RELIEF VALVE ASSEMBLY GROUP-OPTIONAL
Saddle Block Locating Ring	100	,	1
When Other (Didde) and the	200		BOOK
Wear Plate (PVWJ-130 only)	805	-	Screw
Wear Plate Locating Pin (PVWJ-130 only)	803	.T.	Relief Valve Cartridge
Control Pin	1225	70	O-Ring (PVWJ-064)
O-Ring (PVWJ-130 only)	1228	-	O-Ring (PVWJ-076/-098/-130)

210

211

209

212

721

O-Ring (PVWJ-130 only)

DRIVE SHAFT ASSEMBLY GROUP

1008

Bulletin 947085	THE OILGEAR COMPANY	35

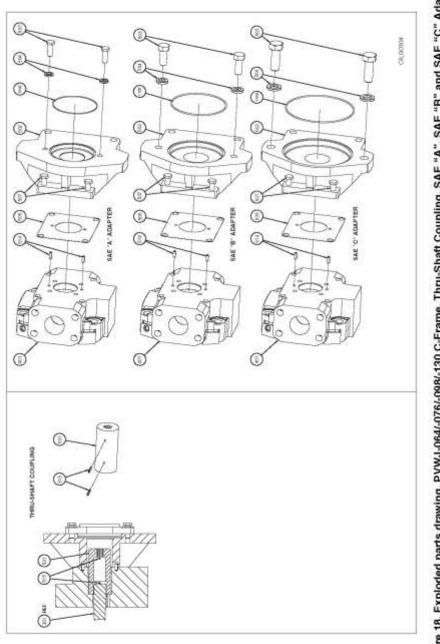


Figure 18. Exploded parts drawing, PVWJ-064/-076/-098/-130 C-Frame, Thru-Shaft Coupling, SAE "A", SAE "B" and SAE "C" Adapter (520024-301 sheet 3 of 4).

Roll Pin

Screw

4 N N

O-Ring Roll Pin

> 1042 1155 1159

515 514 507

O-Ring O-Ring

Hem	Otto.	Description	DUAL FUMP ADAPIER	JMP AL	APIEH
DRIVES	HAFTA	SEMBI	501	-	Coupling
301	-	Drive Shaft	502	-	Adapter
VALVE	ATE A	VALVE PLATE ASSEMBLY GROUP	503	2	Screw
401	-	Valve Plate	504	2	Washer
	3		205	-	Gasket

SERVICE KITS

PVWJ C-Frame Units (PVWJ-064/-076/-098/-130)

Reference 520024-301 SERVICE KIT Drawings figures 16-18

Document Number: 520024-SK3 Revision: New

Description	Kit No.	Design Series	Items included (quantity is 1 uniess noted)
Housing Kits			
All Models	K51114-101	¥1	001, 005(4), 007, 1010(2), 1242, 1257
Rotating Group Bearing Kit			
All Models	L51066-1	¥.	202, 208
Shaft & Bearing Kits			
1 1/4" Dia. Kayed (Code Y) Standard	L51130-11	A1	301, 302, 303, 304, 305, 306
1 1/4" 14T Spline (Code S) Standard (SAE)	L51130-13	A1	301, 302, 304, 305, 306
1 1/4" 14T Spline (Code D) Standard (Industrial)	L51130-13Z	A1	301, 302, 304, 305, 306
11/4" Dia Kayed (Code Y) T.S	L51520-11	¥1	301, 302, 303, 304, 305, 306
1 1/4" 14T Spline (Code S) T-S (SAE)	L51520-10	14	301, 302, 304, 305, 306
1 1/4" 14T Spline (Code D) T-S (Industrial)	L51520-12Z	A1	301, 302, 304, 305, 306
		200	
Swashblock Kits			
PVWJ-064/-076/-098 LH (CCW) Models	150481-3	A1	201, 721
PVWJ-064/-076/-098 RH (CW) Models	L50481-5	A1	201, 721
PVWJ-130 LH (CCW) Models	L50481-4	A1	201, 211, 212, 213, 721
PVWJ-130 RH (CW) Models	L50481-6	A1	201, 211, 212, 213, 721
Saddle Bearing Kits			
PVWJ-064	L51053-8	A1	204A, 204B
PVWJ-076 & -098	L51053-6	1¥	204B(2)
PVWJ-130	L51053-7	A1	204C(2)
100000000000000000000000000000000000000			
PANY LOGA	150108-11	44	101 102/01 103 104 105
PvW1.076	150087.7	A1	101, 102/9), 103, 104, 105
PVWJ-098	150108-7	A1	101, 102/9), 103, 104, 105
PVWJ-130	L50108-8	¥.	101, 102(9), 103, 104, 105
Saddle Kits			
PVWJ-064	L51052-13	A1	204A, 204B, 207(2), 209
PVWJ-076 & -098	151052-8	A1	204B(2), 207(2), 209
PVWJ-130	L51052-9	A1	204C(2), 207(2), 209

LH State Port (Code 'SA') K51103-215 A1 401.403(4), 405(2), 408(2), 1012, 1257 LH Rear Port (Code 'SA') K51103-216 A1 401.403(4), 405(2), 408(2), 1012, 1257 LH State Port (Code 'SA') K51103-216 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-078 H State Port (Code 'SA') K51103-202 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-078 H State Port (Code 'SA') K51103-202 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-078 H H State Port (Code 'SA') K51103-202 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-078 H H State Port (Code 'SA') K51103-202 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-078 H H State Port (Code 'SA') K51103-202 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-078 H H State Port (Code 'SA') K51103-203 A1 401.403(4), 405(2), 408(2), 1012, 1257 PWWJ-159 H K State Port (Code 'SA') K51103-203 A1 401.403(4), 405(2), 408(2), 1012, 1257 H H State Port (Code 'SA') K51103-203 A1 401.403(4), 405(2), 408(2), 1012, 1257 H H State Po				
Port (Code "SA") K51103-214 A1	PVWJ-064			
### ### ##############################	LH Rear Port (Code "SA")	K51103-213	A1	401, 403(4), 405(2), 408(2), 1012, 1257
Port, Thru Shaft (Code "DF" & "DR") K51103-215	RH Rear Port (Code "SA")	K51103-214	A1	401, 403(4), 405(3), 408(3), 1012, 1257
## Port, Thru Shaft (Code "DF" & "DF") K51103-216 A1 ## Port (Code "SA") K51103-202 A1 ## Port (Code "SA") K51103-203 A1 ## Port (Code "SA") K51103-205 A1 ## Port (Code "SA") K5103-205 A1 ## Port (Code "SA") K5103-205 A1 ## Port (Code "SA") K5103-200 A1 ## Port (Code "SA") K5103-205 A1 ## Port (Code "DF" & "	LH Side Port, Thru Shaft (Code "DF" & "DR")	K51103-215	A1	401, 403(4), 405(2), 408(2), 1012, 1257
## K51103-201 A1 ## K51103-201 A1 ## K51103-202 A1 ## K51103-202 A1 ## K51103-203 A1 ## K51103-203 A1 ## K51103-203 A1 ## K51103-203 A1 ## K51103-204 A1 ## K51103-204 A1 ## K51103-204 A1 ## K51103-204 A1 ## K51103-205 A1 ## K50626-200 A1 ## K50626-20	RH Side Port, Thru Shaff (Code "DF" & "DR")	K51103-216	A1	401, 403(4), 405(3), 408(3), 1012, 1257
## K51103-201 A1 ## Fort (Code "SA") ## K51103-203 ## A1 ## Fort (Code "SA") ## K51103-204 ## A1 ## K51103-205 ## A1 ## Fort (Thru Shaft (Code "DF" & "DR") ## K51103-205 ## K51103-205 ## K51103-205 ## K51103-205 ## K51103-205 ## K50626-200 ## K5062	PVWJ-076			The state of the s
### ### ##############################	LH Rear Port (Code 'SA"	K51103-201	A1	401, 403(4), 405(2), 408(2), 1012, 1257
## Port, Thru Shaft (Code "DF" & "DR") K51103-208	RH Rear Port (Code "SA")	K51103-202	A1	401, 403(4), 405(3), 408(3), 1012, 1257
## Port, Thru Shaft (Code "DF" & "DR") K51103-208	LH Side Port, Thru Shaft (Code "DF" & "DR")	K51103-207	A1	401, 403(4), 405(2), 408(2), 1012, 1257
### ### ### ### ### ### ### ### ### ##	RH Side Port, Thru Shaft (Code "DF" & "DR")	K51103-208	A1	401, 403(4), 405(3), 408(3), 1012, 1257
### ### ### ### ### ### ### ### ### ##	PVWJ-098			
### ### ### ### ### ### ### ### ### ##	LH Rear Port (Code "SA")	K51103-203	A1	401, 403(4), 405(2), 408(2), 1012, 1257
Port, Thru Shaft (Code "DF" & "DR") K51103-209 A1	RH Rear Port (Code "SA")	K51103-204	A1	401, 403(4), 405(3), 408(3), 1012, 1257
## Port (Code "SA") ## Fort (Code "SA") ## Fort (Code "SA") ## Fort (Code "SA") ## Fort (Code "SA") ## K51103-205 ## A1 ## Fort (Code "SA") ## K51103-215 ## K50826-200 ##	LH Side Port, Thru Shaft (Code "DF" & "DR")	K51103-209	A1	401, 403(4), 405(2), 408(2), 1012, 1257
## Port (Code "SA") ## Port (Code "SA") ## Port (Code "SA") ## K51103-205 ## ## ## ## ## ## ## ## ## ## ## ## ##	RH Side Port, Thru Shaft (Code "DF" & "DR")	K51103-210	A1	401, 403(4), 405(3), 408(3), 1012, 1257
## ## ## ## ## ## ## ## ## ## ## ## ##	PVWJ-130			
### K51103-206 A1 **Port, Thru Shaft (Code "DF" & "DR") K51103-212 A1 **Port, Thru Shaft (Code "DF" & "DR") K51103-212 A1 **Hoe Kits	LH Rear Port (Code "SA")	K51103-205	A1	401, 403(4), 405(2), 408(2), 1012, 1257
Port, Thru Shaff (Code "DF" & "DR") K51103-211 A1 Port, Thru Shaff (Code "DF" & "DR") K51103-212 A1 IKit	RH Rear Port (Code "SA")	K51103-206	A1	401, 403(4), 405(3), 408(3), 1012, 1257
K50826-200 A1 K50826-200 A1 K50826-200 A1 K50826-200 A1 L51109-900 A1 L51109-901 A1 L51109-901 A1 L51303-900 A1 L51303-900 A1 L51303-900 A1 L51305-2 A1 L50921 A1 L50921 A1 L50921 A1 L509221 A1 L	LH Side Port, Thru Shaft (Code "DF" & "DR")	K51103-211	A1	401, 403(4), 405(2), 408(2), 1012, 1257
K50826-200	RH Side Port, Thru Shaff (Code "DF" & "DR")	K51103-212	A1	401, 403(4), 405(3), 408(3), 1012, 1257
K50826-200	Bar on one			
K50826-200 A1	Pump Seal Kit			
Hoe Kits L51109-900 A1 L51107-900 A1 L51303-900 A1 L51303-900 A1 L51305-2 A1 L50921 A1 L50921 A1	All models	K50826-200	A1	007, 1008, 1010, 1012, 1242, 1257, 1902(3)
#tipe Kits L51109-900 A1 L51107-900 A1 L51303-900 A1 L51303-900 A1 L51303-900 A1 L51305-2 A1 L50921 A1	A SOCIOLO TELESCO PROPERTO DE LA CONTRACTOR DE LA CONTRAC			
L51109-900 A1	Piston & Shoe Kits			
L51303-900 A1 L51303-90 A1 L51303-2 A1 L51339-2 A1	PVWJ-064	L51109-900	A1	102(9)
L51303-900 A1 L51303-900 A1 L51303-900 A1 L51305-208 L51305-2 A1	PVWJ-076	L51107-900	A1	102(9)
L51303-900 A1 L976/-088 L50071 A1 L51305-2 A1	PVWJ-098	L51109-901	A1	102(9)
1.50071 A1 1.50071 A1 1.51305-2 A1	PVWJ-130	L51303-900	A1	102(9)
1-076/-088 L50071 A1 L51305-2 A1 L50921 A1				
1.5071 A1 L51305-2 A1 L50921 A1 L50921 A1	Shoe Retainer & Holddown Ball Kits			
L51305-2 A1 L50921 A1 51339-2 A1	PVWJ-064/-076/-088	L50071	A1	103, 104
L50921 A1 51339-2 A1	PVWJ-130	L51305-2	A1	103,104
L50921 A1 61339-2 A1				
L50921 A1	Tag Kit			
n 51339-2 A1	All models	150921	A1	003, 008(2)
n 51339-2 A1				
51339-2 A1	Control Pin			
	All models	51339-2	A1	721

Cover Plate Kit			
All models	L50671	A1	505, 507(4), 508
Coupling & Adapter Kits			
SAE A Adapter	L51081-52	A1	501, 502, 503(2), 504(2), 505, 507(4), 514(2), 515(2), 1042
SAE B Adapter	L51081-51	A1	501, 502, 503(2), 504(2), 505, 507(4), 514(2), 515(2), 1155
SAE C Adapter	L51081-49		501, 502, 503(2), 504(2), 505, 507(4), 514(2), 1159

AFTER SALES SERVICES

At Oilgear we build products to last. It is the nature of this type of machinery to require proper maintenance regardless of the care we put into manufacturing. Oilgear has several service programs in place to help you.

STAY-ON-STREAM SERVICE

By signing up for Oilgear's Stay-On-Stream program, you can prepare for problems before they happen. Certain field tests such as fluid testing, slip testing and electronic profile recording comparisons can be performed by our field service people or your own factory trained personnel. These tests can indicate problems before they become "down-time" difficulties.

SERVICE SCHOOLS

Oilgear conducts training to train your maintenance personnel. "General" hydraulic or electronic training is conducted at our Milwaukee, Wisconsin plant on a regular basis. "Custom" training, specifically addressing your particular hydraulic and electro-hydraulic equipment, can be conducted at your facilities.

SPARE PARTS AVAILABILITY

Prepare for your future needs by stocking Oilgear original factory parts. Having the correct parts and necessary skills "in-plant" enables you to minimize "down-time." Oilgear has developed parts kits to cover likely future needs, Oilgear Field Service Technicians are also ready to assist you and your maintenance people in trouble-shooting and repairing equipment.



THE OILGEAR COMPANY

2300 South 51st Street Milwaukee, Wisconsin 53219 phone: 414/327-1700 fax: 414/327-0532 www.oilgear.com



SERVICE INSTRUCTIONS "PVWJ" A-FRAME PUMPS -011/-014/-022 FOR TYPE "P-1NN" AND "P-LNN" PRESSURE COMPENSATING CONTROLS

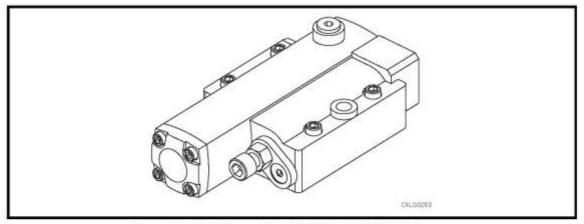


Figure 1. Typical Oilgear Type "P-1NN" and "P-LNN" Pressure Compensator Controls for "PVWJ" A-Frame Pump

PURPOSE OF INSTRUCTIONS

These instructions will simplify the installation, operation and maintenance of Oilgear type "P-1NN" and "P-LNN" controlled units.

This material will inform you about the basic construction, principle of operation and service parts listings. Some controls may be modified for specific applications from those described in this bulletin and other changes may be made without notice.

GENERAL REFERENCE MATERIAL

Issued: August 2006

Fluid Recommendations	Bulletin 90000
Contamination Evaluation Guide	
Filtration Recommendations	
Piping Information	
Proper Installation of Vertical Pumps	Bulletin 90014
PVWJ Open Loop Pumps, Application Guidelines	
PVWJ Open Loop Pumps (All Frame Sizes) Service Instructions	
PVWJ Open Loop Pumps, Sales	
PVWJ PUMP INSTALLATIONS	
PVWJ A Frame (PVWJ-011/-014/-022) w/ Rear Ports	DS-47480
PVWJ A Frame (PVWJ-011/-014/-022) w/ Side Ports	DS-47481
PVWJ A Frame (PVWJ-011/-014/-022) w/ Side Ports & Thru Shaft	DS-47482
PVWJ PUMP CONTROL INSTALLATIONS	
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-011/-014/-022	DS-47984

THE OILGEAR COMPANY

2300 South 51st Street Milwaukee, Wisconsin 53219 www.oilgear.com Read and understand this entire instruction sheet before repairing, or adjusting your Oilgear product.

Those who use and maintain this equipment must be thoroughly trained and familiar with the product. If incorrectly used or maintained, this product and its equipment can cause severe injury.

SAFETY SYMBOLS

The following signal words are used in this instruction sheet to identify areas of concern where your safety may be involved. Carefully read the text and observe any instructions provided to ensure your safety.



THIS SIGNAL WORD INDICATES AN IMMINENTLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, WILL RESULT IN DEATH OR SERIOUS INJURY.

WARNING

This signal word indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

This signal word indicates that a potentially hazardous situation exists which, if not avoided, may result in damage to equipment or minor personal injury.



While not directly relevant to the topic being discussed, the NOTE is used to emphasize information provided, or provide additional information which may be of benefit.

A WARNING

This service information is designed for the maintenance of your Oilgear product. It contains the information on the correct procedures determined by Oilgear for the safe manner of servicing. Always keep this instruction sheet in a location where it is readily available for the persons who use and maintain the product. Additional copies of this instruction sheet are available through the Oilgear Company. Contact us at 414-327-1700 or visit our website: www.oilgear.com. Please contact us if you have any questions regarding the information in this instruction bulletin.

NOTE

The cleanliness of working on this pump control or the hydraulic system is extremely important to the safety and reliability of the pump and the system. Always make sure the fittings are clean on the outside before removing them from their connections, are capped and plugged when removed and placed in a clean rag or container until they are reinstalled.

WARNING

Some service operations may require special tools or equipment. If you require information on these items, please contact Oilgear before attempting these repairs and service operations.

A WARNING

Read, understand and follow the safety guidelines, dangers and warnings contained in this instruction sheet to promote reliable operation and prevent serious personal injury.

A WARNING

DO NOT attempt to service this machinery in an environment where safety regulations are not established and in place.

A WARNING

DO NOT operate the hydraulic system if a leak is present. Serious injury may result.

A WARNING

Hydraulic systems operate under very high pressure. Hydraulic fluid escaping from a pressurized system can penetrate unprotected body tissue. DO NOT inspect for hydraulic leaks with bare hands or other exposed body parts. As a minimum, wear leather gloves prior to inspecting for leaks and use cardboard or wood. If leaks are present, relieve pressure and allow system to cool prior to servicing. If injured by escaping hydraulic oil, contact a physician immediately. Serious complications may arise if not treated immediately. If you have questions regarding inspecting hydraulic leaks, please contact Ollgear prior to servicing.

WARNING

Hydraulic hoses and tubing must be inspected on a daily basis for leaks, cuts, abrasions, damage and improper clearance along any mounting frame for hidden damage before the unit is put into service. Replace damaged hoses or hoses you suspect are damaged before the system is returned to service! Hoses must be replaced every two years. Failure to properly inspect and maintain the system may result in serious injury.

WARNING

Hydraulic systems are hot. DO NOT TOUCH! Serious personal injury may result from hot oil. When you have completed working on the hydraulic system, thoroughly clean any spilled oil from the equipment. Do not spill any hydraulic fluids on the ground. Clean any hydraulic fluids from your skin as soon as you have completed maintenance and repairs. Dispose of used oil and system filters as required by law.

WARNING

Use correct hoses, fittings, and adapters with the correct SAE rating when replacing hoses to prevent possible serious injury. Always replace hoses, fittings and adapters with replacements that have a proper, suitable, working pressure rating. Replacement hoses must be of the correct length and must comply with the hose manufacturer's and Oilgear's installation guidelines and recommendations.

A WARNING

Hydraulic hoses have the SAE ratings marked on the hose to assist you in selecting the correct hose. The same manufacturer must supply any replacement hydraulic hoses and fitting assemblies. As an example: Brand "X" hose and brand "Y" fitting will not normally be compatible. No "Twist" is allowed in the hydraulic hoses. "Twist" may result in premature hose failure. This can cause serious injury. Please contact Oilgear for assistance when required.

WARNING

Hydraulic cylinders can be holding a function in a certain position when the pump is OFF. An example of this is a function being held in the lift or partial lift position by the cylinders. If a hydraulic line is removed or the hydraulic circuits or controls are being worked on, gravity may allow the function being held in position to drop. All workers and personnel must remain clear of these areas when working on or operating the hydraulic system. Block and secure all devices and functions which apply before beginning work or operation. Failure to comply with this can result in serious injury or death.

WARNING

Any hydraulic pipe which is replaced must conform to SAE J1065 specifications. If incorrect hydraulic pipe is installed, the hydraulic system may fail, causing serious injury. Damaged or leaking fittings, pipes or hoses must be replaced before the system is returned to service.

A WARNING

DO NOT heat hydraulic pipe. The carbon content of this steel tube is such that if heated for bending, and either water or air quenched, the pipe may lose its ductility and thereby be subject to failure under high pressure conditions. Serious injury can result. Damaged or leaking pipes must be replaced before the system is returned to service. Please contact Oilgear if you require assistance or have questions.

A WARNING

All hydraulic pressure must be relieved from the hydraulic system prior to removing any components from the system. To relieve the hydraulic pressure from the hydraulic system, turn off the motor and operate the control panel with the key in the ON position. Failure to comply can result in serious injury. If you have any questions concerning relieving the hydraulic pressure from the system, please contact Oligear.

WARNING

Hydraulic components can be heavy. Use caution while lifting these components. Serious personal injury can be avoided with proper handling of the components.

WARNING

Please contact Oilgear If you require assistance. When performing hydraulic test procedures, use the proper hydraulic gauges. Installing an incorrect test gauge could result in serious injury if the gauge fails. Use properly rated hydraulic hoses to allow the test gauge to be read away from moving parts and functions.

A WARNING

Increasing hydraulic pressure beyond the recommendations may result in serious damage to the pump and system or serious personal injury and may void the Oilgear Warranty. If you have questions concerning hydraulic pressures or testing procedures, please contact Oilgear before attempting the test procedures or making adjustments.

A WARNING

An Oilgear pump or pump control must not be modified in any way without authorization from Oilgear. Modifications may not comply with safety standards, including ANSI safety standards, and may result in serious personal injury. Please contact Oilgear if you require assistance.

WARNING

DO NOT enter under hydraulic supported equipment unless they are fully supported or blocked. Failure to follow this procedure can result in serious injury or death.

A WARNING

Any Oilgear pump safety decals must be replaced anytime they are damaged, missing or cannot be read clearly. Failure to have proper decals in place can result in serious injury or death. (If you require safety decals, please contact Oilgear for replacement safety decals, at no charge.)

A WARNING

Be sure everyone is clear of the area around the hydraulic system before operating after servicing. Remain attentive at all times when operating to check your work until you are completely sure it is safe to return to service. Failure to heed this warning may result in serious personal injury or death.

A WARNING

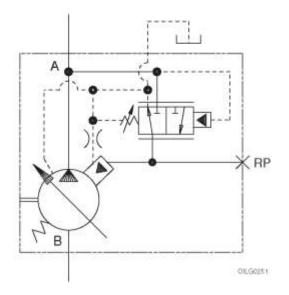
Wear the proper protective clothing when operating, servicing or maintaining the hydraulic system or the Oilgear pump. Wear the correct protective gear, safety glasses, gloves and safety shoes. Serious injury can result without proper protective gear.

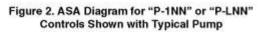
A WARNING

Make sure to keep hands, feet and other parts of your body clear of revolving or moving parts. Failure to comply can cause serious injury.

A WARNING

DO NOT wear watches, rings or jewelry while working with electrical and mechanical equipment. These items can be hazardous and can cause serious and painful injuries if they come into contact with electrical wires, moving parts or hydraulic equipment.





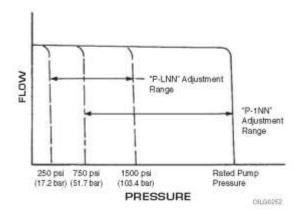


Figure 3. Curve Indicating Flow Versus Pressure for "P-1NN" or "P-LNN" Type Controls

	TROUBLESHOOTING		
PROBLEM	CAUSES	REMEDY	
	Swashblock bearing surface and/or Saddle Bearings worn or damaged.	See appropriate pump service bulletin.	
	Control Pin and/or hole in Swashblock worm significantly.		
	Saddle Bearing Locating Pins broken.		
	Fluid is contaminated.	Inspect and clean if necessary. See bulletin 90007.	
	Control Piston orifice (732) plugged.	Inspect and clean if necessary.	
Unresponsive or Unstable Control	Contamination trapped between control piston (702) and piston bore is not allowing piston to move smoothly.	Inspect and clean if necessary. Replace scored or damaged parts.	
	Contamination trapped between control spool (706) and spool bore is not allowing spool to move smoothly.		
	Faulty remote pressure compensator circuit components.	Inspect and replace if necessary.	
	Hydraulic line between remote pressure compensator components and RP port of control is too long.	Shorten line length.	
	Insufficient control flow.	Increase size of control piston crifice (732).	
	Swashblock not stroking to desired displacement.		
	Low input drive speed.	1	
	Worn or grooved Cylinder Barrel and/or Valve Plate mating surfaces.	See appropriate pump service bulletin.	
	Failed Driveshaft.		
nsufficient Outlet Vol-	Worn or damaged Piston Shoes or Swashblock.		
ıme	Worn Pistons and/or piston bores.		
	Control Piston stuck off stroke.	Inspect and replace if necessary.	
	Maximum Volume Stop adjusted incorrectly.	Adjust Maximum Volume Stop CCW to increase out flow.	
	Pressure Compensator is set too close to operating pressure.	Adjust Pressure Compensator setting CW to increase setting.	
	Pressure compensator adjustment not set correctly.	Adjust Pressure Compensator setting CW to increase setting and retorque jam nut (715).	
	Control Piston orifice (732) plugged.	Inspect and clean if necessary.	
Destrokes at low pres-	Damaged or fractured control spring (items 708 and/or 709).		
sure	Severely worn control spool (706) and/or spool bore.	Inspect and replace if necessary.	
	Damaged or fractured control piston spring (item 703).	and replace in necessary.	
	Faulty remote pressure compensator circuit components.		
	Pressure Compensator is set too high.	Adjust Pressure Compensator setting CCW to decrease setting.	
	Minimum Volume Stop is set too high.	Adjust Minimum Volume Stop CCW to decrease outle flow.	
	Fluid is contaminated.	Inspect and clean if necessary. See bulletin 90007.	
Excessive peak pres- sure	Swashblock bearing surface and/or Saddle Bearings worn or damaged.	See appropriate pump service bulletin.	
	Contamination trapped between control piston (702) and piston bore is not allowing piston to move smoothly.	Inspect and clean if necessary, Replace scored or damaged parts.	
	Contamination trapped between control spool (706) and spool bore is not allowing spool to move smoothly.		
	Hydraulic line between remote pressure compensator components and RP port of control is too long.	Shorten line length.	
	Faulty remote pressure compensator circuit components.	Inspect and replace if necessary.	
	Restriction in drilled passages between pump outlet port and control spool.	Inspect and clean if necessary.	

PRINCIPLE OF OPERATION

The pressure compensator control ensures maximum pump flow until the system reaches the controls preset pressure setting. The control then regulates the pump output flow to match the flow requirements of the system, while maintaining the preset output pressure.

When the system pressure exceeds the compensator control setting, or the system no longer requires flow, the control de-strokes the pump while maintaining the preset pressure.

"P-1NN" controls can be adjusted from 750 psi (51,7 bar) working pressure up to the maximum pressure rating of the applicable pump. "P-LNN" controls can be adjusted from 250 psi (17,2 bar) up to a maximum of 1500 psi (103,4 bar).

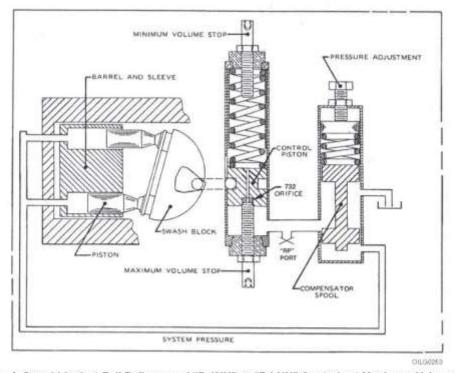


Figure 4. Swashblock at Full Delivery and "P-1NN" or "P-LNN" Controls at Maximum Volume Stop

LINE MOUNTED REMOTE PRESSURE CONTROL FOR TYPE "P-1NN" AND "P-LNN" PUMP CONTROLS - VSR (REMOTE SEQUENCE VALVE)

Remote operation of "P-1NN" and "P-LNN" controls can be accomplished by installing an Oilgear VSR Module at the location shown in the control circuit. Use module L51542 for units rated continuously for 4000 psi (275,8 bar) or less. Use L51542-1 for units rated above 4000 psi (275,8 bar).



To minimize case leakage and power loss, plug the control drain port with a #10-24 UNC setscrew to maintain the standard "P-1NN" or "P-LNN" control case leakage. The plug will increase response time. Standard response time can be obtained by installing a .040 inch (1,0 mm) orifice instead of plugging it.

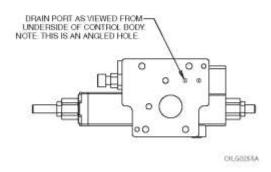


Figure 7. "P-1NN" and "P-LNN" Control Drain Port Location



The compensator setting on the pump control must be set at least 200 psi (13,8 bar) higher than the required pressure setting of the remote compensator module to prevent the pump compensator control from interacting with the remote compensator module.

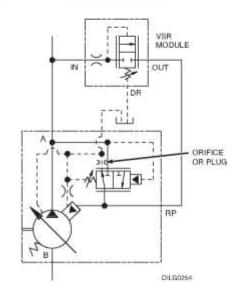


Figure 5. "P-1NN" and "P-LNN" Control Circuit with Remote Pressure Control

SCREW AND PLUG TORQUES FOR CONTROLS

Item Number	Description	Head Type & Size	Tightening Torque
601	SAE #2 Plug	1/8" Internal Hex	45 inlbs (5 N-m)
603	SAE #4 Plug	3/16" Internal Hex	120 inlbs (14 N-m)
606	SAE #8 Plug	5/16" Internal Hex	45 ft-lbs (61 N-m)
711	PC Adjuster Screw LHCS	3/32" Internal Hex	57 inlbs (6 N-m)
714	Adjuster Plate Screw	5/32" Internal Hex	80 inlbs (9 N-m)
720	Max. or Min. Volume Stop Housing	7/8" External Hex	50 ft-lbs (68 N·m)
722	722 End Cap Screws		80 inlbs (9 N-m)
723 Control Body Screws		3/16" Internal Hex	120 inlbs (14 N·m)
732	Control Piston Orifice	3/32" Internal Hex	20 inlbs (2.3 N-m)

CONTROL O-RING SEALS

Item Number	ARP 568 Uniform Size Number	Shore A Durometer	
1010	-010	90	
1011	-011	90	
1020	-020	90	
1113	-113	90	
1145	-145	70	
1902	-902	90	
1904	-904	90	
1908	-908	90	

PARTS LIST

Parts used in these assemblies are per Oilgear specifications. Use only Oilgear parts to ensure compatibility with assembly requirements. When ordering replacement parts, be sure to include pump type and serial number, bulletin number and item number. Specify type of hydraulic fluid to ensure seal and packing compatibility.



Parts drawings may not be identical to Oilgear drawings referenced.

PVWJ A-FRAME -011/-014/-022 PRESSURE COMPENSATOR CONTROLS ("P-1NN" STANDARD & "P-LNN" LOW PRESSURE CONTROLS)

Item	Description
110000	COMMON PARTS GROUP
601	SAE#2 Plug
603	SAE#4 Plug
606	SAE#8 Plug
701	Control Block
702	Control Piston
703	Control Piston Spring
705	End Cap
706	Pressure Compensator Control Spool
707	Spring Seat
708	Pressure Compensator Spring (Outer)
709*	Pressure Compensator Spring (Inner)
710	Control Plug
711	Screw
712	Shims
713	Adjuster Plate
714	Screw
715	Jam Nut
716	Pressure Compensator Adjustment Screw
717	Min. Volume Stop Stem
718	Max. Volume Stop Stem
719	Jam Nut
720	Volume Stop Housing
721	Control Pin
722	Screw, End Cap
723	Screw, Control Body
732	Orifice
1010	O-Ring
1011	O-Ring
1020	O-Ring
1113	O-Ring
1145	O-Ring
1902	O-Ring
1904	O-Ring
1908	O-Ring

^{*}Only used in P-1 Control.

A-Frame PVWJ -011/-014/-022 "P-1NN" and "P-LNN"

SERVICE KITS

PVWJ Service Kits

Reference 519975-101 SERVICE KIT, Figures 8 & 9 Document Number: 519975-SK1

Revision: New

Description	Kit No.	Design Series	Items Included (quantity is 1 unless noted)
Main Control Body Kits			1
PVWJ-011	K50460-100	A1	701, 706
PVWJ-014/-022	K50460-200	A1	701, 706
Control Piston Kits			
All Models	K50521	A1	702, 732
Pressure Compensator Spools		1	A Administration
PVWJ-011	50015-100	A1	706
PVWJ-014/-022	50015-200	A1	706
Control Spring Kits			
P-LNN (All Models)	K50036-103	A1	703, 708
PVWJ-011 P-1NN	K50036-106	A1	703, 708
PVWJ-014/-022 P-1NN	K50036-109	A1	703, 708, 709
Control Pins		0 0000	
All Models	50623-5	A1	721
Volume Stop Kits			
Maximum Volume Stop (All Models)	K50590	A1	718, 719, 720, 1011, 1908
Minimum Volume Stop (All Models)	K50590-100	A1	705, 717, 719, 720, 1011, 1020, 1908
Pressure Compensator Adjuster Kits			
All Models	K50660-100	A1	710, 711, 712, 713, 715, 716, 1113
Control Seal Kit			
All Models	K50824-100	A1	1010, 1011, 1020, 1113, 1145, 1902, 1904, 1908

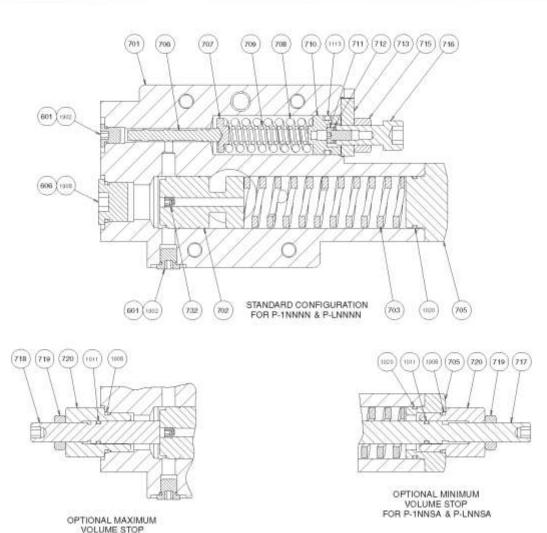


Figure 8. Parts Drawing for "P-1NN" and "P-LNN" Control (519975-101 sheet 1)

MAXIMUM AND MINIMUM VOLUME STOP

The maximum volume stop can be adjusted to attain a maximum volume from full to 25% of full flow. The pump can be de-stroked from full to 25% flow with eight half-turns of the volume stop. One turn clockwise will decrease maximum pump outlet flow 9%.

FOR P-1NNSN & P-LNNSN

The minimum volume stop can be adjusted to attain a minimum volume from zero to full flow. One turn clockwise will increase minimum pump outlet flow 9%.

OLG0058

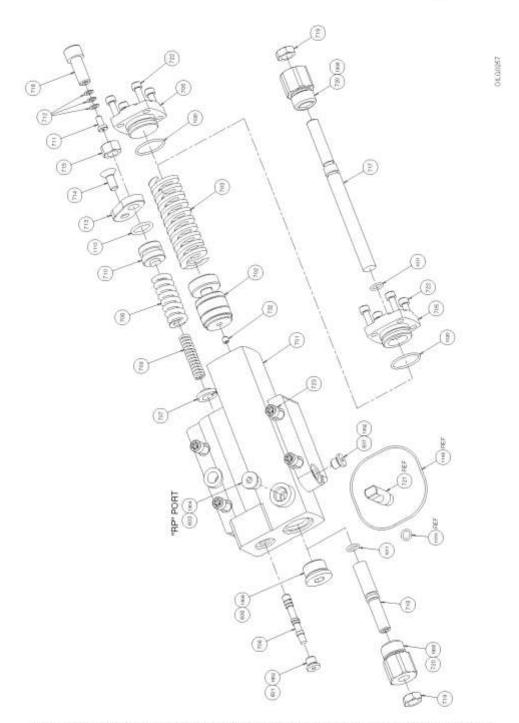


Figure 9. Exploded Parts Drawing for "P-1NN" and "P-LNN" Control (519975-101 sheet 2)

NOTES

NOTES				

AFTER SALES SERVICES

At Oilgear we build products to last. It is the nature of this type of machinery to require proper maintenance regardless of the care we put into manufacturing. Oilgear has several service programs in place to help you.

STAY-ON-STREAM SERVICE

By signing up for Oilgear's Stay-On-Stream program, you can prepare for problems before they happen. Certain field tests such as fluid testing, slip testing and electronic profile recording comparisons can be performed by our field service people or your own factory trained personnel. These tests can indicate problems before they become "down-time" difficulties.

SERVICE SCHOOLS

Oilgear conducts training to train your maintenance personnel. "General" hydraulic or electronic training is conducted at our Milwaukee, Wisconsin plant on a regular basis. "Custom" training, specifically addressing your particular hydraulic and electro-hydraulic equipment, can be conducted at your facilities.

SPARE PARTS AVAILABILITY

Prepare for your future needs by stocking Oilgear original factory parts. Having the correct parts and necessary skills "in-plant" enables you to minimize "down-time." Oilgear has developed parts kits to cover likely future needs. Oilgear Field Service Technicians are also ready to assist you and your maintenance people in troubleshooting and repairing equipment.



THE OILGEAR COMPANY 2300 South 51st Street

Milwaukee, Wisconsin 53219 www.oilgear.com



SERVICE INSTRUCTIONS "PVWJ" B-FRAME PUMPS -025/-034/-046 FOR TYPE "P-1NN" AND "P-LNN" PRESSURE COMPENSATING CONTROLS

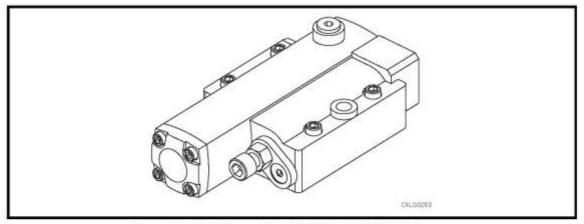


Figure 1. Typical Oilgear Type "P-1NN" and "P-LNN" Pressure Compensator Controls for "PVWJ" B-Frame Pump

PURPOSE OF INSTRUCTIONS

These instructions will simplify the installation, operation and maintenance of Oilgear type "P-1NN" and "P-LNN" controlled units.

This material will inform you about the basic construction, principle of operation and service parts listings. Some controls may be modified for specific applications from those described in this bulletin and other changes may be made without notice.

REFERENCE MATERIAL

Issued: August 2006

Fluid Recommendations	Bulletin 90000
Contamination Evaluation Guide	Bulletin 90004
Filtration Recommendations	Bulletin 90007
Piping Information	
Proper Installation of Vertical Pumps	Bulletin 90014
PVWJ Open Loop Pumps, Application Guidelines	
PVWJ Open Loop Pumps (All Frame Sizes) Service Instructions	
PVWJ Open Loop Pumps, Sales	
PVWJ PUMP INSTALLATIONS	
PVWJ B Frame (PVWJ-025/-034/-046) w/ Rear Ports	DS-47483
PVWJ B Frame (PVWJ-025/-034/-046) w/ Side Ports	DS-47484
PVWJ B Frame (PVWJ-025/-034/-046) w/ Side Ports & Thru Shaft	DS-47485
PVWJ PUMP CONTROL INSTALLATIONS	
"P-1NN" and "P-LNN" Pressure Compensator for PVWJ-025/-034/-046.	DS-47985

THE OILGEAR COMPANY

2300 South 51st Street Milwaukee, Wisconsin 53219 www.oilgear.com Read and understand this entire instruction sheet before repairing, or adjusting your Oilgear product.

Those who use and maintain this equipment must be thoroughly trained and familiar with the product. If incorrectly used or maintained, this product and its equipment can cause severe injury.

SAFETY SYMBOLS

The following signal words are used in this instruction sheet to identify areas of concern where your safety may be involved. Carefully read the text and observe any instructions provided to ensure your safety.



THIS SIGNAL WORD INDICATES AN IMMI-NENTLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, WILL RESULT IN DEATH OR SERIOUS INJURY.

WARNING

This signal word indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

This signal word indicates that a potentially hazardous situation exists which, if not avoided, may result in damage to equipment or minor personal injury.



While not directly relevant to the topic being discussed, the NOTE is used to emphasize information provided, or provide additional information which may be of benefit.

A WARNING

This service information is designed for the maintenance of your Oilgear product. It contains the information on the correct procedures determined by Oilgear for the safe manner of servicing. Always keep this instruction sheet in a location where it is readily available for the persons who use and maintain the product. Additional copies of this instruction sheet are available through the Oilgear Company. Contact us at 414-327-1700 or visit our website: www.oilgear.com. Please contact us if you have any questions regarding the information in this instruction bulletin.

NOTE

The cleanliness of working on this pump control or the hydraulic system is extremely important to the safety and reliability of the pump and the system. Always make sure the fittings are clean on the outside before removing them from their connections, are capped and plugged when removed and placed in a clean rag or container until they are reinstalled.

WARNING

Some service operations may require special tools or equipment. If you require information on these items, please contact Oilgear before attempting these repairs and service operations.

A WARNING

Read, understand and follow the safety guidelines, dangers and warnings contained in this instruction sheet to promote reliable operation and prevent serious personal injury.

A WARNING

DO NOT attempt to service this machinery in an environment where safety regulations are not established and in place.

A WARNING

DO NOT operate the hydraulic system if a leak is present. Serious injury may result.

A WARNING

Hydraulic systems operate under very high pressure. Hydraulic fluid escaping from a pressurized system can penetrate unprotected body tissue. DO NOT inspect for hydraulic leaks with bare hands or other exposed body parts. As a minimum, wear leather gloves prior to inspecting for leaks and use cardboard or wood. If leaks are present, relieve pressure and allow system to cool prior to servicing. If injured by escaping hydraulic oil, contact a physician immediately. Serious complications may arise if not treated immediately. If you have questions regarding inspecting hydraulic leaks, please contact Ollgear prior to servicing.

WARNING

Hydraulic hoses and tubing must be inspected on a daily basis for leaks, cuts, abrasions, damage and improper clearance along any mounting frame for hidden damage before the unit is put into service. Replace damaged hoses or hoses you suspect are damaged before the system is returned to service! Hoses must be replaced every two years. Failure to properly inspect and maintain the system may result in serious injury.

WARNING

Hydraulic systems are hot. DO NOT TOUCH! Serious personal injury may result from hot oil. When you have completed working on the hydraulic system, thoroughly clean any spilled oil from the equipment. Do not spill any hydraulic fluids on the ground. Clean any hydraulic fluids from your skin as soon as you have completed maintenance and repairs. Dispose of used oil and system filters as required by law.

A WARNING

Use correct hoses, fittings, and adapters with the correct SAE rating when replacing hoses to prevent possible serious injury. Always replace hoses, fittings and adapters with replacements that have a proper, suitable, working pressure rating. Replacement hoses must be of the correct length and must comply with the hose manufacturer's and Oilgear's installation guidelines and recommendations.

A WARNING

Hydraulic hoses have the SAE ratings marked on the hose to assist you in selecting the correct hose. The same manufacturer must supply any replacement hydraulic hoses and fitting assemblies. As an example: Brand "X" hose and brand "Y" fitting will not normally be compatible. No "Twist" is allowed in the hydraulic hoses. "Twist" may result in premature hose failure. This can cause serious injury. Please contact Oilgear for assistance when required.

WARNING

Hydraulic cylinders can be holding a function in a certain position when the pump is OFF. An example of this is a function being held in the lift or partial lift position by the cylinders. If a hydraulic line is removed or the hydraulic circuits or controls are being worked on, gravity may allow the function being held in position to drop. All workers and personnel must remain clear of these areas when working on or operating the hydraulic system. Block and secure all devices and functions which apply before beginning work or operation. Failure to comply with this can result in serious injury or death.

WARNING

Any hydraulic pipe which is replaced must conform to SAE J1065 specifications. If incorrect hydraulic pipe is installed, the hydraulic system may fail, causing serious injury. Damaged or leaking fittings, pipes or hoses must be replaced before the system is returned to service.

WARNING

DO NOT heat hydraulic pipe. The carbon content of this steel tube is such that if heated for bending, and either water or air quenched, the pipe may lose its ductility and thereby be subject to failure under high pressure conditions. Serious injury can result. Damaged or leaking pipes must be replaced before the system is returned to service. Please contact Oilgear if you require assistance or have questions.

A WARNING

All hydraulic pressure must be relieved from the hydraulic system prior to removing any components from the system. To relieve the hydraulic pressure from the hydraulic system, turn off the motor and operate the control panel with the key in the ON position. Failure to comply can result in serious injury. If you have any questions concerning relieving the hydraulic pressure from the system, please contact Oligear.

WARNING

Hydraulic components can be heavy. Use caution while lifting these components. Serious personal injury can be avoided with proper handling of the components.

A WARNING

Please contact Oilgear if you require assistance. When performing hydraulic test procedures, use the proper hydraulic gauges. Installing an incorrect test gauge could result in serious injury if the gauge fails. Use properly rated hydraulic hoses to allow the test gauge to be read away from moving parts and functions.

A WARNING

increasing hydraulic pressure beyond the recommendations may result in serious damage to the pump and system or serious personal injury and may void the Oilgear Warranty. If you have questions concerning hydraulic pressures or testing procedures, please contact Oilgear before attempting the test procedures or making adjustments.

WARNING

An Oilgear pump or pump control must not be modified in any way without authorization from Oilgear. Modifications may not comply with safety standards, including ANSI safety standards, and may result in serious personal injury. Please contact Oilgear if you require assistance.

WARNING

DO NOT enter under hydraulic supported equipment unless they are fully supported or blocked. Failure to follow this procedure can result in serious injury or death.

A WARNING

Any Oilgear pump safety decals must be replaced anytime they are damaged, missing or cannot be read clearly. Failure to have proper decals in place can result in serious injury or death. (If you require safety decals, please contact Oilgear for replacement safety decals, at no charge.)

A WARNING

Be sure everyone is clear of the area around the hydraulic system before operating after servicing. Remain attentive at all times when operating to check your work until you are completely sure it is safe to return to service. Failure to heed this warning may result in serious personal injury or death.

A WARNING

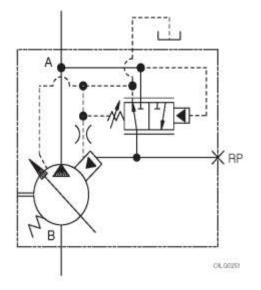
Wear the proper protective clothing when operating, servicing or maintaining the hydraulic system or the Oilgear pump. Wear the correct protective gear, safety glasses, gloves and safety shoes. Serious injury can result without proper protective gear.

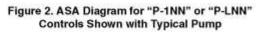
A WARNING

Make sure to keep hands, feet and other parts of your body clear of revolving or moving parts. Failure to comply can cause serious injury.

A WARNING

DO NOT wear watches, rings or jewelry while working with electrical and mechanical equipment. These items can be hazardous and can cause serious and painful injuries if they come into contact with electrical wires, moving parts or hydraulic equipment.





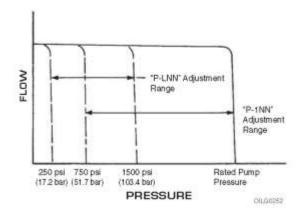


Figure 3. Curve Indicating Flow Versus Pressure for "P-1NN" or "P-LNN" Type Controls

TROUBLESHOOTING				
PROBLEM	CAUSES	REMEDY		
	Swashblock bearing surface and/or Saddle Bearings worn or damaged.	28 100 10 10 10 10		
	Control Pin and/or hole in Swashblock worm significantly.	See appropriate pump service bulletin.		
	Saddle Bearing Locating Pins broken.			
	Fluid is contaminated.	Inspect and clean if necessary. See bulletin 90007.		
	Control Piston orifice (732) plugged.	Inspect and clean if necessary.		
Unresponsive or Unstable Control	Contamination trapped between control piston (702) and piston bore is not allowing piston to move smoothly.	Inspect and clean if necessary. Replace scored or		
	Contamination trapped between control spool (706) and spool bore is not allowing spool to move smoothly.	damaged parts.		
	Faulty remote pressure compensator circuit components.	Inspect and replace if necessary.		
	Hydraulic line between remote pressure compensator components and RP port of control is too long.	Shorten line length.		
	Insufficient control flow.	Increase size of control piston crifice (732).		
	Swashblock not stroking to desired displacement.			
	Low input drive speed.			
	Worn or grooved Cylinder Barrel and/or Valve Plate mating surfaces.	See appropriate pump service bulletin.		
	Failed Driveshaft.			
nsufficient Outlet	Worn or damaged Piston Shoes or Swashblock.			
/olume	Worn Pistons and/or piston bores.			
	Control Piston stuck off stroke.	Inspect and replace if necessary		
	Maximum Volume Stop adjusted incorrectly.	Adjust Maximum Volume Stop CCW to increase of flow.		
	Pressure Compensator is set too close to operating pressure.	Adjust Pressure Compensator setting CW to inc setting.		
Destrokes at low pressure	Pressure compensator adjustment not set correctly.	Adjust Pressure Compensator setting CW to incre setting and retorque jam nut (715).		
	Control Piston orifice (732) plugged.	Inspect and clean if necessary.		
	Damaged or fractured control spring (items 708 and/or 709).			
	Severely worn control spool (706) and/or spool bore.	Inspect and replace if necessary		
	Damaged or fractured control piston spring (item 703).	Inspect and replace if necessary.		
	Faulty remote pressure compensator circuit components.	and the second		
Excessive peak pressure	Pressure Compensator is set too high.	Adjust Pressure Compensator setting CCW to decrease setting.		
	Minimum Volume Stop is set too high.	Adjust Minimum Volume Stop CCW to decrease outle flow.		
	Fluid is contaminated.	Inspect and clean if necessary. See bulletin 90007.		
	Swashblock bearing surface and/or Saddle Bearings worn or damaged.	See appropriate pump service bulletin.		
	Contamination trapped between control piston (702) and piston bore is not allowing piston to move smoothly.	Inspect and clean if necessary. Replace scored or		
	Contamination trapped between control spool (706) and spool bore is not allowing spool to move smoothly.	damaged parts.		
	Hydraulic line between remote pressure compensator components and RP port of control is too long.	Shorten line length.		
	Faulty remote pressure compensator circuit components.	Inspect and replace if necessary.		
	Restriction in drilled passages between pump outlet port and control spool.	Inspect and clean if necessary.		

PRINCIPLE OF OPERATION

The pressure compensator control ensures maximum pump flow until the system reaches the controls preset pressure setting. The control then regulates the pump output flow to match the flow requirements of the system, while maintaining the preset output pressure.

When the system pressure exceeds the compensator control setting, or the system no longer requires flow, the control de-strokes the pump while maintaining the preset pressure.

"P-1NN" controls can be adjusted from 750 psi (51,7 bar) working pressure up to the maximum pressure rating of the applicable pump. "P-LNN" controls can be adjusted from 250 psi (17,2 bar) up to a maximum of 1500 psi (103,4 bar).

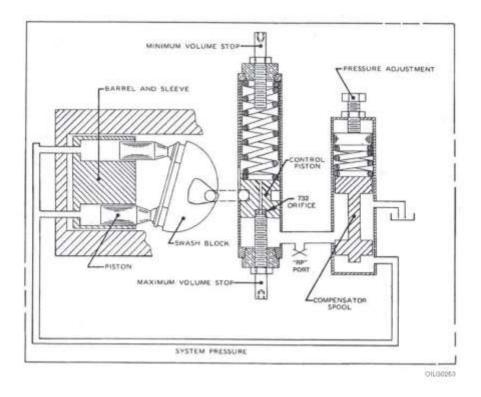


Figure 4. Swashblock at Full Delivery and "P-1NN" or "P-LNN" Controls at Maximum Volume Stop

LINE MOUNTED REMOTE PRESSURE CONTROL FOR TYPE "P-1NN" AND "P-LNN" PUMP CONTROLS - VSR (REMOTE SEQUENCE VALVE)

Remote operation of "P-1NN" and "P-LNN" controls can be accomplished by installing an Oilgear VSR Module at the location shown in the control circuit. Use module L51542 for units rated continuously for 4000 psi (275,8 bar) or less. Use L51542-1 for units rated above 4000 psi (275,8 bar).



To minimize case leakage and power loss, plug the control drain port with a #10-24 UNC setscrew to maintain the standard "P-1NN" or "P-LNN" control case leakage. The plug will increase response time. Standard response time can be obtained by installing a .040 inch (1,0 mm) orifice instead of plugging it.

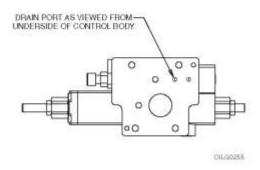


Figure 7. "P-1NN" and "P-LNN" Control Drain Port Location



The compensator setting on the pump control must be set at least 200 psi (13,8 bar) higher than the required pressure setting of the remote compensator module to prevent the pump compensator control from interacting with the remote compensator module.

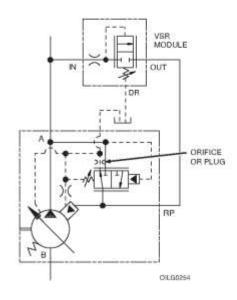


Figure 5. "P-1NN" and "P-LNN" Control Circuit with Remote Pressure Control

SCREW AND PLUG TORQUES FOR CONTROLS

Item Number	Description	Head Type & Size	Tightening Torque
601	SAE #2 Plug	1/8" Internal Hex	45 inlbs (5 N-m)
603	SAE #4 Plug	3/16" Internal Hex	120 inlbs (14 N-m)
606	SAE #8 Plug	5/16" Internal Hex	45 ft-lbs (61 N-m)
711	PC Adjuster Screw LHCS	3/32" Internal Hex	57 inlbs (6 N-m)
714	Adjuster Plate Screw	5/32" Internal Hex	80 inlbs (9 N-m)
720	Max. or Min. Volume Stop Housing	7/8" External Hex	50 ft-lbs (68 N-m)
722	End Cap Screws	3/16" Internal Hex	120 inlbs (14 N·m)
723	Control Body Screws	3/16" Internal Hex	120 inlbs (14 N·m)
732	Control Piston Orifice	3/32" Internal Hex	20 inlbs (2.3 N-m)

CONTROL O-RING SEALS

Item Number	ARP 568 Uniform Size Number	Shore A Durometer
1010	-010	90
1011	-011	90
1113	-113	90
1125	-125	90
1237	-237	70
1902	-902	90
1904	-904	90
1908	-908	90

PARTS LIST

Parts used in these assemblies are per Oilgear specifications. Use only Oilgear parts to ensure compatibility with assembly requirements. When ordering replacement parts, be sure to include pump type and serial number, bulletin number and item number. Specify type of hydraulic fluid to ensure seal and packing compatibility.



Parts drawings may not be identical to Oilgear drawings referenced.

PVWJ-025/-034/-046 PRESSURE COMPENSATOR CONTROLS ("P-1NN" STANDARD & "P-LNN" LOW PRESSURE CONTROLS)

tem	Description			
	COMMON PARTS GROUP			
601	SAE#2 Plug			
603	SAE#4 Plug			
606	SAE#8 Plug			
701	Control Block			
702	Control Piston			
703	Control Piston Spring			
704	Piston Stop			
705	End Cap			
706	Pressure Compensator Control Spool			
707	Spring Seat			
708	Pressure Compensator Spring (Outer)			
709*	Pressure Compensator Spring (Inner)			
710	Control Plug			
711	Screw			
712	Shims			
713	Adjuster Plate			
714	Screw			
715	Jam Nut			
716	Pressure Compensator Adjustment Screw			
717	Min. Volume Stop Stem			
718	Max. Volume Stop Stern			
719	Jam Nut			
720	Volume Stop Housing			
721	Control Pin			
722	Screw, End Cap			
723	Screw, Control Body			
732	Orifice			
1010	O-Ring			
1011	O-Ring			
1113	O-Ring			
1125	O-Ring			
1237	O-Ring			
1902	O-Ring			
1904	O-Ring			
1908	O-Ring			

*Only used in P-1 Control.

B-Frame PVWJ -025/-034/-046 "P-1NN" and "P-LNN"

SERVICE KITS

PVWJ Service Kits

Reference 519975-201 SERVICE KIT, Figures 8 & 9 Document Number: 519975-SK2

Revision: New

Description	Kit No.	Design Series	Items Included (quantity is 1 unless noted)
Main Control Body Kits			1
PVWJ-025	K50432-100	A1	701, 706
PVWJ-034/-046	K50432-200	A1	701, 706
Control Piston Kits			
All Models	K50484	A1	702, 732
Pressure Compensator Spools			3300
PVWJ-025	50015-100	A1	706
PVWJ-034/-046	50015-200	A1	706
Control Spring Kits			
P-LNN (All Models)	K50036-104	A1	703, 708
PVWJ-025 P-1NN	K50036-107	A1	703, 708
PVWJ-034/-046 P-1NN	K50036-110	A1	703, 708, 709
Control Pins		- 1000	
All Models	51339-5	A1	721
Volume Stop Kits			
Maximum Volume Stop (All Models)	K50590	A1	718, 719, 720, 1011, 1908
Minimum Volume Stop (All Models)	K50590-200	A1	705, 717, 719, 720, 1011, 1020, 1908
Pressure Compensator Adjuster Kits			
All Models	K50660-200	A1	710, 711, 712, 713, 715, 716, 1113
Control Seal Kit			
All Models	K50824-200	A1	1010, 1011, 1113, 1125, 1237, 1902, 1904, 1908

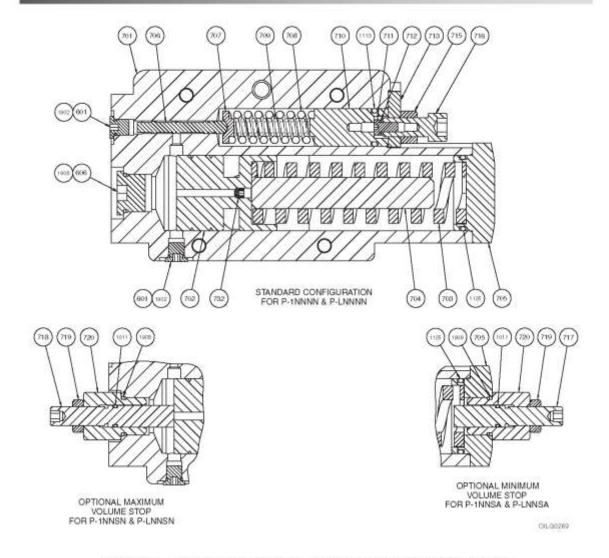


Figure 8. Parts Drawing for "P-1NN" and "P-LNN" Control (519975-201 sheet 1)

MAXIMUM AND MINIMUM VOLUME STOP

The maximum volume stop can be adjusted to attain a maximum volume from full to 25% of full flow. The pump can be de-stroked from full to 25% flow with 11 turns of the volume stop. One turn clockwise will decrease maximum pump outlet flow 7%.

The minimum volume stop can be adjusted to attain a minimum volume from zero to full flow. The adjustment requires 14 turns to go from zero to full flow. One turn clockwise will increase minimum pump outlet flow 9%.

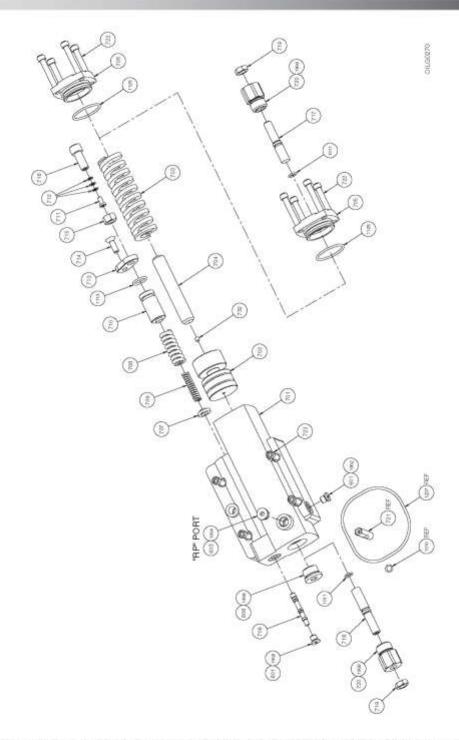


Figure 9. Exploded Parts Drawing for "P-1NN" and "P-LNN" Control (519975-201 sheet 2)

NOTES				

NOTES				

AFTER SALES SERVICES

At Oilgear we build products to last. It is the nature of this type of machinery to require proper maintenance regardless of the care we put into manufacturing. Oilgear has several service programs in place to help you.

STAY-ON-STREAM SERVICE

By signing up for Oilgear's Stay-On-Stream program, you can prepare for problems before they happen. Certain field tests such as fluid testing, slip testing and electronic profile recording comparisons can be performed by our field service people or your own factory trained personnel. These tests can indicate problems before they become "down-time" difficulties.

SERVICE SCHOOLS

Oilgear conducts training to train your maintenance personnel. "General" hydraulic or electronic training is conducted at our Milwaukee, Wisconsin plant on a regular basis. "Custom" training, specifically addressing your particular hydraulic and electro-hydraulic equipment, can be conducted at your facilities.

SPARE PARTS AVAILABILITY

Prepare for your future needs by stocking Oilgear original factory parts. Having the correct parts and necessary skills "in-plant" enables you to minimize "down-time." Oilgear has developed parts kits to cover likely future needs. Oilgear Field Service Technicians are also ready to assist you and your maintenance people in troubleshooting and repairing equipment.



THE OILGEAR COMPANY 2300 South 51st Street

Milwaukee, Wisconsin 53219 www.oilgear.com



APPENDIX VI

Material Safety
Data Sheet
(MSDS)
Hydraulic Fluid



Material Safety Data Sheet

Common Name	BRAYCO MICRONIC 881	Code 27020-AW
Supplier	CASTROL INDUSTRIAL NORTH AMERICA INC. 1001 WEST 31ST STREET	Validation Date 08/07/2002
	DOWNERS GROVE, IL 60515-1280 Product Information: 630 241-4000	Print Date 08/07/2002
Synonym	Not available.	
Trade name	Not available.	Responsible Name Product Stewardship
Material Uses	Industrial applications	<u>In Case of</u> CHEMTREC (800) 424-930
Manufacturer	CASTROL INDUSTRIAL NORTH AMERICA INC 1001 WEST 31ST STREET DOWNERS GROVE, IL 60515-1280	Emergency

Section 2. Composition, Information on Ingredients		
CAS#	% by Weight	Exposure Limits
		T

Section 3. Hazards	Identification				
Physical State and Liquid. Appearance Mild. Hydrocarbon. Odor Red. Liquid. (Light.)					
Emergency Overview	CAUTION! MAY CAUSE RESPIRATORY TRACT, EYE AND SKIN IRRITATION. Avoid contact with eyes, skin and clothing. Avoid breathing vapor or mist. Keep container closed. Use with adequate ventilation. Wash thoroughly after handling. Do not ingest.				
Routes of Entry	Skin contact. Eye contact. Inhalation. Ingestion.				
Potential Acute Health Effec	ts				
Ey	es Moderately irritating to the eyes.				
.Sk	in Moderately irritating to the skin.				
Inhalatio	on Moderately irritating to the respiratory system.				
Ingestic	on Ingestion may cause gastrointestinal irritation and diarrhea.				
No additional remark.					
Potential Chronic Health Effects	CARCINOGENIC EFFECTS: No component of this product at levels greater than 0.1% is identified as carcinogen by ACGIH or the International Agency for Research on Cancer (IARC). No component of the product present at levels greater than 0.1% is identified as a carcinogen by the U.S. National Toxicolog Program (NTP) or the U.S. Occupational Safety and Health Act (OSHA). MUTAGENIC EFFECTS: No component of this product at levels greater than 0.1% is classified lestablished regulatory criteria as a mutagen. TERATOGENIC EFFECTS: No component of this product at levels greater than 0.1% is classified lestablished regulatory criteria as teratogenic or embryotoxic.				
Medical Conditions Aggravated by Overexposur	Repeated or prolonged exposure is not known to aggravate medical condition.				
Overexposure /Signs/Symptoms See Toxicological Informatio	Not available.				

Section 4. First Aid Measures				
Eye Contact	Check for and remove any contact lenses. In case of contact, immediately flush eyes with plenty of water for at least 15 minutes. Cold water may be used. Get medical attention.			
Skin Contact In case of contact, immediately flush skin with plenty of water. Cover the irritated skin will Remove contaminated clothing and shoes. Wash clothing before reuse. Thoroughly clear reuse. Get medical attention.				
Inhalation	If inhaled, remove to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention.			
Ingestion	Do NOT induce vomiting unless directed to do so by medical personnel. Never give anything by mouth to an unconscious person. If large quantities of this material are swallowed, call a physician immediately. Loosen tight clothing such as a collar, tie, belt or waistband.			

Page: 2/6

Section 5. Fire Fighting Measures					
Flammability of the Product	May be combustible at high temperature.				
Autoignition Temperature	Not available.				
Flash Points	OPEN CUP: 170°C (338°F) (Cleveland.).				
Flammable Limits	Not available.				
Products of Combustion	These products are carbon oxides (CO, CO2).				
Fire Hazards in Presence of Various Substances	Non-flammable in presence of open flames, sparks and static discharge, of shocks.				
Explosion Hazards in Presence of Various Substances	Non-explosive in presence of open flames, sparks and static discharge, of shocks.				
Fire Fighting Media and Instructions	SMALL FIRE: Use DRY chemical powder. LARGE FIRE: Use water spray, fog or foam. Do not use water jet.				
ii	Cool closed containers exposed to fire with water.				
Protective Clothing (Fire)	Be sure to use an approved/certified respirator or equivalent.				
Special Remarks on Fire Hazards	Not available.				
Special Remarks on Explosio Hazards	n Not available.				

Section 6. Accide	ntal Release Measures	
Small Spill and Leak	Absorb with an inert material and put the spilled material in an appropriate waste disposal.	
Large Spill and Leak	Absorb with an inert material and put the spilled material in an appropriate waste disposal. to enter drains or watercourses.	Do not allow

Section 7. Handling and Storage

BRAYCO MICRONIC 881

Notes to Physician

Not available.

Avoid contact with eyes, skin and clothing. Avoid breathing vapors or spray mists. Keep container closed. Use with adequate ventilation. Wash thoroughly after handling. Do not ingest.

Keep container tightly closed. Keep container in a cool, well-ventilated area. Avoid contact with strong oxiders, excessive heat, sparks or open flame. Empty containers may contain harmful, flammable/combustible or explosive residue or vapors. Do not cut, grind, drill, weld, reuse or dispose of containers unless adequate precautions are taken against these hazards.

Section 8. Exposure Controls, Personal Protection

Engineering Controls

Provide exhaust ventilation or other engineering controls to keep the airborne concentrations of vapors below their respective occupational exposure limits. Ensure that eyewash stations and safety showers are close to the work-station location.

Personal Protection

Eyes Safety glasses with side shields.

Body Synthetic apron.

Wear appropriate protective clothing to prevent skin contact,

Respiratory Respiratory protection is not required for the use of this product. Wear appropriate respirator when ventilation is inadequate.

Hands Impervious gloves.

Use neoprene type gloves when handling this product.

Feet Not applicable.

Protective Clothing (Pictograms)



Personal Protection in Case of Splash goggles. Full suit. Boots. Gloves. Suggested protective clothing might not be sufficient; consult a Large Spill a specialist BEFORE handling this product.

Product Name

Exposure Limits

No hazardous ingredients.

Consult local authorities for acceptable exposure limits.

Section 9. Physical and Chemical Properties				
Physical State and Appearance	Liquid.	Odor	Mild. Hydrocarbon. Odor	
Boiling/Condensation Point	260°C (500°F)	Taste	Not available.	
Melting/Freezing Point	Not available.	Color	Red. Liquid. (Light.)	
pH Concentrate	Not applicable.			
pH Dilution % and Value	Not applicable.			
Critical Temperature	Not available.			
Specific Gravity	0.84 (Water = 1)			
Vapor Pressure	Not available.			
Vapor Density	Not available.			
Volatility	Not available.			
Odor Threshold	Not available.			
Evaporation Rate	Not available.			
VOC	Not available.	VOC Method	Not available.	
Viscosity	Not available.			

BRAYCO MICRONIC 881		Page: 4/6
Solubility	Very slightly soluble in cold water.	
Physical Chemical (Comments Not available.	

Section 10. Stability and Reactivity			
Stability and Reactivity	The product is stable.		
Conditions of Instability	Avoid excessive heat.		
Incompatibility with Various Substances	Reactive with oxidizing agents, acids, alkalis.		
Hazardous Decomposition Products	carbon oxides (CO, CO2)		
Hazardous Polymerization	Will not occur.		

Section 11. Toxicological Information				
Toxicity to Animals	LD50: Not available. LC50: Not available. CARCINOGENIC EFFECTS: No component of this product at levels greater than 0.1% is identified as a carcinogen by ACGIH or the International Agency for Research on Cancer (IARC). No component of this product present at levels greater than 0.1% is identified as a carcinogen by the U.S. National Toxicology Program (NTP) or the U.S. Occupational Safety and Health Act (OSHA). MUTAGENIC EFFECTS: No component of this product at levels greater than 0.1% is classified by established regulatory criteria as a mutagen. TERATOGENIC EFFECTS: No component of this product at levels greater than 0.1% is classified by established regulatory criteria as teratogenic or embryotoxic. DEVELOPMENTAL TOXICITY: Not available.			
Chronic Effects on Humans				
Other Toxic Effects on Humans	Hazardous in case of skin contact (irritant), of eye contact (irritant), of inhalation (lung irritant).			
Special Remarks on Toxicity to Animals	Not available.			
Special Remarks	No additional remark.			
Special Remarks on Other Toxic Effects on Humans	No additional remark.			

Section 12. Ecological Information				
Ecotoxicity	Not available.			
BOD and COD	Not available.			
Biodegradable/OECD	Not available.			
Mobility	Not available.			
Products of Degradation	These products are carbon oxides (CO, CO2) and water.			
Toxicity of the Products of Biodegradation	Not available			
Special Remarks on the Products of Biodegradation	Not available.			

BRAYCO MICRONI	C 881 Page: 5/6
Section 13. Disposal	Considerations
Waste Information Keep out of waterways. Dis	Type: Non-hazardous chemical waste. Location: not available Classification: not available Disposal.: Waste must be disposed of in accordance with federal, state and local environmental contror regulations. Storage: not available Recycling: not available spose of according to all federal, state and local applicable regulations.
RCRA Waste Code(s)	USED OIL
Waste Stream	Not available.
Consult your local or region	al authorities.
Section 14. Transpe	ort Information
occion in manop	or mormation
DOT Classification	- Not a DOT controlled material (United States).
	- Not a DOT controlled material (United States).
DOT Classification	- Not a DOT controlled material (United States). Not regulated.
DOT Classification Marine Pollutant Special Provisions for	- Not a DOT controlled material (United States). Not regulated. Not pollutant.
DOT Classification Marine Pollutant Special Provisions for Transport	- Not a DOT controlled material (United States). Not regulated. Not pollutant. NOT REGULATED

TSCA 8(d) H and S data reporting: PHOSPHORIC ACID, (1,1-DIMETHYLETHYL)PHENYL DIPHENYL ESTER: 1982; PHENOL, 4-(1,1-DIMETHYLETHYL)-, PHOSPHATE (3:1): 1982; TRIPHENYL PHOSPHATE: 1982; ETHYL BENZENE: 1987				
SARA 302/304 emergency planning and notification: No products were found.				
SARA 311/312 MSDS distribution - chemical inventory - hazard identification: BRAYCO MICRONIC 881: immediate health hazard.				
SARA 313 toxic chemical notification and release reporting: No products were found.				
Clean Water Act (CWA) 307: ETHYL BENZENE Clean Water Act (CWA) 311: No products were found.				
Clean air act (CAA) 112 accidental release prevention: No products were found. Clean air act (CAA) 112 regulated toxic substances: No products were found.				
Clean air act (CAA) 112 regulated flammable substances: No products were found.				
No products were found.				
California Prop 65: WARNING! This product contains trace amounts of the following chemicals which the State of California has found to cause cancer, birth defects or other reproductive harm.: TOLUENE; O-TOLUIDINE; ANILINE; BENZENE				

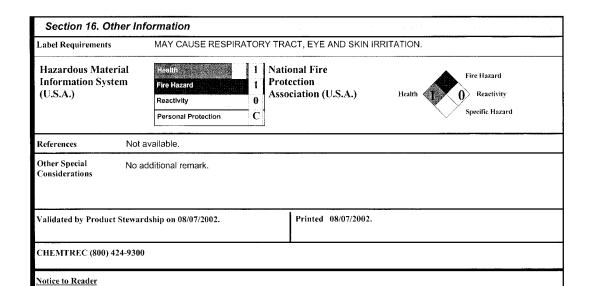
BRAYCO MICRONIC 881 TSCA 8(b) inventory: All components of this product are listed on (or meet the exemption requirements of) the applicable inventory list. CEPA DSL: All components of this product are listed on (or meet the exemption requirements of) the applicable inventory list. Australia (NICNAS): One or more of the materials contained in this product may not appear on the applicable inventory list. Please consult the manufacturer for additional information.

Korea (TCCL): One or more of the materials contained in this product may not appear on the applicable inventory list. Please consult the manufacturer for additional information.

Philippines (RA6969): One or more of the materials contained in this product may not appear on the applicable inventory list. Please consult the manufacturer for additional information.

MITI: One or more of the materials contained in this product may not appear on the applicable inventory list. Please consult the manufacturer for additional information.

EINECS: One or more of the materials contained in this product may not appear on the applicable inventory list. Please consult the manufacturer for additional information.



To the best of our knowledge, the information contained herein is accurate. However, neither the above named supplier nor any of its

Final determination of suitability of any material is the sole responsibility of the user. All materials may present unknown hazards and should bused with caution. Although certain hazards are described herein, we cannot guarantee that these are the only hazards that exist.

subsidiaries assumes any liability whatsoever for the accuracy or completeness of the information contained herein.



APPENDIX VII

ANSI/B93.19M-1972 (R1993-Excerpt)



AMERICAN NATIONAL STANDARDS INSTITUTE . A NATIONAL STANDARD FOR FLUID POWER

Hydraulic fluid power — Particulate contamination analysis — Extraction of fluid samples from lines of an operating system

(Technically identical to ISO 4021:1977) (NFPA/T2.9.1-1972) (Metric only)

SPONSOR



Hydraulic fluid power — Particulate contamination analysis — Extraction of fluid samples from lines of an operating system

0 Introduction

In hydraulic fluid power systems, power is transmitted and controlled through a fluid under pressure within an enclosed circuit. The fluid is both a lubricant and a power-transmitting medium

Reliable system performance requires control of the fluid medium. Qualitative and quantitative determination of particulate contamination in the fluid medium requires precision in obtaining the sample and determining the nature and extent of contamination.

The most representative sample is obtained from a system while the fluid is following in a turbulent manner. This standard gives the procedure for obtaining that sample, known as a dynamic sample.

1 Scope

This standard specifies a method of extracting dynamic fluid samples from a line of an operating hydraulic fluid power system.

The hydraulic fluid samples must be representative of the particulate contaminant in the fluid flowing at the point of sampling. (The samples are used for particulate contamination analysis.)

2 References

ISO 1219, Fluid power systems and components — Graphic symbols.

ISO 5598, Fluid power — Vocabulary.

3 Definitions

- **3.1** fluid sampling, dynamic: The extraction of a sample of fluid from a turbulent section of a flow stream.
- **3.2** fluid sampling, static: The extraction of a sample of fluid from a fluid at rest.
- 3.3 sampler, turbulent: A device for creating turbulence in the main stream while extracting a fluid sample.
- **3.4** For definitions of other terms used, see ISO 5598.

4 Graphic symbols

Graphic symbols used are in accordance with ISO 1219.

5 Rules

- 5.1 Use a dynamic fluid sampling method (see clause 7).
- **5.2** Control the rate of sample extraction only by means of a capillary restriction.
- **5.3** Attach the sampling device permanently, or by a quick disconnect coupling.

6 Sampling device

Note — Take normal precautions to safeguard personnel and equipment.

6.1 Use a typical sampling device as shown in the figure if turbulent flow conditions exist in the main stream.

- **6.1.1** Permanently attach the ball valve or the valved portion of the quick disconnect coupling to the port through which the sample is to be taken.
- 6.1.2 Provide a dust cap for the item in 6.1.1.
- **6.1.3** Use the remaining equipment only for sampling.
- **6.1.4** Select capillary tubing having an inside diameter and length consistent with the sampling rate desired.
- **6.1.4.1** Do not use capillary tubing having an inside diameter smaller than 1,25 mm. Other cross-sections (such as rectangular) may be used provided that the smallest inside dimension is not less than 1 mm.
- **6.1.4.2** Sharpen and deburr the ends of the capillary tube to facilitate subsequent piercing of the film covering the sampling bottle mouth.
- **6.2** If turbulence in the flow stream cannot be ensured, use a means of creating turbulence such as a turbulent flow sampler.

7 Sampling procedure

- 7.1 Where a sampling device incorporating a quick disconnect coupling is used, attach the separable portions of the sampling device to the permanently attached portion.
- 7.2 Open the ball valve.
- 7.3 Pass a minimum of 200 cm³ of fluid through the sampling device before collecting the fluid.

- **7.4** Without disturbing the ball valve, place the sampling bottle in position to collect the fluid.
- **7.4.1** Use the sharp end of the capillary tubing to pierce the plastic film covering the bottle mouth.
- **7.4.2** Take a sample of not more than 75 % and not less than 50 % of the sampling bottle volume.
- **7.5** When a sufficient sample has been collected, remove the sampling bottle before turning off the flow with the ball valve.
- **7.6** Recap the sample bottle immediately after withdrawing the capillary tubing.
- **7.7** Where a sampling device incorporating a quick disconnect coupling is used, disconnect the separable portions of the sampling device and remove any residual fluid films by flushing with a suitable solvent.
- **7.8** Immediately upon disconnection, replace the dust cap on the permanently mounted section of the quick disconnect coupling.

8 Identification statement

Use the following statement in test reports, catalogs and sales literature when electing to comply with this standard:

"Method of extracting fluid samples conforms to ANSI/B93.19M-1972, Hydraulic fluid power — Particulate contamination analysis — Extraction of fluid samples from lines of an operating system."

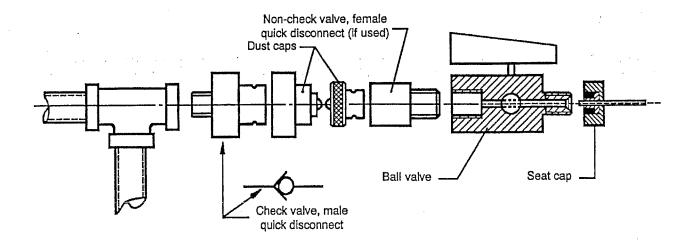


Figure 1 — Typical field type sampling device



APPENDIX VIII

Instrument Certification Notice



Instrument Certification Notice

The gauge Certificates of Calibration supplied for the gauge(s) on this unit contain the calibration data for the actual instrument calibrated, along with the calibration date of the **STANDARD** used to perform the calibration check.

The due date for re-calibration of the instrument should be based upon the date the instrument was placed in service in your facility. Re-calibration should be done on a periodic basis as dictated by the end user's quality system or other overriding requirements.

Note that Tronair, Inc. does not supply certificates of calibration on flow meters or pyrometers unless requested at the time of placed order. These instruments are considered reference indicators only and are not critical to the test(s) being performed on the aircraft.

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