

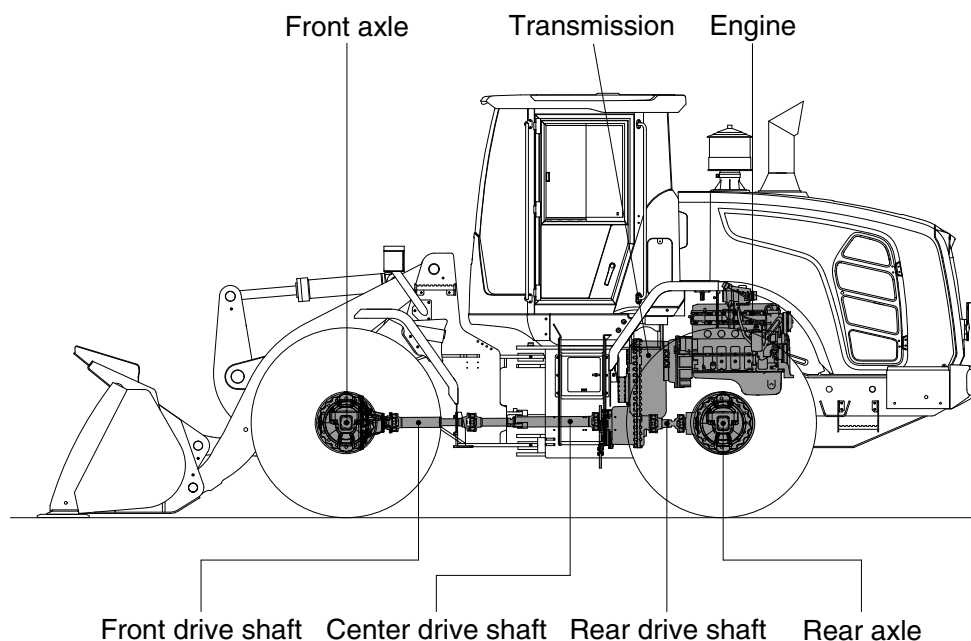
SECTION 3 POWER TRAIN SYSTEM

Group 1 Structure and Function (fault code)	3-1
Group 2 Operational Checks and Troubleshooting	3-75
Group 3 Test and Adjustments	3-86
Group 4 Disassembly and Assembly	3-88

SECTION 3 POWER TRAIN SYSTEM

GROUP 1 STRUCTURE AND FUNCTION

1. POWER TRAIN COMPONENT OVERVIEW



740F3PT01

The power train consists of the following components:

- Transmission
- Front, center and rear drive shafts
- Front and rear axles

Engine power is transmitted to the transmission through the torque converter.

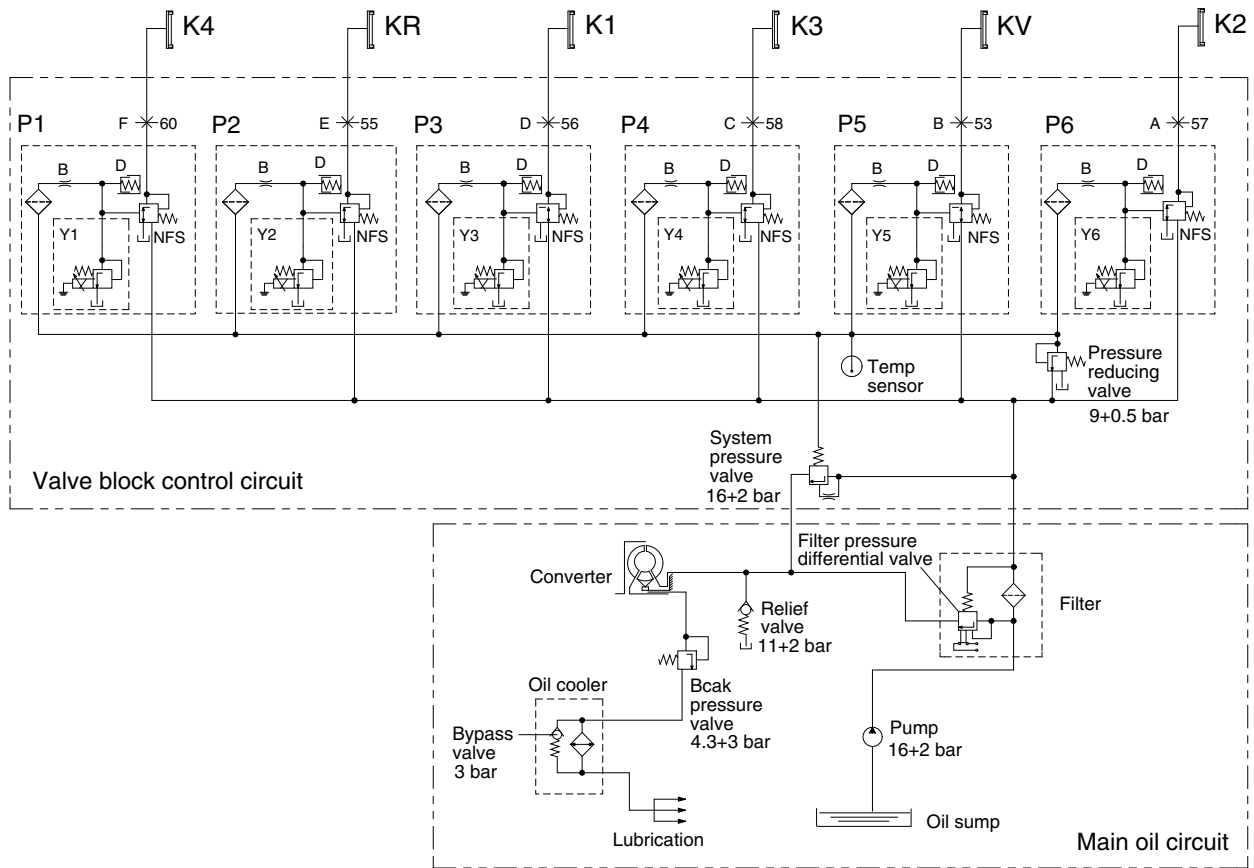
The transmission is a hydraulically engaged four speed forward, three speed reverse countershaft type power shift transmission. A calliper-disc type parking brake is located on the transmission.

The transmission outputs through universal joints to three drive shaft assemblies. The front drive shaft is a telescoping shaft which drives the front axle. The front axle is mounted directly to the loader frame. The front axle is equipped with conventional differential as standard (option : Limited slip differential). The rear axle is equipped with conventional differential as standard (option : Limited slip differential). The rear axle is mounted on an oscillating pivot.

The power transmitted to front axle and rear axle is reduced by the pinion gear and ring gear of differential. It then passes from the differential to the sun gear shaft (axle shaft) of final drive.

The power of the sun gear is reduced by a planetary mechanism and is transmitted through the planetary hub to the wheel.

HYDRAULIC CIRCUIT



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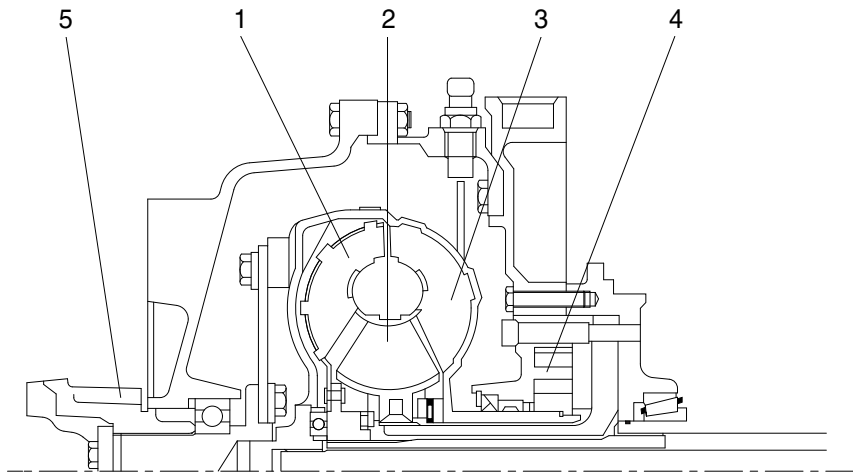
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|-----|------------------------------|-------|------------------------------|
| NFS | Follow-on slide | P3 | Proportional valve clutch K1 |
| D | Vibration damper | P4 | Proportional valve clutch K3 |
| B | Orifice | P5 | Proportional valve clutch KV |
| P1 | Proportional valve clutch K4 | P6 | Proportional valve clutch K2 |
| P2 | Proportional valve clutch KR | Y1~Y6 | Pressure regulator |

Speed	Forward				Reverse			Neutral	Engaged clutch	Positions on the valve block	Current No. of the measuring points
	1	2	3	4	1	2	3				
Y1				X					K4	F	60
Y2					X	X	X		KR	E	55
Y3	X				X				K1	D	56
Y4			X	X					K3	C	58
Y5	X	X	X						KV	B	53
Y6		X					X		K2	A	57
Engaged clutch	K1,KV	KV,K2	K3,KV	K4,K3	KR,K1	KR,K2	KR, K3		-	-	-

X : Pressure regulator under voltage

2. TORQUE CONVERTER

1) FUNCTION



73033TM00

- | | | | | | |
|---|---------|---|-------------------|---|--------------|
| 1 | Turbine | 3 | Pump | 5 | Input flange |
| 2 | Stator | 4 | Transmission pump | | |

The converter is working according to the Trilok-system, i.e. it assumes at high turbine speed the characteristics, and with it the favorable efficiency of a fluid clutch.

The converter is designed according to the engine power so that the most favorable operating conditions are obtained for each installation case.

The Torque converter is composed of 3 main components :
Pump wheel - turbine wheel - stator (reaction member)

These 3 impeller wheels are arranged in such a ring-shape system that the fluid is streaming through the circuit components in the indicated order.

Pressure oil from the transmission pump is constantly streaming through the converter. In this way, the converter can fulfill its task to multiply the torque of the engine and at the same time, the heat created in the converter is dissipated via the escaping oil.

The oil which is streaming out of the pump wheel, enters the turbine wheel and is there inversed in the direction of flow.

According to the rate of reversion, the turbine wheel and with it also the output shaft is receiving a more or less high reaction torque. The stator (reaction member), following the turbine, has the task to reverse the oil streaming out of the turbine once more and to deliver it under the suitable discharge direction to the pump wheel.

Due to the reversion, the stator receiving a reaction torque.

The relation turbine torque/pump torque is called torque multiplication. This is the higher, the greater the speed difference of pump wheel and turbine wheel will be.

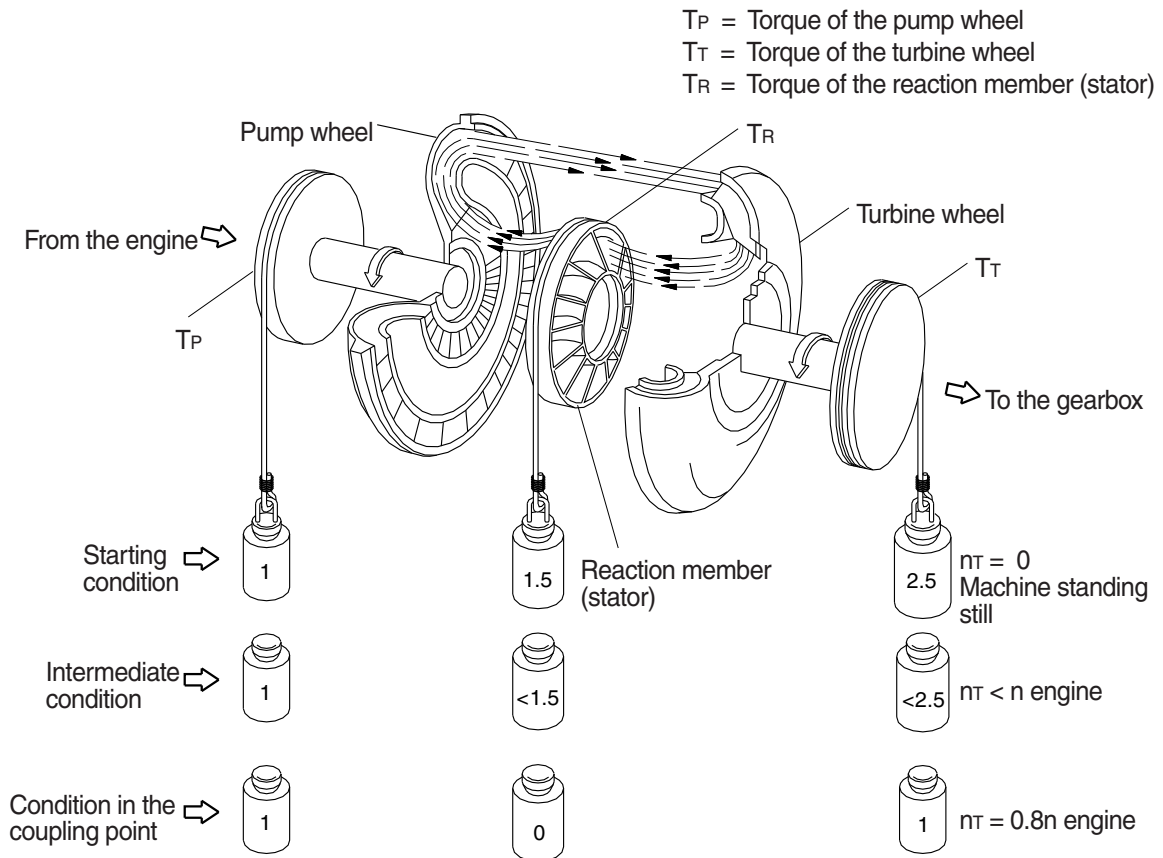
Therefore, the maximum torque multiplication is created at stationary turbine wheel.

With increasing output speed, the torque multiplication is decreasing. The adaption of the output speed to a certain required output torque will be infinitely variable and automatically achieved by the torque converter.

When the turbine speed is reaching about 80% of the pump speed, the torque multiplication becomes 1.0 i.e. the turbine torque becomes equal to that of the pump torque.
 From this point on, the converter is working similar to a fluid clutch.

A stator freewheel serves to improve the efficiency in the upper driving range, in the torque multiplication range it is backing-up the torque upon the housing, and is released in the clutch range. In this way, the stator can rotate freely.

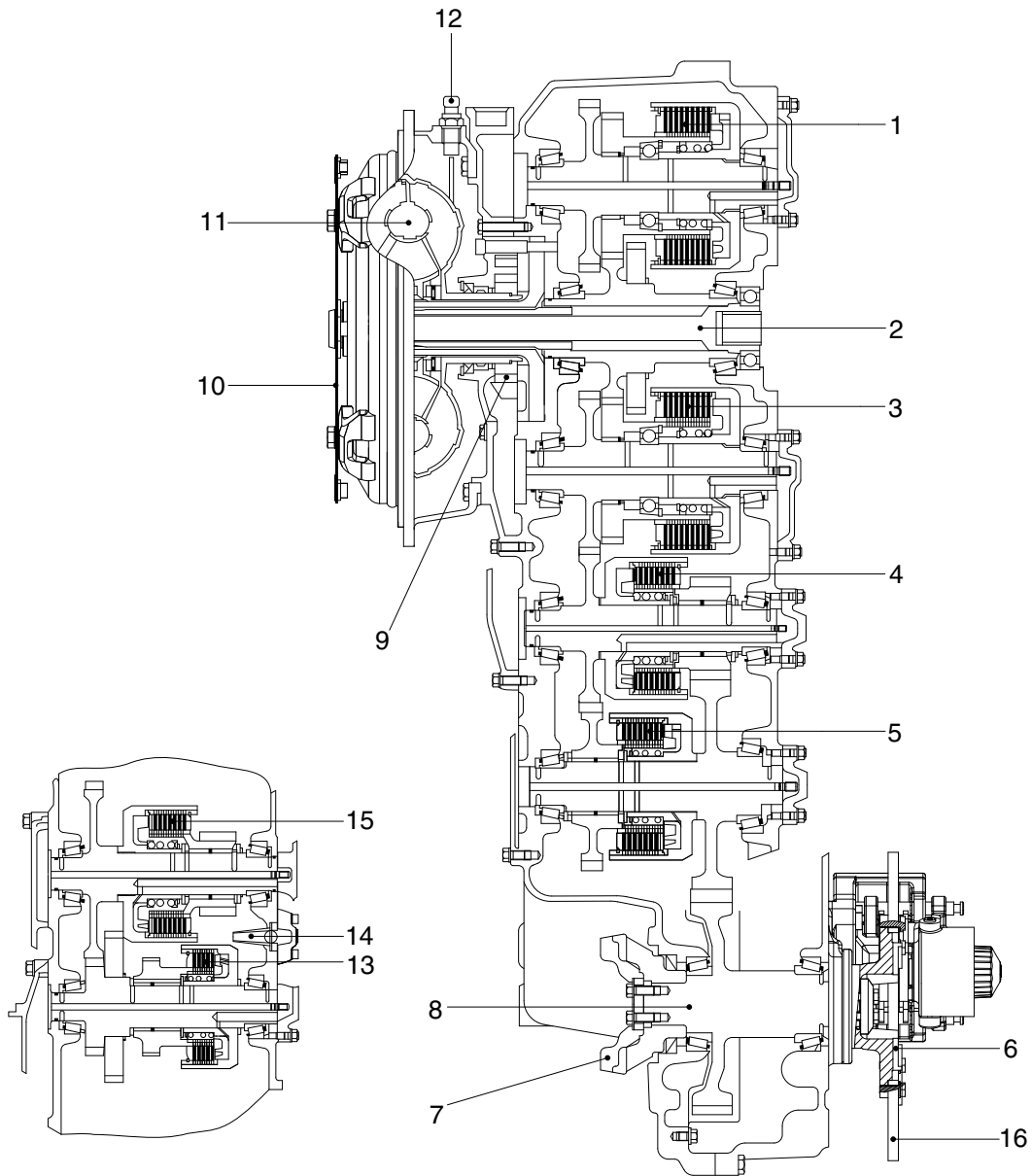
Function of a hydrodynamic torque converter (schematic view)



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3. TRANSMISSION

1) LAYOUT



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- | | | | | | |
|---|---------------------------------|----|------------------------------|----|--|
| 1 | Reverse clutch (KR) | 7 | Converter side output flange | 12 | Inductive transmitter for engine speed |
| 2 | Engine-dependent power take-off | 8 | Output shaft | 13 | 4th clutch (K4) |
| 3 | Forward clutch (KV) | 9 | Transmission pump | 14 | Converter relief valve |
| 4 | 2nd clutch (K2) | 10 | Connection to engine | 15 | 1st clutch (K1) |
| 5 | 3rd clutch (K3) | 11 | Converter | 16 | Parking brake |
| 6 | Rear output flange | | | | |