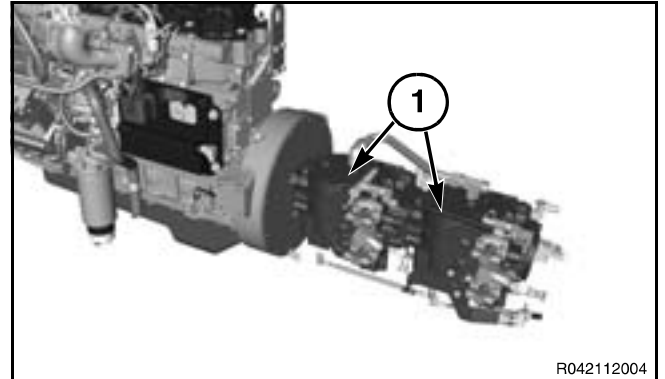


# HYDRAULIC SYSTEM

## COMPONENT LOCATION AND IDENTIFICATION

### Hydrostats

**FIG. 1:** Hydrostats (1) are variable displacement pumps that provide hydraulic flow for the closed loop drive circuit. Hydrostats mount to the engine and have 100 cm<sup>3</sup> (6.1 in<sup>3</sup>) displacement.

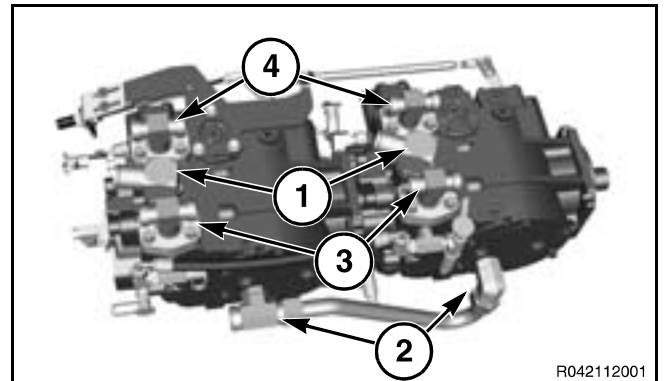


**FIG. 1**

**FIG. 2:** Tandem hydraulic pump ports.

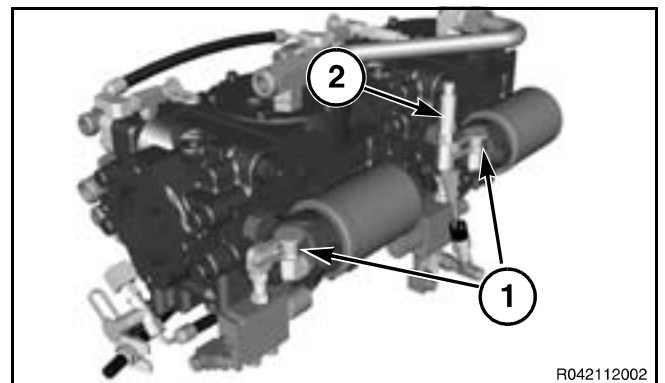
- (1) S-port - Charge pump inlet
- (2) L2-port - Case drain oil return
- (3) A - High pressure port
- (4) B - High pressure port

When hydrostat is stroked to move machine forward, oil flow is out of A-ports. When machine is stroked to go in reverse, oil flow exits hydrostats through B-ports.



**FIG. 2**

**FIG. 3:** M3-ports (1) are filtered charge pressure. Pressure transducer (2) is mounted into front hydro M3-port

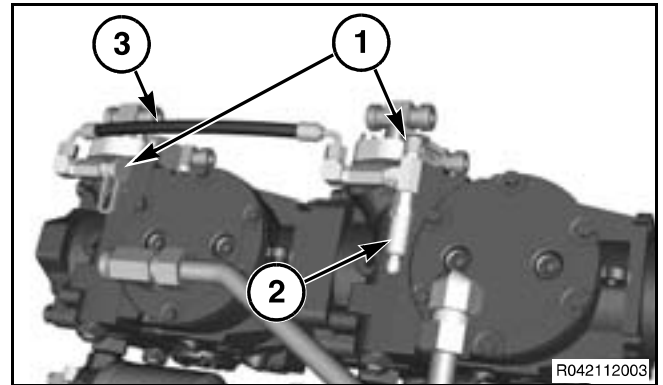


**FIG. 3**

## Hydraulic System

**FIG. 4:** M1-ports (1) will accept a pressure gauge to read pressure coming directly from drive pump. Pressure transducer (2) is mounted into front hydro M1-port. This transducer relays drive pressure information to operator.

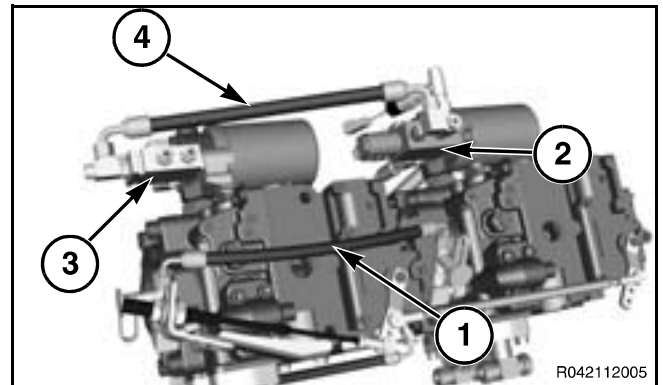
M1-ports are connected by hose (3) and balance drive pressure between front and rear pumps when machine is going in forward.



**FIG. 4**

**FIG. 5:** M2-ports on each hydrostat are connected by hose (1) and balance drive pressure between front and rear pumps when machine is going in reverse.

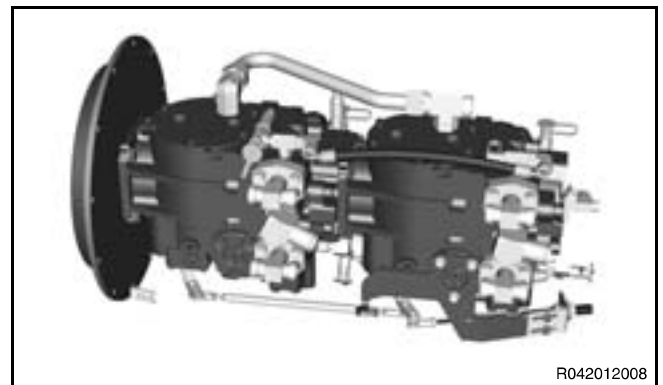
Return ports on park brake valve (2) and ladder cylinder valve (3) are connected by hose (4).



**FIG. 5**

## Charge Pumps

**FIG. 6:** Charge pumps are an integrated part of the each hydrostat. The displacement of each charge pump is 26 cm<sup>3</sup>/rev (1.59 in<sup>3</sup>/rev).



**FIG. 6**