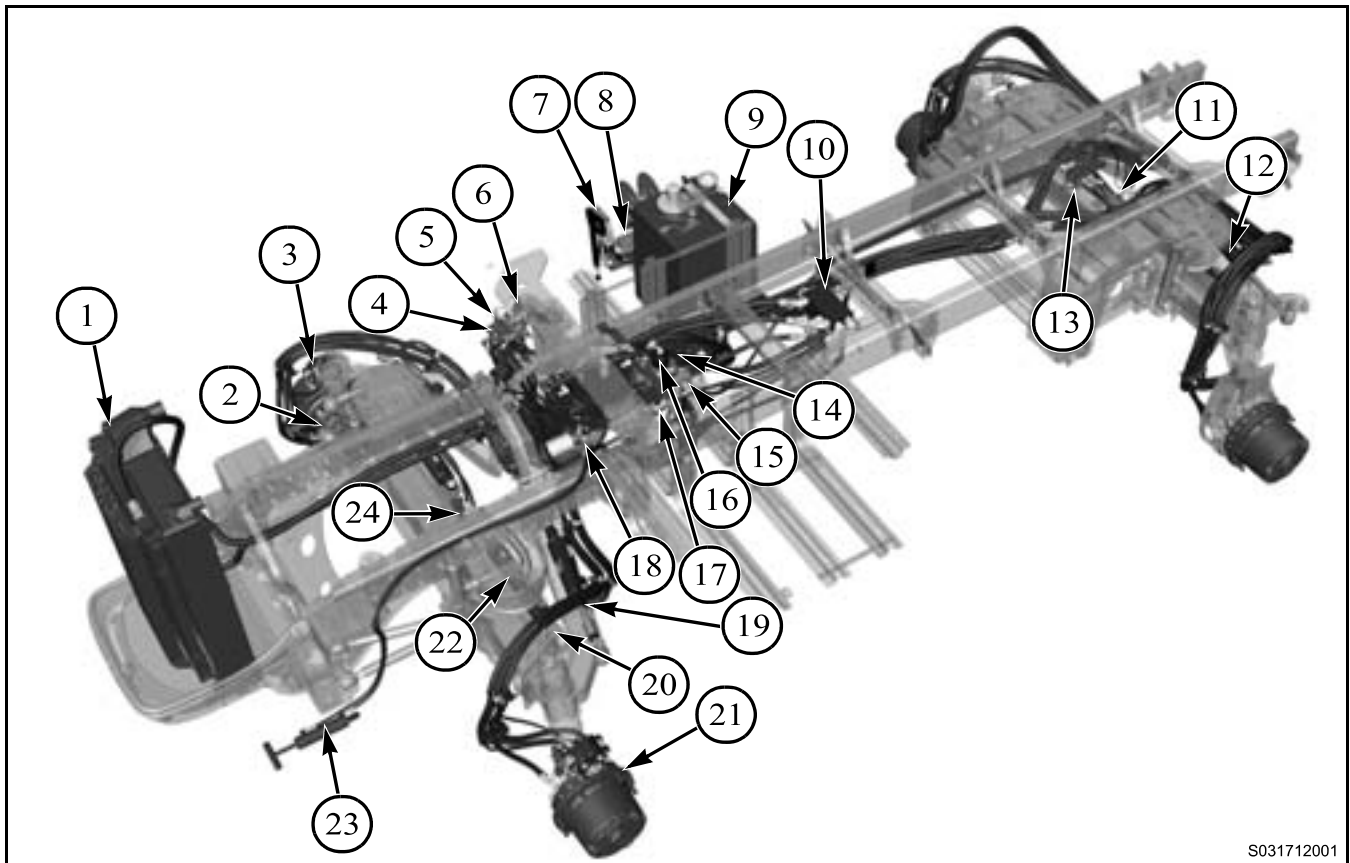


HYDRAULIC SYSTEM

COMPONENT LOCATION AND IDENTIFICATION



S031712001

FIG. 1

FIG. 1: Hydraulic Component Layout

- | | |
|--|---|
| (1) Hydraulic Oil Cooler | (12) Rear Steering Cylinders (with 4WS Option) |
| (2) Wheel Motor | (13) Rear Steering Valve (with 4WS Option) |
| (3) Service Brake Caliper | (14) Steering Pump (Cold Start Optional) |
| (4) Steering Unit (Assited Steering Optional) | (15) Priority Valve |
| (5) Priority Valve Flow Control (PVFC) (with Assisted Steering Option) | (16) Brake Accumulator |
| (6) Service Brake | (17) Ladder Valve |
| (7) Pressure Washer Control Valve (Optional) | (18) Park Brake Valve |
| (8) Pressure Washer Motor and Pump (Optional) | (19) Front Steering Cylinders |
| (9) Hydraulic Tank | (20) Steering Angle Sensor (with 4WS Option) |
| (10) Return Filter Manifold | (21) Gearbox |
| (11) Rear Axle Tracking Valve (with Hydraulic Tracking Option) | (22) Hydraulic Tracking Cylinders (Optional) |
| | (23) Ladder Cylinder |
| | (24) Front Axle Tracking Valve (with Hydraulic Tracking Option) |

Hydraulic System

Hydrostats

RG900 / RG1100 Hydrostats

FIG. 2: Hydrostats (1) are variable displacement pumps that provide hydraulic flow for the closed loop drive circuit. Hydrostats mount to the engine and have 100 cm³ (6.1 in³) displacement.

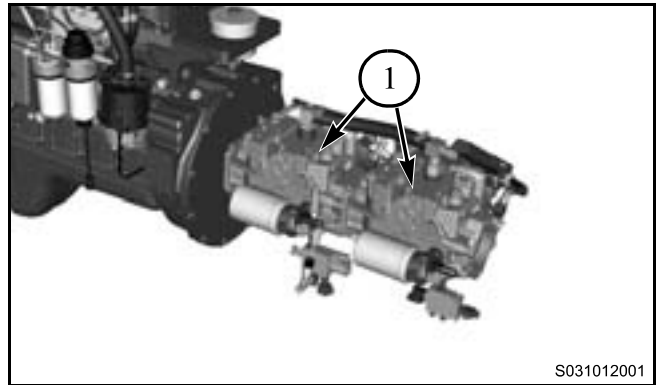


FIG. 2

FIG. 3: Tandem hydraulic pump ports.

- (1) S-port - Charge pump inlet
- (2) L1-port - Neutral Cooling - 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.

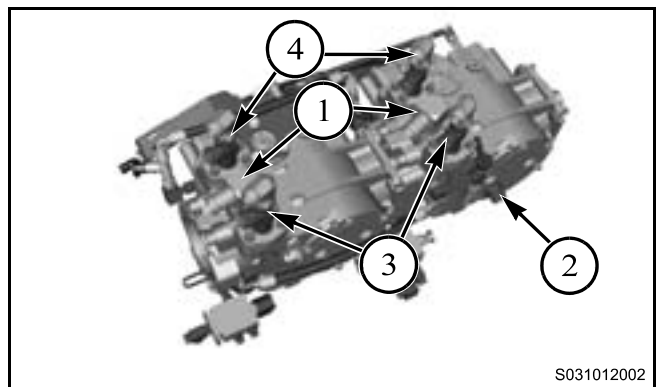


FIG. 3

FIG. 4: M3-ports (1) are filtered charge pressure. Pressure transducer (2) is mounted into front hydro M6-port

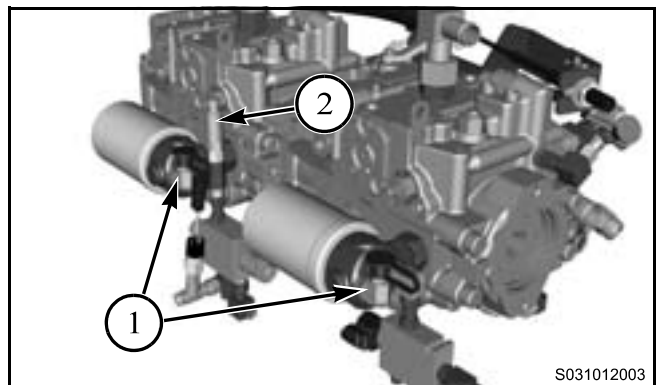


FIG. 4

FIG. 5: 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.

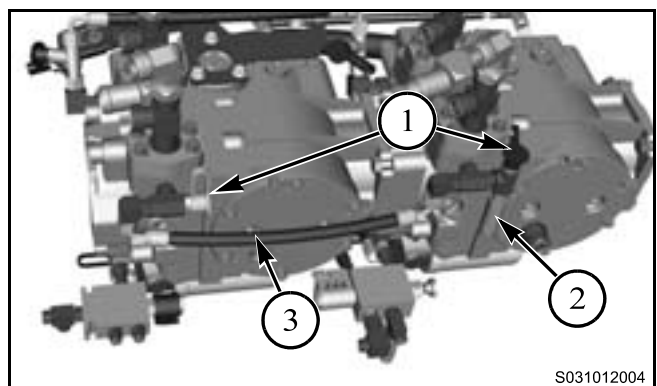


FIG. 5

FIG. 6: M2-ports on each hydrostat are connected by hose (1) and balances drive pressure between front and rear pumps when machine is going in reverse.

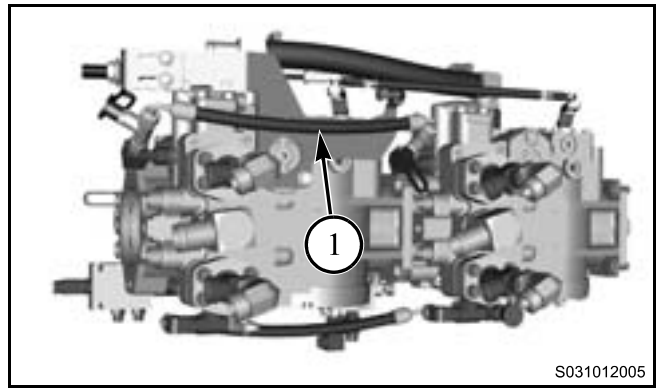


FIG. 6

FIG. 7: Return ports on park brake valve (1) and ladder cylinder valve (2) are connected by hose (3).

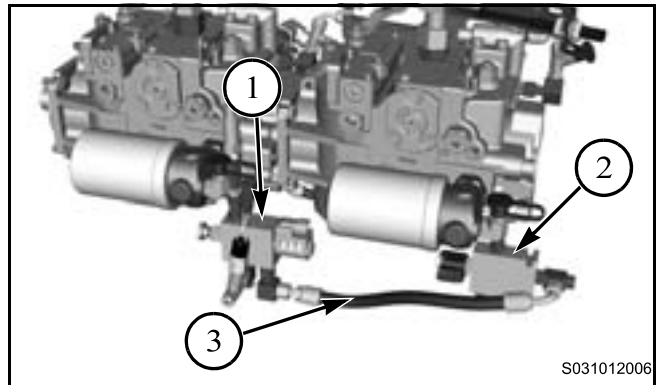


FIG. 7