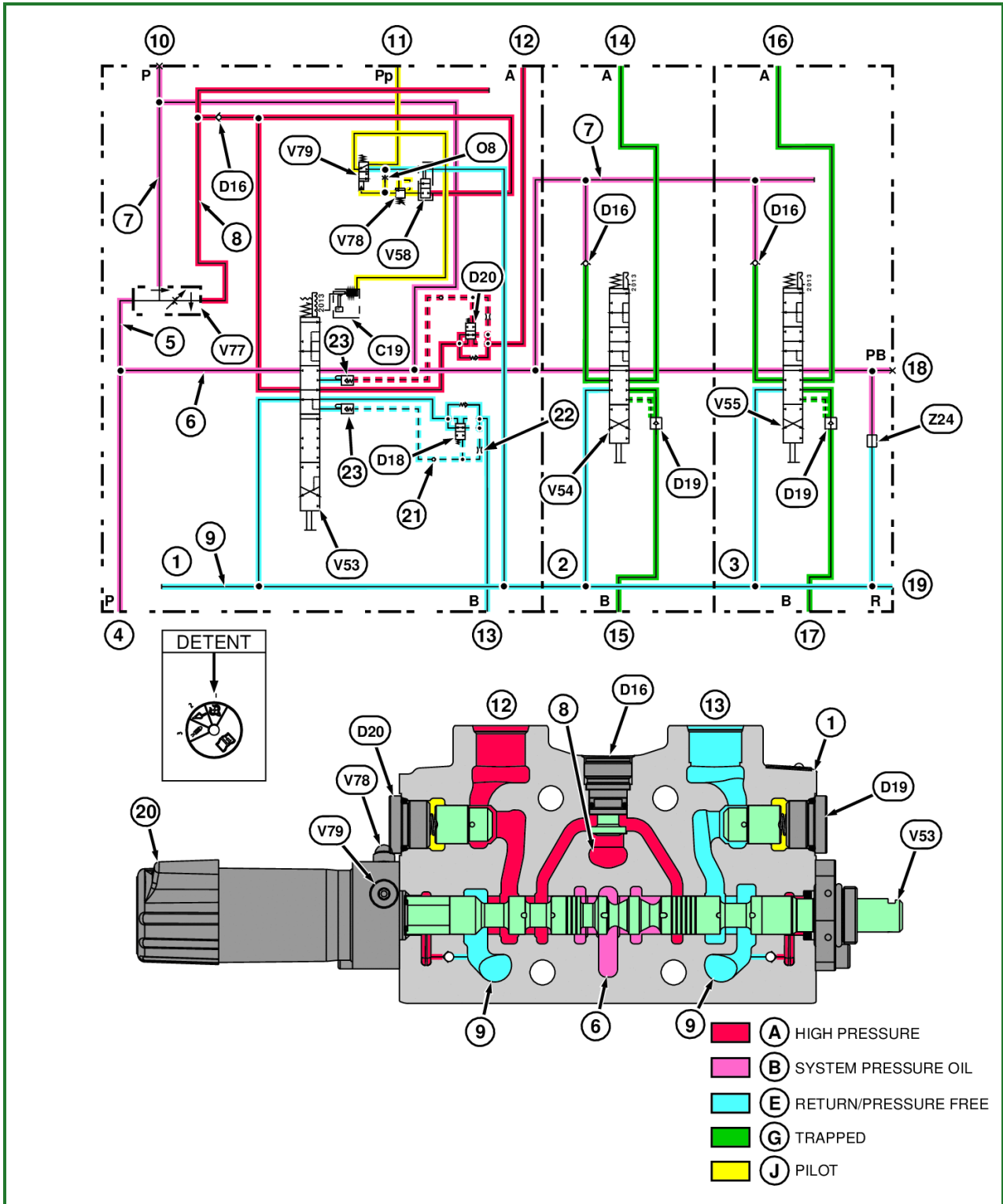


Hydraulics - Triple Rear SCV Continuous Detent Operation (Oct. 2015–)



**RXA0147198-UN: Triple Rear SCV I Continuous Detent Operation**

**LEGEND:**

- C19 - Hydraulic Detent with Locking Pin
- D16 - Load Check Valve
- D17 - Relief Valve
- D18 - Pilot Seat Valve
- D19 - Work Port Load Check Valve—Extend
- D20 - Work Port Load Check Valve—Retract
- G14 - Triple Deluxe Rear SCV Assembly
- O8 - Detent Pilot Relief Orifice

- V53 - Triple Rear SCV Spool I Valve
- V54 - Triple Rear SCV Spool II Valve
- V55 - Triple Rear SCV Spool III Valve
- V58 - Detent Control Valve
- V77 - Flow Control with Pressure Compensator
- V78 - Pressure Limiting Valve
- V79 - Shift Control Valve
- V80 - Work Port Relief Valve
- Z24 - Port for Power Beyond Plug
- 1 - Inlet and Spool I Valve Section
- 2 - Spool II Valve Section
- 3 - Spool III Valve Section
- 4 - Pressure Port P
- 5 - Inlet Oil Passage
- 6 - Pressure Oil Passage
- 7 - Pressure Compensated Oil Passage
- 8 - Flow Controlled and Pressure Compensated Oil Passage
- 9 - Return Oil Passage
- 10 - Diagnostic Test Port
- 11 - Pilot Pressure Port
- 12 - SCV I Retract Work Port
- 13 - SCV I Extend Work Port
- 14 - SCV II Retract Work Port
- 15 - SCV II Extend Work Port
- 16 - SCV III Retract Work Port
- 17 - SCV III Extend Work Port
- 18 - Power Beyond Port PB
- 19 - Return to Sump Port R
- 20 - Detent Selection Knob
- 21 - Check Valve
- 22 - Orifice
- 23 - Pilot Seat Valve
- 25 - Continuous Detent Function (engine icon)
- A - High-Pressure Oil
- B - System Pressure Oil
- E - Return Oil
- G - Trapped Oil
- J - Pilot Oil

Rotate detent selection knob (20) to select the motor symbol (continuous detent position). Commutator slots on the shift control valve (V79) block path to drain pilot oil back to reservoir.

Pressure increases to activate hydraulic detent with locking pin (C19) against mechanical stop and compresses detent spring. When operator moves control lever to extend or retract and it releases control lever, detents mechanically restrain the triple rear SCV spool I valve (V53) from returning to spring-centered, neutral position.

The control lever remains in this position until it is moved to a different position by hand. When the engine is shut off, oil pressure drops and the valve spool and control lever are automatically returned to neutral by centering spring.