CT7-23 TURBO

Form No.
913234

Telescopic Handler



SERVICE MANUAL

GEHL®

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SPECIFICATIONS

ENGINE

- Make	PERKINS
- Model	1104C-44T
- Number of cylinders	4 in-line
- Number of cycles	4
- Aspiration	Turbocharged
- Injection system	Direct
- Ignition sequence	1-3-4-2
- Valve Clearance (cold)	
Inlet	0.008” (0.20 mm)
Exhaust	0.018” (0.45 mm)
- Capacity	268 cu. in. (4400 cc)
- Bore	4.13” (105 mm)
- Stroke	5” (127 mm)
- Compression ratio	18.2:1
- Low idle	930 ± 20 rpm
- High idle	2355 rpm
- Nominal loaded rating	2200 rpm
- Horsepower - hp (kW) (SAE J1995)	101 hp (75 kW)
- Maximum torque - ft.-lbs. (Nm)	304 ft.-lbs. (412 Nm) at 1400 rpm
- Air cleaner	Dry w/safety element

COOLING SYSTEM

- Type	Liquid
- Fan	Suction
Number of blades	10
Diameter	20” (508 mm)
- Thermostat	
Start opening	170° - 185°F (77° - 85°C)
Full opening	198° - 208°F (92° - 98°C)

TRANSMISSION

- Type	Turner Powertrain Systems
- Torque converter	Sachs
- Gear box	
Number of forward speeds	4
Number of reverse speeds	4
- Control	Electro-hydraulic

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LUBRICANTS AND FUEL

SYSTEM/COMPONENT	CAPACITY	RECOMMENDED
ENGINE		
OIL	11-1/2 qts. (11 liters)	API CH-4
COOLING SYSTEM	19-1/2 qts. (18.5 liters)	Cooling Liquid
FUEL TANK	31-1/2 gal. (120 liters)	Diesel Fuel (*)
TRANSMISSION		
OIL	16 qts.(15.5 liters)	Automatic Transmission Oil
ANGLE GEAR BOX	2-1/4 qts.(2.2 liters)	API GL5 80W-90
TRANS. UNIVERSAL JOINT		No. 2 Lithium Based Grease
BOOM		
WEAR PADS		No. 2 Lithium Based Grease
GREASING THE BOOM		No. 2 Lithium Based Grease
HYDRAULIC SYSTEM		
HYDRAULIC OIL TANK	33 gal. (125 liters)	Hydraulic ISO VG46 (Mobil DTE 15 M or equal)
BRAKE SYSTEM		
BRAKE CIRCUIT		Mineral Brake Fluid
CAB		
CAB DOOR		No. 2 Lithium Based Grease
WINDSHIELD WASHER TANK		Washer Fluid

IMPORTANT: *USE THE RECOMMENDED LUBRICANTS AND FUEL.*

NOTE: *For topping up, all oils may not be compatible.*

(*) FUEL CHARACTERISTICS

Use a high-quality fuel to obtain optimal performance of the engine.

CHARACTERISTICS OF RECOMMENDED FUEL:

- Types of diesel N590 - Auto/C0/C1/C2/C3/C4
- BS2869 Class A2
- ASTM D975-91 Class 2-2DA, US DF1, US DF2, US DFA
- JIS K2204 (1992) Grades 1, 2, 3 and Special Grade 3.

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Standard torque values

Most of the torque values on the engine are standard. Special torque values are listed in the separate special torque tables. The standard torque values listed in the tables below can be used when a special torque is not necessary.

The torque values below apply to components lubricated with a little clean engine oil before they are fitted.

Standard torques for setscrews and nuts

Thread size	Torque		
	Nm	lbf ft	kgf m
M6 x 1,00	9	7	0,9
M8 x 1,25	22	16	2,2
M10 x 1,50	44	32	4,5
M12 x 1,25	78	58	8,0
M14 x 2,00	124	92	13,0
M16 x 2,00	190	140	19,3

Standard torques for studs (metal end)

Thread size	Torque		
	Nm	lbf ft	kgf m
M6 x 1,00	5	4	4
M8 x 1,25	11	8	1,1
M10 x 1,50	18	13	1,8
M12 x 1,75	25	18	2,5

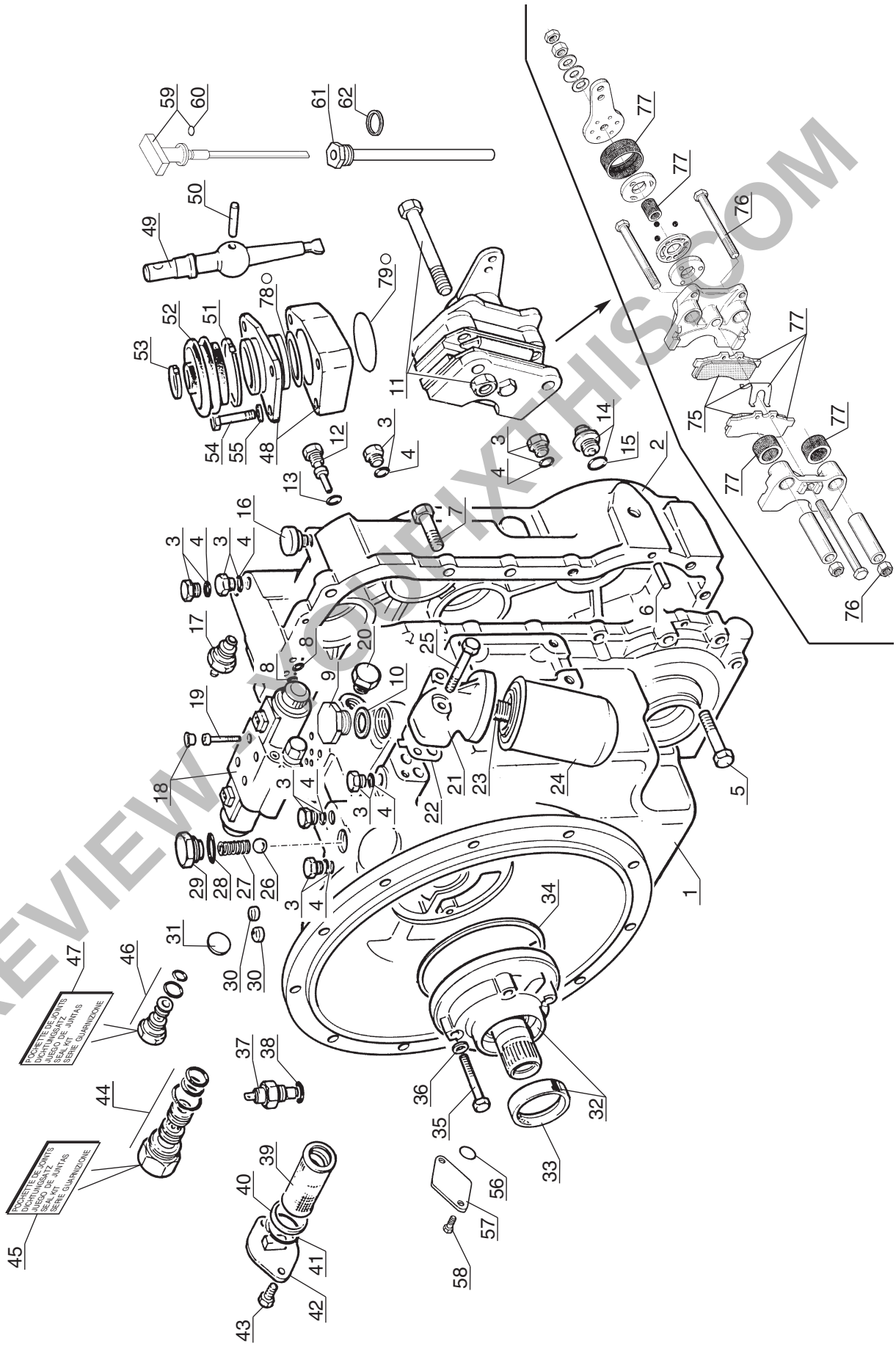
Standard torques for pipe unions, plugs, and adaptors

Thread size inches	Torque		
	Nm	lbf ft	kgf m
1/8 PTF	9,5	7	0,9
1/4 PTF	17	12	1,7
3/8 & 1/2 PTF	30	22	3,0
3/4 PTF	45	33	4,6

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GEAR BOX (Details)



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Atomiser cover

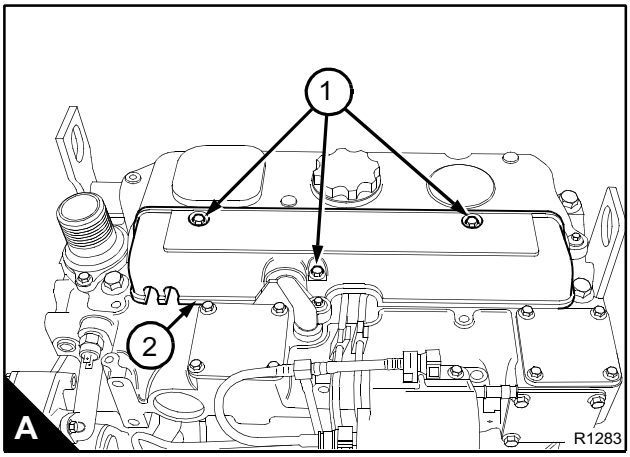
To remove and to fit **Operation 3-1**

To remove

1 Remove the atomiser cover setscrews (A1) and remove the atomiser cover (A2).

To fit

1 Fit the atomiser cover (A2) and tighten the setscrews (A1) to 9 Nm (7 lbf ft) 0,9 kgf m.



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Turbocharger faults

Caution: *If the turbocharger or waste-gate is found to be damaged or faulty, a new turbocharger must be fitted.*

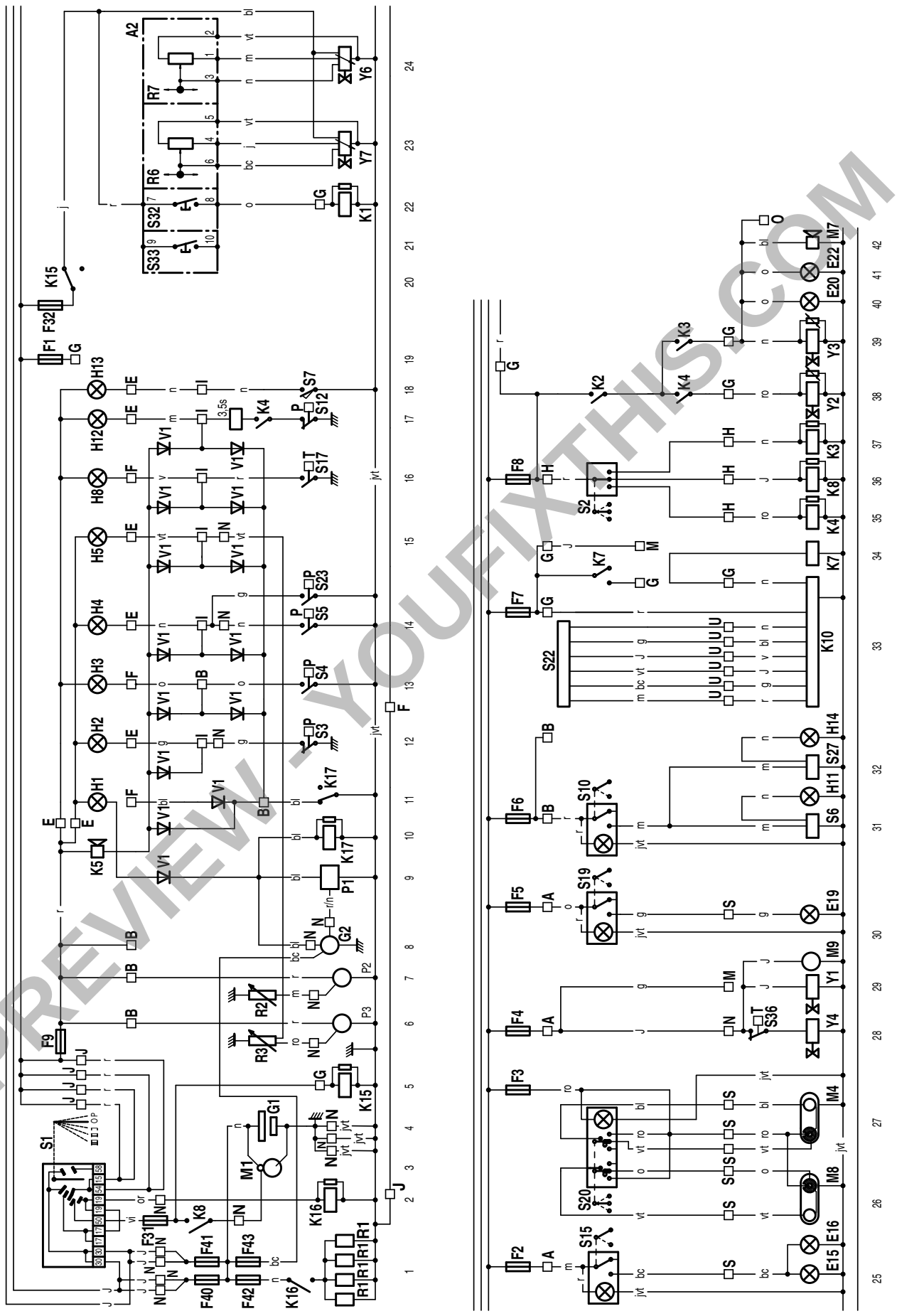
The chart below is given to assist in the correct diagnosis of turbocharger faults.

Problems	Possible causes code numbers
Not enough power	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28, 34, 35, 36
Black smoke	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28, 34, 35, 36
Blue smoke	1, 2, 4, 6, 8, 9, 17, 19, 20, 21, 22, 30, 31, 32, 34
High lubricating oil consumption	2, 8, 15, 17, 19, 20, 28, 29, 31, 32, 34
Too much lubricating oil at turbine end	2, 7, 8, 17, 19, 20, 22, 28, 30, 31, 32
Too much lubricating oil at compressor end	1, 2, 4, 5, 6, 8, 19, 20, 21, 28, 31, 32
Not enough lubrication	8, 12, 14, 15, 16, 23, 24, 29, 32, 33, 37, 38
Lubricating oil in the exhaust manifold	2, 7, 17, 18, 19, 20, 22, 28, 31, 32
Inside of the intake manifold wet	1, 2, 3, 4, 5, 6, 8, 10, 11, 17, 18, 19, 20, 21, 28, 32, 34,
Damaged compressor impeller	3, 4, 6, 8, 12, 15, 16, 20, 21, 23, 24, 29, 32, 33, 37, 38
Damaged turbine rotor	7, 8, 12, 13, 14, 15, 16, 18, 20, 22, 23, 24, 25, 27, 29, 32, 33, 37, 38
Rotating assembly does not turn freely	3, 6, 7, 8, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 37, 38
Worn bearings, bearing bores, journals	6, 7, 8, 12, 13, 14, 15, 16, 23, 24, 29, 33, 37, 38
Noise from turbocharger	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 34, 37, 38
Sludge or carbon deposit in bearing housing	2, 11, 13, 14, 15, 17, 18, 24, 29, 33, 37, 38

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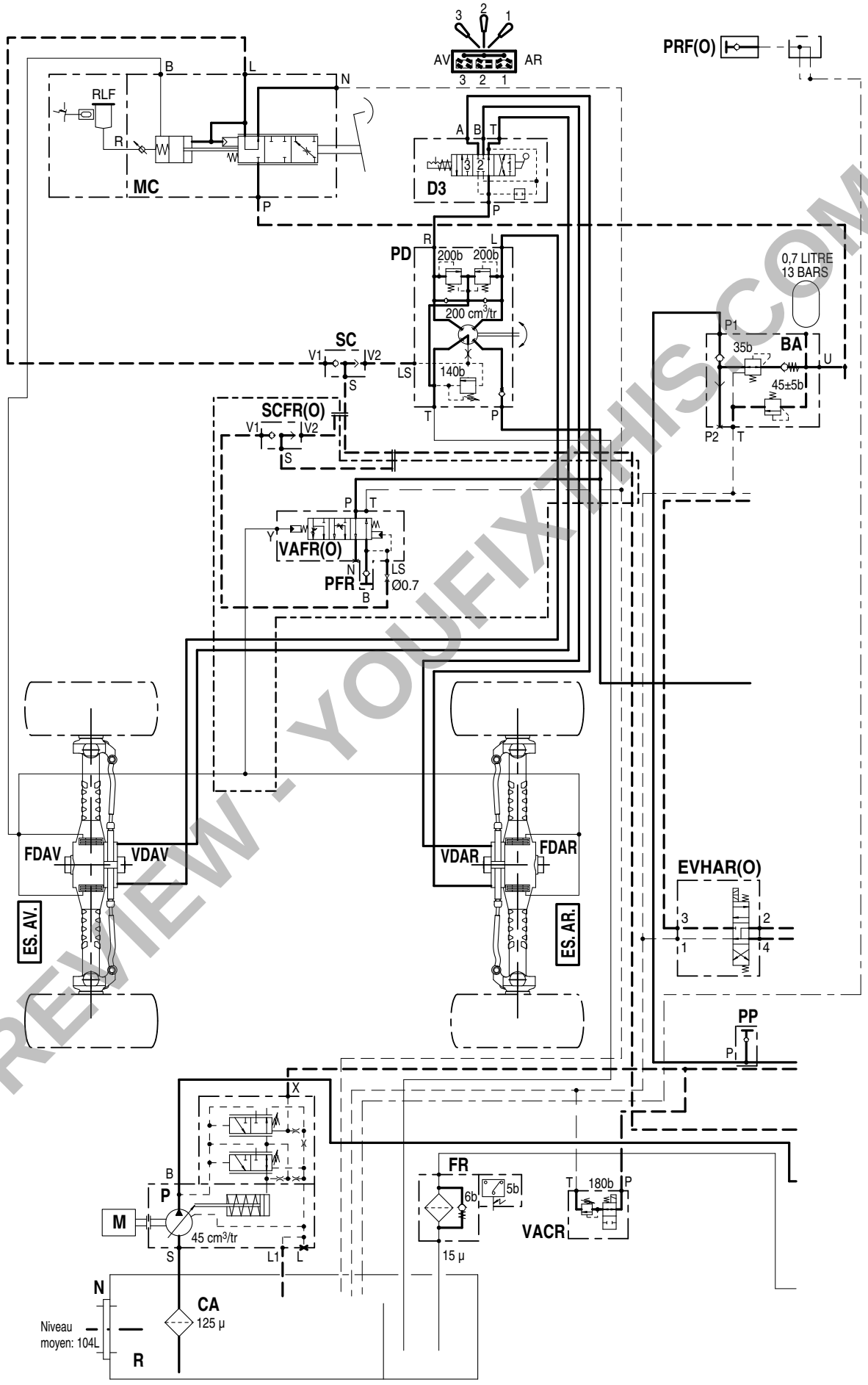
ELECTRIC DIAGRAM



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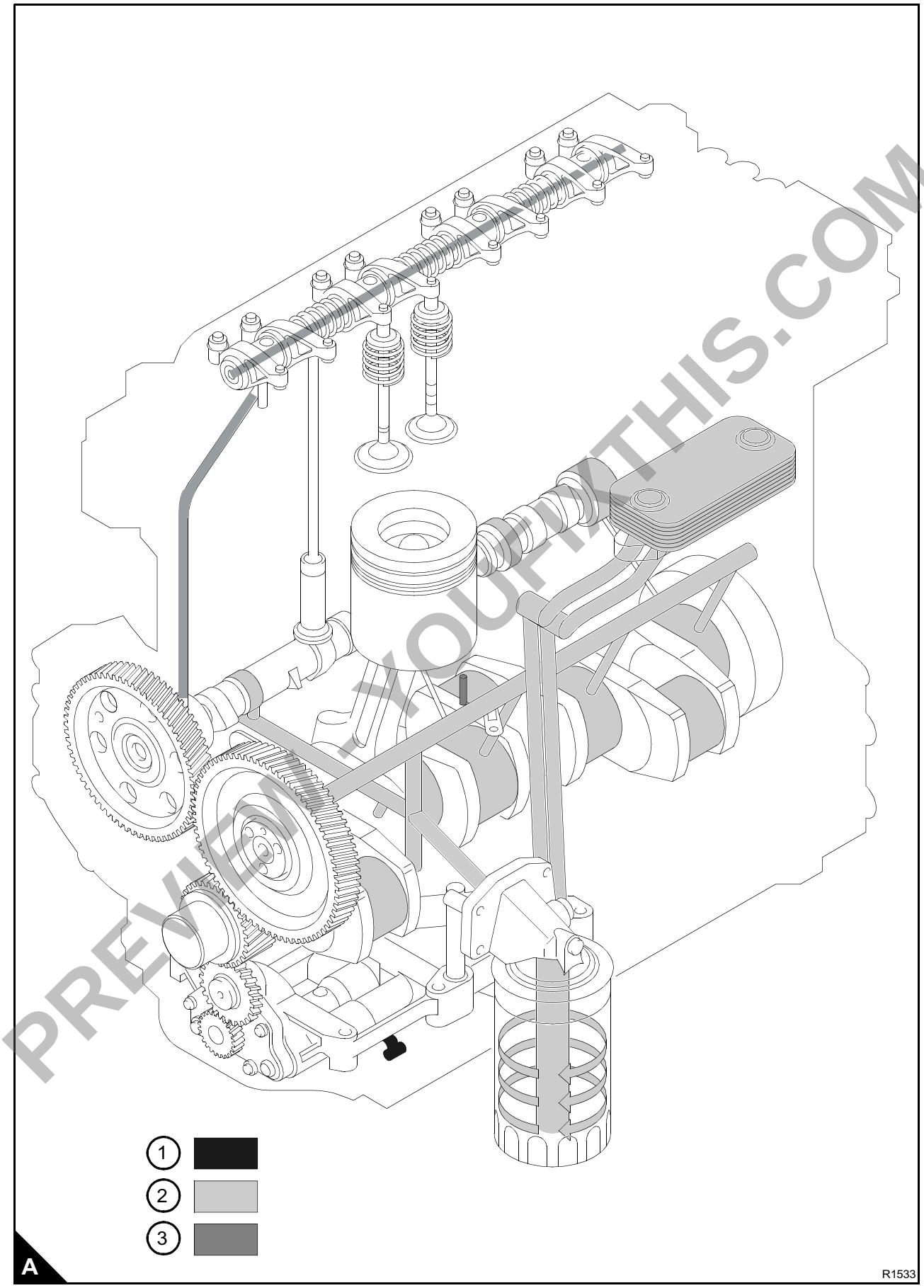
HYDRAULIC DIAGRAM (1/3)



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Lubrication system flow diagram



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Safety precautions

These safety precautions are important. You must refer also to the local regulations in the country of use. Some items only refer to specific applications.

- Only use these engines in the type of application for which they have been designed.
- Do not change the specification of the engine.
- Do not smoke when you put fuel in the tank.
- Clean away fuel which has been spilt. Material which has been contaminated by fuel must be moved to a safe place.
- Do not put fuel in the tank while the engine runs (unless it is absolutely necessary).
- Do not clean, add lubricating oil, or adjust the engine while it runs (unless you have had the correct training; even then extreme care must be used to prevent injury).
- Do not make adjustments that you do not understand.
- Ensure that the engine does not run in a location where it can cause a concentration of toxic emissions.
- Other persons must be kept at a safe distance while the engine or auxiliary equipment is in operation.
- Do not permit loose clothing or long hair near moving parts.
- Keep away from moving parts during engine operation.

Warning! *Some moving parts cannot be seen clearly while the engine runs.*

- Do not operate the engine if a safety guard has been removed.
- Do not remove the filler cap, or any component of the cooling system while the engine is hot and while the coolant is under pressure because dangerous hot coolant can be discharged.
- Do not allow sparks or fire near the batteries (especially when the batteries are on charge) because the gases from the electrolyte are highly flammable. The battery fluid is dangerous to the skin and especially to the eyes.
- Disconnect the battery terminals before a repair is made to the electrical system.
- Only one person must control the engine.
- Ensure that the engine is operated only from the control panel or from the operator’s position.
- If your skin comes into contact with high-pressure fuel, obtain medical assistance immediately.
- Diesel fuel and lubricating oil (especially used lubricating oil) can damage the skin of certain persons. Protect your hands with gloves or a special solution to protect the skin.
- The combustible material of some components of the engine (for example certain seals) can become extremely dangerous if it is burned. Never allow this burnt material to come into contact with the skin or with the eyes, see "Viton seals" on page 8 for safety precautions.
- Do not wear clothing which is contaminated by lubricating oil. Do not put material which is contaminated with oil into the pockets of clothing.
- Discard used lubricating oil in a safe place to prevent contamination.
- Ensure that the control lever of the transmission drive is in the "out-of-drive" position before the engine is started.
- Use extreme care if emergency repairs must be made in adverse conditions.
- Read and use the instructions relevant to "Engine lift equipment" on page 7.

Continued

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Engine identification

The Perkins 1100 Series 4 cylinder engines have been designed for industrial, construction and agricultural applications. There are a range of four cylinder engines with or without electronics, available in naturally aspirated, turbocharged and air to air charge cooled models.

In this Workshop Manual, the different models are indicated by their code letters. The first two letters of the engine number are indicated below:

RE	Naturally aspirated
RF	Naturally aspirated, electronic
RG	Turbocharged
RH	Turbocharged, electronic
RJ	Turbocharged, charge cooled
RK	Turbocharged, charge cooled, electronic

Continued

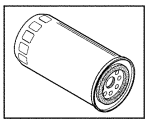
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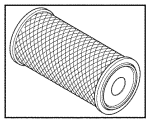
FILTER CARTRIDGES AND BELTS

ENGINE

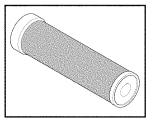
ENGINE OIL FILTER
Part number: 219975
Change: 500 H



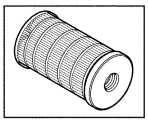
DRY AIR FILTER CARTRIDGE
Part number: 219980
Clean: 50 H*
Change: 500 H*



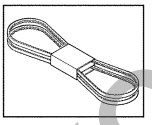
SAFETY DRY AIR FILTER CARTRIDGE
Part number: 219979
Change: 1000 H*



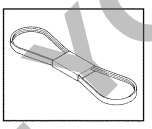
FUEL FILTER CARTRIDGE
Part number: 219994
Change: 500 H



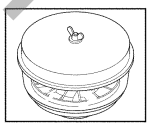
ALTERNATOR BELT
Part number: 219996



FAN BELT
Part number: 219956

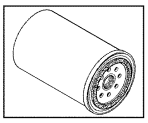


CYCLONIC PRE-FILTER
Part number: 218591
Clean: 10 H



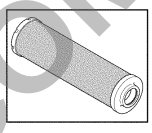
TRANSMISSION

TRANSMISSION OIL FILTER
Part number: 219976
Change: 500 H

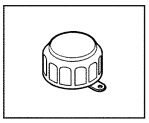


HYDRAULICS

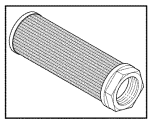
HYDRAULIC RETURN OIL FILTER CARTRIDGE (15µ)
Part number: 218042
Change: 500 H



FILTER CAP FOR HYDRAULIC OIL TANK
Part number: 219937
Change: 1000 H

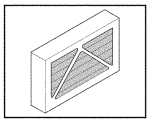


SUCTION STRAINER FOR HYDRAULIC OIL TANK
Part number: 219945
Clean: 1000 H

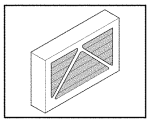


CAB

CAB VENTILATION FILTER (WITHOUT AIR CONDITIONING)
Part number: 219947
Clean: 500 H



CAB VENTILATION FILTER (WITH AIR CONDITIONING)
Part number: 219947
Clean: 50 H
Change: 250 H



*: This service period is given for information only.

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To inspect and to correct — Operation 3-13

Special requirements

Special tools			
Description	**Part number**	**Description**	**Part number**
Gauge, valve depth	21825496	Dial gauge for use with 21825496	21825617

1 Ensure that the heads of the valves and the bottom face of the cylinder head are clean.

2 Put the valve depth gauge on the face of the cylinder head and zero the dial gauge.

3 Carefully put the valve depth gauge in position over the head of each valve (A) and make a note of the measurement. The maximum depth, in service, is given in the relevant Data and dimensions for the "Intake and exhaust valves" on page 13.

4 If a valve is below the depth limit, check the valve depth with a new valve in position. If the valve depth is still below the limit the valve seat insert must be renewed, see Operation 3-19.

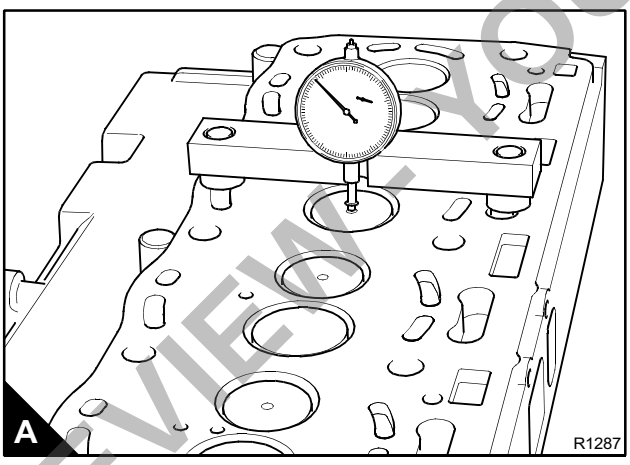
5 Check the valves for cracks. Check the stems of the valves for wear and for correct fit in their valve guides.

***Cautions*:**

- *Valves must not be lapped, as the special heat resistant layer on the face of the valve will be destroyed.*
- *If inlet valves are badly worn or damaged they must be replaced.*

6 Check that the seat faces of the valves are not badly burnt or damaged. Seat faces of valves which are damaged can be ground on a special machine.
When new valves are fitted, the valve depths must be checked after the valve springs are fitted.

7 Check that the load on the valve springs is correct at their fitted length, refer to the relevant Data and dimensions for the "Valve guides and valve springs" on page 16. Fit new valve springs at every complete engine overhaul.

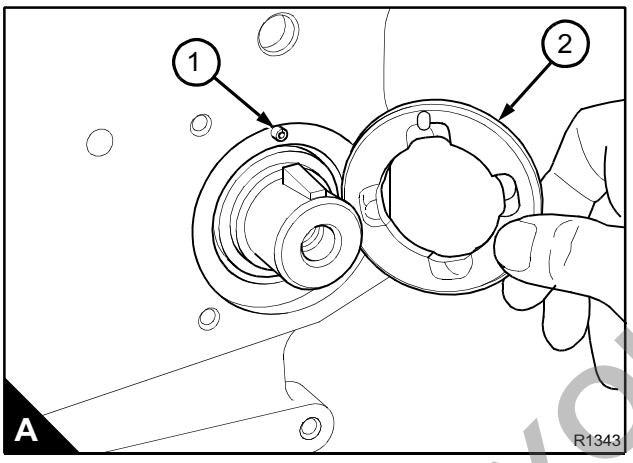


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To fit **Operation 6-20**

1 Ensure that all components are clean and are lubricated with clean engine lubricating oil.
2 With the engine upside down, fit the tappets into position.
3 Carefully fit the camshaft.
4 Fit the camshaft thrust washer (A2). Ensure that it is fitted correctly onto the hollow dowel (A1).
5 Turn the engine the right way up.
6 Fit the timing case, see Operation 6-17.
7 Check that the camshaft end-float is within the limits, see "Camshaft" on page 22.
8 Fit the push rods.
9 Fit the rocker assembly, see Operation 3-4.
10 Adjust the valve tip clearance, see Operation 3-7.
11 Fit the rocker cover, see Operation 3-3.



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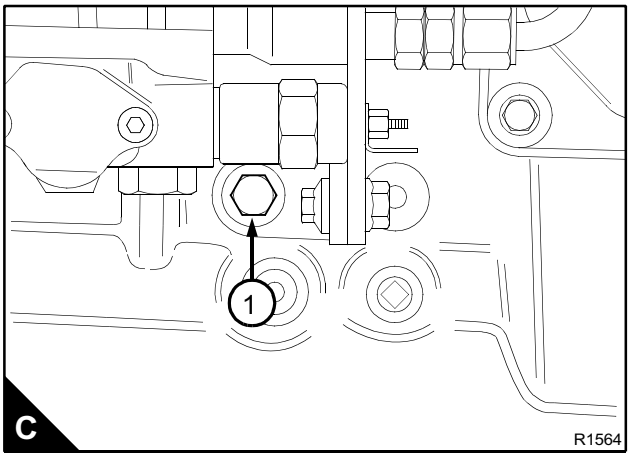
3 Loosely fit the setscrew (C1) of the support bracket. Ensure that force is not applied to the fuel pump.

4 Fit the fuel pump gear, see Operation 6-4.

Caution: *The fuel pump gear must be fitted to the engine before the crankshaft is rotated.*

5 Fit the timing case cover, see Operation 6-2.

6 Tighten the setscrew (C1) of the support bracket to 44 Nm (32 lbf ft) 4,4 kgf m. Ensure that force is not applied to the fuel pump.



***Cautions*:**

- *Do not tighten the union nuts of the high-pressure pipes more than the recommended torque tension. If there is a leakage from the union nut, ensure that the pipe is correctly aligned with the pump outlet. Do not tighten the pump union nut more, as this can cause a restriction at the end of the pipe. This can affect the fuel delivery.*
- *Use a second spanner to prevent movement of the high pressure outlet on the pump when the union nut for each high pressure pipe is tightened.*

7 Fit the low pressure and the high pressure fuel pipes to the pump. Tighten the high pressure pipe union nuts to 27,5 Nm (21 lbf ft) 2,8 kgf m.

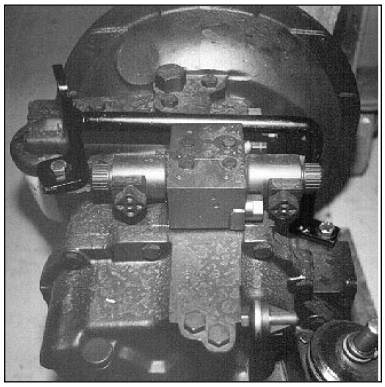
8 Connect the battery.

9 Eliminate air from the fuel system, see Operation 11-8.

10 Operate the engine and check for leakage of fuel and that there is no air in the system.

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15

- Mount and fix the hook (Fig. 2) as indicated on the gearbox.

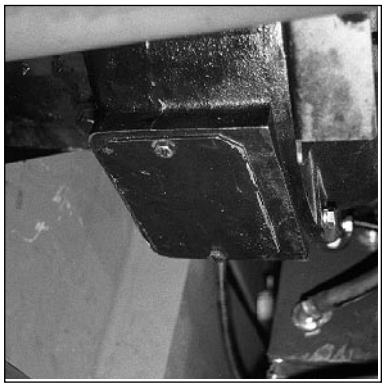


16



17

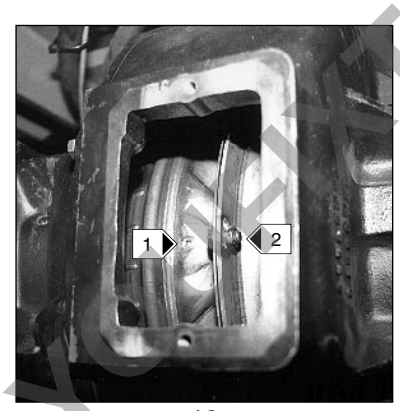
- Use a chain pulley and strap to sling the gearbox (See 16 - 17). Bring the pulley under strain to support the gearbox.



18

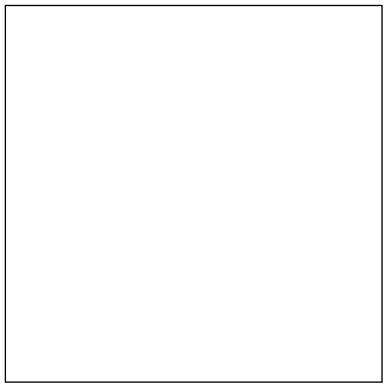
DRAIN THE CONVERTER

- Disassemble the converter inspection panel.



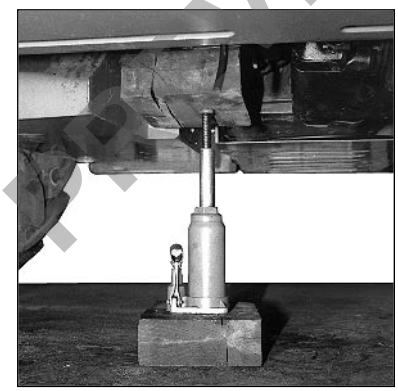
19

- Place a tray under the converter, unscrew the plug 1 and drain.
- Disconnect the converter by removing the six screws 2.



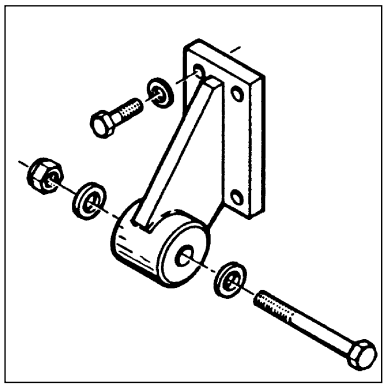
20

- Remove ten of the twelve mounting screws 1 between the gearbox and the bevel gear, leaving one screw on either side to hold the assembly.



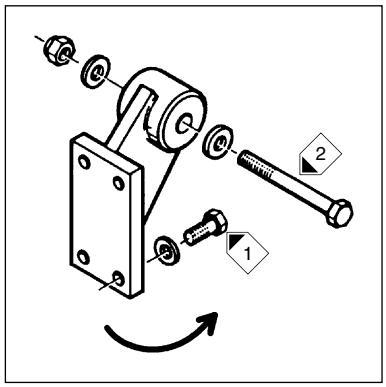
21

- Secure the bevel gear to hold it in place while uncoupling the assembly.



22

- Completely remove the right hand gearbox bracket.



23

- Remove the four mounting screws 1 on the left hand gearbox bracket.
- Loosen the screw 2.
- Swing over the bracket and fasten it to the frame.

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- 25 -

- Using a suitable press drive the shaft through the bearing and gear to remove them. Then remove the woodruff key from the slot.



- 26 -

- Using a suitable lever remove the output shaft oil seal from the housing.



- 27 -

- Remove the bearing cone.

- Then using a suitable drift remove the bearing cups from the housing.

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a

ITA Asportare l'anello elastico (12) di ritegno della corona (13).

D Den Kolbenring (12) vom Kranz (13) abnehmen.

ESP Sacar el anillo elástico (12) de retención de la corona (13).

F Enlever l'anneau élastique (12) de retenue de la couronne (13).

b

ITA Rimuovere la flangia portacorona (5).

D Kranzhalterflansch (5) abnehmen.

ESP Remover la brida portacorona (5).

F Déposer la flasque porte-couronne (5).

c

ITA Rimuovere dal mozzo portaruota (14) l'anello di tenuta.

D Von der Radhalternabe (14) den Kolbenring abnehmen.

ESP Remover del cubo portarruedas (14) el segmento de compresión.

F Enlever, du moyeu porte-roue (14), la bague d'étanchéité.

d

ITA Rimuovere il cuscinetto interno (15).

D Inneres Lager (15) abnehmen.

ESP Remover el cojinete interior (15).

F Enlever le palier interne (15).

e

ITA Rimuovere le ralle esterne dei cuscinetti (8) e (15) utilizzando un cacciaspine inserito nelle cave predisposte sul mozzo (7).
NOTA. Battere in modo alternato per evitare impuntamenti e deformazione delle ralle.

D Die äußeren Scheiben der Lager (8) und (15) mit einem Dübel durch die Nabenlöcher (7) herausschlagen.
BEMERKUNG. Abwechselnd herausschlagen, um Verformungen zu vermeiden.

ESP Remover las ranguas exteriores (8) y (15) de los cojinetes utilizando un extractor para clavijas insertado en las ranuras predispuestas en el cubo (7).
NOTA. Golpear de manera alternada para evitar daños y deformaciones de las ranguas.

F Enlever les crapaudines externes des paliers (8) et (15) à l'aide d'une chasse-goupilles placé dans les creux spécialement conçus à cet effet sur le moyeu (7).
NOTE. Taper d'une manière alternée afin d'éviter talonnage et déformation des crapaudines.

f

ITA Utilizzando un estrattore, asportare dalla scatola snodo (3), l'anello centratore (16), l'anello di tenuta (17) e la bronzina (18).
NOTA. Annotare gli orientamenti dell'anello centratore (16) e dell'anello di tenuta (17).

D Mit einem Abzieher das Gelenkgehäuse (3), den Zentrierring (16), den Kolbenring (17) und das Bronzelager (18) abnehmen.
BEMERKUNG. Auf die Montagerichtung des Zentrierringes (16) und des Kolbenringes (17) achten.

ESP Utilizando un extractor, sacar de la caja de la rótula (3) el anillo de centraje (16), el segmento de compresión (17) y la chumacera (18).
NOTA. Anotar las orientaciones del anillo de centraje (16) y del segmento de compresión (17).

F A l'aide d'un extracteur, extraire le boîtier articulation (3), l'anneau de centrage (16), la bague d'étanchéité (17) et le coussinet (18).
NOTE. Prendre note du sens de l'anneau de centrage (16) et de la bague d'étanchéité (17).

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PROBLEM - PROBLEMA - PROBLEM - PROBLEMA - PROBLEME	CAUSE - CAUSE - URSACHE - CAUSAS - CAUSE	CORRECTION - RIMEDI - ABHILFE - REMEDIOS - REMEDE
Diff-lock inoperative *Il blocco differenziale non funziona* Differentialsperre ohne Wirkung *El bloque del diferencial no funciona* Mauvais fonctionnement du blocage du différentiel	17. If manual control, loose or misadjusted linkage *17. Se il comando è manuale: comando scollegato o registrato male* 17. Bei mechanisch betätigter Sperre, loser oder schlecht eingestellter Hebel *17. Si el mando es manual: mando desconectado o mal ajustado* 17. Si la commande est manuel: commande déconnectée ou mal réglée	Inspect and correct linkage and readjust as indicated in vehicle's service manual. *Controllare, riparare e registrare il comando indicato nel manuale del veicolo.* Hebel überprüfen und gemäß Anweisungen im Handbuch des Fahrzeuges einstellen. *Controlar, reparar y ajustar el mando indicado en el manual del vehículo.* Inspecter, réparer er régler la commande selon le manuel du véhicule.
	18. If hydraulic control, problems in the hydraulic or electrical circuits of the vehicle *18. Se il comando è idraulico: problemi nel circuito elettrico del veicolo* 18. Bei hydraulisch betätigter Sperre, Probleme in der hydraulischen oder elektrischen Anlage des Fahrzeuges *18. Si el mando es hidráulico: problemas en el circuito eléctrico del vehículo* 18. Si la commande est hydraulique: problème dans le circuit électrique dans le véhicule	Refer to the service manual for the vehicle. *Fare riferimento alle istruzioni nel manuale del veicolo.* Siehe Anweisungen im Handbuch des Fahrzeuges. *Consultar las instrucciones del manual del vehículo.* Voir instructions dans manuel du véhicule.
	19. If hydraulic control: problems in actuating cylinder (noteable through loss of hydraulic oil or increase of the oillevel in axle) *19. Se il comando è idraulico: problemi nell'attuatore (caratterizzati da perdite del fluido idraulico o da aumento del livello d'olio nel ponte)* 19. Bei hydraulisch betätigter Sperre, Ölverlust im Betätigungszylinder (erkentlich durch Verlust von hydraulisch Fluessigkeit oder Anstieg des Oelniveaus in der Achse) *19. Si el mando es hidráulico: problemas en el actuador (caracterizados por pérdidas del fluido hidráulico o por un aumento del nivel del aceite en el puente)* 19. Si la commande est hydraulique: problèmes dans le vérin (caracterisés par des fuites de fluide hydraulique ou augmentation du niveau d'huile dans le pont)	Rebuilt cylinder. *Controllare e riparare il cilindro.* Überprüfen und Zylinder reparieren. *Controlar y reparar el cilindro.* Inspecter et reparer le cylindre.
	20. If with lim. slip differential, worn discs *20. Se il differenziale è del tipo autobloccante, dischi usurati* 20. Wenn mit Selbstsperrdifferential, Scheiben verschlissen *20. Si el diferencial es del tipo autobloqueante: discos gastados* 20. Si avec différentiel à glissement limité, usure sur les disques	Replace discs. *Sostituire i dischi.* Scheiben ersetzen. *Sustituir los discos.* Remplacer les disques.

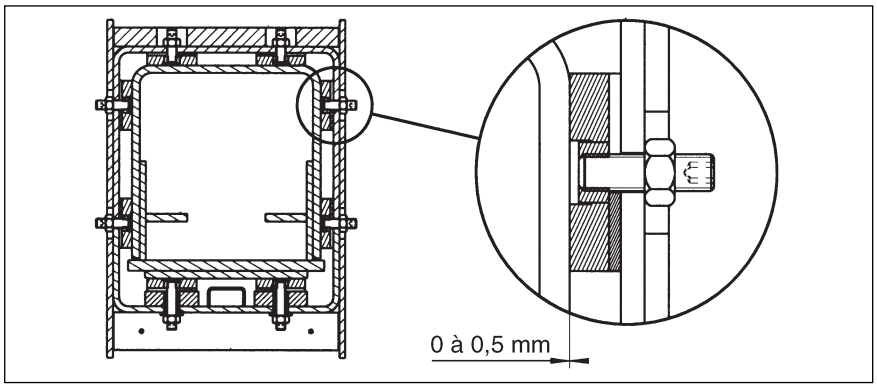
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ADJUSTMENT AND IMMOBILIZATION OF THE JIB WEAR PADS

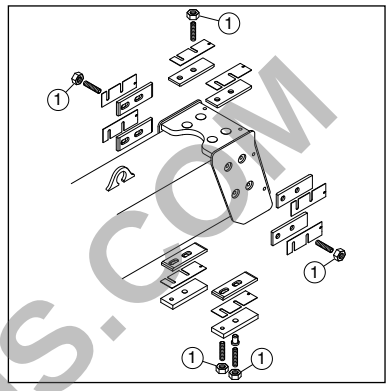
- Place the lift truck on level ground, with the parking brake applied, and the gear reverser and gear lever in neutral.
- Place the jib in a horizontal position

FRONT WEAR PADS



1

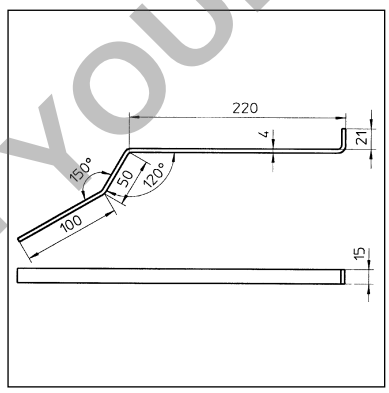
- Telescope to around 200 mm and check the lower, upper and side wear pads for clearance (allowable clearances : 0 to 0.5 mm).



2

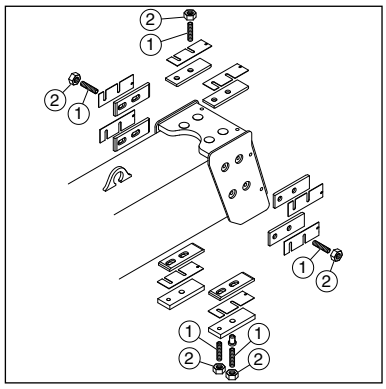
- If necessary, immobilize.
- Fully loosen the nuts 1.
- Add shims as required, balancing the thickness on either side of the telescope.

N. B.
- Shims are available in the following thicknesses : 0.5; 1; 2 and 4 mm.



3

N. B.
- For the side wear pads, use the tool Ref. 552829



4

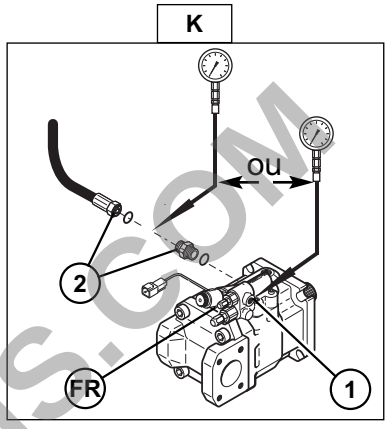
- Check that the screws 1 are fully tightened to the end of the thread.
- Replace and tighten the nuts 2 (tightening torque 68 ft. lbs. ± 25 %).

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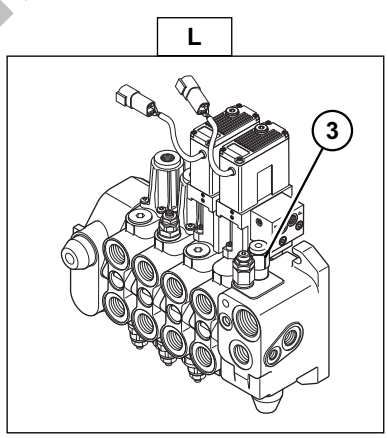
IMPOSSIBLE TO ADJUST THE STAND-BY PRESSURE : 19 BAR ± 1 (PAGE 6).
- Connect the pressure gauge to the main LS pump

- 2 possible solutions.



A - Remove the cap 1 (Fig. K), fit a test port in its place (Ref : 58 187), and connect the pressure gauge.
- With the engine idle, and without movement, check the pressure.
- The pressure should be 0 bar. Check valve FR if there is a residual pressure (Fig. K) (seized / blocked).

B - Connect a tee fitting (Ref : 211 689) between the 2 unions (Fig. K), fit a test port (Ref : 58 181) and connect the pressure gauge.
- With the engine idle, and without movement, check the pressure.
- The pressure should be 0 bar. Check the flow regulator 3 (Fig. L) on the control valve if there is a residual pressure in the LS line.

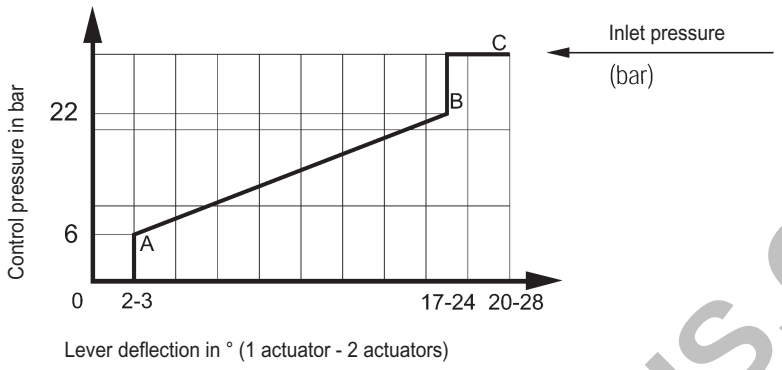


NOTE:
- *If the stand-by pressure is equal to 19 bar, the pump flow is at least 2 l/min.*
- *If the stand-by pressure is less than 19 bar, the pump is discharging.*
- *If there is a leak between the pump outlet and the tank (e.g. a leaking anti-shock valve), the pump tries to compensate for the leak and may cause the engine to stall when idling.*
- *A lack of flow from the pump may be caused by a leak in the LS circuit (lack of pressure in the LS line).*

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CONTROL CURVES, IDENTIFICATION N°106



		4TH5	
No. of actuated actuators		1	2
Actuation	A	0,9	1,4
moment	B	1,7	2,9
in Nm	C	2,5	4,3

The actuation moments stated take into account the hydraulic forces acting on the spool area, the return spring force (standard version) and the rubber grommet resistance.

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