



# Parker Pumps Parts & Service

Effective: January 1999



PHP Series
Variable Volume
Piston Pump
Service Bulletin

Model PHP1050 \*\*\*\* 10



## **WARNING**

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#### Introduction:

The PHP1050 \*\*\*\* 10 series piston pumps are designed to provide long life while operating with Hydraulic Oil. Refer to catalog 1550/USA for limits. However, should maintenance be required, the following instructions should be used for disassembly, replacement of parts, cleaning and assembly.

#### Note:

Prior to any pump disassembly, plug the open ports and clean all dirt from the outside of the pump.

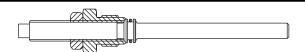
Prior to assembly all parts should be cleaned and then lightly coated with oil.

#### Warning:

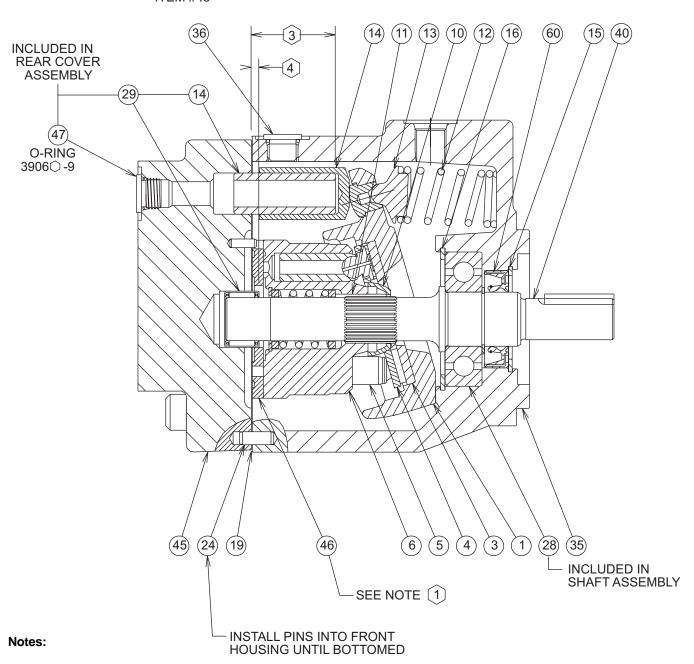
Protective eye wear should be worn during all maintenance procedures.



### **Pump Cut-A-Way**

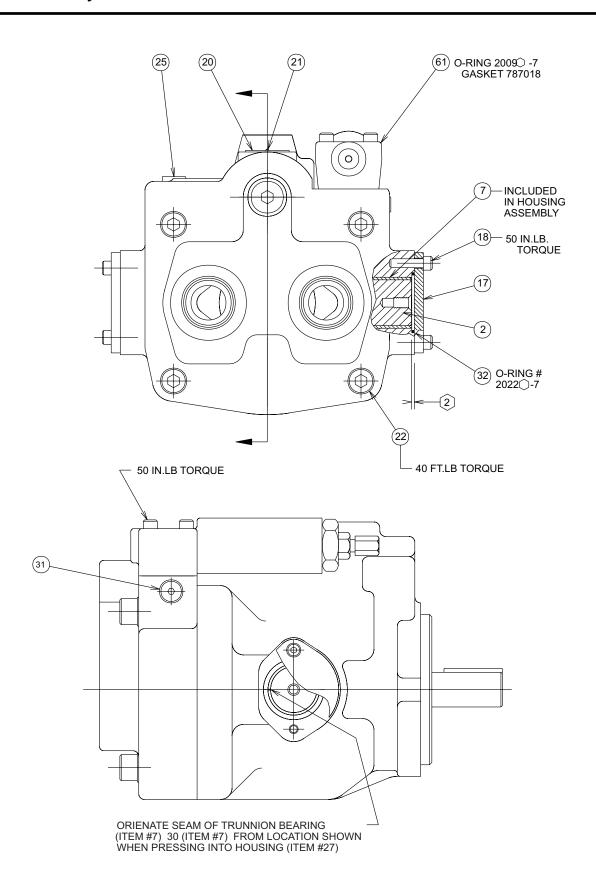


ADJUSTABLE MAX. VOLUME STOP VOLUME STOP OPTION "2" O-RING 2011 -9 ITEM #48

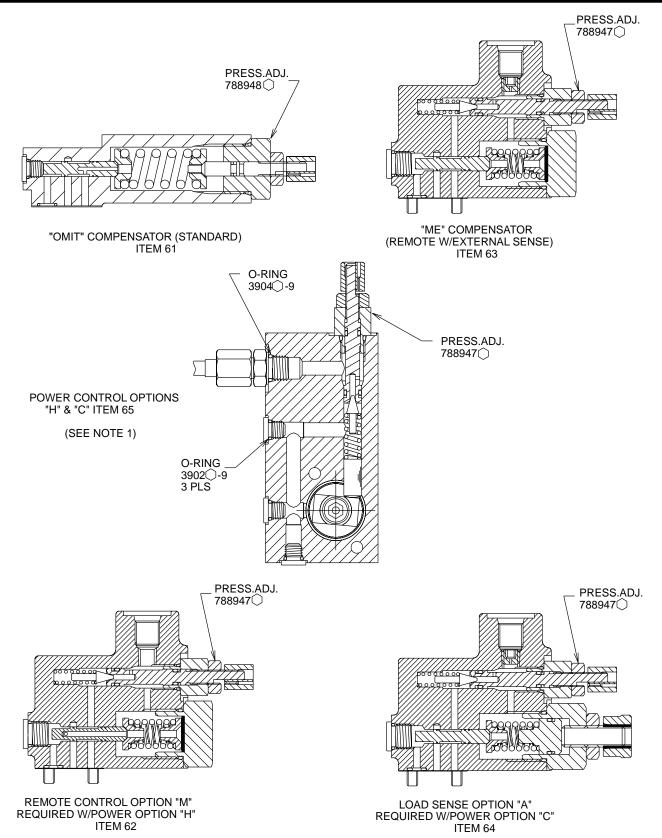


- 1. Make sure "R" or "L" stamped on port plate (corresponding to rotation) is by antirotation pin.
- Installed depth of item 2 (trunnion pin) below surface of item 35 (housing) to be .050/.100 with swashplate clearance removed by pressing "in" on pin.
- 3. Installed height of item 14 (servo post) above item 45 (rear cover) to be 1.538/1.534.
- 4. Installed height of item 29 (needle bearing) above item 45 (rear cover) to be .150/.130.
- 5. Illustration shows righthand (CW) rotation pump. Lefthand (CCW) pumps will have inlet and outlet ports reversed with compensator on outlet side.





# **Control Options**

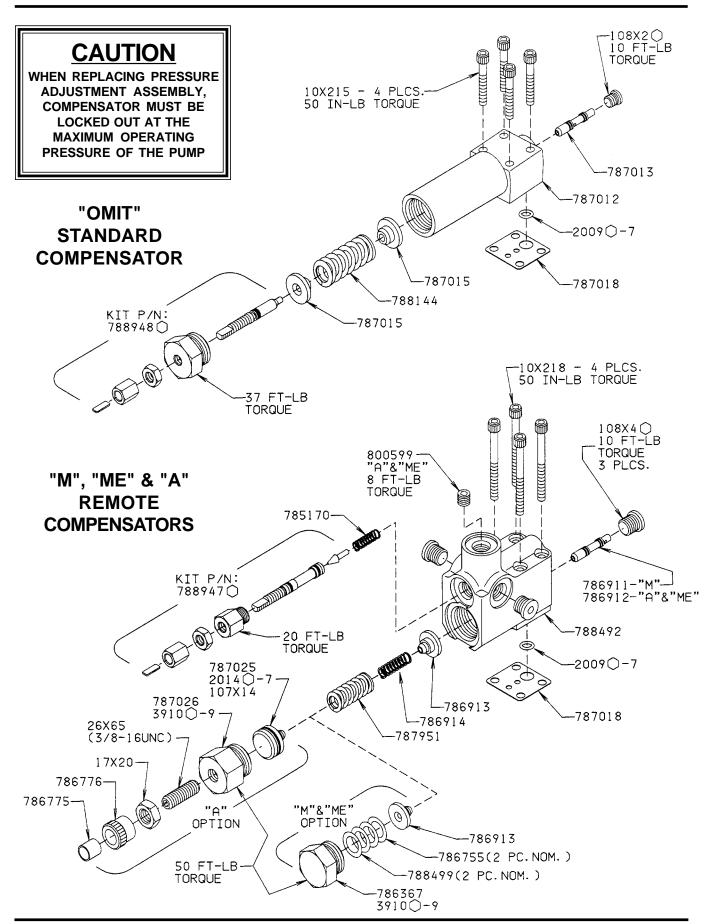


#### Notes:

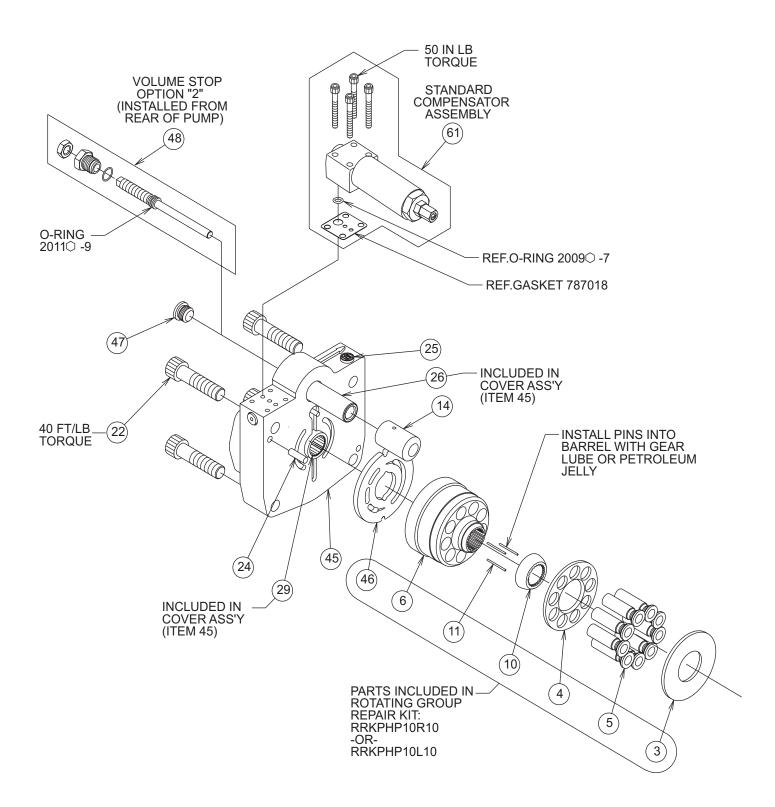
1. Must be used with proper compensator assembly. Horsepower (torque) control assembly does not include pressure compensator assembly. For "H" option use "M" compensator, for "C" option use "A" compensator.



# **Compensator Assemblies**



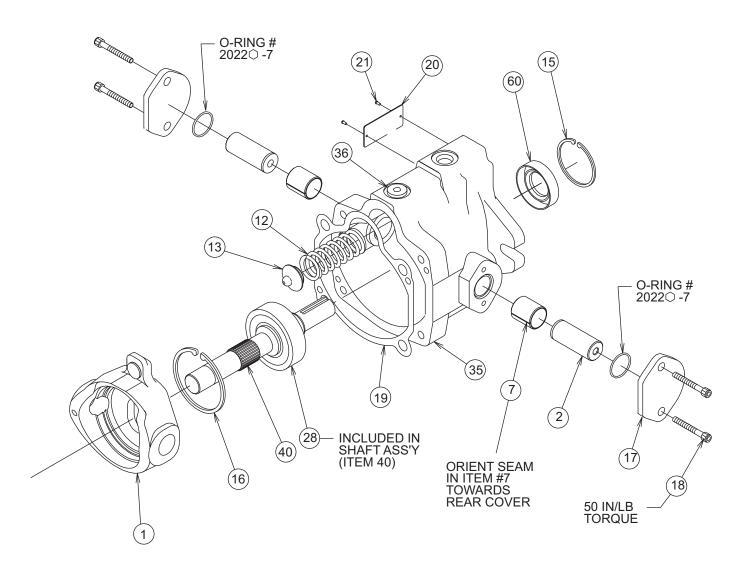




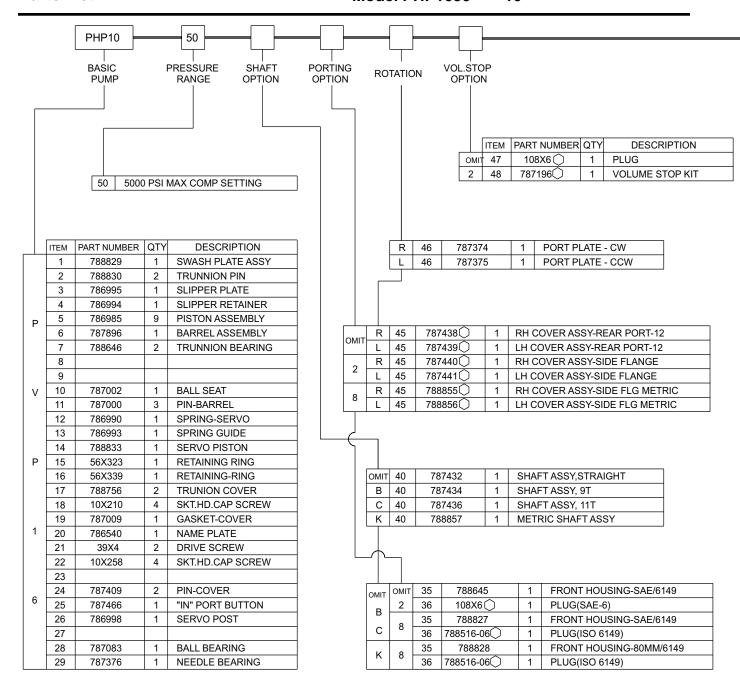
#### Notes:

- 1. Illustration shows righthand (CW) rotation pump. Lefthand (CCW) pumps will have the compensator on opposite side, and port plate kidneys reversed.





#### **Parts List**



#### **CAUTION**

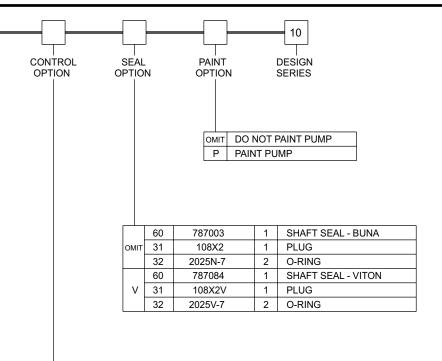
These service parts are intended for use in hydraulic pumps. Incorrect installation or assembly of these parts could cause the pump or pumps being repaired to fail in subsequent use or to operate incorrectly.

The following precautions should be followed:

- 1. All parts should be cleaned and then lightly coated with mineral oil, or another lubricating fluid compatible with the system fluid being used, prior to assembly.
- The pump should be disassembled, repaired and reassembled in a clean environment.
- 3. Use proper tools to disassemble and reassemble the pump.
- 4. If you are uncertain at how to install these parts, you should obtain assistance either from a Parker Hannifin distributor, or from the Hydraulic Pump/Motor Division.



#### **Parts List**



(2)	ОМІТ	61	788240 🔾 -5	1	STANDARD COMP ASSY
	М	62	788751 🔾 -5	1	REMOTE COMP ASSY (INT)
	ME	63	788752 🔾 -5	1	REMOTE COMP ASSY (EXT
	Α	64	788753 🔾-5	1	LOAD SENSE COMP ASSY
	Н	65	788862 🔾	1	HORSEPOWER ASSEMBLY
		62	788751 🔾 -5	1	REMOTE COMP ASSY (INT)
	С	65	788862 🔾	1	HORSEPOWER ASSEMBLY
		64	788753 🔾 -5	1	LOAD SENSE COMP ASS'Y
	VO	-	SEE ABOVE	1	USE STD 'OMIT' CONTROL
	VM	-	SEE ABOVE	1	USE 'M' CONTROL
	VA	-	SEE ABOVE	1	USE 'A' CONTROL
	VH	-	SEE ABOVE	1	USE 'H' CONTROL
	VC	-	SEE ABOVE	1	USE 'C' CONTROL

NOTE: WHEN ORDERING CONTROLS FOR METRIC VERSION PUMPS(OPTION 8) ADDITIONAL METRIC SCREWS ARE REQUIRED.

CONTROL	PART NUMBER	QTY	DESCRIPTION
OMIT	210X105	4	CAPSCREW-M5X35MM
ALL OTHER	210X108	4	CAPSCREW-M5X50MM

#### NOTE:

WHEN ORDERING CONTROLS M,ME,A,C,H FOR METRIC VERSION PUMPS(OPTION 8) ADDITIONAL ADAPTOR FITTING IS REQUIRED.

PORTING	PART NUMBER	QTY	DESCRIPTION
8	788517 🕥	1	FITTING(ISO6149)

#### Notes:

- 1.  $\bigcirc$  O-Ring compound designation  $\bigcirc$ =Nitrile, $\bigcirc$ = Viton.
- 2. For proper operation of "H" control, it must be used with a remote compensator assembly.
- 3. For proper operation of "C" control, it must be used with a load sense compensator assembly.
- 4. Seal Kit P/N SKPHP 10 10
  Rotating Group Kit P/N: RRKPHP10 10
  R CW

L - CCW

#### **Service Notes:**

- Use a clean lubricant (compatible with the working fluid) on all pump components during assembly.
- Most premature pump failures occur when contaminants from a previous failure have not been removed from the system, or cause for previous failure is still present (i.e. water in oil, filter bypassing, etc.)
- Thoroughly clean the reservoir, suction lines, suction strainer, drain lines, etc. before re-installing the pump.
- Always fill the pump case with clean fluid before starting a new or serviced pump for flooded suction, purge air from suction lines by cracking the inlet fitting or vent plug on pump. This should prevent an airlock condition and allow for faster priming.
- Starting the pump slowly by jogging (or turning over engine without allowing it to start) will help the pump prime and make it easier to determine when priming has occurred.
- Start pump with an open circuit whenever possible. Reduce the compensator to it's minimum setting during start-up. Cycle the pump on and off stroke while increasing the compensator to its required setting.

This will assist in break-in of new components and help purge air from the case.

# **Basic Troubleshooting:**

#### **Pump Will Not Prime**

- $\Delta$  Pump should prime within 30 seconds. If it does not, **STOP**.
- $\Delta$  Check for proper drive rotation.
- Δ Make sure pump shaft is turning (i.e. key at coupling hubs is engaged).
- $\Delta$  Make sure reservoir is full.
- Check for major sources of a suction leak (vent plug open, shaft seal missing (PAVC), flange not tight, pinched O-Ring at flange or pump housing.

#### **Cannot Build Any Pressure**

- $\Delta$  Make sure pump is primed.
- $\Delta$   $\;$  Check alignment, especially on PAVC pumps without "9" option.
- Δ Make sure systems is not an open circuit.
   A pump produces flow, not pressure. It can only limit pressure when the system requirement is higher than the pump compensator setting.

#### Can Only Build A Few Hundred PSI

- Δ Compensator is backed all the way out.
- $\Delta$  The remote or load sense line is vented.
- $\Delta$  Control orifice or spool is plugged.
- $\Delta$  Incorrect compensator spool (PVP).
- $\Delta$  Pressure control dart is lodged open.
- $\Delta$  Torque control plug is missing (PAVC).

#### **Pump Will Not Compensate**

- $\Delta$  Differential spring over-compressed (i.e. spring guide dislocated).
- $\Delta$  Control drain line blocked (PAVC).
- Δ Pressure control stem vent hole is plugged.
- $\Delta$  Control spool travel is hindered.
- Δ Control orifice is missing (PAVC).
- Δ Saturation orifice is missing in load sense circuit.



Notes:



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Bulletin PM 1630-10-M1/USA

Notes:



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FPG 9-91-P





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