



# Parker Pumps Parts & Service

Revised: May 1998



PVP Series Variable Volume Piston Pump Service Bulletin

Model PVP16 \*\*\*\* 12



# WARNING

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# Introduction:

The PVP16 \*\*\*\* 12 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:

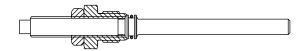
Prior to any pump disassembly, plug the open ports and clean all dirt from the outside of the pump.

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

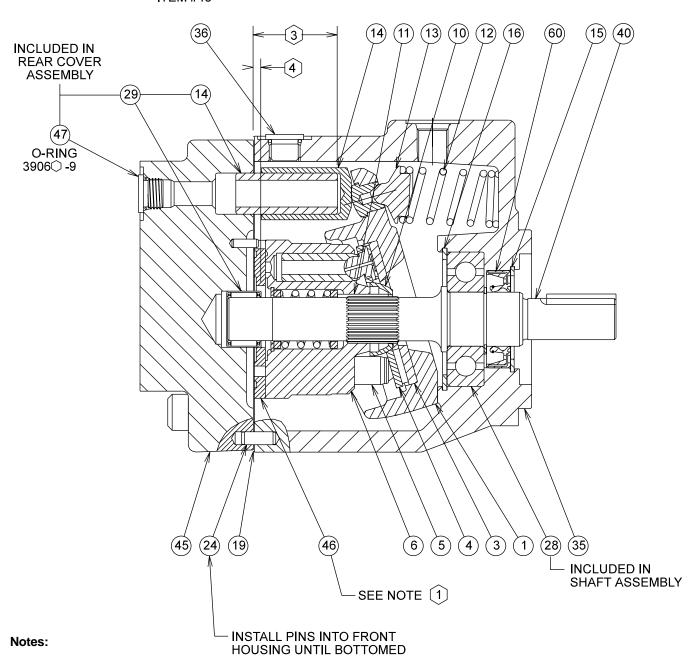
# Warning:

Protective eye wear should be worn during all maintenance procedures.



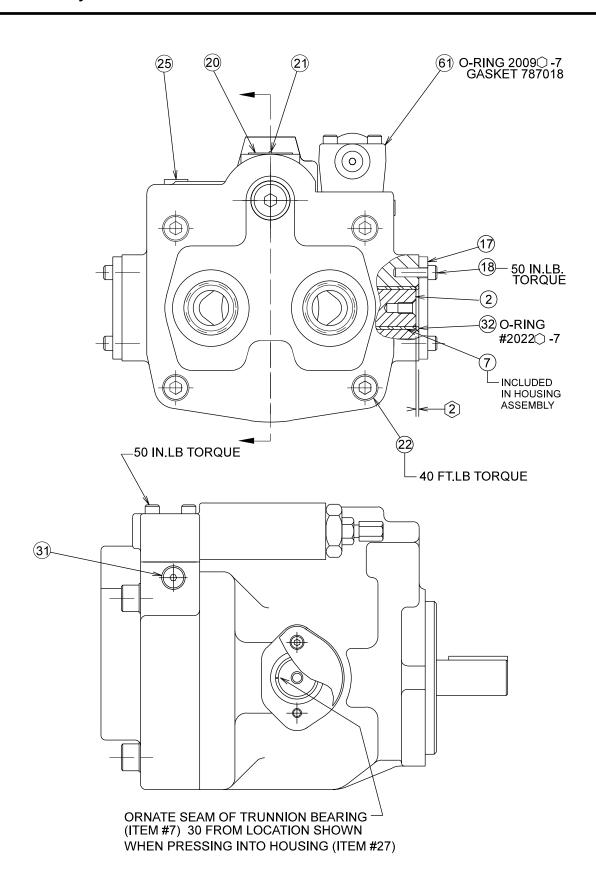


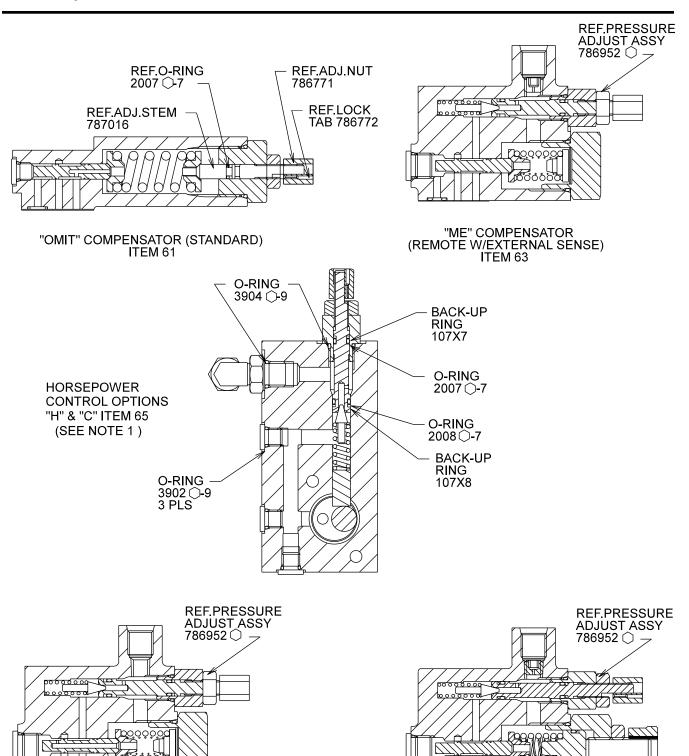
ADJUSTABLE MAX. VOLUME STOP VOLUME STOP OPTION "2" O-RING 2011 -9 ITEM #48



- 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.







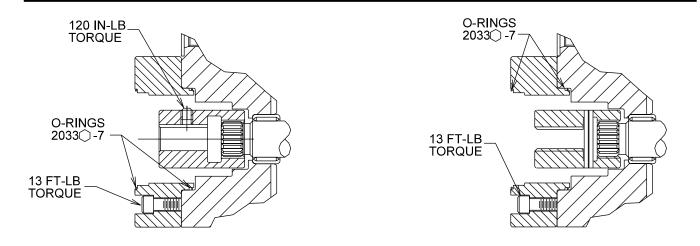
REMOTE CONTROL OPTION "M" REQUIRED W/POWER OPTION "H" ITEM 62 LOAD SENSE OPTION "A" REQUIRED W/POWER OPTION "C" ITEM 64

# 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.



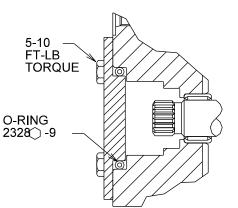
# Parker Pumps Parts & Service Model PVP16 \*\*\*\* 12



THRU SHAFT VARIATION "6A1" (ITEM 52 - 787241)

# **REAR PUMP CONFIGURATION:**

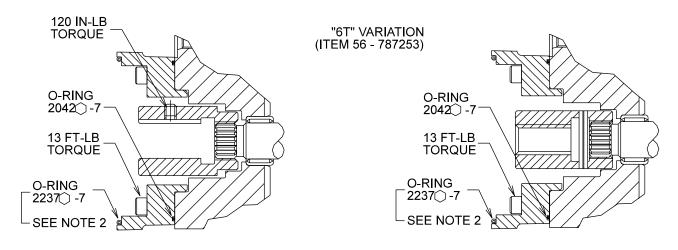
- SAE AA 2 BOLT
- 2.000 PILOT DIAMETER
- SHAFT SIZE: .500 X .125 KEY



THRU SHAFT VARIATION "6A3" (ITEM 54 - 787243)

# **REAR PUMP CONFIGURATION:**

- SAE AA 2 BOLT
- 2.000 PILOT DIAMETER
- SHAFT SIZE: 9 TOOTH 20/40 PITCH SPLINE



THRU SHAFT VARIATION "6A2" (ITEM 53 - 787242)

# **REAR PUMP CONFIGURATION:**

- SAE A 2 BOLT
- 3.250 PILOT DIAMETER
- SHAFT SIZE: 750 X .188 KEY

# Notes:

- Shaft and cover assemblies not included in kits. They must be ordered separately.
- Later designs incorporate a gasket, P/N 801209 rather than an O-ring.



THRU SHAFT VARIATION "6A4"

- 3.250 PILOT DIAMETER

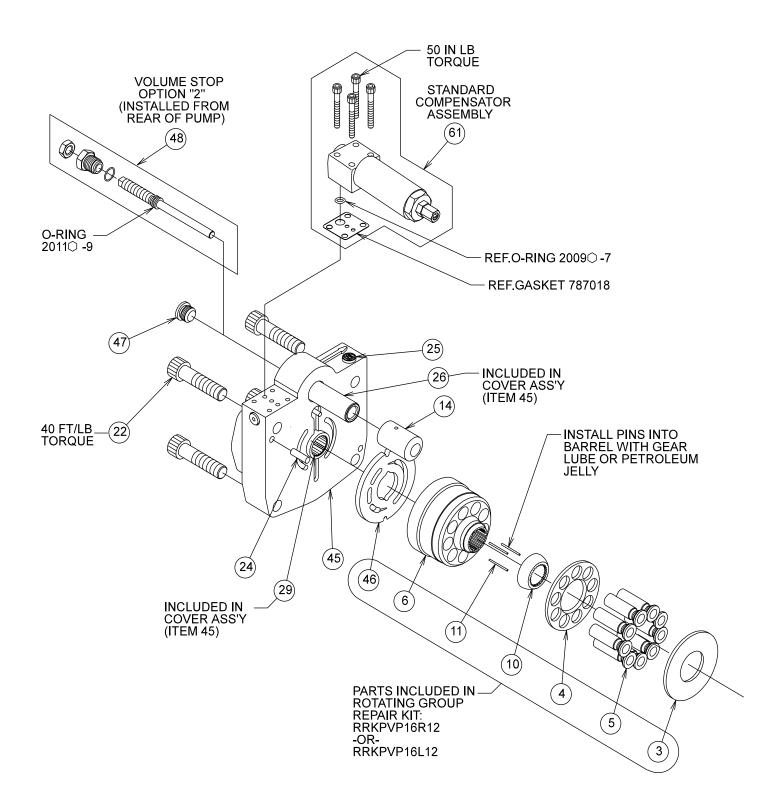
**REAR PUMP CONFIGURATION:** 

- SHAFT SIZE: 9 TOOTH 16/32

(ITEM 55 - 787244)

- SAE A 2 BOLT

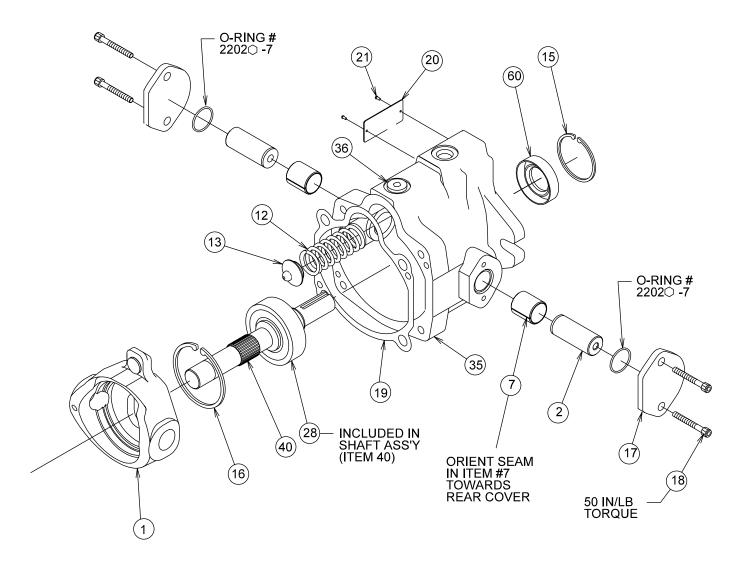
PITCH SPLINE

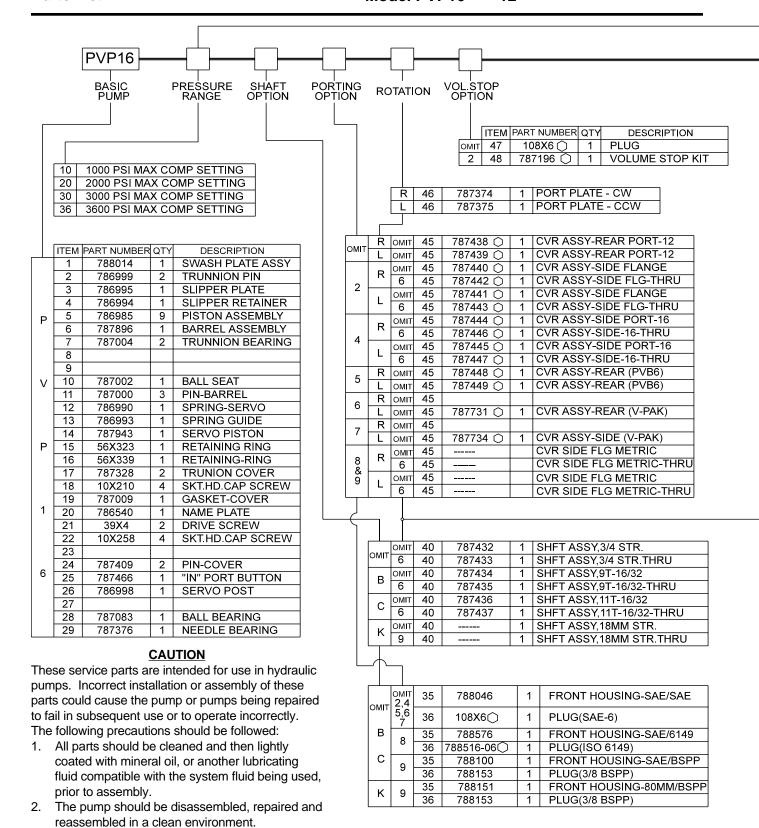


### Notes:

- 1. Illustration shows righthand (CW) rotation pump. Lefthand (CCW) pumps will have the compensator on opposite side, and port plate kidneys reversed.
- Seal kit (SKPVP16 12) consists of all O-rings, gaskets and shaft seal.





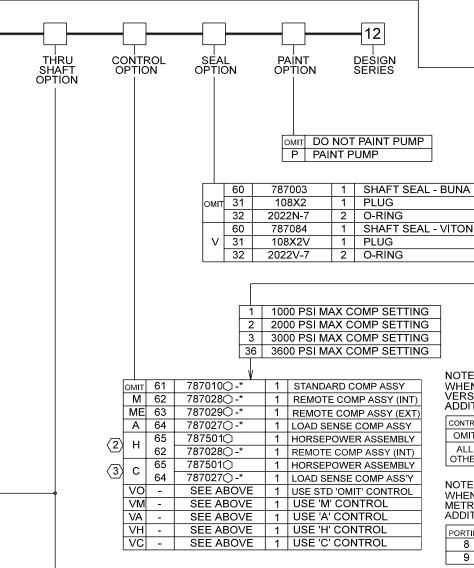




Pump/Motor Division.

3. Use proper tools to disassemble and reassemble

If you are uncertain at how to install these parts, you should obtain assistance either from a Parker Hannifin distributor, or from the Hydraulic



NOTE: WHEN ORDERING CONTROLS FOR METRIC VERSION PUMPS(OPTIONS 8 & 9) ADDITIONAL METRIC SCREWS ARE REQUIRED.

CONTROL	PART NUMBER	QTY	DESCRIPTION
OMIT	210X105	1	CAPSCREW-M5X35MM
ALL OTHER	210X108	1	CAPSCREW-M5X50MM

# NOTE:

WHEN ORDERING CONTROLS M,ME,A,C,H FOR METRIC VERSION PUMPS(OPTIONS 8 & 9)AN ADDITIONAL ADAPTOR FITTING IS REQUIRED.

PORTING	PART NUMBER	QTY	DESCRIPTION
8	788517 🔘	1	FITTING(ISO6149)
9	788157 🕥	1	FITTING(1/4BSPP)

ОМІТ		-		NO THRU SHAFT
6A1	52	787241	1	KIT-"AA" PILOT,1/2 STR.
6A2	53	787242	1	KIT-"A" PILOT,3/4 STR.
6A3	54	787243	1	KIT-"AA" PILOT,9T-20/40
6A4	55	787244	1	KIT-"A" PILOT,9T-16/32
6T	56	787253	1	"6T" ASSY-CVR PLATE
9A2	53	788176	1	KIT-"A" PILOT,3/4 STR.
9A4	55	788154	1	KIT-"A" PILOT,9T-16/32
9T				"9T" ASSY-CVR PLATE

# Notes:

- $\bigcirc$  O-Ring compound designation  $\bigcirc$  =Nitrile  $\bigcirc$   $\bigcirc$  V = Viton. 1.
- For proper operation of "H" control, it must be used with a remote compensator assembly.
- For proper operation of "C" control, it must be used with a load sense compensator assembly.
- Seal Kit P/N SKPVP 16 12

Rotation Group Kit P/N: RRKPVP16 12 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.
- $\Delta$  Make sure pump shaft is turning (i.e. key at coupling hubs is engaged).
- $\Delta$  Make sure reservoir is full.
- Δ 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.
- 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.
- $\Delta$  Control orifice is missing (PAVC).
- $\Delta$  Saturation orifice is missing in load sense circuit.



Parker Pumps Parts & Service Model PVP16 \*\*\*\* 12

Notes:



Notes:



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- 7. Special Tooling: A tooling charge may be imposed for any special tooling, including without limitation, dies, fixtures, molds and patterns, acquired to manufacture items sold pursuant to this contract. Such special tooling shall be and remain Seller's property notwithstanding payment of any charges byBuyer, in no event will Buyer acquire any interest in apparatus belonging to Seller which is utilized in the manufacture of the items sold hereunder, even if such apparatus has been specially converted or adapted for such manufacture and notwithstanding any charges paid by Buyer. Unless otherwise agreed, Seller shall have the right to alter, discard or otherwise dispose of any special tooling or other property in its sole discretion at any time.

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FPG 9-91-P





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