

# Parker Pumps Parts & Service

Effective: August 1998



PVP Series Variable Volume Piston Pump Service Bulletin

Model PVP23 \*\*\*\* 20 Model PVP33 \*\*\*\* 20



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#### Introduction:

The PVP23 or 33 \*\*\*\* 20 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:

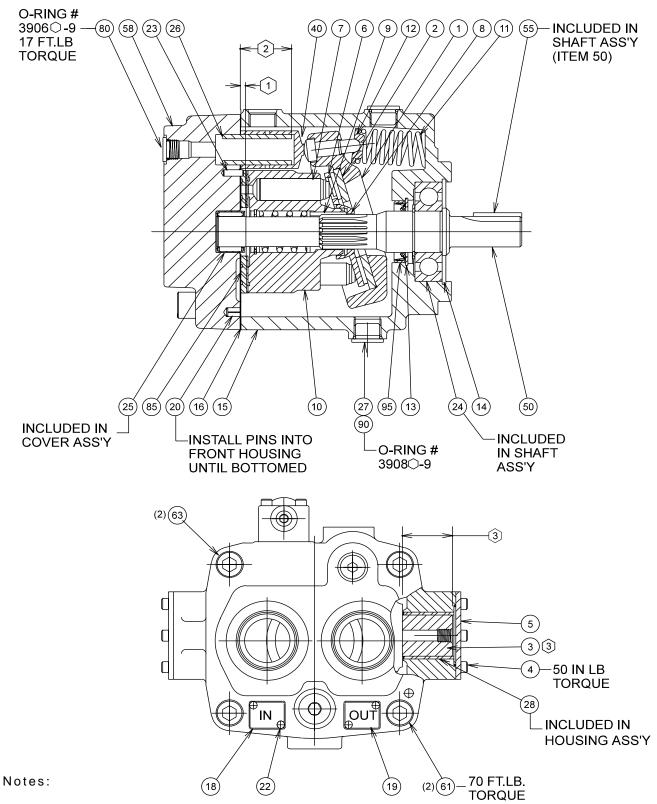
Prior to any pump disassembly, plug the open ports and clean all dirt from the outside of the pump.

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

# Warning:

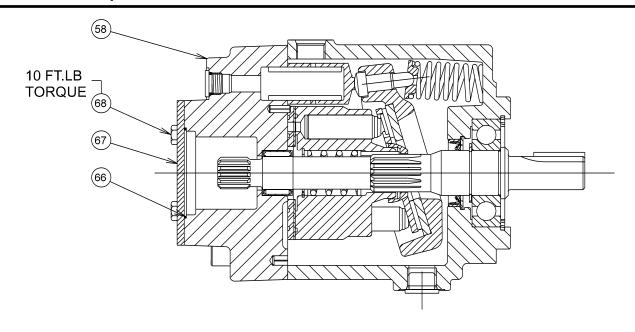
Protective eye wear should be worn during all maintenance procedures.

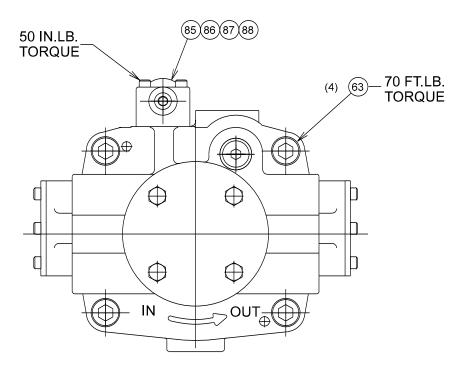


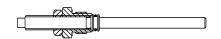


- (T.) Installed height of item 25 (needle bearing) into item 58 (rear cover) to be .125/.150.
- 2. Installed height of item 26 (servo post) into item 58 (rear cover) to be 1.465/1.470.
- (trunnion pin) to be pressed in until shoulder bottoms on swashplate.
- 4. Illustration shows righthand (CW) rotation pump. Lefthand (CCW) pumps will have the inlet, outlet ports and the rotation arrow reversed.



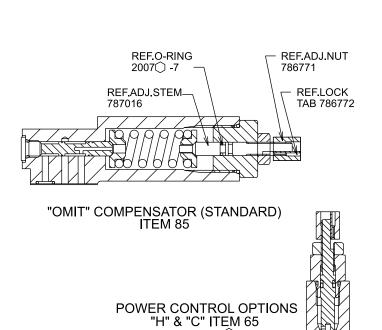




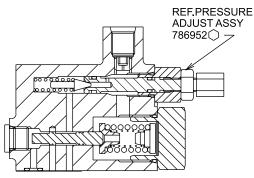


ADJUSTABLE MAX. VOLUME STOP VOLUME STOP OPTION "2" O-RING 2011 -9 ITEM #48

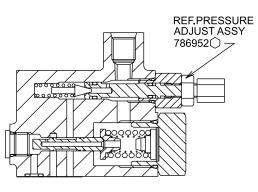




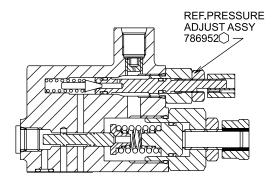
(SEE NOTE (1))



"ME" COMPENSATOR (REMOTE W/EXTERNAL SENSE) ITEM 87



REMOTE CONTROL OPTION "M" REQUIRED W/POWER OPTION "H" ITEM 86

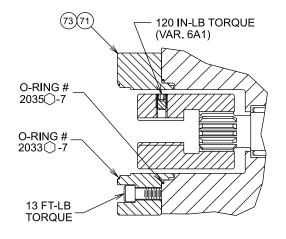


LOAD SENSE OPTION "A" REQUIRED W/POWER OPTION "C" ITEM 88

## 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.



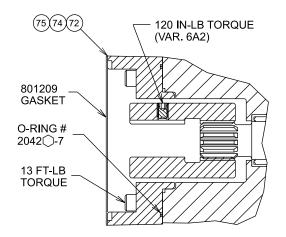


# THRU SHAFT VARIATIONS "6A1"&"6A3"

# REAR PUMP CONFIGURATION:

- SAE AA 2 BOLT
- 2.000 PILOT DIAMETER
- SHAFT SIZES:

6A1 - .500 X.125 KEY - KIT# 787233 6A3 - 9 TOOTH 20/40 PITCH SPLINE - KIT# 787235



#### THRU SHAFT VARIATIONS "6A2","6A4","6A5" "9A4","9A5"

#### REAR PUMP CONFIGURATION:

- SAE A 2 BOLT
- 3.250 PILOT DIAMETER
- SHAFT SIZES:

6A2 - .750 X.188 KEY - KIT# 787234 () 6A4 - 9 TOOTH 16/32 PITCH SPLINE - KIT# 787236 ()

6A5 - 11 TOOTH 16/32

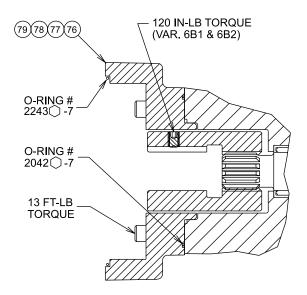
PITCH SPLINE - KIT# 787392

9A4 - 9 TOOTH 16/32

PITCH SPLINE - KIT# 788208

9A5 - 11 TOOTH 16/32

PITCH SPLINE - KIT# 788209



# THRU SHAFT VARIATIONS "6B1","6B2","6B3","6B4" "9B3","9B4"

### REAR PUMP CONFIGURATION:

- SAE B 2 BOLT
- 4.000 PILOT DIAMETER
- SHAFT SIZES:

6B1 - .875 X.250 KEY - KIT# 787237

6B2 - 1.00 X.250 KEY - KIT# 787238()

6B3 - 13 TOOTH 16/32

PITCH SPLINE - KIT# 787239 🔾

6B4 - 15 TOOTH 16/32

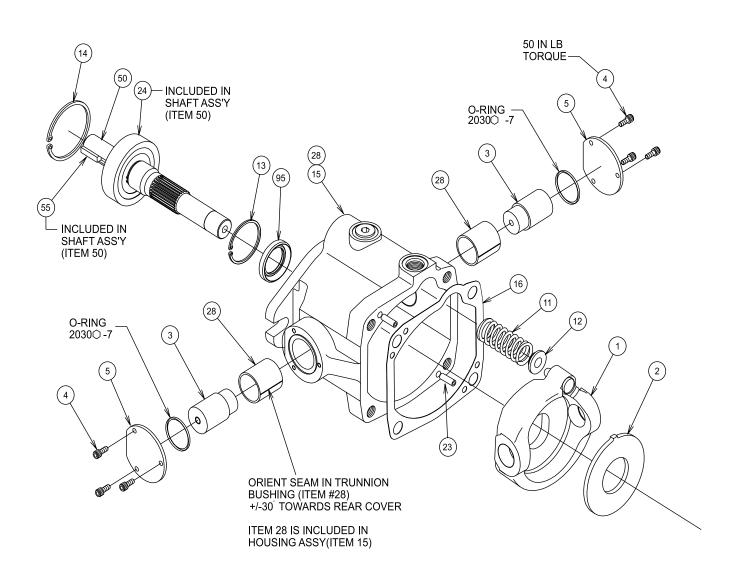
PITCH SPLINE - KIT# 787240

9B3 - 13 TOOTH 16/32

PITCH SPLINE - KIT# 788210

9B4 - 15 TOOTH 16/32

PITCH SPLINE - KIT# 788211

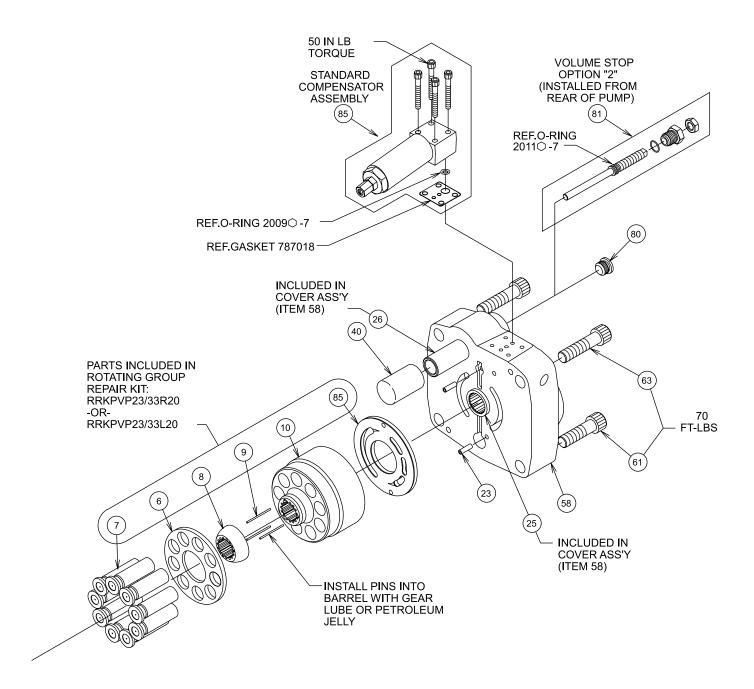


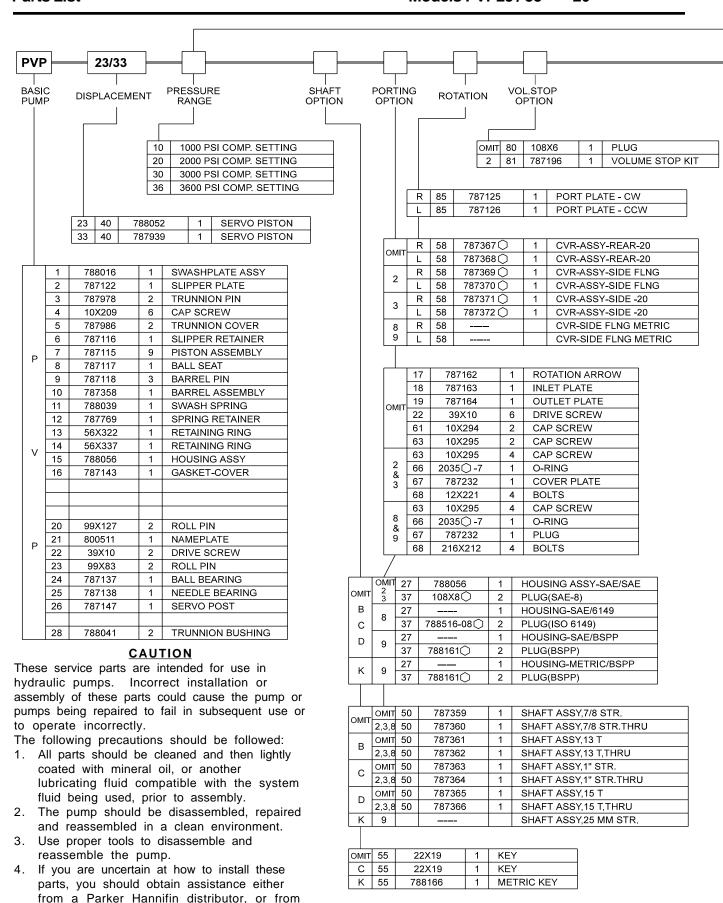
#### Notes:

- 1. Illustration shows righthand (CW) rotation pump. Lefthand (CCW) pumps will have the compensator on opposite side, and port plate kidneys reversed.
- 2. Seal kit (SKPVP23/33 

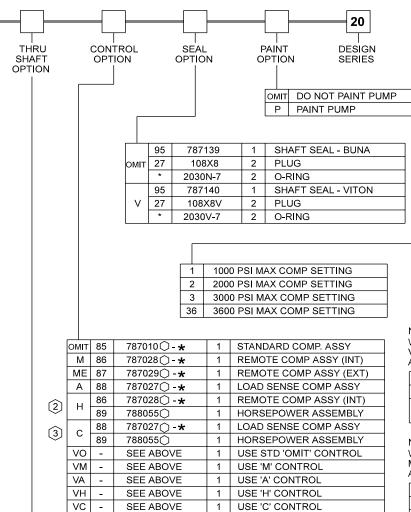
  20) consists of all O-rings, gaskets and shaft seal.







the Hydraulic Pump/Motor Division.



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)

ON	1IT	70			
	A1	71	787233	1	"AA" PILOT,1/2 KEYED
	A2	72	787234	1	"A" PILOT,3/4 KEYED
	A4	74	787236	1	"A" PILOT,9T SPLINE
6	A5	75	787392	1	"A" PILOT,11T SPLINE
	B1	76	787237	1	"B" PILOT,7/8 KEYED
	B2	77	787238	1	"B" PILOT,1" KEYED
	В3	78	787239	1	"B" PILOT,13T SPLINE
	B4	79	787240	1	"B" PILOT,15T SPLINE
	A4	1	788208		METRIC - 'A' 9T
9	A5	ı	788209		METRIC - 'A' 11T
9	B3	1	788210		METRIC - 'B' 13T
	B4	_	788211		METRIC - 'B' 15T

#### Notes:

- 1. O-Ring compound designation
  - $\bigcirc$  =Nitrile.  $\bigcirc$  = Viton.
- 2. 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.
- 4. Seal Kit P/N SKPVP 23/33 20

Rotation Group Kit P/N: RRKPVP23/33 20 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**

- Δ 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.
- 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.
- △ 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

- $\Delta$  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**

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



Notes:



Notes:



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Parker Hannifin Corporation

Hydraulic Pump/Motor Division

2745 Snapps Ferry Road

Greeneville, TN 37745 USA

Tel. (423) 639-8151

FAX (423) 787-2418

Web site: http://www.parker.com

Web site: http://www.parker.com

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