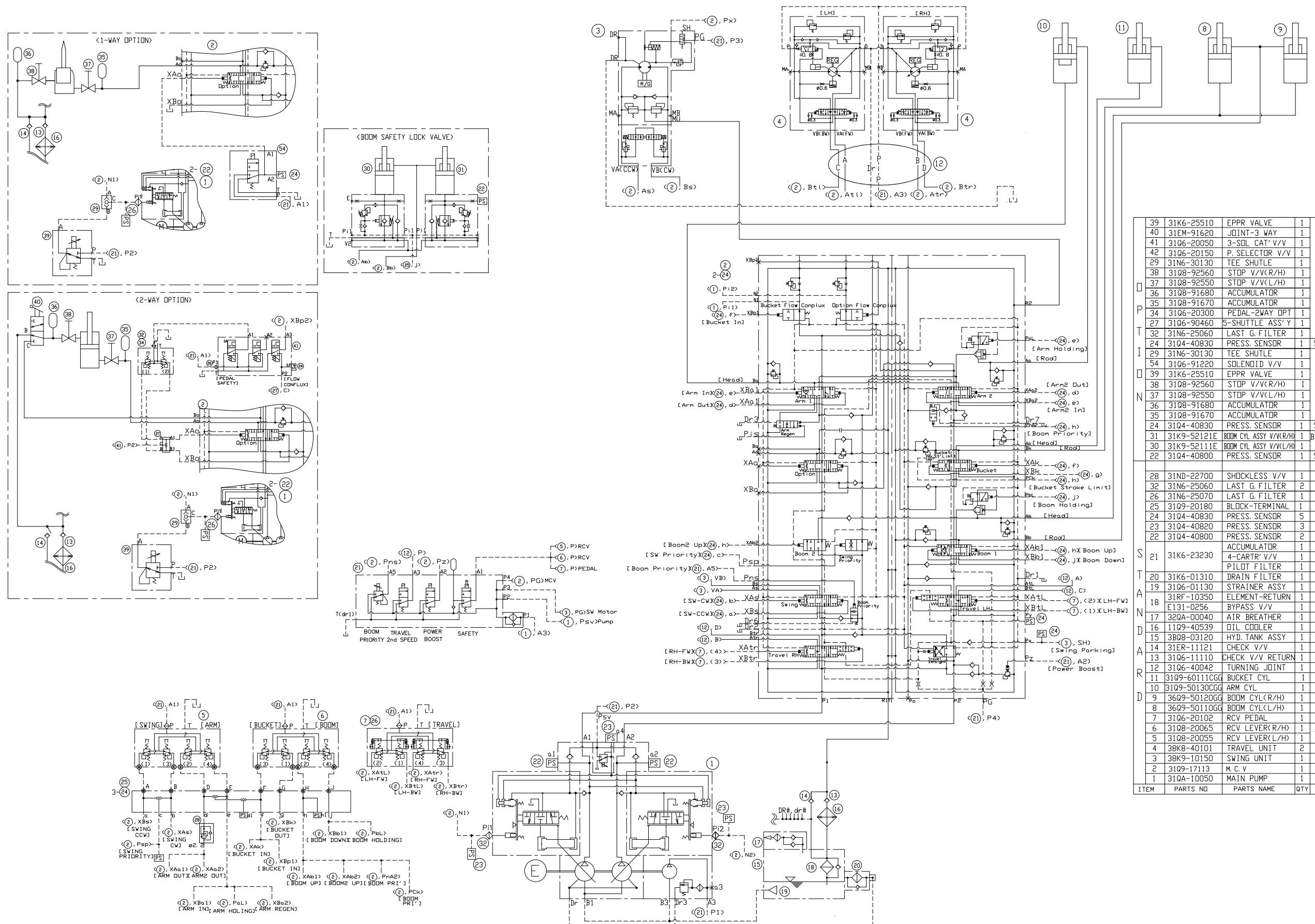


SECTION 3 HYDRAULIC SYSTEM

Group 1	Hydraulic Circuit	3-1
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SECTION 3 HYDRAULIC SYSTEM

GROUP 1 HYDRAULIC CIRCUIT



P	39	31K6-25510	EPPR VALVE	1	2-Way
	40	31EM-91620	JOINT-3 WAY	1	
	41	31Q6-20050	3-SQL CAT' V/V	1	
	42	31Q6-20150	P. SELECTOR V/V	1	
	29	31N6-30130	TEE SHUTLE	1	
	38	31Q8-92560	STDP V/V(R/H)	1	
	37	31Q8-92550	STDP V/V(L/H)	1	
	36	31Q8-91680	ACCUMULATOR	1	
	35	31Q8-91670	ACCUMULATOR	1	
	34	31Q6-20300	PEDAL-2WAY OPT	1	
T	27	31Q6-90460	5-SHUTTLE ASS'Y	1	50k
	32	31N6-25060	LAST G. FILTER	1	
	24	31Q4-40830	PRESS. SENSOR	1	
	29	31N6-30130	TEE SHUTLE	1	
I	54	31Q6-91220	SOLENOID V/V	1	1-Way
	39	31K6-25510	EPPR VALVE	1	
	38	31Q8-92560	STDP V/V(R/H)	1	
	37	31Q8-92550	STDP V/V(L/H)	1	
N	36	31Q8-91680	ACCUMULATOR	1	50k
	35	31Q8-91670	ACCUMULATOR	1	
	24	31Q4-40830	PRESS. SENSOR	1	
	31	31K9-52121E	BDM CYL ASSY V/V(R/H)	1	
S	30	31K9-52111E	BDM CYL ASSY V/V(L/H)	1	BDM Safety Lock V/V
	22	31Q4-40800	PRESS. SENSOR	1	
	28	31ND-22700	SHOCKLESS V/V	1	
	32	31N6-25060	LAST G. FILTER	2	
T	26	31N6-25070	LAST G. FILTER	1	50k
	25	31Q9-20180	BLCK-TERMINAL	1	
	24	31Q4-40830	PRESS. SENSOR	5	
	23	31Q4-40820	PRESS. SENSOR	3	
A	22	31Q4-40800	PRESS. SENSOR	2	100k
	21	31K6-23230	ACCUMULATOR	1	
	20	31K6-23230	4-CARTR' V/V	1	
	19	31Q6-01310	PILOT FILTER	1	
N	19	31K6-01310	DRAIN FILTER	1	50k
	18	31R1-10350	STRAINER ASSY	1	
	17	E131-0256	ELEMENT-RETURN	1	
	16	E131-0256	BYPASS V/V	1	
D	17	32Q4-00040	AIR BREATHR	1	100k
	16	11Q9-40539	OIL COOLER	1	
	15	3B08-03120	HYD. TANK ASSY	1	
	14	31ER-11121	CHECK V/V	1	
A	13	31Q6-11110	CHECK V/V RETURN	1	3K
	12	31Q6-40042	TURNING JOINT	1	
	11	31Q6-40042	TURNING JOINT	1	
	10	31Q6-40042	TURNING JOINT	1	
D	11	31Q9-60111CGG	BUCKET CYL	1	1.5K
	10	31Q9-50130CGG	ARM CYL	1	
	9	36Q9-50120GG	BDM CYL(R/H)	1	
	8	36Q9-50110GG	BDM CYL(L/H)	1	
S	7	31Q6-20102	RCV PEDAL	1	EATON
	6	31Q8-20065	RCV LEVER(R/H)	1	
	5	31Q8-20055	RCV LEVER(L/H)	1	
	4	38K8-40101	TRAVEL UNIT	2	
YONGDONG	3	38K9-10150	SWING UNIT	1	KHI
	2	31Q9-17113	M. C. V	1	
	1	31Q4-10050	MAIN PUMP	1	
	ITEM	PARTS NO	PARTS NAME	QTY	

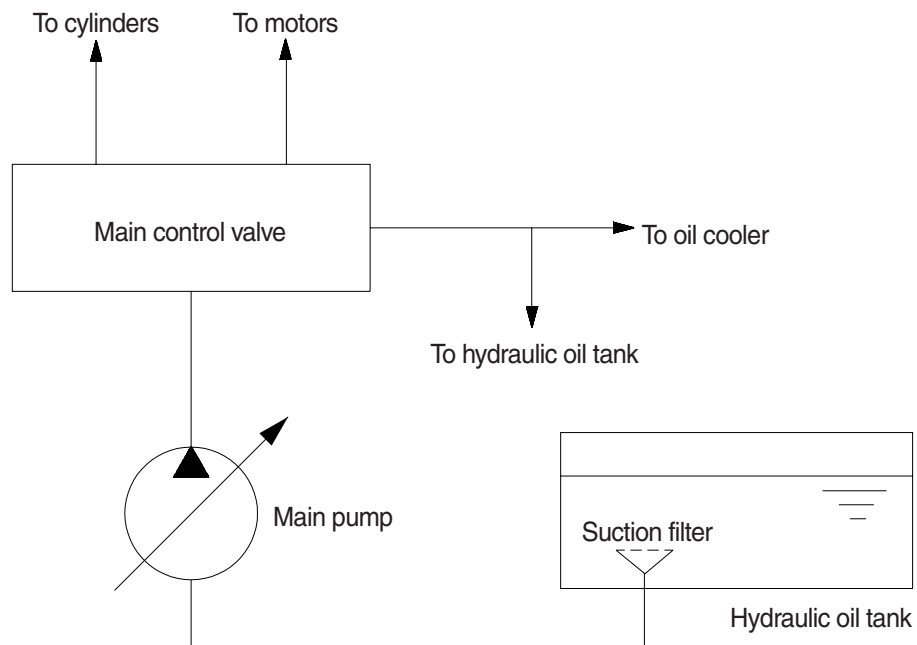
GROUP 2 MAIN CIRCUIT

The main hydraulic circuit consists of suction circuit, delivery circuit, return circuit and drain circuit.

The hydraulic system consists of one main pump, one control valve, one swing motor, four cylinders and two travel motors.

The swash plate type variable displacement tandem axial piston pump is used as the main pump and is driven by the engine at ratio 1.0 of engine speed.

1. SUCTION AND DELIVERY CIRCUIT



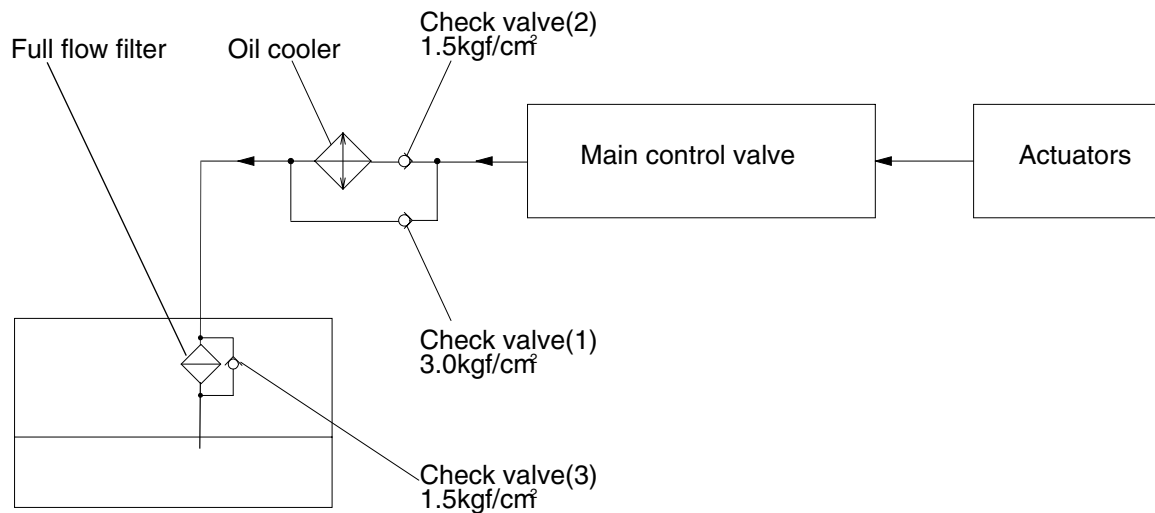
The pumps receive oil from the hydraulic tank through a suction filter. The discharged oil from the pump flows into the control valve and goes out the tank ports.

The oil discharged from the main pump flows to the actuators through the control valve.

The control valve controls the hydraulic functions.

The return oil from the actuators flows to the hydraulic tank through the control valve and the oil cooler.

2. RETURN CIRCUIT



All oil from each actuator returns to the hydraulic tank through the control valve.

The bypass check valves are provided in the return circuit.

The setting pressure of bypass check valves are 1.5 kgf/cm^2 (21psi) and 3.0 kgf/cm^2 (43psi). Usually, oil returns to the hydraulic tank from the left side of control valve through oil cooler.

When oil temperature is low, viscosity becomes higher and flow resistance increases when passing through the oil cooler. The oil pressure exceeds 3.0 kgf/cm^2 (43psi), the oil returns directly to the hydraulic tank, resulting in the oil temperature being raised quickly at an appropriate level.

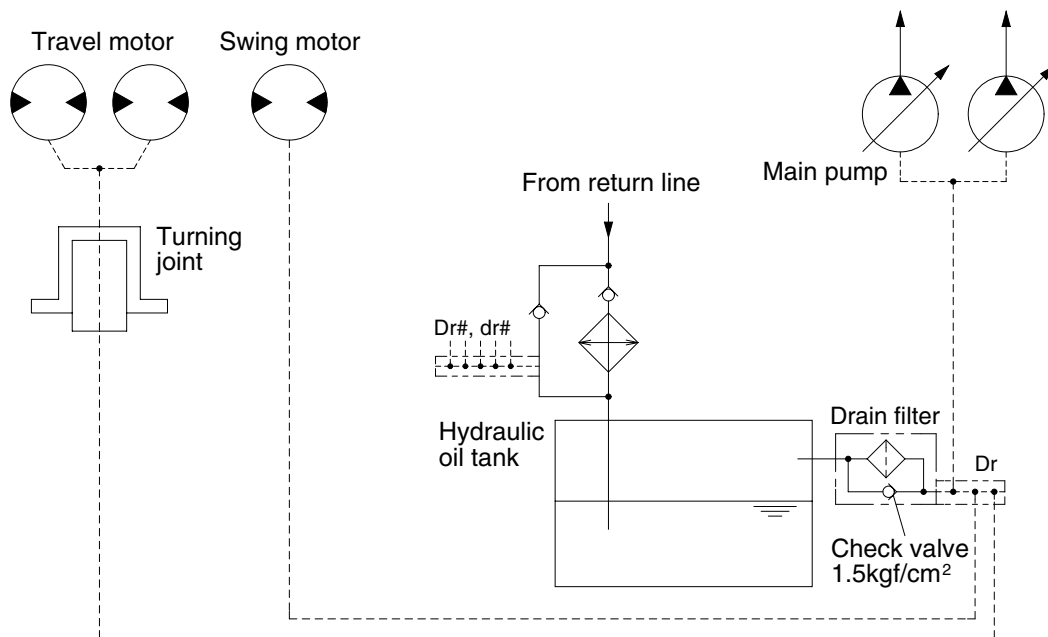
When the oil cooler is clogged, the oil returns directly to the hydraulic tank through bypass check valve (1).

The full-flow filter and bypass relief valve are provided in the hydraulic tank.

The oil from right and left side of control valve is combined and filtered by the return filter. A bypass relief valve is provided in the full-flow filter.

When the filter element is clogged, the bypass relief valve opens at 1.5 kgf/cm^2 (21psi) differential pressure.

3. DRAIN CIRCUIT



Besides internal leaks from the motors and main pump, the oil for lubrication circulates. These oil have to be fed to the hydraulic tank passing through spin filter and full flow filter in the hydraulic tank. When the drain oil pressure exceed 1.5 kgf/cm² (21psi), the oil returns to the hydraulic tank directly.

1) TRAVEL MOTOR DRAIN CIRCUIT

Oil leaking from the right and left travel motors comes out of the drain ports provided in the respective motor casing and join with each other. These oils pass through the turning joint and return to the hydraulic tank after being filtered by full flow filter in the hydraulic tank.

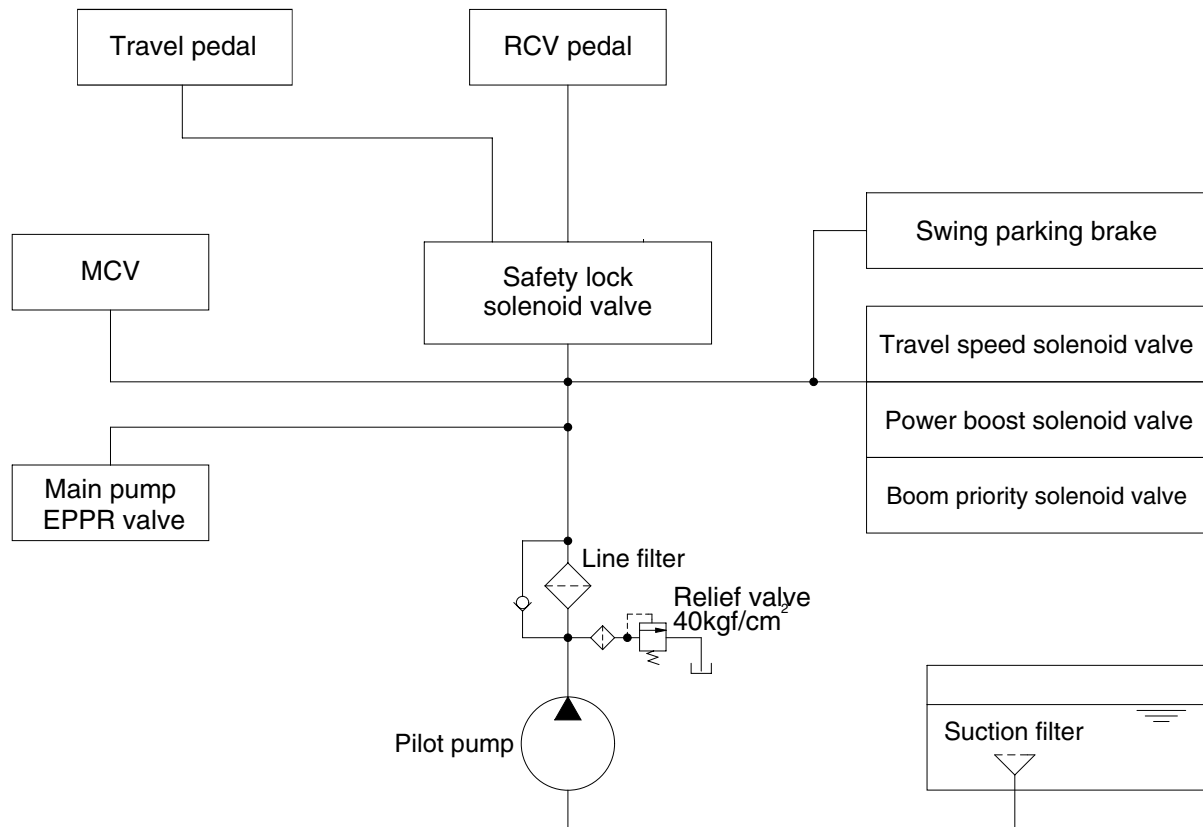
2) SWING MOTOR DRAIN CIRCUIT

Oil leaking from the swing motor comes out and returns to the hydraulic tank passing through a spin filter.

3) MAIN PUMP DRAIN CIRCUIT

Oil leaking from main pump comes out and returns to the hydraulic tank passing through spin filter.

GROUP 3 PILOT CIRCUIT

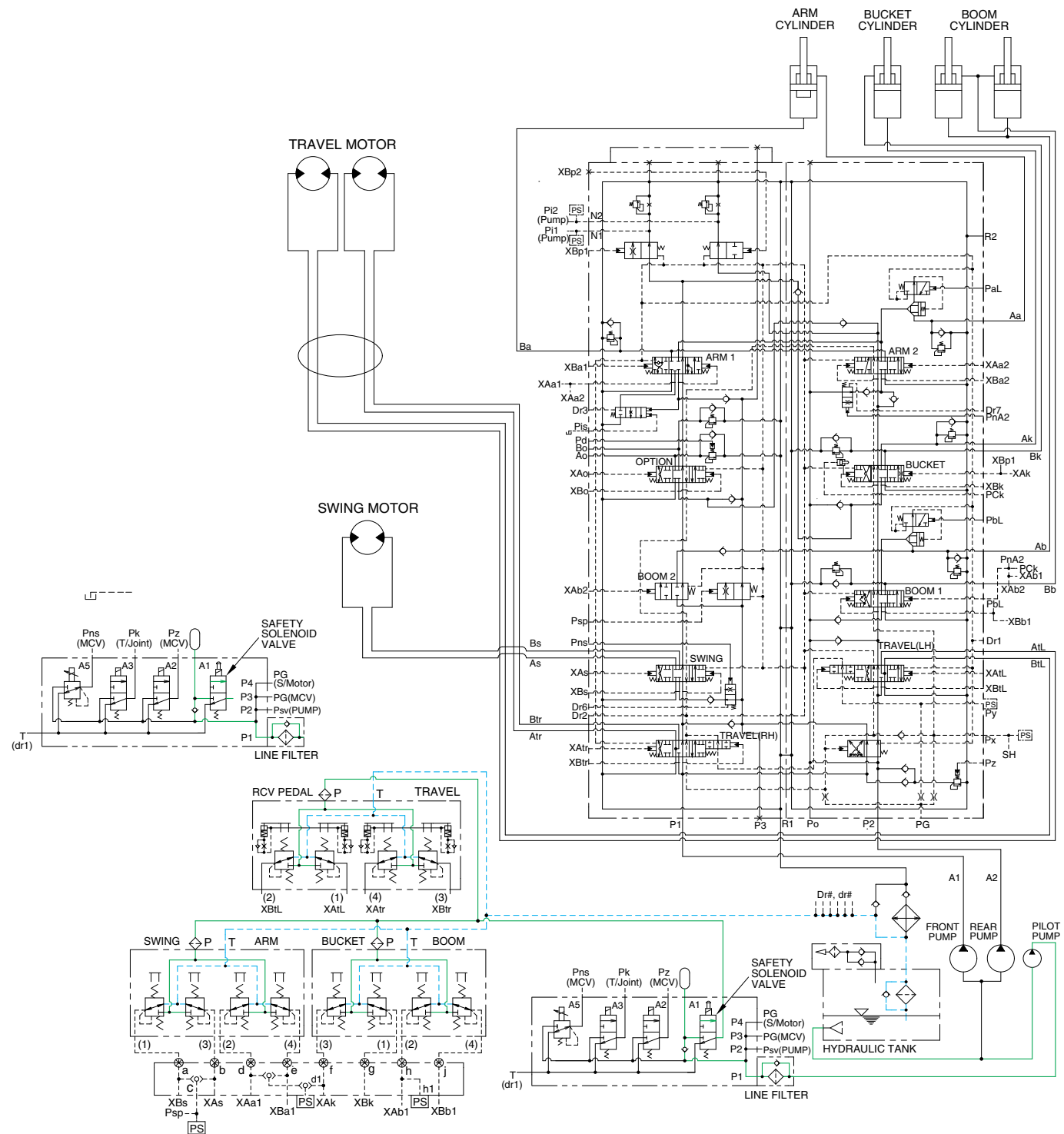


The pilot circuit consists of suction circuit, delivery circuit and return circuit.

The pilot pump is provided with relief valve, receives the oil from the hydraulic tank through the suction filter.

The discharged oil from the pilot pump flows to the remote control valve through line filter, EPPR valve, solenoid valve assemblies, swing parking brake, main control valve and safety lock solenoid valve.

1. SUCTION, DELIVERY AND RETURN CIRCUIT

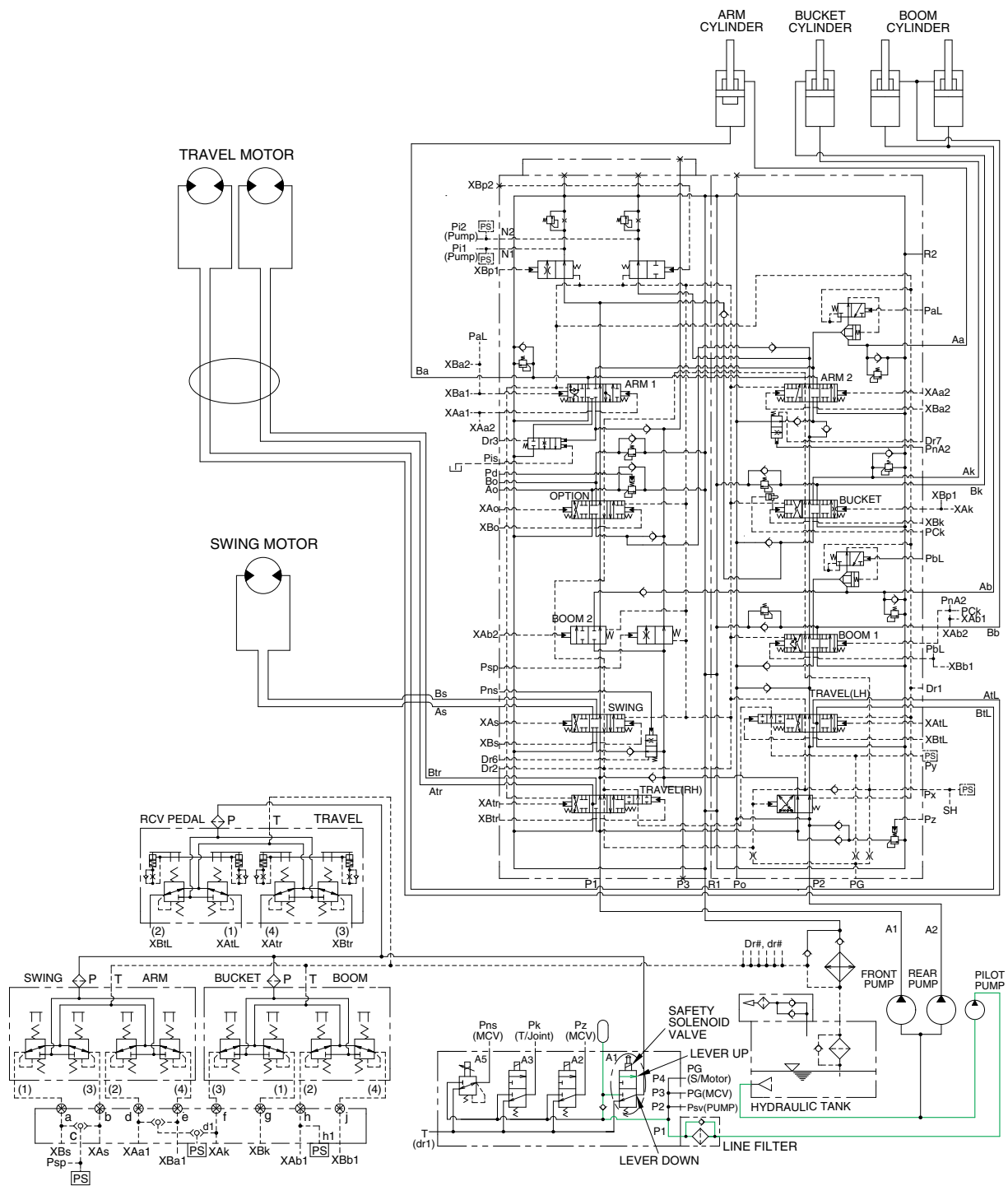


The pilot pump receive oil from the hydraulic tank. The discharged oil from the pilot pump flows to the safety solenoid valve through the line filter. The oil is filtered by the line filter. The pilot relief valve is provided in the pilot pump for limiting the pilot circuit pressure.

The oil filtered by line filter flows remote control valve through safety solenoid valve.

The return oil flow into the hydraulic tank.

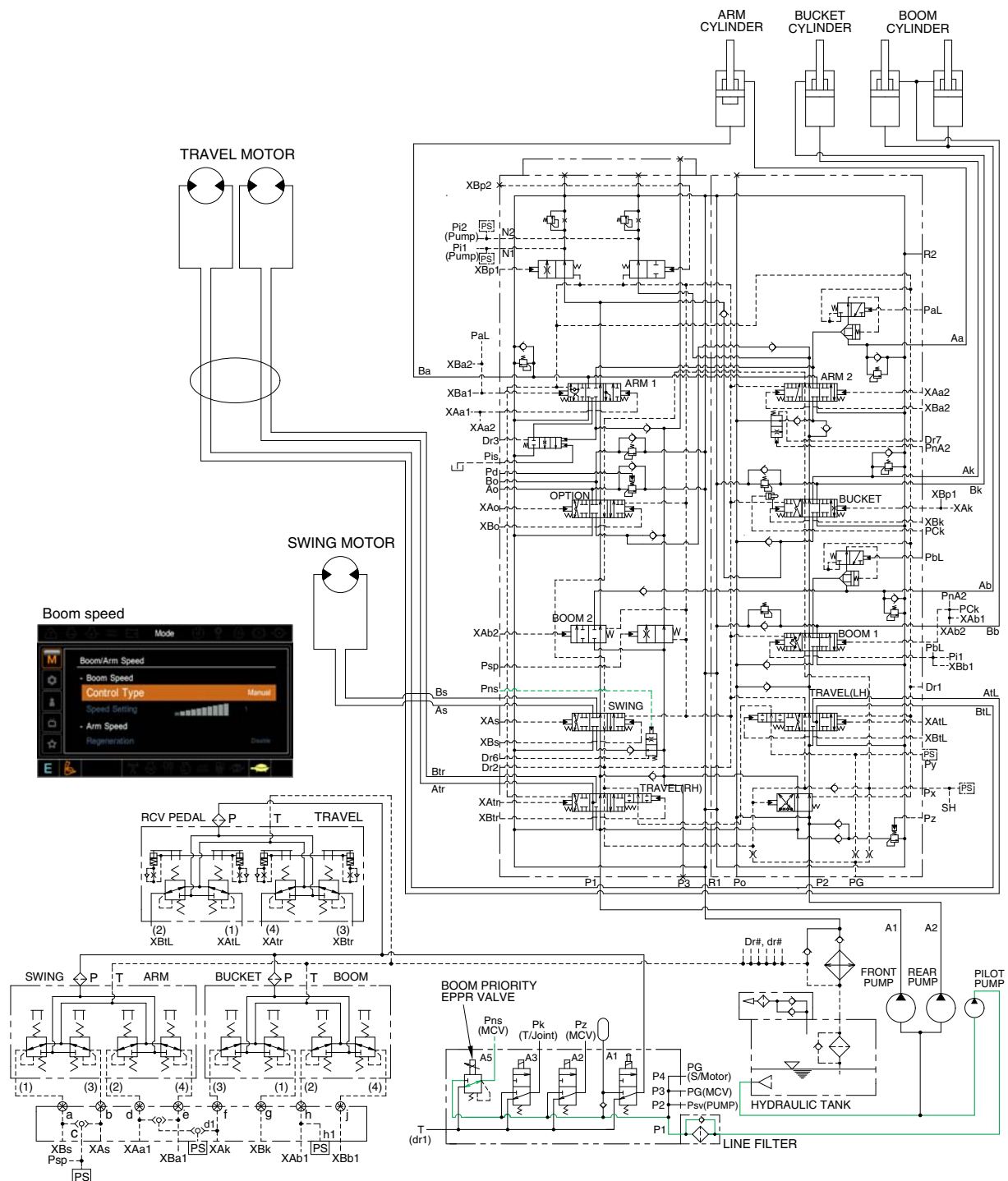
2. SAFETY VALVE (SAFETY LEVER)



When the lever of the safety solenoid valve is moved upward, oil flows into the remote control valve through solenoid valve and line filter.

When the lever of the safety solenoid valve is moved downward, oil does not flow into the remote control valve, because of blocked port.

3. BOOM PRIORITY SYSTEM



When carrying out the combined operation of swing and boom up, the boom up operating speed is lowered then normal operation.

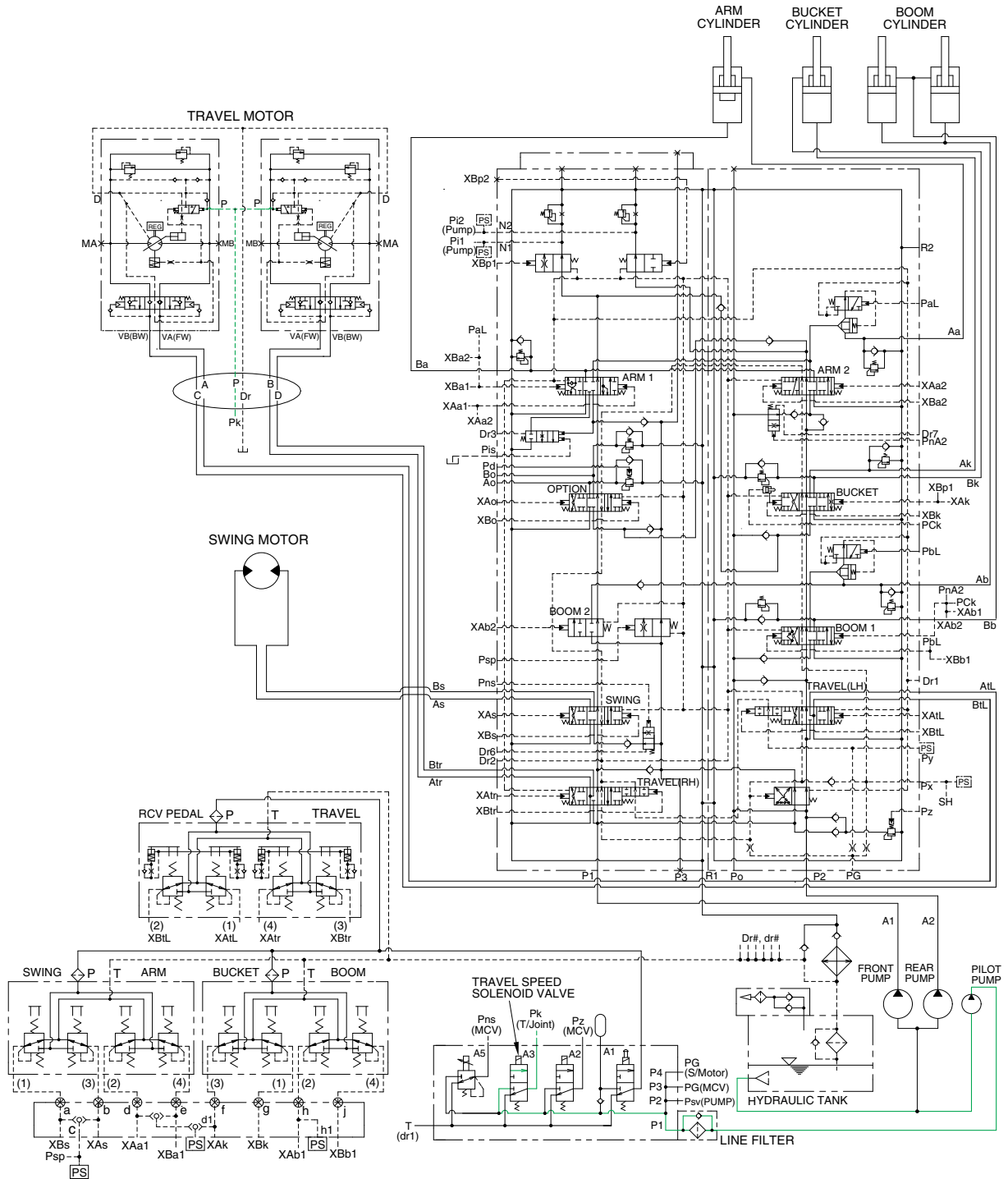
To increase working efficiency, swing speed reducing system is used.

The pilot oil from pilot pump flow into **Pns** port in main control valve through boom priority EPPR valve. **Pns** oil pressure moves swing reducing spool to lower position and oil flow rate to the swing motor decreased.

Then, the boom up speed is increased. This is called the boom priority system.

The boom up speed can be adjusted by the cluster. Refer to page 3-12 of the operator's manual.

4. TRAVEL SPEED CONTROL SYSTEM



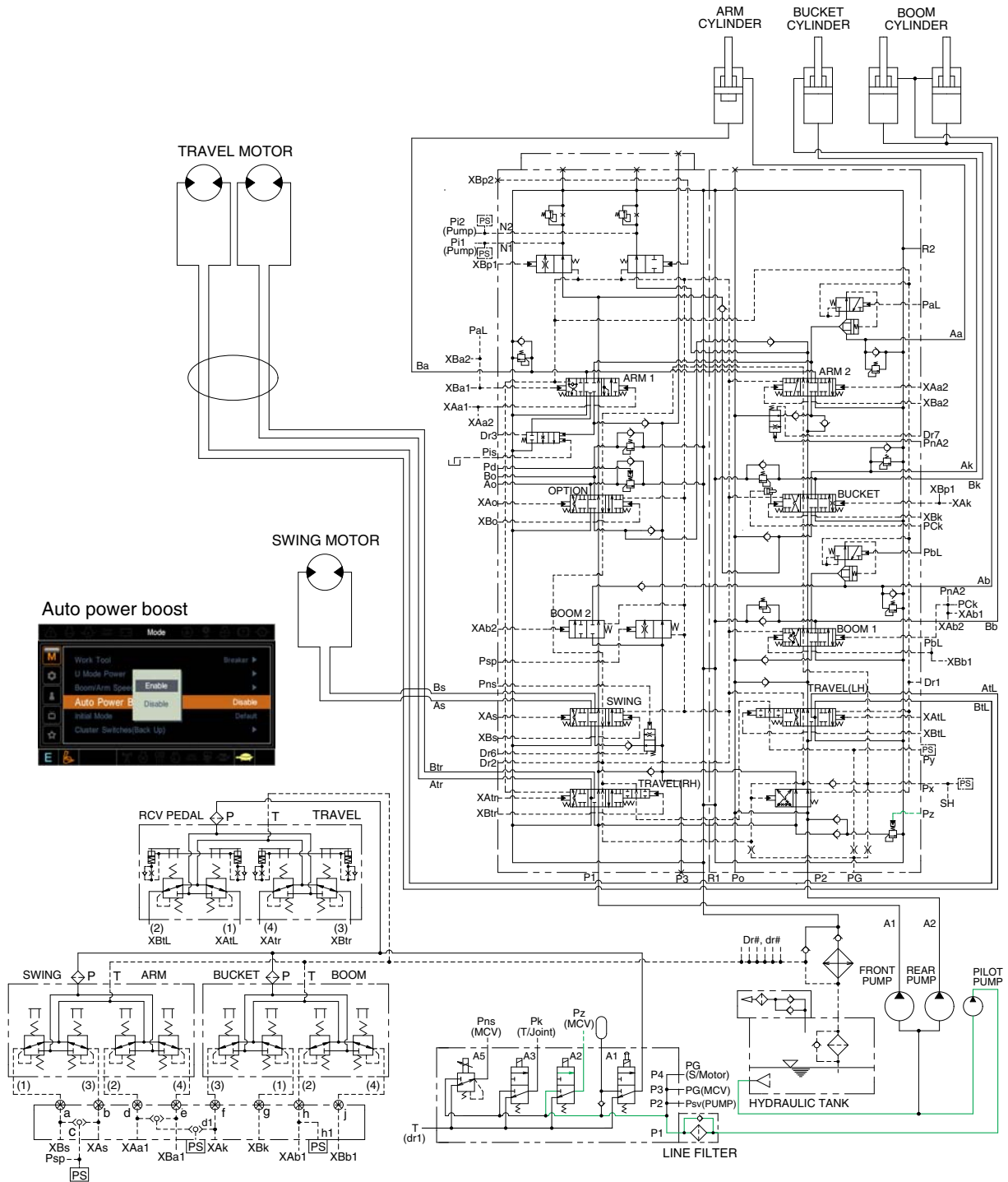
When the travel speed switch is pushed, the travel speed solenoid valve is actuated and the discharged oil from the pilot pump flows to the **P** port of pilot valve in the travel motors.

As a result, the control piston is pushed by the main oil flow, thus the displacement is minimized.

When the travel speed switch is pushed once more, the travel speed solenoid valve is return to original position by the force of spring, the hydraulic oil of **P** port returns to the hydraulic tank.

As a result, the control piston is returned by the main oil flow, thus the displacement is maximized.

5. MAIN RELIEF PRESSURE CHANGE CIRCUIT

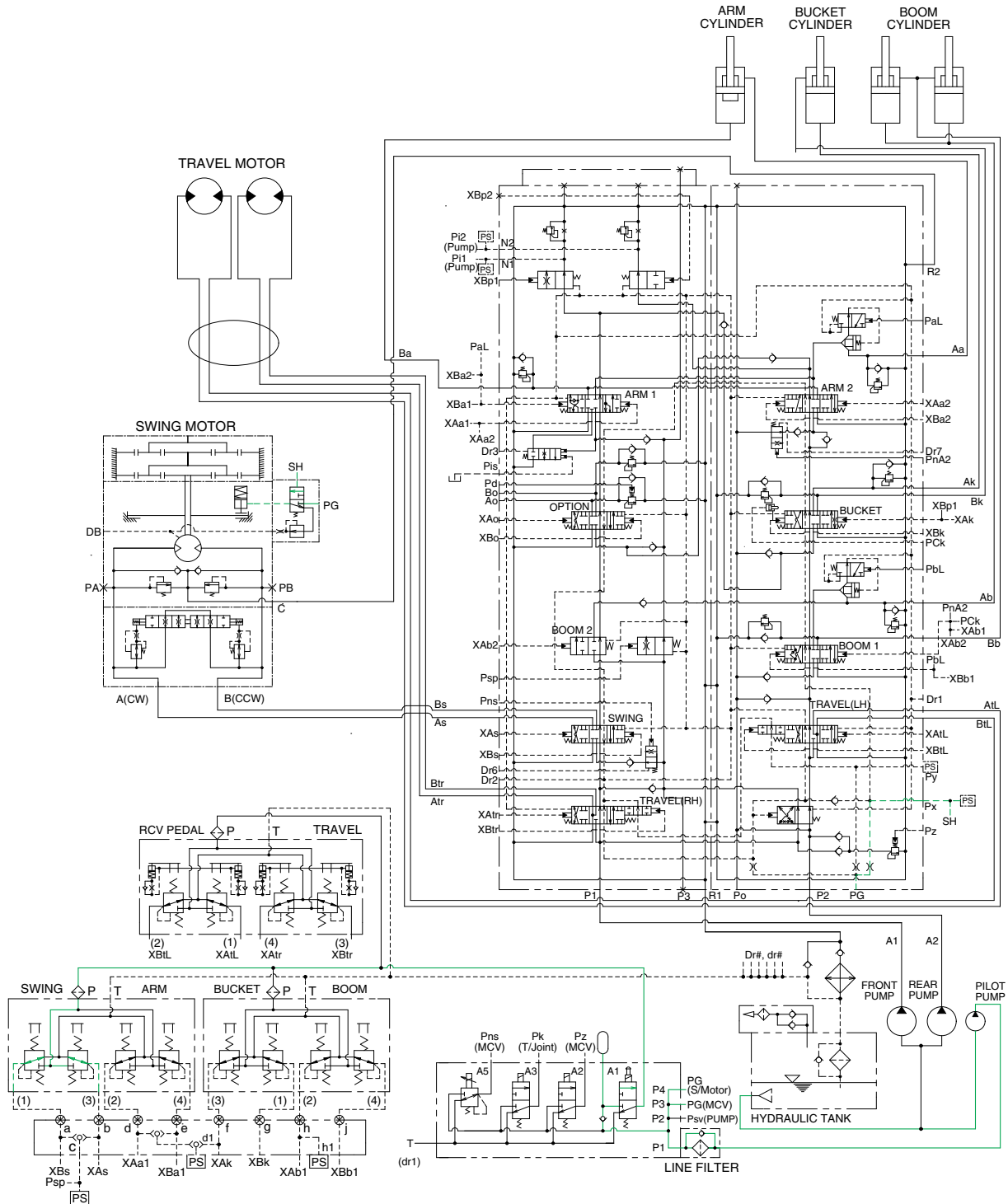


When the power boost switch on the left control lever is pushed ON, the power boost solenoid valve is actuated, the discharged oil from the pilot pump flows into **Pz** port of the main relief valve of main control valve; then the setting pressure of the main relief valve is raised from 350 kgf/cm² to 380 kgf/cm² for increasing the digging power.

And even when pressed continuously, it is canceled after 8 seconds.

When the auto power boost function is selected to enable on the cluster, the pressure of the main relief pressure is automatically increased to 380 kgf/cm² as working condition by the MCU. It is operated max 8 seconds.

6. SWING PARKING BRAKE RELEASE



When one of the RCV lever (except travel lever) is tilted, the pilot oil flows into SH port through main control valve.

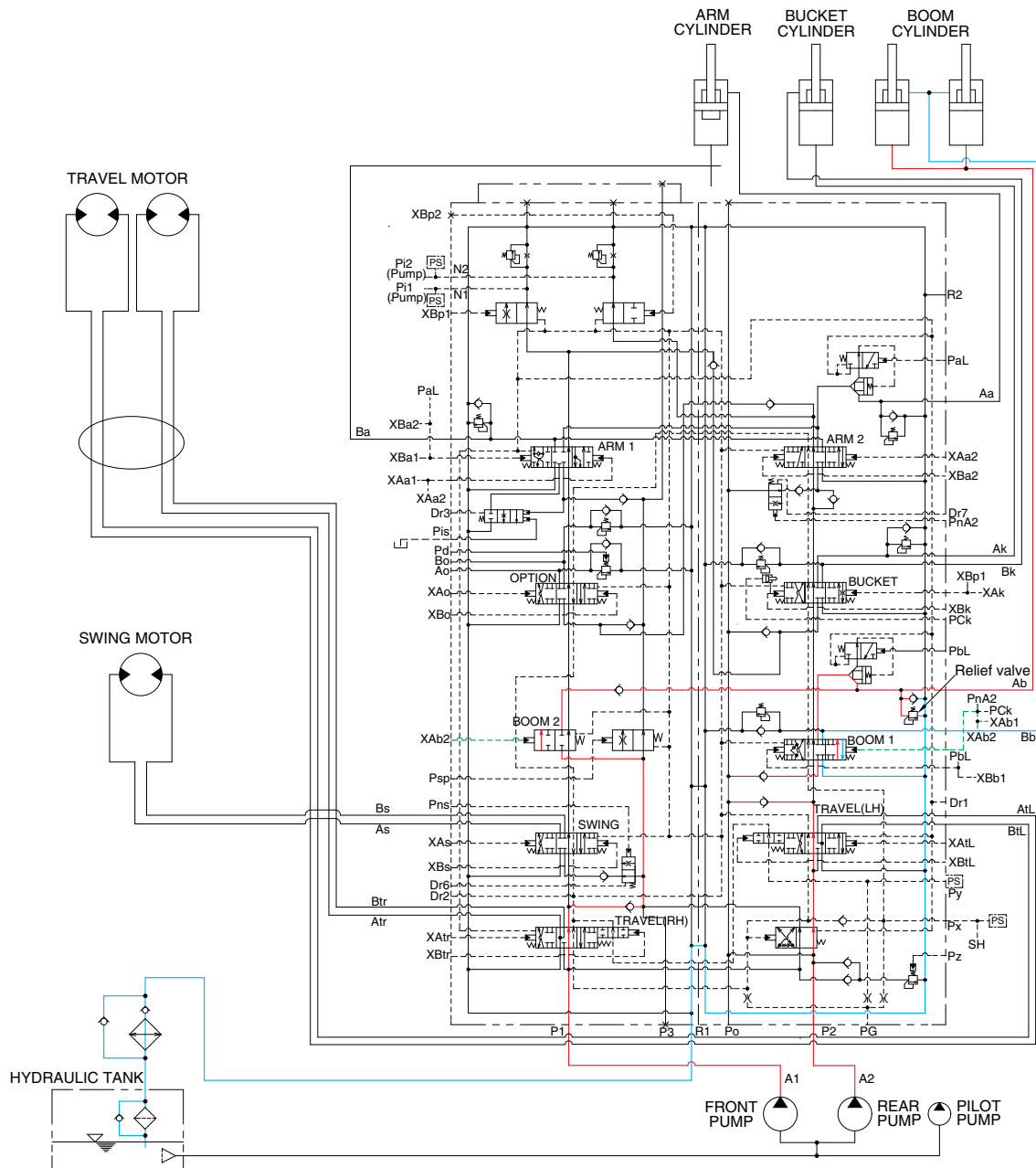
This pressure moves spool so, discharged oil from pilot valve flows to swing motor PG port.

This pressure is applied to swing motor disc, thus the brake is released.

When all of the RCV lever are set in the neutral position, oil in the swing motor disc cylinder is drained, thus the brake is applied.

GROUP 4 SINGLE OPERATION

1. BOOM UP OPERATION



When the right control lever is pulled back, the boom spools in the main control valve are moved to the up position by the pilot oil pressure from the remote control valve.

The oil from the front and rear pump flows into the main control valve and then goes to the large chamber of boom cylinders.

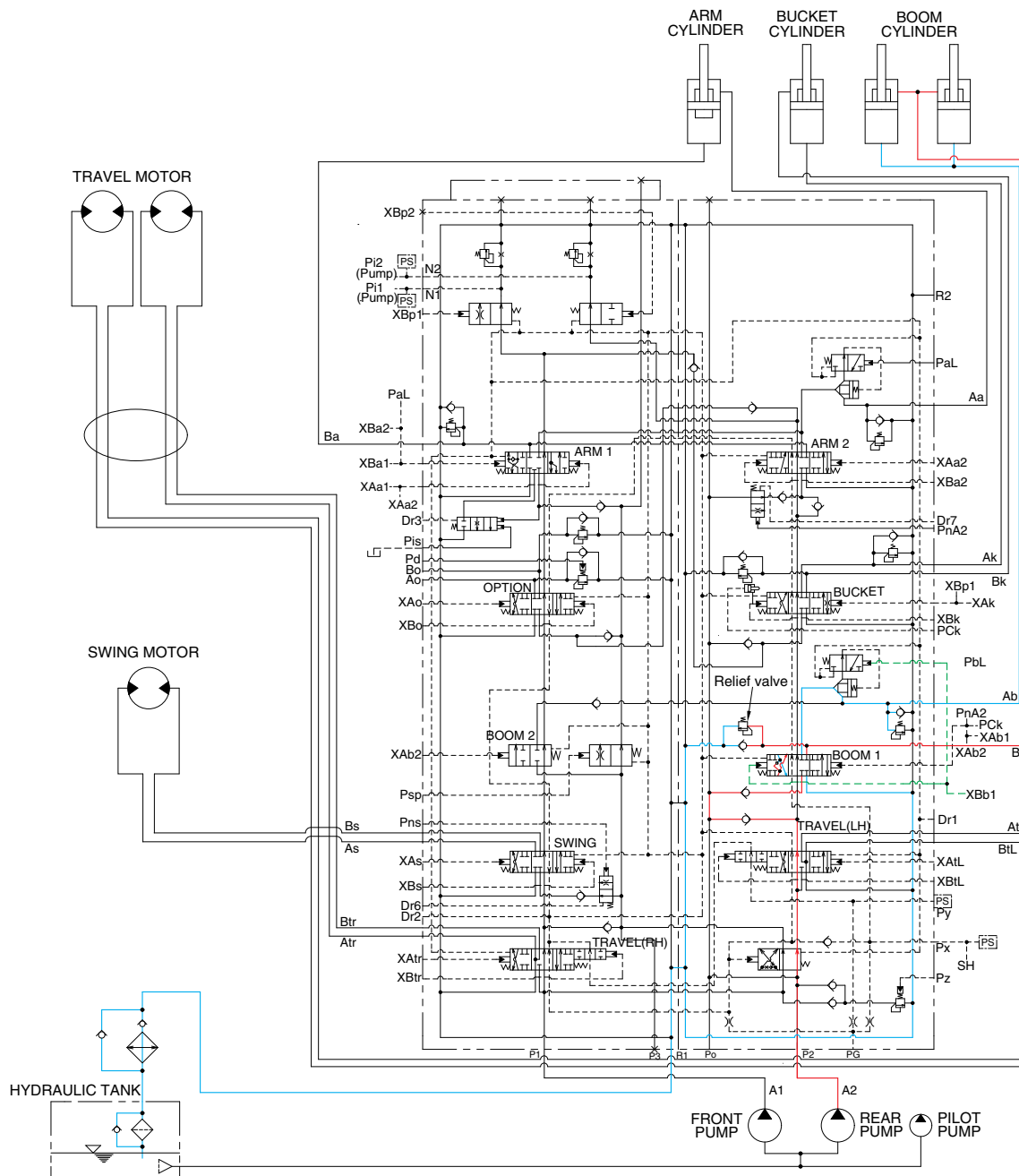
At the same time, the oil from the small chamber of boom cylinders returns to the hydraulic oil tank through the boom spool in the main control valve. When this happens, the boom goes up.

The excessive pressure in the boom cylinder head side is prevented by relief valve.

When the boom is up and the control lever is returned to neutral position, the circuit for the holding pressure at the bottom end of the boom cylinder is closed by the boom holding valve.

This prevents the hydraulic drift of boom cylinder.

2. BOOM DOWN OPERATION



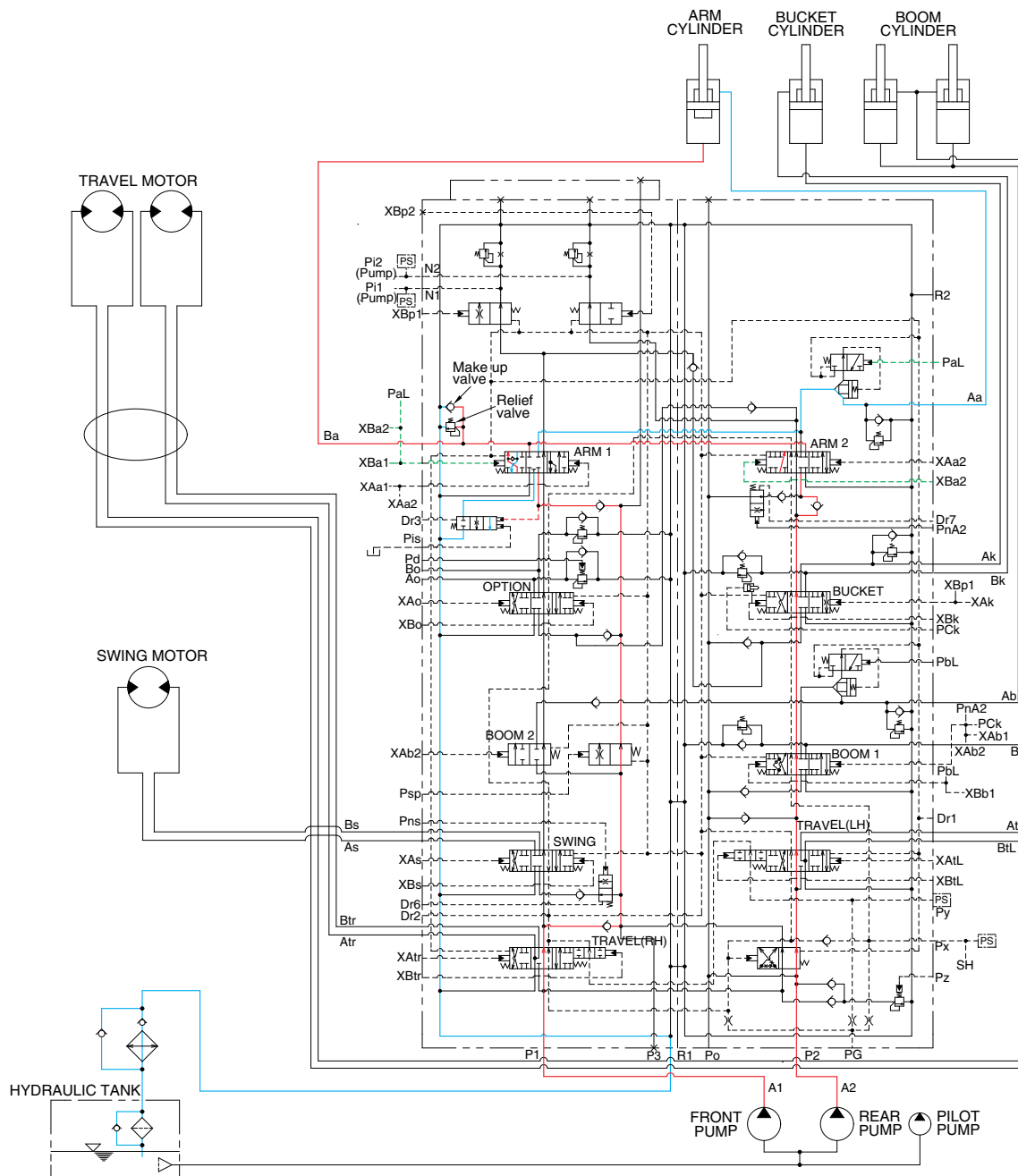
When the right control lever is pushed forward, the boom 1 spools in the main control valve are moved to the down position by the pilot oil pressure from the remote control valve.

The oil from the rear pump flows into the main control valve and then goes to the small chamber of boom cylinders. At the same time, the oil from the large chamber of boom cylinders returns to the hydraulic tank through the boom spool in the main control valve.

When the down speed of boom is faster, the oil returned from the large chamber of boom cylinder combines with the oil from the rear pump, and flows into the small chamber of the boom cylinder.

This prevents cylinder cavitation by the negative pressure when the rear pump flow can not match the boom down speed. And the excessive pressure in the boom cylinder rod side is prevented by the relief valve.

3. ARM IN OPERATION



When the left control lever is pulled back, the arm spools in the main control valve are moved to the roll in position by the pilot oil pressure from the remote control valve.

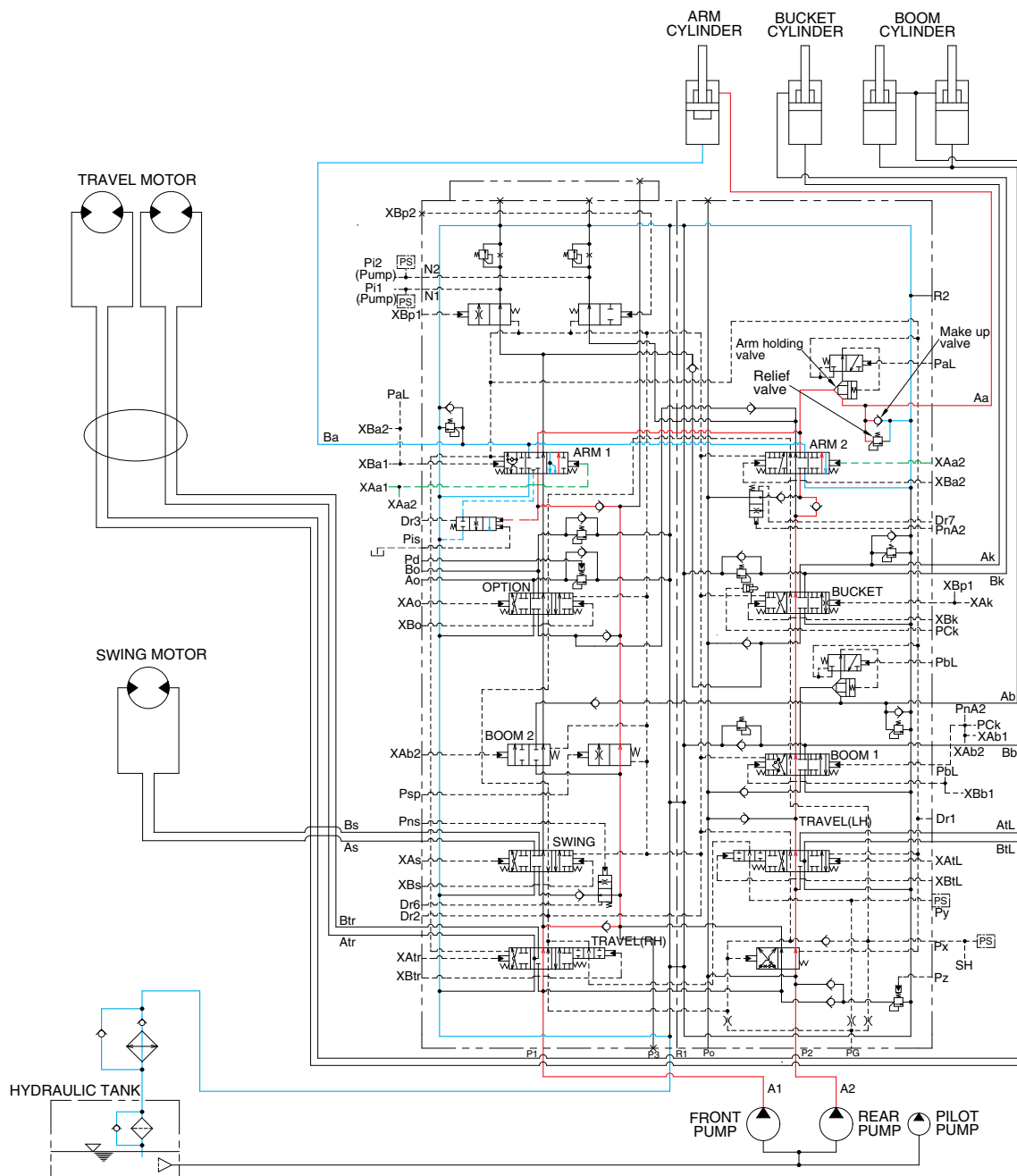
The oil from the front and rear pump flows into the main control valve and then goes to the large chamber of arm cylinder.

At the same time, the oil from small chamber of arm cylinder returns to the hydraulic oil tank through the arm spool in the main control valve. When this happens, the arm rolls in.

The excessive pressure in the arm cylinder head side is prevented by relief valve.

The cavitation which will happen to the head side of the arm cylinder is also prevented by the make-up valve in the main control valve.

4. ARM OUT OPERATION



When the left control lever is pushed forward, the arm spools in the main control valve are moved to the roll out position by the pilot oil pressure from the remote control valve.

The oil from the front and rear pump flows into the main control valve and then goes to the small chamber of arm cylinder.

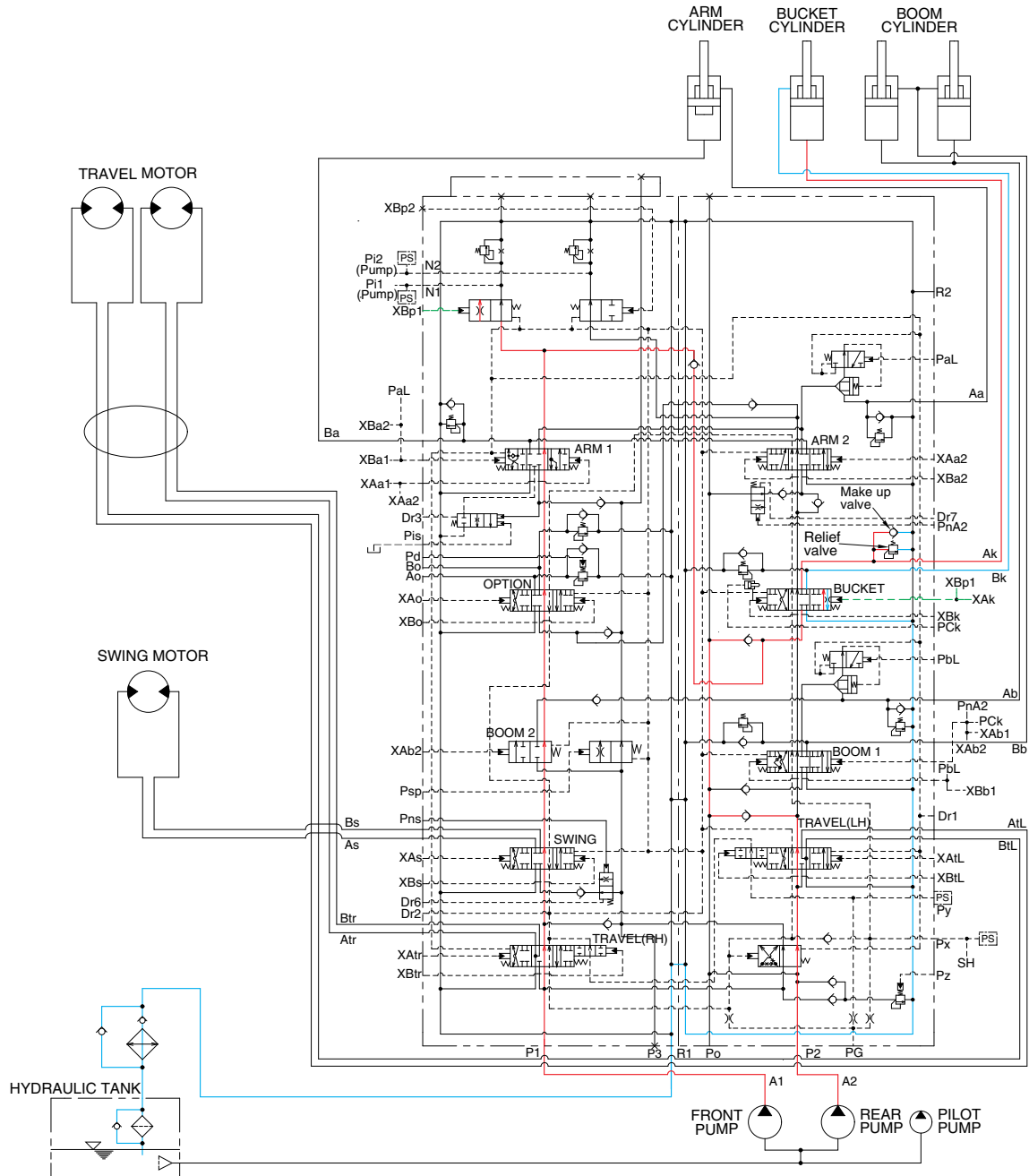
At the same time, the oil from the large chamber of arm cylinder returns to the hydraulic oil tank through the arm spools in the main control valve. When this happens, the arm rolls out.

The excessive pressure in the arm cylinder rod side is prevented by relief valve.

When the arm is roll out and the control lever is returned to neutral position, the circuit for the holding pressure at the rod side of the arm cylinder is closed by the arm holding valve.

The cavitation which will happen to the rod side of the arm cylinder is also prevented by the make-up valve in the main control valve.

5. BUCKET IN OPERATION



When the right control lever is pulled left, the bucket spool in the main control valve is moved to the roll in position by the pilot oil pressure from the remote control valve.

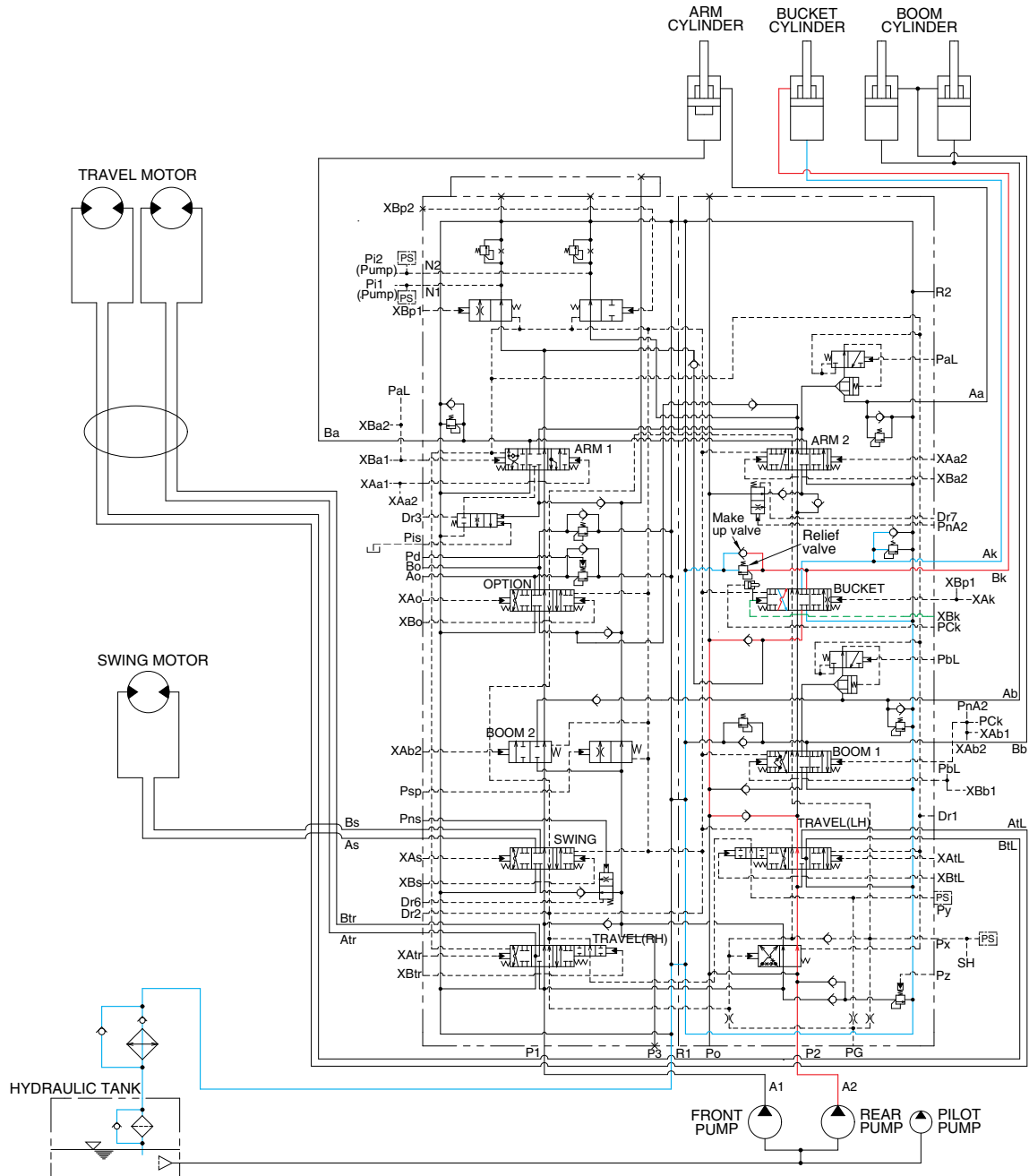
The oil from the rear pump flows into the main control valve and then goes to the large chamber of bucket cylinder. The oil from the front pump flows into the large chamber of bucket cylinder through confluence oil passage in the main control valve by bypass cut pilot pressure (XBp1).

At the same time, the oil from the small chamber of bucket cylinder returns to the hydraulic oil tank through the boom spool in the main control valve. When this happens, the bucket rolls in.

The excessive pressure in the bucket cylinder head side is prevented by relief valve.

The cavitation which will happen to the head side of the bucket cylinder is also prevented by the make-up valve in the main control valve.

6. BUCKET OUT OPERATION



When the right control lever is pushed right, the bucket spool in the main control valve is moved to the roll out position by the pilot oil pressure from the remote control valve.

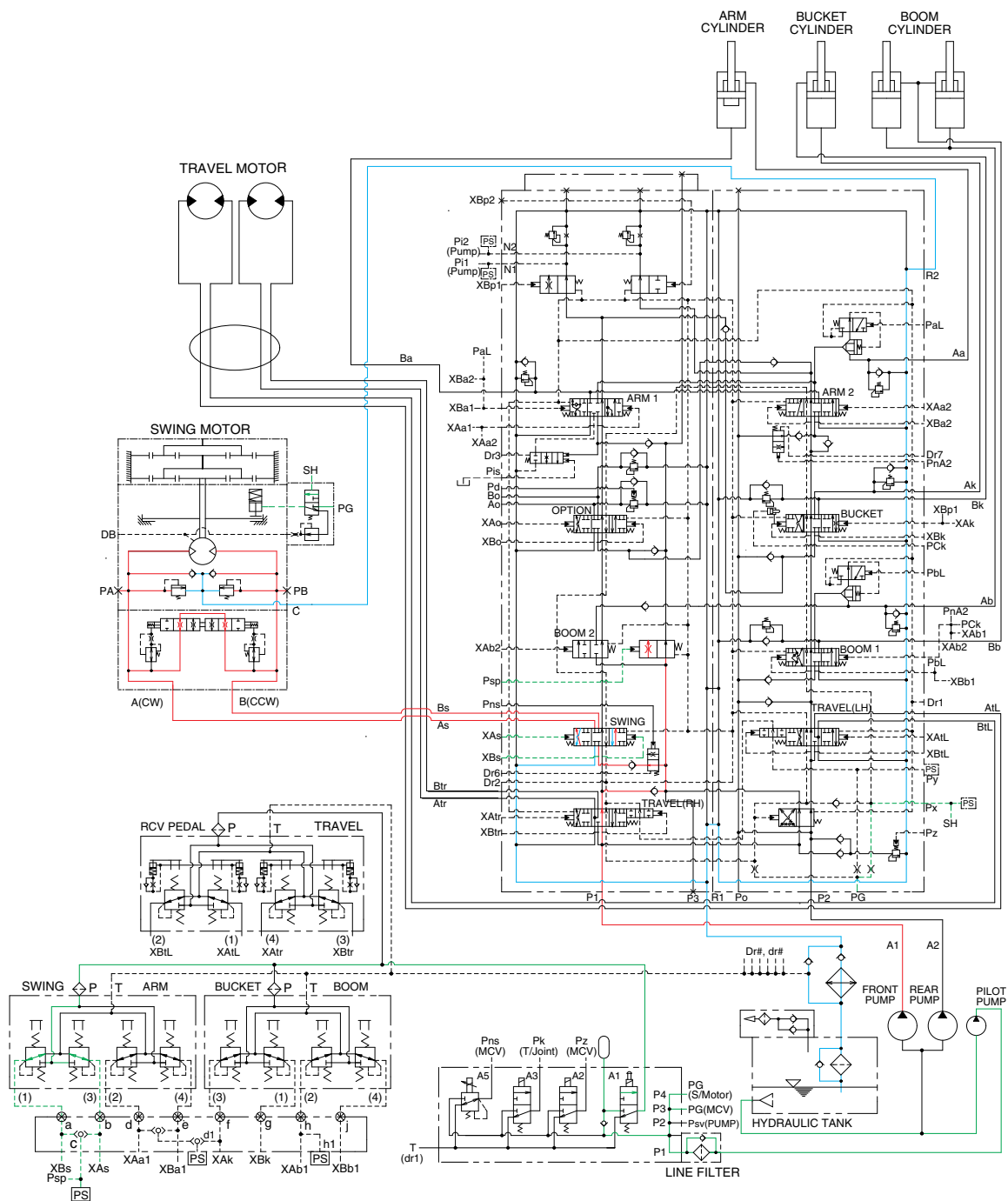
The oil from the rear pump flows into the main control valve and then goes to the small chamber of bucket cylinder.

At the same time, the oil from the large chamber of bucket cylinder returns to the hydraulic oil tank through the bucket spool in the main control valve. When this happens, the bucket rolls out.

The excessive pressure in the bucket cylinder rod side is prevented by relief valve.

The cavitation which will happen to the rod side of the bucket cylinder is also prevented by the make-up valve in the main control valve.

7. SWING OPERATION



32093HC15

When the left control lever is pushed left or right, the swing spool in the main control valve is moved to the left or right swing position by the pilot oil pressure from the remote control valve.

Also the swing operation preference function is operated by the pilot pressure Psp (refer to page 2-36).

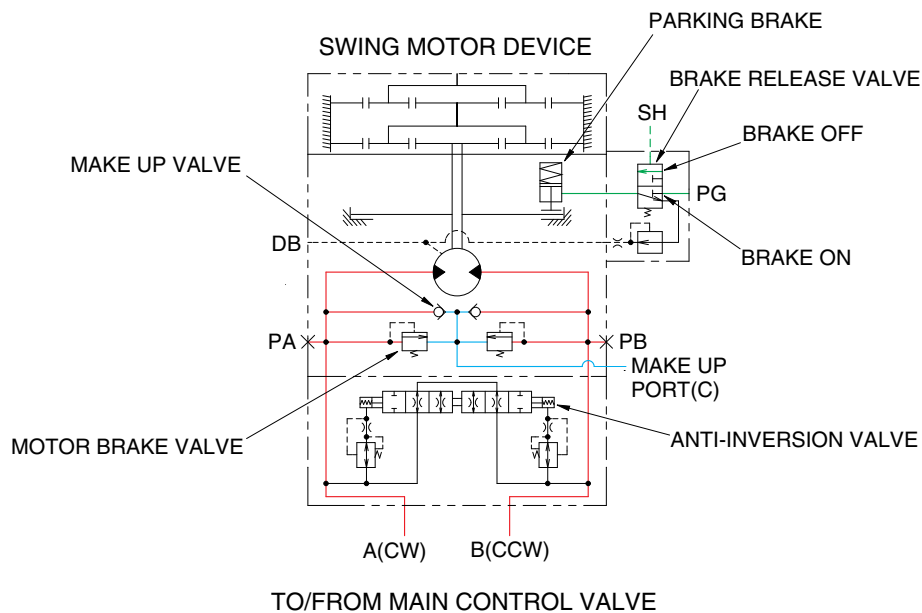
The oil from the front pump flows into the main control valve and then goes to the swing motor.

At the same time, the return oil from the swing motor returns to the hydraulic oil tank through the swing spool in the main control valve.

When this happens, the upper structure swings to the left or right.

The swing parking brake, make up valve and the motor brake valve are provided in the swing motor. The cavitation which will happen to the swing motor is also prevented by the make up valve in the swing motor itself.

SWING CIRCUIT OPERATION



1) MOTOR BRAKE VALVE

Motor brake valve for the swing motor limits to cushion the starting and stopping pressure of swing operation and controls the swing motor operating pressure.

2) MAKE UP VALVE

The make up valves prevent cavitation by supplying return oil to the vacuum side of the motor.

3) PARKING BRAKE

This is function as a parking brake only when all of the RCV lever (except travel pedal) are not operated.

PARKING BRAKE "OFF" OPERATION

The parking brake is released by the pilot pressure oil from the pilot pump.

When the RCV lever placed in the operating position, the pilot oil flows into SH port through the MCV. This pressure transferred to the brake release valve and the brake release valve is change over. Then the pilot oil pressure PG lift the brake piston and release the parking brake.

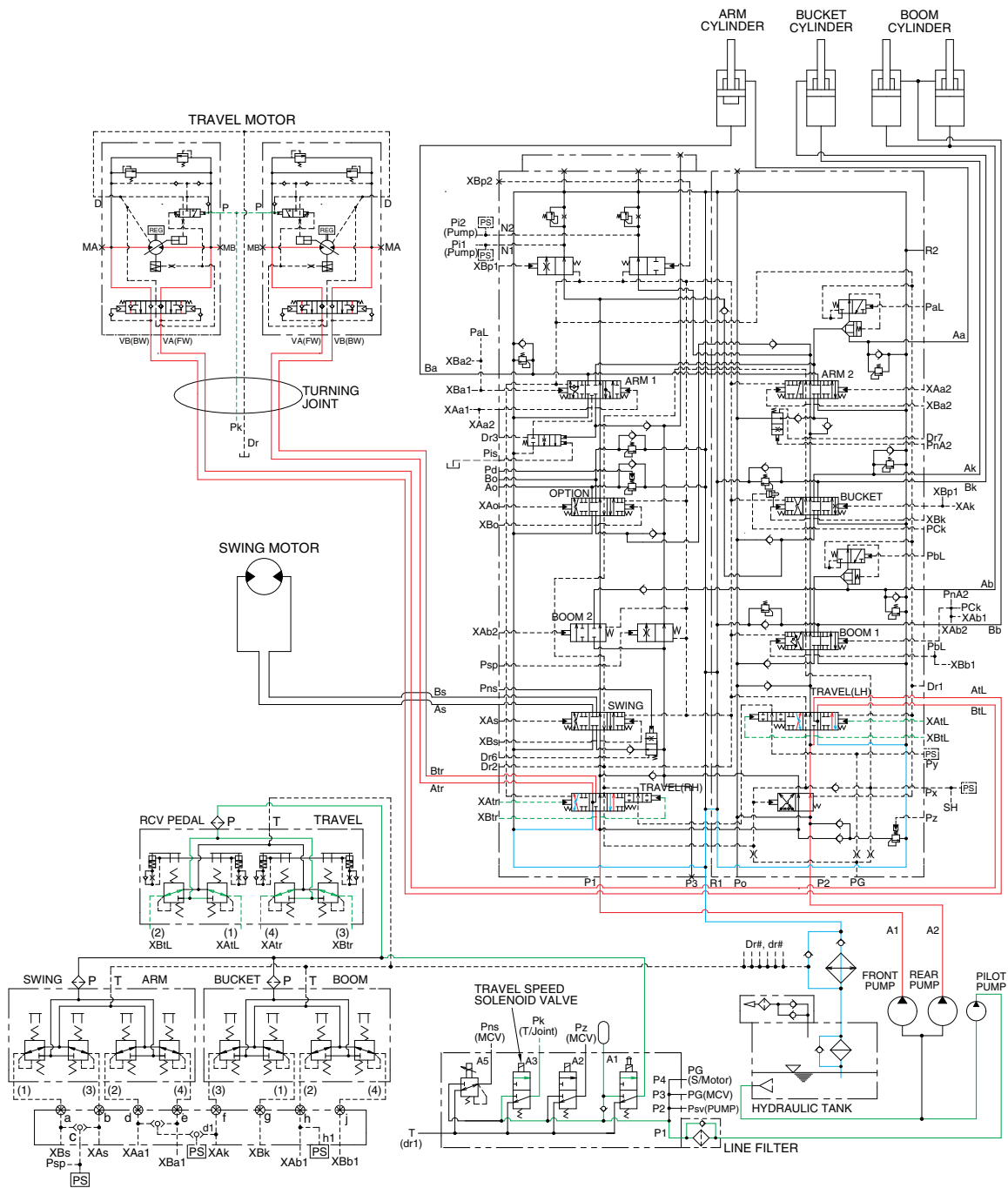
PARKING BRAKE "ON" OPERATION

When all of the RCV lever placed in the neutral position, the pressure of the pilot oil passage down. Then the brake release valve returned to the neutral position and the oil is returned from the brake piston to the tank. And the brake is set to 'ON'.

4) ANTI-INVERSION VALVE

This anti-inversion valve absorbs shocks produced as swing motion stops and reduced oscillation cause by swing motion.

8. TRAVEL FORWARD AND REVERSE OPERATION



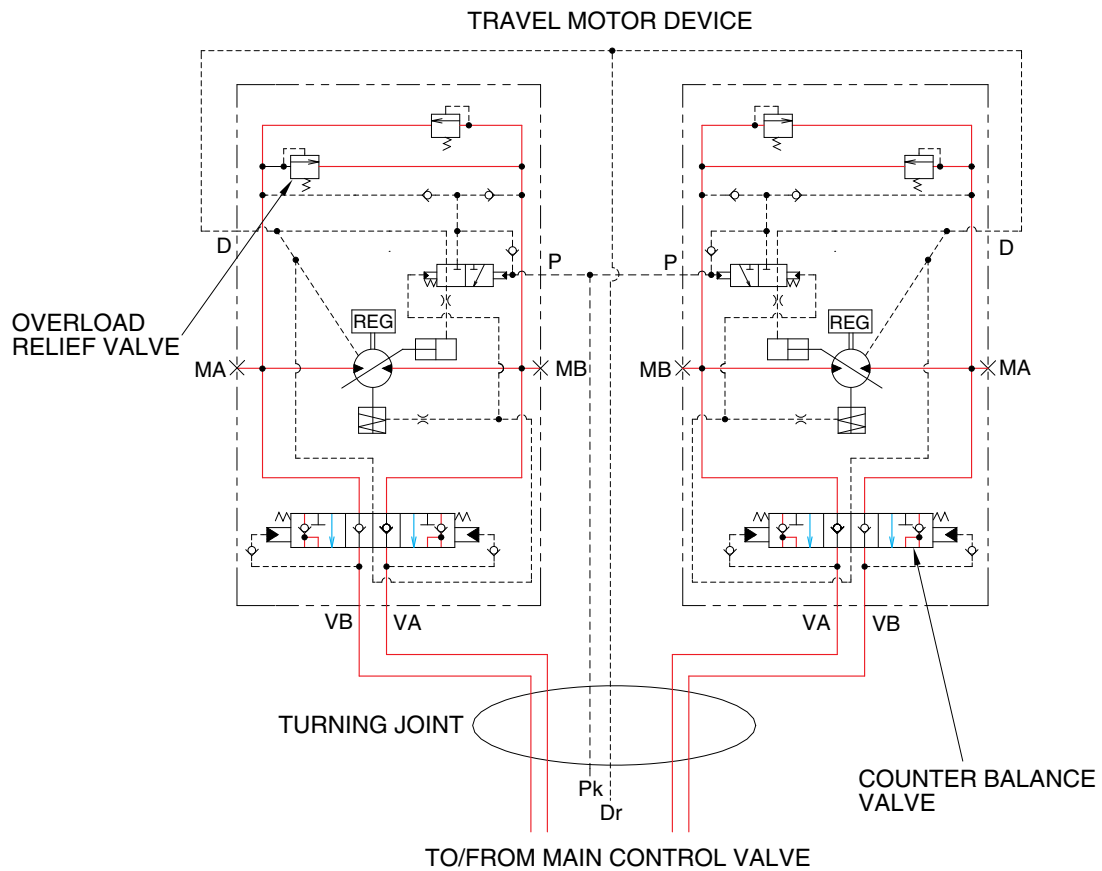
When the travel levers are pushed forward or reverse position, the travel spools in the main control valve are moved to the forward or reverse travel position by the pilot oil pressure from the remote control valve.

The oil from the each pump flows into the main control valve and then goes to the each travel motor through the turning joint.

The return oil from both travel motors returns to the hydraulic oil tank through the turning joint and the travel spools in the main control valve.

When this happens, the machine moves to the forward or reverse.

TRAVEL CIRCUIT OPERATION



Valves are provided on travel motors to offer the following functions.

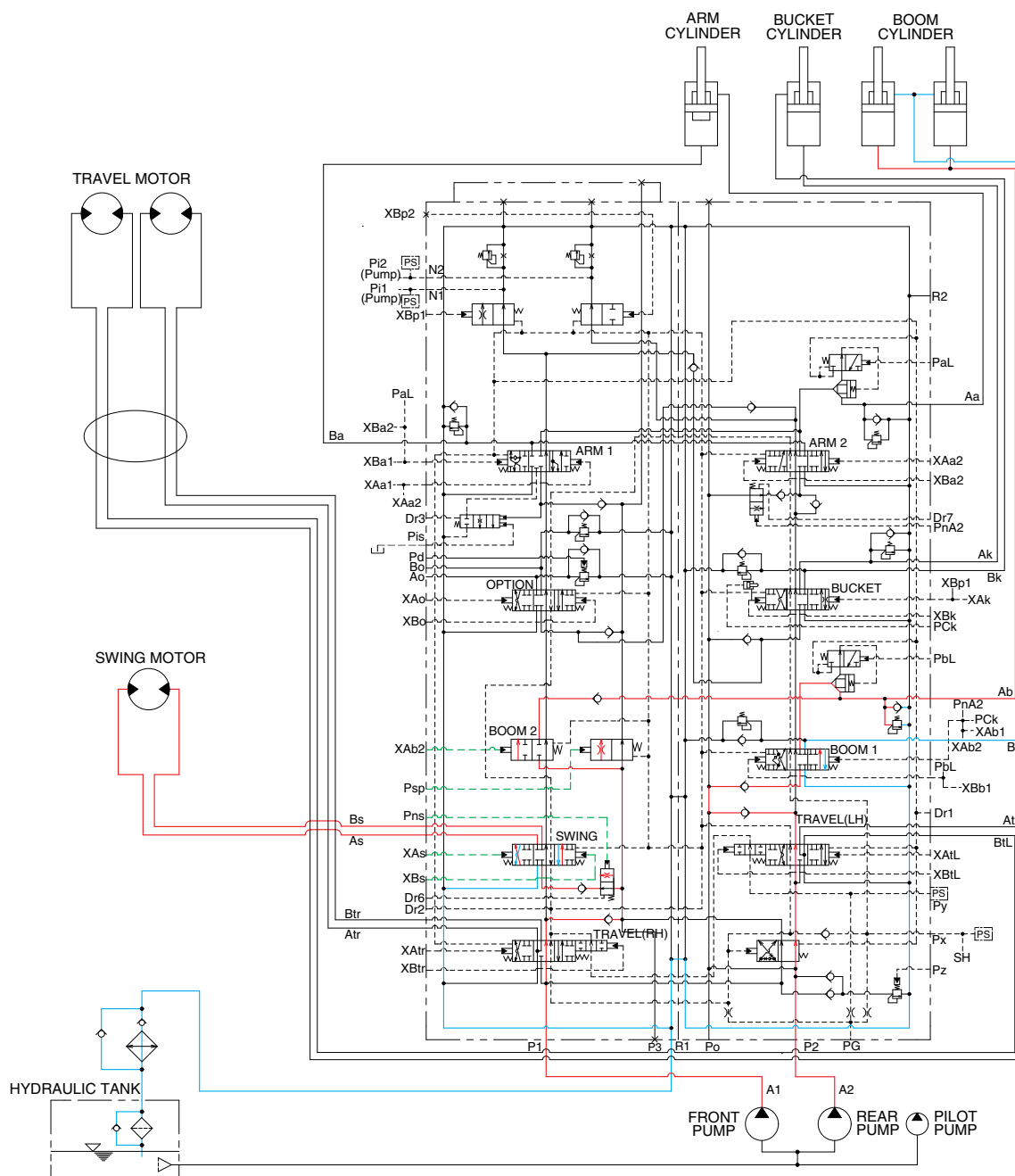
1) COUNTER BALANCE VALVE

When stopping the motor of slope descending, this valve to prevent the motor over run.

2) OVERLOAD RELIEF VALVE

Relief valve limit the circuit pressure below 350 kgf/cm^2 to prevent high pressure generated at a time of stopping the machine. Stopping the motor, this valve sucks the oil from lower pressure passage for preventing the negative pressure and the cavitation of the motor.

2. COMBINED SWING AND BOOM UP OPERATION



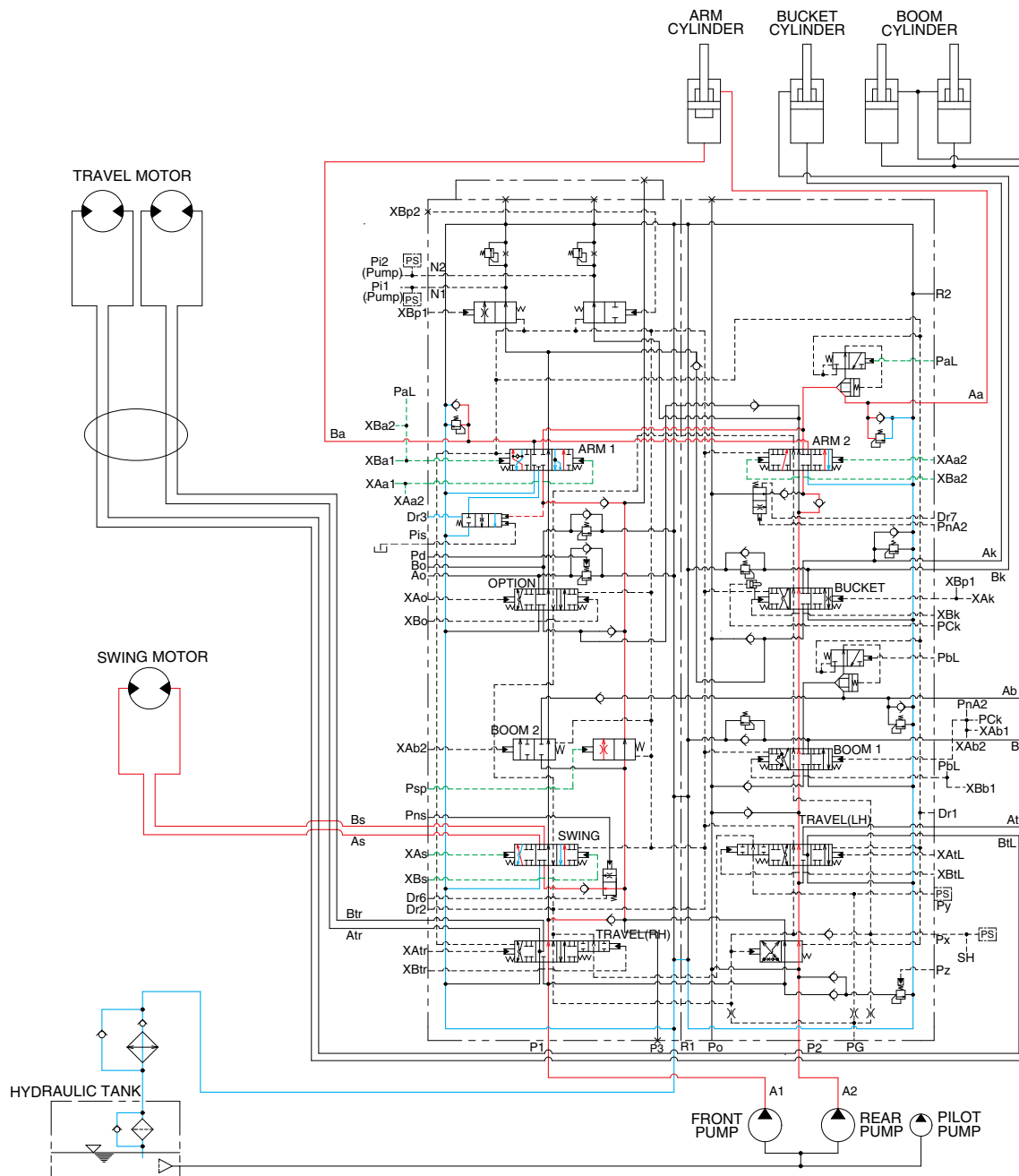
When the swing and boom up functions are operated, simultaneously the swing spool and boom spools in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve.

The oil from the front pump flows into the swing motor through swing spool and the boom cylinder through boom 2 spool.

The oil from the rear pump flows into the boom cylinders through the boom 1 spool in the right control valve. The upper structure swings and the boom is operated.

Refer to page 3-8 for the boom priority system.

3. COMBINED SWING AND ARM OPERATION



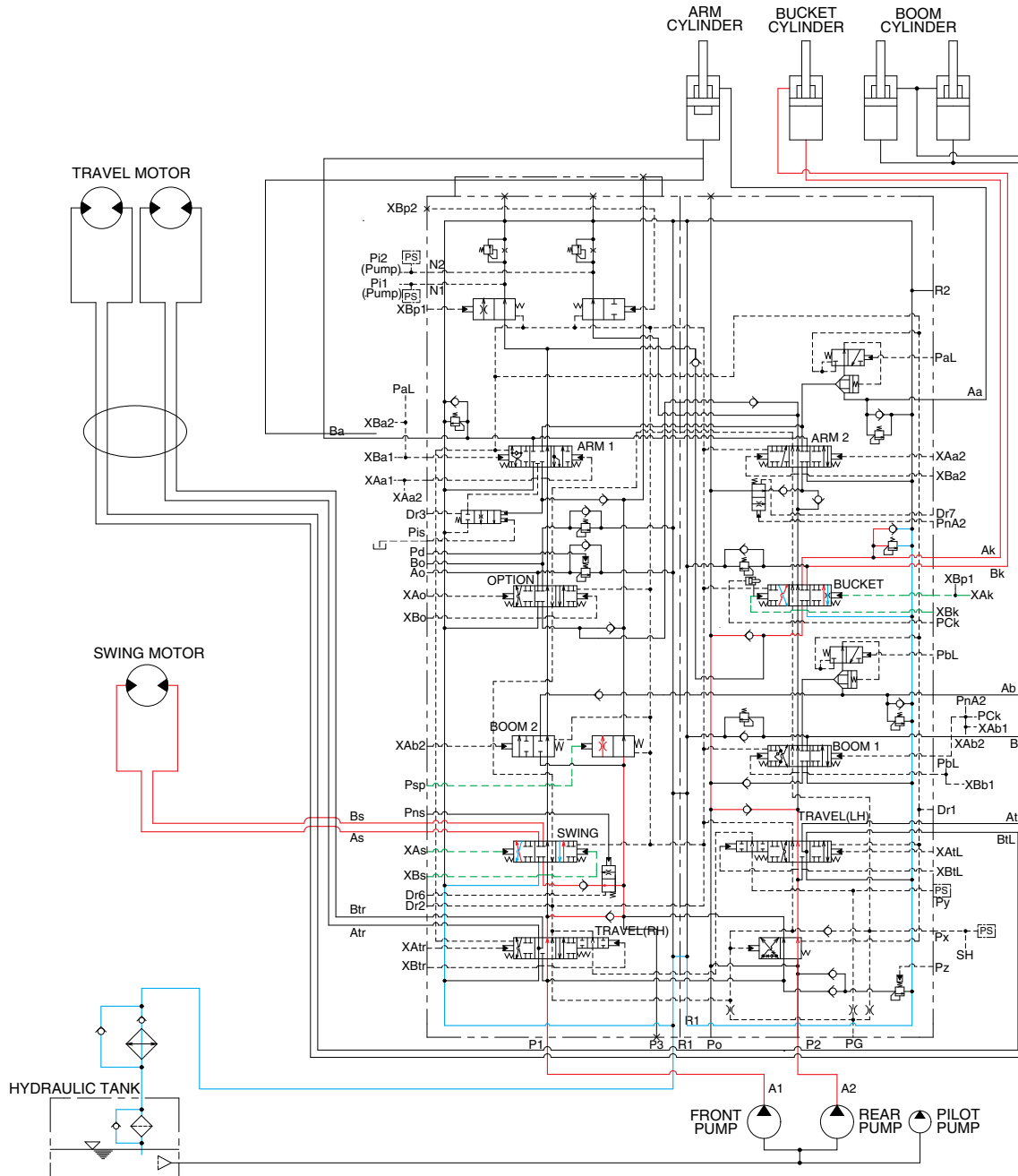
When the swing and arm functions are operated, simultaneously the swing spool and arm spools in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve.

The oil from the front pump flows into the swing motor through swing spool and the arm cylinder through arm 1 spool.

The oil from the rear pump flows into the arm cylinder through the arm 2 spool of the right control valve. The upper structure swings and the arm is operated.

Refer to page 2-35 for the swing operation preference function.

4. COMBINED SWING AND BUCKET OPERATION



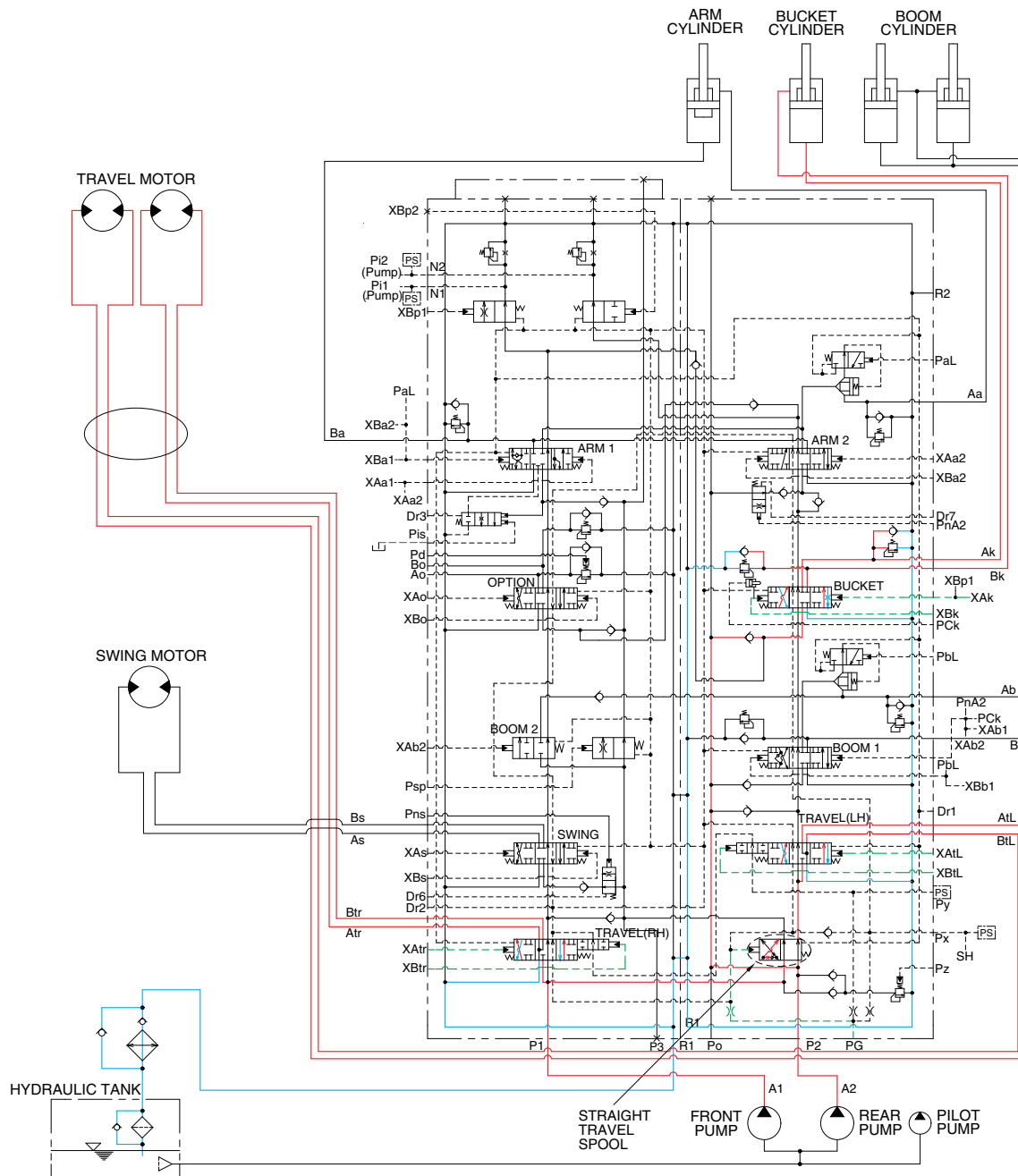
When the swing and bucket functions are operated, simultaneously the swing spool and bucket spool in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve.

The oil from the front pump flows into the swing motor through the swing spool in the left control valve.

The oil from the rear pump flows into the bucket cylinder through the bucket spool in the right control valve.

The upper structure swings and the bucket is operated.

5. COMBINED SWING AND TRAVEL OPERATION



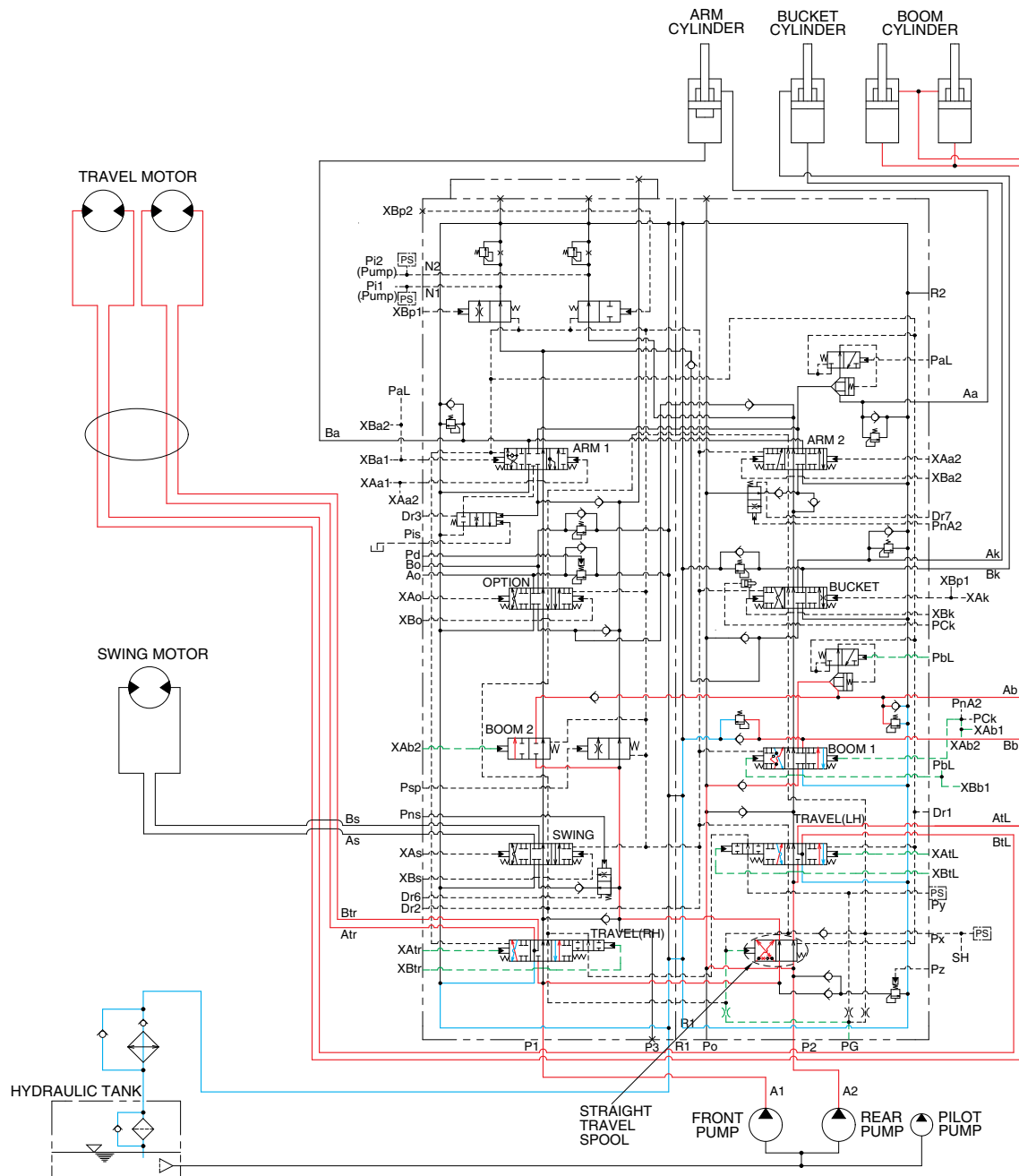
When the swing and travel functions are operated, simultaneously the swing spool and travel spools in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve and straight travel spool is pushed to the right by the pilot oil pressure from the pilot pump.

The oil from the front pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool.

The oil from the rear pump flows into the swing motor through the swing spool and travel motor through the LH travel spool via the check valve and orifice in the straight travel spool.

The upper structure swings and the machine travels straight.

6. COMBINED BOOM AND TRAVEL OPERATION



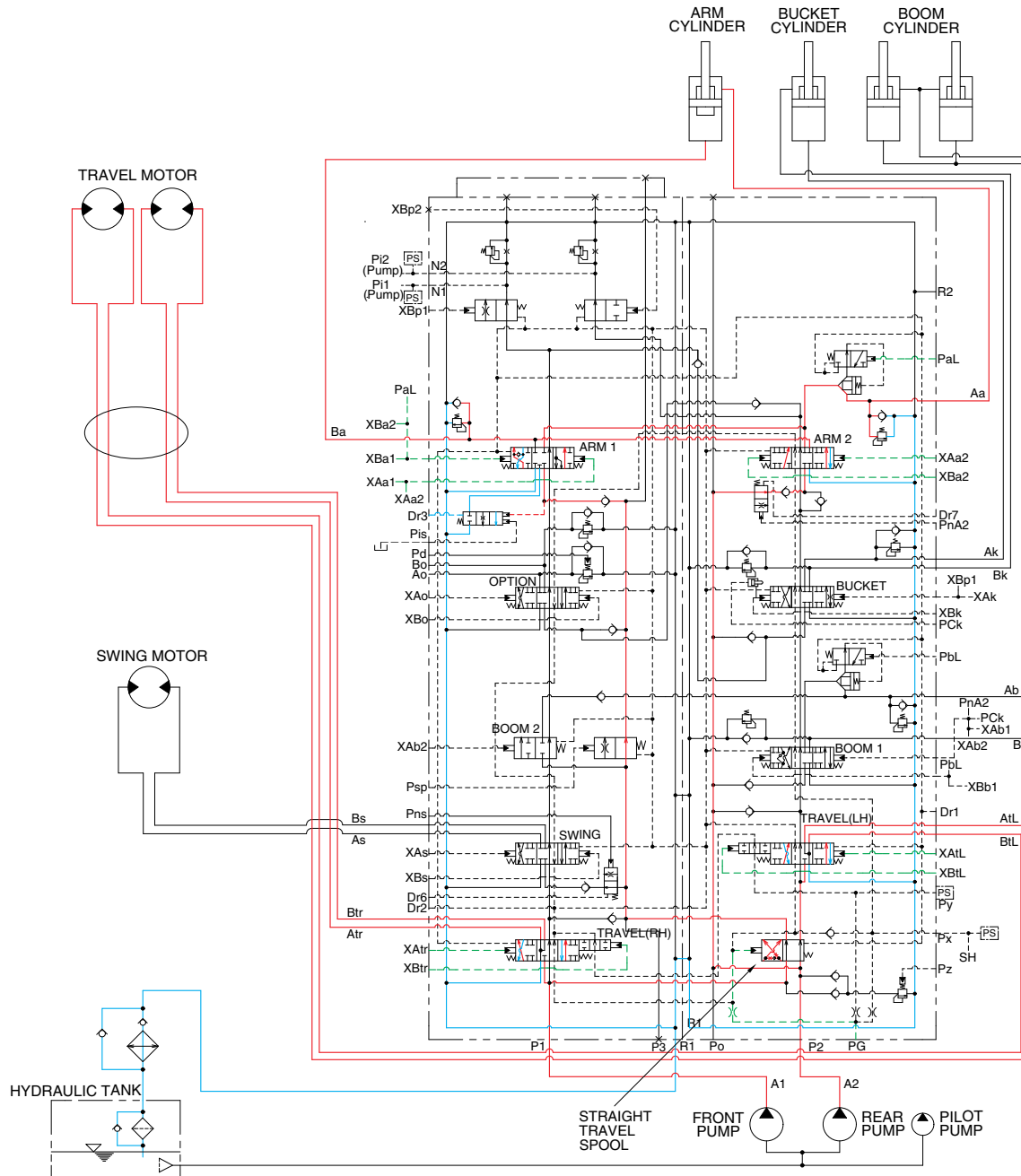
When the boom and travel functions are operated, simultaneously the boom spools and travel spools in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve and the straight travel spool is pushed to the right by the oil pressure from pilot pump.

The oil from the front pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool.

The oil from the rear pump flows into the boom cylinders through the boom 2 spool and boom 1 spool via the parallel and confluence oil passage in case boom up operation. Also, the oil from the rear pump flows into the travel motors through the LH travel spool via the check valve and orifice in the straight travel spool.

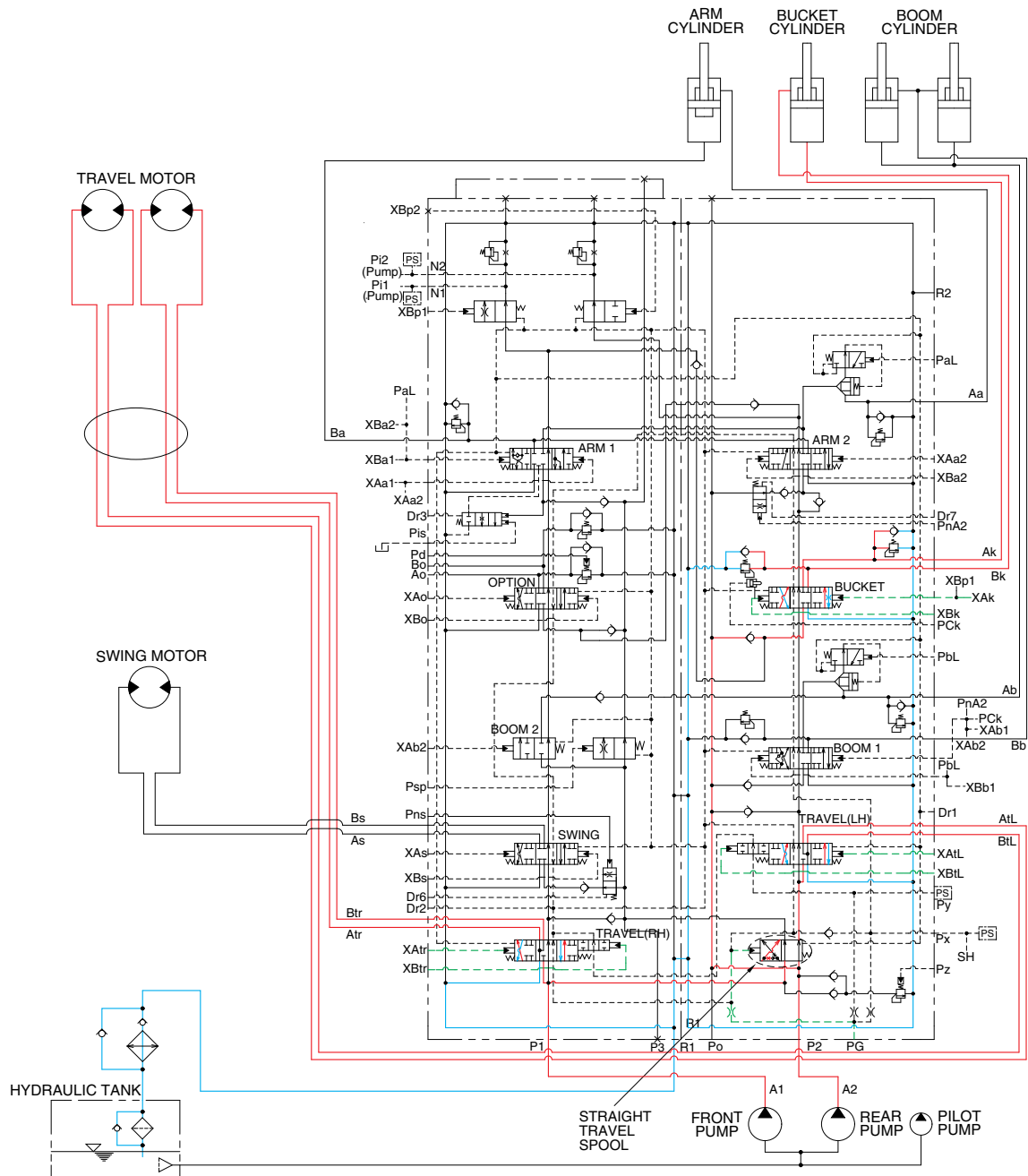
The boom is operated and the machine travels straight.

7. COMBINED ARM AND TRAVEL OPERATION



When the arm and travel functions are operated, simultaneously the arm spools and travel spools in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve and the straight travel spool is pushed to the right by the oil pressure from pilot pump. The oil from the front pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool. The oil from the rear pump flows into the arm cylinders through the arm 1 spool and arm 2 spool via the parallel and confluence oil passage. Also, the oil from the rear pump flows into the travel motors through the LH travel spool via the check valve and orifice in the straight travel spool. The arm is operated and the machine travels straight.

8. COMBINED BUCKET AND TRAVEL OPERATION

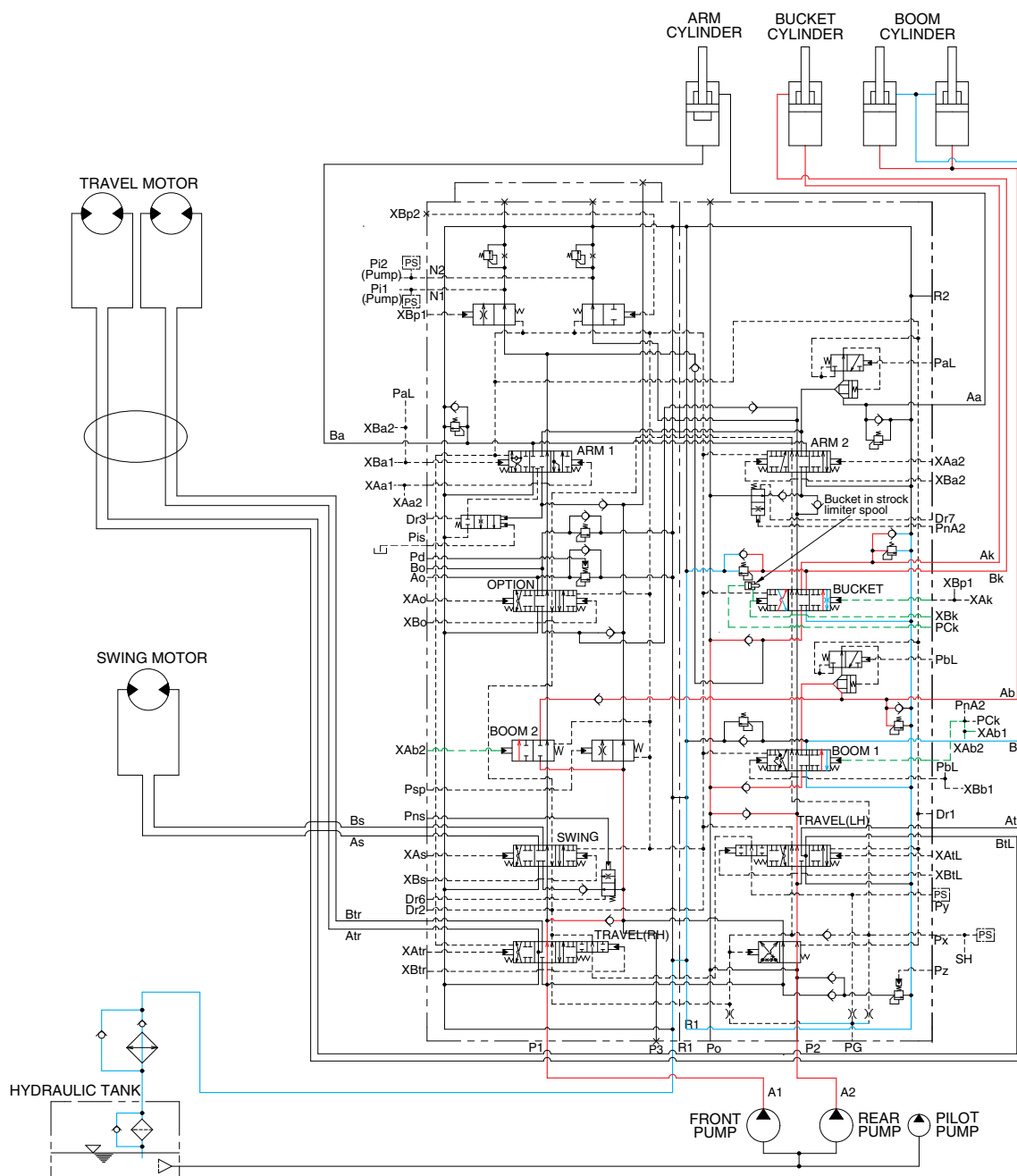


When the bucket and travel functions are operated, simultaneously the bucket spool and travel spools in the main control valve are moved to the functional position by the pilot oil pressure from the remote control valve, and the straight travel spool is pushed to the right by the oil pressure from pilot pump. The oil from the front pump flows into the travel motors through the RH travel spool of the left control valve and the LH travel spool of the right control valve via the straight travel spool of the control valve.

The oil from the rear pump flows into the bucket cylinder through the bucket spool via the confluence oil passage. Also, the oil from the rear pump flows into the travel motors through the LH travel spool via the check valve and orifice in the straight travel spool.

The bucket is operated and the machine travels straight.

9. COMBINED BOOM UP AND BUCKET OPERATION



When the boom up and bucket functions are operated, simultaneously each spool in the main control valve is moved to the functional position by the pilot oil pressure from the remote control valve. Also, the boom up operation preference function is operated by the pilot pressure PCk (refer to page 2-33).

The oil from the front pump flows into the boom cylinders through the boom 2 spool in the left control valve. The oil from the rear pump flows into the boom cylinders and bucket cylinder through the boom 1 spool, bucket spool and the parallel and confluence oil passage in the right control valve. The boom and bucket are operated.