

Bulletin PM 1622-20-M1/USA

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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Rear Ported Pur	mp	
Side Ported Pur	mp	5
Control Options		6
Thru Shaft Optio	ns	7
Exploded View		
Parts List		10 & 11
Service Notes		12
Basic Troublesh	ooting	13
Offer of Sale		

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

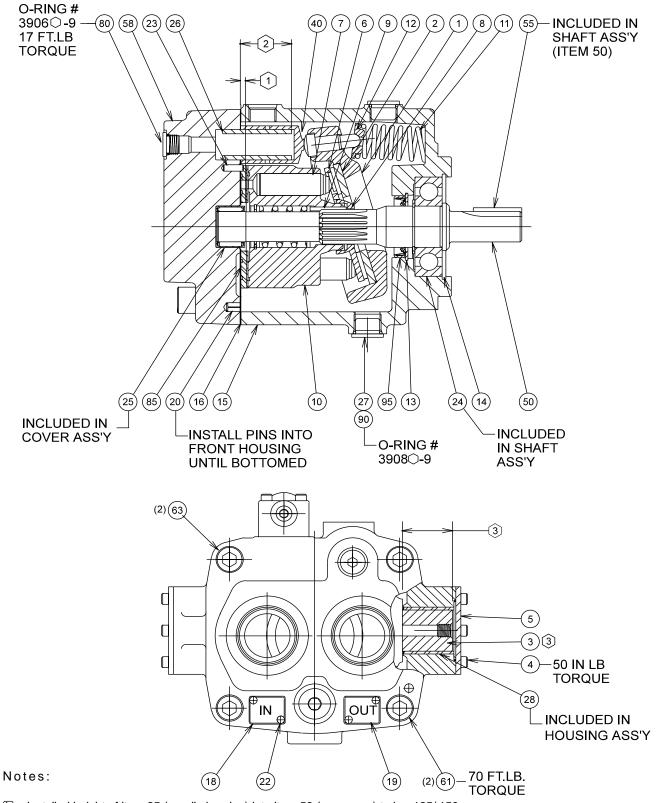
outside of the pump.

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

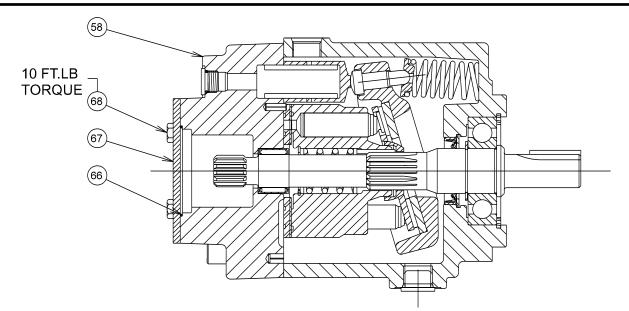
Warning:

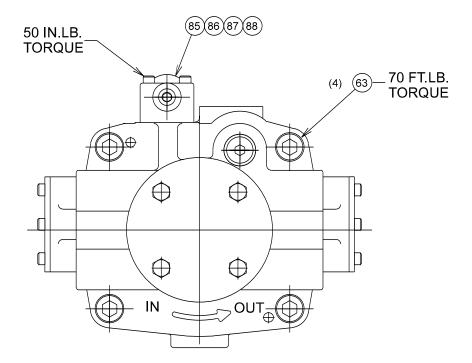
Protective eye wear should be worn during all maintenance procedures.

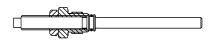




- Installed height of item 25 (needle bearing) into item 58 (rear cover) to be .125/.150. $\langle 1 \rangle$
- (Ž.) (3.) Installed height of item 26 (servo post) into item 58 (rear cover) to be 1.465/1.470.
- Item 3 (trunnion pin) to be pressed in until shoulder bottoms on swashplate.
- Illustration shows righthand (CW) rotation pump. Lefthand (CCW) pumps will have the inlet, outlet ports and the rotation 4. arrow reversed.

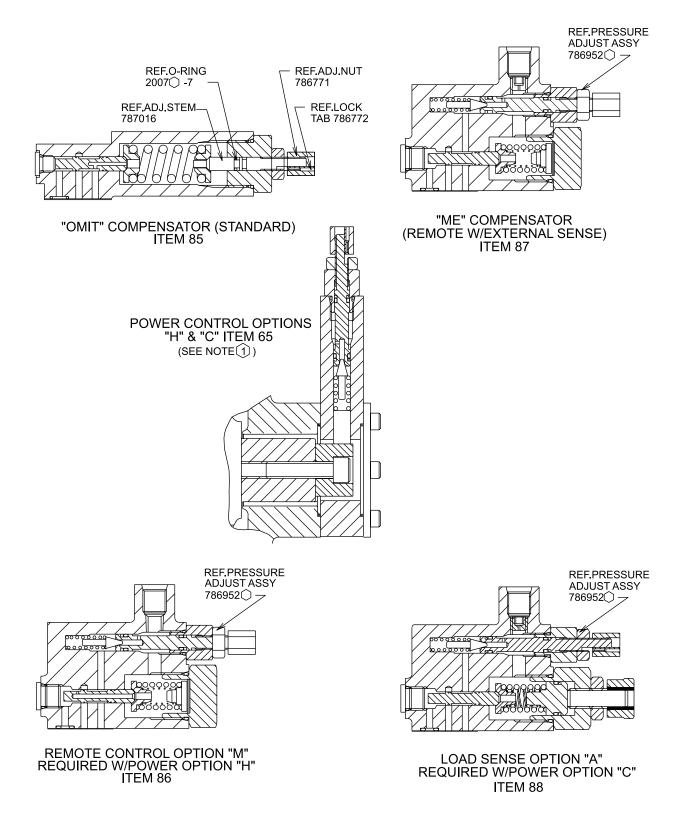




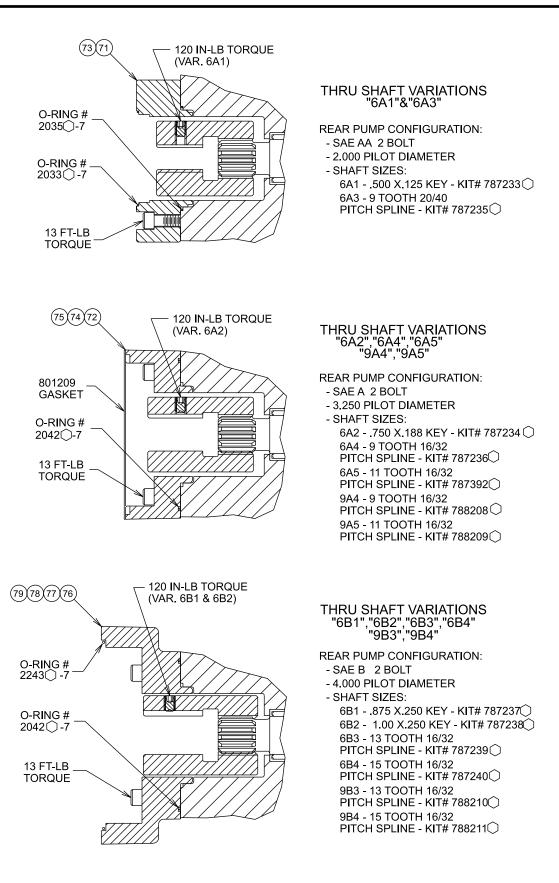


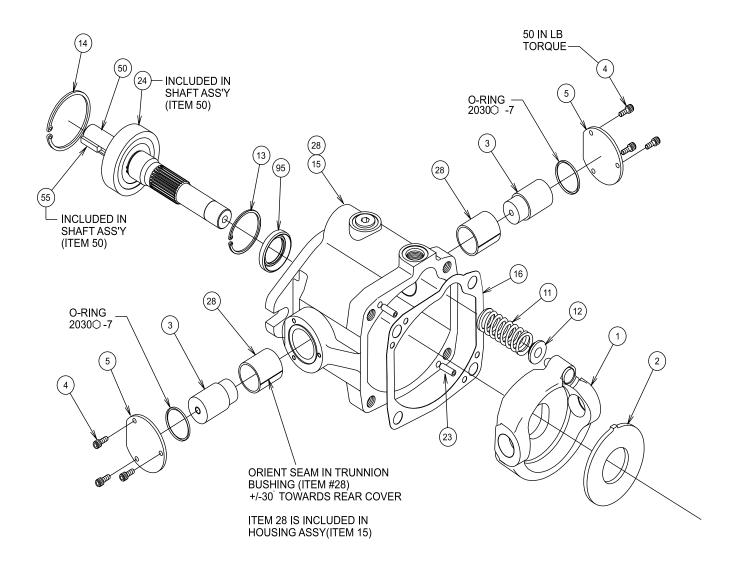
ADJUSTABLE MAX. VOLUME STOP VOLUME STOP OPTION "2" O-RING 2011⁻9 ITEM #48





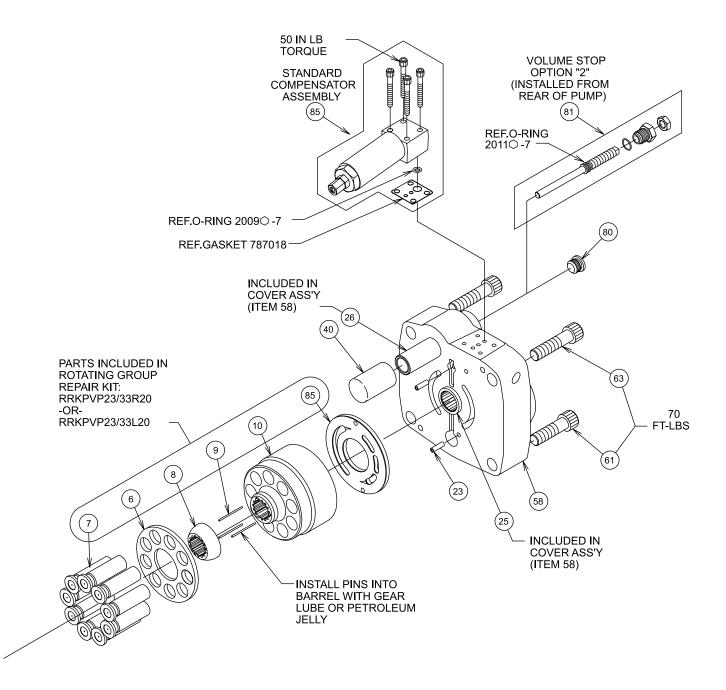
(1.) Must be used with proper compensator assembly. Horsepower (torque) control assembly does not include pressure compensator assembly. For "H" option use "M" compensator. For "C" option use "A" compensator.





- 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.







Bulletin PM 1622-20-M1/USA Parts List

Parker Pumps Parts & Service Models PVP23 / 33 **** 20

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Р	VP		23/33							-					_				
	ŚI		DISPLACEM	FNT	PRESSURE		SHAFT			DRTI		ROT	ATION		OL STO				
Ρl	JMF	2			RANGE		OPTION		0	PTIC	DN	ite ii		(N			
				r							Г								
				10									OM	_	-		1 PLUG		
				20									2	81	787	196	1 VOLUI	ME STOP KIT	
				30		-	-												
							10				R	85	78712	25	1	POR	T PLATE - CW	1	
											L	85	78712	26	1	POR	T PLATE - CC	W	
				78805															
			33 40	78793	9 1 SERVO	PISTO	N				R	58	78736	7()	1	CVR	-ASSY-REAR-	20	
										омп		58	78736	80	1	CVR	-ASSY-REAR-	-20	
		1	788016	1	SWASHPLATE ASS	Ϋ́				2	R	58	78736	9 🔿	1	CVR	-ASSY-SIDE F	LNG	
		2	787122	1	SLIPPER PLATE						L	58	78737	<u>~</u>	1		-ASSY-SIDE F		
		3	787978	2	TRUNNION PIN					3	R		78737	<u> </u>	1		-ASSY-SIDE -2		
		4	10X209	6	CAP SCREW							58	787373	2()	1		-ASSY-SIDE -2		
		5 6	787986 787116	2	TRUNNION COVER					8		58					-SIDE FLNG N -SIDE FLNG N		
		7	787115	9	PISTON ASSEMBL					Ļ		50				CVR	-SIDE FLING IV	IETRIC	
	P	8	787117	1	BALL SEAT														
		9	787118	3	BARREL PIN						17		7162	1			NARROW		
		10	787358	1	BARREL ASSEMBL	.Y					18		7163	1	-				
		11	788039	1	SWASH SPRING					омп	19 22	_	7164 X10	1	_	TLET F			
		12	787769	1	SPRING RETAINER	2					61	_	(294	2	-	P SCR			
		13	56X322	1	RETAINING RING						63	_	(295	2	_	P SCR			
	v	14 15	56X337 788056	1	RETAINING RING HOUSING ASSY						63		<295	4	_	P SCR			
		16	787143	1	GASKET-COVER					2	66	2035	0-7	1	0-F	RING			
			101110							3	67	787	7232	1	CO	VER P	LATE		
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		20	99X127	2	ROLL PIN					&	66 67	_	0 -7 7232	1	PLI				
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		22	39X10	2	DRIVE SCREW					5	100			·					
		23 24	99X83 787137	2	ROLL PIN BALL BEARING								r						
		25	787138	1	NEEDLE BEARING			ON		2 ⊢	27	78805	~	1			SSY-SAE/SAE	<u> </u>	
		26	787147	1	SERVO POST			E			37 27	108X8	\sim	2	PLUG(SAE-8) HOUSING-SAE/6149				
										8 —		788516-	-08	2		(ISO 6			
		28	788041	2	TRUNNION BUSHI	١G					27			1		•	AE/BSPP		
			C	CAU.	TION				ן י	9 –	37	788161	0	2	PLUG				
The	ese	ser			ntended for use	in		ĸ		9 2	27			1	HOUS	ING-M	ETRIC/BSPP		
					ect installation					<u> </u>	37	788161	0	2	PLUG	(BSPP)		
					could cause the p		or												
					, fail in subsequen				ю	MIT 5	50	78735	59	1	SHAF	T ASS	Y,7/8 STR.		
			e incorrect					ON		3,8 5		78736		1			Y,7/8 STR THR	<u>۱</u>	
Th	e f	ollov	ving precau	utions	s should be follo	wed:		E	, 0	міт 5	50	78736	i1	1	SHAF	T ASS`	Y,13 T		
1.	А	ll pa	rts should	be c	leaned and then	lightly	/		2,	3,8 5		78736		1	SHAF	T ASS`	Y,13 T,THRU		
					oil, or another				: –	міт 5	_	78736		1			Y,1" STR.		
			•		patible with the	syste	m		2,	3,8 5			787364 1 SHAFT ASSY,1" STR.THRU 787365 1 SHAFT ASSY,15 T						
					or to assembly.					міт 5 ,3,8 5	50	78736 78736		1			Y,15 I Y,15 T,THRU		
2.	2. The pump should be disassembled, repaired						ed	-		3,8 5 9		10130	.0	-			Y,25 MM STR.		
					a clean environn	nent.		Ľť	<u>`</u>	<u> </u>				1	5.174	. , .00	.,_0 011.]	
3.					disassemble and												ı		
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4.					at how to install t				_	5		2X19	1	KEY		=>			
	p	arts,	you snoul	a ob	tain assistance e	utner		Ľ	10	5	100	8166	1		RIC KE	_ 1	J		

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			VA VH	-	SEE	ABO\ ABO\	/E	1 1	USE '/	A' CONTROL H' CONTROL				PORTING	IAL ADAPT
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	B4	-	-	78821			METF	ric - 'E	3' 15T]				

CONTROLS FOR METRIC OPTIONS 8 & 9) RIC SCREWS ARE REQUIRED.

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

CONTROLS M,ME,A,C,H FOR PUMPS(OPTIONS 8 & 9)AN PTOR FITTING IS REQUIRED.

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

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I" control, it must be used with a embly.

control, it must be used with a assembly.

33\]20

?/N:

/33____20



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**.
- Δ Check for proper drive rotation.
- $\Delta \quad \text{Make sure pump shaft is turning (i.e. key at coupling hubs is engaged).}$
- $\Delta \quad \text{Make sure reservoir is full.}$
- △ 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

- Δ Make sure pump is primed.
- Δ 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.
- Δ The remote or load sense line is vented.
- Δ Control orifice or spool is plugged.
- Δ Incorrect compensator spool (PVP).
- Δ Pressure control dart is lodged open.
- Δ Torque control plug is missing (PAVC).

Pump Will Not Compensate

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

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