

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:

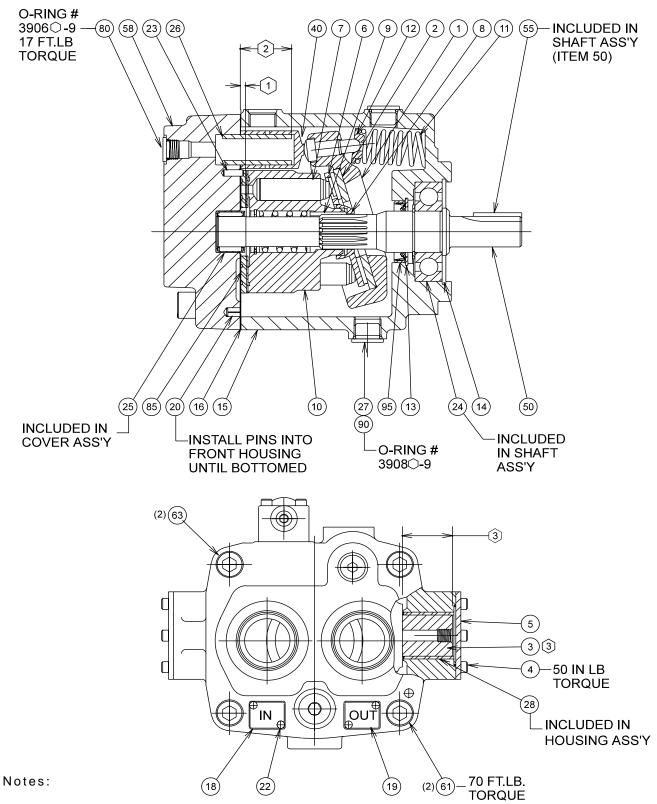
Prior to any pump disassembly, plug the open ports and clean all dirt from the outside of the pump.

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

Warning:

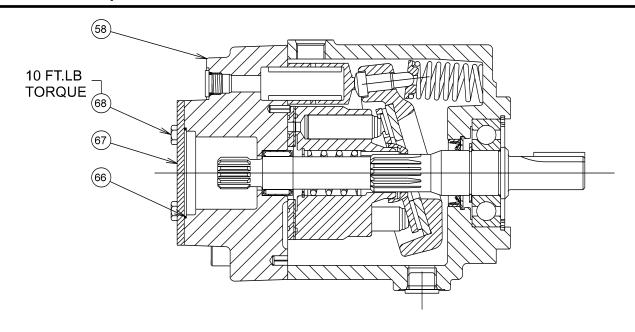
Protective eye wear should be worn during all maintenance procedures.

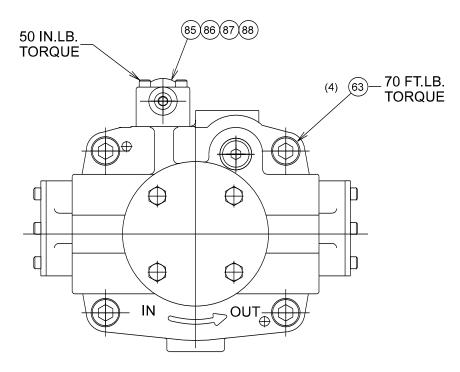


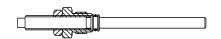


- (T.) Installed height of item 25 (needle bearing) into item 58 (rear cover) to be .125/.150.
- 2. Installed height of item 26 (servo post) into item 58 (rear cover) to be 1.465/1.470.
- (trunnion pin) to be pressed in until shoulder bottoms on swashplate.
- 4. Illustration shows righthand (CW) rotation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



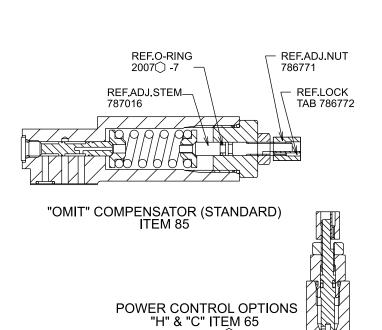




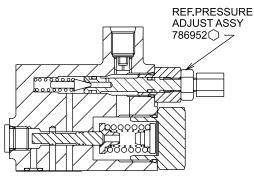


ADJUSTABLE MAX. VOLUME STOP VOLUME STOP OPTION "2" O-RING 2011 -9 ITEM #48

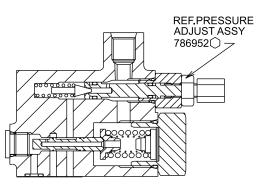




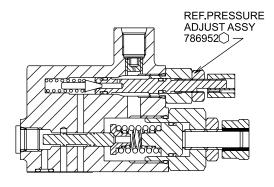
(SEE NOTE (1))



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



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

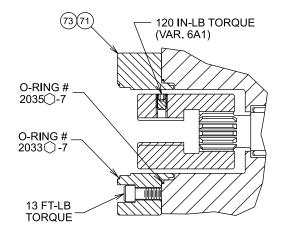


LOAD SENSE OPTION "A" REQUIRED W/POWER OPTION "C" ITEM 88

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.



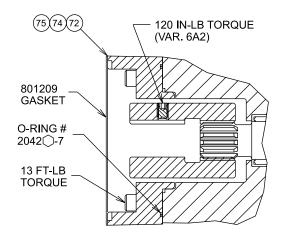


THRU SHAFT VARIATIONS "6A1"&"6A3"

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

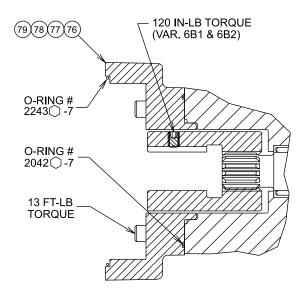
PITCH SPLINE - KIT# 787392

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

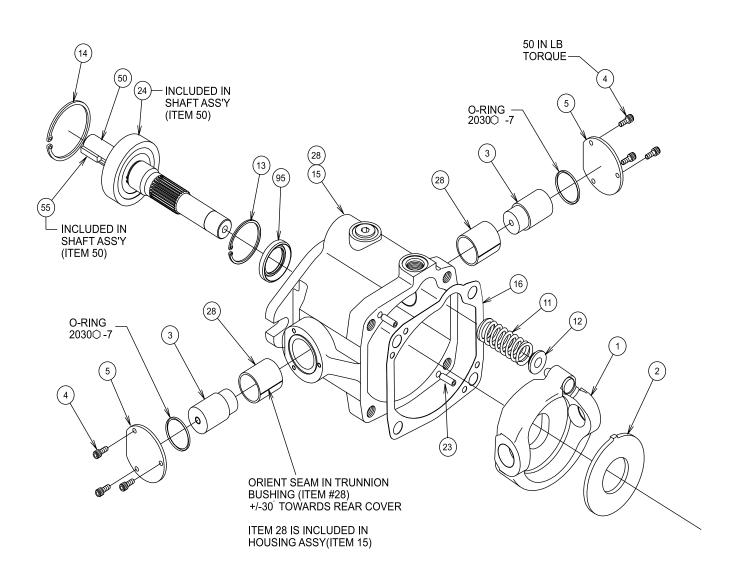
PITCH SPLINE - KIT# 787240

9B3 - 13 TOOTH 16/32

PITCH SPLINE - KIT# 788210

9B4 - 15 TOOTH 16/32

PITCH SPLINE - KIT# 788211

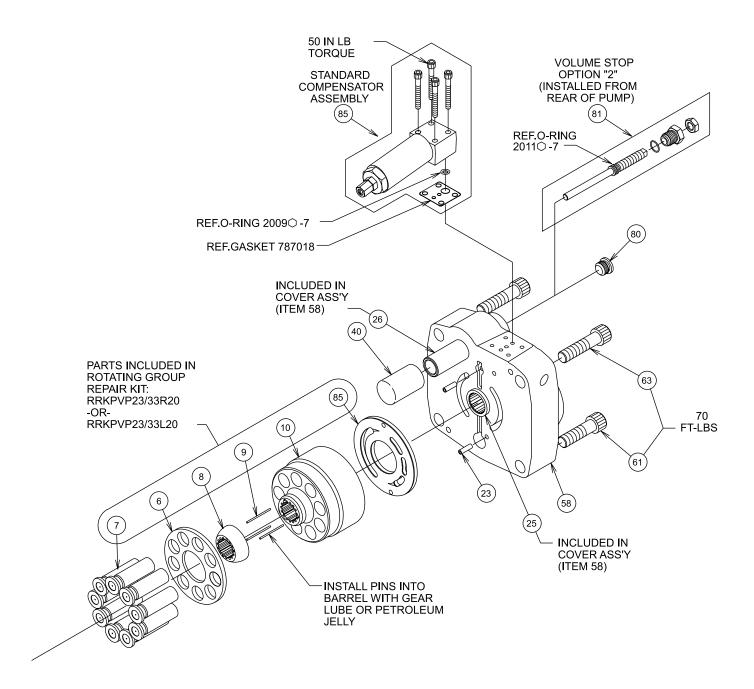


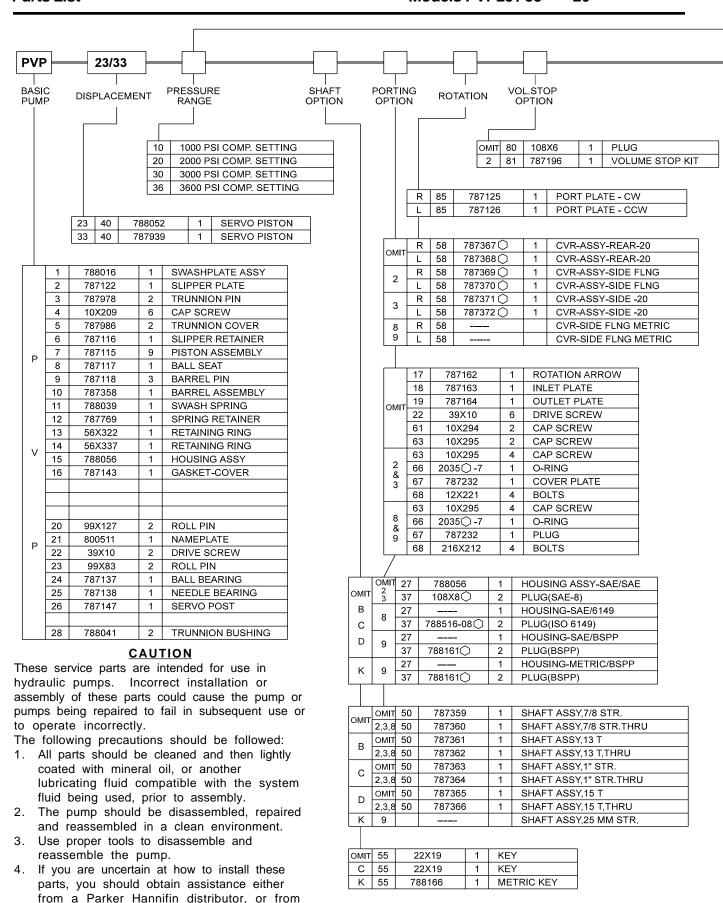
Notes:

- 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

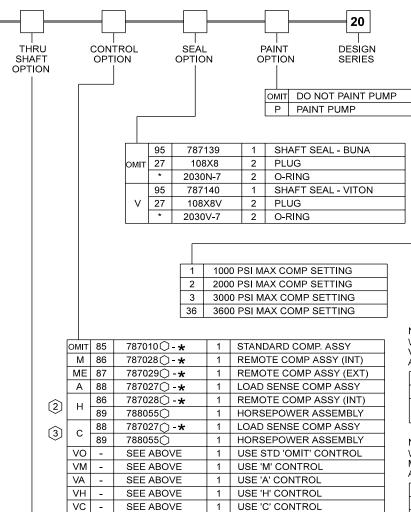
 20) consists of all O-rings, gaskets and shaft seal.







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	ı	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.
- Δ Check for proper drive rotation.
- Δ Make sure pump shaft is turning (i.e. key at coupling hubs is engaged).
- Δ 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

- Δ 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

- 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

- Δ 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.



Notes:



Notes:



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to alter, discard or otherwise dispose of any special tooling or other property in its sole discretion at any time.

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8/98 DB Hess 5000



PVP23/33 DESIGN SERIES 20 CHANGES

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Design Series 20 Changes.

- Larger diameter trunnion pins to support higher loads at 3600 PSI.
- Larger Teflon trunnion bearings to match larger diameter pins.
- Change housing machining to match larger diameter trunnion bearings and pins.
- Change swashplate machining to use integral hardened wear pin versus flame hardening process.
- Change geometry on servo piston to match new swashplate contact point.
- Change geometry on swashplate bias spring retainer to match hardened wear pin.
- 7. Change swashplate bias spring to match retainer.
- New horsepower control assembly (788055) to match housing and trunnion pin changes.
- Incorporate "6T" variation (thru-shaft with cover plate) into all pumps with side porting.

Rules for Interchangeability of Design 20 and Design 10.

- Design 20 swashplate assembly (788016) will fit in design 10 pump, but will require replacing all the following components:
 - · Swashplate bias spring (788039)
 - · Bias spring retainer (787769)
 - · Servo piston

PVP23 (788052)

PVP33 (787939)

NOTE: When repairing a design 10 PVP23/33 with any one of the above components, all four pieces must be replaced as a set.

- Design 20 housing assembly (788056) can be used to rebuild a design 10 pump, but will require replacing all the following components:
 - Trunnion pins 2 (787978)
 - Cover plate 2 (787986)
 - Screws 6 (10 x 209)
 - Horsepower assembly* 1 (788055)

NOTE: When repairing a design 10 PVP23/33 with any one of the above components all the components, must be replaced as a set.

The seal kit for a design 20 PVP23/33 is fully compatible with a design series 10 PVP23/33.

PVP23/33 DESIGN 10	PVP23/33 DESIGN 20	PART NAME	DESCRIPTION OF CHANGE
787142	788056	Housing	Change size of trunnion bearing
787061	788041	Trunnion Bearing Assembly Teflon Bearing	Match trunnion pin changes
2026*-7	2030*-7	O-ring	
787123	787978	Trunnion Pin	1" dia. to 1.181" dia. (30mm)
56 x 318	787986 10 x 209	Snap Ring, Cover Plate	Change from snap ring retainer to bolt on cover plate
787121	788016	Swashplate Assembly	Change from flame heat treated swashplate to installing hardened wear pin
787145 787144	787769	Swashplate Bias Spring Retainer	Change due to wear pin (male to female joint)
	788039	Swashplate Bias Spring	ID different to match spring retained
787200	788052	23cc Servo Piston	Match change to swashplate
787146	787939	33cc Servo Piston	Match change to swashplate
787357	788055	HP Assembly	Matches housing and trunnion pin changes



PVP23/33 Design Series 10

PVP23/33 Design Series 20

