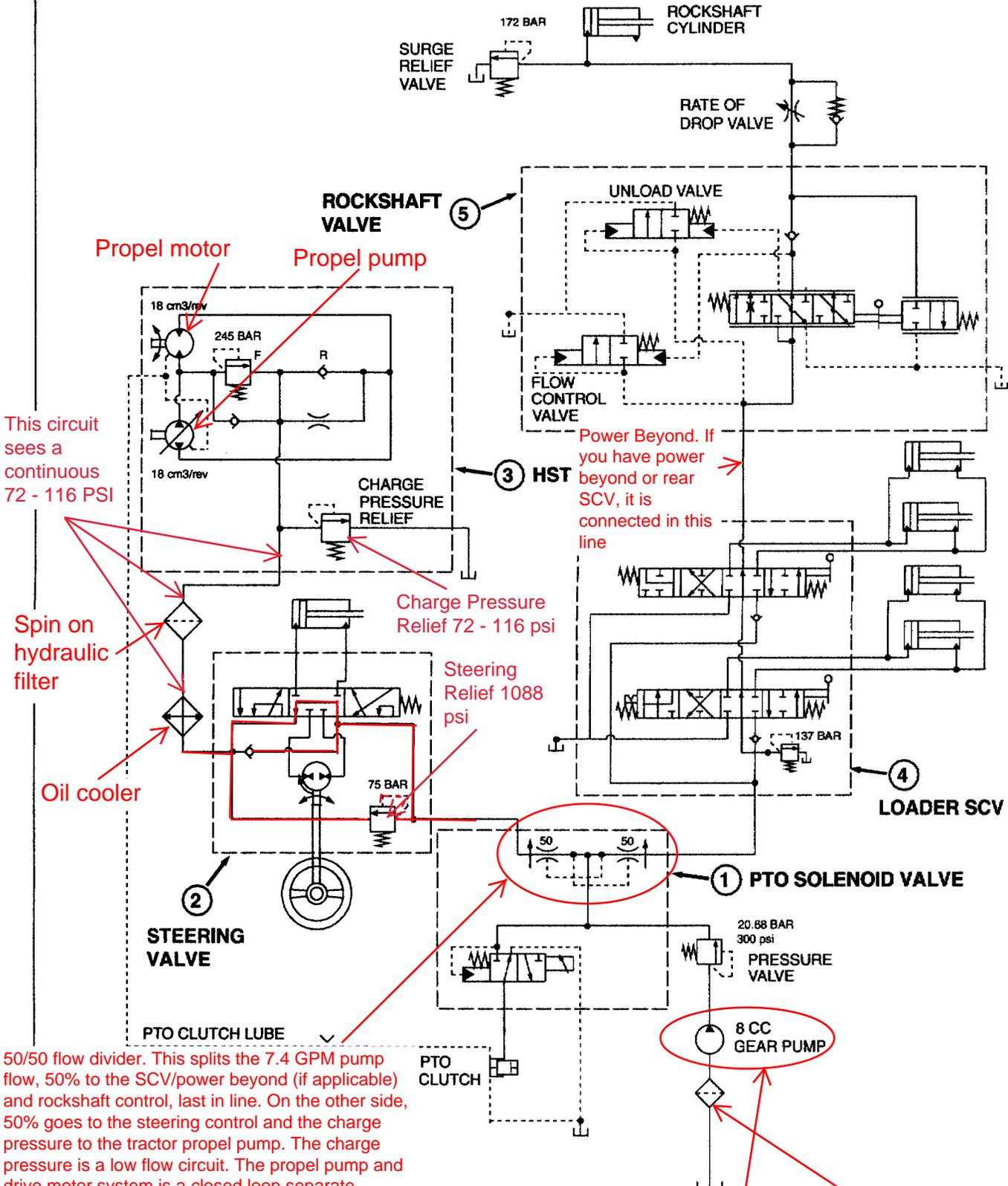


1025R Hydraulic Schematic



This circuit sees a continuous 72 - 116 PSI

Spin on hydraulic filter

Oil cooler

50/50 flow divider. This splits the 7.4 GPM pump flow, 50% to the SCV/power beyond (if applicable) and rockshaft control, last in line. On the other side, 50% goes to the steering control and the charge pressure to the tractor propel pump. The charge pressure is a low flow circuit. The propel pump and drive motor system is a closed loop separate system. There is engineered internal leakage in this closed loop system that allows oil to flow back to the sump through the PTO clutch which lubes the PTO clutch. This "leakage oil" also provides a way to get some oil out of the closed loop for cooling and the charge oil replaces it. The charge oil is provided by the main gear pump.

This a 7.4 GPM pump.
 $RPM \times Pump\ Displacement\ in\ Cu./in \div 231 = GPM$ (Based on 3500 pump RPM)

Sump suction strainer

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