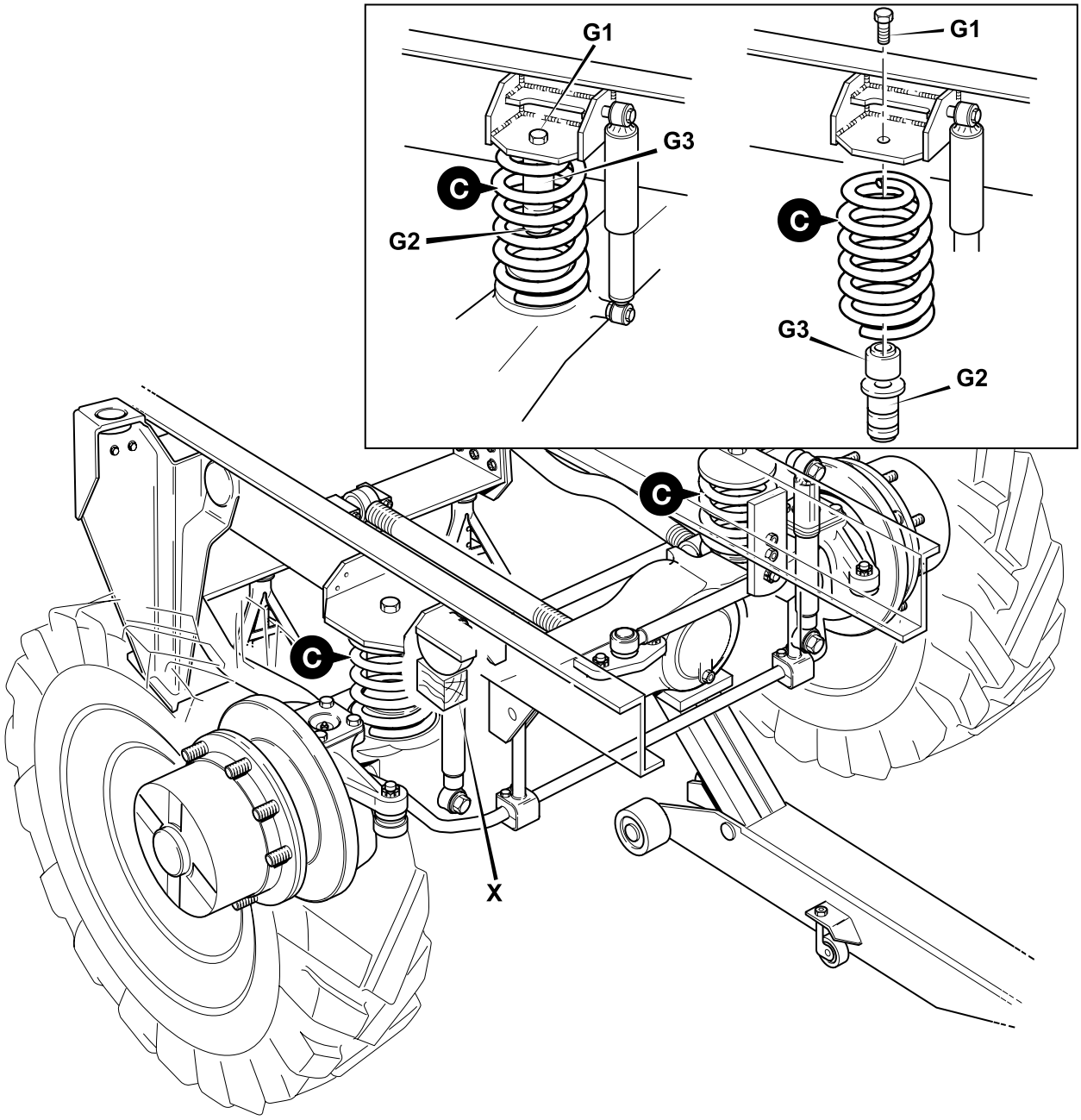

Fig 6.

Rear Suspension SYSTEM

Introduction

This topic contains information about a machine SYSTEM. The system has some devices that connect either mechanically, hydraulically or electrically. Make sure you are referring to the correct system.

Descriptions and procedures relate to the system and not the individual devices.

This topic is intended to help you understand what the system does and how it works. Where applicable it also includes procedures such as removal and replacement and dismantle and assemble.

Technical Data

Pump	
Type	Front section (P1) of gear type pump, driven by engine.
Maximum flow	36.5 litres/min (8.0 UK gal/min, 9.6 US gal/min)

Pressures	**bar**	**kgf/cm^3**	**lbf/in^2**
Pressure maintaining valve			
Cut-out pressure	200	204	2900
Cut-in pressure	180	184	2610
Accumulator charge pressure	75	76.5	1087
Gas spring charge pressure	35	36	508

Operation Overview

Primary System

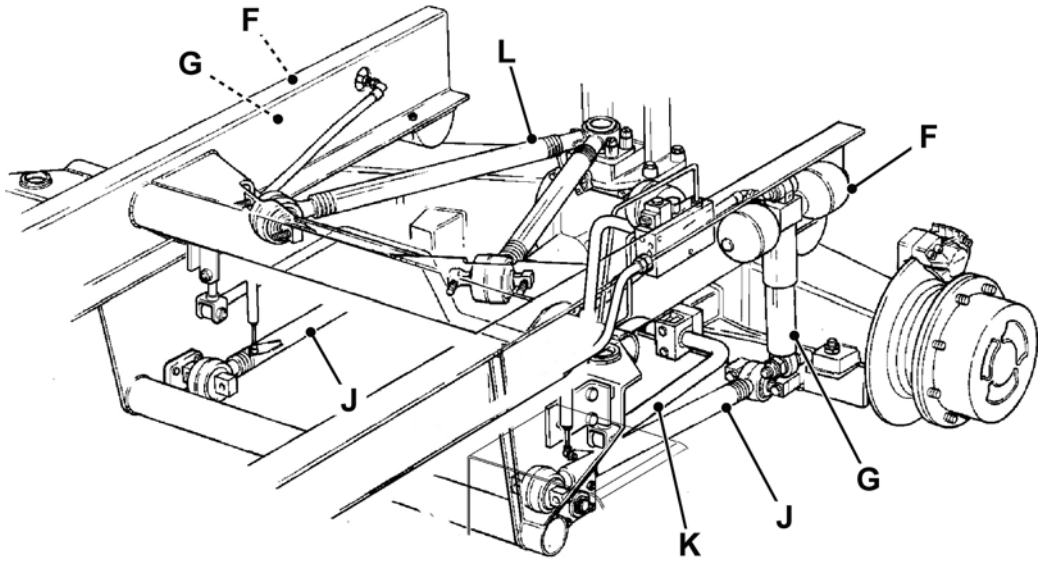

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Fig 1.

The variable rate hydropneumatic rear suspension minimises fore and aft vehicle pitch whilst maintaining 'low rate' characteristics for ride quality and tractive performance.

Axle location is by control rods **J** and 'V' link **L**. An anti-roll bar **K** is also fitted.

Primary suspension comprises two nitrogen-charged gas springs **F** and one hydraulic cylinder **G** on each side of the machine.

Movement of the axle varies the pressure in the cylinders which in turn works against the pressure in the gas springs to give a variable rate suspension.