MEASURING SCHEDULE WITH MULTI CONTROL VALVE

Measurements to be carried out with oil at normal operating temperature of 80°C and operating at full speed.

**Measuring Points for Hydraulic Oil:**
- 51 = Converter Inlet Pressure
- 52/63 = Converter Output Pressure
- 65 = Control Pressure
- 53 = KV
- 55 = KR
- 56 = K1
- 57 = K2
- 58 = K3
- 60 = K4

**Temperature Measuring Point:**
- 63 = Converter Exit

**Measuring Points for Delivery Rates:**
- 15 = Connection to Transmission Oil Cooler
- 16 = Connection from Transmission Oil Cooler
- Delivery Flow - Nominal
- Delivery 40dm³ (L)/min

**Connecting Thread for Measuring Points:**
- 51, 65, 53, 55, 56, 57, 58, 60 ............. M10 x 1
- 63 ........................................ M14 x 1.5
- 15, 16 ........................................ M26 x 1.5

*Fig. 4 - Typical Schedule of Measuring Points and Gear Pattern*
Fig. 5 - Oil Circulation Diagram for Typical Transmission with Lockup Clutch and Retarder
Fig. 5 - Oil Circulation Diagram for Typical Transmission with Lockup Clutch and Retarder
SCHEDULE OF MEASURING POINTS
Measurements to be carried out with oil at normal operating temperature of 80° C and operating at full speed.

MEASURING POINTS FOR PRESSURE OIL AND TEMPERATURE:
51 = Before the Convertor - Opening Pressure 8.5 bar
52 = Behind the Convertor - Opening Pressure 5 bar
53 = Clutch forward 16+2 bar KV
55 = Clutch reverse 16+2 bar KR
56 = Clutch 16+2 bar K1
57 = Clutch 16+2 bar K2
58 = Clutch 16+2 bar K3
60 = Clutch 16+2 bar K4
63 = Temperature 100° C behind the retarder (short time 150° C)
65 = System pressure 16+2
66 = Temperature 100° C behind the converter (short time 120° C)
67 = WK-Control pressure 13±1 bar

INDUCTIVE TRANSMITTER - • •
6 = Inductive Transmitter n Turbine
14 = Inductive Transmitter n Engine
31 = Speed Sensor n Output and Speedometer
39 = Inductive Transmitter n Central Gear Train

Table:
<table>
<thead>
<tr>
<th>POS. VALVE</th>
<th>• •</th>
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<tbody>
<tr>
<td>F1</td>
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<td>KR</td>
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Fig. 4 - Typical Schedule of Measuring Points and Gear Pattern
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