571525

DECLUTCH SYSTEM-
CONSISTS OF A 3-WAY VALVE CNTROLLED BY A BRAKE PRESSURE SWITCH SETTING, AND A 2-WAY VALVE CONTROLLED BY AN ENGINE RPM SWITCH. THESE VALVES WORK IN SERIES TO PROVIDE PRESSURE TO THE DECLUTCH ACTUATOR PORT ON THE TRANSMISSION.

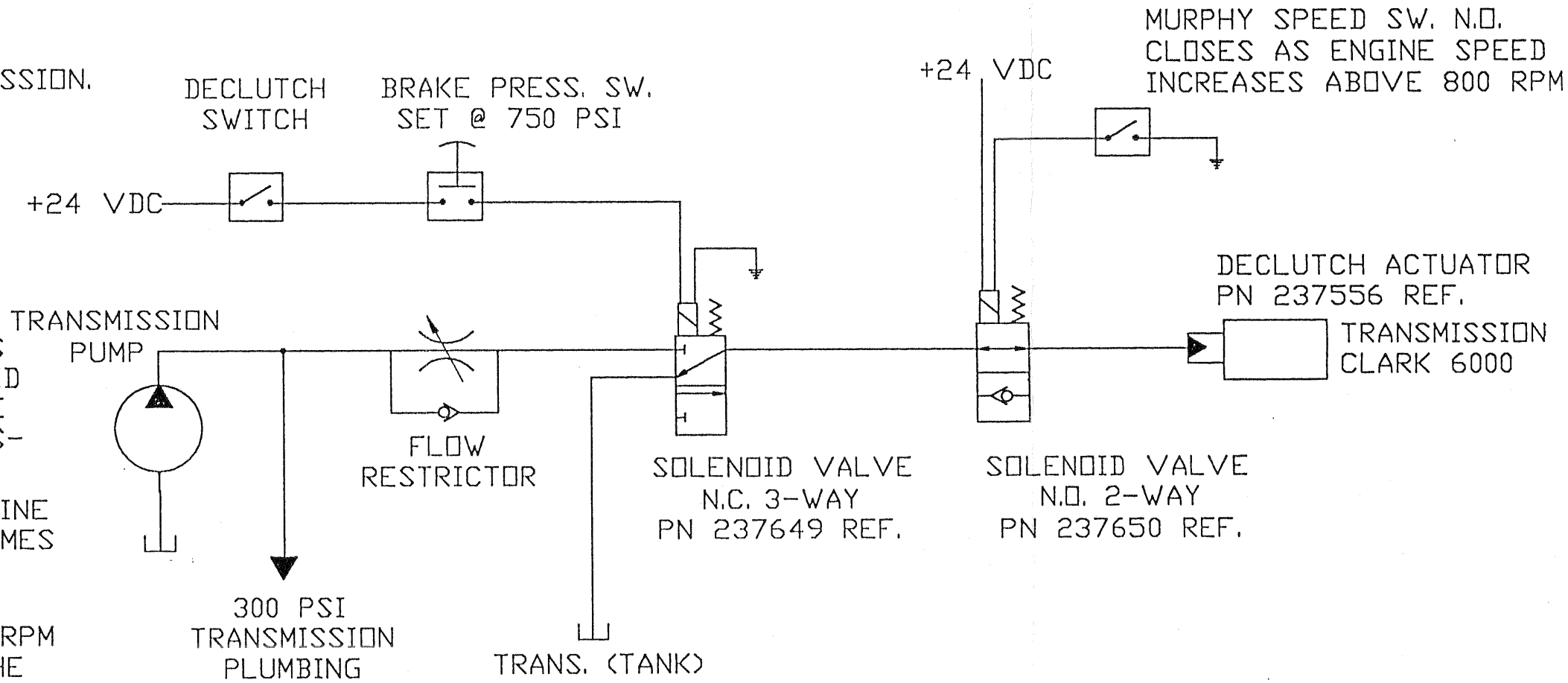
SYSTEM FUNCTIONS-

1. DECLUTCH OFF:
   THE 3-WAY VALVE IS DE-ENERGIZED, BLOCKING PRESSURE AND ALLOWING THE DOWNSTREAM FLOW TO DRAIN TO TANK.
2. DECLUTCH ON:
   WHEN APPLIED BRAKE PRESSURE REACHES 750 PSI THE 3-WAY VALVE IS ENERGIZED ALLOWING PRESSURE TO GO THROUGH THE 2-WAY VALVE AND DECLUTCH THE TRANS-MISSION

   IF BRAKE PRESSURE DECREASES AND ENGINE RPM INCREASES THE 2-WAY VALVE BECOMES ENERGIZED TO HOLD DECLUTCH PRESSURE CAPTIVE.

   AS ENGINE SPEED DCREASES BELOW 800 RPM THE 2-WAY VALVE SHIFTS TO ALLOW THE DECLUTCH PRESSURE TO DRAIN BACK TO TANK.

NOTE:
BRAKE SYSTEM PRESSURE IS PROPORTIONAL TO THE AMOUNT OF PRESSURE APPLIED TO THE BRAKE PEDAL, IF THE DECLUTCH SWITCH IS ON THE TRANSMISSION WILL DECLUTCH WHENEVER SYSTEM PRESSURE GOES ABOVE 750 PSI.



SIM. TO 561425 GROSS WT.= -

JOB NO. #423				
MATERIAL	PC. WT. -	571482	1	L-80F
SIZE -		SUB ASSY	QTY.	MODEL
SPEC. -		BY KBE	SCALE	1=16
-		CHK. DANO	DATE	11/15/93

REV.	DATE	DESCRIPTION	BY	CHK.

allied systems company
PORTLAND OREGON

TITLE	DWG. NO.	REV.
DECLUTCH CIRCUIT, HY	D. 571525	-