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Description and operation, engine clutch

Description

All G7008 motor graders are equipped with a 13.5" diameter wet clutch. The clutch is controlled by a foot pedal and is used when you start from a complete stop, change direction, and stop the grader. It allows the grader to start moving under high loads without putting undue force on the drivetrain. You do not need to use the clutch for up or down shifting when the grader is moving forward or backward.

The clutch assembly is bolted to the engine flywheel and is enclosed by a two-piece clutch housing assembly. The clutch housing assembly consists of a cast iron bearing support housing attached to an aluminum clutch housing. The aluminum clutch housing, which is attached to the engine flywheel housing, dissipates heat quickly and is light in weight for easy handling.

The clutch assembly includes four friction discs and three separator plates. The release bearing and sleeve assembly is supported on the clutch shaft by two needle roller bearings.

System Operation

The engine clutch is activated through a hydraulically operated master cylinder and slave cylinder.

The clutch master cylinder is hydraulically boosted by a priority flow of oil from the transmission pump. The pump is mounted on the engine. A mechanical linkage connects the clutch pedal to the clutch master cylinder and booster assembly. The force you apply to the clutch pedal is increased by the clutch booster. The increased force moves the clutch master cylinder piston. The displaced fluid from the clutch master cylinder reservoir flows through a hydraulic hose to the slave cylinder. The slave cylinder is attached to the clutch housing and cross shaft arm. The fluid causes the slave cylinder piston to extend and move the cross shaft arm, which rotates the cross shaft. Inside the clutch housing, a yoke, which is attached to the cross shaft, moves the release bearing and sleeve assembly toward the clutch release levers. The release bearing contacts the release levers and pushes them toward the flywheel. The release levers then pull back the pressure plate, which in turn disengages the clutch friction discs and separator plates.

Oil is used to cool and lubricate the clutch driven members and bearings. Oil flows from the transmission sump, through a suction screen and the suction hose to the transmission pump. The pump is mounted to an accessory drive on the engine. The pump divides the oil into priority flow and excess flow. The priority flow supplies a constant 22.7 L/m (6 gpm) first to the clutch booster and then the brake booster. After the brake booster, the oil joins the transmission lubricating circuit through a fitting at the transmission pressure regulator valve. The excess flow from the transmission pump circulates through the transmission oil cooler and the transmission oil filter. The oil continues from the filter to the transmission pressure regulator valve. The pump also supplies oil to the parking brake valve.

To maintain lockup pressure, most of the oil is discharged internally to the lubrication pressure regulator section of the valve. A hydraulic hose connected to an additional fitting at the transmission pressure regulator valve supplies lubrication and cooling oil to the engine clutch assembly. Finally, the oil drains to the bottom of the flywheel housing and returns to the transmission sump through the drain hose.

The flow rate through the engine clutch assembly is limited by internal restrictors and the lubrication pressure of the transmission. The flow rate should not exceed 22.7 L/m (6 gpm) at full engine rpm.

Motor Grader Service Repair Manual

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