

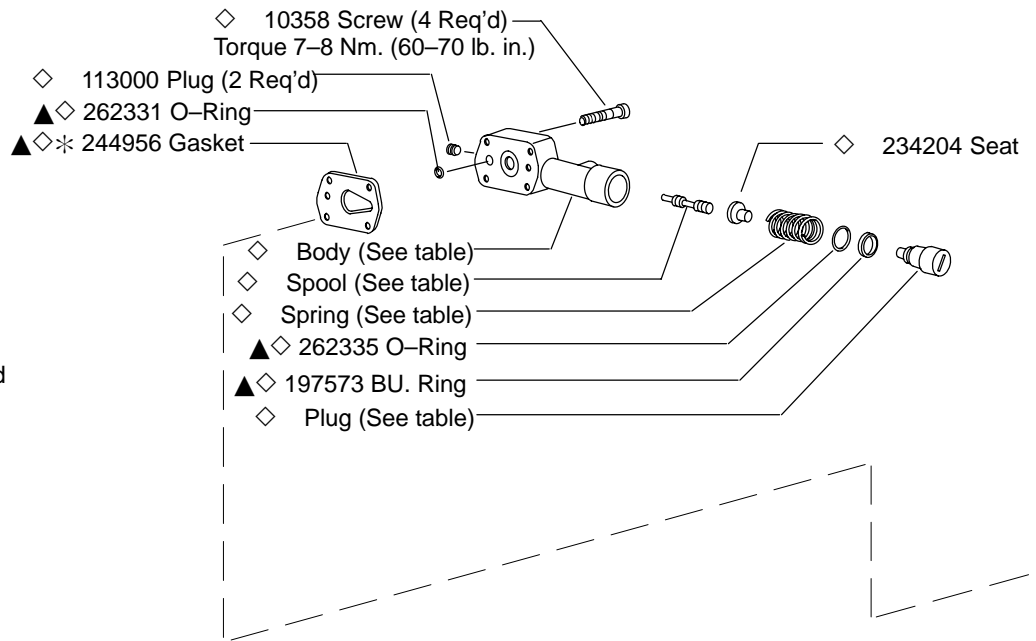
Piston Pumps



Low Noise Industrial Piston Pump

PVQ 40-B2/M2 * *** - ** * * - 10 C** *** *** * - 10/11/12/20
PVQ 45-B2/M2 * *** - ** * * - 10 C** *** *** * - 10/11/12/20

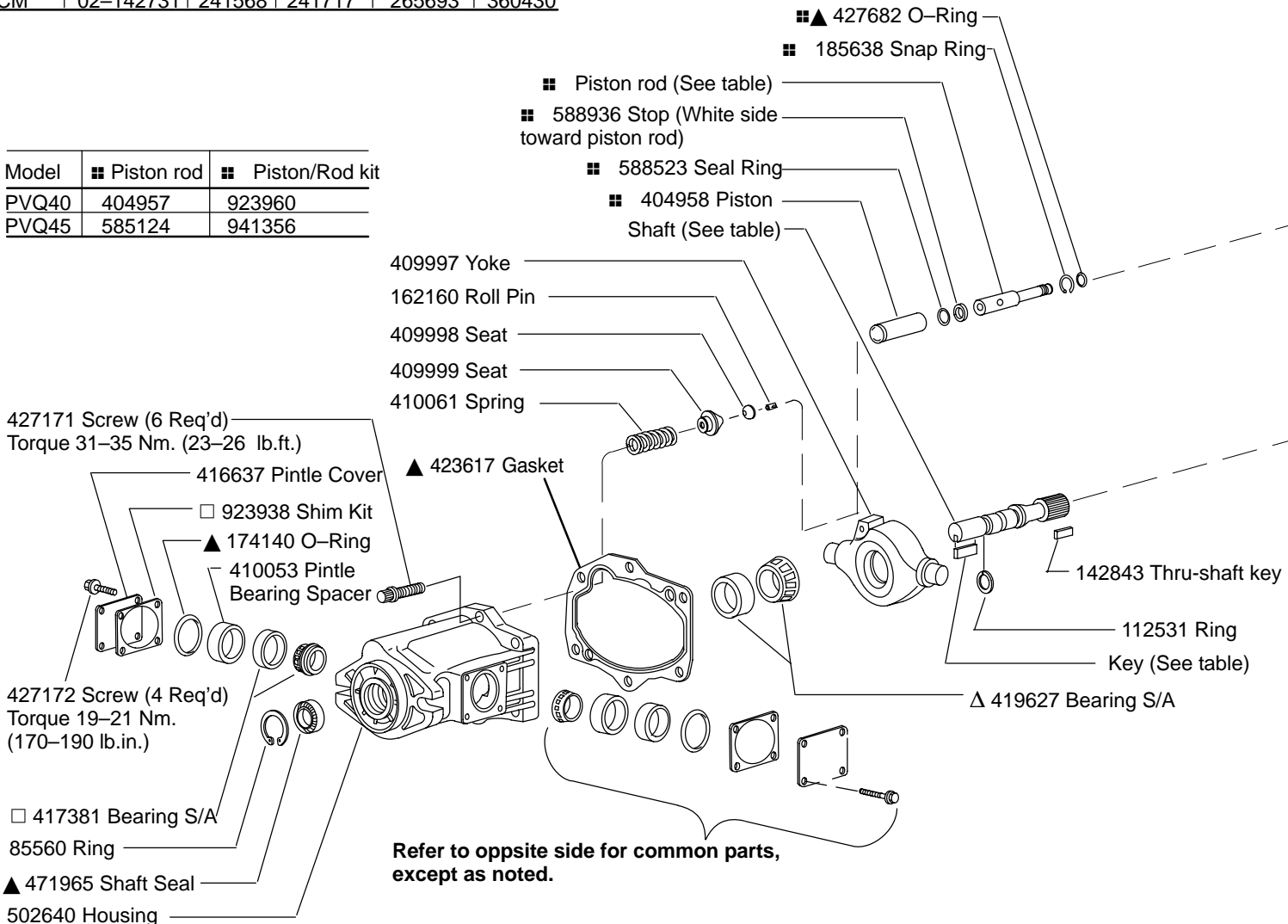
C, CM Compensator shown for R. H. rotation. Rotate 180° for L. H. shaft rotation.



* **CAUTION**
 Position gasket with small end of teardrop hole pointing in direction of compensator adjusting plug.

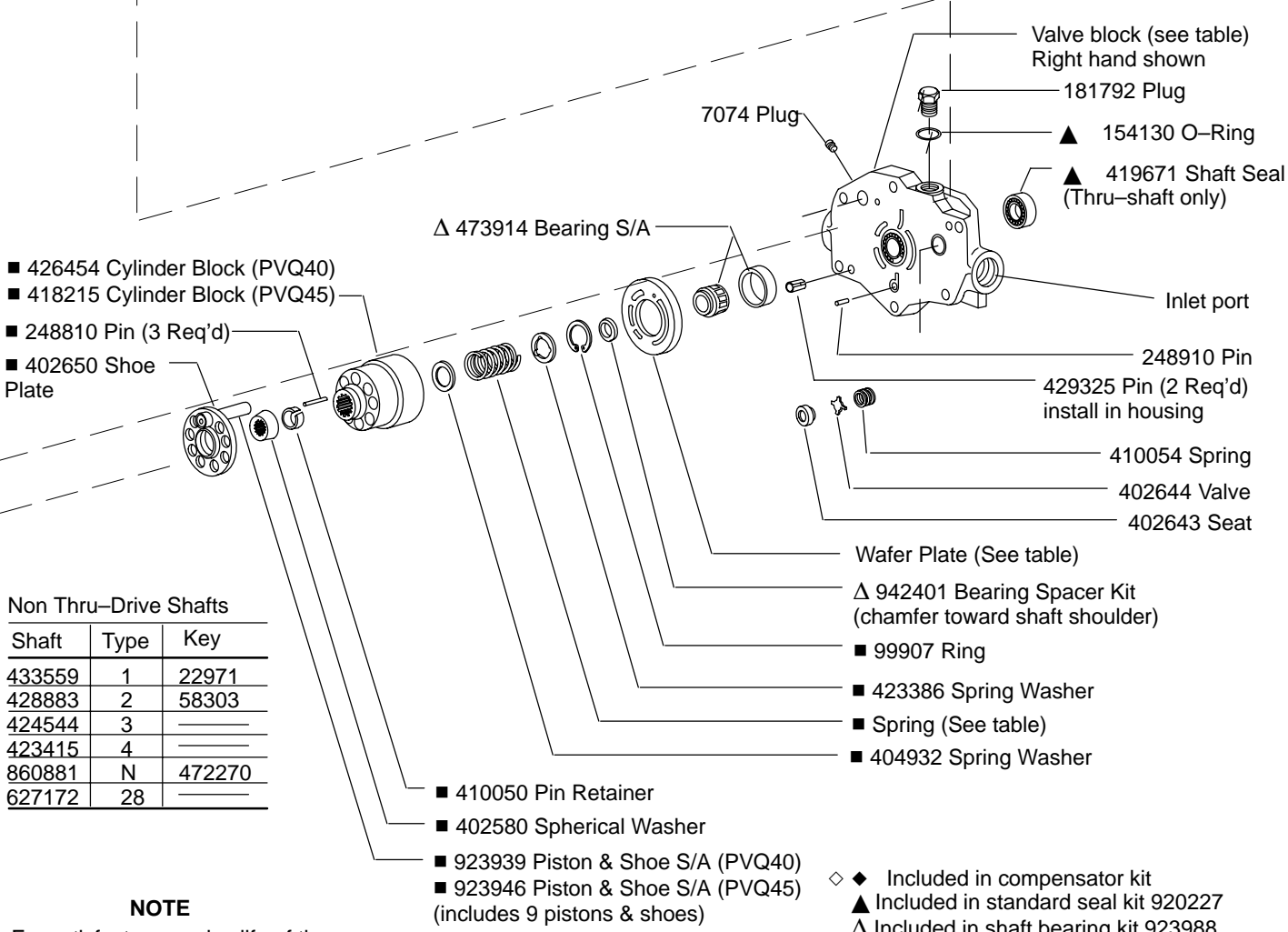
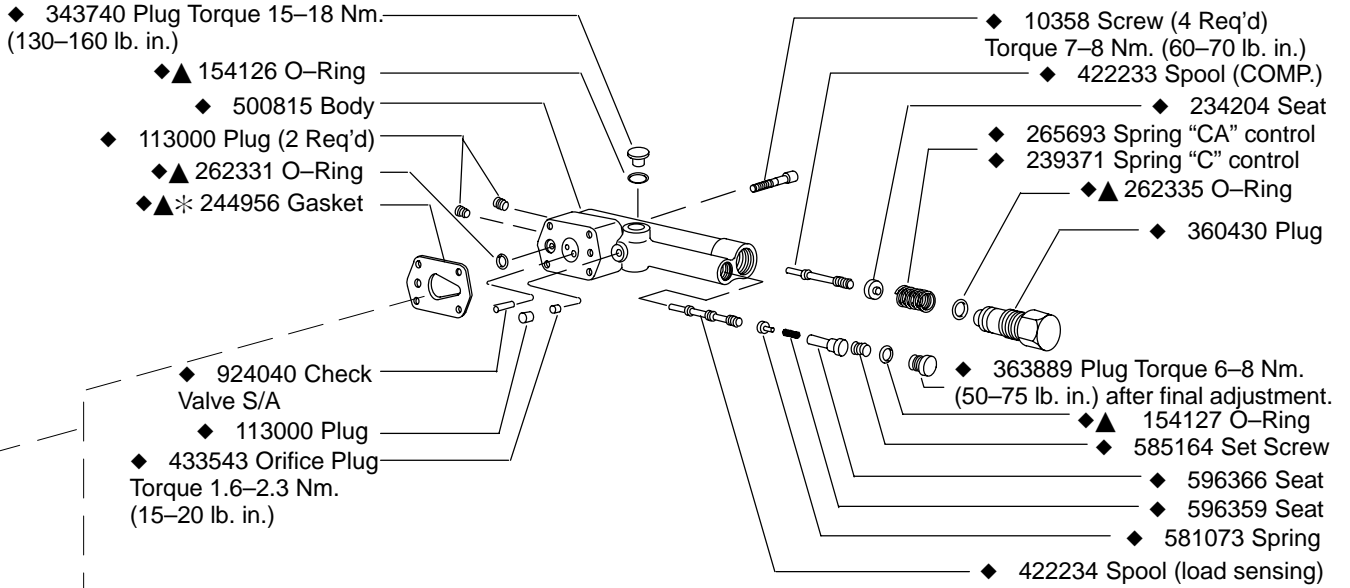
◇ Type	◇ Comp. kit	◇ Body	◇ Spool	◇ Spring	◇ Plug
C	02-142732	241568	241717	239371	360430
CG	942480	412890	296234	239371	412940
CM	02-142731	241568	241717	265693	360430

Model	■ Piston rod	■ Piston/Rod kit
PVQ40	404957	923960
PVQ45	585124	941356



Refer to opposite side for common parts, except as noted.

CVP Compensator shown for R. H. rotation. Rotate 180° for L. H. shaft rotation.
See table for compensator kit part number.



Non Thru-Drive Shafts

Shaft	Type	Key
433559	1	22971
428883	2	58303
424544	3	
423415	4	
860881	N	472270
627172	28	

NOTE

For satisfactory service life of these components in industrial applications, use full flow filtration to provide fluid which meets ISO cleanliness code 16/13 or cleaner. OFP, OFR, and OFRS series filters are recommended.

Model	Spring	Color
PVQ40	632570	Yellow
PVQ45	402579	Red

- ◆ Included in compensator kit
- ▲ Included in standard seal kit 920227
- △ Included in shaft bearing kit 923988
- Included in yoke bearing kit 923987
- Rotating group kit 923948 (PVQ40)
- Rotating group kit 923947 (PVQ45)



CAUTION

Model PVQ45C compensator pressure adjustment shall not exceed 2750 psi.

10 NOTE

See model code for pressure range settings of individual compensator kits.

Model	◆ Comp. kit	◆ Comp. Spring	◆ Load Sense Spring
PVQ**C	942158	239371	————
PVQ**CM	942159	265693	————
PVQ**CG	942480	239371	————
PVQ**C**V(C)11B	02-142729	239371	581073
PVQ**C**V(C)11P	02-142728	239371	581073
PVQ**C**V(C)24B	02-142730	239371	581072
PVQ**C**V(C)24P	02-142727	239371	581072
PVQ**CD****	(Refer to service parts information I-3255-S)		

Model	Shaft end rotation	Wafer plate	Valve block	Thru-Drive valve block	O-Ring
PVQ45*R*SS	Right hand (CW)	629539	429729	————	————
PVQ40*R*SS			677096	————	
PVQ45*R*SE			————	————	
PVQ40*R*SE	Left hand (CCW)	631476	435281	————	————
PVQ45*L*SS			677097	————	
PVQ40*L*SS			————	————	
PVQ45*L*SE	Right hand (CW)	629539	————	857668	351776
PVQ40*L*SE			————	627149	375422
PVQ4**RAFS			————	568082	351776
PVQ4**RBSS	Left hand (CCW)	631476	————	627541	375422
PVQ4**LAFS			————	————	————
PVQ4**LBSS			————	————	————

Thru-Drive Shafts

5 Model	Shaft	7 Input Type
PVQ**A9	883098	2 Str. Keyed SAE B-B
	586131	4 Splined SAE B-B
PVQ**B26	677131	2 Str. Keyed SAE B-B
	423416	4 Splined SAE B-B

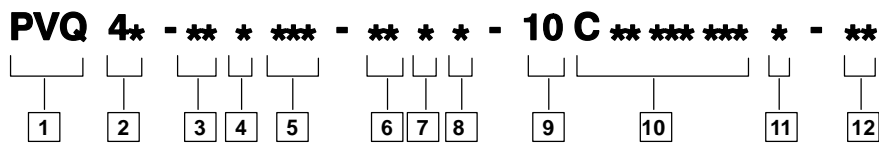
Thru-Drive Couplings

Thru-Drive Model Code	Coupling	O-Ring	Model Code Rear Pump	Rear Pump Shaft Type
PVQ**A9	864224	351776	PVQ10	3
			V10	11
			V20	62
PVQ**B26	627168	375422	PVE12	28
			PVQ40/45	28
			PVQ20/32	28
			475134	2520V

Thru-Drive Couplings	Type	Description
864224	A	"A" 9 tooth spline
627168	B	26 tooth
475134	B	Step coupling 26 to 15 tooth "B-B" spline

Rear pump, couplings, O-rings, capscrews and washers must be ordered separately to mount rear pump.

Model Code



1 PVQ Series

P – Inline piston pump
V – Variable volume
Q – Quiet series

2 Displacement

(CC/Rev & Pressure ratings)

40 – 40 CC/Rev (2.50 CIR)
 210 bar (3000 psi)
45 – 45 CC/Rev (2.75 CIR)
 190 bar (2700 psi)

3 Mounting flange

B2 – SAE “B” 2-bolt
MB – ISO 3019/2 “B” 2-bolt (available with “N” drive shaft only)

4 Rotation

(viewed from shaft end)

R – Right hand (CW) (standard)
L – Left hand (CCW) (optional)

5 Thru drive

(without coupling) Available with side ports only.

Blank – No thru drive

A9 – SAE “A” 2-bolt with 9T shaft
A11 – SAE “A” 2-bolt with 11T shaft
B13 – SAE “B” 2-bolt with 13T shaft
B26 – SAE “B” 2-bolt with 26T shaft
 (Available only with #4 main input shaft)

6 Ports

(type and location)

SE – Inch O-Ring boss rear port (standard)
SS – Inch O-Ring boss side port (optional)
FS – Flange side port (SAE “A” thru-drive only)

7 Shafts

(input)

1 – Straight keyed SAE “B”(not on thru drives)
2 – Straight keyed SAE “B-B”
3 – Splined SAE “B” modified 13T, 16/32 DP flat root side fit (not on thru drives)
4 – Splined SAE “B-B” modified 15T, 16/32 DP flat root side fit
N – ISO 3019/2 short straight keyed (available with “MB” mounting only) Not available on thru-drives.
28 – 26 tooth splined shaft (Vickers) Used to mount PVQ40/45 on PVQ40/45 thru-drive pump

8 Seals

S – Buna N (standard)
F – Fluorocarbon (optional)

9 Pump design number

10 – First design

10 Control type

C** – Pressure compensator, PVQ40: Std. model is C21, indicating factory setting of 210 bar (3000 psi). Range is 02–21 in tens of bar (350–3000 psi)
 PVQ45: Std. model is C19, indicating factory setting of 190 bar (2750 psi). Range is 02–19 in tens of bar (350–2750 psi)
CM** – Low pressure compensator, Std. model is CM7, indicating factory setting of 70 bar(1000 psi). Range is 02–10 in tens of bar (350–1500 psi)
CV**B** – Pressure compensator C**, as above, with load sensing. Std. load sensing setting is 11 bar (160 psi). Range 10–17 bar (150–250 psi), with bleed down orifice. Example: C21V11B indicates PVQ40 compensator with 210 bar pressure setting and 11 bar load sense differential.
CV**P** – Pressure compensator with load sensing as C**V**B above, but with bleed down orifice plugged.
CVC**B** – Pressure compensator with load sensing. Compensator same as C** above. Std. load sensing setting is 24 bar (350 psi). Range 17–31 bar (250–450 psi), with bleed down orifice
CVC**P** – Pressure compensator with load sensing. Same as C**VC**B above, but with bleed down orifice plugged.
CG – Pressure compensator modified for hydraulic remote control.
CD**** – Electric dual range compensator. PVQ40: Std. model is CD2110, indicating dual pressure settings of 210 and 100 bar, adjustment ranges are 20–210 bar (high) and 20–100 bar (low). PVQ45: Std. model is CD1910, indicating settings of 190 and 100 bar, adjustment ranges are 20–190 bar (high) and 20–100 bar (low).

11 Control option

Blank – Without adjustable Max. displacement stop (standard)
D – Max. adjustable displacement stop (optional)

12 Control design

10 – For C** & CM**
11 – For C**D & CM**D
12 – For C**V(C)**B & C**V(C)**P
20 – CD**** & CG