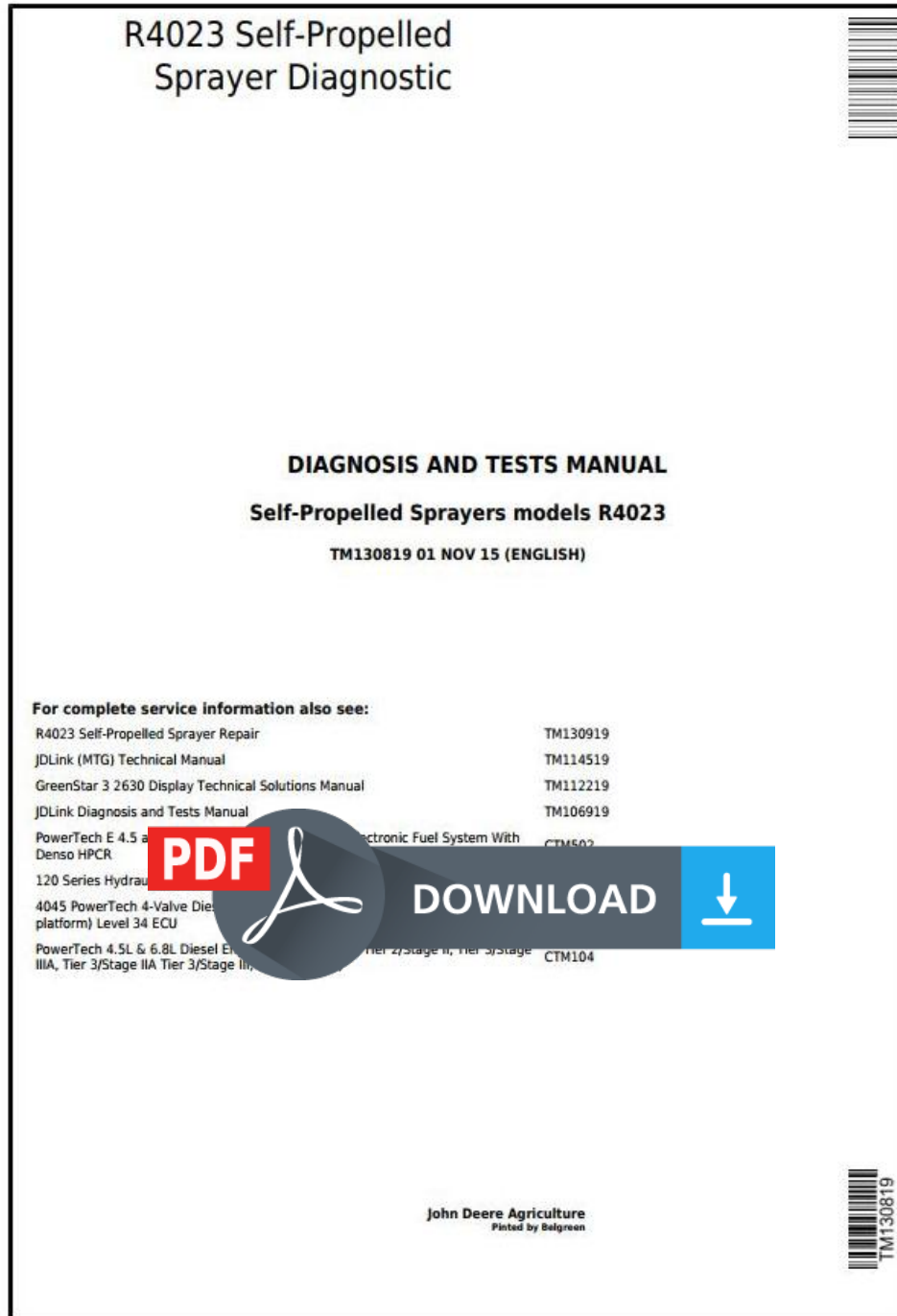


John Deere R4023 Self-Propelled Sprayers Diagnostic and Tests Service Manual (TM130819)



Covers: R4023

Type: Service Manual

Language: English

Pages: 2193

Format: PDF

Features: Bookmarked, searchable, printable

Compatibility: Windows/Mac/Tablet/Mobile

This service manual contains important information for the maintenance, troubleshooting and servicing of the **John Deere R4023 Self-Propelled Sprayers Diagnostic and Tests Service Manual (TM130819)**

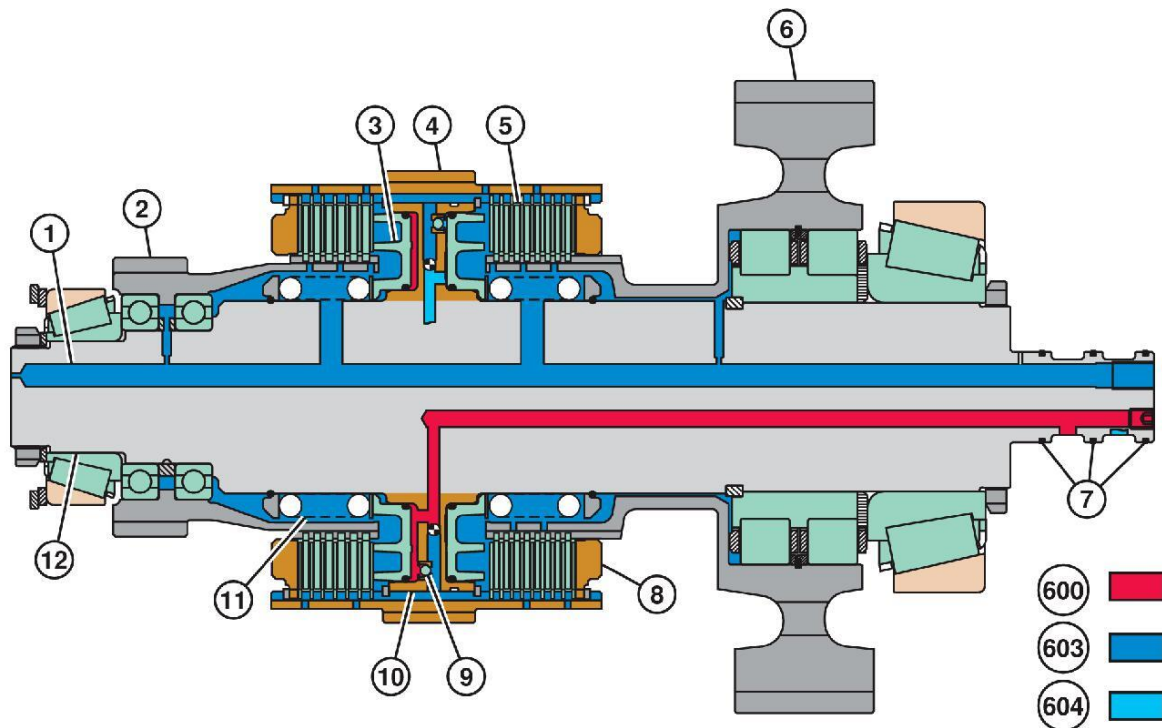
In this manual you will find detailed specifications, illustrations, schematics, diagrams and step-by-step procedures to properly service and diagnose the machine to the manufacturer's standards.

Contents:

- General Information
- Specifications
- Serial Number Location
- Engine Specifications
- Engine Diagnostics
- Engine Tests and Adjustments
- Engine Repair
- Power Train
- Transmission
- Axles
- Differential
- PTO
- Hydraulic System
- Electrical System
- Electrical Tests and Diagnostics
- Wiring Diagram / Schematic
- Ignition and Charging
- Steering
- Brakes
- Wheels
- Operator's Platform
- Body Panels
- Disassembly and Assembly
- Diagnostics, Tests and Adjustments
- Troubleshooting
- and much more...

Please note this manual is in **downloadable PDF format only**. If you have any questions about this product or would like to request sample pages, please contact us and reference the product name or SKU.

Clutch Pack Operation



TX1044546

TX1044546-UN: Clutch Assembly

LEGEND:

1-Lube Passage
 2-Gear
 3-Piston
 4-Carrier
 5-Plates and Disks

6-Gear
 7-Sealing Rings (3 used)
 8-Backing Plate
 9-Bleed Ball
 10-Separator Plate

11-Return Spring
 12-Countershaft
 600-Main Oil Pressure
 603-Return Oil Pressure
 604-Lube Oil Pressure

Each clutch assembly consists of two clutch packs and a countershaft (12) inside a carrier (4). The shaft and carrier are machined as an assembly and are not serviced separately. The carrier has external helical gear teeth machined on its outside diameter. Helical spur gears are quieter in operation and have greater strength and durability than straight cut spur gears. The clutch assembly rotates inside the transmission housing.

Main oil pressure (600) from the transmission hydraulic control unit is routed through the supply cover and sealed between the cover and countershaft by three cast iron sealing rings (7). Lube oil pressure (604) is also supplied to the clutches through a drilled lube passage (1) in the end of the shaft.

When the clutch is engaged, oil is routed through a drilled passage to the cavity between the separator plate (10) and the piston (3). The piston will compress the plates and disks (5) against the backing plate (8), locking the gear (2) to the carrier.

The steel separator plates are splined to the gear, and the disks are splined to the carrier.

When the clutch is disengaged, main oil pressure is routed to return, causing the return spring (11) to move the piston back against the separator plate. This allows the disks and plates to slip, disengaging the gear from the carrier.

To prevent partial clutch pack engagement, the carrier rotation forces the bleed ball (9) off its seat allowing any trapped oil in the piston cavity to return.



Thank you very much
for your reading.
Please click here
to get more information.