

C102 Series

Now with Air Shift Installed



Customer Value Proposition:

The cable controlled C102 pump and valve was at one time the most popular way of metering the valve spool on the C102 pump. The problem with cable controls is that in the winter time, in extremely cold climates, the cables would freeze. This makes shifting the pump very difficult in the raise, lower, and hold positions.

Parker's solution was the pneumatic air valve. This valve allowed for the smooth ascent and decent of the dump bed, in addition to providing controlled metering.

Parker now offers this air shift installed, saving the body builder \$15.00 on every installation. [\$15,000 a year for 1000 bodies]

Contact Information:

Parker Hannifin Corporation
Gear Pump Division
101 Canterbury Rd
Kings Mountain, NC 28086

phone 704-730-7000
fax 704-730-5832
gpdinfo@parker.com

www.parker.com



C102D-2.5-1-AS
314-9325-227

Product Features:

- Industry 1st Relief Valve to protect the cylinder in the raise, lower, and hold positions
- Protects against cylinder over pressurization and pressure spikes
- Rugged roller bearing construction handles heavy dirt and contamination
- Proven reliability
- Speeds to 2400 rpm
- Standard pressure setting 2000 psi, maximum pressure setting up to 2500 psi
- Recommended with the Chelsea auto PTO kick out option to prevent the pump from running while driving down the road with the PTO engaged

ENGINEERING YOUR SUCCESS.

Over Pressurized Cylinder

You are not driving a big toy truck with a bad paint job. Its a 80,000 lb. plus dump truck or trailer. Who do you trust? A “will fit” unknown pump manufacturer, or Parker, a global corporation that is world class and has a location in Youngstown, Ohio.

The C102 dump pump is the #1 pump of choice among the dump truck and trailer manufactures. The primary reasons for this are as follows:

- The C102 relief valve protects the cylinder from over pressurization in all positions, raise, lower, and hold.
- All C102 pumps are set to the industry standard of 2000 psi
- Under no circumstances should the relief valve be set above 2000 psi without the written permission of the body manufacturer.
- Cylinder over pressurization should not be taken lightly



A cylinder that has taken a bulge, similar to the one in this picture, is an issue that needs to be taken care of immediately. The driver of the truck in this picture was lucky as the only cost was the replacement of the cylinder.

The net results of a cylinder taking a bulge is as follows: Listed from the least to the worst.

- Blown cylinder seals
- The inability to lower the bed past the bulge
- Complete cylinder collapse
- Severe damage to the truck and dump bed
- Severe injury or death to the driver.

Cylinder bulge is caused by over pressurization, which is preventable. Some causes of over pressurization are:

- Improper setting of the relief valve past the body builders specifications.
- Jerking or shaking the bed, causing pressure spikes in the cylinder.

We have worked years to earn your trust, and we are the genuine article. We make sure the products we provide to this industry are safe, and will work in the application for which they are designed. Make sure you are covered, and ask for genuine Parker C102 and G102 dump pumps.