

(19)



Europäisches Patentamt
European Patent Office
Office européen des brevets



(11) Publication number:

0 352 654 B1

(12)

EUROPEAN PATENT SPECIFICATION

- (45) Date of publication of patent specification: **05.01.94** (51) Int. Cl.⁵: **E02F 9/22**, E02F 9/20,
F15B 21/08
- (21) Application number: **89113432.2**
- (22) Date of filing: **21.07.89**

(54) **Electrically controlled auxiliary hydraulic system for a skid steer loader.**

(30) Priority: **27.07.88 US 224643**

(43) Date of publication of application:
31.01.90 Bulletin 90/05

(45) Publication of the grant of the patent:
05.01.94 Bulletin 94/01

(84) Designated Contracting States:
BE DE FR GB IT

(56) References cited:
GB-A- 1 558 604 GB-A- 2 186 999
US-A- 3 279 637 US-A- 3 319 817
US-A- 3 606 048 US-A- 4 050 596
US-A- 4 712 376

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Description

The present invention relates generally to auxiliary hydraulic systems for attachments mounted to skid steer loaders. In particular, the present invention is an electrically controlled auxiliary hydraulic system.

Skid steer loaders are compact, highly maneuverable vehicles which are widely used in a variety of applications. These vehicles typically include a rear mounted engine which drives several hydraulic pumps. A first variable displacement hydraulic pump is fluidly coupled to a first hydraulic motor on the left side of the vehicle, while a second variable displacement hydraulic pump is coupled to a second motor on the right side of the vehicle. Wheels on the left and right sides of the loader are driven by their respective motors through chain and sprocket linkages. An operator seated within an operator compartment controls the motion of the vehicle by actuating a pair of steering levers which are linked to the variable displacement hydraulic pumps. The extent to which each lever is pushed in the forward direction controls the amount of fluid supplied in a first direction to its respective hydraulic motor, and therefore the speed at which the wheels on that side of the vehicle will rotate. Similarly, the extent to which a lever is pulled in the reverse direction will control the speed at which the wheels on that side of the vehicle are rotated in the reverse direction.

Skid steer loaders also typically include a boom assembly formed by a pair of lift arms pivotally mounted to the main frame. Attachments are pivotally mounted to the front of the lift arms by means of an attachment mount. A separate hydraulic system is used to actuate the boom assembly. Hydraulic lift cylinders which drive the lift arms with respect to the main frame and a tilt cylinder which drives the attachment mount with respect to the lift arms are supplied with hydraulic fluid by a constant displacement implement pump. A pair of foot pedals in the front of the operator's compartment are mechanically linked to spool valves and actuated by an operator to control the flow of hydraulic fluid to the lift and tilt cylinders.

Attachments such as an auger, grapple, sweeper, landscape rake, snow blower or backhoe which include their own hydraulic drive motor are sometimes mounted to the boom assembly. An auxiliary hydraulic system is used to control the flow of hydraulic fluid between the implement pump and the hydraulic motor of the front mounted attachment. In one known system the flow of hydraulic fluid to the motor is controlled by an auxiliary spool valve through actuation of one of the steering levers. The lever is normally biased to a central position. Pushing the lever to the left strokes the

auxiliary valve in a first direction, thereby causing hydraulic fluid to flow to the front mounted attachment in a first or forward direction. Pushing the steering lever in the opposite direction (i.e. to the right) strokes the auxiliary valve in such a manner as to supply fluid in a second or reverse direction. The lever is mounted to the floor by an over center pivot arrangement so that it can be latched in the rightward direction, thereby permitting continued flow of fluid in the forward direction.

Feller bunchers are compact and maneuverable vehicles commonly used to harvest trees. These vehicles include a front mounted grapple and shear attachment which is powered by a hydraulic motor. An electrically actuated hydraulic valve controls the flow of fluid to the attachment-driving motor. The operator uses switches mounted to the steering levers to actuate the valve. The grapple is driven in a first direction (e.g., closed) as long as a first switch is pressed, and in a second direction (e.g., opened) while a second switch is pressed.

Attachments such as scarifiers or stabilizers which also include hydraulic motors are sometimes mounted to the rear of the loader. These rear mounted attachments are also supplied with hydraulic fluid from the implement pump by an auxiliary hydraulic system.

In one skid steer loader the valves used to control the lift cylinders, tilt cylinders, and front mounted auxiliary are valves in a four-spool series valve block. The fourth spool valve of the block can be coupled to a rear mounted auxiliary by hoses, and actuated by a mechanical linkage through the left steering control lever in a manner similar to that of the front mounted auxiliary. In still other embodiments, a separate spool valve is mounted within the vehicle and coupled to a lever by a mechanical linkage. This spool valve is then used with any rear mounted attachment the loader may be carrying.

Alternatively, a manually actuated diverter valve is sometimes used to route hydraulic fluid from the front mounted attachment to the rear mounted attachment. The spool valve used to control the front mounted attachment can then also be used to control the rear mounted attachment.

When a skid steer loader is equipped with a front or rear mounted attachment in which most of the work is performed by the hydraulic motor of the attachment, overall system performance could be enhanced if a larger percentage of the engine power were available from the hydraulic system. However, since the predominant use of skid steer loaders is with attachments not equipped with hydraulic motors, and many of the attachments that do have motors require less power than is normally available, little or no increase in hydraulic power is generally required. System pressure, which is reg-

ulated by relief valves, is therefore kept lower than that which could be accommodated by the system. Operation in this manner helps prolong the life of seals and other system components.

It is evident that there is a continuing need for improved skid steer loader hydraulic systems. A hydraulic system which is capable of accommodating both front and rear mounted attachments is needed. A system capable of controlling the amount of power available to the attachments would also be desirable. The hydraulic system must of course be reliable and convenient to use.

US-A-4 712 376 discloses an apparatus for controlling the fluid flow delivered to work elements of a work vehicle. The apparatus has at least one fluid circuit having a variable displacement pump, and a plurality of control valves for controllably passing fluid from the pump to a plurality of respective work elements. Operator control elements communicate signals to the control valves proportional to the operator's demand. When a quick or multiple element movement is required in the operation of hydraulic work vehicles, the fluid pumps often are requested to surpass their capabilities in providing fluid flow to the work elements. Then a flow limiting situation can occur when some of the work elements are not receiving the requested flow and therefore cannot perform their requested functions. Thus, the total available flow and the total requested flow from the pumps are monitored.

It is the object of the present invention to provide an electrically controlled auxiliary hydraulic system for the relative use of either front or rear-mounted attachments on a skid steer loader.

This object is achieved by a skid steer loader according to the claims.

It is the gist of the invention that the electrically actuated auxiliary control valve is coupled to the front and rear-mounted attachments through an electrically actuated diverter valve. An operator can select between control of either the front or rear-attachments by actuating an auxiliary switch means mounted to the hand grip of the drive control lever and coupled to the auxiliary control valve. The auxiliary control valve is then used to control the selected attachment by actuating forward, reverse, and forward latch switches on the control handle. Thus, the same set of switches on the handles are used to control either front or rear-mounted attachments.

A skid steer loader in accordance with an embodiment of the present invention comprises electrically actuated pressure relief means coupled in the hydraulic circuit and responsive to electric pressure control signals causing the pressure of the hydraulic fluid in the hydraulic circuit to have one of a plurality of maximum pressures. Pressure control switch means mounted within the operator

compartment and coupled to the pressure relief means provide the electric pressure control signals in response to operator actuation. The operator can thereby select the maximum pressure of the hydraulic fluid in the hydraulic circuit.

Another embodiment of a skid steer loader in accordance with the present invention also comprises a lift arm assembly which is pivotally mounted to the loader. A front mounted attachment having a hydraulic motor can be mounted to the lift arm assembly by a front attachment mount. Front auxiliary fluid fitting means couple hydraulic fluid to a hydraulic motor of a front mounted attachment. A rear mounted attachment having a hydraulic motor is mounted to a rear portion of the loader by a rear attachment mount. Rear auxiliary fluid fittings couple hydraulic fluid to a hydraulic motor of a rear mounted attachment. An auxiliary control valve is coupled between the hydraulic pump means and the front and rear auxiliary fluid fitting means. An electrically controlled diverter valve is coupled between the auxiliary control valve and the front auxiliary fluid fitting means, and between the auxiliary control valve and the rear auxiliary fluid fitting means. The electrically controlled diverter valve selectively routes fluid between the auxiliary control valve and one of the front and rear auxiliary fluid fitting means in response to electric auxiliary select control signals. A diverter switch coupled to the diverter valve provides the auxiliary select signals in response to operator actuation.

Skid steer loaders in accordance with the present invention can accommodate both front and rear mounted attachments. The amount of power available to the attachments can be controlled. The hydraulic system is reliable, and can be conveniently actuated by an operator from within the operator compartment.

The invention is described in detail in connection with the drawings in which Figure 1 is a perspective view taken from the right rear side of a skid steer loader which includes an electrically controlled auxiliary hydraulic system in accordance with the present invention.

Figure 2 is an illustration of the loader shown in Figure 1 taken from the right front side.

Figure 3 is a block diagram representation of a first embodiment of an electrically controlled auxiliary hydraulic system and electric control system in accordance with the present invention.

Figure 4 is a schematic and block diagram representation of the electric control system shown in Figure 3.

Figure 5A is a detailed view of the top of the hand grip on the left steering lever shown in Figure 2.

Figure 5B is a detailed view of the top of the hand grip on the right steering lever shown in

Figure 2.

Figure 6 is a block diagram representation of an electrically controlled auxiliary hydraulic system and electric control system in accordance with the second embodiment of the present invention.

Figure 7 is a schematic and block diagram representation of the electric control system shown in Figure 6.

Figure 8 is a block diagram representation of an electrically controlled auxiliary hydraulic system and associated electric control system in accordance with a third embodiment of the present invention.

Figure 9 is a schematic and block diagram representation of the electric control system shown in Figure 8.

Figure 10 is a block diagram representation of an electrically controlled auxiliary hydraulic system and its associated electric control system in accordance with a fourth embodiment of the present invention.

Figure 11 is a schematic and block diagram representation of the electric control system shown in Figure 10.

Figure 12 is a detailed sectional view of the electrically actuated series relief valve shown in Figure 3.

Figure 13 is an external view of the electrically actuated series relief valve shown in Figure 12.

Figure 14 is a block diagram representation of an electrically controlled auxiliary hydraulic control system and associated electric control system in accordance with the fifth embodiment of the present invention.

Figure 15 is a schematic and block diagram representation of the electric control system shown in Figure 14.

Figure 16 is a block diagram representation of an electrically controlled auxiliary hydraulic system and associated electric control system in accordance with a sixth embodiment of the present invention.

Figure 17 is a schematic and block diagram representation of the electric control system shown in Figure 16.

A skid steer loader 10 which includes an electrically controlled auxiliary hydraulic system in accordance with the present invention is illustrated generally in Figures 1 and 2. Loader 10 includes a main frame assembly 16 mounted to a lower frame assembly or transmission case (not shown), lift arm assembly 30 and operator's compartment 40. An engine compartment 22 and heat exchanger compartment 24 are located at the rear of the vehicle. Wheels 12 are mounted to stub axles 14 and extend from both sides of main frame 16.

Lift arm assembly 30 is mounted to upright members 20 which are located at the rear of main

frame assembly 16. As shown, lift arm assembly 30 includes an upper portion formed by a pair of lift arms 32, and a lower portion 33. A front attachment mount 35 is pivotally mounted to lower portion 33. Front mounted attachments such as auger 34 are mounted to lift arm assembly 30 by means of mount 35. Lift arm assembly 30 is raised and lowered with respect to main frame assembly 16 by a pair of lift cylinders 36. Attachment mount 35, and therefore auger 34, are rotated with respect to lift arms 32 by tilt cylinder 37.

Rear mounted attachments such as scarifier 43 can also be carried by loader 10. Rear scarifier 43 includes a pair of rearwardly extending members 44 which are rotatably mounted to upright members 20 by means of rear pivot mounts 46 (only one is visible in Figure 1). Double-acting rear hydraulic cylinders 45 (i.e., a linear hydraulic motor) raise and lower scarifier 43 with respect to loader 10.

Operator's compartment 40 is partially enclosed by cab 42. Cab 42 is an integral unit which is pivotally mounted at its rear to main frame 16. Cab 42, including the operator seat, can thereby be rotated upwardly and toward the rear of loader 10 to permit access to engine compartment 22, the transmission case, and other mechanical and hydraulic systems described herein.

All operations of loader 10 can be controlled by an operator from within operator compartment 40. The hydraulic drive system of loader 10 includes a pair of steering levers 58L and 58R which are pivotally mounted on the left and right sides, respectively, of seat 54. Levers 58L and 58R can be independently moved in forward and rearward directions, and are biased to a central or neutral position. Actuation of levers 58L and 58R causes wheels 12 on the respective side of loader 10 to rotate at a speed and in a direction corresponding to the extent and direction of lever motion. Lift cylinders 36 and tilt cylinder 37 are independently actuated through movement of separate foot pedals (not visible) mounted toward the front of operator compartment 40. The general operation of skid steer loaders such as 10 is well known.

An auxiliary hydraulic system 60 for skid steer loader 10, and its interconnections to electric control system 142, are illustrated diagrammatically in Figure 3. As shown, hydraulic system 60 includes a fluid reservoir 62, left hydraulic drive motor 64, right hydraulic drive motor 66, hydraulic pump assembly 68, hydraulic fluid or oil cooler 70, three-spool series valve block 72 and electric diverter valve 74. Pump assembly 68 includes reversible, variable displacement motor pumps 76 and 78, constant displacement implement pump 80, and internal charge relief valve 82. Pumps 76, 78 and 80 are all mounted within engine compartment 22

(Figure 1) and driven by the engine (not shown).

Left motor pump 76 is coupled to left drive motor 64 by hydraulic hoses 84, while right motor pump 78 is coupled to right drive motor 66 through hydraulic hoses 86. Drive motor 64 is mounted to the left side of the transmission case and is coupled to wheels 12 on the left side of loader 10 by a sprocket and chain linkage (not shown). Similarly, right drive motor 66 is mounted to the right side of the transmission case, and is coupled to wheels 12 on the right side of loader 10 by a sprocket and chain linkage (not shown). Levers 58L and 58R are individually coupled by linkages (not shown) to left motor pump 76 and right motor pump 78, respectively. The direction and extent to which levers 58L and 58R are moved controls the direction and volume of hydraulic fluid provided to drive motors 64 and 66, respectively, and therefore the direction and speed at which loader 10 is driven.

Valve block 72 includes a tilt valve 88, lift valve 90, and auxiliary valve 92. Valves 72, 88 and 90 are interconnected in a series hydraulic circuit. Tilt valve 88 and lift valve 90 are manually actuated spool valves coupled by linkages (not shown) to the foot pedals in the front of operator compartment 40. Tilt valve 88 is coupled to tilt cylinder 37 by hydraulic hoses 94, while lift valve 90 is coupled to lift cylinders 36 by hydraulic hoses 100.

Auxiliary valve 92 is an electrically actuated spool valve mechanically coupled to forward actuation solenoid 102 and reverse actuation solenoid 104. As shown, the fluid outlet ports of auxiliary valve 92 are coupled to inlet ports 107 of diverter valve 74 through hydraulic hoses 106. Solenoids 102 and 104 are connected to receive electric auxiliary select signals from electric control system 142. When actuated, forward solenoid 102 drives the spool (not separately shown) of auxiliary valve 92 in a first direction, causing hydraulic fluid to flow to diverter valve 74 in a first or forward direction through hoses 106. When reverse solenoid 104 is actuated, the spool is driven in a second direction, and causes hydraulic fluid flow to diverter valve 74 in a second or reverse direction.

Electrically controlled relief valve 110 is connected in a hydraulic circuit with the series arrangement of tilt valve 88, lift valve 90 and auxiliary valve 92. Relief valve 110 is also coupled to electric control system 142. In response to electric pressure control signals provided by electric control system 142, relief valve 110 selectably controls the relief pressure of hydraulic system 60. Whenever the pressure within system 60 exceeds the relief setting of valve 110, the valve will shunt fluid to reservoir 62.

A preferred embodiment of relief valve 110 is illustrated in Figures 12 and 13. Relief valve 110 includes a body 350 having a system pressure

opening 352 on one end thereof, and a stem tube 354 extending from the opposite end. Threads 356 on body 350 permit relief valve 110 to be threadably mounted to valve block 72. Relief valve 110 is a pilot operated valve which includes pilot relief spring 358 and pilot relief spool 360. The pressure exerted by pilot relief spring 358 on relief spool 360 can be controlled by armature 362 and solenoid 364. When solenoid 364 is not energized, relief spring 358 will apply a first relatively low force against pilot relief spool 360, (i.e. a first relief valve setting). Solenoid 364 is energized through the application of electric pressure control signals from electric control system 142. When energized, solenoid 364 actuates armature 362 and forces the armature into engagement against armature stop 366 as shown in Figure 12. Armature 362 thereby compresses pilot relief spring 358, causing the relief spring to exert a second and greater force on pilot spool 360 (i.e., a second relief valve setting).

Main relief spool 368 and main relief spring 370 are positioned within chamber 372. Hydraulic fluid from valve block 72 enters chamber 372 through system pressure opening 352 and orifice 374. At system pressures lower than the pressure of the pilot relief valve setting, main relief spool 368 is pressure balanced, and main relief spring 370 keeps the main relief spool in its closed position. Relief outlet ports 378 are therefore sealed when system pressure is less than the pilot relief valve setting.

As system pressure rises, the pressure in chamber 372 also rises. When the pressure reaches the relief setting of the force acting on pilot relief spool 360 by pilot relief spring 358, spool 360 will open. Hydraulic fluid is thereby released from chamber 372 through passage 380. The resulting pressure differential causes the pressure within system 60 to force main relief spool 368 into chamber 372. Hydraulic fluid can thereby escape through ports 378, preventing any further rise in the pressure of the fluid within valve block 72.

Referring back to Figure 3, implement pump 80 is coupled to reservoir 62 by hydraulic hose 112. Pressurized hydraulic fluid from an outlet of implement pump 80 is supplied to an inlet port of valve block 72 through hose 114. An outlet port of valve block 72 is coupled to oil cooler 70 through hose 115, and to reservoir 62 (via hose 112) through hose 116 and excess oil bypass relief valve 118. After being cooled by oil cooler 70, hydraulic fluid from valve block 72 is coupled to an inlet port of pump assembly 68 through a parallel combination of filter 120 and relief valve 122. An internal case drain (represented by broken line 123) couples a port of relief valve 82 to the inlet port of implement pump 80. Case drains from hydraulic motors 64 and 66 are also coupled to

reservoir 62, through hydraulic hoses 124 and 126, respectively.

As shown in Figure 1, electrically controlled diverter valve 74 can be mounted within engine compartment 22, on left upright member 20. Front auxiliary ports 130 of diverter valve 74 are coupled to front mounted attachment hydraulic fittings 132 by hydraulic hoses 134. As shown in Figure 1, front mounted attachment fittings 132 can be mounted to lower portion 33 of lift arm assembly 30, near attachment mount 35. The hydraulic motor of front mounted attachments such as auger 34 can then be conveniently connected to hydraulic system 60. Rear auxiliary ports 136 of diverter valve 74 are coupled to rear mounted attachment hydraulic fittings 138 through hydraulic hoses 140. In the embodiment shown in Figure 1, rear mounted attachment hydraulic fittings 138 are mounted within engine compartment 22 near diverter valve 74. Hydraulic cylinders 45 of rear scarifier 43 can then be easily interconnected to hydraulic system 60.

Electric diverter valves such as 74 are well known and commercially available from a number of manufacturers. In response to electric auxiliary select signals from electric control system 142, diverter valve 74 will selectively route hydraulic fluid received through its input ports 107 to either output ports 130 or output ports 136. Auxiliary valve 92 can then be used to control either the front mounted attachment, such as auger 34, or the rear mounted attachment, such as rear scarifier 43.

Electric control system 142 and its interconnections to auxiliary valve solenoids 102 and 104, series relief valve 110 and diverter valve 74 of hydraulic system 60 are illustrated in Figure 4. An operator interfaces with electric control system 142 through switch assemblies 144 and 146. Switch assemblies 144 and 146 are positioned on the top of the hand grips of steering levers 58L and 58R, respectively, for convenience of use. Switch assembly 144 includes a diverter valve switch 148, high pressure latch switch 150, and high pressure unlatch switch 152. Switch assembly 146 includes auxiliary latch switch 154, auxiliary forward switch 158, and auxiliary reverse switch 156. Switches 150, 152, 154, 156 and 158 are biased by a spring or other means (not shown) to a normally open position. Diverter switch 148 switches between its open and closed position each time it is actuated.

In the preferred embodiment illustrated in Figure 5A, high pressure latch switch 150 and unlatch switch 152 are positioned on the rearward side of hand grip of lever 58L, with switch 150 on the right side and switch 152 on the left side. Diverter switch 148 is mounted on the forward side of lever 58L. Auxiliary reverse switch 156 and auxiliary forward switch 158 are positioned on the right and left sides, respectively, of the rearward side of the

hand grip of lever 58R. Auxiliary latch switch 154 is mounted to the forward side of the hand grip on lever 58R.

Referring back to Figure 4, electric control system 142 is shown to also include battery 160, electromechanical relays 162, 164, 166, 168, 170 and 172, and diodes 174, 176, 178, 180, 182 and 184. Relays 162-172 each include a coil C having a pair of terminals, armature A, contacts K1 and K2, and spring S. Armature A is normally biased into electrical contact with contact K1 by spring S. When coil C is energized by the application of power to its terminals, armature A is forced into electrical contact with contact K2 against the bias force of spring S.

A first or positive terminal of battery 160 is connected to armature A of relays 172 and 168, and to a first terminal of switches 148, 150, 152, 154, 156 and 158. A negative terminal of battery 160 is connected to the first terminal of coil C of relays 162-172, and to a first terminal of diverter valve 74, series relief valve 110, forward solenoid 102 and reverse solenoid 104. Contact K1 of relay 172 is connected to armature A of relay 170. Contact K2 of relay 170 is connected to the second terminal of coil C of relay 170, to the second terminal of high pressure latch switch 150, and to the second terminal of series relief valve 110. Contact K1 of relay 168 is connected to armature A of relay 166. Contact K2 of relay 166 is connected to a second terminal of forward solenoid 102 and a second terminal of auxiliary forward switch 158 through diode 184, and to second terminals of coils C of relays 162 and 164 through diode 178. Contact K2 of relay 166 is also connected to a second terminal of coil C of relay 166, and to a second terminal of auxiliary latch switch 154.

Contact K2 of relay 164 is connected to the second terminal of coils C of relays 162 and 164 through diode 176. Contact K1 of relay 164 is connected to a second terminal of reverse solenoid 104. Relay 162 has its contact K2 connected to the second input terminal of coil C of relay 162 through diode 174. Contact K1 of relay 162 is coupled to a second input terminal of diverter valve 74.

A second terminal of diverter switch 148 is coupled to armature A of relay 162, and to a second terminal of coil A of relay 168 through diode 180. A second terminal of high pressure latch switch 150 is coupled to the second terminal of series relief valve 110. A second terminal of high pressure unlatch switch 152 is connected to the second terminal of coil C of relay 172. A second terminal of auxiliary reverse switch 156 is connected to armature A of relay 164, and to a second terminal of coil C of relay 168 through diode 182.

Electric control system 142 functions in the following manner. Diverter switch 148 is actuated

by an operator to select between control of the front mounted attachment (e.g. auger 34), and the rear mounted attachment (e.g. scarifier 43). When diverter switch 148 is unactuated, no current will flow through contact K1 of relay 162 to diverter valve 74. Diverter valve 74 therefore remains in its normal or unactuated state, with auxiliary valve 92 being coupled to fittings 132 through hoses 106 and 134 (Figure 3).

Having selected auger 34 in this manner, the operator can cause the auger to be driven in a first or forward direction by actuating auxiliary forward switch 158 with their thumb. When actuated, switch 158 will allow current to flow to forward solenoid 102. The spool of auxiliary valve 92 will therefore be stroked in a first direction, resulting in forward fluid flow to auger 34. This fluid flow will stop when auxiliary forward switch 158 is released.

Auxiliary reverse switch 156 is actuated by the operator to cause fluid flow in the reverse direction to auger 34. When switch 156 is closed, current will flow through relay 164 to reverse solenoid 104, causing the spool of auxiliary valve 92 to be stroked in the second direction. Hydraulic fluid flow in the second direction will stop when switch 156 is released.

Auxiliary latch switch 154 is actuated when continuous operation of auger 34 is desired. When closed, switch 154 causes current from battery 160 to be applied to coil C of relay 166. Armature A of relay 166 is thereby brought into contact with contact K2 of the relay, resulting in a continuous current flow to coil C of the relay and to forward solenoid 102 through relay 168. Even though auxiliary latch switch 154 is released and opened, relay 166 is "latched".

When it is desired to stop the continuous forward operation of auger 34, the operator will actuate auxiliary reverse switch 156. This action results in a current flow which causes coil C of relay 168 to pull its armature A to its contact K2, thereby discontinuing the flow of current to armature A and coil C of relay 166. Current flow to forward solenoid 102 is therefore discontinued.

When the operator desires to actuate the rear mounted accessory (e.g., raise or lower scarifier 43), diverter switch 148 is actuated and switched to its closed position. Current from battery 160 will then flow to diverter valve 74 through armature A and contact K1 of relay 162. Solenoids (not separately shown) within diverter valve 74 are thereby actuated, causing hydraulic fluid from auxiliary valve 92 to be routed to fittings 138 through hoses 106 and 140 (Figure 3). The actuation of diverter switch 148 also energizes coil C of relay 168, thereby discontinuing the flow of current to forward solenoid 102 through relay 166 in the event relay 166 was still latched from an earlier actuation of

auxiliary latch switch 154.

With diverter switch 148 switched to its closed position, auxiliary latch switch 154, auxiliary reverse switch 156 and auxiliary forward switch 158 can be actuated by an operator in the manner described above to control the direction and continuity of fluid flow provided by auxiliary valve 92 to rear scarifier 43. Diverter switch 148 will be again actuated and switched to its open position when it is desired to use switches 154, 156 and 158 to control auger 34.

If the operator desires to operate either auger 34 or scarifier 43 in any manner described above and at higher horsepower levels, high pressure latch switch 150 can be actuated. This action will cause current to flow through coil C of relay 170, pulling armature A of the relay into contact with its contact K2. Current will then flow through relays 172 and 170 to coil C of relay 170. Relay 170 is thereby "latched" and provides a continuous flow of current to relief valve 110. In response, solenoid 364 of diverter valve 110 (Figure 12) will cause the valve to provide relief at the second higher pressure, increasing the pressure at which fluid can be supplied to the front and rear mounted attachments. Diverter switch 148 and auxiliary switches 154, 156 and 158 can then be actuated in the manner described above to control the flow of hydraulic fluid to the front and rear mounted attachments.

In one embodiment relief valve 110 is configured to operate at a first or low pressure relief setting of twenty-three hundred psi, and at a second or high pressure relief pressure of three thousand three hundred psi. Although components of hydraulic system 60 are designed to operate at maximum pressures at least as great as the high pressure relief setting, most attachments do not need to be operated at this setting. Using the lower relief setting in normal operation is therefore adequate for most purposes, and helps reduce wear on hydraulic system 60 (e.g. seals) since it is not operated at its maximum specified rating. However, by giving the operator the capability of using the higher pressure setting, more horsepower can be delivered to the attachment when it is needed.

When it is desired to return hydraulic system 60 to its normal or lower pressure mode, high pressure unlatch switch 152 is actuated. Actuation of switch 152 causes current to flow through coil C of relay 172, pulling armature A into contact K2 of the relay, and discontinuing the flow of current to coil C of relay 170. Relay 170 is then "unlatched", discontinuing the flow of current to relief valve 110. Relief valve 110 will then operate at its normal or lower relief pressure.

Skid steer loader 10 can also be built with subsets of the options included within hydraulic system 60. A first variation, hydraulic system 190

and its associated electric control system 192, is illustrated in Figures 6 and 7, respectively. Hydraulic system 190 is similar to that of hydraulic system 60 described above with reference to Figure 3, but does not include electric series relief valve 110 or diverter valve 74. Elements shown in Figures 6 and 7 which can function in a manner similar to their counterparts in Figures 3 and 4 are denoted by identical reference numerals. As shown in Figure 6, electric control system 192 is coupled to only reverse solenoid 104 and forward solenoid 102. The output ports of auxiliary valve 92 are coupled directly to fittings 132 through hoses 106.

As shown in Figure 7, electric control system 192 includes switch assembly 146, forward solenoid 102, reverse solenoid 104 and battery 160. Also included are relays 194, 196 and 198, and diodes 200, 202, 204 and 206. Control circuit 192 is configured in such a manner that actuation of auxiliary latch switch 154, auxiliary reverse switch 156, and auxiliary forward switch 158 will control solenoids 102 and 104 of auxiliary valve 92 in a manner identical to that of control system 142 described above with reference to Figure 4.

A second variation, hydraulic system 210 and its associated electric control system 212, are illustrated in Figures 8 and 9, respectively. Hydraulic system 210 is similar to that of hydraulic system 60 described above with reference to Figure 3, but does not include electric diverter valve 74. Electric control system 212 is interfaced only to forward solenoid 102, reverse solenoid 104 and electric relief valve 110. Elements shown in Figures 8 and 9 which can function in a manner similar to their counterparts in Figures 3 and 4 are denoted by identical reference numerals.

Electric control system 212 includes switch assemblies 144 and 146, forward solenoid 102, reverse solenoid 104, relief valve 110 and battery 160. Also included are relays 214, 216, 218, 220 and 222, and diodes 224, 226, 228 and 230. Control system 212 is configured in such a manner that the actuation of switches 150 and 152 of switch assembly 144 and switches 154, 156 and 158 of switch assembly 146 causes relief valve 110 and solenoids 102 and 104 to function in the manner described above with reference to electric control system 142.

A third variation or option, hydraulic system 300 and its associated electric control system 310, is illustrated in Figures 10 and 11, respectively. Hydraulic system 300 is similar to hydraulic system 60, with the exception that electrical relief valve 110 and its associated high pressure option functions are not included. Elements shown in Figures 10 and 11 which function in a manner similar to their counterparts in Figures 3 and 4 are denoted by identical reference numerals.

Electric control system 310 includes switch assemblies 144 and 146, solenoids 102 and 104, diverter valve 74, battery 160, relays 312, 314, 316 and 318, and diodes 320, 322, 324, 326, 328 and 330. Electric control system 310 is configured in such a manner that actuation of switches 148, 154, 156 and 158 will cause diverter valve 74 and solenoids 102 and 104 to operate in a manner described above with reference to electric control system 142.

Another embodiment of the present invention, hydraulic system 400 and its associated electric control system 401, is illustrated in Figures 14 and 15, respectively. Hydraulic system 400 includes all of the options described above with reference to hydraulic system 60, but has the high pressure option implemented in a different manner. As shown, hydraulic system 400 includes high pressure relief valve 402, low pressure relief valve 404 and electric control valve 406. Elements shown in Figures 14 and 15 which function in a manner similar to their counterparts in Figures 3 and 4 are denoted by identical reference numerals.

In the embodiment shown, high pressure relief valve 402 is mounted within valve block 72. Low pressure relief valve 404 and electric control valve 406 are interconnected in a series arrangement. The series arrangement of valves 404 and 406 is coupled in parallel with the series arrangement of valves 88, 90 and 92 by means of hydraulic hoses 408 and 410. Electric control system 401 is electrically coupled to electric control valve 406.

As shown in Figure 15, electric control system 401 is identical to that of latch control system 142, with the exception that relief valve 110 has been replaced with electric control valve 406. When high pressure switch 150 is unactuated or in its open state, no current flows to electric control valve 406, thereby enabling hydraulic fluid to flow through low pressure relief valve 404 and electric control valve 406. Should the system pressure exceed the low relief pressure setting (e.g. twenty-three hundred psi) of low pressure relief valve 404, the low pressure relief valve will shunt the excess fluid to reservoir 62, thereby maintaining system pressure at the low pressure relief setting. When an operator wishes to operate hydraulic control system 400 in its high pressure mode, high pressure latch switch 150 will be actuated and cause electric control valve 406 to be driven to its closed position. With electric control valve 406 in its closed position, hydraulic fluid is unable to flow through low pressure relief valve 404. The pressure relief setting of hydraulic system 400 is therefore governed by the relief setting of high pressure relief valve 402 (e.g. three thousand three hundred psi). Should system pressure exceed that of high pressure relief valve 402, excess fluid will be shunted to reservoir 62.

High pressure unlatch switch 152 will be actuated by an operator to discontinue the flow of current to electric control valve 406 and return system 400 to its normal relief setting.

Another embodiment of the present invention, hydraulic system 420 and its associated electric control system 422, is illustrated in Figures 16 and 17, respectively. Hydraulic system 420 includes all the options described above with reference to hydraulic system 60, but has the high pressure option selected in a different manner. Elements shown in Figures 16 and 17 which function in a manner similar to their counterparts in Figures 3 and 4 are denoted by identical reference numerals.

As shown in Figure 17, electric control system 422 includes switch assemblies 144 and 146, solenoids 102 and 104, diverter valve 74, battery 160, relief valve 110, relays 424, 426, 428 and 430, and diodes 432, 434, 436, 438 and 440. Electric control system 422 is configured in such a manner that actuation of switches 148, 154, 156 and 158 will cause diverter valve 74 and solenoids 102 and 104 to operate in a manner described above with reference to electric control system 142. Separate control of the high pressure option is not, however, permitted. Electric control system 422 is configured to cause the high pressure option to be selected or implemented (i.e. relief valve 110 actuated) whenever auxiliary latch switch 154 is actuated. Operation of hydraulic system 420 in the high pressure mode will then be discontinued whenever auxiliary reverse switch 156 is actuated.

Although the present invention has been described with reference to preferred embodiments, those skilled in the art will recognize that changes may be made in form and detail without departing from the spirit and scope of the invention.

Claims

1. A skid steer loader (10) adapted for use in conjunction with an attachment (34) having a hydraulic motor, including an operator compartment (40), an engine, ground engaging drive wheels (12), hydraulic pump means driven by the engine for providing hydraulic fluid under pressure, attachment mounting means (35,46) for mounting the attachment (34) having an auxiliary hydraulic motor to the loader (10), auxiliary fluid fitting means (132,134,138,140) for coupling hydraulic fluid to the hydraulic motor of the attachment (34), an electrically actuated auxiliary control valve (92) coupling the auxiliary fluid fitting means (132,134,138,140) to the hydraulic pump means (80), for controlling flow of hydraulic fluid to the auxiliary fluid fitting means (132,134,138,140) in response to electric con-

trol signals, and a drive control lever (58L,58R) having a hand grip and mounted within the operator compartment (40); the skid steer loader characterized by:

operator actuated auxiliary switch means (146,144,142,192,212,310,401,422) at least partially mounted to the hand grip of the drive control lever (58L,58R) and coupled to the auxiliary control valve (92), for providing electric auxiliary control signals causing continuous fluid flow in a first direction to the auxiliary fluid fitting means (132,134,138,140), in response to operator actuation.

2. The skid steer loader (10) of claim 1 wherein the operator actuated auxiliary switch means (146,144,142,192,212,310,401,422) includes:

a forward latch switch (154,158); and

circuit means (142,192,212,310,422) coupling the forward latch switch to the auxiliary control valve (92) for causing continuous fluid flow in a forward direction when the forward latch switch (154,158) is actuated.

3. The skid steer loader (10) of claim 2 wherein the auxiliary switch means (146,144,142,192,212,310,401,422) includes:

a forward switch (158);

a reverse switch (156); and

circuit means (142,192,212,310,422) for coupling the forward (158) and reverse (156) switches to the auxiliary control valve (92) causing hydraulic fluid flow in a forward direction when the forward switch (158) is actuated by the operator, and causing the hydraulic fluid to flow in a reverse direction when the reverse switch (156) is actuated by the operator.

4. The skid steer loader (10) of claim 3 wherein the circuit means (142,192,212,310,401,422) further includes means (168,194,218,312) for discontinuing continuous fluid flow in the forward direction when the reverse switch (156) is actuated.

5. The skid steer loader (10) of claim 4 and further including means for mounting the forward (158), reverse (156) and forward latch (154) switches to the hand grip.

6. The skid steer loader (10) of claims 2 to 5 wherein the circuit means (142,192,212,310,422,401) includes electromechanical relays (162,164,166,168,170,172,194,196,198,214,216,218,220,222,312,314, 316,318).

7. The skid steer loader (10) of claim 1 wherein the auxiliary fluid fitting means (132,134,138,140) includes hydraulic hoses (134,140).

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8. The skid steer loader (10) of claims 1 to 7 wherein the loader further includes:

a lift arm assembly (30) pivotally mounted to the loader (10);

a lift cylinder (36) for driving the lift arm with respect to the loader (10);

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a lift valve (90) coupling the lift cylinder (36) to the hydraulic pump means (80), for controlling the flow of hydraulic fluid to the lift cylinder (36); and

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front mounted attachment mounting means (35) for mounting an attachment (34) having a hydraulic motor to the lift arm assembly (30).

9. The skid steer loader (10) of claim 1 wherein the auxiliary control valve (92) is a hydraulic control valve coupling the auxiliary fluid fitting (132,134,138,140) means to the hydraulic pump means in a hydraulic circuit, for controlling hydraulic fluid flow to the auxiliary fluid fitting means (132,134,138,140), and wherein the loader (10) further includes:

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electrically actuated pressure relief means (110,402,404) coupled in the hydraulic circuit and responsive to electric pressure control signals for causing the pressure of the hydraulic fluid to have one of a plurality of maximum pressures; and

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pressure control switch means (144) mounted within the operator compartment and coupled to the pressure relief means (110,402,404), for providing the electric pressure control signals in response to operator actuation, thereby permitting the operator to select the maximum pressure of the hydraulic fluid in the hydraulic circuit.

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10. The skid steer loader (10) of claim 9 wherein the electrically actuated pressure relief means (110,402,404) includes:

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a first relatively low pressure relief valve (404);

an electrically actuated flow control valve (406) connected in series with the low pressure release valve (404), and coupled to receive the pressure control signals from the pressure control switch means (401); and

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a second relatively high pressure relief valve (402) coupled in a parallel hydraulic circuit with the series combination of the low pressure relief valve (404) and the flow control valve (406), wherein the maximum pressure in the hydraulic circuit is established by the first

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relatively low pressure relief valve (404) when the flow control valve (406) is actuated in a manner permitting fluid flow, and the maximum pressure in the hydraulic circuit is determined by the second relatively high pressure relief valve (402) when the flow control valve (406) is actuated in a manner prohibiting fluid flow.

11. The skid steer loader (10) of claim 9 or 10 and further including means for mounting the pressure control switch means (144) to the hand grip.

12. The skid steer loader (10) of claims 9 to 11 wherein the pressure control switch means (144) includes:

a pressure control switch (150,152); and

circuit means (420) coupling the pressure control switch (144) to the electrically actuated pressure relief means (402,404).

13. The skid steer loader (10) of claim 1 wherein the loader (10) further includes:

a lift arm assembly pivotally mounted to the loader (10) and wherein the attachment mounting means (35,46) is a front attachment mount (35) for mounting a front mounted attachment (34) having a hydraulic motor to the lift arm assembly (30, and wherein the auxiliary fluid fitting means is a front auxiliary fluid fitting means (132,134) for coupling hydraulic fluid to a hydraulic motor of a front mounted attachment (34);

a rear attachment mount (46) for mounting a rear mounted attachment (43) having a hydraulic motor to a rear portion of the loader (10);

rear auxiliary fluid fitting means (138,140) for coupling hydraulic fluid to a hydraulic motor of a rear mounted attachment (43) wherein the auxiliary control valve (92) is coupled between the hydraulic pump means (80) and the front (132,134) and rear (138,140) auxiliary fluid fitting means;

an electrically controlled diverter valve (74) coupled between the auxiliary control valve (92) and the front auxiliary fluid fitting means (132,134), and between the auxiliary control valve (92) and the rear auxiliary fluid fitting means (138,140), for selectively routing hydraulic fluid between the auxiliary control valve (92) and one of the front (132,134) and rear (138,140) auxiliary fluid fitting means in response to auxiliary control signals; and

diverter switch means (144,142,310,401,422) coupled to the diverter valve (74) for providing the auxiliary select signals in response to operator actuation.

14. The skid steer loader (10) of claim 13 wherein the diverter switch means (144,142,310,401,422) includes:
a diverter switch (148); and
circuit means (142,310,401,422) coupling the diverter switch (148) to the electrically controlled diverter valve (74). 5
15. The skid steer loader (10) of claim 14 and further including mounting means (144) for mounting the diverter switch (148) to the hand grip. 10
16. The skid steer loader (10) of claim 1 wherein the loader (10) further includes: 15
a lift arm assembly pivotally mounted to the loader (10) and wherein the attachment mounting means (35,46) is a front attachment mount (35) for mounting a front mounted attachment (34) having a hydraulic motor to the lift arm assembly (30, and wherein the auxiliary fluid fitting means is a front auxiliary fluid fitting means (132,134) for coupling hydraulic fluid to a hydraulic motor of a front mounted attachment (34); 20
a rear attachment mount (46) for mounting a rear mounted attachment (43) to the rear of the loader (10); 25
rear auxiliary fluid fitting means (138,140) for coupling hydraulic fluid to a hydraulic motor of a rear mounted attachment (43) wherein the electrically actuated auxiliary control valve (92) is coupled in a hydraulic circuit between the hydraulic pump means (80) and the front (132,134) and rear (138,140) auxiliary fluid fitting means, for controlling hydraulic fluid flow in response to electric auxiliary control signals; 30
an electrically controlled diverter valve (74) coupled in the hydraulic circuit between the auxiliary control valve (92) and the front auxiliary fluid fitting means (132,134), and between the auxiliary control valve (92) and the rear auxiliary fluid fitting means (138,140), for selectively routing hydraulic fluid between the auxiliary control valve (92) and one of the front (132,134) and rear (138,140) auxiliary fluid fitting means in response to electric auxiliary control signals; 35
electrically actuated pressure relief means (110,402,404) coupled in the hydraulic circuit and responsive to electric system pressure control signals for causing pressure of the hydraulic fluid in the hydraulic circuit to have one of a plurality of maximum pressures; 40
diverter switch means (144,142,310,401,422) mounted within the operator compartment (40) and coupled to the diverter valve (74) for providing the auxiliary control signals in response to operator actuation; and
pressure control switch means (144) mounted within the operator compartment (40) and coupled to the pressure relief means (110,402,409) for providing the electric system pressure control signals in response to operator actuation, thereby permitting the operator to select the maximum pressure of the hydraulic fluid in the hydraulic circuit. 45
17. The skid steer loader (10) of claim 16 and further including means (144) for mounting the diverter switch means (148), auxiliary switch means (154,156,158) and pressure control switch means (150,152) to the hand grips. 50
18. The skid steer loader (10) of claim 1 wherein the electrically actuated auxiliary control valve (92) is coupled in a hydraulic circuit between the hydraulic pump means (80) and the auxiliary fluid fitting means (132,134,138,140) and wherein the loader (10) further includes:
electrically actuated pressure relief means (110,402,404) coupled in the hydraulic circuit for selectively relieving pressure in the hydraulic circuit of a first relatively low relief pressure or a second relatively high relief pressure in response to electric system pressure control signals wherein the auxiliary switch means (146,144,142,192,212,310,401,422) is coupled to the pressure relief means (110,402,404), for providing pressure control signals actuating the pressure relief means (110,402,404) to select the second relatively high relief pressure in the hydraulic circuit, when actuated by an operator. 55
19. The skid steer loader (10) of claim 18 and further including unlatch switch means (156) coupled to the pressure relief means (110,402,404) and the auxiliary control valve (92), for actuating the auxiliary control valve (92) and discontinuing continuous forward fluid flow, and for actuating the relief means (110,402,404) to select the first relatively low relief pressure in the hydraulic circuit, when actuated by an operator. 60
20. The skid steer loader (10) of claim 18 or 19 wherein the switch means (146,144,142,192,212,310,401,422) includes:
a forward latch switch (146); and
circuit means (401) coupling the forward latch switch (146) to the auxiliary control valve (92) and to the pressure relief means (402,404), for providing the auxiliary control signals causing continuous hydraulic fluid flow 65

in a forward direction, and for providing the pressure relief signals actuating the pressure relief means (402,404) to select the second relatively high relief pressure in the hydraulic circuit, in response to operator actuation of the forward latch switch (146).

21. The skid steer loader (10) of claim 20 wherein the switch means (146,144,142,192,212,310,401,422) further includes:

a forward switch (158);

a reverse switch (156); and

the circuit means (401) couples the forward (158) and reverse (156) switches to the auxiliary control valve (92) and pressure relief means (402,404), and provides auxiliary control signals causing hydraulic fluid flow in the forward direction when the forward switch (158) is actuated by the operator, provides auxiliary control signals causing hydraulic fluid flow in a reverse direction when the reverse switch (156) is actuated, and provides auxiliary control signals discontinuing continuous forward fluid flow and pressure relief signals actuating the pressure relief means (402,404) to select the first relatively low relief pressure in the hydraulic circuit, when the reverse switch (156) is actuated.

Patentansprüche

1. Radlader (10), der zur Verwendung in Verbindung mit einer einen Hydraulikmotor aufweisenden Zusatzvorrichtung (34) geeignet ist, mit einem Fahrzeugführerraum (40), einem Motor, Antriebsrädern (12), die die Verbindung zum Boden herstellen, einer Hydraulikpumpeneinrichtung, die durch den Motor getrieben wird, um unter Druck stehende Hydraulikflüssigkeit bereitzustellen, einer Zusatzvorrichtungsbefestigungseinrichtung (35, 46) zum Befestigen der Zusatzvorrichtung (34) mit einem Hilfshydraulikmotor an dem Lader (10), einer Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140) zum Herstellen einer Hydraulikflüssigkeitsverbindung mit dem Hydraulikmotor der Zusatzvorrichtung (34), einem elektrisch betätigbaren Hilfssteuerventil (92), das die Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140) mit der Hydraulikpumpeneinrichtung (80) verbindet, zum Steuern des Hydraulikflüssigkeitsstroms zu der Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140) als Antwort auf elektrische Steuersignale, und einem Antriebssteuerhebel (58L, 58R), der einen Handgriff aufweist und im Fahrzeugführerraum (40) angeordnet ist; wobei der Radlader gekennzeichnet

net ist durch:

eine vom Fahrzeugführer betätigbare Hilfsschalteinrichtung (146, 144, 142, 192, 212, 310, 401, 422), die zumindest teilweise am Handgriff des Antriebssteuerhebels (58L, 58R) angeordnet und mit dem Hilfssteuerventil (92) verbunden ist, zum Bereitstellen von elektrischen Hilfssteuersignalen, die einen kontinuierlichen Flüssigkeitsstrom in einer ersten Richtung zu der Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140) als Antwort auf die Betätigung durch den Fahrzeugführer bewirken.

2. Radlader (10) nach Anspruch 1, wobei die vom Fahrzeugführer betätigbare Hilfsschalteinrichtung (146, 144, 142, 192, 212, 310, 401, 422) aufweist:
 - einen Vorwärtsverriegelungsschalter (154, 158); und
 - eine Schaltungseinrichtung (142, 192, 212, 310, 422), die den Vorwärtsverriegelungsschalter mit dem Hilfssteuerventil (92) verbindet, um einen kontinuierlichen Flüssigkeitsstrom in einer Vorwärtsrichtung zu bewirken, wenn der Vorwärtsverriegelungsschalter (154, 158) betätigt wird.
3. Radlader (10) nach Anspruch 2, wobei die Hilfsschalteinrichtung (146, 144, 142, 192, 212, 310, 401, 422) aufweist:
 - einen Vorwärtsschalter (158);
 - einen Rückwärtsschalter (156); und
 - eine Schaltungseinrichtung (142, 192, 212, 310, 422) zum Verbinden des Vorwärtsschalters (158) und des Rückwärtsschalters (156) mit dem Hilfssteuerventil (92), wodurch ein Hydraulikflüssigkeitsstrom in einer Vorwärtsrichtung bewirkt wird, wenn der Vorwärtsschalter (158) vom Fahrzeugführer betätigt wird, und wodurch bewirkt wird, daß die Hydraulikflüssigkeit in einer Rückwärtsrichtung fließt, wenn der Rückwärtsschalter (156) vom Fahrzeugführer betätigt wird.
4. Radlader (10) nach Anspruch 3, wobei die Schaltungseinrichtung (142, 192, 212, 310, 401, 422) ferner eine Einrichtung (168, 194, 218, 312) aufweist zum Unterbrechen des kontinuierlichen Flüssigkeitsstroms in der Vorwärtsrichtung, wenn der Rückwärtsschalter (156) betätigt wird.
5. Radlader (10) nach Anspruch 4, ferner mit einer Einrichtung zum Anordnen des Vorwärtsschalters (158), des Rückwärtsschalters (156) und des Vorwärtsverriegelungsschalters (154) am Handgriff.

6. Radlader (10) nach Anspruch 2 bis 5, wobei die Schaltungseinrichtung (142, 192, 212, 310, 422, 401) elektromechanische Relais (162, 164, 166, 168, 170, 172, 194, 196, 198, 214, 216, 218, 220, 222, 312, 314, 316, 318) aufweist. 5
7. Radlader (10) nach Anspruch 1, wobei die Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140) Hydraulikschläuche (134, 140) aufweist. 10
8. Radlader (10) nach den Ansprüchen 1 bis 7, wobei der Lader ferner aufweist:
 eine Hubarmordnung (30), die schwenkbar am Lader (10) angeordnet ist; 15
 einen Hubzylinder (36) zum Antreiben des Hubarms in Bezug auf den Lader (10);
 ein Hubventil (90), das den Hubzylinder (36) mit der Hydraulikpumpeneinrichtung (80) verbindet, zum Steuern des Hydraulikflüssigkeitsstroms zum Hubzylinder (36); und 20
 eine vorn angeordnete Zusatzvorrichtungsbefestigungseinrichtung (35) zum Anordnen einer Zusatzvorrichtung (34) mit einem Hydraulikmotor an der Hubarmordnung (30). 25
9. Radlader (10) nach Anspruch 1, wobei das Hilfssteuerventil (92) ein Hydrauliksteuerventil ist, das die Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140) mit der Hydraulikpumpeneinrichtung in einem Hydraulikkreis verbindet, zum Steuern des Stroms der Hydraulikflüssigkeit zu der Hilfsflüssigkeitsanschlußeinrichtung (132, 134, 138, 140), und wobei der Lader (10) ferner aufweist: 30
 eine elektrisch betätigbare Druckentlastungseinrichtung (110, 402, 404), die im Hydraulikkreis angeordnet ist und auf elektrische Drucksteuersignale anspricht, um zu bewirken, daß der Druck der Hydraulikflüssigkeit einen von mehreren Maximaldrücken hat; und 35
 eine Drucksteuerschalteinrichtung (144), die im Fahrzeugführerraum angeordnet ist und mit der Druckentlastungseinrichtung (110, 402, 404) verbunden ist, zum Bereitstellen der elektrischen Drucksteuersignale als Antwort auf die Betätigung durch den Fahrzeugführer, wodurch der Fahrzeugführer die Möglichkeit erhält, den maximalen Druck der Hydraulikflüssigkeit im Hydraulikkreis zu wählen. 40
10. Radlader (10) nach Anspruch 9, wobei die elektrisch betätigbare Druckentlastungseinrichtung (110, 402, 404) aufweist: 45
 ein erstes Überdruckventil für relativ niedrigen Druck (404);
 ein elektrisch betätigbares Flüssigkeitsstromsteuerventil (406), das mit dem Überdruckventil für niedrigen Druck (404) in Reihe geschaltet und so angeschlossen ist, daß es die Drucksteuersignale von der Drucksteuerschalteinrichtung (401) empfängt; und
 ein zweites Überdruckventil für relativ hohen Druck (402), das in einer hydraulischen Parallelschaltung angeordnet ist, mit der Reihenschaltung des Überdruckventils für niedrigen Druck (404) und des Flüssigkeitsstromsteuerventils (406), wobei der maximale Druck im Hydraulikkreis durch das Überdruckventil für relativ niedrigen Druck (404) bestimmt wird, wenn das Flüssigkeitsstromsteuerventil (406) so betätigt wird, daß es den Flüssigkeitsstrom ermöglicht, und der maximale Druck im Hydraulikkreis durch das zweite Überdruckventil für relativ hohen Druck (402) bestimmt wird, wenn das Flüssigkeitsstromsteuerventil (406) so betätigt wird, daß es den Flüssigkeitsstrom verhindert. 50
11. Radlader (10) nach Anspruch 9 oder 10, ferner mit einer Einrichtung zum Anordnen der Drucksteuerschalteinrichtung (144) am Handgriff.
12. Radlader (10) nach Anspruch 9 bis 11, wobei die Drucksteuerschalteinrichtung (144) aufweist:
 einen Drucksteuerschalter (150, 152); und
 eine Schaltungseinrichtung (420), die den Drucksteuerschalter (144) mit der elektrisch betätigbaren Druckentlastungseinrichtung (402, 404) verbindet.
13. Radlader (10) nach Anspruch 1, wobei der Lader (10) ferner aufweist:
 eine Hubarmordnung, die schwenkbar am Lader (10) angeordnet ist, und wobei die Zusatzvorrichtungsbefestigungseinrichtung (35, 46) eine vorn angeordnete Zusatzvorrichtungshalterung (35) zum Anordnen einer vorn angeordneten Zusatzvorrichtung (34) mit einem Hydraulikmotor an der Hubarmordnung (30) und wobei die Hilfsflüssigkeitsanschlußeinrichtung eine vordere Hilfsflüssigkeitsanschlußeinrichtung (132, 134) ist zum Herstellen einer Hydraulikflüssigkeitsverbindung mit einem Hydraulikmotor einer vorn angeordneten Zusatzvorrichtung (34);
 eine hinten angeordnete Zusatzvorrichtungshalterung (46) zum Anordnen einer hinten angeordneten Zusatzvorrichtung (43) mit einem Hydraulikmotor an einem hinteren Teil des Laders (10);
 eine hintere Hilfsflüssigkeitsanschlußeinrichtung (138, 140) zum Herstellen einer Hydraulikflüssigkeitsverbindung mit einem Hy-

draulikmotor einer hinten angeordneten Zusatzvorrichtung (43), wobei das Hilfssteuerventil (92) zwischen der Hydraulikpumpeneinrichtung (80) und der vorderen Hilfsflüssigkeitsanschlußeinrichtung (132, 134) und der hinteren Hilfsflüssigkeitsanschlußeinrichtung (138, 140) angeordnet ist;

ein elektrisch steuerbares Umlenksteuerventil (74), das zwischen dem Hilfssteuerventil (92) und der vorderen Hilfsflüssigkeitsanschlußeinrichtung (132, 134) und zwischen dem Hilfssteuerventil (92) und der hinteren Hilfsflüssigkeitsanschlußeinrichtung (138, 140) angeordnet ist, zum wählbaren Umlenken der Hydraulikflüssigkeit zwischen dem Hilfssteuerventil (92) und der vorderen (132, 134) oder der hinteren (138, 140) Hilfsflüssigkeitsanschlußeinrichtung als Antwort auf Hilfssteuersignale; und

eine Umlenkschalteinrichtung (144, 142, 310, 401, 422), die verbunden ist mit dem Umlenksteuerventil (74) zum Bereitstellen der Hilfswählsignale als Antwort auf die Betätigung durch den Fahrzeugführer.

14. Radlader (10) nach Anspruch 13, wobei die Umlenkschalteinrichtung (144, 142, 310, 401, 422) aufweist:

einen Umlenkschalter (148); und

eine Schaltungseinrichtung (142, 310, 401, 422), die den Umlenkschalter (148) mit dem elektrisch steuerbaren Umlenksteuerventil (74) verbindet.

15. Radlader (10) nach Anspruch 14, ferner mit einer Befestigungseinrichtung (144) zum Anordnen des Umlenkschalters (148) am Handgriff.

16. Radlader (10) nach Anspruch 1, wobei der Lader (10) ferner aufweist:

eine Hubarmanordnung, die schwenkbar am Lader (10) angeordnet ist, und wobei die Zusatzvorrichtungsbefestigungseinrichtung (35, 46) eine vordere Zusatzvorrichtungshalterung (35) zum Anordnen einer vorn angeordneten Zusatzvorrichtung (34) mit einem Hydraulikmotor an der Hubarmanordnung (30) ist und wobei die Hilfsflüssigkeitsanschlußeinrichtung eine vordere Hilfsflüssigkeitsanschlußeinrichtung (132, 134) zum Verbinden der Hydraulikflüssigkeit mit einem Hydraulikmotor einer vorn angeordneten Zusatzvorrichtung (34) ist;

eine hintere Zusatzvorrichtungshalterung (46) zum Anordnen einer hinten angeordneten Zusatzvorrichtung (43) am hinteren Teil des Laders (10);

eine hintere Hilfsflüssigkeitsanschlußein-

richtung (138, 140) zum Herstellen einer Hydraulikflüssigkeitsverbindung mit einem Hydraulikmotor einer hinten angeordneten Zusatzvorrichtung (43), wobei das elektrisch steuerbare Hilfssteuerventil (92) in einem Hydraulikkreis zwischen der Hydraulikpumpeneinrichtung (80) und der vorderen Hilfsflüssigkeitsanschlußeinrichtung (132, 134) und der hinteren Hilfsflüssigkeitsanschlußeinrichtung (138, 140) angeordnet ist, zum Steuern des Hydraulikflüssigkeitsstroms als Antwort auf elektrische Hilfssteuersignale;

ein elektrisch steuerbares Umlenksteuerventil (74), das im Hydraulikkreis zwischen dem Hilfssteuerventil (92) und der vorderen Hilfsflüssigkeitsanschlußeinrichtung (132, 134) und zwischen dem Hilfssteuerventil (92) und der hinteren Hilfsflüssigkeitsanschlußeinrichtung (138, 140) angeordnet ist, zum wählbaren Umlenken der Hydraulikflüssigkeit zwischen dem Hilfssteuerventil (92) und der vorderen (132, 134) oder der hinteren (138, 140) Hilfsflüssigkeitsanschlußeinrichtung als Antwort auf elektrische Hilfssteuersignale;

eine elektrisch betätigbare Druckentlastungseinrichtung (110, 402, 404), die im Hydraulikkreis angeordnet ist und auf elektrische Systemdrucksteuersignale anspricht, um zu bewirken, daß der Druck der Hydraulikflüssigkeit im Hydraulikkreis einen von mehreren maximalen Drücken hat;

eine Umlenkschalteinrichtung (144, 142, 310, 401, 422), die im Fahrzeugführerraum (40) angeordnet ist und mit dem Umlenksteuerventil (74) verbunden ist, zur Bereitstellung von Hilfssteuersignalen als Antwort auf die Betätigung durch den Fahrzeugführer; und

eine Drucksteuerschalteinrichtung (144), die im Fahrzeugführerraum (40) angeordnet ist und mit der Druckentlastungseinrichtung (110, 402, 409) verbunden ist, zur Bereitstellung von elektrischen Systemdrucksteuersignalen als Antwort auf eine Betätigung durch den Fahrzeugführer, wodurch es möglich wird, daß der Fahrzeugführer den maximalen Druck der Hydraulikflüssigkeit im Hydraulikkreis wählt.

17. Radlader (10) nach Anspruch 16, ferner mit einer Einrichtung (144) zum Anordnen der Umlenkschalteinrichtung (148), der Hilfsschalteinrichtung (154, 156, 158) und der Drucksteuerschalteinrichtung (150, 152) an den Handgriffen.

18. Radlader (10) nach Anspruch 1, wobei das elektrisch betätigbare Hilfssteuerventil (92) in einem Hydraulikkreis zwischen der Hydraulikpumpeneinrichtung (80) und der Hilfsflüssig-

keitsanschlußeinrichtung (132, 134, 138, 140) angeordnet ist und wobei der Lader (10) ferner aufweist:

eine elektrisch betätigbare Druckentlastungseinrichtung (110, 402, 404), die im Hydraulikkreis angeordnet ist, zum wählbaren Ablassen von Druck im Hydraulikkreis bei einem ersten relativ niedrigen Entlastungsdruck oder einem zweiten relativ hohen Entlastungsdruck als Antwort auf elektrische Systemdrucksteuersignale, wobei die elektrische Hilfsschalteinrichtung (146, 144, 142, 192, 212, 310, 401, 422) verbunden ist mit der Druckentlastungseinrichtung (110, 402, 404) zum Bereitstellen von Drucksteuersignalen, die die Druckentlastungseinrichtung (110, 402, 404) betätigen, um den zweiten, relativ hohen Entlastungsdruck im Hydraulikkreis zu wählen, wenn eine entsprechende Betätigung durch einen Fahrzeugführer erfolgt.

19. Radlader (10) nach Anspruch 18, ferner mit einer Entriegelungsschalteinrichtung (156), die mit der Druckentlastungseinrichtung (110, 402, 404) und dem Hilfssteuerventil (92) verbunden ist, zur Betätigung des Hilfssteuerventils (92) und zur Unterbrechung des kontinuierlichen Vorwärtsflüssigkeitsstroms und zur Betätigung der Druckentlastungseinrichtung (110, 402, 404), um den ersten, relativ niedrigen Entlastungsdruck im Hydraulikkreis zu wählen, wenn eine entsprechende Betätigung durch einen Fahrzeugführer erfolgt.

20. Radlader (10) nach Anspruch 18 oder 19, wobei die Schalteinrichtung (146, 144, 142, 192, 212, 310, 401, 422) aufweist:

einen Vorwärtsverriegelungsschalter (146); und

eine Schaltungseinrichtung (401), die den Vorwärtsverriegelungsschalter (146) mit dem Hilfssteuerventil (92) und der Druckentlastungseinrichtung (402, 404) verbindet, zum Bereitstellen von Hilfssteuersignalen, die einen kontinuierlichen Hydraulikflüssigkeitsstrom in einer Vorwärtsrichtung bewirken, und zum Bereitstellen der Druckentlastungssignale, die die Druckentlastungseinrichtung (402, 404) betätigen, um den zweiten, relativ hohen Entlastungsdruck im Hydraulikkreis zu wählen als Antwort auf eine entsprechende Betätigung des Vorwärtsverriegelungsschalters (146) durch einen Fahrzeugführer.

21. Radlader (10) nach Anspruch 20, wobei die Schalteinrichtung (146, 144, 142, 192, 212, 310, 401, 422) ferner aufweist:

einen Vorwärtsschalter (158);

einen Rückwärtsschalter (156);

und wobei die Schaltungseinrichtung (401) den Vorwärtsschalter (158) und den Rückwärtsschalter (156) mit dem Hilfssteuerventil (92) und der Druckentlastungseinrichtung (402, 404) verbindet und Hilfssteuersignale bereitstellt, die den Hydraulikflüssigkeitsstrom in der Vorwärtsrichtung bewirken, wenn der Vorwärtsschalter (158) vom Fahrzeugführer betätigt wird, Hilfssteuersignale bereitstellt, die den Hydraulikflüssigkeitsstrom in einer Rückwärtsrichtung bewirken, wenn der Rückwärtsschalter (156) betätigt wird, und Hilfssteuersignale, die den kontinuierlichen Vorwärtsflüssigkeitsstrom unterbrechen, und Entlastungsdrucksignale bereitstellt, die die Druckentlastungseinrichtung (402, 404) betätigen, um den ersten, relativ niedrigen Entlastungsdruck im Hydraulikkreis zu wählen, wenn der Rückwärtsschalter (156) betätigt wird.

Revendications

1. Chargeuse dirigée par patinage (10) destinée à être utilisée avec un accessoire (34) ayant un moteur hydraulique, la chargeuse comportant un compartiment (40) destiné à un opérateur, un moteur, des roues motrices (12) qui sont au contact du sol, un dispositif à pompe hydraulique entraîné par le moteur et destiné à transmettre du fluide hydraulique sous pression, un dispositif (35, 46) de montage d'accessoire, destiné au montage d'un accessoire (34) qui possède un moteur hydraulique auxiliaire sur la chargeuse (10), un dispositif (132, 134, 138, 140) à embout de fluide auxiliaire destiné à coupler du fluide hydraulique au moteur hydraulique de l'accessoire (34), un distributeur (92) de commande auxiliaire, commandé électriquement et couplant le dispositif à embout de fluide auxiliaire (132, 134, 138, 140) au dispositif (80) à pompe hydraulique afin que la circulation du fluide hydraulique transmis au dispositif à embout de fluide auxiliaire (132, 134, 138, 140) soit réglée en fonction des signaux électriques de commande, et un levier (58L, 58R) de commande d'entraînement ayant une poignée et monté à l'intérieur du compartiment (40) de l'opérateur, la chargeuse étant caractérisée par

un dispositif à interrupteurs auxiliaires (146, 144, 142, 192, 212, 310, 401, 422) commandé par l'opérateur et monté au moins partiellement sur la poignée du levier (58L, 58R) de commande d'entraînement et couplé au distributeur de commande auxiliaire (92) afin qu'il transmette des signaux électriques de commande auxiliaire provoquant la circulation

continue de fluide dans un premier sens au dispositif à embout de fluide auxiliaire (132, 134, 138, 140) à la suite d'une manoeuvre de l'opérateur.

2. Chargeuse dirigée par patinage (10) selon la revendication 1, dans laquelle le dispositif à interrupteurs auxiliaires (146, 144, 142, 192, 212, 310, 401, 422) commandé par l'opérateur comprend :

un interrupteur de verrouillage avant (154, 158), et

un circuit (142, 192, 212, 310, 422) couplant l'interrupteur de verrouillage avant au distributeur de commande auxiliaire (92) afin qu'il provoque une circulation continue du fluide vers l'avant lorsque l'interrupteur (154, 158) de verrouillage avant est commandé.

3. Chargeuse dirigée par patinage (10) selon la revendication 2, dans laquelle le dispositif (146, 144, 142, 192, 212, 310, 401, 422) à interrupteurs auxiliaires comporte :

un interrupteur avant (158),

un interrupteur arrière (156), et

un circuit (142, 192, 212, 310, 422) destiné à coupler les interrupteurs avant (158) et arrière (156) au distributeur de commande auxiliaire (92) avec circulation du fluide hydraulique vers l'avant lorsque l'interrupteur avant (158) est commandé par l'opérateur et circulation du fluide hydraulique vers l'arrière lorsque l'interrupteur arrière (156) est commandé par l'opérateur.

4. Chargeuse dirigée par patinage (10) selon la revendication 3, dans laquelle le circuit (142, 192, 212, 310, 401, 422) comporte en outre un dispositif (168, 194, 218, 312) destiné à interrompre la circulation continue du fluide vers l'avant lorsque l'interrupteur arrière (156) est manoeuvré.

5. Chargeuse dirigée par patinage (10) selon la revendication 4, comprenant en outre un dispositif destiné au montage des interrupteurs avant (158), arrière (156) et de verrouillage avant (154) sur la poignée.

6. Chargeuse dirigée par patinage (10) selon les revendications 2 à 5, dans laquelle le circuit (142, 192, 212, 310, 422, 401) comporte des relais électromécaniques (162, 164, 166, 168, 170, 172, 194, 196, 198, 214, 216, 218, 220, 222, 312, 314, 316, 318).

7. Chargeuse dirigée par patinage (10) selon la revendication 1, dans laquelle le dispositif à

embout de fluide auxiliaire (132, 134, 138, 140) comprend des tubes hydrauliques souples (134, 140).

8. Chargeuse dirigée par patinage (10) selon les revendications 1 à 7, dans laquelle la chargeuse comprend en outre :

un ensemble (30) à bras de levage monté sous forme articulée sur la chargeuse (10),

un vérin de levage (36) destiné à entraîner le bras de levage par rapport à la chargeuse (10),

un distributeur de levage (90) couplant le vérin de levage (36) au dispositif à pompe hydraulique (80) afin que la circulation du fluide hydraulique vers le vérin de levage (36) soit réglée, et

un dispositif (35) de montage d'accessoire à l'avant, destiné au montage d'un accessoire (34) possédant un moteur hydraulique sur l'ensemble à bras de levage (30).

9. Chargeuse dirigée par patinage (10) selon la revendication 1, dans laquelle le distributeur de commande auxiliaire (92) est un distributeur hydraulique de commande qui couple le dispositif à embout de fluide auxiliaire (132, 134, 138, 140) au dispositif à pompe hydraulique dans un circuit hydraulique de commande de circulation de fluide hydraulique vers le dispositif à embout de fluide auxiliaire (132, 134, 138, 140), et dans laquelle la chargeuse (10) comporte en outre :

un dispositif (110, 402, 404) de décharge de pression commandé électriquement, couplé au circuit hydraulique et commandé par des signaux électriques de réglage de pression de manière que la pression du fluide hydraulique prenne l'une de plusieurs pressions maximales, et

un dispositif (144) à interrupteurs de réglage de pression monté à l'intérieur du compartiment de l'opérateur et couplé au dispositif de décharge de pression (110, 402, 404) afin qu'il transmette les signaux électriques de réglage de pression à la suite d'une manoeuvre par l'opérateur et permette ainsi à l'opérateur de sélectionner la pression maximale du fluide hydraulique dans le circuit hydraulique.

10. Chargeuse dirigée par patinage (10) selon la revendication 9, dans laquelle le dispositif (110, 402, 404) de décharge de pression commandé électriquement comprend :

une première soupape (404) de décharge à pression relativement faible,

une soupape (406) de réglage de circulation, commandée électriquement et connectée

en série avec la soupape de décharge à basse pression (404) et couplée de manière qu'elle reçoive les signaux de réglage de pression du dispositif (401) à interrupteurs de réglage de pression, et

une seconde soupape (402) de décharge à pression relativement élevée, couplée dans un circuit hydraulique parallèle avec la combinaison en série de la soupape (404) de décharge à basse pression et de la soupape (406) de réglage de débit, si bien que la pression maximale dans le circuit hydraulique est établie par la première soupape (404) de décharge à pression relativement faible lorsque la soupape (406) de réglage de débit est commandée d'une manière qui permet la circulation du fluide, et la pression maximale dans le circuit hydraulique est déterminée par la seconde soupape (402) de décharge à pression relativement élevée lorsque la soupape (406) de réglage de débit est commandée d'une manière qui empêche la circulation du fluide.

11. Chargeuse dirigée par patinage (10) selon la revendication 9 ou 10, comprenant en outre un dispositif de montage du dispositif (144) à interrupteur de réglage de pression sur la poignée.

12. Chargeuse dirigée par patinage (10) selon les revendications 9 à 11, dans laquelle le dispositif (144) à interrupteur de réglage de pression comprend :

un interrupteur (150, 152) de réglage de pression, et

un circuit (420) couplant l'interrupteur (144) de réglage de pression au dispositif (402, 404) de décharge de pression à commande électrique.

13. Chargeuse dirigée par patinage (10) selon la revendication 1, dans laquelle la chargeuse comporte en outre :

un ensemble à bras de levage monté de manière articulée sur la chargeuse (10), et tel que le dispositif (35, 46) de montage d'accessoire est un dispositif (35) de montage d'accessoire avant destiné à monter un accessoire (34) ayant un moteur hydraulique sur l'ensemble à bras de levage (30) à l'avant, et le dispositif à embout de fluide auxiliaire est un dispositif à embout de fluide auxiliaire avant (132, 134) destiné à coupler du fluide hydraulique à un moteur hydraulique d'un accessoire (34) monté à l'avant,

un dispositif (46) de montage arrière destiné au montage d'un accessoire (43) à l'arrière et ayant un moteur hydraulique, sur une partie

arrière de la chargeuse (10),

un dispositif (138, 140) à embout de fluide auxiliaire arrière destiné à coupler du fluide hydraulique à un moteur hydraulique d'un accessoire (43) monté à l'arrière, le distributeur (92) de commande auxiliaire étant monté entre le dispositif (80) à pompe hydraulique et les dispositifs à embout de fluide auxiliaire avant (132, 134) et arrière (138, 140),

un distributeur (74) de déviation commandé électriquement, couplé entre le distributeur (92) de commande auxiliaire et le dispositif (132, 134) à embout de fluide auxiliaire avant, et entre le distributeur de commande auxiliaire (92) et le dispositif (138, 140) à embout de fluide auxiliaire arrière, et destiné à acheminer sélectivement du fluide hydraulique entre le distributeur de commande auxiliaire (92) et l'un des dispositifs à embout de fluide auxiliaire avant (132, 134) et arrière (138, 140) en fonction de signaux de commande auxiliaire, et

un dispositif à interrupteur de déviation (144, 142, 310, 401, 422) couplé au distributeur de déviation (74) et destiné à transmettre les signaux de sélection auxiliaire à la suite d'une manoeuvre par l'opérateur.

14. Chargeuse dirigée par patinage (10) selon la revendication 13, dans laquelle le dispositif à interrupteur de déviation (144, 142, 310, 401, 422) comporte :

un interrupteur de déviation (148), et

un circuit (142, 310, 401, 422) couplant l'interrupteur de déviation (148) au distributeur (74) de déviation à commande électrique.

15. Chargeuse dirigée par patinage (10) selon la revendication 14, comprenant en outre un dispositif (144) de montage de l'interrupteur de déviation (148) sur la poignée.

16. Chargeuse dirigée par patinage (10) selon la revendication 1, dans laquelle la chargeuse (10) comporte en outre :

un ensemble à bras de levage monté de manière articulée sur la chargeuse (10), le dispositif (35, 46) de montage d'accessoire étant un dispositif (35) destiné au montage d'un accessoire (34) à l'avant et ayant un moteur hydraulique sur l'ensemble (30) à bras de levage, le dispositif à embout de fluide auxiliaire étant un dispositif (132, 134) à embout de fluide auxiliaire avant destiné à coupler du fluide hydraulique à un moteur hydraulique d'un accessoire (34) monté à l'avant,

un dispositif (46) destiné au montage d'un accessoire (43) monté à l'arrière sur l'arrière de la chargeuse (10),

un dispositif (138, 140) à embout de fluide auxiliaire arrière destiné à coupler du fluide auxiliaire à un moteur hydraulique d'un accessoire (43) monté à l'arrière, le distributeur (92) de commande auxiliaire qui est commandé électriquement étant couplé à un circuit hydraulique entre le dispositif (80) à pompe hydraulique et les dispositifs à embout de fluide auxiliaire avant (132, 134) et arrière (138, 140) afin que la circulation du fluide hydraulique soit réglée en fonction de signaux électriques de commande auxiliaire,

un distributeur (74) de déviation à commande électrique, raccordé au circuit hydraulique entre le distributeur (92) de commande auxiliaire et le dispositif à embout de fluide auxiliaire avant (132, 134), et entre le distributeur (92) de commande auxiliaire et le dispositif à embout de fluide auxiliaire arrière (138, 140) afin qu'il achemine sélectivement le fluide hydraulique entre le distributeur de commande auxiliaire (92) et l'un des dispositifs à embout de fluide auxiliaire avant (132, 134) et arrière (138, 140) en fonction des signaux électriques de commande auxiliaire,

un dispositif (110, 402, 404) de décharge de pression, commandé électriquement, couplé au circuit hydraulique et commandé par des signaux électriques de réglage de pression de l'ensemble afin qu'il provoque la mise de la pression du fluide hydraulique du circuit hydraulique à l'une de plusieurs pressions maximales,

un dispositif à interrupteurs de déviation (144, 142, 310, 401, 422) monté dans le compartiment (40) de l'opérateur et couplé au distributeur (74) de déviation afin qu'il transmette les signaux de commande auxiliaire à la suite de la manoeuvre par l'opérateur, et

un dispositif (144) à interrupteurs de réglage de pression, monté dans le compartiment (40) de l'opérateur et couplé au dispositif (110, 402, 409) de décharge de pression afin qu'il transmette les signaux électriques de réglage de pression de l'ensemble à la suite de la manoeuvre par l'opérateur et permette ainsi à l'opérateur de sélectionner la pression maximale du fluide hydraulique dans le circuit hydraulique.

17. Chargeuse dirigée par patinage (10) selon la revendication 16, comprenant en outre un dispositif (144) de montage du dispositif (148) à interrupteur de déviation, du dispositif (154, 156, 158) à interrupteurs auxiliaires et du dispositif (150, 152) à interrupteur de réglage de pression sur les poignées.

18. Chargeuse dirigée par patinage (10) selon la revendication 1, dans laquelle

le distributeur (92) de commande auxiliaire, commandé électriquement, est couplé à un circuit hydraulique entre le dispositif (80) à pompe hydraulique et le dispositif à embout de fluide auxiliaire (132, 134, 138, 140), et la chargeuse (10) comporte en outre :

un dispositif (110, 402, 404) de décharge de pression, commandé électriquement, couplé au circuit hydraulique et destiné à décharger sélectivement la pression du circuit hydraulique à une première pression de décharge relativement faible ou à une seconde pression de décharge relativement élevée en fonction de signaux électriques de réglage de pression de l'ensemble, le dispositif à interrupteur auxiliaire (146, 144, 142, 192, 212, 310, 401, 422) étant couplé au dispositif (110, 402, 404) de décharge de pression afin qu'il transmette des signaux de réglage de pression commandant le dispositif (110, 402, 404) de décharge de pression pour la sélection de la seconde pression de décharge relativement élevée dans le circuit hydraulique, à la suite d'une commande par un opérateur.

19. Chargeuse dirigée par patinage (10) selon la revendication 18, comprenant en outre un dispositif (156) à interrupteurs de déverrouillage couplé au dispositif de décharge de pression (110, 402, 404) et au distributeur de commande auxiliaire (92) et destiné à commander le dispositif de commande auxiliaire (92) et à interrompre la circulation continue du fluide vers l'avant, et à commander le dispositif de décharge (110, 402, 404) afin qu'il sélectionne la première pression de décharge relativement faible dans le circuit hydraulique, à la suite d'une commande par l'opérateur.

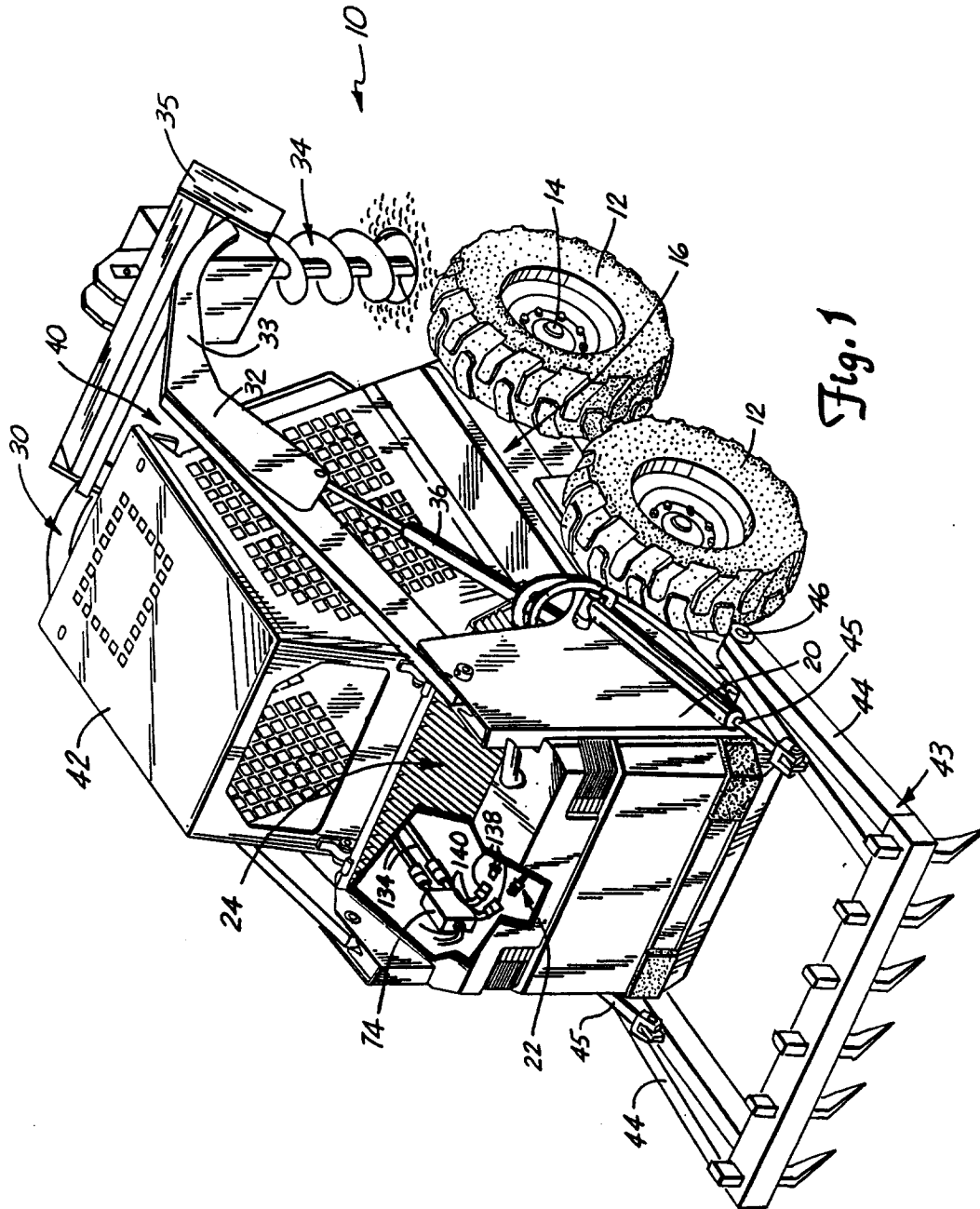
20. Chargeuse dirigée par patinage (10) selon la revendication 18 ou 19, dans laquelle le dispositif à interrupteurs (146, 144, 142, 192, 212, 310, 401, 422) comprend :

un interrupteur (146) de verrouillage avant, et

un circuit (401) couplant l'interrupteur de verrouillage avant (146) au distributeur de commande auxiliaire (92) et au dispositif de décharge de pression (402, 404) afin qu'il transmette les signaux de commande auxiliaire provoquant la circulation continue du fluide hydraulique vers l'avant et qu'il transmette les signaux de décharge de pression commandant le dispositif (402, 404) de décharge de pression pour la sélection de la seconde pression de décharge relativement élevée dans le cir-

cuit hydraulique, à la suite de la commande par l'opérateur de l'interrupteur (146) de verrouillage avant.

21. Chargeuse dirigée par patinage (10) selon la revendication 20 dans laquelle le dispositif à interrupteurs (146, 144, 142, 192, 212, 310, 401, 422) comporte en outre :
- un interrupteur avant (158), et
 - un interrupteur arrière (156), et
 - le circuit (401) couple les interrupteurs avant (158) et arrière (156) au distributeur de commande auxiliaire (92) et au dispositif de décharge de pression (402, 404) et transmet les signaux de commande auxiliaire provoquant la circulation du fluide hydraulique vers l'avant lorsque l'interrupteur avant (158) est commandé par l'opérateur, les signaux de commande auxiliaire provoquant la circulation du fluide hydraulique vers l'arrière lorsque l'interrupteur arrière (156) est commandé et les signaux de commande auxiliaire interrompant la circulation continue du fluide vers l'avant et les signaux de décharge de pression commandant le dispositif de décharge de pression (402, 404) pour la sélection de la première pression de décharge relativement faible dans le circuit hydraulique lorsque l'interrupteur arrière (156) est manoeuvré.



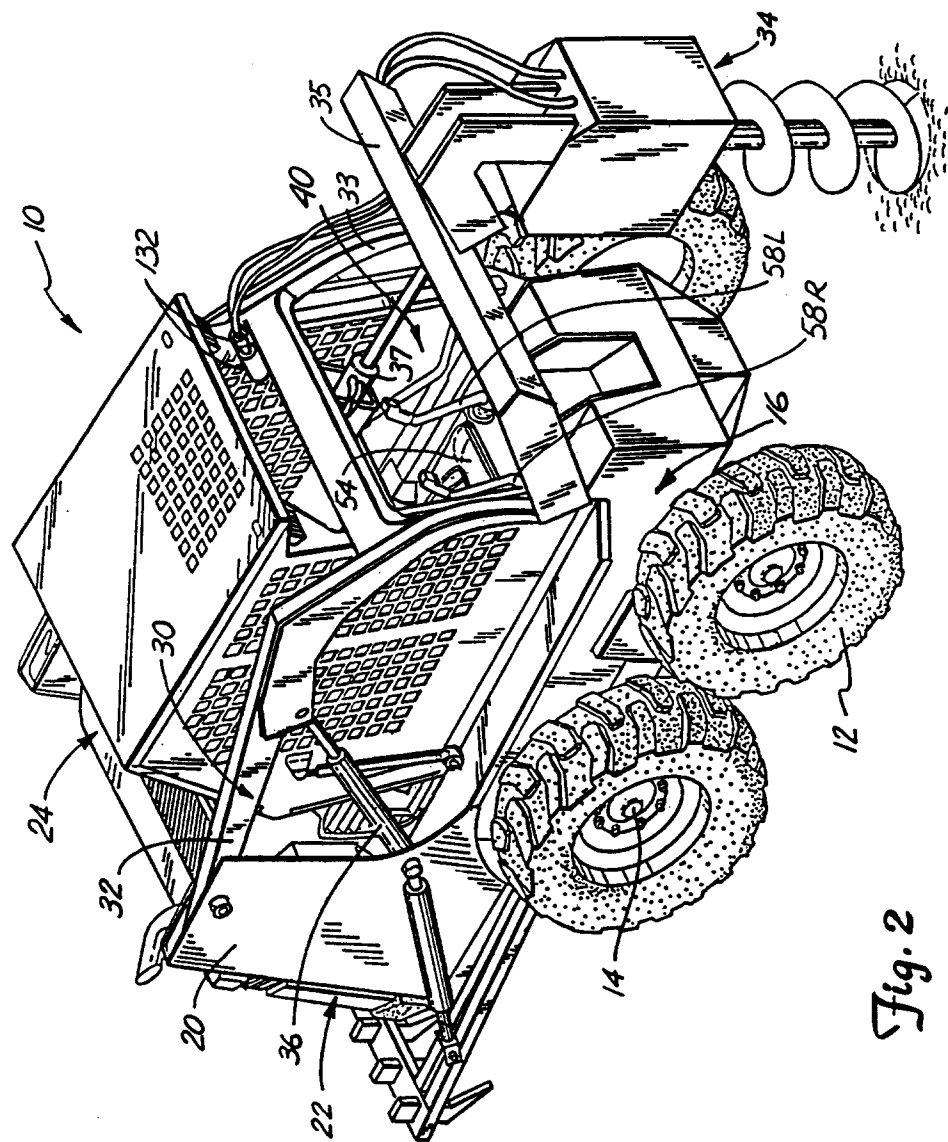
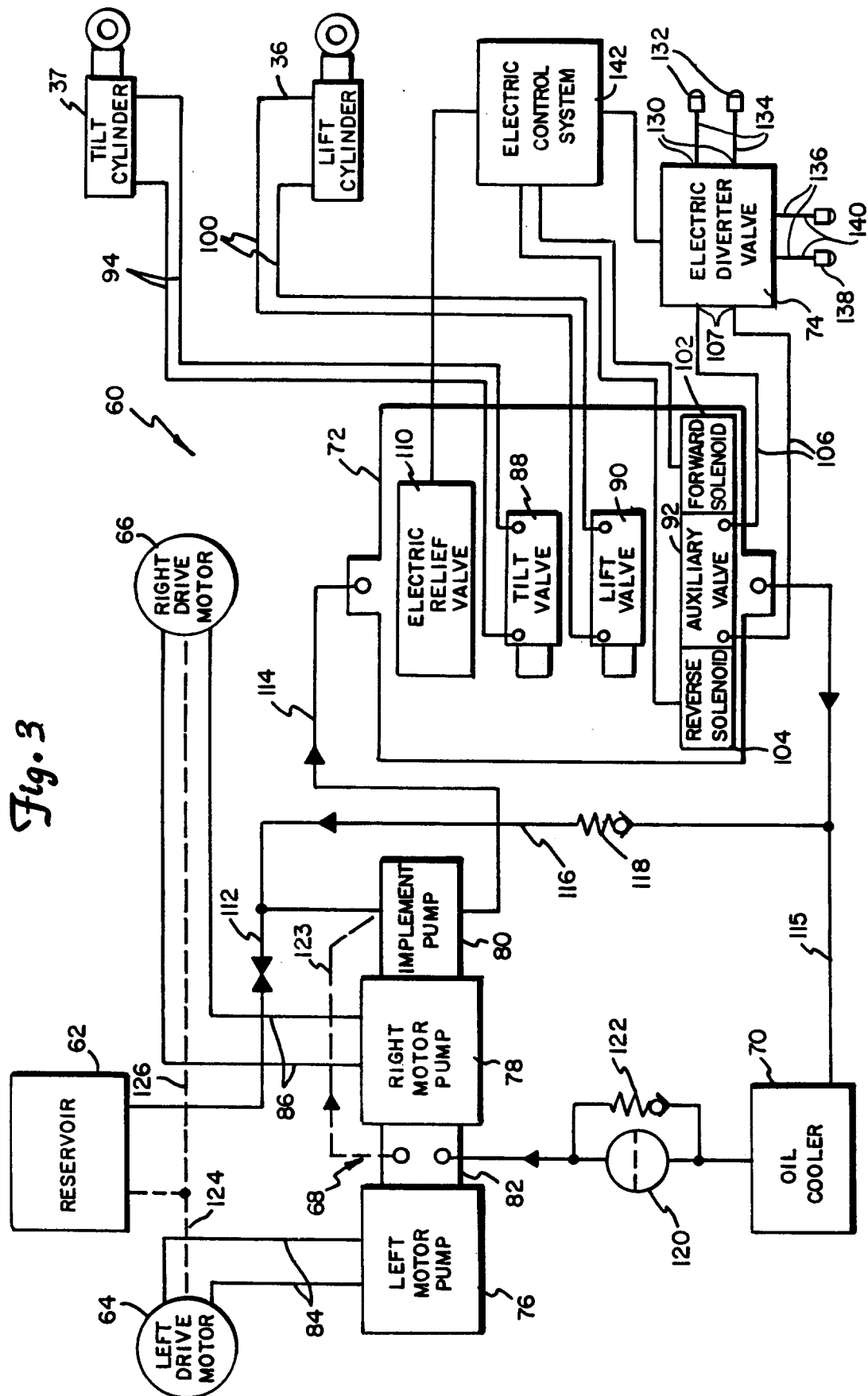
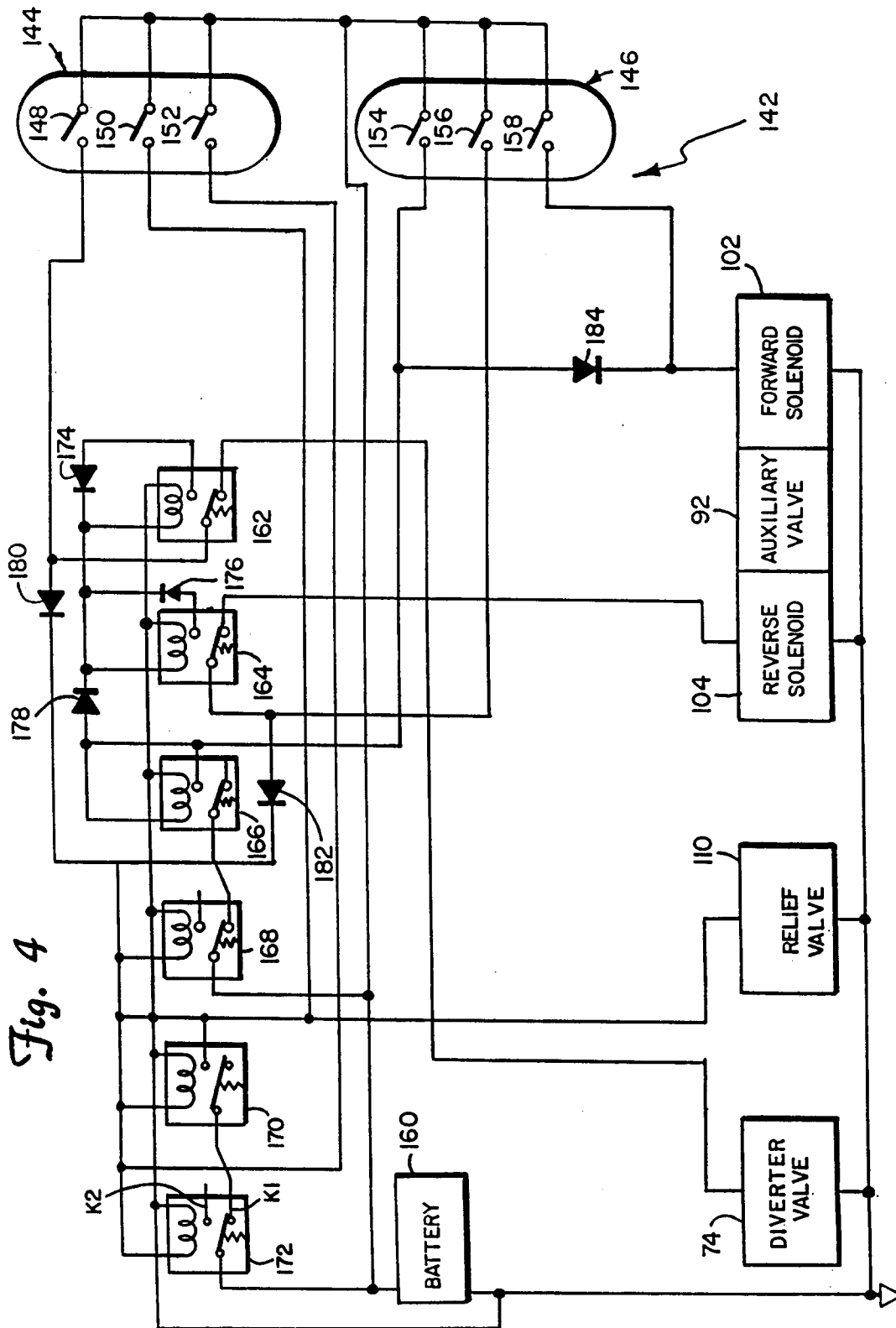


Fig. 2





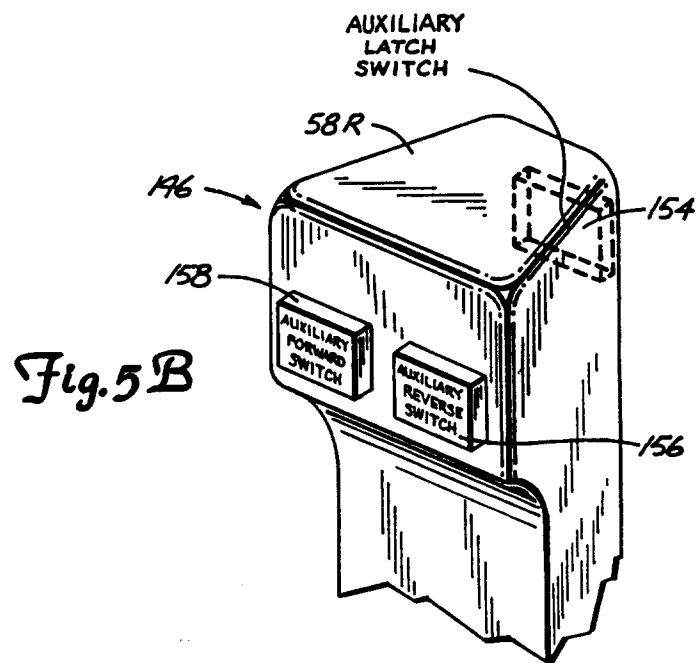
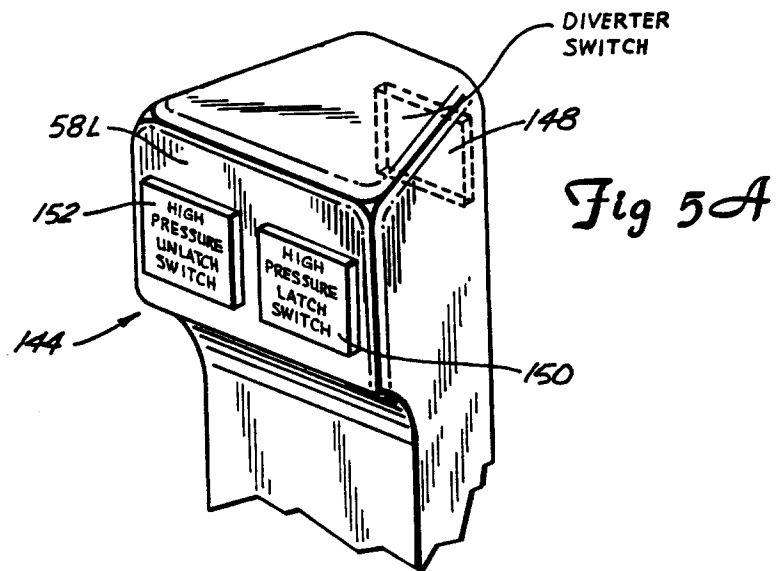
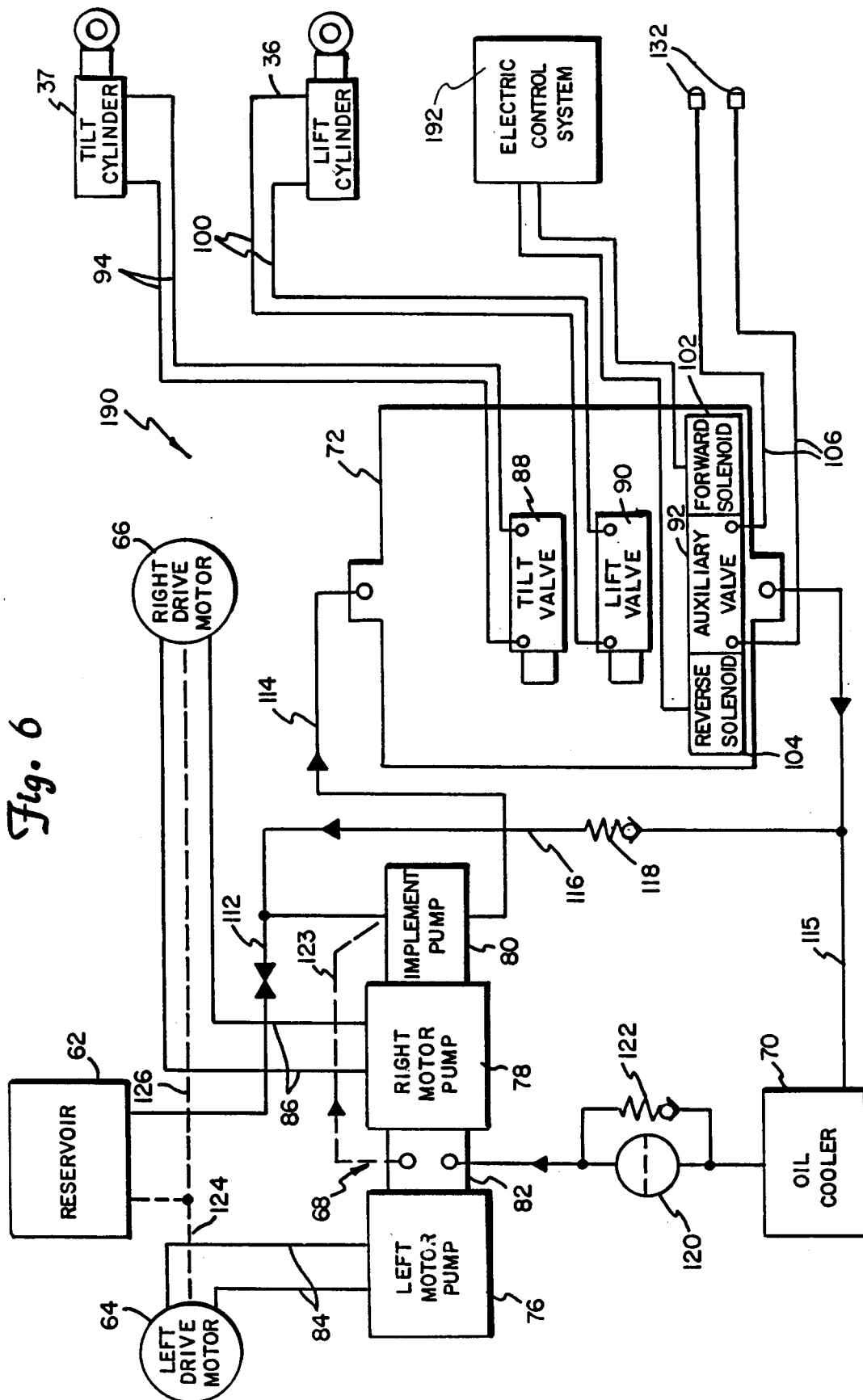


Fig. 6



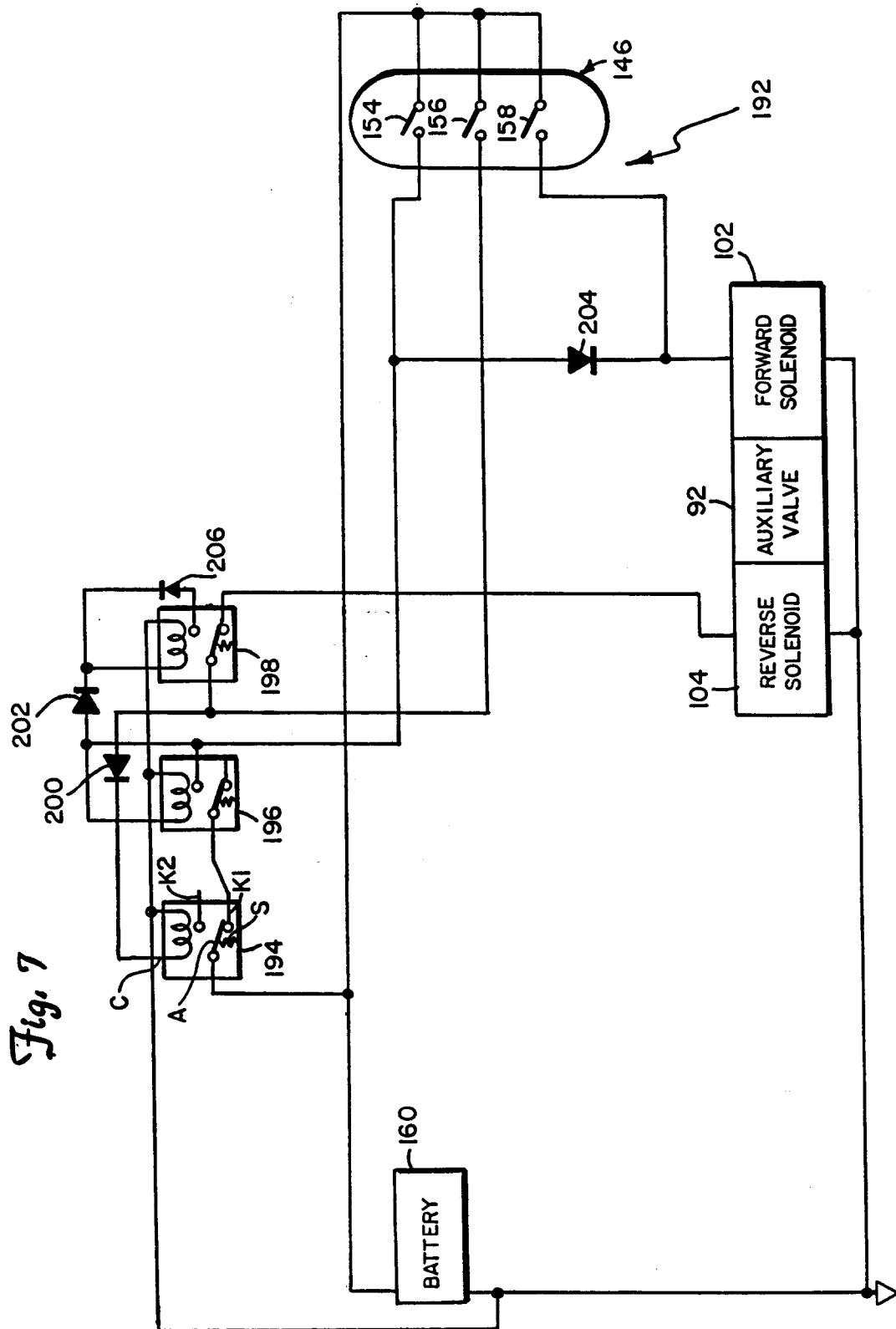
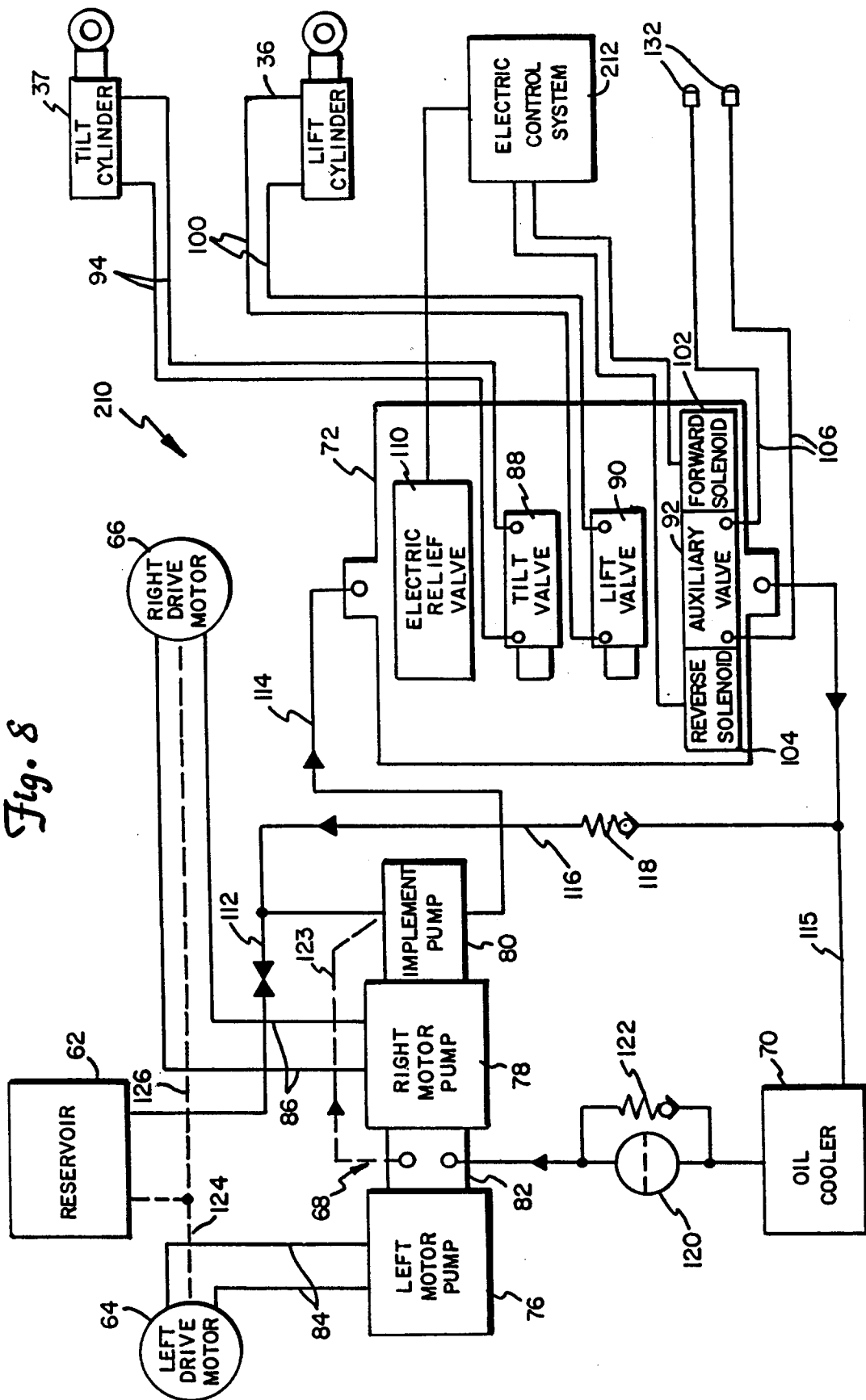
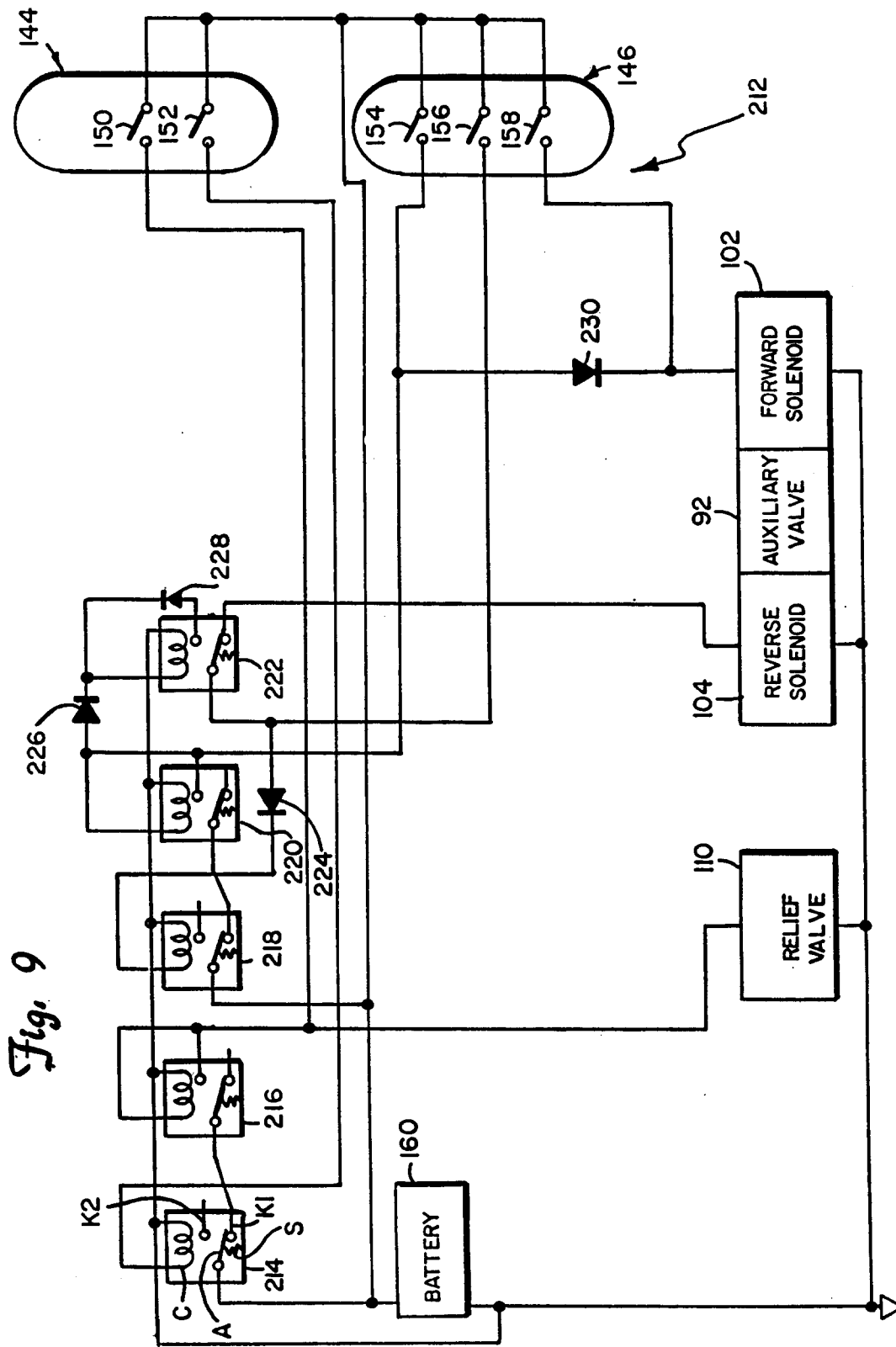
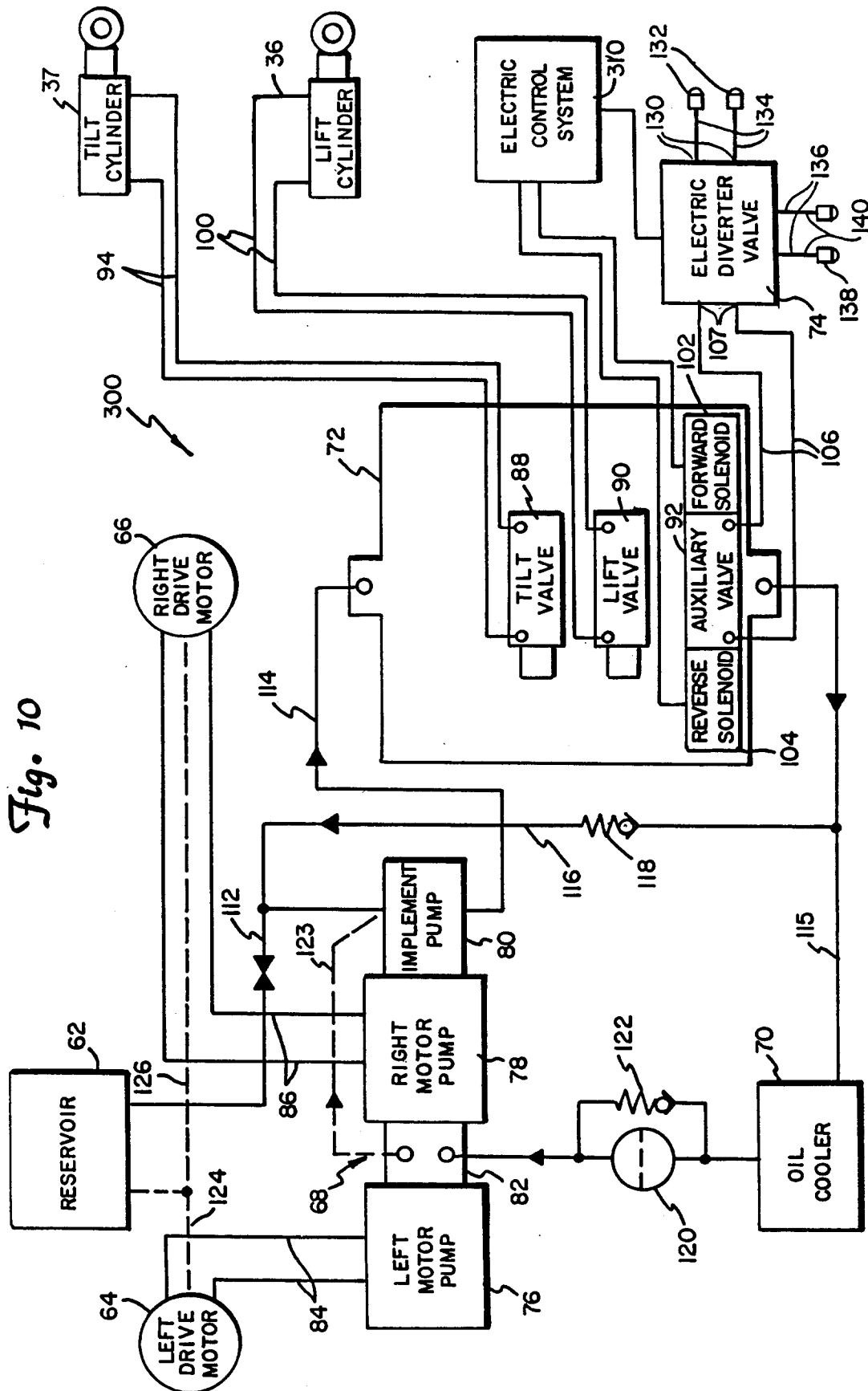
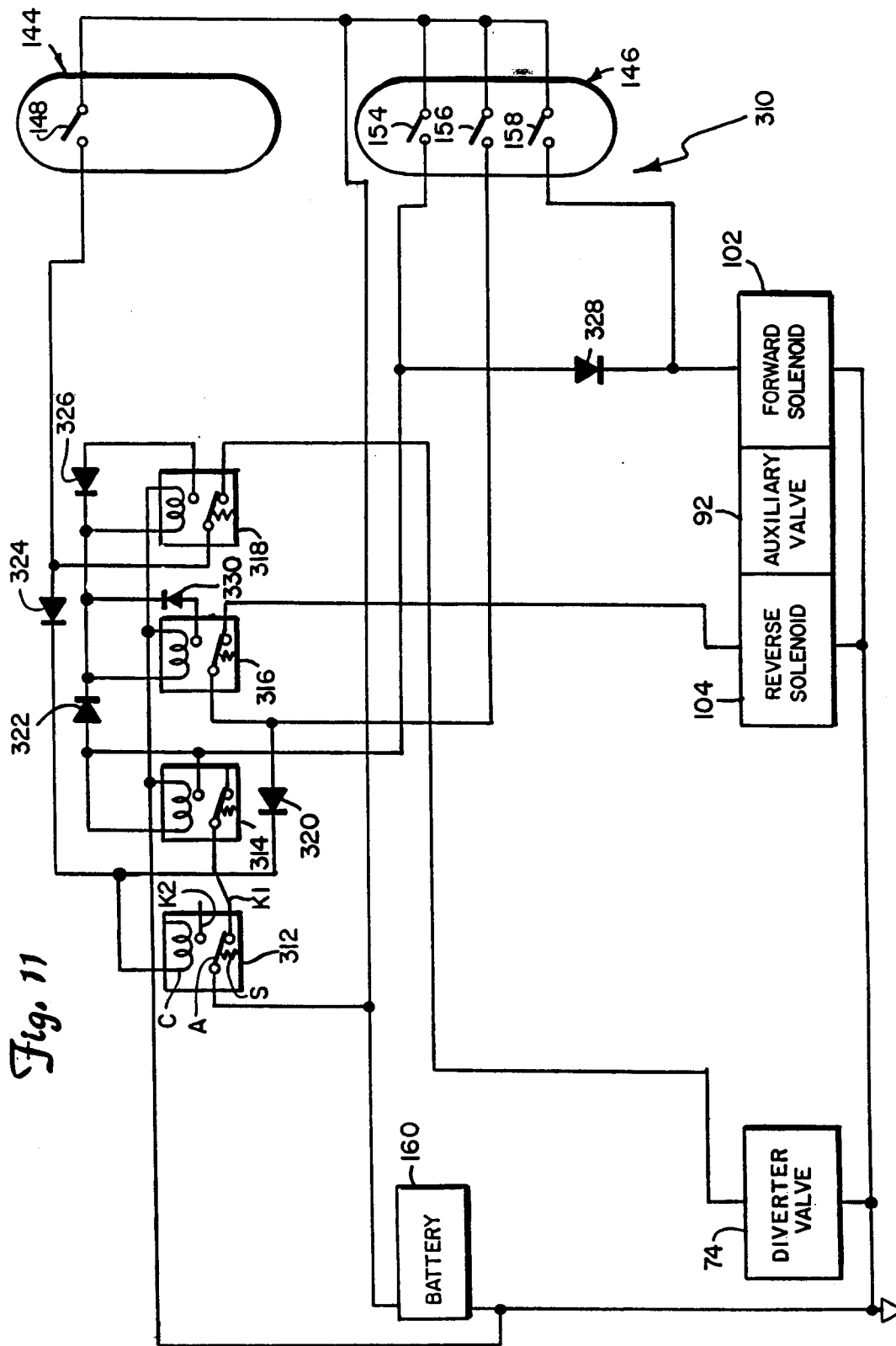


Fig. 8









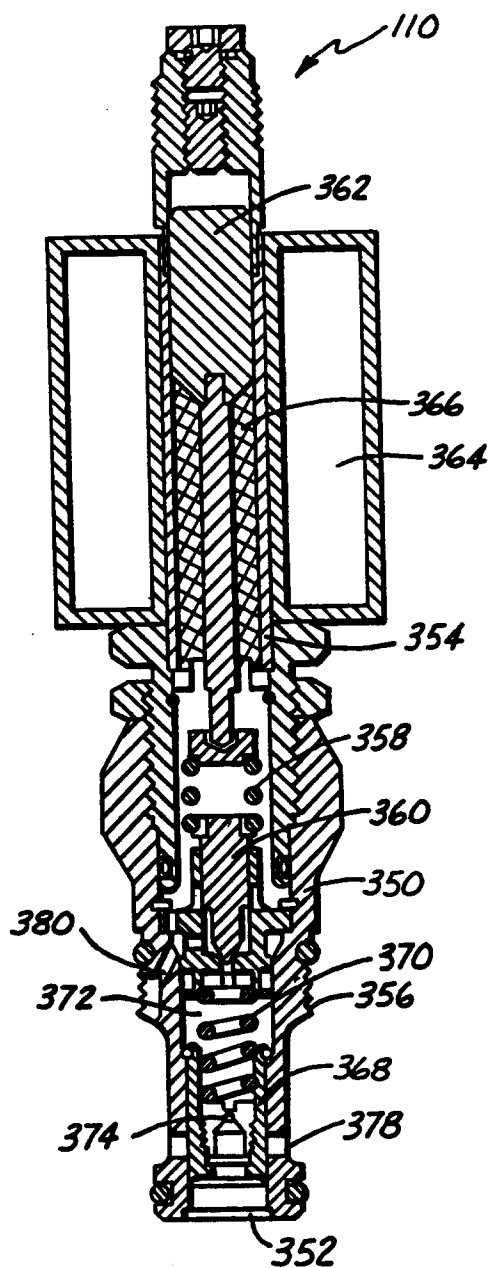


Fig. 12

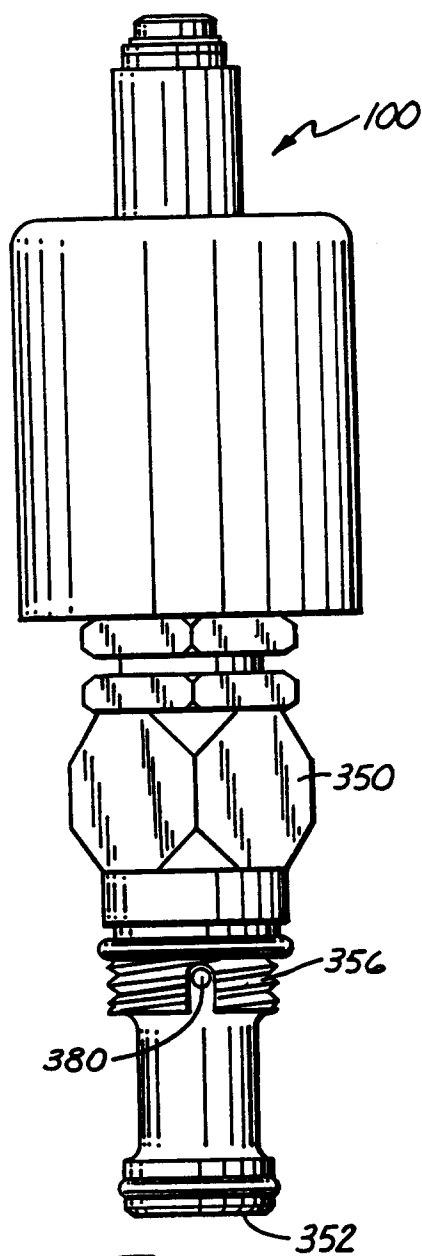
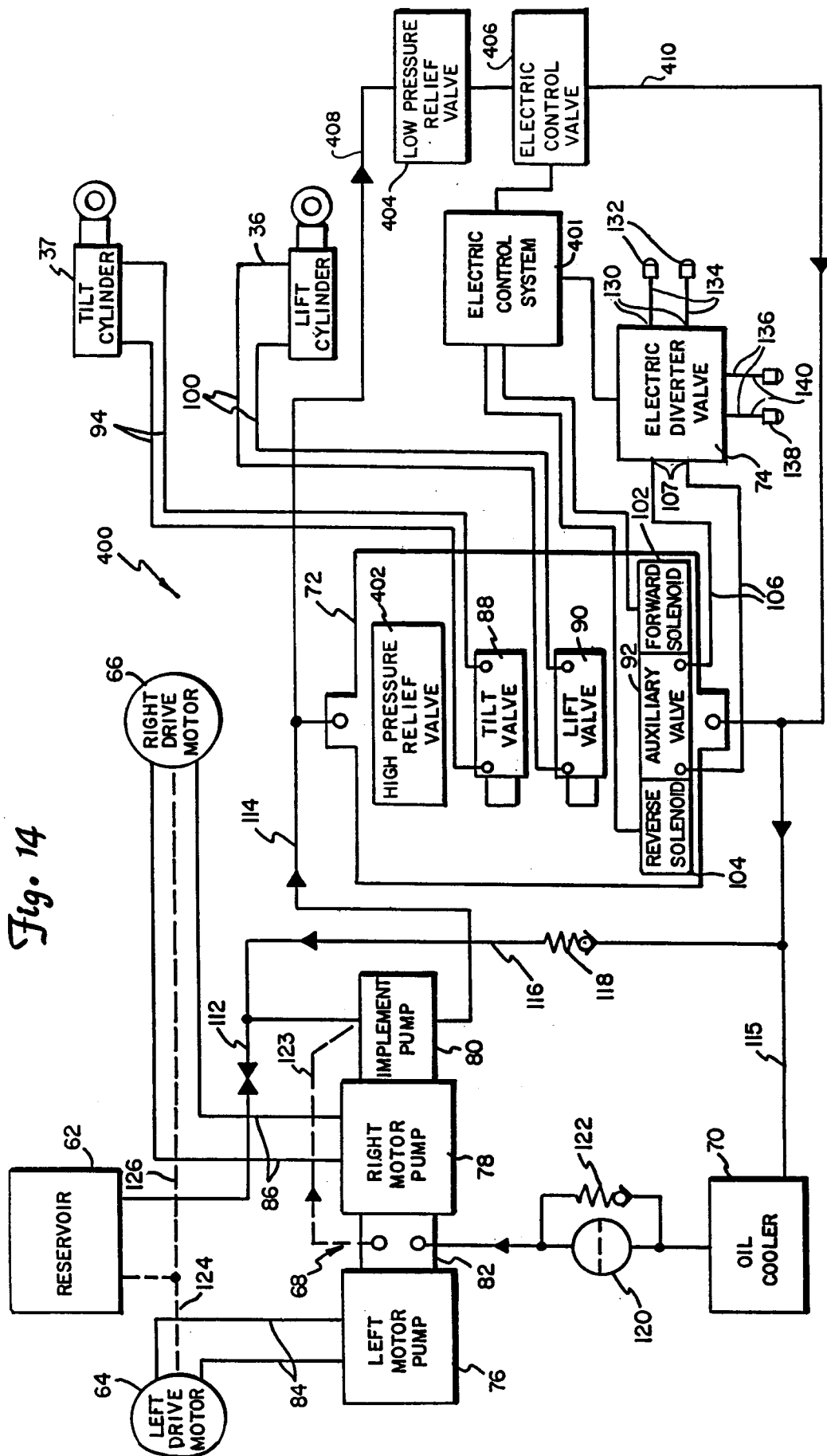


Fig. 13

Fig. 14



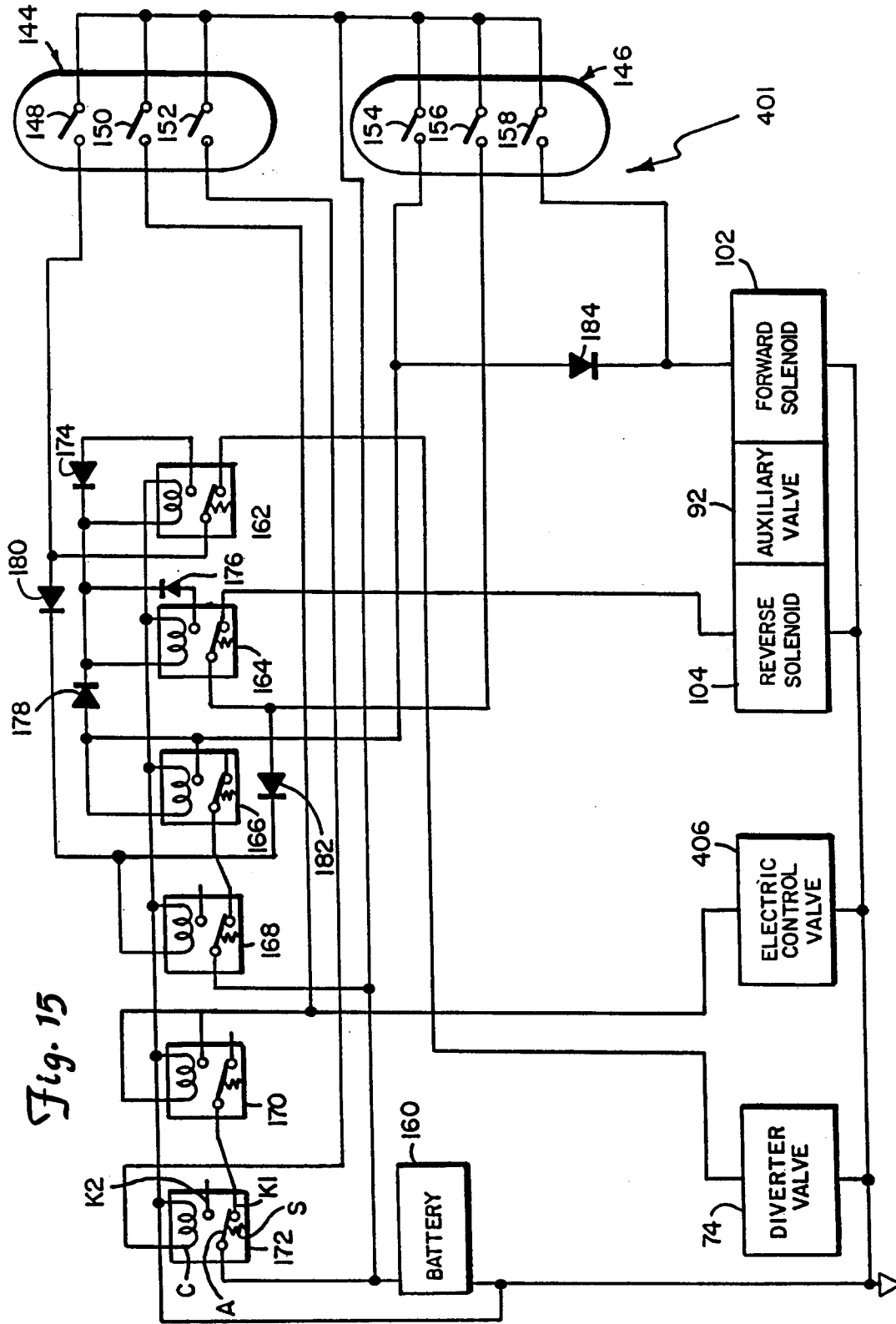


Fig. 16

