


PORT 1
RESTRICTED FLOW INLET

PORTS
NOT USED
FREE FLOW INLET

CONFIGURATION

X	Control	Not Adjustable
C	Setting Range	30 psi (2 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm)
N	Seal Material	Buna-N
(none) Material/Coating		

Free-flow, side-to-nose cheater check valves with a bypass orifice function as a 2-port check valve in a 3-port cavity. They allow free flow from port 2 to port 1 with a customer specified orifice that controls flow from port 1 to port 2. Port 3 of the cartridge is blocked off.

TECHNICAL DATA

NOTE: DATA MAY VARY BY CONFIGURATION. SEE CONFIGURATION SECTION.

Cavity	T-17A
Series	3
Capacity	60 gpm
Maximum Operating Pressure	5000 psi
Orifice Range	.016 - .218 in.
Valve Hex Size	1 1/4 in.
Valve Installation Torque	150 - 160 lbf ft
Seal kit - Cartridge	Buna: 990017007
Seal kit - Cartridge	Polyurethane: 990017002
Seal kit - Cartridge	Viton: 990017006
Model Weight	1.05 lb.

CONFIGURATION OPTIONS

Model Code Example: CNGDArray

CONTROL	(X) SETTING RANGE	(C) SEAL MATERIAL	(N) MATERIAL/COATING
X Not Adjustable	C 30 psi (2 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm) A 4 psi (0,3 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm) B 15 psi (1 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm) D 50 psi (3,5 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm) E 75 psi (5 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm) F 100 psi (7 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm)	N Buna-N V Viton	Standard Material/Coating /AP Stainless Steel, Passivated

TECHNICAL FEATURES

- When used in a full time regeneration circuit these valves allow full force to be developed by the cylinder when it comes to a stop. The bypass orifice drops the rod end pressure to zero when flow out of the rod stops.
- Corrosion resistant cartridge valves are intended for use in corrosive environments and are identified by the model code suffix /AP or /LH (see CONFIGURATION section). For further details, please see the Materials of Construction page.
- Incorporates the Sun floating style construction to minimize the possibility of internal parts binding due to excessive installation torque and/or cavity/cartridge machining variations.

PERFORMANCE CURVES

