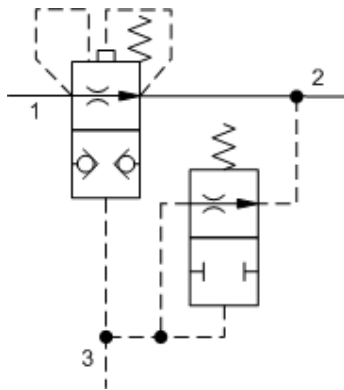
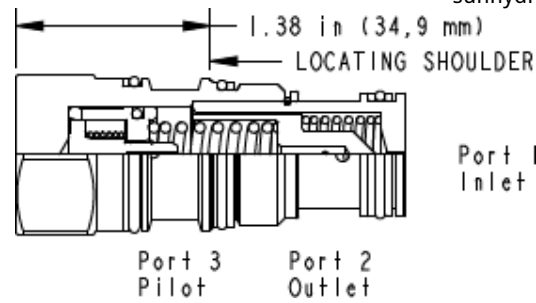




This valve is a pilot-to-close check cartridge that has a 120:1 pilot ratio. The valve is designed specifically to discharge an accumulator when the pump is turned off. With no pressure at the pump port (port 3), the valve is open between the accumulator (port 1) and tank (port 2). 60 psi (4 bar) at port 3 will close the valve for accumulator pressures up to 5000 psi (350 bar). When pump pressure at port 3 is below 300 psi (20 bar) there is a leak path from port 3 to tank (port 2) to ensure accumulator discharge when the pump is turned off. When pump pressure is above 300 psi (20 bar) the leak path closes for efficiency.

CONFIGURATION

X Control	Standard Pilot
D Minimum Pilot Pressure	60 psi (4 bar)
N Seal Material	Buna-N

TECHNICAL DATA

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

Cavity	T-2A
Series	2
Capacity	1 gpm (.05 inch)
Maximum Operating Pressure	5000 psi
Maximum Valve Leakage at 110 SUS (24 cSt)	5 drops/min.
Valve Hex Size	1 1/8 in.
Valve Installation Torque	45 - 50 lbf ft
Seal kit - Cartridge	Buna: 990202007
Seal kit - Cartridge	Polyurethane: 990002002
Seal kit - Cartridge	Viton: 990202006
Model Weight	0.49 lb.

CONFIGURATION OPTIONS

Model Code Example: COFOXDN

CONTROL	(X)	MINIMUM PILOT PRESSURE	(D)	SEAL MATERIAL	(N)
X Standard Pilot		D 60 psi (4 bar)		N Buna-N	
				V Viton	

TECHNICAL FEATURES

- Features hardened steel seats for excellent wear characteristics and contamination tolerance.
- Note: The discharge of the accumulator is across an .05 inch (1.27 mm) diameter orifice. The discharge time for large accumulators with low pre-charge pressures may be too long. In this case there are 2-valve circuits that greatly increase the capacity. See the Tech Tips (FAQs).
- The valve is a poppet design that results in very low leakage of stored fluid from the accumulator.
- Leakage of the pump signal only occurs when the pump is unloaded to below 300 psi (20 bar).
- 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

