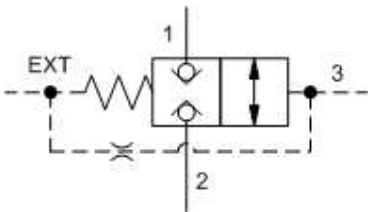
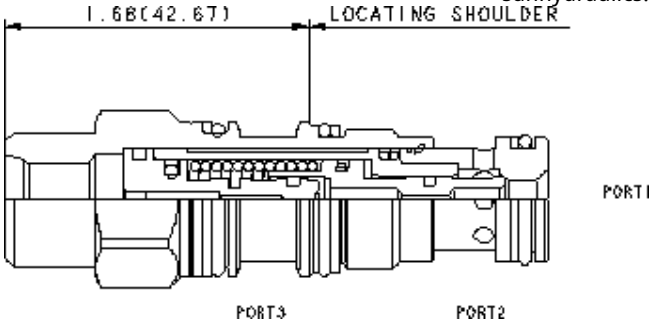




CONFIGURATION

E	Control	External 4-SAE Drain Port
H	Minimum Pilot Pressure	400 psi (28 bar)
N	Seal Material	Buna-N

This is a normally closed, balanced poppet, switching element. When the external vent port is blocked, the poppet remains in the closed position. Venting the external port shifts it to the open position, provided there is sufficient pressure at port 3.

TECHNICAL DATA

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

Cavity	T-11A
Series	1
Capacity	15 gpm
Maximum Operating Pressure	5000 psi
Minimum Pilot Pressure Required to Shift Valve	400 psi
Control Pilot Flow	See Performance Data
Maximum Valve Leakage at 110 SUS (24 cSt)	10 drops/min.@5000 psi
Pilot Volume Displacement	.01 in ³
Pilot Passage into Valve	.031 in.
Valve Hex Size	7/8 in.
Valve Installation Torque	30 - 35 lbf ft
Seal kit - Cartridge	Buna: 990011007
Seal kit - Cartridge	Polyurethane: 990011002
Seal kit - Cartridge	Viton: 990011006
Model Weight	0.30 lb.

CONFIGURATION OPTIONS

Model Code Example: DKDDArray

CONTROL	(E)	MINIMUM PILOT PRESSURE	(H)	SEAL MATERIAL	(N)
E	External 4-SAE Drain Port	H	400 psi (28 bar)	N	Buna-N
				V	Viton

TECHNICAL FEATURES

- Unique balanced construction provides predictable switching with 5000 psi (350 bar) at both ports 1 and 2, with the external drain open and a minimum pilot pressure of 400 psi (30 bar).
- Leakage rate between port 1 and port 2 is very low, typically less than 10 drops/min. at 5000 psi (0,7 cc/min at 350 bar).
- Valve will reseal when the pilot pressure falls below 145 psi (10 bar).
- The external -4 SAE vent port may be directly connected to a pilot switching valve. The pilot valve should have a leakage rate of less than 10 drops/min (0,7 cc/min). and be able to satisfy the pilot flow requirements. Sun model DAA*-*** solenoid pilot valve is ideal for this application.
- Port 1 and port 2 are fully sealed from port 3.
- All ports will accept 5000 psi (350 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

