



CONFIGURATION

X	Control	Standard Pilot
H	Minimum Pilot Pressure	300 psi (20 bar)
N	Seal Material	Buna-N
(none)	Material/Coating	

This is a normally closed, balanced poppet, switching element. Pilot pressure at port 3 shifts the valve to the open position.

TECHNICAL DATA

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

Cavity	T-23A
Series	3
Capacity	60 gpm
Maximum Operating Pressure	5000 psi
Minimum Pilot Pressure Required to Shift Valve	300 psi
Maximum Valve Leakage at 110 SUS (24 cSt)	10 drops/min. @5000 psi
Pilot Volume Displacement	.05 in ³
Valve Hex Size	1 1/4 in.
Valve Installation Torque	150 - 160 lbf ft
Seal kit - Cartridge	Buna: 990023007
Seal kit - Cartridge	EPDM: 990023014
Seal kit - Cartridge	Polyurethane: 990023002
Seal kit - Cartridge	Viton: 990023006
Model Weight	1.47 lb.

CONFIGURATION OPTIONS

Model Code Example: DKHSXHN

CONTROL	(X)	MINIMUM PILOT PRESSURE	(H)	SEAL MATERIAL	(N)	MATERIAL/COATING
X Standard Pilot		H 300 psi (20 bar)		N Buna-N E EPDM V Viton		Standard Material/Coating /AP Stainless Steel, Passivated /LH Mild Steel, Zinc-Nickel

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 300 psi (20 bar).
- Port 1 and port 2 are fully sealed from port 3 and port 4. Ports 3 and 4 are positively sealed.
- Any backpressure at the drain port is directly additive to the required pilot pressure for reliable operation.
- 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).
- Cartridges configured with EPDM seals are for use in systems with phosphate ester fluids. Exposure to petroleum based fluids, greases and lubricants will damage the seals.
- These valves are hydraulically balanced between port 1 and port 2.
- 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

