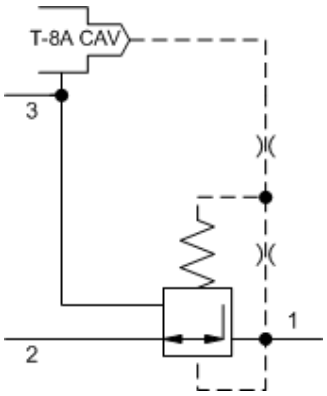
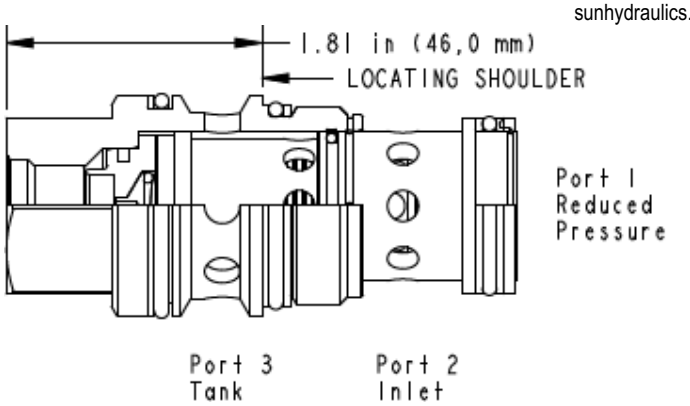
MODEL
PPHF8

Pilot-operated, pressure reducing/relieving main stage with drilled piston orifice and integral T-8A control cavity

SERIES 3 / CAPACITY: 40 gpm / CAVITY: T-17A

sunhydraulics.com/model/PPHF8





This valve is a 3-way, normally open modulating element that incorporates an integral pilot control cavity. The pilot control cavity will accept any T-8A pressure control cartridge. The valve reduces a high primary pressure at the inlet (port 2) to a constant reduced pressure at port 1, with a full flow relief function from port 1 to tank (port 3). The pilot cartridge's setting determines the difference in pressure between reduced pressure (port 1) and the tank (port 3).

CONFIGURATION

W	Minimum Control Pressure	100 psi (7 bar)
N	Seal Material	Buna-N

TECHNICAL DATA

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

Cavity	T-17A
Series	3
Capacity	40 gpm
Maximum Operating Pressure	5000 psi
Control Pilot Flow	15 - 20 in³/min.
Pilot Control Cavity	T-8A
Pilot Control Valve Installation Torque	20 - 25 lbf ft
Pilot Control Valve Hex Size	7/8 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	1.00 lb.

NOTES

Compound cartridge (pilot and main stage) assembly information is provided for reference only. Cartridges must be ordered separately and assembled at point of use.

CONFIGURATION OPTIONS

Model Code Example: PPHF8WN

MINIMUM CONTROL PRESSURE (W)	SEAL MATERIAL (N)
W 100 psi (7 bar)	**N** Buna-N
D 25 psi (1,7 bar)	**E** EPDM
	V Viton

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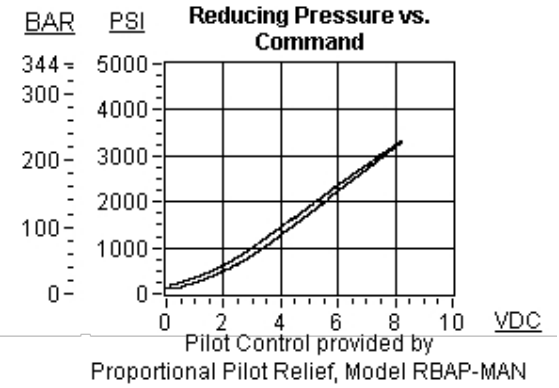
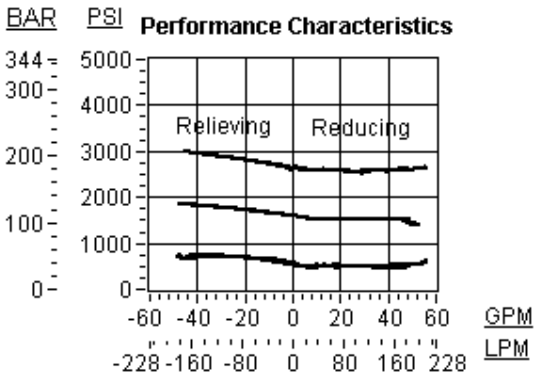
TECHNICAL FEATURES

- These valves have the main stage orifice drilled into the piston rather than a staked-in orifice. This allows the valve to survive physically demanding applications.
- Maximum pressure at port 3 should be limited to 3000 psi (210 bar).
- Pressure at port 3 is directly additive to the valve setting at a 1:1 ratio and should not exceed 3000 psi (210 bar).
- Maximum inlet pressure is determined by the bias spring. The D spring is tested with 2000 psi (140 bar) maximum differential pressure and the W spring is tested with 5000 psi (350 bar) maximum inlet pressure.
- NOTE: With the -8 control option, the main stage valve should first be installed to the correct torque value. The T-8A pilot control valve should then be installed into the main stage valve to its required torque value.
- The -8 control option allows the pilot control valve to be incorporated directly into the end of the relief cartridge via the T-8A cavity. These pilot control cartridges are sold separately and include electro-proportional, solenoid, air pilot, and hydraulic pilot operation. See Pilot Control Cartridges.
- Pilot operated valves exhibit very low dead-band transition between reducing and relieving modes.
- Pilot operated valves exhibit exceptionally flat pressure/flow characteristics, are very stable and have low hysteresis.
- All three-port pressure reducing and reducing/relieving cartridges are physically interchangeable (i.e. same flow path, same cavity for a given frame size). When considering mounting configurations, it is sometimes recommended that a full capacity return line (port 3) be used with reducing/relieving cartridges.
- Full reverse flow from reduced pressure (port 1) to inlet (port 2) may cause the main spool to close. If reverse free flow is required in the circuit, consider adding a separate check valve to the circuit.
- 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





RELATED MODELS

- PPHF Pilot-operated, pressure reducing/relieving valve with drilled piston orifice

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