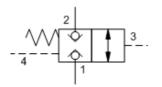
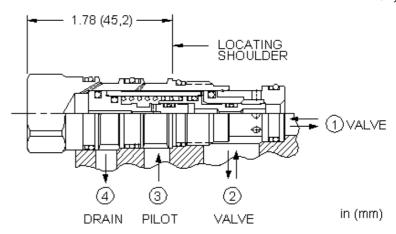
SERIES 1 / CAPACITY: 60 L/min. / CAVITY: T-21A



snhy.com/DKDS





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-21A	
Series	1	
Capacity	60 L/min.	
Minimum Pilot Pressure Required to Shift Valve	28 bar	
Maximum Operating Pressure	350 bar	
Maximum Valve Leakage at 110 SUS (24 cSt)	0,7 cc/min.@350 bar	
Pilot Volume Displacement	0,16 cc	
Pilot Passage into Valve	0,8 mm	
Valve Hex Size	22,2 mm	
Valve Installation Torque	41 - 47 Nm	
Seal kit - Cartridge	Buna: 990021007	
Seal kit - Cartridge	EPDM: 990021014	
Seal kit - Cartridge	Polyurethane: 990021002	
Seal kit - Cartridge	Viton: 990021006	
Model Weight	0.16 kg.	

CONFIGURATION OPTIONS

Model Code Example: DKDSXHN

CONTROL	(X) MINIMUM PILOT PRESSURE	(H)	SEAL MATERIAL (N	MATERIAL/COATING
X Standard Pilot	H 400 psi (28 bar)		N Buna-N	Standard Material/Coating
			E EPDM	IAP Stainless Steel, Passivated
			V Viton	/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 400 psi (30 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.
- 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 reseat when the pilot pressure falls below 145 psi (10 bar).
- 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

