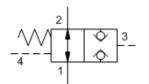
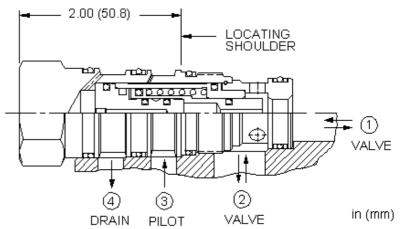
SERIES 2 / CAPACITY: 120 L/min. / CAVITY: T-22A



snhy.com/DOFS





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

### **TECHNICAL DATA**

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

Cavity	T-22A	
Series	2	
Capacity	120 L/min.	
Minimum Pilot Pressure Required to Shift Valve	20 bar	
Maximum Operating Pressure	350 bar	
Maximum Valve Leakage at 110 SUS (24 cSt)	0,7 cc/min.@350 bar	
Pilot Volume Displacement	0,33 cc	
Valve Hex Size	28,6 mm	
Valve Installation Torque	61 - 68 Nm	
Seal kit - Cartridge	Buna: 990022007	
Seal kit - Cartridge	EPDM: 990022014	
Seal kit - Cartridge	Polyurethane: 990022002	
Seal kit - Cartridge	Viton: 990022006	
Model Weight	0.28 kg.	

## **CONFIGURATION OPTIONS**

# Model Code Example: DOFSXHN

CONTROL (X	(H) MINIMUM PILOT PRESSURE	SEAL MATERIAL (N)	MATERIAL/COATING
X Standard Pilot	<b>H</b> 300 psi (20 bar)	N Buna-N E EPDM V Viton	Standard Material/Coating  IAP Stainless Steel, Passivated  ILH 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).
- These valves are hydraulically balanced between port 1 and port 2.
- Valve will open 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.
- 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

