
**CONFIGURATION**

<b>L</b> Control	Standard Screw Adjustment
<b>W</b> Adjustment Range	100 - 4500 psi (7 - 315 bar), 200 psi (14 bar) Standard Setting
<b>N</b> Seal Material	Buna-N

Pilot-operated, pressure reducing valves reduce a high primary pressure at the inlet (port 2) to a constant reduced pressure at port 1, allowing circuits with multiple pressure requirements to be operated using a single pump.

**TECHNICAL DATA**

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

Cavity	T-19A
Series	4
Capacity	320 L/min.
Factory Pressure Settings Established at	blocked control port (dead headed)
Maximum Operating Pressure	350 bar
Control Pilot Flow	0,25 - 0,33 L/min.
Adjustment - No. of CW Turns from Min. to Max. setting	5
Valve Hex Size	41,3 mm
Valve Installation Torque	474 - 508 Nm
Adjustment Screw Internal Hex Size	4 mm
Locknut Hex Size	15 mm
Locknut Torque	9 - 10 Nm
Seal kit - Cartridge	Buna: 990019007
Seal kit - Cartridge	EPDM: 990019014
Seal kit - Cartridge	Polyurethane: 990019002
Seal kit - Cartridge	Viton: 990019006
Model Weight	1.31 kg.

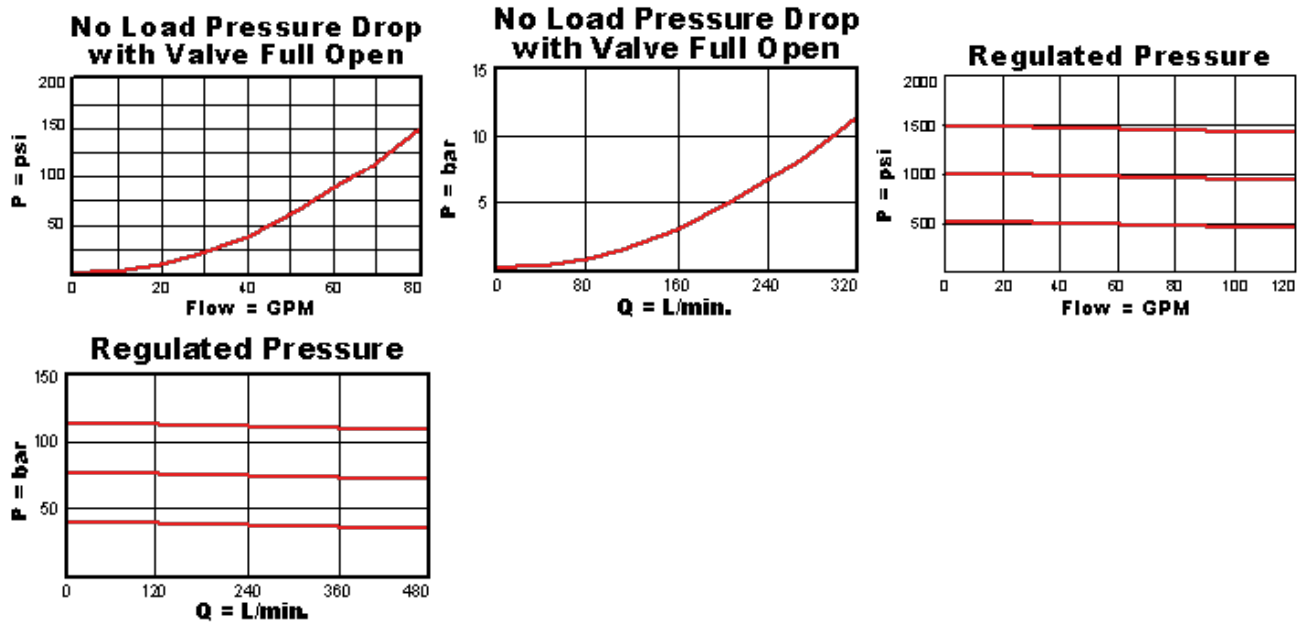
**CONFIGURATION OPTIONS**
**Model Code Example: PBJFLWN**

<b>CONTROL</b>	<b>(L) ADJUSTMENT RANGE</b>	<b>(W) SEAL MATERIAL</b>	<b>(N)</b>
<b>L</b> Standard Screw Adjustment	<b>W</b> 100 - 4500 psi (7 - 315 bar), 200 psi (14 bar) Standard Setting	<b>N</b> Buna-N	
<b>C</b> Tamper Resistant - Factory Set		<b>E</b> EPDM	
<b>K</b> Handknob	<b>A</b> 100 - 3000 psi (7 - 210 bar), 200 psi (14 bar) Standard Setting	<b>V</b> Viton	
<b>N</b> Capped Screw Adjustment with Lockwire Holes	<b>B</b> 50 - 1500 psi (3,5 - 105 bar), 200 psi (14 bar) Standard Setting		
	<b>C</b> 150 - 6000 psi (10,5 - 420 bar), 200 psi (14 bar) Standard Setting		
	<b>D</b> 25 - 800 psi (1,7 - 55 bar), 200 psi (14 bar) Standard Setting		
	<b>E</b> 25 - 400 psi (1,7 - 28 bar), 200 psi (14 bar) Standard Setting		
	<b>N</b> 60 - 800 psi (4 - 55 bar), 200 psi (14 bar) Standard Setting		
	<b>Q</b> 60 - 400 psi (4 - 28 bar), 200 psi (14 bar) Standard Setting		

## 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.
- 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.
- 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.
- If pilot flow consumption is critical, consider using direct acting reducing/relieving valves.
- Recommended maximum inlet pressure is determined by the adjustment range. Ranges D, E, N, and Q are tested with a 2000 psi (140 bar) maximum differential between inlet and reduced pressure. Ranges A, B, and H are tested with a 3000 psi (210 bar) maximum differential between inlet and reduced pressure. Ranges C and W are tested with 5000 psi (350 bar) of inlet pressure.
- Pilot operated valves exhibit exceptionally flat pressure/flow characteristics, are very stable and have low hysteresis.
- Pressure at port 3 is directly additive to the valve setting at a 1:1 ratio and should not exceed 5000 psi (350 bar).
- Pilot operated reducing, reducing/relieving valves by nature are not fast acting valves. For superior dynamic response, consider direct acting valves.
- 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.
- 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

- [PBJF8](#) Pilot-operated, pressure reducing main stage with drilled piston orifice and integral T-8A control cavity