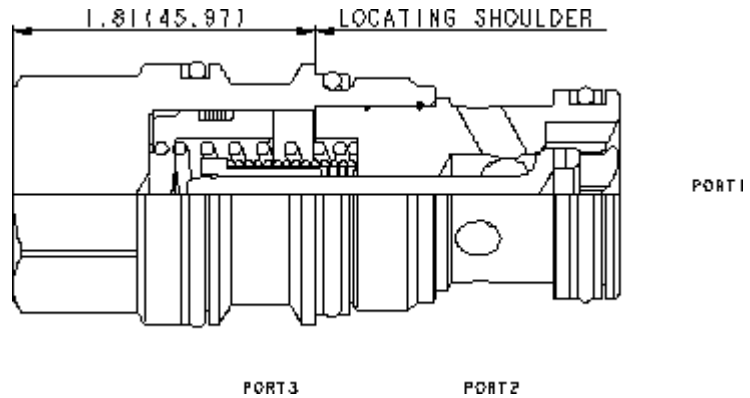


CONFIGURATION

X Control	Not Adjustable
C Setting	30 psi (2 bar) Cracking Pressure, .016 -
Range	.218 in. (0.4 - 5.5 mm)
N Seal Material	Buna-N



This valve is a pilot to open check valve with a bypass orifice. It incorporates a sealed pilot, a steel seat, and is non-vented. It allows free flow from the valve (port 2) to the load (port 1) and restricts flow in the opposite direction. Pressure at the pilot (port 3) will open the valve from port 1 to port 2. The pilot pressure needed at port 3 to open the valve is directly proportional to the load pressure at port 1. Pressure at port 2 directly opposes the pilot pressure. Note: The bypass orifice diameter is specified by the customer. See Technical Data below for the allowable orifice range. An 'L' control option is available to manually release the load. See Option Selection below.

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

Cavity	T-17A
Series	3
Capacity	60 gpm
Maximum Operating Pressure	5000 psi
Pilot Ratio	3:1
Orifice Range	.016 - .218 in.
Valve Hex Size	1 1/4 in.
Valve Installation Torque	150 - 160 lbf ft
Model Weight	1.16 lb.
Seal kit - Cartridge	Buna: 990-017-007
Seal kit - Cartridge	Polyurethane: 990-017-002
Seal kit - Cartridge	Viton: 990-017-006

OPTION SELECTION EXAMPLE: CNGEXCN

CONTROL	(X)	SETTING RANGE	(C)	SEAL MATERIAL	(N)
X Not Adjustable		C 30 psi (2 bar) Cracking Pressure, .016 - .218 in. (0,4 - 5,5 mm)		N Buna-N	
L Manual Load Release				V Viton	

TECHNICAL FEATURES

- This 3 port pilot-to-open check valve and 3 port counterbalance valves are physically interchangeable (i.e. same cavities, same flow path for a given frame size). However, cartridge extension dimensions from the mounting surface may vary.
- Sealed pilot for use in circuits where cross port leakage is undesirable.
- The customer specified orifice diameter is stamped on one of the cartridge's hex faces.
- For models with manual load release control option, turn load release clockwise to release load.
- 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

