



This valve is a spring biased closed, pilot-to-close check cartridge that has a 1.8:1 pilot ratio. The valve allows flow from port 1 to port 2 and blocks reverse flow. Pressure at the pilot port opposes pressure at port 1 at a ratio of 1.8:1. This valve is most often used in regeneration circuits.

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

Cavity	T-19AU
Series	4
Capacity	240 gpm
Maximum Operating Pressure	5000 psi
Pilot Ratio	1.8:1
Maximum Valve Leakage at 110 SUS (24 cSt)	1 drops/min.
Valve Hex Size	1 5/8 in.
Valve Installation Torque	350 - 375 lbf ft
Model Weight	2.60 lb
Seal kit - Cartridge	Buna: 990-019-007
Seal kit - Cartridge	Polyurethane: 990-019-002
Seal kit - Cartridge	Viton: 990-019-006

OPTION SELECTION EXAMPLE: COKAXACN

CONTROL	(X)	CRACKING PRESSURE	(A)	SEAL MATERIAL	(N)	MATERIAL/COATING
X Not Adjustable		A 4 psi (0,3 bar)		N Buna-N		Standard Material/Coating
		B 15 psi (1 bar)		V Viton		/LH Mild Steel, Zinc-Nickel
		C 30 psi (2 bar)				
		D 50 psi (3,5 bar)				
		E 75 psi (5 bar)				
		F 100 psi (7 bar)				

TECHNICAL FEATURES

- These valves will work in Sun's standard T-19A cavity at lower capacity. To realize the full stated capacity, the T-19AU cavity should be used.
- Nominal pilot ratio is 1.8:1. This means that a pressure of 1000 psi (70 bar) at the pilot port will close a valve against a pressure of 1800 psi (125 bar) at port 1. Any decay or loss of pilot pressure could allow the valve to open, even if it is a momentary decay or loss.
- Pressure at the port 2 area directly opposes pilot pressure.
- Reverse flow through the valve from port 2 to port 1 is not possible under any condition.
- With equal pressures at all ports the valve is closed.
- Corrosion resistant cartridge valves are intended for use in corrosive environments and are identified by the model code suffix /AP or /LH (see CONFIGURATION section). For further details, please see the Materials of Construction page under TECHNICAL RESOURCES.
- 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

