



Normally closed modulating elements with an internal orifice between port 1 and port 3 can be used as a main-stage relief valve. The valve can be controlled remotely using a pilot relief or pilot solenoid valve.

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

| | |
|-------------------------------------------|----------------------------------|
| Cavity | T-11A |
| Series | 1 |
| Capacity | 15 gpm |
| Maximum Operating Pressure | 5000 psi |
| Control Orifice Diameter | .016 in. |
| Control Pilot Flow | 10 - 15 in ³ /min. |
| Maximum Valve Leakage at 110 SUS (24 cSt) | 1 in ³ /min.@1000 psi |
| Valve Hex Size | 7/8 in. |
| Valve Installation Torque | 30 - 35 lbf ft |
| Seal kit - Cartridge | Buna: 990-011-007 |
| Seal kit - Cartridge | Polyurethane: 990-011-002 |
| Seal kit - Cartridge | Viton: 990-011-006 |

OPTION SELECTION EXAMPLE: LRDAXCNV

| CONTROL | (X) | BIAS PRESSURE | (C) | SEAL MATERIAL | (N) | MATERIAL/COATING |
|-------------------------|-----|---------------------------|-----|-----------------|-----|----------------------------------------|
| X Not Adjustable | | C 30 psi (2 bar) | | N Buna-N | | Standard Material/Coating |
| | | D 50 psi (3,5 bar) | | V Viton | | /AP Stainless Steel, Passivated |
| | | F 100 psi (7 bar) | | | | |
| | | H 200 psi (14 bar) | | | | |

TECHNICAL FEATURES

- A tuning adjustment (models configured with an L control) is available to vary the pressure drop across the compensator to increase/decrease flow within +/-25% of setting.
- All ports will accept 5000 psi (350 bar).
- Corrosion resistant cartridge valves are intended for use in corrosive environments and are identified by the model code suffix /AP for external stainless steel components, or /LH for external zinc-nickel plated components. See the CONFIGURATION section for all options. For further details, please see the Materials of Construction page located under TECH 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.