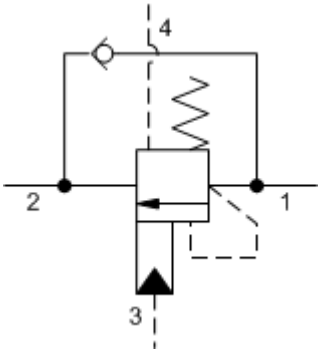
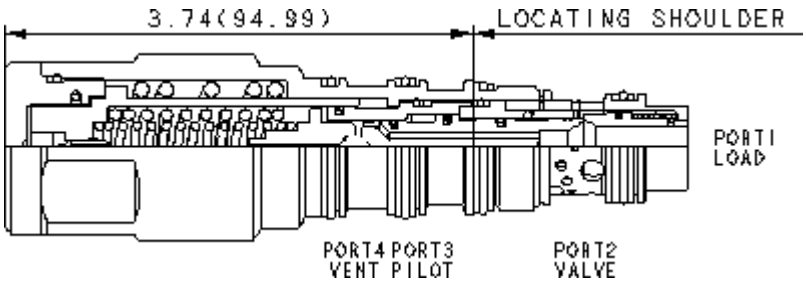


4-Port Vented, Non-adjustable



These valves are self-setting counterbalance valves which combine multiple functions in one package; reverse free flow, load, and thermal relief. The check allows free flow from the directional valve (port 2) to the load (port 1) while a direct-acting pilot function self adjusts to approximately 1.3 times the load induced pressure up to the thermal relief setting. Backpressure at port 2 does not affect self setting performance because the spring chamber references the vent (port 4).

TECHNICAL DATA

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

Cavity	T-22A
Series	2
Capacity	30 gpm
Maximum Operating Pressure	5000 psi
Maximum Recommended Load Pressure	See Technical Features
Check Cracking Pressure	25 psi
Factory Pressure Settings Established at	2 in^3/min.
Maximum Valve Leakage at Reseat	5 drops/min.
Reseat	≥77% of setting
Valve Hex Size	1 3/8 in.
Valve Installation Torque	45 - 50 lbf ft
Seal kit - Cartridge	Buna: 990-022-007
Seal kit - Cartridge	Polyurethane: 990-022-002
Seal kit - Cartridge	Viton: 990-022-006

OPTION SELECTION EXAMPLE: MWEPDHN

CONTROL	(D)
D	LoadMatch™

FACTORY SET	(H)
H	4000 psi (280 bar)
G	6000 psi (420 bar)
J	5000 psi (350 bar)

SEAL MATERIAL	(N)
N	Buna-N
V	Viton

MATERIAL/COATING	
	Standard Material/Coating
/AP	Stainless Steel, Passivated

TECHNICAL FEATURES

- The LoadMatch™ control allows the setting of the valve to dynamically adjust in response to load pressure, while still providing a fixed thermal relief setting. The control creates a dynamic setting that is lower than the thermal relief setting, but is never more than necessary to provide safe, reliable load control. Also, since the dynamic setting is lower than the thermal relief setting, the pilot pressure required to open the valve is typically lower than other load control valves with similar thermal relief settings.
- LoadMatch™ control allows for lower pilot pressures under most loading conditions than other counterbalance valves with similar thermal relief settings.
- Pilot pressures for LoadMatch™ control are nearly identical for any load pressure in the operational range.
- The LoadMatch™ control utilizes an integral bypass damper that enables the valve to adjust rapidly to increasing load pressures for safe load control, but slows the reduction of setting for stability.
- All 4-port counterbalance, load control, and pilot-to-open check cartridges are physically interchangeable (i.e. same flow path, same cavity for a given frame size). Note: This valve has a larger hex size than what is typical for its cavity and special consideration should be given in existing applications.
- These valves are capable of modulating over a broader range of flows than the pure poppet designs. The longer stroke allows us to incorporate a uni-directional damping device that smooths the opening and lets the valve close quickly.
- This valve is functionally a 4-port counterbalance valve. It seats as a poppet valve and modulates as a spool valve, offering the best of both valve types.
- The maximum recommended load holding pressure for the G range is 4620 psi (319 bar). The cracking pressure for the G range will be 5800-6350 psi (400-438 bar).
- The maximum recommended load holding pressure for the H range is 3080 psi (212 bar). The cracking pressure for the H range will be 3850-4250 psi (265-293 bar).
- The maximum recommended load holding pressure for the J range is 3850 psi (265 bar). The cracking pressure for the J range will be 4800-5300 psi (331-365 bar).
- The percentage difference between the cracking and the reseat values for the LoadMatch™ versions are identical. The setting tolerance is as noted.
- Sun load control and counterbalance cartridges can be installed directly into a cavity machined in an actuator housing for added protection and improved stiffness in the circuit.
- This valve has positive seals between all ports.
- This valve has full relief capacity.
- 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