

This valve assembly provides overrunning load-control, load-port relief protection, supplies make-up oil, and flushes hot dirty oil out of the actuator and includes a load sense shuttle for brake release. All oil coming out of the actuator returns to tank through port T.

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

Body Type	Line mount
Capacity	15 gpm
Mounting Hole Diameter	.34 in.
Mounting Hole Depth	Through
Mounting Hole Quantity	2

- NOTES:**
- All SAE o-ring porting per ISO 11926. All NPTF porting per ANSI B1.20.1. All BSPP porting parallel thread.
 - For detailed information regarding the cartridges contained in this assembly, click on the models codes shown in the Included Components tab.
 - **Important:** Carefully consider the maximum system pressure. The pressure rating of the manifold is dependent on the manifold material, with the port type/size a secondary consideration. Manifolds constructed of aluminum are not rated for pressures higher than 3000 psi (210 bar), regardless of the port type/size specified.

OPTION SELECTION EXAMPLE: YCCHLHNAK

CONTROL	(L) FUNCTIONAL SETTING RANGE	(H) SEAL MATERIAL	(N)
L Standard Screw Adjustment	H 1000 - 4000 psi w/25 psi Check (70 - 280 bar w/ 1,7 bar Check), 3000 psi (210 bar) Standard Setting	N Buna-N	
C Tamper Resistant - Factory Set	A 1000 - 4000 psi w/4 psi Check (70 - 280 bar w/ 0,3 bar Check), 3000 psi (210 bar) Standard Setting	V Viton	
	B 400 - 1500 psi w/4 psi Check (28 - 105 bar w/ 0,3 bar Check), 1000 psi (70 bar) Standard Setting		
	I 400 - 1500 psi w/25 psi Check (28 - 105 bar w/ 1,7 bar Check), 1000 psi (70 bar) Standard Setting		

PRIMARY CARTRIDGE (A)

A	3:1 (with CBCA primary cartridge, 3:1 pilot ratio, standard capacity counterbalance valve)
H	10:1 (with CBCHX primary cartridge, Fixed setting, 10:1 pilot ratio, standard capacity counterbalance valve)
G	4.5:1 (with CBCGX primary cartridge, Fixed setting, 4.5:1 pilot ratio, standard capacity counterbalance valve)
A	3:1 (with CBCAX primary cartridge, Fixed setting, 3:1 pilot ratio, standard capacity counterbalance valve)
H	10:1 (with CBCH primary cartridge, 10:1 pilot ratio, standard capacity counterbalance valve)
G	4.5:1 (with CBCG primary cartridge, 4.5:1 pilot ratio, standard capacity counterbalance valve)

INCLUDED COMPONENTS

Part	Description	Quantity
260-010*	Seat	1
340-002*	Pipe Plug	1
800-001-070*	Ball	1
CBCALHN	Cartridge - Primary	2
CXCDXCN	Cartridge	2

TECHNICAL FEATURES

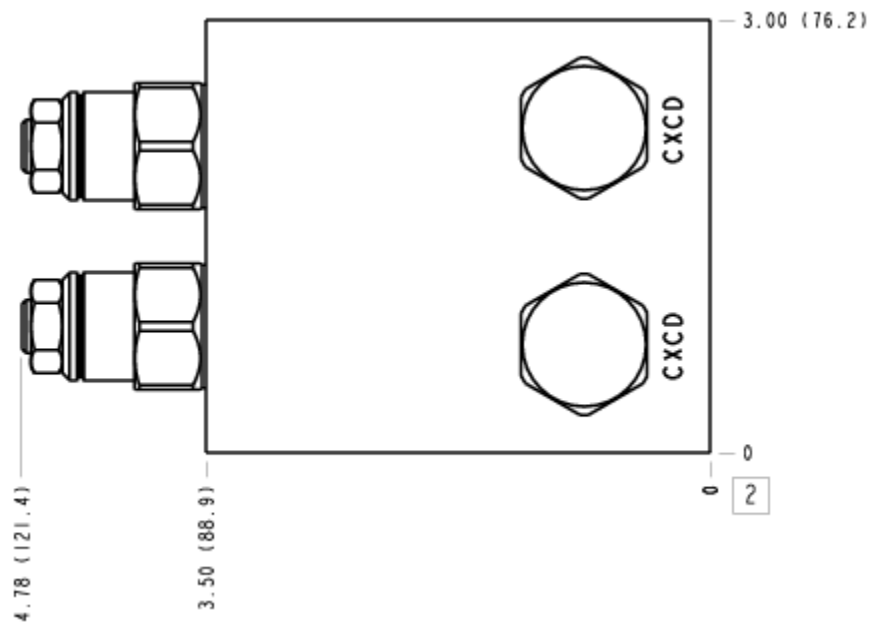
- The counterbalance valves should be set at 1.3 times the maximum load induced pressure.
- The term cushion in the name Cushion Lock is a misnomer. Because the counterbalance valves play a dual role as load controls and work port reliefs they must be set too high to provide any real cushion. Deceleration can only be achieved by ramping down the input flow.
- This assembly is ideal for applications with long lines to the actuators. Mounting the assembly close to an actuator ensures that cool, clean oil will be supplied to the actuator and that the hot, dirty oil will go out the T port to the tank
- Low pilot ratio counterbalance valves (3:1 vrs 10:1) may be necessary to generate enough pressure to release a brake.
- Hydraulic motors leak. Therefore a mechanical brake is recommended to positively lock any stopped live load.
- These packages are also available as 3 letter manifolds. Look under counterbalance.

MANIFOLD FACES

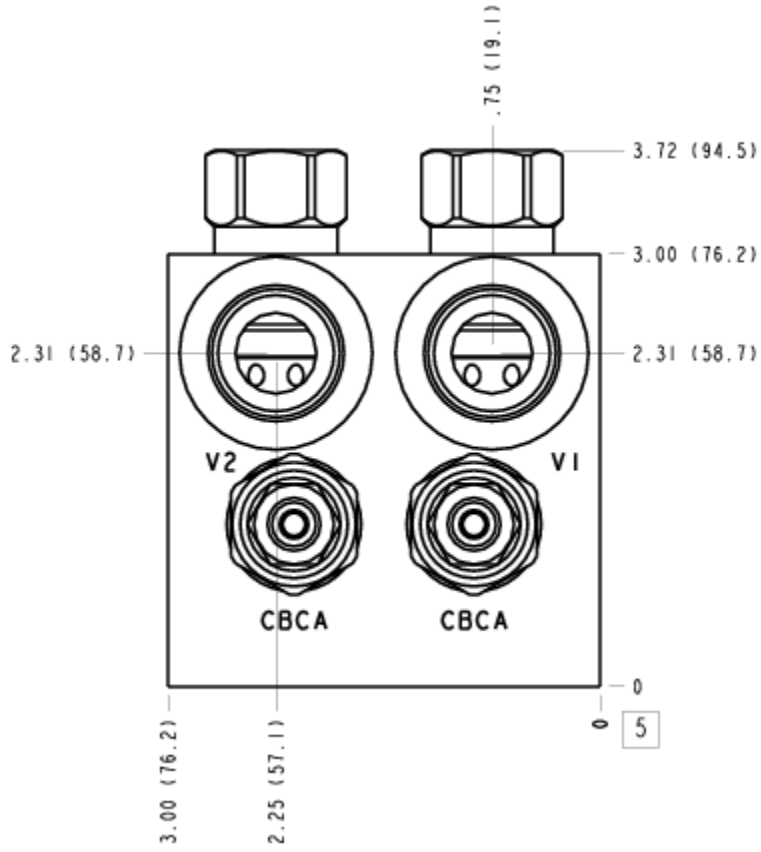
FACE GRID

1	2	3	4
5	6	7	8
9	10	11	12

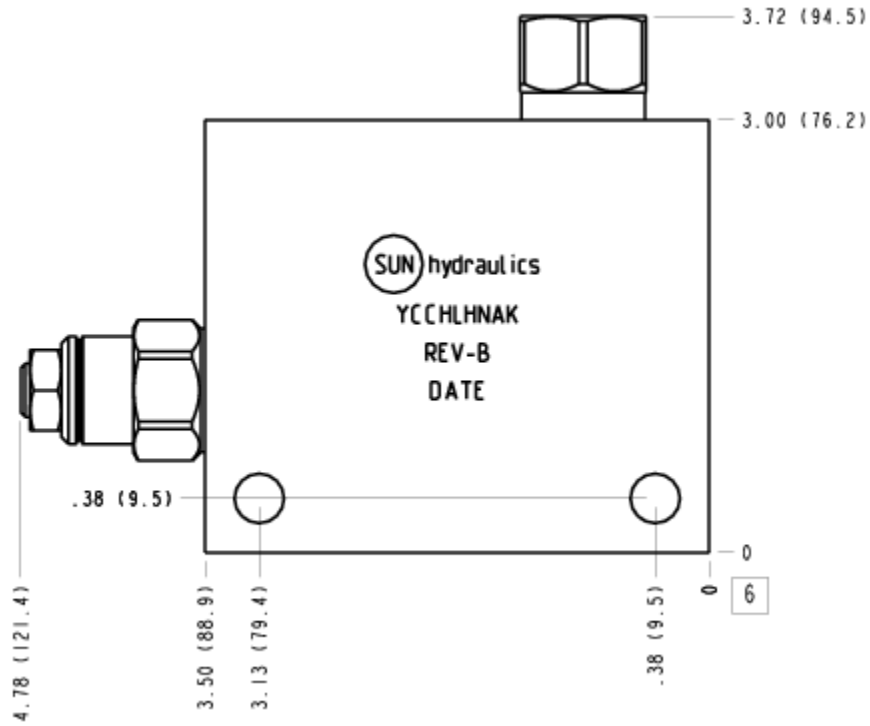
FACE 2



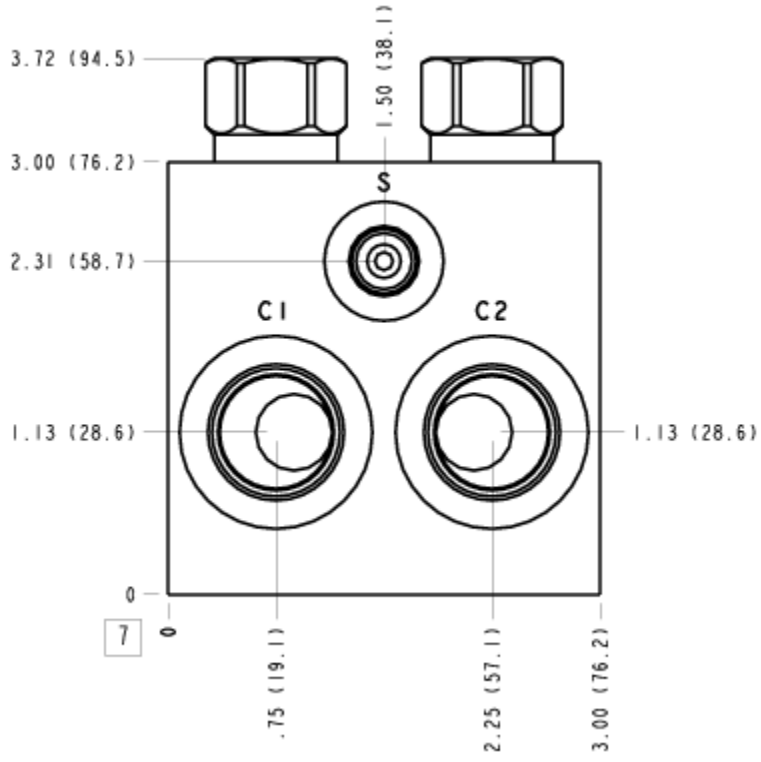
FACE 5



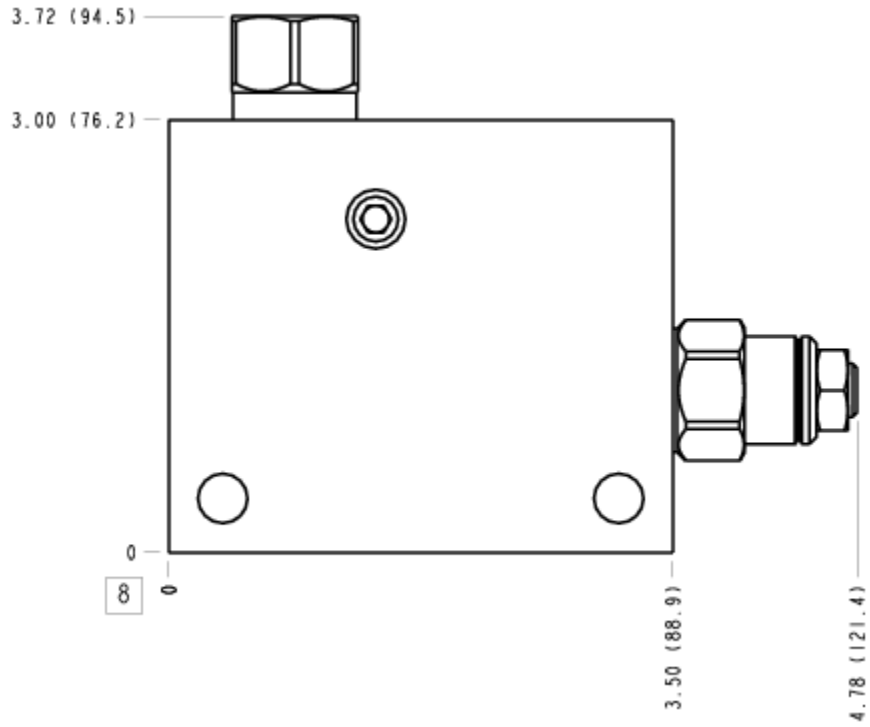
FACE 6



FACE 7



FACE 8



FACE 10

