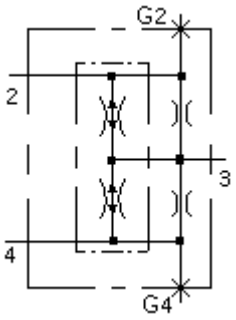

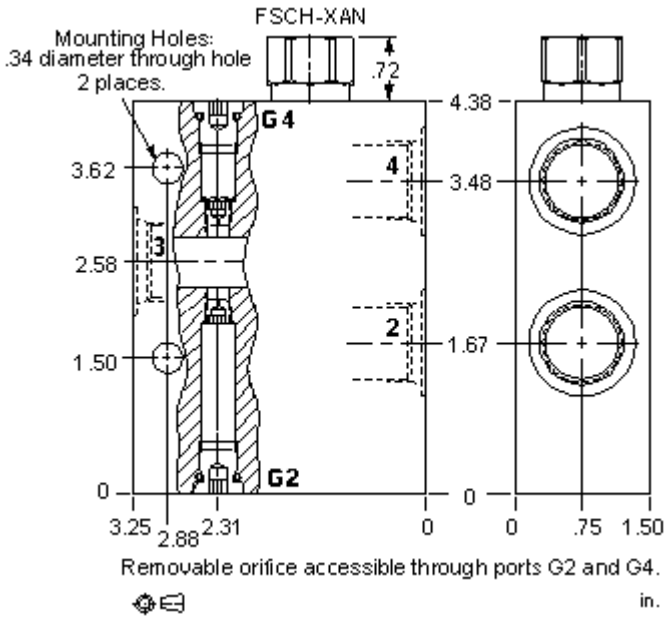

This valve assembly is intended for use in tractive systems. It incorporates a divider/combiner valve along with provisions for slip orifices. The divider/combiner provides 2 equal flows for positive traction and the slip orifices can be sized to allow for steering.

TECHNICAL DATA

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

Body Type	Line mount
Capacity	2 - 9 gpm
Mounting Hole Diameter	.34 in.
Mounting Hole Depth	Through
Mounting Hole Quantity	2

NOTES:

- ***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.
- For detailed information regarding the cartridges contained in this assembly, click on the models codes shown in the Included Components tab.

OPTION SELECTION EXAMPLE: YGCBXANP

CONTROL (X)	FLOW SPLIT (A)	SEAL MATERIAL (N)	ORIFICE PART DESIGNATION (P)
X Not Adjustable	**A** 50/50	**N** Buna-N	**P** Slip @ 3000 psi = 4.66 gpm (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)
		V Viton	**A** Slip @ 3000 psi = 0 gpm (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)
			B Slip @ 3000 psi = 0.18 gpm (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)
			C Slip @ 3000 psi = 0.27 gpm (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)
			L Slip @ 3000 psi = 1.92 gpm (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)
			R Slip @ 3000 psi = 7.67 gpm (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)
			Z No Orifice Plug Installed (with FSCH primary cartridge, High capacity, closed center, flow divider-combiner valve)

TECHNICAL FEATURES

- Operating characteristics cause the leg of the circuit with the greatest load to receive the higher percentage of flow in dividing mode. If a rigid mechanism is used to tie actuators together, the lead actuator may pull the lagging actuator and cause it to cavitate.
- In combining mode, compensating characteristics will cause the leg of the circuit with the lowest load to receive the higher percentage of flow. If a synchronization feature is not included, an additive accuracy error will be experienced with each full stroke of the actuator.
- In applications involving rigid mechanisms between multiple actuators, operating inaccuracy will cause the eventual lock-up of the system. If the mechanical structure does not allow for the operating inaccuracy inherent in the valve, damage may occur.
- In motor circuits, rigid frames or mechanisms that tie motors together, and/or complete mechanical synchronized motion of the output shaft of the motors, either by wheels to the pavement or sprockets to conveyors, will contribute to cavitation, lock-up and/or pressure intensification.
- Variations in speed and lock-up can be attributed to differences in motor displacement, motor leakage, wheel diameter variance and friction of wheels on the driving surface.
- Extreme pressure intensification can occur on multiple wheel drive vehicles.
- Differential slip for tractive drive systems must be achieved with orifices in the body/manifold.
- Below the minimum flow rating there is not enough flow for the valve to modulate. It is effectively a tee. If flow starts at zero and rises, there will be no dividing or combining control until the flow reaches the minimum rating.