

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	8 - 35 gpm
Mounting Hole Diameter	.42 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: YGEBXANUM**

CONTROL	(X)	FLOW SPLIT	(A)	SEAL MATERIAL	(N)	ORIFICE PART DESIGNATION(U)	PORT AND MATERIAL DESIGNATION (M)
<b>X</b> Not Adjustable		<b>A</b> 50/50		<b>N</b> Buna-N <b>V</b> Viton		<b>U</b> Slip @ 3000 psi = 16.21 gpm (with FSEH primary cartridge, High capacity, closed center, flow divider-combiner valve) <b>A</b> Slip @ 3000 psi = 0 gpm (with FSEH primary cartridge, High capacity, closed center, flow divider-combiner valve) <b>Q</b> Slip @ 3000 psi = 6.31 gpm (with FSEH primary cartridge, High capacity, closed center, flow divider-combiner valve) <b>W</b> Slip @ 3000 psi = 25.25 gpm (with FSEH primary cartridge, High capacity, closed center, flow divider-combiner valve) <b>Z</b> No Orifice Plug Installed (with FSEH primary cartridge, High capacity, closed center, flow divider-combiner valve)	<b>M</b> Ports 2, 3, 4 — SAE 16; Gage Ports (Plugged) — SAE 4; Aluminum <b>D</b> Ports 2, 3, 4 — 3/4" NPTF; Gage Ports (Plugged) — SAE 4; Aluminum <b>D/S</b> Ports 2, 3, 4 — 3/4" NPTF; Gage Ports (Plugged) — SAE 4; Iron <b>E</b> Ports 2, 3, 4 — 1" NPTF; Gage Ports (Plugged) — SAE 4; Aluminum <b>E/S</b> Ports 2, 3, 4 — 1" NPTF; Gage Ports (Plugged) — SAE 4; Iron <b>L</b> Ports 2, 3, 4 — SAE 12; Gage Ports (Plugged) — SAE 4; Aluminum <b>L/S</b> Ports 2, 3, 4 — SAE 12; Gage Ports (Plugged) — SAE 4; Iron <b>M/S</b> Ports 2, 3, 4 — SAE 16; Gage Ports (Plugged) — SAE 4; Iron <b>W</b> Ports 2, 3, 4 — 3/4" BSPP; Gage Ports (Plugged) — SAE 4; Aluminum <b>W/S</b> Ports 2, 3, 4 — 3/4" BSPP; Gage Ports (Plugged) — SAE 4; Iron <b>X</b> Ports 2, 3, 4 — 1" BSPP; Gage Ports (Plugged) — SAE 4; Aluminum <b>X/S</b> Ports 2, 3, 4 — 1" BSPP; Gage Ports (Plugged) — SAE 4; Iron

**INCLUDED COMPONENTS**

Part	Description	Quantity
280-038-125*	Orifice	2

A330-006-004*	SAE Plug	2
FSEHXAN	Cartridge - Primary	1

## TECHNICAL FEATURES

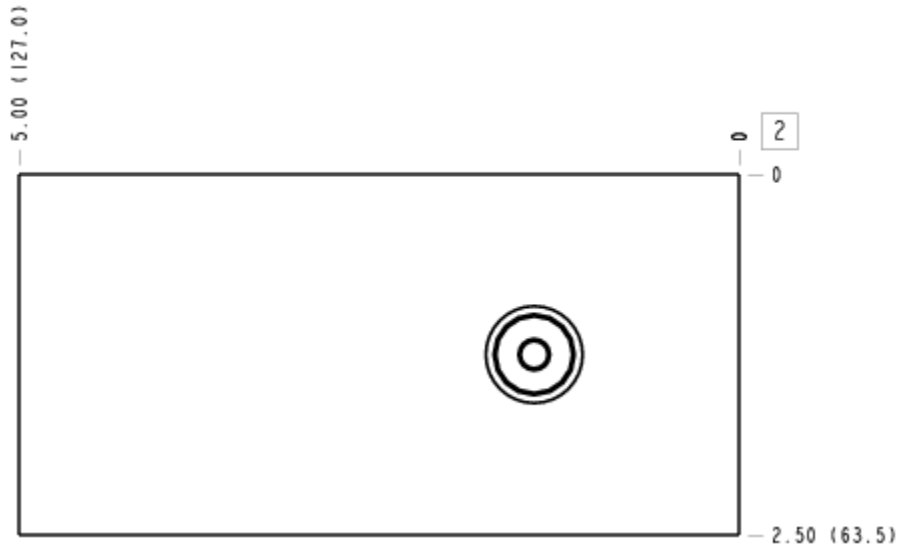
- Operating characteristics cause the leg of the circuit with the greatest load to receive the higher percentage of flow in dividing mode. If a rigid mechanism is used to tie actuators together, the lead actuator may pull the lagging actuator and cause it to cavitate.
- In combining mode, compensating 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.

## MANIFOLD FACES

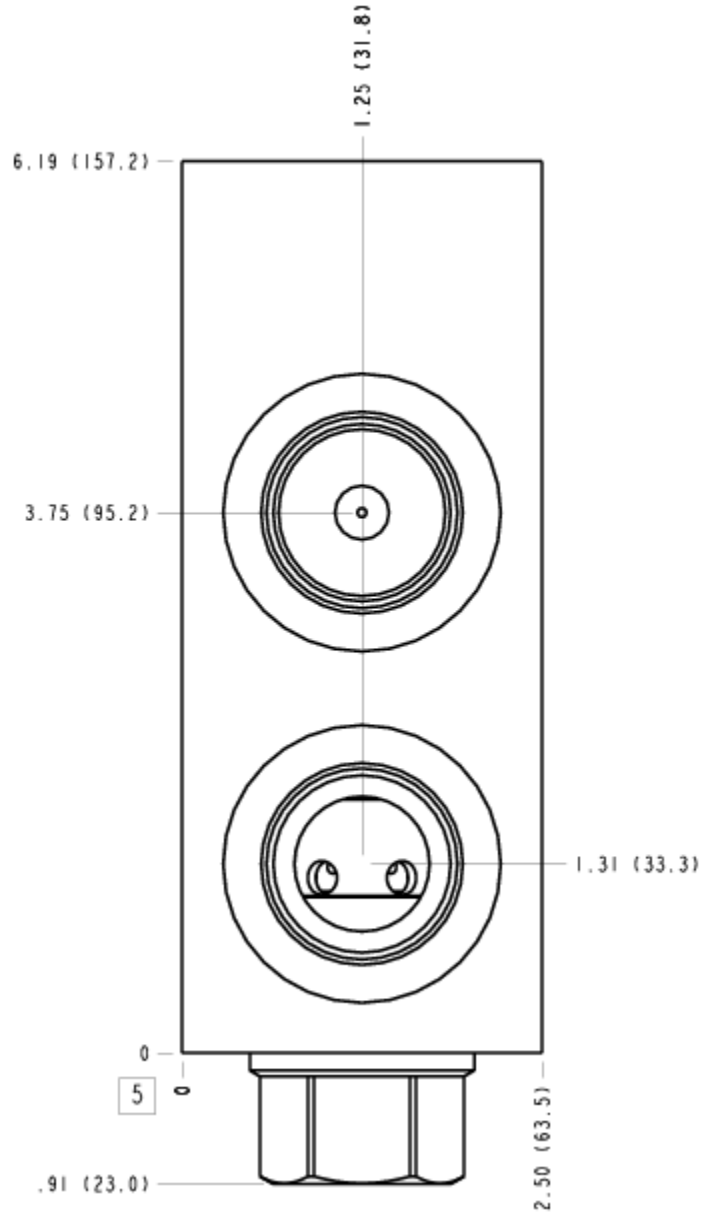
### FACE GRID

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

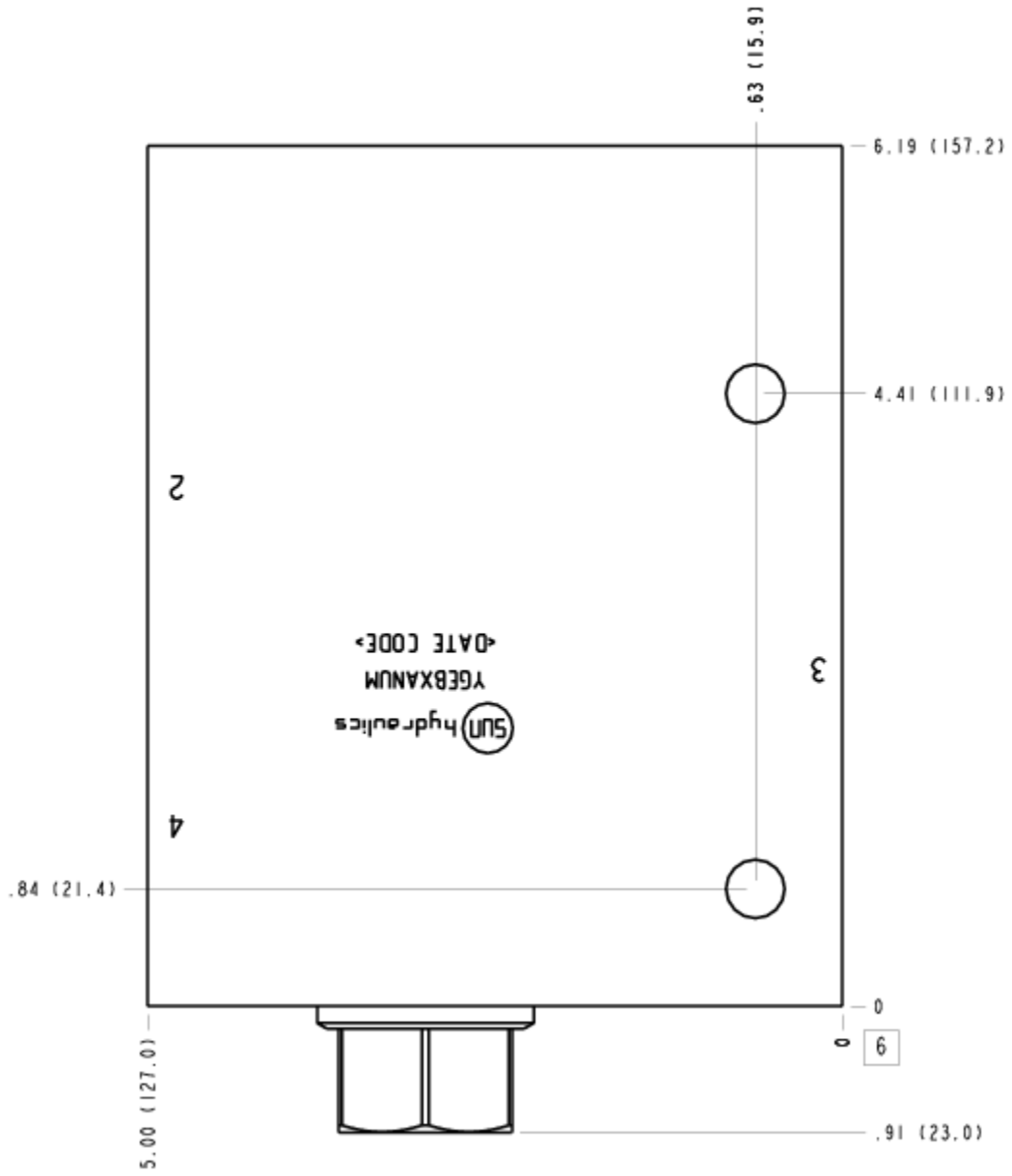
FACE 2



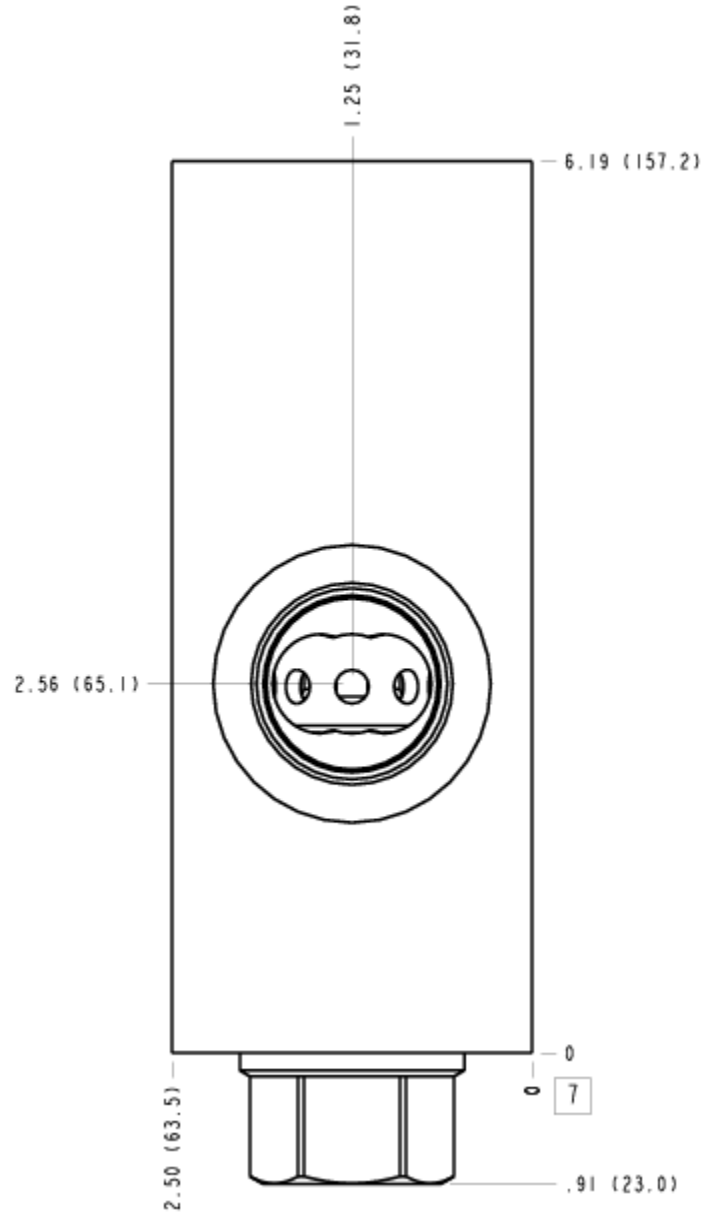
FACE 5



FACE 6



FACE 7



FACE 10

