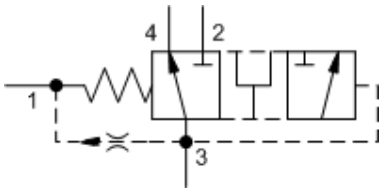
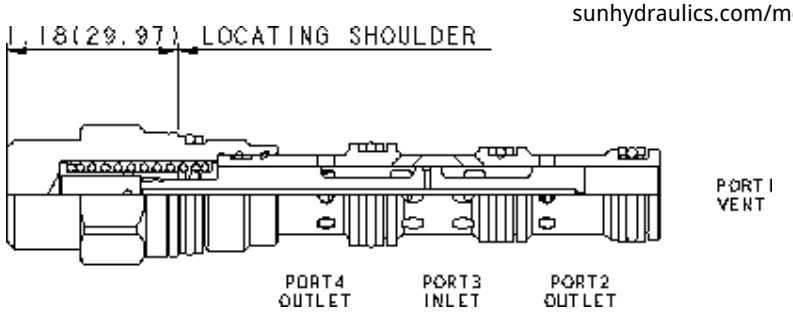
MODEL
DSCY

3-way, 2-position, vent-to-shift diverter valve, normally open
SERIES 1 / CAPACITY: 60 L/min. / CAVITY: T-31A

sunhydraulics.com/model/DSCY





CONFIGURATION

X	Control	Not Adjustable
E	Minimum Control Pressure	75 psi (5 bar)
N	Seal Material	Buna-N

This vent-to-shift diverter valve is a 2-position, 3-way cartridge that is normally open from port 3 to port 4. When port 1 is vented, the pressure differential between port 3 and port 1 exceeds the spring force causing the valve to shift, thereby connecting port 3 to port 2.

TECHNICAL DATA

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

Cavity	T-31A
Series	1
Capacity	60 L/min.
Maximum Operating Pressure	350 bar
Nominal Vent Flow	0,38 L/min.
Valve Hex Size	22,2 mm
Valve Installation Torque	41 - 47 Nm
Seal kit - Cartridge	Buna: 990031007
Seal kit - Cartridge	Polyurethane: 990031002
Seal kit - Cartridge	Viton: 990031006
Model Weight	0.17 kg.

CONFIGURATION OPTIONS

Model Code Example: DSCYArray

CONTROL (X)

X Not Adjustable

MINIMUM CONTROL PRESSURE (E)

E 75 psi (5 bar)
C 30 psi (2 bar)
D 50 psi (3,5 bar)

SEAL MATERIAL (N)

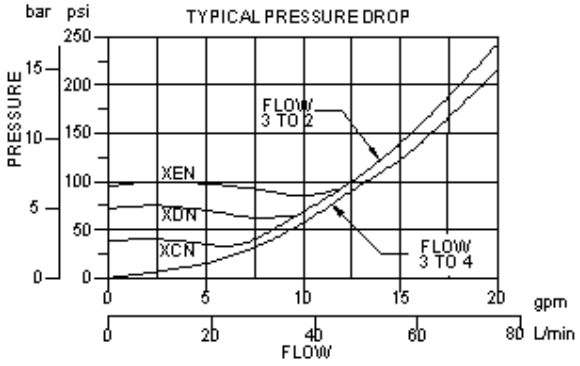
N Buna-N
V Viton

TECHNICAL FEATURES

- This valve is not bistable; it is capable of modulating between the two positions shown.
- Vent flow out of port 1 is pressure compensated and is listed in Technical Data.
- There must be a pressure source at port 3, relative to port 1, to shift the valve.
- One application of this valve is to be used in pairs to select between 2 motors or pumps.
- One pilot valve may be used to vent multiple diverter valves if blocking checks are used at port 1 of each diverter. If blocking checks are not used there will be interaction between high and low pressure legs of the circuit.
- The vent-to-shift function is self cleaning and therefore insensitive to contamination.
- Hardened spool and sleeve provide consistent and low spool leakage rates and excellent wear characteristics.
- 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

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