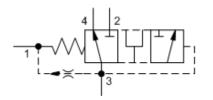




3-way, 2-position, vent-to-shift diverter valve, normally open SERIES 3 / CAPACITY: 240 L/min. / CAVITY: T-33A



sunhydraulics.com/model/DSG'



PORTA PORTS PORTS OUTLET

CONFIGURATION

X	Control	Not Adjustable
D	Minimum Control Pressure	50 psi (3,5 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-33A
Series	3
Capacity	240 L/min.
Maximum Operating Pressure	350 bar
Nominal Vent Flow	0,60 L/min.
Valve Hex Size	31,8 mm
Valve Installation Torque	203 - 217 Nm
Seal kit - Cartridge	Buna: 990033007
Seal kit - Cartridge	Polyurethane: 990033002
Seal kit - Cartridge	Viton: 990033006
Model Weight	0.73 kg.

CONFIGURATION OPTIONS

Model Code Example: DSGYXDN

CONTROL (X) MINIMUM CONTROL PRESSURE (D) SEAL MATERIAL (N)

X Not Adjustable D 50 psi (3,5 bar) N Buna-N

C 30 psi (2 bar) **E** 75 psi (5 bar)

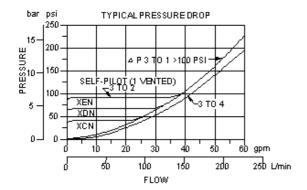
V Viton

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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