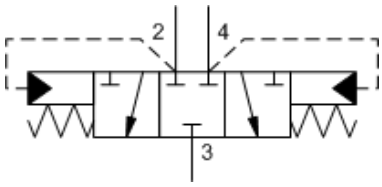
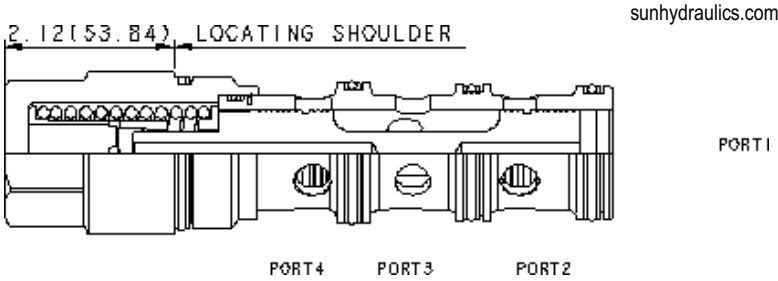
MODEL
DSIH

Low side, 3-position, hot oil shuttle valve
SERIES 4 / CAPACITY: 320 L/min. / CAVITY: T-34A

sunhydraulics.com/model/DSIH





CONFIGURATION

X	Control	Not Adjustable
G	Shifting Pressure	150 psi (10,5 bar)
N	Seal Material	Buna-N
(none)	Material/Coating	Standard Material/Coating

Low-side (hot oil) shuttle cartridges allow hot oil to be diverted from the low pressure side of a closed loop system. When both work ports (ports 2 and 4) are at equal pressures the valve is spring-centered to an all-ports-blocked position. When one of the work ports (port 2 or 4) sees a higher pressure the opposite work port is connected to the common port (port 3).

TECHNICAL DATA

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

Cavity	T-34A
Series	4
Capacity	320 L/min.
Maximum Operating Pressure	350 bar
Pilot Flow	0,75 L/min.
Valve Hex Size	41,3 mm
Valve Installation Torque	474 - 508 Nm
Seal kit - Cartridge	Buna: 990034007
Seal kit - Cartridge	Polyurethane: 990034002
Seal kit - Cartridge	Viton: 990034006
Model Weight	1.62 kg.

CONFIGURATION OPTIONS

Model Code Example: DSIHXGN

CONTROL (X)	SHIFTING PRESSURE (G)	SEAL MATERIAL (N)	MATERIAL/COATING
X Not Adjustable	**G** 150 psi (10,5 bar)	**N** Buna-N	Standard Material/Coating
	H 200 psi (14 bar)	**V** Viton	**/LH** Mild Steel, Zinc-Nickel

TECHNICAL FEATURES

- The spool incorporates a hydraulic stop that eliminates mechanical impact and therefore the potential for internal damage.
- The hydraulic stop results in a small pilot flow from the high side work port (port 2 or 4) to the common port (port 3).
- A unique feature due to the hydraulic stop is that the hot oil relief setting can be confirmed with the transmission in neutral.
- NOTE: Low shift values can potentially result in charge pump pressure alone inadvertently shifting the valve. Use care when selecting shift pressure.
- Although this valve goes into a 4-port cavity, the nose (port 1) is not used.
- 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