Over 40 New Products in this Catalogue

Relief Cartridge Valves
Page 9: The RP*S is a seated style pilot operated relief valve. This provides reduced leakage, faster response and a reduced pressure overshoot to give improved pressure control.

Page 10: The RPGT is a "soft start" relief valve available in series 2 only providing a pressure ramping over 300 milliseconds when it opens to provide excellent pressure protection and reduce shock.

Page 13: The RBAP is an electro-proportional, direct acting pilot relief valve that fits into the Sun T-8A cavity. It can be used as a pilot valve on it's own or together with many types of main stage pressure control valves that have the T-8A cavity in the end of the cartridge.

Page 14: The RP*C is a normally closed spool type modulating valve, with a T-8A cavity in the end. This would enable any of the Sun pilot valves, such as the RBAP proportional valve, to be fitted into the end to make a high capacity proportional relief valve.

Page 15: The RP*S is a seated style normally closed modulating valve, with a T-8A cavity in the end. This would enable any of the Sun pilot valves, such as the RBAP proportional valve, to be fitted into the end to make a proportional relief valve with low leakage on the main stage.

Page 18: The RV*S is a ventable, seated style, pilot operated relief valve. This provides reduced leakage, faster response and a reduced pressure overshoot to give improved pressure control.

Page 20: The RV*D is a normally closed, balanced piston, modulating element with a T-8A cavity in the end. The cartridge is ventable and also has an external drain connection. This would enable any Sun pilot valve, such as the RBAP proportional valve, to be fitted into the end to make a ventable proportional relief with separate drain port.

Sequence Cartridge Valves
Page 23: The RSDC is a normally closed, balanced piston, modulating element with a T-8A cavity in the end and external drain. This would enable any Sun pilot valve such as the RBAP proportional valve to be fitted into the end to make a relief valve with separate pilot drain.

Reducing/Relieving Cartridge Valves
Page 37: The PB*B is a normally open modulating element with a T-8A cavity in the end. This would enable any Sun pilot valve such as the RBAP proportional valve to be fitted to make a proportional pressure reducing valve.

Page 38: The PP*B is a normally open modulating element with a T-8A cavity in the end. This would enable any Sun pilot valve such as the RBAP proportional valve to be fitted into the end to make a proportional pressure reducing/relieving valve.

Page 39: The PV*A is a normally open modulating element with a T-8A cavity in the end and an external drain. This would enable any Sun pilot valve, such as the RBAP proportional valve, to be fitted into the end to make a proportional pressure reducing/relieving valve with external drain.

Page 40 and 41: The PRD* is an electro-proportional, direct acting, pressure reducing/relieving valve available in series 1 only. There are two versions available, one with low leakage and the other with higher leakage and improved response.

Flow Control Cartridge Valves
Page 73: The FPCC is an electro-proportional, normally closed throttle valve available in series 1 only. It provides some pressure compensation but needs a separate compensator for more accurate control.

Page 74: The FPCH is an electro-proportional, normally open throttle valve available in series 1 only. It provides some pressure compensation but needs a separate compensator for more accurate control.

Priority Flow Control Cartridge Valves
Page 78: The FV*A is a ventable, fixed orifice, priority flow control valve with a T-8A cavity in the end of the cartridge. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the priority flow condition or bypass all flow to tank.

Logic Elements
Page 89: The LO* is a poppet type, spring biased closed, pilot-to-close unbalanced logic valve with a T-8A cavity in the end of the cartridge. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 95: The DO*R is a poppet type, pilot-to-close, normally open balanced logic valve with a T-8A cavity in the end of the cartridge. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 100: The DK*R is a poppet type, pilot-to-open, normally closed balanced logic valve with a T-8A cavity in the end of the cartridge. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.
Directional Cartridge Valves

Page 105: The DRBO is direct acting, externally drained, normally closed, three-way directional valve in series 1 only. It is available with an adjustment on the pressure at which the valve will switch.

Page 105: The DRBP is direct acting, externally drained, normally open, three-way directional valve in series 1 only. The valve is available with an adjustment on the pressure at which the valve will switch.

Page 105: The DRBR is a direct acting, internally drained, externally piloted, three-way directional valve in series 1 only. The valve is available with an adjustment on the pressure at which the valve will switch.

Page 106: The DV*A-8 is a direct acting, normally open, two-way directional valve with a T-8A cavity in the end. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 106: The DV*B-8 is a direct acting, normally closed, two-way directional valve with a T-8A cavity in the end. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 106: The DV*C-8 is a direct acting, three-way directional valve with Port 1 blocked and a T-8A cavity in the end. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 106: The DV*D-8 is a direct acting, three-way directional valve with Port 1 open and a T-8A cavity in the end. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 107: The DV*M-8 is a vent-to-operate two-position two-way, normally open directional valve with a T-8A cavity in the end and external drain. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 107: The DV*N-8 is a vent-to-operate two-position two-way, normally closed directional valve with a T-8A cavity in the end and external drain. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 107: The DV*O-8 is a vent-to-operate two-position three-way directional valve with a T-8A cavity in the end and external drain. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Page 107: The DV*P-8 is a vent-to-operate two-position three-way directional valve with a T-8A cavity in the end and external drain. This enables a Sun pilot solenoid, pneumatic or manual valve to be fitted into the cartridge to select the valve in the open or closed condition.

Pilot Control Cartridge Valves

Page 125: The BAAM is a manually operated, two-position, two-way pilot valve. This valve could be fitted into any cartridge with a T-8A cavity in the end to provide manual switching. Available with momentary, detented, or dual operator.

Page 129: The DBAM is a manually operated, two-position, three-way valve.

Circuit Savers

Page 146: The COFO is a 120:1 ratio, pilot to close check valve in series 2 only. This valve is specifically designed for accumulator unloading and dump circuits when the pump is not operating.

Page 152: The DS*X is a two-position, three-way, vent-to-shift, normally closed diverter valve. This valve could be used in parallel with flow divider valves to enable the function to be bypassed in traction drive circuits.

Page 153: The DS*Y is a two-position, three-way, vent-to-shift diverter valve. This valve works as a simple flow diverter valve.

Page 154: The LD*T is a bi-directional, normally open modulating valve in series 1 only. This valve can be used with an external orifice to provide pressure compensated flow control in both directions.

Hybrid Relief Cartridge Valves

Page 156: The HRDA is a dual function cartridge providing both a direct acting relief valve and check valve. The relief function is before the check valve.

Page 157: The HRDB is a dual function cartridge providing both a direct acting relief valve and check valve. The relief function is after the check valve.

Page 158: The HVCA is a dual function cartridge providing both a ventable pilot operated relief and check valve. The ventable relief function is before the check valve.

Page 159: The HVCA-S is a dual function cartridge providing both a normally closed modulating function and a check valve and a T-8A cavity in the end of the cartridge. This would enable a Sun pilot valve such as a pilot proportional valve to provide a proportional pressure control and check function in one cartridge.