

High capacity, closed center, flow divider-combiner valve

Capacity:
8 - 35 gpm (32 - 130 L/min.)

Functional Group:

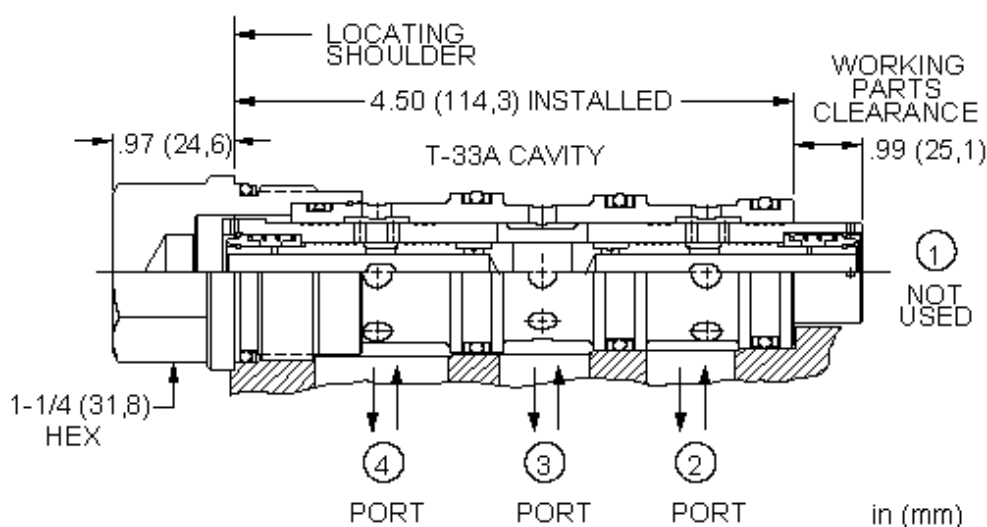
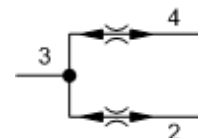
Products : Cartridges : Flow Divider : Divider/Combiner : Closed Center - High Capacity

Model:

FSEH

Product Description

High-capacity, closed-center flow divider/combiners are sliding-spool, pressure-compensated devices used to split flow in one direction and combine flow in the opposite direction. These valves have approximate 15% greater capacity than standard closed-center divider/combiners and are designed for use in tractive drive systems. Note: Accuracy on these cartridges is not equivalent to the accuracy of standard closed-center divider/combiners.



Technical Features

- All flow divider and divider/combiner cartridges are physically interchangeable (i.e. same flow path, same cavity for a given frame size).
- 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 is not designed to 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.
- Divisional and combining accuracy are equal.
- 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.
- 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.

Technical Data

	U.S. Units	Metric Units
Cavity	T-33A	
Capacity	8 - 35 gpm	32 - 130 L/min.
Divisional Accuracy at Max Input Flow	50% ±3.5%	
Divisional Accuracy at Minimum Input Flow	50% ±6.5%	
Maximum Operating Pressure	5000 psi	350 bar
Pressure Drop at Maximum Rated Input Flow	350 psi	24 bar
Pressure Drop at Minimum Rated Input Flow	30 psi	2 bar
Series (from Cavity)	Series 3	
Valve Hex Size	1 1/4 in.	31,8 mm
Valve Installation Torque	150 - 160 lbf ft	200 - 215 Nm
Seal Kits - Cartridge	Buna: 990-033-007	
Seal Kits - Cartridge	Viton: 990-033-006	
Model Weight	1.45 lb.	0.66 kg.

Split	Input Flow		Rated Accuracy	Maximum Possible Flow Variation
50:50	Max	35 gpm	±3.5%	16.3 - 18.7 gpm
	Rated	130 L/min		60,5 - 69,5 L/min
	Min	8 gpm	±6.5%	3.5 - 4.5 gpm
	rated	32 L/min		14 - 18 L/min

The maximum possible variation is at 5000 psi (350 bar) differential between legs with the high pressure leg being the higher flow in dividing mode and the lower flow in combining mode.

FSEH-XAN**Control****Standard Options****X** Not Adjustable**Flow Split****Standard Options****A** 50/50**Seal Material****Standard Options**

N Buna-N
V Viton