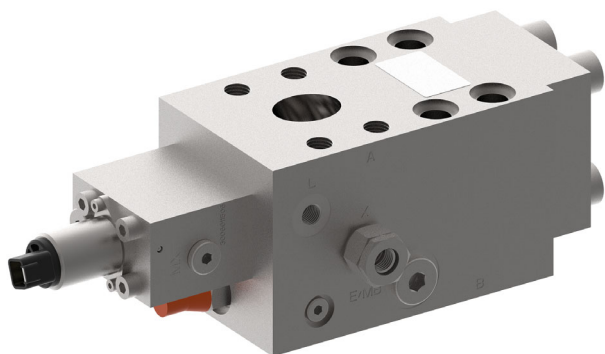


Leak-Free Load-Control Valve SAE 1½" - 6000 psi flange

$Q_{\max} = 1000 \text{ l/min [265 gpm]}$, $p_{\max} = 420 \text{ bar [6000 psi]}$

leak-proof, two-stage hydraulic, SAE-flange design

Series CINDY 32-B-S...



- Two-stage load-control valve and bypass check valve are functionally combined in one coaxial valve assembly
- Leak-free load holding
- Pilot ratio 113:1
- Guaranteed closing force for the load-control assembly
→ reliable shut-off even with a broken spring
- Various pilot-pressure ranges can be chosen
- Satisfies exacting demands on corrosion protection thanks to zinc-nickel coating
- Various types of pilot control are available
- Pressure relief is independent of return-line pressure
- Low-noise operation thanks to specially shaped control grooves

1 Description

Whenever large loads are to be precisely moved, placed and held, or work access platforms must maintain their position and withstand high forces, then leak-free load-control valves from the CINDY series are the right solution.

Load-control valves in this series prevent hydraulic actuators from running ahead of the available oil supply. In one

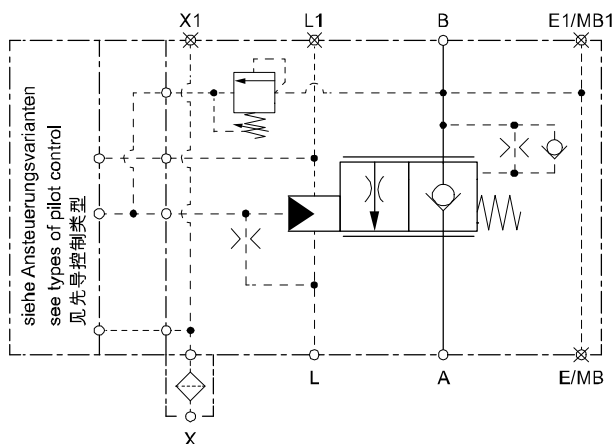
valve, they combine the functions of load-holding, safety and pipe-rupture protection. Leak-free load-control valves in this series are ideally suited for use in high-pressure applications up to 420 bar (6000 psi). With a variety of optional components, the series can be extended and adapted to the requirements of the system.

2 Symbol

2.1 SAE flange-mounted variant

Variant L

Not influenced by return-line pressure
(drain line is required).



3 Technical data

General characteristics		Description, value, unit	
Designation		leak-free load-control valve	
Design		leak-proof, two-stage hydraulic, SAE-flange design	
Size		SAE 1½", 6000 psi	
Mounting method		flange mounting (4x hex. socket-head cap screws M16x120 DIN EN ISO 4762, – grade 12.9)	
Main ports	A	SAE 1½", 6000 psi	ISO 6162-2 DN38 M16 (SAE J518 Code 62-24, M16x2)
Main port	B	SAE 1½", 6000 psi	ISO 6162-2 DN38 M16 (SAE J518 Code 62-24, M16x2)
Control / drain ports	X, X1, L, L1	G ¼"	ISO 1179-1
Compensation ports	E, E1	G ½"	ISO 1179-1
Test ports	MB, MB1	G ½"	ISO 1179-1
Weight		17.0 ... 18.5 kg	[37.50...40.80 lbs]
Mounting attitude		unrestricted	
Ambient temperature range		- 25 °C ... +100 °C	[-13 °F ... +212 °F] (others on application)
Surface corrosion protection		Cover: zinc-nickel coating Mounting screws zinc-flake coated (e.g. with Geomet® finish) Flange and cartridge have no surface protection	
Hydraulic characteristics		Description, value, unit	
Maximum operating pressure		420 bar	[6000 psi]
Maximum pressure at the flow- or return port A		420 bar	[6000 psi]
Maximum pressure at the actuator- / load port B		420 bar	[6000 psi]
Maximum pressure at the pilot port X		420 bar	[6000 psi] (restrictions possible - see section types of pilot control ⇒ 4.4)
Maximum flow rate		1000 l/min	[265 gpm]
Flow direction		A → B, free flow through check valve B → A, controlled flow	
Operator type		hydraulic proportional or electro proportional	
Opening pilot ratio		113:1	
Secondary pressure relief valve SVX		200...420 bar	[2900...6000 psi] setting is factory-sealed (lower settings on request)
Factory setting tolerance of the secondary pressure relief valve		0 ... + 14.0 bar	[0 ... + 200 psi]
Hydraulic fluid		HL and HLP mineral oil to DIN 51 524; for other fluids, please contact BUCHER	

Hydraulic characteristics		Description, value, unit	
Hydraulic fluid temperature range		- 25 °C ... + 80 °C	[-13 °F ... +176 °F]
Temperature rating of seals	NBR	- 25 °C ... + 100 °C	[-13 °F ... +212 °F]
	FKM	- 20 °C ... + 200 °C	[-4 °F ... +392 °F]
	MIL	- 55 °C ... + 80 °C	[-67 °F ... +176 °F]
Viscosity range		2.8...1500 mm ² /s (cSt), recommended 10...380 mm ² /s (cSt)	
Minimum fluid cleanliness Cleanliness class to ISO 4406 : 1999		class 20/17/14	

4 Construction and function

The functions of the control assembly are subdivided into the following positions:

4.1 Neutral position

The load pressure and the compression spring act on the control spool in the closing direction. The valve is closed with no leakage.

4.2 Lifting (flow direction from A → B)

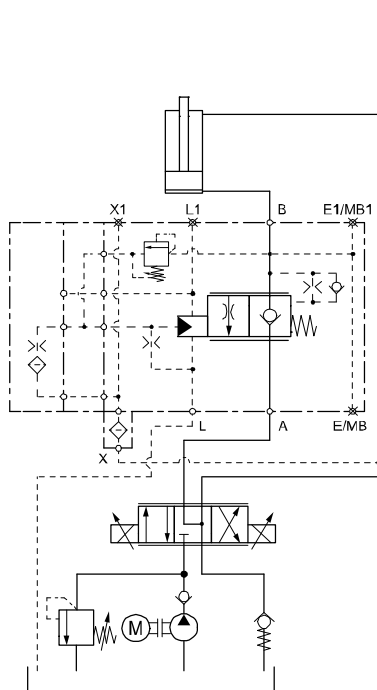
The pump pressure at port A opens the valve against the "light" compression spring and the load. The pilot spool and control spool move together in the opening direction. Oil flows from A → B and the valve functions as a check valve.

4.3 Lowering (flow direction from B → A)

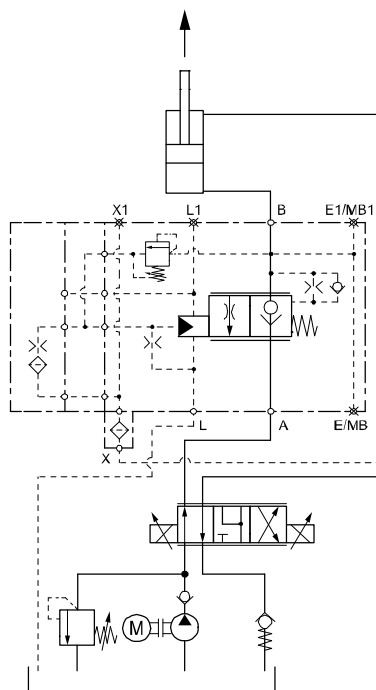
The pilot pressure at port X acts on the pilot piston and against the control springs. The pilot spool opens. As a result, the load pressure B is discharged to port A via the metering grooves in the pilot spool. The progressive characteristic of the pre-opening phase ensures that lowering begins smoothly and without jerks.

If the pilot pressure at port X is increased, the pilot spool opens further. The change in the pressure conditions at the control spool means that it follows the pilot spool in the opening direction. The oil flows from B → A.

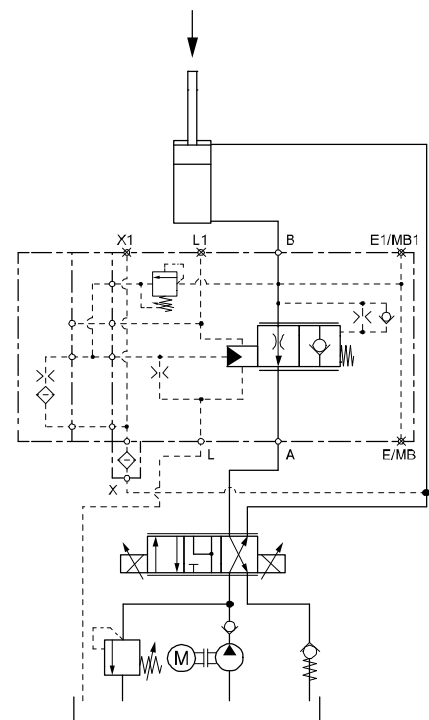
Neutral position
(Symbol for 4.1)



Lifting (A → B)
(Symbol for 4.2)



Lowering (B → A)
(Symbol for 4.3)



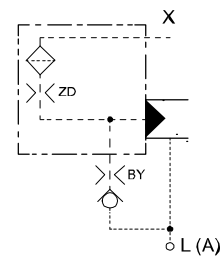
4.4 Types of pilot control

Cover types / applications	Type "G"	Type "D"	Type "K"	Type "H"	Type "E"
Cylinder application (external pilot signal)	✓✓	×	×	✓	✓✓
Cylinder application (pilot signal from opposite line)		✓✓			×
Motors / Winches	×		✓✓	×	×
Motors for slewing drives	×	✓✓	×	×	×

Explanation of symbols: ✓✓ = normal ✓ = possible × = not possible

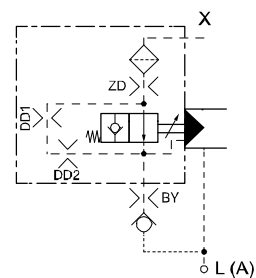
4.4.1 Standard damping cover, type "G"

Pilot control type "G" is recommended for external control, or with low-oscillation applications. This control cover can only be damped with an inlet orifice. Stroke-dependent damping is not possible with this cover.



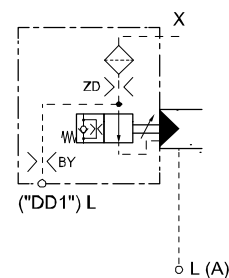
4.4.2 Stroke-dependent damping cover, type "D"

The type "D" cover is recommended for handling pilot signals that come from the opposite actuator line and for applications that are susceptible to oscillations. Thanks to the pilot piston's stroke-dependent damping system, oscillation-prone applications can be started in a very stable manner. The starting pressure peak is reduced because in the starting zone the valve responds quickly to the pilot signal.



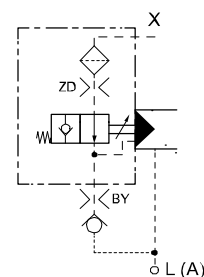
4.4.3 Stroke-dependent damping cover with metering grooves, type "K"

The stroke-dependent damping cover with metering grooves, type "K", is recommended for applications that are susceptible to oscillations, such as hydraulic motors (e.g. winches).



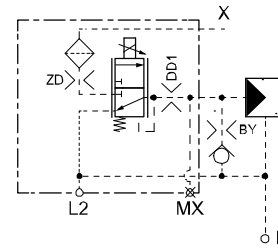
4.4.4 Hydromechanical stroke-limiting cover, type "H"

With the type "H" pilot control, the stroke of the load-control spool can be limited from outside the valve to achieve a particular flow rate or speed. This reduces the valve resolution.



4.4.5 Electroproportional pressure-reducing valve cover, type "E"

The type "E" control can be used for electroproportional control. In this case, the inlet signal at port X is reduced to a level proportional to the applied control current. The small flow of pilot oil from the pressure reducing valve is led away through an internal drain connection or a separate drain port. This control type is only intended for external pilot oil supplies, and it is essential to use a back-pressure-independent body (L).



Hydraulic characteristics	Description, value, unit	
Pilot-oil supply at X	min. 30 bar max. 350 bar	[min. 435.11 psi] [max. 5076.32 psi] *
Permissible tank pressure at L (static)	max. 5 bar	[max. 72.51 psi]
Flow rate (pump) available at X	min. 2 l/min	[min. 0.528 gpm]
Pilot-oil consumption / Leakage flow rate	< 0.1 l/min (I = 0) < 0.5 l/min (I = max)	[< 0.026 gpm (I = 0)] [< 0.132 gpm (I = max)]
Hysteresis (with PWM control; pulse frequency 100 Hz)	0.5 bar	[7.25 psi]
Pilot-pressure control range	0...20 bar	[0...290.07 psi]

* Other values on request

Electrical characteristics	Description, value, unit	
Nominal voltage	12 V DC	24 V DC
Resistance R 20	5.3 Ω ± 5 %	21.2 Ω ± 5 %
Maximum current at 100% duty cycle	1500 mA	750 mA
Power consumption at operating temperature (with increased resistance)	18 W	18 W
Control current at start of opening	~ 600 mA	~ 300 mA
Control current when fully open	~ 1400 mA	~ 700 mA
Relative duty cycle	100 %	
Insulation class	180 °C (VDE 0580:H)	[356 °F]
Protection class	IP 65 (DIN VDE 0470)	
Connector plug type	AMP Junior Timer Deutsch Plug DT04-2P	



IMPORTANT!: Only available in return pressure independent version (L).

General:

The series-connection of the orifices allows the opening time, the closing time, the start of opening, and the full extent of opening to be matched to the requirements of the application.


4.5 Secondary pressure relief valve (SVX)


To protect the actuator from overload, a two-stage secondary pressure relief valve is available. Protection is provided up to the full nominal flow rate.


Two-stage secondary pressure relief valve version:
SVX (B → L/A)


The two-stage secondary pressure relief valve (SVX) is set at a flow rate of approx. 0.3 l/min. When the pressure setting is reached, the SVX opens with a small pilot flow from B → X/L.

The pilot flow builds up pressure at the pilot piston, which opens the pilot spool and the control spool (connection B → A), as in the case of lowering (see section ⇒ 4.3). If the load pressure is increased, the control spool opens further and more oil drains. The load pressure is subject to a maximum limit up to the full nominal flow rate.

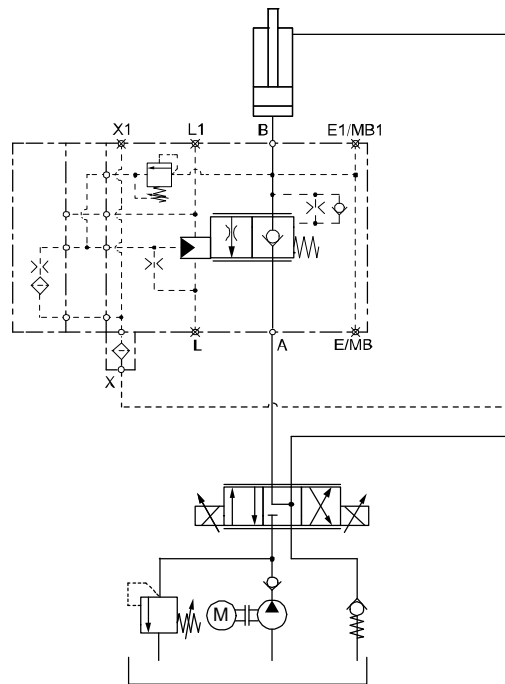
 **IMPORTANT!:** If the security seals or other security elements are removed, all Bucher Hydraulics' liabilities become null and void.

 **IMPORTANT!:** With open-center directional valves, make sure that the valve has an adequate flow rating.

 **IMPORTANT!:** With body variant L, the spring chamber in the pressure relief valve is drained to tank, so the return-line pressure does not affect the pressure setting.

 **ATTENTION!:**
In the case of a tank-line preload, the pressure is additive 1:1 to the pressure setting!

Circuit example for SVX (B → L/A), not influenced by return-line pressure, for directional valves with open-centre spool

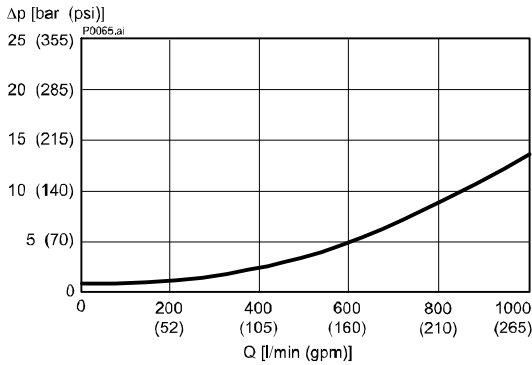


5 Performance graphs

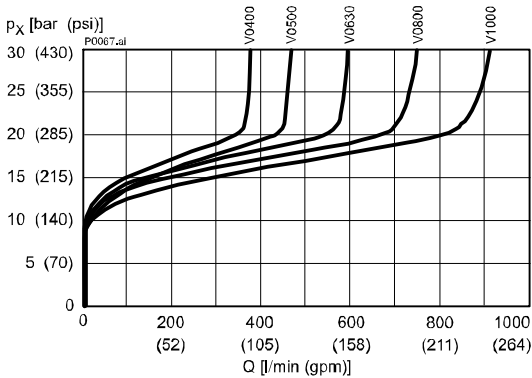
measured with oil viscosity 33 mm²/s (cSt)

$\Delta p = f(Q)$ Pressure drop - Flow rate characteristic

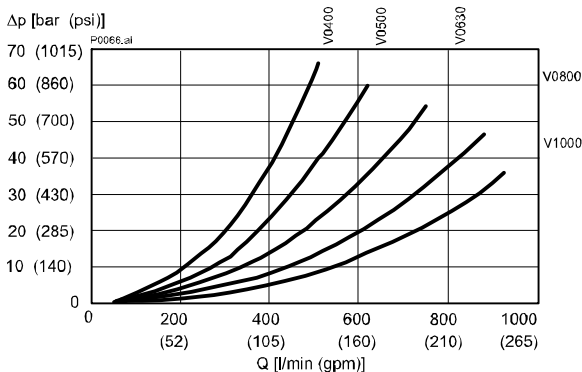
Lifting A → B



$Q = f(p_X)$ Pressure - Flow rate characteristic
at 33 bar load pressure

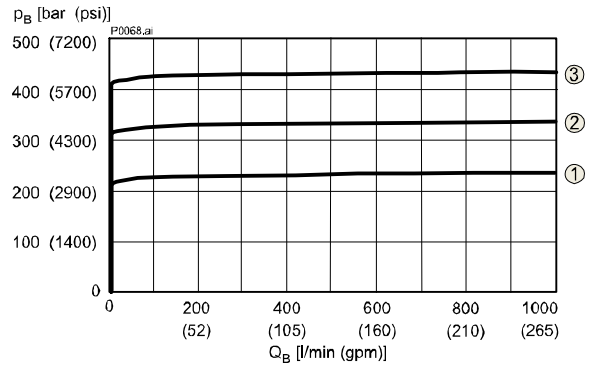


$\Delta p = f(Q)$ Pressure drop - Flow rate characteristic
Lowering B → A



$p = f(Q)$ Pressure - Flow rate characteristic

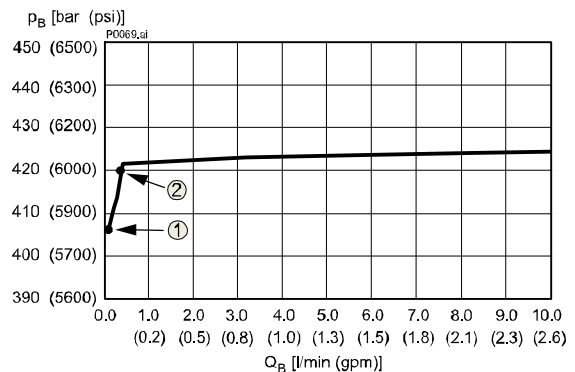
Secondary pressure relief valve SVX



1	Setting 220 bar (3100 psi)
2	Setting 320 bar (4600 psi)
3	Setting 420 bar (6000 psi)

$p = f(Q)$ Pressure - Flow rate characteristic

Section of the SVX characteristic



1	First drop
2	Set pressure

Due to the way the SVX works, a small amount is tapped at port B before the set pressure is reached.

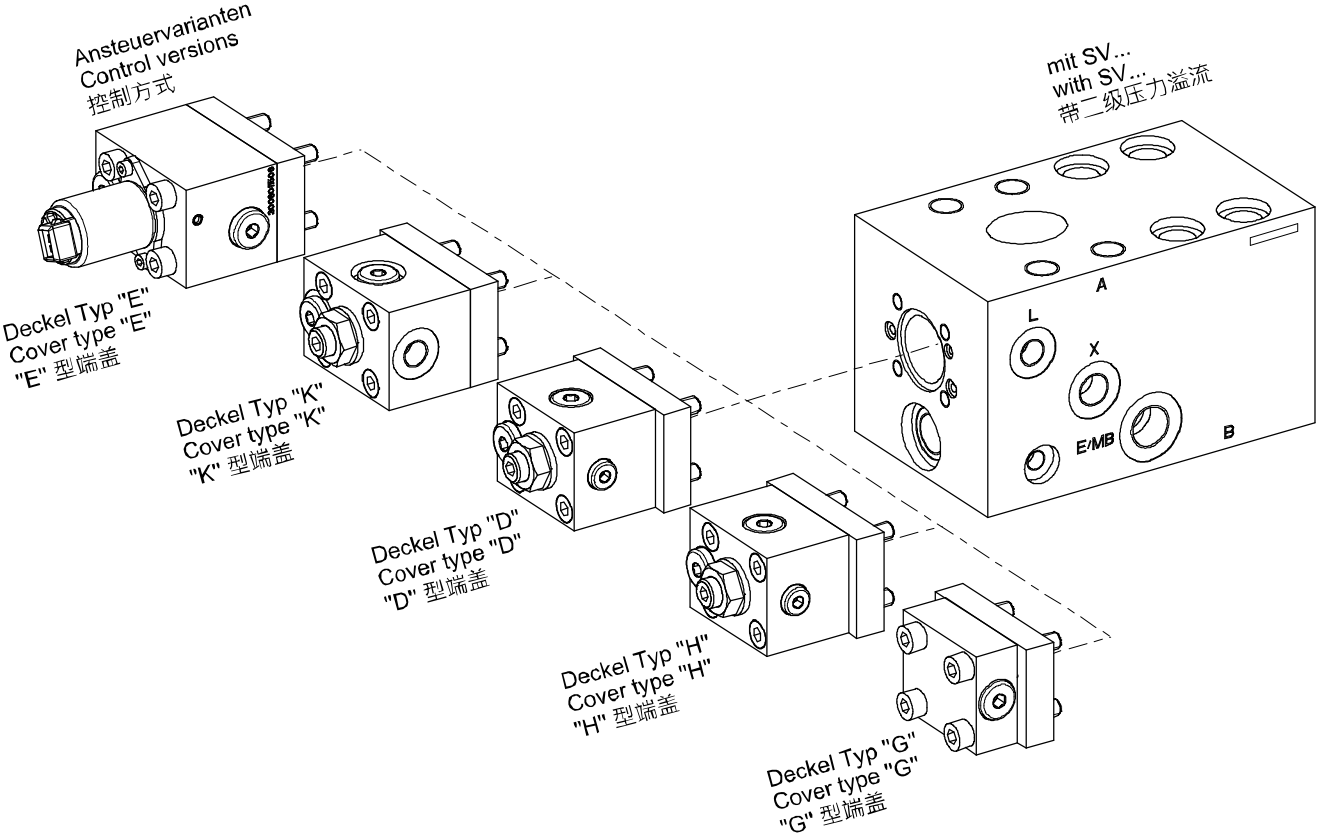
This is illustrated in the section of the SVX characteristic curve up to a volume flow of 10 l/min. This section applies particularly to an inlet-orifice (ZD) \varnothing 0.8 mm and a bypass-orifice (BY) \varnothing 0.4 mm and shows the pre-opening and the transition to the flat range of the characteristic curve.

First drop (1) designates the point at which the pressure relief valve starts to leak the first drop.



IMPORTANT! peak pressures: max. 50 bar (measured at a rate of pressure rise of 3000 bar)

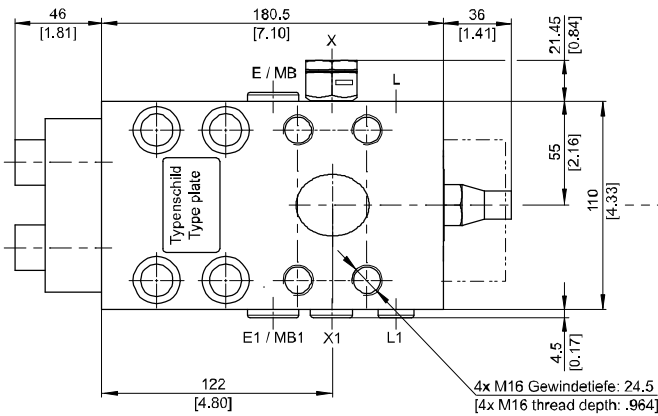
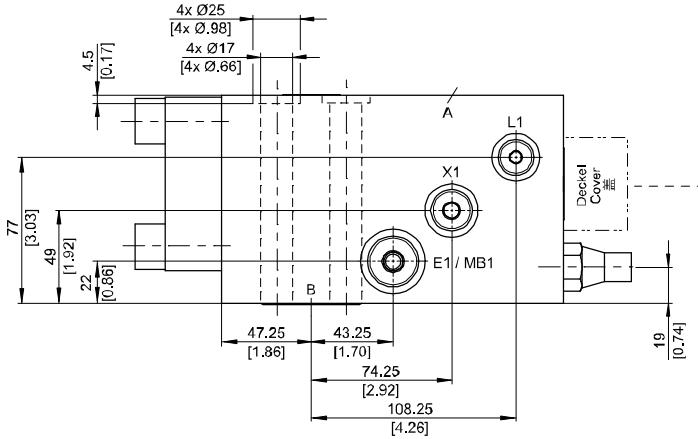
6 Available modules



7 Dimensions & sectional view

Beispiel für die Masseinheit:
Example for the dimensional units:
尺寸单位举例:
 0.79 = 0.79 mm millimeter
 [.031] = 0.031 inch

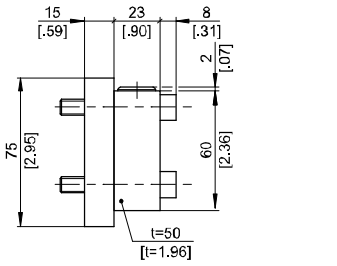
Mit Druckbegrenzungsventil (SVX)
With pressure relief valve (SVX)
带溢流阀 (SVX)



Standarddämpfungsdeckel Typ "G"

Standard damping cover type "G"

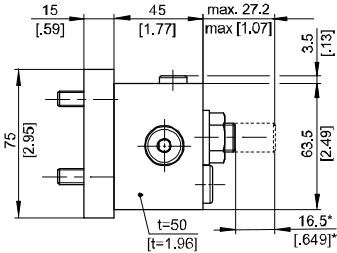
"G" 型标准阻尼功能端盖



Hydromechanischer Hubbegrenzungsdeckel Typ "H"

Hydromechanical stroke-limiting cover type "H"

"H" 型机-液行程限制功能端盖

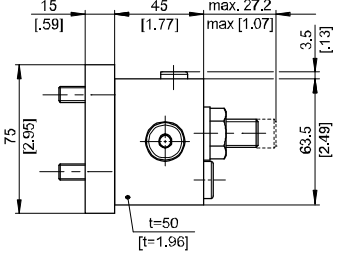


* = werkseitige Einstellung
 * = factory setting
 * = 工厂设定

Hubabhängiger Dämpfungsdeckel Typ "D"

Stroke-dependent damping cover type "D"

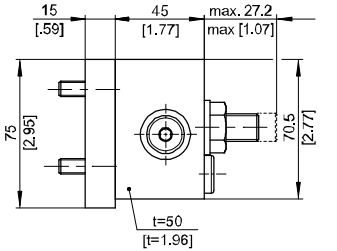
"D" 型行程相关阻尼功能端盖



Hubabhängiger Kerbdämpfungsdeckel Typ "K"

Stroke-dependent damping cover with metering grooves type "K"

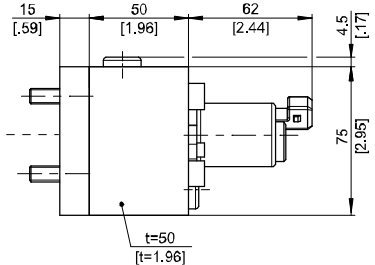
"K" 型行程相关阻尼功能端盖·带沟槽



Elektronischer Proportional-Druckminderventildeckel Typ "E"

Electronic proportional pressure reducing valve cover type "E"

"E" 型电比例减压阀功能端盖



Erforderliche Oberfläche des Gegenstücks

Required surface of the counterpart

需要配对的表面



8 Options

8.1 Load-pressure-overcompensated model

This version with compensation orifice (KD) is recommended for long boom systems, e.g. the telescopic booms of mobile cranes. The compensation, alternatively the overcompensation, has the effect of limiting the speed as the load pressure increases, and this in turn raises machine safety levels.

During the lowering function B → A (with a maximum pilot pressure of 19.8 bar), the cylinder's retraction speed is influenced by the compensation orifice KD. In spite of the constantly changing kinematics and the resulting increase in the load pressure, the lowering speed:

- is held almost constant even without a compensation orifice (standard model)
- is reduced with a compensation orifice (overcompensated model)

The compensation orifice in the pilot spool has the effect that, as the load pressure increases, the pressure acting on

the control spool in the closing direction also rises. As a result, the control spool throttles the B → A flow area. To ensure that this function operates properly, these valve types must always be externally piloted.



ATTENTION!

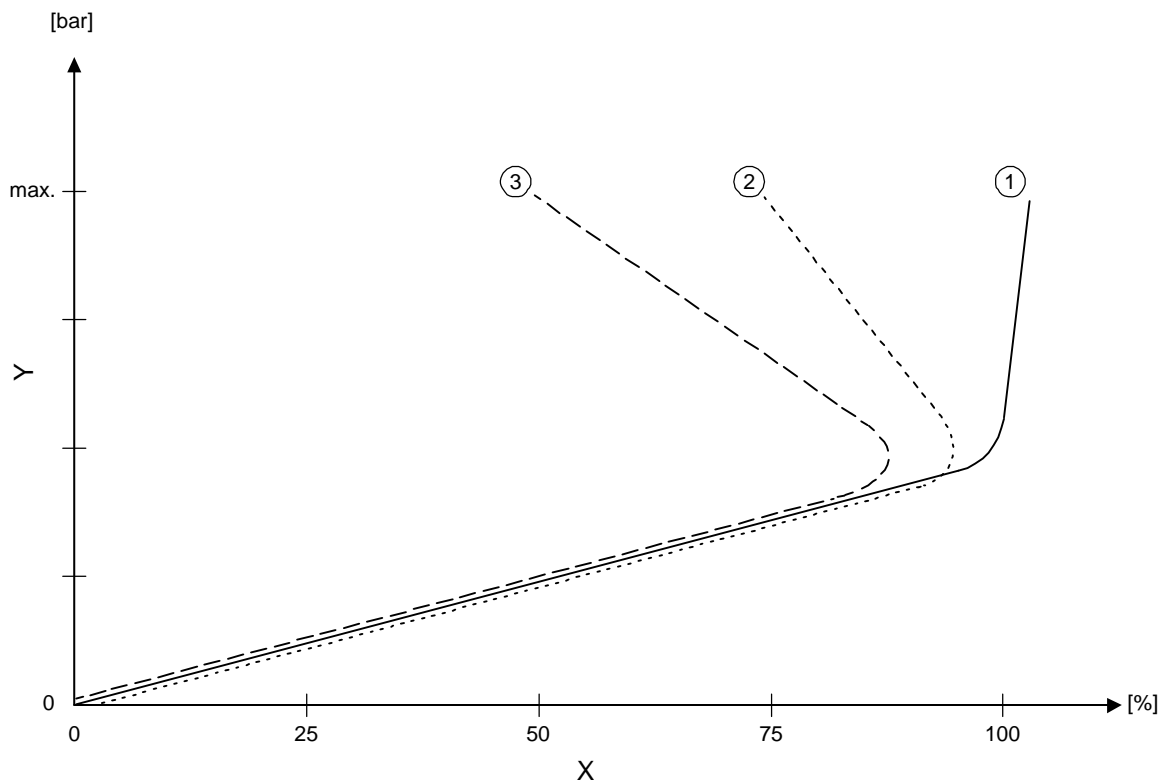
A prerequisite is that the pilot pressure acting on the pilot piston is limited to max 19.8 bar. A higher pressure will prevent the speed-limiting function from working.



IMPORTANT!

To ensure that this function operates properly, the back-pressure-independent variant L should be used.

Characteristic curves (examples)



X	Flow B → A
Y	Load pressure

1	Load-pressure-compensated model (without compensation orifice, KD)
2	Approx. 25 % overcompensated (KD Ø 1.8)
3	Approx. 50 % overcompensated (KD Ø 1.5)

9 Safety instructions



IMPORTANT!:

Designing load-control valves requires specialist technical knowledge and product knowledge. Safety applications must be verified by adequate tests to ensure safety in actual use.

9.1 Assembly / disassembly



IMPORTANT!:

The valve may only be used for its intended purpose within its nominal rating. If you plan to use it outside the nominal rating, you must contact the valve manufacturer. The ultimate responsibility for safety in the installation and use rests with the end-machine manufacturer of the mobile application.



IMPORTANT!:

Seal kit with the external seals is available on application.



IMPORTANT!:

The port threads conform to DIN 3852-2. Use screws to DIN EN ISO 4762, grade 12.9, to mount the valve.

Tightening torques as per the manufacturer's instructions. These can be found on our website: www.bucherhydraulics.com (LOGIntern area; registration required)

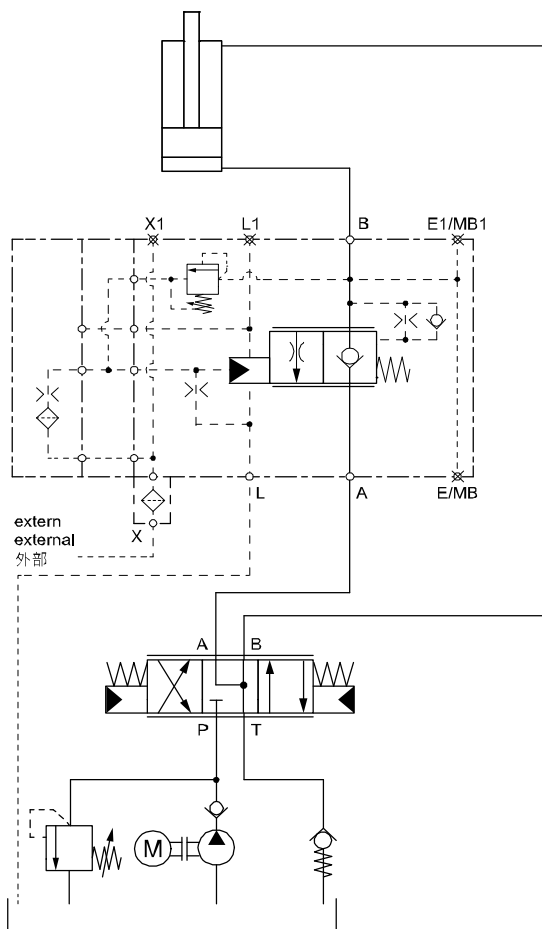


IMPORTANT!:

Protect seals and flange faces from damage. The mating flange face must be of the quality specified in the data sheet! Pay attention to the port designations.

10 Application examples

10.1 Cylinder application



11 Ordering code

e.g. CINDY - 32 - B - S N O - V0400 - L - G... - _ - I - ... - X2 _ - _ - _

CINDY	=	type
32	=	size 32
B	=	model / version
S	=	SAE-flange design
N	=	NBR (Nitrile) seals (standard)
V	=	FKM (Viton) seals
T	=	MIL (low temperature) seals
O	=	without mounting screws (stand.)
D	=	incl. mounting screws
V0400	=	progressive spool, B → A 400 l/min *
V0500	=	progressive spool, B → A 500 l/min *
V0630	=	progressive spool, B → A 630 l/min *
V0800	=	progressive spool, B → A 800 l/min *
V1000	=	progressive spool, B → A 1000 l/min *
L	=	not influenced by return-line pressure
G...	=	standard damping cover
D...	=	stroke-dependent damping cover
K...	=	stroke-dependent damping cover with metering grooves
H...	=	hydromechanical stroke-limiting cover
E...	=	Electroproportional pressure-reducing valve cover
...	=	orifice combination (is factory-defined)
I	=	internal: standard pilot port X
(blank)	=	without load pressure overcompensation
25	=	with load pressure overcompensation 25% / compensation orifice KD Ø 1.8
50	=	with load pressure overcompensation 50% / compensation orifice KD Ø 1.5
52	=	with load pressure overcompensation 52% / compensation orifice KD Ø 1.4
54	=	with load pressure overcompensation 54% / compensation orifice KD Ø 1.3
X2	=	secondary pressure relief valve B → L/A, seat diameter Ø 2.5
...	=	setting of the secondary pressure relief valve SVX 200...420 bar [2900...6000 psi]
(blank)	=	without stroke-limiting washer (standard)
H	=	with stroke-limiting washer
24DI	=	data for "E" cover only: AMP Junior Timer, 24 VDC (standard)
12DI	=	data for "E" cover only: AMP Junior Timer, 12 VDC
24DT	=	data for "E" cover only: Deutsch plug DT04-2P, 24 VDC
12DT	=	data for "E" cover only: Deutsch plug DT04-2P, 12 VDC

*) measured at 33 bar [478 psi] Δp from B → A.

12 Related data sheets

Reference	Description
300-D-9050098	Project Engineering & User Information, Series CINDY, SAE-flange, manifold and cartridge design
300-D-9050102	Technical design sheet for CINDY load-control valves in cylinder applications
300-S-9050006	Spare Parts Information, Series CINDY as SAE flange design

**IMPORTANT!:**

Additional documentation and 3D models (.stp or .igs format) can be downloaded from www.bucherhydraulics.com (LOGintern area; registration is necessary)

We also offer customised solutions. Please talk to our sales team.

info.ch@bucherhydraulics.com

www.bucherhydraulics.com

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Classification: 430.325.360.315.330.325.305.310