INTRODUCTION

This technical tips section is designed to help familiarize you with the Parker line of Proportional Valves. In this section we present common options, technical terms, as well as a brief synopsis of the operation and applications of the various products offered in this section. The intent of this section is to help you in selecting the best products for your application.

COMMON OPTIONS

As you will see, Parker offers a variety of Proportional Valve products. As such, some of the options mentioned below may not be available on all valves. Consult the model coding and dimensions for each valve for specifics. Here are some of the common options available.

Seals: Valves are provided with either a 4301 Polyurethane "D"-Ring, Nitrile, or Fluorocarbon Seals. The "D"-Ring eliminates the need for backup rings. You should match the seal compatibility to the temperature and fluid being used in your application.

Overrides: Overrides are standard on many of the Parker proportional valves. The override is generally a push type that is flush with the end of the tube. Consult the individual catalog pages for more details.

TECHNICAL TERMS

To help in applying our proportional valve line of product, we have listed some technical terms below, as well as some helpful hints in applying our valves.

Ohm's Law: Electrical current is generated as a result of the relationship between input voltage and the resistance to the flow of electrical current. It is represented in equation form by I = V/R (or V=IR), where I is current, V is voltage and R is resistance. This is an important relationship to remember when dealing with any electrically operated valves. Proportional valves allow varying control of flow or pressure, dependant on the current signal provided. As coils heat up, their resistance rises. This means a higher voltage must be available to maintain the same amount of pressure or flow. Thus, the application needs to be designed such that the full on position is about 70% of the initial current draw. On the individual catalog pages a maximum control current is specified to help in applying our proportional valves.

PWM: Pulse Width Modulation (PWM) is the preferred signal for controlling electrical current. PWM is on / off voltage in a square wave form. The percent "on" time or duty cycle provides the average voltage. The valve driver adjusts the duty cycle to obtain current control. We recommend valve drivers with current control for optimum performance. PWM signals also usually provide dither for the proportional valve. Dither is a small back and forth movement of the valve spool around its set position. This rapid movement reduces the friction of the valve and leads to faster, more accurate response.

PWM Frequency: The frequency of a PWM signal is the rate at which the signal is turned on and off. Parker's analog proportional valves are designed to work with low frequency responses between 100-400 Hz. The performance curves on our catalog pages were performed with a PWM signal at 200 Hz.

Hysteresis: Due to various factors, the performance of a proportional valve will show a slightly different performance when the current signal is increasing than it will when the signal is being decreased. This difference is usually expressed as a percentage of total input change and is referred to as the hysteresis of the valve.

Deadband: Cracking or deadband refers to the amount of the control signal that is needed to produce any movement of the spool. Thus, a 20% deadband means that 20% of the control signal is needed before the spool will move.

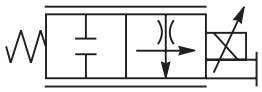
PRODUCT TYPES / APPLICATIONS

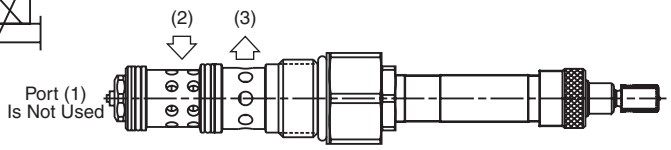
Proportional valves are nothing more than electrically adjustable hydraulic valves. They give the operator nearly infinite adjustment control and flexibility. Parker Hannifin offers various types of proportional flow control, pressure reducing, and relief valves.

Proportional Flow Control Valve

Proportional flow control valves provide pseudo pressure compensation and are used on systems requiring variable electronic control of flow. They allow the operator to vary the control signal to accelerate or decelerate an actuator. A compensator valve can be added to the circuit for enhanced compensation. Some typical applications would include the hoist control for a lift, or the speed control for a winch circuit. Parker offers both normally closed and normally open versions of proportional flow controls.

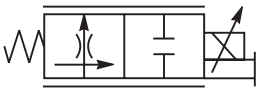
Normally Closed Proportional Flow Control

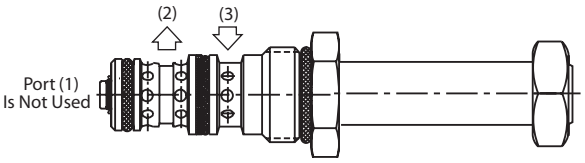




OPERATION - With the solenoid coil de-energized, the spool is held in a closed position by the spring force. When the solenoid coil is energized, the amperage of the signal moves the spool into an open position. The spool is held in this position by a balance between spring force and electrical force. As the current increases, the spools opens further; allowing more flow. As the current decreases, the spool begins closing; allowing less flow. Pseudo compensation is obtained by the pressure drop across the orifices in the spool.

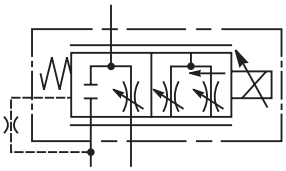
Normally Open Proportional Flow Control

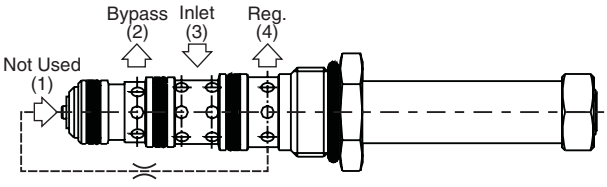




OPERATION - With the solenoid coil de-energized, the spool is held in an open position by spring force; allowing full flow to pass. As the solenoid coil is energized, the spool begins to move away from a full open position; allowing less flow to pass. Once a full electronic signal is given, the spool is held in a closed position; allowing no flow to pass. As the electronic signal is then reduced, the spool begins to open; allowing flow to pass again. Once a constant electronic signal is given, the spool is held in that position by a balance between electronic force and spring force. Pseudo compensation is obtained by the pressure drop across the orifices in the spool.

Proportional Priority Bypass Flow Control





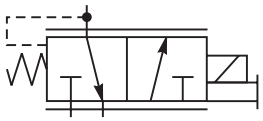
The proportional priority bypass flow controls allow electronic control of the flow setting for the priority flow circuit. The priority flow remains constant regardless of changes in load or pressure. The excess inlet flow is diverted or bypassed to tank. The bypass port must not have any restrictions or performance will be hindered.

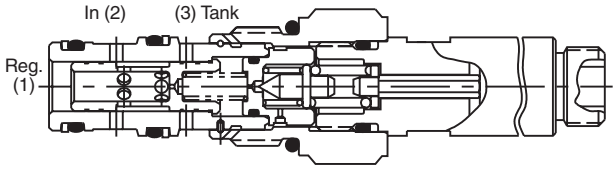
OPERATION - Flow enters the valve through port 3. With the coil de-energized, flow is bypassed to port 2. When the coil is energized, the internal orifice is increased allowing pressure compensated flow to the priority port (port 4). The excess flow is bypassed to port 2. As input current is increased, the priority flow increases and the bypass flow decreases. As the current is decreased, priority flow decreases and bypass flow is increased.

Normally Closed Proportional Pressure Reducing / Relieving Valve

Normally Closed Proportional Pressure Reducing/Relieving Valves are used to electronically reduce the inlet pressure to one leg of a hydraulic circuit. In addition these valves act as a relief valve, relieving any shocks or surges that occur between its regulating port and the actuator. Pilot operated are generally slower on response due to the two stage performance, but can have a reduced pressure as high as 3000 psi.

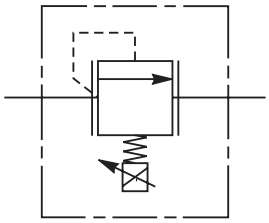
Pilot Operated

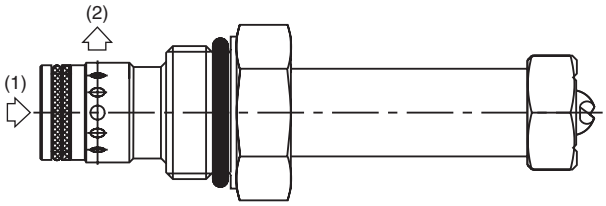




OPERATION - With the solenoid coil de-energized, the pilot dart is held open by the spring force. This allows the main spool to close and restricts flow from going from the inlet (2) port to the regulated port (1). As the electronic signal is applied to the coil, the pilot dart is moved towards the pilot seat restricting pilot flow. This restriction raises the effective pressure inside the chamber between the spool and the pilot seat, allowing the spool to travel away from the pilot seat to a position where the pressure at inlet (2) is connected to the regulated pressure port (1). At this point, reduced pressure becomes a function of the electronic signal. As long as the electronic signal is constant, the reduced pressure at the regulated pressure port (2) will remain fixed regardless of any changes in inlet flow or inlet pressure. As the electronic signal increases or decreases, the reduced pressure at port (1) will change with respect to the change in the electronic signal.

Normally Closed
Proportional Relief Valve

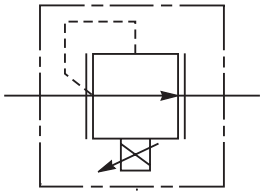


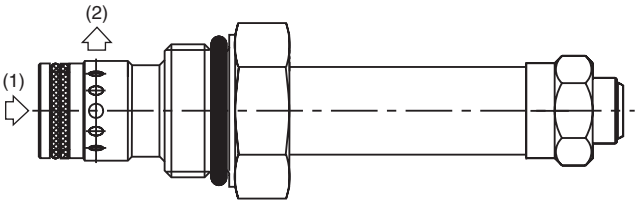


Normally closed proportional relief valves are used to electronically control the system pressure. These valves are ideal for circuits with varying system pressures demands. A small flow pilot version of the normally closed proportional relief is also offered for piloting a larger logic element or vented relief valve. The normally closed relief defaults to a maximum pressure setting (i.e. 3000 psi) when there is no current applied.

OPERATION - With the solenoid coil de-energized, the pilot dart is held closed by the spring. As current is applied to the coil, the pilot dart is moved creating less restriction of the pilot flow. As this restriction is reduced with the increasing current, the pressure setting also decreases. Once a constant electronic signal is given, the pilot dart is held in a given position, holding the pressure setting. This is maintained by the balance between the electronic spring force and the inlet pressure.

Normally Open
Proportional Relief Valve





Normally open proportional relief valves are used to electronically control the system pressure. These valves are ideal for circuits with varying system pressure demands. A small flow pilot version of the normally open proportional relief is also offered for piloting a larger logic element or vented relief valve. The normally open relief defaults to minimum system pressure (i.e. 150 psi) when there is no current applied. Normally closed versions are also available upon request.

OPERATION - With the solenoid coil de-energized, the pilot dart is held open by the spring. This allows the main spool to open at minimum pressure 10.4 Bar (150 psi). As current is applied to the coil, the pilot dart is moved towards the pilot seat restricting pilot flow. This restriction raises the effective pressure setting of the valve. Once a constant electronic signal is given, the pilot dart is held in a given position, holding the pressure setting. This is maintained by a balance between electronic spring force and inlet pressure. As the electronic signal is reduced, the pilot dart is moved away from the pilot seat. This lowers the effective pressure setting of the valve.