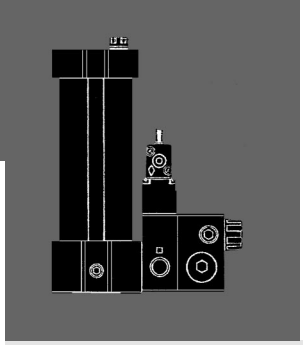


Air-hydro Unit
Series CC

The air-hydro unit consists of a converter and a valve unit that are compactly integrated. It converts air pressure to an equivalent hydraulic pressure, and this hydraulic pressure is used for operating an actuator, thus solving the problem that is associated with the compression characteristics of air. Thus, in spite of using pneumatic equipment, it performs similarly to a hydraulic unit, operating at a constant speed during starting or in the presence of load fluctuations, and at the same time solving the problems of sticking and slipping associated with low speed operations. This unit is ideal for achieving accurate and constant speed of the cylinder, intermediate stopping, skip movement, or for slow operation of a rotary actuator.

A selection of valve units is available to suit your application.

Although the converter and the valve unit are integrated, they can also be operated by connecting individual piping.

High cylinder operation speed

Through the availability of a wide range of series in terms of converter capacity and valve unit flow rate control capability, speeds as high as 200mm/s (throttle valve) can be achieved with a ø80 cylinder. (Operating pressure: 0.5MPa, unloaded, piping: bore 19mm X 1m)

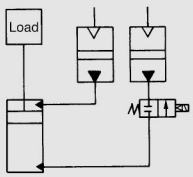
Air-hydro Unit
Series CC

Air-hydro Converter
Series CCT

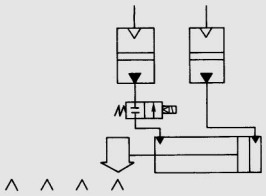
Valve Unit
Series CCVS/CCVL

Examples of Application

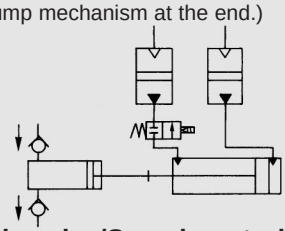
❶Function of stop valve
Prevents load dropping (In an emergency)



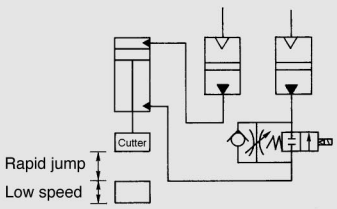
Multipoint intermediate stops



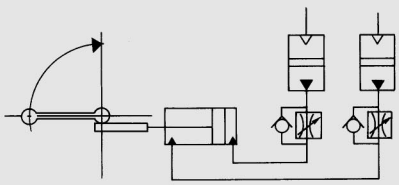
Fixed end point
(Not only solid but also liquid is available if there is pump mechanism at the end.)



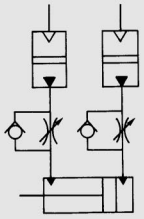
❷Function of skip valve
Fast forward to working process



❸Flow control valve (With pressure compensation)
Uniform driving for load fluctuations



❹Throttle valve/Speed controller
- **Working without jumping at low speeds or when starting**
- **Control with throttle valve and speed controller when transferring and carrying**



Air-hydro Unit
Caution
Be sure to read before handling.

How to Select

①Select the bore size of air-hydro cylinder

First of all, select a bore size from data D <Theoretical Output Table>. When making a selection, the ratio between the theoretical output and the load should be 0.5 or less.

②Select converter

Select the nominal diameter and the effective oil level stroke from data A, <Cylinder Displacement and Converter Capacity Diagram>. When selecting a converter by its nominal diameter, the converter's oil level speed should be 0.2m/s or less.

③Select required function for valve unit

Select a model from data B, <Converter and Valve Unit Combinations and Applications Table> by determining the functions that are needed for the valve unit in accordance with your application.

④Select the size of valve unit

Using data C, <Air-Hydro Cylinder's Maximum Operating Speed> as a reference, select the size of a valve unit by determining whether it meets the desired cylinder operating speed.

∗The model of an air-hydro unit that is suitable for a particular application is determined by the combination of the converter that was selected in steps 1 and 2, and the valve unit that was selected in steps 3 and 4. Refer to <How to Order> for details on how the models are indicated.

Cautions of Selection

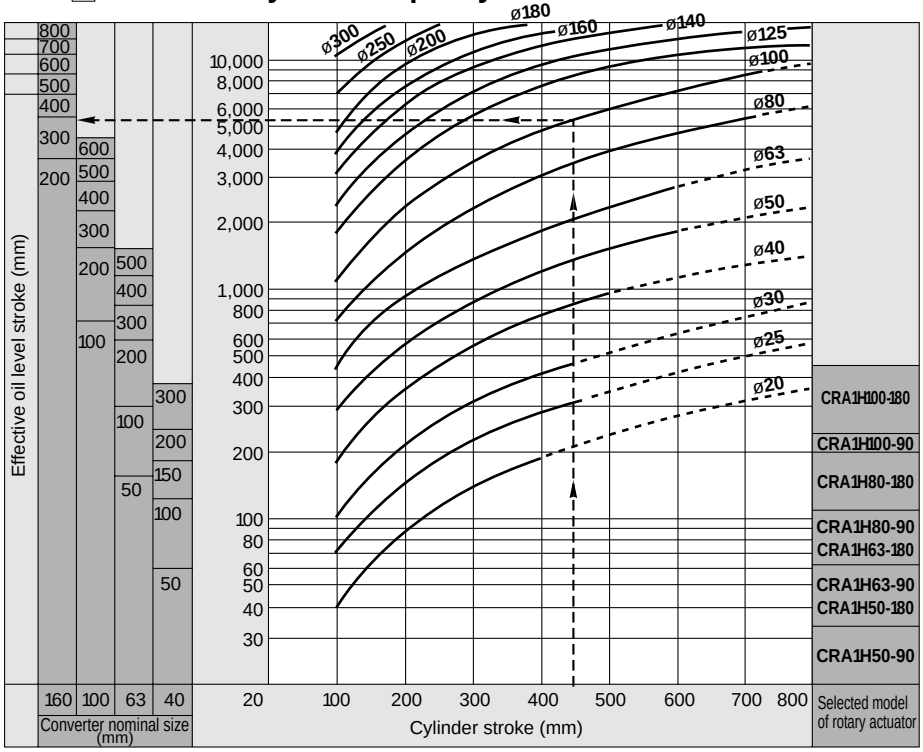
①Make sure to select a cylinder and a rotary actuator for an air-hydro operation. Do not use these for pneumatic operations because they will lead to oil leaks.

Air-hydro cylinder: CA1□H□-□,
CQ2□H□-□,
CS1□H□-□,
CM2□H□-□,
CG1□H□-□(to ø63),
HC03-X1-□X□

Air-hydro rotary actuator:
CRA1H□-□

②When determining the size of a converter based on the <Cylinder Displacement and Converter Capacity Diagram>, do not select a converter bore that is too small for the cylinder's bore size because this will increase the oil level speed, causing the oil to blow out. Thus, select a converter bore so that the oil level speed will be 200mm/s or less.

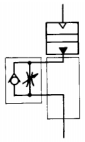
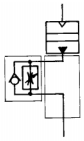
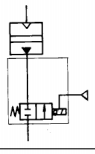
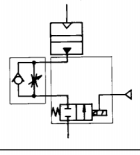
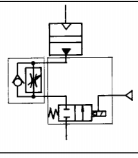
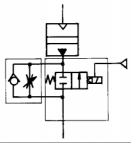
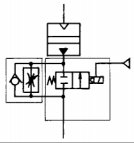
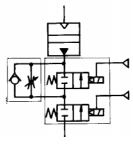
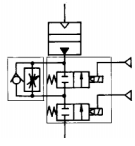
Data A Volume of cylinder/Capacity of converter



How to view the diagram (ex: when using a ø100 to 450st cylinder): Draw a line perpendicularly from the cylinder stroke of 450 to the point at which it intersects the (curve) cylinder bore size of ø100, and extend it to the left to obtain the displacement of approximately 5,300cm^3. Then, select a converter with a larger capacity. The converter will be ø160 to 300. To obtain the capacity of the converter, multiply the cylinder displacement by approximately 1.5.

Note: Select the nominal diameter of the converter so that the converter's oil level speed does not exceed 0.2m/s.

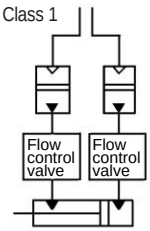
Data B Combination of converter and valve unit/Operating purpose

Control valve / Combined valve	Without control valve	Throttle valve	Flow control valve (With pressure compensation)	Operating purpose
Without stop valve Without skip valve				In case only speed control is needed.
Stop valve				Intermediate stops, step feed,emergency stops, and stop for service are possible.
Skip valve				Double speed change is possible. (Fast forward,Uniform speed delivery)
With stop valve With skip valve				Intermediate stops, step feed, emergency stops, stops for service, double speed change are possible.
Operating purpose	For applications that do not require speed control, as long as objects are moved smoothly. Or for applications in which a pneumatic speed controller suffices (≥3ℓ/min).	For applications that require a crawl speed control (≥0.3ℓ/min), provided that fluctuations caused by operating pressures and loads are permissible.	For applications that require a crawl speed fluctuation control (0.04 to 0.06ℓ/min or more), and require an almost constant speed even when the operating pressure or the load fluctuates.	

Data C Max. driving speed of valve unit and cylinder

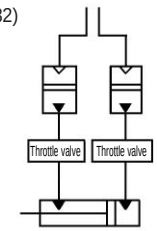
Cylinder driving speed when operating flow control valve

Condition: Operating press.: 0.3 to 0.7MPa
Load ratio : 50% or less
Operating oil: Additive turbine oil Class 1 (ISO VG32)
Oil piping length:1m



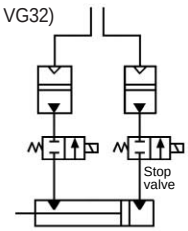
Cylinder driving speed when operating throttle valve

Condition: Operating press.: 0.5MPa
Operating oil: Additive turbine oil Class 1 (ISO VG32)
Oil piping length:1m

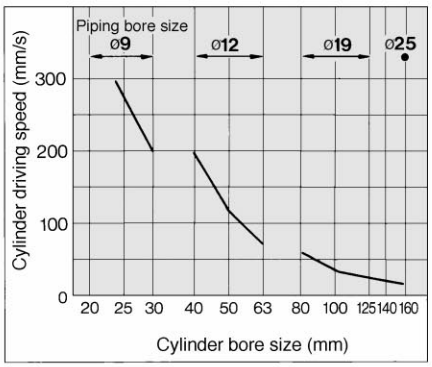


Cylinder driving speed when operating stop valve

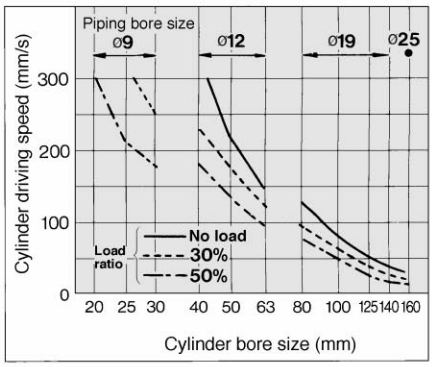
Condition: Operating press.: 0.5MPa
Operating oil: Additive turbine oil Class 1 (ISO VG32)
Oil piping length:1m



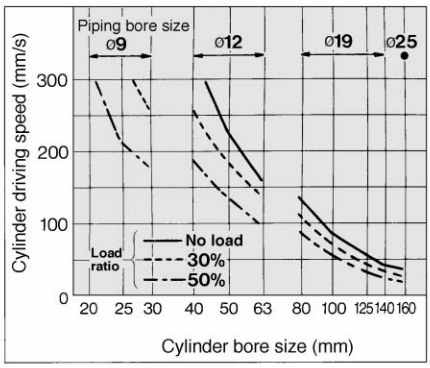
CCVS10, 11, 12, 13



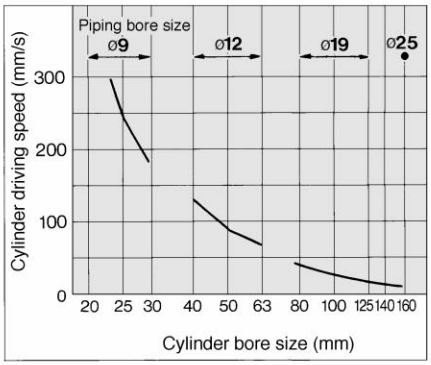
CCVS20, 21, 22, 23



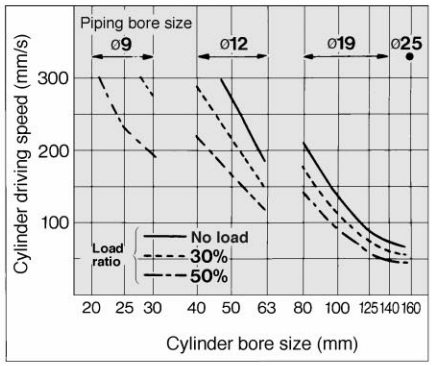
CCVS02



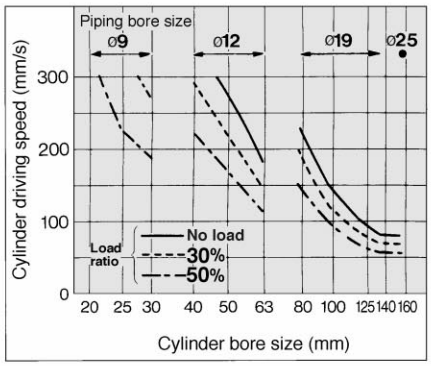
CCVS30, 31, 32, 33



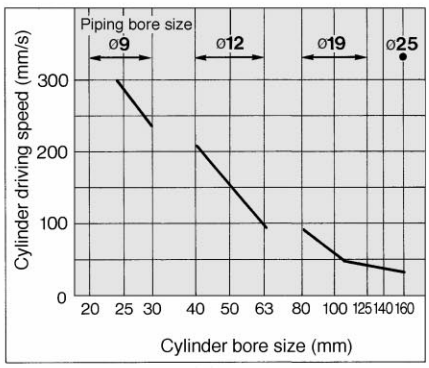
CCVL20, 21, 22, 23



CCVL02



CCVL10, 11, 12, 13



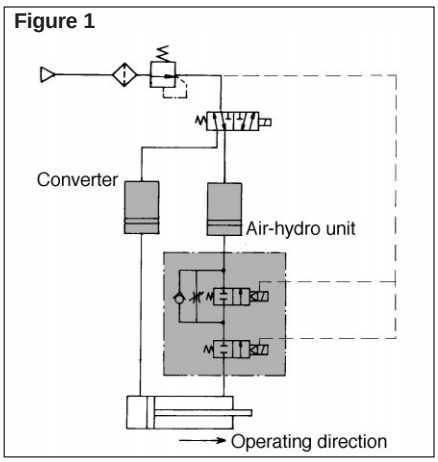
Cautions of Circuit Construction

①The converter's oil level must be properly maintained because a slight oil leak from the sliding of the seal of the air-hydro cylinder can not be avoided.

②Make sure to install an exhaust cleaner (AMC Series) on the direction switching valve.

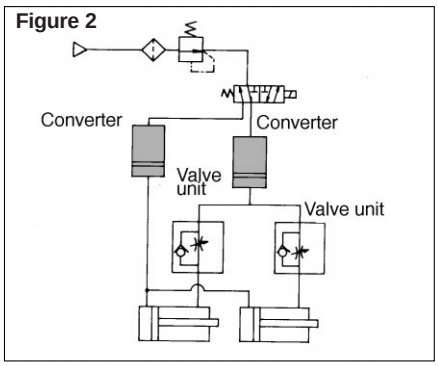
③Within the reciprocating movement of the actuator, if only the movement in one direction must be controlled, connect an air-hydro unit to the cylinder piping port of the control direction as shown in Fig. 1.

Figure 1



④To operate (without synchronizing) two or more actuators with a single converter, use a valve unit with individual cylinders as shown in Fig. 2. The actuators will operate starting with the one that is the easiest to operate.

Figure 2



[Synchronized operation]
It is practically impossible to completely synchronize the operation of two or more cylinders. Therefore, a mechanical device must be used for regulating the operation of individual cylinders. The mechanical device must provide a level of rigidity that is appropriate for the cylinder thrust. If it lacks rigidity, it could apply an unbalanced load on the cylinders, leading to a considerable reduction in the durability of the cylinders.

Data D Theoretical output table

OUT IN

Bore (mm)	Rod size (mm)	Operating direction	Piston area (mm^2)	Operating pressure (MPa) 0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
												Unit: N
20	8	OUT	314	62.8	94.2	126	157	188	220	251	283	314
		IN	264	52.8	79.2	106	132	158	185	211	238	264
25	10	OUT	491	98.2	147	196	246	295	344	393	442	491
		IN	412	82.4	124	165	206	247	288	330	371	412
32	12	OUT	804	161	241	322	402	482	563	643	724	804
		IN	691	138	207	276	346	415	484	553	622	691
40	14	OUT	1260	252	378	504	630	756	882	1010	1130	1260
		IN	1100	220	330	440	550	660	770	880	990	1100
50	20	OUT	1960	392	588	784	980	1180	1370	1570	1760	1960
		IN	1650	330	495	660	825	990	1160	1320	1490	1650
63	20	OUT	3120	624	936	1250	1560	1870	2180	2500	2810	3120
		IN	2800	560	840	1120	1400	1680	1960	2240	2520	2800
80	25	OUT	5030	1010	1510	2010	2520	3020	3520	4020	4530	5030
		IN	4540	908	1360	1820	2270	2720	3180	3630	4090	4540
100	30	OUT	7850	1570	2360	3140	3930	4710	5500	6280	7070	7850
		IN	7150	1430	2150	2860	3580	4290	5010	5720	6440	7150
125	36	OUT	12300	2460	3690	4920	6150	7380	8610	9840	11100	12300
		IN	11300	2260	3390	4520	5650	6780	7910	9040	10200	11300
140	36	OUT	15400	3080	4620	6160	7700	9240	10800	12300	13900	15400
		IN	14400	2880	4320	5760	7200	8640	10100	11500	13000	14400
160	40	OUT	20100	4020	6030	8040	10100	12100	14100	11500	18100	20100
		IN	18800	3760	5640	7520	9400	11300	13200	15000	16900	18800
180	45	OUT	25400	5080	7620	10200	12700	15200	17800	20300	22900	25400
		IN	23900	4780	7170	9560	12000	14300	16700	19100	21500	23900
200	50	OUT	31400	6280	9420	12600	15700	18800	22000	25100	28300	31400
		IN	29500	5900	8850	11800	14800	17700	20700	23600	26600	29500
250	60	OUT	49100	9820	14700	19600	24600	29500	34400	39300	44200	49100
		IN	46300	9260	13900	18500	23200	27800	32400	37000	41700	46300
300	70	OUT	70700	14100	21200	21200	35400	42400	49500	56600	63600	70700
		IN	66800	13400	20000	26700	33400	40100	46800	53400	60100	66800

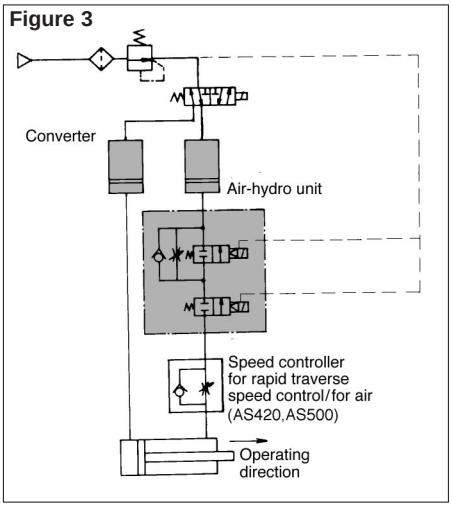
Cautions for Designing the Circuit

Skip valve

①When using a skip valve, the maximum allowable ratio between the high speed and the low speed is approximately 3:1. If this ratio is too large, air bubbles could form due to cavitation, and air bubbles could lead to the conditions described in the single-side hydro pages 1), 2), 3), and 4) of the "Cautions/Common Precautions"

②If the skip valve of an air-hydro unit with skip valve is operated, because it is not equipped with a speed control valve, the fast-forward speed will be determined by the model, piping conditions, and the actuator used. In this case, the cylinder could operate at extremely high speeds if the cylinder bore size is small. If it is necessary to control the fast forward speed, use a pneumatic speed controller as shown in Fig. 3.

Figure 3



Stop valve

①Operate the stop valve under meter-out control.

②If the movement must be stopped at an intermediate position in both directions through the use of a stop valve, make sure to provide a stop valve for both the head side and the rod side.

③If the cylinder is operated facing up, when the stop valve that is provided on the rod side is closed, the piston rod could descend when the pressure on the head side is turned to zero. To prevent this, a stop valve must also be provided on the head side.

④Because the stop valve uses a metal seal, it has a slight leak. Due to this leakage, the cylinder could move in the amount that is shown in the diagram, after making an intermediate stop.

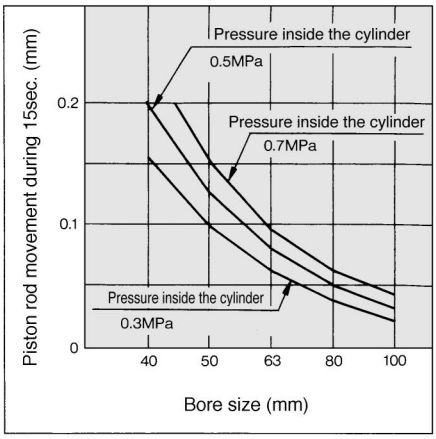
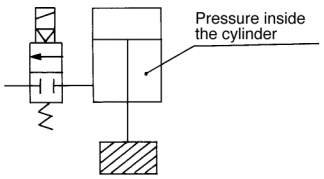


Figure 4



⑤Refer to the list below for response time of stop valve.

Model	Response time
CCVS	0.07±0.015sec.
CCVL	0.11±0.02sec.

Intermediate stop accuracy of CCVS: 50mm/s X ±0.015sec.= ±0.75mm in case of 50mm/s

Surge pressure

●When the cylinder is operated at high speeds and reaches the stroke end, surge pressure could be created in the rod side or in the head side. At this time, if the stop valve of the rod side or the head side is closed, the surge pressure could become sealed in, preventing the stop value from operating. This can be solved by closing the stop value 1 to 2 seconds later.

Temperature rise

●When the cylinder is stopped at the stroke end, if the stop valve located opposite to the stroke end (which is the stop valve on the rod cover during retraction, and the stop valve on the head cover during extension) remains closed, the cylinder's internal pressure could increase with temperature, preventing the stop valve from opening. Therefore, do not close the stop valve in this condition.

Jumping of pressure compensating mechanism

●Be aware that the amount of jumping that is shown in Fig. 5 applies to the pressure compensation mechanism during the operation of the cylinder. "Jumping" is a condition in which the cylinder operates without control at a speed that is higher than the control speed.

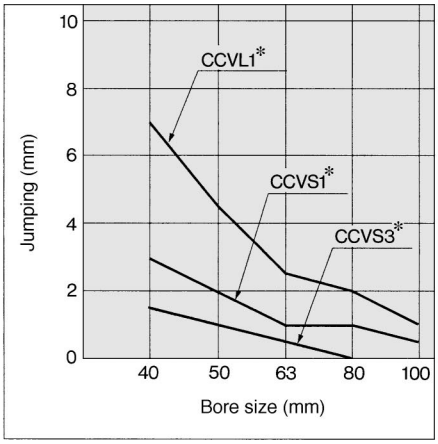


Figure 5

Air-hydro Unit
Caution/Common Precautions
Be sure to read before handling

Air supply

●A mist separator prevents the intermixing of drainage, preventing the air-hydro unit from malfunctioning, and prolonging the life of the oil.

Environment

●Avoid use near fire.

●Don't use in the clean room.

Mounting

●Install the converter vertically.

●Install the converter at a position that is higher than the cylinder. If placed lower than the cylinder, air accumulates in the cylinder. Use the air bleed valve on the cylinder to bleed the air. If the cylinder is not provided with an air bleed valve, loosen the hydraulic pipe to bleed.

●Leakage associated with the sliding movement inevitably occurs. In particular, with the single side hydro unit, the operating oil that leaks to the pneumatic side will be discharged from the switching valve, thus soiling the switching valve. Thus, install an exhaust cleaner (AMC Series). (Fig.6)

When the oil case of the exhaust cleaner becomes full, operating oil will blow out of the exhaust cleaner. Therefore, open the drain valve on a regular basis.

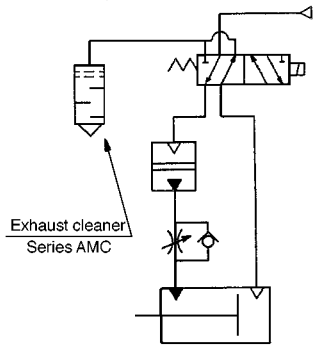


Figure 6

Piping

●Before connecting the pipes, remove any foreign matter.

●The {T Series W (white)} nylon tubing can be used for hydraulic piping. Self-aligning fittings can be used for hydraulic piping, but one-touch fittings cannot be used.

●Make sure that there are no extreme differences in the bore of the pipes used for hydraulic piping. Also check for protrusions or burrs.

●Prevent air from being drawn into the hydraulic piping.

●When operating a stop valve or a skip valve with a solenoid valve, considering it is an external pilot, provide pneumatic piping with 0.3 to 0.7MPa of air pressure. The pressure for the pilot must be set to the operating pressure of the cylinder or higher.

●To pneumatically operate a stop valve or a skip valve, set the signal air pressure to 0.3 to 0.7MPa. The pneumatic operating pressure must be set to the cylinder's operating pressure or higher.

●The stop and skip valves must be "normally closed".

●Be aware that the specified speed might not be attained if there is restriction in the fittings or there are 90˚bends.

●Air bubbles could form during operation due to cavitation. To prevent this:

1) Configure the piping from the cylinder to the converter to have an ascending gradient.

2) Shorten the hydraulic piping.

Maintenance

Double-side hydro

●Even as a double side hydro unit, leakage occurs with the sliding movement of the air-hydro cylinder, increasing the converter's operating fluid in one area and decreasing it in the other. Fig. 7 provides a countermeasure circuit. Maintain the converter's oil level at an appropriate level by opening valve A.

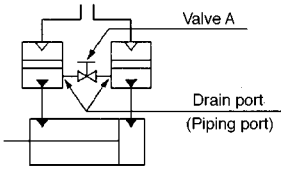


Figure 7

Single-side hydro

●The basic composition of the air-hydro system is the double side hydro; however, it can also be used as a single side hydro. The viscousity of the operating oil of the single side hydro is approximately one half of the double side hydro. The speed will be approximately 1.4 times the date given on p.4.12-3. When the system is used as a single side hydro, air could become intermixed with the operating oil, leading to the symptoms listed below:

1) Cylinder's speed is not constant.

2) Stopping accuracy of the stop valve decreases.

3) Overrun of the skip valve increases.

4) The flow control valve with pressure compensator knocks (even with a small flow rate).

Therefore, it is necessary to check periodically to prevent air from intermixing with the oil. If the symptoms described above occur, air must be bled. In particular, to prevent "4)", use a double side hydro.

Lubrication

If the converter is positioned higher than the cylinder:

①Make sure to move the cylinder's piston to the stroke end of the side that will be filled with oil.

②Open the air bleeder valve on top of the cylinder.

③If equipped with a stop valve, provide a pilot pressure of approximately 0.2MPa to the stop valve, and maintain the stop valve in an open position through manual operation or by applying current.

④Open the oil filler plug to fill with oil. When air no longer comes out intermixed with oil, close the cylinder's air bleeder valve. Make sure that the oil level is near the upper limit mark on the level gauge, and replenish with oil if needed.

⑤Next, fill the opposite side with oil. Move the piston to the stroke end of the side that will be filled with oil, and perform steps ① through ④ in the same sequence as described above.

If the converter is positioned lower than the cylinder:

After filling with oil as described in step ④ above, close the oil filler plug. Then, introduce air pressure of approximately 0.05MPa into the converter's air port to push the oil into the cylinder. When air no longer comes out intermixed with oil, close the cylinder's air bleeder value.

Perform the remaining steps in the same way as when the converter is located higher than the cylinder, in order to fill it with oil.

∗ This operation necessarily causes air to accumulate in the cylinder during the operation of the cylinder. Therefore, air must be bled on a regular basis.

Fluid (Hydraulic fluid)

Use petroleum based turbine hydraulic operating oil. The use of non-combustible operating oil could lead to problems.

An appropriate viscosity is about 40 to 100cSt at the operating temperature. Using ISO VG32 oil, the temperature range will be between 15 and 35˚C. To operate in a temperature range that exceeds that of the ISO VG32 oil, use ISO VG46 (25 to 45˚C).

Turbine oil of ISO VG32

(Example) <No additive>
Idemitsu: Turbine oil P32
Nisseki: Turbine oil 32
Maruzen: Turbine oil 32
Mitsubishi: Mitsubishi turbine 32
<Additive>
Idemitsu: Dufny turbine oil
Nisseki: FBK turbine 32
Maruzen: Turbine super 32
Mitsubishi: Diamond turbine oil 32

Air-hydro Unit
Series CC

A selection of valve units is available to suit your application.

High cylinder operation speed.
Through the availability of a wide range of series in terms of converter capacity and valve unit flow rate control capability, speeds as high as 200mm/s (throttle valve) can be achieved with a ø80 cylinder.
(Operating pressure: 0.5MPa, unloaded, piping: bore 19mm x 1m)
Although the converter and the valve unit are integrated, they can also be operated by providing individual piping.

How to Order

CC | 63 | 100 | S | 1 | 1 | 1 | G

Converter nominal size

63	63mm
100	100mm
160	160mm

Effective oil level stroke (mm)

Size of valve unit

S	Small flow
L	Large flow

Control valve

0	–
1	Flow control valve (With pressure compensation)
2	Throttle valve
3	Timid flow control valve (Only series CCVS)

Combined valve

0	None
1	Stop valve, Skip valve
2	Stop valve
3	Skip valve

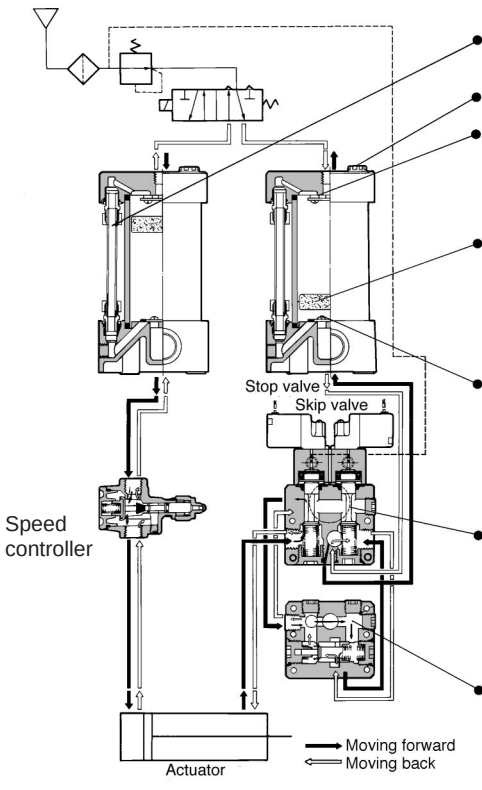
Solenoid valve rated voltage

1	100V AC (50/60Hz)
2	200V AC (50/60Hz)
5	24V DC
9*	Others
0	Air operated valve

*: Options

Electrical entry of solenoid valve

—	Air operated
G	Grommet
C	Conduit
D	DIN terminal



Level gauge

Lube-plug

Baffle
Prevents condensation when air enters, thus minimizing the formation of drainage. Also prevents oil from splashing out during exhaust.

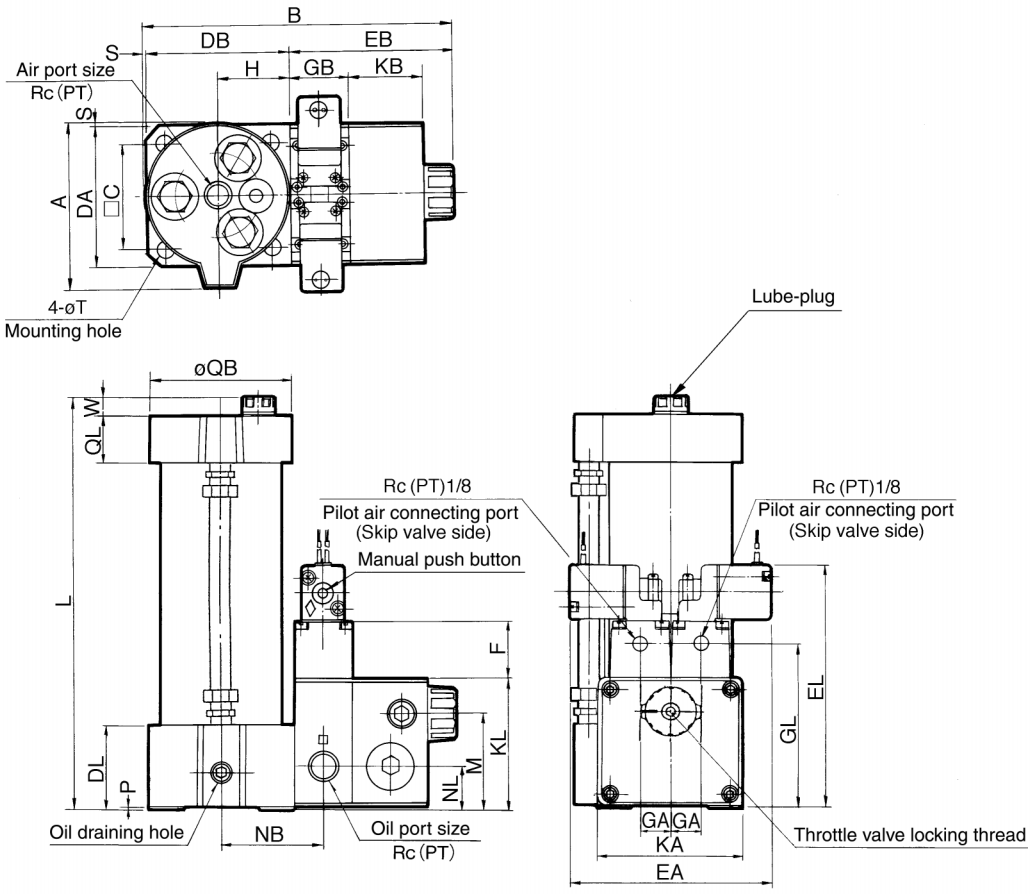
Float
Prevents the contact of air and oil, and the intermixing of air and oil, thus stabilizing the operation speed.

Baffle
Prevents the formation of air bubbles that is associated with the mixing of oil with air, thus stabilizing the speed.

Combined valve (Stop valve, Skip valve)
The stop valve for intermediate stopping and the skip valve for fast-forwarding are compound integrated. It is also possible to use only one of the valves, depending on the application.

Flow control valve (With pressure compensation)
Enables constant movement even if there are load fluctuations.

Hydro Unit CAD



mm

Mode	Air port size Rc (PT)	Oil port size Rc (PT)	A	B	C	DA	DB	DL	EA	EB	EL	F	GA	GB	GL	H	KA	KB	KL	M
CC63-□S□1-□G	3/8	1/2	104	186	64	86	88	53	121.8	98	151.5	35	18	35	104	45	86	45	83	60
CC100-□S□1-□G	1/2	1/2	139	223	92	116	123	61	121.8	98	156.5	35	18	35	109	65	86	45	88	65
CC100-□L□1-□G	1/2	3/4	139	259	92	116	123	61	133.8	134	185.5	40	24	50	140	65	116	66	112	85
CC160-□L□1-□G	3/4	3/4	202.5	319.5	144	180	183	60	133.8	134	181.5	40	24	50	136	93	116	66	108	81

Mode	NB	NL	P	QB	QL	S	T*	W
CC63-□S□1-□G	62.5	28	3	86	30	0	11	9.5
CC100-□S□1-□G	82.5	33	5	120	32	2	13	7
CC100-□L□1-□G	92	33	5	120	32	2	13	7
CC160-□L□1-□G	120	29	0	185	46	2.5	20	7

L dimension

Effective oil level stroke	50	100	200	300	400	500	600	700	800
CC63-□S□1-□G	228.5	278.5	378.5	503.5	603.5	728.5	–	–	–
CC100-□□□1-□G	–	286	386	511	611	736	836	–	–
CC160-□L□1-□G	–	–	399	524	624	749	849	949	1049

* Hexagon socket head cap screw is used for mounting hole.

CAD

CCT40-200 ····· SCCS, #1
CCT63-200 ····· SCCS, #2(#2+#13)
CCT100-200 ····· SCCS, #3(#3+#14)
CCT63 ····· SCCS, #13
CCT100 ····· SCCS, #14
CCT100-200 ····· SCCL, #1(#1+#12)
CCT160-200 ····· SCCL, #2(#2+#13)
CCT100 ····· SCCL, #12
CCT160 ····· SCCL, #13

Air-hydro Converter
Series CCT

How to Order

CCT 63 — 100

- CCT: Air-hydro converter
- 63: Converter nominal size/stroke (mm)
- 100: Effective oil level stroke (mm)

Converter nominal size/stroke (mm)	
63	50, 100, 200, 300, 400, 500
100	100, 200, 300, 400, 500, 600
160	200, 300, 400, 500, 600, 700, 800

Specifications

Operating pressure	0 to 0.7MPa
Proof pressure	1.05MPa
Ambient and fluid temperature	5 to 50˚C
Fluid	Turbine oil (40 to 100cSt)

Converter standard effective oil level stroke/effective volume (cm³)

Nominal size (mm)	Standard effective oil level stroke (mm)									Limited flow* (ℓ/min)
	50	100	200	300	400	500	600	700	800	
63	150	300	600	890	1190	1480	—	—	—	36
100	—	750	1510	2260	3010	3770	4520	—	—	88
160	—	—	3660	5490	7320	9150	10980	12810	14640	217

*Limited flow shows the limit of converter oil level speed (0.2m/s) which can maintain stability of converter oil level.

CCT40 — Effective oil level stroke

Because the CCT40 is a converter for an actuator with a small capacity, it cannot be made into an air-hydro unit. Instead, use an individual CC valve unit or a speed controller (AS2000, AS3000, AS4000, etc.) through a pipe connection.

Specifications

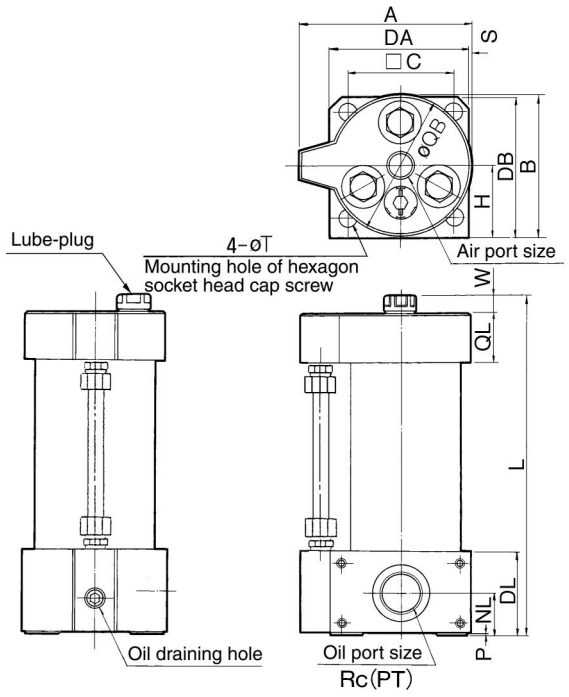
Operating pressure	0 to 0.7MPa
Proof pressure	1.05MPa
Ambient and fluid temperature	5 to 50˚C
Fluid	Turbine oil (40 to 100cSt)
Nominal size	40mm

Converter standard effective oil level stroke/effective volume

Standard effective oil level stroke (mm)	50	100	150	200	300
Effective volume (cm³)	60	120	180	250	370
Limited flow (ℓ/min)	15				

*Limited flow shows the limit of converter oil level speed (0.2m/s) which can maintain stability of converter oil level.

Air-hydro Converter/CCT63/CCT100/CCT160



(mm)

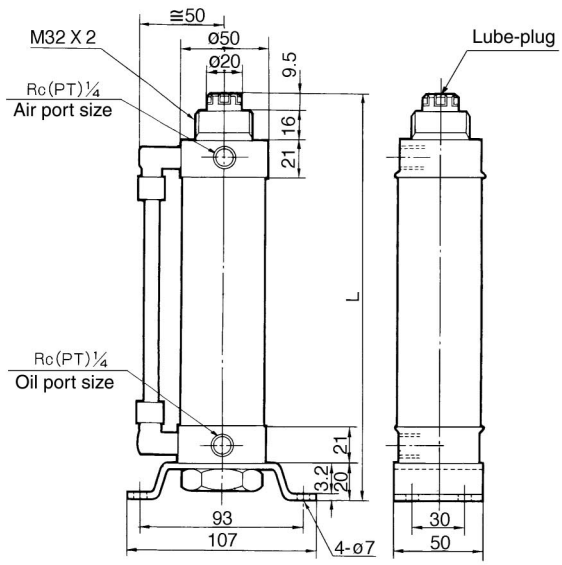
Model	Air port size Rc (PT)	Oil port size Rc (PT)	A	B	□C	DA	DB	DL	H	NL	P	QB	QL	S	T	W
CCT63-□	3/8	3/4	104	88	64	86	88	53	45	28	3	86	30	0	11	9.5
CCT100-□	1/2	1	139	125	92	116	123	61	65	33	5	120	32	2	13	7
CCT160-□	3/4	1 1/4	202.5	185	144	180	183	60	93	29	0	185	46	2	20	7

L dimension

Effective oil level stroke (mm)	50	100	200	300	400	500	600	700	800
CCT63-□	228.5	278.5	378.5	503.5	603.5	728.5	–	–	–
CCT100-□	–	286	386	511	611	736	836	–	–
CCT160-□	–	–	399	524	624	749	849	949	1049

∗ Hexagon socket head cap screw is used for mounting.

Air-hydro Converter/(CCT40)



L dimension (Effective oil level stroke)

(mm)

Effective oil level stroke (mm)	50	100	150	200	300
L	213.5	263.5	313.5	363.5	463.5

Valve Unit
Series CCVS/CCVL

How to Order

CCV [S] [1] [1] — [1] [ ] — [U1]

Valve unit size

S	Small flow
L	Large flow

Control valve

0	None
1	Flow control valve (With pressure compensation)
2	Throttle valve
3	Timid flow control valve

Combined valve

0	None
1	Stop valve + Skip valve
2	Stop valve
3	Skip valve

Solenoid valve rating voltage

–	No combined valve
1	100V AC (50/60Hz)
2	200V AC (50/60Hz)
5	24V DC
9*	Others
0	Air operated

Electrical entry

–	Air operated
G	Grommet
C	Conduit
D	DIN terminal

Additional symbol

S	Single valve
U_1	Unit for CC63 (Unit mounted to CCT63)
U_2	Unit/For CC100 and CC160 (Unit mounted to CCT100 and 160)

*: Options

Specifications

Specifications		Combined valve		Control valve				
		Stop valve, Skip valve		Throttle valve		Flow control valve		
		Small flow	Large flow	Small flow	Large flow	Timid flow	Small flow	Large flow
Operating pressure		0 to 0.7MPa		0 to 0.7MPa		0.3 to 0.7MPa		
External pilot pressure		0.3 to 0.7MPa		—		—		
Proof pressure		1.05MPa						
Ambient & fluid temperature		5 to 50°C						
Fluid		Turbine oil (40 to 100cSt)						
Effective area (mm^2)	Stop valve, Skip valve	40	88	—				
	Control valve free open	—		35	77	18	24	60
	Control valve free flow	—		30	80	23	30	80
Min. control flow l/min		—		0.3		0.04	0.06	
Pressure compensating ability		—		—		±10%		
Pressure compensating range		—		—		Load ratio: ≤60% compared to theoretical		
Valve type		N.C.		—				

CAD

Solenoid valve specifications of combined valve (stop valve/skip valve)

Solenoid valve model		VO301-00 - **	
External pilot pressure		0.3 to 1.0MPa	
Rating voltage	Standard	100V, 200V AC, 24V DC	
	Option	110V, 220V AC/6, 12, 48, 100V DC	
Apparent power	AC	Inrush	50Hz: 14VA 60Hz: 13VA
		Holding	50Hz: 9VA 60Hz: 8VA
	DC	6.5W	
Electrical entry		Grommet (Standard), Conduit, DIN terminal	

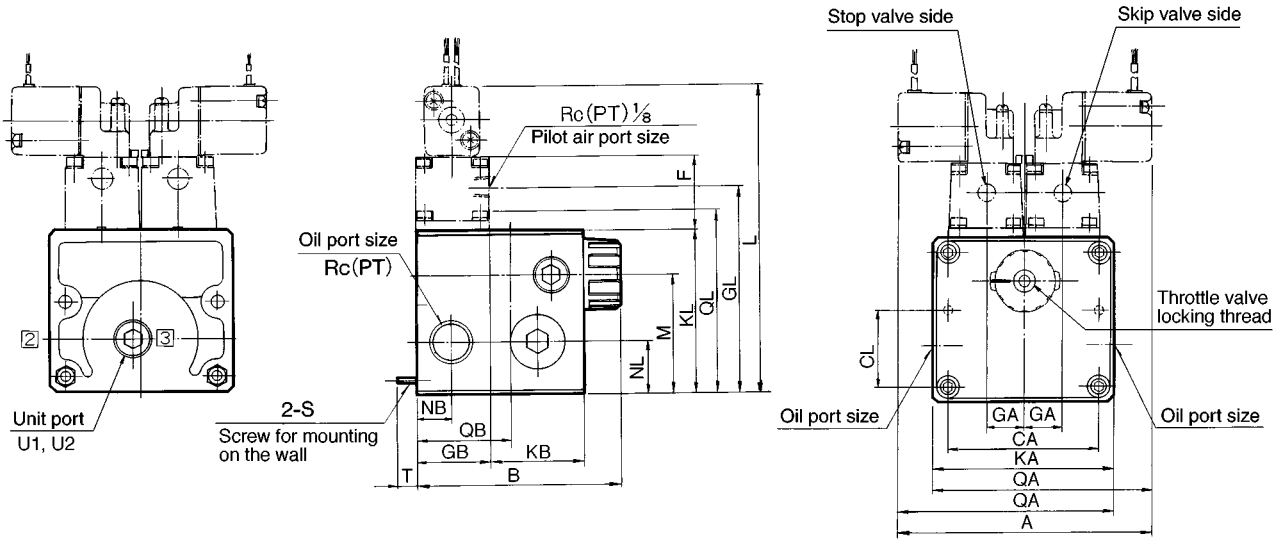
Applicable converter

Valve unit	Nominal size (mm)
Small flow	63, 100
Large flow	100, 160

Solenoid valve function plate

Solenoid valve style		N.C.*	N.O.**
Valve type	Stop valve	CL	OP
	Skip valve	OP	CL

*Valve opens when solenoid valve conducts electricity.
**Valve opens when solenoid valve stops conducting electricity.



(mm)

Model	Oil port size (Rc(PT))	A	B	CA*	CL*	F	GA	GB	GL	KA	KB	KL	L	M	NB	NL	QA	QB	QL	R	S	T
CCVS02-□G-S	1/2	—	—	72	36	35	18	35	101	86	45	80	148.5	—	17.5	25	103.9	45	88.2	1	M5 X 0.8	5.4 to 7.5
CCVS□1-□G-S	1/2	121.8	98	72	36	35	18	35	101	86	45	80	148.5	57	17.5	25	—	—	—	2		
CCVS□2-□G-S	1/2	—	98	72	36	35	18	35	101	86	45	80	148.5	57	17.5	25	103.9	—	88.2	1		
CCVS□3-□G-S	1/2	—	98	72	36	35	18	35	101	86	45	80	148.5	57	17.5	25	103.9	—	88.2	1		
CCVS□0-S	1/2	—	98	72	36	—	—	35	—	86	45	80	—	57	17.5	25	—	—	88.2	—		
CCVL02-□G-S	3/4	—	—	100	40	40	24	50	135	116	66	107	180.5	—	27	28	124.9	62	115	1	M6 X 1	10.5 to 12.5
CCVL□1-□G-S	3/4	132.8	135	100	40	40	24	50	135	116	66	107	180.5	80	27	28	—	—	—	2		
CCVL□2-□G-S	3/4	—	135	100	40	40	24	50	135	116	66	107	180.5	80	27	28	124.9	—	115	1		
CCVL□3-□G-S	3/4	—	135	100	40	40	24	50	135	116	66	107	180.5	80	27	28	124.9	—	115	1		
CCVL□0-S	3/4	—	135	100	40	—	—	50	—	116	66	107	—	80	27	28	—	—	115	—		

*Pitch of mounting on the wall is CA and CL.

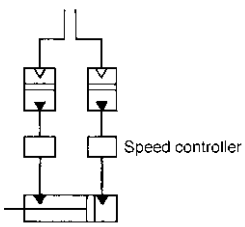
CAD

CCVS02-*G-* ·····SCCS, #4
CCVS11/12/13-*G-* ·····SCCS, #5
CCVS21/22/23-*G-* ·····SCCS, #5
CCVS31/32/33-*G-* ·····SCCS, #5
CCVS10-* ·····SCCS, #6
CCVS20-* ·····SCCS, #6
CCVS30-* ·····SCCS, #6

CCVL02-*G-* ·····SCC, #3
CCVL11/12/13-*G-* ·····SCC, #4
CCVL21/22/23-*G-* ·····SCC, #4
CCVL10-* ·····SCC, #5
CCVL20-* ·····SCC, #5

If intricate speed control is unnecessary and the changes in speed due to load fluctuations can be tolerated, the pneumatic speed controller can be used as a control valve. The minimum controllable flow volume of the speed controller is 3ℓ/min.
The speed controller and the converter must have individual pipe connections. They cannot be integrated into a unit.

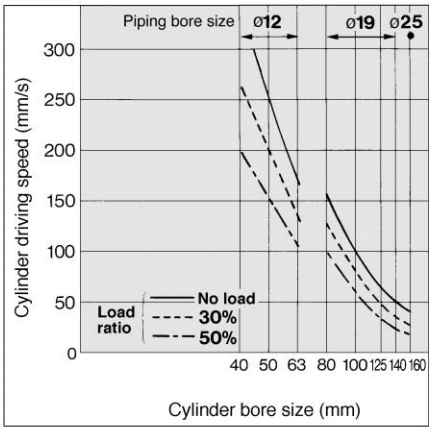
Circuit



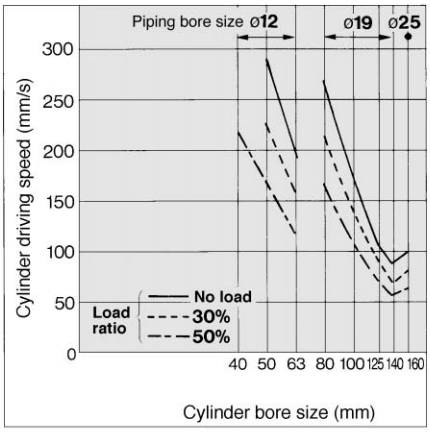
Cylinder Max. Driving Speed (Speed controller)

Conditions: Operating pressure - 0.5MPa, Operating oil - Turbine oil Class 1 (ISO VG32), Piping length - 1m

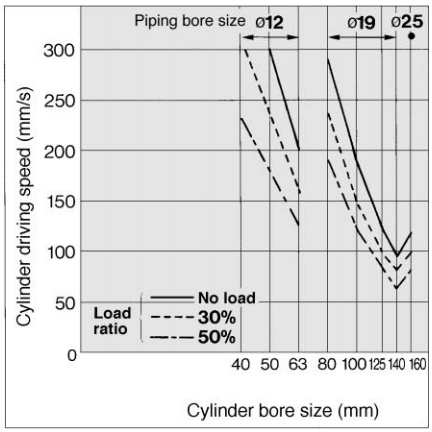
AS420-02, 03, 04



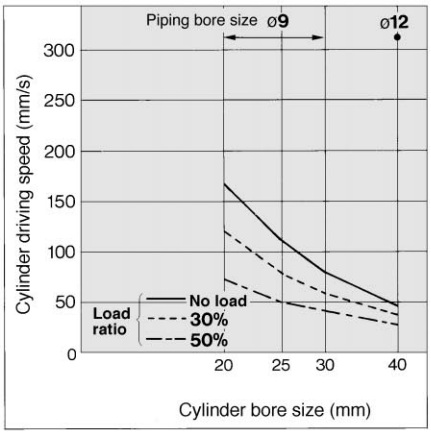
AS500-06



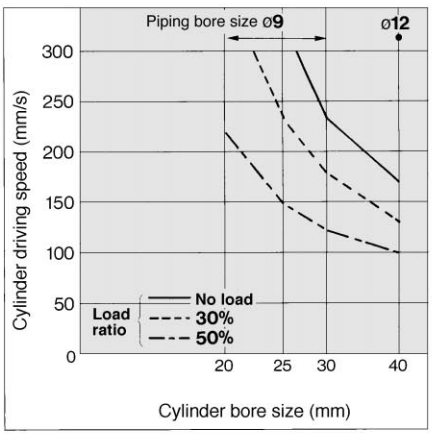
AS600-10



AS2000-01, 02



AS3000-02, 03



AS4000-02, 03, 04