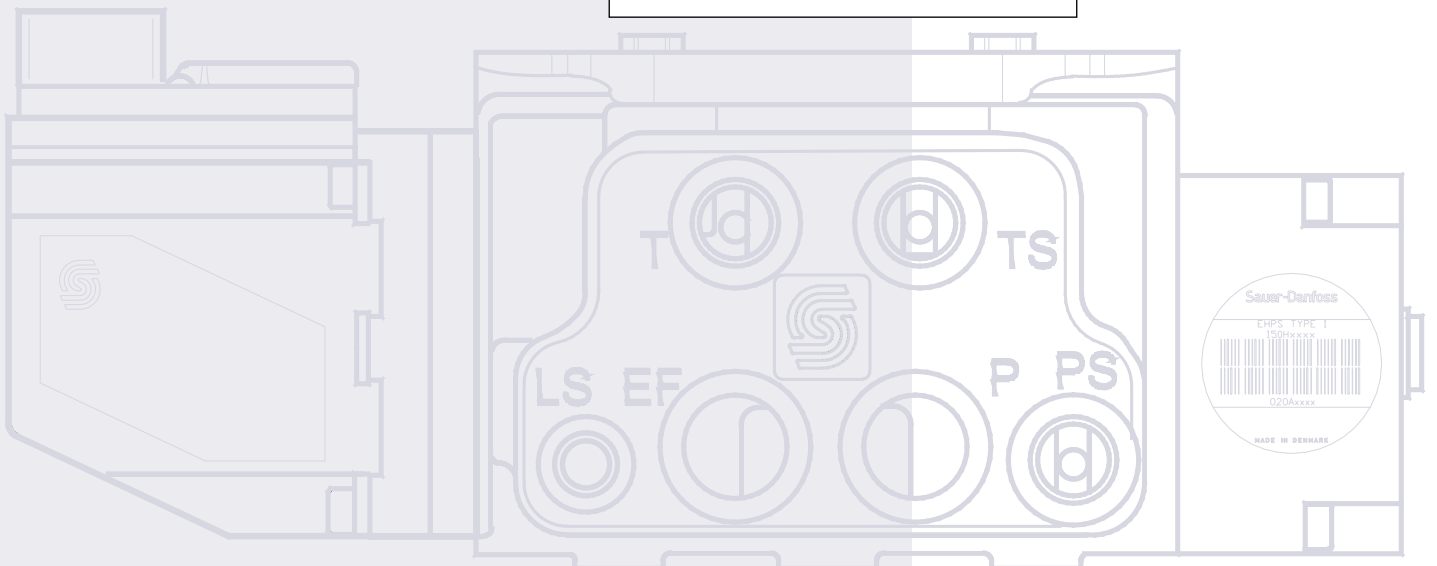




EHPS Steering  
valve  
PVES actuation  
module  
OSPCX CN  
Steering unit

Technical  
Information



**A WIDE RANGE OF  
 STEERING COMPONENTS**



F300599

Sauer-Danfoss is the largest producer in the world of steering components for hydrostatic steering systems on off-road vehicles. Sauer-Danfoss offer steering solutions both at component and system levels. Our product range makes it possible to cover applications of all types - ranging from ordinary 2-wheel steering (also known as Ackermann steering) to articulated steering, complicated 4-wheel steering, automatic steering (e.g. by sensor) and remote controlled steering via satellite. We can offer more than 1000 different steering units, 150 different priority valves and 300 different steering columns categorized in types, variants and sizes.

**For hydrostatic steering systems Sauer-Danfoss offers:**

- Mini steering units with displacements from 32 to 100 cm<sup>3</sup> [1.95 to 6.10 in<sup>3</sup>/rev] per revolution, flow up to 20 l/min [5.28 US gal/min], steering pressure up to 125 bar [1813 psi]
- Steering units with displacements from 40 to 1200 cm<sup>3</sup> [2.44 to 73.23 in<sup>3</sup>] per revolution, flow up to 100 l/min [26.42 US gal/min], steering pressure up to 210 bar [3045 psi]
- Priority valves for rated flows at 40, 80, 120 and 160 l/min [10.57, 21.13, 31.70 and 42.27 US gal/min] pressure up to 350 bar [5076 psi]
- Flow amplifiers with amplification factors of 4, 5, 8, 10 or 20 for rated oil flows of 240 and 400 l/min [63.4 and 106 US gal/min], steering pressure up to 210 bar [3045 psi]
- Pilot operated steering valves with steering flows up to 100 l/min [26.4 US gal/min], steering pressure up to 250 bar [3625 psi]

**For electro hydraulic steering systems Sauer-Danfoss offers:**

- Pilot operated steering valves (pilot operated by hydrostatic steering unit or by electrical signal) with steering flows up to 100 l/min [26.4 US gal/min], steering pressure up to 250 bar [3625 psi]

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**A WIDE RANGE OF  
 STEERING COMPONENTS  
 (CONTINUED)**

**For hydro mechanical steering systems Sauer-Danfoss offers:**

- Torque amplifiers for output torques of 80 and 120 N•m [708 - 1062 lbf•in]

**For the steering units and the torque amplifiers Sauer-Danfoss offers:**

- Steering columns: fixed, tiltable and/or telescopic with or without horn switch and sensor for start/stop of pump, with length from 45 to 1200 mm [1.77 to 47.24 in]

**Characteristic features for steering units:**

- Low steering torque: From 0.5 N•m to 3 N•m [4.42 to 26.6 lbf•in] in normal steering situations
- Low noise level
- Low pressure drop
- Many types available: Open center None reaction, Open center Reaction, Closed center None reaction, Load Sensing, Load Sensing Reaction
- One or more built-in valve functions: relief valve, shock valves, suction valves, none return valve in P-line and in LS-line
- Optional port connections (according to ISO, SAE or DIN standards)

**Characteristic features for electro-hydraulic steering system:**

- High steering pressure requiring smaller cylinders and flow
- Low pilot pressure and flow giving extremely low noise in the cabin
- The possibility of manual steering even on very heavy vehicles
- Minimization of side acceleration with articulated steering
- Electro-hydraulic steering valve EHPS can be combined with Sauer-Danfoss PVG 32 proportional valve

**CONVERSION FACTORS**

1 N•m	=	[8.851 lbf•in]	1 cm <sup>3</sup>	=	[0.061 in <sup>3</sup> ]
1 N	=	[0.2248 lbf]	1 l	=	[0.264 US gal]
1 bar	=	[14.50 psi]	°F	=	[1.8 °C + 32]
1 mm	=	[0.0394 in]			

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**SURVEY OF LITERATURE  
 WITH TECHNICAL  
 DATA ON SAUER-  
 DANFOSS STEERING  
 COMPONENTS**

Detailed data on all Sauer-Danfoss steering components and accessories can be found in our steering component catalogues, which is divided in to 6 individual sub catalogues:

- General information Steering components  
DKMH.PK.200.A1.02 **520L0468**
- Technical data on mini steering units and steering columns for mini steering units OSPM and OTPM  
DKMH.PN.210.PC.02 **520L0438**
- Technical data on open center, closed center steering units and torque amplifiers OSPB, OSPC, OSPR, OSPD and TAD  
DKMH.PK.210.A1.02 **520L0502**
- Technical data on load sensing steering units, priority valves and flow amplifiers OSPB, OSPC, OSPF, OSPD, OSPQ,  
OSPL, OSPBX, OSPLX, OLS and OSQ  
DKMH.PN.210.B1.02 **520L0520**
- Technical data on hydraulic and electro-hydraulic pilot operated steering valves, electrical actuation modules and appropriate steering units EHPS, PVES for EHPS and OSPCX  
DKMH.PN.210.B1.02 **520L0521**
- Technical data on valve blocks and steering columns OVP, OVPL, OVR and OTPB  
DKMH.PN.230.A1.02 **520L0522**

The most important data on all Sauer-Danfoss steering components is highlighted in a general survey brochure.  
 For technical information on individual variants, please contact the Sauer-Danfoss Sales Organization.

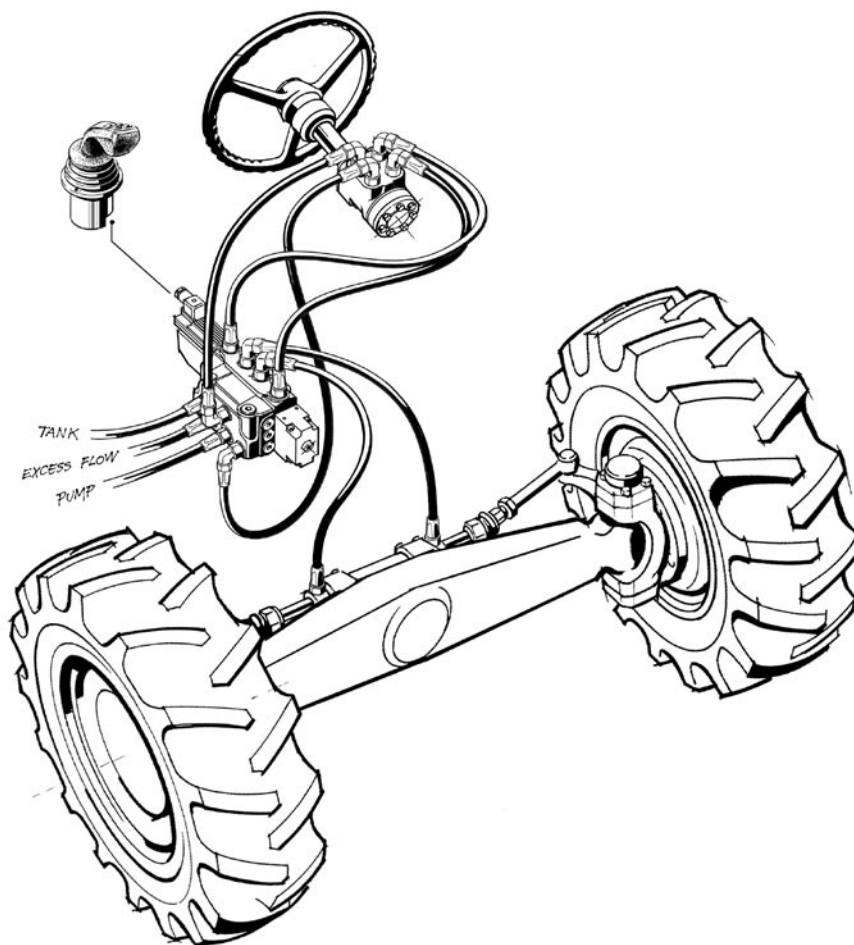
**GENERAL****Electro-hydraulic steering**

On loaders, large forklift trucks, dumpers, heavy tractors, combine harvesters, maize harvesters and other similar machines there is often need for electrically actuated steering either in the form of a joystick, or fully automatic.

For this purpose Sauer-Danfoss has developed a pilot operated steering valve type EHPS (Electro Hydraulic Power Steering).

A basic system (type 0) consists of a pilot steering unit as the signal source and an EHPS valve block which controls oil flow to the steering cylinders proportional to the pilot flow.

The system can be extended to include an electrical actuator so that, as an alternative, it becomes possible to steer with a joystick (EHPS type 1).

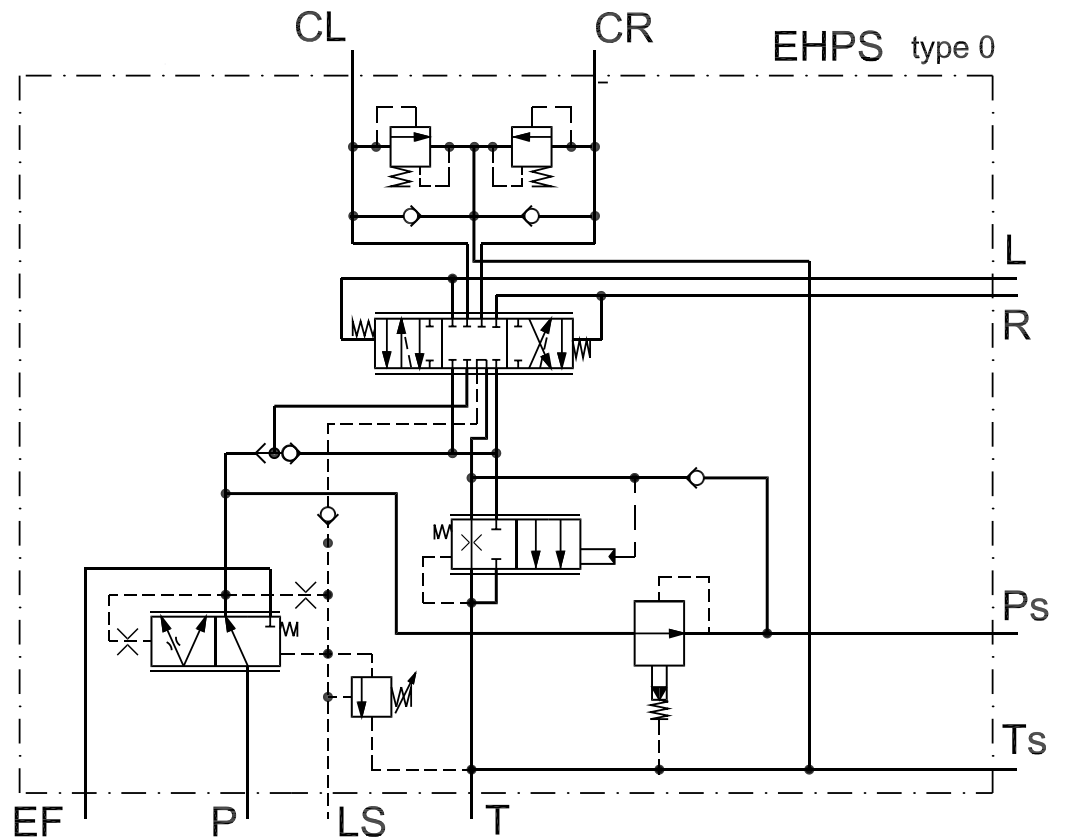
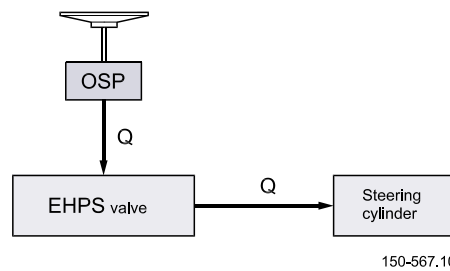


Electro hydraulic steering system

**VERSIONS**

**EHPS type 0, hydrostatic steering system:**

EHPS Type 0 is a hydraulic steering system only with the EHPS valve acting as a pilot operated directional valve. The steering unit type OSPCX CN acts as a pilot unit delivering oil at a low pressure and low flow. The steering unit needs less displacement compared with an ordinary hydrostatic steering system. The displacement can be optimized for emergency steering.

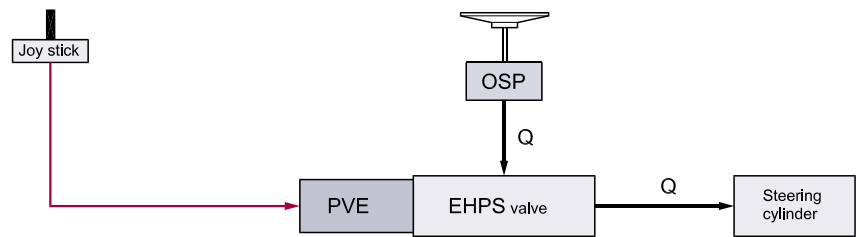




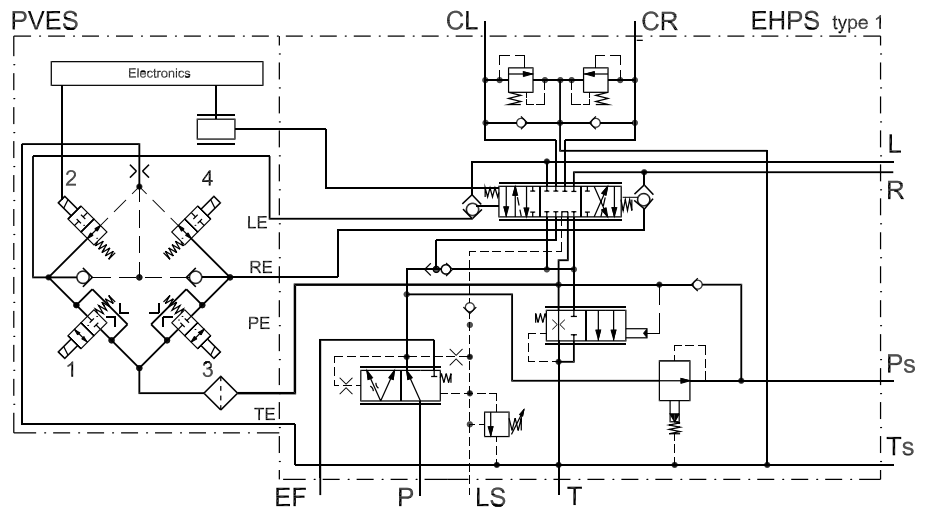
**VERSIONS**

**EHPS type 1, hydrostatic and electro-hydraulic steering system:**

This system consists of an EHPS valve (type 0) equipped with an electrical module (PVES) for activating the EHPS valve. There are 2 possibilities of steering: either hydraulic with the steering wheel (OSPCX CN) or electrically using a signal from, for example, a joystick or a mini steering wheel. Input from the steering wheel (OSPCX CN) will always have highest priority.



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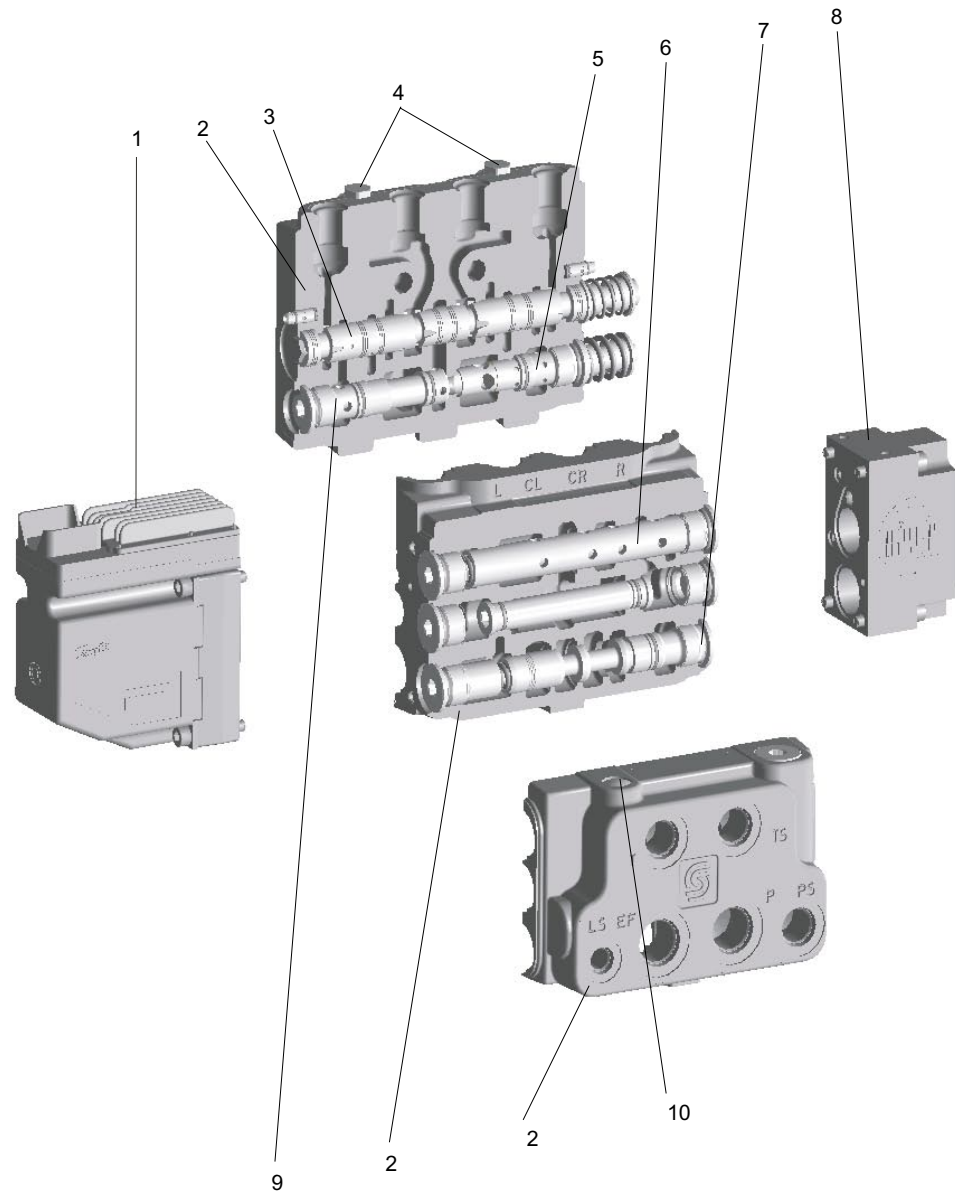


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**FUNCTIONS**

**EHPS valve**

The EHPS includes the following main components:



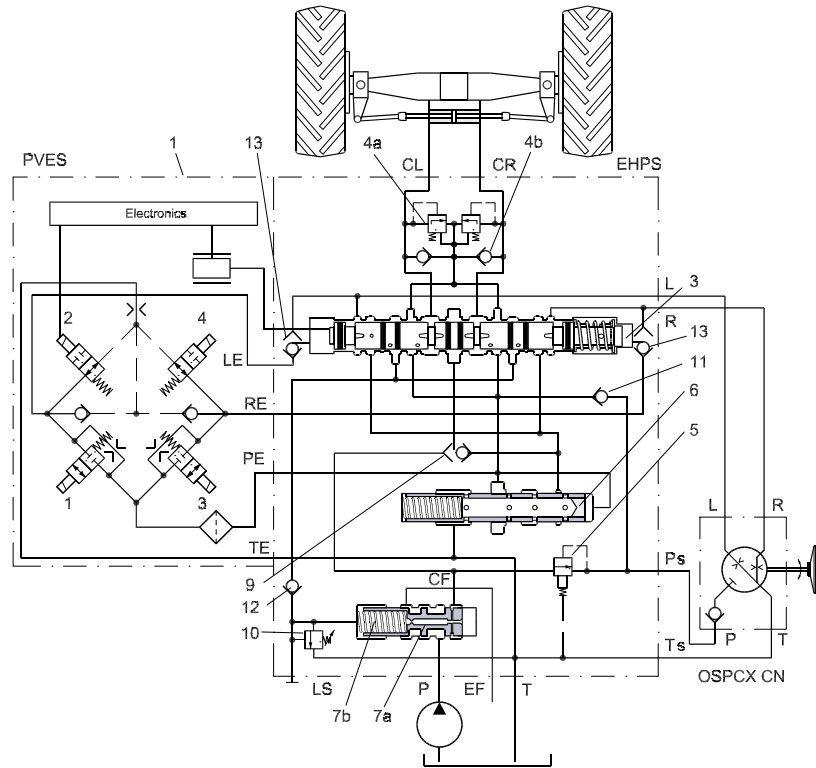
1. Electrical actuation module PVES
2. Housing
3. Directional spool
4. Shock and suction valve
5. Pilot pressure reduction valve for steering unit
6. Pilot pressure valve for electrical actuating module also called metering valve
7. Priority valve
8. Cover
9. Emergency steering valve
10. Pilot pressure relief valve

150-587.10

**FUNCTIONS**

1. Electrical actuation module, PVES
3. Directional spool
- 4a. Shock valves
- 4b. Suction valves
5. Pilot pressure reduction valve for steering unit
6. Metering valve
- 7a. Priority valve spool
- 7b. Priority valve spring
9. Emergency steering valve
10. Pilot pressure relief valve
11. Check valve for emergency steering
12. Check valve in LS line
13. Shuttle valves

**Neutral position**



150H01.10

When the engine is turned off, the priority valve spool (7a) is pushed to the right by the spring (7b). The passage to the EF port is blocked and the passage to CF to the directional spool (3) is open.

When the engine is on and the steering unit OSPCX CN is in neutral position, the CF pressure will rise to match the spring force in the integrated priority valve, and the spool (7a) will move to the left and the oil will pass from the pump across the priority valve (7a + 7b) and out through the EF port.

The priority valve is a “dynamic” type, meaning that a flow passes from CF through the Dynamic orifice (integrated in spool 7a) and into the LS line through the check valve (12) to the directional spool (3). In neutral position this dynamic oil flow passes on to the tank.

When the steering unit is in neutral position and no signal is generated to PVES, the directional spool will be in its center position. This means that knocks and impacts from the cylinder are not transmitted to the steering unit.

**Steering left**

When steering, the steering unit will get oil supplied from the pilot pressure reduction valve (5).

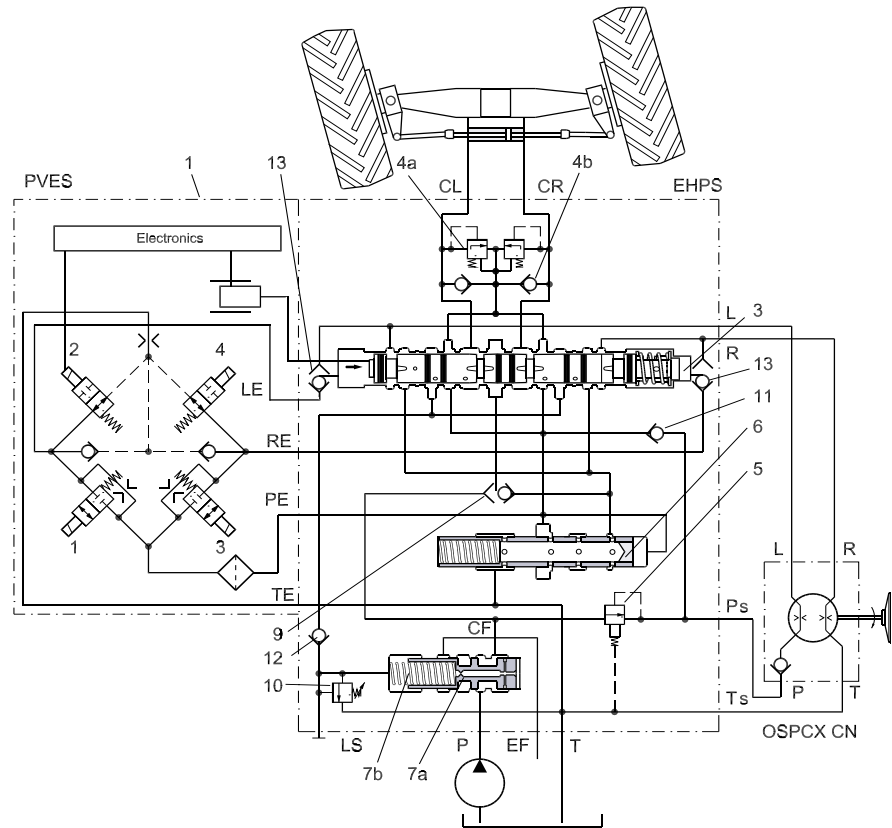
The pressure for the steering unit is reduced to approximate 30 bar.

When steering left, oil will be passing on to the L-port of the EHPS and it will fill the left side chamber of the directional spool (3), which makes the spool move to the right.

**FUNCTIONS**

1. Electrical actuation module, PVES
3. Directional spool
- 4a. Shock valves
- 4b. Suction valves
5. Pilot pressure reduction valve for steering unit
6. Metering valve
- 7a. Priority valve spool
- 7b. Priority valve spring
9. Emergency steering valve
10. Pilot pressure relief valve
11. Check valve for emergency steering
12. Check valve in LS line
13. Shuttle valves

**Steering left (contineud)**



150H03.10

When moving the directional spool (3), the LS signal will be connected to the steering pressure CL. The pressure will then increase in the spring chamber of the priority valve and the priority valve spool (7a) will be pushed towards the right side. Consequently, oil will flow through CF from the priority valve to the directional spool (3).

Oil will now push the steering cylinder rod out and it will cause steering to the left side. Return oil from the opposite cylinder side will stream into the CR port through the directional spool (3) and into the right end of the metering valve (6). The metering valve spool is moved to the left and the main stream from CR can pass through the metering valve into the tank.

The metering valve needs 12 bar to move. This return pressure is used for feeding an electrical actuation module PVES in a EHPS type 1 system.

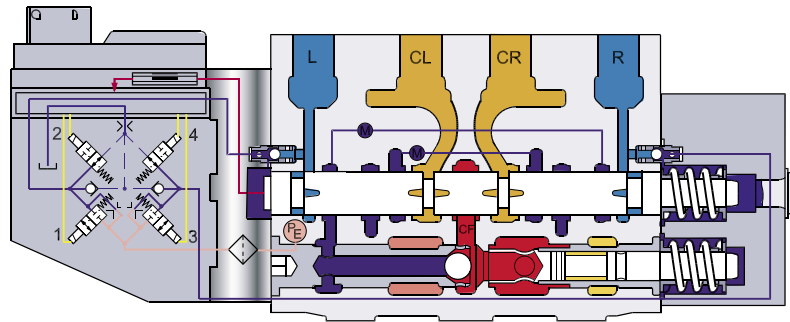
When the metering valve is open, it also leads pilot oil from the steering unit to the tank. When the steering cylinder has reached end stop, no oil will pass through the CR port, and the control pressure for the metering valve (6) will be reduced. The metering valve will now move to the right, and the valve is closing the tank connection and the pilot oil flow will be blocked. This way you will feel the end stop in the steering wheel.

When turning right, the movement of the directional spool (3) will be opposite. All other functions are equal as when steering left. When steering with an electrical signal the directional spool (3) will be controlled by hydraulic signal from the PVES which is converting electrical signal to hydraulic signal to the directional spool (3), so that the movement of the directional spool (3) will be proportional to the electrical signal to the PVES. The shuttle valves (13) will lead oil from PVES (1) to directional spool (3).

**FUNCTION**

**PVES, electrical actuation**

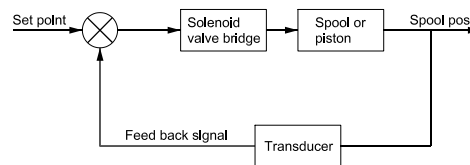
The philosophy of Sauer-Danfoss electro hydraulic actuation, type PVE, is integration of electronics, sensors and actuators into a single unit that interfaces directly to the EHPS steering valve body.



150H20.10

**Closed loop control**

All the proportional actuators feature an integrated feedback transducer that measures spool movement in relation to the input signal, and by means of a solenoid valve bridge, controls the direction, velocity and position of the directional spool of the valve. The integrated electronics compensate for flow forces on the spool, internal leakage, changes in oil viscosity, pilot pressure, etc. This results in lower hysteresis and better resolution. Furthermore the electronics enable built in safety like fault monitoring, directional indication and LED light indication.



157-503.10

**Principle**

In principle the input signal (set-point signal) determines the level of pilot pressure which moves the main spool. The position of the directional spool is sensed in the LVDT transducer which generates an electric feed-back signal registered by the electronics. The variation between the set-point signal and feed-back signal actuates the solenoid valves. The solenoid valves are actuated so that hydraulic pilot pressure drives the directional spool into the correct position.

**Inductive transducer, LVDT**

(Linear Variable Differential Transformer). When the directional spool is moved, a voltage is induced proportional to the spool position. The use of LVDT gives contact-free monitoring of the directional spool position. This means an extra-long working life and no limitation as regards the type of hydraulic fluid used. In addition, LVDT gives a precise position signal of high resolution.

**Integrated pulse width modulation**

Positioning of the directional spool in PVES is based on the pulse width modulation principle. As soon as the directional spool reaches the required position, modulation stops and the spool is locked in position.

**TECHNICAL DATA EHPS**

The technical data for EHPS are typical measured results. For the hydraulic system a mineral based hydraulic oil with a viscosity of 21 mm<sup>2</sup>/s (102 SUS) and a temperature of 50°C (122°F) was used.

Max. pressure	Port P, EF	250 bar	[3625 psi]
	Port CL/CR	320 bar	[4641 psi]
	Port L/R	125 bar	[1812 psi]
	Port Ps	55 bar	[798 psi]
	Port T, Ts	25 bar	[363 psi]
Oil flow rated	Port P, EF	120 l/min	[31.7 US gal/min]
	Port CL/CR/T	80/96 l/min <sup>1) 2)</sup>	[21/25 US gal/min]
	Port L/R/Ps	10/12.5 l/min <sup>1) 2)</sup>	[2.6/3.3 US gal/min]
Spool travel, directional spool		+/- 7mm	[+/- 0.27 in]
Dead band, directional spool		+/-1.5 mm	[+/- 0.06 in]
Priority valve	Spring force	10 bar	[145 psi]
	Nominal flow	120 l/min	[31.7 US gal/min]
Oil temperature	Recommended temperature	-22°C → + 60°C	[-22°F → +140°F]
	Min. temperature	- 30°C	[86°F]
	Max. temperature	+ 90°C	[194°F]
Ambient temperature		-22°C → + 60°C	[-22°F → +140°F]
Oil viscosity	Operating range	12 - 75 mm <sup>2</sup> /s	[65 - 347 SUS]
	Min. viscosity	4 mm <sup>2</sup> /s	[39 SUS]
	Max. viscosity	460 mm <sup>2</sup> /s	[2129 SUS]
Filtration <sup>3)</sup>	Max. contamination (ISO 4406, 1999 version)	21/19/16	

<sup>1)</sup> At 6 mm [0.24 in] spool travel with directional spool for maximum cylinder and pilot flow (80/10)

<sup>2)</sup> At 7 mm [0.28 in] spool travel (max travel) with directional spool for maximum cylinder and pilot flow (80/10)

<sup>3)</sup> Without PVES, for PVES: [see page 16](#)

**TECHNICAL DATA PVES**

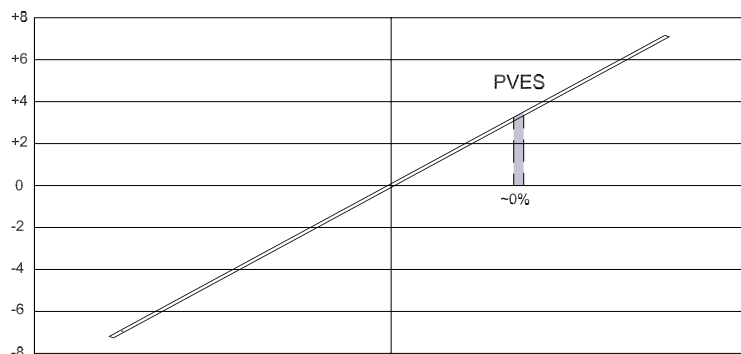
		PVES	
Supply voltage $U_{DC}$	rated	11 V to 32 V	
	range	11 V to 32 V	
	max. ripple	5%	
Current consumption at rated voltage	PVES	0.57 A @ 12 V	0.3 A @ 24 V
Signal voltage	neutral	$0.5 \times U_{DC}$	
	CL-port ↔ CR-port	$0.25 \cdot U_{DC}$ to $0.75 \cdot U_{DC}$	
Signal current at rated voltage		0.25 mA to 0.70 mA	
Input impedance in relation to $0.5 \cdot U_{DC}$		12 K $\Omega$	
Input capacitor		100 nF	
Power consumption	PVES	7 W	

**Reaction time**

Supply voltage	Function		PVES Prop. super s
Disconnected by means of neutral switch	Reaction time from neutral position to max. spool travel	max.	0.230
		rated	0.150
		min.	0.120
Disconnected by means of neutral switch	Reaction time from max. spool travel to neutral position	max.	0.175
		rated	0.090
		min.	0.065
Constant voltage	Reaction time from neutral position to max. spool travel	max.	0.200
		rated	0.120
		min.	0.050
Constant voltage	Reaction time from max. spool travel to neutral position	max.	0.100
		rated	0.090
		min.	0.065

Hysteresis <sup>1)</sup>	rated	~ 0%
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<sup>1)</sup> Hysteresis is indicated at rated voltage and  $f = 0.02$  Hz for one cycle (one cycle = neutral → full CL → full CR → neutral).



157-669.10

**TECHNICAL DATA PVES**

**Oil consumption PVES**

Supply voltage	Function	PVES Prop. super
Without voltage	Pilot oil flow per PVE neutral	0.4 l/min [0.106 US gal/min]
With voltage	locked	0.2 l/min [0.053 US gal/min]
	one actuation (neutral → max.)	0.002 l [0.053 US gal]
	continuous actuations	1.1 l/min [0.290 US gal/min]

**Oil viscosity**

Oil viscosity	range	12 - 75 mm <sup>2</sup> /s [65 - 347 SUS]
	min.	4 mm <sup>2</sup> /s [39 SUS]
	max.	460 mm <sup>2</sup> /s [2128 SUS]

Note: Max. start up viscosity 2500 mm<sup>2</sup>/s

**Oil temperature**

Oil - temperature	Rec. range	30 - 60°C [86 - 140°F]
	min.	-30°C [-22°F]
	max.	90°C [194°F]

**Filtering**

Filtering in the hydraulic system	Max. allowed degree of contamination (ISO 4406, 1999 version): 18/16/13
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**Ambient temperature**

Ambiant temperatur range Rec.	-30° → +60°C [-22° → +140°F]
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**Pilot pressure**

Pilot pressure (relative to T pressure)	nom.	13.5 bar [196 psi]
	min.	10 bar [145 psi]
	max.	15 bar [217 psi]

Version with Hirschmann connector	
Grade of enclosure *	IP 65

**Enclosure and connector**

Version with AMP JPT connector	
Grade of enclosure *	IP 66

\* According to the international standard IEC 529

In particulary exposed applications, protection in the form of screening is recommended.



**VARIANTS**

In the table below is shown the available variants of the different modules in the EHPS valve.

Part	Variants																		
Actuation module	Type 0 (none)										Type 1 (PVES)								
											Connector								
											Hirschmann			AMP JPT					
Directional spool <sup>1)</sup>	Cylinder flow (CQ) l/min [US gal/min]										20 [5.28]	40 [10.57]	60 [15.85]	80 [21.13]					
	Pilot flow (PQ) (l/min) [US gal/min]										CQ/PQ = 20/5		40/5	60/5	80/5				
	5 [1.32]										20/8	40/8	60/8	80/8					
	8 [2.11]										20/10	40/10	60/10	CQ/PQ=80/10					
Housing <sup>2)</sup>	Thread										G		Metric			UNF			
	Basic										available		available			available			
	Stand alone										available		available			available			
For PVG										available		available			available				
Relieve valve, bar [psi]	100 [1450]	110 [1595]	120 [1740]	130 [1885]	140 [2030]	150 [2175]	160 [2320]	170 [2465]	180 [2610]	190 [2755]	200 [2900]	210 [3045]	220 [3190]	230 [3335]	240 [3480]	250 [3626]			
Shock valves, bar [psi]	160 [2320]	175 [2538]	190 [2755]	210 [3045]	230 [3335]	240 [3480]	250 [3626]	265 [3843]	280 [4061]	300 [4351]	320 [4641]								

1) Directional spool:

Cylinder flow:

CQ = 20 l/min [5.28 US gal/min] is valid for 6 mm [0.24 in] spool travel.

CQ = 40 l/min [10.57 US gal/min] is valid for 6 mm [0.24 in] spool travel etc.

Pilot flow

PQ = 5 l/min [1.32 US gal/min] is based on steering unit with 50 cm<sup>3</sup>/rev and 100 min<sup>-1</sup> [rpm] and causes 6 mm [0.24 in] spool travel at 100 min<sup>-1</sup> [rpm] steering wheel speed

PQ = 8 l/min [2.11 US gal/min] is based on steering unit with 80 cm<sup>3</sup>/rev [4.88 in<sup>3</sup>/rev] and 100 min<sup>-1</sup> [rpm] etc.

For example if you need 60 l/min [15.85 US gal/min] cylinder flow at 100 min<sup>-1</sup> [rpm] steering wheel speed and you need 50 cm<sup>3</sup>/rev [3.05 in<sup>3</sup>/rev] steering unit, you must choose directional spool 60/5.

2) Housing, threads:

	P & EF	Ps, Ts, T, CL, CR, L & R	LS
G, DIN 3852-2	G <sup>3/4</sup> - S**	G <sup>1/2</sup> - S**	G <sup>1/4</sup> - S**
Metric, ISO 6149-1	M 27 • 2 - O* + S**	M 18 • 1.5 - O* - S**	M 12 • 1.5 - O* + S**
UNF, ISO 11926-1	1 <sup>1/16</sup> - 12 UN - O* - S**	3/4 - 16 UNF - O* - S**	7/16 - 20 UNF - O* - S**

O\* : O-ring chamfer on port connection

S\*\* : Spot face around port connection

**DIMENSIONING  
 STEERING SYSTEM WITH  
 EHPS STEERING VALVE**

The cylinder flow is determined from:

- Steering cylinder volume.
- Steering speed.

Dimension of steering cylinder(s) can be based on formulas in "General, steering components" page 29-31.

Symbols:

V (l)	steering cylinder volume
i (rev)	number of steering wheel revolutions from lock to lock
Vvc (cm <sup>3</sup> /rev.)	steering system displacement for steering cylinder
CQ (l/min)	nominal cylinder flow
Pems (bar)	emergency steering pressure
Tems (Nm)	emergency steering torque
Fe (N)	emergency steering wheel rim force
Swd (m)	steering wheel diameter
Vvs (cm <sup>3</sup> /rev)	displacement, steering unit
PQ (l/min)	pilot flow
Qpm (l/min)	pump flow, minimum

Example:

Cylinder volume:  $V = 1.85 \text{ l}$  [0.49 US gal/min]

Required number of steering wheel revolutions from lock to lock:

$$i = 4 - 5 \text{ revolutions}$$

The required steering system displacement for steering cylinder is calculated from

$$Vvc = V/i = (1.85 \cdot 1000)/5 = 370 \text{ cm}^3/\text{rev} [22.6 \text{ in}^3]$$

$$(1.85 \cdot 1000)/4 = 463 \text{ cm}^3/\text{rev} [28.3 \text{ in}^3]$$

In this example we chose  $Vvc = 400 \text{ cm}^3/\text{rev}$

The directional spool is designated by nominal cylinder flow at 100 rpm speed on steering wheel.

$$CQ = 400 \cdot 100/1000 \text{ (cm}^3/\text{l)} = 40 \text{ l/min} [10.6 \text{ US gal/min}]$$

The pilot flow is mainly determined by the demand for emergency steering pressure, look in "General, steering components" page 28-29.

Emergency steering pressure, Pems, is calculated to be maximum

$$Pems = 40 \text{ bar} [580 \text{ psi}]$$

Maximum allowable steering torque Tems based on steering wheel rim force  $Fe = 350 \text{ N}$  and steering wheel diameter  $Swd = 0.381 \text{ m}$  [15 in]

$$Tems = Fe \cdot Swd/2 = 350 \cdot 0.381/2 = 66.7 \text{ Nm} [590 \text{ lbf}\cdot\text{in}]$$

Pilot steering unit displacement can be chosen/calculated from the table lowest on page 28 in "General, steering components".

The nearest displacement Vvs generating minimum 40 bar [580 psi] at  $Tws = 66.7 \text{ Nm}$  [590 lbf·in]

$$Vvs \text{ maximum} = 80 \text{ cm}^3/\text{rev.} [4.88 \text{ in}^3]$$

As in an EHPS steering system pilot oil is dumped to the tank the steering unit displacement should be as small as possible.

**DIMENSIONING  
STEERING SYSTEM WITH  
EHPS STEERING VALVE  
(CONTINUED)**

In a given example you may be able to use a steering unit with smaller displacement as maximum size acceptable for emergency steering pressure.

This is determined by the required speed for steering the vehicle in a situation without pump oil supply.

In this example a 50 cm<sup>3</sup> [3.01 in<sup>3</sup>] (V<sub>vs</sub> chosen) steering unit could be big enough to obtain the required steering speed in emergency steering mode.

Pilot flow PQ is chosen by:

$$PQ = V_{vs \text{ chosen}} * 100 \text{ rpm} = 50 \text{ cm}^3 [3.01 \text{ in}^3]/\text{rev} * 100 \text{ rpm} = 5 \text{ l/min. [1.3 US gal/min]}$$

Designation CQ/PQ for directional spool is: 40/5.

Calculating pump flow:

If cylinder movement must correspond to steering wheel speed up to 100 rpm, the minimum pump flow Q<sub>pm</sub> for steering will be:

$$Q_{pm} = CQ + PQ = 40 + 5 = 45 \text{ l/min [ 11.9 US gal/min]}$$

If pump flow is insufficient, the steering cylinder speed will not match the steering wheel speed: the faster you steer, the higher pilot flow will be, and less flow will be left for cylinder movement.

If you want to have sufficient supply at higher steering wheel speed (higher than 100 rpm) you must choose enough pump capacity for such a case.

On page 21 is shown flow characteristics for the different directional spools. The "40 l/min [10,57 US gal/min]" spool gives maximum cylinder flow 50 l/min [13.21 US gal/min] at end stroke.

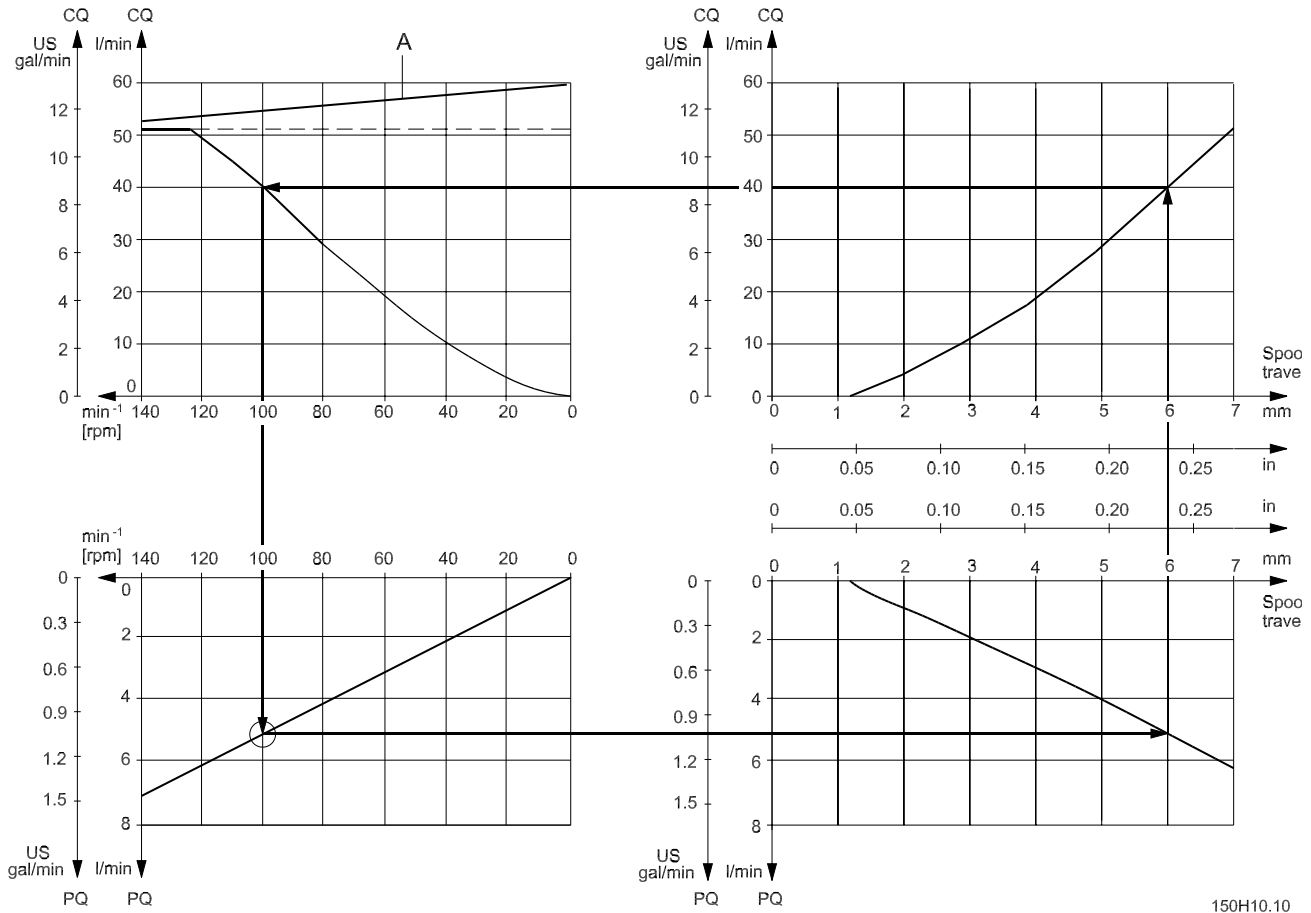
If you in the example above calculate with maximum steering wheel speed 150 rpm, the minimum pump flow capacity must be:

$$Q_{pm} = CQ_{max} + PQ_{max} = 50 + 7.5 = 58 \text{ l/min [15.32 US gal/min]}$$

(Q<sub>max</sub> comes from 50 cc/rev\* 150 rpm = 7.5 l/min [1.98 US gal/min])

**TECHNICAL CHARACTERISTICS**

**Directional spool  
 Oil flow characteristic for spool 40/5**



150H10.10

A: Flow available for steering,  $CQ_a = QP - PQ$   
 QP = Pump flow  
 PQ = Pilot flow

The lower left diagram shows pilot flow as function of steering wheel speed. The values are valid for OSPCX 50 CN steering unit: 100 rpm steering wheel speed corresponds to 5 l/min. [1.3 US gal/min] pilot flow.

The lower right diagram shows spool travel as function of pilot flow: 5 l/min. [1.3 US gal/min] pilot flow gives 6 mm spool travel.

The upper right diagram shows cylinder flow as function of spool travel: 6 mm spool travel gives 40 l/min [10.6 US gal/min] cylinder flow.

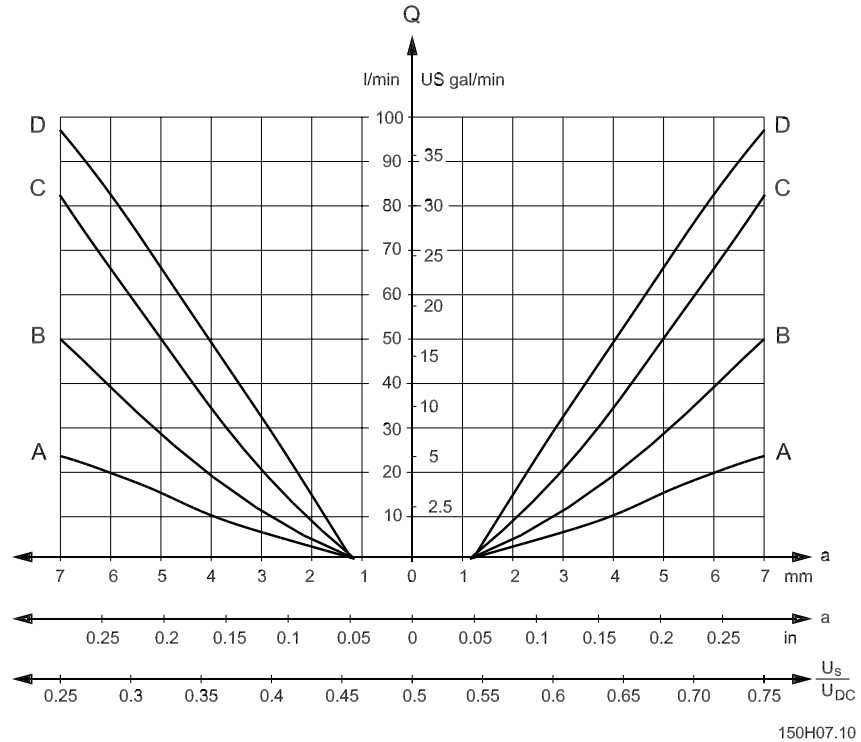
The upper left diagram shows cylinder flow as function of steering wheel speed: 100 rpm steering wheel speed gives 40 l/min [10.6 US gal/min] cylinder flow.

Line A shows flow limit available for cylinder flow, when pump flow is 60 l/min. [15.9 US gal/min]. At 100 rpm 5 l/min. [1.3 US gal/min] is used for pilot flow.

Please contact the Sauer-Danfoss Organization regarding characteristics for other directional spools.

**TECHNICAL  
 CHARACTERISTICS  
 (CONTINUED)**

**Directional spool  
 Cylinder flow characteristic for all directional spools**



- A = valid for spools for nominal cylinder flow  $CQ = 20$  l/min [5.3 US gal/min]
- B = valid for spools for nominal cylinder flow  $CQ = 40$  l/min [10.6 US gal/min]
- C = valid for spools for nominal cylinder flow  $CQ = 60$  l/min [15.9 US gal/min]
- D = valid for spools for nominal cylinder flow  $CQ = 80$  l/min [21.1 US gal/min]

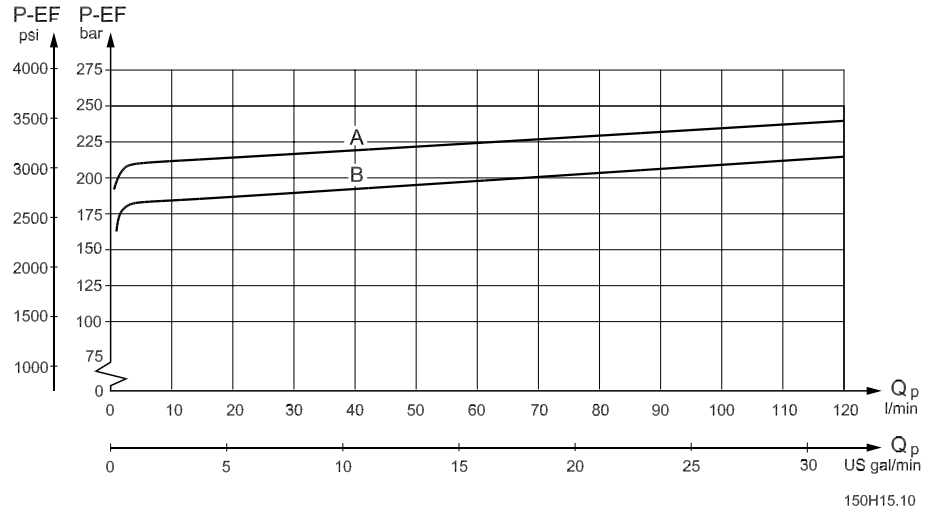
**TECHNICAL CHARACTERISTICS (CONTINUED)**

**Pilot pressure relief valve: (P - T, Q<sub>p</sub>) characteristic**

The pilot pressure relief valve protects the steering system against excessive pressure. The pilot pressure relief valve works together with the priority valve in the EHPS to limit the maximum steering pressure P-T. The pilot pressure relief valve is set at an oil flow to the priority valve of 40 l/min [10.6 US gal/min].  
 Setting tolerance: rated value +5 bar [72.5 psi]

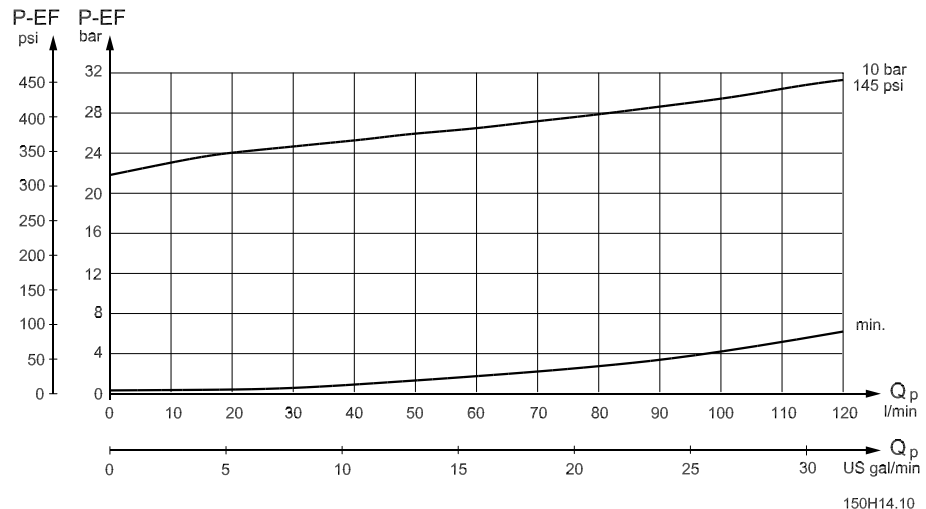
A: 220 bar +5 / -0 bar  
 [3190 + 72.5 / -0 psi]

B: 190 bar +5 / -0 bar  
 [2756 + 72.5 / -0 psi]



**Pressure drop P-EF for Sauer-Danfoss EHPS valve**

This data comes from measurements on a representative sample of EHPS valves from production. Oil with viscosity of 21 mm<sup>2</sup>/s [102 SUS] at 50 °C [122 °F] was used during measuring. Measurement made when pressure on the LS connection is zero. The minimum curve applies when the pressure on the EF connection is higher than the actual control spring pressure. The curve for control spring pressure of 10 bar [145 psi] applies when pressure on the EF port is zero.



**DIMENSIONS**

**EHPS type 0, stand alone**

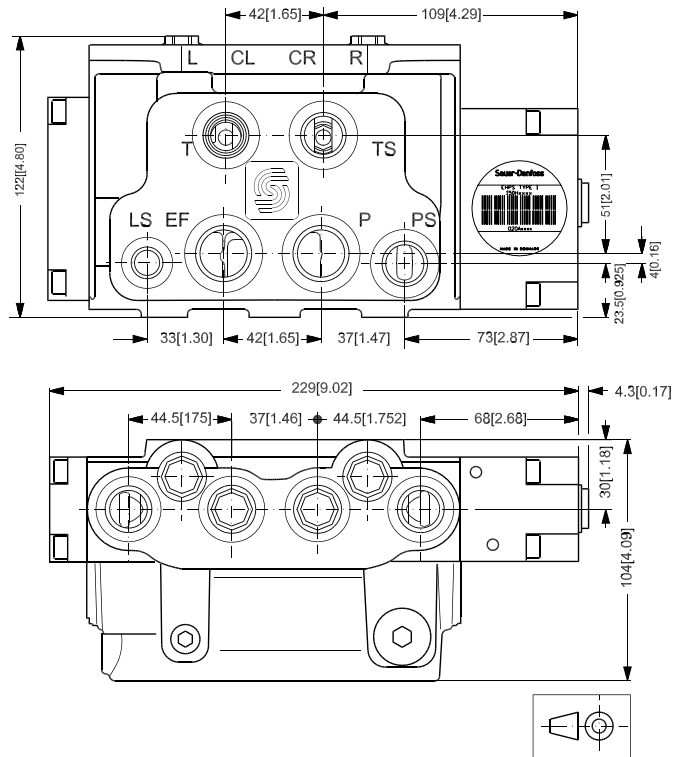
G-port version (G, DIN 3852-2):  
 P, EF: G<sup>3/4</sup>, 16 mm [0.63 in] deep  
 Ps, Ts, T, CL, CR, L, R: G<sup>1/2</sup>,  
 14 mm [0.55 in] deep  
 LS: G<sup>1/4</sup>, 12 mm [0.48 in] deep

Metric-port version (ISO 6149-1):  
 P, EF: M27 x 2, 19 mm [0.75 in] deep  
 Ps, Ts, T, CL, CR, L, R:  
 M18 x 1.5, 14.5 mm [0.57 in] deep  
 LS: M12 x 1.5, 11.5 mm [0.45 in] deep

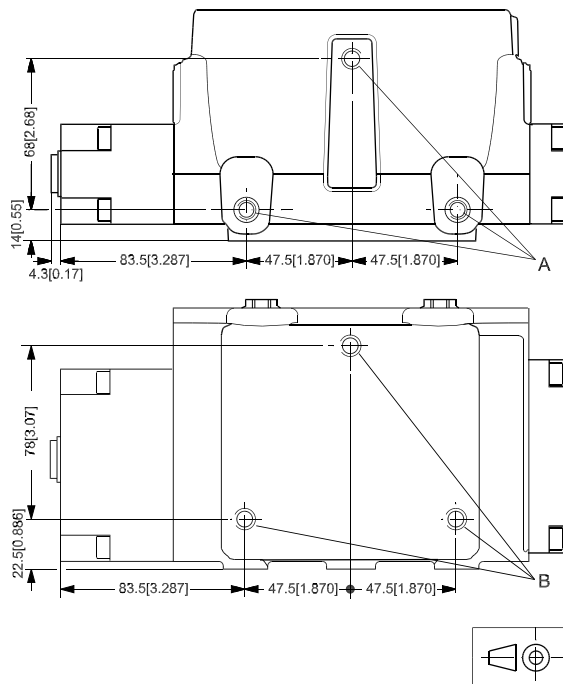
UNF-port version (ISO 11926-1):  
 P, EF: 1<sup>1/16</sup>"-12 UN, 19 mm [0.75 in]  
 deep  
 Ps, Ts, T, CL, CR, L, R:  
<sup>3/4</sup>"-16 UNF 14 mm [0.55 in] deep  
 LS: <sup>7/16</sup>"-20 UNF, 11.5 mm [0.45 in]  
 deep

All versions:

A: M8 x 1.25, 10 mm [0.39 in] deep  
 B: M8 x 1.25, 10 mm [0.39 in] deep



150H18.10



150H19.10

**DIMENSIONS**

**EHPS type 1, stand alone**

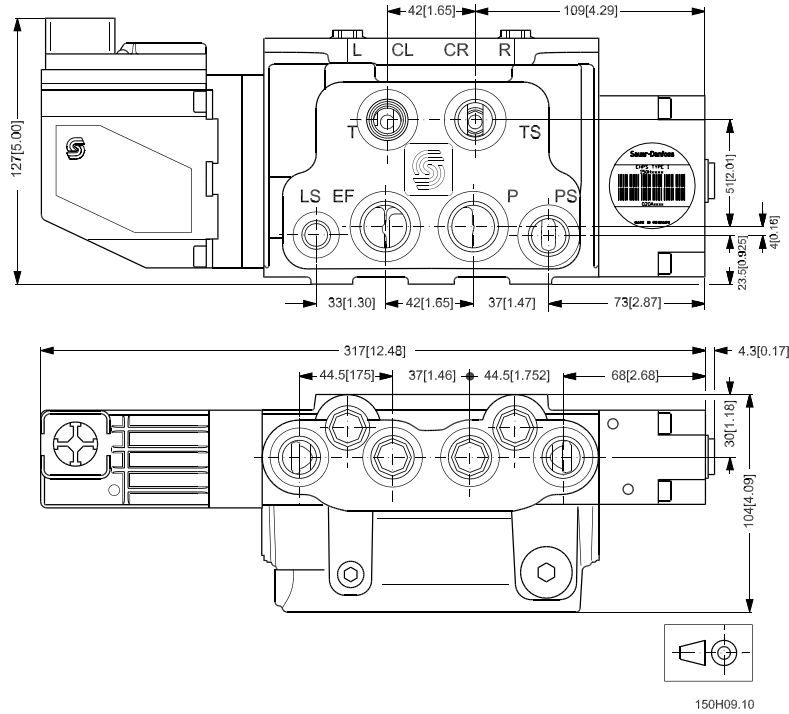
G-port version (G, DIN 3852-2):  
 P, EF: G 3/4, 16 mm [0.63 in] deep  
 Ps, Ts, T, CL, CR, L, R: G 1/2,  
 14 mm [0.55 in] deep  
 LS: G 1/4, 12 mm [0.48 in] deep

Metric-port version (ISO 6149-1):  
 P, EF: M27 x 2, 19 mm [0.75 in] deep  
 Ps, Ts, T, CL, CR, L, R:  
 M18 x 1.5, 14.5 mm [0.57 in] deep  
 LS: M12 x 1.5, 11.5 mm [0.45 in] deep

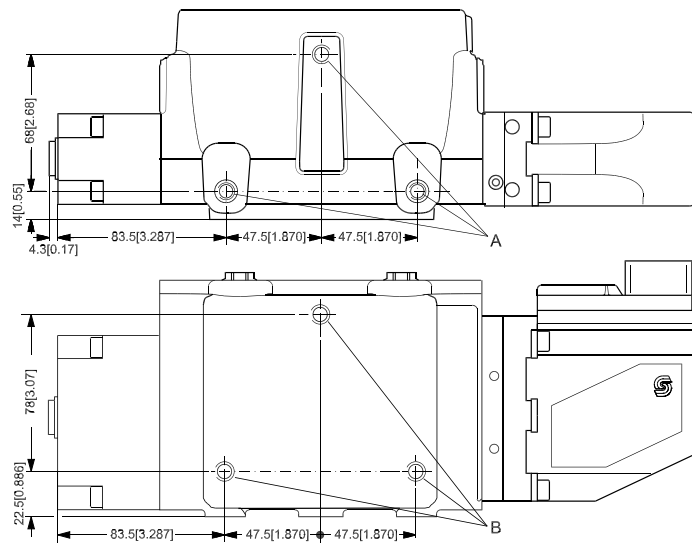
UNF-port version (ISO 11926-1):  
 P, EF: 1 1/16"-12 UN, 19 mm [0.75 in]  
 deep  
 Ps, Ts, T, CL, CR, L, R:  
 3/4"-16 UNF 14 mm [0.55 in] deep  
 LS: 7/16"-20 UNF, 11.5 mm [0.45 in]  
 deep

All versions:

A: M8 x 1.25, 10 mm [0.39 in] deep  
 B: M8 x 1.25, 10 mm [0.39 in] deep



150H09.10



150H11.10



**DIMENSIONS**

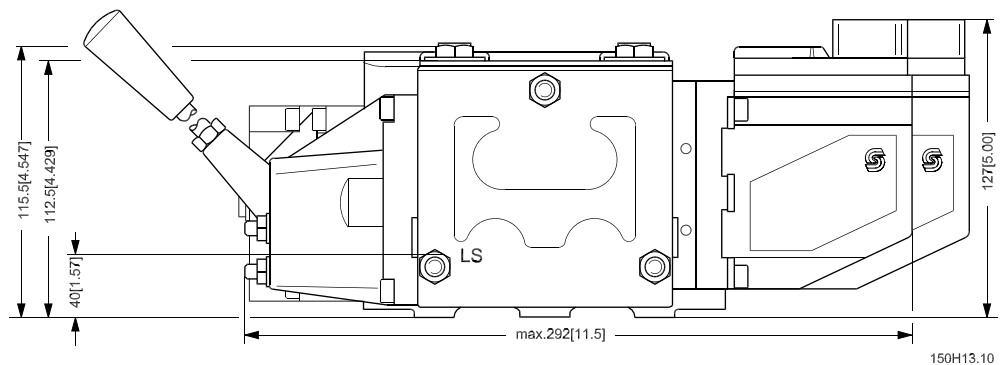
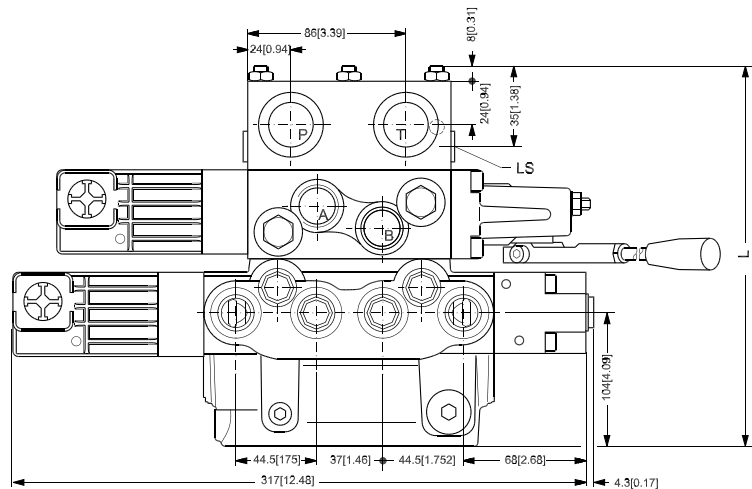
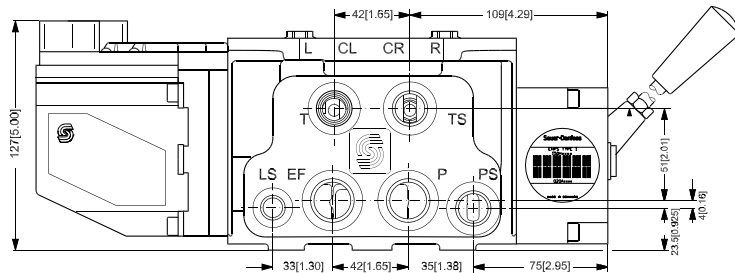
**EHPS type 1, with PVG**

G-port version (G, DIN 3852-2):  
 P,EF: G 3/4, 16 mm [0.63 in] deep  
 Ps, Ts, T, CL, CR, L, R: G 1/2,  
 14 mm [0.55 in] deep  
 LS: G 1/4, 12 mm [0.48 in] deep

Metric-port version (ISO 6149-1):  
 P,EF: M27 x 2, 19 mm [0.75 in] deep  
 Ps, Ts, T, CL, CR, L, R:  
 M18 x 1.5, 14.5 mm [0.57 in] deep  
 LS: M12 x 1.5, 11.5 mm [0.45 in] deep

UNF-port version (ISO 11926-1):  
 P,EF: 1 1/16"-12 UN, 19 mm [0.75 in]  
 deep  
 Ps, Ts, T, CL, CR, L, R:  
 3/4"-16 UNF 14 mm [0.55 in] deep  
 LS: 7/16"-20 UNF, 11.5 mm [0.45 in]  
 deep

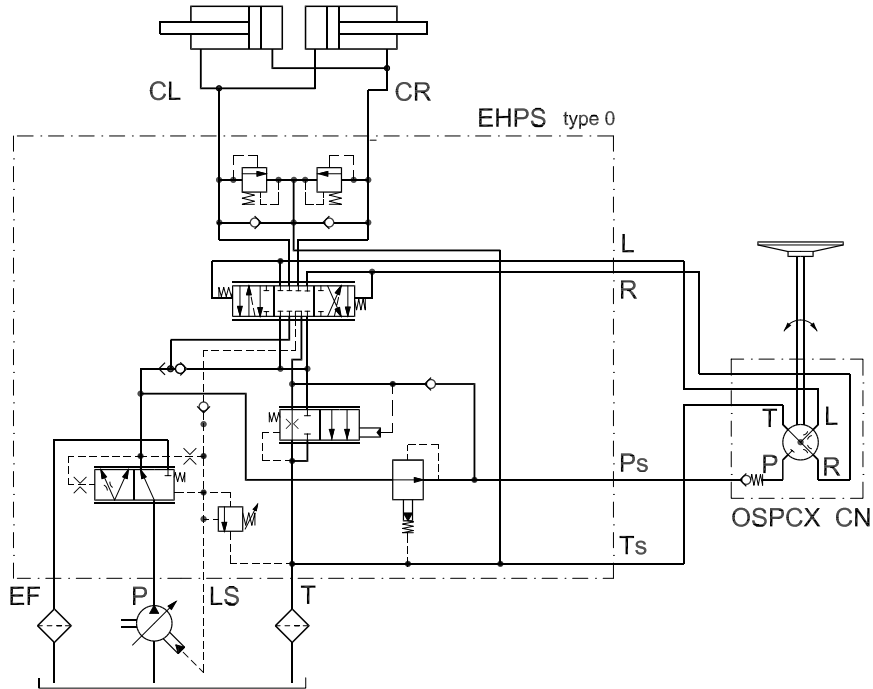
All versions:  
 Bottom side fixing holes (A) in EHPS  
 block, see page 24:  
 M8 x 1.25, 10 mm [0.39 in] deep



PVB	1	2	3	4	5	6	7	8
L1	208	256	304	352	400	448	496	544
	[8.19]	[10.08]	[12.00]	[13.86]	[15.75]	[17.64]	[19.53]	[21.42]

**HYDRAULIC SYSTEMS**

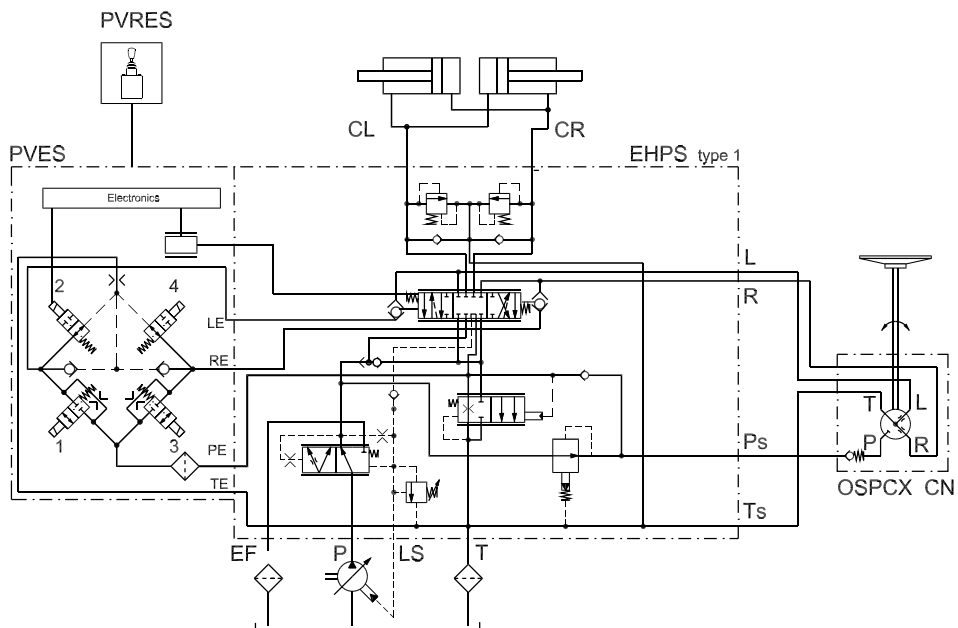
**EHPS type 0, stand alone and OSPCX CN steering unit**



150H06.10

**EHPS type 1, stand alone, OSPCX CN steering unit and PVRES joystick**

The vehicle can be steered with either the PVRES joystick or the OSPCX CN steering unit. The signal from the steering unit has priority on simultaneous activation of steering wheel and joystick.

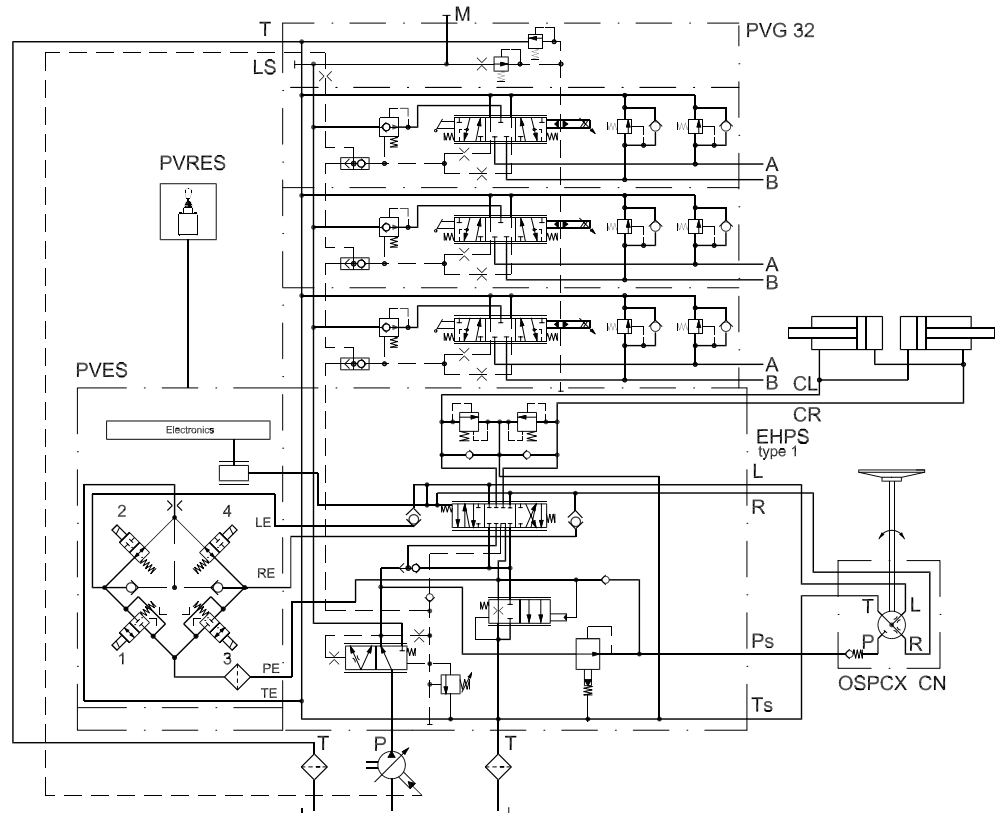


150H05.10

**HYDRAULIC SYSTEMS**

**EHPS type 1 with PVG 32, OSPCX CN pilot steering unit and PVRES joystick**

The vehicle can be steered with either the PVRES joystick or the OSPCX CN steering unit. The signal from the steering unit has priority on simultaneous activation of steering wheel and joystick.



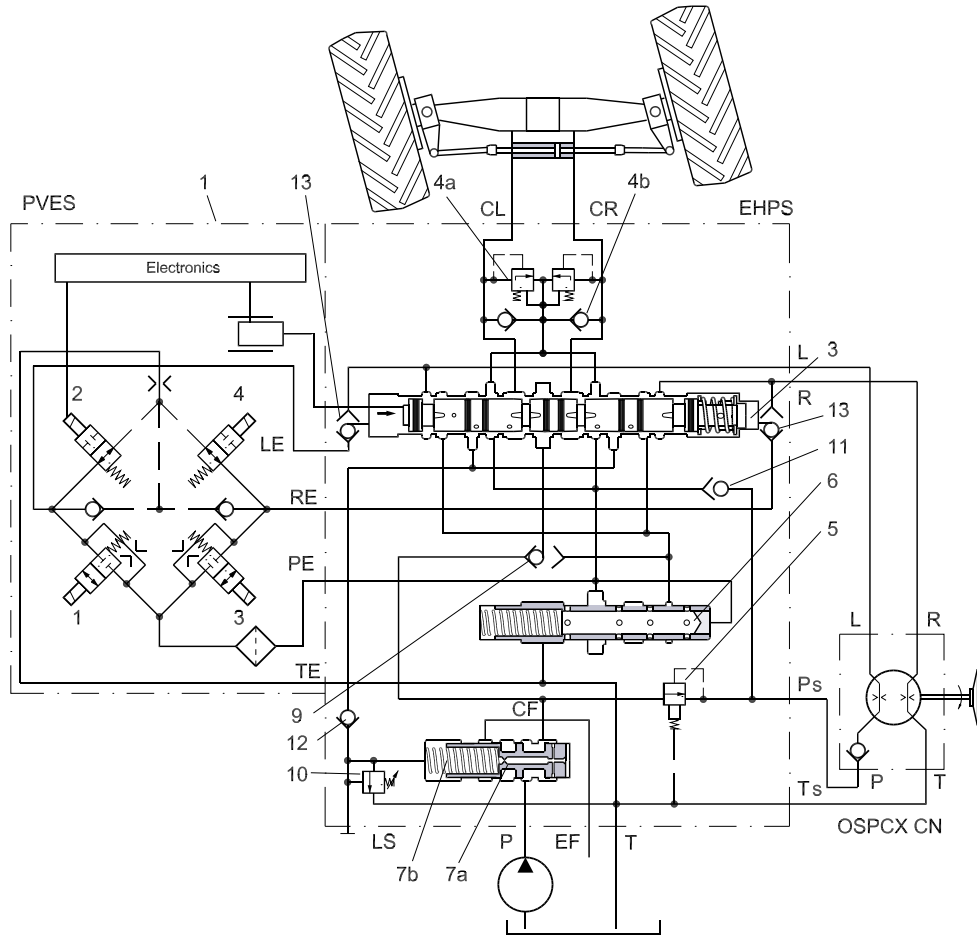
150-575.13

The joystick must be equipped with a neutral position contact to ensure that the PVES is not under tension in neutral position. PVRES joystick has a neutral position contact. See Technical information for joysticks 520L0554

**SYSTEM SAFETY**

**Emergency steering**

1. Electrical actuation module, PVES
3. Directional spool
- 4a. Shock valves
- 4b. Suction valves
5. Pilot pressure reduction valve for steering unit
6. Metering valve
- 7a. Priority valve spool
- 7b. Priority valve spring
9. Emergency steering valve
10. Pilot pressure relief valve
11. Check valve for emergency steering
12. Check valve in LS line
13. Shuttle valves



150H02.10

When the pump oil supply fails, the steering unit can be used as a hand pump depending on the weight of vehicle.

When steering the steering unit still gets oil from Ps on EHPS. When steering left the oil from the steering unit passes on to the L-port of the EHPS and it will fill the left side chamber of the directional spool (3), and so the spool moves to the right.

As there is no pump supply, there is no pressure in CF consequently there is no pressure on the left side of the emergency steering valve (9). Pilot oil from the steering unit is pushing on the right side of emergency steering valve, and causing it to move towards the left. Now pilot flow is led to the directional spool (3) and into the CL port and the cylinder moves. Return oil from the cylinder enters CR, and will pass over the directional spool (3) and the check valve (11) and it feeds the steering unit.

In this way the cylinder is directly moved by the oil flow from the steering unit, and the ratio is increased in comparison to normal steering situation with active pump supply.

When turning right, the movement of the directional spool (3) will be opposite. All other functions are equal as when steering left.

**SYSTEM SAFETY  
(CONTINUED)****EHPS type 1, prioritizing input signal**

In case of active electrical steering (EHPS type 1), the steering signal from pilot steering unit has highest priority:

- The oil supply to the steering unit is reduced to 30 bar, controlled by pressure reduction valve (5)
- The oil supply to the PVES actuation module is adjusted to 12 bar by the metering valve (6)

If a driver by coincidentally activates a joystick steering left, and he grabs the steering wheel to steer counter (steer to the right), the signal from the steering wheel has priority as the pilot steering unit can generate 30 bar on the right side of the directional spool and the PVES can only generate 12 bar on the left side of the directional spool.

The joystick must be equipped with a neutral contact to ensure that the PVES not under tension in neutral position. Without a neutral position contact the joystick will release an electrical signal of  $0.5 \cdot U_{DC}$ .

If the EHPS is hydraulically activated the main spool is moved, thus changing the LVDT signal. There will be a difference between feedback and input signal and when this reaches more than 15% the PVEA will go into failure mode.

**SYSTEM SAFETY  
(CONTINUED)**

**PVES, fault monitoring** A fault monitoring system is provided in all PVES modules. The system is available as passive fault monitoring type, which provides a warning signal only.

- Passive fault monitoring systems are triggered by three main events:

**1. Input signal monitoring**

The input signal voltage is continuously monitored. The permissible range is between 15% and 85% of the supply voltage. Outside this range the section will switch into an active error state.

**2. Transducer supervision**

If one of the wires to the LVDT sensor is broken or short-circuited, the section will switch into an active error state.

**3. Supervision of the closed loop**

The actual position must always correspond to the demanded position (input signal). If the actual spool position is further than the demanded spool position (>12%,), the system detects an error and will switch into an active error state. On the other hand, a situation where the actual position is closer to neutral than that demanded will not cause an error state. This situation is considered "in control".

When an active error state occurs, the fault monitoring logic will be triggered:

**Passive fault monitoring**

- A delay of 250 ms before anything happens.
- The solenoid valve bridge will not be disabled but still control the main spool position.
- An alarm signal is sent out through the appropriate pin connection, no. 3.
- This state is not memorized. When the erroneous state disappears, the alarm signal will turn to passive again. However, the signal will always be active for a minimum of 100 ms when triggered.

To prevent the electronics from going into an undefined state, a general supervision of the power supply and the internal clock frequency is made. This function applies to PVES and will not activate fault monitoring:

**1. High supply voltage**

The solenoid valves are disabled when the supply voltage exceeds 36 V, and the main spool will return/stay in neutral.

**2. Low supply voltage:**

The solenoid valves are disabled when the supply voltage falls below 8.5 V, and the main spool will return/stay in neutral.

**SYSTEM SAFETY  
 (CONTINUED)**

**3. Internal clock**

The solenoid valves are disabled when the internal clock frequency fails, and the main spool will return/stay in neutral.

**▲ WARNING**

It's up to the customer to decide on the required degree of safety for the system, see "Technical information, PVE series 4" 520L0553 page 19.

Type	Fault monitoring	Delay before error out	Error mode	Error output status	Fault output on PVE <sup>1)</sup>	LED light	Memory (reset needed)
PVES	Passive	250 ms	No fault	Low	< 2 V	Green	-
			Input signal faults	High	~U <sub>DC</sub>	Flashing red	No
			Transducer (LVDT)			Constant red	
			Close loop fault				

<sup>1)</sup> Measured between fault output pin and ground

**ORDER SPECIFICATION**

**Order specification for EHPS and PVES**

Specification table for Sauer-Danfoss EHPS steering valve. Fill in your company data and place x's in the table where appropriate and then send to your Sauer-Danfoss Sales Organization. For further explanation of specification: see page 17

Your company	Name		Vehicle		Potential pcs/year		Completed by		Date						
Actuation module	Type 0 (none)						Type 1 (PVES)								
							Connector								
							Hirschmann (H)			AMP (A)					
Directional spool	20/5	20/8	20/10	40/5	40/8	40/10	60/5	60/8	60/10	80/5	80/8	80/10			
Housing, basic	Stand alone (SA)						For PVG (PVG)								
Housing, threads	G				Metric (M)				UNF						
Relief valves setting bar	100	110	120	130	140	150	160	170	180	190	200	210	220	240	250
Shock valves setting bar	160	175	190	210	230	240	250	265	280	300	320				
Unit painted black	Yes (PB)						No								

Alternatively specify your EHPS by the following destinations as in the example below:

	EHPS	Type 1A	40/5	SA	G	210	280	PB
Actuation module								
Directional spool								
Housing, basic								
Housing, threads								
Relief valve setting								
Shock valves setting								
Unit painted black								

Please fill in specification for your EHPS:

EHPS							
------	--	--	--	--	--	--	--

Only values stated in the table above are available for the EHPS specification. When choosing housing for PVG, please fill in order specification for the PVG group. In this PVG group the EHPS will replace the end cover for PVG.

Remember also to specify and order the OSPCX CN steering unit, see 33 and 34.



**VERSION**

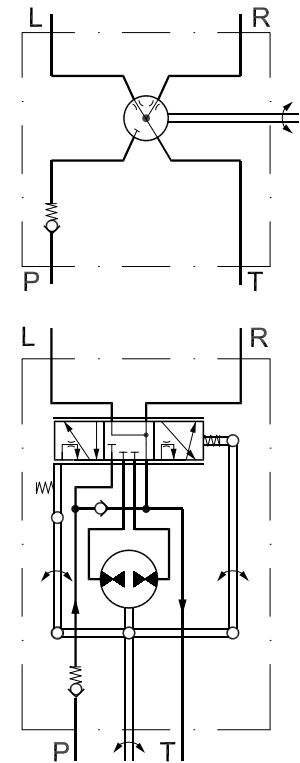
**Closed center**

Closed center steering units are blocked on their P port in the neutral position.

*OSPCX CN: Steering units for steering valve EHPS.*

OSPCX CN is a closed center steering unit with the L and the R connections open to the tank when in neutral position. OSPCX CN can only be used with Sauer-Danfoss steering valve EHPS.

OSPCX CN steering unit must not be connected directly to the steering cylinder.



150-614.10

OSPBCX CN  
 Closed center Non-reaction

**CODE NUMBERS AND WEIGHTS**

**OSPCX CLOSED CENTER NON-REACTION STEERING UNITS**

OSPCX CN in the table below have all the following valve function incorporated:

- Check valve in P-port

OSPCX CN in the table below have all soft neutral setting springs, [see page 34](#)

Steering unit	Code numbers				Weight kg [lb]
	Connections				
	European versions		Us Versions		
	G 1/2	S**	M18 • 1.5 - O* + S**	3/4 - 16 UNF O*	
OSPCX 70 CN	150G4110		-	-	5.3 [11.7]
OSPCX 80 CN		-	-	150G4112	5.3 [11.7]
OSPCX 100 CN	150G4107		150G4108	150G4109	5.4 [11.9]

S\*\* : countersinking around port connections (can not be used in connection with OVR angular block)

O\* : O-ring chamfer on port connections

If you wish other specifications for your OSPCX CN steering unit, [please fill in the order form on page 34](#) and contact the Sauer-Danfoss sales organization.

**SPECIFICATION TABLE  
 FOR NON CATALOGUE  
 NUMBERS OF SAUER-  
 DANFOSS OSPCX CN  
 STEERING UNITS**

Specification table for Sauer-Danfoss closed center steering units type OSPCX CN which are not available in the code number table.

Fill in with company data and x's in the table and send to your Sauer-Danfoss Sales Organization

Your company	Name	Vehicle	Potential, pcs/year	Completed	Date
Steering unit type	OSPCX CN				
Displacement cm <sup>3</sup> /rev OSPCX CN	50	60	70	80	100
Port threads	G 1/2 S**		M 18 • 1.5 O* + S**		3/4 - 16UNF O*
Neutral setting springs	Soft: 0.15 - 1.8 Nm [1.33 - 15.9 lbf•in] in normal steering situation		Standard: 0.8 - 3 Nm [7.10 - 26.55 lbf•in] in normal steering situation		Strong: 1.5 - 4 Nm [13.27 - 35.40 lbf•in] in normal steering situation
Unit painted black	Yes			No	

S\*\* : countersinking around port connections (can not be used in connection with OVR angular block)

O\* : O-ring chamfer on port connections

**TECHNICAL DATA**

**Common data**

Look in sub catalogue: "General, steering components"

**Manual steering pressure**

Look in sub catalogue: "General, steering components"

**Displacement, flow and pressure**

Steering unit	Displacement cm <sup>3</sup> / rev [in <sup>3</sup> / rev]	Ratet oil flow l/min [US gal/min]	Max. pressure on connections		
			P bar [psi]	T bar [psi]	L, R bar [psi]
OSPCX 50 CN	50 [3.05]	5 [0.30]	125 [1813]	25 [363]	100 [1450]
OSPCX 60 CN	60 [3.70]	6 [0.37]			
OSPCX 70 CN	70 [4.30]	7 [0.43]			
OSPCX 80 CN	80 [4.90]	8 [0.49]			
OSPCX 100 CN	100 [6.10]	10 [0.61]			

**DIMENSIONS OSPCX CN**

European version:

A: G ½ w. spot face or M18 • 1.5

ISO 6149

15 mm (0.59 in) deep

B: M10 • 1.5,

16 mm (0.63 in) deep

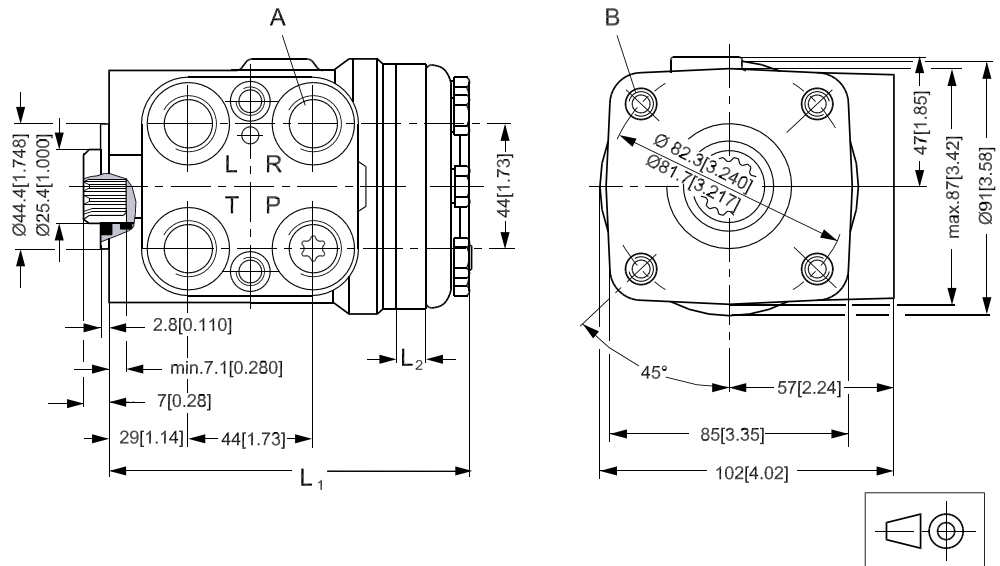
US version:

A: ¾ - 16 UNF O-ring boss;

15 mm (0.59 in) deep

B: 3/8 - 16 UNC, 16 mm (0.63 in)

deep



150H08.10

Steering unit	L <sub>1</sub> mm [in]	L <sub>2</sub> mm [in]
OSPCX 50 CN	126 [4.96]	6.5 [0.26]
OSPCX 60 CN	128 [5.04]	9.1 [0.36]
OSPCX 70 CN	128 [5.04]	9.1 [0.36]
OSPCX 80 CN	129 [5.08]	10.4 [0.41]
OSPCX 100 CN	132 [5.20]	13.0 [0.51]



## OUR PRODUCTS

Hydrostatic transmissions  
Hydraulic power steering  
Electric power steering  
Closed and open circuit axial piston pumps and motors  
Gear pumps and motors  
Bent axis motors  
Radial piston motors  
Orbital motors  
Transit mixer drives  
Planetary compact gears  
Proportional valves  
Directional spool valves  
Cartridge valves  
Hydraulic integrated circuits  
Hydrostatic transaxles  
Integrated systems  
Fan drive systems  
Electrohydraulics  
Micro controllers and software  
Electric motors and inverters  
Digital electronics and software  
Joystick and control handles  
Displays  
Sensors

## Sauer-Danfoss Mobile Power and Control Systems – Market Leaders Worldwide

Sauer-Danfoss is a comprehensive supplier providing complete systems to the global mobile market.

Sauer-Danfoss serves markets such as agriculture, construction, road building, material handling, municipal, forestry, turf care, and many others.

We offer our customers optimum solutions for their needs and develop new products and systems in close cooperation and partnership with them.

Sauer-Danfoss specializes in integrating a full range of system components to provide vehicle designers with the most advanced total system design.

Sauer-Danfoss provides comprehensive worldwide service for its products through an extensive network of Authorized Service Centers strategically located in all parts of the world.

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