General

The purpose of producing a rodless cylinder is to provide a space saving option over conventional cylinders. On a traditional rod type cylinder, the total space occupied with rod out is more than double the length of the cylinder, while with rodless cylinder it is little more than its stroke. Profiled tube allows mounting of sensors 1500._, RS._, HS._ and 1580._, MRS._, MHS._ on the two sides of carriage, by means of suitable brackets. Standard accessories include foot mounting brackets for installation on cylinder and caps, intermediate mounting brackets to give support to long stroke cylinders under load (over one metre), an oscillating coupling device for installation between the mounting plate and the load and on request, a very precise external movement device.

Construction characteristics

End covers	anodised aluminium
Barrel	anodised aluminium
Bands	tempered stainless steel
Mounting place	anodised aluminium
Piston	acetal resin
Guide blocks	acetal resin
Cushion bearings	aluminium
Piston seals	special 80 shore nitril mixture, wear resistant
Other seals	NBR oil-resistant rubber

Technical characteristics

Fluid	filtered and lubricated air
Pressure	0.5 - 8 bar
Working temperature	-5°C - +70°C
Max. speed	1.5 m/sec. (normal working conditions)
Bores	Ø 25 - 32 - 40 - 50 - 63
Max. strokes	6 m

Please follow the suggestions below to ensure a long life for these cylinders:
- use clean and lubricated air
- Please adequately evaluate the load involved and its direction, especially in respect to the moving carriage (also see tables for loads and admitted moments).
- avoid high speeds together with long strokes and heavy loads: this would produce kinetic energy which the cylinder cannot absorb, especially if used as a limit stop (in this case use mechanical stop device)
- evaluate the environmental characteristics of cylinder used (high temperature, hard atmosphere, dust, humidity etc.)

Please note: air must be dried for applications with lower temperature.
Use hydraulic oils H class (ISO Vg32) for correct continued lubrication.
Our Technical Department will be glad to help.

For applications where a low smooth uniform operations speed is required, you must specify this on your purchase order so that we can use the proper special grease.

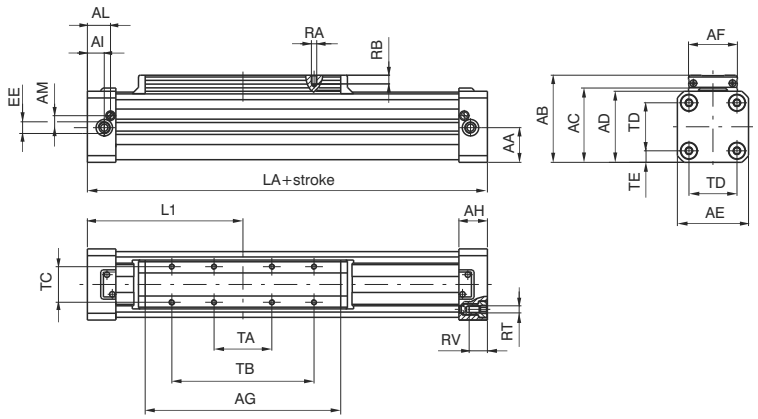
Use and maintenance

This type of cylinder, due to its characteristics, has to be used within certain criteria. Correct use will give long and troublefree operation. Filtered and lubricated compressed air reduce seal wear. Verify that the load will not produce unforeseen stresses. Never combine high speed with heavy load. Always support the long stroke cylinder with intermediate brackets and never exceed the specified working conditions.
If maintenance is required, follow the instructions supplied with the repair kit.

Basic version

Ordering code

1605.Ø.stroke.01.M
(Max. stroke 6 mt.)

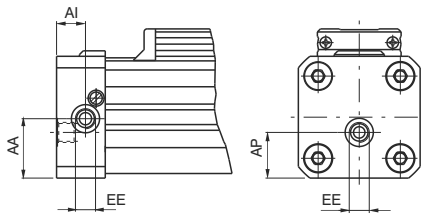


Left head

Ordering code

1605.Ø.stroke.02.M
(Max. stroke 6 mt.)

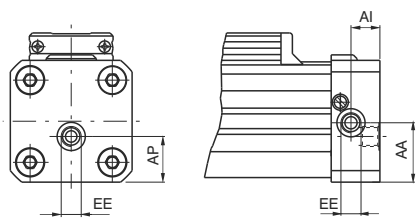
Possibility of a single feed cylinder head



Right head

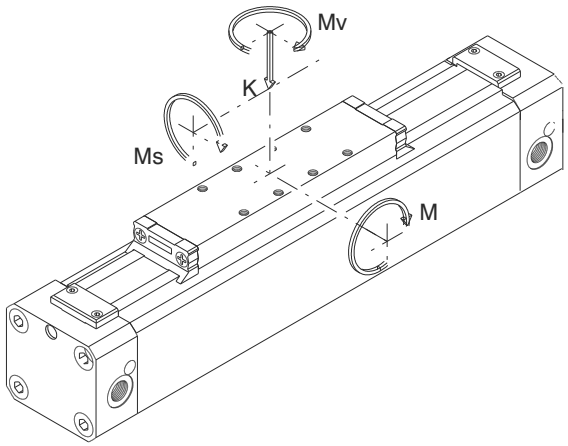
Ordering code

1605.Ø.stroke.03.M
(Max. stroke 6 mt.)

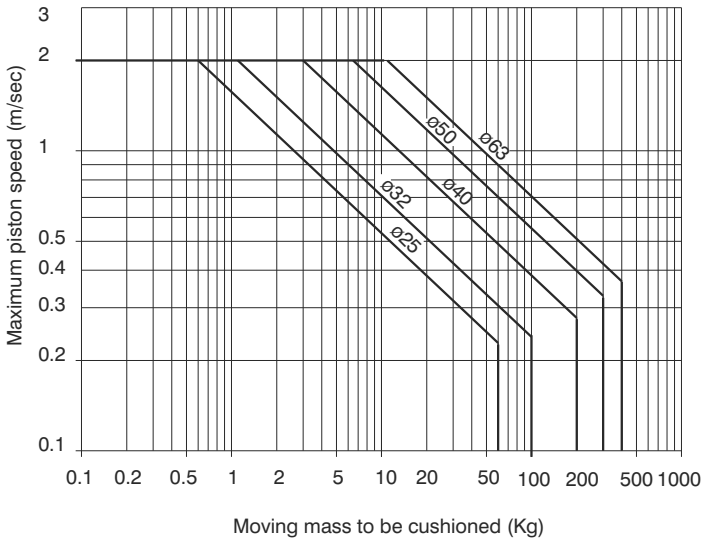


Bore		25	32	40	50	63
AA		19,5	25,5	31	39	46,5
AB		56	70	80	98	113,5
AC		48,5	60	70	85	100
AD		44	55	65	80	95
AE		40	55	65	80	95
AF		30	40	40	55	55
AG		117	146	186	220	255
AH		23	27	30	32	36
AI		12,5	14,5	17,5	19	23
AL		19	22,5	24,5	26	30
AM		7,5	10,5	11,5	13,5	16
AP		13	15,2	23	30	35,5
EE		G1/8"	G1/4"	G1/4"	G1/4"	G3/8"
L1		100	125	150	175	215
LA		200	250	300	350	430
RA		M4	M5	M5	M6	M6
RB		7,5	9,5	9,5	11,5	11,5
RT		M5	M6	M6	M8	M8
RV		13,5	16,5	16,5	20,5	20,5
TA		30	40	40	65	65
TB		80	110	110	160	160
TC		23	30	30	40	40
TD		27	36	47	54	68
TE		6,5	9,5	9	13	13,5
Weight	stroke 0	900	1650	2650	4330	8010
gr.	every 100mm	225	340	490	725	1070
STROKE TOLERANCE: + 2 mm.						

Basic version cylinder



Operating end stroke decelerator diagram



Recommended loads and moments in static conditions

CYLINDER BORE	DECELERATING STROKE (mm)	MAX. RECOMMENDED LOAD K (N)	MAX. RECOMMENDED BENDING MOMENT M (Nm)	MAX. RECOMMENDED CROSS MOMENT Ms (Nm)	MAX. RECOMMENDED TWISTING MOMENT Mv (Nm)
25	20	300	15	0.8	3
32	25	450	30	2.5	5
40	31	750	60	4.5	8
50	38	1200	115	7.5	15
63	49	1600	150	8.5	24

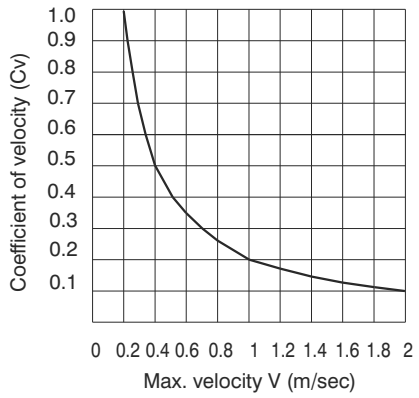
4

Attention: use guided carriage for heavier loads or precise linear movements (MG or MH versions).

All reported data are referred to carriage plane and indicates MAX - valves in statical conditions. These valves should not be exceeded either in dynamic conditions (best speed <1m/sec). Should the cylinder be utilised at its maximum performances, ensure the proper additional absorbers are used.

Calculation of permissible load (Kd) in dynamic conditions $Kd = K \cdot Cv$

Coefficient of velocity diagram



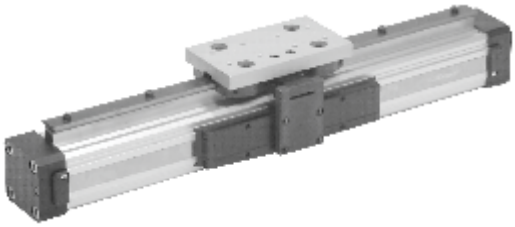
Loads under combined stressing conditions

It is important to take into consideration the following formula when there are a combination of forces with torque:

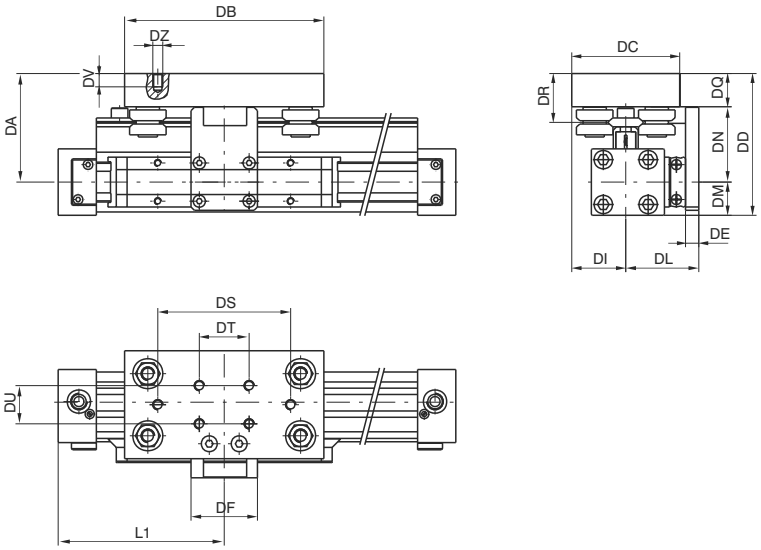
$$\left[\left(2 \times \frac{Ms}{Ms\ max}\right) + \left(1.5 \times \frac{Mv}{Mv\ max}\right) + \frac{M}{M\ max} + \frac{K}{K\ max}\right] \times \frac{100}{Cv} \leq 100$$

Cylinder with linear control unit
(Ø 25, Ø32 and Ø40)

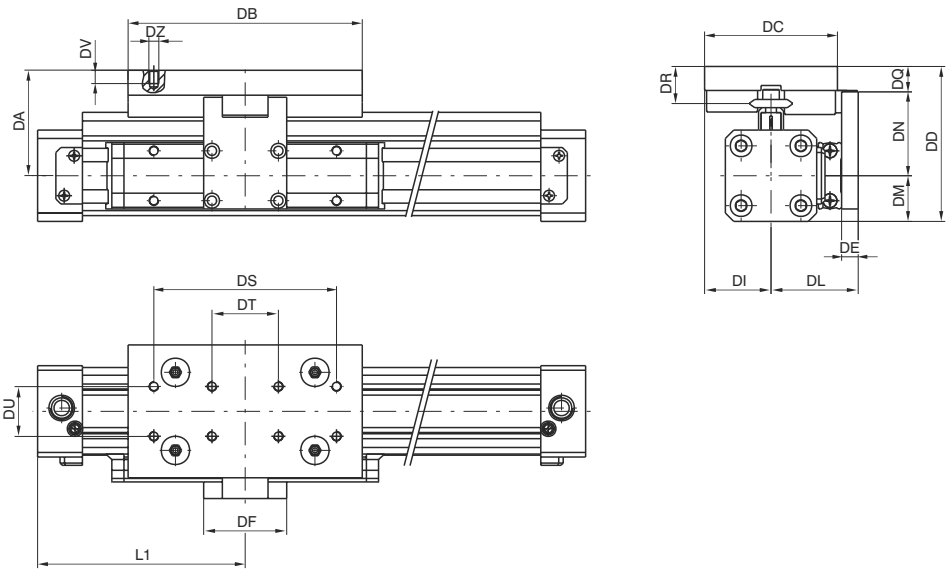
Ordering code
1605.Ø.stroke.01.MG (Max. stroke 3mt.)



Cylinders Ø 25



Cylinders Ø 32, Ø 40



Bore	DA	DB	DC	DD	DE	DF	DI	DL	DM	DN	DQ	DR	DS	DT	DU	DV	DZ	L1	Weight guide	every 100mm
25	65	120	65	85	8	40	32,5	44	20	45,5	19,5	29	80	30	23	8	M6	100	gr. 850	gr. 90
32	63	141	80	90,5	10	50	40	52,5	27,5	48,5	14,5	21,5	110	40	30	8	M5	125	gr. 950	gr. 90
40	68,5	141	80	101	10	50	40	57,5	32,5	54	14,5	21,5	110	40	30	8	M5	150	gr.950	gr. 90

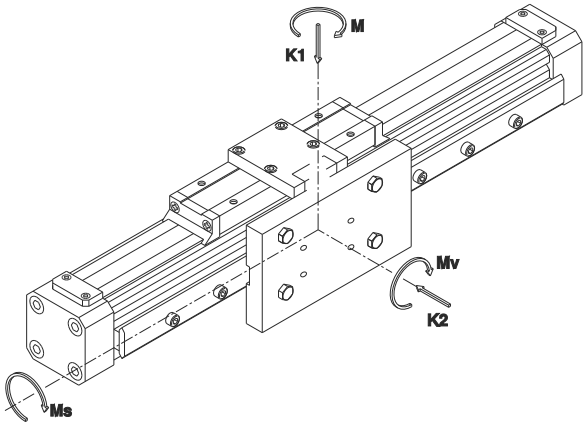
For cylinder weight refer to base version

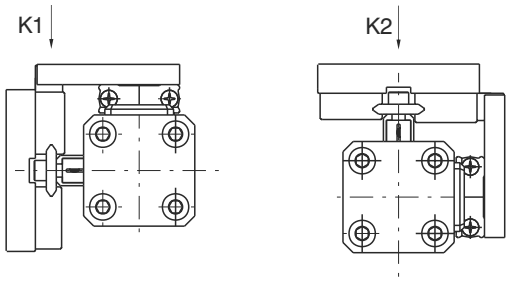
Construction characteristics of linear control unit

Rod	carbon steel with hardness higher than 55-60 HRC
Bearing with shaft	shielded bearing with shaped ring
Carriage plate	anodised aluminium
Cover	acetal resin

Cylinders with linear control unit Ø32 and Ø40

Max. suggested loads and moments

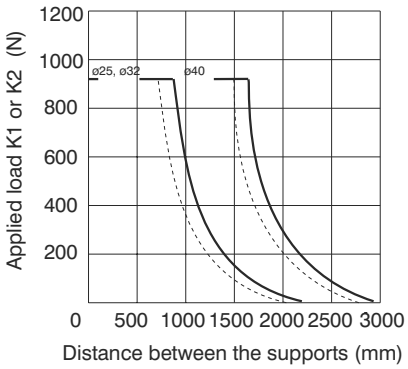


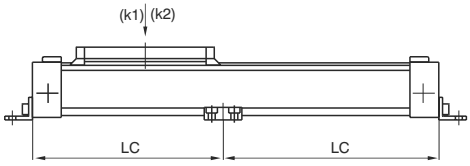


K1 (N)	K2 (N)	M (Nm)	Ms (Nm)	Mv (Nm)
960	960	40	12	40

Max. load (K1 o K2) depending on the distance LC between the supports

K1 ---------- K2 _____



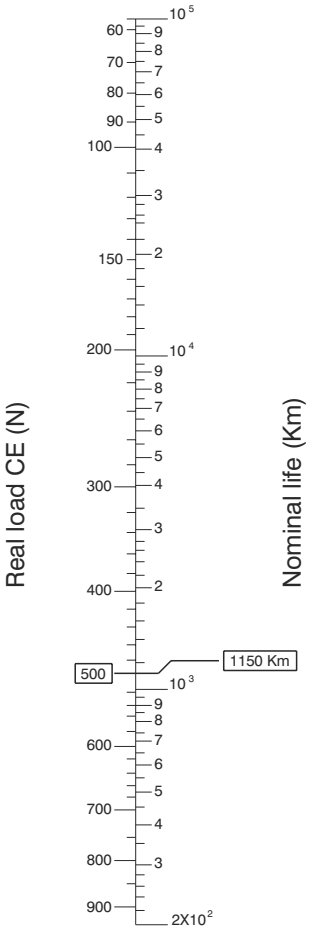


Real load (CE) under combined stressing conditions

It is important to take into consideration the following formula when there are a combination of forces with torque :

$$CE = \left[K1 + K2 + \left(24 \times M\right) + \left(80 \times Ms\right) + \left(24 \times Mv\right)\right] \leq 960$$

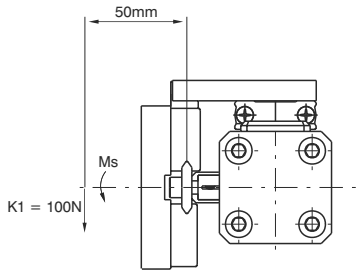
Nomograph load / life



All data refers to a linear control unit properly lubricated with linear speed < di 1.5 m/s

Example to compute the life

Compute the linear control unit life with a load of 100 N applied 50 mm off its axle.



Ms = 0,05 x 100 = 5 Nm K1 = 100 N

How to compute the real load using the formula:

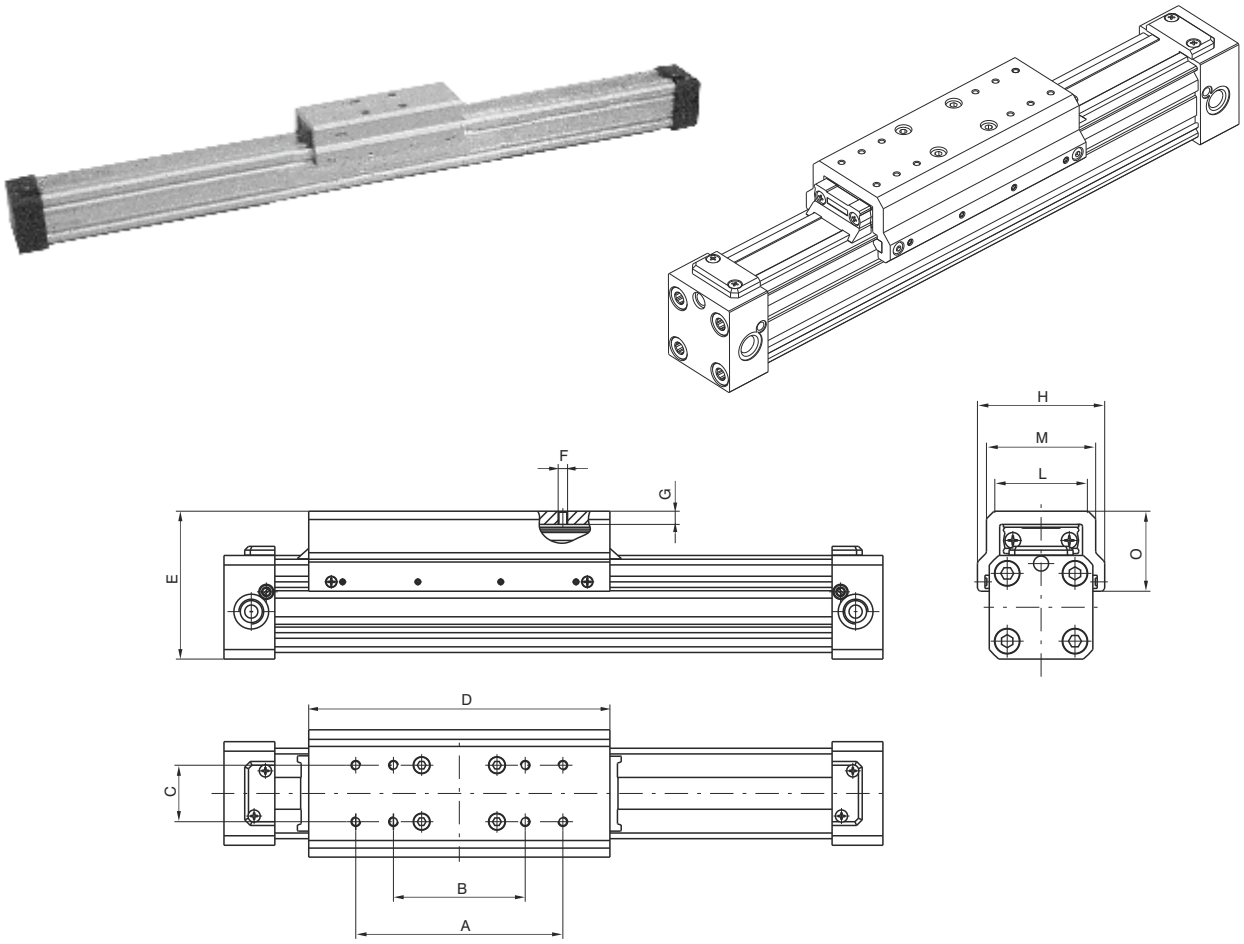
$$CE = \left[K1 + K2 + \left(24 \times M\right) + \left(80 \times Ms\right) + \left(24 \times Mv\right)\right]$$

$$CE = \left[100 + 0 + \left(24 \times 0\right) + \left(80 \times 5\right) + \left(24 \times 0\right)\right] = 500N$$

After having verified that the CE is lower than 960 N we realise that the life is 1150 Km from the nomograph.

Cylinder with sliding shoes guide
(Ø 25, Ø 32 and Ø 40)

Ordering code
1605.Ø.stroke.01.MH



Bore	A	B	C	D	E	F	G	H	L	M	O	Weight gr.
ø25	80	55	23	130	64 $^{\pm 1}$	M4	6,5	57	36	42	32	gr. 235
ø32	110	70	30	160	78,5 $^{\pm 1}$	M5	7	68	50	58	42,5	gr. 445
ø40	110	70	30	202	88,5 $^{\pm 1}$	M5	7	77	52	60	45,5	gr. 595

For cylinders weight refer to base version

Complete sliding shoes guide

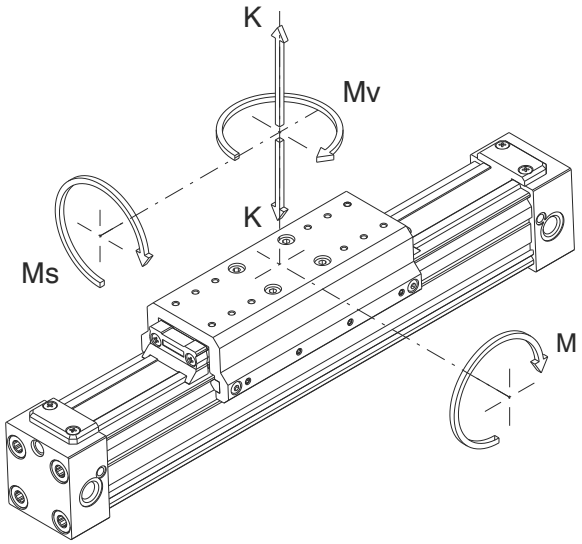
Ordering code
1600.Ø.05F

Construction characteristics of guide

Sliding shoes guide	reinforced carbon fibre nylon
Mounting plate	extruded anodised aluminium

Cylinder with sliding shoes guide ø25, ø32 and ø40

Max. suggested loads and moments



Recommended loads and moments in static conditions

CYLIDER BORE	MAX RECOMMENDED LOAD K (N)	MAX RECOMMENDED BENDING MOMENT M (Nm)	MAX RECOMMENDED CROSS MOMENT Ms (Nm)	MAX RECOMMENDED CROSS MOMENT Ms (Nm)
ø 25	300	20	1	4
ø 32	450	35	3	6
ø 40	750	70	5	9

General

The cable cylinders work in a linear translation systems, they are very compact and can be used where a normal cylinder with a rigid rod is too cumbersome. The main characteristic of the cable cylinders is the absence of the rod which, in coming out of the end plate at the end of the stroke, doubles the total overall dimension of the cylinder. In the case of the cable cylinder, the rod is replaced by a metal rilsan-coated cable. It is connected to the piston and coming at the maximum point of stroke never exceeds the overall dimensions of the cylinder.
The cable is connected to the bracket with clamps which serve also to regulate the tension. Because of the construction characteristics of this type of cylinder it must be used with much care. The cable is capable of supporting large stress due to heavy load and high speed. Unfortunately, we cannot give definitive limits of use if not in presence of masses of a few kilograms to be translated (7 - 10 for 16 and 20 - 25 for Ø 25) with speed inversely proportional to the entity of the same load (max 0,5 m/sec). This is done in a way that the load always has a mechanical stop at the end of the stroke. The magnetic piston version lengthens the overall dimensions by 50 mm; the 1200 series microcylinder sensors are used along with the clips of that series.

Construction characteristics

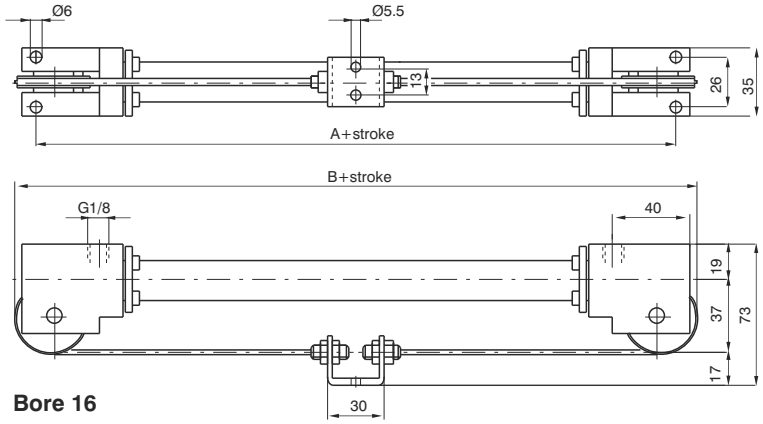
End plates	anodised black aluminium	Piston seals	NBR 80 Shore (at lip)
Barrel	anodised aluminium	Cable seal	PUR
Piston	aluminium	Bracket	steel
Cable	steel	Cable clamps	brass
Cable covering	Rilsan	Pulleys	aluminium with ball bearing

Technical characteristics

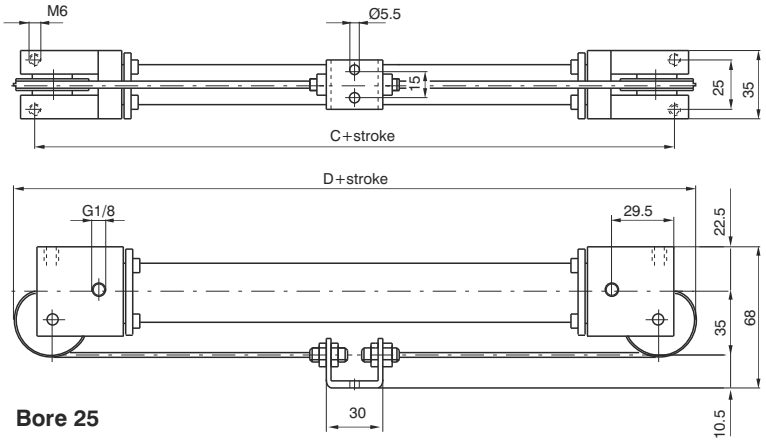
Fluid: filtered and lubricating air	Max. pressure:6 bar	Min. and max. temperature: -5°C - +70°C	Max speed: 0.5 m/sec.

"Attention: Dry air must be used for application below 0°C"

	A	B	C	D
Standard	111	132	86	124
Magnetic	161	182	136	174



Bore 16



Bore 25

Ordering code
1601.Ø.stroke **1601.Ø.stroke.M** Version with magnetic piston

Maintenance

The cable is obviously the part most subject to breakage. The cylinder can be disassembled for replacement of the cable which is supplied already complete with threaded bushings to be screwed on to the piston. Once the wear of the barrel and seals has been checked, the cylinders can be reassembled by screwing on the end plates. Next, the ends of the cable are attached to the bracket by way of clamps and the tension regulated. The tension is correct when the cable is not cambered.