

DESPIECE

DISASSEMBLY



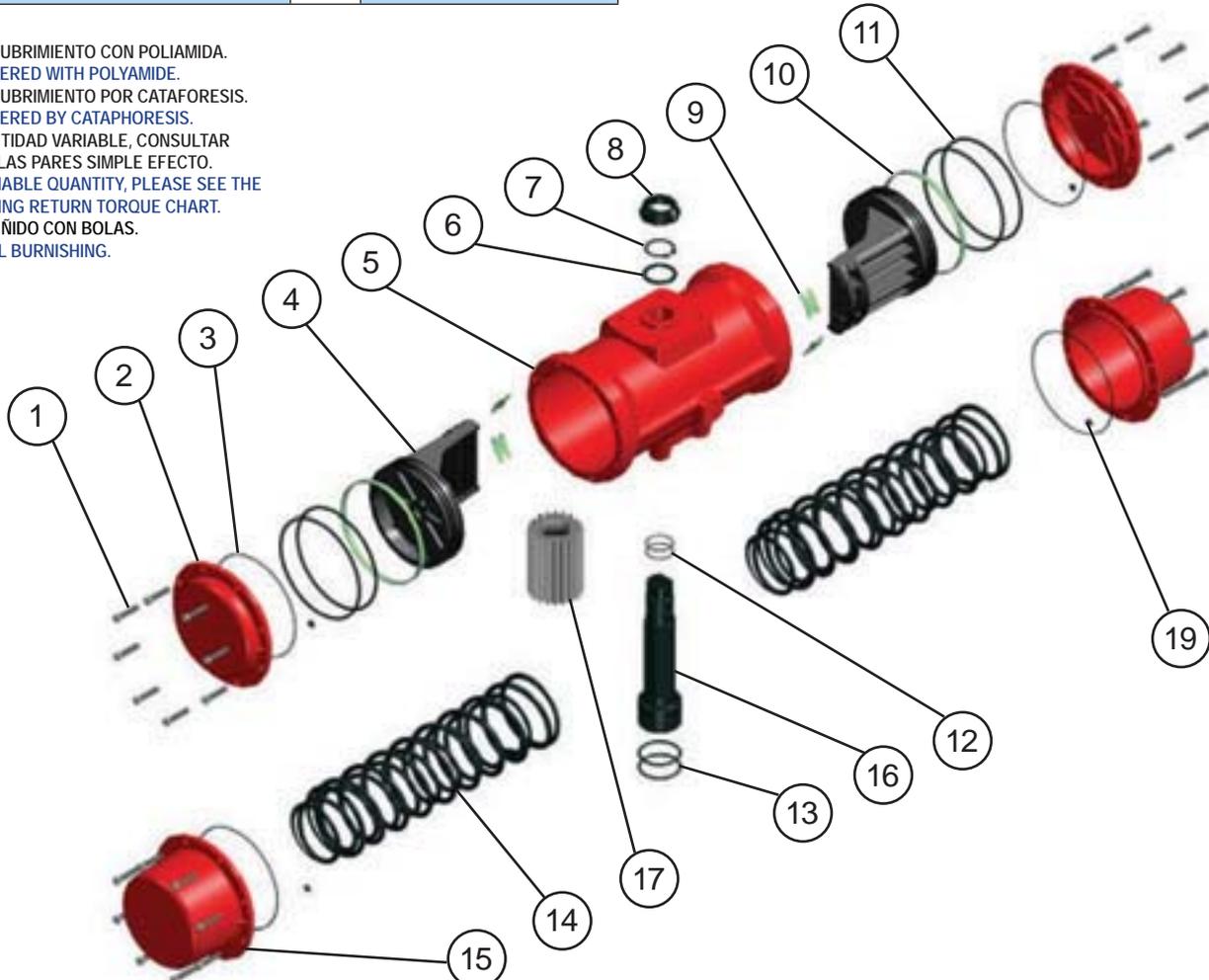
**ACTUADOR NEUMÁTICO DE ALUMINIO
ALUMINIUM PNEUMATIC ACTUATOR**



P40: Doble Efecto / Double Acting
P40S: Simple Efecto / Spring Return

| Nº | Descripción Description | Cant. Quant. | Material Material |
|----|--|-----------------|--|
| 1 | TORNILLO ALLEN TAPA CAP ALLEN SCREW | 8 | ACERO INOXIDABLE AISI-304 AISI-304 STAINLESS STEEL |
| 2 | TAPA DOBLE EFECTO DOUBLE ACTING CAP | 2 | ALEACIÓN ALUMINIO (2) + (1) ALUMINIUM ALLOY (2) + (1) |
| 3 | JUNTA TÓRICA TAPA CAP-O-RING | 2 | N.B.R. N.B.R. |
| 4 | ÉMBOLO PISTON | 2 | ALEACIÓN ALUMINIO (2) ALUMINIUM ALLOY (2) |
| 5 | CILINDRO CYLINDER | 1 | ALEACIÓN ALUMINIO (2) + (1) ALUMINIUM ALLOY (2) + (1) |
| 6 | ARANDELA WASHER | 1 | POLIAMIDA 6 POLYAMIDE 6 |
| 7 | ANILLO DE SEGURIDAD SPRING CLIP | 1 | ACERO (2) STEEL (2) |
| 8 | INDICADOR VISUAL POSITION INDICATOR | 1 | POLIAMIDA POLYAMIDE |
| 9 | GUIA ÉMBOLO PISTON GUIDE | 2 | POLIACETAL POLYACETAL |
| 10 | ANILLO GUIA GUIDE RING | 2 | P.T.F.E + BRONCE P.T.F.E + BRONZE |
| 11 | JUNTA TÓRICA ÉMBOLO PISTON O-RING | 2 | N.B.R. N.B.R. |
| 12 | JUNTA TÓRICA EJE SHAFT O-RING | 2 | N.B.R. N.B.R. |
| 13 | JUNTA TÓRICA EJE SHAFT O-RING | 2 | N.B.R. N.B.R. |
| 14 | JUEGO DE MUELLES SPRINGS SET | 2 | DIN-17223-C (2) (4) DIN-17223-C (2) (4) |
| 15 | TAPA SIMPLE EFECTO SPRING RETURN CAP | 2 | ALEACIÓN ALUMINIO (2) + (1) ALUMINIUM ALLOY (2) + (1) |
| 16 | EJE SHAFT | 1 | ACERO (2) STEEL (2) |
| 17 | PIÑÓN GEAR | 2 | ALEACIÓN DE ALUMINIO (5) ALUMINIUM ALLOY (5) |
| 19 | JUNTA PLANA WATERTIGHTNESS PLANE GASKET | 2 | NEOPRENO NEOPRENE |

- (1) RECUBRIMIENTO CON POLIAMIDA.
COVERED WITH POLYAMIDE.
- (2) RECUBRIMIENTO POR CATAFORESIS.
COVERED BY CATAPHORESIS.
- (4) CANTIDAD VARIABLE, CONSULTAR
TABLAS PARES SIMPLE EFECTO.
VARIABLE QUANTITY, PLEASE SEE THE
SPRING RETURN TORQUE CHART.
- (5) BRUÑIDO CON BOLAS.
BALL BURNISHING.



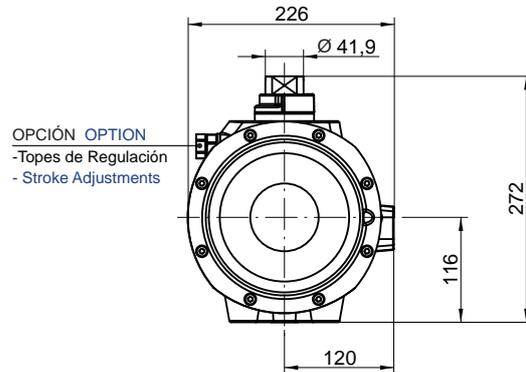
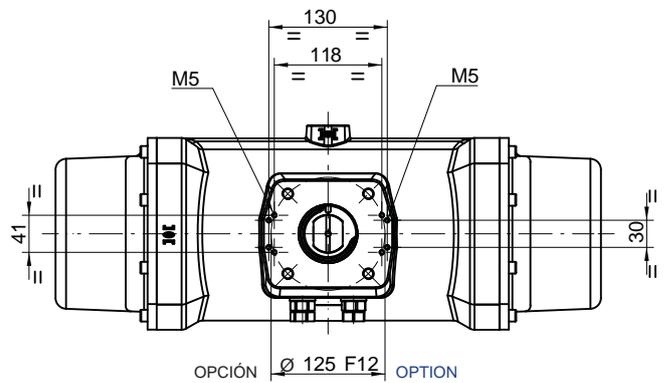
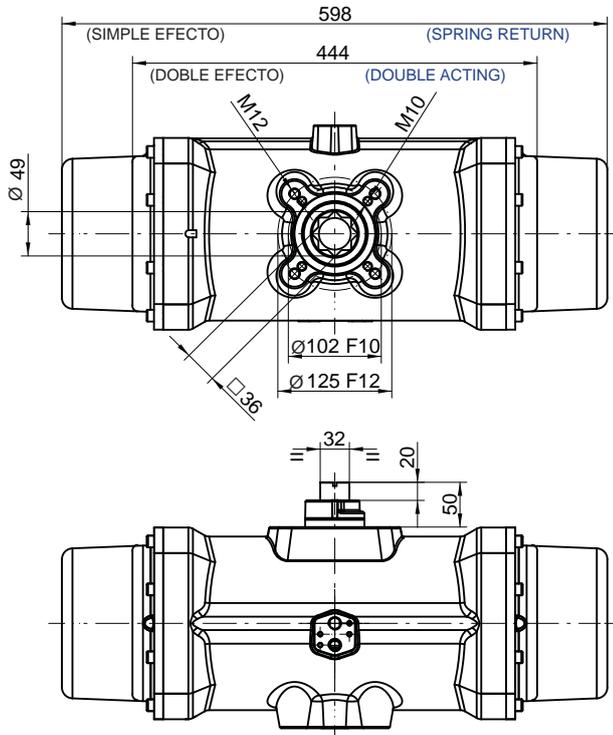
| MODELOS MODELS | TIEMPO DE MANIOBRA EN SEG. CYCLE TIME IN SECS. | | PESOS WEIGHTS | | CAPACIDAD EN LITROS CAPACITY IN LITRES | |
|-------------------|---|-------------------------|------------------|------|---|-------------------------|
| | PARA ABRIR TO OPEN | PARA CERRAR TO CLOSE | Kg. | Lb. | PARA ABRIR TO OPEN | PARA CERRAR TO CLOSE |
| | | | | | | |
| P40 | 1,2 | 1,2 | 17,6 | 38,8 | 5,3 | 5,3 |
| P40S | 2 | 2 | 36,4 | 80,2 | 5,3 | |

Tiempo de maniobra sin par resistente a 6 bar.
Cycle time w/o resistant torque at 6 bar.

Dimensiones en mm.
Dimensions in mm.

Para calcular el consumo, multiplicar las cifras del cuadro por la presión real de trabajo.

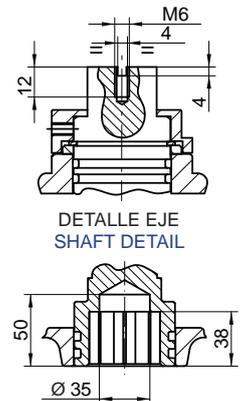
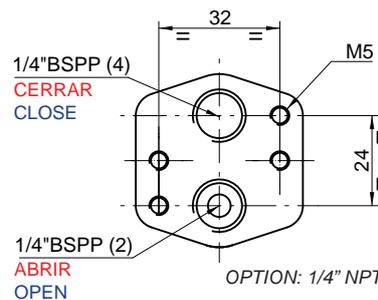
To calculate the consumption, multiply the above figures by the real working pressure.



PARES DOBLE EFECTO DOUBLE ACTING TORQUES

| P40 | PRESION AIRE AIR PRESSURE | | | | | | | |
|-------|------------------------------|-------|-------|-------|-------|--------|--------|--------|
| bar | 3 | 4 | 4,5 | 5 | 5,5 | 6 | 7 | 8 |
| p.s.i | 43,5 | 58 | 65,3 | 72,5 | 79,8 | 87 | 101,5 | 116 |
| Nm | 582,5 | 782 | 881,4 | 980,8 | 1.080 | 1.180 | 1.379 | 1.578 |
| Lb.in | 5.155 | 6.921 | 7.801 | 8.680 | 9.560 | 10.442 | 12.204 | 13.967 |

NORMA NAMUR E.V
SOLENOID NAMUR NORM



PARES SIMPLE EFECTO SPRING RETURN TORQUES

| P40S | PAR MUELLES SPRING TORQUES | PAR A LA PRESIÓN INDICADA AIR TORQUE AT INDICATED PRESSURE | | | | | | | | | | | | | | | | | |
|------|-------------------------------|---|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|-------------|
| | | 3 | | 4 | | 4,5 | | 5 | | 5,5 | | 6 | | 7 | | 8 | | bar | |
| N | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | INICIAL INITIAL | FINAL END | p.s.i |
| 4* | 766,9 6.787 | 491,6 4.351 | | | | | 389,8 3.450 | 114,5 1.014 | 489,1 4.329 | 213,8 1.892 | 588,4 5.207 | 313,4 2.773 | 688,3 6.091 | 413 3.655 | 887,4 7.854 | 612,1 5.417 | 1.087 9.616 | 811,3 7.180 | Nm Lb.in |
| 3 | 629,3 5.569 | 432,6 3.829 | | | 349,4 3.092 | 152,7 1.352 | 448,8 3.972 | 252,1 2.232 | 548,1 4.851 | 351,5 3.111 | 647,7 5.732 | 451,1 3.992 | 747,3 6.613 | 550,6 4.873 | 946,4 8.376 | 749,8 6.635 | 1.146 10.138 | 948,9 8.398 | Nm Lb.in |
| 2 | 452,3 4.003 | 314,6 2.785 | 267,9 2.370 | 130,2 1.152 | 467,4 4.136 | 329,7 2.918 | 566,8 5.016 | 429,1 3.798 | 666,1 5.895 | 528,5 4.677 | 765,7 6.776 | 628,1 5.558 | 865,3 7.658 | 727,6 6.439 | 1.064 9.420 | 926,8 8.202 | | | Nm Lb.in |
| 1 | 275,3 2.436 | 177 1.566 | 405,5 3.589 | 307,2 2.718 | 605 5.355 | 506,7 4.485 | 704,4 6.235 | 606,1 5.365 | 803,8 7.113 | 705,5 6.243 | 903,4 7.995 | 805,1 7.125 | 1.003 8.876 | 904,6 8.006 | | | | | Nm Lb.in |

N: Número de muelles por banda
Number of springs per side

* Número de muelles estándar
* Standard number of springs

OPCIÓN: Incorporación Sistema Seguridad Muelles
OPTION: Spring Security System Incorporated