

HEMA CLAMPING SYSTEMS

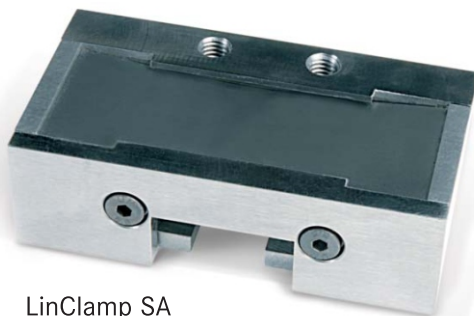
LINCLAMP



LinClamp S



LinClamp S flat



LinClamp SA



LinClamp SK



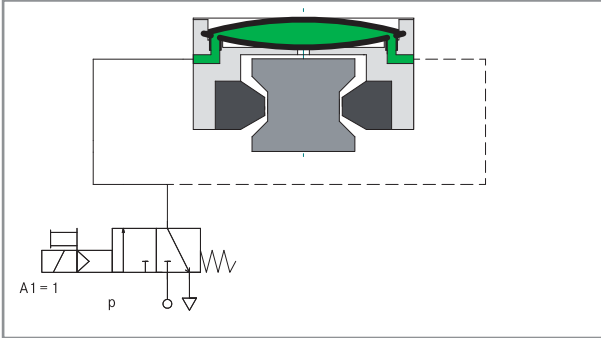
LinClamp A

در صورت سفارش مشتریان قابل تحویل است

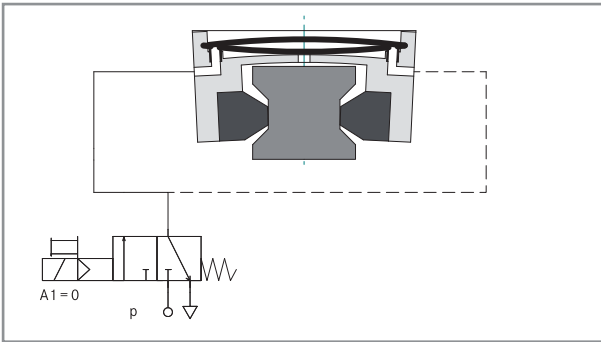
در صورت نیاز مشتری Pdf آن ارسال میشود

OPERATING PRINCIPLE OF THE LINCLAMP

Function of the LinClamp S/SK



LinClamp S/ SK, opening with spring air



LinClamp S/SK, clamping with spring actuator

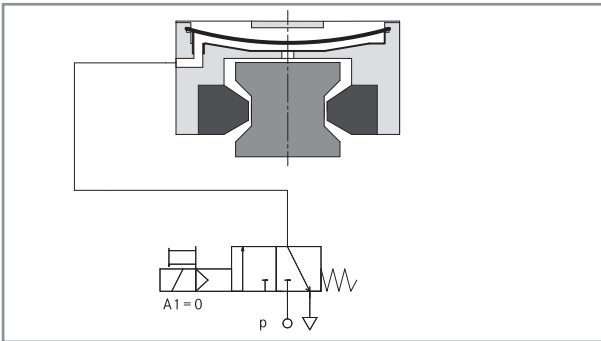
LinClamp S/SK released

Compressed air is applied to the chamber between the two spring steel diaphragms. This deforms the spring steel sheets elastically and shortens them in the horizontal direction. The clamp body is deformed in such a way that it contacts at the top with the spring steel sheets and expands at the bottom around the brake shoes. This lifts the brake shoes from the rail and it can be moved freely.

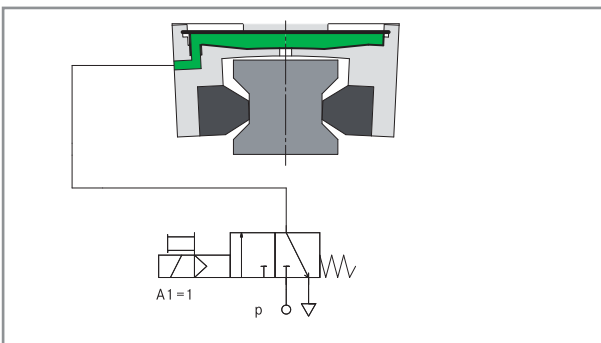
LinClamp S/SK clamped

The chamber between the two spring steel diaphragms is vented. The spring steel sheets spring back to their normal position and expand the upper part of the clamping body. However, this expansion at the top simultaneously leads to a narrowing at the bottom. This narrowing causes the brake shoes to press against the rail and to clamp it.

Function of the LinClamp SA



LinClamp SA, opening with spring actuator



LinClamp SA, clamping with air

LinClamp SA released

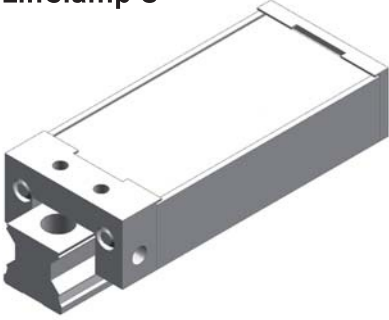
Venting causes the sheet to spring back and splays out the clamping body below the slide way. The base plate, which has previously been reformed elastically, now springs back to its starting position. It is thereby narrower above the cross web and wider beneath it. The brake shoes lift off from the rail. Operating pressure 4 to 6 Bar.

LinClamp SA clamped

To activate the clamping mechanism, the chamber below the spring steel sheet is filled with compressed air. The prestressed spring steel sheet is thereby pressed upwards and simultaneously stretched. Simultaneously, the lower part of the clamping body is narrower over the cross web as pivot point. This presses the brake shoes against the rail.

PRODUCT OVERVIEW

LinClamp S

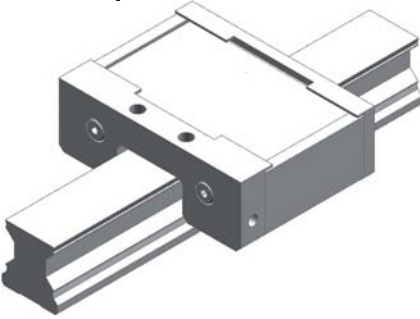


Applications directly over linear guides. Long, slender design, passive.

Consisting of a single-piece clamping body and two spring plates including air chamber, any adaptations on linear guide rails. Available as a clamp or brake for high or low linear guide carriages, for 4 or 6 Bar.

Sizes 15-65, retaining forces 540-10,000 N, special solutions like air connection from above or special screw attachment points on request.

LinClamp SK

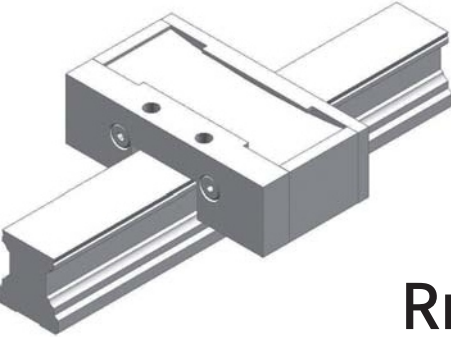


Applications directly over linear guides. Wide, short design, passive.

Consisting of a single-piece clamping body and two spring plates including air chamber, any adaptations on linear guide rails. Available as a clamp or brake for high or low linear guide carriages, for 4 or 6 Bar.

Sizes 15-55, retaining forces 300-2100 N, special solutions like air connection from above or special screw attachment points on request.

LinClamp SA



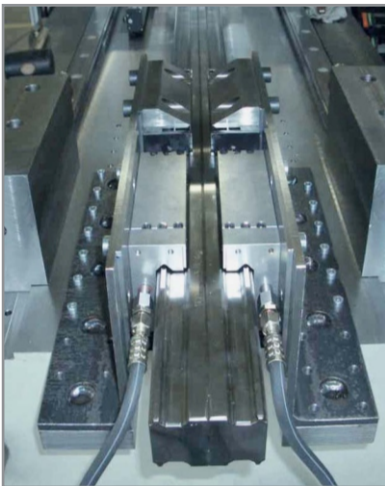
Applications directly over linear guides. Wide, short design, active.

Consisting of a single-piece clamping body and a spring plate including airbag, any adaptations on linear guide rails, available as a clamp or brake for high or low linear guide carriages, for 4 or 6 Bar.

Sizes 20, 25, and 35, retaining forces 390-1250 N. Special solutions like air connection from above or special screw attachment points on request.

RESEARCH RESULTS

Comparative test of the braking distance



Test configuration

Institut für Fertigungstechnik und Werkzeugmaschinen (IWF) at Hanover University, Project "Fast braking" of the VDW/VDMA

Test object

LinClamp S 55

Rated values

6 kN holding force per element
Guide rails INA, air pressure min. 5.5 Bar

Measurements carried out

The measurements were made to determine the braking distance in comparison to alternative products

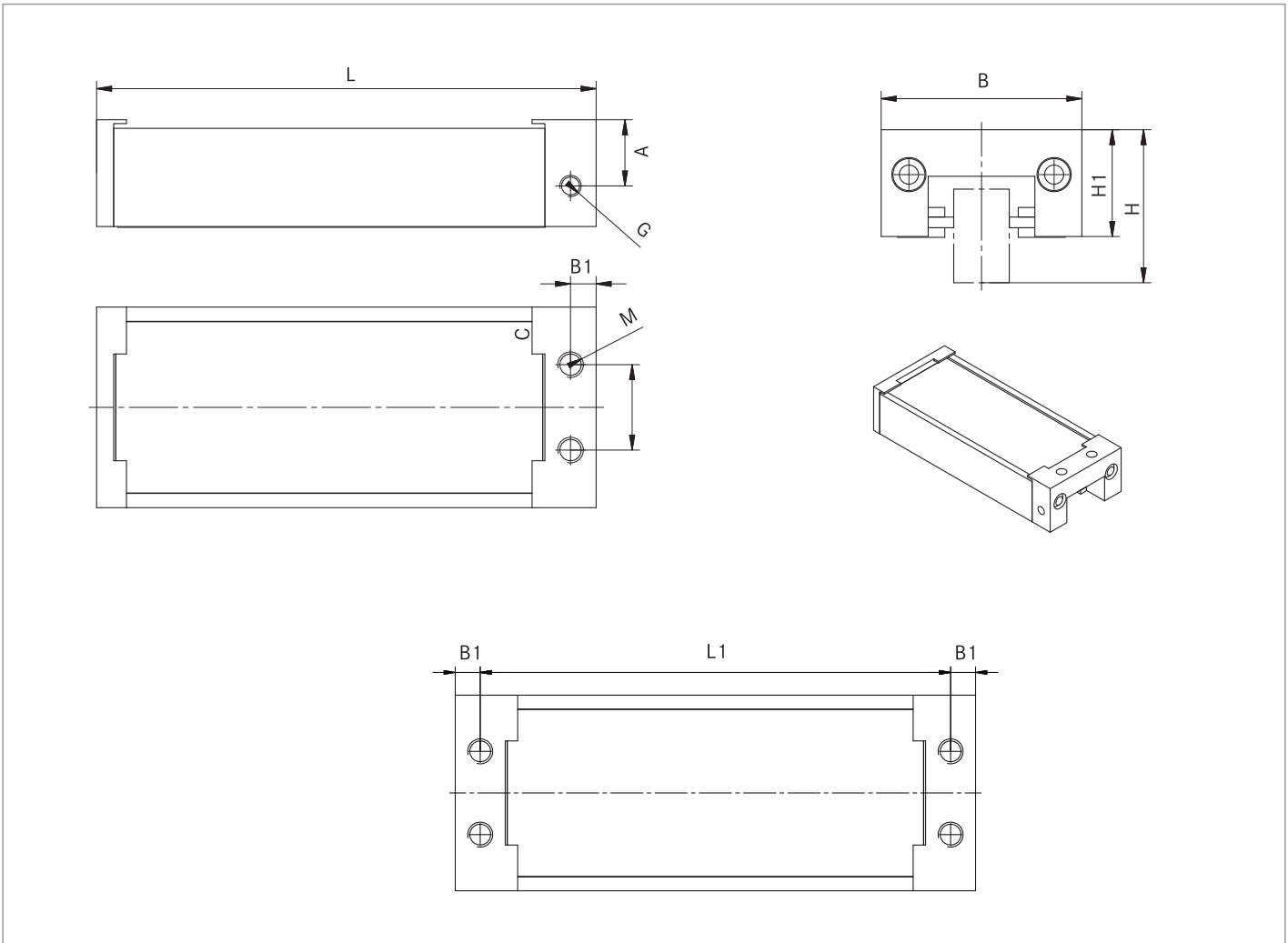
Parameter

60 and 120 m/min at 550 kg to 1550 kg
in 200-kg steps, 50 horizontal measurements,
air pressure 5.5 Bar

TECHNICAL DATA

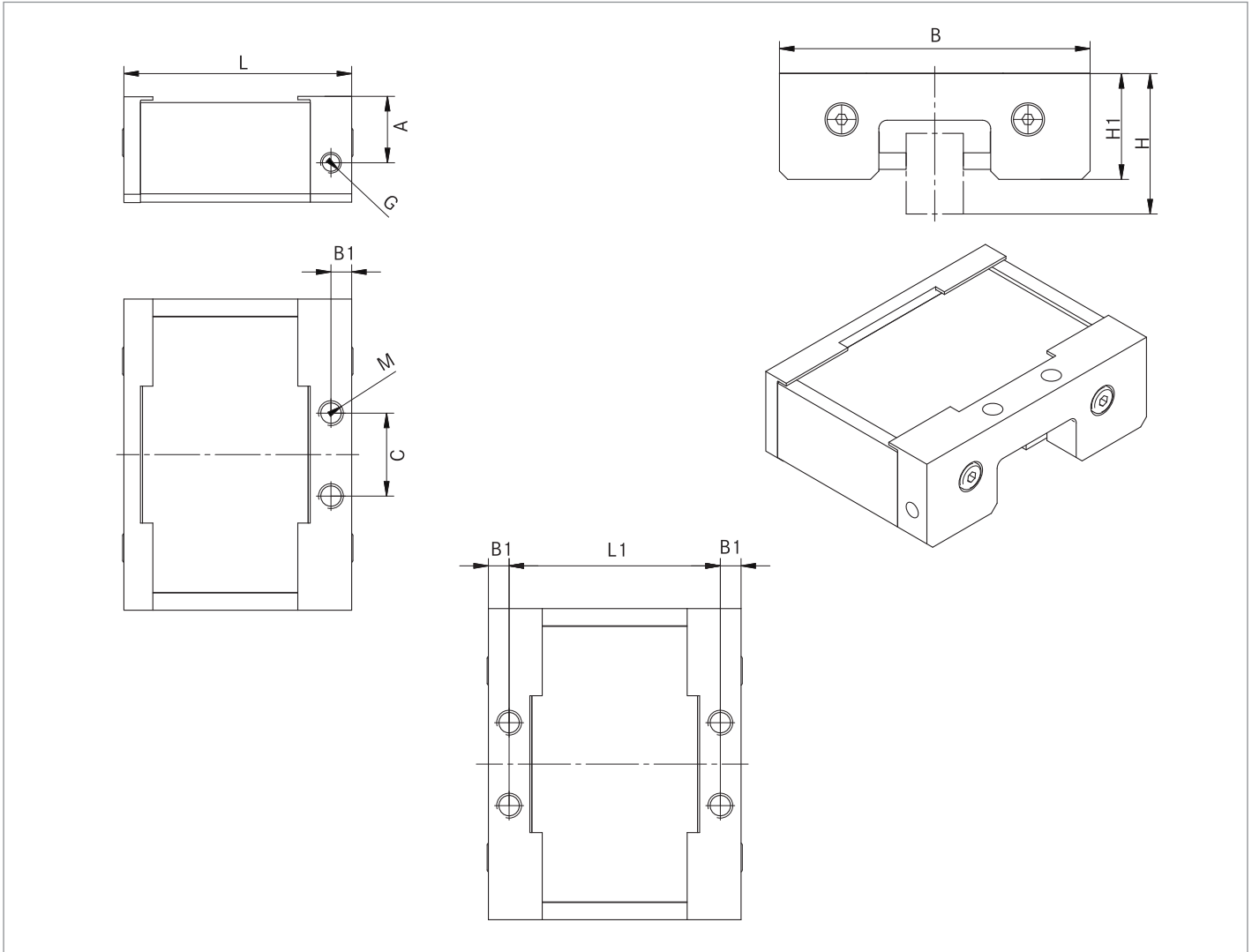
Technical Data of the LinClamp S

Rail size	2 fixing holes		4 fixing holes		B	Low carriage			High carriage			A	B1	C	G	M	Holding force at 6 Bar	Holding force at 4 Bar	وزن Kg	قیمت	
	L	L	L1	H		H1	A	H	H1	A	H									H1	دلار
20	97.2	105.2	93.2	43	30	19.5	13.5	-	-	-	6	15	M5	M5	900	540	0.32				
25	117	125	113	47	36	25	15.5	40	29	19.5	6	20	M5	M6	1200	780	0.5				
30	126	141	121	59	42	29.5	17	45	32.5	20	10	24	M5	M8	1800	1100	0.9				
35	156.2	171.2	151.2	69	48	35	22.5	55	42	29.5	10	24	G1/8	M8	2800	1800	1.26				
45	176.2	191.2	171.2	80	60	42	26.5	70	52	36.5	10	26	G1/8	M10	4000	2400	2.3				
55	202.2	221.2	196.2	98	70	49	28	80	59	38	12.5	30	G1/8	M12	6000	3600	3.9				
65	259.2	281.2	251.2	120	90	64	38	100	74	48	15	40	G1/4	M12	10000	6000	5				
25 flat	117	125	113	47	25	20	15.5	-	-	-	6	20	M5	M6	1200	780	0.45				
20/40 wide	-	159.2	145.2	69	27	23	18.5	-	-	-	7	24	M5	M8	1500	900	0.91				
25/70 wide	-	221.2	196.2	98	30	31	23	-	-	-	12.5	30	G1/8	M12	2000	1200	2.2				



TECHNICAL DATA

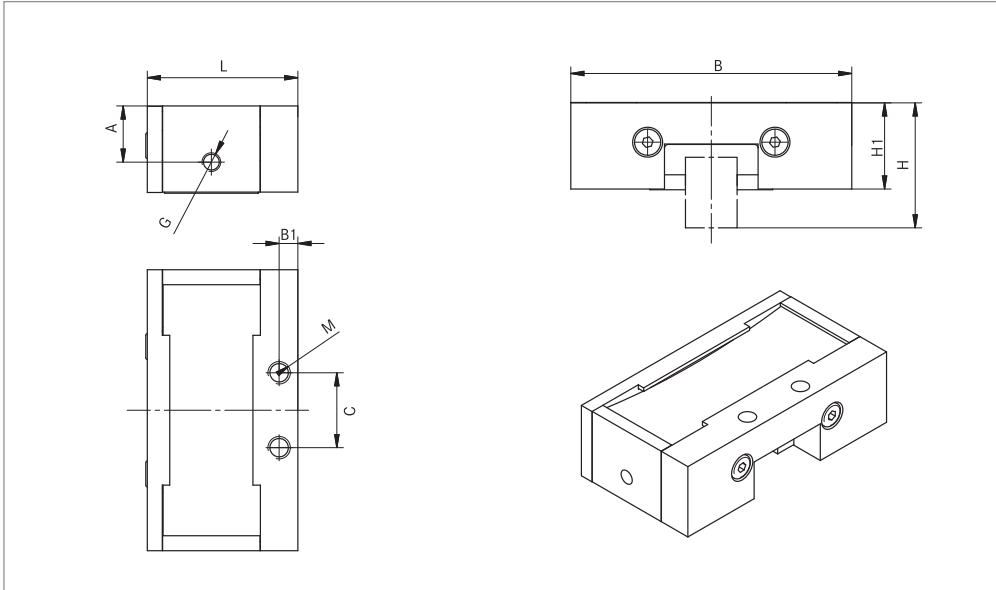
Technical Data of the LinClamp SK																					
Rail size	2 fixing holes		4 fixing holes			Low carriage			High carriage			A	B1	C	G	M	Holding force at 6 Bar	Holding force at 4 Bar	وزن Kg	قیمت	
	L	L	L1	B	H	H1	A	H	H1	A	B1									C	G
15	55	61	51	45	24	18	14	-	-	14	5	15	M5	M4	450	300	0.5				
20	55	61	51	54	30	22	16	-	-	16	5	20	M5	M6	650	430	0.6				
25	55	61	51	75	36	25.5	16	40	29.5	20	5	20	M5	M6	800	530	0.7				
30	66.5	76	58.5	82	42	30	21	45	33	24	8.75	22	M5	M8	1150	750	0.9				
35	66.5	76	58.5	96	48	35	21.2	55	42	28.2	8.75	24	G1/8	M8	1250	820	1.27				
45	80	92	72	116	60	45	27.5	70	55	37.5	10	26	G1/8	M10	1500	950	2				
55	100	112	92	136	70	49	30.5	80	59	40.5	10	30	G1/8	M10	2100	1300	2.8				



TECHNICAL DATA

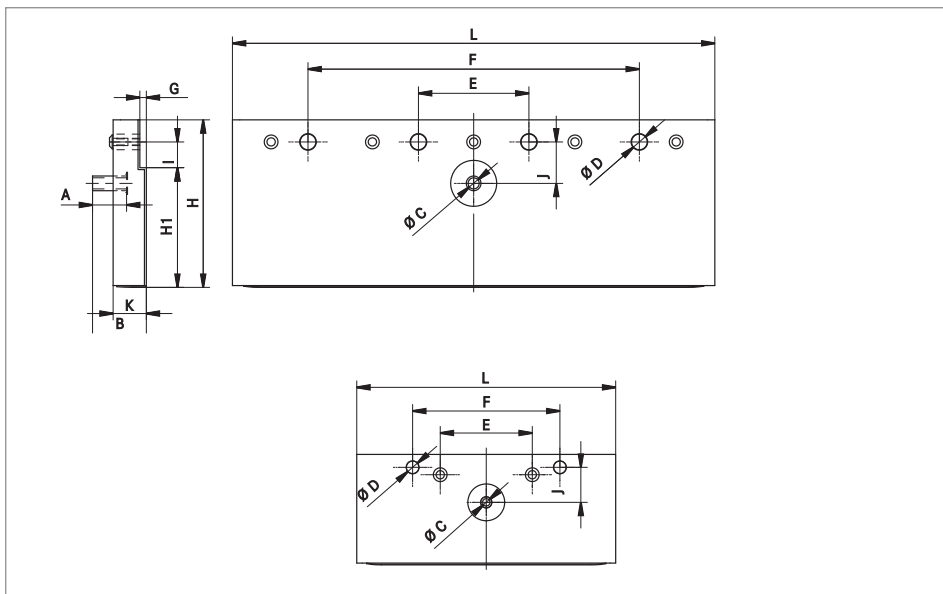
Technical Data of the LinClamp SA

Rail size	2 fixing holes L	B	Low carriage		A	High carriage		A	B1	C	G	M	Holding force at 6 Bar	Holding force at 4 Bar	وزن Kg	قیمت	
			H	H1		H	H1									دلار	تومان
20	40	75	30	23	15	-	-	15	5	20	M5	M6	650	390	0.53		
25	40	75	36	23	15	40	27	15	5	20	M5	M6	800	480	0.53		
35	67	96	48	35	20	55	42	20	9	20	G1/8	M8	1250	750	1.14		



Technical Data of the LinClamp A

Rail size	L	B	H	H1	A	C	D	E	F	G	I	J	K	Holding force at 4 Bar	وزن Kg	قیمت	
																دلار	تومان
25	140	28.15	60	36	17	4	6.8	50	80	3.5	17	19	18	1100	0.53		
35	212	29.45	81	55	19	8	6.8	50	150	3.5	14	22	18	2200	1.15		



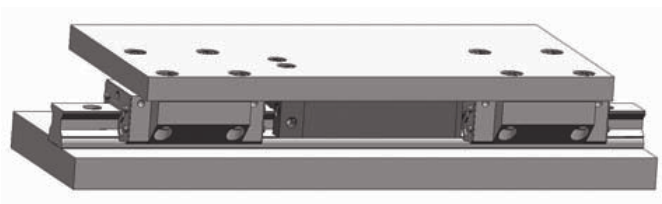
RECOMMENDATIONS/INSTALLATION/WARRANTY

General

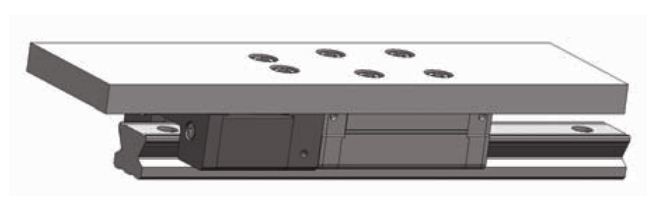
- To be able to transmit the indicated holding forces, the connection to the carriage(s) of the linear guide system used should be as rigid as possible.
- The mounting surface of the LinClamp is always at the same height as the mounting surfaces of the carriages (low or high) used in the linear guide due to the use of high or low fixing elements. Special heights of LinClamp as well as models adapted to lower rail sizes can be delivered on request.
- The mounting surface for fixing the LinClamp must be perfectly machined geometrically and must be flat.
- Check the air supply, line lengths and feeds and both check and test the valve selection.
- Braking element (brake linings) that are greased achieve approx. 60% of the holding forces.
- Clamping elements (steel linings) that are greased achieve 100% of the holding forces.
- If the combination of tolerances is unfavourable then there is a potential loss of holding force of up to 30% (due to the system).

Installation and assembly

- Air Pressure is applied to the LinClamp and it is opened (Type S, SK) or it is pushed over the rail without air pressure (Type SA) and then attached to the mounting surface via the fixing screws. The screws are only tightened by hand at first.
- The air pressure is now reduced to 0 Bar (Type S, SK) or increased to the required pressure (Type SA), thereby activating the clamping mechanism. This procedure centres the LinClamp relative to the rail.
- After the LinClamp has been centred in the intended position, the fixing screws are tightened in several steps up to the defined tightening torque.
- After assembly, a check is made whether the LinClamp can be freely moved over the rail when open. Only in this way is perfect function ensured.



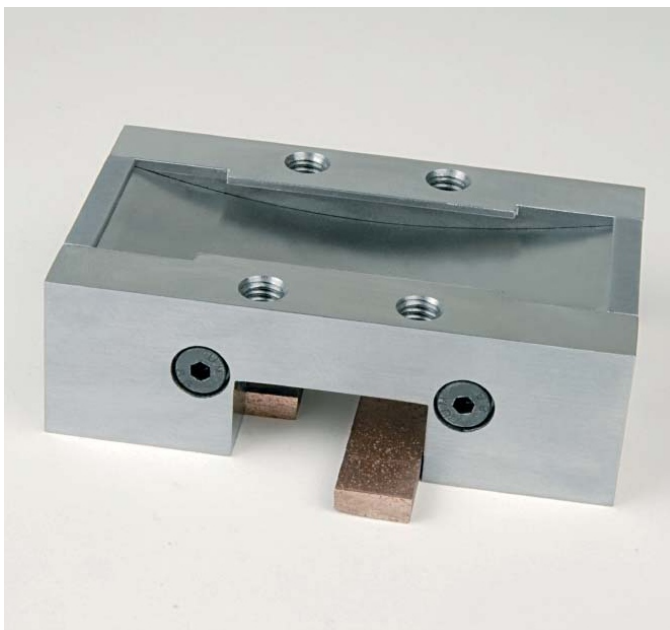
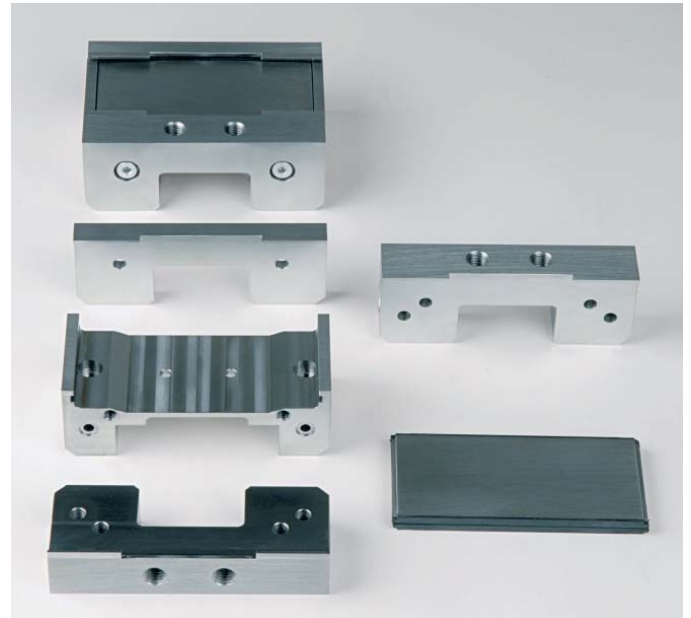
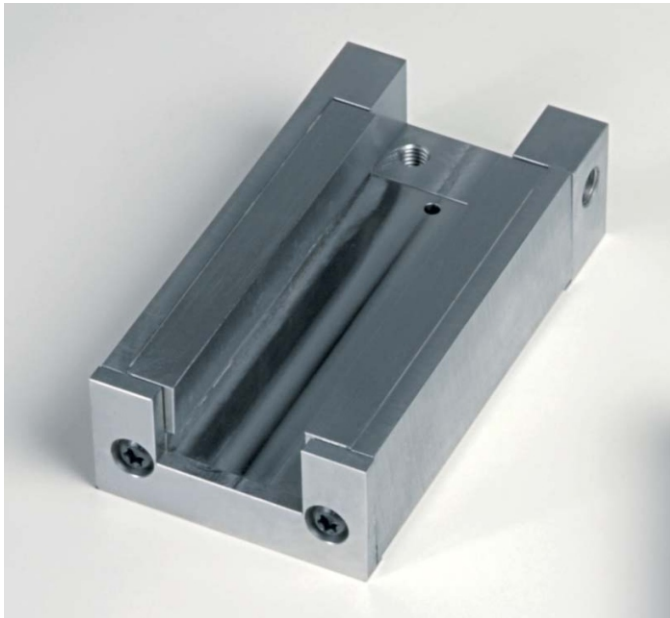
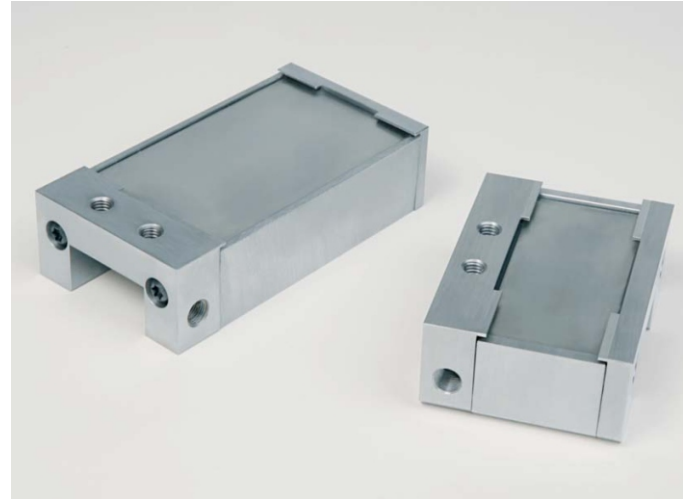
View: LinClamp S in mounting position (suggestion)



View: LinClamp SK in mounting position (suggestion)

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