CLAMPING ELEMENT | PNEUMATIC
LKP5502BS2-A

▶ PRODUCT ADVANTAGES



- **broad range of products**

  For all common profile rail guides
- **Energize to close (NO)**

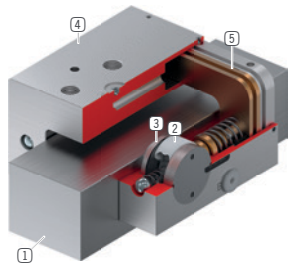
  Closing with pressure
- **high durability**

  5 million static clamping cycles
- **Small and narrow design**

  By using U-form piston
- **Maximum flexibility**

  Additional air connection from front

▶ TECHNICAL DETAILS



1 **Profile rail guide**
- Available for all common profile rail guides

2 **Wedge-type gear**
- Power transmission between piston and clamping jaw

3 **Clamping jaw**
- Pressed at the free surfaces of the profile rail guide

4 **Narrow housing**

5 **Pneumatic piston**
- The piston moves the wedge-type gear longitudinally

▶ INFORMATION ON THE PRODUCTS

APPLICATION SCENARIOS

- **Clamping of machine tables**
- **Positioning of axes**
- **Fixing of vertical axes in neutral position**

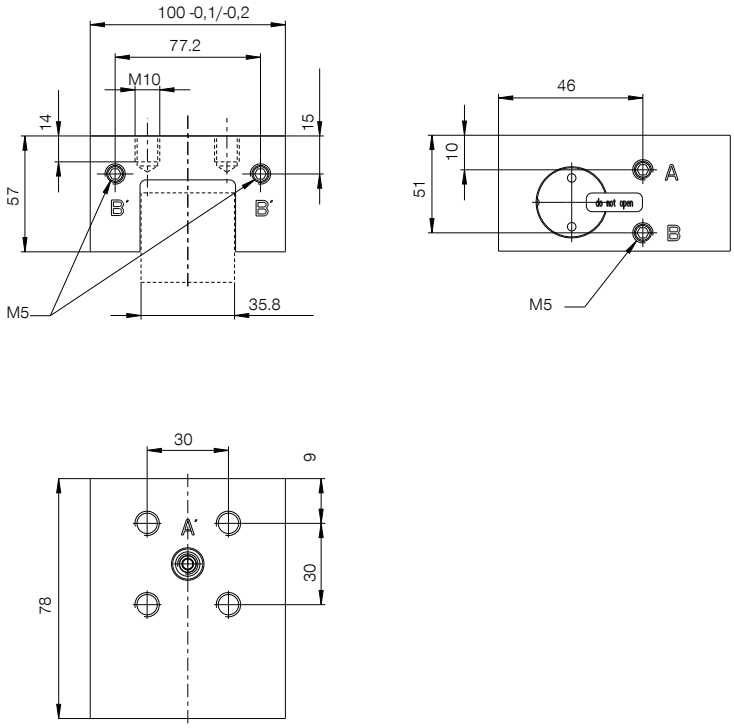
FURTHER INFORMATION

- **Spacer plate**

  In addition, a spacer plate might have to be ordered as height compensation, depending on the height of the rail carriage (dimension D).
- **Special variants on request, e.g.**

  made of stainless steel

▶ TECHNICAL DRAWINGS

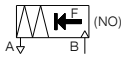


Ⓐ Vent filter (one-sided)

Ⓐ• Connection alternative vent

Ⓑ Air connection (close)

Ⓑ' Connection alternative closing





▶ TECHNICAL DATA

Order no.	LKP5502BS2-A
Operation	pneumatic
Holding force [N]	4500
Theoretical holding force (μ=0,1) [N]	5,625
PLUS connection possible	No
Operating pressure [bar]	2 ... 6.5
Nominal operating pressure [bar]	6
B10d value	5,000,000
Positioning accuracy +/- [mm]	0,02
Opening time [s]	0.28
Closing time [s]	0.035
Operating temperature [°C]	-10 ... +70
Weight [kg]	2.3
Function	clamping
Condition	NO (Normally Open) open without pressure
Installation direction	from the front
Air volume per cycle [cm³]	31
Connection type	Thread on front side
Certifications	LABS / REACH / RoHS

Schematic drawing. General tolerances according to DIN ISO 2768 T1-f/T2-H. Edges according to ISO 13715. Element has no guiding properties. Guidance must be external. The holding force is the maximum force that can be applied in the axial direction. Each clamping and braking element is tested in a 100% inspection before delivery for the specified holding forces on a hardened steel rail with a lightly oiled lubricating layer (ISO-VG 68). The use of other lubricants or rail coatings can influence the coefficient of friction. The operating instructions must be observed before commissioning. We reserve the right to make technical changes in the course of further development. The latest and further data can be found online and in the operating instructions at www.zimmer-group.com.