

CLAMPING ELEMENTS | PNEUMATIC

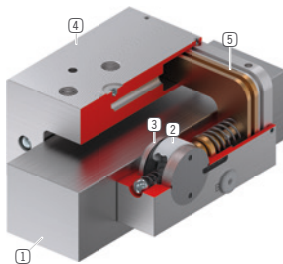
LKP4503AS2-A

▶ 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

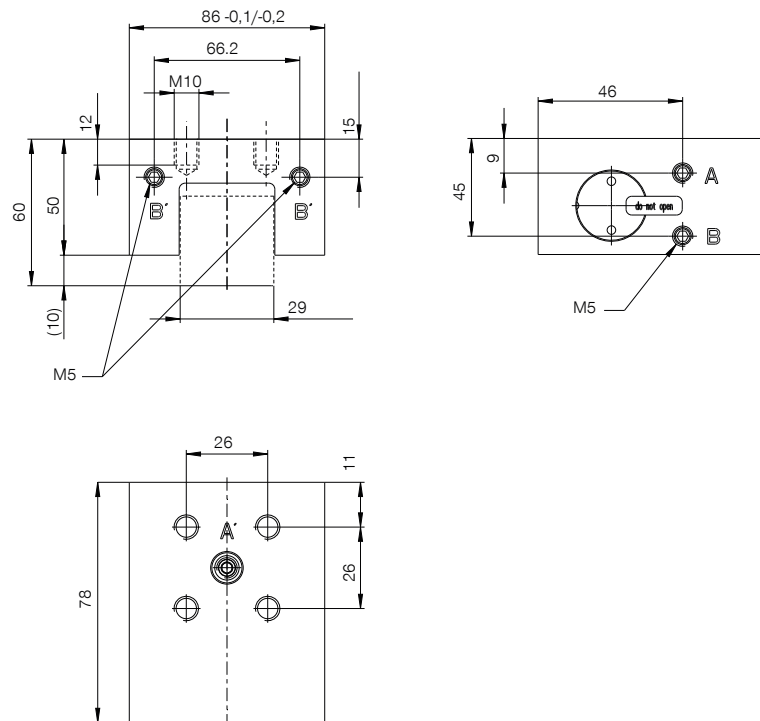
- ▶ **Clamping of machine tables**
- ▶ **Positioning of axes**
- ▶ **Fixing of vertical axes in neutral position**

FURTHER INFORMATION

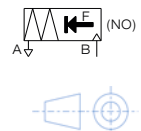
- ▶ **Spacer plate**
In addition, a spacer plate might have to be ordered as height compensation, depending on the height of the rail carriage (dimension D).
- ▶ **Special variants on request, e.g.**
made of stainless steel

Track manufacturer	Rail type	Rail size	Carriage type
Thomson	522	45	512..B

► TECHNICAL DRAWINGS



- Ⓐ Vent filter (one-sided)
- Ⓐ Connection alternative vent
- Ⓑ Alternatively close connection
- Ⓑ Connection closing



► TECHNICAL DATA

Order No.	LKP4503AS2-A
Operation	pneumatic
Holding force	3500 [N]
PLUS connection possible	No
Operating pressure	2 ... 6.5 [bar]
Nominal operating pressure	6 [bar]
B10d value	5,000,000
Positioning accuracy +/-	0,02 [mm]
Opening time	0.08 [s]
Closing time	0.035 [s]
Operating temperature	-10 ... +70 [°C]
Weight	1.3 [kg]
Function	Clamping
Condition	NO (Normally Open) open without pressure
Installation direction	from the front
Masking tape can be used	with masking tape
Air volume per cycle	23 [cm³]
Connection type	Thread on front side

Schematic drawing. General tolerances according to DIN ISO 2768 T1-4/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.