

Oil brake cylinder 32er and 40er

Our hydraulic cushioning cylinders are distinct from the other oil brake cylinders in that they are available as a standard cylinder in the pulling direction and feature a stroke of up to 900mm.

Even larger stroke lengths can be easily implemented.

Another advantage is the cylinder assembly, which is a modular system. This means that all cylinder configurations can be realized using the same structural dimensions and some can even be retrofitted.



The cylinder available in following **versions**:

Oil brake cylinder **Z** (pulling)

- Feed adjustable in **pulling** direction, oppressive at a rapid speed
- Feed-speed control in **pulling** direction, oppressive at rapid feed speed
- Feed-speed control, rapid-speed switching and the stopping device in the **pulling** direction, oppressive at rapid speed

Oil brake cylinder **D** (oppressive)

- Feed adjustable in **oppressive** direction, pulling at a rapid speed
- Feed-speed control in **oppressive** direction, pulling at rapid feed speed
- Feed-speed control, rapid-speed switching and the stopping device in the **oppressive** direction, pulling at rapid speed

Oil brake cylinder **D and Z** (oppressive and pulling)

- Feed adjustable in **oppressive** and **pulling** direction
- Feed-speed control in **oppressive** and **pulling** direction
- Feed-speed control, rapid-speed switching and the stopping device in the **oppressive** and **pulling** direction

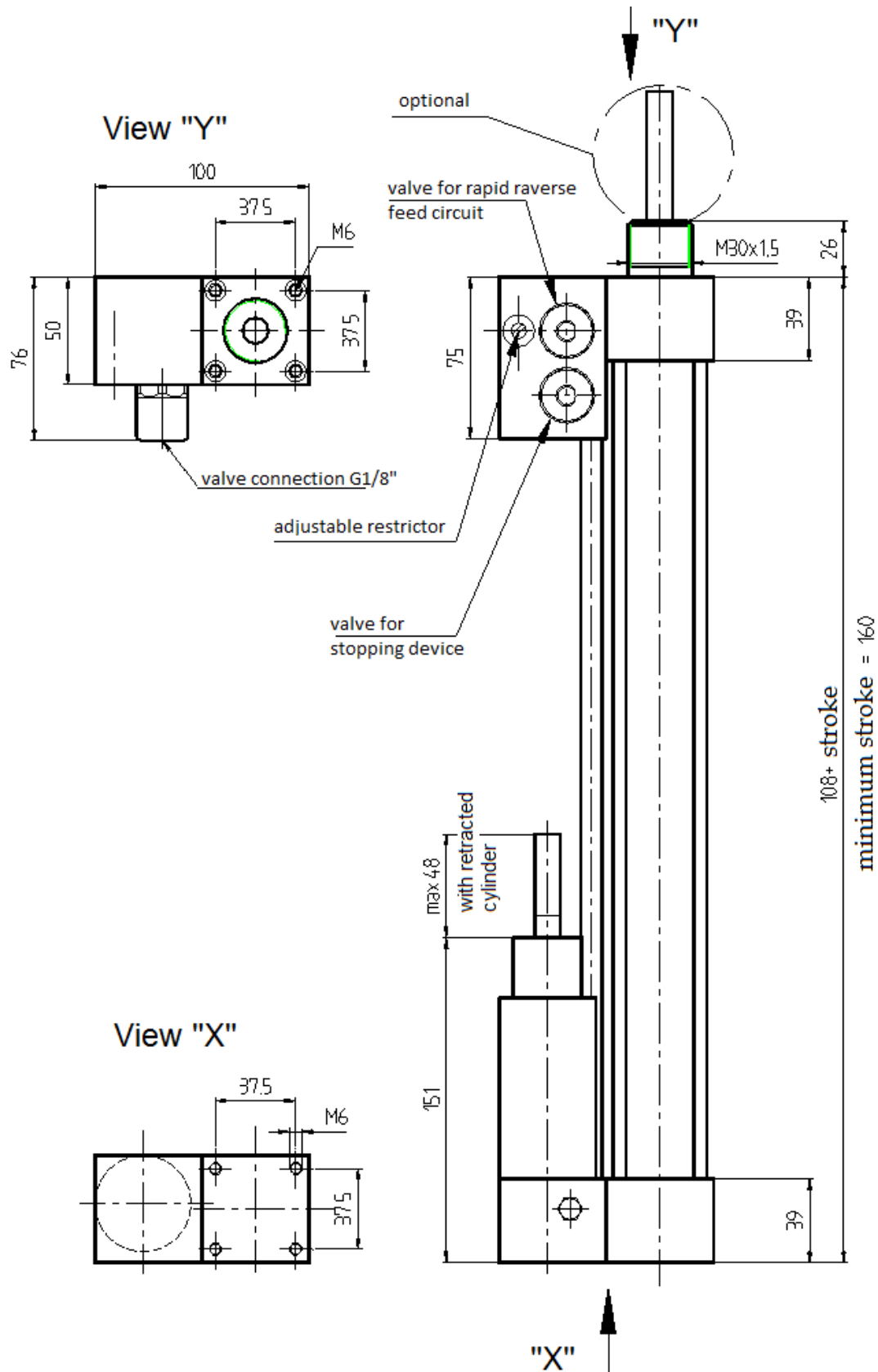
The stopping device is also available as a stop feature in the event of air failure

Dimensions are the same for the 32nd and 40th cylinder.

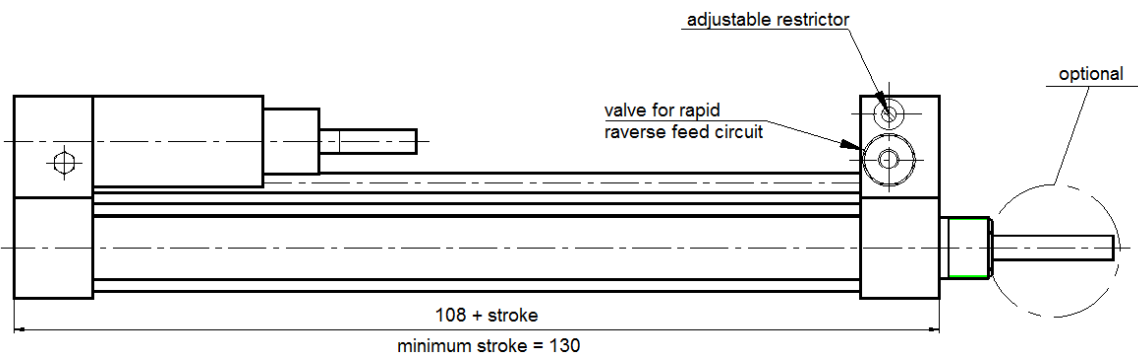
The closed oil circuit with large oil reserve guarantees a long service life and a finely adjustable feed rate and high degree of reliability.

Oil brake cylinder Z

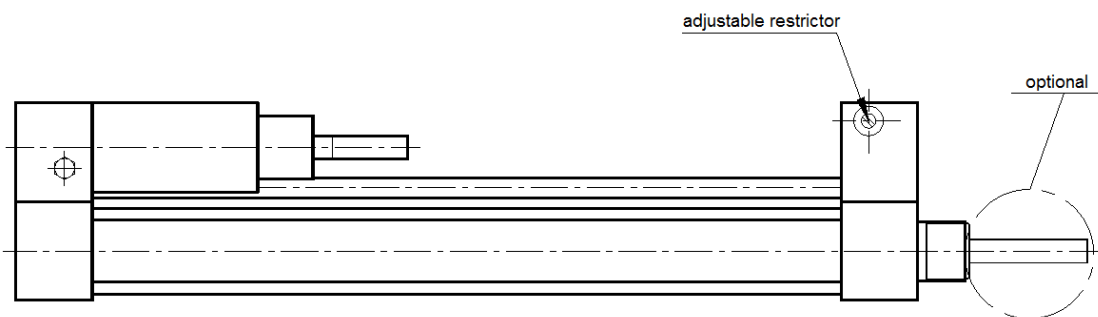
rapid traverse feed circuit and stopping device



Oil brake cylinder Z rapid traverse feed circuit



Oil brake cylinder Z



The ends for the piston rod are available in different versions

external thread

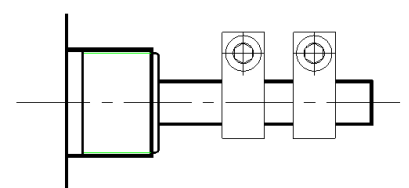
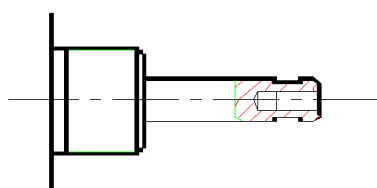
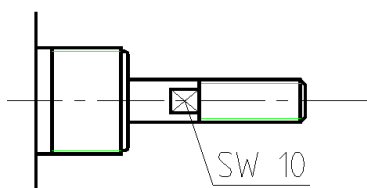
internal thread

Without any thread

A = external thread

I = internal thread

O = without any thread

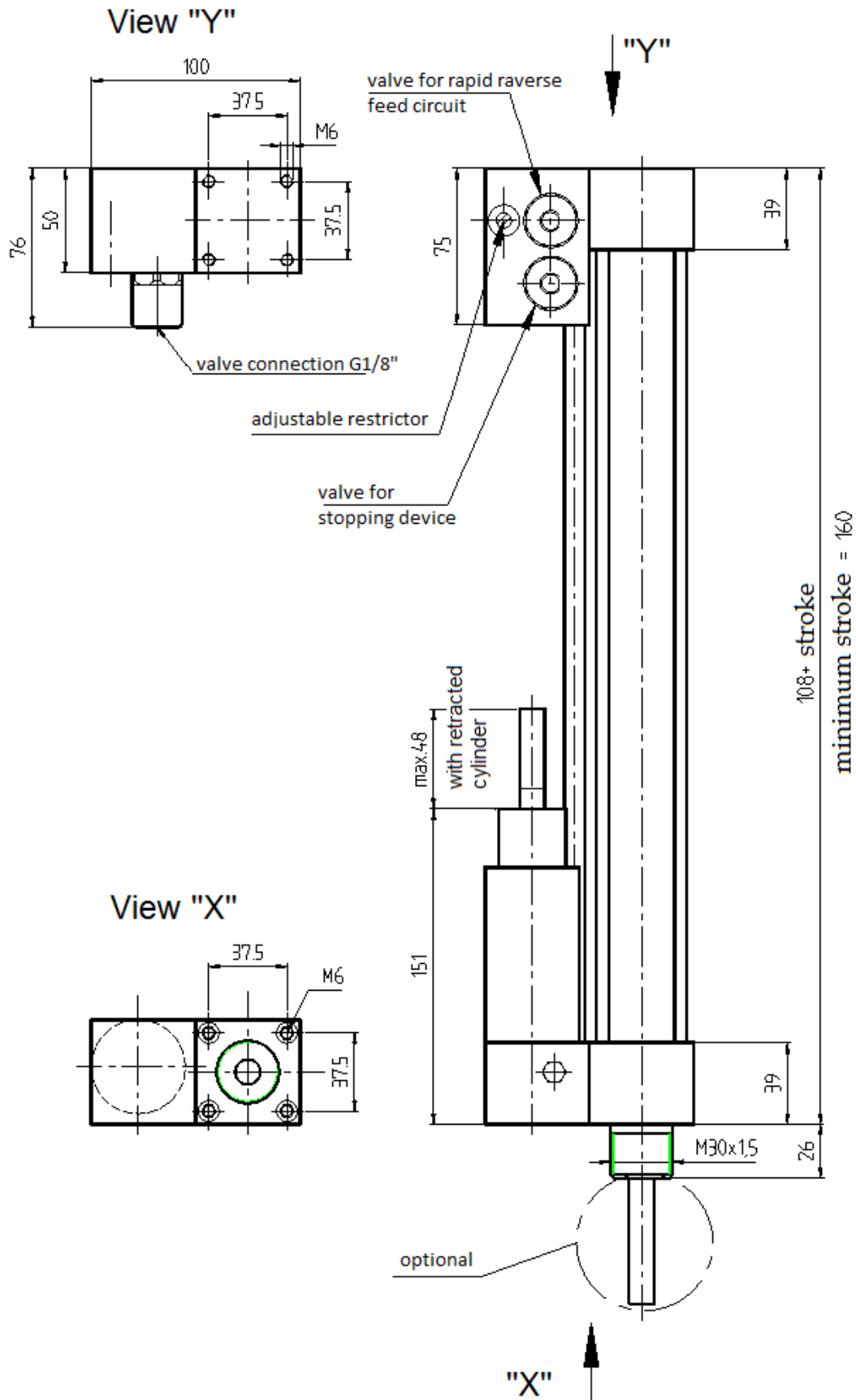


Technical data:

- Stroke length:** Up to 900 mm = standard to ca. 1700 mm possible
- Mass to be braked:** For a Ø32 cylinders, at a rapid traverse feed or stop, approx. 2180N,
For a Ø40 cylinders, at a rapid traverse feed or stop, approx. 3510N
Without rapid traverse feed or stop Ø32, approx. 3510, at Ø40, an approximate 5490N
- Feed speed:** Approx. 0 - 3 m/min; however, this depends on the size of the mass to be decelerated
- Rapid traverse speed:** Approx. 4 - 6 m/min; however, this depends on the size of the mass to be decelerated
- Mounting:** any
- Operating range:** 0 to +80°C
- Materials:**
- Housing: anodized aluminum
 - Rod C45 HC
 - Seals: nitrile, polyurethane

Oil brake cylinder D

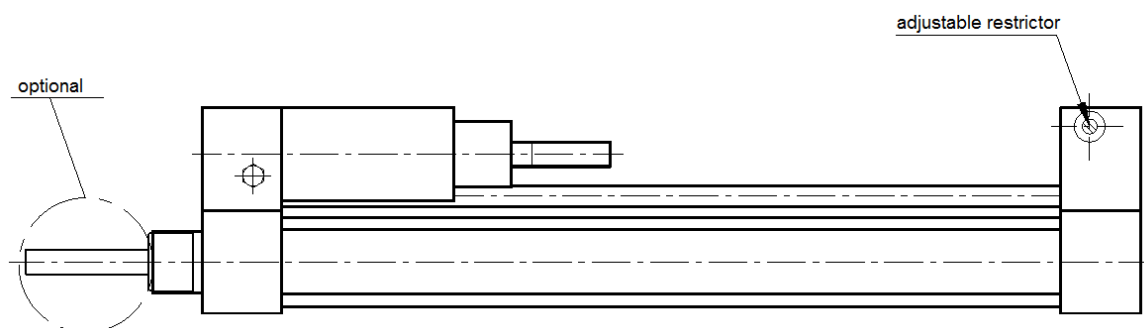
rapid traverse feed circuit
and stopping device



Oil brake cylinder D rapid traverse feed circuit



Oil brake cylinder D

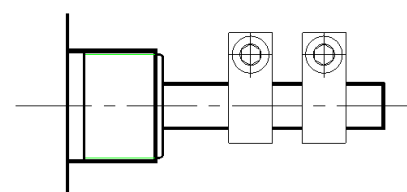
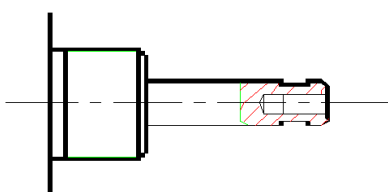
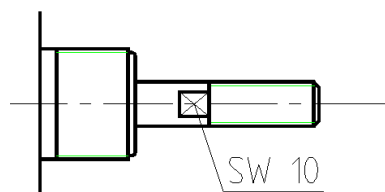


The ends for the piston rod are available in different versions
 external thread internal thread Without any thread

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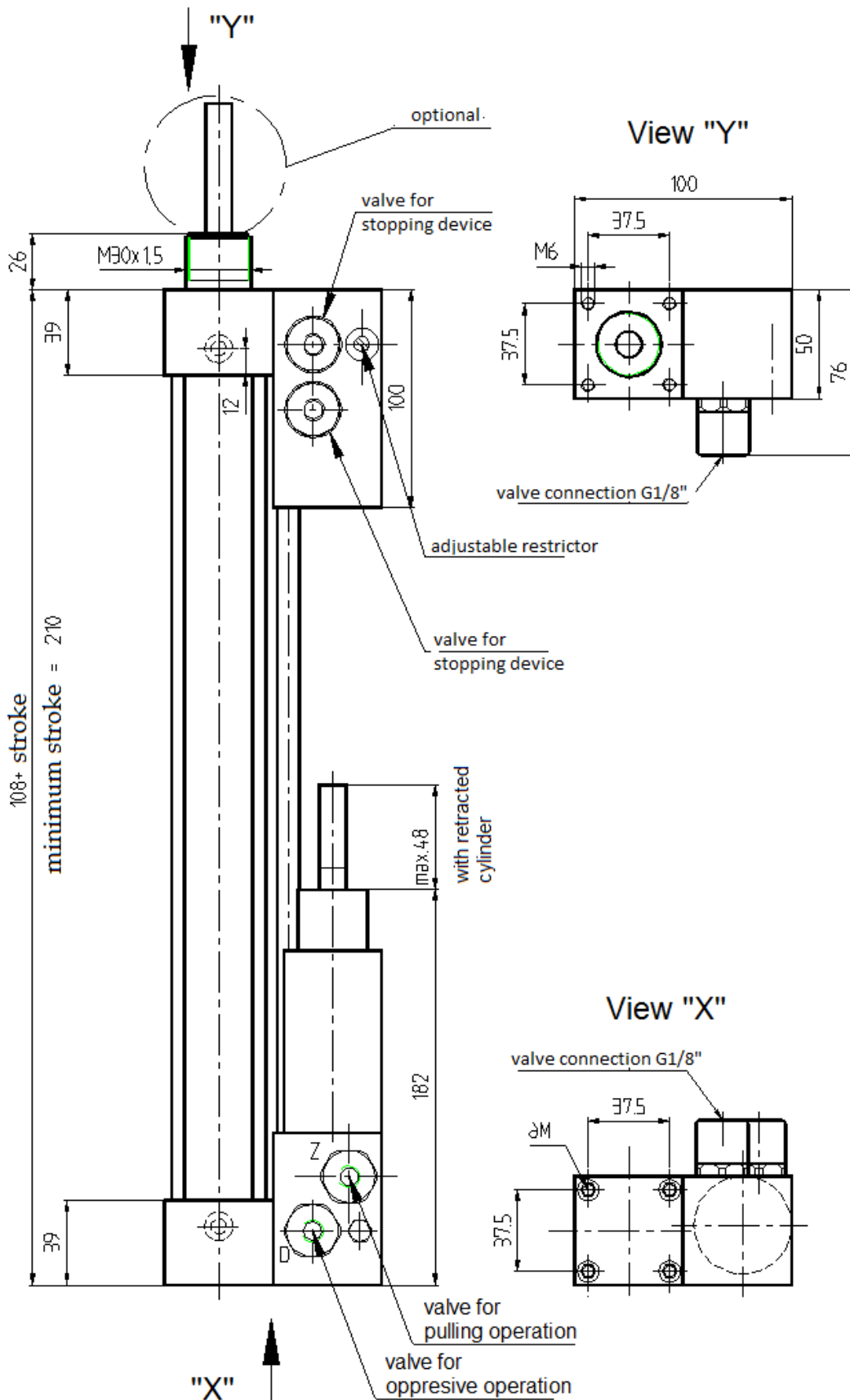


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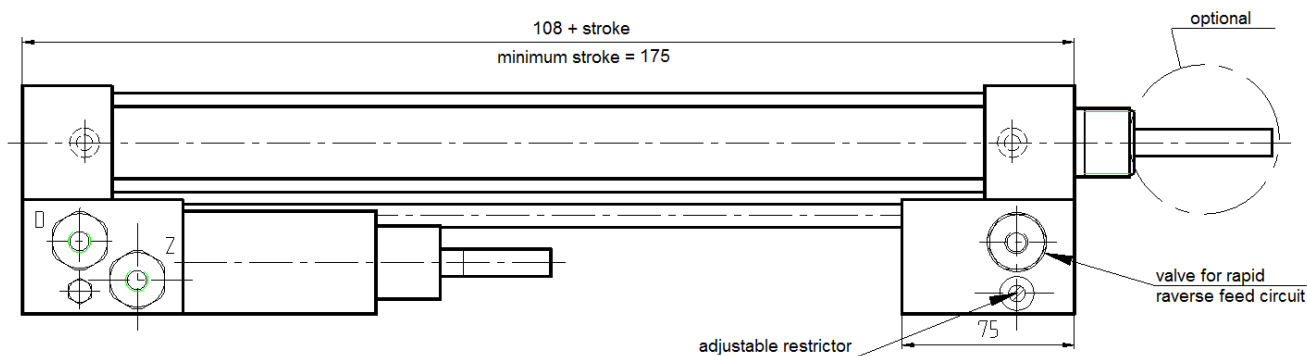
- Stroke length:** Up to approx. 400 mm due to the risk that the piston rod could buckle
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Oil brake cylinder Z and D

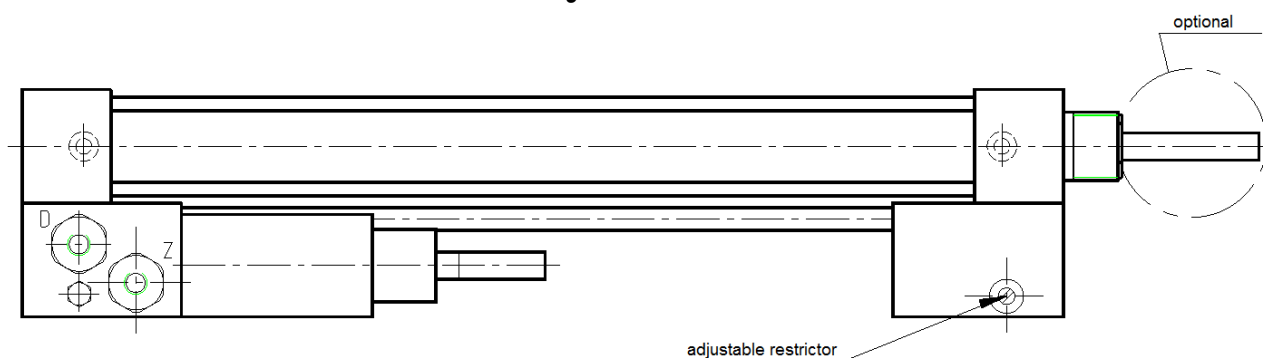
rapid traverse feed circuit and stopping device



Oil brake cylinder Z and D rapid traverse feed circuit



Oil brake cylinder Z and D

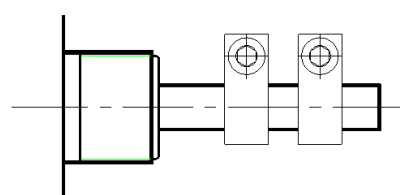
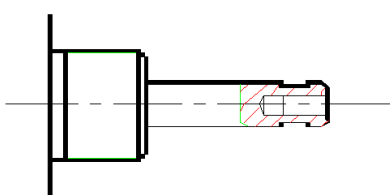
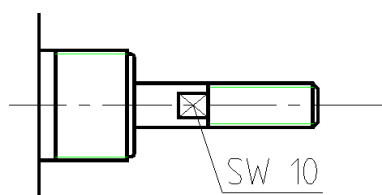


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