



APEX PRECISION MECHATRONIX PVT.LTD.

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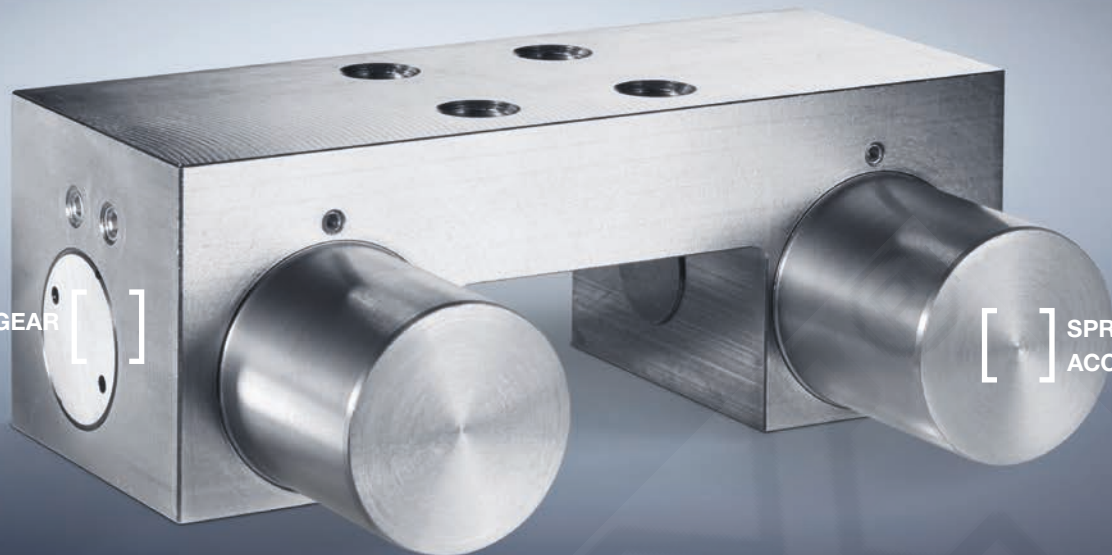
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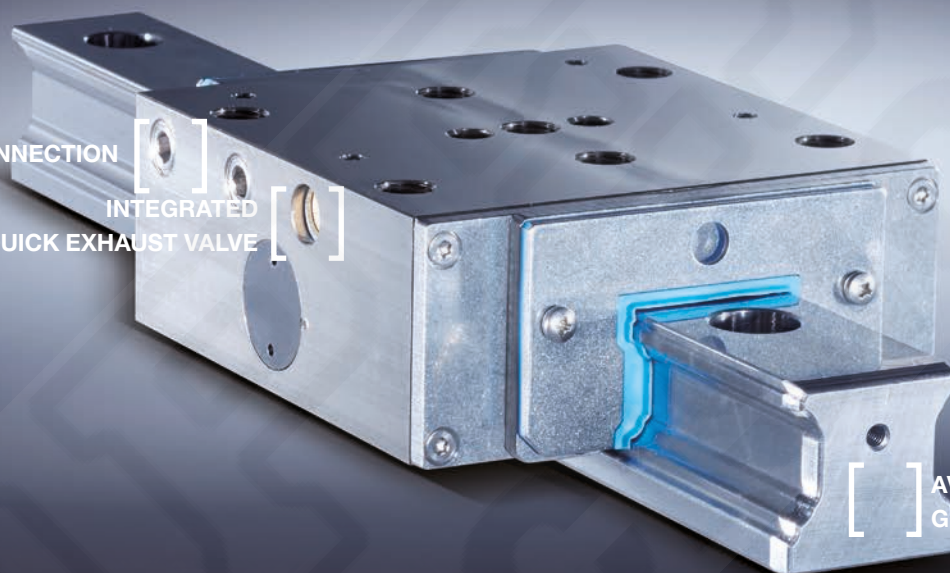
WEDGE-TYPE GEAR []



[] SPRING
ACCUMULATOR

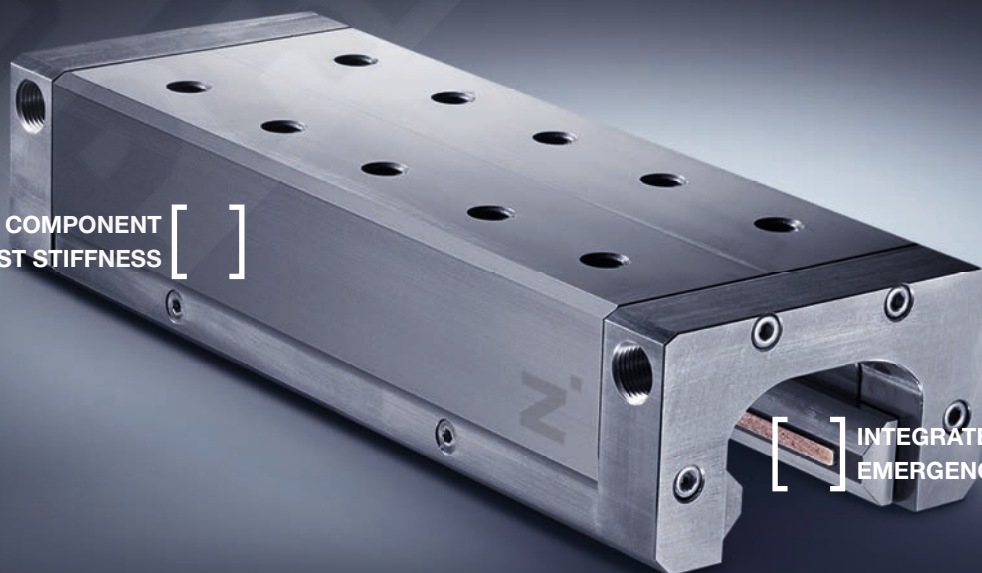
PLUS CONNECTION []

INTEGRATED
QUICK EXHAUST VALVE []



[] AVAILABLE FOR ALL
GUIDE RAILS AND SIZES

ONE FUNCTIONAL COMPONENT
HIGHEST STIFFNESS []



[] INTEGRATED
EMERGENCY BRAKE FUNCTION

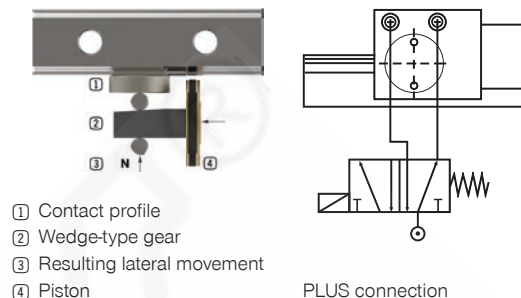
LINEAR TECHNOLOGY

TECHNOLOGY HIGHLIGHTS

OUR EXPERTISE – YOUR ADVANTAGES

More than 20 years of development and market experience have yielded more than 4,000 standardized products.

- ▶ Very high holding force on small dimensions
- ▶ High positional accuracy
- ▶ High stiffness
- ▶ PLUS connection for increased holding forces

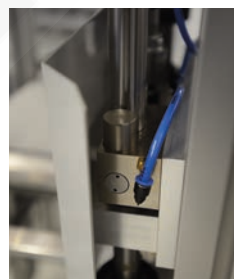
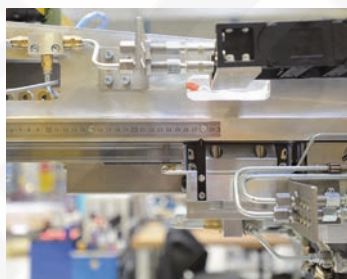
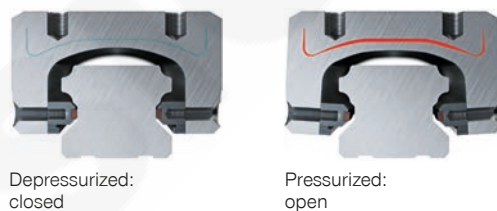


WEDGE-TYPE GEAR – TRIED-AND-TESTED FOR OVER 20 YEARS

- ▶ In the field of clamping and braking on profile rail and round shaft, Zimmer Group with their wedge-type gear has been the pioneer.
- ▶ All pneumatic elements are equipped with a tried-and-tested wedge-type gear for the highest power transmission and market-leading numbers of cycles over 5 million (B10d value).

ONE FUNCTIONAL COMPONENT – HIGHEST STIFFNESS

- ▶ The newest LBHS series once again demonstrates technological expertise.
- ▶ A hydraulic braking element consisting of a single functional component that does not contain any moving parts and generates all braking and holding forces solely through the inherent tension of the base body. It promises the highest stiffness and quickest response times.





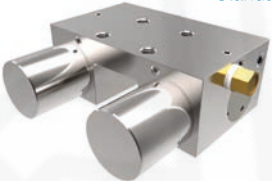


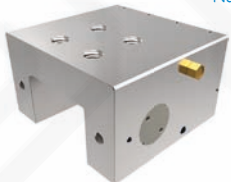





SELECTION GUIDE – OVER 20,000 COMBINATIONS

- ▶ **Select clamping and braking elements quicker**
Suitable for over 20,000 rail and carriage combinations
- ▶ **Clearly arranged selection assistance**
Direct technical data access + CAD download
- ▶ **Smart solution – available on mobile devices**
Direct access anytime at <http://www.zimmer-group.com/en/plt>



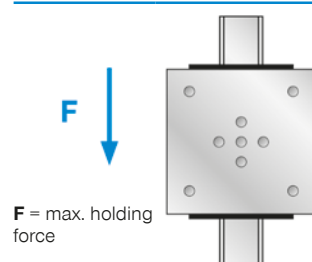
LINEAR TECHNOLOGY

THE SERIES AT A GLANCE



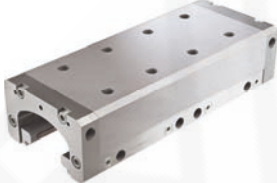
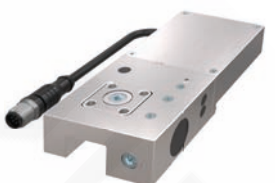
| PROFILE RAIL GUIDES | | | | | | | |
|---------------------|---|------------|---|-------------|--|-------------|--|
| MANUAL | | PNEUMATIC | | | | | |
| CLAMPING | | CLAMPING | | | CLAMPING AND BRAKING | | |
| N | | NO | | NC | NC | | |
| HK | Holding force up to 2,000 N Standard  | MK | Holding force up to 2,250 N Standard  | MKS | Holding force up to 3,300 N Standard  | MBPS | Holding force up to 4,700 N Standard  |
| | | | | | | UBPS | Holding force up to 7,700 (9,200) N Standard  |
| | | LKP | Holding force up to 2,500 N Narrow  | LKPS | Holding force up to 1,900 N Narrow  | LBPS | Holding force up to 1,900 N Narrow  |
| MINIHK | Holding force up to 300 N Miniature  | MCP | Holding force up to 550 N Miniature  | MCPS | Holding force up to 700 N Miniature  | | |

HOLDING FORCE





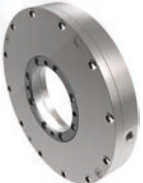
The holding force is the maximum force that can be generated in the axial direction. The specified holding forces are tested on every clamping and braking unit before delivery using a slightly lubricated rail (ISO VG 68). Using other oil or lubricating substances can influence the coefficient of friction, which can cause a loss of holding force in individual cases.



PROFILE RAIL GUIDES

| HYDRAULIC | | | ELECTRICAL |
|---|---|--|---|
| CLAMPING | CLAMPING AND BRAKING | | CLAMPING |
| NO | NO | NC | N |
| KWH Holding force up to 46,000 N <i>Standard</i> | KBH Holding force up to 46,000 N <i>Standard</i> | LBHS Holding force up to 15,000 N <i>Narrow</i> | LKE Holding force up to 1,800 N <i>Standard</i> |
|  |  |  |  |

CIRCULAR AND SHAFT GUIDES

| MANUAL | PNEUMATIC | | |
|---|---|--|---|
| CLAMPING | CLAMPING | | CLAMPING AND BRAKING |
| N | NO | NC | NC |
| HKR Holding force up to 2,000 N <i>Standard</i> | MKR Holding force up to 1,850 N <i>Standard</i> | MKRS Holding force up to 1,650 N <i>Standard</i> | RBPS Holding force up to 52,000 N <i>Standard</i> |
|  |  |  |  |
| | | TPS Holding torque static up to 770 Nm <i>Rotary</i> | |
| | |  | |

N (bistable):
Remains fixed in the current position

NO (Normally Open):
Open at loss of pressure

NC (Normally Closed):
Closed at loss of pressure

