



**APEX PRECISION
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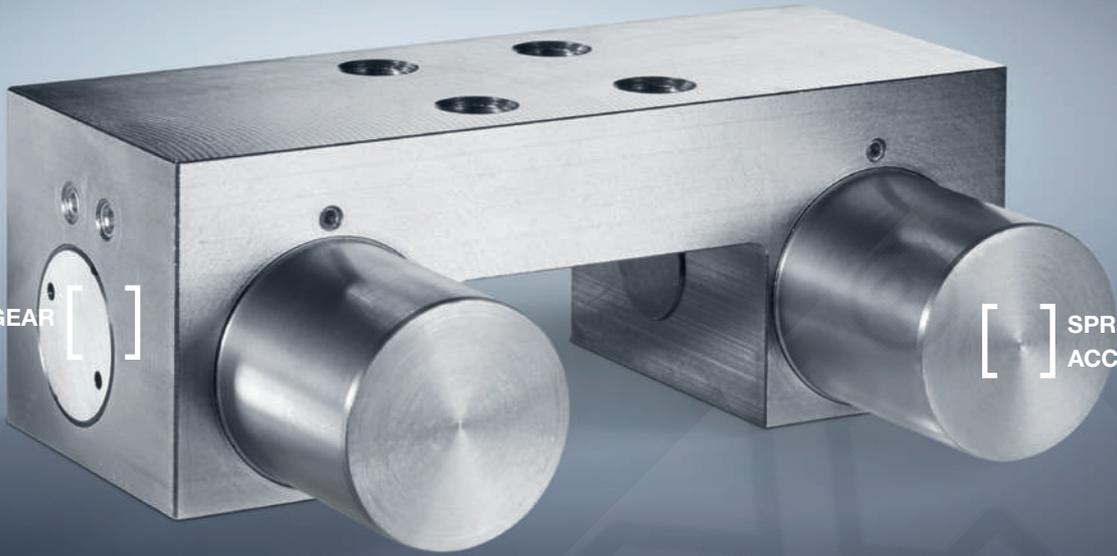
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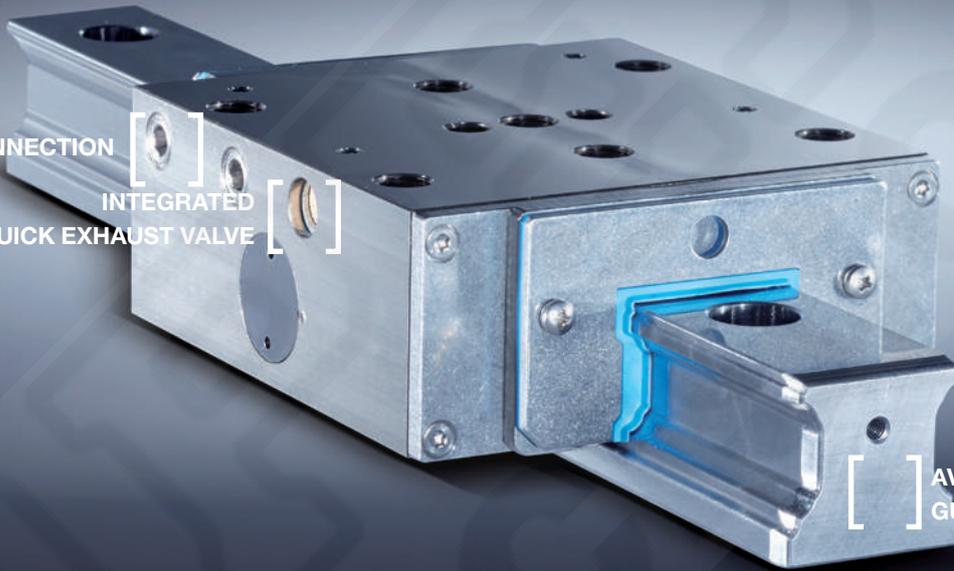
WEDGE-TYPE GEAR []



[] SPRING ACCUMULATOR

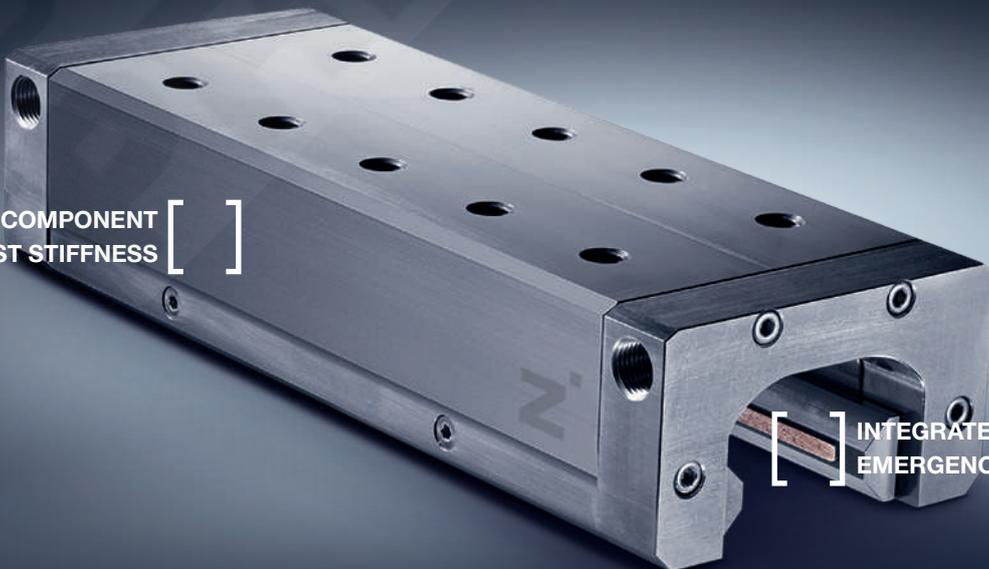
PLUS CONNECTION []

INTEGRATED QUICK EXHAUST VALVE []



[] AVAILABLE FOR ALL GUIDE RAILS AND SIZES

ONE FUNCTIONAL COMPONENT []
HIGHEST STIFFNESS []



[] INTEGRATED EMERGENCY BRAKE FUNCTION

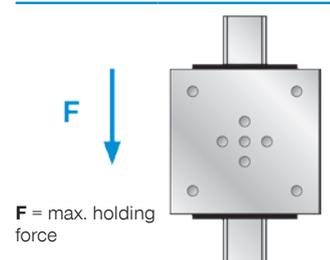
LINEAR TECHNOLOGY

THE SERIES AT A GLANCE

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

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 Standard 	KBH Holding force up to 46,000 N Standard 	LBHS Holding force up to 15,000 N Narrow 	LCE Holding force up to 1,100 N Standard 

CIRCULAR AND SHAFT GUIDES

MANUAL	PNEUMATIC		
CLAMPING	CLAMPING	CLAMPING AND BRAKING	
N	NO	NC	NC
HKR Holding force up to 2,000 N Standard 	MKR Holding force up to 1,850 N Standard 	MKRS Holding force up to 1,650 N Standard 	RBPS Holding force up to 35,000 N Standard 
		TPS Holding torque static up to 770 Nm Rotary 	

N (bistable):
Remains fixed in the current position

NO (Normally Open):
Open at loss of pressure

NC (Normally Closed):
Closed at loss of pressure

