





## CARATTERISTICHE TECNICHE

Le unità oleopneumatiche della serie 340 sono formate da due cilindri in linea, uno posteriore pneumatico motore, l'altro idraulico a circuito chiuso con dispositivo per il controllo della velocità.

- alesaggi** ..... 40 - 50 - 63 - 80
- versioni\*** ..... regolazione in uscita stelo, regolazione in entrata stelo, doppia regolazione, (magnetico su richiesta)
- fissaggi** ..... sono previsti gli stessi fissaggi della serie 319 e 329

\* Tutte le versioni sono disponibili con i dispositivi di controllo pneumatico: avvicinamento rapido (**SKIP**), arresto normalmente aperto (**STOP**), arresto normalmente chiuso (**STOP-NC**). Su richiesta dispositivi elettrici.

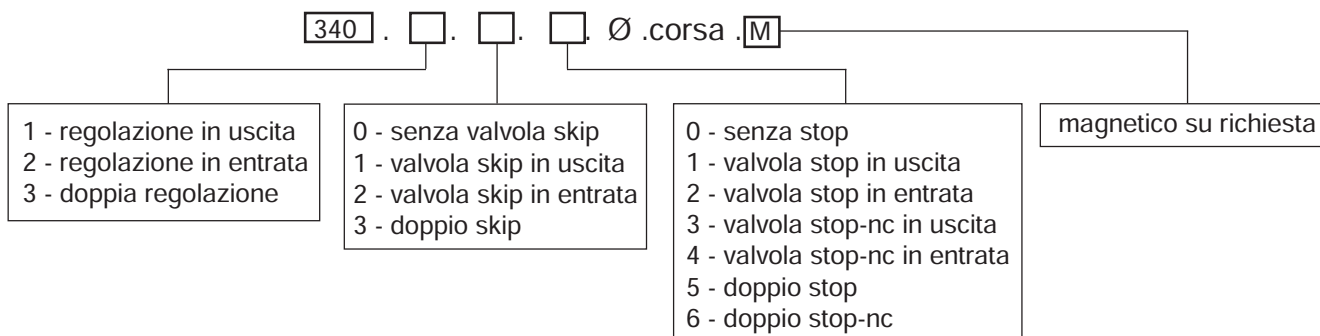
## CARATTERISTICHE FUNZIONALI

- fluido camera anteriore** ..... olio idraulico a viscosità costante ISO VG 37 cSt a 40°C t° -40°C ÷ +80°C
- fluido camera posteriore** ..... aria filtrata e lubrificata
- pressione max.** ..... 10 bar
- temperatura** ..... 0°C ÷ 80°C (-20°C con aria secca)
- velocità controllata** ..... min. 40 mm/min max 12 m/min (alesaggio 40 ÷ 50)  
min. 40 mm/min max 5 m/min (alesaggio 63 ÷ 80)

## CARATTERISTICHE COSTRUTTIVE

- testate** ..... in lega di alluminio (ox. nero)
- camicia anteriore** ..... alluminio ox. duro
- camicia posteriore** ..... alluminio ox. duro
- stelo** ..... in acciaio C40 cromato
- guarnizioni** ..... in gomma antiolio NBR
- guarnizione tenuta stelo** ..... in poliuretano

## LEGENDA CODICI





**TECHNICAL CHARACTERISTICS**

Oil-pneumatic units series 340 includes two in-line cylinders, one is rear pneumatic motor, the other is a closed circuit hydraulic cylinder with speed control device.

- bores** ..... 40 - 50 - 63 - 80
- versions\*** ..... piston rod exit regulation - piston rod entry regulation - double regulation  
(magnetic on request)
- fixings** ..... same fixings as for series 319 and 329

\* All versions are available with the following pneumatic control devices: rapid nearing (**SKIP**), normally open stop (**STOP**), normally closed stop (**STOP-NC**). Electrical control devices on request.

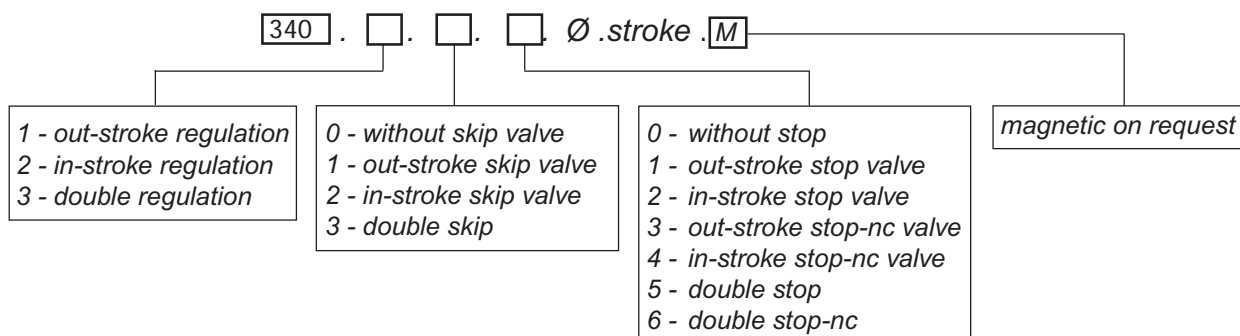
**FUNCTIONING CHARACTERISTICS**

- fluid front chamber** ..... constant viscosity hydraulic oil ISO VG 37 cSt at 40°C t° -40°C ÷ +80°C
- fluid rear chamber** ..... filtered and lubricated air
- max. pressure** ..... 10 bar
- temperature** ..... 0°C ÷ 80°C (-20°C with dry air)
- controlled speed** ..... min. 40 mm/min max 12 m/min (bore 40÷50)  
min. 40 mm/min max 5 m/min (bore 63÷80)

**MANUFACTURING CHARACTERISTICS**

- end covers** ..... aluminium alloy (oxid. black)
- front tube** ..... hard oxidised aluminium
- rear tube** ..... hard oxidised aluminium
- piston rod** ..... chromed C40 steel
- seals** ..... anti-oil rubber NBR
- piston rod seal**..... polyurethane

**CODE LEGEND**

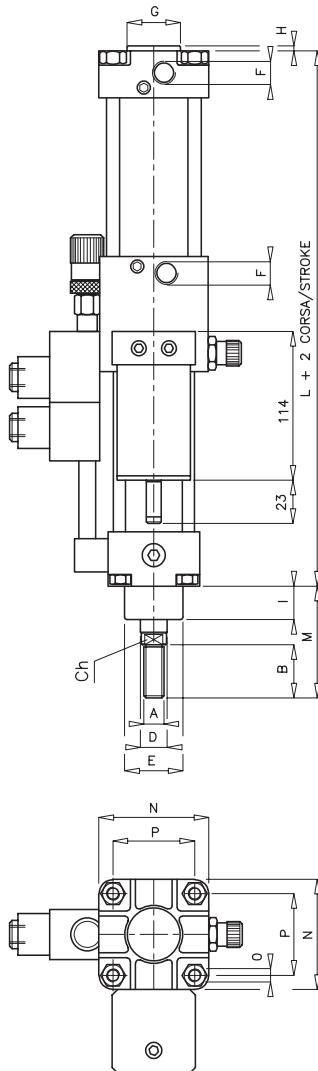
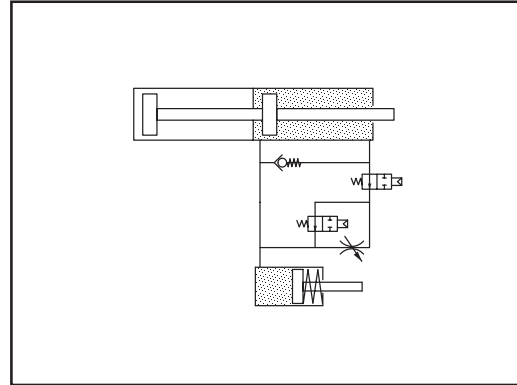
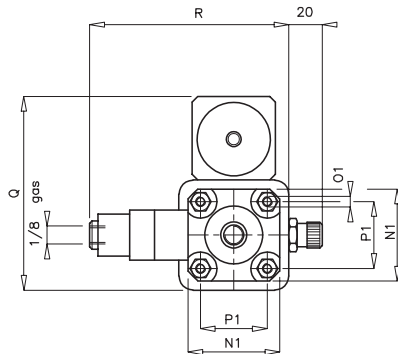


# SERIE 340

diottalevi



## Unità oleopneumatiche Oil-pneumatic units



ALES. BORE	40	50	63	80
A	12x1,25	12x1,25	16x1,5	16x1,5
B	32	32	40	40
Ch	12	12	17	17
D	16	16	22	22
E	32	32	45	45
F	1/4"	1/4"	3/8"	3/8"
G	32	32	45	45
H	3	3	3	3
I	20	20	32	32
L	202	202	224	224
M	67	67	94	94
N	55	65	75	95
N1	55	55	75	75
O	M6	M8	M8	M10
O1	M6	M6	M8	M8
P	40	49	59	75
P1	40	40	59	59
Q	105	115	125	145
R	109	119	129	149

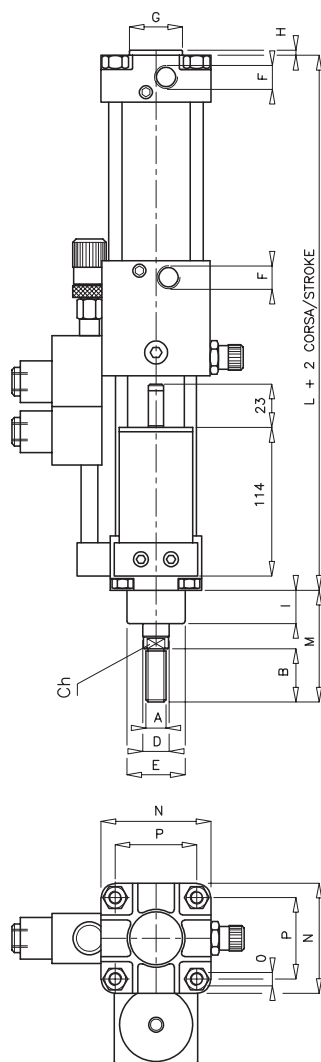
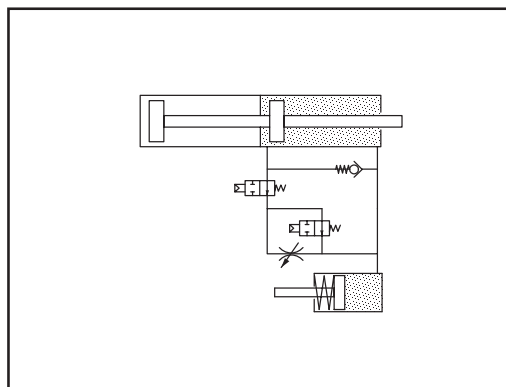
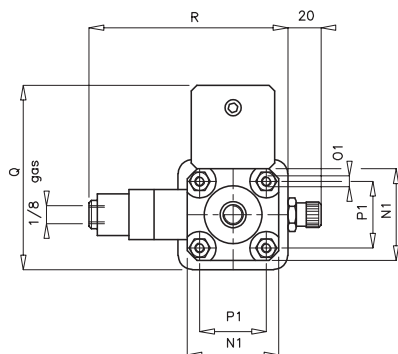
REGOLAZIONE IN USCITA, SKIP, STOP codice. **340.111** Ø.corsa  
 OUT-STROKE REGULATION, SKIP, STOP code. **340.111** Ø.stroke

Unità oleopneumatiche  
Oil-pneumatic units



**SERIE 340**

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ALES. BORE	40	50	63	80
<b>A</b>	12x1,25	12x1,25	16x1,5	16x1,5
<b>B</b>	32	32	40	40
<b>Ch</b>	12	12	17	17
<b>D</b>	16	16	22	22
<b>E</b>	32	32	45	45
<b>F</b>	1/4"	1/4"	3/8"	3/8"
<b>G</b>	32	32	45	45
<b>H</b>	3	3	3	3
<b>I</b>	20	20	32	32
<b>L</b>	202	202	224	224
<b>M</b>	67	67	94	94
<b>N</b>	55	65	75	95
<b>N1</b>	55	55	75	75
<b>O</b>	M6	M8	M8	M10
<b>O1</b>	M6	M6	M8	M8
<b>P</b>	40	49	59	75
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<b>R</b>	109	119	129	149

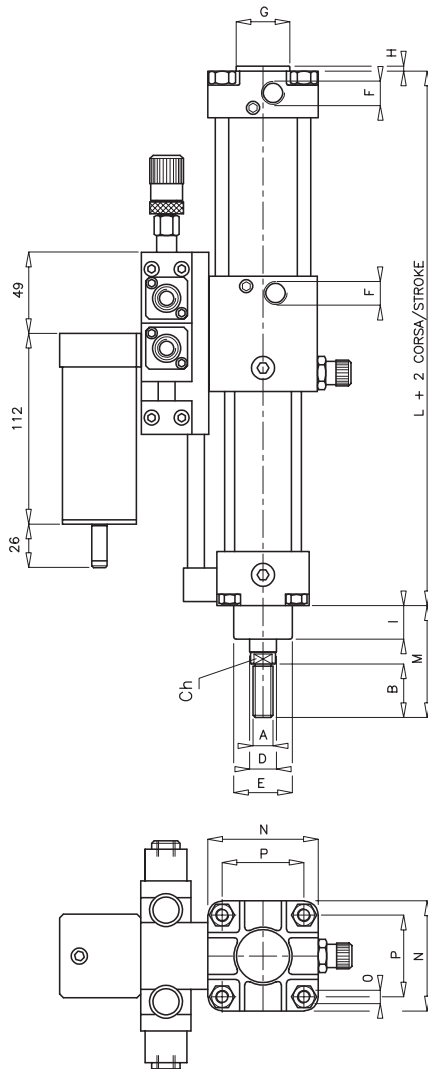
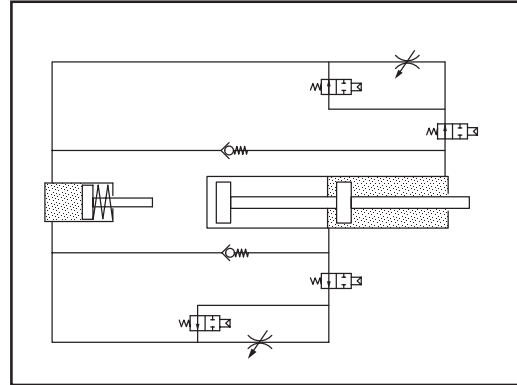
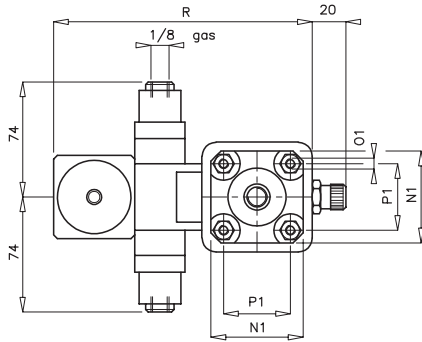
REGOLAZIONE IN ENTRATA, SKIP, STOP codice. **340.222** Ø.corsa  
IN-STROKE REGULATION, SKIP, STOP code. **340.222** Ø.stroke

# SERIE 340

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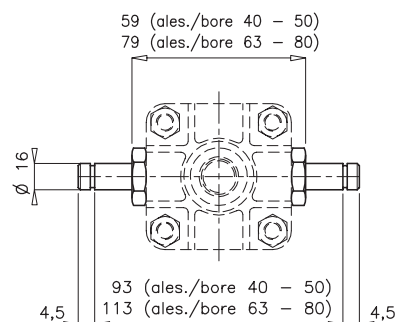
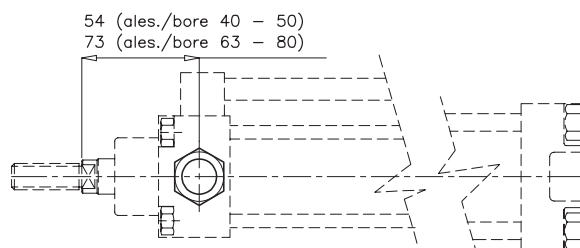


## Unità oleopneumatiche Oil-pneumatic units



ALES. BORE	40	50	63	80
A	12x1,25	12x1,25	16x1,5	16x1,5
B	32	32	40	40
Ch	12	12	17	17
D	16	16	22	22
E	32	32	45	45
F	1/4"	1/4"	3/8"	3/8"
G	32	32	45	45
H	3	3	3	3
I	20	20	32	32
L	202	202	224	224
M	67	67	94	94
N	55	65	75	95
N1	55	55	75	75
O	M6	M8	M8	M10
O1	M6	M6	M8	M8
P	40	49	59	75
P1	40	40	59	59
R	145	155	165	185

**DOPPIA REGOLAZIONE, DOPPIO SKIP, DOPPIO STOP codice. 340.335 Ø.corsa**  
**DOUBLE REGULATION, DOUBLE SKIP, DOUBLE STOP code. 340.335 Ø.stroke**



**PERNI FULCRO** codice. **349.09** Ø  
**FULCRUM PINS** code. **349.09** Ø

Sono previsti: **KIT GUARNIZIONI DI RICAMBIO**  
*Also available: SPARE SEAL KITS*

**Altri accessori di fissaggio come serie 319 e 329.**  
*Other fixing accessories as for series 319 and 329.*

