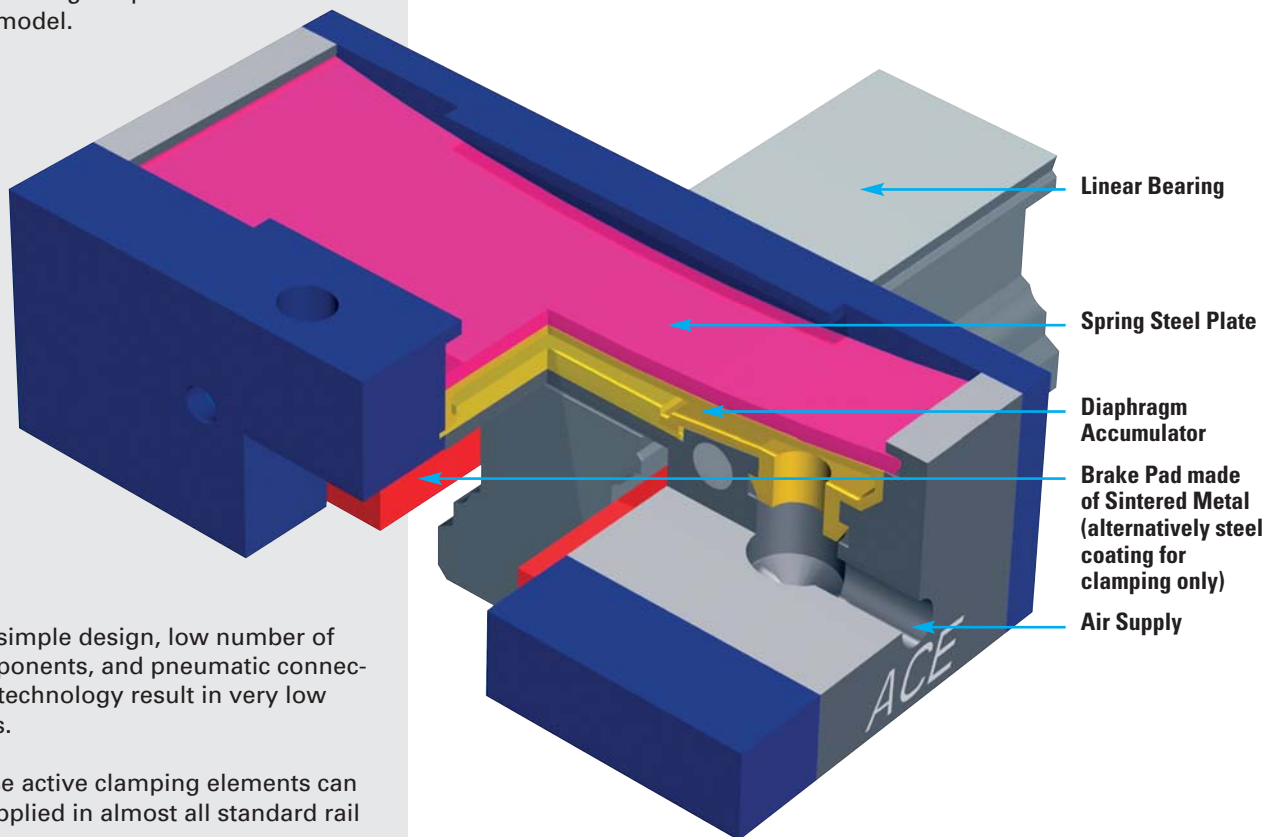


These new clamping elements of the **ACE LOCKED Series L Active** offer the highest clamping forces in the most compact design.

Very rapid clamping is possible due reaction free pneumatic operation.

With an installation length of only 40 mm the largest clamping forces are possible, up to 800 N.

The large surface area of the brake ensures a long working life. Both clamping and braking are possible with this model.



The simple design, low number of components, and pneumatic connection technology result in very low costs.

These active clamping elements can be applied in almost all standard rail systems.

Customized special sizes for the wood working and automation industries are offered on request.

**Rail sizes:** 20, 25 and 35 mm (further sizes planned)

**Maximum holding forces:** up to 1250 N (6 bar type)

**Clamping cycles/emergency use:** 100 000/500  
(for higher values please consult ACE)

**Material:** Clamping body and milled parts: tool steel; spring steel plate: spring steel; brake pads: sintered bronze or steel.

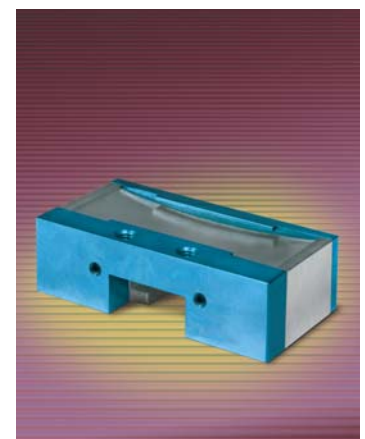
**Mounting:** In any position.

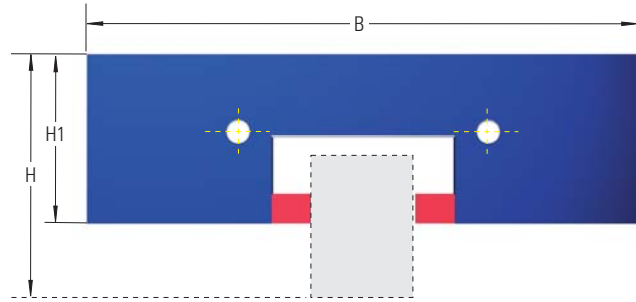
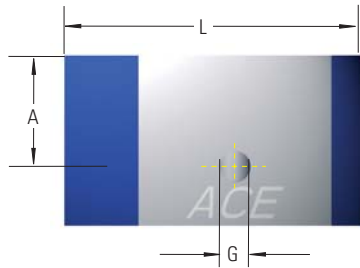
**Operating Pressure:** 4 bar or 6 bar (standard type)

**Pneumatic medium:** Dried filtered air.

**Operating temperature range:** 15 to 45°C

**On request:** Wipers and special profiles.





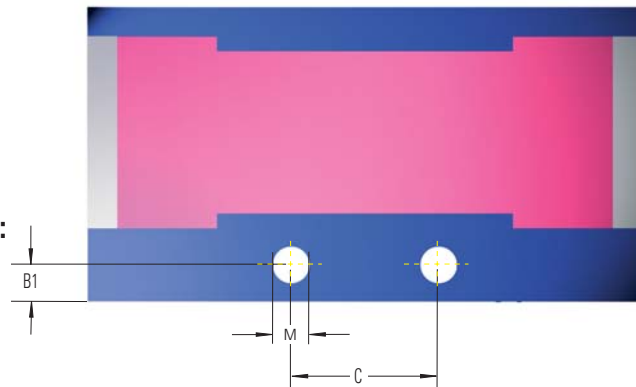
### Ordering Example

LC 25-SA-X

- Linear clamping element \_\_\_\_\_
- Rail nominal size \_\_\_\_\_
- Rail clamping Active \_\_\_\_\_
- Series number assigned by ACE \_\_\_\_\_

### Complete Details Required when Ordering:

- Rail manufacturer, rail type, rail size
- Carriage type (height/width)
- Number of clamping cycles per hour
- Operating mode (dry, oiled, greased)
- Name of oil or grease



### Functional Description and Instruction

To **activate the clamping**, the membrane accumulator underneath the spring steel plate is filled with compressed air. The pre-tensioned spring steel plate is pushed upwards and stretched at the same time. The cross bar serves as pivot point and operates against a taper on the lower part of the clamping body. The brake pads are thereby pressed against the rails and the clamping is active.

To **release the clamping**, the membrane accumulator must be depressurized. The spring steel plate snaps back and pushes the clamp body underneath the cross bar. Now the previously elastically deformed clamp body can snap back into its initial position. This removes the tapered body off the cross bar and widens the gap underneath it. The brake pads lift off the rails.

The calculation and selection of the correct clamping device should be made or approved by ACE. To assist you, please use the request form on page 15. For general information see page 13.

### Dimensions and Capacity Chart

Type Part number	L	B	low carriage		high carriage		A	B1	C	G	M	Holding Force* N	Weight kg
			H	H1	H	H1							
LC 20-SA	40	75	30	23			15	5	20	M5	M6	650	0.33
LC 25-SA	40	75	36	23	40	27	15	5	20	M5	M6	800	0.35
LC 35-SA	67	96	48	35	55	32	20	8.75	20	G 1/8	M8	1250	0.65

\* The holding forces as shown in the capacity chart were determined on dry rails for roller systems (STAR, INA). Different holding forces may occur for other rail systems. Depending on the grease used, calculate with **60% of the indicated holding forces** on greased rails. Special pads with full holding forces for clamping (not braking) on greased rails are available.