STK Series

SCP*3

SSD2

SSG

SSD

CAT

MDC2

MVC

SMG

MSD/ MSDG

FC*

STK

SRL3

SRG3

SRM3

SRT3

MRL2

MRG2

SM-25

ShkAbs

FJ

FK Spd Contr

Ending

Stopper cylinder selection guide

Depending on the mounting method, the allowable absorbed energy varies. Check whether the mounting is A or B type in the figure below to select the cylinder.



1. Method of selecting specified range

Select the model using transport weight (m) and transport speed (V) so that the model is within the allowable absorbed energy in the graph in the right .

Formula for kinetic energy calculation $E=\frac{1}{2}mV^2$

- E: Kinetic energy J
 - m: Transport weight kg V: Transport speed m/s

(Example) Transport speed 15 m/min, transport weight 40 kg A. For rod side installation

[How to look at the graph]

For the selection method of the specifications above, obtain the intersection point of the speed 15 m/min on the horizontal axis and the weight 40 kg on the vertical axis of Graph 1, and then select STK-40 within the allowable absorbed energy range.

A. Rod side installation



B. Head end installation



(Note) Rod end form: Compatible with all round rod types/chamfered types/roller.

CKD

STK series

SCP*3

CMK2

Lateral load and working pressure

Depending on the degree of the lateral load applied to the rod end, the working pressure varies when the cylinder is pulled. Therefore, calculate the required working pressure by the steps below.

- 1. Calculate the lateral load (F) applied to the rod end.
- $\mathsf{F}=10{\cdot}m{\cdot}n{\cdot}\mu_1$
- F : Lateral load (N)
- m : Transport weight(kg)
- n : Number of transported objects
- $\mu_1\,$: Coefficient of friction between transport pallet and conveyor

2. Obtain the thrust (P) required when the cylinder is pulled.

- $P = F \cdot \mu_2$
- P : Required thrust (N)
- $\mu_2\,$: Coefficient of friction between transported object and rod
- (Note) As the coefficient of friction varies depending on the material of the transported object, refer to the coefficient in the table below.



3. Obtain the working pressure from the required thrust (P) using Fig. 3.







SCS2 CKV2 CAV2/ COVP/N2 SSD2 SSG SSD CAT MDC2 MVC SMG MSD/ MSDG FC* STK SRL3 SRG3 SRM3 SRT3 MRL2 MRG2 SM-25 ShkAbs

Ending

FJ

FK Spd Contr