

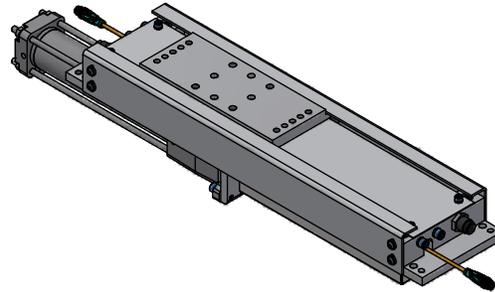
LP SERIES RAIL SLIDES

STROKES UP TO 495mm

LPM

250 LB LOAD CAPACITY

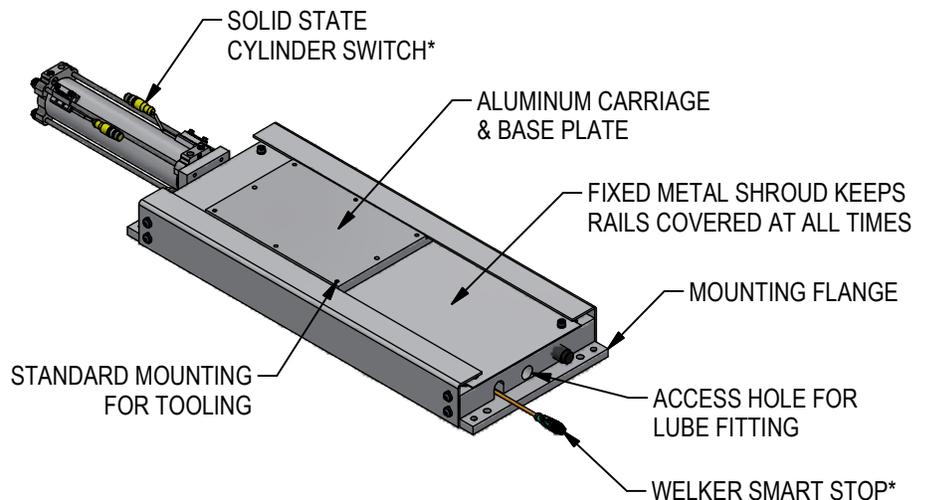
50mm BORE PNEUMATIC CYLINDER, NPT OR G PORTS.
ROD LOCK CYLINDER* AVAILABLE (SHOWN)
15-SERIES SQUARE RAIL BEARINGS



LP1

250 LB LOAD CAPACITY

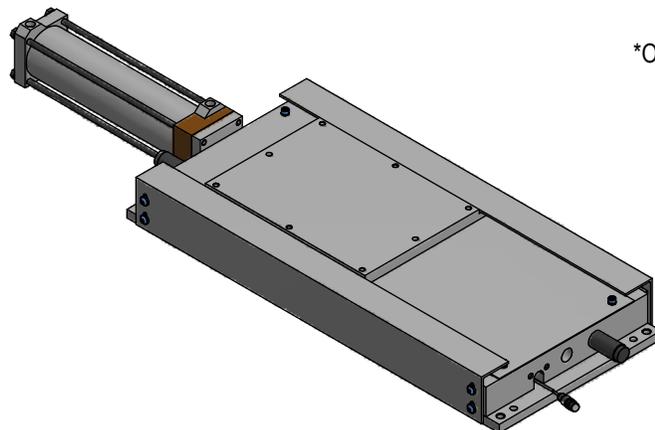
50mm BORE PNEUMATIC CYLINDER
NPT OR G PORTS
15-SERIES SQUARE RAIL BEARINGS



LP2

500 LB LOAD CAPACITY

70mm BORE PNEUMATIC CYLINDER
NPT OR G PORTS
25-SERIES SQUARE RAIL BEARINGS

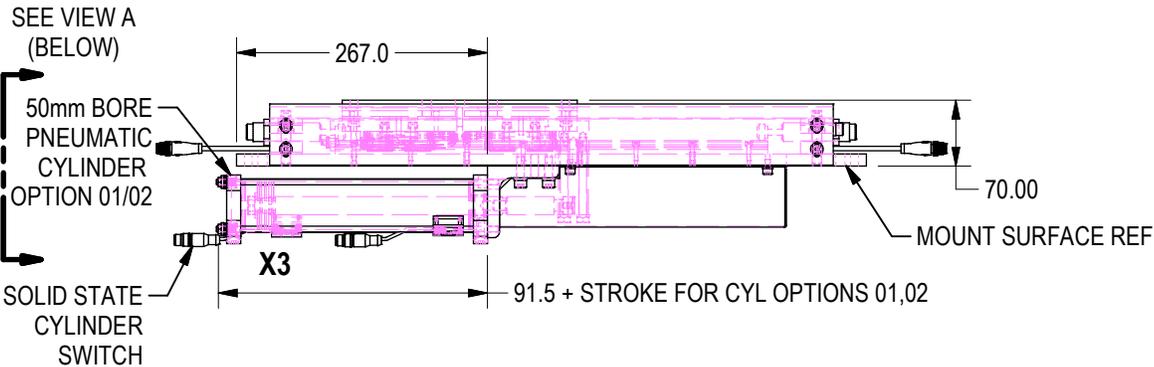
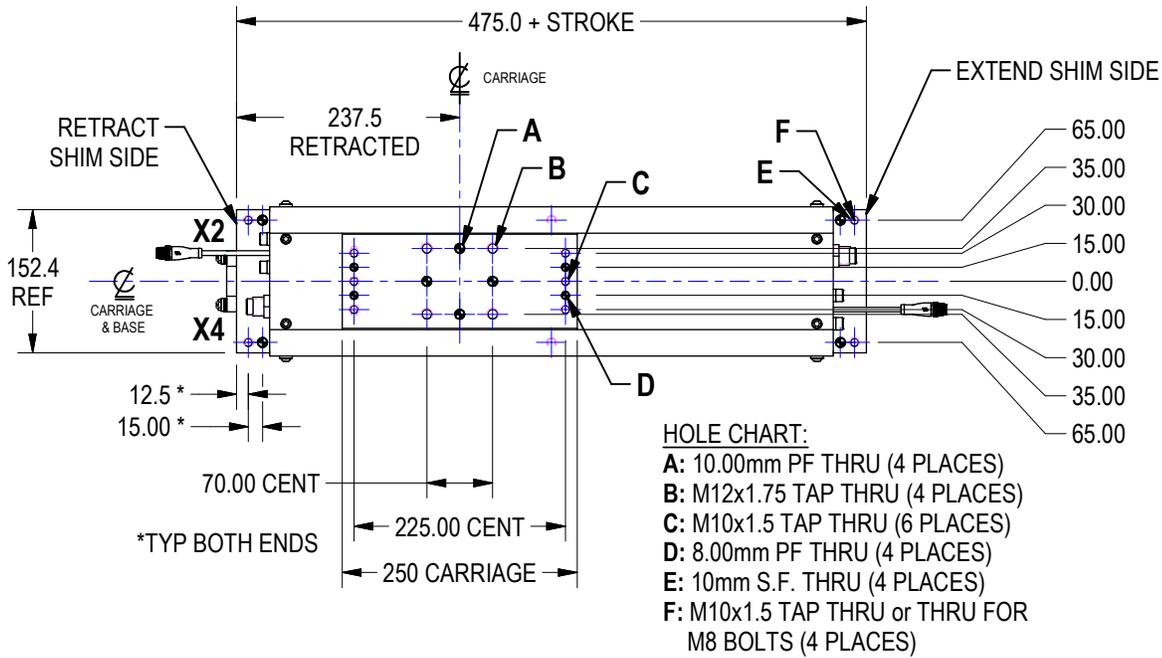


*OPTIONAL

RELEASED 2/7/23

LPM GENERAL DIMENSIONS

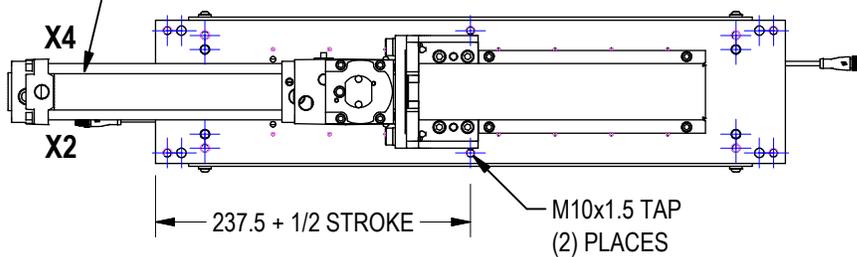
NOTE FOR ALL CUSTOMER FASTENERS: FASTENERS MUST NOT EXCEED 15mm DEPTH IN CARRIAGE PLATE



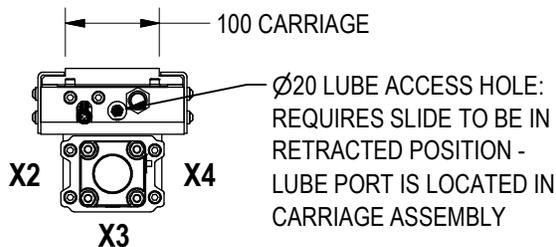
CYLINDER OPTIONS 03 & 04 ARE SMC CDNA2 50mm BORE ROD LOCK CYLINDERS. CYLINDER SWITCHES ARE CUSTOMER SUPPLIED, CONTACT SMC.

CYLINDER 03 & 04 LENGTHS:

- 075mm STROKE: 291mm
- 135mm STROKE: 366mm
- 195mm STROKE: 416mm
- 255mm STROKE: 491mm
- 315mm STROKE: 541mm
- 375mm STROKE: 591mm
- 435mm STROKE: 666mm
- 495mm STROKE: 716mm



VIEW A:

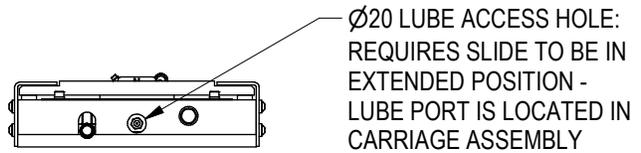
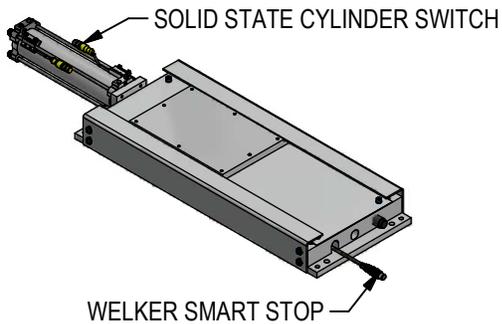
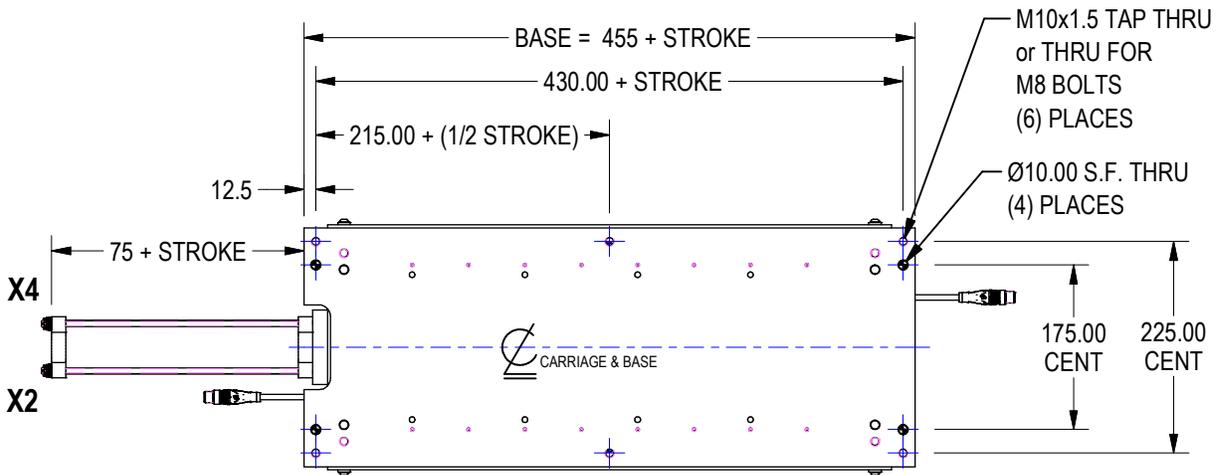
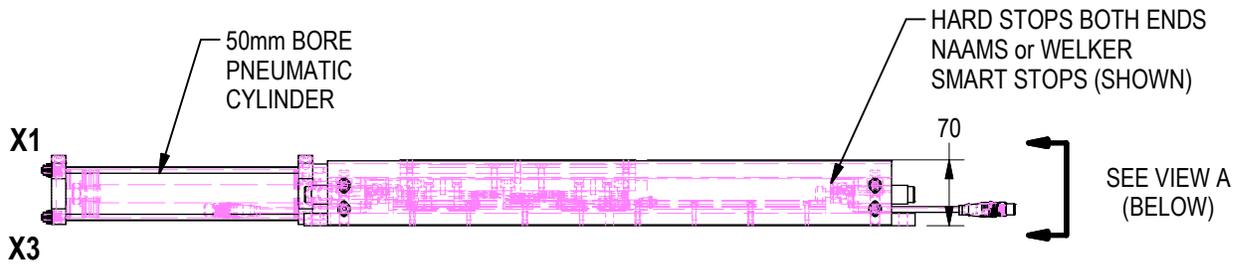
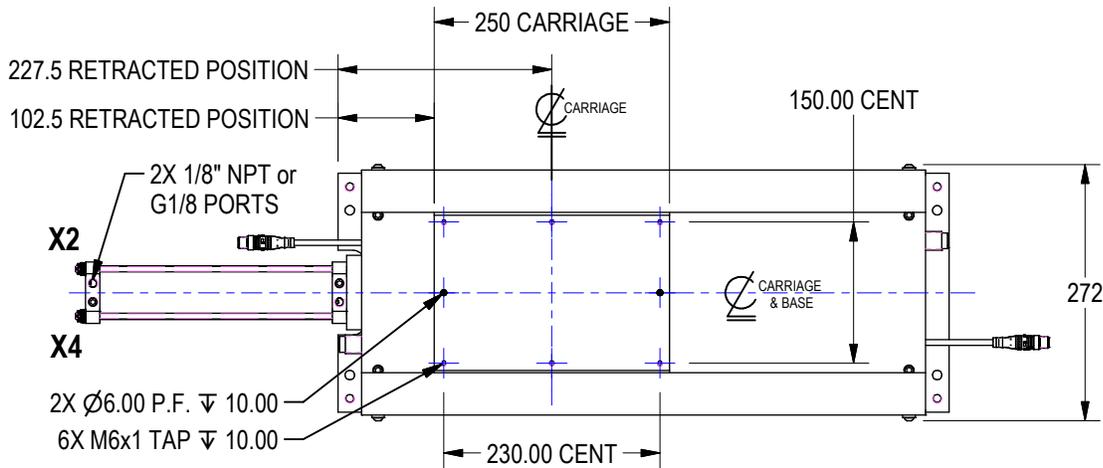


SHEET 3

(DO NOT SCALE DRAWING)

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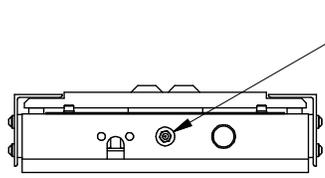
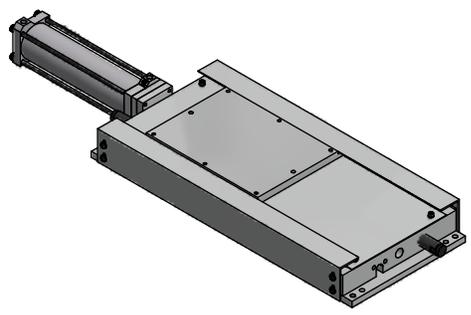
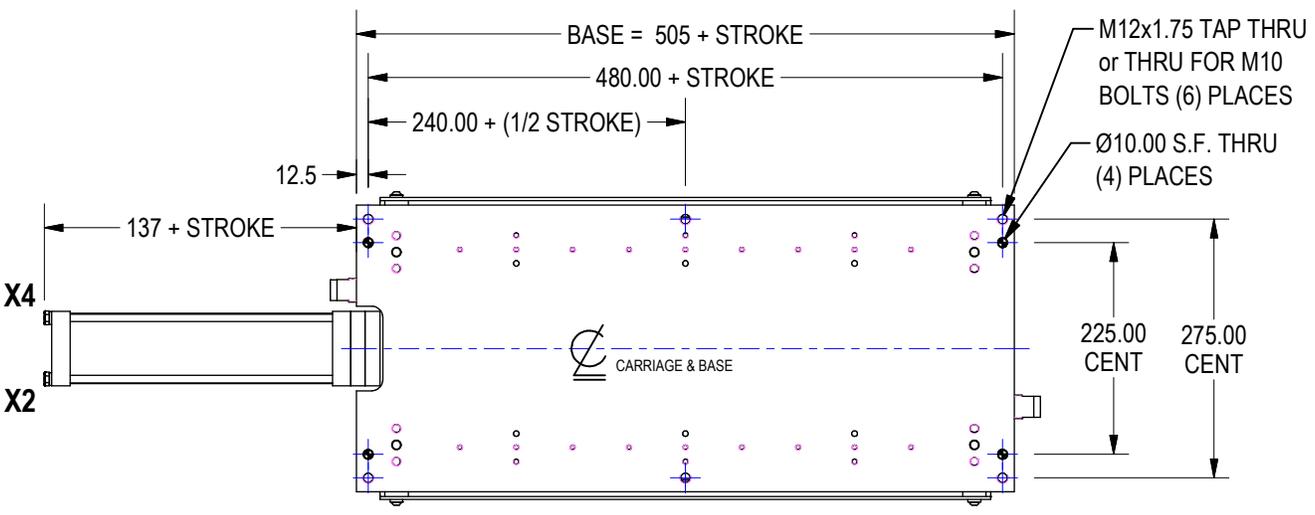
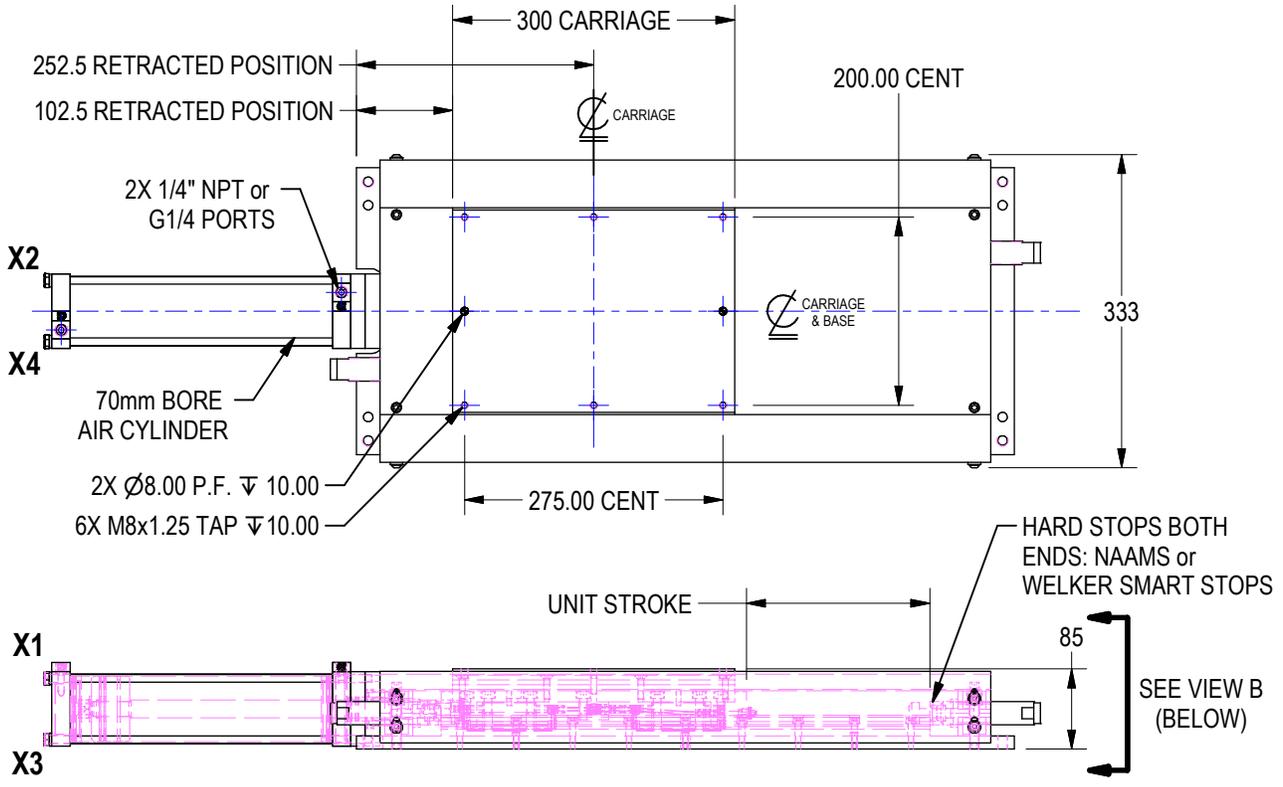
LP1 GENERAL DIMENSIONS



NOTE: THIS UNIT HAS NO SUPPLIED LOCKOUT DETAILS. ANY LOCKOUT REQUIREMENTS ARE TO BE SUPPLIED BY THE CUSTOMER.

(DO NOT SCALE DRAWING)

LP2 GENERAL DIMENSIONS



Ø20 LUBE ACCESS HOLE:
REQUIRES SLIDE TO BE IN EXTENDED POSITION -
LUBE PORT IS LOCATED IN CARRIAGE ASSEMBLY

VIEW B

NOTE: THIS UNIT HAS NO SUPPLIED LOCKOUT DETAILS. ANY LOCKOUT REQUIREMENTS ARE TO BE SUPPLIED BY THE CUSTOMER.

(DO NOT SCALE DRAWING)

ENGINEERED PRODUCTS

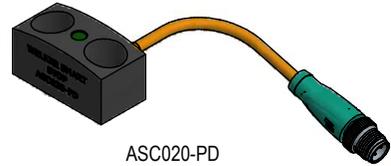
(800) 229-0890 www.welkerproducts.com

WELKER SMART STOP

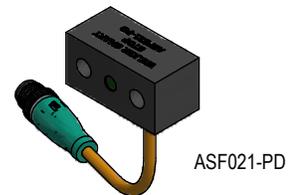
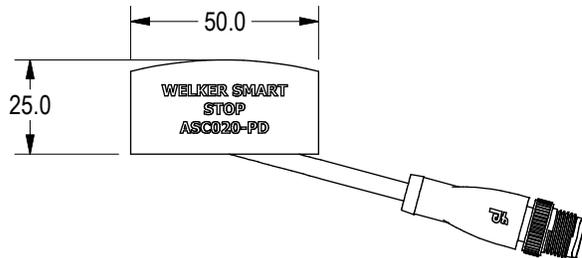
WELKER SMART STOP does all stopping & sensing functions in one part.
SMART STOP minimizes engineering, field set up and operator adjustment time.

WELKER SMART STOP eliminates:

- Need for separate mounts, brackets & flags.
- Need for switch adjustments when shimming.
- Improper adjustment of outboard switches.
- Outboard switch vibrating loose in bracket.
- Protecting outboard proxies from being stepped on or bent in tools.



MODEL NO:
 ASC020-PD FOR CROWNED, DRILL & C'BORE FOR M10 SHCS + DC SWITCH
 ASC021-PD FOR CROWNED, M10X1.5 TAP + DC SWITCH
 ASF020-PD FOR FLAT, DRILL & C'BORE FOR M10 SHCS + DC SWITCH
 ASF021-PD FOR FLAT, M10X1.5 TAP + DC SWITCH



SPECIFICATIONS

General Specifications

Switching function	Normally Open (NO)
Output type	PNP
Rated operating distance, sn	1.75mm
Output polarity	DC
Assured operating distance sa	0 - 1.42 mm
Output type	3-wire

Nominal Ratings

Operating voltage, U_B	5 - 30 V DC
Switching frequency, f	0 - 6000 Hz
Reverse polarity protection	Reverse polarity protected
Short-circuit protection	Pulsing
Voltage drop, U_d	≤ 1.5 V
Operating current, I_L	0 - 100 mA
Off-state current, I_r	0 - 0.2 mA
No-load supply current, I_0	≤ 15 mA

Indicators/Operating Means

Operating voltage indicator	LED green
Switching state indicator	LED yellow

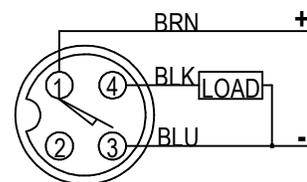
Ambient Conditions

Ambient temperature	-40 - 85 °C (-40 - 185 °F)
Storage temperature	-40 - 85 °C (-40 - 185 °F)

Mechanical Specifications

Connection type Connector plug	M12 x 1 , 4-pin
Cable length	255mm
Degree of protection	IP67
Cable material	Weld spatter resistant, robotic quality POC
Cable color	Orange

WIRING DIAGRAM (PNP)



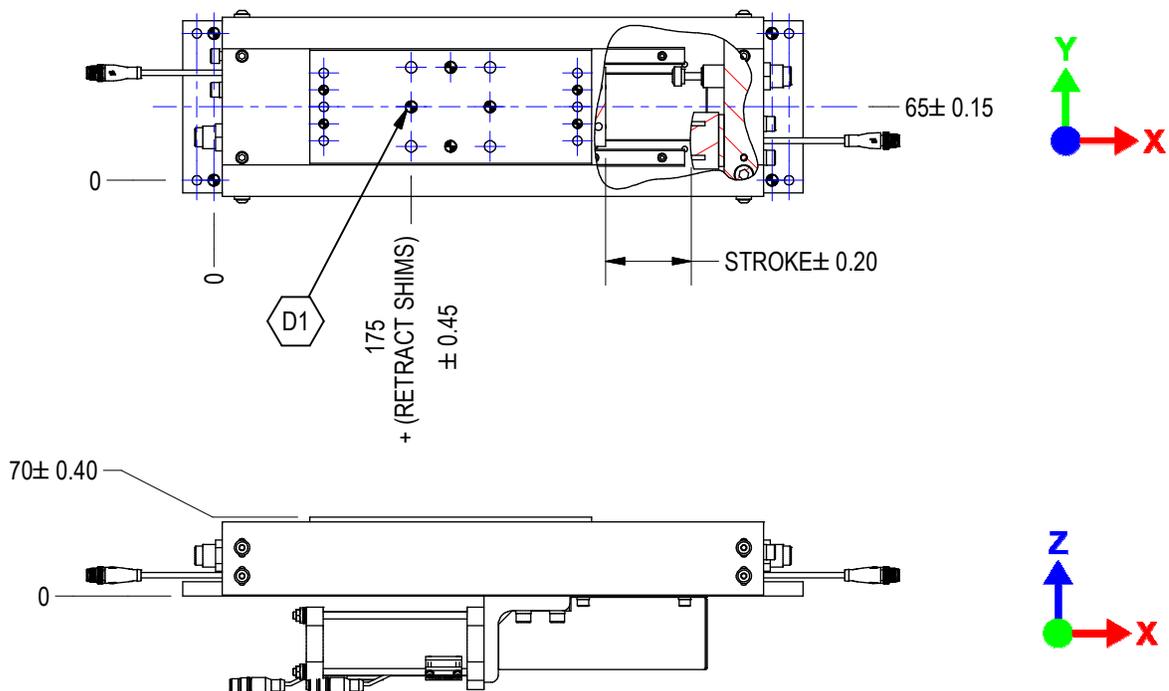
(DO NOT SCALE DRAWING)



LPM SLIDE ACCURACY

POSITIONAL ACCURACY specifies the allowable deviation between the nominal position of a reference point on the carriage (D1 as shown) to the actual position that is achieved.

TRAVEL ACCURACY specifies the allowable deviation along the plane of motion of a reference point on the carriage (D1 as shown) to the actual position *during movement* - in other words, the allowable side-to-side movement (in the direction of Y) and up-and-down movement (in the direction of Z) as the unit travels.

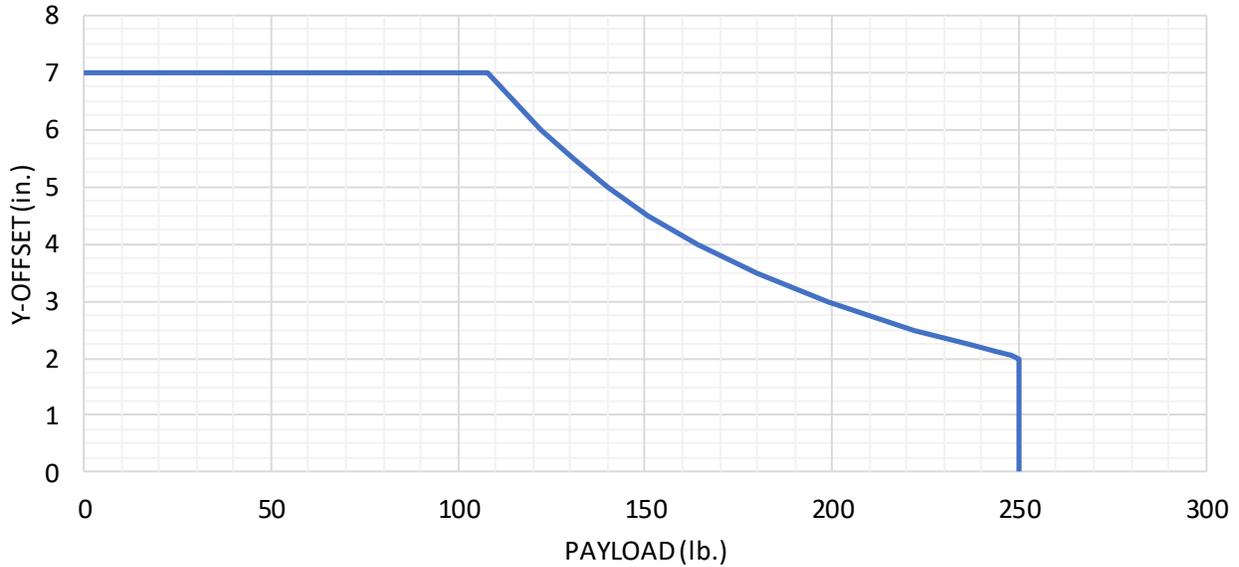


TRAVEL ACCURACY (RUNOUT)	
Y-DIRECTION	Z-DIRECTION
0.15	0.15

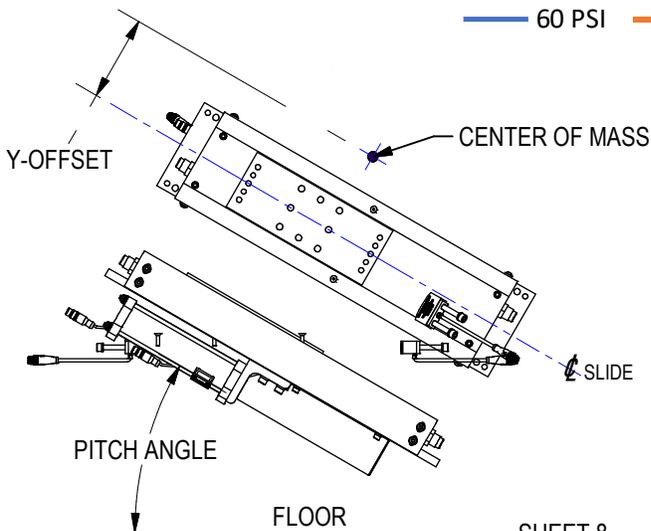
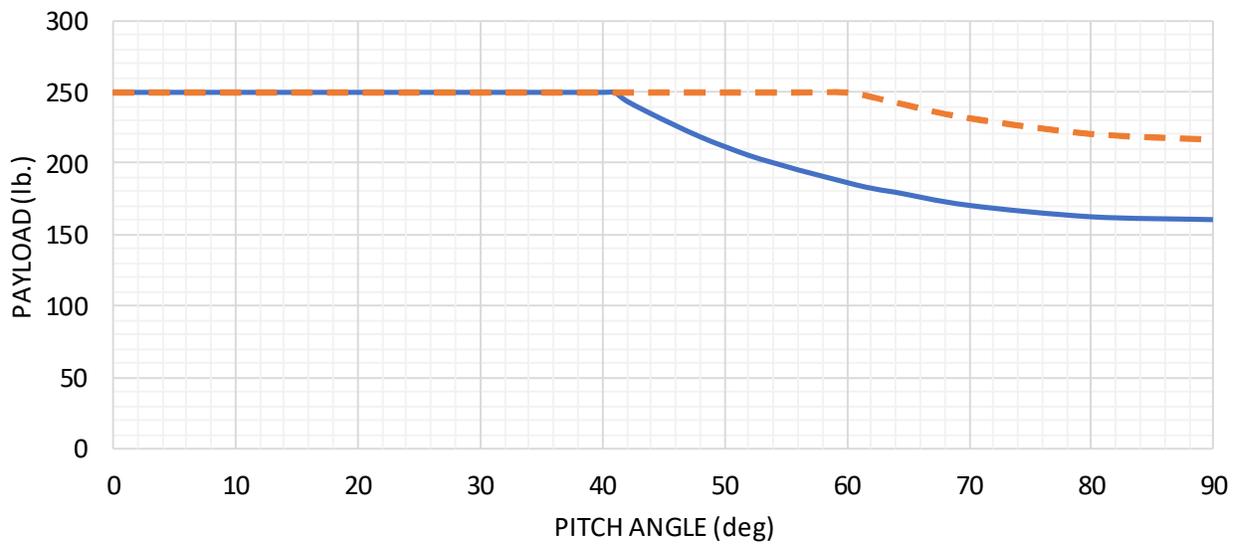
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LPM PAYLOAD v. Y-OFFSET CAPACITY



LPM PITCH ANGLE v. PAYLOAD CAPACITY



When using these graphs, applications are evaluated on two separate criteria: payload v. offset and pitch angle v. payload. An approved application meets both criteria. For applications outside the graph safety zone, contact Welker.

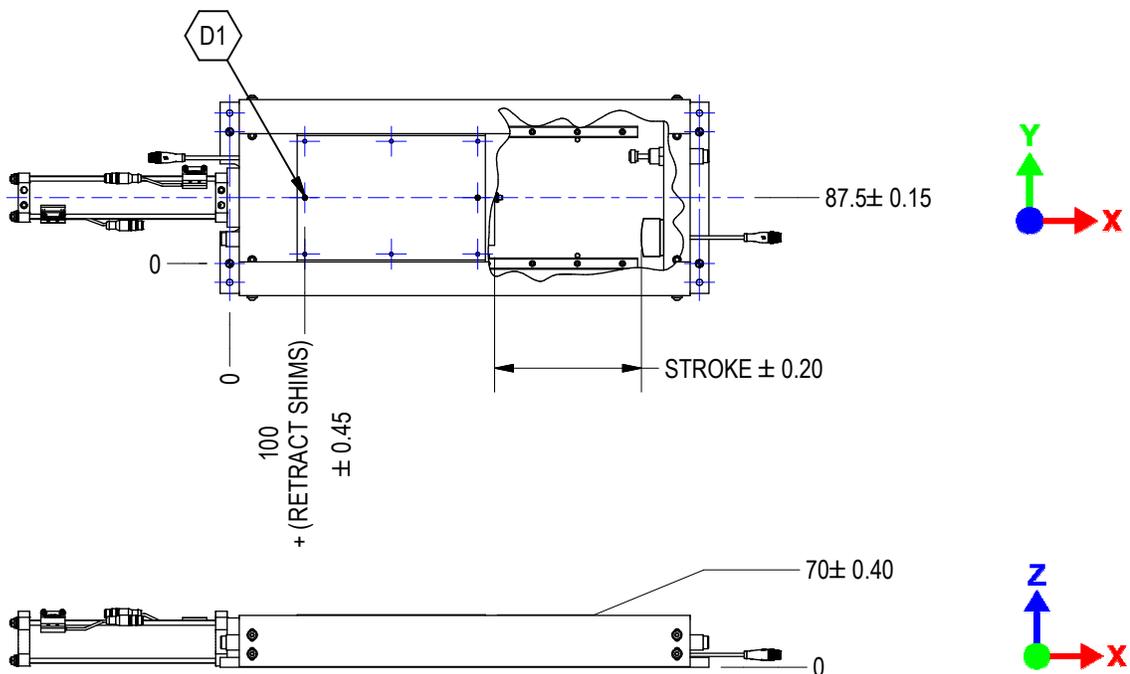
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LP1 SLIDE ACCURACY

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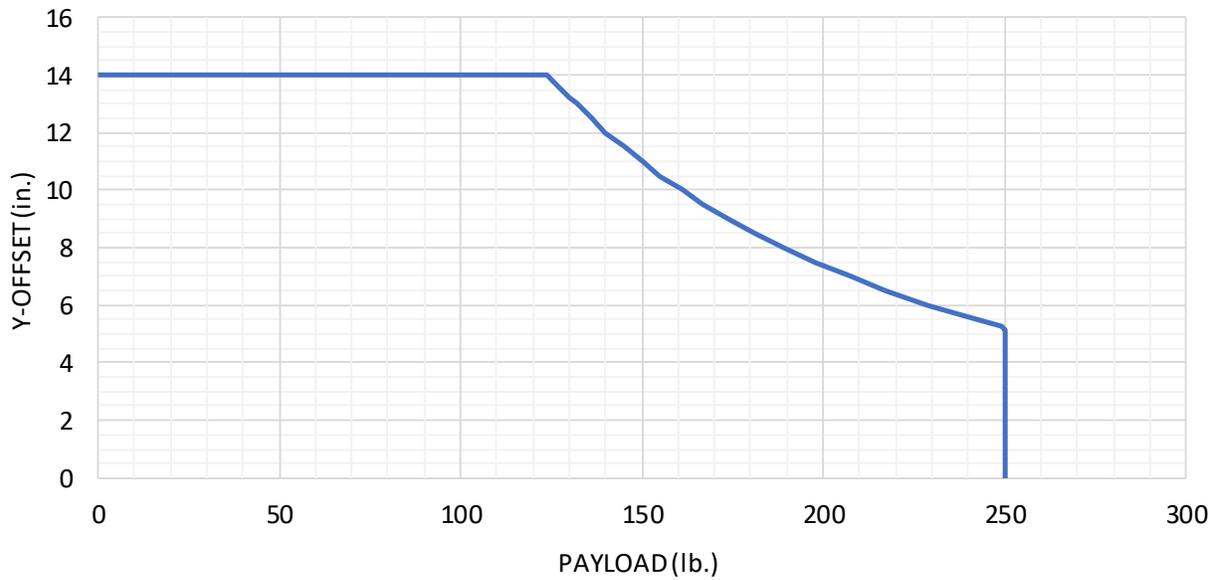


TRAVEL ACCURACY (RUNOUT)	
Y-DIRECTION	Z-DIRECTION
0.15	0.15

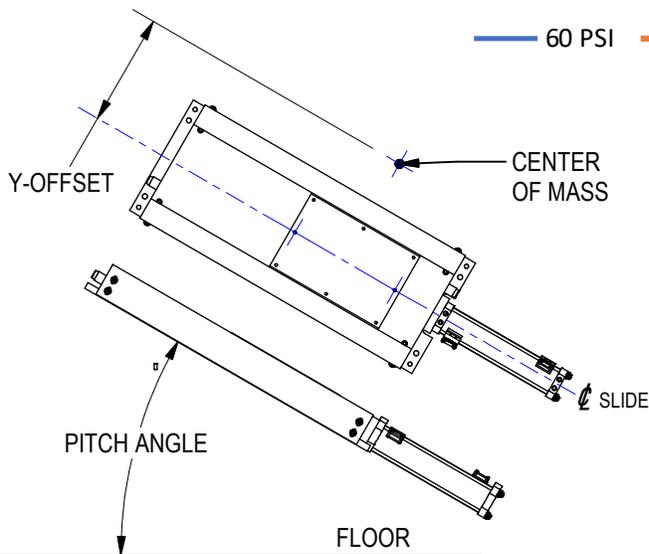
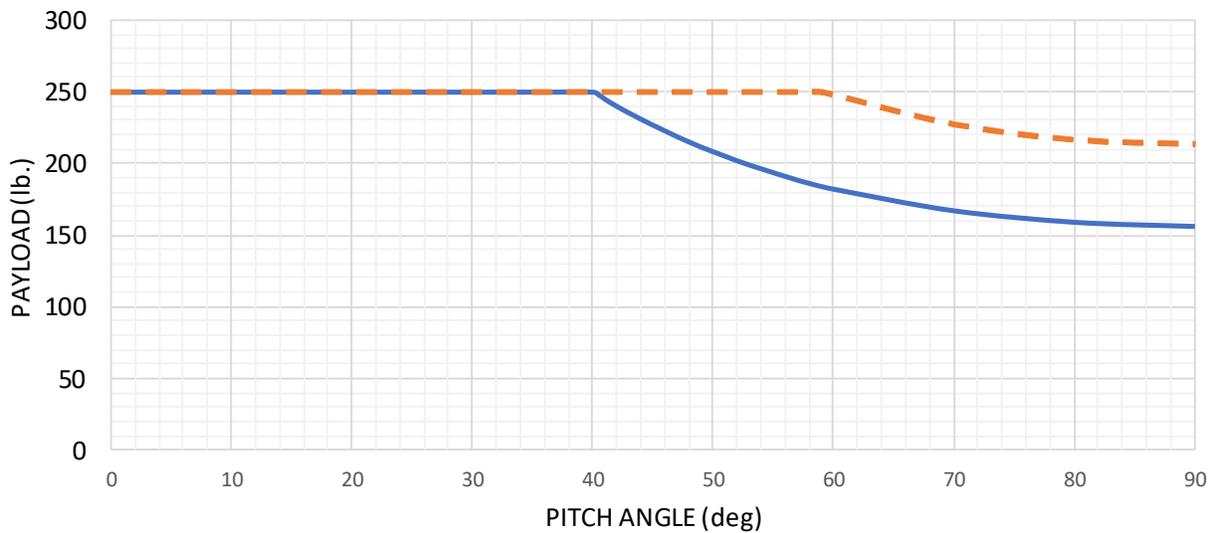
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LP1 PAYLOAD v. Y-OFFSET CAPACITY



LP1 PITCH ANGLE v. PAYLOAD CAPACITY



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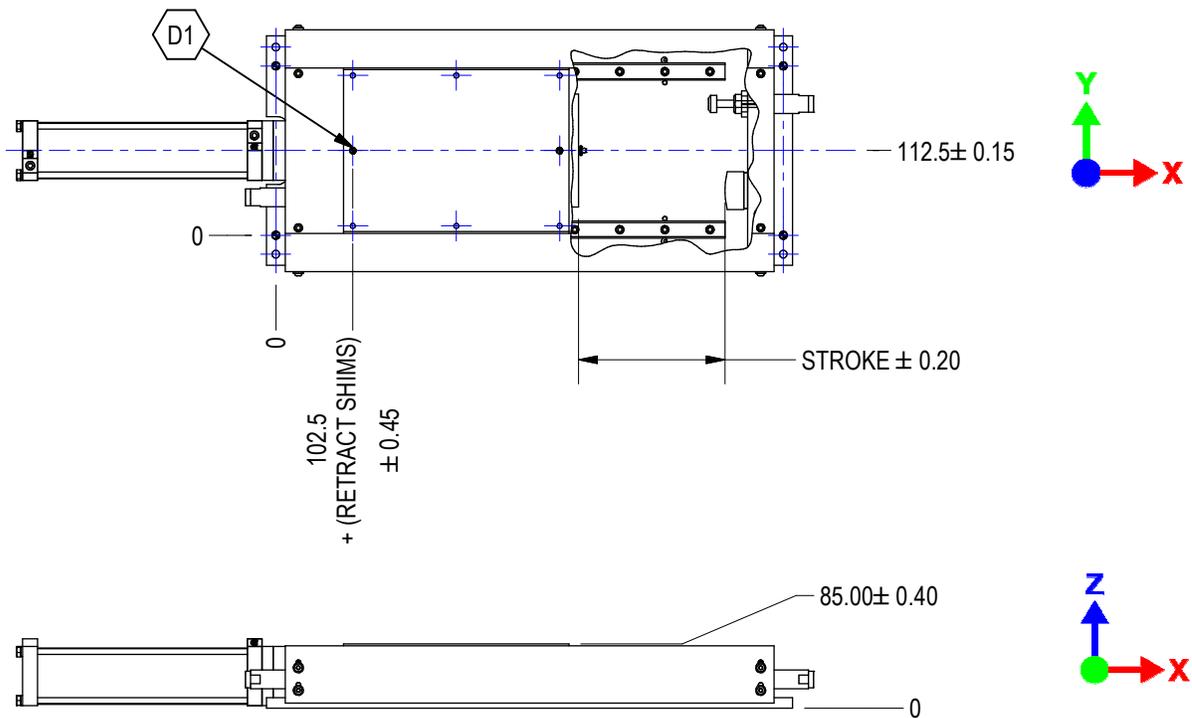
(DO NOT SCALE DRAWING)

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LP2 SLIDE ACCURACY

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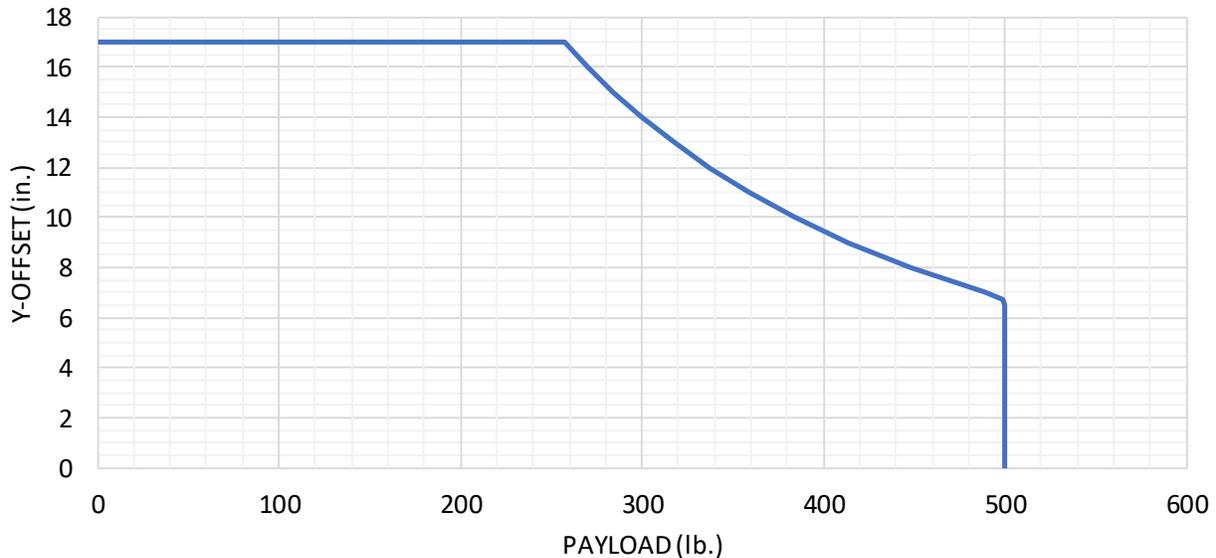


TRAVEL ACCURACY (RUNOUT)	
Y-DIRECTION	Z-DIRECTION
0.15	0.15

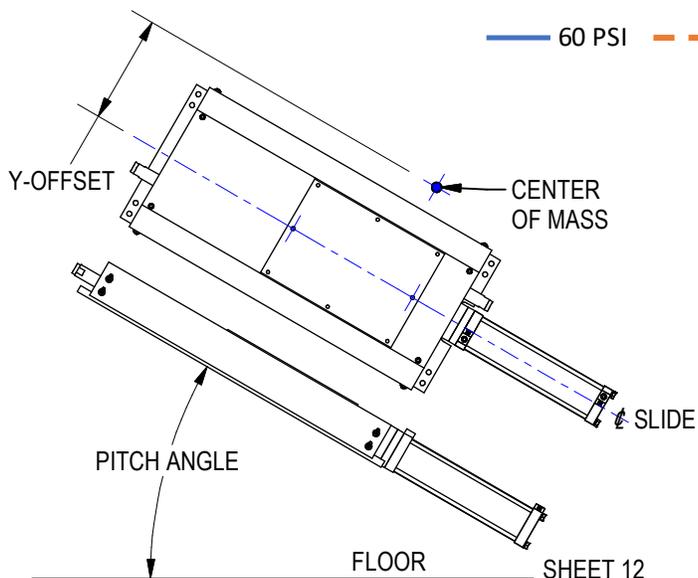
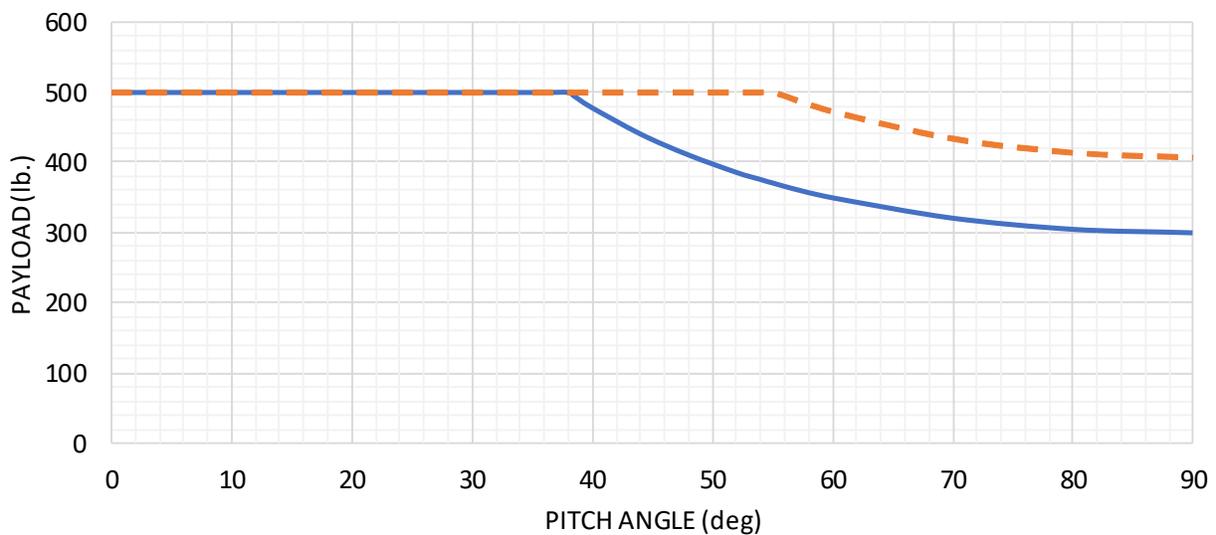
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LP2 PAYLOAD v. Y-OFFSET CAPACITY



LP2 PITCH ANGLE v. PAYLOAD CAPACITY



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