

DESPIECE

DISASSEMBLY



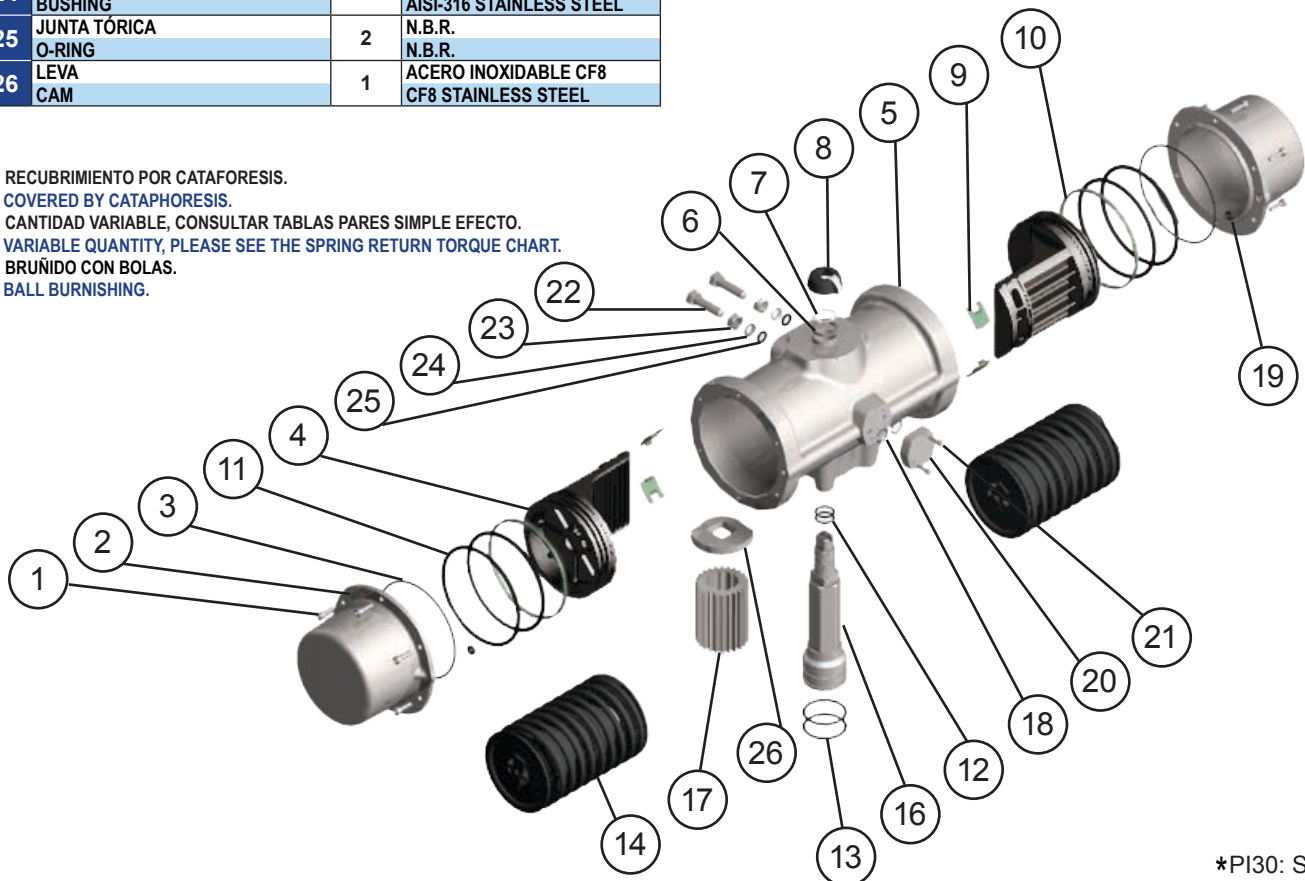
ACTUADOR NEUMÁTICO DE ACERO  
INOXIDABLE **CF8M**  
**CF8M STAINLESS STEEL**  
PNEUMATIC ACTUATOR



**PI30:** Doble Efecto / Double Acting  
**PI30S:** Simple Efecto / Spring Return

| Nº | Descripción<br>Description                             | Cant.<br>Quant. | Material<br>Material                                  |
|----|--|-----------------|---|
| 1  | TORNILLO ALLEN TAPA<br>CAP ALLEN SCREW                 | 12              | ACERO INOX. AISI-316<br>AISI-316 STAINLESS STEEL      |
| 2  | TAP<br>CAP   | 2               | ACERO INOXIDABLE CF8M<br>CF8M STAINLESS STEEL         |
| 3  | JUNTA TÓRICA TAPA<br>CAP-O-RING                        | 2               | N.B.R.<br>N.B.R.                                      |
| 4  | ÉMBOLO<br>PISTON                                       | 2               | ALEACIÓN ALUMINIO (2)<br>ALUMINIUM ALLOY (2)          |
| 5  | CILINDRO<br>CYLINDER                                   | 1               | ACERO INOXIDABLE CF8M<br>CF8M STAINLESS STEEL         |
| 6  | ARANDELA<br>WASHER                                     | 1               | POLIAMIDA 6<br>POLYAMIDE 6                            |
| 7  | ANILLO DE SEGURIDAD<br>SPRING CLIP                     | 1               | ACERO INOXIDABLE<br>STAINLESS STEEL                   |
| 8  | INDICADOR VISUAL<br>POSITION INDICATOR                 | 1               | POLIAMIDA<br>POLYAMIDE                                |
| 9  | GUIA ÉMBOLO<br>PISTON GUIDE                            | 4               | POLIACETAL<br>POLYACETAL                              |
| 10 | ANILLO GUIA<br>GUIDE RING                              | 2               | POLIACETAL<br>POLYACETAL                              |
| 11 | JUNTA TÓRICA ÉMBOLO<br>PISTON O-RING                   | 4               | N.B.R.<br>N.B.R.                                      |
| 12 | JUNTA TÓRICA EJE<br>SHAFT O-RING                       | 2               | N.B.R.<br>N.B.R.                                      |
| 13 | JUNTA TÓRICA EJE<br>SHAFT O-RING                       | 2               | N.B.R.<br>N.B.R.                                      |
| 14 | JUEGO MUELLES PRECARGADOS<br>PRELOADED SPRINGS SET     | 1               | DIN-17223-C (2) (4)<br>DIN-17223-C (2) (4)            |
| 16 | EJE<br>SHAFT   | 1               | ACERO INOX AISI-316<br>AISI-316 STAINLESS STEEL       |
| 17 | PIÑÓN<br>GEAR  | 1               | ALEACIÓN ALUMINIO (5) (2)<br>ALUMINIUM ALLOY (5) (2)  |
| 18 | JUNTA TÓRICA PLACA<br>PLATE O-RING                     | 2               | N.B.R.<br>N.B.R.                                      |
| 19 | JUNTA TÓRICA TAPA<br>CAP O-RING                        | 2               | N.B.R.<br>N.B.R.                                      |
| 20 | PLACA CONEXIÓN NEUMÁTICA<br>PNEUMATIC CONNECTION PLATE | 1               | ACERO INOXIDABLE CF8M<br>CF8M STAINLESS STEEL         |
| 21 | TORNILLO ALLEN PLACA<br>PLATE ALLEN SCREW              | 2               | ACERO INOXIDABLE AISI-316<br>AISI-316 STAINLESS STEEL |
| 22 | TORNILLO<br>BOLT                                       | 2               | ACERO INOXIDABLE AISI-316<br>AISI-316 STAINLESS STEEL |
| 23 | TUERCA<br>NUT  | 2               | ACERO INOXIDABLE AISI-316<br>AISI-316 STAINLESS STEEL |
| 24 | ARANDELA<br>BUSHING                                    | 2               | ACERO INOXIDABLE AISI-316<br>AISI-316 STAINLESS STEEL |
| 25 | JUNTA TÓRICA<br>O-RING                                 | 2               | N.B.R.<br>N.B.R.                                      |
| 26 | LEVA<br>CAM  | 1               | ACERO INOXIDABLE CF8<br>CF8 STAINLESS STEEL           |

- (2) RECUBRIMIENTO POR CATAFORESIS.  
COVERED BY CATAPHORESIS.
- (4) CANTIDAD VARIABLE, CONSULTAR TABLAS PARES SIMPLE EFECTO.  
VARIABLE QUANTITY, PLEASE SEE THE SPRING RETURN TORQUE CHART.
- (5) BRUÑIDO CON BOLAS.  
BALL BURNISHING.



\*PI30: SIL2  
PI30S: SIL3

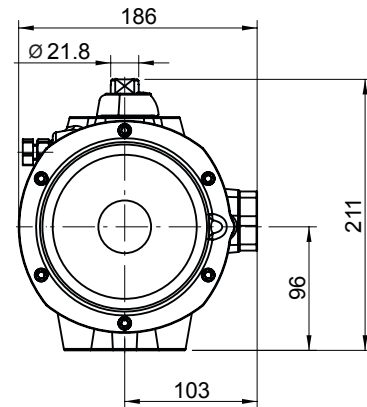
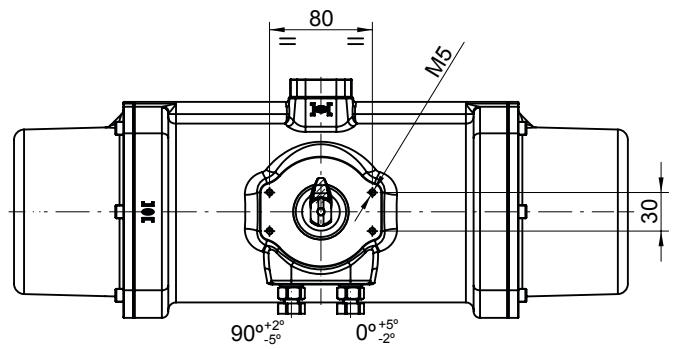
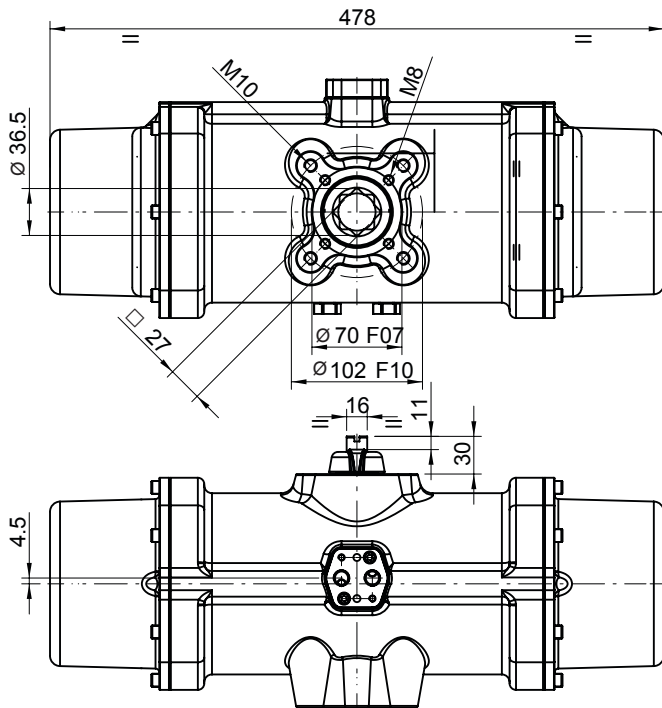
| MODELOS<br>MODELS | TIEMPO DE MANIOBRA EN SEG.<br>CYCLE TIME IN SECS. |                         | PESOS<br>WEIGHTS |       | CAPACIDAD EN LITROS<br>CAPACITY IN LITRES |                         |
|-------------------|---|-------------------------|------------------|-------|---|-------------------------|
|                   | PARA ABRIR<br>TO OPEN                             | PARA CERRAR<br>TO CLOSE | Kg.              | Lb.   | PARA ABRIR<br>TO OPEN                     | PARA CERRAR<br>TO CLOSE |
|                   |   |                         |                  |       |   |                         |
| PI30              | 0,6   | 0,6                     | 17,9             | 39,46 | 2,05                                      | 1,9                     |
| PI30S             | 1,2   | 1,2                     | 25,4             | 56,00 | 2,05                                      |                         |

Tiempo de maniobra sin par resistente a 6 bar.  
Cycle time w/o resistant torque at 6 bar.

Dimensiones en mm.  
Dimensions in mm.

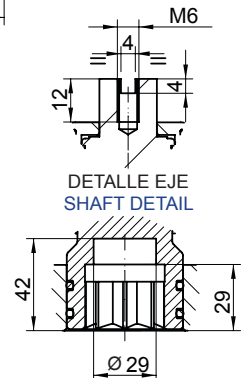
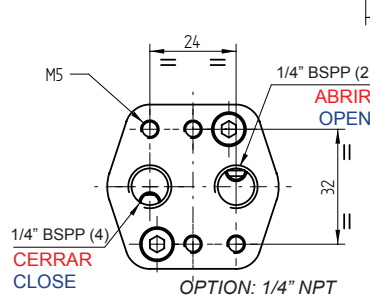
Para calcular el consumo, multiplicar las cifras del cuadro por la presión real de trabajo.

To calculate the consumption, multiply the above figures by the real working pressure.



### PARES DOBLE EFECTO DOUBLE ACTING TORQUES

| PI30  | PRESION AIRE<br>AIR PRESSURE |       |       |       |       |       |       |       |   |
|-------|------------------------------|-------|-------|-------|-------|-------|-------|-------|---|
|       | bar                          | 3     | 4     | 4,5   | 5     | 5,5   | 6     | 7     | 8 |
| p.s.i | 43,5                         | 58    | 65,3  | 72,5  | 79,8  | 87    | 101,5 | 116   |   |
| Nm    | 226,5                        | 307,4 | 347,9 | 388,3 | 428,8 | 469,2 | 550,1 | 631   |   |
| Lb.in | 2.004                        | 2.720 | 3.078 | 3.436 | 3.795 | 4.152 | 4.868 | 5.584 |   |



NORMA NAMUR E.V  
SOLENOID NAMUR NORM

### PARES SIMPLE EFECTO SPRING RETURN TORQUES

| PI30S | PAR MUELLES        |              | PAR A LA PRESIÓN INDICADA |              |                    |              |                    |              |                    |              |                    |              |                    |              |                    |              | AIR TORQUE AT INDICATED PRESSURE |              |       |
|-------|--------------------|--------------|---------------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|----------------------------------|--------------|-------|
|       | SPRING TORQUES     |              | 3                         |              | 4                  |              | 4,5                |              | 5                  |              | 5,5                |              | 6                  |              | 7                  |              | 8                                |              | bar   |
|       | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL        | FINAL<br>END | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL | FINAL<br>END | INICIAL<br>INITIAL               | FINAL<br>END | p.s.i |
| N     | 273,7              | 179,9        |                           |              | 127,5              | 33,7         | 168                | 74,2         | 208,4              | 114,6        | 248,9              | 155,1        | 289,3              | 195,5        | 370,2              | 276,4        | 451,1                            | 357,3        | Nm    |
|       | 2.422              | 1.592        |                           |              | 1.129              | 298,3        | 1.486              | 656          | 1.845              | 1.014        | 2.203              | 1.373        | 2.561              | 1.730        | 3.277              | 2.446        | 3.992                            | 3.162        | Lb.in |
| 4*    | 203,3              | 140,8        | 85,8                      | 23,2         | 166,6              | 104,1        | 207,1              | 144,6        | 247,5              | 185          | 288                | 225,5        | 328,4              | 265,9        | 409,3              | 346,8        | 490,2                            | 427,7        | Nm    |
|       | 1.799              | 1.246        | 758,9                     | 205,3        | 1.475              | 921,1        | 1.832              | 1.279        | 2.191              | 1.637        | 2.549              | 1.996        | 2.907              | 2.353        | 3.623              | 3.069        | 4.338                            | 3.785        | Lb.in |
| 3     | 148,6              | 93,8         | 132,7                     | 77,9         | 213,6              | 158,8        | 254,1              | 199,3        | 294,5              | 239,7        | 335                | 280,2        | 375,4              | 320,6        | 456,3              | 401,5        |                                  |              | Nm    |
|       | 1.315              | 830,5        | 1.174                     | 689,7        | 1.890              | 1.405        | 2.248              | 1.763        | 2.606              | 2.121        | 2.965              | 2.480        | 3.322              | 2.837        | 4.038              | 3.553        |                                  |              | Lb.in |
| 2     | 93,8               | 54,7         | 171,8                     | 132,7        | 252,7              | 213,6        | 293,2              | 254,1        | 333,6              | 294,5        | 374,1              | 335          | 414,5              | 375,4        |                    |              |                                  |              | Nm    |
|       | 830,5              | 484,4        | 1.520                     | 1.174        | 2.236              | 1.890        | 2.594              | 2.248        | 2.952              | 2.606        | 3.311              | 2.965        | 3.668              | 3.322        |                    |              |                                  |              | Lb.in |
| 1     |                    |              |                           |              |                    |              |                    |              |                    |              |                    |              |                    |              |                    |              |                                  |              | Nm    |
|       |                    |              |                           |              |                    |              |                    |              |                    |              |                    |              |                    |              |                    |              |                                  |              | Lb.in |

N: Número de muelles por banda  
Number of springs per side

\* Número de muelles estándar  
\* Standard number of springs