

PNEUMATIC CYLINDERS

SPEED & CUSHION CONTROL SETTINGS

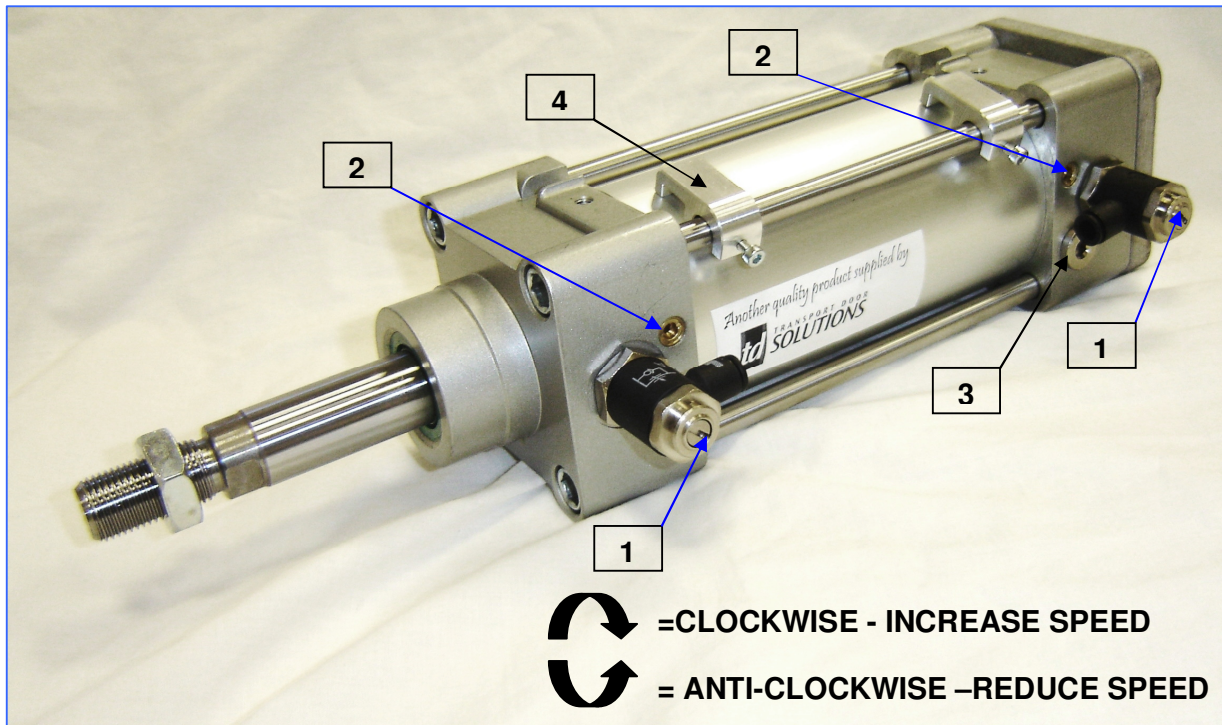


IMAGE OF TDS TYPICAL UNIVERSAL CYLINDER

1 = ADJUSTABLE **FLOW** CONTROLS FOR OPEN & CLOSING SPEEDS

2 = ADJUSTABLE **CUSHION** CONTROLS FOR OPEN & CLOSING DAMPING AT END OF STROKE.

3 = 1/8BSP PORT AT END, OUTLET PORTS FOR ATTACHING SENSADOOR DETECTION VALVE

4 = UNIVERSAL REED SWITCH BRACKETS x 2

CYLINDERS BY OTHER MANUFACTURERS AND SUPPLIERS WILL HAVE FLOW CONTROLS AS SHOWN BELOW. AND SOME WILL NOT BE FITTED WITH ADJUSTABLE CUSHION BUT PRE-FIXED



A=4 TURNS



B=4 TURNS



C=4 TURNS



D=3 TURNS



E=3 TURNS



F=5 TURNS

ADJUSTMENT FOR SPEED SETTINGS IS BASE ON 63mm BORE x 100 STROKE CYLINDERS = **3SEC** TRAVEL

CYLINDER SPEEDSETTING (FLOW CONTROLS):-

- (i) TURN CLOCKWISE UNTILL FULLY IN.
- (ii) TURN ANTI-CLOCKWISE FULL TURNS TO SUIT FLOW CONTROL, AS SHOWN ABOVE.

CUSHION SETTING (END OF STROKE DAMPING):-

- (i) TURN CLOCKWISE UNTILL FULLY IN.
- (ii) TURN ANTI-CLOCKWISE ONE 1/4 TURN
- (iii) TURNING ANTI-CLOCKWISE =REDUCES DAMPING & CLOCKWISE WILL INCREASE DAMPING.

IMPORTANT NOTE

CUSHION & SPEED CONTROLS

CUSHION CONTROLS = IS A VERY FINE ADJUSTMENT, IF TURNED **CLOCKWISE FULLY IN**, THIS WILL RESULT IN STOPPING PISTON (RAM) REACTING FULL STROKE

SPEED CONTROLS.... = IF TURNED **CLOCKWISE FULLY IN**, THIS WILL RESULT IN STOPPING PISTON (RAM) FROM MOVING