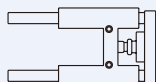


MGTK Tipo ligero

MGTX Tipo ligero con brida

MGTB Tipo pesado (casquillo)

MGTU Tipo pesado (rodamiento lineal)



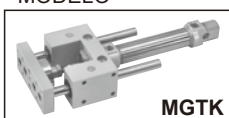
Ejemplo de pedido

MGTB — 40 — 100 — RP

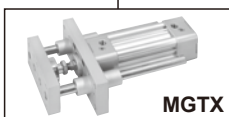
MODELO

D.I. TUBO

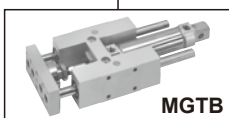
CARRERA



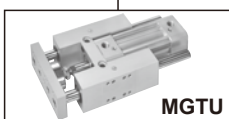
MGTK



MGTX

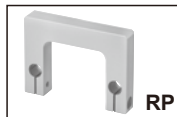


MGTB



MGTU

ACOPLAMIENTO CON BRIDAS TRASERAS



RP: Acoplamiento con bridas traseras

* Consulte la página 0-7 para ver un ejemplo de pedido con especificaciones especiales.

Características

- The guide rod cylinder is a combination of ISO 6432 / ISO 15552 cylinders with guide accessories. It has excellent resistance to rotation, torque and lateral load.
- Four self-lubricating bushes or linear bearings enable high loading and precise movement.
- Simplified structure, save a lot of time when designing mechanism/application, generating new drawing and installing.
- The MGT* have longer stroke and a larger bore size than the MCG* cylinder.
- $\varnothing 32\sim\varnothing 63$ With four grooves on the tube, reed sensors can be easily inserted into any position.
- Adjustable cushion as standard.
- Periodically refill with Lubricating grease is required to enhance the lubricative grade and lifetime.
- Magnetic as standard.

Especificaciones

| Modelo | MGTB, MGTU | | | | | |
|------------------------------------|----------------------------|----------|----------------|------|----|------|
| | MGTK | | MGTX | | | |
| D.I. Tubo (mm) | 20 | 25 | 32 | 40 | 50 | 63 |
| Tamaño del puerto | G1/8 | | G1/8 | G1/4 | | G3/8 |
| Rango de carrera (mm) | Carrera a pedido | | | | | |
| Medio | Aire | | | | | |
| Rango de presión de funcionamiento | 0.2~0.7 MPa | | | | | |
| Temperatura ambiente | -5~+60°C (Sin congelación) | | | | | |
| Lubricación | No requerida | | | | | |
| | Cilindro | Guía (*) | | | | |
| | Grasa lubricante | | | | | |
| Rango de velocidad disponible | 50~750 | | 50~500 mm/seg. | | | |
| Sensor final de carrera | RCM | | | RCI | | |
| Soporte de sensor final de carrera | BM20 | BM25 | — | | | |

* La grasa debe reponerse periódicamente para mejorar el nivel de lubricación y su vida útil.

Especificaciones del sensor final de carrera RCM

| Modelo | RCM | RDM | RNM | RPM |
|------------------------|--------------|--------------|----------------------|---------------------------|
| Tipo de sensor | Sensor REED | Sin contacto | NPN caída de tensión | PNP incremento de tensión |
| Rango de voltaje | 5~240V DC/AC | 10~30V DC | 5~28V DC | |
| Rango de corriente | 100mA máx. | 50mA máx. | | |
| Resistencia a impactos | 30G | 50G | | |

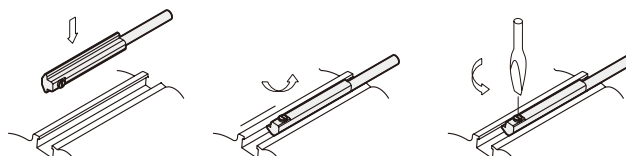
* Consulte la pág. 8-15 para las especificaciones de RCM.

Especificaciones sensor final de carrera RCI

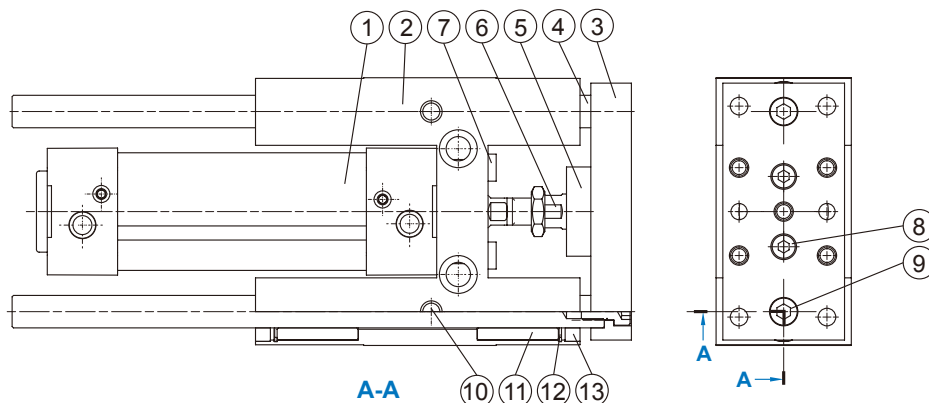
| Modelo | RCI | RCI-N | RCI-P | RNI | RPI |
|------------------------|--------------|-----------------|-----------------|----------------------|---------------------------|
| Tipo de sensor | Sensor REED | NPN Sensor REED | PNP Sensor REED | NPN caída de tensión | PNP incremento de tensión |
| Rango de voltaje | 5~240V DC/AC | 10 ~ 30V DC | | | |
| Rango de corriente | 100mA máx. | 500mA máx. | | máx. 200 mA. | |
| Resistencia a impactos | 30G | | 50G | | |

* Consulte la pág. 8-13 para las especificaciones de RCI.

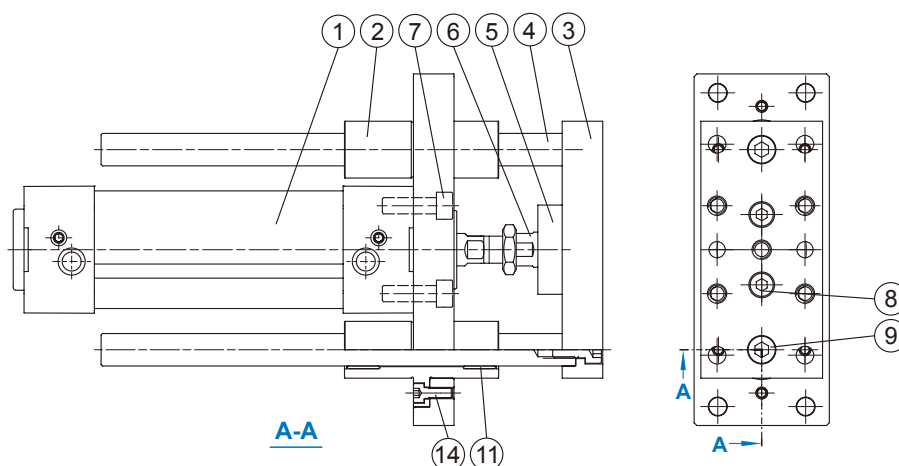
Montaje



MGTB,MGTU,MGTK



MGTX

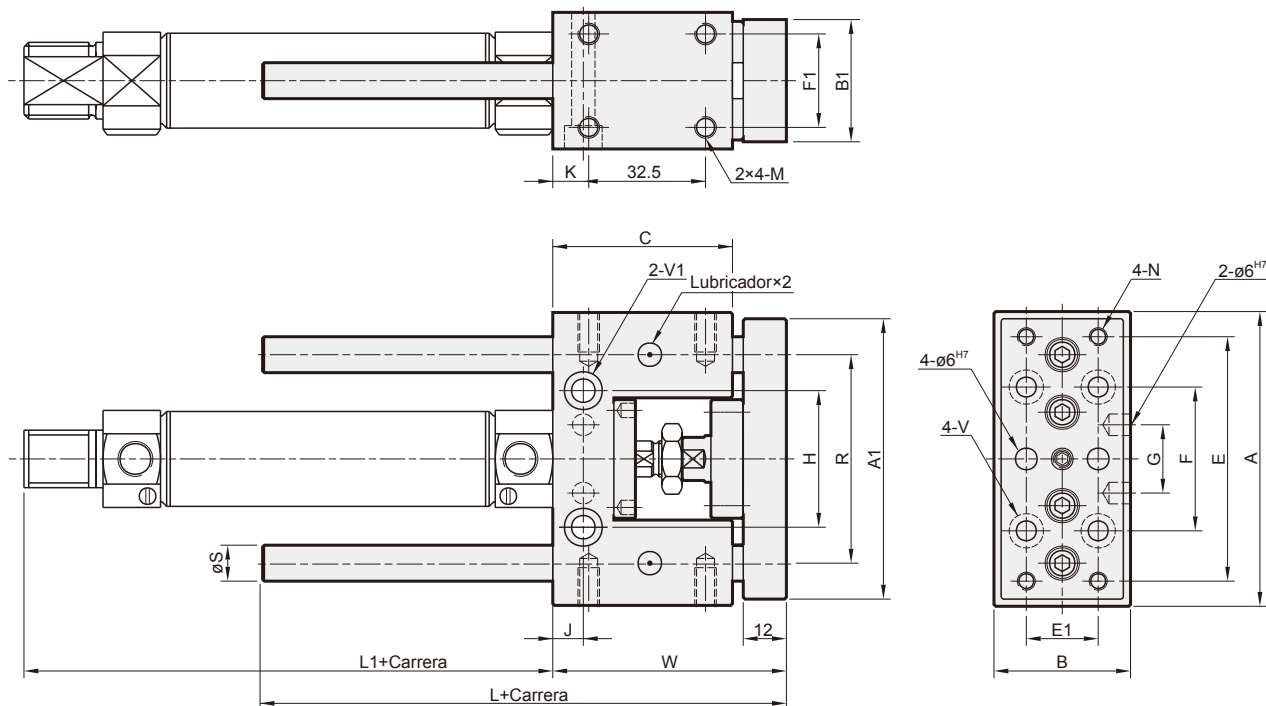


Material

| Núm. | Nombre de la pieza | Material | Notas |
|------|----------------------|------------------------|---|
| 1 | Cilindro | — | $\varnothing 20, \varnothing 25$: MCM1 serie $\varnothing 32 \sim \varnothing 63$: MCQ12 serie |
| 2 | Soporte guía | Aleación de aluminio | |
| 3 | Placa | Aleación de aluminio | |
| 4 | Barra guía | Acero al carbono medio | para series MGTB, MGTK, MGTX |
| | | Acero para cojinetes | para la serie MGTU |
| 5 | Soporte vástago | Acero al carbono | |
| 6 | Conector flotante | Acero al carbono | |
| 7 | Tornillo | SCM | |
| 8 | Tornillo | SCM | |
| 9 | Tornillo | SCM | |
| 10 | Lubricador | Cobre | |
| | Casquillo de vástago | Cobre | para series MGTB, MGTK, MGTX |
| 11 | Rodamiento lineal | — | para la serie MGTU |
| 12 | Anillo elástico | Muelle de acero | |
| 13 | Junta limpiadora | NBR | |
| 14 | Tornillo | SCM | |

MGTK (Guía casquillo sin aceite)

$\varnothing 20, \varnothing 25$

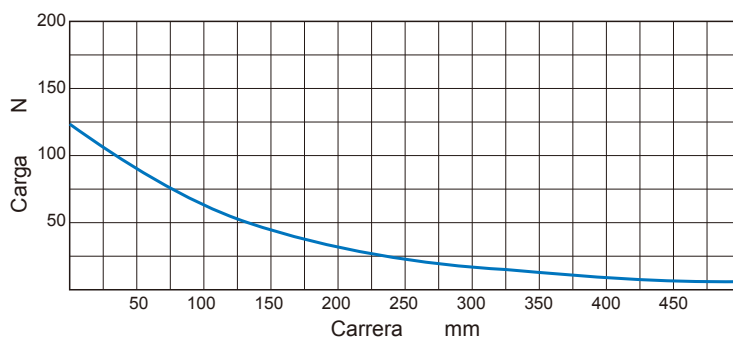
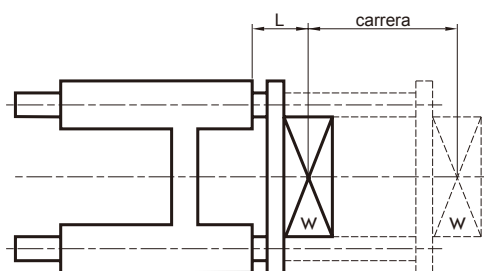


| Código D.I. Tubo | A | A1 | B | B1 | C | E | E1 | F | F1 | G | H | J | K | L | L1 | M | N | R | S | V | V1 | W |
|------------------|----|----|----|----|----|----|----|----|----|----|----|-----|---|----|----|----------|----|----|----|--|---|----|
| 20 | 82 | 78 | 38 | 34 | 50 | 68 | 20 | 40 | 26 | 19 | 38 | 8.5 | 5 | 85 | 88 | M6,(P)11 | M5 | 58 | 10 | $\varnothing 5.5, \varnothing 9.5(P)5.4$ | $\varnothing 6.5, \varnothing 10.5(P)6.5$ | 65 |
| 25 | 82 | 78 | 38 | 34 | 50 | 68 | 20 | 40 | 26 | 19 | 38 | 8.5 | 5 | 85 | 89 | M6,(P)11 | M5 | 58 | 10 | $\varnothing 5.5, \varnothing 9.5(P)5.4$ | $\varnothing 6.5, \varnothing 10.5(P)6.5$ | 65 |

Momento del PAR máxima admisible

Carga máx. admisible

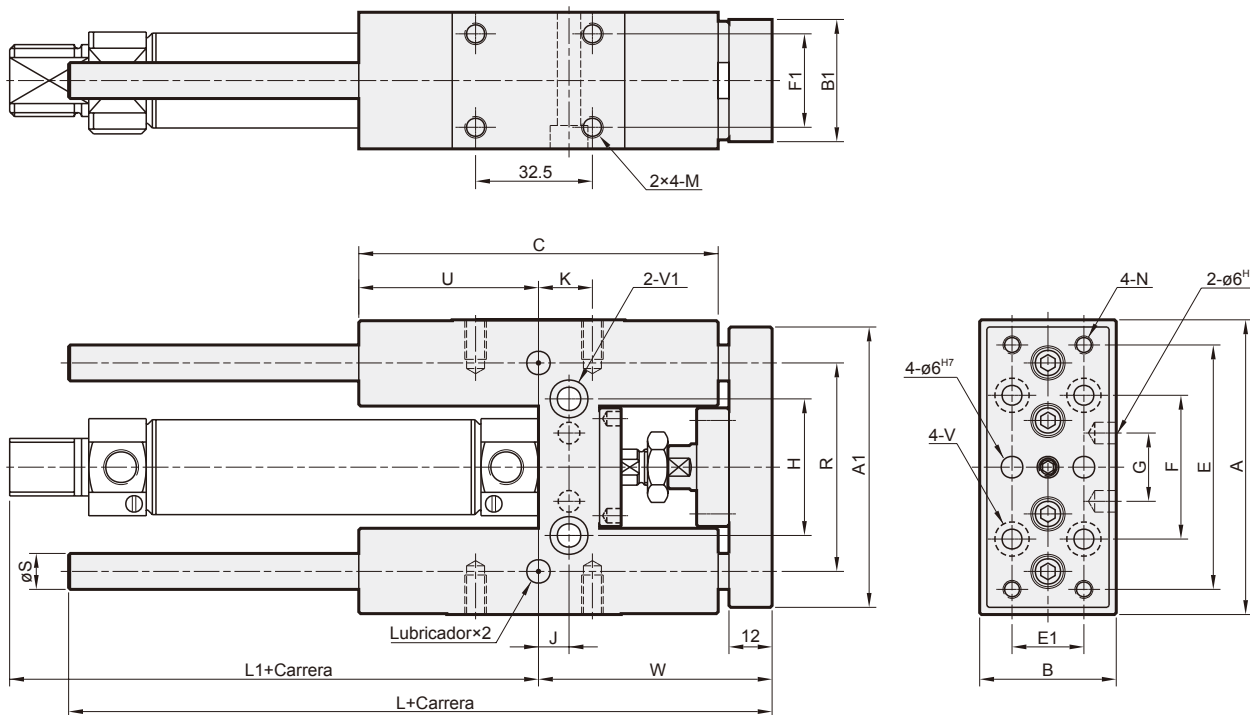
MGTK $\varnothing 20, \varnothing 25$



MGTB (Guía casquillo latón)

MGTU (Rodamiento guía lineal)

$\varnothing 20, \varnothing 25$

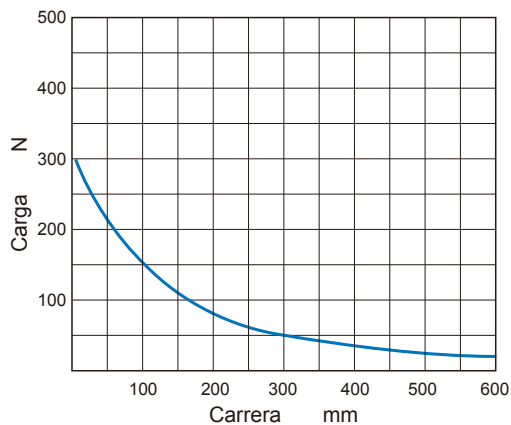
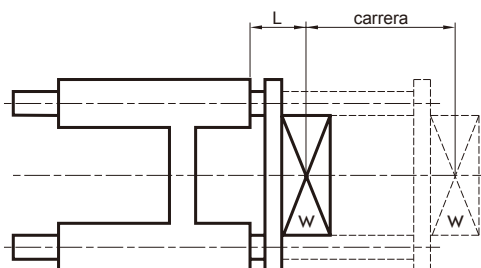


| Código D.I. Tubo | A | A1 | B | B1 | C | E | E1 | F | F1 | G | H | J | K | L | L1 | M | N | R | S | U | V | V1 | W |
|------------------|----|----|----|----|-----|----|----|----|----|----|----|-----|----|-----|----|----------|----|----|----|----|--|---|----|
| 20 | 82 | 78 | 38 | 34 | 100 | 68 | 20 | 40 | 26 | 19 | 38 | 8.5 | 15 | 135 | 88 | M6,(P)11 | M5 | 58 | 10 | 50 | $\varnothing 5.5, \varnothing 9.5(P)5.4$ | $\varnothing 6.5, \varnothing 10.5(P)6.5$ | 65 |
| 25 | 82 | 78 | 38 | 34 | 100 | 68 | 20 | 40 | 26 | 19 | 38 | 8.5 | 15 | 135 | 89 | M6,(P)11 | M5 | 58 | 10 | 50 | $\varnothing 5.5, \varnothing 9.5(P)5.4$ | $\varnothing 6.5, \varnothing 10.5(P)6.5$ | 65 |

Momento del PAR máxima admisible

Carga máx. admisible

MGTB.MGTU $\varnothing 20, \varnothing 25$



Instalación de un sensor final de carrera $\varnothing 20, \varnothing 25$

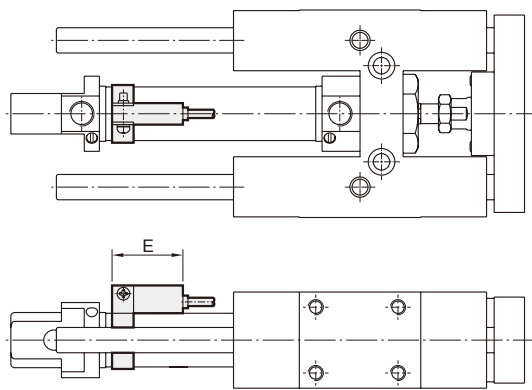
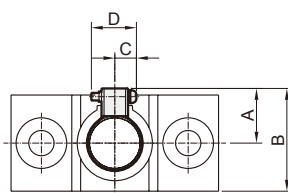
Sensor final de carrera: RCM

Abrazadera del sensor final de carrera: BM**

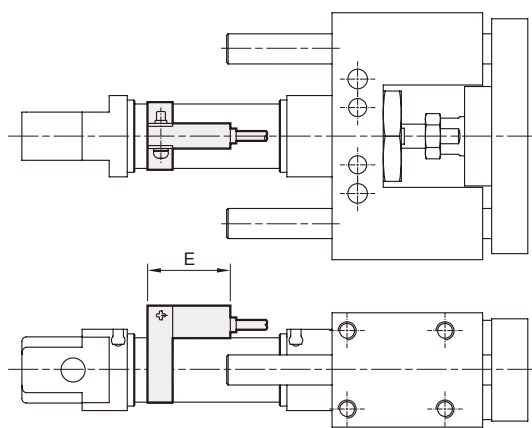
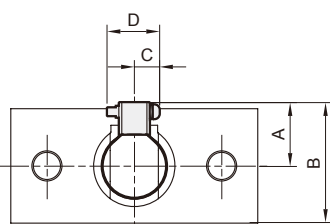
| Código D.I. Tubo | A | B | C | D | E |
|---------------------|----|----|----|----|----|
| 20 | 22 | 41 | 10 | 16 | 28 |
| 25 | 25 | 44 | 10 | 16 | 28 |

MGTB

MGTU



MGTK



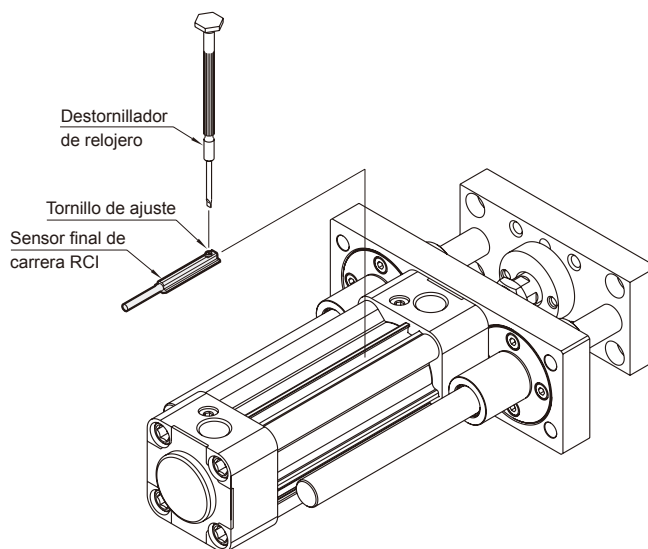
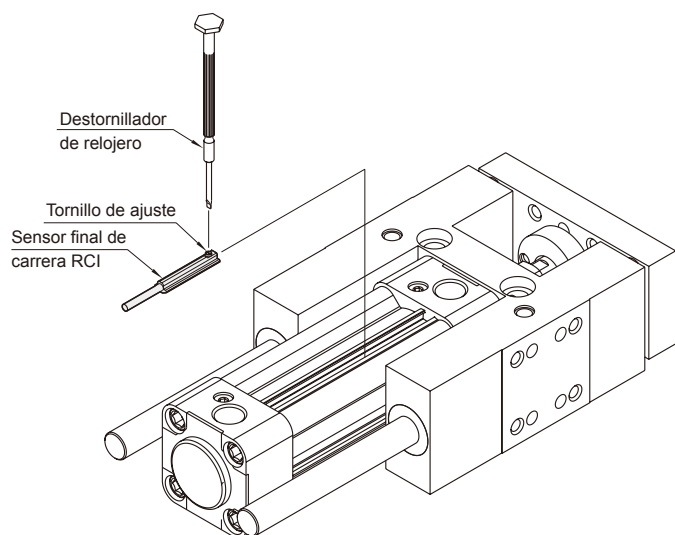
Instalación de un sensor final de carrera $\varnothing 32 \sim \varnothing 63$

Sensor final de carrera: RCI

MGTB

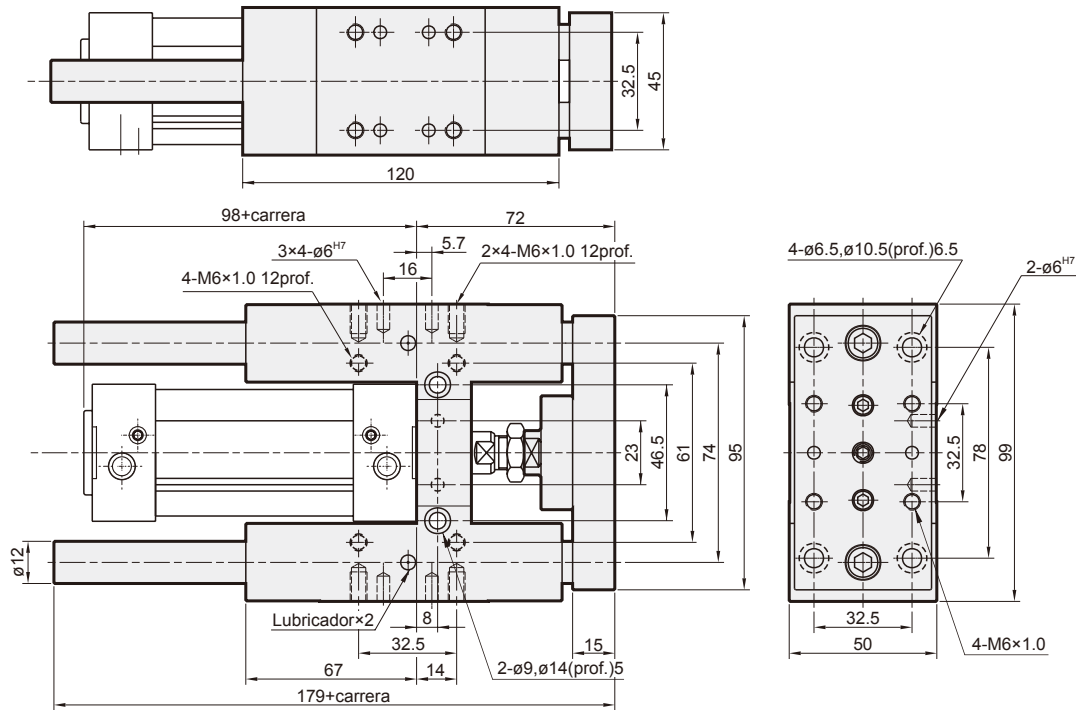
MGTU

MGTX



MGTB (Guía casquillo latón)
ø32

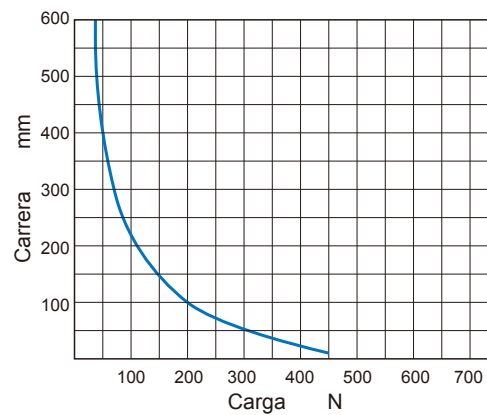
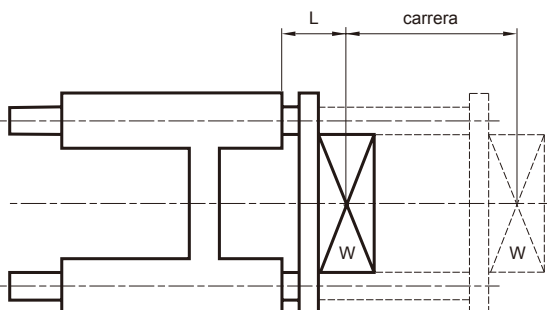
MGTU (Rodamiento guía lineal)
ø32



Momento del PAR máxima admisible

Carga máx. admisible

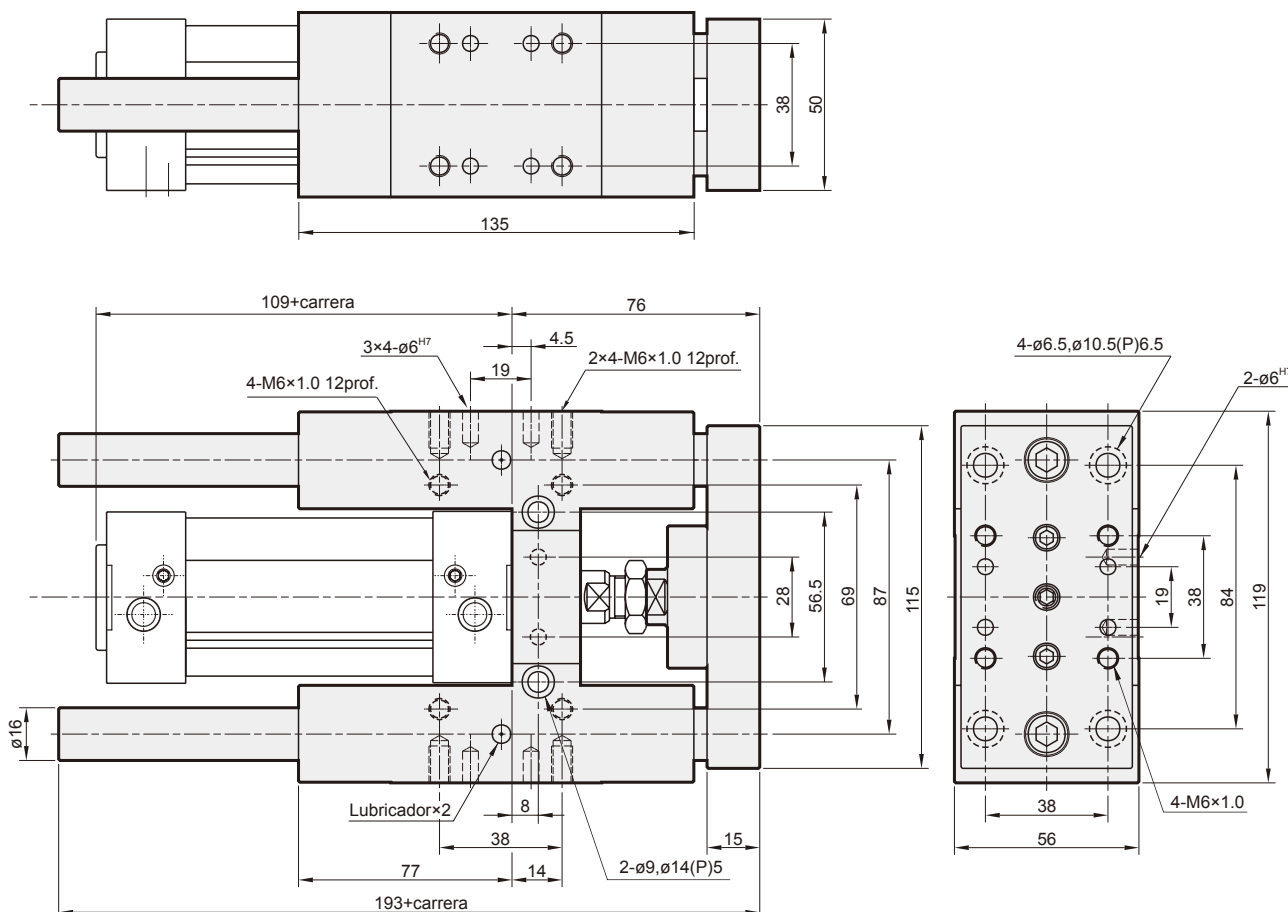
MGTB.MGTU ø32



MGTB (Guía casquillo latón)

MGTU (Rodamiento guía lineal)

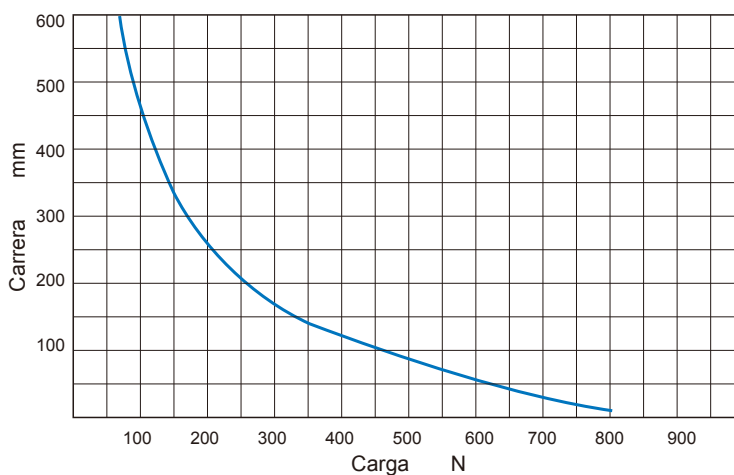
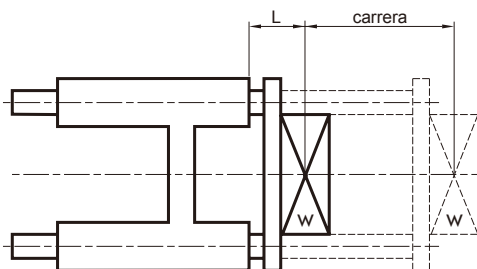
$\varnothing 40$



Momento del PAR máxima admisible

Carga máx. admisible

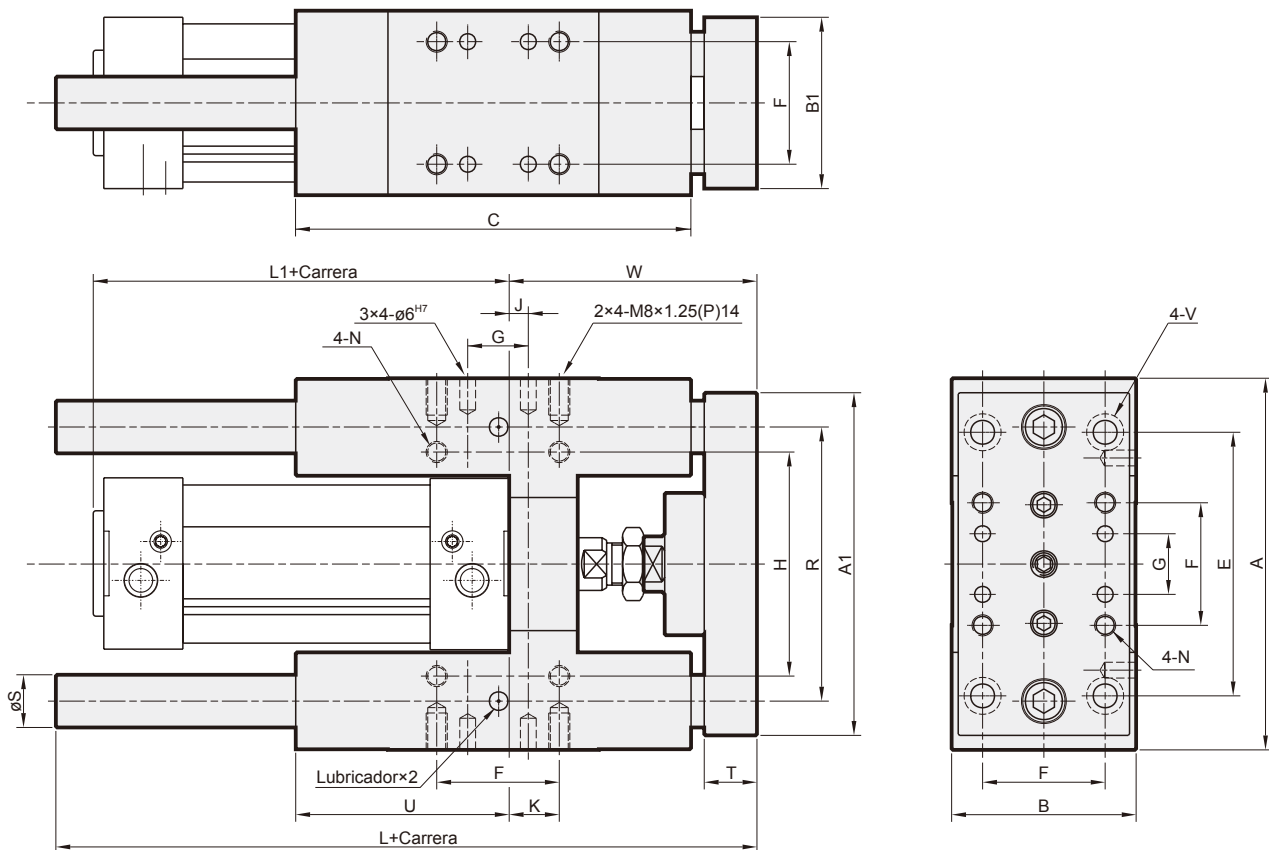
MGTB. MGTU $\varnothing 40$



MGTB (Guía casquillo latón)

MGTU (Rodamiento guía lineal)

$\phi 50, \phi 63$

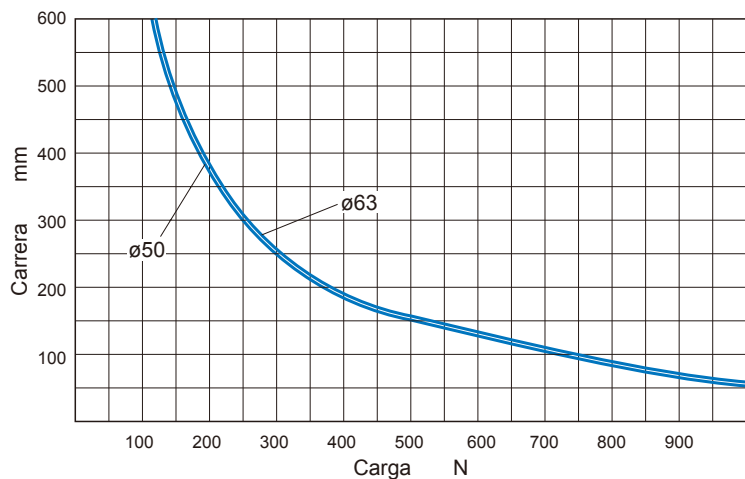
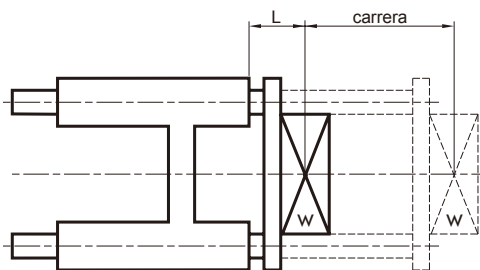


| Código D.I. Tubo | A | A1 | B | B1 | C | E | F | G | H | J | K | L | L1 | N | R | S | T | U | V | W |
|------------------|-----|-----|----|----|-----|-----|------|----|-----|-----|----|-----|-----|-----------------|-----|----|----|----|---------------|----|
| 50 | 141 | 135 | 70 | 65 | 150 | 100 | 46.5 | 23 | 85 | 7.5 | 19 | 216 | 110 | M8x1.25 pasante | 104 | 20 | 20 | 81 | ø9, ø14(P)8.5 | 94 |
| 63 | 156 | 150 | 80 | 75 | 150 | 105 | 56.5 | 28 | 100 | 5 | 19 | 230 | 125 | M8x1.25 pasante | 119 | 20 | 20 | 96 | ø9, ø14(P)8.5 | 94 |

Momento del PAR máxima admisible

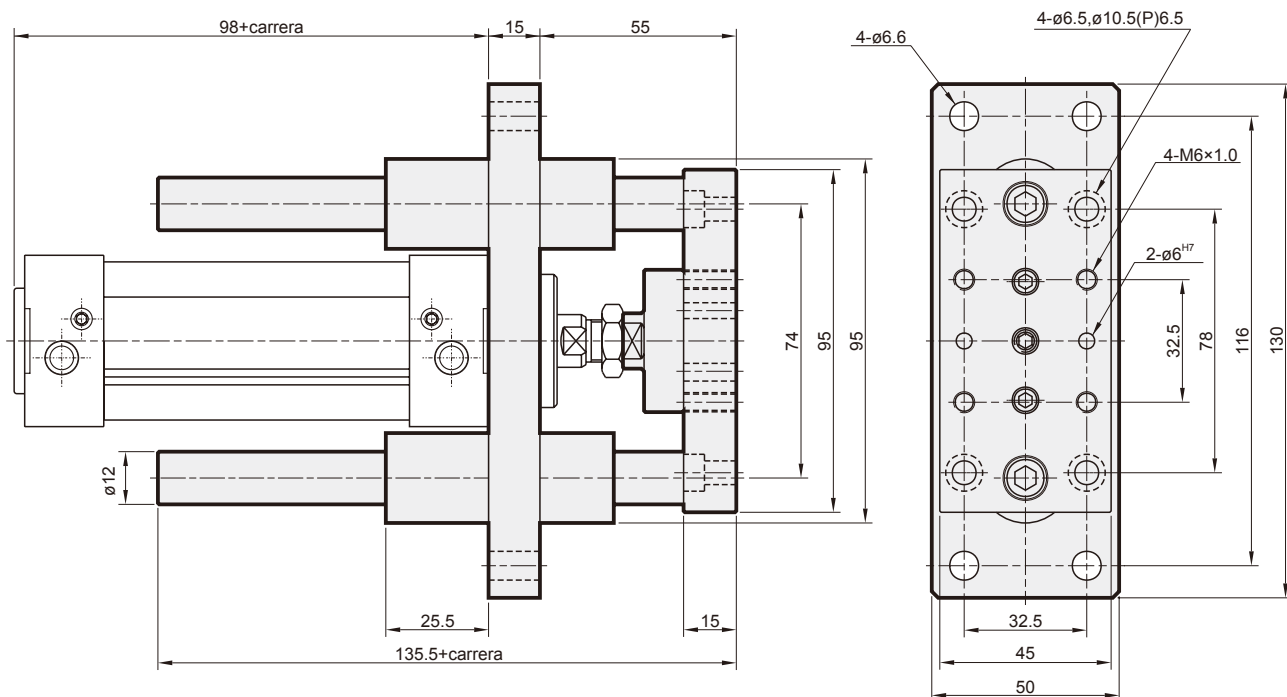
Carga máx. admisible

MGTB. MGTU $\phi 50, \phi 63$



MGTX (Tipo brida)

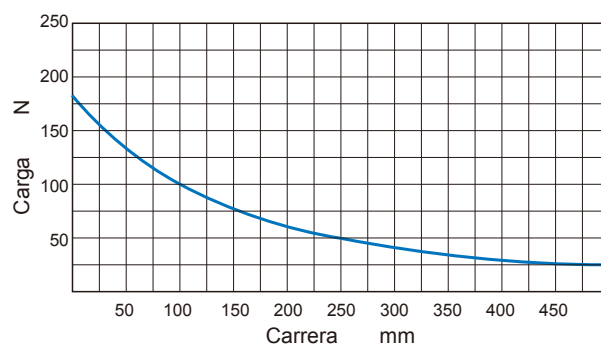
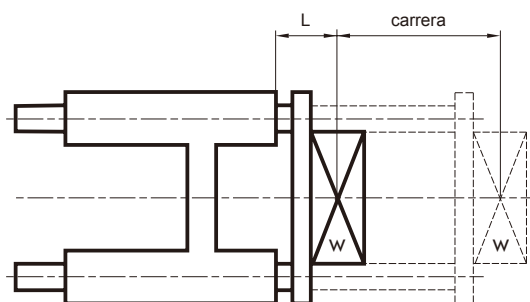
$\varnothing 32$



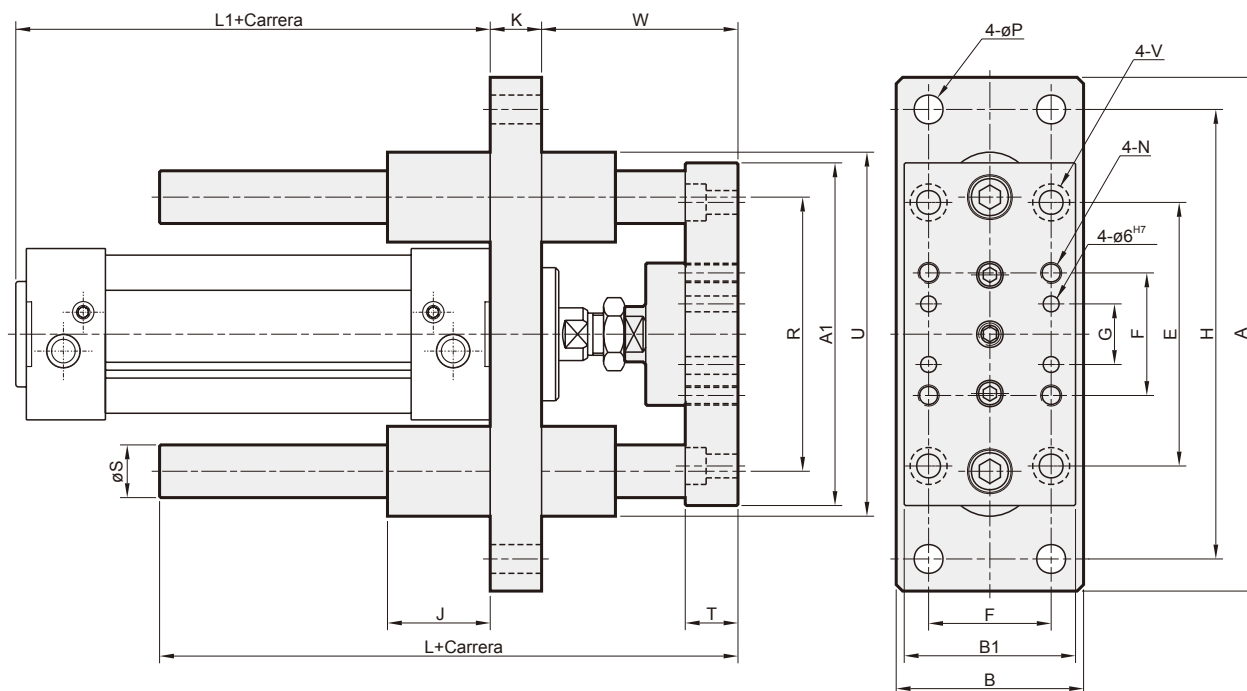
Momento del PAR máxima admisible

Carga máx. admisible

MGTX $\varnothing 32$



MGTX (Tipo brida) $\varnothing 40 \sim \varnothing 63$

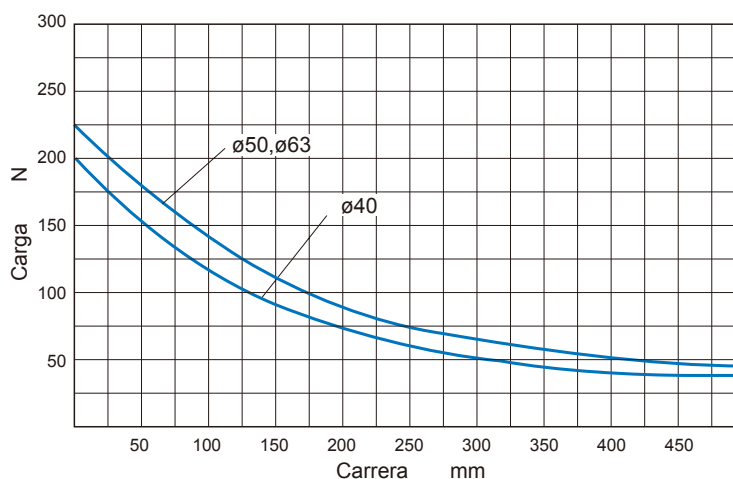
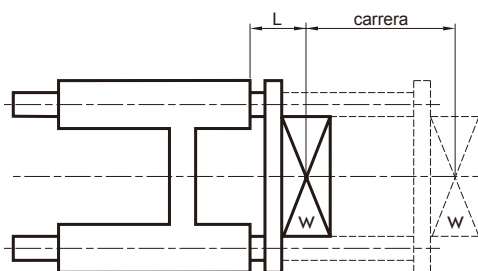


| Código D.I. Tubo | A | A1 | B | B1 | E | F | G | H | J | K | L | L1 | N | P | R | S | T | U | V | W |
|------------------|-----|-----|----|----|-----|------|----|-----|----|----|-----|-----|-----------------|-----------------|-----|----|----|-----|---|----|
| 40 | 160 | 115 | 55 | 54 | 84 | 38 | 19 | 140 | 32 | 15 | 148 | 109 | M6×1.0 pasante | $\varnothing 9$ | 87 | 16 | 15 | 115 | $\varnothing 6.5, \varnothing 10.5(P)6.5$ | 61 |
| 50 | 180 | 135 | 70 | 65 | 100 | 46.5 | 23 | 160 | 36 | 20 | 170 | 110 | M8×1.25 pasante | $\varnothing 9$ | 104 | 20 | 20 | 136 | $\varnothing 9, \varnothing 14(P)8.5$ | 74 |
| 63 | 195 | 150 | 80 | 75 | 105 | 56.5 | 28 | 175 | 36 | 20 | 170 | 125 | M8×1.25 pasante | $\varnothing 9$ | 119 | 20 | 20 | 151 | $\varnothing 9, \varnothing 14(P)8.5$ | 74 |

Momento del PAR máxima admisible

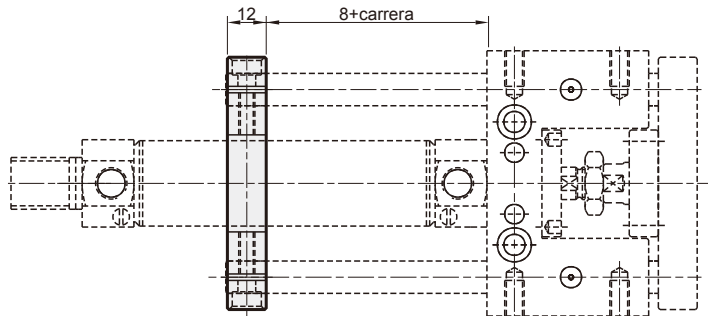
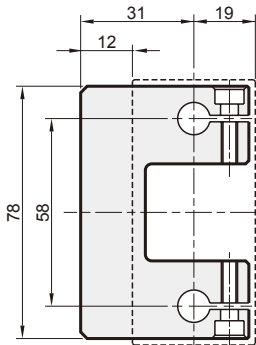
Carga máx. admisible

MGTX $\varnothing 40 \sim \varnothing 63$



MGTK

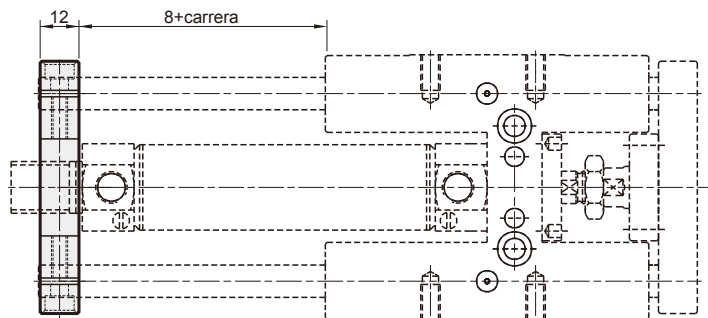
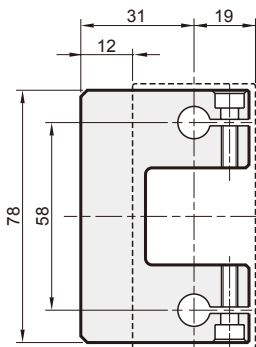
$\varnothing 20, \varnothing 25$



MGTB

MGTU

$\varnothing 20, \varnothing 25$



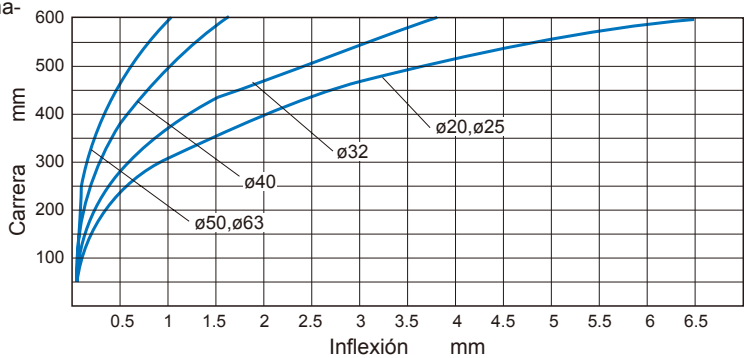
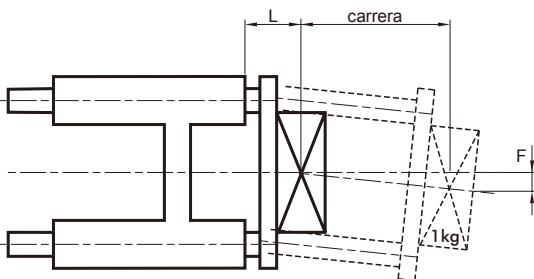
Material de fabricación: aleación de aluminio
2 tornillos de sujeción suministrados.

Momento del PAR máxima admisible

Carga máx. admisible

MGTB. MGTU

La inflexión de los vástagos guía se debe a su peso sumado a la carga de 1 kg de la carrera.

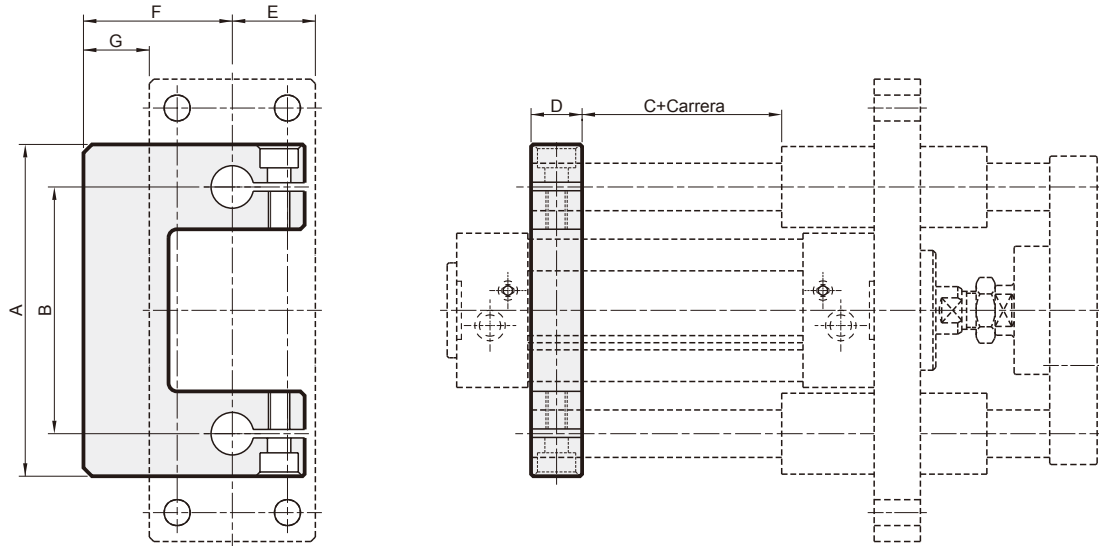


Peso

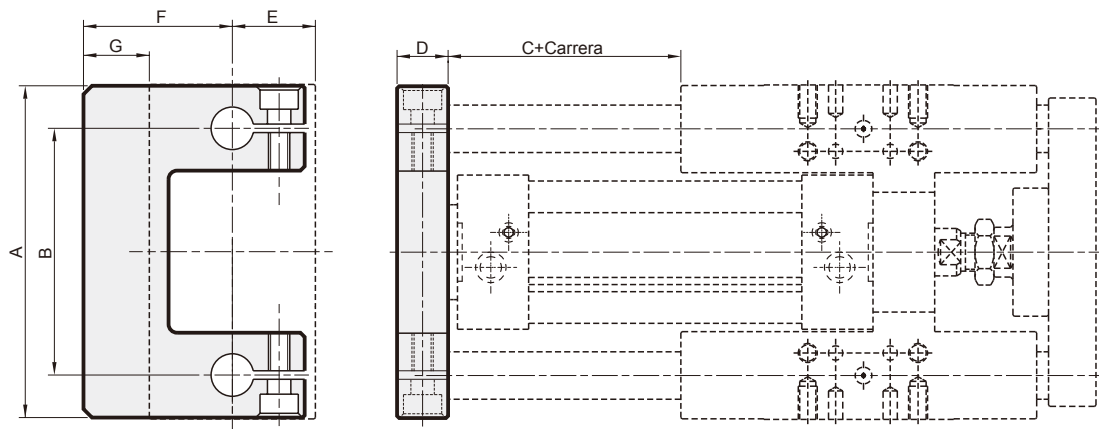
Unidad: kg

| Tubo D.I. | Peso básico | Carrera 25 mm | Peso básico | Carrera 25 mm | Peso básico | Carrera 25 mm |
|-----------|----------------------------------|---------------|-----------------------------|---------------|---------------------------------|---------------|
| | | | | | | |
| | MGTK (casquillo guía sin aceite) | | MGTB (casquillo guía latón) | | MGTU (Guía lineal de casquillo) | |
| 20 | 0.690 | 0.050 | 1.090 | 0.050 | 0.967 | 0.050 |
| 25 | 0.716 | 0.058 | 1.137 | 0.058 | 1.015 | 0.058 |

MGTX $\varnothing 32\sim\varnothing 63$



MGTB **MGTU** $\varnothing 32\sim\varnothing 63$



Material de fabricación: aleación de aluminio
2 tornillos de sujeción suministrados.

| Código D.I. Tubo | A | B | C | D | E | F | G |
|------------------|-----|-----|----|----|----|------|------|
| 32 | 95 | 74 | 25 | 15 | 25 | 47 | 22 |
| 40 | 115 | 87 | 20 | 20 | 28 | 52.5 | 24.5 |
| 50 | 135 | 104 | 20 | 20 | 35 | 67.5 | 32.5 |
| 63 | 150 | 119 | 20 | 20 | 40 | 78 | 38 |

Peso

Unidad: kg

| Tubo D.I. | Peso básico | Carrera 25 mm | Peso básico | Carrera 25 mm | Peso básico | Carrera 25 mm |
|-----------|-----------------------------|---------------|---------------------------------|---------------|-----------------------------|---------------|
| | MGTB (casquillo guía latón) | | MGTU (Guía lineal de casquillo) | | MGTX (casquillo guía latón) | |
| 32 | 2.060 | 0.100 | 1.918 | 0.100 | 1.274 | 0.100 |
| 40 | 3.423 | 0.159 | 3.113 | 0.159 | 2.082 | 0.159 |
| 50 | 5.584 | 0.240 | 5.162 | 0.240 | 3.440 | 0.240 |
| 63 | 6.816 | 0.250 | 6.390 | 0.250 | 4.221 | 0.250 |