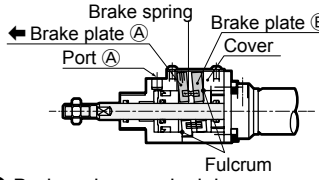
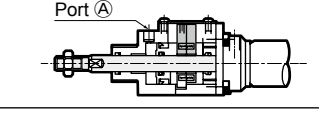
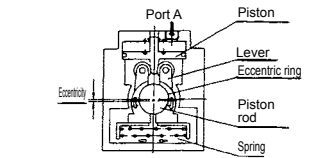
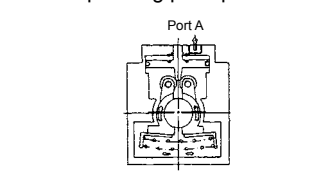
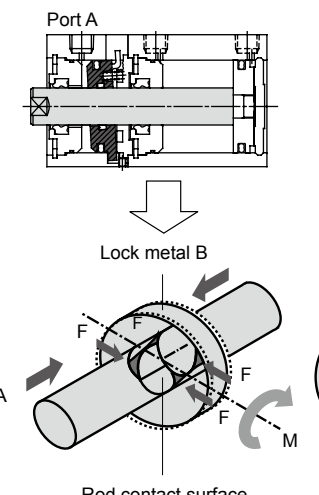
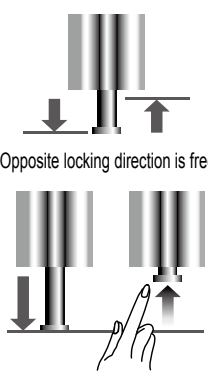


Product MAP with brake function

1) Cylinder with position locking and brake

Model	Function	Structure/Operational principle	Driving cylinder	Features
<ul style="list-style-type: none"> ULK* JSK/M2 JSG JSC3/JSC4 USSD UFCD USC UB JSB3 LMB LML 		<p style="text-align: center;">Swash plate</p> <p>● Brake operating principle</p>  <p>When air is discharged from port A, the brake plates A and B tilt to the arrow direction from the fulcrum. This boosts the brake force by generating cylinder thrust, enabling retention of the piston rod.</p> <p>● Brake release principle</p>  <p>When air is supplied from port A, the brake plates A and B are pushed by the release piston. The brake plates A and B become perpendicular to the piston rod, and the piston rod becomes free to move.</p>	<p>SCP*2 ø16</p> <p>CMK2 ø20 to ø40</p>	<p>Cylinder with brake. It can be stopped or held stationary during operation.</p> <p>JSG saves more space in the brake area when compared to the conventional JSC3 Series. The ULK also saves more space by reducing the brake height compared to the conventional JSK2 Series.</p>
	With brake (Stop when operating)	<p style="text-align: center;">Rod clamping</p> <p>● Brake release principle</p>  <p>Air supplied from port A pushes the piston under it and opens the lever. The eccentric rings directly connected to the lever rotate and release the piston rod.</p> <p>● Brake operating principle</p>  <p>If air is discharged from port A, the eccentric rings rotate with the spring force, generating an eccentric load to brake the piston rod.</p>	<p>CMK2 ø20 to ø40</p> <p>CMA2 ø20 to ø40</p> <p>SCG ø40 to ø100</p> <p>SCA2 ø40 to ø100</p> <p>SCS2 ø125 to ø180</p>	<p>[Applications]</p> <p>(1) When multipoint positioning is required</p> <p>(2) When position locking is required</p> <p>(3) When emergency stop is required</p> <p>(4) When locking a workpiece</p>
	Free position locking (Retain stationary state)	<p style="text-align: center;">Round slit method</p>  <p>New long life position locking mechanism is used. Applying torque M to the lock metal generates axial force F. This force holds the rod.</p> <p style="text-align: center;">View A View B</p> <p style="text-align: center;">When locked When unlocked</p>	<p>SSD ø25 to ø100</p> <p>FCD ø25 to ø63</p> <p>SCA2 ø40 to ø100</p>	<p>Cylinder with position locking mechanism (for holding cylinder stationary).</p> <p>2 lock direction</p>  <p>Opposite locking direction is free</p> <p>[Application]</p> <p>When position locking is required</p>

2) Braking unit

Model	Function	Size	Features
UB	Stationary state locked	Shaft size ø8, ø16	A lightweight, compact lock unit which retains the shaft thrust direction position. Effective for tracking transport via robot.
JSB3	Brake (Stop when operating)	Rod size ø16 to ø45	A module of the brake mechanism of JSC3 Series. Able to stop the movable rod immediately and lock it firmly, it can be used in safety mechanisms and clamping mechanisms of many kinds of devices.
LMB	Stationary state locked	THK Rail width: 15/20/25	A lock unit installed in a linear guide. When used with a system incorporating a linear guide, this lock unit can be used to lock a workpiece after moving it to a specified position, or to enable emergency stop for safety, etc. LMB is narrower than LML, and LML is lower-profile than LMB.
LML		THK, IKO Rail width: 15/20/25/30/35	