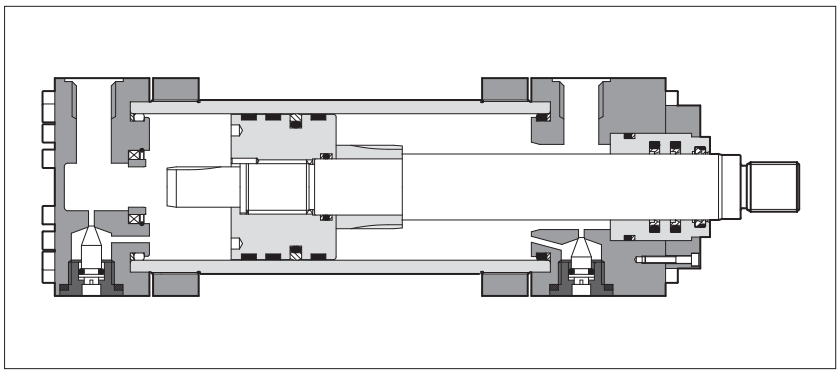
Hydraulic cylinders type CH - big bore size

to ISO 6020-3 - nominal pressure 16 MPa (160 bar) - max 25 MPa (250 bar)



CH big bore cylinders have engineered double acting construction, designed to suit the requirements of industrial applications: top reliability, high performances and long working life.

- Bore sizes from **250** to **400** mm
- Strokes up to **5000** mm
- **7** standard mounting styles
- **2** seals options
- **3** piston guides for overload
- Adjustable cushioning
- Optional with built-in position transducer, **see tab. B310**
- Attachments, **see tab. B500**

For cylinder's choice and sizing criteria **see tab. B015**.

DVC Cylinder's Designer

The configuration and options of CH big bore cylinders are easily selectable with the DVC software. Once the cylinder code is correctly defined, using the configurator tool, the relevant 3D modelling and imaging are immediately available for the user.

1 MODEL CODE

CH F – 250 / 140 * 0500 – S 3 0 8 – A – B1E3X1Z3 **

Series number (1)

CYLINDERS SERIES
CH to ISO 6020 - 3

ROD POSITION TRANSDUCER
F = magnetosonic
M = magnetosonic programmable
P = potentiometric
V = inductive
Dimensions and performances see tab. B310

BORE SIZE, see section 3
from **250** to **400** mm

ROD DIAMETER, see section 7
from **140** to **220** mm

STROKE, see section 4
up to **5000** mm

MOUNTING STYLE, see section 2 and 3

	REF. ISO
C = fixed clevis	MP1
G = front trunnion	MT1
L = intermediate trunnion	MT4 *
N = square front flange	MF1
P = square rear flange	MF2
S = fixed eye with spherical bearing	MP5
X = basic execution	

* XV dimension must be indicated in the model code, see section 3 - note **(5)**

CUSHIONINGS, see section 10
0 = none

Fast adjustable
1 = rear only
2 = front only
3 = front and rear

SPACER, see section 5
0 = none
2 = 50 mm
4= 100 mm
6= 150 mm
8= 200 mm

SEALING SYSTEM, see section 12

2 = (FKM+PTFE) **very low friction and high temperatures**
8 = (NBR + PTFE and POLYURETHANE) **low friction**

OPTIONS (2):

Rod treatment, see section 9
T = induction surface hardening and chrome plating

Air bleeds, see section 13
A = front air bleed
W = rear air bleed

Draining, see section 14
L = rod side draining

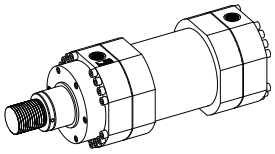
Flange ports, see section 6
M = front and rear SAE 6000 flange ports

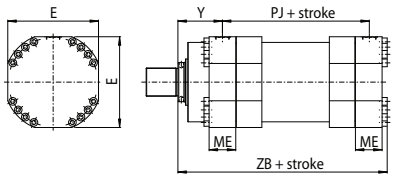
HEADS' CONFIGURATION (2), see section 11
Oil ports positions
B1 = front head
X1 = rear head

Cushioning adjustments positions
E3 = front head
Z3 = rear head

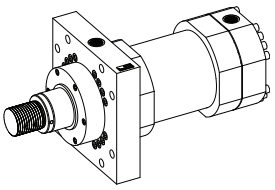
Notes:
(1) For spare parts request always indicate the series number printed on the nameplate
(2) To be entered in alphabetical order

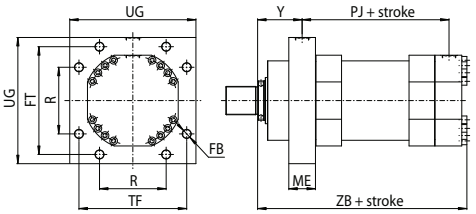
2 **MOUNTING STYLE** - for dimensions see section 3



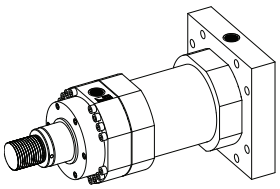


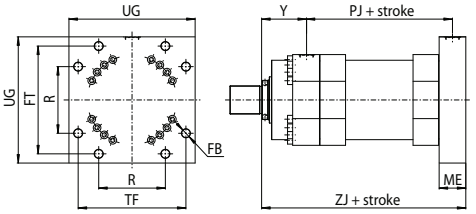
X = basic mounting



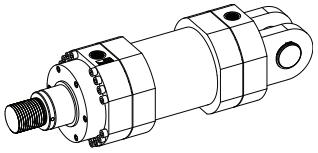


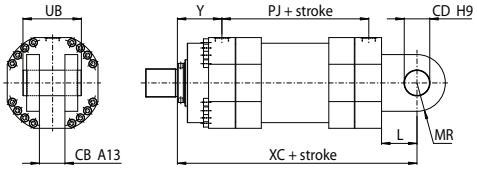
N (ISO ME5) = front flange mounting



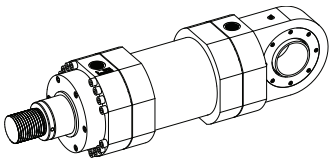


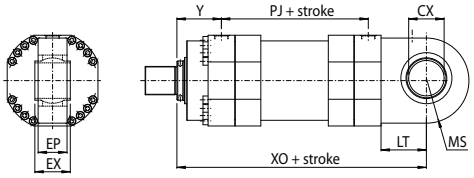
P (ISO ME6) = rear flange mounting



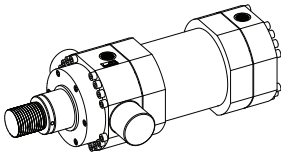


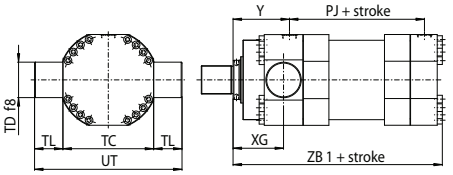
C (ISO MP1) = fixed clevis mounting - supplied with pivot pin C-145



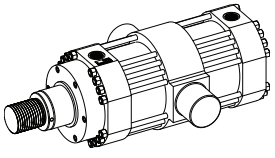


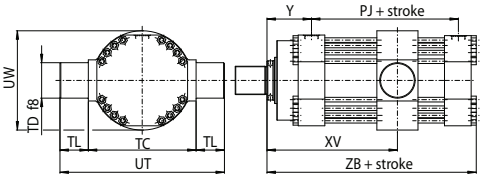
S (ISO MP5) = fixed eye with spherical bearing mounting





G (ISO MT1) = front trunnion mounting





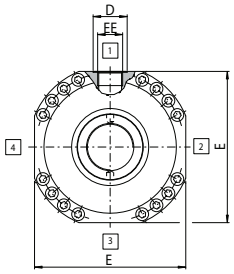
L (ISO MT4) = intermediate trunnion mounting

3 INSTALLATION DIMENSIONS [mm] - see figures in section 2

Ø Bore		250	320	400
Ø Rod		140	180	220
B f9		163	205	245
CB A13		90	110	140
CD H9		90	110	140
CX H7		125	160	200
D (1)		58	58	69
E (2)		320	400	500
EE (1)		G 1 1/2	G 1 1/2	G 2
EP		102	130	162
EX		125	160	200
F max		75	75	75
FB		30	36	45
J		45	56	80
L		125	152	195
LT		160	200	250
ME		94	114	140
MR max		100	120	160
MS max		160	200	250
MT (3) [Nm]		350	680	1060
PJ		218	252	320
PJ1		216	251	330
R		235	283	340
RD f8 max		280	325	380
TC		320	400	500
TD f8		125	160	200
TF		380	472	588
TL		100	125	160
TM		380	485	605
UB		180	220	280
UG max		445	549	683
UM		580	735	925
UT		520	650	820
UW max		480	600	750
VD		8	8	8
VE (4)		83	83	83
WF (4)		110	110	110
XC		545	627	775
XG		178	195	215
XO		580	675	830
XV (5)	**style L minimun stroke**	20	35	26
	min	275	312	358
	max	255+stroke	273+stroke	332+stroke
Y		157	167	180
ZB max		460	520	625
ZB1 max		505	580	685
ZJ		420	475	580
ZM		530	585	690

NOTES TO TABLE 3

(1) **D, EE** - Oil ports and drain are threaded according to GAS standard with counterbore dimension **D** according to ISO 1179-1 (see figure below)



(2) **E** - If not otherwise specified in the figures in section 2 this value is the front and rear round heads dimension for all the mounting styles (see figure above)

(3) **MT** - screw tightening torque. Mounting screws should be to a minimum strength of ISO 898/2 grade 12.9

(4) **VE,WF** - See figures in section 7

(5) **XV** - The requested XV value must be included between **XV min** and **XV max** and it must be always indicated, with dimension in millimeters, together with the cylinder code. See the following example:

CH - 250 / 140 * 0500 - L308 - A - B1E3X1Z3
XV = 200

4 STROKE SELECTION

Stroke should be selected a few mm longer than the working stroke, to prevent to use the cylinder heads as mechanical stroke-end. The table below shows the minimum stroke depending to the bore.

MINIMUM STROKE

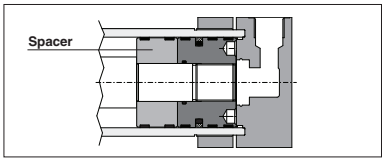
Ø Bore	250	320	400
Minimum stroke [mm]	65	70	40

Maximum stroke:
- 5000 mm

Stroke tolerances:
- 0 +1,2 mm for strokes up to 1000 mm
- 0 +2,5 mm for longer strokes

5 SPACER

For strokes longer than 1000 mm, proper spacers should be introduced in the cylinder's construction to increase the rod and piston guide and to protect them from overloads and premature wear. Spacers can be omitted for cylinders working in traction mode. The introduction of spacers increases the overall cylinder's dimensions: spacers' lenght has to be added to all stroke dependent dimensions in section 3.

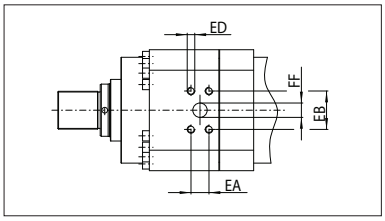


RECOMMENDED SPACERS

Stroke [mm]	1001 ÷ 1500	1501 ÷ 2000	2001 ÷ 2500	2501 ÷ 3000
Spacer code	**2**	**4**	**6**	**8**
Length [mm]	50	100	150	200

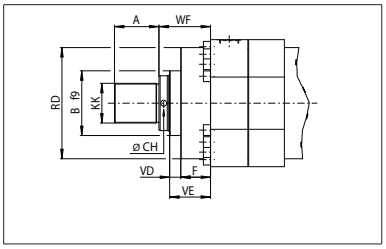
6 SAE 6000 FLANGE PORTS DIMENSIONS TO ISO 6162-2

Ø Bore	DN	EA	EB	ED	FF
250	38	36,5	79,3	M16	38
320					
400	51	44,5	96,8	M20	51



7 ROD END DIMENSIONS [mm]

Ø Bore	250	320	400
Ø Rod	**140**	**180**	**220**
A	112	125	160
CH*	15	15	15
KK	M100x3	M125x4	M160x4



*n°2 holes per key
Note: for VE and WF dimension see section 3

8 CYLINDER'S HOUSING FEATURES

The cylinder's housings are made in "hot rolled steel" with Rs = 360 N/mm²; the internal surfaces are lapped: diameter tolerance H8, roughness Ra ≤ 0,4 µm.

9 RODS FEATURES and options

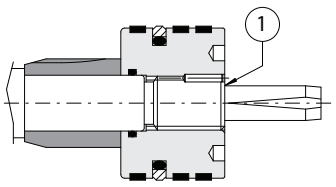
The rods materials have high strength , which provide safety coefficients higher than 4 in static stress conditions, at maximum working pressure. The rod surface is chrome plated: diameter tolerances f7, roughness Ra ≤ 0,25 µm. Corrosion resistance of 100h in neutral spray to ISO 9227 NSS.

ø Rod	Material	Rs min [N/mm²]	Chrome	
			thickness [mm]	hardness [HV]
140	alloy-steel	450	0,020	850-1150
180÷220	carbon steel	360	0,045	

The rod and piston are mechanically coupled by a threaded connection in which the thread on the rod is at least equal to thread KK, indicated in the table 7. The piston is screwed to the rod by a prefixed tightening torque in order to improve the fatigue resistance. The stop pin ① avoids the piston unscrewing. **Please contact our technical office** in case of heavy duty applications.

Rod hardness can be improved selecting the option **T**:
T = Induction surface hardening and chrome plating (only for rod 140)
• 56-60 HRC (613-697 HV) hardness

ROD-PISTON COUPLING

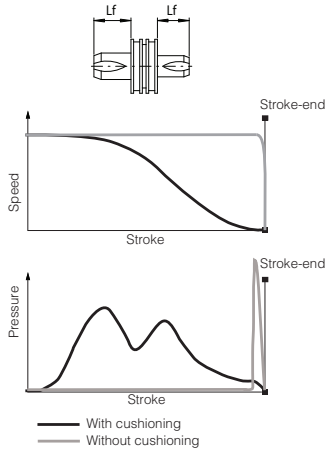


10 CUSHIONINGS

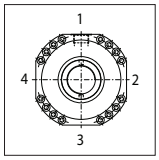
Cushionings are recommended for applications where: • the piston makes a full stroke with speed over than 0,05 m/s; • it is required to reduce undesirable noise and mechanical shocks; • vertical application with heavy loads. The stroke-end cushionings are hydraulic dampers specifically designed to dissipate the energy of the mass connected to the cylinder rod, by progressively increasing the pressure in the cushioning chamber and thus reducing the rod speed before the cylinder's mechanical stroke-end (see the graphics at side). See the **tab. B015** for the max damping energy. The cylinder is provided with needle valve to optimize cushioning performances in different applications.The regulating screws are supplied fully screwed in (max cushioning effect). In case of high masses and/or very high operating speeds we recommend to back them off to optimize the cushioning effect. The adjustment screw has a special design to prevent unlocking and expulsion. The cushioning effect is highly ensured even in case of variation of the fluid viscosity.

Ø Bore		250	320	400
Ø Rod		**140**	**180**	**220**
Cushioning length [mm]	Lf front	50	60	70
	Lf rear	56	64	64

Lf is the total cushioning lenght. When the stroke-end cushionings are used as safety devices, to mechanically preserve the cylinder and the system, it is advisable to select the cylinder's stroke longer than the operating one by an amount equal to the cushioning lenght Lf. In this way the cushioning effect does not influence the movement during the operating stroke.



11 POSITION OF THE OIL PORTS AND CUSHIONING ADJUSTMENTS

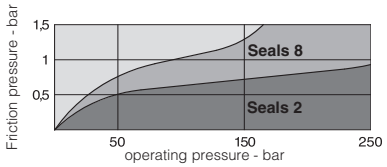


FRONT HEAD: **B1** = oil port position; **E3 =** cushioning adjustment position
REAR HEAD: **X1** = oil port position; **Z3 =** cushioning adjustment position.
The oil ports and cushioning adjustments positions are only available, respectively, on sides 1 and 3 (see the figure at side).

Example of model code: CH-250/140 *0100-S301 - A - **B1E3X1Z3**

12 SEALING SYSTEM FEATURES

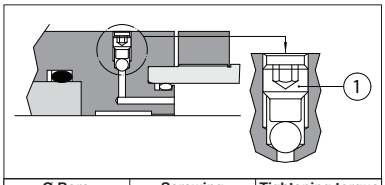
Choose the sealing system according to the working conditions of the system: speed, operating frequencies, fluid type and temperature.
Special sealing system for low temperature, high frequencies (up to 20 Hz), long working life and heavy duty are available on request. All the seals, static and dynamic, must be periodically replaced: proper spare kits are available, see section 18. Please contact our technical office for the compatibility with other fluids not mentioned below and specify type and composition. See section 15 for fluid requirements.



Sealing system	Material	Features	Max speed [m/s]	Fluid temperature range	Fluids compatibility	ISO Standards for seals	
						Piston	Rod
2	FKM + PTFE	**very low friction and high temperatures**	1	-20°C to 120°C	Mineral oils HH, HL, HLP, HLP-D, HM, HV, fire resistance fluids HFA, HFB, HFD-U,HFD-R	ISO 7425/1	ISO 7425/2
8	PTFE + NBR + POLYURETHANE	**low friction**	1	-20°C to 85°C	Mineral oils HH, HL, HLP, HLP-D, HM, HV	ISO 7425/1	ISO 7425/2

13 AIR BLEEDS

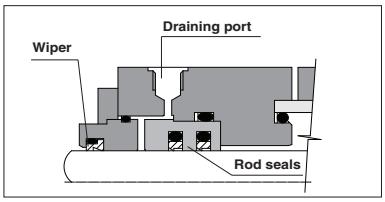
CODES: **A** = front air bleed; **W** = rear air bleed
The air in the hydraulic circuit must be removed to avoid noise, vibrations and irregular cylinder's motion: air bleed valves are recommended to realize this operation easily and safely.
Air bleeds are positioned on side 3, see section 11
For a proper use of the air-bleed (see figure on side) unlock the grub screw ① with a wrench for hexagonal head screws, bleed-off the air and retighten as indicated in table at side.



Ø Bore	Screwing	Tightening torque
250	M8 x 10	20 Nm
320 - 400	M12 x 20	30 Nm

14 DRAINING

CODE: **L** = rod side draining
The rod side draining reduces the seals friction and increases their reliability; it is mandatory for cylinders with strokes longer than 2000 mm, with rod side chamber constantly pressurized and for servocylinder.
The draining is positioned on the same side of the oil port, between the wiper and the rod seals (see figure at side). It is recommended to connect the draining port to the tank without backpressure. Draining port is G1/8.



15 FLUID REQUIREMENTS

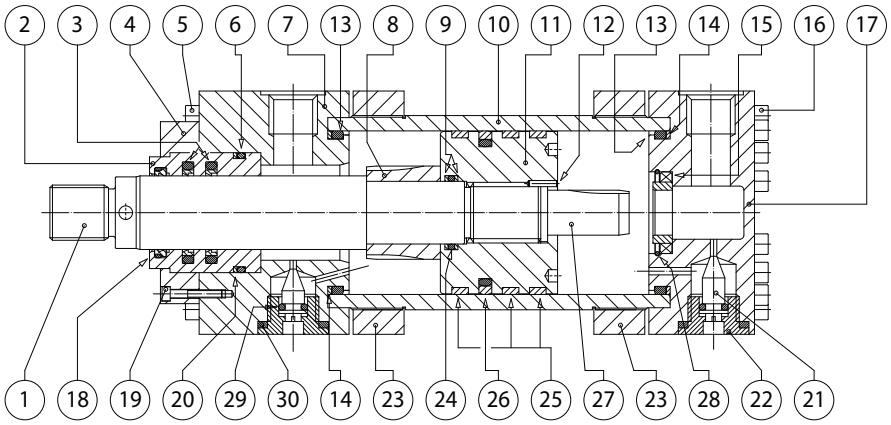
Cylinders and servocylinders are suitable for operation with mineral oils with or without additives (**HH, HL, HLP, HLP-D, HM, HV**), fire resistant fluids (**HFA** oil in water emulsion - 90-95% water and 5-10% oil, **HFB** water in oil emulsion - 40% water, **HFC** water glycol - max 45% water) and synthetic fluids (**HFD-U** organic esters, **HFD-R** phosphate esters). The fluid must have a viscosity within 15 and 100 mm^2/s, a temperature within 0 and 70°C and fluid contamination class ISO 19/16 according to ISO 4406, achieved with in-line filters at 25 μm.

16 CYLINDER MASSES [in kg] (tolerances ± 5%)

		MASS FOR STYLE X single rod		ADDITIONAL MASSES according to mounting styles and options						
Ø Bore [mm]	**Ø Rod** [mm]	Stroke 100 mm	Each 100 mm more	Styles **C, S**	Style **G**	Style **L**	Styles **N, P**	Front cushioning	Rear cushioning	Each 50 mm spacer
250	**140**	324	27	55	9	110	83	8,5	19	28
320	**180**	485	41	82	16	160	142	11	27	44
400	**220**	902	71	155	34	360	275	17	45	72,4

Note: the masses related to the other options, not indicated in the table, don't have a relevant influence on the cylinder's mass

17 CYLINDER SECTION



POS.	DESCRIPTION	MATERIAL	POS.	DESCRIPTION	MATERIAL	POS.	DESCRIPTION	MATERIAL
1	Rod	Chrome plated steel	11	Piston	Steel	21	Cushioning adjustment screw	Steel
2	Rod bearing	Cast iron	12	Screw stop pin	Steel	22	Cushioning adjustment plug	Steel
3	Rod seal	NBR + PTFE	13	O-ring	NBR / FKM	23	Counterflange	Steel
4	Flange	Steel	14	Anti-extrusion ring	PTFE	24	O-ring	NBR / FKM
5	Screw	Steel	15	Rear cushioning sleeve	Bronze	25	Piston guide ring	PTFE
6	O-ring	NBR / FKM	16	Screw	Steel (class 12.9)	26	Piston seal	NBR / FKM + PTFE
7	Front head	Steel	17	Rear head	Steel	27	Rear cushioning piston	Hardened steel
8	Front cushioning piston	Steel	18	Wiper	NBR / FKM + PTFE	28	Toroidal ring	Steel
9	Anti-extrusion ring	PTFE	19	Screw	Steel	29	O-ring and anti-extrusion ring	NBR / FKM + PTFE
10	Cylinder housing	Steel	20	Anti-extrusion ring	PTFE	30	Bonded seal	Steel

18 MODEL CODE FOR SEALS SPARE PARTS

S P – G 8 – C H – 2 5 0 / 1 4 0

- Seals spare code
- Sealing system
- Cylinder series
- Bore size [mm]
- Rod diameter [mm]