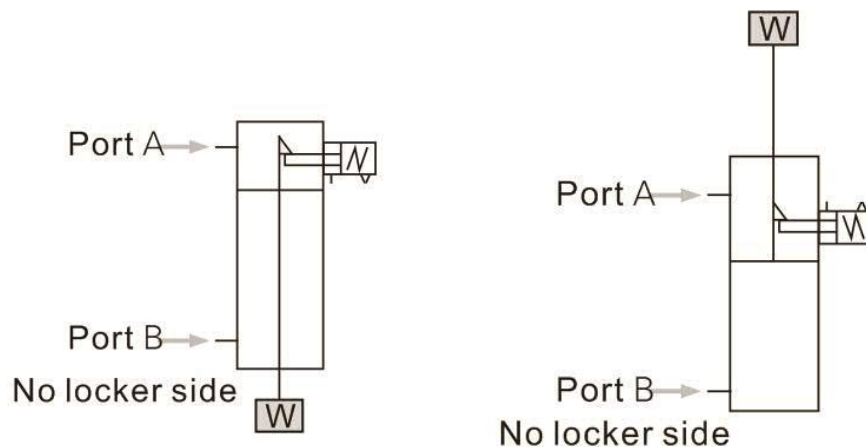


1. Under the condition of locking, there is a great danger to the gas port A when there is no pressure on both sides of the air port. There is a great danger similar to the release of locking, or the sudden release of lock and the piston rod flying. When the locking mechanism is lifted, it is necessary to supply the pressure of the air inlet B and remove the lock mechanism without load.



2. If the fast exhaust valve is used to speed down the drop speed, the cylinder phenomenon is sometimes started than the lock pin first and can not be removed normally. Therefore, please do not use the fast exhaust valve with the lock cylinder.

3. Please do not use three solenoid valves: please do not combine with three (especially the seal type metal seal) solenoid valve. If pressure is sealed in the air inlet with the locking mechanism side, the lock will not work. In addition, even if it is temporarily locked, the air leaked from the solenoid valve will enter the cylinder, and the lock will be lifted after a period of time.

4. If the locking mechanism side bears the back pressure, sometimes the lock will be lifted, so please use a single or integrated individual exhaust type solenoid valve.

5. If the cylinder with adjustable cushioning is excessive, if the air cushion valve needle on the locking mechanism side is screwed too much, the piston will sometimes cause restraint at the stroke terminal, causing the damage of the locking mechanism. Therefore, the needle valve should be adjusted to make the piston not be restrained.

6. When the manual operation of the locking mechanism is completed, it is necessary to reset the manual device to the in situ. In addition, please do not do manual operation outside the

adjustment, otherwise it will be more dangerous.

7. When the cylinder is installed and adjusted, please dissolve the lock: in the lock state of the installation and other operations, sometimes it causes the lock-in parts to be damaged.

8. Please do not use multiple cylinders at the same time: please do not use more than 2 locking cylinders at the same time to drive a workpiece. Sometimes one of the cylinders will not be locked out.

9. Please use the speed control valve in the exhaust throttle control state: in the intake throttling control, it is sometimes impossible to release the lock.

10. In the lock side, please be sure to use the terminal of the cylinder stroke: if the piston of the cylinder does not reach the terminal, locking will fail or lock.

11. Manual operation is a non locking way to release: pull the lever into the anti falling piston, and pull the bolt out of the 4mm with the force of more than 20N. After the piston is moved away, it can release the lock. (no load level installation or opposite side port pressurization), or after loosened, the anti falling piston returns to the original position through the action of the stop spring and enters the piston rod groove, and the piston becomes locked.

