Guide Cylinder/Built-in Fine Lock Cylinder
Compact Type
MLGC Series
ø20, ø25, ø32, ø40

How to Order

MLGC L B 32 [ ] – 100 – R – E – M9BW [ ] – C – [ ]

Bearing type

M	Slide bearing
L	Ball bushing bearing

Mounting

B	Basic
F	Front mounting flange

Guide Cylinder
(Built-in Fine Lock Cylinder Compact Type)

Bore size

20	20 mm
25	25 mm
32	32 mm
40	40 mm

Port thread type

Nil	M5 x 0.8
	Rc
TN	NPT

∗ For bore size 20 and 25, M5 x 0.8 is only available.

Cylinder stroke (mm)
Refer to "Standard Stroke" on page 855.

Rear plate

Nil	Without rear plate
R	With rear plate

Locking method

E	Spring locking (Exhaust locking)
P	Pneumatic locking (Pressure locking)
D	Spring and pneumatic locking

Auto switch

Nil	Without auto switch (Built-in magnet)

∗ For applicable auto switch models, refer to the below table.

Number of auto switches

Nil	2 pcs.
S	1 pc.
n	"n" pcs.

Auto switch mounting bracket Note)
Note) This symbol is indicated when the D-A9□ or M9□ type auto switch is specified. This mounting bracket does not apply to other auto switches (D-C7□ and H7□, etc.) (Nil)

Made to Order
For details, refer to page 855.

Applicable Auto Switches/Refer to pages 1119 to 1245 for further information on auto switches.

Type	Special function	Electrical entry	Indicator light	Wiring (Output)	Load voltage DC	Load voltage AC	Auto switch model: Perpendicular ø20 to ø40	Auto switch model: In-line ø20, ø25	In-line ø32	In-line ø40	Lead wire length (m) 0.5 (Nil)	1 (M)	3 (L)	5 (Z)	None (N)	Pre-wired connector	Applicable load	
Solid state auto switch	—	Grommet	Yes	3-wire (NPN)	5 V,12 V	—	M9NV	M9N			●	—	●	○	—	○	IC circuit	Relay, PLC
				3-wire (PNP)			M9PV	M9P			●	—	●	○	—	○		
				2-wire	12 V		M9BV	M9B			●	—	●	○	—	○	—	
		Connector					—	H7C			●	—	●	●	●	—		
	Diagnostic indication (2-color indicator)	Grommet		3-wire (NPN)	5 V,12 V		M9NWV	M9NW			●	●	●	○	—	○	IC circuit	
				3-wire (PNP)			M9PWV	M9PW			●	●	●	○	—	○		
				2-wire	12 V		M9BWV	M9BW			●	●	●	○	—	○	—	
	Water resistant (2-color indicator)			3-wire (NPN)	5 V,12 V		M9NAV∗1	M9NA∗1			○	○	●	○	—	○	IC circuit	
				3-wire (PNP)			M9PAV∗1	M9PA∗1			○	○	●	○	—	○		
				2-wire	12 V		M9BAV∗1	M9BA∗1			○	○	●	○	—	○	—	
	With diagnostic output (2-color indicator)			4-wire (NPN)	5 V,12 V		—	H7NF			●	—	●	○	—	○	IC circuit	
Reed auto switch	—	Grommet	Yes	3-wire (NPN equivalent)	—	5 V	—	A96V	A96		●	—	●	—	—	—	IC circuit	—
				2-wire	24 V	100 V	12 V	A93V∗2	A93		●	●	●	●	—	—	—	Relay, PLC
			None			100 V or less		A90V	A90		●	—	●	—	—	—	IC circuit	
			Yes			100 V, 200 V		—	(B54)	B54	●	—	●	●	—	—	—	
			None			200 V or less		—	(B64)	B64	●	—	●	—	—	—	—	
		Connector	Yes			—		—	C73C		●	—	●	●	●	—		
			None			24 V or less		—	C80C		●	—	●	●	●	—	IC circuit	
	Diagnostic indication (2-color indicator)	Grommet			—	—		—	(B59W)	B59W	●	—	●	—	—	—	—	

∗1 Water resistant type auto switches can be mounted on the above models, but in such case SMC cannot guarantee water resistance. Consult with SMC regarding water resistant types with the above model numbers.
∗2 1 m type lead wire is only applicable to D-A93.

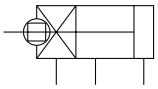
∗ Lead wire length symbols: 0.5 m ····· Nil (Example) M9NW
1 m ····· M (Example) M9NWM
3 m ····· L (Example) M9NWL
5 m ····· Z (Example) M9NWZ
None ····· N (Example) H7CN

∗ Solid state auto switches marked with "○" are produced upon receipt of order.

∗ Since there are other applicable auto switches than listed, refer to page 861 for details.
∗ For details about auto switches with pre-wired connector, refer to pages 1192 and 1193.
∗ The D-A9□(V)/M9□(V)/M9□W(V)/M9□A(V) are shipped together, (but not assembled). (Only switch mounting bracket is assembled at the time of shipment.)

⚠Caution
When using auto switches shown inside ( ), stroke end detection may not be possible depending on the One-touch fitting or speed controller model. Please contact SMC in this case.

Symbol



Made to Order

Made to Order
Click here for details

Symbol	Specifications
-XC79	Tapped hole, drilled hole, pin hole machined additionally

Model/Specifications

Model/Stroke

Model (Bearing type)	Bore size (mm)	Standard stroke (mm)	Long stroke (mm)
MLGCM (Slide bearing) **MLGCL (Ball bushing bearing)**	**20**	75, 100, 125, 150, 200	250, 300, 350, 400
	25	75, 100, 125, 150 200, 250, 300	350, 400, 450, 500
	32		350, 400, 450, 500, 600
	40		350, 400, 450, 500, 600, 700, 800

∗ Intermediate strokes and short strokes other than the above are produced upon receipt of order.

Specifications

Model		MLGC□□20	MLGC□□25	MLGC□□32	MLGC□□40
Base cylinder		CDLG1BA Bore size Thread type – Stroke – Locking method – Auto switch			
Bore size (mm)		20	25	32	40
Action		Double acting			
Fluid		Air			
Proof pressure		1.5 MPa			
Maximum operating pressure		1.0 MPa			
Minimum operating pressure		0.2 MPa (Horizontal, No load)			
Ambient and fluid temperature		–10 to 60°C			
Piston speed∗1		50 to 500 mm/s			
Cushion		Air cushion			
Base cylinder lubrication		Non-lube			
Stroke length tolerance		$^{+1.9}_{+0.2}$ mm			
Non-rotating accuracy ∗2	Slide bearing	±0.06°	±0.05°	±0.05°	±0.04°
	Ball bushing bearing	±0.04°	±0.04°	±0.04°	±0.04°
Piping port size (Rc, NPT) ∗3	Cylinder port	M5 x 0.8		1/8	
	Lock port	1/8			
Locking method		■Spring locking (Exhaust locking) ■Pneumatic locking (Pressure locking) ■Spring and pneumatic locking			

∗1 Constraints associated with the allowable kinetic energy are imposed on the speeds at which the piston can be locked. The maximum speed of 750 mm/s can be accommodated if the piston is to be locked in the stationary state for the purpose of drop prevention.
∗2 When the cylinder is retracted (initial value), the non-rotating accuracy without loads or deflection of the guide rods will be below the values shown in the above table as a guideline.
∗3 For bore size 20 and 25, M5 x 0.8 is only available.

Fine Lock Specifications

Locking method	Spring locking (Exhaust locking)	Spring and pneumatic locking	Pneumatic locking (Pressure locking)
Fluid	Air		
Maximum operating pressure	0.5 MPa		
Unlocking pressure	0.3 MPa or more		0.1 MPa or more
Lock starting pressure	0.25 MPa or less		0.05 MPa or less
Locking direction	Both directions		

Theoretical Output

OUT IN

Unit: N

Bore size (mm)	Rod size (mm)	Operating direction	Piston area (mm²)	Operating pressure (MPa) 0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
20	**8**	OUT	314	62.8	94.2	126	157	188	220	251	283	314
		IN	264	52.8	79.2	106	132	158	185	211	238	264
25	**10**	OUT	491	98.2	147	196	246	295	344	393	442	491
		IN	412	82.4	124	165	206	247	288	330	371	412
32	**12**	OUT	804	161	241	322	402	482	563	643	724	804
		IN	691	138	207	276	346	415	484	553	622	691
40	**16**	OUT	1260	252	378	504	630	756	882	1010	1130	1260
		IN	1060	212	318	424	530	636	742	848	954	1060

Note) Theoretical output (N) = Pressure (MPa) x Piston area (mm²)

Weight

(kg)

Bore size (mm)		20	25	32	40
Basic weight	LB type (Ball bushing bearing/Basic)	2.52	3.92	4.04	7.16
	LF type (Ball bushing bearing/ Front mounting flange)	3.24	4.89	5.01	8.65
	MB type (Slide bearing/Basic)	2.48	3.86	3.98	7.06
	MF type (Slide bearing/Front mounting flange)	3.2	4.83	4.95	8.56
Additional weight with rear plate		0.32	0.53	0.53	0.88
Additional weight per each 50 mm of stroke		0.21	0.32	0.34	0.54
Additional weight for long stroke		0.01	0.01	0.02	0.03

Calculation: (Example)
MLGCLB32-500-R-D
(Ball bushing bearing/Basic, ø32/500 st., with rear plate)
- Basic weight····· 4.04 (LB type)
- Additional weight with rear plate····· 0.53
- Additional stroke weight····· 0.34/50 st
- Stroke····· 500 st
- Additional weight for long stroke····· 0.02

4.04 + 0.53 + 0.34 x 500/50 + 0.02 = 7.99 kg

Allowable Kinetic Energy when Locking

Bore size (mm)	20	25	32	40
Allowable kinetic energy (J)	0.26	0.42	0.67	1.19

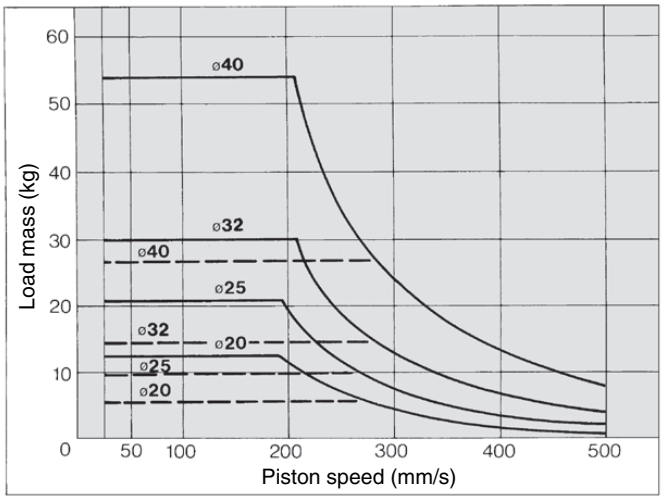
In terms of specific load conditions, the allowable kinetic energy indicated in the table above is equivalent to a 50% load ratio at 0.5 MPa, and a piston speed of 300 mm/sec. Therefore, if the operating conditions are below these values, calculations are unnecessary.

1. Apply the following formula to obtain the kinetic energy of the load.

$$E_K = \frac{1}{2} m\upsilon^2$$

E_K: Kinetic energy of load (J)
m: Load mass (kg)
(Load mass + Moving parts weight)
υ: Piston speed (m/s) (Average speed x 1.4)

2. The piston speed will exceed the average speed immediately before locking. To determine the piston speed for the purpose of obtaining the kinetic energy of load, use 1.4 times the average speed as a guide.
3. The relation between the speed and the load of the respective tube bores is indicated in the diagram below. Use the cylinder in the range below the line.
4. In order to insure the proper braking force, even within a given allowable kinetic energy level, there is an upper limit to the size of the load. Thus, a horizontally mounted cylinder must be operated below the solid line, and a vertically mounted cylinder must be operated below the dotted line.



Holding Force of Spring Locking (Max. static load)

Bore size (mm)	20	25	32	40
Holding force (N)	196	313	443	784

Note) Holding force at piston rod extended side decreases approximately 15%.

Moving Parts Weight

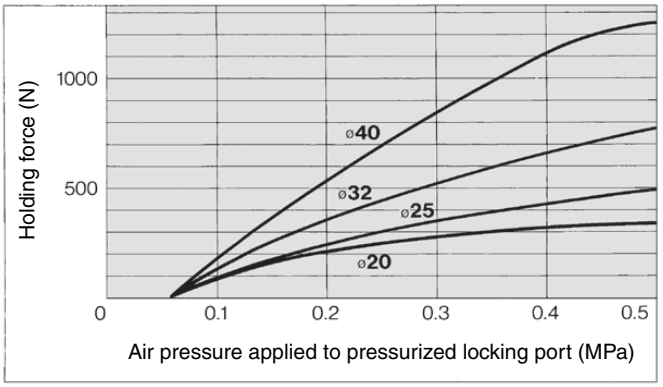
(kg)

Bore size (mm)	20	25	32	40
Moving parts basic weight	0.57	1.0	1.03	1.97
Additional weight with rear plate	0.32	0.53	0.53	0.88
Additional weight per each 50 mm of stroke	0.18	0.28	0.29	0.46

Calculation: (Example)
MLGCLB32-500-R-D
- Moving parts basic weight····· 1.03
- Additional weight with rear plate····· 0.53
- Additional stroke weight····· 0.29/50 st
- Stroke····· 500 st

1.03 + 0.53 + 0.29 x 500/50 = 4.46 kg

Holding Force of Pneumatic Locking (Max. static load)



1. The holding force is the lock's ability to hold a static load that does not involve vibrations or shocks, after it is locked without a load. Therefore, to use the cylinder near the upper limit of the constant holding force, be aware of the following:
   - If the piston rod slips because the lock's holding force has been exceeded, the brake shoe could become damaged, resulting in a reduced holding force or shortened life.
   - To use the lock for drop prevention purposes, the load to be attached to the cylinder must be within 35% of the cylinder's holding force.
   - Do not use the cylinder in the locked state to sustain a load that involves impact.

Stopping Accuracy (Not including tolerance of control system)

(mm)

Locking method	Piston speed (mm/s) 50	100	300	500
Spring locking (Exhaust locking)	±0.4	±0.5	±1.0	±2.0
Pneumatic locking (Pressure locking) Spring and pneumatic locking	±0.2	±0.3	±0.5	±1.5

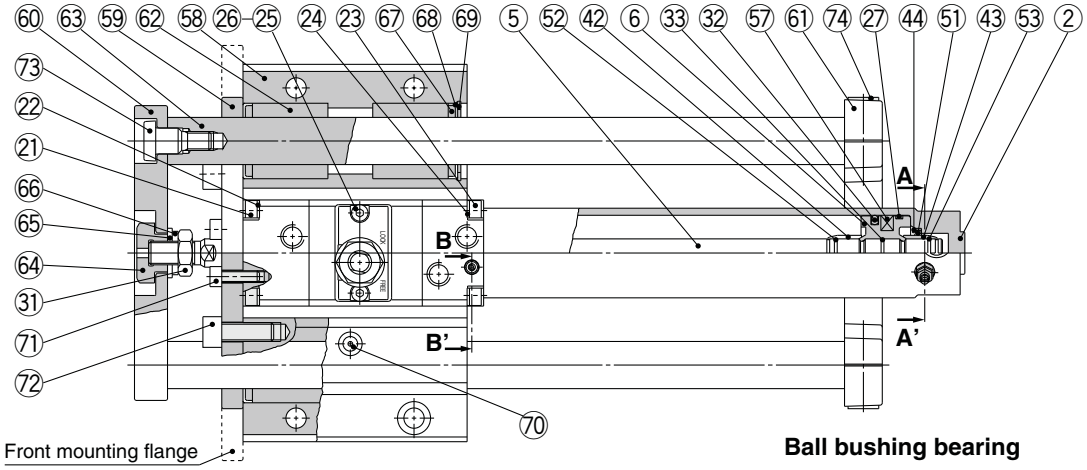
Condition/ Load: 25% of thrust force at 0.5 MPa
Solenoid valve: mounted to the lock port

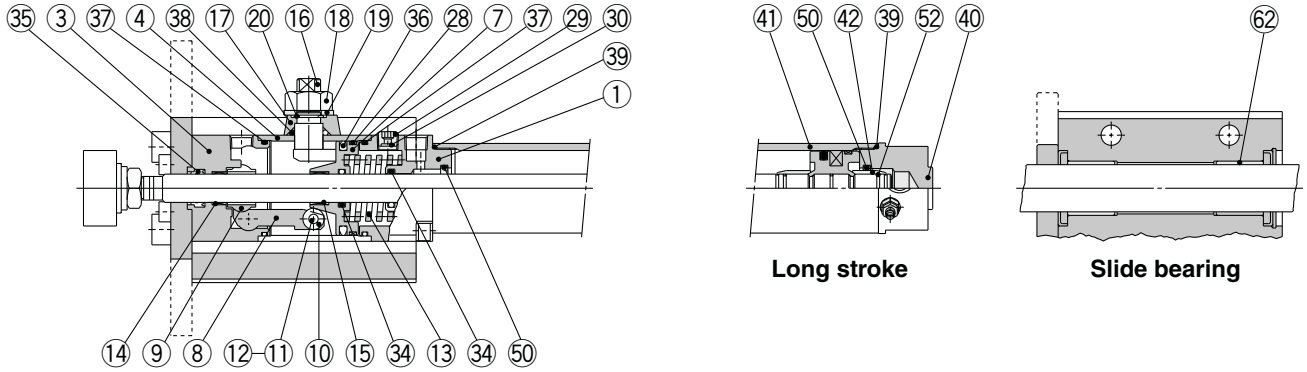
⚠ Caution

Recommended Pneumatic Circuit/Caution on Handling

For detailed specifications about the fine lock cylinder CLG1 series, refer to pages 786 to 789.

Construction: With Rear Plate





Component Parts

No.	Description	Material	Note	
1	Rod cover	Aluminum alloy	Clear hard anodized	
2	Tube cover	Aluminum alloy	Hard anodized	
3	Cover	Carbon steel	Nitrided	
4	Intermediate cover	Aluminum alloy	Clear hard anodized	
5	Piston rod	Carbon steel	Hard chrome plated	ø20, ø25 are stainless steel.
6	Piston	Aluminum alloy	Chromated	
7	Brake piston	Carbon steel	Nitrided	
8	Brake arm	Carbon steel	Nitrided	
9	Brake shoe	Special friction material		
10	Roller	Carbon steel	Nitrided	
11	Pin	Carbon steel	Heat treated	
12	Retaining ring	Stainless steel		
13	Brake spring	Spring steel wire	Dacrodized	For spring locking, spring/ pneumatic locking
14	Bushing	Bearing alloy		
15	Bushing	Bearing alloy		
16	Manual lock release cam	Chromium molybdenum steel	Nitrided, Nickel plated	
17	Cam guide	Carbon steel	Nitrided, painted	
18	Lock nut	Rolled steel	Nickel plated	
19	Flat washer	Rolled steel	Nickel plated	
20	Retaining ring	Stainless steel		
21	Hexagon socket head bolt	Chromium molybdenum steel	Nickel plated	
22	Spring washer	Steel wire	Nickel plated	
23	Hexagon socket head bolt	Chromium molybdenum steel	Nickel plated	
24	Spring washer	Steel wire	Nickel plated	
25	Hexagon socket head bolt	Chromium molybdenum steel	Nickel plated	
26	Spring washer	Steel wire	Nickel plated	
27	Wear ring	Resin		
28	Wear ring	Resin		
29	Hexagon socket head plug	Carbon steel	Nickel plated	Type E only
30	Element	Bronze		
31	Rod end nut	Rolled steel	Nickel plated	
32	Piston seal	NBR		
33	Piston gasket	NBR		
34	Rod seal A	NBR		
35	Rod seal B	NBR		
36	Brake piston seal	NBR		
37	Intermediate cover gasket	NBR		
38	Cam gasket	NBR		

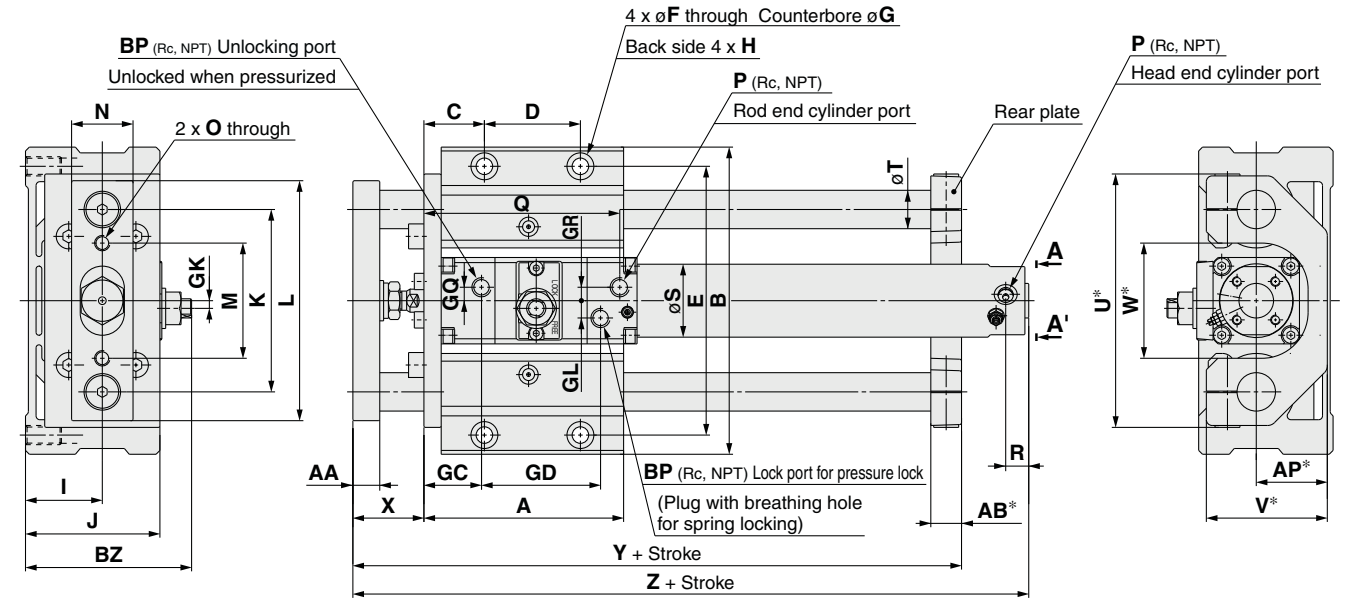
Component Parts

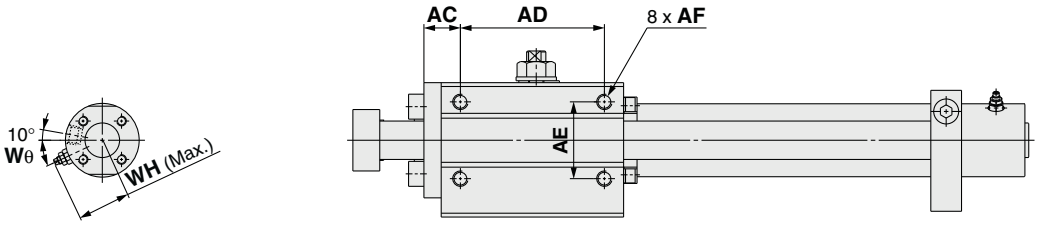
No.	Description	Material	Note	
39	Cylinder tube gasket	NBR		
40	Head cover	Aluminum alloy	Clear hard anodized	
41	Cylinder tube	Aluminum alloy	Hard anodized	
42	Cushion ring A	Aluminum alloy	Anodized	
43	Cushion ring B	Aluminum alloy	Anodized	
44	Seal retainer	Rolled steel	Zinc chromated	
45	Cushion valve A	Chromium molybdenum steel	Electroless nickel plated	
46	Cushion valve B	Rolled steel	Electroless nickel plated	
47	Valve retainer	Rolled steel	Electroless nickel plated	
48	Lock nut	Rolled steel	Nickel plated	
49	Retaining ring	Stainless steel		
50	Cushion seal A	Urethane		
51	Cushion seal B	Urethane		
52	Cushion ring gasket A	NBR		
53	Cushion ring gasket B	NBR		
54	Valve seal A	NBR		
55	Valve seal B	NBR		
56	Valve retainer gasket	NBR		
57	Magnet	—		
58	Guide body	Aluminum alloy	Clear anodized	
59	Small flange	Rolled steel	Nickel plated	For basic
	Large flange			For front mounting flange
60	Front plate	Rolled steel	Nickel plated	
61	Rear plate	Cast iron	Platinum silver	
62	Slide bearing	Bearing alloy	For slide bearing	
	Ball bushing bearing	—	For ball bushing bearing	
63	Guide rod	Carbon steel	Hard chrome plated	For slide bearing
		High carbon chrome bearing steel	Quenched, Hard chrome plated	For ball bushing bearing
64	End bracket	Carbon steel	Nickel plated	
65	Washer	Rolled steel	Nickel plated	
66	Spring washer	Steel wire	Nickel plated	
67	Felt	Felt		
68	Holder	Stainless steel		
69	Type C retaining ring for hole	Carbon tool steel	Phosphate coated	
70	Grease nipple	—	Nickel plated	
71	Hexagon socket head bolt	Chromium molybdenum steel	Nickel plated	For cylinder mounting
72	Hexagon socket head bolt	Chromium molybdenum steel	Nickel plated	For large/small flange mounting
73	Guide bolt	Chromium molybdenum steel	Nickel plated	For front plate mounting
74	Hexagon socket head bolt	Chromium molybdenum steel	Nickel plated	For rear plate mounting

Note) 61, 74 are not required for without rear plate.

Dimensions

Basic: With rear plate
MLGC□B□□-□-R-□





View A-A'

Standard Stroke

(mm)

Bore size (mm)	Stroke range (mm)	A	AA	AB*	AC	AD	AE	AF	AP*	B	BP Note 3)	BZ	C	D	E	F	G	GC
20	75, 100, 125, 150, 200	94	11	13	16.5	70	35	M6 x 1 depth 12	32	135	1/8	73.5	26.5	50	118	6.8	11 depth 8	28
25	75, 100, 125 150, 200, 250 300	104	14	16	19	75	40	M8 x 1.25 depth 16	37	160	1/8	86.5	31.5	50	140	8.6	14 depth 10	29
32		104	14	16	19	75	40	M8 x 1.25 depth 16	37	160	1/8	86.5	31.5	50	140	8.6	14 depth 10	30
40		142	17	19	22	110	45	M10 x 1.5 depth 20	42	194	1/8	95	37	80	170	10.5	17 depth 12	35

Bore size (mm)	GD	GK	GL	GQ	GR	H	I	J	K	L	M	N	O	P Note 2)	Q	R	S
20	54	3.5	5.5	4	4	M8 x 1.25 depth 14	35	60	80	105	50	25	M6 x 1	M5 x 0.8	94	12	26
25	62	4	9	7	7	M10 x 1.5 depth 18	40	70	95	125	60	32	M8 x 1.25	M5 x 0.8	104	12	31
32	62	4	9	7	7	M10 x 1.5 depth 18	40	70	95	125	60	32	M8 x 1.25	1/8	104	12	38
40	67	4	11	8	7	M12 x 1.75 depth 21	45	82.5	115	150	75	38	M8 x 1.25	1/8	115	12	47

Bore size (mm)	T	U*	V*	W*	WH	Wθ	X	Y	Z
20	16	112	53	50	23	30°	30	146	182
25	20	132	63	60	25	30°	37	167	199
32	20	132	63	60	28.5	25°	37	167	202
40	25	162	73	70	33	20°	44	210	227

Without Rear Plate

Bore size (mm)	Y
20	129
25	146
32	146
40	191

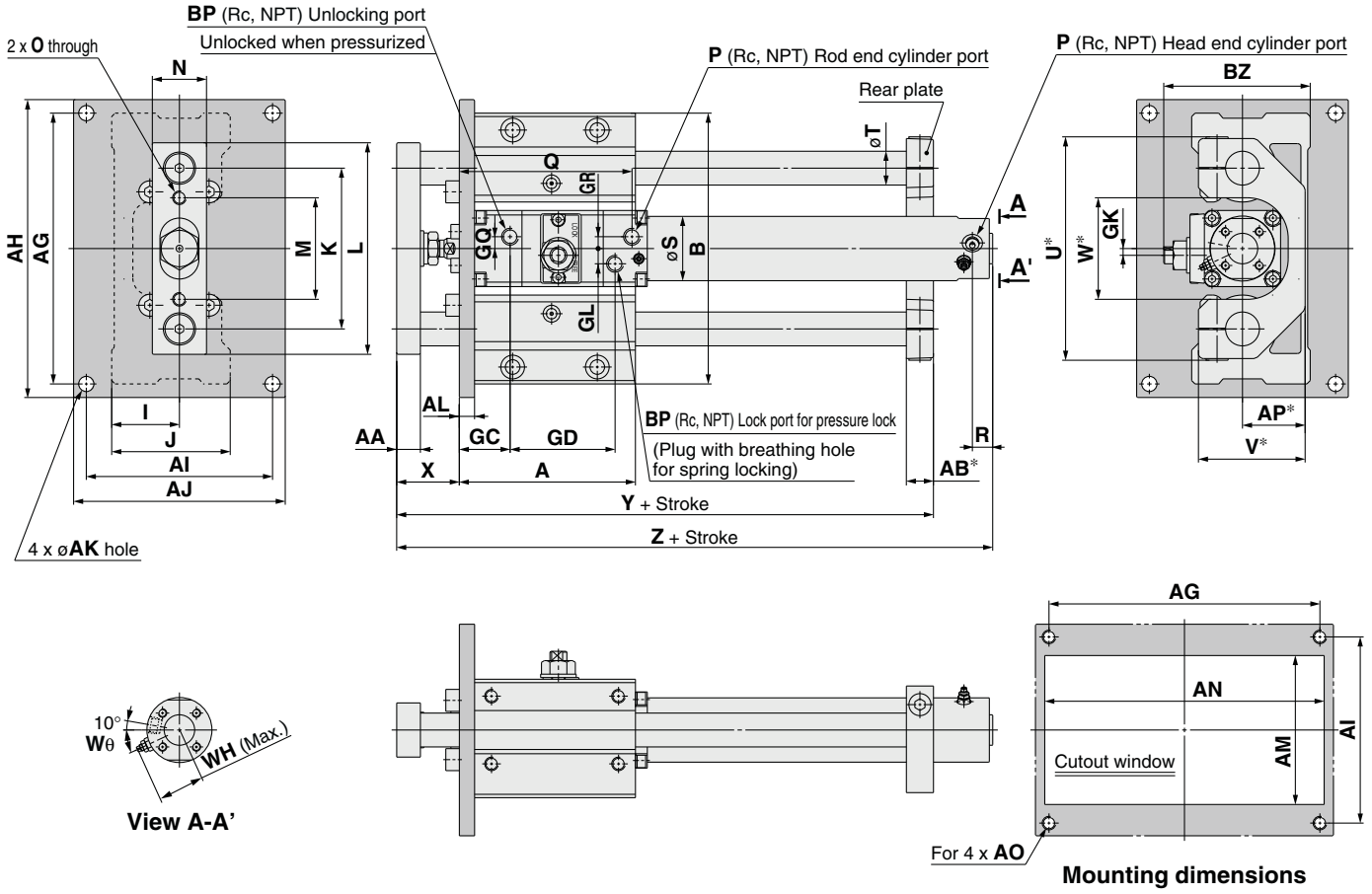
Long Stroke

Bore size (mm)	Stroke range (mm)	R	Z
20	250 to 400	14	190
25	350 to 500	14	207
32	350 to 600	14	210
40	350 to 800	15	236

Note 1) Dimensions marked with "*" are not required for without rear plate.
Note 2) For bore size 20 and 25, M5 x 0.8 is only available.
Rc, NPT port are available for bore size 32 or greater.
Note 3) Rc, NPT port are available.

Dimensions

Front mounting flange: With rear plate
MLGC□F□□-□-R-□



Standard Stroke

(mm)

Bore size (mm)	Stroke range (mm)	A	AA	AB*	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP*	B	BP Note 3)	BZ	GC	GD	GK
20	75, 100, 125, 150, 200	94	11	13	134	150	92	108	9	9	75	140	M8	32	135	1/8	73.5	28	54	3.5
25	75, 100, 125, 150, 200, 250, 300	104	14	16	160	176	110	125	9	9	88	165	M8	37	160	1/8	86.5	29	62	4
32		104	14	16	160	176	110	125	9	9	88	165	M8	37	160	1/8	86.5	30	62	4
40		142	17	19	190	210	115	135	11	12	96	200	M10	42	194	1/8	95	35	67	4

Bore size (mm)	GL	GQ	GR	I	J	K	L	M	N	O	P Note 2)	Q	R	S	T	U*	V*	W*
20	5.5	4	4	35	60	80	105	50	25	M6 x 1	M5 x 0.8	94	12	26	16	112	53	50
25	9	7	7	40	70	95	125	60	32	M8 x 1.25	M5 x 0.8	104	12	31	20	132	63	60
32	9	7	7	40	70	95	125	60	32	M8 x 1.25	1/8	104	12	38	20	132	63	60
40	11	8	7	45	82.5	115	150	75	38	M8 x 1.25	1/8	115	12	47	25	162	73	70

Bore size (mm)	WH	Wθ	X	Y	Z
20	23	30°	30	146	182
25	25	30°	37	167	199
32	28.5	25°	37	167	202
40	33	20°	44	210	227

Without Rear Plate

Bore size (mm)	Y
20	129
25	146
32	146
40	191

Long Stroke

Bore size (mm)	Stroke range (mm)	R	Z
20	250 to 400	14	190
25	350 to 500	14	207
32	350 to 600	14	210
40	350 to 800	15	236

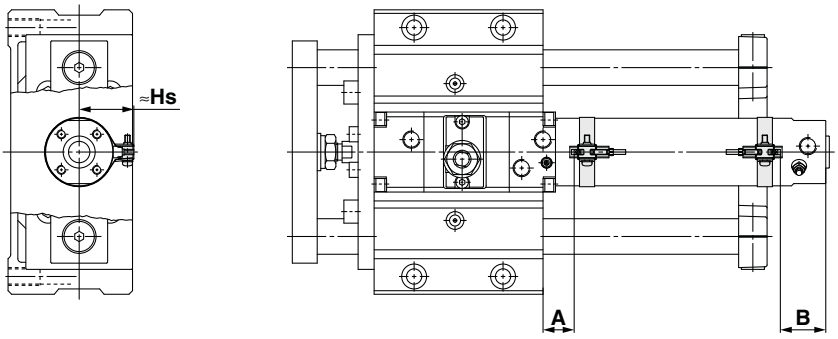
Note 1) Dimensions marked with "∗" are not required for without rear plate.
Note 2) For bore size 20 and 25, M5 x 0.8 is only available.
Rc, NPT port are available for bore size 32 or greater.
Note 3) Rc, NPT port are available.

Auto Switch Mounting

Auto Switch Proper Mounting Position (Detection at Stroke End) and Mounting Height

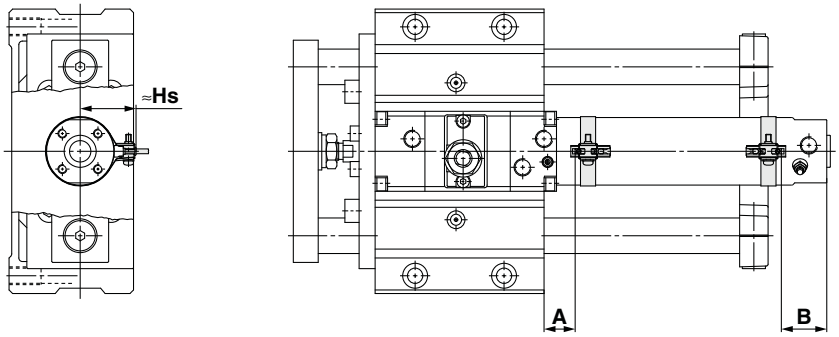
D-M9□/M9□W
D-M9□A

D-A9□



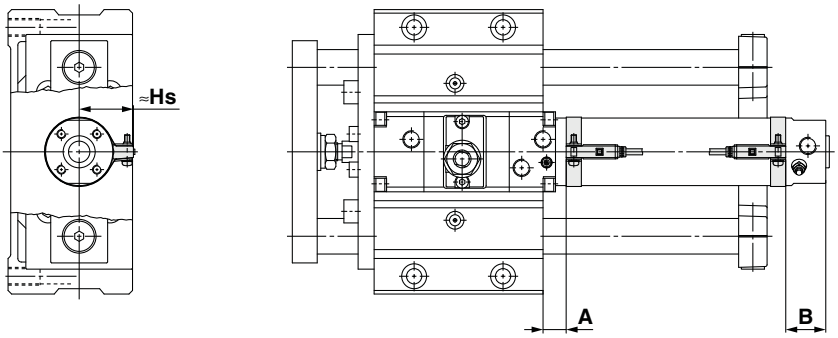
D-M9□V/M9□WV
D-M9□AV

D-A9□V



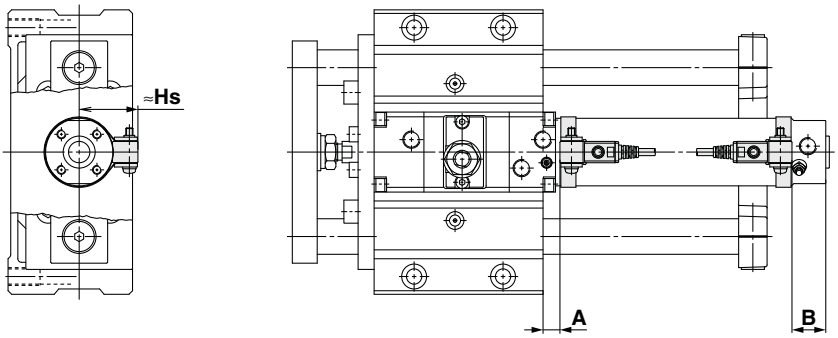
D-H7□/H7□W
D-H7NF/H7BA
D-H7C

D-B5/B6/B59W



D-G5/K5/G5□W/G5BA
D-K59W
D-G59F
D-G5NT

D-C7/C8
D-C73C/C80C



Auto Switch Proper Mounting Position

(mm)

Auto switch model / Bore size	D-M9□(V) D-M9□W(V) D-M9□A(V)		D-A9□(V)		D-C7/C8 D-C73C D-C80C		D-B5 D-B6		D-B59W		D-H7□ D-H7C D-H7□W D-H7BA D-H7NF		D-G5□W D-K59W D-G59F D-G5 D-K5 D-G5NT D-G5BA	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
20	10.5	27 (35)	6.5	23 (31)	7	23.5 (31.5)	1	17.5 (25.5)	4	20.5 (28.5)	6	22.5 (30.5)	2.5	19 (27)
25	10.5	27 (35)	6.5	23 (31)	7	23.5 (31.5)	1	17.5 (25.5)	4	20.5 (28.5)	6	22.5 (30.5)	2.5	19 (27)
32	10.5	29 (37)	6.5	25 (33)	7	25.5 (33.5)	1	19.5 (27.5)	4	22.5 (30.5)	6	24.5 (32.5)	2.5	21 (29)
40	13.5	32 (41)	9.5	28 (37)	10	28.5 (37.5)	4	22.5 (31.5)	7	25.5 (34.5)	9	27.5 (36.5)	5.5	24 (33)

Auto Switch Mounting Height

(mm)

Auto switch model / Bore size	D-M9□(V) D-M9□W(V) D-M9□A(V) D-A9□(V)	D-C7/C8 D-H7□□ D-H7□W D-H7NF D-H7BA	D-C73C D-C80C	D-B5/B6 D-B59W D-G5/K5 D-G5□W D-K59W D-G5NT D-G59F D-H7C D-G5BA
	Hs	Hs	Hs	Hs
20	25	24.5	27	27.5
25	27.5	27	29.5	30
32	31	30.5	33	33.5
40	35.5	35	37.5	38

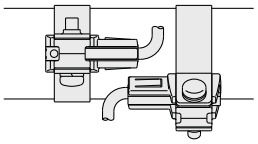
∗ ( ): Values for long stroke
Note) Adjust the auto switch after confirming the operating conditions in the actual setting.

Minimum Stroke for Auto Switch Mounting

n: Number of auto switches (mm)

Auto switch model	Number of auto switches mounted		
	1 pc.	2 pcs.	"n" pcs.
		Same surface	Same surface
D-M9□/M9□W/A9□	10	45 Note)	45 + 45 (n – 2) (n = 2, 3, 4, 5···)
D-C7□/C80	10	50	50 + 45 (n – 2) (n = 2, 3, 4, 5···)
D-H7□/H7□W/H7BA/H7NF	10	60	60 + 45 (n – 2) (n = 2, 3, 4, 5···)
D-C73C/C80C/H7C D-B73C/B80C/K79C	10	65	65 + 50 (n – 2) (n = 2, 3, 4, 5···)
D-B5□/B64/G5□/K59□	10	75	75 + 55 (n – 2) (n = 2, 3, 4, 5···)
D-B59W	15	75	75 + 55 (n – 2) (n = 2, 3, 4, 5···)
D-B7□/B80/G79/K79	10	45	50 + 45 (n – 2) (n = 2, 3, 4, 5···)

Note) Mounting of auto switches

Auto switch model	With 2 auto switches, Same surface
	 The auto switch is mounted by slightly displacing it in a direction (cylinder tube circumferential exterior) so that the auto switch and lead wire do not interfere with each other.
D-M9□/M9□W	Less than 45 to 55 strokes
D-A93	Less than 45 to 50 strokes

Operating Range

(mm)

Auto switch model	Bore size			
	20	**25**	**32**	**40**
D-M9□/M9□W	5	5.5	5	5.5
D-A9□	7	6	8	8
D-B7□/B80 D-B73C/B80C	8	10	9	10
D-C7□/C80 D-C73C/C80C	8	10	9	10
D-B5□/B64	8	10	9	10
D-B59W	13	13	14	14
D-G79/K79/K79C	8	10	9	10
D-H7BA D-H7□/H7□W D-H7NF	4	4	4.5	5
D-H7C	7	8.5	9	10
D-G5□/K59 D-G5□W/K59W D-G5NT/G5BA	4	4	4.5	5
D-G59F	5	5	5.5	6

∗ Since this is a guideline including hysteresis, not meant to be guaranteed (assuming approximately ±30% dispersion). There may be the case it will vary substantially depending on the ambient environment.

Auto Switch Mounting Bracket/Part No.

Auto switch model	Bore size (mm)			
	20	**25**	**32**	**40**
D-M9□(V)/M9□W(V) D-A9□(V)	Note 1) BMA3-020	Note 1) BMA3-025	Note 1) BMA3-032	Note 1) BMA3-040
D-M9□A(V)	Note 2) BMA3-020S	Note 2) BMA3-025S	Note 2) BMA3-032S	Note 2) BMA3-040S
D-C7□/C80 D-C73C/C80C D-H7□/D-H7□W D-H7NF/D-H7BA	BMA2-020A	BMA2-025A	BMA2-032A	BMA2-040A
D-B5□/B64/D-B59W D-G5□/K59/D-G5□W/K59W D-G5BA/G59F/D-G5NT	BA-01	BA-02	BA-32	BA-04
D-B7□/B80/B73C/B80C D-G79/K79/K79C	BM1-01	BM1-02	BM1-32	BM1-04

Note 1) Set part number which includes the auto switch mounting band (BMA2-□□□A) and the holder kit (BJ5-1/Switch bracket: Transparent).
Since the switch bracket (made from nylon) are affected in an environment where alcohol, chloroform, methylamines, hydrochloric acid or sulfuric acid is splashed over, so it cannot be used. Please consult SMC regarding other chemicals.

Note 2) Set part number which includes the auto switch mounting band (BMA2-□□□AS/Stainless steel screw) and the holder kit (BJ4-1/Switch bracket: White).

Note 3) For the D-M9□A (V) type auto switch, do not install the switch bracket on the indicator light.

[Mounting screws set made of stainless steel]

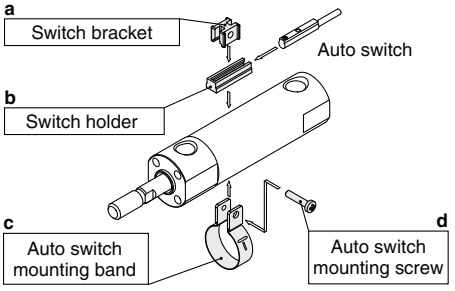
The following set of mounting screws made of stainless steel is also available. Use it in accordance with the operating environment. (Please order the auto switch mounting bracket separately, since it is not included.)

BBA3: For D-B5/B6/G5/K5 types

BBA4: For D-C7/C8/H7 types

Note 3) Refer to page 1225 for details of BBA3.

The D-H7BA/G5BA are set on the cylinder with the stainless steel screws above when shipped. When an auto switch is shipped independently, BBA3 or BBA4 is attached.



(1) BJ□-1 is a set of "a" and "b".
BJ4-1 (Switch bracket: White)
BJ5-1 (Switch bracket: Transparent)

(2) BMA2-□□□A(S) is a set of "c" and "d".
Band (c) is mounted so that the projected part is on the internal side (contact side with the tube).

Other than the applicable auto switches listed in "How to Order", the following auto switches can be mounted. Refer to pages 1119 to 1245 for detailed specifications.

(Consult with SMC for the D-B7□/B80, D-B73C/B80C, D-G79/K79, D-K79C.)

Type	Model	Electrical entry	Features
Reed	D-C73, C76, B53, B73, B76	Grommet (In-line)	—
	D-C80, B80		Without indicator light
	D-B73C	Connector (In-line)	—
	D-B80C		Without indicator light
Solid state	D-H7A1, H7A2, H7B, G59, G5P, K59, G79, K79	Grommet (In-line)	—
	D-K79C	Connector (In-line)	—
	D-H7BW, H7NW, H7PW, G59W, G5PW, K59W	Grommet (In-line)	Diagnostic indication (2-color indicator)
	D-G5BA		Water resistant
	D-G5NT		With timer

∗ With pre-wired connector is also available with solid state auto switches. Refer to pages 1192 and 1193 for details.

∗ Normally closed (NC = b contact) solid state auto switches (D-M9□E(V)) are also available. Refer to page 1592-1 for details.