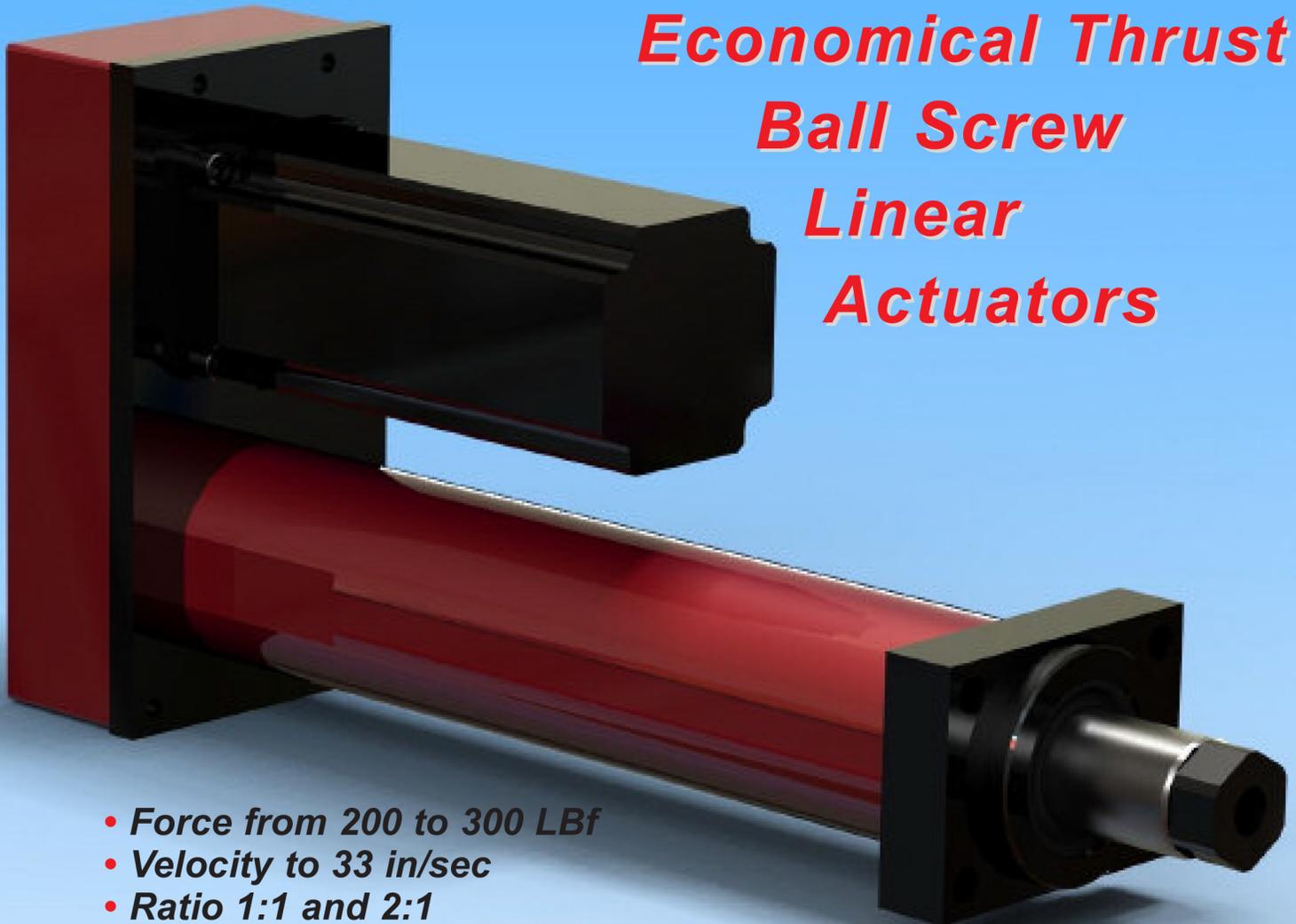


E-TAC ET™

Economical Thrust Ball Screw Linear Actuators



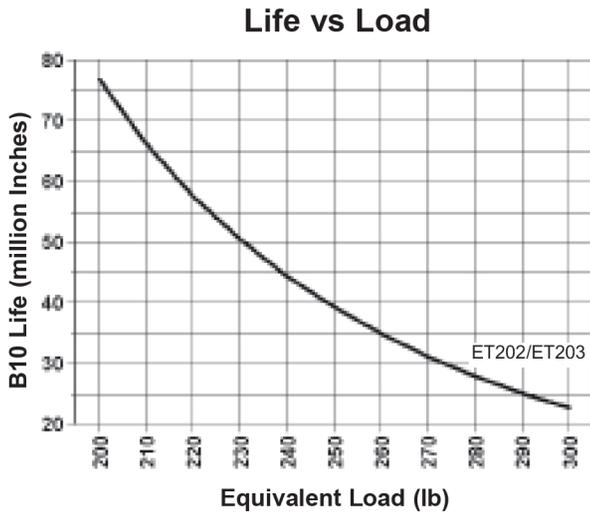
- Force from 200 to 300 Lbf
- Velocity to 33 in/sec
- Ratio 1:1 and 2:1
- Sealed from Contamination (IP54)
- Piston with Rugged Anti-Rotation
- Any Motor up to 3.5" Square
- Optional Adjustable Limit Switch Positions

E-TAC ET™ Linear Actuator Capabilities:

Model Number	Thrust Load Rated (lbf)	Linear Velocity Max. (in/sec)	Travel Length ⁽¹⁾ Max. (in)	Frame Size (in)	Lead ⁽²⁾ (in)	Ball Screw Diameter (in)	Ball Screw Max. (RPM)	Torque @ Ball Screw Max. (in-lb)	Dynamic Capacity per million revs (lbf)	Dynamic Capacity per million inches (lbf)	Motor Gearhead Frame Supported Max. (in)	Unit Weight "U" Motor Mount (lb)
ET202-06	200	33	6	2.25	0.50	0.50	3,960	18	1,070	850	3.5	9.0
ET202-12	200	20	12	2.25	0.50	0.50	2,400	18	1,070	850	3.5	12.0
ET203-06	300	13	6	2.25	0.20	0.63	3,900	14	1,070	850	3.5	9.0
ET203-12	300	10	12	2.25	0.20	0.63	3,000	14	1,070	850	3.5	12.0

⁽¹⁾ Intermediate lengths are available. ⁽²⁾ Lead accuracy is 0.003 in/ft; Backlash is 0.004 in max.

Graph: Life Vs. Load



EQUIVALENT LOAD is the average force over the working stroke, weighted proportionately to the distance traveled. For constant force loads, the equivalent load is the same as the typical or average load. Where forces vary due to gravity, angle of actuator, acceleration and deceleration, friction, and changing dynamic loads at different positions, it is best to determine the equivalent load in order to most accurately predict the B10 life of the actuator.

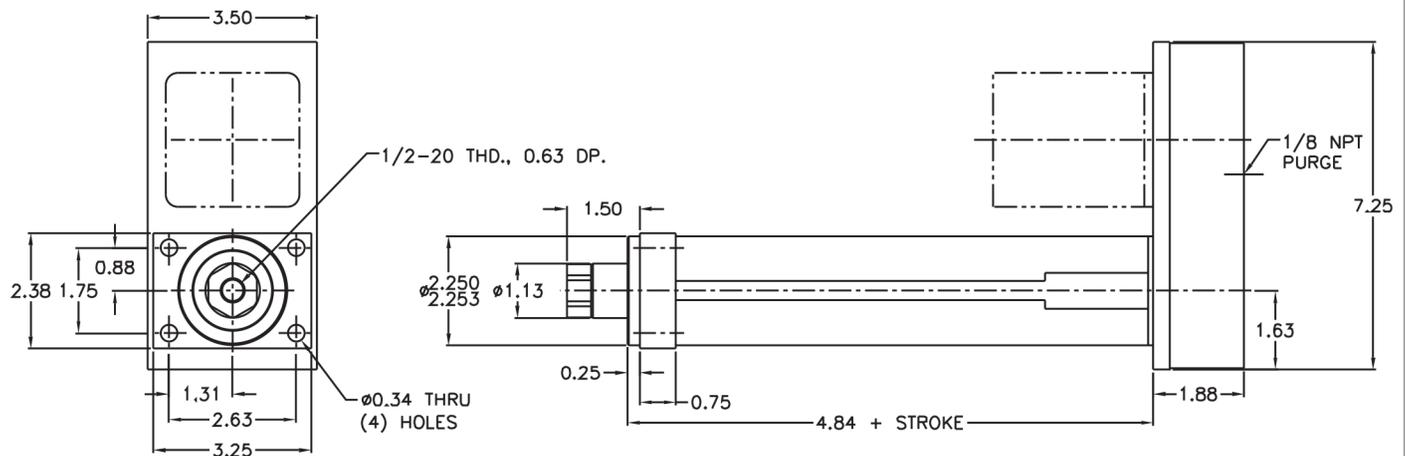
$$F = \sqrt[3]{\frac{L_1(F_1)^3 + L_2(F_2)^3 + L_3(F_3)^3 + L_4(F_4)^3 + \dots + L_n(F_n)^3}{L}}$$

Where: F_n is the calculated force for segment "n" with travel length of L_n and total travel L .

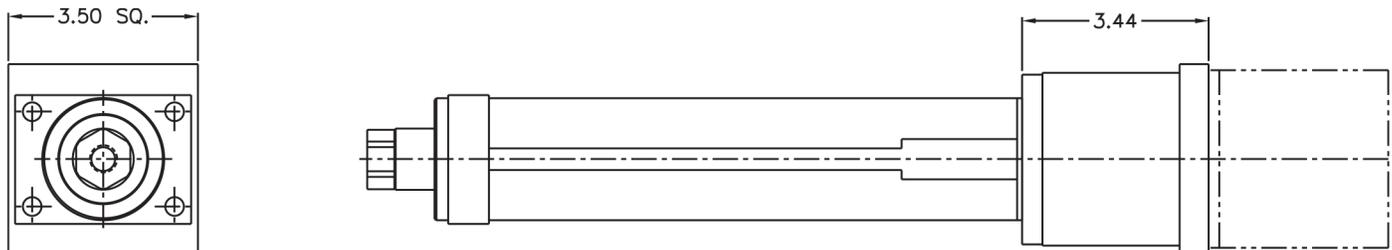
Find the intersection of this value and the appropriate curve. The value on the scale to the left reflects the B10 life of the actuator.

E-TAC ET™ General Dimensions

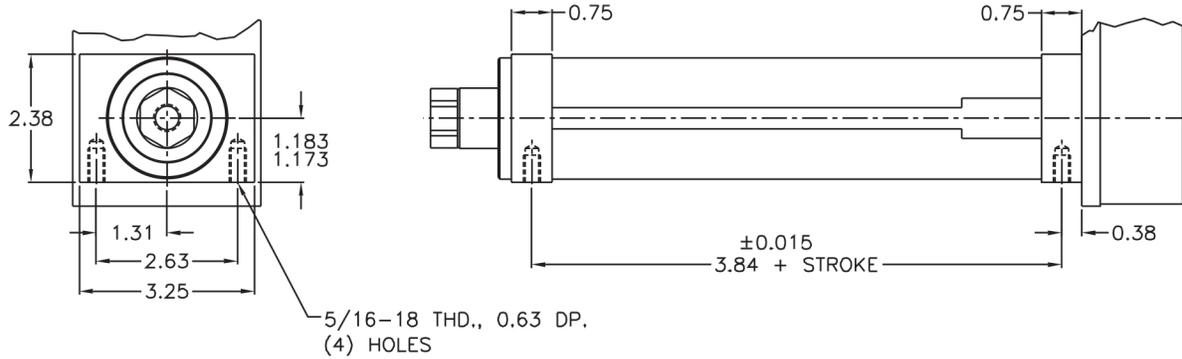
Standard Unit: U-Parallel Offset Motor with Front Flange Configuration



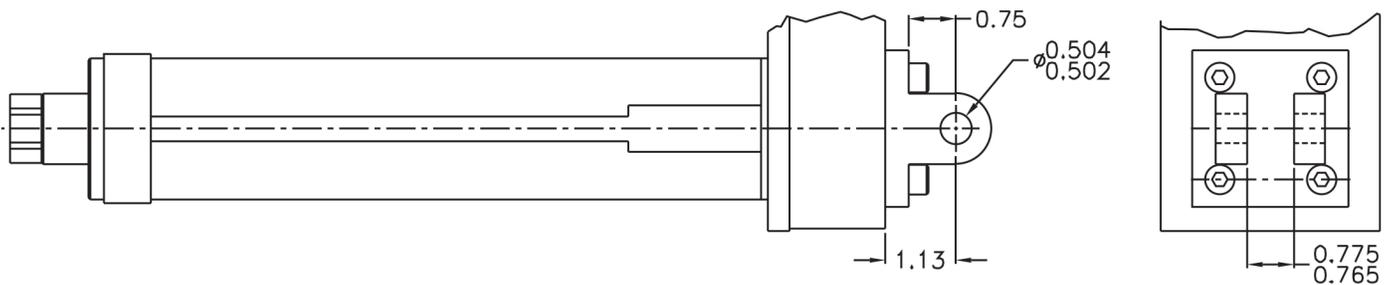
Option: L-Inline Motor Configuration



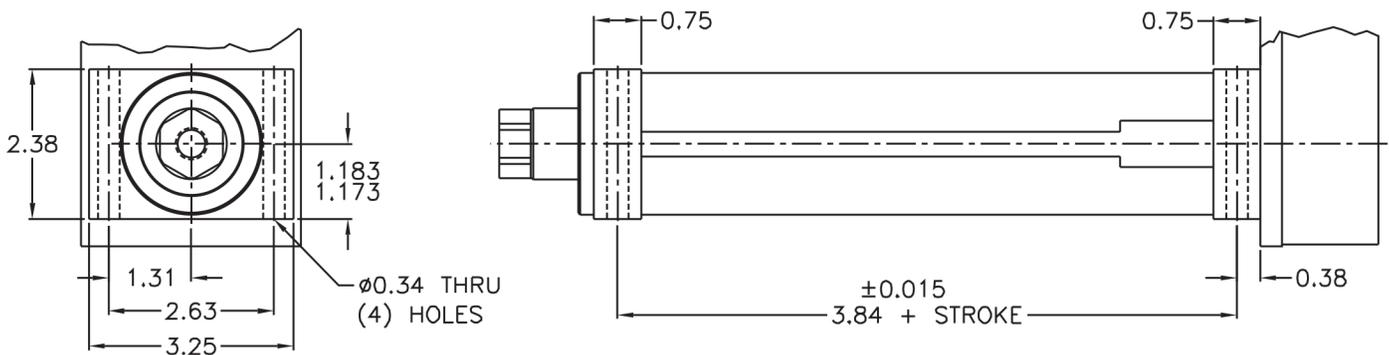
Option: Bottom Mount



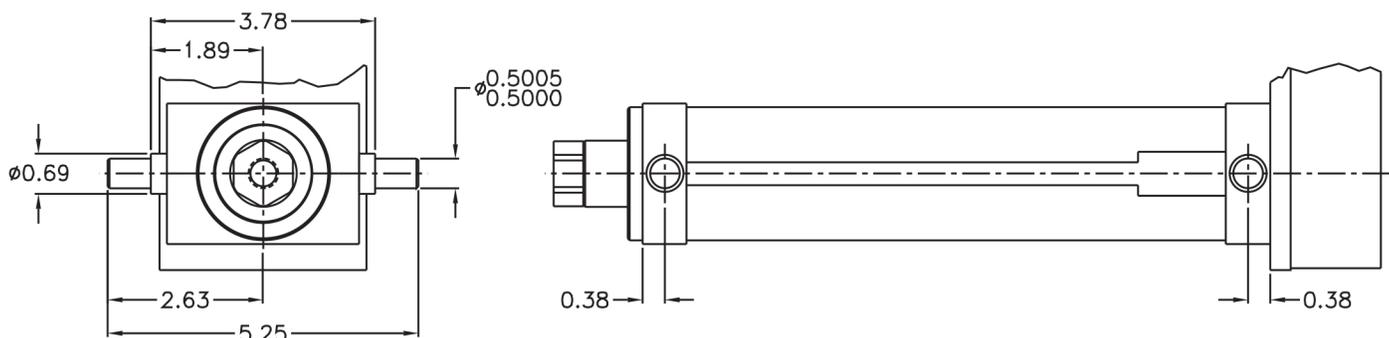
Option: Clevis Mount



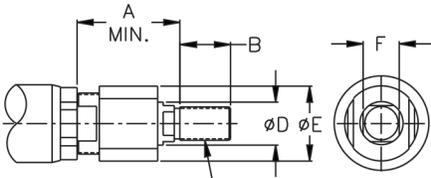
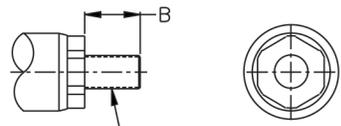
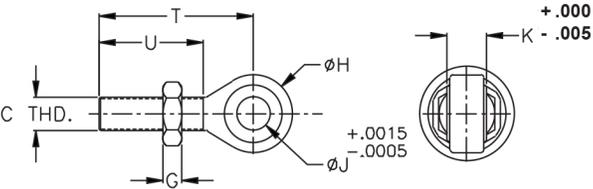
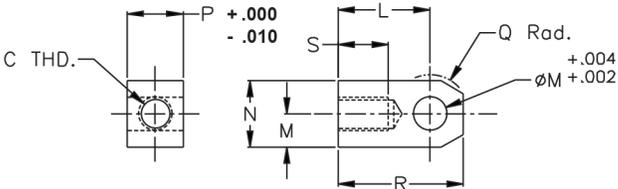
Option: Foot Mount



Option: Trunnion Mount



Rod End Options

 <p>Self-Aligning Coupler ⁽¹⁾ - C THD.</p>	 <p>Male Thread - C THD.</p>
 <p>Spherical Rod Eye</p>	 <p>Female Eye</p>

Rod End Options

Model	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T	U
ET2	2.00	0.75	1/2-20	0.63	1.25	0.56	0.31	1.31	0.50	0.63	1.50	0.50	1.00	0.75	0.63	2.00	0.75	2.44	1.50

(1) Zero backlash version also available

How To Order:

Base Number	Options	Special
<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;"> <p>Capacity (lb): x100</p> <p>Unit Mounting Option:</p> <ul style="list-style-type: none"> MB Bottom Mount FF Front Flange MF Foot Mount TF Front Trunnion TR Rear Trunnion CR Rear Clevis </div> <div style="width: 20%;"> <p>End Effector/Rod End:</p> <ul style="list-style-type: none"> E Female Eye F Female Thread A Self-Aligning Coupler M Male Thread S Spherical Rod Eye </div> <div style="width: 20%;"> <p>Standard Stroke Length (in):</p> </div> <div style="width: 20%;"> <p>Configuration:</p> <ul style="list-style-type: none"> L In-Line U Parallel Offset </div> </div>	<p>Gearbelt Reduction:</p> <ul style="list-style-type: none"> 00- Direct Coupled 10- 1:1 20- 2:1 <p>Motor Position</p> <p>1, 2, 3, 4</p> <p>0 = Inline (refer to figure)</p> 	<p>Custom Length (in):</p> <p>00.00</p> <p>N.C. Switch Qty:</p> <p>0, 1, 2, 3, etc.</p> <p>N.O. Switch Qty:</p> <p>0, 1, 2, 3, etc.</p> <p>Switch Type:</p> <ul style="list-style-type: none"> A - Hall Sourcing PNP B - Hall Sinking NPN C - Reed



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