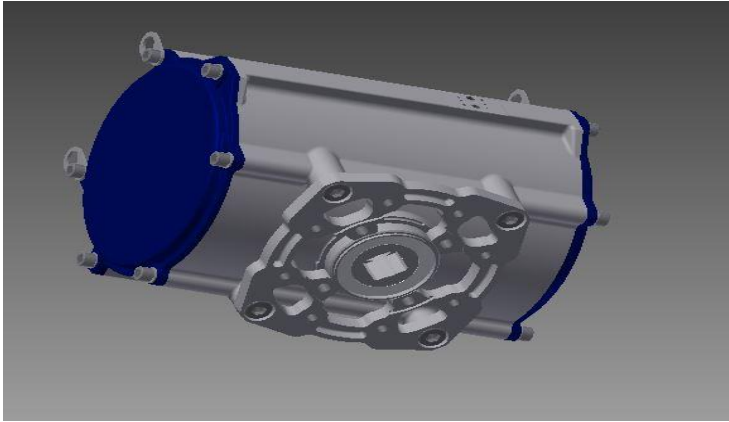


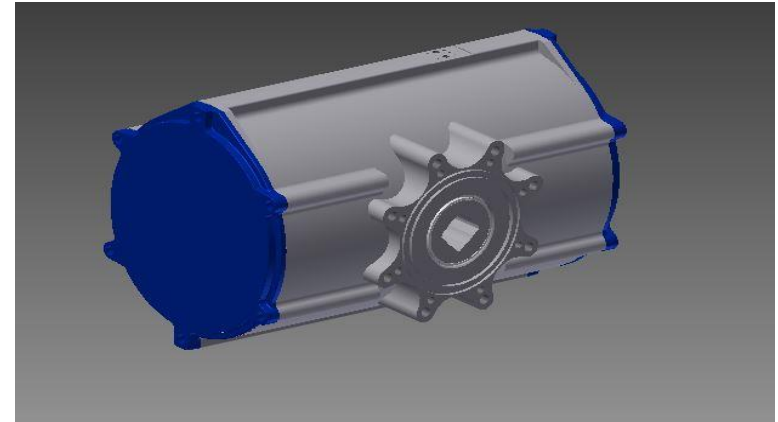
# Maxi Optimization

# Body Casting Design Changes



**Current Design**

- Current design requires separate plate attached to actuator.

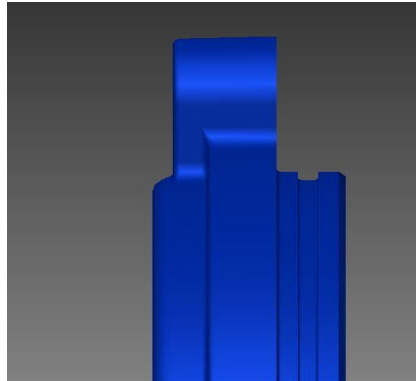
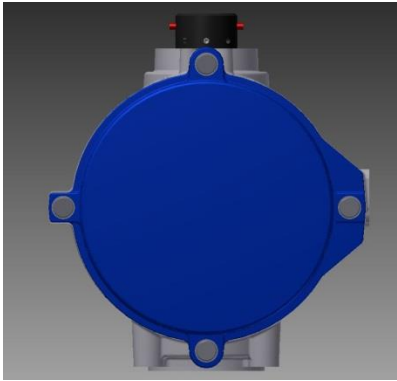


**New Design**

- Body casting now includes Flange connection.

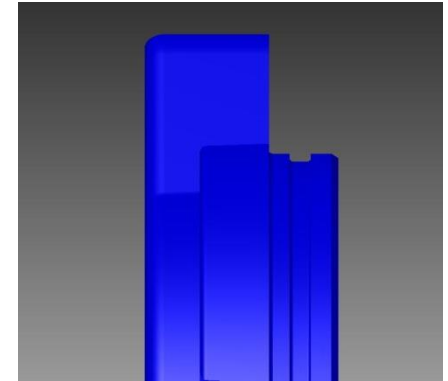
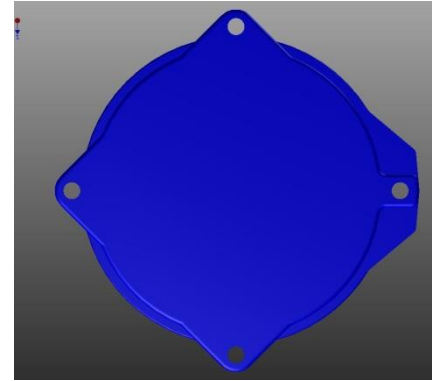
**One-piece design that is in compliance with ISO 5211 standard**

## Cover Design Changes



**Current Design**

- Covers being a critical actuator component

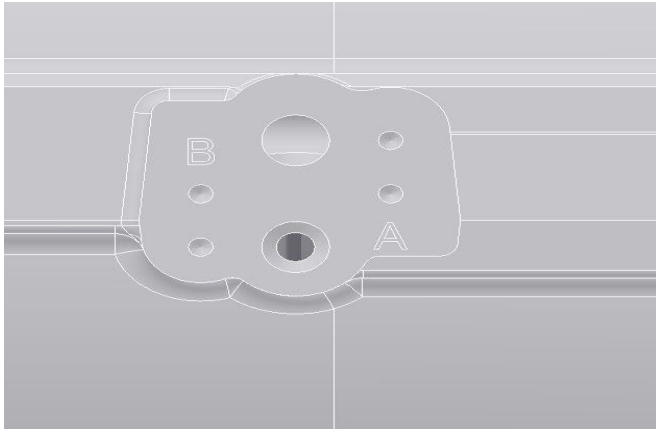


**New Design**

- Improved cover design, porosity, and uniform thickness for better strength.
- Bolting tension area thickness increased due to cover and FEA reports.

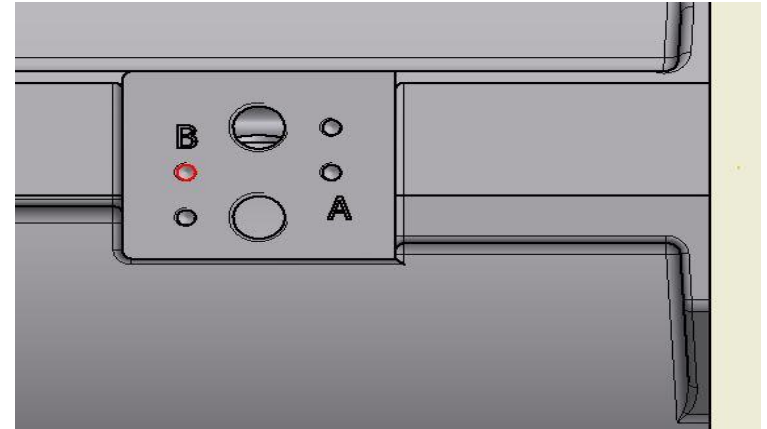
**Improved reliability and safety at high air pressures / torques**

# Air Port Modification



**Current Design**

- Air-Port design's odd shape made it difficult for supplier to measure.
- Hole inside body to get open position of actuator is small in diameter which can cause longer cycle times. ( Focus on Port A , Dia approx. 6.5mm)



**New Design**

- Air-Port body casting changed to simpler shape. Now easier to provide dimensions to supplier and for supplier to make castings.
- Complete drilling of Air-Port (A) diameter allowing smooth and constant air flow inside the body. Improved cycle time.

**Faster actuator cycle times**