In the past 30 years of activity, what stood out about Vega is our passion for creating high quality products, which in turn allows our customers to maximize their use of resources.

This brochure will explain exactly what makes our cylinders special, and get you passionate about our products as much as we are.
Italy is famous all over the world for the exceptional quality of its artisanal products, be it fine wine, elite supercars or fancy leather shoes. Vega works with the same mindset as these manufacturers of first-class excellence.

Our headquarters is located near Milan, one of the European capitals for both technology and art.

These two areas merge in Vega as one: the art of cylinder making.
The making of a good product begins with the right selection of materials; our R&D team analyses the requirements and searches for the ideal components for each cylinder.

For example, the rod is made of hardened and tempered alloy steel, specifically, 42CrMo4, which is one of the most efficient choices due to the high tensile strength. The thickness of its plating is 20 µm and the surface finishing is 4 µm Ra, to allow a longer durability of the seals.
Speaking of seals: Vega works with the biggest players in the game, such as Trelleborg® and Parker®.

We choose the right components for the job, and these parts are wisely placed where they can be the most effective.

Materials for our seals kit are PTFE+Carbo-graphite for piston seals, rod seals and wiper seals, elastomer for O-Rings, and polyester for wear rings.

Our usual configuration - one wiper and two rod seals for each cartridge, plus at least two wear rings inbetween - assures sealing even under the most demanding working conditions, and polyester in the wear rings is auto-lubricant, helping with the motion of the rod while keeping it perfectly in line with the body.
After selecting the best materials available for the job, the workshop is where the rest of the magic happens. From our production headquarters in Castellanza, Italy, our highly trained staff mills and creates the base components thanks to advanced, industrial tools such as CNC machines, and then puts them together by hand, making sure that every tolerance is respected and every part is in the right place.
Assembling a cylinder is often a one-man job, and our technicians consider each one of them as their own creation.

This is how an artisan would approach his work, and it’s been making Vega an excellence in the plastic injection world.
After it’s assembled, every cylinder is tested as part of an hydraulic system, actuating it just like it would when mounted on the mold. Then, if the test is successful, it’s packed together with the other products belonging to the same order.

Our delivery department is in touch with the most important couriers in the world, and accordingly to the location of the customer, we choose the most rapid and reliable shipping method.

They are always available, and will go over every detail of the project to give the best result. And if there is no product in the lineup which can satisfy all the needs, our team will design a custom solution, based on our know-how and abilities.

Even after our cylinders leave the factory, we still take great care of them. Support is just a phone call or e-mail away, and we’ll test, analyze, and then fix any issue, bringing our creations back to life. We also provide spare parts and clear repair instructions, for those who prefer doing everything in-house.

Designing complex molds is not an easy task, and sometimes understanding which cylinder is right for the job is not so straightforward. Vega maintains a team of designers and engineers who know the answers to all questions our customers might have.

The Delivery

The Support
UNI ISO 6020/2 Compact is one of the most diffused standards for hydraulic tie rod cylinders, and cylinders following this norm are produced by every imaginable manufacturer. What makes our V215 stand out from the rest? It all begins with the materials we use. The rod, for example, is of chromium-plated and polished alloy steel, to allow a longer durability of the ring seals.

Another crucial difference between the V215 and the rest is the number and quality of ring seals used¹. For comparison, on the cartridge at the top of the cylinder, while most competitors use one wiper and one ring seal, the V215 typically² has:

- One wiper seal made of PTFE and carbo-graphite, backed up by O-ring in FKM, which helps with the sealing while pushing, and clears the rod while pulling;
- Two ring seals made of PTFE and carbo-graphite, backed up by O-rings in FKM, offering optimal sealing between the upper oil chamber and the outside;
- Three wear rings in polyester, giving a tight guide to the rod and avoiding wear on the cartridge; in addition, auto-lubricant properties of the polyester help ease the movement of the rod.

The tube has a specular finish on the inside to reduce roughness and give even less resistance to the motion of the piston; it is made of austenitic stainless steel for the magnetic version.

Then, of course, there’s the passion we put in manufacturing our products. They are assembled by hand by highly specialized personnel, using components measured against strict tolerances, and tested one by one, no exception, before leaving our factory. But of course that’s just a small part of what makes it special.

All these seals are standard in our cylinder. To sum it up, the V215 will give you much less leakage of oil in the mold, and once the seals wear out, all you need to do is replace them and put your cylinder right back to work for the many years to come.

1. To learn more about our ring seals, see page 5 - 7.
2. Depending on cylinder bore. Larger cylinders have more seals than smaller ones.
Practically all injection molding machines employ electronic controls nowadays, to know on which phase of the injection process they are. And many engineers decide to directly control the position of the cylinders as well. This is possible thanks to magnetic sensors located on the body of the cylinder. Vega knows this very well, being the first company to introduce the use of magnetic switches on hydraulic cylinders, back in 1987. We've come a long way since then, and of course this is a core aspect of our V2151.

The cushioning system works by forcing oil to pass in a smaller passage before getting to the port, therefore increasing pressure inside the chamber, and slowing down the piston at the very end of the stroke. This way, the V215 can withstand speeds up to 0.8 m/s without risks of failure due to the high impact energy, since the piston decelerates softly.

Of course, we made sure the system is very easy to set up; all you need to do to regulate how much cushioning you want is close or open a little screw at either end of the cylinder and then lock it in place with a security nut we provide1.

1. The cushioning system is optional. You'll have to configure your cylinder for it. See the technical catalogue.

Our sensors are still magnetic, which is the most logical solution on such a product, and they are set to perceive the field generated by a rare earth magnet inside the piston. What changes is the technology; they protrude only 9 mm x 11.5 mm in the worst case, causing even less bulk outside the shape of the cylinder2. And of course, they work with our SIM 08 connection box3.

1. To use sensors, the cylinder needs to be ordered as magnetic. See the technical catalogue.
2. Sensors are not included with the cylinder; they have to be ordered separately. See the technical catalogue.
3. To know more about the SIM 08 box, see page 40.

There are cases where the workload of the mold is so high that the machine needs to reach high speeds to keep up with it. In turn, all cylinders need to move very quickly, but the high energy reached can cause the piston to hit the back and front so hard that it will simply break. This is where cushioning comes to play.

Practically all injection molding machines employ electronic controls nowadays, to know on which phase of the injection process they are. And many engineers decide to directly control the position of the cylinders as well. This is possible thanks to magnetic sensors located on the body of the cylinder. Vega knows this very well, being the first company to introduce the use of magnetic switches on hydraulic cylinders, back in 1987. We've come a long way since then, and of course this is a core aspect of our V2151.

The cushioning system works by forcing oil to pass in a smaller passage before getting to the port, therefore increasing pressure inside the chamber, and slowing down the piston at the very end of the stroke. This way, the V215 can withstand speeds up to 0.8 m/s without risks of failure due to the high impact energy, since the piston decelerates softly.

Of course, we made sure the system is very easy to set up; all you need to do to regulate how much cushioning you want is close or open a little screw at either end of the cylinder and then lock it in place with a security nut we provide1.

1. The cushioning system is optional. You’ll have to configure your cylinder for it. See the technical catalogue.

Our sensors are still magnetic, which is the most logical solution on such a product, and they are set to perceive the field generated by a rare earth magnet inside the piston. What changes is the technology; they protrude only 9 mm x 11.5 mm in the worst case, causing even less bulk outside the shape of the cylinder2. And of course, they work with our SIM 08 connection box3.

1. To use sensors, the cylinder needs to be ordered as magnetic. See the technical catalogue.
2. Sensors are not included with the cylinder; they have to be ordered separately. See the technical catalogue.
3. To know more about the SIM 08 box, see page 40.
Undoubtedly, one of the best features of tie rod cylinders is that, because of their construction, you can choose any length for the stroke. Their big disadvantage is that they take up much more space than a compact of the same stroke. On the other hand, compact cylinders allow mold designers to save space, but they don’t give the same versatility. Meet V220 CC, the best of the two worlds.

**V220CC**

We create a body with a passing-through bore hole, of any length the customer desires, and then seal the two ends with thin but resilient caps, giving it the same size of a comparable compact cylinder. The two caps (of which one has an integrated cartridge) are then held against the body by five screws each, with a specific torque. Of course, as with our other cylinders, top-notch materials are used: chrome-plated and polished alloy steel rod, PTFE and carbo-graphite ring seals, and high-resistance 7075 aluminium alloy body. Their construction quality is verified by testing every cylinder before it’s shipped to our customers.

One of the most common clampings for compact cylinders is the keyway. This type of clamping relies on four through holes and a key that slides inside a slot created between the mold and the cylinder, avoiding longitudinal displacements during the injection. Being a cylinder with a user-defined stroke, the V220 can be built to the customer’s specifications, and that includes the placement of such a slot and through holes.

This comes as a standard option during configuration, and puts mold designers in the position of choosing exactly where the cylinder will be clamped, instead of being constrained to what the manufacturer decided, and without the need for special requests and consequentially longer delivery times.

---

1. To learn more about our ring seals, see page 5-7.

1. See quote "X" in the technical catalogue.
Like all products in our lineup, the V220 comes with sensors\(^1\) to control the piston position relative to the full stroke. And of course, being a compact cylinder, we took care in creating a solution that would keep the cylinder compact even when using them.

To achieve this, we developed a magnetic switch with a reduced height of 28 mm, and what’s better, we embedded it directly inside the body, using a groove running along its length, which lets it out only for 20 mm\(^2\).

The special aluminium alloy of which the body is made allows sensors to catch magnetic fields from the piston, while at the same time maintaining the strength needed for its role.

The switches can be positioned anywhere along the groove, allowing fine control over where they should send their signals from. And of course, they work with our SIM 08 connection box\(^3\).

---

1. To use sensors, the cylinder needs to be ordered as magnetic. Sensors are not included with the cylinder; they have to be ordered separately. See the technical catalogue.
2. 25.5 mm for piston bores from 63 mm upwards.
3. To know more about the SIM 08 box, see page 40.
The high design versatility of the V220 is a great starting point for the creation of the V210 CS. This cylinder has been specifically designed for actuating threaded cores, while also allowing the typical compactness and efficiency of a cylinder by Vega. Being entirely based on one of our most popular cylinders, this means its delivery times are comparable to those of the V220, and using the same components for the most part, you can safely bet on its quality and reliability.

So how does it work? The rod is linked to one or two racks, which move together with it. Those racks slide inside rails clamped to the sides of the cylinder (the whole assembly is made of special and hardened steel, up to the level of the other materials).

The component which needs to be screwed or unscrewed is then synchronized to the rack, so that by moving, it will actuate that component as well. A number of different module options are available for virtually any application. It goes without saying that the V210 can be fitted with the same sensors in use for the V220, for the usual, optimal control of its cycle.

On applications for which the V210 is designed, you may need to refine the stroke of the piston, and consequently how much the cylinder will unscrew, by very small steps. Ordering the right stroke right from the purchase might be hard to do, if not impossible.

The V210 features a rear cap with an adjustable part, so that it effectively moves the starting position of the cylinder, allowing for a perfect alignment. Also, oil ports can be positioned directly on the rear cap, to keep the whole control assembly on the bottom, without taking up too much space.

1. Depending on the configuration. See the technical catalogue.
2. To use sensors, the cylinder needs to be ordered as magnetic. Sensors are not included with the cylinder; they have to be ordered separately. See the technical catalogue.
In the many years of cylinder making, Vega has analyzed the whole range of configurations asked by our customers, and has come up with a list of the most requested mounting, rod end types, oil ports, and much more. Now, thanks to the high standardization and rapid production allowed by the V250, Vega is able to always have a readily available stock of the most common cylinders.

What does this practically mean? First of all, these configurations are what thousands of customers regularly use, and therefore their reliability is tested over and over, every time one of them is put to work on a mold. Second, being produced on large quantities, we are able to cut down production costs and consequently their final price to the customer, without compromising their quality, which Vega is known for.

There are applications for which you don’t need extreme strength or specific features, but only reliability and compactness. This is exactly what the V250 is: an aluminium light weight cylinder, featuring magnetic sensors\(^1\) and taking up just as little space as possible.

They have been engineered to use standard components, always readily available in our stock; this is why Vega can guarantee extremely quick delivery\(^2\), getting you back to work in no time. And mass production also means lower prices, effectively making it the “Ford T” of cylinders.

Standardized materials and low cost are no excuse for poor quality, however; like all our other products, we include the best ring seals\(^3\), every component is checked against our standards for materials and tolerance, and just before shipping, we test each cylinder under hydraulic pressure.

---

1. To use sensors, the cylinder needs to be ordered as magnetic. Sensors are not included with the cylinder; they have to be ordered separately. See the technical catalogue.
2. Guaranteed delivery in one week.
3. To learn more about our ring seals, see page 5-7.
COMPACT CONTROL

The V250 might be compact, but that doesn’t mean it shouldn’t offer one of the best characteristics of our products, stroke-end magnetic switches\(^1\).

Of course, we have designed a custom sensor to reduce its overhead on the outside.

Its two sensors are literally embedded in the body; they slide along a small hole running from the bottom of the cylinder upwards, and both can be locked in place as easily as locking their screws. They are connected via a cable to their main switch which sits inbetween them, and adds as little as 8 mm to the total height of the assembly. As all our other sensors, they can be controlled with the SIM 08 connection box\(^2\).

1. To use sensors, the cylinder needs to be ordered as magnetic. Sensors are not included with the cylinder; they have to be ordered separately. See the technical catalogue.
2. To know more about the SIM 08 box, see page 40.

FULL-BODY PLATE

While aluminum is a great material for many work cases, allowing the use of magnetic switches, low weight and low prices, it has its drawbacks. One of them is its resistance to heat.

This is where our thermical insulating plates\(^1\) come at hand.

They cover the whole surface of the cylinder body, either its front/back or its bottom/top, depending on its clamping style, and insulate it from the surface of the mold.

Thanks to them, the V250 can withstand up to 240 °C continuously or 280 °C for short times.

Moreover, such plates help with clamping, reducing the workload on the screws.

1. Insulating plates are an accessory, and as such, they need to be ordered separately. See the technical catalogue.
There are applications for which many cylinders don’t make the cut. For example, on die-casting molds, high temperatures and high workloads would break most products to pieces.

Starting from V250, Vega has designed its bigger brother, the V450. Its key role is to cover such specific situations; its body is made of high resistance alloy steel, compared to the aluminum of its sibling, and it allows up to 450 bars of pressure. While both cylinders feature the same high quality ring seals, the V450 also has a spheroidal cast iron cartridge, giving a tighter fit on the rod; it handles the same job as the wear rings thanks to its auto-lubricant properties, while being more resistant to heat and wear. Moreover, by maintaining the same basic structure of the V250, its modularization allows low prices and short delivery times. But the evolution doesn’t stop there.

One of the weakest spots in a typical cylinder is the piston-rod joint. The core of the rod gets thinner at the thread which hosts the piston, and that compromises its strength when the rod flexes under load.

Our engineers have come up with the optimal solution for such a heavy duty cylinder integrating rod and piston into a single unit. Besides being milled as one, our special rod-piston group has a tensile strength of around 100÷120 daN/mm² and receives a superficial hardening of HV₁ 600÷700.

And of course, it is fitted with our standard, high-quality ring seals and guide rings.

1. To learn more about our ring seals, see page 5 - 7.
Because of the all-steel body of the V450, the use of magnetic sensors is clearly out of question. The solution is using mechanical switches, and we have done everything to create the most compact and reliable kit. Our new X and Y options take up just barely more space as needed for the control shaft, our T and V options can reach temperatures up to 180 °C, and to reduce height, the P, V and Z options place switches on the bottom of the cylinder, taking up less height.

Construction quality, like all our cylinders, is paramount; for longer strokes we make use of SFC Koenig Expanders® to guarantee optimal sealing of oil supply holes.

We also have introduced a new system for O-Ring oil ports, allowing a more sustained flow, and created a ridge for the O-Ring itself, to prevent it from moving.

A BODY OF STEEL

Designing the V450, we wanted to make sure that every part could withstand the high pressure needed for its operation without risks, and the most critical component is the body. A poor choice of material could cause micro-fissures which, in turn, bring leakage and reduced performance. A miscalculation of the required thickness may lead to the same result. Therefore, we only use a special alloy steel in our V450, and make sure the sides have enough “meat” in relation to the maximum pressure.

Construction quality, like all our cylinders, is paramount; for longer strokes we make use of SFC Koenig Expanders® to guarantee optimal sealing of oil supply holes.

We also have introduced a new system for O-Ring oil ports, allowing a more sustained flow, and created a ridge for the O-Ring itself, to prevent it from moving.

OLD-SCHOOL ENGINEERING

Because of the all-steel body of the V450, the use of magnetic sensors is clearly out of question. The solution is using mechanical switches, and we have done everything to create the most compact and reliable kit. Our new X and Y options take up just barely more space as needed for the control shaft, our T and V options can reach temperatures up to 180 °C, and to reduce height, the P, V and Z options place switches on the bottom of the cylinder, taking up less height.

They are guaranteed to work up to ten million cycles¹, and they all play nice with our SIM 08 connection box².

1. With the exception of the MS6 180 °C switch, options T and V.
2. To know more about the SIM 08 box, see page 40.
Sometimes, space is worth more than money. Maybe you don’t even have where to put a cylinder in your mold, but you need to use a piston right there.

To overcome such a problem, Vega has created the most compact cylinder conceivable.

How compact we’re talking? To give an idea, our V400 is made of the same components found in the V450, sans the body.

Therefore, all the engineer needs to do is create the chamber for the piston, and then place our cartridge-piston-rod group in position.

We also provide all the needed ring seals already mounted, to keep its quality on par with all our other cylinders.

V400CL

The cartridge on the V450 is screwed tightly in place, and together with the use of an O-Ring and backup ring, it allows optimal sealing even under high pressure.

While the V400 offers just the same kind of cartridge, requiring a dedicated thread on top of the piston chamber, we have also designed another alternative, considering the nature of this product.

The most common way of fixing accessories on molds is using flanges, and this is exactly what this cartridge is about: instead of using a thread, its sides have been extended just enough to create four clamping holes, therefore locking the cartridge is only a matter of clamping it with four screws, making everything easier for the maintenance team.

1. To read about the V450, see page 28.
As much as we all love oil for our circuits, there is one fact we must face: oil is compressible. This means that, even with the use of unidirectional flow valves to keep the piston under oil pressure during injection, the rod won’t keep the end of stroke position if the injection pressure is too high. If you consider the kind of pressure the cylinder has to face during die-casting or on large molding surfaces, it’s clear to see why another solution is needed.

How did we solve this problem?
Our V260 uses a mechanical self-locking mechanism, which relieves most of the job the oil pump has to do. The cylinder automatically locks at the end of its stroke, and unlocks again as soon as the return command is given.

There is no additional configuration needed; the V260 makes use of standard oil ports and can be applied to any circuit as-is. It does not require valves or other specific accessories to take advantage of its automatic locking.

1. ~1% at 150 bar.
2. Despite the mechanical lock, the use of an unidirectional flow valve is still advisable in some cases, to guarantee a minimum pressure in the cylinder.
Our V260 offers another great feature: preloading. What does this mean? Let’s take the case of punches or plugs that close directly on the matrix; simply using the “right” stroke does not mean that they’ll effectively close. And if they don’t push up tightly against the matrix, the result is material seepage. Thanks to its mechanical locking, though, the V260 can offer some preloading, which is, a slight compression of the rod on its actuation. All you need to do to apply preloading is make sure that the required stroke of the mold component is shorter than the stroke of the cylinder.

All the remaining distance, up to the self-locking position, will go towards compressing the rod\(^1\). Therefore, punches and plugs will close correctly and cause no seepage.

\(^1\) To see the correct calculations to allow preloading, see the technical catalogue.

With preloading, the cylinder can’t withstand the same injection pressure it normally could.

On the V260, nothing is left behind. Let’s consider safety. If the cylinder is applied vertically and rod-down, the weight of the mold might drag the rod downwards while it is open, causing a serious safety concern for the operators of the injection machine. For such cases, the V260 can mount an elastic safety seal\(^1\), which is basically another self-locking mechanism, at the other end of the stroke.

It is not built to withstand high pressure loads, but it mechanically keeps the piston in the backwards position when the mold is open, and unlocks it as soon as the bottom chamber receives oil pressure at the beginning of the cycle.

\(^1\) The elastic safety seal is an optional. See the technical catalogue.

The accessories make it very convenient to mount, too. Our special flange allows for a quick clamping and unclamping of the cylinder, and precise positioning in cases such as pre-loading. What ever your use case is, you will be given the right tools to make your job as easy as possible.
Adapting our sensors on the V260 has been a challenge. Its steel body, and the compactness of the design, has required rethinking how our sensors function. And that’s why our solution is innovative.

It is all based on inductive proximity sensors. They sit on the side of the cylinder and perceive the movement of a pin, but without needing physical contact.

This pin reaches down into the piston chamber through a sealed hole, and when the piston hits it at the end of the stroke, the pin tilts slightly, bringing its opposite end close to the proximity sensor, triggering it.

Such sensors can be located at both ends of the cylinder, giving positional control through the whole cycle.

1. Sensors are optional. See the technical catalogue.
The task of designing the circuit connecting sensors to the press machine is usually left to the engineers. But series connections, which are the most used in this case, bring a lot of disadvantages. For example, there is no protection whatsoever for double signals, and whenever a switch breaks, technicians have to hunt it down among all the other switches since it doesn’t give a specific feedback.

We have designed the SIM08 with these problems in mind, and the result is an incredibly advanced product.

By offering eight connectors for each SIM08 box, you can check four cylinders at the same time (that counts for eight switches). Any double signal on the same cylinder is immediately identified, and a LED for each switch easily shows where the problem is. You can even connect different SIM08 boxes in a cascade configuration, allowing control on an even larger number of cylinders.

On the other end of the cable there’s a unique connector, so that the SIM08 can be connected and disconnected easily from the press machine, making mold change really quick.

This makes for an extremely clean setup, instead of having cables hang from everywhere.

Because of its working environment, both the connector and the cable are IP67 resistant; this holds true for each switch connector as well, making the SIM08 completely dust and oil proof.

Creating such a product without making it easy to install would defeat its purpose. The SIM08 box, though, is a breeze to implement in your workflow. It can be fixed directly on the mold, and it comes with a 5 m cable, which can be adapted to any type of connector your company uses.

1. 24V D.C. power supply requested.

1. With a minimum of 6 pins.
It’s rare to find a mold which only uses one type of switch, and we know it very well, since we design a wide variety of sensors for our cylinders.

That’s the reason why our SIM08 supports virtually any switch that sends a clean contact: PNP or NPN (either inductive or normal), magnetic Reed, and mechanical micro. And to not be biased, we made it compatible with sensors from other producers as well.

All these characteristics make the SIM08 the best choice for time-saving, safety, and versatility, even when not all cylinders on the mold are Vega.

1. For switches needing power, it can be provided through the switch connector directly from the SIM08.
YOUR PERSONAL VEGA WORKSHOP

SUPPORT BAG

There are times when your cylinder needs a helping hand. Even with our rapid and efficient customer service, though, the process of shipping the cylinder to us, repair it, and send it back to you is time and money consuming. Wouldn’t it be cool to have a kit with the same custom tools we use here at Vega, to skip the back-and-forth?

Our support bag is exactly that: a collection of instruments allowing you to replace seals, calibrate them, and put your cylinder into working conditions again.

WRAPPED UP NICELY

Since our support bag is used also by our resellers and agents, we’ve taken special care in choosing the best suited container.

The trolley is made by Roncato®, one of the leading companies in the Italian market, renowned for its construction quality and durability. A size of 55 cm x 37 cm x 21 cm means it can be carried on most low-cost airlines, such as EasyJet®. And with a total weight of only 15 kg, you’ll be amazed at what fits inside. Even if you park it in a corner of your workshop, its case will protect from dust and accidental hits, keeping all its components safe and sound.

MADE FOR THE JOB

Removing and replacing ring seals in a cylinder is not such a trivial task, mainly because the space is often so cramped and therefore unaccessible to the fingers. Facing this problem every day, we have created a set of tools to make the whole process easier, and we’ve included them in the service bag to let you take advantage of them.

The bag includes cones to widen the piston seals on placement, plastic jaws to help slide the seal in place, calibrators for both piston and rod seals, customized pliers and screwdrivers, tools to remove the old ring seals, and more.
Lately the commercial world has become a little bit bigger and, thanks to many affordable and available tools, we live in a globalized society. We believe that our support should be just the same: portable, always available and affordable for all our resellers, agents and customers around the globe.

This is the target of our brand new app, available for iOS, Android and also Chinese Android. It contains a series of instruments that will make you feel more confident doing maintenance to our cylinders.

With the new app you will be able to promote Vega products with new commercial videos, utilize the Support Bag at its fullest with step-by-step technical videos, verify whether a cylinder received from abroad is original, and other interesting features.

The app comes with a modern design, multiple languages and updated information.

We will continue expanding this mobile app during 2016 with more videos and more features.
1. THE COMPANY
5. THE MATERIALS
9. THE WORKSHOP
12. THE DELIVERY
13. THE SUPPORT
14. V215CR
18. V220CC
22. V210CS
24. V250CE
28. V450CM
32. V400CL
34. V260CF
40. SIM08
45. SUPPORT BAG
47. THE APP

VEGA srl
21053 Castellanza (VA) Italy
phone: +39 0331 480 831
fax: +39 0331 481 149
email: sales@vegacyl.com

GUANGZHOU VEGA HYDRAULIC COMPANY LTD
510620 Guangzhou, China
phone: +86 20 3888 6612
fax: +86 20 3893 4275
email: china@vegacyl.com

MIRA INDIA HYDRAULIC CYLINDERS PVT LTD
1, Soujanya, Siddharta Nagar Road n. 17 (VidyaniKetan Road)
M.G.Road Cros, Goregaon West - Mumbai • 400062 Maharashtra, India
Director Mr. D. Ganapathy : 9821211137
Commercial manager Mr. Vittal C. Poojary : 09892743454
e-mail: miraindiacylinders@gmail.com • ganapathyd@yahoo.com

For distributor’s address connect to: www.vegacylinder.com