

Monorail Guidance Systems

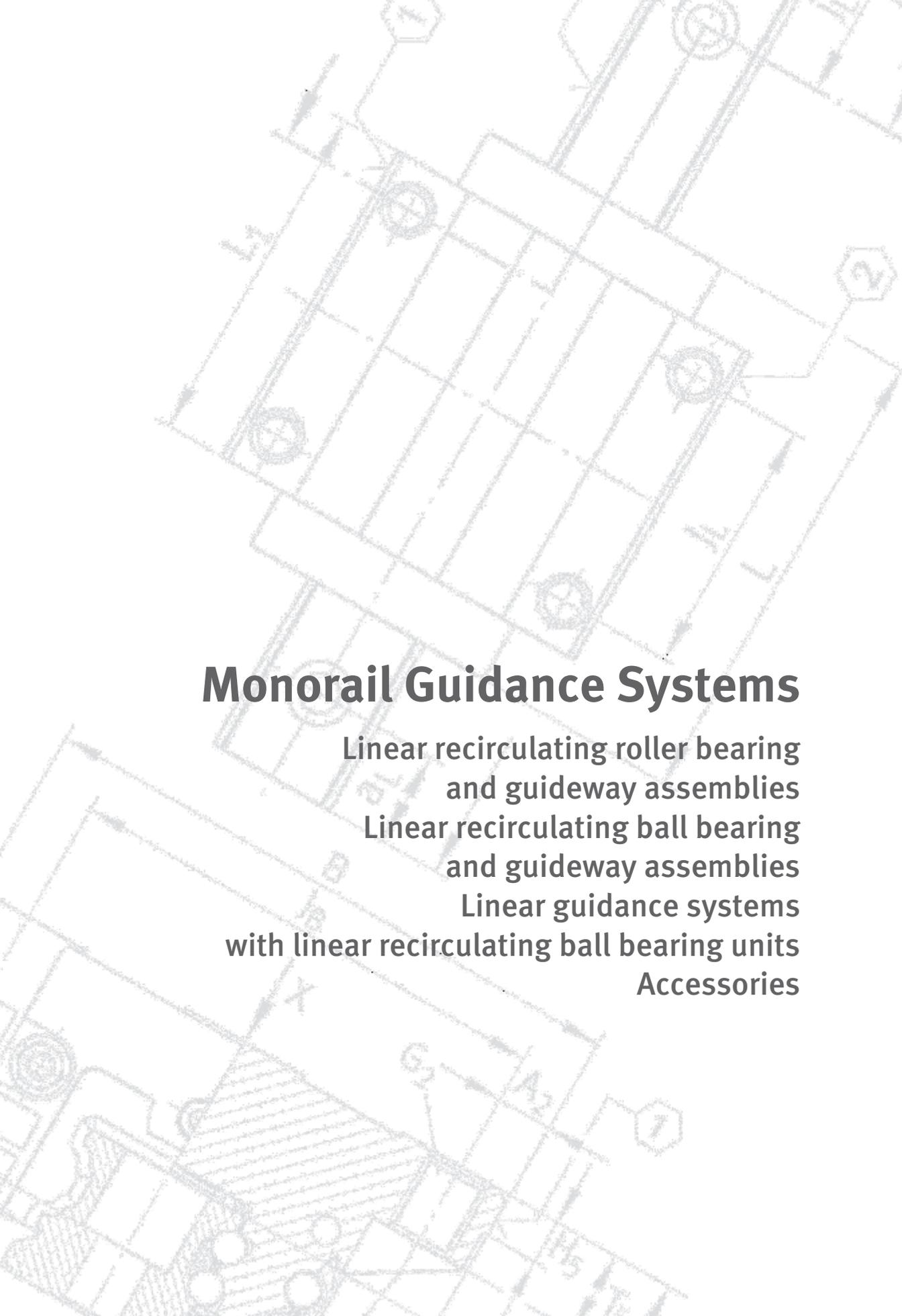
Linear recirculating roller bearing
and guideway assemblies

Linear recirculating ball bearing
and guideway assemblies

Linear guidance systems
with linear recirculating ball bearing units

Accessories

SCHAEFFLER

The background of the page is a technical drawing of a monorail guidance system. It shows a perspective view of a rectangular frame with four rollers. The rollers are arranged in two rows, with two rollers in each row. The drawing includes various dimension lines and labels: 'L1' and 'L2' for the length of the frame, 'A1' and 'A2' for the distance between rollers, and 'B' for the width of the frame. There are also circular symbols with numbers '1' and '2' inside, likely representing different components or views. The drawing is rendered in a light gray color.

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Accessories

All data have been prepared with a great deal of care and checked for their accuracy. However, no liability can be assumed for any incorrect or incomplete data. We reserve the right to make technical modifications.

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Foreword

The performance capacity and economic success of a design incorporating monorail guidance systems is essentially dependent on the components used. It is at this stage that the competitive technical superiority and subsequent acceptance in the market of the machine or installation is often decided. However, the bearing arrangement must be precisely matched to the application and achievable by the use of standard components.

High load capacity, rigid, flexible, cost-effective

INA monorail guidance systems are compact linear guidance systems that are supplied complete as standard and have high rigidity and load carrying capacity. They can support forces from all directions – apart from the direction of motion – as well as moments about all axes and can be supplied in various accuracies and preload classes. As a result, they are also suitable for applications with high guidance and positioning requirements.

In most series, the carriages and guideways can be used in any combination within the same accuracy class. This gives a high degree of design flexibility with simplified fitting and reduced stockholding costs for guidance systems.

In order to reduce maintenance costs, the monorail guidance systems have a lubricant reservoir. As a result, they are maintenance-free for many applications.

Range

Catalogue PF 1 gives information on:

- linear recirculating roller bearing and guideway assemblies RUE
- six-row linear recirculating ball bearing and guideway assemblies KUSE
- four-row linear recirculating ball bearing and guideway assemblies KUVE
- two-row linear recirculating ball bearing and guideway assemblies KUE
- linear guidance systems with linear recirculating ball bearing units KUVS.

It also describes the relevant principles of rolling bearing technology for the design and lubrication of bearing arrangements based on these guidance systems.

Accessories for any application

The comprehensive standard range can be further optimised by means of a range of accessories precisely matched to various application requirements.

Replacement for ...

The new catalogue replaces Schaeffler Group Catalogue 605. The data in the catalogue represent the current level of technology and manufacture as of March 2007. They reflect not only progress in rolling bearing technology but also the experience gathered in practical use.

Data in earlier catalogues as well as in Product and Market Information publications that do not correspond to the data in this catalogue are therefore invalid.

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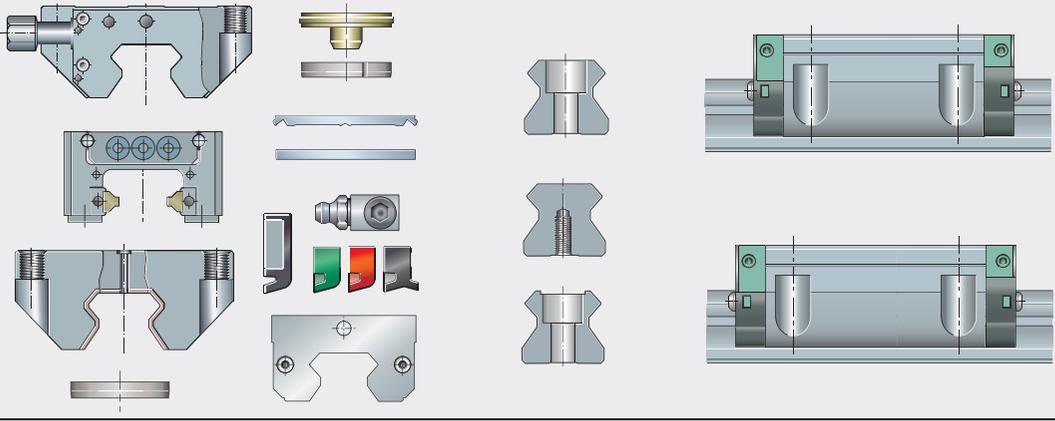
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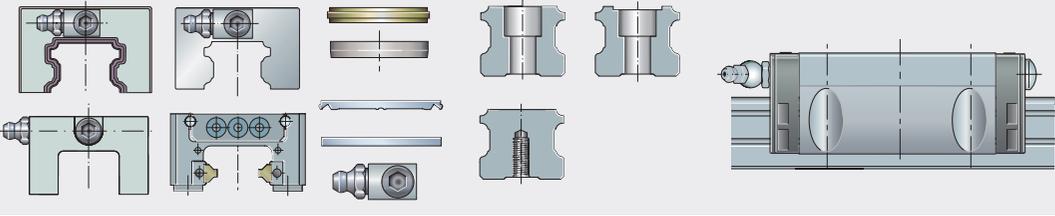
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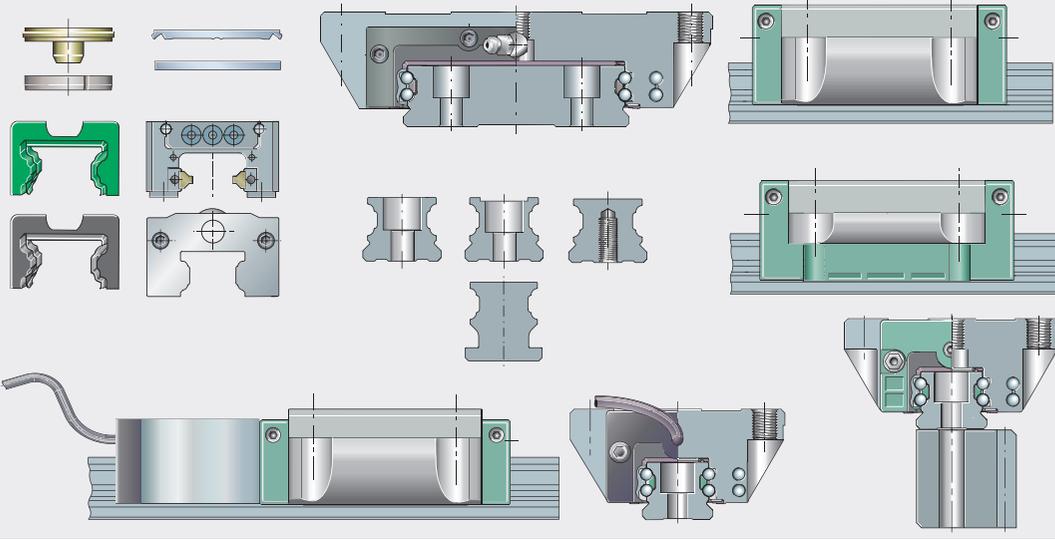
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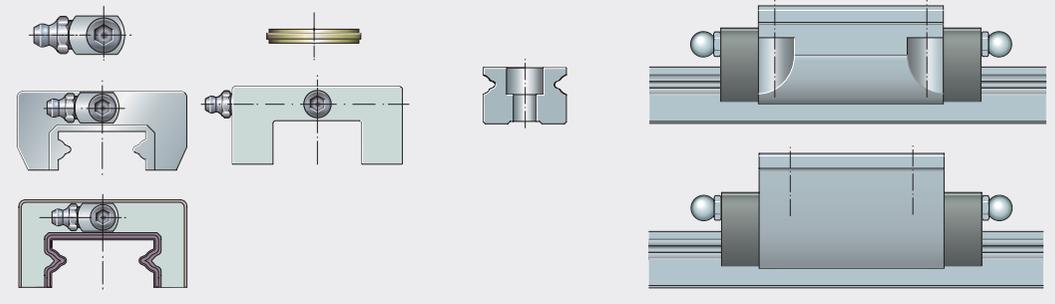
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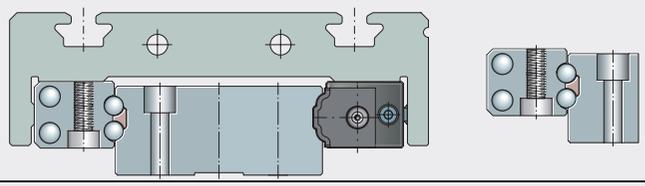
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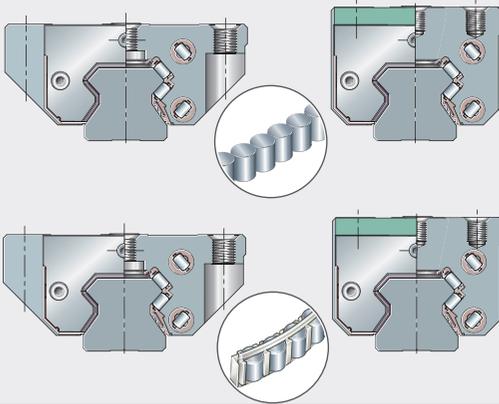
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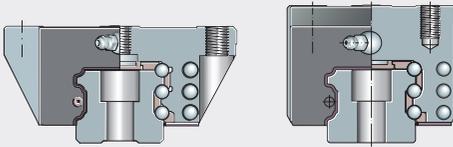


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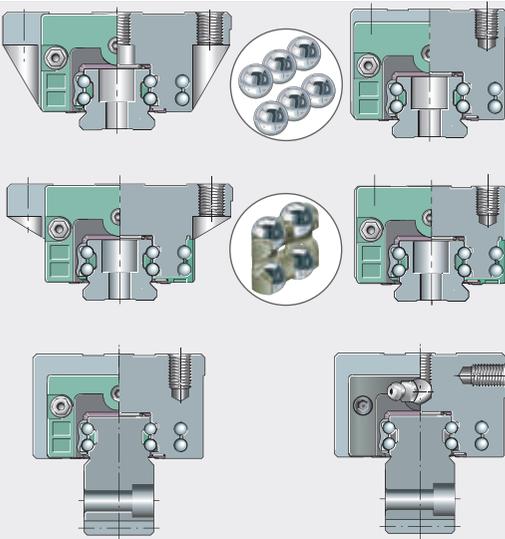
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Linear recirculating roller bearing and guideway assemblies



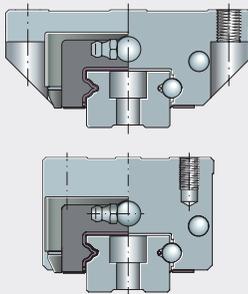
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Six-row linear recirculating ball bearing and guideway assemblies



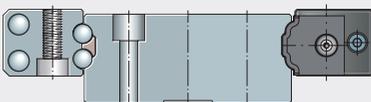
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Four-row linear recirculating ball bearing and guideway assemblies



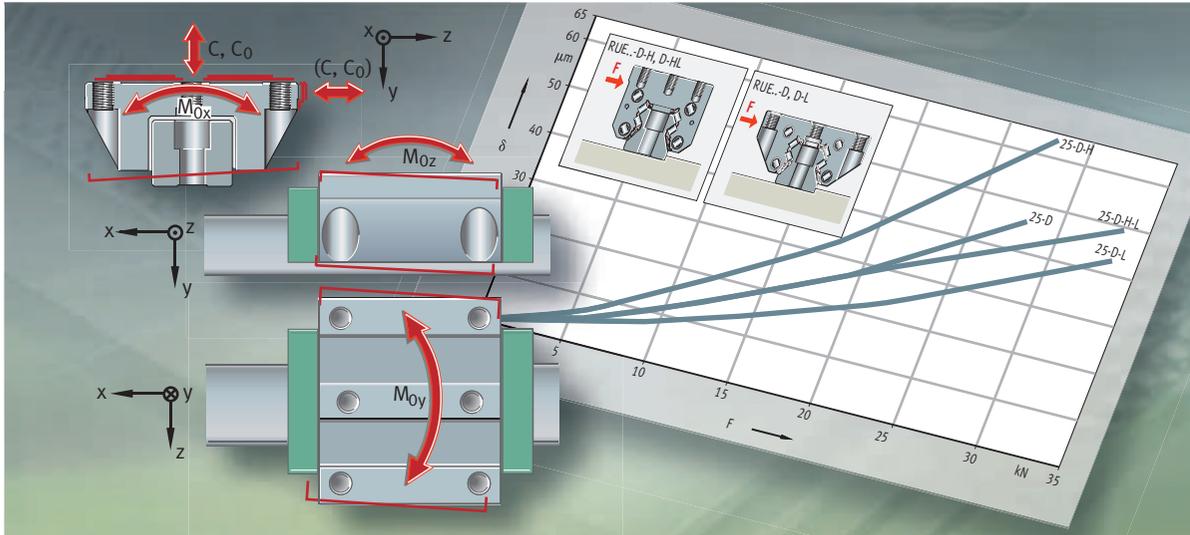
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Two-row linear recirculating ball bearing and guideway assemblies



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Linear guidance systems with linear recirculating ball bearing units



Technical principles

- Load carrying capacity and life
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- Preload
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- Lubrication
- Special coatings
- Special materials
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- Fitting



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Load carrying capacity and life

The size of a monorail guidance system is determined by the demands made on its load carrying capacity, rating life and operational security.

Load carrying capacity

The load carrying capacity is described in terms of the basic dynamic load rating C , the basic static load rating C_0 and the static moment ratings M_{0x} , M_{0y} and M_{0z} , *Figure 1*.

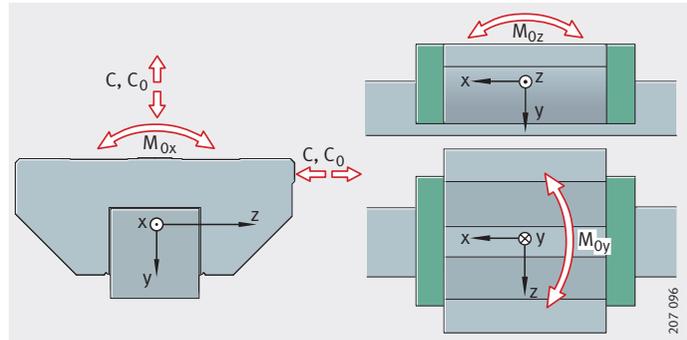


Figure 1
Load carrying capacity and load directions

Calculation of basic load ratings according to DIN

The calculation of the basic dynamic and static load ratings given in the dimension tables is based on DIN 636-1 and 2.

Differences between DIN and suppliers from the Far East

Suppliers from the Far East frequently calculate basic load ratings using a basic rating life based on a distance of only 50 km compared with 100 km to DIN.

Conversion of basic load ratings Linear recirculating ball bearing and guideway assemblies

$$C_{50} = 1,26 \cdot C_{100}$$

$$C_{100} = 0,79 \cdot C_{50}$$

Linear recirculating roller bearing and guideway assemblies

$$C_{50} = 1,23 \cdot C_{100}$$

$$C_{100} = 0,81 \cdot C_{50}$$

C_{100} N
Basic dynamic load rating C for distance of 100 km – definition according to DIN 636

C_{50} N
Basic dynamic load rating C for distance of 50 km.

Dynamic load carrying capacity and life

The dynamic load carrying capacity is described in terms of the basic dynamic load rating and the basic rating life.

The basic dynamic load rating is the load in N at which the guidance system achieves a distance of 100 km at a survival probability of 90% (C_{100}).



Basic rating life

The basic rating life L and L_h is achieved by 90% of a sufficiently large group of apparently identical bearings before the first evidence of material fatigue occurs.

$$L = \left(\frac{C}{P}\right)^p$$

$$L_h = \frac{833}{H \cdot n_{osc}} \cdot \left(\frac{C}{P}\right)^p$$

$$L_h = \frac{1666}{\bar{v}} \cdot \left(\frac{C}{P}\right)^p$$

Attention!

According to DIN 636-1, the equivalent dynamic load P should not exceed the value $0,5 \cdot C$.

Equivalent load and speed

The formulae for calculating the basic rating life assume that the load P and speed \bar{v} are constant. Non-constant operating conditions can be taken into consideration by means of equivalent operating values. These have the same effect on the life as the loads occurring in practice.

Equivalent dynamic load

Where the load varies in steps, the equivalent dynamic load is calculated as follows:

$$P = \sqrt[p]{\frac{q_1 \cdot v_1 \cdot F_1^p + q_2 \cdot v_2 \cdot F_2^p + \dots + q_z \cdot v_z \cdot F_z^p}{q_1 \cdot v_1 + q_2 \cdot v_2 + \dots + q_z \cdot v_z}}$$

Equivalent dynamic speed

Where the speed varies in steps, the equivalent dynamic speed is calculated as follows:

$$\bar{v} = \frac{q_1 \cdot v_1 + q_2 \cdot v_2 + \dots + q_z \cdot v_z}{100}$$

Combined load

If the direction of the load acting on an element does not coincide with one of the main load directions, an approximate value for the equivalent load is calculated as follows:

$$P = |F_y| + |F_z|$$

If an element is simultaneously subjected to a force F and a moment M , an approximate value for the equivalent dynamic load is calculated as follows:

$$P = |F| + |M| \cdot \frac{C_0}{M_0}$$

Load carrying capacity and life

Symbols, units and definitions

| | |
|--|-------------------|
| C | N |
| Basic dynamic load rating | |
| C_0 | N |
| Basic static load rating in the direction of the force acting on the element | |
| F | N |
| Force acting on the element | |
| F_y | N |
| Vertical component | |
| F_z | N |
| Horizontal component | |
| H | m |
| Single stroke length for reciprocating motion | |
| L, L_h | m, h |
| Basic rating life in 100 km or in operating hours | |
| M | Nm |
| Moment acting on the element | |
| M_0 | Nm |
| Static moment rating | |
| n_{osc} | min^{-1} |
| Number of return strokes per minute | |
| P | N |
| Equivalent dynamic load | |
| p | – |
| Life exponent: | |
| monorail guidance systems based on balls: $p = 3$ | |
| monorail guidance systems based on rollers: $p = 10/3$ | |
| q_z | % |
| Duration as a proportion of the total operating time | |
| v_z | m/min |
| Variable speed | |
| \bar{v} | m/min |
| Equivalent dynamic speed. | |



Operating life

The operating life is defined as the life actually achieved by monorail guidance systems. It may differ significantly from the calculated life.

The following influences can lead to premature failure through wear or fatigue:

- excess load due to misalignment as a result of temperature differences and manufacturing tolerances (elasticity of the adjacent construction)
- contamination of the guidance systems
- inadequate lubrication
- reciprocating motion with very small stroke lengths (false brinelling)
- vibration while stationary (false brinelling)
- overloading of the guidance system (even for short periods)
- plastic deformation.

Static load carrying capacity

The static load carrying capacity of the monorail guidance system is limited by:

- the permissible load on the monorail guidance system
- the load carrying capacity of the raceway
- the permissible load on the screw connections
- the permissible load on the adjacent construction.

Attention!

For design purposes, the static load safety factor S_0 required for the application must be observed, see tables starting page 24.

Basic static load ratings and moment ratings

The basic static load ratings and static moment ratings are those loads under which the raceways and rolling elements undergo a permanent overall deformation corresponding to $1/10\,000$ of the rolling element diameter.

Load carrying capacity and life

Static load safety factor

The static load safety factor S_0 is the security against permanent deformation at the rolling contact:

$$S_0 = \frac{C_0}{P_0}$$

$$S_0 = \frac{M_0}{M}$$

S_0 – Static load safety factor

C_0 – N
Basic static load rating in the load direction (for KUSE: C_{0I} , C_{0II} , C_{0III}) according to dimension tables

P_0 – N
Equivalent static bearing load in load direction

M_0 – Nm
Basic static moment rating in load direction (M_{0x} , M_{0y} , M_{0z}) according to dimension tables

M – Nm
Equivalent static moment in load direction

P – N
Equivalent dynamic load.

The equivalent static bearing load is determined in approximate terms from the maximum loads:

$$P_0 = F_{\max}$$

$$M_0 = M_{\max}$$

Attention!

Static load safety factor S_0 for design of linear guidance systems, see tables starting page 24.

Application-oriented static load safety factor

For the design of linear guidance systems, the static load safety factor S_0 according to the following tables must be taken into consideration.

Application in machine tools

| Precondition | S_0 |
|---|---------|
| Critical case <ul style="list-style-type: none"> ■ High dynamic loading with one axis stationary ■ Severe contamination ■ Actual load parameters are not defined ■ Catalogue specifications for accuracy of adjacent construction are not observed | 8 to 12 |
| Normal case <ul style="list-style-type: none"> ■ Not all load parameters are completely known or: ■ Cutting forces are estimated from the performance data of the machine | 5 to 8 |
| <ul style="list-style-type: none"> ■ All load parameters are known | 4 to 5 |
| <ul style="list-style-type: none"> ■ All load parameters are known (and definitely correspond to reality) | 3 to 4 |



**Application
in general usage with
overhead arrangement¹⁾**

| Precondition | S ₀ |
|---|----------------|
| <ul style="list-style-type: none"> ■ Not all load parameters are known and fewer than 4 carriages support a coherent weight | 20 |
| <ul style="list-style-type: none"> ■ Not all load parameters are known and at least 4 carriages support a coherent weight or: ■ All load parameters are known and fewer than 4 carriages support a coherent weight | 8 to 12 |
| <ul style="list-style-type: none"> ■ All load parameters are known and at least 4 carriages support a coherent weight | 5 to 8 |

¹⁾ If the guidance system is in a suspended arrangement, a drop guard is recommended, see page 67.

Application in general usage

| Precondition | S ₀ |
|---|----------------|
| <ul style="list-style-type: none"> ■ Predominantly oscillating load with stationary guidance system | 20 |
| <ul style="list-style-type: none"> ■ All load parameters are completely known and catalogue specifications for accuracy of the adjacent construction accuracy are observed, with smooth and vibration-free running | 3 to 4 |

**Strength
of guidance systems**

Attention!

If the fixing screw threads are of a sufficient size, monorail guidance systems can be subjected to loads up to the static load carrying capacity C_0 and M_0 according to the dimension tables.

The load must be transmitted via locating surfaces.

INA calculation program

The calculation on pages 20 to 23 is used for the preliminary selection of monorail guidance systems. They allow an approximate calculation of the equivalent static and dynamic bearing loads.

BEARINX[®] **for precise design**

In order to achieve precise design of linear guidance elements in relation to basic rating life and static load safety factor, it is necessary to calculate the bearing load in a statically indeterminate system and the internal load distribution of the linear guidance elements (Loading of individual rolling elements, *Figure 1*). This requires a complex calculation process.

For this reason, INA developed the rolling bearing analysis program BEARINX[®] which can be used to calculate linear and rotary bearings as a part of the complete system (e.g. machine tool, automotive gearbox, etc.) and thereby ensure reliable designs.

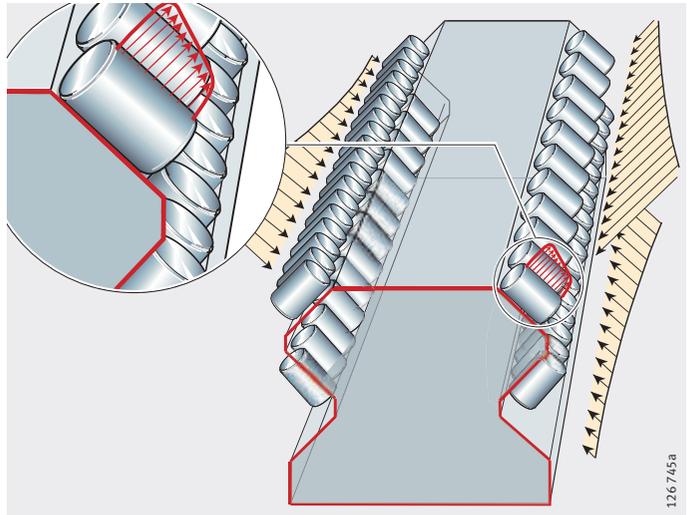


Figure 1
Internal load distribution under
combined load

BEARINX[®] linear module

The linear module of BEARINX[®] can be used to calculate linear guidance elements in multi-axis systems (e.g. machine tools) under any load combination down to the level of the rolling element contact. The integral analysis method can be used to investigate the influence of nearly all parameters of the complete system on relevant results.



Taking account of elasticities in the system

This sophisticated calculation model takes account of all the elasticities in the system, ranging from the rigidity of the saddle plate and guideways through to the non-linear deflection behaviour of the rolling elements.

In order to determine even more precisely the pressure between the rolling elements and raceway in linear recirculating roller bearing and guideway assemblies, the end profiling of the rolling elements is also taken into consideration. The adjacent construction is assumed to be rigid in the first instance but can, if necessary, be modelled on an elastic basis by means of reduced rigidity matrices (e.g. from FE calculation).

Very precise results

This model gives significantly more precise results than calculation programs that only take account of elasticity in rolling contact. This means an increased level of security in the design.

BEARINX[®] allows the calculation of systems with any number of: travel axes, linear guidance elements and linear drives, load situations, loads and masses.

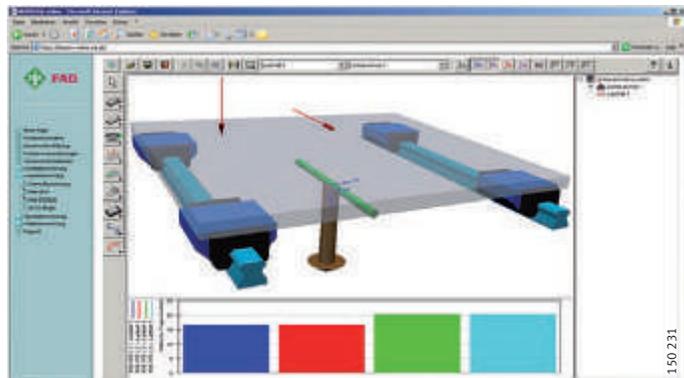
The results provided by BEARINX[®] include the static load safety factor, the basic rating life and the displacements that arise from the elasticity of the bearing arrangement.

Calculation using BEARINX[®] is available as a service.

Linear BEARINX[®] online

The linear calculation program BEARINX[®] online assists in the calculation and design of the linear guidance system, *Figure 2*; for information and registration, please visit: www.schaeffler.com. A fee will be charged for usage.

Figure 2
Example page
from the online program



INA calculation program

Calculation program – example of input data for a design brief

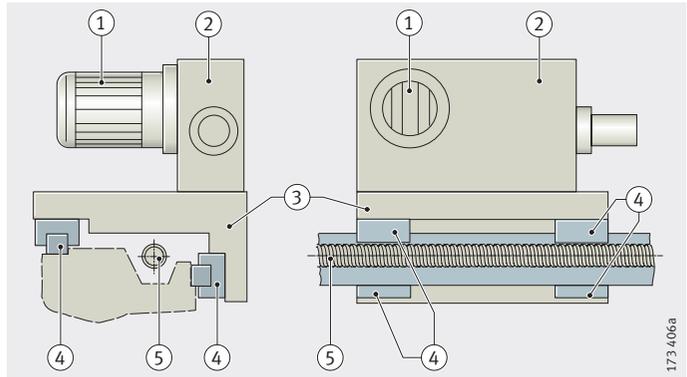
The input data for the calculation program should be compiled from the design brief (with clearly dimensioned drawings or diagrams in at least two views). Here is a step-by-step guide based on a simple example to show the dimensioning process.

Step 1 Define the components

The relevant factors for calculation, apart from the linear guidance elements and the drive system for the table, are those components that induce loads on the linear guidance elements (the inherent mass of the components or their inertia forces), *Figure 3*.

- ① Motor
- ② Headstock
- ③ Base plate
- ④ Linear guidance elements
- ⑤ Drive

Figure 3
Defining the components





Step 2
Define the table co-ordinate system

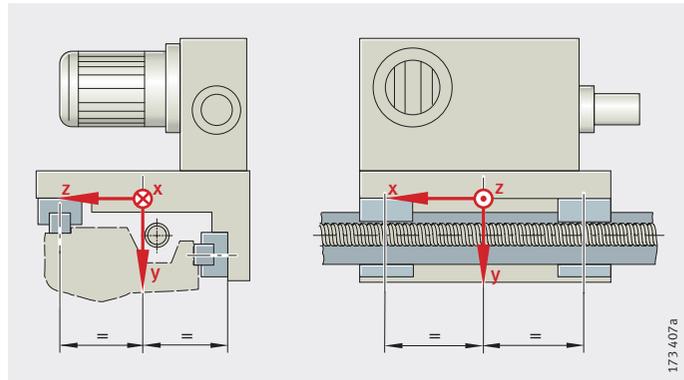
The table co-ordinate system is a Cartesian, right hand co-ordinate system.

The directions in the table co-ordinate system are defined as follows, *Figure 4*:

- X axis: travel direction of the table
- Y axis: main load direction on the system (direction of weight)
- Z axis: derived from the right hand rule (lateral direction).

The (translational) position of the table co-ordinate system is freely selectable. It is recommended that this should be located centrally between the carriages for directions X and Y.

Figure 4
Defining the
table co-ordinate system



INA calculation program

Step 3 Define the linear guidance elements

The translational position of the linear guidance elements is stated in relation to the table co-ordinate system. In order to determine the torsion angle of the linear guidance elements, their co-ordinate system is rotated about the X axis into the table co-ordinate system, *Figure 5*.

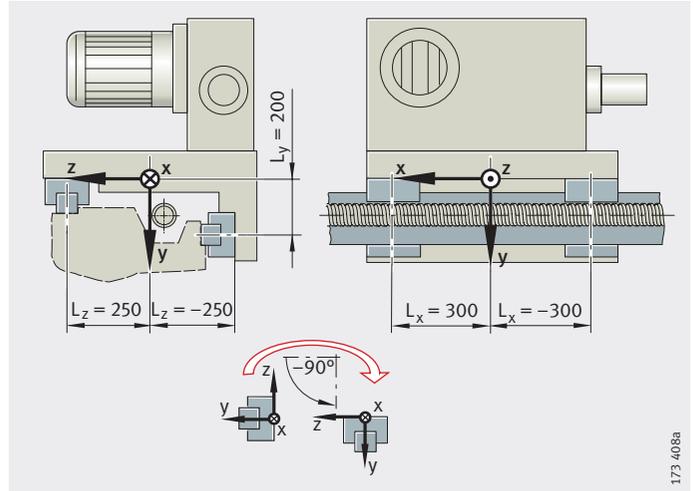


Figure 5
Defining the position of the linear guidance elements

Step 4 Define the position of the drives

The translational position of the drives (support function in the traverse direction) is stated in relation to the table co-ordinate system as Y and Z co-ordinates, *Figure 6*.

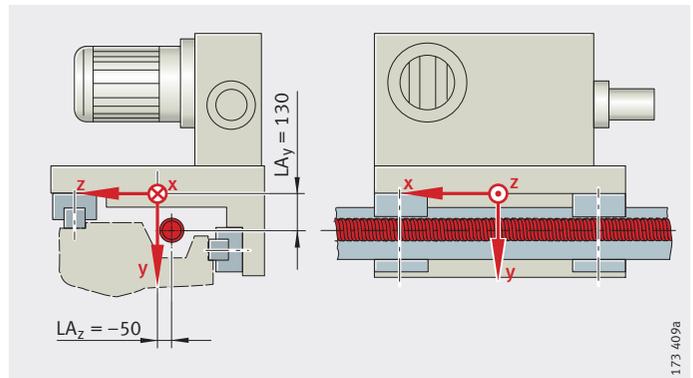


Figure 6
Defining the position of the drives



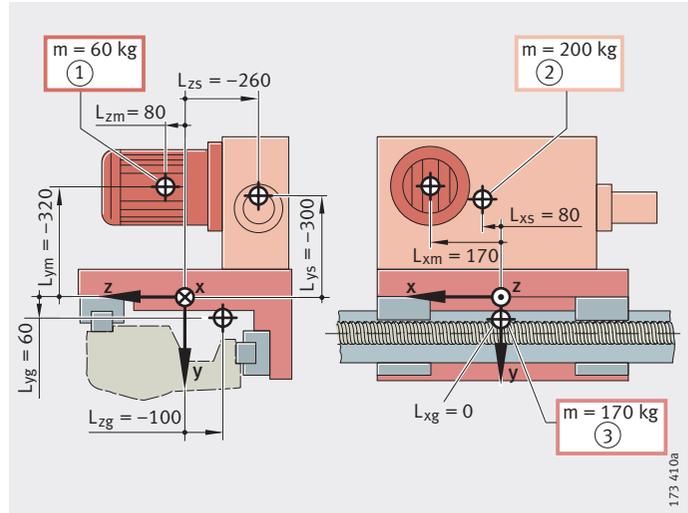
Step 5
Define the centres of gravity
of the components

The mass of the components is concentrated at a mass point at its centre.
 The translational position of the centres is again stated in relation to the table co-ordinate system, *Figure 7*.

- ① Mass of motor
- ② Mass of headstock
- ③ Mass of base plate

Figure 7

Defining the centres of gravity of the components



Step 6
Define the external loads

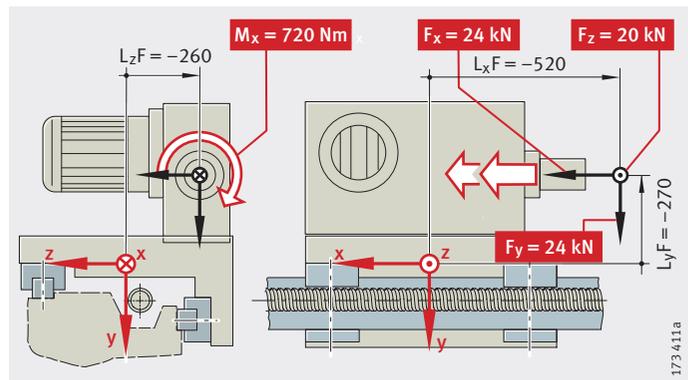
External loads such as machining forces on the linear table, are stated in relation to the table co-ordinate system.

The following must be stated, *Figure 8*:

- in which of the defined load cases the load acts on the table co-ordinate system
- the position of its loading point
- the force and moment components.

Figure 8

Defining the external loads



INA calculation program

Step 7 Define the duty cycle

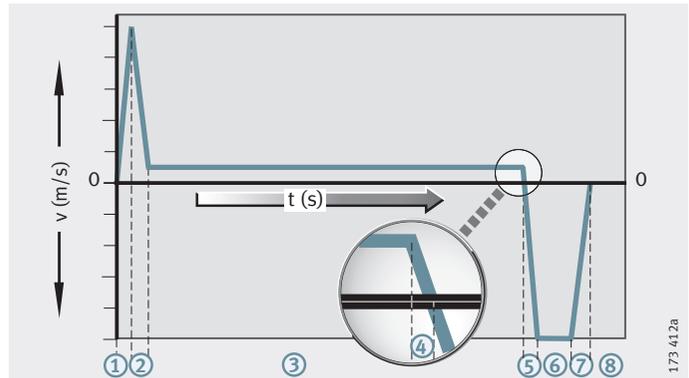
In order to depict the working cycle of the machine, a duty cycle must be described. This is composed of the motion parameters of the machine and their loading due to external loads (e.g. machining forces).

On the basis of a speed/time diagram, the working cycle should be subdivided logically into individual load cases, *Figure 9*, ① to ⑧.

With the aid of the basic motion formulae for uniform motion ($v = \text{const.}$) or uniform acceleration ($a = \text{const.}$) as appropriate, the missing values (travel, acceleration) can then be determined.

① to ⑧ = load cases

Figure 9
Defining the duty cycle



Travel

$$s(t) = s_0 + \left(\frac{v + v_0}{2} \cdot t \right)$$

Velocity

$$v(t) = v_0 + a \cdot t$$

Acceleration

$$a(t) = \frac{\Delta v}{\Delta t}$$

INA calculation program

Machining

Constant velocity

v_3 (0,05 m/s) for t_3 (1,105 s);
additional effect of machining force, *Figure 9*, page 32, ③.

$$a_3 = 0 \text{ m/s}^2$$

$$s_3 = s_2 + \frac{v_3 + v_2}{2} \cdot t_3$$

$$s_3 = 0,0249 + \frac{0,05 + 0,05}{2} \cdot 1,105 = 0,0801 \text{ m} = 80,1 \text{ mm}$$

Machining force

Position:

- $x = -520 \text{ mm}$
- $y = -270 \text{ mm}$
- $z = -260 \text{ mm}$.

Value:

- $M_x = 720 \text{ Nm}$
- $F_x = 24 \text{ Nm}$
- $M_y = 24 \text{ Nm}$
- $F_z = 20 \text{ Nm}$.

Deceleration

In t_4 (0,0025 s) to v_4 (0 m/s), *Figure 9*, page 32, ④.

$$a_4 = \frac{v_4 - v_3}{t_4}$$

$$a_4 = \frac{0,0 - 0,05}{0,0025} = -20 \text{ m/s}^2$$

$$s_4 = s_3 + \frac{v_4 + v_3}{2} \cdot t_4$$

$$s_4 = 0,0801 + \frac{0,0 + 0,05}{2} \cdot 0,0025 = 0,0802 \text{ m} = 80,2 \text{ mm}$$



Rapid traverse back to original position

Acceleration

In t_5 (0,025) to v_5 (-0,5 m/s);
opposing direction, *Figure 9*, page 32, ⑤.

$$a_5 = \frac{v_5 - v_4}{t_5}$$

$$a_5 = \frac{-0,5 - 0,0}{0,025} = -20 \text{ m/s}^2$$

$$s_5 = s_4 + \frac{v_5 + v_4}{2} \cdot t_5$$

$$s_5 = 0,0802 + \frac{-0,5 + 0,0}{2} \cdot 0,025 = 0,0739 \text{ m} = 73,9 \text{ mm}$$

Constant velocity

v_6 (-0,5 m/s) for t_6 (0,135 s);
opposing direction, *Figure 9*, page 32, ⑥.

$$a_6 = 0 \text{ m/s}^2$$

$$s_6 = s_5 + \frac{v_6 + v_5}{2} \cdot t_6$$

$$s_6 = 0,0739 + \frac{-0,5 + (-0,5)}{2} \cdot 0,135 = 0,0064 \text{ m} = 6,4 \text{ mm}$$

Deceleration

In t_7 (0,0257 s) to v_7 (0 m/s), *Figure 9*, page 32, ⑦.

$$a_7 = \frac{v_7 - v_6}{t_7}$$

$$a_7 = \frac{0 - (-0,5)}{0,0257} = 19,46 \text{ m/s}^2$$

$$s_7 = s_6 + \frac{v_7 + v_6}{2} \cdot t_7$$

$$s_7 = 0,064 + \frac{0,0 + (-0,5)}{2} \cdot 0,0257 \approx 0 \text{ m}$$

Standstill in original position

Duration

t_8 (1,5 s), v_8 (0 m/s), *Figure 9*, page 32, ⑧.

$$a_8 = 0 \text{ m/s}^2$$

$$s_8 = 0 \text{ mm}$$

Preload

Influence of preload

Preload increases the rigidity of the bearing arrangement (reduced deflection), the equivalent bearing load and the guidance accuracy.

Preload and damping

The damping of linear guidance systems based on rolling elements is not influenced by preload. A significant level of damping is only achieved by means of additional design measures, such as the damping carriage RUDS...-D for RUE.

Attention!

The approximate calculation of the equivalent static and dynamic load, see page 21, does not take bearing preload into consideration. Under low load and high preload, the values for rating life and static load safety factor may be lower than those calculated using the approximation formulae for equivalent static and dynamic load. The correct preload is only achieved once the guidance system is completely assembled (due to deflection of the back of the carriage).

Preload class and suitable applications

| Preload class | Preload setting | Suitable applications |
|--|--|--|
| Linear recirculating roller bearing and guideway assemblies RUE...-D, RUE...-E (-L-KT) ²⁾ | | |
| V3 | $0,1 \cdot C$ | <ul style="list-style-type: none"> ■ High alternating load ■ Particularly high rigidity ■ Moment load |
| Linear recirculating ball bearing and guideway assemblies KUSE | | |
| V1 | $0,04 \cdot C_{II}^{1)}$ | <ul style="list-style-type: none"> ■ High rigidity ■ Moment load |
| V2 | $0,13 \cdot C_{II}^{1)}$ | <ul style="list-style-type: none"> ■ Alternating load ■ Particularly high rigidity ■ Moment load |
| Linear recirculating ball bearing and guideway assemblies KUBE...-B (-KT) ²⁾ | | |
| V1 | $0,04 \cdot C$ | <ul style="list-style-type: none"> ■ High rigidity ■ Moment load |
| V2 | $0,1 \cdot C$ | <ul style="list-style-type: none"> ■ Alternating load ■ Particularly high rigidity ■ Moment load |
| Linear recirculating ball bearing and guideway assemblies KUE | | |
| V0 | Very small clearance to clearance-free | <ul style="list-style-type: none"> ■ Smooth-running ■ Moment load |
| V1 | Clearance-free | <ul style="list-style-type: none"> ■ High rigidity ■ Moment load |

¹⁾ Basic dynamic load rating C_{II} in tensile direction.

²⁾ Other preload classes available by agreement.



Friction

Influencing factors

Linear guidance systems have a low, uniform resistance to displacement.

The factors influencing friction are:

- the load
- the preload
- the traverse velocity
- the lubricant (viscosity and quantity)
- the temperature
- any misalignment
- the degree of sliding behaviour in the seals.

Influence of grease on friction

At initial operation and relubrication, the coefficient of friction increases temporarily due to the fresh grease. After a short running-in period, however, the coefficient of friction returns to its original lower value.

The friction behaviour is determined significantly by the characteristics of the grease used. The consistency and base oil viscosity serve as approximate guide values.

Attention!

Systems have an increased resistance to displacement after initial greasing.

Influence of seals on friction

Contact seals increase the total friction of the linear guidance system.

The seal friction is at its highest in new guidance systems. It decreases after the running-in period.

Attention!

Additional wiper variants (accessories) increase the friction to differing extents depending on the seal design.

Friction values are available by agreement.

Lubrication

Oil or grease lubrication

Monorail guidance systems must be lubricated. Technical, economic and ecological factors will determine whether oil or grease should be used and which lubrication method should be applied.

A significant factor in selecting the type of lubrication is the environmental conditions (contamination, etc.) acting on the guidance system. If extreme conditions are anticipated, it is recommended that Schaeffler Group External Sales is consulted in the design phase.

Delivered condition, suitable lubricants

RUE..-E (-L-KT), KUSE, KUVS, KUE are supplied with a preservative. The preservative is compatible with oils and greases having a mineral oil base.

Series KUVE..-B (-KT) is supplied with initial grease lubrication.

Monorail guidance systems run exclusively under mixed friction conditions. Doped lubricants should therefore be used in preference (type P to DIN 51 502).

Overview of lubricating oils

| Linear guidance system | Oil to ISO-VG | | | |
|--|---------------|-----|-----|-----|
| | 68 | 100 | 150 | 220 |
| Linear recirculating roller bearing and guideway assemblies | | | | |
| RUE..-E (-L-KT) | ● | ● | ● | ● |
| Minimal lubricant quantity metering unit | | | | |
| KIT.RWU..-510 (-H-510) | ● | ● | ● | ● |
| KIT.RWU..-511 (-H-511) | | | | |
| Linear recirculating ball bearing and guideway assemblies | | | | |
| KUSE | ● | ● | ● | ● |
| KUVE..-B (-KT) | ● | ● | ● | ● |
| KUE | ● | ● | ● | ● |

- Suitable.

Overview of lubricating greases

| Linear guidance system | Grease and flowable grease | | | | | | | | | |
|--|----------------------------|----|---|---|---|---|-----------------|-----|-----|-----|
| | NLGI grade (consistency) | | | | | | Base oil ISO-VG | | | |
| | 000 | 00 | 0 | 1 | 2 | 3 | 68 | 100 | 150 | 220 |
| Linear recirculating roller bearing and guideway assemblies | | | | | | | | | | |
| RUE..-E (-L-KT) | ● | ● | ● | ● | ● | ● | - | - | ● | ● |
| Minimal lubricant quantity metering unit | | | | | | | | | | |
| KIT.RWU..-510 (-H-510) | ● | ● | - | - | - | - | - | - | ● | ● |
| KIT.RWU..-511 (-H-511) | | | | | | | | | | |
| Linear recirculating ball bearing and guideway assemblies | | | | | | | | | | |
| KUSE | ● | ● | ● | ● | ● | ● | ● | ● | ● | - |
| KUVE..-B (-KT) | ● | ● | ● | ● | ● | ● | ● | ● | ● | - |
| KUE | ● | ● | ● | ● | ● | ● | ● | ● | ● | - |

- Suitable.



Used lubricants

Attention!

Used lubricants should be disposed of by environmentally-friendly methods. The use of lubricants is governed by national regulations for environmental protection and occupational safety as well as guidance from the lubricant manufacturers. These specifications must be observed.

Oil lubrication

The advantage of oil lubrication is the flushing effect.

Preference should be given to the use of oils CLP or CGLP to DIN 51 517 and HLP to DIN 51 524.

At operating temperatures between +10 °C and +70 °C, the viscosity should lie between ISO-VG 68 and ISO-VG 220, see table, page 38.

For low temperatures, oils with lower viscosity must be used.

For highly dynamic applications, oils to ISO-VG 100 are recommended.

Compatibility

If it is possible to draw upon practical experience or guidelines from the oil manufacturer, oils must not be used until their behaviour in relation to plastics, elastomers and non-ferrous metals has been tested.

Attention!

The compatibility of oils must always be checked.

This must always be checked under dynamic conditions and at operating temperature.

In case of doubt, the lubricant manufacturer must be consulted.

Miscibility

Lubricant oils with a mineral oil base of the same classification are miscible with each other. However, the viscosities should be within one ISO-VG class of each other.

Attention!

The miscibility of synthetic oils must always be checked.

In case of doubt, the lubricant manufacturer must be consulted.

Compatibility with process materials (e.g. cooling lubricants) must be checked.

Lubrication

Lubricant quantities

The values in the tables, page 41 to page 44, are guide values.

They are valid for the following conditions:

- operating duration 100%
- $C_0/P = 8$
- $v = 0,8$ m/s
- stroke 500 mm to 1000 mm
- independent of mounting positions, 0° to 90° .

Precise values can only be determined in practice. Adequate provision of lubricant is indicated by a visible, unbroken oil film at the profile of the wipers.

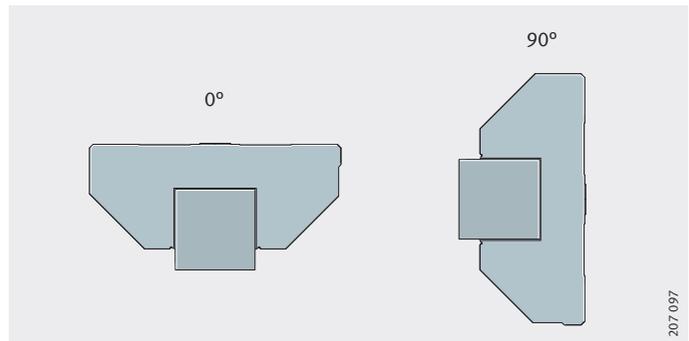


Figure 1

Mounting position

Minimum oil quantity Q_{\min}

The minimum oil quantity Q_{\min} is valid for initial operation or for resumed operation after machine standstill of more than 8 hours; for values see tables, page 41 to page 44.

For initial operation, it is measured such that the oil ducts, rolling elements and raceways will be adequately provided with lubricant.



Oil impulse quantity Q_{imp}

The oil impulse quantity Q_{imp} is valid if the linear guidance system is connected to a central lubrication system and the stroke ratio is less than 200; for stroke ratio see page 50, for oil impulse quantity values see tables, page 41 to page 44.

Attention!

Carriages with a minimal lubricant quantity metering unit (KIT.RWU...-510, KIT.RWU...-511, KIT.RWU...-H-510 and KIT.RWU...-H-511) have integrated piston distributors. These supply a metered quantity of $0,12 \text{ cm}^3$ per lubrication impulse to the carriages RWU. A separate piston distributor cannot be used with these guidance systems.

The lubricant quantities are valid for all mounting positions.

If heavy contamination is present, it may be necessary to increase the oil relubrication quantity.

The oil quantity for the damping carriage RUDS is dependent on the size of the recirculating roller guidance system RUE...-E (-L-KT).

Oil quantities for RUE and RUDS

| Designation ¹⁾ | Quantity for in-ital operation Minimum oil quantity Q_{min} cm^3 | Relubrication quantities | | | |
|---------------------------|--|--------------------------|---|---------------------------------|---|
| | | Number of im-pulses | Oil im-pulse quantity Q_{imp} cm^3 | Relubri-cation interval in h | Con-sump-tion cm^3/h |
| RUE25-D-OE (-H, -L, -HL) | 0,8 | 1 | 0,2 | 3 | 0,06 |
| RUE35-E (-H, -L, -HL) | 1,3 | 2 | 0,6 | 12 | 0,1 |
| RUE35-E-L-KT (-HL) | 1,3 | 2 | 0,6 | 12 | 0,1 |
| RUE45-E (-H) | 1,6 | 3 | 0,6 | 7 | 0,25 |
| RUE45-E-L (-HL) | 2,1 | 3 | 0,6 | 7 | 0,25 |
| RUE45-E-L-KT (-HL) | 2,1 | 3 | 0,6 | 7 | 0,25 |
| RUE55-E (-H) | 2,8 | 3 | 0,6 | 9 | 0,2 |
| RUE55-E-L (-HL) | 3,2 | 3 | 0,6 | 9 | 0,2 |
| RUE55-E-L-KT (-HL) | 3,2 | 3 | 0,6 | 9 | 0,2 |
| RUE65-E (-H) | 5,2 | 4 | 0,6 | 2 | 1,2 |
| RUE65-E-L (-HL) | 5,8 | 4 | 0,6 | 2 | 1,2 |
| RUE65-E-L-KT (-HL) | 5,8 | 4 | 0,6 | 2 | 1,2 |
| RUE100-E-L | 17,6 | 4 | 0,6 | 1 | 2,4 |

¹⁾ The oil quantity for the damping carriage RUDS is dependent on the size of the recirculating roller guidance system RUE.

Lubrication

Oil quantities for RUE..-E with minimal lubricant quantity metering unit

| Designation | Number of impulses | Relubrication interval in h | Consumption cm^3/h |
|--|--------------------|-----------------------------|------------------------------------|
| RUE35-E (-E-H, -E-L, -E-HL, -E-L-KT, -E-HL-KT) | 1 | 2,4 | 0,05 |
| RUE45-E (-E-H) | 1 | 1,5 | 0,08 |
| RUE45-E-L (-E-HL, -E-L-KT, -E-HL-KT) | 1 | 1,2 | 0,1 |
| RUE55-E (-E-H) | 1 | 0,9 | 0,13 |
| RUE55-E-L (-E-HL, -E-L-KT, -E-HL-KT) | 1 | 0,8 | 0,15 |
| RUE65-E (-E-H) | 1 | 0,5 | 0,25 |
| RUE65-E-L (-E-HL, -E-L-KT, -E-HL-KT) | 1 | 0,4 | 0,28 |

Attention!

RUE..-E (-L-KT) with a minimal lubricant quantity metering unit has integral piston distributors. A separate piston distributor cannot be used with this combination.

Oil quantities for KUSE

| Designation | Minimum oil quantity for initial operation Q_{\min} cm^3 | Oil impulse quantity Q_{imp} cm^3/h |
|----------------|---|--|
| KUSE20 (-H) | 1,2 | 0,03 |
| KUSE20-L (-HL) | 1,6 | 0,04 |
| KUSE25 (-H) | 1,2 | 0,03 |
| KUSE25-L (-HL) | 2 | 0,05 |
| KUSE30 (-H) | 1,6 | 0,04 |
| KUSE30-L (-HL) | 2,8 | 0,07 |
| KUSE35 (-H) | 2,2 | 0,04 |
| KUSE35-L (-HL) | 3,2 | 0,08 |
| KUSE45 (-H) | 2,8 | 0,07 |
| KUSE45-L (-HL) | 5,2 | 0,12 |
| KUSE55 (-H) | 3,8 | 0,09 |
| KUSE55-L (-HL) | 6,8 | 0,14 |



Oil quantities for KUVE

| Designation | Minimum oil quantity for initial operation | Oil impulse quantity |
|----------------------------------|--|--|
| | Q_{\min} cm^3 | Q_{imp} cm^3/h |
| KUVE15-B (-S, -H) | 0,6 | 0,02 |
| KUVE15-B-EC (-ESC) | 0,6 | 0,02 |
| KUVE15-B-KT (-S, -H) | 0,6 | 0,02 |
| KUVE15-B-KT-L (-H, -HL, -SL) | 0,6 | 0,02 |
| KUVE20-B (-S, -H, -SN, -N) | 0,9 | 0,03 |
| KUVE20-B-L (-SL, -SNL, -NL) | 0,9 | 0,03 |
| KUVE20-B-EC (-ESC) | 0,6 | 0,02 |
| KUVE20-B-KT (-S) | 0,9 | 0,03 |
| KUVE20-B-KT-L (-SL) | 0,9 | 0,03 |
| KUVE25-B (-S, -H, -SN, -N) | 0,9 | 0,03 |
| KUVE25-B-L (-SL, -HL, -SNL, -NL) | 1,2 | 0,04 |
| KUVE25-B-EC (-ESC) | 0,9 | 0,02 |
| KUVE25-B-KT (-S, -H, -W) | 0,9 | 0,03 |
| KUVE25-B-KT-L (-SL, -HL, -WL) | 1,2 | 0,04 |
| KUVE30-B (-S, -H, -SN, -N) | 0,9 | 0,03 |
| KUVE30-B-L (-SL, -HL, -SNL, -NL) | 1,5 | 0,05 |
| KUVE30-B-EC (-ESC) | 0,9 | 0,02 |
| KUVE30-B-KT (-S, -H) | 0,9 | 0,03 |
| KUVE30-B-KT-L (-SL, -HL) | 1,5 | 0,05 |
| KUVE35-B (-S, -H, -SN, -N) | 1,4 | 0,04 |
| KUVE35-B-L (-SL, -HL, -SNL, -NL) | 1,8 | 0,06 |
| KUVE35-B-EC (-ESC) | 0,9 | 0,02 |
| KUVE35-B-KT (-S, -H) | 1,4 | 0,04 |
| KUVE35-B-KT-L (-SL, -HL) | 1,8 | 0,06 |
| KUVE45-B (-S, -H, -SN, -N) | 2,2 | 0,05 |
| KUVE45-B-L (-SL, -HL, -SNL, -NL) | 3 | 0,09 |
| KUVE45-B-EC (-ESC) | 1,4 | 0,03 |
| KUVE45-B-KT (-S, -H) | 2,2 | 0,05 |
| KUVE45-B-KT-L (-SL, -HL) | 3 | 0,09 |
| KUVE55-B (-S) | 3 | 0,09 |
| KUVE55-B-L (-SL) | 4,2 | 0,12 |
| KUVE55-B-KT (-S) | 3 | 0,09 |
| KUVE55-B-KT-L (-SL) | 4,2 | 0,12 |

Lubrication

Oil quantities for KUE

| Designation | Minimum oil quantity for initial operation Q_{min} cm^3 | Oil impulse quantity Q_{imp} cm^3/h |
|-------------|---|---|
| KUE15 (-H) | 0,6 | 0,3 |
| KUE20 (-H) | 0,6 | 0,3 |
| KUE25 (-H) | 0,6 | 0,3 |
| KUE30 (-H) | 0,9 | 0,5 |
| KUE35 (-H) | 1,2 | 0,6 |

Oil quantities for KUVS

| Designation | Minimum oil quantity for initial operation Q_{min} cm^3 | Oil impulse quantity Q_{imp} cm^3/h |
|-------------|---|---|
| KUVS32 | 0,5 to 0,6 | 0,3 |
| KUVS42 | 0,5 to 0,6 | 0,3 |
| KUVS69 | 0,8 to 0,9 | 0,5 |

Grease lubrication

The advantages of grease lubrication are as follows:

- little requirement for design work; it may be possible to dispense with a central lubrication system
- the possibility of long term lubrication
- the use of reservoir lubrication.

Flowable grease lubrication

For flowable greases of classes NLGI 00 and NLGI 000, the guide values for oil lubrication according to tables, page 41 to page 44, are valid.

For flowable greases of class NLGI 0, the data for the lubricant quantity and relubrication interval in the section apply.

In clean environmental conditions, the impulse quantity can in certain circumstances be reduced to approximately 20% of the oil impulse quantity given in the tables. If lubrication is carried out using flowable grease for linear recirculating roller bearing and guideway assembly RUE25-D, the design RUE25-D-FE must be selected.



Minimal lubricant quantity metering unit

For the minimal lubricant quantity metering unit, only flowable greases of classes NLGI 00 and NLGI 000 are permissible. It is recommended that lithium soap or lithium complex soap greases with a mineral oil base and EP additives are used. The base oil viscosity is shown in the table.

Base oil viscosity

| Guidance system | Base oil viscosity |
|---|--------------------------|
| KUSE ¹⁾ KUVE...B (-KT) ¹⁾ KUE ¹⁾ | ISO-VG 68 to ISO-VG 100 |
| RUE...D, RUE...E (-L-KT) ²⁾ | ISO-VG 150 to ISO-VG 220 |

¹⁾ For initial greasing with grease KP2P-30 to DIN 51825.

²⁾ For initial greasing with grease KP2P-20 to DIN 51825.

Grease lubrication

It is recommended that lithium soap or lithium complex soap greases with a mineral oil base are used. The base oil viscosity is shown in the table.

Base oil viscosity

| Guidance system | Base oil viscosity |
|-------------------------------|--------------------------|
| KUSE KUVE...B (-KT) KUE | ISO-VG 68 to ISO-VG 100 |
| RUE...D, RUE...E (-L-KT) | ISO-VG 150 to ISO-VG 220 |

Attention!

For high loads, greases doped with EP additives are absolutely necessary.

Miscibility

Greases may be mixed if:

- they have the same base oil type
- they have matching thickener types
- they have similar base oil viscosities: the difference must be no more than one ISO-VG class
- they have the same consistency (NLGI class).

In case of doubt, please contact us.

Lubrication

Storage life

Experience shows that INA linear guidance systems lubricated with greases having a mineral oil base can be stored for up to 3 years.

The following preconditions apply:

- closed storage room
- storage temperature between 0 °C and +40 °C
- relative humidity <65%
- protection against chemical agents (vapours, gases, fluids).

It is the user's responsibility to follow the advice given by the lubricant manufacturer.

Initial grease quantity

Attention!

If the linear guidance system is not lubricated by means of a central lubrication system, the carriage (KUVE-B (-KT) with initial greasing as standard) must be greased with the initial grease quantity before fitting – for guide values see tables, page 46 and page 47.

Initial grease quantities for RUE

| Designation | Initial grease quantity ≈g |
|------------------------------|-------------------------------|
| RUE25-D-FE (-H) | 2 |
| RUE25-D-L-FE (-HL) | 3 |
| RUE35-E (-H) | 6 |
| RUE35-E-L (-KT, -HL, -HL-KT) | 7 |
| RUE45-E (-H) | 10 |
| RUE45-E-L (-KT, -HL, -HL-KT) | 14 |
| RUE55-E (-H) | 18 |
| RUE55-E-L (-KT, -HL, -HL-KT) | 22 |
| RUE65-E (-H) | 20 |
| RUE65-E-L (-KT, -HL, -HL-KT) | 25 |
| RUE100-E-L | 80 |

Initial grease quantities for KUSE

| Designation | Initial grease quantity ≈g |
|----------------|-------------------------------|
| KUSE20-H | 3 |
| KUSE20-L (-HL) | 3,8 |
| KUSE25-H | 4 |
| KUSE25-L (-HL) | 5,5 |
| KUSE30-H | 7 |
| KUSE30-L (-HL) | 9 |
| KUSE35-H | 11 |
| KUSE35-L (-HL) | 15 |
| KUSE45-H | 18 |
| KUSE45-L (-HL) | 23 |
| KUSE55-H | 26 |
| KUSE55-L (-HL) | 33 |



**Initial grease quantities
for KUVE**

| Designation | Initial grease quantity ≈g |
|----------------------------------|-------------------------------|
| KUVE15-B (-S, -H) | 0,6 |
| KUVE15-B-EC (-ESC) | 0,4 |
| KUVE15-B-KT (-S, -H) | 0,6 |
| KUVE15-B-KT-L (-H, -HL, -SL) | 0,8 |
| KUVE20-B (-S, -H, -SN, -N) | 1,1 |
| KUVE20-B-L (-SL, -SNL, -NL) | 1,4 |
| KUVE20-B-EC (-ESC) | 0,8 |
| KUVE20-B-KT (-S) | 1,1 |
| KUVE20-B-KT-L (-SL) | 1,4 |
| KUVE25-B (-S, -H, -SN, -N) | 1,5 |
| KUVE25-B-L (-SL, -HL, -SNL, -NL) | 2,3 |
| KUVE25-B-EC (-ESC) | 1,1 |
| KUVE25-B-KT (-S, -H, -W) | 1,5 |
| KUVE25-B-KT-L (-SL, -HL, -WL) | 2,3 |
| KUVE30-B (-S, -H, -SN, -N) | 3 |
| KUVE30-B-L (-SL, -HL, -SNL, -NL) | 3,8 |
| KUVE30-B-EC (-ESC) | 1,9 |
| KUVE30-B-KT (-S, -H) | 3 |
| KUVE30-B-KT-L (-SL, -HL) | 3,8 |
| KUVE35-B (-S, -H, -SN, -N) | 4,5 |
| KUVE35-B-L (-SL, -HL, -SNL, -NL) | 6 |
| KUVE35-B-EC (-ESC) | 3 |
| KUVE35-B-KT (-S, -H) | 4,5 |
| KUVE35-B-KT-L (-SL, -HL) | 6 |
| KUVE45-B (-S, -H, -SN, -N) | 9 |
| KUVE45-B-L (-SL, -HL, -SNL, -NL) | 10,5 |
| KUVE45-B-EC (-ESC) | 6 |
| KUVE45-B-KT (-S, -H) | 9 |
| KUVE45-B-KT-L (-SL, -HL) | 10,5 |
| KUVE55-B (-S) | 10,9 |
| KUVE55-B-L (-SL) | 14,3 |
| KUVE55-B-KT (-S) | 10,9 |
| KUVE55-B-KT-L (-SL) | 14,3 |

**Initial grease quantities
for KUE**

| Designation | Initial grease quantity ≈g |
|-------------|-------------------------------|
| KUE15-H | 1 |
| KUE20-H | 1,4 |
| KUE25-H | 2 |
| KUE30-H | 4 |
| KUE35-H | 5 |

**Initial grease quantities
for KUVS**

| Designation | Initial grease quantity ≈g |
|-------------|-------------------------------|
| KUVS32 | 0,2 to 0,3 |
| KUVS42 | 0,8 to 1 |
| KUVS69 | 2 to 2,5 |

Lubrication

Calculation of lubrication interval

Grease operating life

Since it is not possible to calculate all the influencing factors, the precise grease operating life can only be determined under actual operating conditions. The approximation formula below, however, can be used to determine a guide value for many applications:

$$t_{fG} = t_f \cdot K_P \cdot K_W \cdot K_U$$

t_{fG} Guide value for grease operating life in operating hours

t_f Factor for basic lubrication interval in operating hours, *Figure 2*

K_P, K_W, K_U Correction factors for load, stroke and environment, page 49 and page 50.

Attention!

The grease operating life is restricted to a maximum of three years due to the ageing resistance of the grease.

Basic lubrication interval

The basic lubrication interval t_f is valid under the following conditions, *Figure 2*:

- a bearing temperature of $< +70\text{ °C}$
- a load ratio $C_0/P = 20$
- no disruptive environmental influences
- a stroke ratio between 10 and 50, page 50.

Speed parameter

The speed parameter is defined as follows:

$$GKW = \frac{60}{\bar{v}} \cdot K_{LF}$$

GKW Speed parameter, *Figure 2*

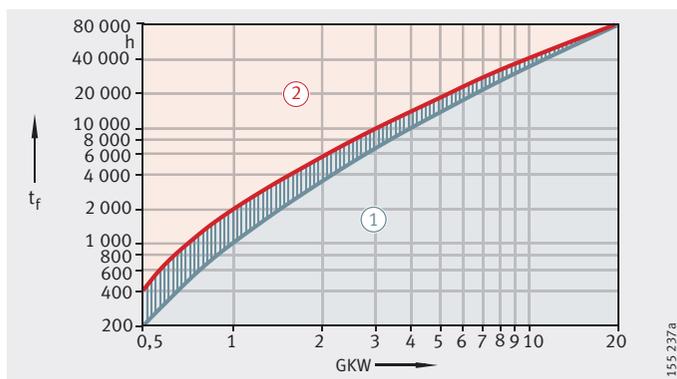
\bar{v} Mean travel velocity

K_{LF} Bearing factor, see table, page 49.

t_f = basic lubrication interval
GKW = speed parameter

- ① Relubrication possible
- ② Regreasing required

Figure 2
Determination of the basic lubrication interval





**Bearing factor K_{LF}
for delivered condition**

| Linear guidance system | Bearing factor K_{LF} | | |
|----------------------------|-------------------------|---------------------|--|
| | Carriage preserved | Carriage pregreased | Long term lubrication unit KIT ¹⁾ |
| RUE25-D RUE...E (-L-KT) | 0,8 | 1,2 | 2,5 |
| KUSE | 2,5 | 4,5 | – |
| KUVE...B (-KT) | 2,5 | 4,5 | 5,5 |
| KUE | 1,5 | 4,5 | – |

¹⁾ Valid only with long term lubrication unit KIT fitted on both sides of carriage.

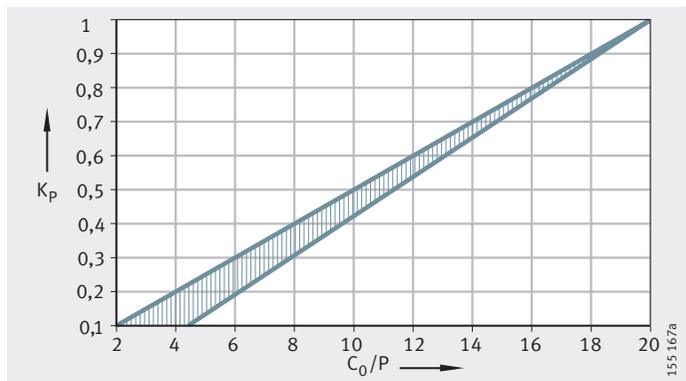
Correction factor for load K_p
Attention!

The correction factor K_p takes account of the strain on the grease at a load ratio of $C_0/P < 20$, *Figure 3*.

The factors are only valid for high quality lithium soap greases.

K_p = load correction factor
 C_0/P = load ratio

Figure 3
Correction factor for load



Lubrication

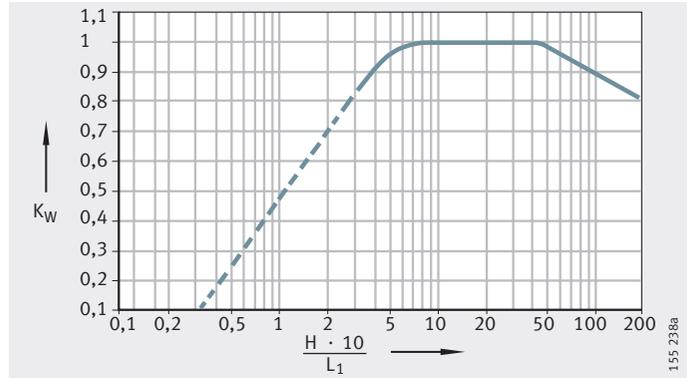
Correction factor for stroke K_W

The correction factor K_W takes account of the displacement distance to be lubricated, *Figure 4*. It is dependent on the stroke ratio.

$$K_W = \text{stroke correction factor} \\ \frac{H \cdot 10}{L_1} = \text{stroke ratio}$$

Figure 4

Correction factor for stroke



Stroke ratio

If the stroke ratio is < 10 or > 50 , the grease operating life is reduced due to the risk of fretting corrosion or the loss of grease.

The stroke ratio is calculated as follows:

$$\text{Stroke ratio} = \frac{H \cdot 10}{L_1}$$

L_1 mm

Effective saddle plate length according to dimension tables

H mm

Stroke length.

If the stroke is very short, the grease operating life may be shorter than the calculated value. In this case, special greases are recommended – please contact us.

Correction factor for environment K_U

Attention!

The correction factor K_U takes account of shaking forces, vibrations (a cause of fretting corrosion) and shocks, see table.

These influences place an additional strain on the grease.

If cooling lubricant or moisture come into contact with the rolling element system, calculation is not possible.

Environmental influence and correction factor

| Environmental influence | Correction factor K_U |
|-------------------------|-------------------------|
| Slight | 1 |
| Moderate | 0,8 |
| Heavy | 0,5 |



Relubrication interval If the guide value for the grease operating life t_{fG} is less than the required operating duration of the linear unit, relubrication must be carried out.

Relubrication must be carried out at a time when the old grease can still be forced out of the carriage by the new grease.

A guide value for the relubrication interval for most applications is:

$$t_{fR} = 0,5 \cdot t_{fG}; t_{fG} < t_{fE}$$

t_{fR} h
Guide value for relubrication interval in operating hours

t_{fG} h
Guide value for grease operating life in operating hours

t_{fE} h
Required operating duration in hours.

Relubrication of the guidance system

Grease

The grease used for relubrication should be the same as that used for initial greasing; if different greases are to be used, the miscibility and compatibility of the greases must first be checked, see Miscibility, page 45.

Relubrication quantity

The relubrication quantity is approximately 50% of the initial grease quantity. Relubrication should preferably be carried out with several partial quantities instead of the complete quantity at a single point in time.

Relubrication procedure

Relubrication should be carried out with the carriage still warm from operation and the carriage should be moved during relubrication. The minimum stroke is four times the saddle plate length for saddle plate length, see dimension tables (L_1).

Attention!

If lubrication is carried out by hand, the grease gun, lubrication nipple and the environment of the lubrication nipple must first be cleaned thoroughly.

If long term lubrication units KIT.RWU..-E-410, KIT.RWU..-E-430, KIT.KWVE..-B-400 and KIT.KWVE..-B-430 are to be used, please contact us.

Influence of grease on friction behaviour

At initial operation and relubrication, the coefficient of friction increases temporarily due to the fresh grease. After a short running-in period, however, the coefficient of friction returns to its original lower value.

The friction behaviour is determined significantly by the characteristics of the grease used. The consistency and base oil viscosity serve as approximate guide values.

Special coatings

In order that standard components can function for long periods, without maintenance and reliably even under extreme operating conditions, the Schaeffler Group has developed several coatings for such requirements.

These coatings increase the corrosion resistance and/or wear resistance of the surface.

The selection of the coating is always dependent on the area of operation and the application.

Types of coatings

Components at risk of corrosion are protected by:

- Corrotect® special coating, page 53
- Protect A thin film chromium plating, page 55
- Protect B thin film chromium plating, page 57.

Advantages of thin film chromium plating

The high hardness of the thin film chromium plating and the special surface structure give an anti-wear effect. The columnar structure has a certain capacity for storage of lubricant. This ensures adequate lubricant in the rolling element contact zone even under extreme environmental and operating conditions.

A particularly high level of wear resistance together with a very high anti-corrosion effect is achieved by the coating Protect B, which has an additional layer of chromium mixed oxide. Due to its surface quality, this ensures separation of the contact between the rolling element and hard chromium layer and thus gives emergency running characteristics and reduction of wear under extreme operating conditions. Even under highly unfavourable environmental conditions, this coating still acts in a supportive capacity to the lubricant. Since the coating increases the wear resistance of the base material, the preload is maintained over an extended period.

Attention!

For use in the food industry, compliance with exacting environmental and health conditions must be achieved. The coating Protect A is free from Cr(VI) and can therefore be used in this sector.



Corrotect® special coating Anti-corrosion protection

Corrotect® is a surface coating applied by electroplating, *Figure 1*. It is an extremely thin anti-corrosion coating with cathodic protection and black chromate passivation. Under load, it is compacted into the surface roughness profile and partially worn away.

In parts coated with Corrotect®, running-in occurs in the area of the seal and an optically bright area develops as a result. Due to the remote cathodic protection mechanism, formation of rust in this area can also be prevented.

KUVE..-B-RRF

Figure 1
Special coating Corrotect®



Advantages

The special coating Corrotect®:

- is resistant to moisture, salt spray mist, contaminated water and weak alkaline or weak acidic cleaning agents
- does not impair the load carrying capacity, in contrast to the use of corrosion-resistant steels
- is extremely resistant to corrosion
- offers protection against rust on all surfaces
- ensures rust protection of smaller bright spots due to its cathodic protection effect
- gives protection against EP additives
- has good thermal conductivity
- is available as Corrotect® free from Cr(VI) by agreement.

Special coatings

Applications Components coated with Corrotect[®] are particularly suitable where corrosion resistance is the most important factor. The coating is also used very successfully to prevent adhesion of weld spray.

Available products The following products in the field of linear motion are available with the Corrotect[®] coating:

- linear recirculating roller bearing and guideway assemblies RUE...-E (-L-KT)
- linear recirculating ball bearing and guideway assemblies KUBE...-B (-KT)
- shafts W
- hollow shafts WH
- guideways LFSR
- profiled track rollers LFR
- linear ball bearings KB, KS, KH.

Suffix Components coated with Corrotect[®] have the suffix RRF; see Ordering designation.

Ordering designation The ordering designation for a Corrotect[®]-coated recirculating ball guidance system KUBE25-B with two carriages, accuracy G3 and preload class V1 is:

- KUBE25-B-W2-G3-V1-RRF/

Technical/physical data for Corrotect[®] The table shows technical/physical data for the special coating Corrotect[®].

Corrotect[®] data

| | Data |
|---|-----------------------------------|
| Suffix | RRF |
| Colour | Black |
| Thickness ¹⁾ | 0,5 µm – 3 µm |
| Number of layers | 1 |
| Composition | Zinc alloyed with iron and cobalt |
| Hardness | 300 HV |
| Anti-corrosion protection ²⁾ | 96 h |
| Anti-wear protection | – |
| Maximum single-piece length | 3 500 mm |
| Free from Cr(VI) ³⁾ | No Yes, by agreement only |

¹⁾ Thickness in functional area.

²⁾ Salt spray test to DIN 50 021.

³⁾ Parts containing Cr(VI) are not suitable for the food industry.



Protect A
Anti-wear
and anti-corrosion protection

Protect A is a pure chromium layer with a columnar surface structure, *Figure 2*.

The coating is applied by electroplating. The parts to be coated are heated to approx. +50 °C. Since no structural changes occur, the parts retain full dimensional stability.

The matt grey chromium layer retains a certain amount of lubricant between the pearls. As a result, effective anti-wear protection is achieved even under mixed friction or slippage conditions.

Operating temperature

The temperature range of the guidance system is between –10 °C and +100 °C.

KUVE..-B-KD

Figure 2

Thin film chromium plating
Protect A



Advantages

The coating:

- is resistant to various chlorides, various oils, sulphur compounds, chlorine compounds and weak acidic media
- does not influence the load carrying capacity and operating life of the coated products
- has higher wear resistance due to its high hardness
- ensures effective anti-wear protection even under mixed friction conditions
- offers good protection against EP additives
- has good thermal conductivity
- is moderately resistant to corrosion
- prevents false brinelling under vibration while stationary
- is free from Cr(VI).

Special coatings

Applications Protect A does not contain Cr(VI). Components with this coating are therefore particularly suitable for use in the food industry, medical equipment and similar areas.
The coating is recommended for use under particularly small stroke lengths and vibration while stationary.

Available products The following products in the field of linear motion are available coated with Protect A:

- linear recirculating roller bearing and guideway assemblies RUE..-E (-L-KT)
- linear recirculating ball bearing and guideway assemblies KUVE..-B (-KT).

Other products in the shaft and track roller range are available by agreement with the Protect A coating.

Suffix Components coated with Protect A have the suffix KD; see Ordering designation.

Ordering designation The ordering designation for a Protect A-coated recirculating ball guidance system KUVE25-B with two carriages, accuracy G3 and preload class V1 is:
■ KUVE25-B-W2-G3-V1-KD/

Technical/physical data for Protect A The table shows technical/physical data for the special coating Protect A.

Protect A data

| | Data |
|---|---|
| Suffix | KD |
| Colour | Matt grey |
| Thickness ¹⁾ | 0,5 µm – 4 µm |
| Number of layers | 1 |
| Composition | Pure chromium layer with pearly surface |
| Hardness | 900 HV – 1 300 HV |
| Anti-corrosion protection ²⁾ | 8 h |
| Anti-wear protection | Under mixed friction |
| Maximum single-piece length | 4 000 mm |
| Free from Cr(VI) ³⁾ | Yes |

1) Thickness in functional area.

2) Salt spray test to DIN 50 021.

3) Parts free from Cr(VI) are suitable for the food industry.

Attention! When using Protect A, coated carriages and coated guideways must always be combined. If coated carriages are used with uncoated guideways, for example, this will lead to a reduction in preload.



Protect B
High anti-corrosion
and anti-wear protection

Protect B comprises two layers: a thin film chromium plating (Protect A) is covered by chromium mixed oxide, *Figure 3*.

The corrosion resistance is provided by the chromium mixed oxide layer. This layer acts in a supportive capacity to the lubricant when used in aggressive atmospheres and at high temperatures.

The temperature range of the guidance system is between $-10\text{ }^{\circ}\text{C}$ and $+100\text{ }^{\circ}\text{C}$.

KUVE...B-KDC

Figure 3
 Thin film chromium plating
 Protect B



Advantages

The coating:

- is resistant to various chlorides, various oils, sulphur compounds, chlorine compounds and weak acidic media
- does not influence the load carrying capacity and operating life of the coated products
- improves the running-in behaviour
- offers effective anti-wear protection under inadequate lubrication
- offers good protection against EP additives
- acts in a supportive capacity to the lubricant by mean of the second layer in aggressive atmospheres and at high temperatures
- has good thermal conductivity
- offers high anti-wear protection together with high anti-corrosion protection
- prevents false brinelling under vibration while stationary.

Special coatings

Applications Where high requirements for anti-corrosion protection are present and continuous lubrication cannot be ensured, Protect B is the suitable coating.

Available products The following products in the field of linear motion are available coated with Protect B:

- linear recirculating roller bearing and guideway assemblies RUE...E (-L-KT)
- linear recirculating ball bearing and guideway assemblies KUVE...-B (-KT).

Other products in the shaft and track roller range are available by agreement.

Suffix Components coated with Protect B have the suffix KDC; see Ordering designation.

Ordering designation The ordering designation for a Protect B-coated recirculating ball guidance system KUVE25-B with two carriages, accuracy G3 and preload class V1 is:

- KUVE25-B-W2-G3-V1-KDC/

Technical/physical data for Protect B The table shows technical/physical data for the special coating Protect B.

Protect B data

| | Data |
|---|---|
| Suffix | KDC |
| Colour | Black |
| Thickness ¹⁾ | 0,5 µm – 5 µm |
| Number of layers | 2 |
| Composition | Thin film chromium plating (Protect A) with coating of chromium mixed oxide |
| Hardness | 950 HV |
| Anti-corrosion protection ²⁾ | 96 h |
| Anti-wear protection | Under inadequate lubrication |
| Maximum single-piece length | 4 000 mm |
| Free from Cr(VI) ³⁾ | No |

1) Thickness in functional area.

2) Salt spray test to DIN 50 021.

3) Parts containing Cr(VI) are not suitable for the food industry.

Attention! When using Protect B, coated carriages and coated guideways must always be combined. If coated carriages are used with uncoated guideways, for example, this will lead to a reduction in preload.



Special materials

Materials for KUVE

For four-row linear recirculating ball bearing and guideway assemblies KUVE, there are not only special coatings but also special materials:

- corrosion-resistant steel
- amagnetic steel
- end pieces made from metal
- ceramic rolling elements.

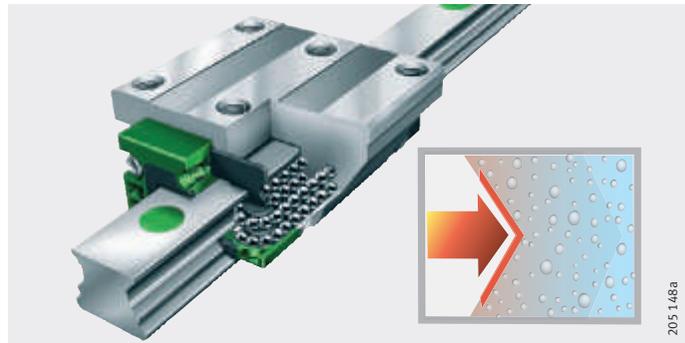
Corrosion-resistant steel

All metal parts in KUVE..-B-RB are made from corrosion-resistant martensitic steel, *Figure 1*. Due to the special quench and tempering process as well as surface treatment, this material has high corrosion resistance. It is therefore also suitable for use in aqueous media, heavily diluted acids, alkalines or salt solutions.

KUVE..-B-RB

Figure 1

Corrosion-resistant steel



Advantages

These guidance systems have the following advantages:

- they achieve basic load ratings equivalent to 70% of the standard values
- they are available in all accuracy and preload classes
- corrosion-resistant carriages can be used in any combination with the standard guideways, allowing replacement without any restrictions
- the existing range of accessories can be used to its full extent
- the complete sealing arrangement is already integrated.

Applications

The guidance systems are suitable for clean rooms and applications in electronic component manufacture as well as in the pharmaceutical and food industries.

Suffix

The suffix is RB; see Ordering designation.

Ordering designation

The ordering designation for the guidance system KUVE25-B with two carriages, accuracy G3, preload class V1 and guideway length 1300 mm is:

- KUVE25-B-W2-G3-V1-RB/1300

Available sizes

KUVE15-B and KUVE25-B; other sizes available by agreement.

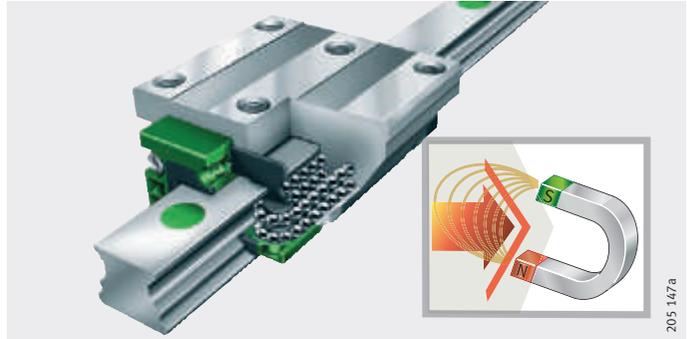
Special materials

Amagnetic steel

KUVE..-B-AM is made from corrosion-resistant amagnetic steel, *Figure 2*. Due to the special hardening process, the material achieves a hardness suitable for use in rolling bearings without developing a material structure that creates magnetic properties.

KUVE..-B-AM

Figure 2
Amagnetic steel



Advantages

Amagnetic guidance systems have the following advantages:

- all metal parts are made from corrosion-resistant steel
- they achieve basic load ratings equivalent to 60% of the values for the standard guidance system
- the magnetic permeability is very low ($\mu_r < 1,02$)
- they are available in all accuracy and preload classes
- they can be used in any combination with the standard guideways, allowing replacement without any restrictions (standard guideway, corrosion-resistant or amagnetic guideway)
- the existing range of accessories can be used to its full extent
- the complete sealing arrangement is already integrated.

Applications

Since no additional anti-corrosion coating is necessary, the guidance systems are highly suitable for use in clean rooms and the manufacture of electronic components, medical equipment and the food industry.

Suffix

The suffix is AM; see Ordering designation.

Ordering designation

The ordering designation for the amagnetic guidance system KUVE25-B with two carriages, accuracy G3, preload class V1 and guideway length 500 mm is:

- KUVE25-B-W2-G3-V1-AM/500

The maximum single-piece length of the guideways is 750 mm.

Amagnetic guidance systems are available by agreement.



Metal end piece

KUVE..-B-MKS has an end piece made from corrosion-resistant steel, *Figure 3*.

KUVE..-B-MKS

Figure 3

End pieces made from metal



Advantages

The metal end pieces:

- can be combined with amagnetic guidance systems
- can be used, due to their high strength compared to plastic designs, in applications where a particularly robust construction is required
- are resistant to gamma radiation
- are resistant to temperatures up to +150 °C
- are suitable for use in vacuum and clean rooms
- are available for all accuracy and preload classes
- are unsealed in the standard design
- are supplied as part of a guidance system with preservative only. Special lubricants can be used by agreement
- can be used with an integrated complete sealing arrangement and the range of accessories depending on the operating conditions (for example, temperature).

Applications

Due to the increased strength of the end piece, the guidance system is particularly suitable for extreme applications, for example at high temperatures or under radiation.

Suffix

The suffix is MKS; see Ordering designation.

Ordering designation

The ordering designation for the guidance system KUVE25-B with metal end piece, one carriage, accuracy G2, preload class V1 and guideway length 1500 mm is:

- KUVE25-B-W1-G2-V1-MKS/1500

Available sizes

KUVE15-B and KUVE25-B; other sizes available by agreement.

Special materials

Ceramic rolling elements

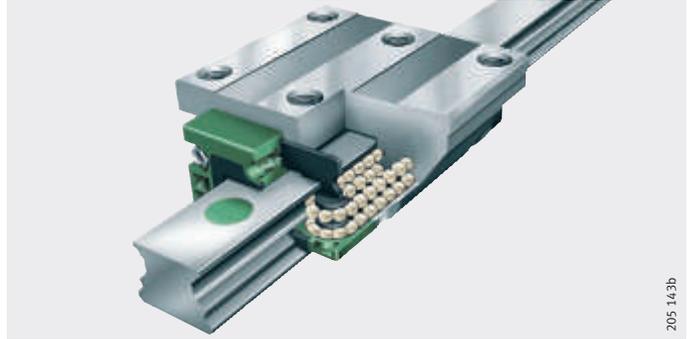
In combination with coatings or special materials, ceramic rolling elements can be used in hybrid bearings.

Ceramic is light, has a long operating life and offers significant advantages in many applications. Ceramic balls are characterised by their high hardness, rust resistance and electrical insulation.

KUVE..-B-HCB has ceramic rolling elements, *Figure 4*.

KUVE..-B-HCB

Figure 4
Ceramic rolling elements



Advantages

The guidance systems with ceramic rolling elements:

- have a longer rating life, depending on the application
- achieve basic load ratings equivalent to 70% of the standard values
- have lower bearing temperatures
- require less lubricant
- can be used to achieve corrosion-resistant guidance systems in combination with corrosion-resistant or coated saddle plates and guideways
- do not induce any magnetism between the rolling elements
- do not conduct electrical current
- allow higher speeds when used in combination with appropriate guidance system components
- can be fitted with the existing accessories and are interchangeable with the standard range.

Applications

Due to their amagnetic characteristics, linear recirculating ball bearing and guideway assemblies with ceramic rolling elements are used in many applications in medical equipment, laboratories and clean rooms as well as in the manufacture of electronic components.

Suffix

The suffix is HCB; see Ordering designation.

Ordering designation

The ordering designation for the guidance system KUVE25-B with two carriages, accuracy G3, preload class V1 and guideway length 250 mm is:

- KUVE25-B-W2-G3-V1-HCB/250



Fitting variants

Fitting work – influencing factors and assessment

The fitting work is essentially determined by:

- the arrangement of the screw mounting and locating surfaces for the guideways and carriages
- the accessibility of the fixing screws.

The fitting work can be evaluated according to the scheme, *Figure 1*.

The structure is ascending and describes the work according to the following criteria:

- simple fitting without fitting aids ③
- simple fitting with fitting aids ④
- demanding, time-consuming fitting with fitting aids ⑤.

For reasons of time and cost (reduced fitting work) only variants corresponding to ③ and ④ should be selected.

For assessment of fitting work see table, page 64.

- ① Fitting work
- ② Fitting variant
- ③ Simple fitting without aids
- ④ Simple fitting with aids
- ⑤ Demanding, time-consuming fitting with aids

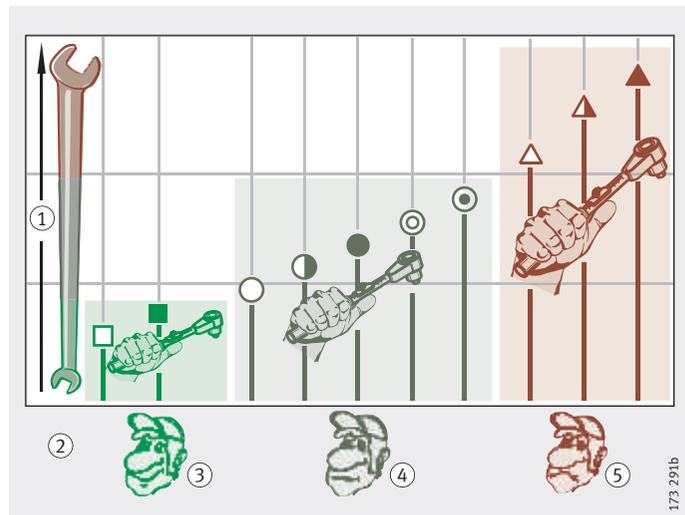
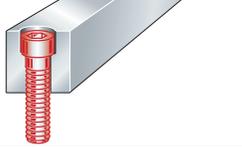
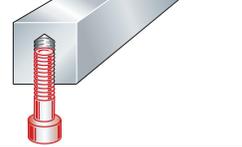
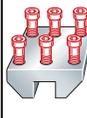
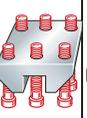
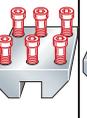
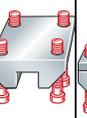
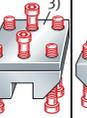
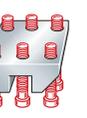
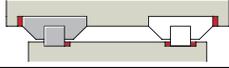
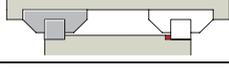
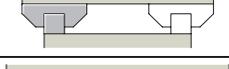
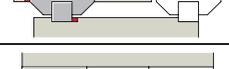


Figure 1
Relationship between fitting work and fitting variant

Fitting variants

Fitting work The following table shows the fitting work as a function of the adjacent construction.

| Ratio of table length to guide-way length | Design of adjacent construction ¹⁾ | | Location of guideway and carriage ²⁾ | | | | | | | |
|---|---|---|---|---|---|---|---|--|---|---|
| | | |  | | | |  | | | |
| $L > 2X$ or $L \leq X$ | Datum side | Adjustment side |  |  |  |  |  |  |  |  |
| $> 2X$ |  |  |  |  |  |  |  |  |  |  |
| |  |  |  |  |  |  |  |  |  |  |
| |  |  |  |  |  |  |  |  |  |  |
| |  |  |  |  |  |  |  |  |  |  |
| |  |  |  |  |  |  |  |  |  |  |
| $\leq 2X$ |  |  |  |  |  |  |  |  |  |  |
| |  |  |  |  |  |  |  |  |  |  |
| |  |  |  |  |  |  |  |  |  |  |
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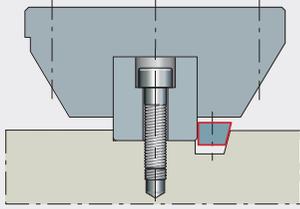
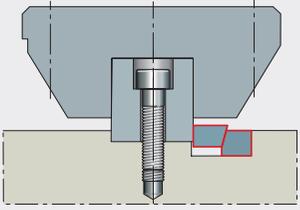
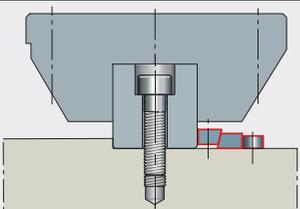
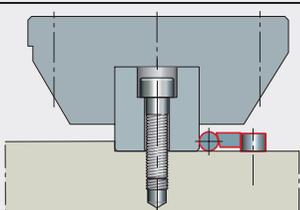
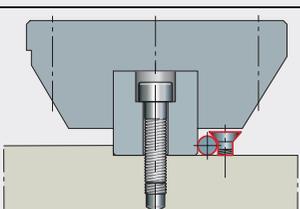
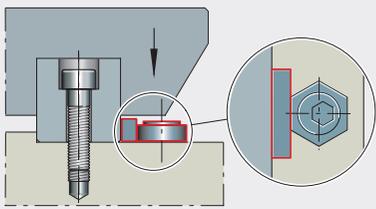
- 1) For other designs of adjacent construction, please contact us.
- 2) In series KUE, the carriage do not have central fixing holes.
- 3) The intermediate plate can be used for any fitting variant.



Alignment elements

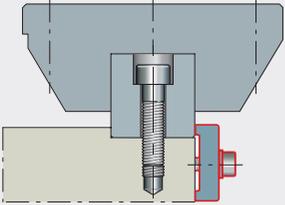
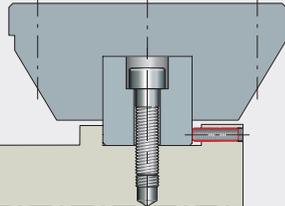
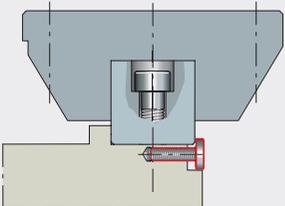
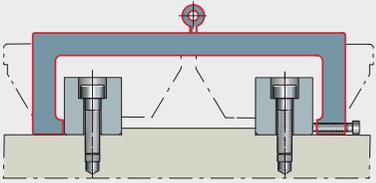
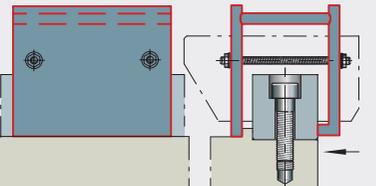
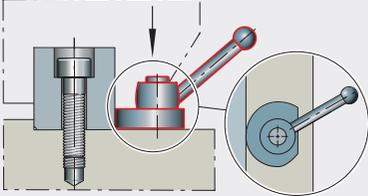
The tables show different alignment methods for guideways.

Alignment method

| Element | |
|---|---|
| Vee ledge, integrated in a slot in the machine bed |  <p style="text-align: right;">173 279a</p> |
| Double vee ledge, in a slot in the machine bed |  <p style="text-align: right;">173 280a</p> |
| Double vee ledge screw mounted to the machine bed |  <p style="text-align: right;">173 281a</p> |
| Vee ledge with integral shaft, screw mounted to the machine bed |  <p style="text-align: right;">173 282a</p> |
| Shaft, screw mounted to the machine bed |  <p style="text-align: right;">173 283a</p> |
| Square section rail, adjusted using eccentric screw |  <p style="text-align: right;">173 284a</p> |

Fitting variants

Alignment methods continued

| Element | |
|--------------------------------------|---|
| Clamping strip |  <p style="text-align: right; font-size: small;">173 285a</p> |
| Adjusting screws |  <p style="text-align: right; font-size: small;">173 286a</p> |
| Locking screws |  <p style="text-align: right; font-size: small;">173 287a</p> |
| Fixing bracket with adjusting screws |  <p style="text-align: right; font-size: small;">173 288a</p> |
| Fixing bracket with threaded rod |  <p style="text-align: right; font-size: small;">173 289a</p> |
| Eccentric hand lever |  <p style="text-align: right; font-size: small;">173 290a</p> |



Suspended arrangement of guidance system

Attention!

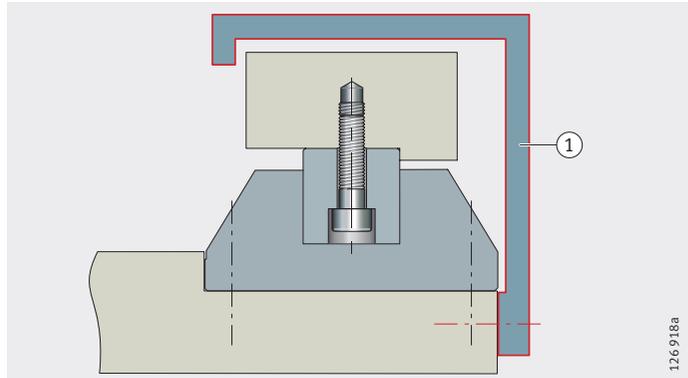
If the guidance system is in a suspended arrangement, a drop guard ① is recommended, *Figure 2*.

Mounting position of the guidance system 180°

① Drop guard

Figure 2

Suspended monorail guidance system with drop guard



Fitting

Fixing screws for carriages and guideways

Monorail guidance systems must only be located using the specified screws.

It is vital to follow the information:

- in this catalogue
- in the technical proposal letter
- in the assembly drawing – if contained therein.

Attention!

The screw specifications and tightening torques must be observed.

Any deviations will influence the performance of the screw connections as well as the function and operating life of the guidance systems.

Only screws of the specified grades must be used.

If there is a possibility of settling, the fixing screws should be secured against rotation.

It must be ensured that the adjacent construction has adequate strength.

The technical performance capability can only be achieved if:

- all the threaded fixing holes are used
- the specified screw grades are used
- the specified screw tightening torques are observed.



Fitting of monorail guidance systems

They can only achieve their optimum function and maximum operating life if they are correctly fitted and maintained. Examples of fitting methods are shown on page 84 to page 87.

Guidelines

Attention!

The specifications and regulations in the table must be observed.

Guidelines

| | Guideline |
|-----------------|---|
| <p>172.173a</p> | <p>General Use only the appropriate tools and fitting aids. Always carry out the operations in the specified sequence.</p> |
| <p>172.175a</p> | <p>Do not carry out “prestrung mounting” – do not slide carriages already fitted to the machine table onto guideways that are also already fitted.</p> |
| <p>172.176a</p> | <p>Hands should be kept clean and dry, wear cotton gloves if necessary. Perspiration can lead to corrosion of monorail guidance systems with a dry preservative.</p> |
| <p>172.177a</p> | <p>Transport, storage and fitting area Monorail guidance systems should only be transported and stored in their original packaging. Guideways longer than 1,5 m must be supported at a minimum of 3 points during storage.</p> |
| <p>172.178b</p> | <p>Monorail guidance systems should only be removed from their original packaging once they are at the assembly area and immediately before fitting is carried out.</p> |
| <p>172.179a</p> | <p>Monorail guidance systems should not be fitted in the vicinity of machines or equipment that generate swarf or dust.</p> |
| <p>172.180a</p> | <p>Do not transmit electrical currents, for example during welding, through the monorail guidance systems.</p> |

Fitting

Delivered condition

Monorail guidance systems are supplied with a preservative or initial greasing, see table.

The preservative is compatible with oils and greases having a mineral oil base.

Delivered condition

| Linear recirculating roller bearing and guideway assembly RUE..-D, RUE..-E (-L-KT) | Linear recirculating ball bearing and guideway assemblies | |
|---|---|--|
| | KUE, KUSE | KUVE..-B (-KT) |
| <ul style="list-style-type: none"> ■ Coated with preservative ■ Preassembled Carriage mounted on guideway | <ul style="list-style-type: none"> ■ Coated with preservative ■ Preassembled Carriage mounted on guideway if ordered as a unit ■ Carriage and guideway packed separately if carriage and guideway ordered individually | <ul style="list-style-type: none"> ■ With initial greasing ■ Preassembled Carriage mounted on guideway if ordered as a unit ■ Carriage and guideway packed separately if carriage and guideway ordered individually |

Protection of wipers

The sharp-edged counterbores of the holes in the guideways are covered by an adhesive strip, *Figure 1*.

Avoid damage to the seal lips on the wipers of the carriages.

Attention!

The adhesive strip protects the seal lips on the wipers of the carriages. The adhesive strip should not be removed until immediately before the guidance system is fitted.

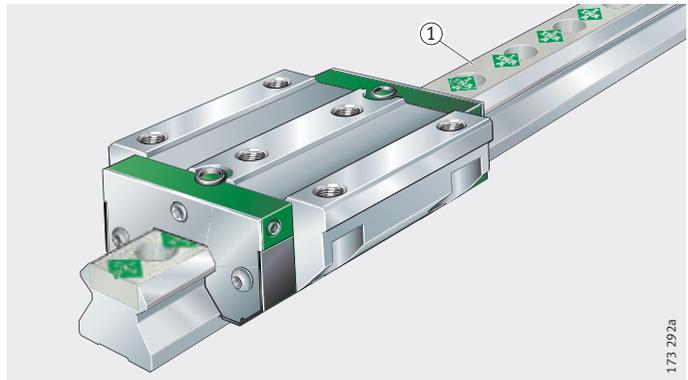
The counterbores may cause injury.

RUE..-E

① Adhesive strip

Figure 1

Holes covered by adhesive strip



173 292a



Dismantling and fitting of carriages

Note the mounting position of the carriages – unmarked locating face.

Attention!

Carriages should only be removed from the guideway or slid onto the guideways if necessary.

Removing the carriage

Locate the dummy guideway ① on one end face of the guideway ② and slide the carriage ③ carefully onto the dummy guideway ①, *Figure 2*.

Attention!

Do not remove the dummy guideway from the carriage. Protect the rolling element set against contamination and damage.

Fitting the carriage

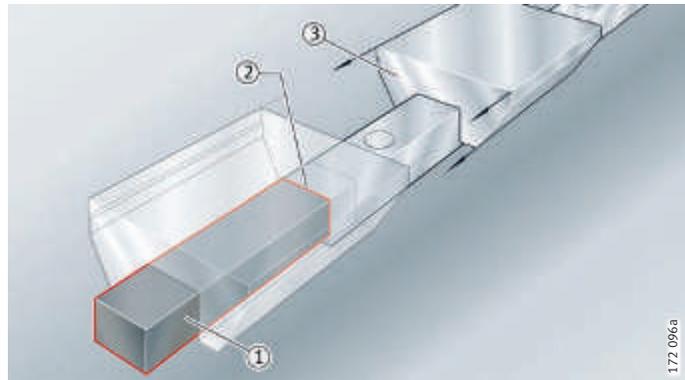
Locate the dummy guideway ① with the carriage ③ on one end face of the guideway ②, *Figure 2*.

Slide the carriage ③ carefully onto the guideway, taking care not to damage the seal lips.

- ① Dummy guideway
- ② End face of guideway
- ③ Carriage

Figure 2

Dismantling and fitting of carriages



Location of carriages

Attention!

The tightening torques M_A in the dimension tables are valid for screws coated with preservative. If there is a possibility of settling, the fixing screws should be secured against rotation.

Observe the tightening torques M_A for the fixing screws.

If the carriages are not connected to a central lubrication system, grease the carriages using the initial grease quantity – for grease quantities see tables, page 46 and page 47.

The guideways and carriages must be protected before and during fitting against solid and fluid contaminants.

Series RUE and KUSE

Attention!

Before the carriages are screw mounted to the adjacent construction, remove the adhesive strip covering the O rings. Check the seating of the O rings.

Fitting

Location of guideways

Attention!

The sharp-edged counterbores for the fixing screws may cause injury.

The tightening torques M_A in the dimension tables are valid for screws coated with preservative. For high accuracy requirements, the screws can be lubricated with grease containing MoS_2 . Since the coefficient of friction may be up to 50% lower in this case, the tightening torques should be reduced accordingly.

Tightening scheme

- Tighten the screws consecutively; in the first step to $0,5 \times M_A$, in the second step to $1 \times M_A$, *Figure 3*.

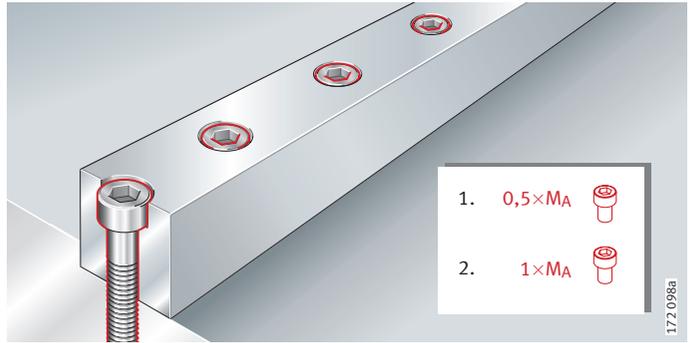


Figure 3
Tightening scheme
for guideways

Multi-piece guideways

The end faces of the guideways are abutted against each other and the carriages are moved over the joint – this has the effect of aligning the guideways.

Screw mount the guideways according to the tightening scheme, *Figure 3*. Leave the carriages located at the joint.

Attention!

The individual guideway sections are marked with numbers and letters, *Figure 4*.

During fitting, the numbers and letters of the ends at each joint must match.

- Joints:
- ① 1A – 1A
 - ② 1B – 1B
 - ③ 2A – 2A

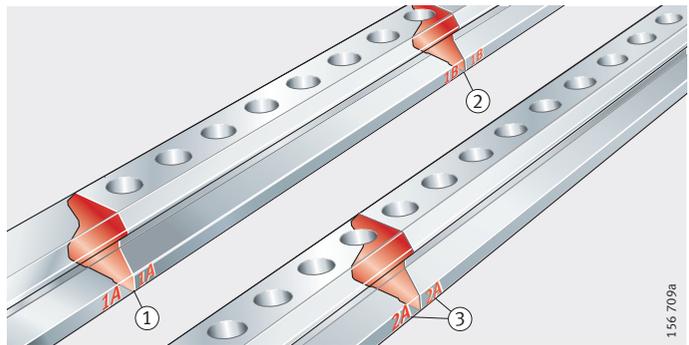


Figure 4
Joints on multi-piece guideways



Fitting of closing plugs

Attention!

Before fitting, guideways must be located using the tightening torque M_A according to the dimension tables.

Do not move carriages over counterbores of the fixing holes that have not been closed off. Ensure that the seal lips of the wipers are protected if carriages are moved.

Depending on the environment and operating conditions, the counterbores are closed off using plastic or brass closing plugs. For fitting using a fitting device, see page 74.

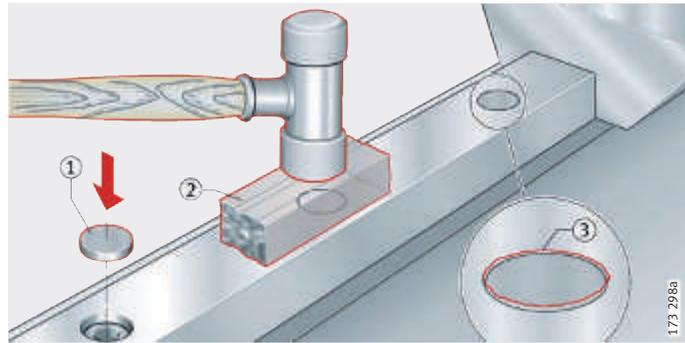
Knocking in of closing plugs, *Figure 5*:

- Insert the closing plugs ① in the correct position in the counterbore.
- Place the press-in block ② vertically on the closing plugs.
- Knock in the closing plugs by means of concentric impacts.
- Remove the ring-shaped burr from the closing plugs ③.

- ① Closing plug
- ② Press-in block
- ③ Ring-shaped burr

Figure 5

Knocking in of closing plugs



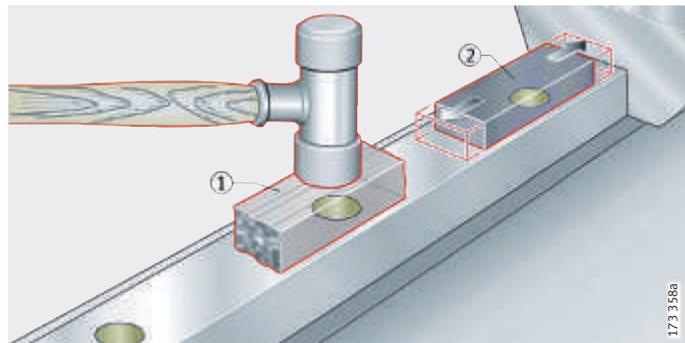
Final fitting of closing plugs, *Figure 6*:

- Knock the closing plugs in flush with the surface of the guideway ① by means of a second impact.
- Smooth off the top surface of brass closing plugs flat using an oil stone ②.
- Clean the guideway using a lint-free clean cloth and check that the closing plugs are fitted flush by means of a “finger tip test”.

- ① Press-in block
- ② Oil stone

Figure 6

Final fitting of closing plugs



Fitting

Fitting of brass closing plugs using fitting device

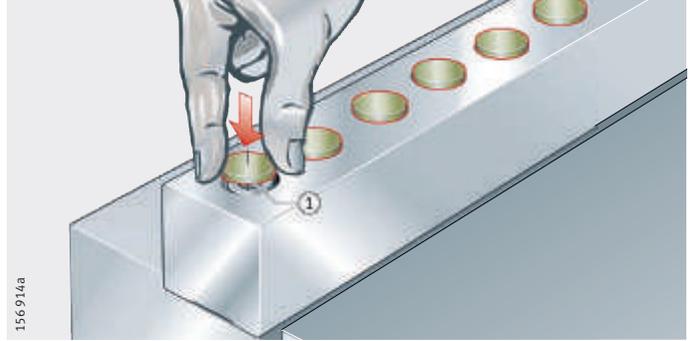
Insert the closing plugs in the counterbore, *Figure 7*:

- Insert the closing plug ① in the correct position in the counterbore.

① Closing plug

Figure 7

Inserting the closing plugs in the counterbore



Fit the fitting device, *Figure 8*:

- Locate the fitting device MVH ① on the guideway.
- Connect the fitting device to the hydraulic source ② and ensure that the bleed ③ is activated.

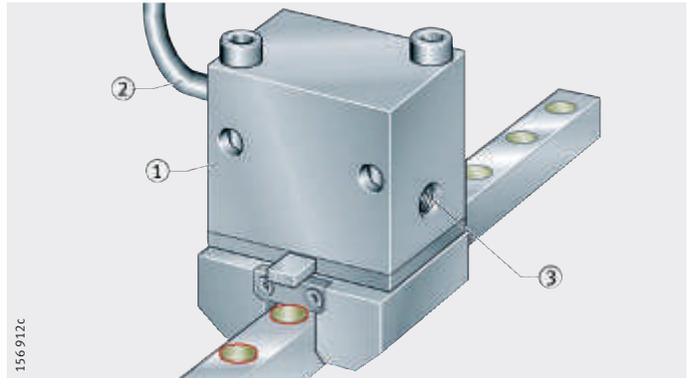
① Fitting device MVH

② Hydraulic connector

③ Bleed

Figure 8

Fitting the fitting device





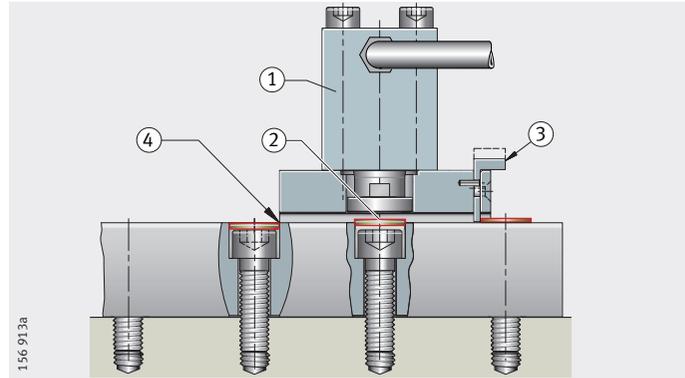
Press in the closing plugs, *Figure 9*:

- Position the fitting device ① over the closing plug ② until the pawl ③ contacts the next closing plug that has not yet been pressed in; for the last closing plug, carry out this alignment visually ④.
- Press in the closing plug using a maximum of 300 bar.

- ① Fitting device MVH
- ② Closing plug
- ③ Pawl
- ④ Visual check

Figure 9

Pressing in the closing plugs



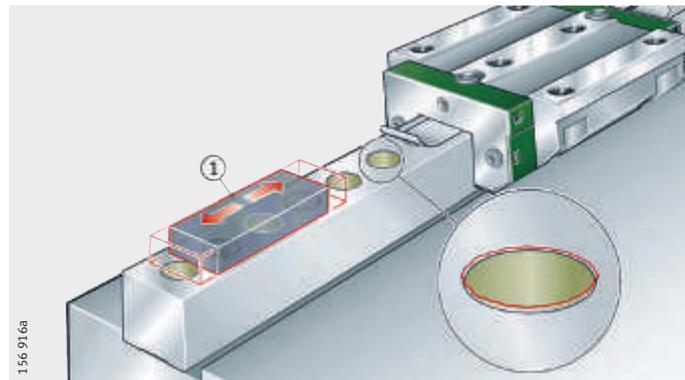
Smooth off the closing plugs flat, *Figure 10*:

- Smooth off the top surface of brass closing plugs flat using an oilstone ①.
- Then clean the guideway using a lint-free clean cloth.

- ① Oil stone

Figure 10

Smoothing off the closing plugs flat



Fitting

Fitting of two-piece plastic closing plugs

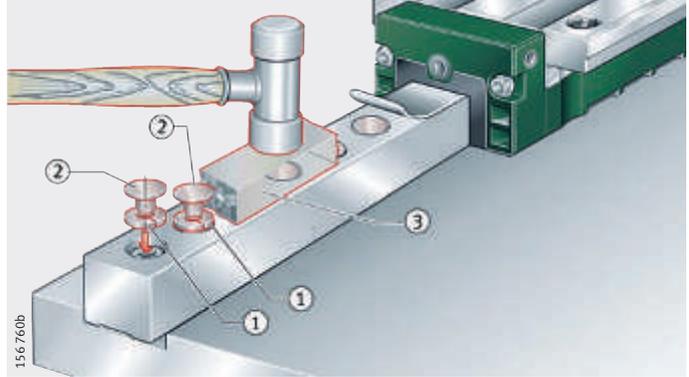
Press in the closing plugs, *Figure 11*:

- Insert the plastic clinch rings ① in the holes.
- Press the closing plugs ② in flush using a press-in block ③.

- ① Plastic clinch ring
- ② Closing plug
- ③ Press-in block

Figure 11

Pressing in the closing plugs



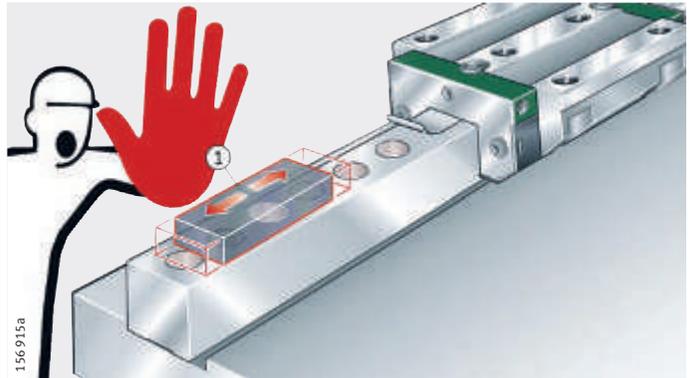
Attention!

Do not work the plastic closing plugs using an oil stone ① or similar, *Figure 12*.

- ① Oil stone

Figure 12

Do not work using an oil stone





Fitting of adhesive bonded covering strip

Attention!

Do not use the covering strip ADB with RUDS.

Only fit the covering strip to guideways that have been fitted in place.

The surface for adhesive fitting – the slot in the guideway – must be clean, free of grease and dry.

Avoid damaging the seal lip on the carriage.

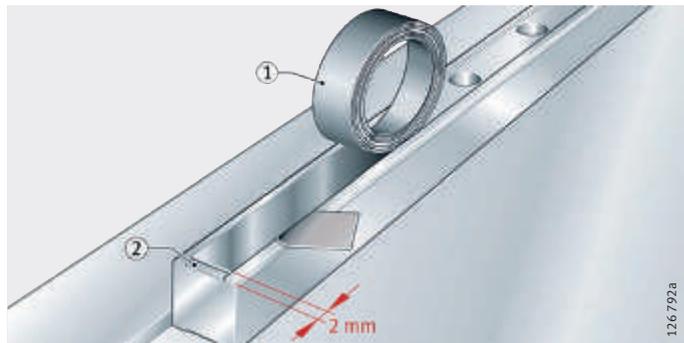
Place the covering strip in the slot, *Figure 13*:

- Unroll a portion of the covering strip ① and place with the adhesive film side face down in the slot ② – the covering strip should finish approx. 2 mm from the end of the guideway.

- ① Covering strip
- ② Slot

Figure 13

Placing the covering strip in the slot



Stick down the covering strip, *Figure 14*:

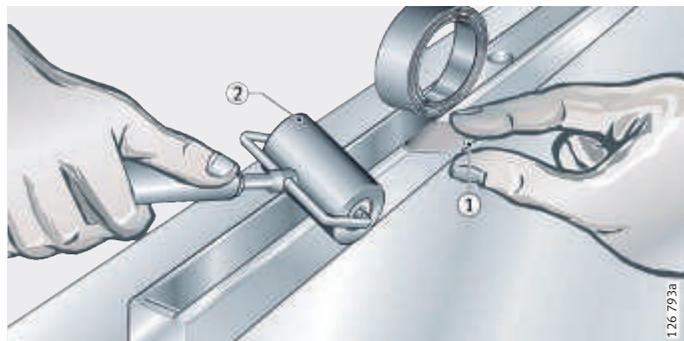
- Peel off the protective film ① approx. 30 mm and fold it out at an angle to one side.
- Align the covering strip in the slot and stick it down by applying pressure – for example by means of a pressure roller ②. The strength of the bond will depend on the pressure used.
- Remove the protective film ① and finish fitting the covering strip.

The final adhesive force is achieved at room temperature after approx. 72 hours.

- ① Protective film
- ② Pressure roller

Figure 14

Sticking down the covering strip



Fitting

Fitting of clip fit covering strip

Attention!

The covering strip ADB-K is a precision product and must be handled with great care.

Before fitting the covering strip, check that the clamping lugs are undamaged and that there are no creases.

Place the covering strip in the slot, *Figure 15*:

- Clean the covering strip ADB-K and the slot in the guideway surface using a cleaning cloth.
- Place the side of the strip with the larger radius in the slot; note the direction of curvature in the figure – sabre shape and the direction of the arrow; the other side of the strip must remain on the guideway surface.

① Covering strip

Figure 15
Pressing direction

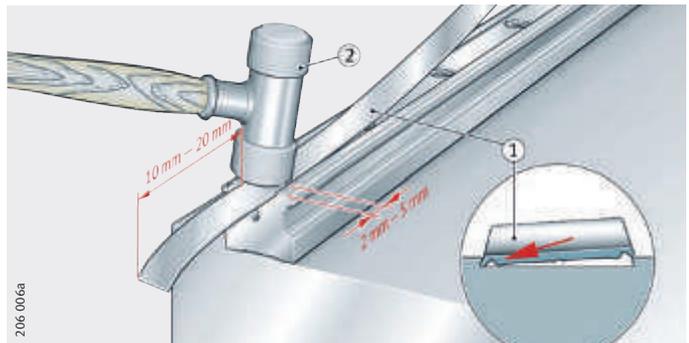


Locate the covering strip, *Figure 16*:

- The covering strip protrudes 10 mm to 20 mm above the guideway.
- Locate the covering strip over 2 mm to 5 mm in the slot using a rubber hammer ②.

① Covering strip
② Rubber hammer

Figure 16
Locating the covering strip





Attention!

Locate the fitting device so that the pressure roller ③ faces outwards, *Figure 17*. At the overhang of the covering strip, bend it slightly downwards as shown by the arrow.

Press the covering strip obliquely into the slot in front of the fitting device. Ensure that pressing is carried out in the correct direction.

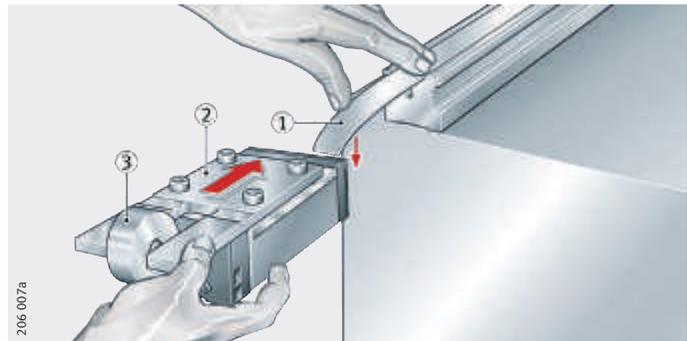
Fit the covering strip using the fitting device, *Figure 17*:

- Press the covering strip ① on the locating side obliquely into the slot with the fingers and slide on the fitting device ②. Ensure that pressing is carried out in the correct direction.
- Slide the fitting device 300 mm onto the guideway.

- ① Covering strip
- ② Fitting device
- ③ Pressure roller

Figure 17

Sliding on the fitting device



Attention!

Press the covering strip obliquely into the slot in front of the fitting device. Ensure that pressing is carried out in the correct direction.

We recommend that the covering strip should not be fitted more than once.

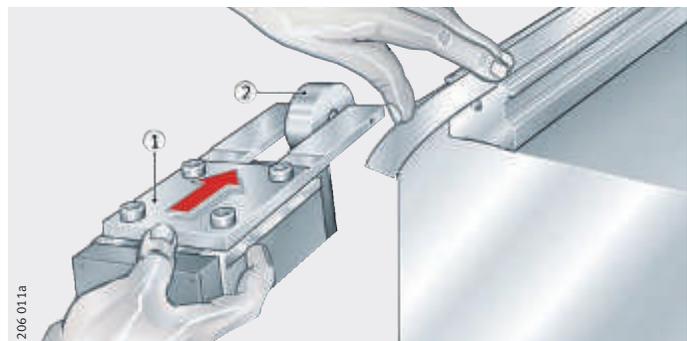
Fit the covering strip using the fitting device, *Figure 18*:

- Remove the fitting device ① from the guideway, turn it through 180° and slide it back onto the guideway. The pressure roller ② should now face towards the guideway.
- Cut the protruding end to length using snips.
- Fit the retainer.
- Check that the covering strip is correctly seated. The guideway must have a smooth surface; if necessary, smooth off using an oilstone.

- ① Fitting device
- ② Pressure roller

Figure 18

Sliding on the fitting device



Fitting

Fitting of clamping element

Attention!

The clamping element RUKS should only be located once the guideways and carriages have been fitted.

The counterbores of the fixing holes must be closed off first.

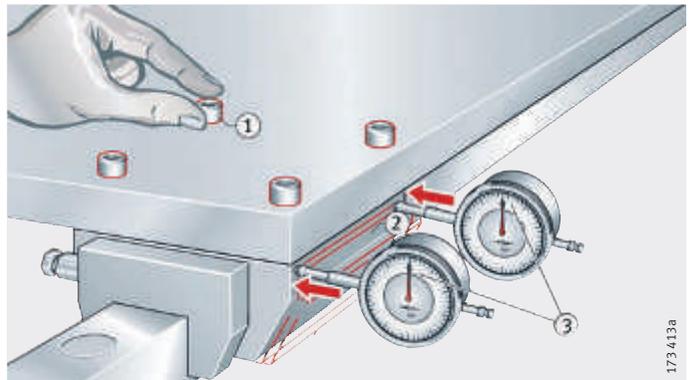
Align the clamping element, *Figure 19*:

- Tighten the fixing screws ① in the clamping element finger tight. Use all the threaded holes.
- Place one dial gauge ③ at each corner of one longitudinal side ② of the clamping element.
- Press one longitudinal side of the clamping element against the guideway (in the direction of the arrows) and set the dial gauges to "0" ③.

- ① Fixing screws
- ② Longitudinal side of the clamping element
- ③ Dial gauges

Figure 19

Aligning the clamping element



Attention!

Do not exceed the maximum oil pressure of 350 bar. Pay attention to pressure spikes.



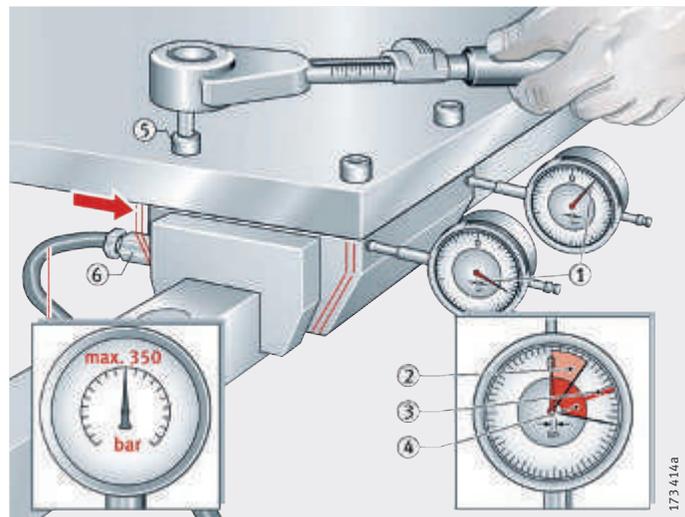
Finish fitting the clamping element, *Figure 20*:

- Press the opposing longitudinal side of the clamping element against the guideway (in the direction of the arrow).
- Read off and record the measured values on both dial gauges ①.
- Calculate the mean value of the measured values ③.
- Set the RUKS to half the mean value.
- Tighten the fixing screws ⑤ in accordance with the table.
- Fit the hydraulic connector ⑥ to the clamping element.
- Apply oil pressure and increase slowly to the maximum operating pressure.
- Check the clamping element for seal integrity, reduce the oil pressure.

- ① Measured values
- ② Measured value 1
- ③ Mean value of measured values
- ④ Measured value 2
- ⑤ Fixing screws
- ⑥ Hydraulic connector

Figure 20

Final fitting of the clamping element



**Tightening torques
for fixing screws**

| Fixing screws | | | |
|-------------------------------|-----------------------------|--------------------------------------|--------------|
| Size | DIN ISO 4 762 Grade 12.9 | DIN 6 912 DIN 7 984 Grade 12.9 | |
| | | Blind hole | Through hole |
| Tightening torque M_A Nm | | | |
| M8 | 41 | – | 41 |
| M10 | 41 | 41 | 83 |
| M12 | 83 | 83 | 140 |
| M14 | 140 | 140 | – |

Fitting

Fitting of damping carriage

Attention!

The damping carriage RUDS should only be located once the guideways and carriages have been fitted.

Before fitting, the counterbores of the fixing holes in the guideways must be closed off.

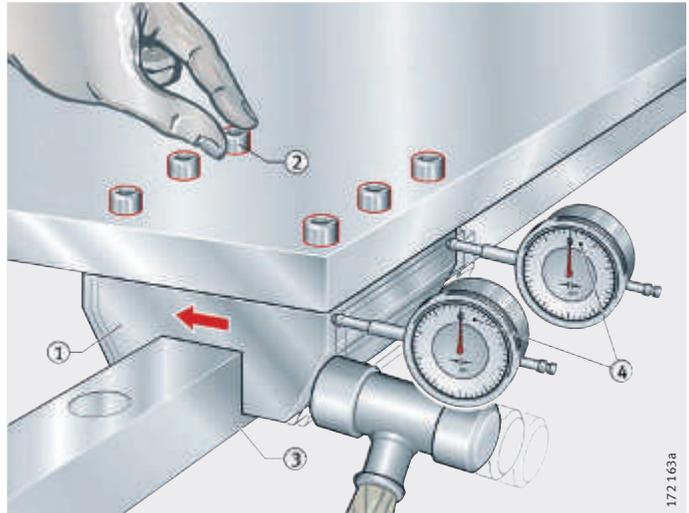
Keep the guideways free from oil.

Align the damping carriage, *Figure 21*:

- Insert the fixing screws ② in the damping carriage ① and tighten finger tight.
- Place one dial gauge ④ at each corner of one longitudinal side of the damping carriage.
- Press one longitudinal side of the damping carriage against the guideway (in the direction of the arrow) ③ and set the dial gauges to "0" ④.

- ① Damping carriage
- ② Fixing screws
- ③ Longitudinal side of the guideway
- ④ Dial gauges

Figure 21
Aligning the damping carriage



172 163a



Finish fitting the damping carriage, *Figure 22*:

- Press the opposing longitudinal side of the damping carriage ① against the guideway (in the direction of the arrow).
- Read off and record the measured values on both dial gauges ②.
- Calculate the mean value ④ of the measured values.
- Set the damping carriage to half the value.
- Tighten the fixing screws ⑥.
- Fit the lubricant connector and charge the system with oil.

- ① Damping carriage
- ② Dial gauges
- ③ Measured value 1
- ④ Mean value of measured values
- ⑤ Measured value 2
- ⑥ Fixing screws

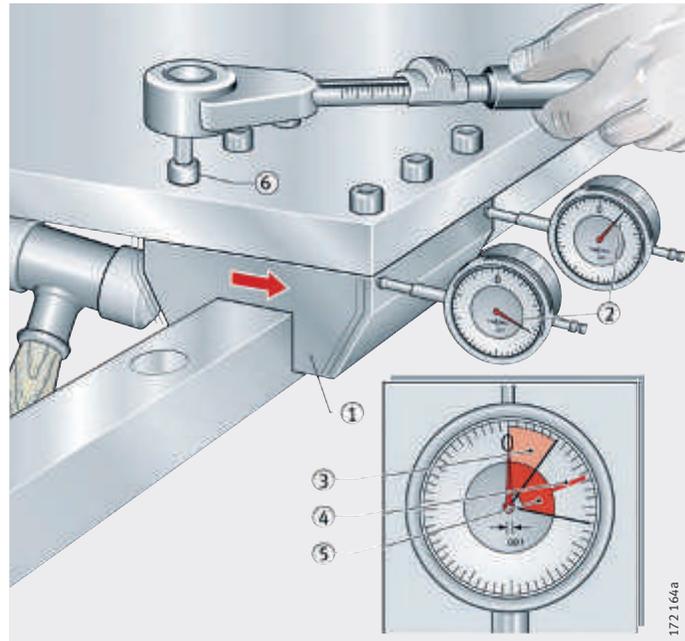


Figure 22

Final fitting of the damping carriage

Fitting

Fitting example for a linear guidance system

As an example, a fitting variant from *Figure 1*, page 63 ③, has been selected.

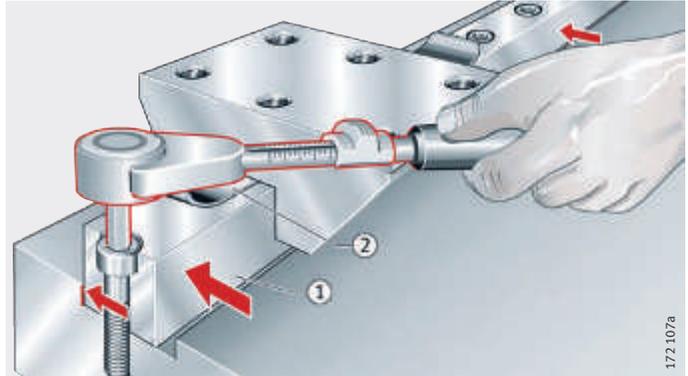
Screw mount the datum side, *Figure 23*:

- Press the guideway on the datum side ① against the locating face (in the direction of the arrows) and screw mount; observe the tightening torque M_A in the dimension tables.

- ① Datum side
- ② Spring steel strip

Figure 23

Screw mounting of the datum side



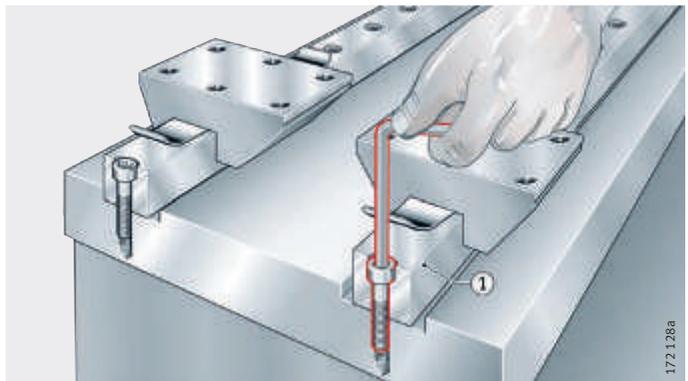
Screw mount the adjustment side, *Figure 24*:

- Screw mount the guideway on the adjustment side ① finger tight.

- ① Adjustment side

Figure 24

Screw mounting of the adjustment side





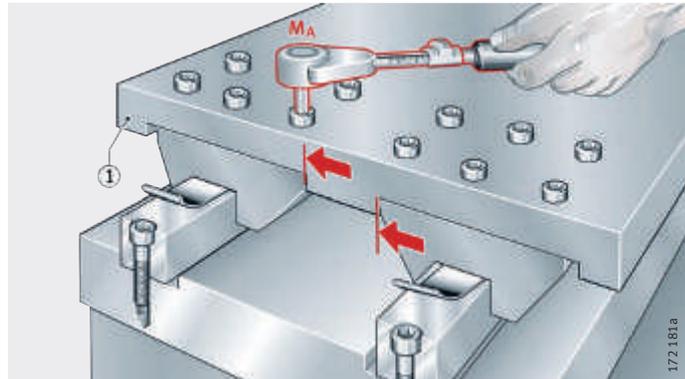
Screw mount the table, *Figure 25*:

- Locate the table ① gently on the carriages.
- Screw mount the carriages on the datum and adjustment sides to the table; observe the tightening torque M_A in the dimension tables.

① Table

Figure 25

Screw mounting of the table to the carriages



Screw mount the adjustment side, *Figure 26*:

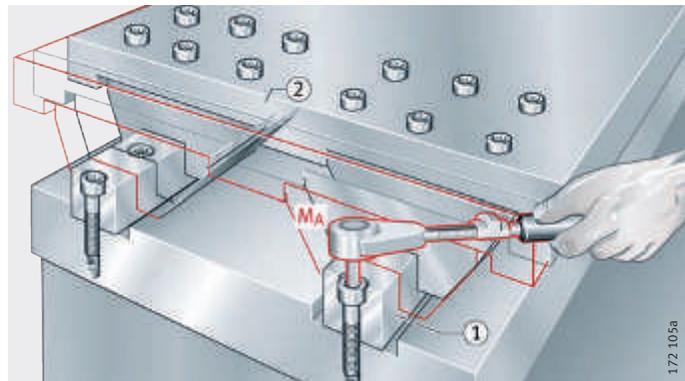
- Align the guideway on the adjustment side ① with the carriage ② and screw mount; observe the tightening torque M_A in the dimension tables.

① Adjustment side

② Table

Figure 26

Screw mounting of the adjustment side



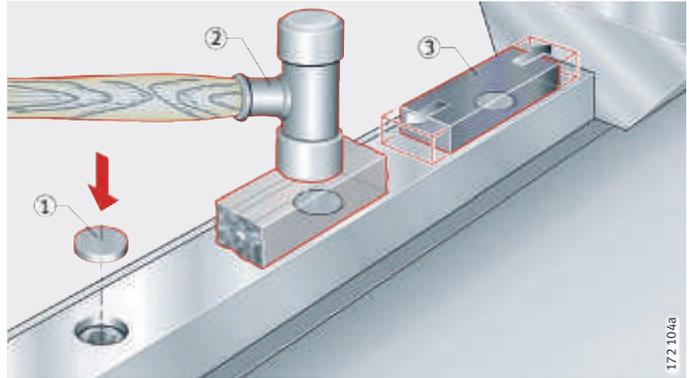
Fitting

Fit the closing plugs, *Figure 27*:

- Fit the closing plugs flush with the guideway surface ①, ②; see also page 73 to page 76.
- Clean the surface ③.

- ① Closing plugs
- ② Rubber hammer
- ③ Oil stone

Figure 27
Fitting of the closing plugs

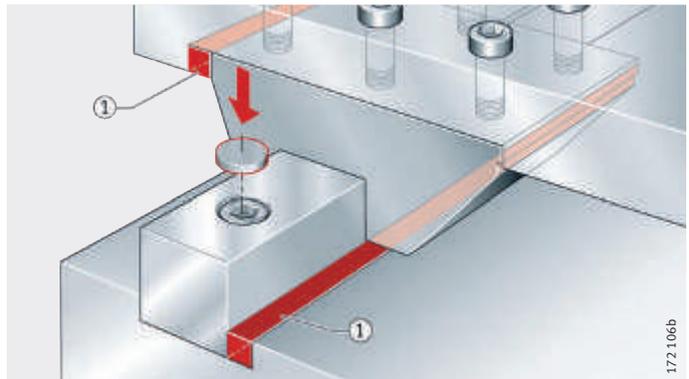


Secure the position, *Figure 28*:

- If necessary, secure the position ① of the guideways and carriages on the datum and adjustment sides.

- ① Position secured

Figure 28
Securing the position





Putting the guidance system into operation

Oil lubrication **Attention!**

Ensure that the guideways show a visible oil film.

Supply the guidance system with oil:

- In order to ensure cleanliness and prevent corrosion, flush and fill all lubrication point supply pipes and lubrication holes immediately after connection.
- When putting monorail guidance systems into operation, supply the minimum oil quantity Q_{\min} , while moving the carriage four times its length; for oil quantities, see tables page 41 to page 44.

Damping carriage

The damping carriage RUDS should be connected to the lubricant supply system of the linear recirculating roller bearing and guideway assembly RUE..-E (-L-KT) or RUE25-D.

Grease lubrication **Attention!**

Ensure that the guideways show a visible grease film.

KUVE..-B and KUVE..-B-KT have an initial grease quantity.

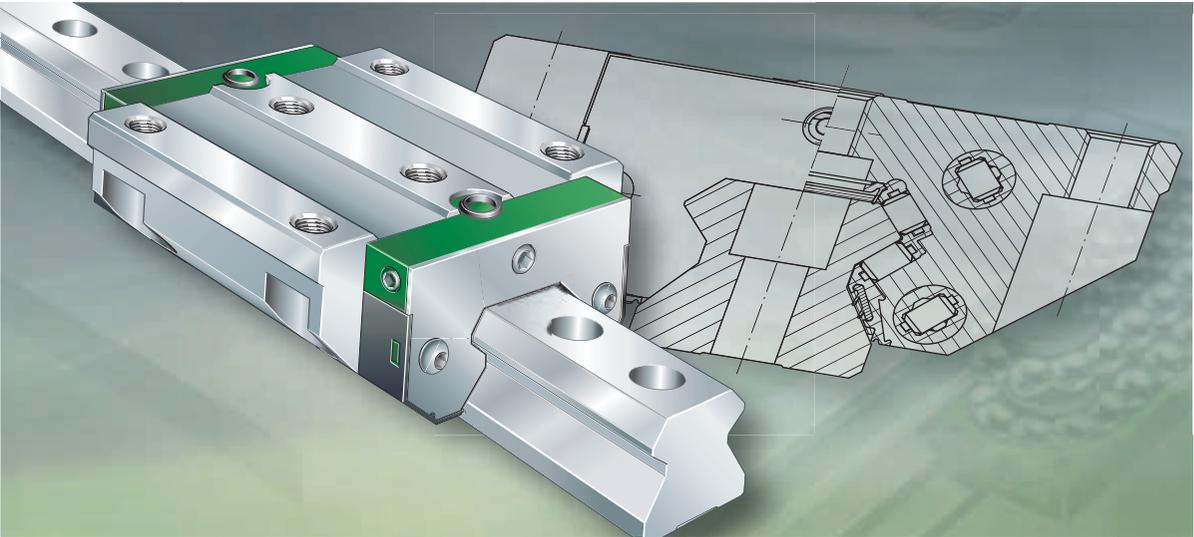
Supply the guidance system with grease:

- Fill a clean grease gun or other lubrication device with fresh grease.
- Clean the lubrication nipple and its immediate environment.
- Lightly grease the cleaned guideways.
- While the carriage is being filled by hand with the initial grease quantity, move the carriage four times its length; for grease quantities, see tables page 46 and page 47.
- If connected lubrication devices are being used, relubrication should be carried out until fresh grease emerges from the carriage – move the carriage over the guideway length several times without load.

Influence of grease

At initial operation and relubrication, the coefficient of friction increases temporarily due to the fresh grease. After a short running-in period, however, the coefficient of friction returns to its original lower value.

The friction behaviour is determined significantly by the characteristics of the grease used. The consistency and base oil viscosity serve as approximate guide values.



Linear recirculating roller bearing and guideway assemblies

Full complement
With chain guide
Accessories

Linear recirculating roller bearing and guideway assemblies

..... 92 **Full complement**

The full complement linear recirculating roller bearing and guideway assemblies are the heavy duty designs in the range of INA monorail guidance systems.

They are used wherever linear guidance systems must support extremely heavy loads, where particularly high rigidity is required and where very precise travel is also necessary.

..... 92 **With chain guide**

This series corresponds to the full complement design except that the rolling elements are guided by a rolling element chain.

Solutions with a rolling element chain run with less noise than full complement guidance systems. Due to the chain, there are fewer load-bearing rolling elements in the load zone. Since a long saddle plate is used, however, the basic load ratings and rigidity values are similar to those of the full complement standard version.

Accessories 128

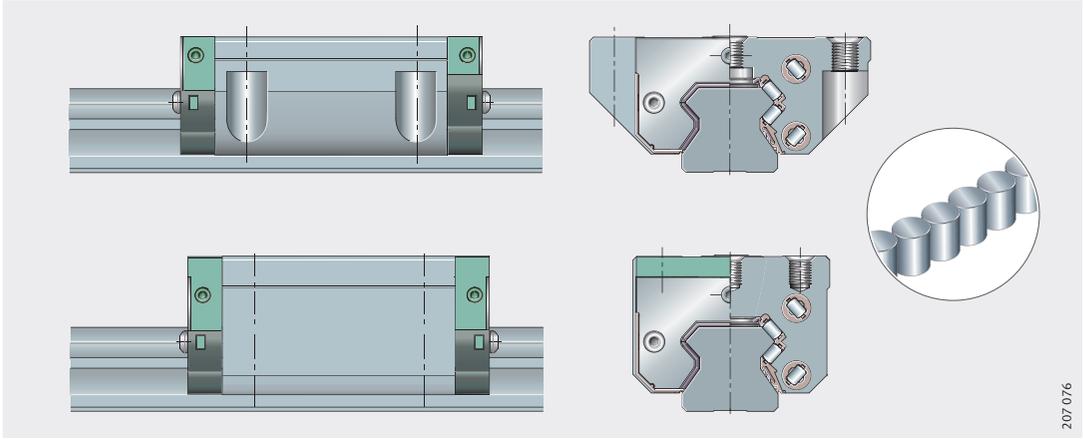
There is a comprehensive range of accessories for the linear recirculating roller bearing and guideway assemblies. This includes closing plugs and covering strips for the guideways as well as suitable fitting tools (hydraulic fitting device and rolling-in device).

For lubrication and sealing, there is a comprehensive lubrication and sealing KIT.

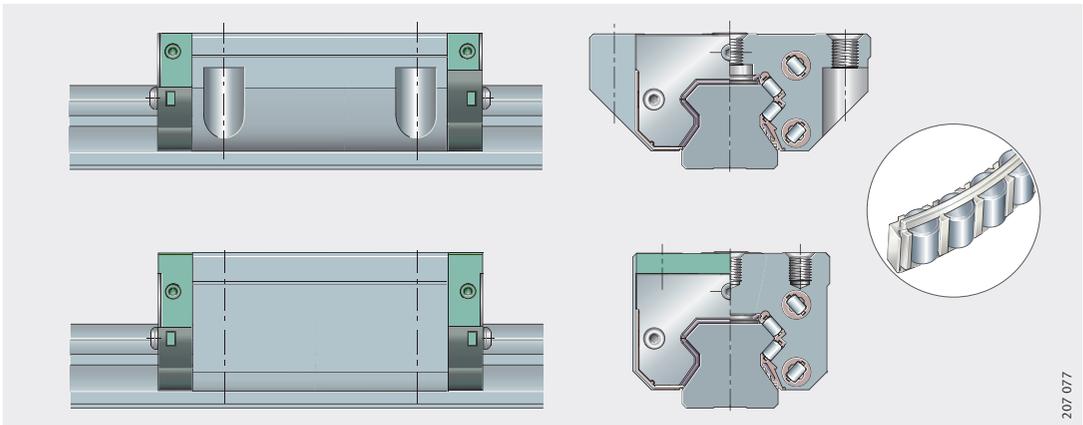
Clamping elements can be used to increase the rigidity of adjacent constructions and prevent micromovements under oscillating load.

The braking and clamping element is a mechanical retaining system, for example where additional braking and clamping functions are required.

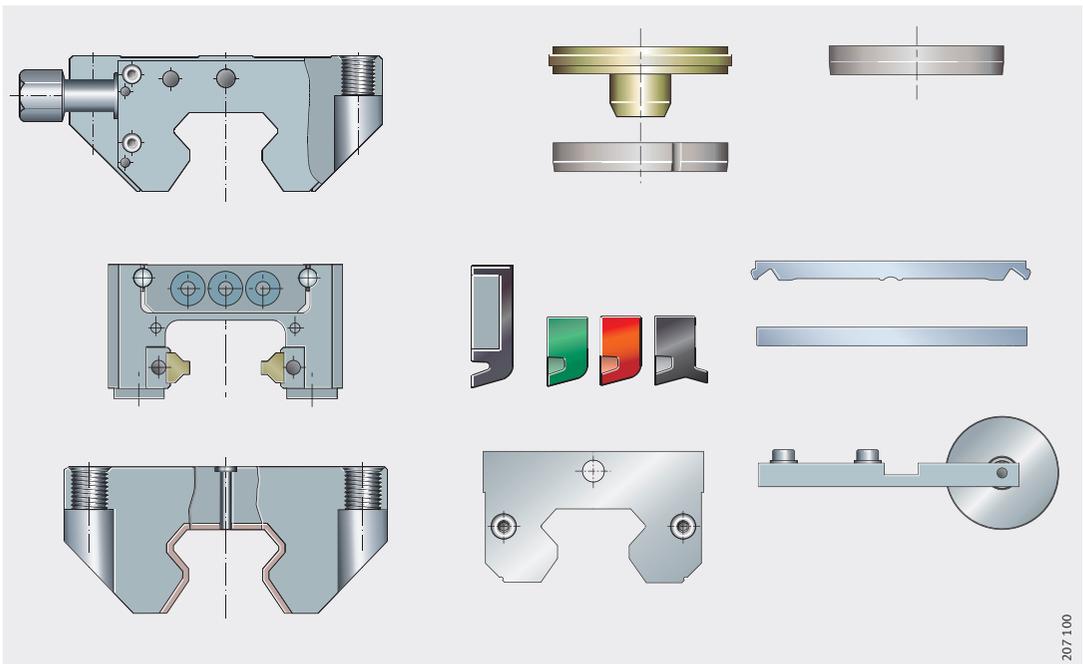
Where vibrations are to be damped, damping carriages placed between the carriages provide an effective solution.



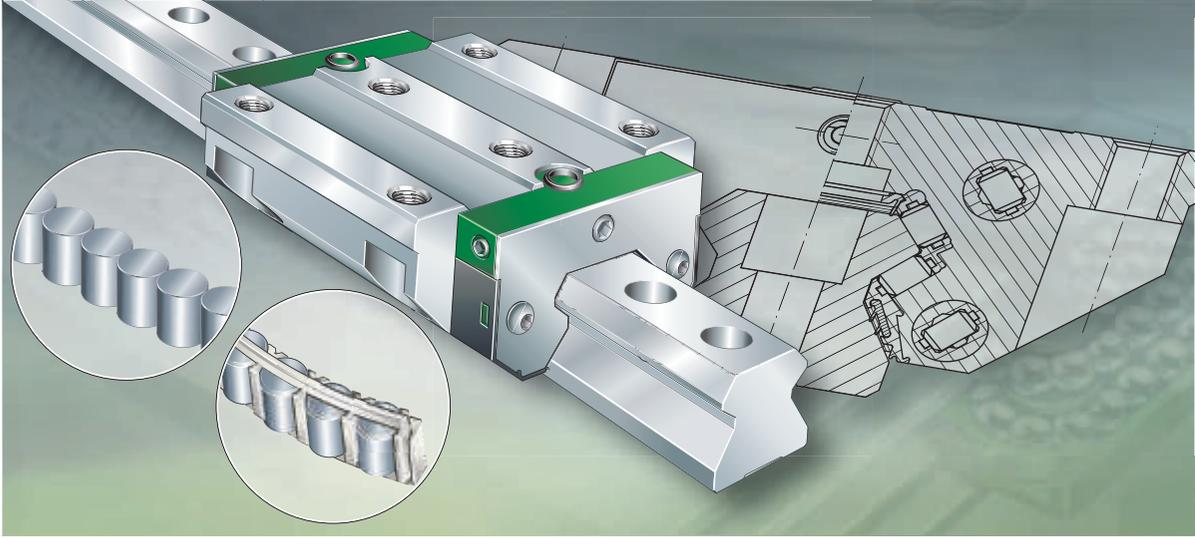
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Linear recirculating roller bearing and guideway assemblies

Full complement
With chain guide



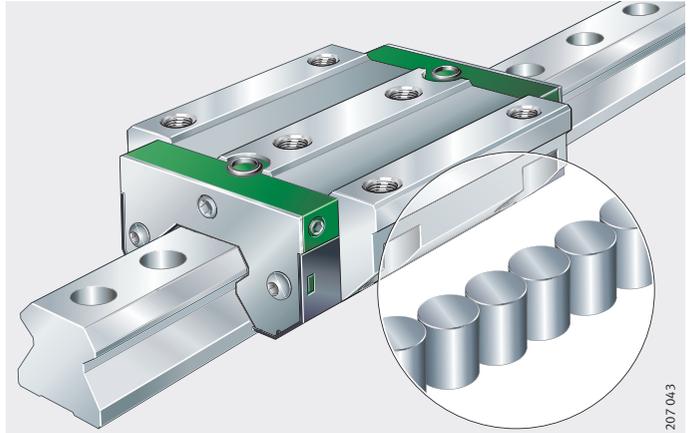
Linear recirculating roller bearing and guideway assemblies

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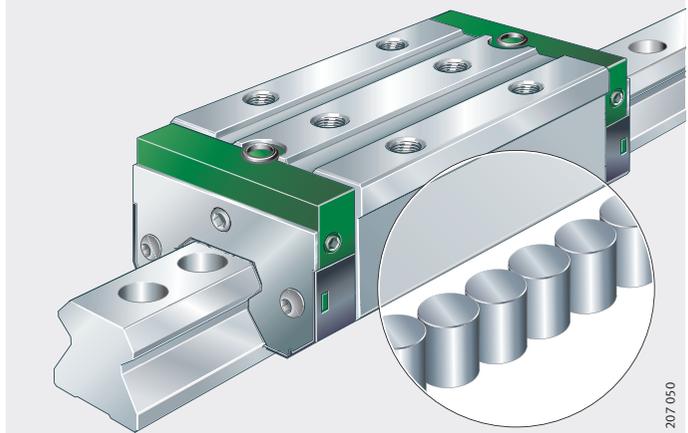
Product overview Linear recirculating roller bearing and guideway assemblies

Full complement
For oil and grease lubrication

RUE..-E, RUE..-E-L

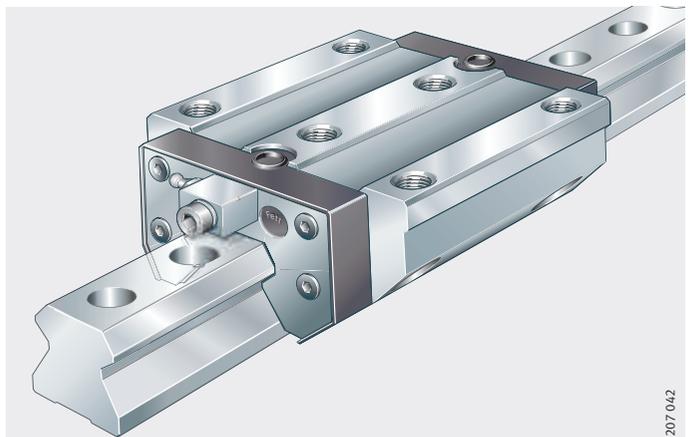


RUE..-E-H, RUE..-E-HL



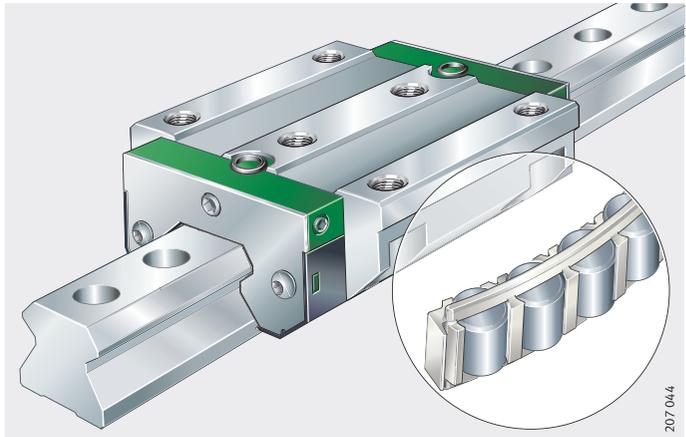
For oil or grease lubrication

RUE25-D-FE (-L, -H, -HL), RUE25-D-OE (-L, -H, -HL)

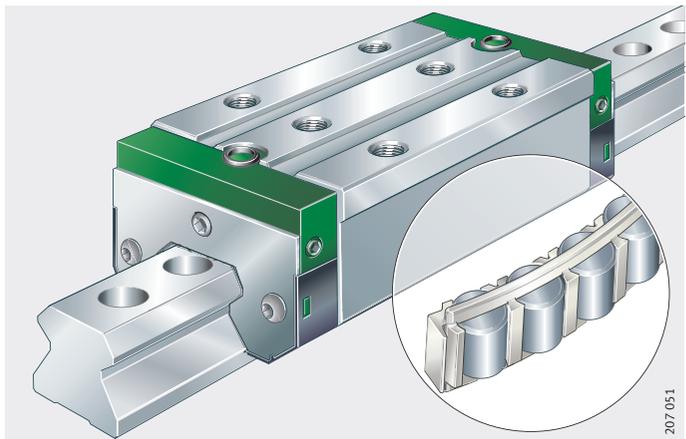


With chain guide
For oil and grease lubrication

RUE...E-KT-L



RUE...E-KT-HL



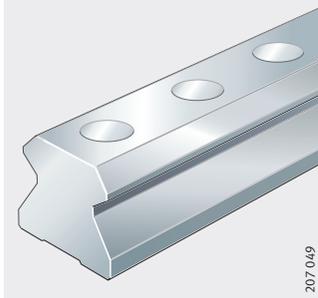
Product overview

Linear recirculating roller bearing and guideway assemblies

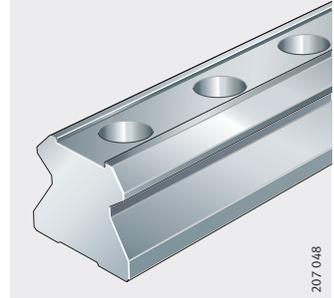
Guideways

Standard
or
with slot for covering strip

TSX...-E

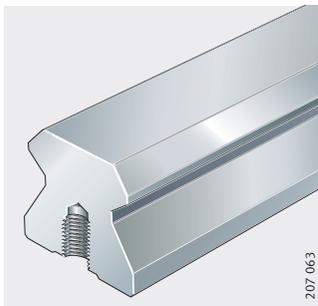


TSX...-E-ADB, TSX...-E-ADB+K



For screw mounting from below

TSX...-E-U



Standard accessories

Plastic closing plugs
Dummy guideway

KA...-TN

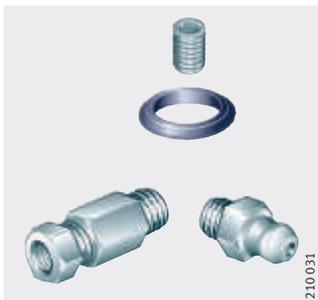


MSX...-E

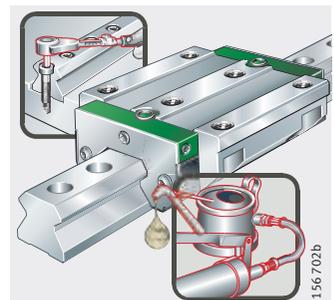


Fitting set
Fitting manual

M-Satz



MON 30



Linear recirculating roller bearing and guideway assemblies



Features Linear recirculating roller bearing and guideway assemblies are used wherever linear guidance systems must support extremely heavy loads, where particularly high rigidity is required and where very precise travel is also necessary.

These preloaded units for long, unlimited stroke lengths are particularly suitable for use in machine tools.

Linear recirculating roller bearing and guideway assemblies are available in full complement design and with a chain guide. A guidance system comprises at least one carriage with rollers, a guideway and plastic closing plugs.

X-life

Linear recirculating roller bearing and guideway assemblies are linear guidance systems of X-life quality. They are characterised by improved technological characteristics, increased robustness and a longer operating life.

Full complement

Series RUE..-E has a full complement of rollers as rolling elements.

Since they have the maximum possible number of rollers, full complement guidance systems have extremely high load carrying capacity and particularly high rigidity.

With chain guide

Series RUE..-E-KT corresponds to the full complement design except that the rollers are guided by a rolling element chain.

Solutions with a rolling element chain run with less noise than full complement guidance systems.

Due to the rolling element chain, there are fewer load-bearing rolling elements in the load zone. Since the longer saddle plate variant is used in the chain version, however, the basic load ratings and rigidity values are similar to those of the full complement standard version.

Load carrying capacity

The cylindrical rollers are in an X arrangement on the raceways.

The units can support forces from all directions – except in the direction of motion – and moments about all axes, *Figure 1*.

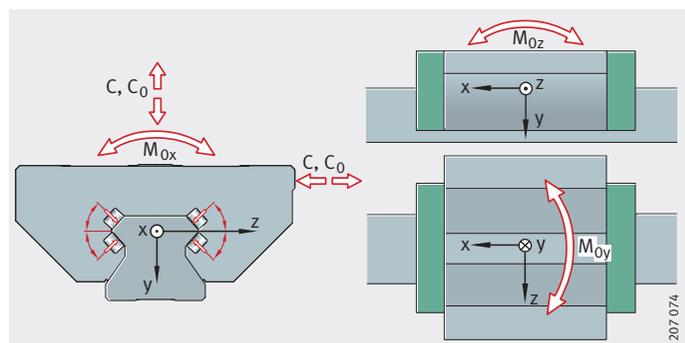


Figure 1

Load carrying capacity and contact angle

Linear recirculating roller bearing and guideway assemblies

Acceleration and speed

Operating limits

The dynamic values are shown in the table.

| Designation | Acceleration up to m/s^2 | Speed up to m/s |
|---------------|----------------------------|-------------------|
| RUE35-E (-KT) | 100 | 4 |
| RUE45-E (-KT) | 100 | 3,5 |
| RUE55-E (-KT) | 100 | 3 |
| RUE65-E (-KT) | 50 | 2,5 |
| RUE100-E-L | 5 | 1,5 |

Carriages

The carriages have saddle plates made from hardened steel and the rolling element raceways are precision ground. The cylindrical rollers are recirculated in enclosed channels with plastic return elements.

Roller guidance

Due to the patented injection moulding technology used, linear recirculating roller bearing and guideway assemblies have fewer joints and transitions, while the precise rib guidance of the rolling elements ensures very high running quality and a roller retention system allows easy fitting of the carriages.

Guideways

The guideways are made from hardened steel and are ground on all faces, the rolling element raceways are precision ground.

Located from above or below

Guideways TSX..-E (-ADB, -ADB+K) are located from above, guideway TSX..-E-U is located from below. All through holes have counterbores for the fixing screws or threaded blind holes.

Slot for covering strip

On guideways TSX..-E-ADB there is a slot for an adhesive bonded steel covering strip (ADB) and on guideways TSX..-ADB+K there is a slot with an undercut for a clip fit steel covering strip (ADB+K).

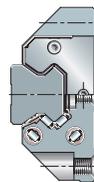
Multi-piece guideways

If the required guideway length l_{max} is greater than the value in the dimension tables, the guideways are supplied in several pieces; see page 106.

Sealing The carriage is sealed on all sides by means of wipers, gap seals and upper and twin lower sealing strips, *Figure 2*. These sealing elements protect the rolling element system from contamination even under demanding environmental conditions.

The double lip end wipers on both sides retain the lubricant in the system.

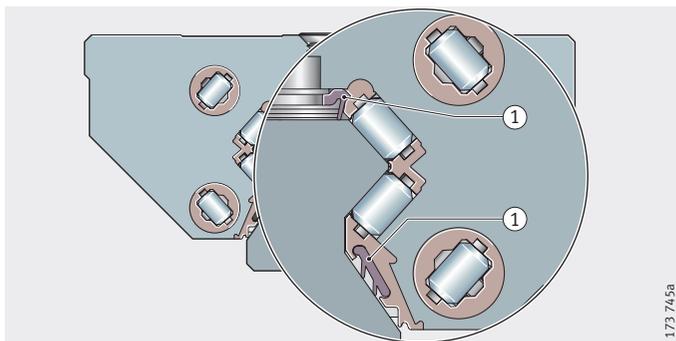
Attention! If the contamination conditions are exceptionally severe, please contact us.



① Standard sealing strips

Figure 2

Upper and lower sealing strips



Lubrication Linear recirculating roller bearing and guideway assemblies RUE..-E (-KT) are suitable for oil and grease lubrication. A lubrication nipple and oil connector are supplied, see Standard accessories page 96 and page 99.

The lubrication nipple can be screwed into the right face, left face or end face of the end piece; before it is screwed in, the grub screw must be removed.

RUE25-D Linear recirculating roller bearing and guideway assemblies RUE25-D are available for oil lubrication or grease lubrication; suffix OE or FE.

Attention! If lubrication nipples and oil connectors are fitted in the end face, the maximum permissible screw depth of 6 mm must be observed, see dimension tables.

Operating temperature Linear recirculating roller bearing and guideway assemblies can be used at operating temperatures from $-10\text{ }^{\circ}\text{C}$ to $+100\text{ }^{\circ}\text{C}$.

Standard accessories

Plastic dummy guideway

The dummy guideway prevents damage to the rolling element set if the carriage is removed from the guideway.

Carriages are always pushed directly from the guideway onto the dummy guideway and must remain there until they are reassembled.

Plastic closing plugs

The plugs close off the counterbores of the guideway holes flush with the surface of the guideway.

Optionally, two-piece closing plugs or brass closing plugs are also available; see Accessories, page 133.

Linear recirculating roller bearing and guideway assemblies

Lubrication connectors and O rings

The delivery of RUE...-E (-KT) includes:

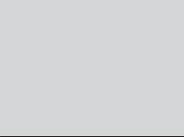
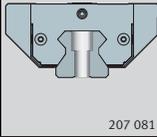
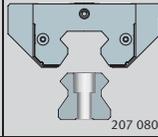
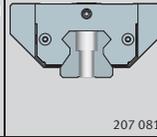
- a connector with a union nut for oil impulse or flowable grease lubrication (for pipe diameter 4 mm)
- a lubrication nipple for grease lubrication
- O rings for sealing purposes if relubrication is carried out from above via the adjacent construction
- grub screws for closing off the relubrication hole from above.

In RUE25-D-FE (-OE) the lubrication connectors are already fitted. O rings for sealing purposes if relubrication is carried out from above are included.

Corrosion-resistant designs

Linear recirculating roller bearing and guideway assemblies RUE are also available in corrosion-resistant designs with the special coatings Corrotect[®], Protect A and Protect B; for a description of the coatings, see page 52 to page 58.

Suffixes for Corrotect[®]-coated parts

| With Corrotect [®] coating | Preassembled unit, guideway only coated | Carriage and guideway separate Carriage or guideway coated | Preassembled unit, carriage and guideway coated |
|---|---|--|---|
|  |  |  |  |
| | 207 081 | 207 080 | 207 081 |
| Suffix | RRFT | RRF | RRF |

For applications with Corrotect[®], please contact us.

Attention!

Guideways coated with Corrotect[®] must not be used together with clamping elements RUKS...-D. If such use is planned, please contact us.

Suffixes

Suffixes for available designs: see table.

Available designs

| Suffix | Description |
|--------|--------------------------------|
| – | Standard carriage |
| L | Long carriage |
| H | High carriage |
| HL | High, long carriage |
| FE | Grease lubrication for RUE25-D |
| OE | Oil lubrication for RUE25-D |

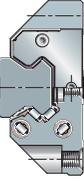
Design and safety guidelines

Preload

Linear recirculating roller bearing and guideway assemblies are available in preload class V3, see table.

Optimum rigidity of the elements is achieved with the smallest possible deviation in the preload force. Linear recirculating roller bearing and guideway assemblies are therefore supplied as preassembled units; this means that the elements are sorted and matched to each other.

It may be possible, after consultation, to use carriages and guideways in different combinations.



Preload class

| Preload class ¹⁾ | Preload setting | Suitable for |
|-----------------------------|-----------------|---|
| V3 | 0,1 · C | <ul style="list-style-type: none"> ■ High alternating load ■ Particularly high rigidity requirements ■ Moment load |

¹⁾ Other preload classes available by agreement.

Influence of preload on the linear guidance system

Increasing the preload increases the rigidity.

However, preload also influences the displacement resistance and operating life of the linear guidance system.

Friction

The coefficient of friction is dependent on the ratio C/P, see table.

Coefficient of friction

| Load C/P | Coefficient of friction μ_{RUE} |
|----------|-------------------------------------|
| 4 to 20 | 0,002 to 0,004 |

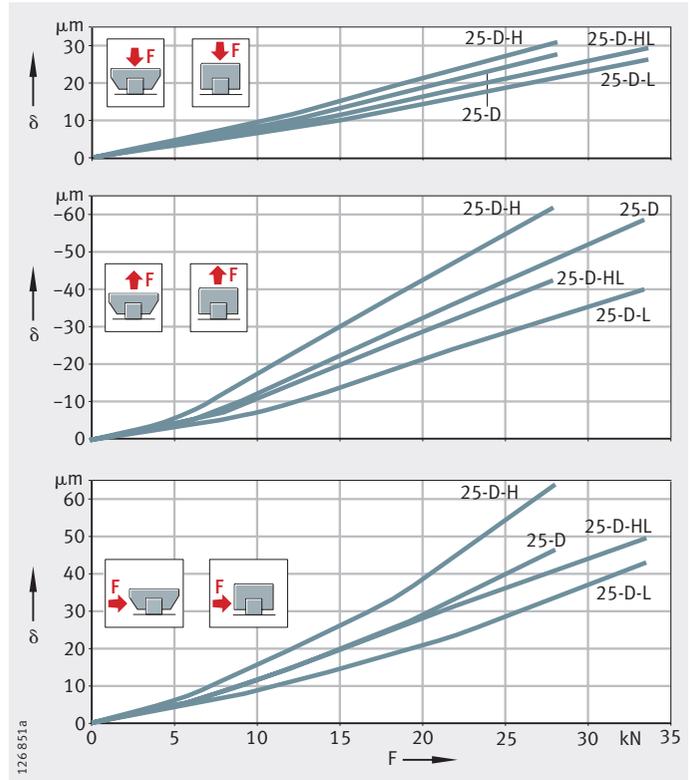
Rigidity

The spring curves show the deformation of linear recirculating roller bearing and guideway assemblies including the deformation of the screw connections to the adjacent construction, *Figure 3*, page 102 to *Figure 7*, page 104.

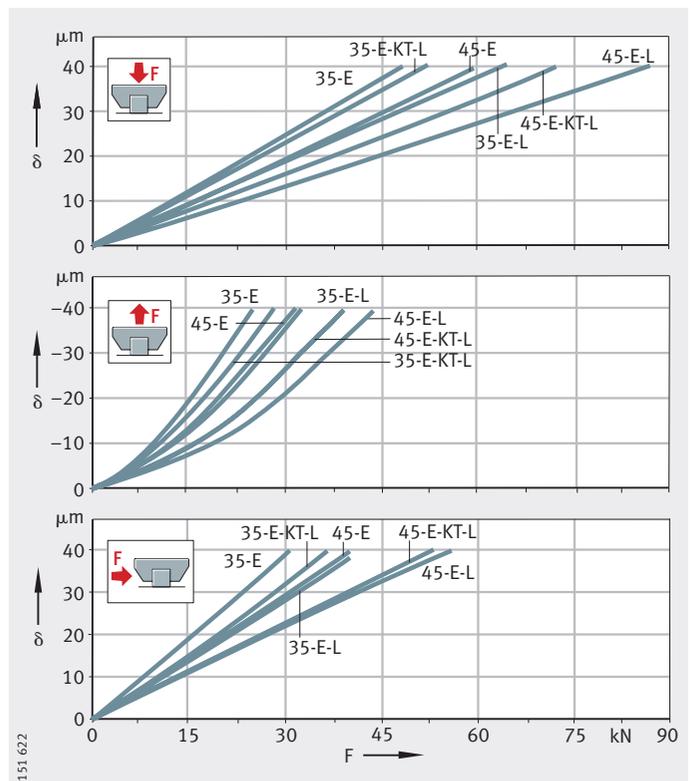
Attention!

The rigidity curves are valid only for mounting using six screws and the standard preload 0,1 · C.

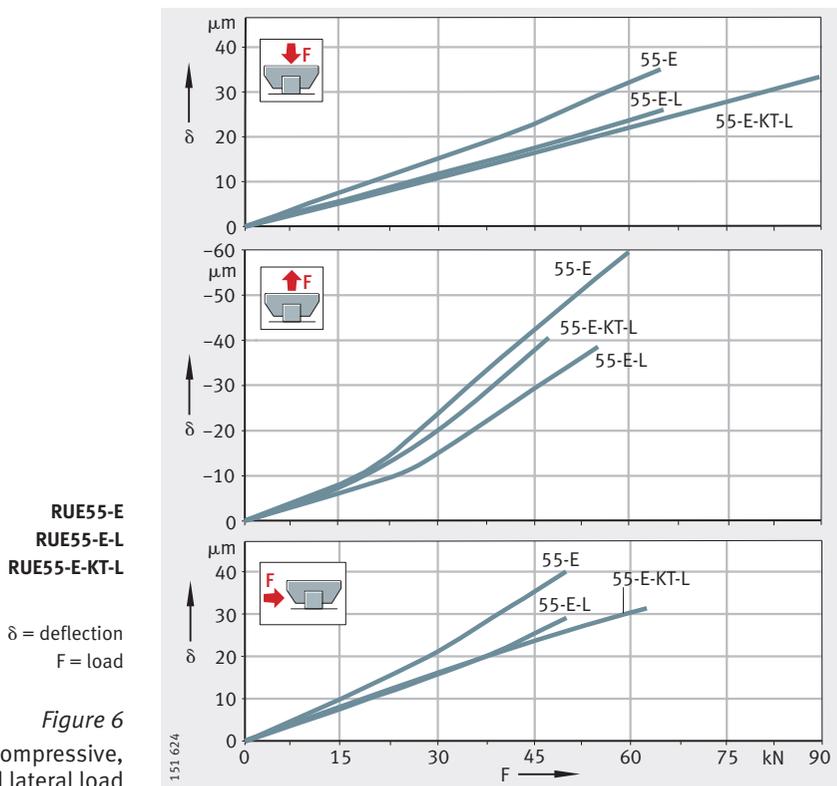
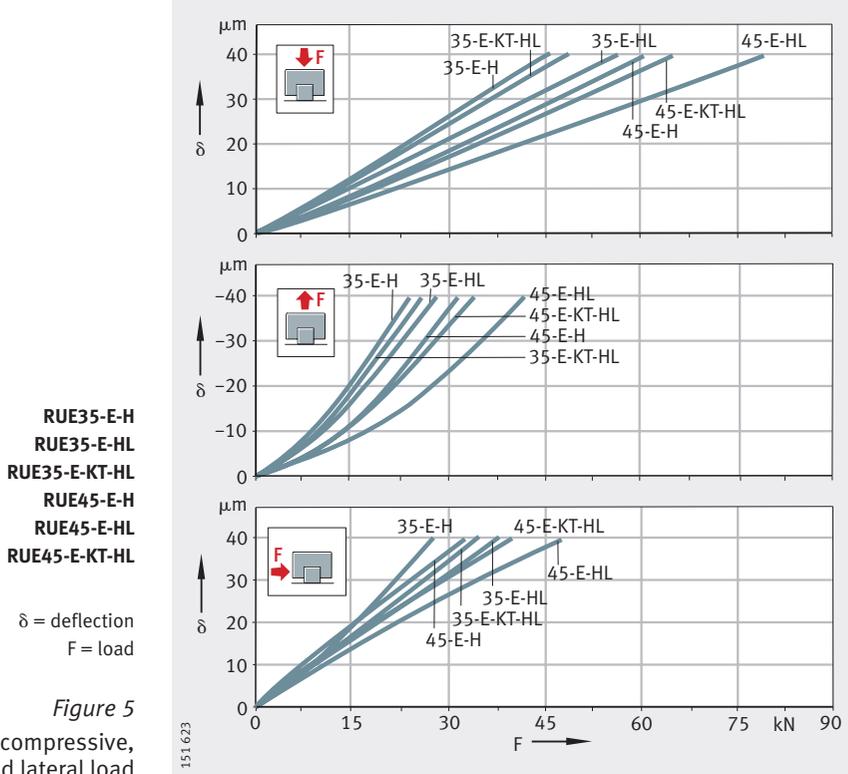
Linear recirculating roller bearing and guideway assemblies



Spring curves for compressive, tensile and lateral load



Spring curves for compressive, tensile and lateral load



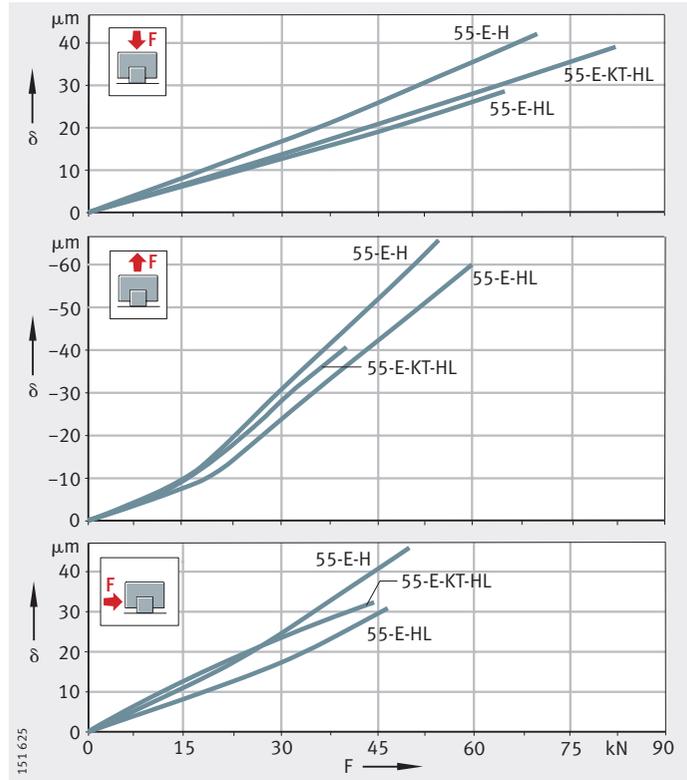
Linear recirculating roller bearing and guideway assemblies

RUE55-E-H
RUE55-E-HL
RUE55-E-KT-HL

δ = deflection
F = load

Figure 7

Spring curves for compressive, tensile and lateral load

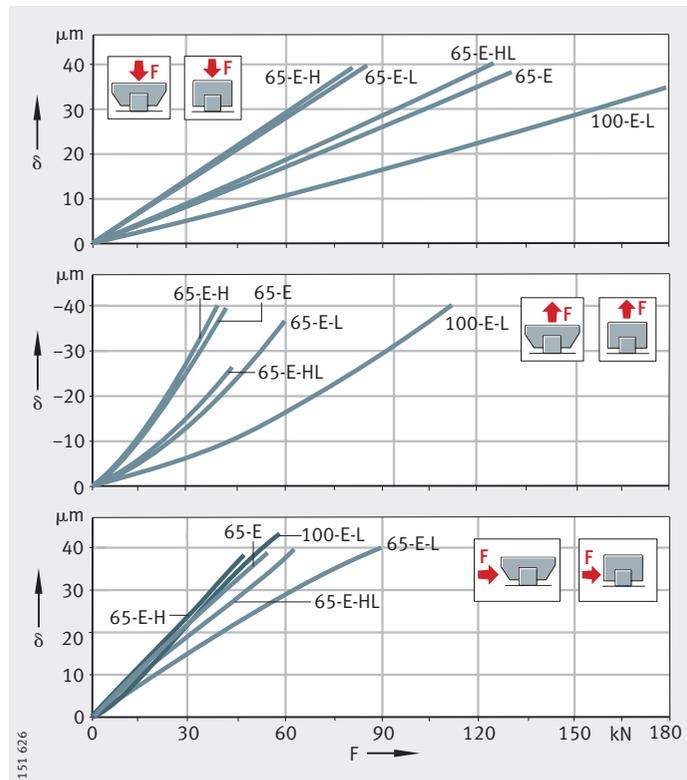


RUE65-E
RUE65-E-L
RUE65-E-H
RUE100-E-L

δ = deflection
F = load

Figure 8

Spring curves for compressive, tensile and lateral load



Guideway hole patterns

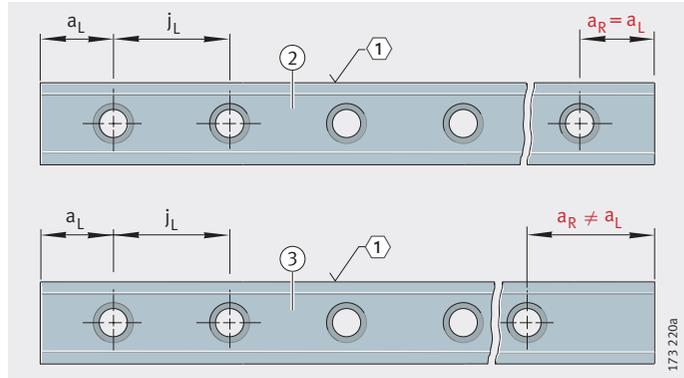
Unless specified otherwise, the guideways have a symmetrical hole pattern, *Figure 9*.

An asymmetrical hole pattern may be available at customer request. In this case, $a_L \geq a_{L \min}$ and $a_R \geq a_{R \min}$, *Figure 9*.

- ① Locating face
- ② Symmetrical hole pattern
- ③ Asymmetrical hole pattern

Figure 9

Hole patterns of guideways with one row of holes



Maximum number of pitches between holes

The number of pitches between holes is the rounded whole number equivalent to:

$$n = \frac{l - 2 \cdot a_{L \min}}{j_L}$$

The distances a_L and a_R are generally determined by:

$$a_L + a_R = l - n \cdot j_L$$

For guideways with a symmetrical hole pattern:

$$a_L = a_R = \frac{1}{2} \cdot (l - n \cdot j_L)$$

Number of holes:

$$x = n + 1$$

| | |
|---|----|
| a_L, a_R | mm |
| Distance between start or end of guideway and nearest hole | |
| $a_{L \min}, a_{R \min}$ | mm |
| Minimum values for a_L, a_R according to dimension tables | |
| l | mm |
| Guideway length | |
| n | - |
| Maximum possible number of hole pitches | |
| j_L | mm |
| Distance between holes | |
| x | - |
| Number of holes. | |

Attention!

If the minimum values for a_L and a_R are not observed, the counterbores of the holes may be intersected.

Linear recirculating roller bearing and guideway assemblies

Multi-piece guideways

If the guideway length required is greater than l_{max} according to the dimension tables, these guideways are made up from individual pieces that together comprise the total required length. The individual pieces are matched to each other and marked, *Figure 10*.

② Marking
 Guideway pieces:
 1A, 1A
 1B, 1B
 1C, 1C
 2A, 2A
 2B, 2B
 2C, 2C

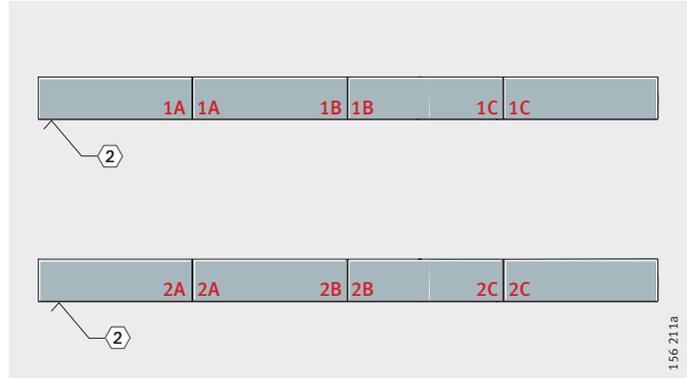


Figure 10

Marking of multi-piece guideways

Demands on the adjacent construction

The running accuracy is essentially dependent on the straightness, accuracy and rigidity of the fit and mounting surfaces.

The straightness of the system is only achieved when the guideway is pressed against the datum surface.

If high demands are to be made on the running accuracy and/or if soft substructures and/or movable guideways are used, please contact us.

Geometrical and positional accuracy of the mounting surfaces

Attention!

The higher the requirements for accuracy and smooth running of the guidance system, the more attention must be paid to the geometrical and positional accuracy of the mounting surfaces.

The tolerances according to *Figure 11*, page 107 and table Values for parallelism tolerances t , page 108 must be observed.

Surfaces should be ground or precision milled – with the aim of achieving a mean roughness value $R_a 1,6$.

Any deviations from the stated tolerances will impair the overall accuracy, alter the preload and reduce the operating life of the guidance system.

Height difference ΔH

For ΔH , permissible values are in accordance with the following formula. If larger deviations are present, please contact us.

$$\Delta H = a \cdot b$$

ΔH μm

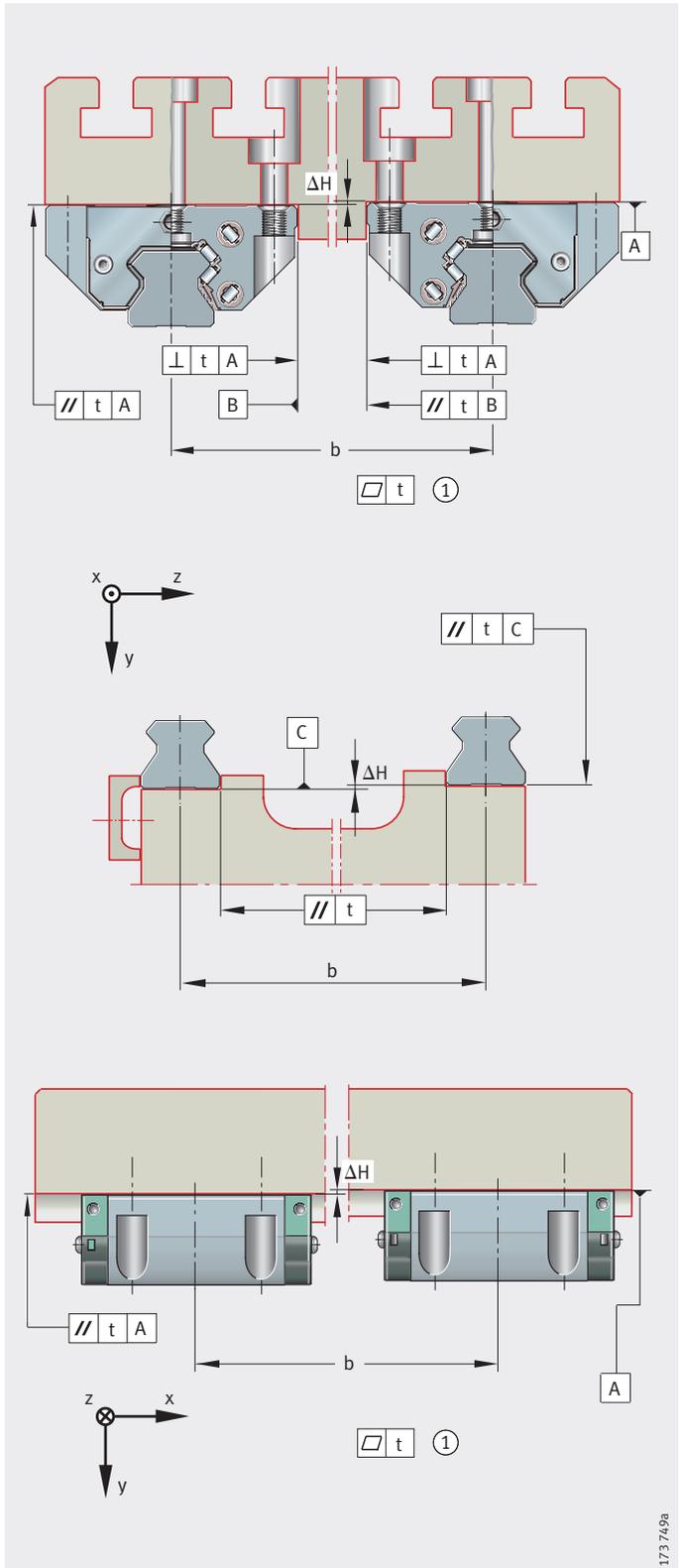
Maximum permissible deviation from the theoretically precise position, *Figure 11*, page 107

a –

Factor dependent on preload class, in this case: 0,075

b mm

Centre distance between guidance elements.



① Not convex
(for all machined surfaces)

Figure 11
Tolerances of mounting surfaces
and parallelism
of mounted guideways

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Linear recirculating roller bearing and guideway assemblies

Parallelism of mounted guideways

For guideways arranged in parallel, the parallelism t should be in accordance with *Figure 11*, page 107 and table. If the maximum values are used, the displacement resistance may increase. If larger tolerances are present, please contact us.

Values for parallelism tolerances t

| Guideway Designation | Preload class V3 Parallelism tolerance t μm |
|----------------------|--|
| TSX25-D (-U) | 7 |
| TSX35-E (-U) | 10 |
| TSX45-E (-U) | 10 |
| TSX55-E (-U) | 10 |
| TSX65-E (-U) | 10 |
| TSX100-E | 10 |

Locating heights and corner radii

The locating heights and corner radii should be designed in accordance with table and *Figure 12*.

Locating heights and corner radii

| Linear recirculating roller bearing and guideway assembly Designation | Locating heights | | Corner radii | |
|---|------------------|---------------------|---------------------|---------------------|
| | h_1 mm | h_2 mm max. | r_1 mm max. | r_2 mm max. |
| RUE25-D (-L, -H, -HL) | 7,5 | 4,5 | 0,8 | 0,3 |
| RUE35-E (-L, -H, -HL) | 8 | 6 | 1 | 0,8 |
| RUE35-E-KT-L (-HL) | 8 | 6 | 1 | 0,8 |
| RUE45-E (-L, -H, -HL) | 10 | 8 | 1 | 0,8 |
| RUE45-E-KT-L (-HL) | 10 | 8 | 1 | 0,8 |
| RUE55-E (-L, -H, -HL) | 12 | 9,5 | 1 | 0,8 |
| RUE55-E-KT-L (-HL) | 12 | 9,5 | 1 | 0,8 |
| RUE65-E (-L, -H, -HL) | 15 | 10,5 | 1 | 0,8 |
| RUE65-E-KT-L (-HL) | 15 | 10,5 | 1 | 0,8 |
| RUE100-E-L | 25 | 13 | 1 | 0,8 |

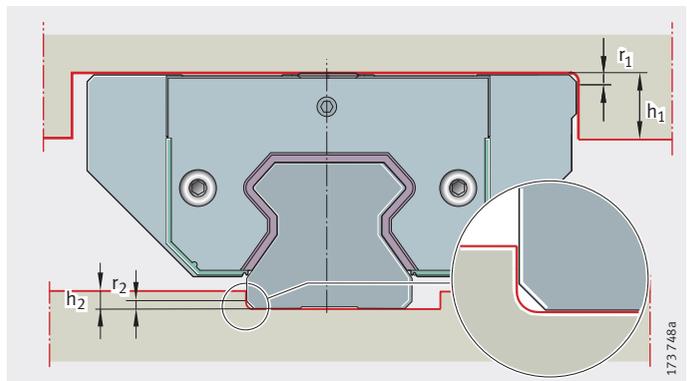
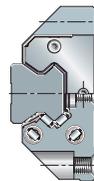


Figure 12
Locating heights and corner radii

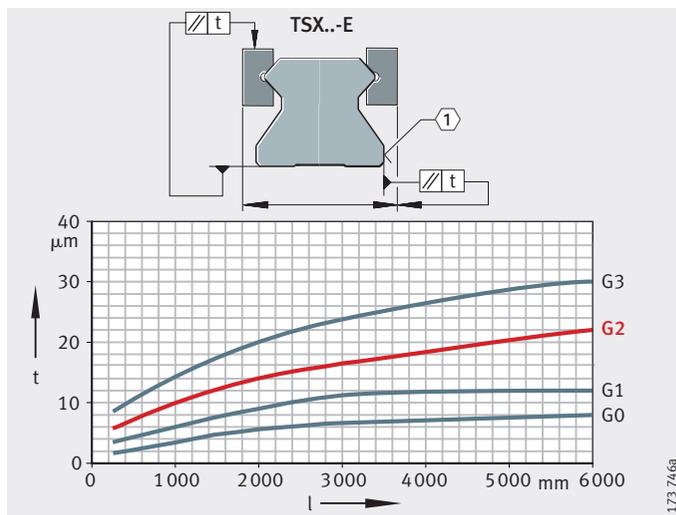
Accuracy Accuracy classes

Linear recirculating roller bearing and guideway assemblies are available in accuracy classes G0 to G3, *Figure 13*. The standard is class G2.



t = parallelism tolerance with differential measurement
l = total guideway length
① Locating face

Figure 13
Accuracy classes and parallelism tolerances of guideways



Parallelism of raceways to locating surfaces

The parallelism tolerances of guideways are shown in *Figure 13*. In systems with Corrotect[®] coating, there may be deviations in tolerances compared with uncoated units.

Tolerances

Tolerances: see table Tolerances of accuracy classes and *Figure 14*, page 110.

The tolerances are arithmetic mean values. They relate to the centre point of the screw mounting or locating surfaces of the carriage.

The dimensions H and A₁ (table Tolerances of accuracy classes) should always remain within the tolerance irrespective of the position of the carriage on the guideway.

Tolerances of accuracy classes

| Tolerance | | Accuracy | | | |
|----------------------------------|-----------------|----------|----------|------------------------|----------|
| | | G0 μm | G1 μm | G2 ¹⁾ μm | G3 μm |
| Tolerance for height | H | ±5 | ±10 | ±20 | ±25 |
| Height difference ²⁾ | ΔH | 3 | 5 | 10 | 15 |
| Tolerance for spacing | A ₁ | ±5 | ±10 | ±15 | ±20 |
| Spacing difference ²⁾ | ΔA ₁ | 3 | 7 | 15 | 22 |

¹⁾ Standard accuracy class.

²⁾ Difference between several carriages on one guideway, measured at the same point on the guideway.

Linear recirculating roller bearing and guideway assemblies

Units with Corrotect® coating

For these units, the values for the appropriate accuracy class must be increased by the values for RRF or RRFT; for values, see table.

Tolerances for coated parts

| Tolerance | | With Corrotect® coating | | With Protect A coating | With Protect B coating |
|----------------------------------|-----------------|-------------------------|--------------------------|------------------------|------------------------|
| | | RRF ¹⁾ μm | RRFT ²⁾ μm | KD μm | KDC μm |
| Tolerance for height | H | +6 | +3 | +6 | +6 |
| Height difference ³⁾ | ΔH | +3 | 0 | +3 | +3 |
| Tolerance for spacing | A ₁ | +3 | +3 | +3 | +3 |
| Spacing difference ³⁾ | ΔA ₁ | +3 | 0 | +3 | +3 |

1) Displacement in tolerance zone (guideway and carriage coated).

2) Displacement in tolerance zone (guideway only coated).

3) Difference between several carriages on one guideway, measured at the same point on the guideway.

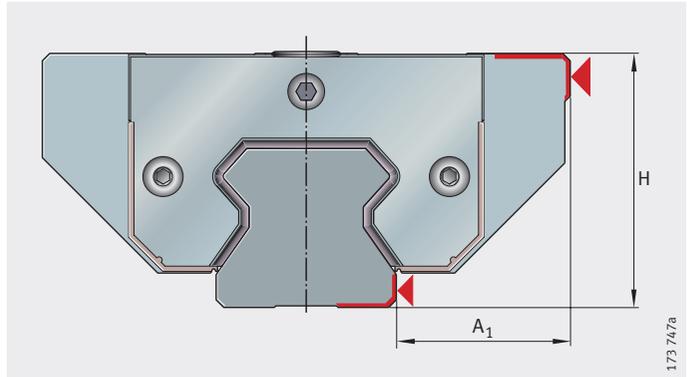


Figure 14
Datum dimensions for accuracy

Height sorting 2S

Where guidance systems are subject to particularly high accuracy requirements, it is possible to restrict the height tolerance by specific sorting.

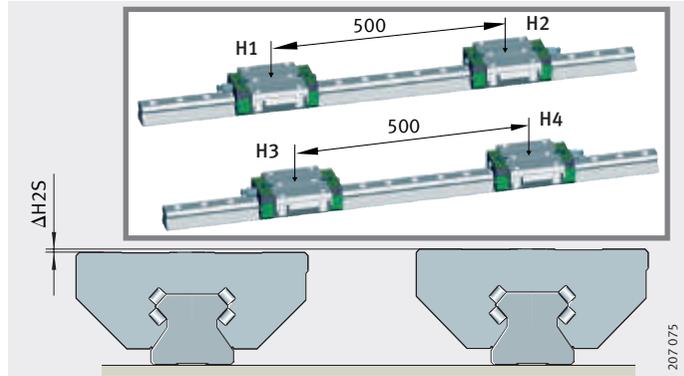


Figure 15
Height sorting 2S

Height difference in 2S

| Roller system | | 2S-G0 | 2S-G1 | 2S-G2 | 2S-G3 |
|-------------------|-------------------|-------|-------|-------|-------|
| | | μm | μm | μm | μm |
| Height difference | $\Delta H2S^{1)}$ | 6 | 8 | 15 | 20 |

¹⁾ Measured at the centre of the guideway.

The height tolerance of the carriages in sorting by sets comprises the height difference ΔH or $\Delta H2S$ and the parallelism deviation of the raceways as a function of length.

Linear recirculating roller bearing and guideway assemblies

Positional and length tolerances of guideways

The positional and length tolerances are shown in *Figure 16* and table Length tolerances of guideways.

The hole pattern corresponds to DIN ISO 1101.

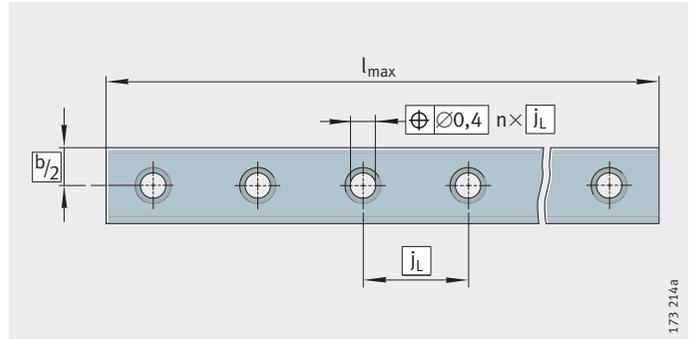


Figure 16
Positional and length tolerances of guideways

Length tolerances of guideways

| Tolerances | | | |
|---|----------------------|-----------------------------------|------------------------------|
| of guideways, as a function of length l_{max}^1 | | | on multi-piece guideways |
| Guideway length mm | | | mm |
| ≤ 1000 | > 1000 < 3000 | > 3000 | |
| -1 | -1,5 | $\pm 0,1\%$ of guideway length | ± 3 over total length |

¹⁾ Length l_{max} : see dimension tables.

Pieces of joined guideways

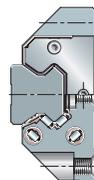
| Guideway length ¹⁾ mm | Maximum permissible number of pieces |
|----------------------------------|--------------------------------------|
| < 3000 | 2 |
| 3 000 – 4 000 | 3 |
| 4 000 – 6 000 | 4 |
| > 6000 | 4 + 1 piece per 1 500 mm |

¹⁾ Minimum length of one piece = 600 mm.

**Ordering example,
ordering designation**
Unit, guideway with
asymmetrical hole pattern

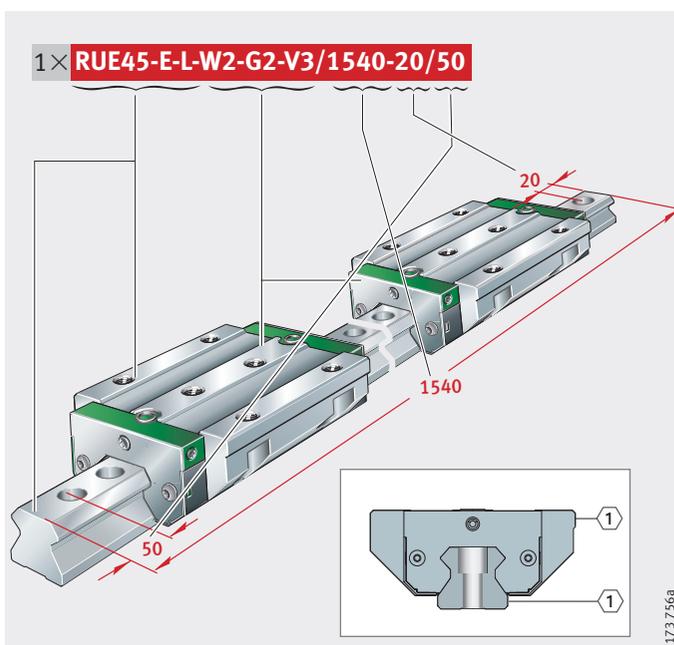
| | |
|--|---------|
| Linear roller bearing and guideway assembly | RUE-E |
| Size | 45 |
| Carriage type | L |
| Number of carriages per unit | W2 |
| Accuracy class | G2 |
| Preload | V3 |
| Guideway length | 1540 mm |
| a_L | 20 mm |
| a_R | 50 mm |

Ordering designation **1×RUE45-E-L-W2-G2-V3/1540-20/50**, Figure 17



① Locating face

Figure 17
Ordering example,
ordering designation



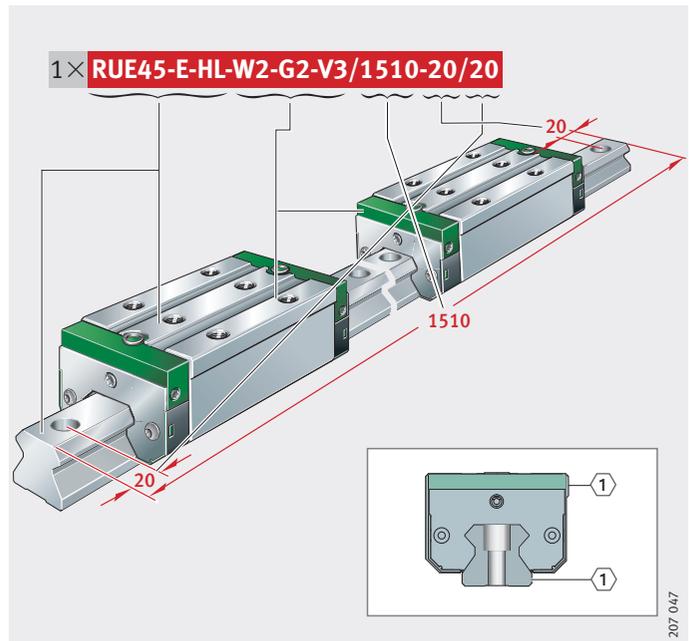
173 756a

Linear recirculating roller bearing and guideway assemblies

Unit, guideway with symmetrical hole pattern

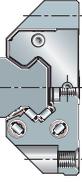
| | |
|---|---------|
| Linear roller bearing and guideway assembly | RUE-E |
| Size | 45 |
| Carriage type | HL |
| Number of carriages per unit | W2 |
| Accuracy class | G2 |
| Preload | V3 |
| Guideway length | 1510 mm |
| a_L | 20 mm |
| a_R | 20 mm |

Ordering designation 1×RUE45-E-HL-W2-G2-V3/1510-20/20, Figure 18



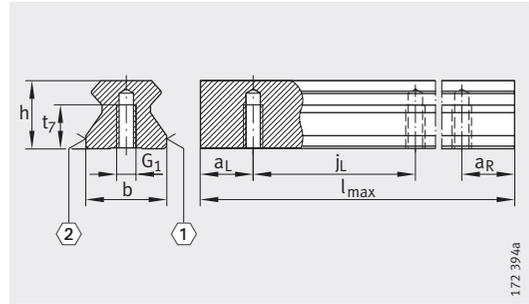
① Locating face

Figure 18
Ordering example,
ordering designation



Linear recirculating roller bearing and guideway assemblies

Full complement
Standard and L carriages



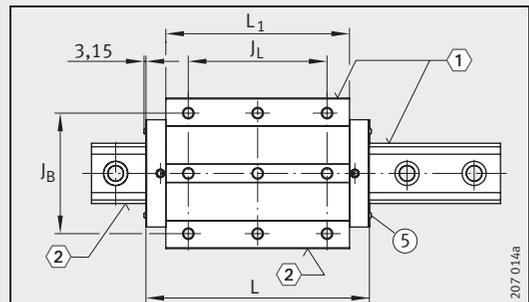
TSX..-E
①, ② ⑥

Dimension table - Dimensions in mm

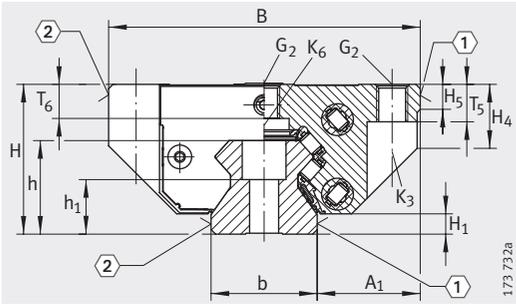
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | |
|----------------------------|--------------------------------|-----|-----|-----------------|---------------------|----------------|-----|----------------|----------------|-----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L ²⁾ | A ₁ | J _B | b | L ₁ | J _L | J _{LZ} | j _L | a _L , a _R ³⁾ | |
| | | | | | | | | | | | | min. | max. |
| RUE25-D-FE ⁴⁾ | 1980 | 36 | 70 | 91 | 23,5 | 57 | 23 | 65,6 | 45 | 40 | 30 | 20 | 23 |
| RUE25-D-OE ⁵⁾ | | | | 107 | | | | 82,2 | | | | | |
| RUE25-D-L-FE ⁴⁾ | | | | | | | | | | | | | |
| RUE25-D-L-OE ⁵⁾ | | | | | | | | | | | | | |
| RUE35-E | 2960 | 48 | 100 | 122,9 | 33 | 82 | 34 | 85,2 | 62 | 52 | 40 | 20 | 31 |
| RUE35-E-L | | | | 148,7 | | | | 111 | | | | | |
| RUE45-E | 2940 | 60 | 120 | 145,9 | 37,5 | 100 | 45 | 104,2 | 80 | 60 | 52,5 | 20 | 41 |
| RUE45-E-L | | | | 178,3 | | | | 136,6 | | | | | |
| RUE55-E | 2520 | 70 | 140 | 172,7 | 43,5 | 116 | 53 | 127 | 95 | 70 | 60 | 20 | 47 |
| RUE55-E-L | | | | 210,7 | | | | 165 | | | | | |
| RUE65-E | 2520 | 90 | 170 | 195,5 | 53,5 | 142 | 63 | 141,2 | 110 | 82 | 75 | 20 | 61 |
| RUE65-E-L | | | | 261,9 | | | | 207,6 | | | | | |
| RUE100-E-L | 2730 | 120 | 250 | 372,2 | 75 | 200 | 100 | 306,5 | 230 | - | 105 | 20 | 83 |

For further table values, see page 118 and page 119.

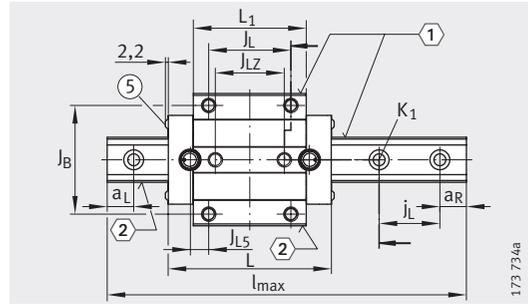
- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 112. Maximum single-piece guideway length of 6 m available by agreement.
- 2) Minimum covered length for sealing the lubrication connectors.
- 3) a_L and a_R are dependent on the guideway length.
- 4) Grease lubrication.
- 5) Oil lubrication.
- 6) ① Locating face
② Marking
③ Screw plug, M_A = 2,5 Nm
④ Fixing screw, M_A = 2,5 Nm
⑤ Fixing screw



RUE100-E-L
①, ②, ⑤ ⑥



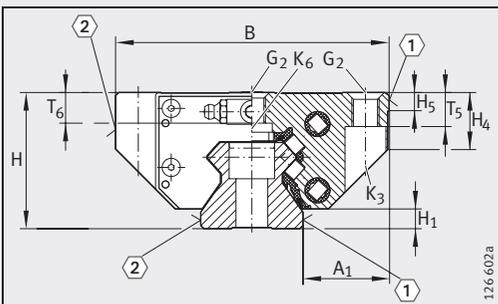
RUE.-E (-L)
①, ②⁶⁾



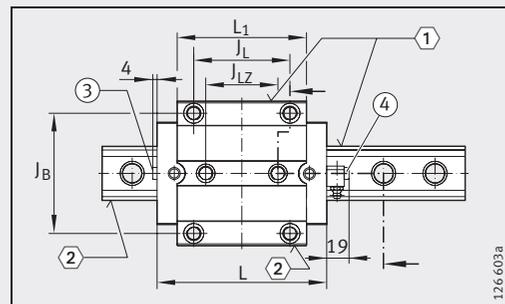
RUE.-E (-L) · View rotated 90°
①, ②, ⑤⁶⁾



| | | | | | | | | | Fixing screws | | | | | | | | | | | |
|----------------|----------------|----------------|----------------|----------------|----------------|------|----------------|--|--------------------|-----|----------------|-----|----------------|------|----------------|-----|----------------|-----|----------------|-----|
| H ₁ | H ₅ | H ₄ | T ₅ | T ₆ | t ₇ | h | h ₁ | | G ₁ | | G ₂ | | K ₁ | | K ₃ | | K ₆ | | | |
| | | | | | | | ±0,5 | | DIN ISO 4 762-12.9 | | | | | | | | | | | |
| | | | | | | | | | M _A | Nm | M _A | Nm | M _A | Nm | M _A | Nm | M _A | Nm | M _A | Nm |
| 6,5 | 7,5 | 17,5 | 10 | 8,65 | 12,5 | 22,3 | 14,3 | | M6 | 17 | M8 | 24 | M6 | 17 | M6 | 17 | M6 | 17 | M6 | 10 |
| 6,5 | 8 | 20,5 | 12 | 10,9 | 15 | 30 | 17,5 | | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 41 | M8 | 24 |
| 8,5 | 8 | 26 | 15 | 13,2 | 20 | 38 | 19,5 | | M12 | 140 | M12 | 83 | M12 | 140 | M10 | 83 | M10 | 83 | M10 | 48 |
| 11 | 12 | 32 | 18 | 14,8 | 22 | 45 | 22,5 | | M14 | 220 | M14 | 140 | M14 | 220 | M12 | 140 | M12 | 140 | M12 | 83 |
| 11,5 | 15 | 39,2 | 23,3 | 23,3 | 25 | 53,8 | 28,8 | | M16 | 340 | M16 | 220 | M16 | 340 | M14 | 220 | M14 | 220 | M14 | 130 |
| 15 | 25 | 51,3 | 29 | 26,6 | - | 80 | 48 | | - | - | M20 | 470 | M24 | 1100 | M16 | 340 | M16 | 340 | M16 | 220 |



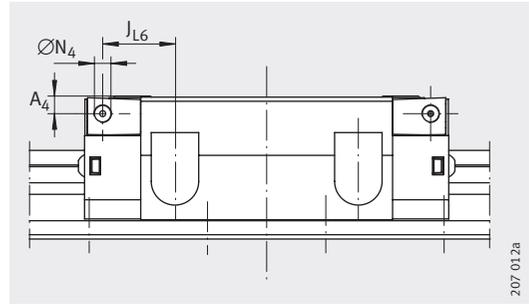
RUE25-D (-L)
①, ②⁶⁾



RUE25-D (-L) · View rotated 90°
①, ②, ③, ④⁶⁾

Linear recirculating roller bearing and guideway assemblies

Full complement
Standard and L carriages

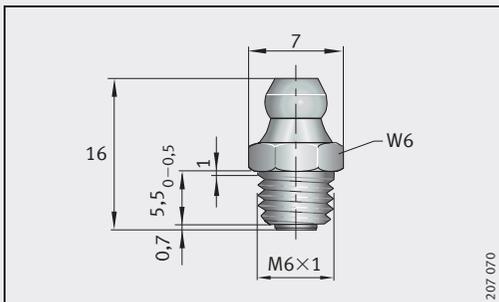


Lubrication connector on lateral face

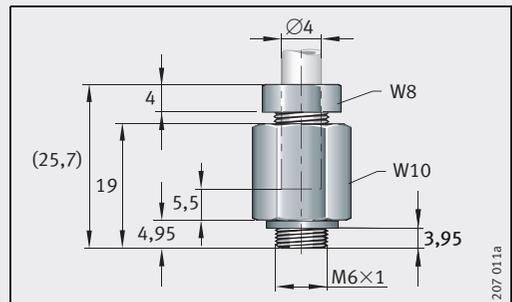
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | | | | Dimensioning of lubrication connectors | | |
|--------------|--------------|---------------|-------------|-----------------|--------------|-----------------|----------|--|------------------------------|----------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug | Covering strip | | A ₃ | N ₃ ³⁾ | A ₄ |
| | | | | | | Adhesive bonded | Clip fit | | | |
| RUE25-D-FE | RWU25-D-FE | 0,7 | TSX25-D(-U) | 3,3 | KA11-TN | ADB13 | ADB13-K | 7,5 | M6 | - |
| RUE25-D-OE | RWU25-D-OE | | | | | | | | | |
| RUE25-D-L-FE | RWU25-D-L-FE | | | | | | | | | |
| RUE25-D-L-OE | RWU25-D-L-OE | | | | | | | | | |
| RUE35-E | RWU35-E | 1,75 | TSX35-E(-U) | 5,9 | KA15-TN | ADB18 | ADB18-K | 6,6 | M6 | 5,6 |
| RUE35-E-L | RWU35-E-L | 2,29 | | | | | | | | |
| RUE45-E | RWU45-E | 3,07 | TSX45-E(-U) | 9,4 | KA20-TN | ADB23 | ADB23-K | 6,6 | M6 | 6,6 |
| RUE45-E-L | RWU45-E-L | 4,05 | | | | | | | | |
| RUE55-E | RWU55-E | 5,24 | TSX55-E(-U) | 13,1 | KA24-TN | ADB27 | ADB27-K | 8,1 | M6 | 8,1 |
| RUE55-E-L | RWU55-E-L | 6,83 | | | | | | | | |
| RUE65-E | RWU65-E | 9,32 | TSX65-E(-U) | 21,5 | KA26-TN | ADB29 | ADB29-K | 19,6 | M6 | 19,6 |
| RUE65-E-L | RWU65-E-L | 13,8 | | | | | | | | |
| RUE100-E-L | RWU100-E-L | 36,4 | TSX100-E | 45,3 | KA40-M | - | - | 10,6 | M6 | 10,6 |

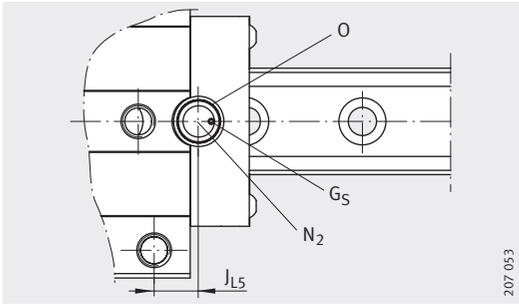
- 1) Maximum diameter of lubrication hole in adjacent construction.
- 2) Position of lubrication hole in adjacent construction.
- 3) Maximum screw depth 6 mm.



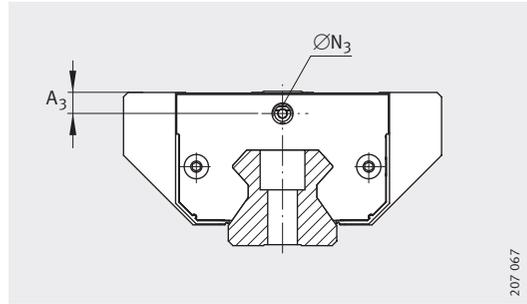
Lubrication nipple according to DIN 71412-A-M6, Width across flats W = 6 mm



Connector with union nut, width across flats W1 = 8 mm, W2 = 10 mm



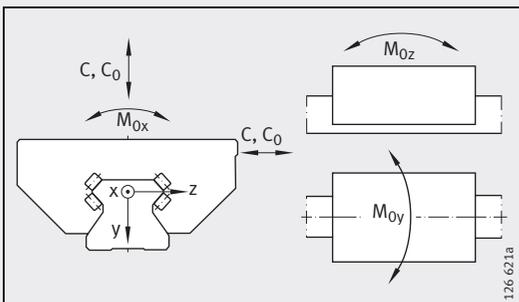
Lubrication connector in top face



Dimensioning of lubrication connector in end face



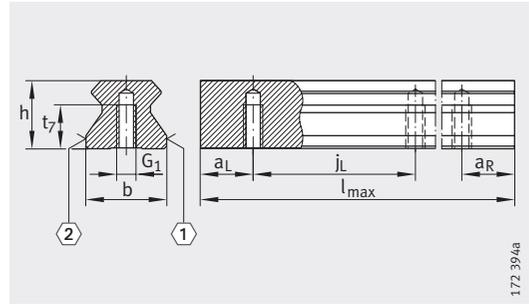
| | | | | | | | Load carrying capacity | | | | |
|----------------|-----------------|------------------------------|-------------------------------|---------------------|---------------------|----------------|------------------------|----------------|-----------------|-----------------|-----------------|
| N ₄ | J _{L6} | N ₂ ¹⁾ | J _{L5} ²⁾ | G _S | | O DIN 3 771 | Basic load ratings | | Moment ratings | | |
| | | | | DIN EN ISO 4 026 | DIN EN ISO 4 027 | | C | C ₀ | M _{0x} | M _{0y} | M _{0z} |
| | | | | | | | N | N | Nm | Nm | Nm |
| - | - | 3 | 14,5 | - | - | 10X1,5 | 28 000 | 65 000 | 350 | 760 | 680 |
| | | | 23 | | | | 33 500 | 82 000 | 440 | 1 200 | 1 080 |
| M6 | 24,4 | 6 | 14,3 | M2,5X3 | - | 10X1,5 | 59 000 | 140 000 | 1 200 | 2 150 | 1 950 |
| | 37,4 | | 27,2 | | | | 70 000 | 175 000 | 1 500 | 3 350 | 3 000 |
| M6 | 27 | 6 | 15,7 | M2,5X3 | - | 10X1,5 | 92 000 | 215 000 | 1 899 | 4 255 | 3 821 |
| | 43,2 | | 31,9 | | | | 114 000 | 285 000 | 2 503 | 7 263 | 6 536 |
| M6 | 32,9 | 6 | 21,6 | - | M4X4 | 10X1,5 | 136 000 | 320 000 | 3 287 | 7 404 | 6 667 |
| | 51,9 | | 40,6 | | | | 167 000 | 415 000 | 4 226 | 12 214 | 11 010 |
| M6 | 34,8 | 6 | 15,6 | - | M4X4 | 18X1,5 | 200 000 | 435 000 | 5 450 | 12 100 | 10 900 |
| | 68,1 | | 48,8 | | | | 270 000 | 640 000 | 7 600 | 24 000 | 21 500 |
| ∅5,6 | 65,1 | 6 | 47,15 | - | M4X4 | 10X1,5 | 630 000 | 1 490 000 | 33 780 | 80 250 | 72 280 |



Load directions

Linear recirculating roller bearing and guideway assemblies

Full complement
H and HL carriages



TSX..-E-U
①, ② ⑥

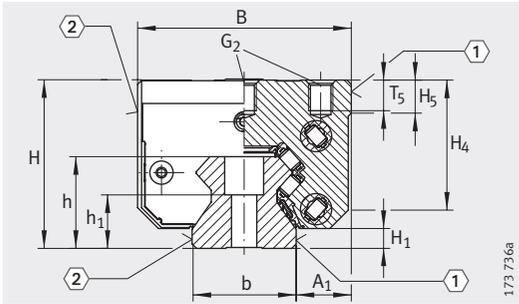
172 39/4a

Dimension table - Dimensions in mm

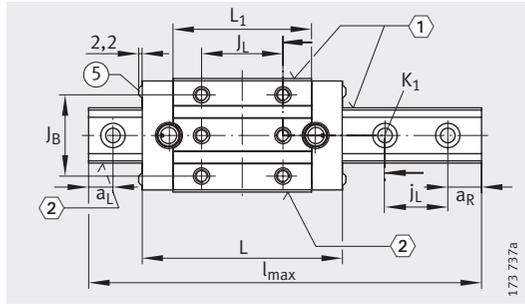
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | |
|-----------------------------|--------------------------------|-----|-----|-----------------|---------------------|----------------|----|----------------|----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L ²⁾ | A ₁ | J _B | b | L ₁ | J _L | j _L | a _L , a _R ³⁾ | |
| | | | | | | | | | | | min. | max. |
| RUE25-D-H-FE ⁴⁾ | 1 980 | 40 | 48 | 90,6 | 12,5 | 35 | 23 | 65,6 | 35 | 30 | 20 | 23 |
| RUE25-D-H-OE ⁵⁾ | | | | 107 | | | | | | | | |
| RUE25-D-HL-FE ⁴⁾ | | | | 107 | | | | | | | | |
| RUE25-D-HL-OE ⁵⁾ | | | | 107 | | | | | | | | |
| RUE35-E-H | 2 960 | 55 | 70 | 122,9 | 18 | 50 | 34 | 85,2 | 50 | 40 | 20 | 31 |
| RUE35-E-HL | | | | 148,7 | | | | 111 | 72 | | | |
| RUE45-E-H | 2 940 | 70 | 86 | 145,9 | 20,5 | 60 | 45 | 104,2 | 60 | 52,5 | 20 | 41 |
| RUE45-E-HL | | | | 178,3 | | | | 136,6 | 80 | | | |
| RUE55-E-H | 2 520 | 80 | 100 | 172,7 | 23,5 | 75 | 53 | 127 | 75 | 60 | 20 | 47 |
| RUE55-E-HL | | | | 210,7 | | | | 165 | 95 | | | |
| RUE65-E-H | 2 520 | 100 | 126 | 195,5 | 31,5 | 76 | 63 | 141,2 | 70 | 75 | 20 | 61 |
| RUE65-E-HL | | | | 261,9 | | | | 207,6 | 120 | | | |

For further table values, see page 122 and page 123.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 112. Maximum single-piece guideway length of 6 mm available by agreement.
- 2) Minimum covered length for sealing the lubrication connectors.
- 3) a_L and a_R are dependent on the guideway length.
- 4) Grease lubrication.
- 5) Oil lubrication.
- 6) ① Locating face
② Marking
③ Screw plug, M_A = 2,5 Nm
④ Fixing screw, M_A = 2,5 Nm
⑤ Fixing screw



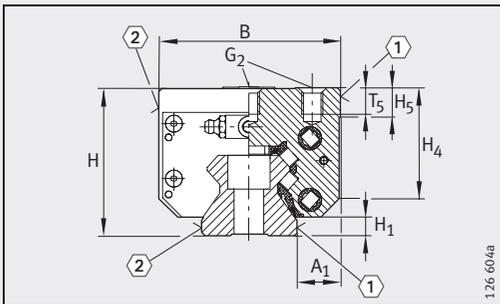
RUE...-E-H (-HL)
 ①, ②⁶⁾



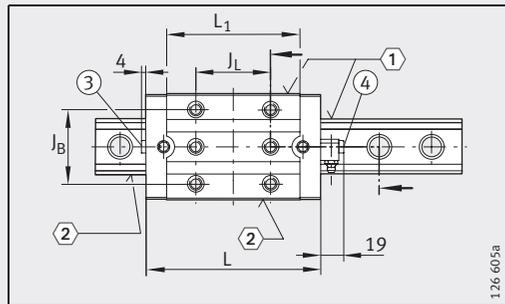
RUE...-E-H (-HL) · View rotated 90°
 ①, ②, ⑤⁶⁾



| H ₁ | H ₅ | H ₄ | T ₅ | t ₇ | h | h ₁ | Fixing screws | | | | | |
|----------------|----------------|----------------|----------------|----------------|------|----------------|--------------------|-----|-------------------|-----|-------------------|-----|
| | | | | | | | G ₁ | | G ₂ | | K ₁ | |
| | | | | | | | DIN ISO 4 762-12.9 | | | | | |
| | | | | | | | M _A Nm | | M _A Nm | | M _A Nm | |
| 6,5 | 7,5 | 32,5 | 7,5 | 12,5 | 22,3 | ±0,5 | M6 | 17 | M6 | 17 | M6 | 17 |
| 6,5 | 10,8 | 41,9 | 10 | 15 | 30 | 17,5 | M8 | 41 | M8 | 41 | M8 | 41 |
| 8,5 | 13,7 | 52,4 | 12,5 | 20 | 38 | 19,5 | M12 | 140 | M10 | 83 | M12 | 140 |
| 11 | 16 | 61,4 | 15 | 22 | 45 | 22,5 | M14 | 220 | M12 | 140 | M14 | 220 |
| 11,5 | 15 | 71,2 | 20 | 25 | 53,8 | 28,8 | M16 | 340 | M14 | 220 | M16 | 340 |



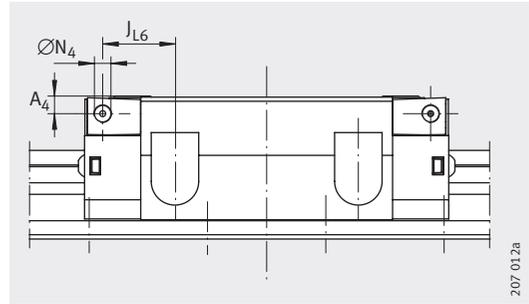
RUE25-D-H (-HL)
 ①, ②⁶⁾



RUE25-D-H (-HL) · View rotated 90°
 ①, ②, ③, ④⁶⁾

Linear recirculating roller bearing and guideway assemblies

Full complement
H and HL carriages

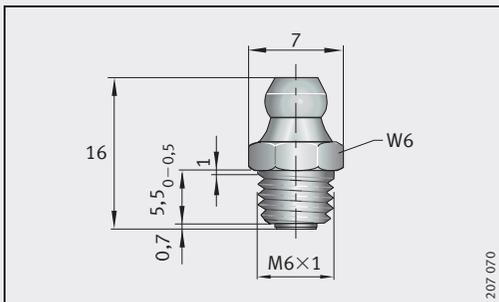


Lubrication connector on lateral face

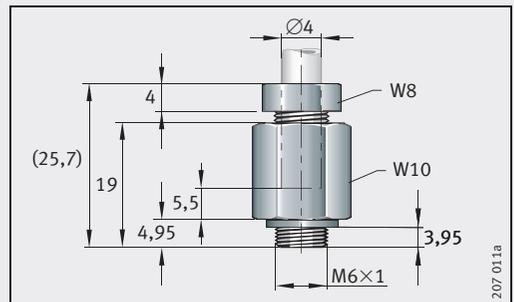
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | | | Dimensioning of lubrication connectors | | | |
|---------------|-------------|------------------|-------------|--------------------|-----------------|--------------------|--|----------------|------------------------------|----------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug | Covering strip | | A ₃ | N ₃ ³⁾ | A ₄ |
| | | | | | | Adhesive bonded | Clip fit | | | |
| RUE25-D-H-FE | RWU25-D-H | 0,6 | TSX25-D(-U) | 3,3 | KA11-TN | ADB13 | ADB13-K | 11,5 | M6 | - |
| RUE25-D-H-OE | | | | | | | | | | |
| RUE25-D-HL-FE | RWU25-D-HL | 0,8 | TSX35-E(-U) | 5,9 | KA15-TN | ADB18 | ADB18-K | 13,6 | M6 | 12,6 |
| RUE25-D-HL-OE | | | | | | | | | | |
| RUE35-E-H | RWU35-E-H | 1,67 | TSX45-E(-U) | 9,4 | KA20-TN | ADB23 | ADB23-K | 16,6 | M6 | 16,6 |
| RUE35-E-HL | RWU35-E-HL | 2,14 | | | | | | | | |
| RUE45-E-H | RWU45-E-H | 3,05 | TSX55-E(-U) | 13,1 | KA24-TN | ADB27 | ADB27-K | 18,1 | M6 | 18,1 |
| RUE45-E-HL | RWU45-E-HL | 3,95 | | | | | | | | |
| RUE55-E-H | RWU55-E-H | 4,94 | TSX65-E(-U) | 21,5 | KA26-TN | ADB29 | ADB29-K | 29,6 | M6 | 29,6 |
| RUE55-E-HL | RWU55-E-HL | 6,34 | | | | | | | | |
| RUE65-E-H | RWU65-E-H | 8,9 | | | | | | | | |
| RUE65-E-HL | RWU65-E-HL | 12,89 | | | | | | | | |

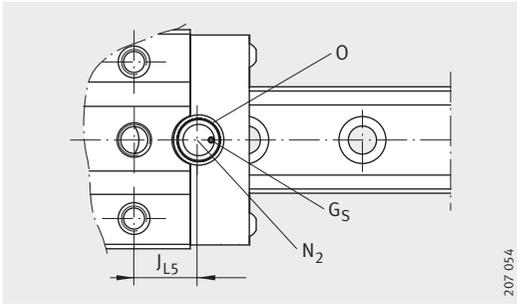
- 1) Maximum diameter of lubrication hole in adjacent construction.
- 2) Position of lubrication hole in adjacent construction.
- 3) Maximum screw depth 6 mm.



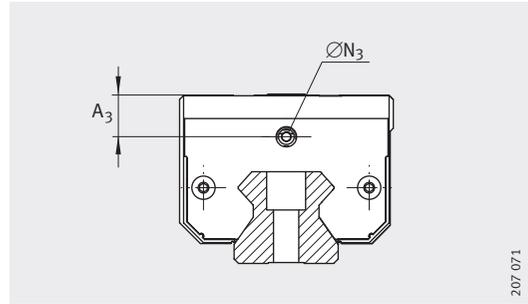
Lubrication nipple according to DIN 71412-A-M6, Width across flats W = 6 mm



Connector with union nut, width across flats W1 = 8 mm, W2 = 10 mm



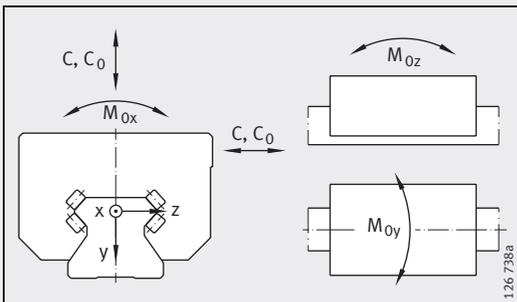
Lubrication connector in top face



Dimensioning of lubrication connector in end face



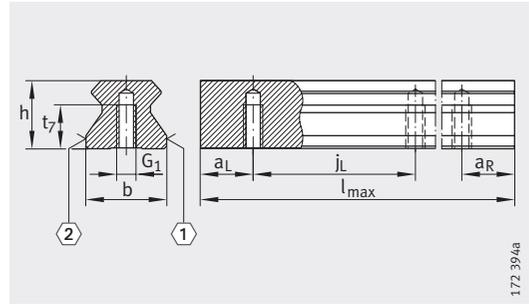
| | | | | | | | Load carrying capacity | | | | |
|----------------|-----------------|------------------------------|-------------------------------|------------------|------------------|-----------|------------------------|----------------|-----------------|-----------------|-----------------|
| N ₄ | J _{L6} | N ₂ ¹⁾ | J _{L5} ²⁾ | G ₅ | | O | Basic load ratings | | Moment ratings | | |
| | | | | DIN EN ISO 4 026 | DIN EN ISO 4 027 | DIN 3 771 | C | C ₀ | M _{0x} | M _{0y} | M _{0z} |
| | | | | | | | N | N | Nm | Nm | Nm |
| - | - | 3 | 19,5 | - | - | 10X1,5 | 28 000 | 65 000 | 350 | 760 | 680 |
| | | | 20,3 | | | | 3 500 | 82 000 | 440 | 1 200 | 1 080 |
| M6 | 30,4 | 6 | 20,3 | M2,5X3 | - | 10X1,5 | 59 000 | 140 000 | 1200 | 2 150 | 1 950 |
| | 32,4 | | 22,2 | | | | 70 000 | 175 000 | 1500 | 3 350 | 3 000 |
| M6 | 37 | 6 | 25,7 | M2,5X3 | - | 10X1,5 | 92 000 | 215 000 | 1899 | 4 255 | 3 821 |
| | 43,2 | | 31,9 | | | | 114 000 | 285 000 | 2503 | 7 263 | 6 536 |
| M6 | 42,9 | 6 | 31,6 | - | M4X4 | 10X1,5 | 136 000 | 320 000 | 3 287 | 7 404 | 6 667 |
| | 51,9 | | 40,6 | | | | 167 000 | 415 000 | 4 226 | 12 214 | 11 010 |
| M6 | 54,8 | 6 | 35,6 | - | M4X4 | 18X1,5 | 200 000 | 435 000 | 5 450 | 12 100 | 10 900 |
| | 63,1 | | 43,8 | | | | 270 000 | 640 000 | 7 600 | 24 000 | 21 500 |



Load directions

Linear recirculating roller bearing and guideway assemblies

With chain guide
L and HL carriages



TSX..-E-U
①, ②⁴⁾

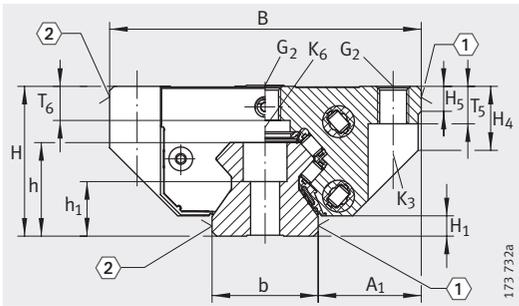
172 39/4a

Dimension table - Dimensions in mm

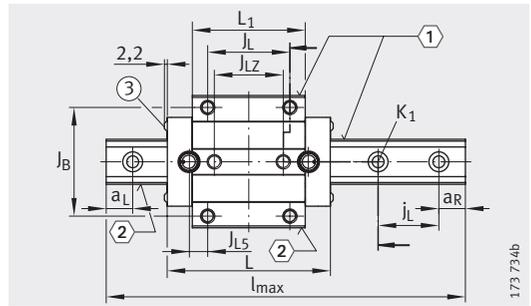
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | |
|---------------|--------------------------------|----|-----|-----------------|---------------------|----------------|----|----------------|----------------|-----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L ²⁾ | A ₁ | J _B | b | L ₁ | J _L | J _{LZ} | j _L | a _L , a _R ³⁾ | |
| | | | | | | | | | | | | min. | max. |
| RUE35-E-KT-L | 2 960 | 48 | 100 | 148,7 | 33 | 82 | 34 | 111 | 62 | 52 | 40 | 20 | 31 |
| RUE35-E-KT-HL | | 55 | 70 | | 18 | 50 | | | 72 | - | | | |
| RUE45-E-KT-L | 2 940 | 60 | 120 | 178,3 | 37,5 | 100 | 45 | 136,6 | 80 | 60 | 52,5 | 20 | 41 |
| RUE45-E-KT-HL | | 70 | 86 | | 20,5 | 60 | | | - | - | | | |
| RUE55-E-KT-L | 2 520 | 70 | 140 | 210,7 | 43,5 | 116 | 53 | 165 | 95 | 70 | 60 | 20 | 47 |
| RUE55-E-KT-HL | | 80 | 100 | | 23,5 | 75 | | | - | - | | | |

For further table values, see page 126 and page 127.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 112. Maximum single-piece guideway length of 6 m available by agreement.
- 2) Minimum covered length for sealing the lubrication connectors.
- 3) a_L and a_R are dependent on the guideway length.
- 4) ① Locating face
② Marking
③ Fixing screw



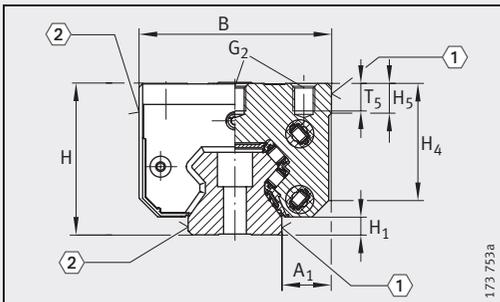
RUE..-E-KT-L
①, ②⁴⁾



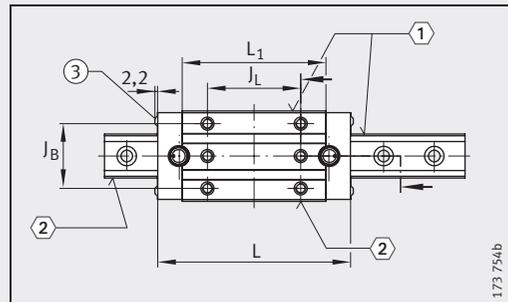
RUE..-E-KT-L · View rotated 90°
①, ②, ③⁴⁾



| | | | | | | | | | Fixing screws | | | | | | | | | |
|----------------|----------------|----------------|----------------|----------------|----------------|----|----------------|------|--------------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|----|
| H ₁ | H ₅ | H ₄ | T ₅ | T ₆ | t ₇ | h | h ₁ | ±0,5 | G1 | | G2 | | K1 | | K3 | | K6 | |
| | | | | | | | | | DIN ISO 4 762-12.9 | | | | | | | | DIN 7 984-8.8 | |
| | | | | | | | | | M _A | Nm | M _A | Nm | M _A | Nm | M _A | Nm | M _A | Nm |
| 6,5 | 8 | 20,5 | 12 | 10,9 | 15 | 30 | 17,5 | | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 24 |
| | 10,8 | 41,9 | 10 | - | | | | | M8 | - | - | | - | | | | | |
| 8,5 | 8 | 26 | 15 | 13,2 | 20 | 38 | 19,5 | | M12 | 140 | M12 | 83 | M12 | 140 | M10 | 83 | M10 | 48 |
| | 13,7 | 52,4 | 12,5 | - | | | | | M10 | - | - | | - | | | | | |
| 11 | 12 | 32 | 18 | 14,8 | 22 | 45 | 22,5 | | M14 | 220 | M14 | 140 | M14 | 220 | M12 | 140 | M12 | 83 |
| | 16 | 61,4 | 15 | - | | | | | M12 | - | - | | - | | | | | |



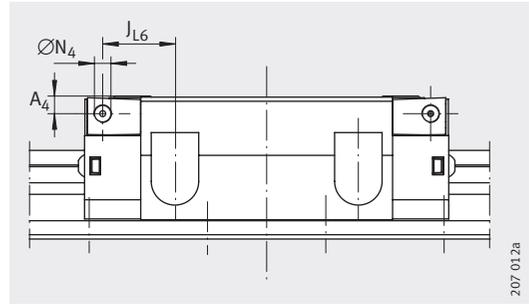
RUE..-E-KT-HL
①, ②⁴⁾



RUE..-E-KT-HL · View rotated 90°
①, ②, ③⁴⁾

Linear recirculating roller bearing and guideway assemblies

With chain guide
L and HL carriages

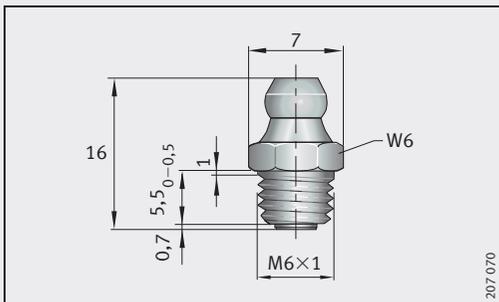


Lubrication connector on lateral face

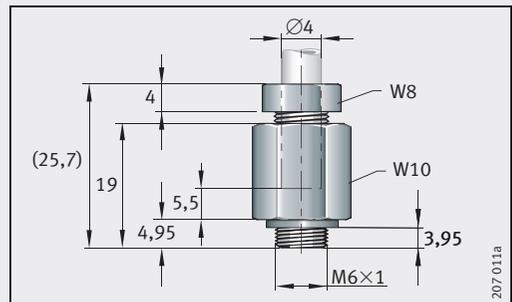
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | | | | Dimensioning of lubrication connectors | | |
|----------------------|---------------|------------------|-------------|--------------------|-----------------|--------------------|----------|--|------------------------------|----------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug | Covering strip | | A ₃ | N ₃ ³⁾ | A ₄ |
| | | | | | | Adhesive bonded | Clip fit | | | |
| RUE35-E-KT-L | RWU35-E-KT-L | 2,28 | TSX35-E(-U) | 5,9 | KA15-TN | ADB18 | ADB18-K | 6,6 | M6 | 5,6 |
| RUE35-E-KT-HL | RWU35-E-KT-HL | 2,14 | | | | | | 13,6 | | 12,6 |
| RUE45-E-KT-L | RWU45-E-KT-L | 3,97 | TSX45-E(-U) | 9,4 | KA20-TN | ADB23 | ADB23-K | 6,6 | M6 | 6,6 |
| RUE45-E-KT-HL | RWU45-E-KT-HL | 3,99 | | | | | | 16,6 | | 16,6 |
| RUE55-E-KT-L | RWU55-E-KT-L | 6,72 | TSX55-E(-U) | 13,1 | KA24-TN | ADB27 | ADB27-K | 8,1 | M6 | 8,1 |
| RUE55-E-KT-HL | RWU55-E-KT-HL | 6,23 | | | | | | 18,1 | | 18,1 |

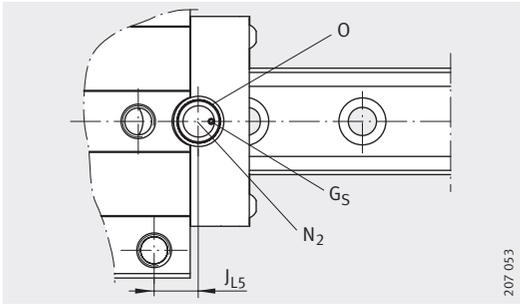
- 1) Maximum diameter of lubrication hole in adjacent construction.
- 2) Position of lubrication hole in adjacent construction.
- 3) Maximum screw depth 6 mm.



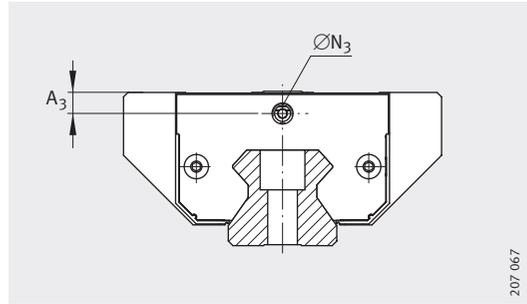
Lubrication nipple according to DIN 71412-A-M6,
Width across flats W = 6 mm



Connector with union nut,
width across flats W1 = 8 mm, W2 = 10 mm



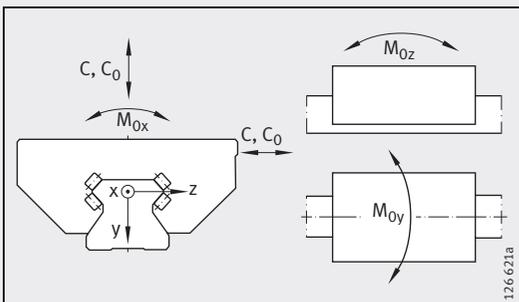
Lubrication connector in top face



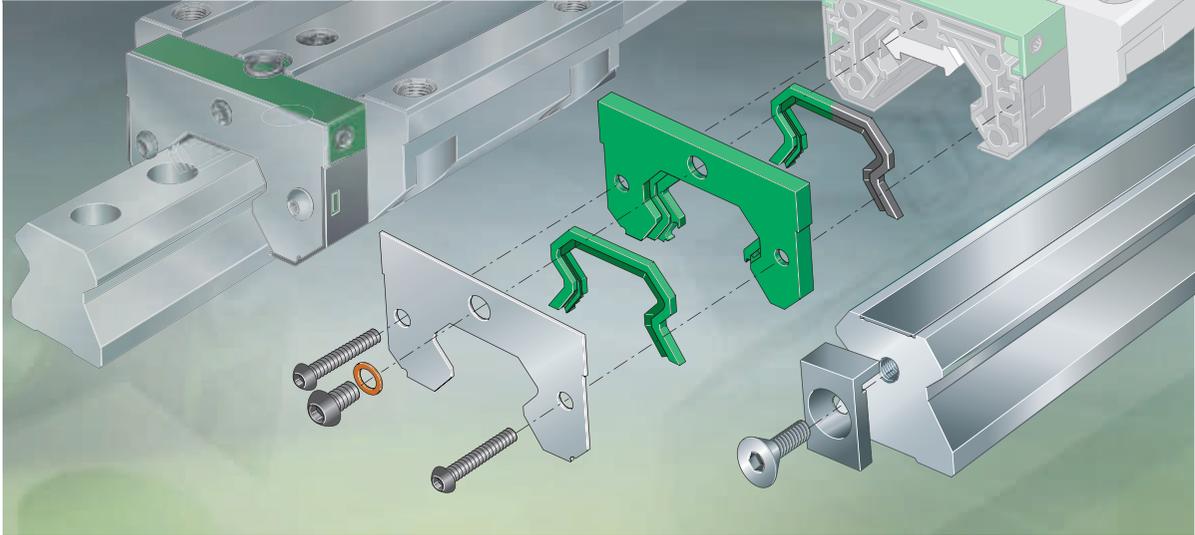
Dimensioning of lubrication connector in end face



| | | | | | | | Load carrying capacity | | | | |
|----------------|-----------------|------------------------------|-------------------------------|------------------|------------------|-----------|------------------------|----------------|-----------------|-----------------|-----------------|
| N ₄ | J _{L6} | N ₂ ¹⁾ | J _{L5} ²⁾ | G ₅ | | O | Basic load ratings | | Moment ratings | | |
| | | | | DIN EN ISO 4 026 | DIN EN ISO 4 027 | DIN 3 771 | C | C ₀ | M _{0x} | M _{0y} | M _{0z} |
| | | | | | | | N | N | Nm | Nm | Nm |
| M6 | 37,4 | 6 | 27,2 | M2,5X3 | - | 10X1,5 | 54 000 | 126 000 | 1 100 | 2 500 | 2 250 |
| | 32,4 | | 22,2 | | | | | | | | |
| M6 | 43,2 | 6 | 31,9 | M2,5X3 | - | 10X1,5 | 92 000 | 214 000 | 1 833 | 4 528 | 4 077 |
| | 43,2 | | | | | | | | | | |
| M6 | 51,9 | 6 | 40,6 | - | M4X4 | 10X1,5 | 138 000 | 325 000 | 3 279 | 9 447 | 8 497 |
| | 51,9 | | | | | | | | | | |



Load directions



Accessories

Closing plugs

Hydraulic fitting device for closing plugs

Guideway covering strips

Rolling-in device for covering strip

Clamping element

Braking and clamping element

Damping carriage

Sealing and lubrication elements – system KIT



Accessories

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Accessories

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Product overview Accessories

Closing plugs

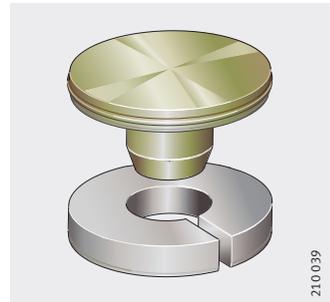
Brass closing plug

Brass closing plug with clinch ring

KA..-M



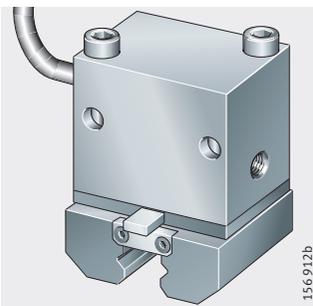
KA..-MSA



Hydraulic fitting device

For brass closing plugs

MVH.TSX..-D-A

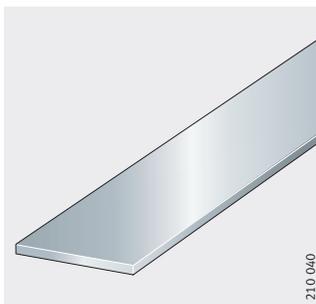


Guideway covering strips

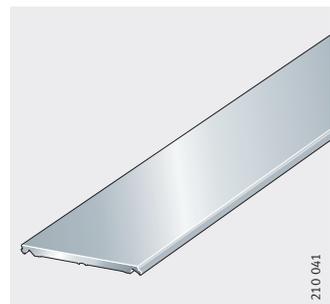
Adhesive bonded

Clip fit

ADB



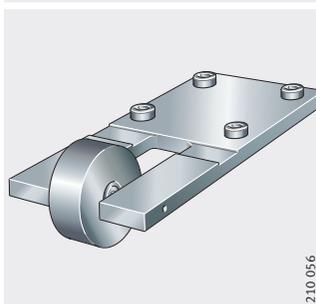
ADB..-K



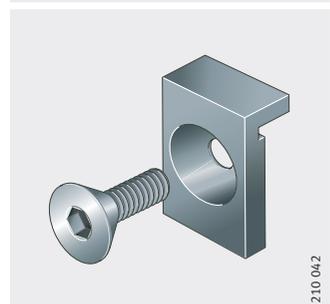
Rolling-in device and retaining plate

For covering strips

ERVU



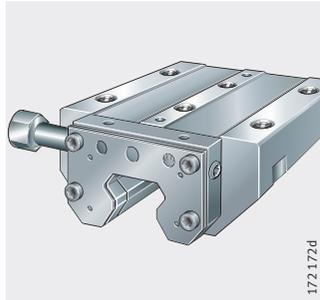
HPL.ADB



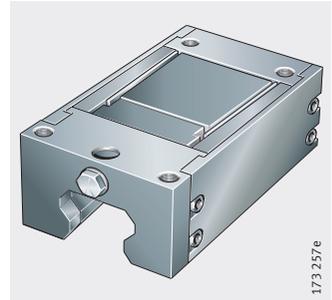
Product overview Accessories

Clamping element
Braking and clamping element

RUKS..-D-A

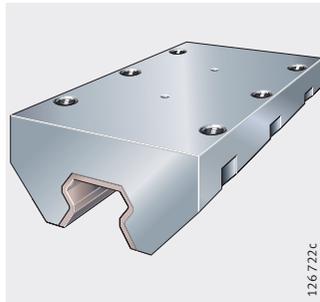


BKE.TSX



Damping carriage

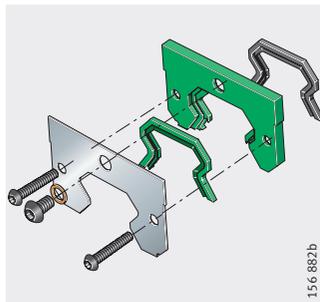
RUDS..-D



**Sealing elements –
system KIT**

End plate with end wiper –
example KIT

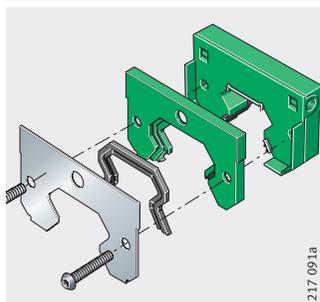
KIT



**Lubrication elements –
system KIT**

Long term lubrication unit –
example KIT

KIT



Accessories

Closing plugs

Closing plugs are used to close off the counterbores for the fixing screws in the guideways. As a result, the surface of the guideway is completely flush.

In addition to the standard plastic closing plugs, brass closing plugs and closing plugs with clinch ring are also available.



Brass closing plugs

Closing plugs KA..-M are particularly suitable for conditions involving hot swarf, aggressive media, vibrations and in machine tools, *Figure 1*.

Closing plugs can be fitted using the hydraulic fitting device MVH..-D-A; for a description see page 134.



KA..-M

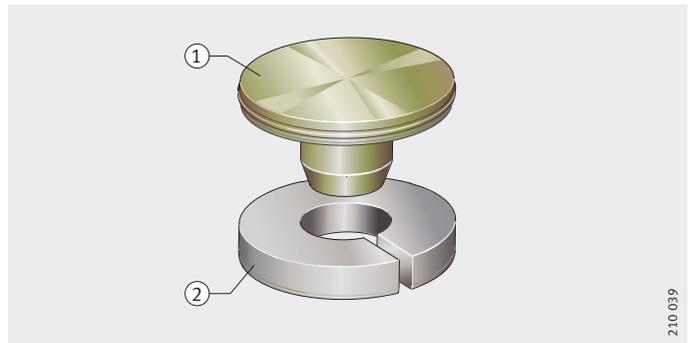
Figure 1

Brass closing plug

With clinch ring

Brass closing plugs of type KA..-MSA comprise a brass plug with a plastic clinch ring, *Figure 2*.

The clinch ring ensures secure seating of the closing plug in the counterbore.



KA..-MSA

① Brass plug

② Plastic clinch ring

Figure 2

Closing plug with clinch ring

Steel closing plugs

Closing plugs made from steel are available by agreement to close off the guideway surface.

Accessories

Hydraulic fitting device

The hydraulic fitting device MVH...-D-A is used to press in the closing plugs KA...-M made from brass flush with the surface of the guideway.

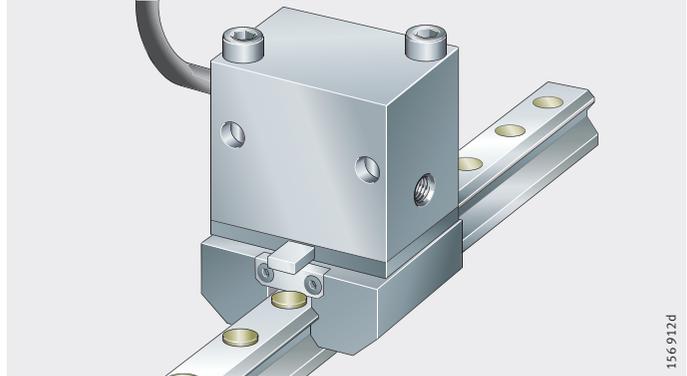
The device is available for all RUE series.

Fitting of closing plugs using the fitting device is described on pages 73 to 76.

MVH.TSX...-D-A

Figure 3

Hydraulic fitting device



156.912d

Ordering example, ordering designation

Ordering designation

A hydraulic fitting device for fitting the closing plug KA...-M for the linear recirculating roller bearing and guideway assembly RUE35-E is to be ordered.

1×**MVH.TSX35-D-A**

Guideway covering strips

Covering strips are an alternative to closing plugs. They completely cover the counterbores for the fixing holes in the guideways and close these off flush with the guideway surface.

Adhesive bonded or clip fit

Covering strips are available in two designs. The covering strip ADB is adhesive bonded in the slot in the guideway, the covering strip ADB-K is clipped into the slot, *Figure 4*.

Attention!

The clip fit covering strip must be fitted using the rolling-in device ERVU, see page 136.

For fitting of covering strips see pages 77 to 79.

Where applications using the covering strip are planned, please contact us.

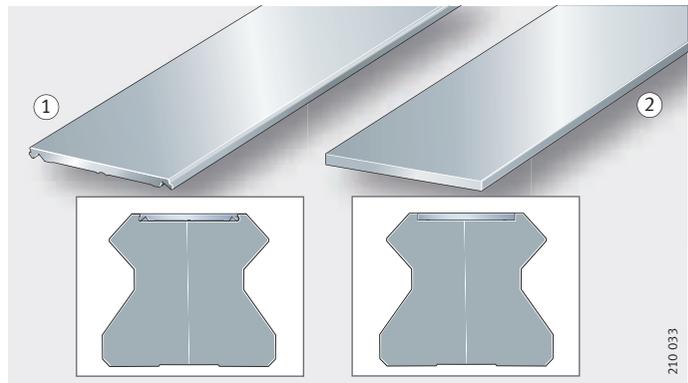


ADB-K
ADB

- ① Clip fit
- ② Adhesive bonded

Figure 4

Guideway covering strip



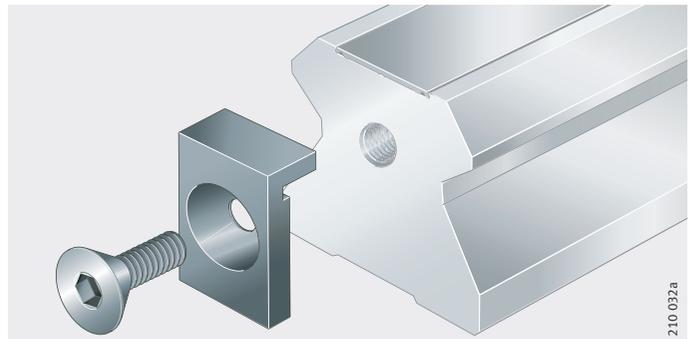
Retaining plate

The retaining plate HPL.ADB fixes the covering strip ADB-K to the end of the guideway, *Figure 5*. It is included in the delivery.

HPL.ADB

Figure 5

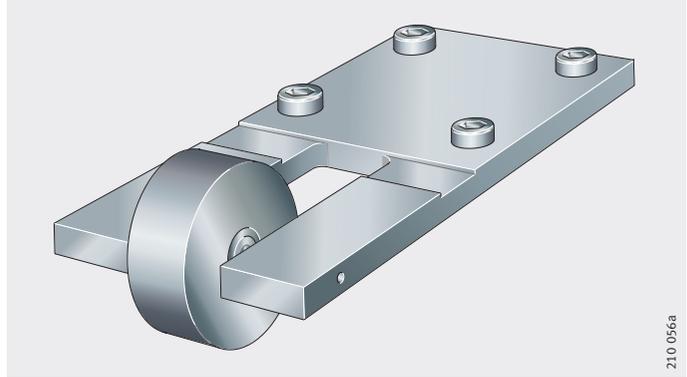
Retaining plate for covering strip



Accessories

Rolling-in device

The clip fit covering strip ADB..-K is fitted using the fitting device ERVU so that it is securely fixed in the guideway, *Figure 6*. The rolling-in device must be ordered separately. When ordering, the size of the linear recirculating roller bearing and guideway assembly must be stated; see Ordering example.



ERVU

Figure 6

Rolling-in device for covering strip

**Ordering example,
ordering designation**
Ordering designation

Rolling-in device for covering strip ADB18-K for RUE35-E.

1×**ERVU35**

Clamping element

The clamping element RUKS..-D-A operates by hydraulic means and prevents micromovements under oscillating load, *Figure 7*.

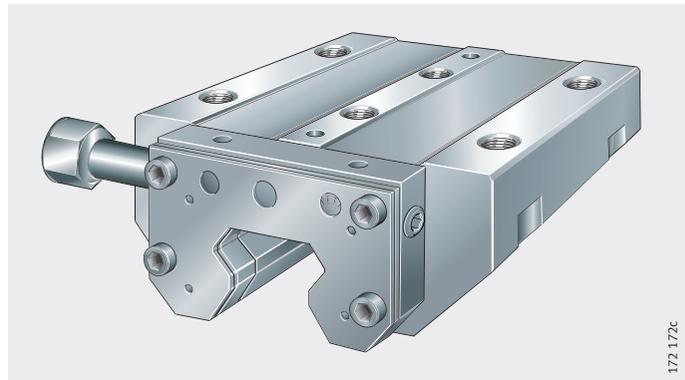
It is screw mounted to the adjacent construction and increases the rigidity, particularly in the direction of travel. This gives a significant improvement in the machining result – for example in machine tools.

Wipers and sealing strips protect the contact surfaces between the guideway and clamping element against contamination.

Elements are available for the series RUE..-E(-KT). The dimension table for the clamping element is on pages 146 and 147.

Attention!

If clamping elements are to be used for braking or damping in the direction of travel, please contact us.



RUKS..-D-A-SR

Figure 7
Clamping element

172 172c

Accessories

Breakaway force

Attention!

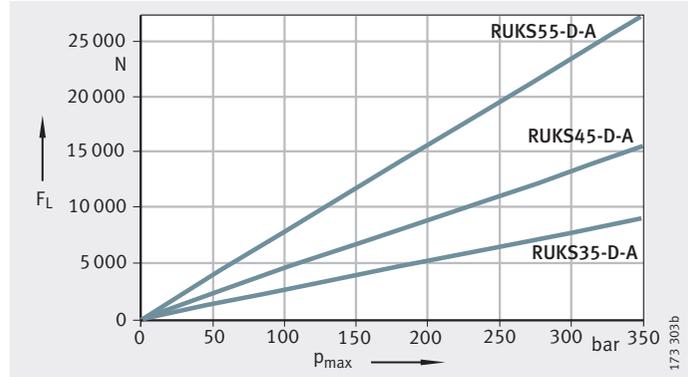
The breakaway forces are dependent on the size, *Figure 8*.

Clamping forces may vary depending on the condition of the guideway (quantity of lubricant).

F_L = breakaway force
 p_{max} = pressure

Figure 8

Breakaway forces



Fitting

Attention!

The clamping element must be aligned to the guideway. For guidelines on fitting, see page 80 and page 81.

Clamping elements do not have locating surfaces. The elements should never be laterally abutted.

The maximum pressure is 350 bar. Pay attention to pressure spikes. Where pressure is applied with high frequency, please contact us.

Hydraulic oil feed from the side

In clamping elements RUKS..-D-A-SR and RUKS..-D-A-H-SR the hydraulic oil is fed from the side. Diminishing pipes with a thread M12×1,5 for Ermeto connectors are included in the delivery.

Hydraulic oil feed from above

In clamping elements RUKS..-D-A-SO and RUKS..-D-A-H-SO the hydraulic oil is fed from above via the adjacent construction.

Ordering example, ordering designation

Ordering designation

A clamping element for RUE35-E is to be ordered.

Hydraulic oil is to be fed from above via the adjacent construction.

1×**RUKS35-D-A-SO**

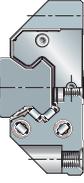
Braking and clamping element

The braking and clamping element BKE.TSX is used, for example, as a positionally independent safety system for linear drives where the drive cannot fully provide the braking and clamping function, *Figure 9*.

The compact construction and the arrangement of the elements saves space and no special devices are required.

If particularly high braking forces are required, several braking and clamping elements can be fitted.

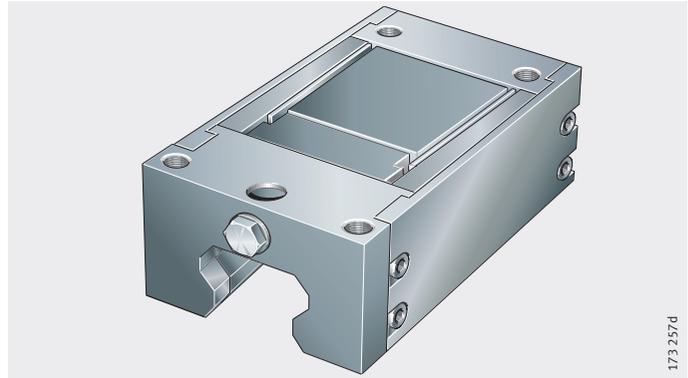
The system automatically compensates any clearance occurring up to the wear limit of the brake shoes, see Automatic clearance compensation, page 141. The elements are thus maintenance-free.



BKE.TSX

Figure 9

Braking and clamping element



Mechanical braking and clamping forces

The elements operate by purely mechanical means, they therefore function even if a power failure occurs and are reliable in any mounting position; for a description of their function, see page 140. This eliminates safety problems resulting from power failure – a possibility with electronically braked systems.

The system carries out braking only when no pressure is present. This allows safety-focussed control even in emergencies. The hydraulic brake opens under a pressure of approx. 55 bar.

If appropriate control is provided, even vertical axes can be rapidly braked to a stationary position. In a suspended arrangement, however, the entire guidance unit should be secured by a drop guard, for an example see page 67.

When the brake is locked, an axial clearance of up to 0,25 mm can occur. This must be noted if the elements are used for locating.

Accessories

Short reaction time

The clearance-free adjustment of the brake shoes ensures a short, consistent reaction time (in size 35 for example <30 m/s).

In order to ensure the shortest reaction times, the Schaeffler Group has worked with a manufacturer of fluid power devices to develop a hydraulic unit with a special valve.

The unit can be purchased directly from the manufacturer.

Attention!

Braking and clamping elements are one part of the emergency braking system. Their reliable operation also depends on the hydraulic components and the control system.

If the system is activated frequently, contact us.

Function

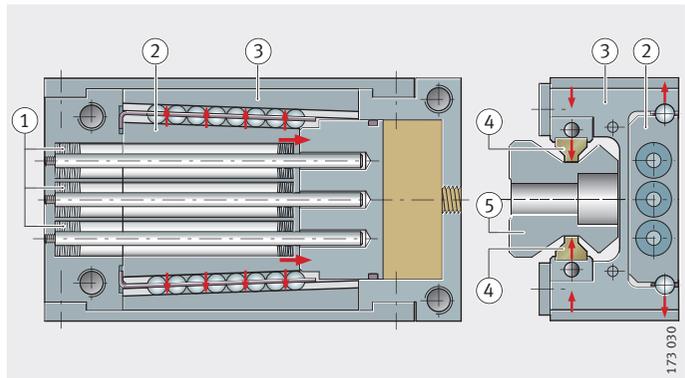
Three disc spring columns generate the braking and clamping force, *Figure 10*. Thanks to this mechanical spring energy store, the system operates extremely reliably without external energy.

The force is transmitted to the brake shoes by mechanical means. If the braking or clamping function is activated, the spring columns push a wedge-shaped slider between the upper legs of the H-shaped saddle plate. This presses the upper legs outwards and the lower ones inwards. The brake shoes clamp against the guideway, but not on the raceways.

- ① Disc spring columns
- ② Wedge-shaped slider
- ③ H-shaped saddle plate
- ④ Brake shoes
- ⑤ Guideway

Figure 10

Functional components



Automatic clearance compensation

Wear of brake shoes

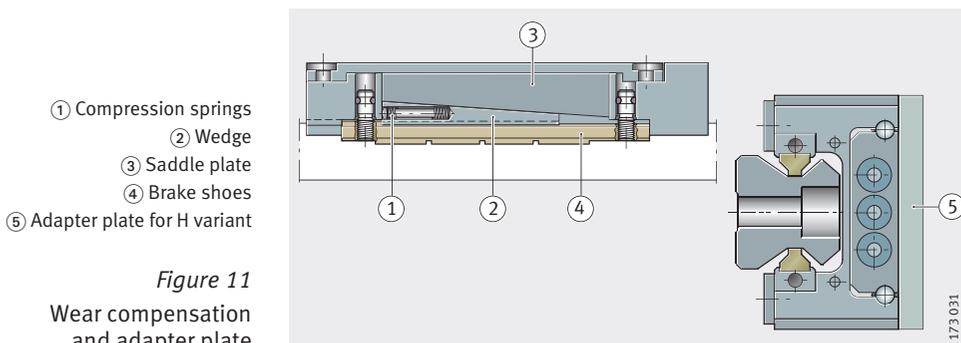
As the system clamps not only stationary guidance systems, but also moving ones, the brake shoes are subject to wear resulting from abrasion. However, clearance between the brake shoes and brake contact surfaces increases the system reaction time.

Wear compensation

In order to ensure consistent clearance-free contact of the brake shoes against the contact surfaces, wear of the linings is automatically compensated by mechanical means up to the wear limit. Compression springs slide a wedge between the brake shoes and the saddle plate, *Figure 11*. This ensures that the element always operates without clearance. The wear compensation mechanism is designed such that, in the opened condition, the brake shoes are adjacent to but not in contact with the guideway surface. This ensures that there is no wear or displacement resistance during movement of the guidance system.

Adapter plate

For the H variant of the carriages, an adapter plate is necessary, *Figure 11*. The adapter plate is included in the delivery.



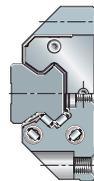
Easy to fit

Braking and clamping elements are particularly easy to fit. They are simply slid onto the guideway and screw mounted to the adjacent construction.

Attention!

Due to the automatic wear compensation system, braking and clamping elements must be slid directly from the dummy guideway onto the guideway.

The element must never be separated from the guideway without using a dummy guideway and the dummy guideway must never be removed from the element.



Accessories

Suitable for ...

The elements give high braking and clamping forces within a very small design envelope. Their dimensions are matched to the INA standard and H carriages, can be used for the RUE guideways and can be easily integrated in existing applications based on INA linear guidance systems. The dimension table for the braking and clamping element is on page 148.

The compact construction and the arrangement of the elements directly on the guideway saves space and thus allows complete constructions with a reduced number of components.

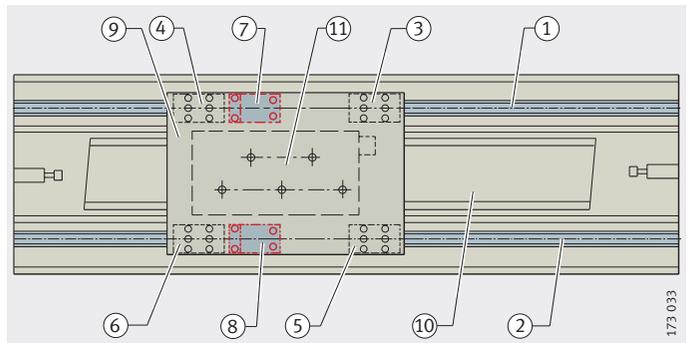
They can also be used in applications without recirculating roller systems. In this case, the guideway is used only as a braking or clamping rail.

A typical arrangement as an emergency brake in an application with a linear motor is shown in *Figure 12*.

- ①, ② Guideways
- ③, ④, ⑤, ⑥ Carriages
- ⑦, ⑧ Emergency brakes
- ⑨ Table
- ⑩ Motor primary part
- ⑪ Motor secondary part

Figure 12

Typical application



Delivered condition

The elements are premounted on a separate rail and clamped in place by means of a fitting screw. The screw is used to loosen and then move the fixed element. The fitting screw is later replaced by the hydraulic connector.

Ordering example, ordering designation

Ordering designation

A braking and clamping element for RUE35-E with a hydraulic connector on the end face is to be ordered.

1 × **BKE.TSX35-D**

Damping carriage

Damping carriages RUDS...-D reduce vibrations acting on the guidance system. They improve operating results, extend the service life of the tools under vibration and increase the crash safety of the guidance system.

The damping carriage is arranged on the guideway in addition to the carriages and is screw mounted to the adjacent construction, *Figure 13* and *Figure 14*.

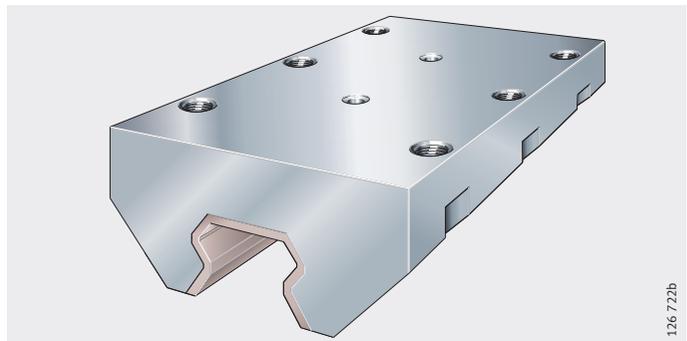
The additional damping element does not influence the special characteristics of the rolling element guidance system, such as low displacement resistance and high running accuracy.

The damping carriage is available for RUE...-D and RUE...-E. It must always be ordered together with a monorail guidance system, see also Ordering example page 144. The dimension table for the damping carriage is on page 149.



RUDS...-D

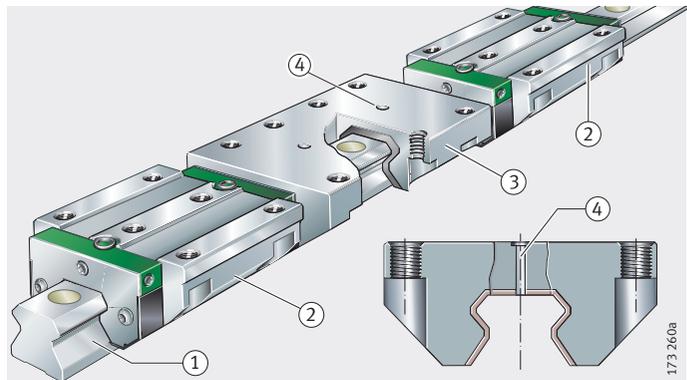
Figure 13
Damping carriage



126 722b

- ① Guideway TSX...-E
- ② Carriage RWU...-E
- ③ Damping carriage RUDS...-D
- ④ Hole for oil feed

Figure 14
Linear recirculating roller bearing
and guideway assembly with
damping carriage



173 260a

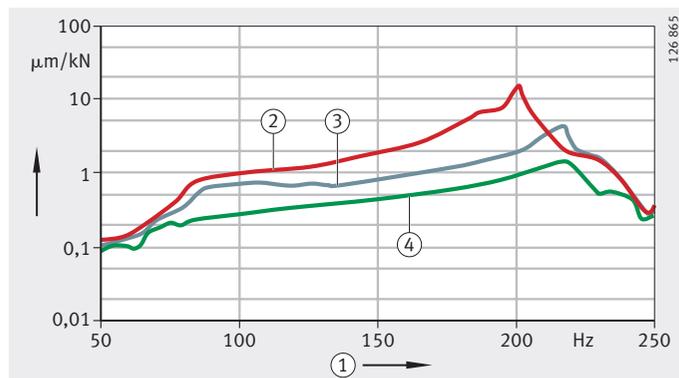
Accessories

Damping by oil film

The carriage damps vibrations acting on the guidance system by means of an oil film (squeeze film effect) between the damping carriage and the guideway, *Figure 15*. The damping effect increases with the size of the damping surface and the width of the gap. During operation, the guideway and damping carriage are not in contact with each other. The oil reaches the damping surface via lubrication holes in the back of the element.

- ① Frequency in Hz
- ② 6×ball guidance system
- ③ 6×roller guidance system
- ④ 4×roller guidance system with RUDS

Figure 15
Frequency –
with and without damping carriage



Attention!

Damping carriages do not have locating surfaces. The elements should never be laterally abutted.

Counterbores in the guideways should only be closed off using brass closing plugs KA...-M.

Covering strips ADB and ADB-K must not be used.

Ordering example, ordering designation

Ordering designation

Option for damping carriage

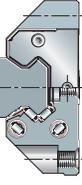
Ordering designation

A damping carriage for a RUE35-E is required. The length of the carriage is 150 mm.

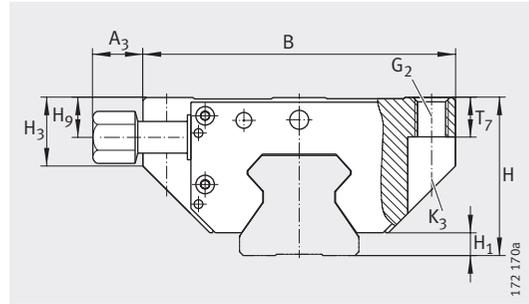
1×**RUDS35-D-150**

If the option of fitting a damping carriage is to be maintained, a damping carriage with a length of 0 mm should be ordered, see Ordering example. The guideway is then supplied with a closer height tolerance.

1×**RUDS35-D-0**
(option for use of damping carriage)



Clamping element



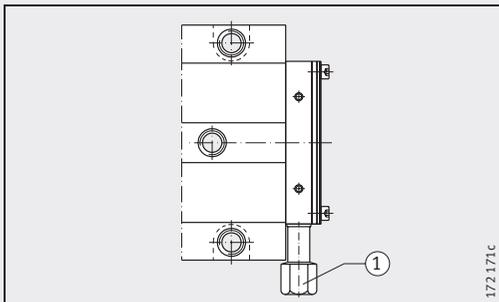
RUKS..-D-A

Dimension table - Dimensions in mm

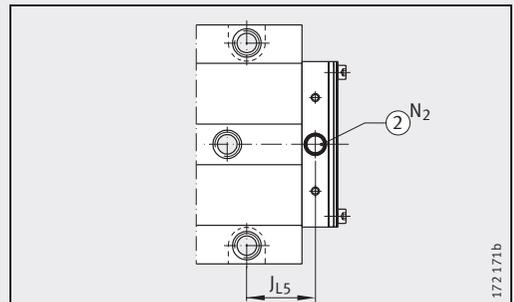
| Designation | Mass m ≈ kg | Dimensions | | | Mounting dimensions | | | | | |
|-------------------------------|-------------------|------------|------|-------|---------------------|----------------|----------------|-----------------|-----------------|-----------------|
| | | B | H | L | J _B | A ₃ | L ₁ | J _{L1} | J _{L2} | J _{L5} |
| RUKS35-D-A-SR ¹⁾ | 2,8 | 98 | 48 | 133,7 | 82 | 24,5 | 113 | 62 | 52 | 32 |
| RUKS35-D-A-SO ²⁾ | | | | | - | | | | | |
| RUKS35-D-A-H-SR ¹⁾ | | 50 | 39,5 | | 50 | - | | 38 | | |
| RUKS35-D-A-H-SO ²⁾ | | - | | | | | | | | |
| RUKS45-D-A-SR ¹⁾ | 4,5 | 118 | 60 | 156 | 100 | 22 | 134 | 80 | 60 | 33,5 |
| RUKS45-D-A-SO ²⁾ | | | | | - | | | | | |
| RUKS45-D-A-H-SR ¹⁾ | | 60 | 39 | | 60 | - | | 43,5 | | |
| RUKS45-D-A-H-SO ²⁾ | | - | | | | | | | | |
| RUKS55-D-A-SR ¹⁾ | 7,6 | 138 | 70 | 186 | 116 | 18,5 | 163 | 95 | 70 | 40,5 |
| RUKS55-D-A-SO ²⁾ | | | | | - | | | | | |
| RUKS55-D-A-H-SR ¹⁾ | | 75 | 38,5 | | 75 | - | | 50,5 | | |
| RUKS55-D-A-H-SO ²⁾ | | - | | | | | | | | |

RUKS65-D-A available by agreement.

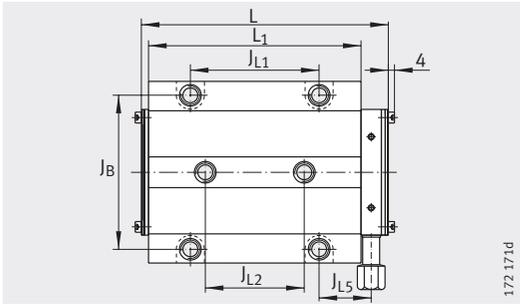
- 1) Oil connector on side: suffix SR.
- 2) Oil feed from above: suffix SO.
- 3) ① Oil connector on side
② Oil feed from above



RUKS..-D-A-SR
①³⁾



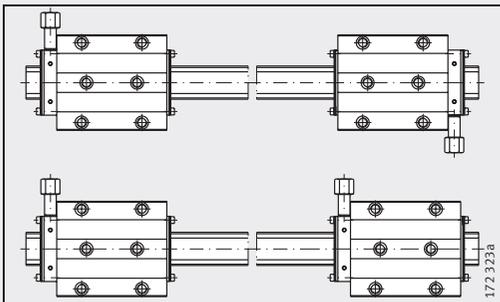
RUKS..-D-A-SO
②³⁾



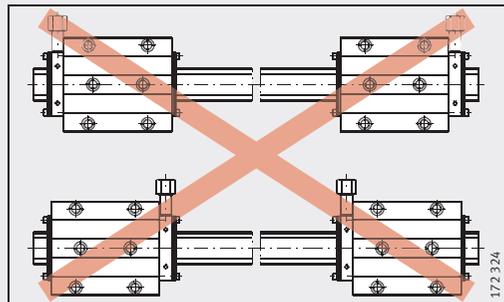
RUKS..-D-A · View rotated 90°



| | | | | | Suitable for guideway | Fixing screws | | | |
|----------------|----------------|----------------|----------------|----------------|-----------------------|----------------------|-----|----------------------|-----|
| | | | | | | G2 | | K3 | |
| N ₂ | H ₁ | H ₃ | T ₇ | H ₉ | | M _A Nm | | M _A Nm | |
| max. | | | | | | DIN ISO 4 762-12.9 | | | |
| 6 | 6,8 | 21 | 12 | 13,2 | TSX35-E | M10 | 41 | M8 | 41 |
| | | 42 | 10 | 20,2 | | M8 | | - | - |
| 6 | 8,7 | 27 | 15 | 15,6 | TSX45-E | M12 | 83 | M10 | 83 |
| | | 58,3 | 12,5 | 25,6 | | M10 | | - | - |
| 6 | 11 | 32 | 18 | 18,8 | TSX55-E | M14 | 140 | M12 | 140 |
| | | 62 | 15 | 28,8 | | M12 | | - | - |

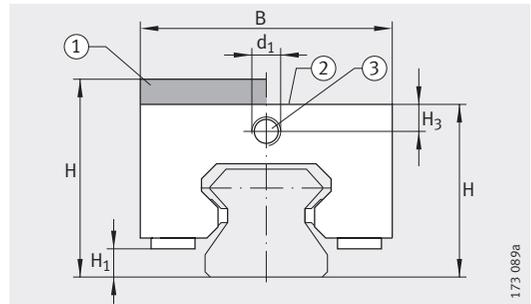


Position of pressure oil connector, possible combinations



Position of pressure oil connector, impossible combinations

Braking and clamping element



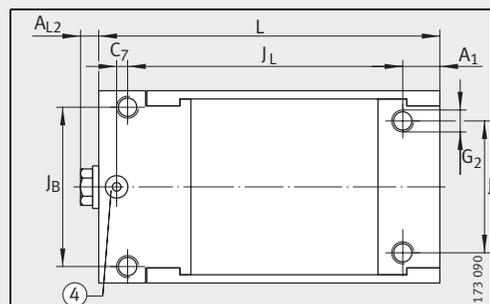
BKE.TSX...-D
①, ②, ③²⁾

Dimension table - Dimensions in mm

| Designation | Clamping force N | Dimensions | | | | | | | | | | | | | |
|------------------|---------------------|-----------------------|--------------------|-----|-----|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|----------------|
| | | H | | B | L | J _B | J _C | A ₁ | J _L | C ₇ | H ₁ | H ₃ | A _{L2} | d ₁ | G ₂ |
| | | Without adapter plate | With adapter plate | | | | | | | | | | | | |
| BKE.TSX25-D | 1 000 | 36 | – | 47 | 91 | 38 | 34 | 10 | 75 | – | 6,5 | 6 | 5 | M6X1 | M6 |
| BKE.TSX25-D-SO | | 0 | | | | | | | | | | | | | |
| BKE.TSX25-D-H | | – | 40 | | | | | | | – | | | | | |
| BKE.TSX25-D-H-SO | | 0 | | | | | | | | | | | | | |
| BKE.TSX35-D | 2 800 | 48 | – | 69 | 120 | 58 | 48 | 13,5 | 100 | – | 7,9 | 8,1 | 5 | M8X1 | M8 |
| BKE.TSX35-D-SO | | 0 | | | | | | | | | | | | | |
| BKE.TSX35-D-H | | – | 55 | | | | | | | – | | | | | |
| BKE.TSX35-D-H-SO | | 0 | | | | | | | | | | | | | |
| BKE.TSX45-D | 4 300 | 60 | – | 85 | 141 | 70 | 60 | 15 | 113 | – | 13 | 10 | 5 | M8X1 | M10 |
| BKE.TSX45-D-SO | | 5 | | | | | | | | | | | | | |
| BKE.TSX45-D-H | | – | 70 | | | | | | | – | | | | | |
| BKE.TSX45-D-H-SO | | 5 | | | | | | | | | | | | | |
| BKE.TSX55-D | 5 100 | 70 | – | 99 | 170 | 80 | 72 | 18 | 138 | – | 17,3 | 11,75 | 6 | M10X1 | M12 |
| BKE.TSX55-D-SO | | 6 | | | | | | | | | | | | | |
| BKE.TSX55-D-H | | – | 80 | | | | | | | – | | | | | |
| BKE.TSX55-D-H-SO | | 6 | | | | | | | | | | | | | |
| BKE.TSX65-D | 11 000 | 90 | – | 125 | 186 | 96 | 96 | 22 | 150 | – | 20 | 17,5 | 7,5 | M16X1,5 | M14 |
| BKE.TSX65-D-SO | | 0 | | | | | | | | | | | | | |
| BKE.TSX65-D-H | | – | 100 | | | | | | | – | | | | | |
| BKE.TSX65-D-H-SO | | 0 | | | | | | | | | | | | | |

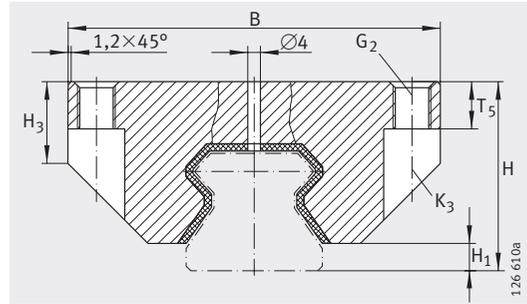
1) The maximum diameter of the oil feed hole is:
for sizes 25 to 55 = 6 mm
for size 65 = 15 mm.

- 2) ① With adapter plate
② Without adapter plate
③ Hydraulic connector
④ Hydraulic connector in top face (suffix SO)¹⁾



Top view¹⁾
④²⁾

Damping carriage



RUDS..-D

Dimension table · Dimensions in mm

| Designation | Mass m ≈kg/ 100 mm | Dimensions ¹⁾ | | Mounting dimensions | | | | | | | | Suitable for linear recirculating roller bearing and guideway assembly | |
|-------------------|-----------------------------|--------------------------|-----|---------------------|----------------|----------------|----------------|----------------|---------------------------------|------------------------------|------------------------------|--|------------------|
| | | B | H | H ₁ | T ₅ | H ₃ | J _B | A ₁ | A ₂ , J _L | G ₂ ²⁾ | K ₃ ³⁾ | | |
| RUDS25-D | 1,1 | 68 | 36 | 7,2 | 10 | 18 | 57 | 37,5 | 75 | M8 | M6 | RUE25-D | RUE25-D-L |
| RUDS25-D-H | 1 | 47 | 40 | | 9 | 29,5 | 35 | | | M6 | – | RUE25-D-H | RUE25-D-LH |
| RUDS35-D | 2,1 | 98 | 48 | 6,8 | 12 | 20 | 82 | 37,5 | 75 | M10 | M8 | RUE35-E | RUE35-E-L (-KT) |
| RUDS35-D-H | 1,8 | 68 | 55 | | | 41 | 50 | | | M8 | – | RUE35-E-H | RUE35-E-HL (-KT) |
| RUDS45-D | 3,6 | 118 | 60 | 8,7 | 15 | 26 | 100 | 37,5 | 75 | M12 | M10 | RUE45-E | RUE45-E-L (-KT) |
| RUDS45-D-H | 3 | 84 | 70 | | 12 | 53 | 60 | | | M10 | – | RUE45-E-H | RUE45-E-HL (-KT) |
| RUDS55-D | 4,4 | 138 | 70 | 11 | 18 | 31 | 116 | 37,5 | 75 | M14 | M12 | RUE55-E | RUE55-E-L (-KT) |
| RUDS55-D-H | 3,7 | 98 | 80 | | | 61 | 75 | | | M12 | – | RUE55-E-H | RUE55-E-HL (-KT) |
| RUDS65-D | 5 | 168 | 90 | 11,5 | 23 | 39 | 142 | 37,5 | 75 | M16 | M14 | RUE65-E | RUE65-E-L |
| RUDS65-D-H | 4,6 | 124 | 100 | | | 71 | 76 | | | M14 | – | RUE65-E-H | RUE65-E-HL (-KT) |

1) Standard lengths:

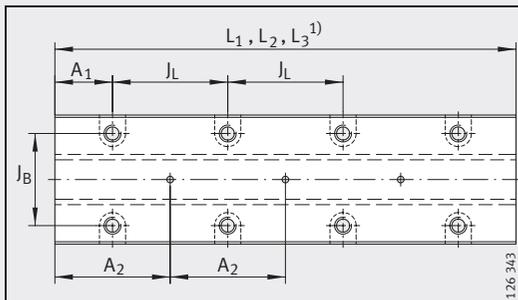
L₁ = 150 mm, not for RUDS65-D

L₂ = 225 mm, not for RUDS65-D

L₃ = 300 mm, not for RUDS25-D.

2) For screws DIN ISO 4 762-12.9. Thread length for RUDS..D-H at least 1,25 · G₂

3) G₂ as through hole for screws DIN ISO 4 762-12.9.



RUDS..-D · View rotated 90°

Accessories

Sealing and lubrication elements – system KIT

With their comprehensive range of standard accessories, linear guidance systems can be easily used in numerous areas. Since the guidance systems are used in an extremely wide variety of applications, however, additional requirements are often placed on the lubrication and sealing components.

Application-oriented complete package

If the standard components are not adequate for reliable operation and a long operating life, it is possible to draw on a finely graduated system of lubrication and sealing elements. These special accessories protect the rolling element system of the guidance systems against contamination and ensure lubrication appropriate to requirements with long relubrication intervals even under the most demanding operating conditions.

Structured as a KIT

The elements are configured as the system KIT and are designed for various application conditions.

Starting from the degree of contamination, the best combination in each case can be quickly and easily compiled, see Degree of contamination. Which combinations are possible and advisable is shown in the table on page 164.

The sealing elements are described on pages 151 to 154, for table see page 160.

The description of the lubrication elements is on pages 155 to 158, for table see page 162.

Attention!

Only a proportion of the KITs can be retrofitted. Parts that cannot be retrofitted must be ordered together with the linear recirculating roller bearing and guideway assembly and are supplied already fitted.

Degree of contamination

Attention!

The degree of contamination will vary depending on the market sector, the application and the environmental conditions. The definitions according to the table are therefore only an initial aid in the selection of KITs.

By agreement, we will be pleased to assemble complete packages for specific applications.

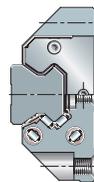
Definition of the degree of contamination

| Degree of contamination | | | |
|---|--|---|---|
| Very slight | Slight | Moderate | Heavy |
| <ul style="list-style-type: none"> ■ Clean environment | <ul style="list-style-type: none"> ■ Coarse (large) metal swarf ■ Clean environment ■ No cooling lubricants | <ul style="list-style-type: none"> ■ Coarse (large) metal swarf ■ Slight exposure to, for example, cooling lubricants | <ul style="list-style-type: none"> ■ Hot swarf (metal, aluminium) of widely varying size and shape, including very small swarf from HSC machining ■ Aggressive media and dust as well as cooling lubricants |

Sealing elements

The following additional sealing components are available:

- end plates, page 151
- end wipers, page 151
- end wipers with carrier plate, page 152
- additional wipers, page 153
- sealing strips, page 154.



End plates

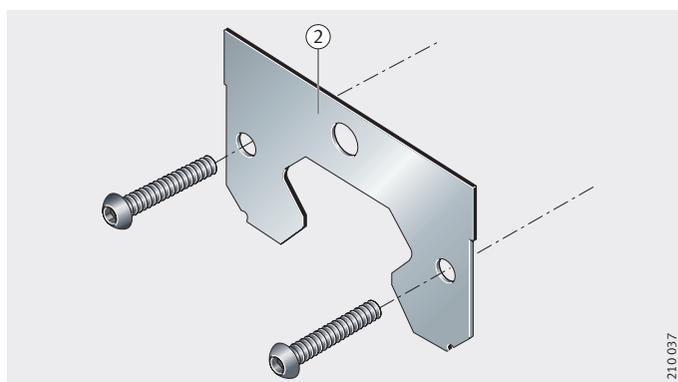
End plates are corrosion-resistant, non-contact components, *Figure 1*. They protect the end wipers located behind them against, for example, coarse contaminants and hot swarf.

There is a narrow gap between the guideway and the wiper.

A KIT.RWU...-E always contains an end plate.

② End plates, non-contact

Figure 1
End plate



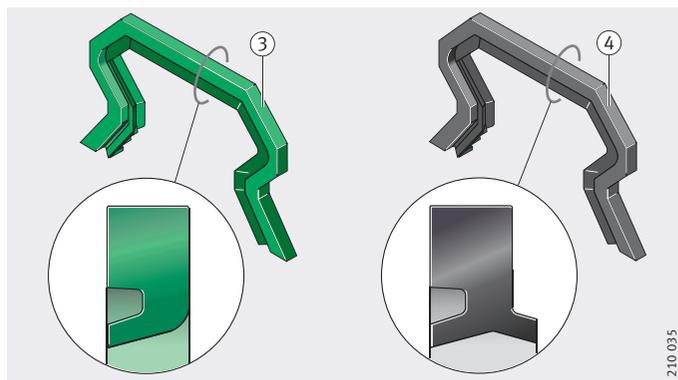
End wipers

End wipers are contact seals that are fixed to the end faces of the carriage.

They are available in single lip (standard) and double lip designs and are made from special high performance material, *Figure 2*.

③ End wiper, single lip, green
④ End wiper, double lip, black

Figure 2
End wipers



Accessories

End wipers with carrier plate

In addition to the standard seal, other end wipers may be used behind each other (cascading arrangement). These are screw mounted with a carrier plate in front of the first wiper on the carriage, *Figure 3*.

The end wipers are of a single or double lip design and are made from special high performance seal material. For protection against aggressive media (for example acids, alkalis), special end wipers made from FPM are available, *Figure 3*.

- ③ End wiper, single lip, green
- ④ End wiper, double lip, black
- ⑤ Carrier plate for end wiper
- ⑮ End wiper, single lip, red (FPM)

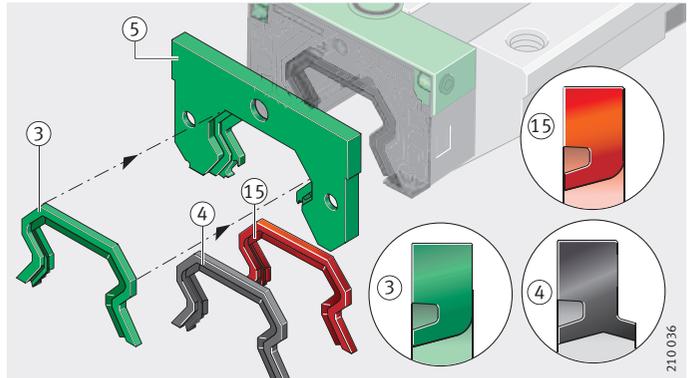


Figure 3

End wipers

Lubrication adapters

If relubrication is carried out from the end while using an end wiper with a carrier plate or additional wipers, a lubrication adapter with a longer thread S31 must be used.

The lubrication adapter S31 must be ordered separately.

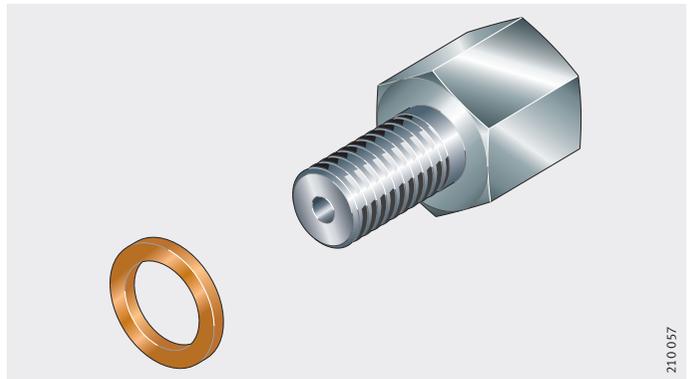


Figure 4

Lubrication adapter with longer thread

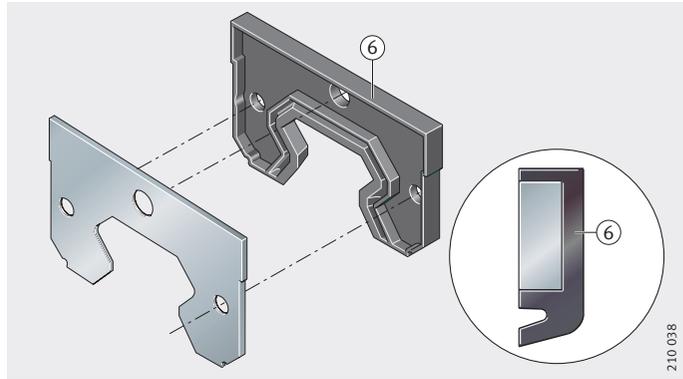
Additional wipers

Additional wipers for heavy contamination such as dust or liquids are used in combination with further wipers.

They are of a single lip design and are made from NBR, *Figure 5*.

⑥ Additional wiper, single lip

Figure 5
Additional wiper



Accessories

Sealing strips

Sealing strips are contact components that are fitted to the upper and lower longitudinal sides of the carriage, *Figure 6*. They protect the rolling element system against contamination and loss of lubricant.

Single lip and double lip

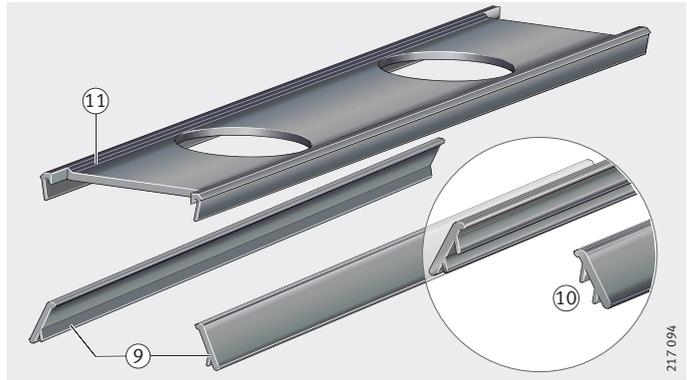
The linear recirculating roller bearing and guideway assembly is supplied with a single lip upper sealing strip as well as a double lip lower sealing strip.

Attention!

Sealing strips should be used in addition to end wipers especially in applications where lubrication is critical, such as those involving fine dust or aggressive coolants.

- ⑨ Lower sealing strip, single lip
- ⑩ Double lower sealing strip, double lip
- ⑪ Upper sealing strip

Figure 6
Sealing strips



217 094

Lubrication elements

The following components are available:

- end piece without upper lubrication hole, page 155
- long term lubrication unit, page 156
- minimal lubricant quantity metering unit, page 158.

End piece without upper relubrication hole

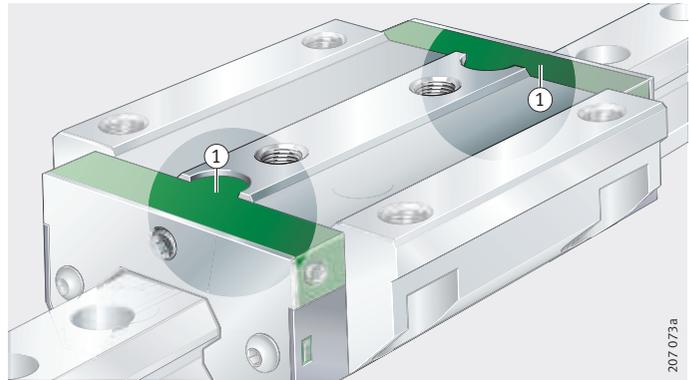
Attention!

For KITS of sealing and long term lubrication units, the end piece of the carriage can also be supplied without the upper relubrication hole, *Figure 7*.

KITs for minimal lubricant quantity metering units do not have an upper lubrication hole and cannot be retrofitted. At the time of ordering, it should be determined which KITs are required.

① End piece without upper lubrication hole

Figure 7
End piece without upper lubrication hole



207 073 a

Accessories

Long term lubrication unit

Operating life of the linear guidance system

The operating life is defined as the life actually achieved by a linear guidance system. This may deviate significantly, however, from the basic rating life.

A sufficiently long operating life is only achieved, assuming the bearing arrangement is correctly designed, through optimum lubrication and sealing.

Grease operating life and relubrication interval

If guidance systems cannot be relubricated, the grease operating life becomes the decisive factor. This indicates the length of time for which a grease can be used without its function being impaired. For calculation of the grease operating life, see page 48.

As the load increases, the grease is subjected to increasing strain. As a result, it ages more quickly. Premature destruction of the grease structure has an adverse effect on the performance characteristics of the grease. The grease operating life declines and relubrication must be carried out earlier.

If the shortened relubrication intervals are not observed, the guidance system will fail before the end of the expected operating life. With decreasing grease operating life, the operating life of the linear guidance system is thus reduced.

**Longer operating life
by means of a long term
lubrication unit**

The volume of lubricating grease in the carriage is increased by the lubrication pockets in the saddle plate.

If a long term lubrication unit KIT.RWU..-E-4 is also fitted, this gives an additional improvement in the lubricant balance, *Figure 8*. The lubricant is stored in a high capacity reservoir and continuously released to the raceways via a transfer medium. Depending on the operating and environmental conditions, long relubrication intervals or even complete freedom from maintenance are possible as a result.

Long term lubrication units are particularly suitable in applications where lubrication is of critical importance. They are screw mounted between the end piece and the wiper and function with equal reliability in either a horizontal or vertical mounting position.



With initial greasing and refillable

Due to their initial greasing, long term lubrication units are ready for immediate operation. If they are ordered together with an RUE, both the RUE and long term lubrication unit have an initial greasing. If necessary, the reservoir can be refilled through lateral holes.

Attention!

If the long term lubrication unit is retrofitted, it is absolutely essential that the carriage is pregreased. The long term lubrication unit must always be used on both sides of the carriage.

Double lip end seal

Integrated double lip end seals give protection against grease loss and contamination.

- ① Fixing screws
- ② End plate
- ④ End wiper
- ⑤ Carrier plate
- ⑫ Long term lubrication unit

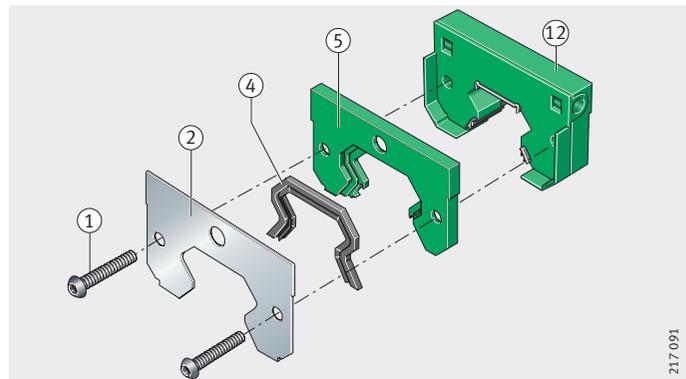


Figure 8
Long term lubrication unit

Accessories

Minimal lubricant quantity metering unit

The lubricant metering device is screw mounted to the end face of the carriage and can be connected to all conventional central lubrication systems, *Figure 9*.

The piston distributors in the aluminium body lubricate all four raceways evenly, irrespective of position, economically and with the smallest possible quantities of precisely metered lubricant.

The lubrication is fed in from the side via only one connecting pipe:

- for oil lubrication at $P_{\min} = 25$ bar,
- for flowable grease lubrication at $P_{\min} = 38$ bar.

Coupling piece

The coupling piece for connection to the central lubrication system has a union nut similar to DIN 3 871-A, is fitted on the left or right side of the metering unit and is suitable for connecting pipes with an outside diameter of 4 mm. The dimension table for the metering unit is on pages 170 and 166.

Attention!

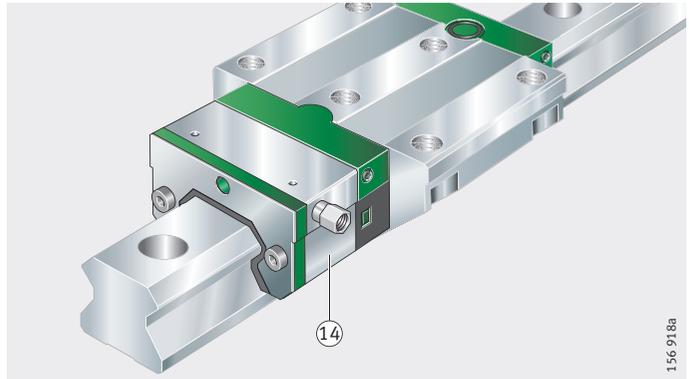
In the case of RUE..-E-H and RUE..-E-HL the lubrication connector protrudes laterally approx. 9 mm from the carriage.

KIT.RWU..-E-5

⑭ Minimal lubricant quantity metering unit

Figure 9

Minimal lubricant quantity metering unit



Lubricant and metering quantities

The lubricant quantity is determined by the number of lubrication impulses. The metering unit is supplied with metering quantities of $0,12 \text{ cm}^3$ per impulse and metering element.

Suitable lubricants

Oils CLP to DIN 51 517 and HLP to DIN 51 524 should be used in preference.

At operating temperatures from $0 \text{ }^\circ\text{C}$ to $+70 \text{ }^\circ\text{C}$, the viscosity should be between ISO-VG 32 and ISO-VG 68.

In the low temperature field, oils to ISO-VG 10 or ISO-VG 22 should be used.

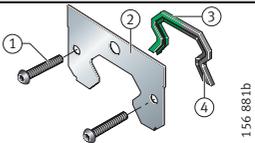
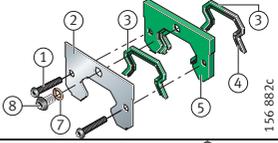
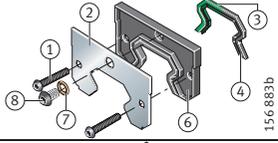
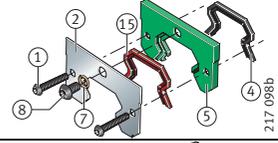
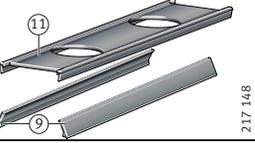
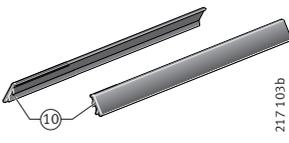
Slideway oils CGLP can be used up to ISO-VG 220.

A $25 \text{ }\mu\text{m}$ oil filter is recommended.

Flowable greases of NLGI class 00 and NLGI class 000 can also be used.



Accessories

| Sealing elements KIT ¹⁾ | | | ① Fixing screws K ₁ (2 pieces) | ② End plate, non-contact | End wipers, contact | | |
|---|---|-----------------------------------|---|--------------------------------|---------------------------|---------------------------|-------------------------|
| KIT | Description | Designation and KIT end number | | | ③ Single lip, green | ④ Double lip, black | ⑤ Single lip, red |
|  <p>156 881b</p> | ① Fixing screws K ₁ ② End plate, non-contact ③ End wiper, single lip, green ④ End wiper, double lip, black | 100 ¹⁰⁾ | 1 | 1 | 1 | - | - |
| | | 103 ¹⁰⁾ | | | | | |
| | | 120 ⁷⁾ | | | | | |
| | | 123 ⁹⁾ | | | | | |
|  <p>156 882c</p> | ④ End wiper, double lip, black ⑤ Carrier plate for end wiper ⑥ Additional wiper, single lip | 130 ⁸⁾⁹⁾ | 1 | 1 | 1 | 1 | - |
| | | 133 ⁸⁾⁹⁾ | | | | | |
| | | 140 ⁸⁾⁹⁾ | | | | | |
| | | 143 ⁸⁾⁹⁾ | | | | | |
| | | ⑦ Sealing ring | | | | | |
|  <p>156 883b</p> | ⑧ Screw plug K ₂ ⑨ Lower sealing strips, single lip ⑩ Lower sealing strips, double lip | 300 ⁸⁾⁹⁾ | 1 | 1 | 1 | - | - |
| | | 303 ⁸⁾⁹⁾ | | | | | |
| | | 340 ⁸⁾ | | | | | |
| | | 343 ⁸⁾ | | | | | |
|  <p>217 098b</p> | ⑪ Upper sealing strips, single lip ⑫ End wiper, single lip, red | 350 ⁸⁾ | 1 | 1 | - | 1 | 1 ⁶⁾ |
| | | 353 ⁸⁾ | | | | | |
|  <p>217 148</p> | ⑪ | 900 | - | - | - | - | - |
| | | 910 | | | | | |
|  <p>217 103b</p> | ⑩ | 920 ⁷⁾ | - | - | - | - | - |
| | | 930 | | | | | |

Attention! The table is only a guide.

The specific application conditions must be taken into consideration when selecting the elements.

The sealing elements can be used in various combinations.

However, not every combination is possible or advisable.

For recommended and possible combinations, see page 164.

¹⁾ The KITS are available for the series RUE...-E (-KT).

²⁾ Ordering example for KIT100 for RUE35-E: KIT.RWU35-E-OS-100.

³⁾ See figure bottom right.

⁴⁾ For definition see page 150.

⁵⁾ Material NBR.

⁶⁾ Material FPM, for protection against aggressive media (for example acids, alkalis).

⁷⁾ Standard for RUE-E and RUE-E-KT.

⁸⁾ If relubrication is carried out from the end face a lubrication adapter S31 is required, see page 152.

⁹⁾ Not available for size 65.

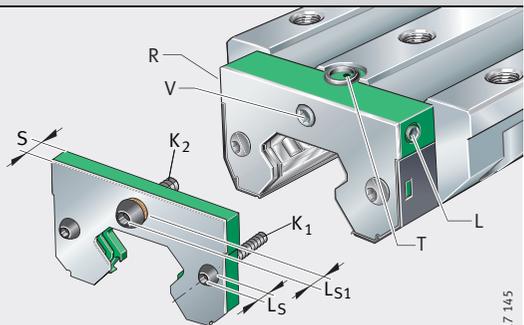
¹⁰⁾ Available by agreement for size RUE25-D.



| ⑤ Carrier plate | ⑥ Additional wiper, single lip | ⑦ Sealing ring | ⑧ Screw plug K ₂ | Sealing strips | | | Relubrication facility ³⁾ | Fitting of KIT | | Width S in mm ³⁾ | Contamination ⁴⁾ | | | |
|--------------------|--------------------------------------|-------------------|--------------------------------|-----------------|-----------------|-----------------|--------------------------------------|-----------------------------|-------------|-----------------------------|-----------------------------|--------|----------|-------|
| | | | | Lower | | Upper | | Retrofittable ²⁾ | Factory fit | | Very slight | Slight | Moderate | Heavy |
| | | | | ⑨ Single lip | ⑩ Double lip | ⑪ Single lip | | | | | | | | |
| - | - | - | - | - | - | - | L, R, T, V | ■ | ■ | - | ■ | ■ | - | - |
| | | | | | | | L, R, V | - | ■ | | | | | |
| | | | | | | | L, R, T, V | ■ | ■ | | | | | |
| | | | | | | | L/R/V | - | ■ | | | | | |
| 1 | - | 1 | 1 | - | - | - | L, R, T, V | ■ | ■ | 5,8 | - | ■ | ■ | - |
| | | | | | | | L, R, V | - | ■ | | | | | |
| | | | | | | | L, R, T, V | ■ | ■ | | | | | |
| | | | | | | | L, R, V | - | ■ | | | | | |
| - | 1 ⁵⁾ | 1 | 1 | - | - | - | L, R, T, V | ■ | ■ | 5,4 | - | - | ■ | ■ |
| | | | | | | | L, R, V | - | ■ | | | | | |
| | | | | | | | L, R, T, V | ■ | ■ | | | | | |
| | | | | | | | L, R, V | - | ■ | | | | | |
| 1 | - | 1 | 1 | - | - | - | L, R, T, V | ■ | ■ | 5,8 | - | - | ■ | ■ |
| | | | | | | | L, R, V | - | ■ | | | | | |
| - | - | - | - | 1 | - | - | - | ■ | - | - | ■ | - | - | - |
| | | | | - | 1 | | | | | | | | | |
| - | - | - | - | 1 | - | - | - | ■ | - | - | - | ■ | - | - |
| | | | | - | 1 | | | | | | | | | |

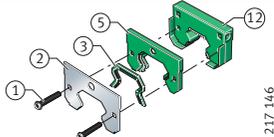
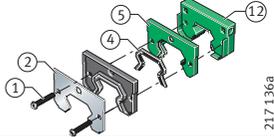
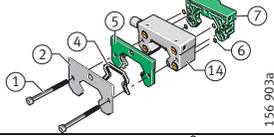
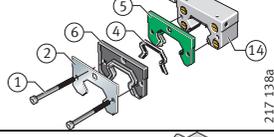
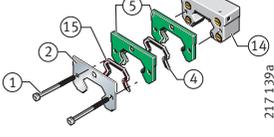
Fixing screws and screw plugs K₁, K₂, width S, relubrication facility L, R, T, V

| RUE size | KIT end number | Fixing screw K ₁ | | Screw plug K ₂ | |
|----------|----------------------------|-----------------------------|------|---------------------------|-----|
| | | L _S mm | | L _{S1} mm | |
| 35 45 | 120 | M4 | 2,2 | - | - |
| | 130, 140, 300, 340, 350 | | 2,2 | M6 | 4,3 |
| 55 65 | 120 | M5 | 2,75 | - | - |
| | 130, 140, 300, 340, 350 | | | M6 | 4,3 |



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Accessories

| Lubrication elements KIT ¹⁾ | | | ① Fixing screws K ₁ (2 pieces) | ② End plate, non-contact | End wipers, contact | | |
|---|---|-----------------------------------|---|--------------------------------|---------------------------|---------------------------|-------------------------|
| KIT | Description | Designation and KIT end number | | | ③ Single lip, green | ④ Double lip, black | ⑤ Single lip, red |
|  | ① Fixing screws K ₁ ② End plate ③ End wiper, single lip, green ④ End wiper, double lip, black ⑤ Carrier plate ⑥ Additional wiper ⑫ Long term lubrication unit ⑭ Minimal lubricant quantity-metering unit | 410 ⁷⁾ | 1 | 1 | – | 1 | – |
| | | 413 ⁷⁾⁸⁾ | 1 | 1 | – | 1 | – |
|  | ① Fixing screws K ₁ ② End plate ③ End wiper, single lip, green ④ End wiper, double lip, black ⑤ Carrier plate ⑥ Additional wiper ⑫ Long term lubrication unit ⑭ Minimal lubricant quantity-metering unit ⑮ End wiper, single lip, red | 420 ⁷⁾ | 1 | 1 | – | 1 | – |
| | | 423 ⁷⁾⁸⁾ | 1 | 1 | – | 1 | – |
|  | ① Fixing screws K ₁ ② End plate ③ End wiper, single lip, green ④ End wiper, double lip, black ⑤ Carrier plate ⑥ Additional wiper ⑦ End wiper, single lip, red ⑫ Long term lubrication unit ⑭ Minimal lubricant quantity-metering unit ⑮ End wiper, single lip, red | 510 | 1 | 1 | – | 1 | – |
| | | 511 | 1 | 1 | – | 1 | – |
|  | ① Fixing screws K ₁ ② End plate ③ End wiper, single lip, green ④ End wiper, double lip, black ⑤ Carrier plate ⑥ Additional wiper ⑦ End wiper, single lip, red ⑫ Long term lubrication unit ⑭ Minimal lubricant quantity-metering unit ⑮ End wiper, single lip, red | 530 | 1 | 1 | – | 1 | – |
| | | 531 | 1 | 1 | – | 1 | – |
|  | ① Fixing screws K ₁ ② End plate ③ End wiper, single lip, green ④ End wiper, double lip, black ⑤ Carrier plate ⑥ Additional wiper ⑦ End wiper, single lip, red ⑫ Long term lubrication unit ⑭ Minimal lubricant quantity-metering unit ⑮ End wiper, single lip, red | 550 | 1 | 1 | – | – | 1 ⁶⁾ |
| | | 551 | 1 | 1 | – | – | 1 ⁶⁾ |
| | | 560 ¹²⁾ | 1 | 1 | – | 1 | – |
| 561 ¹²⁾ | 1 | 1 | – | 1 | – | | |

Attention! The table is only a guide.

The specific application conditions must be taken into consideration when selecting the elements.

The lubrication elements can be used in various combinations.

However, not every combination is possible or advisable.

For recommended and possible combinations, see page 164.

¹⁾The KITS are available for the series RUE-E (-KT) .

²⁾Ordering example for KIT410 for RUE35-E: KIT.RWU35-E-OS-410.

³⁾See figure bottom right.

⁴⁾For definition see page 150.

⁵⁾Material NBR.

⁶⁾Material FPM, for protection against aggressive media (for example acids, alkalis).

⁷⁾KIT.RWU...-E-4 must always be fitted to both sides of the carriage.

⁸⁾In the case of KIT.RWU...-413 (-423) the upper relubrication hole is additionally closed off.

⁹⁾Valid for sizes 35 to 45.

¹⁰⁾Valid for size 55.

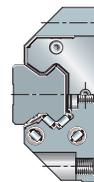
¹¹⁾Valid for size 65.

¹²⁾Not available for size 65.

¹³⁾Available by agreement for size RUE25-D.

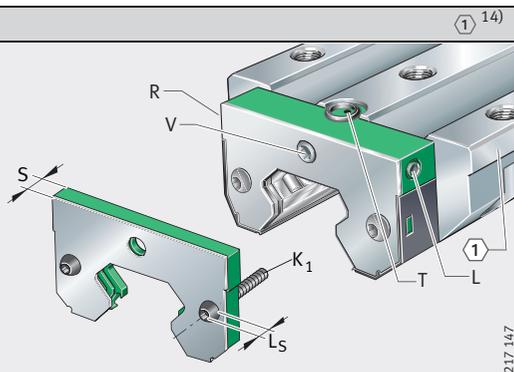
¹⁴⁾① Locating face

| ⑤ Carrier plate | ⑥ Additional wiper, contact, single lip, black | ⑫ Long term lubrication unit | Minimal lubricant quantity metering unit | | Relubrication facility ³⁾ | Fitting of KIT | | Width S in mm ³⁾ | Contamination ⁴⁾ | | | |
|--------------------|---|---------------------------------|--|--------------|--------------------------------------|-----------------------------|-------------|--|-----------------------------|--------|----------|-------|
| | | | On right side | On left side | | Retrofittable ²⁾ | Factory fit | | Very slight | Slight | Moderate | Heavy |
| 1 | - | 1 | - | - | L, R | ■ | ■ | 17,5 ⁹⁾ 22,5 ¹⁰⁾ 23,4 ¹¹⁾ | - | ■ | ■ | - |
| | | | | | | - | ■ | | | | | |
| 1 | 1 ⁵⁾ | 1 | - | - | L, R | ■ | ■ | 22,5 ⁹⁾ 23,2 ⁹⁾ 23,4 ¹⁰⁾ | - | - | ■ | ■ |
| | | | | | | - | ■ | | | | | |
| 1 | - | - | ■ | - | R | - | ■ | 31,8 | - | ■ | ■ | - |
| | | | - | ■ | L | | | | | | | |
| 1 | 1 ⁵⁾ | - | ■ | - | R | - | ■ | 36,8 | - | - | ■ | ■ |
| | | | - | ■ | L | | | | | | | |
| 2 | - | - | ■ | - | R | - | ■ | 37,2 | - | - | ■ | ■ |
| | | | - | ■ | L | | | | | | | |
| 2 | - | - | ■ | - | R | - | ■ | 37,2 | - | ■ | ■ | - |
| | | | - | ■ | L | | | | | | | |



Fixing screws K₁, width S and relubrication facility L, R, T, V

| RUE size | KIT end number | Fixing screw K ₁ | |
|----------|--------------------|-----------------------------|-------------------|
| | | | L _S mm |
| 35 | 410, 420 | M4 | 2,8 |
| | | | 4 |
| 45 | 510, 530, 550, 560 | M5 | 2,7 |
| | | | 5 |



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Accessories

| Recommended and possible combinations | | | | | | | | | | | | | | | | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|-----|-----|-----|-----|-----|-----|-----|
| Designation and KIT end numbers KIT.RWU...E- | 100, 103 | 120, 123 | 130, 133 | 140, 143 | 300, 303 | 340, 343 | 350, 353 | 410, 413 | 420, 423 | 510 | 511 | 530 | 531 | 550 | 551 | 560 | 561 |
| 100, 103 | ● | ○ | ○ | ● | ○ | ○ | ○ | | | | | | | | | | |
| 120, 123 | ○ | ● | ● | ○ | ○ | ○ | ○ | | | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ |
| 130, 133 | ○ | ● | ● | ○ | ○ | ○ | ○ | | | ● | ● | ○ | ○ | ○ | ○ | ○ | ○ |
| 140, 143 | ● | ○ | ○ | ● | ○ | ○ | ○ | | | | | | | | | | |
| 300, 303 | ○ | ○ | ○ | ○ | ● | ○ | ○ | | | ○ | ○ | ● | ● | ○ | ○ | ○ | ○ |
| 340, 343 | ○ | ○ | ○ | ○ | ○ | ● | ● | | | ○ | ○ | ● | ● | ○ | ○ | ○ | ○ |
| 350, 353 | ○ | ○ | ○ | ○ | ○ | ○ | ● | | | ○ | ○ | ○ | ○ | ● | ● | ○ | ○ |
| 410, 413 | | | | | | | | ● | ○ | | | | | | | | |
| 420, 423 | | | | | | | | ○ | ● | | | | | | | | |
| 510 | | ● | ● | | | ○ | ○ | | | | | | | | | | |
| 511 | | ● | ● | | | ○ | ○ | | | | | | | | | | |
| 530 | | ○ | ○ | | | ● | | | | | | | | | | | |
| 531 | | ○ | ○ | | | ● | | | | | | | | | | | |
| 550 | | ○ | ○ | | | ○ | ● | | | | | | | | | | |
| 551 | | ○ | ○ | | | ○ | ● | | | | | | | | | | |
| 560 | | ○ | ● | | | ○ | ○ | | | | | | | | | | |
| 561 | | ○ | ● | | | ○ | ○ | | | | | | | | | | |
| 900 | ● | ○ | ○ | ● | ○ | ○ | ○ | | | | | | | | | | |
| 910 | ● | ○ | ○ | ● | ○ | ○ | ○ | | | | | | | | | | |
| 920 | ○ | ● | ● | ○ | ○ | ○ | ○ | | | | | | | | | | |
| 930 | ○ | ● | ● | ○ | ● | ● | ● | | | ● | ● | ● | ● | ● | ● | ● | ● |

- Recommended combinations.
- Possible combinations.



Accessories

Configuration of KIT.RWU

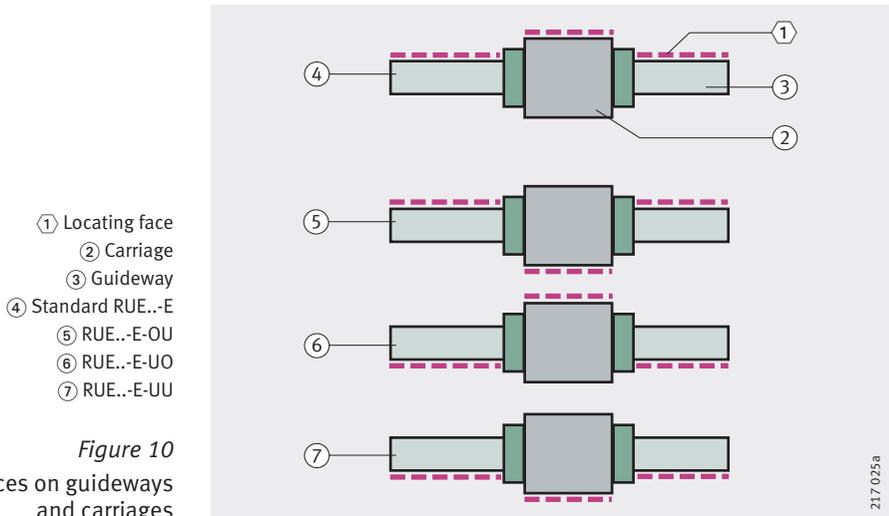
The description shows how an ordering designation is constructed for factory fitted KITS.

Attention!

Always pay attention to the position of the locating faces of the carriage and guideway.

Definition of locating faces

Possible locating faces for guideways and carriages are shown in *Figure 10*. The locating faces are indicated by the broken lines.

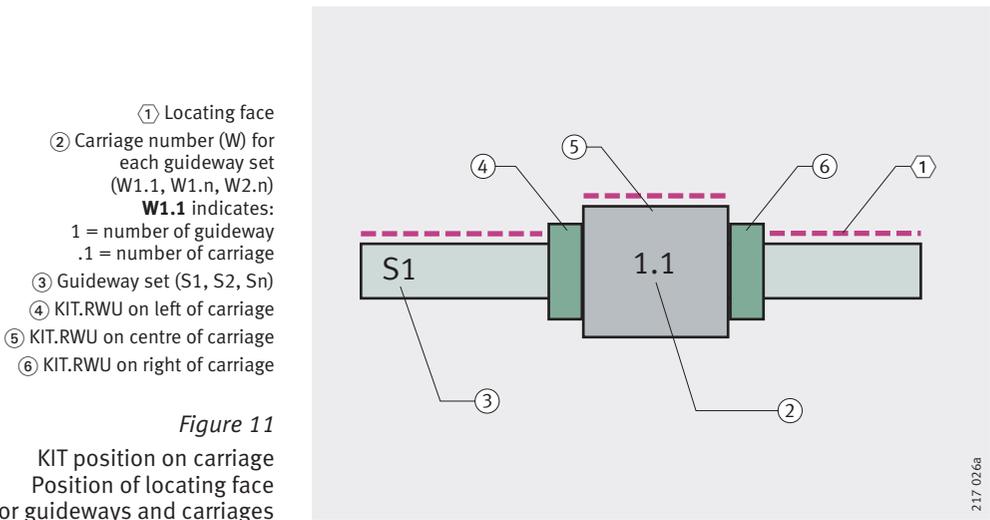


Definition of KIT position on the carriage

KIT components can be fitted on the left, centre or right of the carriage, *Figure 11*.

Attention!

In order to clearly define the KIT components, the carriage is always shown viewed with the locating face upwards.



**Ordering example,
ordering designation
Unit
with one guideway set**

Attention!

In order to clearly define the KIT components, the carriage is always shown viewed with the locating face upwards.

The KIT structure is always described from left to right.



**Linear recirculating roller bearing
and guideway assembly RUE...-E
with KIT components**

| | |
|---|--------|
| Linear roller bearing and guideway assembly | RUE |
| Size | 35 |
| Full complement | E |
| High carriage | H |
| Number of guideway sets | 1 |
| Number of carriages per unit | W1 |
| Accuracy class | G2 |
| Preload | V3 |
| Guideway length | 800 mm |
| a_L | 20 mm |
| a_R | 20 mm |

Additional wiper, single lip (NBR)
and end wiper, double lip
without relubrication from above, left KIT.RWU35-E-343

Upper sealing strip, single lip,
and lower, double lip, centre KIT.RWU35-E-930

Additional wiper, single lip (NBR)
and end wiper, double lip,
without relubrication from above, right KIT.RWU35-E-343

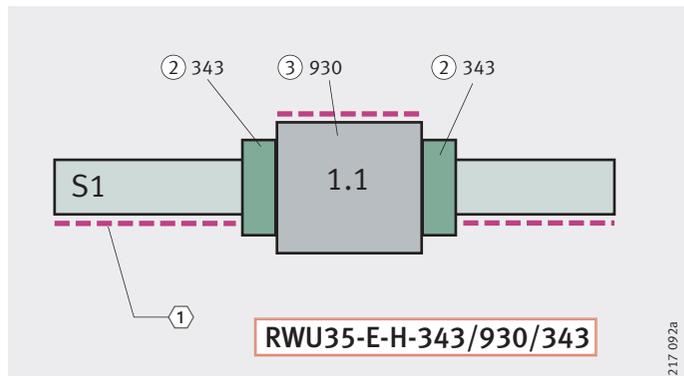
Ordering designation

Designation of KIT components: see *Figure 12*.

| | | |
|--------------|------|--|
| System | | RUE35-E-H |
| Guideway set | S1 | RUE35-E-H-UO-W1-G2-V3/800-20/20 |
| Carriage | W1.1 | RWU35-E-H-343/930/343-G2-V3 |

- ① Locating face
- ② Long term lubrication unit KIT.RWU35-E-343
- ③ Sealing strips KIT.RWU35-E-930

Figure 12
Ordering example,
ordering designation



Accessories

Unit with two guideway sets

Attention!

In order to clearly define the KIT components, the carriage is always shown viewed with the locating face upwards.

In the example, the guideway set 2 is thus rotated for definition by 180°.

The KIT structure is always described from left to right.

Linear recirculating roller bearing and guideway assembly RUE...E with KIT components

| | |
|---|-----------------|
| Linear roller bearing and guideway assembly | RUE |
| Size | 45 |
| Full complement | E |
| Guideway for screw mounting from below | U |
| Number of guideway sets | 2 |
| Number of carriages per unit | W2 |
| Accuracy class | G2 |
| Preload | V3 |
| Guideway length | 2 600 mm |
| a_L | 40 mm |
| a_R | 40 mm |
| Additional wiper, single lip (NBR) and end wiper, single lip | KIT.RWU45-E-300 |
| Sealing strips, upper and lower, double lip | KIT.RWU45-E-930 |
| Minimal lubricant quantity metering unit, additional wiper, single lip (NBR) and end wiper, double lip, connector on right | KIT.RWU45-E-530 |

Designation of KIT components: see *Figure 13*.

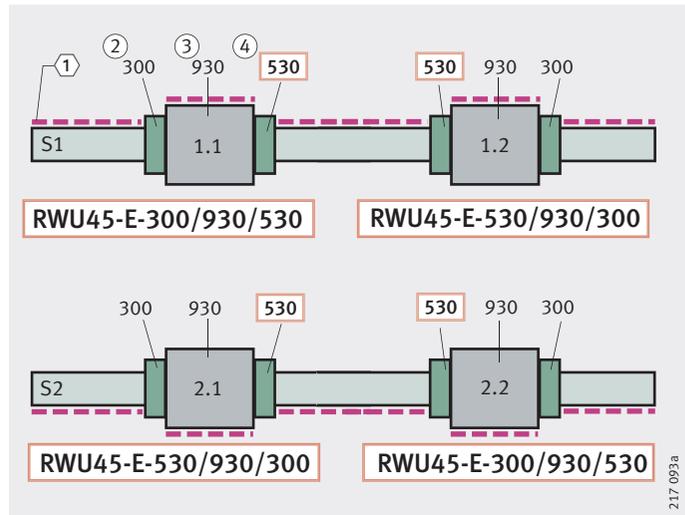
Ordering designation

| | | |
|--------------|------|--|
| System | | RUE45-E |
| Guideway set | S1 | RUE45-E-U-W2-G2-V3/2 600-40/40 |
| Carriage | W1.1 | RWU45-E-300/930/530-G2-V3 |
| | W1.2 | RWU45-E-530/930/300-G2-V3 |
| Guideway set | S2 | RUE45-E-U-UU-W2-G2-V3/2 600-40/40 |
| Carriage | W2.1 | RWU45-E-530/930/300-G2-V3 |
| | W2.2 | RWU45-E-300/930/530-G2-V3 |



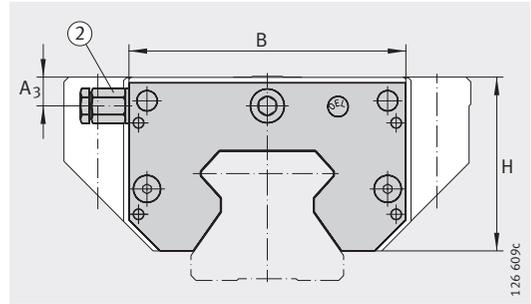
- ① Locating face
- ② Additional and end wipers KIT.RWU45-E-300
- ③ Sealing strips KIT.RWU45-E-930
- ④ Minimal lubricant quantity metering unit KIT.RWU45-E-530

Figure 13
Ordering example,
ordering designation



217 093 a

Minimal lubricant quantity metering unit

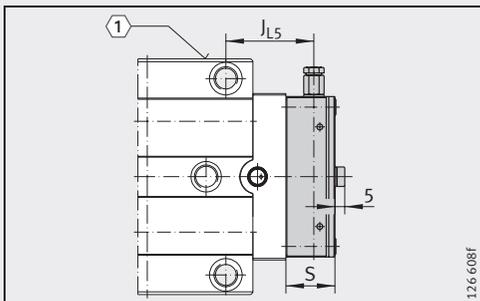


KIT.RWU...-E-510
②¹⁾

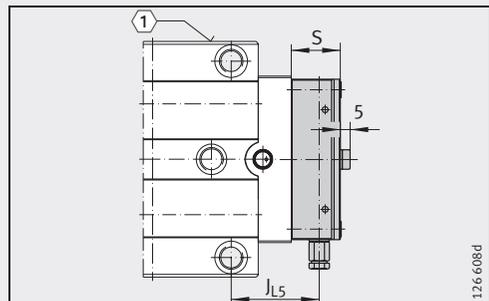
Dimension table - Dimensions in mm

| Designation | Mass m ≈g | Dimensions | | | | | |
|------------------------|-----------------|------------|----------------|------|--|--------------------------|------|
| | | B | A ₃ | H | J _{L5} with RUE...-E (-H) | with RUE...-E-L (-HL) | S |
| KIT.RWU35-E-510 (-511) | 170 | 66,9 | 6,6 | 41,2 | 44 | 55,5 | 31,8 |
| KIT.RWU35-E-530 (-531) | | | | | | | 36,8 |
| KIT.RWU35-E-550 (-551) | | | | | | | 37,2 |
| KIT.RWU35-E-560 (-561) | | | | | | | 37,2 |
| KIT.RWU45-E-510 (-511) | 200 | 81,7 | 8,5 | 51,3 | 44,8 | 61,8 | 31,8 |
| KIT.RWU45-E-530 (-531) | | | | | | | 36,8 |
| KIT.RWU45-E-550 (-551) | | | | | | | 37,2 |
| KIT.RWU45-E-560 (-561) | | | | | | | 37,2 |
| KIT.RWU55-E-510 (-511) | 240 | 95 | 10 | 59 | 51,5 | 71,5 | 31,8 |
| KIT.RWU55-E-530 (-531) | | | | | | | 36,8 |
| KIT.RWU55-E-550 (-551) | | | | | | | 37,2 |
| KIT.RWU55-E-560 (-561) | | | | | | | 37,2 |
| KIT.RWU65-E-510 (-511) | 500 | 121 | 10,2 | 78,5 | - | 85 | 31,8 |
| KIT.RWU65-E-530 (-531) | | | | | | | 36,8 |
| KIT.RWU65-E-550 (-551) | | | | | | | 37,2 |

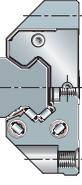
- 1) ① Locating face
② Lubrication connector

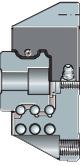
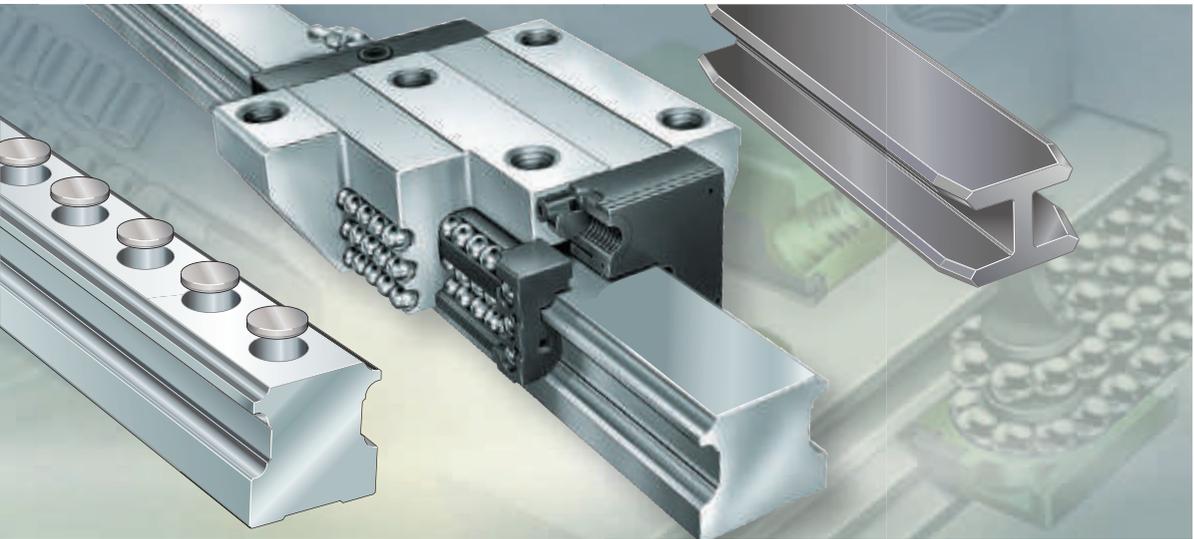


KIT.RWU...-E-511 (-531, -551, -561)
Relubrication from left side
①¹⁾



KIT.RWU...-E-510 (-530, -550, -560)
Relubrication from right side
①¹⁾





Six-row linear recirculating ball bearing and guideway assemblies

Full complement
Accessories

Six-row linear recirculating ball bearing and guideway assemblies

Full complement 176

These linear recirculating ball bearing and guideway assemblies are, with their six rows of balls, the INA monorail guidance system based on balls with the highest load carrying capacity and highest rigidity.

The rolling elements are in two point contact with the raceways. The four outer rows of balls support compressive loads while the two inner rows of balls support tensile loads.

The guidance systems are preloaded in order to increase their rigidity.

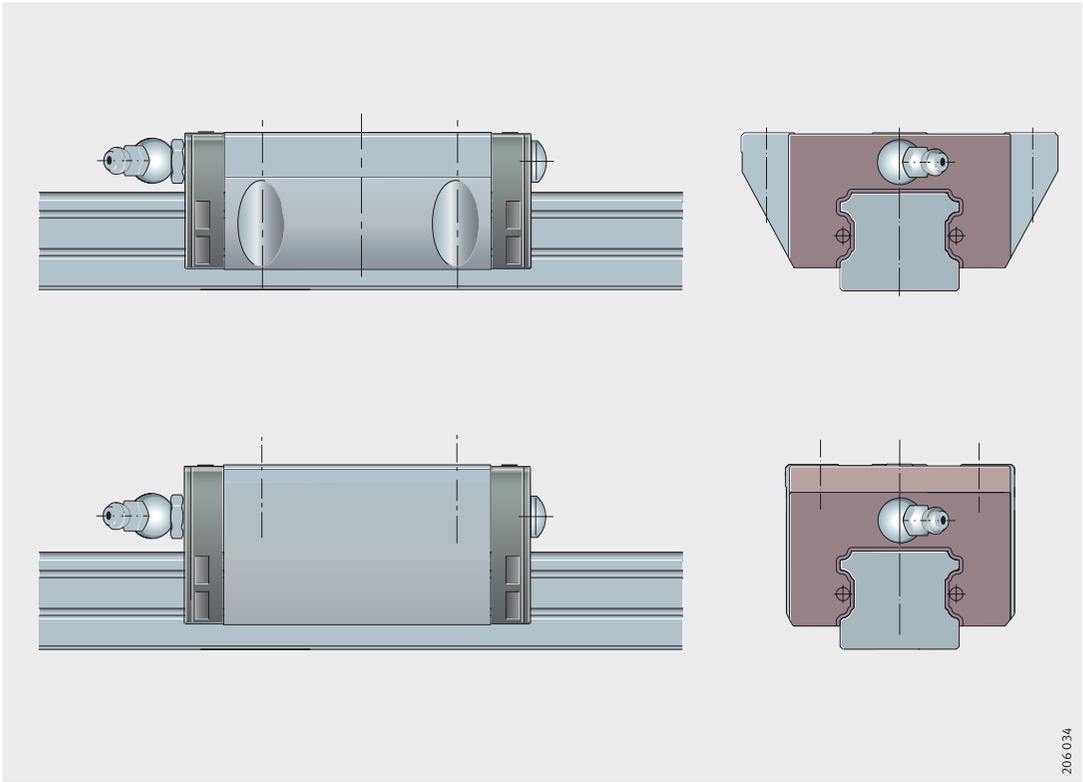
Due to the modular concept, the guideways can be combined with all carriage types within one size.

Accessories 204

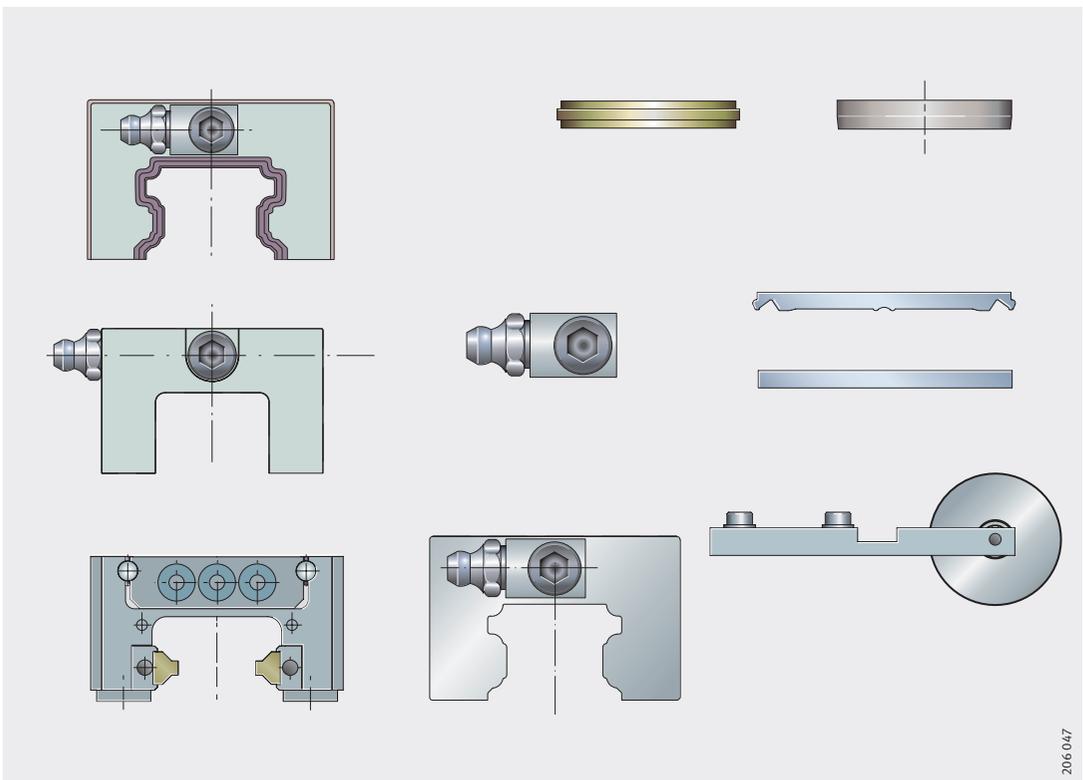
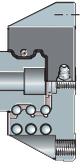
There is a comprehensive range of accessories for the KUSE units. This includes closing plugs and covering strips for the guideways as well as suitable fitting tools.

For lubrication and sealing, there is a comprehensive range of sealing and lubrication elements.

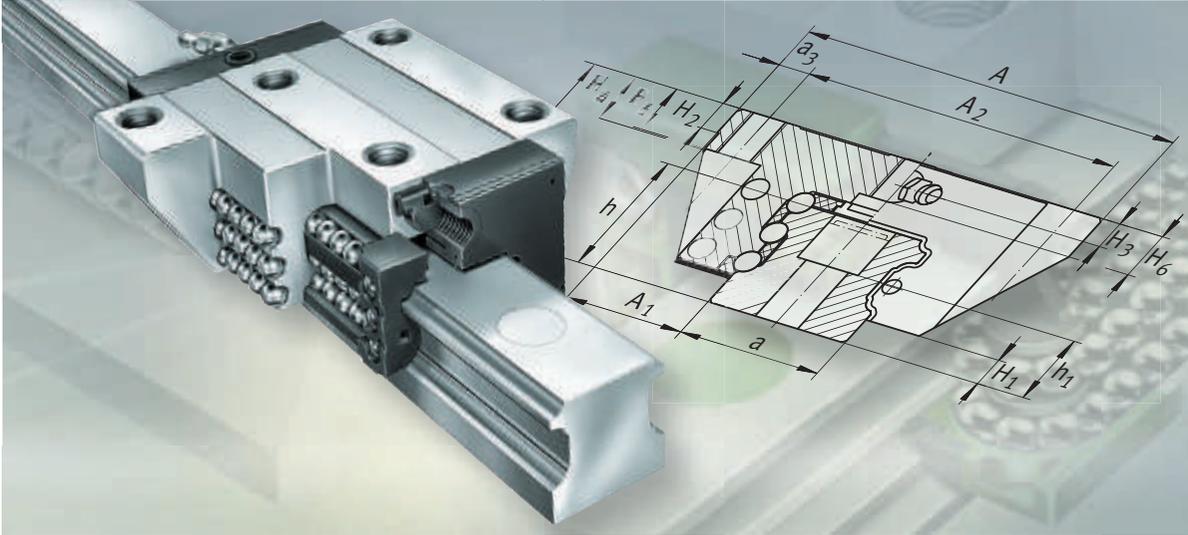
The braking and clamping element is a mechanical retaining system, for example where additional braking and clamping functions are required.



206.034



206.047

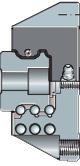


Six-row linear recirculating ball bearing and guideway assemblies

Full complement

Six-row linear recirculating ball bearing and guideway assemblies

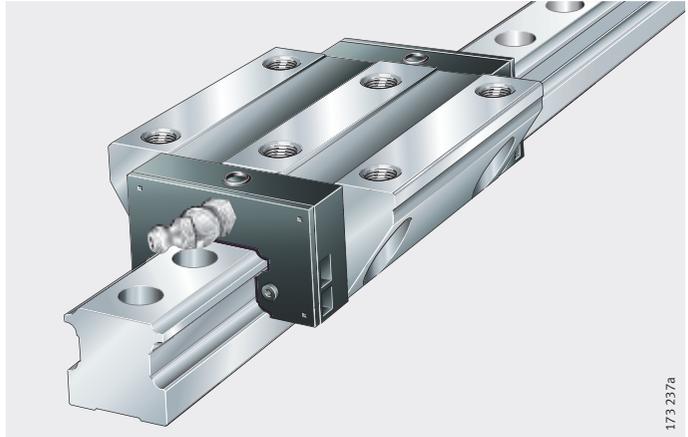
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Product overview **Six-row linear recirculating ball bearing and guideway assemblies**

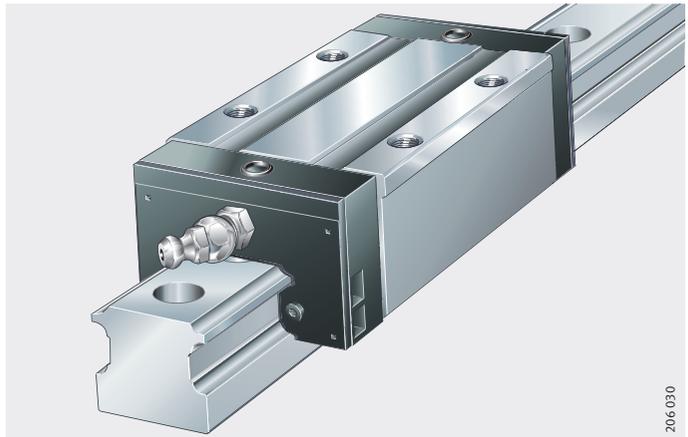
Full complement
For oil and grease lubrication

KUSE, KUSE..-L



173 237a

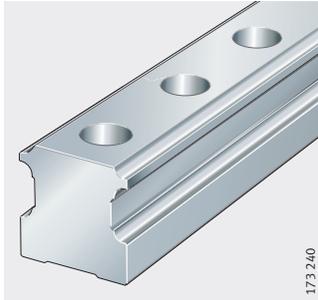
KUSE..-H, KUSE..-HL



206 030

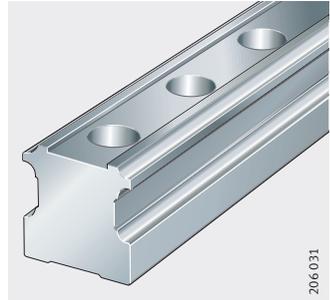
Guideways
Standard
or
with slot for covering strip

TKSD



173 240

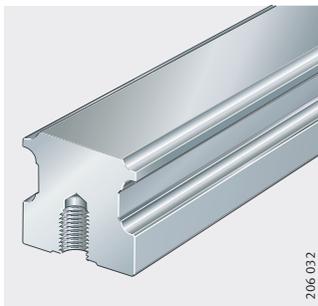
TKSD..-ADB, TKSD..-ADB+K



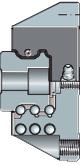
206 031

For screw mounting from below

TKSD..-U



206 032



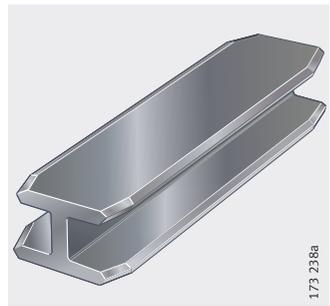
Standard accessories
Plastic closing plugs
Dummy guideway

KA..-TN



173 212a

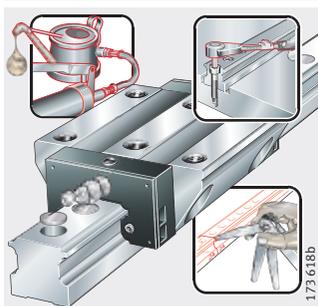
MKSD



173 238a

Fitting manual

MON22



173 618b

Six-row linear recirculating ball bearing and guideway assemblies

Features

Linear recirculating ball bearing and guideway assemblies KUSE are full complement systems and are preloaded. They are used in applications with long unrestricted strokes, high and very high loads and high to very high rigidity.

A guidance system comprises at least one carriage with a full complement ball system, a guideway and plastic closing plugs.

The units can be ordered separately as carriage KWSE and guideway TKSD or as a unit KUSE. In a unit, one or more carriages are mounted on a guideway.

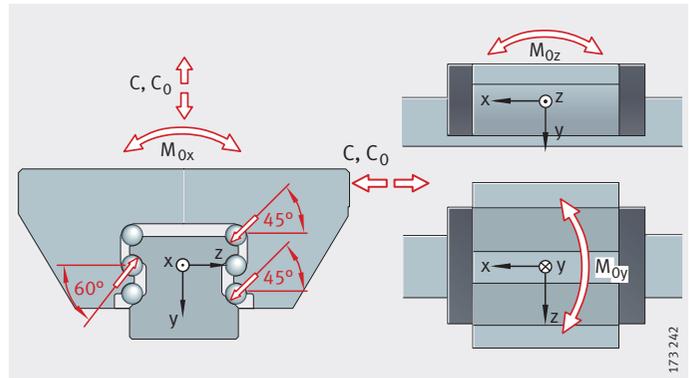
Load carrying capacity

The linear recirculating ball bearing and guideway assemblies have six rows of balls. The four outer rows have a contact angle of 45° and the two inner rows have a contact angle of 60° to the raceways, *Figure 1*.

Four rows of balls support compressive loads while two rows of balls support tensile loads and all six rows support lateral loads.

The units can support loads from all directions – except for the direction of travel – and moments about all axes, *Figure 1*.

Figure 1
Load carrying capacity and contact angle



Acceleration and speed Operating limits

The dynamic values are shown in the table.

| Designation | Acceleration up to m/s^2 | Speed up to m/min |
|-------------|----------------------------|---------------------|
| KUSE | 150 | 300 |

Carriages The carriages have saddle plates made from hardened steel and the rolling element raceways are precision ground. The balls are recirculated in enclosed channels with plastic return elements. In order to increase the grease volume, the carriages have lubricant reservoirs, see Lubrication.

Guideways The guideways are made from hardened steel and are ground on all faces, the rolling element raceways are precision ground.

Located from above or below Guideways TKSD (-ADB, -ADB+K) are located from above, guideways TKSD..-U are located from below. All through holes have counterbores for the fixing screws or threaded blind holes.

Slot for covering strip Guideways TKSD..-ADB have a slot for the adhesive bonded steel covering strip (ADB) and guideways TKSD..-ADB+K have a slot with undercut for a clip fit steel covering strip (ADB+K).

Multi-piece guideways If the required guideway length l_{max} is greater than the value in the dimension tables, the guideways are supplied in several pieces, see page 187.

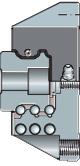
Sealing Standard sealing strips and elastic wipers ensure effective sealing, *Figure 2*. These sealing elements protect the rolling element system from contamination even under demanding environmental conditions.

For additional sealing variants see Accessories, page 215.

Attention! If the contamination conditions are exceptionally severe, please contact us.

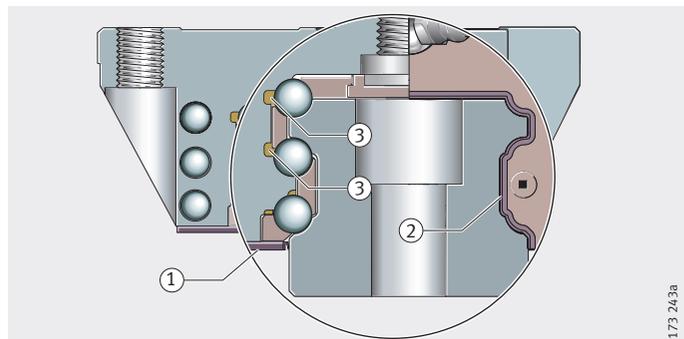
Lubrication The linear recirculating ball bearing and guideway assemblies are suitable for oil and grease lubrication. If grease lubrication is used, they are maintenance-free for most applications due to the lubricant reservoir, *Figure 2*.

Lubrication is carried out via lubrication nipples in the end face of the end piece or from above via the adjacent construction and the lubrication holes in the end pieces.



- ① Standard sealing strips
- ② Elastic wiper
- ③ Lubricant pockets and grease reservoir

Figure 2
Sealing strips, wipers,
lubricant reservoir



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Six-row linear recirculating ball bearing and guideway assemblies

Operating temperature

KUSE units can be used at operating temperatures from $-10\text{ }^{\circ}\text{C}$ to $+100\text{ }^{\circ}\text{C}$.

Standard accessories

Plastic dummy guideway

The dummy guideway prevents damage to the rolling element set if the carriage is removed from the guideway.

Carriages are always pushed directly from the guideway onto the dummy guideway and must remain there until they are reassembled.

Plastic closing plugs

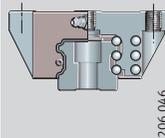
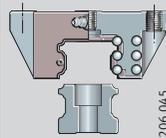
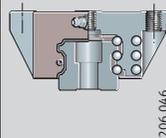
The plugs close off the counterbores of the guideway holes flush with the surface of the guideway.

Optionally, brass closing plugs are also available, see page 208.

Corrosion-resistant designs

Six-row linear recirculating ball bearing and guideway assemblies KUSE are also available in corrosion-resistant designs with the special coatings Corrotect[®], Protect A and Protect B.

Suffixes for Corrotect[®]-coated parts

| With Corrotect [®] coating | Preassembled unit Guideway only coated | Carriage and guideway separate Carriage or guideway coated | Preassembled unit Carriage and guideway coated |
|-------------------------------------|---|--|---|
| |  |  |  |
| Suffix | RRFT | RRF | RRF |

Suffixes

Suffixes for available designs: see table.

Available designs

| Suffix | Description |
|--------|---------------------|
| – | Standard carriage |
| L | Long carriage |
| H | High carriage |
| HL | High, long carriage |

Design and safety guidelines

Preload

Linear recirculating ball bearing and guideway assemblies KUSE are available in preload classes V1 and V2, see table.

Preload classes

| Preload class | Preload setting | Suitable for |
|---------------|--------------------------|---|
| V1 | $0,04 \cdot C_{II}^{1)}$ | <ul style="list-style-type: none"> ■ Moderate load ■ Particularly high rigidity requirements ■ Moment load |
| V2 | $0,13 \cdot C_{II}^{1)}$ | <ul style="list-style-type: none"> ■ High alternating load ■ Particularly high rigidity requirements ■ Moment load |

¹⁾ Basic dynamic load rating of the central rows of balls.

Influence of preload on the linear guidance system

Increasing the preload increases the rigidity. However, preload also influences the displacement resistance and operating life of the linear guidance system.

Friction

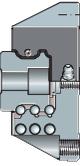
The coefficient of friction is dependent on the ratio C/P, see table.

Coefficient of friction

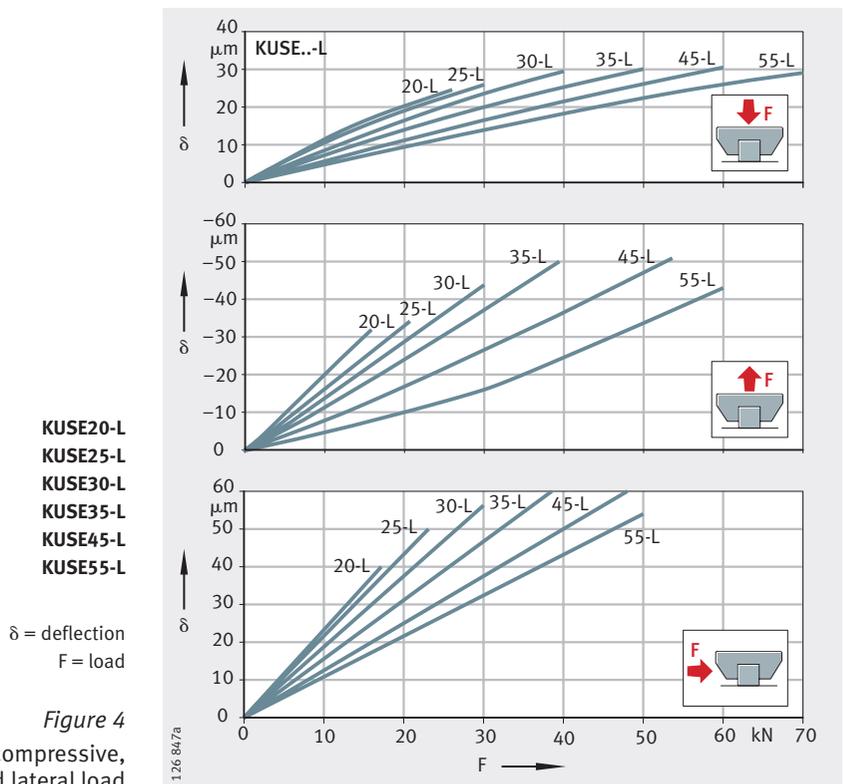
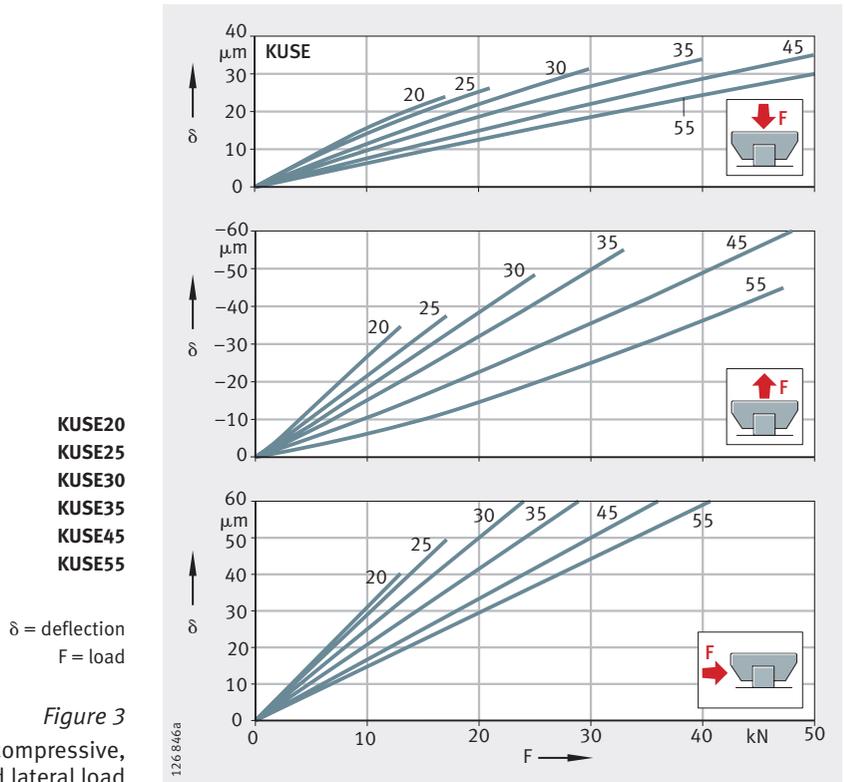
| Load C/P | Coefficient of friction μ_{KUSE} |
|----------|--------------------------------------|
| 4 to 20 | 0,001 to 0,002 |

Rigidity

The spring curves show the deformation of linear recirculating ball bearing and guideway assemblies KUSE including the deformation of the screw connections to the adjacent construction, *Figure 3*, page 184 to *Figure 6*, page 185.



Six-row linear recirculating ball bearing and guideway assemblies

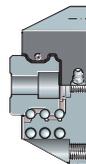
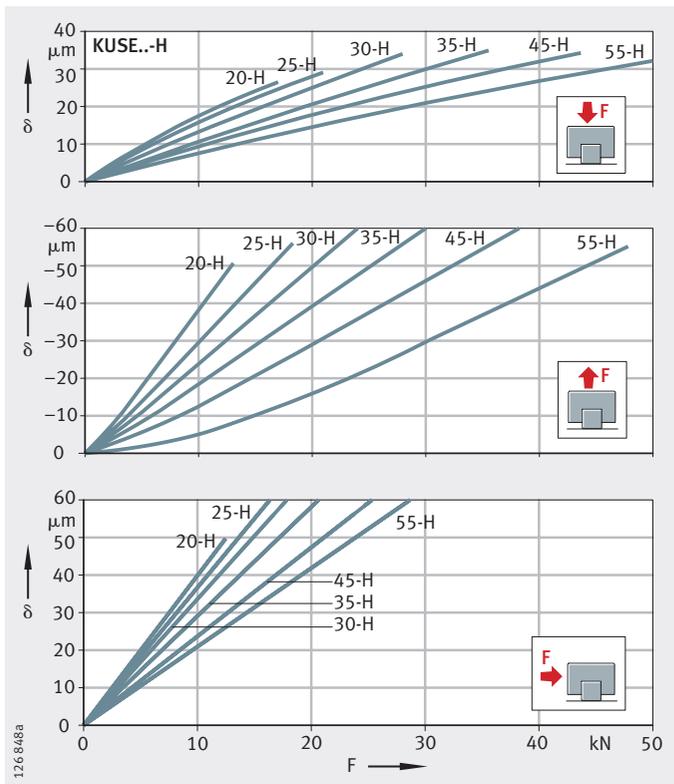


KUSE20-H
KUSE25-H
KUSE30-H
KUSE35-H
KUSE45-H
KUSE55-H

δ = deflection
 F = load

Figure 5

Spring curves for compressive, tensile and lateral load

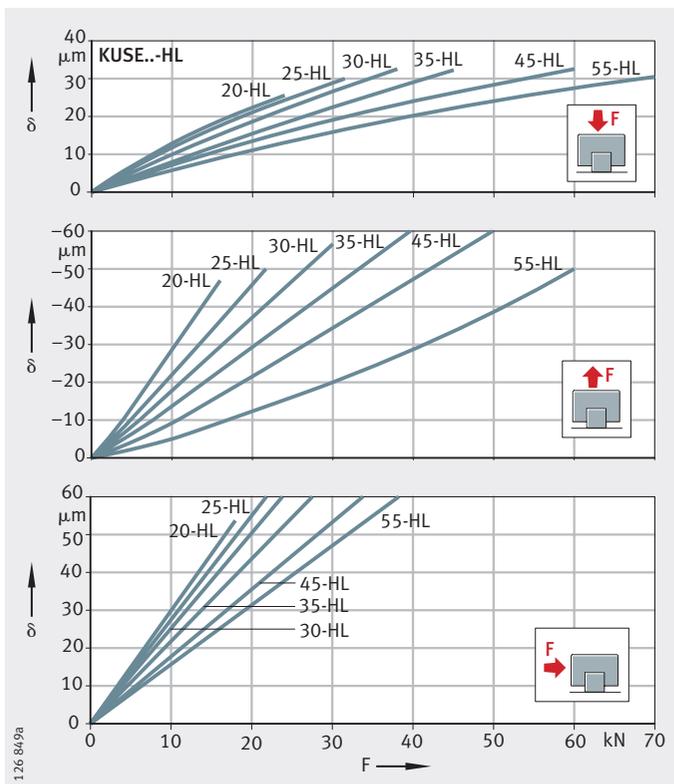


KUSE20-HL
KUSE25-HL
KUSE30-HL
KUSE35-HL
KUSE45-HL
KUSE55-HL

δ = deflection
 F = load

Figure 6

Spring curves for compressive, tensile and lateral load



Six-row linear recirculating ball bearing and guideway assemblies

Guideway hole patterns

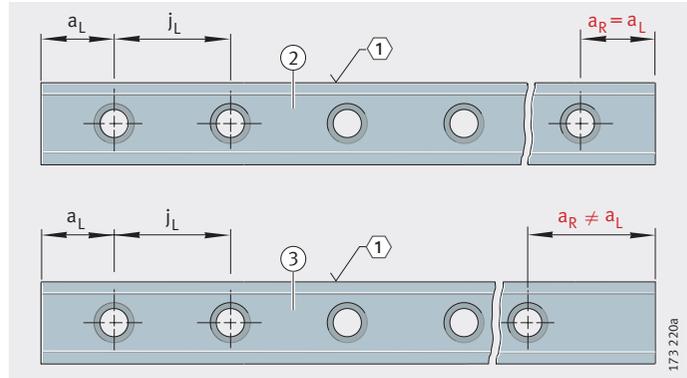
Unless specified otherwise, the guideways have a symmetrical hole pattern, *Figure 7*.

An asymmetrical hole pattern may be available at customer request. In this case, $a_L \geq a_{L \min}$ and $a_R \geq a_{R \min}$, *Figure 7*.

- ① Locating face
- ② Symmetrical hole pattern
- ③ Asymmetrical hole pattern

Figure 7

Hole patterns of guideways with one row of holes



Maximum number of pitches between holes

The number of pitches between holes is the rounded whole number equivalent to:

$$n = \frac{l - 2 \cdot a_{L \min}}{j_L}$$

The distances a_L and a_R are generally determined by:

$$a_L + a_R = l - n \cdot j_L$$

For guideways with a symmetrical hole pattern:

$$a_L = a_R = \frac{1}{2} \cdot (l - n \cdot j_L)$$

Number of holes:

$$x = n + 1$$

| | |
|---|----|
| a_L, a_R | mm |
| Distance between start or end of guideway and nearest hole | |
| $a_{L \min}, a_{R \min}$ | mm |
| Minimum values for a_L, a_R according to dimension tables | |
| l | mm |
| Guideway length | |
| n | - |
| Maximum possible number of hole pitches | |
| j_L | mm |
| Distance between holes | |
| x | - |
| Number of holes. | |

Attention!

If the minimum values for a_L and a_R are not observed, the counterbores of the holes may be intersected.

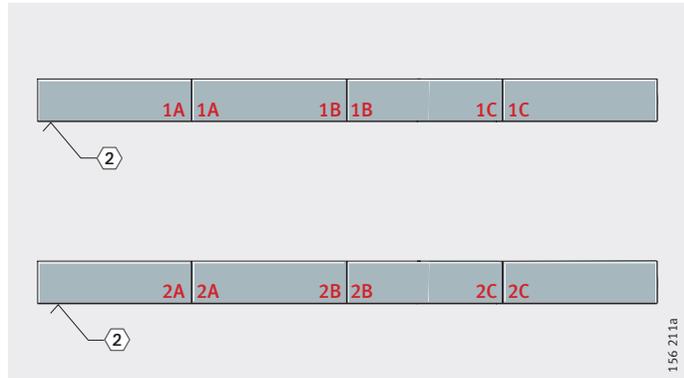
Multi-piece guideways

If the guideway length required is greater than l_{\max} according to the dimension tables, these guideways are made up from individual pieces that together comprise the total required length. The individual pieces are matched to each other and marked, *Figure 8*.

② Marking
Guideway pieces:
1A, 1A
1B, 1B
1C, 1C
2A, 2A
2B, 2B
2C, 2C

Figure 8

Marking of multi-piece guideways



Demands on the adjacent construction

The running accuracy is essentially dependent on the straightness, accuracy and rigidity of the fit and mounting surfaces.

The straightness of the system is only achieved when the guideway is pressed against the datum surface.

If high demands are to be made on the running accuracy and/or if soft substructures and/or movable guideways are used, please contact us.

Geometrical and positional accuracy of the mounting surfaces

Attention!

The higher the requirements for accuracy and smooth running of the guidance system, the more attention must be paid to the geometrical and positional accuracy of the mounting surfaces.

The tolerances according to *Figure 9*, page 188 and table Values for parallelism tolerances t , page 189 must be observed.

Surfaces should be ground or precision milled – with the aim of achieving a mean roughness value $R_a 1,6$.

Any deviations from the stated tolerances will impair the overall accuracy, alter the preload and reduce the operating life of the guidance system.

Height difference ΔH

For ΔH , permissible values are in accordance with the following formula. If larger deviations are present, please contact us.

$$\Delta H = a \cdot b$$

ΔH μm

Maximum permissible deviation from the theoretically precise position, *Figure 9*, page 188

a –

Factor dependent on the preload class according to table

b mm

Centre distance between guidance elements.

Factor a

| Preload class | Factor a |
|---------------|----------|
| V1 | 0,2 |
| V2 | 0,1 |

Six-row linear recirculating ball bearing and guideway assemblies

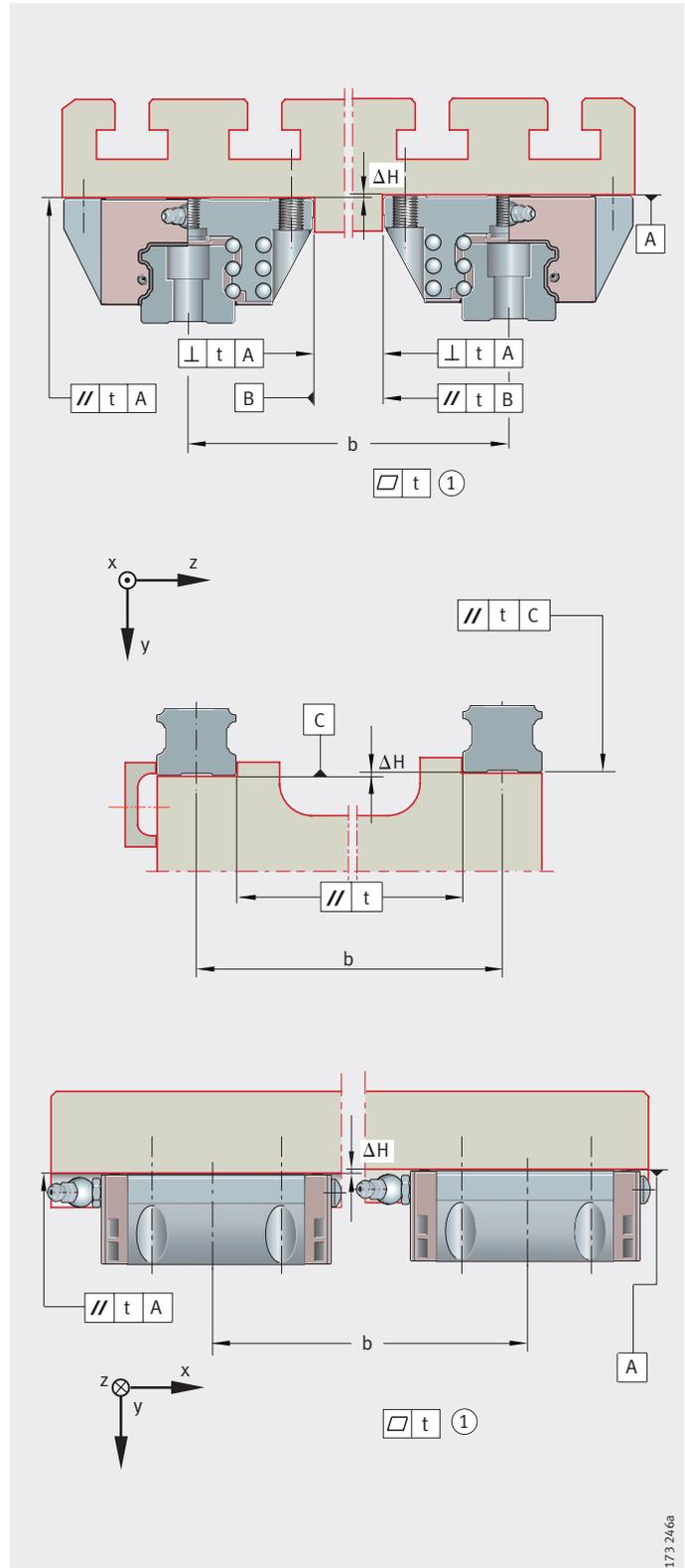


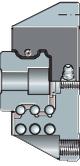
Figure 9
Tolerances of mounting surfaces
and parallelism
of mounted guideways

Parallelism of mounted guideways

For guideways arranged in parallel, the parallelism t should be in accordance with *Figure 9*, page 188 and table. If the maximum values are used, the displacement resistance may increase. If larger tolerances are present, please contact us.

Values for parallelism tolerances t

| Guideway Designation | Preload class | |
|----------------------|-----------------------|----------------------|
| | V1 | V2 |
| | Parallelism tolerance | |
| | t μm | t μm |
| TKSD20 (-U) | 9 | 6 |
| TKSD25 (-U) | 11 | 7 |
| TKSD30 (-U) | 13 | 8 |
| TKSD35 (-U) | 15 | 10 |
| TKSD45 (-U) | 17 | 12 |
| TKSD55 (-U) | 20 | 14 |



Locating heights and corner radii

The locating heights and corner radii should be designed in accordance with table and *Figure 10*.

Locating heights and corner radii

| Six-row linear recirculating ball bearing and guideway assembly Designation | Locating heights | | Corner radii | |
|---|------------------|---------------------|---------------------|---------------------|
| | h_1 mm | h_2 mm max. | r_1 mm max. | r_2 mm max. |
| KUSE20 (-L, -H, -HL) | 5 | 4 | 1 | 0,5 |
| KUSE25 (-L, -H, -HL) | 5 | 4,5 | 1 | 0,8 |
| KUSE30 (-L, -H, -HL) | 6 | 5 | 1 | 0,8 |
| KUSE35 (-L, -H, -HL) | 6,5 | 6 | 1 | 0,8 |
| KUSE45 (-L, -H, -HL) | 9 | 8 | 1 | 1 |
| KUSE55 (-L, -H, -HL) | 12 | 10 | 1 | 1,5 |

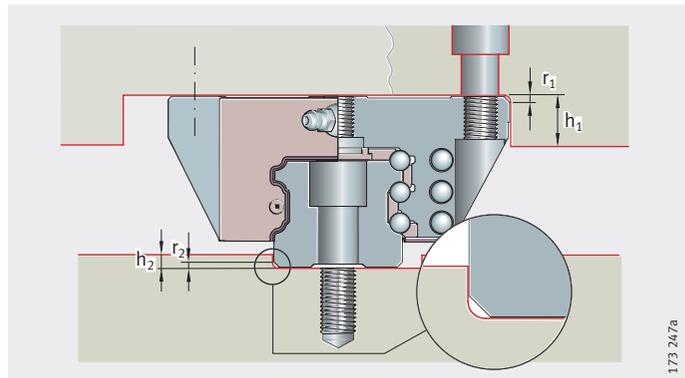


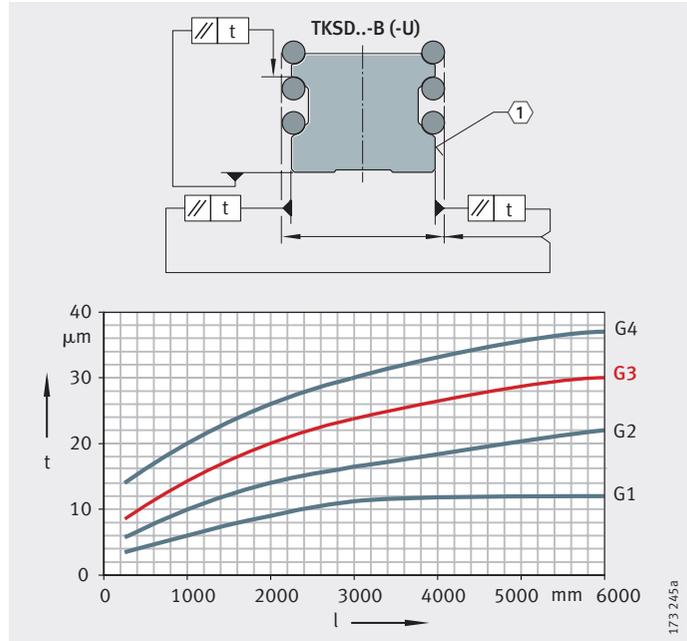
Figure 10
Locating heights and corner radii

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Six-row linear recirculating ball bearing and guideway assemblies

Accuracy Accuracy classes

Six-row linear recirculating ball bearing and guideway assemblies are available in accuracy classes G1 to G4, *Figure 11*. The standard is class G3.



t = parallelism tolerance with differential measurement
 l = total guideway length
 ① Locating face

Figure 11
 Accuracy classes and parallelism tolerances of guideways

Parallelism of raceways to locating surfaces

The parallelism tolerances of guideways are shown in *Figure 11*. In systems with Corrotect[®] coating, there may be deviations in tolerances compared with uncoated units.

Tolerances

Tolerances: see table Tolerances of accuracy classes and reference dimensions for accuracy: see *Figure 12*.

The tolerances are arithmetic mean values. They relate to the centre point of the screw mounting or locating surfaces of the carriage.

The dimensions H and A_1 (table Tolerances of accuracy classes) should always remain within the tolerance irrespective of the position of the carriage on the guideway.

Tolerances of accuracy classes

| Tolerance | | Accuracy | | | |
|----------------------------------|-----------------|----------|----------|------------------------|----------|
| | | G1 μm | G2 μm | G3 ¹⁾ μm | G4 μm |
| Tolerance for height | H | ±10 | ±20 | ±25 | ±80 |
| Height difference ²⁾ | ΔH | 5 | 10 | 15 | 20 |
| Tolerance for spacing | A ₁ | ±10 | ±15 | ±20 | ±80 |
| Spacing difference ²⁾ | ΔA ₁ | 7 | 15 | 22 | 30 |

1) Standard accuracy class.

2) Difference between several carriages on one guideway, measured at the same point on the guideway.

Units with Corrotect® coating

For these units, the values for the appropriate accuracy class must be increased by the values for RRF or RRF²⁾; for values, see table.

Tolerances for coated parts

| Tolerance | | With Corrotect® coating | | With Protect A coating | With Protect B coating |
|-----------------------------------|-----------------|-------------------------|-------------------------|------------------------|------------------------|
| | | RRF ¹⁾ μm | RRF ²⁾ μm | KD μm | KDC μm |
| Tolerance for height | H | +6 | +3 | +6 | +6 |
| Height difference ³⁾ | ΔH | +3 | 0 | +3 | +3 |
| Tolerance for spacing | A ₁ | +3 | +3 | +3 | +3 |
| Distance difference ³⁾ | ΔA ₁ | +3 | 0 | +3 | +3 |

1) Displacement in tolerance zone (guideway and carriage coated).

2) Displacement in tolerance zone (guideway only coated).

3) Difference between several carriages on one guideway, measured at the same point on the guideway.

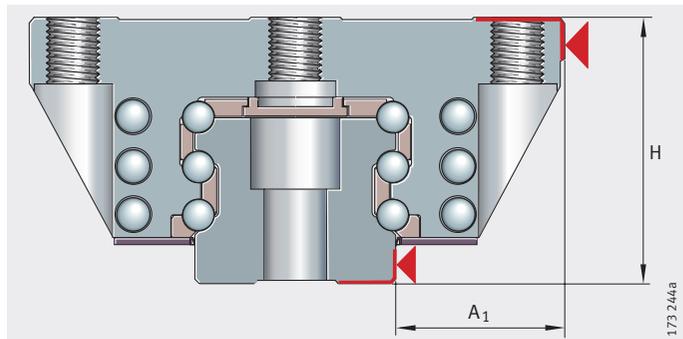
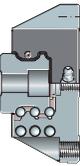


Figure 12

Datum dimensions for accuracy

Six-row linear recirculating ball bearing and guideway assemblies

Positional and length tolerances of guideways

The positional and length tolerances are shown in *Figure 13* and table Length tolerances of guideways.

The hole pattern corresponds to DIN ISO 1101.

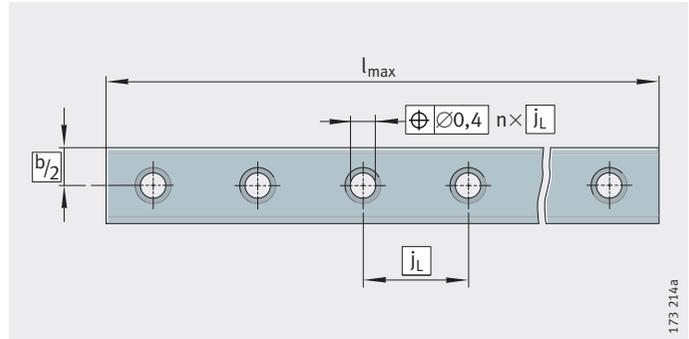


Figure 13
Positional and length tolerances of guideways

Length tolerances of guideways

| Tolerances of guideways, as a function of length l_{max}^1 | | | on multi-piece guideways mm |
|--|----------------------|-----------------------------------|--------------------------------|
| Guideway length mm | | | |
| ≤ 1000 | > 1000 < 3000 | > 3000 | ± 3 over total length |
| -1 | -1,5 | $\pm 0,1\%$ of guideway length | |

¹⁾ Length l_{max} : see dimension tables.

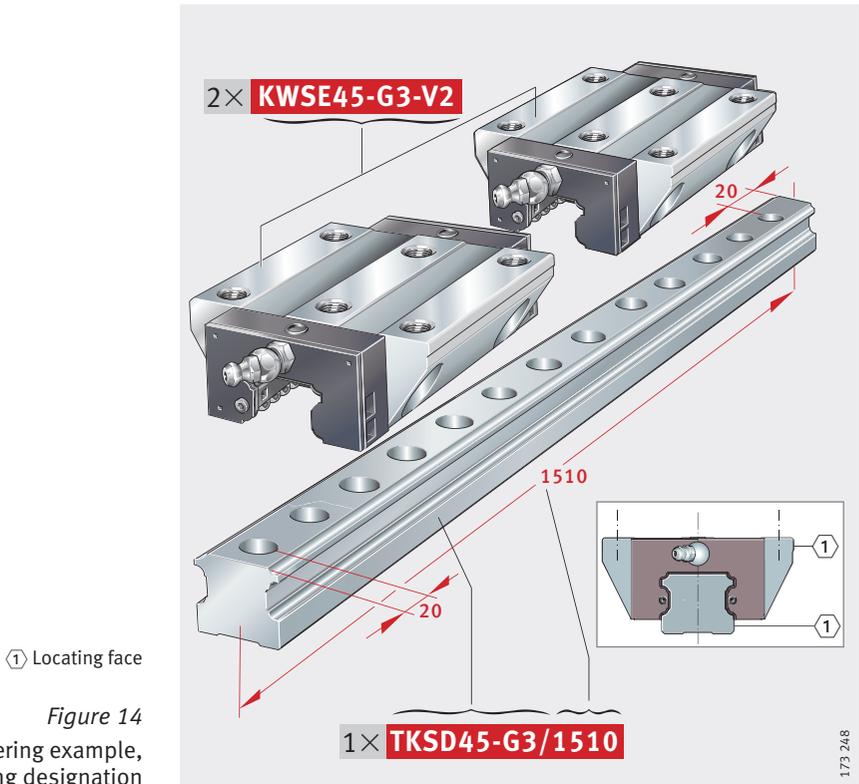
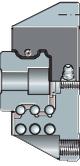
Pieces of joined guideways

| Guideway length ¹⁾ mm | Maximum permissible number of pieces |
|-------------------------------------|--------------------------------------|
| < 3000 | 2 |
| 3 000 – 4 000 | 3 |
| 4 000 – 6 000 | 4 |
| > 6000 | 4 + 1 piece per 1 500 mm |

¹⁾ Minimum length of one piece = 600 mm.

**Ordering example,
ordering designation
Carriage
and guideway separate,
guideway with symmetrical
hole pattern
Carriage**

| | | |
|-----------------------------|---|---------|
| | Two carriages for six-row linear ball bearing and guideway assembly | KWSE |
| | Size | 45 |
| | Accuracy class | G3 |
| | Carriage preload | V2 |
| Ordering designation | 2×KWSE45-G3-V2, Figure 14 | |
| | Guideway for carriage | TKSD |
| | Size | 45 |
| | Accuracy class | G3 |
| | Guideway length | 1510 mm |
| | a_L | 20 mm |
| | a_R | 20 mm |
| Ordering designation | 1×TKSD45-G3/1510, Figure 14 | |



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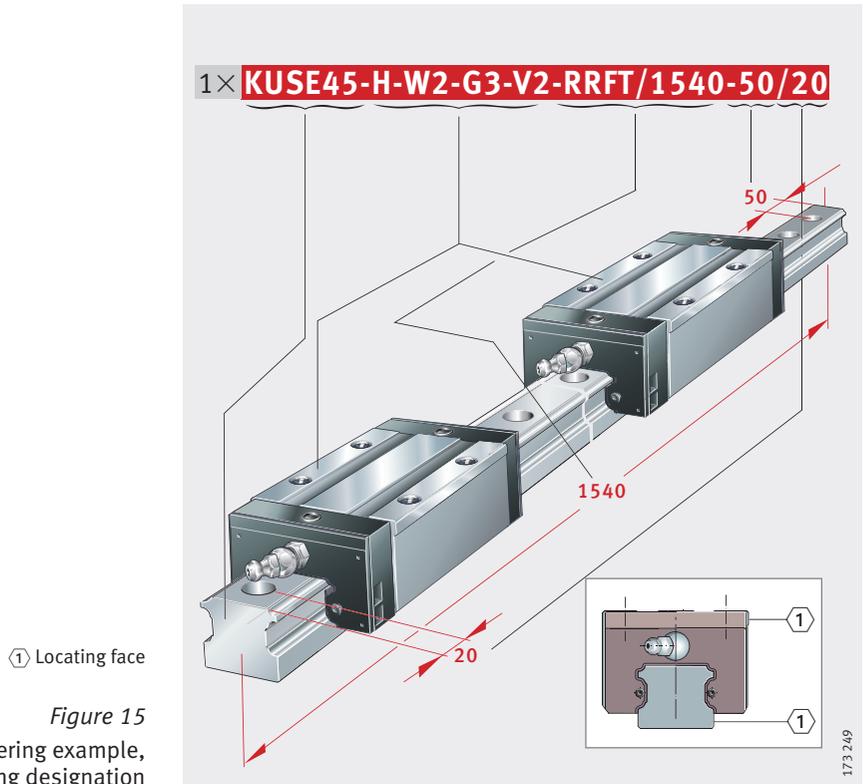
Six-row linear recirculating ball bearing and guideway assemblies

Unit, guideway with asymmetrical hole pattern

| | |
|---|---------|
| Linear ball bearing and guideway assembly with two carriages per guideway | KUSE |
| Size | 45 |
| Carriage type | H |
| Number of carriages per unit | W2 |
| Accuracy class | G3 |
| Preload class | V2 |
| Guideway with Corrotect® coating | RRFT |
| Guideway length | 1540 mm |
| a_L | 50 mm |
| a_R | 20 mm |

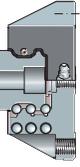
Ordering designation

1×KUSE45-H-W2-G3-V2-RRFT/1540-50/20, Figure 15



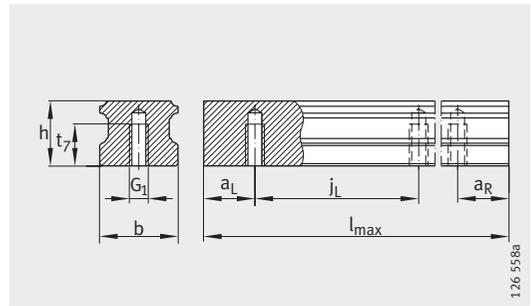
1 Locating face

Figure 15
Ordering example,
ordering designation



Six-row linear recirculating ball bearing and guideway assemblies

Standard and L carriages



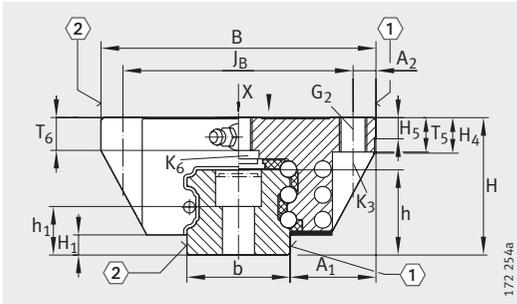
TKSD..-U

Dimension table - Dimensions in mm

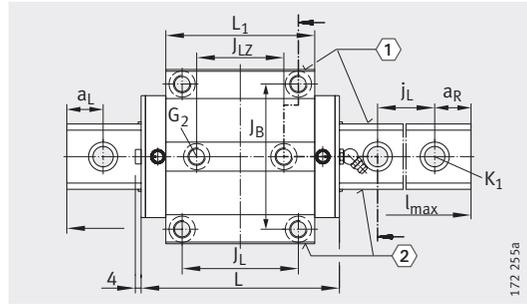
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | | |
|-----------------|--------------------------------|----|-----|-----------------|---------------------|----------------|----|----------------|----------------|----------------|-----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L ²⁾ | A ₁ | J _B | b | A ₂ | L ₁ | J _L | J _{LZ} | j _L | a _L , a _R ³⁾ | |
| | | | | | | | | | | | | | min. | max. |
| KUSE20 | 1980 | 30 | 63 | 70,9 | 21,5 | 53 | 20 | 5 | 51,9 | 40 | 35 | 60 | 20 | 53 |
| KUSE20-L | | | | 91,6 | | | | | 72,2 | | | | | |
| KUSE25 | 1980 | 36 | 70 | 81,8 | 23,5 | 57 | 23 | 6,5 | 60,4 | 45 | 40 | 60 | 20 | 53 |
| KUSE25-L | | | | 104,3 | | | | | 82,9 | | | | | |
| KUSE30 | 2000 | 42 | 90 | 91,4 | 31 | 72 | 28 | 9 | 67 | 52 | 44 | 80 | 20 | 71 |
| KUSE30-L | | | | 119,1 | | | | | 94,7 | | | | | |
| KUSE35 | 2960 | 48 | 100 | 107,1 | 33 | 82 | 34 | 9 | 77,7 | 62 | 52 | 80 | 20 | 71 |
| KUSE35-L | | | | 138,1 | | | | | 119,1 | | | | | |
| KUSE45 | 2940 | 60 | 120 | 136,7 | 37,5 | 100 | 45 | 10 | 102,3 | 80 | 60 | 105 | 20 | 94 |
| KUSE45-L | | | | 172,3 | | | | | 137,9 | | | | | |
| KUSE55 | 2520 | 70 | 140 | 156,5 | 43,5 | 116 | 53 | 12 | 117,1 | 95 | 70 | 120 | 20 | 107 |
| KUSE55-L | | | | 196,7 | | | | | 157,3 | | | | | |

For further table values, see page 198 and page 199.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 192. Maximum single-piece guideway length of 6 m available by agreement.
- 2) Minimum covered length for sealing the lubrication connectors N₂.
- 3) a_L and a_R are dependent on the guideway length.
- 4) For location from above:
the maximum screw depth for two central threaded holes is T₆ + 3 mm.
- 5) ① Locating face
② Marking

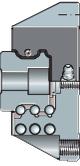


KUSE (-L)
①, ②⁵⁾



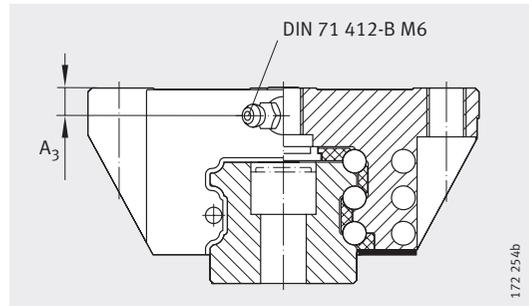
KUSE (-L) · View rotated 90°
①, ②⁵⁾

| | | | | | | | | | Fixing screws | | | | | | | | | |
|----------------|----------------|----------------|----------------|------------------------------|----------------|------|----------------|--|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| H ₁ | H ₅ | H ₄ | T ₅ | T ₆ ⁴⁾ | t ₇ | h | h ₁ | | G ₁ | | G ₂ | | K ₁ | | K ₃ | | K ₆ | |
| | | | | | | | | | DIN ISO 4 762-12.9 | | DIN 7 984-8.8 | | | | | | | |
| | | | | | | | | | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A |
| | | | | | | | | | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm |
| 4,6 | 5 | 10,6 | 10 | 7,2 | 10 | 18 | 10 | | M6 | 17 | M6 | 10 | M5 | 10 | M5 | 10 | M5 | 5,8 |
| | | | | | | | | | M5 | 10 | | | | | | | | |
| 5,2 | 5 | 9,8 | 10 | 9,5 | 12 | 21,7 | 11,7 | | M6 | 17 | M8 | 24 | M6 | 17 | M6 | 17 | M6 | 10 |
| 5,4 | 6 | 13,2 | 12 | 10 | 15 | 25 | 13 | | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 24 |
| 6,6 | 6,5 | 13,3 | 13 | 12 | 15 | 29,7 | 17,7 | | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 24 |
| 8,6 | 9 | 17,7 | 15 | 15 | 20 | 37,2 | 19,2 | | M12 | 140 | M12 | 83 | M12 | 140 | M10 | 83 | M10 | 48 |
| 10,8 | 11,75 | 20,1 | 18 | 17 | 22 | 44 | 22 | | M14 | 220 | M14 | 140 | M14 | 220 | M12 | 140 | M12 | 83 |



Six-row linear recirculating ball bearing and guideway assemblies

Standard and L carriages



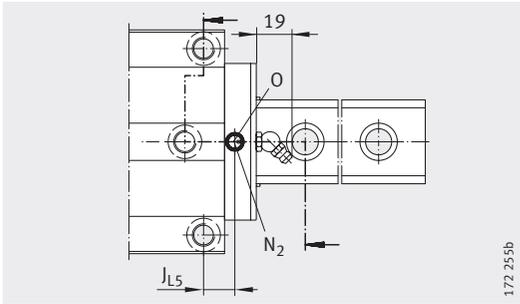
Lubrication connector on end face

Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | | | | Dimensioning of lubrication connectors | | | |
|-----------------|-------------|------------------|-------------|--------------------|--------------|-----------------|----------|--|-------------------------------|----------------|----------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug | Covering strip | | N ₂ ¹⁾ max. | J _{L5} ²⁾ | A ₃ | O DIN 3 771 |
| | | | | | | Adhesive bonded | Clip fit | | | | |
| KUSE20 | KWSE20 | 0,43 | TKSD20(-U) | 2,3 | KA10-TN | ADB13 | ADB13-K | 3 | 9,7 | 5,8 | 3X1,5 |
| KUSE20-L | KWSE20-L | 0,6 | | | | | | | | | |
| KUSE25 | KWSE25 | 0,6 | TKSD25(-U) | 3,1 | KA11-TN | ADB13 | ADB13-K | 3 | 12,7 | 6 | 3X1,5 |
| KUSE25-L | KWSE25-L | 0,82 | | | | | | | | | |
| KUSE30 | KWSE30 | 1,2 | TKSD30(-U) | 4,4 | KA15-TN | ADB18 | ADB18-K | 4,5 | 12,5 | 6,5 | 4,5X1,5 |
| KUSE30-L | KWSE30-L | 1,6 | | | | | | | | | |
| KUSE35 | KWSE35 | 1,5 | TKSD35(-U) | 6,5 | KA15-TN | ADB18 | ADB18-K | 4,5 | 11,65 | 7,2 | 4,5X1,5 |
| KUSE35-L | KWSE35-L | 2,1 | | | | | | | | | |
| KUSE45 | KWSE45 | 3,15 | TKSD45(-U) | 11,3 | KA20-TN | ADB23 | ADB23-K | 6 | 15,65 | 8,5 | 7X1,5 |
| KUSE45-L | KWSE45-L | 4,2 | | | | | | | | | |
| KUSE55 | KWSE55 | 4,9 | TKSD55(-U) | 15,7 | KA24-TN | ADB27 | ADB27-K | 6 | 18,9 | 10 | 7X1,5 |
| KUSE55-L | KWSE55-L | 6,6 | | | | | | | | | |

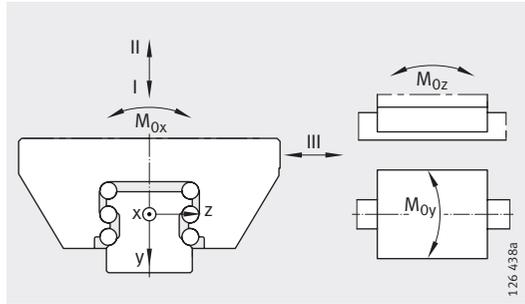
1) Maximum diameter of lubrication hole in adjacent construction.

2) Position of lubrication hole in adjacent construction.



172 255b

Lubrication connector in top face



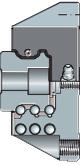
126 438a

Load directions

Basic load ratings

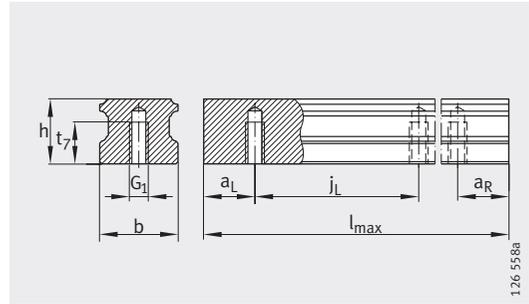
Moment ratings

| Basic load ratings | | | | | | Moment ratings | | |
|--------------------------------------|------------|-----------------------------------|------------|------------------------------------|------------|----------------|----------------|----------------|
| Load direction I Compressive load | | Load direction II Tensile load | | Load direction III lateral load | | M_{0x} Nm | M_{0y} Nm | M_{0z} Nm |
| C N | C_0 N | C N | C_0 N | C N | C_0 N | | | |
| 22 000 | 52 000 | 17 500 | 33 500 | 16 300 | 36 000 | 358 | 333 | 303 |
| 28 000 | 72 000 | 22 200 | 46 500 | 18 900 | 50 000 | 494 | 619 | 564 |
| 28 000 | 67 000 | 22 900 | 43 000 | 21 300 | 46 000 | 535 | 486 | 442 |
| 35 300 | 93 700 | 28 900 | 59 800 | 24 700 | 64 000 | 736 | 903 | 823 |
| 40 000 | 80 000 | 33 000 | 60 000 | 30 500 | 64 000 | 896 | 762 | 694 |
| 51 000 | 113 000 | 42 400 | 84 300 | 36 500 | 90 000 | 1 265 | 1 478 | 1 346 |
| 55 000 | 102 000 | 45 000 | 79 000 | 42 000 | 85 000 | 1 454 | 1 173 | 1 069 |
| 70 000 | 145 000 | 57 300 | 112 400 | 49 500 | 120 000 | 2 054 | 2 275 | 2 072 |
| 80 000 | 174 000 | 65 000 | 117 000 | 59 000 | 126 000 | 2 794 | 2 237 | 2 037 |
| 98 000 | 236 000 | 79 300 | 159 000 | 69 000 | 170 000 | 3 792 | 4 011 | 3 654 |
| 102 000 | 230 000 | 81 000 | 147 000 | 75 000 | 157 000 | 4 114 | 3 141 | 2 861 |
| 125 400 | 312 000 | 100 600 | 199 400 | 87 000 | 214 000 | 5 584 | 5 633 | 5 132 |



Six-row linear recirculating ball bearing and guideway assemblies

H and HL carriages



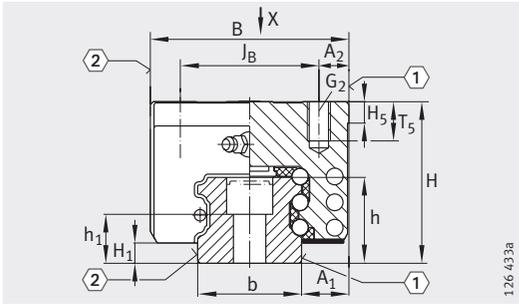
TKSD..-U

Dimension table - Dimensions in mm

| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | | |
|-------------|--------------------------------|----|-----|-----------------|---------------------|----------------|----|----------------|----------------|----------------|----------------|---|------|-------|
| | l _{max} ¹⁾ | H | B | L ²⁾ | A ₁ | J _B | b | A ₂ | L ₁ | J _L | j _L | a _L , a _R ³⁾ | | |
| | | | | | | | | | | | | min. | max. | |
| KUSE20-H | 1980 | 30 | 44 | 70,9 | 12 | 32 | 20 | 6 | 51,9 | 36 | 60 | 20 | 53 | |
| KUSE20-HL | | | | 91,6 | | | | | | | | | | 72,2 |
| KUSE25-H | 1980 | 40 | 48 | 81,8 | 12,5 | 35 | 23 | 6,5 | 60,4 | 35 | 60 | 20 | 53 | |
| KUSE25-HL | | | | 104,3 | | | | | | | | | | 82,9 |
| KUSE30-H | 2000 | 45 | 60 | 91,4 | 16 | 40 | 28 | 10 | 67 | 40 | 80 | 20 | 71 | |
| KUSE30-HL | | | | 119,1 | | | | | | | | | | 94,7 |
| KUSE35-H | 2960 | 55 | 70 | 107,1 | 18 | 50 | 34 | 10 | 77,7 | 50 | 80 | 20 | 71 | |
| KUSE35-HL | | | | 138,1 | | | | | | | | | | 109,1 |
| KUSE45-H | 2940 | 70 | 86 | 136,7 | 20,5 | 60 | 45 | 13 | 102,3 | 60 | 105 | 20 | 94 | |
| KUSE45-HL | | | | 172,3 | | | | | | | | | | 137,9 |
| KUSE55-H | 2520 | 80 | 100 | 156,5 | 23,5 | 75 | 53 | 12,5 | 117,1 | 75 | 120 | 20 | 107 | |
| KUSE55-HL | | | | 196,7 | | | | | | | | | | 157,3 |

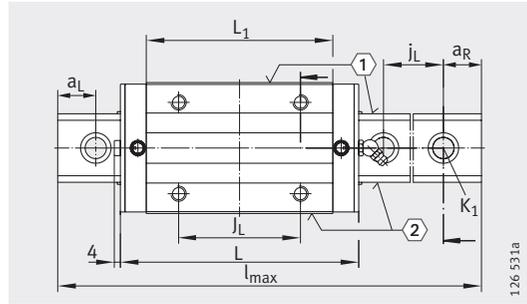
For further table values, see page 202 and page 203.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 192. Maximum single-piece guideway length of 6 m available by agreement.
- 2) Minimum covered length for sealing the lubrication connectors N₂.
- 3) a_L and a_R are dependent on the guideway length.
- 4) ① Locating face
② Marking



KUSE..H (-HL)
 ①, ②⁴⁾

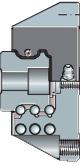
126 433a



KUSE-H (-HL) · View rotated 90°
 ①, ②⁴⁾

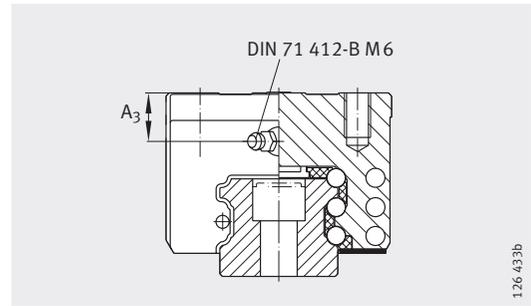
126 531a

| H ₁ | H ₅ | A ₃ | T ₅ | t ₇ | h | h ₁ | Fixing screws | | | | | |
|----------------|----------------------|----------------|----------------------|----------------|----------------------|----------------|--------------------|-----|----------------|-----|----------------|-----|
| | | | | | | | G ₁ | | G ₂ | | K ₁ | |
| | | | | | | | DIN ISO 4 762-12.9 | | | | | |
| | M _A Nm | | M _A Nm | | M _A Nm | | | | | | | |
| 4,6 | 5 | 5,8 | 6 | 10 | 18 | 10 | M6 | 17 | M5 | 10 | M5 | 10 |
| | | | 6,25 | | | | | | | | | |
| 5,2 | 5 | 10 | 10 | 12 | 21,7 | 11,7 | M6 | 17 | M6 | 17 | M6 | 17 |
| 5,4 | 6 | 9,5 | 11 | 15 | 25 | 13 | M8 | 41 | M8 | 41 | M8 | 41 |
| 6,6 | 6,5 | 14,2 | 14 | 15 | 29,7 | 17,7 | M8 | 41 | M8 | 41 | M8 | 41 |
| 8,6 | 9 | 18,5 | 17 | 20 | 37,2 | 19,2 | M12 | 140 | M10 | 83 | M12 | 140 |
| 10,8 | 11,75 | 20 | 19 | 22 | 44 | 22 | M14 | 220 | M12 | 140 | M14 | 220 |



Six-row linear recirculating ball bearing and guideway assemblies

H and HL carriages



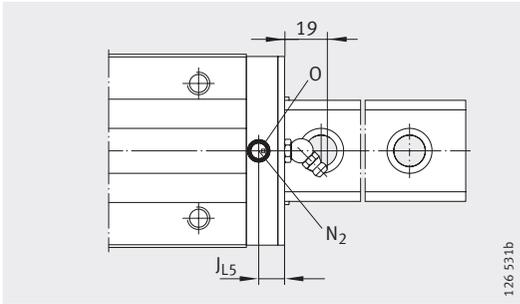
Lubrication connector on end face

Dimension table (continued) · Dimensions in mm

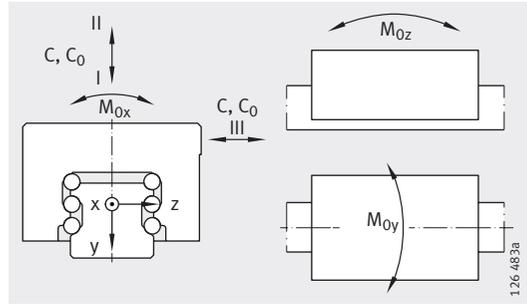
| Designation | Carriage | | Guideway | | | | | Dimensioning of lubrication connectors | | | |
|------------------|-------------|------------------|-------------|--------------------|--------------|-----------------|----------|--|-------------------------------|----------------|----------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug | Covering strip | | N ₂ ¹⁾ max. | J _{L5} ²⁾ | A ₃ | O DIN 3 771 |
| | | | | | | Adhesive bonded | Clip fit | | | | |
| KUSE20-H | KWSE20-H | 0,32 | TKSD20(-U) | 2,3 | KA10-TN | ADB13 | ADB13-K | 3 | 11,7 | 5,8 | 3X1,5 |
| KUSE20-HL | KWSE20-HL | 0,44 | | | | | | | 14,85 | | |
| KUSE25-H | KWSE25-H | 0,5 | TKSD25(-U) | 3,1 3,15 | KA11-TN | ADB13 | ADB13-K | | 17,2 | 10 | 3X1,5 |
| KUSE25-HL | KWSE25-HL | 0,7 | | | | | | | 21,45 | | |
| KUSE30-H | KWSE30-H | 0,9 | TKSD30(-U) | 4,4 | KA15-TN | ADB18 | ADB18-K | 4,5 | 18,5 | 9,5 | 4,5X1,5 |
| KUSE30-HL | KWSE30-HL | 1,2 | | | | | | | 22,35 | | |
| KUSE35-H | KWSE35-H | 1,3 | TKSD35(-U) | 6,5 | KA15-TN | ADB18 | ADB18-K | 4,5 | 17,65 | 14,2 | 4,5X1,5 |
| KUSE35-HL | KWSE35-HL | 1,8 | | | | | | | 22,35 | | |
| KUSE45-H | KWSE45-H | 2,75 | TKSD45(-U) | 11,3 | KA20-TN | ADB23 | ADB23-K | 6 | 25,65 | 18,5 | 7X1,5 |
| KUSE45-HL | KWSE45-HL | 3,7 | | | | | | | 33,45 | | |
| KUSE55-H | KWSE55-H | 4,5 | TKSD55(-U) | 15,7 | KA24-TN | ADB27 | ADB27-K | 6 | 28,9 | 20 | 7X1,5 |
| KUSE55-HL | KWSE55-HL | 5,9 | | | | | | | 39 | | |

1) Maximum diameter of lubrication hole in adjacent construction.

2) Position of lubrication hole in adjacent construction.



Lubrication connector in top face

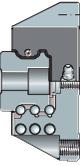


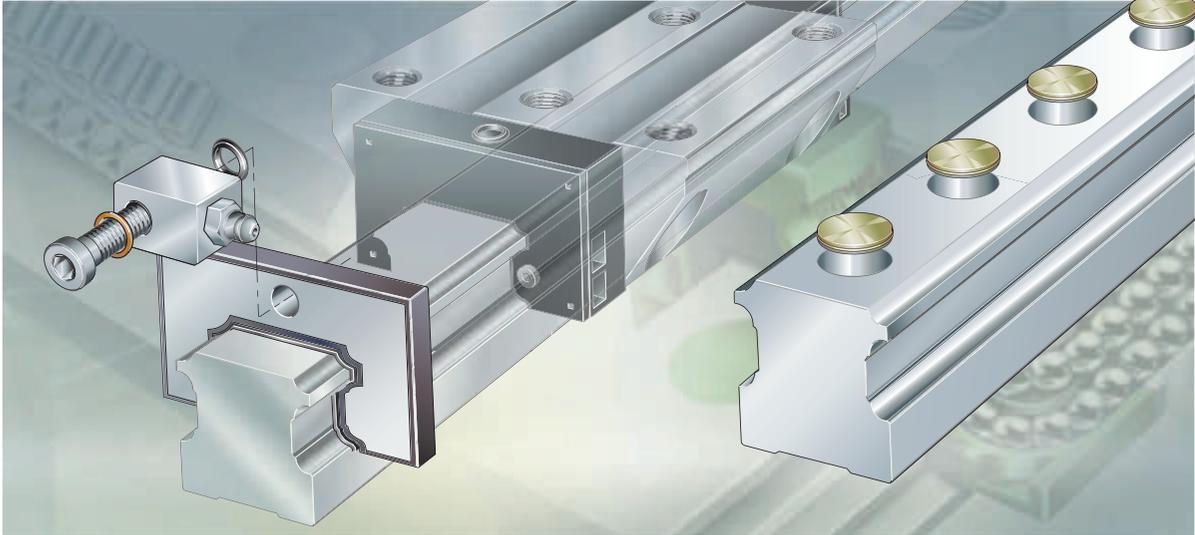
Load directions

Basic load ratings

Moment ratings

| Basic load ratings | | | | | | Moment ratings | | |
|--------------------------------------|------------|-----------------------------------|------------|------------------------------------|------------|----------------|----------------|----------------|
| Load direction I Compressive load | | Load direction II Tensile load | | Load direction III lateral load | | M_{0x} Nm | M_{0y} Nm | M_{0z} Nm |
| C N | C_0 N | C N | C_0 N | C N | C_0 N | | | |
| 22 000 | 52 000 | 17 500 | 33 500 | 16 300 | 36 000 | 358 | 333 | 303 |
| 28 000 | 72 000 | 22 200 | 46 500 | 18 900 | 50 000 | 494 | 619 | 564 |
| 28 000 | 67 000 | 22 900 | 43 000 | 21 300 | 46 000 | 535 | 486 | 442 |
| 35 300 | 93 700 | 28 900 | 59 800 | 24 700 | 64 000 | 736 | 903 | 823 |
| 40 000 | 80 000 | 33 000 | 60 000 | 30 500 | 64 000 | 896 | 762 | 694 |
| 51 000 | 113 000 | 42 400 | 84 300 | 36 500 | 90 000 | 1 265 | 1 478 | 1 346 |
| 55 000 | 102 000 | 45 000 | 79 000 | 42 000 | 85 000 | 1 454 | 1 173 | 1 069 |
| 70 000 | 145 000 | 57 300 | 112 400 | 49 500 | 120 000 | 2 054 | 2 275 | 2 072 |
| 80 000 | 174 000 | 65 000 | 117 000 | 59 000 | 126 000 | 2 794 | 2 237 | 2 037 |
| 98 000 | 236 000 | 79 300 | 159 000 | 69 000 | 170 000 | 3 792 | 4 011 | 3 654 |
| 102 000 | 230 000 | 81 000 | 147 000 | 75 000 | 157 000 | 4 114 | 3 141 | 2 861 |
| 125 400 | 312 000 | 100 600 | 199 400 | 87 000 | 214 000 | 5 584 | 5 633 | 5 132 |





Accessories

Closing plugs

Guideway covering strips

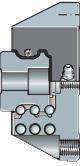
Rolling-in device for covering strip

Braking and clamping element

Sealing and lubrication elements

Accessories

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Product overview Accessories

Brass closing plug

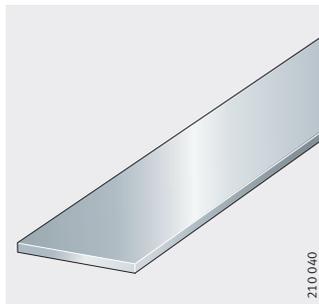
KA..-M



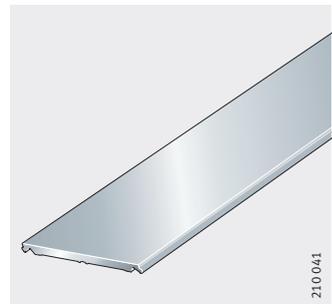
Guideway covering strips

Adhesive bonded
Clip fit

ADB



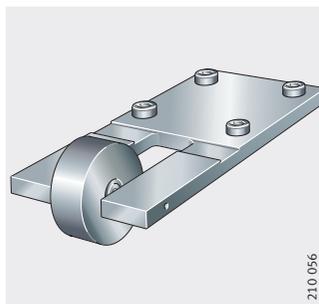
ADB..-K



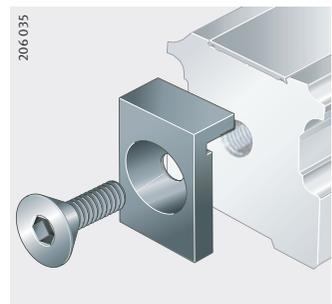
Rolling-in device and retaining plate

For covering strips

ERVS

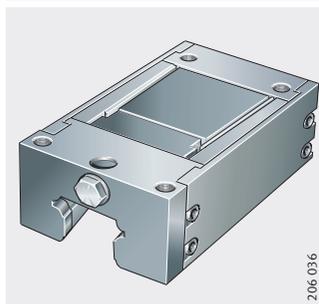


HPL.ADB



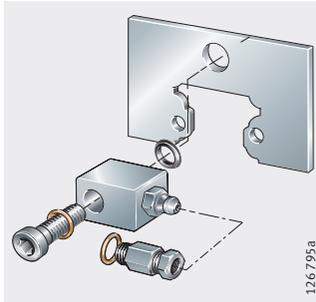
Braking and clamping element

BKE.TKSD



Sheet steel wipers

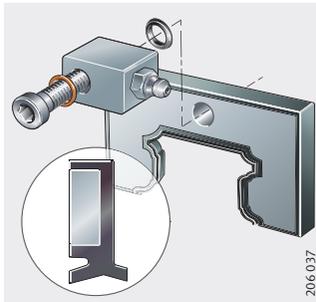
APLSE



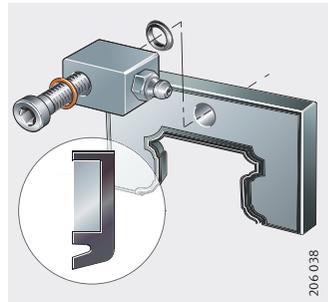
End wipers

With double lip seal
With single lip seal

ABE-P2



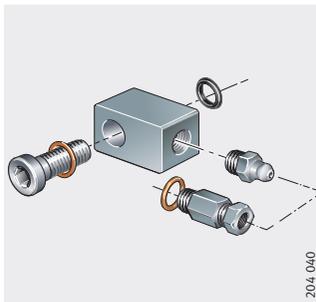
ABE



Lubrication adapters

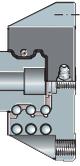
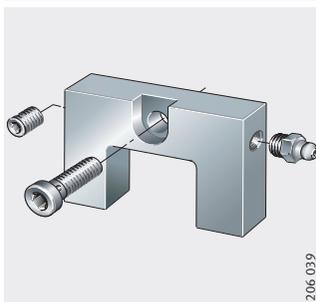
For oil and grease lubrication

SMAD.KOE, SMAD.KFE



Lubrication adapter plate

BPLSE



Accessories

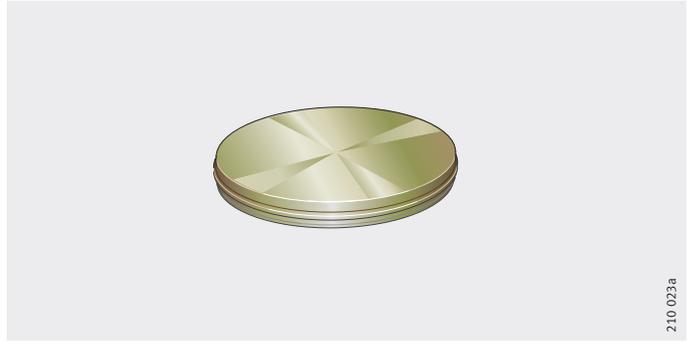
Brass closing plugs

Closing plugs are used to close off the counterbores for the fixing screws in the guideways. As a result, the surface of the guideway is completely flush.

Closing plugs KA..-M are particularly suitable for conditions involving hot swarf, aggressive media, vibrations and in machine tools, *Figure 1*.

KA..-M

Figure 1
Brass closing plug



Guideway covering strips

Covering strips are an alternative to closing plugs. They completely cover the counterbores for the fixing holes in the guideways and close these off flush with the guideway surface.

Adhesive bonded or clip fit

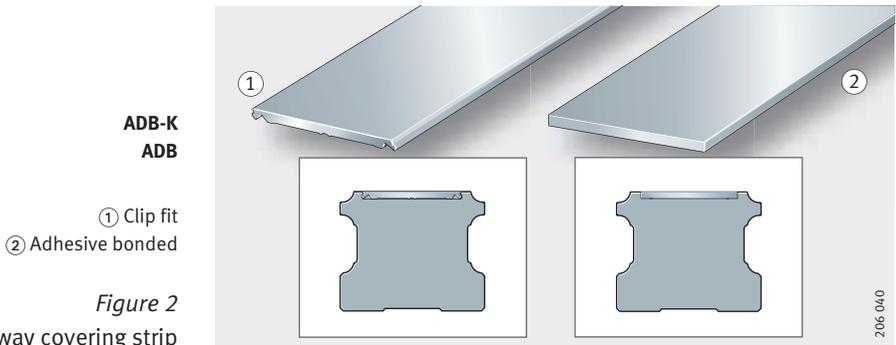
Covering strips are available in two designs. The covering strip ADB is adhesive bonded in the slot in the guideway, the covering strip ADB-K is clipped into the slot, *Figure 2*.

Attention!

The clip fit covering strip must be fitted using the rolling-in device ERVS, see page 210.

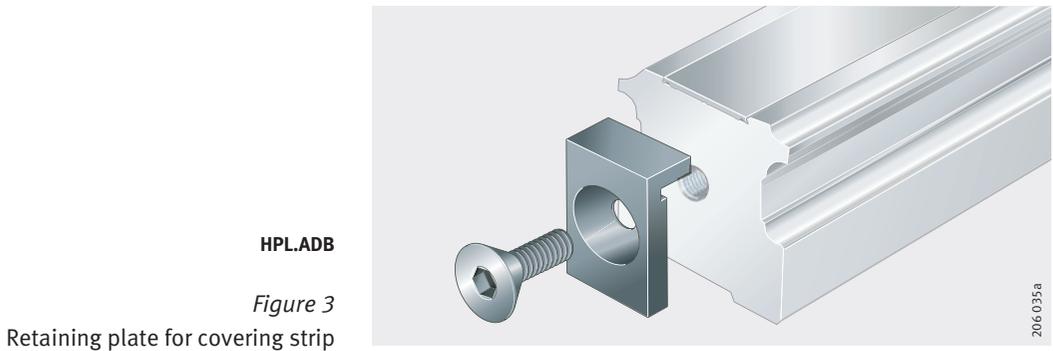
For fitting of covering strips see page 77 to page 79.

Where applications using the covering strip are planned, please contact us.



Retaining plate

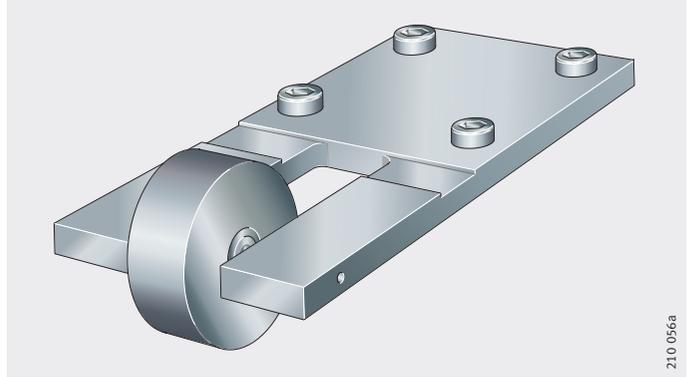
The retaining plate HPL.ADB fixes the covering strip ADB-K to the end of the guideway, *Figure 3*. It is included in the delivery.



Accessories

Rolling-in device

The clip fit covering strip ADB..-K is fitted using the fitting device ERVS so that it is securely fixed in the guideway, *Figure 4*. The rolling-in device must be ordered separately. When ordering, the size of the linear recirculating ball bearing and guideway assembly must be stated; see Ordering example.



ERVS

Figure 4

Rolling-in device for covering strip

**Ordering example,
ordering designation**
Ordering designation

Rolling-in device for covering strip ADB18-K for KUSE35.

1×**ERVS35**

Braking and clamping element

The braking and clamping element BKE.TKSD is used, for example, as a positionally independent safety system for linear drives where the drive cannot fully provide the braking and clamping function, *Figure 5*.

The compact construction and the arrangement of the elements saves space and no special devices are required.

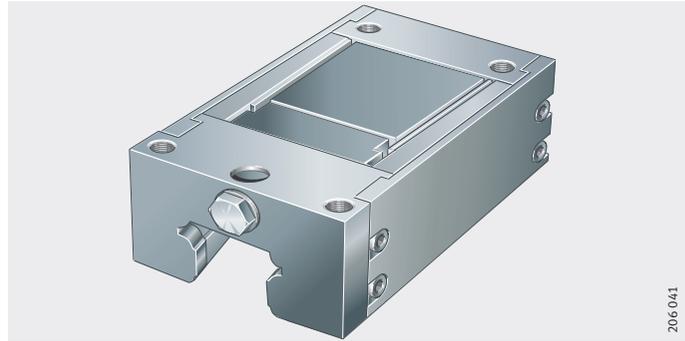
If particularly high braking forces are required, several braking and clamping elements can be fitted.

The system automatically compensates any clearance occurring up to the wear limit of the brake shoes, see Automatic clearance compensation, page 213. The elements are thus maintenance-free.

BKE.TKSD

Figure 5

Braking and clamping element



Mechanical braking and clamping forces

The elements operate by purely mechanical means, they therefore function even if a power failure occurs and are reliable in any mounting position; for a description of their function, see page 212. This eliminates safety problems resulting from power failure – a possibility with electronically braked systems.

The system carries out braking only when no pressure is present. This allows safety-focussed control even in emergencies.

The hydraulic brake opens under a pressure of approx. 55 bar.

If appropriate control is provided, even vertical axes can be rapidly braked to a stationary position. In a suspended arrangement, however, the entire guidance unit should be secured by a drop guard, for an example see page 67.

When the brake is locked, an axial clearance of up to 0,25 mm can occur. This must be noted if the elements are used for locating.

Accessories

Short reaction time

The clearance-free adjustment of the brake shoes ensures a short, consistent reaction time (in size 35 for example <math>< 30 \text{ m/s}</math>).

In order to ensure the shortest reaction times, the Schaeffler Group has worked with a manufacturer of fluid power devices to develop a hydraulic unit with a special valve. The unit can be purchased directly from the manufacturer.

Attention!

Braking and clamping elements are one part of the emergency braking system. Their reliable operation also depends on the hydraulic components and the control system.

If the system is activated frequently, contact us.

Function

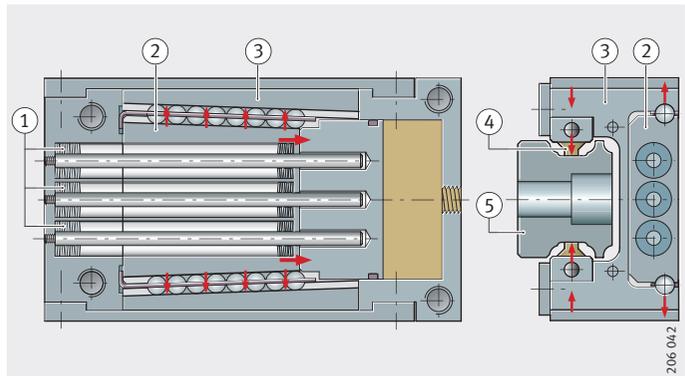
Three disc spring columns generate the braking and clamping force, *Figure 6*. Thanks to this mechanical spring energy store, the system operates extremely reliably without external energy.

The force is transmitted to the brake shoes by mechanical means. If the braking or clamping function is activated, the spring columns push a wedge-shaped slider between the upper legs of the H-shaped saddle plate. This presses the upper legs outwards and the lower ones inwards. The brake shoes clamp against the guideway, but not on the raceways.

- ① Disc spring columns
- ② Wedge-shaped slider
- ③ H-shaped saddle plate
- ④ Brake shoes
- ⑤ Guideway

Figure 6

Functional components



Automatic clearance compensation

Wear of brake shoes

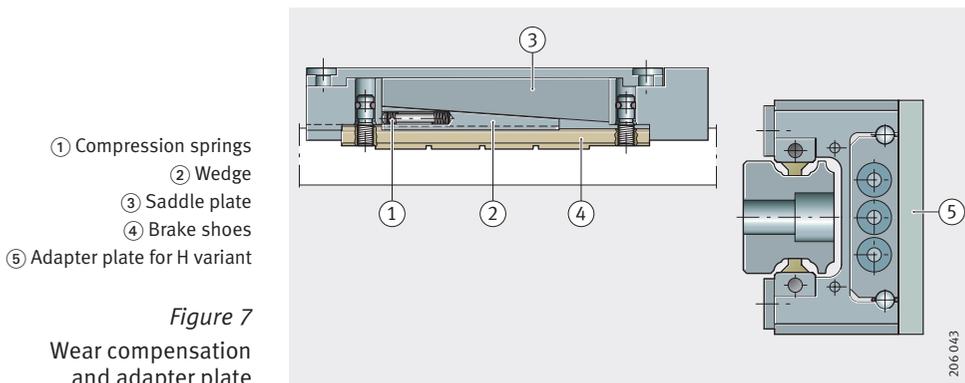
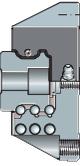
As the system clamps not only stationary guidance systems, but also moving ones, the brake shoes are subject to wear resulting from abrasion. However, clearance between the brake shoes and brake contact surfaces increases the system reaction time.

Wear compensation

In order to ensure consistent clearance-free contact of the brake shoes against the contact surfaces, wear of the linings is automatically compensated by mechanical means up to the wear limit. Compression springs slide a wedge between the brake shoes and the saddle plate, *Figure 7*. This ensures that the element always operates without clearance. The wear compensation mechanism is designed such that, in the opened condition, the brake shoes are adjacent to but not in contact with the guideway surface. This ensures that there is no wear or displacement resistance during movement of the guidance system.

Adapter plate

For the H variant of the carriages, an adapter plate is necessary, *Figure 7*. The adapter plate is included in the delivery.



Easy to fit

Braking and clamping elements are particularly easy to fit. They are simply slid onto the guideway and screw mounted to the adjacent construction.

Attention!

Due to the automatic wear compensation system, braking and clamping elements must be slid directly from the dummy guideway onto the guideway.

The element must never be separated from the guideway without using a dummy guideway and the dummy guideway must never be removed from the element.

Accessories

Suitable for ...

The elements give high braking and clamping forces but have only a very small design envelope. Their dimensions are matched to the INA standard and H carriages, can be used for the KUSE guideways and can be easily integrated in existing applications based on INA linear guidance systems. The dimension table for the braking and clamping element is on page 220.

The compact construction and the arrangement of the elements directly on the guideway saves space and thus allows complete constructions with a reduced number of components.

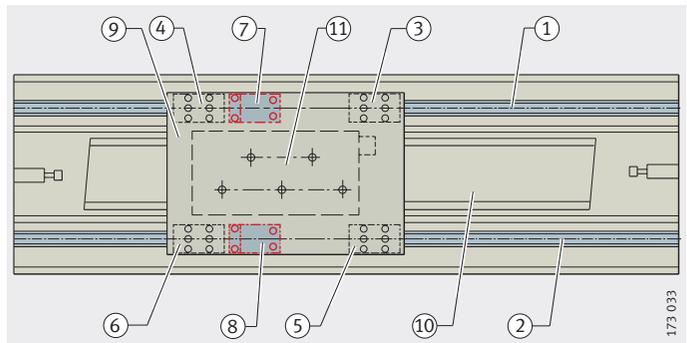
They can also be used in applications without recirculating ball systems. In this case, the guideway is used only as a braking or clamping rail.

A typical arrangement as an emergency brake in an application with a linear motor is shown in *Figure 8*.

- ①, ② Guideways
- ③, ④, ⑤, ⑥ Carriages
- ⑦, ⑧ Emergency brakes
- ⑨ Table
- ⑩ Motor primary part
- ⑪ Motor secondary part

Figure 8

Typical application



Delivered condition

The elements are premounted on a separate rail and clamped in place by means of a fitting screw. The screw is used to loosen and then move the fixed element. The fitting screw is later replaced by the hydraulic connector.

Ordering example, ordering designation

Ordering designation

One braking and clamping element for KUSE35 with hydraulic connector on the end face.

1 × **BKE.TKSD35**

Sheet steel wipers

Sheet steel wipers APLSE are screw mounted to the end faces of the carriage, *Figure 9*.

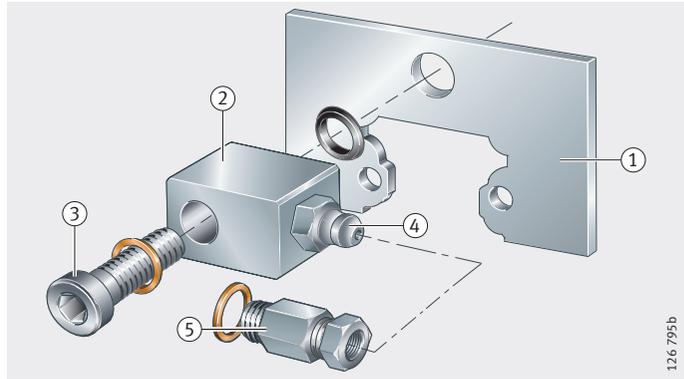
They protect the seal lips of the standard wipers against coarse contaminants and hot swarf. There is a narrow gap between the guideway and the wiper.

APLSE

- ① Sheet steel wiper
- ② Lubrication adapter
- ③ Fixing screw
- ④ Lubrication nipple
- ⑤ Central lubrication connector

Figure 9

Sheet steel wiper



Complete fitting set

The wipers are supplied with the lubrication adapter SMAD.KFE and the fixing screw. The lubrication adapter can be replaced by the lubrication adapter SMAD.KOE; lubrication adapters: see page 218.

Instead of the lubrication nipple, the adapter can be fitted with a central lubrication connector – with a thread DIN 13 M8×1.

Ordering example, ordering designation

Two sheet steel wipers for a KUSE25 are required.

Ordering designation

2×**APLSE25-FE**

Accessories

End wipers

The end wipers are available with double and single lip seals; single lip seals: see page 217. They are screw mounted to the end faces of the carriage and protect the components behind them as well as the rolling element system, *Figure 10* and *Figure 11*. It is thus possible in many cases to dispense with costly sealing measures on the adjacent construction.

The seal carrier is an aluminium plate. The seal material is wear-resistant NBR plastic (nitrile rubber). In the single lip design, a seal lip variant with FPM (fluoro rubber) is also possible, see page 217.

Wipers with double lip seals

These wipers are particularly suitable for applications involving a high level of contamination and extend the operating life of the guidance system compared with the standard version even in heavily contaminated environments.

They are suitable for fine dusts and most cooling lubricants. Furthermore, they can also be used for the design of maintenance-free bearing arrangements even in contaminated environments, since the double lip concept minimises the loss of lubricant.

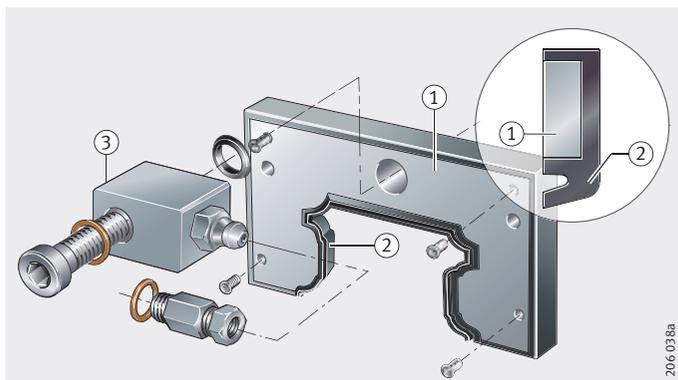
With lubrication adapter

A lubrication adapter for grease (SMAD.KFE) or oil (SMAD.KOE) is supplied in accordance with the ordering data.

- ① End wiper
- ② Double lip seal ABE...P2-NBR
- ③ Lubrication adapter

Figure 10

End wiper with double lip seal



Ordering example, ordering designation

Ordering designation

Two end wipers with double lip seals for a KUSE35 with a central lubrication connector for oil.

2×**ABE.KWSE35-P2-NBR-OE**

Wipers with single lip seals

These wipers are available with the seal materials NBR for fine dust and most cooling lubricants and with FPM for particularly aggressive cooling lubricants or alkalis, *Figure 11*.

They are suitable for applications involving a high level of contamination and extend the operating life of the guidance system compared with the standard version even in contaminated environments.

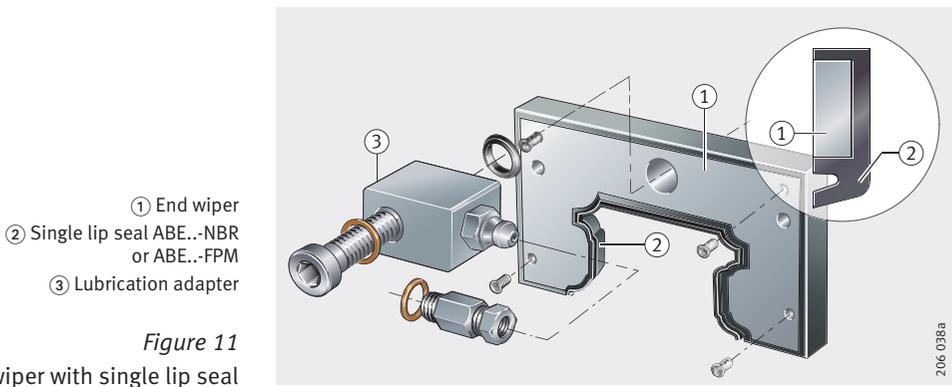
The wipers are available from size KUSE25.

With lubrication adapter

A lubrication adapter for grease (SMAD.KFE) or Öl (SMAD.KOE) is supplied in accordance with the ordering data.

Attention!

If wipers are to be retrofitted, please contact us first.



① End wiper

② Single lip seal ABE...NBR
or ABE...FPM

③ Lubrication adapter

Figure 11

End wiper with single lip seal

Ordering example, ordering designation

Ordering designation

Two end wipers with NBR single lip seals for a KUSE35 with a lubrication nipple for grease.

2×**ABE.KWSE35-NBR-FE**

Accessories

Lubrication adapters

Lubrication adapters SMAD.KFE or SMAD.KOE are available for grease or oil lubrication, see table. They are screwed into the end piece of the carriage instead of the lubrication nipple NIP-KG-M6, *Figure 12*.

- SMAD.KFE**
SMAD.KOE
- ① Adapter
 - ② Lubrication nipple
 - ③ Central lubrication connector
 - ④ Fixing screw

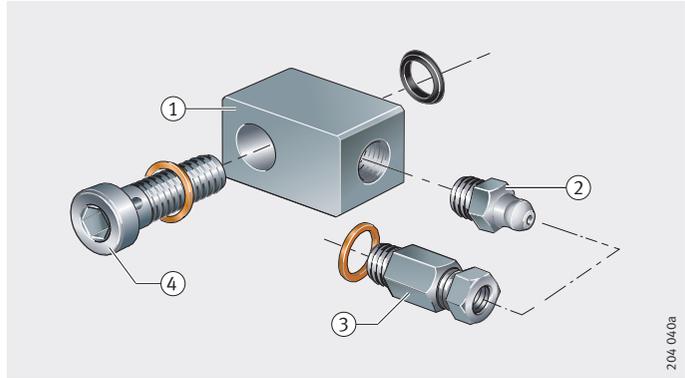


Figure 12

Lubrication adapter

Design of the adapter

The design depends on the lubrication method, see table.

Design of the adapter

| Adapter Designation | Lubrication method | Design of the adapter |
|---------------------|--------------------|------------------------------------|
| SMAD.KFE | Grease lubrication | With lubrication nipple |
| SMAD.KOE | Oil lubrication | With central lubrication connector |

Fitting Attention!

The maximum tightening torque M_A for the fixing screw is 1,5 Nm. Lubrication adapters must not be subjected to moment loads.

Ordering example, ordering designation

One lubrication adapter for a KUSE20 for oil lubrication.

Ordering designation

1 × **SMAD.KWSE20-OE**

Lubrication adapter plate

Lubrication adapter plates BPLSE are screw mounted to the end piece of the carriage. They move the lubrication connector to the outer side of the carriage.

The adapter plates each comprise an aluminium body, a screw plug, a fixing screw with a sealing ring, a lubrication nipple to DIN 71 412-A M8×1 or a central lubrication connector with a sealing ring and thread to DIN 13 M8×1.

Attention!

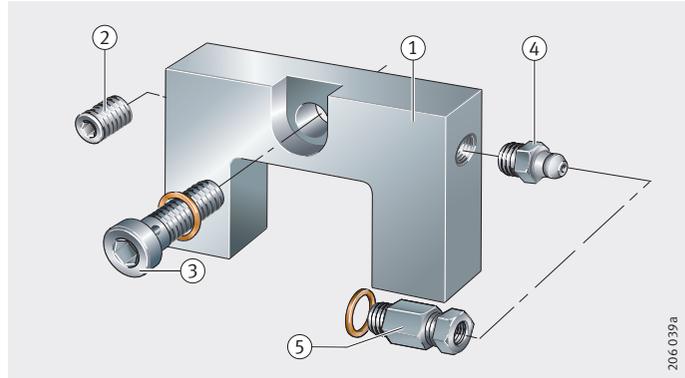
The unused hole in the adapter plate must be closed off using the screw plug.

In the case of all narrow carriages (-H and -HL) the lubrication nipple protrudes laterally 9 mm from the carriage.

- BPLSE**
- ① Aluminium body
 - ② Screw plug
 - ③ Fixing screw with sealing ring
 - ④ Lubrication nipple
 - ⑤ Central lubrication connector

Figure 13

Lubrication adapter plate

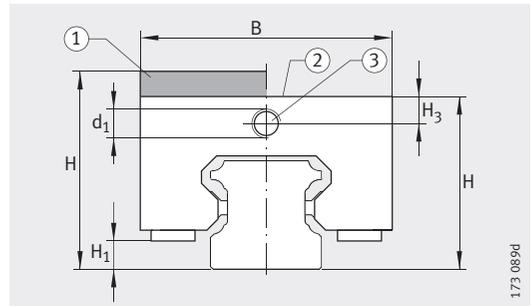


**Ordering example,
ordering designation**
Ordering designation

A lubrication adapter plate for a KUSE35 with a central lubrication connector is required.

1×**BPLSE35-OE**

Braking and clamping element



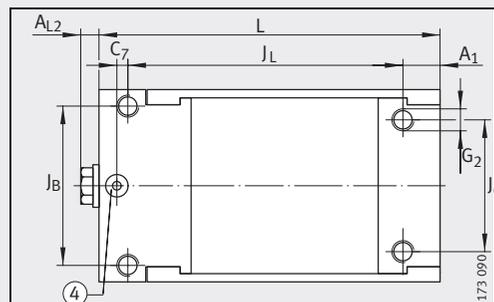
BKE.TKSD
①, ②, ③ ²⁾

Dimension table - Dimensions in mm

| Designation | Clamping force kN | Dimensions | | | | | | | | | | | | | |
|------------------------|----------------------|-----------------------|--------------------|----|-----|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|----------------|
| | | H | | B | L | J _B | J _C | A ₁ | J _L | C ₇ | H ₁ | H ₃ | A _{L2} | d ₁ | G ₂ |
| | | Without adapter plate | With adapter plate | | | | | | | | | | | | |
| BKE.TKSD25 | 1 | 36 | – | 47 | 91 | 38 | 34 | 10 | 75 | – | 6,5 | 6 | 5 | M6X1 | M6 |
| BKE.TKSD25-O | | 0 | | | | | | | | | | | | | |
| BKE.TKSD25-H | | – | 40 | | | | | | | – | | | | | |
| BKE.TKSD25-H-SO | | 0 | | | | | | | | | | | | | |
| BKE.TKSD35 | 2,8 | 48 | – | 69 | 120 | 58 | 48 | 13,5 | 100 | – | 7,9 | 8,1 | 5 | M8X1 | M8 |
| BKE.TKSD35-O | | 0 | | | | | | | | | | | | | |
| BKE.TKSD35-H | | – | 55 | | | | | | | – | | | | | |
| BKE.TKSD35-H-SO | | 0 | | | | | | | | | | | | | |
| BKE.TKSD45 | 4,3 | 60 | – | 85 | 141 | 70 | 60 | 15 | 113 | – | 13 | 10 | 5 | M8X1 | M10 |
| BKE.TKSD45-O | | 5 | | | | | | | | | | | | | |
| BKE.TKSD45-H | | – | 70 | | | | | | | – | | | | | |
| BKE.TKSD45-H-SO | | 5 | | | | | | | | | | | | | |
| BKE.TKSD55 | 5,1 | 70 | – | 99 | 170 | 80 | 72 | 18 | 138 | – | 17,3 | 11,75 | 6 | M10X1 | M12 |
| BKE.TKSD55-O | | 6 | | | | | | | | | | | | | |
| BKE.TKSD55-H | | – | 80 | | | | | | | – | | | | | |
| BKE.TKSD55-H-SO | | 6 | | | | | | | | | | | | | |

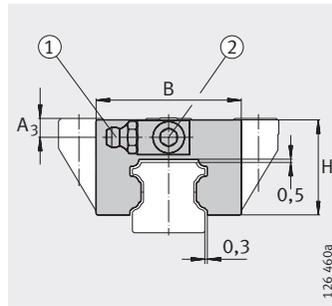
¹⁾ The maximum diameter of the oil feed hole is 6 mm.

²⁾ ① With adapter plate
 ② Without adapter plate
 ③ Hydraulic connector
 ④ Hydraulic connector in top face (suffix O, SO)¹⁾

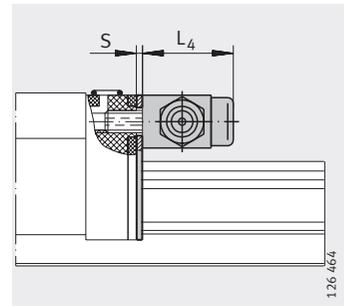


Top view¹⁾
 ④ ²⁾

Sheet steel wipers



APLSE
①, ②²⁾



APLSE

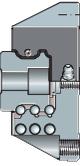
Dimension table · Dimensions in mm

| Designation ¹⁾ | | Mass m ≈ g | Dimensions | | | | | Suitable for linear recirculating ball bearing and guideway assembly |
|----------------------------|-------------------------|------------------|------------|------|-----|----------------|----------------|--|
| With grease lubrication | With oil lubrication | | B | H | S | A ₃ | L ₄ | |
| APLSE20-FE | APLSE20-OE | 26 | 42,8 | 24,9 | 0,8 | 5,8 | 19,5 | KUSE20 (-L) KUSE20-H (-HL) |
| APLSE25-FE | APLSE25-OE | 27 | 46 | 29,8 | 0,8 | 6 10 | 19,5 | KUSE25 (-L) KUSE25-H (-HL) |
| APLSE30-FE | APLSE30-OE | 31 | 58 | 35,8 | 0,8 | 6,5 9,5 | 19,5 | KUSE30 (-L) KUSE30-H (-HL) |
| APLSE35-FE | APLSE35-OE | 34 | 68 | 40,7 | 0,8 | 7,2 14,2 | 19,5 | KUSE35 (-L) KUSE35-H (-HL) |
| APLSE45-FE | APLSE45-OE | 40 | 84 | 50,7 | 0,8 | 8,5 18,5 | 19,5 | KUSE40 (-L) KUSE40-H (-HL) |
| APLSE55-FE | APLSE55-OE | 46 | 96,4 | 58,5 | 0,8 | 10 20 | 19,5 | KUSE45 (-L) KUSE45-H (-HL) |

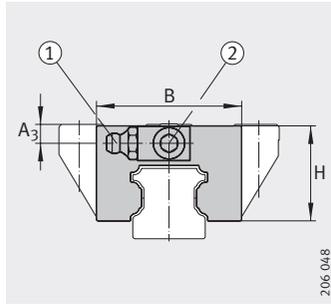
Attention!

During fitting, it must be ensured that there is a uniform gap between the guideway and the wiper.

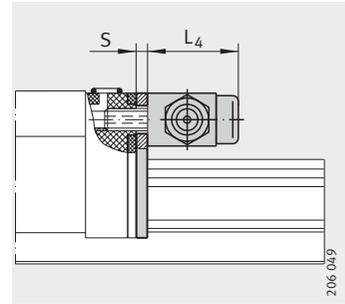
- 1) APLSE...FE has a lubrication nipple.
APLSE...OE has an oil connector (similar to DIN 3871-A).
- 2) ① Lubrication nipple
② Maximum tightening torque M_A of fixing screw = 1,5 Nm



Wipers



ABE.KWSE
①, ②²⁾



ABE.KWSE

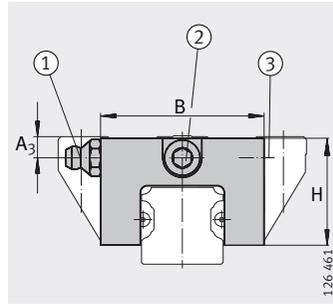
Dimension table - Dimensions in mm

| Designation ¹⁾ | | Mass m ≈g | Dimensions | | | | | Suitable for linear recirculating ball bearing and guideway assembly |
|---------------------------|--------------------------|-----------------|------------|------|-----|----------------|----------------|--|
| With grease lubrication | With oil lubrication | | B | H | S | A ₃ | L ₄ | |
| ABE.KWSE20-FE-NBR | ABE.KWSE20-OE-NBR | 39 | 42,8 | 24,3 | 4,5 | 5,8 | 19,5 | KUSE20 (-L) |
| ABE.KWSE20-FE-FPM | ABE.KWSE20-OE-FPM | | | | | 5,8 | | KUSE20-H (-HL) |
| ABE.KWSE25-FE-NBR | ABE.KWSE25-OE-NBR | 41 | 46 | 29,5 | 4,5 | 6 | 19,5 | KUSE25 (-L) |
| ABE.KWSE25-FE-FPM | ABE.KWSE25-OE-FPM | | | | | 10 | | KUSE25-H (-HL) |
| ABE.KWSE30-FE-NBR | ABE.KWSE30-OE-NBR | 42 | 57,4 | 35,7 | 4,5 | 6,5 | 19,5 | KUSE30 (-L) |
| ABE.KWSE30-FE-FPM | ABE.KWSE30-OE-FPM | | | | | 9,5 | | KUSE30-H (-HL) |
| ABE.KWSE35-FE-NBR | ABE.KWSE35-OE-NBR | 46 | 67,4 | 40,5 | 4,9 | 7,2 | 19,5 | KUSE35 (-L) |
| ABE.KWSE35-FE-FPM | ABE.KWSE35-OE-FPM | | | | | 14,2 | | KUSE35-H (-HL) |
| ABE.KWSE45-FE-NBR | ABE.KWSE45-OE-NBR | 60 | 83,4 | 50,1 | 5,5 | 8,5 | 19,5 | KUSE45 (-L) |
| ABE.KWSE45-FE-FPM | ABE.KWSE45-OE-FPM | | | | | 18,5 | | KUSE45-H (-HL) |
| ABE.KWSE55-FE-NBR | ABE.KWSE55-OE-NBR | 72 | 95,8 | 57,9 | 5,5 | 10 | 19,5 | KUSE55 (-L) |
| ABE.KWSE55-FE-FPM | ABE.KWSE55-OE-FPM | | | | | 20 | | KUSE55-H (-HL) |

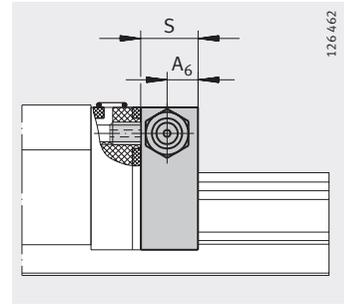
¹⁾ ABE.KWSE...FE has a lubrication nipple.
ABE.KWSE...OE has an oil connector (similar to DIN 3871-A).

²⁾ ① Lubrication nipple
② Maximum tightening torque M_A of fixing screw = 1,5 Nm

Lubrication adapter plate



BPLSE
①, ②, ③ ²⁾



BPLSE

126 462

Dimension table · Dimensions in mm

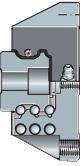
| Designation ¹⁾ | | Mass m ≈ g | Dimensions | | | | | Suitable for linear recirculating ball bearing and guideway assembly |
|----------------------------|-------------------------|------------------|------------|------|----|----------------|----------------|--|
| With grease lubrication | With oil lubrication | | B | H | S | A ₆ | A ₃ | |
| BPLSE20-FE | BPLSE20-OE | 29 | 42,8 | 24,9 | 12 | 6,5 | 5,8 | KUSE20 (-L) KUSE20-H (-HL) |
| BPLSE25-FE | BPLSE25-OE | 35 | 46 | 30,1 | 12 | 6,5 | 6 10 | KUSE25 (-L) KUSE25-H (-HL) |
| BPLSE30-FE | BPLSE30-OE | 52 | 58 | 35,8 | 12 | 6,5 | 6,5 9,5 | KUSE30 (-L) KUSE30-H (-HL) |
| BPLSE35-FE | BPLSE35-OE | 67 | 68 | 40,7 | 12 | 6,5 | 7,2 14,2 | KUSE35 (-L) KUSE35-H (-HL) |
| BPLSE45-FE | BPLSE45-OE | 98 | 84 | 50,7 | 12 | 6,5 | 8,5 18,5 | KUSE40 (-L) KUSE40-H (-HL) |
| BPLSE55-FE | BPLSE55-OE | 128 | 96,4 | 58,5 | 12 | 6,5 | 10 20 | KUSE45 (-L) KUSE45-H (-HL) |

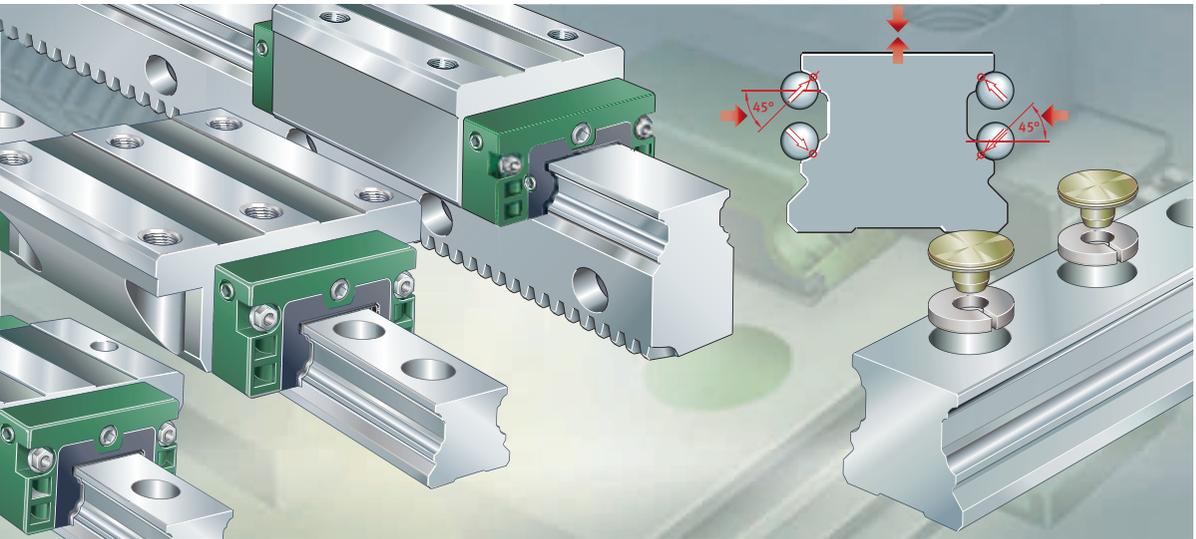
Attention!

In the case of series KUSE...H (-HL) the lubrication nipple or oil connector protrudes laterally approx. 9 mm from the carriage. The lubrication nipple and screw plug can be interchanged.

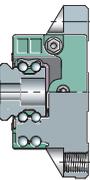
¹⁾ BPLSE...FE has a lubrication nipple.
BPLSE...OE has an oil connector (similar to DIN 3871-A).

²⁾ ① Lubrication nipple
② Maximum tightening torque M_A of fixing screw = 1,5 Nm
③ Screw plug M8×1





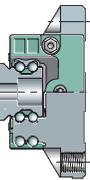
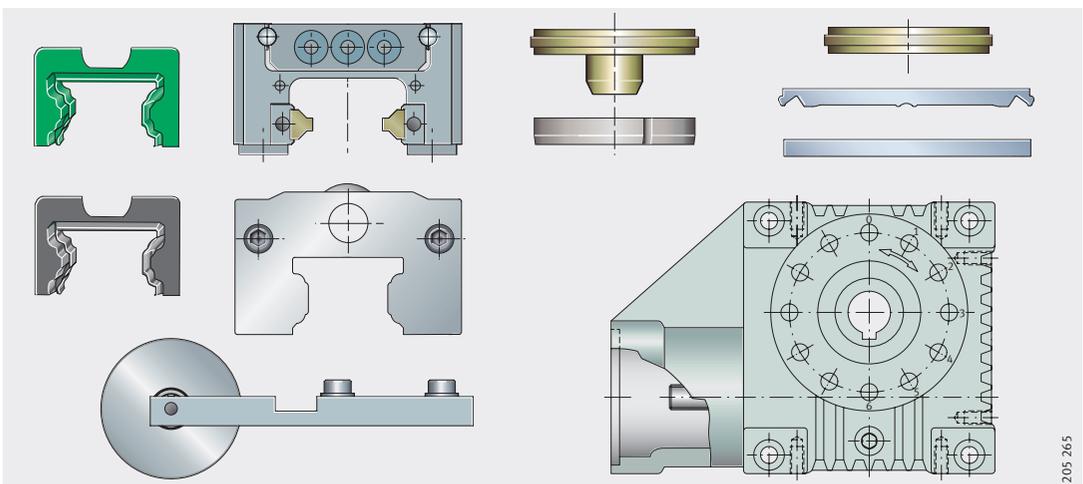
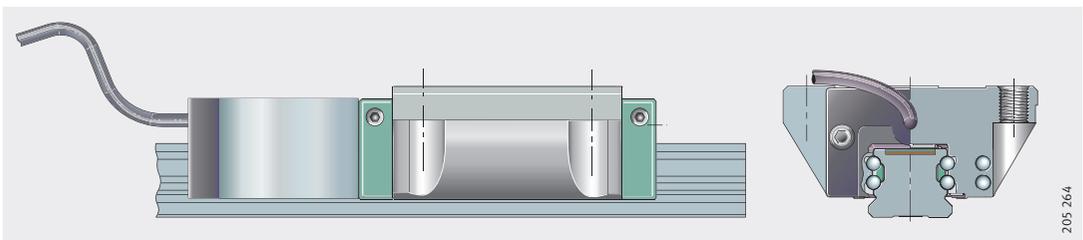
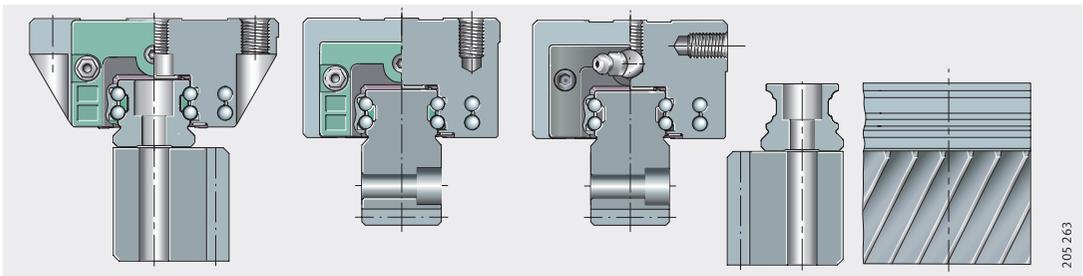
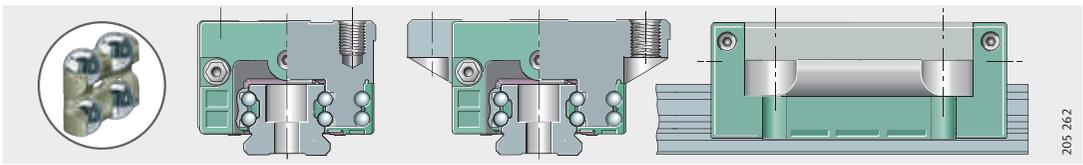
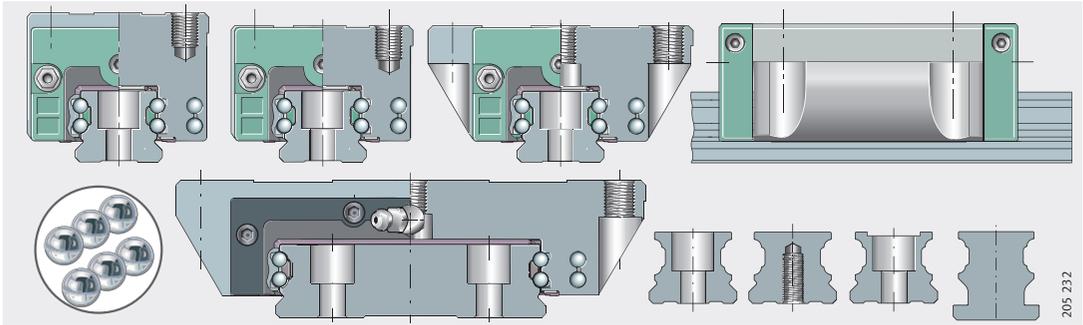
Four-row linear recirculating ball bearing and guideway assemblies

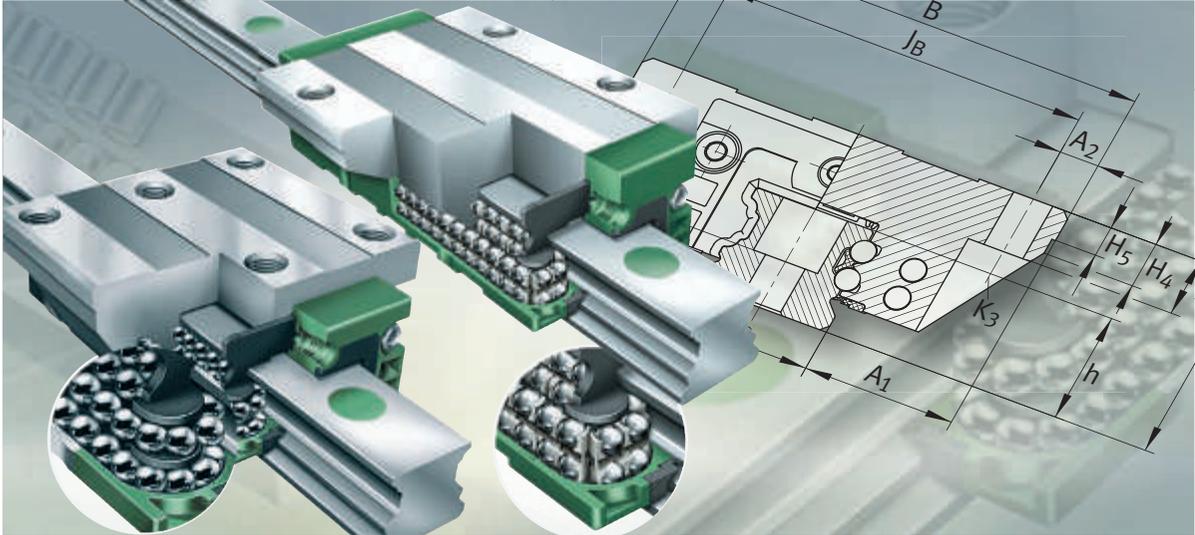


Full complement
With Quad-Spacers
With toothed guideway
With integral measuring system
Accessories

Four-row linear recirculating ball bearing and guideway assemblies

| | |
|--|---|
| X-life Full complement | 228 |
| | <p>KUVE..-B is of a full complement design and therefore has a high load carrying capacity.</p> <p>It is used where the emphasis is on dynamic characteristics as well as maximum load carrying capacity and rigidity.</p> |
| X-life With Quad-Spacers | 228 |
| | <p>Linear recirculating ball bearing and guideway assemblies KUVE..-B-KT have Quad-Spacers. These plastic spacers ensure that the rolling elements do not come into contact with each other. Since this prevents collision noises, the units run more quietly.</p> |
| Toothed guideways Teeth on underside or toothed rack with lateral teeth | 296 |
| | <p>For driven guideways, it is possible to use the units KUVE..-B-ZHP with a toothed guideway and right hand helical teeth on the underside or a combination of the toothed rack ZHST..-SVS + guideway TKVD with lateral helical teeth. In comparison with units without teeth, these designs are more precise, allow significantly simpler adjacent constructions and give additional freedom in the design of bearing arrangements.</p> |
| With integral electronic-magnetic measuring system | 322 |
| | <p>The combination of the proven linear recirculating ball bearing and guideway assemblies with an electronic-magnetic measuring system gives a very compact, cost-effective solution for applications that require particularly precise travel distances.</p> <p>Measurement is carried out by means of absolute digital or incremental length measurement.</p> |
| Accessories | 336 |
| | <p>There is a comprehensive range of accessories for the KUVE units. This includes closing plugs and covering strips for the guideways as well as suitable fitting tools.</p> <p>For lubrication and sealing, it includes lubrication and sealing KITS, such as the long term lubrication unit, end plates, end wipers and sealing strips.</p> <p>For toothed units, it includes gearboxes, motors and drive shafts.</p> |



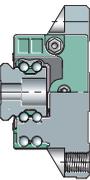


Four-row linear recirculating ball bearing and guideway assemblies

Full complement
With Quad-Spacers

Four-row linear recirculating ball bearing and guideway assemblies

| | Page |
|---|--|
| Product overview | Four-row linear recirculating ball bearing and guideway assemblies 231 |
| Features | <ul style="list-style-type: none"> X-life 235 Full complement..... 235 With Quad-Spacers 235 Carriages..... 236 Guideways 236 Sealing..... 237 Lubrication 237 Operating temperature 237 Standard accessories 238 Corrosion-resistant designs..... 238 Suffixes 239 |
| Design and safety guidelines | <ul style="list-style-type: none"> Preload 240 Friction 240 Rigidity..... 240 Guideway hole patterns..... 250 Demands on the adjacent construction 252 |
| Accuracy | <ul style="list-style-type: none"> Accuracy classes 256 Height sorting 2S..... 258 Positional and length tolerances of guideways 259 |
| Ordering example, ordering designation | <ul style="list-style-type: none"> Unit, guideway with asymmetrical hole pattern..... 260 Carriage and guideway separate, guideway with symmetrical hole pattern..... 261 Unit, guideway with asymmetrical hole pattern..... 262 Carriage and guideway separate, guideway with symmetrical hole pattern..... 263 |



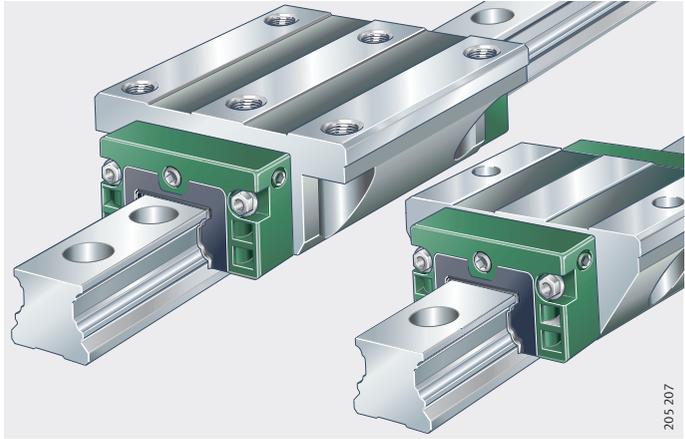
Four-row linear recirculating ball bearing and guideway assemblies

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| Dimension tables | |
| Four-row linear recirculating ball bearing and guideway assemblies, full complement, standard and L, N and NL carriages..... | 264 |
| Four-row linear recirculating ball bearing and guideway assemblies, full complement, H, S and SN carriages | 268 |
| Four-row linear recirculating ball bearing and guideway assemblies, full complement, SL, H, L, SNL carriages | 272 |
| Four-row linear recirculating ball bearing and guideway assembly, full complement, EC carriages..... | 276 |
| Four-row linear recirculating ball bearing and guideway assembly, full complement, ESC carriages..... | 280 |
| Four-row linear recirculating ball bearing and guideway assemblies, full complement, wide guideway, W and WL carriages..... | 284 |
| Four-row linear recirculating ball bearing and guideway assemblies, with Quad-Spacers, standard and L carriages | 288 |
| Four-row linear recirculating ball bearing and guideway assemblies, with Quad-Spacers, S, SL, H and HL carriages | 292 |

Product overview Four-row linear recirculating ball bearing and guideway assemblies

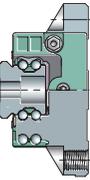
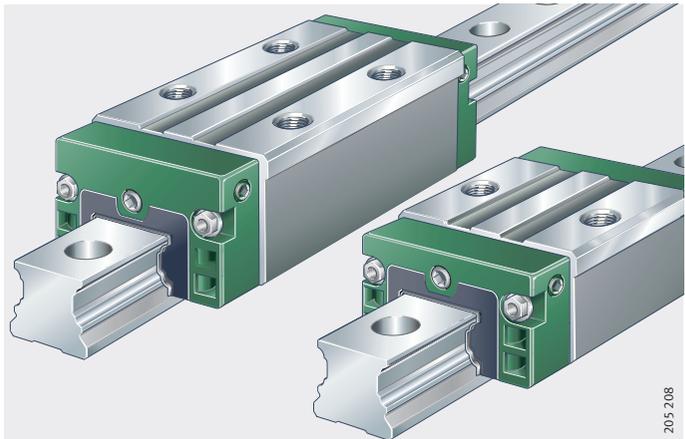
Full complement
Standard, long, low,
high or short carriage

KUVE...-B, KUVE...-B-L,
KUVE...-B-N, KUVE...-B-NL, KUVE...-B-EC



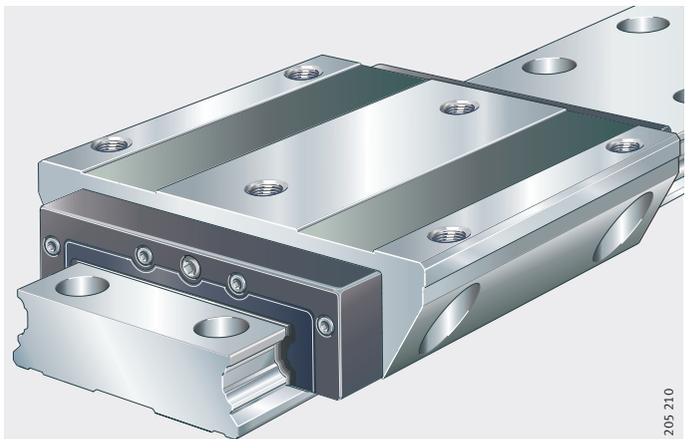
High, narrow or short carriage

KUVE...-B-H, KUVE...-B-HL, KUVE...-B-S, KUVE...-B-SL,
KUVE...-B-SN, KUVE...-B-SNL, KUVE...-B-ESC



Wide guideway

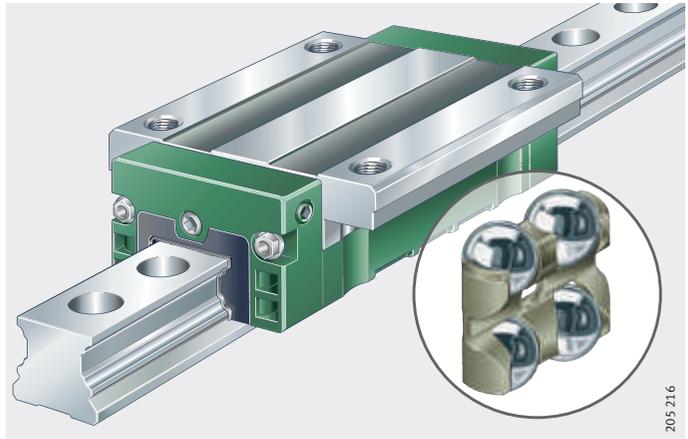
KUVE...-W, KUVE...-WL



Product overview **Four-row linear recirculating ball bearing and guideway assemblies**

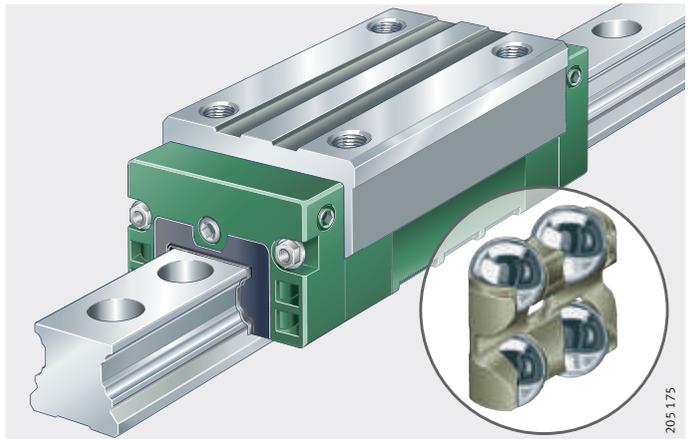
With Quad-Spacers

KUVE...-B-KT, KUVE...-B-KT-L



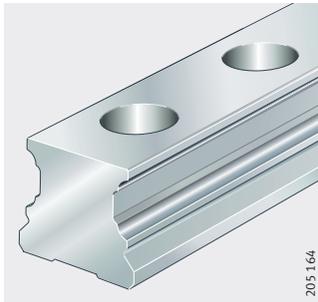
High or narrow carriage

KUVE...-B-KT-H, KUVE...-B-KT-HL, KUVE...-B-KT-S, KUVE...-B-KT-SL



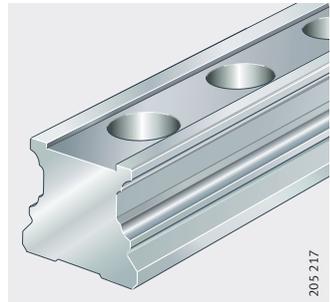
Guideways
Standard
or
with slot for covering strip

TKVD



205 164

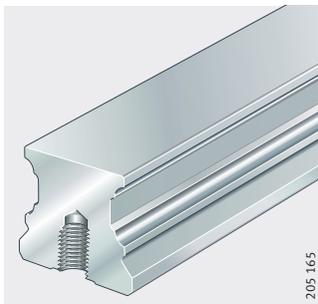
TKVD..-ADB, TKVD..-ADB+K



205 217

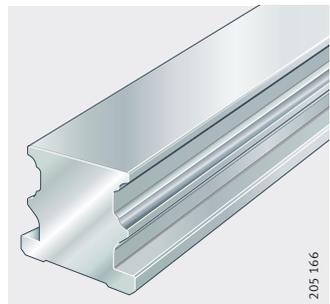
For screw mounting from below
With slots for clamping lugs

TKVD..-U



205 165

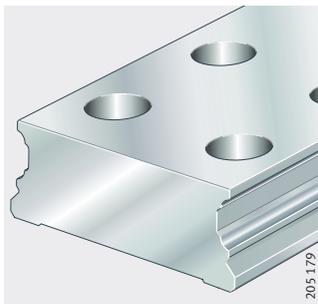
TKVD..-K



205 166

Wide guideway

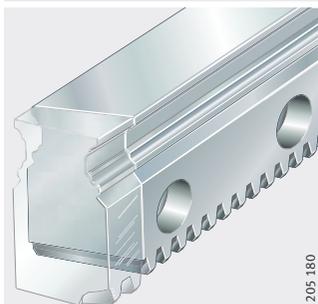
TKVD..-W



205 179

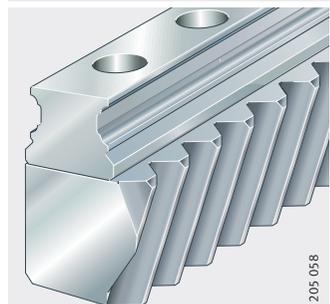
With helical teeth

TKVD..-ZHP

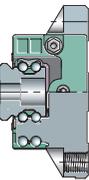


205 180

TKVD..-ZHST+SVS



205 058

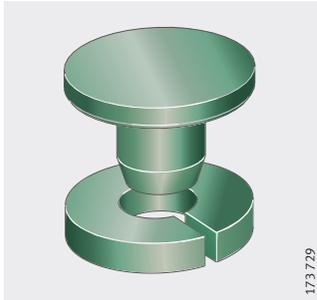


Product overview **Four-row linear recirculating ball bearing and guideway assemblies**

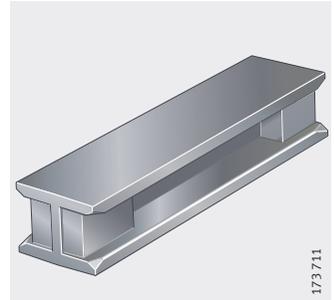
Standard accessories

Plastic closing plugs
Dummy guideway

KA...-TN/A

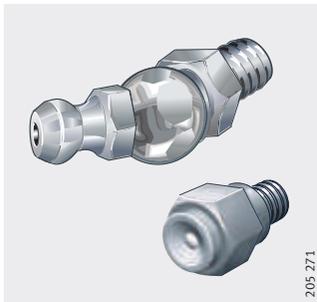


MKVD

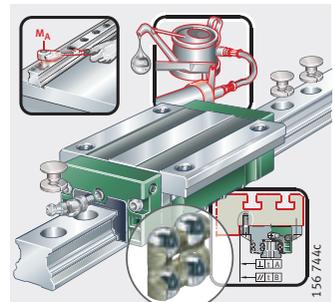


Lubrication nipple
Fitting manual

DIN 71412-B, NIP S M3



MON 38



Four-row linear recirculating ball bearing and guideway assemblies

Features Four-row linear recirculating ball bearing and guideway assemblies represent the most extensive and complex group within the range of monorail guidance systems. They are used where linear guidance systems with high load carrying capacity and rigidity must move heavy loads with high running and positional accuracy as well as low friction. The guidance systems are preloaded and are suitable for long, unlimited stroke lengths.

Depending on the operating conditions, accelerations up to 150 m/s^2 and speeds up to 360 m/min are possible. Where designs are planned with extensive use of accessories and travel speeds $>180 \text{ m/min}$, please contact us.

The units are available in full complement design and with Quad-Spacers. A guidance system comprises at least one carriage with rolling elements, a guideway and two-piece plastic closing plugs. The four-row linear recirculating ball bearing and guideway assemblies are supplied with initial greasing as standard.

X-life

Four-row linear recirculating ball bearing and guideway assemblies are linear guidance systems of X-life quality. They are characterised by improved technological characteristics, increased robustness and a longer operating life.

Full complement

Series KUBE..-B has a full complement of balls as rolling elements. Since they have the maximum possible number of rolling elements, full complement guidance systems have extremely high load carrying capacity and particularly high rigidity.

With Quad-Spacers

Series KUBE..-B-KT corresponds to the full complement design. In order to prevent noise from recirculation, however, the rolling elements are guided by plastic spacers – known as Quad-Spacers. As a result, these guidance systems run with less noise than full complement variants.

One Quad-Spacer accommodates two rolling elements each from the compressive and tensile raceway. Since the Quad-Spacers are not connected chain elements, bending and tensile stresses are eliminated, particularly in the return area.

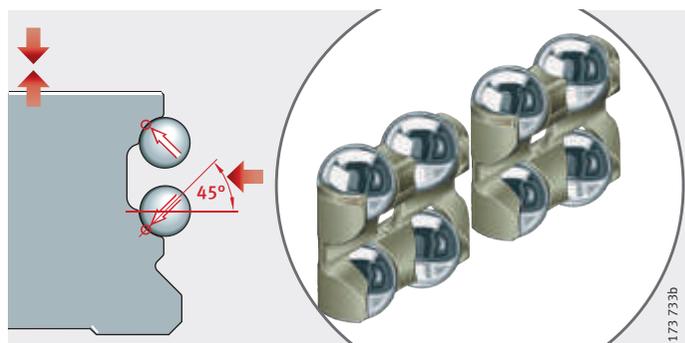
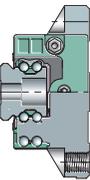


Figure 1
Quad-Spacers

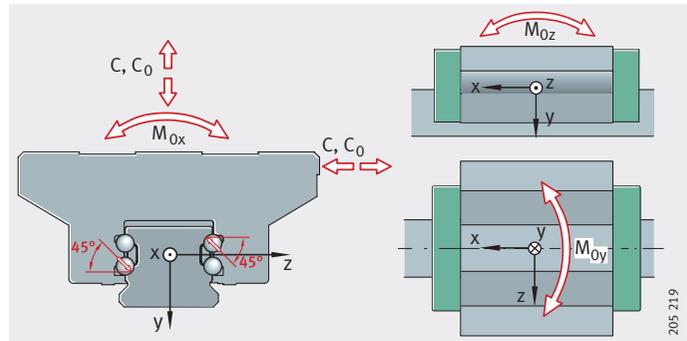
Four-row linear recirculating ball bearing and guideway assemblies

Load carrying capacity

The rows of balls are in two point contact, in an O arrangement and at a contact angle of 45° in relation to the raceways.

The units can support forces from all directions – except in the direction of motion – and moments about all axes, *Figure 2*.

Figure 2
Load carrying capacity and contact angle



Carriages

The carriages are supplied in numerous variants. They have saddle plates with hardened and precision ground rolling element raceways, in which the balls are recirculated by means of enclosed channels and plastic return elements.

A generous grease reservoir is provided by means of favourably positioned lubricant pockets in the carriage; see Lubrication, page 237.

Guideways

The guideways are made from hardened steel and are ground on all faces, the rolling element raceways are precision ground.

Located from above or below

Guideways TKVD.. (-ADB, -ADB+K) and TKVD..-W are located from above. The through holes have counterbores for the fixing screws. Guideways TKVD..-U are located from below by means of threaded blind holes.

Clamping lugs and clamping strips are used for the location of guideways TKVD..-K.

With helical teeth

Guideways TKVD..-ZHP have right hand helical teeth on the underside and are located from the lateral side.

In the variant TKVD..-ZHST+SVS, the standard guideway is combined with a toothed rack. In this case, the helical teeth are arranged on the lateral face.

Slot for covering strip

Guideways TKVD..-ADB have a slot for an adhesive bonded steel covering strip (ADB) and guideways TKVD..-ADB+K have a slot with undercut for a clip fit steel covering strip (ADB+K).

Multi-piece guideways

If the required guideway length l_{max} is greater than the value in the dimension tables, the guideways are supplied in several pieces; see page 252.

Sealing Elastic end wipers are fitted to the end pieces of the carriages on both sides to retain the lubricant within the system.

Standard sealing strips as well as additional optional upper sealing strips ensure reliable sealing and protect the rolling element system against contamination, even in demanding environmental conditions, *Figure 3*.

Attention! If the contamination conditions are exceptionally severe, please contact us.

Lubrication Linear recirculating ball bearing and guideway assemblies KUVE...-B and KUVE...-B-KT are suitable for oil and grease lubrication and the systems are supplied with initial greasing. They are lubricated via the lubrication nipple in the end piece (on the end face or from the side). The end face lubrication nipple is included in the delivery. Lubrication nipples for relubrication from the side are available by agreement.

Due to the integral lubricant reservoir in the carriages, the units have extended relubrication intervals, *Figure 3*. Depending on the application, they may also give maintenance-free operation.

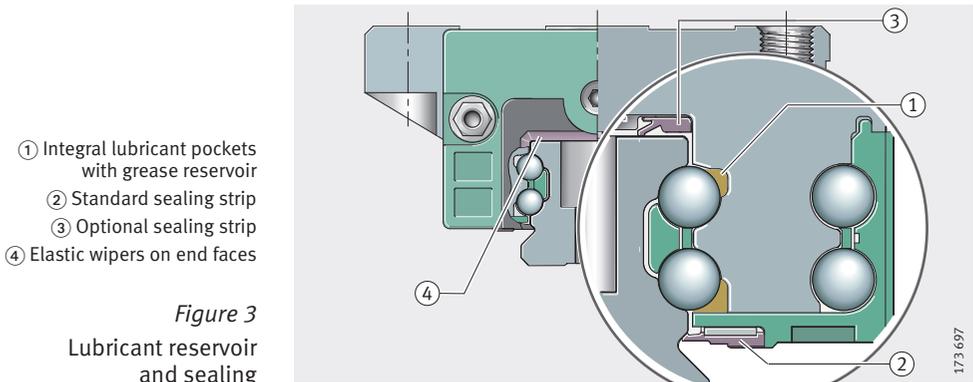


Figure 3
Lubricant reservoir
and sealing

Operating temperature Four-row linear recirculating ball bearing and guideway assemblies can be used at operating temperatures from $-10\text{ }^{\circ}\text{C}$ to $+100\text{ }^{\circ}\text{C}$.

Four-row linear recirculating ball bearing and guideway assemblies

Standard accessories

Plastic dummy guideway

The dummy guideway prevents damage to the rolling element set if the carriage is removed from the guideway.

Carriages are always pushed directly from the guideway onto the dummy guideway and must remain there until they are reassembled.

Plastic closing plugs

The plugs close off the counterbores of the guideway holes flush with the surface of the guideway.

Optionally, brass closing plugs are also available, see Accessories, page 344.

Lubrication connectors

One lubrication nipple is included loose in the delivery.

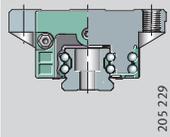
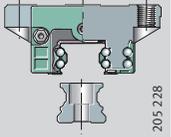
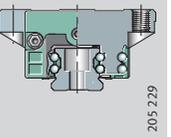
The lateral relubrication holes are open. Once the lubrication nipple provided for this purpose is screwed in, the guidance systems can be supplied with lubricant. For protection, the holes are closed off by means of a grub screw.

Corrosion-resistant designs

Four-row linear recirculating ball bearing and guideway assemblies KUBE are also available in corrosion-resistant designs with the special coatings Corrotect[®], Protect A and Protect B; for a description of the coatings, see page 53 to page 58.

For applications with Corrotect[®], please contact us.

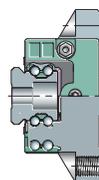
Suffixes for Corrotect[®]-coated parts

| | With Corrotect [®] coating | Preassembled unit Guideway only coated | Carriage and guideway separate Carriage or guideway coated | Preassembled unit Carriage and guideway coated |
|--------|---|--|---|---|
| |  |  |  | |
| Suffix | | RRFT | RRF | RRF |

Suffixes Suffixes for available designs: see table.

Available designs

| Suffix | Description |
|--------|--|
| – | Standard carriage |
| EC | Short carriage |
| ESC | Short, narrow carriage |
| H | High carriage |
| HL | High, long carriage |
| L | Long carriage |
| N | Low carriage |
| NL | Low, long carriage |
| S | Narrow carriage |
| SL | Narrow, long carriage |
| SN | Narrow, low carriage |
| SNL | Narrow, low, long carriage |
| W | Wide carriage |
| WL | Wide, long carriage |
| SB | High carriage with lateral threaded fixing holes |



Four-row linear recirculating ball bearing and guideway assemblies

Design and safety guidelines

Preload

Four-row linear recirculating ball bearing and guideway assemblies are available in preload classes V1 and V2, see table.

Preload classes

| Preload class ¹⁾ | Preload setting | Suitable for |
|-----------------------------|-----------------|---|
| V1 ²⁾ | $0,04 \cdot C$ | <ul style="list-style-type: none"> ■ Moderate load ■ High rigidity requirements ■ Moment load |
| V2 | $0,1 \cdot C$ | <ul style="list-style-type: none"> ■ High alternating load ■ Particularly high rigidity requirements ■ Moment load |

1) Other preload classes available by agreement.

2) Standard preload class.

Influence of preload on the linear guidance system

Increasing the preload increases the rigidity. However, preload also influences the displacement resistance and operating life of linear guidance systems.

Friction

The coefficient of friction is dependent on the ratio C/P, see table.

Coefficient of friction

| Load C/P | Coefficient of friction μ_{KUVe} |
|----------|--------------------------------------|
| 4 to 20 | 0,0007 to 0,0015 |

Rigidity

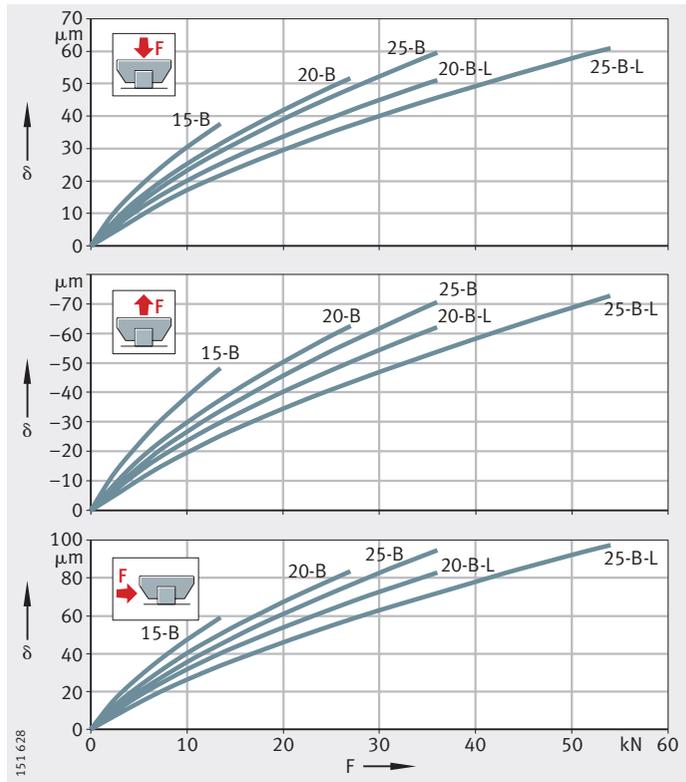
The spring curves show the deformation of linear recirculating ball bearing and guideway assemblies including the deformation of the screw connections to the adjacent construction, *Figure 4*, page 241 to *Figure 21*, page 249.

KUVE15-B
KUVE20-B
KUVE20-B-L
KUVE25-B
KUVE25-B-L

δ = deflection
 F = load

Figure 4

Spring curves for compressive, tensile and lateral load

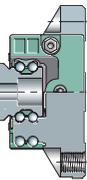
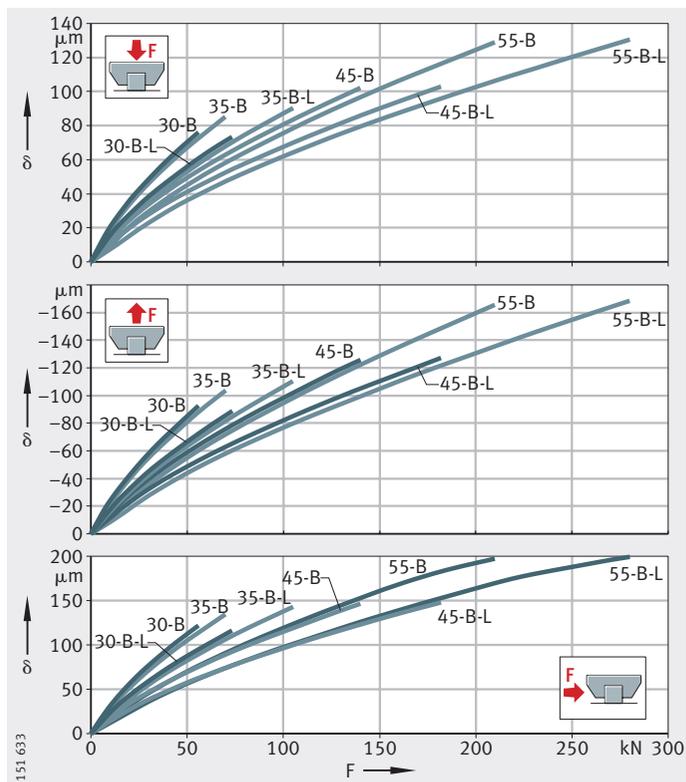


KUVE30-B
KUVE30-B-L
KUVE35-B
KUVE35-B-L
KUVE45-B
KUVE45-B-L
KUVE55-B
KUVE55-B-L

δ = deflection
 F = load

Figure 5

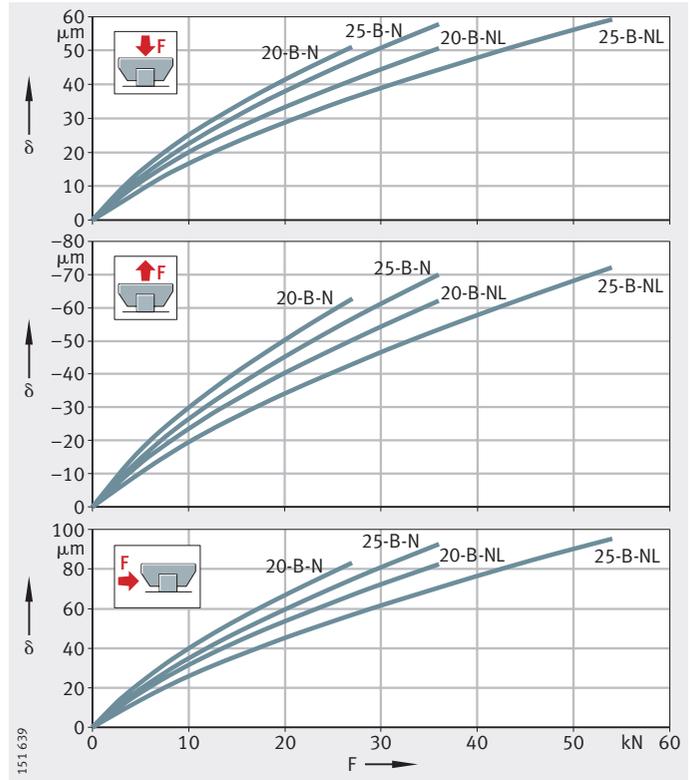
Spring curves for compressive, tensile and lateral load



Four-row linear recirculating ball bearing and guideway assemblies

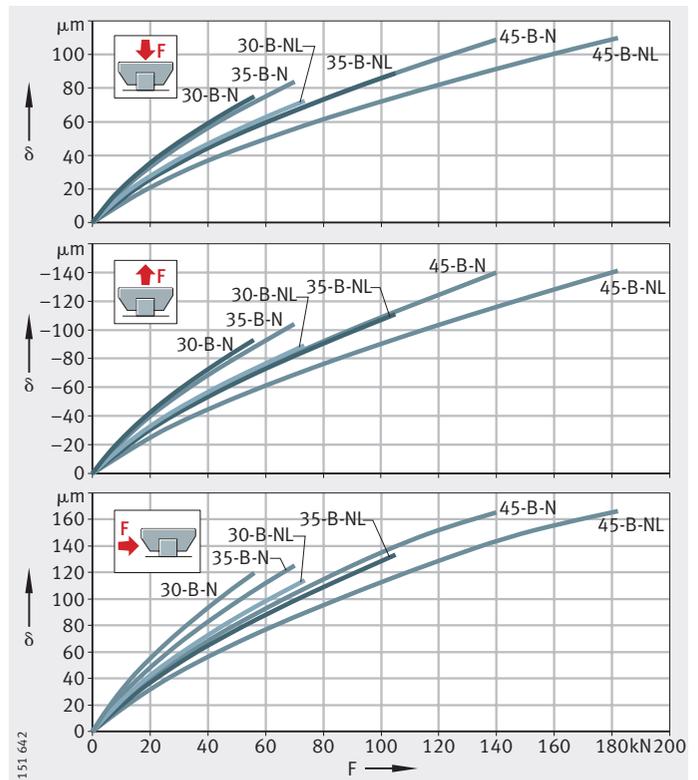
KUVE20-B-N
KUVE20-B-NL
KUVE25-B-N
KUVE25-B-NL
 δ = deflection
 F = load

Figure 6
 Spring curves for compressive, tensile and lateral load



KUVE30-B-N
KUVE30-B-NL
KUVE35-B-N
KUVE35-B-NL
KUVE45-B-N
KUVE45-B-NL
 δ = deflection
 F = load

Figure 7
 Spring curves for compressive, tensile and lateral load

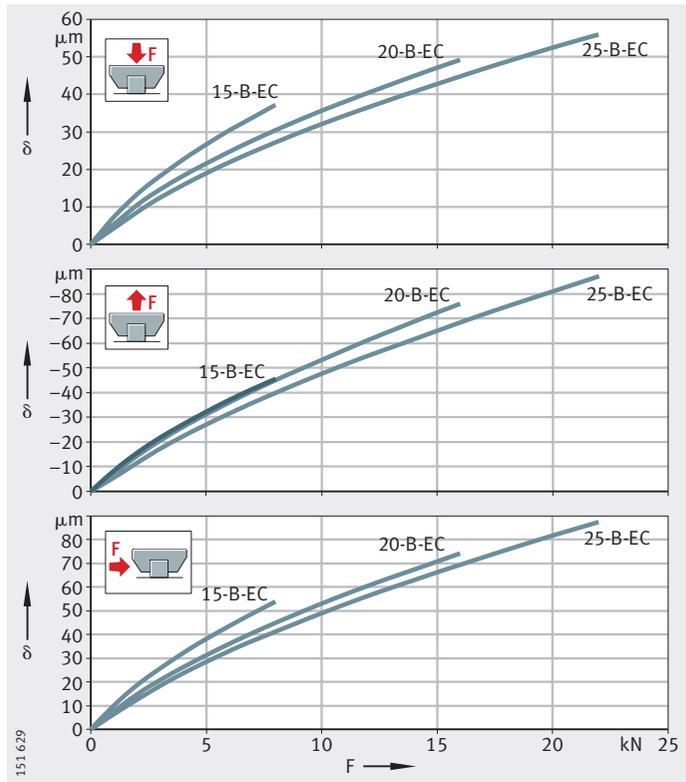


KUVE15-B-EC
KUVE20-B-EC
KUVE25-B-EC

δ = deflection
 F = load

Figure 8

Spring curves for compressive,
 tensile and lateral load

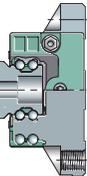
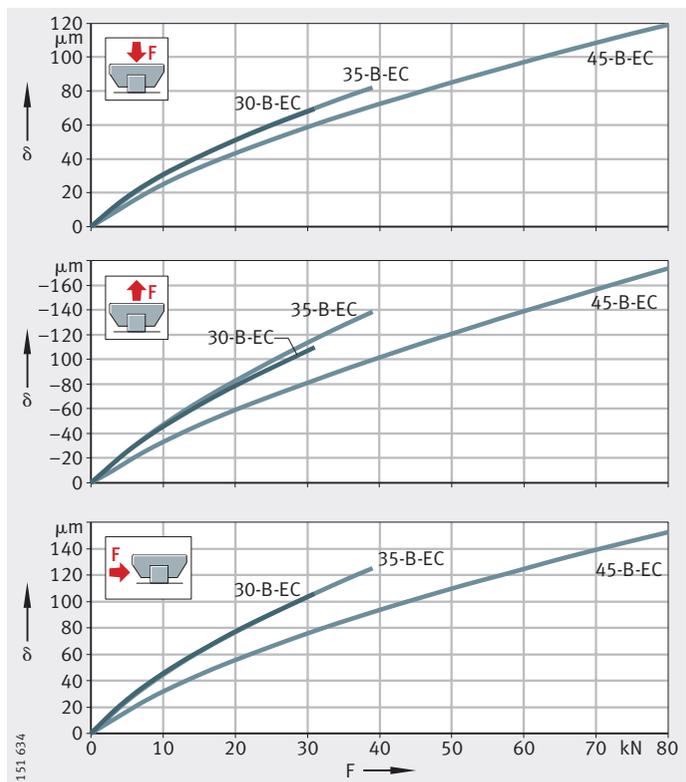


KUVE30-B-EC
KUVE35-B-EC
KUVE45-B-EC

δ = deflection
 F = load

Figure 9

Spring curves for compressive,
 tensile and lateral load



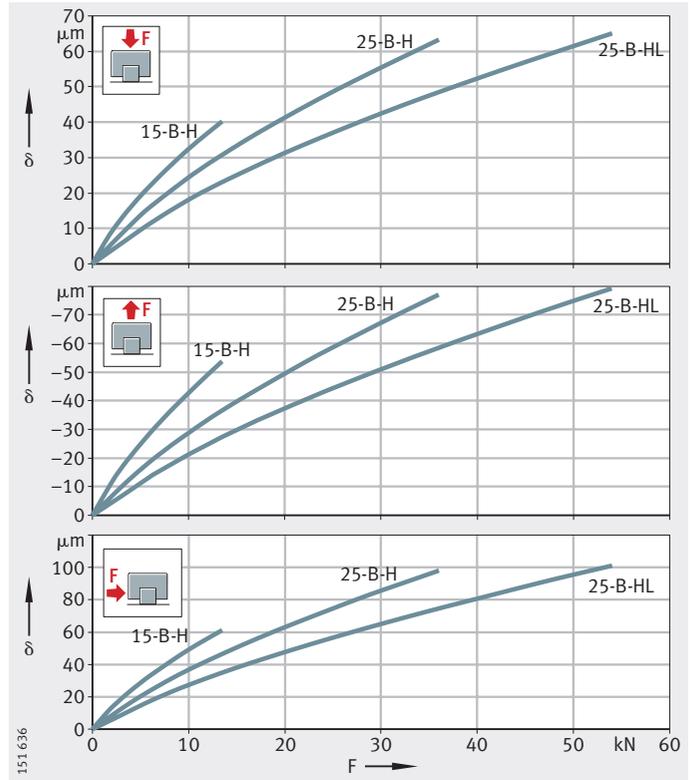
Four-row linear recirculating ball bearing and guideway assemblies

KUVE15-B-H
KUVE25-B-H
KUVE25-B-HL

δ = deflection
 F = load

Figure 10

Spring curves for compressive, tensile and lateral load

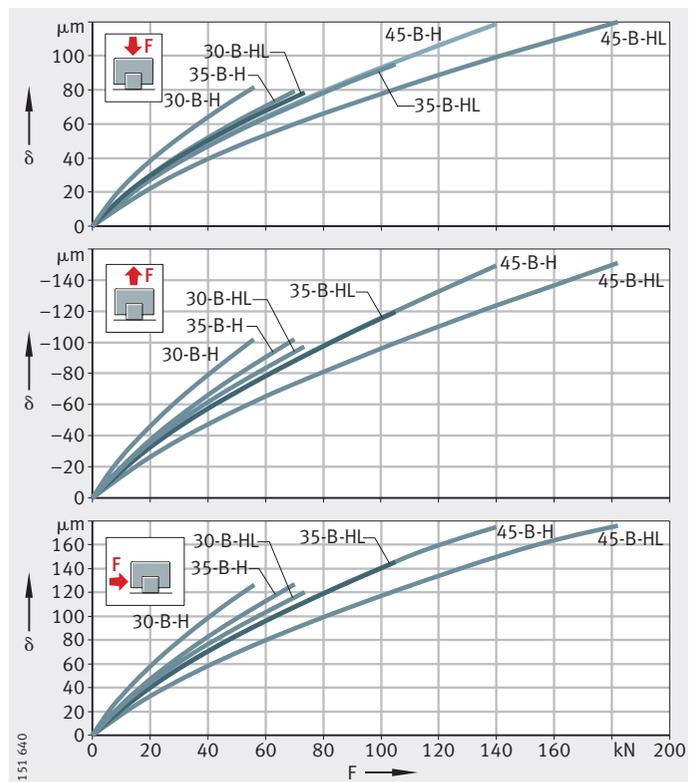


KUVE30-B-H
KUVE30-B-HL
KUVE35-B-H
KUVE35-B-HL
KUVE45-B-H
KUVE45-B-HL

δ = deflection
 F = load

Figure 11

Spring curves for compressive, tensile and lateral load

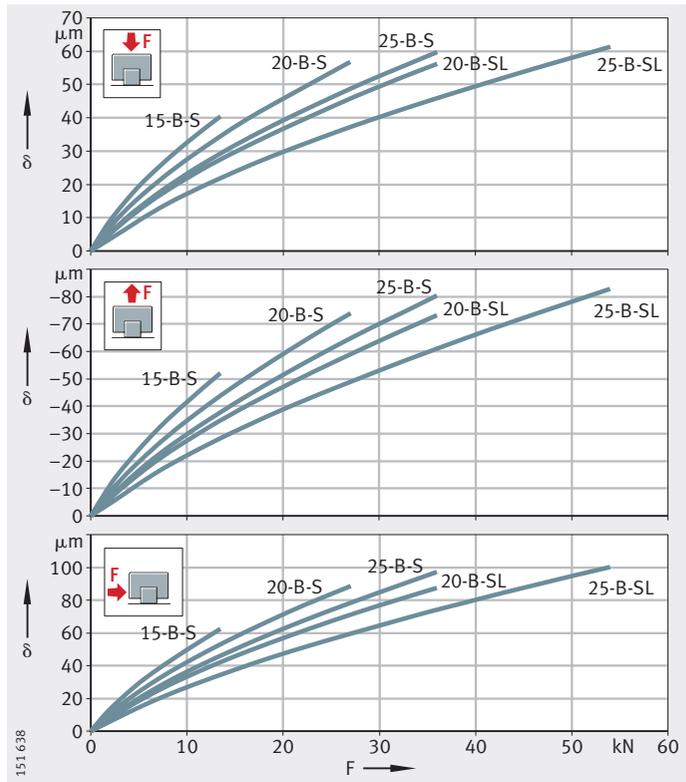


KUVE15-B-S
KUVE20-B-S
KUVE20-B-SL
KUVE25-B-S
KUVE25-B-SL

δ = deflection
 F = load

Figure 12

Spring curves for compressive, tensile and lateral load

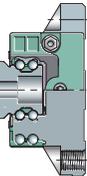
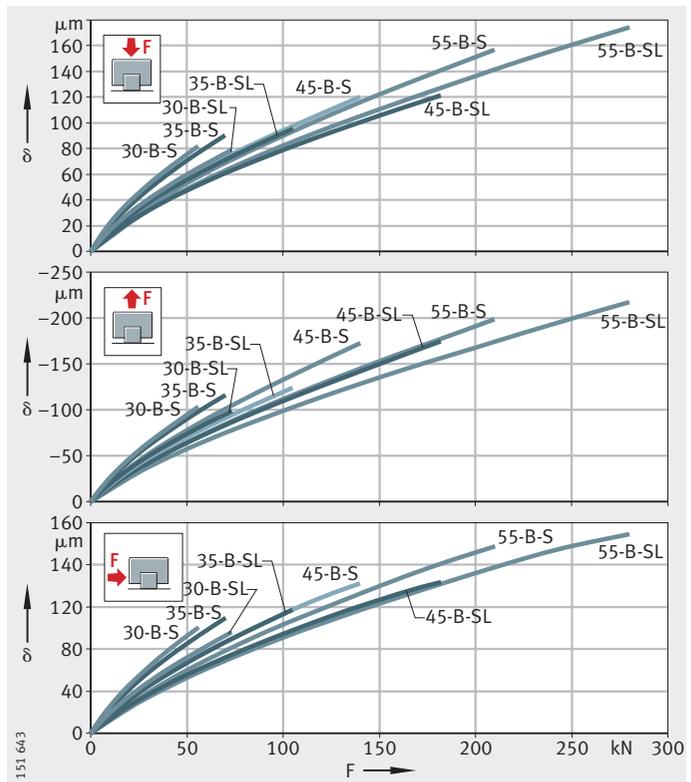


KUVE30-B-S
KUVE30-B-SL
KUVE35-B-S
KUVE35-B-SL
KUVE45-B-S
KUVE45-B-SL
KUVE55-B-S
KUVE55-B-SL

δ = deflection
 F = load

Figure 13

Spring curves for compressive, tensile and lateral load



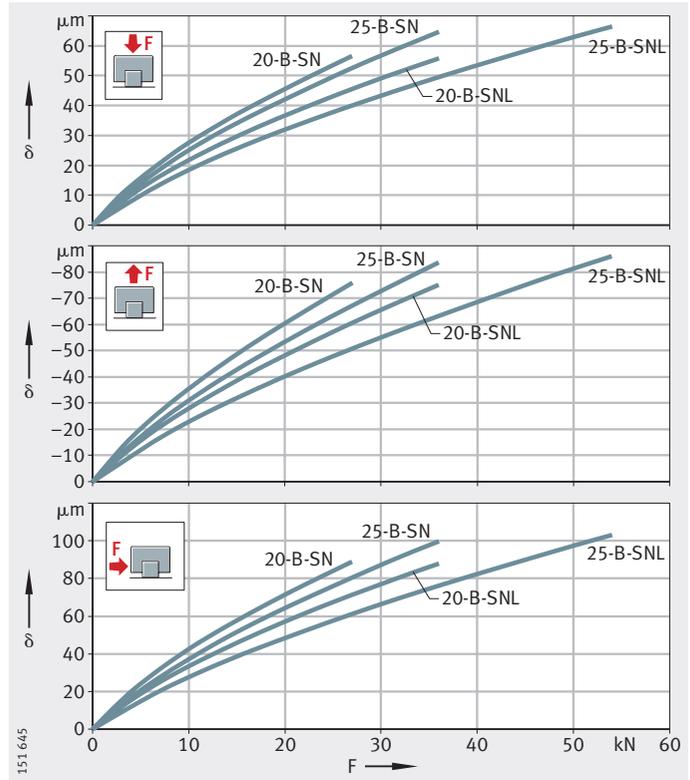
Four-row linear recirculating ball bearing and guideway assemblies

KUVE20-B-SN
KUVE20-B-SNL
KUVE25-B-SN
KUVE25-B-SNL

δ = deflection
 F = load

Figure 14

Spring curves for compressive, tensile and lateral load

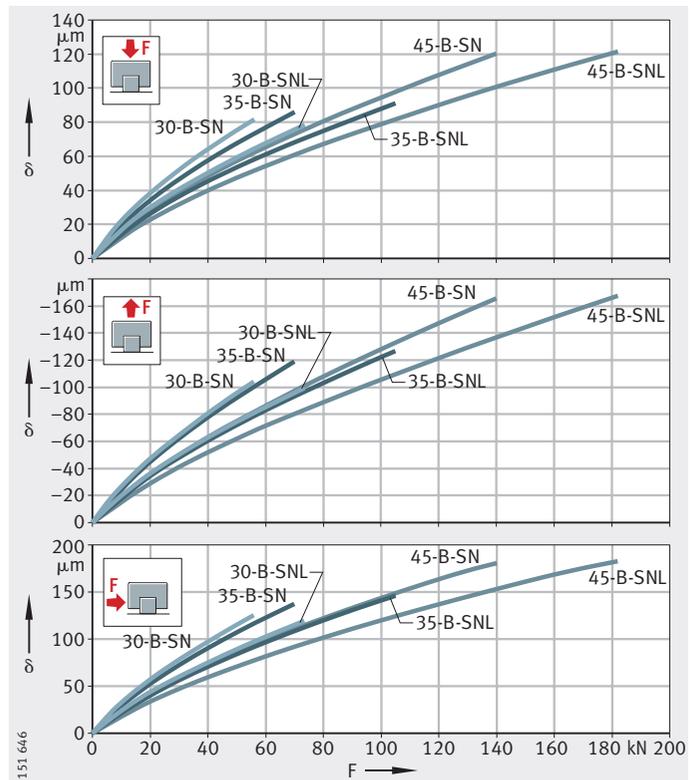


KUVE30-B-SN
KUVE30-B-SNL
KUVE35-B-SN
KUVE35-B-SNL
KUVE45-B-SN
KUVE45-B-SNL

δ = deflection
 F = load

Figure 15

Spring curves for compressive, tensile and lateral load

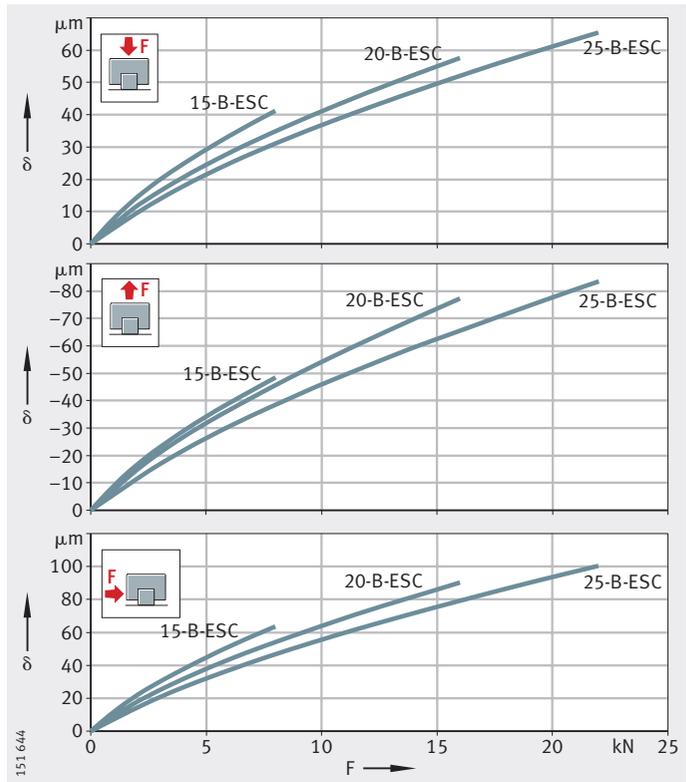


KUVE15-B-ESC
KUVE20-B-ESC
KUVE25-B-ESC

δ = deflection
 F = load

Figure 16

Spring curves for compressive, tensile and lateral load

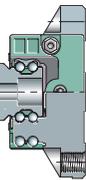
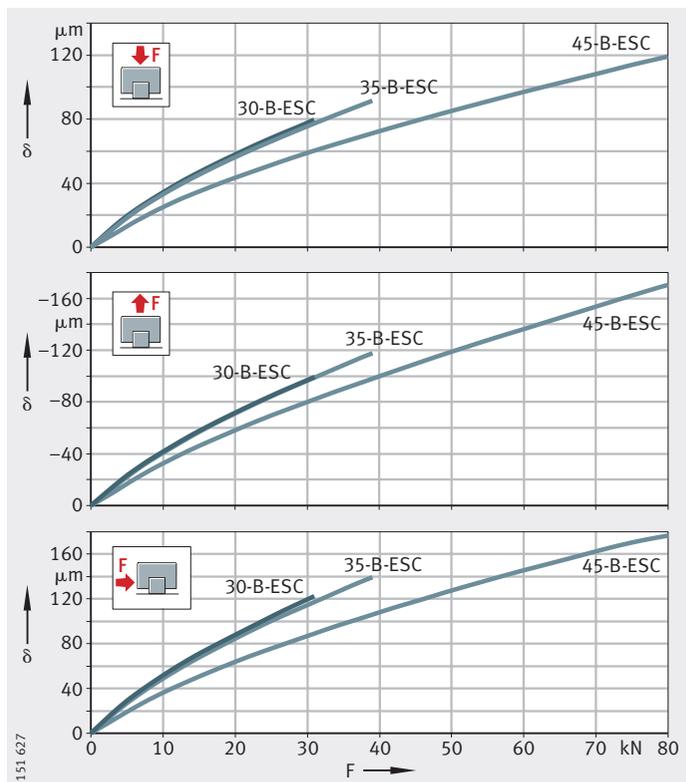


KUVE30-B-ESC
KUVE35-B-ESC
KUVE45-B-ESC

δ = deflection
 F = load

Figure 17

Spring curves for compressive, tensile and lateral load



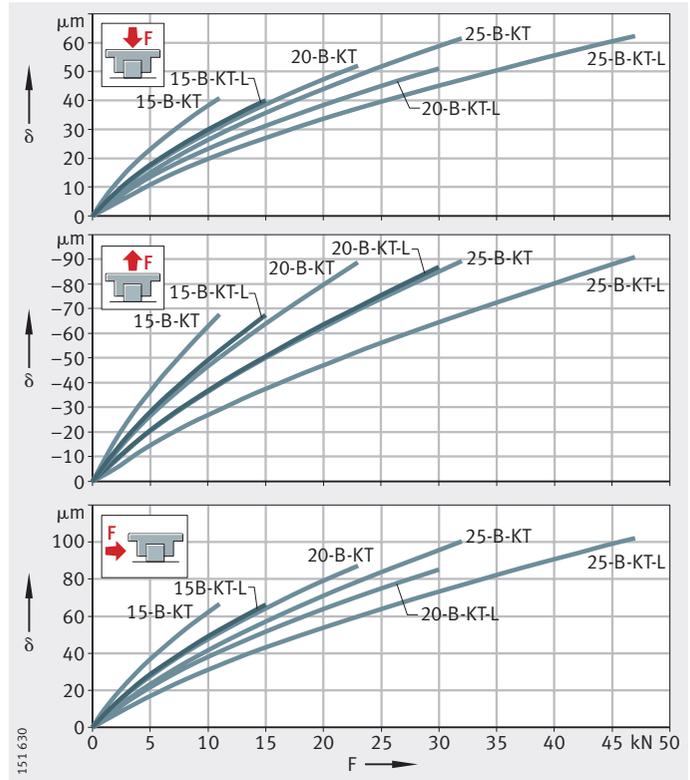
Four-row linear recirculating ball bearing and guideway assemblies

KUVE15-B-KT
KUVE15-B-KT-L
KUVE20-B-KT
KUVE20-B-KT-L
KUVE25-B-KT
KUVE25-B-KT-L

δ = deflection
 F = load

Figure 18

Spring curves for compressive, tensile and lateral load

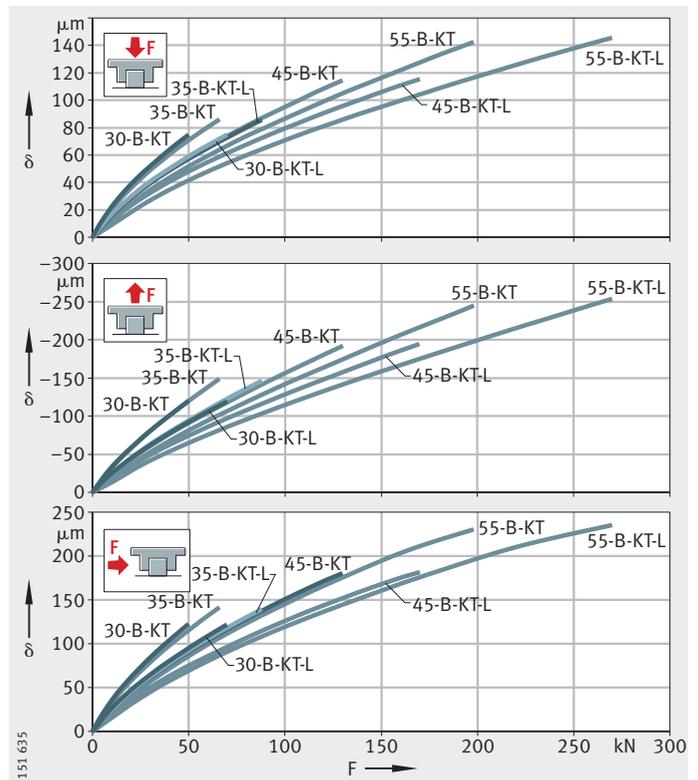


KUVE30-B-KT
KUVE30-B-KT-L
KUVE35-B-KT
KUVE35-B-KT-L
KUVE45-B-KT
KUVE45-B-KT-L
KUVE55-B-KT
KUVE55-B-KT-L

δ = deflection
 F = load

Figure 19

Spring curves for compressive, tensile and lateral load

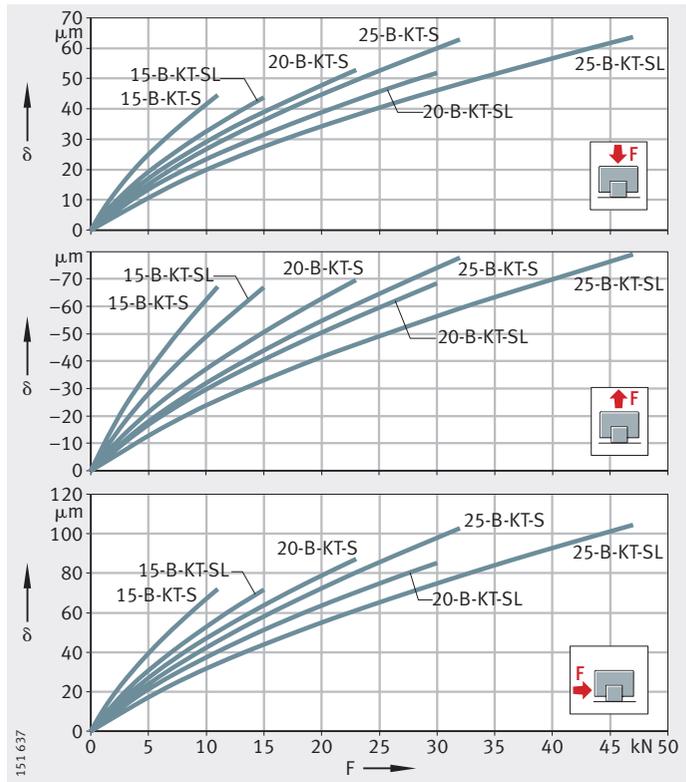


KUVE15-B-KT-S
KUVE15-B-KT-SL
KUVE20-B-KT-S
KUVE20-B-KT-SL
KUVE25-B-KT-S
KUVE25-B-KT-SL

δ = deflection
 F = load

Figure 20

Spring curves for compressive, tensile and lateral load

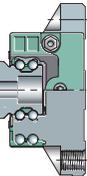
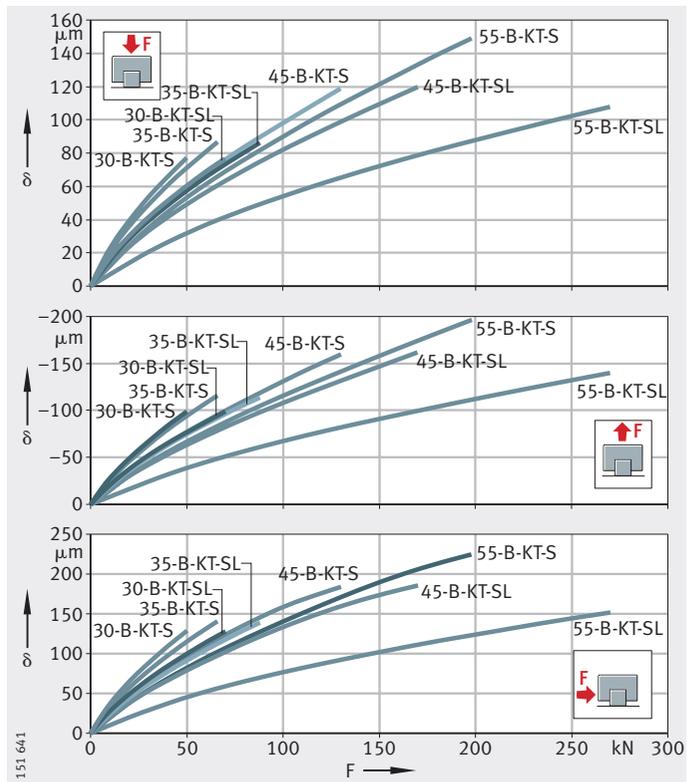


KUVE30-B-KT-S
KUVE30-B-KT-SL
KUVE35-B-KT-S
KUVE35-B-KT-SL
KUVE45-B-KT-S
KUVE45-B-KT-SL
KUVE55-B-KT-S
KUVE55-B-KT-SL

δ = deflection
 F = load

Figure 21

Spring curves for compressive, tensile and lateral load

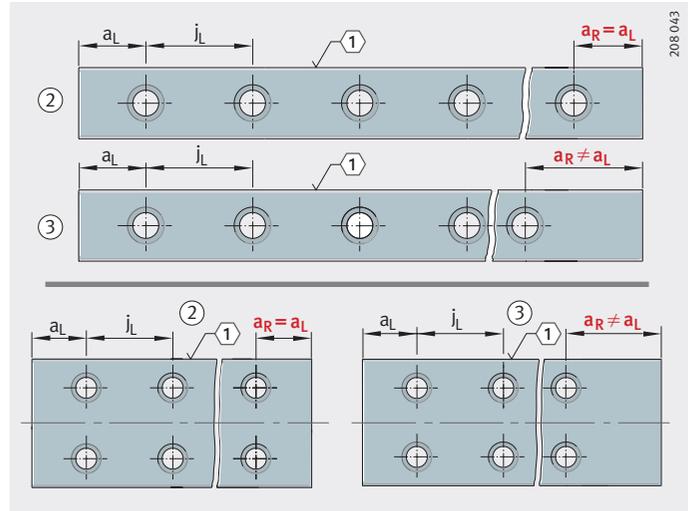


Four-row linear recirculating ball bearing and guideway assemblies

Guideway hole patterns

Unless specified otherwise, the guideways have a symmetrical hole pattern, *Figure 22*.

An asymmetrical hole pattern may be available at customer request. In this case, $a_L \geq a_{L \min}$ and $a_R \geq a_{R \min}$, *Figure 22*.



Maximum number of pitches between holes

The number of pitches between holes is the rounded whole number equivalent to:

$$n = \frac{l - 2 \cdot a_{L \min}}{j_L}$$

The distances a_L and a_R are generally determined by:

$$a_L + a_R = l - n \cdot j_L$$

For guideways with a symmetrical hole pattern:

$$a_L = a_R = \frac{1}{2} \cdot (l - n \cdot j_L)$$

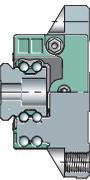
Number of holes:

$$x = n + 1$$

| | |
|---|----|
| a_L, a_R | mm |
| Distance between start or end of guideway and nearest hole | |
| $a_{L \min}, a_{R \min}$ | mm |
| Minimum values for a_L, a_R according to dimension tables | |
| l | mm |
| Guideway length | |
| n | - |
| Maximum possible number of hole pitches | |
| j_L | mm |
| Distance between holes | |
| x | - |
| Number of holes. | |

Attention!

If the minimum values for a_L and a_R are not observed, the counterbores of the holes may be intersected.



Four-row linear recirculating ball bearing and guideway assemblies

Multi-piece guideways

If the guideway length required is greater than l_{max} according to the dimension tables, these guideways are made up from individual pieces that together comprise the total required length. The individual pieces are matched to each other and marked, *Figure 23*.

② Marking
 Guideway pieces:
 1A, 1A
 1B, 1B
 1C, 1C
 2A, 2A
 2B, 2B
 2C, 2C

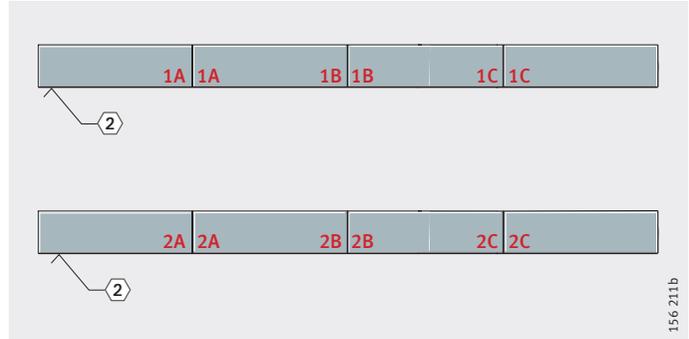


Figure 23

Marking of multi-piece guideways

Demands on the adjacent construction

The running accuracy is essentially dependent on the straightness, accuracy and rigidity of the fit and mounting surfaces.

The straightness of the system is only achieved when the guideway is pressed against the datum surface.

If high demands are to be made on the running accuracy and/or if soft substructures and/or movable guideways are used, please contact us.

Geometrical and positional accuracy of the mounting surfaces

Attention!

The higher the requirements for accuracy and smooth running of the guidance system, the more attention must be paid to the geometrical and positional accuracy of the mounting surfaces.

The tolerances according to *Figure 24*, page 253 and table Values for parallelism tolerances t , page 254 must be observed.

Surfaces should be ground or precision milled – with the aim of achieving a mean roughness value $R_a 1,6$.

Any deviations from the stated tolerances will impair the overall accuracy, alter the preload and reduce the operating life of the guidance system.

Height difference ΔH

For ΔH , permissible values are in accordance with the following formula. If larger deviations are present, please contact us.

$$\Delta H = a \cdot b$$

ΔH μm
 Maximum permissible deviation from the theoretically precise position, *Figure 24*, page 253

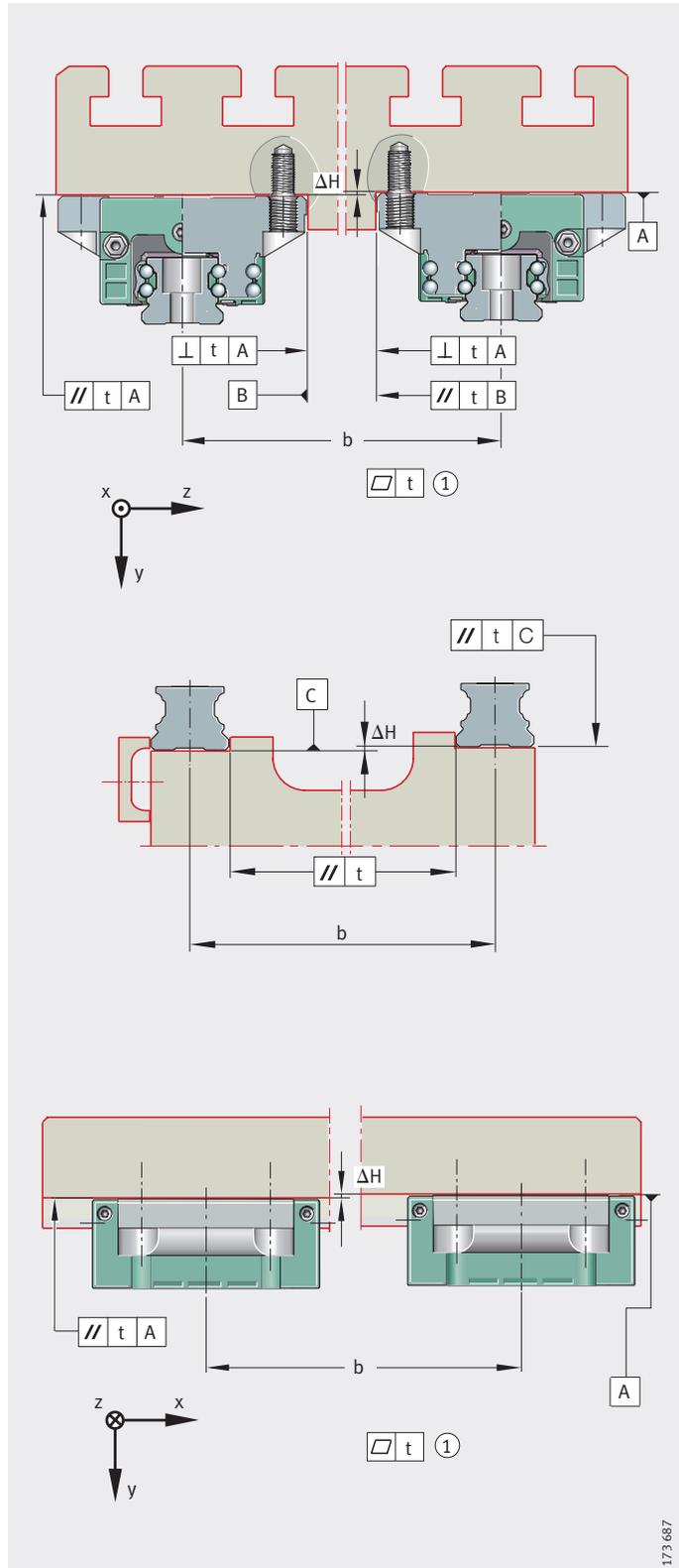
a –
 Factor dependent on preload class, see table

b mm
 Centre distance between guidance elements.

Factor a

| Preload class | Factor a |
|------------------|----------|
| V1 ¹⁾ | 0,2 |
| V2 | 0,1 |

1) Standard preload class.



Four-row linear recirculating ball bearing and guideway assemblies

Parallelism of mounted guideways

For guideways arranged in parallel, the parallelism t should be in accordance with *Figure 24*, page 253 and table. If the maximum values are used, the displacement resistance may increase. If larger tolerances are present, please contact us.

Values for parallelism tolerances t

| Guideway Designation | Preload class | |
|----------------------|---------------------------|---------------|
| | V1 | V2 |
| | Parallelism tolerance t | |
| | μm | μm |
| TKVD15-B (-U) | 8 | 5 |
| TKVD20 (-U) | 9 | 6 |
| TKVD25 (-U) | 11 | 7 |
| TKVD30 (-U) | 13 | 8 |
| TKVD35 (-U) | 15 | 10 |
| TKVD45 (-U) | 17 | 12 |
| TKVD55-B (-U) | 20 | 14 |

Locating heights and corner radii

The locating heights and corner radii should be designed in accordance with table and *Figure 25*.

Locating heights, corner radii

| Four-row linear recirculating ball bearing and guideway assembly Designation | Locating heights | | Corner radii | |
|--|------------------|---------------|---------------|---------------|
| | h_1 mm | h_2 mm max. | r_1 mm max. | r_2 mm max. |
| KUVE15-B (-H, -S, -EC, -ESC) | 4,5 | 3,5 | 1 | 0,5 |
| KUVE15-B-KT (-L, -H, -HL, -S, -SL) | 4,5 | 3,5 | 1 | 0,5 |
| KUVE20-B (-L, -H, -HL, -S, -SL, -SN, -SNL, -N, -NL, -EC, -ESC) | 5 | 4 | 1 | 0,5 |
| KUVE20-B-KT (-L, -H, -HL, -S, -SL) | 5 | 4 | 1 | 0,5 |
| KUVE25-B (-L, -H, -HL, -S, -SL, -SN, -SNL, -N, -NL, -EC, -ESC) | 5 | 4,5 | 1 | 0,8 |
| KUVE25-B-KT (-L, -H, -HL, -S, -SL, -W, -WL) | 5 | 4,5 | 1 | 0,8 |
| KUVE30-B (-L, -H, -HL, -S, -SL, -SN, -SNL, -N, -NL, -EC, -ESC) | 6 | 5 | 1 | 0,8 |
| KUVE30-B-KT (-L, -H, -HL, -S, -SL) | 6 | 5 | 1 | 0,8 |
| KUVE35-B (-L, -H, -HL, -S, -SL, -SN, -SNL, -N, -NL, -EC, -ESC) | 6,5 | 6 | 1 | 0,8 |
| KUVE35-B-KT (-L, -H, -HL, -S, -SL) | 6,5 | 6 | 1 | 0,8 |
| KUVE45-B (-L, -H, -HL, -S, -SL, -SN, -SNL, -N, -NL, -EC, -ESC) | 9 | 8 | 1 | 1 |
| KUVE45-B-KT (-L, -H, -HL, -S, -SL) | 9 | 8 | 1 | 1 |
| KUVE55-B (-L, -S, -SL) | 12 | 10 | 1 | 1,5 |
| KUVE55-B-KT (-L, -S, -SL) | 12 | 10 | 1 | 1,5 |

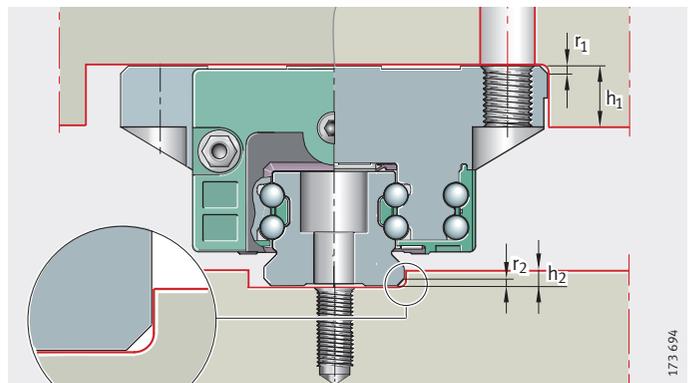
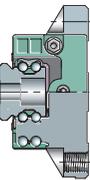


Figure 25

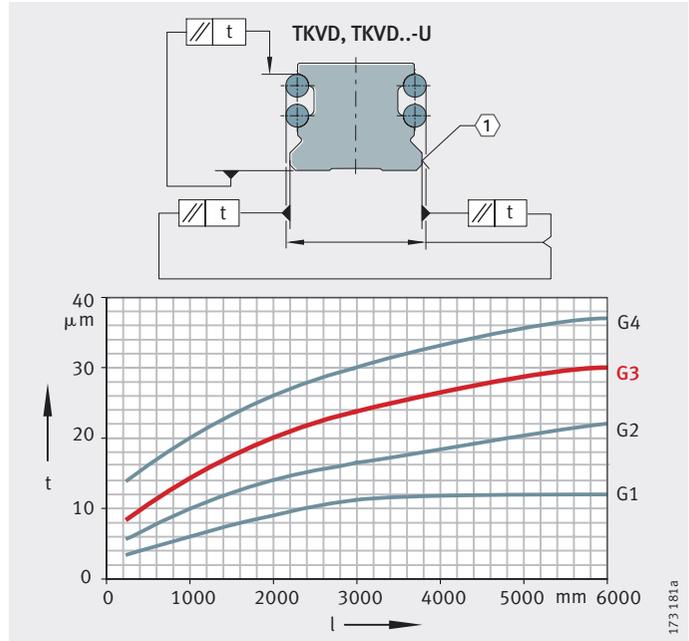
Locating heights and corner radii



Four-row linear recirculating ball bearing and guideway assemblies

Accuracy Accuracy classes

Four-row linear recirculating ball bearing and guideway assemblies are available in accuracy classes G1 to G4, *Figure 26*. The standard is class G3.



t = parallelism tolerance with differential measurement
l = total guideway length
① Locating face

Figure 26
Accuracy classes and parallelism tolerances of guideways

Parallelism of raceways to locating surfaces

The parallelism tolerances of guideways are shown in *Figure 26*. In systems with Corrotect[®] coating, there may be deviations in tolerances compared with uncoated units.

Tolerances Tolerances: see table Accuracy class tolerances, reference dimensions for accuracy: see *Figure 27*.

The tolerances are arithmetic mean values. They relate to the centre point of the screw mounting or locating surfaces of the carriage.

The dimensions H and A₁ (table Accuracy class tolerances) should always remain within the tolerance irrespective of the position of the carriage on the guideway.

Accuracy class tolerances

| Tolerance | | Accuracy | | | |
|----------------------------------|-----------------|----------|----------|------------------------|----------|
| | | G1 μm | G2 μm | G3 ¹⁾ μm | G4 μm |
| Tolerance for height | H | ±10 | ±20 | ±25 | ±80 |
| Height difference ²⁾ | ΔH | 5 | 10 | 15 | 20 |
| Tolerance for spacing | A ₁ | ±10 | ±15 | ±20 | ±80 |
| Spacing difference ²⁾ | ΔA ₁ | 7 | 15 | 22 | 30 |

¹⁾ Standard accuracy class.

²⁾ Difference between several carriages on one guideway, measured at the same point on the guideway.

Units with coating

For these units, the values for the appropriate accuracy class must be increased by the values (dependent on the coating); for values see table.

Tolerances for coated parts

| Tolerance | | With Corrotect® coating | | With Protect A coating | With Protect B coating |
|----------------------------------|-----------------|-------------------------|--------------------------|------------------------|------------------------|
| | | RRF ¹⁾ μm | RRFT ²⁾ μm | KD μm | KDC μm |
| Tolerance for height | H | +6 | +3 | +6 | +6 |
| Height difference ³⁾ | ΔH | +3 | 0 | +3 | +3 |
| Tolerance for spacing | A ₁ | +3 | +3 | +3 | +3 |
| Spacing difference ³⁾ | ΔA ₁ | +3 | 0 | +3 | +3 |

¹⁾ Displacement in tolerance zone (guideway and carriage coated).

²⁾ Displacement in tolerance zone (guideway only coated).

³⁾ Difference between several carriages on one guideway, measured at the same point on the guideway.

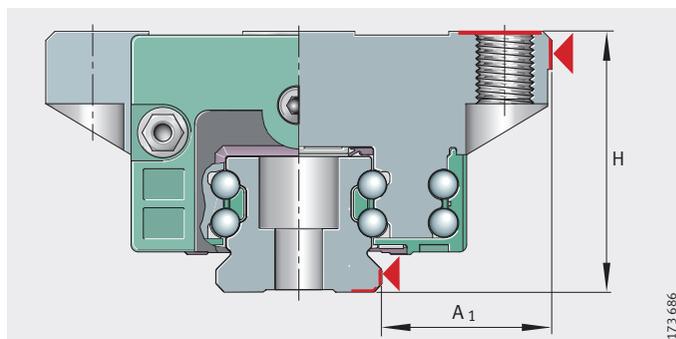
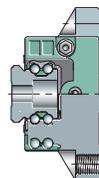


Figure 27

Datum dimensions for accuracy

173 686

Four-row linear recirculating ball bearing and guideway assemblies

Height sorting 2S

Where guidance systems are subject to particularly high accuracy requirements, it is possible to restrict the height tolerance by specific sorting.

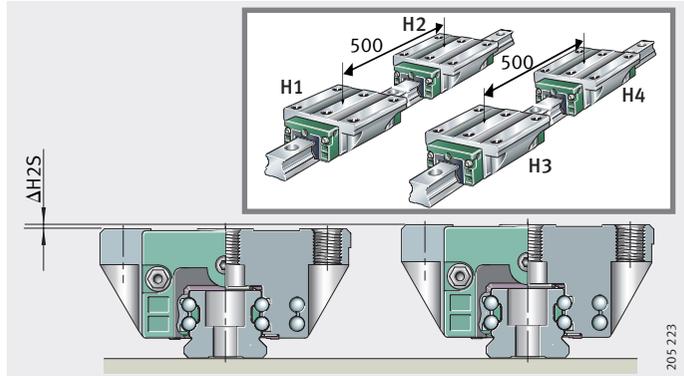


Figure 28
Height sorting 2S

Height difference in 2S

| Accuracy | | G1 | G2 | G3 |
|-------------------|----------------------|----|----|----|
| | | μm | μm | μm |
| Height difference | $\Delta H_{2S}^{1)}$ | 10 | 20 | 25 |

¹⁾ Measured at the centre of the guideway.

The height tolerance of the carriages in sorting by sets comprises the height difference ΔH or ΔH_{2S} and the parallelism deviation of the raceways as a function of length.

Positional and length tolerances of guideways

The positional and length tolerances are shown in *Figure 29*, *Figure 30* and table.

The hole pattern corresponds to DIN ISO 1101.

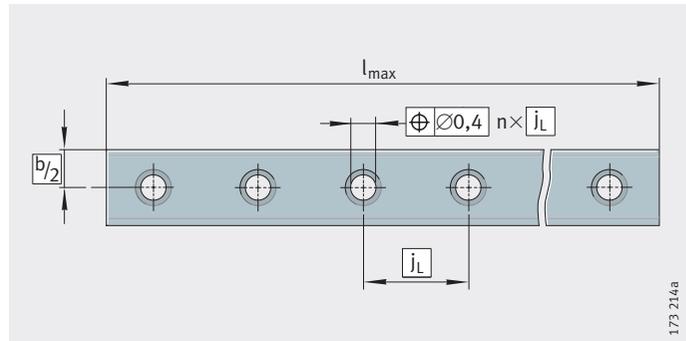


Figure 29

Positional and length tolerances of guideways with one row of holes

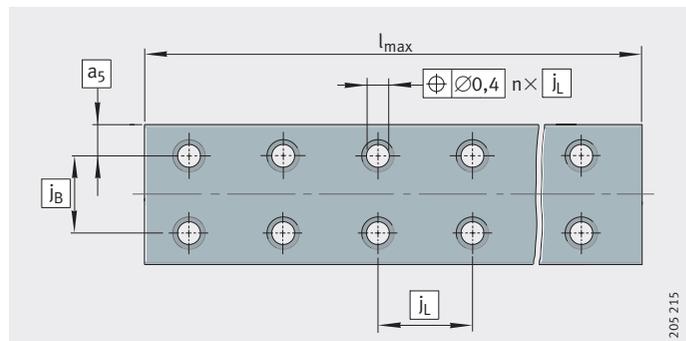


Figure 30

Positional and length tolerances of guideways with two rows of holes

Length tolerances of guideways

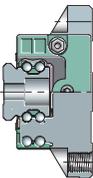
| Tolerances | | | on multi-piece guideways mm |
|---|----------------------|-----------------------------------|--------------------------------|
| of guideways, as a function of length $l_{max}^{1)}$ Guideway length mm | | | |
| ≤ 1000 | > 1000 < 3000 | > 3000 | ± 3 over total length |
| -1 | -1,5 | $\pm 0,1\%$ of guideway length | |

¹⁾ Length l_{max} : see dimension tables.

Pieces of joined guideways

| Guideway length ¹⁾ mm | Maximum permissible number of pieces |
|-------------------------------------|---|
| < 3000 | 2 |
| 3000 – 4000 | 3 |
| 4000 – 6000 | 4 |
| > 6000 | 4 + 1 piece per 1500 mm |

¹⁾ Minimum length of one piece = 600 mm.

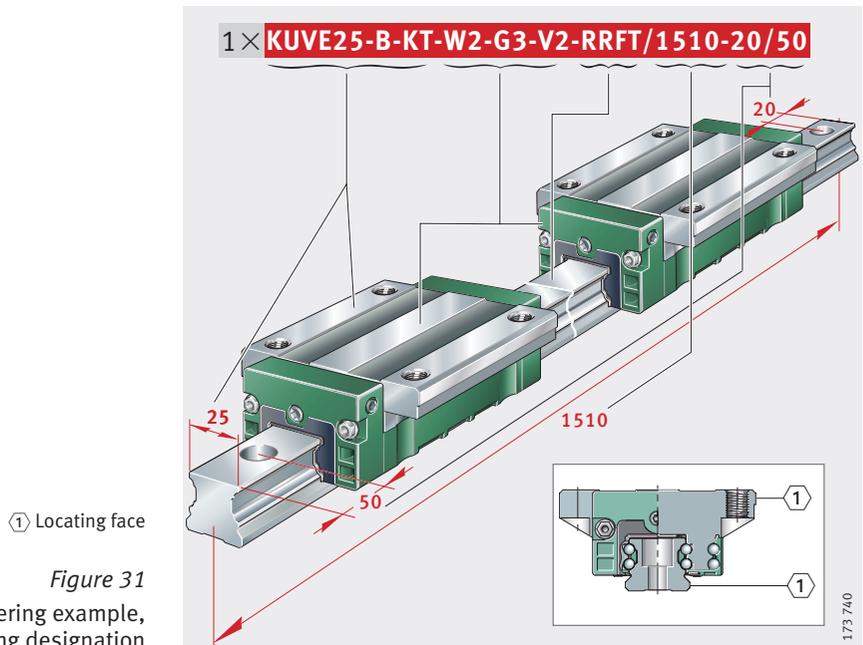


Four-row linear recirculating ball bearing and guideway assemblies

**Ordering example,
ordering designation**
Unit, guideway with
asymmetrical hole pattern

| | |
|---|----------|
| Linear ball bearing and guideway assembly with two carriages per guideway | KUVE |
| Size | 25 |
| Carriage type, with Quad-Spacers | B-KT |
| Number of carriages per unit | W2 |
| Accuracy class | G3 |
| Preload class | V2 |
| Guideway with Corrotect® coating | RRFT |
| Guideway length | 1 510 mm |
| a_L | 20 mm |
| a_R | 50 mm |

Ordering designation 1×KUVE25-B-KT-W2-G3-V2-RRFT/1510-20/50, Figure 31



Carriage and guideway separate, guideway with symmetrical hole pattern

| | | |
|-----------------------------|---|----------|
| Carriage | Carriage for four-row linear ball bearing and guideway assembly | KWVE |
| | Size | 25 |
| | Carriage type, long carriage, with Quad-Spacers | B-KT-L |
| | Accuracy class | G3 |
| | Preload class | V2 |
| Ordering designation | 2×KWVE25-B-KT-L-G3-V2, Figure 32 | |
| Guideway | Guideway for carriage | TKVD |
| | Size | 25 |
| | Accuracy class | G3 |
| | Guideway length | 1 570 mm |
| | a _L | 35 mm |
| | a _R | 35 mm |
| Ordering designation | 1×TKVD25-G3/1570-35/35, Figure 32 | |

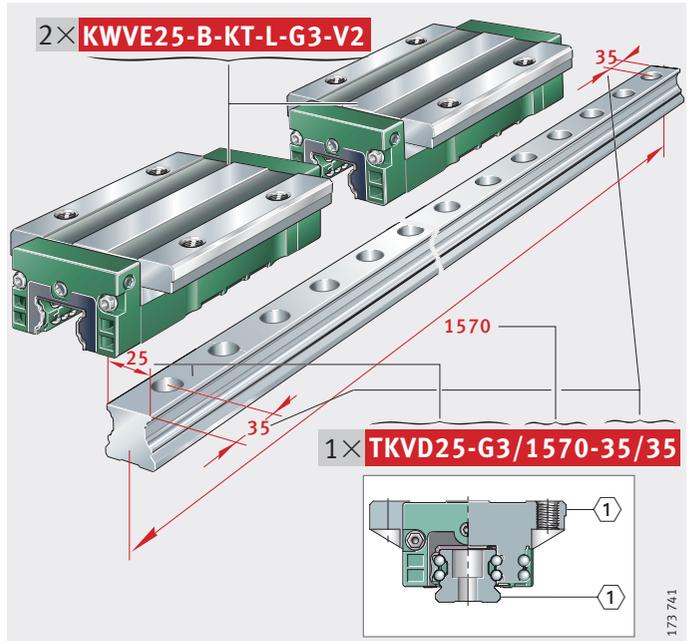


Figure 32

Ordering example,
ordering designation

Four-row linear recirculating ball bearing and guideway assemblies

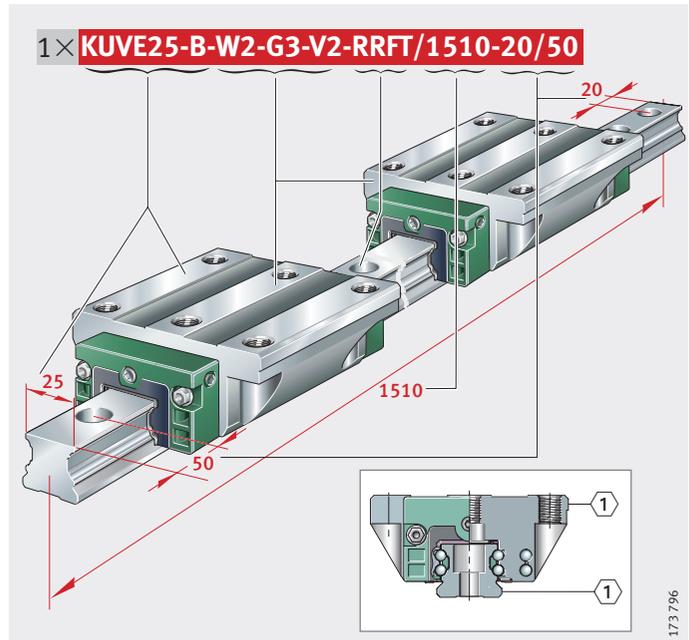
Unit, guideway with asymmetrical hole pattern

| | |
|---|----------|
| Linear ball bearing and guideway assembly with two carriages per guideway | KUVE |
| Size | 25 |
| Carriage type, full complement | B |
| Number of carriages per unit | W2 |
| Accuracy class | G3 |
| Preload class | V2 |
| Guideway with Corrotect® coating | RRFT |
| Guideway length | 1 510 mm |
| a_L | 20 mm |
| a_R | 50 mm |

Ordering designation 1×KUVE25-B-W2-G3-V2-RRFT/1510-20/50, Figure 33

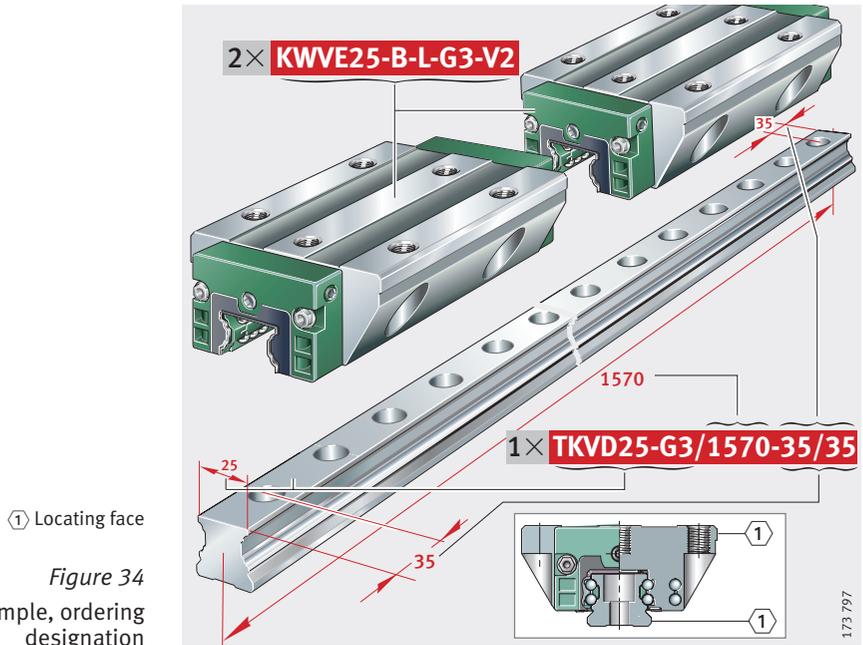
① Locating face

Figure 33
Ordering example,
ordering designation



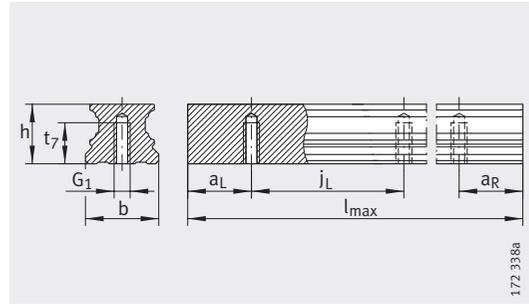
Carriage and guideway separate, guideway with symmetrical hole pattern

| | | |
|-----------------------------|---|----------|
| Carriage | Carriage for four-row linear ball bearing and guideway assembly | KWVE |
| | Size | 25 |
| | Type, long carriage | B-L |
| | Accuracy class | G3 |
| | Preload class | V2 |
| Ordering designation | 2×KWVE25-B-L-G3-V2, Figure 34 | |
| Guideway | Guideway for carriage | TKVD |
| | Size | 25 |
| | Accuracy class | G3 |
| | Guideway length | 1 570 mm |
| | a _L | 35 mm |
| | a _R | 35 mm |
| Ordering designation | 1×TKVD25-G3/1570-35/35, Figure 34 | |



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
Standard, L, N and NL carriages



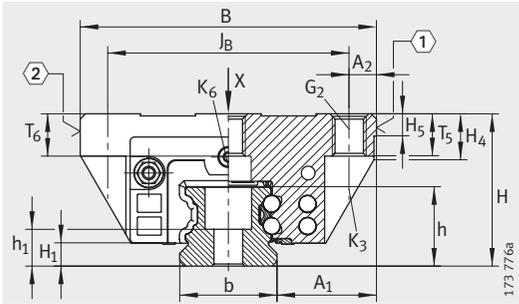
TKVD..-U

Dimension table - Dimensions in mm

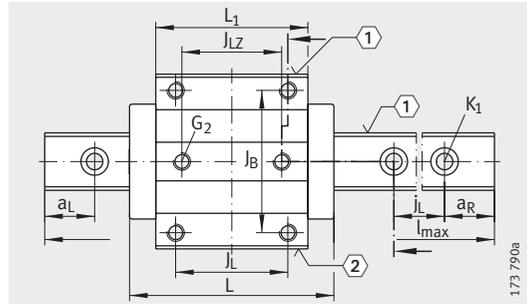
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | | | | | |
|-------------|--------------------------------|-------|-----|-------|---------------------|----------------|----|----------------|----------------|----------------|-----------------|----------------|---|------|----------------|----------------|--|
| | l _{max} ¹⁾ | H | B | L | A ₁ | J _B | b | A ₂ | L ₁ | J _L | J _{LZ} | j _L | a _L , a _R ²⁾ | | H ₁ | H ₄ | |
| | | | | | | | | | | | | | min. | max. | | | |
| KUVE15-B | 1 200 | 24 | 47 | 59,6 | 16 | 38 | 15 | 4,5 | 39,8 | 30 | 26 | 60 | 20 | 53 | 4,3 | 7,6 | |
| KUVE20-B | 2 960 | 30 | 63 | 69,8 | 21,5 | 53 | 20 | 5 | 50,4 | 40 | 35 | 60 | 20 | 53 | 4,5 | 11 | |
| KUVE20-B-L | | 87,3 | | 67,9 | | | | | | | | | | | | | |
| KUVE20-B-N | | 69,8 | | 50,4 | | | | | | | | | | | | | |
| KUVE20-B-NL | | 27 | | 87,3 | | | | | 67,9 | | | | | | | | |
| KUVE25-B | 2 960 | 36 | 70 | 81,7 | 23,5 | 57 | 23 | 6,5 | 60,7 | 45 | 40 | 60 | 20 | 53 | 5,1 | 10,9 | |
| KUVE25-B-L | | 107,5 | | 86,5 | | | | | | | | | | | | | |
| KUVE25-B-N | | 81,7 | | 60,7 | | | | | | | | | | | | | |
| KUVE25-B-NL | | 31 | | 107,5 | | | | | 86,5 | | | | | | | | |
| KUVE30-B | 2 960 | 42 | 90 | 97,4 | 31 | 72 | 28 | 9 | 72 | 52 | 44 | 80 | 20 | 71 | 5,9 | 13,8 | |
| KUVE30-B-L | | 125,4 | | 100 | | | | | | | | | | | | | |
| KUVE30-B-N | | 97,4 | | 72 | | | | | | | | | | | | | |
| KUVE30-B-NL | | 38 | | 125,4 | | | | | 100 | | | | | | | | |
| KUVE35-B | 2 960 | 48 | 100 | 110,4 | 33 | 82 | 34 | 9 | 80 | 62 | 52 | 80 | 20 | 71 | 6,7 | 14,3 | |
| KUVE35-B-L | | 143,4 | | 113 | | | | | | | | | | | | | |
| KUVE35-B-N | | 110,4 | | 80 | | | | | | | | | | | | | |
| KUVE35-B-NL | | 44 | | 143,4 | | | | | 113 | | | | | | | | |
| KUVE45-B | 2 940 | 60 | 120 | 139 | 37,5 | 100 | 45 | 10 | 102,5 | 80 | 60 | 105 | 20 | 94 | 9,7 | 19,9 | |
| KUVE45-B-L | | 171,1 | | 134,6 | | | | | | | | | | | | | |
| KUVE45-B-N | | 139 | | 102,5 | | | | | | | | | | | | | |
| KUVE45-B-NL | | 52 | | 171,1 | | | | | 134,6 | | | | | | | | |
| KUVE55-B | 2 520 | 70 | 140 | 172 | 43,5 | 116 | 53 | 12 | 132 | 95 | 70 | 120 | 20 | 107 | 13,5 | 22,7 | |
| KUVE55-B-L | | | | 210 | | | | | 170 | | | | | | | | |

For further table values, see page 266 and page 267.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 4) ① Locating face
② Marking

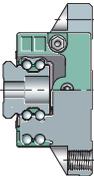


KUVE...-B (-L, -N, -NL)
 ①, ②⁴⁾



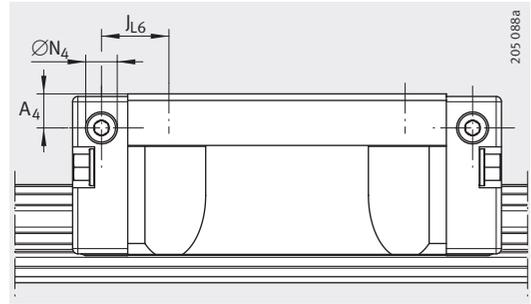
KUVE...-B (-L, -N, -NL) · View rotated 90°
 ①, ②⁴⁾

| | | | | | | Fixing screws ³⁾ | | | | | | | | | | | | |
|----------------|----------------|----------------|----------------|------|----------------|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| H ₅ | T ₅ | T ₆ | t ₇ | h | h ₁ | G ₁ | | G ₂ | | K ₁ | | K ₃ | | K ₆ | | K ₆ | | |
| | | | | | | DIN ISO 4 762-12.9 | | | | | | | | | | | | DIN 7984-8.8 |
| | | | | | | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | M _A | |
| | | | | | | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm | Nm |
| 4,75 | 7 | 5,8 | 8 | 15 | 8,15 | M5 | 10 | M5 | 5,8 | M4 | 5 | M4 | 5 | - | - | M4 | 2 | |
| 5,25 | 10 | 7,5 | 10 | 17 | 9,1 | M6 | 17 | M6 | 10 | M5 | 10 | M5 | 10 | M5 | 10 | - | - | |
| | 8 | 6 | | | | | | | | | | M5 | 10 | - | - | M5 | 4 | |
| 5,25 | 10 | 10 | 12 | 18,7 | 8,7 | M6 | 17 | M8 | 24 | M6 | 17 | M6 | 17 | M6 | 17 | - | - | |
| | | 8 | | | | | | | | | | | | - | - | M6 | 8 | |
| 6,25 | 12 | 11,5 | 15 | 23,5 | 11,5 | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 41 | - | - | |
| | | 9 | | | | | | | | | | | | - | - | M8 | 12 | |
| 6,75 | 13 | 12,3 | 15 | 27 | 15 | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 41 | - | - | |
| | | 8,3 | | | | | | | | | | | | - | - | M8 | 12 | |
| 9,25 | 15 | 15 | 20 | 34,2 | 16,2 | M12 | 140 | M12 | 83 | M12 | 140 | M10 | 83 | M10 | 83 | - | - | |
| | | 11 | | | | | | | | | | | | - | - | M10 | 35 | |
| 11,25 | 21 | 18 | 22 | 41,5 | 19,5 | M14 | 220 | M14 | 140 | M14 | 220 | M12 | 140 | M12 | 140 | - | - | |



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
Standard, L, N and NL carriages

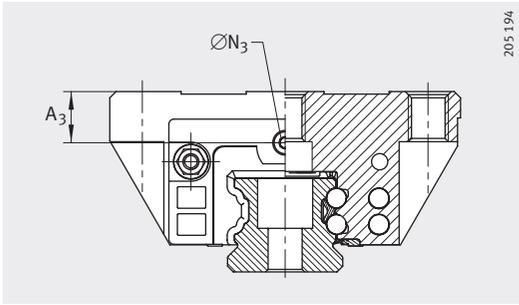


Lubrication connector on lateral face

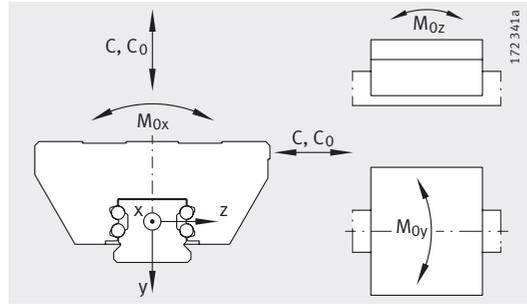
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | |
|-------------|-------------|------------------|-----------------------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE15-B | KWVE15-B | 0,2 | TKVD15-B (-U) ²⁾ | 1,44 | KA07-TN/A |
| KUVE20-B | KWVE20-B | 0,44 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE20-B-L | KWVE20-B-L | 0,59 | | | |
| KUVE20-B-N | KWVE20-B-N | 0,37 | | | |
| KUVE20-B-NL | KWVE20-B-NL | 0,51 | | | |
| KUVE25-B | KWVE25-B | 0,68 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE25-B-L | KWVE25-B-L | 1 | | | |
| KUVE25-B-N | KWVE25-B-N | 0,56 | | | |
| KUVE25-B-NL | KWVE25-B-NL | 0,82 | | | |
| KUVE30-B | KWVE30-B | 1,2 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE30-B-L | KWVE30-B-L | 1,7 | | | |
| KUVE30-B-N | KWVE30-B-N | 1 | | | |
| KUVE30-B-NL | KWVE30-B-NL | 1,5 | | | |
| KUVE35-B | KWVE35-B | 1,75 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE35-B-L | KWVE35-B-L | 2,52 | | | |
| KUVE35-B-N | KWVE35-B-N | 1,56 | | | |
| KUVE35-B-NL | KWVE35-B-NL | 2,23 | | | |
| KUVE45-B | KWVE45-B | 3,3 | TKVD45(-U) | 9,2 | KA20-TN/A |
| KUVE45-B-L | KWVE45-B-L | 4,3 | | | |
| KUVE45-B-N | KWVE45-B-N | 2,72 | | | |
| KUVE45-B-NL | KWVE45-B-NL | 3,38 | | | |
| KUVE55-B | KWVE55-B | 5,5 | TKVD55-B(-U) | 14 | KA24-TN/A |
| KUVE55-B-L | KWVE55-B-L | 6,6 | | | |

- 1) Calculation of basic load ratings in accordance with DIN 636.
Based on practical experience, it may be possible to increase the basic dynamic load rating.
- 2) The new carriages cannot be used on the previous guideways TKVD15(-U).
- 3) Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.
- 4) Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

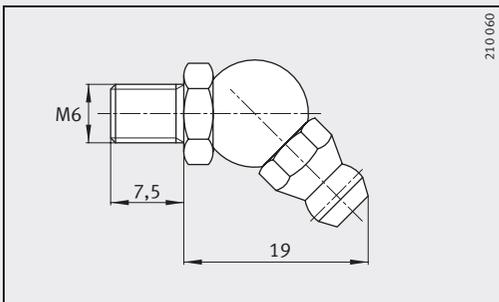
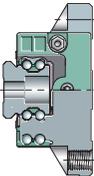


Load directions

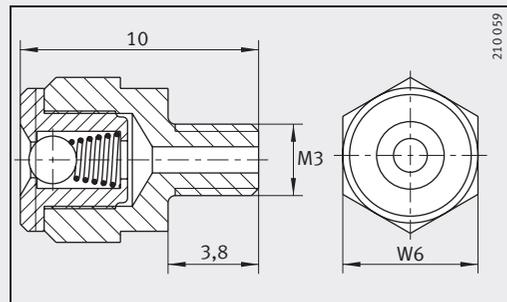
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

| A ₃ | ∅N ₃ | | A ₄ | ∅N ₄ | | j _{L6} | Basic load ratings | | Moment ratings | | |
|----------------|-----------------|-----|----------------|-----------------|--------|-----------------|--------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | | 4) | | | 4) | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| 4,3 | 2,57 | 5,5 | 3,2 | 2,57 | 5,5 | 9,1 | 7 200 | 14 500 | 150 | 100 | 100 |
| 7,7 | 4,5 | 7 | 4,6 | 4,5 | 5,5 | 9,4 | 13 100 | 27 000 | 332 | 240 | 240 |
| | | | 18,9 | 16 200 | | 36 500 | 452 | 430 | 430 | | |
| 4,7 | 4,5 | 7 | 3,3 | 2,57 | 5,5 | 9,4 | 13 100 | 27 000 | 332 | 240 | 240 |
| | | | 18,9 | 16 200 | | 36 500 | 452 | 430 | 430 | | |
| 11 | 5,5 | 7 | 6,5 | 5,6 | 7 | 12,85 | 17 900 | 37 000 | 510 | 395 | 395 |
| | | | 25,75 | 23 400 | 54 000 | 745 | 825 | 825 | | | |
| 6 | 5,5 | 7 | 4 | 2,57 | 6 | 12,05 | 17 900 | 37 000 | 510 | 395 | 395 |
| | | | 24,95 | 23 400 | 54 000 | 745 | 825 | 825 | | | |
| 11,5 | 5,5 | 7 | 7 | 5,5 | 7 | 15,5 | 27 500 | 55 000 | 970 | 660 | 660 |
| | | | 29,5 | 34 500 | | 74 000 | 1 320 | 1 180 | 1 180 | | |
| 7,5 | 5,5 | 7 | 4,95 | 4,5 | 7 | 15,1 | 27 500 | 55 000 | 970 | 700 | 700 |
| | | | 29,1 | 34 500 | | 74 000 | 1 310 | 1 240 | 1 240 | | |
| 12,3 | 5,5 | 7 | 11 | 5,5 | 7 | 16 | 38 000 | 72 000 | 1 465 | 1 020 | 1 020 |
| | | | 32,5 | | | 47 500 | 100 000 | 2 625 | 1 890 | 1 890 | |
| 8,3 | 5,5 | 7 | 7 | 5,5 | 7 | 16 | 38 000 | 72 000 | 1 465 | 1 020 | 1 020 |
| | | | 32,5 | | | 47 500 | 100 000 | 2 025 | 1 890 | 1 890 | |
| 16,5 | 5,5 | 7 | 16,5 | 5,5 | 7 | 19,25 | 69 000 | 141 000 | 3 610 | 2 485 | 2 485 |
| | | | 35,3 | | | 82 000 | 181 000 | 4 635 | 4 000 | 4 000 | |
| 8,5 | 5,5 | 7 | 8,5 | 5,5 | 7 | 19,25 | 69 000 | 141 000 | 3 610 | 2 485 | 2 485 |
| | | | 35,5 | | | 82 000 | 181 000 | 5 635 | 4 000 | 4 000 | |
| 15 | 5,5 | 7 | 15 | 5,5 | 7 | 30,5 | 104 000 | 213 000 | 5 600 | 2 730 | 2 730 |
| | | | 49,5 | | | 127 000 | 285 000 | 7 500 | 4 725 | 4 800 | |



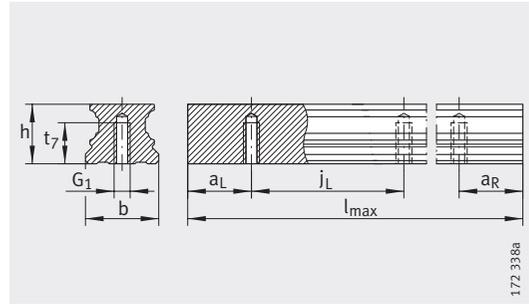
Lubrication nipple³⁾



Lubrication nipple³⁾,
width across flats W = 6 mm

Four-row linear recirculating ball bearing and guideway assemblies

Full complement
H, S, SN carriages



TKVD..-U

Dimension table - Dimensions in mm

| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | $a_L, a_R^{2)}$ | |
|-------------|----------------|----|-----|-------|---------------------|-------|---------------------|-------|-------|-------|-------|------|-----------------|--|
| | $l_{max}^{1)}$ | H | B | L | A_1 | J_B | b | A_2 | L_1 | J_L | j_L | min. | | |
| | | | | | | | $-0,005$ $-0,03$ | | | | | | | |
| KUVE15-B-H | 1 200 | 28 | 34 | 59,6 | 9,5 | 26 | 15 | 4 | 39,8 | 26 | 60 | 20 | 53 | |
| KUVE15-B-S | | 24 | | | | | | | | | | | | |
| KUVE20-B-H | 2 960 | 30 | 44 | 69,8 | 12 | 32 | 20 | 6 | 50,4 | 36 | 60 | 20 | 53 | |
| KUVE20-B-S | | 27 | | | | | | | | | | | | |
| KUVE20-B-SN | | 27 | | | | | | | | | | | | |
| KUVE25-B-H | 2 960 | 40 | 48 | 81,7 | 12,5 | 35 | 23 | 6,5 | 60,7 | 35 | 60 | 20 | 52 | |
| KUVE25-B-S | | 36 | | | | | | | | | | | | |
| KUVE25-B-SN | | 31 | | | | | | | | | | | | |
| KUVE30-B-H | 2 960 | 45 | 60 | 97,4 | 16 | 40 | 28 | 10 | 72 | 40 | 80 | 20 | 71 | |
| KUVE30-B-S | | 42 | | | | | | | | | | | | |
| KUVE30-B-SN | | 38 | | | | | | | | | | | | |
| KUVE35-B-H | 2 960 | 55 | 70 | 110,4 | 18 | 50 | 34 | 10 | 80 | 50 | 80 | 20 | 71 | |
| KUVE35-B-S | | 48 | | | | | | | | | | | | |
| KUVE35-B-SN | | 44 | | | | | | | | | | | | |
| KUVE45-B-H | 2 940 | 70 | 86 | 139 | 20,5 | 60 | 45 | 13 | 102,5 | 60 | 105 | 20 | 94 | |
| KUVE45-B-S | | 60 | | | | | | | | | | | | |
| KUVE45-B-SN | | 52 | | | | | | | | | | | | |
| KUVE55-B-S | 2 520 | 70 | 100 | 172 | 23,5 | 75 | 53 | 12,5 | 132 | 75 | 120 | 20 | 107 | |

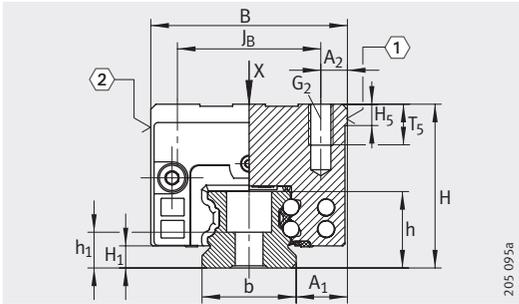
For further table values, see page 270 and page 271.

¹⁾ Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.

²⁾ a_L and a_R are dependent on the guideway length.

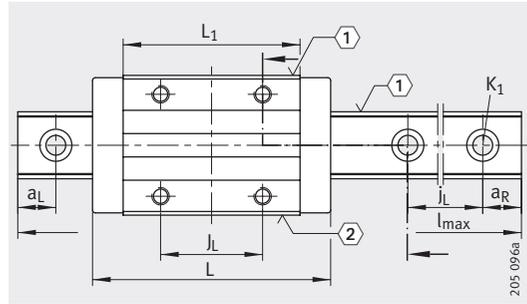
³⁾ If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.

⁴⁾ ① Locating face
② Marking



KUVE..-B (-H, -S, -SN)
 ①, ②⁴⁾

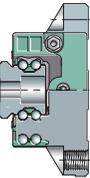
205 095a



KUVE..-B (-H, -S, -SN) · View rotated 90°
 ①, ②⁴⁾

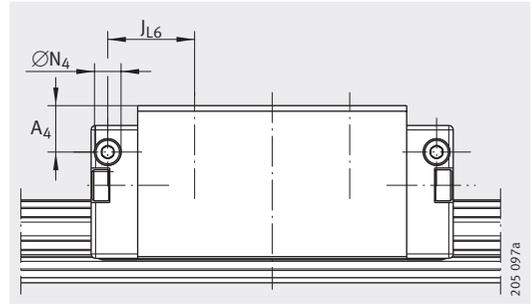
205 096a

| | | | | | | Fixing screws ³⁾ | | | | | |
|----------------|----------------|----------------|----------------|------|----------------|-----------------------------|-----|----------------|-----|----------------|-----|
| H ₁ | H ₅ | T ₅ | t ₇ | h | h ₁ | G ₁ | | G ₂ | | K ₁ | |
| | | | | | | DIN ISO 4 762-12.9 | | | | | |
| | | | | | | M _A | Nm | M _A | Nm | M _A | Nm |
| 4,3 | 4,75 | 6 | 8 | 15 | 8,15 | M5 | 10 | M4 | 5 | M4 | 5 |
| 4,5 | 5,25 | 7,5 | 10 | 17 | 9,1 | M6 | 17 | M5 | 10 | M5 | 10 |
| 5,1 | 5,25 | 10 | 12 | 18,7 | 8,7 | M6 | 17 | M6 | 17 | M6 | 17 |
| | | 7,5 | | | | | | | | | |
| 5,9 | 6,25 | 13,5 | 15 | 23,5 | 11,5 | M8 | 41 | M8 | 41 | M8 | 41 |
| | | 11 | | | | | | | | | |
| 6,7 | 6,75 | 13,5 | 15 | 27 | 15 | M8 | 41 | M8 | 41 | M8 | 41 |
| 9,7 | 9,25 | 23,5 | 20 | 34,2 | 16,2 | M12 | 140 | M10 | 83 | M12 | 140 |
| | | 17 | | | | | | | | | |
| | | 16,5 | | | | | | | | | |
| 13,5 | 11,25 | 15 | 22 | 41,5 | 19,6 | M14 | 220 | M12 | 140 | M14 | 220 |



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
H, S, SN carriages

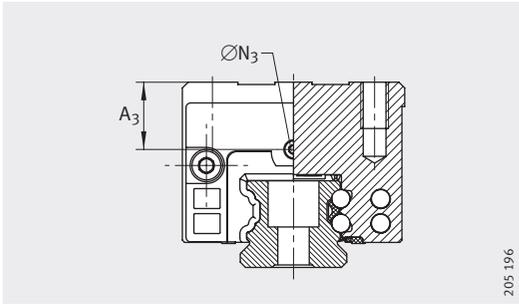


Lubrication connector on lateral face

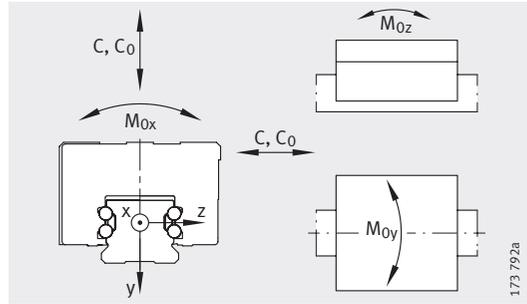
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | |
|-------------|-------------|------------------|-----------------------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE15-B-H | KWVE15-B-H | 0,2 | TKVD15-B (-U) ²⁾ | 1,44 | KA07-TN/A |
| KUVE15-B-S | KWVE15-B-S | 0,16 | | | |
| KUVE20-B-H | KWVE20-B-H | 0,34 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE20-B-S | KWVE20-B-S | | | | |
| KUVE20-B-SN | KWVE20-B-SN | 0,29 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE25-B-H | KWVE25-B-H | 0,65 | | | |
| KUVE25-B-S | KWVE25-B-S | 0,56 | | | |
| KUVE25-B-SN | KWVE25-B-SN | 0,45 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE30-B-H | KWVE30-B-H | 1,04 | | | |
| KUVE30-B-S | KWVE30-B-S | 0,94 | | | |
| KUVE30-B-SN | KWVE30-B-SN | 0,8 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE35-B-H | KWVE35-B-H | 1,71 | | | |
| KUVE35-B-S | KWVE35-B-S | 1,3 | | | |
| KUVE35-B-SN | KWVE35-B-SN | 1,24 | TKVD45(-U) | 9,2 | KA20-TN/A |
| KUVE45-B-H | KWVE45-B-H | 3,36 | | | |
| KUVE45-B-S | KWVE45-B-S | 2,67 | | | |
| KUVE45-B-SN | KWVE45-B-SN | 2,12 | TKVD55-B(-U) | 14 | KA24-TN/A |
| KUVE55-B-S | KWVE55-B-S | 4,35 | | | |

- 1) Calculation of basic load ratings in accordance with DIN 636.
Based on practical experience, it may be possible to increase the basic dynamic load rating.
- 2) The new carriages cannot be used on the previous guideways TKVD15(-U).
- 3) Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.
- 4) Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

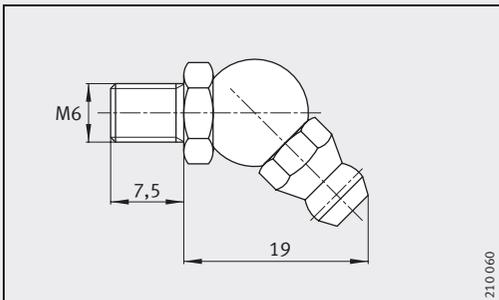
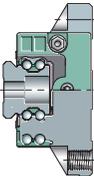


Load directions

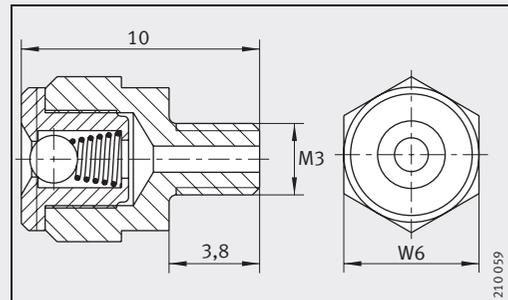
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

| A ₃ | ∅N ₃ | | A ₄ | ∅N ₄ | | l _{L6} | Basic load ratings | | Moment ratings | | |
|---------------------|-----------------|---------------|---------------------|-----------------|---------------|-----------------|--------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | | ⁴⁾ | | | ⁴⁾ | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| 8,3 4,3 | 2,57 | 5,5 | 7,2 3,2 | 2,57 | 5,5 | 11,1 | 7 200 | 14 500 | 150 | 100 | 100 |
| 8 4,7 | 4,5 | 7 | 4,6 3,3 | 4,5 | 5,5 | 11,4 | 13 100 | 27 000 | 332 | 240 | 240 |
| 15 11 6 | 5,5 | 7 | 10,5 6,5 4 | 5,6 | 7 | 17,9 | 17 900 | 37 000 | 510 | 395 | 395 |
| 14,5 11,5 7,5 | 5,5 | 7 | 10 7 4,95 | 5,5 | 7 | 21,5 | 27 500 | 55 000 | 970 | 700 | 700 |
| 19,3 12,3 8,3 | 5,5 | 7 | 18 11 7 | 5,5 | 7 | 22 | 38 000 | 72 000 | 1 465 | 1 020 | 1 020 |
| 26,5 16,5 8,5 | 5,5 | 7 | 26,5 16,5 8,5 | 5,5 | 7 | 29,3 | 69 000 | 141 000 | 3 610 | 2 485 | 2 485 |
| 15 | 5,5 | 7 | 15 | 5,5 | 7 | 40,5 | 104 000 | 213 000 | 5 600 | 2 730 | 2 730 |



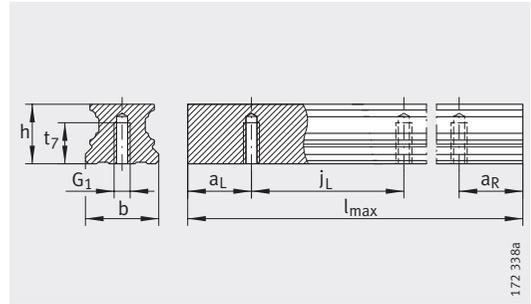
Lubrication nipple³⁾



Lubrication nipple³⁾,
width across flats W = 6 mm

Four-row linear recirculating ball bearing and guideway assemblies

Full complement
SL, HL, SNL carriages



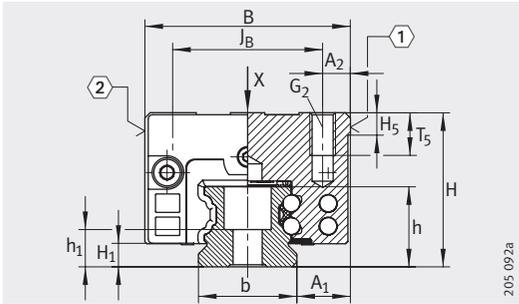
TKVD..-U

Dimension table - Dimensions in mm

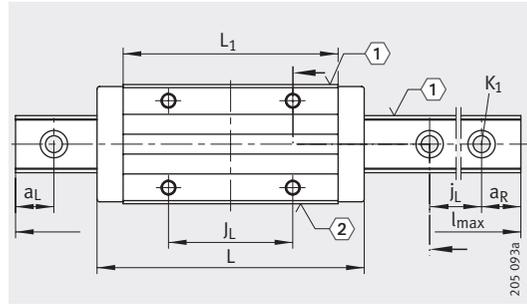
| Designation | Dimensions | | | | Dimensions | | | | | | |
|--------------|-----------------|----|-----|-------|------------|-------|--|-------|-------|-------|-------|
| | $l_{\max}^{1)}$ | H | B | L | A_1 | J_B | b <small>-0,005 -0,03</small> | A_2 | L_1 | J_L | j_L |
| KUVE20-B-SL | 2 960 | 30 | 44 | 87,3 | 12 | 32 | 20 | 6 | 67,9 | 50 | 60 |
| KUVE20-B-SNL | | 27 | | | | | | | | | |
| KUVE25-B-HL | 2 960 | 40 | 48 | 107,5 | 12,5 | 35 | 23 | 6,5 | 86,5 | 50 | 60 |
| KUVE25-B-SL | | 36 | | | | | | | | | |
| KUVE25-B-SNL | | 31 | | | | | | | | | |
| KUVE30-B-HL | 2 960 | 45 | 60 | 125,4 | 16 | 40 | 28 | 10 | 100 | 60 | 80 |
| KUVE30-B-SL | | 42 | | | | | | | | | |
| KUVE30-B-SNL | | 38 | | | | | | | | | |
| KUVE35-B-HL | 2 960 | 55 | 70 | 143,4 | 18 | 50 | 34 | 10 | 113 | 72 | 80 |
| KUVE35-B-SL | | 48 | | | | | | | | | |
| KUVE35-B-SNL | | 44 | | | | | | | | | |
| KUVE45-B-HL | 2 940 | 70 | 86 | 171,1 | 20,5 | 60 | 45 | 13 | 134,6 | 80 | 105 |
| KUVE45-B-SL | | 60 | | | | | | | | | |
| KUVE45-B-SNL | | 52 | | | | | | | | | |
| KUVE55-B-SL | 2 520 | 70 | 100 | 210 | 23,5 | 75 | 53 | 12,5 | 170 | 95 | 120 |

For further table values, see page 274 and page 275.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 4) ① Locating face
② Marking

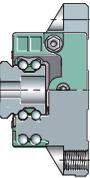


KUBE..-B (-SL, -HL, -SNL)
 ①, ②⁴⁾



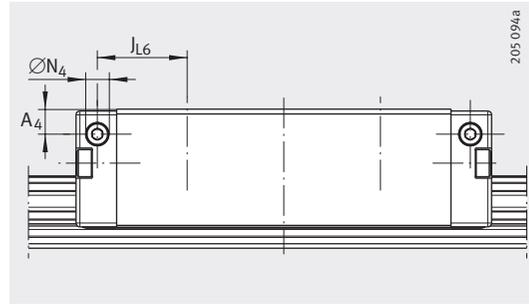
KUBE..-B (-SL, -HL, -SNL) · View rotated 90°
 ①, ②⁴⁾

| | | | | | | | | Fixing screws ³⁾ | | | | | |
|---|------|----------------|----------------|----------------|----------------|------|----------------|--------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| a _L , a _R ²⁾ | | H ₁ | H ₅ | T ₅ | t ₇ | h | h ₁ | G ₁ DIN ISO 4 762-12.9 | | G ₂ | | K ₁ | |
| min. | max. | | | | | | | M _A Nm | M _A Nm | M _A Nm | M _A Nm | M _A Nm | M _A Nm |
| 20 | 53 | 4,5 | 5,25 | 7,5 | 10 | 17 | 9,1 | M6 | 17 | M5 | 10 | M5 | 10 |
| 20 | 53 | 5,1 | 5,25 | 10 7,5 | 12 | 18,7 | 8,7 | M6 | 17 | M6 | 17 | M6 | 17 |
| 20 | 71 | 5,9 | 6,25 | 13,5 11 | 15 | 23,5 | 11,5 | M8 | 41 | M8 | 41 | M8 | 41 |
| 20 | 71 | 6,7 | 6,75 | 13,5 | 15 | 27 | 15 | M8 | 41 | M8 | 41 | M8 | 41 |
| 20 | 94 | 9,7 | 9,25 | 17 16,5 | 20 | 34,2 | 16,2 | M12 | 140 | M10 | 83 | M12 | 140 |
| 20 | 107 | 13,5 | 11,25 | 15 | 22 | 41,5 | 19,5 | M14 | 220 | M12 | 140 | M14 | 220 |



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
SL, HL, SNL carriages

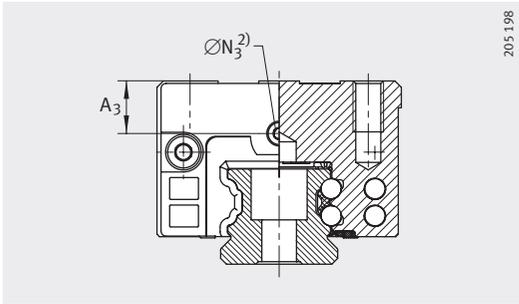


Lubrication connector on lateral face

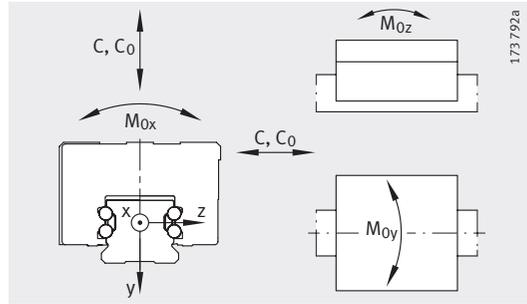
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | |
|---------------------|--------------|------------------|-------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE20-B-SL | KWVE20-B-SL | 0,46 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE20-B-SNL | KWVE20-B-SNL | 0,38 | | | |
| KUVE25-B-HL | KWVE25-B-HL | 1 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE25-B-SL | KWVE25-B-SL | 1 | | | |
| KUVE25-B-SNL | KWVE25-B-SNL | 0,62 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE30-B-HL | KWVE30-B-HL | 1,43 | | | |
| KUVE30-B-SL | KWVE30-B-SL | 1,7 | | | |
| KUVE30-B-SNL | KWVE30-B-SNL | 1,1 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE35-B-HL | KWVE35-B-HL | 2,4 | | | |
| KUVE35-B-SL | KWVE35-B-SL | 1,81 | | | |
| KUVE35-B-SNL | KWVE35-B-SNL | 1,72 | TKVD45(-U) | 9,2 | KA20-TN/A |
| KUVE45-B-HL | KWVE45-B-HL | 4,27 | | | |
| KUVE45-B-SL | KWVE45-B-SL | 3,38 | | | |
| KUVE45-B-SNL | KWVE45-B-SNL | 2,68 | TKVD55(-U) | 14 | KA24-TN/A |
| KUVE55-B-SL | KWVE55-B-SL | 6,3 | | | |

- 1) Calculation of basic load ratings in accordance with DIN 636.
Based on practical experience, it may be possible to increase the basic dynamic load rating.
- 2) Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.
- 3) Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

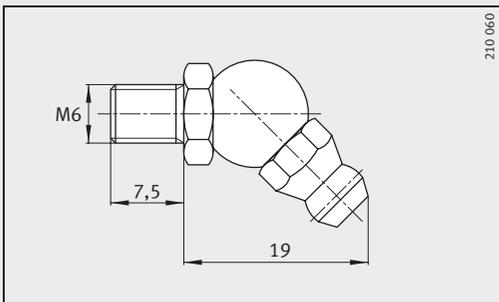
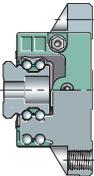


Load directions

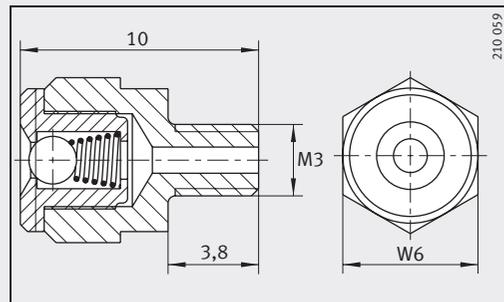
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

| A ₃ | ∅N ₃ | | A ₄ | ∅N ₄ | | J _{L6} | Basic load ratings | | Moment ratings | | |
|----------------|-----------------|---------------|----------------|-----------------|---------------|-----------------|--------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | | ³⁾ | | | ³⁾ | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| 7,7 | 4,5 | 7 | 4,6 | 4,5 | 5,5 | 13,2 | 16 200 | 36 500 | 452 | 430 | 430 |
| 4,7 | | | 3,3 | 2,57 | | | | | | | |
| 15 | 5,5 | 7 | 10,5 | 5,6 | 7 | 23,3 | 23 400 | 54 000 | 745 | 825 | 825 |
| 11 | | | 6,5 | | | | | | | | |
| 6 | | | | | 4 | 2,57 | 6 | 22,5 | | | |
| 14,5 | 5,5 | 7 | 10 | 5,5 | 7 | 25,5 | 34 500 | 74 000 | 1310 | 1 240 | 1 240 |
| 11,5 | | | 7 | | | | | | | | |
| 7,5 | | | 4,95 | 4,5 | | 25,1 | | | | | |
| 19,3 | 5,5 | 7 | 18 | 5,5 | 7 | 27,5 | 47 500 | 100 000 | 2025 | 1890 | 1890 |
| 12,3 | | | 11 | | | | | | | | |
| 8,3 | | | 7 | | | | | | | | |
| 26,5 | 5,5 | 7 | 26,5 | 5,5 | 7 | 35,3 | 82 000 | 181 000 | 4 635 | 4 000 | 4 000 |
| 16,5 | | | 16,5 | | | | | | | | |
| 8,5 | | | 8,5 | | | | | | | | |
| 15 | 5,5 | 7 | 15 | 5,5 | 7 | 49,5 | 127 000 | 285 000 | 7 500 | 4 725 | 4 800 |



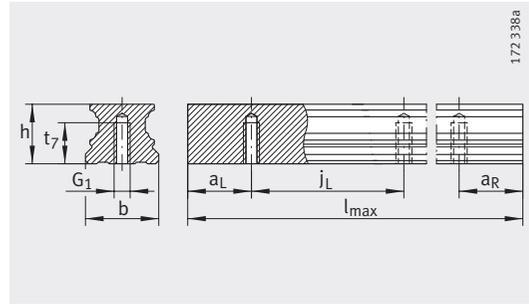
Lubrication nipple²⁾



Lubrication nipple²⁾,
width across flats W = 6 mm

Four-row linear recirculating ball bearing and guideway assemblies

Full complement
EC carriages



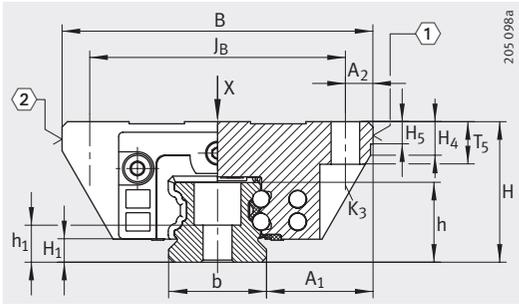
TKVD..-U

Dimension table - Dimensions in mm

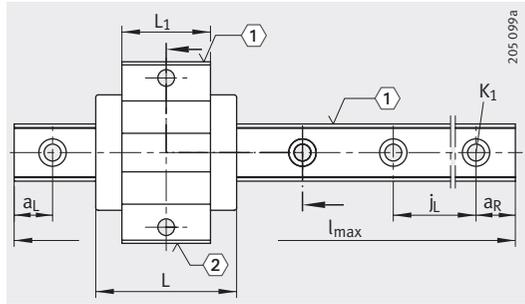
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | |
|-------------|-----------------|----|-----|------|---------------------|-------|----|-------|-------|-------|-----------------|------|
| | $l_{\max}^{1)}$ | H | B | L | A_1 | J_B | b | A_2 | L_1 | J_L | $a_L, a_R^{2)}$ | |
| | | | | | | | | | | | min. | max. |
| KUVE15-B-EC | 1 200 | 24 | 52 | 42,9 | 18,5 | 41 | 15 | 5,5 | 23,1 | 60 | 20 | 53 |
| KUVE20-B-EC | 2 960 | 28 | 59 | 48,8 | 19,5 | 49 | 20 | 5 | 29,4 | 60 | 20 | 53 |
| KUVE25-B-EC | 2 960 | 33 | 73 | 56,6 | 25 | 60 | 23 | 6,5 | 35,6 | 60 | 20 | 53 |
| KUVE30-B-EC | 2 960 | 42 | 90 | 67,4 | 31 | 72 | 28 | 9 | 42 | 80 | 20 | 71 |
| KUVE35-B-EC | 2 960 | 48 | 100 | 74,6 | 33 | 82 | 34 | 9 | 44,2 | 80 | 20 | 71 |
| KUVE45-B-EC | 2 940 | 60 | 120 | 96,2 | 37,5 | 100 | 45 | 10 | 59,7 | 105 | 20 | 94 |

For further table values, see page 278 and page 279.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 4) ① Locating face
② Marking

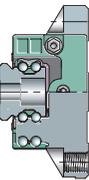


KUVE..-B-EC
 ①, ②⁴⁾



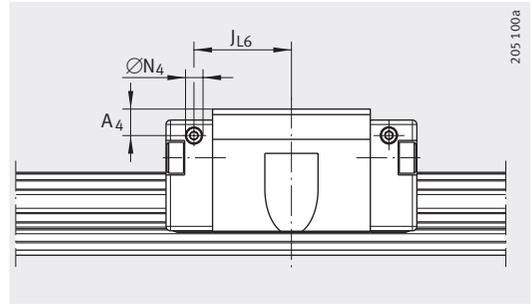
KUVE..-B-EC · View rotated 90°
 ①, ②⁴⁾

| H ₁ | H ₄ | H ₅ | T ₅ | t ₇ | h | h ₁ | Fixing screws ³⁾ | | | | | |
|----------------|----------------|----------------|----------------|----------------|------|----------------|-----------------------------|-----|----------------------|-----|----------------------|----|
| | | | | | | | G ₁ | | K ₁ | | K ₃ | |
| | | | | | | | DIN ISO 4 762-12.9 | | | | | |
| | | | | | | | M _A Nm | | M _A Nm | | M _A Nm | |
| 4,3 | 6,1 | 4,75 | 7 | 8 | 15 | 8,15 | M5 | 10 | M4 | 5 | M4 | 5 |
| 4,5 | 11,2 | 5,25 | 9 | 10 | 17 | 9,1 | M6 | 17 | M5 | 10 | M5 | 10 |
| 5,1 | 7,85 | 5,25 | 10 | 12 | 18,7 | 8,7 | M6 | 17 | M6 | 17 | M6 | 17 |
| 5,9 | 13,8 | 6,25 | 12 | 15 | 23,5 | 11,5 | M8 | 41 | M8 | 41 | M8 | 41 |
| 6,7 | 14,3 | 6,75 | 13 | 15 | 27 | 15 | M8 | 41 | M8 | 41 | M8 | 41 |
| 9,7 | 19,9 | 9,25 | 15 | 20 | 34,2 | 16,2 | M12 | 140 | M12 | 140 | M10 | 83 |



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
EC carriages



Lubrication connector on lateral face

Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | |
|--------------------|-------------|------------------|-----------------------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE15-B-EC | KWVE15-B-EC | 0,13 | TKVD15-B (-U) ²⁾ | 1,44 | KA07-TN/A |
| KUVE20-B-EC | KWVE20-B-EC | 0,23 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE25-B-EC | KWVE25-B-EC | 0,4 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE30-B-EC | KWVE30-B-EC | 0,75 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE35-B-EC | KWVE35-B-EC | 1,04 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE45-B-EC | KWVE45-B-EC | 2,07 | TKVD45(-U) | 9,2 | KA20-TN/A |

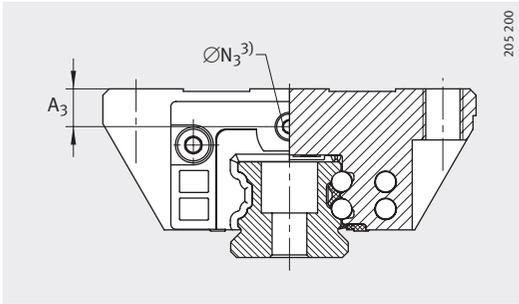
¹⁾ Calculation of basic load ratings in accordance with DIN 636.

Based on practical experience, it may be possible to increase the basic dynamic load rating.

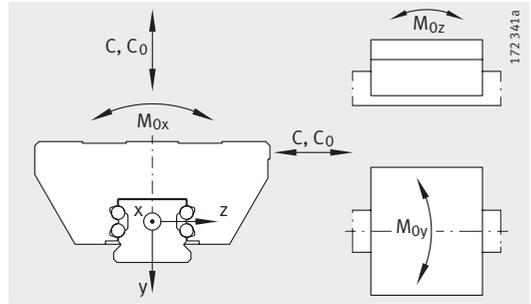
²⁾ The new carriages cannot be used on the previous guideways TKVD15(-U).

³⁾ Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.

⁴⁾ Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

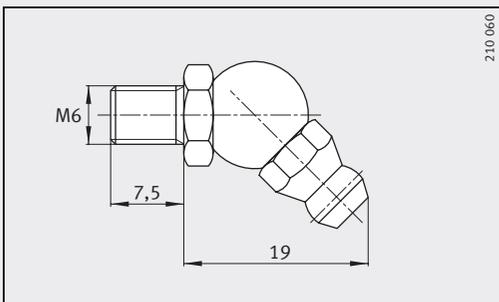
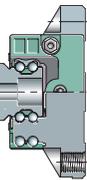


Load directions

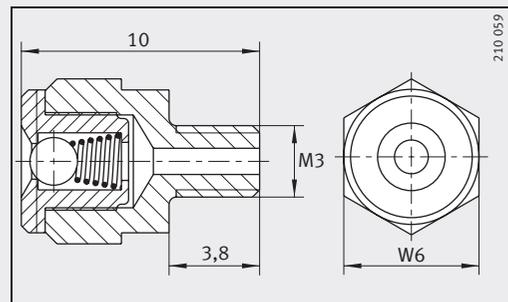
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

| A ₃ | ∅N ₃ | | A ₄ | ∅N ₄ | | J _{L6} | Basic load ratings | | Moment ratings | | |
|----------------|-----------------|---------------|----------------|-----------------|---------------|-----------------|--------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | | ⁴⁾ | | | ⁴⁾ | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| 4,3 | 2,57 | 5,5 | 3,2 | 2,57 | 5,5 | 15,8 | 4 900 | 8 300 | 86 | 35 | 35 |
| 6 | 4,5 | 7 | 4,3 | 2,57 | 5,5 | 18,9 | 8 900 | 15 400 | 190 | 85 | 85 |
| 8 | 5,5 | 7 | 6 | 2,57 | 6 | 22 | 12 500 | 22 200 | 305 | 155 | 155 |
| 11,5 | 5,5 | 7 | 7 | 5,5 | 7 | 26,5 | 18 700 | 31 500 | 554 | 248 | 248 |
| 12,3 | 5,5 | 7 | 11 | 5,5 | 7 | 29,1 | 24 600 | 39 000 | 790 | 330 | 330 |
| 16,5 | 5,5 | 7 | 16,5 | 5,5 | 7 | 37,9 | 46 500 | 80 000 | 2 060 | 883 | 883 |



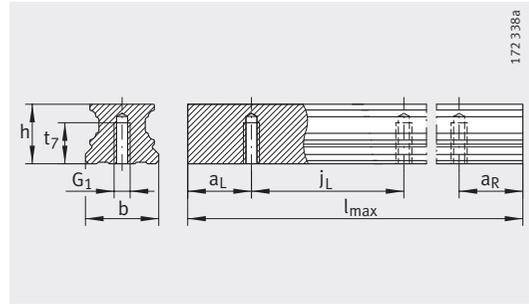
Lubrication nipple³⁾



Lubrication nipple³⁾,
width across flats W = 6 mm

Four-row linear recirculating ball bearing and guideway assemblies

Full complement
ESC carriages



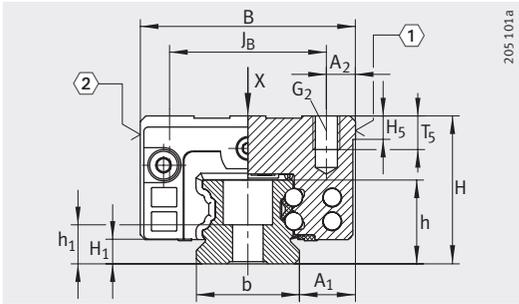
TKVD..-U

Dimension table - Dimensions in mm

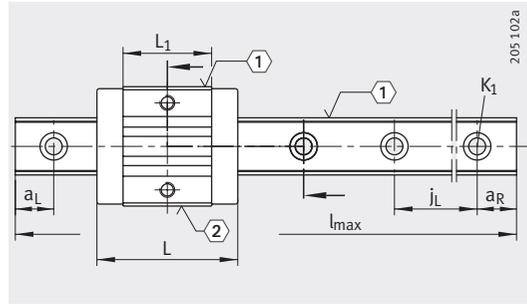
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | |
|---------------------|--------------------------------|----|----|------|---------------------|----------------|----------------------|----------------|----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L | A ₁ | J _B | b -0,005 -0,03 | A ₂ | L ₁ | J _L | a _L , a _R ²⁾ | |
| | | | | | | | | | | | min. | max. |
| KUVE15-B-ESC | 1 200 | 24 | 34 | 42,9 | 9,5 | 26 | 15 | 4 | 23,1 | 60 | 20 | 53 |
| KUVE20-B-ESC | 2 960 | 28 | 42 | 48,8 | 11 | 32 | 20 | 5 | 29,4 | 60 | 20 | 53 |
| KUVE25-B-ESC | 2 960 | 33 | 48 | 56,6 | 12,5 | 35 | 23 | 6,5 | 35,6 | 60 | 20 | 53 |
| KUVE30-B-ESC | 2 960 | 42 | 60 | 67,4 | 16 | 40 | 28 | 10 | 42 | 80 | 20 | 71 |
| KUVE35-B-ESC | 2 960 | 48 | 70 | 74,6 | 18 | 50 | 34 | 10 | 44,2 | 80 | 20 | 71 |
| KUVE45-B-ESC | 2 940 | 60 | 86 | 96,2 | 20,5 | 60 | 45 | 13 | 59,7 | 105 | 20 | 94 |

For further table values, see page 282 and page 283.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 4) ① Locating face
② Marking

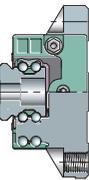


KUVE..-B-ESC
 ①, ②⁴⁾



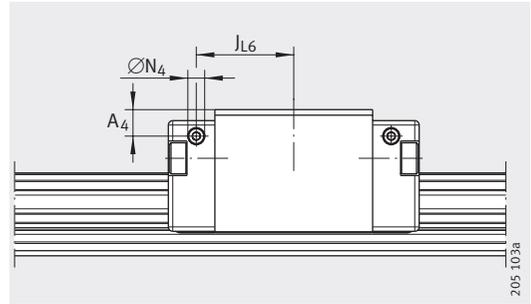
KUVE..-B-ESC · View rotated 90°
 ①, ②⁴⁾

| | | | | | | Fixing screws ³⁾ | | | | | |
|----------------|----------------|----------------|----------------|------|----------------|-----------------------------|-----|----------------|----|----------------|-----|
| H ₁ | H ₅ | T ₅ | t ₇ | h | h ₁ | G ₁ | | G ₂ | | K ₁ | |
| | | | | | | DIN ISO 4 762-12.9 | | | | | |
| 4,3 | 4,75 | 6 | 8 | 15 | 8,15 | M5 | 10 | M4 | 5 | M4 | 5 |
| 4,5 | 5,25 | 7,5 | 10 | 17 | 9,1 | M6 | 17 | M5 | 10 | M5 | 10 |
| 5,1 | 5,25 | 10 | 12 | 18,7 | 8,7 | M6 | 17 | M6 | 17 | M6 | 17 |
| 5,9 | 6,25 | 13,5 | 15 | 23,5 | 11,5 | M8 | 41 | M8 | 41 | M8 | 41 |
| 6,7 | 6,75 | 13,5 | 15 | 27 | 15 | M8 | 41 | M8 | 41 | M8 | 41 |
| 9,7 | 9,25 | 17 | 20 | 34,2 | 16,2 | M12 | 140 | M10 | 83 | M12 | 140 |



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
ESC carriages

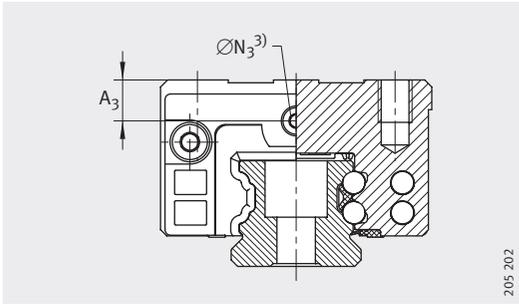


Lubrication connector on lateral face

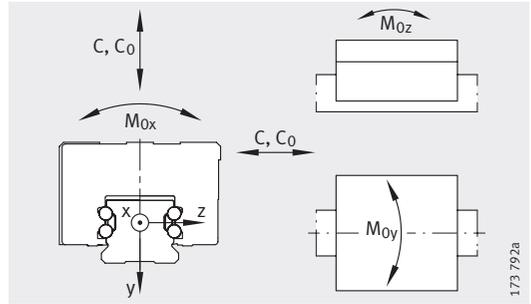
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | |
|---------------------|--------------|------------------|-----------------------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE15-B-ESC | KWVE15-B-ESC | 0,12 | TKVD15-B (-U) ²⁾ | 1,44 | KA07-TN/A |
| KUVE20-B-ESC | KWVE20-B-ESC | 0,18 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE25-B-ESC | KWVE25-B-ESC | 0,3 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE30-B-ESC | KWVE30-B-ESC | 0,57 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE35-B-ESC | KWVE35-B-ESC | 1,04 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE45-B-ESC | KWVE45-B-ESC | 1,8 | TKVD45(-U) | 9,2 | KA20-TN/A |

- 1) Calculation of basic load ratings in accordance with DIN 636.
Based on practical experience, it may be possible to increase the basic dynamic load rating.
- 2) The new carriages cannot be used on the previous guideways TKVD15(-U).
- 3) Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.
- 4) Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

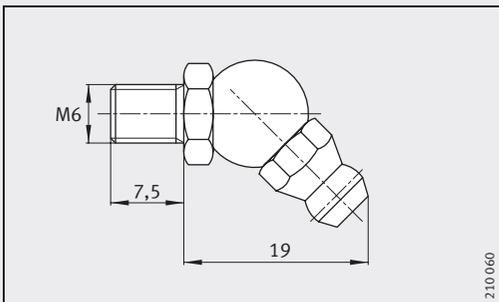


Load directions

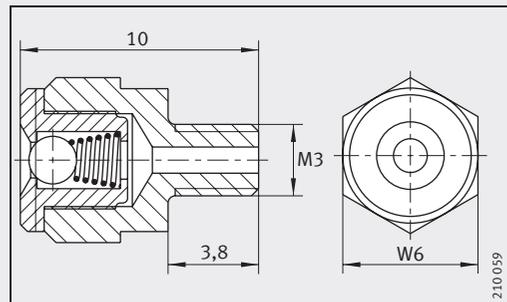
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

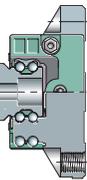
| A ₃ | ∅N ₃ ³⁾ | | A ₄ | ∅N ₄ ⁴⁾ | | J _{L6} | Basic load ratings | | Moment ratings | | |
|----------------|-------------------------------|-----|----------------|-------------------------------|-----|-----------------|--------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | | 4) | | | 4) | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| 4,3 | 2,57 | 5,5 | 3,2 | 2,57 | 5,5 | 15,8 | 4 900 | 8 300 | 86 | 35 | 35 |
| 6 | 4,5 | 7 | 4,3 | 2,57 | 5,5 | 18,9 | 8 900 | 15 400 | 190 | 85 | 85 |
| 8 | 5,5 | 7 | 6 | 2,57 | 6 | 22 | 12 500 | 22 200 | 305 | 155 | 155 |
| 11,5 | 5,5 | 7 | 7 | 5,5 | 7 | 26,5 | 18 700 | 31 500 | 554 | 248 | 248 |
| 12,3 | 5,5 | 7 | 11 | 5,5 | 7 | 29,1 | 24 600 | 39 000 | 790 | 330 | 330 |
| 16,5 | 5,5 | 7 | 16,5 | 5,5 | 7 | 37,9 | 46 500 | 80 000 | 2 060 | 883 | 883 |



Lubrication nipple³⁾

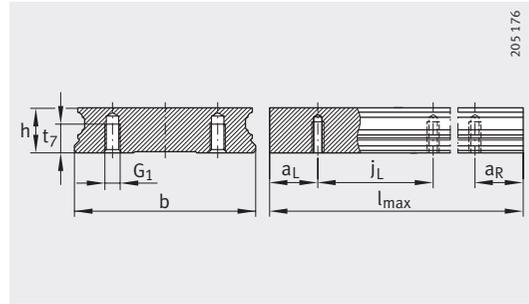


Lubrication nipple³⁾,
width across flats W = 6 mm



Four-row linear recirculating ball bearing and guideway assemblies

Full complement
Wide guideway
W, WL carriages



TKVD..-W-U

Dimension table - Dimensions in mm

| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | | | | | |
|------------------|----------------|----|-----|-------|---------------------|-------|-------|-------|----|-------|-------|-------|-------|-----------------|------|----------|-------|
| | $l_{max}^{1)}$ | H | B | L | A_1 | J_B | j_B | a_5 | b | A_2 | L_1 | J_L | j_L | $a_L, a_R^{2)}$ | | A_{L1} | H_1 |
| | | | | | | | | | | | | | | min. | max. | | |
| KUVE15-W | 1 200 | 21 | 68 | 55,6 | 15,5 | 60 | 22 | 7,5 | 37 | 4 | 39,8 | 29 | 50 | 10 | 44 | 1,5 | 4,3 |
| KUVE20-W | 1 980 | 27 | 80 | 69,8 | 19 | 70 | 24 | 9 | 42 | 5 | 50,4 | 40 | 60 | 20 | 53 | 19 | 4,6 |
| KUVE25-WL | 1 980 | 35 | 120 | 107,5 | 25,5 | 107 | 40 | 14,5 | 69 | 6,5 | 86,5 | 60 | 80 | 20 | 71 | 19 | 5,2 |
| KUVE30-W | 2 000 | 42 | 142 | 97,6 | 31 | 124 | 50 | 15 | 80 | 9 | 72 | 52 | 80 | 20 | 71 | 19 | 6 |
| KUVE35-WL | 2 960 | 50 | 162 | 140,2 | 36 | 144 | 60 | 15 | 90 | 9 | 109,8 | 80 | 80 | 20 | 71 | 19 | 6,8 |

¹⁾ Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259.
Maximum single-piece guideway length of 6 m available by agreement.

²⁾ a_L and a_R are dependent on the guideway length.

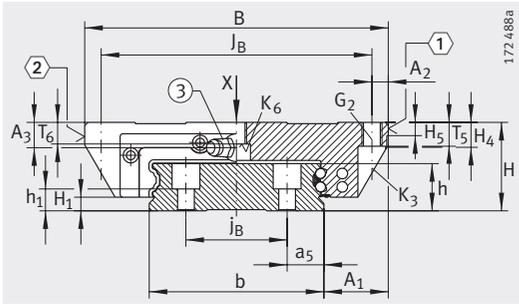
³⁾ For location from above: the maximum screw depth for the central threaded holes is $T_6 + 2,5$ mm.

⁴⁾ If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.

⁵⁾ ① Locating face

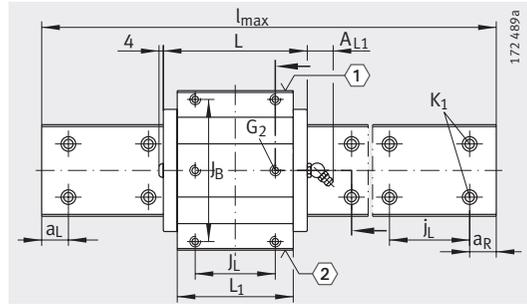
② Marking

③ Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20 to DIN 71 412-B M5 and KUVE15 with drive fit lubrication nipple



172.488a

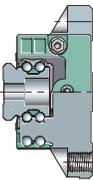
KUVE..-W (-WL)
 ①, ②, ③⁵⁾



172.489a

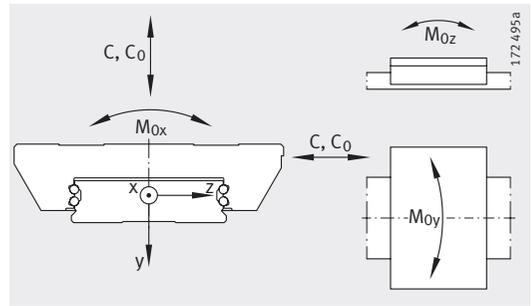
KUVE..-W (-WL) · View rotated 90°
 ①, ②⁵⁾

| | | | | | | Fixing screws ⁴⁾ | | | | | | | | | |
|----------------|----------------|----------------|------------------------------|------|----------------|--------------------------------------|----------------------|----------------|----------------------|----------------|----------------------|----------------|----------------------|--------------------------------|----------------------|
| H ₅ | H ₄ | T ₅ | T ₆ ³⁾ | h | h ₁ | G ₂ DIN ISO 4 762-12.9 | | K ₁ | | K ₃ | | K ₆ | | K ₆ DIN 7984-8.8 | |
| | | | | | | M | M _A Nm | M | M _A Nm | M | M _A Nm | M | M _A Nm | M | M _A Nm |
| 4,5 | 7,7 | 7 | 4,8 | 12,9 | 6 | M5 | 5,8 | M4 | 5 | M4 | 5 | – | – | M4 | 2 |
| 5 | 10,6 | 10 | 6 | 17 | 10 | M6 | 10 | M4 | 5 | M5 | 10 | – | – | M5 | 4 |
| 5 | 9,9 | 10 | 10 | 18,7 | 8,7 | M8 | 41 | M6 | 17 | M6 | 17 | M6 | 17 | – | – |
| 6 | 13,8 | 12 | 12 | 23,5 | 11,5 | M10 | 41 | M8 | 41 | M8 | 41 | – | – | M8 | 12 |
| 6,5 | 16,3 | 13 | 13 | 27 | 15 | M10 | 41 | M8 | 41 | M8 | 41 | M8 | 41 | – | – |



Four-row linear recirculating ball bearing and guideway assemblies

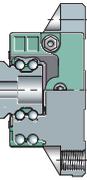
Full complement
Wide guideway
W, WL carriages



Load directions

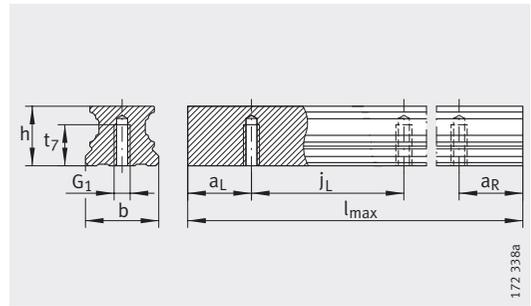
Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | | Load carrying capacity | | | | |
|------------------|-------------|------------------|-------------|--------------------|--------------------------------|------------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ | Basic load ratings | | Moment ratings | | |
| | | | | | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| KUVE15-W | KWVE15-W | 0,27 | TKVD15-W | 3,6 | KA08-TN/A | 7 200 | 14 500 | 332 | 100 | 100 |
| KUVE20-W | KWVE20-W | 0,5 | TKVD20-W | 5 | KA08-TN/A | 13 100 | 27 000 | 687 | 240 | 240 |
| KUVE25-WL | KWVE25-WL | 1,46 | TKVD25-WL | 9,4 | KA11-TN/A | 23 400 | 54 000 | 2 225 | 825 | 825 |
| KUVE30-W | KWVE30-W | 1,95 | TKVD30-W | 13,6 | KA15-TN/A | 27 500 | 55 000 | 2 660 | 700 | 700 |
| KUVE35-WL | KWVE35-WL | 4,11 | TKVD35-W | 17,4 | KA15-TN/A | 47 500 | 100 000 | 5 550 | 1 890 | 1 890 |



Four-row linear recirculating ball bearing and guideway assemblies

With Quad-Spacers
Standard, L carriages



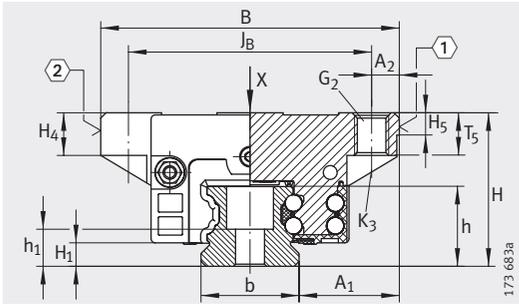
TKVD..-U

Dimension table - Dimensions in mm

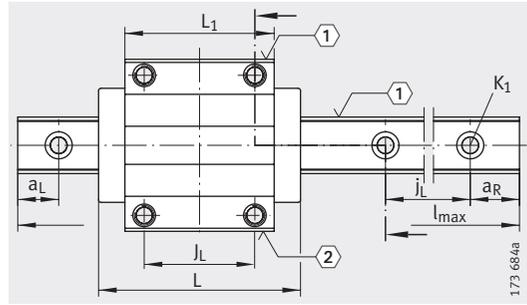
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | |
|---------------|--------------------------------|----|-----|-------|---------------------|----------------|----|----------------|----------------|----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L | A ₁ | J _B | b | A ₂ | L ₁ | J _L | j _L | a _L , a _R ²⁾ | |
| | | | | | | | | | | | | min. | max. |
| KUVE15-B-KT | 1200 | 24 | 47 | 59,6 | 16 | 38 | 15 | 4,5 | 39,8 | 30 | 60 | 20 | 53 |
| KUVE15-B-KT-L | | | | 73 | | | | | 53,2 | | | | |
| KUVE20-B-KT | 2960 | 30 | 63 | 69,8 | 21,5 | 53 | 20 | 5 | 50,4 | 40 | 60 | 20 | 53 |
| KUVE20-B-KT-L | | | | 87,3 | | | | | 67,9 | | | | |
| KUVE25-B-KT | 2960 | 36 | 70 | 82,1 | 23,5 | 57 | 23 | 6,5 | 60,7 | 45 | 60 | 20 | 53 |
| KUVE25-B-KT-L | | | | 107,9 | | | | | 86,5 | | | | |
| KUVE30-B-KT | 2960 | 42 | 90 | 97,4 | 31 | 72 | 28 | 9 | 72 | 52 | 80 | 20 | 71 |
| KUVE30-B-KT-L | | | | 125,4 | | | | | 100 | | | | |
| KUVE35-B-KT | 2960 | 48 | 100 | 110,4 | 33 | 82 | 34 | 9 | 80 | 62 | 80 | 20 | 71 |
| KUVE35-B-KT-L | | | | 143,4 | | | | | 113 | | | | |
| KUVE45-B-KT | 2940 | 60 | 120 | 139 | 37,5 | 100 | 45 | 10 | 102,5 | 80 | 105 | 20 | 94 |
| KUVE45-B-KT-L | | | | 171,1 | | | | | 134,6 | | | | |
| KUVE55-B-KT | 2520 | 70 | 140 | 172 | 43,5 | 116 | 53 | 12 | 132 | 95 | 120 | 20 | 107 |
| KUVE55-B-KT-L | | | | 210 | | | | | 170 | | | | |

For further table values, see page 290 and page 291.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 4) ① Locating face
② Marking

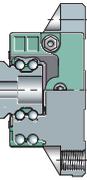


KUVE..-B-KT (-L)
①, ②⁴⁾



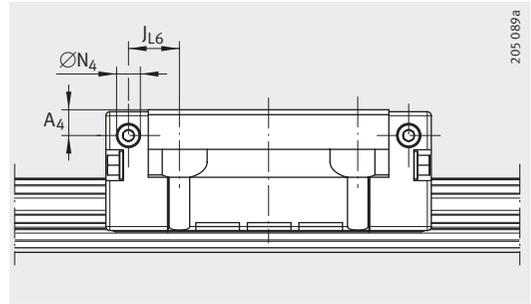
KUVE..-B-KT (-L) · View rotated 90°
①, ②⁴⁾

| | | | | | | | Fixing screws ³⁾ | | | | | | | |
|----------------|----------------|----------------|----------------|----------------|------|----------------|-----------------------------|----------------------|----------------|----------------------|----------------|----------------------|----------------|----------------------|
| H ₁ | H ₄ | H ₅ | T ₅ | t ₇ | h | h ₁ | G ₁ | | G ₂ | | K ₁ | | K ₃ | |
| | | | | | | | DIN ISO 4 762-12.9 | | | | | | | |
| | | | | | | | | M _A Nm | | M _A Nm | | M _A Nm | | M _A Nm |
| 4,3 | 7 | 4,75 | 7 | 8 | 15 | 8,15 | M5 | 10 | M5 | 5,8 | M4 | 5 | M4 | 5 |
| 4,5 | 10,2 | 5,25 | 7,5 | 10 | 17 | 9,1 | M6 | 17 | M6 | 10 | M5 | 10 | M5 | 10 |
| 5,1 | 10,4 | 5,25 | 10 | 12 | 18,7 | 8,7 | M6 | 17 | M8 | 24 | M6 | 17 | M6 | 17 |
| 5,9 | 13,2 | 6,25 | 12 | 15 | 23,5 | 11,5 | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 |
| 6,7 | 13,3 | 6,75 | 13 | 15 | 27 | 15 | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 |
| 9,7 | 19,1 | 9,25 | 15 | 20 | 34,2 | 16,2 | M12 | 140 | M12 | 83 | M12 | 140 | M10 | 83 |
| 13,5 | 21,6 | 11,25 | 21 | 22 | 41,5 | 19,5 | M14 | 220 | M14 | 140 | M14 | 220 | M12 | 140 |



Four-row linear recirculating ball bearing and guideway assemblies

With Quad-Spacers
Standard, L carriages

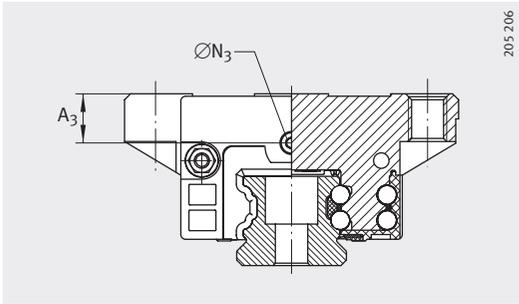


Lubrication connector on lateral face

Dimension table (continued) · Dimensions in mm

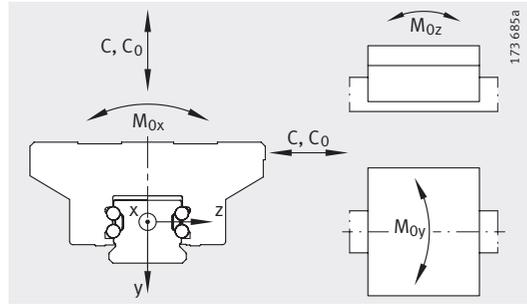
| Designation | Carriage | | Guideway | | |
|---------------|---------------|------------------|-----------------------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE15-B-KT | KWVE15-B-KT | 0,17 | TKVD15-B (-U) ²⁾ | 1,44 | KA07-TN/A |
| KUVE15-B-KT-L | KWVE15-B-KT-L | 0,21 | | | |
| KUVE20-B-KT | KWVE20-B-KT | 0,37 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE20-B-KT-L | KWVE20-B-KT-L | 0,5 | | | |
| KUVE25-B-KT | KWVE25-B-KT | 0,6 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE25-B-KT-L | KWVE25-B-KT-L | 0,9 | | | |
| KUVE30-B-KT | KWVE30-B-KT | 1 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE30-B-KT-L | KWVE30-B-KT-L | 1,5 | | | |
| KUVE35-B-KT | KWVE35-B-KT | 1,56 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE35-B-KT-L | KWVE35-B-KT-L | 2,16 | | | |
| KUVE45-B-KT | KWVE45-B-KT | 2,98 | TKVD45(-U) | 9,2 | KA20-TN/A |
| KUVE45-B-KT-L | KWVE45-B-KT-L | 4,3 | | | |
| KUVE55-B-KT | KWVE55-B-KT | 4 | TKVD55-B(-U) | 14 | KA24-TN/A |
| KUVE55-B-KT-L | KWVE55-B-KT-L | 6,18 | | | |

- 1) Calculation of basic load ratings in accordance with DIN 636.
Based on practical experience, it may be possible to increase the basic dynamic load rating.
- 2) The new carriages cannot be used on the previous guideways TKVD15(-U).
- 3) Tapered head lubrication nipple to DIN 71 412-B M6,
KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.
- 4) Maximum permissible screw depth for lubrication connectors.



205 206

Lubrication connector on end face



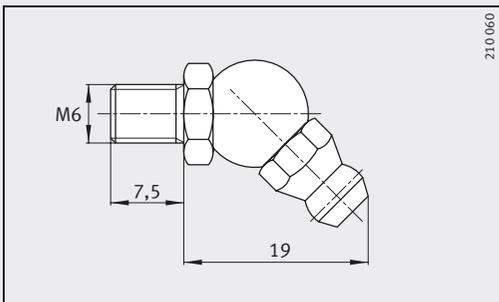
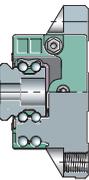
173 685a

Load directions

Dimensioning of lubrication connectors

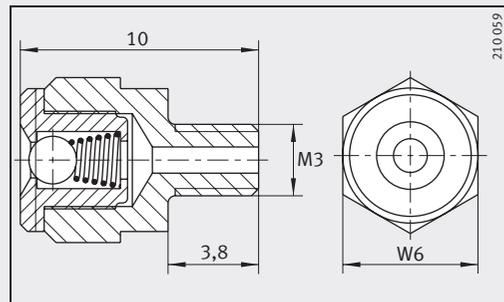
Load carrying capacity¹⁾

| A ₃ | ØN ₃ | | A ₄ | ØN ₄ | | J _{L6} | Basic load ratings | | Moment ratings | | |
|----------------|-----------------|---------------|----------------|-----------------|---------------|-----------------|--------------------|---------------------|-----------------------|-----------------------|-----------------------|
| | | ⁴⁾ | | | ⁴⁾ | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| 4,3 | 2,57 | 5,5 | 3,2 | 2,57 | 5,5 | 9,1 | 6 100 | 11 400 | 105 | 74 | 74 |
| | | | | | | 15,8 | 7 900 | 16 500 | 162 | 148 | 105 |
| 7,7 | 4,5 | 7 | 4,5 | 4,5 | 5,5 | 9,5 | 11 800 | 23 000 | 276 | 205 | 205 |
| | | | | | | 18,3 | 14 400 | 30 500 | 368 | 345 | 345 |
| 11 | 5,5 | 7 | 6,5 | 5,5 | 7 | 12,9 | 16 200 | 32 000 | 430 | 330 | 335 |
| | | | | | | 25,8 | 21 100 | 47 000 | 625 | 690 | 690 |
| 11,5 | 5,5 | 7 | 7 | 5,5 | 7 | 15 | 26 500 | 51 000 | 890 | 670 | 670 |
| | | | | | | 29 | 33 000 | 71 000 | 1 230 | 1 230 | 1 245 |
| 12,3 | 5,5 | 7 | 11 | 5,5 | 7 | 16 | 36 000 | 67 000 | 1 340 | 995 | 995 |
| | | | | | | 32,5 | 44 000 | 89 000 | 1 790 | 1 715 | 1 710 |
| 16,5 | 5,5 | 7 | 16,5 | 5,5 | 7 | 19,3 | 65 000 | 130 000 | 3 600 | 2 610 | 2 610 |
| | | | | | | 35,3 | 79 000 | 171 000 | 4 715 | 4 335 | 4 330 |
| 15 | 5,5 | 7 | 15 | 5,5 | 7 | 30,5 | 99 000 | 199 000 | 6 730 | 4 750 | 4 750 |
| | | | | | | 49,5 | 123 000 | 270 000 | 9 115 | 8 490 | 8 490 |



210 060

Lubrication nipple³⁾

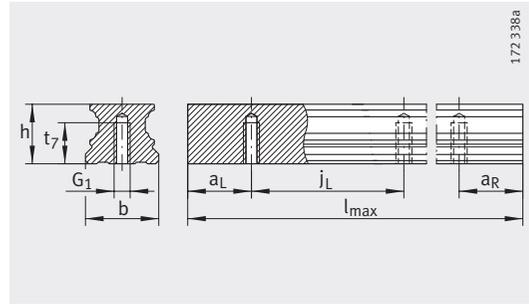


210 059

Lubrication nipple³⁾,
width across flats W = 6 mm

Four-row linear recirculating ball bearing and guideway assemblies

With Quad-Spacers
S, SL, H, HL carriages



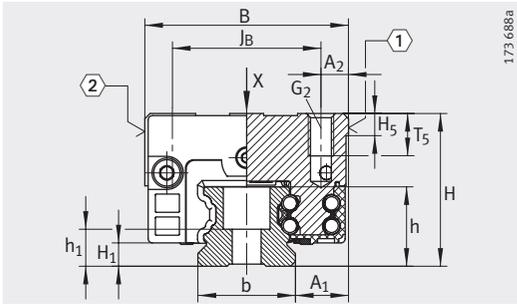
TKVD..-U

Dimension table - Dimensions in mm

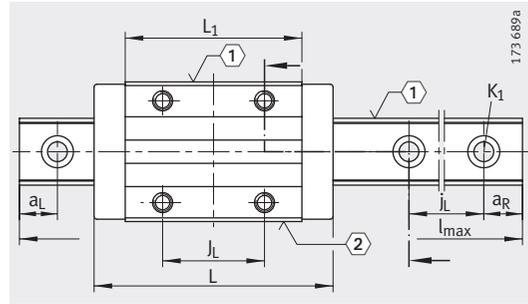
| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | |
|----------------|--------------------------------|----|-----|-------|---------------------|----------------|----|----------------|----------------|----------------|----------------|---|------|
| | l _{max} ¹⁾ | H | B | L | A ₁ | J _B | b | A ₂ | L ₁ | J _L | j _L | a _L , a _R ²⁾ | |
| | | | | | | | | | | | | min. | max. |
| KUVE15-B-KT-S | 1 200 | 24 | 34 | 59,6 | 9,5 | 26 | 15 | 4 | 39,8 | 26 | 60 | 20 | 53 |
| KUVE15-B-KT-H | | 28 | | 73 | | | | | | | | | |
| KUVE15-B-KT-SL | | 24 | | | | | | | | | | | |
| KUVE15-B-KT-HL | | 28 | | | | | | | | | | | |
| KUVE20-B-KT-S | 2 960 | 30 | 44 | 69,8 | 12 | 32 | 20 | 6 | 50,4 | 36 | 60 | 20 | 53 |
| KUVE20-B-KT-SL | | | | 87,3 | | | | | 67,9 | 50 | | | |
| KUVE25-B-KT-S | 2 960 | 36 | 48 | 82,1 | 12,5 | 35 | 23 | 6,5 | 60,7 | 35 | 60 | 20 | 53 |
| KUVE25-B-KT-H | | 40 | | 107,9 | | | | | | | | | |
| KUVE25-B-KT-SL | | 36 | | | | | | | | | | | |
| KUVE25-B-KT-HL | | 40 | | | | | | | | | | | |
| KUVE30-B-KT-S | 2 960 | 42 | 60 | 97,4 | 16 | 40 | 28 | 10 | 72 | 40 | 80 | 20 | 71 |
| KUVE30-B-KT-H | | 45 | | 125,4 | | | | | | | | | |
| KUVE30-B-KT-SL | | 42 | | | | | | | | | | | |
| KUVE30-B-KT-HL | | 45 | | | | | | | | | | | |
| KUVE35-B-KT-S | 2 960 | 48 | 70 | 110,4 | 18 | 50 | 34 | 10 | 80 | 50 | 80 | 20 | 71 |
| KUVE35-B-KT-H | | 55 | | 143,4 | | | | | | | | | |
| KUVE35-B-KT-SL | | 48 | | | | | | | | | | | |
| KUVE35-B-KT-HL | | 55 | | | | | | | | | | | |
| KUVE45-B-KT-S | 2 940 | 60 | 86 | 139 | 20,5 | 60 | 45 | 13 | 102,5 | 60 | 105 | 20 | 94 |
| KUVE45-B-KT-H | | 70 | | 171,1 | | | | | | | | | |
| KUVE45-B-KT-SL | | 60 | | | | | | | | | | | |
| KUVE45-B-KT-HL | | 70 | | | | | | | | | | | |
| KUVE55-B-KT-S | 2 520 | 70 | 100 | 172 | 23,5 | 75 | 53 | 12,5 | 132 | 75 | 120 | 20 | 107 |
| KUVE55-B-KT-SL | | | | 210 | | | | | | | | | |

For further table values, see page 294 and page 295.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 259. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 4) ① Locating face
② Marking

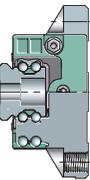


KUVE..-B-KT (-S, -SL, -H, -HL)
 ①, ②⁴⁾



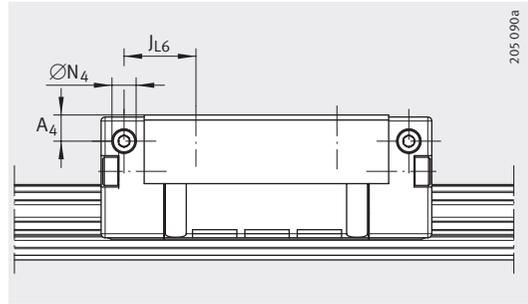
KUVE..-B-KT (-S, -SL, -H, -HL) ·
 View rotated 90°
 ①, ②⁴⁾

| | | | | | | Fixing screws ³⁾ | | | | | |
|----------------|----------------|----------------|----------------|------|----------------|-----------------------------|-----|----------------|-----|----------------|-----|
| H ₁ | H ₅ | T ₅ | t ₇ | h | h ₁ | G ₁ | | G ₂ | | K ₁ | |
| | | | | | | DIN ISO 4 762-12.9 | | | | | |
| | | | | | | | Nm | | Nm | | Nm |
| 4,3 | 4,75 | 6 | 8 | 15 | 8,15 | M5 | – | M4 | 5 | M4 | 5 |
| 4,5 | 5,25 | 7,5 | 10 | 17 | 9,1 | M6 | 17 | M5 | 10 | M5 | 10 |
| 5,1 | 5,25 | 10 | 12 | 18,7 | 8,7 | M6 | 17 | M6 | 17 | M6 | 17 |
| 5,9 | 6,25 | 13,5 | 15 | 23,5 | 11,5 | M8 | 41 | M8 | 41 | M8 | 41 |
| 6,7 | 6,75 | 13,5 | 15 | 27 | 15 | M8 | 41 | M8 | 41 | M8 | 41 |
| 9,7 | 9,25 | 17 | 20 | 34,2 | 16,2 | M12 | 140 | M10 | 83 | M12 | 140 |
| 13,5 | 11,25 | 15 | 22 | 41,5 | 19,5 | M14 | 220 | M12 | 140 | M14 | 220 |



Four-row linear recirculating ball bearing and guideway assemblies

With Quad-Spacers
S, SL, H, HL carriages



Lubrication connector on lateral face

Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | |
|-----------------------|----------------|------------------|-----------------------------|--------------------|--------------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug K ₂ |
| KUVE15-B-KT-S | KWVE15-B-KT-S | 0,14 | TKVD15-B (-U) ²⁾ | 1,44 | KA07-TN/A |
| KUVE15-B-KT-H | KWVE15-B-KT-H | 0,18 | | | |
| KUVE15-B-KT-SL | KWVE15-B-KT-SL | 0,18 | | | |
| KUVE15-B-KT-HL | KWVE15-B-KT-HL | 0,23 | | | |
| KUVE20-B-KT-S | KWVE20-B-KT-S | 0,4 | TKVD20 (-U) | 2,2 | KA10-TN/A |
| KUVE20-B-KT-SL | KWVE20-B-KT-SL | 0,41 | | | |
| KUVE25-B-KT-S | KWVE25-B-KT-S | 0,56 | TKVD25(-U) | 2,7 | KA11-TN/A |
| KUVE25-B-KT-H | KWVE25-B-KT-H | 0,6 | | | |
| KUVE25-B-KT-SL | KWVE25-B-KT-SL | 0,73 | | | |
| KUVE25-B-KT-HL | KWVE25-B-KT-HL | 0,85 | | | |
| KUVE30-B-KT-S | KWVE30-B-KT-S | 0,85 | TKVD30(-U) | 4,3 | KA15-TN/A |
| KUVE30-B-KT-H | KWVE30-B-KT-H | 0,95 | | | |
| KUVE30-B-KT-SL | KWVE30-B-KT-SL | 1,1 | | | |
| KUVE30-B-KT-HL | KWVE30-B-KT-HL | 1,3 | | | |
| KUVE35-B-KT-S | KWVE35-B-KT-S | 1,3 | TKVD35(-U) | 5,7 | KA15-TN/A |
| KUVE35-B-KT-H | KWVE35-B-KT-H | 1,59 | | | |
| KUVE35-B-KT-SL | KWVE35-B-KT-SL | 1,79 | | | |
| KUVE35-B-KT-HL | KWVE35-B-KT-HL | 2,23 | | | |
| KUVE45-B-KT-S | KWVE45-B-KT-S | 2,45 | TKVD45(-U) | 9,2 | KA20-TN/A |
| KUVE45-B-KT-H | KWVE45-B-KT-H | 3,14 | | | |
| KUVE45-B-KT-SL | KWVE45-B-KT-SL | 3,2 | | | |
| KUVE45-B-KT-HL | KWVE45-B-KT-HL | 4,1 | | | |
| KUVE55-B-KT-S | KWVE55-B-KT-S | 3,95 | TKVD55-B(-U) | 14 | KA24-TN/A |
| KUVE55-B-KT-SL | KWVE55-B-KT-SL | 5,05 | | | |

¹⁾ Calculation of basic load ratings in accordance with DIN 636.

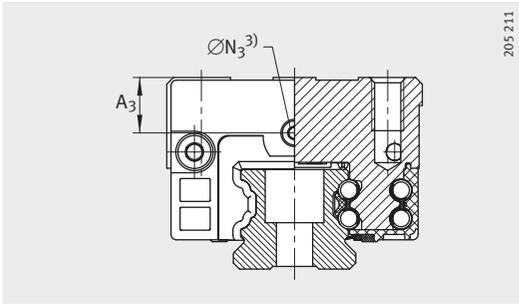
Based on practical experience, it may be possible to increase the basic dynamic load rating.

²⁾ The new carriages cannot be used on the previous guideways TKVD15(-U).

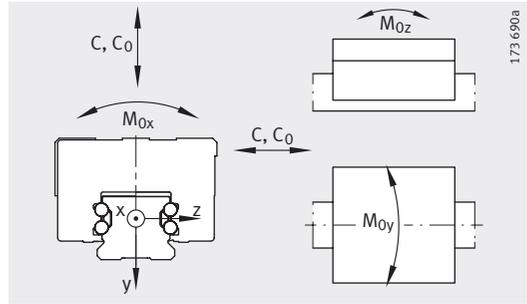
³⁾ Tapered head lubrication nipple to DIN 71 412-B M6,

KUVE20-B to DIN 71 412-B M5 and KUVE15-B to DIN 3 405-B M3, supplied loose with delivery.

⁴⁾ Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

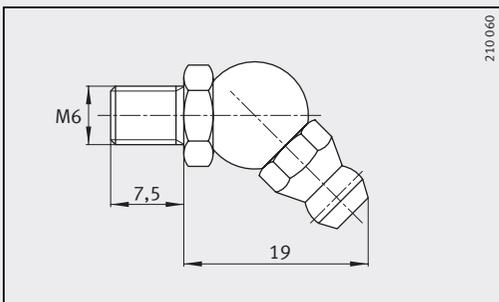
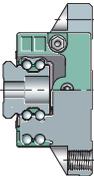


Load directions

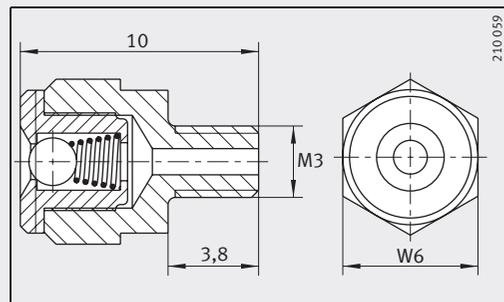
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

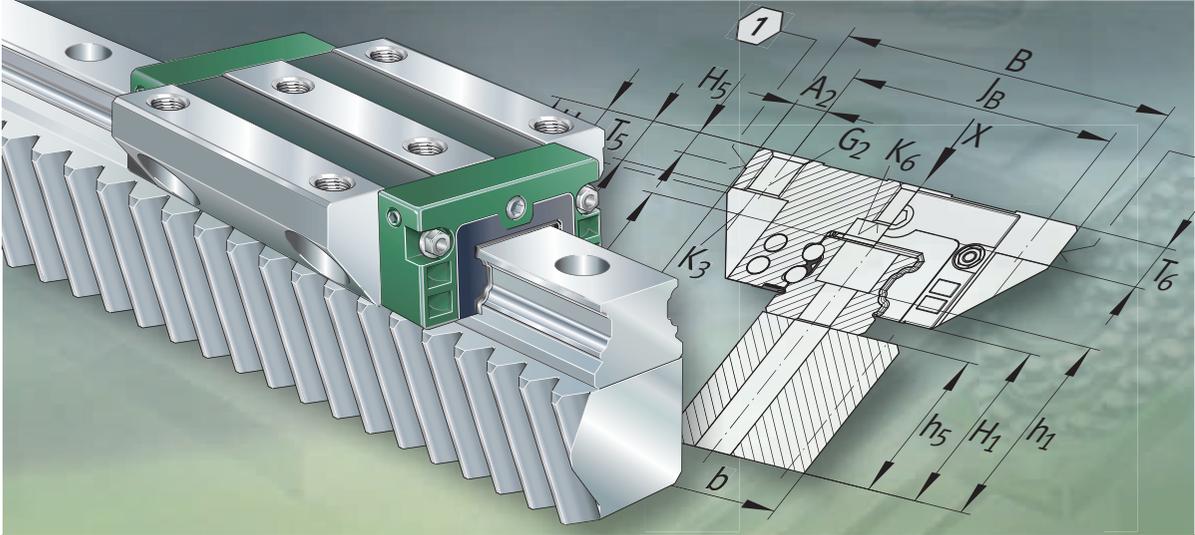
| A_3 | $\varnothing N_3$ | | A_4 | $\varnothing N_4$ | | J_{L6} | Basic load ratings | | Moment ratings | | |
|-------|-------------------|---------------|-------|-------------------|---------------|----------|--------------------|------------|----------------|----------------|----------------|
| | | ⁴⁾ | | | ⁴⁾ | | C N | C_0 N | M_{0x} Nm | M_{0y} Nm | M_{0z} Nm |
| 4,3 | 2,57 | 5,5 | 3,2 | 2,57 | 5,5 | 11,1 | 6 100 | 11 400 | 105 | 74 | 74 |
| 8,3 | | | 7,2 | | | | | | | | |
| 4,3 | | | 3,2 | | | | | | | | |
| 8,3 | | | 7,2 | | | | | | | | |
| 7,7 | 4,5 | 5,5 | 4,5 | 4,5 | 5,5 | 11,5 | 11 800 | 23 000 | 276 | 205 | 205 |
| | | | | | | 13,3 | 14 400 | 30 500 | 368 | 345 | 345 |
| 11 | 5,5 | 7 | 6,5 | 5,5 | 7 | 17,9 | 16 200 | 32 000 | 430 | 330 | 335 |
| 15 | | | 10,5 | | | | | | | | |
| 11 | | | 6,5 | | | | | | | | |
| 15 | | | 10,5 | | | | | | | | |
| 11,5 | 5,5 | 7 | 7 | 5,5 | 7 | 21 | 26 500 | 51 000 | 890 | 670 | 670 |
| 14,5 | | | 10 | | | | | | | | |
| 11,5 | | | 7 | | | | | | | | |
| 14,5 | | | 10 | | | | | | | | |
| 12,3 | 5,5 | 7 | 11 | 5,5 | 7 | 22 | 36 000 | 67 000 | 1 340 | 995 | 995 |
| 19,3 | | | 18 | | | | | | | | |
| 12,3 | | | 11 | | | | | | | | |
| 19,3 | | | 18 | | | | | | | | |
| 16,5 | 5,5 | 7 | 16,5 | 5,5 | 7 | 29,3 | 65 000 | 130 000 | 3 600 | 2 610 | 2 610 |
| 26,5 | | | 26,5 | | | | | | | | |
| 16,5 | | | 16,5 | | | | | | | | |
| 26,5 | | | 26,5 | | | | | | | | |
| 15 | 5,5 | 7 | 15 | 5,5 | 7 | 40,5 | 99 000 | 199 000 | 5 230 | 2 530 | 2 560 |
| | | | | | | | | | 49,5 | 123 000 | 270 000 |



Lubrication nipple³⁾



Lubrication nipple³⁾,
width across flats $W = 6$ mm

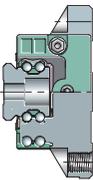


Four-row linear recirculating ball bearing and guideway assemblies

With toothed guideway

Four-row linear recirculating ball bearing and guideway assemblies

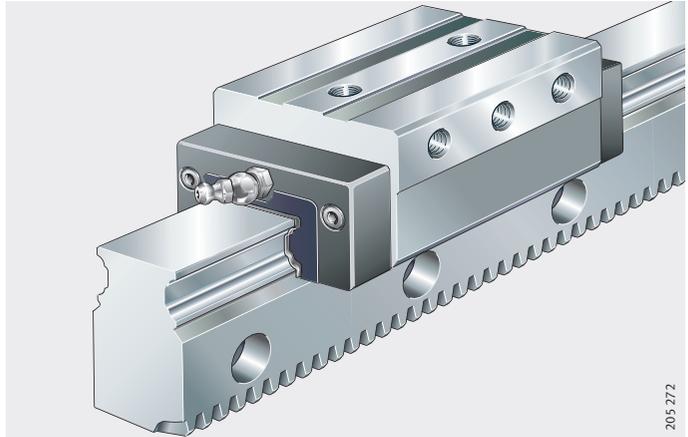
| | Page |
|--|------|
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Product overview **Four-row linear recirculating ball bearing and guideway assemblies**

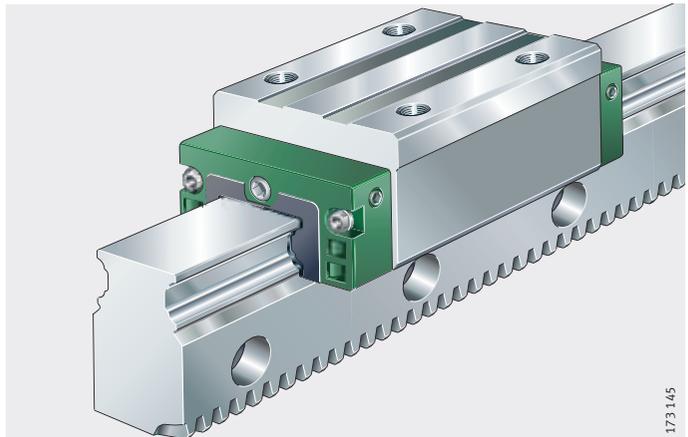
**Guideway with teeth
on underside**
Lateral fixing of carriage

KUVE...SB-ZHP



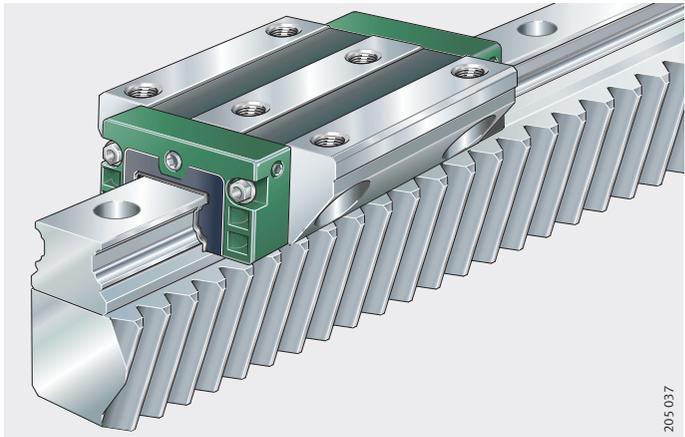
Fixing of carriage from above

KUVE...B-H-ZHP

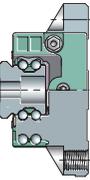


**Guideway with teeth
on lateral face**
Fixing of carriage from above

KUVE..-B-N-ZHST+SVS



KUVE..-B-ZHST+SVS



Four-row linear ball bearing and guideway assembly with toothed guideway

Features Four-row linear recirculating ball bearing and guideway assemblies with toothed guideways build on the advantages of untoothed units through a considerable reduction in the fitting work required, higher accuracy, simpler design and machining of the adjacent construction and lower logistical outlay.

In order to give the widest possible coverage of different drive concepts and adjacent constructions, guideways are available in the following designs:

- TKVD..-ZHP, guideway teeth on underside (monobloc)
- TKVD..-ZHST+SVS, guideway TKVD, combined with a toothed rack, teeth on lateral face.

A guidance system comprises at least one carriage and a toothed guideway or a guideway combined with a toothed rack. Guidance systems with lateral teeth – the guidance units TKVD..-ZHST+SVS – are supplied as a preassembled unit.

Load carrying capacity Four-row linear recirculating ball bearing and guideway assemblies with a toothed guideway correspond in their construction and load carrying capacity to the KUV range.

They can support forces from all directions and moments about all axes and are highly suitable for applications in the handling sector and in automation technology.

Carriages Carriages are available in numerous variants, see page 231 and page 232.

The carriage KWVE..-SB also has lateral fixing holes.

Guideways Guideways and toothed racks are hardened, the raceways and teeth are ground.

Toothed guideways TKVD..-ZHP und TKVD..-ZHST+SVS have helical teeth on the underside or lateral face. The teeth are right hand teeth with $19^{\circ}31'42''$, mesh angle 20° and tooth grade 6.

Other designs for TKVD..-ZHST+SVS The combined design is available by agreement (teeth with or without heat treatment, helical or spur teeth, tooth grade 6 or 9 or tooth position on lateral face or on underside).

Multi-piece guideways For guideway lengths of more than 2 860 mm, the toothed guideways TKVD..-ZHST+SVS are supplied for handling reasons as units suitable for joining (guideway and toothed rack fitted). For fitting, the mating piece MSATZ-MZHP is required and can be supplied by agreement. These fitting aids have left hand teeth. By agreement, single-piece guideways are available up to a maximum of 5 740 mm.

Lubrication
Rolling element system The units are suitable for oil and grease lubrication, see page 237. The rolling contact is lubricated via a lubrication connector in the end piece of the carriage.

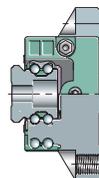
Teeth The teeth must be lubricated separately, for example by means of a felted gear and an electronically controlled lubricant dispenser.

Operating temperature The units can be used at operating temperatures from -10°C to $+100^{\circ}\text{C}$.

Suffixes Suffixes for available designs: see table.

Available designs

| Suffix | Description |
|----------|---|
| SB | Carriage with lateral fixing holes |
| ZHP | Guideway with helical teeth on underside |
| ZHST+SVS | Toothed rack, helical teeth on lateral face |



Four-row linear ball bearing and guideway assembly with toothed guideway

Design and safety guidelines Safety specifications

Attention!

Always observe the design and safety guidelines starting on page 240.

The following protective measures must be observed in all cases:

- Avoid contact with any rotating parts – for example input and output shaft, spur gear, toothed rack. Provide covers as necessary.
- Do not undo the screw plugs on the gearbox.
- Avoid direct contact with lubricants.
- Pay attention to the datasheets from the lubricant and gearbox manufacturers.
- Risk of injury due to sharp edges.

On multi-piece guideways, the standard lengths should be used in preference, see dimension table, page 314.

Torque transmission ratings for teeth

For flank and tooth fracture loading, the torque values assuming good grease lubrication (use of electronic lubricant dispenser or adequate manual lubrication once per day) and $v = 1,5$ m/s, safety factor $S_B = 1$ and a stable bearing arrangement on one side for the gear pinion shaft, are in accordance with the table Maximum torque.

If a feather key joint is used, this torque must if necessary be calculated separately or checked in accordance with DIN 6 885-1. For permissible torques with a shrink fit washer, see table.

Maximum torque

| Pinion hardened Number of teeth ¹⁾ z | Modulus m | Pitch circle diameter mm | Teeth hardened Max. torque | |
|--|------------------|------------------------------------|-------------------------------|------------|
| | | | ZHP Nm | ZHST Nm |
| 30 | 2 | 63,66 | 270 | – |
| 20 | 3 | 63,66 | 505 | 410 |
| 15 | 4 | 63,66 | – | 670 |

¹⁾ Other pinions available by agreement.

Fitting guidelines for toothed guideways TKVD..-ZHP

Attention!

Guideways TKVD..-ZHP are through hardened. This must be taken into consideration for any rework – for example at the customer.

With the exception of W and LMS versions, all carriage types can be fitted on ZHP guideways.

The guideways can be used in any combination without length restrictions. They are cut obliquely at the joints. This ensures a smooth transition across the teeth on multi-piece guideways.

Standard lengths

There are three standard lengths per size.

Example

Size 25 is available in the standard lengths 540 mm, 960 mm and 1 500 mm.

Guideway ends on standard lengths

If a guideway of any length comprises standard lengths ($n \times$ standard length), the pieces are cut obliquely at the start and end, *Figure 1*, ①. The joints between the pieces are oblique.

Example

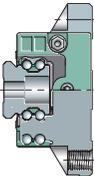
The total length $L = 3\,000$ mm.
The guideway for carriage size 25 comprises:
 $2 \times \text{TKVD25-ZHP/1500}$

Guideway ends on intermediate lengths

In this case, the guideways are cut straight at the start and end, *Figure 1*, ②. The joint remains oblique.

Example

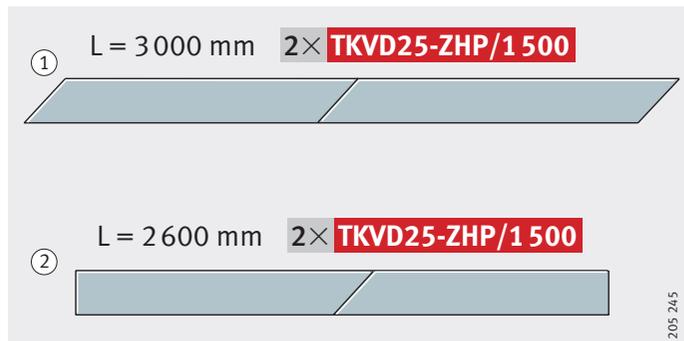
The total length $L = 2\,600$ mm. The guideway pieces each of 1 300 mm length are produced from guideways of standard length 1 500 mm which are each cut obliquely on one side. This length must also be stated when ordering.
The complete guideway for the carriage size 25 comprises:
 $2 \times \text{TKVD25-ZHP/1500}$



- ① Guideway ends cut obliquely
- ② Guideway ends cut straight

Figure 1

Start and end of guideway cut obliquely or straight



205 245

Four-row linear ball bearing and guideway assembly with toothed guideway

Guideway joint

Attention must be paid to the alignment of the teeth at the joint. In order that toothed guideways of any length can be fitted, the teeth are arranged such that they form a half tooth gap at the start and end in each case.

In contrast to standard guideways, there is a gap at the joint on toothed guideways. This is kept very small by means of narrow manufacturing tolerances but is nevertheless necessary for the optimum functioning of the toothed rack.

Fitting toothed rack

Due to the helical teeth, the fitting toothed rack MZHP is required for alignment of the guideway joint. This is dependent on the modulus and must be ordered separately, see Ordering designation.

The fitting toothed rack has teeth in the opposite direction and is pressed over the guideway joint during fitting. This ensures the transition at the guideway joint.

Ordering designation for fitting toothed racks

The fitting toothed racks are available as:

- MZHP02 for modulus 2
- MZHP03 for modulus 3
- MZHP04 for modulus 4.

Measuring the joint using the test roller

A further possibility for aligning and checking the guideway joint is measurement using a test roller. The total height of the toothed rack is measured using the test roller, *Figure 2*.

The height at the guideway joint may be influenced directly through the gap between the toothed racks 1 and 2. The pitch gap at the joint (H_3) is set such that the offset between height 1 (H_1) and height 2 (H_2) is as small as possible.

- ① Toothed rack 1
- ② Toothed rack 2
- ③ Test roller
- H_1 = height 1
- H_2 = height 2
- H_3 = height at the joint

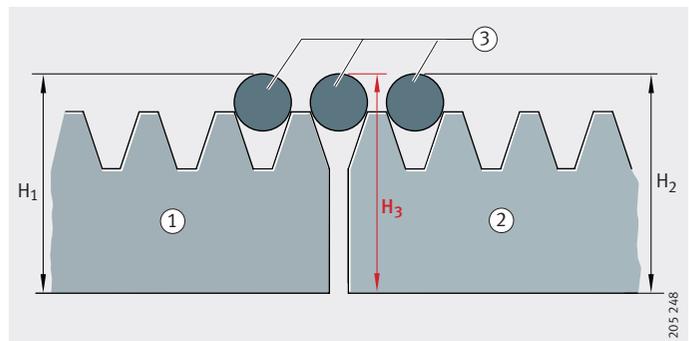


Figure 2

Measurement using test roller

Fitting guidelines for toothed guideways TKVD..-ZHST+SVS

A toothed guideway TKVD..-ZHST+SVS comprises at least one guideway TKVD..-ZHST and a toothed rack ZHST+SVS.

The unit TKVD..-ZHST+SVS is supplied preassembled. The toothed rack is aligned against the guideway, permanently screw mounted and must not be dismantled.

Single-piece guideway lengths

The maximum single-piece guideway length is 2 860 mm.

A single-piece unit of length 5 740 mm can also be supplied.

Toothed racks are also available as a single piece up to a maximum length of 960 mm.

Guideway joint for standard length and length to customer requirements

The joint between the toothed racks is oblique, while the start and end of the unit are straight, *Figure 3*.

- ① Toothed rack 1
- ② Toothed rack 2
- ③ Toothed rack 3
- ④ Guideway

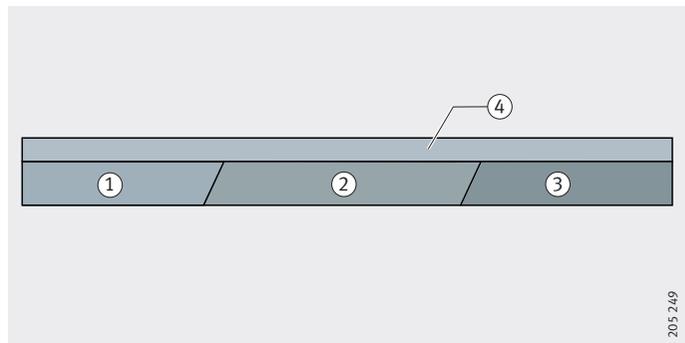


Figure 3

Guideway joint, start and end of unit

If the standard guideways are longer than 2 860 mm, the unit is supplied as several pieces. As a result, unit 1 and unit 2 overlap at the joint, *Figure 4*. The guidance unit can thus be easily used in applications with long, unlimited stroke lengths.

- ① Unit 1
 - ② Unit 2
- L = length according to customer requirements

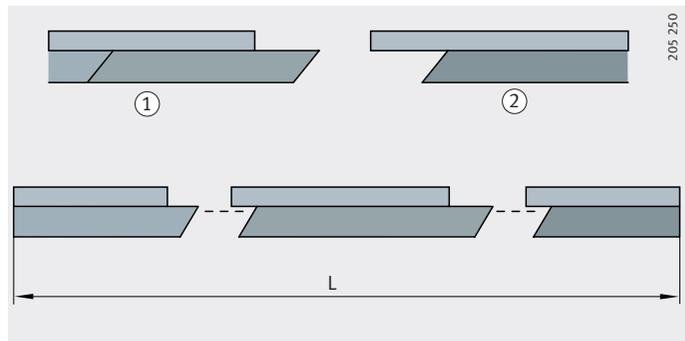
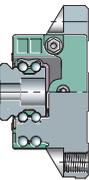


Figure 4

Unit for length according to customer requirements



Four-row linear ball bearing and guideway assembly with toothed guideway

Fitting set and fitting toothed rack

For fitting with a guideway joint, the fitting set MSATZ is required. This must be ordered separately.

The fitting set comprises a fitting ledge with a mating plate for correct alignment of the guideways at the joint, *Figure 5*.

As in the case of the ZHP guideways, the fitting toothed rack MZHP must be ordered at the same time.

- ① Fitting toothed rack
- ② Fitting ledge
- ③ Mating plate

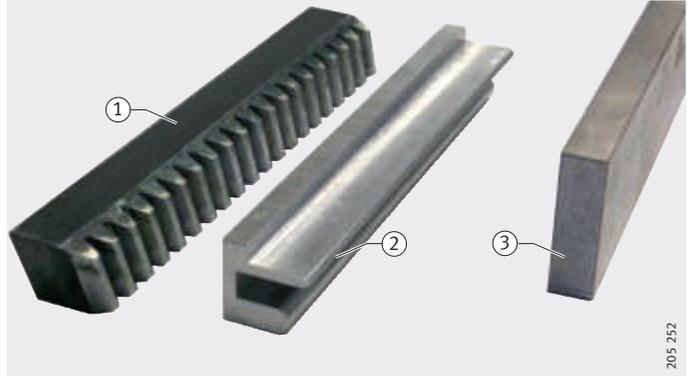


Figure 5
Fitting tools

The fitting toothed rack MZHP is used as in the case of the ZHP guideway design, see page 304. In addition, the guideways must be aligned using the fitting ledge and the mating plate, *Figure 6*.

Once the guideways and toothed racks are aligned and screw mounted (if the application allows screw mounting), the unit is fixed to the adjacent construction in the same way as a standard guidance system.

- ① Fitting toothed rack
- ② Fitting ledge
- ③ Mating plate

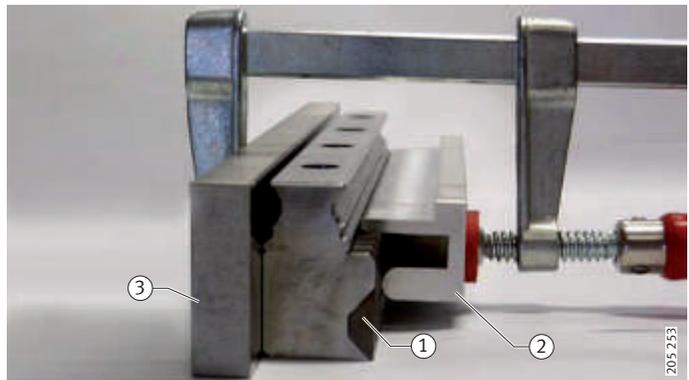


Figure 6
Alignment of guideway
and toothed rack

**Guideway
hole dimensions a_L , a_R**

For a_L und a_R , it must be noted that their definition is restricted in comparison with the standard guideway. This is due to the double hole pattern of guideway TKVD..-ZHST+SVS.

The range of a_L and a_R $53 \leq (a_L + a_R) \leq 63$ is not possible with TKVD..-ZHST+SVS.

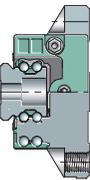
The guideway has a standard hole pattern for fixing the unit to the adjacent construction and fixing holes from below for fixing the toothed rack.

Accuracy

The guideway TKVD..-ZHST+SVS has the standard accuracy G3.

When the guideway and toothed rack are combined, an accuracy corresponding to “normal” in accordance with ISO/CD 12090-1 is ensured.

Higher accuracies are only available by agreement.



Four-row linear ball bearing and guideway assembly with toothed guideway

Ordering example, ordering designation

Guideway identical to standard production length

Standard production lengths: see dimension tables.

Start and end of guideway cut obliquely.

| | |
|--|----------|
| Four-row linear ball bearing and guideway assembly | KUVE |
| Size | 25 |
| Carriage type, for screw mounting from side | SB |
| Guideway with teeth on underside | ZHP |
| Number of carriages per unit | W2 |
| Accuracy class | G3 |
| Preload class | V2 |
| Guideway length | 1 500 mm |

Ordering designation

1×**KUVE25-SB-ZHP-W2-G3-V2/1 500**, *Figure 7*

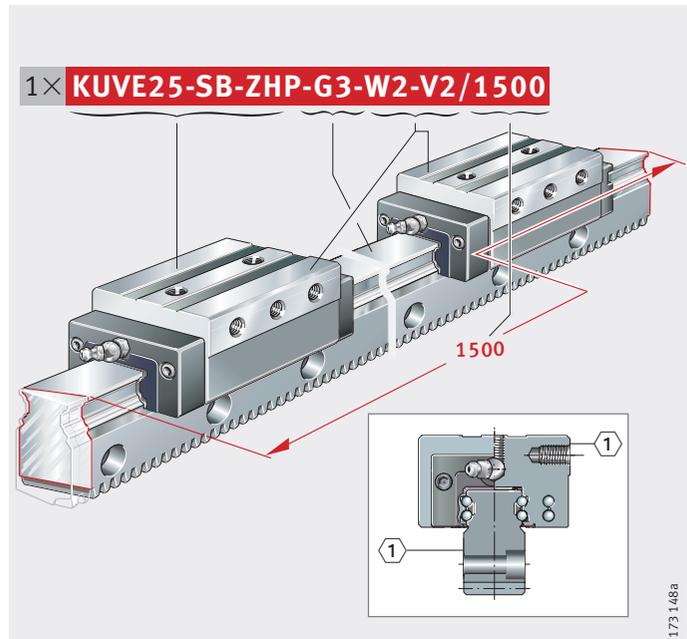
Attention!

Even with $n \times l_{\max}$, the ends of the individual guideway pieces are cut obliquely.

① Locating face
Ends of guideways cut obliquely

Figure 7

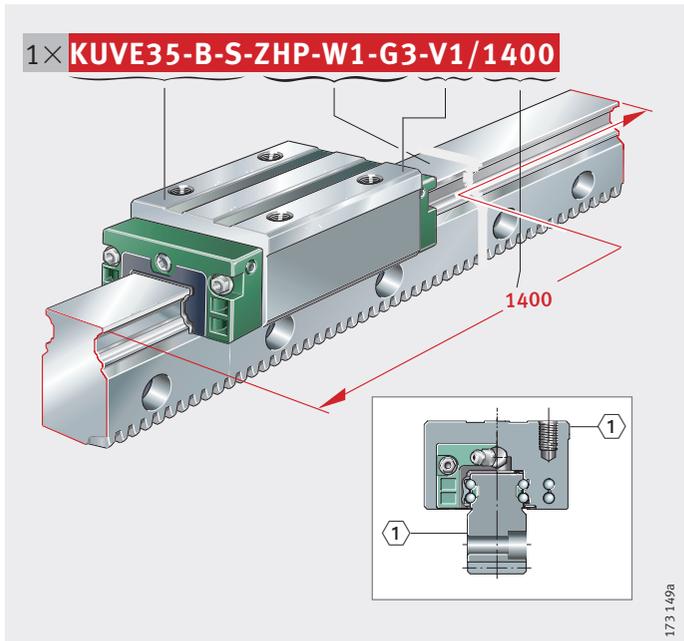
Ordering example, ordering designation



Guideway smaller than standard production length

Start and end of guideway cut straight.
 Four-row linear ball bearing and guideway assembly
 Size 35
 Type, narrow carriage B-S
 Guideway with teeth on underside ZHP
 Number of carriages per unit W1
 Accuracy class G3
 Preload class V1
 Guideway length 1 400 mm

Ordering designation 1×**KUVE35-B-S-ZHP-W1-G3-V1/1 400**, *Figure 8*



① Locating face
 Ends of guideways cut straight

Figure 8
 Ordering example,
 ordering designation

Four-row linear ball bearing and guideway assembly with toothed guideway

Guideway larger than standard production length

Start and end of guideway cut straight, guideway joint cut obliquely.

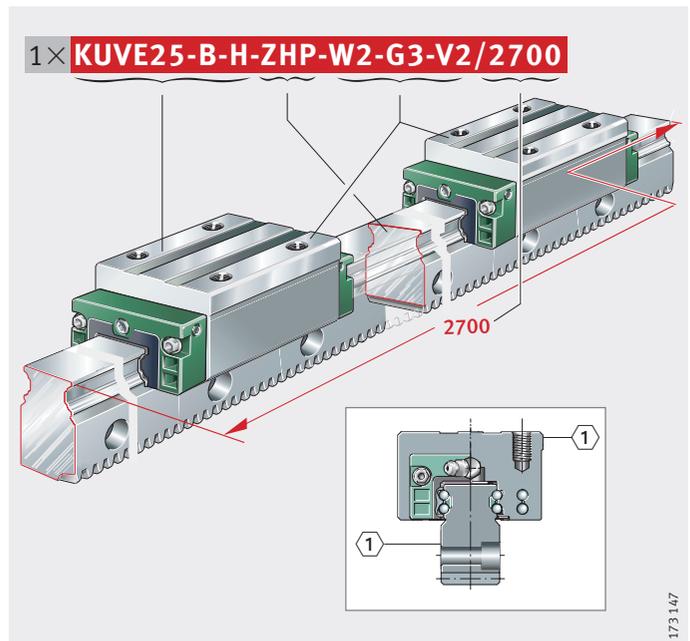
| | |
|--|----------|
| Four-row linear ball bearing and guideway assembly | KUVE |
| Size | 25 |
| Type, high carriage | B-H |
| Guideway with teeth on underside | ZHP |
| Number of carriages per unit | W2 |
| Accuracy class | G3 |
| Preload class | V2 |
| Guideway length | 2 700 mm |

Ordering designation

1×**KUVE25-B-H-ZHP-W2-G3-V2/2 700**, *Figure 9*

① Locating face
Guideway joint cut obliquely,
ends cut straight

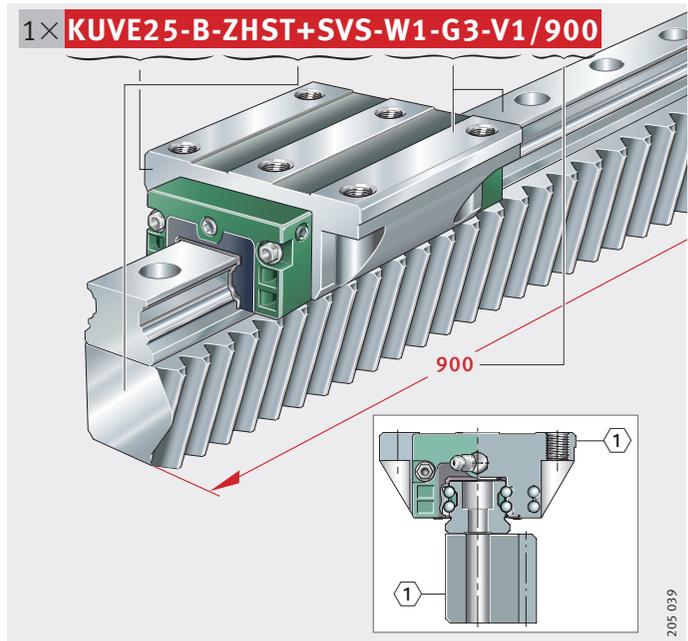
Figure 9
Ordering example,
ordering designation



**Unit with toothed guideway,
teeth on lateral face**

| | |
|---|-----------------|
| Four-row linear ball bearing and guideway assembly | KUVE |
| Size | 25 |
| Carriage type | B |
| Guideway with toothed rack, lateral teeth | TKVD25-ZHST+SVS |
| Number of carriages per unit | W1 |
| Accuracy class | G3 |
| Preload class | V1 |
| Guideway length | 900 mm |

Ordering designation 1×**KUVE25-B-ZHST+SVS-W1-G3-V1/900**, Figure 10



① Locating face
Unit

Figure 10
Ordering example,
ordering designation

205 039

Four-row linear ball bearing and guideway assembly with toothed guideway

**Guideway with toothed rack,
lateral teeth**

Ordering designation

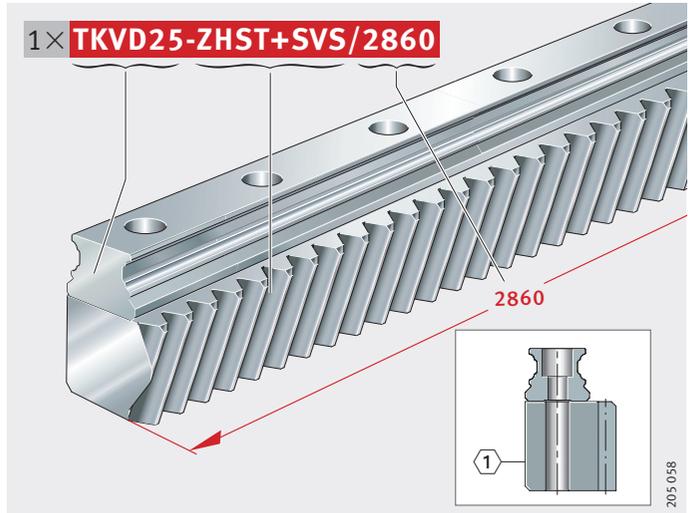
Guideway of size 25 with toothed rack,
lateral teeth
Guideway length

1×TKVD25-ZHST+SVS/2860, Figure 11

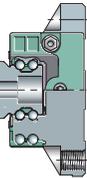
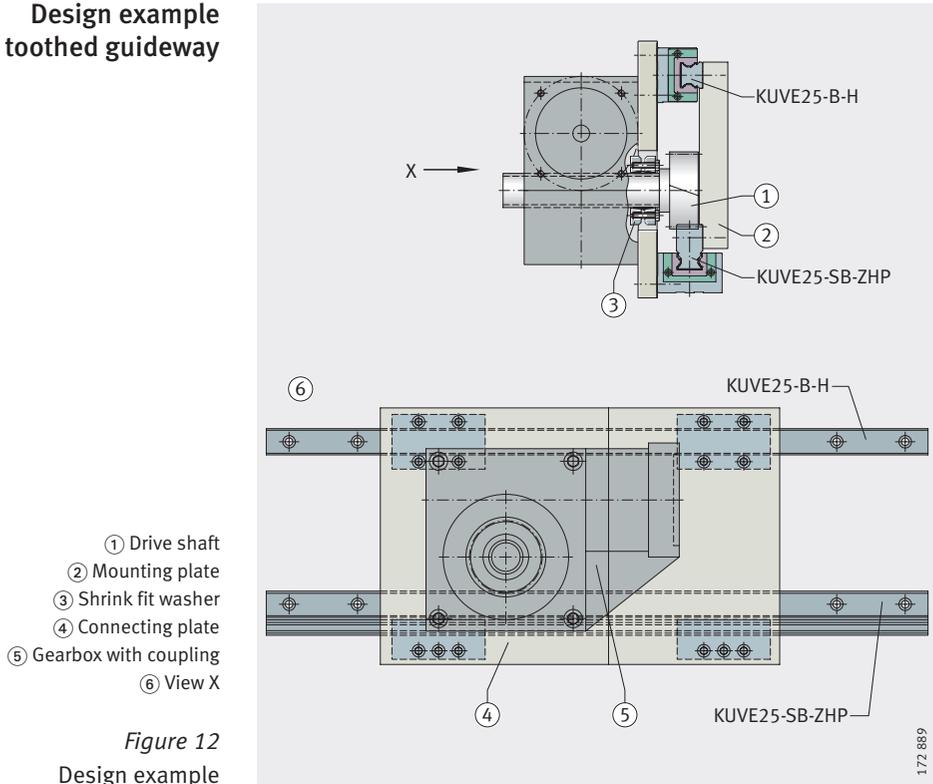
TKVD25-ZHST+SVS
2 860 mm

① Locating face
Guideway with toothed rack

Figure 11
Ordering example,
ordering designation

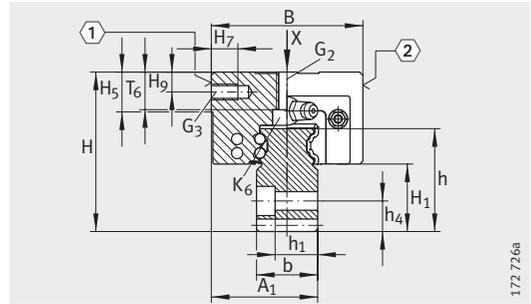


**Design example
with toothed guideway**



Four-row linear recirculating ball bearing and guideway assemblies

Guideway with teeth on underside



KUVE...-SB-ZHP
①, ②⁴⁾

Dimension table - Dimensions in mm

| Designation | Dimensions | | | | | | Mounting dimensions | | | | | | | | | | |
|-----------------------------|----------------|-------|-------|----|----|-------|---------------------|----------------|----|----------------|-----------------|-----------------|----------------|-----------------|------|----------------|----------------|
| | $l_{max}^{1)}$ | | | H | B | L | A ₁ | A ₃ | b | L ₁ | J _{LZ} | J _{L1} | j _L | $a_L, a_R^{2)}$ | | H ₁ | H ₅ |
| | | | | | | | | | | | | | | min. | max. | | |
| KUVE25-SB-ZHP ³⁾ | 540 | 960 | 1 500 | 60 | 57 | 81,7 | 40 | 15 | 23 | 60,7 | 35 | 17,5 | 60 | 20 | 53 | 25,2 | 15 |
| KUVE35-SB-ZHP ³⁾ | 560 | 1 120 | 1 680 | 85 | 76 | 110,4 | 55 | 19,3 | 34 | 80 | 50 | 25 | 80 | 20 | 71 | 36,8 | 22 |

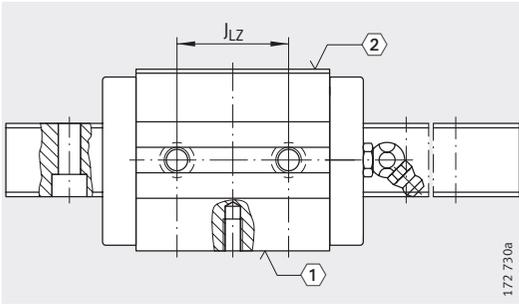
For further table values, see page 316 and page 317.

¹⁾ Standard lengths have obliquely cut ends and can be used for direct joining of guideways.

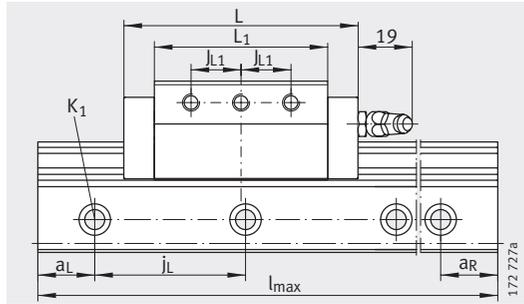
²⁾ a_L and a_R are dependent on the guideway length l .

³⁾ Teeth, centre distance and ratio in accordance with DIN 3 975 and DIN 3 976.

⁴⁾ ① Locating face
② Marking

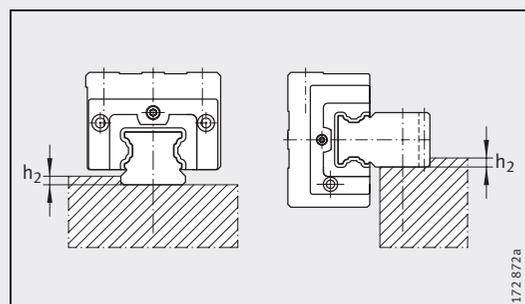
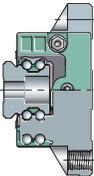


KUVE...-SB-ZHP · View rotated 90°
 ①, ②⁴⁾



KUVE...-SB-ZHP

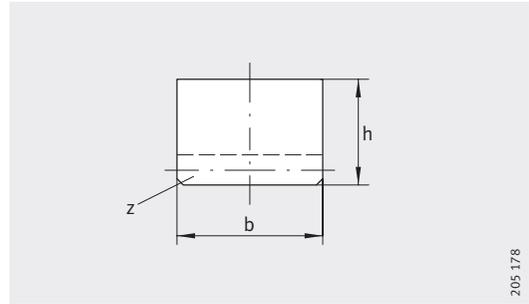
| T ₆ | H ₇ min. | H ₉ | h | h ₁ | h ₂ max. | h ₄ | Fixing screws | | | | | | Modulus m | | |
|----------------|------------------------|----------------|----------------------|----------------|------------------------|----------------|----------------------------------|----|----------------------|----|----------------|----|--------------|----------------|---|
| | | | | | | | K ₁ | | G ₂ | | G ₃ | | | K ₆ | |
| | | | | | | | DIN ISO 4 762-12.9 ³⁾ | | | | | | | DIN 7 984-8.8 | |
| | M _A Nm | | M _A Nm | | M _A Nm | | M _A Nm | | M _A Nm | | | | | | |
| 14,8 | 10 | 7,5 | 38,7 | 13 | 3 | 11,5 | M6 | 17 | M8 | 24 | M6 | 17 | M6 | 17 | 2 |
| 18,15 | 13 | 11 | 57 | 22 | 5 | 17 | M8 | 41 | M10 | 83 | M8 | 41 | M8 | 41 | 3 |



KUVE...-B-SB-ZHP

Four-row linear recirculating ball bearing and guideway assemblies

Guideway with teeth on underside



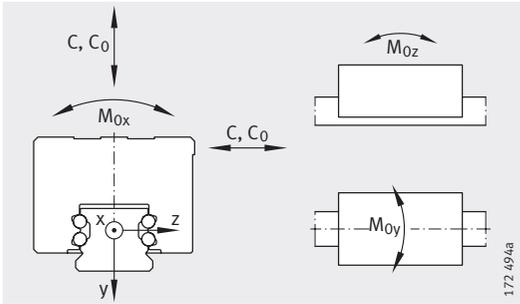
Fitting mating piece MZHP

205 178

Dimension table (continued) · Dimensions in mm

| Designation | Carriage | | Guideway | | Mating piece ¹⁾ | | | | |
|----------------------|--------------------|----------------------|-------------------|------------------------|----------------------------|------------|----|----|-------------------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Designation | Dimensions | | | |
| | | | | | | Modulus | b | h | Number of teeth z |
| KUVE25-SB-ZHP | KWVE25-B-SB | 0,85 | TKVD25-ZHP | 6,3 | MZHP02 | 2 | 24 | 24 | 30 |
| KUVE35-SB-ZHP | KWVE35-B-SB | 1,8 | TKVD35-ZHP | 14 | MZHP03 | 3 | 29 | 29 | 20 |

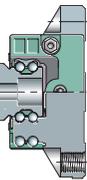
¹⁾ Without fixing holes.



Load directions

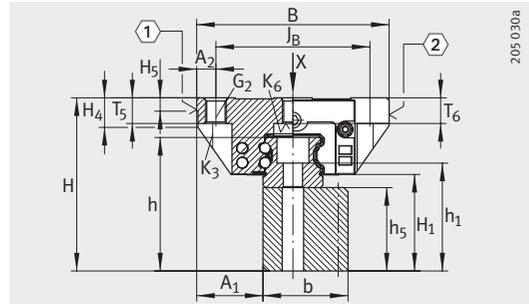
Load carrying capacity

| Basic load ratings | | Moment ratings | | |
|--------------------|----------------|-----------------|-----------------|-----------------|
| C | C ₀ | M _{0x} | M _{0y} | M _{0z} |
| N | N | Nm | Nm | Nm |
| 17 900 | 37 000 | 510 | 395 | 395 |
| 38 000 | 72 000 | 1 465 | 1 020 | 1 020 |



Four-row linear recirculating ball bearing and guideway assemblies

Guideway with teeth on lateral face

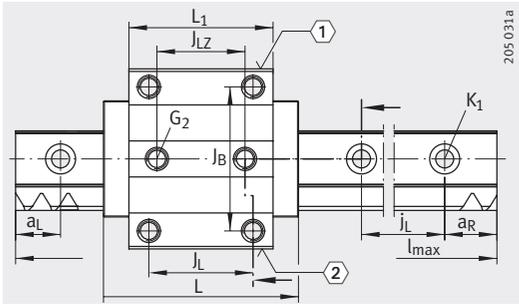


KUVE..-B-ZHST+SVS
 ①, ②⁵⁾

Dimension table - Dimensions in mm

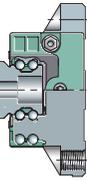
| Designation | Mass | | | | Mounting dimensions | | | | | | | |
|---------------------------------------|-------------------------|----|-----|------|---------------------|-------|----------------|----------------|----------------|----------------|-----------------|----------------|
| | l_{max} ¹⁾ | H | B | L | A ₁ | b | h ₅ | L ₁ | J _B | J _L | J _{LZ} | j _L |
| KUVE25-B-ZHST+SVS³⁾ | 2 860 | 65 | 70 | 81,7 | 23,5 | 29,75 | 29 | 60,7 | 57 | 45 | 40 | 60 |
| KUVE30-B-ZHST+SVS³⁾ | 2 860 | 81 | 90 | 97,6 | 31 | 39,75 | 39 | 72 | 72 | 52 | 44 | 80 |
| KUVE35-B-ZHST+SVS³⁾ | 2 860 | 87 | 100 | 110 | 33 | 48,75 | 39 | 80 | 82 | 62 | 52 | 80 |

- 1) The maximum single-piece length of the toothed racks is 960 mm.
 The maximum single-piece selling length of the unit is 2860 mm.
 There is a possibility of obtaining by agreement a single-piece unit up to 5740 mm.
- 2) a_L and a_R are dependent on the length of the unit,
 the holes may be intersected in certain cases.
- 3) Teeth, centre distance and ratio in accordance with DIN 3975 and DIN 3976.
- 4) If there is a possibility of preload loss due to settling, the fixing screws should be secured against rotation.
- 5) ① Locating face
 ② Marking



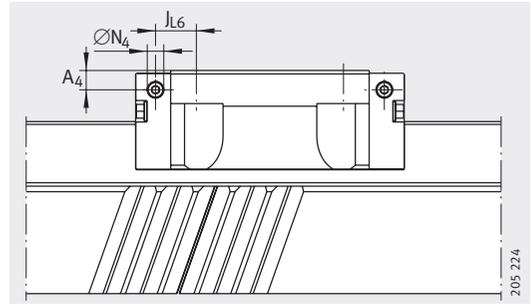
KUVE..-B-ZHST+SVS · View rotated 90°
 ①, ②⁵⁾

| | | | | | | | | | | Fixing screws ⁴⁾ | | | | | | | | Modulus m |
|---|------|----------------|----------------|----------------|----------------|----------------|----------------|------|----------------|--------------------------------------|----|----------------------|----|----------------------|----|---------------------------------|----|--------------|
| a _L , a _R ²⁾ | | A ₂ | H ₁ | H ₄ | H ₅ | T ₅ | T ₆ | h | h ₁ | K ₁ DIN ISO 4 762-12.9 | | G ₂ | | G ₃ | | K ₆ DIN 7 984-8.8 | | |
| min. | max. | | | | | | | | | M _A Nm | | M _A Nm | | M _A Nm | | M _A Nm | | |
| 28 | 32 | 6,5 | 34,4 | 10,9 | 5 | 10 | 10 | 47,7 | 37,7 | M6 | 17 | M8 | 24 | M6 | 17 | M6 | 17 | 3 |
| 28 | 51 | 9 | 45 | 13,8 | 6 | 12 | 12 | 62,5 | 50,5 | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | 4 |
| 28 | 51 | 9 | 45,8 | 14,3 | 6,5 | 13 | 12 | 66 | 54 | M8 | 41 | M10 | 41 | M8 | 41 | M8 | 41 | 4 |



Four-row linear recirculating ball bearing and guideway assemblies

Guideway with teeth on lateral face

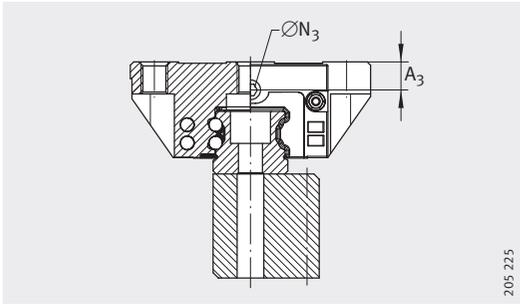


Lubrication connector on lateral face

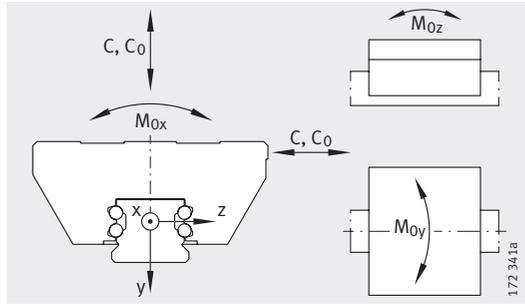
Dimension table (continued) · Dimensions in mm

| Designation | Carriage ²⁾ | | Guideway | |
|--------------------------|------------------------|-------------------|-----------------|---------------------|
| | Designation | Mass m ≈ kg | Designation | Mass m ≈ kg/m |
| KUVE25-B-ZHST+SVS | KWVE25-B | 0,71 | TKVD25-ZHST+SVS | 8,5 |
| KUVE30-B-ZHST+SVS | KWVE30-B | 1,4 | TKVD30-ZHST+SVS | 15 |
| KUVE35-B-ZHST+SVS | KWVE35-B | 2,02 | TKVD35-ZHST+SVS | 19,2 |

- 1) Calculation of basic load ratings in accordance with DIN 636.
Based on practical experience, it may be possible to increase the basic dynamic load rating.
- 2) Lubrication nipple with tapered head to DIN 71 412-B M6 supplied loose.
- 3) Maximum permissible screw depth for lubrication connectors.



Lubrication connector on end face

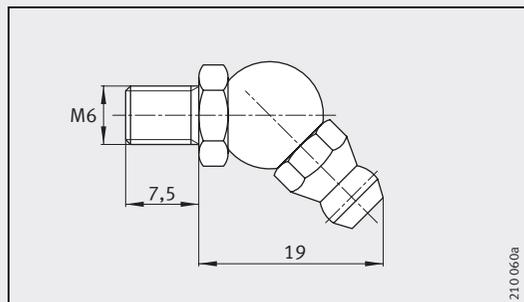
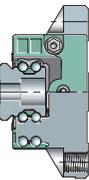


Load directions

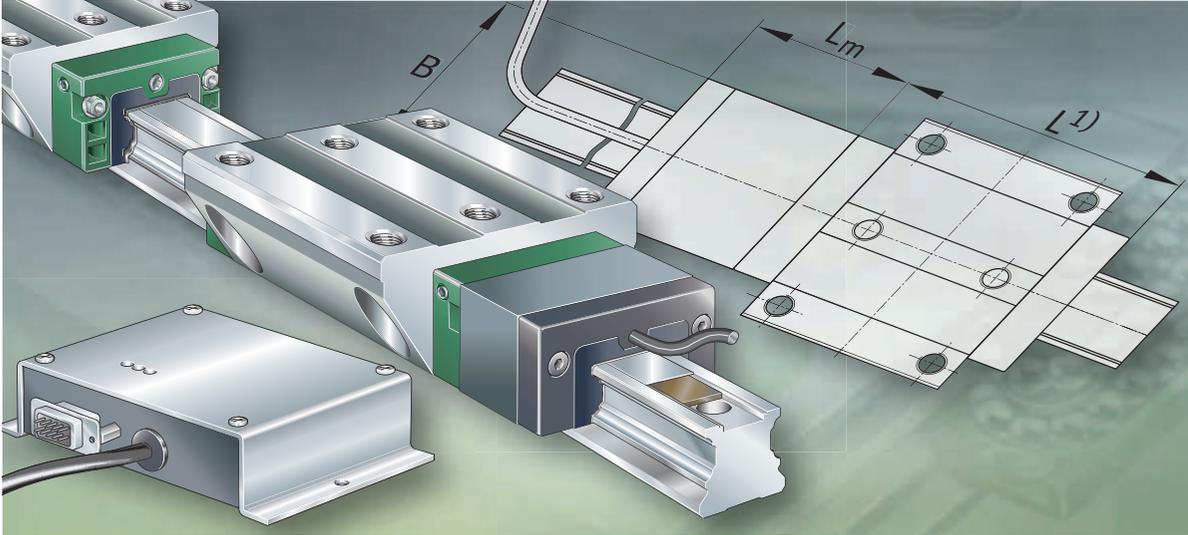
Dimensioning of lubrication connectors

Load carrying capacity¹⁾

| A ₃ | ∅N ₃ | | A ₄ | ∅N ₄ | | J _{L6} | Basic load ratings | | | | |
|----------------|-----------------|----|----------------|-----------------|----|-----------------|--------------------|----------------|-----------------|-----------------|-----------------|
| | | 3) | | | 3) | | C | | Moment ratings | | |
| | | | | | | | kN | C ₀ | M _{0x} | M _{0y} | M _{0z} |
| 11 | 5,5 | 7 | 6,5 | 5,5 | 7 | 12,85 | 17,9 | 37 | 510 | 395 | 395 |
| 11,5 | 5,5 | 7 | 7 | 5,5 | 7 | 15,5 | 27,5 | 55 | 970 | 700 | 700 |
| 12,3 | 5,5 | 7 | 11 | 5,5 | 7 | 16 | 38 | 72 | 1 465 | 1 020 | 1 020 |



Lubrication nipple²⁾

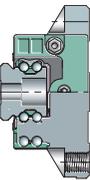


Four-row linear recirculating ball bearing and guideway assemblies

With integral measuring system

Four-row linear ball bearing and guideway assemblies with measuring system

| | Page |
|---|------|
| Product overview | |
| Four-row linear recirculating ball bearing and guideway assemblies with integral measuring system | 324 |
| Features | |
| Mechanical component | 325 |
| Measuring system | 325 |
| Special accessory: positional display | 328 |
| Design and safety guidelines | |
| Measuring system for incremental length measurement | 329 |
| Measuring system for absolute length measurement | 330 |
| Fitting | 330 |
| Ordering example, ordering designation | |
| Ordering data required | 331 |
| Incremental measuring system with single reference point | 332 |
| Incremental measuring system with multiple reference point .. | 333 |
| Absolute digital measuring system | 334 |
| Dimension tables | |
| Four-row linear recirculating ball bearing and guideway assemblies with integral measuring system | 335 |

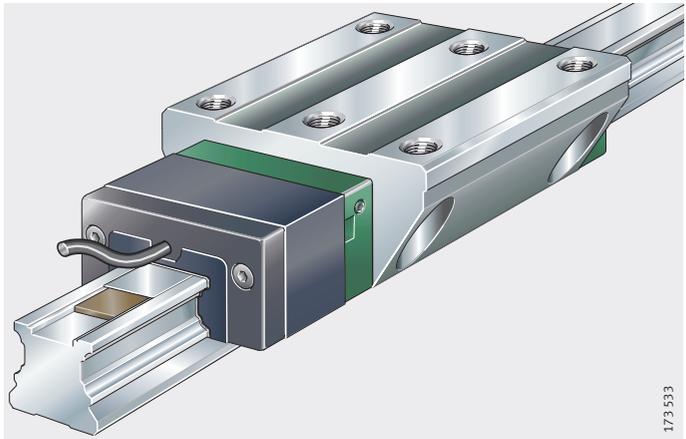


Product overview

Four-row linear ball bearing and guideway assemblies with measuring system

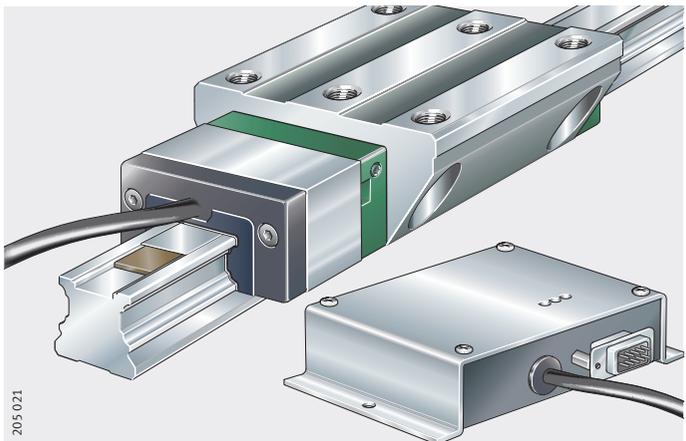
Electronic-magnetic measuring system
Incremental

KUVE...-B-LMST



Absolute digital

KUVE...-B-LMSD



Special accessory
Positional display

MA10/4



Four-row linear ball bearing and guideway assemblies with measuring system

Features These linear recirculating ball bearing and guideway assemblies comprise a carriage with an adapted measuring head and a guideway for location of the magnetic strip and covering strip. Measurement is carried out by incremental or absolute digital means.

The guidance systems expand on the advantages of the proven linear recirculating ball bearing and guideway assemblies KUVE without a measuring system by the direct measurement of travel distances.

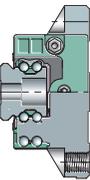
Mechanical component The mechanical component of the monorail guidance system corresponds to linear recirculating ball bearing and guideway assemblies KUVE. These units can support forces from all directions and moments about all axes, are preloaded and have high accuracy, rigidity and load carrying capacity.

Mechanical features: see page 235.

Measuring system The measuring system is used to measure the displacement distance. It directly measures the distance covered by means of magnetic scanning (Incremental or absolute measurement) irrespective of the quality of the drive.

The magnetic strip has a single track dimensional scale with a pole pitch of 5 mm.

The maximum travel speed of the carriage is 360 m/min, the maximum measurement length is 90 m.



Four-row linear ball bearing and guideway assemblies with measuring system

Incremental measuring system

Linear recirculating ball bearing and guideway assemblies KUVE..-B-LMST+EP have an incremental length measuring system with a fixed reference point, KUVE..-B-LMST+MP have the same system with a multiple reference point, *Figure 1*. The technical data are given on page 329.

The multiple reference point is a freely selectable reference point and can be defined over the whole measurement length on a 5 mm grid.

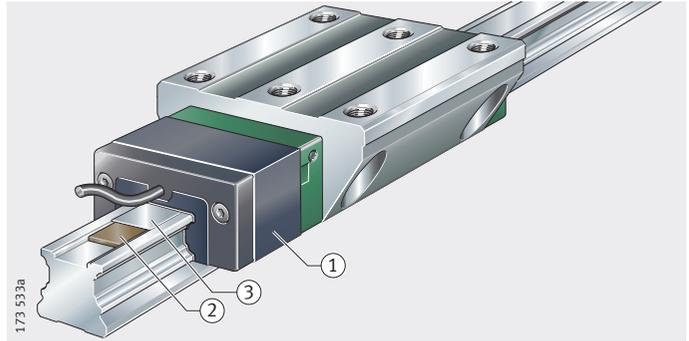
Ordering examples: see page 332 and page 333.

KUVE..-B-LMST+EP
KUVE..-B-LMST+MP

- ① Adapted measuring head
- ② Guideway with integral magnetic strip
- ③ Covering strip

Figure 1

Incremental system



Absolute digital measuring system

Linear recirculating ball bearing and guideway assemblies KUVE..-B-LMSD have an absolute digital length measuring system. The electronic evaluation system is connected directly to the measuring head, *Figure 2*. The technical data are given on page 330.

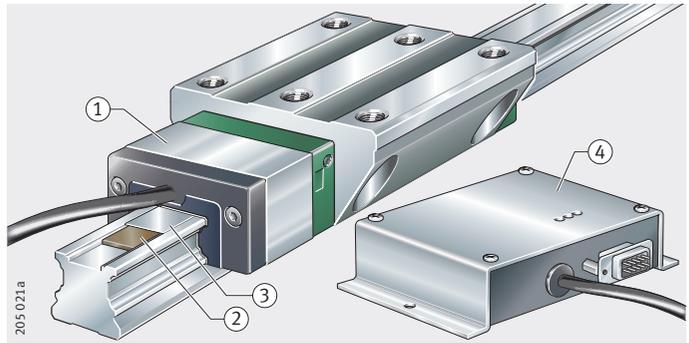
Ordering example: see page 334.

KUVE..-B-LMSD

- ① Adapted measuring head
- ② Guideway with integral magnetic strip
- ③ Covering strip
- ④ Electronic evaluation system ASA 510

Figure 2

Absolute digital system



Design of measuring system

The designs of the measuring system are shown in the following table.

Designs

| Measuring system | Guideway | Reference signal | Magnetic strip | Accuracy class (relative) ¹⁾ |
|---|-------------|------------------|----------------|---|
| LMST+EP Length measuring system, incremental, TTL with single reference point | TKVD..-LMSD | Single point | MB500-LMST+EP | KL3 |
| LMST+MP Length measuring system, incremental, TTL with multiple reference point | TKVD..-LMSD | Multiple point | MB500-LMSD | KL3 |
| LMSD Length measuring system, absolute digital | TKVD..-LMSD | – | MB500-LMSD | KL3 |

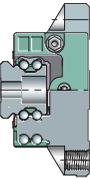
¹⁾ Accuracy class of magnetic strip:
– KL3: 0,05 mm = ±25 µm

Designs continued

| Measuring system | Sensing head | Resolution ¹⁾ | System accuracy (absolute) |
|---|-----------------|--------------------------|------------------------------------|
| LMST+EP Length measuring system, incremental, TTL with single reference point | ABTKO-LMST+EP | AU3 | ±(0,03 + 0,01×L) mm ²⁾ |
| LMST+MP Length measuring system, incremental, TTL with multiple reference point | ABTKO-LMST + MP | AU3 | ±(0,03 + 0,01×L) mm ²⁾ |
| LMSD Length measuring system, absolute digital | ABTKO LMSD | AU4 | ±(0,025 + 0,01×L) mm ²⁾ |

¹⁾ Resolution class of sensing head:
– AU1: 0,001 mm = 1 µm (by agreement for LMST)
– AU3: 0,005 mm = 5 µm
– AU4: 0,01 mm = 10 µm.

²⁾ L in m at +20 °C and per metre or part thereof.



Four-row linear ball bearing and guideway assemblies with measuring system

Available measuring system
for series and size

| Series | Size | | | | |
|---------------|----------|----------|----------|----------|----------|
| | KUVE20-B | KUVE25-B | KUVE30-B | KUVE35-B | KUVE45-B |
| KUVE...-B | ● | ● | ● | ● | ● |
| KUVE...-B-L | ● | ● | ● | ● | ● |
| KUVE...-B-H | – | ● | ● | ● | ● |
| KUVE...-B-HL | – | ● | ● | ● | ● |
| KUVE...-B-S | ● | ● | ● | ● | ● |
| KUVE...-B-SL | ● | ● | ● | ● | ● |
| KUVE...-B-SN | ● | ● | ● | ● | ● |
| KUVE...-B-SNL | ● | ● | ● | ● | ● |
| KUVE...-B-N | ● | ● | ● | ● | ● |
| KUVE...-B-NL | ● | ● | ● | ● | ● |
| KUVE...-B-E | ● | ● | ● | ● | ● |
| KUVE...-B-EC | ● | ● | ● | ● | ● |
| KUVE...-B-ES | ● | ● | ● | ● | ● |
| KUVE...-B-ESC | ● | ● | ● | ● | ● |

Special accessory Positional display

The positional display MA10/4 is an individually programmable single axis device with a 12 character LCD display, high contrast and dot matrix, *Figure 3*.

The display shows the evaluated information from the magnetic sensors.



MA10/4

Figure 3
Positional display

205 022a

Design and safety guidelines

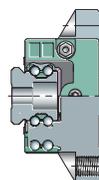
Attention!

Note the design and safety guidelines starting from page 240.

Measuring system for incremental length measurement

Technical data

| Feature | Technical data |
|-----------------------------------|--|
| Operating voltage | 24 V DC \pm 20 %, standard |
| Cable length | Open cable ends 2 m cable (standard), other cable lengths available by agreement |
| Cable sheath | PUR, oil-resistant, standard |
| Output switching | Line Driver (LD) standard, 5 V square wave output signal to RS422 |
| Reference signal | Periodic index (LMST+MP) Fixed index (LMST+EP) |
| Resolution | 0,005 mm, standard |
| Power consumption | max. 70 mA, to 24 V DC zero load |
| Output signals | A Quad B 5V TTL |
| Travel speed | max. 6,9 m/s (of magnetic sensor) |
| Distance between strip and sensor | max. 1,5 mm, over whole measurement length |
| System accuracy | $\pm(0,03 + 0,01 \times L)$ mm [L in m], at $T_u = +20$ °C; L = length per metre or part thereof |
| Repeat accuracy | ± 1 increment = $\pm 0,005$ mm |
| Temperature range | Working temperature -10 °C to $+70$ °C Storage temperature -30 °C to $+80$ °C |
| Humidity | 100 % rF, dew formation permissible |
| Interference protection class | 3, to IEC 801 |
| Magnetic sensor type | MSK 500/1 |
| Reference point | KUVE-LMST+EP: single reference point KUVE-LMST+MP: multiple reference point |



Four-row linear ball bearing and guideway assemblies with measuring system

Measuring system for absolute length measurement

Technical data

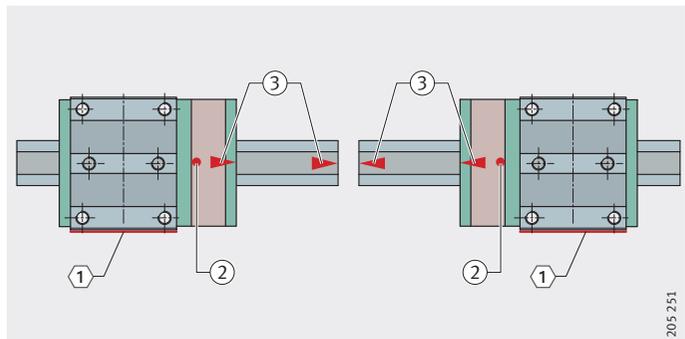
| Feature | Technical data |
|--|---|
| Operating voltage | 24 V DC \pm 20 %, standard |
| Cable length | 2 m standard (fixed), between the measuring head and the electronic evaluation system |
| Measurement length | max. 83 m |
| Dimensional scale | 1 track, pole pitch 5 mm |
| Positional detection | current-free, 3 V lithium battery, life approx. 7 to 10 years according to ambient temperature |
| Cable sheath | PUR, oil-resistant, standard |
| Output switching either or | SSI, standard (to RS422 A, max. 1 MHz) RS485, ASCII protocol |
| Resolution | 0,01 mm, internally adjustable |
| Power consumption | < 100 mA, protection against reverse polarity |
| Connection type | D-SUB 9 pin |
| Housing for electronic evaluation system | Sheet steel, zinc electroplating |
| Interference protection class | 3, to IEC 801 |
| Travel speed | max. 6 m/s |
| Distance between strip and sensor | max. 2 mm, over whole measurement length |
| System accuracy | $\pm (0,025 + 0,01 \times L)$ mm [L in m], at $T_u = +20$ °C; L = length per metre or part thereof |
| Repeat accuracy | ± 1 digit = $\pm 0,01$ mm |
| Temperature range | Working temperature 0 °C to +60 °C Storage temperature -30 °C to +70 °C |
| Humidity (electronic evaluation system) | 95 % rF, dew formation permissible |
| Protection type (electronic evaluation system) | IP 40 to DIN VDE 0470, CE inspection symbol |
| Mass | approx. 550 g, electronic evaluation system with cable and measuring head |

Fitting

When fitting the KUVE..-B-LMST+EP, attention must be paid to the direction of the arrows, *Figure 4*. The arrow on the magnetic strip and on the measuring head must point in the same direction.

- ① Locating face
- ② Reference point
- ③ Marking arrows

Figure 4
Marking arrows



**Ordering example,
ordering designation
Ordering data required**

The following must be stated when ordering:

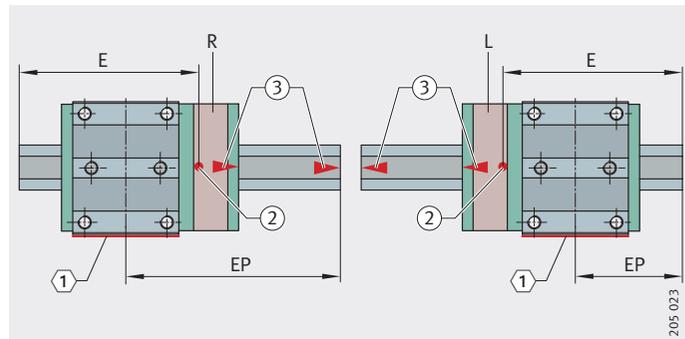
- the type of measuring system, see table Designs, page 327
 - incremental (LMST)
 - with single or multiple reference point (EP or MP)
 - absolute digital (LMSD)
- the position of the measuring head: left (L) or right (R) with reference to the locating face, *Figure 5* and *Figure 6*
- the reference signal in the LMST version
 - single point (EP)
 - multiple point (MP)
- the position of the reference point (EP) in mm, *Figure 5*
 - EP = distance between the end face of the guideway and the centre of the carriage
 - E = distance between the end face of the guideway and the reference point (calculated by Schaeffler)
- the resolution of the sensing head
 - AU3 = 5 μm for LMST (EP and MP)
 - AU4 = 10 μm for LMSD
- the accuracy class of the magnetic strip
 - KL3 = 0,05 mm.

KUVE...B-LMST+EP

- ① Locating face
- ② Reference point
- ③ Marking arrows

Figure 5

Position of the reference point

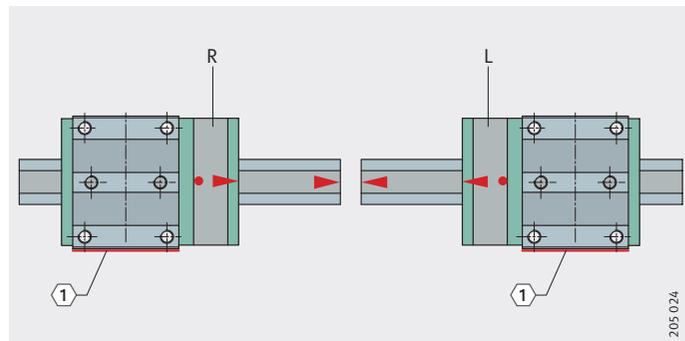


**KUVE...B-LMST+MP
KUVE...B-LMSD**

- ① Locating face

Figure 6

Position of the measuring head
(R or L)
with reference to the locating face



Four-row linear ball bearing and guideway assemblies with measuring system

Incremental measuring system with single reference point Linear guidance system data

| | |
|--|----------|
| Four-row linear ball bearing and guideway assembly with electronic-magnetic measuring system | KUVE |
| Size | 25 |
| Carriage type | B |
| Number of carriages per unit ¹⁾ | W1 |
| Accuracy class | G3 |
| Preload class | V1 |
| Guideway length | 1 200 mm |
| a_L | 30 mm |
| a_R | 30 mm |

¹⁾ Only one carriage is fitted with a measuring head, independent of the number of carriages on the guideway. The carriages can be arranged in any sequence.

It is also possible to fit several carriages with measuring heads on one guideway and magnetic strips with several independent reference points. Please contact us in this case.

Measuring system data

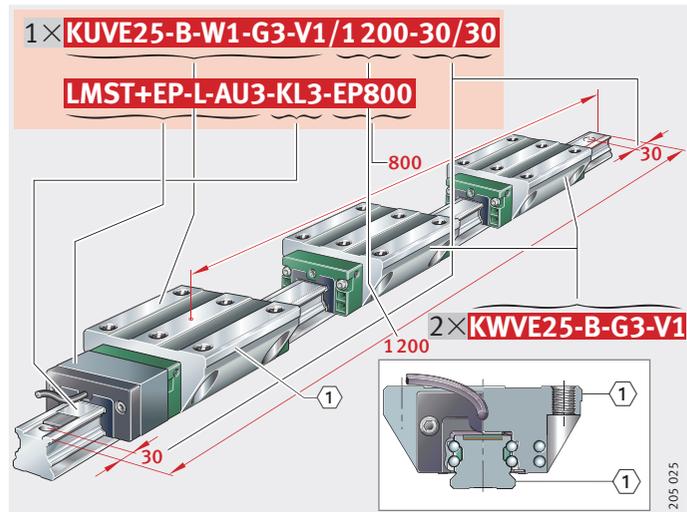
| | |
|--|-------|
| Length measuring system, incremental, TTL | LMST |
| Reference signal: single point | +EP |
| Position of measuring head on left of carriage with reference to locating face | L |
| Resolution of sensing head | AU3 |
| Accuracy class of magnetic strip | KL3 |
| Position of reference signal in relation to centre of carriage | EP800 |

Ordering designation

1×**KUVE25-B-W1-G3-V1/1200-30/30**
2×**KWVE25-B-G3-V1**, Figure 7

① Locating face

Figure 7
Ordering example,
ordering designation



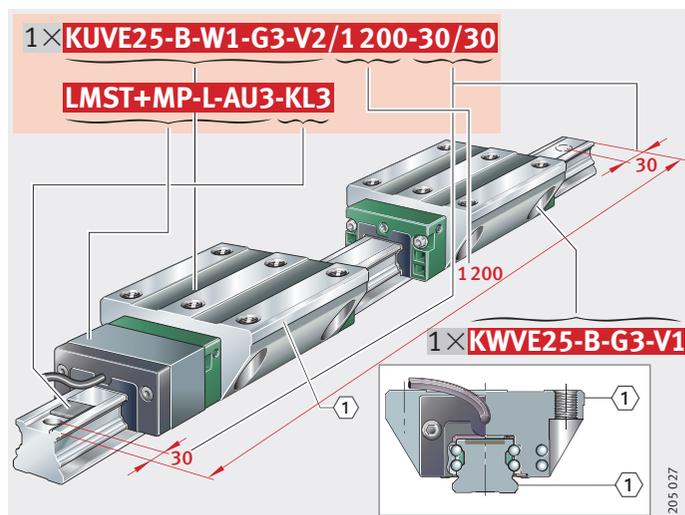
Incremental measuring system with multiple reference point
Linear guidance system data

| | |
|--|----------|
| Four-row linear ball bearing and guideway assembly with electronic-magnetic measuring system | KUVE |
| Size | 25 |
| Carriage type | B |
| Number of carriages per unit ¹⁾ | W1 |
| Accuracy class | G3 |
| Preload class | V2 |
| Guideway length | 1 200 mm |
| a_L | 30 mm |
| a_R | 30 mm |

¹⁾ Only one carriage is fitted with a measuring head, independent of the number of carriages on the guideway. The carriages can be arranged in any sequence.

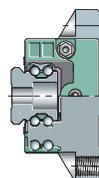
| | | |
|------------------------------|--|------|
| Measuring system data | Length measuring system, incremental, TTL | LMST |
| | Reference signal: multiple point; by means of an external switch, any reference position can be defined and changed, pole pitch 5 mm | +MP |
| | Position of measuring head on left of carriage with reference to locating face | L |
| | Resolution of sensing head | AU3 |
| | Accuracy class of magnetic strip | KL3 |

Ordering designation 1×**KUVE25-B-W1-G3-V2/1200-30/30** LMST+MP-L-AU3-KL3
 1×**KWVE25-B-G3-V1**, Figure 8



① Locating face

Figure 8
 Ordering example,
 ordering designation



205 027

Four-row linear ball bearing and guideway assemblies with measuring system

Absolute digital measuring system Linear guidance system data

Four-row linear ball bearing and guideway assembly with electronic-magnetic measuring system

| | |
|--|--------|
| Size | KUVE |
| Carriage type | B |
| Number of carriages per unit ¹⁾ | W1 |
| Accuracy class | G3 |
| Preload class | V1 |
| Guideway length | 900 mm |
| a_L | 30 mm |
| a_R | 30 mm |

¹⁾ Only one carriage is fitted with a measuring head, independent of the number of carriages on the guideway. The carriages can be arranged in any sequence.

Measuring system data

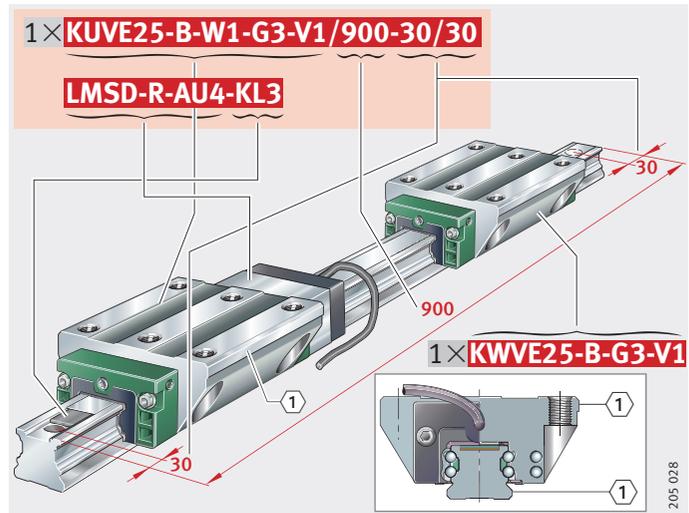
| | |
|---|------|
| Length measuring system, absolute digital | LMSD |
| Position of measuring head on right of carriage with reference to locating face | R |
| Resolution of sensing head | AU4 |
| Accuracy class of magnetic strip | KL3 |

Ordering designation

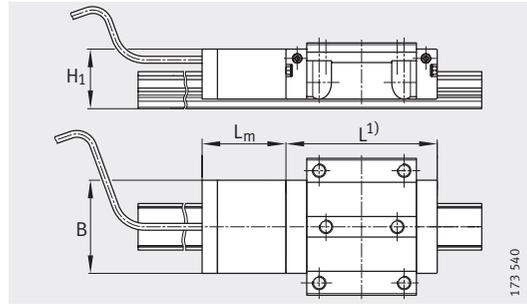
1×**KUVE25-B-W1-G3-V1/900-30/30**
1×**LMSD-R-AU4-KL3**
1×**KWVE25-B-G3-V1**, Figure 9

① Locating face

Figure 9
Ordering example,
ordering designation



Four-row linear recirculating ball bearing and guideway assemblies with integral measuring system

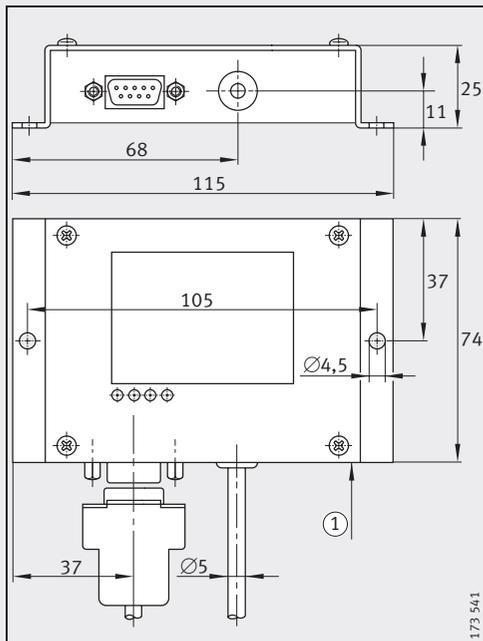
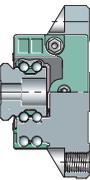


KUVE..-B-LMST, KUVE..-B-LMSD

Dimension table · Dimensions in mm

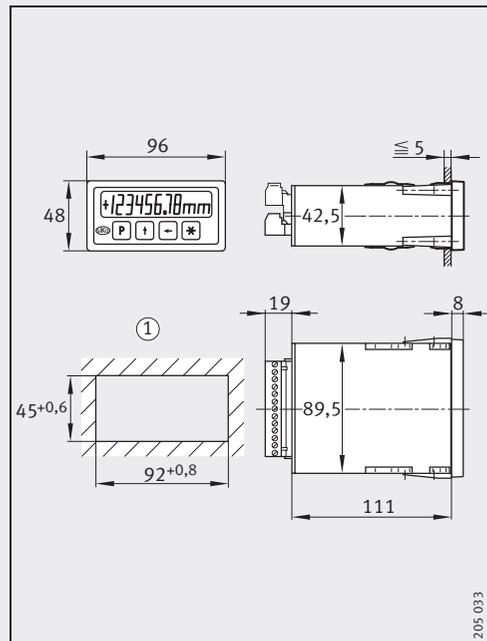
| Designation | | Dimensions | | | |
|-----------------|-----------------|------------|----------------|------------------|----------------|
| | | B | L _m | L | H ₁ |
| KUVE20-B..-LMST | KUVE20-B..-LMSD | 40,6 | 45 | 1) ¹⁾ | 26,6 |
| KUVE25-B..-LMST | KUVE25-B..-LMSD | 46 | 45 | 1) ¹⁾ | 30,5 |
| KUVE30-B..-LMST | KUVE30-B..-LMSD | 58 | 48 | 1) ¹⁾ | 37,5 |
| KUVE35-B..-LMST | KUVE35-B..-LMSD | 68 | 48,6 | 1) ¹⁾ | 43,5 |
| KUVE45-B..-LMST | KUVE45-B..-LMSD | 84,6 | 49,7 | 1) ¹⁾ | 51,5 |

1) L = standard length of linear recirculating ball bearing and guideway assembly.



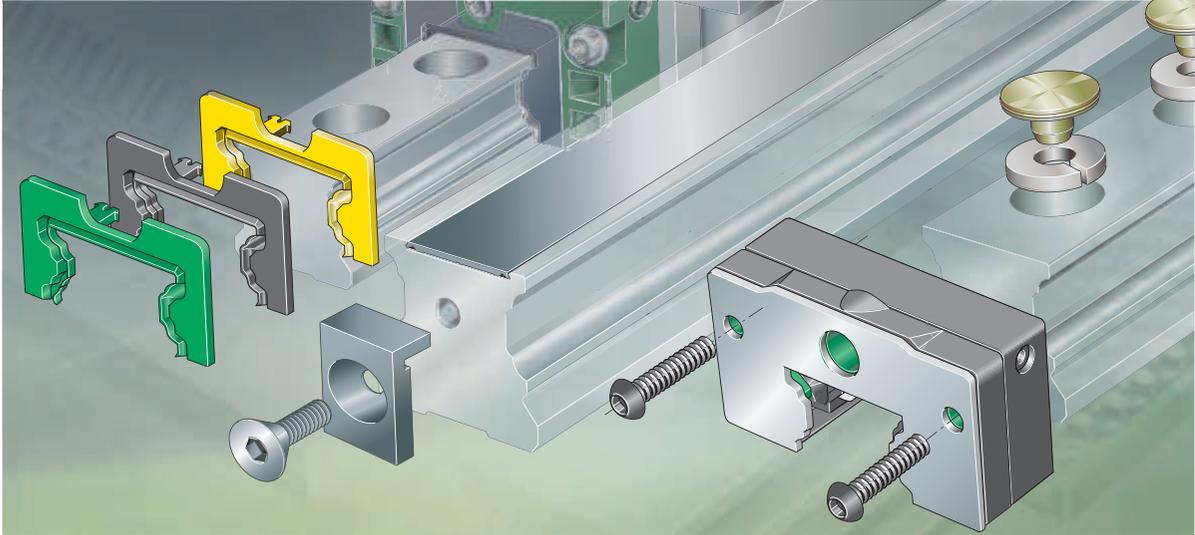
Electronic evaluation system ASA510

① Cable length 2 m



Positional display MA10/4 (special accessory)

① Panel outline to DIN 43 700



Accessories

Closing plugs

Guideway covering strips

Rolling-in device for covering strip

Clamping lugs and clamping strips

Braking and clamping element

Sealing and lubrication elements – system KIT

Gearbox

Coupling

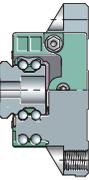
Drive shaft

Clamping joint

Lubricant dispenser

Accessories

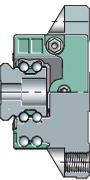
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| Adhesive bonded or clip fit..... | 345 |
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Accessories

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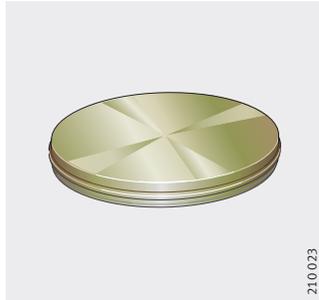


Product overview Accessories

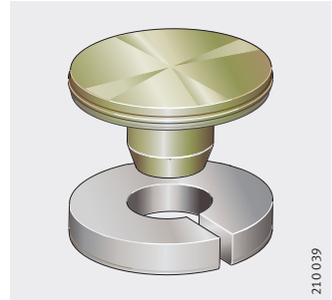
Closing plugs

Brass closing plug
Brass closing plug with clinch ring

KA..-M



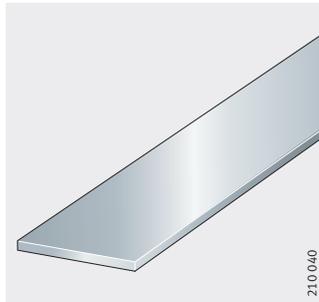
KA..-MSA



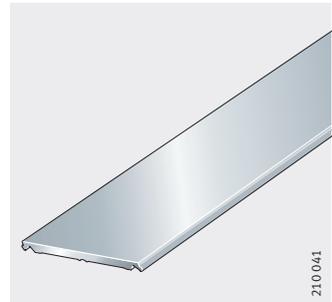
Guideway covering strips

Adhesive bonded
Clip fit

ADB



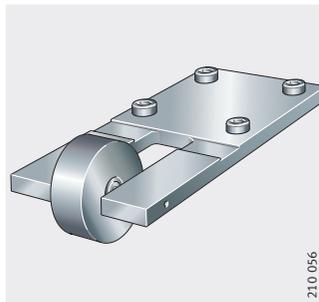
ADB..-K



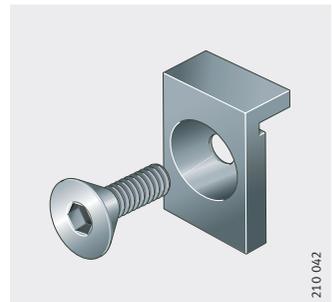
Rolling-in device and retaining plate

For covering strip

ERVV

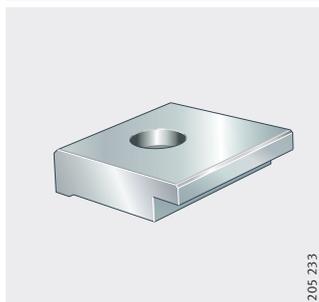


HPL.ADB

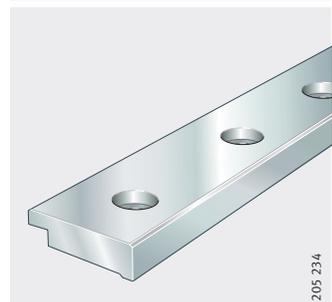


Clamping lug Clamping strip

SPPR

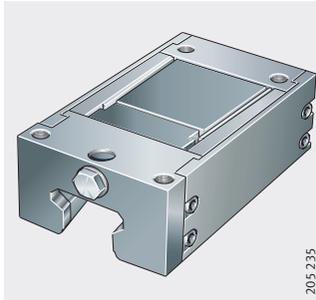


SPPL



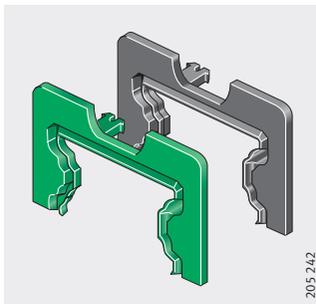
Braking and clamping element

BKE.TKVD



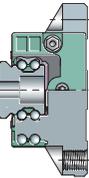
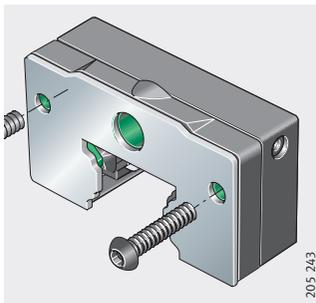
**Sealing elements –
system KIT**
End wiper
and smooth-running seal –
example KIT

KIT



**Lubrication elements –
system KIT**
Long term lubrication unit –
example KIT

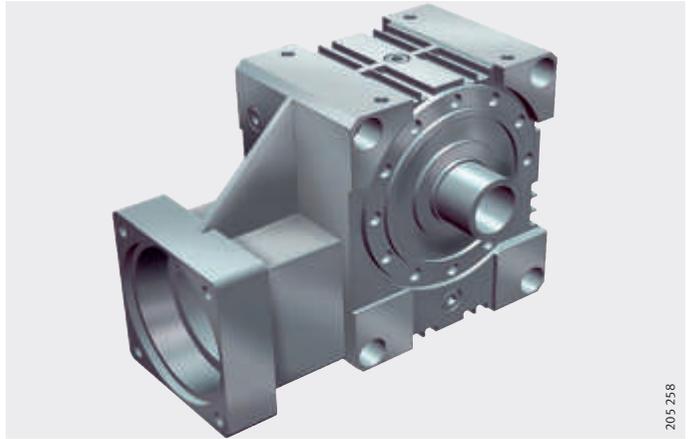
KIT



Product overview Accessories

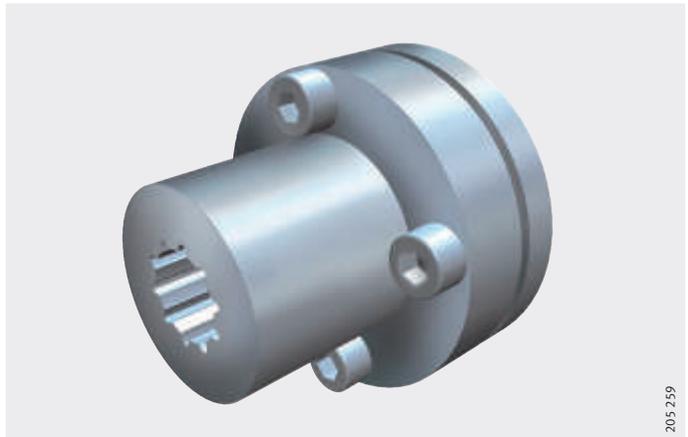
Gearbox

GTR..-SCHN..-KL



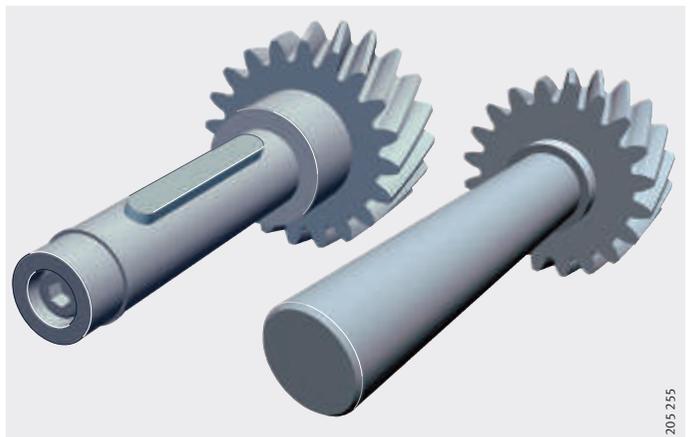
Coupling

KUP



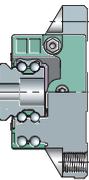
Drive shafts For feather key or clamping joint

RITZ..-PF, RITZ..-KL



**Clamping joint
Lubricant dispenser**

SPE



Accessories

Closing plugs

Closing plugs are used to close off the counterbores for the fixing screws in the guideways. As a result, the surface of the guideway is completely flush.

In addition to the standard plastic closing plugs, brass closing plugs and closing plugs with clinch ring are also available.

Brass closing plugs

Closing plugs KA..-M are particularly suitable for conditions involving hot swarf, aggressive media and vibrations, *Figure 1*.

KA..-M

Figure 1
Brass closing plug



With clinch ring

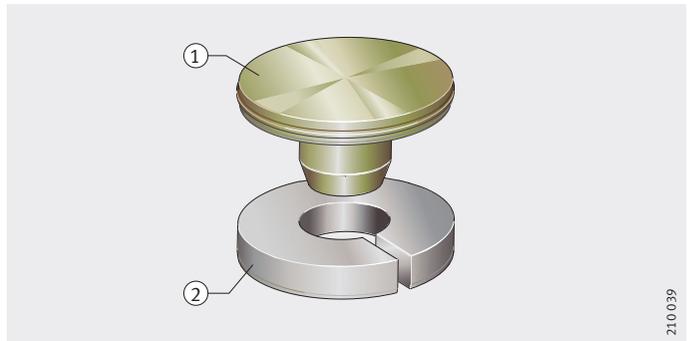
Brass closing plugs of type KA..-MSA comprise a brass plug with a plastic clinch ring, *Figure 2*.

The clinch ring ensures secure seating of the closing plug in the counterbore.

KA..-MSA

- ① Brass plug
- ② Plastic clinch ring

Figure 2
Closing plug with clinch ring



Guideway covering strips

Covering strips are an alternative to closing plugs. They completely cover the counterbores for the fixing holes in the guideways and close these off flush with the guideway surface.

Adhesive bonded or clip fit

Covering strips are available in two designs. The covering strip ADB is adhesive bonded in the slot in the guideway, the covering strip ADB-K is clipped into the slot, *Figure 3*.

Attention!

The clip fit covering strip must be fitted using the rolling-in device ERW, see page 346.

For fitting of covering strips see page 77 to page 79.

Where applications using the covering strip are planned, please contact us.

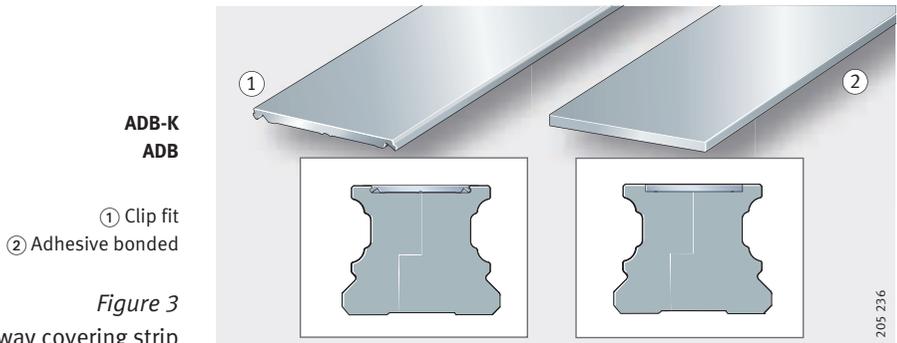


Figure 3
Guideway covering strip

Retaining plate

The retaining plate HPL.ADB fixes the covering strip ADB-K to the end of the guideway, *Figure 4*. It is included in the delivery.

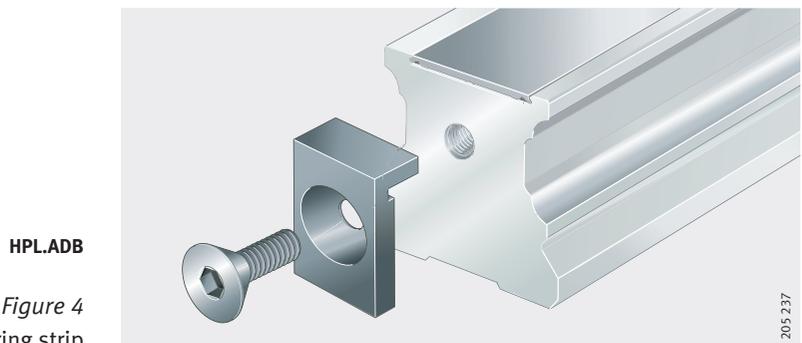
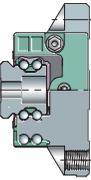


Figure 4
Retaining plate for covering strip

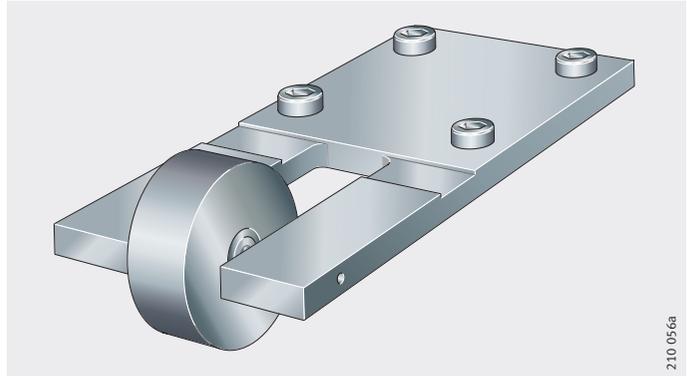


Accessories

Rolling-in device

The clip fit covering strip ADB..-K is fitted using the fitting device ERW. As a result, it is securely located in the guideway, *Figure 5*.

The rolling-in device must be ordered separately. When ordering, the size of the linear recirculating ball bearing and guideway assembly KUVE must be stated; see Ordering example.



ERV

Figure 5

Rolling-in device for covering strip

Ordering example, ordering designation

A rolling-in device for the covering strip ADB18-K for KUVE35-B is to be ordered.

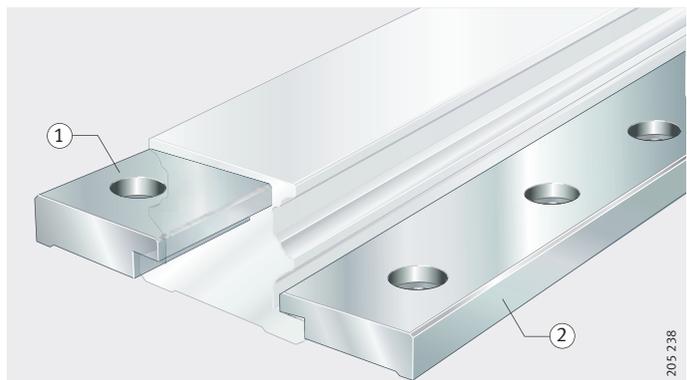
Ordering designation

1×**ERV35**

Clamping lugs and clamping strips

Clamping lugs SPPR and clamping strips SPPL are used to clamp guideways TKVD25-K to profiled sections, *Figure 6*. The lugs and strips are made from aluminium and locate in the longitudinal slots in the base of the guideway.

Clamping lugs and clamping strips are available for the guideways of the monorail guidance system KUVE25-B-K, *Figure 6*.



SPPR
SPPL

- ① Clamping lug
- ② Clamping strip

Figure 6

Clamping lug and clamping strip

Braking and clamping element

The braking and clamping element BKE.TKVD is used, for example, as a positionally independent safety system for linear drives where the drive cannot fully provide the braking and clamping function, *Figure 7*.

The compact construction and the arrangement of the elements saves space and no special devices are required.

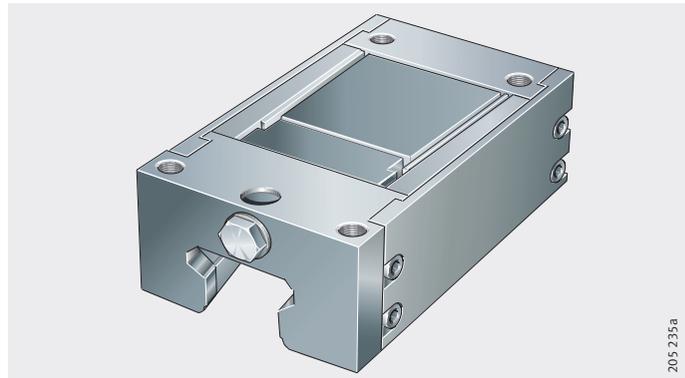
If particularly high braking forces are required, several braking and clamping elements can be fitted.

The system automatically compensates any clearance occurring up to the wear limit of the brake shoes, see Automatic clearance compensation, page 349. The elements are thus maintenance-free.

BKE.TKVD

Figure 7

Braking and clamping element



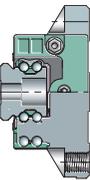
Mechanical braking and clamping forces

The elements operate by purely mechanical means, they therefore function even if a power failure occurs and are reliable in any mounting position; for a description of their function, see page 348. This eliminates safety problems resulting from power failure – a possibility with electronically braked systems.

The system carries out braking only when no pressure is present. This allows safety-focussed control even in emergencies. The hydraulic brake opens under a pressure of approx. 55 bar.

If appropriate control is provided, even vertical axes can be rapidly braked to a stationary position. In a suspended arrangement, however, the entire guidance unit should be secured by a drop guard, for an example see page 67.

When the brake is locked, an axial clearance of up to 0,25 mm can occur. This must be noted if the elements are used for locating.



Accessories

Short reaction time

The clearance-free adjustment of the brake shoes ensures a short, consistent reaction time (in size 35 for example <30 m/s).

In order to ensure the shortest reaction times, the Schaeffler Group has worked with a manufacturer of fluid power devices to develop a hydraulic unit with a special valve. The unit can be purchased directly from the manufacturer.

Attention!

Braking and clamping elements are one part of the emergency braking system. Their reliable operation also depends on the hydraulic components and the control system.

If the system is activated frequently, contact us.

Function

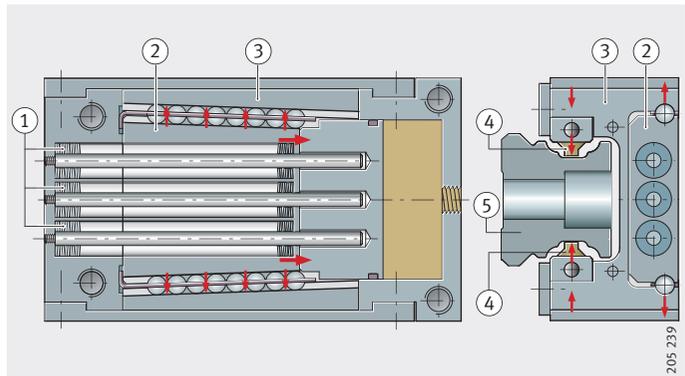
Three disc spring columns generate the braking and clamping force, *Figure 8*. Thanks to this mechanical spring energy store, the system operates extremely reliably without external energy.

The force is transmitted to the brake shoes by mechanical means. If the braking or clamping function is activated, the spring columns push a wedge-shaped slider between the upper legs of the H-shaped saddle plate. This presses the upper legs outwards and the lower ones inwards. The brake shoes clamp against the guideway, but not on the raceways.

- ① Disc spring columns
- ② Wedge-shaped slider
- ③ H-shaped saddle plate
- ④ Brake shoes
- ⑤ Guideway

Figure 8

Functional components



Automatic clearance compensation

Wear of brake shoes

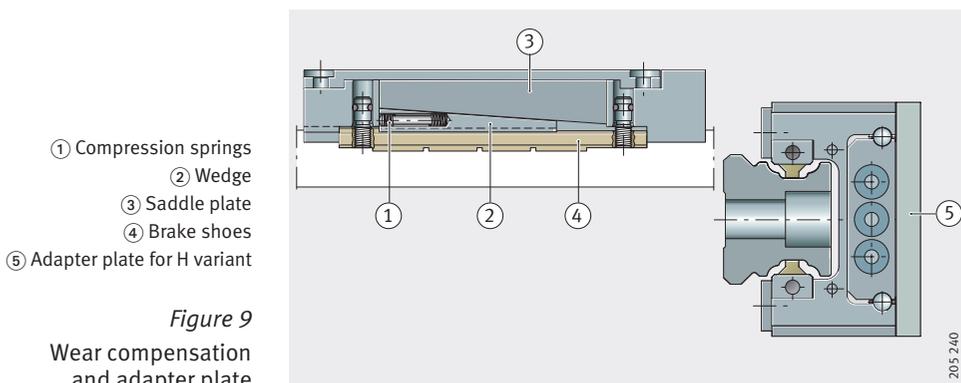
As the system clamps not only stationary guidance systems, but also moving ones, the brake shoes are subject to wear resulting from abrasion. However, clearance between the brake shoes and brake contact surfaces increases the system reaction time.

Wear compensation

In order to ensure consistent clearance-free contact of the brake shoes against the contact surfaces, wear of the linings is automatically compensated by mechanical means up to the wear limit. Compression springs slide a wedge between the brake shoes and the saddle plate, *Figure 9*. This ensures that the element always operates without clearance. The wear compensation mechanism is designed such that, in the opened condition, the brake shoes are adjacent to but not in contact with the guideway surface. This ensures that there is no wear or displacement resistance during movement of the guidance system.

Adapter plate

For the H variant of the carriages, an adapter plate is necessary, *Figure 9*. The adapter plate is included in the delivery.



- ① Compression springs
- ② Wedge
- ③ Saddle plate
- ④ Brake shoes
- ⑤ Adapter plate for H variant

Figure 9

Wear compensation and adapter plate

Easy to fit

Braking and clamping elements are particularly easy to fit. They are simply slid onto the guideway and screw mounted to the adjacent construction.

Attention!

Due to the automatic wear compensation system, braking and clamping elements must be slid directly from the dummy guideway onto the guideway.

The element must never be separated from the guideway without using a dummy guideway and the dummy guideway must never be removed from the element.

Accessories

Suitable for ...

The elements give high braking and clamping forces within a very small design envelope. Their dimensions are matched to the INA standard and H carriages, can be used for the RUE guideways and can be easily integrated in existing applications based on INA linear guidance systems. The dimension table for the braking and clamping element is on page 353.

The compact construction and the arrangement of the elements directly on the guideway saves space and thus allows complete constructions with a reduced number of components.

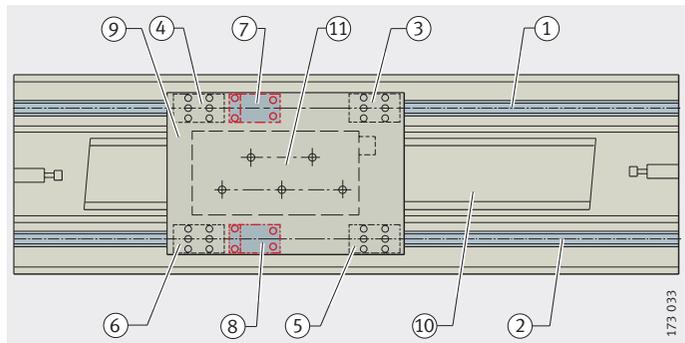
They can also be used in applications without recirculating roller systems. In this case, the guideway is used only as a braking or clamping rail.

A typical arrangement as an emergency brake in an application with a linear motor is shown in *Figure 10*.

- ①, ② Guideways
- ③, ④, ⑤, ⑥ Carriages
- ⑦, ⑧ Emergency brakes
- ⑨ Table
- ⑩ Motor primary part
- ⑪ Motor secondary part

Figure 10

Typical application



Delivered condition

The elements are premounted on a separate rail and clamped in place by means of a fitting screw. The screw is used to loosen and then move the fixed element. The fitting screw is later replaced by the hydraulic connector.

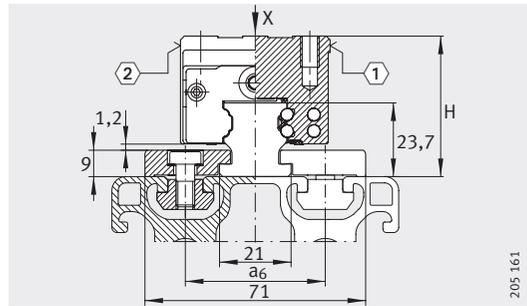
Ordering example, ordering designation

Ordering designation

A braking and clamping element for KUVE35-B with a hydraulic connector on the end face is to be ordered.

1 × **BKE.TKVD35**

Guideway for profiled sections



TKVD25-K with SPPR and SPPL
①, ②⁴⁾

205 161

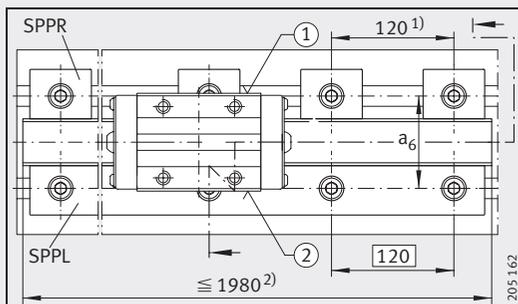
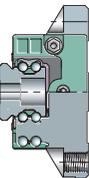
Dimension table · Dimensions in mm

| Guideway | | Mounting dimensions |
|-------------|--------------------|---------------------|
| Designation | Mass m ≈kg/m | a ₆ |
| TKVD25-K | 3,2 | 40 |
| | | 45 |
| | | 50 |

- 1) Recommended distance between screws.
- 2) Maximum length of guideway and clamping strip; longer guideways are supplied in several pieces and are marked accordingly.
- 3) The basic dynamic load rating C (page 271) is used to calculate the basic rating life. The permissible load is dependent on the profile and the type and quantity of fasteners.
- 4) ① Locating face
② Marking

Dimension table · Dimensions in mm

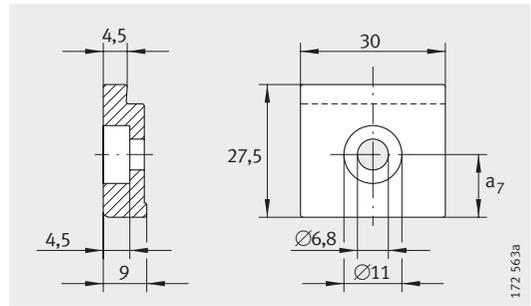
| Carriage | | Guideway | Dimensions |
|-------------|------------------|-------------|------------|
| Designation | Mass m ≈kg | Designation | H |
| KWVE25-B-H | 0,41 | TKVD25-K | 45 |
| KWVE25-B-S | 0,56 | TKVD25-K | 41 |
| KWVE25-B-SN | 0,45 | TKVD25-K | 36 |



KUVE25-B-K with SPPR and SPPL
①, ②⁴⁾

205 162

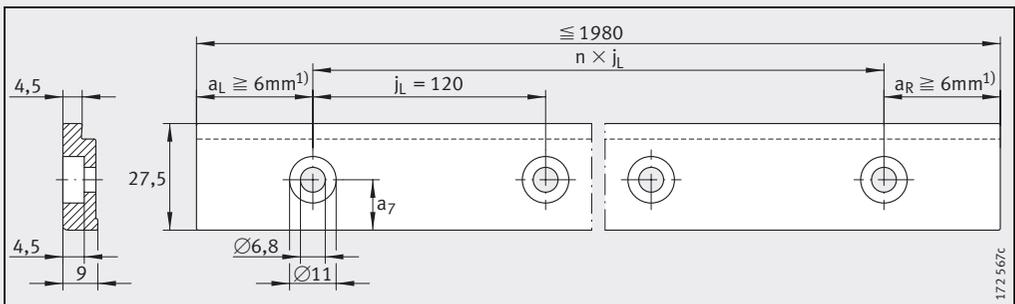
Clamping lug Clamping strip



SPPR

| Dimension table - Dimensions in mm | | | | |
|------------------------------------|-----------------|-----------------|--------------------|----------------|
| Clamping lug | | Clamping strip | | Dimensions |
| Designation | Mass m ≈g | Designation | Mass m ≈kg/m | a ₇ |
| SPPR2540 | 0,02 | SPPL2540 | 0,6 | 15,5 |
| SPPR2545 | 0,02 | SPPL2545 | 0,6 | 13 |
| SPPR2550 | 0,02 | SPPL2550 | 0,6 | 10,5 |

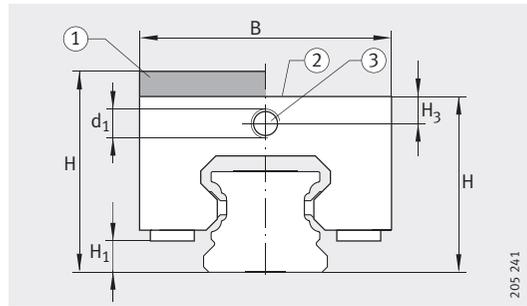
¹⁾ a_L and a_R are dependent on the length of the strip.



SPPL

Braking and clamping element

for four-row linear recirculating ball bearing and guideway assembly



205 241

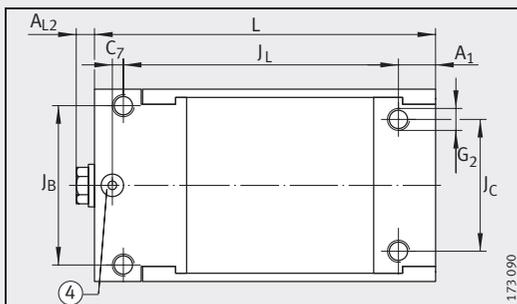
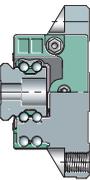
BKE.TKVD
①, ②, ③ ²⁾

Dimension table · Dimensions in mm

| Designation | Clamping force N | Dimensions | | | | | | | | | | | | | |
|------------------------|---------------------|-----------------------|--------------------|----|-----|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|----------------|
| | | H | | B | L | J _B | J _C | A ₁ | J _L | C ₇ | H ₁ | H ₃ | A _{L2} | d ₁ | G ₂ |
| | | Without adapter plate | With adapter plate | | | | | | | | | | | | |
| BKE.TKVD25 | 1 000 | 36 | – | 47 | 91 | 38 | 34 | 10 | 75 | – | 6,5 | 6 | 5 | M6X1 | M6 |
| BKE.TKVD25-O | | 0 | | | | | | | | | | | | | |
| BKE.TKVD25-H | | – | | | | | | | | | | | | | |
| BKE.TKVD25-H-SO | | 0 | | | | | | | | | | | | | |
| BKE.TKVD35 | 2 800 | 48 | – | 69 | 120 | 58 | 48 | 13,5 | 100 | – | 7,9 | 8,1 | 5 | M8X1 | M8 |
| BKE.TKVD35-O | | 0 | | | | | | | | | | | | | |
| BKE.TKVD35-H | | – | | | | | | | | | | | | | |
| BKE.TKVD35-H-SO | | 0 | | | | | | | | | | | | | |
| BKE.TKVD45 | 4 300 | 60 | – | 85 | 141 | 70 | 60 | 15 | 113 | – | 13 | 10 | 5 | M8X1 | M10 |
| BKE.TKVD45-O | | 5 | | | | | | | | | | | | | |
| BKE.TKVD45-H | | – | | | | | | | | | | | | | |
| BKE.TKVD45-H-SO | | 5 | | | | | | | | | | | | | |

1) Maximum diameter of oil inlet hole = 6 mm.

- 2) ① With adapter plate
 ② Without adapter plate
 ③ Hydraulic connector
 ④ Hydraulic connector in top face (design O, SO)¹⁾



173 090

Top view¹⁾

④ ²⁾

Accessories

Sealing and lubrication elements – system KIT

With their comprehensive range of standard accessories, monorail guidance systems can be easily used in numerous areas. Since the guidance systems are used in an extremely wide variety of applications, however, additional requirements are often placed on the lubrication and sealing components.

Application-oriented complete package

If the standard components are not adequate for reliable operation and a long operating life, it is possible to draw on a finely graduated system of lubrication and sealing elements. These special accessories protect the rolling element system of the guidance systems against contamination and ensure lubrication appropriate to requirements with long relubrication intervals even under the most demanding operating conditions.

Structured as a KIT

The elements are configured as the system KIT and are designed for various application conditions.

Starting from the degree of contamination, the best combination in each case can be quickly and easily compiled, see Degree of contamination. Which combinations are possible and advisable is shown in the table.

The sealing elements are described on pages 355 to 357, for table see page 360.

The description of the lubrication elements is on page 358 and page 359, for table see page 364.

Attention!

Only a proportion of the KITs can retrofitted. Parts that cannot be retrofitted must be ordered together with the linear recirculating ball bearing and guideway assembly and are supplied already fitted.

Degree of contamination

Attention!

The degree of contamination will vary depending on the market sector, the application and the environmental conditions.

The definitions according to the table are therefore only an initial aid in the selection of KITs.

By agreement, we will be pleased to assemble complete packages for specific applications.

Definition of the degree of contamination

| Degree of contamination | | | |
|---|--|---|---|
| Very slight | Slight | Moderate | Heavy |
| <ul style="list-style-type: none"> ■ Clean environment | <ul style="list-style-type: none"> ■ Coarse (large) metal swarf ■ Clean environment ■ No cooling lubricants | <ul style="list-style-type: none"> ■ Coarse (large) metal swarf ■ Slight exposure to, for example, cooling lubricants | <ul style="list-style-type: none"> ■ Hot swarf (metal, aluminium) of widely varying size and shape, including very small swarf from HSC machining ■ Aggressive media and dust as well as cooling lubricants |

Sealing elements

The following additional sealing components are available:

- end plates, page 355
- end wipers, page 355 and page 356
- end wipers with carrier plate, page 356
- additional wipers, page 356
- sealing strips, page 357.

End plates

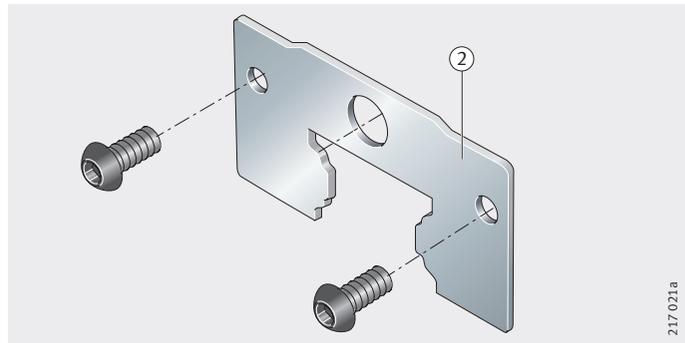
End plates are corrosion-resistant, non-contact components, *Figure 1*. They protect the end wipers located behind them against, for example, coarse contaminants and hot swarf.

There is a narrow gap between the guideway and the wiper.

② End plate,
non-contact

Figure 1

End plate



End wipers

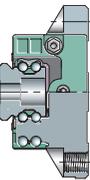
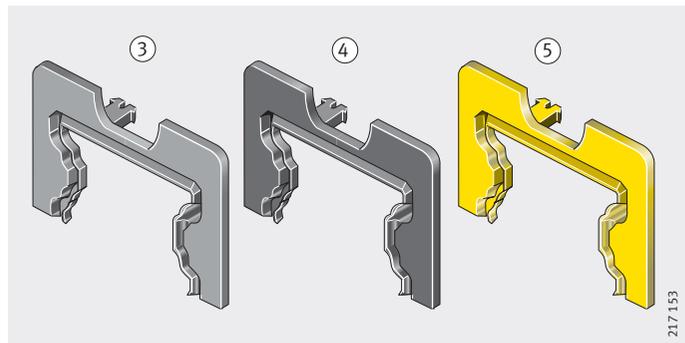
End wipers are contact seals that are fixed to the end faces of the carriage.

They are available in a single lip design made from special high performance material, *Figure 2*.

- ③ Gap seal,
single lip, grey
- ④ End wiper,
single lip, black
- ⑤ Smooth-running seal,
single lip, yellow

Figure 2

End wipers



Accessories

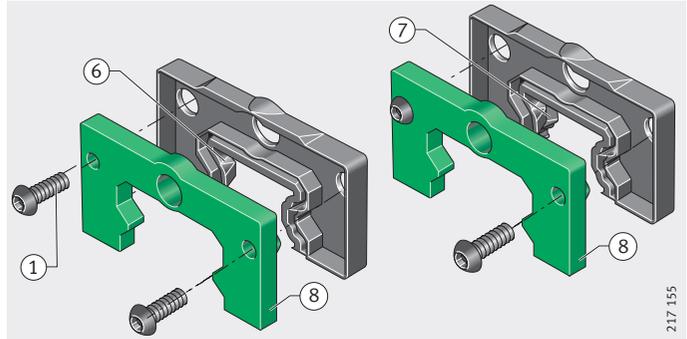
End wipers with carrier plate

In addition to the standard seal, other end wipers may be used behind each other (cascading arrangement). These are screw mounted with a carrier plate in front of the first wiper on the carriage, *Figure 3*.

The end wipers are of a single or double lip design and are made from special high performance seal material.

- ① Fixing screw
- ⑥ End wiper, single lip
- ⑦ End wiper, double lip
- ⑧ Carrier plate for end wiper

Figure 3
End wipers



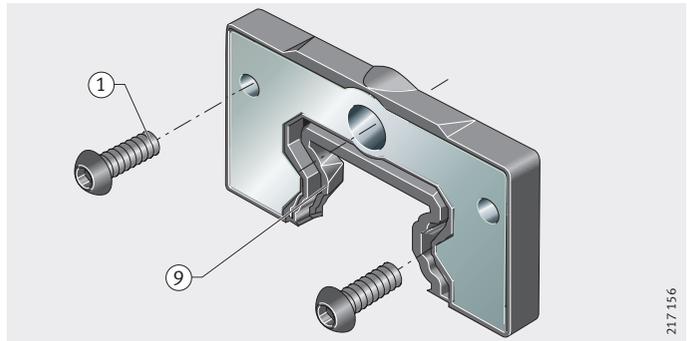
Additional wiper

For protection against aggressive media (for example acids, alkalis), special additional wipers made from FPM are available, *Figure 4*.

The additional wipers are of single lip design.

- ① Fixing screw
- ⑨ Additional wiper, single lip

Figure 4
Additional wiper



Sealing strips

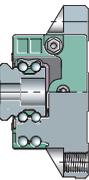
Sealing strips are contact components that are fitted to the upper and lower longitudinal sides of the carriage, *Figure 5*. They protect the rolling element system against contamination and loss of lubricant.

Attention!

Upper sealing strips should be used in addition to end wipers especially in applications where lubrication is critical, such as those involving fine dust or aggressive coolants.

- ⑩ Lower sealing strips, single lip
- ⑪ Upper sealing strips, single lip

Figure 5
Sealing strips



Accessories

Lubrication elements

A long term lubrication unit is available as a lubrication component.

Long term lubrication unit

Operating life of the linear guidance system

The operating life is defined as the life actually achieved by a linear guidance system. This may deviate significantly from the basic rating life.

A sufficiently long operating life is only achieved, assuming the bearing arrangement is correctly designed, through optimum lubrication and sealing.

Grease operating life and relubrication interval

If guidance systems cannot be relubricated, the grease operating life becomes the decisive factor. This indicates the length of time for which a grease can be used without its function being impaired. For calculation of the grease operating life, see page 48.

As the load increases, the grease is subjected to increasing strain. As a result, it ages more quickly. Premature destruction of the grease structure has an adverse effect on the performance characteristics of the grease. The grease operating life declines and relubrication must be carried out earlier.

If the shortened relubrication intervals are not observed, the guidance system will fail before the end of the expected operating life. With decreasing grease operating life, the operating life of the linear guidance system is thus reduced.

Longer operating life by means of a long term lubrication unit

The volume of lubricating grease in the carriage is increased by the lubrication pockets in the saddle plate.

If a long term lubrication unit KIT.KWVE..B-4 is also fitted, this gives an additional improvement in the lubricant balance, *Figure 6*, page 359. The lubricant is stored in a high capacity reservoir and continuously released to the raceways via a transfer medium. Depending on the operating and environmental conditions, long relubrication intervals or even complete freedom from maintenance are possible as a result.

The operating life of four-row monorail guidance systems KUV with and without a long term lubrication unit is shown in *Figure 7*, page 359.

Function irrespective of position

Long term lubrication units are particularly suitable in applications where lubrication is of critical importance. They are screw mounted between the end piece and the wiper and function with equal reliability in either a horizontal or vertical mounting position.

With initial greasing and refillable

Due to their initial greasing, long term lubrication units are ready for immediate operation.

If they are ordered together with a KUVE, the monorail guidance system KUVE and long term lubrication unit are greased.

If necessary, the reservoir can be refilled through lateral holes.

Double lip end seal

Integrated double lip end seals give protection against grease loss and contamination.

- ① Fixing screws
- ② End plate
- ⑦ End wiper, double lip
- ⑧ Carrier plate
- ⑫ Long term lubrication unit

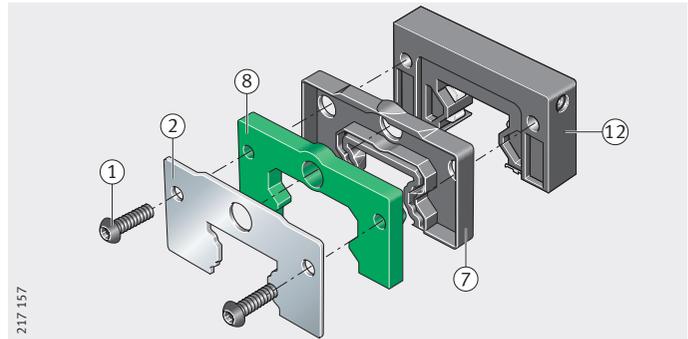


Figure 6

Long term lubrication unit

- ① Displacement distance
- ② KUVE with long term lubrication unit (restricted by material fatigue)
- ③ KUVE without long term lubrication unit (restricted by material fatigue)
- ④ Competitor systems

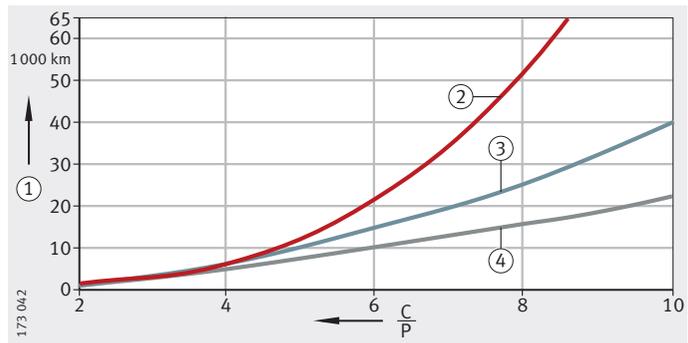
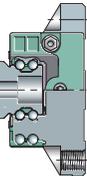
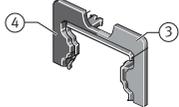
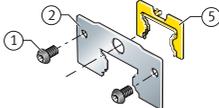
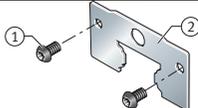
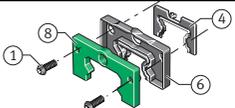


Figure 7

Operating life with and without long term lubrication unit



Accessories

| Sealing elements KIT ¹⁾ Part 1 | | | ① | ② |
|---|---|-----------------------------------|--|---------------------------|
| KIT | Description | Designation and KIT end number | Fixing screws K ₁ (2 pieces) | End plate, non-contact |
| | | KIT.KWVE...B ²⁾ | | |
|  217 058a | ① Fixing screws K ₁ ② End plate ③ Gap seal, single lip ④ End wiper, single lip | 100 ⁵⁾ | – | – |
| | | 110 ⁶⁾ | – | – |
|  217 059a | ⑤ Smooth-running seal, single lip ⑥ End wiper, single lip ⑦ End wiper, double lip ⑧ Carrier plate for end wipers | 200 | 1 | 1 |
| | | 210 | | |
| | | 220 | | |
|  217 086a | ⑨ Additional wiper, single lip ⑩ Sealing strip, lower, single lip ⑪ Sealing strip, upper, single lip | 300 | 1 | 1 |
| | | 309 | | |
|  217 060a | ① Fixing screws K ₁ ② End plate ③ Gap seal, single lip ④ End wiper, single lip | 310 | 1 | 1 |
| | | 319 | | |

Attention!

The table is only a guide.

The specific application conditions must be taken into consideration when selecting the elements.

The lubrication elements can be used in various combinations.

However, not every combination is possible or advisable.

For recommended combinations, see page 366.

¹⁾ The KITs are available for the sizes KUVE15-B (-KT) to KUVE55-B (-KT) .

²⁾ Ordering example for KIT100 for KUVE-35-B: KIT.KWVE35-B-100.

³⁾ See figure bottom right.

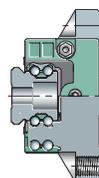
⁴⁾ For definition see page 354.

⁵⁾ Standard for KUVE...-B and KUVE...-B-KT.

⁶⁾ Valid for sizes 15 to 25.

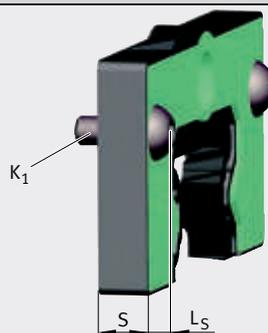
⁷⁾ Valid for sizes 20 to 45.

| End wipers | | | End wipers with carrier plate ⑧ | | ⑨ Additional wiper, single lip | Sealing strips | | Fitting of KIT | | Width S in mm ³⁾ | Contamination ⁴⁾ | | | |
|------------------------|---|--|----------------------------------|----------------------------------|--------------------------------------|-----------------|-----------------|-----------------------------|-------------|-----------------------------|-----------------------------|--------|----------|-------|
| ③ Gap seal, grey | ④ Contact type, single lip, black | ⑤ Smooth-running seal, single lip, yellow | ⑥ Contact type, single lip | ⑦ Contact type, double lip | | ⑩ Single lip | ⑪ Single lip | Retrofittable ²⁾ | Factory fit | | Very slight | Slight | Moderate | Heavy |
| - | 1 | - | - | - | - | - | - | ■ | ■ | - | ■ | ■ | - | - |
| 1 | - | - | - | - | - | - | - | ■ | ■ | - | ■ | - | - | - |
| - | 1 | - | - | - | - | - | - | ■ | ■ | 1 | - | ■ | ■ | - |
| - | - | 1 | - | - | - | - | - | ■ | ■ | 1 | ■ | ■ | - | - |
| - | 1 | - | 1 | - | - | - | - | ■ | ■ | 5 | - | - | ■ | ■ |
| - | 1 | - | 1 | - | - | - | - | ■ | ■ | 6 | - | - | ■ | ■ |



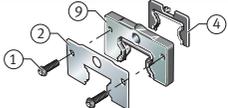
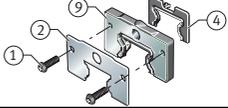
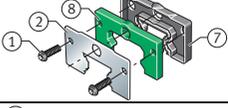
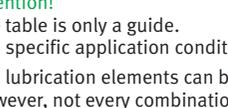
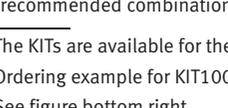
Fixing screws K₁, L_S, width S

| KUBE size | KIT end number | Fixing screw K ₁ | |
|--------------|-------------------------|-----------------------------|----------------------|
| | | | L _S mm |
| 15 20 | 200, 210, 220, 300, 309 | M2 | 1,3 |
| | 310, 319, 360, 370 | | |
| 25 30, 35 | 200, 210, 220, 300, 309 | M3 | 1,65 |
| | 310, 319, 360, 370 | | |
| 45 55 | 200, 210, 220, 300, 309 | M4 | 2,2 |
| | 310, 319, 360, 370 | | |



217 048B

Accessories

| Sealing elements KIT ¹⁾ Part 2 | | | ① | ② |
|---|---------------------------------------|-----------------------------------|--|---------------------------|
| KIT | Description | Designation and KIT end number | Fixing screws K ₁ (2 pieces) | End plate, non-contact |
| | | KIT.KWVE...B ²⁾ | | |
|  | ① Fixing screws K ₁ | 320 ⁷⁾ | 1 | – |
| | ② End plate | 329 ⁷⁾ | 1 | – |
|  | ③ Gap seal, single lip | 330 ⁷⁾ | 1 | 1 |
| | ④ End wiper, single lip | | | |
|  | ⑤ Smooth-running seal, single lip | 339 ⁷⁾ | 1 | 1 |
| | ⑥ End wiper, single lip | | | |
|  | ⑦ End wiper, double lip | 360 | 1 | 1 |
| | ⑧ Carrier plate for end wipers | | | |
|  | ⑨ Additional wiper, single lip | 370 | 1 | – |
| | ⑩ Sealing strip, lower, single lip | | | |
|  | ⑪ Sealing strip, upper, single lip | 900 ⁵⁾ | – | – |
| | | 910 | – | – |

Attention!

The table is only a guide.

The specific application conditions must be taken into consideration when selecting the elements.

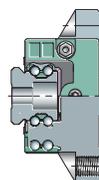
The lubrication elements can be used in various combinations.

However, not every combination is possible or advisable.

For recommended combinations, see page 366.

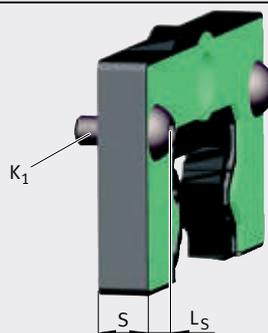
- 1) The KITS are available for the sizes KUVE15-B (-KT) to KUVE55-B (-KT) .
- 2) Ordering example for KIT100 for KUVE-35-B: KIT.KWVE35-B-100.
- 3) See figure bottom right.
- 4) For definition see page 354.
- 5) Standard for KUVE...-B and KUVE...-B-KT.
- 6) Valid for sizes 15 to 25.
- 7) Valid for sizes 20 to 45.

| End wipers | | | End wipers with carrier plate ⑧ | | ⑨ Additional wiper, single lip | Sealing strips | | Fitting of KIT | | Width S in mm ³⁾ | Contamination ⁴⁾ | | | |
|---------------------|---|--|----------------------------------|----------------------------------|--------------------------------------|--------------------------|--------------------------|-----------------------------|-------------|-----------------------------|-----------------------------|--------|----------|-------|
| ③ Gap seal, grey | ④ Contact type, single lip, black | ⑤ Smooth-running seal, single lip, yellow | ⑥ Contact type, single lip | ⑦ Contact type, double lip | | ⑩ Lower Single lip | ⑪ Upper Single lip | Retrofittable ²⁾ | Factory fit | | Very slight | Slight | Moderate | Heavy |
| - | 1 | - | - | - | 1 | - | - | ■ | ■ | 5 | - | - | ■ | ■ |
| - | - | - | - | - | 1 | - | - | ■ | ■ | 5 | - | - | ■ | ■ |
| - | 1 | - | - | - | 1 | - | - | ■ | ■ | 6 | - | - | ■ | ■ |
| - | - | - | - | - | 1 | - | - | ■ | ■ | 6 | - | - | ■ | ■ |
| - | - | - | - | 1 | - | - | - | ■ | ■ | 6 | - | - | ■ | ■ |
| - | - | - | - | - | - | - | - | ■ | ■ | 5 | - | ■ | ■ | - |
| - | - | - | - | - | - | 1 | - | ■ | ■ | - | - | ■ | ■ | - |
| - | - | - | - | - | - | - | 1 | - | ■ | - | - | - | ■ | ■ |



Fixing screws K₁, L_S, width S

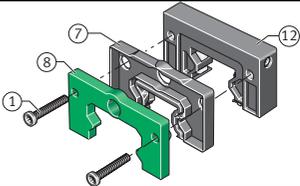
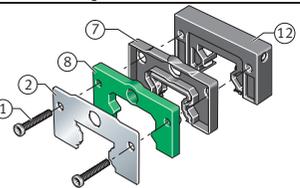
| KUVÉ size | KIT end number | Fixing screw K ₁ | |
|--------------|-------------------------|-----------------------------|----------------------|
| | | | L _S mm |
| 15 20 | 200, 210, 220, 300, 309 | M2 | 1,3 |
| | 310, 319, 360, 370 | | |
| 25 30, 35 | 200, 210, 220, 300, 309 | M3 | 1,65 |
| | 310, 319, 360, 370 | | |
| 45 55 | 200, 210, 220, 300, 309 | M4 | 2,2 |
| | 310, 319, 360, 370 | | |



217 048b

Accessories

Lubrication elements KIT¹⁾

| KIT | Description | Designation and KIT end number |
|---|--|---------------------------------------|
|  | <ul style="list-style-type: none"> ① Fixing screws K₁ ② End plate ⑥ Additional wiper, single lip ⑦ Additional wiper, double lip ⑧ Carrier plate for end wipers ⑫ Long term lubrication unit | KIT.KWVE..-B ²⁾ 400 |
|  | | 430 |

Attention!

The table is only a guide.

The specific application conditions must be taken into consideration when selecting the elements.

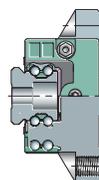
The lubrication elements can be used in various combinations.

However, not every combination is possible or advisable.

For recommended combinations, see page 366.

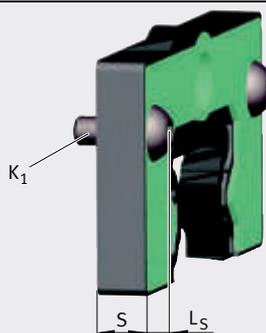
- 1) The KITs are available for the sizes KUVE20-B (-KT) to KUVE45-B (-KT) .
- 2) Ordering example for KIT400 for KUVE-35-B: KIT.KWVE35-B-400.
- 3) See figure bottom right.
- 4) For definition see page 354.
- 5) Valid for sizes 20 to 35.
- 6) Valid for size 45.

| ① | ② | End wipers with carrier plate ⑧ | | ⑫ | Fitting of KIT | | Width S in mm ³⁾ | Contamination ⁴⁾ | | | |
|---|---|---------------------------------|---|---|----------------|-------------|--|-----------------------------|--------|----------|-------|
| | | ⑥ | ⑦ | | Retractable | Factory fit | | Very slight | Slight | Moderate | Heavy |
| 1 | - | - | 1 | 1 | ■ | - | 14 ⁵⁾ 15,5 ⁶⁾ | - | ■ | ■ | - |
| 1 | 1 | - | 1 | 1 | ■ | - | 15 ⁵⁾ 16,5 ⁶⁾ | - | - | ■ | ■ |



Fixing screws K₁, L_S, width S

| KUVE size | KIT end number | Fixing screw K ₁ | |
|------------|----------------|-----------------------------|-------------------|
| | | | L _S mm |
| 20 | 400, 430 | M2 | 1,3 |
| 25, 30, 35 | 400, 430 | M3 | 1,65 |
| 45 | 400, 430 | M4 | 2,2 |



217 048b

Accessories

| Recommended combinations | | | | | | | | | | | | | | | | | |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Designation and KIT end numbers KIT.KWVE...-B- | 100 | 110 | 200 | 210 | 220 | 300 | 309 | 310 | 319 | 320 | 329 | 330 | 339 | 360 | 370 | 400 | 430 |
| 100 | ● | | ● | | | ● | ● | ● | ● | ● | ● | ● | ● | | | | |
| 110 | | ● | | | | | | | | | | | | | | | |
| 200 | | | ● | | | | | | | | | | | | | | |
| 210 | | | | ● | | | | ● | ● | | | | | | | | |
| 220 | | | | | ● | | | | | | | | | | | | |
| 300 | | | | | | ● | ● | | | | | | | | | | |
| 309 | | | | | | ● | ● | | | | | | | | | | |
| 310 | | | | | | | | ● | ● | | | | | | | | |
| 319 | | | | | | | | ● | ● | | | | | | | | |
| 320 | | | | | | ● | ● | | | ● | ● | | | | | | |
| 329 | | | | | | ● | ● | | | ● | ● | | | | | | |
| 330 | | | | | | | | ● | ● | | | ● | ● | | | | |
| 339 | | | | | | | | ● | ● | | | ● | ● | | | | |
| 360 ¹⁾ | | | | | | | | | | | | | | ● | | | |
| 370 ¹⁾ | | | | | | | | | | | | | | | ● | | |
| 400 ¹⁾ | | | | | | | | | | | | | | ● | | ● | |
| 430 ¹⁾ | | | | | | | | | | | | | | | ● | | ● |
| 900 | ● | | ● | | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |
| 910 | | | | | | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |

● Recommended combinations.

¹⁾ Only in conjunction with KIT.KWVE-B-900.

Configuration of KIT.KWVE

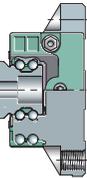
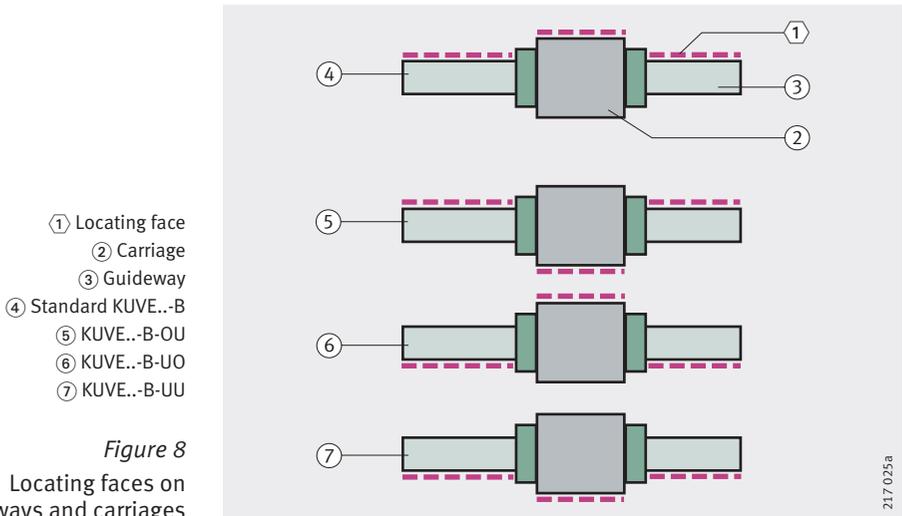
The description shows how an ordering designation is constructed for factory fitted KITS.

Attention!

Always pay attention to the position of the locating faces of the carriage and guideway, *Figure 8*.

Definition of locating faces

Possible locating faces for guideways and carriages are shown in *Figure 8*. The locating faces are indicated by the broken lines.



Accessories

Definition of KIT position on the carriage

Attention!

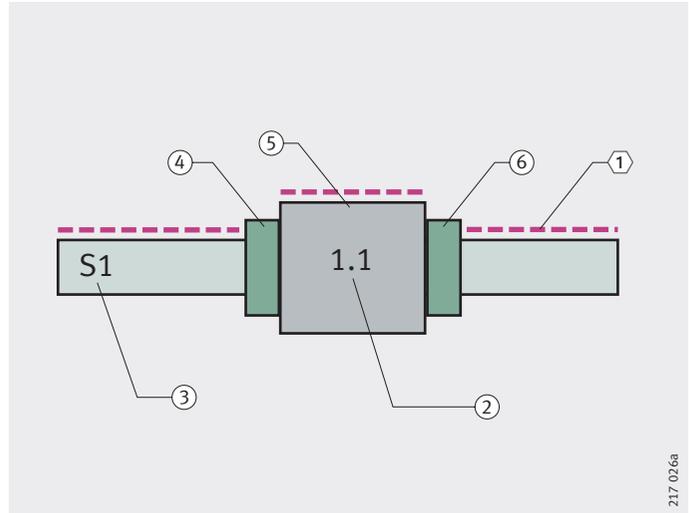
KIT components can be fitted on the left, centre or right of the carriage, *Figure 9*.

In order to clearly define the KIT components, the carriage is always shown viewed with the locating face upwards.

- ① Locating face
- ② Carriage number (W) for each guideway set (W1.1, W1.n, W2.n)
W1.1 indicates:
1 = number of guideway
.1 = number of carriage
- ③ Guideway set (S1, S2, Sn)
- ④ KIT.KWVE on left of carriage
- ⑤ KIT.KWVE on centre of carriage
- ⑥ KIT.KWVE on right of carriage

Figure 9

KIT position on carriage
Position of locating face for guideway and carriage



217_026a

**Ordering example,
ordering designation**
Unit with one guideway set
Attention!

In order to clearly define the KIT components, the carriage is always shown viewed with the locating face upwards.
The KIT structure is always described from left to right.

**Four-row linear recirculating
ball bearing and guideway
assembly KUVE
with KIT components**

| | |
|--|--------|
| Four-row linear ball bearing and guideway assembly | KUVE |
| Size | 35 |
| Carriage type, full complement | B |
| Guideways with clip fit covering strip | ADB+K |
| Number of guideway sets | 1 |
| Number of carriages per unit | W1 |
| Accuracy class | G2 |
| Preload class | V1 |
| Guideway length | 800 mm |
| a_L | 40 mm |
| a_R | 40 mm |

Long term lubrication unit, fitted on left KIT.KWVE35-B-400

Sealing strips, upper and lower KIT.KWVE35-B-910

Additional wiper, double row, fitted on right KIT.KWVE35-B-370

Designation of KIT components: see *Figure 10*.

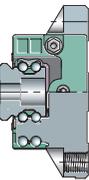
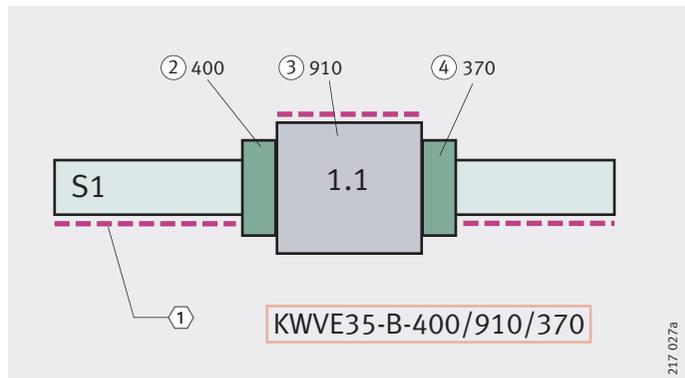
Ordering designation

| | |
|--------------|---|
| System | KUVE35-B |
| Guideway set | S1 |
| Carriage | W1.1 |
| | KUVE35-B-ADB+K-UO-W1-G2-V1/800-40/40 |
| | KWVE35-B-400/910/370-G2-V1 |

- ① Locating face
- ② Long term lubrication unit KIT.KWVE35-B-400
- ③ Sealing strips KIT.KWVE35-B-910
- ④ Additional wiper, double lip, KIT.KWVE35-B-370

Figure 10

Ordering example,
ordering designation



Accessories

Unit with two guideway sets

Attention!

In order to clearly define the KIT components, the carriage is always shown viewed with the locating face upwards.

In the example, the guideway set 2 is rotated for definition by 180°.

The KIT structure is always described from left to right.

Four-row linear recirculating ball bearing and guideway assembly KUVE with KIT components

| | |
|---|------------------|
| Four-row linear ball bearing and guideway assembly | KUVE |
| Size | 25 |
| Carriage type, full complement | B |
| Number of guideway sets | 2 |
| Number of carriages per unit | W2 |
| Accuracy class | G2 |
| Preload class | V1 |
| Guideway length | 2 500 mm |
| a_L | 20 mm |
| a_R | 20 mm |
| Additional wiper, single lip, end plate (facing outward in each case) | KIT.KWVE25-B-319 |
| Sealing strips, lower | KIT.KWVE25-B-900 |
| Additional wiper, single lip, (facing inward in each case) | KIT.KWVE25-B-309 |

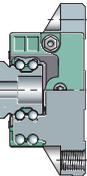
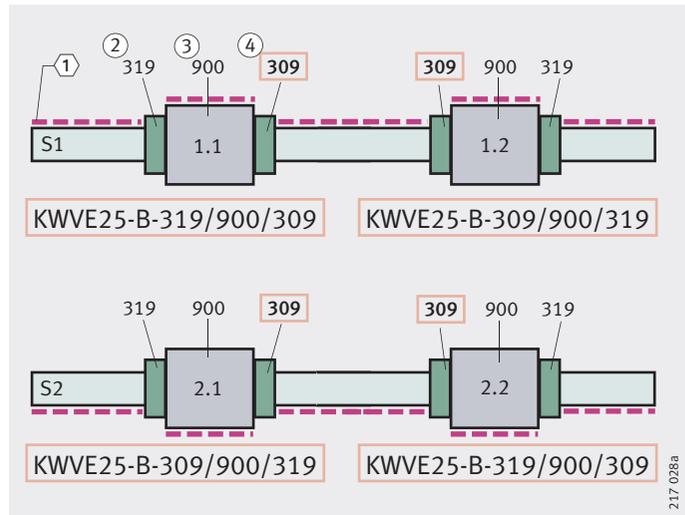
Designation of KIT components: see *Figure 11*.

Ordering designation

| | | |
|--------------|------|---|
| System | | KUVE25-B |
| Guideway set | S1 | KUVE25-B-W2-G2-V1/2 500-20/20 |
| Carriage | W1.1 | KWVE25-B-319/900/309-G2-V1 |
| | W1.2 | KWVE25-B-309/900/319-G2-V1 |
| Guideway set | S2 | KUVE25-B-UU-W2-G2-V1/2 500-20/20 |
| Carriage | W2.1 | KWVE25-B-309/900/319-G2-V1 |
| | W2.2 | KWVE25-B-319/900/309-G2-V1 |

- ① Locating face
- ② Additional wiper, double lip, and sheet steel wiper KIT.KWVE25-B-319
- ③ Sealing strips KIT.KWVE25-B-900
- ④ Additional wiper KIT.KWVE25-B-309

Figure 11
Ordering example,
ordering designation



Accessories

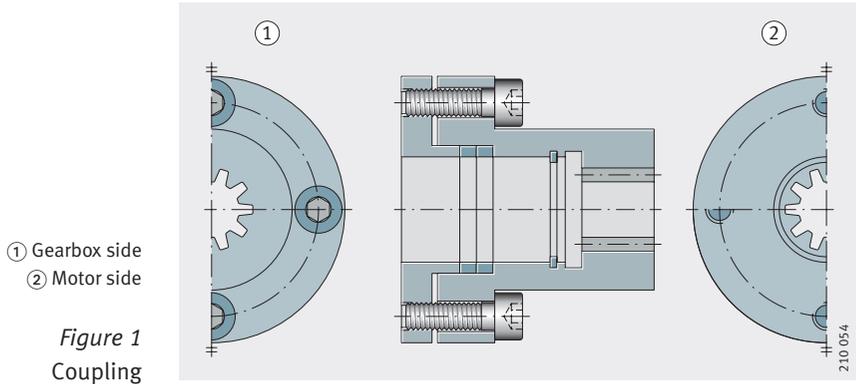
- Gearbox** The high performance worm gearboxes are specially matched to the new generation of direct current servomotors. The light metal housings ensure optimum heat dissipation. The gearboxes run quietly and can be used in any position. Available ratios: see page 374. The tooth set has low backlash (backlash < 2) and can be adjusted.
- Mounting position** Five machined surfaces with adequately dimensioned fixing and threaded holes ensure stress-free mounting in all positions. If the additional forces are to be fully utilised, the gearbox should be flange mounted to the largest locating surfaces. The most favourable mounting position for lubrication is achieved with a lateral or bottom-mounted worm shaft.
- Attention!** With a top-mounted worm shaft, the drive power is reduced by approx. 10%.
- Flank backlash** The flank backlash is set to the smallest possible value at the manufacturing plant. If the backlash changes after a long period of operation, it can be corrected to the specified value by means of the eccentrically supported input shaft.
- Lubrication** The gearboxes are filled with synthetic lubricant. The filling should be checked monthly and several times in the first weeks of operation.
- Attention!** Under moderate load or with single shift operation, the lubricant should be changed between once and four times per year, with two or three shift operation it should be changed annually. See also the accessory “Electronically controlled lubricant dispenser” on page 388.

Coupling

The couplings are premounted. The bore on the gearbox side has a backlash-free tooth hub profile for slide fitting – similar to DIN 5 480, *Figure 1*.

The bore on the motor side has annular spring elements as a clamping joint, *Figure 1*.

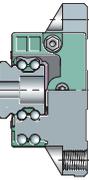
Before fixing on the motor shaft, all the contact surfaces must be cleaned and protected by means of a light oil film – to prevent fretting corrosion.



Drive shaft

The drive shafts have helical teeth, $19^{\circ}31'42''$, have a mesh angle of 20° and are case hardened. The teeth are ground to grade 6e25 – similar to DIN 3 962, DIN 3 963 and DIN 3 967.

In order to prevent fretting corrosion, the drive shafts must be cleaned and lightly greased or oiled before fitting.



Gearbox

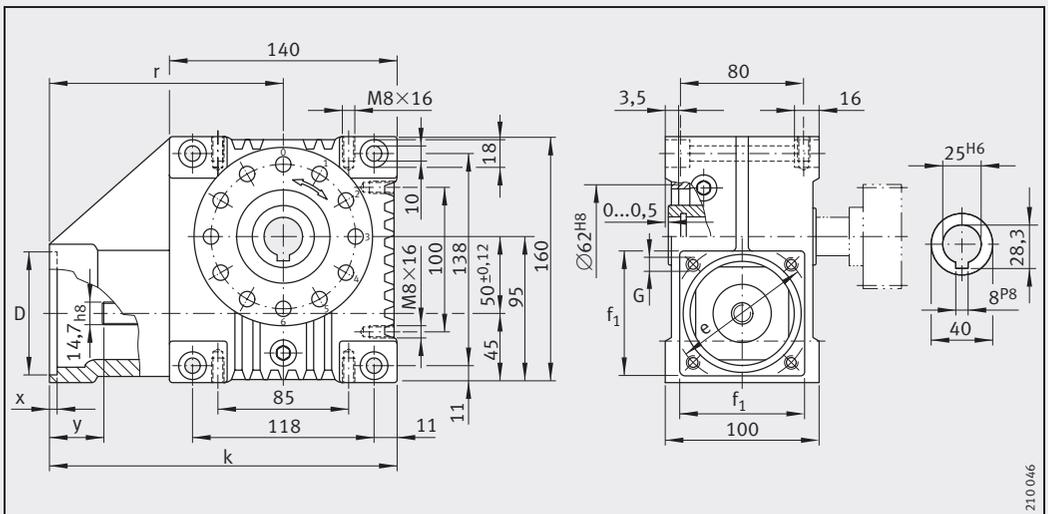
Axis centre distance $a_0 = 50 \text{ mm}$
 Drive shaft with feather key joint
 or clamping joint¹⁾

Dimension table - Dimensions in mm

| Designation | | Mass |
|---------------------------|---------------------------|------|
| Drive shaft with | | m |
| Clamping joint | Feather key joint | ≈kg |
| GETR-50-SCHN-95/115-KL-i | GETR-50-SCHN-95/115-PF-i | 7 |
| GETR-50-SCHN-50/95-KL-i | GETR-50-SCHN-50/95-PF-i | 7 |
| GETR-50-SCHN-80/100-KL-i | GETR-50-SCHN-80/100-PF-i | 7 |
| GETR-50-SCHN-95/115-KL-i | GETR-50-SCHN-95/115-PF-i | 7 |
| GETR-50-SCHN-60/95-KL-i | GETR-50-SCHN-60/95-PF-i | 7 |
| GETR-50-SCHN-95/130-KL-i | GETR-50-SCHN-95/130-PF-i | 8 |
| GETR-50-SCHN-110/130-KL-i | GETR-50-SCHN-110/130-PF-i | 8 |

Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50$.

¹⁾ Gearbox coupling see page 392.



Gearbox – drive shaft with feather key joint

Gearbox

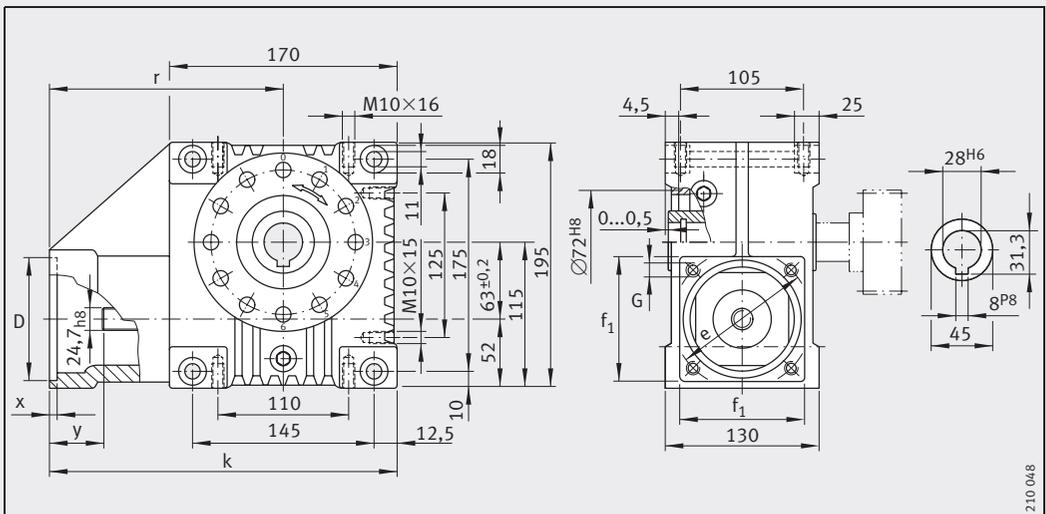
Axis centre distance $a_0 = 63 \text{ mm}$
 Drive shaft with feather key joint
 or clamping joint¹⁾

Dimension table - Dimensions in mm

| Designation | | Mass m ≈kg |
|----------------------------------|----------------------------------|------------------|
| Drive shaft with | | |
| Clamping joint | Feather key joint | |
| GETR-63-SCHN-95/115-KL-i | GETR-63-SCHN-95/115-PF-i | 12 |
| GETR-63-SCHN-110/165-KL-i | GETR-63-SCHN-110/165-PF-i | 12,5 |
| GETR-63-SCHN-130/165-KL-i | GETR-63-SCHN-130/165-PF-i | 12,5 |
| GETR-63-SCHN-95/130-KL-i | GETR-63-SCHN-95/130-PF-i | 12 |
| GETR-63-SCHN-110/130-KL-i | GETR-63-SCHN-110/130-PF-i | 12 |
| GETR-63-SCHN-110/130-KL-i | GETR-63-SCHN-110/130-PF-i | 12,5 |
| GETR-63-SCHN-130/165-KL-i | GETR-63-SCHN-130/165-PF-i | 12,5 |
| GETR-63-SCHN-130/215-KL-i | GETR-63-SCHN-130/215-PF-i | 12 |

Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50$.

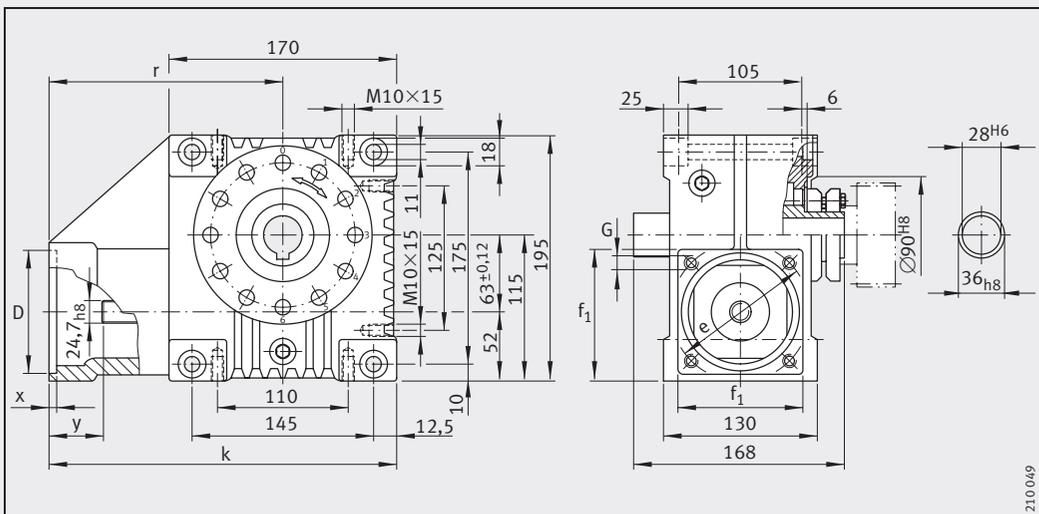
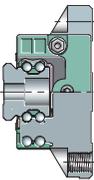
¹⁾ Gearbox coupling see page 392.



Gearbox – drive shaft with feather key joint

Dimensions

| e | G | D ^{G7} | x | y | r | f ₁ | k |
|-----|-----|-----------------|---|----|-----|----------------|-----|
| 115 | M8 | 95 | 5 | 48 | 180 | 100 | 265 |
| 165 | M10 | 110 | 5 | 53 | 185 | 140 | 270 |
| 165 | M10 | 130 | 5 | 53 | 185 | 140 | 270 |
| 130 | M8 | 95 | 5 | 48 | 180 | 115 | 265 |
| 130 | M8 | 110 | 5 | 48 | 180 | 115 | 265 |
| 130 | M8 | 110 | 5 | 53 | 185 | 115 | 270 |
| 165 | M10 | 130 | 5 | 73 | 205 | 140 | 290 |
| 215 | M12 | 130 | 5 | 73 | 205 | 195 | 290 |



210049

Gearbox – drive shaft with clamping joint

Gearbox

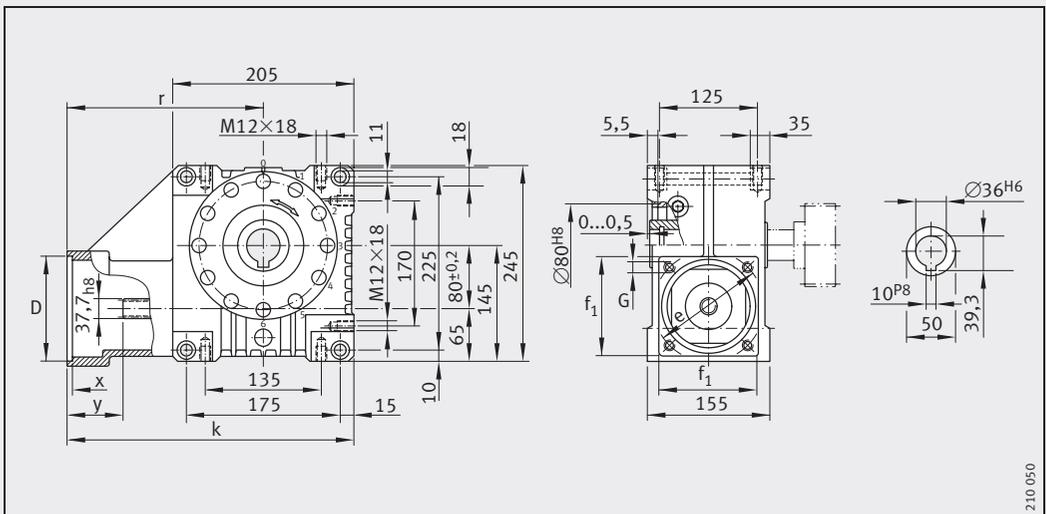
Axis centre distance $a_0 = 80 \text{ mm}$
 Drive shaft with feather key joint
 or clamping joint¹⁾

Dimension table - Dimensions in mm

| Designation | | Mass m ≈kg |
|------------------------------------|----------------------------------|------------------|
| Drive shaft with Clamping joint | | |
| Feather key joint | | |
| GETR-80-SCHN-110/165-KL-i | GETR-80-SCHN-110/165-PF-i | 23 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | 25 |
| GETR-80-SCHN-130/165 KL-i | GETR-80-SCHN-130/165-PF-i | 23 |
| GETR-80-SCHN-130/165-KL-i | GETR-80-SCHN-130/165-PF-i | 24 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | 30 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | 25 |
| GETR-80-SCHN-130/215-KL-i | GETR-80-SCHN-130/215-PF-i | 25 |

Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50$.

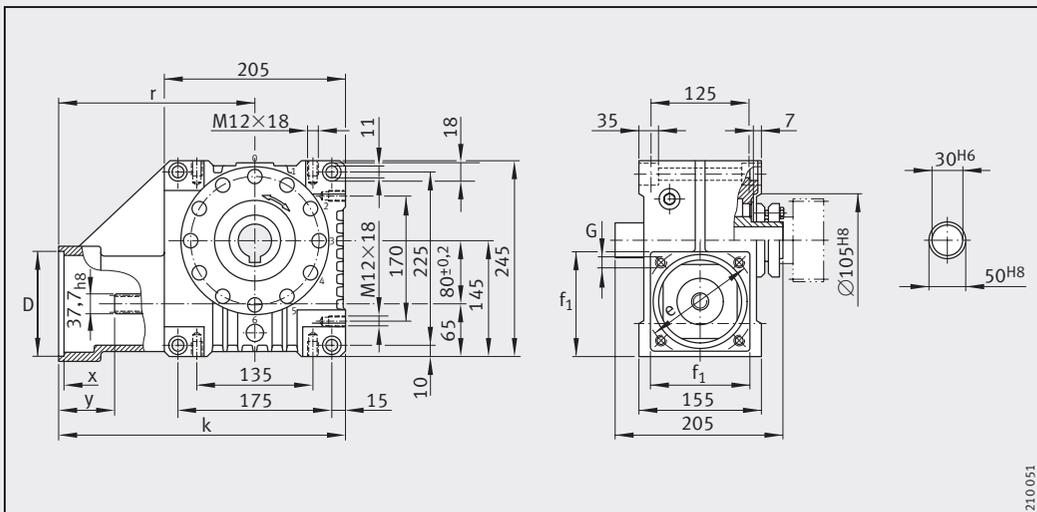
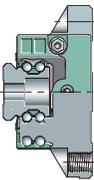
¹⁾ Gearbox coupling see page 392.



Gearbox – drive shaft with feather key joint

Dimensions

| e | G | D ^{G7} | x | y | r | f ₁ | k |
|-----|-----|-----------------|---|----|-----|----------------|-------|
| 165 | M10 | 110 | 5 | 55 | 230 | 140 | 332,5 |
| 215 | M12 | 180 | 5 | 85 | 260 | 193 | 362,5 |
| 165 | M10 | 130 | 5 | 55 | 230 | 140 | 332,5 |
| 165 | M10 | 130 | 5 | 75 | 250 | 155 | 352,5 |
| 215 | M12 | 180 | 6 | 90 | 265 | 192 | 367,5 |
| 215 | M12 | 180 | 5 | 75 | 250 | 193 | 352,5 |
| 215 | M12 | 130 | 5 | 75 | 250 | 193 | 352,5 |



210051

Gearbox – drive shaft with clamping joint

Gearbox

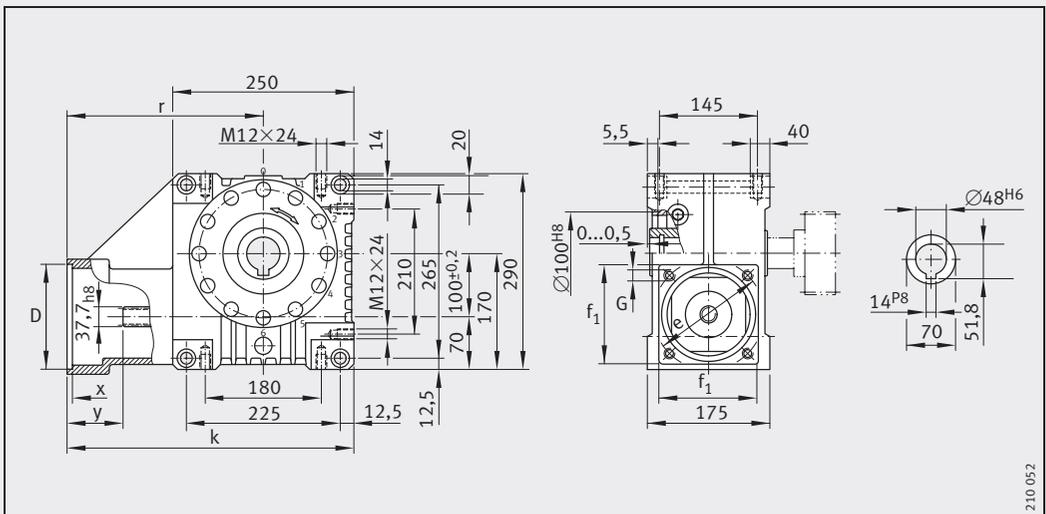
Axis centre distance $a_0 = 100 \text{ mm}$
 Drive shaft with feather key joint
 or clamping joint¹⁾

Dimension table - Dimensions in mm

| Designation | | Mass |
|-----------------------------------|-----------------------------------|------|
| Drive shaft with | | m |
| Clamping joint | Feather key joint | ≈kg |
| GETR-100-SCHN-110/165-KL-i | GETR-100-SCHN-110/165-PF-i | 30 |
| GETR-100-SCHN-130/165-KL-i | GETR-100-SCHN-130/165-PF-i | 30 |
| GETR-100-SCHN-130/165-KL-i | GETR-100-SCHN-130/165-PF-i | 31 |
| GETR-100-SCHN-180/215-KL-i | GETR-100-SCHN-180/215-PF-i | 35 |
| GETR-100-SCHN-180/215-KL-i | GETR-100-SCHN-180/215-PF-i | 33 |
| GETR-100-SCHN-130/215-KL-i | GETR-100-SCHN-130/215-PF-i | 33 |

Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50$.

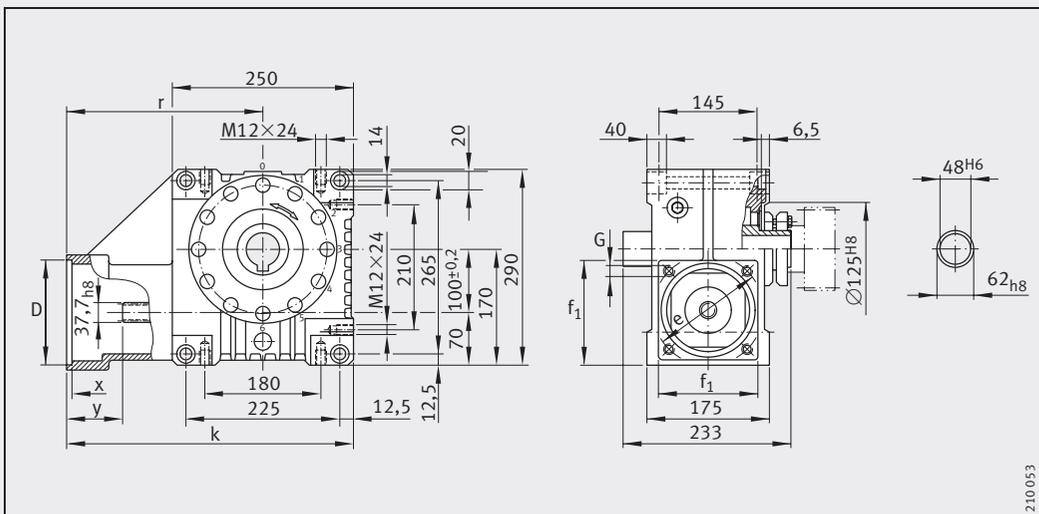
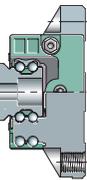
¹⁾ Gearbox coupling see page 392.



Gearbox – drive shaft with feather key joint

Dimensions

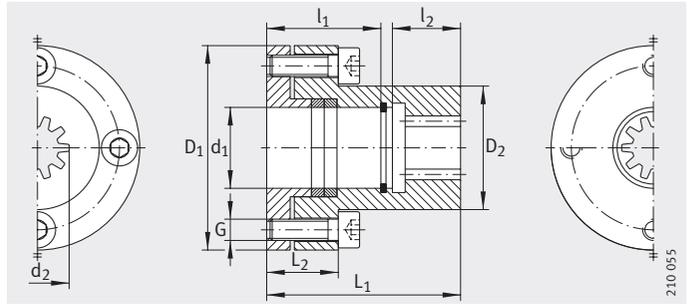
| e | G | D ^{G7} | x | y | r | f ₁ | k |
|-----|-----|-----------------|---|----|-----|----------------|-----|
| 165 | M10 | 110 | 5 | 55 | 240 | 140 | 365 |
| 165 | M10 | 130 | 5 | 55 | 240 | 140 | 365 |
| 165 | M10 | 130 | 5 | 75 | 260 | 140 | 385 |
| 215 | M12 | 180 | 6 | 90 | 275 | 192 | 400 |
| 215 | M12 | 180 | 5 | 75 | 260 | 190 | 385 |
| 215 | M12 | 130 | 5 | 75 | 260 | 195 | 385 |



210 053

Gearbox – drive shaft with clamping joint

Coupling

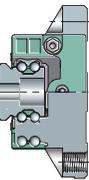


KUP to DIN 5 480

Dimension table - Dimensions in mm

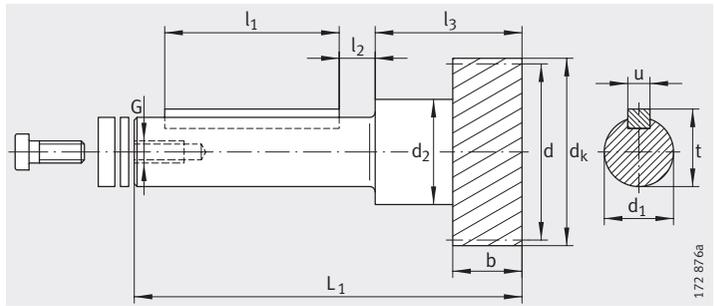
| Designation | Mass m ≈ kg | Jred $10^{-4} \text{ kg} \cdot \text{m}^2$ | Dimensions | | | |
|-------------|-------------------|---|---------------------------------|----------------|----------------|----------------|
| | | | d ₁ | d ₂ | D ₁ | D ₂ |
| KUP-6543110 | 0,4 | 0,835 | 10 | 15X1,25X10 | 48 | 29 |
| KUP-6543111 | 0,5 | 0,976 | 11 | 15X1,25X10 | 48 | 29 |
| KUP-6543114 | 0,45 | 0,835 | 14 | 15X1,25X10 | 48 | 29 |
| KUP-6543116 | 0,45 | 0,824 | 16 | 15X1,25X10 | 48 | 29 |
| KUP-6543119 | 0,4 | 0,799 | 19 | 15X1,25X10 | 48 | 29 |
| KUP-6543914 | 0,5 | 0,985 | 14 | 15X1,25X10 | 48 | 29 |
| KUP-6543916 | 0,4 | 0,975 | 16 | 15X1,25X10 | 48 | 29 |
| KUP-6543919 | 0,45 | 0,853 | 19 | 15X1,25X10 | 48 | 29 |
| KUP-6543924 | 0,52 | 1,041 | 24 | 15X1,25X10 | 50 | 29 |
| KUP-6544024 | 0,75 | 2,628 | 24 | 25X1,25X18 | 50 | 29 |
| KUP-6544114 | 0,5 | 1,645 | 14 | 25X1,25X18 | 55 | 32 |
| KUP-6544116 | 0,5 | 1,622 | 16 | 25X1,25X18 | 55 | 32 |
| KUP-6544119 | 0,5 | 1,598 | 19 | 25X1,25X18 | 55 | 32 |
| KUP-6544219 | 0,5 | 1,703 | 19 | 25X1,25X18 | 55 | 32 |
| KUP-6544919 | 0,55 | 1,757 | 19 | 25X1,25X18 | 55 | 32 |
| KUP-6544928 | 0,85 | 5,998 | 28 | 25X1,25X18 | 70 | 48 |
| KUP-6544932 | 0,8 | 5,921 | 32 | 25X1,25X18 | 70 | 48 |
| KUP-6544935 | 0,95 | 6,155 | 35 | 25X1,25X18 | 70 | 48 |
| KUP-6546024 | 0,9 | 4,452 | 24 | 38X1,25X29 | 55 | - |
| KUP-6546834 | 1,95 | 16,32 | 1 ³ / ₈ " | 38X1,25X29 | 80 | 58 |
| KUP-6546928 | 0,9 | 5,882 | 28 | 38X1,25X29 | 70 | 48 |
| KUP-6546932 | 0,85 | 5,784 | 32 | 38X1,25X29 | 70 | 48 |
| KUP-6546935 | 1,95 | 16,55 | 35 | 38X1,25X29 | 80 | 58 |
| KUP-6546938 | 1,88 | 16,24 | 38 | 38X1,25X29 | 80 | 58 |
| KUP-6547948 | 3,1 | 41,86 | 48 | 38X1,25X29 | 103 | 74 |

| l_1 | l_2 | l_3 | l_4 | L_1 | L_2 | Fixing screws G Quantity and size | Tightening torque M_A Nm |
|-------|-------|-------|-------|-------|-------|---|----------------------------------|
| 22 | 17 | – | 5 | 44 | 18 | 4XM5 | 7 |
| 20,5 | 17 | – | 5 | 64 | 18 | 4XM5 | 7 |
| 24 | 19 | – | 5 | 50 | 18 | 4XM5 | 7 |
| 27 | 16 | – | 5 | 50 | 18 | 4XM5 | 7 |
| 24 | 16 | – | 5 | 40 | 18 | 4XM5 | 7 |
| 26 | 19 | – | 5 | 64 | 18 | 4XM5 | 7 |
| 27 | 15 | – | 5 | 64,3 | 18,3 | 4XM5 | 7 |
| 23 | 17 | – | 5 | 55 | 18 | 4XM5 | 7 |
| 34 | 22 | – | 6 | 56 | 40 | 4XM6 | 10 |
| 41,5 | 24 | – | 6 | 66,5 | 59,5 | 4XM6 | 10 |
| 24 | 23,5 | – | 6 | 64 | 21 | 4XM6 | 10 |
| 34 | 23,5 | – | 6 | 64 | 21 | 4XM6 | 10 |
| 33 | 26,5 | – | 6 | 63 | 21 | 4XM6 | 10 |
| 27 | 26,5 | – | 6 | 74 | 21 | 4XM6 | 10 |
| 31 | 26,5 | – | 6 | 78 | 21 | 4XM6 | 10 |
| 48 | 26 | – | 6 | 83 | 25 | 5XM6 | 10 |
| 43 | 23 | – | 6 | 78 | 25 | 5XM6 | 10 |
| 52 | 26 | – | 6 | 78 | 25 | 5XM6 | 10 |
| 38,5 | 31 | 4 | 6 | 72,5 | – | 5XM6 | 10 |
| 63 | 34 | – | 6 | 100 | 40 | 6XM6 | 10 |
| 47 | 34 | – | 6 | 90 | 25 | 5XM6 | 10 |
| 43 | 34 | – | 6 | 86 | 25 | 5XM6 | 10 |
| 65 | 34 | – | 6 | 100 | 40 | 6XM6 | 10 |
| 62 | 34 | – | 6 | 100 | 40 | 6XM6 | 10 |
| 58 | 31 | – | 8 | 89 | 42 | 6XM8 | 25 |



Drive shaft

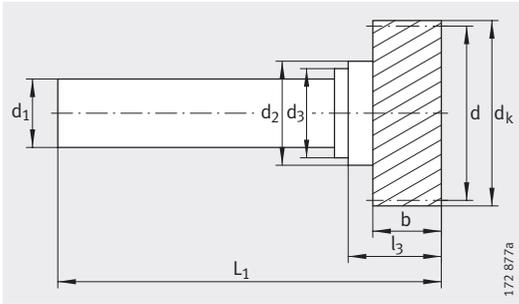
For feather key or clamping joint
Helical teeth



RITZ..-PF
Feather key joint

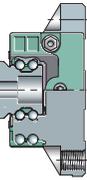
Dimension table - Dimensions in mm

| Designation | Mass m ≈kg | Axis centre distance | Modulus | Number of teeth | Dimensions | | | |
|-----------------|------------------|-------------------------|---------|--------------------|------------|------|----|----------|
| | | | | | d | dk | b | d1 h6 |
| RITZ-023050-PF | 1,25 | 50 | 2 | 30 | 63,66 | 67,7 | 25 | 25 |
| RITZ-023050-KL | | | | | | | | |
| RITZ-022050-PF | 1,33 | 50 | 3 | 20 | 63,66 | 69,7 | 30 | 25 |
| RITZ-032050-KL | | | | | | | | |
| RITZ-023063-PF | 1,5 | 63 | 2 | 30 | 63,66 | 67,7 | 25 | 28 |
| RITZ-023063-KL | 1,6 | | | | | | | |
| RITZ-032063-PF | 1,6 | | 3 | 20 | | 69,7 | 30 | |
| RITZ-032063-KL | | | | | | | | |
| RITZ-041563-PF | 1,85 | 63 | 4 | 15 | 71,7 | 40 | 28 | |
| RITZ-041563-KL | 1,85 | 63 | 4 | 15 | 71,7 | 40 | 28 | |
| RITZ-032080-PF | 2,4 | 80 | 3 | 20 | 63,66 | 69,7 | 30 | 36 |
| RITZ-0320 80-KL | | | | | | | | |
| RITZ-041580-PF | 2,5 | 80 | 4 | 15 | 63,66 | 71,7 | 40 | 36 |
| RITZ-041580-KL | | | | | | | | |
| RITZ-0415100-PF | 3,9 | 100 | 4 | 15 | 63,66 | 71,7 | 40 | 48 |
| RITZ-0415100-KL | | | | | | | | |

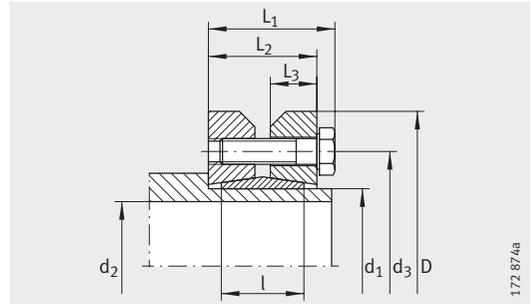


RITZ..-KL
Clamping joint

| d_2 | d_3 | L_1 | l_1 | l_2 | l_3 | l_4 | u | t | G |
|-------|-------|-------|-------|-------|-------|-------|-----|------|-----|
| 38 | – | 140 | 63 | 13 | 53 | – | 8 | 28 | M8 |
| | 31 | 148 | – | – | 34 | 28,5 | – | – | – |
| | – | 142 | 63 | 13 | 55 | – | 8 | 28 | M8 |
| | | 150 | – | – | 36,5 | | – | – | – |
| 42 | – | 164,5 | 80 | 14,5 | 57,5 | – | 8 | 31 | M8 |
| | 36 | 180 | – | – | 38,5 | 33 | – | – | – |
| | – | 167 | 80 | 14,5 | 60 | – | 8 | 31 | M8 |
| | 36 | 183 | – | – | 41 | 33,5 | – | – | – |
| | – | 172 | 80 | 14,5 | 65 | – | 8 | 31 | M8 |
| | | 188 | – | – | 46 | | – | – | – |
| 48 | – | 185 | 100 | 12,5 | 62 | – | 10 | 39 | M12 |
| | | 208 | – | – | 37,5 | | – | – | – |
| 48 | – | 190 | 100 | 12,5 | 67 | – | 10 | 39 | M12 |
| | | 213 | – | – | 42,5 | | – | – | – |
| 57 | – | 215 | 125 | 9 | 72 | – | 14 | 51,5 | M12 |
| | | 240 | – | – | 43,5 | | – | – | – |



Clamping joint

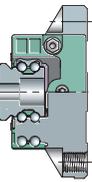


SPE

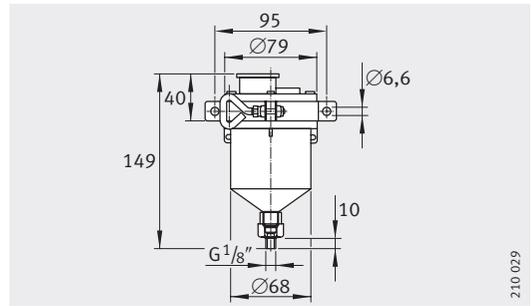
Dimension table - Dimensions in mm

| Designation | Mass m ≈ kg | Axis centre distance | J_{red} $10^{-4} \text{ kg} \cdot \text{m}^2$ | Dimensions | | | |
|--------------------|-------------------|----------------------|--|----------------|----------------|----------------|-----|
| | | | | d ₁ | d ₂ | d ₃ | D |
| SPE-8083030 | 0,3 | 50 | 1,756 | 30 | 25 | 44 | 60 |
| SPE-8084036 | 0,4 | 63 | 4,029 | 36 | 28 | 52 | 72 |
| SPE-8085050 | 0,8 | 80 | 11,322 | 50 | 36 | 70 | 90 |
| SPE-8086062 | 1,3 | 100 | 27,137 | 62 | 48 | 86 | 110 |

| L ₁ | L ₂ | L ₃ | l | Fixing screws G Quantity and size | Tightening torque M _A Nm |
|----------------|----------------|----------------|----|---|---|
| 25 | 21,5 | 9 | 16 | 7XM5 | 4 |
| 27,5 | 23,5 | 10 | 18 | 5XM6 | 12 |
| 31,5 | 27,5 | 12 | 22 | 8XM6 | 12 |
| 34,5 | 30,5 | 13 | 23 | 10XM6 | 12 |



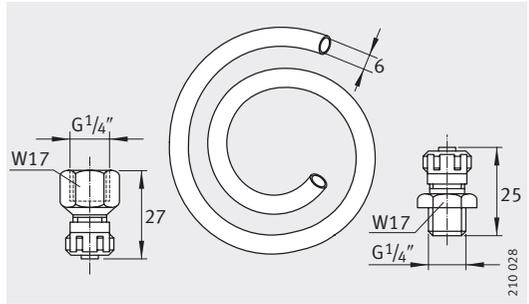
Electronically controlled lubricant dispenser



Volume 125 cm³

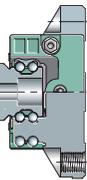
| | |
|----------------------|---|
| Ordering designation | |
| 6591000 | Ready-to-fit lubricant dispenser with Klüber special grease |

Hose connection set

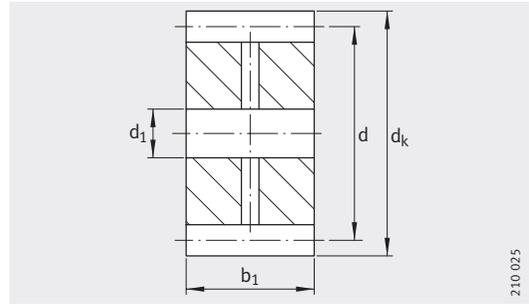


Hose connection set,
width across flats $W = 17 \text{ mm}$

| | |
|----------------------|--|
| Ordering designation | |
| 6591020 | Hose connection set comprising; <ul style="list-style-type: none"> - 2 m plastic hose - aluminium screw connection with internal thread - aluminium screw connection with external thread |



Felted gear Locating pin



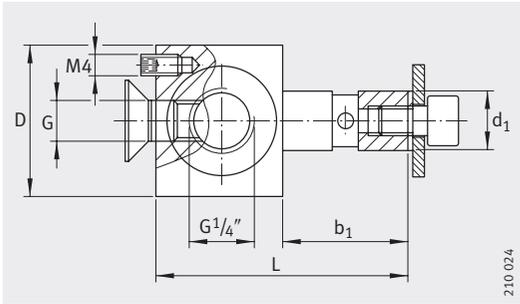
Felted gear
Helical teeth on right side

210 025

Dimension table - Dimensions in mm

| Ordering designation | | Mass | Modulus | Number of teeth |
|----------------------|---------------------|------|---------|-----------------|
| Felted gear | Locating pin | m | | z |
| | | ≈g | | |
| RITZ-6591229 | – | 11 | 2 | 18 |
| – | RITZ-6591210 | 140 | 2 | – |
| RITZ-6591329 | – | 36 | 3 | 18 |
| – | RITZ-6591310 | 145 | 3 | – |
| RITZ-6591429 | – | 97 | 4 | 18 |
| – | RITZ-6591410 | 150 | 4 | – |

Before the lubrication device is put into operation, the connecting hose between the felted gear and the lubrication device should be filled and the felted gear impregnated with grease, for example Klüber Microlub GB 0.

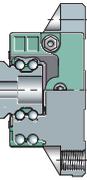


2110 024

Locating pin

Dimensions

| d | d _k | d ₁ | D | b ₁ | L | G |
|------|----------------|----------------|----|----------------|----|----|
| 38,2 | 42 | 12 | – | 25 | – | – |
| – | – | 12 | 30 | 25 | 50 | M8 |
| 57,3 | 63 | 12 | – | 30 | – | – |
| – | – | 12 | 30 | 30 | 55 | M8 |
| 76,5 | 84 | 12 | – | 40 | – | – |
| – | – | 12 | 30 | 40 | 65 | M8 |



Allocation: motor – coupling – gearbox

Gearbox with axis centre distance $a_0 = 50 \text{ mm}$

| Dimension table - Dimensions in mm | | | | |
|------------------------------------|---------------------------|-------------|-------------|--------|
| Ordering designation | | | Motor shaft | |
| Clamping joint | Feather key joint | Coupling | Diameter | Length |
| GETR-50-SCHN-80/100-KL-i | GETR-50-SCHN-80/100-PF-i | KUP-6543110 | 10 | 32 |
| GETR-50-SCHN-60/75-KL-i | GETR-50-SCHN-60/75-PF-i | KUP-6543111 | 11 | 23 |
| GETR-50-SCHN-50/95-KL-i | GETR-50-SCHN-50/95-PF-i | KUP-6543114 | 14 | 30 |
| GETR-50-SCHN-60/75-KL-i | GETR-50-SCHN-60/75-PF-i | KUP-6443914 | 14 | 30 |
| GETR-50-SCHN-80/100-KL-i | GETR-50-SCHN-80/100-PF-i | KUP-6543114 | 14 | 30 |
| GETR-50-SCHN-95/115-KL-i | GETR-50-SCHN-95/115-PF-i | KUP-6543114 | 14 | 30 |
| GETR-50-SCHN-60/75-KL-i | GETR-50-SCHN-60/75-PF-i | KUP-6543116 | 16 | 40 |
| GETR-50-SCHN-95/115-KL-i | GETR-50-SCHN-95/115-PF-i | KUP-6543116 | 16 | 40 |
| GETR-50-SCHN-95/115-KL-i | GETR-50-SCHN-95/115-PF-i | KUP-6543119 | 19 | 40 |
| GETR-50-SCHN-95/115-KL-i | GETR-50-SCHN-95/115-PF-i | KUP-6543119 | 19 | 50 |
| GETR-50-SCHN-95/130-KL-i | GETR-50-SCHN-95/130-PF-i | KUP-6543919 | 19 | 40 |
| GETR-50-SCHN-110/130-KL-i | GETR-50-SCHN-110/130-PF-i | KUP-6543919 | 19 | 50 |
| GETR-50-SCHN-110/130-KL-i | GETR-50-SCHN-110/130-PF-i | KUP-6543924 | 24 | 50 |

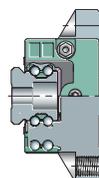
Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50.$

Allocation: motor – coupling – gearbox

Gearbox with axis centre distance $a_0 = 63 \text{ mm}$

| Dimension table · Dimensions in mm | | | | |
|------------------------------------|---------------------------|-------------|-------------|---------|
| Ordering designation | | | Motor shaft | |
| Clamping joint | Feather key joint | Coupling | Diameter | Length |
| GETR-63-SCHN-95/115 KL-i | GETR-63-SCHN-95/115-PF-i | KUP-6544114 | 14 | 30 |
| GETR-63-SCHN-95/165 KL-i | GETR-63-SCHN-95/165-PF-i | KUP-6544114 | 14 | 30 |
| GETR-63-SCHN-95/115 KL-i | GETR-63-SCHN-95/115-PF-i | KUP-6544116 | 16 | 40 |
| GETR-63-SCHN-130/165 KL-i | GETR-63-SCHN-130/165-PF-i | KUP-6444219 | 19 | 28 |
| GETR-63-SCHN-95/115 KL-i | GETR-63-SCHN-95/115-PF-i | KUP-6544119 | 19 | 40 |
| GETR-63-SCHN-95/130 KL-i | GETR-63-SCHN-95/130-PF-i | KUP-6544119 | 19 | 40 |
| GETR-63-SCHN-110/130 KL-i | GETR-63-SCHN-110/130-PF-i | KUP-6544119 | 19 | 40 |
| GETR-63-SCHN-130/215 KL-i | GETR-63-SCHN-130/215-PF-i | KUP-6544919 | 19 | 40 |
| GETR-63-SCHN-110/130 KL-i | GETR-63-SCHN-110/130-PF-i | KUP-6544024 | 24 | 50 |
| GETR-63-SCHN-110/165 KL-i | GETR-63-SCHN-110/165-PF-i | KUP-6544024 | 24 | 50 |
| GETR-63-SCHN-130/165 KL-i | GETR-63-SCHN-130/165-PF-i | KUP-6544024 | 24 | 50 |
| GETR-63-SCHN-110/130 KL-i | GETR-63-SCHN-110/130-PF-i | KUP-6544028 | 28 | 40 |
| GETR-63-SCHN-130/165 KL-i | GETR-63-SCHN-130/165-PF-i | KUP-6544932 | 32 | 58 |
| GETR-63-SCHN-130/215 KL-i | GETR-63-SCHN-130/215-PF-i | KUP-6544932 | 32 | 58 – 60 |

Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50.$



Allocation: motor – coupling – gearbox

Gearbox with axis centre distance $a_0 = 80$ mm

| Dimension table - Dimensions in mm | | | | |
|------------------------------------|---------------------------|-------------|-------------|---------|
| Ordering designation | | | Motor shaft | |
| Clamping joint | Feather key joint | Coupling | Diameter | Length |
| GETR-80-SCHN-110/165-KL-i | GETR-80-SCHN-110/165-PF-i | KUP-6546024 | 24 | 50 |
| GETR-80-SCHN-130/165-KL-i | GETR-80-SCHN-130/165-PF-i | KUP-6546024 | 24 | 50 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | KUP-6546928 | 28 | 42 |
| GETR-80-SCHN-180/125-KL-i | GETR-80-SCHN-180/125-PF-i | KUP-6546928 | 28 | 60 |
| GETR-80-SCHN-130/165-KL-i | GETR-80-SCHN-130/165-PF-i | KUP-6546932 | 32 | 50 |
| GETR-80-SCHN-130/215-KL-i | GETR-80-SCHN-130/215-PF-i | KUP-6546932 | 32 | 58 – 60 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | KUP-6546932 | 32 | 58 – 60 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | KUP-6546938 | 38 | 80 – 85 |
| GETR-80-SCHN-180/215-KL-i | GETR-80-SCHN-180/215-PF-i | KUP-6547948 | 48 | 58 |

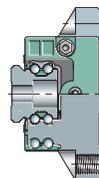
Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50$.

Allocation: motor – coupling – gearbox

Gearbox with axis centre distance $a_0 = 100$ mm

| Dimension table · Dimensions in mm | | | | |
|------------------------------------|----------------------------|-------------|-------------|---------|
| Ordering designation | | | Motor shaft | |
| Clamping joint | Feather key joint | Coupling | Diameter | Length |
| GETR-100-SCHN-110/165-KL-i | GETR-100-SCHN-110/165-PF-i | KUP-6546024 | 24 | 50 |
| GETR-100-SCHN-130/165-KL-i | GETR-100-SCHN-130/165-PF-i | KUP-6546024 | 24 | 50 |
| GETR-100-SCHN-180/215-KL-i | GETR-100-SCHN-180/215-PF-i | KUP-6546928 | 28 | 42 |
| GETR-100-SCHN-130/165-KL-i | GETR-100-SCHN-130/165-PF-i | KUP-6546928 | 28 | 60 |
| GETR-100-SCHN-130/165-KL-i | GETR-100-SCHN-130/165-PF-i | KUP-6546932 | 32 | 50 |
| GETR-100-SCHN-130/165-KL-i | GETR-100-SCHN-130/165-PF-i | KUP-6546932 | 32 | 58 |
| GETR-100-SCHN-130/215-KL-i | GETR-100-SCHN-130/215-PF-i | KUP-6546932 | 32 | 58 – 60 |
| GETR-100-SCHN-180/215-KL-i | GETR-100-SCHN-180/215-PF-i | KUP-6546932 | 32 | 58 – 60 |
| GETR-100-SCHN-180/215-KL-i | GETR-100-SCHN-180/215-PF-i | KUP-6546938 | 38 | 80 – 85 |
| GETR-100-SCHN-180/215-KL-i | GETR-100-SCHN-180/215-PF-i | KUP-6547948 | 48 | 58 |

Possible ratios: $i = 4,75; 6,75; 9,25; 14,5; 19,5; 29; 39; 50$.



Gearbox load table with allocation of gearbox ratio

Gearbox with axis centre distance $a_0 = 50 \text{ mm}$

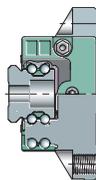
| Gearbox load | | | | | | | | |
|-------------------------------------|--------------|---|--|-------------|-----------------------|-------------|------------------------|-------------|
| Axis centre distance a_0 mm | Ratio i | Maximum static torque against tooth fracture $T_{2 \text{ max}}$ Nm | Drive power P_1 and static torque T_2 against tooth fracture at a drive power of | | | | | |
| | | | 500 min^{-1} | | 750 min^{-1} | | 1000 min^{-1} | |
| | | | P_1 kW | T_2 Nm | P_1 kW | T_2 Nm | P_1 kW | T_2 Nm |
| 50 | 4,75 | 550 | 0,81 | 65 | 1,2 | 65 | 1,7 | 70 |
| | 6,75 | 400 | 0,5 | 56 | 0,77 | 59 | 1,1 | 63 |
| | 9,25 | 275 | 0,32 | 48 | 0,5 | 51 | 0,7 | 54 |
| | 14,5 | 350 | 0,26 | 57 | 0,4 | 60 | 0,57 | 65 |
| | 19,5 | 250 | 0,16 | 45 | 0,25 | 48 | 0,34 | 50 |
| | 29 | 300 | 0,14 | 48 | 0,2 | 52 | 0,29 | 55 |
| | 39 | 200 | 0,12 | 53 | 0,17 | 56 | 0,24 | 60 |
| | 50 | 150 | 0,08 | 42 | 0,12 | 44 | 0,16 | 47 |

Maximum permissible torque for toothed guideways ZHP and ZHST+SVS, see page 302

| Pinion hardened Number of teeth ¹⁾ z | Modulus m | Pitch circle diameter mm | Teeth hardened Maximum torque | |
|---|----------------|-----------------------------|----------------------------------|----------------|
| | | | ZHP Nm | ZHST+SVS Nm |
| 30 | 2 | 63,66 | 270 | – |
| 20 | 3 | 63,66 | 505 | 410 |
| 15 | 4 | 63,66 | – | 670 |

¹⁾ Other pinions available by agreement.

| | | | | | | | | Efficiency at 1 500 min ⁻¹ |
|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|--|
| 1 500 min ⁻¹ | | 3 000 min ⁻¹ | | 4 000 min ⁻¹ | | 5 000 min ⁻¹ | | |
| P ₁ kW | T ₂ Nm | |
| 2,52 | 70 | 5 | 70 | 6,2 | 65 | 7,3 | 61 | 0,92 |
| 1,75 | 69 | 3,5 | 69 | 4,4 | 65 | 5,2 | 61 | 0,91 |
| 1,1 | 58 | 2,55 | 70 | 3,55 | 70 | 4,1 | 65 | 0,89 |
| 0,89 | 70 | 1,82 | 75 | 2,5 | 75 | 3,15 | 75 | 0,83 |
| 0,55 | 55 | 1,2 | 65 | 1,65 | 65 | 2,1 | 65 | 0,81 |
| 0,44 | 60 | 0,93 | 70 | 1,23 | 70 | 1,41 | 65 | 0,75 |
| 0,37 | 65 | 0,77 | 75 | 1 | 75 | 1,25 | 75 | 0,7 |
| 0,25 | 50 | 0,51 | 60 | 0,72 | 60 | 0,9 | 60 | 0,64 |



Gearbox load table with allocation of gearbox ratio

Gearbox with axis centre distance $a_0 = 63 \text{ mm}$

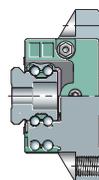
| Gearbox load | | | | | | | | |
|-------------------------------------|--------------|---|--|-------------|-----------------------|-------------|-------------------------|-------------|
| Axis centre distance a_0 mm | Ratio i | Maximum static torque against tooth fracture $T_{2 \text{ max}}$ Nm | Drive power P_1 and static torque T_2 against tooth fracture at a drive power of | | | | | |
| | | | 500 min^{-1} | | 750 min^{-1} | | 1 000 min^{-1} | |
| | | | P_1 kW | T_2 Nm | P_1 kW | T_2 Nm | P_1 kW | T_2 Nm |
| 63 | 4,75 | 1 000 | 2,1 | 170 | 3,3 | 180 | 4,4 | 180 |
| | 6,75 | 750 | 1,5 | 170 | 2,35 | 180 | 3,1 | 180 |
| | 9,25 | 500 | 0,74 | 115 | 1,18 | 125 | 1,63 | 130 |
| | 14,5 | 600 | 0,74 | 165 | 1,19 | 180 | 1,54 | 180 |
| | 19,5 | 500 | 0,39 | 115 | 0,61 | 125 | 0,85 | 130 |
| | 29 | 650 | 0,48 | 175 | 0,75 | 190 | 1,04 | 205 |
| | 39 | 450 | 0,3 | 140 | 0,44 | 150 | 0,61 | 160 |
| | 50 | 300 | 0,16 | 95 | 0,25 | 105 | 0,35 | 115 |

Maximum permissible torque for toothed guideways ZHP and ZHST+SVS, see page 302

| Pinion hardened Number of teeth ¹⁾ z | Modulus m | Pitch circle diameter mm | Teeth hardened Maximum torque | |
|---|----------------|---------------------------------|----------------------------------|----------------|
| | | | ZHP Nm | ZHST+SVS Nm |
| 30 | 2 | 63,66 | 270 | – |
| 20 | 3 | 63,66 | 505 | 410 |
| 15 | 4 | 63,66 | – | 670 |

¹⁾ Other pinions available by agreement.

| | | | | | | Efficiency at 1 500 min ⁻¹ |
|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|--|
| 1 500 min ⁻¹ | | 3 000 min ⁻¹ | | 4 000 min ⁻¹ | | |
| P ₁ kW | T ₂ Nm | P ₁ kW | T ₂ Nm | P ₁ kW | T ₂ Nm | |
| 6,11 | 170 | 10,3 | 145 | 13,2 | 135 | 0,92 |
| 4,25 | 170 | 7,2 | 145 | 9,3 | 135 | 0,91 |
| 2,52 | 135 | 4,93 | 135 | 6,35 | 126 | 0,9 |
| 2,45 | 180 | 4,18 | 170 | 5,25 | 160 | 0,84 |
| 1,28 | 135 | 2,98 | 165 | 3,83 | 155 | 0,83 |
| 1,55 | 220 | 2,57 | 195 | 3,22 | 185 | 0,77 |
| 0,97 | 175 | 1,88 | 190 | 2,55 | 190 | 0,73 |
| 0,55 | 125 | 1,2 | 150 | 1,63 | 160 | 0,68 |



Gearbox load table with allocation of gearbox ratio

Gearbox with axis centre distance $a_0 = 80$ mm

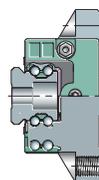
| Gearbox load | | | | | | |
|-------------------------------------|--------------|--|--|-------------|-----------------------|-------------|
| Axis centre distance a_0 mm | Ratio i | Maximum static torque against tooth fracture $T_{2 \max}$ Nm | Drive power P_1 and static torque T_2 against tooth fracture at a drive power of | | | |
| | | | 500 min ⁻¹ | | 750 min ⁻¹ | |
| | | | P_1 kW | T_2 Nm | P_1 kW | T_2 Nm |
| 80 | 4,75 | 2 000 | 5,2 | 420 | 6,9 | 380 |
| | 6,75 | 1 400 | 3,6 | 420 | 4,86 | 380 |
| | 9,25 | 1 100 | 2,38 | 370 | 3,53 | 370 |
| | 14,5 | 1 300 | 1,98 | 450 | 2,9 | 450 |
| | 19,5 | 1 000 | 1,24 | 370 | 2 | 400 |
| | 29 | 1 200 | 1,38 | 520 | 2,04 | 550 |
| | 39 | 850 | 0,87 | 430 | 1,35 | 460 |
| | 50 | 600 | 0,38 | 240 | 0,57 | 260 |

Maximum permissible torque for toothed guideways ZHP and ZHST+SVS, see page 302

| Pinion hardened Number of teeth ¹⁾ z | Modulus m | Pitch circle diameter mm | Teeth hardened Maximum torque | |
|---|----------------|-----------------------------|----------------------------------|----------------|
| | | | ZHP Nm | ZHST+SVS Nm |
| 30 | 2 | 63,66 | 270 | – |
| 20 | 3 | 63,66 | 505 | 410 |
| 15 | 4 | 63,66 | – | 670 |

¹⁾ Other pinions available by agreement.

| | | | | | | Efficiency at 1 500 min ⁻¹ |
|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|--|
| 1 000 min ⁻¹ | | 1 500 min ⁻¹ | | 3 000 min ⁻¹ | | |
| P ₁ kW | T ₂ Nm | P ₁ kW | T ₂ Nm | P ₁ kW | T ₂ Nm | |
| 8,53 | 360 | 11,6 | 330 | 19,5 | 280 | 0,94 |
| 6,14 | 360 | 8,44 | 330 | 14,01 | 280 | 0,91 |
| 4,53 | 360 | 6,22 | 330 | 10,3 | 280 | 0,9 |
| 3,57 | 420 | 4,6 | 370 | 7 | 295 | 0,87 |
| 2,6 | 400 | 3,6 | 380 | 5,73 | 320 | 0,86 |
| 2,52 | 530 | 3,32 | 490 | 5,42 | 420 | 0,8 |
| 1,85 | 490 | 2,51 | 480 | 4,03 | 410 | 0,77 |
| 0,8 | 275 | 1,22 | 300 | 2,46 | 330 | 0,74 |



Gearbox load table with allocation of gearbox ratio

Gearbox with axis centre distance $a_0 = 100$ mm

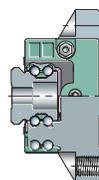
| Gearbox load | | | | | | |
|-------------------------------------|--------------|--|--|-------------|-----------------------|-------------|
| Axis centre distance a_0 mm | Ratio i | Maximum static torque against tooth fracture $T_{2 \max}$ Nm | Drive power P_1 and static torque T_2 against tooth fracture at a drive power of | | | |
| | | | 500 min ⁻¹ | | 750 min ⁻¹ | |
| | | | P_1 kW | T_2 Nm | P_1 kW | T_2 Nm |
| 100 | 4,75 | 3 300 | 10,77 | 880 | 14,22 | 800 |
| | 6,75 | 2 300 | 7,23 | 830 | 9,6 | 750 |
| | 9,25 | 1 900 | 5,34 | 830 | 7,1 | 750 |
| | 14,5 | 2 050 | 4,2 | 930 | 5,8 | 880 |
| | 19,5 | 1 800 | 3,02 | 900 | 4,27 | 870 |
| | 29 | 2 300 | 2,96 | 1 150 | 4,02 | 1 070 |
| | 39 | 1 650 | 2,07 | 1 080 | 2,88 | 1 030 |
| | 52 | 1 100 | 1,16 | 760 | 1,82 | 820 |

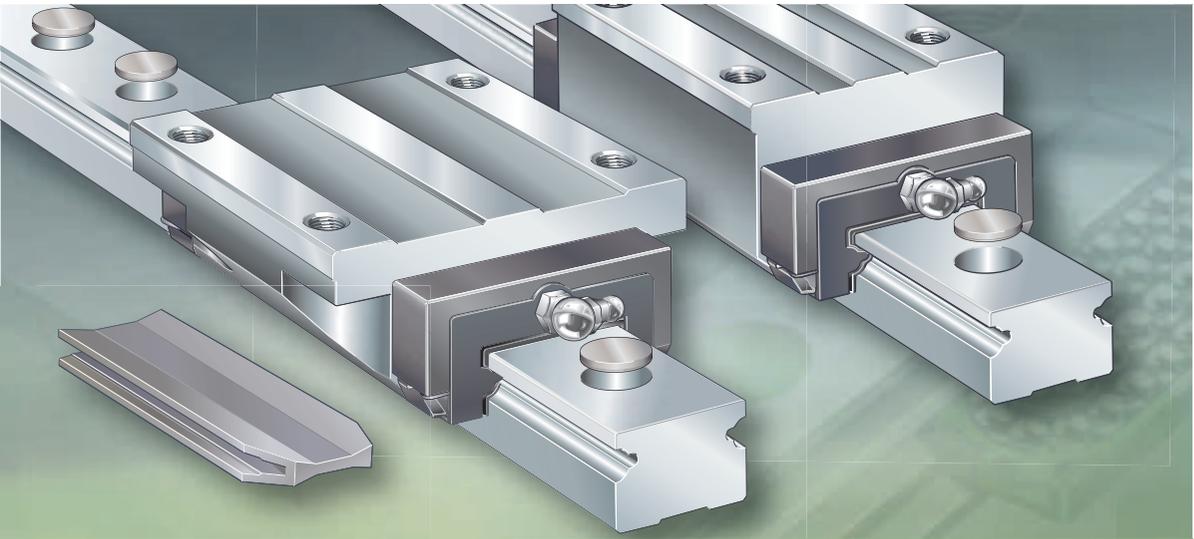
Maximum permissible torque for toothed guideways ZHP and ZHST+SVS, see page 302

| Pinion hardened Number of teeth ¹⁾ z | Modulus m | Pitch circle diameter mm | Teeth hardened Maximum torque | |
|---|----------------|-----------------------------|----------------------------------|----------------|
| | | | ZHP Nm | ZHST+SVS Nm |
| 30 | 2 | 63,66 | 270 | – |
| 20 | 3 | 63,66 | 505 | 410 |
| 15 | 4 | 63,66 | – | 670 |

¹⁾ Other pinions available by agreement.

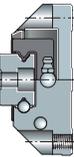
| | | | | | | Efficiency at 1 500 min ⁻¹ |
|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|--|
| 1 000 min ⁻¹ | | 1 500 min ⁻¹ | | 3 000 min ⁻¹ | | |
| P ₁ kW | T ₂ Nm | P ₁ kW | T ₂ Nm | P ₁ kW | T ₂ Nm | |
| 17,77 | 750 | 24,1 | 685 | 40,37 | 580 | 0,94 |
| 12 | 720 | 16,7 | 660 | 29 | 580 | 0,92 |
| 9,1 | 720 | 12,3 | 660 | 21,2 | 580 | 0,91 |
| 6,8 | 810 | 9 | 720 | 14,3 | 620 | 0,87 |
| 5,2 | 810 | 6,67 | 720 | 11,1 | 620 | 0,87 |
| 4,67 | 1010 | 5,97 | 850 | 10,31 | 800 | 0,77 |
| 3,63 | 1000 | 4,53 | 900 | 7,48 | 780 | 0,8 |
| 2,41 | 850 | 3,08 | 785 | 5 | 680 | 0,77 |





Two-row linear recirculating ball bearing and guideway assemblies

Full complement
Accessories



Two-row linear recirculating ball bearing and guideway assemblies

Full complement **408**

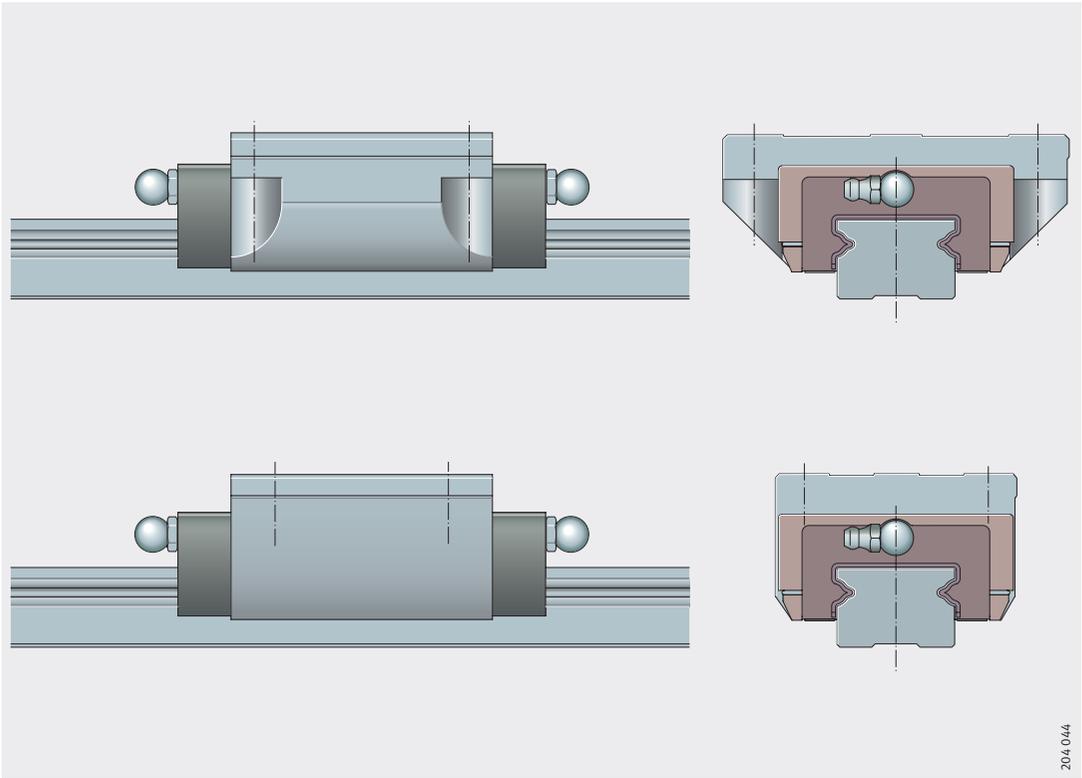
These linear recirculating ball bearing and guideway assemblies have two rows of balls in four point contact with the raceways. They round off the lower end of the range of linear recirculating ball bearing and guideway assemblies.

Since these guidance systems have a lower load carrying capacity and rigidity than the other INA monorail guidance systems based on balls, they are used in preference where the requirements for load carrying capacity and rigidity are lower.

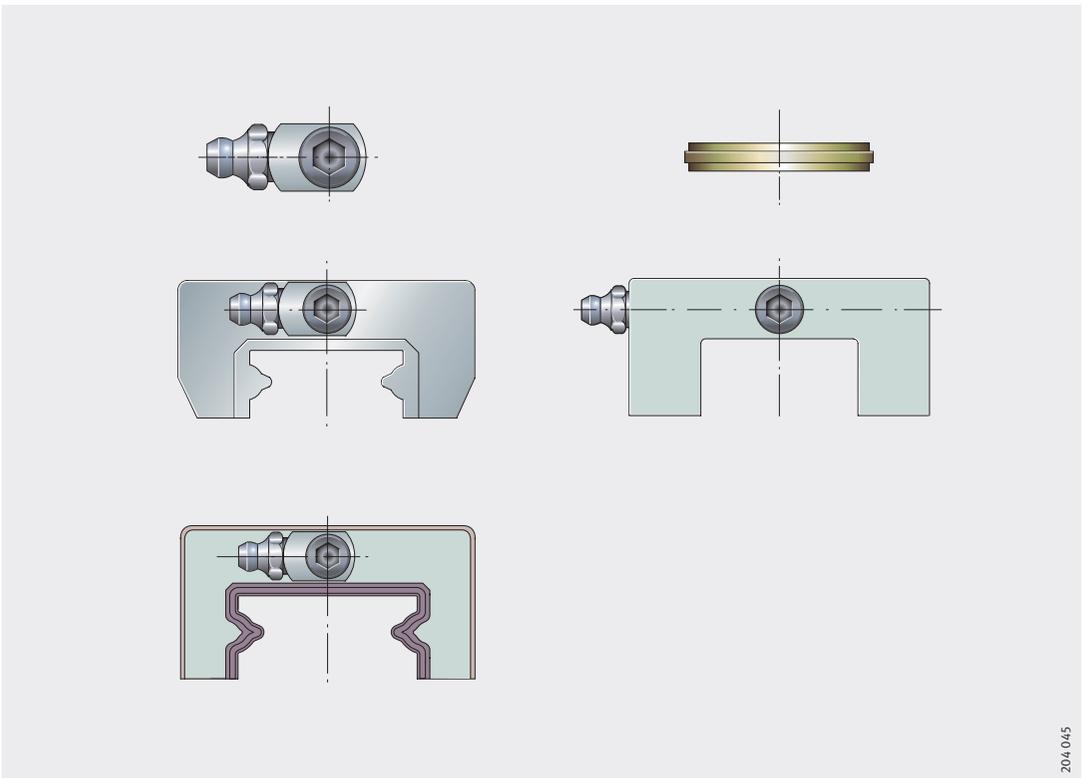
The two-row units can be used to achieve very economical linear guidance systems in the lower and medium range of load carrying capacity.

Accessories **432**

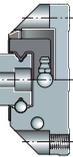
Brass closing plugs for the guideways as well as a comprehensive range of sealing and lubrication elements are available.

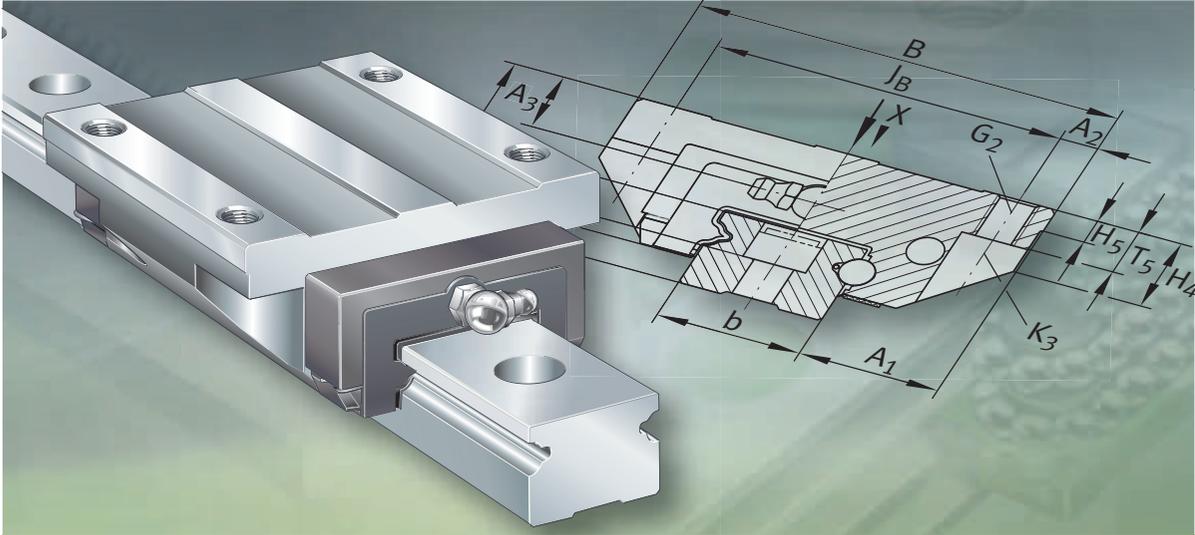


204 044



204 045



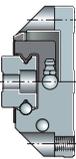


Two-row linear recirculating ball bearing and guideway assemblies

Full complement

Two-row linear recirculating ball bearing and guideway assemblies

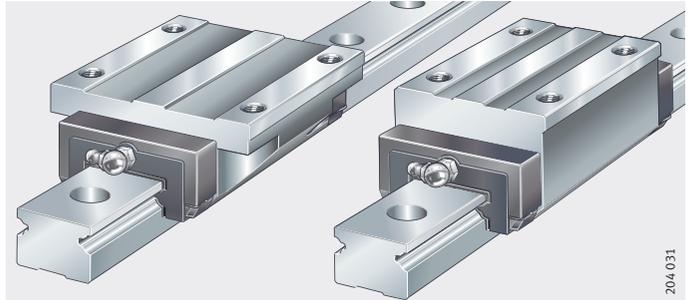
| | Page |
|---|------|
| Product overview | |
| Two-row linear recirculating ball bearing and guideway assemblies | 410 |
| Features | |
| Load carrying capacity | 411 |
| Acceleration and speed | 411 |
| Carriages | 412 |
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| Sealing | 412 |
| Lubrication | 412 |
| Operating temperature | 413 |
| Standard accessories | 413 |
| Corrosion-resistant designs | 413 |
| Suffixes | 413 |
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| Friction | 414 |
| Guideway hole patterns | 415 |
| Demands on the adjacent construction | 416 |
| Accuracy | |
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| Positional and length tolerances of guideways | 421 |
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Product overview Two-row linear recirculating ball bearing and guideway assemblies

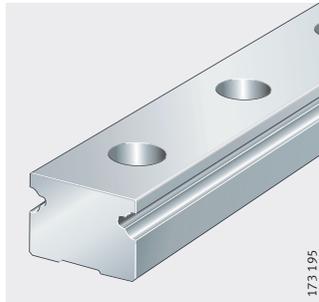
Full complement
For oil and grease lubrication

KUE, KUE..-H



Guideway
Standard

TKD

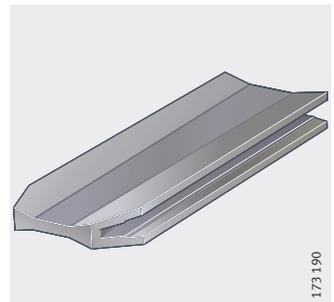


Standard accessories
Plastic closing plug
Dummy guideway

KA..-TN

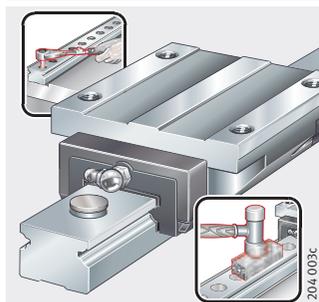


MKD



Fitting manual

MON 31



Two-row linear recirculating ball bearing and guideway assemblies

Features Linear recirculating ball bearing and guideway assemblies KUE are preloaded. They are used in applications with long unrestricted strokes, moderate loads, low rigidity and low friction. A guidance system comprises at least one carriage with a full complement rolling element system, a guideway and plastic closing plugs. The units can be ordered separately as carriage KWE and guideway TKD or as a unit KUE. In a unit, one or more carriages are mounted on each guideway.

Load carrying capacity These linear recirculating ball bearing and guideway assemblies have two rows of balls at a contact angle of 45° to the raceways. They can support forces from all directions – apart from the direction of motion – and moments about all axes, *Figure 1*.

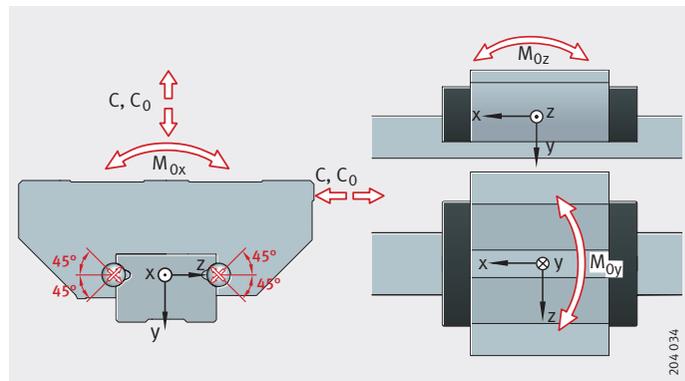
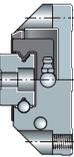


Figure 1
Load carrying capacity and contact angle

Acceleration and speed Operating limits

The dynamic values are shown in the table.

| Designation | Acceleration up to m/s^2 | Speed up to m/s |
|-------------|----------------------------|-------------------|
| KUE (-H) | 150 | 180 |



Two-row linear recirculating ball bearing and guideway assemblies

Carriages The carriages have saddle plates made from hardened steel and ground on all sides, the rolling element raceways are precision ground. The balls are recirculated in enclosed channels with plastic return elements.

In order to increase the grease volume, the carriages have lubricant reservoirs.

Guideways The guideways are made from hardened steel and are ground on all faces, the rolling element raceways are precision ground.

Located from above Guideways TKD are located from above. The through holes have counterbores for the fixing screws.

Multi-piece guideways If the required guideway length l_{max} is greater than the value in the dimension tables, the guideways are supplied in several pieces; see page 416.

Sealing Standard sealing strips and elastic wipers on the end faces ensure effective sealing of the carriages, *Figure 2*. These sealing elements protect the rolling element system from contamination even under demanding environmental conditions.

For additional sealing variants see Accessories, pages 436 to 438.

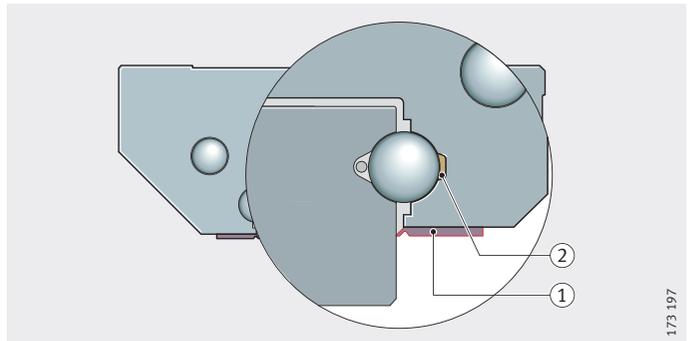
Attention! If the contamination conditions are exceptionally severe, please contact us.

Lubrication The linear recirculating ball bearing and guideway assemblies are suitable for oil and grease lubrication. If grease lubrication is used, they are maintenance-free for most applications due to the lubricant reservoir, *Figure 2*.

Lubrication is carried out via the lubrication nipple in the end face of the end piece.

- ① Standard sealing strips
- ② Lubricant reservoir

Figure 2
Sealing strips
and lubricant reservoir



Operating temperature Linear recirculating ball bearing and guideway assemblies KUE can be used at operating temperatures from $-10\text{ }^{\circ}\text{C}$ to $+100\text{ }^{\circ}\text{C}$.

Standard accessories

Plastic dummy guideway The dummy guideway prevents damage to the rolling element set if the carriage is removed from the guideway.

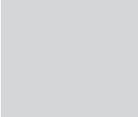
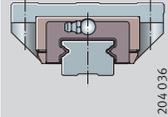
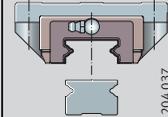
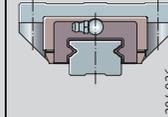
Carriages are always pushed directly from the guideway onto the dummy guideway and must remain there until they are reassembled.

Plastic closing plugs The closing plugs close off the counterbores of the guideway holes flush with the surface of the guideway.

Optionally, brass closing plugs are also available, see Accessories page 435.

Corrosion-resistant designs Linear recirculating ball bearing and guideway assemblies KUE are also available in corrosion-resistant designs with the special coatings Corrotect[®], Protect A and Protect B.

Suffixes for Corrotect[®]-coated parts

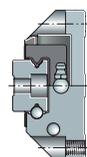
| With Corrotect [®] coating | Preassembled unit Guideway only coated | Carriage and guideway separate Carriage or guideway coated | Preassembled unit Carriage and guideway coated |
|---|---|--|---|
|  |  |  |  |
| Suffix | RRFT | RRF | RRF |

For applications with Corrotect[®], please contact us.

Suffixes Suffixes for available designs: see table.

Available designs

| Suffix | Description |
|--------|-------------------|
| - | Standard carriage |
| L | Long carriage |
| H | High carriage |



Two-row linear recirculating ball bearing and guideway assemblies

Design and safety guidelines

Preload

Linear recirculating ball bearing and guideway assemblies KUE are available in preload classes V0 and V1, see table Preload classes.

Preload classes

| Preload class | Preload setting | Suitable applications |
|---------------|--|--|
| V0 | Very small clearance to clearance-free | <ul style="list-style-type: none"> ■ Particularly smooth running ■ Moment load |
| V1 | Clearance-free | <ul style="list-style-type: none"> ■ Moderate load ■ High rigidity requirements ■ Moment load |

Influence of preload on the linear guidance system

Increasing the preload increases the rigidity.

However, preload also influences the displacement resistance and operating life of the linear guidance system.

Friction

The coefficient of friction is dependent on the ratio C/P , see table.

Coefficient of friction

| Load C/P | Coefficient of friction μ_{KUE} |
|------------|-------------------------------------|
| 4 to 20 | 0,002 to 0,004 |

Guideway hole patterns

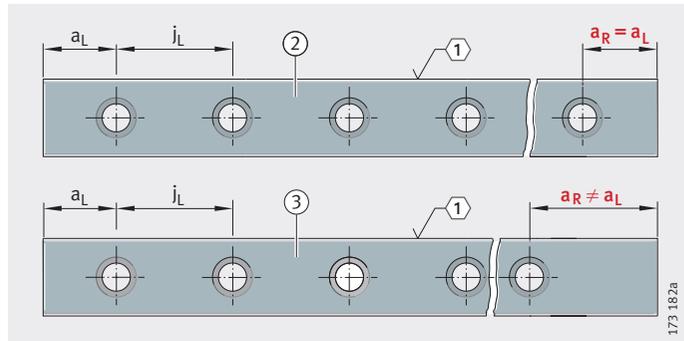
Unless specified otherwise, the guideways have a symmetrical hole pattern, *Figure 3*.

At customer request, an asymmetrical hole pattern is also possible. In this case, $a_L \cong a_{L \min}$ and $a_R \cong a_{R \min}$, *Figure 3*.

- ① Locating face
- ② Symmetrical hole pattern
- ③ Asymmetrical hole pattern

Figure 3

Hole patterns of guideways with one row of holes



Maximum number of pitches between holes

The number of pitches between holes is the rounded whole number equivalent to:

$$n = \frac{l - 2 \cdot a_{L \min}}{j_L}$$

The distances a_L and a_R are generally determined by:

$$a_L + a_R = l - n \cdot j_L$$

For guideways with a symmetrical hole pattern:

$$a_L = a_R = \frac{1}{2} \cdot (l - n \cdot j_L)$$

Number of holes:

$$x = n + 1$$

a_L, a_R mm
Distance between start or end of guideway and nearest hole

$a_{L \min}, a_{R \min}$ mm
Minimum values for a_L, a_R according to dimension tables

l mm
Guideway length

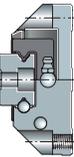
n -
Maximum possible number of hole pitches

j_L mm
Distance between holes

x -
Number of holes.

Attention!

If the minimum values for a_L and a_R are not observed, the counterbores of the holes may be intersected.



Two-row linear recirculating ball bearing and guideway assemblies

Multi-piece guideways

If the guideway length required is greater than l_{max} according to the dimension tables, these guideways are made up from individual pieces that together comprise the total required length. The individual pieces are matched to each other and marked, *Figure 4*.

② Marking
 Guideway pieces:
 1A, 1A
 1B, 1B
 1C, 1C
 2A, 2A
 2B, 2B
 2C, 2C

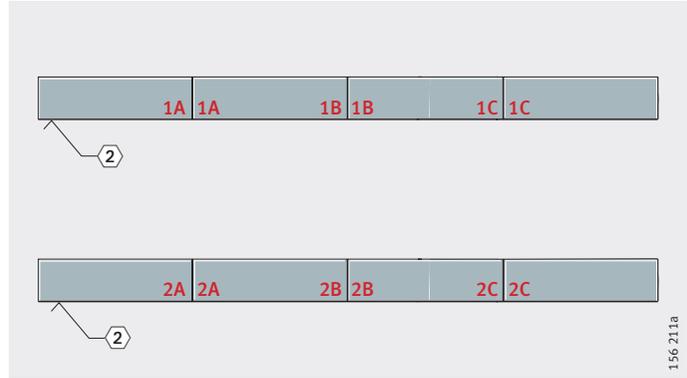


Figure 4

Marking of multi-piece guideways

Demands on the adjacent construction

The running accuracy is essentially dependent on the straightness, accuracy and rigidity of the fit and mounting surfaces.

The straightness of the system is only achieved when the guideway is pressed against the datum surface.

If high demands are to be made on the running accuracy and/or if soft substructures and/or movable guideways are used, please contact us.

Geometrical and positional accuracy of the mounting surfaces

Attention!

The higher the requirements for accuracy and smooth running of the guidance system, the more attention must be paid to the geometrical and positional accuracy of the mounting surfaces.

The tolerances according to *Figure 5*, page 417 and table Values for parallelism tolerances t , page 418 must be observed.

Surfaces should be ground or precision milled – with the aim of achieving a mean roughness value $R_a 1,6$.

Any deviations from the stated tolerances will impair the overall accuracy, alter the preload and reduce the operating life of the guidance system.

Height difference ΔH

For ΔH , permissible values are in accordance with the following formula. If larger deviations are present, please contact us.

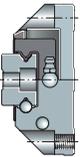
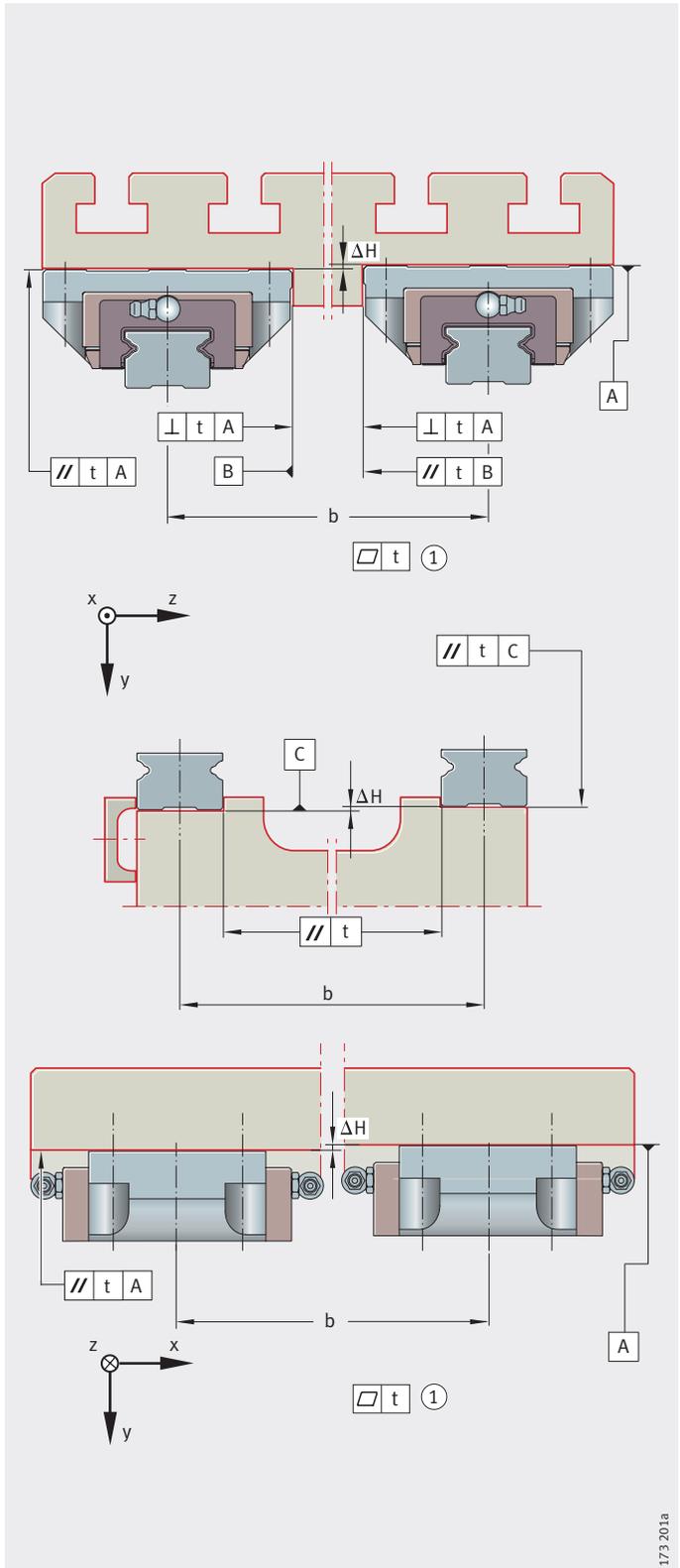
$$\Delta_H = 0,2 \cdot b$$

ΔH μm

Maximum permissible deviation from the theoretically precise position, *Figure 5*, page 417

b mm

Centre distance between guidance elements.



Two-row linear recirculating ball bearing and guideway assemblies

Parallelism of mounted guideways

For guideways arranged in parallel, the parallelism t should be in accordance with *Figure 5*, page 417 and table. If the maximum values are used, the displacement resistance may increase. If larger tolerances are present, please contact us.

Values for parallelism tolerances t

| Guideway Designation | Preload class | |
|----------------------|-----------------------|----------------------|
| | V0 | V1 |
| | Parallelism tolerance | |
| | t μm | t μm |
| TKD15 | 13 | 10 |
| TKD20 | 18 | 12 |
| TKD25 | 22 | 14 |
| TKD30 | 26 | 17 |
| TKD35 | 30 | 20 |

Locating heights and corner radii

The locating heights and corner radii should be designed in accordance with table and *Figure 6*.

Locating heights, corner radii

| Two-row linear recirculating ball bearing and guideway assembly Designation | h_1 | h_2 max. | r_1 max. | r_2 max. |
|---|-------|------------|------------|------------|
| | mm | mm | mm | mm |
| KUE15 (-H) | 4,5 | 3,5 | 1 | 0,5 |
| KUE20 (-H) | 5 | 4 | 1 | 0,5 |
| KUE25 (-H) | 5 | 4,5 | 1 | 0,8 |
| KUE30 (-H) | 6 | 5 | 1 | 0,8 |
| KUE35 (-H) | 6,5 | 6 | 1 | 0,8 |

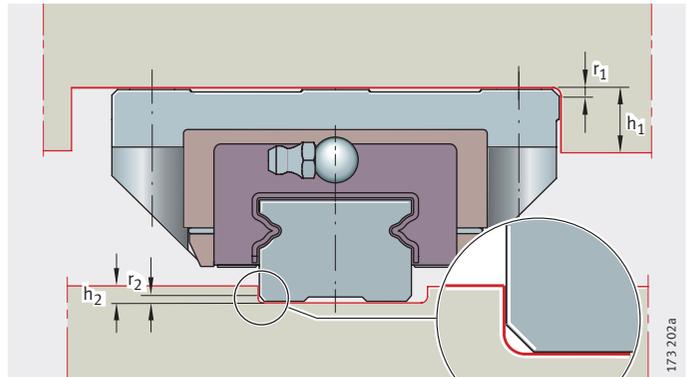
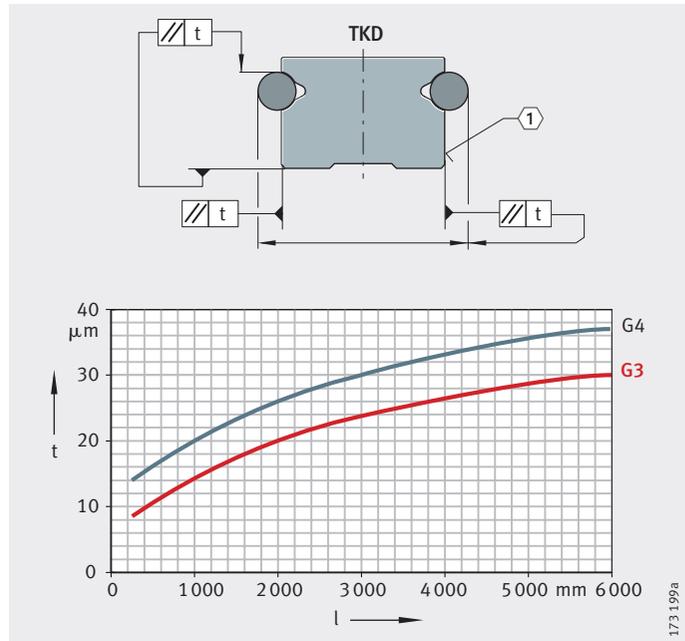


Figure 6

Locating heights and corner radii

Accuracy Accuracy classes

Two-row linear recirculating ball bearing and guideway assemblies are available in accuracy classes G3 and G4, *Figure 7*. The standard is class G3.

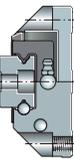


t = parallelism tolerance
with differential measurement
l = total guideway length
① Locating face

Figure 7
Accuracy classes
and parallelism tolerances
of guideways

Parallelism of raceways to locating surfaces

The parallelism tolerances of guideways are shown in *Figure 7*. In systems with Corrotect[®] coating, there may be deviations in tolerances compared with uncoated units.



Two-row linear recirculating ball bearing and guideway assemblies

Tolerances Tolerances: see table and *Figure 8*.

The tolerances are arithmetic mean values. They relate to the centre point of the screw mounting or locating surfaces of the carriage.

The dimensions H and A₁ (table Tolerances of accuracy classes) should always remain within the tolerance irrespective of the position of the carriage on the guideway.

Tolerances of accuracy classes

| Tolerance | | Accuracy | |
|----------------------------------|-----------------|------------------------|----------|
| | | G3 ¹⁾ μm | G4 μm |
| Tolerance for height | H | ±25 | ±80 |
| Height difference ²⁾ | ΔH | 15 | 20 |
| Tolerance for spacing | A ₁ | ±20 | ±80 |
| Spacing difference ²⁾ | ΔA ₁ | 22 | 30 |

1) Standard accuracy class.

2) Difference between several carriages on one guideway, measured at the same point on the guideway.

Units with Corrotect® coating

For these units, the values for the appropriate accuracy class must be increased by the values for RRF or RRFT; for values, see table.

Tolerances for coated parts

| Tolerance | | With Corrotect® coating | | With Protect A coating KD μm | With Protect B coating KDC μm |
|----------------------------------|-----------------|-------------------------|--------------------------|------------------------------------|-------------------------------------|
| | | RRF ¹⁾ μm | RRFT ²⁾ μm | | |
| Tolerance for height | H | +6 | +3 | +6 | +6 |
| Height difference ³⁾ | ΔH | +3 | 0 | +3 | +3 |
| Tolerance for spacing | A ₁ | +3 | +3 | +3 | +3 |
| Spacing difference ³⁾ | ΔA ₁ | +3 | 0 | +3 | +3 |

1) Displacement in tolerance zone (guideway and carriage coated).

2) Displacement in tolerance zone (guideway only coated).

3) Difference between several carriages on one guideway, measured at the same point on the guideway.

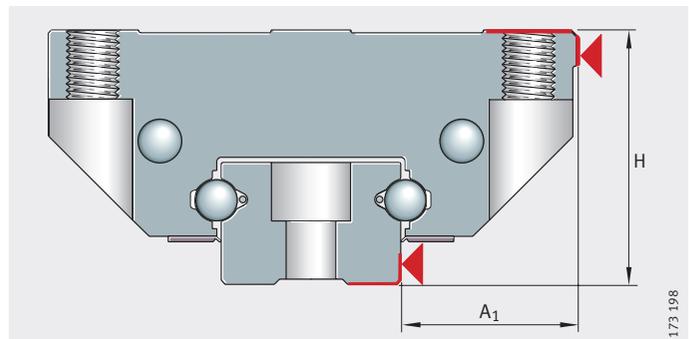


Figure 8

Datum dimensions for accuracy

Positional and length tolerances of guideways

The positional and length tolerances are shown in *Figure 9* and table Length tolerances of guideways.

The hole pattern corresponds to DIN ISO 1101.

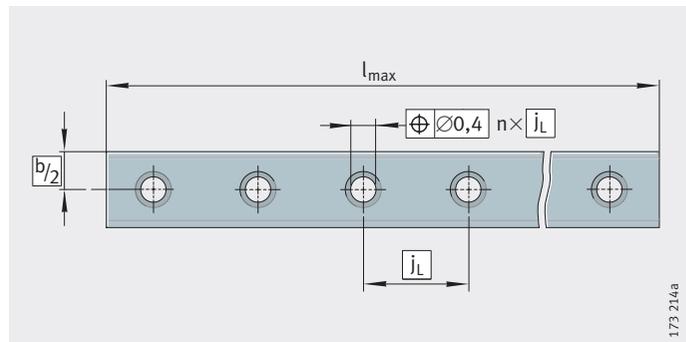


Figure 9
Positional and length tolerances of guideways

Length tolerances of guideways

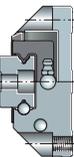
| Tolerances of guideway, as a function of length l_{max} ¹⁾ | | | on multi-piece guideways |
|---|--------------------------|--------------------------------|---------------------------|
| Guideway length mm | | | |
| $\leq 1\ 000$ | $> 1\ 000$ $< 3\ 000$ | $> 3\ 000$ | |
| -1 | -1,5 | $\pm 0,1\%$ of guideway length | ± 3 over total length |

¹⁾ Length l_{max} : see dimension tables.

Pieces of joined guideways

| Guideway length ¹⁾ mm | Maximum permissible number of pieces |
|----------------------------------|--------------------------------------|
| $< 3\ 000$ | 2 |
| 3 000 – 4 000 | 3 |
| 4 000 – 6 000 | 4 |
| $> 6\ 000$ | 4 + 1 piece per 1 500 mm |

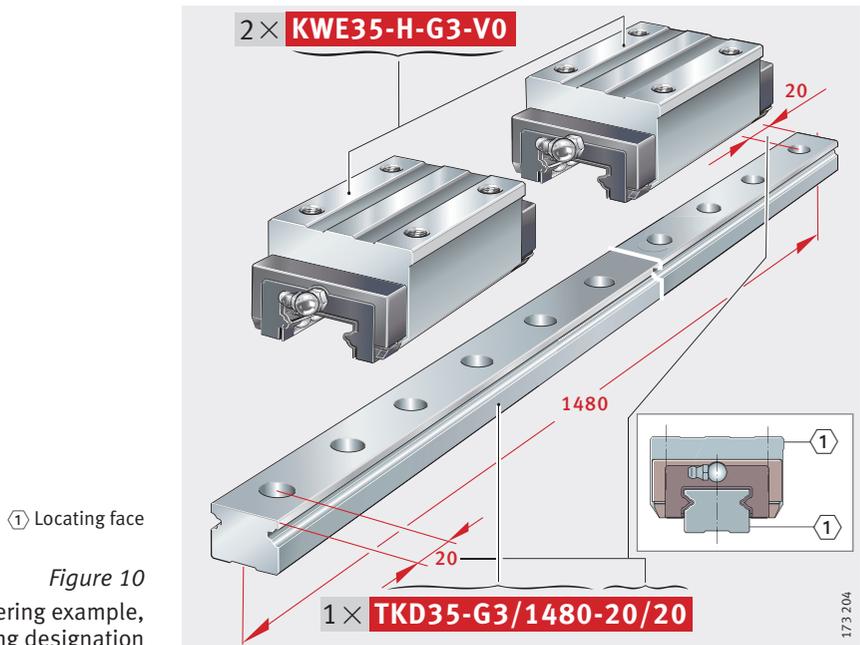
¹⁾ Minimum length of one piece = 600 mm.



Two-row linear recirculating ball bearing and guideway assemblies

Ordering example, ordering designation Carriage, guideway with symmetrical hole pattern

| | | |
|-----------------------------|---|----------|
| Carriages | Two carriages for two-row linear ball bearing and guideway assembly | KWE |
| | Size | 35 |
| | Carriage type | H |
| | Accuracy class | G3 |
| | Preload | V0 |
| Ordering designation | 2×KWE35-H-G3-V0, Figure 10 | |
| Guideway | One guideway for carriages | TKD |
| | Size | 35 |
| | Accuracy class | G3 |
| | Guideway length | 1 480 mm |
| | a_L | 20 mm |
| | a_R | 20 mm |
| Ordering designation | 1×TKD35-G3/1480-20/20, Figure 10 | |



Guideway with asymmetrical hole pattern

One linear ball bearing and guideway assembly with two carriages per guideway

Size

KUE

Number of carriages per unit

35

W2

Accuracy class

G3

Preload

V0

Guideway with Corrotect® coating

RRFT

Guideway length

1 510 mm

a_L

50 mm

a_R

20 mm

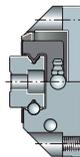
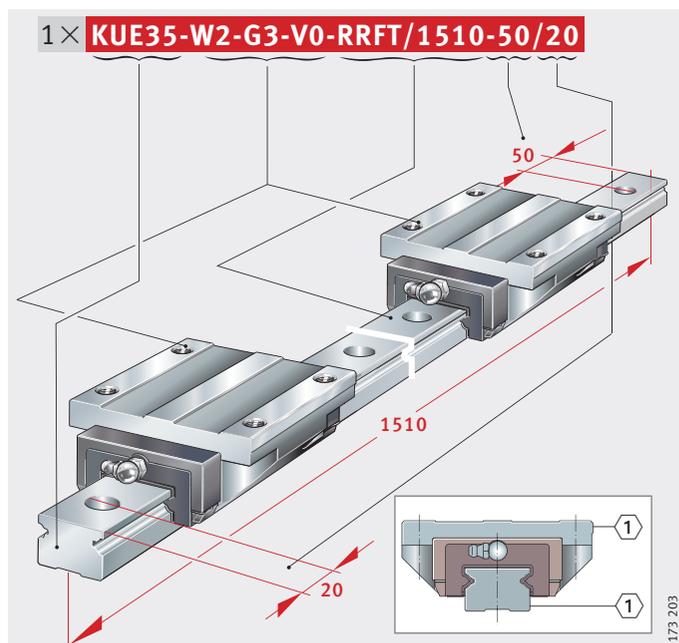
Ordering designation

1 × KUE35-W2-G3-V0-RRFT/1510-50/20, Figure 11

① Locating face

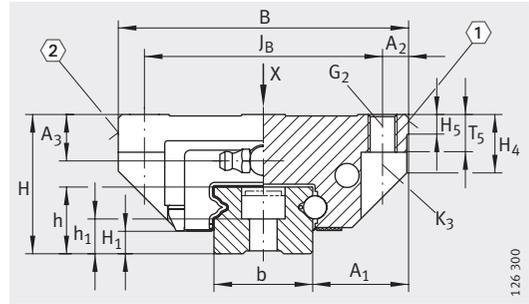
Figure 11

Ordering example,
ordering designation



Two-row linear recirculating ball bearing and guideway assemblies

Standard carriages



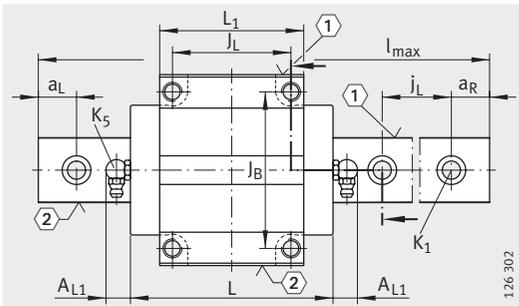
KUE
①, ②³⁾

Dimension table - Dimensions in mm

| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | | |
|-------------|--------------------------------|----|-----|-------|---------------------|----------------|----------------------|----------------|----------------|----------------|----------------|---|------|-----------------|
| | l _{max} ¹⁾ | H | B | L | A ₁ | J _B | b -0,004 -0,05 | A ₂ | L ₁ | J _L | j _L | a _L , a _R ²⁾ | | A _{L1} |
| | | | | | | | | | | | | min. | max. | |
| KUE15 | 1 200 | 24 | 47 | 54,5 | 16 | 38 | 15 | 4,5 | 38,7 | 30 | 60 | 20 | 53 | 1,5 |
| KUE20 | 1 980 | 30 | 63 | 70,4 | 21,5 | 53 | 20 | 5 | 49,4 | 40 | 60 | 20 | 53 | 14 |
| KUE25 | 1 980 | 36 | 70 | 80,5 | 23,5 | 57 | 23 | 6,5 | 56,5 | 45 | 60 | 20 | 53 | 14 |
| KUE30 | 2 000 | 42 | 90 | 92,9 | 31 | 72 | 28 | 9 | 65,7 | 52 | 80 | 20 | 71 | 14 |
| KUE35 | 2 960 | 48 | 100 | 106,1 | 33 | 82 | 34 | 9 | 75,4 | 62 | 80 | 20 | 71 | 14 |

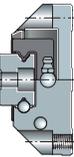
For further table values, see page 426 and page 427.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 421. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) ① Locating face
② Marking



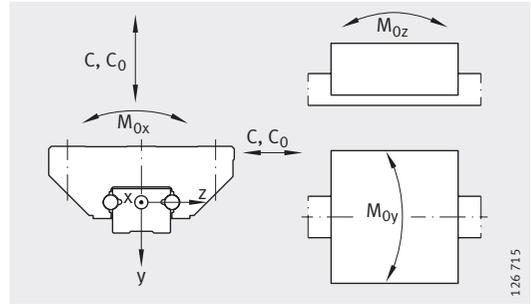
KUE · View rotated 90°
 ①, ②³⁾

| H ₁ | H ₅ | A ₃ | H ₄ | T ₅ | h | h ₁ | K ₅ | Fixing screws | | | | | |
|----------------|----------------|----------------|----------------|----------------|------|----------------|----------------|--------------------|-----|----------------|----|----------------|----|
| | | | | | | | | G ₂ | | K ₁ | | K ₃ | |
| | | | | | | | | DIN ISO 4 762-12.9 | | | | | |
| 4,8 | 4,5 | 4 | 7,5 | 7 | 15 | 8,2 | NIP-A1 | M5 | 5,8 | M4 | 5 | M4 | 5 |
| 5 | 5 | 6,5 | 11,6 | 10 | 16,5 | 8,8 | NIP-KE-M6 | M6 | 10 | M5 | 10 | M5 | 10 |
| 6,5 | 5 | 10 | 11,6 | 10 | 18 | 9,2 | NIP-KE-M6 | M8 | 24 | M6 | 17 | M6 | 17 |
| 7 | 6 | 13 | 14,6 | 10 | 21,5 | 10,5 | NIP-KE-M6 | M10 | 41 | M8 | 41 | M8 | 41 |
| 8 | 6,5 | 16 | 20,1 | 13 | 23 | 12 | NIP-KE-M6 | M10 | 41 | M8 | 41 | M8 | 41 |



Two-row linear recirculating ball bearing and guideway assemblies

Standard carriages



Load directions

Dimension table (continued) · Dimensions in mm

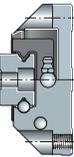
| Designation | Carriage | | Guideway | | |
|-------------|-------------|------------------|-------------|--------------------|--------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug |
| KUE15 | KWE15 | 0,17 | TKD15 | 1,5 | KA08-TN |
| KUE20 | KWE20 | 0,45 | TKD20 | 2,2 | KA10-TN |
| KUE25 | KWE25 | 0,65 | TKD25 | 2,8 | KA11-TN |
| KUE30 | KWE30 | 1,2 | TKD30 | 4,2 | KA15-TN |
| KUE35 | KWE35 | 1,7 | TKD35 | 5,6 | KA15-TN |

Load carrying capacity

Basic load ratings

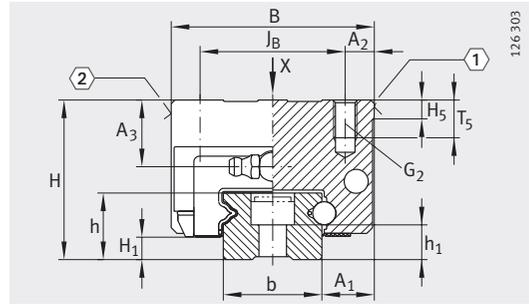
Moment ratings

| C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
|--------|---------------------|-----------------------|-----------------------|-----------------------|
| 6 500 | 9 200 | 73 | 56 | 56 |
| 13 300 | 18 000 | 190 | 154 | 154 |
| 16 200 | 20 900 | 253 | 185 | 185 |
| 22 500 | 29 700 | 437 | 335 | 335 |
| 6 500 | 9 200 | 73 | 56 | 56 |



Two-row linear recirculating ball bearing and guideway assemblies

H carriages



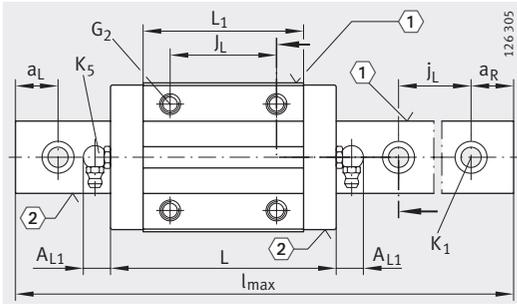
KUE.-H
①, ②⁴⁾

Dimension table - Dimensions in mm

| Designation | Dimensions | | | | Mounting dimensions | | | | | | | | | |
|-------------|--------------------------------|----|----|-------|---------------------|----------------|----|----------------|----------------|----------------|----------------|---|------|-----------------|
| | l _{max} ¹⁾ | H | B | L | A ₁ | J _B | b | A ₂ | L ₁ | J _L | j _L | a _L , a _R ²⁾ | | A _{L1} |
| | | | | | | | | | | | | min. | max. | |
| KUE15-H | 1200 | 28 | 34 | 54,5 | 9,5 | 26 | 15 | 4 | 38,7 | 26 | 60 | 20 | 53 | 1,5 |
| KUE20-H | 1980 | 30 | 44 | 70,4 | 12 | 32 | 20 | 6 | 49,4 | 36 | 60 | 20 | 53 | 14 |
| KUE25-H | 1980 | 40 | 48 | 80,5 | 12,5 | 35 | 23 | 6,5 | 56,5 | 35 | 60 | 20 | 53 | 14 |
| KUE30-H | 2000 | 45 | 60 | 92,9 | 16 | 40 | 28 | 10 | 65,7 | 40 | 80 | 20 | 71 | 14 |
| KUE35-H | 2960 | 55 | 70 | 106,1 | 18 | 50 | 34 | 10 | 75,4 | 50 | 80 | 20 | 71 | 14 |

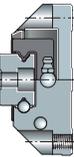
For further table values, see page 430 and page 431.

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 421. Maximum single-piece guideway length of 6 m available by agreement.
- 2) a_L and a_R are dependent on the guideway length.
- 3) Maximum screw depth.
- 4) ① Locating face
② Marking



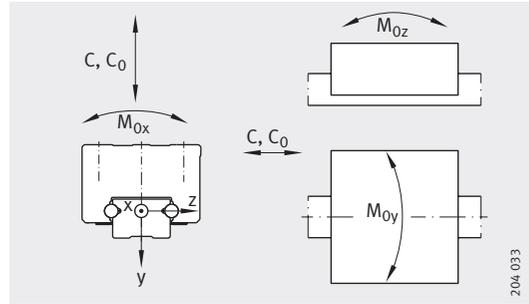
KUE..-H · View rotated 90°
 ①, ②⁴⁾

| H ₁ | H ₅ | A ₃ | T ₅ ³⁾ | h | h ₁ | K ₅ | Fixing screws | | | |
|----------------|----------------------|----------------|------------------------------|------|----------------|----------------|--------------------|----|----------------|----|
| | | | | | | | G ₂ | | K ₁ | |
| | | | | | | | DIN ISO 4 762-12.9 | | | |
| | M _A Nm | | M _A Nm | | | | | | | |
| 4,8 | 4,5 | 8 | 5 | 15 | 8,2 | NIP-A1 | M4 | 5 | M4 | 5 |
| 5 | 5 | 6,5 | 5,5 | 16,5 | 8,8 | NIP-KE-M6 | M5 | 10 | M5 | 10 |
| 6,5 | 5 | 14 | 8 | 18 | 9,2 | NIP-KE-M6 | M6 | 17 | M6 | 17 |
| 7 | 6 | 16 | 10 | 21,5 | 10,5 | NIP-KE-M6 | M8 | 41 | M8 | 41 |
| 8 | 6,5 | 23 | 12 | 23 | 12 | NIP-KE-M6 | M8 | 41 | M8 | 41 |



Two-row linear recirculating ball bearing and guideway assemblies

H carriages



Load directions

Dimension table (continued) · Dimensions in mm

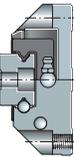
| Designation | Carriage | | Guideway | | |
|-------------|-------------|------------------|-------------|--------------------|--------------|
| | Designation | Mass m ≈kg | Designation | Mass m ≈kg/m | Closing plug |
| KUE15-H | KWE15-H | 0,17 | TKD15 | 1,5 | KA08-TN |
| KUE20-H | KWE20-H | 0,35 | TKD20 | 2,2 | KA10-TN |
| KUE25-H | KWE25-H | 0,55 | TKD25 | 2,8 | KA11-TN |
| KUE30-H | KWE30-H | 0,9 | TKD30 | 4,2 | KA15-TN |
| KUE35-H | KWE35-H | 1,46 | TKD35 | 5,6 | KA15-TN |

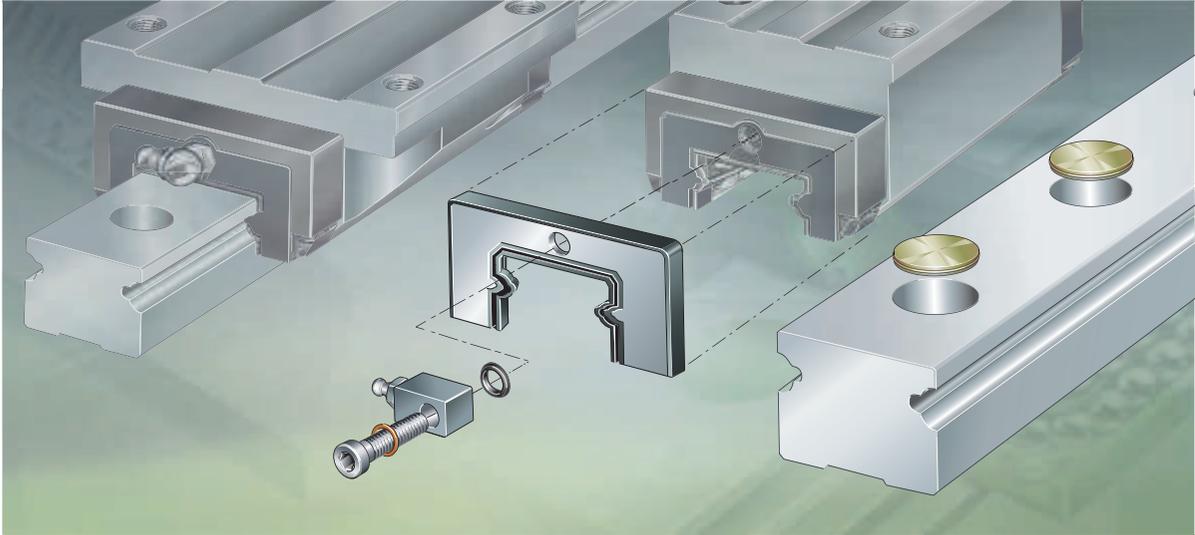
Load carrying capacity

Basic load ratings

Moment ratings

| C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
|--------|---------------------|-----------------------|-----------------------|-----------------------|
| 6 500 | 9 200 | 73 | 56 | 56 |
| 13 300 | 18 000 | 190 | 154 | 154 |
| 16 200 | 20 900 | 253 | 185 | 185 |
| 22 500 | 29 700 | 437 | 335 | 335 |
| 28 000 | 37 000 | 658 | 450 | 450 |



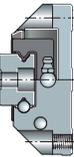


Accessories

Closing plugs
Sealing and lubrication elements

Accessories

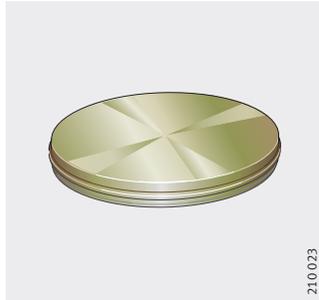
| | Page |
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Product overview Accessories

Closing plug
Brass closing plug

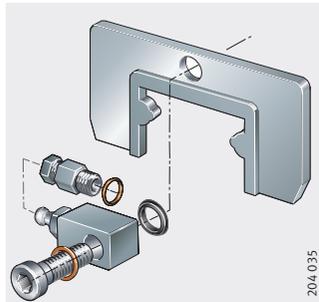
KA...-M



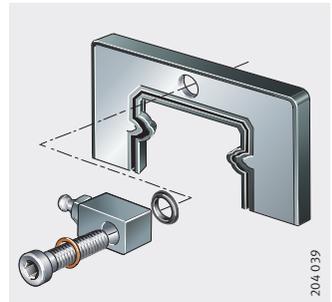
Lubrication and sealing elements

Sheet steel wipers
End wipers

APLE

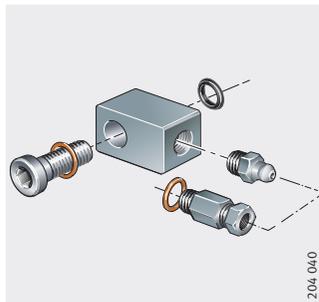


ABE



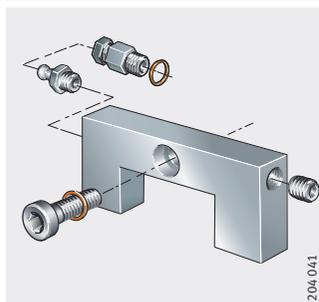
Lubrication adapters
for grease and oil lubrication

SMAD.KFE, SMAD.KOE



Lubrication adapter plate

BPLE



Accessories

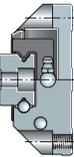
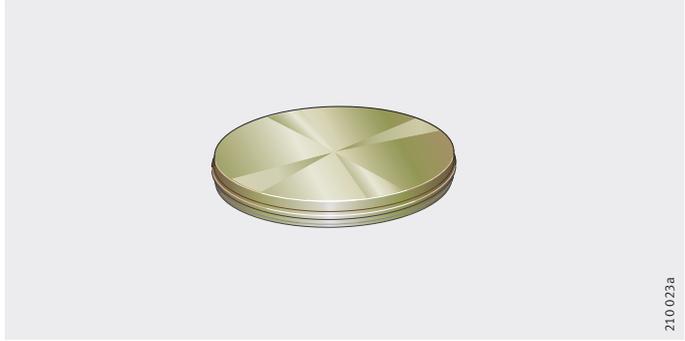
Brass closing plugs

Closing plugs are used to close off the counterbores for the fixing screws in the guideways. As a result, the surface of the guideway is completely flush.

Brass closing plugs KA..-M are particularly suitable for conditions involving hot swarf and aggressive media, *Figure 1*.

KA..-M

Figure 1
Brass closing plug



Accessories

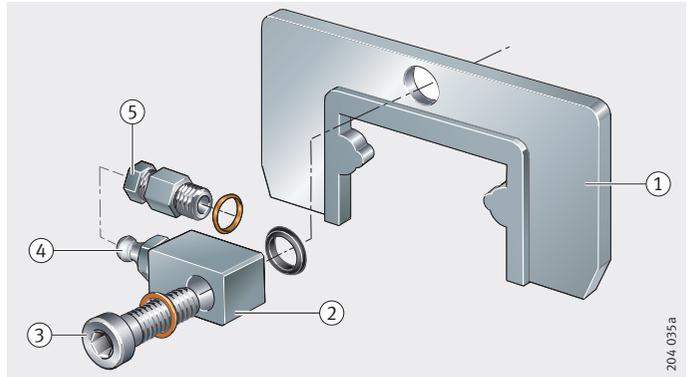
Sheet steel wipers

Sheet steel wipers APLE are screw mounted to the end faces of the carriage, *Figure 2*.

They protect the seal lips of the standard wipers against coarse contaminants and hot swarf. There is a narrow gap between the guideway and the wiper.

- APLE**
- ① Sheet steel wiper
 - ② Lubrication adapter
 - ③ Fixing screw
 - ④ Lubrication nipple
 - ⑤ Central lubrication connector

Figure 2
Sheet steel wipers



Complete fitting set

The wipers are supplied with the lubrication adapter SMAD.KFE and a fixing screw. This lubrication adapter can be replaced by the lubrication adapter SMAD.KOE; lubrication adapters: see page 443.

Instead of the lubrication nipple, the adapter can be fitted with a central lubrication connector – with a thread DIN 13 M8×1.

The sheet steel wiper APLE is not available for size KUE15.

**Ordering example,
ordering designation
Ordering designation**

Two sheet steel wipers for a KUE25 are required.

2×**APLE25-FE**

End wipers

The end wipers are available with double and single lip seals; single lip seals: see page 438. They are screw mounted to the end faces of the carriage and protect the components behind them as well as the rolling element system, *Figure 3* and *Figure 4*. It is thus possible in many cases to dispense with costly sealing measures on the adjacent construction.

The seal carrier is an aluminium plate. The seal material is wear-resistant NBR plastic (nitrile rubber). In the single lip design, a seal lip variant with FPM (fluoro rubber) is also possible, see page 438.

Wipers with double lip seals

These wipers are particularly suitable for applications involving a high level of contamination and extend the operating life of the guidance system compared with the standard version even in heavily contaminated environments.

They are suitable for fine dusts and most cooling lubricants. Furthermore, they can also be used for the design of maintenance-free bearing arrangements even in contaminated environments, since the double lip concept minimises the loss of lubricant.

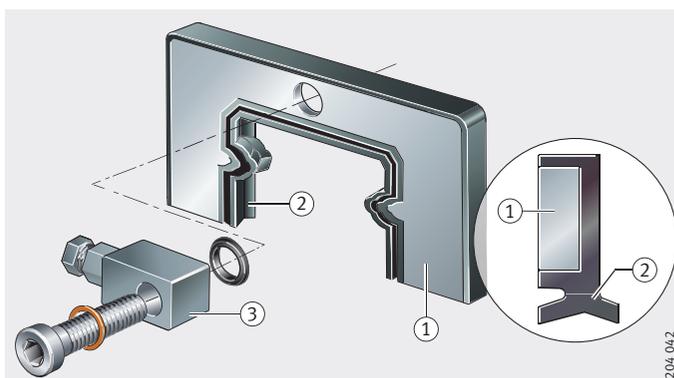
With lubrication adapter

A lubrication adapter for grease (SMAD.KFE) or oil (SMAD.KOE) is supplied in accordance with the ordering data.

- ① End wiper
- ② Double lip seal ABE..-P2-NBR
- ③ Lubrication adapter

Figure 3

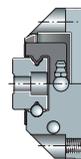
End wiper with double lip seal



**Ordering example,
ordering designation**
Ordering designation

Two end wipers with double lip seals for a KUE35 with a central lubrication connector for oil.

2×ABE.KWE35-P2-NBR-OE



Accessories

Wipers with single lip seals

These wipers are available with the seal materials NBR for fine dust and most cooling lubricants and with FPM for particularly aggressive cooling lubricants or alkalis, *Figure 4*.

They are suitable for applications involving a high level of contamination and extend the operating life of the guidance system compared with the standard version even in contaminated environments.

The wipers are available from size KUSE25.

With lubrication adapter

A lubrication adapter for grease (SMAD.KFE) or oil (SMAD.KOE) is supplied in accordance with the ordering data.

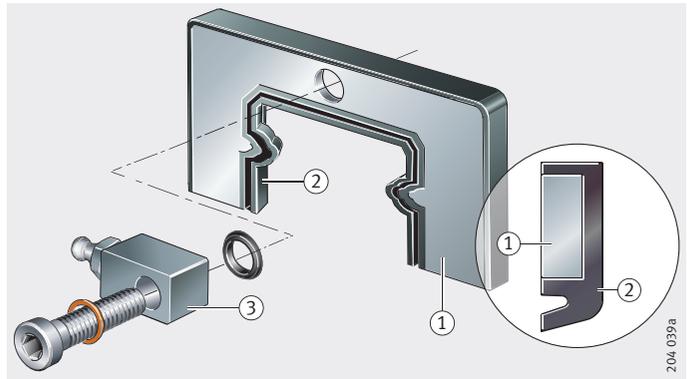
Attention!

If wipers are to be retrofitted, please contact us first.

- ① End wiper
- ② Single lip seal ABE..-NBR or ABE..-FPM
- ③ Lubrication adapter

Figure 4

End wiper with single lip seal



**Ordering example,
ordering designation**
Ordering designation

Two end wipers with NBR single lip seals for a KUE35 with a lubrication nipple for grease.

2×**ABE.KWE35-NBR-FE**

Lubrication adapters for grease and oil lubrication

Lubrication adapters SMAD.KFE (for grease) or SMAD.KOE (for oil) are screwed into the end piece of the carriage instead of the lubrication nipple NIP-KG-M6, *Figure 5*.

The lubrication adapters are not available for series KUE15.

- SMAD.KFE**
SMAD.KOE
- ① Lubrication adapter
 - ② Lubrication nipple
 - ③ Central lubrication connector
 - ④ Fixing screw

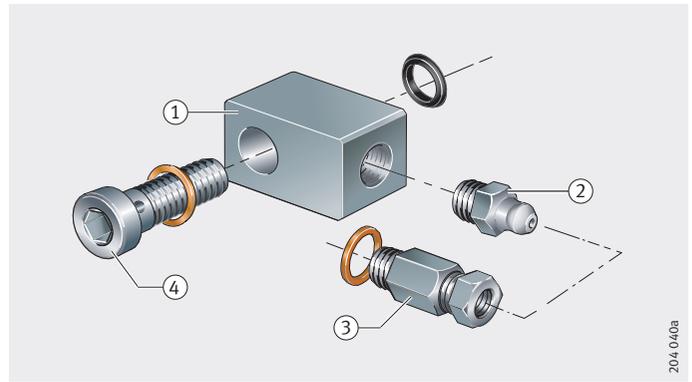


Figure 5
Lubrication adapters

Design of lubrication adapter

The design of the adapter depends on the lubrication method, see table.

Lubrication adapters

| Adapter Designation | Lubrication method | Design |
|---------------------|--------------------|------------------------------------|
| SMAD.KFE | Grease lubrication | With lubrication nipple |
| SMAD.KOE | Oil lubrication | With central lubrication connector |

Fitting **Attention!**

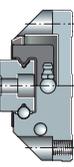
The maximum tightening torque M_A for the fixing screw is 1,5 Nm. Lubrication adapters must not be subjected to moment loads.

Ordering example, ordering designation

One lubrication adapter for a KUE35 for oil lubrication.

Ordering designation

1 × **SMAD.KWE35-OE**



Accessories

Lubrication adapter plate

Lubrication adapter plates BPLE are screw mounted to the end piece of the carriage. They move the lubrication connector to the outer side of the carriage.

The adapter plates each comprise an aluminium body, a screw plug, a fixing screw with a sealing ring, a lubrication nipple to DIN 71 412-A M8×1 or a central lubrication connector with a sealing ring and thread to DIN 13 M8×1.

Attention!

In all high carriages (-H), the lubrication nipple protrudes laterally approx. 9 mm from the carriage.

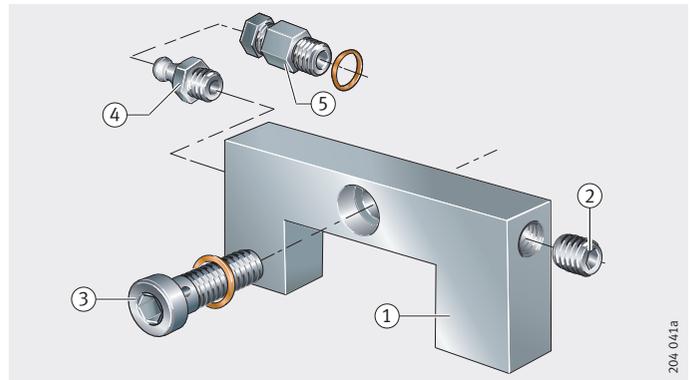
The unused hole in the adapter plate must be closed off using the screw plug.

The lubrication adapter plates are not available for series KUE15.

- BPLE**
- ① Aluminium body
 - ② Screw plug
 - ③ Fixing screw with sealing ring
 - ④ Lubrication nipple
 - ⑤ Central lubrication connector

Figure 6

Lubrication adapter plate

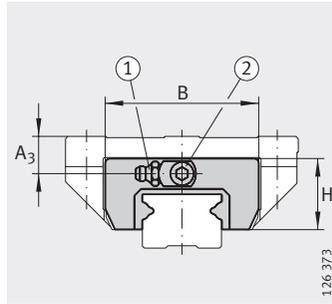


**Ordering example,
ordering designation**
Ordering designation

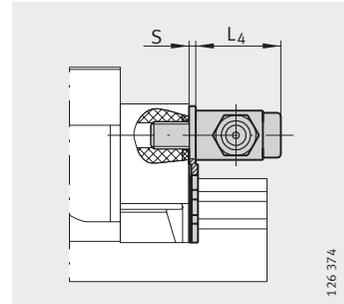
One lubrication adapter plate for a KUE35 with a central lubrication connector.

1×**BPLE35-OE**

Sheet steel wipers



APPLE
①, ②²⁾



APPLE

Dimension table · Dimensions in mm

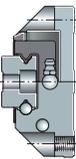
| Designation ¹⁾ | | Mass m ≈g | Dimensions | | | | | Suitable for linear recirculating ball bearing and guideway assembly |
|----------------------------|-------------------------|-----------------|------------|------|----|-----|----------------|--|
| With grease lubrication | With oil lubrication | | B | H | L4 | S | A ₃ | |
| APPLE20-FE | APPLE20-OE | 35 | 40 | 24 | 19 | 1,2 | 6,5 | KUE20 KUE20-H |
| APPLE25-FE | APPLE25-OE | 39 | 44 | 25,3 | 19 | 1,2 | 10 14 | KUE25 KUE25-H |
| APPLE30-FE | APPLE30-OE | 43 | 58 | 28 | 19 | 1,2 | 13 16 | KUE30 KUE30-H |
| APPLE35-FE | APPLE35-OE | 47 | 68 | 30,5 | 19 | 1,2 | 16 23 | KUE35 KUE35-H |

Attention!

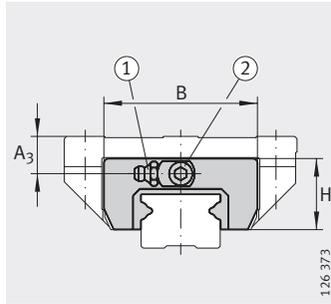
During fitting, it must be ensured that there is a uniform gap between the guideway and the wiper.

1) APPLE...FE has a lubrication nipple.
APPLE...OE has an oil connector (similar to DIN 3871-A).

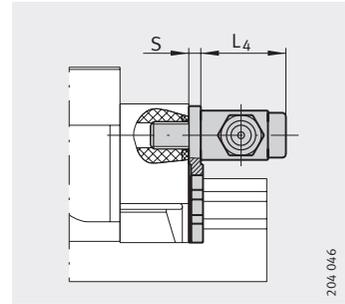
2) ① Lubrication nipple
② Tightening torque M_A of fixing screws = 1,5 Nm



Wipers



ABE.KWE
①, ②²⁾



ABE.KWE

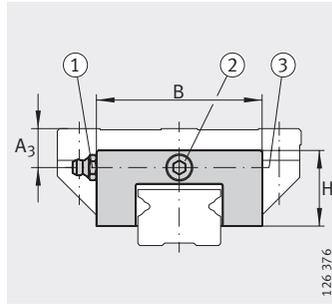
Dimension table - Dimensions in mm

| Designation ¹⁾ | | Mass m ≈g | Dimensions | | | | | Suitable for linear recirculating ball bearing and guideway assembly |
|---------------------------|-------------------------|-----------------|------------|------|-----|----------------|----------------|--|
| With grease lubrication | With oil lubrication | | B | H | S | A ₃ | L ₄ | |
| ABE.KWE25-FE-NBR | ABE.KWE25-OE-NBR | 37,4 | 45,7 | 25,4 | 4,5 | 10 | 19 | KUE25 |
| ABE.KWE25-FE-FPM | ABE.KWE25-OE-FPM | | | | | 14 | | KUE25-H |
| ABE.KWE30-FE-NBR | ABE.KWE30-OE-NBR | 41 | 57,4 | 27,9 | 4,5 | 13 | 19 | KUE30 |
| ABE.KWE30-FE-FPM | ABE.KWE30-OE-FPM | | | | | 16 | | KUE30-H |
| ABE.KWE35-FE-NBR | ABE.KWE35-OE-NBR | 44,4 | 67,3 | 30,9 | 4,5 | 16 | 19 | KUE35 |
| ABE.KWE35-FE-FPM | ABE.KWE35-OE-FPM | | | | | 23 | | KUE35-H |

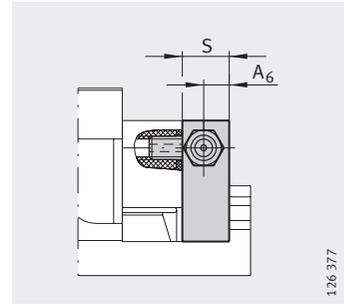
¹⁾ ABE.KWE...FE has a lubrication nipple.
ABE.KWE...OE has an oil connector (similar to DIN 3871-A).

²⁾ ① Lubrication nipple
② Maximum tightening torque M_A of fixing screw = 1,5 Nm

Lubrication adapter plate



BPLE
①, ②, ③ ²⁾



BPLE

Dimension table · Dimensions in mm

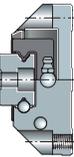
| Designation ¹⁾ | | Mass m ≈g | Dimensions | | | | | Suitable for linear recirculating ball bearing and guideway assembly |
|----------------------------|-------------------------|-----------------|------------|------|----|----------------|----------------|--|
| With grease lubrication | With oil lubrication | | B | H | S | A ₆ | A ₃ | |
| BPLE20-FE | BPLE20-OE | 25 | 42 | 23,5 | 12 | 6,5 | 6,5 | KUE20 KUE20-H |
| BPLE25-FE | BPLE25-OE | 34 | 46,5 | 26 | 12 | 6,5 | 10 14 | KUE25 KUE25-H |
| BPLE30-FE | BPLE30-OE | 44 | 58 | 28 | 12 | 6,5 | 13 16 | KUE30 KUE30-H |
| BPLE35-FE | BPLE35-OE | 54 | 68 | 31 | 12 | 6,5 | 16 23 | KUE35 KUE35-H |

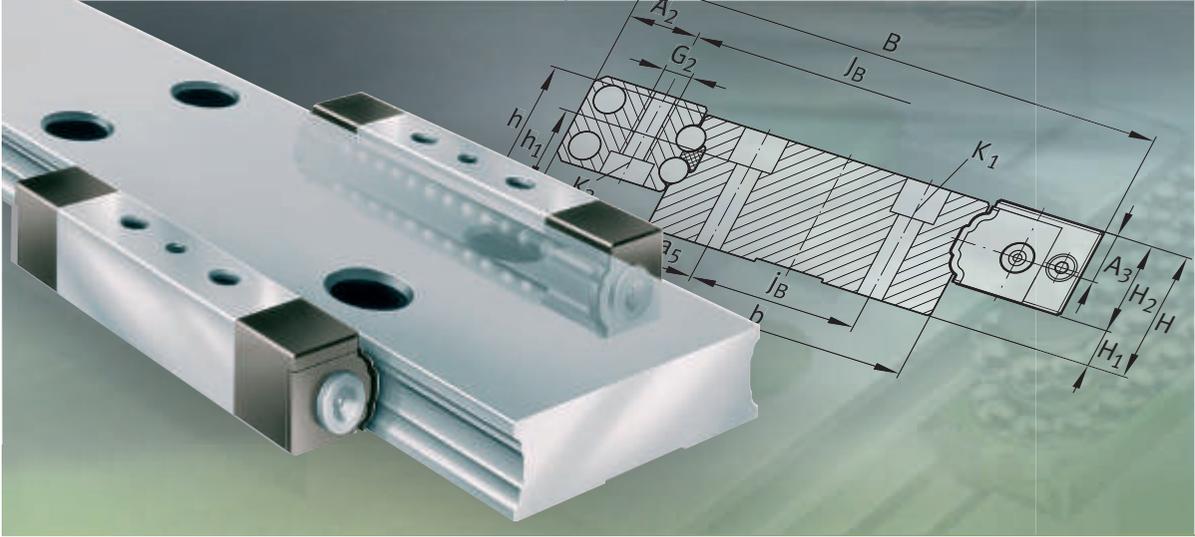
Attention!

In series KUE...-H, the lubrication nipple or the oil connector protrudes laterally approx. 9 mm from the profile of the carriage. The lubrication nipple and screw plug can be interchanged.

¹⁾ BPLE...-FE has a lubrication nipple.
BPLE...-OE has an oil connector (similar to DIN 3871-A).

²⁾ ① Lubrication nipple
② Tightening torque M_A of fixing screws = 1,5 Nm
③ Screw plug M8×1

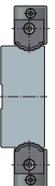




Linear guidance systems with linear recirculating ball bearing units

Linear guidance systems with linear recirculating ball bearing units

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Product overview

Linear guidance systems with linear recirculating ball bearing units

Linear guidance system

With linear recirculating
ball bearing units
and guideway

KUVS, TKVD



Linear recirculating ball bearing unit Carriages

KUVS

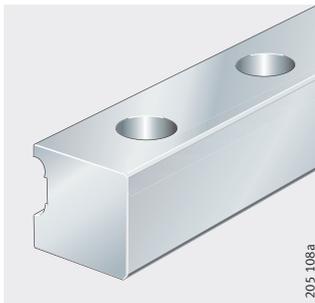


KWVK...-AL

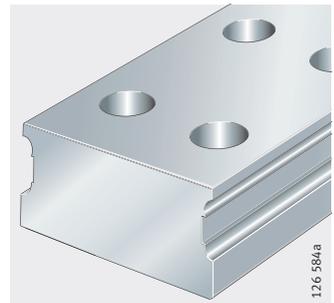


Guideways Half guideway Full guideway

TKVD14, TKVD19



TKVD32, TKVD42, TKVD69



Standard accessories Plastic closing plugs

KA...-TN



Linear guidance systems with linear recirculating ball bearing units

Features These linear guidance systems are constructed using full complement linear recirculating ball bearing units KUVS and guideways TKVD. They have adjustable clearance and are suitable for long, unlimited stroke lengths.

The linear recirculating ball bearing units can be linked directly to the adjacent construction or integrated in a carriage and thus incorporated into the adjacent construction. This allows very flexible solutions with a low section height.

Since the linear recirculating bearing units are arranged to the sides of the guideway, this gives a large support distance.

Load carrying capacity The rolling elements are in two point contact with the raceways and have a contact angle of 45° .

The guidance systems can support forces from all directions – apart from the direction of motion – and moments about all axes, *Figure 1*.

Their load carrying capacity corresponds approximately to that of the four-row linear recirculating ball bearing and guideway assemblies KUVF, while the rigidity is somewhat lower.

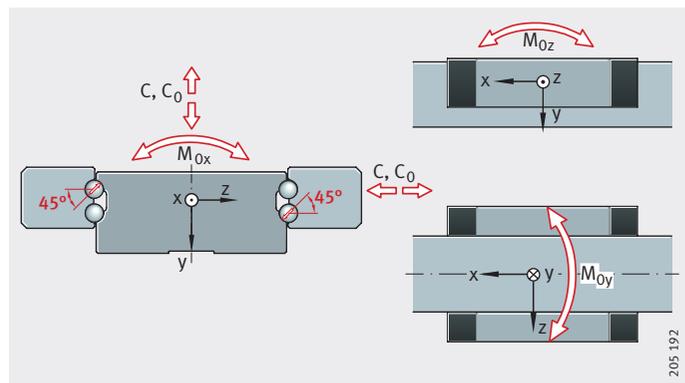


Figure 1

Load carrying capacity
and contact angle

Linear recirculating ball bearing units

The main body of the linear recirculating ball bearing units is made from hardened and ground steel and has two raceways with profiled ends. It is screw mounted to the adjacent construction by means of threaded through holes.

The balls are recirculated in enclosed channels with plastic return elements. A plastic crosspiece running between the end pieces retains the balls in the main body while the linear recirculating ball bearing unit is not yet mounted.



Linear guidance systems with linear recirculating ball bearing units

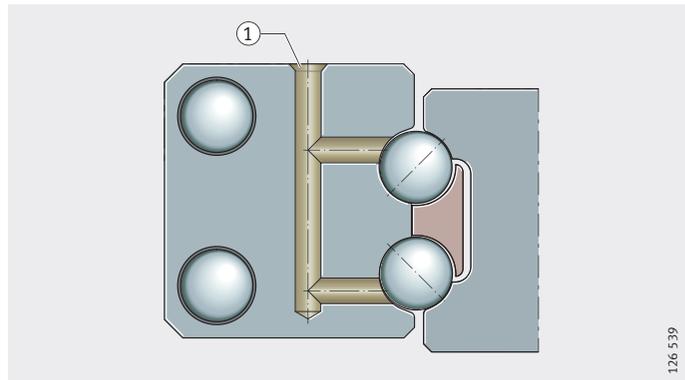
- Carriage** The carriage KWVK..-AL has a saddle plate made from anodised aluminium in which two linear recirculating ball bearing units KUVS are integrated.
Longer carriages with four linear recirculating ball bearing units are also available by agreement.
The screw mounting surfaces for the linear recirculating ball bearing units in the saddle plate are precision milled. The carriage can be fixed to the adjacent construction using the T-slots for conventional hexagonal nuts and T-bolts.
- Clearance adjustment** The bearing clearance of the guidance systems with carriages can be adjusted by three screws on the side of the carriage. The screws press into the back of the linear recirculating ball bearing unit.
- Guideway** The guideways are available with raceways on both sides (TKVD32, TKVD42 and TKVD69) or as a half guideway with the raceway on one side (TKVD14 and TKVD19).
They are made from hardened steel and are ground on all faces, the rolling element raceways are precision ground.
- Multi-piece guideways** If the required guideway length l_{max} is greater than the value in the dimension tables, the guideways are supplied in several pieces; see page 452.
- Sealing** The linear recirculating ball bearing unit is sealed on all sides by the wipers on the end faces and on the sealing strips which form a gap seal in conjunction with the guideway.

Lubrication
Linear recirculating ball bearing units

The linear recirculating bearing units are supplied protected by a wet preservative. They are suitable for oil and grease lubrication. They have lubrication nipples on both end faces for lubrication. Relubrication can also be carried out from above via a hole, *Figure 2*.

Carriages

A lubrication nipple is fitted to each longitudinal side of the carriages. Lubricant is pressed into the upper hole of the linear recirculating ball bearing unit through this lubrication nipple.



① Lubrication duct

Figure 2
Lubrication from above

Operating temperature

Linear recirculating ball bearing units can be used at operating temperatures from $-10\text{ }^{\circ}\text{C}$ to $+100\text{ }^{\circ}\text{C}$.

Standard accessories
Plastic closing plugs

The closing plugs close off the counterbores of the guideway holes flush with the surface of the guideway.

Corrosion-resistant designs

Linear guidance systems with linear recirculating ball bearing units are also available in a corrosion-resistant version with the INA special coating Corrotect[®]. For applications with Corrotect[®], please contact us.



Linear guidance systems with linear recirculating ball bearing units

Design and safety guidelines

Sealing

The raceways must be kept clean at all times in order to prevent damage to the linear recirculating ball bearing units.

The linear recirculating ball bearing units are protected effectively against contamination by the wipers fitted as standard.

If a guideway is subjected to heavy contamination or aggressive media, special measures must be taken.

One possibility is to cover the whole linear guidance system, for example by means of a telescopic cover or bellows.

Location

In order to achieve high rigidity and high load carrying capacity, the guidance elements should be abutted or fixed by dowels against locating faces on both sides.

In order to avoid location defects, the holes in the adjacent construction must be deburred.

Guideway hole patterns

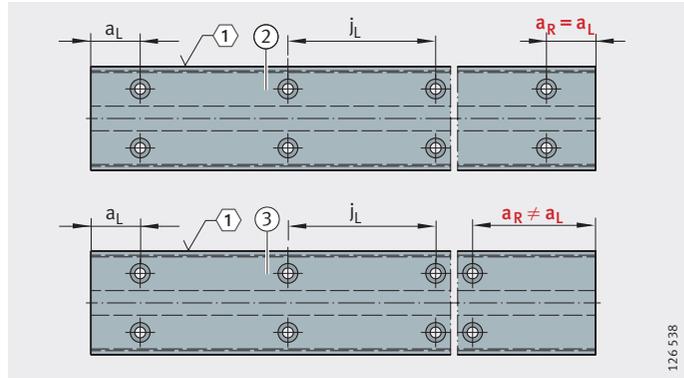
Unless specified otherwise, the guideways have a symmetrical hole pattern, *Figure 3*.

An asymmetrical hole pattern may also be available at customer request. In this case, $a_L \geq a_{L \min}$ and $a_R \geq a_{R \min}$, *Figure 3*.

- ① Locating face
- ② Symmetrical hole pattern
- ③ Asymmetrical hole pattern

Figure 3

Hole patterns for guideways with two rows of holes



Maximum number of pitches between holes

The number of pitches between holes is the rounded whole number equivalent to:

$$n = \frac{l - 2 \cdot a_{L \min}}{j_L}$$

The distances a_L and a_R are generally determined by:

$$a_L + a_R = l - n \cdot j_L$$

For guideways with a symmetrical hole pattern:

$$a_L = a_R = \frac{1}{2} \cdot (l - n \cdot j_L)$$

Number of holes:

$$x = n + 1$$

| | |
|---|----|
| a_L, a_R | mm |
| Distance between start or end of guideway and nearest hole | |
| $a_{L \min}, a_{R \min}$ | mm |
| Minimum values for a_L, a_R according to dimension tables | |
| l | mm |
| Guideway length | |
| n | - |
| Maximum possible number of hole pitches | |
| j_L | mm |
| Distance between holes | |
| x | - |
| Number of holes. | |

Attention!

If the minimum values for a_L and a_R are not observed, the counterbores of the holes may be intersected.



Linear guidance systems with linear recirculating ball bearing units

Multi-piece guideways

If the guideway length required is greater than l_{\max} according to the dimension tables, these guideways are made up from individual pieces that together comprise the total required length. The individual pieces are matched to each other and marked, *Figure 4*.

② Marking
Guideway pieces:
1A, 1A
1B, 1B
1C, 1C
2A, 2A
2B, 2B
2C, 2C

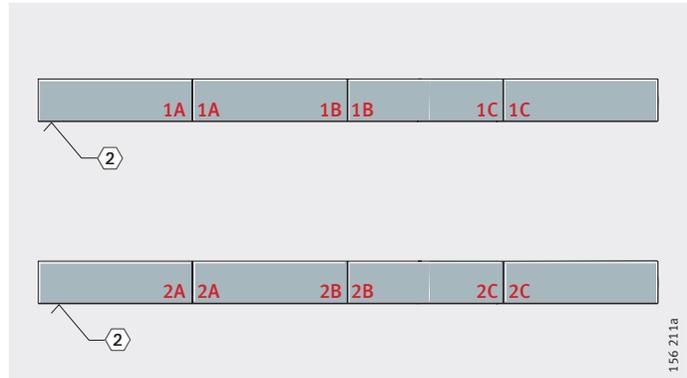


Figure 4

Marking of multi-piece guideways

Demands on the adjacent construction

The running accuracy is essentially dependent on the straightness, accuracy and rigidity of the fit and mounting surfaces.

The straightness of the system is only achieved when the guideway is pressed against the datum surface.

If high demands are to be made on the running accuracy and/or if soft substructures and/or movable guideways are used, please contact us.

Geometrical and positional accuracy of the mounting surfaces

Attention!

The higher the requirements for accuracy and smooth running of the guidance system, the more attention must be paid to the geometrical and positional accuracy of the mounting surfaces.

The tolerances according to *Figure 5*, page 453 and table Values for parallelism tolerances t , page 453 must be observed.

Surfaces should be ground or precision milled – with the aim of achieving a mean roughness value $R_a 1,6$.

Any deviations from the stated tolerances will impair the overall accuracy, alter the preload and reduce the operating life of the guidance system.

Height difference ΔH

For ΔH , permissible values are in accordance with the following formula. If larger deviations are present, please contact us.

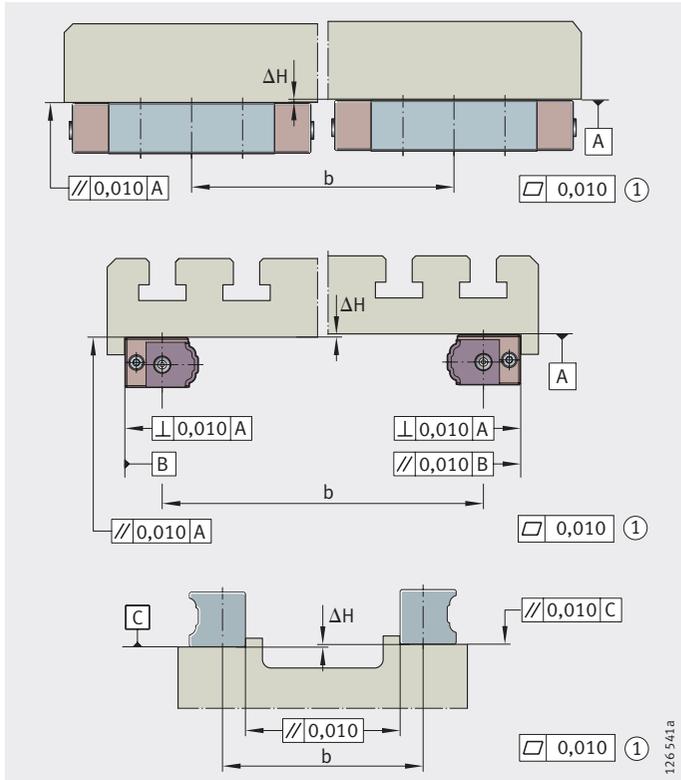
$$\Delta_H = 0,2 \cdot b$$

ΔH μm

Maximum permissible deviation from the theoretically precise position, *Figure 5*, page 453

b mm

Centre distance between guidance elements.



① Not convex
(for all machined surfaces)

Figure 5

Tolerances of mounting surfaces
and parallelism
of mounted guideways

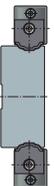
Parallelism of mounted guideways

For guideways arranged in parallel, the parallelism t should be in accordance with Figure 5 and table. If the maximum values are used, the displacement resistance may increase. If larger tolerances are present, please contact us.

Values for parallelism tolerances t

| Guideway ¹⁾ Designation | Parallelism tolerance t μm |
|---------------------------------------|---|
| TKVD14 | 11 |
| TKVD19 | 13 |
| TKVD32 | 9 |
| TKVD42 | 11 |
| TKVD69 | 13 |

¹⁾ In the case of guideways TKVD14 and TKVD19, the locating face is the longitudinal face without a raceway.



Linear guidance systems with linear recirculating ball bearing units

Locating heights and corner radii

The locating heights and corner ratio should be designed in accordance with table, *Figure 6* and *Figure 7*.

Locating heights, corner radii

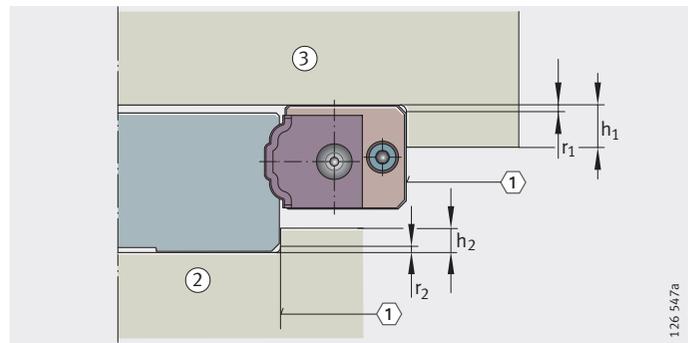
| Linear recirculating ball bearing unit, carriage Designation | Locating heights | | Corner radii | |
|--|------------------|------------------|------------------|------------------|
| | h_1 mm | h_2 mm max. | r_1 mm max. | r_2 mm max. |
| KUVS32 | 5 | 5 | 1 | 1 |
| KUVS42 | 5 | 5 | 1 | 1 |
| KUVS69 | 5 | 5 | 1 | 1 |
| KWVK32-AL | 7 | 5 | 1 | 1 |
| KWVK42-AL | 7 | 5 | 1 | 1 |
| KWVK69-AL | 12 | 5 | 1 | 1 |

KUVS

- ① Locating face
- ② Machine bed
- ③ Machine table

Figure 6

Locating heights and corner radii for linear recirculating ball bearing unit



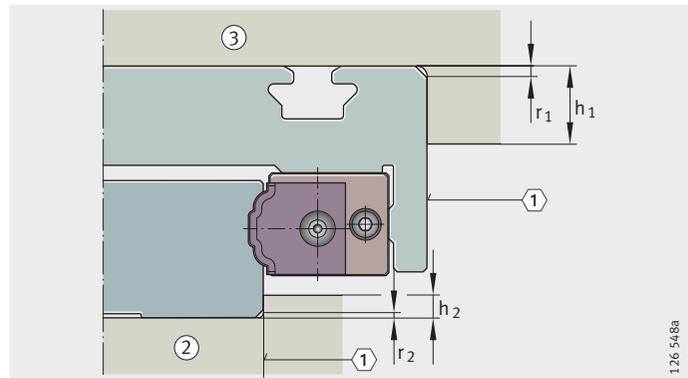
126 547a

KWVK..-AL

- ① Locating face
- ② Machine bed
- ③ Machine table

Figure 7

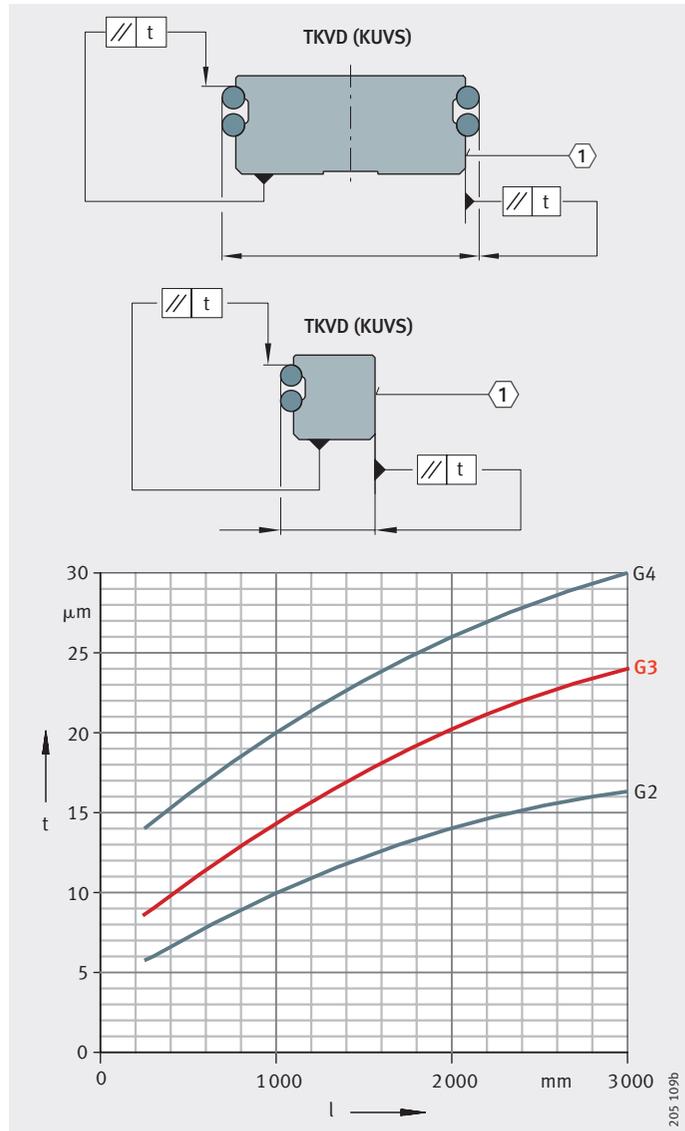
Locating heights and corner radii for carriage



126 548a

Accuracy Accuracy classes

Linear recirculating ball bearing and guideway assemblies are available in accuracy classes G2 to G4, *Figure 8*. The standard is class G2.



t = parallelism tolerance with differential measurement
 l = total guideway length
 $\textcircled{1}$ Locating face

Figure 8
Accuracy classes and parallelism tolerances of guideways

Parallelism of raceways to locating surfaces

The parallelism tolerances of guideways are shown in *Figure 8*.



Linear guidance systems with linear recirculating ball bearing units

Tolerances Tolerances: see table Tolerances of accuracy classes and *Figure 9*. The tolerances are arithmetic mean values. They relate to the centre point of the screw mounting or locating surfaces of the carriage. The dimensions H and A_1 (table Tolerances of accuracy classes) should always remain within the tolerance irrespective of the position of the carriage on the guideway.

Tolerances of accuracy classes

| Tolerance | | KUVS μm | KWVK...AL μm |
|----------------------------------|--------------|-----------------------|----------------------------|
| Tolerance for height | H | ± 25 | ± 75 |
| Height difference ¹⁾ | ΔH | 10 | 50 |
| Tolerance for spacing | A_1 | ± 25 | ± 125 |
| Spacing difference ¹⁾ | ΔA_1 | 20 | 100 |

¹⁾ Difference between several carriages on one guideway, measured at the same point on the guideway.

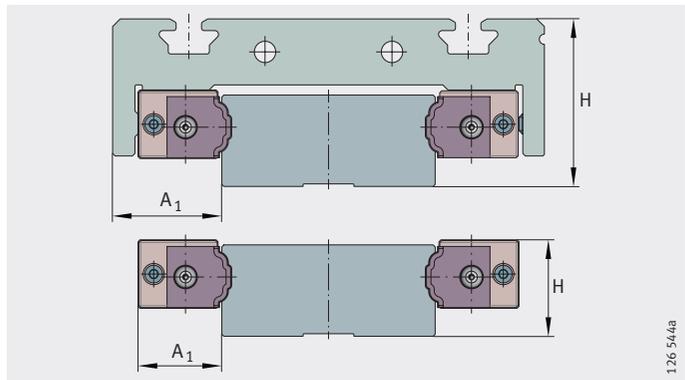


Figure 9
Datum dimensions for accuracy

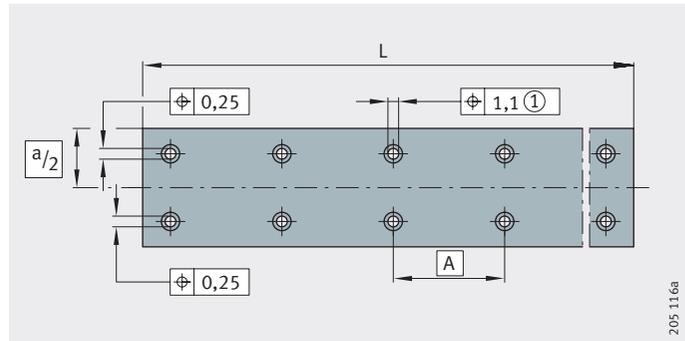
126 54/4a

Positional and length tolerances of guideways

The length tolerance of single-piece guideways is $\pm 0,1\%$. Multi-piece guideways have a length tolerance of ± 3 mm over the total length.

The positional tolerances are shown in *Figure 10*.

The hole pattern corresponds to DIN ISO 1101.



① for TKVD32 = 0,9 mm

Figure 10

Positional tolerances of guideways

Pieces of joined guideways

| Guideway length ¹⁾ mm | Maximum permissible number of pieces |
|-------------------------------------|---|
| < 3 000 | 2 |
| 3 000 – 4 000 | 3 |
| 4 000 – 6 000 | 4 |
| > 6 000 | 4 + 1 piece per 1 500 mm |

¹⁾ Minimum length of one piece = 600 mm.



Linear guidance systems with linear recirculating ball bearing units

Ordering example, ordering designation

Linear recirculating
ball bearing units

Two linear recirculating ball bearing units
Size

KUVS
42

Ordering designation

2×**KUVS42**, *Figure 11*

Guideway with asymmetrical
hole pattern

Guideway for linear recirculating
ball bearing units

TKVD

Size

42

Accuracy class

G3

Guideway length

420 mm

a_L

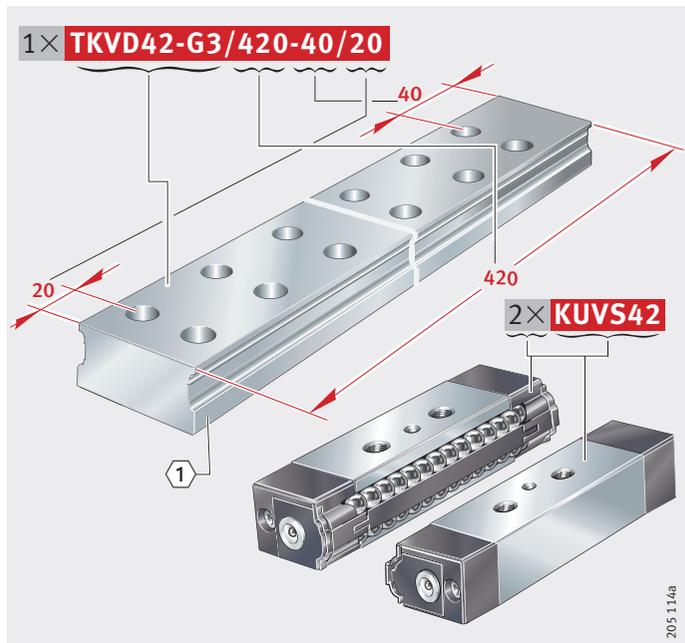
40 mm

a_R

20 mm

Ordering designation

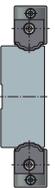
1×**TKVD42-G3/420-40/20**, *Figure 11*



① Locating face

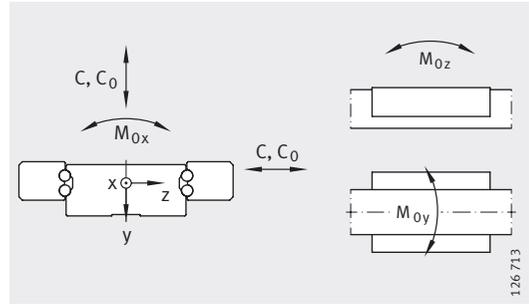
Figure 11

Ordering example,
ordering designation



Linear recirculating ball bearing units

Guideways



Load directions

Dimension table - Dimensions in mm

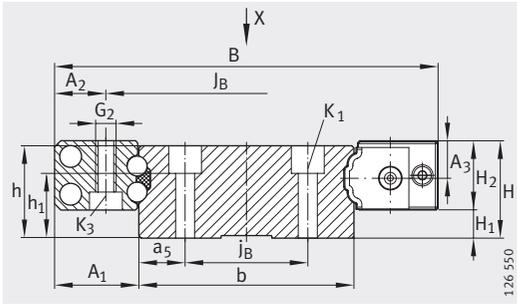
| Linear recirculating ball bearing unit | Guideway | Dimensions | | | | | | Mounting dimensions | | | | | |
|--|----------|----------------|----|------|----|----|------|---------------------|----------------|----------------|----------------|----------------|----------------|
| | | $l_{max}^{1)}$ | H | B | L | h | b | A ₁ | A ₂ | J _B | B ₁ | j _B | a ₅ |
| KUVS32 | TKVD32 | 2 000 | 11 | 51,6 | 47 | 10 | 31,8 | 9,9 | 5,5 | 40,6 | – | 18 | 6,9 |
| KUVS42 | TKVD42 | 2 000 | 19 | 75 | 71 | 18 | 42 | 16,5 | 10 | 55 | – | 24 | 9 |
| KUVS42 | TKVD14 | 1 500 | 15 | 30 | 71 | 14 | 13,5 | 16,5 | 10 | – | 16,2 | 6 | – |
| KUVS69 | TKVD69 | 2 000 | 25 | 114 | 96 | 24 | 69 | 22,5 | 13 | 88 | – | 40 | 14,5 |
| KUVS69 | TKVD19 | 2 000 | 20 | 42 | 96 | 19 | 19,5 | 22,5 | 13 | – | 22,2 | 8 | – |

- 1) Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 452. Longer guideways are supplied in several pieces and marked accordingly.
- 2) a_L and a_R are dependent on the guideway length.
- 3) If there is a possibility of settling, the fixing screws should be secured against rotation.

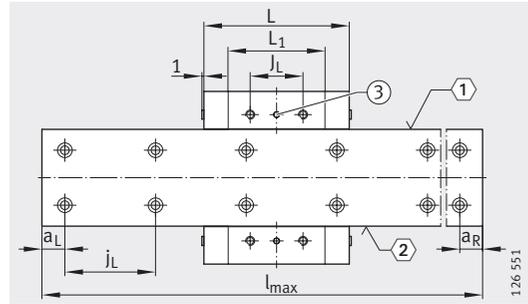
Dimension table (continued)

| Linear recirculating ball bearing unit | | Guideway | | | Load carrying capacity ⁴⁾⁵⁾ | | | | |
|--|------------------|----------|--------------------|-----------------|--|---------------------|-----------------------|-----------------------|-----------------------|
| | Mass m ≈kg | | Mass m ≈kg/m | Closing plug | Basic load ratings | | Moment ratings | | |
| | | | | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm |
| KUVS32 | 0,025 | TKVD32 | 2,3 | KA8-TN | 5 700 | 10 600 | 203 | 51 | 51 |
| KUVS42 | 0,085 | TKVD42 | 5,54 | KA8-TN | 13 500 | 26 000 | 648 | 211 | 211 |
| KUVS42 | 0,085 | TKVD14 | 1,45 | KA8-TN | 6 750 | 13 000 | – | – | – |
| KUVS69 | 0,2 | TKVD69 | 12,42 | KA11-TN | 26 000 | 46 500 | 1 872 | 492 | 492 |
| KUVS69 | 0,2 | TKVD19 | 2,66 | KA11-TN | 13 000 | 23 250 | – | – | – |

- 4) For two linear recirculating ball bearing units with TKVD32, TKVD42 and TKVD69, one linear recirculating ball bearing unit with TKVD 14 and TKVD19.
- 5) The usable load carrying capacity is influenced by the connections between the guidance elements and the adjacent construction.
- 6) ① Locating face
② Marking
③ Lubrication hole

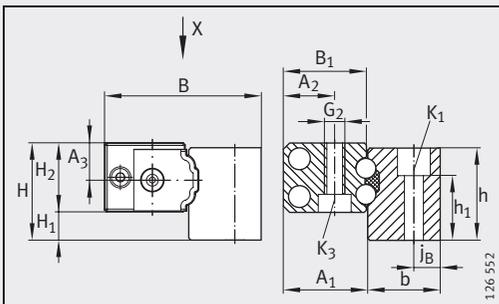


KUVS with TKVD32, TKVD42, TKVD69

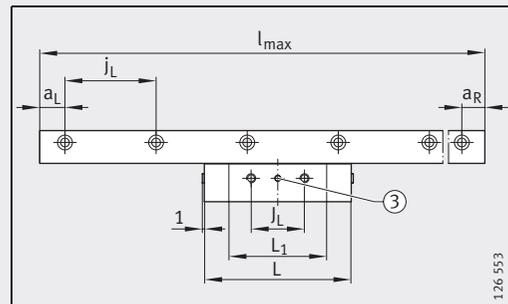


View rotated 90°
①, ②, ③⁶⁾

| L ₁ | j _L | j _L | a _L , a _R ²⁾ | | H ₁ | H ₂ | A ₃ | h ₁ | Fixing screws ³⁾ | | | | | |
|----------------|----------------|----------------|---|------|----------------|----------------|----------------|----------------|-----------------------------|----------------------|----------------------|----------------------|----------------|-----|
| | | | min. | max. | | | | | K ₁ | | G ₂ | | K ₃ | |
| | | | | | | | | | M _A Nm | M _A Nm | M _A Nm | M _A Nm | | |
| 29,8 | 15 | 40 | 20 | 34 | 0,5 | 10,5 | 6 | 3,1 | M3 | 2,5 | M3 | 1,5 | — | — |
| 48,5 | 20 | 60 | 20 | 53 | 5,5 | 13,5 | 7,3 | 11,1 | M3 | 2,5 | M4 | 3 | M3 | 2,5 |
| 48,5 | 20 | 60 | 20 | 53 | 1,5 | 13,5 | 7,3 | 7,1 | M3 | 2,5 | M4 | 3 | M3 | 2,5 |
| 64 | 35 | 60 | 20 | 53 | 7,5 | 17,5 | 9,5 | 15,1 | M5 | 10 | M6 | 10 | M5 | 10 |
| 64 | 35 | 60 | 20 | 53 | 2,5 | 17,5 | 9,5 | 10,1 | M5 | 10 | M6 | 10 | M5 | 10 |

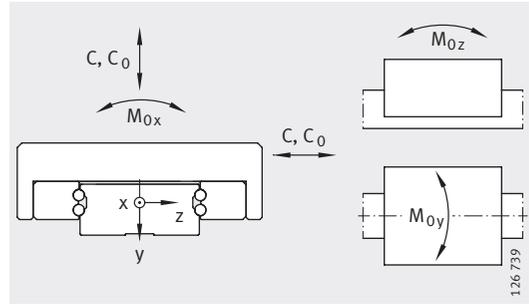


KUVS with TKVD14, TKVD19



View rotated 90°
③⁶⁾

Carriages Guideways



Load directions

Dimension table - Dimensions in mm

| Carriages | Guideway | Dimensions | | | | | | Mounting dimensions | | | | | | |
|------------------|---------------|----------------|----|-----|-----|----|------|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | $l_{max}^{1)}$ | H | B | L | h | b | A ₁ | A ₂ | J _B | j _B | a ₅ | B ₆ | A ₇ |
| KWVK32-AL | TKVD32 | 2 000 | 26 | 62 | 50 | 10 | 31,8 | 9,9 | 10,7 | 40,6 | 18 | 6,9 | 51,6 | – |
| KWVK42-AL | TKVD42 | 2 000 | 35 | 87 | 75 | 18 | 42 | 16,5 | 16 | 55 | 24 | 9 | 75 | 31 |
| KWVK69-AL | TKVD69 | 2 000 | 47 | 130 | 100 | 24 | 69 | 22,5 | 21 | 88 | 40 | 14,5 | 114 | 42,5 |

¹⁾ Maximum length of single-piece guideways. For permissible number of guideway pieces, see page 452. Longer guideways are supplied in several pieces and marked accordingly.

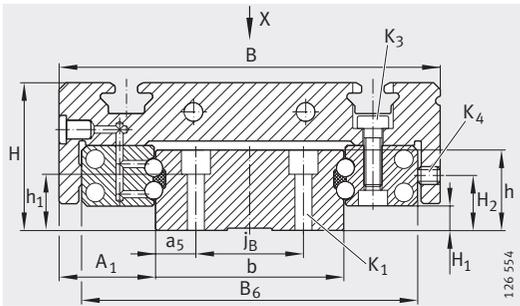
²⁾ a_L and a_R are dependent on the guideway length.

³⁾ If there is a possibility of settling, the fixing screws should be secured against rotation.

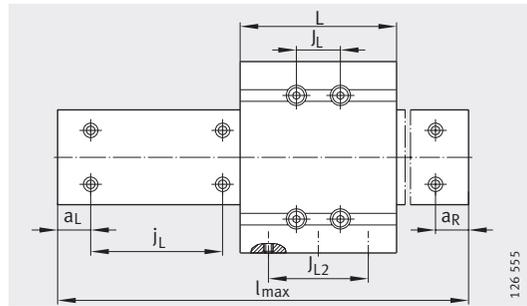
Dimension table (continued)

| Carriage | | Guideway | | | Load carrying capacity ⁴⁾ | | | | |
|------------------|------|--------------------|-----------------|--------------------|--------------------------------------|-----------------------|-----------------------|-----------------------|-----|
| Mass m ≈kg | | Mass m ≈kg/m | Closing plug | Basic load ratings | | Moment ratings | | | |
| | | | | C N | C ₀ N | M _{0x} Nm | M _{0y} Nm | M _{0z} Nm | |
| KWVK32-AL | 0,17 | TKVD32 | 2,3 | KA8-TN | 5 700 | 10 600 | 203 | 51 | 51 |
| KWVK42-AL | 0,45 | TKVD42 | 5,54 | KA8-TN | 13 500 | 26 000 | 648 | 211 | 211 |
| KWVK69-AL | 1,1 | TKVD69 | 12,42 | KA8-TN | 26 000 | 46 500 | 1 800 | 490 | 492 |

⁴⁾ The usable load carrying capacity is influenced by the connections between the guidance elements and the adjacent construction.

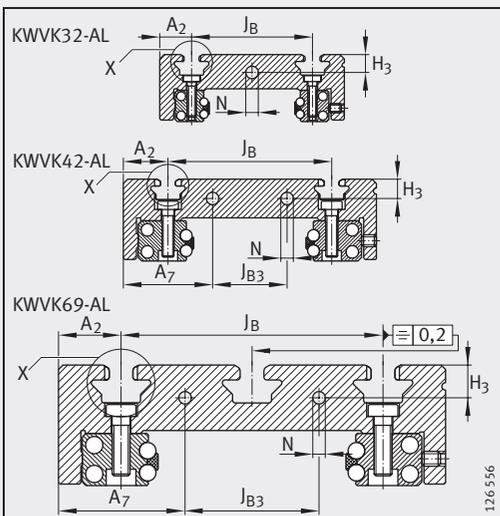


KWVK..-AL on TKVD

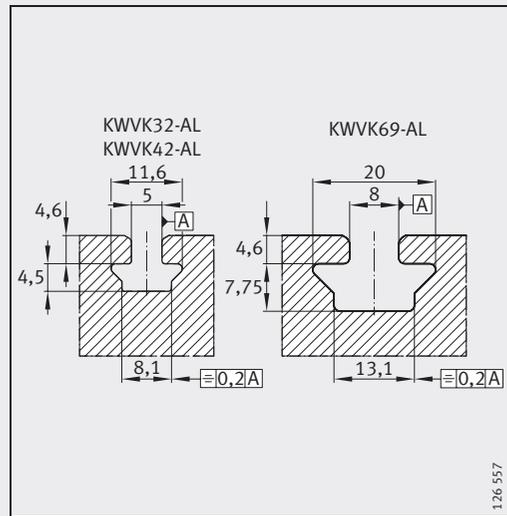


View rotated 90°

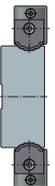
| J _{B3} | J _L | J _{L2} | j _L | a _L , a _R ²⁾ | | N | H ₁ | H ₂ | h ₁ | H ₃ | Fixing screws ³⁾ | | | | |
|-----------------|----------------|-----------------|----------------|---|------|-----|----------------|----------------|----------------|----------------|-----------------------------|----------------------|----------------|-----|----|
| | | | | min. | max. | | | | | | DIN ISO 4 762-12.9 | | K ₄ | | |
| | | | | | | | | | | | M _A Nm | M _A Nm | | | |
| – | 15 | 25 | 40 | 20 | 35 | 4,2 | 0,5 | 6 | 3,1 | 7,5 | M3 | 2,5 | M3 | 0,6 | M3 |
| 25 | 20 | 40 | 60 | 20 | 53 | 4,2 | 5,5 | 12 | 11,1 | 8 | M3 | 2,5 | M4 | 2,1 | M4 |
| 45 | 35 | 55 | 60 | 20 | 53 | 4,2 | 7,5 | 17 | 15,1 | 11 | M5 | 10 | M6 | 4,8 | M6 |



Carriage KWVK..-AL



Detail X



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