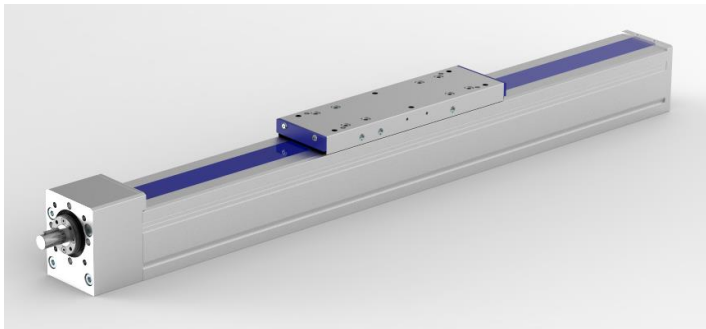




Original Assembly and Maintenance Manual

Linear Unit



Types

Beta 60-SGV-SSS
Beta 70-C-SRS-SSS
Beta 80-SRS-SSS
Beta 80-SGV
Beta 100-D-SSS
Beta 110-SRS-SSS
Beta 110-C-SGV
Beta 120-C-SSS
Beta 140-SRS-SSS
Beta 140-C-SSS
Beta 165-SSS
Beta 165-SGV
Beta 165-C-SGV
Beta 180-SSS
Beta 180-C-SSS

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Contents

1	Safety	3
1.1	Symbols used	3
1.2	Regulation use	3
1.3	General safety	4
1.5	Use in explosive environments	4
1.6	Technical condition of the linear unit.....	5
1.7	Modifications to the linear unit	5
1.8	Requirements for personnel.....	6
1.9	Obligations of the operating company.....	6
2	Warranty	7
3	Technical data – Standard model	8
4	Product description	17
5	Transportation and storage	20
6	Installation and adjustment.....	21
6.1	Installing the linear unit by mounting rails	21
6.2	Screwing the linear unit into place from below	22
6.3	Setting maximum travel	22
6.3.1	Setting the positions of the inductive limit switches	22
6.3.2	Setting the positions of the mechanical limit switches.....	24
6.4	Mounting a drive unit	25
6.4.1	Mounting a motor	26
7	Start-up	27
8	Operation.....	28
9	Shutdown.....	29
10	Maintenance	29
10.1	Lubrication.....	29
10.2	Replacing cover bands	35

About this manual

Applicability

This manual applies to the following linear units with spindle drive:

- Beta 60-SGV-SSS
- Beta 70-C-SRS-SSS
- Beta 80-SRS-SSS
- Beta 80-SGV
- Beta 100-D-SSS
- Beta 110-SRS-SSS
- Beta 110-C-SGV
- Beta 120-C-SSS
- Beta 140-SRS-SSS
- Beta 140-C-SSS
- Beta 165 - SSS
- Beta 165-SGV
- Beta 180 - SSS
- Beta 180-C-SSS

The drawings show the Beta 60-SSS type and serve as examples for all other types, though some of the details may differ.

1 Safety

The Assembly and Maintenance Manual is a component element of the product package, and must always be kept to hand as a reference source.

The Manual must be passed on if the unit is sold on or given away.

If there is anything in this manual which you do not fully understand, please be sure to contact the manufacturers.

1.1 Symbols used

This manual employs the following symbols to indicate hazards as well as other types of symbol:

DANGER



Indicates immediate danger.

Failure to observe this notice entails risk of death or very serious injury.

WARNING



Indicates moderate risk.

Failure to observe this notice may result in death or serious injury.

CAUTION



Indicates a danger carrying a medium to high risk.

Failure to observe this notice may result in light to moderate injury or damage to property.



Note

Indicates tips on use of the machine and optimising its efficiency.

1.2 Regulation use

The mechanical linear unit is intended for installation in machines, and is used solely for manipulating, positioning, transporting, palletising, loading, unloading, clamping, clocking, tensioning, testing, measuring, handling and pushing workpieces or tools.

Pay attention to the basic applications of the linear unit set out in sections 4 and 3.

In order to comply with the EU Directive governing Electromagnetic Compatibility (EMC), the mechanical linear unit may only be used in industrial environments.

Any other use, or use for purposes beyond those stipulated, will be classed as illegitimate. The manufacturers accept no liability for any loss thereby incurred. The risk is borne solely by the operators.

1.3 General safety

Preconditions for operation

The linear unit must not be put into operation until the machine or line into which it is installed conforms to the following:

- Relevant accident prevention regulations
- Generally accepted safety standards
- EU directives
- Standards governing the electromagnetic compatibility of machinery
- Other applicable standards
- Applicable national legislation.

Safe operation

To ensure safe operation, refer to the following documents:

- This operating manual for the linear unit, particularly the technical data
- The operating manual for the line into which it is installed

1.4 Use in clean rooms (ISO 14644)

The linear units used in clean rooms are fitted with a vent hole (generally G1/2") at the basic profile.

The following guidelines must be observed:

- The linear unit must be subjected to a negative pressure of 0.2 bar.
- The linear unit must be relubricated with a grease suitable for use in clean rooms (basic lubrication carried out using Klübersynth BEM 32-34).

1.5 Use in explosive environments



If the linear units are used in potentially explosive environments, operators must take steps to prevent explosions in accordance with ATEX Directive 2014/34/EU and ensure explosion-proofing is installed.

The following ATEX rules must be observed:

- Operators must check the linear unit at least once a week, and ideally every day. The checks should cover: smooth running, functionality of all seals, and adequate lubrication.
- After a mileage of approx. 5000 km, but at least every 24 months, the functionality of the linear unit must be checked by a qualified expert.
- The operator/manufacturer of the end-product must ensure that the linear unit is integrated into the potential equalisation system of the

overall plant at the ports provided for the purpose. Where the unit is used in a dust-explosion hazard zone, the compressed air supply must additionally be connected to the linear unit.

- The limit switches must be supplied via an isolating amplifier. For the EX isolation an intrinsically safe input circuit is required. The isolating amplifier is not supplied by HSB.
- When selecting and installing the drive motor, the requirements of EN 60079-14 must be met.
- The linear unit may only be used under the operating conditions approved by the manufacturer. This includes:
 - Ambient temperature
 - Ambient conditions
 - Speed < 1 m/s;
Speeds > 1 m/s only in combination with monitored central lubrication; operation in areas with potentially explosive dust possible with additional monitored compressed air loading
 - Maximum acceleration
 - Duty cycle
 - Load etc.

1.6 Technical condition of the linear unit

State of the art

The unit conforms to the current state of the art and applicable rules and regulations. The unit conforms to the EU Machinery Directive, harmonised European standards or corresponding national standards:

- Machinery Directive 2006/42/EC
- DIN EN ISO 12 100:2011-03 Safety of Machinery, General Design Guidelines, Risk Assessment and Reduction
- DIN EN ISO 13850:2008-09: Safety of machinery; emergency-stop devices
- DIN EN 60 204-1:2006: Electrical equipment for industrial machines
- 2004/108/EC: EMC Directive
- EMVG: German law relating to the electromagnetic compatibility of equipment dated 26.02.2008 (Federal Gazette I p. 220)

1.7 Modifications to the linear unit

Modifications

The linear unit must not be modified, either in its basic design or in its safety components, without our written consent. Any such unauthorised modification will void our liability in respect of the unit.

The operating company may only carry out the maintenance and repair

work detailed in this operating manual. Any other measures, such as to replace wearing parts and components, may be carried out only in consultation with our service engineers, by the service engineers themselves, or by us directly.

Installed safety devices must never be dismantled or disabled.

When fitting special attachments to the unit, follow the fitting instructions provided by the manufacturers!

1.8 Requirements for personnel

The linear unit has been designed and built in accordance with the state of the art and accepted safety standards. Hazards may nevertheless be posed when operating it. Consequently, the unit may only be installed and operated by trained, competent personnel.

All personnel assigned to install, operate, maintain, repair or dismantle a linear unit must have read and understood this operating manual, and in particular section 1, "Safety".

Work on parts carrying live electrical current may be carried out only by trained electricians. Such work includes:

- Installing safety limit switches
- Mounting a drive unit
- Checking the direction of rotation of the drive

1.9 Obligations of the operating company

Instruction of personnel

In accordance with EU Health and Safety Directive 89/655/EEC articles 6(1) and 7 and with the Framework Directive 89/391/EEC articles 1(1) and 6(1), the company operating the linear unit must provide personnel assigned to install, operate, maintain, repair or dismantle the unit with appropriate instruction, in particular with regard to safety.

We recommend that companies require their personnel to provide written confirmation of having received such instruction.

Checking the unit

In accordance with EU Health and Safety Directive 89/655/EEC article 4a, the operating company must subject the unit to thorough checking prior to putting it into operation, after carrying out repairs, and after malfunctions have occurred.

Legibility and maintenance of affixed notices and labels

The operating company must ensure that all notices and labels attached to the unit are fully legible (in particular details of the serial number) and must ensure compliance with all instructions contained on them. Damaged or illegible notices and labels must be replaced.

2 Warranty

The warranty conditions are laid down in the terms and conditions of delivery and payment issued at time of order. Warranty cover will be voided if:

- the unit is not operated in accordance with the stipulated regulation use;
- the instructions set out in this operating manual are not followed;
- the unit is modified without the consent of the manufacturers;
- screws sealed by locking varnish are unlocked.

The manufacturer's warranty in respect of maintenance and repair work applies only if original replacement parts are used.

3 Technical data – Standard model

Technical data - Linear unit Beta type with spindle drive	Sizes								
	Beta 60				Beta 70-C				
	SSS		SGV		SRS		SSS		
Drive element	BSD ²⁾	TSC ³⁾	BSD	TSD	BSD ²⁾	TSD ³⁾	BSD	TSD	
Max. speed [rpm]	3000	1500	3000	1500	3000	1500	3000	1500	
Spindle diameter [mm]	20				16				
Spindle pitch [mm]	5 10 20 50	4 8 16	5 10 20 50	4 8 16	5 10 20	4 8	5 10 20	4 8	
Moment of inertia [kgm²/m]	8.50 x 10 ⁻⁵				3.25 x 10 ⁻⁵				
Max. velocity ¹⁾ [m/s]	2,50				1,00				
Max. acceleration [m/s²]	20				20				
No-load torque [Nm]	0,70				0,35		0,40		
Maximum travel (standard) [mm]	5120				2730				
Repeat accuracy [mm]	±0,03	-	±0,03	-	±0,03	-	±0,03	-	
Operating temperature [°C] (continuous operation)	0 ... 80				0 ... 80				
Geometrical moment of inertia I _y [mm⁴]	473055				585283		563059		
Geometrical moment of inertia I _z [mm⁴]	577258				854713		852507		
Length of standard carriage [mm]	180		180		190				
Length of long carriage [mm]	230		-		240				
Weight (without travel) [kg]	4,30		3,65		3,65		3,50		
Weight (per 100 mm travel) [kg]	0,80		0,65		0,45		0,60		
Weight of standard carriage [kg]	1,50		1,15		1,60		1,25		
Weight of long carriage [kg]	1,80		-		2,02		1,60		
Noise emission max. [dB A] ⁴⁾	85				80		80		

¹⁾ Dependent on spindle pitch at max. speed

²⁾ Ball Screw Drive

³⁾ Trapezoidal Screw Drive

⁴⁾ The figure will vary based on assembly with other system components

Technical data - Linear unit Beta type with spindle drive	Sizes								
	Beta 80						Beta 100-D		
	SRS		SSS		SGV		SSS		
Drive element	BSD ²⁾	TSD ³⁾	BSD	TSD	BSD	TSD	BSD	TSD	
Max. speed [rpm]	3000	1500	3000	1500	3000	1500	3000	1500	
Spindle diameter [mm]	20				25	24	20		
Spindle pitch [mm]	5 10 20 50	4 8 16	5 10 20 50	4 8 16	5 10 25 50	5 10	5 10 20 50	4 8	
Moment of inertia [kgm²/m]	8.50 x 10 ⁻⁵				2.25 x 10 ⁻⁴		8.50 x 10 ⁻⁵		
Max. velocity ¹⁾ [m/s]	2,50						2,50		
Max. acceleration [m/s²]	20						20		
No-load torque [Nm]	0,60		0,80		1,00		1,30		
Maximum travel (standard) [mm]	5020						5060		
Repeat accuracy [mm]	±0,03		±0,03		±0,03		±0,03		
Operating temperature [°C] (continuous operation)	0 ... 80		0 ... 80		0 ... 80		0 ... 80		
Geometrical moment of inertia I _y [mm ⁴]	1294343		1372019				917779		
Geometrical moment of inertia I _z [mm ⁴]	1732340		1677956				2328911		
Length of standard carriage [mm]	210						210		
Length of long carriage [mm]	270				-		270		
Weight (without travel) [kg]	5,40		6,20		12,50		6,20		
Weight (per 100 mm travel) [kg]	0,70		1,10		1,40		0,75		
Weight of standard carriage [kg]	2,20				5,80		3,40		
Weight of long carriage [kg]	2,80		2,40		-		4,00		
Noise emission max. [dB A] ⁴⁾	80		80		80		80		

¹⁾ Dependent on spindle pitch at max. speed

²⁾ Ball Screw Drive

³⁾ Trapezoidal Screw Drive

⁴⁾ The figure will vary based on assembly with other system components

Technical data - Linear unit Beta type with spindle drive	Sizes							
	Beta 110				Beta 110-C		Beta 120-C	
	SRS		SGV		SGV		SSS	
Drive element	BSD ²⁾	TSD ³⁾	BSD	TSD	BSD	TSD	BSD	TSD
Max. speed [rpm]	3000	1500	3000	1500	3000	1500	3000	1500
Spindle diameter [mm]	25	24	25	24	40		32	
Spindle pitch [mm]	5 10 25 50	5 10	5 10 25 50	5 10	5 10 20 40	7	5 10 20 40	6
Moment of inertia [kgm²/m]	2,25 x 10 ⁻⁴				1,65 x 10 ⁻³		6,45 x 10 ⁻⁴	
Max. velocity ¹⁾ [m/s]	2,50				2,00		2,00	
Max. acceleration [m/s²]	20				20		20	
No-load torque [Nm]	1,00		1,50		1,50		2,00	
Maximum travel (standard) [mm]	4920				4920		5120	
Repeat accuracy [mm]	±0,03	-	±0,03	-	±0,03	-	±0,03	-
Operating temperature [°C] (continuous operation)	0 ... 80				0 ... 80		0 ... 80	
Geometrical moment of inertia I _y [mm ⁴]	5114812		4974348		4974348		7217779	
Geometrical moment of inertia I _z [mm ⁴]	6177042		5898662		5898662		8754150	
Length of standard carriage [mm]	320				320		320	
Length of long carriage [mm]	500				-		500	
Weight (without travel) [kg]	12,50		13,50		15,40		22,00	
Weight (per 100 mm travel) [kg]	1,40		1,70		2,25		2,70	
Weight of standard carriage [kg]	5,80		5,30		6,00		8,00	
Weight of long carriage [kg]	9,10		8,30		-		12,00	
Noise emission max. [dB A] ⁴⁾	80		80		80		80	

Technical data - Linear unit Beta type with spindle drive	Sizes								
	Beta 140				Beta 165				
	SRS		SSS		SSS		SGV		
Drive element	BSD ²⁾	TSD ³⁾	BSD	TSD	BSD	TSD	BSD	TSD	
Max. speed [rpm]	3000	1500	3000	1500	3000	1500	3000	1500	
Spindle diameter [mm]	25	24	25	24	40				
Spindle pitch [mm]	5 10 25 50	5 10	5 10 25 50	5 10	5 10 20 40	7	5 10 20 40	7	
Moment of inertia [kgm²/m]	2.25 x 10 ⁻⁴				1.65 x 10 ⁻³				
Max. velocity ¹⁾ [m/s]	2,50				2,00				
Max. acceleration [m/s²]	20				20				
No-load torque [Nm]	1,00		1,50		3,00				
Maximum travel (standard) [mm]	4920				4910				
Repeat accuracy [mm]	±0,03	-	±0,03	-	±0,03		±0,03		
Operating temperature [°C] (continuous operation)	0 ... 80				0 ... 80				
Geometrical moment of inertia I _y [mm ⁴]	3159202				25391136				
Geometrical moment of inertia I _z [mm ⁴]	9975915				31673479				
Length of standard carriage [mm]	320				400				
Length of long carriage [mm]	500				600				
Weight (without travel) [kg]	14,00		15,00		37,90		35,00		
Weight (per 100 mm travel) [kg]	1,40		1,90		4,20		3,80		
Weight of standard carriage [kg]	6,20		7,00		11,50		10,50		
Weight of long carriage [kg]	9,70		10,90		17,25		16,25		
Noise emission max. [dB A] ⁴⁾	80		80		80		80		

¹⁾ Dependent on spindle pitch at max. speed

²⁾ Ball Screw Drive

³⁾ Trapezoidal Screw Drive

⁴⁾ The figure will vary based on assembly with other system components

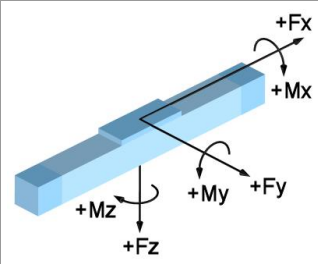
Technical data - Linear unit Beta type with spindle drive	Sizes					
	Beta 140-C		Beta 180-C		Beta 180	
	SSS		SSS		SSS	
Drive element	BSD ²⁾	TSD ³⁾	BSD	TSD	BSD	TSD
Max. speed [rpm]	3000	1500	3000	1500	3000	1500
Spindle diameter [mm]	25	24	32		32	
Spindle pitch [mm]	5 10 25 50	5 10	5 10 20 40	6	5 10 20 40	6
Moment of inertia [kgm ² /m]	2,25 x 10 ⁻⁴		6,45 x 10 ⁻⁴		6,45 x 10 ⁻⁴	
Max. velocity ¹⁾ [m/s]	2,50		2,00		2,00	
Max. acceleration [m/s ²]	20		20		20	
No-load torque [Nm]	1,50		2,50		2,50	
Maximum travel (standard) [mm]	4920		4930		4930	
Repeat accuracy [mm]	±0,03	-	±0,03	-	±0,03	-
Operating temperature [°C] (continuous operation)	0 ... 80		0 ... 80		0 ... 80	
Geometrical moment of inertia I _y [mm ⁴]	3127894		9236448		9236448	
Geometrical moment of inertia I _z [mm ⁴]	9071334		23586987		23586987	
Length of standard carriage [mm]	320		380		380	
Length of long carriage [mm]	500		600		600	
Weight (without travel) [kg]	15,00		37,00		33,50	
Weight (per 100 mm travel) [kg]	1,90		3,00		2,80	
Weight of standard carriage [kg]	7,00		14,30		10,80	
Weight of long carriage [kg]	10,90		15,40		15,50	
Noise emission max. [dB A] ⁴⁾	80		80		80	

¹⁾ Dependent on spindle pitch at max. speed

²⁾ Ball Screw Drive

³⁾ Trapezoidal Screw Drive

⁴⁾ The figure will vary based on assembly with other system components

	Forces and moments - Beta linear unit with spindle drive							
Type designation	Dynamic forces [Nm]				Dynamic moments [Nm]			
	F_x	F_y	F_z	$-F_z$	M_x	M_y	M_z	$M_{no-load}$
Beta 60-SSS	4000	600	1800	1200	60	180	120	0,7
Beta 60-SGV	4000	-	-	-	-	-	-	0,7
Beta 70-C-SRS	2000	300	1000	400	35	120	60	0,3
Beta 70-C-SSS	2000	600	1800	1200	60	180	120	0,4
Beta 80-SRS	4000	500	1500	800	50	180	100	0,6
Beta 80-SSS	4000	800	3000	2000	100	250	250	0,8
Beta 80-SGV	6000	-	-	-	-	-	-	1,5
Beta 100-D-SSS	4000	1800	4000	3000	350	750	750	1,5
Beta 110-C-SGV	16000	-	-	-	-	-	-	1,5
Beta 110-SRS	6000	3000	5000	2500	400	800	600	1,5
Beta 110-SSS	6000	2000	8000	4000	300	600	450	1
Beta 120-C-SSS	12000	4000	12000	6000	600	1500	1000	2,0
Beta 140-SRS	6000	2500	5000	3000	350	700	700	1,5
Beta 140-SSS	6000	2500	6000	4000	500	1000	1000	1,8
Beta 140-C-SSS	6000	3200	7500	5000	600	1200	1200	1,8
Beta 165-SGV	18000	-	-	-	-	-	-	3
Beta 165-C-SGV	25000	-	-	-	-	-	-	3,2
Beta 165-SSS	18000	5000	15000	8000	700	1400	1100	3
Beta 180-SSS	12000	6000	12000	6000	1500	3000	1500	2,5
Beta 180-C-SSS	6000	6000	15000	8000	1800	3600	1800	2,5

Figures in () relate to the long carriage.

$M_{no-load}$ = No-load torque $\pm 30\%$

The forces and moments quoted are maximum values for the single load. In the event of combined loading or simultaneous occurrence of multiple moments or forces, the individual values must be reduced. In case of doubt consult Technical Support.

Dynamic load ratings of ball screw drives - Beta linear unit

Model and size	Nominal Ø in [mm]	Pitch in [mm]	C _{dyn} [N]
Beta 70 Beta 70-C	16	5	9300
		10	14300
		20	7450
Beta 60 Beta 80 Beta 100-D	20	5	10500
		10	13500
		20	11500
		50	12300
Beta 110 Beta 140 Beta 140-C	25	5	12300
		10	13200
		25	15800
		50	14500
Beta 120-C Beta 180 Beta 180-C	32	5	21500
		10	33100
		20	29700
		40	14900
Beta 165 Beta 110-C-SGV	40	5	23800
		10	38000
		20	33300
		40	35000
Beta 165-C-SGV	50	10	68700
		20	60000

Dynamic load rating of ball screw nut to DIN 69051, 1989

Dynamic load ratings of rail guides - Beta linear unit

Model	Size	Number of rails	Number of carriages	Load rating per carriage C_{dyn} [N] THK / Rex*	Pretension F_v [N] THK / Rex*	M_t [Nm] THK / Rex*	Guide spacing in direction x (lx1) [mm]	Guide spacing in direction y (ly) [mm]
Beta 60	15	1	2	11271 / 9860	564 / 620	60 / 74	106 (156)	
Beta 70-C	15	1	2	11271 / 9860	564 / 620	60 / 74	124 (174)	-
Beta 80	20	1	2	17700 / 23400	885 / 1500	210 / 240	128 (188)	-
Beta 100	20	1	2	11271 / 9860	564 / 620	210	152 (272)	-
Beta 100-D-SSS	15	2	4	25160 / 28600	1258 / 1820	-	150 (210)	56
Beta 110	25	1	2	35558 / 36500	1778 / 2540	340	203 (383)	-
Beta 120-C	30	1	2	11271 / 9860	564 / 620	580	184 (364)	-
Beta 140	15	2	4	17700 / 23400	885 / 1500	-	180 (330)	72
Beta 140-C-SSS	20	2	4	49448 / 51800	2472 / 3350	-	210 (360)	76
Beta 165-SSS	35	1	2	17700 / 23400	885 / 1500	985 / 890	219 (329)	-
Beta 180-SSS	20	2	4	25160 / 28600	1258 / 1820	-	247 (467)	84
Beta 180-C-SSS	25	2	4	11271 / 9860	564 / 620	-	233 (453)	84

Figures in () relate to the long carriage

The load rating and pre-tension figures relate to the standard linear guidance system with recirculating linear ball bearings

* Rex = Rexroth

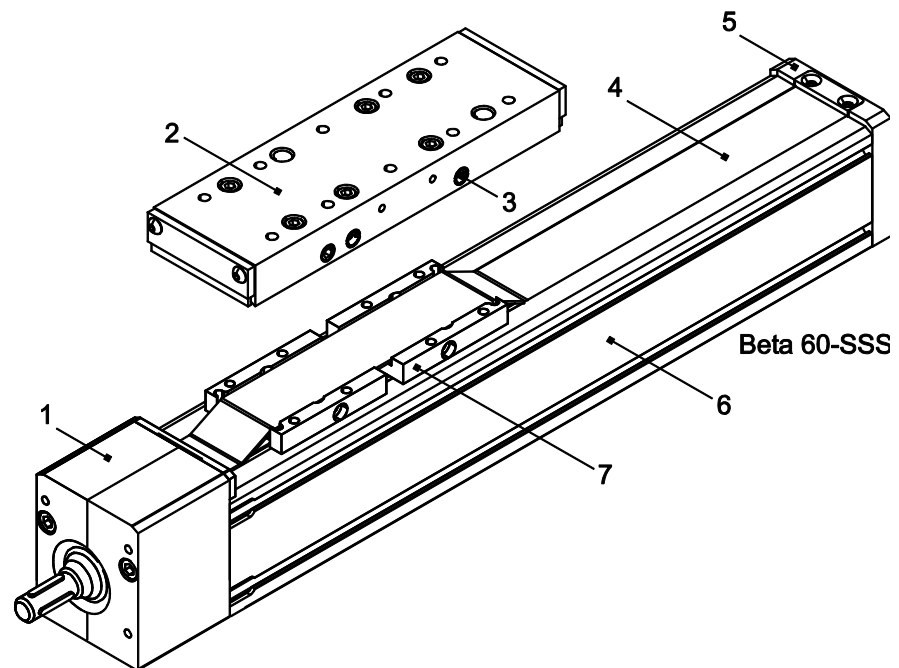
Tightening torques [Nm] for fixing screws							The figures given are intended as guides. For shorter insertion depths, the figures must be adjusted accordingly.
Fixing screws	M4	M5	M6	M8	M10	M12	
DIN912/ISO4762-8.8	2,7	5,4	9,0	22,0	43,0	74,0	
DIN912/ISO4762-10.9	3,0	5,7	9,0	22,0	43,0	74,0	
DIN912/ISO4762-12.9	3,0	5,7	9,0	22,0	43,0	74,0	

Tightening torques [Nm] for clutch with clamping hub					
Size	14	19	24	28	38
Clutch diameter [mm]	30	40	55	65	80
Screw size	M3	M6	M6	M8	M8
Tightening torque [Nm]	1,34	10,50	10,50	25,00	25,00

Tightening torques [Nm] for clutch with clamping ring hub					
Size	14	19	24	28	38
Clutch diameter [mm]	30	40	55	65	80
Screw size	M3	M4	M5	M5	M6
Tightening torque [Nm]	1,34	2,90	6,00	6,00	10,00

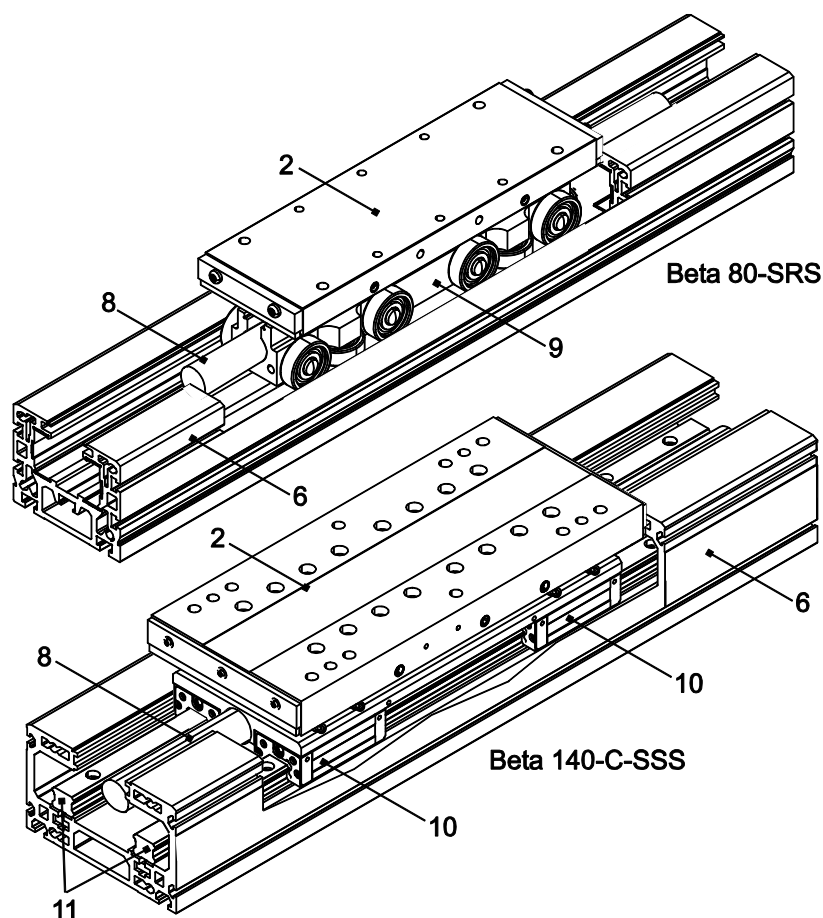
4 Product description

Linear unit with spindle drive



Key	1	Fixed bearing	5	Movable bearing
	2	Carriage	6	Base profile
	3	Lubricating nipple	7	Driver
	4	Cover band		

Figure 1: Component assemblies of the Beta 60 linear unit with spindle drive

**Roller bearing and
linear guidance
system**

Key	2	Carriage	9	Roller bearing guidance system
	6	Base profile	10	Recirculating ball bearing
	8	Thread drive	11	Guide rails

Figure 2: Guide elements

A mechanical linear unit converts rotational motion into linear motion and is used to move loads quickly, safely and precisely from one position to another. It consists of an aluminium base profile, a moving carriage supported by a guide element (recirculating ball bearing or roller bearing guidance system) and a drive element (screw or timing belt drive).

Depending on its design, the carriage is able to absorb forces and moments in all directions, and is positively connected to the guidance and drive elements by way of the so-called drivers.

The base profile is self-supporting up to a certain length, and is equipped with grooves for mounting.

As an option, the linear unit can be equipped with accessories such as a cover, screw supports, inductive or mechanical limit switches and other fittings (see section 6.3).

The effective range can be flexibly configured. Multiple linear units of the Alpha, Beta or Delta type can be arranged two-dimensionally (2 axes) or three-dimensionally (3 axes).

Driven linear units can be connected to non-driven units of the same type by a plate, to be able to take large-area loads for example.

5 Transportation and storage

The mechanical linear unit is a precision item. Its mechanism may be damaged by heavy jolting, resulting in impairment of its functions.

CAUTION



Risk of damage by heavy jolting or bending!

Transport the assembled linear unit only with the transit protection fitted.

To prevent damage during transportation and storage, protect the linear unit against shaking and sliding as follows:

- Stow it in a box of sufficient size.
- Use packing.

Section 3 lists the unit weights.

Protect the unit against:

- dirt;
- corrosion;
- water;
- and aggressive atmospheres.

6 Installation and adjustment

The linear unit can be attached by the following methods:

- On mounting rails
- By screws inserted into the sliding blocks
- By screws inserted into the factory-fitted tapped hole rails

☛ Install the linear unit on a flat surface. Unit parallelism < 0.2 mm/1,000 mm.

☛ Mounting by the rails with tapped holes in them is the preferable solution:
for highly dynamic applications;
where the linear unit has only two attachment points.

6.1 Installing the linear unit by mounting rails

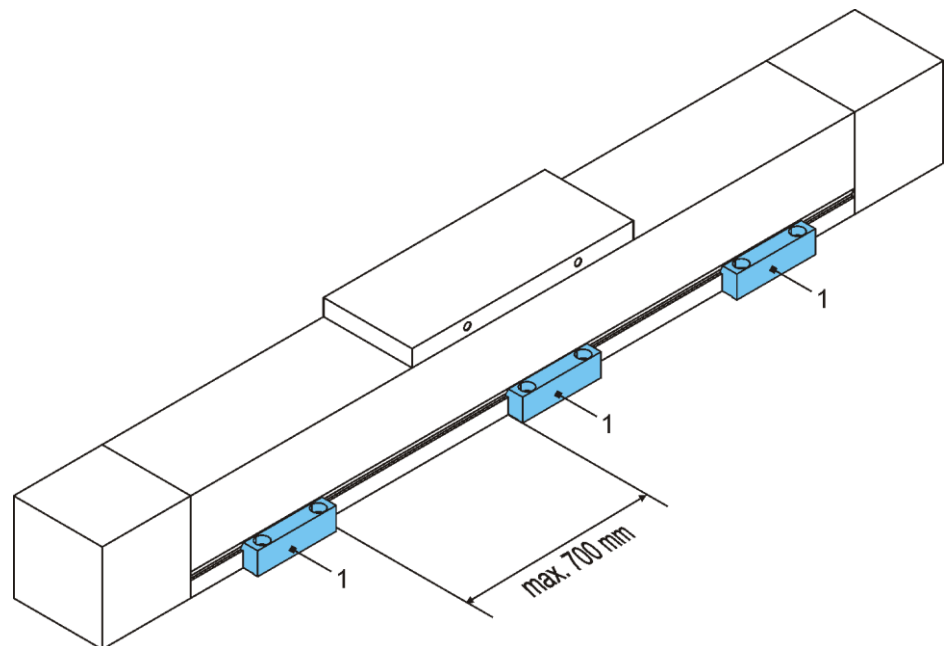


Figure 3: Mounting rails (1)

☛ The recommended maximum spacing between the mounting rails is 700 mm.

Procedure

1. Attach the mounting rails (1) loosely in position (figure 2).
2. Align the linear unit axially.
3. Tighten the mounting rails (1)
(for tightening torques see section 3).

6.2 Screwing the linear unit into place from below

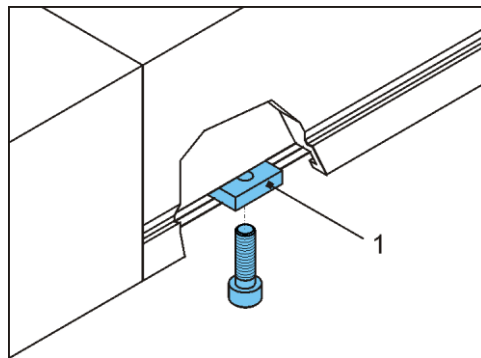


Figure 4: Sliding blocks (1) in the groove on the underside of the base profile

Attach the linear unit by the fixing screws from below using the sliding blocks or the tapped hole rails in the aluminium base profile (figure 3).

Procedure

1. Align the linear unit.
2. Align the sliding blocks (1)/tapped hole rails.
3. Tighten the linear unit
(for tightening torques see section 3).

6.3 Setting maximum travel

DANGER



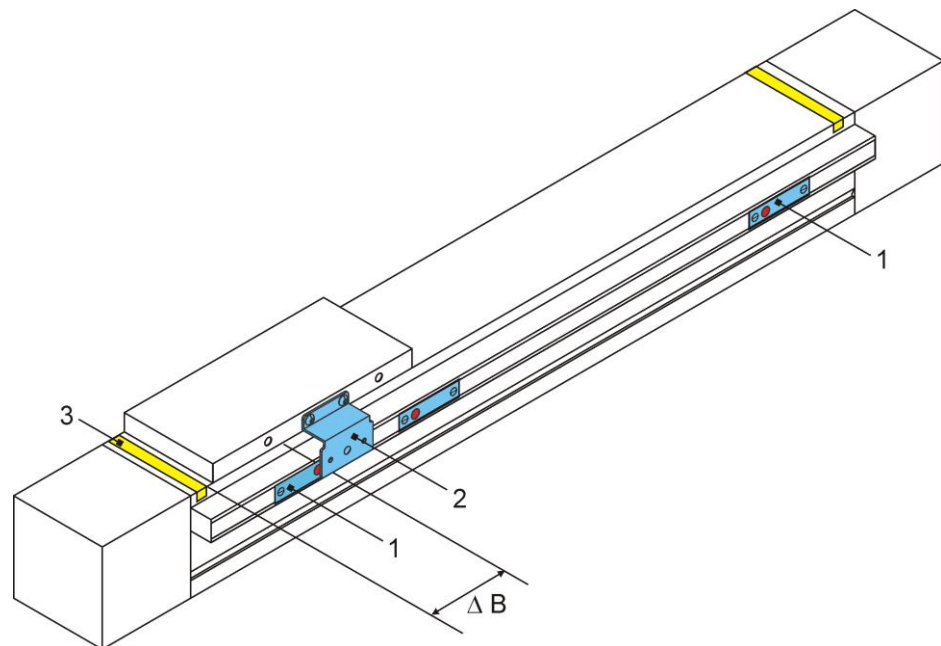
Serious injury may result if the transport carriers topple over. If the carriage moves to its full extent beyond the safety zone, the transport carrier mounted on it may break away or topple over. The linear unit may be destroyed. During setup, observe the specified safety zone and set the limit switches accordingly. Electrical switches may only be connected by qualified electricians.

☛ To stop the carriage promptly in the event of an emergency stop, allow for adequate braking distance.

6.3.1 Setting the positions of the inductive limit switches

The function of inductive proximity switches is to shut down the electric drive before the mechanical end position is reached.

The necessary braking distance (ΔB) depends on the velocity and deceleration of the carriage. The braking distance must be between the switching point of the proximity switch and the actual mechanical end position.



Key	1	Inductive limit switch
	2	Switching cam
	3	Band marking safety zone

Figure 5: Inductive limit switches

CAUTION



The limit switches must switch so that the carriage comes to a stop immediately before the safety zone. The safety zone is factory-marked on the unit by a band (3).

Procedure

1. Connect the power to the limit switches.
2. Slacken the limit switch fixing screws.
3. Run the carriage as far as the braking position.
4. Move the limit switch (NC contact) under the switching cam until it trips and the LED on the sensor goes out.
5. Move the carriage away.
6. Tighten the limit switch.
7. Check the correct position of the limit switch: Move the carriage manually and observe the switching operation.
8. Fit the limit switch array covering.

6.3.2 Setting the positions of the mechanical limit switches

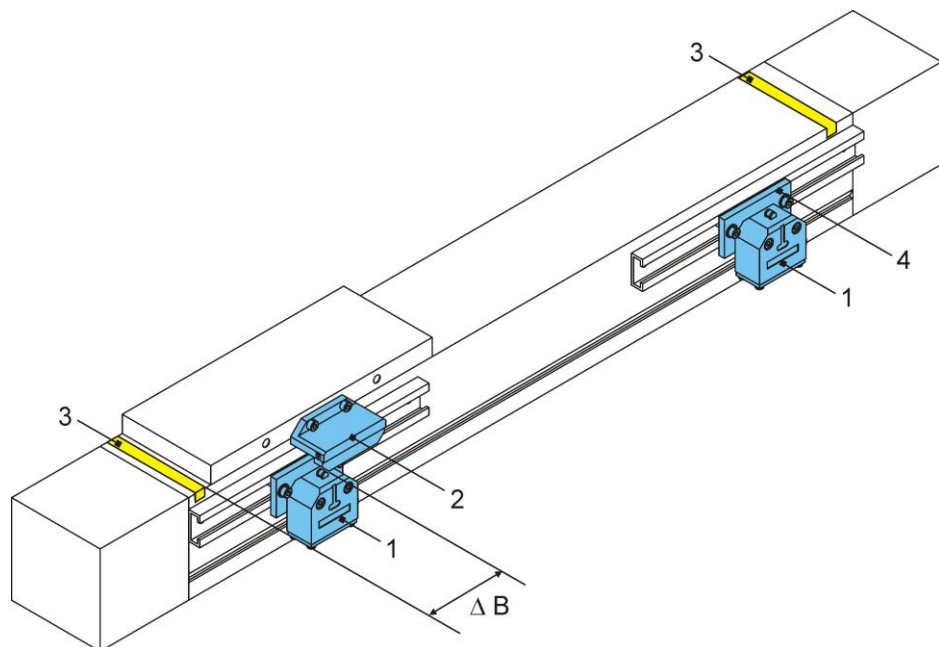
Mechanical safety limit switches (NC contacts) must be used if a hazard is posed to personnel as soon as the electric drive fails to shut down.

The drive may only be started up when all limit switches are connected and correctly set!

A combination with inductive proximity switches is possible.

External shock-absorbers must be fitted to protect against mechanical destruction.

The necessary braking distance (ΔB) depends on the velocity and deceleration of the carriage. The braking distance must be between the switching point of the limit switch and the actual mechanical end position (figure 5).



Key	1	Mechanical limit switches
	2	Switching cam
	3	Band marking safety zone
	4	Bracket
	B	Braking distance

Figure 6: Mechanical limit switches

CAUTION



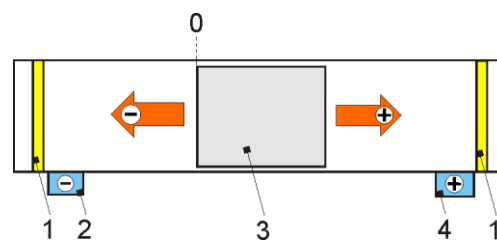
The limit switches must switch so that the carriage comes to a stop immediately before the safety zone. The safety zone is factory-marked on the unit by a band (3).

Procedure

1. Connect the power to the limit switches.
2. Slacken the bracket fixing screw (figure 5).
3. Run the carriage as far as the safety zone.
4. Move the limit switch until it trips.
5. Tighten the bracket fixing screw.
6. Check the correct position of the limit switch: Move the carriage manually and observe the switching operation.
If the braking distance is too short, repeat the set-up.

6.4 Mounting a drive unit

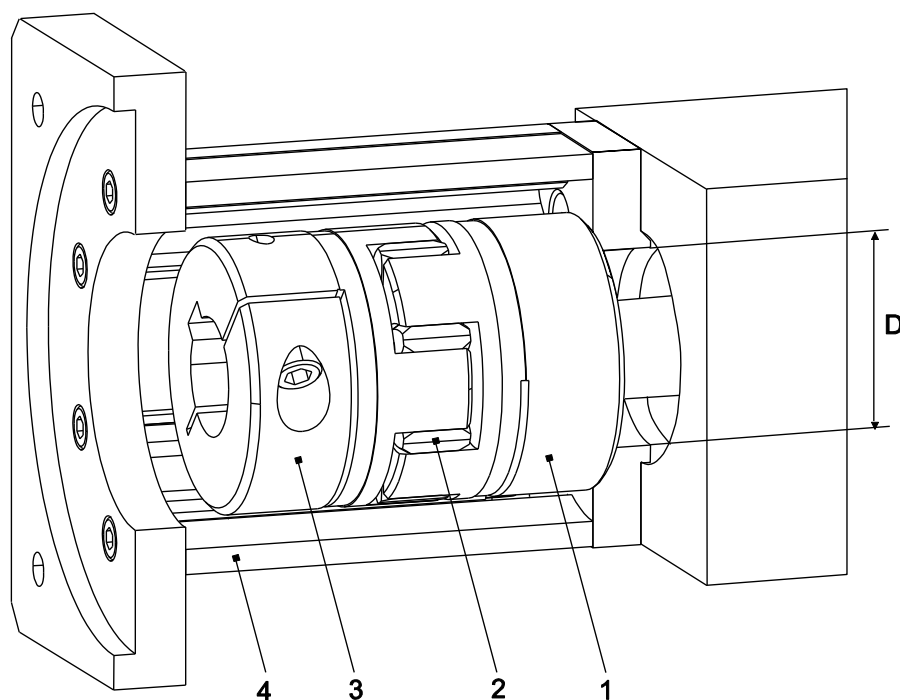
Make sure the direction of rotation of the external drive unit takes into account the direction of the spindle or timing belt so that the limit switches work correctly.



Key	1	Safety zone	3	Carriage with positive and negative directions from reference point 0
	2	Negative limit switch	4	Positive limit switch

Figure 7: Example of travel direction and limit switch configuration

6.4.1 Mounting a motor



Key	1	Clutch half 1	4	Motor housing
	2	Clutch ring	D	Diameter on motor housing
	3	Clutch half 2		

Figure 8 Motor housing with motor clutch on drive pin

Procedure

1. Place the motor and the clutch components in mounting position adjacent to the linear unit.
2. Check the direction of rotation of the motor. It must take into account the safety limit switches (figure 6). Alter the direction of the motor as necessary.
3. If the clutch diameter is less than the measure D on the motor housing (4), first mount clutch half 1 (1) (hole flush with drive shaft) and then the motor housing (4) (figure 7).

If the clutch diameter is greater than the measure D on the motor housing (4), first mount the motor housing (4) and then the clutch half 1 (1) (hole flush with drive shaft). Tighten the clutch clamping screw through the mounting hole on the motor housing (4).

4. Slot the clutch ring (2) onto the clutch.
5. Mount clutch half 2 (3) on the motor pin.
6. Mount the motor on the motor housing.

Tightening torque [Nm] of clamping screws

Screw	SW	Torque
M6	5	14
M8	6	35
M10	8	65
M12	10	74

7 Start-up

WARNING



Risk of personal injury or damage to other system components caused by rapid linear motion of the transport carrier, caused by thrown loads.
Only authorised specialist personnel may start up the linear unit.

DANGER



Risk of crushing due to incorrect direction of movement of the transport devices.

Should the direction of rotation of the drive (motor or gear) and the sliding carriage drive (spindle or toothed belt) not correspond, the mounted transport devices may travel in the wrong direction. Around all rotating parts, e.g. GX shaft and around the toothed belt (when used without cover band), there is a risk of being pulled in, and of clothing or body parts being caught up and trapped. There is also a risk of crushing around the moving carriage. These hazards can be countered by installing effective safety mechanisms that comply with the current standards and are state-of-the-art. These are not supplied with the linear unit and must be installed by the manufacturer of the overall installation.

Use of the deflection belt drive without the protective hood supplied is not permitted.

Only qualified electricians may carry out the electrical installation and check the direction of rotation.

Checks before start-up

Before starting the unit, check the following:

- Make sure the retaining fixtures conform to the mass and acceleration data provided by the manufacturers.
- Make sure the machine or line into which the linear unit is installed conforms to the EU Machinery Directive, the harmonised European standards or applicable national standards.
- Make sure the linear unit is correctly installed.
- Make sure the inductive and/or mechanical limit switches are correctly connected and working properly.
- Make sure the direction of rotation of the motor shaft and - where appropriate - of the interposed gearbox - matches that of the spindle or timing belt.

If the checks reveal any defects, prohibit start-up of the unit.

Trial run

To prevent accidents, collisions and possible errors in the programming, move the linear unit along the stroke several times at such a low speed that it can be stopped in good time in case of an emergency.

The line may be started up once it has been established that there is no risk of collision when the maximum travel is overrun.

8 Operation

WARNING

The drive motor can heat up considerably during operation.

In this case, refer to the operating instructions supplied for the drive motor.

In addition, hazards can occur due to noise, tilting and falling, failure to observe ergonomic principles, and the surroundings in which the unit is used.

Various combinations of hazards are also possible.

These items should be analysed by the manufacturer or operator of the overall installation in a separate risk assessment.

CAUTION

Risk of damage from harmful environmental influences!

Operate the linear unit only under the ambient conditions approved by the manufacturers.

Ambient conditions

Operate the linear unit only within the permissible temperature range of 0 ... 80 °C.

If the linear unit is operated in moist, abrasive medium, foreign bodies may penetrate it. To prevent that, the operating company must take appropriate measures to prevent intrusion of foreign bodies, such as by installing deflectors, baffle plates or air barriers.

Duty of inspection

The proper functioning of the linear unit must be checked periodically during operation.

The responsible personnel must check the linear unit and the line for external signs of damage and defects at least once every shift.

If changes occur which are detrimental to safety, shut down the line immediately.

Emergency stop

The maximum permissible load values must not be exceeded even in an emergency stop situation.

As a rule, the category 1 emergency stop strategy (targeted braking to standstill, then de-energise) is chosen for automation equipment with moving masses. A simple emergency stop strategy is not usually effective, as the masses are still moving and can cause damage.

End position damping

The end stops and stop buffers installed in our linear modules protect the unit at low speed (commissioning). They are definitely not intended to completely protect the unit against damage at high speed and/or with a large mass.

9 Shutdown

WARNING



Risk of personal injury or damage to other system components caused by falling system components.
Only authorised specialist personnel may disassemble the linear unit.

1. Cut the power to the machine/line.
2. Dismantle the drive from the linear unit.
3. Detach the linear unit from the machine/line.

10 Maintenance

DANGER



Around all rotating parts, e.g. GX shaft and around the toothed belt (when used without cover band), there is a risk of being pulled in, and of clothing or body parts being caught up and trapped. There is also a risk of crushing around the moving carriage.

For this reason, lubrication of the linear unit may only be carried out while it is moving slowly (max. 0.025 m/s), and for any cleaning work the linear unit drive must be shut down and secured against being restarted.

- All installed ball bearings are sealed and maintenance-free.
- Remove excessive dust and dirt from the cover band and other components of the linear unit on a regular basis.
- Relubricate the thread drives of the linear axes on a regular basis.

10.1 Lubrication

Influencing factors

The following factors are key to determining the exact lubrication intervals required:

- Loading
- Velocity
- Motion
- Operating temperature
- Degree of dirtying

Short lubrication intervals

Short lubrication intervals are necessary:

- where there is susceptibility to dust and damp;
- under major loading;
- when running at high velocity (up to V_{max});
- when running over short travel distances.

Initial lubrication

➡ Carry out an initial lubrication after starting up the unit for the first time. A basic lubrication was applied at the factory.

Refer to the lubrication regulations on the following pages.

Note

Under normal operating conditions (dry environment, no dusts, etc.), the roller guide is lubricated for life with integrated lubricating felts.

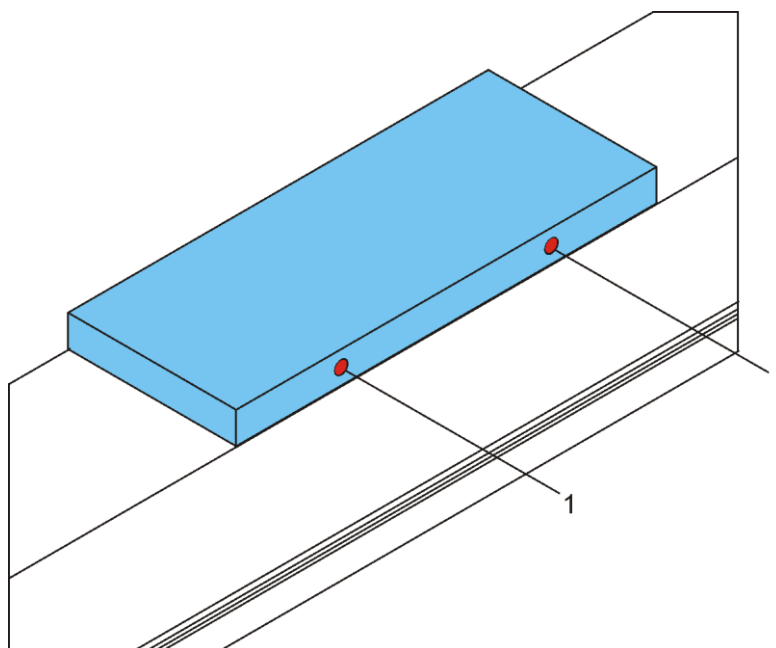
Lubrication points on linear units

Figure 9: Possible lubrication points (1) on the carriage

The categories and positions of lubrication point depend on the model of linear unit. The categories of lubrication point are identified by the markings S, F, O on the unit.

There is a separate lubrication schedule for each lubrication point category.

Lubrication point category	Lubrication for...	Lubricant
S	Spindle	Grease
F	Guide elements	Grease
O	Guide elements	Oil

Lubrication method

Lubrication should, as far as possible, take place while the unit is running, so that the grease is distributed evenly and no pressure is built up.

Schedule for lubrication point S (for ball screw drive)

BSD* type	Lubrication intervals at roll-overs	Grease quantity [cm ³] per ball screw nut	Grease type
1204	25.000.000**	0,50	Greases to DIN 51825-KP2N-20, e.g. Klüberplex BE 31-102
1205		0,55	
1605		1,70	☛ If other greases are used, pay attention to manufacturers' specifications!
1610		1,80	
1620		1,90	
2005		2,00	
2010		2,30	☛ Greases containing solid lubricant (e.g. graphite, MoS ₂) must not be used!
2020		2,30	
2050		4,50	
2505		2,60	
2510		3,40	
2525		3,10	
2550		4,80	
3205		4,20	
3210		13,10	
3220		8,40	
3232		5,30	
3240		3,00	
4005	15.000.000**	5,30	
4010		15,40	
4020		10,20	
4040		9,50	
5010		25,90	

5020	26,50
<i>*BSD = Ball Screw Drive</i> <i>** Or at least 2x per year. The lubrication interval depends on the ambient temperatures and on the loading (see figure 11). Relubrication "in motion"!</i>	

Schedule for lubrication point F (for linear guide)

Carriage size	Lubrication interval	Grease quantity [cm ³] per carriage	Grease type
15 with ball chain	approx. 5,000 km*	approx. 0.4	Greases to DIN 51825-KPE1R-20, e.g. Klüberplex BE 31-102 ⚡ If other greases are used, pay attention to manufacturers' specifications! ⚡ Greases containing solid lubricant (e.g. graphite, MoS ₂) must not be used!
20 with ball chain		approx. 0.6	
25(L) with ball chain		approx. 1.2	
30 with ball chain		approx. 1.5	
35 with ball chain		approx. 1.7	
15 without ball chain	approx. 2,000 km*	approx. 0.8	
20 without ball chain		approx. 1.4	
25(L) without ball chain		approx. 2.8	
30 without ball chain		approx. 4.4	
35 without ball chain		approx. 4.4	

** Or at least 2 x per year. The lubrication interval depends on the ambient temperatures and on the loading (see figure 11). Relubrication "in motion"!*

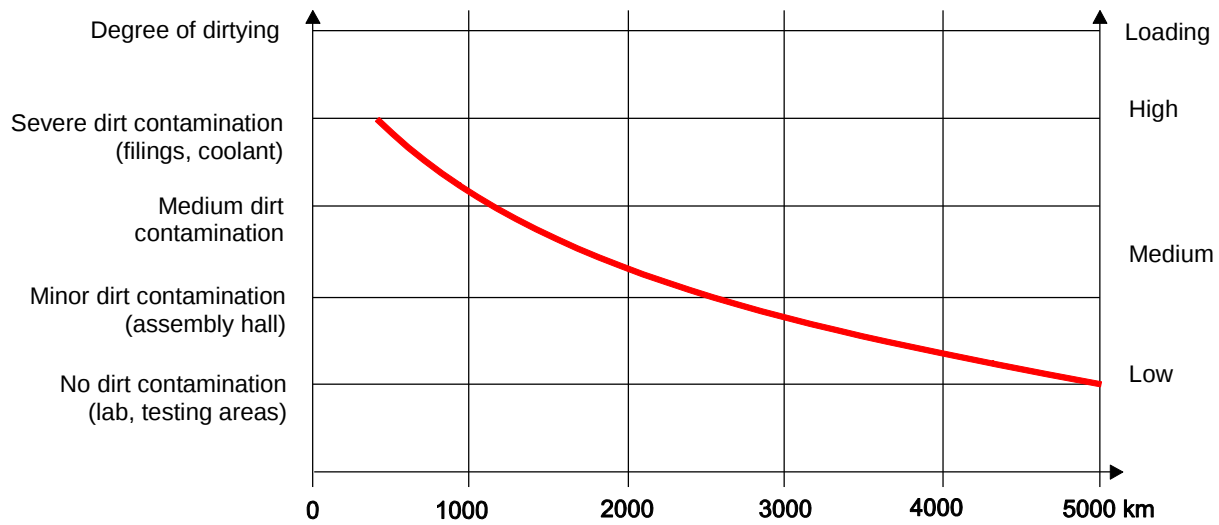


Figure 10: Relubrication intervals for the linear guidance system with recirculating linear ball bearings

Schedule for lubrication point O (for roller guideway)

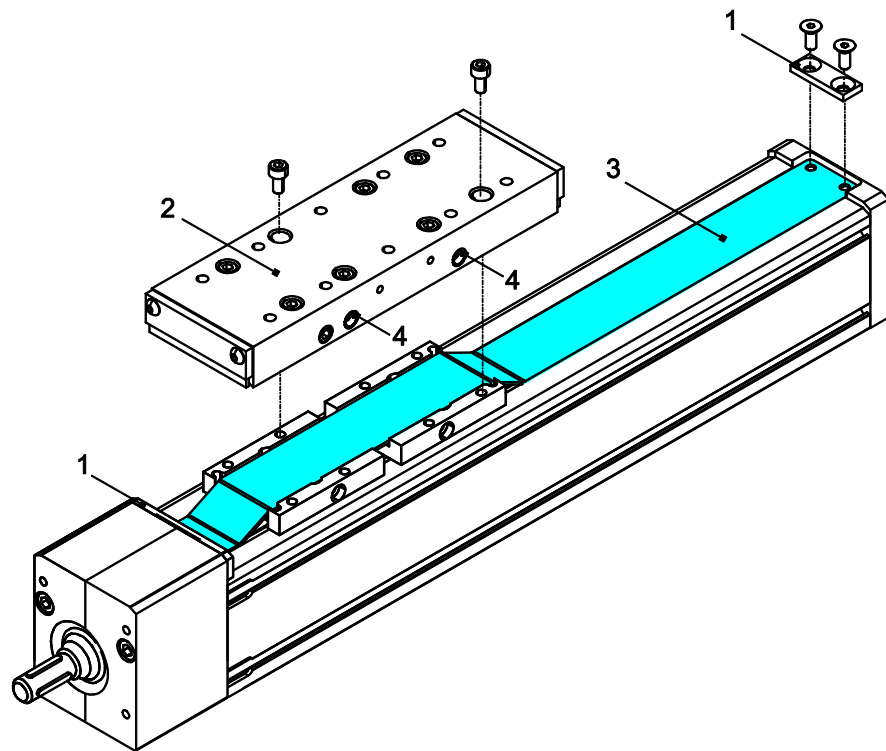
Lubrication interval	Oil quantity [cm ³]	Oil type
Every 2,000 km*	approx. 0.4	Chainoil e.g. Klüberoil CM 1-220 (or similar oil on the basis of mineral oil according ISO-VG 220) ☛ If other oils are used, pay attention to manufacturers' specifications!
* Or at least 2 x per year. The lubrication interval depends on the ambient temperatures and on the loading.		

10.2 Replacing cover bands

☛ To preserve the optimum running of the linear unit and prevent it from being damaged during operation, take care that no foreign bodies penetrate the base profile or other linear unit components during installation and assembly.

☛ Do not damage the standard parts (screws, pins, etc.) or the dismantled components; they will be refitted.

☛ If cover bands are worn, also replace the band guide elements. If cover bands are damaged, check the band guide elements for wear and replace them only as necessary.

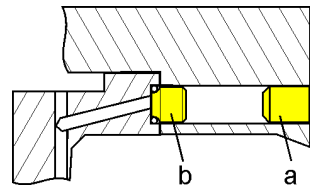
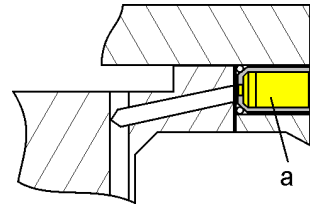
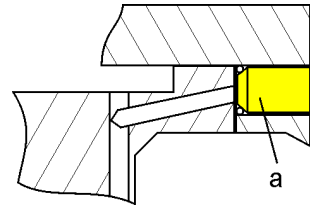


Key	1	Clamp fittings
	2	Carriage
	3	Cover band
	4	Lubricating nipple

Figure 11: Cover band based on the example of the Beta 60-SxS linear unit

Procedure**1. Loosen the lubricating nipples:**

- On Beta 60 to 80
Unscrew all screw-fit lubricating nipples (a) about 2 turns so as not to damage the sealing faces.
- On Beta 60 to 80
Remove all conical lubricating nipples or the external lubrication ports and unscrew the lubricating adapters (a) about 2 turns so as not to damage the sealing faces.
- On Beta 100 to 180
Remove all screw-fit or conical lubricating nipples (a) or the external lubrication ports and unscrew the lubricating adapters (b) about 2 turns so as not to damage the sealing faces.



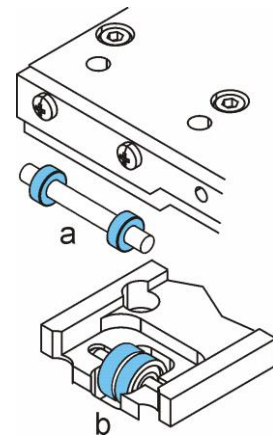
2. Move the carriage into the middle. Then unscrew it and lift it off.
Caution! Do not rotate the carriage. It must be refitted in the same position!

⚠ Do not lose the O-rings fitted on the lubricating apertures on the inside of the carriage.

3. Detach the clamp fittings from the ends of the cover band and remove the cover band.

4. Check the band guide elements, such as the press rollers (a), lifting rollers (b) and locating pins, for wear.

- If the cover band is worn, be sure also to replace the band guide elements. Worn guide elements will damage the new cover band.
- If the cover band is damaged, only replace the band guide elements if they are damaged. Fit press rollers (a) with the larger diameter on the outer.

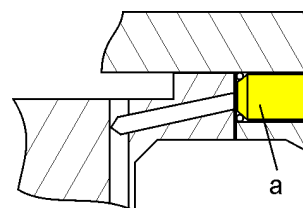


5. Insert the new cover band with its broader side (with the chamfered cutting edge) facing downwards and fix it at one end by the clamp fitting.

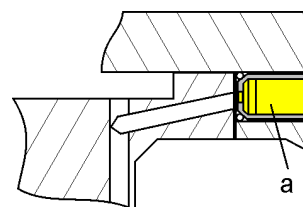
6. Carefully press the cover band into its guideway along its entire length until it audibly snaps into place. It must not stick out at any point, otherwise it will be damaged.

7. Stretch the cover band and fix it by the clamp fitting at the other end.
8. Make sure the O-rings are fitted on the lubricating apertures on the underside of the carriage and refit the carriage in the correct position.
9. To check that the carriage is correctly installed, run it slowly from one end of the linear unit to the other, ensuring the cover band is held all the time in its guideway.
10. Fit the lubricating nipples:

- On Beta 60 to 80
Insert the screw-fit lubricating nipples.



- On Beta 60 to 80
Fit the lubricating adapters and then the conical lubricating nipples or the external lubrication ports.



- On Beta 100 to Beta 180
Fit the lubricating adapter and then the screw-fit lubricating nipple.

