

Linear Guide



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ABOUT LINEAR GUIDE

1-1 Features of *TBI MOTION* Linear Guide

■ 1-1-1 High Accuracy

Linear Guide has little friction, only a small driving force is needed to move the load. Low friction helps the temperature rising effect to stay low. Thus, the friction is decreased and the accuracy can be maintained for a long period than tradition slide system.

■ 1-1-2 High Rigidity

The design of Linear Guide features an equal load rating in all directions that provide sufficient rigidity load in all directions, self-aligning capability to absorb installation-error. Moreover, a sufficient preload can be achieved to increase rigidity and makes it suitable for any kind of installation.

■ 1-1-3 Easy for Maintenance

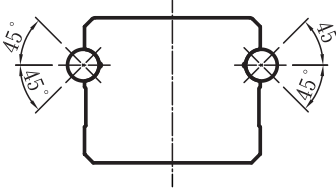
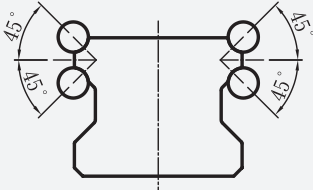
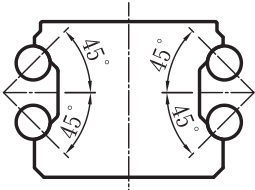
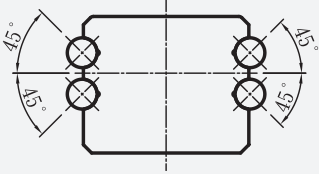
Compared with high-skill required scrapping process of traditional slide system, the Linear Guide can offer high precision even if the mounting surface is machined by milling or grinding. Moreover, the interchangeability of Linear Guide gives a convenience for installation and future maintenance.

■ 1-1-4 High Speed

Linear Guide block, rail and ball apply by contact point of rolling system. Due to the characteristic of low friction, the required driving force is much lower than that in other systems, thus the power consumption is low. Moreover the temperature rising effect is lower even under high speed operation.

■ 1-1-5 High Mechanical Efficiency without Clearance

Table 1.1.1

| Drawing | Characteristics, Performance |
|---|--|
|  | <ul style="list-style-type: none"> ● Two trains of balls. ● In a Gothic-arch groove, each ball contacts the raceway at four points 45°- 45°. ● It has constant contact point between ball and arc groove. ● Rigidity has high stability. ● Two-row design is able to perform an equal load rating in four directions. |
|  | <ul style="list-style-type: none"> ● Four trains of balls. ● The circular-arc groove has two contact points at 45°- 45°(DF)-Four-Row Design features an equal load rating in all four directions with high rigidity. ● Four-row design is able to perform an equal load rating in four directions. ● Self-Aligning to absorb installation-error. |
|  | <ul style="list-style-type: none"> ● Four trains of balls. ● The circular-arc groove has two contact points at 45°- 45° (DB). ● Four-Row Design features an equal load rating in all four directions with high rigidity. ● Low friction promotes smooth operating condition. |
|  | <ul style="list-style-type: none"> ● Four trains of balls. ● In the Gothic-arch groove, each ball contacts the raceway at two points 45°- 45°, Light preload, two contact points, Heavy preload, four contact points. ● Compared with traditional DB type, it has higher rigidity. |

ABOUT LINEAR GUIDE

1-1 Features of *TBI MOTION* Linear Guide

The Contract table of four-row design with equal load rating and two-row Gothic design.

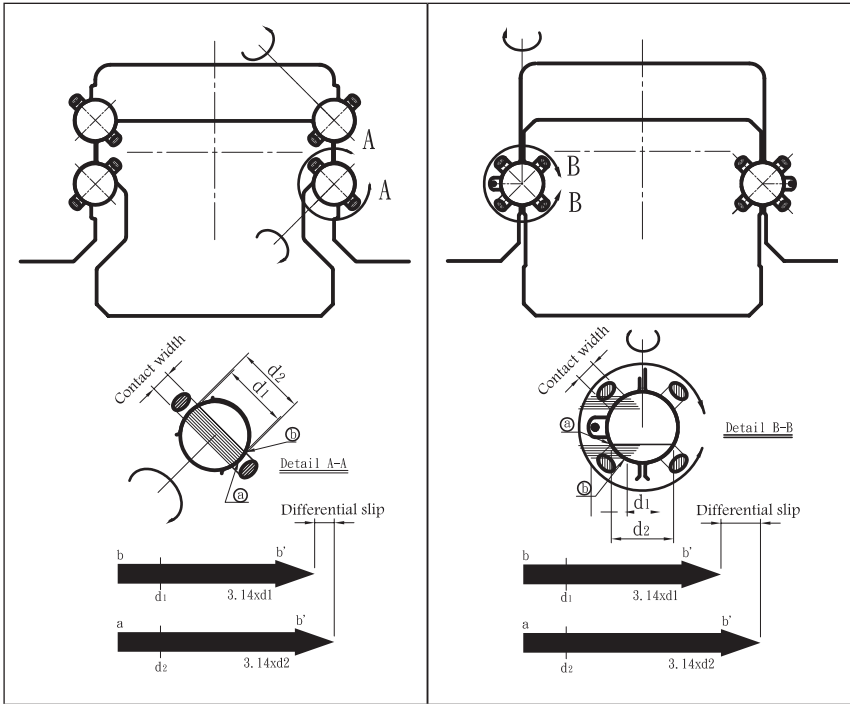


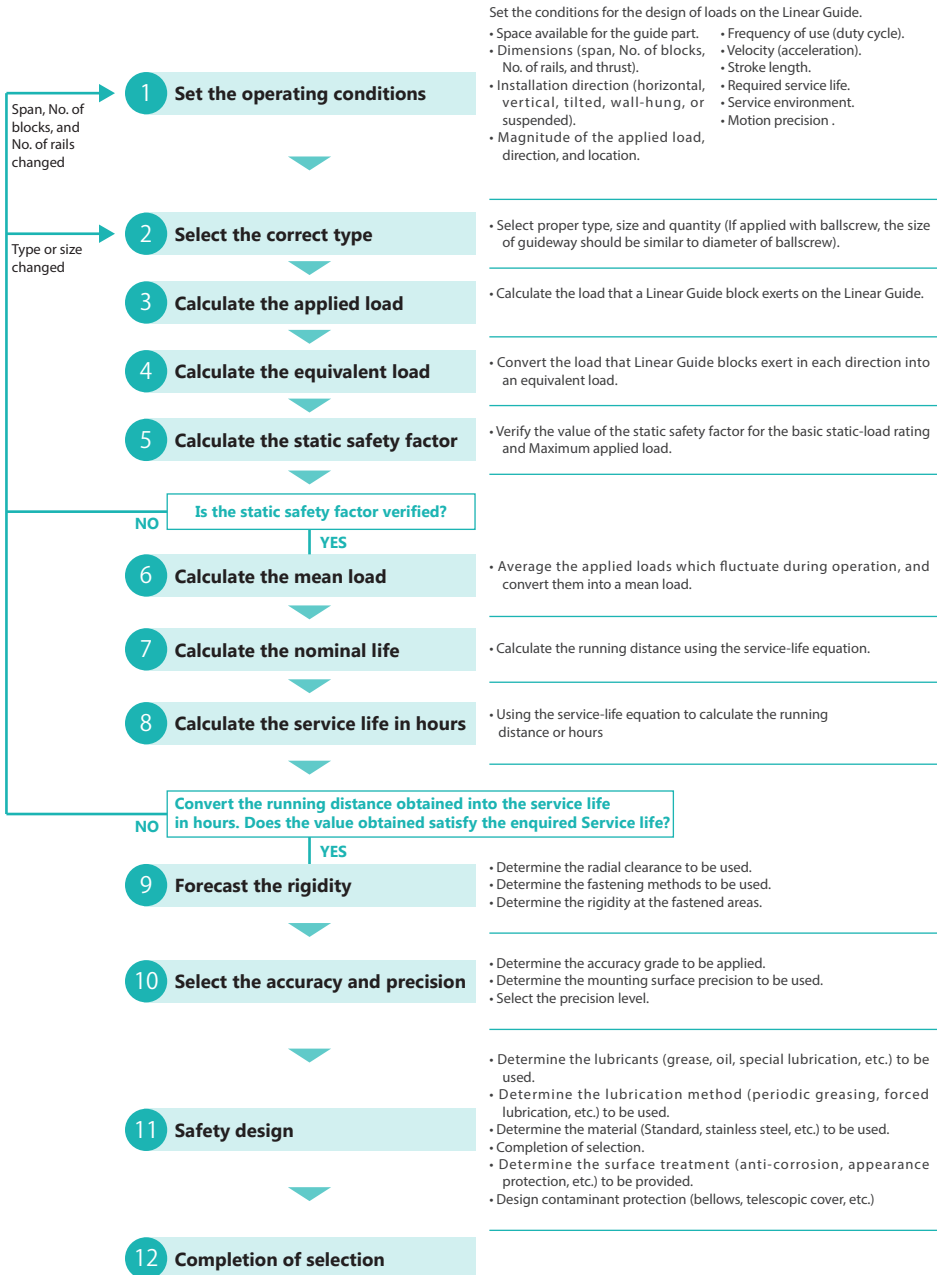
Fig 1.1.1 Four-Row Equal Load Rating Design

Fig 1.1.2 Two-Row Equal Load Rating Design

As shown in the diagram, the difference between inner surface circumference(πd_1)and outer surface circumference(πd_2)which is the contact point of ball, it is the slip that will occur while the ball rolling, this is called differential slip.. if the differential slip is larger, the ball will rotate while rolling, increasing the friction coefficient and friction resistance. Under the condition with preload and loading, due to the two point of contact the difference between d_1 and d_2 is little, the differential slip is little as well, the smoothness of rolling can be achieved and thus increase efficiency.

1-2 The Procedure of Select Linear Guide

1-2-1 Flowchart



ABOUT LINEAR GUIDE

1-3 Basic Load Rating and Service Life of Linear Guide

When determining a model that would suit your service conditions for a linear motion system, the load carrying capacity and service life of the model must be considered. To consider the load carrying capacity you should know the static safety factor of the model calculation based on the basic static load rating. Service life can be assessed by calculating the nominal life based on the basic dynamic load rating and checking to see if the obtained value meet your requirements.

The service life of a linear motion system refers to the total running distance that the linear motion system travels until flaking (the disintegration of a metal surface in scale-like pieces) occurs there to as a result of the rolling fatigue of the material caused by repeated stress on raceways and rolling elements.

Basic Load Rating : There are two basic load ratings for linear motion systems : basic static load rating (C_0), which sets the static permissible limits, and basic dynamic load rating (C).

■ 1-3-1 Basic Static Load Rating (C_0)

If a linear motion system, whether at rest or in motion, receives an excessive load or a large impact, a localized permanent set develops between the raceway and rolling elements. If the magnitude of the permanent set exceeds a certain limit, it hinders the smoothness of the motion system.

The basic static load rating refers to a static load in a given direction with given magnitude such that the sum of the permanent set of the rolling elements and that of the raceway at the contact area under the most stress is 0.0001 times greater than the rolling element diameter.

In linear motion systems, the basic static load rating is defined as the radial load. Thus the basic static load rating provides a limit on the static permissible load.

■ 1-3-2 Basic Permissible Moment (M_x , M_y , M_z)

When a Linear Guide gets a force that makes the balls distorted to 1/10,000 of their diameter, we call the force as basic static permissible moment. Values of M_x , M_y , M_z are shown on Fig 1.3.1, which suggest 3 axis of moment on a Linear Guide slide.

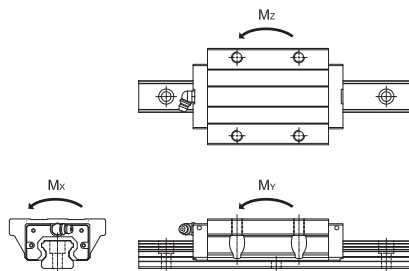


Fig 1.3.1

■ 1-3-3 Static Safety Factor f_s

$$f_s = \frac{C_o}{P} \text{ or } \frac{M_o}{M}$$

f_s : static safety factor
 C_o : basic static load rating (N)
 M_o : static permissible moment (N-mm)
 P : calculated load (N)
 M : calculated moment (N-mm)

A linear motion system may possibly receive an unpredictable external force due to vibration and impact while it is at rest or is moving or due to inertia resulting from start and stop. It is therefore necessary to consider the static safety factor against operating loads like these. The static safety factor (f_s) indicates the ratio of a linear motion system load carrying capacity 【basic static load rating C_o 】 to the load exerted there on.

To calculate the applied load on Linear Guide, mean load and static safety factor must be obtained in advance. In the working environment with high intensity while start and stop, cantilever or cutting, a unexpected heavy load may occurs, therefore the maximum load must be acquired. Datum values of static safety factor are shown below;

Table 1.3.1 Static Safety Factor f_s

| Machine Used | Loading Conditions | f_s lower limit |
|-----------------------------|---------------------------------|-------------------|
| Ordinary Industrial Machine | Receives no vibration or impact | 1.0-1.3 |
| | Receives vibration and impact | 2.0-3.0 |
| Machine Tool | Receives no vibration or impact | 1.0-1.5 |
| | Receives vibration and impact | 2.5-7.0 |

| | |
|--------------------------------|---|
| For large radial loads | $\frac{f_h \cdot f_t \cdot f_c \cdot C_o}{P_R} \geq f_s$ |
| For large reverse-radial loads | $\frac{f_h \cdot f_t \cdot f_c \cdot C_{oL}}{P_L} \geq f_s$ |
| For large lateral loads | $\frac{f_h \cdot f_t \cdot f_c \cdot C_{oT}}{P_T} \geq f_s$ |

f_s : Static safety factor
 C_o : Basic static-load rating (radial) (N)
 C_{oL} : Basic static-load rating (reverse-radial) (N)
 C_{oT} : Basic static-load rating (lateral) (N)
 P_R : Calculated load (radial) (N)
 P_L : Calculated load (reverse-radial) (N)
 P_T : Calculated load (lateral) (N)
 f_h : Hardness factor (Fig1.3.2)
 f_t : Temperature factor (Fig1.3.3)
 f_c : Contact factor (Table1.3.2)

ABOUT LINEAR GUIDE

1-3 Basic Load Rating and Service Life of Linear Guide

■ 1-3-4 Service Life (L)

Even when identical linear guideways in a group are manufactured in the same way or applied under the same condition, the service life may be varied. Thus, the service life is used as an indicator for determining the service life of a linear guideway system. The nominal life (L) is defined as the total running distance that 90% of identical linear guideways in a group, when they are applied under the same conditions, can work without developing flaking.

■ 1-3-5 Basic Dynamic Load Rating (C)

Basic dynamic load rating (C) can be used to calculate the service life when linear guideway system response to a load. The basic dynamic load rating (C) is defined as a load in a given direction and with a given magnitude that when a group of linear guideways operate under the same conditions. As the rolling element is a ball, the nominal life of the linear guideway is 50 km. Moreover, as the rolling element is a roller, the nominal life is 100 km.

■ 1-3-6 Calculation of Nominal Life

The service lives of linear motion system more or less various from system to system even if they are manufactured to the same specifications and remain in service under the same operating conditions. Hence, a guideline for determining the service life of a linear motion system is based on nominal life, which is defined as follows. The nominal life refers to the total running distance that 90% of identical linear motion systems in a group, when interlocked with one another under the same conditions, can achieve without developing flaking. The nominal life (L) of a linear motion system can be obtained from the basic dynamic load rating (C) and load imposed (P_c) using the following equations.

For a linear motion system with balls

$$L = \left(\frac{f_h \cdot f_t \cdot f_c}{f_w} \cdot \frac{C}{P_c} \right)^3 \cdot 50$$

For a linear motion system with rollers

$$L = \left(\frac{f_h \cdot f_t \cdot f_c}{f_w} \cdot \frac{C}{P_c} \right)^{\frac{10}{3}} \cdot 100$$

Service-Life Equation

The service life of the Linear Guide can be obtained using the following equation :

$$L = \left(\frac{f_h \cdot f_t \cdot f_c}{f_w} \cdot \frac{C}{P_c} \right)^3 \cdot 50 \text{ km}$$

(total distance that can be traveled by at least 90% of a group of Linear Guide operated under the same conditions)

- C : basic dynamic-load rating (N)
- P_c : calculated load (N)
- f_h : hardness factor (Fig 1.3.2)
- f_t : temperature factor (Fig 1.3.3)
- f_c : contact factor (Table 1.3.2)
- f_w : load factor(N) (Table 1.3.3)

(Once nominal life (L) is obtained using this equation. The Linear Guide service life can be calculated by using the following equation if the stroke length and the number of reciprocating cycles are constant)

$$L_h = \frac{L \cdot 10^6}{2 \cdot l_s \cdot N_1 \cdot 60}$$

- L_h : service life in hours (h)
- l_s : stroke length (mm)
- N₁ : No. of reciprocating cycles per min (min⁻¹)

【 f_h : Hardness factor 】

To ensure achievement of the optimum load-bearing capacity of the Linear Guide, the raceway hardness must be 58~64 HRC. At a hardness below this range, the basic dynamic and static-load ratings decrease. The ratings must therefore be multiplied by the respective hardness factors (f_h). As the Linear Guide has sufficient hardness, f_h for the Linear Guide is 1.0 unless otherwise specified.

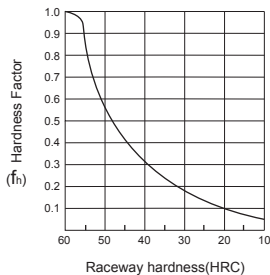


Fig 1.3.2 Hardness Factor (f_h)

【 f_t : Temperature factor 】

For Linear Guide used at ambient temperatures over 100°C, a temperature factor corresponding to the ambient temperature, selected from the diagram below, must be taken into consideration. In addition, please note that selected Linear Guide itself must be a model with high-temperature specifications.

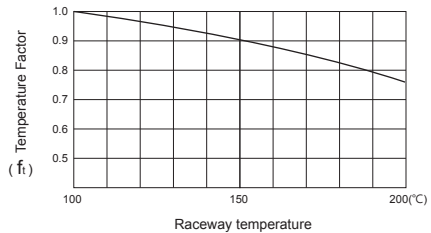


Fig 1.3.3 Temperature Factor (f_t)

※When used at ambient temperatures higher than 80°C, the seals, end caps, and ball cages used must be changed to those with high-temperature specifications.

ABOUT LINEAR GUIDE

1-3 Basic Load Rating and Service Life of Linear Guide

【 f_c : Contact factor】

When multiple Linear Guide blocks are laid by each other, moments and mounting-surface precision will affect operation, making it difficult to achieve uniform load distribution. For Linear Guide blocks used laid over one another, multiply the basic load rating (C), (C_0) by a contact factor selected from the table below.

Table 1.3.2 Contact factor (f_c)

| No. of Blocks Used | Contact Factor (f_c) |
|--------------------|--------------------------|
| In normal use | 1 |
| 2 | 0.81 |
| 3 | 0.72 |
| 4 | 0.66 |
| 5 | 0.61 |
| 6 or more | 0.6 |

※ When the non-uniform load distribution can be predicted, as in a large system, consider using a contact factor.

【 f_w : Load factor】

In general, machines in reciprocal motion are likely to cause vibration and impact during operation, and it is particularly difficult to determine the magnitude of vibration that develops during high-speed operation as well as that of impact during repeated starting and stopping in normal use. Therefore, where the effects of speed and vibration are estimated to be significant divide the basic dynamic-load rating (C) by a load factor selected from the table below.

Table 1.3.3 Load Factor (f_w)

| Vibration and Impact | Velocity(V) | f_w |
|----------------------|-------------------------------|---------|
| Very Slight | Very Low $V \leq 0.25$ m/s | 1~1.2 |
| Slight | Low $0.25 < V \leq 1$ m/s | 1.2~1.5 |
| Moderate | Medium $1 < V \leq 2$ m/s | 1.5~2 |
| Strong | High $V > 2$ m/s | 2~3.5 |

Calculation Examples :

Application : Machine Center

Block model number : TRH30FE

(Basic static load $C_0 = 88.329$ kN, Basic dynamic load $C = 47$ kN)

The calculated load $P_c = 2614$ N

The formula of calculating the life time by travel is

$$L = \left(\frac{f_H \cdot f_T \cdot f_c}{f_w} \cdot \frac{C}{P_c} \right)^3 \cdot 50 \text{ km}$$

Since using only one block in this application, we take $f_c = 1$

Supposed the speed is not very high between 0.25~1 m/s, so we take $f_w = 1.5$

The temperature of working environment is under 100°C. The temperature factor $f_t = 1$

The hardness of raceway is 58~64 HRC, so the hardness $f_H = 1$

With all above data, the life time by travel of this application $L = 86,112$ km

To calculate the life time by using hours :

We supposed the distance of travel $L_s = 3000$ mm

Times (Back and forth) per mins $N1 = 4$ (min^{-1})

The life time by travel is 86,112 km, the distance of travel is 3 m (3000mm), so each back and forth is 6 m.

The total times of back and forth would be $86,112 \times 1000/6 = 14,352,000$

The life time by using minutes is $14,352,000/4 = 3,588,000$ mins = 59,800 hours

■ 1-3-7 Service-Life Equation L_h

The Service Life can be calculated by operating term and velocity Nominal Life.

$$L_h = \left(\frac{L \cdot 10^3}{V_e \cdot 60} \right) = \frac{\left(\frac{C}{P} \right)^3 \cdot 50 \cdot 10^3}{V_e \cdot 60} \cdot \text{hr}$$

L_h : Service Life in Hour L : Nominal life (km)

V_e : Velocity (m/min) C/P : Load Ratio

Calculating Life Time

Formula (A) calculating hour

L_h : Lifetime (h)
 L : Nominal life (km)
 L_s : Distance of travel (mm)
 N_1 : Times of travel per minute (min^{-1})

$$L_h = \frac{L \cdot 10^6}{2 \cdot L_s \cdot N_1 \cdot 60}$$

Formula (B) calculating year

L_y : Lifetime (year)
 L : Nominal life (km)
 L_s : Distance of travel (mm)
 N_1 : Times of travel per minute (min^{-1})
 M_n : Minutes of running per day (min/hr)
 H_n : Hours of running per day (hr/day)
 D_n : Days of running per year (day/year)

$$L_y = \frac{L \cdot 10^6}{2 \cdot L_s \cdot N_1 \cdot M_n \cdot H_n \cdot D_n}$$

Notes : The service life is verified by different environments and other usage conditions. Please confirm this information with the customer. For environment factors, please refer to page A08~A10.

ABOUT LINEAR GUIDE

1-3 Basic Load Rating and Service Life of Linear Guide

Example 1 :

There is a working station using linear guides with a nominal life of 45000 km, how should we calculate its service life in hours.

Known :

L_s : Distance of travel = 3000 mm (mm)

N_1 : 4 times of travel per minute (min^{-1})

$$L_h = \frac{L \cdot 10^6}{2 \cdot L_s \cdot N_1 \cdot 60} = \frac{45000 \cdot 10^6}{2 \cdot 3000 \cdot 4 \cdot 60} = 31250 \text{ hr}$$

Example 2 :

There is a working station using linear guides with a nominal life 71231.5 km, how should we calculate its service life in year.

Known :

L_s : Distance of travel = 4000 mm (mm)

N_1 : 5 times of travel per minute (min^{-1})

M_s : Running 60 mins per hour (min/hr)

H_s : Running 24 hours per day (hr/day)

D_s : Running 360 days per year (day/year)

$$L_y = \frac{L \cdot 10^6}{2 \cdot L_s \cdot N_1 \cdot M_s \cdot H_s \cdot D_s} = \frac{71231.5 \cdot 10^6}{2 \cdot 4000 \cdot 5 \cdot 60 \cdot 24 \cdot 360} = 3.435 \text{ year}$$

1-4 Friction

The construction of Linear Guide are block, rail and motion system which has rolling elements, such as balls and rollers, placed between two raceways. The rolling motion that rolling elements give rise to reduce the frictional resistance to 1/20 th to 1/40 th of that in a slide guide. Static friction, in particular, is much lower in a linear motion system than in other system, and there is little difference between static and dynamic friction, so that stick-slip does not occur. Therefore, Linear Guide could apply in various precision motion system. Frictional resistance in a linear motion system varies with the type of linear motion system, the magnitude of the preload, the viscosity resistance of the lubricant used the load exerted on the system, and other factors. Table shows Friction of Linear Guide.

Table 1.4.1 Friction Coefficient μ of Various Linear Motion Systems μ

| Type of Linear Motion System | Friction Coefficient |
|------------------------------|----------------------|
| Linear Guide | 0.002~0.003 |
| Ball Spline | 0.002~0.003 |
| Linear Guide Roller | 0.0050~0.010 |
| Cross Roller Guide | 0.0010~0.0025 |
| Linear Ball Slide | 0.0006~0.0012 |

ABOUT LINEAR GUIDE

1-5 Working Load

■ 1-5-1 Working Load

The load applied to the Linear Guide, varies with the external force exerted thereon, such as the location of the center of gravity of an object been moved, the location of the thrust developed, inertia due to acceleration and deceleration during starting and stopping, and the machining resistance. To select the correct type of Linear Guide, the magnitude of applied loads must be determined in consideration of the above conditions to calculate accurate applied load.

To obtain the magnitude of an applied load and the service life in hours, the operating conditions of the Linear Guide system must first be set.

- (1) Mass : m (kg)
- (2) Direction of the action load
- (3) Location of the action point
(e.g., center of gravity) : L_2, L_3, h_1 (mm)
- (4) Location of the thrust developed : L_4, h_2 (mm)
- (5) Linear Guide system arrangement : L_0, L_1 (mm)
- (6) Velocity diagram
- (7) Duty cycle (No. of reciprocating cycles per min) : N_1 (min^{-1})
- (8) Stroke length : L (mm)
- (9) Mean velocity : V_m (mm/s)
- (10) Required service life in hours : L_h (h)

Velocity : V (mm/s)

Time constant : t_n (s)

Acceleration : a_n (mm/s^2)

$$a_n = \left(\frac{V}{t_n} \right)$$

Gravitational acceleration $g = 9.8 \text{ m/s}^2$

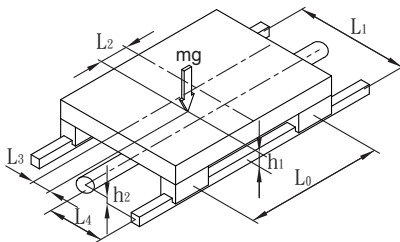


Fig 1.5.1

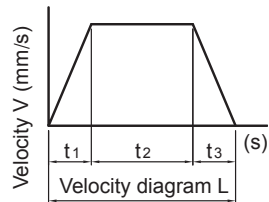


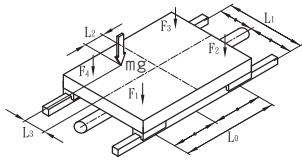
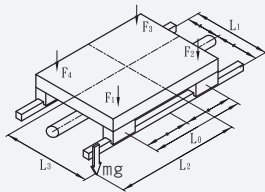
Fig 1.5.2

Calculating the Working Load

The load applied to the Linear Guide varies with the external force exerted thereon, such as the location of the center of gravity of an object being moved, the location of the thrust developed, inertia due to acceleration and deceleration during starting and stopping, and the machining resistance. To select the correct type of Linear Guide, the magnitude of applied loads must be determined in consideration of the above conditions. Using the following Table 1.5.1, we will now calculate the loads applied to the Linear Guide.

| | | | |
|--|------|--------------------------------------|-------------|
| m : Mass | (kg) | g : Gravitational acceleration | (m/s^2) |
| L_n : Distance | (mm) | ($g=9.8m/s^2$) | |
| F_n : External force | (N) | V : Velocity | (m/s) |
| P_n : Applied load | (N) | t_n : Time constant | (s) |
| (radial and reverse-radial directions) | | a_n : Acceleration | (m/s^2) |
| P_{NT} : Applied load | (N) | $a_n = \left(\frac{V}{t_n} \right)$ | |

Table 1.5.1 Calculation Load

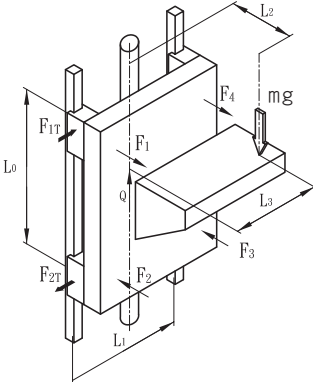
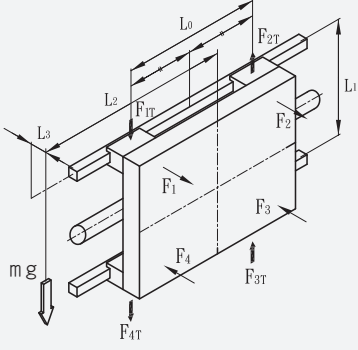
| No. | Operating Conditions | Equation for Calculating Applied Load |
|-----|--|---|
| 1 | Install in a horizontal position. (Move the block) Measure in uniform motion or at rest.  | $F_1 = \frac{mg}{4} + \frac{mg \cdot L_2}{2 \cdot L_0} - \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_2 = \frac{mg}{4} - \frac{mg \cdot L_2}{2 \cdot L_0} - \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_3 = \frac{mg}{4} - \frac{mg \cdot L_2}{2 \cdot L_0} + \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_4 = \frac{mg}{4} + \frac{mg \cdot L_2}{2 \cdot L_0} + \frac{mg \cdot L_3}{2 \cdot L_1}$ |
| 2 | Install in an overhung horizontal position. (Move the block) Measure in uniform motion or at rest.  | $F_1 = \frac{mg}{4} + \frac{mg \cdot L_2}{2 \cdot L_0} + \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_2 = \frac{mg}{4} - \frac{mg \cdot L_2}{2 \cdot L_0} + \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_3 = \frac{mg}{4} - \frac{mg \cdot L_2}{2 \cdot L_0} - \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_4 = \frac{mg}{4} + \frac{mg \cdot L_2}{2 \cdot L_0} - \frac{mg \cdot L_3}{2 \cdot L_1}$ |

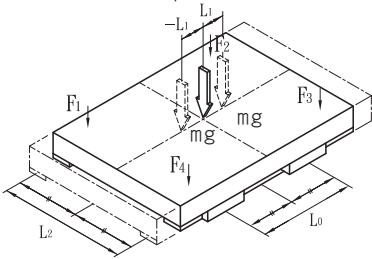
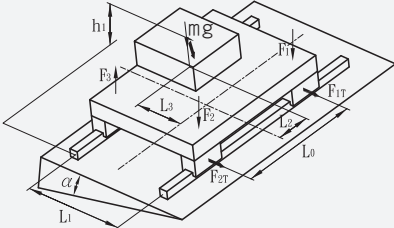
ABOUT LINEAR GUIDE

1-5 Working Load

A

Linear Guide

| No. | Operating Conditions | Equation for Calculating Applied Load |
|-----|---|--|
| 3 | <p>Install in a vertical position. Measure in uniform motion or at rest.</p>  <p>(EX) On the vertical axis of industrial robots in automatic painting machines and lifters</p> | $F_1 = F_2 = F_3 = F_4 = \frac{mg \cdot L_2}{2 \cdot L_0}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{mg \cdot L_3}{2 \cdot L_0}$ |
| 4 | <p>On a wall. Measure in uniform motion or at rest.</p>  <p>(EX) On cross rails loader travel axis</p> | $F_1 = F_2 = F_3 = F_4 = \frac{mg \cdot L_3}{2 \cdot L_1}$ $F_{1T} = F_{4T} = \frac{mg}{4} + \frac{mg \cdot L_2}{2 \cdot L_0}$ $F_{2T} = F_{3T} = \frac{mg}{4} - \frac{mg \cdot L_2}{2 \cdot L_0}$ |

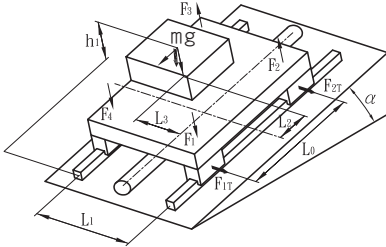
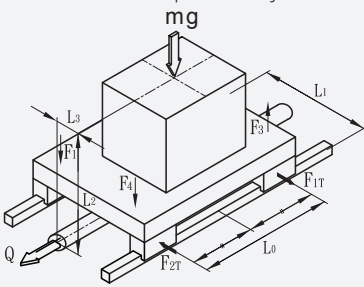
| No. | Operating Conditions | Equation for Calculating Applied Load |
|-----|---|---|
| 5 | <p>Move on Linear Guide rail Install in a horizontal position.</p>  <p>(EX) X - Y table/Sliding fork</p> | $F_{1\max}=F_{2\max}=F_{3\max}=F_{4\max}=\frac{mg}{4}+\frac{mg\cdot L_1}{2\cdot L_0}$ $F_{1\min}=F_{2\min}=F_{3\min}=F_{4\min}=\frac{mg}{4}-\frac{mg\cdot L_1}{2\cdot L_0}$ |
| 6 | <p>Install in a laterally tilted position.</p>  <p>(EX) NC lathe/Carriage (for the lathe)</p> | $F_1=+\frac{mg\cdot\cos\theta}{4}+\frac{mg\cdot\cos\theta\cdot L_2}{2\cdot L_0}$ $-\frac{mg\cdot\cos\theta\cdot L_3}{2\cdot L_1}+\frac{mg\cdot\sin\theta\cdot h_1}{2\cdot L_1}$ $F_{1T}=\frac{mg\cdot\sin\theta}{4}+\frac{mg\cdot\sin\theta\cdot L_2}{2\cdot L_0}$ $F_2=+\frac{mg\cdot\cos\theta}{4}-\frac{mg\cdot\cos\theta\cdot L_2}{2\cdot L_0}$ $-\frac{mg\cdot\cos\theta\cdot L_3}{2\cdot L_1}+\frac{mg\cdot\sin\theta\cdot h_1}{2\cdot L_1}$ $F_{2T}=\frac{mg\cdot\sin\theta}{4}-\frac{mg\cdot\sin\theta\cdot L_2}{2\cdot L_0}$ $F_3=+\frac{mg\cdot\cos\theta}{4}-\frac{mg\cdot\cos\theta\cdot L_2}{2\cdot L_0}$ $+\frac{mg\cdot\cos\theta\cdot L_3}{2\cdot L_1}-\frac{mg\cdot\sin\theta\cdot h_1}{2\cdot L_1}$ $F_{3T}=\frac{mg\cdot\sin\theta}{4}-\frac{mg\cdot\sin\theta\cdot L_2}{2\cdot L_0}$ $F_4=+\frac{mg\cdot\cos\theta}{4}+\frac{mg\cdot\cos\theta\cdot L_2}{2\cdot L_0}$ $+\frac{mg\cdot\cos\theta\cdot L_3}{2\cdot L_1}-\frac{mg\cdot\sin\theta\cdot h_1}{2\cdot L_1}$ $F_{4T}=\frac{mg\cdot\sin\theta}{4}+\frac{mg\cdot\sin\theta\cdot L_2}{2\cdot L_0}$ |

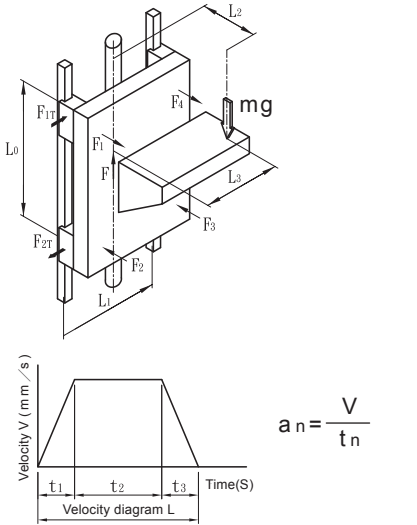
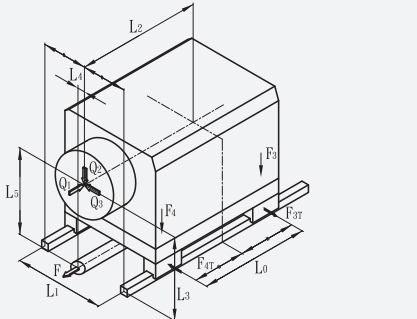
ABOUT LINEAR GUIDE

1-5 Working Load

A

Linear Guide

| No. | Operating Conditions | Equation for Calculating Applied Load |
|-----|---|---|
| 7 | <p>Install in a longitudinally tilted position.</p>  <p>(EX) NC lathe/Tool res (for the lathe)</p> | $F_1 = + \frac{mg \cdot \cos \theta}{4} + \frac{mg \cdot \cos \theta \cdot L_2}{2 \cdot L_0} - \frac{mg \cdot \cos \theta \cdot L_3}{2 \cdot L_1} + \frac{mg \cdot \sin \theta \cdot h_1}{2 \cdot L_0}$ $F_{1T} = + \frac{mg \cdot \sin \theta \cdot L_3}{2 \cdot L_0}$ $F_2 = + \frac{mg \cdot \cos \theta}{4} - \frac{mg \cdot \cos \theta \cdot L_2}{2 \cdot L_0} - \frac{mg \cdot \cos \theta \cdot L_3}{2 \cdot L_1} - \frac{mg \cdot \sin \theta \cdot h_1}{2 \cdot L_0}$ $F_{2T} = - \frac{mg \cdot \sin \theta \cdot L_3}{2 \cdot L_0}$ $F_3 = + \frac{mg \cdot \cos \theta}{4} - \frac{mg \cdot \cos \theta \cdot L_2}{2 \cdot L_0} + \frac{mg \cdot \cos \theta \cdot L_3}{2 \cdot L_1} - \frac{mg \cdot \sin \theta \cdot h_1}{2 \cdot L_0}$ $F_{3T} = - \frac{mg \cdot \sin \theta \cdot L_3}{2 \cdot L_0}$ $F_4 = + \frac{mg \cdot \cos \theta}{4} + \frac{mg \cdot \cos \theta \cdot L_2}{2 \cdot L_0} + \frac{mg \cdot \cos \theta \cdot L_3}{2 \cdot L_1} + \frac{mg \cdot \sin \theta \cdot h_1}{2 \cdot L_0}$ $F_{4T} = + \frac{mg \cdot \sin \theta \cdot L_3}{2 \cdot L_0}$ |
| 8 | <p>Install in a horizontal position subjected to inertia.</p>  <p>(EX) Wagon Truck</p> | $F_1 = F_4 = \frac{mg}{4} - \frac{mg \cdot a_1 \cdot L_2}{2 \cdot L_0 \cdot g}$ $F_2 = F_3 = \frac{mg}{4} + \frac{mg \cdot a_1 \cdot L_2}{2 \cdot L_0 \cdot g}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{mg \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g}$ $F_1 = F_2 = F_3 = F_4 = \frac{mg}{4}$ $F_1 = F_4 = \frac{mg}{4} - \frac{mg \cdot a_3 \cdot L_2}{2 \cdot L_0 \cdot g}$ $F_2 = F_3 = \frac{mg}{4} + \frac{mg \cdot a_3 \cdot L_2}{2 \cdot L_0 \cdot g}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{mg \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g}$ |

| No. | Operating Conditions | Equation for Calculating Applied Load |
|-----|---|---|
| 9 | <p>Mount in a vertical position subjected to inertia.</p>  <p>(EX) Elevator.</p> | $F_1 = F_2 = F_3 = F_4 = \frac{(mg + mg \cdot a_1 / g) \cdot L_2}{2 \cdot L_0}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{(mg + mg \cdot a_1 / g) \cdot L_3}{2 \cdot L_0}$ $F_1 = F_2 = F_3 = F_4 = \frac{mg \cdot L_2}{2 \cdot L_0}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{mg \cdot L_3}{2 \cdot L_0}$ $F_1 = F_2 = F_3 = F_4 = \frac{(mg - mg \cdot a_3 / g) \cdot L_2}{2 \cdot L_0}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{(mg - mg \cdot a_3 / g) \cdot L_3}{2 \cdot L_0}$ |
| 10 | <p>Install on a horizontal position subjected to external force.</p>  | $F_1 = F_2 = F_3 = F_4 = \frac{Q_1 \cdot L_5}{2 \cdot L_0}$ $F_{1T} = F_{2T} = F_{3T} = F_{4T} = \frac{Q_1 \cdot L_4}{2 \cdot L_0}$ $F_1 = F_4 = \frac{Q_2}{4} + \frac{Q_2 \cdot L_2}{2 \cdot L_0}$ $F_2 = F_3 = \frac{Q_2}{4} - \frac{Q_2 \cdot L_2}{2 \cdot L_0}$ $F_1 = F_2 = F_3 = F_4 = \frac{Q_3 \cdot L_3}{2 \cdot L_1}$ $F_{1T} = F_{4T} = \frac{Q_3}{4} + \frac{Q_3 \cdot L_2}{2 \cdot L_0}$ $F_{2T} = F_{3T} = \frac{Q_3}{4} - \frac{Q_3 \cdot L_2}{2 \cdot L_0}$ |

ABOUT LINEAR GUIDE

1-6 Safety Factor and Load

■ 1-6-1 Equivalent Factors of Linear Guide Block

Where a sufficient installation space is not available you may be obliged to use just one Linear Guide block or two Linear Guide blocks laid over one another for the Linear Guide. In such a setting, the load distribution cannot be uniform, as a result, an excessive load is exerted in localized areas (e.g., rail ends). Continued use under such conditions may result in flaking in those areas, consequently shortening the service life. In such a case, calculating true load by multiplying the moment value by any one of the moment-equivalent factors specified in Tables.

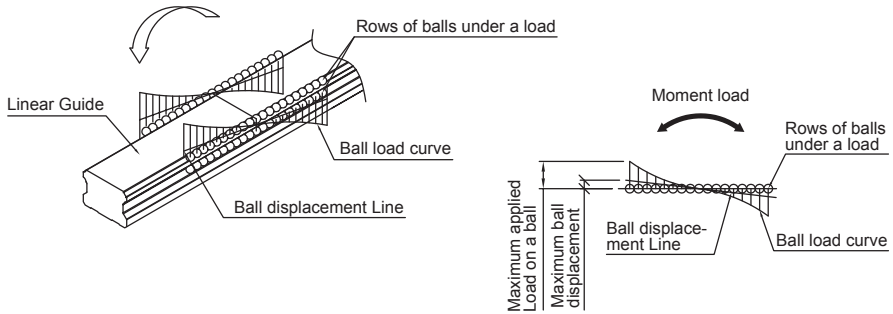


Fig 1.6.1 Ball Load Effectuated by a Moment

An equivalent-load equation applicable when a moment acts on a Linear Guides is shown below.

$$P = K \cdot M$$

P : Equivalent load per Linear Guide (kgf)

K : Equivalent moment factor (mm^{-1})

M : Developed moment (kgf · mm)

K_A , K_B , K_C represent the equivalent moment factors in directions M_A , M_B , M_C respectively.

Calculation Examples

Two Linear Guide blocks are used laid over one another.

Model No : TRH30FE

Gravitational Acceleration $g = 9.8 \text{ m/s}^2$

Mass $w = 5 \text{ kgf}$

$M_c = 5 \cdot 150 = 750 \text{ (kgf-mm)}$

$M_A = 5 \cdot 200 = 1000 \text{ (kgf-mm)}$

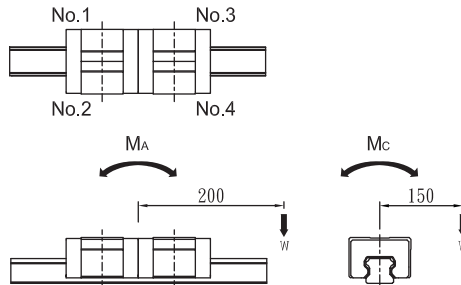


Fig 1.6.2

$$P_1 = K_c \cdot \frac{M_c}{2} + K_A \cdot M_A + \frac{W}{2} = 7.15 \cdot 10^{-2} \cdot \frac{750}{2} + 1.3 \cdot 10^{-2} \cdot 1000 + \frac{5}{2} = 42.3 \text{ (kgf)}$$

$$P_2 = -K_c \cdot \frac{M_c}{2} + K_A \cdot M_A + \frac{W}{2} = -7.15 \cdot 10^{-2} \cdot \frac{750}{2} + 1.3 \cdot 10^{-2} \cdot 1000 + \frac{5}{2} = -11.3 \text{ (kgf)}$$

$$P_3 = K_c \cdot \frac{M_c}{2} - K_A \cdot M_A + \frac{W}{2} = 7.15 \cdot 10^{-2} \cdot \frac{750}{2} - 1.3 \cdot 10^{-2} \cdot 1000 + \frac{5}{2} = 16.3 \text{ (kgf)}$$

$$P_4 = -K_c \cdot \frac{M_c}{2} - K_A \cdot M_A + \frac{W}{2} = -7.15 \cdot 10^{-2} \cdot \frac{750}{2} - 1.3 \cdot 10^{-2} \cdot 1000 + \frac{5}{2} = -37.3 \text{ (kgf)}$$

※ Note.1

Since a Linear Guide in a vertical position receives only a moment load, there is no need to apply other loads (w).

※ Note.2

In some models, load ratings differ depending on the direction of the applied load. With such a model, calculate an equivalent load in a direction in which conditions are comparably bad.

ABOUT LINEAR GUIDE

1-6 Safety Factor and Load

Table 1.6.1 TRH-V

| ModelNo. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TRH15VN | 1.48×10^{-1} | 3.11×10^{-2} | 1.48×10^{-1} | 3.11×10^{-2} | 1.34×10^{-1} |
| TRH15VL | 1.26×10^{-1} | 2.70×10^{-2} | 1.26×10^{-1} | 2.70×10^{-2} | 1.34×10^{-1} |
| TRH20VN | 1.11×10^{-1} | 2.35×10^{-2} | 1.11×10^{-1} | 2.35×10^{-2} | 9.90×10^{-2} |
| TRH20VE | 8.00×10^{-2} | 1.78×10^{-2} | 8.00×10^{-2} | 1.78×10^{-2} | 9.90×10^{-2} |
| TRH25VN | 1.04×10^{-1} | 2.17×10^{-2} | 1.04×10^{-1} | 2.17×10^{-2} | 8.62×10^{-2} |
| TRH25VE | 7.35×10^{-2} | 1.60×10^{-2} | 7.35×10^{-2} | 1.60×10^{-2} | 8.62×10^{-2} |
| TRH30VN | 6.52×10^{-2} | 1.34×10^{-2} | 6.52×10^{-2} | 1.34×10^{-2} | 7.69×10^{-2} |
| TRH30VE | 6.12×10^{-2} | 1.33×10^{-2} | 6.12×10^{-2} | 1.33×10^{-2} | 7.15×10^{-2} |
| TRH35VN | 6.95×10^{-2} | 1.43×10^{-2} | 6.95×10^{-2} | 1.43×10^{-2} | 6.29×10^{-2} |
| TRH35VE | 5.25×10^{-2} | 1.15×10^{-2} | 5.25×10^{-2} | 1.15×10^{-2} | 5.85×10^{-2} |
| TRH45VL | 5.80×10^{-2} | 1.24×10^{-2} | 5.80×10^{-2} | 1.24×10^{-2} | 4.38×10^{-2} |
| TRH45VE | 4.59×10^{-2} | 1.00×10^{-2} | 4.59×10^{-2} | 1.00×10^{-2} | 4.38×10^{-2} |
| TRH55VL | 5.25×10^{-2} | 1.07×10^{-2} | 5.25×10^{-2} | 1.07×10^{-2} | 3.78×10^{-2} |
| TRH55VE | 4.08×10^{-2} | 8.69×10^{-3} | 4.08×10^{-2} | 8.69×10^{-3} | 3.78×10^{-2} |
| TRH65VL | 4.52×10^{-2} | 8.76×10^{-3} | 4.52×10^{-2} | 8.76×10^{-3} | 3.24×10^{-2} |
| TRH65VE | 3.27×10^{-2} | 6.77×10^{-3} | 3.27×10^{-2} | 6.77×10^{-3} | 3.24×10^{-2} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

Table 1.6.2 TRH-F

| Model No. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|-----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TRH15FN | 1.48×10^{-1} | 3.11×10^{-2} | 1.48×10^{-1} | 3.11×10^{-2} | 1.34×10^{-1} |
| TRH15FL | 1.26×10^{-1} | 2.70×10^{-2} | 1.26×10^{-1} | 2.70×10^{-2} | 1.34×10^{-1} |
| TRH20FN | 1.11×10^{-1} | 2.35×10^{-2} | 1.11×10^{-1} | 2.35×10^{-2} | 9.90×10^{-2} |
| TRH20FE | 8.00×10^{-2} | 1.78×10^{-2} | 8.00×10^{-2} | 1.78×10^{-2} | 9.90×10^{-2} |
| TRH25FN | 1.04×10^{-1} | 2.17×10^{-2} | 1.04×10^{-1} | 2.17×10^{-2} | 8.62×10^{-2} |
| TRH25FE | 7.35×10^{-2} | 1.60×10^{-2} | 7.35×10^{-2} | 1.60×10^{-2} | 8.62×10^{-2} |
| TRH30FN | 6.52×10^{-2} | 1.34×10^{-2} | 6.52×10^{-2} | 1.34×10^{-2} | 7.69×10^{-2} |
| TRH30FE | 6.12×10^{-2} | 1.33×10^{-2} | 6.12×10^{-2} | 1.33×10^{-2} | 7.15×10^{-2} |
| TRH35FN | 6.95×10^{-2} | 1.43×10^{-2} | 6.95×10^{-2} | 1.43×10^{-2} | 6.29×10^{-2} |
| TRH35FE | 5.25×10^{-2} | 1.15×10^{-2} | 5.25×10^{-2} | 1.15×10^{-2} | 5.85×10^{-2} |
| TRH45FL | 5.80×10^{-2} | 1.24×10^{-2} | 5.80×10^{-2} | 1.24×10^{-2} | 4.38×10^{-2} |
| TRH45FE | 4.59×10^{-2} | 1.00×10^{-2} | 4.59×10^{-2} | 1.00×10^{-2} | 4.38×10^{-2} |
| TRH55FL | 5.25×10^{-2} | 1.07×10^{-2} | 5.25×10^{-2} | 1.07×10^{-2} | 3.78×10^{-2} |
| TRH55FE | 4.08×10^{-2} | 8.69×10^{-3} | 4.08×10^{-2} | 8.69×10^{-3} | 3.78×10^{-2} |
| TRH65FL | 4.52×10^{-2} | 8.76×10^{-3} | 4.52×10^{-2} | 8.76×10^{-3} | 3.24×10^{-2} |
| TRH65FE | 3.27×10^{-2} | 6.77×10^{-3} | 3.27×10^{-2} | 6.77×10^{-3} | 3.24×10^{-2} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

ABOUT LINEAR GUIDE

1-6 Safety Factor and Load

Table 1.6.3 TRS-V

| Model No. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|-----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TRS15VS | 2.29×10^{-1} | 4.39×10^{-2} | 2.29×10^{-1} | 4.39×10^{-2} | 1.34×10^{-1} |
| TRS15VN | 1.48×10^{-1} | 3.11×10^{-2} | 1.48×10^{-1} | 3.11×10^{-2} | 1.34×10^{-1} |
| TRS20VS | 2.00×10^{-1} | 3.58×10^{-2} | 2.00×10^{-1} | 3.58×10^{-2} | 9.90×10^{-2} |
| TRS20VN | 1.25×10^{-1} | 2.60×10^{-2} | 1.25×10^{-1} | 2.60×10^{-2} | 9.90×10^{-2} |
| TRS25VS | 1.60×10^{-1} | 3.07×10^{-2} | 1.60×10^{-1} | 3.07×10^{-2} | 8.62×10^{-2} |
| TRS25VN | 1.04×10^{-1} | 2.17×10^{-2} | 1.04×10^{-1} | 2.17×10^{-2} | 8.62×10^{-2} |
| TRS30VS | 1.47×10^{-1} | 2.57×10^{-2} | 1.47×10^{-1} | 2.57×10^{-2} | 7.15×10^{-2} |
| TRS30VN | 8.65×10^{-2} | 1.82×10^{-2} | 8.65×10^{-2} | 1.82×10^{-2} | 7.15×10^{-2} |
| TRS35VS | 1.26×10^{-1} | 2.30×10^{-2} | 1.26×10^{-1} | 2.30×10^{-2} | 5.85×10^{-2} |
| TRS35VN | 7.87×10^{-2} | 1.61×10^{-2} | 7.87×10^{-2} | 1.61×10^{-2} | 5.85×10^{-2} |
| TRS35VE | 5.25×10^{-2} | 1.15×10^{-2} | 5.25×10^{-2} | 1.15×10^{-2} | 5.85×10^{-2} |
| TRS45VN | 6.89×10^{-2} | 1.39×10^{-2} | 6.89×10^{-2} | 1.39×10^{-2} | 4.38×10^{-2} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

Table 1.6.4 TRS-F

| Model No. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|-----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TRS15FS | 2.29×10^{-1} | 4.39×10^{-2} | 2.29×10^{-1} | 4.39×10^{-2} | 1.34×10^{-1} |
| TRS15FN | 1.48×10^{-1} | 3.11×10^{-2} | 1.48×10^{-1} | 3.11×10^{-2} | 1.34×10^{-1} |
| TRS20FS | 2.00×10^{-1} | 3.58×10^{-2} | 2.00×10^{-1} | 3.58×10^{-2} | 9.90×10^{-2} |
| TRS20FN | 1.25×10^{-1} | 2.60×10^{-2} | 1.25×10^{-1} | 2.60×10^{-2} | 9.90×10^{-2} |
| TRS25FN | 1.04×10^{-1} | 2.17×10^{-2} | 1.04×10^{-1} | 2.17×10^{-2} | 8.62×10^{-2} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

Table 1.6.5 TRC-V

| Model No. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|-----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TRC25VE | 7.35×10^{-2} | 1.60×10^{-2} | 7.35×10^{-2} | 1.60×10^{-2} | 8.62×10^{-2} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

ABOUT LINEAR GUIDE

1-6 Safety Factor and Load

Table 1.6.6 TM-N

| Model No. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|-----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TM07NN | 8.88×10^{-1} | 6.31×10^{-2} | 8.88×10^{-1} | 6.31×10^{-2} | 2.74×10^{-1} |
| TM07NL | 4.41×10^{-1} | 5.16×10^{-2} | 4.41×10^{-1} | 5.16×10^{-2} | 2.74×10^{-1} |
| TM09NN | 4.41×10^{-1} | 5.26×10^{-2} | 4.41×10^{-1} | 5.26×10^{-2} | 2.19×10^{-1} |
| TM09NL | 2.76×10^{-1} | 4.08×10^{-2} | 2.76×10^{-1} | 4.08×10^{-2} | 2.19×10^{-1} |
| TM12NN | 4.90×10^{-1} | 4.32×10^{-2} | 4.90×10^{-1} | 4.32×10^{-2} | 1.64×10^{-1} |
| TM12NL | 2.67×10^{-1} | 3.42×10^{-2} | 2.67×10^{-1} | 3.42×10^{-2} | 1.64×10^{-1} |
| TM15NN | 3.60×10^{-1} | 3.61×10^{-2} | 3.60×10^{-1} | 3.61×10^{-2} | 1.32×10^{-1} |
| TM15NL | 1.94×10^{-1} | 2.76×10^{-2} | 1.94×10^{-1} | 2.76×10^{-2} | 1.32×10^{-1} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

Table 1.6.7 TM-W

| Model No. | Equivalent Factors $K_a(\text{mm}^{-1})$ | | Equivalent Factors $K_b(\text{mm}^{-1})$ | | Equivalent Factors $K_c(\text{mm}^{-1})$ |
|-----------|---|--|---|--|--|
| | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | Equivalent Load Calculation for a system Using One Linear Guide Block | Equivalent Load Calculation for a system Using Two Linear Guide Blocks laid Over One-Another | |
| TM09WN | 2.27×10^{-1} | 3.01×10^{-2} | 2.27×10^{-1} | 3.01×10^{-2} | 7.92×10^{-2} |
| TM09WL | 1.30×10^{-1} | 2.17×10^{-2} | 1.30×10^{-1} | 2.17×10^{-2} | 7.14×10^{-2} |
| TM12WN | 1.85×10^{-1} | 2.28×10^{-2} | 1.85×10^{-1} | 2.28×10^{-2} | 5.20×10^{-2} |
| TM12WL | 1.12×10^{-1} | 1.72×10^{-2} | 1.12×10^{-1} | 1.72×10^{-2} | 5.05×10^{-2} |
| TM15WN | 1.56×10^{-1} | 2.01×10^{-2} | 1.56×10^{-1} | 2.01×10^{-2} | 3.24×10^{-2} |
| TM15WL | 9.07×10^{-2} | 1.47×10^{-2} | 9.07×10^{-2} | 1.47×10^{-2} | 3.07×10^{-2} |

K_a : Equivalent moment factor in the pitching direction.

K_b : Equivalent moment factor in the yawing direction.

K_c : Equivalent moment factor in the rolling direction.

■ 1-6-2 Calculating the Equivalent Load

The Linear Guide can bear loads and moments from all directions, including a radial load (P_R), reverse-radial load (P_L), and lateral load (P_T), simultaneously.

P_R : Radial load M_A : Moment in the pitching direction
 P_L : Reverse-radial load M_B : Moment in the yawing direction
 P_T : Lateral load M_C : Moment in the rolling direction

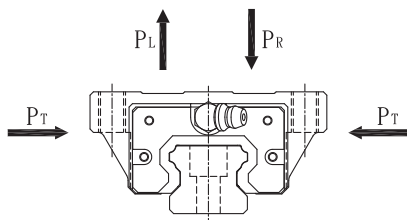


Fig 1.6.3 Directions of the Load and Moment Exerted on the Linear Guide

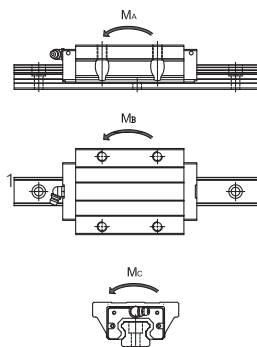


Fig 1.6.4

Equivalent load P_E

When more than one load (e.g., radial and lateral loads) is exerted on the Linear Guide simultaneously, the service life and static safety factors should be calculated by using equivalent load values obtained by converting all loads involved into radial, lateral, and other loads involved.

Equivalent-load equation

The Linear Guide can bear loads and moments from all directions, including a radial load (P_R), reverse-radial load (P_L) and lateral load (P_T) simultaneously.

When a radial load ($P_{R(L)}$) and a lateral (P_T) are applied simultaneously the equivalent load can be obtained by using the following equation.

$$P_E : (\text{equivalent load}) = X \cdot P_{R(L)} + Y \cdot P_T$$

$P_{R(L)}$: Radial load

P_T : Lateral load

$X, Y = 1$

ABOUT LINEAR GUIDE

1-7 Calculation of Average Working Load

■ 1-7-1 Calculating the Mean Load

An industrial robot grasp a workpiece by its arm as it advances, moving forward with the load, when it returns, the arm has no load other than its tare. In a machine tool, Linear Guide blocks receive variable loads according to the host-system operating conditions. Therefore, the calculation of service life should take such fluctuation into consideration.

When the service life of a Linear Guide with variable load is equal to the one with certain load then that certain load is called the Mean Load (P_m).

$$P_m = \sqrt[3]{\frac{1}{L} \cdot \sum (P_n^3 \cdot L_n)}$$

P_m : Mean load (N)

P_n : Varying load (N)

L_c : Total running distance (mm)

L_n : Running distance under load P_n (mm)

(1) For Loads with Stepwise Change

$$P_m = \sqrt[3]{\frac{1}{L} (P_1^3 \cdot L_1 + P_2^3 \cdot L_2 + \dots + P_n^3 \cdot L_n)}, \dots \dots \dots (1)$$

P_m : Mean load (N)

P_n : Varying load (N)

L_c : Total running distance (mm)

L_n : Running distance under load P_n (mm)

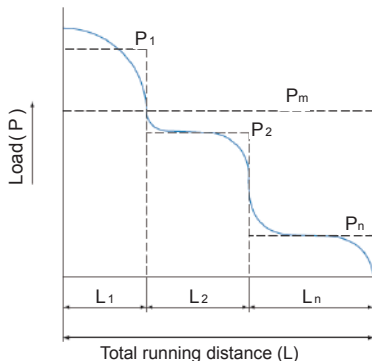


Fig 1.7.1

※ This equation and equation (1) below apply in cases in which the rolling elements are balls.

(2) For Loads with Monotonous Changes

$$P_m \doteq \frac{1}{3} (P_{\min} + 2 \cdot P_{\max}) \dots\dots\dots (2)$$

P_{\min} : minimum load (N)

P_{\max} : maximum load (N)

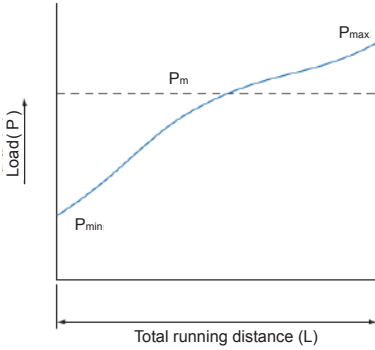


Fig 1.7.2

(3) For Loads with Sinusoidal Changes

$$P_m \doteq 0.65P_{\max} \dots\dots\dots (3)$$

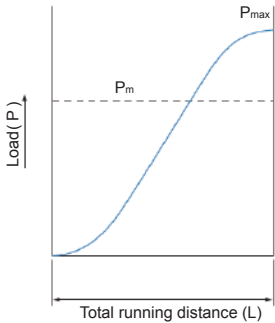


Fig 1.7.3

$$P_m \doteq 0.75P_{\max} \dots\dots\dots (4)$$

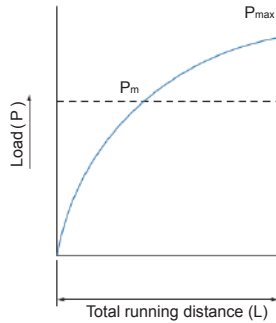


Fig 1.7.4

ABOUT LINEAR GUIDE

1-7 Calculation of Average Working Load

■ 1-7-2 Mean Load Calculation Example (I)

(1) Horizontal Installations are subjected to Acceleration and Deceleration

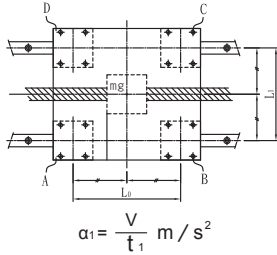


Fig 1.7.5

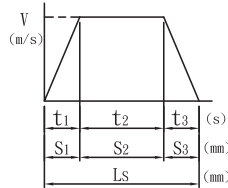


Fig 1.7.6

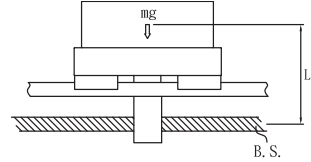


Fig 1.7.7

$$\alpha_1 = \frac{V}{t_1} \text{ m/s}^2$$

(2) Load Applied to the Linear Guide Block

1. During uniform motion

$$P_1 = + \frac{mg}{4}$$

$$P_2 = + \frac{mg}{4}$$

$$P_3 = + \frac{mg}{4}$$

$$P_4 = + \frac{mg}{4}$$

2. During acceleration

$$P_{a_1} = P_1 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

$$P_{a_2} = P_2 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

$$P_{a_3} = P_3 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

$$P_{a_4} = P_4 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

3. During deceleration

$$P_{d_1} = P_1 - \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

$$P_{d_2} = P_2 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

$$P_{d_3} = P_3 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

$$P_{d_4} = P_4 + \frac{m \cdot \alpha_1 \cdot L_z}{2 \cdot L_o}$$

(3) Mean Load

$$P_{m_1} = \sqrt[3]{\frac{1}{L_s} (P_{a_1}^3 \cdot S_1 + P_1^3 \cdot S_2 + P_{d_1}^3 \cdot S_3)}$$

$$P_{m_2} = \sqrt[3]{\frac{1}{L_s} (P_{a_2}^3 \cdot S_1 + P_2^3 \cdot S_2 + P_{d_2}^3 \cdot S_3)}$$

$$P_{m_3} = \sqrt[3]{\frac{1}{L_s} (P_{a_3}^3 \cdot S_1 + P_3^3 \cdot S_2 + P_{d_3}^3 \cdot S_3)}$$

$$P_{m_4} = \sqrt[3]{\frac{1}{L_s} (P_{a_4}^3 \cdot S_1 + P_4^3 \cdot S_2 + P_{d_4}^3 \cdot S_3)}$$

※ Pan1 · Pdn represent loads exerted on the Linear Guide block. The suffix "n" indicates the block number in the diagram above.

Mean Load Calculation Example (II)

(1) Operating conditions-Installations on Rails.

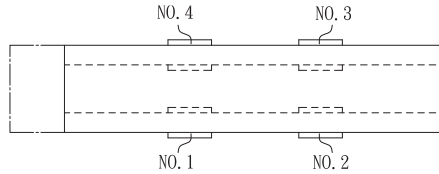


Fig 1.7.8

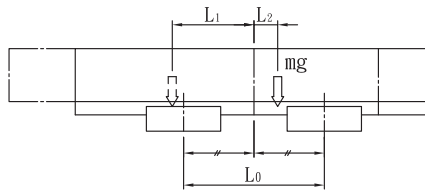


Fig 1.7.9

(2) Load applied to the Linear Guide block

1. At the left of the arm

2. At the right of the arm

(3) Mean load

$$P_{L1} = + \frac{mg}{4} + \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{r1} = + \frac{mg}{4} - \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{m1} = \frac{1}{3} (2 \cdot |P_{L1}| + |P_{r1}|)$$

$$P_{L2} = + \frac{mg}{4} - \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{r2} = + \frac{mg}{4} + \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{m1} = \frac{1}{3} (2 \cdot |P_{L2}| + |P_{r2}|)$$

$$P_{L3} = + \frac{mg}{4} - \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{r3} = + \frac{mg}{4} + \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{m1} = \frac{1}{3} (2 \cdot |P_{L3}| + |P_{r3}|)$$

$$P_{L4} = + \frac{mg}{4} + \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{r4} = + \frac{mg}{4} - \frac{mg \cdot L_1}{2 \cdot L_0}$$

$$P_{m1} = \frac{1}{3} (2 \cdot |P_{L4}| + |P_{r4}|)$$

※ P_{Ln} · P_{rn} represent loads exerted on the Linear Guide block. The suffix "n" indicates the block number in the diagram above.

ABOUT LINEAR GUIDE

1-8 Calculation Example

1-8-1 Calculation Examples (I)

(1) Operating conditions-Horizontal installations subjected to high acceleration and deceleration.

Model number : TRH30FE

Basic dynamic-load rating $C = 4791 \text{ kgf}$

Basic static-load rating $C_0 = 9004 \text{ kgf}$

Gravitational acceleration : $g = 9.8 \text{ (m/s}^2\text{)}$

Load : $m_1 = 600 \text{ kg}$

Load : $m_2 = 380 \text{ kg}$

Velocity : $V = 0.5 \text{ m/s}$

Time : $t_1 = 0.05 \text{ s}$

Time : $t_2 = 2.8 \text{ s}$

Time : $t_3 = 0.15 \text{ s}$

Acceleration : $a_1 = 10 \text{ m/s}^2$

Deceleration : $a_3 = 3.333 \text{ m/s}^2$

Stroke : $L_s = 1450 \text{ mm}$

Distance : $L_0 = 600 \text{ mm}$

$L_1 = 400 \text{ mm}$

$L_2 = 100 \text{ mm}$

$L_3 = 50 \text{ mm}$

$L_4 = 200 \text{ mm}$

$L_5 = 400 \text{ mm}$

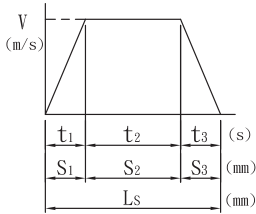


Fig 1.8.1

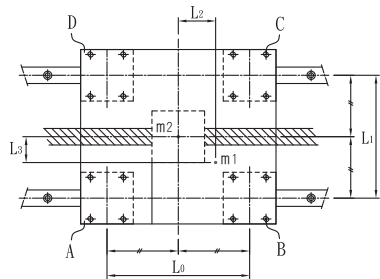


Fig 1.8.2

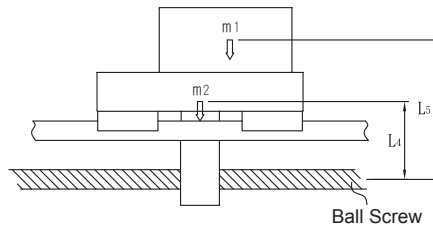


Fig 1.8.3

(2) Load Exerted on the Linear Guide by the Linear Guide Block

The calculations of blocks' load distribution under various circumstances.

1. In uniform motion Load applied in radial direction P_n (Base on the first condition of load exerted (please refer to page A15, No.1), taking m_1 and m_2 into consideration.

$$P_A = \frac{m_1}{4} - \frac{m_1 \cdot L_2}{2 \cdot L_0} + \frac{m_1 \cdot L_3}{2 \cdot L_1} + \frac{m_2}{4} = 232.5 \text{ kg} \quad P_C = \frac{m_1}{4} + \frac{m_1 \cdot L_2}{2 \cdot L_0} - \frac{m_1 \cdot L_3}{2 \cdot L_1} + \frac{m_2}{4} = 257.5 \text{ kg}$$

$$P_B = \frac{m_1}{4} + \frac{m_1 \cdot L_2}{2 \cdot L_0} + \frac{m_1 \cdot L_3}{2 \cdot L_1} + \frac{m_2}{4} = 332.5 \text{ kg} \quad P_D = \frac{m_1}{4} - \frac{m_1 \cdot L_2}{2 \cdot L_0} - \frac{m_1 \cdot L_3}{2 \cdot L_1} + \frac{m_2}{4} = 157.5 \text{ kg}$$

2. During acceleration to the left Load applied in radial direction P_{nL_a} and lateral direction P_{ntL_a} (Base on the 8th condition of load exerted (please refer to page A18, No.8). The load should allocate on the central of table, and $\frac{m_1}{4}$ should be re-placed (please refer to page A15, No.1) by P_n).

$$P_{A L_a} = P_A - \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = -35.93 \text{ kg} \quad P_{C L_a} = P_C - \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = -10.93 \text{ kg}$$

$$P_{B L_a} = P_B - \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = 64.07 \text{ kg} \quad P_{D L_a} = P_D - \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = -110.93 \text{ kg}$$

$$P_{A t L_a} = -\frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = -25.48 \text{ kg} \quad P_{C t L_a} = \frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = 25.48 \text{ kg}$$

$$P_{B t L_a} = \frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = 25.48 \text{ kg} \quad P_{D t L_a} = -\frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = -25.48 \text{ kg}$$

3. During deceleration to the left Load applied in radial direction P_{nL_d}

$$P_{A L_d} = P_A + \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} + \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 321.89 \text{ kg} \quad P_{C L_d} = P_C - \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 168.11 \text{ kg}$$

$$P_{B L_d} = P_B - \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 243.11 \text{ kg} \quad P_{D L_d} = P_D + \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} + \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 246.89 \text{ kg}$$

Load applied in lateral direction P_{ntL_d}

$$P_{A t L_d} = \frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = 8.5 \text{ kg} \quad P_{C t L_d} = -\frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = -8.5 \text{ kg}$$

$$P_{B t L_d} = -\frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = -8.5 \text{ kg} \quad P_{D t L_d} = \frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = 8.5 \text{ kg}$$

ABOUT LINEAR GUIDE

1-8 Calculation Example

4. During acceleration to the right Load applied in radial direction P_{nR_a}

$$P_{A R_a} = P_A + \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} + \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = 500.93 \text{ kg} \quad P_{C R_a} = P_C - \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = -10.93 \text{ kg}$$

$$P_{B R_a} = P_B - \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = 64.07 \text{ kg} \quad P_{D R_a} = P_D + \frac{m_1 \cdot a_1 \cdot L_5}{2 \cdot L_0 \cdot g} + \frac{m_2 \cdot a_1 \cdot L_4}{2 \cdot L_0 \cdot g} = 425.93 \text{ kg}$$

Load applied in lateral direction P_{nL_d}

$$P_{A L_d} = \frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = 25.48 \text{ kg} \quad P_{C L_d} = -\frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = -25.48 \text{ kg}$$

$$P_{B L_d} = -\frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = -25.48 \text{ kg} \quad P_{D L_d} = \frac{m_1 \cdot a_1 \cdot L_3}{2 \cdot L_0 \cdot g} = 25.48 \text{ kg}$$

5. During deceleration to the right Load applied in radial direction P_{nR_d} and Load applied in lateral direction P_{nL_d}

$$P_{A R_d} = P_A - \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 143.11 \text{ kg}$$

$$P_{B R_d} = P_B + \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} + \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 421.89 \text{ kg}$$

$$P_{C R_d} = P_C + \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} + \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 346.89 \text{ kg}$$

$$P_{D R_d} = P_D - \frac{m_1 \cdot a_3 \cdot L_5}{2 \cdot L_0 \cdot g} - \frac{m_2 \cdot a_3 \cdot L_4}{2 \cdot L_0 \cdot g} = 68.11 \text{ kg}$$

Load applied in lateral direction P_{nL_d}

$$P_{A L_d} = -\frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = -8.5 \text{ kg} \quad P_{C L_d} = \frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = 8.5 \text{ kg}$$

$$P_{B L_d} = \frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = 8.5 \text{ kg} \quad P_{D L_d} = -\frac{m_1 \cdot a_3 \cdot L_3}{2 \cdot L_0 \cdot g} = -8.5 \text{ kg}$$

(3) Combined radial and thrust load P_{En}

1. In uniform motion P_{En}

$$P_{EA} = P_A = 232.5 \text{ kg}$$

$$P_{EB} = P_B = 332.5 \text{ kg}$$

$$P_{EC} = P_C = 257.5 \text{ kg}$$

$$P_{ED} = P_D = 157.5 \text{ kg}$$

2. During acceleration to the left P_{EnLa}

$$P_{EALa} = |P_{ALa}| + |P_{AtLa}| = 61.41 \text{ kg}$$

$$P_{EBLa} = |P_{BLa}| + |P_{BtLa}| = 89.55 \text{ kg}$$

$$P_{ECLa} = |P_{CLa}| + |P_{CtLa}| = 36.41 \text{ kg}$$

$$P_{EDLa} = |P_{DLa}| + |P_{DtLa}| = 136.41 \text{ kg}$$

3. During deceleration to the left P_{EnLd}

$$P_{EALd} = |P_{ALd}| + |P_{AtLd}| = 330.39 \text{ kg}$$

$$P_{EBLd} = |P_{BLd}| + |P_{BtLd}| = 251.61 \text{ kg}$$

$$P_{ECLd} = |P_{CLd}| + |P_{CtLd}| = 176.61 \text{ kg}$$

$$P_{EDLd} = |P_{DLd}| + |P_{DtLd}| = 255.39 \text{ kg}$$

4. During acceleration to the right P_{EnRa}

$$P_{EARa} = |P_{ARa}| + |P_{AtRa}| = 509.43 \text{ kg}$$

$$P_{EBRa} = |P_{BRa}| + |P_{BtRa}| = 72.57 \text{ kg}$$

$$P_{ECRa} = |P_{CRa}| + |P_{CtRa}| = 19.43 \text{ kg}$$

$$P_{EDRa} = |P_{DRa}| + |P_{DtRa}| = 434.43 \text{ kg}$$

5. During deceleration to the right P_{EnRd}

$$P_{EARd} = |P_{ARd}| + |P_{AtRd}| = 151.61 \text{ kg}$$

$$P_{EBRd} = |P_{BRd}| + |P_{BtRd}| = 430.39 \text{ kg}$$

$$P_{ECRd} = |P_{CRd}| + |P_{CtRd}| = 355.39 \text{ kg}$$

$$P_{EDRd} = |P_{DRd}| + |P_{DtRd}| = 76.61 \text{ kg}$$

(4) Static Safety Factor

As shown above, it is during acceleration of the B Linear Guide to the left when the maximum load is exerted on the Linear Guide. Therefore, the static safety factor (f_s) becomes as follows :

$$f_s = \frac{C_0}{509.43} = \frac{9004}{509.43} = 17.67$$

ABOUT LINEAR GUIDE

1-8 Calculation Example

(5) Mean Load P_{mn}

For each block, load is different under uniform speed, acceleration and deceleration circumstances. To acquire service life, mean load must be calculated by acquiring the travel distance of each block during uniform speed, acceleration and deceleration in advance.

$$S_1 = \frac{1}{2} t_1 V = \frac{1}{2} (0.05)(0.5)m = 0.0125m = 12.5 \text{ mm} \quad S_3 = \frac{1}{2} t_3 V = (0.15)(0.5)m = 0.0375m = 37.5 \text{ mm}$$

$$S_2 = t_2 V = (2.8)(0.5)m = 1.4m = 1400 \text{ mm} \quad \text{Nominal Life } L_S = S_1 + S_2 + S_3 = 1450 \text{ mm}$$

The mean load on each LM block is as follows :

$$P_{MA} = \sqrt[3]{\frac{1}{2 \cdot L_S} (P_{EA}^3 \cdot a \cdot S_1 + P_{EA}^3 \cdot S_2 + P_{EA}^3 \cdot d \cdot S_3 + P_{EA}^3 \cdot R_a \cdot S_1 + P_{EA}^3 \cdot S_2 + P_{EA}^3 \cdot R_d \cdot S_3)} = 236.43 \text{ kg}$$

$$P_{MB} = \sqrt[3]{\frac{1}{2 \cdot L_S} (P_{EB}^3 \cdot a \cdot S_1 + P_{EB}^3 \cdot S_2 + P_{EB}^3 \cdot d \cdot S_3 + P_{EB}^3 \cdot R_a \cdot S_1 + P_{EB}^3 \cdot S_2 + P_{EB}^3 \cdot R_d \cdot S_3)} = 332.42 \text{ kg}$$

$$P_{MC} = \sqrt[3]{\frac{1}{2 \cdot L_S} (P_{EC}^3 \cdot a \cdot S_1 + P_{EC}^3 \cdot S_2 + P_{EC}^3 \cdot d \cdot S_3 + P_{EC}^3 \cdot R_a \cdot S_1 + P_{EC}^3 \cdot S_2 + P_{EC}^3 \cdot R_d \cdot S_3)} = 257.82 \text{ kg}$$

$$P_{MD} = \sqrt[3]{\frac{1}{2 \cdot L_S} (P_{ED}^3 \cdot a \cdot S_1 + P_{ED}^3 \cdot S_2 + P_{ED}^3 \cdot d \cdot S_3 + P_{ED}^3 \cdot R_a \cdot S_1 + P_{ED}^3 \cdot S_2 + P_{ED}^3 \cdot R_d \cdot S_3)} = 163.33 \text{ kg}$$

(6) Nominal life L_n (Assume $f_w = 1.5$)

$$(L_A = \frac{C}{f_w \cdot P_{MA}})^3 \cdot 50 = 123265.9 \text{ km} \quad (L_C = \frac{C}{f_w \cdot P_{MC}})^3 \cdot 50 = 95069.19 \text{ km}$$

$$(L_B = \frac{C}{f_w \cdot P_{MB}})^3 \cdot 50 = 44351.32 \text{ km} \quad (L_D = \frac{C}{f_w \cdot P_{MD}})^3 \cdot 50 = 373897.7 \text{ km}$$

※ From these calculations, 44351.32 km (the running distance of Linear Guide No.8) is obtained as the service life of the Linear Guide used in a machine or system under the operating conditions specified above.

In the example above, we assume that we have two loads (W_1 and W_2). If there is only one load W_1 , simply take W_2 as zero. The appropriate formula determined by condition of loading.

Example (II)

(1) Operation Conditions-Vertical Installations Table (L type) has combined blocks weight w_1 and w_2 . Furthermore, the mass w_0 is applied during uniform ascent by Distance 1000mm. After the mass is dropped, empty table is removed during uniform descent. The table has total four Linear Guide blocks.

Model number : TRH30FE

(dynamic-load rating : $C = 4791$ kgf)

(static-load rating : $C_0 = 9004$ kgf)

Gravitational Acceleration : $g = 9.8$ (m/s^2)

Mass : $m_0 = 200$ kg

Weight of Table1 : $m_1 = 400$ kg

Weight of Table2 : $m_2 = 200$ kg

$L_0 = 300$ mm

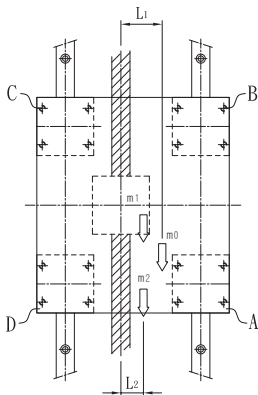
$L_1 = 80$ mm

$L_2 = 50$ mm

$L_3 = 280$ mm

$L_4 = 150$ mm

$L_5 = 250$ mm



The mass is applied during ascent only.
It is removed during descent.

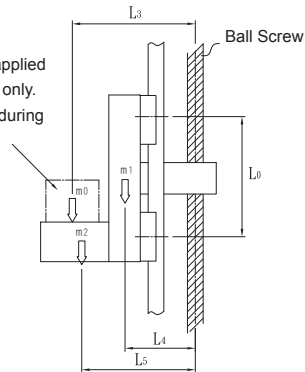


Fig 1.8.4

ABOUT LINEAR GUIDE

1-8 Calculation Example

(2) Calculation of blocks load distribution under various circumstances.

When the Linear Guide move vertically, take M_0 , M_1 and M_2 into consideration individually by using the third condition shown in 1.5.1 【please refer to A16. No.3】

1. The radial load(P_m) of blocks while ascending with load M_0 .

$$P_{AU} = \frac{m_1 \cdot L_4}{2 \cdot L_0} + \frac{m_2 \cdot L_5}{2 \cdot L_0} + \frac{m_0 \cdot L_3}{2 \cdot L_0} = 276.7 \text{ kg} \quad P_{CU} = -\frac{m_1 \cdot L_4}{2 \cdot L_0} - \frac{m_2 \cdot L_5}{2 \cdot L_0} - \frac{m_0 \cdot L_3}{2 \cdot L_0} = -276.7 \text{ kg}$$

$$P_{BU} = -\frac{m_1 \cdot L_4}{2 \cdot L_0} - \frac{m_2 \cdot L_5}{2 \cdot L_0} - \frac{m_0 \cdot L_3}{2 \cdot L_0} = -276.7 \text{ kg} \quad P_{DU} = \frac{m_1 \cdot L_4}{2 \cdot L_0} + \frac{m_2 \cdot L_5}{2 \cdot L_0} + \frac{m_0 \cdot L_3}{2 \cdot L_0} = 276.7 \text{ kg}$$

Lateral load $P_n T_u$ of blocks while ascending.

$$P_{ATU} = \frac{m_1 \cdot L_2}{2 \cdot L_0} + \frac{m_2 \cdot L_2}{2 \cdot L_0} + \frac{m_0 \cdot L_1}{2 \cdot L_0} = 76.7 \text{ kg} \quad P_{CTU} = -\frac{m_1 \cdot L_2}{2 \cdot L_0} - \frac{m_2 \cdot L_2}{2 \cdot L_0} - \frac{m_0 \cdot L_1}{2 \cdot L_0} = -76.7 \text{ kg}$$

$$P_{BTU} = -\frac{m_1 \cdot L_2}{2 \cdot L_0} - \frac{m_2 \cdot L_2}{2 \cdot L_0} - \frac{m_0 \cdot L_1}{2 \cdot L_0} = -76.7 \text{ kg} \quad P_{DTU} = \frac{m_1 \cdot L_2}{2 \cdot L_0} + \frac{m_2 \cdot L_2}{2 \cdot L_0} + \frac{m_0 \cdot L_1}{2 \cdot L_0} = 76.7 \text{ kg}$$

2. Radial load of each block while descending with no load.

$$P_{AD} = \frac{m_1 \cdot L_4}{2 \cdot L_0} + \frac{m_2 \cdot L_5}{2 \cdot L_0} = 183.3 \text{ kg} \quad P_{CD} = -\frac{m_1 \cdot L_4}{2 \cdot L_0} - \frac{m_2 \cdot L_5}{2 \cdot L_0} = -183.3 \text{ kg}$$

$$P_{BD} = -\frac{m_1 \cdot L_4}{2 \cdot L_0} - \frac{m_2 \cdot L_5}{2 \cdot L_0} = -183.3 \text{ kg} \quad P_{DD} = \frac{m_1 \cdot L_4}{2 \cdot L_0} + \frac{m_2 \cdot L_5}{2 \cdot L_0} = 183.3 \text{ kg}$$

Lateral load of block while descending.

$$P_{ATD} = \frac{m_2 \cdot L_2}{2 \cdot L_0} + \frac{m_0 \cdot L_2}{2 \cdot L_0} = 33.3 \text{ kg} \quad P_{CTD} = -\frac{m_2 \cdot L_2}{2 \cdot L_0} - \frac{m_0 \cdot L_2}{2 \cdot L_0} = -33.3 \text{ kg}$$

$$P_{BD} = -\frac{m_2 \cdot L_2}{2 \cdot L_0} - \frac{m_0 \cdot L_2}{2 \cdot L_0} = -33.3 \text{ kg} \quad P_{DTD} = \frac{m_2 \cdot L_2}{2 \cdot L_0} + \frac{m_0 \cdot L_2}{2 \cdot L_0} = 33.3 \text{ kg}$$

(3) Combined radial and thrust load P_{En}

1. During ascent

$$P_{EAU} = |P_{AU}| + |P_{ATU}| = 353.4 \text{ kg}$$

$$P_{EBU} = |P_{BU}| + |P_{BTU}| = 353.4 \text{ kg}$$

$$P_{ECU} = |P_{CU}| + |P_{CTU}| = 353.4 \text{ kg}$$

$$P_{EDU} = |P_{DU}| + |P_{DTU}| = 353.4 \text{ kg}$$

$$P_{EAD} = |P_{AD}| + |P_{ATD}| = 216.6 \text{ kg}$$

$$P_{EBD} = |P_{BD}| + |P_{BTD}| = 216.6 \text{ kg}$$

$$P_{ECD} = |P_{CD}| + |P_{CTD}| = 216.6 \text{ kg}$$

$$P_{EDD} = |P_{DD}| + |P_{DTD}| = 216.6 \text{ kg}$$

(4) Static Safety Factor

The static safety factor (f_s) of a machine or system under the operating conditions shown above becomes the following :

$$f_s = \frac{C_0}{353.4\text{kg}} = \frac{9004}{353.4} = 25.48$$

(5) Mean Load P_{mn}

$$P_{mA} = \sqrt[3]{\frac{1}{2 \ell_s} (P_{EAU}^3 \cdot \ell_s + P_{EAD}^3 \cdot \ell_s)} = 300.6 \text{ kg} \quad P_{mC} = \sqrt[3]{\frac{1}{2 \ell_s} (P_{ECU}^3 \cdot \ell_s + P_{ECD}^3 \cdot \ell_s)} = 300.6 \text{ kg}$$

$$P_{mB} = \sqrt[3]{\frac{1}{2 \ell_s} (P_{EBU}^3 \cdot \ell_s + P_{EBD}^3 \cdot \ell_s)} = 300.6 \text{ kg} \quad P_{mD} = \sqrt[3]{\frac{1}{2 \ell_s} (P_{EDU}^3 \cdot \ell_s + P_{EDD}^3 \cdot \ell_s)} = 300.6 \text{ kg}$$

(6) Nominal life L_n (Assume $f_w = 1.2$)

$$L_A = \left(\frac{C}{f_w \cdot P_{mA}} \right)^3 \cdot 50\text{km} = 117148.8 \text{ km}$$

$$L_C = \left(\frac{C}{f_w \cdot P_{mC}} \right)^3 \cdot 50\text{km} = 117148.8 \text{ km}$$

$$L_B = \left(\frac{C}{f_w \cdot P_{mB}} \right)^3 \cdot 50 \text{ km} = 117148.8 \text{ km}$$

$$L_D = \left(\frac{C}{f_w \cdot P_{mD}} \right)^3 \cdot 50\text{km} = 117148.8 \text{ km}$$

ABOUT LINEAR GUIDE

1-9 Accuracy

■ 1-9-1 Accuracy Standards

The accuracy of rail is determined by the tolerance of its parallelism, height and width, if there is multiple blocks on a rail or multiple Linear Guide on a surface, the difference of height and width between each block and Linear Guide are standardized and shown in the catalogue.

Running Parallelism

Mount a Linear Guide on a datum surface and measure the parallelism difference of block while operating its full travel distance.

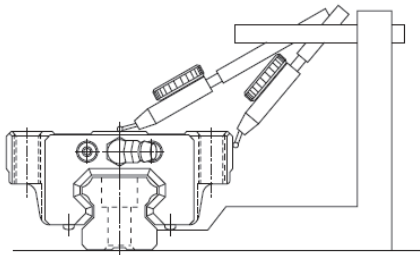


Fig 1.9.1 Running Parallelism

Difference in Height M among Linear Guide Blocks

On the same datum surface, the difference between maximum and minimum height of each block.

Difference in Rail-to-Block Lateral Distance W_2 among Linear Guide Blocks

On the same rail, the difference between maximum and minimum width of each block.

※ Note.1

With two or more sets of Linear Guide installed in parallel on the same plane, the tolerance for the rail-to-block lateral distance (W_2) and the differences therein among Linear Guide blocks apply to the master – rail side only.

※ Note.2

Accuracy measurements indicate mean values of measurements taken at the center or central area of each Linear Guide block.

※ Note.3

Linear Guide rails are smoothly curved so that when they are installed on a machine they are easily straightened, and pressing them onto the machine reference base enables the design accuracy to be achieved. If installed on a base lacking rigidity, such as an aluminum base, the bend of LinearGuide rails may affect machine precision. In such a case, the straightness should be set in advance.

■ 1-9-2 Averaging Effect

The Linear Guide incorporates precision balls with high circularity, enabling a constrained structure with no clearance. Moreover, in a multiple-axis configuration with the axis arranged in parallel to one another, the component Linear Guides therein combine to form an entire constrained guideway.

The effect of equalization is different, due to the error of length, size, preload of rail, axis constrained structure and etc, as the table shown below; adding one rail a straightness error and its actual operating accuracy is shown in the diagram below. Through the feature of equalization, a high operating accuracy structure can be provided.

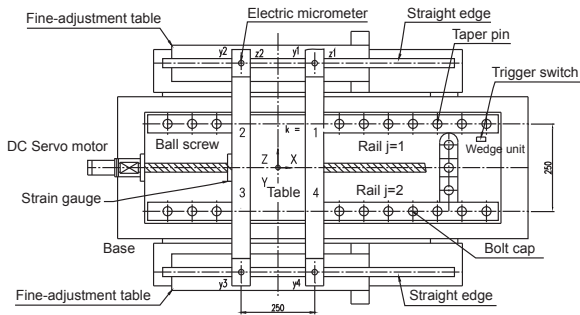


Fig 1.9.2

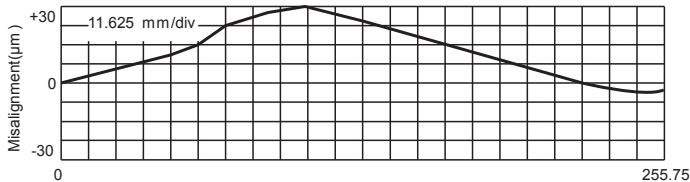


Fig 1.9.3 Misalignment profile

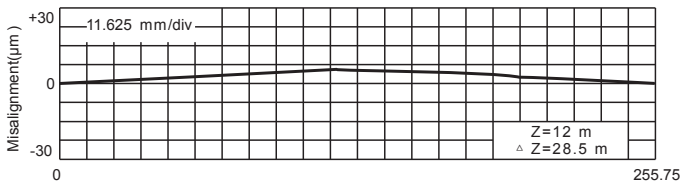


Fig 1.9.4 Horizontal displacement of the table

ABOUT LINEAR GUIDE

1-10 Predicting the Rigidity

■ 1-10-1 Determining Radial Clearance and the Magnitude of a Preload Radial Clearance

The radial clearance of the Linear Guide is the displacement of Linear Guide block caused by the vertical plane when the block is lightly pushed forward or backward at the longitudinal center of the Linear Guide rail secured in place.

The radial clearance is divided into ZF (Slight Clearance), Z0 (No Preload), Clearance Z1 (light preload), Z2 (medium preload) and Z3 (heavy preload). The most appropriate clearance can be selected in accordance with the intended applications. The radial clearances and preload values are standardized for each type of Linear Guide.

The radial clearance of the Linear Guide significantly affects its running precision, load-withstanding performance, and rigidity. It is therefore particularly important to select the correct clearance for your purpose. In general, a negative clearance has a favorable effect on service life and precision, if the Linear Guide is subjected to significant vibration and impact due to reciprocal motion.

Preload

The preload is an internal load exerted on rolling elements in the Linear Guide block, for the purpose of increasing the block rigidity and reducing clearance. Clearance symbol for the Linear Guide, ZF, Z0, Z1, Z2 and Z3 represent negative clearance resulting from a preload and are expressed in negative values. All Linear Guide models (excluding the separate type) are shipped with their clearance adjusted to user specifications. Therefore, it is not necessary for users to adjust the preload themselves. We will select the clearance suited to your operating conditions. Please contact us.

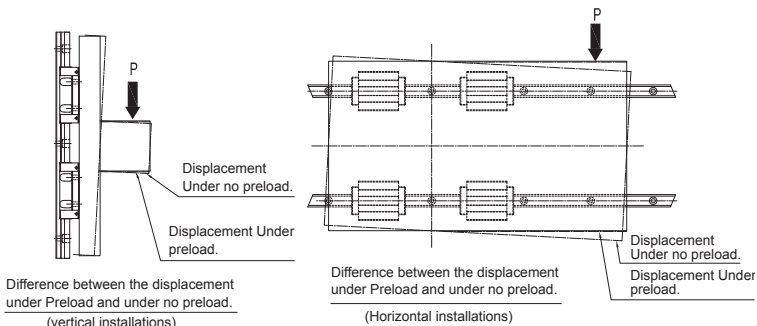


Fig 1.10.1 Relationship Between Preload and Displacement

Table 1.10.1

| | Preload | | |
|---------------------|---|---|---|
| | ZF~Z0 Slight Clearance, Zero Preload. | Z1 Zero Clearance, Light Preload. | Z2 Zero Clearance, Medium preload. |
| OperatingConditions | The loading direction is fixed; impact and vibration are slight; two axes are installed in parallel. High precision is not required and the sliding resistance must be low. | The location is under an overhang and a moment load. The Linear Guide is used in a one-axis configuration. The location with light load and high precision requirement. | The location requires light rigidity and is subjected to vibration and impact. The application is a heavy-cutting machine tool or the like. |
| SampleApplications | <ul style="list-style-type: none"> ◆ Beam-welding machine. ◆ Book-binding machine. ◆ Automatic packing machine. ◆ General-industrial-machine ◆ X-axis and Y-axis. ◆ Automatic sash-bar finishing machine. ◆ Welding machine. ◆ Circuit breaker. ◆ Tool changer. ◆ Various kinds of maternal feeder. | <ul style="list-style-type: none"> ◆ Grinding-machine table feed shaft. ◆ Automatic painting machine. ◆ Industrial robot. ◆ Various kinds of high-speed material feeder. ◆ NC drilling machine. ◆ General-industrial-machine ◆ Z-axis. ◆ Printed-circuit-board drilling machine. ◆ Electric discharge machine. ◆ Measuring instrument. ◆ Precision XY table. | <ul style="list-style-type: none"> ◆ Machining center. ◆ NC lathe. ◆ Grinding-machine grinding-wheel feed shaft. ◆ Milling machine. ◆ Vertical-and horizontal-boring machines. ◆ Tool rest guide. ◆ Machine-tool Z-axis. |

Applied Load and Service Life Considering

When the Linear Guide is used under a preload (medium), the Linear Guide block receives an internal load. Therefore, the service life should be calculated in consideration of the preload. For preload considerations, please contact us, specifying the model numbers you have selected.

■ 1-10-2 Rigidity

When the Linear Guide receives a load, the steel balls, Linear Guide blocks, and rails undergo elastic deformation within a permissible range. The ratio of deformation to the load is the rigidity value. The rigidity of the Linear Guide increases as the preload increases. The Fig below shows the differences among the ordinary clearance Z1 and clearance Z2, Z3. As shown, in the case of the four-way equal-load type, the effect of preloading remains valid until the load increases to some 2.8 times the preload applied.

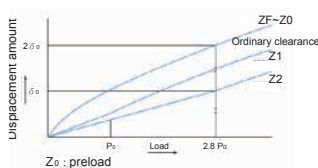


Fig 1.10.2 Rigidity Data

$$K = \frac{P}{\delta} \mu\text{m}$$

δ : Displacement

P : Load

K : Rigidity Value

ABOUT LINEAR GUIDE

1-11 Installation of Linear Guide

■ 1-11-1 Datum Representation

Jointed rail should be installed by following the arrow sign and ordinal number which is marked on the surface of each rail (see Fig 1.11.1) :

Marks

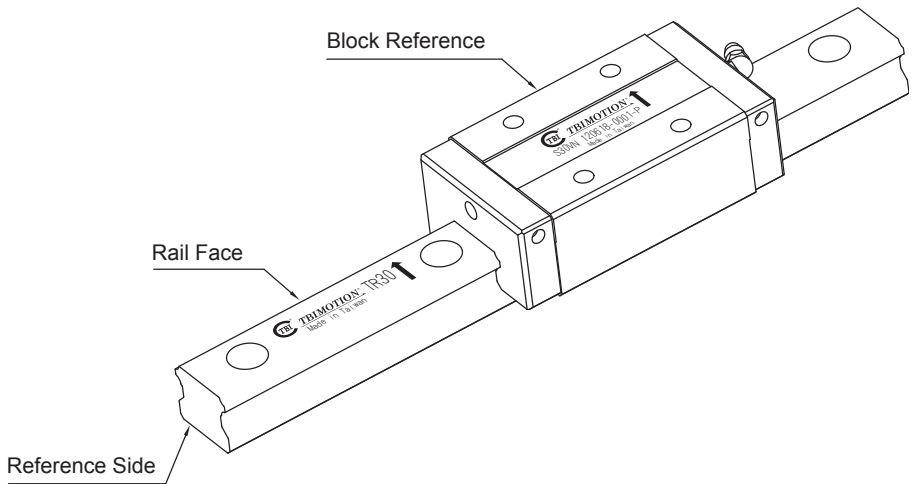
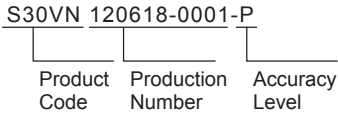


Fig 1.11.1 Datum Representation

■ 1-11-2 Recognizing of Master Rail

Linear rails to be applied on the same plane are all marked with the same serial number, and "M" is marked at the end of serial number for indicating the master rail, shown as the figure below. The reference side of carriage is the surface where is ground to a specified accuracy. For normal grade (N), it has no mark "M" on rail which means any one of rails with same serial number could be the master rail.

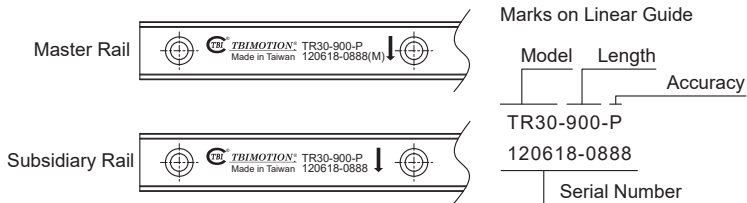


Fig 1.11.2 Recognizing of Master Rail

Combined Use of Rail and Carriage

For combined use, the rail and carriage must have the same serial number. When reinstalling the carriage back to the rail, make sure they have the same serial number and the reference side of carriage should be in accordance with that of rail.

ABOUT LINEAR GUIDE

1-11 Installation of Linear Guide

■ 1-11-3 For Butt-joint Rail

Accuracy may deviate at joints when carriages pass the joint simultaneously. Therefore, the joints should be interlaced for avoiding such accuracy problem.

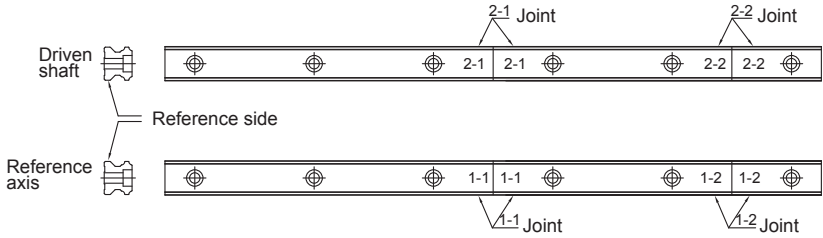


Fig 1.11.3 Butt-joint

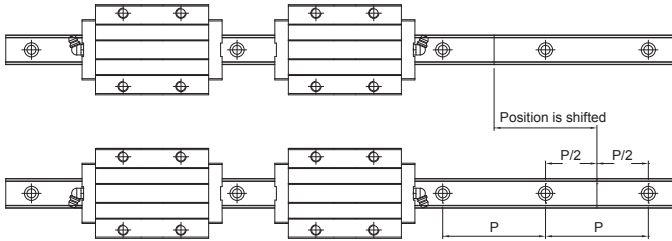
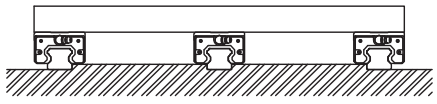
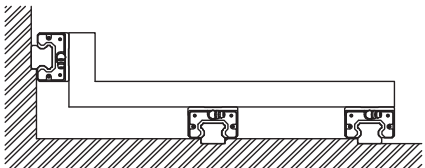
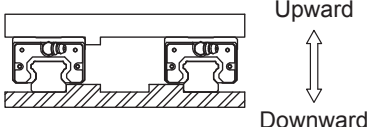
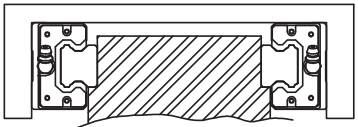
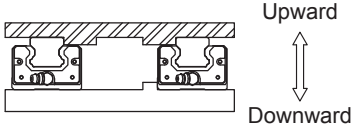
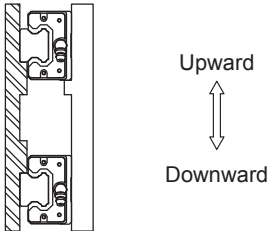
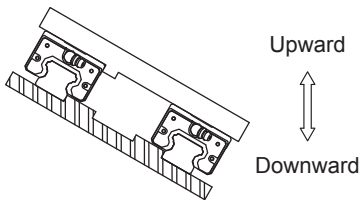
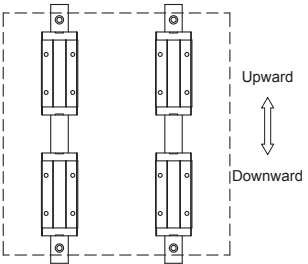


Fig 1.11.4

■ 1-11-4 Mounting Methods

Linear rail is designed to absorb the load of four dimensions; therefore, it can be mounted according to the load and structure of the equipment.

Table 1.11.1

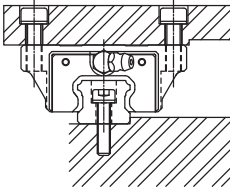
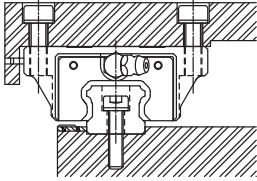
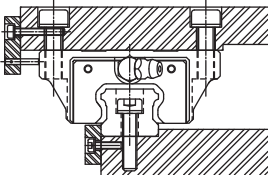
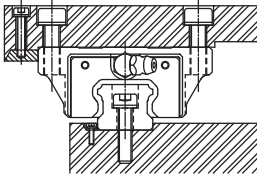
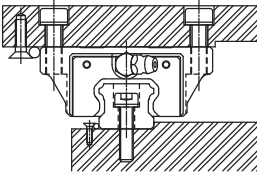
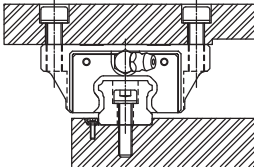
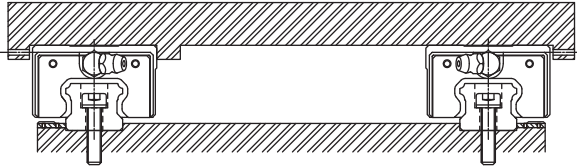
| (A) Three-Axis Configuration. | (B) Three-Axis Configuration. |
|---|---|
|  |  |
| Horizontal Configuration. | Two-Axis External Configuration. |
|  |  |
| Upside down Configuration. | Vertical Configuration. |
|  |  |
| Tilted Configuration. | Install on the wall. |
|  |  |

ABOUT LINEAR GUIDE

1-11 Installation of Linear Guide

■ 1-11-5 Common Fastening Method of Linear Guide

Table 1.11.2

| | |
|--|--|
| <p>Fastened by pressing both Linear Guide blocks and rail against their respective reference surfaces.</p> | <p>Fastened by using push screws.</p> |
|  |  |
| <p>Fastened by using a hold-down plate.</p> | <p>Fastened by using a tapered gib.1</p> |
|  |  |
| <p>Fastened by using screws.</p> | <p>Fastened by using a tapered gib.2</p> |
|  |  |
| <p>A Setting Where the Host Machine is Subjected to Impact and Vibration.</p> | |
|  | |

■ 1-11-6 Mounting the Linear Guide

Mounting Procedures

※ Sample Installation of the Linear Guide on a Vibration-and-Impact Susceptible Machine that Requires Rigidity and High Precision.

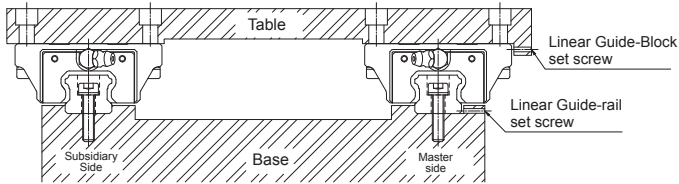


Fig 1.11.5 Mounting the Linear Guide on a Machine Susceptible to Vibration and Impact

Mounting the Linear Guide Rail

(A) Prior to assembly, always remove all burrs, dents and dust that are likely to form on the mounting surface of the machine on which Linear Guide is to be installed. (Fig 1.11.6)

CAUTION : The Linear Guide is delivered with an anticorrosive oil applied. Prior to assembly, be sure to remove the oil from the reference surface using a wash oil. If the anticorrosive oil is removed, the surface is likely to rust. The application of a low-viscosity spindle oil or the like is therefore recommended.

(B) Gently place a Linear Guide rail on the base, and temporarily tighten the bolts so that the rail lightly contacts the mounting surface. Hold the line marked side of the Linear Guide rail against matching the base-side reference surface (Fig 1.11.7)

CAUTION : Use clean bolts to fasten the Linear Guide. When inserting bolts into the Linear Guide rail mounting holes, make sure the threads of the bolt and nut are properly aligned. (Fig 1.11.8)

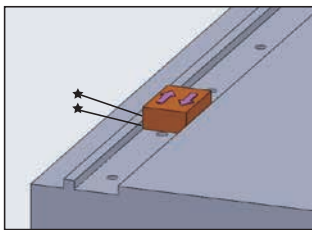


Fig 1.11.6 Checking the Mounting Surface.

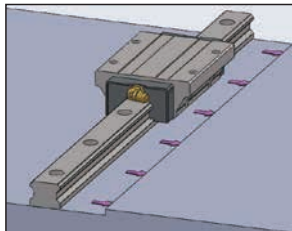


Fig 1.11.7 Holding an Linear Guide rail against the Reference Surface

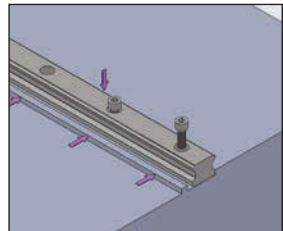


Fig 1.11.8 Checking Bolt Play

ABOUT LINEAR GUIDE

1-11 Installation of Linear Guide

Table 1.11.3 Tightening Torque for Allen Bolt

Unit : N-cm

| ModelNo. | Tightening Torque | | |
|----------|-------------------|---------|----------|
| | Iron | Casting | Aluminum |
| M2 | 57 | 39.2 | 29.4 |
| M2.3 | 78.4 | 53.9 | 39.2 |
| M2.6 | 118 | 78.4 | 58.8 |
| M3 | 186 | 127 | 98.0 |
| M4 | 392 | 274 | 206 |
| M5 | 882 | 588 | 441 |
| M6 | 1370 | 921 | 686 |
| M8 | 3040 | 2010 | 1470 |
| M10 | 6760 | 4510 | 3330 |
| M12 | 11800 | 7840 | 5880 |
| M14 | 15700 | 10500 | 7840 |
| M16 | 19600 | 13100 | 9800 |
| M20 | 38200 | 25500 | 19100 |
| M22 | 51900 | 34800 | 26000 |
| M24 | 65700 | 44100 | 32800 |
| M30 | 130000 | 87200 | 65200 |

(C) Tighten the Linear Guide rail set screws in sequence, until they lightly contact the rail-mounting side surface.(Fig 1.11.9)

(D) Using a torque wrench, tightening the mounting bolts to the specific torque.(fig 1.11.10)

CAUTION : The sequence for tightening the Linear Guide rail mounting bolts should start from the center to the end. Following this sequence to maintain accuracy.

(E) Following the same procedures for the remaining Linear Guide rails, complete Linear Guide rail installation.

(F) Drive caps into the bolt holes on the Linear Guide rails so that they are flush with the rail top surface.

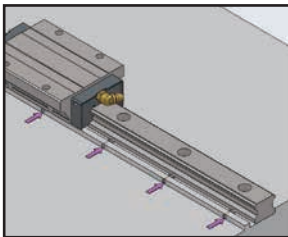


Fig 1.11.9 Tightening Set Screws

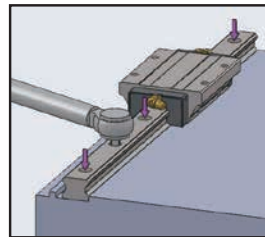


Fig 1.11.10 Full Tightening of Mounting Bolts

Mounting the Linear Guide Block

(A) Gently place a table on the Linear Guide blocks and temporarily tighten the mounting bolts.

(B) Using set screws, hold the master-rail Linear Guide block against the table reference-side surface, and position the table.

(C) Fully tighten the mounting bolts on both the master and subsidiary sides. This completes Linear Guide block installation.

CAUTION : To ensure uniform fastening of the table, tighten the mounting bolts diagonally, as shown in (Fig 1.11.11) in accordance with the numbers.

(D) Using a torque wrench, tightening the mounting bolts to the specified torque.(fig 1.11.10)

CAUTION : The sequence for tightening the Linear Guide rail mounting bolts should start from the center to the end. Following this sequence to maintain.

The method specified above minimizes the time required to ensure the straightness of the Linear Guide-rail. Moreover, there is no need to use the fastening knock pins, thereby greatly reducing the required assembly man-hours.

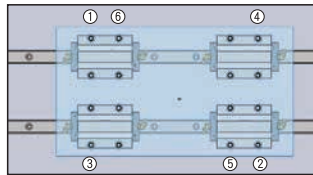


Fig 1.11.11

※ Sample Installation of the Linear Guide without Set Screws on the Master Linear Guide Rail.

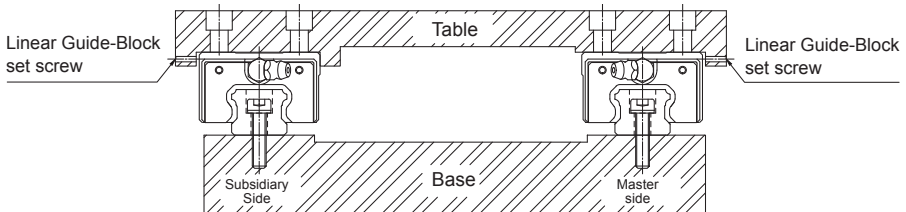


Fig 1.11.12 Mounting the Linear Guide without Set Screws on the Master Linear Guide Rail

ABOUT LINEAR GUIDE

1-11 Installation of Linear Guide

Mounting the Master Linear Guide Rail

After temporarily tightening the mounting bolts, use a small device or the like to firmly press the rail to the side, against the reference section. Fully tighten the mounting bolts. Repeat this for each mounting bolt in sequence. (Fig 1.11.13)

Mounting the Subsidiary Linear Guide Rail

To ensure parallelism of the subsidiary Linear Guide rail with the master Linear Guide rail properly mounted, the following methods are recommended.

Use a Straight Edge

Position a straight edge between the two rails then confirm parallelism with a dial gauge. Using the straight edge as a reference to confirm subsidiary rail straightness from one end to the other, tightening the mounting bolts in sequence as you go. (Fig 1.11.14)

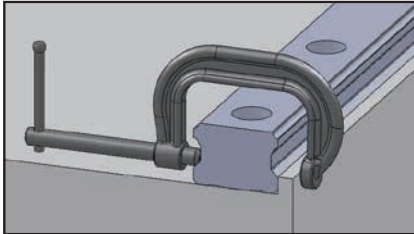


Fig 1.11.13 Mounting the master Linear Guide rail

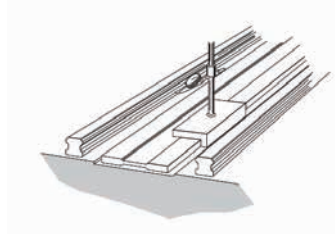


Fig 1.11.14 Use a straight edge

Move the Table

Fasten two Linear Guide blocks on the master side to the table (or a temporary measurement table). Temporarily fasten the subsidiary Linear Guide rail and block to the base and table. From the dial-gauge stand, with a dial gauge contact the subsidiary rail Linear Guide block side, move the table from the rail end and check the parallelism between the block and the subsidiary Linear Guide rail, fastening the bolts on sequences as you go. (Fig 1.11.15)

Compare to the Master Linear Guide Rail

Make sure the master Linear Guide rail is properly installed. Temporarily fasten the subsidiary Linear Guide rail in place. Place a table on the Linear Guide blocks mounted on the master rail and on the temporarily fastened subsidiary Linear Guide rail. Fully tighten the mounting bolts on the two Linear Guide blocks on the subsidiary rail. With the remaining Linear Guide block on the subsidiary rail temporarily fastened, correct the position of the subsidiary Linear Guide rail, fully tightening its mounting bolts in sequence as you go. (Fig 1.11.16)

Method Using a Jig

Using a jig as shown in (Fig 1.11.17) confirm parallelism between the master-rail-side reference surface and that of the subsidiary rail at each mounting hole, and fully tighten the mounting bolt there.

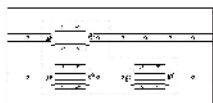


Fig 1.11.15 Move the table

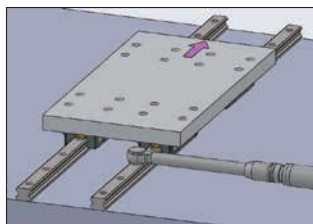


Fig 1.11.16 Compare to the master Linear Guide rail

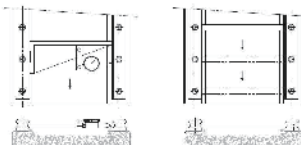


Fig 1.11.17

※ Sample Installation of the Linear Guide without a Reference Section for the Master Linear Guide Rail.

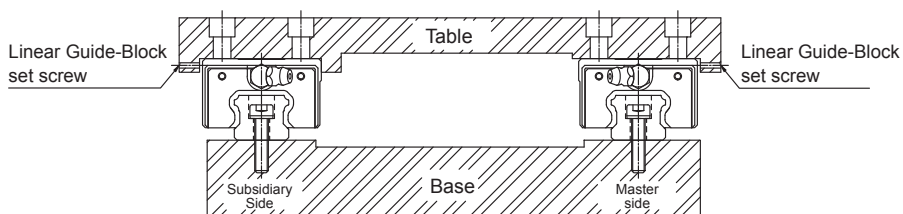


Fig 1.11.18 Installation of the Linear Guide without a Reference Section for the Master Linear Guide Rail

ABOUT LINEAR GUIDE

1-11 Installation of Linear Guide

Mounting the Master Linear Guide Rail

Use a Temporary Reference Surface from end to end to acquire Linear Guide rail straightness. For this method, however, two Linear Guide block must be fastened together, positioned on the top of each other while attached to a measurement plate, as shown in (Fig1.11.19).

Use a Straight Edge

After temporarily tightening the mounting bolts, use a dial gauge to check the straightness of the Linear Guide-rail-side reference surface from end to end, fully tightening the mounting bolts in sequence as you go, as shown in (Fig 1.11.20).

To mount the subsidiary Linear Guide rail, follow the procedures specified in the second paragraph on the previous page.

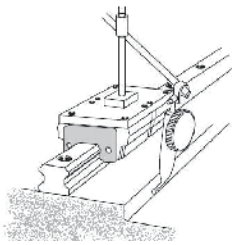


Fig 1.11.19 Use a Temporary Reference Surface

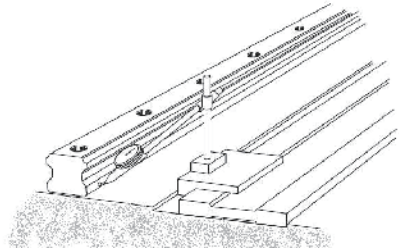


Fig 1.11.20 Use a Straight Edge

Shoulder Heights and Chamfers

Improper shoulder heights and chamfers of mounting surfaces will cause deviations in accuracy and rail or block interference with the chamfered part. When recommended shoulder heights and chamfers are used, problems with installation accuracy should be eliminated.

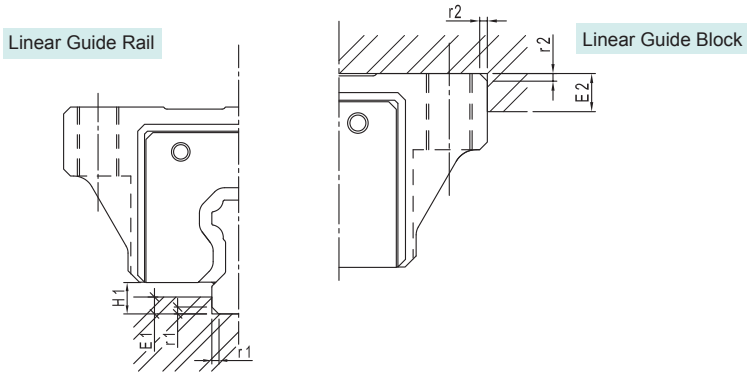


Fig 1.11.21

Table 1.11.4 Shoulder Height and Chamfer

| Model No. | Max.chamfer of the rail r1 | Max.chamfer of the block r2 | Max.chamfer of the rail E1 | Max.chamfer of the rail E2 | Max.chamfer of the block H1 |
|-----------|----------------------------|-----------------------------|----------------------------|----------------------------|-----------------------------|
| TR15 | 0.5 | 0.5 | 3 | 4 | 3.2 |
| TR20 | 0.5 | 0.5 | 3.5 | 5 | 4.6 |
| TR25 | 1.0 | 0.9 | 5 | 5 | 5.8 |
| TR30 | 1.0 | 1 | 5 | 5 | 7 |
| TR35 | 1.0 | 1 | 6 | 6 | 7.5 |
| TR45 | 1.0 | 1 | 8 | 8 | 8.9 |
| TR55 | 1.5 | 1.5 | 10 | 10 | 13 |
| TR65 | 1.5 | 1.5 | 8 | 10 | 14.3 |

ABOUT LINEAR GUIDE

1-12 Lubrication

Lubrication

Lubrication is essential to linear motion system. Without lubrication, the friction of rolling parts increases and might be the main factor of service life shortening.

A lubricant :

- (1) Reduces friction on moving parts, thereby to prevent wearing due to raise in temperature.
- (2) Forms an oil film on rolling surfaces, thus decreasing stress that develops on the surfaces and safeguarding the system against rolling fatigue.
- (3) Covers metal surfaces with an oil film, thereby preventing rust.

To tap the full function of a linear motion system, lubrication is essential to meet the system service conditions.

※ Even the linear motion system is sealed, it cannot completely prevent the leakage of lubricants no matter how negligible the amount of leakage is at any given time. It is therefore necessary to replenish the lubricant periodically according to the operating conditions.

Classification of Lubricants

Primarily grease and sliding surface oil are used as lubricants for linear motion systems.

In general a lubricant must :

- (1) Form a strong oil film.
- (2) Reduce wear as much as possible.
- (3) Have high wear resistance.
- (4) Have high thermal stability.
- (5) Be non-corrosive.
- (6) Be highly rust-preventive.
- (7) Be free from dust and some moisture.
- (8) Be free from significant fluctuations in consistency against repeated agitation of grease.

Table 1.12.1 Lubricants in General Use

| Lubricant | Classification | Item |
|-----------|--|---|
| Grease | Lithium-based grease (JIS No.2) Urea-base grease (JIS No.2) | ※ 4FB Grease (TBI MOTION) Daphne Eponex Grease No.2 (Idemitsu Kosan) or equivalent. |
| Oil | Sliding surface oil or turbine oil ISOVG 32~68 | Super Multi 32 to 68 (Idemitsu Kosan) Vactra No.2S (Mobile Oil) DT Oil (Mobile Oil) Tonner Oil (Showa Shell Sekiyu) or equivalent |

※ Feeding Should be performed every 100 km of travel under normal usage conditions to prevent incomplete lubrication by exhausted lubrication.

1-13 Precautions of Linear Guide

Handling

- (1) Tilting the linear guideway may cause the block falling out from the rail by their own weight.
- (2) Hitting or Dropping the linear guideway may cause its function to be damaged, even if the product looks intact.
- (3) Do not disassemble the block, this may cause contamination to enter into the carriage or decrease the installation accuracy.

Lubrication

- (1) Please remove the anti-rust oil.
- (2) Please do not mix different kinds of lubricants.
- (3) Lubrication can be varied, please consult TBI Motion before use.

Usage

- (1) The temperature of the place where linear guideways are used should not exceed 80°C. A higher temperature may damage the plastic end cap, do not exceed 100°C in friction.
- (2) Using under special conditions, such as constant vibration, high contamination or the temperature exceed our suggested...etc., please contact TBI MOTION.

Storage

When storing the linear guideway, enclose it in a package and store it in a horizontal orientation while avoiding high temperature, low temperature and high humidity.

TBI MOTION LINEAR GUIDE

2-1 The Types of TBI MOTION Linear Guide

In an effort to meet customer's requirement, TBI MOTION offers several different types of guides. Except for TR international standard series, TBI MOTION develops TR series with self lubrication system which is designed for environment with high contamination and miniature TM series for small machines and semiconductor industry.

Table 2.1.1 TBI MOTION Linear guide table with all series

| Type | Height of Assembly Type | Square | Flange Mounting from Above, Mounting from Below |
|------|-------------------------|--------|---|
| TR | High-Assembly | TRH-V | TRH-F |
| | Low-Assembly | TRS-V | TRS-F |
| | Middle-Assembly | TRC-V | - |

Table 2.1.2 TBI MOTION Linear Guide - Type & Series

| Type | Accessory | Characteristics | EndCap |
|---|---|--|--------------------|
| TR | XN : Strong Bottom Seal+Strong Double-lip end seals | Strong dust-proof | Reinforcement Type |
| | UN : Strong Top Seal+Strong Bottom Seal+Double-lip end seals | | |
| | ZN : Strong Top Seal+Strong Bottom Seal+Strong Two Double-lip end seals | Environment with high pollution | |
| | WW : Strong Bottom Seal+Felt+Strong Double-lip end seals | Self-lubrication/ Strong dust-proof | |
| | WU : Strong Top Seal+Strong Bottom Seal+Felt+Strong Double-lip end seals | | |
| | WZ : Strong Top Seal+Strong Bottom Seal+Felt+Strong Two Double-lip end seals | Application with low rating load | |
| | SU : Strong Top Seal+Strong Bottom Seal+Strong Double-lip end seals+Strong Metal Scraper | Strong dust-proof / Application with low rating load | |
| | SZ : Strong Top Seal+Strong Bottom Seal+Strong Two Double-lip end seals+Strong Metal Scraper | | |
| | DU : Strong Top Seal+Strong Bottom Seal+Strong Double-lip end seals+Felt+Strong Metal Scraper | Self-lubrication/ Strong dust-proof / Application with low rating load | |
| | DZ : Strong Top Seal+Strong Bottom Seal+Strong Two Double-lip end seals+Felt+Strong Metal Scraper | Application with low rating load | |
| BN : Strong Bottom Seal+Strong Double-lipendseals+Oil Reservoir | Long effects Self-lubrication/ Strong dust-proof | | |

※ If Strengthen seals and Felt is required, please upgrade the block with enhanced end cap.

※ Strengthen seals come in blue, if standard seals is required, please order it with code A, e.g. : XNA.

2-2 TRH / TRS / TRC International Standard Linear Guide

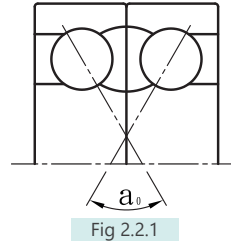
2-2-1 TBI MOTION The Characteristics of TR Series

Smooth Movement

TBI MOTION circulation system of Linear Guide block is designed to perform smooth movement.

High Stability

TBI MOTION Linear Guide block is designed under TBI's exclusive patent that can increase depth of material to improve the strength capacity, prevent deflection and provide high rigidity.



High Durability

TBI MOTION the exclusive contact point design promotes high rigidity. Moreover, self-aligning balances load rating in all directions. This design also improves performance in running accuracy and service life of the Linear Guide.

Easy Installation with Interchangeability

TBI MOTION Linear Guide is easy for installation even without fixture. The design of seal is able to combine with side seal or inner seal to save material.

2-2-2 The Structure of TR-Series

Circulation unit :

- ① Block, ② Rail, ③ End Cap, ④ Steel Balls,
- ⑤ Circulation tube.

Lubrication unit :

- ⑥ Grease nipple.

Anti-Dust Unit :

- ⑦ End Seal, ⑧ Bottom Seal, ⑨ Mounting Hole Cap.

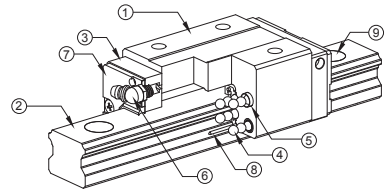


Fig 2.2.2 Material

| Item | Material | Hardness |
|----------|----------|-------------|
| TR-Rail | S55C | HRC 58°~62° |
| TR-Block | SCM420H | |

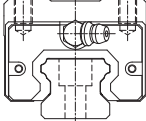
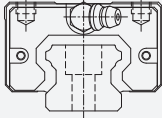
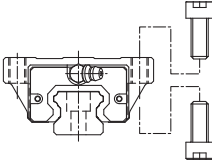
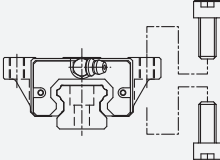
TBI MOTION LINEAR GUIDE

2-2 TRH / TRS / TRC International Standard Linear Guide

■ 2-2-3 TR-Series

TBI MOTION offers standard and flange type. The assembly height and category are listed below :

Table 2.2.2

| Type | Model | Shape | Height | Rail Length | Main Application |
|----------|----------------|--|---------------|------------------|---|
| Standard | TRH-V TRC-V | Mounting from Above  | 28 ↓ 90 | 100 ↓ 4000 | <ul style="list-style-type: none"> ● Machine Centers. ● NC Lathes. ● Food Machine. ● Grinding Machines. ● CNC Machine. ● Heavy Cutting Machines. ● Punching Machine. ● Injection Molding Machine. ● Automation Equipment. ● Transportation Equipment. ● Sealing machine. |
| | TRS-V | Mounting from Above  | 24 ↓ 60 | 100 ↓ 4000 | |
| Flange | TRH-F | Mounting from above and below  | 24 ↓ 90 | 100 ↓ 4000 | |
| | TRS-F | Mounting from above and below  | 24 ↓ 60 | 100 ↓ 4000 | |

■ 2-2-4 Nominal Model Code for Non-Interchangeable TR Type

TR series can be classified into interchangeable and non-interchangeable types. The sizes are identical; the only difference between the two types is that the accuracy of non-interchangeable types could reach up to UP grade since **TBI MOTION** makes the linear guide set under strict international regulation. Interchangeable blocks and rails can be freely exchanged; however, the accuracy could be up to H grade only due to technical issue. It is much more convenient for customers who do not need linear guides with high accuracy to have interchangeable blocks and rails.

Non-interchangeable Type code :

T R H 20 F N - 2 - - 1200 - N - Z0 - II - K + N3 N3

① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮

| ① Nominal Model | ② Block Type | ③ Height of Assembly Type | ④ Dimension |
|--------------------|-----------------------------|--|--------------------------------|
| T | R : Standard X : Special | S : Low-Assembly C : Middle-Assembly H : High-Assembly | 15, 20, 25, 30, 35, 45, 55, 65 |

| ⑤ Flange Type | ⑥ Length of Block | ⑦ Number of Block Per Rail | ⑧ Accessory Code |
|---------------------------------------|---|-------------------------------|---|
| F : With Flange V : Without Flange | S : Short N : Normal L : Long E : Extra-Long | EX : 2 | □ : Standard (Please refer to page A58) |

| ⑨ Length of Rail | ⑩ Accuracy Grade | ⑪ Preload | ⑫ Two Sets per Axis | ⑬ Rail Special Machining |
|---------------------|---|---|------------------------|---|
| Unit : mm | N : Normal H : High P : Precision SP : Super-Precision UP : Ultra-Precision | ZF : Slight Clearance Z0 : No Preload Z1 : Light Preload Z2 : Medium Preload Z3 : Heavy Preload | II | K : Tapped-Hole Rail X : Rail with Special Machining |

| ⑭ Block Surface Treatment | ⑮ Rail Surface Treatment |
|------------------------------|-----------------------------|
| S : Standard | S : Standard |
| B1 : Black Oxidation | B1 : Black Oxidation |
| N1 : Hard Chrome Plating | N1 : Hard Chrome Plating |
| P : Phosphating | P : Phosphating |
| N3 : Nickel Plating | N3 : Nickel Plating |
| N4 : Raydent | N4 : Raydent |
| N5 : Chrome Plating | N5 : Chrome Plating |

※ No symbol required when plating is not needed.

TBI MOTION LINEAR GUIDE

2-2 TRH / TRS / TRC International Standard Linear Guide

■ 2-2-5 Nominal Model Code for Interchangeable TR Type

Interchangeable Type of Block :

T **R** **H** **20** **F** **N** - **□** - **N** - **Z0** + **B1**

① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩

| ① | ② | ③ | ④ |
|----------------------|-----------------------------|--|--------------------------------|
| Nominal Model | Block Type | Height of Assembly Type | Dimension |
| T | R : Standard X : Special | S : Low-Assembly C : Middle-Assembly H : High-Assembly | 15, 20, 25, 30, 35, 45, 55, 65 |

| ⑤ | ⑥ | ⑦ | ⑧ | ⑨ |
|---------------------------------------|---|-----------------------|-----------------------|--|
| Flange Type | Length of Block | Accessory Code | Accuracy Grade | Preload |
| F : With Flange V : Without Flange | S : Short N : Normal L : Long E : Extra-Long | □ : Standard | N : Normal | ZF : Slight Clearance Z0 : No Preload |

| ⑩ |
|--------------------------------|
| Block Surface Treatment |
| □ : Standard |
| B1 : Black Oxidation |
| N1 : Hard Chrome Plating |
| P : Phosphating |
| N3 : Nickel Plating |
| N4 : Raydent |
| N5 : Chrome Plating |

Interchangeable Type of Rail :

T R 20 - 4000 - N - K + B1

① ② ③ ④ ⑤ ⑥ ⑦

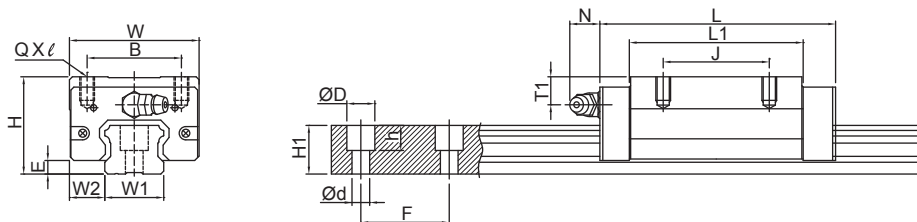
| ① Nominal Model | ② Block Type | ③ Dimension | ④ Length of Rail |
|--------------------|-----------------------------|--------------------------------|---------------------|
| T | R : Standard X : Special | 15, 20, 25, 30, 35, 45, 55, 65 | Unit : mm |

| ⑤ Accuracy Grade | ⑥ Rail Special Machining | ⑦ Block Surface Treatment |
|---------------------|---|---|
| N : Normal | K : Tapped-Hole Rail X : Rail with Special Machining | □ : Standard B1 : Black Oxidation N1 : Hard Chrome Plating P : Phosphating N3 : Nickel Plating N4 : Raydent N5 : Chrome Plating |

TBI MOTION LINEAR GUIDE

2-2 TRH / TRS / TRC International Standard Linear Guide

TRH-V Series Specifications

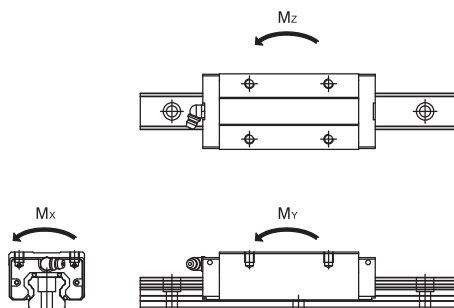


A

Linear Guide

| Model No. | Assembly (mm) | | | Block Dimension (mm) | | | | | | | Rail (mm) | | | | | | | |
|-----------|---------------|------|-----|----------------------|----|-----|-------|-------|--------|------|-----------|------|----|------|-----|-----|-----|-----|
| | H | W2 | E | W | B | J | L | L1 | QXℓ | T1 | Oil Hole | N | W1 | H1 | ØD | h | Ød | F |
| TRH15VN | 28 | 9.5 | 3.2 | 34 | 26 | 26 | 56.9 | 39.5 | M4X8 | 9.5 | M4X0.7 | 7 | 15 | 13 | 7.5 | 6 | 4.5 | 60 |
| TRH15VL | | | | | | | 65.4 | 48 | | | | | | | | | | |
| TRH20VN | 30 | 12 | 4.6 | 44 | 32 | 36 | 75.6 | 54 | M5X7 | 6.5 | M6X1 | 14 | 20 | 16.5 | 9.5 | 8.5 | 6 | 60 |
| TRH20VE | | | | | | 50 | 99.6 | 78 | | | | | | | | | | |
| TRH25VN | 40 | 12.5 | 5.8 | 48 | 35 | 35 | 81 | 59 | M6X8 | 11.5 | M6X1 | 14 | 23 | 20 | 11 | 9 | 7 | 60 |
| TRH25VE | | | | | | 50 | 110 | 88 | | | | | | | | | | |
| TRH30VN | 45 | 16 | 7 | 60 | 40 | 40 | 96.3 | 69.3 | M8X10 | 11 | M6X1 | 14 | 28 | 23 | 14 | 12 | 9 | 80 |
| TRH30VE | | | | | | 60 | 132 | 105 | | | | | | | | | | |
| TRH35VN | 55 | 18 | 7.5 | 70 | 50 | 50 | 109 | 79 | M8X10 | 15 | M6X1 | 14 | 34 | 26 | 14 | 12 | 9 | 80 |
| TRH35VE | | | | | | 72 | 153 | 123 | | | | | | | | | | |
| TRH45VL | 70 | 20.5 | 8.9 | 85.5 | 60 | 60 | 140 | 106 | M10X15 | 20.5 | PT1/8 | 12.5 | 45 | 32 | 20 | 17 | 14 | 105 |
| TRH45VE | | | | | | 80 | 174 | 140 | | | | | | | | | | |
| TRH55VL | 80 | 23.5 | 13 | 100 | 75 | 75 | 162 | 118 | M12X18 | 21 | PT1/8 | 12.5 | 53 | 44 | 23 | 20 | 16 | 120 |
| TRH55VE | | | | | | 95 | 200.1 | 156.1 | | | | | | | | | | |
| TRH65VL | 90 | 31.5 | 14 | 126 | 76 | 70 | 197 | 147 | M16X20 | 19 | PT1/8 | 12.5 | 63 | 53 | 26 | 22 | 18 | 150 |
| TRH65VE | | | | | | 120 | 256.5 | 206.5 | | | | | | | | | | |

※The above specifications provided are dedicated to XN, UN, please check table 2.2.17 for detail, if other accessories is required, please refer to page A87.

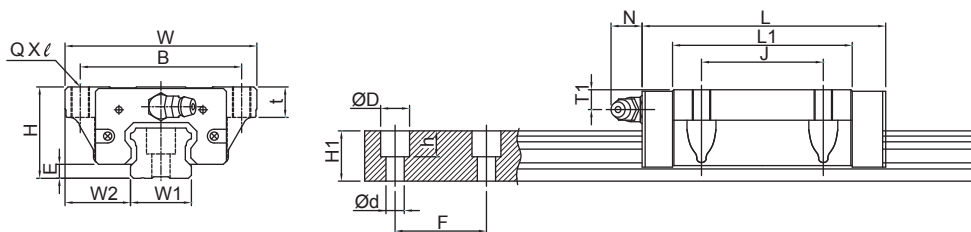


| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|-------|---------------------------|--------------|--------------|--------------|--------------|--------|------------|
| | | | Mx (kgf-mm) | | My (kgf-mm) | | Mz (kgf-mm) | | Block (kg) |
| | C | Co | Single Block | Single Block | Double Block | Single Block | Double Block | | |
| TRH15VN | 1206 | 2206 | 16,436 | 14,884 | 70,960 | 14,884 | 70,960 | 0.15 | 1.32 |
| TRH15VL | 1343 | 2574 | 19,175 | 20,429 | 95,224 | 20,429 | 95,224 | 0.22 | |
| TRH20VN | 2050 | 3696 | 37,334 | 33,268 | 157,298 | 33,268 | 157,298 | 0.31 | 2.28 |
| TRH20VE | 2553 | 5058 | 51,089 | 63,229 | 284,163 | 63,229 | 284,163 | 0.44 | |
| TRH25VN | 2581 | 4503 | 52,239 | 43,407 | 207,324 | 43,407 | 207,324 | 0.52 | 3.17 |
| TRH25VE | 3248 | 6255 | 72,554 | 85,112 | 391,311 | 85,112 | 391,311 | 0.77 | |
| TRH30VN | 3807 | 6483 | 90,722 | 74,970 | 355,321 | 74,970 | 355,321 | 0.85 | 4.54 |
| TRH30VE | 4791 | 9004 | 126,003 | 147,000 | 677,068 | 147,000 | 677,068 | 1.3 | |
| TRH35VN | 5090 | 8346 | 142,722 | 106,070 | 519,799 | 106,070 | 519,799 | 1.47 | 6.27 |
| TRH35VE | 6667 | 12274 | 209,885 | 233,977 | 1,070,533 | 233,977 | 1,070,533 | 2.26 | |
| TRH45VL | 7572 | 12808 | 292,657 | 220,751 | 1,030,183 | 220,751 | 1,030,183 | 3.00 | 10.4 |
| TRH45VE | 8852 | 16010 | 365,821 | 348,554 | 1,598,703 | 348,554 | 1,598,703 | 3.90 | |
| TRH55VL | 14703 | 21613 | 571,342 | 411,729 | 2,019,184 | 411,729 | 2,019,184 | 4.42 | 16.1 |
| TRH55VE | 17349 | 27377 | 723,699 | 670,530 | 3,148,637 | 670,530 | 3,148,637 | 5.50 | |
| TRH65VL | 22526 | 31486 | 973,074 | 695,840 | 3,594,277 | 695,840 | 3,594,277 | 8.66 | 22.54 |
| TRH65VE | 27895 | 42731 | 1,320,601 | 1,307,568 | 6,312,759 | 1,307,568 | 6,312,759 | 10.30 | |

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TRH-F Series Specifications

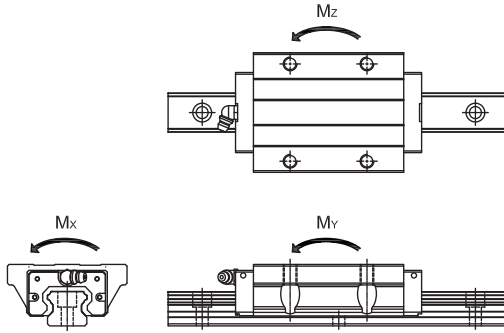


A

Linear Guide

| Model No. | Assembly (mm) | | | Block Dimension (mm) | | | | | | | | | | Rail (mm) | | | | | |
|-----------|---------------|------|-----|----------------------|-----|-----|----|-------|-------|--------|------|----------|------|-----------|------|-----|-----|-----|-----|
| | H | W2 | E | W | B | J | t | L | L1 | QXℓ | T1 | Oil Hole | N | W1 | H1 | ØD | h | Ød | F |
| TRH15FN | 24 | 16 | 3.2 | 47 | 38 | 30 | 8 | 56.9 | 39.5 | M5X8 | 5.5 | M4X0.7 | 7 | 15 | 13 | 7.5 | 6 | 4.5 | 60 |
| TRH15FL | | | | | | | | 65.4 | 48 | | | | | | | | | | |
| TRH20FN | 30 | 21.5 | 4.6 | 63 | 53 | 40 | 10 | 75.6 | 54 | M6X10 | 6.5 | M6X1 | 14 | 20 | 16.5 | 9.5 | 8.5 | 6 | 60 |
| TRH20FE | | | | | | | | 99.6 | 78 | | | | | | | | | | |
| TRH25FN | 36 | 23.5 | 5.8 | 70 | 57 | 45 | 12 | 81 | 59 | M8X12 | 7.5 | M6X1 | 14 | 23 | 20 | 11 | 9 | 7 | 60 |
| TRH25FE | | | | | | | | 110 | 88 | | | | | | | | | | |
| TRH30FN | 42 | 31 | 7 | 90 | 72 | 52 | 15 | 96.3 | 69.3 | M10X15 | 8 | M6X1 | 14 | 28 | 23 | 14 | 12 | 9 | 80 |
| TRH30FE | | | | | | | | 132 | 105 | | | | | | | | | | |
| TRH35FN | 48 | 33 | 7.5 | 100 | 82 | 62 | 15 | 109 | 79 | M10X15 | 8 | M6X1 | 14 | 34 | 26 | 14 | 12 | 9 | 80 |
| TRH35FE | | | | | | | | 153 | 123 | | | | | | | | | | |
| TRH45FL | 60 | 37.5 | 8.9 | 120 | 100 | 80 | 18 | 140 | 106 | M12X18 | 10.5 | PT1/8 | 12.5 | 45 | 32 | 20 | 17 | 14 | 105 |
| TRH45FE | | | | | | | | 174 | 140 | | | | | | | | | | |
| TRH55FL | 70 | 43.5 | 13 | 140 | 116 | 95 | 29 | 162 | 118 | M14X17 | 11 | PT1/8 | 12.5 | 53 | 44 | 23 | 20 | 16 | 120 |
| TRH55FE | | | | | | | | 200.1 | 156.1 | | | | | | | | | | |
| TRH65FL | 90 | 53.5 | 14 | 170 | 142 | 110 | 37 | 197 | 147 | M16X23 | 19 | PT1/8 | 12.5 | 63 | 53 | 26 | 22 | 18 | 150 |
| TRH65FE | | | | | | | | 256.5 | 206.5 | | | | | | | | | | |

※The above specifications provided are dedicated to XN, UN, please check table 2.2.17 for detail, if other accessories is required, please refer to page A87.

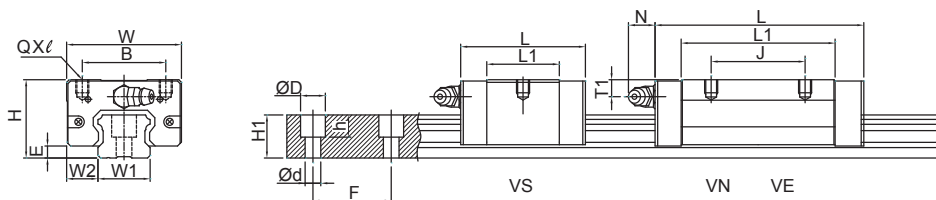


| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|-------|---------------------------|--------------|--------------|--------------|--------------|--------|------------|
| | | | Mx (kgf-mm) | | My (kgf-mm) | | Mz (kgf-mm) | | Block (kg) |
| | C | Co | Single Block | Single Block | Double Block | Single Block | Double Block | | |
| TRH15FN | 1206 | 2206 | 16,436 | 14,884 | 70,960 | 14,884 | 70,960 | 0.18 | 1.32 |
| TRH15FL | 1343 | 2574 | 19,175 | 20,429 | 95,224 | 20,429 | 95,224 | 0.22 | |
| TRH20FN | 2050 | 3696 | 37,334 | 33,268 | 157,298 | 33,268 | 157,298 | 0.39 | 2.28 |
| TRH20FE | 2553 | 5058 | 51,089 | 63,229 | 284,163 | 63,229 | 284,163 | 0.58 | |
| TRH25FN | 2581 | 4503 | 52,239 | 43,407 | 207,324 | 43,407 | 207,324 | 0.60 | 3.17 |
| TRH25FE | 3248 | 6255 | 72,554 | 85,112 | 391,311 | 85,112 | 391,311 | 0.85 | |
| TRH30FN | 3807 | 6483 | 90,722 | 74,970 | 355,321 | 74,970 | 355,321 | 1.01 | 4.54 |
| TRH30FE | 4791 | 9004 | 126,003 | 147,000 | 677,068 | 147,000 | 677,068 | 1.54 | |
| TRH35FN | 5090 | 8346 | 142,722 | 106,070 | 519,799 | 106,070 | 519,799 | 1.47 | 6.27 |
| TRH35FE | 6667 | 12274 | 209,885 | 233,977 | 1,070,533 | 233,977 | 1,070,533 | 2.29 | |
| TRH45FL | 7572 | 12808 | 292,657 | 220,751 | 1,030,183 | 220,751 | 1,030,183 | 2.80 | 10.4 |
| TRH45FE | 8852 | 16010 | 365,821 | 348,554 | 1,598,703 | 348,554 | 1,598,703 | 3.79 | |
| TRH55FL | 12598 | 14798 | 571,342 | 411,729 | 2,019,184 | 411,729 | 2,019,184 | 4.22 | 16.1 |
| TRH55FE | 15404 | 19731 | 723,699 | 670,530 | 3,148,637 | 670,530 | 3,148,637 | 5.6 | |
| TRH65FL | 20254 | 23098 | 973,074 | 695,840 | 3,594,277 | 695,840 | 3,594,277 | 9.31 | 22.54 |
| TRH65FE | 24777 | 30797 | 1,320,601 | 1,307,568 | 6,312,759 | 1,307,568 | 6,312,759 | 12.98 | |

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TRS-V Series Specifications

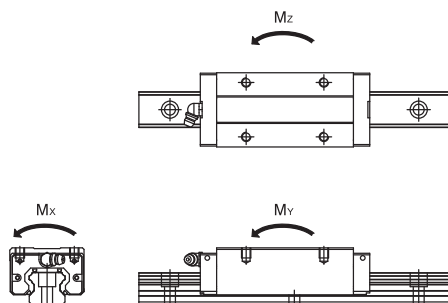


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Linear Guide

| Model No. | Assembly(mm) | | | Block Dimension(mm) | | | | | | | | Rail(mm) | | | | | | |
|-----------|--------------|------|-----|---------------------|----|------|-------|--------|--------|--------|----------|----------|------|-----|-----|-----|----|------|
| | H | W2 | E | W | B | J | L | L1 | QXℓ | T1 | Oil Hole | N | W1 | H1 | ØD | h | Ød | F |
| TRS15VS | 24 | 9.5 | 3.2 | 34 | 26 | 40.3 | 22.9 | M4X5 | 5.5 | M4X0.7 | 7 | 15 | 13 | 7.5 | 6 | 4.5 | 60 | |
| TRS15VN | | | | | | 26 | 56.9 | | | | | | | | | | | 39.5 |
| TRS20VS | 28 | 11 | 4.6 | 42 | 32 | 49.4 | 27.8 | M5X6 | 4.5 | M6X1 | 14 | 20 | 16.5 | 9.5 | 8.5 | 6 | 60 | |
| TRS20VN | | | | | | 32 | 68.3 | | | | | | | | | | | 46.7 |
| TRS25VS | 33 | 12.5 | 5.8 | 48 | 35 | 57.2 | 35.2 | M6X6.5 | 4.5 | M6X1 | 14 | 23 | 20 | 11 | 9 | 7 | 60 | |
| TRS25VN | | | | | | 35 | 81 | | | | | | | | | | | 59 |
| TRS30VS | 42 | 16 | 7 | 60 | 40 | 67.4 | 40.4 | M8X8 | 8 | M6X1 | 14 | 28 | 23 | 14 | 12 | 9 | 80 | |
| TRS30VN | | | | | | 40 | 96.3 | | | | | | | | | | | 69.3 |
| TRS35VN | 48 | 18 | 7.5 | 70 | 50 | 50 | 109 | 79 | M8X8 | 8 | M6X1 | 14 | 34 | 26 | 14 | 12 | 9 | 80 |
| TRS35VE | | | | | | 72 | 153 | 123 | | | | | | | | | | |
| TRS45VN | 60 | 20.5 | 8.9 | 85.5 | 60 | 60 | 124.5 | 90.5 | M10X15 | 10.5 | PT1/8 | 12.5 | 45 | 32 | 20 | 17 | 14 | 105 |

※The above specifications provided are dedicated to XN, UN, please check table 2.2.17 for detail, if other accessories is required, please refer to page A87.

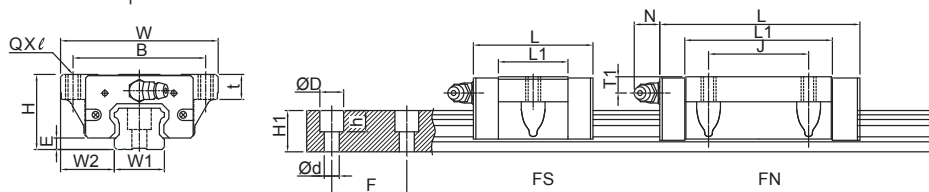


| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|-------|---------------------------|--------------|--------------|--------------|--------------|------------|-------------|
| | | | Mx (kgf-mm) | My (kgf-mm) | | Mz (kgf-mm) | | Block (kg) | Rail (kg/m) |
| | C | Co | Single Block | Single Block | Double Block | Single Block | Double Block | | |
| TRS15VS | 908 | 1471 | 10,957 | 6,420 | 33,531 | 6,420 | 33,531 | 0.09 | 1.32 |
| TRS15VN | 1206 | 2206 | 16,436 | 14,884 | 70,960 | 14,884 | 70,960 | 0.15 | |
| TRS20VS | 1398 | 2140 | 21,615 | 10,700 | 59,798 | 10,700 | 59,798 | 0.15 | 2.28 |
| TRS20VN | 1896 | 3307 | 33,404 | 26,459 | 126,998 | 26,459 | 126,998 | 0.23 | |
| TRS25VS | 1943 | 3002 | 34,826 | 18,725 | 97,890 | 18,725 | 97,890 | 0.25 | 3.17 |
| TRS25VN | 2581 | 4503 | 52,239 | 43,407 | 207,324 | 43,407 | 207,324 | 0.39 | |
| TRS30VS | 2697 | 3962 | 55,442 | 26,950 | 154,224 | 26,950 | 154,224 | 0.48 | 4.54 |
| TRS30VN | 3807 | 6483 | 90,722 | 74,970 | 355,321 | 74,970 | 355,321 | 0.77 | |
| TRS35VN | 5090 | 8346 | 142,722 | 106,070 | 519,799 | 106,070 | 519,799 | 1.15 | 6.27 |
| TRS35VE | 6667 | 12274 | 209,885 | 233,977 | 1,070,533 | 233,977 | 1,070,533 | 1.54 | |
| TRS45VN | 6758 | 10887 | 248,758 | 158,011 | 782,271 | 158,011 | 782,271 | 1.98 | 10.4 |

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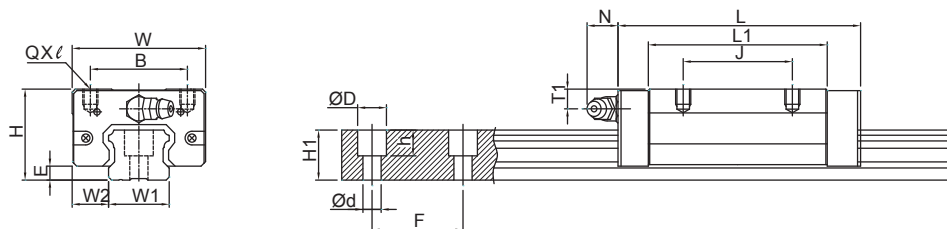
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TRS-F Series Specifications



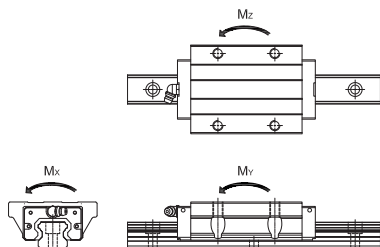
| Model No. | Assembly(mm) | | | Block Dimension(mm) | | | | | | | | | | Rail(mm) | | | | | |
|-----------|--------------|------|-----|---------------------|----|----|----|------|------|-------|-----|----------|----|----------|------|-----|-----|-----|----|
| | H | W2 | E | W | B | J | t | L | L1 | QXℓ | T1 | Oil Hole | N | W1 | H1 | ØD | h | Ød | F |
| TRS15FS | 24 | 18.5 | 3.2 | 52 | 41 | 26 | 7 | 40.3 | 22.9 | M5X7 | 5.5 | M4X0.7 | 7 | 15 | 13 | 7.5 | 6 | 4.5 | 60 |
| TRS15FN | | | | | | | | 56.9 | 39.5 | | | | | | | | | | |
| TRS20FS | 28 | 19.5 | 4.6 | 59 | 49 | 32 | 9 | 49.4 | 27.8 | M6X9 | 4.5 | M6X1 | 14 | 20 | 16.5 | 9.5 | 8.5 | 6 | 60 |
| TRS20FN | | | | | | | | 68.3 | 46.7 | | | | | | | | | | |
| TRS25FN | 33 | 25 | 5.8 | 73 | 60 | 35 | 10 | 81 | 59 | M8X10 | 4.5 | M6X1 | 14 | 23 | 20 | 11 | 9 | 7 | 60 |

※The above specifications provided are dedicated to XN, UN, please check table 2.2.17 for detail, if other accessories is required, please refer to page A87.

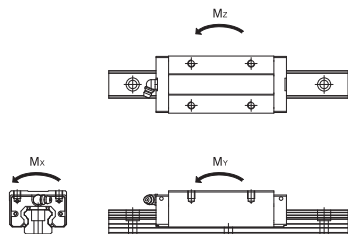


| Model No. | Assembly(mm) | | | Block Dimension(mm) | | | | | | | | | | Rail(mm) | | | | | |
|-----------|--------------|------|-----|---------------------|----|----|-----|----|--------|-----|----------|----|----|----------|----|---|----|----|--|
| | H | W2 | E | W | B | J | L | L1 | QXℓ | T1 | Oil Hole | N | W1 | H1 | ØD | h | Ød | F | |
| TRC25VE | 36 | 12.5 | 5.8 | 48 | 35 | 50 | 110 | 88 | M6X6.5 | 7.5 | M6X1 | 14 | 23 | 20 | 11 | 9 | 7 | 60 | |

※The above specification provided is dedicated to XN, UN, please check table 2.2.17 for detail, if other accessories is required, please refer to page A87.



| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|------|---------------------------|--------------|--------------|--------------|--------------|------------|-------------|
| | | | Mx (kgf-mm) | My (kgf-mm) | | Mz (kgf-mm) | | Block (kg) | Rail (kg/m) |
| | C | Co | | Single Block | Single Block | Double Block | Single Block | | |
| TRS15FS | 908 | 1471 | 10,957 | 6,420 | 33,531 | 6,420 | 33,531 | 0.12 | 1.32 |
| TRS15FN | 1206 | 2206 | 16,436 | 14,884 | 70,960 | 14,884 | 70,960 | 0.19 | |
| TRS20FS | 1398 | 2140 | 21,615 | 10,700 | 59,798 | 10,700 | 59,798 | 0.19 | 2.28 |
| TRS20FN | 1896 | 3307 | 33,404 | 26,459 | 126,998 | 26,459 | 126,998 | 0.29 | |
| TRS25FN | 2581 | 4503 | 52,239 | 43,407 | 207,324 | 43,407 | 207,324 | 0.51 | 3.17 |



| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|------|---------------------------|--------------|--------------|--------------|--------------|------------|-------------|
| | | | Mx (kgf-mm) | My (kgf-mm) | | Mz (kgf-mm) | | Block (kg) | Rail (kg/m) |
| | C | Co | | Single Block | Single Block | Double Block | Single Block | | |
| TRC25VE | 3248 | 6255 | 72,554 | 85,112 | 391,311 | 85,112 | 391,311 | 0.65 | 3.17 |

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2-2-6 The Standard Length and Maxima Length of Linear Rail

TBI MOTION offer our customers standard and customized rail length to meet the requirement of our customers. TBI suggests that when ordering customized rail length, to prevent unstable running performance after mounting, the end cap value G should be no greater than $1/2F$.

$$L = [n-1] \cdot F + 2 \cdot G$$

L : Total Length of Rail (mm)

n : Number of Mounting Holes

F : Distance Between Any Two Holes (mm)

G : Distance from the Center of the Last Hole to the Edge (mm)

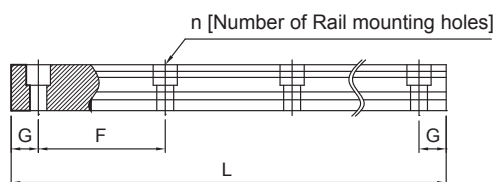


Fig 2.2.3

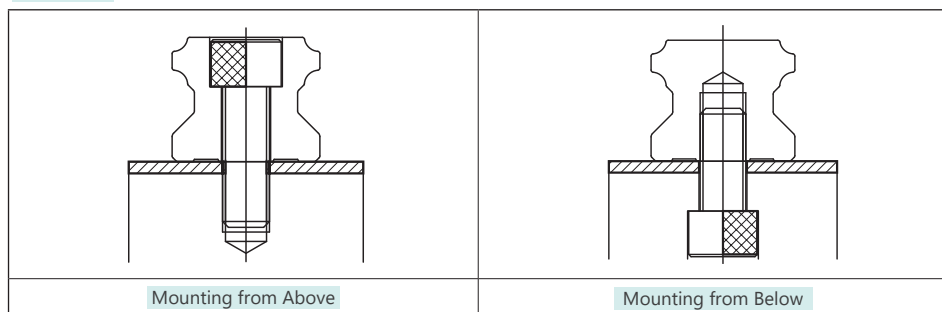
Table 2.2.3

| Item | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
|-------------------------------|------|------|------|------|------|------|------|------|
| F : Pitch | 60 | 60 | 60 | 80 | 80 | 105 | 120 | 150 |
| G : Suggested Distance to End | 20 | 20 | 20 | 20 | 20 | 22.5 | 30 | 35 |
| L : Max. Length | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 |

2-2-7 Mounting Type of Linear Rail

Besides the standard top mounting type, *TBI MOTION* also offers bottom mounting type rails.

Table 2.2.4



Mounting from Above

Mounting from Below

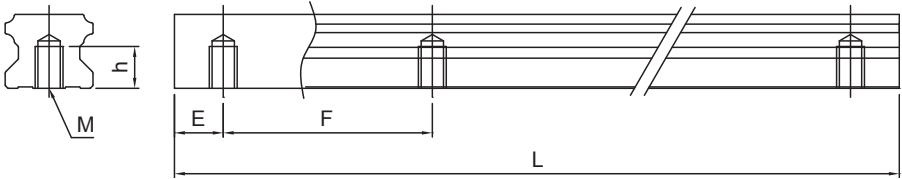


Fig 2.2.4 Mounting from below

Table 2.2.5 Rail Size Chart

Unit : mm

| | M | h | E | F |
|------|------------|----|------|-----|
| TR15 | M5 · 0.8 | 8 | 20 | 60 |
| TR20 | M6 · 1 | 10 | 20 | 60 |
| TR25 | M6 · 1 | 12 | 20 | 60 |
| TR30 | M8 · 1.25 | 15 | 20 | 80 |
| TR35 | M8 · 1.25 | 17 | 20 | 80 |
| TR45 | M12 · 1.75 | 24 | 22.5 | 105 |
| TR55 | M14 · 2 | 24 | 30 | 120 |
| TR65 | M20 · 2.5 | 30 | 35 | 150 |

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■ 2-2-8 Accuracy Standard

The accuracy standards of TR-Series range, from normal (N), high (H), precision (P), super-precision (SP) and ultra-precision (UP). It allows our user to choose according to the accuracy standards of the equipment.

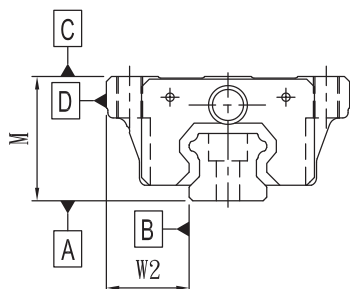
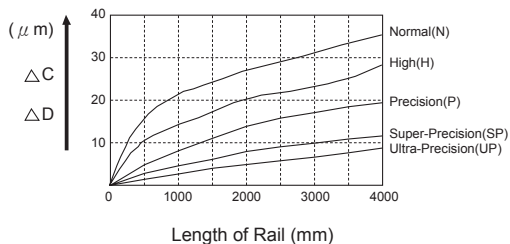


Fig 2.2.5 Accuracy Standard



TR Rail Length and Running Accuracy.

Fig 2.2.6

Table 2.2.6 TR-Accuracy of Running Parallelism

| TR Rail Length (mm) | Accuracy (μm) | | | | |
|---------------------|---------------|-----|-----|-----|-----|
| | N | H | P | SP | UP |
| 0~125 | 5 | 3 | 2 | 1.5 | 1 |
| 125~200 | 5 | 3.5 | 2 | 1.5 | 1 |
| 200~250 | 6 | 4 | 2.5 | 1.5 | 1 |
| 250~315 | 7 | 4.5 | 3 | 1.5 | 1 |
| 315~400 | 8 | 5 | 3.5 | 2 | 1.5 |
| 400~500 | 9 | 6 | 4.5 | 2.5 | 1.5 |
| 500~630 | 16 | 11 | 6 | 2.5 | 1.5 |
| 630~800 | 18 | 12 | 7 | 3 | 2 |
| 800~1000 | 20 | 14 | 8 | 4 | 2 |
| 1000~1250 | 22 | 16 | 10 | 5 | 2.5 |
| 1250~1600 | 25 | 18 | 11 | 6 | 3 |
| 1600~2000 | 28 | 20 | 13 | 7 | 3.5 |
| 2000~2500 | 30 | 22 | 15 | 8 | 4 |
| 2500~3000 | 32 | 24 | 16 | 9 | 4.5 |
| 3000~3500 | 33 | 25 | 17 | 11 | 5 |
| 3500~4000 | 34 | 26 | 18 | 12 | 6 |

Table 2.2.7

Unit : mm

| Accuracy Standard | | | | | | | | | | |
|---|--|-------|------------|-----------------|-----------------|--|-------|------------|-----------------|-----------------|
| TR 15 20 | | | | | | TR 25 30 35 | | | | |
| Accuracy Standard | Normal | High | Precision | Super Precision | Ultra Precision | Normal | High | Precision | Super Precision | Ultra Precision |
| Item | N | H | P | SP | UP | N | H | P | SP | UP |
| Tolerance for height M | ±0.1 | ±0.03 | 0 -0.03 | 0 -0.015 | 0 -0.008 | ±0.1 | ±0.04 | 0 -0.04 | 0 -0.02 | 0 -0.01 |
| Tolerance for height M difference among Linear Guide Block | 0.02 | 0.01 | 0.006 | 0.004 | 0.003 | 0.02 | 0.015 | 0.007 | 0.005 | 0.003 |
| Tolerance for rail-to-block lateral distance W2 | ±0.1 | ±0.03 | 0 -0.03 | 0 -0.015 | 0 -0.008 | ±0.1 | ±0.04 | 0 -0.04 | 0 -0.02 | 0 -0.01 |
| Tolerance for rail-to-block lateral distance W2 difference among Linear Guide Block | 0.02 | 0.01 | 0.006 | 0.004 | 0.003 | 0.03 | 0.015 | 0.007 | 0.005 | 0.003 |
| Running parallelism of Linear Guide Block surface C with respect to surface A | ΔC , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | | ΔC , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | |
| Running parallelism of Linear Guide Block surface D with respect to surface B | ΔD , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | | ΔD , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | |
| Accuracy Standard | | | | | | | | | | |
| TR 45 55 | | | | | | TR 65 | | | | |
| Accuracy Standard | Normal | High | Precision | Super Precision | Ultra Precision | Normal | High | Precision | Super Precision | Ultra Precision |
| Item | N | H | P | SP | UP | N | H | P | SP | UP |
| Tolerance for height M | ±0.1 | ±0.05 | 0 -0.05 | 0 -0.03 | 0 -0.02 | ±0.1 | ±0.07 | 0 -0.07 | 0 -0.05 | 0 -0.03 |
| Tolerance for height M difference among Linear Guide Block | 0.03 | 0.015 | 0.007 | 0.005 | 0.003 | 0.03 | 0.02 | 0.01 | 0.007 | 0.005 |
| Tolerance for rail-to-block lateral distance W2 | ±0.1 | ±0.05 | 0 -0.05 | 0 -0.03 | 0 -0.02 | ±0.1 | ±0.07 | 0 -0.07 | 0 -0.05 | 0 -0.03 |
| Tolerance for rail-to-block lateral distance W2 difference among Linear Guide Block | 0.03 | 0.02 | 0.01 | 0.007 | 0.005 | 0.03 | 0.025 | 0.015 | 0.01 | 0.007 |
| Running parallelism of Linear Guide Block surface C with respect to surface A | ΔC , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | | ΔC , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | |
| Running parallelism of Linear Guide Block surface D with respect to surface B | ΔD , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | | ΔD , TR Rail Length and Running Accuracy (Fig 2.2.6) | | | | |

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■ 2-2-9 Determining the Magnitude of a Preload

What's Preload

Using larger rolling elements helps strengthen the entire rigidity of the block while there exists clearance within ball circulation.

Increasing preload would decrease the vibration and reduce the corrosion caused by running back and forth. However, it would also add the workload within those rolling elements. The greater the preload is, the greater the inner workload is. Therefore, choosing preload has to consider the effect carefully between vibration and preload.

Table 2.2.8 Preload Grade

C : Dynamic load rating

| Grade | Symbol | Preload Force |
|------------------|--------|---------------|
| Slight Clearance | ZF | 0 |
| No Preload | Z0 | 0 |
| Light Preload | Z1 | 0.02C |
| Medium Preload | Z2 | 0.05C |
| Heavy Preload | Z3 | 0.07C |

Table 2.2.9 TR Series Radial Clearances

Unit : μm

| Preload Model No. | ZF | Z0 | Z1 | Z2 | Z3 |
|----------------------|-------|--------|---------|---------|---------|
| TR15 | 5~12 | -4~4 | -12~-5 | -20~-13 | -28~-21 |
| TR20 | 6~14 | -5~5 | -14~-6 | -23~-15 | -32~-24 |
| TR25 | 7~16 | -6~6 | -16~-7 | -26~-17 | -36~-27 |
| TR30 | 8~18 | -7~7 | -18~-8 | -29~-19 | -40~-30 |
| TR35 | 9~20 | -8~8 | -20~-9 | -32~-21 | -44~-33 |
| TR45 | 10~22 | -9~9 | -22~-10 | -35~-23 | -48~-36 |
| TR55 | 11~24 | -10~10 | -24~-11 | -38~-25 | -52~-39 |
| TR65 | 12~26 | -11~11 | -26~-12 | -41~-27 | -56~-42 |

Table 2.2.10 The Difference between Interchangeability and Non-Interchangeability

| Slight Clearance | Non-Interchangeable | | | | | Interchangeable |
|------------------|---------------------|----|----|----|----|-----------------|
| | UP | SP | P | H | N | N |
| Preload | | | Z0 | Z0 | ZF | ZF |
| | Z1 | Z1 | Z1 | Z1 | Z0 | Z0 |
| | Z2 | Z2 | Z2 | Z2 | Z1 | Z1 |
| | Z3 | Z3 | Z3 | Z3 | Z2 | |

■ 2-2-10 Mounting Location of Grease Nipples

The standard location of the grease nipple is at both ends of the block, but the nipple can be mounted at each side of block. For lateral installation, we recommend that the nipple be mounted at the non-reference side, otherwise please contact us. It is possible to perform lubrication by using the oil-piping joint.

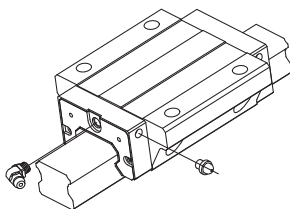


Fig 2.2.7 Mounting Location

Table 2.2.11 The Lubricant Amount for a Block Filled with Grease

| Size | Grease (cm ³) |
|------|---------------------------|
| TR15 | 1.3 |
| TR20 | 2.5 |
| TR25 | 2.5 |
| TR30 | 7 |
| TR35 | 9 |
| TR45 | 15.2 |
| TR55 | 40 |
| TR65 | 75 |

Table 2.2.12 Oil Refilling Rate

| Size | Oil refilling rate (cm ² /hr) |
|------|--|
| TR15 | 0.2 |
| TR20 | 0.2 |
| TR25 | 0.3 |
| TR30 | 0.3 |
| TR35 | 0.3 |
| TR45 | 0.4 |
| TR55 | 0.5 |
| TR65 | 0.6 |

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■ 2-2-11 Grease Nipples

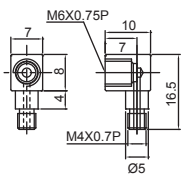
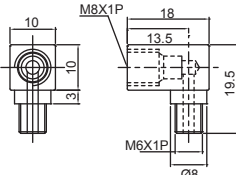
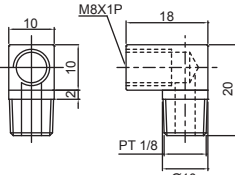
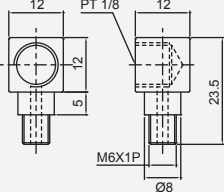
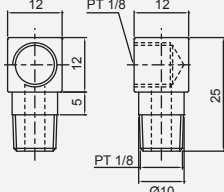
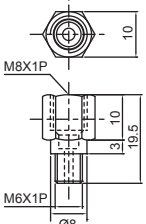
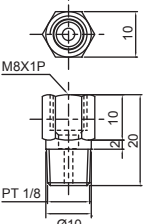
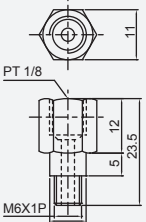
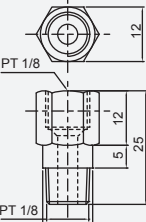
Table 2.2.13 Grease Nipples

| Model | Accessory Code | Grease Nipple Code | Size |
|----------------------|--------------------|--------------------|------|
| TR15 | XN, UN | SD-020 | |
| | SU, ZN | SD-024 | |
| | SZ | SD-066 | |
| | WW, WU, WZ, DU, DZ | - | |
| TR20 TR25 TR30 | XN, UN | SD-021 | |
| | SU | SD-025 | |
| | SZ | SD-026 | |
| | ZN | SD-075 | |
| | WW, WU, WZ, DU, DZ | - | |
| TR35 | XN, UN | SD-021 | |
| | SU, ZN | SD-026 | |
| | SZ | SD-060 | |
| | WW, WU, WZ, DU, DZ | - | |
| TR45 | XN, UN | SD-011 | |
| | SZ, ZN | SD-027 | |
| | SU | SD-068 | |
| | WW, WU, WZ, DU, DZ | - | |
| TR55 | XN, UN | SD-011 | |
| | SZ, ZN | SD-059 | |
| | SU | SD-068 | |
| | WW, WU, WZ | - | |
| TR65 | XN, UN | SD-011 | |
| | SU | SD-059 | |
| | SZ, ZN | SD-058 | |
| | WW, WU, WZ | - | |

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Table 2.2.14 Types of Lubrication Coupler

| Model | TR15 | TR20, 25, 30, 35 | TR45, 55, 65 |
|------------------------------|---|---|---|
| Types of Lubrication Coupler | <p>SD-037</p>  | <p>SD-038</p>  | <p>SD-039</p>  |
| | <p>SD-029</p>  | <p>SD-040</p>  | |
| | <p>SD-041</p>  | <p>SD-042</p>  | |
| | <p>SD-043</p>  | <p>SD-044</p>  | |

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■ 2-2-12 J-Flow System

When the linear guide sets up on the side mount as the (Fig 2.2.8) shows. It is hard to equally distribute the lubrication on the race groove due to gravity. The common way to solve this is to grease from the side of the block; however, such method is almost impossible when the application is already space limited. TBI Motion provides a unique solution to overcome the dilemma by implementing the J-Flow System. The J-Flow System is equipped with two optional screw-tightening lubrication spot on both ends of linear block with the special internal lubricating path which allows the lubrication to travel in both direction by simply tightening or loosening the lubrication screw.

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Linear Guide

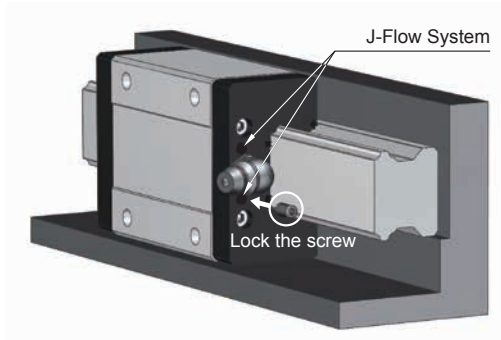


Fig 2.2.8 J-Flow System

The oil flows upward

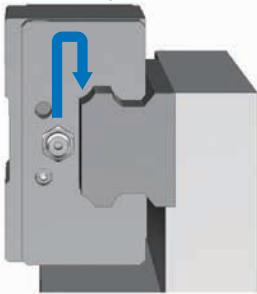


Fig 2.2.9 The oil sail against the gravity to lubricate the circulation path

When stop, slowly shed

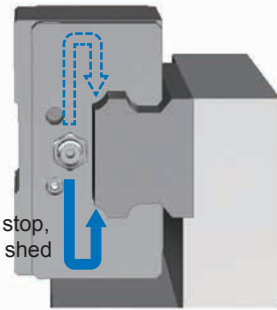


Fig 2.2.10 The oil flows downward through optional screw in spot when the feeding stops

■ 2-2-13 Strong Dust-proof/Self-Lubricating Linear Guide Series Accessory

TBI MOTION Linear Guide with Double-lip End Seal

Characteristics of *TBI MOTION* Dust-proof End Seal

1. Seal Function : Seal design from single-lip to double-lip is to prevent more dust from going into the block.
2. Hardness : Heat treatment harden the end seal to absorb impact while operating.
3. Environment : Better solution for dust-proof when using double seals in environment with high contamination.
4. Lifetime Extension : Double-lip seal prevents dust go into the block and provides a solution for block damage due to dust issue.

Characteristics of *TBI MOTION* Metal Scraper

The scraper decreases the possibility of high temperature iron chip or dust entering the block.

Characteristics of *TBI MOTION* Self-Lubricating Linear Guide Series

There is a Felt accessory between end cap and seals. Felt with oil lubricates the rail when operating and grease nipple is not needed. The design is shown below. (Fig 2.2.11)

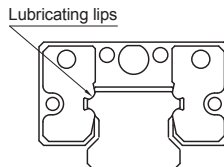


Fig 2.2.11

Example

WZ (Top Seal+Bottom Seal+Two Double-lip end seals+Felt)

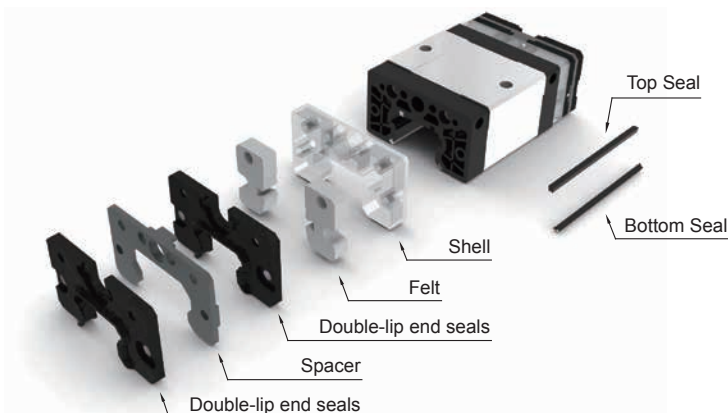


Fig 2.2.12

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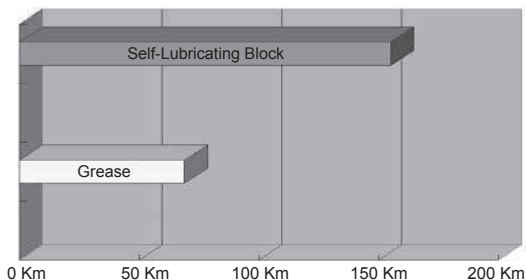
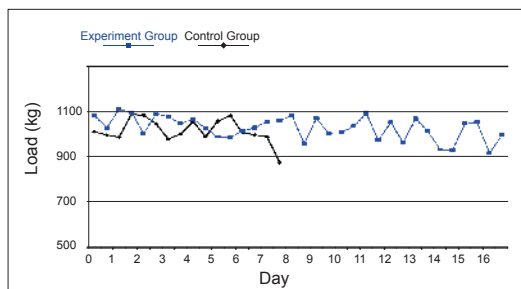
Life Comparison

As shown in the chart, the lifetime of self-lubricating blocks is twice as long as standard series blocks.

Table 2.2.15 Test

| | Control Group | Experiment Group |
|------------------|---------------|------------------|
| Test Environment | Standard | Self-Lubricating |
| Model No. | TRH20VN | TRH20VN |
| Load Rating | 1000 kg | 1000 kg |
| Speed | 6 m/min | 6 m/min |
| Travel Length | 600 mm | 600 mm |

※ No extra grease is added during the test for both standard series and self-lubricating series.



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Instructions of Self-Lubricating Block Felt

The felt has already filled in with lubricant. It is suggested to soak the whole felt in the oil tank for more than 8 hours before using. Felt can be refilled with any approved lubricant depending on the requirement (ISOVG 32~68).

Characteristics of Suggested Oil :

- (1) Form a strong oil film.
- (2) Reduce wear as much as possible.
- (3) Have high wear resistance.
- (4) Have high thermal stability.
- (5) Be noncorrosive.
- (6) Be highly rust-preventive.
- (7) Be free from dust and some moisture.

Characteristics of Block Felt

- (1) Easy Assembly and Removal - Only screws are needed when assembling and disassembling the accessory.
- (2) Environmental Friendly - No need of grease nipple and other equipment to save energy.
- (3) Low Maintenance - Prevents oil leaking, making it a ideal solution for clean working environments.
- (4) Strong Dust-Proof - With dust-proof accessory, service life is extended.

The Suggested Operating Temperature

The suggested operating temperature is between -10°C to 60°C. If operating temperature is over suggested criteria, please contact TBI MOTION.

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Self-Lubricating Linear Guide Oil Cassette Units

Self lubrication system is designed with lubrication mechanism between end cap and wiper. The structure units are shown as follow. The Cassette unit is comprised with fluid channel which is soaked with oil and act to release the lubricants thoroughly during operation. With this smart and simple design, the linear guide can be lubricated without extra oil feeding units thus minimize unnecessary parts and waste which triggers higher cost and higher risk in mounting error.

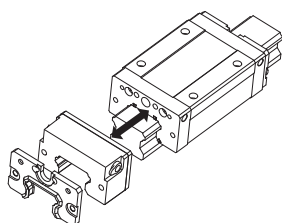


Fig 2.2.13 Installation Method

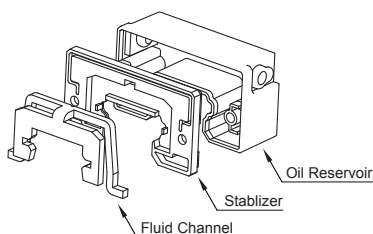


Fig 2.2.14 Cassette Unit

Characteristics of Self-Lubricating Units

- (1) No extra oil feeding unit is required.
- (2) Applicable in highly required clean environment.
- (3) May maintain lubrication for a period of time.
- (4) Lubricates thoroughly in any operating positions.
- (5) Interchangeable to any grease/oil.
- (6) Improves dust-proof efficiency when assembled to the block.

Applications

- (1) Machine Tool
- (2) Industrial Automation : Plastic and rubber manufacturers, Typography, Paper, Textiles, Food.
- (3) Electronic and Component manufacturing : Semiconductor, X-Y Platform, Measurement, Equipment
- (4) Others : Medical Equipment, Conveyers

Characteristics of Lubrication Oil

The Self lubrication cassette is filled in with Synthetic Hydro Carbon oil (SHC). The performance of the oil is list as follows :

- (1) Solvent refined oil without wax and impurity.
- (2) High grade of consistency in extreme temperature.
- (3) Corrosion free to metal and high polymer.
- (4) Unique woven texture provides oil film on the contact point to prevent wear.
- (5) High chemical stability and durability.

Table 2.2.16

| Character | Color | | Clear Yellow |
|----------------------------|-----------------------------|-------|--------------|
| Ratio | 15/4°C | | 0.860 |
| Viscosity | 100°C | c S t | 137.47 |
| | 40°C | | 1570.68 |
| Viscosity Index | — | | 120 |
| Fluid | °C | | -30 |
| Flash Point | °C | | 243 |
| Evaporation Rate | 100°C · 24 hr | | <0.15% |
| Copper Corrosion Test | 100°C · 24 hr | | Pass |
| Resin Test | 80°C · 24 hr Polystyrene | | Pass |
| Operation Temperature (°C) | | | -30~160 |

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■ 2-2-14 Dust-proof/Accessory

If the following accessories are needed, please add the code followed by the model number.

Special Option : Steel end seal, Steel end cap, Cover Strip, please contact TBI Motion.

Standard Accessories :

End seal and Bottom seal

To prevent life reduction caused by iron chips or dust entering the block.

Other Accessories :

Top Seal

Efficiently prevents dust from the surface of rail or tapping hole getting inside the block.

Double end seal

Enhances the wiping effect, foreign matter can be completely wiped off.

Double-lip end seals

Double-lip end seal is suitable for environment with high contamination.

Characteristics of *TBI MOTION* Metal Scraper

The scraper decreases the possibility of high temperature iron chip or dust entering the block.

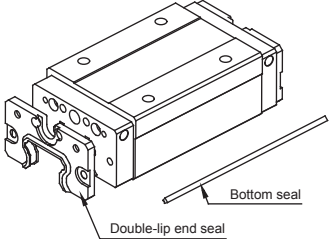
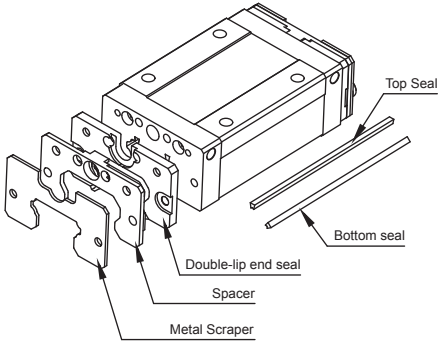
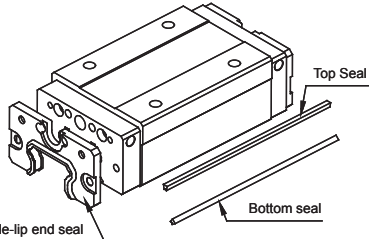
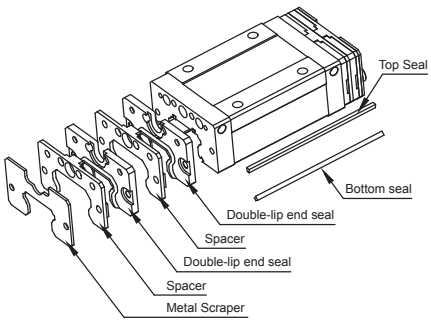
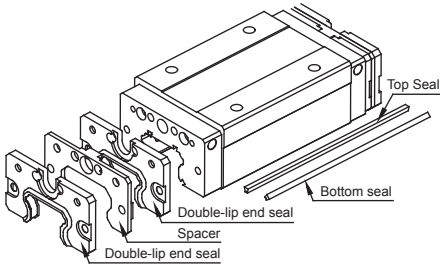
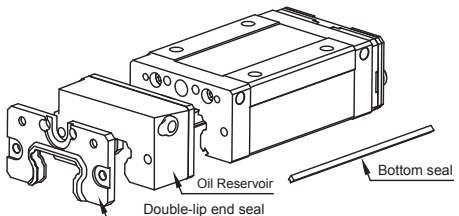
Felt

Double-lip end seal is suitable for environment with high contamination. Felt lubricates the ball track of the rail extending the lifetime. This accessory is suitable for light rating load environment.

Oil Reservoir

After installation, oil reservoir can extend lubricating effect.

Table 2.2.17 Codes of Accessories

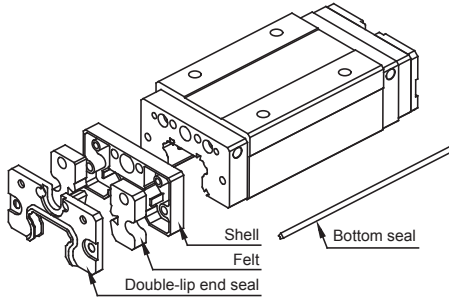
| | |
|--|--|
| <p>XN (Double-lip end seals+Bottom seals)</p> | <p>SU (Double-lip end seals+Bottom seals+Top seals+Metal Scraper)</p> |
|  <p>Bottom seal</p> <p>Double-lip end seal</p> |  <p>Top Seal</p> <p>Bottom seal</p> <p>Double-lip end seal</p> <p>Spacer</p> <p>Metal Scraper</p> |
| <p>UN (Double-lip end seals+Bottom seals+Top seals)</p> | <p>SZ (Two Double-lip end seals+Bottom seals+Top seals+Metal Scraper)</p> |
|  <p>Top Seal</p> <p>Bottom seal</p> <p>Double-lip end seal</p> |  <p>Top Seal</p> <p>Bottom seal</p> <p>Double-lip end seal</p> <p>Spacer</p> <p>Double-lip end seal</p> <p>Spacer</p> <p>Metal Scraper</p> |
| <p>ZN (Two Double-lip end seals+Bottom seals+Top seals)</p> | <p>BN (Double-lip end seals+Bottom seals+Oil Reservoir)</p> |
|  <p>Top Seal</p> <p>Bottom seal</p> <p>Double-lip end seal</p> <p>Spacer</p> <p>Double-lip end seal</p> |  <p>Oil Reservoir</p> <p>Bottom seal</p> <p>Double-lip end seal</p> |

※ After selection of different accessories increase the overall length of the slider, see table 2.2.18.

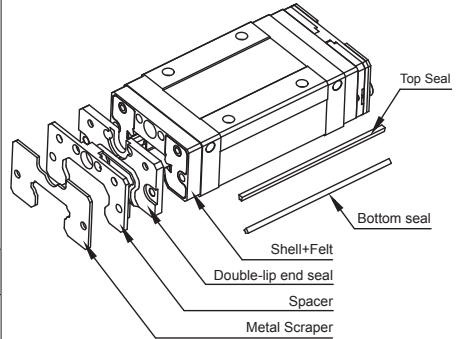
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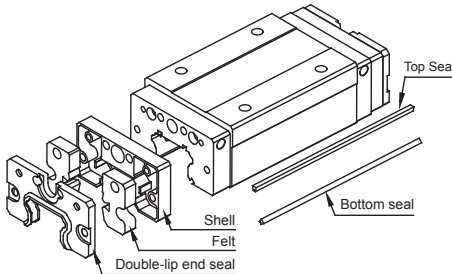
WW (Double-lip end seals+Bottom seals+Felts)



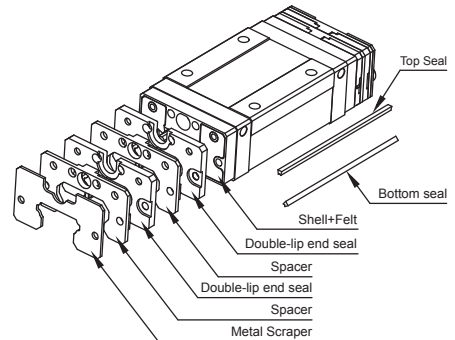
DU (Double-lip end seals+Bottom seals+Top seals+Felts+Metal Scraper)



WU (Double-lip end seals+Bottom seals+Top Seals+Felts)



DZ (Two Double-lip end seals+Bottom seals+Top seals+Felts+Metal Scraper)



WZ (Two Double-lip end seals+Bottom seals+Top Seals+Felts)

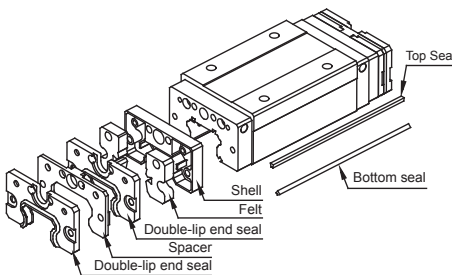


Table 2.2.18 TR Type Block Length of Accessories

Unit : mm

| Two Double-lip end seals (ZN) | | | | | | | | |
|-------------------------------|------|--------------------------|-------|-------|------|-------|-------|-------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 47.9 | 58.4 | 65.6 | 76.4 | 84.7 | - | - | - |
| N | 64.5 | TRS (77.3) TRH (84.6) | 89.4 | 105.3 | 118 | 134.5 | - | - |
| L | 73 | - | - | - | - | 150 | 173 | 208 |
| E | - | 108.6 | 118.4 | 141 | 162 | 184 | 211.1 | 267.5 |

| Double-lip end seals+Felt (WW, WU) | | | | | | | | |
|------------------------------------|------|--------------------------|-------|-------|-------|-------|------|------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 51.8 | 60.9 | 68.7 | 78.9 | 87.2 | - | - | - |
| N | 68.4 | TRS (79.8) TRH (87.1) | 92.5 | 107.8 | 120.5 | 136 | - | - |
| L | 76.9 | - | - | - | - | 151.5 | - | - |
| E | - | 111.1 | 121.5 | 143.5 | 164.5 | 185.5 | - | - |

| Two Double-lip end seals+Felt (WZ) | | | | | | | | |
|------------------------------------|------|--------------------------|-------|-------|-------|-------|------|------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 59.4 | 69.9 | 77.1 | 87.9 | 96.2 | - | - | - |
| N | 76 | TRS (88.8) TRH (96.1) | 100.9 | 116.8 | 129.5 | 146 | - | - |
| L | 84.5 | - | - | - | - | 161.5 | - | - |
| E | - | 120.1 | 129.9 | 152.5 | 173.5 | 195.5 | - | - |

| Double-lip end seals+Metal Scraper (SU) | | | | | | | | |
|---|------|--------------------------|------|-------|------|-------|-------|-------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 45.3 | 54.4 | 62.2 | 72.4 | 80.7 | - | - | - |
| N | 61.9 | TRS (73.3) TRH (80.6) | 86 | 101.3 | 114 | 129.5 | - | - |
| L | 70.4 | - | - | - | - | 145 | 167 | 202 |
| E | - | 104.6 | 115 | 137 | 158 | 179 | 205.1 | 261.5 |

TBI MOTION LINEAR GUIDE

2-2 TRH / TRS / TRC International Standard Linear Guide

Table 2.2.18 TR Type Block Length of Accessories

Unit : mm

| Two Double-lip end seals+Metal Scraper (SZ) | | | | | | | | |
|---|------|--------------------------|-------|-------|------|-------|-------|-------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 52.9 | 63.4 | 70.6 | 81.4 | 89.7 | - | - | - |
| N | 69.5 | TRS (82.3) TRH (89.6) | 94.4 | 110.3 | 123 | 139.5 | - | - |
| L | 78 | - | - | - | - | 155 | 178 | 213 |
| E | - | 113.6 | 123.5 | 146 | 167 | 189 | 216.1 | 272.5 |

| Double-lip end seals+Felt+Metal Scraper (DU) | | | | | | | | |
|--|------|--------------------------|-------|-------|-------|-------|------|------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 56.8 | 65.9 | 73.7 | 83.9 | 92.2 | - | - | - |
| N | 73.4 | TRS (84.8) TRH (92.1) | 97.5 | 112.8 | 125.5 | 141 | - | - |
| L | 81.9 | - | - | - | - | 156.5 | - | - |
| E | - | 116.1 | 126.5 | 148.5 | 169.5 | 190.5 | - | - |

| Two Double-lip end seals+Felt+Metal Scraper (DZ) | | | | | | | | |
|--|------|---------------------------|-------|-------|-------|-------|------|------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 64.4 | 74.9 | 82.1 | 92.9 | 101.2 | - | - | - |
| N | 81 | TRS (93.8) TRH (101.1) | 105.9 | 121.8 | 134.5 | 151 | - | - |
| L | 89.5 | - | - | - | - | 166.5 | - | - |
| E | - | 125.1 | 134.9 | 157.5 | 178.5 | 200.5 | - | - |

| Double-lip end seals+Oil Reservoir (BN) | | | | | | | | |
|---|------|--------------------------|------|-------|------|-------|------|------|
| Length of Block Code \ Type | TR15 | TR20 | TR25 | TR30 | TR35 | TR45 | TR55 | TR65 |
| S | 55.8 | 66.4 | 73.2 | 83.4 | 91.7 | - | - | - |
| N | 72.4 | TRS (85.3) TRH (92.6) | 97 | 112.3 | 125 | 144 | - | - |
| L | 80.9 | - | - | - | - | 159.5 | - | - |
| E | - | 116.6 | 126 | 148 | 169 | 193.5 | - | - |

A

Linear Guide

Dust-proof Rails

Once the Linear Guide is operating in a cutting machine, dust and foreign matter that enter the Linear Guide may cause abnormal wear and shorten the service life.

Linear Guide rail mounting-hole cap

Chips and foreign matter clogging the mounting holes of a Linear Guide rail may enter the Linear Guide block. To prevent this situation, the mounting holes must be closed with dedicated caps, which must be installed to flush with the Linear Guide rail top surface. To insert a dedicated cap into a mounting hole, drive the cap in using a plastic hammer with a flat metal pad placed over the cap until it matches with the Linear Guide rail top surface. (Fig 2.2.15)

Rail with tapped holes

Fixing a rail with tapped hole is different from fixing a standard one. A major strength of it is the shape of the tapped hole ; dust and chippings would not enter. (Fig 2.2.15)

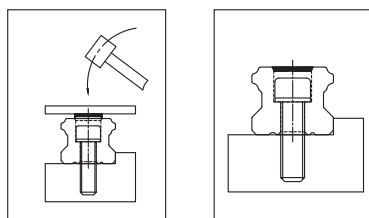


Fig 2.2.15 Dust-proof

■ 2-2-15 Friction

The figure showed in the chart is the maximum friction. (Table 2.2.20)

Table 2.2.20 End Cap friction rate

Unit : kgf

| Model No. | End Cap friction rate (Max) |
|-----------|-----------------------------|
| TR15 | 0.25 |
| TR20 | 0.35 |
| TR25 | 0.4 |
| TR30 | 0.5 |
| TR35 | 0.7 |
| TR45 | 1.3 |
| TR55 | 1.6 |
| TR65 | 2 |

2-2 TRH / TRS / TRC International Standard Linear Guide

■ 2-2-16 Mounting-Surface Dimensional Tolerance

TR series Linear Guide is a Four-Way Equal-Load design, a slight dimensional error in the mounting surface can be absorbed by the self-adjusting capability, thus ensuring smooth linear motion. In the table below are the dimensional tolerances for the mounting surface of TR Linear Guide.

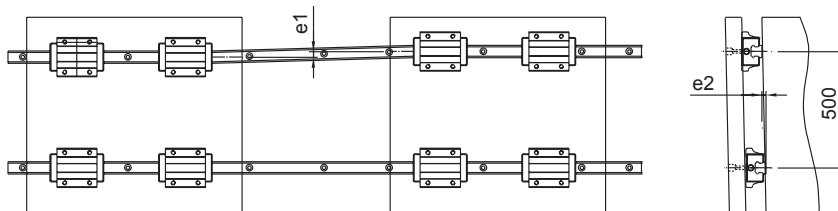


Fig 2.2.16

Table 2.2.21

Unit : μm

| Model No. | Tolerance for Parallelism Between Two Axis(e1) | | | | | Tolerance for Parallelism Between Two Axis(e2) | | | | |
|-----------|--|----|----|----|-----|--|-----|-----|-----|-----|
| | Z3 | Z2 | Z1 | Z0 | ZF | Z3 | Z2 | Z1 | Z0 | ZF |
| TR15 | - | - | 18 | 25 | 35 | - | - | 85 | 130 | 190 |
| TR20 | - | 18 | 20 | 25 | 35 | - | 50 | 85 | 130 | 190 |
| TR25 | 15 | 20 | 22 | 30 | 42 | 60 | 70 | 85 | 130 | 195 |
| TR30 | 20 | 27 | 30 | 40 | 55 | 80 | 90 | 110 | 170 | 250 |
| TR35 | 22 | 30 | 35 | 50 | 68 | 100 | 120 | 150 | 210 | 290 |
| TR45 | 25 | 35 | 40 | 60 | 85 | 110 | 140 | 170 | 250 | 350 |
| TR55 | 34 | 45 | 50 | 70 | 98 | 130 | 170 | 210 | 300 | 410 |
| TR65 | 42 | 55 | 60 | 80 | 105 | 150 | 200 | 250 | 350 | 460 |

2-3 TM Miniature Linear Guide

■ 2-3-1 The Characteristics of TM Series

Dust-Proof Design

The stainless bottom seal is the innovative new design of TM series. It prevents effectively the abnormal chips getting into the ball track from the bottom side of the block and keep the good running performance and extend the service life of the slider because the friction is low by keeping some small backlash between the slider and rail.

Standard end seals provide extreme protection from dust, metal scrapers to maintain long service life and shorten maintenance period. Unique low friction seal lips provide best smoothness and lower friction.

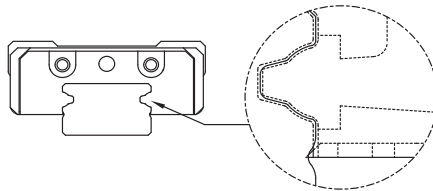


Fig 2.3.1

High Tensile Performance Stainless Steel Reinforcement Plate

Dual fully covered stainless steel plates design delivers the best coverage for plastic on each ends. Stainless steel screws are used to strength the rigidity, protection with end cap in order to sustain higher operational speed $V_{max} = 5 \text{ m/s}$, $\alpha_{max} = 300 \text{ m/s}^2$. When reinforcement plates and dust-proof seal is equipped to a Linear Block, they can function as a scraper.

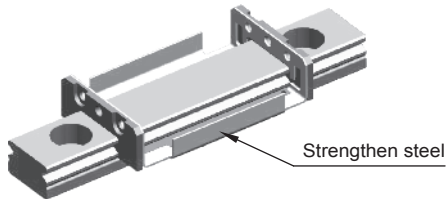


Fig 2.3.2

High Loading and Moment Capacity Performance

TM Miniature Linear Guide series uses two row circulation with Gothic 45° contact angle on the rail groove to achieve equal load capacity in four directions. Larger steel balls are used to enhance the loading and torsion resistance performance in limited space.

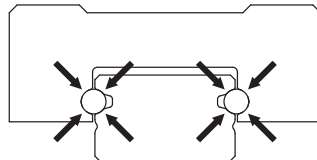


Fig 2.3.3 The Gothic 45° four-direction load structure

2-3 TM Miniature Linear Guide

2-3-2 The Structure of TM-series

Recirculation system : End cap + Recirculation tube + Ball retainer

Sealing system : Side + Bottom system

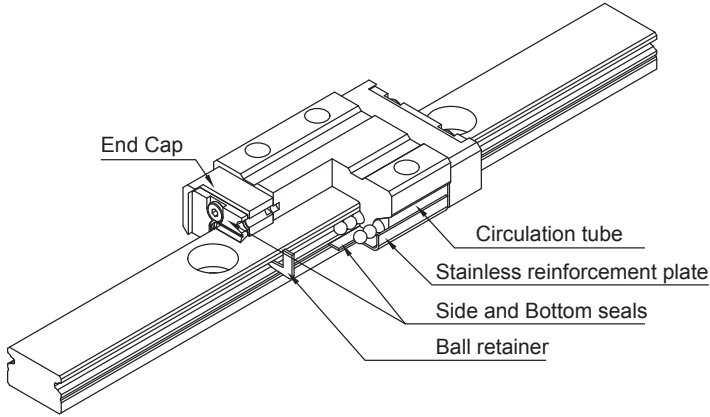


Fig 2.3.4

2-3-3 Accuracy

Miniature Linear Guide TM-series provides P, H, N three accuracy grades for customer to choose.

Table 2.3.1

| | Accuracy (μm) | | Precision P | High H | Normal N |
|---|----------------------------|---|----------------|-----------|-------------|
| | Tolerance of Height H | H | | ± 10 | ± 20 |
| Variation of height with different block on same spot of the rail | ΔH | | 7 | 15 | 25 |
| Tolerance of width W2 | W2 | | ± 15 | ± 25 | ± 40 |
| Variation with width on different block on same spot of the rail | $\Delta W2$ | | 10 | 20 | 30 |

Speed

The maximum acceleration of TM-series can reach $V_{max} > 5 \text{ m/s}$, $\alpha_{max} = 300 \text{ m/s}^2$ (60 m/s^2 without preload).

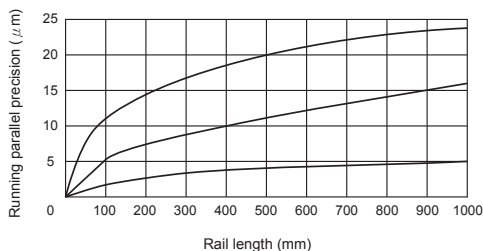


Fig 2.3.5 Running parallel precision slide relative to the rails datum

■ 2-3-4 Preload

Preload Value

Miniature Linear Guide TM-series offers three preloading level, ZF, Z0, Z1. A proper preload enhances performance on rigidity, precision, and torsion resistance; However, an improper preload shorten service life and increase friction.

Table 2.3.2 Table

| Preload Grade | Pressure | Preload(μm) | | | | Applications |
|---------------|------------------|-------------|------|------|------|--|
| | | 7 | 9 | 12 | 15 | |
| ZF | Slight Clearance | +4~0 | +4~0 | +5~0 | +6~0 | Running smoothly |
| Z0 | Zero Preload | +2~0 | +2~0 | +2~0 | +3~0 | Precision applications, Running smoothly |
| Z1 | Light Preload | 0~3 | 0~4 | 0~5 | 0~6 | High steel, Precision applications, Running smoothly |

Permissible Operational Temperature

The Miniature Linear Guide TM-series is sufficient to operate between $-20^{\circ}\text{C} \sim +80^{\circ}\text{C}$. For sudden temperature rise the temperature can reach up to $+100^{\circ}\text{C}$.

TBI MOTION LINEAR GUIDE

2-3 TM Miniature Linear Guide

2-3-5 Types of Lubrication

Grease

When a linear guide is well lubricated, the contact point between rail and rolling steel balls will be separated by 1 micro meter. Therefore, a good lubrication increases the service life of linear guide.

Clean room Lubrication

Suitable for low contamination environment.

Lubrication

General usage, ISO V32~68.

※If Special oil is required please contact *TBI MOTION*.

Table 2.3.3

| Model | Lubrication amount (cc) | Model | Lubrication amount (cc) |
|---------|-------------------------|---------|-------------------------|
| TM07NN | 0.3 | | |
| TM07NL | 0.4 | | |
| TM09NN | 0.4 | TM09WN | 0.4 |
| TM09NL | 0.6 | TM09WL | 0.6 |
| TM012NN | 0.9 | TM012WN | 0.9 |
| TM012NL | 1.3 | TM012WL | 1.3 |
| TM015NN | 1.4 | TM015WN | 1.4 |
| TM015NL | 2.0 | TM015WL | 2.0 |



2-3-6 Order Information

Customized Requirement :

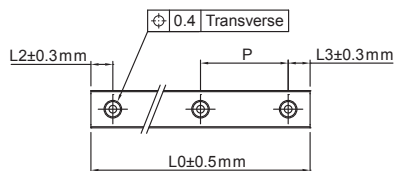


Table 2.3.4

| Rail Length | Dimension | | | |
|----------------|-----------|------|------|------|
| | TM7 | TM9 | TM12 | TM15 |
| Pitch(mm) | 15 | 20 | 25 | 40 |
| Wide Pitch(mm) | — | 30 | 40 | 40 |
| L2, L3 min | 3 | 4 | 4 | 4 |
| L2, L3 max | 10 | 20 | 20 | 35 |
| Lmax | 1300 | 1300 | 1300 | 1300 |

※If special dimension is required please contact *TBI MOTION*.

Height of Shoulder on Mounting Surface and Chamfer

Height of shoulder should be taken into consideration when installing a Linear Guide, if the block or rail is over-chamfered, the tip part has the possibility to effect the accuracy of Linear Guide, or if the height of shoulder is to high, it interferes the operation of block. Install the Linear Guide as suggested, the accuracy of Linear Guide can be maintained.

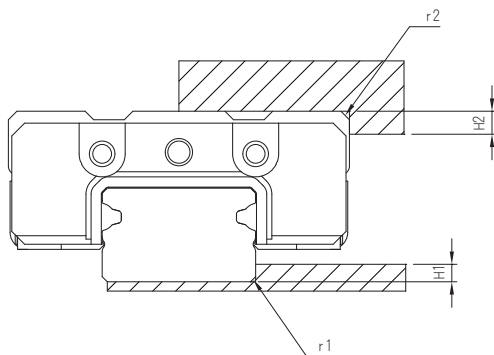


Table 2.3.5 Height of shoulder a chamfer

| Model No. | Corner Radius of Mounting Surface r1 | Corner Radius of Mounting Surface r2 | Shoulder height on rail side H1 | Shoulder height on rail side H2 |
|-----------|--------------------------------------|--------------------------------------|---------------------------------|---------------------------------|
| TM07N | 0.3 | 0.2 | 1 | 3 |
| TM09N | 0.3 | 0.3 | 1.7 | 3 |
| TM12N | 0.5 | 0.4 | 2.5 | 4 |
| TM15N | 0.5 | 0.5 | 2.5 | 5 |
| TW09W | 0.3 | 0.3 | 2.5 | 3 |
| TW12W | 0.5 | 0.5 | 3 | 4 |
| TW15W | 0.5 | 0.5 | 3 | 5 |

Table 2.3.6 Condition with Hexagonal Head Bolt

| Model No. | Screw No. | Fasten Torque | | |
|-----------|-----------|---------------|---------|----------------|
| | | Steel | Casting | Aluminum Alloy |
| TM07N | M2 | 57 | 39.2 | 29.4 |
| TM09N | M3 | 186 | 127 | 98 |
| TM12N | M3 | 186 | 127 | 98 |
| TM15N | M3 | 186 | 127 | 98 |
| TW09W | M3 | 186 | 127 | 98 |
| TW12W | M4 | 392 | 274 | 206 |
| TW15W | M4 | 392 | 274 | 206 |

TBI MOTION LINEAR GUIDE

2-3 TM Miniature Linear Guide

■ 2-3-7 Nominal Model Code of TM Type

Length of Block

Perform joint treatment when required lengths exceed 1300. Please contact TBI MOTION for detailed information.

T M 07 W L A - 2 - [] - 1000 - N A - Z0 - II - K

① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭

| ① | ② | ③ | ④ |
|----------------------|----------------------|------------------|-----------------------|
| Nominal Model | Block Type | Dimension | Width of Rail |
| T | M : Mini X : Special | 07, 09, 12, 15 | N : Standard W : Wide |

(Drawing will be provided for special item in order to distinguish the height of the rail.)

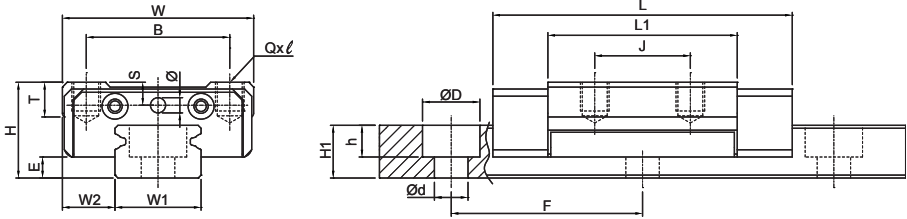
| ⑤ | ⑥ | ⑦ |
|------------------------|-------------------------------------|--|
| Length of Block | Material of Block | Quantity of Block |
| N : Standard L : Long | S : Stainless steel A : Alloy steel | (Mark 1 when there is only 1 runner block) |

| ⑧ | ⑨ | ⑩ | ⑪ |
|---------------------------------------|-----------------------|---|--|
| Accessory Code | Length of Rail | Accuracy Grade | Material of Rail |
| □ : Standard (End seal + Side seal) | Unit : mm | N : Normal H : High P : Precision | S : Stainless steel A : High Carbon steel |

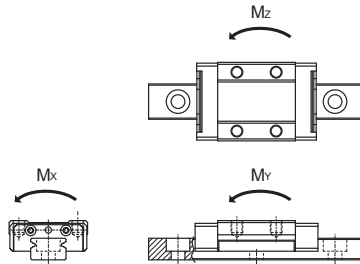
| ⑫ | ⑬ | ⑭ |
|--|---|--|
| Preload | Two Sets per Axis | Rail Special Machining |
| ZF : Slight Clearance Z0 : No Preload Z1 : Light Preload | (No need to be marked when there is only one rail) II | K : Tapped-Hole Rail X : Rail with Special Machining |

※ No symbol required when no plating is need.

TM-N Series Specifications



| Model No. | Assembly (mm) | | | Block(mm) | | | | | | | Rail(mm) | | | | | | |
|-----------|---------------|-----|-----|-----------|----|----|------|------|------|--------|----------|----|-----|-----|-----|-----|----|
| | H | W2 | E | W | B | J | T | L | L1 | Qxℓ | Ø | W1 | H1 | ØD | h | Ød | F |
| TM07NN | 8 | 5 | 1.2 | 17 | 12 | 8 | 2.25 | 22.8 | 12.3 | M2x2 | 1.3 | 7 | 4.7 | 4.2 | 2.3 | 2.4 | 15 |
| TM07NL | 8 | 5 | 1.2 | 17 | 12 | 13 | 2.25 | 30.8 | 20.3 | M2x2 | 1.3 | 7 | 4.7 | 4.2 | 2.3 | 2.4 | 15 |
| TM09NN | 10 | 5.5 | 1.9 | 20 | 15 | 10 | 3.62 | 30.4 | 19.8 | M3x3 | 1.3 | 9 | 5.5 | 6 | 3.3 | 3.5 | 20 |
| TM09NL | 10 | 5.5 | 1.9 | 20 | 15 | 16 | 3.62 | 40.7 | 30.1 | M3x3 | 1.3 | 9 | 5.5 | 6 | 3.3 | 3.5 | 20 |
| TM12NN | 13 | 7.5 | 2.7 | 27 | 20 | 15 | 4.54 | 34.4 | 20.6 | M3x3.5 | 1.3 | 12 | 7.5 | 6 | 4.5 | 3.5 | 25 |
| TM12NL | 13 | 7.5 | 2.7 | 27 | 20 | 20 | 4.54 | 46.9 | 33.1 | M3x3.5 | 1.3 | 12 | 7.5 | 6 | 4.5 | 3.5 | 25 |
| TM15NN | 16 | 8.5 | 3.7 | 32 | 25 | 20 | 5.86 | 42.4 | 27 | M3x5 | 1.3 | 15 | 9.5 | 6 | 4.5 | 3.5 | 40 |
| TM15NL | 16 | 8.5 | 3.7 | 32 | 25 | 25 | 5.86 | 59.4 | 44 | M3x5 | 1.3 | 15 | 9.5 | 6 | 4.5 | 3.5 | 40 |

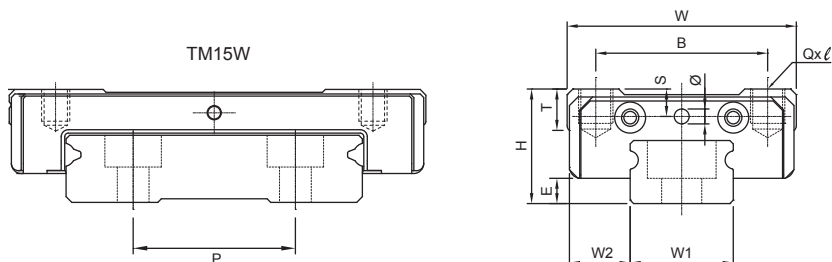


| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|-------|---------------------------|--------------|--------------|--------------|--------------|------------|-------------|
| | | | Mx(kgf-mm) | My(kgf-mm) | | Mz(kgf-mm) | | Block (kg) | Rail (kg/m) |
| | | | | Single Block | Single Block | Double Block | Single Block | | |
| TM07NN | 144 | 204 | 745 | 232 | 3,234 | 232 | 3,234 | 0.005 | 0.21 |
| TM07NL | 220 | 374 | 1,367 | 849 | 7,261 | 849 | 7,261 | 0.009 | |
| TM09NN | 220 | 374 | 1,713 | 849 | 7,117 | 849 | 7,117 | 0.013 | 0.32 |
| TM09NL | 299 | 579 | 2,648 | 2,099 | 14,174 | 2,099 | 14,174 | 0.020 | |
| TM12NN | 381 | 536 | 3,269 | 1,094 | 12,391 | 1,094 | 12,391 | 0.024 | 0.61 |
| TM12NL | 555 | 919 | 5,604 | 3,437 | 26,857 | 3,437 | 26,857 | 0.039 | |
| TM15NN | 581 | 834 | 6,336 | 2,316 | 23,096 | 2,316 | 23,096 | 0.048 | 1 |
| TM15NL | 860 | 1,459 | 11,088 | 7,527 | 52,908 | 7,527 | 52,908 | 0.080 | |

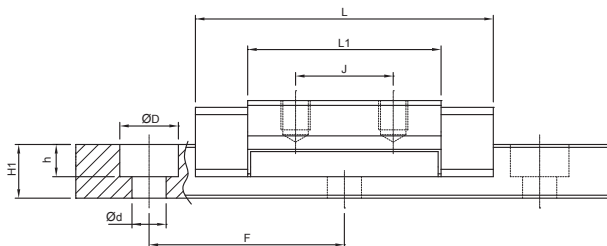
TBI MOTION LINEAR GUIDE

2-3 TM Miniature Linear Guide

TM-W Series Specifications



| Model No. | Assembly (mm) | | | Block(mm) | | | | | | | Rail(mm) | | | | | | | |
|-----------|---------------|----|-----|-----------|----|----|-----|------|------|--------|----------|----|-----|----|-----|-----|----|----|
| | H | W2 | E | W | B | J | T | L | L1 | Qxℓ | Ø | W1 | H1 | ØD | h | Ød | F | P |
| TM09WN | 12 | 6 | 3 | 30 | 21 | 12 | 4 | 39.1 | 26.7 | M3x3 | 1.3 | 18 | 7.3 | 6 | 4.5 | 3.5 | 30 | |
| TM09WL | 12 | 6 | 3 | 30 | 23 | 24 | 4 | 50.7 | 38.3 | M3x3 | 1.3 | 18 | 7.3 | 6 | 4.5 | 3.5 | 30 | |
| TM12WN | 14 | 8 | 3.5 | 40 | 28 | 15 | 4.5 | 46.2 | 29 | M3x3.5 | 1.3 | 24 | 8.5 | 8 | 4.5 | 4.5 | 40 | |
| TM12WL | 14 | 8 | 3.5 | 40 | 28 | 28 | 4.5 | 61.2 | 44 | M3x3.5 | 1.3 | 24 | 8.5 | 8 | 4.5 | 4.5 | 40 | |
| TM15WN | 16 | 9 | 3.6 | 60 | 45 | 20 | 4.8 | 55.1 | 38.5 | M4x4.5 | 1.3 | 42 | 9.5 | 8 | 4.5 | 4.5 | 40 | 23 |
| TM15WL | 16 | 9 | 3.6 | 60 | 45 | 35 | 4.8 | 74.2 | 57.6 | M4x4.5 | 1.3 | 42 | 9.5 | 8 | 4.5 | 4.5 | 40 | 23 |



| Model No. | Load Rating (kgf) | | Static Permissible Moment | | | | | Weight | |
|-----------|-------------------|-------|---------------------------|--------------|--------------|--------------|--------------|------------|-------------|
| | | | Mx(kgf-mm) | My(kgf-mm) | | Mz(kgf-mm) | | Block (kg) | Rail (kg/m) |
| | C | Co | | Single Block | Single Block | Double Block | Single Block | | |
| TM09WN | 208 | 368 | 4,645 | 1,621 | 12,205 | 1,621 | 12,205 | 0.03 | 0.97 |
| TM09WL | 260 | 509 | 7,123 | 3,905 | 23,411 | 3,905 | 23,411 | 0.043 | |
| TM12WN | 313 | 530 | 10,190 | 2,864 | 23,153 | 2,864 | 23,153 | 0.05 | 1.47 |
| TM12WL | 415 | 796 | 15,748 | 7,083 | 46,164 | 7,083 | 46,164 | 0.076 | |
| TM15WN | 517 | 856 | 26,387 | 5,459 | 42,543 | 5,459 | 42,543 | 0.116 | 2.85 |
| TM15WL | 686 | 1,283 | 41,779 | 14,144 | 87,256 | 14,144 | 87,256 | 0.175 | |

Memo

A large area of horizontal dashed lines for writing a memo, covering most of the page.