

## Original Assembly and Maintenance Manual

Linear Unit

**HSB-beta**<sup>®</sup>

Types

Beta 50-C-ARS  
Beta 70-C-ARS  
Beta 70-C-ASS  
Beta 80-ARS  
Beta 80-ASS  
Beta 100-D-ASS  
Beta 110-ARS  
Beta 110-ASS  
Beta 140-ARS  
Beta 140-ASS  
Beta 140-C-ASS  
Beta 180-ASS  
Beta 180-C-ASS  
Beta 180-AZSS



# Contents

<b>1</b>	<b>Safety</b> .....	<b>2</b>
1.1	Symbols used .....	2
1.2	Regulation use .....	2
1.3	General safety .....	3
1.4	Use in clean rooms.....	3
1.5	Use in explosive environments .....	3
1.6	Technical condition of the linear unit.....	4
1.7	Modifications to the linear unit .....	4
1.8	Requirements for personnel.....	5
1.9	Obligations of the operating company.....	5
<b>2</b>	<b>Warranty</b> .....	<b>6</b>
<b>3</b>	<b>Technical data – Standard model</b> .....	<b>7</b>
<b>4</b>	<b>Product description</b> .....	<b>11</b>
<b>5</b>	<b>Transportation and storage</b> .....	<b>13</b>
<b>6</b>	<b>Installation and adjustment</b> .....	<b>14</b>
6.1	Attaching the load on the linear unit base profile.....	14
6.2	Setting maximum travel .....	15
6.2.1	Setting the positions of the inductive limit switches .....	16
6.2.2	Setting the positions of the mechanical limit switches.....	17
6.3	Mounting a drive unit .....	18
6.3.1	Mounting a motor .....	19
<b>7</b>	<b>Start-up</b> .....	<b>20</b>
<b>8</b>	<b>Operation</b> .....	<b>21</b>
<b>9</b>	<b>Shutdown</b> .....	<b>21</b>
<b>10</b>	<b>Maintenance</b> .....	<b>22</b>
10.1	Lubrication.....	22
10.2	Replacing the timing belt .....	26

# 1 Safety

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

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

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

## 1.1 Symbols used

This Assembly and Maintenance Manual employs the following symbols to indicate hazards as well as other types of symbol:

DANGER



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

WARNING




Indicates a danger carrying a medium to high risk.  
Failure to observe this notice may result in death or serious injury.

CAUTION



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

 Note

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

## 1.2 Regulation use

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

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

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

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

## 1.3 General safety

### Preconditions for operation

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

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

### Safe operation

To ensure safe operation, refer to the following documents:

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

## 1.4 Use in clean rooms (ISO 14644)

Linear units that are used in clean rooms are fitted with vent holes on the basic profile.

The following specifications must be adhered to:

- The linear unit must be connected to a suitable extractor.
- The linear unit must be lubricated with grease approved for clean room use (initial lubrication with Klüberplex BE11-462).

## 1.5 Use in explosive environments



If the linear units are used in potentially explosive environments, operators must take steps to prevent explosions in accordance with ATEX Directives 94/9/EC and 1999/92/EC and ensure explosion-proofing is installed.

The following ATEX rules must be observed:

- Operators must check the linear unit at least once a week, and ideally every day. The checks should cover: smooth running, functionality of all seals, and adequate lubrication.
- After being in continuous service for approximately 5000 hours, the functionality of the linear unit must be checked by a qualified expert assigned by the manufacturer.

- The operator/manufacturer of the end-product must ensure that the linear unit is integrated into the potential equalisation system of the overall plant at the ports provided for the purpose. Where the unit is used in a dust-explosion hazard zone, the compressed air supply must additionally be connected to the linear unit.
- The limit switches must be supplied via an isolating amplifier. For the EX isolation an intrinsically safe input circuit is required. The isolating amplifier is not supplied by HSB.
- The linear unit may only be used under the operating conditions approved by the manufacturer. This includes:
  - Ambient temperature
  - Ambient conditions
  - Speed < 1 m/s;  
Speeds > 1 m/s only in combination with monitored central lubrication; operation in areas with potentially explosive dust possible with additional monitored compressed air loading
  - Maximum acceleration
  - Duty cycle
  - Load etc.

## 1.6 Technical condition of the linear unit

### State of the art

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

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

## 1.7 Modifications to the linear unit

### Modifications

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

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

Installed safety devices must never be dismantled or disabled. When fitting special attachments to the unit, follow the fitting instructions provided by the manufacturers!

## 1.8 Requirements for personnel

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

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

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

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

## 1.9 Obligations of the operating company

### Instruction of personnel

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

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

### Checking the unit

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

### Legibility and maintenance of affixed notices and labels

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

## 2 Warranty

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

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

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



### 3 Technical data – Standard model

Technical data - Linear unit Type Beta with driven base profile	Sizes									
	Beta 50-C	Beta 70-C		Beta 80		Beta 100-D	Beta 110		Beta 140	
	ARS	ARS	ASS	ARS	ASS	ASS	ARS	ASS	ARS	ASS
Drive element	Tim.b.	Timing belt		Timing belt		Timing belt	Timing belt		Timing belt	
Stroke per revolution [mm]	110	220		220		240	300		240	
Velocity max. [m/s]	3	5		8	5	5	8	5	8	5
Acceleration max. [m/s <sup>2</sup> ]	30	30		40		60	60		60	
No-load torque [Nm]	1,5	1		1,5		2,5	3,5		3,5	
Maximum travel (standard) [mm]	8710	7640		7590		7680	7440		7440	
Repeat accuracy [mm]	±0,08	±0,08		±0,08		±0,08	±0,08		±0,08	
Operating temperature [°C] (continuous operation)	0...80	0...80		0...80		0...80	0...80		0...80	
Geometrical moment of inertia I <sub>y</sub> [mm <sup>4</sup> ]	236683	858283	563059	1294343	1303940	917779	5114812	4974348	4974348	
Geometrical moment of inertia I <sub>z</sub> [mm <sup>4</sup> ]	295187	854713	852507	1732340	1680598	2328911	6177042	5898662	5898662	
Length of standard carriage drive [mm]	140	220		260		260	400		380	
Weight (without travel) [kg]	3,1	7,5	7,9	10,5	11,5	14	27	29	28	30
Weight (per 100 mm travel) [kg]	0,3	0,38	0,6	0,6	0,85	0,9	1,2	1,4	1,2	1,5
Weight of standard carriage [kg]	2,8	5	5,5	7,5	7	8,6	15	16	13	14
Noise emission max. [dB A] <sup>1)</sup>	75	75		75		75	75		75	

<sup>1)</sup> The figure will vary based on assembly with other system components

Technical data - Linear unit Type Beta with driven base profile	Sizes					
	Beta 140-C		Beta 180		Beta 180-C	
	ASS		ASS	AZSS	ARS	ASS
Drive element	Timing belt		Timing belt	Gear rack	Timing belt	
Stroke per revolution [mm]	240		320	320, 4425	320	
Velocity max. [m/s]	5,00		5,00	1,50	8,00	5,00
Acceleration max. [m/s <sup>2</sup> ]	60		60	5	60	
No-load torque [Nm]	3,50		2,50	10,00	8,00	
Maximum travel (standard) [mm]	7470		7470	7400	7470	
Repeat accuracy [mm]	±0,08		±0,08	±0,05	±0,08	
Operating temperature [°C] (continuous operation)	0...80		0...80	0...80	0...80	
Geometrical moment of inertia I <sub>y</sub> [mm <sup>4</sup> ]	3127894		9236448			
Geometrical moment of inertia I <sub>z</sub> [mm <sup>4</sup> ]	9071334		23586987			
Length of standard carriage drive [mm]	380		400	450	400	
Weight (without travel) [kg]	30,00		48,90	56,00	49,50	51,50
Weight (per 100 mm travel) [kg]	1,50		2,80	2,90	2,80	3,60
Weight of standard carriage with carriage [kg]	14,00		25,60	37,20	26,20	27,35
Noise emission max. [dB A] <sup>1)</sup>	75		75	75	75	

<sup>1)</sup> The figure will vary based on assembly with other system components

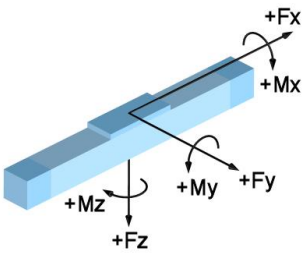
### Dynamic load ratings of rail guides - Beta linear unit

Model	Size	Number of rails	Number of carriages	Load rating per carriage C <sub>dyn</sub> [N] THK / Rex*	Pretension F <sub>v</sub> THK / Rex*	M <sub>i</sub> [Nm] THK / Rex*	Guide spacing in direction x (lx1) [mm]	Guide spacing in direction y (ly) [mm]
Beta 100-D-ASS	15	2	4	11271 / 7800	5% / 8%	-	192	56
Beta 140-ASS	15	2	4	11667 / 7800	5% / 8%	-	242 (322)	72
Beta 140-C-ASS	20	2	4	17700 / 18800	5% / 8%	-	220 (300)	76
Beta 180-AZSS	20	2	8	17700 / 18800	5% / 8%	-	430	84
Beta 180-ASS	20	2	4	17700 / 18800	5% / 8%	-	306	84
Beta 180-C-ASS	25	2	4	25160 / 22800	5% / 8%	-	307	84

Figures in ( ) relate to the long carriage

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

\* Rex = Rexroth



**Forces and moments - Beta linear unit with timing belt drive**

Type designation	Dynamic forces [Nm]				Dynamic moments [Nm]			
	$F_x$	$F_y$	$F_z$	$-F_z$	$M_x$	$M_y$	$M_z$	$M_{no-load}$
Beta 50-C-ARS	700	300	600	400	30	50	50	1,50
Beta 70-C-ARS	900	300	1000	400	35	120	50	1,00
Beta 70-C-ASS	900	600	1800	1200	60	180	120	1,20
Beta 80-ARS	1000	500	1500	800	50	180	100	1,50
Beta 80-ASS	1000	800	3000	2000	100	250	250	1,50
Beta 100-D-ASS	2200	1800	4000	3000	350	950	950	2,50
Beta 110-ARS	2000	2000	5000	2500	300	600	450	3,50
Beta 110-ASS	2000	3000	8000	4000	400	800	600	3,50
Beta 140-ARS	2500	2500	5000	3000	350	700	700	4,50
Beta 140-ASS	2500	2500	6000	4000	500	1000	1000	4,50
Beta 180-ASS	3500	6000	12000	6000	1500	3000	1500	8,00
Beta 180-AZSS	4500	8000	16000	8000	2000	4000	2000	10,00
Beta 180-C-ASS	3500	8000	15000	8000	1800	3600	1800	8,00

Figures in ( ) relate to the long carriage.

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

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

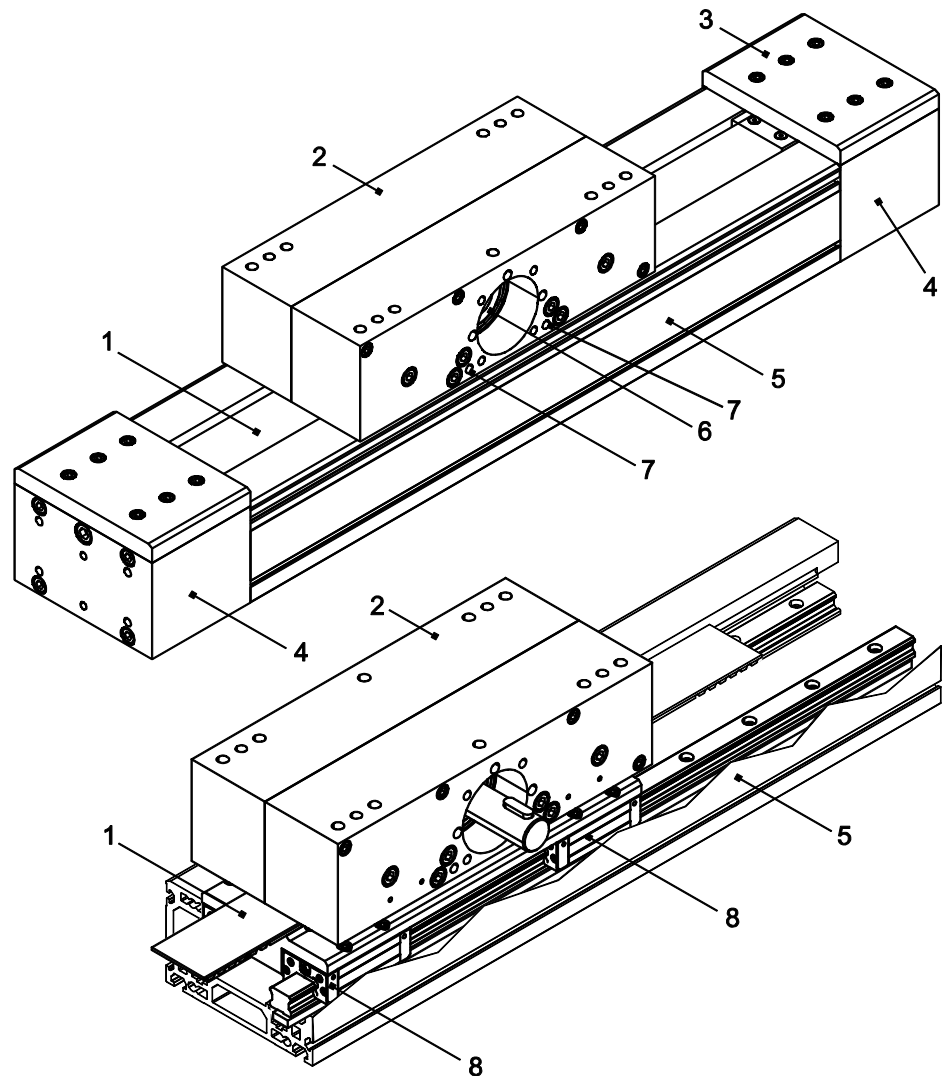
Tightening torques [Nm] for fixing screws						
Fixing screws	M4	M5	M6	M8	M10	The figures given are intended as guides. For shorter insertion depths, the figures must be adjusted accordingly.
DIN912/ISO4762-8.8	2,7	5,4	9,0	22,0	43,0	
DIN912/ISO4762-10.9	3,0	5,7	9,0	22,0	43,0	
DIN912/ISO4762-12.9	3,0	5,7	9,0	22,0	3438,0	

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

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

## 4 Product description

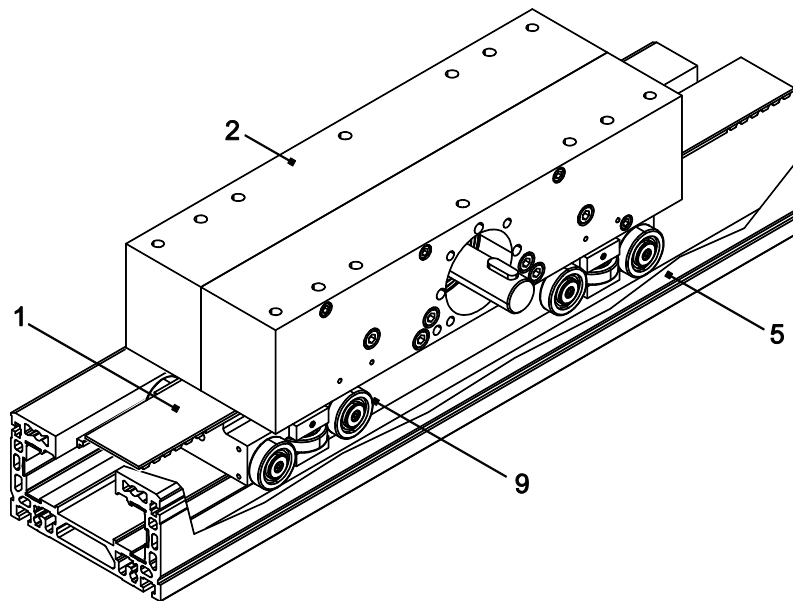
### Linear unit with timing belt drive and linear guide



Key	1	Timing belt	5	Base profile
	2	Carriage drive	6	Synchro disk
	3	Cover panel	7	Lubricating nipple
	4	Bearing casing	8	Recirculating ball bearing

Figure 1: Component assemblies of the Beta 140-ASS linear unit with timing belt drive

**Linear unit with timing belt drive and roller guide**



Key	1	Timing belt	5	Base profile
	2	Carriage drive	9	Roller bearing guidance system

Figure 2: Component assemblies of the Beta 140-ARS linear unit with timing belt drive

A mechanical linear unit converts rotational motion into linear motion and is used to move loads quickly, safely and precisely from one position to another.

The Beta xx-AxS version consists of a mobile aluminium base profile, a carriage drive supported by a guide element (recirculating ball bearing or roller bearing guidance system) and a drive element (rack or timing belt drive).

The carriage drive is permanently fixed. The base profile carries the load, and can be moved in and out of the working area like a telescopic arm.

Optionally, the linear unit can be fitted with electronic limit switches and electromechanical safety limit switches (see section 6.2).

The effective range can be flexibly configured. Linear units of type Beta xx-AxS in combination with standard linear units of type Beta xx-ZxS or -SxS may be arranged two-dimensionally (2 axes) or three-dimensionally (3 axes).

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

## 5 Transportation and storage

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

CAUTION




---

Risk of damage by heavy jolting or bending!

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

---

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

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

Section 3 lists the unit weights.

Protect the unit against:

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

## 6 Installation and adjustment

The carriage drive of the linear unit can be attached by way of the tapped and through holes on the top and sides of the bearing casing.

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

### 6.1 Attaching the load on the linear unit base profile

**Attachment options** The load can be attached on the base profile by the following methods (Figure 3):

- By way of the tapped holes on both front faces
- By way of tapped hole rails
- By way of sliding blocks
- By way of the T-slot on the underside

#### Sliding blocks

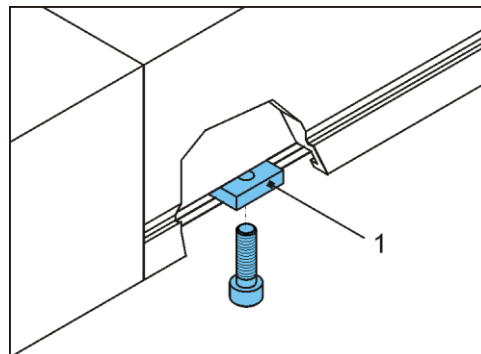


Figure 3: Sliding blocks (1) in the groove on the underside of the base profile

#### Procedure

1. Align the linear unit.
2. Align the sliding blocks (1).
3. Tighten the load (for tightening torques see section 3).



## Mounting rails

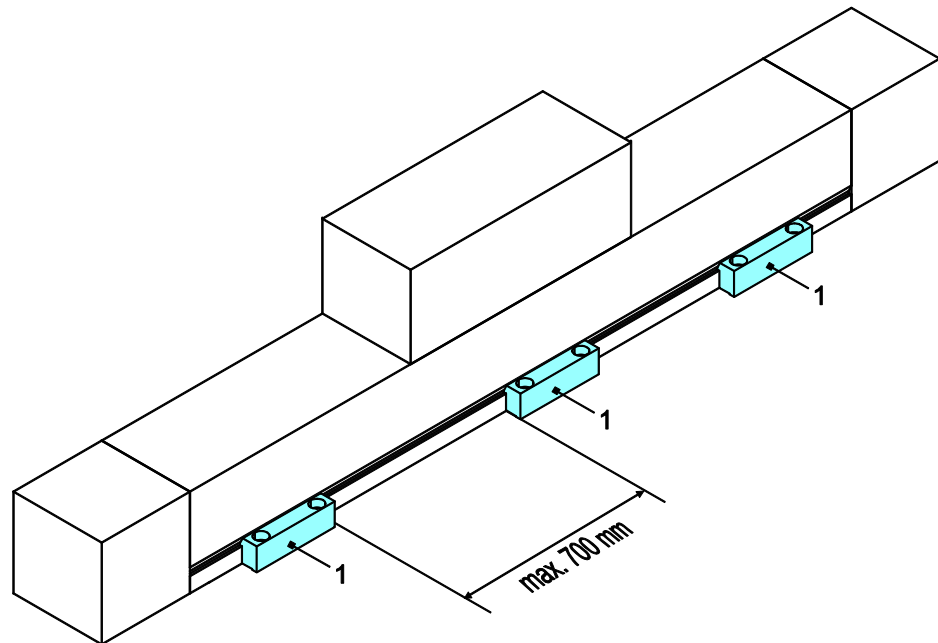


Figure 4: Mounting rails (1)

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

### Procedure

1. Attach the mounting rails (1) loosely in position (Figure 4).
2. Align the linear unit axially.
3. Tighten the mounting rails (1) (for tightening torques see section 3).

## 6.2 Setting maximum travel

DANGER



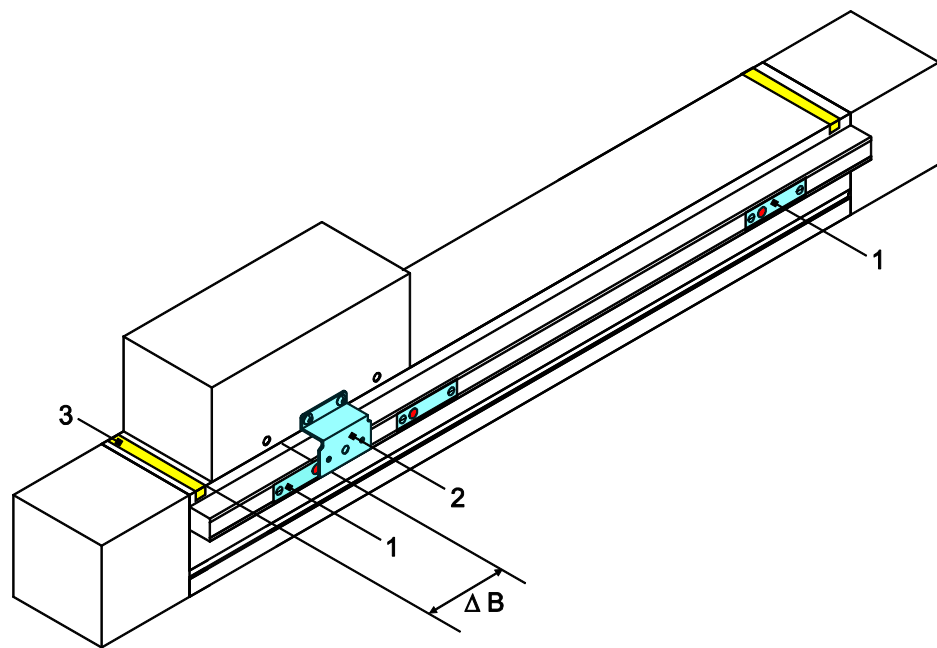
Serious injury may result if the transport carriers topple over. If the base profile moves to its full extent beyond the safety zone, the transport carrier mounted on it may break away or topple over. The linear unit may be destroyed. During setup, observe the specified safety zone and set the limit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

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

## 6.2.1 Setting the positions of the inductive limit switches

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

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



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

Figure 5: Inductive limit switches

CAUTION



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

### Procedure

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

### 6.2.2 Setting the positions of the mechanical limit switches

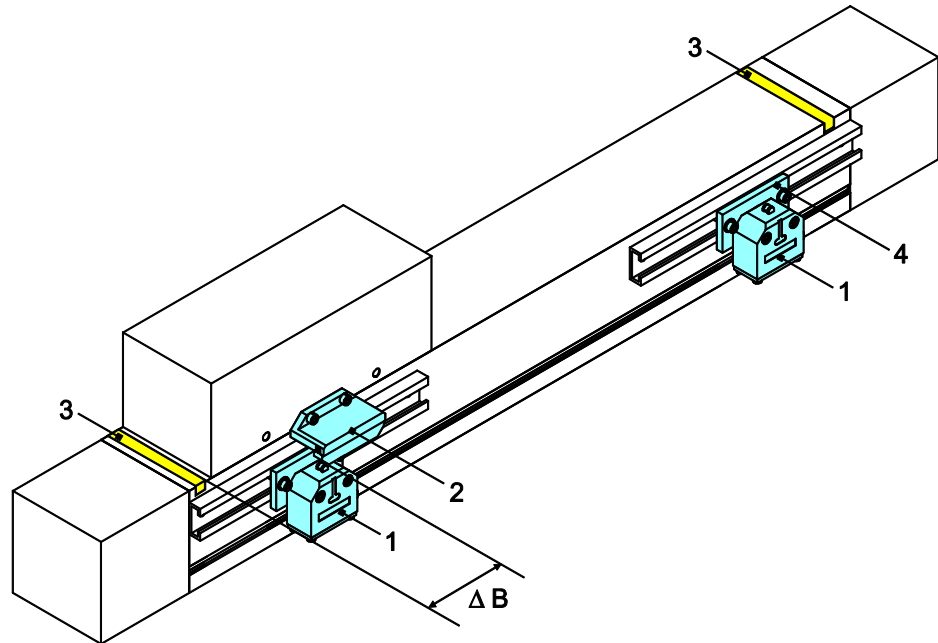
Mechanical safety limit switches (NC contacts) must be used if a hazard is posed to personnel as soon as the electric drive fails to shut down.

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

A combination with inductive proximity switches is possible.

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

The necessary braking distance ( $\Delta B$ ) depends on the velocity and deceleration of the carriage. The braking distance must be between the switching point of the limit switch and the actual mechanical end position (Figure 6).



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

Figure 6: Mechanical limit switches

**CAUTION**



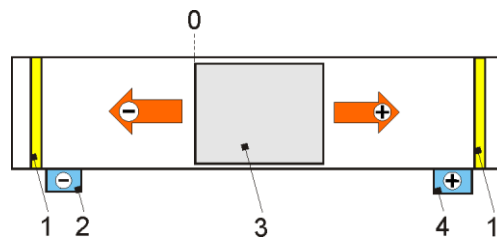
The limit switches must switch so that the base profile comes to a stop immediately before the safety zone. The safety zone is factory-marked on the unit by a band (3).

**Procedure**

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

### 6.3 Mounting a drive unit

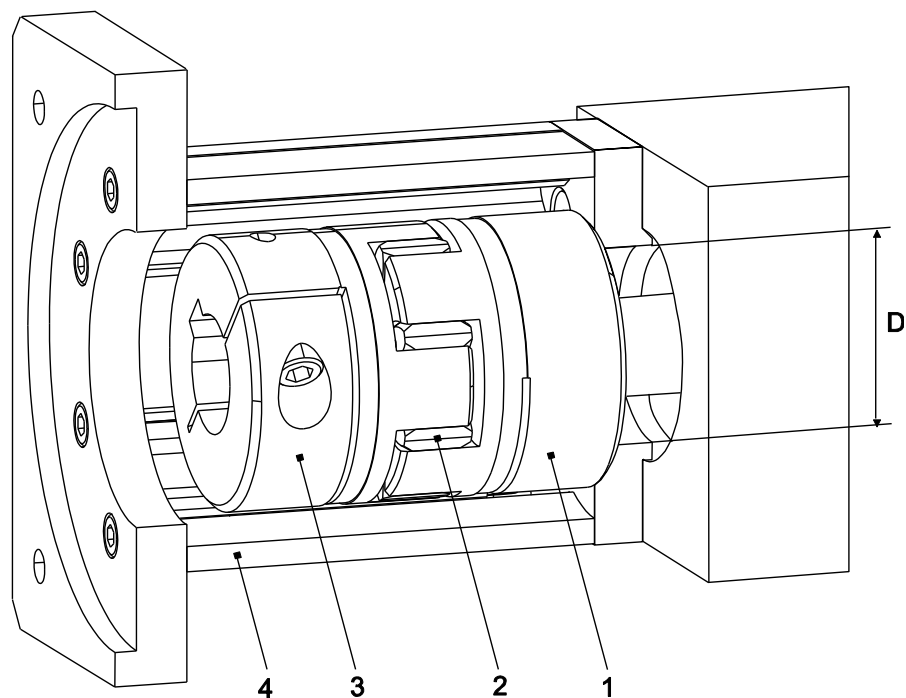
Make sure the direction of rotation of the external drive unit takes into account the direction of the spindle or timing belt so that the limit switches work correctly.



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

*Figure 7: Example of travel direction and limit switch configuration*

### 6.3.1 Mounting a motor



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

Figure 8 Motor housing with motor clutch on drive pin

#### Procedure

1. Place the motor and the clutch components in mounting position adjacent to the linear unit.
2. Check the direction of rotation of the motor. It must take into account the safety limit switches (Figure 7). Alter the direction of the motor as necessary.
3. If the clutch diameter is less than the measure D on the motor housing (4), first mount clutch half 1 (1) (hole flush with drive shaft) and then the motor housing (4) (Figure 8).

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

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

## 7 Start-up

### WARNING



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

### DANGER



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

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

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

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

### Checks before start-up

Before starting the unit, check the following:

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

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

### Trial run

To prevent accidents and collisions, run the linear unit along the extent of its travel at a speed slow enough for it to be stopped promptly in an emergency.

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

## 8 Operation

**WARNING**



The drive motor can heat up considerably during operation. In this case, refer to the operating instructions supplied for the drive motor.

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

Various combinations of hazards are also possible.

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

**CAUTION**



Risk of damage from harmful environmental influences!

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

**Ambient conditions**

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

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

**Duty of inspection**

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

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

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

## 9 Shutdown

**WARNING**



Risk of personal injury or damage to other system components caused by falling system components.

Only authorised specialist personnel may disassemble the linear unit.

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

## 10 Maintenance

DANGER



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

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

- All installed ball bearings are sealed and maintenance-free.
- Remove excessive dust and dirt from the components of the linear unit on a regular basis.
- The timing belt is maintenance-free. If the timing belt rips or is stretched beyond its elastic range, replace it.

### 10.1 Lubrication

#### Influencing factors

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

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

#### Short lubrication intervals

Short lubrication intervals are necessary:

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

#### Initial lubrication

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

Refer to the lubrication regulations on the following pages.



**Lubrication points on linear units**

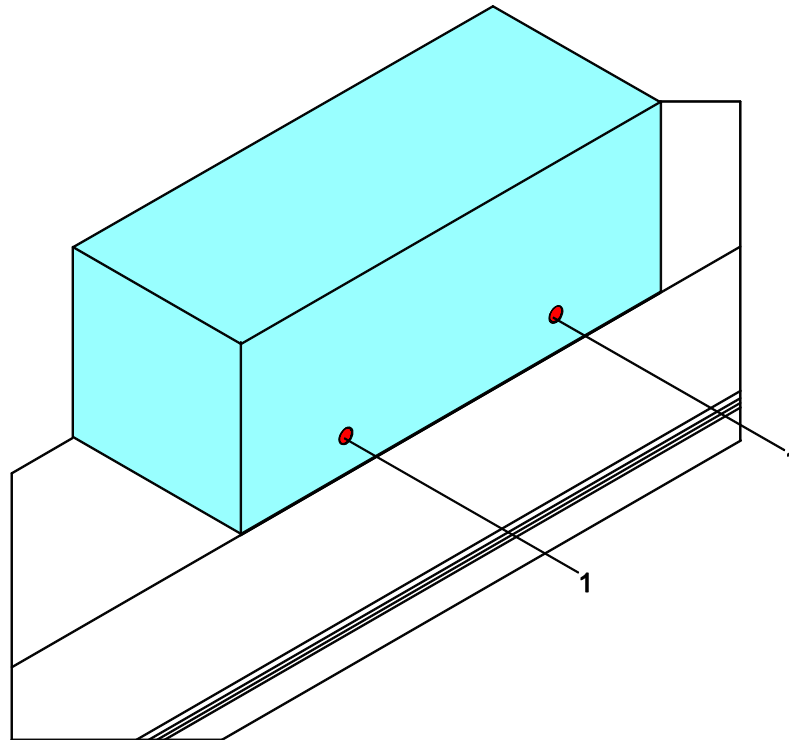


Figure 9: Possible lubrication points (1) on the carriage

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

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

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

**Lubrication method**

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

**Schedule for lubrication point F (for linear guide)**

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

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

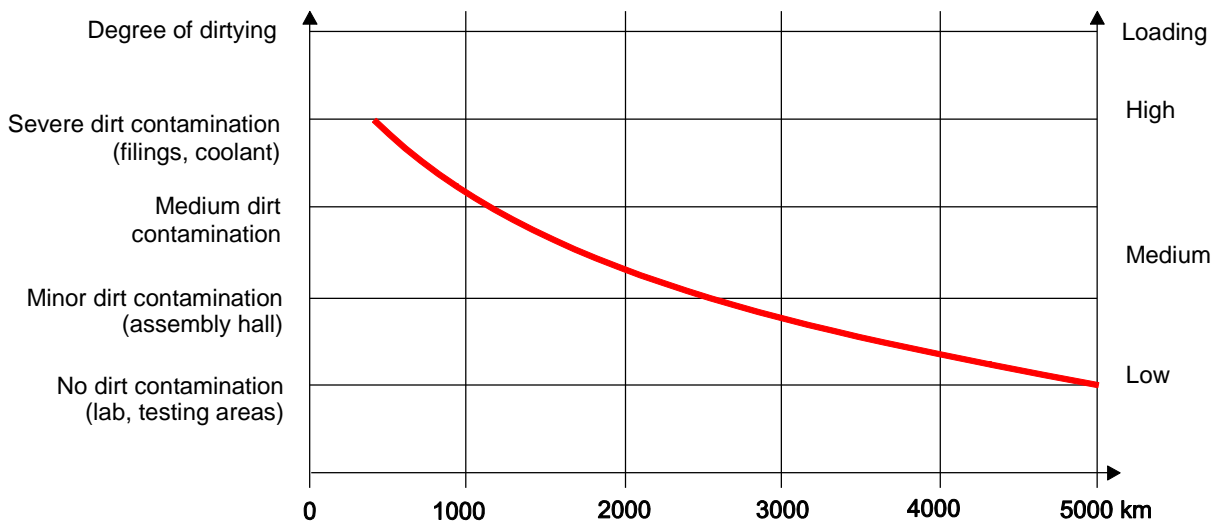


Figure 10: Relubrication intervals for the linear guidance system with recirculating linear ball bearings

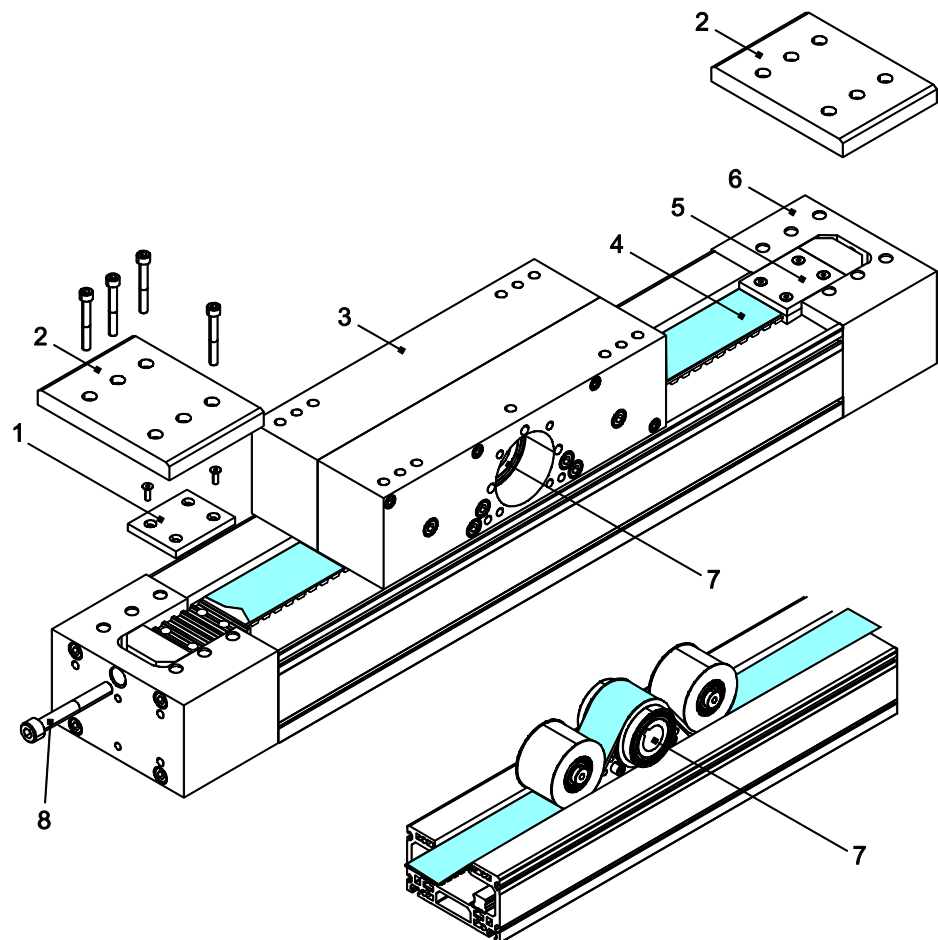
**Schedule for lubrication point O (for roller guideway)\***

Lubrication interval	Oil quantity [cm <sup>3</sup> ]	Oil type
Every 2,000 km*	approx. 0.4	Oil to DIN 51825-KPE1R-20, e.g. Febis K68 or INTERFLON fin super ☛ If other oils are used, pay attention to manufacturers' specifications!
<i>* Or at least 2x per year. The lubrication interval depends on the ambient temperatures and on the loading.</i>		

## 10.2 Replacing the timing belt

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

☛ Do not damage the standard parts (screws, pins, etc.); they will be re-used.



Key	1	Clamp fitting	5	Timing belt holder complete
	2	Cover panel	6	Bearing casing
	3	Carriage drive	7	Synchro disk
	4	Timing belt	8	Clamping screw

Figure 1 Replacing the timing belt

1. Unbolt the cover panels
2. Slacken the clamping screws for the timing belt holders on both bearing casings
3. Pull the two timing belt holders out of the bearing casings.
4. Unbolt the clamp fittings from the timing belt holders or detach the timing belt holders from the belt (Beta 180 only).
5. Affix one end of the new timing belt by fabric tape to the end of the old timing belt to aid drawing it in.

☛ When sticking the two timing belts together, their toothing pitch must match, so that the new belt engages in the synchro disk.

6. Grasp the other, free end of the defective timing belt and slowly draw the two belts through the carriage drive. Push the new timing belt gently to draw it in.
7. Mount the timing belt holders on both ends of the new timing belt.
8. Insert the timing belt holders in the bearing casings and fasten them by the clamping screws, but do not tighten them. Lock the clamping screws with Loctite 243.
9. Tighten the timing belt.
10. Set the precise specified tension using a tension meter (see meter operating instructions).

☛ Only by setting the correct tension as specified can optimum running be ensured.

11. The measurement position and the Hz figure applicable to the timing belt are provided along with the replacement belt. Tension the timing belt so that the specified Hz figure is indicated.