Product Overview

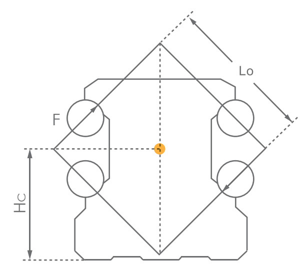
ARC/HRC/ERC Product Characteristics

Our standard **cpc** ARC/HRC/ERC Linear Guide Series uses the O-type arrangement for its four-row ball circulation design. The 45-degree contact angle between the rails and balls allows our product to realize a four-directional equivalent load effect. **cpc** has placed special emphasis on strengthening the arm length (Lo) of our product so that when sustaining external force (F), this can have an even higher Mr value, which increases its rigidity and torsion-resistant capabilities. The larger and more numberous balls in our products allows it to have a 10-30% greater load capacity than similarly sized competitor products. These and other characteristics are the source of our product's high load capacity, moment, and stiffness features.

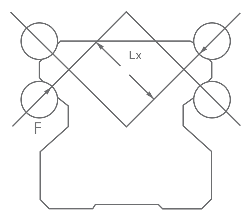
Unit:mm

Mode Code	Lo	Hc
15	12.4	9.35
20	16.4	12.5
25	19.5	14.5
30	24.0	17
35	30.4	19.5
45	38.2	24
55	43.1	28.5

F = Mr/Lo (Lx)



O-Type Arrangement



X-Type Arrangement

LINEAR MOTION TECHNOLOGY

Inner Lubrication storage Pad (Upper)

- No need to increase the length of the runner block
- Full lubrication contact with balls, particularly suitable for short stroke movement.

End Cap

- All-around lubrication holes system

High abrasion resistant material end seal

- Standard contactless, low friction, high dust proof seal

Inner Lubrication storage Pad (Bottom)

Ball chain

- Patented design to enable reverse operations.
- Muted and prolonged service life

- High Load and torque capabilities
- Excellent dynamic performance: Reach V_{max} 10 m/s Reach a_{max} 450 m/s^2
- Can provide counterbored holes from the top and tapped mounting holes from the bottom rail
- Can provide specialized steel surface treatment

Product Design (Standard)

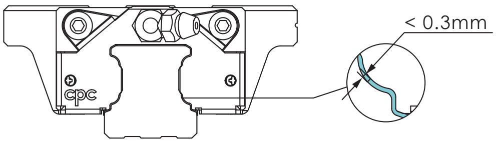
Dustproof design

Inner Seals

The newly designed inner seals both protect the rails from foreign particles and keep the lubrication inside the runner block, while maintaining a low friction profile.

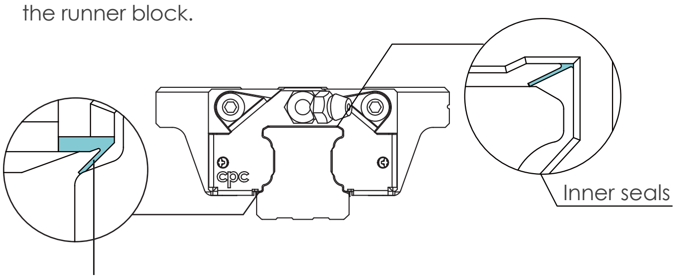
Stainless Steel Reinforcement Plate

The reinforcement plate also functions as a scraper for larger particulates like iron fillings, and has no more than 0.3mm clearance between the plate and the rail.



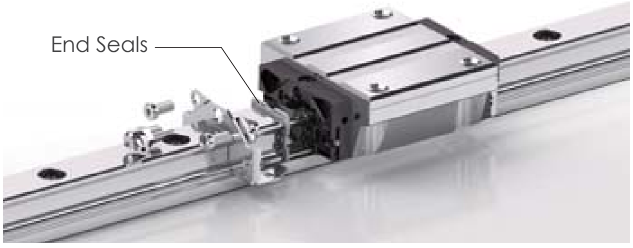
Bottom Seals

The bottom seals work in conjuction with the inner seals to keep foreign particles out and lubriation from leaking out. Our comprehensive sealing design significantly reduces re-lubrication needs and prolongs service life of the runner block.



End Seals

The end deals work in conjuction with the bottom and inner seals to block foreign particles out and prevent lubrication leakage. Our engineering plastic has a strong firction resistance and is less prone to cracking than typical NBR plastics.

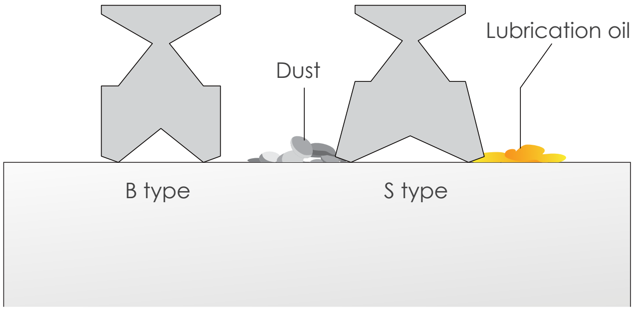


Standard Seals (S)

Our standard seals are in direct contact with the rail surface, giving them increased dustproof and lubcrication retenion capabilities. **cpc** recommends this class of seal for blocks that operate in environments high in foreign particles, such as sawdust, for long periods of time. S-type seals will have a compratively higher friction then B-Type seals.

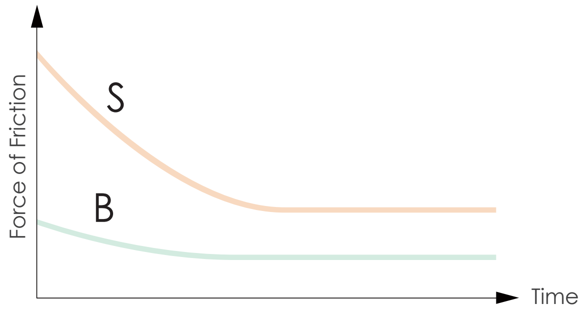
Low Friction Seals (B)

Our low-friction seals have slight contact with the rail and are suitable for most environments, with both low friction and a scraper function.



Seal type friction comparison

Friction levels will be the highest on new linear rails. But, after short periods of operation, such friction will be reduced to a constant level.



Average Friction of Block

Below are the tables for the block body and end seal friction levels under greaseless conditions.

Unit：N

ARC/HRC/ERC								
Block Type	Friction caused from ball bearing				Bottom Seals + Inner Seals	End Seals (2 sides)		External NBR seal with metal scraper
	Preload Class					S-Type Standard	B-Type Low friction	
	VC	V0	V1	V2				
15MN/FN	0.30	0.65	0.85	1.10	1.5	2.0	0.5	4
20MN/FN	0.40	0.75	1.40	1.60	2.0	2.5	1.0	5
25MN/FN	0.60	0.95	1.30	1.95	2.5	3.0	1.5	8
30MN/FN	0.55	1.10	2.00	3.10	3.0	5.0	2.0	10
35MN/FN	0.65	1.25	2.50	3.25	3.0	8.0	3.0	12
45MN/FN	0.85	2.10	2.80	4.00	4.0	11.0	4.0	20
55MN/FN	1.6	4.1	5.5	7.95	2.0	13.0	-	-

Unit：N

ARC/HRC/ERC								
Block Type	Friction caused from ball bearing				Bottom Seals + Inner Seals	End Seals (2 sides)		External NBR seal with metal scraper
	Preload Class					S-Type Standard	B-Type Low friction	
	VC	V0	V1	V2				
15MS/FS	0.30	0.60	0.80	1.00	1.5	2.0	0.5	4
20MS/FS	0.40	0.70	1.10	1.40	2.0	2.5	1.0	5
25MS/FS	0.50	0.90	1.20	1.80	2.5	3.0	1.5	8
30MS/FS	0.50	1.00	1.80	2.30	3.0	5.0	2.0	10

Unit：N

ARC/HRC/ERC								
Block Type	Friction caused from ball bearing				Bottom Seals + Inner Seals	End Seals (2 sides)		External NBR seal with metal scraper
	Preload Class					S-Type Standard	B-Type Low friction	
	VC	V0	V1	V2				
15ML/FL	0.40	0.70	0.90	1.40	1.5	2.0	0.5	4
20ML/FL	0.50	0.80	1.60	1.80	2.0	2.5	1.0	5
25ML/FL	0.70	1.20	1.80	2.00	2.5	3.0	1.5	8
30ML/FL	0.80	1.40	2.20	2.80	3.0	5.0	2.0	10
35ML/FL	0.90	1.60	2.70	3.50	3.0	8.0	3.0	12
45ML/FL	1.00	2.30	3.50	4.55	4.0	11.0	4.0	20
55ML/FL	1.9	4.3	6.6	8.6	2.0	13.0	-	-

Applied example

①. ARC25MN SZ V1N

Block friction = 1.3+2.5+3 = 6.8N

②. HRC30FL BZ V0P

Block friction= 1.4+3+2 = 6.4N

Friction caused from ball bearing
Bottom Seals + Inner Seals
+) End Seals (2 sides)

Block friction

Product Design (Standard)

Saw wood dust Test

Test content

This test uses a total of 4 groups of products (2 rails matched with 2 lubrication methods) which are put on a saw wood dust surface on which a back and forth motion test is performed.

Rail

1. Tapped from top rail plus hole plugs (AR)
2. Tapped from bottom rail (ARU)

Runner Block

1. Installation of standard contact type seals (S), using grease
2. Installation of lubrication storage Pad and standard contact type seals(SZ), using grease

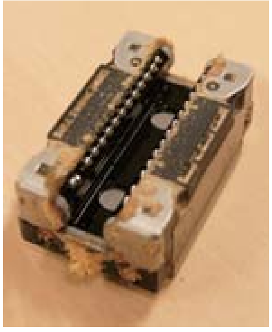
Testing conditions

1. Stroke = 600mm
2. Total testing stroke = 30m

Test items

1. If saw wood dust enters the inner surface of the runner block
2. If saw wood dust enters the ball bearing runner area

Test results


Tapped from bottom (oil)


Tapped from bottom (grease)

Installation status \ Checked Item	If saw wood dust enters inner block surface	If saw wood dust enters ball bearing runner area
ARU Rail SZ Type Runner Block (oil lubrication)	No	No
ARU Rail S Type Runner Block (grease lubrication)	No	No
AR Rail SZ Type Runner Block (oil lubrication)	Yes (belly area)	No
AR Rail S Type Runner Block (grease lubrication)	Yes (belly area)	No

Test result

- The tapped from top rail has hole plugs, leading to rail unevenness, allowing some saw wood dust to enter the runner block belly area. The 2 sides of the runner block belly area are completely protected by stainless steel reinforcement plates and end seals, meaning that the ball bearing runner area is fully shielded from saw wood dust.
- The tapped from bottom rail has an even rail surface so that the ball bearing runner area is fully protected from saw wood dust.

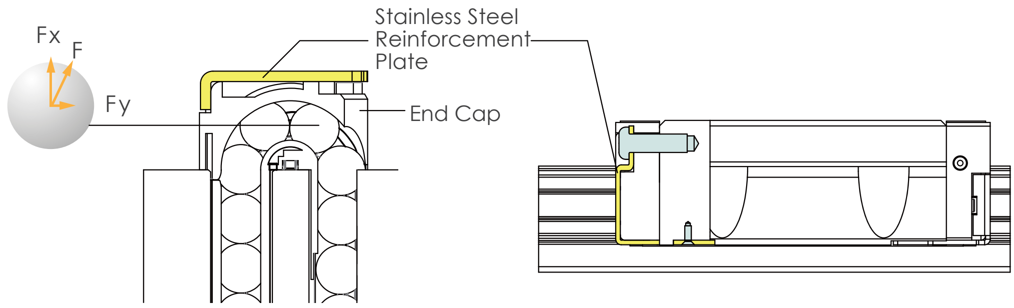
LINEAR MOTION TECHNOLOGY

Stainless steel reinforcement plate (Patent)

Scraping function on both sides

Using 2 stainless steel reinforcement plates, the L type design allows for screws to be fastened onto the top and bottom of the runner block, reinforcing the rigidity and cladding of its caps.

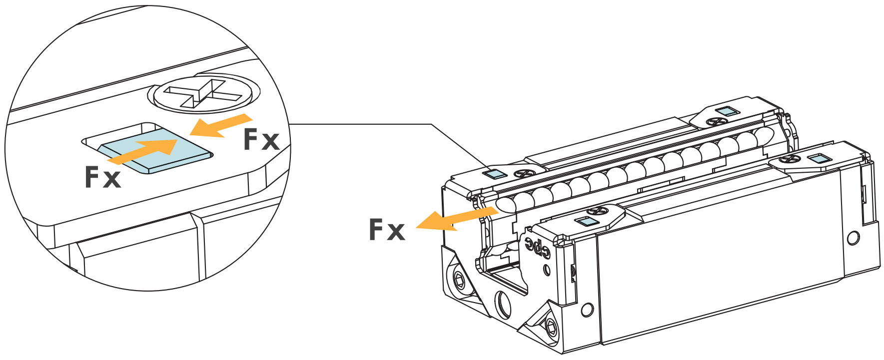
The clearance between the rail profile with the seal design is below 0.3mm, reinforcing the steel plates while enabling scraper functions.



Function of high speed operation

Our ARC/HRC/ERC type features stainless steel reinforcement plates and additional bottom latches, increasing its axial force and tolerance capacity to achieve faster operation speeds.

Vmax >10 m/s   amax >450m/s²



Mutli-Directional Lubrication Nozzles (All-direction Lubrication Nozzles)

Our product features lubrication ports on the top, bottom, and sides, allowing installation of optional grease nipples for relubrication. The top port comes with a O-ring seal to allow easy re-lucrication from the top, and our diverse comphrensive lubrication injection design allows for lubrication in both axis.

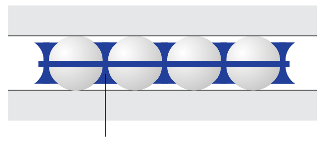
Product Design (Option)

Low noise, superior quality high speed ball chain (Patent)

Ordering code: C

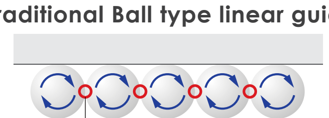
With traditional ball type linear guides, the spinning of balls in different directions leads to a two times faster contact speed. Such high friction greatly reduce the service life of such products. Additionally, the contact point between such balls also produces high pressure and noise levels while increasing the danger of oil film cladding damage.

Low noise ball chain



The contact point between the balls and ball chain leads to a low surface pressure level.

Traditional Ball type linear guide



Because the contact point of ball type linear guides is only between balls, the surface pressure is significantly higher.

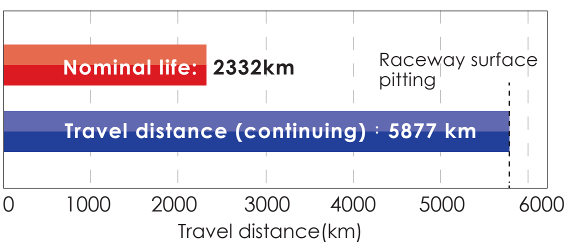
* The **cpc** ball chain provides a greater contact area between the balls and the ball chain. Because the film cladding will not be damaged easily and due to the lower noise volume, balls can move at a higher speed while product service life can also be extended significantly.
* The size of the ball chain design block is the same as that of linear guides without ball chains, allowing for same dimensions and use of identical guides.

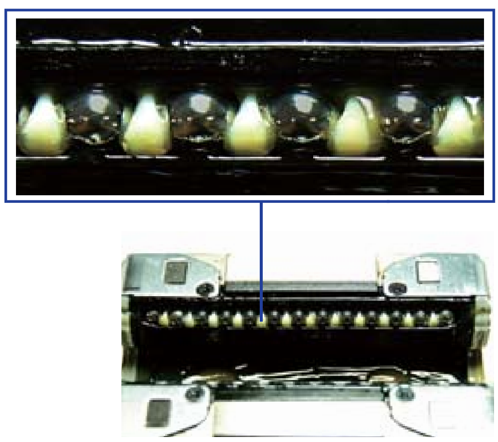
Heavy load test

Condition

Model：ARC25MN SZC V1H	Dynamic load rating C_{100}：24.8kN
Velocity：1m/sec	Stroke：960mm
Load capacities：7.44kN(0.3C)	Preload：0.05C

Rating Life $\left(\frac{C}{P}\right)^3 \times 100km = \left(\frac{C}{0.05C+0.3C}\right)^3 \times 100km = 2332km$



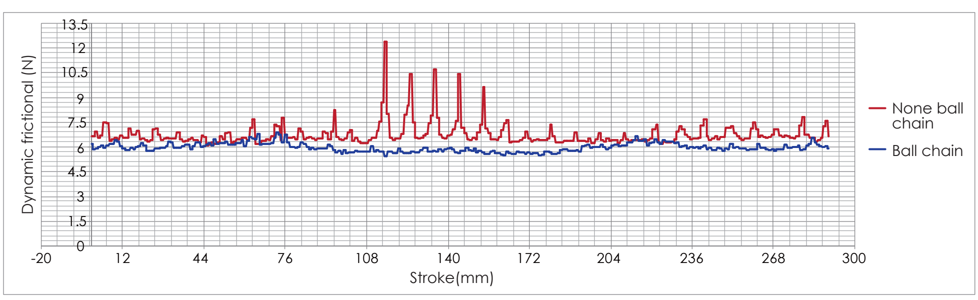


After testing, grease remains without anomalies.

Smoothness test

Model code：ARC25MNSV1N

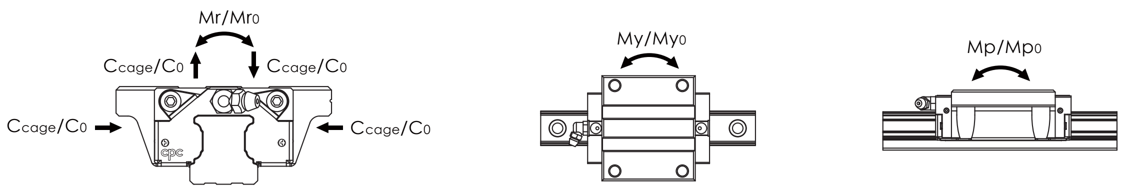
Velocity：10 mm/sec



Load capacity of ball chain

There are three advantages of ARC/HRC/ERC ball chain series as compared with traditional, non-ball chain blocks :

1. The space block in the ball chain can prevent the oil film from rupturing by ball to ball contact and decrease friction induced wear.
2. The retainer block of the ball chain can maintain a reliable oil film layer by continuously applying grease on the moving part.
3. The ball chain provides the important function of leading steel ball motion. For traditional blocks without ball chains, its steel balls are pushed by the rotating back steel balls on the raceway, meaning that the contact angle between the balls and rail is less precise, causing vibration and an increased stress level between balls. In comparison, the balls in our ball chain product are led by the ball chain to ensure a correct fit and accurate contact angles. In this way, our product's ball chain design ensures that it can fit correctly when entering the raceway and that the contact angle will be accurate. This means that our Ball chain design provides for a smooth performance, lower vibration levels and less additional stress levels. Subsequently increase the dynamic load rating, C_{cage} value.



Dynamic rating load

The table on the right shows the C_{cage} and C_{ISO} values via different machine type testing. (According to ISO-14728 regulations)

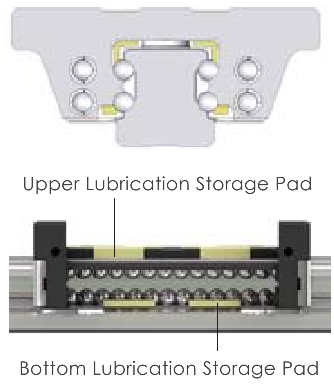
Model Code		C_{ISO} (kN)	C_{cage} (kN)
ARC-MN C ARC-FN C HRC-MN C HRC-FN C ERC-MN C	15	9.4	11.8
	20	15.4	22.3
	25	22.4	33.6
	30	31.0	46.5
	35	43.7	65.6
	45	67.6	101.4
ARC-ML C HRC-ML C HRC-FL C ERC-ML C	15	12.5	15.6
	20	18.9	27.4
	25	28.5	42.8
	30	38.0	57.0
	35	50.6	75.9
	45	86.2	129.3
ARC-MS C ARC-FS C ERC-MS C	15	7.1	8.9
	20	11.6	16.8
	25	16.8	25.2
	30	21.3	32.0

Static rating load & Static torque

The C type block of ARC/HRC/ERC will increase the pitch between balls on the operating profile. Therefore, the static rating load C_0 and the static rating torque M_{r0}, M_{p0} and M_{y0} values will be decreased.

Model Code		Static rating load(kN)	Static torque(Nm)		
		C_0	M_{r0}	M_{p0}	M_{y0}
ARC-MN C ARC-FN C HRC-MN C HRC-FN C ERC-MN C	15	16.2	130	95	95
	20	25.7	275	200	200
	25	36.4	465	340	340
	30	49.6	780	530	530
	35	70.2	1575	1010	1010
	45	102.8	2955	1775	1775
ARC-ML C HRC-ML C HRC-FL C ERC-ML C	15	24.3	195	215	215
	20	34.3	370	350	350
	25	51.6	655	640	640
	30	66.1	1040	900	900
	35	94.7	1940	1575	1575
	45	159.7	4185	3280	3280
ARC-MS C ARC-FS C ERC-MS C	15	10.8	85	45	45
	20	17.1	185	85	85
	25	24.3	310	145	145
	30	28.9	455	205	205

Product Design (option)



Lubrication Design (Ordering Code: Z) (ARC/HRC/ERC)

Inner oil storage and oil supply system design

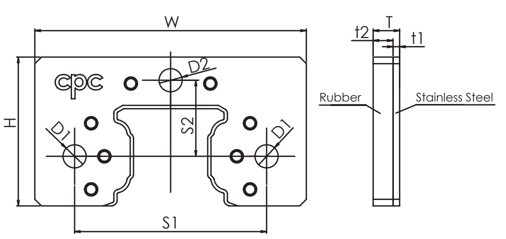
Our Inner PU Lubrication Storage Pad design does not increase the length of the runner block and can effectively lubricate all balls. Customers can inject lubrication oil directly through its lubrication holes to ensure a sufficient storage in the PU Lubrication storage pad. This not only enables long term lubrication effects, but also a higher degree of ease at conforming to environment protection needs and lowering maintenance costs. For short stroke movements, this product allows for highly effective lubrication.

External NBR Seal with Metal Scraper (Ordering Code: SN / HN) (ARC/HRC/ERC/ARR/HRR/LRR)

Available for applications in harsh environments such as in grinding, glass processing, graphite processing and wood-working machinery, providing a highly effective dust and iron scrap proofing solution

SN: (made by BRB) For application in harsh environment.
HN: (made by HNBR) For application of resisting acidic / basic coolant.

Dimensions and Specifications

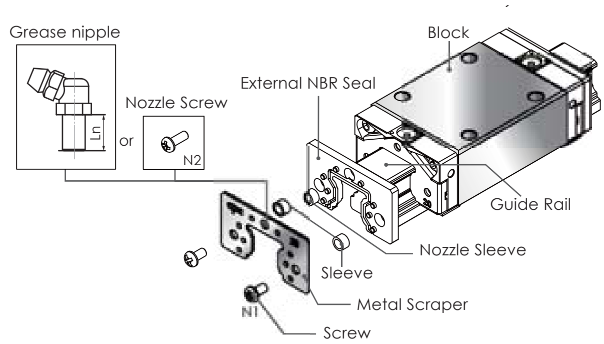


Unit: mm

Model Code		Exterior Dimension					Bore Specification				Screw Specification		
		T	t1	t2	W	H	S1	S2	D1	D2	N1	N2	Ln
Ball	15	4	1	3	33	20.3	25	10.2	3.5	3.5	M3x0.35	M3x0.5	9
	20	4	1	3	41	22.5	29	11.5	3.5	3.5	M3x0.35	M3x0.5	9
	25	5.2	1.2	4	47	26.5	36.5	13.5	3.5	6.5	M3x0.5	M6x0.75	12
	30	6	1.5	4.5	58	34.2	42.5	17.5	4.5	6.5	M4x0.5	M6x0.75	12
	35	6	1.5	4.5	68	39.3	50	20.5	4.5	6.5	M4x0.5	M6x0.75	12
	45	6	1.5	4.5	84	49.6	65	24.9	4.5	10	M4x0.5	PT1/8	15
	55	6	1.5	4.5	98	57	73	28	5.5	6.5	M5x0.5	M6x0.75	12
Roller	35	6	1.5	4.5	69	37.6	60	20	4.5	6.5	M4x0.5	M6x0.75	16
	45	6	1.5	4.5	84.9	43.5	70	22.9	4.5	6.5	M4x0.5	M6x0.75	16

Installation Manual

1. When installing the external NBR seal, please ensure that the block is on the rail
2. Ensure that the rubber part is fitted in the sleeve. If the rubber part has fallen off, set the sleeve to the corresponding bore.
3. Overlap the rubber part and metal scrapper with the corresponding salient point and bore. The **cpc** logo must be facing outward.
4. Slide the external NBR seal into the rail from two sides and closely connect with the block.
5. Fasten the screw into the correspondence bore and align the seal with the center of the rail and properly fastened. Do not allow the metal scraper to make contact with the guide rail.



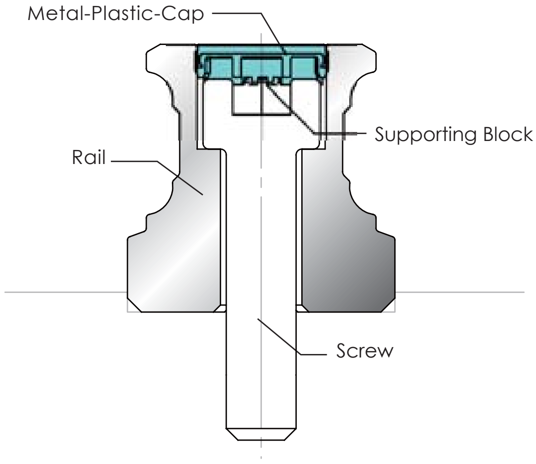
Metal-Plastic-Cap Patent Design for Standard Rail-Bolt-Hole (With patent)

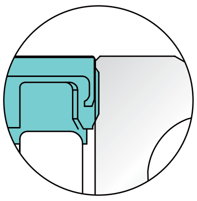
(Ordering Code: MPC)

Metal Cap Features Introduction

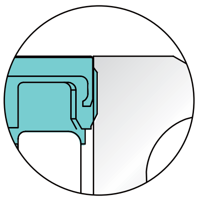
The Most Convenient Metal Cap Used in Industry

- The upper part of the cap is made of stainless steel which can prevent sharp foreign objects from piling up on the bolt-hole and affect the end seal function.
- The lower part of the cap is made of plastic, and can be installed directly on a standard rail without the need for additional bolt-hole slot milling.
- The bolt-hole chamfer for standard rails is C0.2mm. For further dustproof requests, the non-bolt-hole chamfer rail is optional upon ordering. (order code: TR)





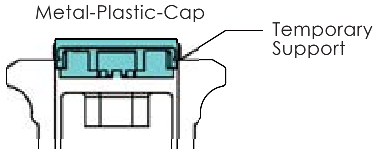
Bolt-Hole with Chamfer (standard)



Bolt-Hole without Chamfer (optional: /TR)

Cap can be Smoothly Installed on Bolt-Hole

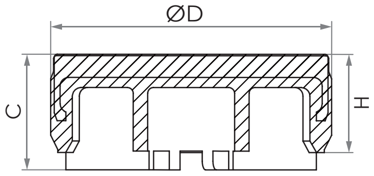
Bolt-hole cap of conventional linear guides, due to the difficulty of controlling hammering strength, often result in caps being hammered too deep or surface unevenness which leads to the accumulation of dirt or scrap iron. Our **cpc** cap is especially designed with a supporting block to prop up the cap and to fix the screw stably, thus preventing such unnecessary sinking.



Cap before Hammering
(Plastic Support)

Plastic Support after Hammering
(The form of the 8 supporting blocks will become altered to fit with the screw)

Dimensions and Specifications



Model Code	Screw	External Diameter D	Cup Height H	Block Height C	Rail
A4	M4	7.7	1.7	2.0	AR15 , WRC21/15, WRC27/20
A5	M5	9.7	3.4	4.0	AR20
A6	M6	11.3	2.9	3.5	AR25
A8	M8	14.3	3.9	4.5	AR30 , AR35
A12	M12	20.4	5.0	5.6	AR45/ARR45
A8-R	M8	14.3	8.0	9.5	ARR35
A14	M14	24.4	6.0	6.5	AR55

Polígono Industrial O Rebullón s/n. 36416 - Mos - España - rodavigo@rodavigo.com

Technical Information

Load capacity and service life

Basic static load capacity C_0

The static load along the direction of the force; under this static load, the maximum calculated stress at the center point of the contact surface between the ball and the track:

The value is 4200 MPa when radius of curvature ratio = 0.52
The value is 4600MPa when the radius of curvature = 0.6

Roller and rail contact surface produces the maximum calculated stress:
The value is 4000MPa

Note: At this point of maximum stress contact will yield a permanent deformation, which corresponds to 0.0001 diameter of the rolling element. (Above according to ISO 14728-2)

Static load safety factor calculation

(1) $S_0 = C_0 / P_0$

(2) $S_0 = M_0 / M$

(3) $P_0 = F_{max}$

(4) $M_0 = M_{max}$

Operating situation	S_0
General operation	1~2
Shock or impact	2~3
High precision and smooth operation	≧ 3

Equivalent static load P_0 and basic static torque M_0

The application of the static load capacity of the linear guide series must be considered:

- Static load of linear guide
- Allowable load of screw fixation
- Permissible load of connected bodies
- The required static load safety factor for the application

The equivalent static load and static torque are the maximum load and torque values, refer to equations (3) and (4).

Static load safety factor S_0

In order to be able to withstand the permanent deformation of the linear bearing and ensure that it will not affect the accuracy and smooth operation of the linear slide system. The static load safety factor S_0 is calculated as equations (1) and (2).

S_0 Static load safety factor
C_0 Basic static load N in direction of load
P_0 Equivalent static load N in direction of load
M_0 Basic static torque Nm in direction of load
M Equivalent static torque Nm in direction of load

When the block alone experiences the torque

If the block alone experiences the torque from Mp and My direction, the maximum allowable torque for the block to run smoothly is 0.2 to 0.3 times static torque. And the block with larger preload would have larger maximum allowable torque and vice versa. When static torque Mp and My is larger than maximum allowable torque, the jumping of the block will be caused when the ball is rolling through the loaded / unloaded region in the block. If you have above mentioned design problem, please contact our technical department.

Basic dynamic load capacity C_{ISO} (general design) / C_{cage} (ball chain design)

C_{ISO} : C_{100} / C_{50}

Definition: C_{100} is a radial load with constant magnitude and direction; when the linear bearing is subjected to this load, its rated life can theoretically reach a walking distance of 100 kilometers, and C_{50} is a walking distance of 50 kilometers. (Above according to ISO 14728-1)

According to ISO 14728-1 for the bearing steel used in the current technology, the calculated life span of 90% survival rate for a single or batch of sufficient and identical linear bearings under normal manufacturing quality and normal operating conditions is as follows:

(5)
$$L = \left(\frac{C_{100}}{P}\right)^{\alpha} \cdot 10^5$$
$$L = \left(\frac{C_{50}}{P}\right)^{\alpha} \cdot 5 \times 10^4$$

L = rated life

C_{100} / C_{50} = Dynamic Load Rating (N)

P = equivalent load (N)

When using a ball type linear guide $\alpha = 3$

When using roller linear guide $\alpha = \frac{10}{3}$

Please refer to equations (6) and (7) for a comparison of the basic rated load capacity defined by the two types of basic load capacity conversion when the standard rated load capacity C_{50} is taken as the standard when the 50 km distance is taken as the rated life. (according to ISO14728-1)

Ball

(6) $$C_{50} = 1.26 \cdot C_{100}$$

(7) $$C_{100} = 0.79 \cdot C_{50}$$

C_{cage} is a basic dynamic load capacity value of block with ball chain, which is 120 to 130% of the C_{ISO} value according to the practical test (see Page 8). Formulas (5), (6), and (7) also apply to $C_{100/cage}$ and $C_{50\,/\,cage}$

According to the operating velocity and frequency, the service distance can be converted to service life, assuming the equivalent load and average velocity are constant.

(8) $$L_h = \frac{L}{2 \cdot s \cdot n \cdot 60} = \frac{L}{V_m \cdot 60}$$

L_h = Rated life (h)

L = Rated life for walking 100 km (m)

s = Single stroke (m)

n = Frequency of reciprocating stroke (min^{-1})

V_m = Average velocity (m/min)

Technical Information

Load capacity and life

Equivalent load and Velocity

When the load and velocity are not constant, all actual loads and velocities must be considered, and it will impact the service life.

For each segment of each block, when the load changes, the equivalent load is calculated according to formula (9).

$$(9) \quad P = \sqrt[\alpha]{\frac{q_1 \cdot F_1^{\alpha} + q_2^{\alpha} \cdot F_2^{\alpha} + \ldots + q_n^{\alpha} \cdot F_n^{\alpha}}{100}}$$

P = equivalent load (N)

When using ball-type linear guide $\alpha = 3$

When using roller-type linear guide $\alpha = \frac{10}{3}$

q = portion of working distance per segment (%)

F_1 = load per segment (N)

When the velocity changes, the equivalent velocity is calculated according to formula (10).

$$(10) \quad \bar{V} = \frac{q_1 \cdot V_1 + q_2 \cdot V_2 + \ldots + q_n \cdot V_n}{100}$$

$\bar{V}$ = equivalent velocity (m/min)

q = portion of working distance per segment (%)

When the load and velocity all change, the equivalent load is calculated according to formula (11).

$$(11) \quad P = \sqrt[\alpha]{\frac{q_1 \cdot V_1 \cdot F_1^{\alpha} + q_2 \cdot V_2 \cdot F_2^{\alpha} + \ldots + q_n \cdot V_n \cdot F_n^{\alpha}}{100\ \bar{V}}}$$

P = equivalent load (N)

When using ball-type linear guide $\alpha = 3$

When using roller-type linear guide $\alpha = \frac{10}{3}$

q = percentage of walking distance per segment (%)

v = velocity of each segment (m/min)

F_1 = load per segment (N)

When the linear guide is subjected to any angular load and the direction of the force other than the horizontal or vertical direction, the approximated value of equivalent load is calculated as (12).

$$(12) \quad P = |F_X| + |F_Y|$$

P = equivalent load (N)

F_X = force at horizontal component (N)

F_Y = force at vertical component (N)

When the linear guide experience both load and torque at the time, the approximated value of equivalent load is be calculated by formula (13)

$$(13) \quad P = |F| + |M| \cdot \frac{C_0}{M_0}$$

P = equivalent load (N)

F = load applied to the LM guide (N)

M = static torque (Nm)

C_0 = basic static load direction (N)

M_0 = basic static torque in direction of force (Nm)

In general, the loads on the linear guide exert on the four major planes. However it can be the load from any angle.
In this case, the life of the linear guide is reduced. This can be interpreted by the flow of forces inside the system.

Line chart

Under pressure

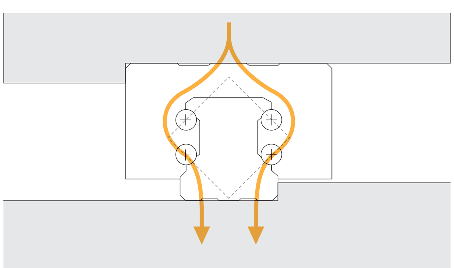


Figure A

Pull up

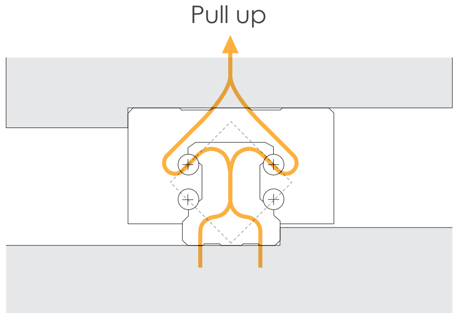


Figure B

Lateral force 1

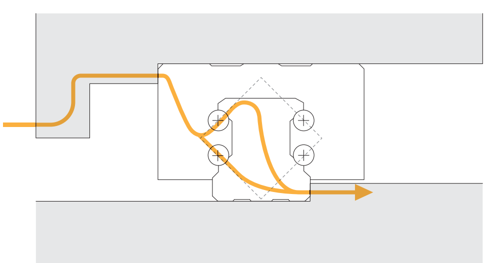


Figure C

Lateral force 1

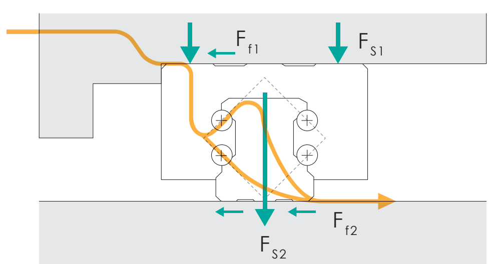


Figure D

F_{S1} 、 F_{S2} : screw fixation

F_{f1} 、 F_{f2} : frictional resistance

$F_f = F_S \cdot \mu_0$

As can be seen from the three diagrams in Figure A to Figure D, when subjected to upward, downward and lateral loads, the force flow will be distributed to the two ball transfer.

Technical Information

Load capacity and life

Line chart

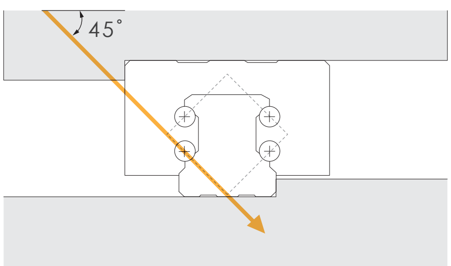


Figure E

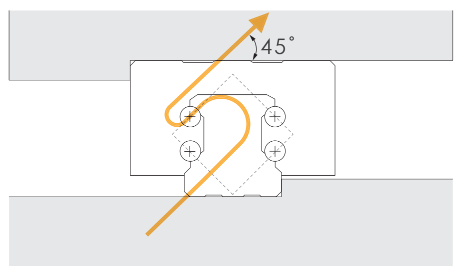


Figure F

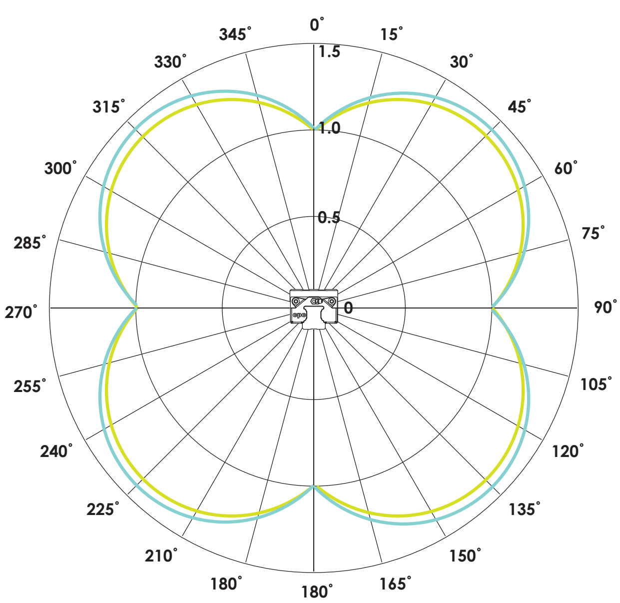
As shown in the two diagrams in Figures E and F, the load acting on the 45-degree angle has the greatest effect on the system's life because the transfer of force is limited to a single row of balls.

When the load is applied horizontally or vertically (0 ˚, 90 ˚, 180 ˚ , 270 ˚), the equivalent load of the slide is equal to the actual load. When the load angle is 45 , its equivalent load is approximately 1.414 times that of the main direction. (as shown in formula (12))

When the same load is at different angles, the comparison of equation (12) and the actual equivalence load is as shown in the following figure.

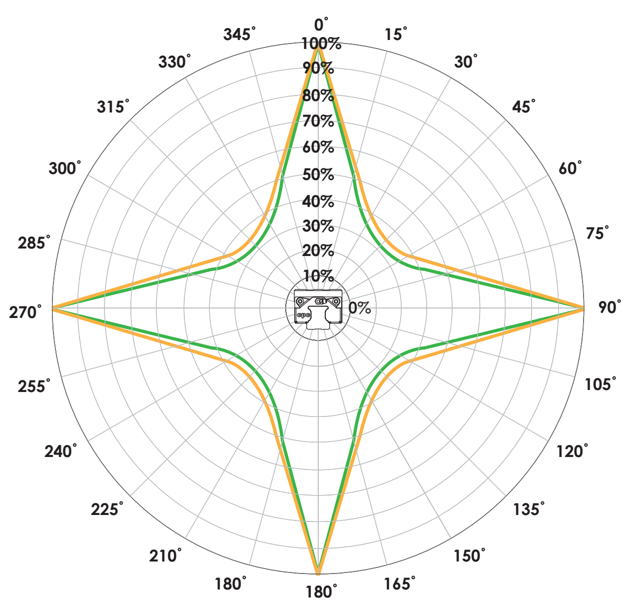
Therefore, in order to increase the service life of the linear system, it should be installed in the appropriate direction to bear the load. Otherwise, the service life will be greatly reduced, as shown in the figure below. Since the relationship between life and load is as the power of formula (5), when the acceptance angle is 45˚, the service life will be significantly reduced.

The following is the life L comparison chart (in %) for different angles under the same load.



Equation (12) (Page 13) calculates the approximate value of the equivalent load

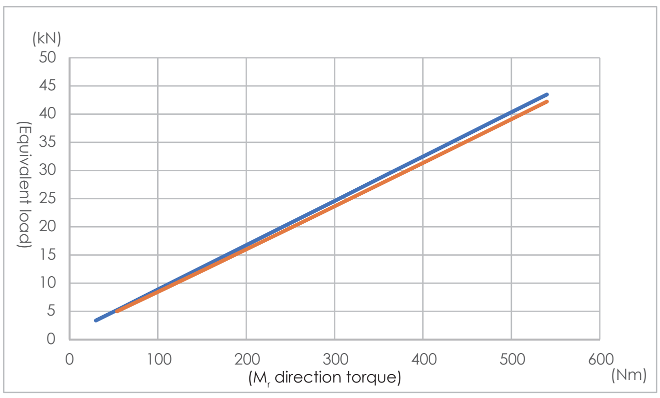
Actual equivalence load

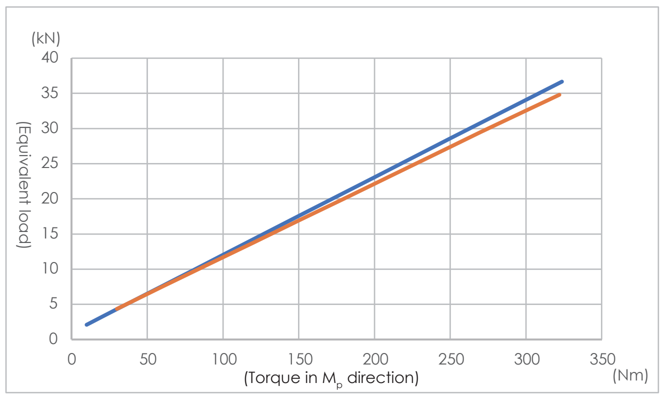


Ball
Roller

Polígono Industrial O Rebullón s/n. 36416 - Mos - España - rodavigo@rodavigo.com

The following is a comparison diagram of the equivalent load approximate value and the actual equivalent load calculated by Equation (13). The example uses the ARC25MN linear guide to withstand a fixed down pressure and the torque gradually increases. The above figure shows the torque in the Mr direction. The figure below shows the torque in the $M_{p/y}$ direction.





— Equation (13) (Page 14) Calculate the approximate value of the equivalent load $\left|\frac{M_r}{M_{r0}}\right| \cdot C_0$

— Actual equivalence load

— Equation (13) (Page 14) calculates the approximate value of the equivalent load $\left|\frac{M_{p/y}}{M_{p0/y0}}\right| \cdot C_0$

— Actual equivalence load

Load calculation

1. The load exert on the linear guide would varies due to the position of object's center of gravity, thrust position and acceleration / deceleration induced inertia.
2. Because of the uneven distribution of force on linear guide, when a certain part of rail, or when a force exertion point is damaged, the linear guide system would start to malfunction.
3. The point with largest force exertion must be identified, and be used reference to calculate the equivalent load, to ensure the reliability of service life calculation.

Ball

$$Q \propto F\left(Dw^{\frac{1}{2}},\ \delta^{\frac{3}{2}},\ C_\delta^{-\frac{3}{2}} \right)$$

Q = load

δ = amount of rolling element deformation

Dw = ball diameter

C_δ = geometric constant

Roller

$$Q \propto F\left(\delta^{\alpha},\ \ell_{eff}^{\ \beta} \right)$$

Q = load

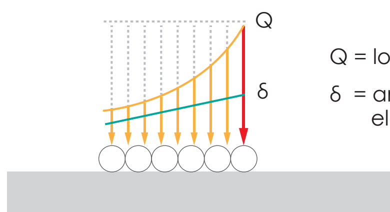
δ = amount of rolling element deformation

ℓ_{eff} = contact length

∝ > 1.1

β > 0.7

As shown by the formula, the relationship between the amount of deformation of the rolling element and load is not linear. A larger deformation will cause the non-linear increase of load.



Q = load

δ = amount of rolling element deformation

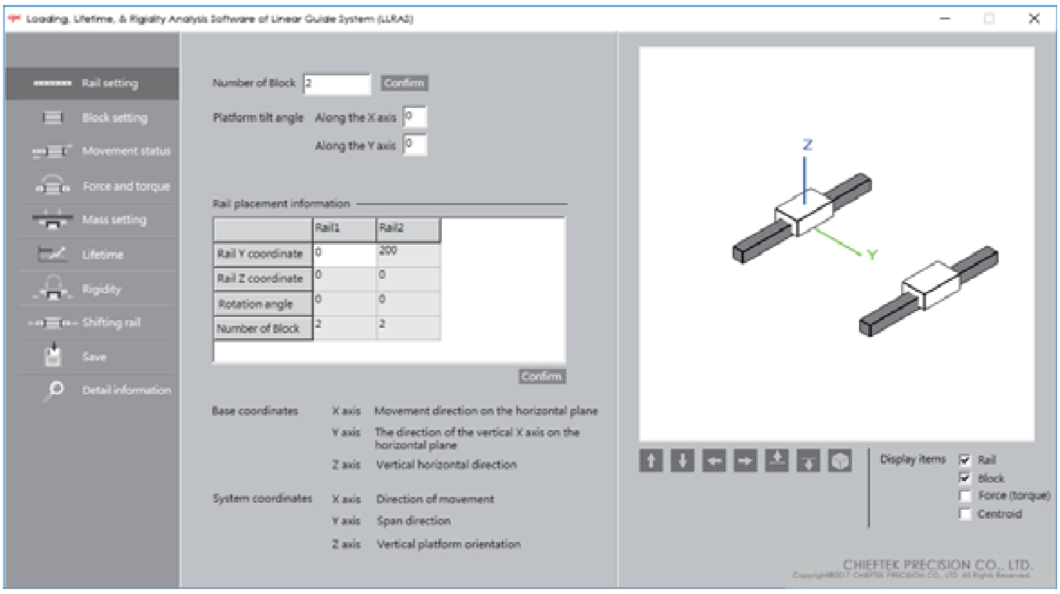
Therefore by using the **cpc** self-developed program, the "Loading, Lifetime, & Rigidity Analysis Software of Linear Guide System (LLRAS)", a precise service life estimation can be derived. This is done by optimum calculation of deformation and rotation when a linear guide experience load, in this case the accurate equivalent load can be calculated.

Technical Information

Loading, Lifetime, & Rigidity Analysis Software of Linear Guide System (LLRAS)

Data input guidance

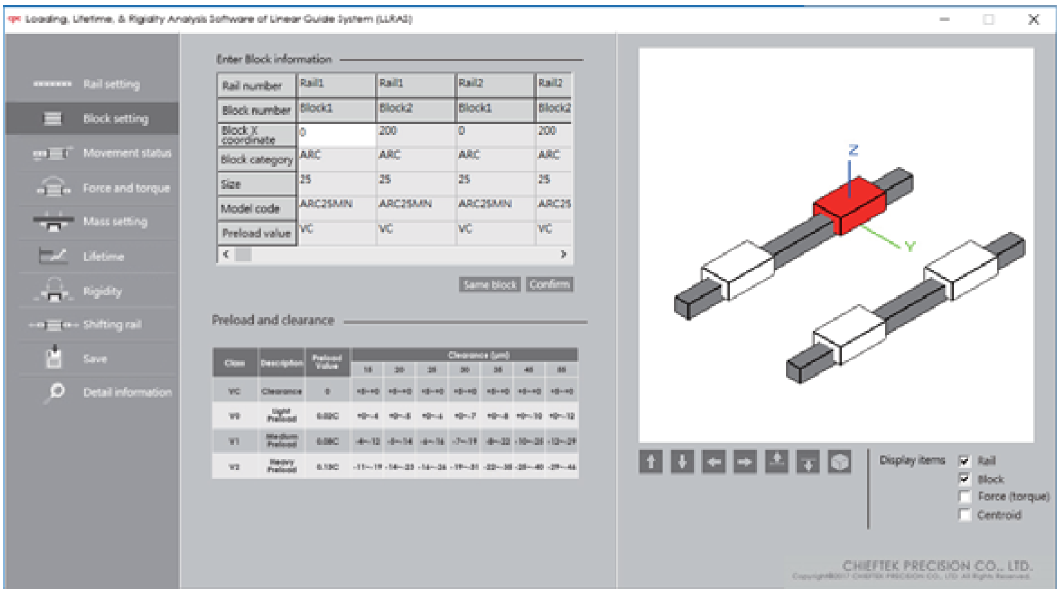
1. Set the slide rail position, the number of slides on the slide



Variables can be set:

- Linear guide span
- Linear guide height
- Linear guide placement angle
- Platform inclination
- Number of block

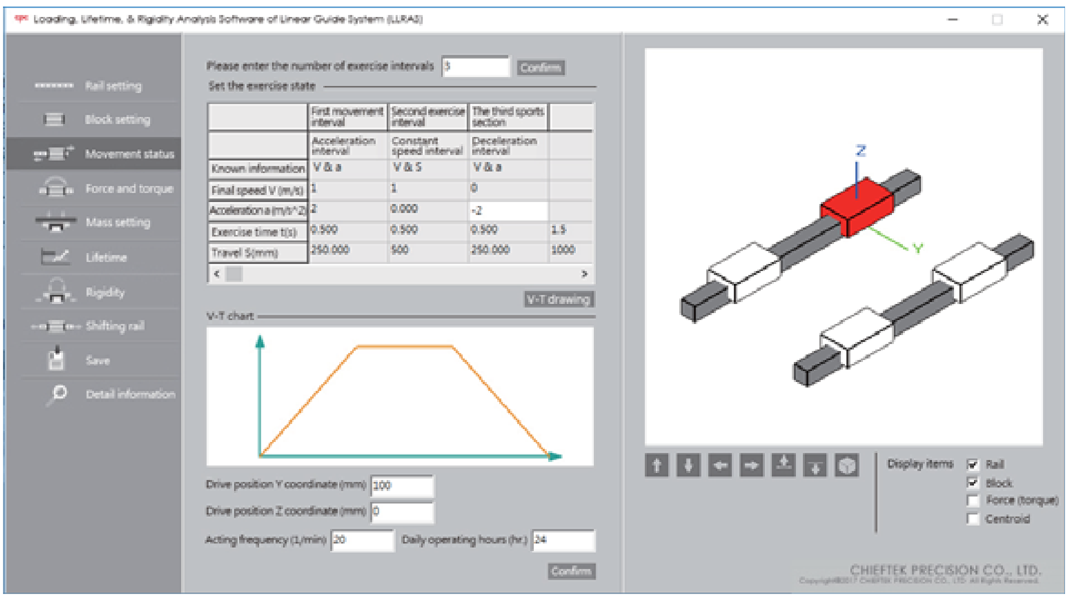
2. Set the carriage size model



Variables can be set:

- Block span
- Block type
- Block preload

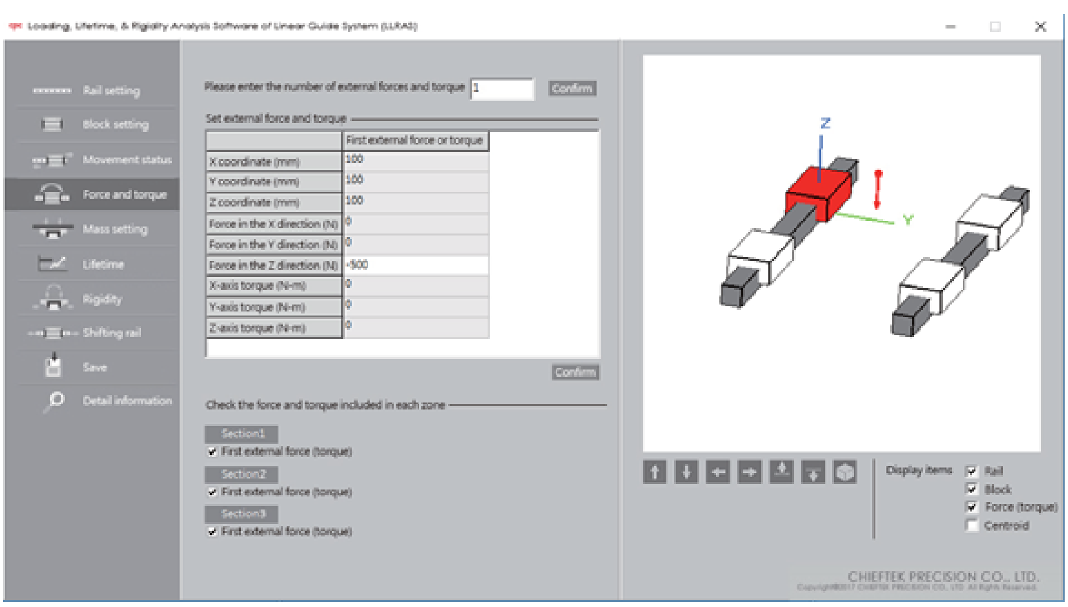
3. Set the exercise state



Variables can be set:

- Working status
- Drive position
- Actuation frequency

4. Set external force and torque position, size, direction



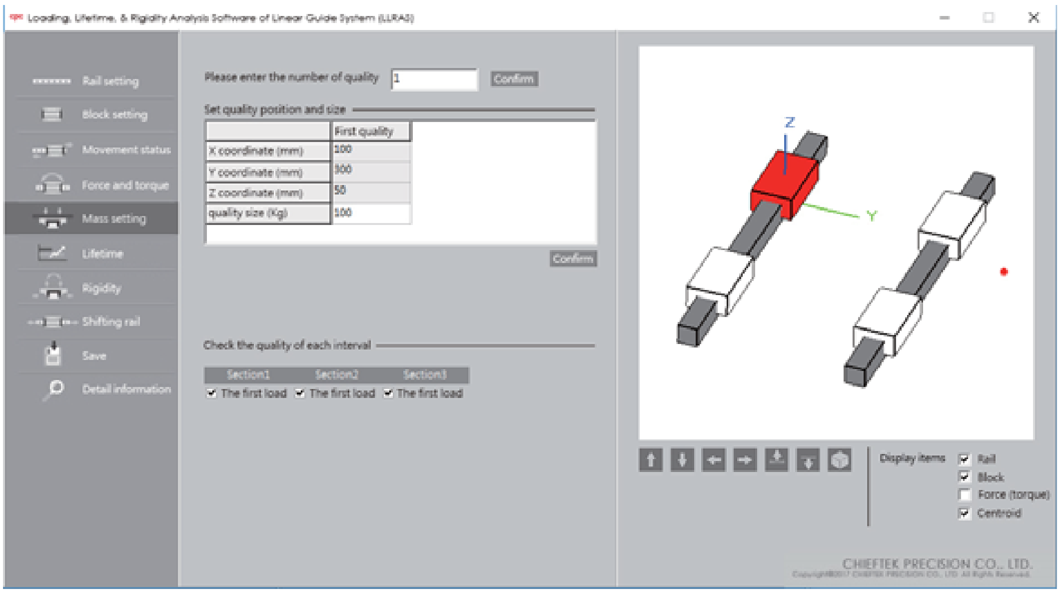
Variables can be set:

- External force (torque) intensity
- External force (torque) position
- External force (torque) working zone

Technical Information

Loading, Lifetime, & Rigidity Analysis Software of Linear Guide System (LLRAS)

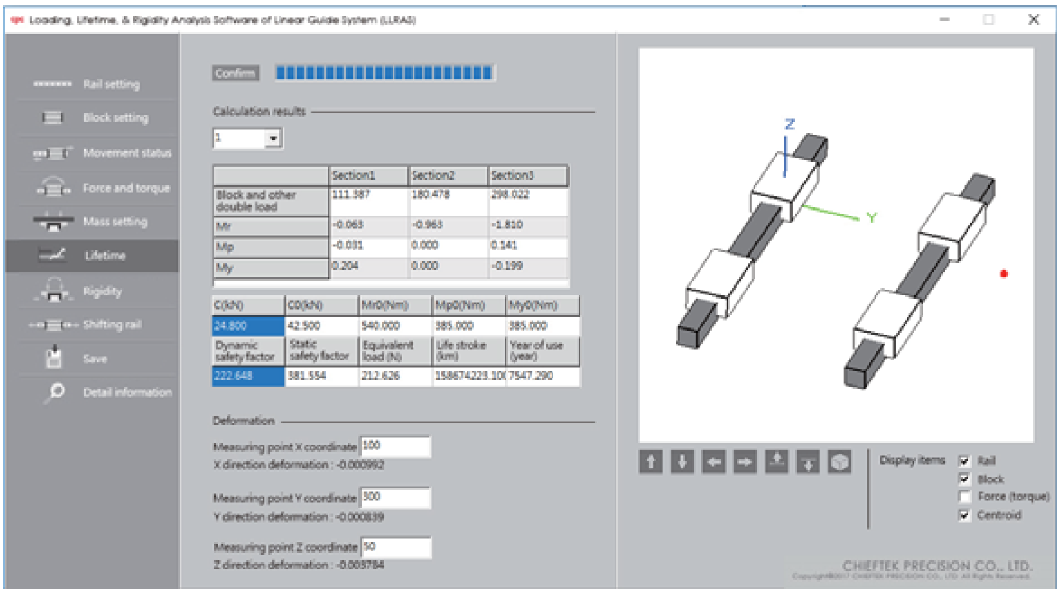
5. Set the quality position size



Variables can be set:

- Center of gravity position
- Center of gravity dimension
- Load range

6. Check if the settings are correct from the 3D chart



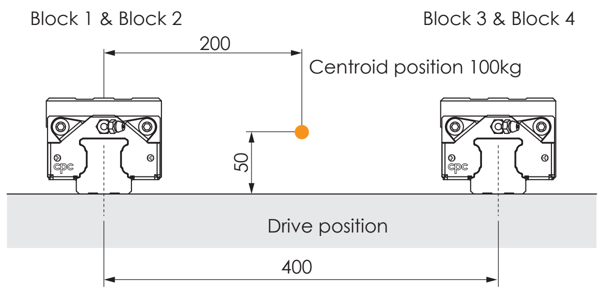
The calculation results are shown in the figure, and the information such as force and equivalent load, safety factor, and life span of each section can be obtained, and the deformation of any measured point can also be obtained.*

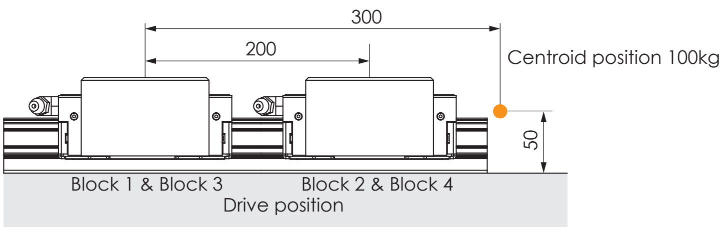
This program can be used to calculate the installation and dimension design of various linear slide rails under different load and movement conditions. The obtained information such as deformation amount, force distribution, and life span can help to provide appropriate and correct design recommendations.

* For the calculation of amount of deformation, only the rolling object is considered. For actual deformation the steel body of block must be considered as well. When the load > 20% C0, the actual deformation is 1.5 times larger than calculated deformation. When Load = C0, the actual deformation is 2~2.5 times of calculated deformation.

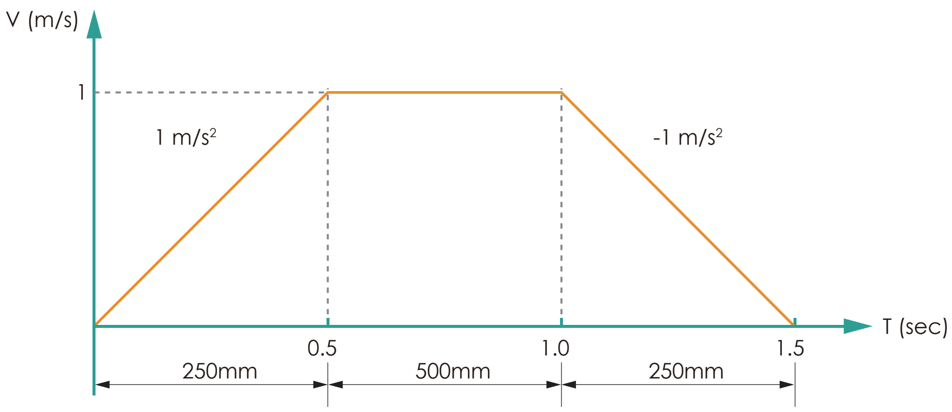
Application Example

Using the ARC 25 MN VC block, the schematic diagram of the mechanism is as follows:





Motion status is as follows



cpc Unit:N

	Block 1	Block 2	Block 3	Block 4
At acceleration	348.6	914.5	348.6	914.5
At constant velocity	384.0	949.9	384.0	949.9
At deceleration	419.4	985.3	419.4	985.3
Average load	385.9	951.0	385.9	951.0

Traditional calculated results obtained by geometric distribution.
Unit:N

	Block 1	Block 2	Block 3	Block 4
At acceleration	270	711	270	711
At constant velocity	240	736	240	736
At deceleration	270	761	270	761
The maximum value of average load	736			

Results calculated by program

In this case, the calculated result of equivalent load is 30% higher than result obtained by traditional geometric distribution method, and the service life is about 2 times different.

If there is a demand for life and rigidity calculation, please fill in form of 【Linear guide service life calculation and model selection】 and contact **cpc** technical department.

Technical Information

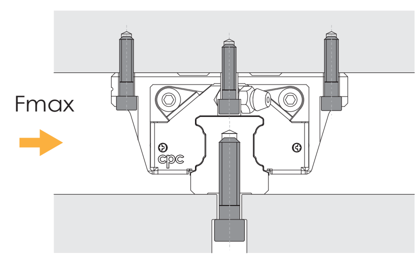
The maximum bearing capacity of linear guide is not only related to the static load capacity C_0, but also the screw mounting of coupling parts. Factors such as length of block, distance between rails, size of screws, and contact width of rail would impact the maximum bearing capacity of screw mounting.

Screw tightening torque (Nm)

Strength grade 12.9 Alloy steel screws	steel	cast iron	Non-ferrous metals
M3	2.0	1.3	1.0
M4	4.1	2.7	2.1
M5	8.8	5.9	4.4
M6	13.7	9.2	6.9
M8	30	20	15
M10	68	45	33
M12	118	78	59
M14	157	105	78

The lateral bearing capacity (without support from edge and lateral mounting)

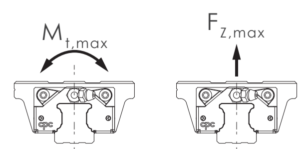
Linear guide often experience lateral load when used; in the case of mounting screw only, the lateral bearing capacity is suggested to be determined by the static friction force resulted from the screw tightening torque. If the maximum lateral load is exceeded, the support from the edge, lateral mounting and plugs are possible options to enhance the load capacity.



According to DIN637, DIN SIO 12090-1 and DIN EN ISO 898-1 regulation, when the tensile stress, torque and lateral force exert on class 8.8 alloy steel screw is larger than the values in table below, the screw mounting and design of edge support must be revised to avoid loose.

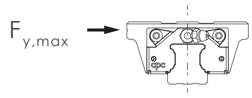
Screw maximum tensile stress and torque

size	ball type						roller type			
	short		standard		long		standard		long	
	$F_{Z,max}$ N	$M_{t,max}$ Nm	$F_{Z,max}$ N	$M_{t,max}$ Nm	$F_{Z,max}$ N	$M_{t,max}$ Nm	$F_{Z,max}$ N	$M_{t,max}$ Nm	$F_{Z,max}$ N	$M_{t,max}$ Nm
15	3200	22	3700	26	4200	30	-	-	-	-
20	5500	51	6400	60	7300	68	-	-	-	-
25	8100	87	9400	100	10800	120	-	-	-	-
30	15900	210	18500	240	21100	280	-	-	-	-
35	-	-	18500	300	21100	340	36900	590	42200	680
45	-	-	45900	970	52400	1100	91700	1900	104800	2200
55	-	-	63700	1600	72800	1800	-	-	-	-



Screw lateral bearing capacity

size	ball type			roller type	
	short	standard	long	standard	long
	$F_{y,max}$ N	$F_{y,max}$ N	$F_{y,max}$ N	$F_{y,max}$ N	$F_{y,max}$ N
15	240	280	320	-	-
20	410	480	550	-	-
25	610	710	810	-	-
30	1200	1400	1600	-	-
35	-	1400	1600	2800	3200
45	-	3400	3900	6900	7900
55	-	4800	5500	-	-



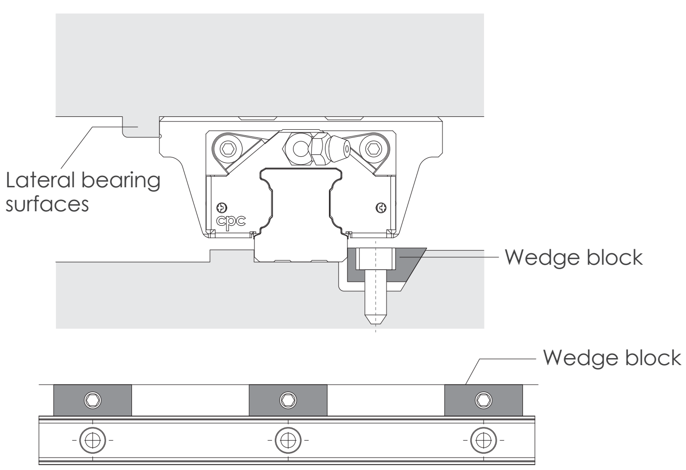
When class 10.9 class alloy steel screw is used, the value is about 1.4 times larger than the value in table above. When 12.9 class alloy steel screw is used, the value is about 1.68 times larger.

Lateral bearing surfaces and lateral fixing elements

When the lateral load is greater than the lateral load capacity, the lateral bearing surface is required to bear the lateral force. If the lateral force is bidirectional, Lateral fixing elements can be used to provide a bidirectional lateral load capability of the linear guide on the other side of the side bearing surface, and help close to the lateral bearing surface, the lateral straightness and side load capacity after installation will be greatly improved, and its allowable value will vary according to the type of fixed component.

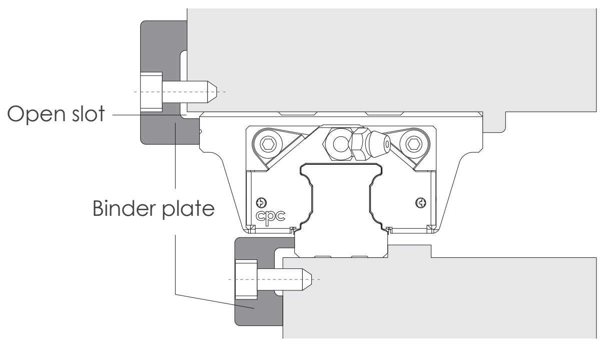
The following diagram shows several common elements.

Wedge block



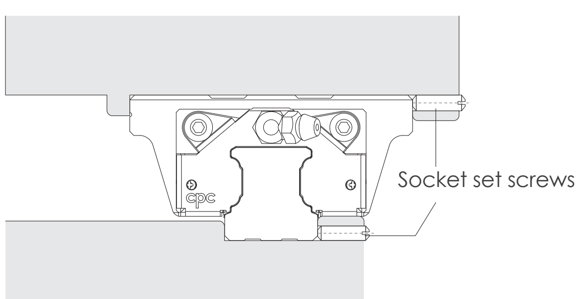
The linear guide rail is tightened by locking the bolts on the wedge block.

Binder plate



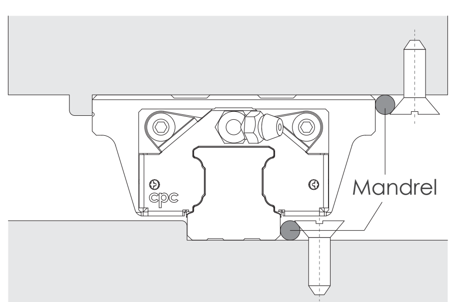
The open slot must be machined to prevent interference between the linear guide and carriage on the corners during installation.

Socket set screws



When the installation space is limited, the size of lateral mounting element must be considered.

Mandrel fixing



Use the slope of the nut to advance the roller to achieve the effect of tightening the linear LM guide.

Technical information

Preload and clerance

The ARC/HRC/ERC linear guides provide 4 different preload classes VC, V0, V1, V2.

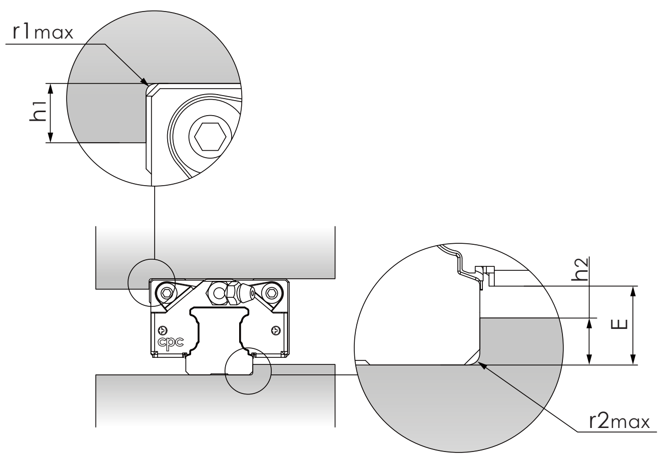
ARC/WRC										
Class	Description	Preload Value	Clearance (μm)							Application
			15 WRC21/15	20 WRC27/20	25	30	35	45	55	
VC	Clearance	0	+5~+0	+5~+0	+5~+0	+5~+0	+5~+0	+5~+0	+5~+0	Smooth motion, low friction
V0	Light Preload	0.02C	+0~-4	+0~-5	+0~-6	+0~-7	+0~-8	+0~-10	+0~-12	For precision situations, smooth motion
V1	Medium Preload	0.05C	-4~-10	-5~-12	-6~-15	-7~-18	-8~-20	-10~-24	-12~-28	High stiffness, precision, high load situations
V2	Heavy Preload	0.08C	-10~-16	-12~-18	-15~-23	-18~-27	-20~-31	-24~-36	-28~-45	Super high stiffness, precision and load capacity

HRC/ERC										
Class	Description	Preload Value	Clearance (μm)							Application
			15	20	25	30	35	45	55	
VC	Clearance	0	+5~+0	+5~+0	+5~+0	+5~+0	+5~+0	+5~+0	+5~+0	Smooth motion, low friction
V0	Light Preload	0.02C	+0~-4	+0~-5	+0~-6	+0~-7	+0~-8	+0~-10	+0~-12	For precision situations, smooth motion
V1	Medium Preload	0.08C	-4~-12	-5~-14	-6~-16	-7~-19	-8~-22	-10~-25	-12~-29	High stiffness, precision, high load situations
V2	Heavy Preload	0.13C	-11~-19	-14~-23	-16~-26	-19~-31	-22~-35	-25~-40	-29~-46	Super high stiffness, precision and load capacity

Installation Notice

Dimension of reference edge

To ensure that the linear guide is precisely assembled with the machine table, **cpc** devices have a recess installed in the reference edge corner. The corner of the machine table must be smaller than the chamfer of the linear guide to avoid interference. To consult on chamfer sizes and shoulder heights, please refer to the table below.



Unit：mm

ARC/HRC/ERC					
Type	r1max	r2max	h1	h2	E
15	0.5	0.5	4.0	2.5	3.3
20	0.5	0.5	5.0	4.0	5.0
25	1.0	1.0	5.0	5.0	6.0
30	1.0	1.0	6.0	5.5	6.6
35	1.0	1.0	6.0	6.5	7.6
45	1.0	1.0	8.0	8.0	9.3
55	1.5	1.5	10.0	10.0	12.0

WRC					
Type	r1max	r2max	h1	h2	E
21/15	0.4	0.4	5.0	2.0	2.7
27/20	0.4	0.4	5.0	3.0	3.5

ARR/HRR/LRR					
Type	r1max	r2max	h1	h2	E
35	1	1	8	5	6
45	1	0.5	10	7	8

Rail Joint

The standard length of our large rails is 4 meters. If longer rails are required, **cpc** can provide a joint rail solution for which the joint number will be marked on the rail.

1. As shown in figure A, please follow the joint number to assemble.
2. For more than two units in each axis, to avoid accuracy effects from multiple blocks passing through the same connection point, we advise to use the connection points separately as shown on figure B.
3. Please use the slide as a connection point to tighten the slide before tightening the torques to fasten the screws from inside to outside.

Figure A

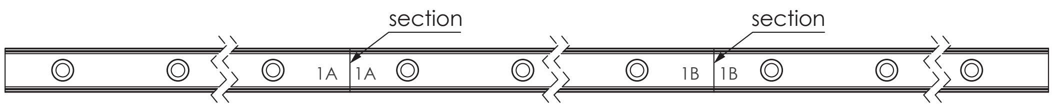
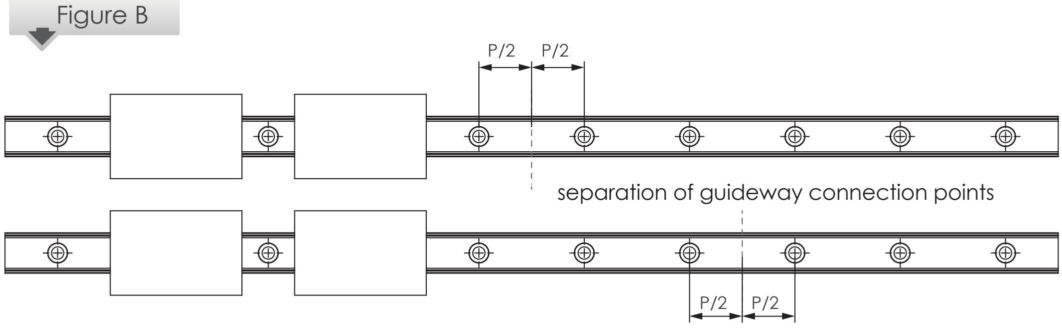


Figure B



Installation instructions

Installation surface geometry position accuracy

The rough finishing or milling on installation site will impact the working accuracy of linear guide, and reduce the service life of both standard, wide ball type linear guide and roller type linear guide. The accuracy of installation site and linear guides are critical factors to determine the accuracy of work bench. When the error of installation site is larger than the value calculated by following formula, the working resistance and service life will be impacted.

$e1\ (mm) = b\ (mm) \cdot f1 \cdot 10^{-4}$

$e2\ (mm) = d\ (mm) \cdot f2 \cdot 10^{-5}$

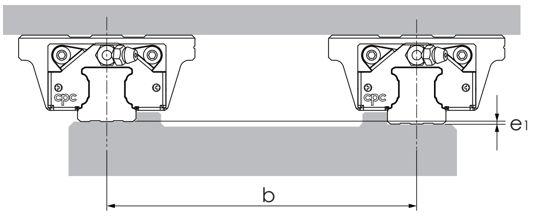
$e3\ (mm) = f3 \cdot 10^{-3}$

Installation datum plane

Rail: Both edges of rail can be reference edge, it shouldn't be marked separately.

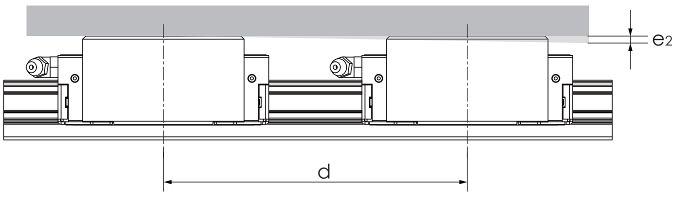
Block: The side steel body of the block with
1. milled surface
2. Without groove mark can be the reference side.

Applicable to 15-55 all models



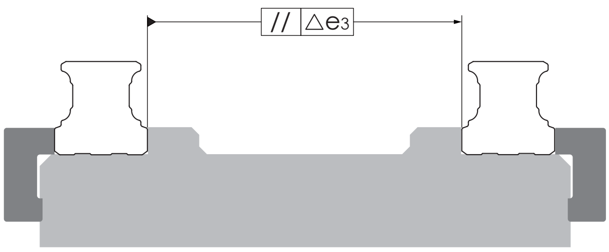
ARC/HRC/ERC (f1)				
Block length	VC	V0	V1	V2
MS / FS	5.2	3.5	2.2	1.1
MN / FN	4.5	3.1	1.8	0.8
ML / FL	4.2	2.8	1.7	0.7

ARR/HRR/LRR (f1)				
Block length	VC	V0	V1	V2
MN / FN	1.3	1.1	1.0	0.8
ML / FL	1.2	1.1	0.9	0.7
MXL / FXL	1.2	1.0	0.9	0.7



ARC/HRC/ERC (f2)				
Block length	VC	V0	V1	V2
MS / FS	43.1	29.7	18.3	8.9
MN / FN	26.0	17.5	10.5	4.8
ML / FL	18.4	12.3	7.3	3.1

ARR/HRR/LRR (f2)				
Block length	VC	V0	V1	V2
MN / FN	7.1	6.2	5.2	4.3
ML / FL	5.3	4.7	3.9	3.2
MXL / FXL	4.2	3.6	3.0	2.5



ARC (f3)				
Block length	VC	V0	V1	V2
15 MS / FS	20	14	9	5
15 MN / FN	18	13	8	4
15 ML	16	12	7	3
20 MS / FS	25	18	12	6
20 MN / FN	23	16	10	5
20 ML	21	14	9	4
25 MS / FS	31	22	15	8
25 MN / FN	27	20	13	6
30 MS / FS	38	28	18	10
30 MN / FN	33	24	15	8
30 ML	31	22	14	7
35 MN / FN	37	27	17	8
35 ML	35	25	16	8
45 MN	49	35	23	11
45 ML	45	32	21	10
55 MN	65	46	30	15
55 ML	62	44	28	13

HRC / ERC (f3)				
Block length	VC	V0	V1	V2
15 MN / FN / FN-R	18	13	8	4
15 ML / ML-R / FL / FL-R	16	12	7	3
20 MN / FN / FN-R	23	16	10	5
20 ML / ML-R / FL / FL-R	21	14	9	4
	31	22	15	8
25 MN / FN / FN-R	27	20	13	6
25 ML / ML-R / FL / FL-R	25	18	11	5
30 MN / FN / FN-R	33	24	15	8
30 ML / ML-R / FL / FL-R	31	22	14	7
35 MN / FN / FN-R	37	27	17	8
35 ML / ML-R / FL / FL-R	35	25	16	8
45 MN / FN / FN-R	49	35	23	11
45 ML / ML-R / FL / FL-R	45	32	21	10
55 MN / FN / FN-R	65	46	30	15
55 ML / ML-R / FL	62	44	28	13

ARR/HRR/LRR (f3)				
Block length	VC	V0	V1	V2
35 MN / FN	11	9	6	3
35 ML / FL	10	8	5	2
35 MXL / FXL	10	7	5	2
45 MN / FN	14	11	7	4
45 ML / FL	13	10	7	3
45 MXL / FXL	12	10	6	3

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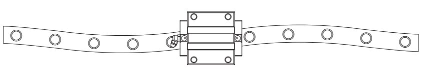
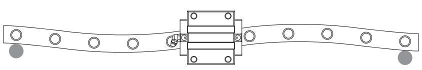
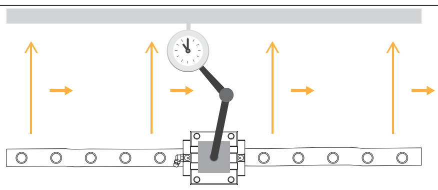
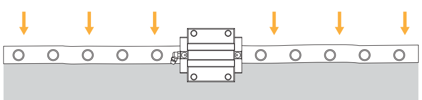
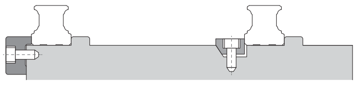
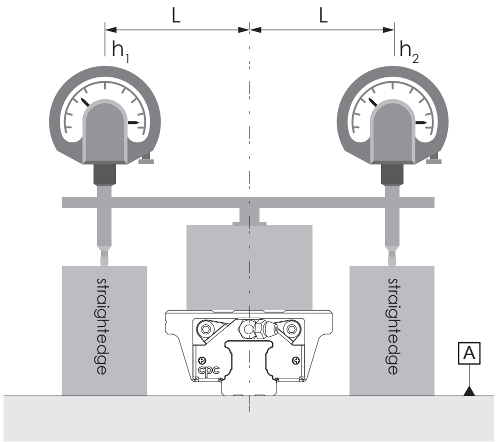
Installation instructions

Rail installation

Diagram	Description	Feature
	· No Straightening · Not allowed	No precision Low lateral bearing capacity
	· Straightening by pin · Not suggested	Low precision Low lateral bearing capacity
	· Straightening based on straight edge, calibrated by meter	Low to mid precision Low lateral bearing capacity
	· Place the rail on a supporting edge	High precision One side with high lateral bearing capacity
	· With support edge and lateral mounting screw	Very high precision High lateral bearing capacity on both sides.

Recommended precision measurement method

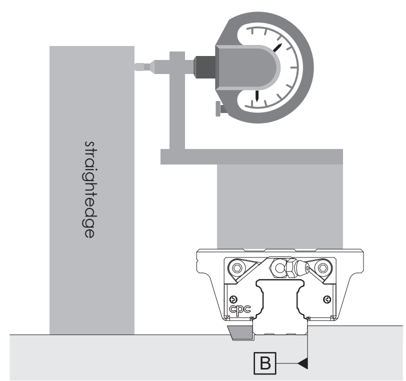
The working accuracy of linear guide is defined by the parallelism between block and rail(height, side). In practical application the linear accuracy is required, the measuring method is diverse, so we would suggest following measure to acquire the linear accuracy of linear guide.



H The horizontal working accuracy [// P] +
base plane flatness [▱ A] = $|h_1-h_2|$ total length

(above mentioned method can be used to exclude the skew error of rail on roll direction)

* When the error of flatness of base plane is 0, the value is the linear working accuracy of rail at the certain height
(Please refer to table of working precision page 27)



W_2 The horizontal working accuracy [// P] +
the straightness of rail installation [— B]

*When the error of the straightness of the rail is 0, the value is the horizontal working accuracy on the side.
(Please refer to table of working precision page 27)

Lubrication

Function

The loaded rolling elements and the raceway will be separated at the contact zone by a micron-thick layer of oil.
The lubrication will therefore

- reduce friction
- reduce wear
- reduce oxidation
- dissipate heat and increase service life

Lubrication caution

1. The blocks contain grease, can it can be directly installed on the machine, no need to be washed.
2. If the block is washed, please do not soak the block into lubrication oil until the cleaning detergent and the cleaning naphtha is totally dry. Soak the block into the lubrication oil until the oil-pad is full of lubricant, then the block is ready for installation.
3. The linear guide must be lubricated for protection purpose before first-use, this is to avoid the contact with pollutant.
4. The **cpc** block has grease inlet at front end, back end, left side, right side and top. The lubricant can be injected Through the grease inlet. Please see the table below for the amount of grease needed for different block model.
5. Please ensure the block is moving back and forth when the grease is injected into the block.
6. Frequent visual inspection is necessary to ensure the rail is constantly protected by a layer of oil.
7. The re-lubrication process must be done before the discoloration due to oil exhaustion
8. Please notify when the block is used in acidic, alkaline, or clean room applications.
9. Please contact our technical department for lubrication assistance if the rail mounting is different from horizontal direction.
10. The re-lubrication interval must be shortened if the travel stroke is <2 or >15 times the length of steel body of block.

The amount of oil needed to fulfill single block.

unit ：cm^3

ARC/HRC/ERC			
Size	short (S)	standard (N)	long (L)
15	1.4	2	3.2
20	2.3	4	5.5
25	3.9	7	9.5
30	5.9	10	14
35	-	16	21
45	-	32	40
55	-	53	66.5

unit ：cm^3

ARC/HRC/ERC (ball chain type)			
Size	short (S)	standard (N)	long (L)
15	1.2	1.5	2.5
20	2.3	3.5	5
25	3.9	7	9
30	5.4	9	12.5
35	-	15	19.5
45	-	30	37
55	-	-	-

unit ：cm^3

WRC	
Size	standard (N)
21/15	2.7
27/20	5.3

unit ：cm^3

WRC (ball chain type)	
Size	standard (N)
21/15	2.2
27/20	4.8

unit ：cm^3

ARR/HRR/LRR			
Size	standard (N)	long (L)	extra long (XL)
35	9.4	11.0	14.1
45	22	26.4	30.8

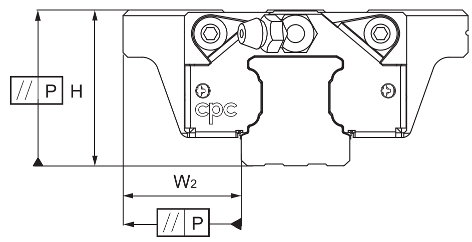
unit ：cm^3

ARR/HRR/LRR (roller chain type)			
Size	standard (N)	long (L)	extra long (XL)
35	8.8	9.7	12.4
45	20.8	24.3	27.7

Technical information

Accuracy

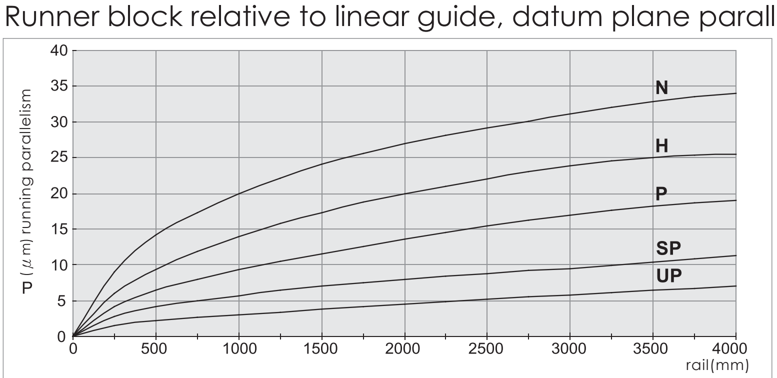
The ARC/HRC/ERC/WRC linear guides provide 5 different grades of precision : N, H, P, SP, and UP, Engineers can choose different grades depending on the machine applications.



Accuracy

Size	Accuracy grades (μm)		UP	SP	P	H	N
15 ~ 20	Tolerance of dimension height H	H	± 5	± 10	± 15	± 30	± 70
	Variation of height for different runner blocks on the same position of Rail	Δ H	3	5	6	10	20
	Tolerance of dimension width W_2	W_2	± 5	± 7	± 10	± 20	± 40
	Variation of width for different runner blocks on the same position of Rail	Δ W_2	3	5	7	15	30
25 ~35	Tolerance of dimension height H	H	± 5	± 10	± 20	± 40	± 80
	Variation of height for different runner blocks on the same position of Rail	Δ H	3	5	7	15	20
	Tolerance of dimension width W_2	W_2	± 5	± 7	± 10	± 20	± 40
	Variation of width for different runner blocks on the same position of Rail	Δ W_2	3	5	7	15	30
45 ~ 55	Tolerance of dimension height H	H	± 5	± 10	± 20	± 40	± 80
	Variation of height for different runner blocks on the same position of Rail	Δ H	3	5	7	15	25
	Tolerance of dimension width W_2	W_2	± 5	± 7	± 10	± 20	± 40
	Variation of width for different runner blocks on the same position of Rail	Δ W_2	3	5	7	15	30

Runner block relative to linear guide, datum plane parallel motion precision



Application

class	Movement, Conveyance	Manufacturing Equipment	High Precision Manufacturing Equipment	Measuring Equipment
N	●	●		
H	●	●	●	
P		●	●	●
SP			●	●
UP				●
Examples	1. Conveyance system 2. Industrial robots 3. Office Machinery	1. Woodworking machine 2. Punching press 3. Injection Molding machine	1. Lathe/milling machine/ grinding machine 2. Electrical discharge machining (EDM) 3. CNC machining center	1. Three dimensional measuring instrument 2. Detection mirror / head shaft 3. X-Y Table