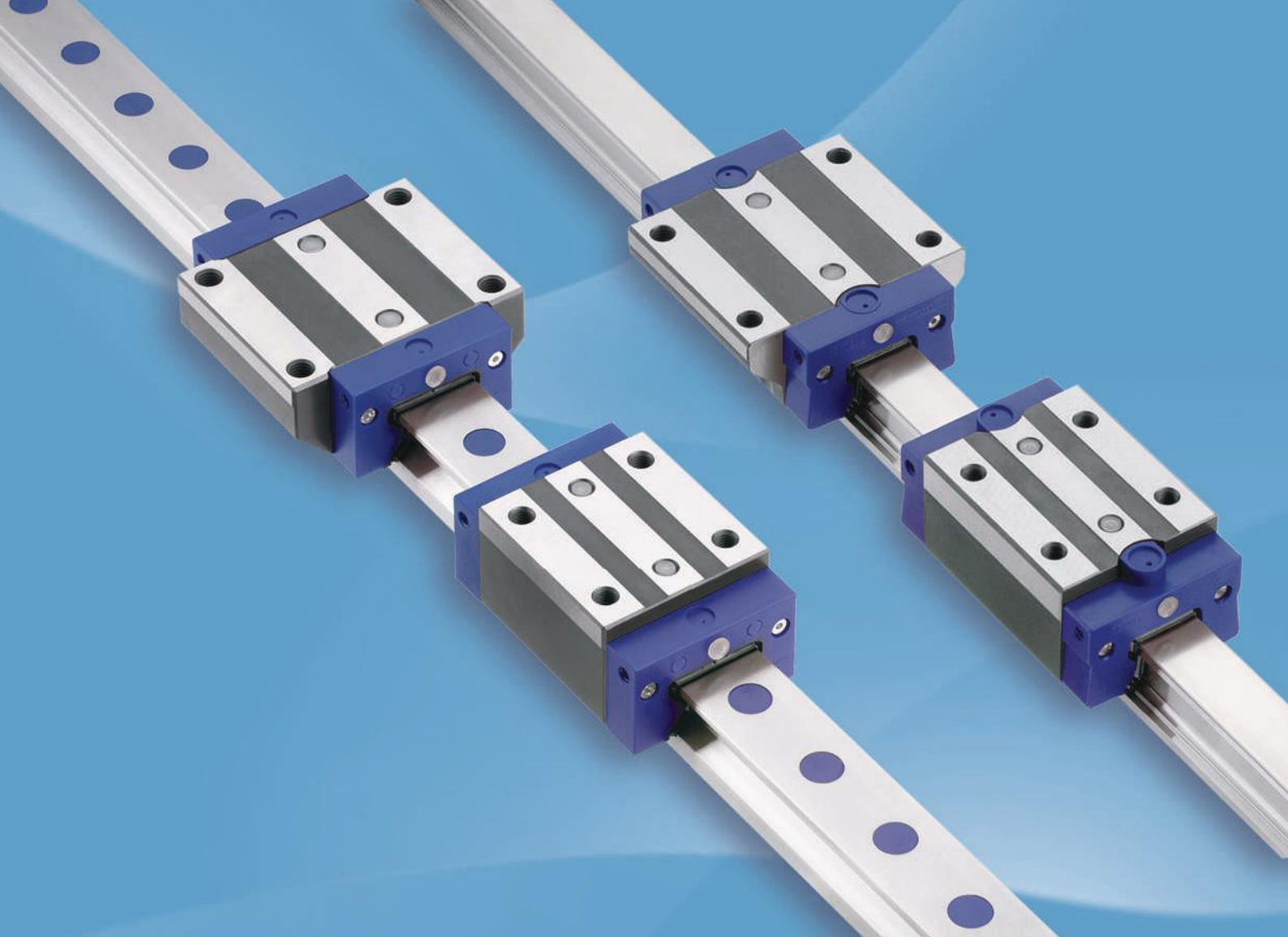




Prof le Rail Linear Guides

500 Series Ball Prof le Rail

500 Series Roller Prof le Rail

AccuMini

THOMSON[®]

Linear Motion. Optimized.

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Linear Motion. Optimized.

Thomson - *Linear Motion. Optimized.*

Often the ideal design solution is not about finding the fastest, sturdiest, most accurate or even the least expensive option. Rather, the ideal solution is the optimal balance of performance, life and cost.

Thomson is best positioned to help you most quickly configure the optimal linear motion solution for your application.

- Thomson invented anti-friction linear bearing technology. We own the broadest standard product offering of mechanical motion technologies in the industry.
- Modified versions of standard product are routine. White sheet design solutions available across our entire portfolio.
- Choose Thomson and gain access to over 70 years of global application experience in diverse industries including packaging, factory automation, material handling, medical, clean energy, printing, automotive, machine tool, aerospace and defense.
- As part of Danaher Corporation, we are financially strong and unique in our ability to bring together control, drive, motor, power transmission and precision linear motion technologies.

Thomson is the name you can trust for quality, innovation, on-time delivery, controlled costs, and reduced risk.

In addition to the information contained in this document, a wealth of product and application information is available online at www.thomsonlinear.com. Also online are downloadable 3D models, software tools, our distributor locator and global contact information for Thomson. For immediate assistance in North America contact us at 1-540-633-3549 or email us at Thomson@thomsonlinear.com.

Talk to us early in the design process to see how Thomson can help identify the optimal balance of performance, life and cost for your next application. And, call us or any of our 2000+ distribution partners around the world for fast delivery of replacement parts.

The Danaher Business System - Building sustainable competitive advantage into your business

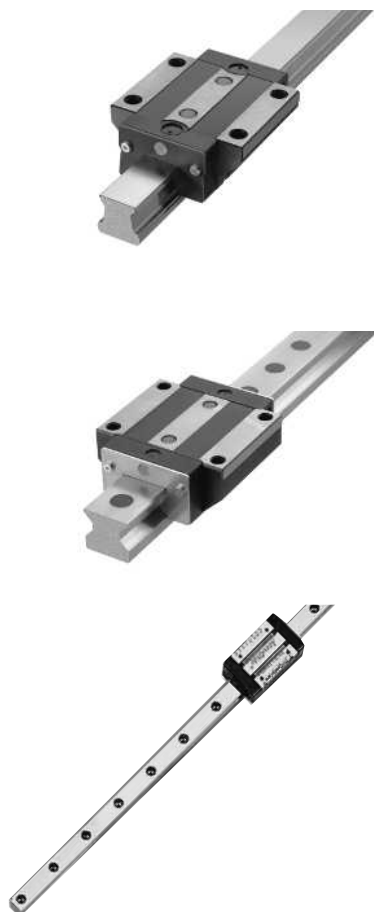
The Danaher Business System (DBS) was established to increase the value we bring to customers. It is a mature and successful set of tools we use daily to continually improve manufacturing operations and product development processes. DBS is based on the principles of Kaizen which continuously and aggressively eliminate waste in every aspect of our business. DBS focuses the entire organization on achieving breakthrough results that create competitive advantages in quality, delivery and performance – advantages that are passed on to you. Through these advantages Thomson is able to provide you faster times to market as well as unsurpassed product selection, service, reliability and productivity.

Local Support Around the Globe

Application Centers Global Manufacturing Operations Global Design & Engineering Centers



An Overview of Thomson Profile Rail



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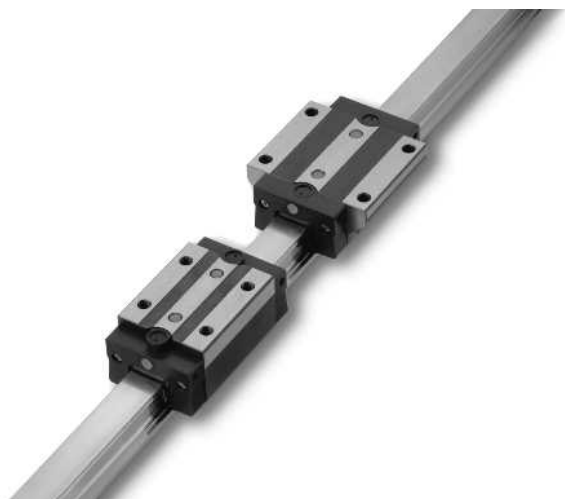
For more information, or to place an order, please contact your local authorized Thomson distributor. Contact us at +44. 1271. 334. 500, Fax: +44. 1271. 334. 501, or e-mail sales.uk@thomsonlinear.com.

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Overview of Thomson Profile Rail Linear Guides

Since the invention of the linear anti-friction Ball Bushing bearing by Thomson over 50 years ago, the Thomson precision linear products have meant high quality, innovative products. Today, Thomson continues producing and developing these high quality, innovative products... The Thomson Profile Rail assortment consists of the Next Generation Profile Rail "500 Series", Ball and Roller Linear Guides, compact miniature "MicroGuide,™", lightweight "T-Series," and AccuMini..

The Thomson Profile Rail Linear Guide Assortment is a complete assortment of rails and carriages in a broad range of styles, sizes and unique features produced to industry standard dimensions for easy retrofitting into existing applications or designing into new applications.



500 Series Ball Profile Rail Linear Guide

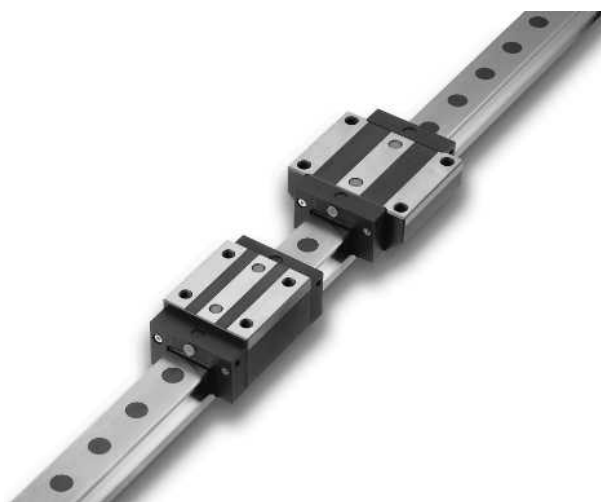
Features & Benefits

Superior Design.. Superior Quality.

- Straight rails through advanced grinding technologies
- Simple installation and greater accuracy with.. joint-free rails up to 6 meters
- Smooth, quiet movement through patented insert molded recirculation paths and optimized geometries
- Extended lubrication life as a result of grease pockets built into the recirculation path
- Multiple carriage styles and sizes available
- On site field modifiable modular seals
- Rail and carriage options from stock or short delivery
- Customization with expanded accessory offering

Typical Applications

- Industrial Automation.
- Machine Tool Equipment.
- Material Handling.
- Precision Measuring Equipment
- Industrial Robots.
- Food Processing Equipment



500 Series Roller Profile Rail Linear Guide

Features & Benefits

Superior.Design..Superior.Quality.

- Industry.leading.load.capacities
- High.rigidity.from.back.to.back.four.roller.track.ar-
rangement
- Straight.rails.through.advanced.grinding.technologies
- Simple.installation.and.greater.accuracy.with.joint-
free.rails.up.to.6.meters
- Smooth,.quiet.movement.through.patented.insert.
molded.recirculation.paths.and.optimized.geometries
- Multiple.carriage.styles.and.sizes.available
- On.site.field.modifiable.modular.seals
- Rail.and.carriage.options.from.stock.or.short.delivery
- Customization.with.expanded.accessory.offering

Typical Applications

- Industrial.Automation
- Material.Handling
- Industrial.Robots
- Machine.Tool.Equipment
- Precision.Measuring.Equipment
- Food.Processing.Equipment



AccuMini

Features & Benefits

- Ball.control.design.for.smooth,.quiet,.low.friction.at.high.
speeds
- Full.length.integral.wiper.which.protects.important.bear-
ing.from.contaminants....effective.system.life.is.maxi-
mized
- Gothic.design,.which.provides.high.roll.moment.capac-
ity...a.requirement.for.stand-alone.applications
- Wear-resistant,.engineered.polymer.retainer.which.re-
duces.system.inertia.and.noise

Typical Applications

- Wafer.Handling.Equipment
- Assembly.Equipment
- Inspection.and.Measurement.Equipment

Assortment

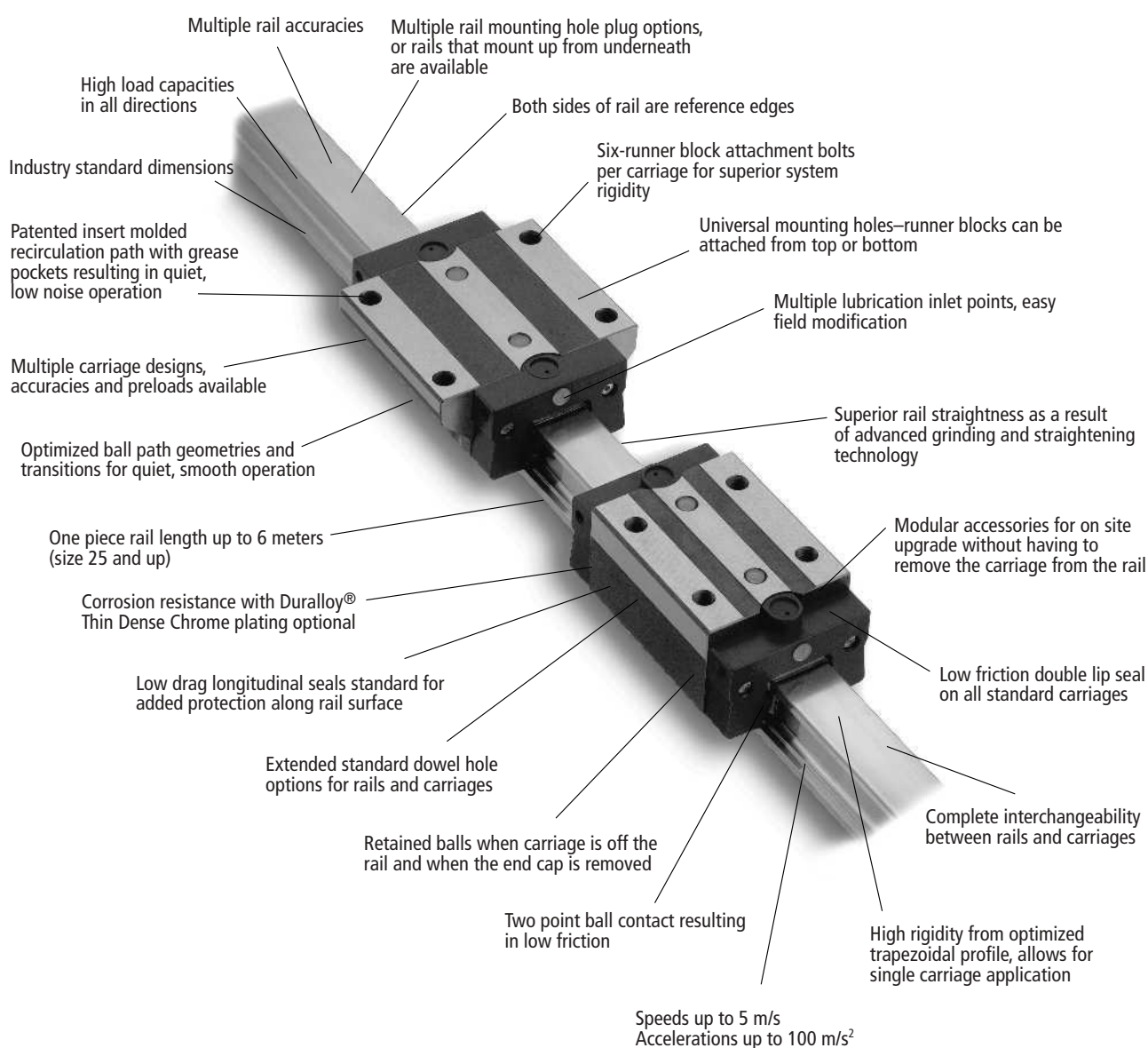
		500 Series Ball							500 Series Roller				AccuMini
		Standard		Narrow					Standard		Narrow		Standard
		—	Long	—	Long	—	Long	Short	—	Long	—	Long	—
		—	—	—	—	High	High	—	—	—	—	—	—
SIZE MM	5												
	7												
	9												
	10												•
	12												
	15	•		•		•		•					•
	20	•	•	•	•			•					•
	25	•	•	•	•	•	•		•	•	•	•	
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	55								•	•	•	•	
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Style		A	B	C	D	E	F	G	A	B	C	D	A
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Application Criteria

Feature	500 Series Ball	500 Series Roller	AccuMini
Load Capacity	• • •	• • • •	• •
Equivalent Loads all directions	• • •	• • • •	• •
Ultra Compactness	•	•	• • •
High Travel Accuracy	• • • •	• • • •	• • • •
Rigidity	• • •	• • • •	• •
Smoothness	• • •	• •	• • • •
Friction Characteristic	• • • •	• •	• • • •
Admissible Speed	• • • •	• • •	• • • •
Ease of Installation	• • •	• •	• •
Lightweight	•	•	• •
Industry Standard Dimensions	• • • •	• • • •	
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• = satisfactory • • • • = excellent

500 Series Ball Profile Rail Linear Guide



500 Series Ball Profile Rail Linear Guide



Features

The Thomson 500 Series Ball Linear Guide provides long life, exceptional rigidity, high dynamic and static load capacities, accommodation for high moment loads, high running accuracy, multiple sealing options and multiple lubrication inlet options. This allows for on-site field modifications, and interchangeability with competitor offering.

These properties result in improved machine accuracies and rigidity resulting in reduced vibration extending machine and tool life. This has a direct effect on operational efficiency resulting in cost savings for the user.

Available in 7 carriage designs, and sizes 15 to 45mm.

Materials Linear Guides

The 500 Series Ball Linear Guides are produced from high quality bearing steel. All carriages and rolling elements are through hardened and all rails are case hardened (except size 15 rail which is through hardened). The end cap is constructed of a high strength, glass filled nylon with nitrile rubber seal. Stringent quality controls are in place to ensure consistency of materials from the source, allowing us to ensure that we deliver the highest quality product.

Interchangeability

The 500 Series Ball Linear Guides are completely interchangeable. Any carriage can be run on any rail of the same accuracy without compromising system accuracy. This is the result of our stringent manufacturing process controls.

Accuracy and Preload

The 500 Series Ball Linear Guides are available in three different accuracy classes, three different preload ranges and with clearance to allow for customization to your application needs.

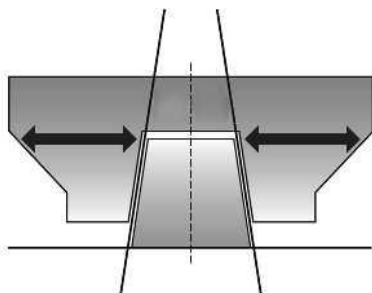
Straightness

The 500 Series Ball rail is subjected to multiple straightening processes during and after grinding of the roller paths.

These added processes and inspections result in some of the straightest rails in the market today, improving machine accuracies wherever the 500 Series Ball is used.

Rigidity

The 500 Series Ball Linear Guide rail utilizes a special trapezoidal profile that maximizes the carriage cross section, resulting in the highest possible rigidity.



500 Series Ball Profile Rail Linear Guide

Running Smoothness / Low Noise

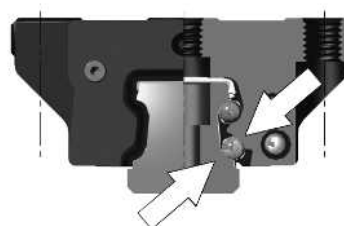
The running smoothness and low noise are the result of a patented, custom insert molded recirculation path that has an optimized geometric shape and minimal transitions, to ensure smooth and quiet operation in both low and high-speed operation.

In addition, the balls make contact at only two points between rail and carriage. As a result, friction is reduced to a minimum, resulting in quiet, smooth operation.



Back-to-Back

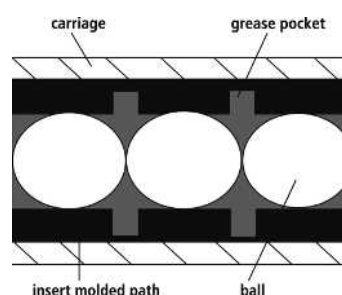
The 500 Series Linear Guide utilizes a back-to-back bearing arrangement, resulting in added rigidity. As a result, the 500 Series Ball can be used in single rail applications.



Internal Grease Pockets

The patented insert molded recirculation path has built-in grease pockets. These provide an extra level of security by ensuring adequate lubrication is available to the ball bearings to help extend life.

The pocket and area between the balls provide greater grease quantities in the ball path than a conventional designed linear guide bearing.



Multiple Lubrication Options

The standard end cap is designed for flexibility. The end cap comes standard with four lubrication inlet options. These inlet options are easily changed on-site in the field or can be supplied from the factory.

Unsure of the best lubrication inlet location? These carriages allow the user to make these changes easily in the field to optimize the system performance. In addition, they allow for ease in maintenance—all without removing the carriage from the rail.



500 Series Ball Profile Rail Linear Guide



Modular Accessory Options

The standard carriage is supplied with low friction double lip seals and longitudinal seals that completely encase the bearing carriage to protect the balls and track surfaces and minimize lubrication loss.

Optional metal scrapers or wipers, lube blocks and oil reservoir components can be easily added on-site in the field or can be supplied assembled from the factory.

The trapezoidal rail profile allows for easy servicing and replacing or adding of the end cap, additional wiper and oil reservoir without removing the carriage from the rail.

These innovative design features allow users to easily, efficiently, and economically upgrade carriage sealing.

Longitudinal Seals

The carriage has built-in under carriage low drag longitudinal seals that protect the balls and ball path from contamination. These longitudinal seals are an added protection to increase the life and overall performance.

Extended Standards

Extended Standards are an assortment of Thomson dowel hole options for both carriage and rail products. Take the guesswork out of design by using our standard assortment of dowel hole options for ease of design and availability, another solution from Thomson. Refer to page 26, 27 and 30 for more information and detailed datasheets.

Rail Accessories

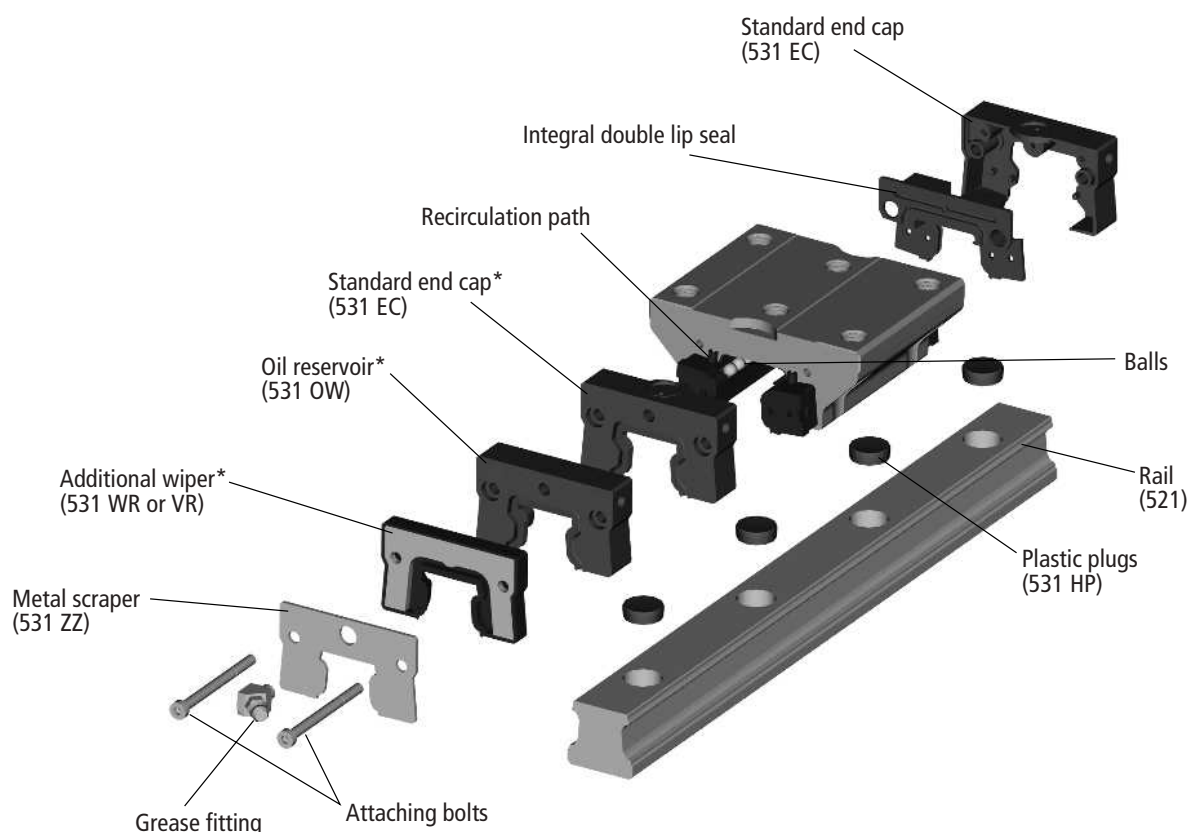
The rails have multiple options to protect the mounting holes to eliminate possible contamination entry into the bearing. Custom designed plastic plugs, mylar tape and stainless steel rail cover strip are available.

Retained Balls

The rolling elements of the carriages are retained within the bearing so the carriage can be removed from the rail, or the end cap from the carriage, without worrying about the balls falling out. It is recommended to place any removed carriage onto an assembly rail or shipping arbor to provide added protection to the rolling elements.

500 Series Ball Profile Rail Linear Guide

Modular Accessory Exploded View



Also available (not shown):

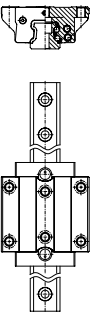
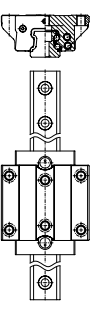
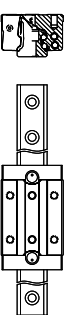
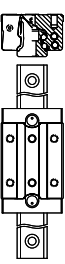
- Lube Block (531.LL)
- Mylar Rail Tape (531.RT)
- Bolt up from bottom rail (521.Type.U)
- Stainless Steel Rail, Cover Strip and Rail (521.Type.C. and 531RCS)

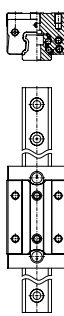
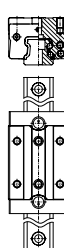
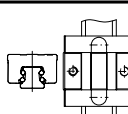
*. Can be installed without removing carriage from the rail

The modular building block design of the 500 Series Ball Profile Rail Linear Guide assembly allows for easy on-site field upgrades for quick seal or lubrication changes, all without the need to remove the carriage from the rail.

500 Series Ball Standard Carriages

Thomson offers six carriage styles with six mounting holes allowing for additional mounting configurations in the field or for retrofitting. All provide superior rigidity and design flexibility.

Style			Size	Accuracy	Basic Part Number			Appropriate Rail Standard Style	Max. Single Piece Rail Length (mm)				
					Clearance	Preload							
					0.03C	0.08C	0.13C						
Standard Carriage	A		15	H	511H15A0	511H15A1	511H15A2	—	521H15A	1500			
				P	—	511P15A1	511P15A2	511P15A3	521P15A				
				U	—	511U15A1	511U15A2	511U15A3	521U15A				
			20	H	511H20A0	511H20A1	511H20A2	—	521H20A	3000			
				P	—	511P20A1	511P20A2	511P20A3	521P20A				
				U	—	511U20A1	511U20A2	511U20A3	521U20A				
			25	H	511H25A0	511H25A1	511H25A2	—	521H25A	6000			
				P	—	511P25A1	511P25A2	511P25A3	521P25A				
				U	—	511U25A1	511U25A2	511U25A3	521U25A				
			30	H	511H30A0	511H30A1	511H30A2	—	521H30A	6000			
				P	—	511P30A1	511P30A2	511P30A3	521P30A				
				U	—	511U30A1	511U30A2	511U30A3	521U30A				
			35	H	511H35A0	511H35A1	511H35A2	—	521H35A	6000			
				P	—	511P35A1	511P35A2	511P35A3	521P35A				
				U	—	511U35A1	511U35A2	511U35A3	521U35A				
			45	H	511H45A0	511H45A1	511H45A2	—	521H45A	6000			
				P	—	511P45A1	511P45A2	511P45A3	521P45A				
				U	—	511U45A1	511U45A2	511U45A3	521U45A				
Standard Long Carriage	B		20	H	511H20B0	511H20B1	511H20B2	—	521H20A	3000			
				P	—	511P20B1	511P20B2	511P20B3	521P20A				
				U	—	511U20B1	511U20B2	511U20B3	521U20A				
			25	H	511H25B0	511H25B1	511H25B2	—	521H25A	6000			
				P	—	511P25B1	511P25B2	511P25B3	521P25A				
				U	—	511U25B1	511U25B2	511U25B3	521U25A				
			30	H	511H30B0	511H30B1	511H30B2	—	521H30A	6000			
				P	—	511P30B1	511P30B2	511P30B3	521P30A				
				U	—	511U30B1	511U30B2	511U30B3	521U30A				
			35	H	511H35B0	511H35B1	511H35B2	—	521H35A	6000			
				P	—	511P35B1	511P35B2	511P35B3	521P35A				
				U	—	511U35B1	511U35B2	511U35B3	521U35A				
			45	H	511H45B0	511H45B1	511H45B2	—	521H45A	6000			
				P	—	511P45B1	511P45B2	511P45B3	521P45A				
				U	—	511U45B1	511U45B2	511U45B3	521U45A				
			Narrow Carriage	C		15	H	511H15C0	511H15C1	511H15C2	—	521H15A	1500
							P	—	511P15C1	511P15C2	511P15C3	521P15A	
							U	—	511U15C1	511U15C2	511U15C3	521U15A	
20	H	511H20C0				511H20C1	511H20C2	—	521H20A	3000			
	P	—				511P20C1	511P20C2	511P20C3	521P20A				
	U	—				511U20C1	511U20C2	511U20C3	521U20A				
25	H	511H25C0				511H25C1	511H25C2	—	521H25A	6000			
	P	—				511P25C1	511P25C2	511P25C3	521P25A				
	U	—				511U25C1	511U25C2	511U25C3	521U25A				
30	H	511H30C0				511H30C1	511H30C2	—	521H30A	6000			
	P	—				511P30C1	511P30C2	511P30C3	521P30A				
	U	—				511U30C1	511U30C2	511U30C3	521U30A				
35	H	511H35C0				511H35C1	511H35C2	—	521H35A	6000			
	P	—				511P35C1	511P35C2	511P35C3	521P35A				
	U	—				511U35C1	511U35C2	511U35C3	521U35A				
Narrow Long Carriage	D					20	H	511H20D0	511H20D1	511H20D2	—	521H20A	3000
							P	—	511P20D1	511P20D2	511P20D3	521P20A	
							U	—	511U20D1	511U20D2	511U20D3	521U20A	
			25	H	511H25D0	511H25D1	511H25D2	—	521H25A	6000			
				P	—	511P25D1	511P25D2	511P25D3	521P25A				
				U	—	511U25D1	511U25D2	511U25D3	521U25A				
			30	H	511H30D0	511H30D1	511H30D2	—	521H30A	6000			
				P	—	511P30D1	511P30D2	511P30D3	521P30A				
				U	—	511U30D1	511U30D2	511U30D3	521U30A				
			35	H	511H35D0	511H35D1	511H35D2	—	521H35A	6000			
				P	—	511P35D1	511P35D2	511P35D3	521P35A				
				U	—	511U35D1	511U35D2	511U35D3	521U35A				

Style			Size	Accuracy	Basic Part Number				Appropriate Rail Standard Style	Max. Single Piece Rail Length (mm)
					Clearance	Preload				
						0.03C	0.08C	0.13C		
Narrow High Carriage	E		15	H	511H15E0	511H15E1	511H15E2	—	521H15A	1500
				P	—	511P15E1	511P15E2	511P15E3	521P15A	
				U	—	511U15E1	511U15E2	511U15E3	521U15A	
			25	H	511H25E0	511H25E1	511H25E2	—	521H25A	6000
				P	—	511P25E1	511P25E2	511P25E3	521P25A	
				U	—	511U25E1	511U25E2	511U25E3	521U25A	
			30	H	511H30E0	511H30E1	511H30E2	—	521H30A	6000
				P	—	511P30E1	511P30E2	511P30E3	521P30A	
				U	—	511U30E1	511U30E2	511U30E3	521U30A	
			35	H	511H35E0	511H35E1	511H35E2	—	521H35A	6000
				P	—	511P35E1	511P35E2	511P35E3	521P35A	
				U	—	511U35E1	511U35E2	511U35E3	521U35A	
			45	H	511H45E0	511H45E1	511H45E2	—	521H45A	6000
				P	—	511P45E1	511P45E2	511P45E3	521P45A	
				U	—	511U45E1	511U45E2	511U45E3	521U45A	
Narrow High Long Carriage	F		25	H	511H25F0	511H20F1	511H20F2	—	521H25A	6000
				P	—	511P20F1	511P20F2	511P20F3	521P25A	
				U	—	511U20F1	511U20F2	511U20F3	521U25A	
			30	H	511H30F0	511H25F1	511H25F2	—	521H30A	6000
				P	—	511P30F1	511P30F2	511P30F3	521P30A	
				U	—	511U30F1	511U30F2	511U30F3	521U30A	
			35	H	511H35F0	511H35F1	511H35F2	—	521H35A	6000
				P	—	511P35F1	511P35F2	511P35F3	521P35A	
				U	—	511U35F1	511U35F2	511U35F3	521U35A	
			45	H	511H45F0	511H45F1	511H45F2	—	521H45A	6000
				P	—	511P45F1	511P45F2	511P45F3	521P45A	
				U	—	511U45F1	511U45F2	511U45F3	521U45A	
Narrow Short Carriage	G		15	H	511H15G0	511H15G1	511H15G2	—	521H15A	1500
				P	—	511P15G1	511P15G2	511P15G3	521P15A	
				U	—	511U15G1	511U15G2	511U15G3	521U15A	
			20	H	511H20G0	511H20G1	511H20G2	—	521H20A	3000
				P	—	511P20G1	511P20G2	511P20G3	521P20A	
				U	—	511U20G1	511U20G2	511U20G3	521U20A	

Extended Standard Carriage Options

The carriages are also available with the Thomson standard dowel holes or lubrication inlets as shown on page 26 to 30 or special lubricants either from stock or with a short lead-time..



Type A



Type U

Rail Types and Accessories

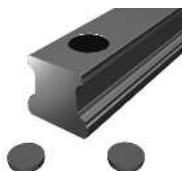
The rails are available in two configurations:

- Bolt down from the top.—521.Type.A
- Bolt up from the bottom.—521.Type.U

The standard 521 rail mounting holes can be plugged or sealed after installation with the options below..

Plastic Plugs

531HP plastic plugs are an inexpensive and simple method to seal the rail attachment bolt area.. The plastic plugs are easily driven in place to any rail with a soft non-metallic drift.. They can easily be removed..



Mylar Tape

A simple and low cost alternative is specialty Mylar tape that can be placed quickly on the top surface of the rail.. Part number 531RT is available in 3 meter lengths..



Stainless Steel Cover Strip

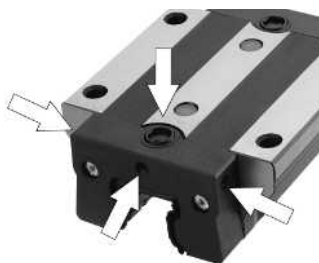
Option 531RCS utilizes a special rail (521.Type.C) and stainless steel cover strip that is easily installed with the proper mounting tool..

Additional Seal Types and Lubrication Accessories



The carriage is designed with modular sealing and lubrication options for simple on-site field modification or can be supplied factory direct.

The standard carriage end cap has an integral low friction double lip seal and longitudinal seal that completely encase the bearing carriage. The double lip design keeps contaminants out and lubrication in. It also allows for grease to purge out of the carriage to prevent excessive lubrication, which can result in higher operating temperatures. This double lip design can be used with oil lubrication.



The standard carriage end cap is equipped with a lubrication inlet centered with a specially designed lubricant channel to direct the lubrication to individual ball tracks. The lubrication inlet can be easily changed in the field or supplied from the factory with a side inlet or top inlet.



Additional Seal

The **531 WR** and **531 VR** seals provide an additional level of protection from contaminants to the assembly. These additional components can easily be added on-site without removing the carriage from the rail. They are supplied with the required screws to make the installation simple.

- 531 WR is constructed from durable nitrile rubber (Buna N).
- 531 VR is constructed from durable Viton®

These seals can be used in conjunction with other optional modular accessories providing an easy upgrade to the standard seal. These can be easily installed on-site in the field or can be supplied from the factory.



Metal Scraper

The Type **531 ZZ Metal Scraper** made of stainless steel, serves as an added protection to the seal lips against large dirt particles, metal shavings or chips. Large contaminants are easily pushed away providing an extra level of protection to the seal lips. The Metal Scraper is easily installed in conjunction with the other optional modular accessories providing you with an easy upgrade to the standard seal. These can be easily installed on-site in the field or can be supplied from the factory.

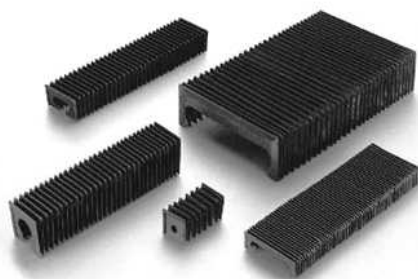


Oil Reservoir

The **Type 531 OW oil reservoir** is a cost effective, automatic lubrication system. It is constructed with an integrated oil reservoir that provides a uniform, consistent lubricating oil to the ball paths for extended periods of time. The Type 531 OW oil reservoir lubrication plate eliminates the need for a routine maintenance schedule, assures lubrication gets to the required points, can be refilled if required, and can operate up to 5000 km of travel. The Type 531 OW oil reservoir can be easily installed in conjunction with other optional modular accessories providing an easy upgrade to the standard seals. These can be easily installed on-site in the field or can be supplied from the factory.

Lube Block

The **531 LL Lube Block** is a solid lubricant that is a mixture of polymers, oils and selected additives that reduce the penetration of dirt, grit, and liquids into the ball path, preventing premature failures. The oil diffuses, lubricating the ball path surfaces by capillary action. Additional oil is supplied to the ball path surfaces from the polymer. For additional protection the assembly is packed with EP2 grease. There is no need for maintenance or additional lubrication during the life of the Lube Block filled bearing. The 531 LL Lube Block can be easily installed in conjunction with the other optional modular accessories providing an easy upgrade to the standard seal. These can be easily installed on-site in the field or can be supplied from the factory.



Bellows

Standard bellows are available for all assemblies. The bellows cover the entire length of the rail. The bellows are used to provide additional protection against dirt, dust and splashed liquids. Installation is simple and requires little time. Retrofitting is possible when the rail ends are drilled for the attachment of the end plate 531. Bellows are available in three styles:

- Type B. "Low Profile" with outside dimensions that do not exceed the carriage
- Type C. "High Compression"
- Type W. "Walk On" capable of handling the harshest environments with a 90kg load bearing capacity

The bellows can be easily installed in conjunction with other optional modular seals providing you with a simple upgrade to the standard seal. These can be installed on-site in the field or can be supplied from the factory.

Note: Additional modular accessories add additional drag to the carriage assembly resulting in increased start up friction and power consumption.

Relative Drag Comparison for Design Consideration

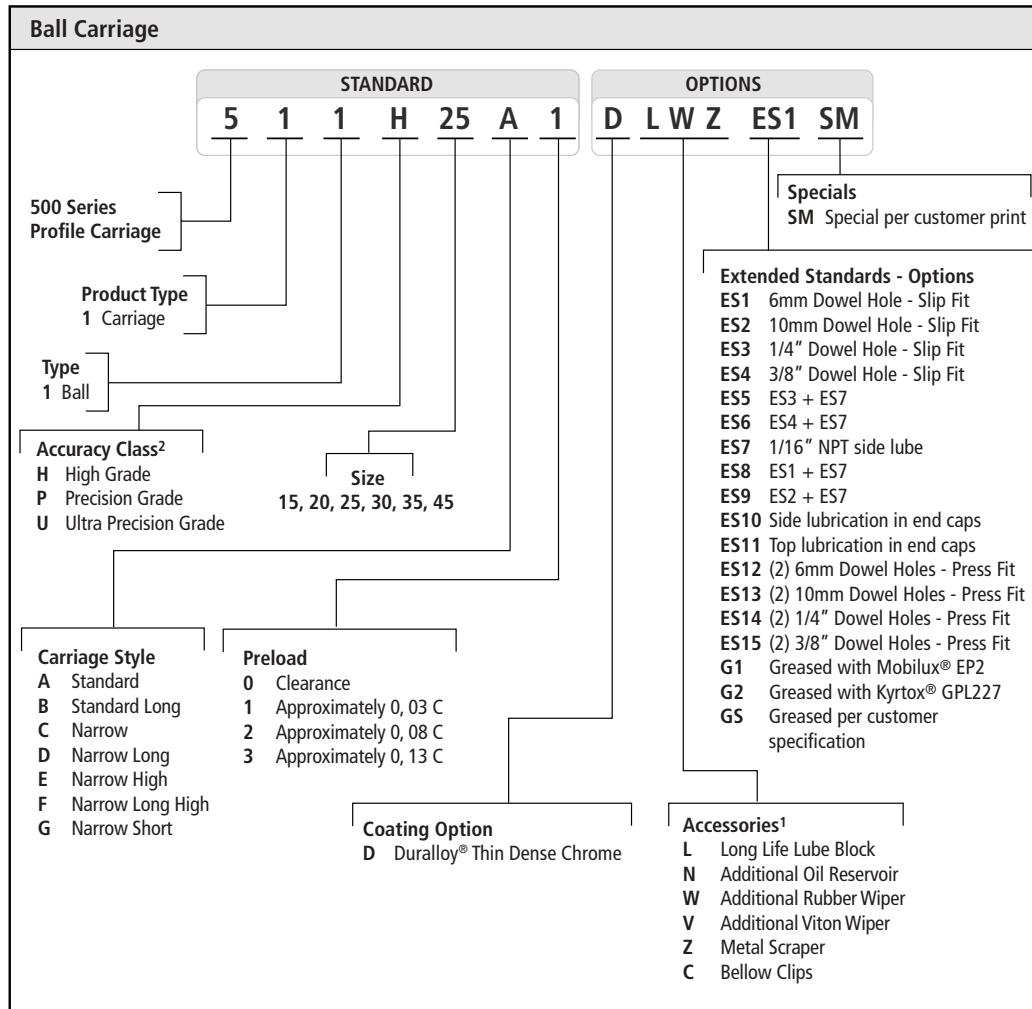
Type	Relative Drag
Standard carriage..	•
Rubber Wiper.(531.WR).	••••
Viton®.Wiper.(531.VR).	••••
Metal Scraper.(531.ZZ).	•
Oil.Reservoir.(531.OW).	••
Lube.Block.(531.LL).	•••••

•..Low

**For ordering information
or for additional
Seal Types and
Lubrication Accessories,
see pages 32 to 33.**

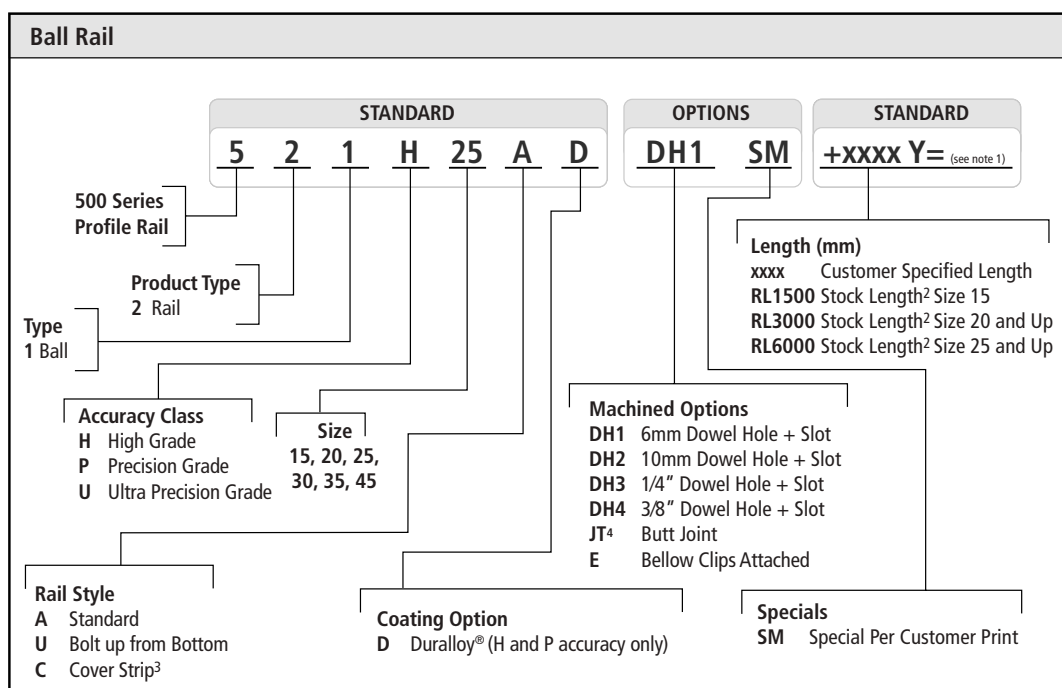
500 Series Ball

Part Numbering Description



1.. Accessory combination part numbers are listed from carriage end cap outward.. Not all combinations are available.. For specific combination availability see pages 32-33 or consult Thomson.

2.. The 500 Series Ball lowest accuracy grade is High as a result of tight manufacturing controls and grinding capabilities.. We do not offer Normal grade accuracy, our High grade is our Normal grade.

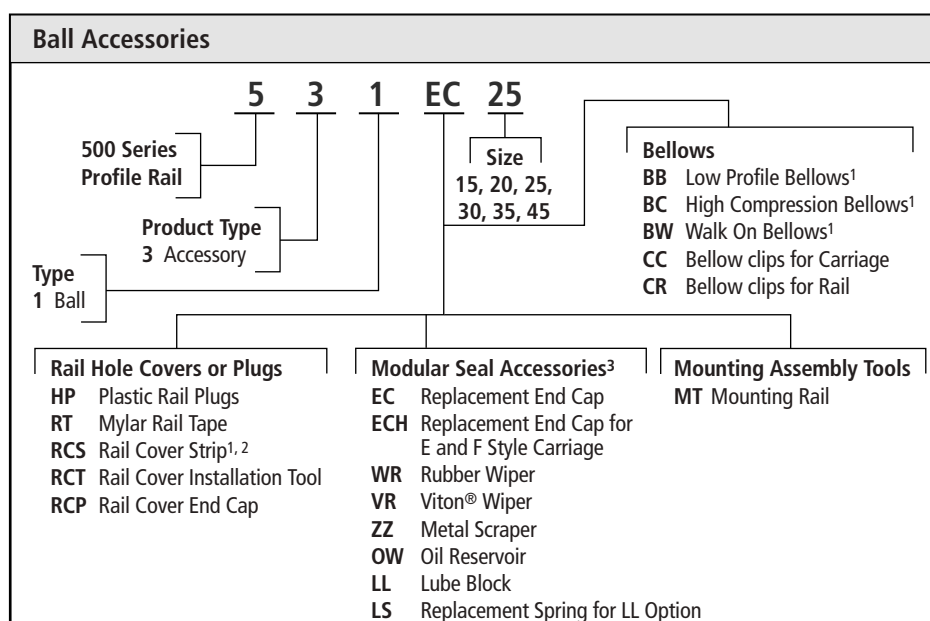


1...Y.=Distance.from.end.of.rail.to.center.of.first.mounting.hole,...
Y1.=Y2.unless.specified

2..Stock.length.rails.are.considered.random.length.,total.length.may.
exceed.specified.length.,and.Y1/Y2.are.not.equal..To.be.used.by.
customer.who.will.cut.to.length.

3.. Cover.strip.available.size.25.and.up.only.

4.. Customer.drawing.required.at.time.of.quote.and.order..
See.page.112.for.more.information.and.templates..



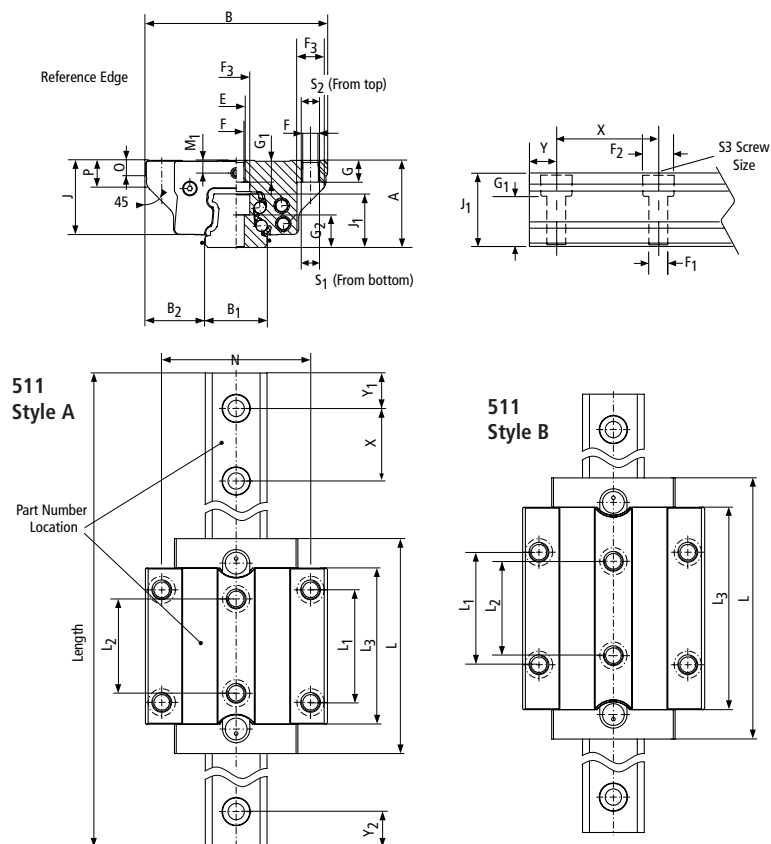
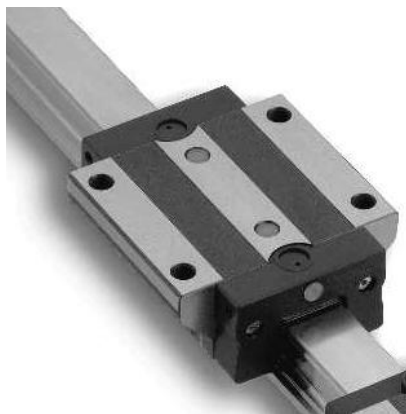
1..Bellows.and.rail.cover.strip.must.include.length.at.time.of.order..
Example:.531BB25.+1000mm..See.page.111.on.how.to.calculate.
bellows.length.

2.. Cover.strip.available.size.25.and.up.only.

3.. Two.standard.screws.included.with.each.item..Screws.for.attaching.
this.accessory.to.carriage.and.not.combinations.of.accessories.

500 Series Ball

511 Style A and B



511 Style A – Standard Ball

Size	Dimensions (mm)				J	J ₁	L	L ₁	L ₂	L ₃	X	N	S ₁	S ₂	S ₃	F	F ₁	F ₂	F ₃	Ball Ø	G	G ₁	G ₂	M ₁	O	P
	A	B	B ₁ *	B ₂																						
	+0.4 -0.0	±0.05																								
15.	24.	47.	15.	16.	20.2.	15.7.	59.8.	30.	26.	42.8.	60.	38.	M.5.	M.5.	M.4.	4.4.	4.5.	8.	7.5.	3.2.	7.	4.5.	9.5.	4.	7.	7
20.	30.	63.	20.	21.5.	25.5.	19.	75.5.	40.	35.	53.5.	60.	53.	M.6.	M.6.	M.5.	5.4.	5.8.	10.	9.5.	40.	8.	6.5.	11.5.	5.2.	8.	8
25.	36.	70.	23.	23.5.	30.5.	22.7.	89.3.	45.	40.	64.3.	60.	57.	M.8.	M.8.	M.6.	6.8.	7.	11.	11.	4.8.	9.	8.	14.	5.5.	7.	11
30.	42.	90.	28.	31.	35.9.	26.	103.	52.	44.	75.	80.	72.	M.8.	M.10.	M.8.	8.5.	9.	15.	15.	5.6.	12.	10.	14.5.	7.	8.	12
35.	48.	100.	34.	33.	41.	29.5.	118.	62.	52.	86.	80.	82.	M.10.	M.10.	M.8.	8.5.	9.	15.	15.	6.4.	12.	12.	18.	7.	8.	14
45.	60.	120.	45.	37.5.	50.8.	37.	145.	80.	60.	107.	105.	100.	M.12.	M.12.	M.12.	10.5.	14.	20.	18.	7.9.	15.	15.	22.	8.	10.	17.5

511 Style B – Standard Long Ball

Size	Dimensions (mm)				J	J ₁	L	L ₁	L ₂	L ₃	X	N	S ₁	S ₂	S ₃	F	F ₁	F ₂	F ₃	Ball Ø	G	G ₁	G ₂	M ₁	O	P
	A	B	B ₁ *	B ₂																						
	+0.4 -0.0	±0.05																								
20.	30.	63.	20.	21.5.	25.5.	19.	91.5.	40.	35.	69.5.	60.	53.	M.6.	M.6.	M.5.	5.4.	5.8.	10.	9.5.	4.0.	8.	6.5.	11.5.	5.2.	8.	8
25.	36.	70.	23.	23.5.	30.5.	22.7.	108.3.	45.	40.	83.3.	60.	57.	M.8.	M.8.	M.6.	6.8.	7.	11.	11.	4.8.	9.	8.	14.	5.5.	7.	11
30.	42.	90.	28.	31.	35.9.	26.	125.	52.	44.	97.	80.	72.	M.10.	M.10.	M.8.	8.5.	9.	15.	15.	5.6.	12.	10.	14.5.	7.	8.	12
35.	48.	100.	34.	33.	41.	29.5.	143.5.	62.	52.	111.5.	80.	82.	M.10.	M.10.	M.8.	8.5.	9.	15.	15.	6.4.	12.	12.	18.	7.	8.	14
45.	60.	120.	45.	37.5.	50.8.	37.	176.5.	80.	60.	138.5.	105.	100.	M.12.	M.12.	M.12.	10.5.	14.	20.	18.	7.9.	15.	15.	22.	8.	10.	17.5

*. Standard tolerance shown, special lower tolerances are available upon request. Please consult application engineering for additional information.

**. When using additional modular seals or lubrication plates, the total length L will increase. Consult pages 34-35 for additional information.

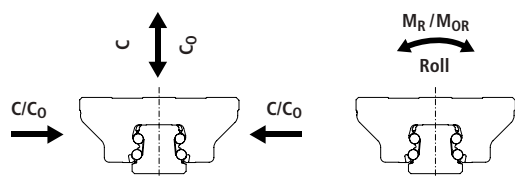
Length of rail to be specified at time of order, Y1 will equal Y2 unless specified otherwise at time of order.

500 Series Ball

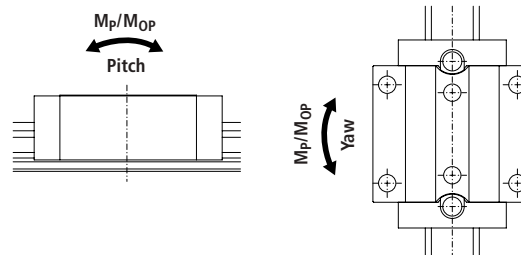
511 Style A and B

Dynamic Load and Moment Ratings

C = Dynamic load rating

 M_P = Dynamic pitch and yaw moment rating M_R = Dynamic roll moment rating

Static Load and Moment Ratings

 C_0 = Static load rating M_{OP} = Static pitch and yaw moment rating M_{OR} = Static roll moment rating

Style	Size	Load Rating									Weights	
		Static			Dynamic						Carriage	Rail
					100 Km			50 Km				
		C ₀ (N)	M _{OR} (Nm)	M _{OP, OY} (Nm)	C (N)	M _R (Nm)	M _{P, Y} (Nm)	C (N)	M _R (Nm)	M _{P, Y} (Nm)	(kg)	(kg/m)
A	15	19 600	181	146	9 000	83	67	11 339	105	84	0.2	1.4
	20	31 400	373	292	14 400	171	134	18 143	215	169	0.5	2.2
	25	46 100	631	513	21 100	289	235	26 584	364	296	0.7	3.0
	30	63 700	1 084	829	29 200	497	380	36 790	626	479	1.2	4.3
	35	84 400	1 566	1 252	38 700	718	574	48 759	905	723	1.8	5.4
	45	134 800	3 193	2 498	61 900	1 466	1 147	77 989	1 847	1 445	3.3	8.8
B	20	41 100	490	495	17 400	206	208	21 923	260	262	0.6	2.2
	25	60 300	825	863	25 500	349	365	32 128	440	460	0.9	3.0
	30	83 300	1 414	1 390	35 300	599	589	44 475	755	742	1.5	4.3
	35	110 300	2 048	2 104	46 700	867	891	58 838	1 092	1 123	2.3	5.4
	45	176 300	4 175	4 199	74 700	1 769	1 779	94 116	2 229	2 241	4.2	8.8

1..The dynamic load and moment ratings are based on the travel life specified on the table (100 Km or 50 Km). When comparing these load ratings with other bearings, you must take into consideration the proper travel life basis.

2..The static load and moment ratings are the maximum radial load and moment load that should be applied to the bearing when there is no relative motion between the carriage and the rail.

Bearing Travel Life Comparison

$$L = (C/F)^3 \times 100 \text{ km}$$

where:

L = travel life, km

C = dynamic load rating, N

F = applied dynamic load, N

$$C_{min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:

C_{min} = minimum required

dynamic load rating, N

F = applied dynamic load, N

L = required travel life, km

Operating Parameters:

Maximum Velocity:

5 m/s

Maximum Acceleration:

100 m/s²

Temperature:

Min: -40° C

Max: 80° C

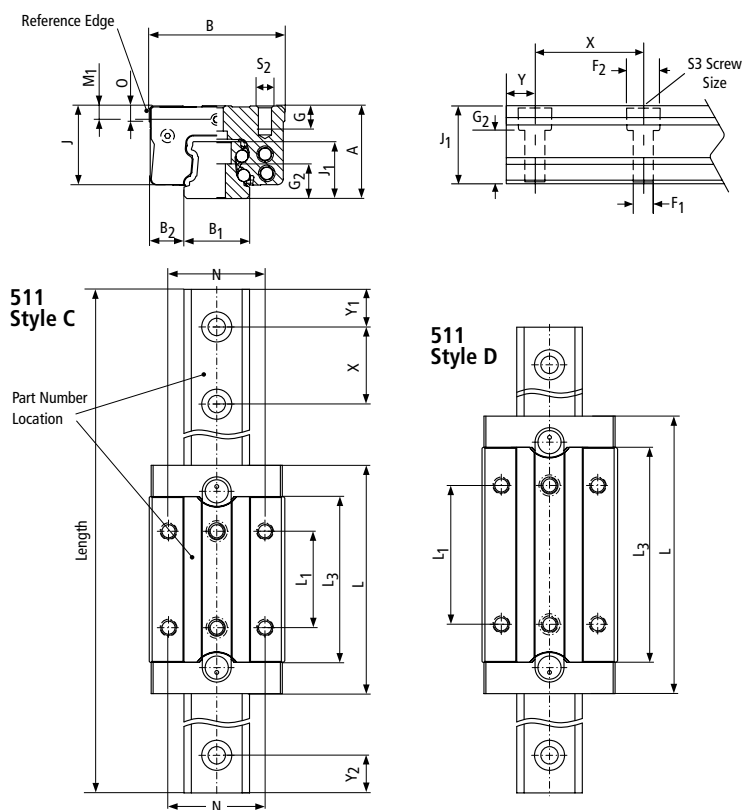
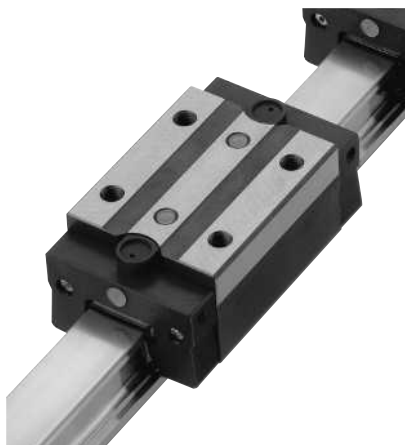
Max peak: 120° C short time*

*without bellows

Conversion Factors: See Page 121

500 Series Ball

511 Style C and D



511 Style C Narrow

Size	Dimensions (mm)			B ₂	J	J ₁	L	L ₁	L ₃	X	N	S ₂ /S ₃	F ₁	F ₂	Ball Ø	G	G ₂	M ₁	O
	A	B +0.4 -0.0	B ₁ * +0.05																
15.	24.	34.	15.	9.5.	20.2.	15.7.	59.8.	26.	42.8.	60.	26.	M.4.	4.5.	8.	3.2.	5.	9.5.	4.	5.5
20.	30.	44.	20.	12.	25.5.	19.	75.5.	36.	53.5.	60.	32.	M.5.	5.8.	10.	4.0.	7.	11.5.	5.2.	6
25.	36.	48.	23.	12.5.	30.5.	22.7.	89.3.	35.	64.3.	60.	35.	M.6.	7.	11.	4.8.	9.	14.	5.5.	7.5
30.	42.	60.	28.	16.	35.9.	26.	103.	40.	75.	80.	40.	M.8.	9.	15.	5.6.	11.	14.5.	7.	8
35.	48.	70.	34.	18.	41.	29.5.	118.	50.	86.	80.	50.	M.8.	9.	15.	6.4.	12.	18.	7.	8.

511 Style D Narrow Long

Size	Dimensions (mm)			B ₂	J	J ₁	L	L ₁	L ₃	X	N	S ₂ /S ₃	F ₁	F ₂	Ball Ø	G	G ₂	M ₁	O
	A	B +0.4 -0.0	B ₁ * +0.05																
20.	30.	44.	20.	12.	25.5.	19.	91.5.	50.	60.	69.5.	32.	M.5.	5.8.	10.	4.0.	7.	11.5.	5.2.	6
25.	36.	48.	23.	12.5.	30.5.	22.7.	108.3.	50.	83.3.	60.	35.	M.6.	7.	11.	4.8.	9.	14.	5.5.	7.5
30.	42.	60.	28.	16.	35.9.	26.	125.	60.	97.	80.	40.	M.8.	9.	15.	5.6.	11.	14.5.	7.	8
35.	48.	70.	34.	18.	41.	29.5.	143.5.	72.	111.5.	80.	50.	M.8.	9.	15.	6.4.	12.	18.	7.	8

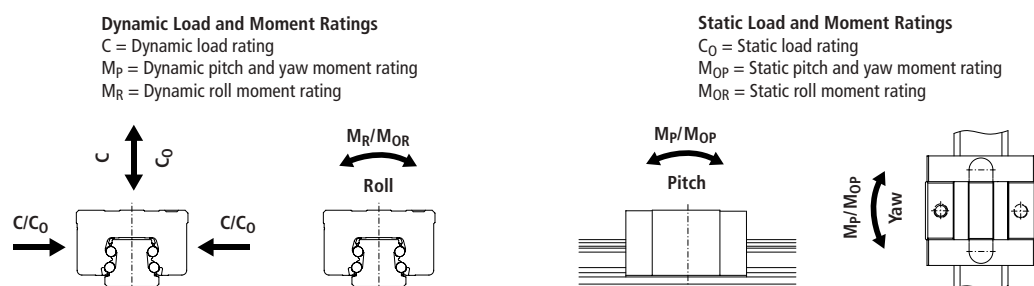
*. Standard tolerance shown, special lower tolerances are available upon request. Please consult application engineering for additional information.

** When using additional modular seals or lubrication plates, the total length L will increase. Consult page 34-35 for additional information.

Length of rail to be specified at time of order, Y1 will equal Y2 unless specified otherwise at time of order.

500 Series Ball

511 Style C and D



Style	Size	Load Rating									Weights	
		Static			Dynamic						Carriage	Rail
					100 Km			50 Km				
		C ₀ (N)	M _{OR} (Nm)	M _{OP, OY} (Nm)	C (N)	M _R (Nm)	M _{P, Y} (Nm)	C (N)	M _R (Nm)	M _{P, Y} (Nm)	(kg)	(kg/m)
C	15	19 600	181	146	9 000	83	67	11 339	105	84	0.2	1.4
	20	31 400	373	292	14 400	171	134	18 143	215	169	0.5	2.2
	25	46 100	631	513	21 100	289	235	26 584	364	296	0.7	3.0
	30	63 700	1 084	829	29 200	497	380	36 790	626	479	1.2	4.3
	35	84 400	1 566	1 252	38 700	718	574	48 759	905	723	1.8	5.4
D	20	41 100	490	495	17 400	206	208	21 923	260	262	0.6	2.2
	25	60 300	825	863	25 500	349	365	32 128	440	460	0.9	3.0
	30	83 300	1 414	1 390	35 300	599	589	44 475	755	742	1.5	4.3
	35	110 300	2 048	2 104	46 700	867	891	58 838	1 092	1 123	2.3	5.4

1..The dynamic load and moment ratings are based on the travel life specified on the table (100 Km or 50 Km). When comparing these load ratings with other bearings, you must take into consideration the proper travel life basis.

2..The static load and moment ratings are the maximum radial load and moment load that should be applied to the bearing when there is no relative motion between the carriage and the rail.

Bearing Travel Life Comparison

$$L = (C/F)^3 \times 100 \text{ km}$$

where:

L = travel life, km

C = dynamic load rating, N

F = applied dynamic load, N

$$C_{\min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:

$C_{\min}$ = minimum required

dynamic load rating, N

F = applied dynamic load, N

L = required travel life, km

Operating Parameters:

Maximum Velocity: 5 m/s

Maximum Acceleration: 100 m/s²

Temperature: Min: -40° C

Max: 80° C

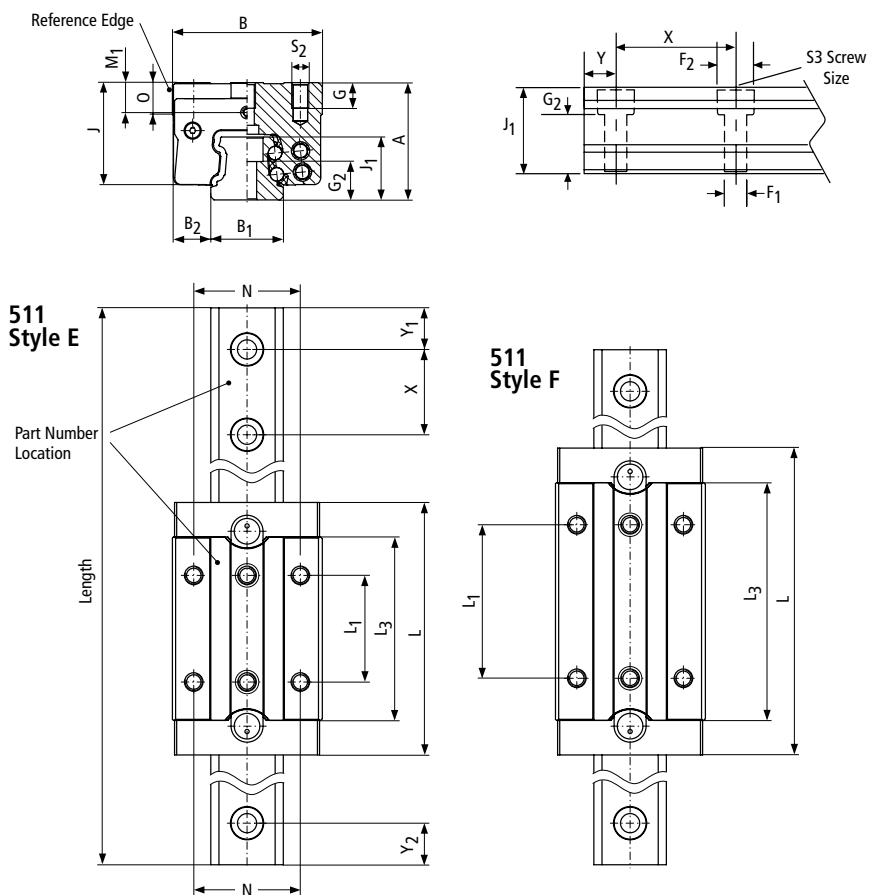
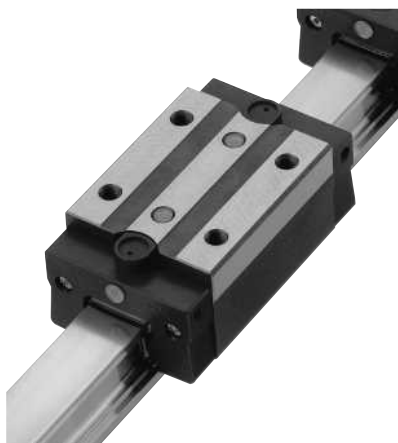
Max peak: 120° C short time*

*without bellows

Conversion Factors: See Page 121

500 Series Ball

511 Style E and F



511 Style E Narrow High

Size	Dimensions (mm)			B ₂	J	J ₁	L	L ₁	L ₃	X	N	s ₂ /s ₃	F ₁	F ₂	Ball Ø	G	G ₂	M ₁	O
	A	B	B ₁ *																
		+0.4 -0.0	+0.05																
15.	28.	34.	15.	9.5.	24.2.	15.7.	59.8.	26.	42.8.	60.	26.	M.4.	4.5.	8.	3.2.	6.	9.5.	8.	6
25.	40.	48.	23.	12.5.	34.5.	22.7.	89.3.	35.	64.3.	60.	35.	M.6.	7.	11.	4.8.	9.	14.	9.5.	11
30.	45.	60.	28.	16.	38.9.	26.	103.	40.	75.	80.	40.	M.8.	9.	15.	5.6.	11.	14.5.	10.	11
35.	55.	70.	34.	18.	48.	29.5.	118.	50.	86.	80.	50.	M.8.	9.	15.	6.4.	12.	18.	14.	15
45.	70.	86.	45.	20.5.	60.8.	37.	145.	60.	107.	105.	60.	M.10.	14.	20.	7.9.	18.	22.	18.	19

511 Style F Narrow Long High

Size	Dimensions (mm)			B ₂	J	J ₁	L	L ₁	L ₃	X	N	s ₂ /s ₃	F ₁	F ₂	Ball Ø	G	G ₂	M ₁	O
	A	B	B ₁ *																
		+0.4 -0.0	+0.05																
25.	40.	48.	23.	12.5.	34.5.	22.7.	108.3.	50.	83.3.	60.	35.	M.6.	7.	11.	4.8.	9.	14.	9.5.	11
30.	45.	60.	28.	16.	38.9.	26.	125.	60.	97.	80.	40.	M.8.	9.	15.	5.6.	11.	14.5.	10.	11
35.	55.	70.	34.	18.	48.	29.5.	143.5.	72.	111.5.	80.	50.	M.8.	9.	15.	6.4.	12.	18.	14.	15
45.	70.	86.	45.	20.5.	60.8.	37.	176.5.	80.	138.5.	105.	60.	M.10.	14.	20.	7.9.	18.	22.	18.	19

*Standard tolerance shown, special lower tolerances are available upon request. Please consult application engineering for additional information.

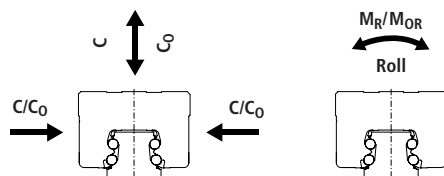
**When using additional modular seals or lubrication plates, the total length L will increase. Consult page 34-35 for additional information.
Length of rail to be specified at time of order, Y1 will equal Y2 unless specified otherwise at time of order.

500 Series Ball

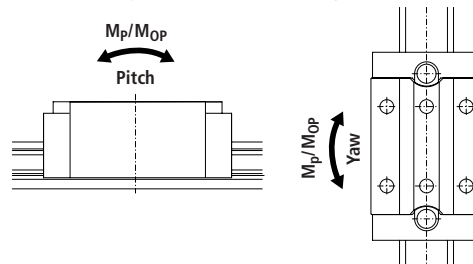
511 Style E and F

Dynamic Load and Moment Ratings

C = Dynamic load rating

 M_P = Dynamic pitch and yaw moment rating M_R = Dynamic roll moment rating

Static Load and Moment Ratings

 C_0 = Static load rating M_{OP} = Static pitch and yaw moment rating M_{OR} = Static roll moment rating

Style	Size	Load Rating									Weights	
		Static			Dynamic						Carriage	Rail
					100 Km			50 Km				
		C ₀ (N)	M _{OR} (Nm)	M _{OP, OY} (Nm)	C (N)	M _R (Nm)	M _{P,Y} (Nm)	C (N)	M _R (Nm)	M _{P, Y} (Nm)		
E	15	19 600	181	146	9 000	83	67	11 339	105	84	0.2	1.4
	25	46 100	631	513	21 100	289	235	26 584	364	296	0.5	2.2
	30	63 700	1 084	829	29 200	497	380	36 790	626	479	0.7	3.0
	35	84 400	1 566	1 252	38 700	718	574	48 759	905	723	1.2	4.3
	45	134 800	3 193	2 498	61 900	1 466	1 147	77 989	1 847	1 445	1.8	5.4
F	25	60 300	825	863	25 500	349	365	32 128	440	460	0.6	2.2
	30	83 300	1 414	1 390	35 300	599	589	44 475	755	742	0.9	3.0
	35	110 300	2 048	2 104	46 700	867	891	58 838	1 092	1 123	1.5	4.3
	45	176 300	4 175	4 199	74 700	1 769	1 779	94 116	2 229	2 241	2.3	5.4

1..The dynamic load and moment ratings are based on the travel life specified on the table (100 Km or 50 Km). When comparing these load ratings with other bearings, you must take into consideration the proper travel life basis.

2..The static load and moment ratings are the maximum radial load and moment load that should be applied to the bearing when there is no relative motion between the carriage and the rail.

Bearing Travel Life Calculation

$$L = (C/F)^3 \times 100 \text{ km}$$

where:

L = travel life, km

C = dynamic load rating, N

F = applied dynamic load, N

$$C_{\min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:

$C_{\min}$ = minimum required

dynamic load rating, N

F = applied dynamic load, N

L = required travel life, km

Operating Parameters:

Maximum Velocity: 5 m/s

Maximum Acceleration: 100 m/s²

Temperature: Min: -40° C

Max: 80° C

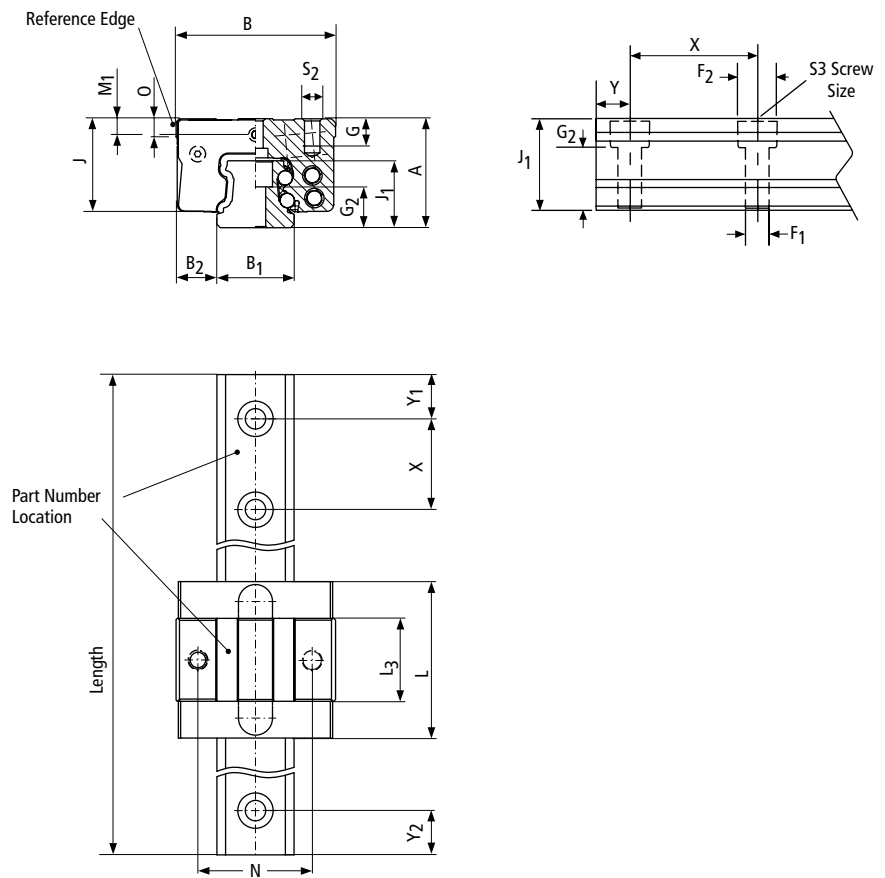
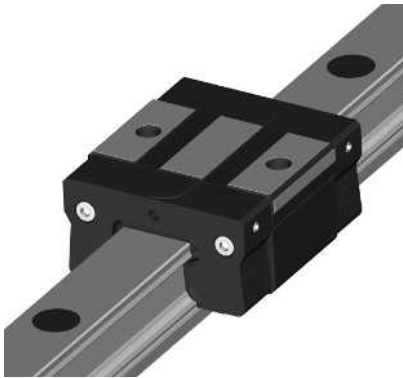
Max peak: 120° C short time*

*without bellows

Conversion Factors: See Page 121

500 Series Ball

511 Style G



511 Style G Narrow High

Size	A	Dimensions (mm) B +0.4 -0.0	B ₁ * +0.05	B ₂	J	J ₁	L	L ₃	X	N	s ₂ /s ₃	F ₁	F ₂	Ball Ø	G	G ₂	M ₁	O
15.	24.	34.	15.	9.5.	20.2.	15.7.	37.6.	20.6.	60.	26.	M4.	4.5.	8.	3.2.	6.	9.5.	4.	6
20.	28.	44.	20.	12.	23.5.	19.	47.7.	25.7.	60.	32.	M5.	5.8.	10.	4.0.	6.	11.5.	4.2.	4

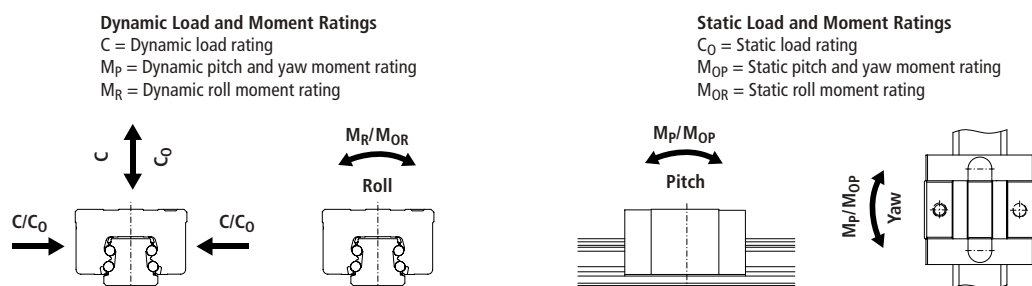
*. Standard tolerance shown, special lower tolerances are available upon request. Please consult application engineering for additional information.

**. When using additional modular seals or lubrication plates, the total length L will increase. Consult page 34-35 for additional information.

Length of rail to be specified at time of order, Y1 will equal Y2 unless specified otherwise at time of order.

500 Series Ball

511 Style G



Style	Size	Load Rating									Weights	
		Static			Dynamic						Carriage	Rail
					100 Km			50 Km				
		C ₀ (N)	M _{OR} (Nm)	M _{OP, OY} (Nm)	C (N)	M _R (Nm)	M _{P,Y} (Nm)	C (N)	M _R (Nm)	M _{P, Y} (Nm)	(kg)	(kg/m)
G	15	8 500	78	30	5 200	48	18	6 552	60	23	0.2	1.4
	20	13 100	150	58	8 400	99	37	10 583	125	47	0.5	2.2

1.. The dynamic load and moment ratings are based on the travel life specified on the table (100 Km or 50 Km). When comparing these load ratings with other bearings, you must take into consideration the proper travel life basis.

2.. The static load and moment ratings are the maximum radial load and moment load that should be applied to the bearing when there is no relative motion between the carriage and the rail.

Bearing Travel Life Calculation

$$L = (C/F)^3 \times 100 \text{ km}$$

where:
 L = travel life, km
 C = dynamic load rating, N
 F = applied dynamic load, N

$$C_{\min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:
 $C_{\min}$ = minimum required dynamic load rating, N
 F = applied dynamic load, N
 L = required travel life, km

Operating Parameters:

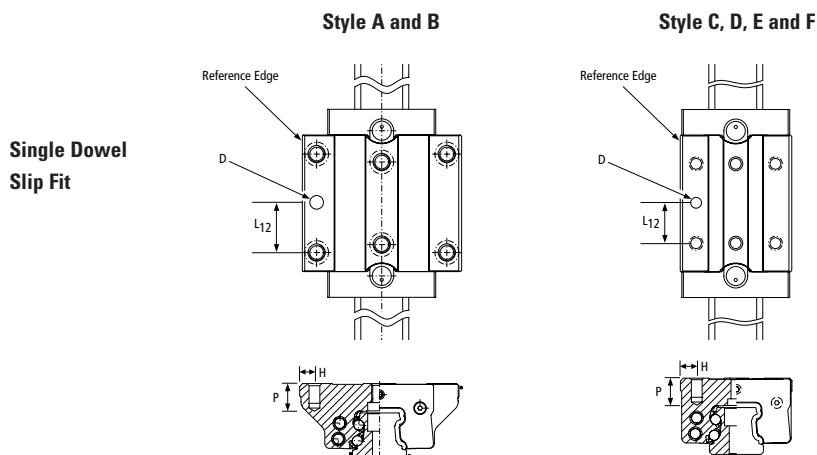
Maximum Velocity:	5 m/s
Maximum Acceleration:	100 m/s ²
Temperature:	Min: - 40° C
	Max: 80° C
	Max peak: 120° C short time*
	*without bellows

Conversion Factors: See Page 121

Extended Standard Carriage Options

Carriage Dowel Holes

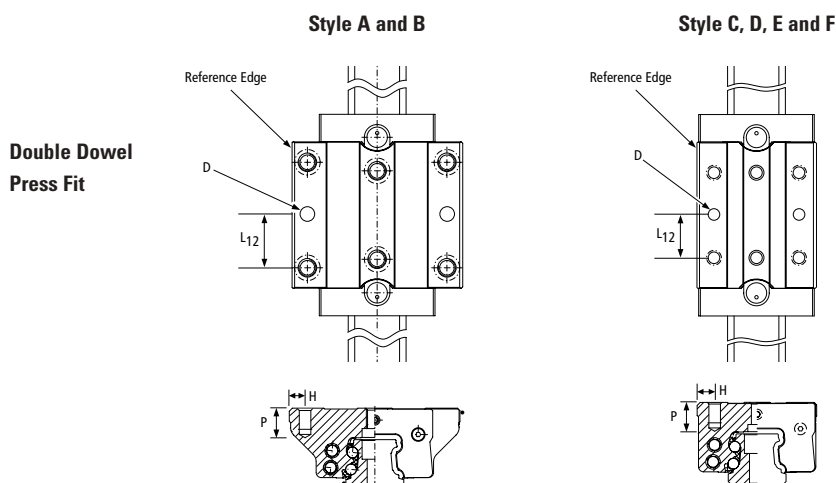
Dowel holes are commonly used to ensure proper alignment during installation and replacement of carriages and rails. The standard slip fit dowel hole options for the 500 series Standard Ball Carriages are:



511		L ₁₂	ES1			ES2			ES3			ES4		
Style	Size		ØD	H	P	ØD	H	P	ØD	H	P	ØD	H	P
Type A.	15.	15.	6.	4.5.	7.	—	—	—	1/4"	4.5.	7.	—	—	—
	20.	20.	6.	5.	9.	—	—	—	1/4"	5.	9.	—	—	—
	25.	22.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	26.	6.	9.	12.	10.	9.	12.	1/4"	9.	12.	3/8"	9.	12.
	35.	31.	—	—	—	10.	9.	14.	—	—	—	3/8"	9.	14.
Type B.	45.	40.	—	—	—	10.	10.	18.	—	—	—	3/8"	10.	18.
	20.	20.	6.	5.	9.	—	—	—	1/4"	5.	9.	—	—	—
	25.	22.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	26.	6.	9.	12.	10.	9.	12.	1/4"	9.	12.	3/8"	9.	12.
	35.	31.	—	—	—	10.	9.	14.	—	—	—	3/8"	9.	14.
Type C.	45.	40.	—	—	—	10.	10.	18.	—	—	—	3/8"	10.	18.
	15.	13.	6.	4.	6.	—	—	—	1/4"	4.	6.	—	—	—
	20.	18.	6.	6.	9.	—	—	—	1/4"	6.	9.	—	—	—
	25.	17.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	20.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
Type D.	35.	25.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
	20.	25.	6.	6.	9.	—	—	—	1/4"	6.	9.	—	—	—
	25.	25.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	30.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	35.	36.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
Type E.	15.	13.	6.	4.	6.	—	—	—	1/4"	4.	6.	—	—	—
	25.	17.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	20.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	35.	25.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
	45.	30.	—	—	—	10.	13.	12.	—	—	—	3/8"	13.	12.
Type F.	25.	25.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	30.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	35.	36.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
	45.	40.	—	—	—	10.	13.	12.	—	—	—	3/8"	13.	12.

All dimensions in mm, unless otherwise specified.
Hole Tolerance $\phi D +0/-0.013$

Carriage Dowel Holes (continued)

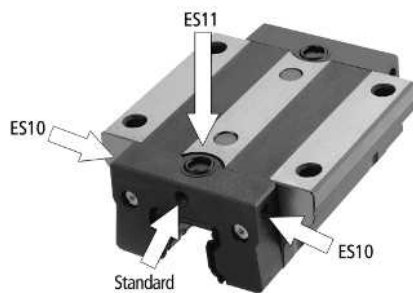


511		L ₁₂	ES12			ES13			ES14			ES15		
Style	Size		ØD	H	P	ØD	H	P	ØD	H	P	ØD	H	P
Type.A	15.	15.	6.	4.5.	7.	—	—	—	1/4"	4.5.	7.	—	—	—
	20.	20.	6.	5.	9.	—	—	—	1/4"	5.	9.	—	—	—
	25.	22.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	26.	6.	9.	12.	10.	9.	12.	1/4"	9.	12.	3/8"	9.	12.
	35.	31.	—	—	—	10.	9.	14.	—	—	—	3/8"	9.	14.
Type.B	45.	40.	—	—	—	10.	10.	18.	—	—	—	3/8"	10.	18.
	20.	20.	6.	5.	9.	—	—	—	1/4"	5.	9.	—	—	—
	25.	22.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	26.	6.	9.	12.	10.	9.	12.	1/4"	9.	12.	3/8"	9.	12.
	35.	31.	—	—	—	10.	9.	14.	—	—	—	3/8"	9.	14.
Type.C	45.	40.	—	—	—	10.	10.	18.	—	—	—	3/8"	10.	18.
	15.	13.	6.	4.	6.	—	—	—	1/4"	4.	6.	—	—	—
	20.	18.	6.	6.	9.	—	—	—	1/4"	6.	9.	—	—	—
	25.	17.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	20.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
Type.D	35.	25.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
	20.	25.	6.	6.	9.	—	—	—	1/4"	6.	9.	—	—	—
	25.	25.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	30.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	35.	36.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
Type.E	15.	13.	6.	4.	6.	—	—	—	1/4"	4.	6.	—	—	—
	25.	17.5.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	20.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	35.	25.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	45.	30.	6.	13.	12.	10.	13.	12.	1/4"	13.	12.	3/8"	13.	12.
Type.F	25.	25.	6.	6.5.	9.	—	—	—	1/4"	6.5.	9.	—	—	—
	30.	30.	6.	10.	12.	10.	10.	12.	1/4"	10.	12.	3/8"	10.	12.
	35.	36.	—	—	—	10.	10.	12.	—	—	—	3/8"	10.	12.
	45.	40.	—	—	—	10.	13.	12.	—	—	—	3/8"	13.	12.

All dimensions in mm, unless otherwise specified.
Hole Tolerance $\phi D +0/-0.013$

Lubrication Inlet Options

The standard carriage is supplied with a lubrication inlet centered over the rail. The carriage has multiple lubrication inlet point options. The options can be easily modified on-site in the field or can be supplied factory direct. (Standard inlet hole is M3 for 15mm, M6 for 20mm, 25mm, 30mm, 35mm, 45mm). See page 73 for available lubrication fittings.



Option

- ES10. Inlets on side.—both ends.—all sides
- ES11. Inlet on top*.—both ends

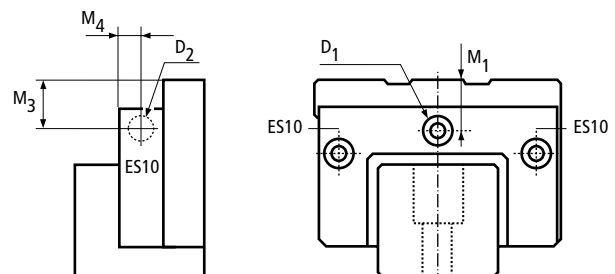
Notes:

- 1.. *An O-Ring is required to properly seat the mating surfaces to prevent grease or oil from escaping...
One is supplied with this option...
Size 15 O-ring ID M3 x 1.78mm thick...
Sizes 20–45 O-ring ID M6 x 1.78mm thick.
- 2.. Set screws are installed to plug all holes.

Lubrication inlet locates standard and ES10 option.

Size	Style	M1	M3	M4	D1	D2					
15	A	4	4	4	M3	M3					
	C										
	E						8	8			
	G						4	4			
20	A	5.2	5.2	5.2	M6	M3					
	B										
	C										
	D										
25	G	4.2	4.2	5	M3	M3					
	A	5.5	5.5	6	M6	M6					
	B										
	C										
D											
30	E	9.5	9.5								
	F										
	A						7	7	6	M6	M6
	B										
C											
D											
35	E	10	10								
	F										
	A						7	7	6	M6	M6
	B										
C											
D											
45	E	14	14								
	F										
	A						8	8	7.5	M6	M6
	B										
E	18	18									
F											

All dimensions in mm unless specified.

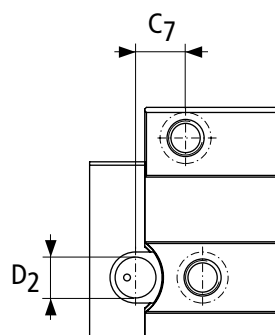


- 1.. D1 and D2 are threaded holes in the end cap to ensure proper integrity and durability of connection.
- 2.. Carriages are shipped with a grease fitting in the box...
Size 15 include fitting 530LF3, Size 20 and up include fitting 530LN...
See page 73 for more information..

Lubrication inlet location ES11 option

Size	Style	C7	D1	D2	D3	D4
15	A	8.000	4.47	8	1.78	4
	C	10.000				
	E	10.000				
20	A	10.500	6.75	10	1.78	6
	B	18.500				
	C	12.500				
	D	13.500				
25	A	13.200	8.75	12	1.78	8
	B	22.700				
	C	18.200				
	D	20.200				
	E	18.200				
	F	20.200				
30	A	13.200	8.75	12	1.78	8
	B	22.700				
	C	18.200				
	D	20.200				
	E	18.200				
	F	20.200				
35	A	14.500	8.75	12	1.78	8
	B	27.250				
	C	20.500				
	D	22.250				
	E	20.500				
	F	22.250				
45	A	17.000	8.75	12	1.78	8
	B	32.750				
	E	27.000				
	F	32.750				

All dimensions in mm.



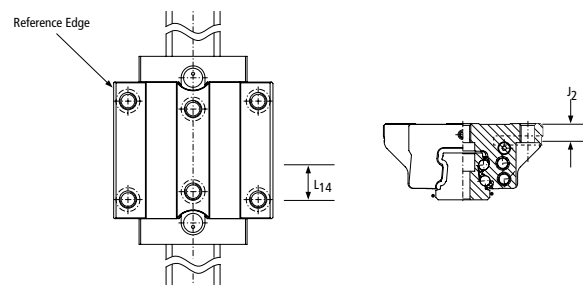
D1 = O-Ring internal diameter
D2 = Counterbore diameter
D3 = O-Ring thickness
D4 = Max. recommended diameter of lubrication inlet from above plate

1/16" NPT hole drilled in carriage ES7 option.

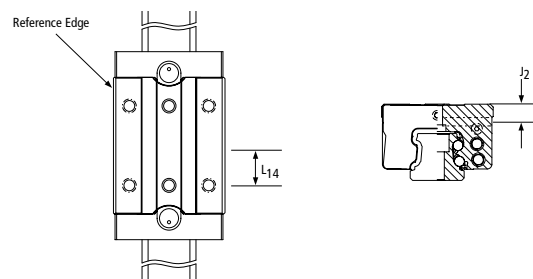
Style	511 Size	D	ES7 L ₁₄	J ₂
.A.	20.	1/16"-27.NPT.	12.0.	5.2.
	25.	1/16"-27.NPT.	12.0.	5.5.
	30.	1/16"-27.NPT.	13.0.	7.
	35.	1/16"-27.NPT.	12.5.	7.
	45.	1/16"-27.NPT.	15.0.	8.
.B.	20.	1/16"-27.NPT.	12.0.	5.2.
	25.	1/16"-27.NPT.	12.0.	5.5.
	30.	1/16"-27.NPT.	13.0.	7.
	35.	1/16"-27.NPT.	12.5.	7.
	45.	1/16"-27.NPT.	15.0.	8.
.C.	25.	1/16"-27.NPT.	9.2.	5.5.
	30.	1/16"-27.NPT.	15.4.	6.
	35.	1/16"-27.NPT.	14.3.	7.
.D.	25.	1/16"-27.NPT.	9.2.	5.5.
	30.	1/16"-27.NPT.	15.4.	6.
	35.	1/16"-27.NPT.	14.3.	7.
.E.	20.	1/16"-27.NPT.	10.0.	5.2.
	25.	1/16"-27.NPT.	9.2.	8.5.
	30.	1/16"-27.NPT.	15.4.	9.
	35.	1/16"-27.NPT.	14.3.	13.
	45.	1/16"-27.NPT.	13.9.	18.
.F.	20.	1/16"-27.NPT.	10.0.	5.2.
	25.	1/16"-27.NPT.	9.2.	8.5.
	30.	1/16"-27.NPT.	15.4.	9.
	35.	1/16"-27.NPT.	14.3.	13.
	45.	1/16"-27.NPT.	13.9.	18.

All dimensions in mm. unless specified.

Style A and B



Style C, D, E and F



This is typically not a stocked item, please consult Thomson.. for availability.. For short lead time we recommend ES10 option.

Grease Lubricants

Standard carriages are sold with oil preservative to protect the balls from corrosion during storage and transit. The carriages are available with the following assortment of lubricants. Additional greases are available upon request, please consult Thomson Application Engineering.

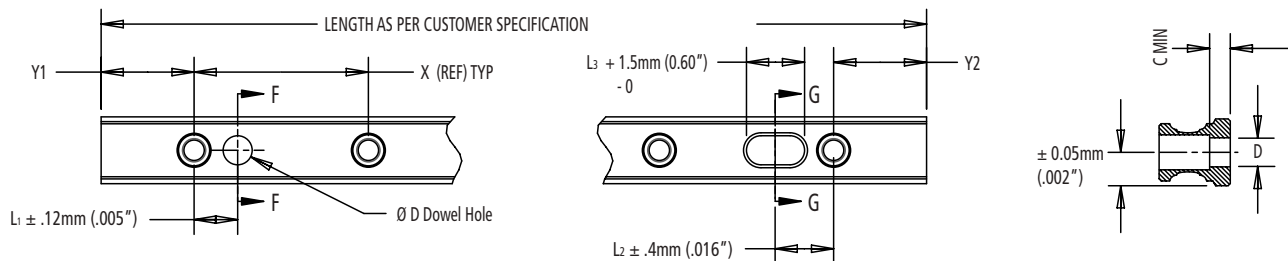
Option	Type	Notes	Viscosity	Temperature Range
G1.	Mobilux®.EP2.	All purpose NLG I2 grease.	160cSt @40°C.	-20°C.to.130°C
G2.	Kyrtex®.GPL227.	High Temperature NLG I2.	440cSt @40°C.	-30°C.to.288°C
GS.	Customer specified at time of order			

Rail Length

Maximum Length of One Piece Rail

Size (mm)	15	20	25	30	35	45
One Piece.. Rail Length..	1500.mm.	3000.mm.	6000.mm			

Extended Standard Rail Options



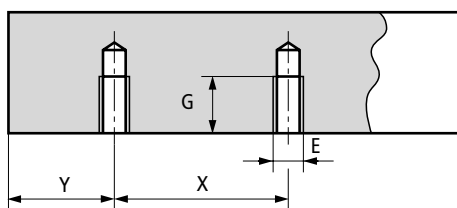
Option.	D.	L1.	L2.	L3.	C
DH1.	6mm.	30mm.	30mm.	10.2mm.	9.5mm
DH2.	10mm.	30mm.	30mm.	13.8mm.	9.5mm
DH3.	1/4".	1.181".	1.181".	.542".	3/8"
DH4.	3/8".	1.181".	1.181".	.542".	3/8"

Y1.=.Y2.unless.specified.at.time.of.ordering

*Size.25.and.up.step.will.be.present.around.bottom.of.slot.to.control.width.tolerance.during.milling.of.slot.

The rail can be supplied with dowel holes, radial holes and coaxial holes to meet your application needs. Please provide a drawing of your requirement and our Application Engineering Team can provide a quote or select one of our extended standard options.

521 Type U Rail – Bolt Up From Bottom



Size	X	E	G (mm)	Weight (kg/m)
15.	60.	M5.	8.	1.4
20.	60.	M6.	10.	2.2
25.	60.	M6.	12.	3
30.	80.	M8.	15.	4.3
35.	80.	M8.	15.	5.4
45.	105.	M12.	19.	8.8

Customer to specify Y dimensions upon ordering. $Y_1 = Y_2$ if not specified

Thin Dense Chrome Plating

Rails and carriages are available with Duralloy® DSV. Thin Dense Chrome Plating with a thickness of 2–4 µm. As a result of the plating thickness range compared to the tolerance ranges in the different accuracy classes, it is only available in the High and Precision accuracy classes up to 3 meters long as a single rail; longer lengths require butt joints.

Carriage assortment with Thin Dense Chrome

Type	Style	Size	Accuracy	Clearance	Preload		
					0.03C	0.08C	0.13C
511	A	15	H	511H15A0D	511H15A1D	511H15A2D	-
			P	-	511P15A1D	511P15A2D	511P15A3D
		20	H	511H20A0D	511H20A1D	511H20A2D	-
			P	-	511P20A1D	511P20A2D	511P20A3D
		25	H	511H25A0D	511H25A1D	511H25A2D	-
			P	-	511P25A1D	511P25A2D	511P25A3D
		30	H	511H30A0D	511H30A1D	511H30A2D	-
			P	-	511P30A1D	511P30A2D	511P30A3D
		35	H	511H35A0D	511H35A1D	511H35A2D	-
			P	-	511P35A1D	511P35A2D	511P35A3D
		45	H	511H45A0D	511H45A1D	511H45A2D	-
			P	-	511P45A1D	511P45A2D	511P45A3D
	B	20	H	511H20B0D	511H20B1D	511H20B2D	-
			P	-	511P20B1D	511P20B2D	511P20B3D
		25	H	511H25B0D	511H25B1D	511H25B2D	-
			P	-	511P25B1D	511P25B2D	511P25B3D
		30	H	511H30B0D	511H30B1D	511H30B2D	-
			P	-	511P30B1D	511P30B2D	511P30B3D
		35	H	511H35B0D	511H35B1D	511H35B2D	-
			P	-	511P35B1D	511P35B2D	511P35B3D
		45	H	511H45B0D	511H45B1D	511H45B2D	-
			P	-	511P45B1D	511P45B2D	511P45A3D
		45	H	511H45B0D	511H45B1D	511H45B2D	-
			P	-	511P45B1D	511P45B2D	511P45A3D
	C	15	H	511H15C0D	511H15C1D	511H15C2D	-
			P	-	511P15C1D	511P15C2D	511P15C3D
		20	H	511H20C0D	511H20C1D	511H20C2D	-
			P	-	511P20C1D	511P20C2D	511P20C3D
		25	H	511H25C0D	511H25C1D	511H25C2D	-
			P	-	511P25C1D	511P25C2D	511P25C3D
		30	H	511H30C0D	511H30C1D	511H30C2D	-
			P	-	511P30C1D	511P30C2D	511P30C3D
		35	H	511H35C0D	511H35C1D	511H35C2D	-
			P	-	511P35C1D	511P35C2D	511P35C3D

Type	Style	Size	Accuracy	Clearance	Preload		
					0.03C	0.08C	0.13C
511	D	20	H	511H20D0D	511H20D1D	511H20D2D	-
			P	-	511P20D1D	511P20D2D	511P20D3D
		25	H	511H25D0D	511H25D1D	511H25D2D	-
			P	-	511P25D1D	511P25D2D	511P25D3D
		30	H	511H30D0D	511H30D1D	511H30D2D	-
			P	-	511P30D1D	511P30D2D	511P30D3D
		35	H	511H35D0D	511H35D1D	511H35D2D	-
			P	-	511P35D1D	511P35D2D	511P35D3D
	E	15	H	511H15E0D	511H15E1D	511H15E2D	-
			P	-	511P15E1D	511P15E2D	511P15E3D
		25	H	511H25E0D	511H25E1D	511H25E2D	-
			P	-	511P25E1D	511P25E2D	511P25E3D
		30	H	511H30E0D	511H30E1D	511H30E2D	-
			P	-	511P30E1D	511P30E2D	511P30E3D
		35	H	511H35E0D	511H35E1D	511H35E2D	-
			P	-	511P35E1D	511P35E2D	511P35E3D
	F	45	H	511H45E0D	511H45E1D	511H45E2D	-
			P	-	511P45E1D	511P45E2D	511P45E3D
		25	H	511H25F0D	511H25F1D	511H25F2D	-
			P	-	511P25F1D	511P25F2D	511P25F3D
		30	H	511H30F0D	511H30F1D	511H30F2D	-
			P	-	511P30F1D	511P30F2D	511P30F3D
		35	H	511H35F0D	511H35F1D	511H35F2D	-
			P	-	511P35F1D	511P35F2D	511P35F3D
	G	45	H	511H45F0D	511H45F1D	511H45F2D	-
			P	-	511P45F1D	511P45F2D	511P45F3D
		15	H	511H15G0D	511H15G1D	511H15G2D	-
			P	-	511P15G1D	511P15G2D	511P15G3D
		20	H	511H20G0D	511H20G1D	511H20G2D	-
			P	-	511P20G1D	511P20G2D	511P20G3D

Duralloy carriages and rails are designed and manufactured to be used together... If a non-Duralloy carriage is used on a Duralloy rail, the clearance or preload of the carriage will be increased approximately one class... If a Duralloy carriage is used on a non-Duralloy rail, the clearance or preload will be decreased approximately one class... This is the result of the coating thickness.

Modular Accessory Combination Options and Screw Size

Option	Description	Size					
		15		20		25	
L ³	"Lube for Life" Lube Block	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M4-0.7x35
N ³	Oil Reservoir	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M4-0.7x30
W ³	Rubber Wiper	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M4-0.7x25
V ³	Viton Wiper	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M4-0.7x25
Z ³	Metal Scraper	Low/socket head screw	M2.5-0.45x15	Low/socket head screw	M2.5-0.45x15	Low/socket head screw	M4-0.7x20
C ³	Bellows Clips	Flat/socket head screw	M2.5-0.45x15	Flat/socket head screw	M2.5-0.45x15	Flat/socket head screw	M4-0.7x20
LW	Lube Block + Wiper	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M2.5-0.45x30	Low/socket head screw	M4-0.7x35
LWC	Lube Block, Wiper + Bellows Clip	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M2.5-0.45x30	Flat/socket head screw	M4-0.7x35
LWZ	Lube Block, Wiper + Scraper	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M2.5-0.45x30	Low/socket head screw	M4-0.7x35
LWZC	Lube Block, Wiper, Scraper + Bellows Clip	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M2.5-0.45x30	Flat/socket head screw	M4-0.7x35
LZ	Lube Block + Scraper	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M4-0.7x35
LZC	Lube Block, Scraper + Bellows Clip	Flat/socket head screw	M2.5-0.45x20	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M4-0.7x35
LC	Lube Block + Bellows Clip	Flat/socket head screw	M2.5-0.45x20	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M4-0.7x35
NW	Oil Reservoir + Wiper	Low/socket head screw	M2.5-0.45x30	Low/socket head screw	M2.5-0.45x30	Low/socket head screw	M4-0.7x40
NWZ	Oil Reservoir, Wiper + Scraper	Low/socket head screw	M2.5-0.45x30	Low/socket head screw	M2.5-0.45x35	Low/socket head screw	M4-0.7x40
NWC	Oil Reservoir, Wiper + Bellows Clip	Flat/socket head screw	M2.5-0.45x30	Flat/socket head screw	M2.5-0.45x30	Flat/socket head screw	M4-0.7x40
NWZC	Oil Reservoir, Wiper, Scraper + Bellows Clip	Flat/socket head screw	M2.5-0.45x30	Flat/socket head screw	M2.5-0.45x35	Flat/socket head screw	M4-0.7x40
NZ	Oil Reservoir + Scraper	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M2.5-0.45x30	Low/socket head screw	M4-0.7x35
NZC	Oil Reservoir, Scraper + Bellows Clips	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M2.5-0.45x30	Flat/socket head screw	M4-0.7x35
NC	Oil Reservoir + Bellows Clips	Flat/socket head screw	M2.5-0.45x20	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M4-0.7x35
WC	Wiper + Bellows Clip	Flat/socket head screw	M2.5-0.45x20	Flat/socket head screw	M2.5-0.45x20	Flat/socket head screw	M4-0.7x25
WZ	Wiper + Scraper	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M4-0.7x25
WZC	Wiper, Scraper + Bellows Clip	Flat/socket head screw	M2.5-0.45x20	Flat/socket head screw	M2.5-0.45x25	Flat/socket head screw	M4-0.7x30
VZ	Viton Wiper + Scraper	Low/socket head screw	M2.5-0.45x20	Low/socket head screw	M2.5-0.45x25	Low/socket head screw	M4-0.7x25
ZC	Scraper + Bellows Clip	Flat/socket head screw	M2.5-0.45x15	Flat/socket head screw	M2.5-0.45x15	Flat/socket head screw	M4-0.7x20

1.. All fasteners are standard threads.

2.. Consult Thomson for options not listed, engineering review is required.

3.. When ordering component only, two screws include.

Option	Description	Size					
		30		35		45	
L	"Lube for Life" Lube Block	Low/socket head screw	M4-0.7x40	Low/socket head screw	M4-0.7x45	Low/socket head screw	M5-0.8x50
N	Oil Reservoir	Low/socket head screw	M4-0.7x30	Low/socket head screw	M4-0.7x35	Low/socket head screw	M5-0.8x45
W	Rubber Wiper	Low/socket head screw	M4-0.7x25	Low/socket head screw	M4-0.7x30	Low/socket head screw	M5-0.8x35
V	Viton Wiper	Low/socket head screw	M4-0.7x25	Low/socket head screw	M4-0.7x30	Low/socket head screw	M5-0.8x35
Z	Metal Scraper	Low/socket head screw	M4-0.7x20	Low/socket head screw	M4-0.7x25	Low/socket head screw	M5-0.8x30
C	Bellows Clips	Flat/socket head screw	M4-0.7x20	Flat/socket head screw	M4-0.7x25	Flat/socket head screw	M5-0.8x30
LW	Lube Block + Wiper	Low/socket head screw	M4-0.7x40	Low/socket head screw	M4-0.7x45	Low/socket head screw	M5-0.8x50
LWC	Lube Block, Wiper + Bellows Clip	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M4-0.7x45	Flat/socket head screw	M5-0.8x50
LWZ	Lube Block, Wiper + Scraper	Low/socket head screw	M4-0.7x40	Low/socket head screw	M4-0.7x45	Low/socket head screw	M5-0.8x50
LWZC	Lube Block, Wiper, Scraper + Bellows Clip	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M4-0.7x45	Flat/socket head screw	M5-0.8x50
LZ	Lube Block + Scraper	Low/socket head screw	M4-0.7x40	Low/socket head screw	M4-0.7x45	Low/socket head screw	M5-0.8x50
LZC	Lube Block, Scraper + Bellows Clip	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M4-0.7x45	Flat/socket head screw	M5-0.8x50
LC	Lube Block + Bellows Clip	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M4-0.7x45	Flat/socket head screw	M5-0.8x50
NW	Oil Reservoir + Wiper	Low/socket head screw	M4-0.7x40	Low/socket head screw	M4-0.7x45	Low/socket head screw	M5-0.8x50
NWZ	Oil Reservoir, Wiper + Scraper	Low/socket head screw	M4-0.7x40	Low/socket head screw	M4-0.7x45	Low/socket head screw	M5-0.8x55
NWC	Oil Reservoir, Wiper + Bellows Clip	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M4-0.7x45	Flat/socket head screw	M5-0.8x55
NWZC	Oil Reservoir, Wiper, Scraper + Bellows Clip	Flat/socket head screw	M4-0.7x45	Flat/socket head screw	M4-0.7x50	Flat/socket head screw	M5-0.8x55
NZ	Oil Reservoir + Scraper	Low/socket head screw	M4-0.7x35	Low/socket head screw	M4-0.7x40	Low/socket head screw	M5-0.8x45
NZC	Oil Reservoir, Scraper + Bellows Clips	Flat/socket head screw	M4-0.7x35	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M5-0.8x50
NC	Oil Reservoir + Bellows Clips	Flat/socket head screw	M4-0.7x35	Flat/socket head screw	M4-0.7x40	Flat/socket head screw	M5-0.8x50
WC	Wiper + Bellows Clip	Flat/socket head screw	M4-0.7x25	Flat/socket head screw	M4-0.7x30	Flat/socket head screw	M5-0.8x35
WZ	Wiper + Scraper	Low/socket head screw	M4-0.7x25	Low/socket head screw	M4-0.7x30	Low/socket head screw	M5-0.8x35
WZC	Wiper, Scraper + Bellows Clip	Flat/socket head screw	M4-0.7x30	Flat/socket head screw	M4-0.7x30	Flat/socket head screw	M5-0.8x35
VZ	Viton Wiper + Scraper	Low/socket head screw	M4-0.7x25	Low/socket head screw	M4-0.7x30	Low/socket head screw	M5-0.8x35
ZC	Scraper + Bellows Clip	Flat/socket head screw	M4-0.7x20	Flat/socket head screw	M4-0.7x25	Flat/socket head screw	M5-0.8x30

Consult Thomson for options not listed, engineering review required.

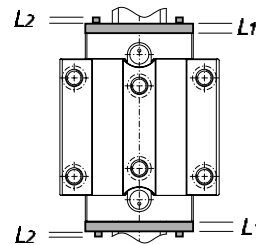
Modular Accessories



Additional Wiper

Size	Rubber Part No.	Viton® Part No.	L1 (mm)	L2 (mm)	Weight (kg)
15.	531WR15.	531VR15.	7.	4.	0.005
20.	531WR20.	531VR20.	7.	4.	0.008
25.	531WR25.	531VR25.	7.	4.	0.010
30.	531WR30.	531VR30.	7.	4.	0.016
35.	531WR35.	531VR35.	7.	4.	0.022
45.	531WR45.	531VR45.	7.	4.	0.036

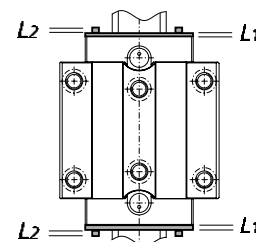
L1.—wiper.thickness,..L2.—max..screw.head.stickout
Can.be.installed.without.removing.carriage.from.rail



Metal Scraper

Size	Scraper Part No.	L1 (mm)	L2 (mm)	Weight (kg)
15.	531ZZ15.	1.5.	4.	0.005
20.	531ZZ20.	1.5.	4.	0.009
25.	531ZZ25.	1.5.	4.	0.011
30.	531ZZ30.	1.5.	4.	0.018
35.	531ZZ35.	1.5.	4.	0.024
45.	531ZZ45.	1.5.	4.	0.057

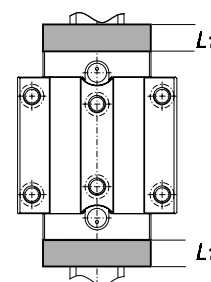
L1.—scraper.thickness,..L2.—max..screw.head.stickout

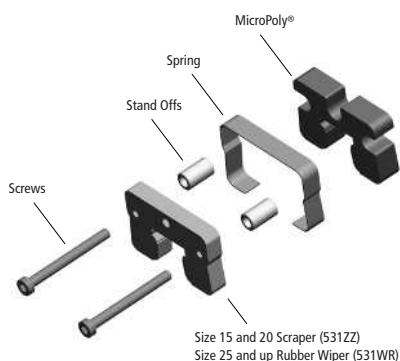


Oil Reservoir

Size	Lubrication Plate	L1 (mm)	Weight (kg)
15.	531OW15.	8.5.	0.004
20.	531OW20.	11.	0.010
25.	531OW25.	12.7.	0.017
30.	531OW30.	14.	0.023
35.	531OW35.	16.2.	0.039
45.	531OW45.	19.2.	0.065

L1.—Oil.reservoir.thickness,..screw.heads.are.recessed.in.plate



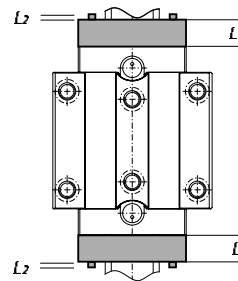


Lube Block

Size	Lubrication Plate	L1 (mm)	L2 (mm)	Weight (kg)
15.	531.LL.15.	9.9.	4.	0.009
20.	531.LL.20.	11.9.	4.	0.024
25.	531.LL.25.	19.5.	4.	0.083
30.	531.LL.30.	21.2.	4.	0.213
35.	531.LL.35.	24.7.	4.	0.069
45.	531.LL.45.	26.9.	4.	0.123

L1.=Lube.Block.thickness.,L2.=max..screw.head.stickout..

When supplied from the factory as a complete unit the carriage is packed with EP2 grease and spring is loose for customer to install after assembling carriage on the rail.



Example

511 Size 45 carriage with 531OW and 531WR modular seals on both sides:	
Carriage.Length.(L).	=.89.3
531.OW.45.L ₁ .x.2.	=.12.7.x.2
531.WR.45.L ₁ .x.2.	=.7.x.2
531.WR.45.L ₂ .x.2.	=.4.x.2
Total.Length.	=.136.7.mm

Each modular seal is supplied with the proper screws to install the seal over the standard end cap. When combinations of

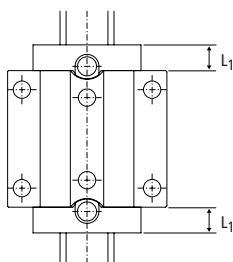
modular seals are used longer screws may be required, consult table on page 32 & 33 for proper screw size.



Replacement End Cap

Size	Style	Part No.	Style	Part No. ¹	L1(mm)	Weight(kg)
15..	A.,C.&G.	531EC15.	E.	531ECH15.	8.5.	0.004
20..	A.,B.,C.,D.	531EC20.	G.	531ECG20.	11.	0.01
25..	A.,B.,C.&D.	531EC25.	E.&F.	531ECH25.	12.5.	0.017
30..	A.,B.,C.&D.	531EC30.	E.&F.	531ECH30.	14.	0.023
35..	A.,B.,C.&D.	531EC35.	E.&F.	531ECH35.	16.	0.039
45..	A.&B.	531EC45.	E.&F.	531ECH45.	19.	0.065

- 1.. 531ECH is required when you want to use top lube inlet, otherwise standard 531EC will fit.
- 2.. End cap can be installed without removing carriage from the rail.



Bellows Dimensional Information

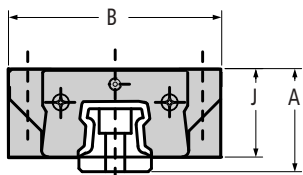
Bellows are available in three styles:

531 BB. "Low Profile". with outside dimensions that do not exceed the carriage, constructed of polyurethane coated polyester, maximum ambient temperature of 80°C (175°F).

531 BC. "High Compression". constructed of a spark resistant Teflon[®] coated fiberglass and designed to allow for higher compression, maximum ambient temperature exceeds maximum bearing peak temperatures.

531 WC. "Walk On". capable of handling the harshest environments with a 90 kg load bearing capacity.

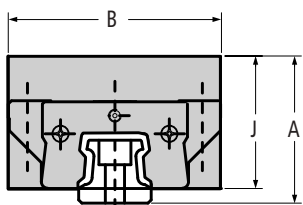
The bellows can be easily installed in conjunction with the other optional modular seals providing you with an easy upgrade to the standard seal. Installation is simple and requires little time. Retrofitting is possible. The rail ends have to be drilled for the attachment of the bellows clip adapter plate, 531.CR. These can be easily installed on-site in the field or can be supplied from the factory.



531 BB "Low Profile" Bellows

Size	Part No.	B	J	A	CR
15.	531.BB15.	45.	23.	26.	0.17
20.	531.BB20.	41.6.	24.	29.	0.17
25.	531.BB25.	43.7.	29.	35.5.	0.17
30.	531.BB30.	51.2.	33.3.	40.3.	0.17
35.	531.BB35.	64.	39.5.	47.5.	0.15
45.	531.BB45.	76.	48.	58.	0.15

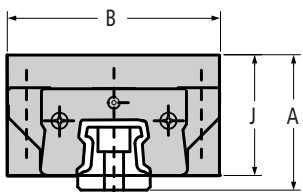
Customer to specify extended length at time of order, see page 111 for how to calculate.



531 BC "High Compression" Bellows

Size	Part No.	B	J	A	CR
15.	531.BC15.	59.	33.	36.	0.10
20.	531.BC20.	61.6.	34.	39.	0.10
25.	531.BC25.	63.7.	39.	45.5.	0.10
30.	531.BC30.	71.5.	43.3.	50.3.	0.10
35.	531.BC35.	84.	49.5.	57.5.	0.07
45.	531.BC45.	76.	58.	68.	0.07

Customer to specify extended length at time of order, see page 111 for how to calculate.



531 BW "Walk On" Bellows

Size	Part No.	B	J	A	CR
15.	531.BW15.	55.	30.	31.	0.19
20.	531.BW20.	61.	33.	34.	0.19
25.	531.BW25.	65.	36.	40.5.	0.19
30.	531.BW30.	70.	39.	44.2.	0.19
35.	531.BW35.	77.	42.	48.	0.19
45.	531.BW45.	101.	53.	61.	0.015

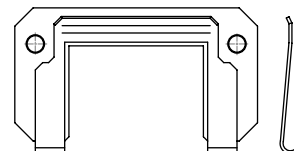
Customer to specify extended length at time of order, see page 111 for how to calculate.

Bellow Clip Adapter Plates

531 CC Carriage Bellows Clips – Attachment Plate

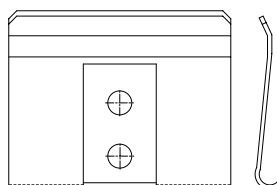
The 531.CC. Carriage. Bellows. Clip.—Attachment. Plate. is. used. to. attach. the. bellows. to. the. carriage.. The. bellows. clip.—adapter. plate. is. made. of. steel.

Size	Part No.
15.	531.CC15
20.	531.CC20
25.	531.CC25
30.	531.CC30
35.	531.CC35
45.	531.CC45



531 CR Rail Bellows Clips – Attachment Plate

The 531.CR. Rail. Bellow. Clip.—Attachment. Plate. is. used. to. attach. the. bellows. to. the. rail.. The. attaching. holes. can. be. drilled. in. the. end. of. the. rail. if. retrofitting. or. can. be. supplied. from. the. factory.. (Note:. Size. 15. rail. is. through. hardened,. annealing. the. end. of. the. rail. is. required. to. properly. drill. end. plate. clip. this. results. in. an. area. on. the. end. of. the. rail. that. will. be. soft. and. possibly. out. of. tolerance)... The. bellows. clip.—adapter. plate. is. made. of. steel.

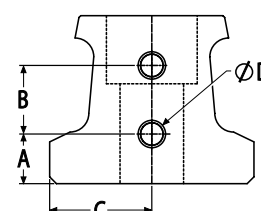


Size	Part No.	Rail Machining Detail					Screw ¹				MinY ²
		A	B	C	Depth Min	Depth Max	Size	Pitch	Length	Type	
15 ³ .	531.CR15.	3.50.	8.00.	7.50.	5.70.	7.70.	M3.	0.5.	8.	Button. Head.	14
20.	531.CR20.	5.00.	8.00.	10.00.							15
25.	531.CR25.	7.24.	10.00.	11.50.	7.70.	9.70.	M4.	0.7.	10.	Cap. Screw.	17
30.	531.CR30.	9.12.	10.00.	14.00.							20
35.	531.CR35.	11.00.	10.00.	17.00.							20
45.	531.CR45.	15.01.	10.00.	22.50.						.	22

All dimensions in mm., unless otherwise specified.

- Two screws are supplied with each Rail Bellow Clip.
- Min.Y dimension to ensure drill depth does not break through rail mounting hole.
- Rail end may require annealing, see note above.

Rail End Machine Detail



Maintenance and Installation Tools and Accessories

The assembly rail is required when the carriage must be removed from the rail and then reinstalled to ensure proper installation... It is recommended to leave the carriage on the assembly rail when it is removed to protect the balls against contamination. If necessary, the two internal mounting screws for fastening runner blocks to the carriage can be tightened to ensure the carriage remains on the assembly rail. The assembly rail is made of plastic.

Assembly Rail – 531 MT



Part Number	Size	Length (mm)	Weight (kg)
531.MT.15.	15.	80.	0.010
531.MT.20.	20.	115.	0.021
531.MT.25.	25.	130.	0.031
531.MT.30.	30.	160.	0.061
531.MT.35.	35.	165.	0.076
531.MT.45.	45.	200.	0.135

Standard Rail Plugs and Tape for use with to 500 Series Ball Carriage Type A



Type HP plastic plugs	Size
531.HP.15.	15
531.HP.20.	20
531.HP.25.	25
531.HP.30.	30
531.HP.35.	35
531.HP.45.	45

Material: Nylon

Mylar Tape	Size	Length
531.RT.15.	15.	3m
531.RT.20.	20.	3m
531.RT.25.	25.	3m
531.RT.30.	30.	3m
531.RT.35.	35.	3m
531.RT.45.	45.	3m

500 Series Rail with Stainless Steel Cover Strip



	Rail Coverstrip End Caps	Mounting Tool	Replacement End Caps	Standard Coverstrip Rail	Coverstrip Width (mm)	Max Single PC Length (mm)
Size.	Part.Number ¹ .	Part.Number..	Part.Number ² .	Part.Number ³		
25.	531RCS25.	531RCT25.	531RCP25.	521H25C.	15.	6000
30.	531RCS30.	531RCT30.	531RCP30.	521H30C.	19.	6000
35.	531RCS35.	531RCT35.	531RCP35.	521H35C.	25.	6000
45.	531RCS45.	531RCT45.	531RCP45.	521H45C.	25.	6000

1.. Customer to specify length of rail to be used on at time of order...

Delivered piece will be 2 to 3.5 mm longer in order to properly install and fit end caps.

2.. Two end caps are supplied with each piece of 531RCS ordered.

3.. H grade accuracy shown for example purposes, P and U grade accuracy are available.

Accuracy Class

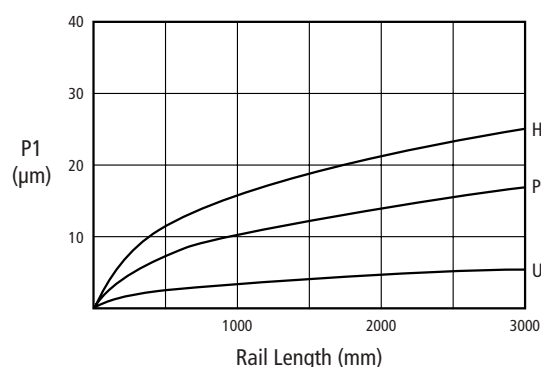
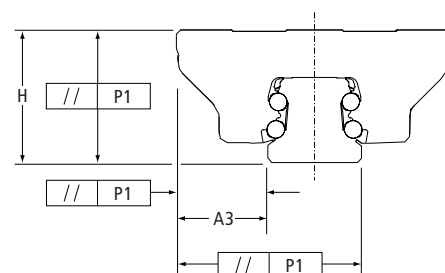
Three tolerances describe the accuracy of a Profile Rail bearing: Running Parallelism, Pair Variation, and Assembly Accuracy. These are measured from the rail base to the center of the carriage top (H), and from the rail reference edge to the center of the carriage reference edge (A3).

Running Parallelism describes the tolerance on H and A3 as a function of axial travel, measured from one carriage down the length of the rail. This is analogous to straightness of travel. As such, parallelism describes attributes of the rail only.

Assembly Accuracy describes the tolerance on H and A3 as a function of a carriage-rail assembly, measured from the nominal dimensions.

Pair Variation describes tolerance on H and A3 as a function of carriages at the same position on a common rail. Pair variation describes carriage precision only.

The accuracy class selected will partially determine the accuracy of the system. Other factors such as mounting, surface flatness and straightness also significantly affect system accuracy.



Tolerances

	Accuracy Class		
	H - High	P - Precision	U - Ultra Precision
Assembly Accuracy: Tolerance on dimension H and A3 (measured at middle of carriage at any point along rail).	±50.	±20.	±5
Pair Variation: Max variation in dimensions H and A3 measured on multiple carriages mounted on the same rail (measured at the middle of carriage at same position on rail).	15.	7.	3.
Running Parallelism.	100.	40.	10

All values in μm

Preload

Three Preload classes and one clearance class are available with the 500 Series Ball Profile Rail carriages. Preload will minimize elastic deformation caused by external forces resulting in increased rigidity. Preload will eliminate internal clearances between the rail and carriage resulting in zero backlash.

Preload Accuracy Combinations

Accuracy Class	Clearance	Preload		
		0.03C ¹	0.08C ¹	0.13C ¹
H.	0.	1.	2	
P, U.	.	1.	2.	3

1. C = Dynamic load capacity of the bearing

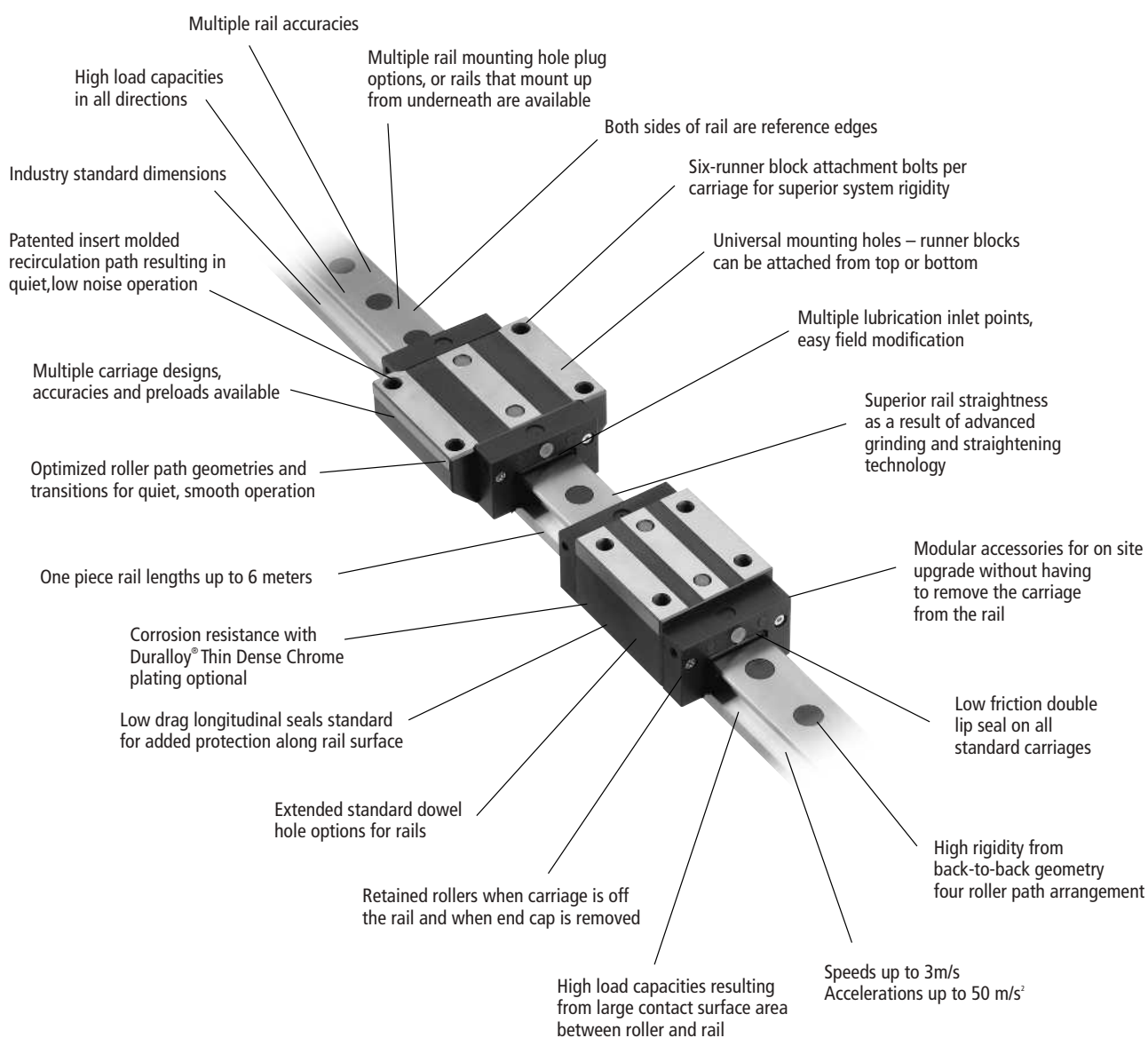
2. A preloaded bearing loaded beyond the preload value has the same characteristics as a clearance bearing. Example: Size 25 A style carriage has dynamic load capacity of 21.1 kN...

Medium Preload = $0.08C = 0.08 \times 21.1 \text{ kN} = 1.7 \text{ kN}$; if applied load is greater than 1.7 kN, preload has no benefit.

NOTES:



500 Series Roller Profile Rail Linear Guide



500 Series Roller Profile Rail Linear Guide



Features

The Thomson 500 Series Linear Guide provides long life, exceptional rigidity, high dynamic and static load capacities, accommodation for high moment loads, high running accuracy, multiple sealing options and multiple lubrication inlet options. This allows for on-site field modification, and interchangeability with competitor offering.

These properties result in improved machine accuracies and rigidity resulting in reduced vibration extending machine and tool life. This has a direct effect on your operational efficiency resulting in cost savings for the user.

Available in 4 carriage designs.

Materials

The 500 Series Roller Linear Guide is produced from high quality bearing steel. The end cap is made of a high strength, glass-filled nylon with a nitrile rubber seal. All carriages and rolling elements are through hardened and all rails are case hardened. Stringent quality controls are in place to ensure consistency of materials from the source, allowing us to ensure that we deliver the highest quality product.

Interchangeability

The 500 Series Roller Linear Guide is completely interchangeable. Any carriage can be run on any rail of the same accuracy without compromising system accuracy. This is the result of our stringent manufacturing process controls.

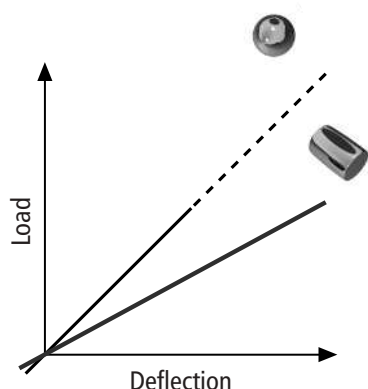
Accuracy and Preload

The 500 Series Roller Linear Guide is available in three different accuracy classes, and three different preload ranges to allow for customization to your application needs.

Straightness

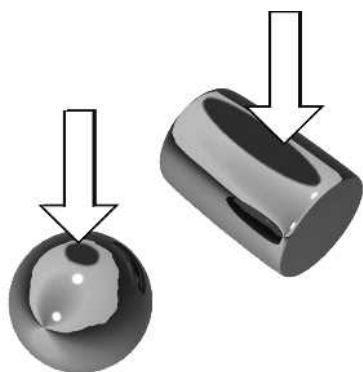
The 500 Series Roller rail is subjected to multiple straightening processes during and after grinding of the roller paths, on one piece rails up to 6 meters long.

These added processes and inspections result in some of the straightest rails in the market today, improving machine accuracies wherever the 500 Series Roller is used.



Rigidity

Profile Rail Linear Guide bearings have a significant effect on the overall system rigidity. The 500 Series Roller rigidity is achieved by using the equivalent of a back-to-back bearing arrangement, complemented by special rollers that are crowned to prevent roller edge loading when misalignment is present. This results in lower elastic deformation as the load increases compared to a ball carriage or face-to-face bearing arrangement.



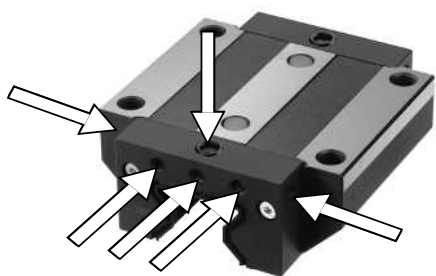
Load Capacity

The roller has an increased load capacity over the ball as a result of the increased contacting surface across the length of the roller. A ball provides a single point contact area, while a roller provides a much greater line contact area. This results in a substantially higher load-carrying capacity and lower wear with minimum rolling friction.



Running Smoothness / Low Noise

The running smoothness and low noise are the result of a proprietary insert-molded recirculation path that has an optimized geometric shape and minimal transitions. This ensures smooth, quiet operation.



Multiple Lubrication Options

The carriage standard end cap is designed for flexibility. The end cap is equipped with six lubrication inlet points and additional internal options for directing grease or oil to the proper location. These options are easily changed on-site in the field or can be supplied from the factory. Not all options available on size 25.

Unsure of the best lubrication inlet location? These carriages will allow the user to make these changes easily in the field to optimize the system performance. In addition, they allow for ease in maintenance.



Modular Accessory Options

The carriage is supplied standard with low friction double lip seals and longitudinal seals that completely enclose the bearing carriage to protect the rollers and track surfaces and minimize lubrication loss.

Optional metal scrapers or wiper and oil reservoir components can be easily added on-site in the field or can be supplied assembled from the factory.

These innovative design features allow users to easily, efficiently, and economically upgrade carriage sealing and lubrication without needing to replace the entire carriage assembly.



Longitudinal Seals

The carriage has built-in under carriage low drag longitudinal seals that protect the rollers and roller track surfaces from contamination. These longitudinal seals are an added protection to increase the life and overall performance.



Rail Accessories

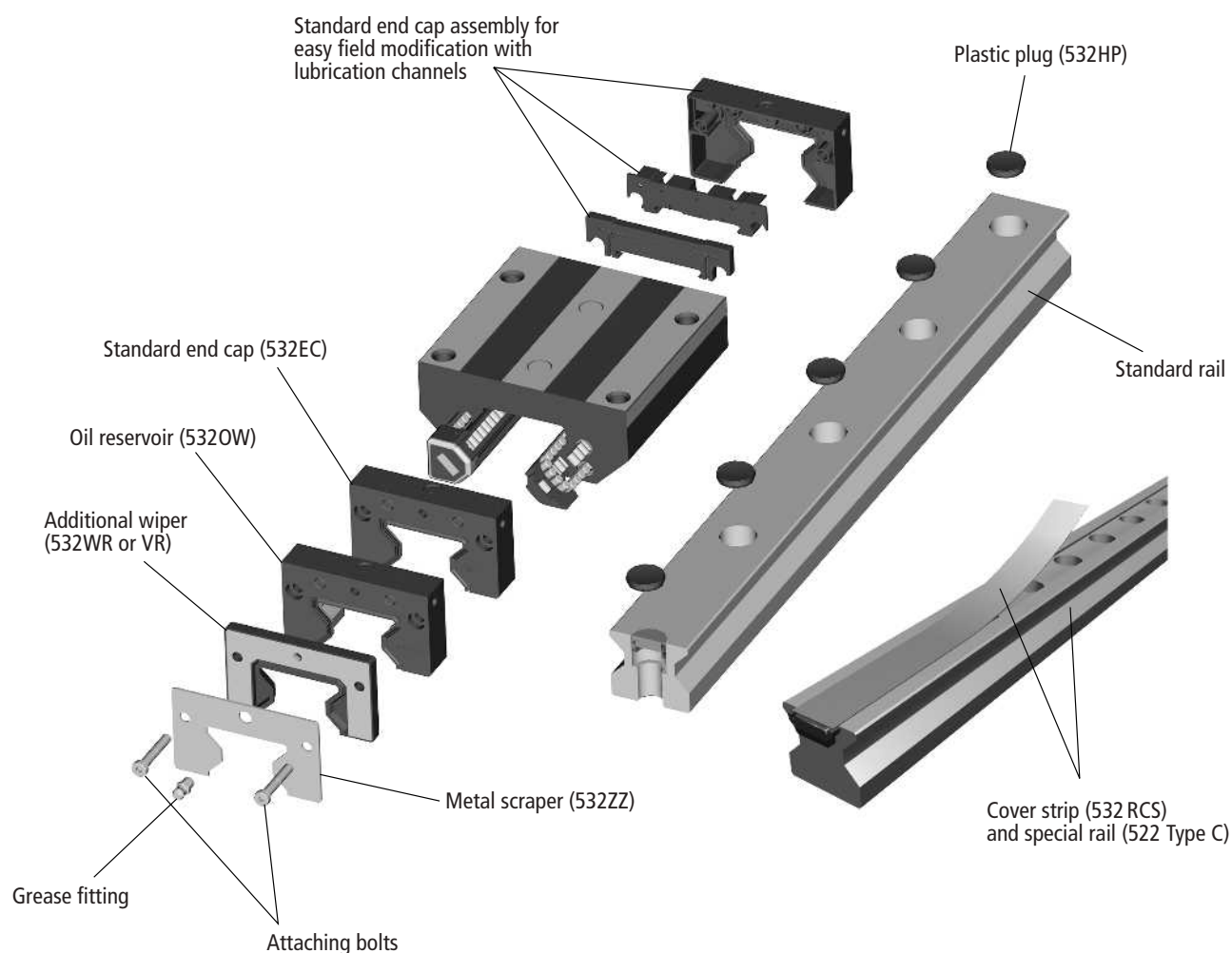
The rails have multiple options to fill the mounting holes to eliminate possible contamination entry into the bearing. Custom designed plugs are available in plastic, brass, or stainless steel. A special rail is available that utilizes a custom cover strip. In addition, Thomson stocks an assortment of bellows to protect the entire assembly. All options are available from stock and represent another innovative design feature of the 500 Series. Mounting tools for easy and correct installation are available as well.

Retained Rollers

The rolling elements of the carriages are retained within the bearing so the carriage can be removed from the rail, or the end cap from the carriage, without worrying about the rollers falling out. It is recommended to place any removed carriage onto a mounting rail or shipping arbor to provide added protection to the rolling elements.

500 Series Roller Profile Rail Linear Guide

Modular Design Exploded View



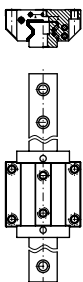
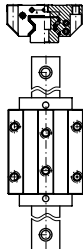
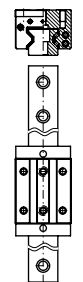
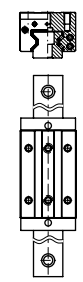
Also available (not shown):

- Stainless Steel Rail Plugs (532.HS)
- Brass Rail Plugs (532.HB)
- Mylar Tape (532.RT)
- Bolt up from bottom rail (522.Type.U)

The modular, building block design of the 500 Series Roller Profile Rail Linear Guide assembly for easy on-site field upgrades, for quick seal or lubrication upgrades all without the need for new carriage or rails.

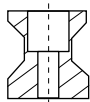
500 Series Roller Standard Carriages

Thomson. offers. four. carriage. styles. with. six. mounting. holes. allowing. for. additional. mounting. configurations. in. the. field. or. retrofitting.. All. provide. superior. rigidity. and. design. flexibility.

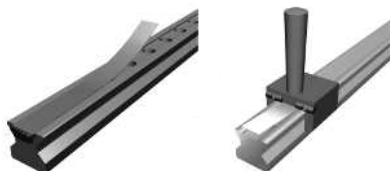
Style			Size	Accuracy	Basic Part Number			Standard Rail Part Number	Max. Single Piece Rail Length (mm)
					Preload				
					0.03C	0.08C	0.13C		
Narrow High Carriage	A		25	P	512P25A1	512P25A2	512P25A3	522P25A	6000
				S	512S25A1	512S25A2	512S25A3	522S25A	
				U	512U25A1	512U25A2	512U25A3	522U25A	
			35	P	512P35A1	512P35A2	512P35A3	522P35A	6000
				S	512S35A1	512S35A2	512S35A3	522S35A	
				U	512U35A1	512U35A2	512U35A3	522U35A	
			45	P	512P45A1	512P45A2	512P45A3	522P45A	6000
				S	512S45A1	512S45A2	512S45A3	522S45A	
				U	512U45A1	512U45A2	512U45A3	522U45A	
			55	P	512P55A1	512P55A2	512P55A3	522P55A	6000
				S	512S55A1	512S55A2	512S55A3	522S55A	
				U	512U55A1	512U55A2	512U55A3	522U55A	
Narrow High Long Carriage	B		25	P	512P25B1	512P25B2	512P25B3	522P25A	6000
				S	512S25B1	512S25B2	512S25B3	522S25A	
				U	512U25B1	512U25B2	512U25B3	522U25A	
			35	P	512P35B1	512P35B2	512P35B3	522P35A	6000
				S	512S35B1	512S35B2	512S35B3	522S35A	
				U	512U35B1	512U35B2	512U35B3	522U35A	
			45	P	512P45B1	512P45B2	512P45B3	522P45A	6000
				S	512S45B1	512S45B2	512S45B3	522S45A	
				U	512U45B1	512U45B2	512U45B3	522U45A	
			55	P	512P55B1	512P55B2	512P55B3	522P55A	6000
				S	512S55B1	512S55B2	512S55B3	522S55A	
				U	512U55B1	512U55B2	512U55B3	522U55A	
			65	P	512P65B1	512P65B2	512P65B3	522P65A	6000
				S	512S65B1	512S65B2	512S65B3	522S65A	
				U	512U65B1	512U65B2	512U65B3	522U65A	
Narrow Short Carriage	C		25	P	512P25C1	512P25C2	512P25C3	522P25A	6000
				S	512S25C1	512S25C2	512S25C3	522S25A	
				U	512U25C1	512U25C2	512U25C3	522U25A	
			35	P	512P35C1	512P35C2	512P35C3	522P35A	6000
				S	512S35C1	512S35C2	512S35C3	522S35A	
				U	512U35C1	512U35C2	512U35C3	522U35A	
			45	P	512P45C1	512P45C2	512P45C3	522P45A	6000
				S	512S45C1	512S45C2	512S45C3	522S45A	
				U	512U45C1	512U45C2	512U45C3	522U45A	
			55	P	512P55C1	512P55C2	512P55C3	522P550A	6000
				S	512S55C1	512S55C2	512S55C3	522S55A	
				U	512U55C1	512U55C2	512U55C3	522U55A	
Narrow Long Carriage	D		25	P	512P25D1	512P25D2	512P25D3	522P25A	6000
				S	512S25D1	512S25D2	512S25D3	522S25A	
				U	512U25D1	512U25D2	512U25D3	522U25A	
			35	P	512P35D1	512P35D2	512S35D3	522P35A	6000
				S	512S35D1	512S35D2	512S35D3	522S35A	
				U	512U35D1	512U35D2	512U35D3	522U35A	
			45	P	512P45D1	512P45D2	512P45D3	522P45A	6000
				S	512S45D1	512S45D2	512S45D3	522S45A	
				U	512U45D1	512U45D2	512U45D3	522U45A	
			55	P	512P55D1	512P55D2	512P55D3	522P55A	6000
				S	512S55D1	512S55D2	512S55D3	522S55A	
				U	512U55D1	512U55D2	512U55D3	522U55A	
			65	P	512P65D1	512P65D2	512P65D3	522P65A	6000
				S	512S65D1	512S65D2	512S65D3	522S65A	
				U	512U65D1	512U65D2	512U65D3	522U65A	

500 Series Roller Rail Options

Bolt down from the top.—522.Type.A



Bolt down from the bottom.—522.Type.U



Rail Types and Accessories

The 500 Series Roller Profile Rail is available in two configurations:

- Bolt Down from the top.—522.Type.A
- Bolt Up from the bottom.—522.Type.U

The bolt down from the top design has various types of options to plug the holes.

The standard 522.Type.A rail mounting holes can be plugged or sealed after installation using the options below.

Plastic Plugs

532.HP plastic plugs are an inexpensive and simple method to seal the rail attachment bolt area. The plastic plugs are easy to drive in place to any rails with a soft non-metallic drift. They can easily be removed.

Brass Plugs

532.HB brass plugs are more rugged than the plastic plug, slightly more expensive, and require more precision during installation. They fit in all standard 500 Series Roller Rails and require some hand buffing or polishing of the rail surface after installation.

Two-piece Stainless Steel Plugs

532.HS two-piece stainless plugs are the most rugged plugs available for the roller rails. The two-piece construction and design allows the plugs to lock into place and rest on the top of the socket head bolt. They require no post installation polishing. The recommended hex head socket must be used to properly install the 532.HS plugs. For correct installation, we recommend use of the 532.HST mounting tools found on page 66.

Mylar Tape

A simple and low cost alternative is specialty Mylar tape that can be placed quickly on the top surface of the rail. Part number 532.RT is available in 3 meter lengths.

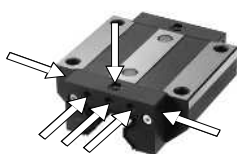
Optional 500 Series Rail

Option 532.RC utilizes a special rail 522.Type.C that is easily installed with the 532.RCT mounting tool found on page 66.

Carriage Option

The 500 Series Roller Profile carriages are also available with special lubrications. They can be ordered directly from stock or with a short lead time.

500 Series Roller Profile Rail



Additional Seal Types and Lubrication Accessories

The carriages are designed with modular sealing and lubrication options for simple on-site field modification or factory direct.

The standard carriage end cap has an integral low friction, double lip seal and longitudinal seals that completely enclose the bearing carriage. The double lip design keeps contaminants out and lubrication in. It also allows for grease to purge out of the carriage to prevent excessive lubrication, which can result in higher operating temperatures. This double lip design allows for use with oil lubrication.

This standard carriage end cap comes standard with a lubrication inlet centered in the end cap with specially designed and modified lubrication channels to direct the lubrication to the different roller tracks. The lubrication inlet can be easily changed in the field or supplied from the factory for side inlet, offset inlet or top inlet. Additionally, the internal configuration can be modified to allow for separating the lubrication paths for vertical mounting or oil lubrication.

The standard carriage end cap is equipped with lubrication channels directing lubrication to proper roller paths. The standard carriage end plate can be easily modified on-site in the field to channel lubrication separately or can be factory ordered.

Optional – on site field installable modular seals and accessories

Additional Seal

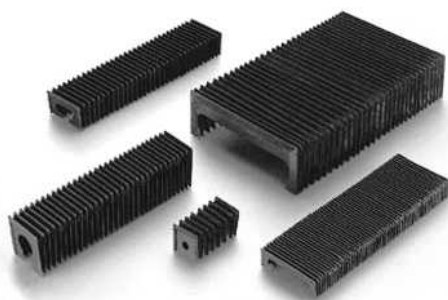
The **532 WR** and **532 VR** seals provide an additional level of protection from contaminants to the assembly. These additional components can be easily added on-site. They are supplied with the required screws to make installation simple.

- 532 WR is made of durable nitrile rubber (Buna N)
- 532 VR is made of durable Viton®

These seals can be used in conjunction with other optional modular accessories providing an easy upgrade to the standard seal. These can be easily installed on-site in the field or can be supplied from the factory.

Metal Scraper

The **532 ZZ Metal Scraper** made of stainless steel, serves as an added protection to the seal lips against large dirt particles, metal shavings or chips. Large contaminants are easily pushed away for an extra level of protection to the seal lips. The Metal Scraper is easily installed in conjunction with other optional modular accessories providing you with an easy upgrade to the standard seal. These are easily installed on-site in the field or can be supplied from the factory.



For ordering information or for additional Seal Types and Lubrication Accessories, see page 60.

Oil Reservoir

The **532 OW Oil Reservoir** is a cost effective, automatic lubrication system. It is constructed with an integrated oil reservoir that provides a uniform, consistent lubricating oil to the roller paths for extended periods of time. The Type 532 OW oil reservoir eliminates the need for a routine maintenance schedule, assures lubrication gets to the required points, can be refilled if required, and can operate up to 5000 km of travel.

The Type 532 OW oil reservoir can be easily installed in conjunction with other optional modular seals for an easy upgrade to the standard seal. These can be easily installed on-site in the field or can be supplied from the factory.

Bellows

Standard bellows are available for all assemblies. The bellows cover the entire length of the rail. The bellows are used to provide additional protection against dirt, dust and splashed liquid. Installation is simple and requires little time. Retrofitting is possible when the rail ends are drilled for the attachment of the rail clip 532 CR.

Bellows are available in three styles:

- Type B. "Low Profile" with outside dimensions that do not exceed the carriage
- Type C. "High Compression"
- Type W. "Walk-On" capable of handling the harshest environments with a 90 kg load bearing capacity

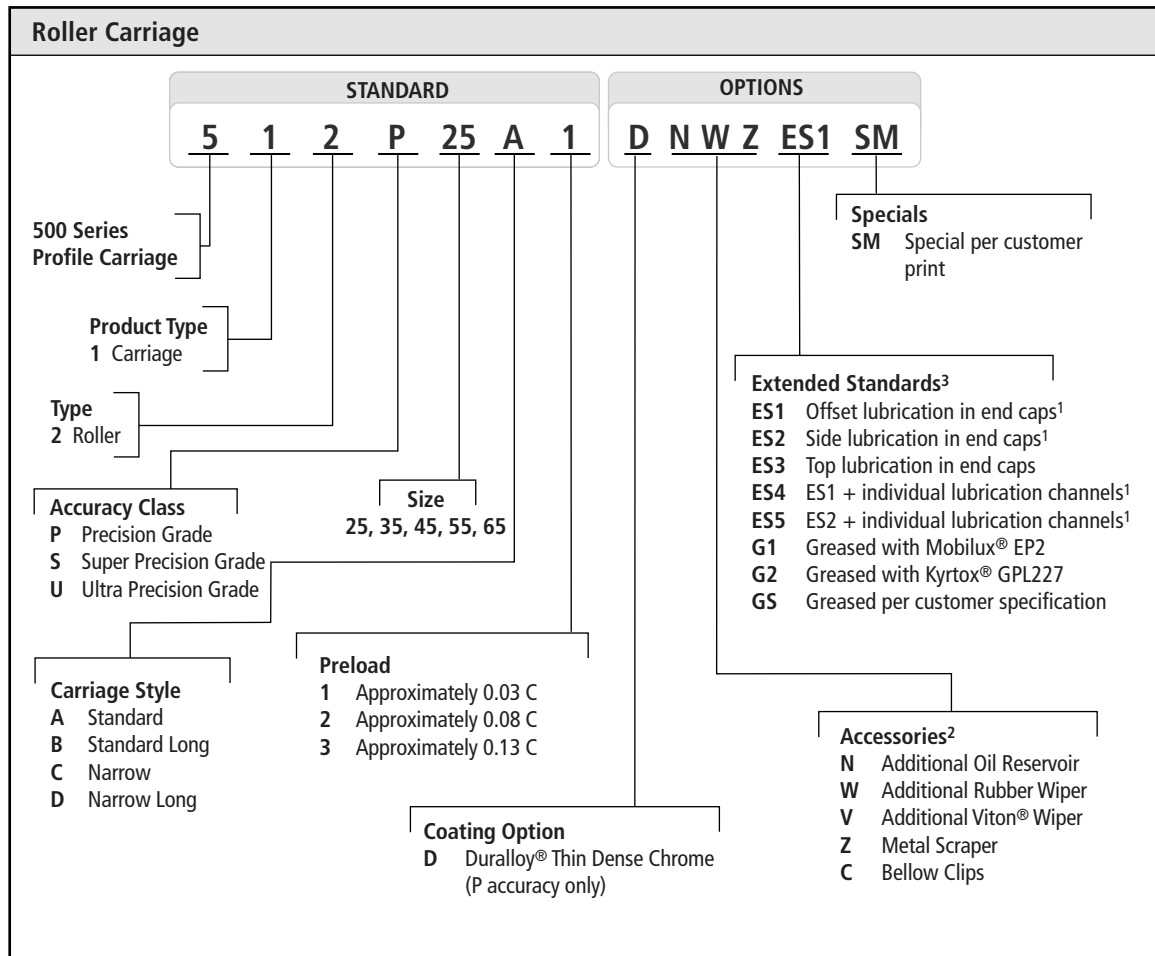
The bellow can be easily installed in conjunction with the other optional modular accessories and are an easy upgrade to the standard seal. These can be easily installed on-site in the field.

Note: Additional Modular accessories add additional drag to the carriage assembly resulting in increased start-up friction and power consumption.

Relative Drag Comparison for Design Consideration

Type	Relative Drag
Standard carriage.	•
Rubber Wiper (531 WR).	•••
Viton® Wiper (531 VR).	•••
Metal Scraper (531 ZZ).	•
Oil Reservoir (531 OW).	••

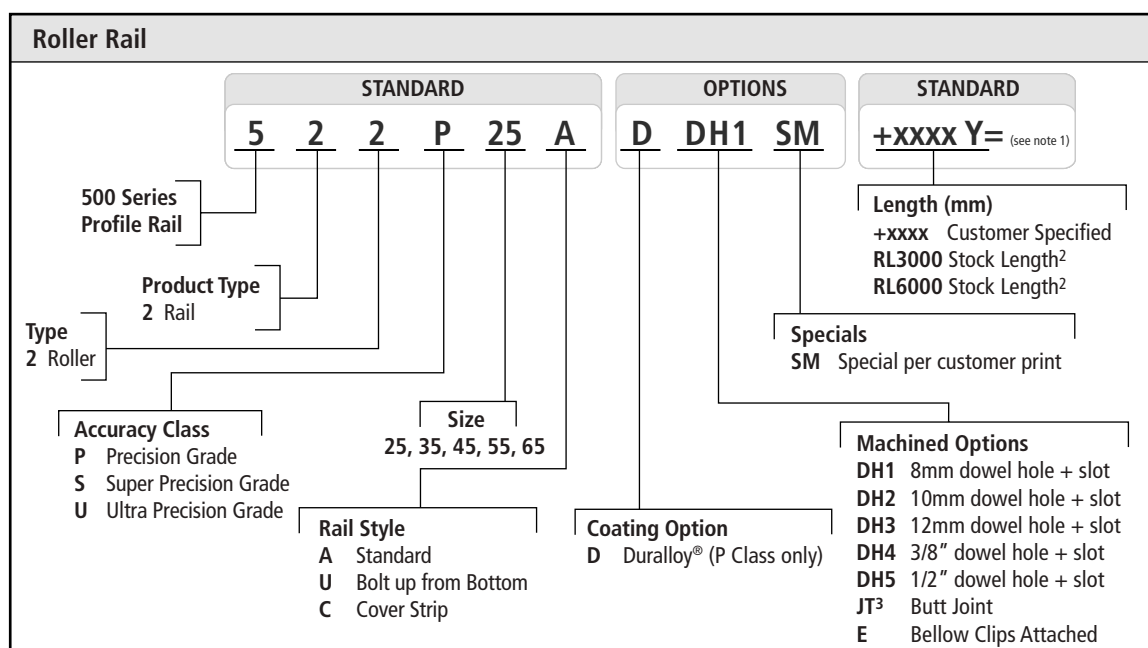
• Low



1.. ES1, ES2, ES4 and ES5 options are available size 35, 45, 55 and 65 only.

2.. Accessory combination part numbers are listed from carriage end cap outward. Not all combinations are available. For specific combination availability see page 60 or consult Thomson.

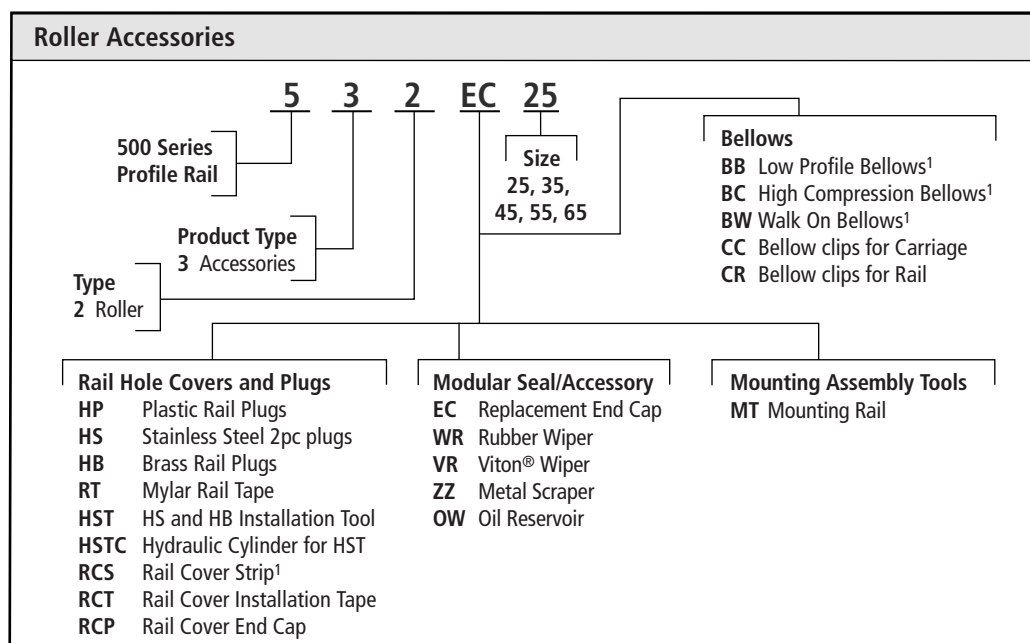
3.. Optional inlet and grease options may not be functional with all accessory combinations. (Example: G1 and Oil Reservoir "N"). Prior to selecting an inlet option review any interference or conflicts with the accessories selected.



1..Y=Distance from end of rail to center of first mounting hole, Y1=Y2, unless specified.

2.. Stock length rails are considered random length, total length may exceed specified length, and Y1/Y2 are not equal. To be used by customer who will cut to length.

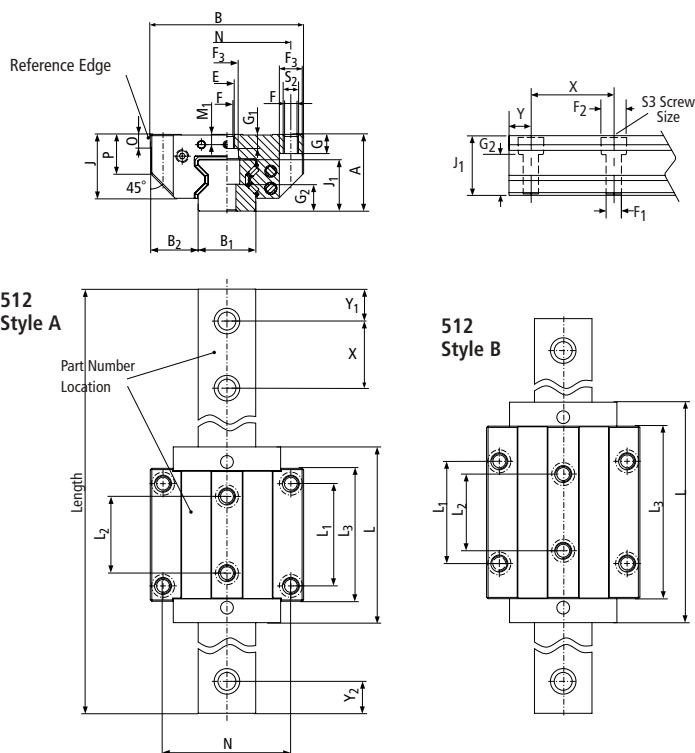
3.. Customer drawing required at time of quote and order. See page 112 for more information and templates.



1.. Bellows and rail cover strip must include length at time of order. (Example: 532BB35+1000 mm). See page 111 for how to calculate bellows length.

500 Series Roller

512 Style A and B



512 Style A – Standard Roller

Size	Dimensions (mm)																Roller								
	A	B	B ₁ * ±0.05	B ₂	J	J ₁	L	L ₁	L ₂	L ₃	X	N	S	S ₃	F	F ₁	F ₂	F ₃	Ø	G	G ₁	G ₂	M ₁	O	P
25.	36.	70.	23.	23.5.	29.5.	24.5.	81.	45.	40.	60.	30.	57.	M6.	M6.	6.8.	7.	11.	11.	3.2.	9.	6.5.	13.	5.5.	7.5.	17.5
35.	48.	100.	34.	33.	40.	32.	109.	62.	52.	80.	40.	82.	M8.	M8.	8.5.	9.	15.	15.	4.5.	12.	10.	15.	7.	8.	23
45.	60.	120.	45.	37.5.	50.	40.	137.5.	80.	60.	104.	52.5.	100.	M12.	M12.	10.5.	14.	20.	18.	5.	15.	11.	21.	8.	10.	30.5
55.	70.	140.	53.	43.5.	57.	48.	163.5.	95.	70.	120.	60.	116.	M14.	M14.	12.5.	16.	24.	20.	6.	18.	13.5.	26.	9.	12.	34.5

512 Style B – Standard Long Roller

Size	Dimensions (mm)																		Roller							
	A	B	B ₁ * ±0.05	B ₂	J	J ₁	L	L ₁	L ₂	L ₃	X	N	S ₂	S ₃	F	F ₁	F ₂	F ₃	Ø	G	G ₁	G ₂	M ₁	O	P	
25.	36.	70.	23.	23.5.	29.5.	24.5.	103.4.	45.	40.	79.4.	30.	57.	M8.	M6.	6.8.	7.	11.	11.	3.2.	9.	6.5.	13.	5.5.	7.5.	17.5	
35.	48.	100.	34.	33.	40.	32.	136.	62.	52.	103.	40.	82.	M10.	M8.	8.5.	9.	15.	15.	4.5.	12.	10.	15.	7.	8.	23	
45.	60.	120.	45.	37.5.	50.	40.	172.5.	80.	60.	135.	52.5.	100.	M12.	M12.	10.5.	14.	20.	18.	5.	15.	11.	21.	8.	10.	30.5	
55.	70.	140.	53.	43.5.	57.	48.	205.5.	95.	70.	162.	60.	116.	M14.	M14.	12.5.	16.	24.	20.	6.	18.	13.5.	26.	9.	12.	34.5	
65.	90.	170.	63.	53.5.	76.	58.	251.	110.	82.	201.	75.	142.	M16.	M16.	14.5.	18.	26.	23.	7.	23.	19.	32.	13.	15.	51	

*. Standard tolerance shown, special lower tolerances are available upon request. Please consult application engineering for additional information.

**When using additional modular seals or lubrication plates, the total length L will increase. Consult page 61-62 for additional information.

Length of rail to be specified at time of order. Y₁=Y₂ unless specified otherwise at time of order.

500 Series Roller

512 Style A and B

Dynamic Load and Moment Ratings

C = Dynamic load rating

M_L = Dynamic pitch and yaw moment rating

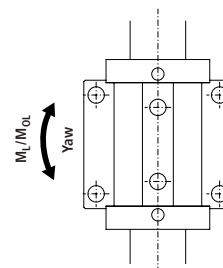
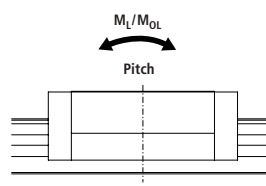
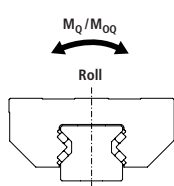
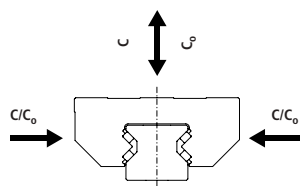
M_Q = Dynamic roll moment rating

Static Load and Moment Capacities

C_0 = Static load capacity

M_{OL} = Static pitch and yaw moment capacity

M_{OQ} = Static roll moment capacity



Size & Style	Loading Capabilities		Moments				Weights	
	C_0 (N)	C (N)	M_{OQ} (Nm)	M_Q (Nm)	M_{OL} (Nm)	M_L (Nm)	Carriage (kg)	Rail (kg/m)
25A.	49800.	27700.	733.	408.	476.	265.	0.7.	.
25B.	70300.	39100.	1035.	576.	936.	521.	0.9.	3.4
35A.	93400.	52000.	2008.	1118.	1189.	662.	1.6.	.
35B.	128500.	71500.	2762.	1537.	2214.	1232.	2.2.	6.5
45A.	167500.	93400.	4621.	2577.	2790.	1556.	3.2.	.
45B.	229500.	127800.	6333.	3527.	5161.	2874.	4.3.	10.7
55A.	237000.	131900.	7771.	4325.	4738.	2637.	5.0.	.
55B.	324000.	180500.	10624.	5919.	8745.	4872.	6.8.	15.2
65B.	530000.	295000.	20912.	11640.	17930.	9980.	13.5.	22.5

1.. The dynamic load and moment ratings are based upon 100km travel life. When comparing these load ratings with other bearings take into consideration that some manufacturers dynamic and moment ratings are based on 50km travel life. In order to compare with bearing dynamic and moment ratings based on 50km travel life, divide the dynamic capacity of the bearing rated for 50km by 1.23 to get an accurate comparison.

2.. The static load and moment rating are the maximum radial load and moment load that should be applied to the bearing while there is no relative motion between the carriage and rail.

Bearing Travel Life Comparison

$$L = (C/F)^3 \times 100\text{km}$$

where:

L = travel life, km

C = dynamic load rating, N

F = applied dynamic load, N

$$C_{\min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:

$C_{\min}$ = minimum required

dynamic load rating, N

F = applied dynamic load, N

L = required travel life, km

Operating Parameters:

Maximum Velocity: 3 m/s

Maximum Acceleration: 50 m/s²

Temperature: Min: -40° C

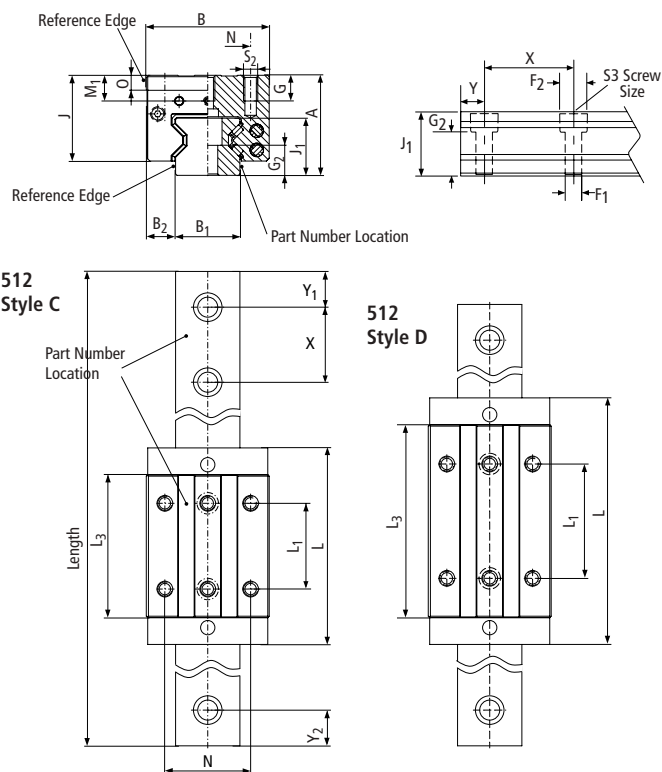
Max: 80° C

Max peak: 120° C short time*

*without bellows

500 Series Roller

512 Style C and D



512 Style C Narrow Roller

Size	Dimensions (mm)						L	L ₁	L ₃	X	N	S ₂	S ₃	F ₁	F ₂	Roller				
	A	B	B ₁ * +0.05	B ₂	J	J ₁										Ø	G	G ₂	M ₁	O
25.	40.	48.	23.	12.5.	33.5.	24.5.	81.	35.	57.	30.	35.	M6.	M6.	7.	11.	3.2.	9.	13.	9.5.	7.5
35.	55.	70.	34.	18.	47.	32.	109.	50.	76.	40.	50.	M8.	M8.	9.	15.	4.5.	12.	15.	14.	8
45.	70.	86.	45.	20.5.	60.	40.	137.5.	60.	100.	52.5.	60.	M10.	M12.	14.	20.	5.	18.	21.	18.	10
55.	80.	100.	53.	23.5.	67.	48.	163.5.	75.	120.	60.	75.	M12.	M14.	16.	24.	6.	19.	26.	19.	12

512 Style D Narrow Long Roller

Size	Dimensions (mm)						L	L ₁	L ₃	X	N	S ₂	S ₃	F ₁	F ₂	Roller				
	A	B	B ₁ * +0.05	B ₂	J	J ₁										Ø	G	G ₂	M ₁	O
25.	40.	48.	23.	12.5.	33.5.	24.5.	103.4.	50.	79.4.	30.	35.	M6.	M6.	7.	11.	3.2.	9.	13.	9.5.	7.5
35.	55.	70.	34.	18.	47.	32.	136.	72.	103.	40.	50.	M8.	M8.	9.	15.	4.5.	12.	15.	14.	8
45.	70.	86.	45.	20.5.	60.	40.	172.5.	80.	135.	52.5.	60.	M10.	M12.	14.	20.	5.	18.	21.	18.	10
55.	80.	100.	53.	23.5.	67.	48.	205.5.	95.	162.	60.	75.	M12.	M14.	16.	24.	6.	19.	26.	19.	12
65.	90.	126.	63.	31.5.	76.	58.	251.	120.	201.	75.	76.	M16.	M16.	18.	26.	7.	20.	32.	13.	15

*. Standard. tolerance. shown., special. lower. tolerances. are. available. upon. request.. Please. consult. application. engineering. for. additional. information.

**When. using. additional. modular. seals. or. lubrication. plates., the. total. length. L. will. increase.. Consult. page. 61-62. for. additional. information.

Length. of. rail. to. be. specified. at. time. of. order., Y1=Y2. unless. specified. otherwise. at. time. of. order.

500 Series Roller

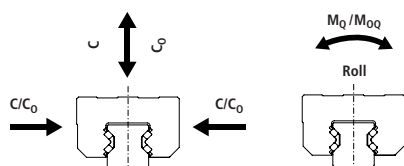
512 Style C and D

Dynamic Load and Moment Ratings

C = Dynamic load rating

M_L = Dynamic pitch and yaw moment rating

M_Q = Dynamic roll moment rating

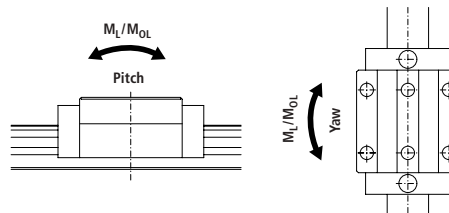


Static Load and Moment Capacities

C_0 = Static load capacity

M_{OL} = Static pitch and yaw moment capacity

M_{OQ} = Static roll moment capacity



Size & Style	Loading Capabilities		Moments				Weights	
	C_0 (N)	C (N)	M_{OQ} (Nm)	M_Q (Nm)	M_{OL} (Nm)	M_L (Nm)	Carriage (kg)	Rail (kg/m)
25C.	49800.	27700.	733.	408.	476.	265.	0.6.	.
25D.	70300.	39100.	1035.	576.	936.	521.	0.7.	3.4
35C.	93400.	52000.	2008.	1118.	1189.	662.	1.5.	.
35D.	128500.	71500.	2762.	1537.	2214.	1232.	2.0.	6.5
45C.	167500.	93400.	4621.	2577.	2790.	1556.	3.0.	.
45D.	229500.	127800.	6333.	3527.	5161.	2874.	4.0.	10.7
55C.	237000.	131900.	7771.	4325.	4738.	2637.	4.5.	.
55D.	324000.	180500.	10624.	5919.	8745.	4872.	6.1.	15.2
65D..	530000.	295000.	20912.	11640.	17930.	9980.	10.4.	22.5

1.. The dynamic load and moment ratings are based upon 100 km travel life. When comparing these load ratings with other bearings, take into consideration some manufacturers' dynamic and moment ratings are based on 50 km travel life. In order to compare with bearing dynamic and moment ratings based on 50 km travel life, divide the dynamic capacity of the bearing rated for 50 km by 1.23 to get an accurate comparison.

2.. The static load and moment rating are the maximum radial load and moment load that should be applied to the bearing while there is no relative motion between the carriage and rail.

Bearing Travel Life Comparison

$$L = (C/F)^3 \times 100 \text{ km}$$

where:

L = travel life, km

C = dynamic load rating, N

F = applied dynamic load, N

$$C_{\min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:

$C_{\min}$ = minimum required

dynamic load rating, N

F = applied dynamic load, N

L = required travel life, km

Operating Parameters:

Maximum Velocity: 3 m/s

Maximum Acceleration: 50 m/s²

Temperature: Min: -40° C

Max: 80° C

Max peak: 120° C short time*

*without bellows

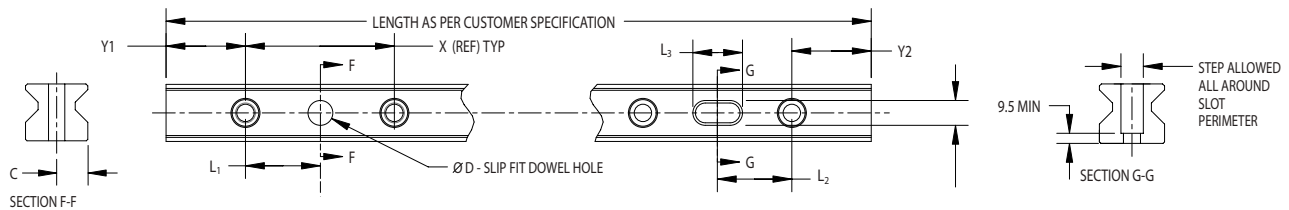
Rail Modifications

The rails can be supplied with dowel holes, radial holes and coaxial holes. Please provide a drawing of your requirement and our Application Engineering Team can provide a quote.

Maximum Length of Single Piece Rail

Size (mm)	25	35	45	55	65
Maximum Length	6000 mm.				

Extended Standard Rail Options

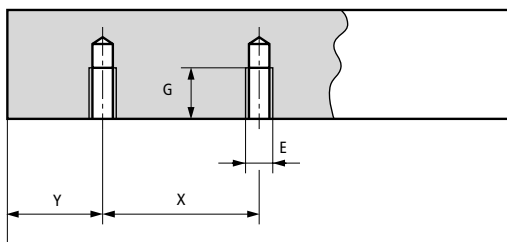


Option	Size	D +0.13 -0	L ₁ ±0.12	L ₂ ±0.40	L ₃ +1.5 -0	C ±0.05
DH1	25	8	15	15	12	11.5
	35		20	20		17
	45		30	30		22.5
	55					26.5
	65					31.5
DH2	25	N/A	N/A	N/A	N/A	N/A
	35	10	20	20	15	17
	45		30	30		22.5
	55					26.5
	65					31.5
DH3	25	N/A	N/A	N/A	18	N/A
	35					
	45	12	30	30		22.5
	55					26.5
	65					31.5
DH4	25	N/A	N/A	N/A	N/A	N/A
	35	3/8"	.787"	.787"	.550"	.669"
	45		1.181"	1.181"		.886"
	55					1.043"
	65					1.240"
DH5	25	N/A	N/A	N/A	.750"	N/A
	35					
	45	1/2"	1.181"	1.181"		.886"
	55					1.043"
	65					1.240"

All dimensions in mm unless otherwise specified.

Y1 = Y2 unless otherwise specified.

522 Type U Rail Bolt Up From Bottom

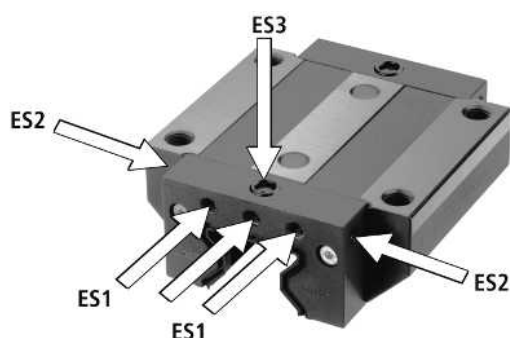


Size	X	E	G (mm)	Weight (kg/in)
25.	30.	M6.	12.	3.4
35.	40.	M8.	15.	6.5
45.	52.5.	M12.	19.	10.7
55.	60.	M14.	22.	15.2
65.	75.	M16.	25.	22.5

Y1 = Y2 unless specified at time of ordering.

Lubrication Inlet Options

The standard carriage is supplied with a straight lubrication fitting centered. The carriage end cap has multiple lubrication inlet points and lubrication channels options and is supplied standard with the end cap center inlet plugged. These options can be easily modified on-site in the field or can be supplied factory direct. (Not available for size 25.)



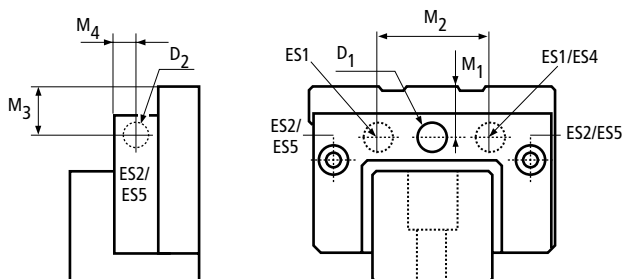
Option	Inlet	Lubrication Channel
ES.1 ²	Inlets offset - both sides - all four.	Standard channel
ES.2	Inlets on side - both sides - all four.	Standard channel
ES.3 ¹	Inlet on top.	Standard channel
ES.4 ²	Inlets offset - both sides - all four.	Individually channeled path
ES.5	Inlets offset - both sides - all four.	Individually channeled path

- 1.. An O-Ring or adapter is required to properly seal the mating surfaces to prevent grease or oil from escaping. One is supplied with this option. The adapter is for C and D style carriages.
Lubrication options available in size 35, 45, 55 and 65 only.
- 2.. Option can not be used in combination with additional modular accessories.
- 3.. Set screws are installed to plug all holes.

Lubrication inlet locations. Front of end cap above rail and slide.

Size	Style	M ₁	M ₂	M ₄	M ₃	D ₁	D ₂
25	A	5.5	N/A	N/A	N/A	M6	N/A
	B						
	C						
	D	9.5					
35	A	7	32	6.5	7	M6	M6
	B						
	C						
	D	14					
45	A	8	40	7.5	8	M6	M6
	B						
	C						
	D	18					
55	A	9	50	8.5	9	M6	M6
	B						
	C						
	D	19					
65	B	13	64	12.5	13	M6	M6
	D						

All dimensions in mm.

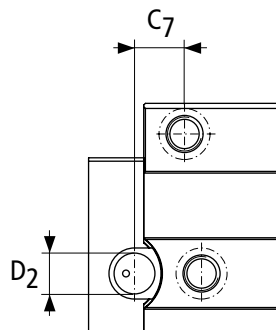


- 1.. D1 and D2 are threaded holes in the end cap to ensure proper integrity and durability of connection.
- 2.. Carriages are shipped with a grease fitting in the box (fitting 530LN). See page 73 for more information.

Lubricant Inlet Options, cont'd

Lubrication inlet locations. Inlet on top. "ES3"

Size	Style	C7	D1	D2	D3	D4	Adapter ¹
25	A	12.0	6.75	10	1.78	6	N/A
	B	23.2					532ES3ADP25
	C	17.0					
	D	20.7					
35	A	14.0	6.75	10	1.78	6	N/A
	B	27.5					532ES3ADP35
	C	20.0					
	D	22.5					
45	A	17.0	6.75	10	1.78	6	N/A
	B	34.5					532ES3ADP45/55
	C	27.0					
	D	34.5					
55	A	21.5	6.75	10	1.78	6	N/A
	B	42.5					532ES3ADP45/55
	C	31.5					
	D	42.5					
65	B	54.0	6.5	10	2	6	N/A
	D	49.0					



D1 = O-Ring internal diameter
D2 = Counterbore diameter
D3 = O-Ring thickness
D4 = Max. diameter of lubrication inlet diameter from above.

All dimensions in mm.

1.. Adapter supplied when ordering ES3 option.

Grease Lubricants

Standard carriages are sold with oil preservative to protect the rollers from corrosion during storage and transit. The carriages are available with the following assortment of lubricants as standard..

Option	Type	Notes	Viscosity	Temperature Range
G1.	Mobilux [®] .EP2.	All purpose NLG I2 grease.	160cSt.@40°C.	-20°C.to.130°C
G2.	Kyrtox [®] .GPL227.	High Temperature NLG I2.	440cSt.@40°C.	-30°C.to.288°C
GS.	Customer specified grease			

Additional greases may be available upon request. Please consult Thomson Application Engineering.

Thin Dense Chrome Plating

Rails and carriages are available with Duralloy®. DSV. Thin Dense Chrome Plating with a thickness of 2–4 µm. As a result of the plating thickness range compared to the tolerance ranges in the different accuracy classes, it is only available with Precision accuracy classes up to 3 meters long as a single rail; long lengths can be butt jointed.

Carriage Assortment with Thin Dense Chrome

Type	Style	Size	Accuracy	Preload			Appropriate Standard Rail	Max One Piece Rail Length (mm)
				0.03C	0.08C	0.13C		
512	A	25	P	512P25A1D	512P25A2D	512P25A3D	522P25AD	3000
		35	P	512P35A1D	512P35A2D	512P35A3D	522P35AD	3000
		45	P	512P45A1D	512P45A2D	512P45A3D	522P45AD	3000
		55	P	512P55A1D	512P55A2D	512P55A3D	522P55AD	3000
	B	25	P	512P25B1D	512P25B2D	512P25B3D	522P25AD	3000
		35	P	512P35B1D	512P35B2D	512P35B3D	522P35AD	3000
		45	P	512P45B1D	512P45B2D	512P45B3D	522P45AD	3000
		55	P	512P55B1D	512P55B2D	512P55B3D	522P55AD	3000
		65	P	512P65B1D	512P65B2D	512P65B3D	522P65AD	3000
	C	25	P	512P25C1D	512P25C2D	512P25C3D	522P25AD	3000
		35	P	512P35C1D	512P35C2D	512P35C3D	522P35AD	3000
		45	P	512P45C1D	512P45C2D	512P45C3D	522P45AD	3000
		55	P	512P55C1D	512P55C2D	512P55C3D	522P55AD	3000
	D	25	P	512P25D1D	512P25D2D	512P25D3D	522P25AD	3000
		35	P	512P35D1D	512P35D2D	512P35D3D	522P35AD	3000
		45	P	512P45D1D	512P45D2D	512P45D3D	522P45AD	3000
		55	P	512P55D1D	512P55D2D	512P55D3D	522P55AD	3000
		65	P	512P65D1D	512P65D2D	512P65D3D	522P65AD	3000

Note: Duralloy carriages and rails are designed and manufactured to be used together. If a non-Duralloy carriage is used on a Duralloy rail the preload of the carriage will be increased approximately one class.

If a Duralloy carriage is used on a non-Duralloy rail the preload will be decreased approximately one class. This is the result of the coating thickness.

Modular Accessory Combination Options and Screw Size

Option	Description	Size				
		25	35	45	55	65
N ³	Oil Reservoir	Low/socket head screw M4x30	Low/socket head screw M4x35	Low/socket head screw M5x45	Low/socket head screw M6x45	Low/socket head screw M6x55
W ³	Rubber Wiper	Low/socket head screw M4x25	Low/socket head screw M4x30	Low/socket head screw M5x35	Low/socket head screw M6x35	Low/socket head screw M6x40
V ³	Viton Wiper	Low/socket head screw M4x25	Low/socket head screw M4x30	Low/socket head screw M5x35	Low/socket head screw M6x35	Low/socket head screw M6x40
Z ³	Metal Scraper	Low/socket head screw M4x20	Low/socket head screw M4x25	Low/socket head screw M5x30	Low/socket head screw M6x35	Low/socket head screw M6x35
C ³	Bellows Clips	Flat/socket head screw M4x20	Flat/socket head screw M4x25	Flat/socket head screw M5x25	Flat/socket head screw M6x30	Flat/socket head screw M6x35
NW	Oil Reservoir + Wiper	Low/socket head screw M4x40	Low/socket head screw M4x45	Low/socket head screw M5x50	Low/socket head screw M6x55	Low/socket head screw M6x65
NWZ	Oil Reservoir, Wiper + Scraper	Low/socket head screw M4x40	Low/socket head screw M4x45	Low/socket head screw M5x55	Low/socket head screw M6x60	Low/socket head screw M6x65
NWC	Oil Reservoir, Wiper + Bellows Clip	Flat/socket head screw M4x40	Flat/socket head screw M4x45	Flat/socket head screw M5x50	Flat/socket head screw M6x55	Flat/socket head screw M6x65
NWZC	Oil Reservoir, Wiper, Scraper + Bellows Clip	Flat/socket head screw M4x40	Flat/socket head screw M4x50	Flat/socket head screw M5x55	Flat/socket head screw M6x60	Flat/socket head screw M6x65
NZ	Oil Reservoir + Scraper	Low/socket head screw M4x35	Low/socket head screw M4x40	Low/socket head screw M5x50	Low/socket head screw M6x55	Low/socket head screw M6x60
NZC	Oil Reservoir, Scraper + Bellows Clips	Flat/socket head screw M4x35	Flat/socket head screw M4x40	Flat/socket head screw M5x50	Flat/socket head screw M6x55	Flat/socket head screw M6x60
NC	Oil Reservoir + Bellows Clips	Flat/socket head screw M4x35	Flat/socket head screw M4x40	Flat/socket head screw M5x50	Flat/socket head screw M6x55	Flat/socket head screw M6x60
WC	Wiper + Bellows Clip	Flat/socket head screw M4x25	Flat/socket head screw M4x30	Flat/socket head screw M5x30	Flat/socket head screw M6x35	Flat/socket head screw M6x40
WZ	Wiper + Scraper	Low/socket head screw M4x25	Low/socket head screw M4x30	Low/socket head screw M5x35	Low/socket head screw M6x35	Low/socket head screw M6x40
WZC	Wiper, Scraper + Bellows Clip	Flat/socket head screw M4x25	Flat/socket head screw M4x30	Flat/socket head screw M5x35	Flat/socket head screw M6x35	Flat/socket head screw M6x40
VZ	Viton Wiper + Scraper	Low/socket head screw M4x25	Low/socket head screw M4x30	Low/socket head screw M5x35	Low/socket head screw M6x35	Low/socket head screw M6x40
ZC	Scraper + Bellows Clip	Flat/socket head screw M4x20	Flat/socket head screw M4x25	Flat/socket head screw M5x25	Flat/socket head screw M6x30	Flat/socket head screw M6x35

1.. All fasteners standard thread.

2.. Consult Thomson for options not listed, engineering review is required.

3.. Each modular accessory is supplied with proper screws to install over end cap only and not combinations of modular accessories.

Modular Seals and Lubrication Accessories



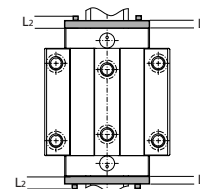
Additional Wipers

532WR – Rubber Wiper

532VR – Viton® Wiper

Size	Rubber Part Number	Viton® Part Number	L1 (mm)	L2 (mm)	Weight (kg)
25.	532WR25.	532VR25.	7.	4.	0.005
35.	532WR35.	532VR35.	7.	4.	0.012
45.	532WR45.	532VR45.	7.	4.	0.024
55.	532WR55.	532VR55.	7.	4.	0.029
65.	532WR65.	532VR65.	7.	4.	0.040

L1.=.wiper.thickness, L2.=.max..screw.head.stickout



500 Series Roller
Profile Rail

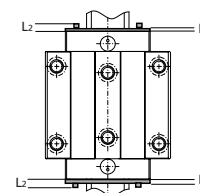


Metal Scraper

532 ZZ

Size	Part Number	L1 (mm)	L2 (mm)	Weight (kg)
25.	532ZZ25.	1.5.	4.	0.011
35.	532ZZ35.	1.5.	4.	0.022
45.	532ZZ45.	1.5.	4.	0.034
55.	532ZZ55.	1.5.	4.	0.044
65.	532ZZ65.	1.5.	4.	0.078

L1.=.scraper.thickness, L2.=.max..screw.head.stickout

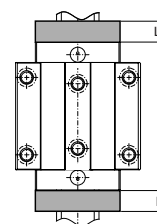


Oil Reservoir

532 OW

Size	Lubrication Plate	L1 (mm)	Weight (kg)
25.	532OW25.	12.7.	0.013
35.	532OW35.	16.7.	0.032
45.	532OW45.	19.	0.056
55.	532OW55.	22.	0.103
65.	532OW65.	25.2.	0.179

L1.=lubrication.plate.thickness, screw.heads.are.recessed.in.plate



When using a combination of different plates, add the cumulative thickness of the plates to get an accurate overall carriage length.

Example:

512 Size 45 carriage with 532 OW and 532 WR modular seals on both sides:

Carriage Length (L)	= 137.5
532 OW L1 x 2	= 19 x 2
532 WR L1 x 2	= 7 x 2
532 WR L2 x 2	= 4 x 2
Total Length	= 193.5 mm

511 Size 35 carriage with 531OW modular seal on both sides and 531VR modular seals on one side:

Carriage Length (L)	= 109
532 OW L1 x 2	= 16.7 x 2
532 VR L1 x 1	= 7 x 1
532 VR L2 x 1	= 4 x 1
Total Length	= 153.4 mm

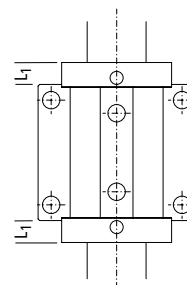
Each modular accessory is supplied with the proper screws to install them over the end cap. When combinations of modular seals are used, longer screws may be required. The following sizes are available from our stock.

**Replacement End Cap
532EC**



Size	Replacement Front Plate	L1 (mm)	Weight (kg)
25.	532EC25.	10.5.	0.006
35.	532EC35.	14.5.	0.022
45.	532EC45.	16.75.	0.038
55.	532EC55.	21.75.	0.057
65.	532EC65.	25.	0.089

L1=Front Plate thickness, screw heads are recessed in plate



Bellows Dimensional Information

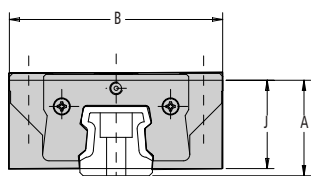
Bellows are available in three styles:

532 BB. "Low Profile". with outside dimensions that do not exceed the carriage, constructed of polyurethane coated polyester, maximum ambient temperature of 80°C (175°F).

532 BC. "High Compression". constructed of a spark resistant Teflon[®] coated fiberglass and designed to allow for higher compression, maximum ambient temperature exceeds maximum bearing peak temperatures.

532 BW. "Walk On". capable of handling the harshest environments with a 90 kg load bearing capacity.

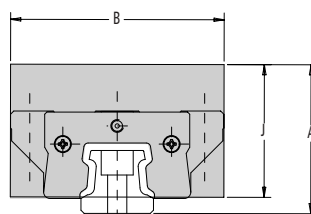
The bellows can be easily installed in conjunction with the other optional modular seals providing you with an easy upgrade to the standard seal. Installation is simple and requires little time. Retrofitting is possible. The rail ends have to be drilled for the attachment of the bellows clip adapter plate, 532.CR. These can be easily installed on-site in the field or can be supplied from the factory.



532 BB "Profile" Bellows

Size	Part No.	B	J	A	CR
25.	532.BB25.	47.	30.5.	36.	0.17
35.	532.BB35.	70.	41.3.	47.5.	0.15
45.	532.BB45.	81.	51.	59.	0.15
55.	532.BB55.	99.	58.	69.	0.10
65.	532.BB65.	109.	65.	79.	0.10

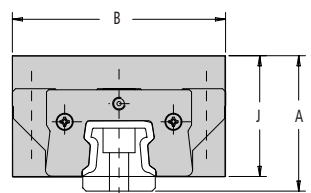
Customer to specify extended length at time of order, see page 111 for how to calculate.



532 BC "High Compression" Bellows

Size	Part No.	B	J	A	CR
25.	532.BC25.	67.	40.5.	46.	0.10
35.	532.BC35.	90.	51.3.	57.5.	0.07
45.	532.BC45.	101.	61.	69.	0.07
55.	532.BC55.	119.	68.	79.	0.06
65.	532.BC65.	129.	75.	89.	0.06

Customer to specify extended length at time of order, see page 111 for how to calculate.



532 BW "Walk On" Bellows

Size	Part No.	B	J	A	CR
25.	532.BW25.	57.	35.5.	41.	0.19
35.	532.BW35.	77.	42.	48.2.	0.19
45.	532.BW45.	101.	53.	61.	0.15
55.	532.BW55.	111.	58.	69.	0.15
65.	532.BW65.	119.	70.	84.	0.15

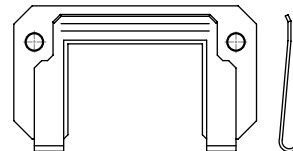
Customer to specify extended length at time of order, see page 111 for how to calculate.

Bellow Clip Adapter Plates

532 CC Carriage Bellow Clips – Attachment Plate

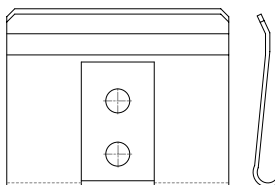
The 532.CC. Carriage. Bellow. Clip.–Attachment. Plate. is. used.to.attach.the.bellows.to.the.carriage.. The.bellows. clip.–adapter.plate.is.made.of.steel.

Size	Part No.
25.	532.CC25
35.	532.CC35
45.	532.CC45
55.	532.CC55
65.	532.CC65

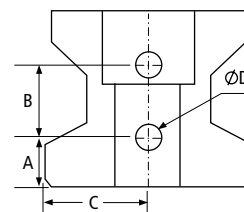


532 CR Rail Bellow Clips – Attachment Plate

The 532.CR. Rail. Bellow. Clip.–Attachment. Plate. is. used. to. attach. the. bellows. to. the. rail.. The. attaching. holes. can. be. drilled. in. the. end. of. the. rail. if. retrofitting. or. can. be. supplied. from. the. factory.. The. bellows. clip.–adapter. plate.is.made.of.steel.



Size	Part No.	Rail Machining Detail					Screw¹				MinY²
		A	B	C	Depth Min	Depth Max	Size	Pitch	Length	Type	
25.	532.CR25.	7.24.	10	11.50.	7.7	9.70	M4	0.70	10.00	Button Head.Cap Screw	12.
35.	532.CR35.	11.00.		17.00.							20
45.	532.CR45.	15.01.		22.50.							22
55.	532.CR55.	18.01.		26.50.							24
65.	532.CR65.	24.00.		31.50.							28



All.dimensions.in.mm.

1.. Two.screws.are.supplied.with.each.Rail.Bellow.Clip..

2.. Min.Y.dimension.to.ensure.drill.depth.does.not.break.through.rail.mounting.hole.

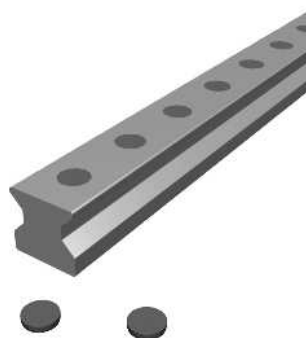
500 Series Roller Rail Information



Maintenance and Installation Tools & Accessories: Assembly Rail – 532 MT

An assembly rail is required when the carriage must be removed from the rail and then reinstalled during the installation. It is recommended to leave the carriage on the assembly rail to protect the rollers against contact. The carriage can be tightened. The assembly rail is made of plastic.

Size	Standard Rail Part Number	Length (mm)	Weight (kg)
25.	532.MT25.	145.	0.062
35.	532.MT35.	185.	0.152
45.	532.MT45.	230.	0.317
55.	532.MT55.	265.	0.525
65.	532.MT65.	320.	0.914



Standard Rail Plugs and Tape

HP plastic plugs

Size	Part Number	Qty per pack	Weight (kg)
25.	532.HP25.	25.	.007
35.	532.HP35.	25.	.014
45.	532.HP45.	25.	.025
55.	532.HP55.	25.	.047
65.	532.HP65.	25.	.053



HB brass plugs

Size	Part Number	Qty per pack	Weight (kg)
25.	532.HB.25.	1.	.002
35.	532.HB.35.	1.	.005
45.	532.HB.45.	1.	.008
55.	532.HB.55.	1.	.011
65.	532.HB.65.	1.	.013



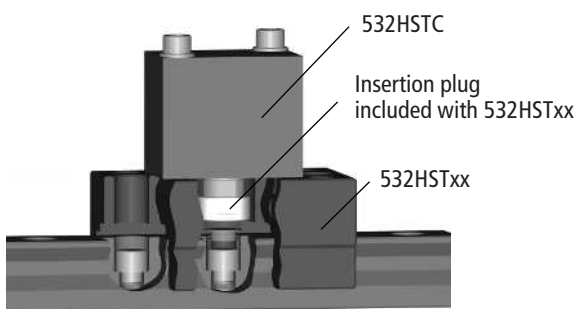
HS two-piece stainless steel plugs

Size	Part Number	Qty per pack	Weight (kg)
25.	532.HS.25.	1.set.	.003
35.	532.HS.35.	1.set.	.008
45.	532.HS.45.	1.set.	.012
55.	532.HS.55.	1.set.	.019
65.	532.HS.65.	1.set.	.026

Mylar tape

Size	Part Number	Length
25.	532.RT.25.	3.m
35.	532.RT.35.	3.m
45.	532.RT.45.	3.m
55.	532.RT.55.	3.m
65.	532.RT.65.	3.m

HST Stainless Steel and Brass installation tool



Sliding Block with insertion plug	Weight (kg)
532.HST.25..For.size.25.rail.	2.0
532.HST.35..For.size.35.rail..	3.5
532.HST.45..For.size.45.rail..	3.9
532.HST.55..For.size.55.rail.	5.4
532.HST.65..For.size.65.rail.	6.5
Hydraulic cylinder (for all sizes)	Weight (kg)
532.HSTC ¹ .	0.53

1.. Hydraulic fitting, size, 1/4" -18.NPT., max. pressure. 120x103.hPa. (120.bar).

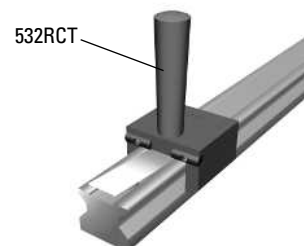
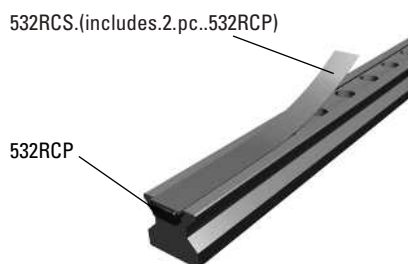
Optional 500 Series Rail with Stainless Steel Cover Strip

	Rail Coverstrip End Caps	Mounting Tool	Replacement End Caps	Standard Coverstrip Rail	Coverstrip Width (mm)	Max Single PC Length (mm)
. Size.	Part.Number ¹ .	Part.Number ² .	Part.Number ² .	Part.Number ³ .		
. 25.	532RCS25.	532RCT25.	532RCP25.	522P25C.	15.	6000
. 35.	532RCS35.	532RCT35.	532RCP35.	522P35C.	19.	6000
. 45.	532RCS45.	532RCT45.	532RCP45.	522P45C.	25.	6000
. 55.	532RCS55.	532RCT55.	532RCP55.	522P55C.	28.5.	6000
. 65.	532RCS65.	532RCT65.	532RCP65.	522P65C.	32.	6000

1.. Customer to specify length of rail to be used on at time of order.. Delivered piece will be 2.to 3.5.mm longer in order to properly install and fit end caps.

2.. Two end caps are supplied with each piece of 532RCS ordered.

3.. P. grade accuracy shown for example purposes, S. and U. grade accuracy are available.



Accuracy Class

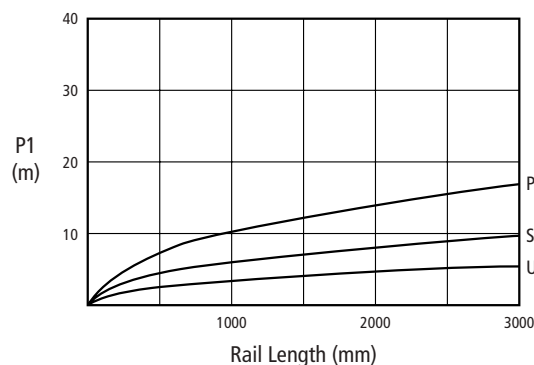
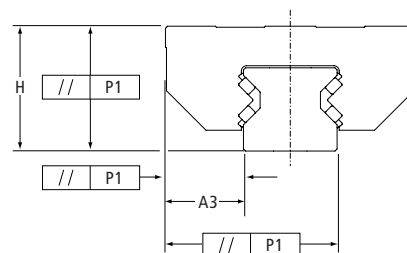
Three tolerances describe the accuracy of a Profile Rail bearing: Running Parallelism, Pair Variation, and Assembly accuracy. These are measured from the rail base to the center of the carriage top (H), and from the rail reference edge to the center of the carriage reference edge (A3) (Figure.1).

Running Parallelism describes the tolerance on H and A3 as a function of axial travel, measured from one carriage down the length of the rail (Figure.2). This is analogous to straightness of travel. As such, parallelism describes attributes of the rail only.

Assembly Accuracy [Table. 1] describes the tolerance on H and A3 as a function of a carriage-rail assembly, measured from the nominal dimensions.

Pair Variation [Table.1] describes tolerance on H and A3 as a function of carriages at the same position on a common rail. Pair variation describes carriage precision only.

The accuracy class selected will partially determine the accuracy of the system. Other factors such as mounting, surface flatness and straightness also significantly affect system accuracy.



Tolerances

	Accuracy Class		
	P - Precision	S - Super Precision	U - Ultra Precision
Assembly Accuracy Tolerance, on dimension H and A3. (measured at middle of carriage, at any point along rail)	±20.	±10.	±5.
Pair Variation Max. variation in dimensions H and A3 measured on multiple carriages mounted on the same rail (measured at the middle of carriage at same position on rail)	10.	5.	3.
Running Parallelism.	40.	20.	10

All values in μm

Preload

Three Preload classes are available with the 500 Series Roller Profile rail carriages. Preload will minimize elastic deformation caused by external forces resulting in increased rigidity.

Preload Accuracy Combinations

Accuracy Class	Preload		
	0.03C ¹	0.08C ¹	0.13C ¹
P, S, U.	1.	2.	3

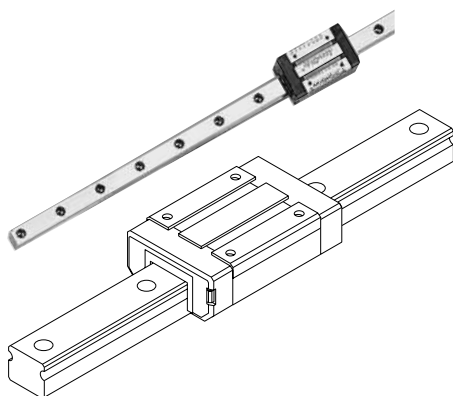
1.. C.=Dynamic load capacity of the bearing

NOTES:



AccuMini Linear Ball Guides

Ultra compact, high roll moment capacity



Thomson AccuMini Linear Ball Guides offer:

- A ball control design for smooth, quiet, low friction at high speeds
- A full length integral wiper which protects important bearing from contaminants... effective system life is maximized
- A Gothic design, which provides high roll moment capacity... a requirement for stand-alone applications
- A resistant, engineered polymer retainer which reduces system inertia noise

Part Number Description and Specification

AccuMini Assembly									
1 AD 10 AA A H LXXXX Y= (See Note 1 Below) -XXX									
# of Carriages Per Rail	1	AD	10	AA	A	H	LXXXX	Y=	(See Note 1 Below)
AccuMini Assembly									Length
Size: 10, 15, 20									
Style	AA	Description	Standard	Preload Designation	A.	Description	Clearance		
					B.		Approx. 0.03.C	Accuracy Class	
								H.=High.	P.=Precision
								Options	
								-A	Armoloy Plating
								-LDS	Low Drag Seal
								-Mxx	Special Option

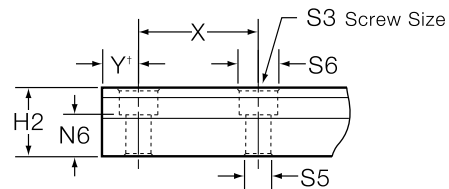
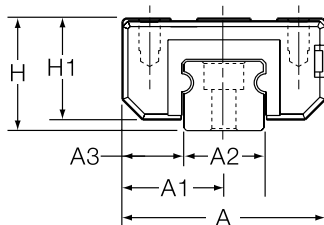
AccuMini Carriage Only									
CD 10 AA A H -XXX									
AccuMini Carriage	CD	10	AA	A	H	-XXX			
Size: 10, 15, 20									
Style	AA	Description	Standard	Preload Designation	A.	Description	Clearance		
					B.		Approx. 0.03.C	Accuracy Class	
								H.=High.	P.=Precision
								Options	
								-A	Armoloy Plating
								-LDS	Low Drag Seal
								-Mxx	Special Option

AccuMini Rail Only									
RD 10 H LXXXX Y= (See Note 1 Below)									
AccuMini Rail	RD	10	H	LXXXX	Y=	(See Note 1 Below)			
Size: 10, 15, 20									Length
								Accuracy Class	
								H.=High.	P.=Precision

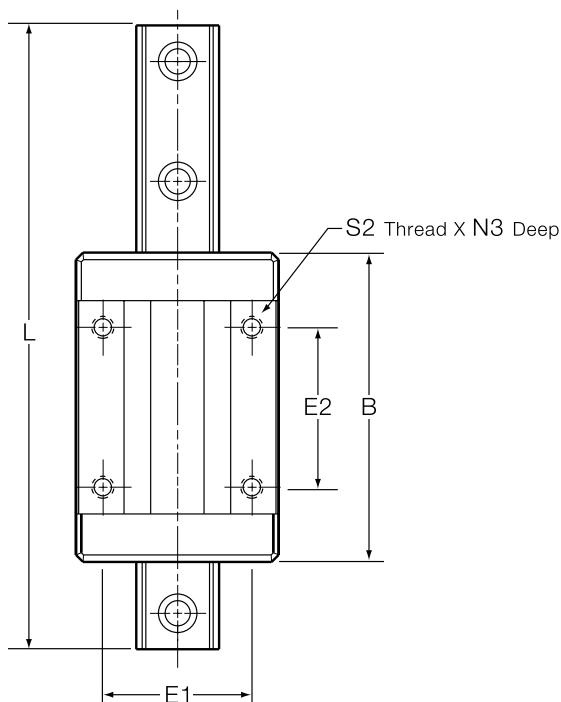
1.. Y=Distance from end of rail to center of 1st mounting hole

AccuMini

(Miniature Series)
Low Profile, Compact Design



1.. "Y" dimension will be equal on both ends unless specified by customer.

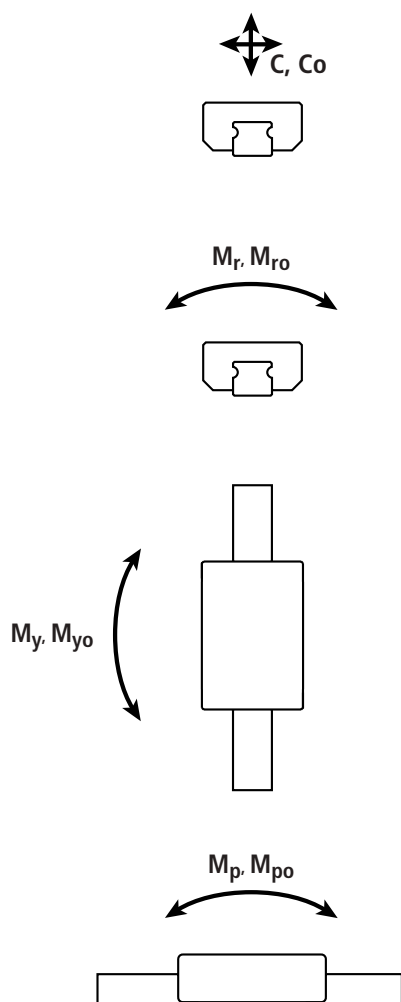


NOTE:

The AccuMini linear guide series carriages do not have retained balls. Removing the carriage from the rail without an arbor will result in the balls falling out.

AccuMini Linear Guide Series

(mm)														
Size	A	A1	A2	A3	H	H1	H2	B	E1	E2	S2	S3	S5	S6
10.	26.	13.	10.	8.	15.	13.	9.	40.	17.	20.	M2,5.	M2,5.	3	5,5
15.	38.	19.	15.	11,5.	21.	19.	13.	58.	28.	30.	M4.	M4.	4,5.	8
.20.	50.	25.	20.	15.	28.	25,6.	18.	76.	37.	40.	M5.	M5.	5,5.	9,5



Dynamic Load and Moment Ratings

C = Dynamic load rating

M_p = Dynamic pitch moment rating

M_r = Dynamic roll moment rating

M_y = Dynamic yaw moment rating

The dynamic load and moment ratings are based upon a 100 km travel life. In order to compare with bearings rated for 50 km, divide the dynamic capacity of the bearing rated for 50 km by 1.26.

Static Load and Moment Capacities

Co = Static load capacity

M_{po} = Static pitch moment capacity

M_{ro} = Static roll moment capacity

M_{yo} = Static yaw moment capacity

The static load and moment capacities are the maximum radial load and moment load that should be applied to the bearing while there is no relative motion between the carriage and rail.

Bearing Travel Life Comparison

$$L = (C/F)^3 \times 100 \text{ km}$$

where:

L = travel life, km

C = dynamic load rating, N

F = applied dynamic load, N

$$C_{min} = F \left(\frac{L}{100} \right)^{1/3}$$

where:

C_{min} = minimum required

dynamic load rating, N

F = applied dynamic load, N

L = required travel life, km

Operating Parameters

Maximum Velocity = 3 m/s

Maximum Acceleration = 50 m/s²

Maximum Temperature = 80 °C

AccuMini Series

(mm)					Load Rating	N (lbf)	Moment Rating				MASS Carriage Rail	
Size	N3	N6	X	L _{max} †	C(@100 km)	C _o	M _p , M _y	M _{po} , M _{yo}	M _r	M _{ro}	kg	kg/m
10	4,5	5,5	25	1500	2820 (635)	5300 (1,190)	10 (7)	20 (15)	15 (11)	28 (21)	0,045	0,65
15	6	7,5	40	1500	6375 (1,430)	15200 (3,420)	35 (26)	66 (49)	51 (38)	96 (71)	0,141	1,42
20	8	9,5	60	3000	11870 (2,670)	23000 (5,170)	75 (55)	140 (105)	125 (92)	235 (175)z	0,345	2,55

†. Maximum rail length in one section. Multiple sections can be butt jointed together for longer lengths.

Figure 1 - Dimensions H and A3

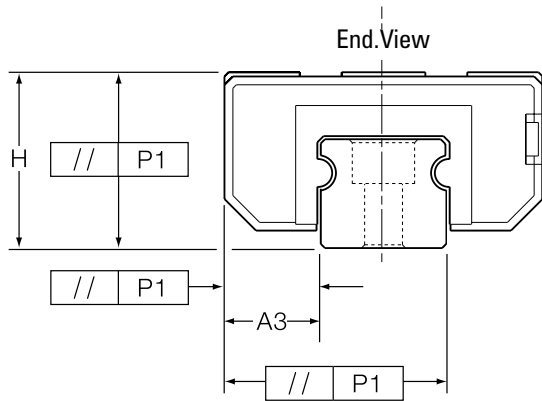


Figure 2 - Running Parallelism

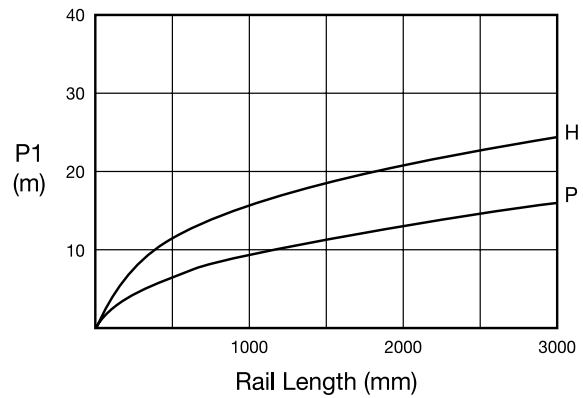


Table 1 - Tolerances (μm)

	Accuracy Classes	
	H High	P Precision
1..Dim..H.and.A3.(measured..at.middle.of.carriage.at.any.point.along.rail)	±40.	±20.
2..Max.variation.in.dimensions..H.and.A3.measured.on..multiple.carriages.mounted.on.the.same.rail.(measured.at.middle.of.carriage.at.same.position.on.rail)	15.	7.
3..Parallelism..(applies.to.the.system).	See.Figures.1.and.2	

Table 2 - Preload/Accuracy Combinations

Accuracy Class.	Preload	
	Clearance. up.to. 10.μm.	Light approximately 0,03.C*
P.	—	B
H.	A.	B

*. Where.C=Dynamic.Load.Rating

Table 3 - Calculations

To.determine.proper.carriage.size:	To.determine.travel.life:
$C_{min} = F \cdot \left(\frac{L}{100} \right)^{1/3}$	$L = \left(\frac{C}{F} \right)^3 \cdot 100$
C_{min} = minimum.required.dynamic.load.capacity.of.carriage.(N)	L = normal.travel.life.(km)
F = equivalent.load.on.carriage.(N)	C = rated.dynamic.load.capacity..of.carriage.(N)
L = required.travel.life.(km)	F = equivalent.load.on.carriage.(N)

Table 4 - Conversions

$1 \text{ lb}_f = 4,448 \text{ N}$
$1 \text{ kg}_f = 9,8 \text{ N}$
$1 \text{ km} = 39,370 \text{ inches}$
$1 \text{ Nm} = 0.7376 \text{ lb}_f \cdot \text{ft}$

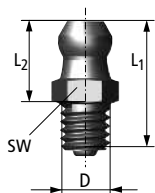
Operating Parameters

Maximum Velocity = 3.m/s

Maximum Acceleration = 50.m/s²

Maximum Temperature = 80°C

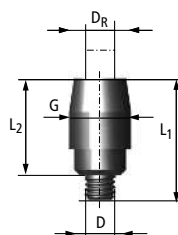
Lubrication Fittings

**530LN**

Hydraulic-type.lubricating.nipple,.
straight.
530BF6=2.5.mm/530BF8.=4mm

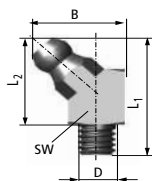
D	L ₁	L ₂	SW
M6.	16.	10.5.	7.

*. Note.: 1.pc.included.with.each.carriage

**530LA3**

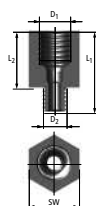
Straight.screw-in.connection.M3
For.tubing.with.ext.diameter.D_R.=.3.mm

D	ØG	L ₁	L ₂
M3.	6.	12.	9.5.

**530LN45**

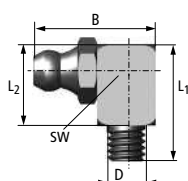
Hydraulic-type.lubricating.nipple,.
45°.angle

D	L ₁	L ₂	B	SW
M6.	21.	15.5.	15.	9

**530LA... Adapter**

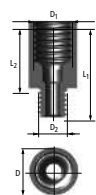
Adapter.with.hexagon.insert.bit
For.tubing.with.ext.diameter.=.4.mm

PIN	D ₁	D ₂	L ₁	L ₂
530LA4.	G1/8.	M6.	20.	14
530LA5...	M8x1".	M6.	20.	14

**530LN90**

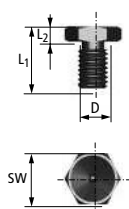
Hydraulic-type.lubricating.nipple,.
90°.angle

D	L ₁	L ₂	B	SW
M6.	18.	12.5.	19.	9

**530LA6**

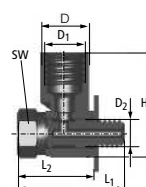
Adapter,.external.round
For.tubing.with.ext.diameter.=.4.mm

D ₁	D ₂	L ₁	L ₂	Ø
M8X1".	M6.	20.	14.	10

**530LF3**

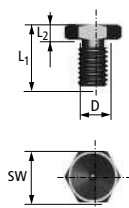
Funnel.type.lubricating.nipple.M3

D	L ₁	L ₂	SW
M3.	6.6.	1.6.	5.

**530BF... Banjo Fittings**

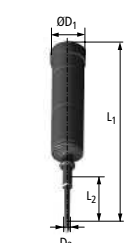
For.tubing.with.ext.diameter
530BF6=2.5.mm/530BF8.=4mm

P/N	D ₁	D ₂	L ₁	L ₂	H
. 530BF6.	M6x0.75.	M6.	22.	16.	18
. 530BF8.	M8x1.	M6.	22.	15.5.	22

**530LF6**

Funnel.type.lubricating.nipple.M6

D	L ₁	L ₂	SW
M6.	9.5.	3.	7

**530LG.**

Grease.gun.for.funnel.type.
lubricating.nipple.M3

L ₁	L ₂	ØD ₁	ØD ₂
. 210.	55.	34.	5.5

**530LGA... Grease Gun Extension**

Grease.gun.extension,.for.lubricating.
530LF3.and.530LF6.funnel.type.
lubricating.nipples

P/N	L	D	Manu	Manu P/N
. 530GLA1..3".	. Lincoln.Industrial.	5803		
. 539GLA2..6".	. Lincoln.Industrial.	5806		

NOTES:



Installation Guidelines for 500 Series Ball, Roller, and AccuMini

Figure 1

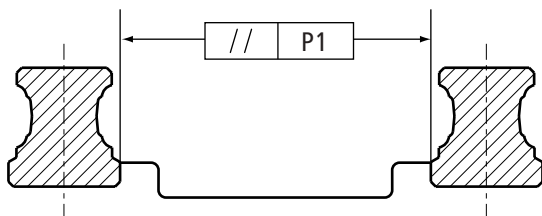


Table 1. Parallelism Between Multiple Rails, mm

Preload				
Bearing Type	Clearance	0,03 C [†]	0,08 C [†]	0,13 C [†]
500.Series.Ball.Linear.Guide				
15.	.015.	.010.	.007.	.003
20..	.017.	.012.	.008.	.004
25..	.024.	.016.	.010.	.005
30..	.024.	.016.	.010.	.005
35..	.032.	.021.	.014.	.008
45..	.036.	.024.	.016.	.009
500.Series.Roller.Linear.Guide				
25.	—.	.016.	.010.	.005
35.	—.	.021.	.014.	.008
45.	—.	.024.	.016.	.009
55.	—.	.026.	.017.	.01
65.	—.	.028.	.018.	.011
AccuMini.Linear.Guide				
10..	.009..	.004..	—.	—
15..	.011..	.006..	—.	—
20..	.013..	.008..	—.	—

[†] Where C = Dynamic Load Capacity

Surface Preparation

ProfileRail* bearings are generally mounted to structures that are inherently stiffer than the rail. For this reason, the bearings tend to assume the orientation of the surfaces to which they are fastened, through bearing deflection. When a deflection is imposed upon a bearing, especially a preloaded one, resultant forces occur. These forces are transferred to the rolling elements and races, potentially resulting in an increase in system friction and a decrease in system resolution, precision and life.

Various sources can contribute to the overall error of the mounting surfaces. These include the surface flatness of the base surfaces, the location and parallelism of the reference surfaces, and the attendant errors of the bearing as described within the accuracy classes.

The surfaces that contact the base and reference edges may be milled, scraped, ground, or prepared by any other method that will produce a flat mounting surface free of inconsistencies, which would tend to distort or skew the bearing. A simple stone may be used to remove high spots. Dirt and debris should be cleaned off, as they could contribute to the inaccuracies.

Associated with preload is a slight potential concavity of the carriage top surface. The preload is established when all the carriage screws are affixed to a planar surface, flattening the carriage base. Deviations affecting the planarity of the carriage mounting surface could result in a preload change.

Mounting Tolerances

The tolerances found in Tables 1–3 are intended to provide an installation for which the associated derating is negligible. These specifications are based upon the assumption that the structures of the application are infinitely rigid and are of consideration for the bearing reactions only.

Rail Parallelism (See Figure 1)

A variation in the distance between the rails will induce a shear or side load on the bearings.

In order to minimize the effect of this shear load, tolerances for rail reference edge parallelism may be found in Table 1.

Figure 2

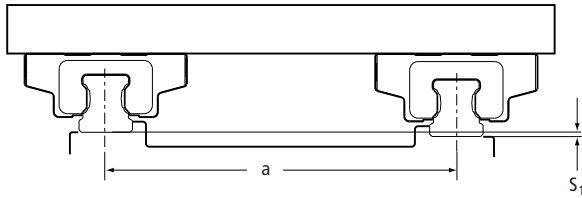


Table 2. Allowable Vertical Offsets Between Rails (S_1/a)

Bearing Type	Preload			
	Clearance	0,03 C [†]	0,08 C [†]	0,13 C [†]
.500.Series.Ball.	0,0006.	0,0004.	0,0003.	0,0002
.500.Series.Roller.	—.	0,0007.	0,0005.	0,0004
AccuMini.Linear.Guide.	0,0006.	0,0004.	—.	—

[†]Where.C=Dynamic.Load.Capacity

Figure 3

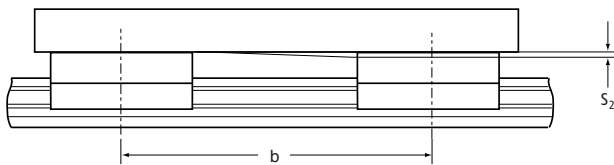


Figure 4

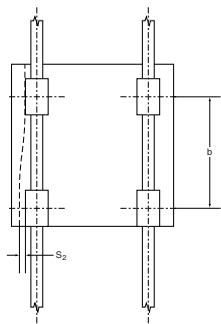


Figure 5. Shoulder Heights and Corner Radii

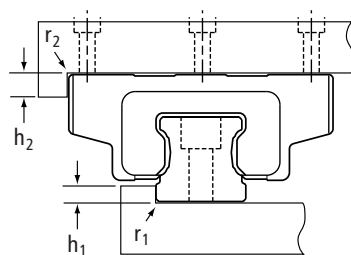


Table 3. Allowable Carriage Offsets (S_2/b)

Clearance	Preload		
	0,03 C [†]	0,08 C [†]	0,13 C [†]
0,00006.	0,00005.	0,00004.	0,00003

[†]. Where.C=Dynamic.Load.Capacity

Rail Vertical Offset (See Figure 2)

A vertical offset of the rails across the axis will induce a roll moment onto the carriages.

To minimize the effect of this roll moment, tolerances for the vertical offset may be found in Table 2. This tolerance describes the attributes of the mounting surface, perpendicular to the rail axis.

Vertical Carriage Offset (See Figure 3)

A vertical offset between fore and aft carriages will induce a pitch moment on the bearings.

Lateral Carriage Offset (See Figure 4)

A lateral offset of the carriage reference edges will induce a yaw moment.

In order to minimize the effects of these pitch and yaw moments, tolerances may be found in Table 3. This tolerance describes the attributes of the mounting surface, parallel to the rail axis, and the reference edge straightness.

NOTE: All mounting tolerances should be inclusive of the H and A3 tolerances. Thus, a lower accuracy class bearing may require a more accurate installation.

Mounting Hole Tolerances

The positional tolerance between the through holes in the rails is 0.5 mm.

The positional tolerance of the first rail mounting hole, dimensioned from the datum end (called the "Y-dimension"), is ±1.0 mm.

The overall rail length tolerance is ±2.0 mm.

The positional tolerance between the mounting holes in the carriages is 0.2 mm.

Reference Edge Specifications

The maximum shoulder heights and corner radii are listed in Table 4.

Table 4. Shoulder heights and corner radii, mm

Guide Type	Rail		Carriage	
	h1 max	r1 max	h2	r2 max
500.Series.Ball.Linear.Guide				
.. 15.	3.5.	.8.	3.5.	.6
.. 20.	4.	.9.	4.	.9
.. 25.	5.	1.1.	5.	1.1
.. 30.	5.5.	1.3.	5.5.	1.3
.. 35.	6.	1.3.	6.	1.3
.. 45.	8.	1.3.	8.	1.3
500.Series.Roller.Linear.Guide				
.. 25.	5.	.8.	5.	.8
.. 35.	6.	.8.	6.	.8
.. 45.	8.	.8.	8.	.8
.. 55.	10.	1.2.	10.	1.2
.. 65.	10.	1.5.	10.	1.5
AccuMini.Linear.Guide				
.. 10.	1.75.	0.4.	3.5.	0.4
.. 15.	1.75.	0.4.	5.	0.4
.. 20.	2.	0.5.	7.	0.5.

Table 5. Recommended Bolt Tightening Torque, Nm

Bolt Size	Class 8.8	Class 12.9
M2.5.	0.7.	1.2
M4.	2.8.	4.6
M5.	5.7.	9.5
M6.	9.5.	16
M8.	23.	39
M10.	46.	77
M12.	80.	135
M14.	129.	215
M16.	198.	330

Installation Procedure

Clean. and. inspect. all. mating. surfaces. for. burrs,. nicks,. dirt,. etc.. A. simple. stone. can. be. used. to. remove. minor. imperfections.in.the.mounting.surfaces.

Note : T-Series.is.not.as.sensitive.to.imperfections.of.the.mounting.surface.

Rail Mounting

1..Carefully.place.the.rail.on.the.mounting.surface.

2..Insert. screws. into. the. mounting. holes. and. tighten. lightly.

3..Clamp.the.reference.edge.of.the.rail.against.a.locating.edge.on.the.mounting.surface.

. The.locating.edge.can.be.a.machined.reference.edge,. a.straight.edge,.a.row.of.dowels.or.keys,.or.some.other.edge.which.the.rail.can.be.clamped.against..It.should.be.straight,.either.within.the.mounting.tolerances.shown.in.Table.3.or.according.to.the.application.requirements,. whichever.is.tighter.

4..Starting.from.the.center.of.the.rail.moving.outwards,. tighten. each. screw. to. the. recommended. tightening. torque.in.Table.5.

5..If.parallel.rails.are.to.be.used,. one.of.the.following.methods.may.be.employed.to.obtain.the.parallelism.recommended.in.Table.1:

- . a.two.parallel.locating.edges
- . b.a.gage.block.or.parallel.between.the.rails
- . c.the.use.of.the.top.plate.with.the.carriages.mounted,. to.locate.or."float".the.second.rail.into.place.

6..Repeat.steps.1–4.to.install.the.second.rail.

7..Insert.a.rail.plugin.into.each.counterbore.in.the.rail.. Carefully.tap.rail.plugins.into.place.using.a.soft.material.such.as.brass.or.wood..When.properly.installed,.the.rail.plugins.should.be.flush.with.the.top.surface.of.the.rail.. Do.not.countersink.the.rail.plugins.

. **Note** : Rail.plugins.are.available.and.are.shipped.with.all.rails.except.for.the.AccuGlide*. Miniature.Linear.Guide.size.10.

8..If.desired,.rail.tape.can.then.be.applied.to.the.top.of.the.rail.. For.sizes.35.and.below,.the.rail.tape.may.be.used.without.the.rail.plugins.

Figure 6. Butt jointed rails

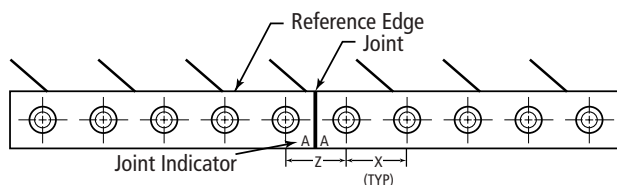
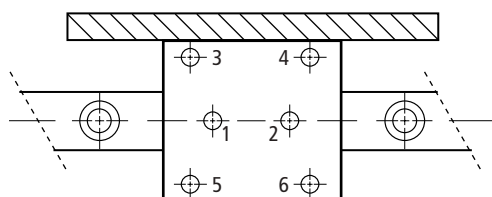


Figure 7. Recommended Tightening Sequence



Butt Joints

For rails longer than the longest length available in one piece, a butt joint is required. A butt joint is formed by butting the end of two matched rails together. The ends of rails to be butt jointed are specially machined and marked with same letter (A, B, C, etc.).

We strongly recommend the use of a locating edge when using butt jointed rails. This will ensure proper alignment of the raceways across the joint.

500 Series Ball and Roller linear guide rails, the mounting hole spacing across the joint, Z, will be equal to the standard mounting hole spacing, X.

Once mounted, a gap between the ends of the butt jointed rails of 0.5 mm or less is acceptable.

Carriage Mounting

1. Carefully place the table top on the carriages.
 2. Insert the screws into the mounting holes and tighten lightly.
 3. Clamp the reference edge of the carriages to locating edges under the top plate.
- Note:** This is only required if the location of the center of the top plate is critical to the application, or if the top plate is being used to position a second rail parallel.
4. Tighten each screw to the recommended tightening torque in Table 5. For carriages with six mounting screws, the tightening sequence shown in Figure 7 is recommended.
 5. Lubricate bearings.

Note: Extreme care should be taken when mounting the carriages to the rails. Forcing a carriage onto a rail can knock out rolling elements and/or damage the carriage and rail.

For large side forces, hard mounting is recommended to resist any translation. Some methods for hard mounting are the use of tapered gibs, retaining plates, or set screws in combination with machined reference edges. Other methods include the use of an epoxy/replicating material, dowels, and keys. Upon request, carriages and rails can be special machined to accommodate dowels or keys. Consult the factory for details.

Profile Rail Engineering Guide

- Profile Rail Selection
- Technology Overview
- Sizing & Defining Guide Characteristics
- Applied Loading Calculations
- Load Ratings: Rolling Element Guides Sliding Contact Guides
- Preloading & Linear Guide Deflection
- Actuation Force
- Lubrication
- Bellow Cover Length Calculations
- Butt Joint Fax-back Worksheet
- Conversion Table



$$\begin{aligned} T_A &= T_J + T_F + T_g + T_e \text{ (N} \cdot \text{m)} \\ T_{cv} &= T_F + T_g + T_e \text{ (N} \cdot \text{m)} \\ T_D &= T_J - T_F - T_g - T_e \text{ (N} \cdot \text{m)} \\ T_H &= -T_F + T_g + T_e \text{ (N} \cdot \text{m)} \end{aligned}$$

$$T_{RMS} = \sqrt{\frac{t_a (T_A)^2 + t_{cv} (T_{cv})^2 + t_d (T_D)^2 + t_h (T_H)^2}{t_a + t_{cv} + t_d + t_h}} \text{ (N} \cdot \text{m)}$$

Profile Rail Selection

The selection of a linear guide can greatly affect machine performance and overall cost. In order to meet the wide variety of demands created by today's applications, proper selection from a broad range of linear guides is required.

For example, selecting a guide with too much rigidity will decrease the allowable installation tolerances, therefore, greatly increasing surface preparation costs. If the mounting surface is not prepared properly, the guide will run rough, and need to be replaced more frequently due to an unexpected reduction in travel life.

Consider all criteria appropriate for the application. Selection criteria include:

- | | |
|------------------------|------------------------|
| • Rigidity | • Envelope |
| • Travel accuracy | • Environment |
| • Travel life | • Cost of Product |
| • Smoothness of travel | • Cost of Installation |
| • Speed & Acceleration | • Cost of Replacement |

Selection of the most appropriate type of guide, should be based on quantitative/qualitative requirements and ranking by importance of the above selection criteria, as well as the following guidelines for the technology available.

Technology Overview

The performance of a linear guide is based upon contact type, rolling element type, inner race geometry (Round Rail and Profile Rail), and other characteristics such as self-aligning capabilities. It is important to recognize that the options available for each characteristic have performance attributes. The selection process should be focused on matching these attributes with the most critical requirements of the application. The following technology guidelines can be used to assist in selecting the most appropriate type of profile rail. For a detailed application analysis, contact Thomson at +44. 1271. 334. 500. or your local Thomson distributor.

Sizing & Defining Guide Characteristics

The following 9 step procedure can be used to select the characteristics necessary to generate the appropriate part number:

1. Determine the load on the most heavily loaded carriage or bearing (see Applied Loading Calculations). Multiply by a safety factor if desired in your application.
2. Determine the minimum required travel life for the application based on the intended duty cycle.
3. Calculate the **Minimum Required Dynamic Load Rating**, C_{min} (see Page 85).
4. Select the size which offers the load rating, C_r , equal to or greater than the minimum required dynamic load rating, C_{min} . Also, consider **Dynamic Load Limit** and **Static Capacities**.
5. If the guide selected offers various preload[†] levels, select a preload based upon the allowable bearing deflection. Contact the factory for detailed deflection information. Some carriage or bearing **Deflection Charts** are provided in this catalog.
6. If the guide selected offers various accuracy classes, select an accuracy class based upon the required travel accuracy.
7. Determine the need for accessories or options.
8. Calculate the guide length based upon the stroke and platen length. Remember to include additional length of accessories (i.e., self-lubricating option) and the stroke reduction caused by the use of bellows, if applicable.
9. Once the above characteristics have been determined, assign the appropriate part number based on the part numbering instructions located in the catalog section corresponding to the linear guide selected.

[†] Choosing a higher preload level will reduce the allowable installation tolerances. For this reason, the minimum preload which meets the applications requirements should be selected. If the highest preload level does not meet the deflection requirements, a larger size may be required.

Applied Loading Calculations

The majority of applications utilize a four carriage or bearing and two rail design for stability. Shown are four typical configurations and calculations for the resultant loads applied to each bearing. Resultant loads are divided into a horizontal and a vertical components, which represent the static or constant velocity condition and account for gravity but not acceleration.

Use the appropriate configuration to determine the horizontal and vertical components of the resultant applied load on the most heavily loaded carriage or bearing. These values will be referred to henceforth as FH & FV, respectively.

Terms:

- d_0 = distance between centerlines of carriages or bearings (in) or (mm)
- d_1 = distance between centerlines of rails (in) or (mm)
- d_2 = distance from centerline of carriage or bearing to load action point (in) or (mm)
- d_3 = distance from centerline of carriage or bearing to load action point (in) or (mm)
- W = Applied Load (lbf) or (N)
- F_{NH} = Horizontal component of resultant applied load with respect to each carriage or bearing (lbf) or (N)
- F_{NV} = Vertical component of resultant applied load with respect to each carriage or bearing (lbf) or (N)

Reminder:

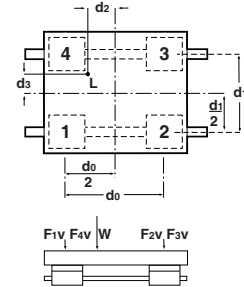
- Be sure to use consistent units (English or metric).
- Be sure to use the appropriate sign (positive or negative).
- A negative number is used when the actual force is in the opposite direction represented by the arrow.

$$F_{1v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{2v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{3v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{4v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$



Horizontal Application I

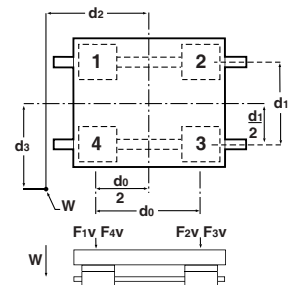
At the time of movement with uniform velocity or at the time of stop.

$$F_{1v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{2v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{3v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{4v} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$



Horizontal Application II

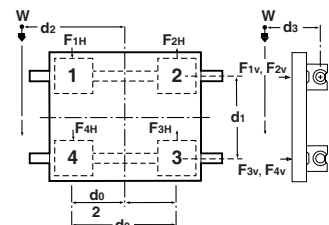
At the time of movement with uniform velocity or at the time of stop.

$$F_{1v} = F_{2v} = - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{3v} = F_{4v} = + \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{1H} = F_{4H} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$

$$F_{2H} = F_{3H} = \frac{W}{4} - \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$



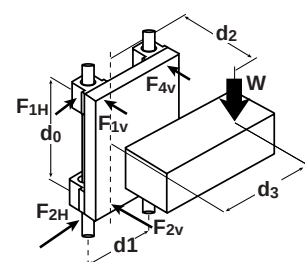
Side Mounted Application

At the time of movement with uniform velocity or at the time of stop.

$$F_{1v} = F_{4v} = - \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$

$$F_{3v} = F_{4v} = + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$

$$F_{1H} = -F_{2H} = -F_{3H} = F_{4H} = \frac{W}{2} \cdot \frac{d_3}{d_0}$$



Vertical Application

At the time of movement with uniform velocity or at the time of stop.
At the time of start & stop, the load varies because of inertia.

Equivalent Applied Load†

An equivalent load is used to consolidate applied load components into one value which can later be used to calculate the minimum required load rating and the expected life of the carriage/bearing selected.

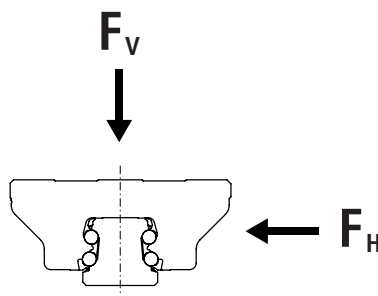
For ProfileRail* Carriages & Closed RoundRail* Bearings:

$$F_{EQ} = F_H + F_V$$

F_{EQ} = Equivalent Load

F_H = Horizontal Component of Resultant Applied Load

F_V = Vertical Component of Resultant Applied Load



For Single Carriage or Single Rail Configurations:

$$F_{EQ} = F_H + F_V + (M/M_C) \times C$$

M = Applied Moment Load

M_C = Dynamic Moment Capacity of Bearing

C = Dynamic Load Capacity of Bearing

For Preloaded Carriages [Only when $F_{EQ} < (3 \times F_p)$]:

Even with no external load applied, a preloaded bearing has a load on the races. A load greater than the externally applied load is present within a bearing with an externally applied load less than the preload end point. In order to calculate the loads on the load sets, the following formulae may be employed:

$$F_{EQ} = F_p + \frac{2}{3} (F_H + F_V)$$

F_p = Initial Preload Force

(i.e., for 'B' Preload Designation $F_p = .03 \times C$)

†. Before calculating F_{EQ} , make sure that neither F_H or F_V exceeds the Dynamic Load Limit of the guide intended for use. (See **Dynamic Load Limit** on Page E7).

‡. The 0.6 value used accounts for a derating factor of the capacity during tensile loading. Therefore, when calculating expected life based on F_{EQ} , the Full Dynamic Load Rating (C) may be used.

Mean Dynamic Load

In applications with loads of varying magnitude, a mean dynamic load should be calculated.

$$F_{EQ} = \sqrt[n]{F_{EQ1}^P \left(\frac{d1}{D}\right) + F_{EQ2}^P \left(\frac{d2}{D}\right) + \dots + F_{EQn}^P \left(\frac{dn}{D}\right)}$$

Where:

$F_{EQ1} \dots F_{EQn}$ = equivalent dynamic load for distances $d1$ through dn

D = total distance of stroke = $d1 + d2 + \dots + dm$

P = 3 (linear guides w/ Ball Type Rolling Elements)
10/3 (linear guides w/ Roller Type Rolling Elements)

Load Ratings for Rolling Element Guides

Dynamic Load Rating, C, and Travel Life

The dynamic load rating, C , is the load at which, when applied, will yield the rated travel life. The rated travel life, L_r , for most linear guides is 100 km for metric products and 4 million inches for inch products (the rated travel life is listed on the page with the dynamic load rating). For a given applied load, P , the dynamic load rating and rated travel life are used to calculate the travel life using the following load/life equation:

$$L = (C/F_{EQ})^n \times L_r$$

Where:

L = calculated travel life

C = dynamic load rating

F_{EQ} = equivalent applied load

n = 3 for ball guides, 10/3 for roller guides

L_r = rated travel life

Some manufacturers dynamic load ratings are based upon a 50 km life. To compare dynamic load ratings for guides with a 50 km rated life with a 100 km life, divide the 50 km dynamic load rating by 1.26.

$$C_{100 \text{ km}} = C_{50 \text{ km}} / 1.26$$

Some types of linear guides do not have the same dynamic load rating in all directions. The dynamic load rating for orthogonal load directions is shown as a percentage of C . It is not necessary to use this percentage of C in the load/life equation provided that the **Equivalent Applied Load Section** has been adhered to, because the calculations for equivalent applied load already account for it.

Calculating the Minimum Required Dynamic Load Rating, C_{min}

The load/life equation above can be rewritten to calculate the minimum required dynamic load rating, which should be selected for a given applied load and minimum required travel life:

$$C_{min} = P(L_m/L_r)^{1/n}$$

Where:

C_{min} = minimum required dynamic load rating

P = applied load

L_m = minimum required travel life

L_r = rated travel life

n = 3 for ball guides, 10/3 for roller guides

Note: Check that the applied load, P , does not exceed the dynamic load limit.

Dynamic Load Limit

The dynamic load limit, is the maximum load which should be applied to the carriage/pillowblock. In some cases, the dynamic load capacity equals the dynamic load rating. In others, a limit shown as a percentage of the dynamic load rating is the maximum load which should be applied. A dynamic load limit less than the dynamic load rating does not derate the life of the guide.

Static Capacities

The static capacities are the maximum loads that should be applied to the bearing while there is no relative motion between the rolling elements and the raceways. The value C_0 is the static load capacity for a radial load acting orthogonal to the axis of travel. The values M_{OL} and M_{OQ} are the static roll, pitch, and yaw moment capacities.

It is important to analyze the application so that shock loads do not exceed these capacities. Exceeding these capacities may permanently deform the rolling elements and raceways. This type of damage will be realized by an increase in friction, noise, and vibration, as well as by an increase in clearance between the carriage and the rail.

For systems experiencing repetitive shock loading less than the static load capacities, the bearing life should be determined by means of fatigue calculations.

Preloading & Linear Guide Deflection

Preload

A. preloaded. bearing. has. a. condition. of. interference. between. the. races. of. the. rails,. the. rolling. elements,. and. the. races. of. the. carriage.

Preloading. decreases. the. deflection. due. to. external. loads.. This. occurs. because. the. contact. reaction. has. already. developed,. eliminating. much. of. the. initial. non-linear. deflection. associated. with. rolling. elements.

The. rolling. element. reactions. within. a. preloaded. bearing. may. be. considered. as. having. two. components.. One. component. acts. in. the. direction. of. external. load,. and. one. component. acts. in. the. opposing. direction. in. order. to. maintain. static. equilibrium.. These. components. are. referred. to. as. load. sets.. As. external. load. is. applied,. one. load. set. increases. in. load,. as. the. opposite. load. set. decreases. in. load.. At. some. point,. the. load. on. the. decreasing. load. set. becomes. zero.. This. point,. at. which. the. preload. is. relieved,. is. called. the. preload. end. point.. Preload. end. typically. occurs. when. the. external. load. is. approximately. three. times. the. preload.

Preload. end. point:

$$F_{ext} = 3F_p$$

where:

F_{ext} = externally. applied. load

F_p = preload

By. definition,. a.. preloaded. bearing,. loaded. beyond. the. pre-load. endpoint,. has. the. same. deflection. characteristics. of. an. unpreloaded. bearing. externally. loaded. to. that. percentage. of. its. dynamic. load. capacity.. A. preload. level. is. assigned. as. a. percentage. of. the. dynamic. load. capacity. of. the. bearing.

Deflection Curves

The. following. pages. contain. deflection. charts. for. the. 500. Series. Profile. Rail. Linear. Guides.. The. charts. shown. are. calculated.. The. calculation. is. based. on. theoretical. conditions. regarding. shape,. position. and. dimension. of. the. balls. and. raceways. of. the. carriage. and. rails. under. the. specified. loading.. The. real. behavior. of. the. carriage. can. vary. slightly. in. the. application. as. a. result. of. base. flatness,. angle. of. loading,. temperature,. etc.

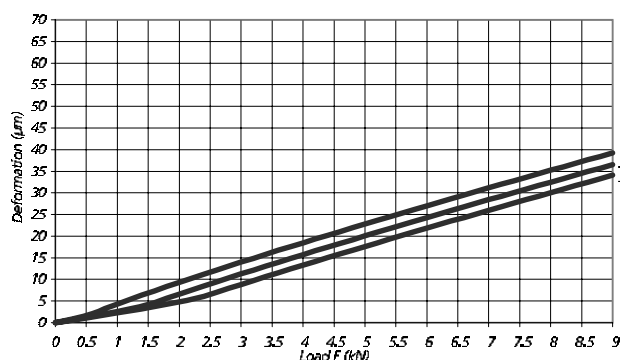
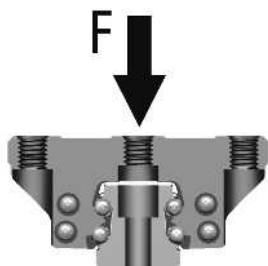
Note. that. the. deflection. decreases. as. the. preload. or. the. bearing. size. increases.

For. deflection. characteristics. of. linear. guide. types. not. shown,. please. contact. Thomson. Application. Engineering. at. +44.1271.334.500.

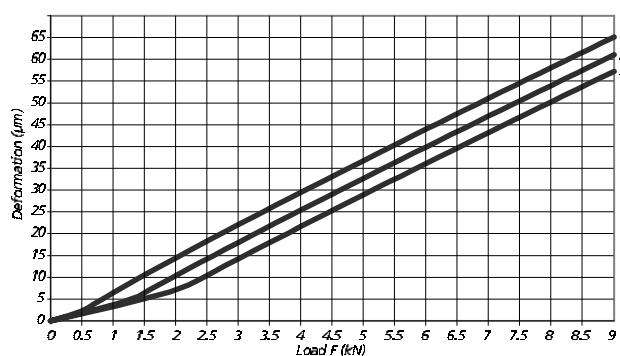
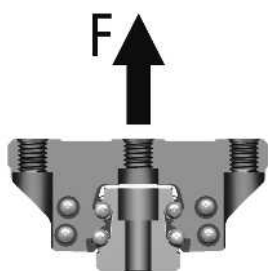
Deflection vs. Applied Load

511 Style A, C, E
Size 15

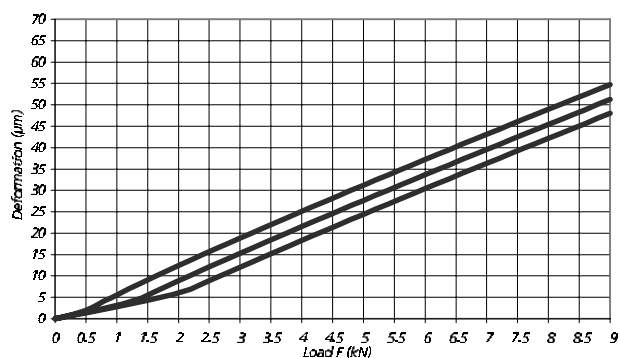
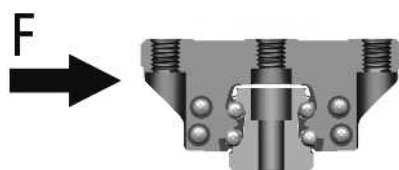
Compressive Load



Tensile Load



Lateral Load

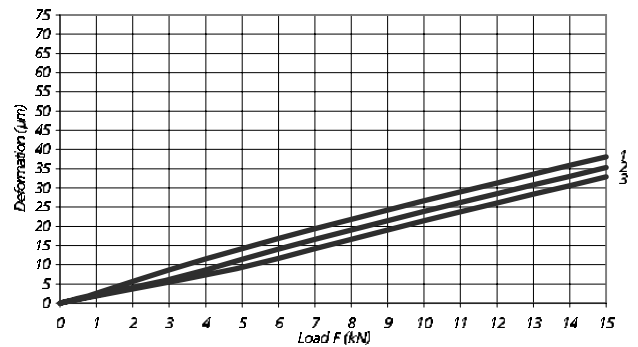
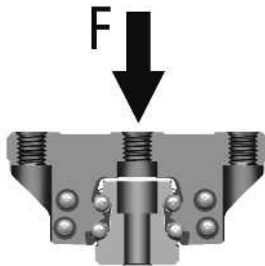


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- 2.. Preload.8%.of.C
- 3.. Preload.13%.of.C
- C. =.Dynamic.load.carrying.capacity

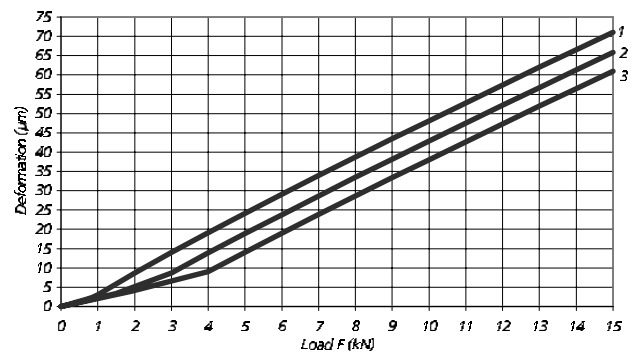
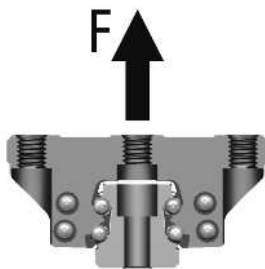
Deflection vs. Applied Load

511 Style A, C, E
Size 20

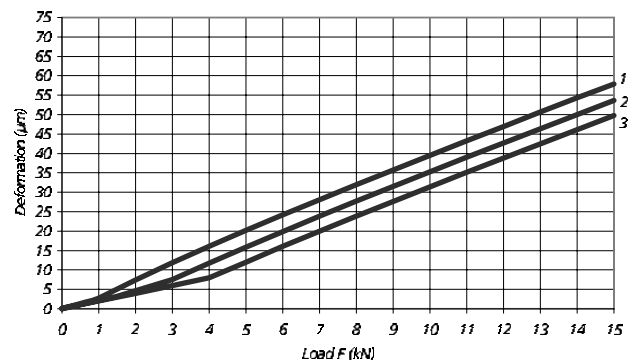
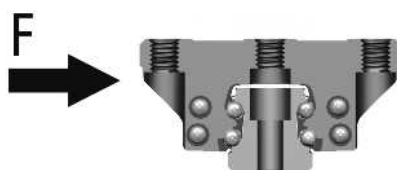
Compressive Load



Tensile Load



Lateral Load

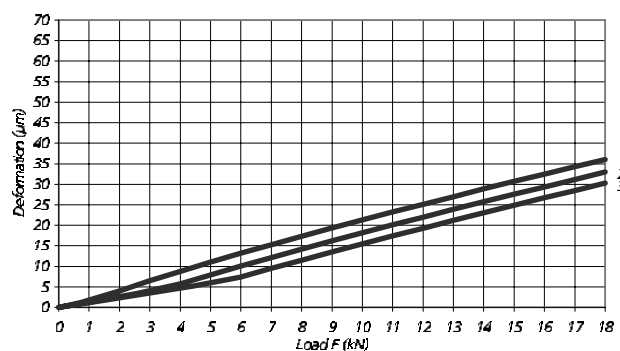
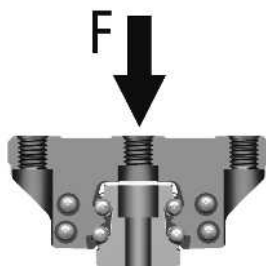


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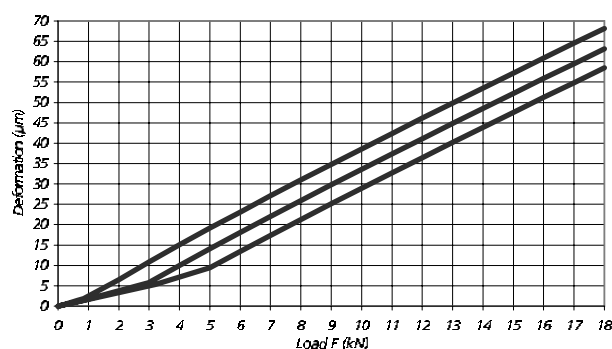
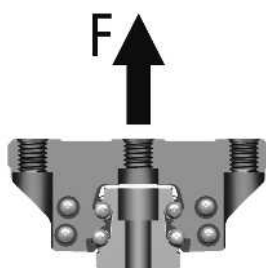
Deflection vs. Applied Load

511 Style B, D, F
Size 20

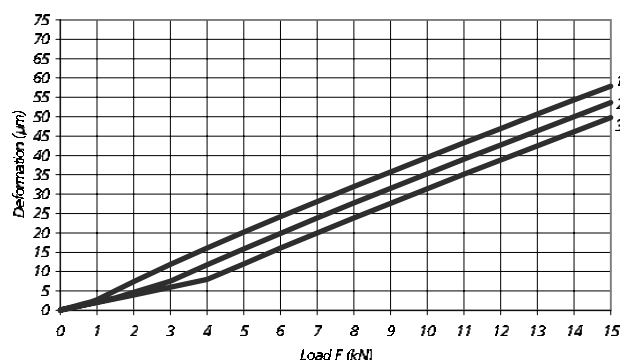
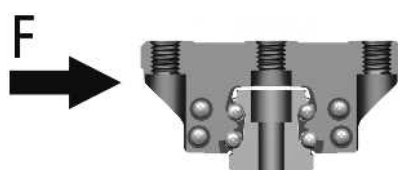
Compressive Load



Tensile Load



Lateral Load

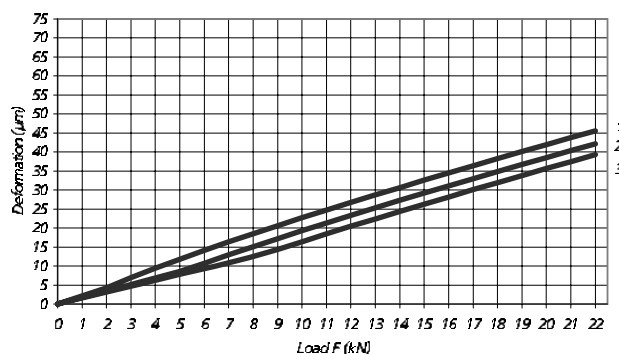
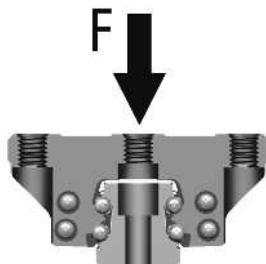


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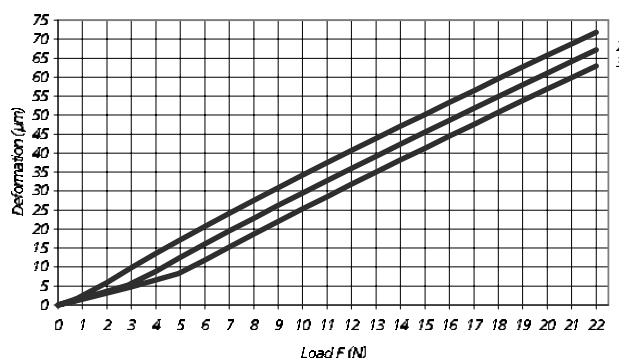
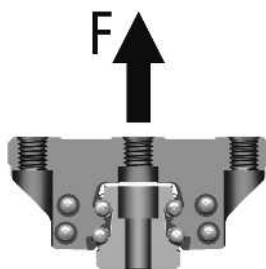
Deflection vs. Applied Load

511 Style A,C,E
Size 25

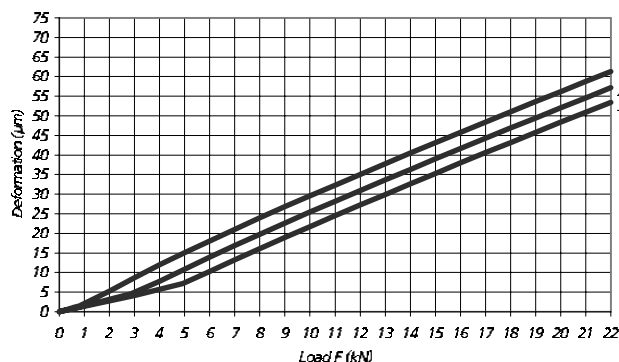
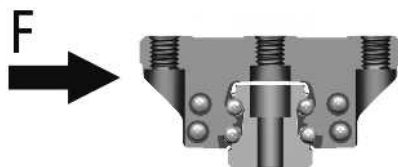
Compressive Load



Tensile Load



Lateral Load

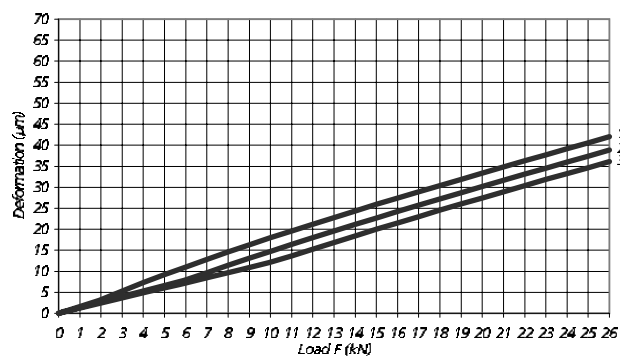
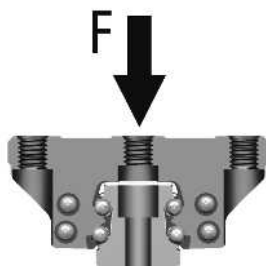


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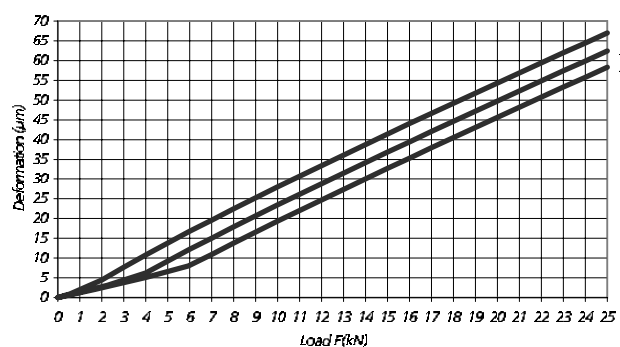
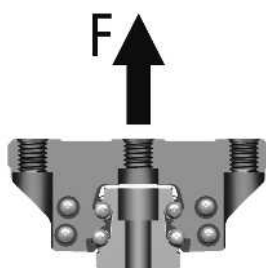
Deflection vs. Applied Load

511 Style B, D, F
Size 25

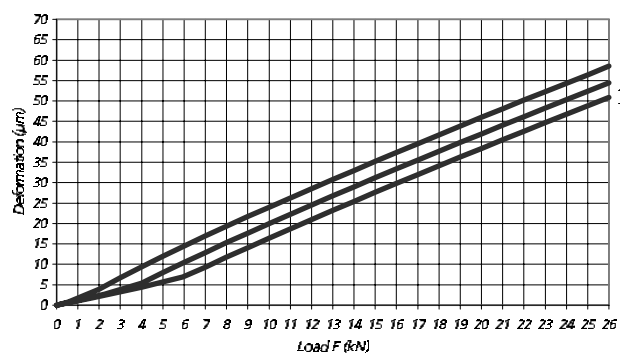
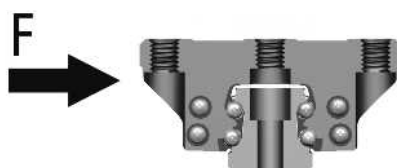
Compressive Load



Tensile Load



Lateral Load

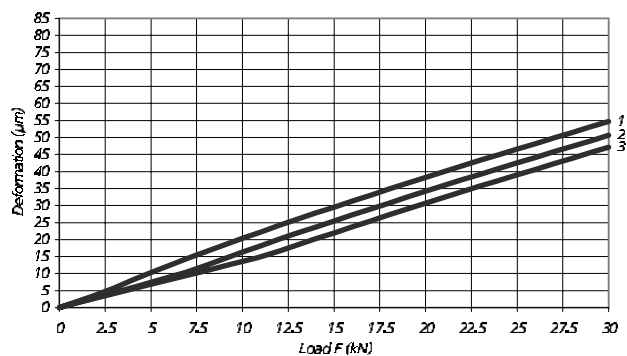
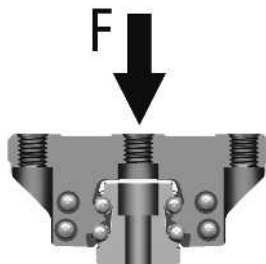


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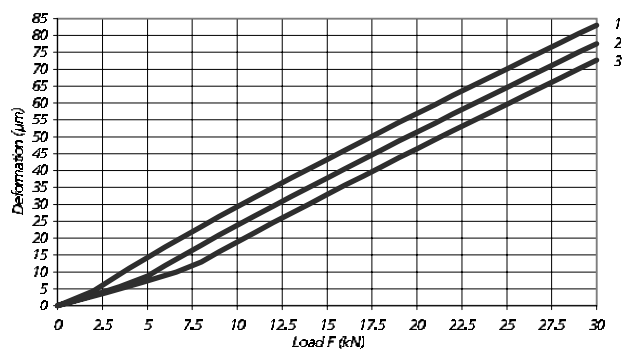
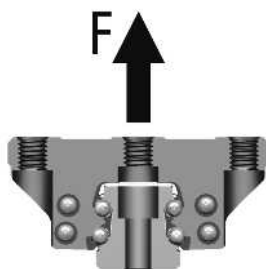
Deflection vs. Applied Load

511 Style A,C,E
Size 30

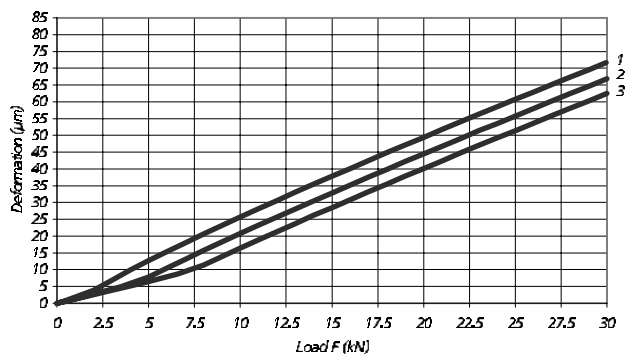
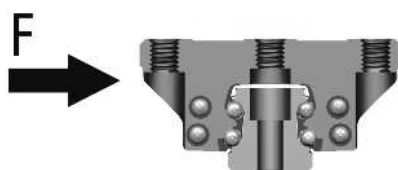
Compressive Load



Tensile Load



Lateral Load

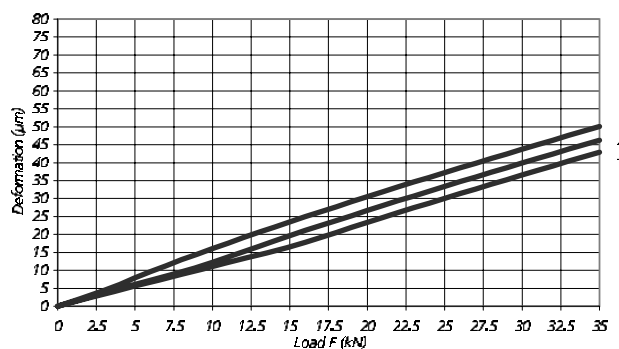
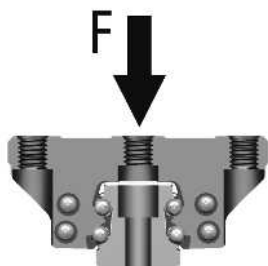


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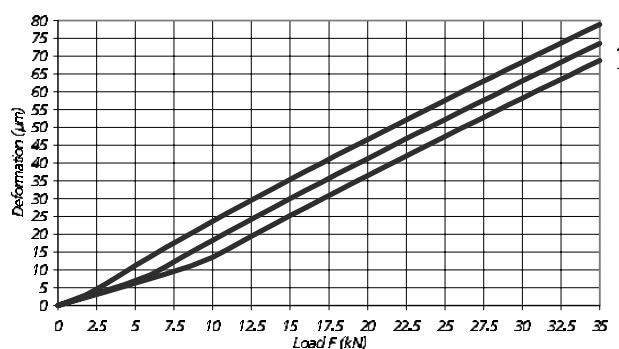
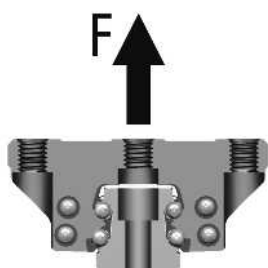
Deflection vs. Applied Load

511 Style B, D, F
Size 30

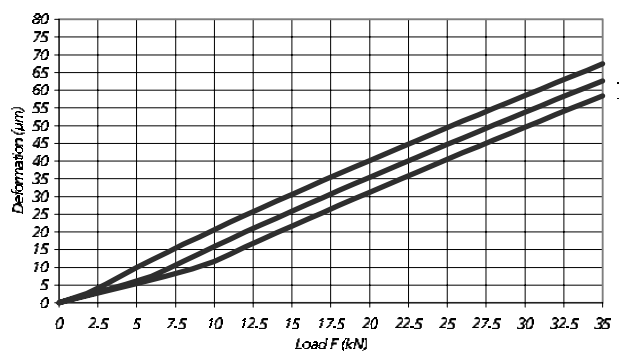
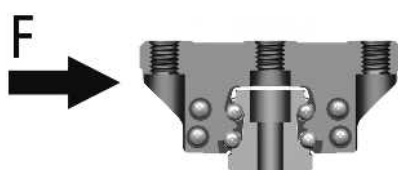
Compressive Load



Tensile Load



Lateral Load

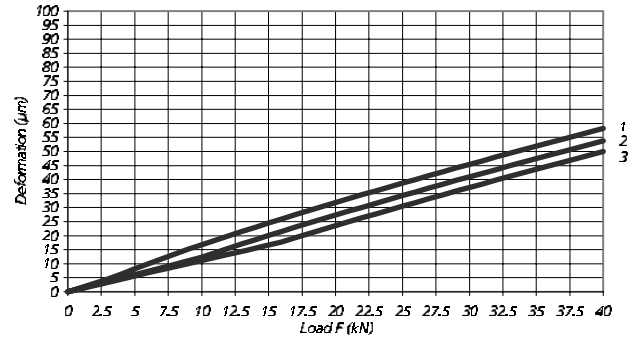
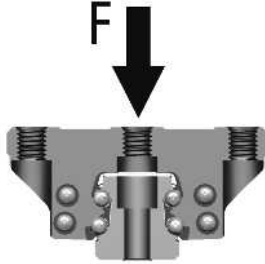


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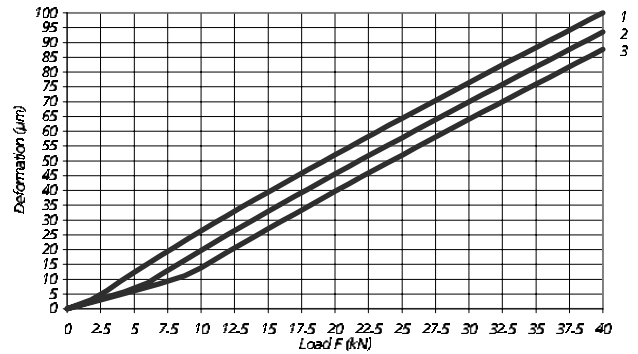
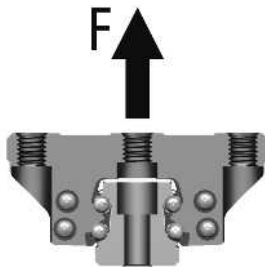
Deflection vs. Applied Load

511 Style A,C,E
Size 35

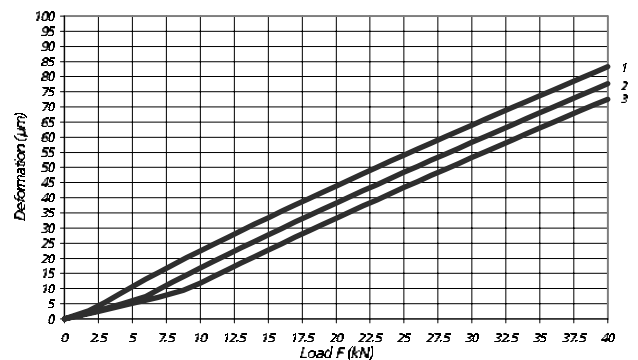
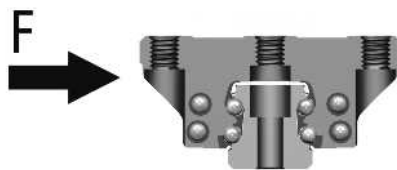
Compressive Load



Tensile Load



Lateral Load

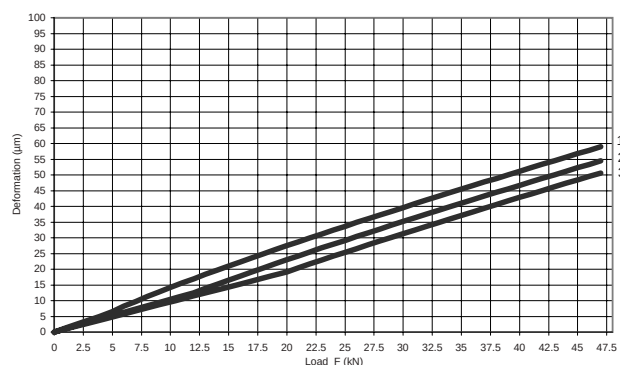
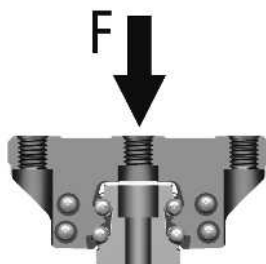


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- C. =.Dynamic.load.carrying.capacity

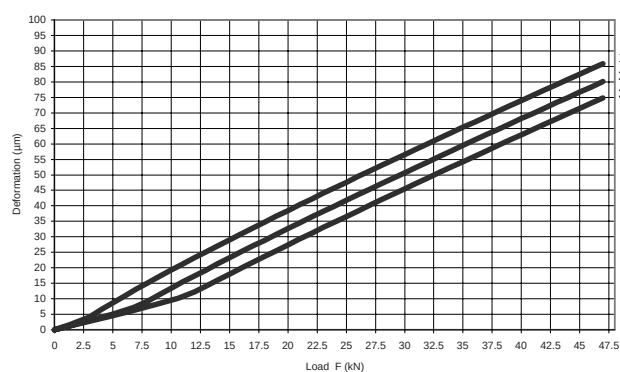
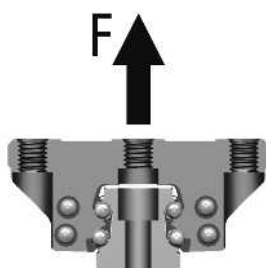
Deflection vs. Applied Load

511 Style B, D, F
Size 35

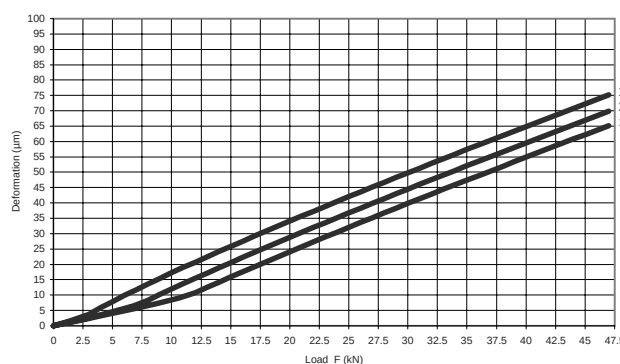
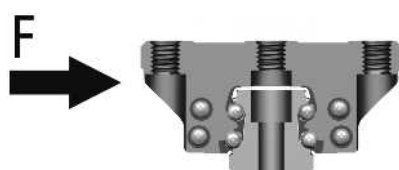
Compressive Load



Tensile Load



Lateral Load

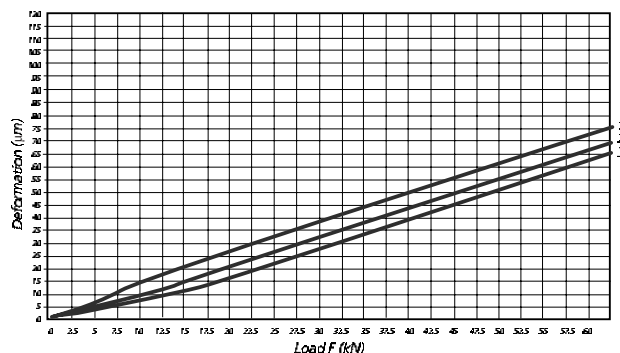
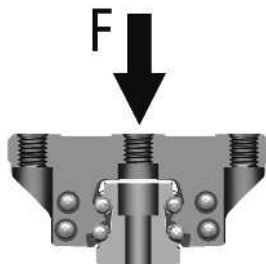


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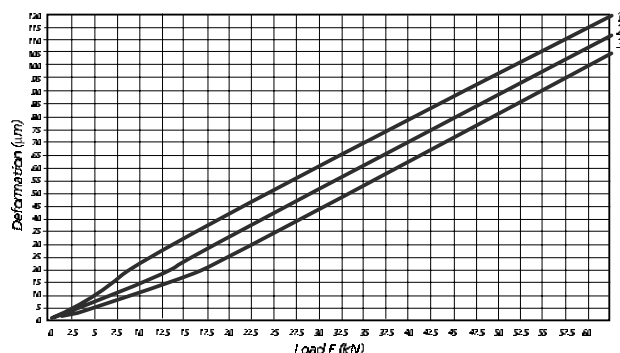
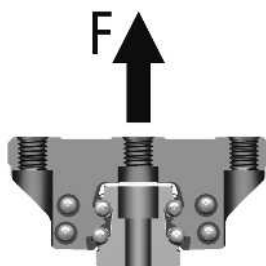
Deflection vs. Applied Load

511 Style A,C,E
Size 45

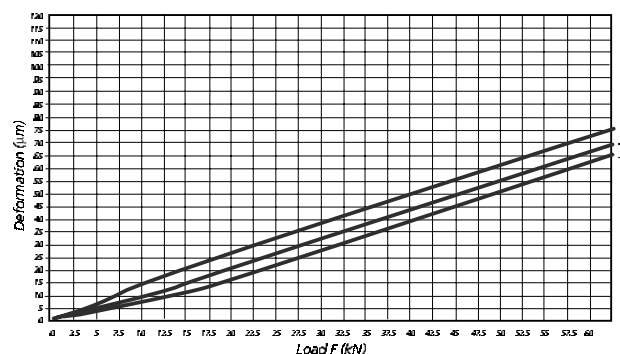
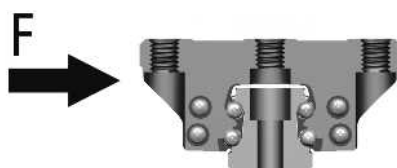
Compressive Load



Tensile Load



Lateral Load

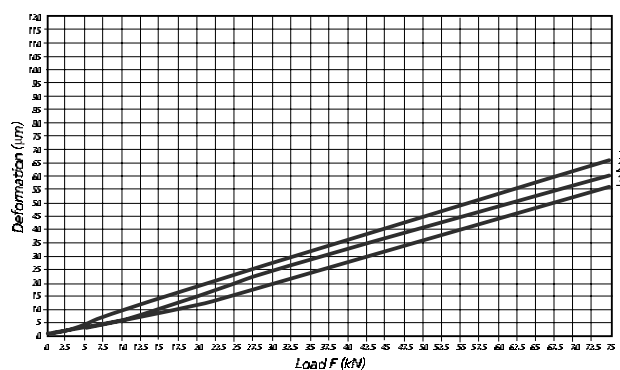
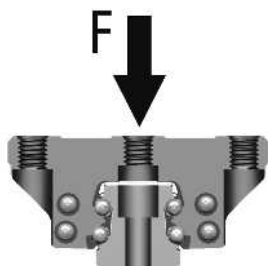


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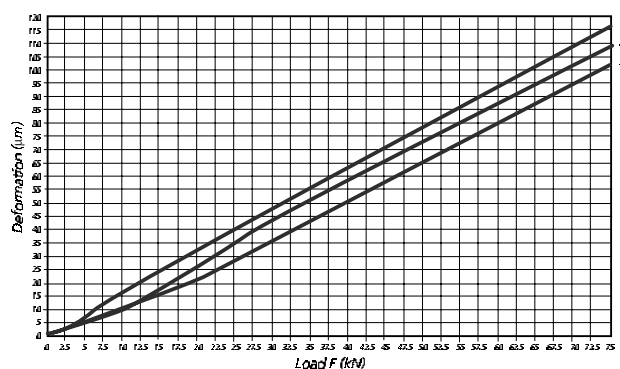
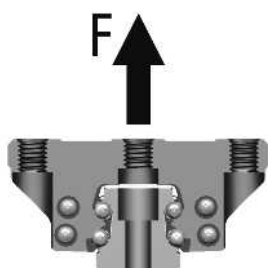
Deflection vs. Applied Load

511 Style B, D, F
Size 45

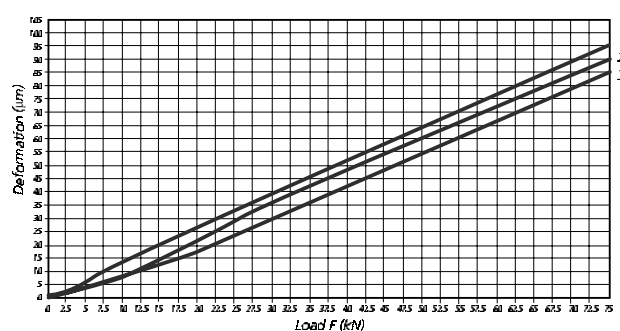
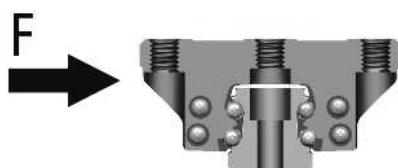
Compressive Load



Tensile Load



Lateral Load

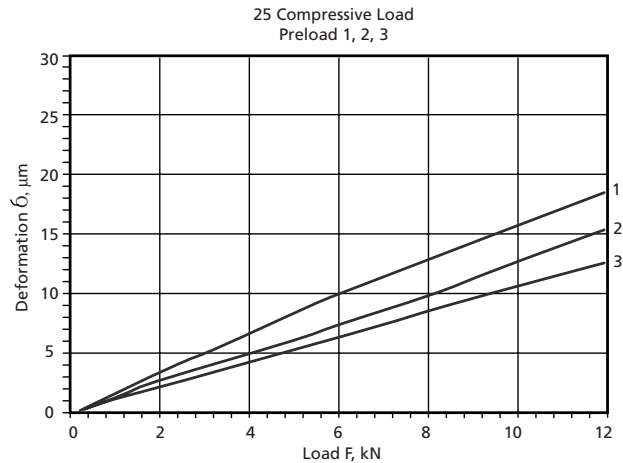
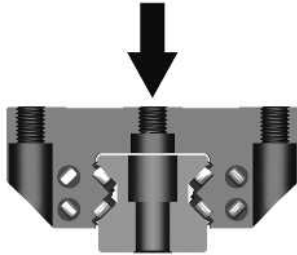


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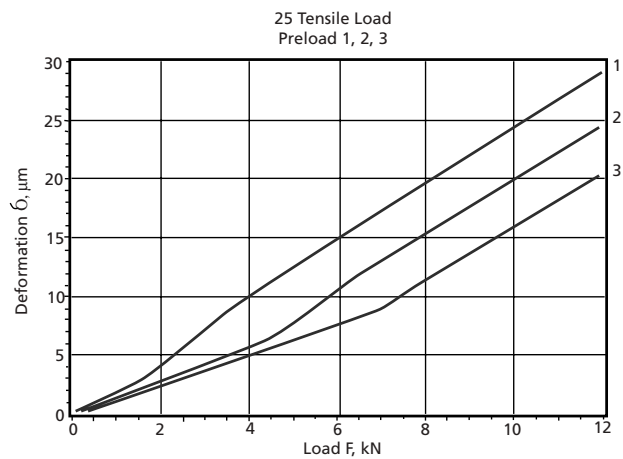
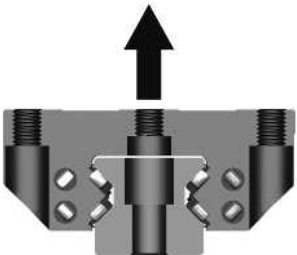
Deflection vs. Applied Load

512 Style A and C
Size 25

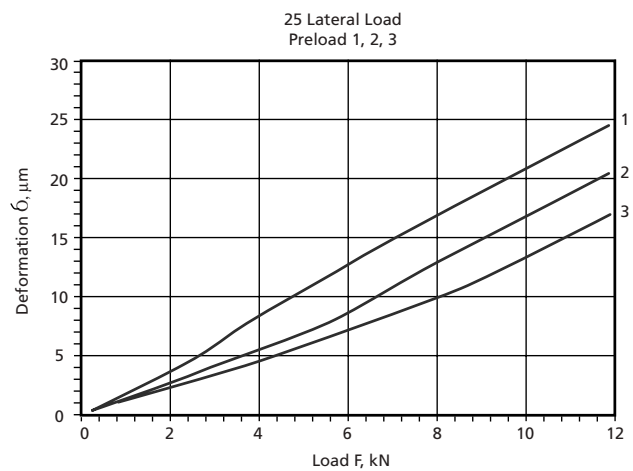
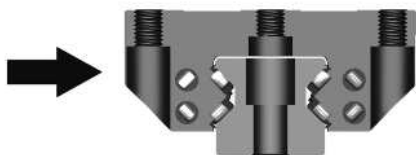
Compressive Load



Tensile Load



Lateral Load

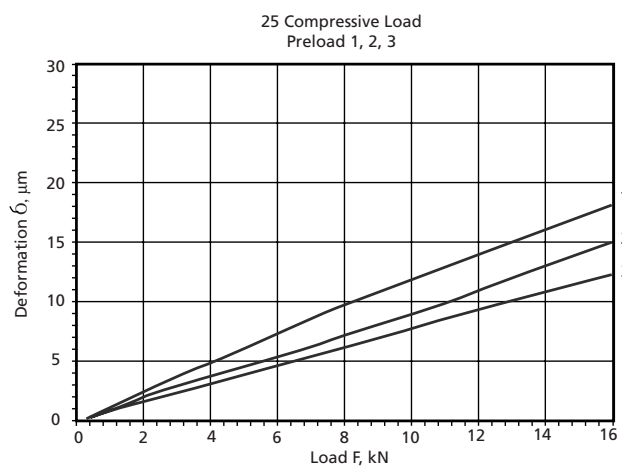
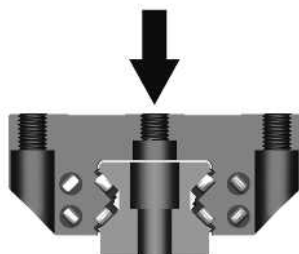


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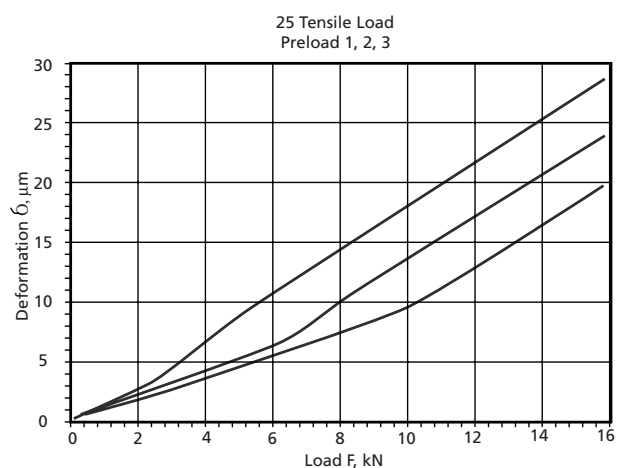
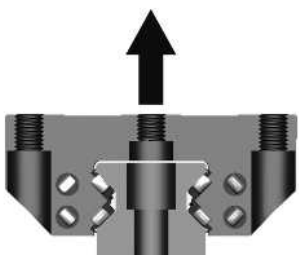
Deflection vs. Applied Load

512 Style B and D
Size 25

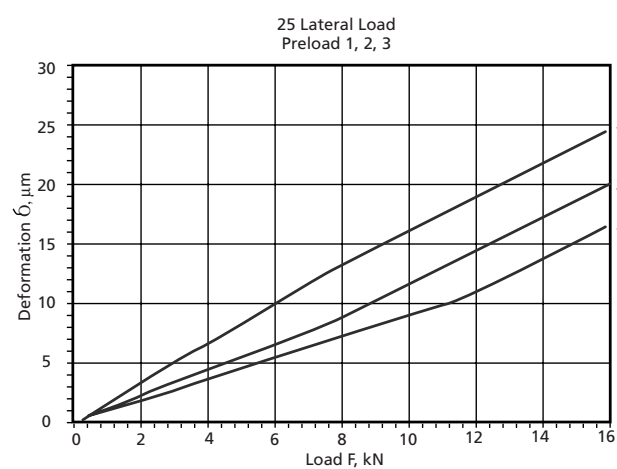
Compressive Load



Tensile Load



Lateral Load

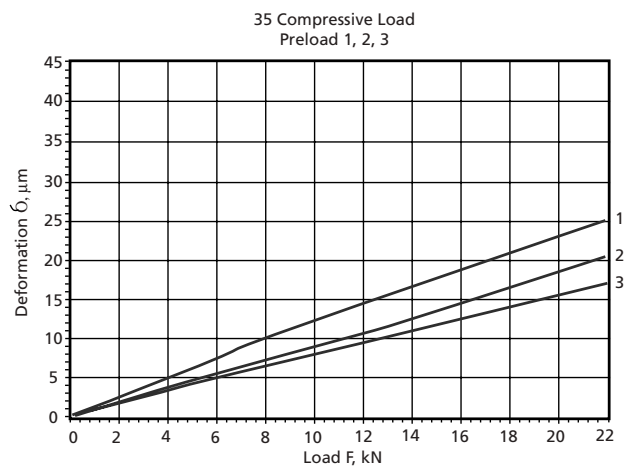
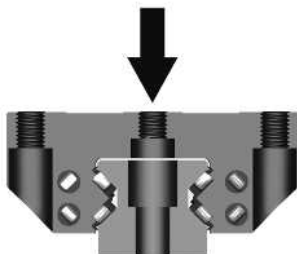


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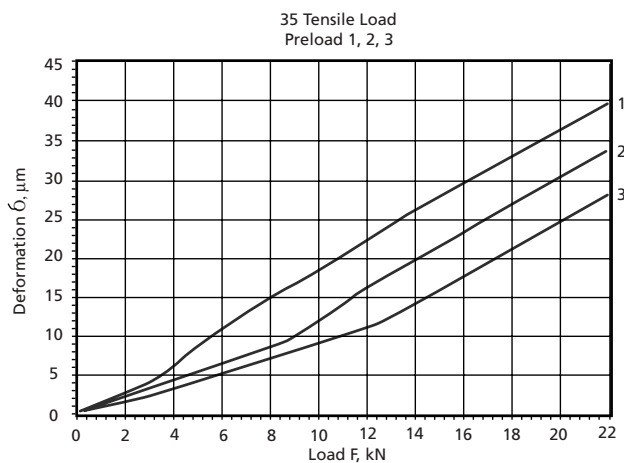
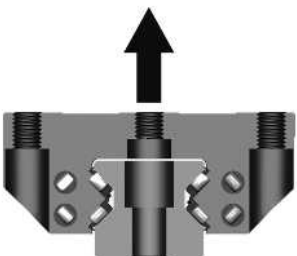
Deflection vs. Applied Load

512 Style A and C
Size 35

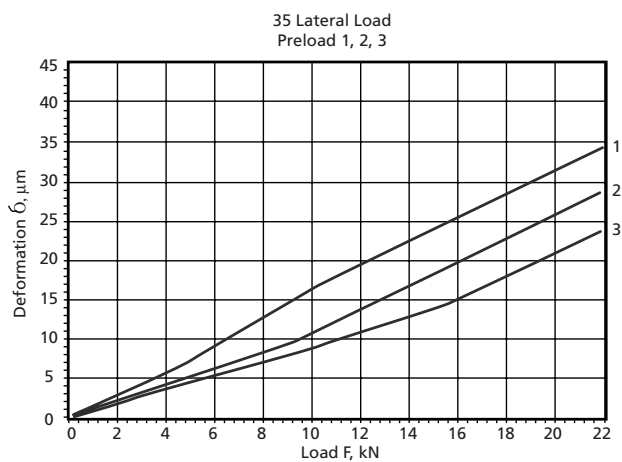
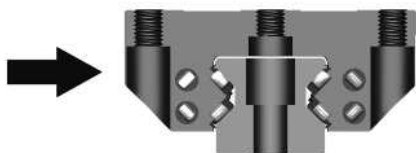
Compressive Load



Tensile Load



Lateral Load

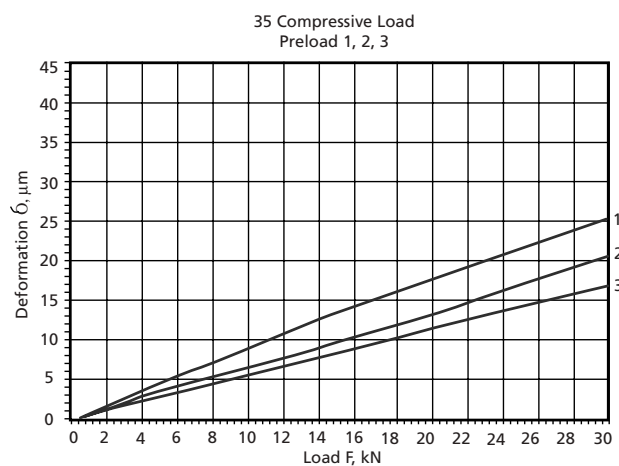
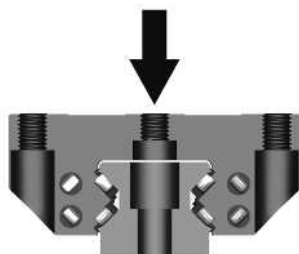


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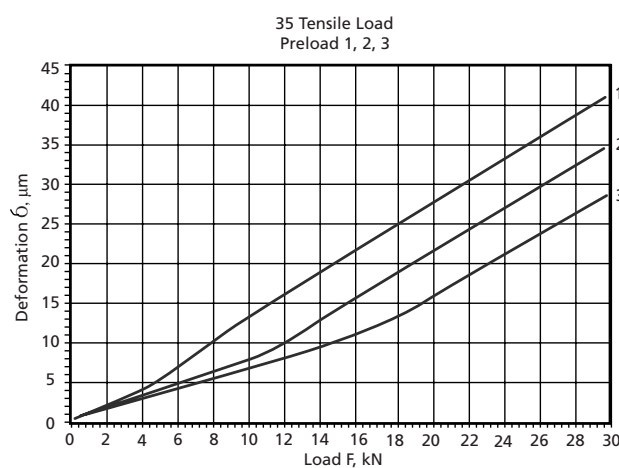
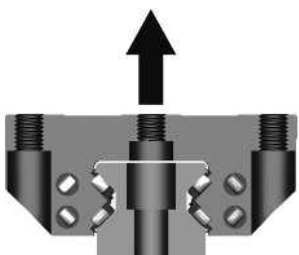
Deflection vs. Applied Load

512 Style B and D
Size 35

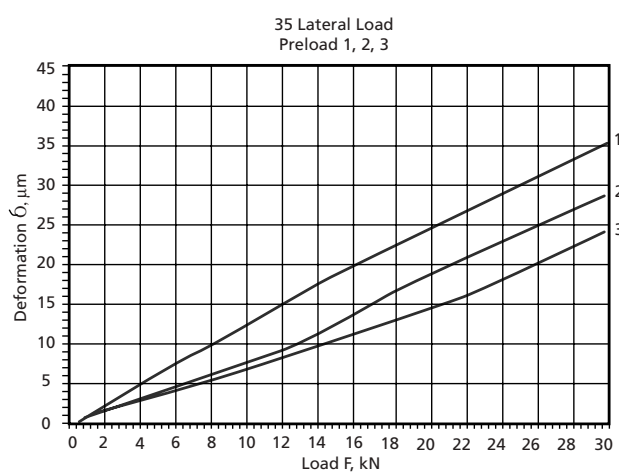
Compressive Load



Tensile Load



Lateral Load

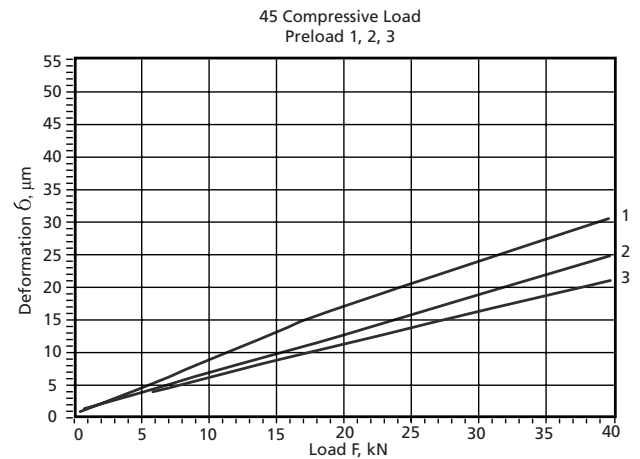
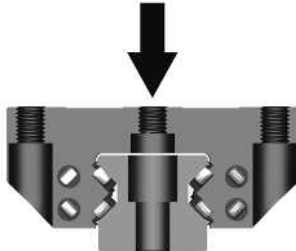


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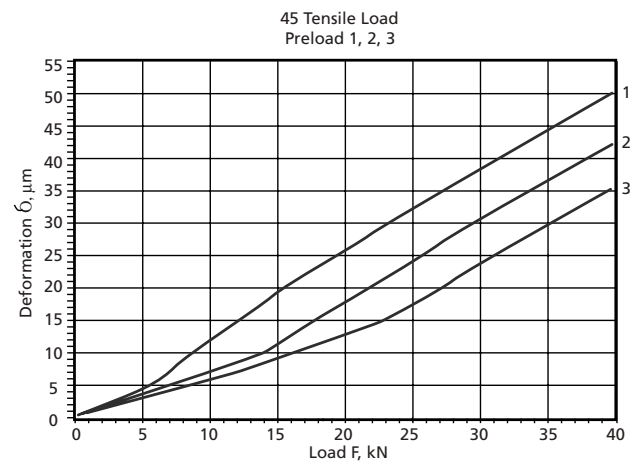
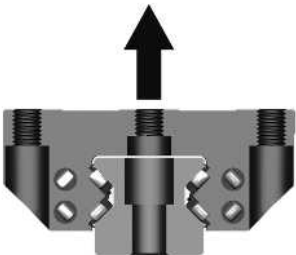
Deflection vs. Applied Load

512 Style A and C
Size 45

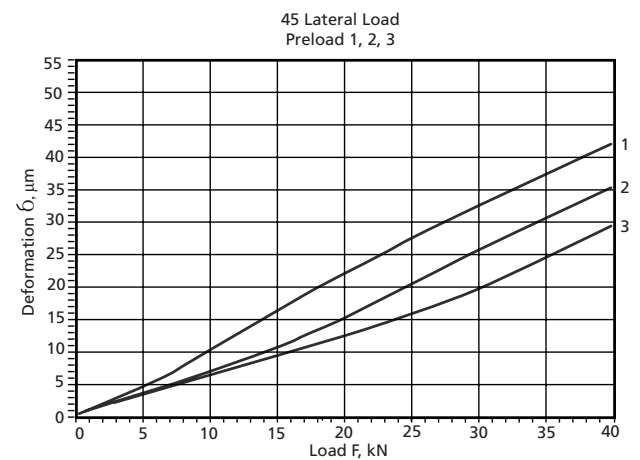
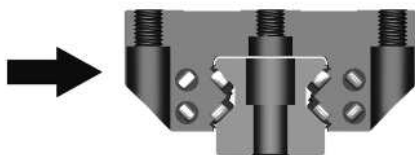
Compressive Load



Tensile Load



Lateral Load

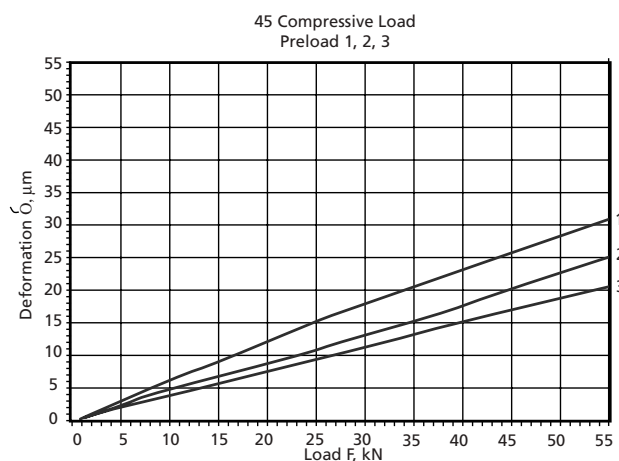
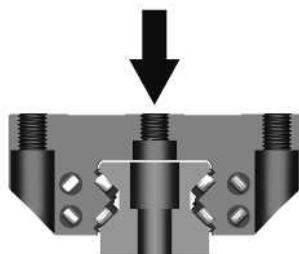


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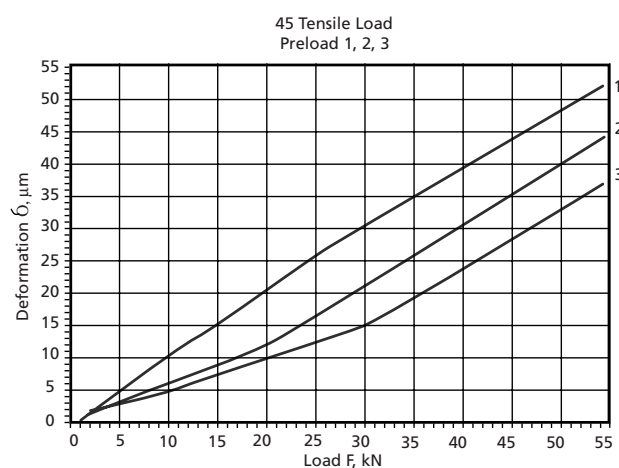
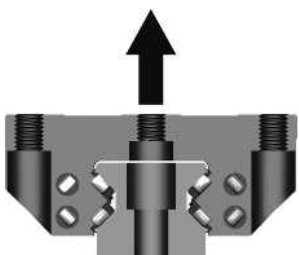
Deflection vs. Applied Load

512 Style B and D
Size 45

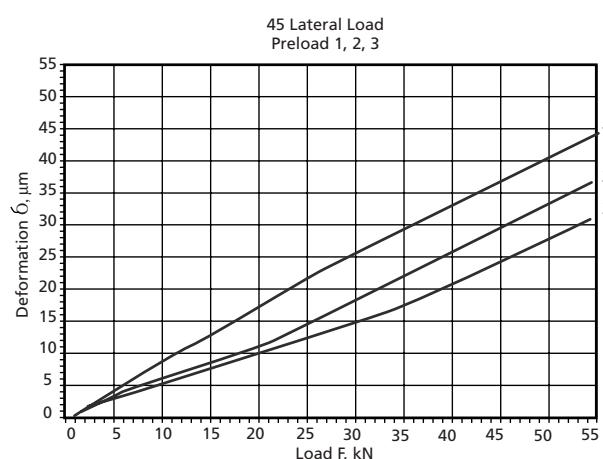
Compressive Load



Tensile Load



Lateral Load

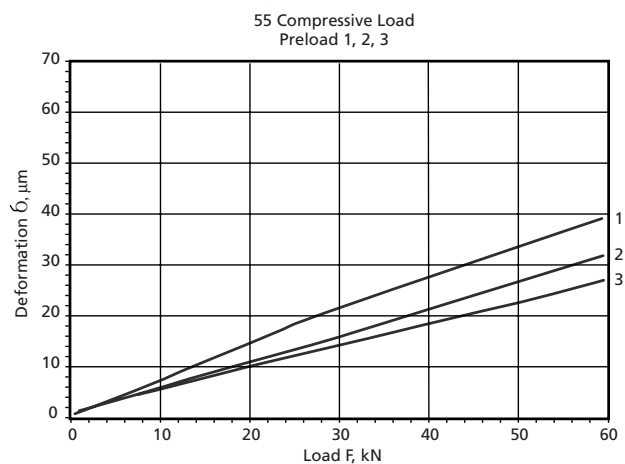
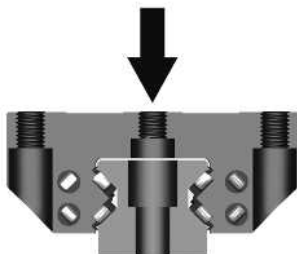


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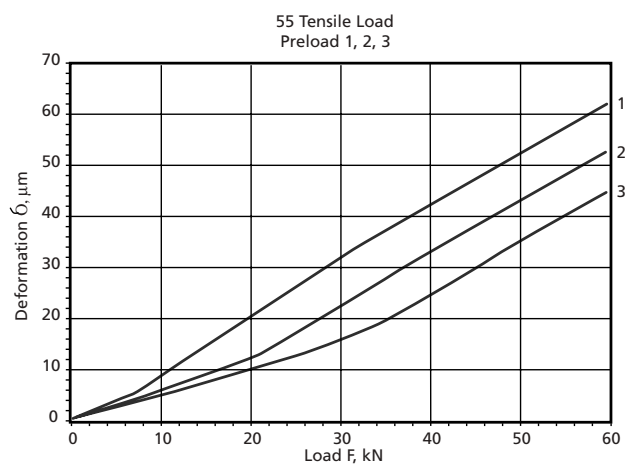
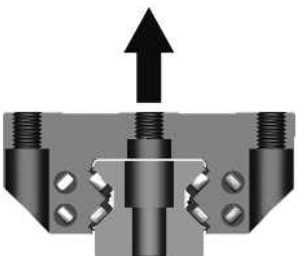
Deflection vs. Applied Load

512 Style A and C
Size 55

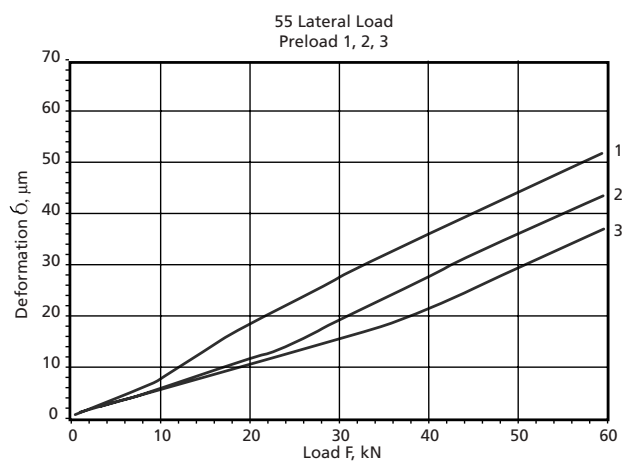
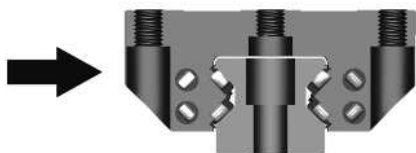
Compressive Load



Tensile Load



Lateral Load

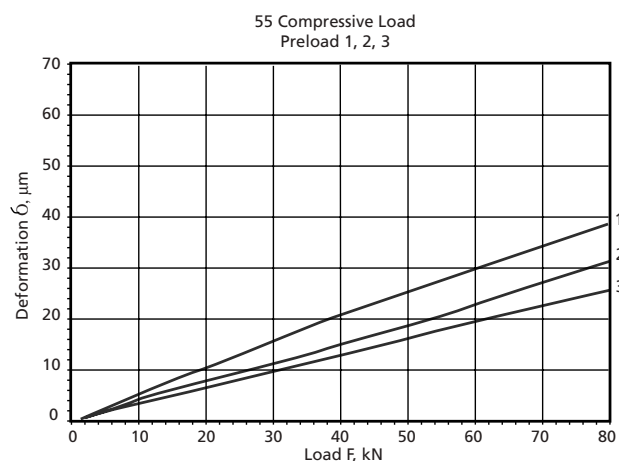
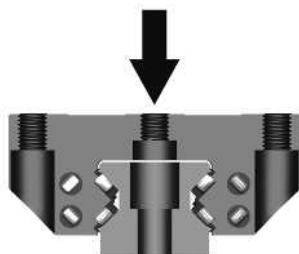


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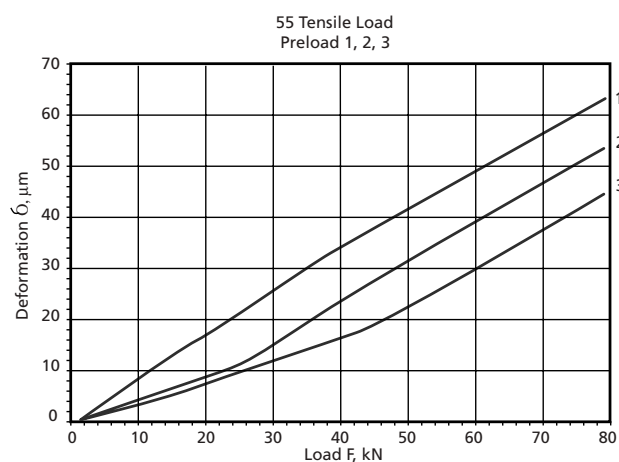
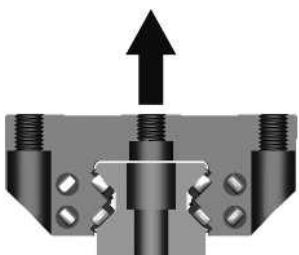
Deflection vs. Applied Load

512 Style B and D
Size 55

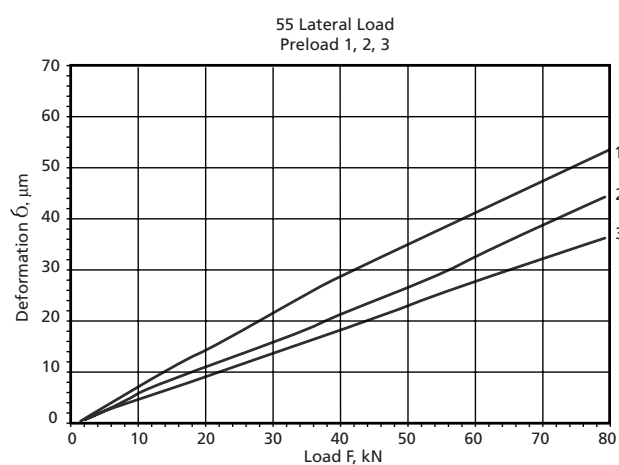
Compressive Load



Tensile Load



Lateral Load

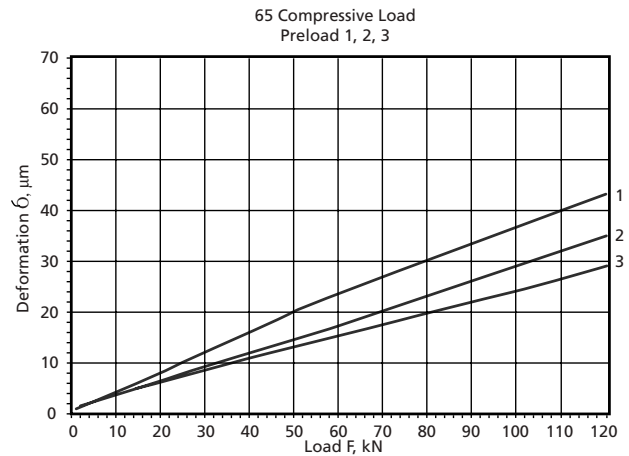
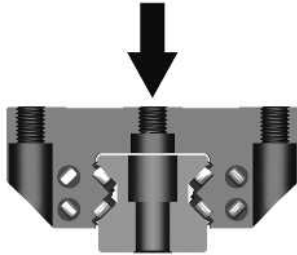


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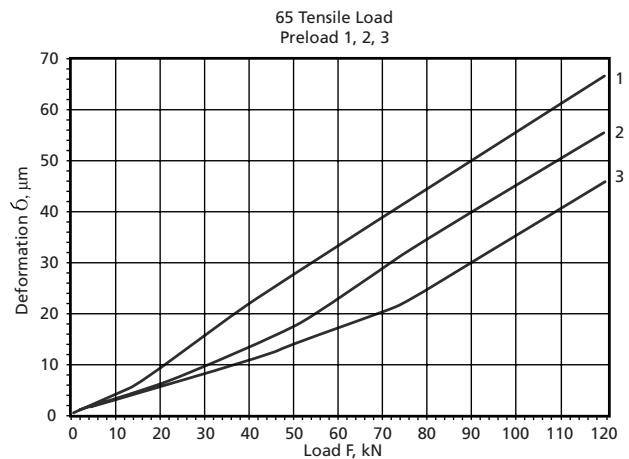
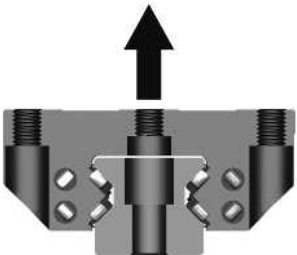
Deflection vs. Applied Load

512 Style A and C
Size 65

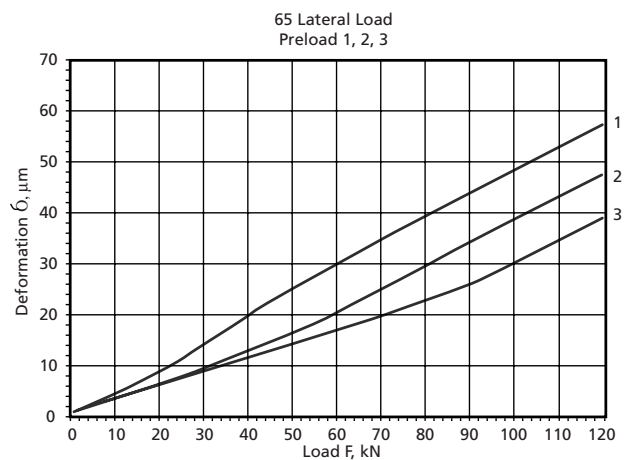
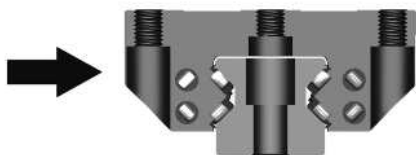
Compressive Load



Tensile Load



Lateral Load



1.. Preload.3%.of.C
2.. Preload.8%.of.C
3.. Preload.13%.of.C
C. =.Dynamic.load.carrying.capacity

Actuation Force

The force required to actuate a linear guide (F_A) has four basic components:

- 1..Frictional resistance. (F_f)
- 2..Intrinsic resistance. (D_{int})
- 3..Inertia of the moving components. ($F_{inertia}$)
- 4..Viscose drag of the lubrication. (D_l).

$$F_A = F_f + D_{int} + F_{inertia} + D_l$$

Frictional Resistance

Rolling Element Guides

Friction occurs in rolling element guides as a result of slipping of the rolling elements on the raceways. The frictional resistance can be calculated by means of the following equation:

$$F_f = \mu \times F_i$$

Where:

μ = coefficient of friction. (dependent upon type of guide, type, rolling element type and load)

F_i = force internal to the linear guide

The following table lists the coefficient of friction for different types of guides:

Profile Rail	
Ball Type	Roller Type
0.002 - 0.003	0.001 - 0.002

The value for the coefficient of friction is a function of the applied load. The coefficient of friction increases as load is applied. This is due to the increased contact area between the rolling elements and races.

The force internal to the linear guide is equal to the external force (F_{ext}) applied to the linear guide in non-preloaded guides, and preloaded guides loaded beyond 3 times the preload value (F_p).

$$F_i = F_{ext}$$

For preloaded guides loaded below a level of 3 times the preload value (F_p), the internal force can be approximated with the following equation:

$$F_i = 2F_p + 1/3 F_{ext}$$

Intrinsic Resistance

The intrinsic resistance is the measured actuation force required to move the guide at a constant velocity, without lubrication, regardless of load. It consists of the seal drag (larger component) and force required to circulate the rolling elements (smaller component). The intrinsic resistance can be assumed to be a constant for linear guides carrying more than 5% of their dynamic load rating (C). For guides loaded below that value, the force required to circulate the rolling elements will increase.

The following chart shows the intrinsic resistance, D_{intr} , for different types and sizes of linear guides.

Inertia of Moving Components

Inertia is directly related to the mass and acceleration by the following equation:

$$F_{inertia} = Ma$$

Viscose Drag of the Lubrication

The viscose drag of the lubricant is dependent upon the viscosity of the lubricant selected.

Preload

Preload of the assembly has an effect on intrinsic resistance, the greater the preload the greater the intrinsic resistance to move the guide.

500 Series Ball Profile Rail

Size	Carriage Style A, C D_{int} (N)		Carriage Style B, D D_{int} (N)	
Preload	0.03C	0.13C	0.03C	0.13C
15.	7.	15.	8.	14
20.	10.	16.	11.	18
25.	13.	22.	14.	22
30.	16.	26.	19.	30
35.	23.	37.	25.	41
45.	27.	44.	30.	49

Values for lubricant oil VG 68, speed 0.1 m/s

500 Series Roller Profile Rail

Size	Carriage Style A, C D_{int} (N)	Carriage Style B, D D_{int} (N)
25.	17.	18
35.	35.	51
45.	53.	60
55.	98.	124
65.	—	170

Value for 0.13 C Preload, lubricant oil VG 68, speed 0.1 m/s

AccuMini Linear Guide

Size	Carriage Style AA D_{int} (N)
10.	0.9
15.	2.8
20.	7.0

Values for clearance preload, no lubricant

Lubrication

Lubrication provides protection against wear, corrosion, heat, and friction. Application-specific variables, such as load, speed, and environmental conditions, determine the most suitable lubricant and lubrication schedule for that specific application.

Thomson's general lubricant recommendation for linear guides is a grade 2 grease. A maximum of one year or 100 km, whichever comes first, between applications of lubricant is recommended. A grease with an extreme pressure additive should be used for guides loaded beyond 50% of their dynamic load rating (C). Oil can also be used and is recommended in applications where the bearings experience high speeds. Use the uppermost lubrication port on oil-lubricated bearings that are vertically oriented to ensure gravity-assisted lubricant dispersal.

Linear guide products are supplied with a light coating of preservative oil. This preservative oil is for storage purposes only and is not recommended as lubrication for the bearing.

Lubrication Procedure

For best lubrication dispersal, the carriage should be moved on the rail while applying lubricant to ensure circulation to all internal bearing surfaces. It is not possible to over lubricate the bearings, as excess lubricant will merely exit the carriage under the seals.

Recommended initial volumes of lubricant for 500 Series bearings are shown in the tables. The recommended volume for relubrication is 1/2 the initial volume.

Short Stroke

In the case of a stroke less than 2X's the carriage length, two lubrication connections are recommended, one at each end to ensure adequate lubrication to the entire ball or roller track.

Oil Reservoir

The oil reservoir is supplied from the factory ready for installation (filled with oil). Relubrication is dependent upon many factors such as speeds, temperature, cleanliness, etc. The following is a guideline for relubrication. (It is recommended to relubricate every 12 months.)

The oil reservoir is filled in the factory with Klüber Lamora D220 oil. If relubricating with different oil it is the responsibility of the user to determine oil compatibility. The recommended refill quantity is shown in the table.

Initial Grease Volume for 500 Series Ball Bearings

Size	Carriage Style A, C, E (cm ³)	Carriage Style B, D, F (cm ³)
15.	0.9.	—
20.	1.7.	2.1
25.	2.8.	3.5
30.	4.7.	5.8
35.	6.6.	8.1
45.	12.6.	15.6

Initial Grease Volume for 500 Series Roller Bearings

Size	Carriage Style A, C (cm ³)	Carriage Style B, D (cm ³)
25.	1.9.	2.2
35.	2.9.	3.7
45.	5.3.	6.6
55.	10.6.	10.6
65.	—	18.9

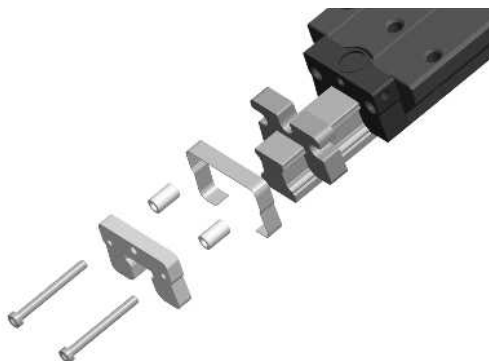
Oil Reservoir Refill Quantity

Size	500 Series Ball 5310W Oil (cm ³)	500 Series Roller 5320W Oil Qty (cm ³)
15.	0.5.	—
20.	1.4.	—
25.	2.4.	2.2
30.	2.9.	—
35.	5.	6
45.	10.9.	11
55.	—	19
65.	—	43

Relubrication Interval

Size	15	20	25	30	35	45	55	65
Travel Distance	2500 km.						5000 km	

Self-Lubricating Profile Rail Lube Block



The self-lubricating Lube Block option offers maintenance-free operation and enhanced protection for a broad range of applications. It offers:

- Reduced system cost by eliminating the need for designing, purchasing, and installing expensive lubrication systems.
- Environmentally friendly operation.
- Increased bearing life by offering enhanced protection.

Design

The self-lubricating option utilizes self-lubricating attachments at both ends of the carriage and includes an initial EP2 grease pack of the carriage. The self-lubricating attachments consist of a section of oil-saturated polymer actively compressed by a contact spring, inside a double lip seal.

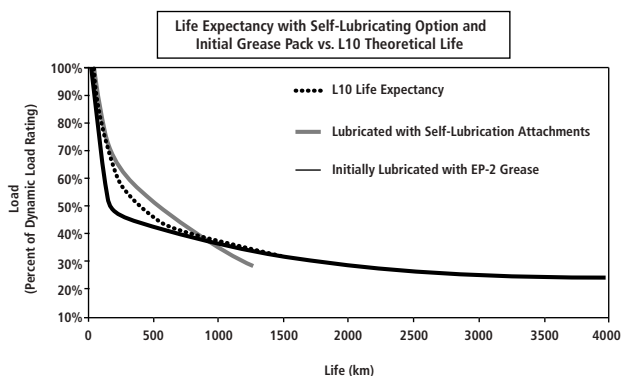
A contact spring assures continuous contact with the rail, releasing oil as the carriage moves. This ensures a film of lubricant between the rolling elements and races. When the carriage is at rest, oil is re-absorbed by the polymer.

Performance

The design has incorporated a proven oil-saturated polymer used for over 10 years to lubricate radial bearings. This method of lubrication has a successful track record in applications ranging from food processing to automotive assembly.

The graph below shows the theoretical L10 life expectancy and actual test results for the following two methods of lubrication:

- 1.. Bearing with self-lubricating attachments only.
- 2.. Bearing initially packed with EP2 grease only.



Testing Parameters

Stroke: 500mm

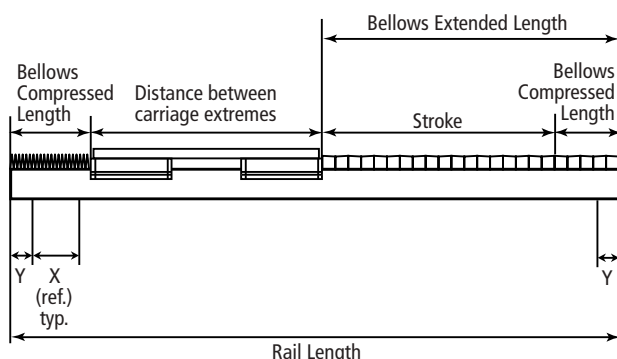
Speed: 0,6m/s

This chart illustrates how using the self-lubricating option, which combines the self-lubricating attachments and initial grease pack, will enable the bearing to achieve the L10 life expectancy under all loading condition. Note that for travel lives exceeding 30,000km, recharging or replacing of the self-lubricating polymer is recommended.

Calculations for Bellow Cover Extended Length & Rail Length

Given the Stroke and Distance Between Carriage Extremes:

Way.Cover.Extended.Length.(mm).=.Stroke.(mm)./(1-CR)..
After.dividing,.round.number.up.to.the.next.increment.of.
5.mm.. This.value.is.used.as.the.length.in.the.way.cover.
part.number.when.ordering..



The.Way.Cover.Extended.Length.will.be.cut.to.next.vee.at.the.factory.

Way.Cover.Compressed.Length.(mm).=
Way.Cover.Extended.Length.(mm).-Stroke.(mm).

Rail.Length=.Compressed.Length.+Extended.Length.+Distance.Between.
Carriage.Extremes.

Example:

Product:..500.Series.Ball.Linear.Guide.Size.35

Stroke.Length.=200.mm
Distance.Between.Carriage.Extremes.=520.mm
Bellows.Type.=Walk-On
CR=.0.19.for.size.35.500.Series.Ball.Walk-on.type.bellows
Way.Cover.Extended.Length.=Stroke./..
(1-CR)=200.mm./.(1-0.19)=200.mm./..81=246.91.mm

Round.up.to.next.increment.of.5.mm,.therefore,.Way.Cover.
Extended.Length.=250.mm
Way.Cover.Compressed.Length.=Way.Cover.Extended.
Length.-Stroke.=250.mm.-200.mm.=50.mm
Rail.Length=.Compressed.Length.+Extended.Length.+
Distance.Between.Carriage.Extremes.=.50.mm.+250.mm.
+.520.mm.=820.mm

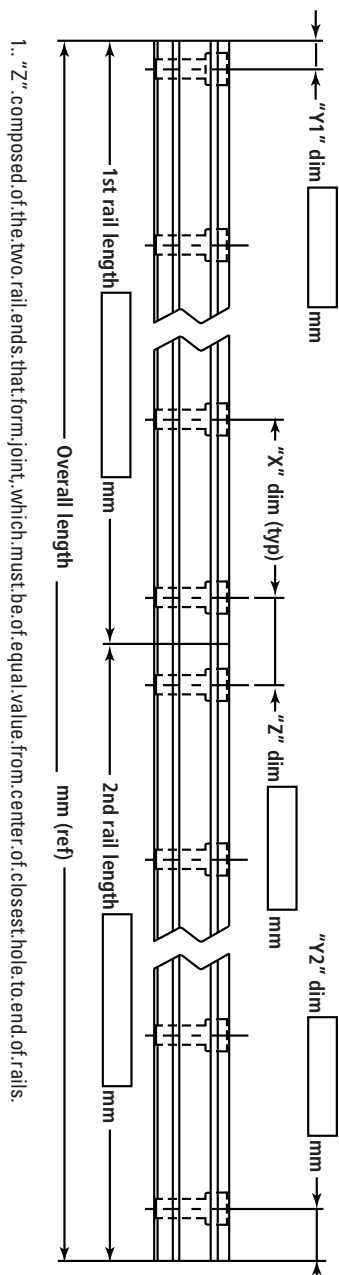
Specification Sheet for the Butting of Rails

A butt joint will be required for rail lengths longer than the maximum shown in the chart below. If a butt joint is required, the 1st and 2nd rail lengths must each be less than the maximum shown. The "Y1" and "Y2" dimensions must be between the minimum and maximum shown below to avoid cutting into a mounting hole. The standard "Z" dimension should be used for best performance.

Linear Guide Product	Size	"X" dim	Standard "Z" dim	Minimum "Y" dim	Maximum "Y" dim	Fastener size	Maximum length without a joint
500 Series Ball	15	60	30	8	52	M4	1.500
500 Series Ball	20	60	30	8	52	M5	3.000
500 Series Ball	25	60	30	8	52	M5	6.000
500 Series Ball	30	80	40	10	70	M8	6.000
500 Series Ball	35	80	40	10	70	M8	6.000
500 Series Ball	45	105	52.5	13	92	M12	6.000
500 Series Roller	25	30	30	8	52	M6	6.000
500 Series Roller	35	40	40	10	30	M8	6.000
500 Series Roller	45	52.5	52.5	13	39.5	M12	6.000
500 Series Roller	55	60	60	15	45	M14	6.000
500 Series Roller	65	75	75	17	58	M16	6.000

All dimensions in mm.

Specification sheet for the butting of 2 rails



Request for Quotation Form

A						B						C						D						E						F					
1																																			
2																																			
3																																			
4																																			
Customer: _____																																			
Quotation Number: _____																																			
DO NOT SCALE DRAWING																																			
APPROVAL												DATE																							
DRAWN BY												DATE																							
Dwg Number: _____																																			
 THOMSON <i>Linear Motion. Optimized.</i>																																			

FAX A COPY OF THIS FORM TO SALES ENGINEERING DEPARTMENT, FAX # +44 1271 334 501

Request for Quotation Form

		A		B		C		D		E		F																											
Specification sheet for the butting of 3 or more rails																																							
1.. "Z" .composed of: the two rail ends that form joint, which must be of equal value from center of closest hole to end of rails.																																							
Customer: _____ Quotation Number: _____ DO NOT SCALE DRAWING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">APPROVAL</td> <td style="width: 50%;">DATE</td> </tr> <tr> <td>DRAWN BY</td> <td>DATE</td> </tr> </table>														APPROVAL	DATE	DRAWN BY	DATE																						
APPROVAL	DATE																																						
DRAWN BY	DATE																																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="12" style="text-align: center;"> THOMSON Linear Motion. Optimized. </td> <td style="width: 20%;">TITLE</td> </tr> <tr> <td colspan="12" style="height: 30px;"></td> <td>Drwg Number: _____</td> </tr> </table>														THOMSON Linear Motion. Optimized.												TITLE													Drwg Number: _____
THOMSON Linear Motion. Optimized.												TITLE																											
												Drwg Number: _____																											

FAXA COPY OF THIS FORM TO SALES ENGINEERING DEPARTMENT, FAX # +44 1271 334 501

Quantity	Conventional		SI Unit	Conversion Factors	
	Inch Unit	Metric Unit (MKS)			
Length.	Inch. in	Meter. m	Metre. m	1.in. 1.mm. 1.m. 1.ft.	=25.4.mm =0.03937.in =3.2808.ft =0.3048.m
Area.	Square.Inch. in²	Square.Meter. m²	Square.Metre. m²	1.in ² 1.cm ² . 1.m ² . 1.ft ² .	=6.4516.cm ² =0.155.in ² =10.764.ft ² =0.092903.m ²
Mass.	Pound. lb_m	Kilogram. kg	Kilogram. kg	1.lb _m . 1.kg.	=0.45359237.kg =2.2046.lb
Force.	Pound.Force. lb_f	Kilogram.Force. kg_f	Newton. N	1.lb _f . 1.lb _f . 1.kg _f . 1.kg _f . 1.N. 1.N.	=0.45359237.kg _f =4.44822.N =2.2046.lb _f =9.80665.N =0.1019716.kg _f =0.224809.lb _f
Stress or. Pressure.	Pounds.per. Square.Inch. lb_f/in²	Kilograms.per. Square.Meter. kg_f/m²	Pascal. Pa	1.MPa. 1.kPa. 1.lb _f /in ² . 1.lb _f /in ² . 1.kg _f /cm ² . 1.kg _f /cm ² .	=10 ⁶ .N/m ² .=N/mm ² =10 ³ .N/m ² =0.070307.kg _f /cm ² =7.0307.x.10 ⁻⁴ .kg _f /mm ² =6.8947.x.10 ⁻³ .N/mm ² .(MPa) =14.2233.lb _f /in ² =9.80665.x.10 ⁻² .N/mm ² .(MPa)
Torque or. Work.	Inch. Pounds. lb_f-in.	Kilogram. Meters. kg_f-m.	Newton-. Metres. Nm.	1.lb _f -in. 1.kg _f -cm. 1.lb _f -in. 1.kg _f -m. 1.kg _f -cm. 1.Nm. 1.Nm.	=1.1521.kg _f -cm =0.8679.lb _f -in =0.1129848.Nm =9.80665.Nm =9.80665.x.10 ⁻² .Nm =8.85.lb _f -in =10.19716.kg _f -cm
Power.	Foot.Pound. per.Minute. lb_f-ft/min	Force.per. Second. kg_f-m/s	Newton.Metre. per.Second. Nm/s.	1.kW. 1.kW. 1.kW. 1.kW. 1.hp. 1.hp. 1.hp. 1.hp.	=1000.Nm/s =60,000.Nm/s =44,220.lb _f -ft/min =1.341.hp =75.kg _f -m/s =44,741.Nm/min =33,000.lb _f -ft/min =0.7457.kW
Velocity.	Feet.per. Second. ft/s	Meters.per. Second. m/s	Metres.per. Second. m/s.	1.ft/sec. 1.in/sec. 1.ft/sec. 1.mile/hr. 1.km/hr. 1.mile/hr.	=0.3048.m/s =2.54.cm/s =0.00508.m/s =0.44704.m/s =0.27777.m/s =1.609344.km/hr
Acceleration.	Feet.per. Second.Squared. ft/s²	Meters.per. Second.Squared. m/s²	Metres.per. Second.Squared. m/s²	1.ft/s ² . .	=0.3048.m/s ² . .

NOTES:



Interchange Guide

THK HSR LM GUIDE TO THOMSON 500 SERIES BALL PROFILE RAIL INTERCHANGE SHEET	
THK HSR	THOMSON 500 SERIES BALL
Assembly Part Number. $\frac{\text{HSR.}}{1.} \frac{20.}{2.} \frac{A.}{3.} \frac{2.}{4.} \frac{SS.}{9.} \frac{C1.}{5.} + \frac{1000.}{7.} \frac{P.}{6.}$ 	Carriage Part Number $\frac{(2). \text{pcs.}}{4.} \frac{511.}{1.} \frac{P.}{6.} \frac{20.}{2.} \frac{A.}{3.} \frac{1.}{5.} \frac{Z}{9}$ and Rail Part Number $\frac{(2). \text{pcs.}}{4.} \frac{521.}{1.} \frac{P.}{6.} \frac{20.}{2.} \frac{A.}{8.} \frac{1000}{7}$
Carriage Part Number. $\frac{\text{HSR.}}{1.} \frac{20.}{2.} \frac{A.}{3.} \frac{UU.}{9.}$	Carriage Part Number $\frac{511.}{1.} \frac{P.}{6.} \frac{20.}{2.} \frac{A.}{3.} \frac{1}{4}$
Rail Part Number. $\frac{\text{HSR.}}{1.} \frac{20.}{2.} + \frac{1000L.}{7.}$	Rail Part Number $\frac{521.}{1.} \frac{P.}{6.} \frac{20.}{2.} \frac{A.}{8.} \frac{1000}{7}$

1. TYPE	
THK	THOMSON 500 SERIES BALL
Carriage.-HSR.	.. Carriage.-511
Rail.-HSR.	.. Rail.-521
2. SIZE	
THK	THOMSON 500 SERIES BALL
15.	.. 15
20.	.. 20
25.	.. 25
30.	.. 30
35.	.. 35
45.	.. 45
55.	.. N/A
3. CARRIAGE STYLE	
THK	THOMSON 500 SERIES BALL
A.	.. A
B.	.. A
CA.	.. A
CB.	.. A
LA.	.. B
LB.	.. B
HA.	.. B
HB.	.. B
R.	.. E
TR.	.. E
LR.	.. F
HTR.	.. F
4. CARRIAGES PER RAIL	

5. PRELOAD	
THK	THOMSON 500 SERIES BALL
blank.	.. 0
C1.	.. 1
C2.	.. 2
N/A.	.. 3
6. ACCURACY	
THK	THOMSON 500 SERIES BALL
blank.	.. H
H.	.. H
P.	.. P
SP.	.. U
UP.	.. U
7. LENGHT	
THK	THOMSON 500 SERIES BALL
xxxxL.	.. xxxxx
8. RAIL STYLE	
THK	THOMSON 500 SERIES BALL
blank.	.. A
K.	.. U
N/A.	.. C
9. SEALS	
THK	THOMSON 500 SERIES BALL
SS.	.. blank
UU.	.. blank
ZZ.	.. Z
DD.	.. W
KK.	.. WZ
QZ.	.. N
N/A.	.. L

STAR BALL RAIL SYSTEMS TO THOMSON 500 SERIES BALL INTERCHANGE SHEET	
STAR	THOMSON
Carriage Part Number. $\frac{16.}{1.} \frac{51.}{2.} \frac{.}{.} \frac{8.}{3.} \frac{1.}{4.} \frac{2.}{5.} \frac{.}{.} \frac{10.}{7.} \frac{.}{.}$	Carriage Part Number $\frac{511.}{1.} \frac{P.}{5.} \frac{20.}{3.} \frac{A.}{2.} \frac{1}{4}$
Rail Part Number $\frac{16.}{1.} \frac{05.}{2.} \frac{.}{.} \frac{8.}{3.} \frac{0.}{.} \frac{2.}{5.} \frac{.}{.} \frac{31.}{.} \frac{1000.}{6.}$	Rail Part Number $\frac{521.}{1.} \frac{P.}{5.} \frac{20.}{3.} \frac{A.}{2.} \frac{.}{.} \frac{1000}{6}$

1. TYPE		
STAR		THOMSON
16. . .		Carriage.-.511
. . .		Rail.-.521
2. TYPE		
STAR		THOMSON
CARRIAGE	03. . .	B
	04. . .	A
	21. . .	E
	22. . .	C
	23. . .	D
	24. . .	F
	51. . .	A
	53. . .	B
	66. . .	G
RAIL	1605-X0X-XX. . .	A.+531HP
	1605-X3X-XX. . .	C.+531RCS.(size.25.&.up)
	1605-X6X-XX. . .	C.+531RCS.(size.25.&.up)
	1607-XXX-XX. . .	U
	1645-X03-XX. . .	AD.+531HP
	1645-X33-XX. . .	CD.+531RCS.(size.25.&.up)
	1647-X03-XX. . .	UD

3. SIZE		
STAR	THOMSON	
1.	.	15
2.	.	25
3.	.	35
4.	.	45
5.	.	N/A
6.	.	N/A
7.	.	30
8.	.	20
4. PRELOAD		
STAR	THOMSON	
1.	.	1
2.	.	2
3.	.	3
9.	.	0
5. ACCURACY		
STAR	THOMSON	
1.	.	U
2.	.	P
3.	.	H
4.	.	H
9.	.	0
6. RAIL LENGTH		
STAR	THOMSON	
XXXX.	.	+XXXXX
7. REVISION		
STAR	THOMSON	
10.	.	blank
20.	.	blank

STAR ROLLER RAIL SYSTEM TO THOMSON 500 SERIES ROLLER PROFILE RAIL INTERCHANGE SHEET	
STAR	THOMSON
Carriage Part Number. $\frac{18.}{1.} \frac{51.}{2.} - \frac{2.}{3.} \frac{1.}{4.} \frac{2.}{5.} - \frac{10.}{7.}$	Carriage Part Number $\frac{511.}{1.} \frac{P.}{5.} \frac{20.}{3.} \frac{A.}{2.} \frac{1}{4}$
Rail Part Number $\frac{18.}{1.} \frac{05.}{2.} - \frac{2.}{3.} \frac{0.}{8.} \frac{2.}{5.} - \frac{31.}{9.} \frac{1000.}{6.}$	Rail Part Number $\frac{521.}{1.} \frac{P.}{5.} \frac{25.}{3.} \frac{A.}{2.} + \frac{1000}{6}$

1. TYPE		
STAR		THOMSON
18.		Carriage.-.512
.		Rail.-.522
2. TYPE		
STAR		THOMSON
CARRIAGE	51.	A
	53.	B
	21.	C
	24.	D
Rail.-.see.RAIL STYLE.-.1,2,8.and.9.Section		
3. SIZE		
STAR		THOMSON
2.		25
3.		35
4.		45
5.		55
6.		65
4. PRELOAD		
STAR		THOMSON
1*.		1
2.		2
3.		3
5. ACCURACY		
STAR		THOMSON
3.		N/A
2.		P
1.		S
9.		U

6. LENGTH	
STAR	THOMSON
XXXX.	+XXXX
7. VERSION	
STAR	THOMSON
10.	blank
13.(ALUMINIUM.END.CAP).	N/A
18.	ES4
60.	D-Thine.Dense.Chrome
RAIL STYLE 1,2,8 AND 9	
STAR	THOMSON
1805-x2x-31.	C
1805-x3x-31.	C.+532RCS.(size.25)
1805-x3x-61.	C.+532RCS.(size.35.&.up)
1805-x5x-31.	A
1805-x6x-31.	C.+532RCS.(size.25)
1805-x6x-61.	C.+532RCS.(size.35.&.up)
1806-x5x-31.	A
1807-x0x-11.	U
1845-x1x-31.	A.+Thin.Dense.Chrome
1845-x5x-31.	C.+Thin.Dense.Chrome.+532RCS.(size.25)
1845-x5x-61.	C.+Thin.Dense.Chrome.+532RCS.(size.35.&.up)
1845-x8x-31.	C.+Thin.Dense.Chrome.+532RCS
1847-x1x-31.	U.+Thin.Dense.Chrome
18xx-xxx-41.	Coated.End.for.Thin.Dense.Chrome.options.in.place.of.-31
18xx-xxx-71.	Coated.End.for.Thin.Dense.Chrome.options.in.place.of.-61

The Thomson 500 Series Ball Profile Rail replaces the Thomson AccuGlide Profile Rail.

The 500. Series. Ball. Profile. Rail. provides. the. following. advantages. when. compared. to. AccuGlide.:

- Increased rail straightness through advanced grinding technologies
- Simpler installation and greater accuracy on joint-free rails up to 6 meters long
- Smoother, quieter movement through insert molded recirculation paths, minimized transitions and optimized geometries
- Increased load capacity from longer ball paths and total number of rolling elements
- On-site field modifiable and upgradeable easy-to-use modular carriage and seal designs
- Customization with expanded accessories offering

THOMSON AccuGlide* TO THOMSON 500 SERIES BALL PROFILE RAIL INTERCHANGE SHEET

THOMSON AccuGlide*	THOMSON 500 SERIES BALL
Assembly Part Number . . CG. 20. AA. B. P. 1. 2. 3. 4. 5. 8. . .	Carriage Part Number . . 511. P. 20. A. 1 . . . 1. 5. 2. 3. 4. 8
Rail Part Number . . RG. 20. P. L1000. 1. 2. 5. 6.8. . .	Rail Part Number . . 521. P. 20. A. . 1000 . . 1. 5. 2. 7. 8. 6

1. TYPE

AccuGlide	THOMSON 500 SERIES BALL
Carriage.-CG.	Carriage.-511
Rail.-CG.	Rail.-521

2. SIZE

AccuGlide	THOMSON 500 SERIES BALL
15.	15
20.	20
25.	25
30.	30
35.	35
45.	45
55.	N/A

3. CARRIAGE STYLE

AccuGlide	THOMSON 500 SERIES BALL
A.	A
BA.	B
CE.	C
DE.	D
EE.	E
HE.	F

4. PRELOAD

AccuGlide	THOMSON 500 SERIES BALL
A.	0
B.	1
C.	2
D.	3

5. ACCURACY

AccuGlide	THOMSON 500 SERIES BALL
N.	H
H.	H
P.	P
S.	U
U.	U

6. LENGHT

AccuGlide	THOMSON 500 SERIES BALL
Lxxxx.	xxxx

7. RAIL STYLE

AccuGlide	THOMSON 500 SERIES BALL
—	A
N/A.	U
N/A.	C

8. OPTIONS¹

AccuGlide	THOMSON 500 SERIES BALL
A.	D
C2C2.(plastic).	C.(steel)
C3C3.	C
D####.	See.pg..122.or.Consult.Thomson
KK.	W
LDS.	Standard.Longitudinal.Seal.is.low.drag
LL.	L
M####.	See.pg..122.or.Consult.Thomson
R2R2.	E
ZZ.	Z
N/A.	V.(Viton.Wiper)
N/A.	N.(Oil.Reservoir)

The Thomson 500 Series Roller Profile Rail replaces the Thomson AccuMax Profile Rail.

The 500. Series. Roller. Profile. Rail. provides. the. following. advantages. when. compared. to. AccuMax.:

- Increased. rail. straightness. through. advanced. grinding. technologies
- Simpler. installation. and. greater. accuracy. on. joint-free. rails. up. to. 6. meters. long
- Smoother, quieter. movement. through. insert. molded. recirculation. paths, minimized. transitions. and. optimized. geometries
- Increased. load. capacity. from. longer. roller. paths. and. total. number. of. rolling. elements
- Expanded. offering. of. ultra-rigid. roller. carriage. sizes. and. styles. for. all. applications
- On-site. field. modifiable. and. upgradeable. easy-to-use. modular. carriage. and. seal. designs
- Customization. with. expanded. accessories. offering

THOMSON AccuMax* TO THOMSON 500 SERIES ROLLER PROFILE RAIL INTERCHANGE SHEET

THOMSON AccuMAX*	THOMSON 500 SERIES ROLLER
Assembly Part Number. . . CM. 35. AA. B. S. 1. 2. 3. 4. 5. 8. . .	Carriage Part Number . . 512. S. 35. A. 1. . . . 1. 5. 2. 3. 4. 8
Rail Part Number . . RM. 35. S. L1000. 1. 2. 5. 6.8. . .	Rail Part Number . . 522. S. 35. A. . 1000 . . 1. 5. 2. 7. 8. 6

1. TYPE	
AccuMax	THOMSON 500 SERIES ROLLER
Carriage.-.CM.	Carriage.-.512
Rail.-.RM.	Rail.-.522
2. SIZE	
AccuMax	THOMSON 500 SERIES ROLLER
N/A.	25
35.	35
45.	45
55.	55
N/A.	65
3. CARRIAGE STYLE	
AccuMax	THOMSON 500 SERIES ROLLER
A.	A
N/A.	B
N/A.	C
N/A.	D
4. PRELOAD	
AccuMax	THOMSON 500 SERIES ROLLER
B.	1
C.	2
D.	3

5. ACCURACY	
AccuMax	THOMSON 500 SERIES ROLLER
P.	P
S.	S
U.	U
6. LENGHT	
AccuMax	THOMSON 500 SERIES ROLLER
Lxxxx.	xxxx
7. RAIL STYLE	
AccuMax	THOMSON 500 SERIES ROLLER
-.	A
N/A.	U
N/A.	C
8. OPTIONS ¹	
AccuMax	THOMSON 500 SERIES ROLLER
A.	D
C2C2.(plastic).	C.(steel)
C3C3.	C
D###.	See.pg..122.or.Consult.Thomson
KK.	W
LDS.	Standard.Longitudinal.Seal.is.low.drag
LL.	L
M###.	See.pg..122.or.Consult.Thomson
R2R2.	E
ZZ.	Z
N/A.	V.(Viton.Wiper)

Common AccuGlide Options

Carriage Options	500 Series Option
C2C2.	C
C3C3.	C
D035.	ES1
D047.	ES10*
D065.	ES2
D086.	ES1ES10*
D087.	ES8.or.ES1ES10*
D088.	ES2ES10*
D089.	ES9.or.ES2ES10*
D134.	ZCES1
D135.	CES1
D147.	CES10*
D150.	ZC
D164.	ZCES2
D165.	CES2
D186.	CES1ES10*
D187.	CES7.or.CES10*
D188.	CES10*
D189.	CES9.or.CES2ES10*
D192.	LCES9.or.LCES2ES10*
D234.	LES1
D235.	LZES1
D236.	LZCES1
D237.	LCES1
D241.	LC
D251.	LZC
D262.	LES2
D263.	LCES2
D264.	ZES2
D265.	LZES2
D266.	LZCES2
D267.	LCES2
D274.	LES12
D275.	LZES12
D289.	LES9.or.LES2ES10*
D292.	LZES9.or.LZES2ES10*
LDS.	now.standard
LL.	L
LLZZ.	LZ
M035.	ES3
M038.	CES3
M041.	1/4-28.in.side.options:ES7.or.ES10.option*
M043.	C.+1/4-28.in.side.options:CES7.or.CES10.option*
M047.	ES7.or.ES10*
M049.	CES7.or.CES10*
M063.	CES4
M065.	ES4
M075.	ES14
M077.	ES14.+ES7
M087.	ES5
M088.	ES4ES10
M089.	ES6
M094.	ES7.+ES15
M095.	ES15

Carriage Options	500 Series Option
M097.	ZES15
M099.	CES15
M125.	ES11
M134.	ES6
M147.	CES7
M153.	W
M157.	WZ
M168.	Duralloy
M171.	Z
M183.	ZES5.
M186.	ES5
M187.	CES5
M188.	CES10*
M189.	CES6
M192.	ZES6
M209.	LES6
M210.	WES7
M234.	LES3
M235.	LZES3
M236.	LZCES3
M241.	LC
M242.	Duralloy.+L
M249.	LCES7.or.LCES10*
M251.	LZC
M263.	LES4
M264.	ZES4
M265.	LZES4
M266.	LZCES4
M267.	LCES4
M275.	LZES14G1
M287.	LES5
M289.	LES6
M290.	LCES6
M292.	LZES6
M293.	WES5
M294.	GS
ZZ.	Z

*. ES10.option.is.side.lube.in.end.cap.,size.15.=M3, size.20.and.up=M6.

Rail Options	500 Series Designation
D080.	DH1
D085.	DH2
D181.	EDH1.
D185.	EDH2.
D187.	EDH2
M080.	DH3
M082.	EDH3
M083.	EDH3
M085.	DH4
M088.	EDH4
M091.	EDH4
R2R2.	E
R3R3.	E

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