

Dimensions and load capacity

✓

> TLR

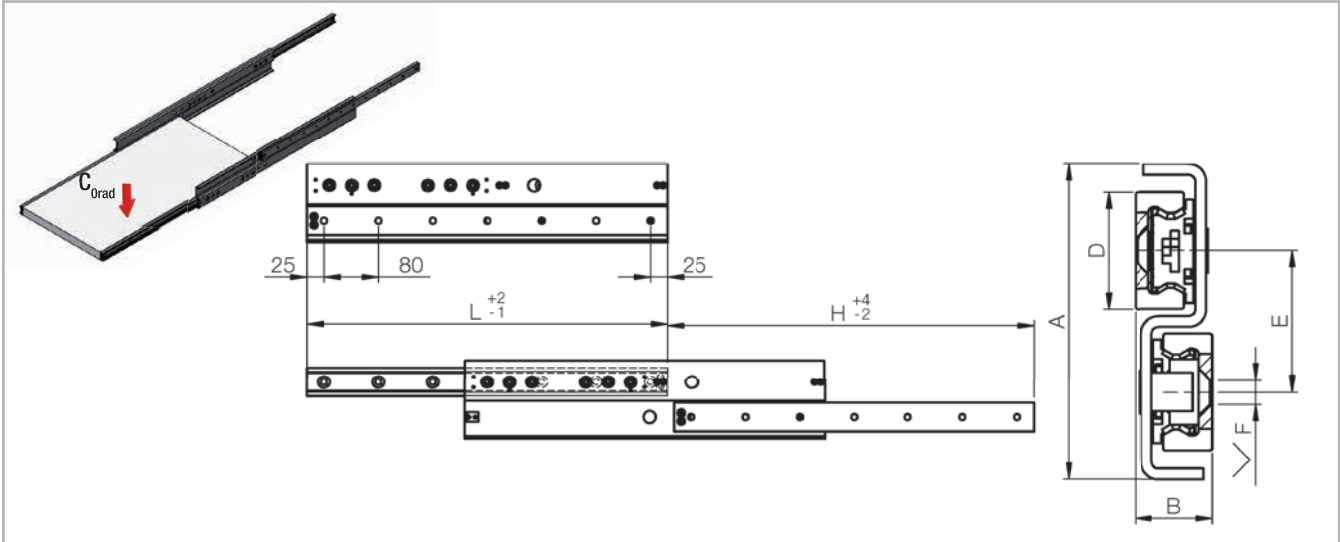


Fig. 24

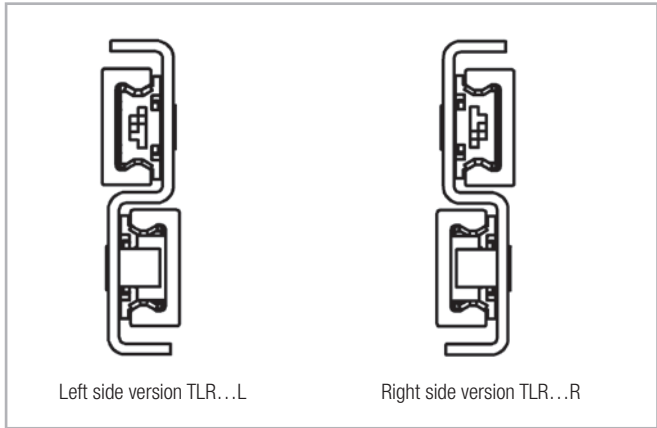


Fig. 25

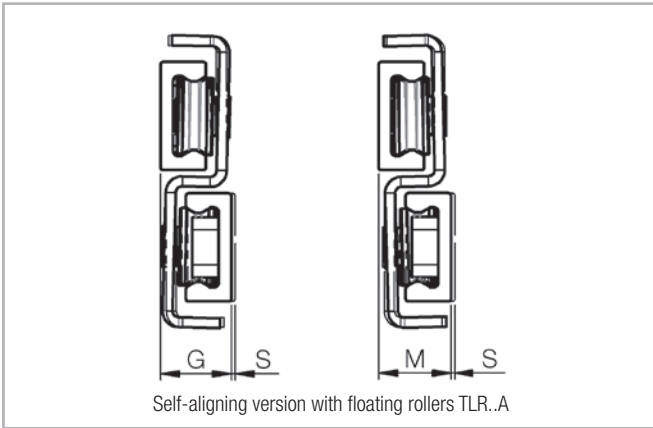


Fig. 26

Code	Size	A [mm]	B [mm]	D [mm]	E [mm]	F [mm]	G [mm]	M [mm]	S [mm]
TLR	18	52	15,2	18	25	Ø 4,5 for screw M4 DIN7991	14,7	15,7	1
	28	80	18,6	28	35	Ø 5,5 for screw M5 DIN7991	17,2	19	1,8
	43	116	28,4	43	52	Ø 8,5 for screw M8 DIN7991	26,8	30	3,2

Tab. 1

Self-aligning capability

When TLR slides are used in pairs, they offer the possibility to absorb minor structural errors or non-precise installation, which otherwise would much increase the required force for moving the mobile part, in both extending and closing direction. Such “binding-problems” for installation on non precise structures, common for ball-cage slides and can be eliminated/ much reduced with a pair of self-aligning TLR..A slides. A problem of heavy binding will consequently much reduce load capacity and expected life-time. The self-aligning capacity is obtained by having a combination of floating and guiding rollers in the TLR..A. i.e. allowing for a minor rotation

of the rails whilst maintaining the preload in both upper and lower rails. The suffix A in TLR..A, indicates “Aligning”. To be noted that the rotation ex. of the TLR28A slide hereby changes the nominal value of 18,6mm to 17,2mm (S min) – 19,0mm (S max) while compensating dimensional errors on mobile structures or distance errors between the two lateral sides of fixed structures, for which the upper rails are fixed to. The TLR..A is in general always used as a pair with a standard TLR, to assure good lateral stability.

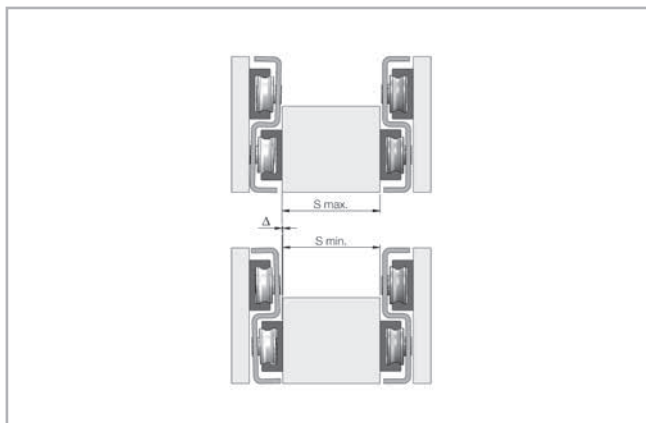


Fig. 27

Version	Characteristics
BASIC	Cold drawn steel rails with patented “ROLLON-NOX”; high depth nitride hardening and black oxidation treatment. The rails are cut to size after treatment, so the rail ends are protected by protective spray. The rollers are core hardened steel, while the intermediate steel S-element is protected with black epoxy electro coating - “ROLLON e-coating” .
Q	As a basic TLR product but with additional black “ROLLON e-coating” on the rails, for high corrosion resistance (min 700 hours resistance in salt fog) . The rail has no ROLLON e-coating on the raceway contact area with the rollers, as masked before the treatment. The raceways are anyhow with standard oxidation while the wipers with incorporated pre-oiled felt assure lubrication and corrosion protection of raceways.

Tab. 2

Code	Size	Length L [mm]	Stroke H [mm]	Dynamic coefficient C C [N]	Load capacity for a pair of rails Co _{rad} [N]	Weight [kg]
TLR	18	290	290	731	710	0,9
		370	370	969	940	1,2
		450	450	1115	1082	1,4
		530	530	1214	1178	1,6
		610	610	1286	1246	1,9
		690	690	1324	1284	2,1
		770	770	1344	1304	2,3

Tab. 3

Code	Size	Length L [mm]	Stroke H [mm]	Dynamic coefficient C C [N]	Load capacity for a pair of rails Co _{rad} [N]	Weight [kg]
TLR	28	370	380	1578	1596	2,1
		450	460	1860	1882	2,5
		530	540	2045	2068	2,9
		610	620	2711	2744	3,3
		690	700	2933	2968	3,7
		770	780	3084	3120	4,1
		850	860	3180	3218	4,5
		930	940	3259	3264	4,9
		1010	1020	3325	3038	5,3
		1090	1100	3381	2842	5,7
		1170	1180	3428	2670	6,1
		1250	1260	3469	2516	6,5
		1330	1340	3505	2380	6,9
		1410	1420	3537	2258	7,3
		1490	1500	3565	2148	7,7

Tab. 4

Code	Size	Length L [mm]	Stroke H [mm]	Dynamic coefficient C C [N]	Load capacity for a pair of rails Co _{rad} [N]	Weight [kg]
TLR	43	530	540	4075	4156	6,4
		610	620	4241	4326	7,3
		690	700	6155	6278	8,2
		770	780	6554	6686	9,1
		850	860	6870	7008	10
		930	940	7127	7270	10,9
		1010	1020	7341	7488	11,8
		1090	1100	7520	7672	12,7
		1170	1180	7674	7568	13,6
		1250	1260	7807	7148	14,5
		1330	1340	7922	6772	15,4
		1410	1420	8024	6434	16,3
		1490	1500	8115	6130	17,2
		1570	1580	8195	5850	18,1
		1650	1660	8268	5596	19
		1730	1740	8333	5364	19,9
		1810	1820	8393	5150	20,8
		1890	1900	8447	4952	21,7
		1970	1980	8497	4768	22,6

Tab. 5