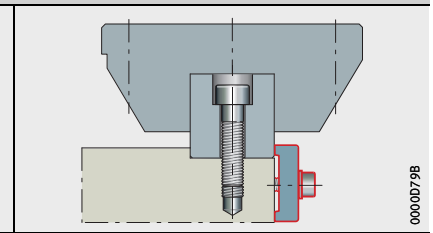
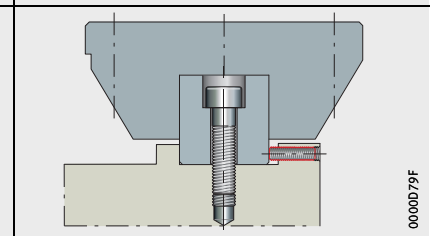
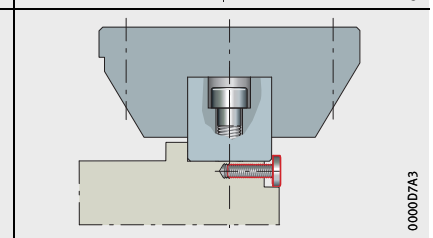
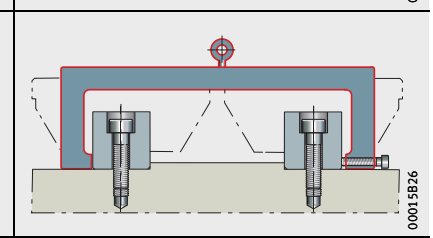
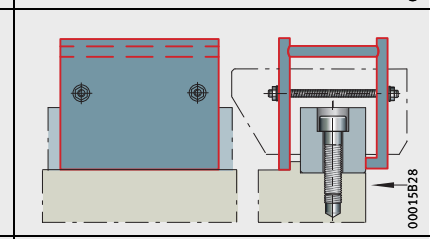
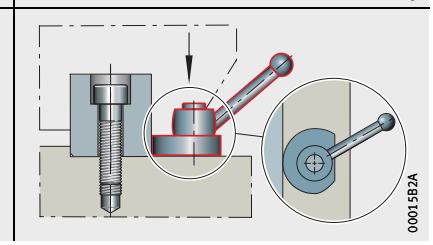
Mounting variants

Fixing method
(continued)

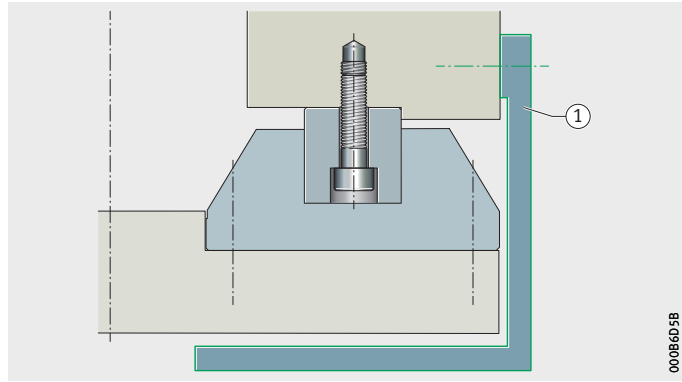
Element	
Clamping strip	
Adjusting screws	
Locking screws	
Fixing bracket with adjusting screws	
Fixing bracket with threaded rod	
Eccentric hand lever	

Pressure and fixing elements are not included in the scope of delivery.

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Suspended arrangement of guidance system

If the guidance system is in a suspended arrangement, a drop guard ① is recommended, *Figure 4*.



Mounting position of the guidance system 180°
① Drop guard

Figure 4
Suspended monorail guidance system with drop guard

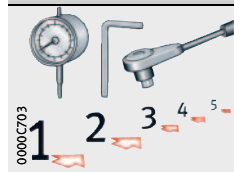
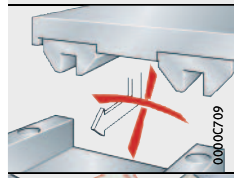
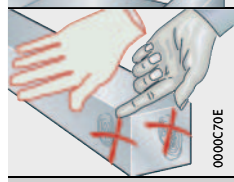
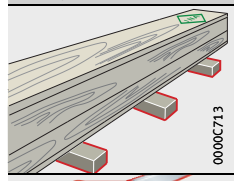
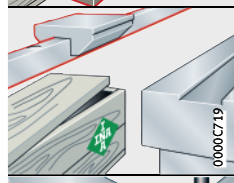
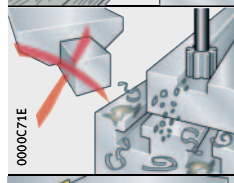
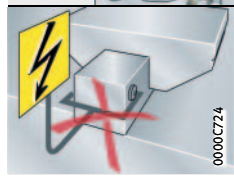
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Mounting guidelines

Guidelines for mounting of monorail guidance systems

The guidance systems can only achieve their function and maximum operating life if they are correctly mounted and maintained, see page 87.

Guidelines

General	
	Use only the appropriate tools and fitting aids. Always carry out the operations in the specified sequence.
	Do not carry out “prestrung mounting” – do not slide carriages already mounted on the machine table onto guideways that are also already mounted.
	Hands should be kept clean and dry, wear cotton gloves if necessary. Perspiration can lead to corrosion on monorail guidance systems with a dry preservative.
Transport, storage and fitting area	
	Monorail guidance systems should only be transported and stored in their original packaging. Guideways longer than 1,5 m must be supported at a minimum of 3 points.
	Monorail guidance systems should only be removed from their original packaging once they are at the assembly area and immediately before mounting.
	Monorail guidance systems should not be mounted in the vicinity of machines or equipment that generate swarf or dust.
	Do not transmit electrical currents, for example during welding, through the monorail guidance systems.

Observe the specifications and regulations in accordance with the table.

The mounting guidelines are structured such that they can be used as a basis for creating individual mounting manuals as easily as possible.

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Mounting manuals can be called up on the Internet
➤ *https://www.schaeffler.de/std/1D51*.

Mounting manuals available from Schaeffler in the field of monorail guidance systems:

- RUE: MON 30, MON 40, MON 41, MON 42
- KUSE: MON 22
- KUVE: MON 38, MON 45, MON 46
- accessories: MON 01, MON 07, MON 21, MON 65
- HLE: MON 50.

Risk of injury. In your handling or mounting manuals, please draw attention to the sharp edges caused by the design on guideways, holes and covering strips.

Risk of injury. Draw attention in your handling or mounting manuals to the normal hazards that are generally present in the mounting of machines and when working with lifting gear and tools.

Fixing screws for carriages and guideways

Monorail guidance systems must only be located using the specified screws.

It is vital to follow the information:

- in this catalogue
- in the technical proposal letter
- in the assembly drawing – if contained therein.

The screw specifications and tightening torques must be observed.

Any deviations will influence the performance of the screw connections as well as the function and operating life of the guidance systems.

Only fixing screws of the specified grades must be used.

If there is a possibility of settling, the fixing screws should be secured against rotation.

Ensure that the adjacent construction is of adequate strength.

The technical performance capability can only be achieved through the use of:

- all threaded fixing holes
- the specified screw grade
- the specified tightening torques for screws.

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Mounting guidelines

Delivered condition

Monorail guidance systems are supplied with a preservative, basic greasing or initial greasing, see table.

The preservative is compatible with oils and greases having a mineral oil base.

Delivered condition

Designation	Delivered condition				
	Lubrication			Mounting	
	coated with pre-servative	with initial greasing	with basic greasing	pre-assembled as unit	guideway and carriage separate
RUE..-E	●	❍	–	●	❍
KUSE	●	❍	–	●	❍
KUVE..-B	❍	❍	●	●	❍
KUVE25-B..-HS	❍	●	–	●	❍
KUVE..-W	❍	❍	●	●	❍
KUVS	❍	●	–	–	●

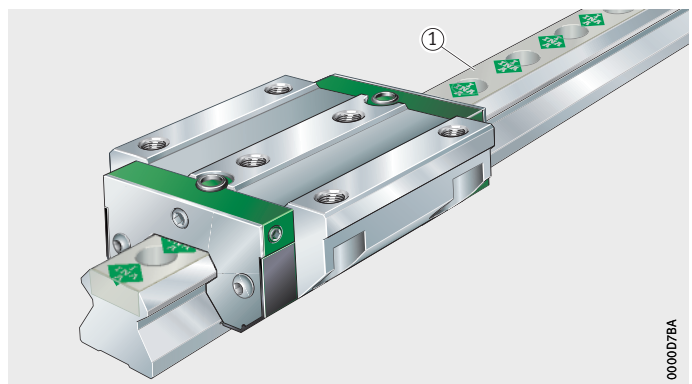
● Standard.
❍ Optional.

Protection of wipers

The sharp-edged counterbores of the holes in the guideways are covered by an adhesive strip, *Figure 1*.

The adhesive strip protects the seal lips on the wipers of the carriages. The adhesive strip should not be removed until immediately before the guidance system is mounted.

The counterbores may cause injury.



RUE..-E

① Adhesive strip

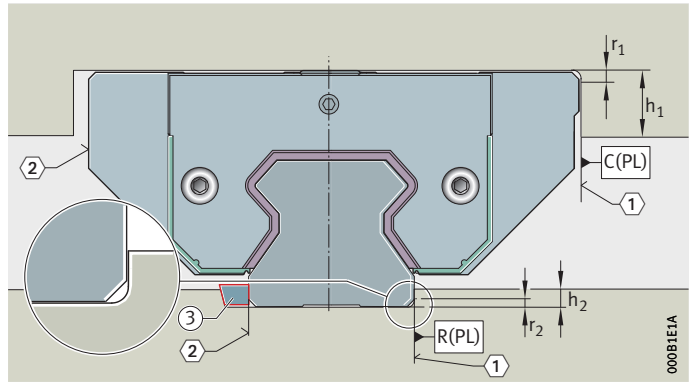
Figure 1
Holes covered by adhesive strip

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Marking of locating face and marked face

The locating face is always on the opposing side to the marked face. The locating face of the guideway and the locating face of the carriage are on the same side when supplied, *Figure 2*. If the locating faces shall not be on the same side, the position of the locating faces must be indicated when ordering. If the carriage is separated from the guideway for mounting, it must be ensured that the position of the locating faces corresponds to the initial situation, when joining the carriage and the guideway.

The locating heights and corner radii in the table must be observed, see the section for the specific series.



① Locating face
② Marked face
③ Vee strip

Figure 2
Position of locating face and marked face

Dismounting and mounting of carriages

Observe and if necessary note the mounting position of the carriages (locating face).

Only remove carriages from the guideway if necessary.

Dismounting of carriages

Locate the dummy guideway ① on one end face of the guideway ② and slide the carriage ③ carefully onto the dummy guideway ①, *Figure 3*, page 72.

Do not move carriages over the counterbores of fixing holes that have not been closed off. Ensure that the seal lips of the wipers are protected if carriages are moved.

Do not remove the dummy guideway from the carriage.
Protect the rolling element set against contamination and damage.

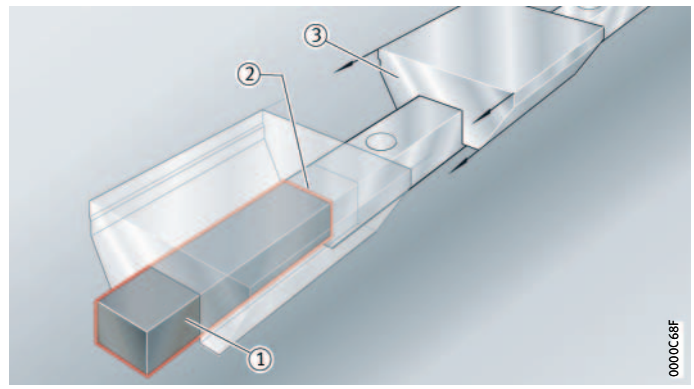
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Mounting guidelines

Mounting of carriages

Locate the dummy guideway ① with the carriage ③ on one end face of the guideway ②, *Figure 3*.

Slide the carriage ③ carefully onto the guideway, taking care not to damage the seal lips.



① Dummy guideway
② End face of guideway
③ Carriage

Figure 3
Dismounting and mounting of carriages

Location of carriages

The tightening torques M_A in the dimension tables are valid for screws coated with preservative. If there is a possibility of settling, the fixing screws should be secured against rotation.

Observe the tightening torques M_A for the fixing screws.

If the carriages are not connected to a central lubrication system, grease the carriages using the initial grease quantity – for grease quantities, see tables, page 47.

The guideways and carriages must be protected before and during mounting against solid and fluid contaminants.

Series RUE and KUSE

Before the carriages are screw mounted to the adjacent construction, check the seat of the O rings.

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Location of guideways

The sharp-edged counterbores for the fixing screws may cause injury.

The tightening torques M_A in the dimension tables are valid for screws coated with preservative.

Tightening scheme

Tighten the fixing screws in accordance with the scheme, *Figure 4*:

1. Tighten all the screws to $0{,}4 \times M_A$.
2. Tighten the screws marked in red to $0{,}7 \times M_A$.
3. Tighten the screws marked in black to $0{,}7 \times M_A$.
4. Tighten the screws marked in red to M_A.
5. Tighten the screws marked in black to M_A.

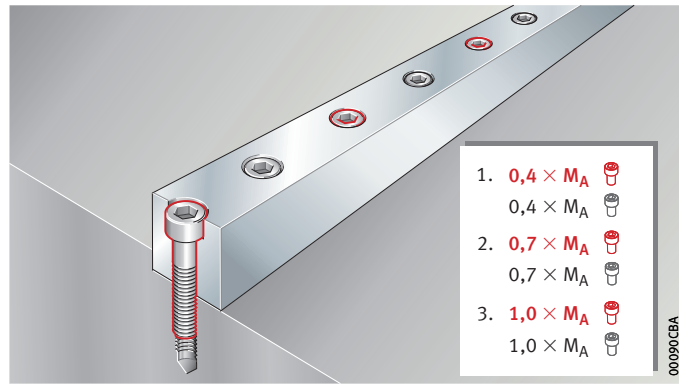


Figure 4
Tightening scheme for guideways

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Mounting guidelines

Multi-piece guideways

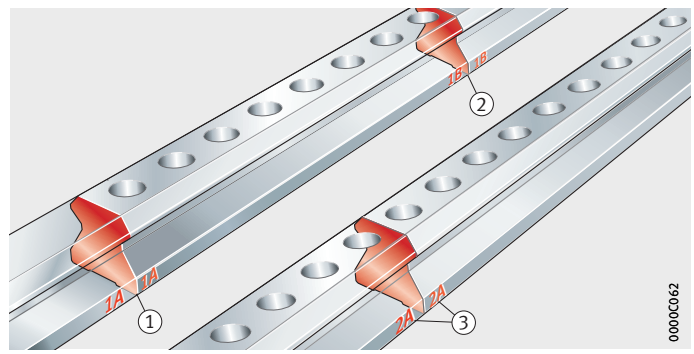
The end faces of the guideways are abutted against each other and the carriages are moved over the joint – this gives almost ideal alignment of the guideways.

In the case of multi-piece guideways, the gap at the end faces between two segments must be $< 0{,}05$ mm.

Screw mount the guideways in accordance with the tightening scheme, *Figure 4*. Leave the carriages located at the joint. Then check the joints again.

The guideway segments are marked with numbers and letters, *Figure 5*.

During mounting, the numbers and letters of the ends at each joint must match.



Butt joints:
① 1A – 1A
② 1B – 1B
③ 2A – 2A

Figure 5
Butt joints on multi-piece guideways

Fitting of closing plugs

The sharp-edged counterbores for the fixing screws may cause injury.

Before mounting, guideways must be located using the tightening torque M_A, see dimension tables.

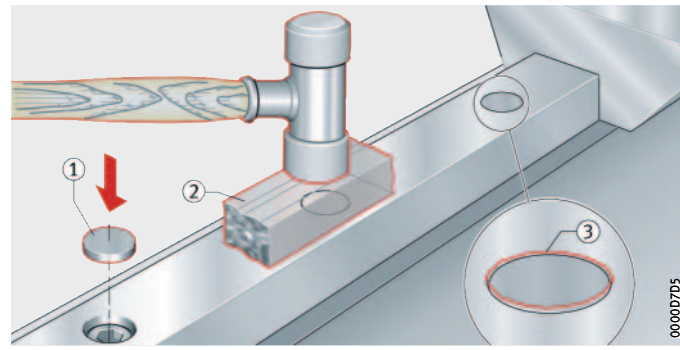
Do not move carriages over the counterbores of fixing holes that have not been closed off. Ensure that the seal lips of the wipers are protected if carriages are moved.

Depending on the environment and operating conditions, the counterbores are closed off using plastic or brass closing plugs. A fitting device for brass closing plugs is available, see page 76.

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Knock in the closing plugs, *Figure 6*:

- Insert the closing plugs ① in the correct position in the counterbore.
- Place the press-in block ② vertically on the closing plugs.
- Knock in the closing plugs by means of concentric impacts.
- Remove the ring-shaped burr from the closing plugs ③.

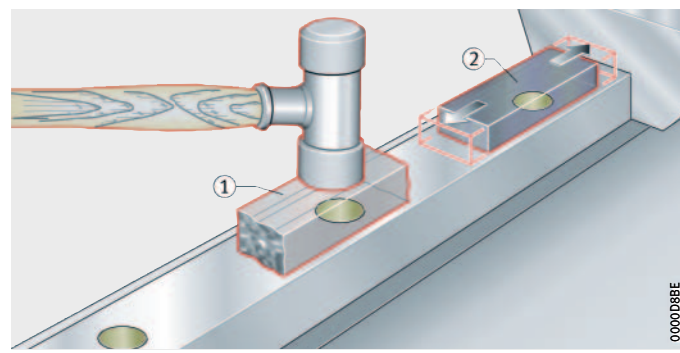


① Closing plug
② Press-in block
③ Ring-shaped burr

Figure 6
Knocking in of closing plugs

Carry out final fitting of the closing plugs, *Figure 7*:

- Knock the closing plugs in flush with the surface of the guideway ① by means of a second impact.
- Smooth off the top surface of brass closing plugs flat using an oilstone ②.
- Clean the guideway using a lint-free clean cloth and check that the closing plugs are fitted flush by means of a “fingertip test”.



① Press-in block
② Oilstone

Figure 7
Final fitting of closing plugs

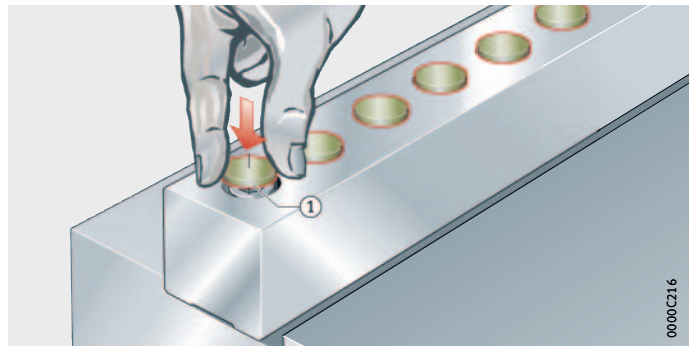
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Fitting of brass closing plugs using fitting device

The sharp-edged counterbores for the fixing screws may cause injury.

Insert the closing plugs in the counterbore, *Figure 8*:

- Insert the closing plug ① in the correct position in the counterbore.

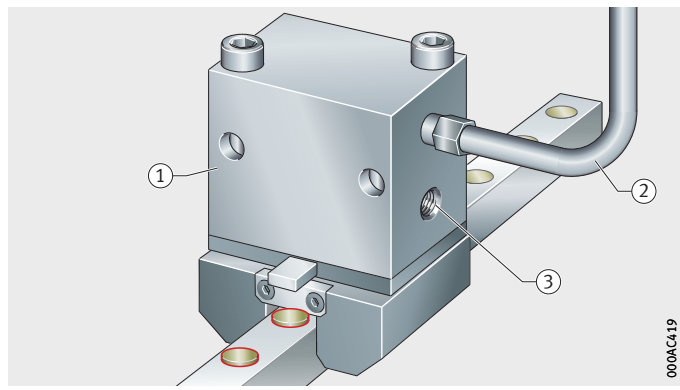


① Closing plug

Figure 8
Inserting the closing plugs in the counterbore

Fit the fitting device, *Figure 9*:

- Place the fitting device MVH ① on the guideway.
- Connect the fitting device to the hydraulic source ② and ensure that the bleed ③ is activated.



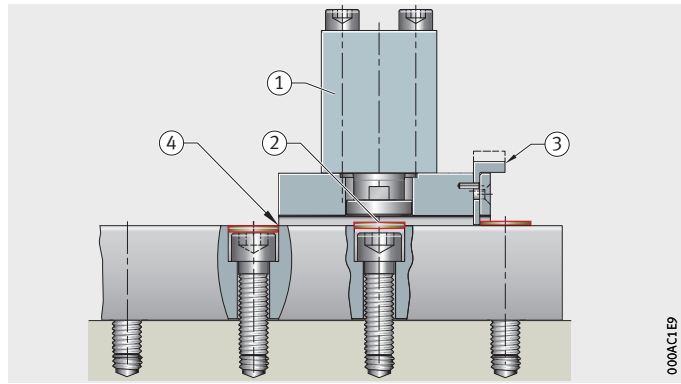
① Fitting device MVH
② Hydraulic connector
③ Bleed

Figure 9
Fitting the fitting device

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Press in the closing plugs, *Figure 10*:

- Position the fitting device ① over the closing plug ② until the pawl ③ contacts the next closing plug that has not yet been pressed in; for the last closing plug, carry out this alignment visually ④.
- Press in the closing plug using a maximum of 300 bar.

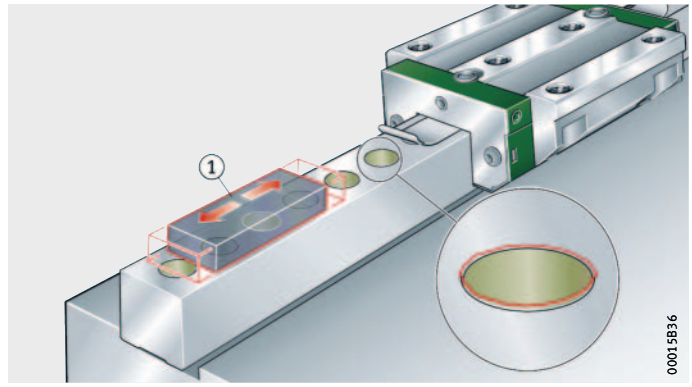


① Fitting device MVH
② Closing plug
③ Pawl
④ Optical inspection

Figure 10
Pressing in the closing plugs

Smooth off the closing plugs flat, *Figure 11*:

- Smooth off the top surface of brass closing plugs flat using an oilstone ①.
- Then clean the guideway using a lint-free clean cloth.



① Oilstone

Figure 11
Smoothing off the closing plugs flat

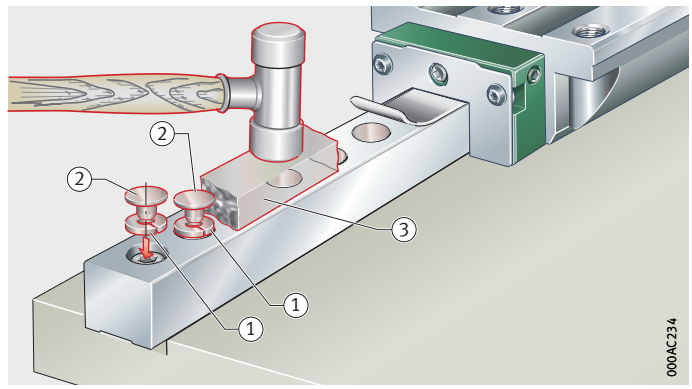
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Fitting of two-piece plastic closing plugs

The sharp-edged counterbores for the fixing screws may cause injury.

Press in the closing plugs, *Figure 12*:

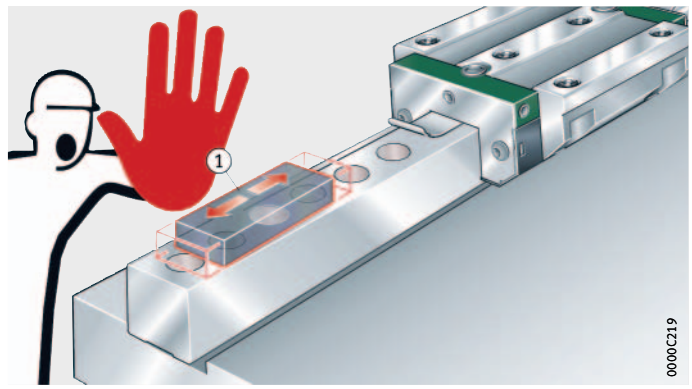
- Insert the plastic clinch rings ① in the holes.
- Press the closing plugs ② in flush using a press-in block ③.



① Plastic clinch ring
② Closing plug
③ Press-in block

Figure 12
Pressing in the closing plugs

Do not work the plastic closing plugs using an oilstone ① or similar, *Figure 13*.



① Oilstone

Figure 13
Do not work using an oilstone

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Fitting of adhesive bonded covering strip

Risk of injury due to the sharp edges of the slot and on the covering strip.

Do not use the covering strip ADB if using the damping carriage RUDS.

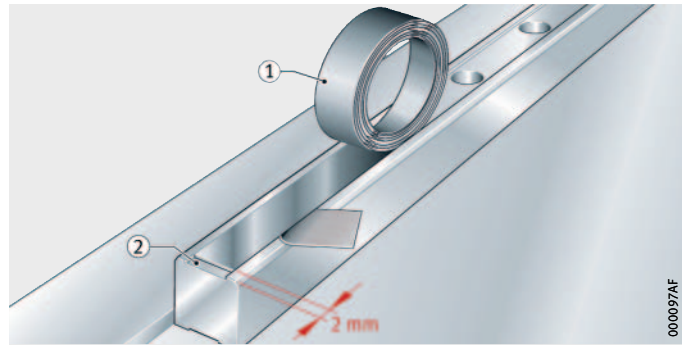
Only fit the covering strip to guideways that have been located.

The surface for adhesive bonding – the slot in the guideway – must be clean, free of grease and dry.

Avoid damaging the seal lip on the carriage.

Place the covering strip in the slot, *Figure 14*:

- Unroll a portion of the covering strip ① and place with the adhesive film side face down in the slot ② – the covering strip should finish approx. 2 mm from the end of the guideway.



① Covering strip
② Slot

Figure 14
Placing the covering strip in the slot

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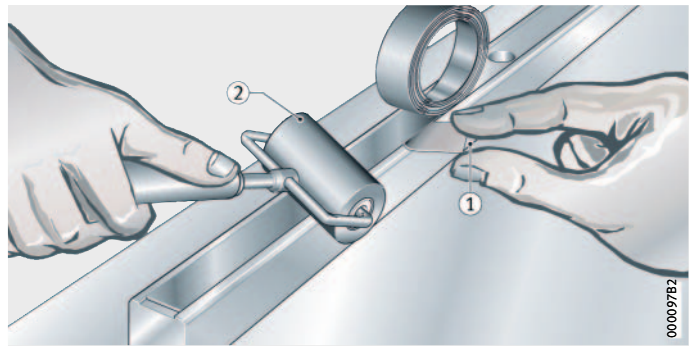
Mounting guidelines

Stick down the covering strip, *Figure 15*:

- Peel off the protective film ① over a length of approx. 30 mm and fold it out at an angle to one side.
- Align the covering strip in the slot and stick it down by applying pressure – for example by means of a pressure roller ②.
  The strength of the bond will depend on the pressure used.
- Remove the protective film ① and finish fitting the covering strip.

The final adhesive force is achieved at room temperature after approx. 72 hours.

Check the storage life of the adhesive tape, see printed information on packaging.



① Protective film
② Pressure roller

Figure 15
Sticking down the covering strip

Fitting of clip fit covering strip

Risk of injury. The slot in the guideway and the ends of the covering strip have sharp edges.

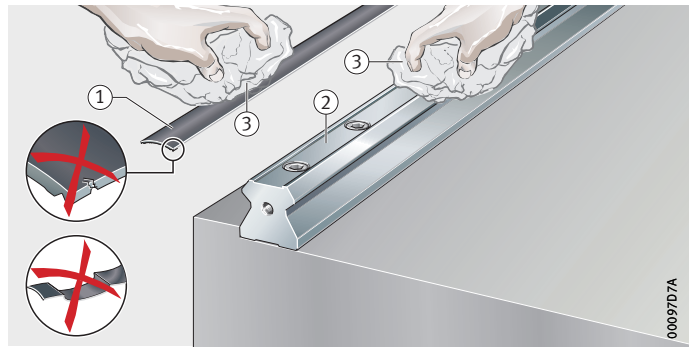
Do not use the covering strip ADK if using the damping carriage RUDS.

Fit the covering strip only if it is free from creases and damage. Protect the covering strip and slot against contamination during fitting. Handle the covering strip with great care, avoiding alignment. Do not reuse the covering strip.

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Cleaning and inspection, *Figure 16*:

- Check the covering strip ① for damage.
- Clean the covering strip ① and guideway slot ② using a lint-free cloth ③.



① Covering strip
② Slot in guideway
③ Lint-free cloth

Figure 16
Inspecting and cleaning the covering strip and guideway slot

The covering strip may spring out of the slot if retaining plates are not used, so it must always be secured.

Insert and roll out the covering strip, *Figure 17*:

- Insert the covering strip ① with the convex side upwards in the slot ②.
- Unroll the covering strip ① by at least 200 mm. Leave the strip protruding by 10 mm to 20 mm. Bend the protruding length downwards by approx. 45° for fixing.
- Unroll the covering strip ① completely and position it in the slot ②.
- Secure the covering strip ① by means of retaining plates ③.

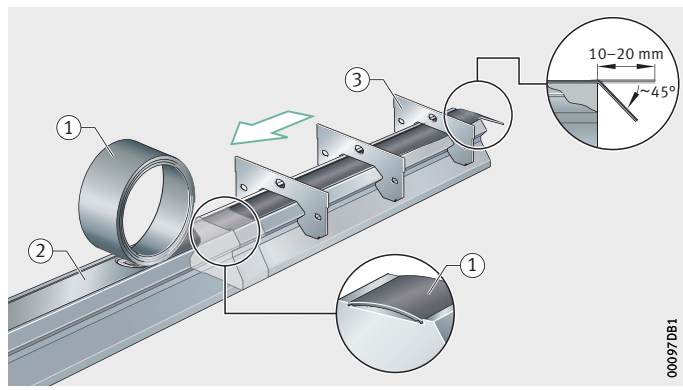


Figure 17
Placing the covering strip in the slot

The covering strip must be completely inserted in the slot before it is rolled in.

Always observe the travel direction of the rolling-in device. Do not tilt or reverse the rolling-in device.

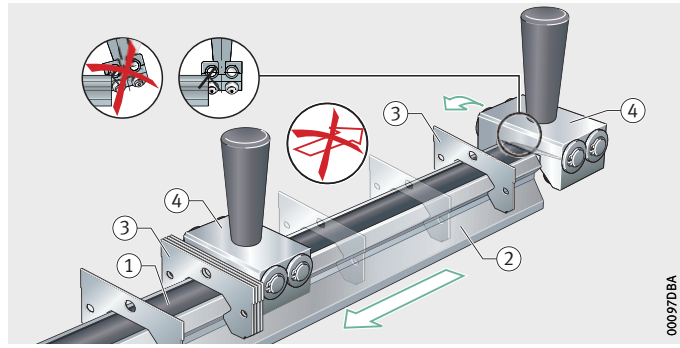
Fit the covering strip without interruption.

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Mounting guidelines

Roll in the covering strip ①, *Figure 18*:

- Position the rolling-in device ④ tangentially with the chamfered side marked with an arrow first, avoiding tilting.
- Move the rolling-in device ④ with a uniform movement and without stopping along the covering strip ①.
- Slide the retaining plates ③ away.
- Slide the rolling-in device ④ a further two to four times along the covering strip ①.

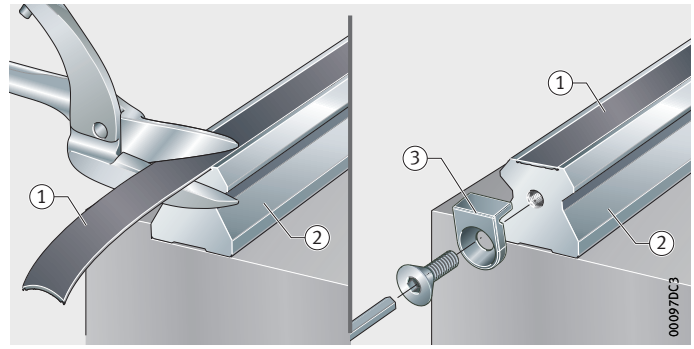


① Covering strip
② Guideway
③ Retaining plate
④ Rolling-in device

Figure 18
Rolling in the covering strip

Secure the ends of the covering strip ①, *Figure 19*:

- Cut off the protruding ends of the covering strip ① using snips.
- Fit the retaining plate ③.



① Covering strip
② Guideway
③ Retaining plate

Figure 19
Cutting off the protruding ends and mounting the retaining plate

Mounting and maintenance manual

- Comprehensive information, see MON 65, Covering Strip ADK for Guideway TSX, TKSD, TKVD.

Mounting with a positioned carriage

If the covering strip is to be fitted when the carriage is already on the guideway, please contact us.

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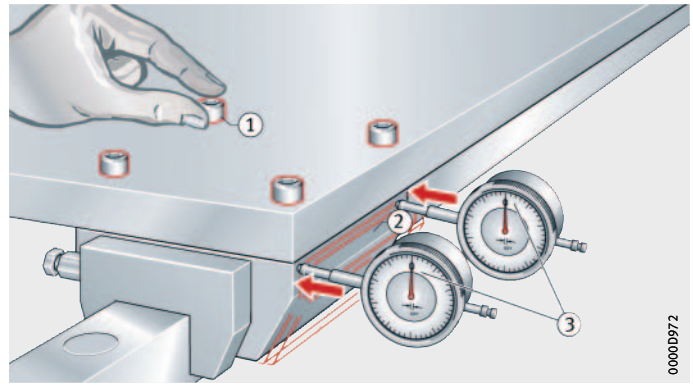
Fitting of clamping element

Fix the clamping element RUKS in place only after the guideways and carriages have been mounted.

Before fitting, close off the counterbores of the fixing holes in the guideways or fit the covering strips ADB or ADK.

Align the clamping element, *Figure 20*:

- Tighten the fixing screws ① in the clamping element finger tight. Use all the threaded holes.
- Place one dial gauge ③ at each corner of one longitudinal side ② of the clamping element.
- Press the clamping element against one longitudinal side of the guideway (in the direction of the arrows) and set the dial gauges to “0” ③.



① Fixing screws
② Longitudinal side of clamping element
③ Dial gauges, datum on machine bed

Figure 20
Aligning the clamping element

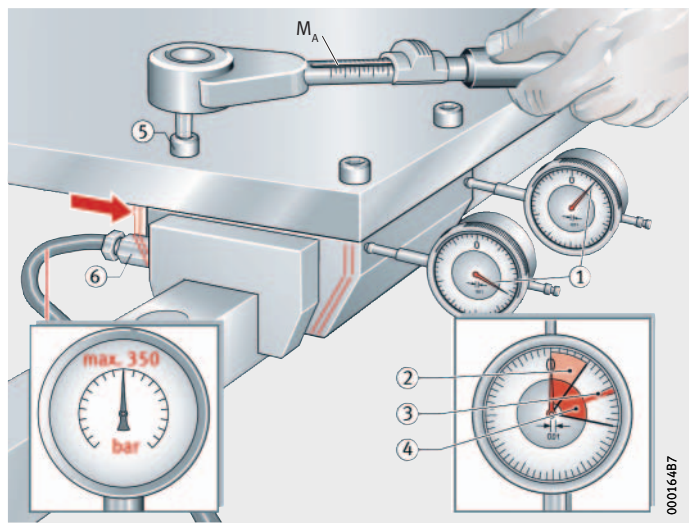
Do not exceed the maximum oil pressure of 350 bar.
Pay attention to pressure spikes.

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Mounting guidelines

Carry out final fitting of the clamping element, *Figure 21*:

- Press the clamping element onto the opposing longitudinal side of the guideway (in the direction of the arrow).
- Read off and record the measurement values on both dial gauges ①.
- Calculate the mean value of the measurement values ③.
- Set the RUKS to half the mean value.
- Tighten the fixing screws ⑤, observing the tightening torque.
- Connect the hydraulic connector ⑥ to the clamping element.
- Increase the oil pressure slowly to the maximum operating pressure.
- Check the clamping element for seal integrity, reduce the oil pressure.



M_A = tightening torque, see dimension tables

① Dial gauges, datum on machine bed
② Measured value 1
③ Mean value of measured values
④ Measured value 2
⑤ Fixing screws
⑥ Hydraulic connector

Figure 21
Final fitting of the clamping element

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Fitting of damping carriage

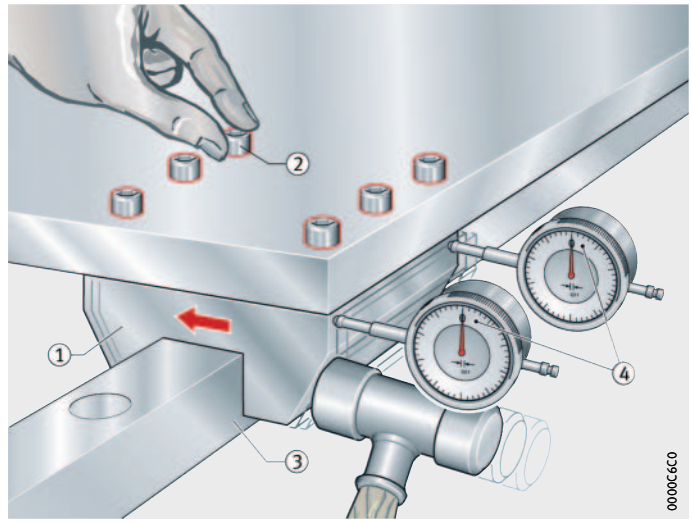
The damping carriage RUDS should only be fixed in place once the guideways and carriages have been mounted.

The counterbores of the fixing holes in the guideways must first be closed off. Only use brass closing plugs.

Keep the guideways free from oil.

Align the damping carriage, *Figure 22*:

- Insert the fixing screws ② in the damping carriage ① and tighten finger tight.
- Place one dial gauge ④ at each corner of one longitudinal side of the damping carriage.
- Press one longitudinal side of the damping carriage against the guideway (in the direction of the arrow) ③ and set the dial gauges to “0” ④.



① Damping carriage
② Fixing screws
③ Longitudinal side of the guideway
④ Dial gauges, datum on machine bed

Figure 22
Aligning the damping carriage

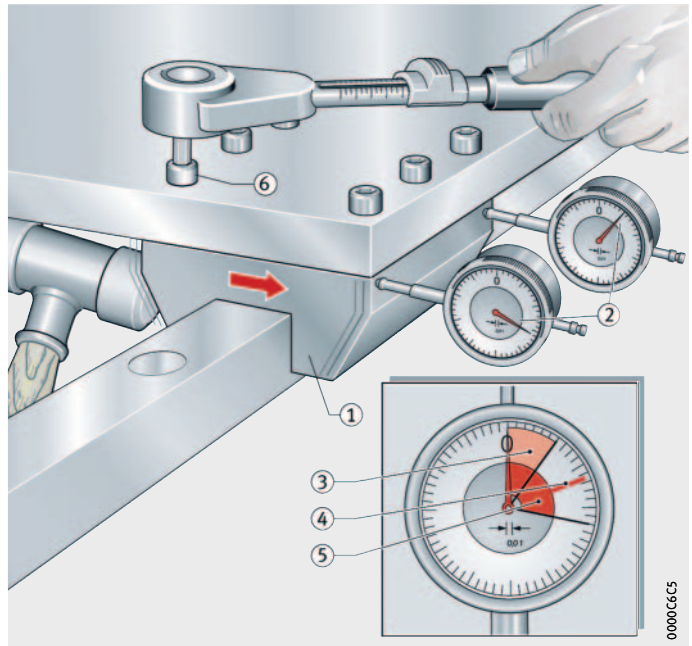
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Mounting guidelines

Carry out final fitting of the damping carriage, *Figure 23*:

- Press the damping carriage ① against the opposing side of the guideway (in the direction of the arrow).
- Read off and record the measured values on both dial gauges ②.
- Calculate the mean value ④ from the measured values.
- Set the damping carriage to half the mean value.
- Tighten the fixing screws ⑥; observe the tightening torque M_A, see dimension tables.
- Make the lubrication connection and charge the system with oil.



① Damping carriage
② Dial gauges, datum on machine bed
③ Measured value 1
④ Mean value of measured values
⑤ Measured value 2
⑥ Fixing screws

Figure 23
Final fitting
of the damping carriage

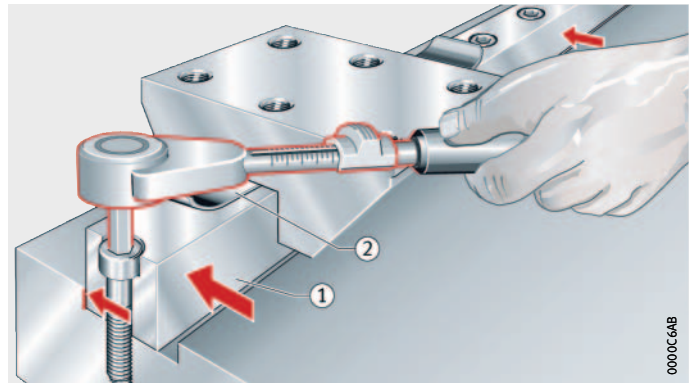
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Mounting example for a linear guidance system

As an example, a mounting variant from *Figure 1*, page 62, ③, has been selected.

Screw mount the datum side, *Figure 24*:

- Press the guideway on the datum side ① against the locating face (in the direction of the arrows) and screw mount; observe the tightening torque M_A, see dimension tables.

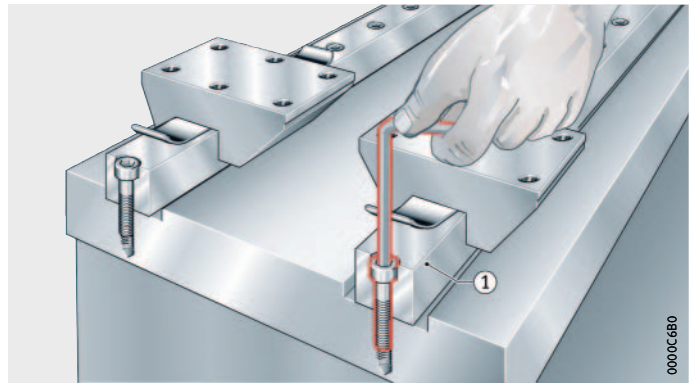


① Datum side
② Spring steel strip

Figure 24
Screw mounting of the datum side

Screw mount the adjustment side, *Figure 25*:

- Screw mount the guideway on the adjustment side ① finger tight.



① Adjustment side

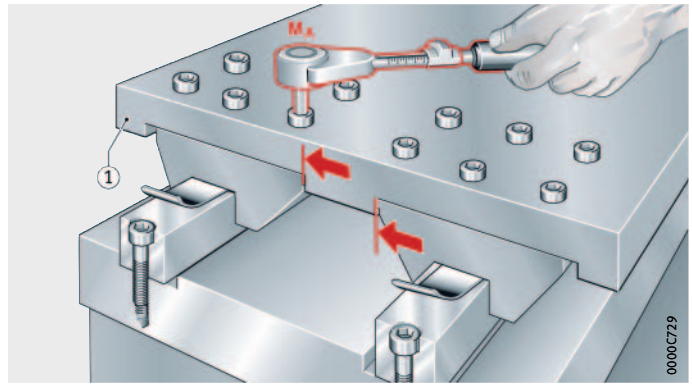
Figure 25
Screw mounting of the adjustment side

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Mounting guidelines

Screw mount the table, *Figure 26*:

- Place the table ① gently on the carriages.
- Screw mount the carriages on the datum and adjustment sides to the table; observe the tightening torque M_A, see dimension tables.

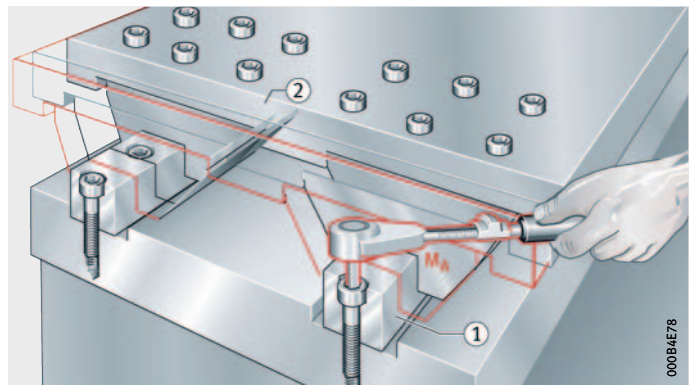


① Table

Figure 26
Screw mounting
of the table to the carriages

Screw mount the adjustment side, *Figure 27*:

- Align the guideway on the adjustment side ① with the table ② and screw mount; observe the tightening torque M_A, see dimension tables.



① Adjustment side
② Table

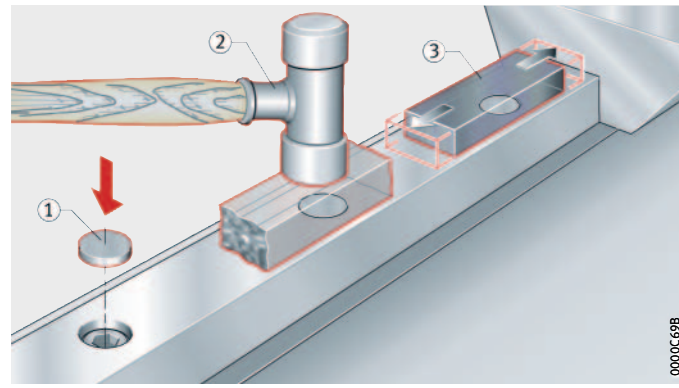
Figure 27
Screw mounting
of the adjustment side

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Fit the closing plugs, *Figure 28*:

- Fit the closing plugs flush with the guideway surface ①, ②, see page 74.
- Clean the surface ③ (not in the case of plastic closing plugs).



① Closing plugs
② Rubber hammer
③ Oilstone

Figure 28
Fitting of the closing plugs

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Four-row linear recirculating ball bearing and guideway assemblies

Positional and length tolerances of guideways

The positional tolerances are not dependent on the guideway length, *Figure 26*, *Figure 27* and tables, page 309.

The hole pattern corresponds to DIN EN ISO 1101.

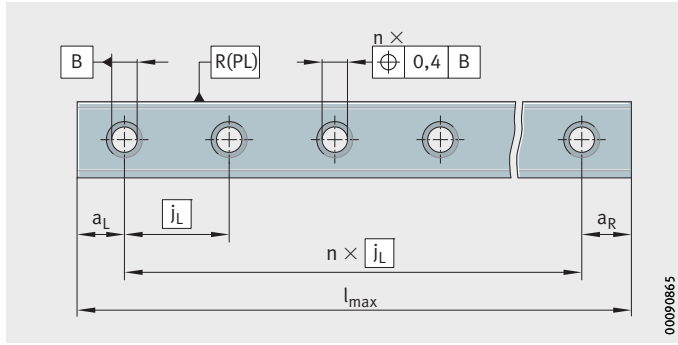


Figure 26
Positional and length tolerances of guideways TKVD with one row of holes

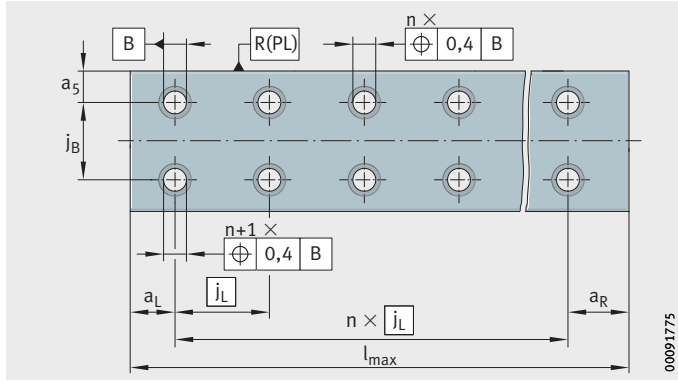


Figure 27
Positional and length tolerances of guideways TKVD..-W with two rows of holes

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Length tolerances of guideways

Length tolerance			
Dependent on guideway length l mm			Multi-piece guideways mm
≦ 1000	1000 – 3000	> 3000	
–1	–1,5	±0,1% of guideway length	±3 over total length

If the ordering designation does not specify delivery of the guideway as a single piece, the guideway can optionally be supplied as several segments. Permissible pitch, see table.

Segments for multi-piece guideways

Guideway length[1)] mm	Maximum permissible number of segments
< 3 000	2
3 000– 4 000	3
4 000– 6 000	4
> 6 000	4 plus 1 segment each of 1 500 mm above 6 000 mm guideway length

1) Minimum length of one segment = 600 mm.

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