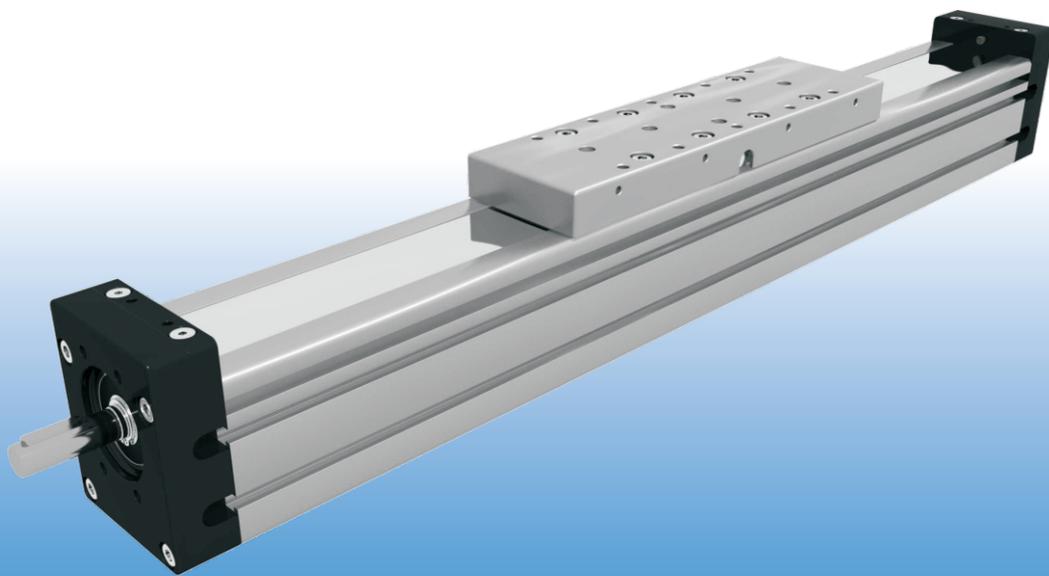


UNIMOTION



MAINTENANCE- AND ASSEMBLY INSTRUCTIONS

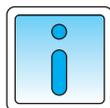
MTV SERIES

Hypex d.o.o.
Alpska cesta 43, 4248 Lesce
Slovenija
Tel: +386 (0)4 531 8700 Fax: +386 (0)4 531 8740
www.unimotion.eu e-mail: sales@unimotion.eu

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GENERAL INFORMATION

USED SYMBOLS



Remark, note



Warning!



Danger!

Risk of coming into contact with power conducting parts! Cut off power supply!



Caution!

Keep Linear Unit clean!
Cover it, if necessary!



For more information see the catalogue



Do not use glue in current step



Use dedicated tools for the current step



Use different tightening torque than in the table on page 1.005.0

TIGHTENING TORQUES

Following tightening torques are recommended for screws of strength class 8.8

8.8	M2	M2,5	M3	M4	M5	M6	M8	M10	M12
M_{max} [Nm]	0.4	0.7	1.3	2.8	5.6	9.6	23	45	74



Screw



Tightening torque

GENERAL SAFETY INSTURCTIONS

To ensure the right functionality of the MTV Linear Unit, it must be handled with care. It is not allowed to put any tools or any other items which can cause damage to the linear unit on the linear unit.

The Linear Unit must be protegeted against any liquid that can cause damage to it.

The MTV Linear unit must be placed in a dry, clean environment. For information on the conditions in which the linear module can operate please contact us.

If the Linear Unit isn't in use, place it in a dry, clean environmnet and cover it to prevent any damage.

SAFE OPERATION

The linear unit must not be put into service until the final machinery into which it is installed has been declared in confirmity with the provisions of the Machinery Directive, where appropriate.

Each operation of the Linear Unit that is not in compliance with its intended use can lead to the product being damaged, accidents and at the same time stoppages in production. To ensure a safe operation please refer to this Instruction Manual and the operating manual of other machinery where the Linear Unit is to be incorporated.

The linear unit satisfies the requirements of EC Machinery Directive 2006/42/EC according to the European or national standards of Safety of machinery:

- EN ISO12100-1
- EN ISO 12100-2

⚠ Checking linear unit

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

⚠ Requirements for personnel

The linear units may only be installed, operated, maintained, repaired or dismantled by appropriately qualified personnel in accordance with specification User manual. All qualified personnel must have read and understood this Instruction manual.

MODIFICATION OF THE LINEAR UNIT

The linear unit must not be modified without our written consent. Any such unauthorised modification will void our liability in respect of the unit. The operating company may only carry out the maintenance and repair work detailed in this Instruction manual.

LABELS AND NOTICES

All notices and labels attached to the linear unit must be fully visible and must not be removed. They must ensure compliance with all the instructions contained on them. Damaged or illegible notices and labels must be replaced.

WARRANTY

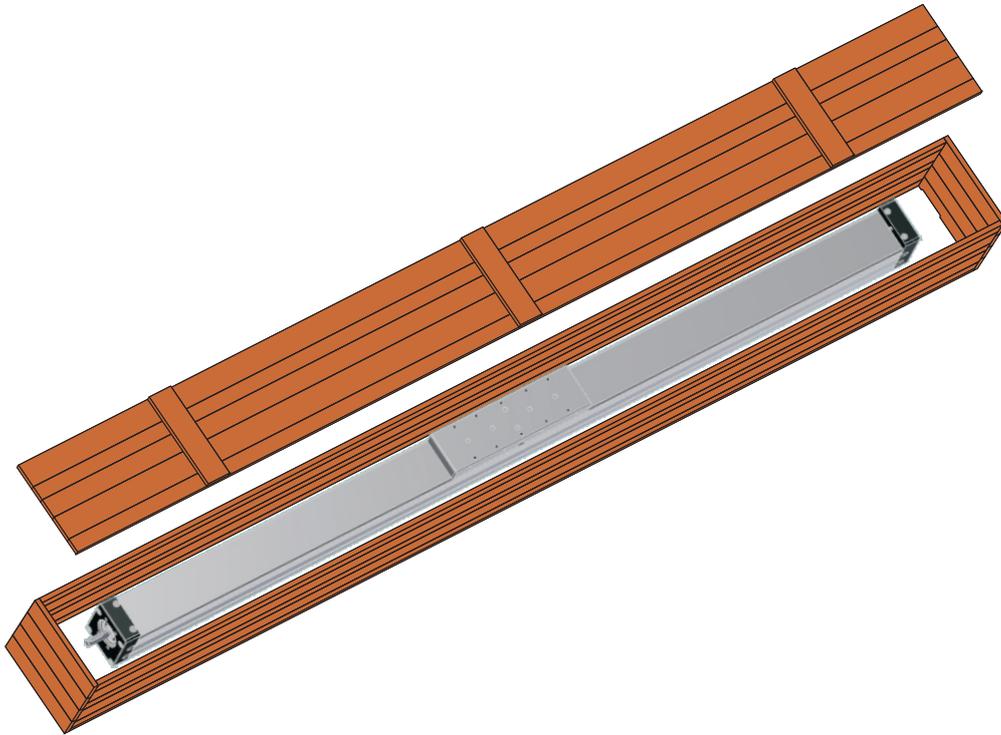
The warranty conditions are laid down in the terms and conditions of delivery and payment issued at the time of order. Warranty cover will be annulled if:

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

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

HANDLING THE LINEAR UNIT

The Linear units are carefully packed in a HARD WOODEN BOX for a safe transportation.



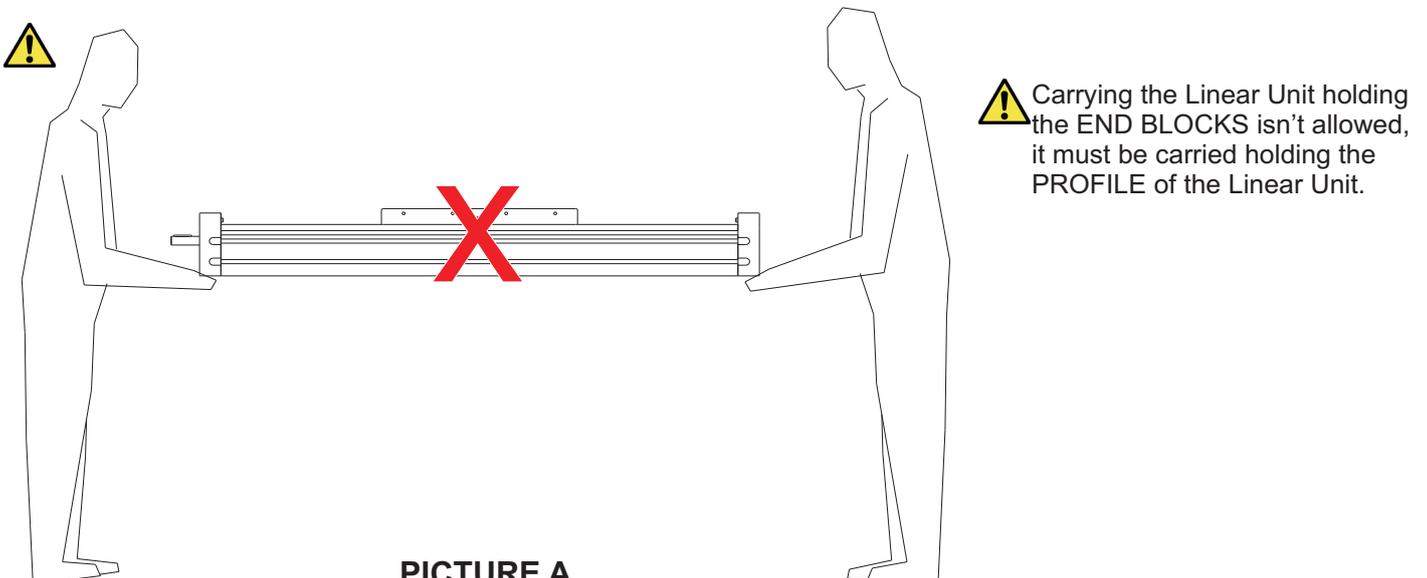
To take the Linear Unit out of the box, please consider the following handling instructions:

- Never lift the Linear Unit by the END BLOCKS - see PICTURE A
- Never grab by the PROTECTION STRIP of the Linear Unit
- Never grab by the CARRIAGE

To take the Linear Unit out of the box, a suitable lifting tool is needed. Always lift and carry the Linear Unit by the main profile.

The Linear Unit must be supported all the time during the handling until it is fixed - mounted on the place, where it is meant to be. For correct handling please refer to page number 1.020.0

PICTURE A is showing, that handling with the Linear Unit in this position is wrong, because the profile, guides and other components might get deflected or damaged.

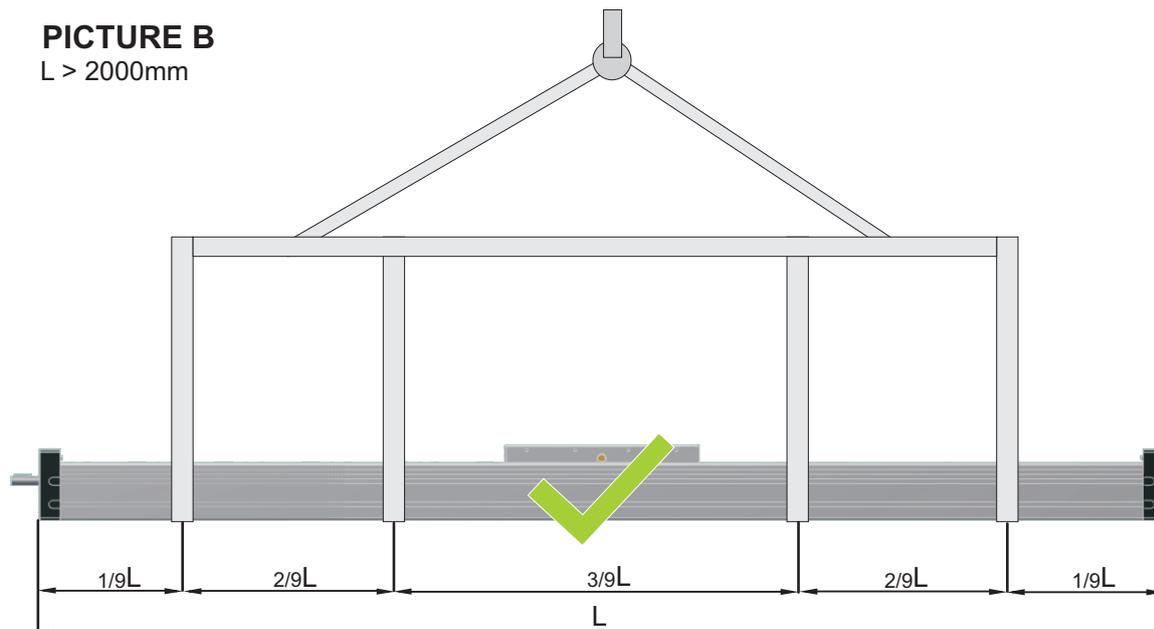


PICTURE A

PICTURE B is showing correct handling of the Linear Unit.

PICTURE B

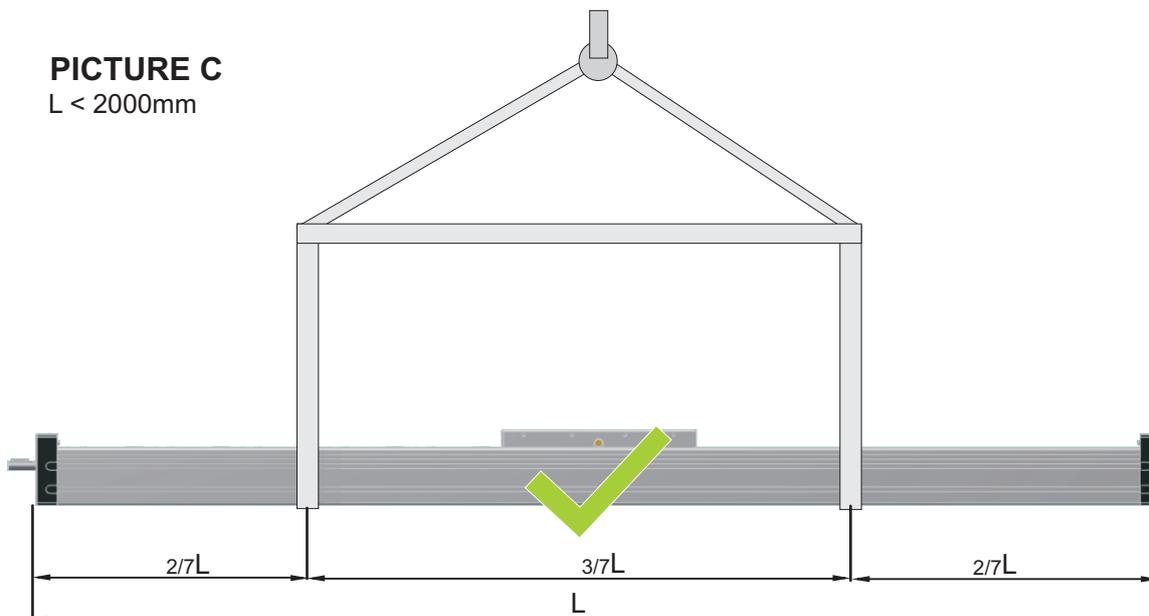
$L > 2000\text{mm}$



PICTURE C is showing correct handling of the Linear Unit.

PICTURE C

$L < 2000\text{mm}$



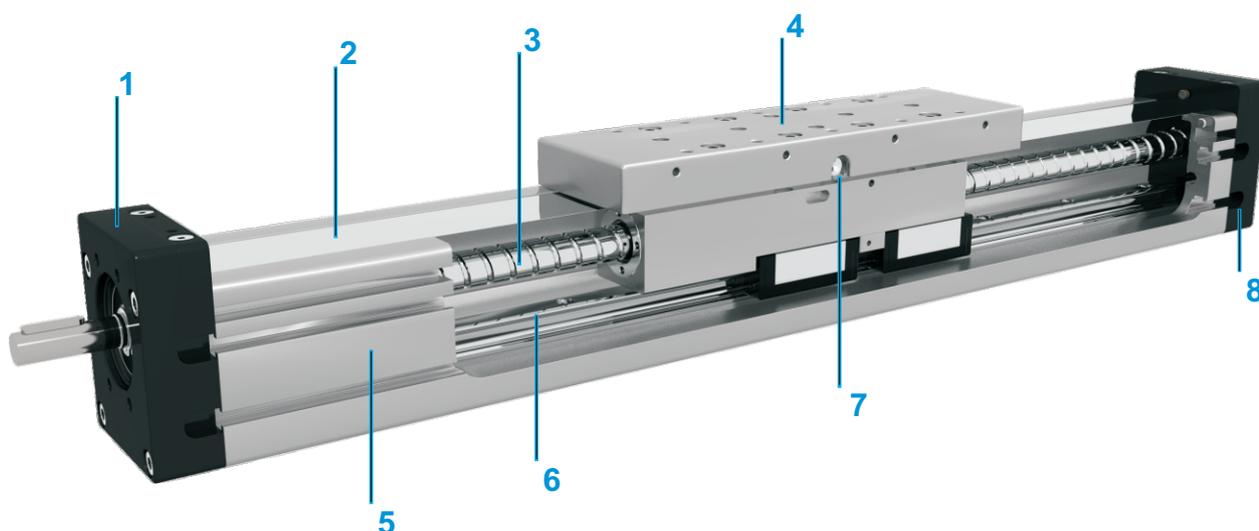
WARNING

Calculate the weight of the linear unit in order to choose the suitable lifting tool for the transportation of the Linear Unit.

Please refer to the catalogue UNIMOTION - LINEAR UNITS for weight calculations.

Linear Unit needs to be stored in dry place and protected against corrosion. Make sure that there is no danger for the Linear Unit to get damaged.

PRODUCT DESCRIPTION



- 1 - Drive block with floating bearing
- 2 - Corrosion-resistant protection strip
- 3 - Ball screw tolerance ISO7 (ISO5 available on request)
- 4 - Carriage; with built in Magnets
- 5 - Aluminium profile-Hard anodized
- 6 - Integrated Linear Ball Guideway
- 7 - Central lubrication port; both sides
- 8 - End block with fixed bearing

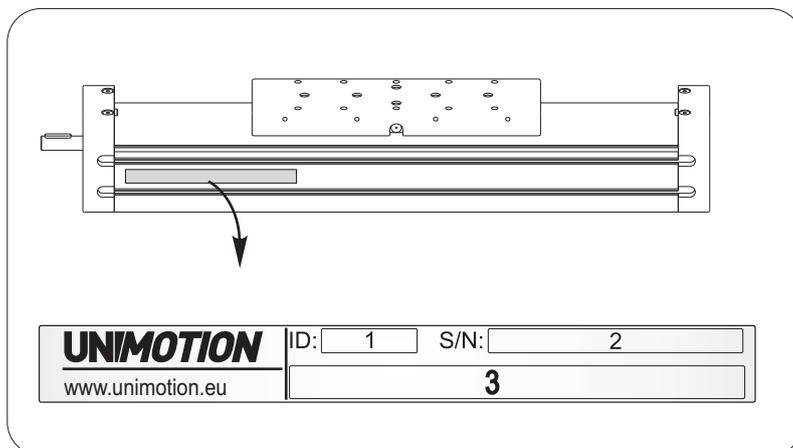


OVERVIEW

Identification label and additional or replacement parts of the Linear Unit

- 1 - ID number
- 2 - Serial number
- 3 - Type of Linear Unit (ordering code)

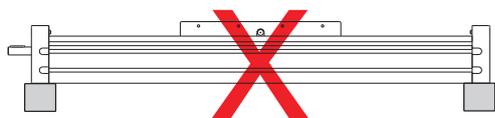
 In the case of ordering additional or replacement parts for the Linear Unit there must be given all data from the identification label.



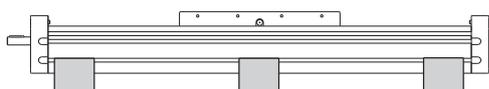
 The label must be fully visible (in particular details of the serial number) and must ensure compliance with all the instructions contained on it. Damaged or illegible labels must be replaced.

MOUNTING

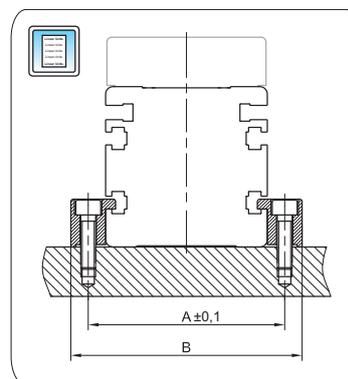
Fixing system



 **The Linear Unit must be mounted by the aluminium profile with evenly distributed clamping fixtures along the entire length!**



 **Number of clamping fixtures**
Please refer to our catalogue UNIMOTION Linear Units on page 7.000.0

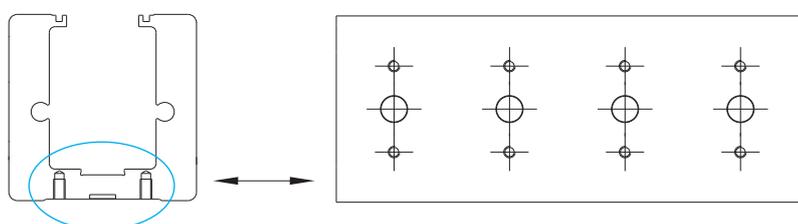


The modules are mounted by using fixtures which are placed in the slot on the side of the profile.

MTV	A [mm]	B [mm]
65	78	93
80	93	108

Fixing system - TAP/PIN Holes

Fixing the Linear Unit can also be done by the bottom of profile using TAP / PIN holes, which can be made on request.

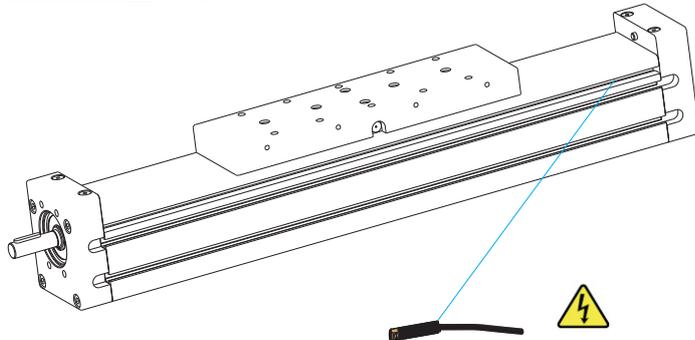


 TAP / PIN holes can only be made based on the manufacturer's drawing of the position and depth of the TAP / PIN holes. For the drawings showing position and depth of TAP/PIN holes, please contact us.

MOUNTING

Magnetic field sensor - REED SWITCH

Magnetic field sensor

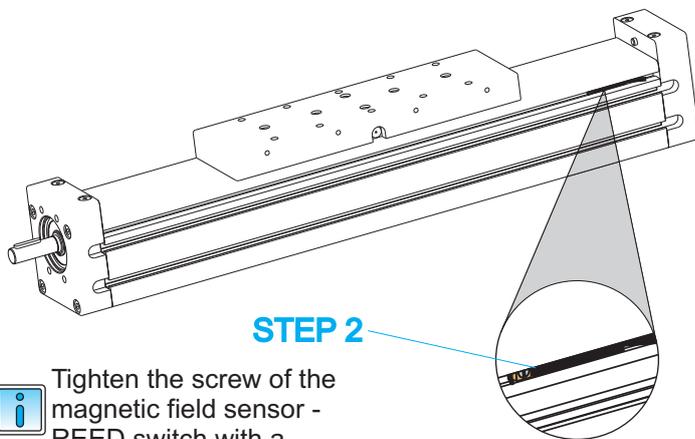


STEP 1

STEP 1: The magnetic field sensor must be placed in the slot of the profile, that is made for this purpose.



For INFO about Profile slots see UNIMOTION Catalogue. Placing of the sensor can be done on the left or right side of the profile of the Linear Unit.



STEP 2



Tighten the screw of the magnetic field sensor - REED switch with a torque of MAX 0.6Nm

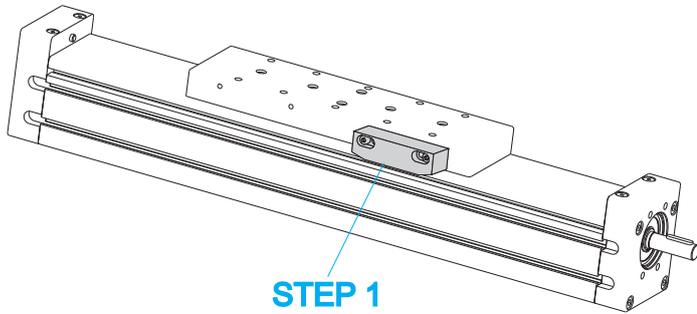
STEP 2: After the magnetic field sensor is inserted and positioned in the right location in the slot, tighten the screw of the sensor.

MOUNTING

Mechanical and inductive switch

STEP 1: Mount the activation block on the side of the carriage by the thread holes. The activation block can be mounted on the carriage on the left or right side. After the activation block is placed, tighten the screws.

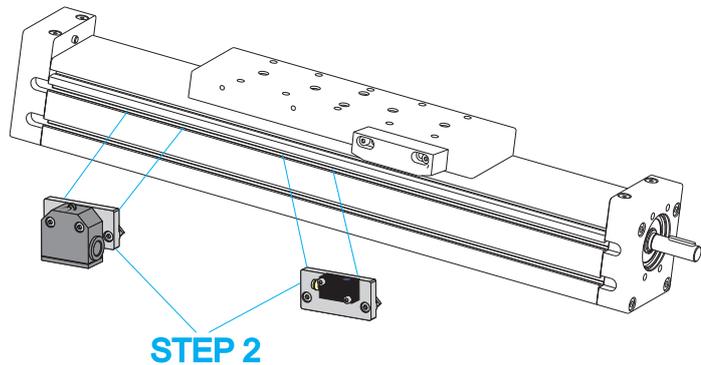
Activation block



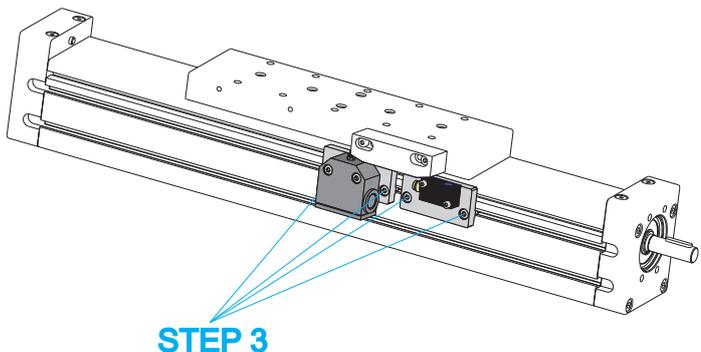
STEP 2: Place either the mechanical switch or the inductive switch with brackets in the slots and position them in the desired location. The mechanical or inductive switch with brackets can be placed in the slots either on the left or right side of the profile of the Linear Unit.

Mechanical switch with the bracket

Inductive switch with the bracket



STEP 3: After the mechanical or inductive switch with bracket is placed in the desired place in slots, tighten the screws of the bracket.

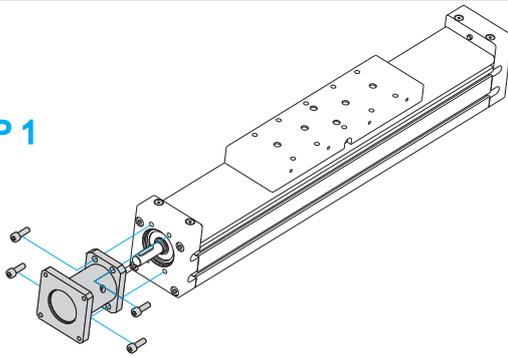


For tightening torques for the screws please refer to page number 1.005.0

MOUNTING

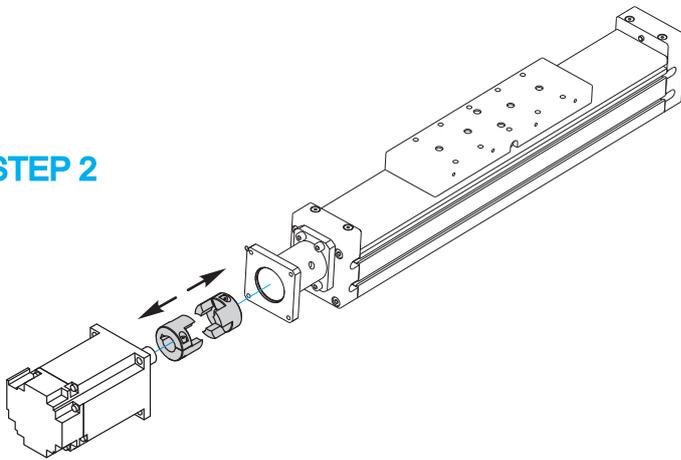
Motor with coupling

STEP 1



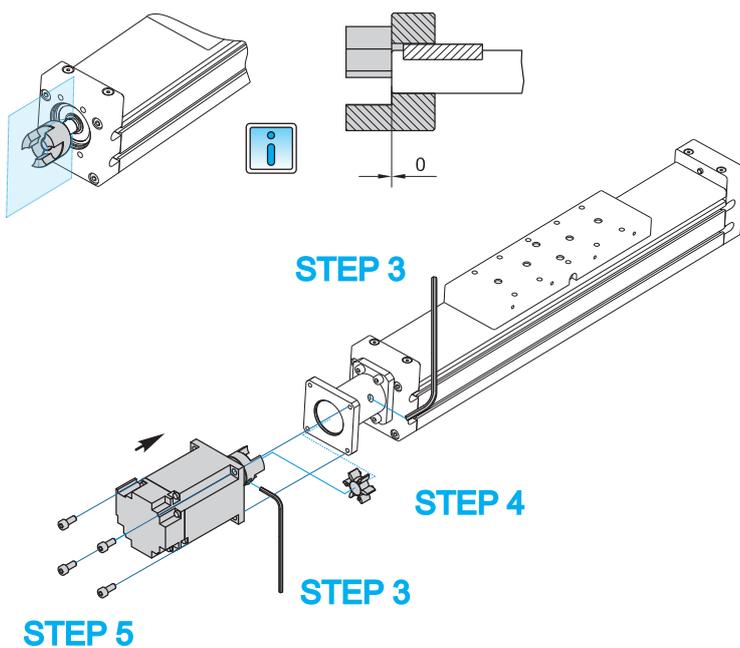
STEP 1: Attach the motor adapter on a pre-prepared location on the Linear Unit and screw down.

STEP 2



STEP 2: Place the coupling halves on the drive journal of the Linear Unit and the motor.

STEP 3



STEP 3: Ensure that the coupling halves and the drive journals are correctly aligned.



Tighten the screws on the coupling halves with the coupling tightening torque.

STEP 4: Insert the coupling spider into one of the coupling halves.

STEP 5: Attach the motor to the motor adapter with screws and join the coupling halves together at the same time.



The maximum torque and maximum speed of the motor must never exceed the limits of the Linear Unit!



For tightening torques for the screws please refer to page number 1.005.0

MOUNTING

Motor Side Drive - MSD

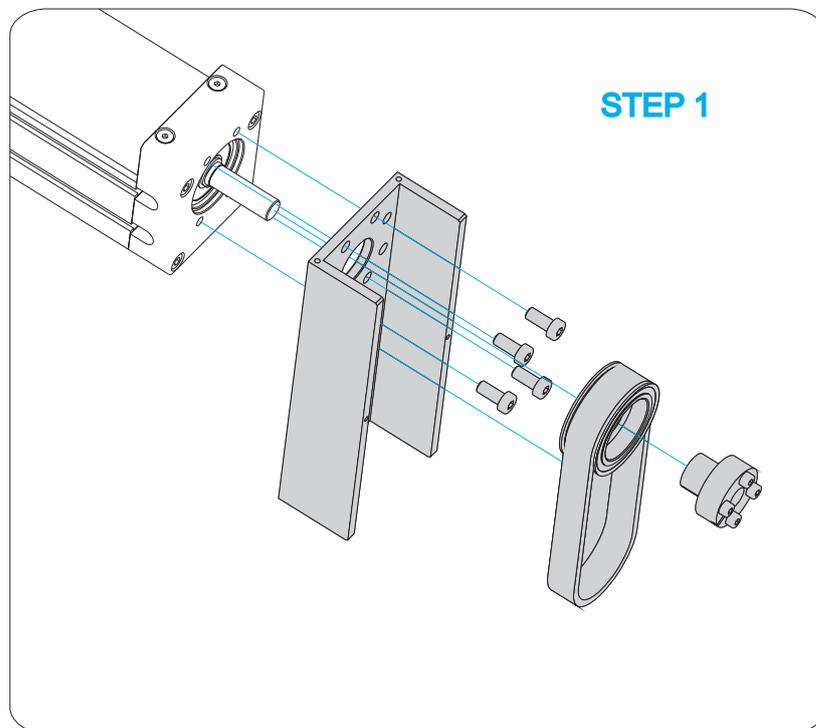


The maximum speed and the maximum torque of the motor must not exceed the limits of the Linear Unit CTV. For the values of speed and torque, please see our catalogue UNIMOTION Linear Units.

STEP 1: The housing of the motor side drive - MSD must be mounted and screwed on the drive block of the linear unit. The housing can be mounted in any way - UP, DOWN, RIGHT or LEFT.

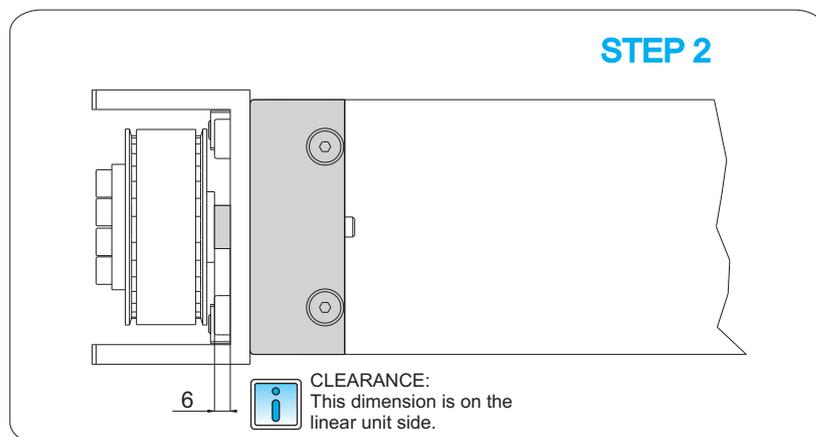


The motor side drive - MSD can only be used on the Linear unit with the ball screw journal without keyway - ball screw journal type 0 - more info see our catalogue „UNIMOTION Linear Units“ on page 6.005.0



STEP 1

STEP 2: After the housing has been mounted on the Linear Unit, the belt sprocket with toothed belt and self locking device must be fitted on the ball screw journal of the Linear Unit. Adjust the clearance as shown in the picture.



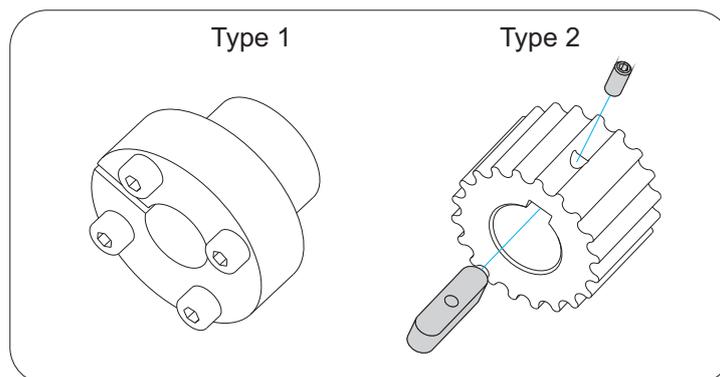
STEP 2

6



CLEARANCE:
This dimension is on the linear unit side.

Types of journal tensioning units, which are used on the motor side.



Type 1

Type 2

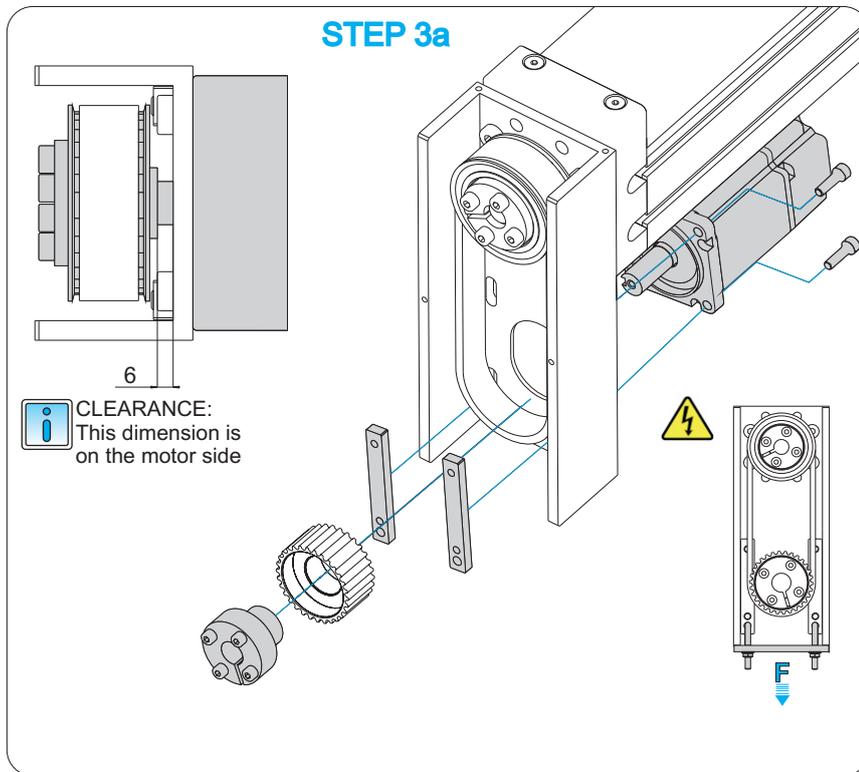


For tightening torques for the screws please refer to page number 1.005.0

MOUNTING

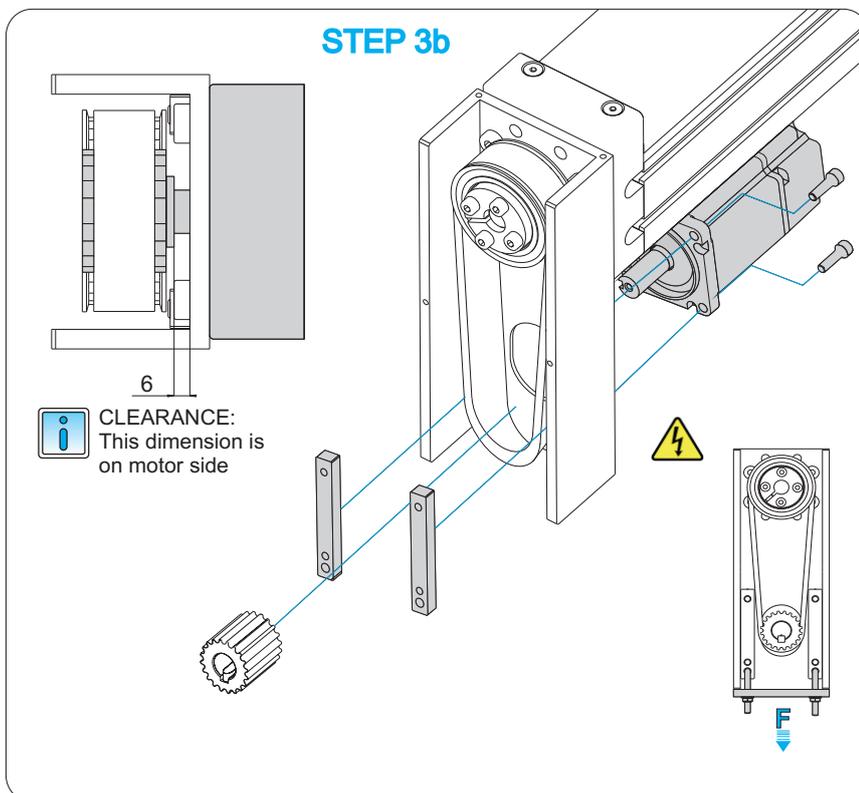
Motor side drive - MSD

RATIO $i:=1$



STEP 3a: Mount the motor onto the housing and lightly tension the tightening screws of the motor. When the motor is mounted, mount the belt sprocket with the tension unit onto the motor journal. Adjust the clearance as shown in the picture. Tension the tension unit. Tension the motor with the belt with the pretensioning force F and tighten the motor down on the housing. The pretensioning force F depends of the size of the Linear Unit and motor.

RATIO $i:=1,5$ or 2



STEP 3b: Mount the motor onto the housing and tension lightly the tightening screws of the motor. When the motor is mounted, mount the belt sprocket tension unit onto the motor journal. Adjust the clearance as shown on the picture. Tension the tension unit. Tension the motor with the belt with the pretensioning force F and tighten the motor down on the housing. The pretensioning force F depends of the size of the Linear Unit and motor.

 For tightening torques for the screws please refer to page number 1.005.0

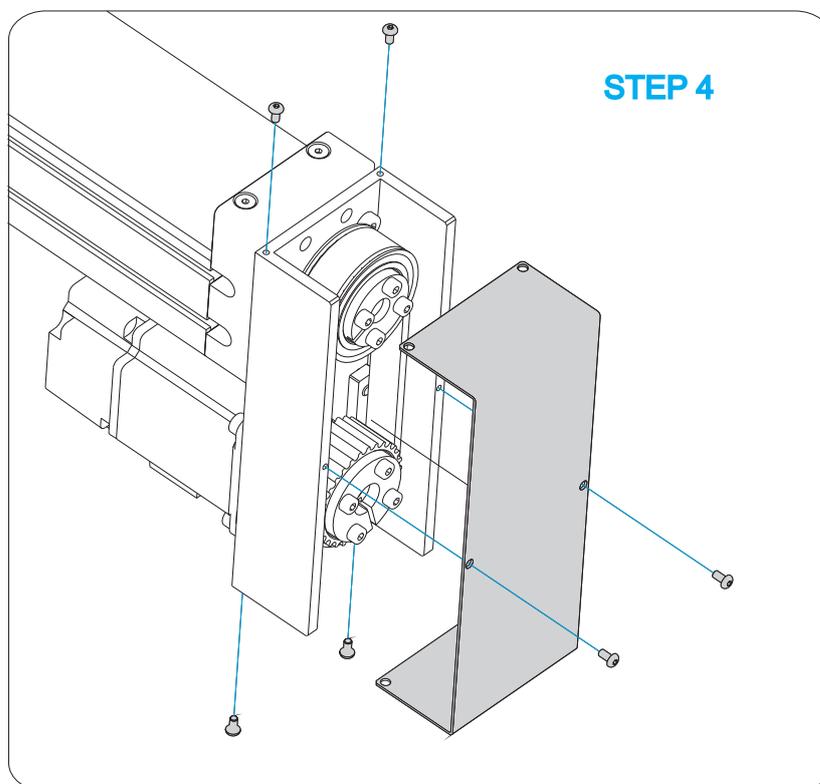
MOUNTING

Motor Side Drive - MSD

STEP 4: Mount the protection cover on the housing of the motor side drive - MSD. Tighten the screws.

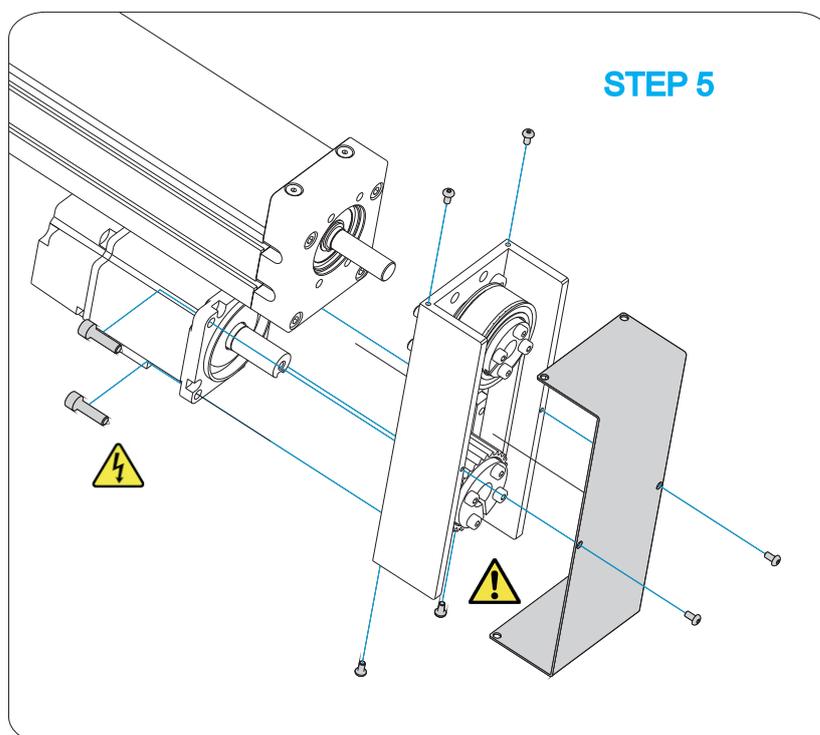
 Before the initial start-up, check if everything is OK:

- electrical wiring
- mounted elements
- tightened screws
- correct tensioning of the belt



STEP 5: To dismount the motor side drive - MSD, take precautions, such as turning of the power supply and prevent the carriage from dropping, if it is in vertical position. To dismount the MSD properly, look at the mounting procedure.

 Take care when loosening the mounting screws on the motor when the toothed belt is tensioned.



 For tightening torques for the screws please refer to page number 1.005.0

MAINTENANCE



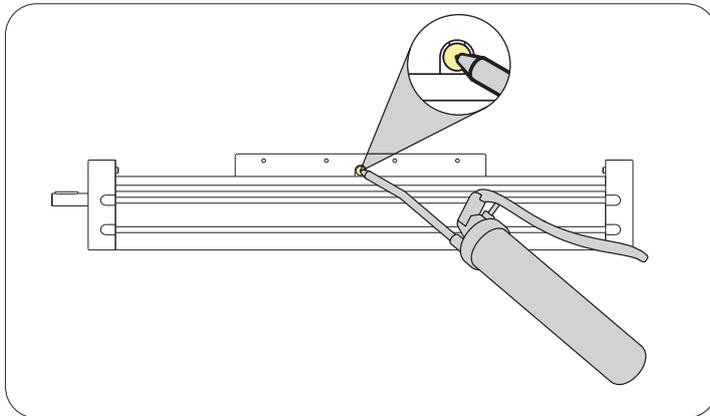
For each Linear Unit the basic lubrication is done in the factory before shipment. All bearings have been lubricated for life and do not require any additional lubrication under normal operating conditions.

Lubrication of the ball nut and the carriage

Ball nut and carriage lubrication is done via lubricating nipple DIN 3405 D at the center of the carriage.

Lubrication of the cover strip

Apply a thin oil film to the cover strip. To ensure that the oil is applied equally on the cover strip move the carriage up and down the profile. Please note that, if the linear unit is working in an area with many dust particles, the lubrication must be reapplied every once in a while.



Lubricant

Recommended grease for the lubrication

Lubcon TURMOGREASE Highspeed L 252/3 (K HC P 2/3 K-50)

Recommended oil for steel cover strip

Lubcon TURMOFLUID ED 13



For lubrication and re-lubrication of linear units grease lubricant must only be used! Do not use the grease which contains any solid parts!

Lubricant quantities and intervals

	Ball Nut type	Ball screw [d × l]	Travel path [km]	Grease - re-lubrication quantity	
				Ball nut [cm] ³	Carriage [cm ³]
MTV 65	RSY	16 × 5	250	1.4	2.6
		16 × 10	500	1.6	2.6
		16 × 16	800	1.8	2.6
MTV 80	RSY	20 × 5	250	2	3
		20 × 10	500	2.5	3.5
		20 × 20	1000	3	4



The stated lubrication intervals in the table are sufficient for normal operating conditions. If you have special operating systems please contact us.

The lubrication intervals are every 500 operating hours or after the specified travel path stated in the table is reached. It dependson which value is reached first.

Normal operating conditions

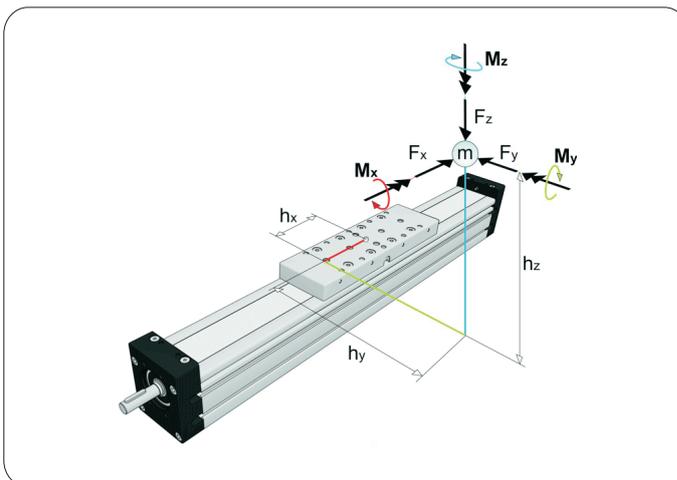
Temperature: 10 °C - 30 °C

Travel speed: ≤ 1 m/s

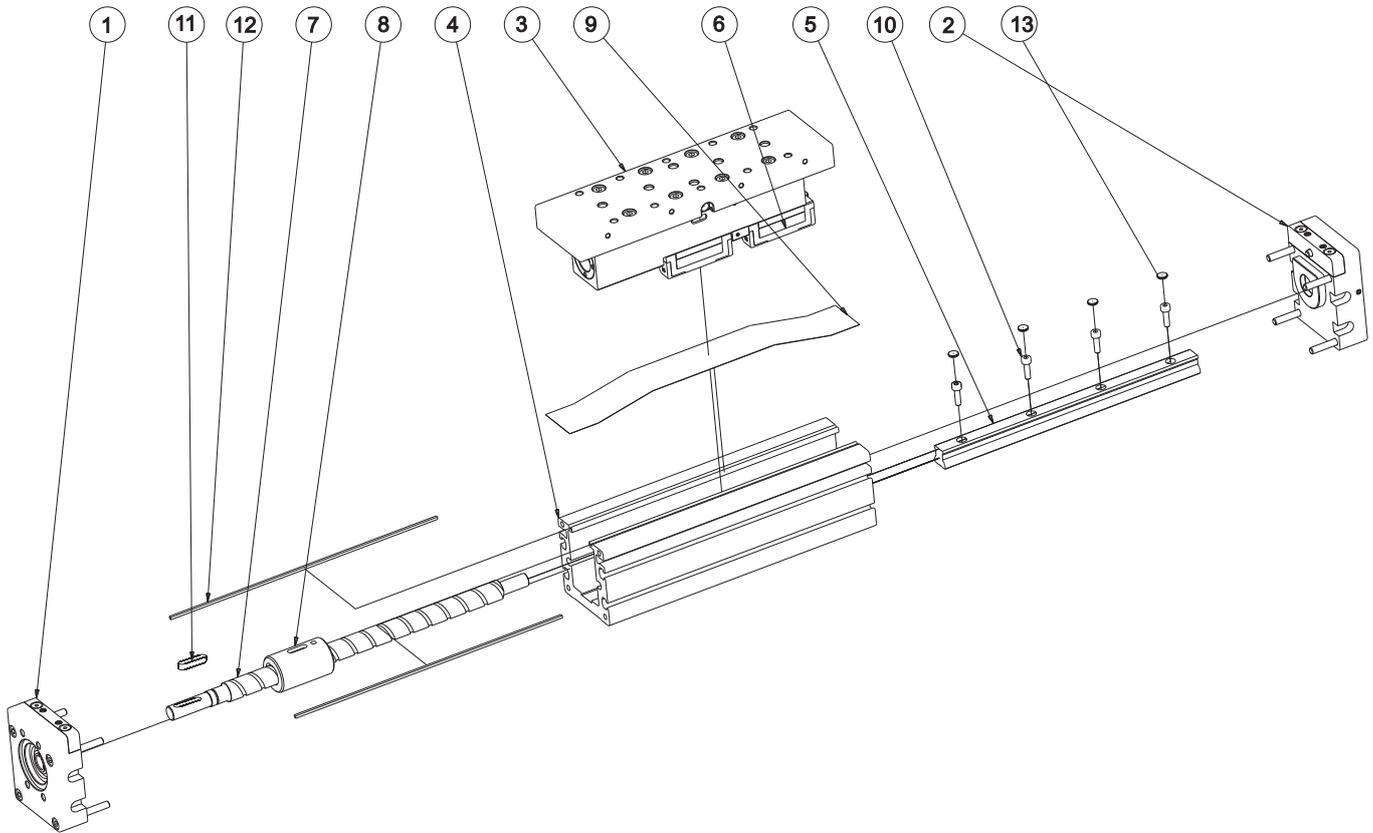
Ball screw speed (RPM): 2500 1/min

Stroke: MTV 65 > 60 mm
MTV 80 > 60 mm

Load: ≤ 0.2 C

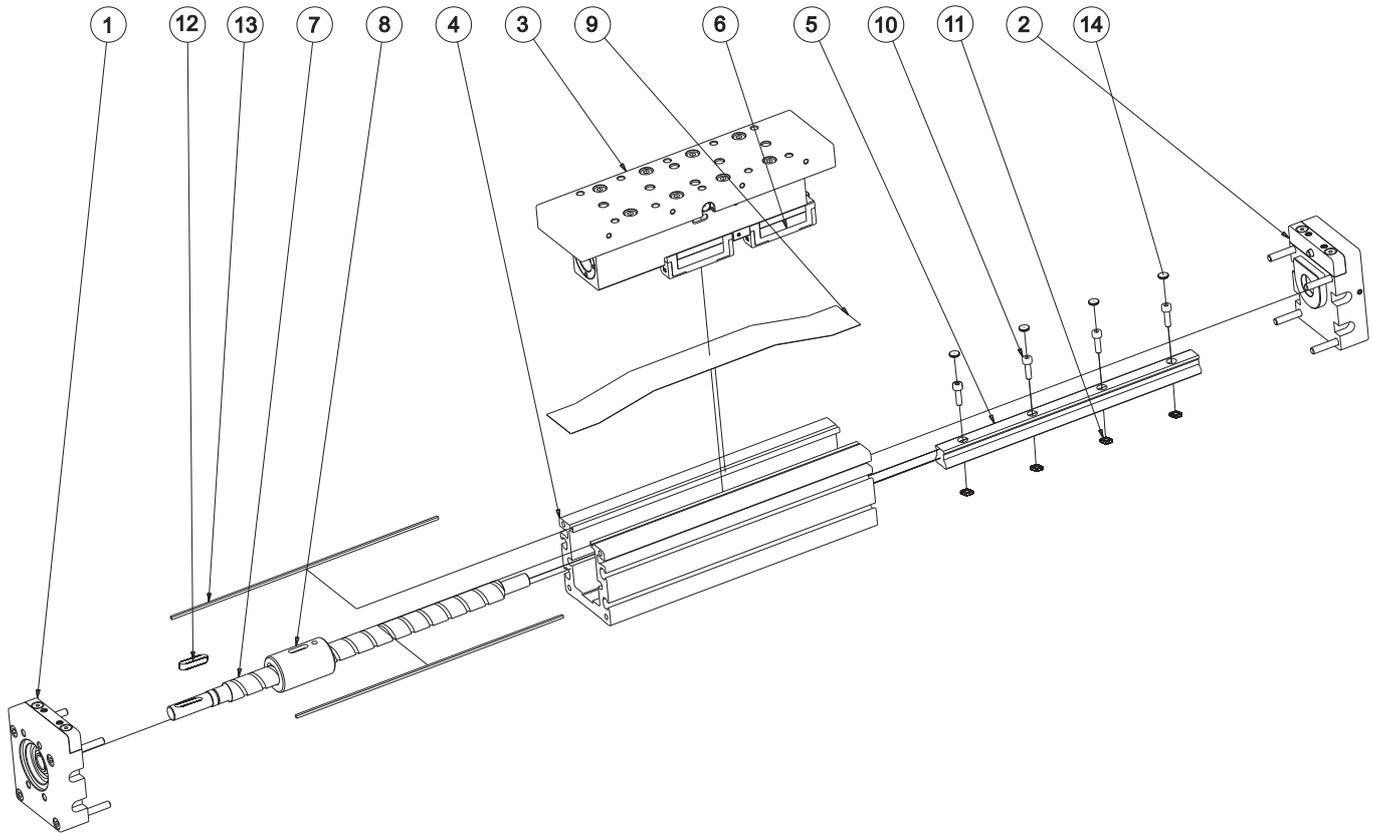


ASSEMBLY MTV 65



ITEM	QTY	PART NAME	LENGTH / QTY	ID
1	1	FRONT BLOCK MTV 65		47034
2	1	BACK BLOCK MTV 65		47033
3	1	CARRIAGE MTV 65		47035
4	1	PROFILE MTV 65	STROKE + 230	46032
5	1	RAIL GUIDE AR - HR 15 N	STROKE + 220	41518
6	2	CARRIAGE BLOCK AR15MN S V1 N		45195
7	1	BALL SCREW MTV 65	STROKE + 307	
		16 X 5 ISO7 (ISO5 ON REQUEST)		35452
		16 X 10 ISO7 (ISO5 ON REQUEST)		35462
		16 X 16 ISO7 (ISO5 ON REQUEST)		35463
8	1	BALL NUT RSY		
		16 X 5		45961
		16 X 10		39440
		16 X 16		39441
9	1	STAINLESS STEEL PROTECTION STRIP MTJ / MRJ 65	STROKE + 248	41317
10		ALLEN SCREW M4 x 14 DIN 912	(RAIL LENGTH / 60) + 0,2	40690
11	1	KEY ROUNDED 4 x 4 x 20 DIN 6885A		40778
12	2	MAGNET STRIP MTJ / MRJ 65	STROKE + 230	36933
13		COVER FOR AR - HR 15	(RAIL LENGTH / 60) + 0,2	-

ASSEMBLY MTV 80



ITEM	QTY	PART NAME	LENGTH / QTY	ID
1	1	FRONT BLOCK MTV 80		53170
2	1	BACK BLOCK MTV 80		53166
3	1	CARRIAGE MTV 80		53210
4	1	PROFILE MTV 80	STROKE + 340	53234
5	1	RAIL GUIDE AR / HR 20 N	STROKE + 338	41515
6	2	CARRIAGE BLOCK AR20MN S V1 N		45196
7	1	BALL SCREW MTV 80	STROKE + 440	
		20 X 5 ISO7 (ISO5 ON REQUEST)		35453
		20 X 10 ISO7 (ISO5 ON REQUEST)		42091
		20 X 20 ISO7 (ISO5 ON REQUEST)		35464
8	1	BALL NUT RSY		
		20 X 5		39449
		20 X 10		39442
		20 X 20		39443
9	1	STAINLESS STEEL PROTECTION STRIP MTJ / MRJ 80	STROKE + 362	41319
10		ALLEN SCREW M5 x 20 DIN 912	(RAIL LENGHT / 60)	52936
11		NUT M5 DIN557	(RAIL LENGHT / 60)	40769
12	1	KEY ROUNDED 5 x 5 x 25 DIN 6885A		37038
13	2	MAGNET STRIP MTJ / MRJ 65 AND 80	STROKE + 340	36933
14		COVER FOR AR / HR 20	(RAIL LENGTH / 60)	-

REPLACEMENT OF ASSEMBLIES - MTV SERIES

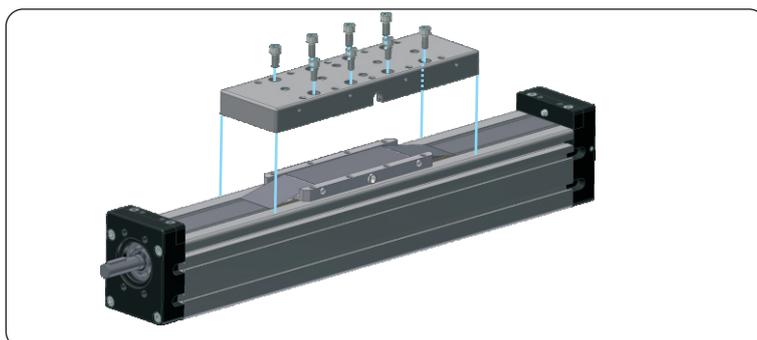
! Before any operation make sure that the module is disconnected from the power grid to prevent possible injuries caused by the electrical current or moving parts.

Removing the cover plate

STEP 1: remove the screws.

STEP 2: remove the cover plate.

Note: for installing the cover plate reverse the order of steps.



Replacing the protection strip

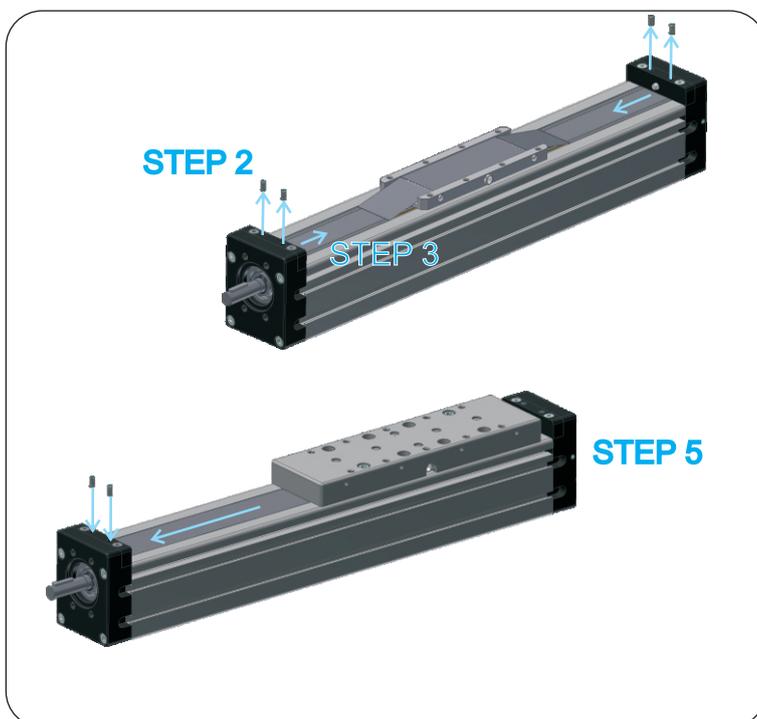
STEP 1: remove the cover plate.

STEP 2: loosen set screws holding the protection strip.

STEP 3: remove protection strip and replace it with new one.

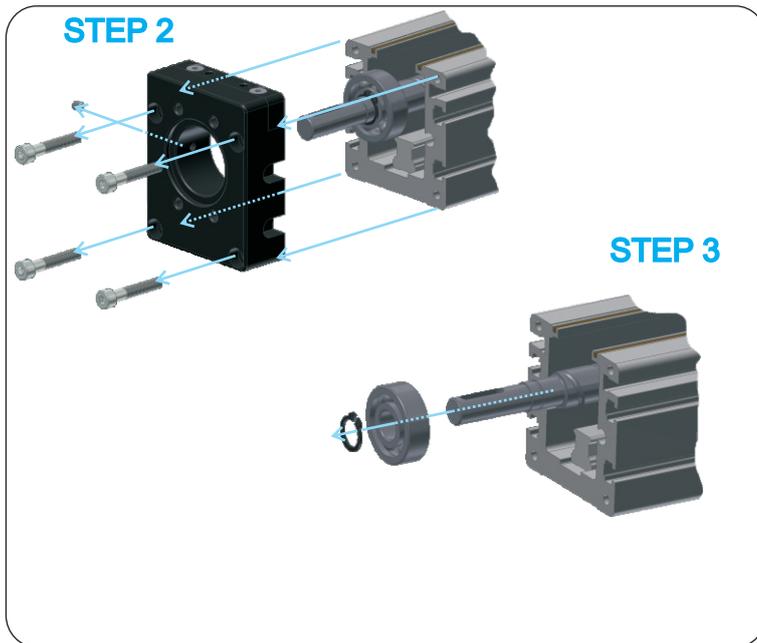
STEP 4: attach the protection strip to one end of the profile and screw cover plate on the carriage.

! **STEP 5:** slide the carriage as close to the fixed end of the protection strip as possible. Slide with a hand over the protection strip towards the loosened end to tighten it. At the end block hold the protection strip tensioned and tighten two set screws to fix the strip.



Note: all the screws (except set screws) must be glued (Loctite 243) and screwed with the torque specified in the table on page 1.005.0 unless written otherwise at the individual steps.

Replacing the floating bearing



STEP 1: remove the cover plate and shaft key if necessary.

STEP 2: remove four screws attaching the front end block to the profile and the set screw securing the bearing. Remove front end block.

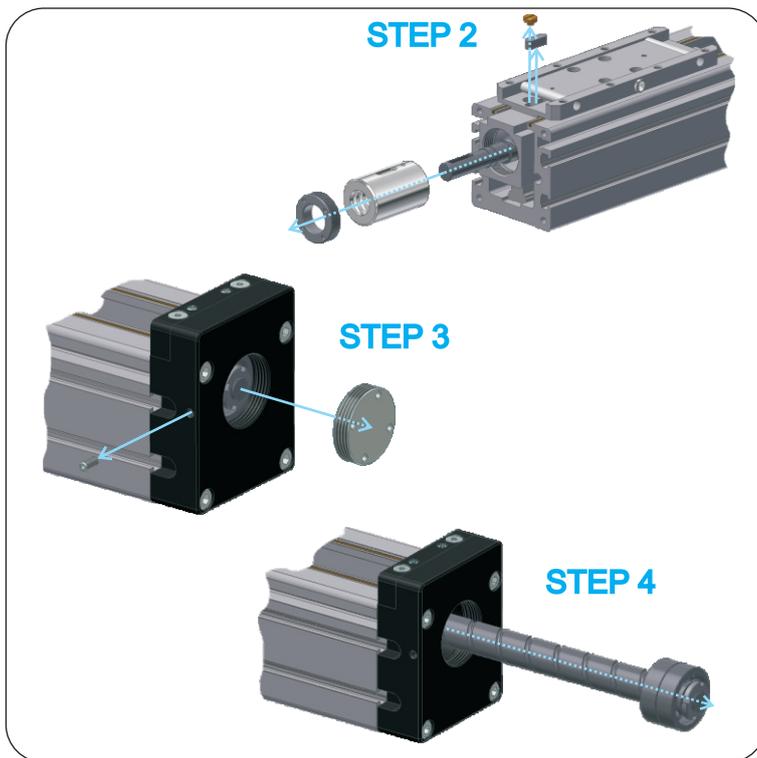
STEP 3: remove the circlip and bearing from the shaft. Do not pull the bearing by outer ring!

STEP 4: put new bearing on the spindle and secure it with circlip. Do not push the bearing by the outer ring.

STEP 5: slide the front end block back in the place and secure it with screws. Secure the bearing with the set screw. Have the carriage as close as possible to the front end block during this step.

STEP 6: attach the protection strip and cover plate to the module as it is described in previous chapters.

Removing the spindle and spindle nut



STEP 1: remove the front end block and the floating bearing as described in the previous chapters.

STEP 2: move the carriage as close to the end of the spindle as possible. Remove key holding screw and nut key. Remove the carriage nut and the ball nut.

Note: when removing the ball nut put it on the tube that has outer diameter the same as is inner diameter of the spindle so that the balls will not fall out.

STEP 2 MTV80: remove the screws in the rear end block and slide the carriage to that end to unscrew the carriage nut.

STEP 3: loosen the locking set screw on the side of the rear end block and remove the bearing cover.

STEP 3 MTV80: remove the spindle, ball nut and the rear end block. Loosen locking set screw in the side of the rear end block. Remove the ball nut from the spindle.

STEP 4: slide the spindle with fixed bearing out of the rear end block.

Note: all the screws (except set screws) must be glued (Loctite 243) and screwed with the torque specified in the table on page 1.005.0 unless written otherwise at the individual steps.

Replacing fixed bearing

STEP 1: slide the carriage as close as possible to the frontal end block and remove two set screws in the bottom of the frontal end block, save the rubber cylinders and reuse them in step 6.

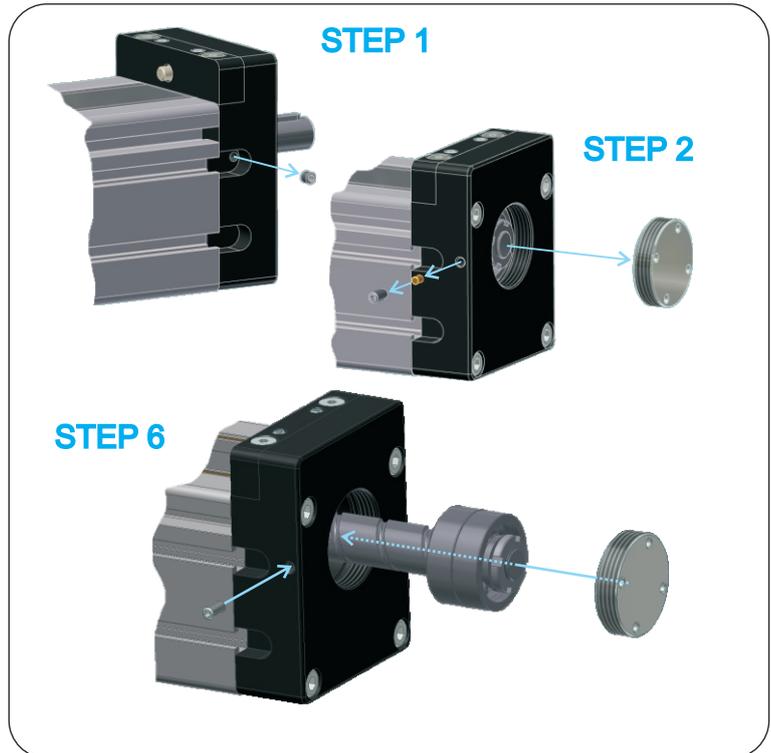
STEP 2: remove set screw and the bearing cover from the rear end block and save the brass cylinder (reuse it in step 6).

STEP 3: slide the carriage towards the rear end block together with the spindle, so that the fixed bearing comes out of the rear end block.

STEP 4: remove fixed bearing. Save the spacing ring that lies between two bearings.

MA **STEP 5:** mount new fixed bearing. Insert the spacing ring between two bearings and make sure that the bearings are turned correctly.

STEP 6: assemble the module back together by:
 - sliding the carriage towards frontal end block,
 - inserting the fixed bearing cover (do not use glue),
 - inserting the set screw that was removed from frontal end block and one from rear end block. Tighten set screw in the frontal end block to 1 Nm and then loosen it for half a turn.



Replacing the spindle, ball nut or the carriage

Note: the spindle and the ball nut must be replaced at the same time as each nut is paired with specific spindle.

STEP 1: remove the spindle and the ball nut from the module as described in previous chapters.

STEP 2: slide the carriage from the module and replace it with new one. Turn the carriage the same way as was the old one. Take care that the balls do not fall out of the rail-guide blocks (ignore this step if you are not replacing carriage).

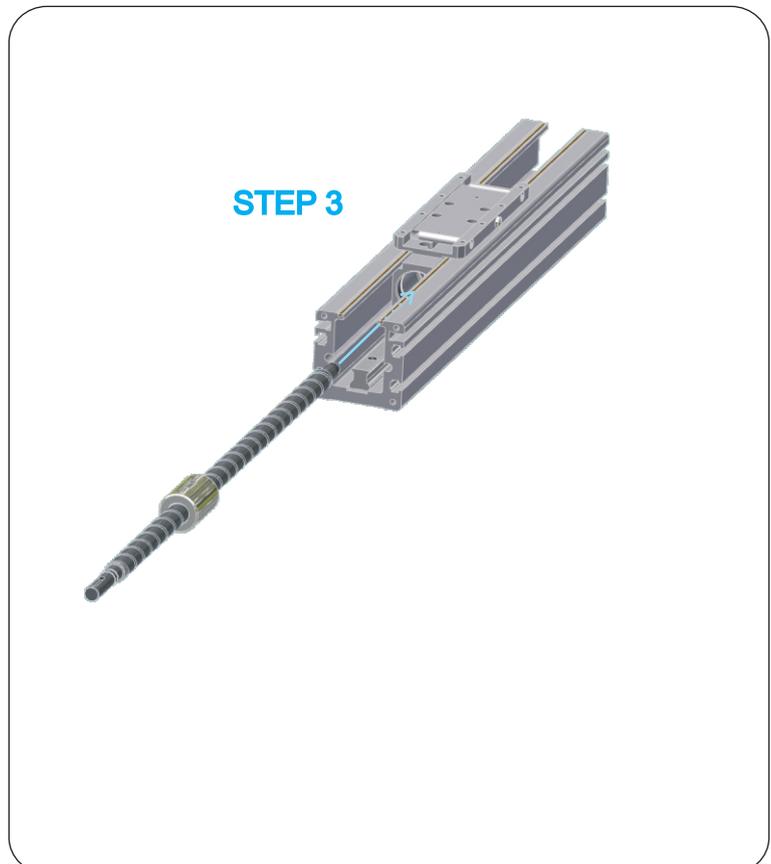
STEP 3: insert the spindle with the ball nut into the module and secure the ball nut to the carriage with key and screw (do not remove nut from the spindle)(if spacers were installed before and after the nut make sure they are installed as well).

Note: on MTV 80 spindle and nut are inserted from other side than on MTV 65.

STEP 4: mount the fixed bearing to the spindle as described in "Replacing fixed bearing".

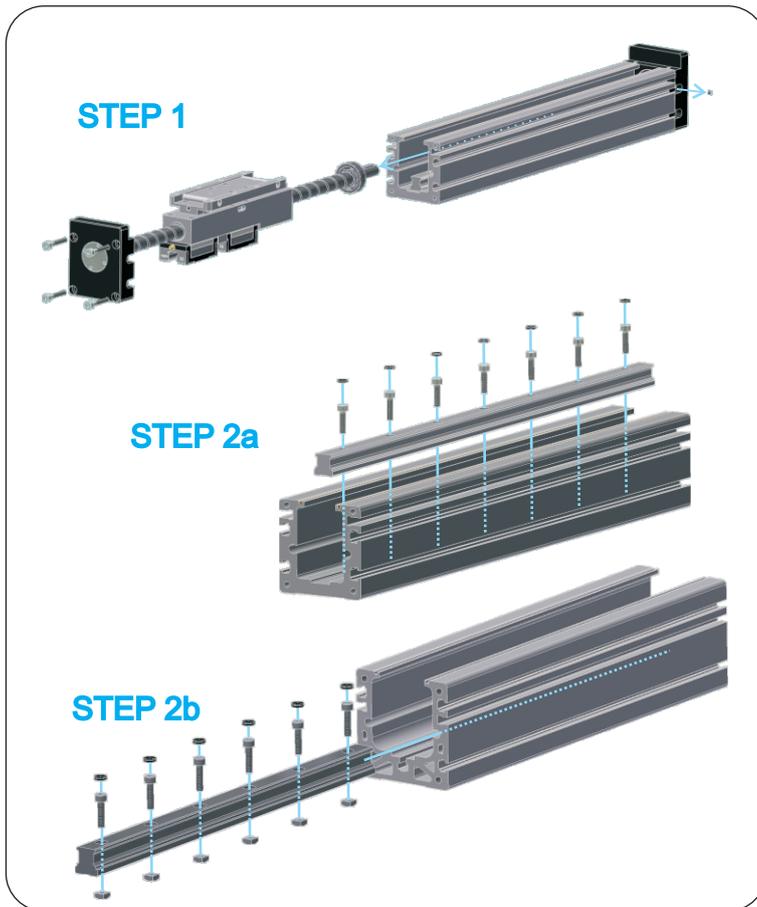
STEP 5: mount the leading profile and floating bearing as described in "Replacing floating bearing".

STEP 6: finish by mounting the frontal end block. Align it with the profile of the module before tightening the screws. Secure the floating bearing with set screw in the side of the frontal end block.



Note: all the screws (except set screws) must be glued (Loctite 243) and screwed with the torque specified in the table on page 1.005.0 unless written otherwise at the individual steps.

Replacing the rail



Note: when replacing the rail consider that if the rail is damaged it is possible that the carriage is also damaged. We recommend that you change rail and carriage together as this is the only way to ensure smooth operation.

STEP 1: remove the cover plate and protection strip. Unscrew screws in the rear end block and loosen set screw in the frontal end block. Slide the carriage with the spindle and ball nut from the module.

STEP 2a - MTV 65: remove plastic plugs and screws from the rail and remove rail from the module.

STEP 2b - MTV 80: remove plastic plugs, loosen the screws and slide the rail with screws out of the profile.

STEP 3: replace the rail with new one and insert it into the profile. Center the rail in the profile with caliper and tighten the screws. Do not glue the screws on MTV 80.

STEP 4: finish by installing the carriage, spindle, frontal end block... As described in previous chapters.

Note: all the screws (except set screws) must be glued (Loctite 243) and screwed with the torque specified in the table on page 1.005.0 unless written otherwise at the individual steps.