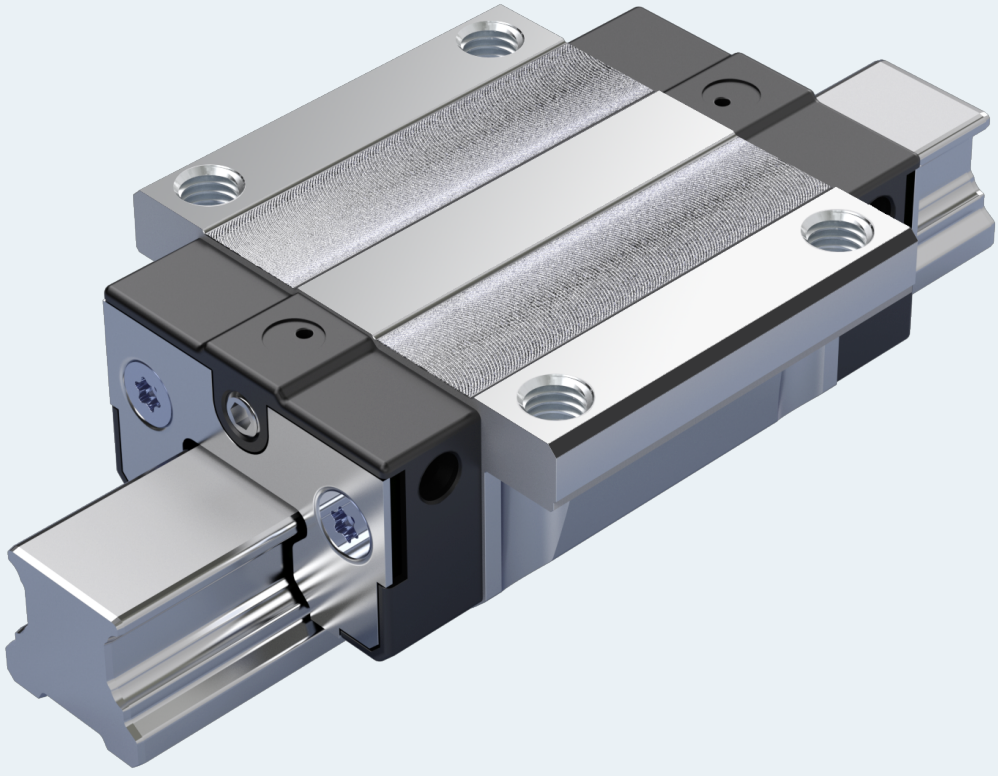
The Drive & Control Company

Rexroth
Bosch Group

Ball Rail Systems BSCL

Ball Runner Blocks, Ball Guide Rails, accessories

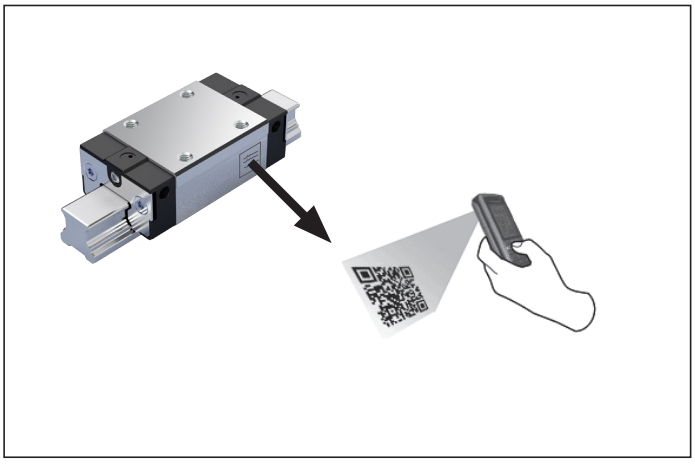


The Ball Rail System Compact Line BSCL

The new Ball Rail System BSCL (Ball Rail Systems Compact Line) complements the existing linear guide program and provides application-specific performance for the middle performance and price segments. Its performance data fulfills the demands of standard tasks and complements the high-precision BSHP series.
BSCL Ball Guide Rails are available in six sizes, six Runner Block types, three preload classes and three accuracy classes (N, H, P).
Also with this series, rails and Runner Blocks in the respective sizes can be combined and delivered worldwide in the shortest time from stock. A peculiarity of the BSCL linear guides: Guide Rails can be shortened to the desired length using simple tools, without the need for costly end machining.
With a new structural design and significantly lower material use, Rexroth has achieved an outstanding application-oriented price-performance ratio.
Connection elements are available for special ambient conditions.

With the expanded product portfolio, Bosch Rexroth can cover all requirements economically.

Advanced product information on the Ball Rail System BSCL using the QR code:
In addition to the material number, a QR code can also be found on the BSCL Runner Block. This leads to further product descriptions and enables the user to call up extensive information on the product. This includes the instructions and the catalog, which contains all technical information.
A connection to the eShop, the short product name for the Runner Block as well as the production plant and the production date are in preparation.

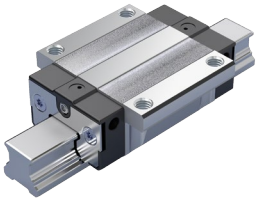


Contents

At a glance

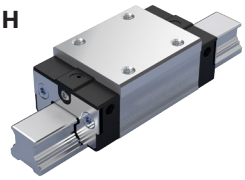
Six Runner Block designs made of steel in accordance with ISO 12090-1

FNS



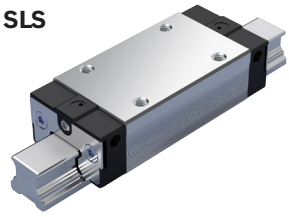
SNS

SNH

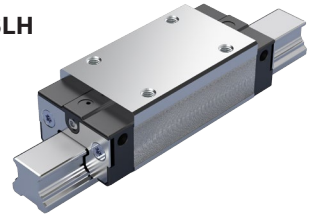


FLS

SLS



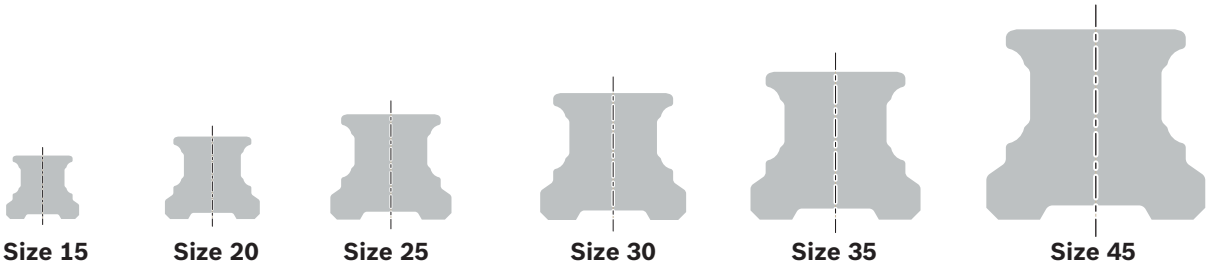
SLH



FNS = Flanged, normal, standard height
FLS = Flanged, long, standard height
SNS = Slimline, normal, standard height

SLS = Slimline, long, standard height
SNH = Slimline, normal, high
SLH = Slimline, long, high

Six sizes from 15 to 45



Three accuracy classes:

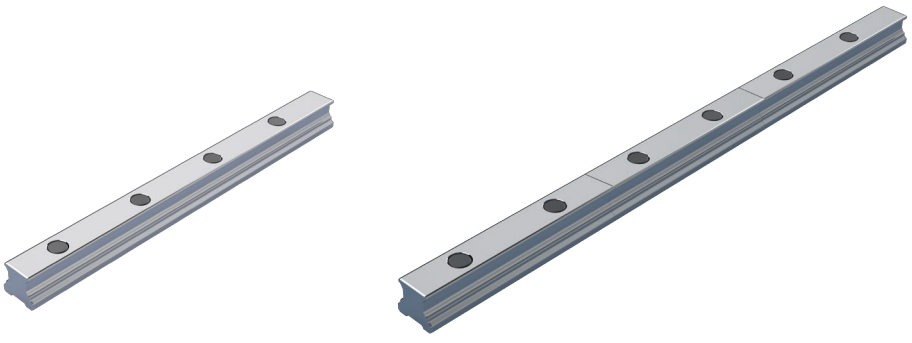
N (normal)	**H (high)**	**P (precision)**

Three preload classes:

C0 (without preload)	**C1 (moderate preload)**	**C2 (average preload)**

Guide Rails for mounting from above with plastic mounting hole plugs:

BSCL Ball Guide Rails can be supplied as factory lengths or cut-to-size either in one or more parts (detailed descriptions can be found in the chapter “Ball Guide Rails”).



Product description

TOP logistics thanks to interchangeability and Ball Guide Rails in factory lengths

- Ball Guide Rails and Ball Runner Blocks are precisely manufactured in the ball raceway sector to allow Runner Blocks and Ball Guide Rails of the same size to be combined not only within but also beyond the respective accuracy class
- Ball Guide Rails can be ordered in factory lengths and shortened to the desired length without costly end machining, also at the customer's location
- A market-oriented product portfolio and the interchangeability of Ball Guide Rails and Ball Runner Blocks allow deliveries to be made on time from stock

O-arrangement of the raceways

- 4-row Profiled Rail System in O-arrangement. Low amount of friction due to 2-point rolling contact
- The same high load ratings in all four main directions of loading
- High torque capacity and torsional moment compared to an X-array
- High degree of system rigidity and accuracy, optionally available with zero-clearance pre-tensioning

Patented entry-zone geometry and optimized deflection

- Lowest frictional oscillation in connection with low friction force
- Improved travel accuracy

Integrated lubrication and sealing

- Relubricatable on all sides with 8 connections, lubricating elements in M4 (sizes 15 and 20) and M6 (sizes 25 - 45)
- Ball Runner Blocks are prelubricated at the factory
- Lubrication with grease, liquid grease and oil possible
- Integrated all-round sealing by means of end seals and longitudinal seals

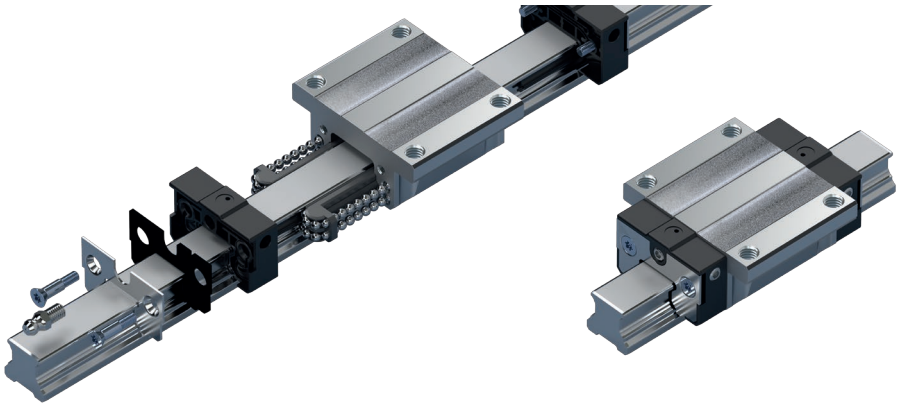
Range of accessories:

- Front seal, Front Lube Unit and cover plate wiper

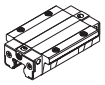
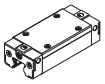
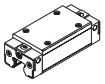
Technical data

- Load ratings:
  C_{50} from 11,500 to 99,800 N
  C_0 from 11,700 to 120,000 N
- Speeds up to 3 m/s
- Acceleration up to 250 m/s²

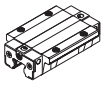
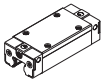
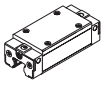
Ball Rail System BSCL with FNS Ball Runner Block made of steel (components and assembly)



Ball Runner Block designs

		Application area	Load-bearing capacity	Special feature
FNS **R205A**		For normal rigidity requirements	High	For mounting from above and below
FLS **R205B**		For high rigidity requirements	Very high	For mounting from above and below
SNS **R205C**		For restricted space in the transverse direction	High	For mounting from above
SLS **R205D**		For restricted space in the transverse direction and high rigidity requirements	Very high	For mounting from above
SNH **R205E**		For restricted space in the transverse direction and high rigidity requirements	High	Higher rigidity than SNS
SLH **R205F**		For restricted space in the transverse direction and high rigidity requirements	Very high	Higher rigidity than SLS

Ball Runner Blocks with load ratings and load moments

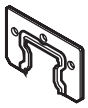
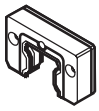
		Size	15	20	25	30	35	45
FNS **R205A**		C_{50} [2]	11,500	18,400	27,500	39,300	54,100	78,100
		C_{100} [1]	9,100	14,600	21,800	31,200	42,900	62,000
		C_0	11,700	19,600	30,600	42,200	56,600	83,000
SNS **R205C**		M_{t50} [2]	98	190	340	590	970	1,790
		M_{t100} [1]	78	150	270	470	770	1,420
		M_{t0}	100	210	380	640	1,030	1,930
SNH **R205E**		M_{L50} [2]	79	160	280	450	720	1,320
		M_{L100} [1]	63	130	220	360	570	1,050
		M_{L0}	82	170	310	490	760	1,420
FLS **R205B**		C_{50} [2]	14,500	22,800	35,300	49,100	69,300	99,800
		C_{100} [1]	11,500	18,100	28,000	39,000	55,000	79,200
		C_0	16,800	27,100	44,200	58,800	81,600	120,000
SLS **R205D**		M_{t50} [2]	130	240	440	740	1,260	2,320
		M_{t100} [1]	100	190	350	590	1,000	1,840
		M_{t0}	150	290	550	890	1,480	2,780
SLH **R205F**		M_{L50} [2]	140	260	490	770	1,300	2,380
		M_{L100} [1]	110	210	390	610	1,030	1,890
		M_{L0}	160	320	620	920	1,530	2,860

1) Determination of the dynamic load capacities and load moments is based on a travel life of 100,000 m according to DIN ISO 14728-1.
2) The determination of the dynamic load capacity and load moments is based on a 50,000 m travel life according to DIN ISO 14728-1.

See the chapter “General technical data and calculations” for the definition of the formula symbols

Ball Runner Block accessories

Connection elements are additionally available as options for the Ball Runner Blocks.

	Application area
Cover plate wiper 	The cover plate wiper is used as an additional element to strip off any accumulated coarse dirt or swarf or in the event of solidified dirt on the Ball Guide Rail.
Front seal 	Front seals provide effective protection for the Ball Runner Block, preventing fine dirt or metal particles, as well as coolant or cutting fluid from working their way in. This means that the sealing effect is improved even more.
Seal kit 	When using cover plate wiper and front seal simultaneously, the seal kit is recommended.
Front Lube Unit 	When very frequent relubrication is required, Front Lube Units allow travel distances of up to 5,000 km without relubrication under normal loads. The function is only assured where there is no exposure to liquids and little contamination. The maximum permissible operating temperature is 60°C.
Lubrication adapter 	For oil and grease lubrication from above for SNH and SLH Ball Runner Blocks (high versions).

Ball Guide Rails

BSCL Ball Guide Rails can be supplied as factory lengths or Ball Guide Rails cut-to-size (desired customer length).

Ball Guide Rail KSE-...-SNS; R2055 Standard Ball Guide Rail made of steel, for mounting from above, with plastic mounting hole plugs	**Description**
Factory lengths	Factory lengths are Guide Rails without end machining which are only available in four-meter sections. A factory length has an overall length of approx. 4,150 mm with a usable length (good length) of at least 3,600 mm in one piece of the respective accuracy class. The maximum good length is 4,150 mm. The good length is specified on the packaging and charged upon delivery. The plastic mounting hole plugs used to seal the mounting holes must be ordered separately. The factory lengths can be cut to the desired length by the user. You can obtain information in this respect from your sales partner and your local Bosch Rexroth sales companies.
Desired customer length	BSCL Ball Guide Rails can be cut before delivery. The maximum lengths for a one-piece rail section can be found in the “Ball Guide Rails” section. If longer rails are required, Bosch Rexroth will supply them as multi-piece Ball Guide Rails. The plastic mounting hole plugs used to seal the mounting holes belong to the scope of delivery.

Notes

General notes

- Combining different accuracy classes
  When you combine Ball Guide Rails and Ball Runner Blocks of different accuracy classes, the tolerances change for dimensions H and A3. See “Accuracy classes and their tolerances.”

Intended Use

- The Ball Rail Systems are linear guideways capable of absorbing forces from all transverse directions and moments about all axes. The Ball Rail System is intended exclusively for guiding and positioning tasks when installed in a machine.
- The product is intended exclusively for professional use and not for private use.
- Use for the intended purpose also includes the requirement that users must have read and understood the related documentation completely, in particular the “Safety Instructions”.

Misuse

Use of the product in any other way than as described under “Intended Use” is considered to be misuse and is therefore not permitted. If unsuitable products are installed or used in safety-critical applications, this may lead to uncontrolled operating statuses in the application which can cause personal injury and/or damage to property.
The product may only be used in safety-critical applications if this use has been expressly specified and permitted in the product documentation.
Bosch Rexroth AG will not accept any liability for injury or damage caused by misuse of the product. The risks associated with any misuse of the product shall be borne by the user alone.
Misuse of the product includes:

- the transport of persons

General Safety Instructions

- The safety rules and regulations of the country in which the product is used must be observed.
- All current and applicable accident prevention and environmental regulations must be adhered to.
- The product may only be used when it is in technically perfect condition.
- The technical data and environmental conditions stated in the product documentation must be complied with.
- The product must not be put into service until it has been verified that the final product (for example a machine or system) into which the product has been installed complies with the country-specific requirements, safety regulations and standards for the application.
- Rexroth Ball Rail Systems may not be used in zones with potentially explosive atmospheres as defined in ATEX directive 94/9/EC.
- Rexroth Ball Rail Systems must never be altered or modified. The user may only perform the work described in the “Quick User Guide” or “Instructions for Profiled Rail Systems”.
- The product is never allowed to be disassembled.
- At high travel speeds a certain amount of noise is caused by the product. If necessary, appropriate measures should be taken to protect hearing.
- The special safety requirements for specific sectors (e.g. crane construction, theaters, food technology) set forth in laws, directives and standards must be complied with.
- In all cases, the provisions of the following standard should be noted and followed. DIN 637, Safety regulations for dimensioning and operation of Profiled Rail Systems with recirculating rolling elements.

Directives and standards

Rexroth BHSP Ball Rail Systems are suitable for dynamic linear applications requiring reliability and precision. The machine tool industry and other sectors must observe a series of standards and directives. These requirements can vary significantly worldwide. It is therefore essential to understand the legislation and standards that apply in each particular region.

DIN EN ISO 12100

This standard describes the safety of machinery – general principles for design, risk assessment and risk reduction. It gives a general overview and contains a guide to the major developments governing machines and their intended use.

Directive 2006/42/EC

The European Machinery Directive describes the basic safety and health requirements for the design and manufacture of machinery. The manufacturer of a machine or his authorized representative has a duty to ensure that a risk assessment has been performed in order to determine the health and safety requirements which have to be fulfilled for that machine. The machine must be designed and built taking into account the results of the risk assessment.

Directive 2001/95/EC

This directive covers general safety requirements for any product placed on the market and intended for consumers, or likely to be used by consumers under reasonably foreseeable conditions, including products that are made available to consumers in the context of service provision for use by them

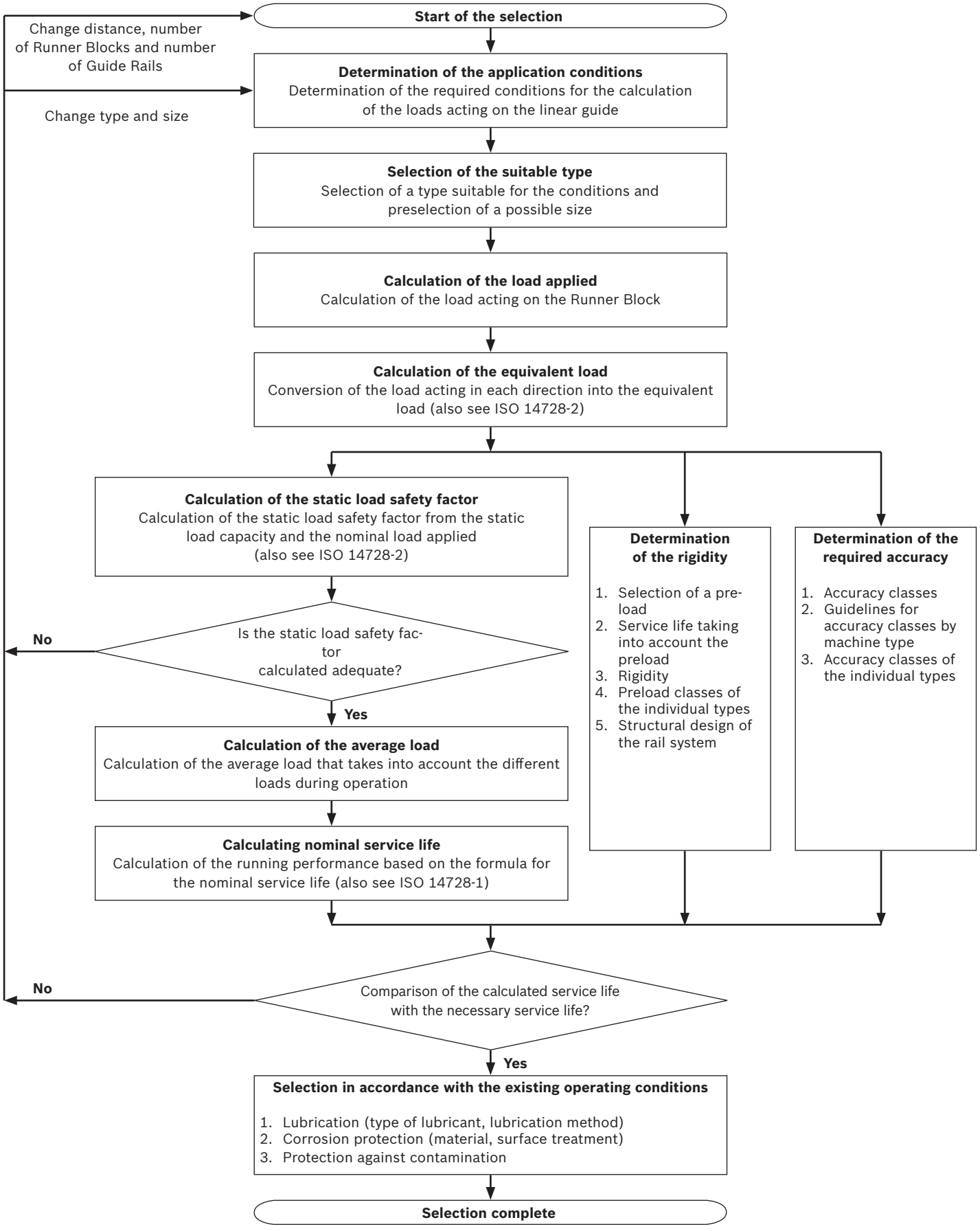
Directive 85/374/EEC

This directive concerns the liability for defective products and applies to industrially manufactured movable objects, irrespective of whether or not they have been incorporated into another movable or immovable object.

REGULATION (EC) No. 1907/2006 (REACH)

This regulation relates to restrictions on the marketing and use of certain dangerous substances and preparations. “Substances” means chemical elements and their compounds as they occur in the natural state or as produced by industry. “Preparations” means mixtures or solutions composed of two or more substances.

Selection of a linear guide acc. to DIN 637



General technical data and calculations

General notes

The general technical data and calculations apply to all Ball Rail Systems BSCL. This means to all Ball Runner Blocks and Ball Guide Rails. Specific technical data relating to the individual Ball Runner Blocks and Ball Guide Rails is given separately.

Load capacity definition based on 50 and 100 km

The definition of the load rating is based on a nominal service life of 10^5 m = 100 km in the European region, whereas a load carrier definition based on a service life of 50 km has become prevalent in the Asian region. The conversion factor between both values is $C_{50} = 1.26 \times C_{100}$. Both values for the dynamic load ratings and load moments (which can be told by the index) are specified in this catalog.
The following calculation chapter is based on the carrier load definition C_{100}.

Travel speed

v_{max} : 3 m/s

Acceleration

a_{max} : 250 m/s²

If preload force F_{pr} is canceled, a_{max} = 50 m/s² applies
(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Operating temperature range

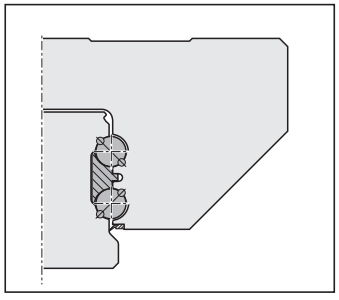
t : -10 to 80 °C

Up to 100°C is allowed for a short time.

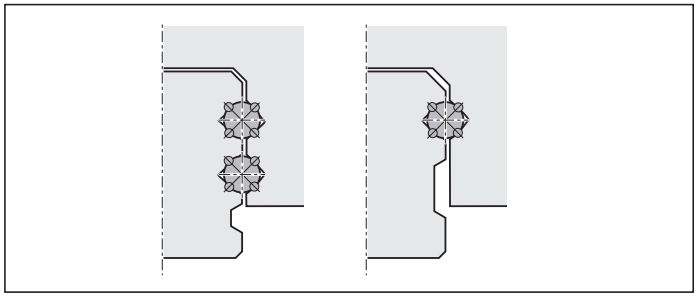
Friction

μ: 0.002 - 0.003

Friction coefficient μ without seal friction



2-point contact

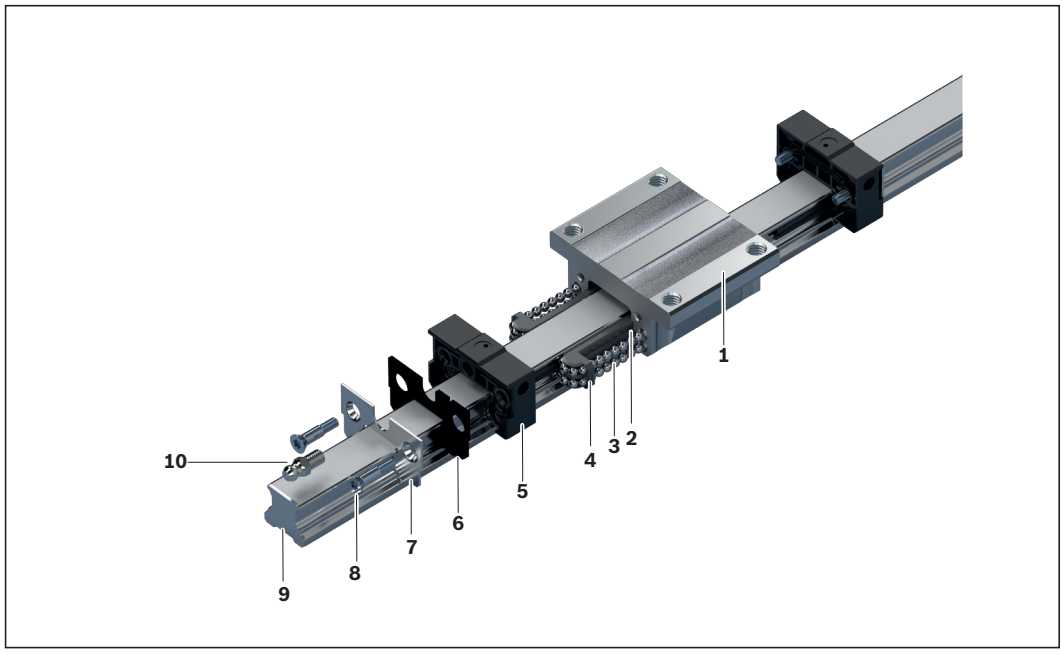


4-point contact

Due to the Rexroth design with four rows of balls, there are always **two points of contact** in all the directions of loading. This reduces the friction to a minimum.

Other Ball Rail Systems with two or four rows of balls with **four points of contact** have multiple friction: the Gothic raceway profile causes higher friction due to the differential slip with lateral loading with a comparable preload without load (up to five times the friction coefficient depending on the raceway curvature and the load). This high friction leads correspondingly to greater heat.

Material specifications

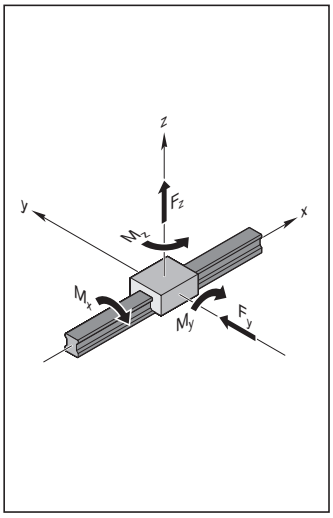


Item	Part	Material
1	Ball Runner Block body	Steel
2	Steel bearing plate	Anti-friction bearing steel
3	Balls	Anti-friction bearing steel
4	Frame	Plastic TEE-E
5	Ball guide	Plastic POM
6	Sealing plate	Elastomer NBR
7	Front panel	Corrosion-resistant steel 1.4306
8	Countersunk screws	Galvanized carbon steel
9	Ball Guide Rail	Heat-treated steel
10	Lube nipple	Galvanized carbon steel

General technical data and calculations

How to select a linear guide according to DIN 637 is described on page 10. The necessary calculations are explained in the following chapter. They are integrated in the “Linear Motion Designer” calculation program.

Forces and moments



In Rexroth Ball Rail Systems the raceways are arranged at a pressure angle of 45°. This results in the same high load capacity of the entire system in all four main directions of loading.
The Ball Runner Blocks may be subjected to both forces and load moments.

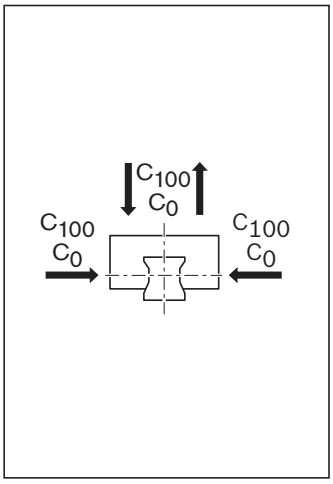
Forces in the main directions of loading

- Tension F_z (positive z-direction)
- Pressure $-F_z$ (negative z-direction)
- Side load F_y (positive y-direction)
- Side load $-F_y$ (negative y-direction)

Moments

- Torsional moment M_x (around the y-axis)
- Longitudinal moment M_y (around the y-axis)
- Longitudinal moment M_z (around the z-axis)

Definition of load capacities



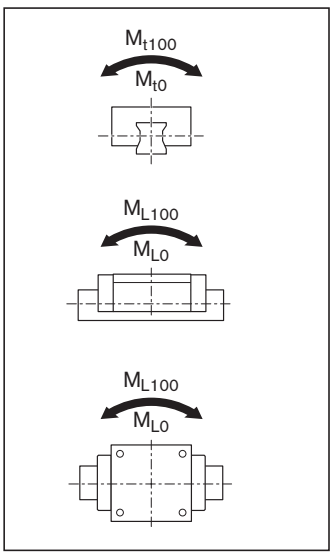
Dynamic load capacity C_{100}

The radial load (whose extent and direction does not change) that a linear anti-friction bearing can theoretically absorb for a nominal life covering 10^5 m (according to DIN ISO 14728-1).
Note: The dynamic load capacities in the tables are above the DIN or ISO values. These values have been confirmed in tests.

Static load rating C_0

Static load in the load direction that corresponds to a calculated load in the center of the contact point with the greatest load between the ball and raceway of 4200 MPa.
Note: With this stress at the contact point, permanent overall deformation of the ball and raceway occurs that corresponds to about 0.0001 times the ball diameter. (according to DIN ISO 14728-1).

Definition of moment load capacities



Dynamic torsional moment load capacity M_{t100}

Comparative dynamic moment about the x-axis which causes a load equivalent to the dynamic load capacity C_{100} .

Static torsional moment load capacity M_{t0}

The comparable static moment around the x-axis that induces a load corresponding to the static load capacity C_0.

Dynamic longitudinal moment load capacity M_{L100}

The dynamic comparable dynamic moment around the transverse axis y or the vertical axis z that induces a load corresponding to the dynamic load capacity C_{100}.

Static longitudinal moment load capacity M_{L0}

The static comparable dynamic moment around the transverse axis y or the vertical axis z that induces a load corresponding to the static load capacity C_0.

Definition and calculation of the nominal service life

The calculated service life which an individual linear rolling bearing, or a group of apparently identical rolling element bearings operating under the same conditions, can attain with a 90% probability, with contemporary, commonly used materials and manufacturing quality under conventional operating conditions (as per ISO 14728-1).

Nominal life in meters

$$(1) \quad L = \left(\frac{C_{100}}{f_w \cdot F_m}\right)^3 \cdot 10^5 \text{ m}$$

Due to impact loads and vibration, additional stress is placed on the point of contact between ball and raceway. It is difficult to accurately determine these conditions of use. However, these increase with increasing travel speed. The load factor f_w (see table) takes into account the effects of shock and vibration on the service life of the BSCL.

Conditions of use	Travel speed	Load factor f_w
No impact loads and vibrations	v < 15 m/min	1.0 ... 1.2
Low impact loads and vibrations	15 m/min ≤ v < 60 m/min	1.2 ... 1.5
Moderate impact loads and vibrations	60 m/min ≤ v < 120 m/min	1.5 ... 2.0
High impact loads and vibrations	v ≥ 120 m/min	2.0 ... 3.5

Service life in operating hours with constant stroke and constant stroke repetition rate

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

If the stroke length s and the stroke repetition rate n are constant over the entire service life, you can use formula (2) to determine the service life in operating hours.

Nominal life at variable speed

$$(3) \quad L_h = \frac{L}{60 \cdot v_m}$$

As an alternative, it is possible to use formula (3) to calculate the service life in operating hours using the average speed v_m. This average speed v_m is calculated with speeds that can be changed on a stepwise basis using discrete time steps q_{tn} of the individual load stages (4).

$$(4) \quad V_m = \frac{|v_1| \cdot q_{t1} + |v_2| \cdot q_{t2} + \ldots + |v_n| \cdot q_{tn}}{100\%}$$

Modified service life

$$L_{na} = a_1 \cdot \left(\frac{C_{100}}{f_w \cdot F_m}\right)^3 \cdot 10^5 \text{ m}$$

$$L_{ha} = \frac{L_{na}}{2 \cdot s \cdot n \cdot 60}$$

If a 90 percent requisite reliability is not enough, you must reduce the service life values by a factor of a_1 in accordance with the table below.

Requisite reliability (%)	L_{na}	Factor a_1
90	L_{10a}	1.00
95	L_{5a}	0.64
96	L_{4a}	0.55
97	L_{3a}	0.47
98	L_{2a}	0.37
99	L_{1a}	0.25

Notes

DIN ISO 14728-1 limits the validity of the formula (1) to dynamically equivalent loads $F_m < 0.5\ C_{100}$. However, in our tests we verified that under ideal operating conditions this service life formula can be applied up to loads of $F_m = C_{100}$. Under some circumstances, with stroke lengths below 2 · Ball Runner Block length B_1 (see the dimension tables) a load rating reduction may be necessary. Please consult us.

General technical data and calculations

Load on bearing for calculating the service life

Note
In general, both the static and dynamic load ratios should not be below the minimum value of 4.0. In the case of applications that place high demands on rigidity and/or the service life, a higher load ratio is necessary.
With tensile loads, check the screw stability. See the chapter entitled “Mounting instructions”.

Dynamic load ratio

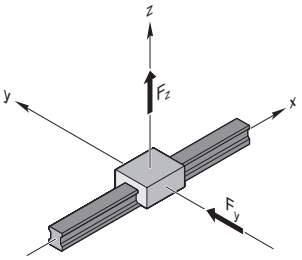
$$\frac{C_{100}}{F_{m,\,max}}$$

Static load ratio

$$\frac{C_0}{F_{eff,\,max}}$$

Combined equivalent load
In the case of a combined vertical and horizontal external load, calculate the dynamic equivalent load F_{comb} according to formula (5).

(5) $$F_{comb} = |F_y| + |F_z|$$

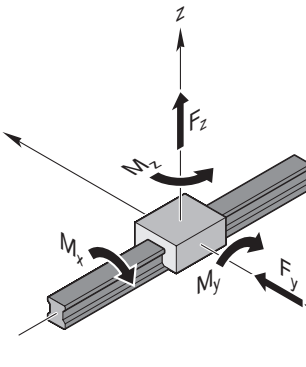


Note
The structure of the Ball Rail System permits this simplified calculation.

Note
Reduce an external load that affects the Ball Runner Block at any angle with the correct sign to F_y and F_z and insert the amounts into formula (5) or (6).

Combined equivalent load in conjunction with moments
Using formula (6), you can combine all the partial loads that occur in a load case into one single comparison load. i.e. the combined equivalent load.

(6) $$F_{comb} = |F_y| + |F_z| + C_{100} \cdot \frac{|M_x|}{M_{t100}} + C_{100} \cdot \frac{|M_y|}{M_{L100}} + C_{100} \cdot \frac{|M_z|}{M_{L100}}$$



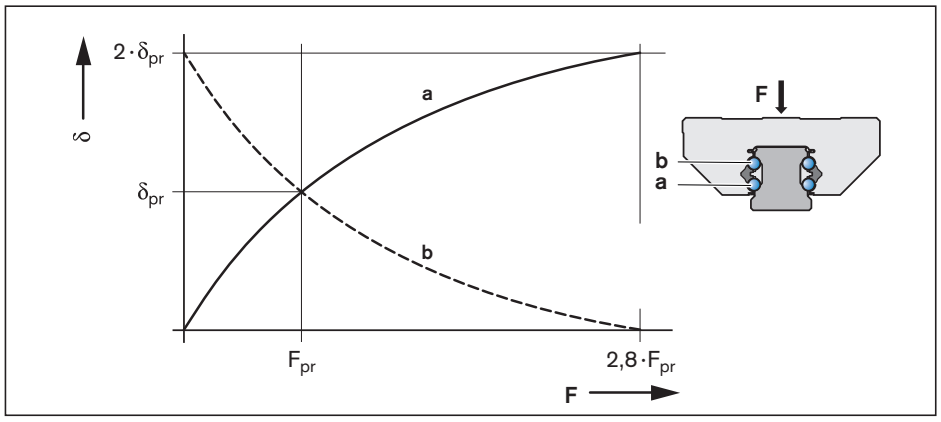
Notes
Including moments as stated in formula (6) only applies to an individual Ball Guide Rail with just one Ball Runner Block. The formula is simpler for other combinations.

The forces and moments plotted in the coordinate system can also have an effect in the opposite direction. Reduce an external load that affects the Ball Runner Block at any angle to F_y and F_z and insert the amounts into formula (6).
The structural design of the Ball Runner Blocks allows this simplified calculation.

Considering the internal preloading force F_{pr}

To increase the rigidity and precision of the guide system, it is advisable to use pre-tensioned Ball Runner Blocks (c.f. “System Preloading Selection Criterion”).

When using Ball Runner Blocks of preload classes C2, it may be necessary to consider the internal preload force; this is because both rows of balls a and b are pre-tensioned against one another by a specific oversize at an internal preload force F_{pr} and deform by the amount δ_{pr} (see the diagram).



a = loaded (lower) row of balls
b = non-loaded (upper) row of balls
δ = Deformation of the rolling contact at F (–)
δ_{pr} = Deformation of the rolling contact at F_{pr} (–)
F = load on the Ball Runner Block (N)
F_{pr} = Internal preload force (N)

Effective equivalent load on bearing

From an external load amounting to 2.8 times the internal preload force F_{pr} onward, a row of balls becomes preload-free.

Note

Under highly dynamic loading conditions, the combined equivalent load should be $F_{comb} < 2.8 \cdot F_{pr}$ to prevent damage to anti-friction bearings due to slippage.

(7) $F_{eff} = F_{comb}$

(8) $F_{eff} = \left(\frac{F_{comb}}{2.8 \cdot F_{pr}} + 1\right)^{3/2} \cdot F_{pr}$

Case 1

$F_{comb} > 2.8 \cdot F_{pr}$

In this case, the internal preload force F_{pr} does not affect the service life.

Case 2

$F_{comb} \leq 2.8 \cdot F_{pr}$

The preload force F_{pr} is included in the calculation of the effective equivalent load on bearing.

General technical data and calculations

Dynamic equivalent load on bearing

With different load stages, calculate the dynamic equivalent load on bearing according to formula (9).

$$(9)\quad F_m = \sqrt[3]{(F_{eff\,1})^3 \cdot \frac{q_{s1}}{100\ \%} + (F_{eff\,2})^3 \cdot \frac{q_{s2}}{100\ \%} + \ldots + (F_{eff\,n})^3 \cdot \frac{q_{sn}}{100\ \%}}$$

Equivalent static load on bearing

With a combined vertical and horizontal external static load in conjunction with a static torsional or longitudinal moment, calculate the static equivalent load on bearing $F_{0\,comb}$ according to formula (10).

$$(10)\quad F_{0\,comb} = |F_{0y}| + |F_{0z}| + C_0 \cdot \frac{|M_{0x}|}{M_{t0}} + C_0 \cdot \frac{|M_{0y}|}{M_{L0}} + C_0 \cdot \frac{|M_{0z}|}{M_{L0}}$$

Notes

The static equivalent load on bearing $F_{0\,comb}$ must not exceed the static load capacity C_0. Formula (10) only applies when using a single Ball Guide Rail.

Reduce an external load that affects the Ball Runner Block at any angle to F_{0y} and F_{0z} and insert the amounts into formula (10).

Definitions and calculation for dynamic and static load ratios

Using the ratio of load rating to load of the Ball Runner Blocks, you can make a preselection of the guideway. The dynamic loading ratio C_{100}/F_{max} and the static loading ratio $C_0/F_{0\,max}$ should be selected according to the application. The necessary load ratings are calculated from this. The load rating overview yields the corresponding dimensions and format.

Recommended values for load ratios

The table below contains guideline values for the load ratios.

The values are offered merely as a rough guide reflecting typical customer requirements (e.g. service life, accuracy, rigidity) by sector and application.

$$\text{Dynamic ratio} = \frac{C_{100}}{F_{max}}$$

Case 1: Static load $F_{0\,max} > F_{max}$:

$$\text{Static ratio} = \frac{C_0}{F_{0\,max}}$$

Case 2: Static load $F_{0\,max} < F_{max}$:

$$\text{Static ratio} = \frac{C_0}{F_{max}}$$

Machine type/sector	Application example	$C_{100}/Fmax$	$C_0/F_{0\,max}$
Machine tools	**General**	6 ... 9	> 4
	Turning	6 ... 7	> 4
	Milling	6 ... 7	> 4
	Grinding	9 ... 10	> 4
	Engraving	5	> 3
Rubber and plastics processing machinery	**Injection molding**	8	> 2
Woodworking and wood processing machines	**Sawing, milling**	5	> 3
Assembly/handling technology and industrial robots	**Handling**	5	> 3
Oil hydraulics and pneumatics	**Raising/lowering**	6	> 4

Static load safety factor S_0

You must verify mathematically any structural design involving rolling contact with regard to the static load safety factor. The static load safety factor for a linear guide results from the following equation:

$$S_0 = \frac{C_0}{F_{0\,max}}$$

In this connection, $F_{0\,max}$ represents the maximum load amplitude that can occur, which can affect the linear guide. It does not matter whether this load is exerted only for a short period. It may represent the peak amplitude of an overall dynamic loading. For dimensioning, the data shown in the table applies.

Conditions of use	Static load safety factor S_0
Overhead hanging arrangements or applications with serious potential risks	≥ 20
High dynamic load when at standstill, contamination.	8 - 12
Normal dimensioning of machinery and plant without full knowledge of the load parameters or connection details.	5 - 8
Full knowledge of all the load data. Vibration-free operation is ensured.	3 - 5

Key to formulas

Formula	Unit	Designation
a	–	loaded (lower) row of balls
a_1	–	Service life factor
b	–	non-loaded (upper) row of balls
C	N	Dynamic load capacity
C_0	N	Static load capacity
F_{max}	N	Maximum dynamic load
$F_{0\,max}$	N	Maximum static load
F_{comb}	N	Combined equivalent load
$F_{0\,comb}$	N	Equivalent static load on bearing
F_{eff}	N	Effective equivalent load on bearing
$F_{eff\ 1-n}$	N	Uniform effective individual loads
F_m	N	Dynamic equivalent load on bearing
F_{pr}	N	Preload force
F_y	N	External load due to a resulting force in the y-direction
F_{0y}	N	External load due to a static force in the y-direction
F_z	N	External load due to a resulting force in the z-direction
F_{0z}	N	External load due to a static force in the z-direction
f_w	–	Load factor
M_t	Nm	Dynamic torsional moment load capacity[1)]
M_{t0}	Nm	Static torsional moment load capacity[1)]
M_L	Nm	Dynamic longitudinal moment capacity[1)]
M_{L0}	Nm	Static longitudinal moment capacity[1)]

Formula	Unit	Designation
M_x	Nm	Load due to the resulting moment around the x-axis
M_{0x}	Nm	Load due to the static moment around the x-axis
M_y	Nm	Load due to the resulting moment around the y-axis
M_{0y}	Nm	Load due to the static moment around the y-axis
M_z	Nm	Load due to the resulting moment around the z-axis
M_{0z}	Nm	Load due to the static moment around the z-axis
L	m	Nominal life (travel range)
L_h	h	Nominal life (time)
L_{na}	m	Modified nominal life (travel range)
L_{ha}	h	Modified nominal life (time)
n	rpm	Stroke repetition rate (double strokes)
$q_{t1} \dots q_{tn}$	%	Discrete time steps for $v_1 \dots v_n$ of phases 1 ... n
s	m	Stroke length
S_0	–	Static load safety factor
v_m	m/min	Average linear speed
$v_1 \dots v_n$	m/min	Travel speeds of phases 1 ... n
v	m/min	Travel speed
δ	–	Deformation of rolling contact at F
δ_{pr}	–	Deformation of rolling contact at F_{pr}
Refer to the table for the values		

System preload

Definition of preload

Ball Runner Blocks can be pre-tensioned to increase rigidity. The internal preload forces that occur in this connection must be considered in the life expectancy calculation. You can choose the preload class to match the area of application. Refer to the table for preload force F_{pr} .
Rigidity diagrams are available on request.

To prevent reductions to the service life, the preload should not exceed 1/3 of the load on bearing F.

In general, the rigidity of the Ball Runner Block rises with increasing preload.
If vibrations occur, choose the correspondingly high preload (preload class C2).

Code	Preload	Application area
C0	**Without preload (clearance)**	For particularly smooth-running guide systems with the lowest possible friction for applications with large installation tolerances. Clearance versions are available only in accuracy classes N and H.
C1	**Moderate preload**	For precise guide systems with low external loads and high demands on overall rigidity.
C2	**Medium preload**	For precise guide systems with both high external loading and high demands on overall rigidity; also recommended for single-rail systems and high accelerations. Above average moment loads can be absorbed without significant elastic deflection. Further improved overall rigidity with only medium moment loads.

Preload force F_{pr} (N) of the Ball Runner Blocks

Material numbers	Format	Preload class	Size					
			15	**20**	**25**	**30**	**35**	**45**
R205A R205C R205E	FNS SNS SNH	C1	150	230	350	500	690	990
		C2	590	950	1,420	2,030	2,790	4,030
R205B R205D R205F	FLS SLS SLH	C1	180	290	450	620	880	1,270
		C2	750	1,180	1,820	2,540	3,580	5,150

Example

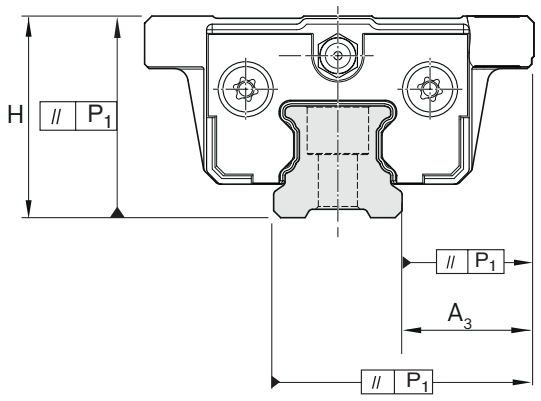
- Area of application: Precise guide systems with low external load and high overall rigidity requirements. This results in preload class C1.
- Selected Ball Runner Block: FNS R205A 314 20
- The selected Ball Runner Block yields a preload force of F_{pr} = 690 N according to the table.

Accuracy classes

Accuracy classes and their tolerances

Ball Rail Systems BSCL are available in three accuracy classes.

For details of the available Ball Runner Blocks and Ball Guide Rails, see the “Material numbers” tables.



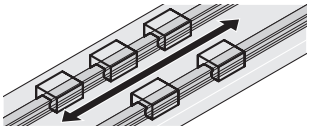
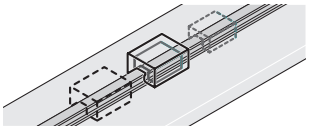
Key to illustration

H	= Height tolerance	(µm)
A_3	= Side tolerance	(µm)
P_1	= Parallelism offset	(µm)
L	= Rail length	(mm)

Precision manufacturing process makes interchangeability easy

Rexroth manufactures its Ball Guide Rails and Ball Runner Blocks with such high precision, especially in the ball raceway zone, that each individual component element is fully interchangeable. For example, a Ball Runner Block can be used without problems on various Ball Guide Rails of the same size. Similarly, different Ball Runner Blocks can also be used on one and the same Ball Guide Rail.

Steel Ball Rail Systems

		
Measured at middle of Runner Block	For any Ball Runner Block/rail combination at any position on rail	For different Ball Runner Blocks at same position on rail

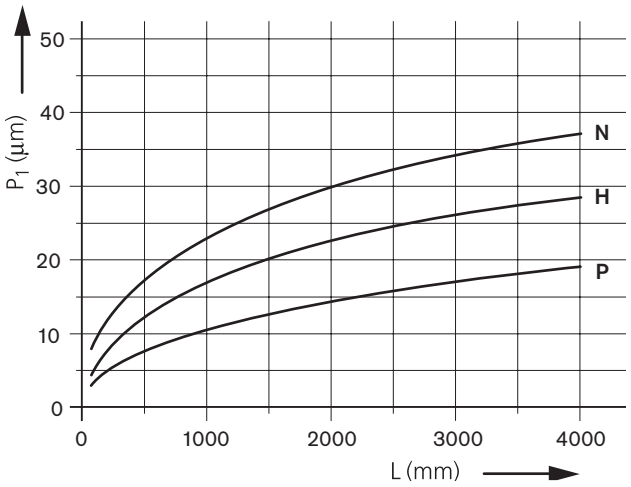
Accuracy classes	**Tolerances of the dimensions (µm)**		**Max. differences of dimensions H and A_3 on one rail (µm)**
	H	**A_3**	**ΔH, ΔA_3**
N	±100	±40	30
H	±40	±20	15
P	±20	±10	7

Guide systems with parallel rails

When choosing the preload class, also pay attention to the permissible parallelism offset of the rails (“Accuracy class selection criterion”).

When specifying Ball Rail Systems of accuracy class N, we recommend preload class C0 or C1 to avoid distortive stress due to the tolerances.

Parallelism offset P_1 of the Ball Rail System in operation
Measured at middle of Runner Block



Tolerances for combination of accuracy classes

Ball Runner Blocks			Ball Guide Rails N (µm)	H (µm)	P (µm)
N	Tolerance, dimension H	(µm)	**±100**	**±48**	±32
	Tolerance of dimension A_3	(µm)	**±40**	**±28**	±22
	Max. diff. Dimensions H and A_3 on one rail	(µm)	**30**	**30**	30
H	Tolerance, dimension H	(µm)	**±92**	**±40**	**±24**
	Tolerance of dimension A_3	(µm)	**±32**	**±20**	**±14**
	Max. diff. Dimensions H and A_3 on one rail	(µm)	**15**	**15**	**15**
P	Tolerance, dimension H	(µm)	±88	**±36**	**±20**
	Tolerance of dimension A_3	(µm)	±28	**±16**	**±10**
	Max. diff. Dimensions H and A_3 on one rail	(µm)	7	**7**	**7**

Recommendations for combining accuracy classes

Recommended with **relatively large Ball Runner Block distances** and long strokes:
Ball Guide Rail in higher accuracy class than Ball Runner Blocks.
Recommended with **small Ball Runner Block distances** and short strokes:
Ball Runner Blocks in higher accuracy class than Ball Guide Rail.

Ball Runner Block ordering example

Ordering Ball Runner Blocks

The material number is composed of the code numbers for the individual options. Each option has its own code number.

Order example

- Ball Runner Blocks FNS
- Size 30
- Preload class C1
- Accuracy class H
- With standard sealing
- Prelubricated

Material number: R205A 713 20

BSCL Ball Runner Block	R205	A	7	1	3	20
Format	**A** = FNS (flanged, normal, standard height)					
	B = FLS (flanged, long, standard height)					
	C = SNS (slimline, normal, standard height)					
	D = SLS (slimline, long, standard height)					
	E = SNH (slimline, normal, high)					
	F = SLH (slimline, long, high)					
Size	**1** = size 15					
	8 = size 20					
	2 = size 25					
	7 = size 30					
	3 = size 35					
	4 = size 45					
Preload	**9** = preload class C0					
	1 = preload class C1					
	2 = preload class C2					
Accuracy	**4** = accuracy class N					
	3 = accuracy class H					
	2 = accuracy class P					
Lubrication	**20** = standard seal, prelubricated and preserved					

BSCL Ball Runner Block type key

BALL RUNNER BLOCK CS	KWE	-	0	3	0	-	F	N	S	-	C	1	-	H	-	1
			1				2				3			4		5

1 Size

Feature	Designation
015	Size 15
020	Size 20
025	Size 25
030	Size 30
035	Size 35
045	Size 45

2 Format

Feature	Designation
FNS	Flanged, normal, standard height
FLS	Flanged, long, standard height
SNS	Slimline, normal, standard height
SLS	Slimline, long, standard height
SNH	Slimline, normal, high
SLH	Slimline, long, high

3 Preload class

Feature	Designation
C0	Without preload
C1	Preload class C1 (moderate preload)
C2	Preload class C2 (average preload)

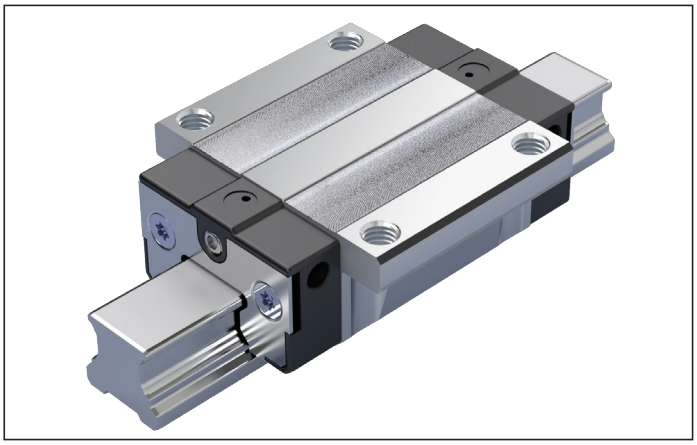
4 Accuracy class

Feature	Designation
N	Normal
H	High
P	Precision

5 Lubrication (Runner Block)

Feature	Designation
1	With initial lubrication, preserved

FNS – flanged, normal, standard height – R205A



Dynamic characteristics

Travel speed: v_{max} = 3 m/s

Acceleration: a_{max} = 250 m/s²

(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Note

Can be used on all BSCL Ball Guide Rails KSE-...-SNS

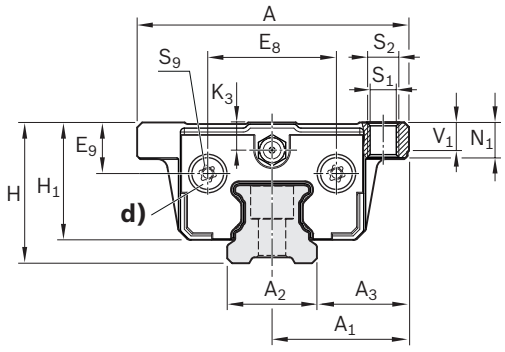
Options and material numbers

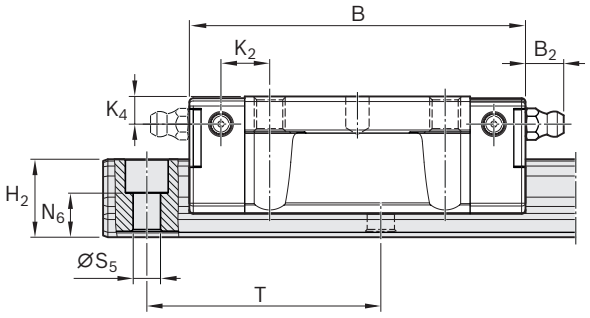
Size	Ball Runner Block with size	Preload class			Accuracy class			Standard seal
		C0	C1	C2	N	H	P	Prelubricated
15	R205A 1	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
20	R205A 8	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
25	R205A 2	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
30	R205A 7	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
35	R205A 3	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
45	R205A 4	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20

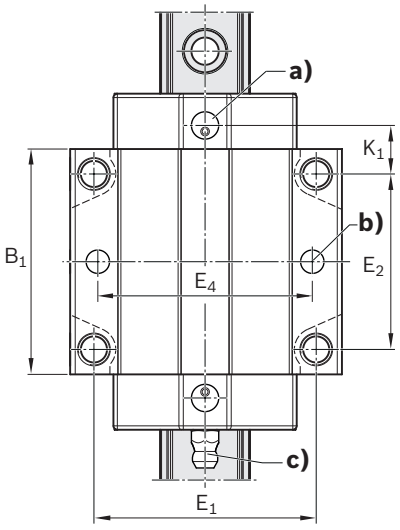
Size	Load ratings (N)			Load moments (Nm)					
	C_{50} [1]	C_{100} [2]	C_0	M_{t50} [1]	M_{t100} [2]	M_{t0}	M_{L50} [1]	M_{L100} [2]	M_{L0}
15	11,500	9,100	11,700	98	78	100	79	63	82
20	18,400	14,600	19,600	190	150	210	160	130	170
25	27,500	21,800	30,600	340	270	380	280	220	310
30	39,300	31,200	42,200	590	470	640	450	360	490
35	54,100	42,900	56,600	970	770	1,030	720	570	760
45	78,100	62,000	83,000	1,790	1,420	1,930	1,320	1,050	1,420

1) Dynamic load capacity and load moments based on a travel life of 50,000 m.

2) Dynamic load capacity and load moments based on a travel life of 100,000 m.







a) For O-ring
Size 15: Ø 4 · 1.0 (mm)
size 20 - 45: Ø 5 · 1.0 (mm)
open lube fitting if necessary (see the “Lubrication” chapter).

b) Recommended position for pin holes (dimensions E_4 see the “Mounting” chapter)
Due to production-related issues, pre-drilled holes
may be present at this position. They are suitable for drilling out.

c) Lube nipple, size 15 - 20:
Ball-type lube nipple M4x5, B_2 = 3.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 5 mm!
Lube nipple, size 25 - 45:
Hydraulic-type lube nipple DIN 71412-A M6x8, B_2 = 9.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 8 mm!

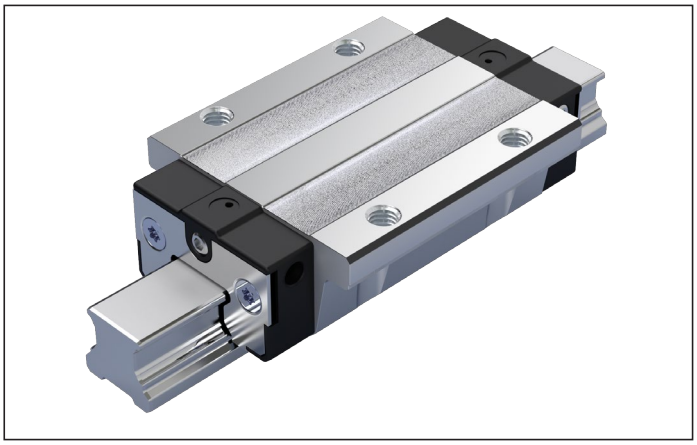
d) For Rexroth connection elements. Only use original screws and observe the specified tightening torques.

The lube nipple is included in the scope of delivery (not installed).
Connection is possible on all sides.
Open lube fittings on the side if necessary (see the “Lubrication” section).

Size	Dimensions (mm)												
	A	A_1	A_2	A_3	$B^{+0.5}$	B_1	E_1	E_2	E_8	E_9	H	H_1	H_2
15	47.0	23.50	15.0	16.00	58.2	39.2	38.0	30.0	20.5	7.8	24.0	19.90	14.10
20	63.0	31.50	20.0	21.50	75.0	49.6	53.0	40.0	29.0	10.15	30.0	25.30	17.00
25	70.0	35.00	23.0	23.50	86.2	57.8	57.0	45.0	33.0	13.0	36.0	30.00	20.00
30	90.0	45.00	28.0	31.00	97.7	67.4	72.0	52.0	42.0	14.25	42.0	35.35	23.00
35	100.0	50.00	34.0	33.00	110.5	77.0	82.0	62.0	50.0	15.7	48.0	40.40	26.50
45	120.0	60.00	45.0	37.50	137.5	97.0	100.0	80.0	61.0	19.5	60.0	50.30	33.00

Size	Dimensions (mm)												Weight (kg)
	K_1	K_2	K_3	K_4	N_1	$N_6^{\pm 0.5}$	S_1	S_2	S_5	S_9	T	V_1	m
15	8.0	9.1	3.80	3.80	5.2	8.6	4.3	M5	4.5	M2.5x5	60.0	5.0	0.18
20	11.8	11.8	5.65	5.65	7.7	10.0	5.3	M6	6.0	M2.5x6	60.0	6.0	0.41
25	12.5	12.5	7.00	7.00	9.0	11.3	6.7	M8	7.0	M3x6.5	60.0	7.5	0.60
30	14.0	14.7	7.25	7.25	11.0	12.0	8.5	M10	9.0	M3x6.5	80.0	7.0	1.01
35	14.5	16.2	7.00	7.00	12.0	15.5	8.5	M10	9.0	M3x6.5	80.0	8.0	1.51
45	17.3	19.5	10.50	10.50	15.0	17.0	10.4	M12	14.0	M3x6.5	105.0	10.0	2.92

FLS – flanged, long, standard height – R205B



Dynamic characteristics

Travel speed: v_{max} = 3 m/s

Acceleration: a_{max} = 250 m/s²

(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Note

Can be used on all BSCL Ball Guide Rails KSE-...-SNS

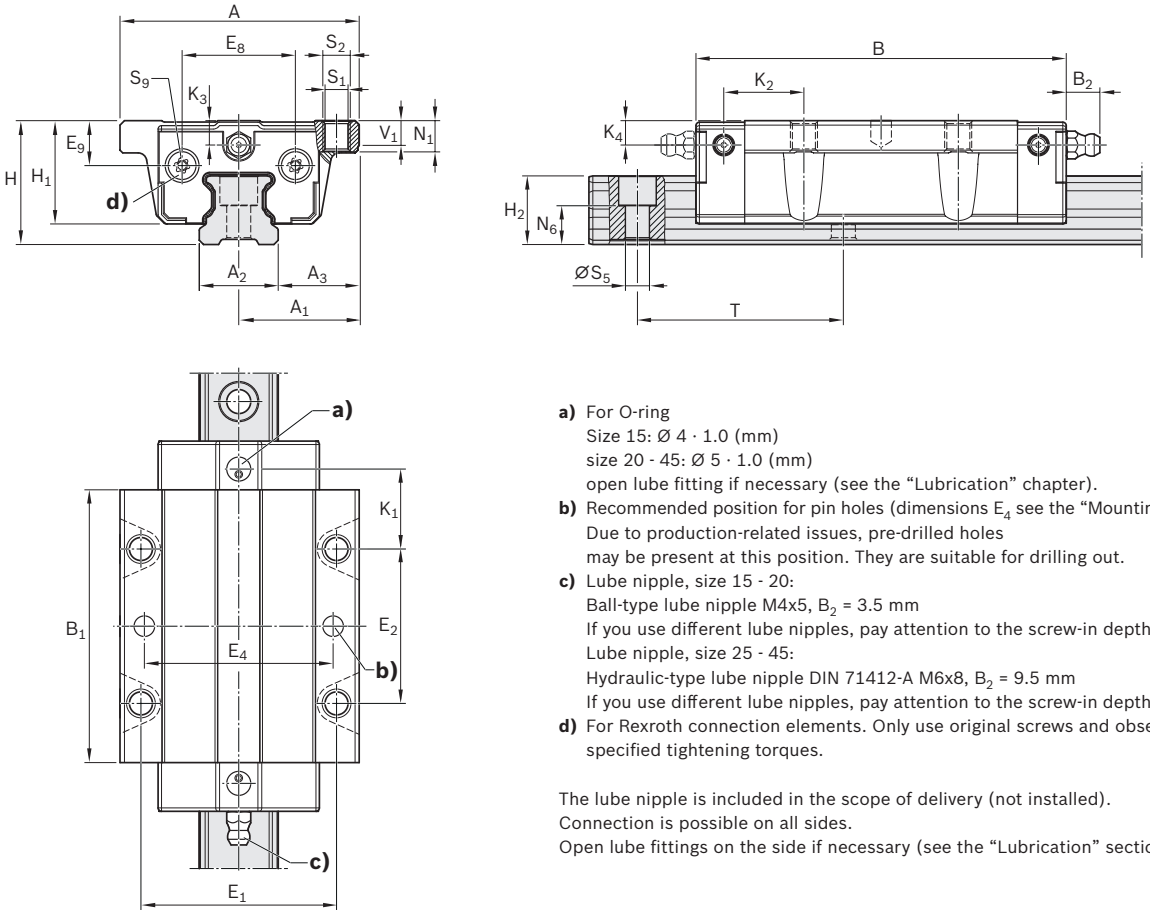
Options and material numbers

Size	Ball Runner Block with size	Preload class			Accuracy class			Standard seal
		C0	C1	C2	N	H	P	Prelubricated
15	R205B 1	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
20	R205B 8	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
25	R205B 2	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
30	R205B 7	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
35	R205B 3	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
45	R205B 4	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20

Size	Load ratings (N)			Load moments (Nm)					
	C_{50} [1]	C_{100} [2]	C_0	M_{t50} [1]	M_{t100} [2]	M_{t0}	M_{L50} [1]	M_{L100} [2]	M_{L0}
15	14,500	11,500	16,800	130	100	150	140	110	160
20	22,800	18,100	27,100	240	190	290	260	210	320
25	35,300	28,000	44,200	440	350	550	490	390	620
30	49,100	39,000	58,800	740	590	890	770	610	920
35	69,300	55,000	81,600	1,260	1,000	1,480	1,300	1,030	1,530
45	99,800	79,200	120,000	2,320	1,840	2,780	2,380	1,890	2,860

1) Dynamic load capacity and load moments based on a travel life of 50,000 m.

2) Dynamic load capacity and load moments based on a travel life of 100,000 m.



a) For O-ring
Size 15: Ø 4 · 1.0 (mm)
size 20 - 45: Ø 5 · 1.0 (mm)
open lube fitting if necessary (see the “Lubrication” chapter).

b) Recommended position for pin holes (dimensions E_4 see the “Mounting” chapter)
Due to production-related issues, pre-drilled holes
may be present at this position. They are suitable for drilling out.

c) Lube nipple, size 15 - 20:
Ball-type lube nipple M4x5, B_2 = 3.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 5 mm!
Lube nipple, size 25 - 45:
Hydraulic-type lube nipple DIN 71412-A M6x8, B_2 = 9.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 8 mm!

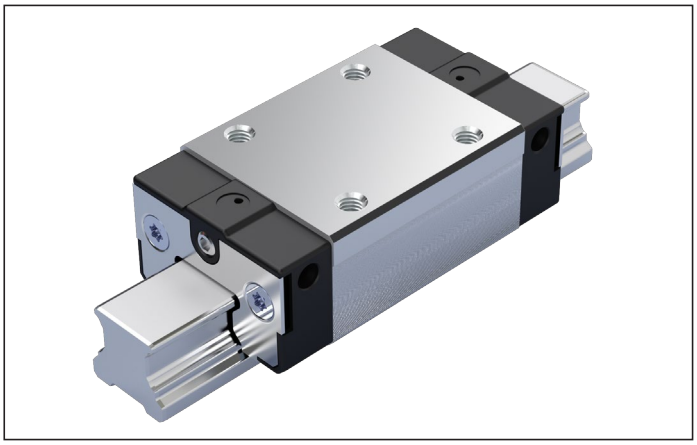
d) For Rexroth connection elements. Only use original screws and observe the specified tightening torques.

The lube nipple is included in the scope of delivery (not installed).
Connection is possible on all sides.
Open lube fittings on the side if necessary (see the “Lubrication” section).

Size	Dimensions (mm)												
	A	A_1	A_2	A_3	$B^{+0.5}$	B_1	E_1	E_2	E_8	E_9	H	H_1	H_2
15	47.0	23.50	15.0	16.00	72.6	53.6	38.0	30.0	20.5	7.80	24.0	19.90	14.10
20	63.0	31.50	20.0	21.50	91.0	65.6	53.0	40.0	29.0	10.15	30.0	25.30	17.00
25	70.0	35.00	23.0	23.50	107.9	79.5	57.0	45.0	33.0	13.00	36.0	30.00	20.00
30	90.0	45.00	28.0	31.00	119.7	89.4	72.0	52.0	42.0	14.25	42.0	35.35	23.00
35	100.0	50.00	34.0	33.00	139.0	105.5	82.0	62.0	50.0	15.70	48.0	40.40	26.50
45	120.0	60.00	45.0	37.50	174.0	133.5	100.0	80.0	61.0	19.50	60.0	50.30	33.00

Size	Dimensions (mm)												Weight (kg)
	K_1	K_2	K_3	K_4	N_1	$N_6^{\pm 0.5}$	S_1	S_2	S_5	S_9	T	V_1	m
15	15.20	16.30	3.80	3.80	5.2	8.55	4.3	M5	4.4	M2.5x5	60.0	5.0	0.25
20	19.80	19.80	5.65	5.65	7.7	10.0	5.3	M6	6.0	M2.5x6	60.0	6.0	0.53
25	23.30	23.35	7.00	7.00	9.0	11.3	6.7	M8	7.0	M3x6.5	60.0	7.5	0.80
30	25.00	25.70	7.25	7.25	11.0	12.0	8.5	M10	9.0	M3x6.5	80.0	7.0	1.31
35	28.75	30.40	7.00	7.00	12.0	15.5	8.5	M10	9.0	M3x6.5	80.0	8.0	2.02
45	35.5	37.75	10.50	10.50	15.0	17.0	10.4	M12	14.0	M3x6.5	105.0	10.0	3.93

SNS – slimline, normal, standard height – R205C



Dynamic characteristics

Travel speed: v_{max} = 3 m/s

Acceleration: a_{max} = 250 m/s²

(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Note

Can be used on all BSCL Ball Guide Rails KSE-...-SNS

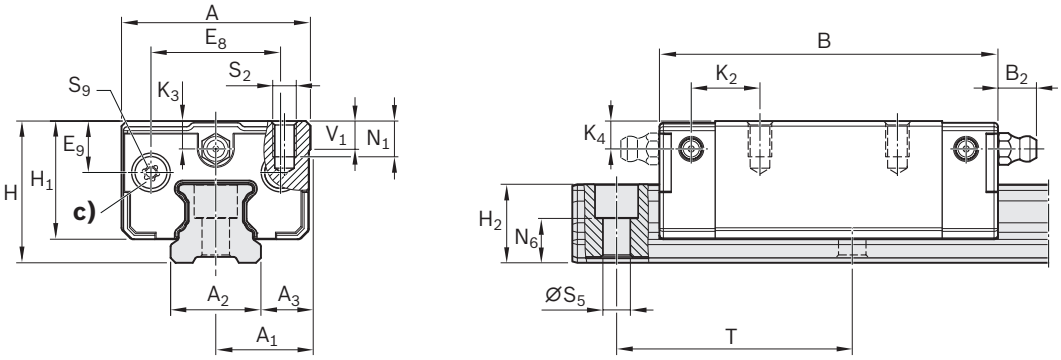
Options and material numbers

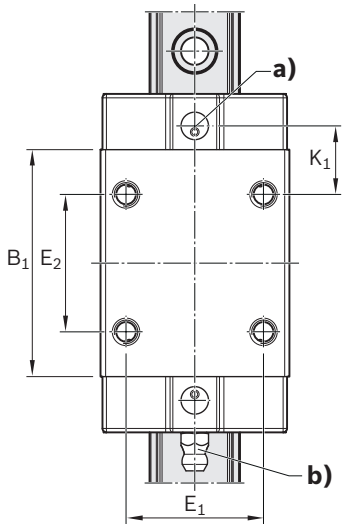
Size	Ball Runner Block with size	Preload class			Accuracy class			Standard seal
		C0	C1	C2	N	H	P	Prelubricated
15	R205C 1	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
20	R205C 8	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
25	R205C 2	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
30	R205C 7	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
35	R205C 3	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
45	R205C 4	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20

Size	Load ratings (N)			Load moments (Nm)					
	C_{50} [1]	C_{100} [2]	C_0	M_{t50} [1]	M_{t100} [2]	M_{t0}	M_{L50} [1]	M_{L100} [2]	M_{L0}
15	11,500	9,100	11,700	98	78	100	79	63	82
20	18,400	14,600	19,600	190	150	210	160	130	170
25	27,500	21,800	30,600	340	270	380	280	220	310
30	39,300	31,200	42,200	590	470	640	450	360	490
35	54,100	42,900	56,600	970	770	1,030	720	570	760
45	78,100	62,000	83,000	1,790	1,420	1,930	1,320	1,050	1,420

1) Dynamic load capacity and load moments based on a travel life of 50,000 m.

2) Dynamic load capacity and load moments based on a travel life of 100,000 m.





a) For O-ring
Size 15: Ø 4 · 1.0 (mm)
size 20 - 45: Ø 5 · 1.0 (mm)
open lube fitting if necessary (see the „Lubrication“ chapter).

b) Lube nipple, size 15 - 20:
Ball-type lube nipple M4x5, B_2 = 3.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 5 mm!
Lube nipple, size 25 - 45:
Hydraulic-type lube nipple DIN 71412-A M6x8, B_2 = 9.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 8 mm!

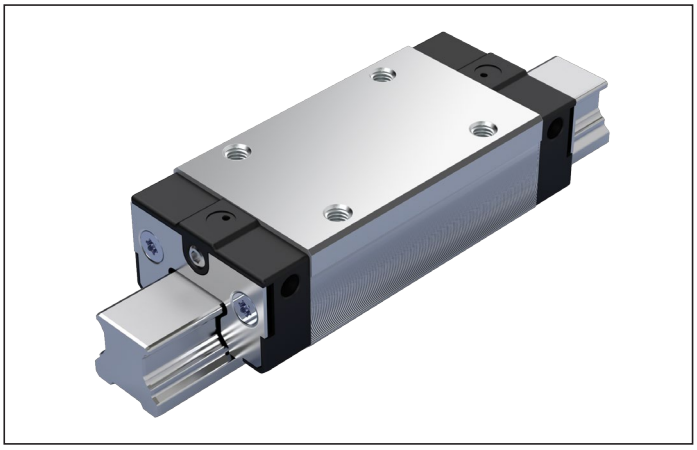
c) For Rexroth connection elements. Only use original screws and observe the specified tightening torques.

The lube nipple is included in the scope of delivery (not installed).
Connection is possible on all sides.
Open lube fittings on the side if necessary (see the “Lubrication” section).

Size	Dimensions (mm)												
	A	A_1	A_2	A_3	$B^{+0.5}$	B_1	E_1	E_2	E_8	E_9	H	H_1	H_2
15	34.0	17.0	15.0	9.50	58.2	39.2	26.0	26.0	20.5	7.80	24.0	19.90	14.10
20	44.0	22.0	20.0	12.00	75.0	49.6	32.0	36.0	29.0	10.15	30.0	25.30	17.00
25	48.0	24.0	23.0	12.50	86.2	57.8	35.0	35.0	33.0	13.00	36.0	30.00	20.00
30	60.0	30.0	28.0	16.00	97.7	67.4	40.0	40.0	42.0	14.25	42.0	35.35	23.00
35	70.0	35.0	34.0	18.00	110.5	77.0	50.0	50.0	50.0	15.70	48.0	40.40	26.50
45	86.0	43.0	45.0	20.50	137.5	97.0	60.0	60.0	61.0	19.50	60.0	50.30	33.00

Size	Dimensions (mm)											Weight (kg)
	K_1	K_2	K_3	K_4	N_3	$N_6^{\pm 0.5}$	S_2	S_5	S_9	T	V_1	m
15	10.0	11.10	3.80	3.80	6.0	8.55	M4	4.4	M2.5x5	60.0	5.4	0.16
20	13.8	13.80	5.65	5.65	7.5	10.0	M5	6.0	M2.5x6	60.0	6.0	0.35
25	17.45	17.50	7.00	7.00	9.0	11.3	M6	7.0	M3x6.5	60.0	7.5	0.50
30	20.0	20.70	7.25	7.25	12.0	12.0	M8	9.0	M3x6.5	80.0	7.0	0.85
35	20.5	22.15	7.00	7.00	13.0	15.5	M8	9.0	M3x6.5	80.0	8.0	1.27
45	27.3	29.50	10.50	10.50	18.0	17.0	M10	14.0	M3x6.5	105.0	10.0	2.40

SLS – slimline, long, standard height – R205D



Dynamic characteristics

Travel speed: v_{max} = 3 m/s

Acceleration: a_{max} = 250 m/s²

(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Note

Can be used on all BSCL Ball Guide Rails KSE-...-SNS

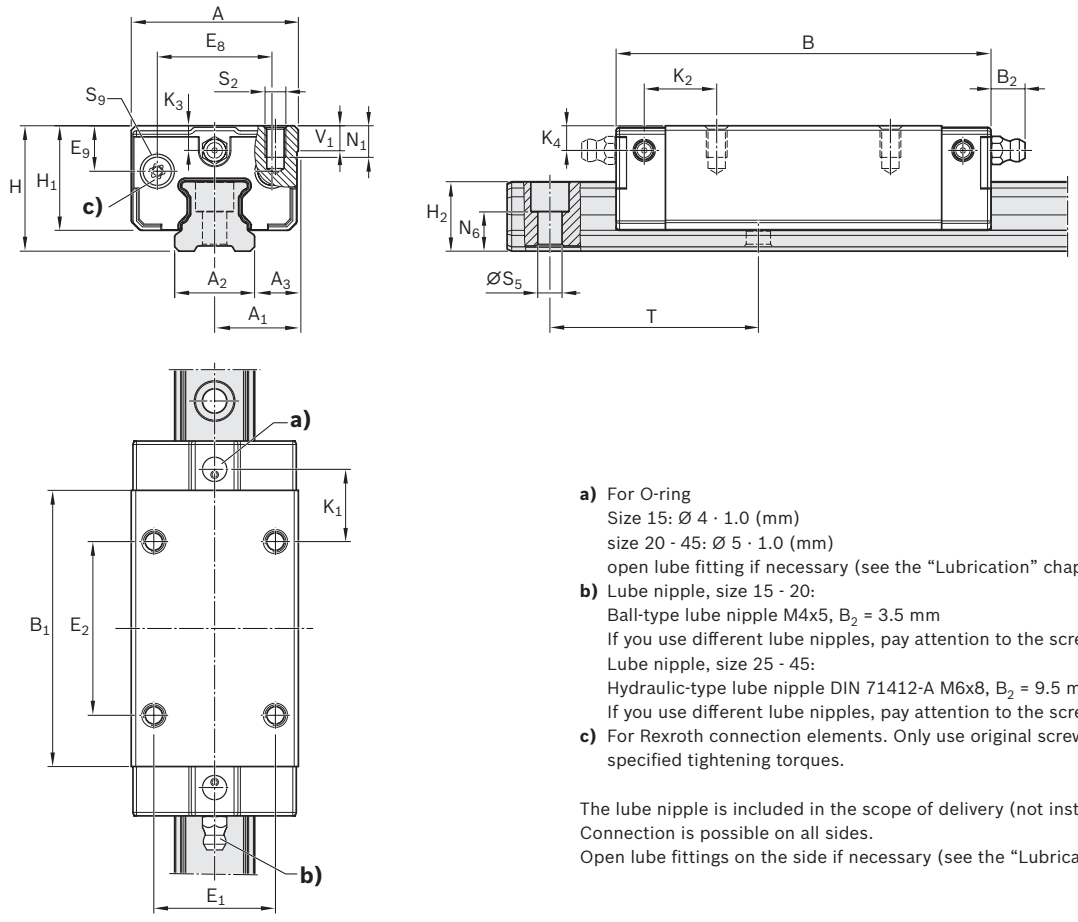
Options and material numbers

Size	Ball Runner Block with size	Preload class			Accuracy class			Standard seal
		C0	C1	C2	N	H	P	Prelubricated
15	R205D 1	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
20	R205D 8	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
25	R205D 2	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
30	R205D 7	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
35	R205D 3	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
45	R205D 4	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20

Size	Load ratings (N)			Load moments (Nm)					
	C_{50} [1]	C_{100} [2]	C_0	M_{t50} [1]	M_{t100} [2]	M_{t0}	M_{L50} [1]	M_{L100} [2]	M_{L0}
15	14,500	11,500	16,800	130	100	150	140	110	160
20	22,800	18,100	27,100	240	190	290	260	210	320
25	35,300	28,000	44,200	440	350	550	490	390	620
30	49,100	39,000	58,800	740	590	890	770	610	920
35	69,300	55,000	81,600	1,260	1,000	1,480	1,300	1,030	1,530
45	99,800	79,200	120,000	2,320	1,840	2,780	2,380	1,890	2,860

1) Dynamic load capacity and load moments based on a travel life of 50,000 m.

2) Dynamic load capacity and load moments based on a travel life of 100,000 m.



a) For O-ring
Size 15: Ø 4 · 1.0 (mm)
size 20 - 45: Ø 5 · 1.0 (mm)
open lube fitting if necessary (see the “Lubrication” chapter).

b) Lube nipple, size 15 - 20:
Ball-type lube nipple M4x5, B_2 = 3.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 5 mm!
Lube nipple, size 25 - 45:
Hydraulic-type lube nipple DIN 71412-A M6x8, B_2 = 9.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 8 mm!

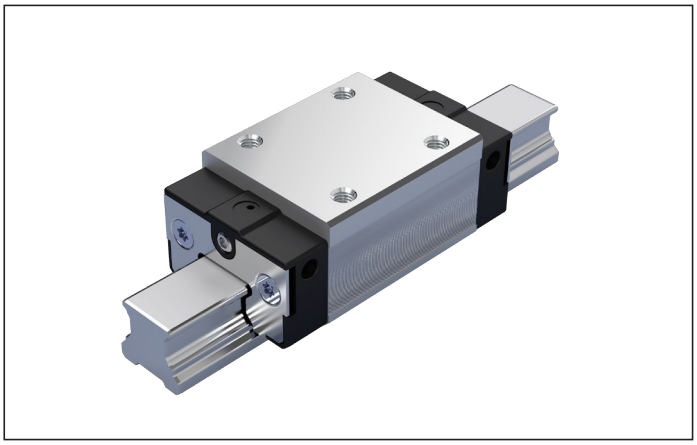
c) For Rexroth connection elements. Only use original screws and observe the specified tightening torques.

The lube nipple is included in the scope of delivery (not installed).
Connection is possible on all sides.
Open lube fittings on the side if necessary (see the “Lubrication” section).

Size	Dimensions (mm)												
	A	A_1	A_2	A_3	$B^{+0.5}$	B_1	E_1	E_2	E_8	E_9	H	H_1	H_2
15	34.0	17.0	15.0	9.50	72.6	53.6	26.0	26.0	20.5	7.8	24.0	19.90	14.10
20	44.0	22.0	20.0	12.00	91.0	65.6	32.0	50.0	29.0	10.15	30.0	25.30	17.00
25	48.0	24.0	23.0	12.50	107.9	79.5	35.0	50.0	33.0	13.0	36.0	30.00	20.00
30	60.0	30.0	28.0	16.00	119.7	89.4	40.0	60.0	42.0	14.25	42.0	35.35	23.00
35	70.0	35.0	34.0	18.00	139.0	105.5	50.0	72.0	50.0	15.7	48.0	40.40	26.50
45	86.0	43.0	45.0	20.50	174.0	133.5	60.0	80.0	61.0	19.5	60.0	50.30	33.00

Size	Dimensions (mm)											Weight (kg)
	K_1	K_2	K_3	K_4	N_3	$N_6^{\pm 0.5}$	S_2	S_5	S_9	T	V_1	m
15	17.20	18.30	3.80	3.80	6.0	8.55	M4	4.4	M2.5x5	60.0	5.4	0.22
20	14.80	14.80	5.65	5.65	7.5	10.0	M5	6.0	M2.5x6	60.0	6.0	0.46
25	20.80	20.85	7.00	7.00	9.0	11.3	M6	7.0	M3x6.5	60.0	7.5	0.67
30	21.00	21.70	7.25	7.25	12.0	12.0	M8	9.0	M3x6.5	80.0	7.0	1.11
35	23.75	25.40	7.00	7.00	13.0	15.5	M8	9.0	M3x6.5	80.0	8.0	1.71
45	35.55	37.75	10.50	10.50	18.0	17.0	M10	14.0	M3x6.5	105.0	10.0	3.24

SNH – slimline, normal, high – R205E



Dynamic characteristics

Travel speed: v_{max} = 3 m/s

Acceleration: a_{max} = 250 m/s²

(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Note

Can be used on all BSCL Ball Guide Rails KSE-...-SNS

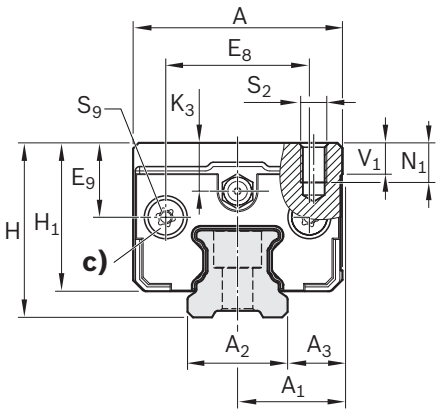
Options and material numbers

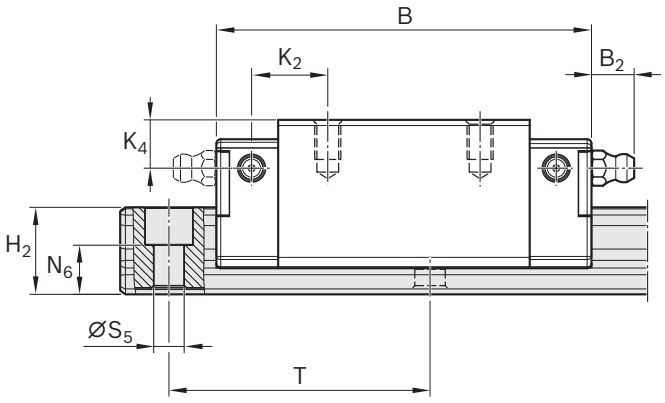
Size	Ball Runner Block with size	Preload class			Accuracy class			Standard seal
		C0	C1	C2	N	H	P	Prelubricated
15	R205E 1	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
25	R205E 2	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
30	R205E 7	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
35	R205E 3	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
45	R205E 4	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20

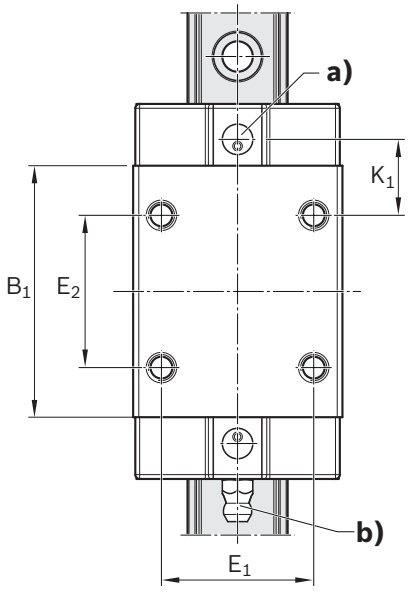
Size	Load ratings (N)			Load moments (Nm)					
	C_{50} [1]	C_{100} [2]	C_0	M_{t50} [1]	M_{t100} [2]	M_{t0}	M_{L50} [1]	M_{L100} [2]	M_{L0}
15	11,500	9,100	11,700	98	78	100	79	63	82
25	27,500	21,800	30,600	340	270	380	280	220	310
30	39,300	31,200	42,200	590	470	640	450	360	490
35	54,100	42,900	56,600	970	770	1,030	720	570	760
45	78,100	62,000	83,000	1,790	1,420	1,930	1,320	1,050	1,420

1) Dynamic load capacity and load moments based on a travel life of 50,000 m.

2) Dynamic load capacity and load moments based on a travel life of 100,000 m.







a) For O-ring
Size 15: Ø 4 · 1.0 (mm)
size 20 - 45: Ø 5 · 1.0 (mm)
open lube fitting if necessary (see the “Lubrication” chapter).

b) Lube nipple, size 15 - 20:
Ball-type lube nipple M4x5, B_2 = 3.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 5 mm!
Lube nipple, size 25 - 45:
Hydraulic-type lube nipple DIN 71412-A M6x8, B_2 = 9.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 8 mm!

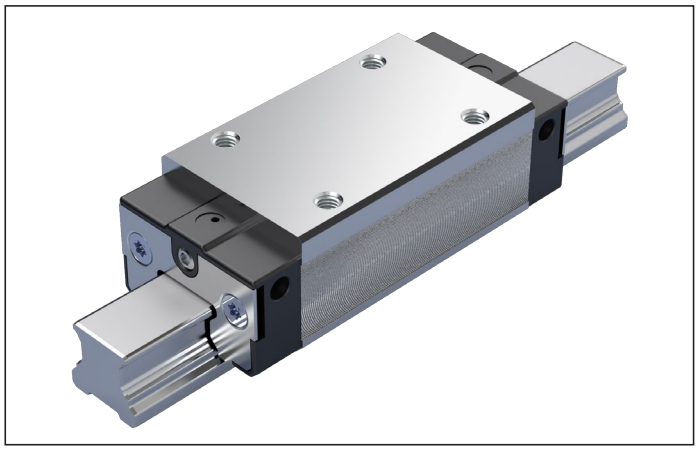
c) For Rexroth connection elements. Only use original screws and observe the specified tightening torques.

The lube nipple is included in the scope of delivery (not installed).
Connection is possible on all sides.
Open lube fittings on the side if necessary (see the “Lubrication” section).

Size	Dimensions (mm)												
	A	A_1	A_2	A_3	$B^{+0.5}$	B_1	E_1	E_2	E_8	E_9	H	H_1	H_2
15	34.0	17.0	15.0	9.50	58.2	39.2	26.0	26.0	20.5	11.8	28.0	23.90	14.10
25	48.0	24.0	23.0	12.50	86.2	57.8	35.0	35.0	33.0	17.0	40.0	34.00	20.00
30	60.0	30.0	28.0	16.00	97.7	67.4	40.0	40.0	42.0	17.25	45.0	38.35	23.00
35	70.0	35.0	34.0	18.00	110.5	77.0	50.0	50.0	50.0	22.7	55.0	47.40	26.50
45	86.0	43.0	45.0	20.50	137.5	97.0	60.0	60.0	61.0	29.5	70.0	60.30	33.00

Size	Dimensions (mm)											Weight (kg)
	K_1	K_2	K_3	K_4	N_3	$N_6^{\pm 0.5}$	S_2	S_5	S_9	T	V_1	m
15	10.0	11.1	7.8	7.8	6.0	8.55	M4	4.4	M2.5x5	60.0	5.4	0.20
25	17.45	17.5	11.0	11.0	9.0	11.3	M6	7.0	M3x6.5	60.0	7.5	0.59
30	20.0	20.7	10.25	10.25	12.0	12.0	M8	9.0	M3x6.5	80.0	7.0	0.95
35	20.5	22.15	14.0	14.0	13.0	15.5	M8	9.0	M3x6.5	80.0	8.0	1.57
45	27.3	29.5	20.5	20.5	18.0	17.0	M10	14.0	M3x6.5	105.0	10.0	3.03

SLH – slimline, long, high – R205F



Dynamic characteristics

Travel speed: v_{max} = 3 m/s

Acceleration: a_{max} = 250 m/s²

(If $F_{comb} > 2.8 \cdot F_{pr}$: a_{max} = 50 m/s²)

Note

Can be used on all BSCL Ball Guide Rails KSE-...-SNS

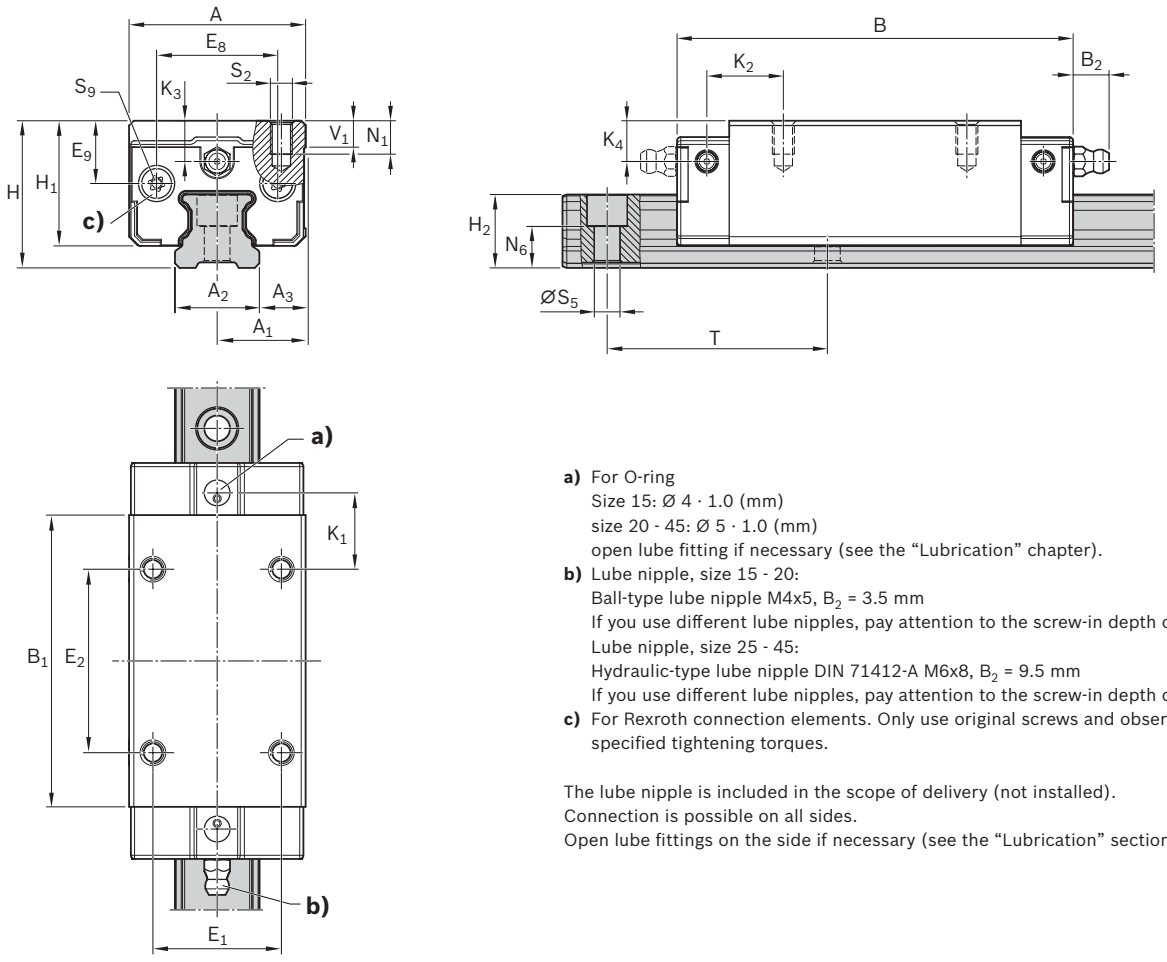
Options and material numbers

Size	Ball Runner Block with size	Preload class			Accuracy class			Standard seal
		C0	C1	C2	N	H	P	Prelubricated
25	R205F 2	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
30	R205F 7	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
35	R205F 3	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20
45	R205F 4	9			4	3	–	20
			1		4	3	2	20
				2	–	3	2	20

Size	Load ratings (N)			Load moments (Nm)					
	C_{50} [1]	C_{100} [2]	C_0	M_{t50} [1]	M_{t100} [2]	M_{t0}	M_{L50} [1]	M_{L100} [2]	M_{L0}
25	35,300	28,000	44,200	440	350	550	490	390	620
30	49,100	39,000	58,800	740	590	890	770	610	920
35	69,300	55,000	81,600	1,260	1,000	1,480	1,300	1,030	1,530
45	99,800	79,200	120,000	2,320	1,840	2,780	2,380	1,890	2,860

1) Dynamic load capacity and load moments based on a travel life of 50,000 m.

2) Dynamic load capacity and load moments based on a travel life of 100,000 m.



a) For O-ring
Size 15: Ø 4 · 1.0 (mm)
size 20 - 45: Ø 5 · 1.0 (mm)
open lube fitting if necessary (see the “Lubrication” chapter).

b) Lube nipple, size 15 - 20:
Ball-type lube nipple M4x5, B_2 = 3.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 5 mm!
Lube nipple, size 25 - 45:
Hydraulic-type lube nipple DIN 71412-A M6x8, B_2 = 9.5 mm
If you use different lube nipples, pay attention to the screw-in depth of 8 mm!

c) For Rexroth connection elements. Only use original screws and observe the specified tightening torques.

The lube nipple is included in the scope of delivery (not installed).
Connection is possible on all sides.
Open lube fittings on the side if necessary (see the “Lubrication” section).

Size	Dimensions (mm)												
	A	A_1	A_2	A_3	$B^{+0.5}$	B_1	E_1	E_2	E_8	E_9	H	H_1	H_2
25	48.0	24.0	23.0	12.50	107.9	79.5	35.0	50.0	33.0	17.00	40.0	34.00	20.00
30	60.0	30.0	28.0	16.00	119.7	89.4	40.0	60.0	42.0	17.25	45.0	38.35	23.00
35	70.0	35.0	34.0	18.00	139.0	105.5	50.0	72.0	50.0	22.70	55.0	47.40	26.50
45	86.0	43.0	45.0	20.50	174.0	133.5	60.0	80.0	61.0	29.50	70.0	60.30	33.00

Size	Dimensions (mm)											Weight (kg)
	K_1	K_2	K_3	K_4	N_3	$N_6^{\pm 0.5}$	S_2	S_5	S_9	T	V_1	m
25	20.80	20.85	11.00	11.00	9.0	11.3	M6	7.0	M3x6.5	60.0	7.5	0.79
30	21.00	21.70	10.25	10.25	12.0	12.0	M8	9.0	M3x6.5	80.0	7.0	1.31
35	23.75	25.40	14.00	14.00	13.0	15.5	M8	9.0	M3x6.5	80.0	8.0	2.11
45	35.55	37.75	20.50	20.50	18.0	17.0	M10	14.0	M3x6.5	105.0	10.0	4.11

Ball Guide Rail ordering example

Ordering Ball Guide Rails

The material number is composed of the code numbers for the individual options. Each option has its own code number.

BSCL Ball Guide Rail SNS		**R2055**	**7**	**0**	**3**	**31**	**,xx mm**
Size	**1** = size 15 **8** = size 20 **2** = size 25 **7** = size 30 **3** = size 35 **4** = size 45						
Cover	**0** = plastic mounting hole plugs						
Accuracy	**4** = accuracy class N **3** = accuracy class H **2** = accuracy class P						
Version	**3x** = number of partial sections **51** = factory length						
Length	**xx** = rail length in mm						

BSCL Ball Guide Rail type key

BALL GUIDE RAIL CS	KSE	-	0	3	0	-	S	N	S	-	H	-	M	A	-	A	K
			1				2				3		4			5	

1 Size

Feature	Designation
015	Size 15
020	Size 20
025	Size 25
030	Size 30
035	Size 35
045	Size 45

2 Format

Feature	Designation
SNS	Slimline, normal, standard height

3 Accuracy class

Feature	Designation
N	Normal
H	High
P	Precision

4 Mounting

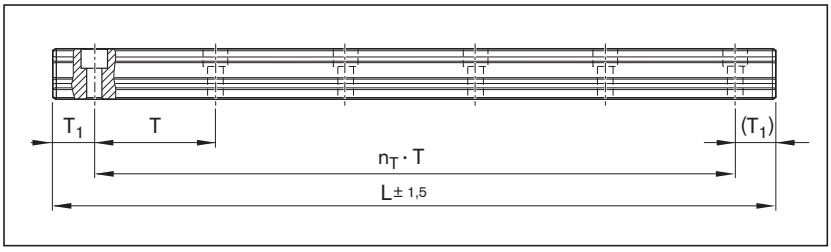
Feature	Designation
MA	Mounting from above

5 Cover

Feature	Designation
AK	With plastic mounting hole plugs

Recommended rail lengths

Ball Guide Rails can be manufactured in principal in any length. However, if possible, recommended rail lengths should be used at which the rails are cut in the middle between two mounting holes. Recommended rail lengths are more cost effective. The recommended rail length (preferred length) can be calculated as follows, or determined alternatively in the online configurators.



L	=	Recommended rail length	(mm)
L_W	=	Desired length of rail	(mm)
T	=	Pitch	(mm)
T_{1S}	=	Preferred dimension	(mm)
n_B	=	Number of holes	(–)
n_B	=	Number of pitches	(–)

a) Calculated from desired length:

$$L = \left(\frac{L_W}{T}\right)^{*} \cdot T - 4$$

b) Calculated from desired number of holes:

$$L = n_B \cdot T - 4 \text{ mm}$$

c) Calculated from desired number of divisions:

$$L = n_T \cdot T + 2 \cdot T_{1S}$$

* Round up quotient L_W/T to the nearest whole number!

Ordering example: one-piece rail of recommended rail length (up to L_{max}):

- Ball Guide Rail SNS
- Size 30
- Accuracy class H
- One-piece
- Calculated rail length 1676 mm,
  (20 · T, preferred dimension T_{1S} = 38 mm;
  number of holes n_B = 21)

Ordering data

Material number, rail length (mm)
T_1 / $n_T \cdot T$ / T_1 (mm)

R2055 703 31, 1676 mm
38 / 20 · 80 / 38 mm

Ordering example: multi-piece rail of recommended rail length (longer than L_{max}):

- Ball Guide Rail SNS
- Size 30
- Accuracy class H
- Calculated rail length 5116 mm, two partial sections
  (63 · T, preferred dimension T_{1S} = 38 mm;
  number of holes n_B = 64)

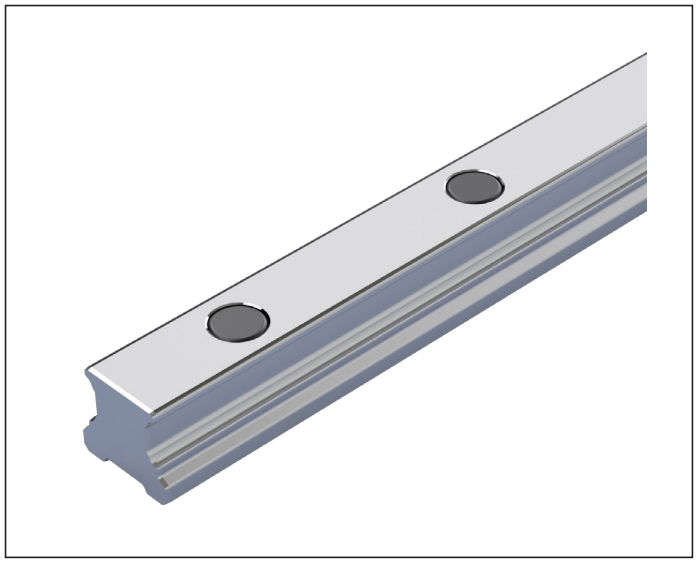
Ordering data

Material number with number of partial sections,
rail length (mm)
T_1 / $n_T \cdot T$ / T_1 (mm)

R2055 703 32, 5116 mm
38 / 63 · 80 / 38 mm

In the case of rail lengths above $L_{max,}$ partial sections approved by Rexroth are joined together.

SNS – with plastic mounting hole plugs – R2055



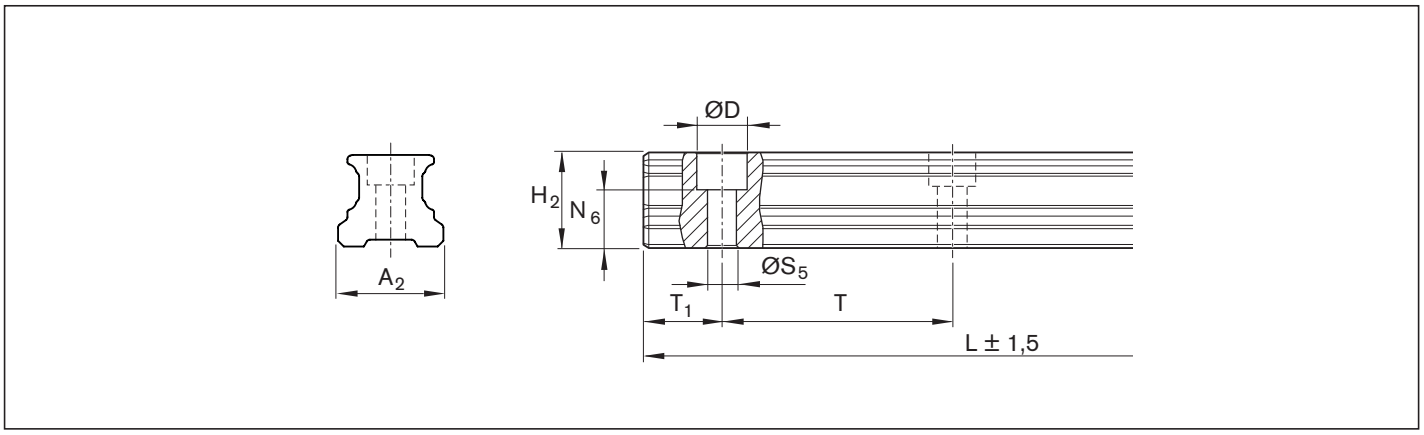
Ball Guide Rails KSE-...-SNS
For mounting from above with plastic mounting hole plugs

Notes

- Observe the notes for mounting!
  Please request the “Mounting instructions for Ball Rail Systems.”
- To avoid damage to the Runner Block, the mounting holes of the Guide Rails must be sealed with plastic mounting hole plugs.
- Plastic mounting hole plugs included in scope of supply.

Options and material numbers

Size	Ball Guide Rail with size	Accuracy class			Number of partial sections ., Rail length L (mm), ...		Hole spacing T (mm)	Recommended rail length in accordance with formula $L = n_B \cdot T - 4$ mm
		N	H	P	One-piece	Composite		Maximum number of holes n_B
15	R2055 10	4	3	2	31, ...	3., ...	60	64
20	R2055 80	4	3	2	31, ...	3., ...	60	64
25	R2055 20	4	3	2	31, ...	3., ...	60	64
30	R2055 70	4	3	2	31, ...	3., ...	80	48
35	R2055 30	4	3	2	31, ...	3., ...	80	48
45	R2055 40	4	3	2	31, ...	3., ...	105	36



Size	Dimensions (mm)										Weight m (kg/m)
	A_2	D	H_2	L_{max}	$N_6^{\pm 0.5}$	S_5	T	$T_{1\ min}$	T_{1S} [1)]	$T_{1\ max}$	
15	15	7.4	14.1	3 836	8.55	4.5	60	10	28.0	50	1.2
20	20	9.4	17.0	3 836	10.00	6.0	60	10	28.0	50	1.8
25	23	11.0	20.0	3 836	11.30	7.0	60	10	28.0	50	2.6
30	28	15.0	23.0	3 836	12.00	9.0	80	12	38.0	68	3.6
35	34	15.0	26.5	3 836	15.50	9.0	80	12	38.0	68	5.1
45	45	20.0	33.0	3 776	17.00	14.0	105	16	50.5	89	7.7

1) Preferred dimension T_{1S} with tolerances ± 0.75 is recommended.

Overview of factory lengths

Size	Accuracy class		
	N	**H**	**P**
15	R205510451	R205510351	R205510251
20	R205580451	R205580351	R205580251
25	R205520451	R205520351	R205520251
30	R205570451	R205570351	R205570251
35	R205530451	R205530351	R205530251
45	R205540451	R205540351	R205540251

Factory lengths are Guide Rails without end machining which are only available in four-meter sections. A factory length has an overall length of approx. 4,150 mm with a usable length (good length) of at least 3,600 mm in one piece of the respective accuracy class. The maximum good length is 4,150 mm. The good length is specified on the packaging and charged upon delivery.

Note

- When ordering factory lengths, the plastic mounting hole plugs must be ordered separately. See the chapter entitled “Accessories”.
- The packaging of Guide Rails should only be opened with a suitable tool. Bosch Rexroth provides an appropriate tool for this purpose under part number R320105175.

Overview – accessories

Cover plate wiper

Two-piece front seal

Seal kit

Front Lube Unit

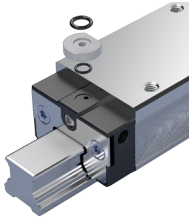
Lube nipple

Lube fittings

- Reducers
- Extensions
- Connectors
- Swivel fittings
- Swivel screw joints for plastic tubes

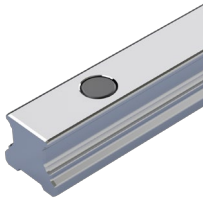
Plastic tube, O-rings, nozzle pipe

Lubrication adapter for high SNH or SLH Ball Runner Blocks

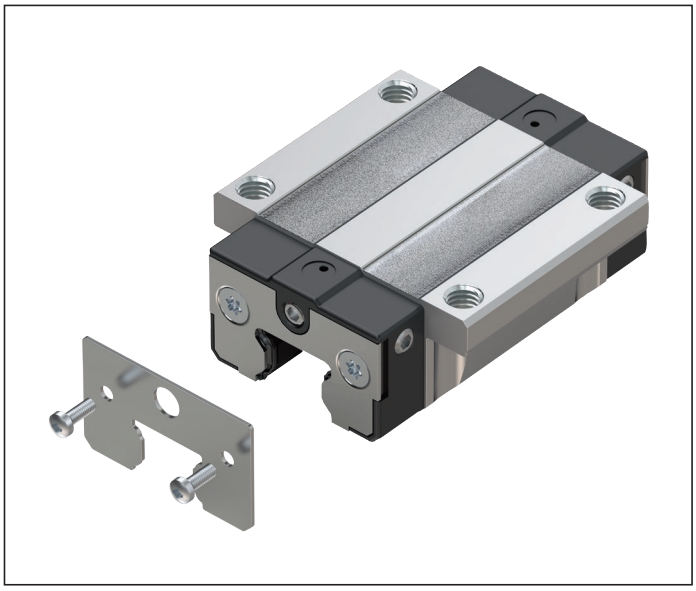


O-rings

Plastic mounting hole plugs



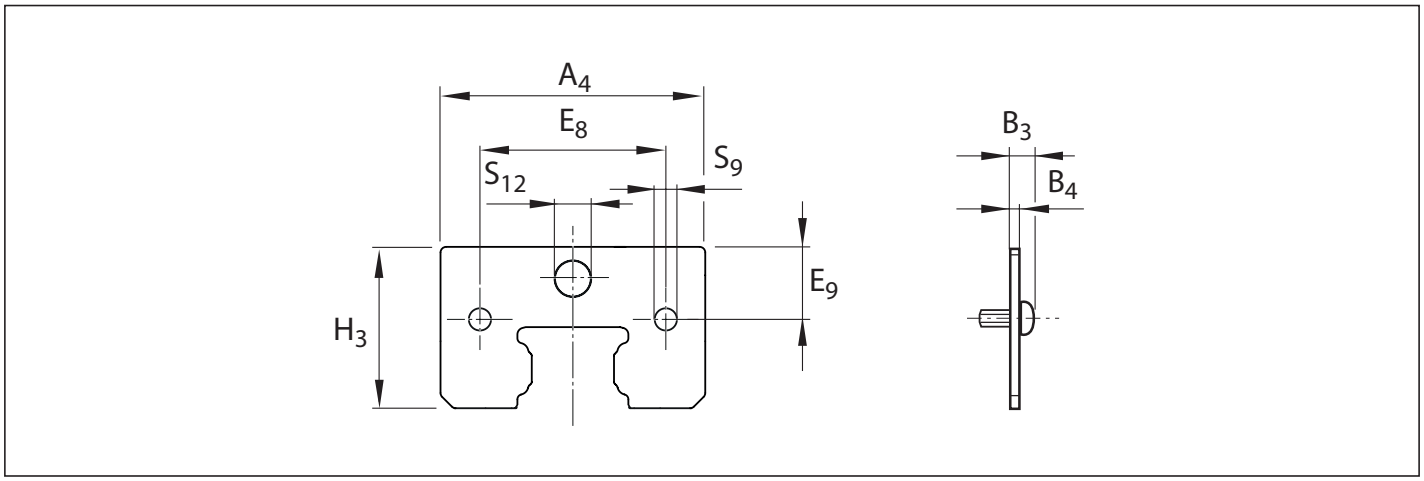
Cover plate wiper



- Material: Corrosion-resistant steel as per EN 10088
- Design: bright
- Precision design with a maximum gap dimension of 0.1 to 0.3 mm

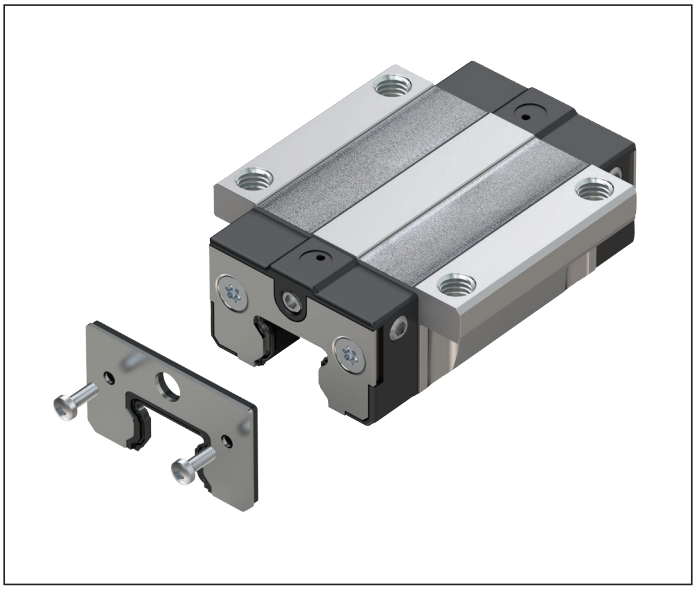
Note for mounting

- The seal kit must be used when combining the cover plate wiper with the front seal.
  See seal kit.
- The fastening screws are included.
- When mounting, make sure that there is a uniform gap between the Ball Guide Rail and the cover plate wiper.
- Observe the minimum screw-in depth for the end-face lube fitting.
- Observe the mounting instructions.



Size	Material number	Dimensions (mm)								Weight m (g)
		A_4	B_3	B_4	E_8	E_9	H_3	S_9	S_{12}	
15	R205Z 100 00	31.5	3.0	1.0	20.5	7.40	19.30	2.8	4.3	4.8
20	R205Z 800 00	42.2	3.0	1.0	29.0	8.70	23.40	2.8	5.0	7.5
25	R205Z 200 00	46.0	3.5	1.0	33.0	11.35	27.85	2.8	7.0	9.8
30	R205Z 700 00	58.0	3.5	1.0	42.0	12.40	32.90	3.5	7.0	13.9
35	R205Z 300 00	68.0	4.0	1.5	50.0	14.20	38.30	3.5	7.0	27.2
45	R205Z 400 00	83.3	4.0	1.5	61.0	17.70	48.00	3.5	7.0	39.9

Front seal

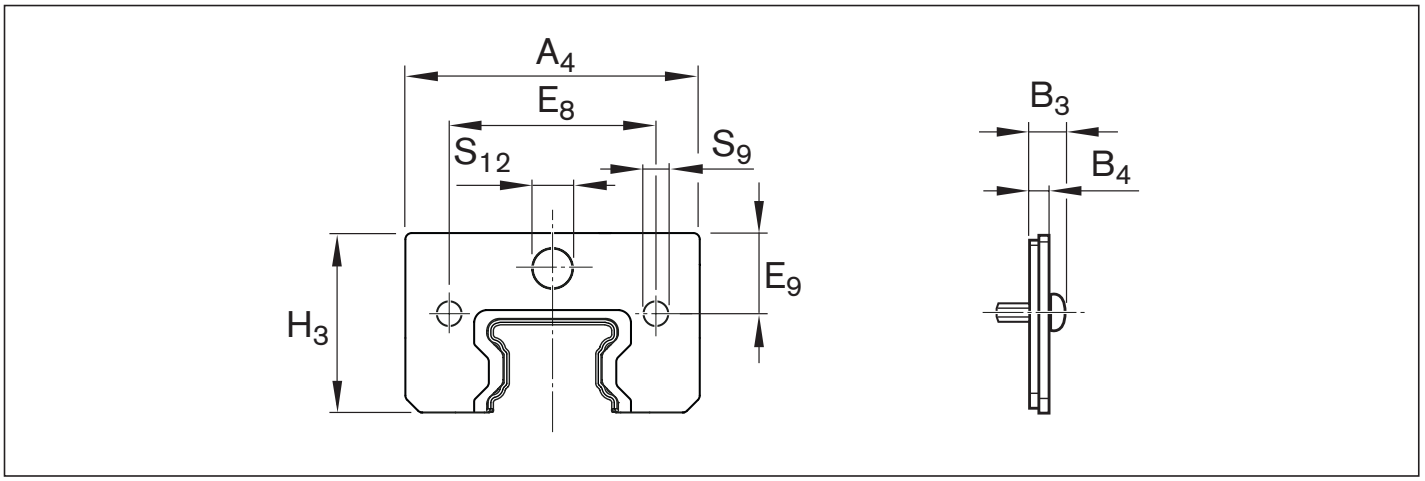


Two sections

- Material: Corrosion-resistant steel according to DIN EN 10088 with plastic seal ring
- Design: bright

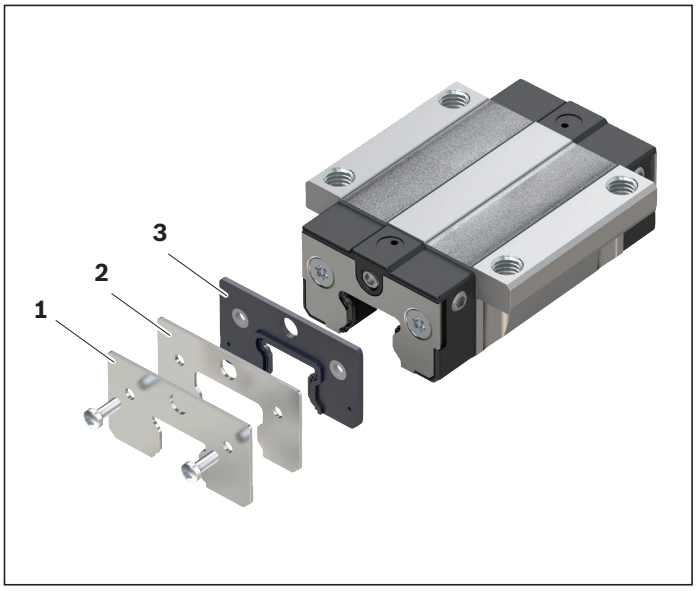
Note for mounting

- The fastening screws are included.
- Observe the minimum screw-in depth for the end-face lube fitting.
- The seal kit must be used when combining the front seal with the cover plate wiper.
  See seal kit.
- Observe the mounting instructions.



Size	Material number	Dimensions (mm)								Weight m (g)
		A_4	B_3	B_4	E_8	E_9	H_3	S_9	S_{12}	
15	R205Z 110 00	31.5	4.5	2.5	20.5	7.40	19.30	2.8	4.3	5.2
20	R205Z 810 00	42.2	4.5	2.5	29.0	8.70	23.40	2.8	5.0	7.9
25	R205Z 210 00	46.0	5.0	2.5	33.0	11.35	27.85	3.5	7.0	11.4
30	R205Z 710 00	58.0	5.0	2.5	42.0	12.40	32.90	3.5	7.0	16.2
35	R205Z 310 00	68.0	5.5	3.0	50.0	14.20	38.30	3.5	7.0	28.5
45	R205Z 410 00	83.3	5.5	3.0	61.0	17.70	48.00	3.5	7.0	42.6

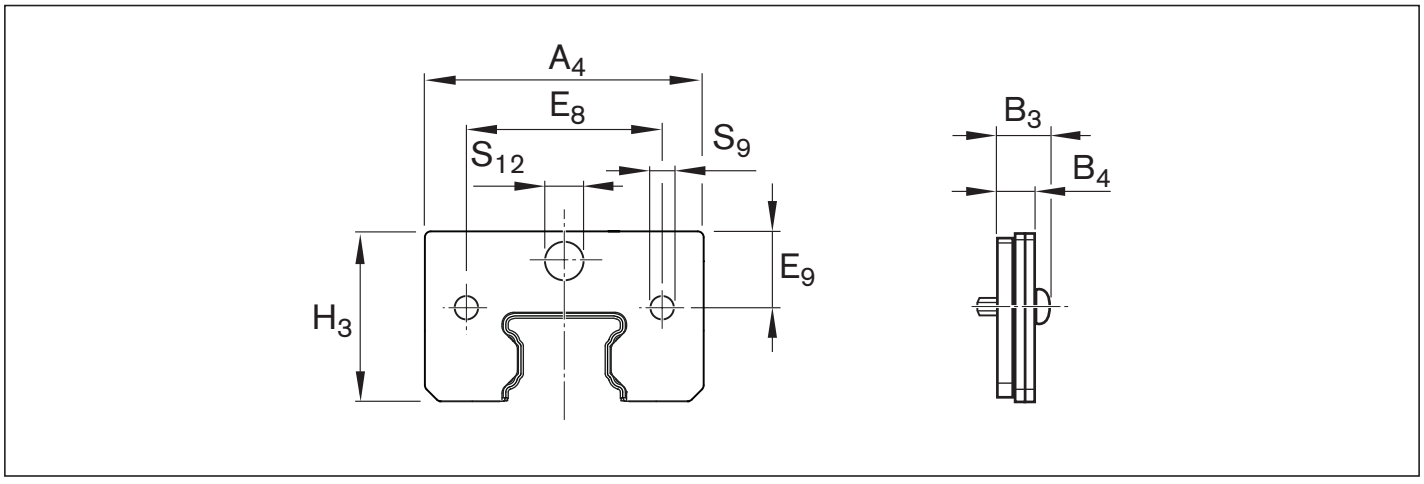
Seal kit



1 Cover plate wiper
2 Reinforcing plate
3 Two-piece front seal

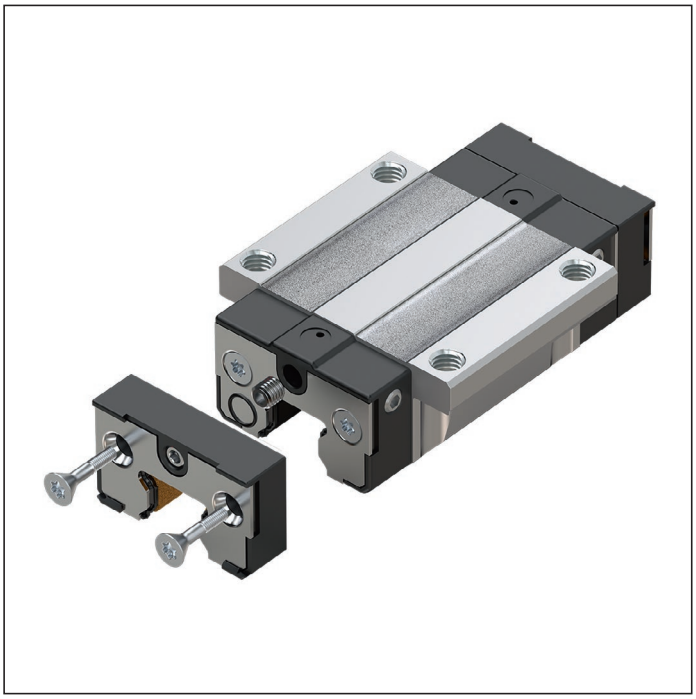
Note for mounting

- The seal kit is recommended when combining the cover plate wiper with the front seal.
- The fastening screws are included.
- Observe the minimum screw-in depth for the end-face lube fitting.
- Observe the mounting instructions.



Size	Material number	Dimensions (mm)								Weight m (g)
		A_4	B_3	B_4	E_8	E_9	H_3	S_9	S_{12}	
15	R205Z 190 10	31.5	5.5	3.5	20.5	7.40	19.30	2.8	4.3	9.0
20	R205Z 890 10	42.2	5.5	3.5	29.0	8.70	23.40	2.8	5.0	14.4
25	R205Z 290 10	46.0	6.0	3.5	33.0	11.35	27.85	2.8	7.0	19.6
30	R205Z 790 10	58.0	6.0	3.5	42.0	12.40	32.90	3.5	7.0	28.5
35	R205Z 390 10	68.0	7.0	4.5	50.0	14.20	38.30	3.5	7.0	54.1
45	R205Z 490 10	83.3	7.0	4.5	61.0	17.70	48.00	3.5	7.0	80.9

Front Lube Units



For extended travel distances without relubrication

Advantages for mounting and operation

- Ball Runner Block only needs initial lubrication with grease
- Front Lube Units on both sides of the Ball Runner Block
- Low lubricant loss
- Reduced oil consumption
- No lubrication lines
- Max. operating temperature 60 °C
- Lube fitting on the end-face of the Front Lube Unit is suitable for lubricating the Ball Runner Block with grease.

Note for mounting

- The required mounting accessories (coated screws, seals and lube nipples) are supplied along with the units.
- Mount a Front Lube Unit on both sides of the Ball Runner Block!
- Observe the mounting instructions.

Notes:
Material: special plastic
The Front Lube Units are already filled with oil (Mobile SHC 639) and can be installed after the basic lubrication of the Ball Runner Block.

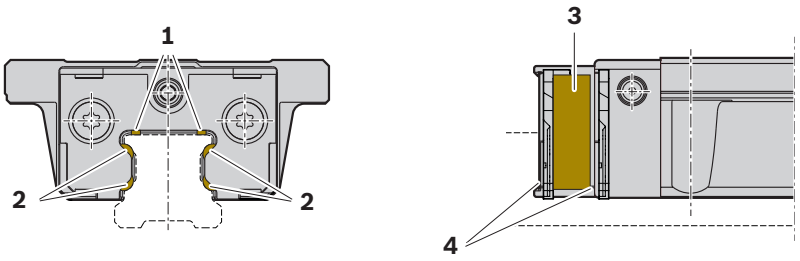
Rexroth recommends replacing the Front Lube Units every 3 years at the latest and re-lubricating the Ball Runner Block before mounting the new Front Lube Unit.

Relubrication of the Ball Runner Blocks
In clean operating environments, the Ball Runner Blocks can be relubricated with grease (Dynalub 510) at the end-face.
Relubrication of the Ball Runner Blocks **with grease lubricant** see the “Lubrication” chapter

⚠ An initial lubrication of the Ball Runner Blocks with grease lubricant is required before mounting the Front Lube Units! See section “Lubrication”.
⚠ If other types of lubricant oil are used, consider the compatibility of the lubricants and the travel distance!
⚠ If other types of lubricants are used, this may lead to a reduction in the lubrication intervals, the achievable travel in short-stroke applications, and the load capacities. Possible chemical interactions between the plastic materials, lubricants and preservative oils must also be taken into account.
The recommended lubrication intervals depend on environmental factors, load and load type.
Examples of environmental factors include swarf, mineral abrasion (or similar), solvent and temperature.
Examples of loads and stress types are oscillations, shocks and tilting.
⚠ The conditions of use are unknown to the manufacturer. Only the user's own trials or accurate monitoring can yield safety across lubrication intervals.
⚠ Do not use water-based coolant/lubricant on the Ball Guide Rails and Ball Runner Block!

Lubricant distribution

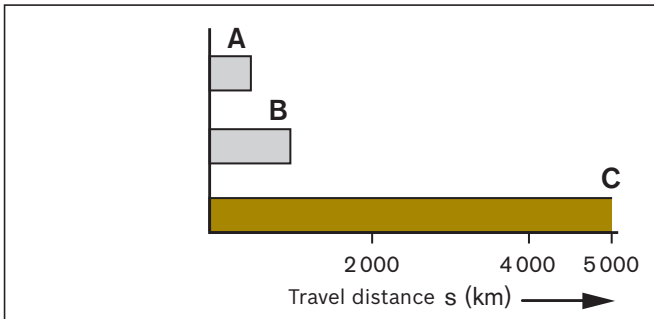
Due to the special design of the lubricant distribution, lubrication occurs primarily where it is needed: directly on the raceways and the top surfaces of the Ball Guide Rails.



1 Top surface of the Ball Guide Rail
2 Raceways of the ball guide
3 Oil reservoir
4 Seals

Travel distance

Size	Possible travel distance s with Front Lube Units (km)
15	5 000
20	5 000
25	5 000
30	5 000
35	2 500
45	1 250

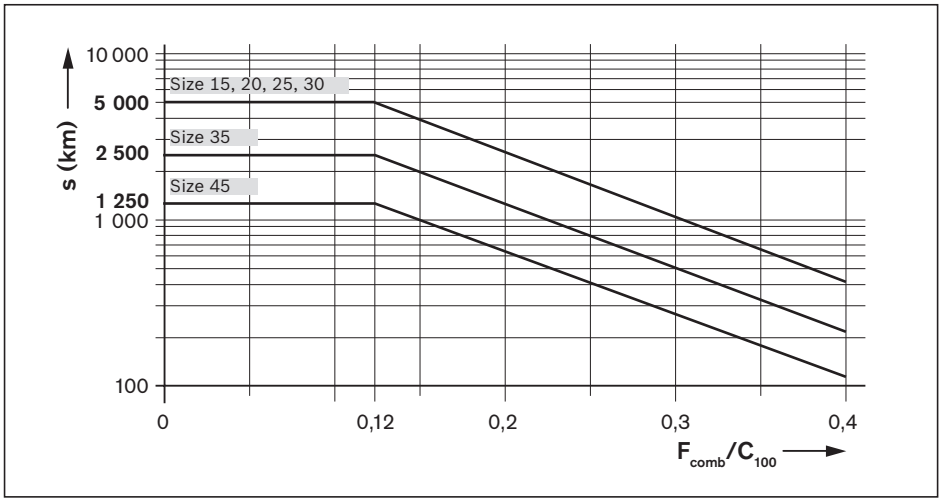


Previous travel distance s
A With oil lubrication up to 500 km
B With grease lubrication up to 1,000 km

Possible travel distance s
C With Front Lube Units up to 5,000 km

Load-dependent relubrication intervals for Ball Runner Blocks with Front Lube Units
This applies to the following conditions:

- Ball Runner Block lubricants: Dynalub 510 (NLGI 2 grease) or, alternatively, Castrol Longtime PD 2 (NLGI 2 grease)
- Front Lube Units lubricant: Mobil SHC 639 (synthetic oil)
- Maximum speed: v_{max} = 2 m/s
- No media pressurization
- Standard seals
- Ambient temperature: T = 20 – 30 °C



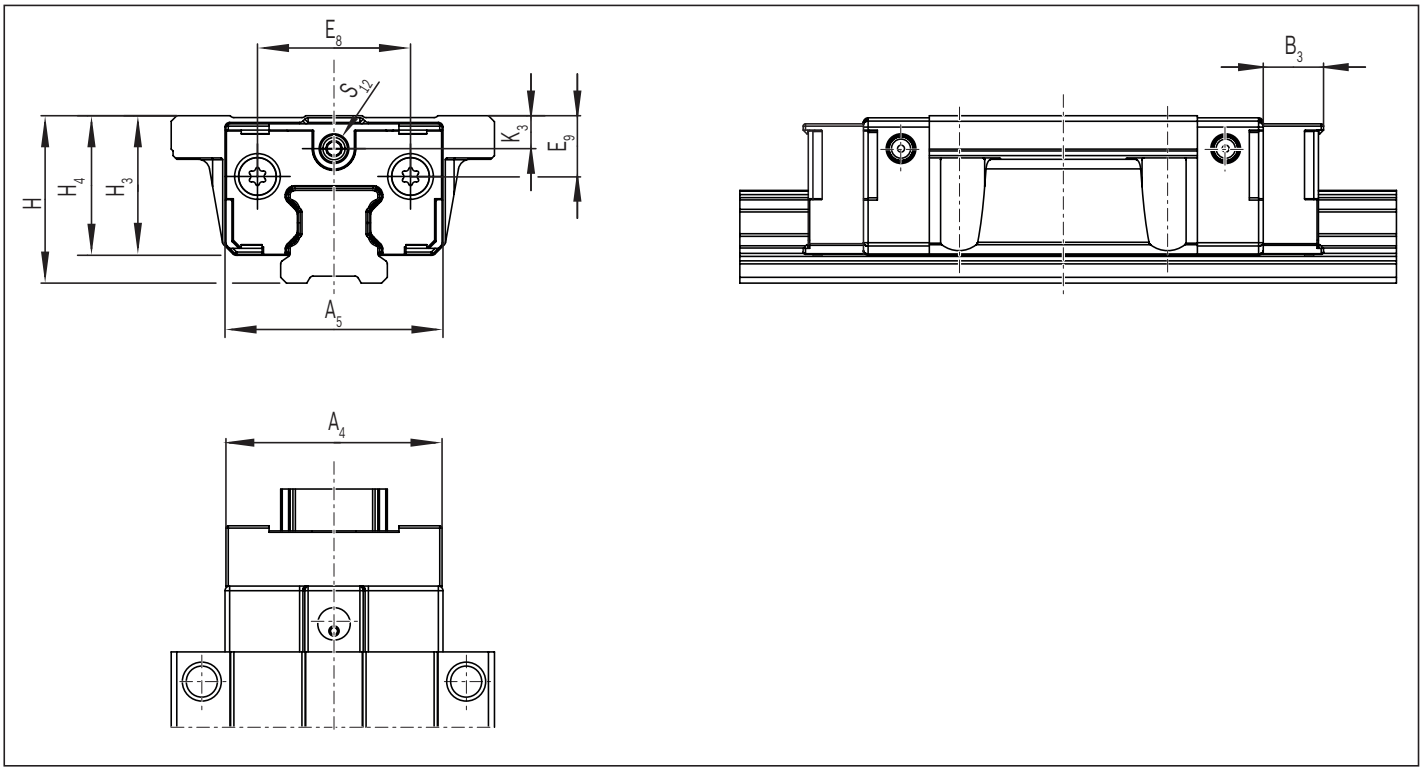
Definition F_{comb}/C_{100}

The load ratio F_{comb}/C_{100} is the quotient of the equivalent dynamic combined load on the bearing F_{comb} (considering the internal preloading force F_{pr}) and the dynamic load capacity C_{100}.

Key

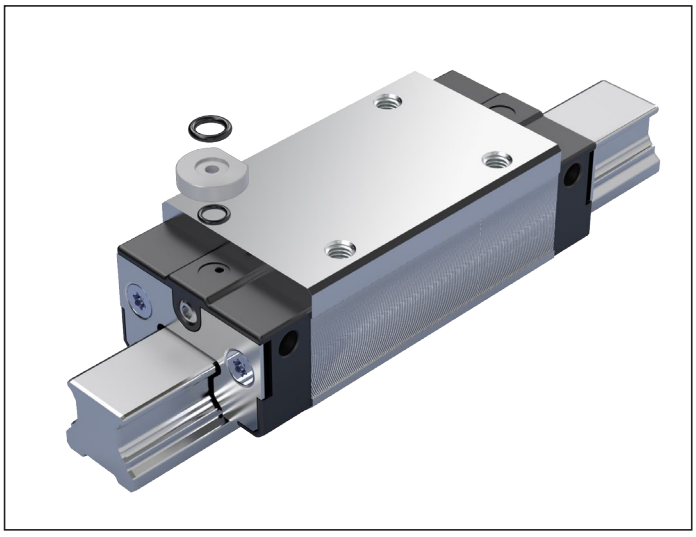
C_{100} = dynamic load capacity (N)
F_{comb} = dynamic combined equivalent load on bearing (N)
F_{comb}/C_{100} = load ratio (–)
s = relubrication interval as travel distance (km)

Front Lube Units



Size	Material number	Dimensions (mm)								Weight m (g)
		A_4	B_3	E_8	E_9	H	H_3	K_3	S_{12}	
15	R205Z 125 00	31.7	11.5	20.5	7.90	24.1	19.90	1.95	M4	9.6
20	R205Z 825 00	42.5	12.5	29.0	10.25	30.1	25.10	2.50	M4	17.1
25	R205Z 225 00	46.6	13.0	33.0	11.35	36.1	29.90	4.50	M6	23.8
30	R205Z 725 00	58.2	13.5	42.0	12.60	42.1	35.15	5.60	M6	33.8
35	R205Z 325 00	68.6	14.0	50.0	15.80	48.1	40.40	7.10	M6	52.8
45	R205Z 425 00	83.5	14.5	61.0	19.60	60.1	49.90	10.60	M6	78.3

Lubrication adapter

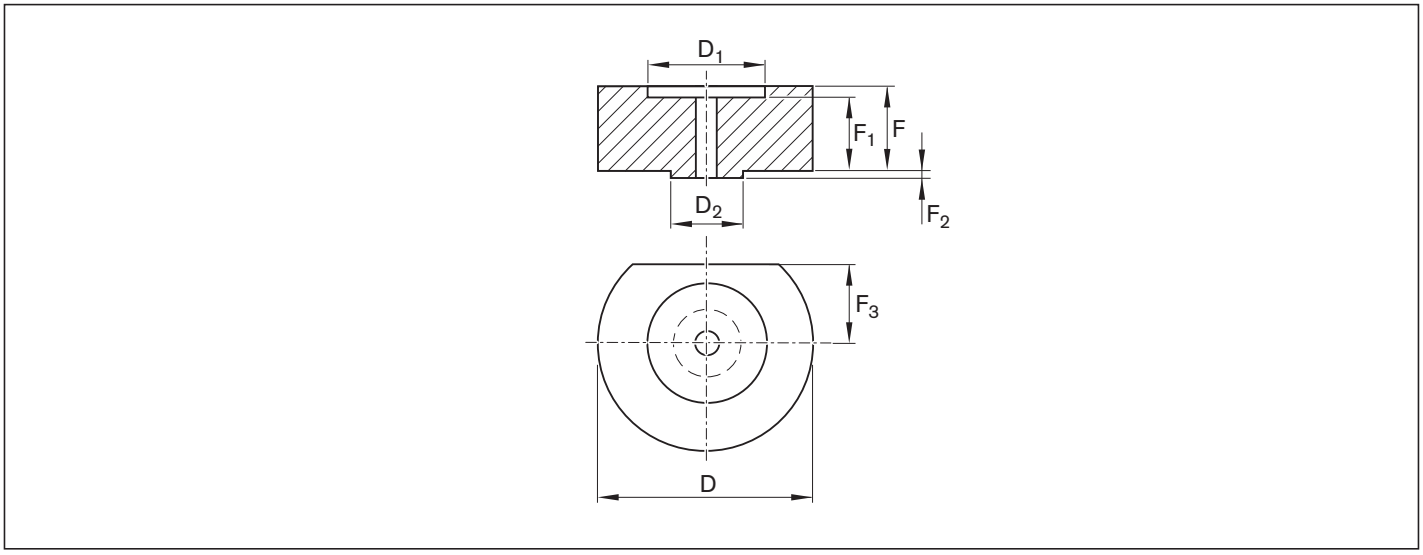


For oil and grease lubrication from above with high Ball Runner Blocks SNH R205E or SLH R205F

- Material: Plastic
- Quantity per pack: 1 pc.

Note for mounting

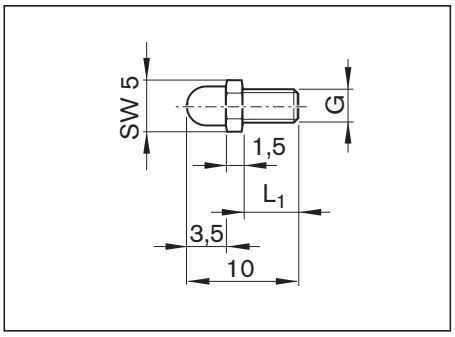
- O-rings are provided.
- Before mounting, use a heated metal tip to open the lube hole in the Ball Runner Block.
- For more details, see the “Lubrication and maintenance” chapter.



Size	Material number	Dimensions (mm) D	D_1	D_2	F	F_1	F_2	F_3	Weight m (g)
15	R1621 100 05	12	6.2	3.4	3.7	3.1	0.5	3.20	0.5
25	R1621 200 05	15	7.2	4.4	3.8	3.2	0.5	5.85	0.9
30	R1621 700 05	16	7.2	4.4	2.8	2.2	0.5	6.10	0.7
35	R1621 300 05	18	7.2	4.4	6.8	6.2	0.5	6.80	2.2
45	R1621 400 05	20	7.2	4.4	9.8	9.2	0.5	8.30	4.1

Lube nipple, lube fittings

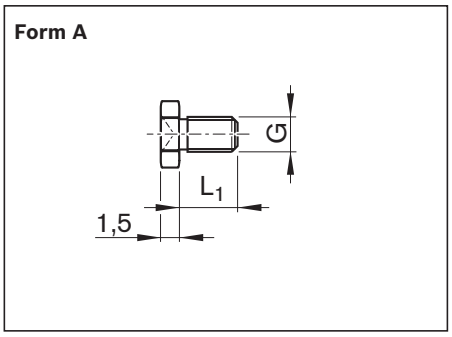
Ball-type lube nipple



Material number	Dimensions (mm) G	L_1	Weight (g)
R3417 006 01	M4	5	0.5

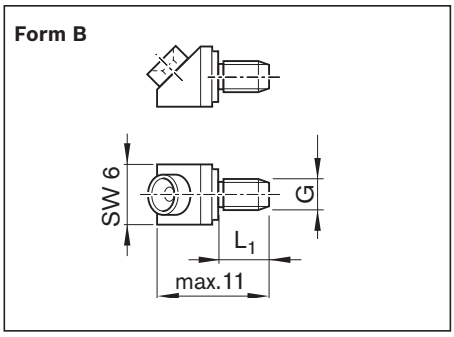
Funnel-type lube nipple according to DIN 3405

Form A



Material number	Dimensions (mm) G	L_1	Weight (g)
R3417 069 09	M4	5	0.3

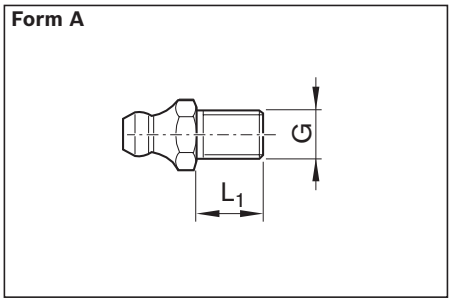
Form B



Material number	Dimensions (mm) G	L_1	Weight (g)
R3417 070 09	M4	5	1.5

Hydraulic-type lube nipple according to DIN 71412

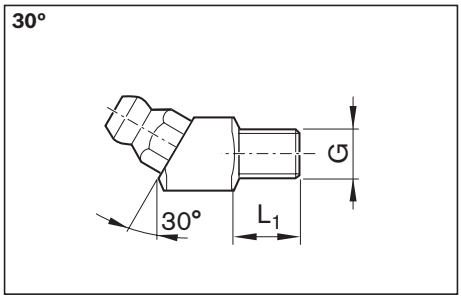
Form A



Material number	Dimensions (mm) G	L_1	Weight (g)
R3417 008 02 R3417 016 02[1)]	M6	8	2.6

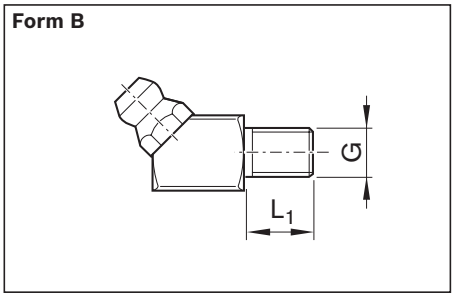
Hydraulic-type lube nipple according to DIN 71412

30°



Material number	Dimensions (mm) G	L_1	Weight (g)
R3417 023 02	M6	8	7.4

Form B

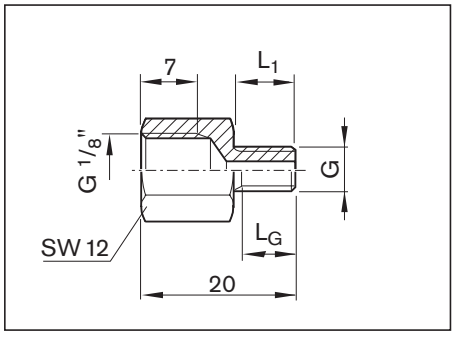


Material number	Dimensions (mm) G	L_1	Weight (g)
R3417 007 02	M6	8	7.4

1) Lube nipple Resist NR II made of corrosion-resistant steel according to DIN EN 10088

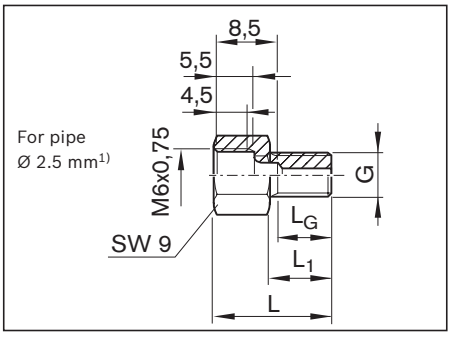
Lube fittings

Reducers

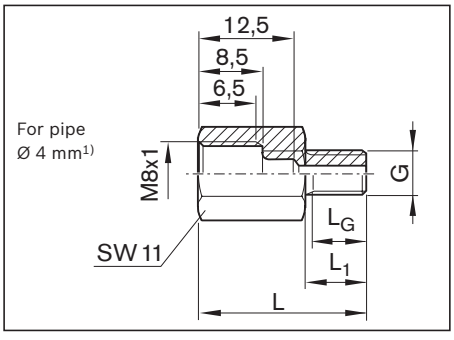


Material number	Dimensions (mm) G	L_1	L_G	Weight (g)
R3455 030 34	M6	8	6.5	7.5

Connectors



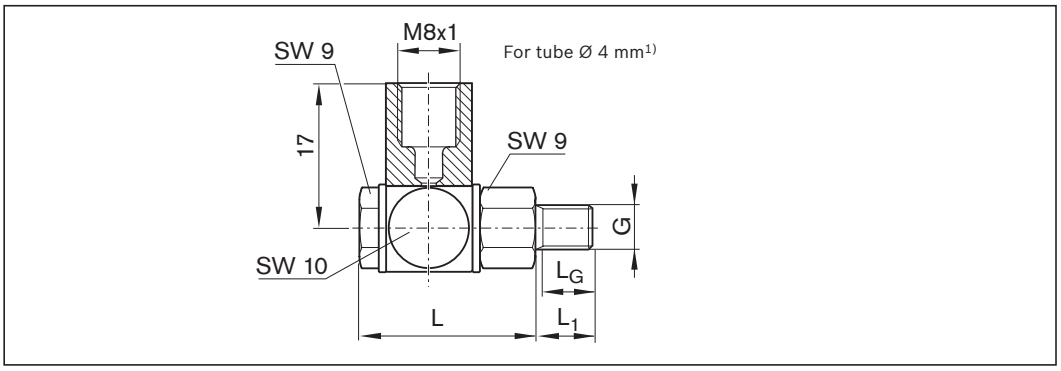
Material number	Dimensions (mm) G	L	L_1	L_G	Weight (g)
R3455 030 38	M6	15.5	8	6.5	4.1



Material number	Dimensions (mm) G	L	L_1	L_G	Weight (g)
R3455 030 37	M6	22	8	6.5	8.8

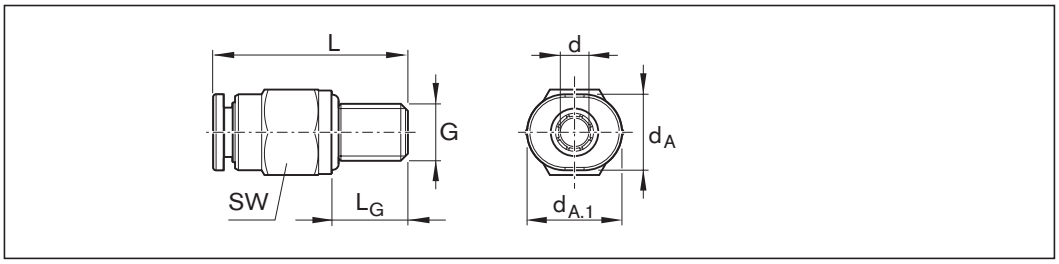
1) For connections according to DIN 2353 (solderless tube fittings)

Swivel fittings



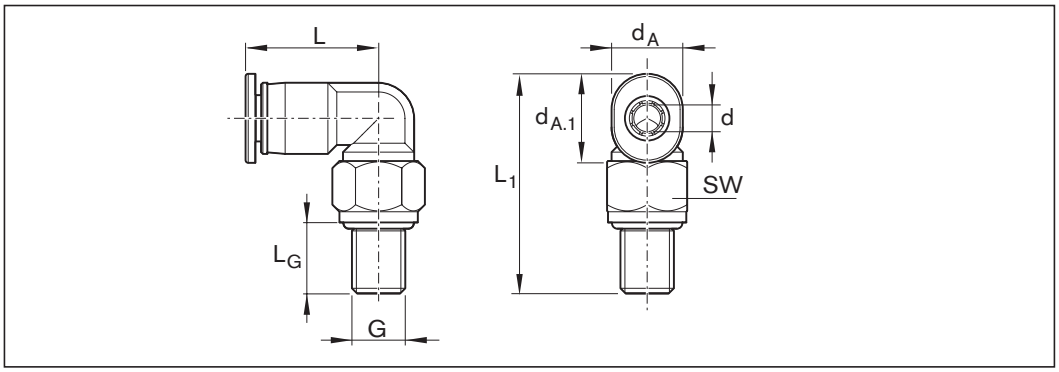
Material number	Dimensions (mm)				Weight
	G	L	L_1	L_G	(g)
R3417 018 09	M6	21.5	8	6.5	18.6

Straight connectors2) for plastic tubes and metal pipes



Material number	Dimensions (mm)							Weight
	d_A	$d_{A.1}$	d±0.1	G	L	L_G	SW	(g)
R3417 071 09	6.0	7	3	M4	16	5	6[3]	1.4
R3417 035 09	8.5	10	4	M6	21	8	9	4.6
R3417 036 09	10.0	12	6	M6	22	8	10	4.8

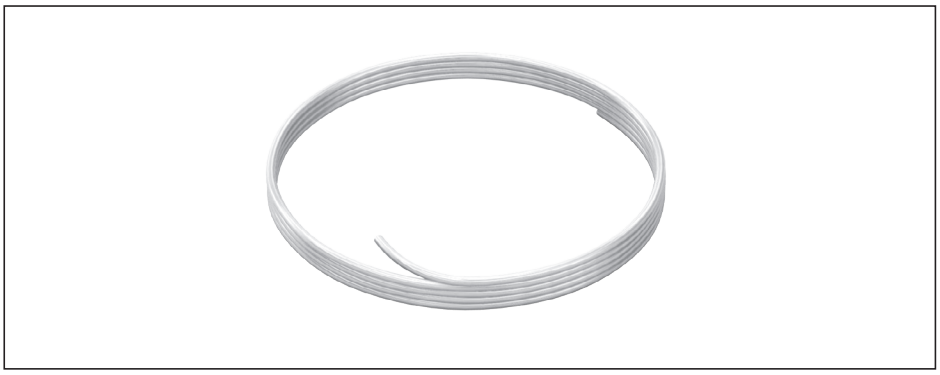
Elbow plug-in connections rotatable2) for plastic tubes and metal pipes



Material number	Dimensions (mm)								Weight
	d_A	$d_{A.1}$	d±0.1	G	L	L_1	L_G	SW	(g)
R3417 072 09	6.0	7	3	M4	11	19	5	6[3]	1.7
R3417 038 09	8.0	10	4	M6	20	25	8	9	5.1
R3417 039 09	10.5	12	6	M6	20	25	8	9	6.1

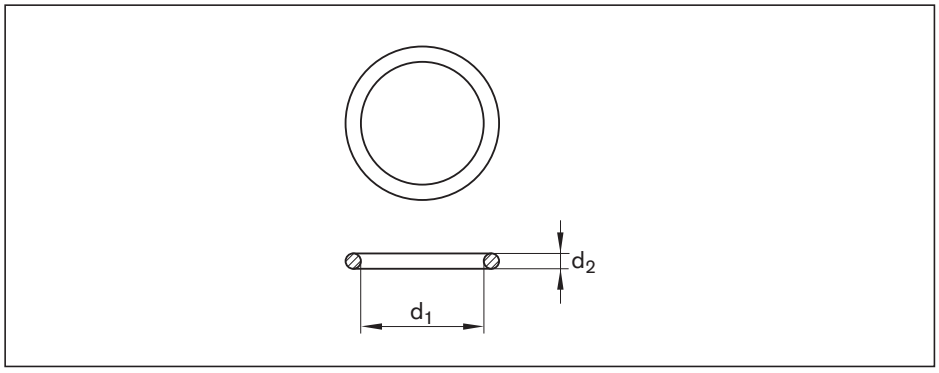
1) For connections according to DIN 2353 (solderless tube fittings)
2) Maximum lubricant pressure: 30 bar (exerting slow pressure with manual grease gun)
3) Maximum tightening torque: M_A = 0.5 Nm

Lube fittings, O-rings



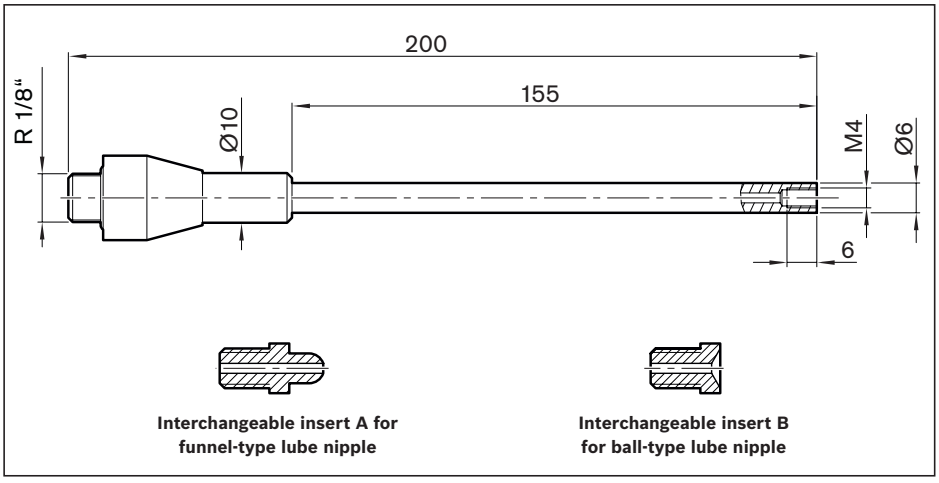
Plastic tube Ø 3 mm for lube fittings

Material number	Dimensions external Ø (mm)	internal Ø (mm)	Length (m)	Weight (kg)
R3499 287 00	3	1.7	50	0.4



O-rings

Material number	d_1 x d_2 (mm)
R3411 130 01	4 x 1.0
R3411 131 01	5 x 1.0
R3411 003 01	6 x 1.5

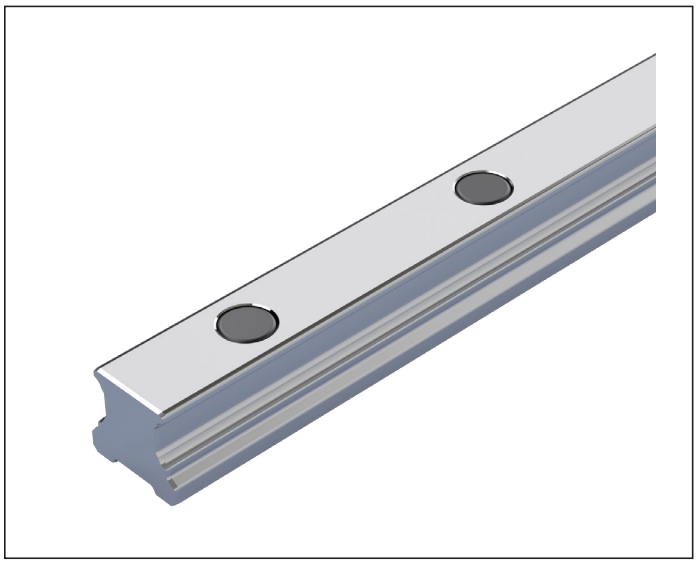


Nozzle pipe

For manual grease guns.
For the lubrication of funnel-type and ball-type lube nipples for size 15 and 20 BSCL Ball Runner Blocks.
Scope of delivery:
1 x nozzle pipe
1 x interchangeable insert A for funnel-type lube nipple
1 x interchangeable insert B for ball-type lube nipple

Material number	Weight (g)
R345503106	158

Plastic mounting hole plugs



To avoid damage to the Runner Block, the mounting holes of the Guide Rails must be sealed with plastic mounting hole plugs.

Size	Material numbers of individual cap	Number of mounting hole plugs required for a factory length	Weight (g)
15	R1605 100 80	67	0.05
20	R1605 800 80	67	0.10
25	R1605 200 80	67	0.30
30	R1605 300 80	50	0.60
35	R1605 300 80	50	0.60
45	R1605 400 80	38	1.00

General mounting instructions

The following notes relating to mounting apply to all Ball Rail Systems. Please also observe the notes in the assembly instructions. They can be downloaded from the Rexroth media directory.

⚠ In the case of overhead installation (hanging installation) or vertical installation, the Ball Runner Block can release from the Ball Guide Rail due to the balls being lost or broken. Secure the Ball Runner Block from falling!
We recommend protection against falling loads!

⚠ Rexroth Ball Rail Systems are high-quality products. Use with extreme care during transport and mounting.

⚠ All steel parts are protected with anti-corrosion oil. These preservatives do not have to be removed as long as the recommended lubricants are used.

Installation examples

Ball Guide Rails

Each Ball Guide Rail has ground reference surfaces on both sides.

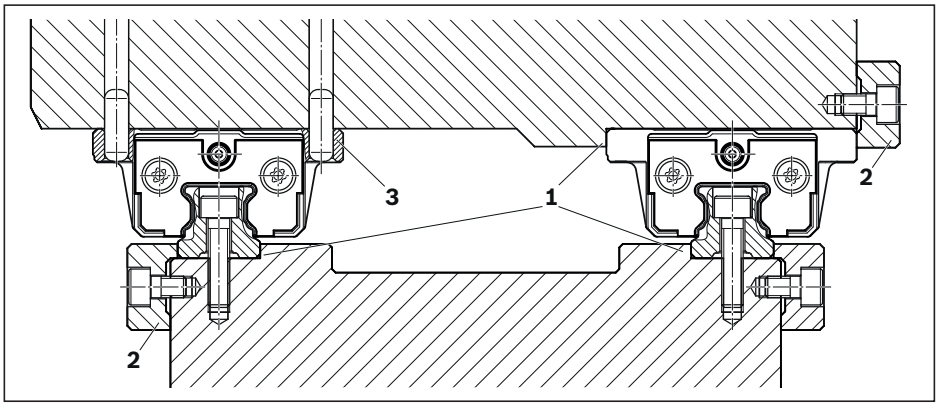
Ball Runner Blocks

Each Ball Runner Block has a ground reference edge on one side (see dimension V_1 in the dimension drawings).

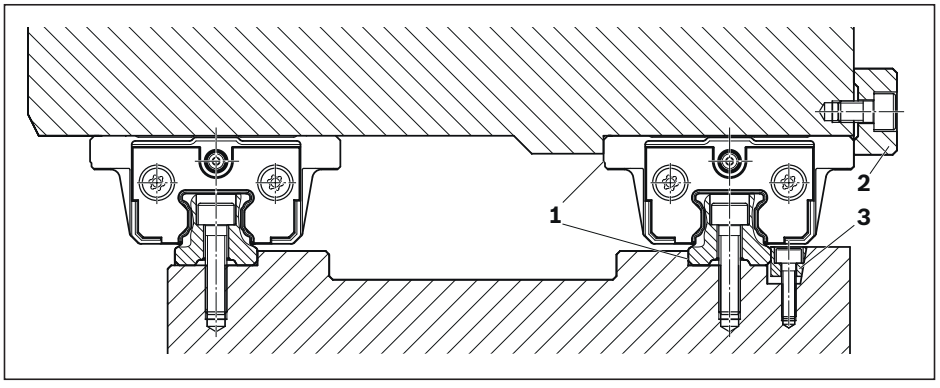
Possibilities for side fixing:

1 Reference edges
2 Clamping strips
3 Locating pins

Mounting with fixing of both Ball Guide Rails and both Ball Runner Blocks



Mounting with fixing of one Ball Guide Rail and one Ball Runner Block



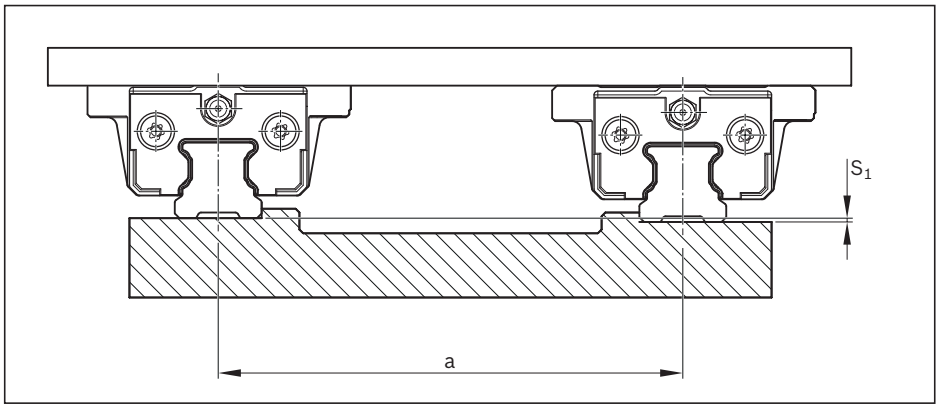
Notes

- Before installing the components, clean and degrease all mounting surfaces.
- Please ask for the “Mounting Instructions for Ball Rail Systems”.
- After mounting, it should be possible to move the Ball Runner Block easily.
- Ball Guide Rails without side fixing have to be aligned straight and parallel when mounting, preferably using a straightedge.
- Recommended limits for side load if no additional lateral retention is provided; see the chapter entitled “Mounting”.

Installation tolerances

Vertical offset

If you comply with the permissible vertical offset S_1 and S_2, the effect on the service life is, in general, negligible.

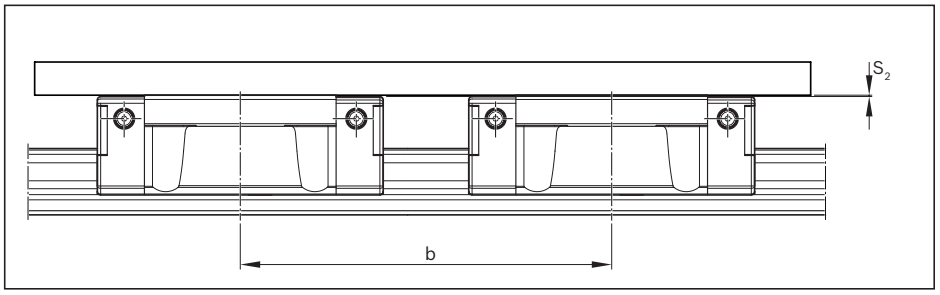


Permissible vertical offset in the transverse direction S_1

The tolerance for dimension H is to be deducted from the permissible vertical offset S_1 of the Ball Guide Rails according to the table containing the accuracy classes in the “General product description” chapter.
If $S_1 < 0$ applies, select other tolerances in the event of a combination of accuracy classes. See chapter “Accuracy classes”.

Calculation factor Y for preload class		
C0	**C1**	**C2**
$4.3 \cdot 10^{-4}$	$2.8 \cdot 10^{-4}$	$1.7 \cdot 10^{-4}$

$$S_1 = a \cdot Y$$



Permissible vertical offset in the longitudinal direction S_2

You must deduct from the permissible vertical offset S_2 of the Ball Runner Blocks the “Max. difference of dimension H on one rail” tolerance according to the table containing the accuracy classes in the “General product description” chapter. You must deduct the “Max. difference of dimension ΔH on one rail” tolerance from the permissible vertical offset S_2 of the Ball Runner Blocks according to the table with the accuracy classes in the “General product description” chapter.
If $S_2 < 0$ applies, select other tolerances in the event of a combination of accuracy classes. See chapter “Accuracy classes”.

Calculation factor X for Ball Runner Block length	
Normal	**Long**
$4.3 \cdot 10^{-5}$	$3.0 \cdot 10^{-5}$

$$S_2 = b \cdot X$$

Key

S_1	= permissible vertical offset of the Ball Guide Rails	(mm)
a	= distance between Ball Guide Rails	(mm)
Y	= calculation factor, transverse direction	(–)
S_2	= permissible vertical offset of the Ball Runner Blocks	(mm)
b	= distance between Ball Runner Blocks	(mm)
X	= calculation factor, longitudinal direction	(–)

Preload classes
C0 = Without preload (clearance)
C1 = Moderate preload
C2 = Average preload

Installation Tolerances

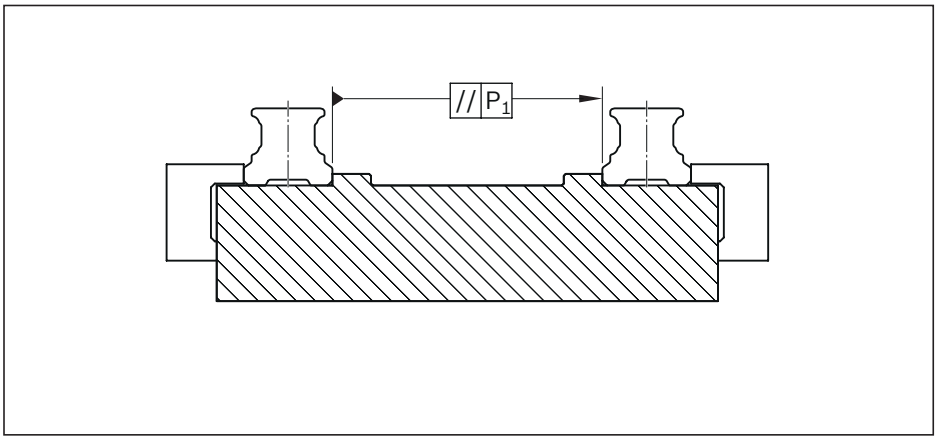
Parallelism offset of the installed rails

Values measured on the Ball Guide Rails and the Ball Runner Blocks

The values for the parallelism offset P1 apply to the entire standard range of Ball Runner Blocks.

The parallelism offset $\mathbf{P_1}$ causes a slight rise in the preload.

If you comply with the table values, the effect on the service life is, in general, negligible.



Preload classes
C0 = Without preload (clearance)
C1 = Moderate preload
C2 = Average preload

	Size	Parallelism offset P1 (mm) with preload class		
		C0	C1	C2
Ball Runner Blocks made of steel with precision installation[1)]	**15**	0.015	0.009	0.005
	20	0.018	0.011	0.006
	25	0.019	0.012	0.007
	30	0.021	0.014	0.009
	35	0.023	0.015	0.010
	45	0.028	0.019	0.012

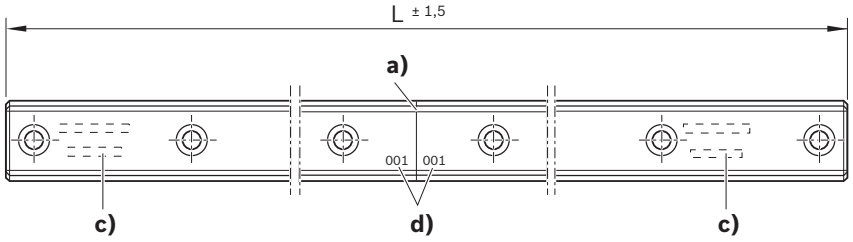
1) The precision installation is a rigid, high-precision surrounding structure. With standard installation, the surrounding structure is of flexible design and it is possible to work with **double** the tolerance values of the parallelism offset.

Composite Ball Guide Rails

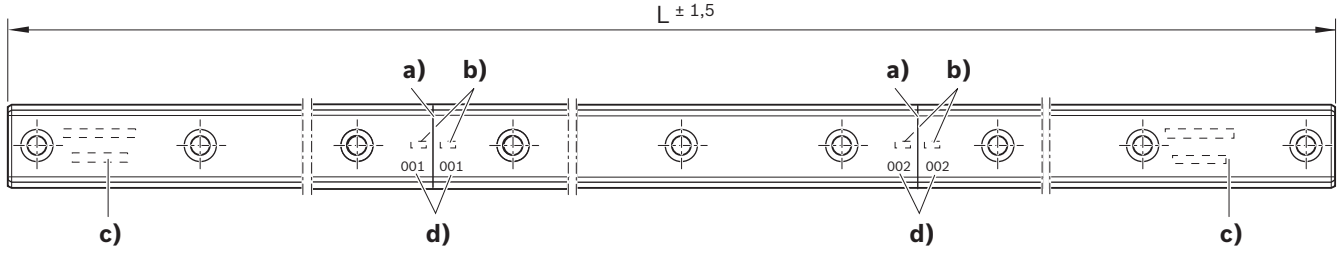
Notes on Ball Guide Rails

- Matching partial sections of a composite Ball Guide Rail are identified as such by a label on the packaging. All partial sections of the same rail have the same serial rail number.
- The numbering is marked on the top of the Ball Guide Rail.

Ball Guide Rail made up of two partial sections



Ball Guide Rail with more than two partial sections



L = Rail length (mm)
n_B = Number of holes (–)

a) Joint
b) Rail number
c) Full rail identification on first and last sections
d) Joint identification number

Note on adjacent structures

Acceptable mounting hole tolerances for adjacent structures

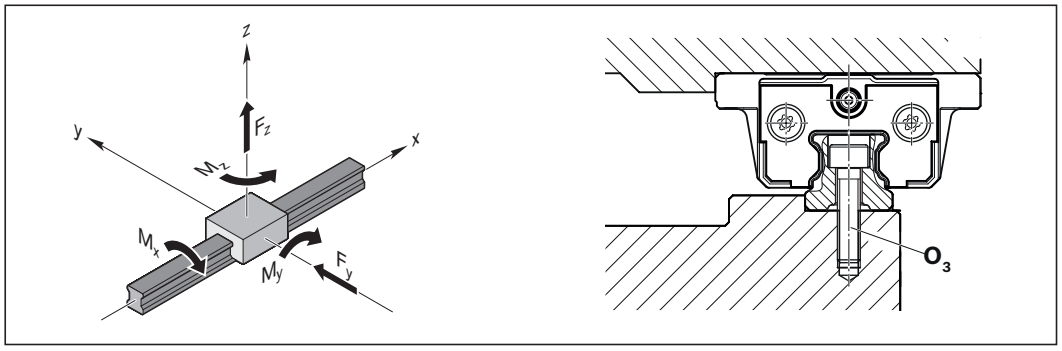
Size	Hole position tolerance (mm)
15 - 35	Ø 0.2
45	Ø 0.3

Mounting

Notes on the calculation of screw connections

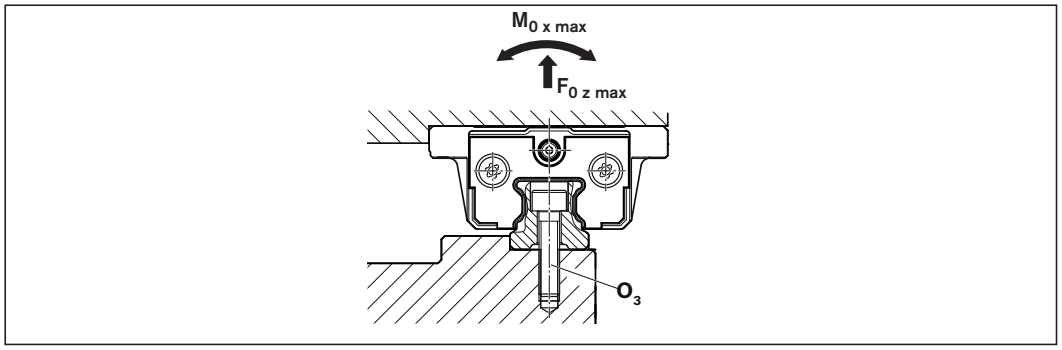
In the bolt calculation, the maximum static tensile forces $F_{0\ z\ max}$, the maximum static torsional moments $M_{0\ x\ max}$ and the maximum static lateral forces $F_{0\ y\ max}$ without stop bars were determined. The decisive factor is the mounting of the rails from above (O_3).
The values for the strength class 8.8 are from DIN 637 (August 2013): Ball bearings – safety regulations for dimensioning and operation of Profiled Rail Systems with recirculating rolling elements. The calculation of the screw connections for strength classes 10.9 and 12.9 was based on the dimensions listed in the catalog (screw sizes, clamping lengths, screw-in depths, hole diameters). Deviant screw connections are to be recalculated according to VDI 2230.
Friction coefficient in the calculation:

Coefficient of friction in the thread	$\mu_G = 0.125$
Coefficient of friction on the head surface	$\mu_K = 0.125$
Coefficient of friction in the joint	$\mu_T = 0.125$



Maximum static traction forces and torsional moments on Profiled Rail Systems (according to DIN 637)

The maximum load on a Profiled Rail System is defined not only by the static load-bearing capacity C_0 in accordance with ISO 14728-2 and the static moments M_{t0} from the rolling contact, but also by the screw connections. BSCL Ball Runner Blocks are fastened with four screws. Ball Guide Rails have a regularly spaced single-row threaded connection. If the BSCL Ball Runner Block is positioned exactly over a rail screw, this screw will absorb the largest portion of the load. For this reason, the load-bearing capacity is primarily dependent on the length of the BSCL Ball Runner Block, the rail hole spacing, the screw size and the width of the rail contact surface. Slipping or mismatches on exceeding a maximum load limit is primarily defined by the screw fastening of the rail.
The tables show the permitted static tensile forces $F_{0\ z\ max}$ and torsional moments $M_{0\ x\ ma}$ around the guide axis for Profiled Rail Systems in different versions for screw tightening torques of the strength class 8.8 (according to DIN 637) and the strength classes 10.9 and 12.9 (calculated with the dimensions of the Rexroth Ball Rail System BSCL).



Ball Rail Systems BSCL

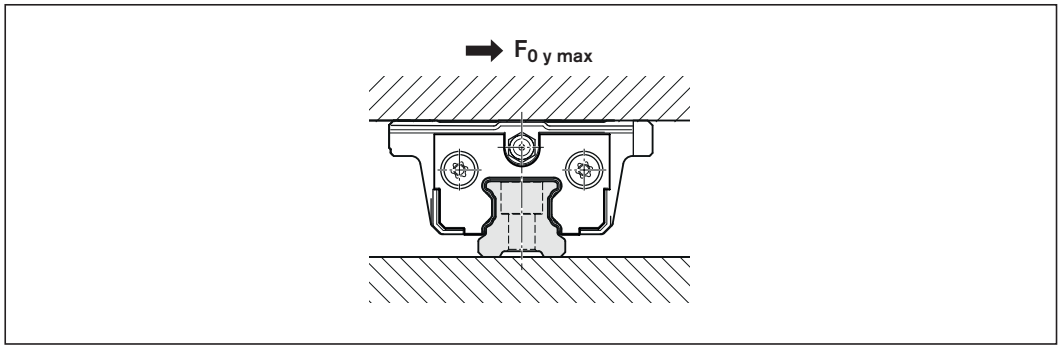
Size	Normal length (FNS, SNS, SNH)		Long (FLS, SLS, SLH)	
	$F_{0\ z\ max}$ (N)	$M_{0\ x\ max}$ (Nm)	$F_{0\ z\ max}$ (N)	$M_{0\ x\ max}$ (Nm)
Strength class 8.8 (according to DIN 637)				
15	3,700	26	4,200	30
20	6,400	60	7,300	68
25	9,400	100	10,800	120
30	18,500	240	21,100	280
35	18,500	300	21,100	340
45	45,900	970	52,400	1,100
Strength class 10.9 (calculated with the dimensions of the Rexroth Ball Rail Systems BSCL)				
15	6,270	42	7,170	48
20	10,800	99	12,300	110
25	15,500	160	17,700	180
30	28,700	370	32,800	420
35	28,700	450	32,800	510
45	69,700	1,480	79,600	1,700
Strength class 12.9 (calculated with the dimensions of the Rexroth Ball Rail Systems BSCL)				
15	7,570	51	8650	58
20	12,900	120	14,800	140
25	18,500	190	21,200	220
30	34,100	440	39,000	500
35	34,100	530	39,000	600
45	82,400	1,760	94,200	2,010

Mounting

Maximum static side load without stop strips (according to DIN 637)

For safe structural design the application includes the usage of stop strips on Runner Block and rail. If stop strips are not used on the Runner Block or the rail, then if a load is applied in the transverse direction the guideway may slip as soon as the side loads in the table are exceeded. The indicated maximum static lateral loads $F_{0\,y\,ma}$ apply for screws of strength class 8.8 (according to DIN 637) and for screws of strength class 10.9 and 12.9 (calculated with the dimensions of the Rexroth Ball Rail System BSCL) and an adjacent construction made of steel or cast iron.

Ball Rail Systems BSCL						
	Strength class					
	8.8		**10.9**		**12.9**	
Size	**Standard length (FNS, SNS, SNH)**	**Long (FLS, SLS, SLH)**	**Standard length (FNS, SNS, SNH)**	**Long (FLS, SLS, SLH)**	**Standard length (FNS, SNS, SNH)**	**Long (FLS, SLS, SLH)**
	$F_{0\,y\,max}$ (N)	**$F_{0\,y\,max}$ (N)**	**$F_{0\,y\,max}$ (N)**	**$F_{0\,y\,max}$ (N)**	**$F_{0\,y\,max}$ (N)**	**$F_{0\,y\,max}$ (N)**
15	280	320	460	520	550	630
20	480	550	780	890	930	1,060
25	710	810	1,110	1,270	1,330	1,520
30	1,400	1,600	2,110	2,410	2,500	2,860
35	1,400	1,600	2,120	2,420	2,520	2,880
45	3,400	3,900	5,030	5,750	5,950	6,800



Tightening torques for Profiled Rail Systems (according to DIN 637)

The tightening torques for screw strength class 8.8 correspond to DIN 637. The tightening torques for the screw strength classes 10.9 and 12.9 were calculated for the dimensions of the Rexroth Ball Rail System BSCL.

	Tightening torques M_A (Nm) for strength class		
	8.8	**10.9**	**12.9**
M4	3.0	4.4	5.2
M5	6.0	8.9	10.0
M6	10.0	15.0	17.0
M8	25.0	36.0	43.0
M10	49.0	71.0	83.0
M12	83.0	120.0	140.0

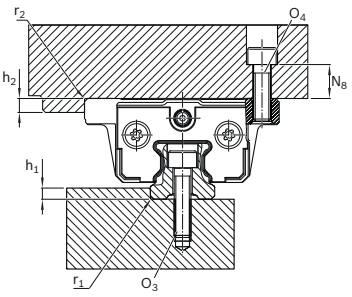
Mounting

Examples of combinations

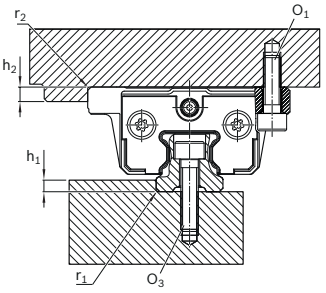
The combinations shown here are examples. Basically, any Ball Runner Block may be combined with any of the Ball Guide Rail types offered.

Ball Guide Rail with Ball Runner Block

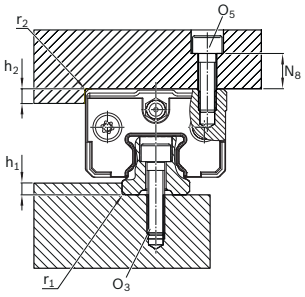
Ball Runner Blocks (flanged type) FNS, FLS



Ball Runner Blocks (flanged type) FNS, FLS



Ball Runner Blocks (slimline) SNS, SLS, SNH, SLH



Ball Guide Rails
R2055
(for mounting from above)

Size	Dimensions (mm)					
	$h_{1\ min}$	$h_{1\ max}$	h_2	N_8	$r_{1\ max}$	$r_{2\ max}$
15	2.5	3.5	4	6	0.4	0.6
20	2.5	4.0	5	9	0.6	0.6
25	3.0	5.0	5	10	0.8	0.8
30	3.0	5.0	6	10	0.8	0.8
35	3.5	6.0	6	13	0.8	0.8
45	4.5	8.0	8	14	0.8	0.8

Mounting screws

⚠ Always check the strength factor of the screws in the case of high lift-off loads!

For more information on this topic, see the “General mounting instructions” section.

Size	Screw sizes			
	Ball Runner Blocks			Ball Guide Rail
	O_1 ISO 4762 4 pc.	O_4 ISO 4762 4 pc.	O_5 ISO 4762 4 pc.	O_3 ISO 4762
15	M4x12	M5x12	M4x12	M4x20
20	M5x16	M6x16	M5x16	M5x25
25	M6x20	M8x20	M6x18	M6x30
30	M8x25	M10x20	M8x20	M8x30
35	M8x25	M10x25	M8x25	M8x35
45	M10x30	M12x30	M10x30	M12x45

Locating pins

⚠ If the guideline values for the permissible lateral force are exceeded (see the corresponding Ball Runner Blocks), you must fix them additionally by pinning.

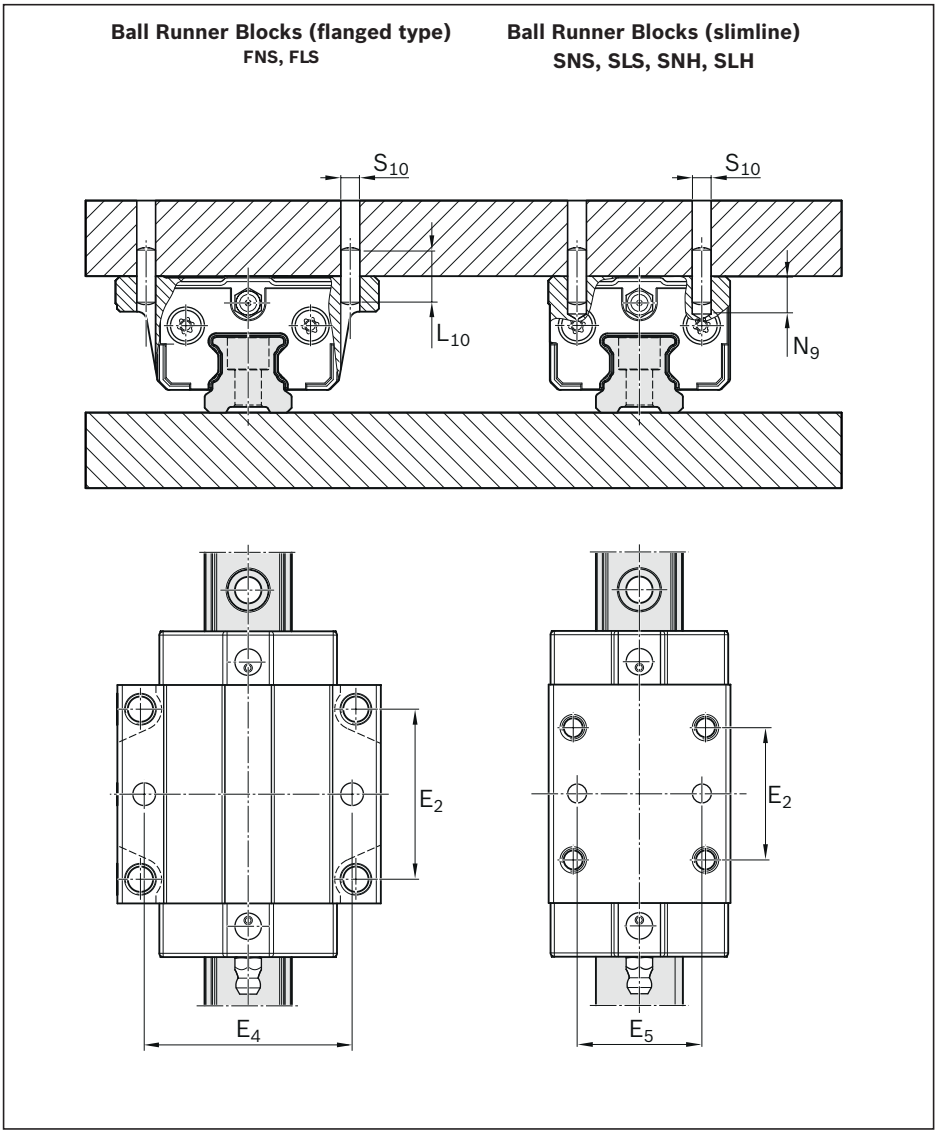
For the recommended dimensions for pin holes, refer to the dimension drawing and the dimensions.

Possible pin types

- Tapered pin (hardened) or
- Straight pin DIN ISO 8734

Note

- At the recommended positions for pin holes, there may be pre-drilled holes in the middle of the Ball Runner Block due to production-related issues ($Ø < S_{10}$). They are suitable for drilling out.
- If is necessary to carry out pinning at a different position (e.g. the middle lube fitting), dimension E_2 must not be exceeded in the longitudinal direction (for dimension E_2, refer to the dimension tables of the corresponding Ball Runner Blocks). Comply with dimensions E_4 and E_5!
- Do not complete the pin holes until after mounting.
- Please request the “Mounting Instructions for Profiled Rail Systems”.



Size	Dimensions (mm)				
	E_4	E_5	L_{10} 1)	$N_{9\ max}$	S_{10} 1)
15	38	26	18	6.0	4
20	53	32	24	7.5	5
25	55	35	32	9.0	6
30	70	40	36	12.0	8
35	80	50	40	13.0	8
45	98	60	50	18.0	10

1) Tapered pin (hardened) or straight pin (DIN ISO 8734)

Notes on lubrication

The service life of the Ball Rail System crucially depends on the lubrication. For this purpose, the documentation, especially the chapter on lubrication, must be read and understood completely.

The operator is responsible for the selection and adequate supply of an appropriate lubricant to the Ball Rail System. These instructions do not exempt the operator from the individual examination of the conformity and suitability of the lubricant for its application.

⚠ To safeguard the supply of lubricant the lube fittings from the chapter “Accessories” must be used. When using other lube fittings it must be ensured that they are identical to Rexroth lube fittings.

Lubricants

(see chapter “Lubricants”)

- Grease (NLGI 02)
- Liquid grease (NLGI 00)
- Oil (ISO VG 220)

Connecting elements

(See the chapter on “Accessories for Ball Runner Blocks”)

- Lube nipple
- Straight connectors
- Pipe fittings
- O-rings, lubrication adapters (lube fitting above)

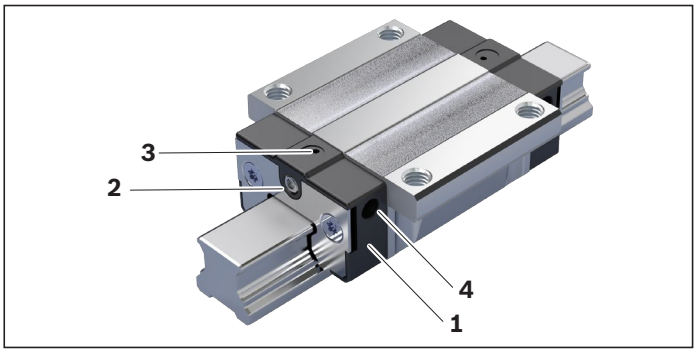
Injection

- Manually (grease gun)
- Progressive lubrication system
- Single-line piston distributor systems
- Lubrication with Front Lube Unit

Lubrication quantities, intervals, instructions

- Initial lubrication and relubrication (see the “Initial lubrication and relubrication” chapter)
- Relubrication intervals (see the “Relubrication intervals” chapter)
- Minimum dosing amount (see the “Minimum dosing amount” chapter)
- Lubrication cycle configuration (see the “Lubrication with one-point lubrication systems” chapter)

Lube fittings



BSCL Ball Runner Blocks feature four connection possibilities per end cap, through which a lubricant can be applied. Via the integrated channels in the end caps, the lubricant is evenly distributed among the four ball track turns.

1) End caps (2x)
2) Front lube fitting
3) Lube fitting above
4) Side lube fitting (2x per end cap)

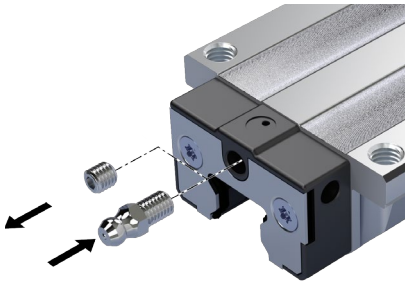
Lube fitting selection

For standard stroke (stroke > 2 x Ball Runner Block length B_1)
Lubrication at one of the two end caps is sufficient.
For a vertical or sloping installation position, lubrication must be done via the higher-lying end cap using liquid grease or oil.

For short stroke (stroke < 2 x Ball Runner Block length B_1)
Lubrication via both end caps is required.

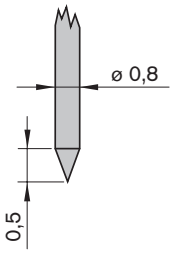
Starting up lube fittings

Front lube fitting:



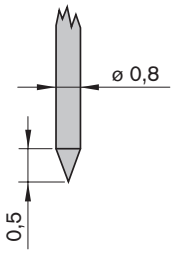
1. Screw out the set screw.
2. Screw in the lubricating element vertically.

Side lube fitting (2x):



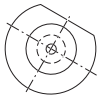
1. Heat the metal tip (Ø 0.8 mm).
2. Pierce the plastic of the pilot hole carefully with a hot metal tip. Maximum permissible penetration: 1 mm.
3. Screw in lubricating element vertically, if necessary, pre-cut thread with screw or tap.

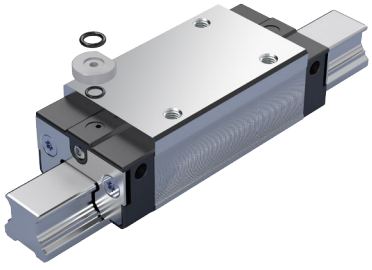
Lube fitting above:



1. Heat the metal tip (Ø 0.8 mm).
2. Pierce the plastic of the pilot hole carefully with a hot metal tip. Maximum permissible penetration: 1 mm.
3. Place the O-ring into the recess.
(O-ring not included in the scope of delivery of the Ball Runner Block, see Accessories for Ball Runner Blocks).

Lube fitting above, high Runner Block:
Use a lubrication adapter





1. Open lube fitting (as with lube fitting above).
2. Place the O-ring into the recess.
3. Insert the lubrication adapter at a slant into the recess and press the straight side against the steel part. Use grease to fix the adapter in place.
4. Place the O-ring into the lubrication adapter.
(O-rings are included with the lubrication adapter).

Notes:

- ▶ Alternatively, it is possible to open the side and top lube fittings with a 0.8 or 1.0 mm Ø twist drill.
Pay attention to the maximum drilling depth of 1 mm. Make sure that no shavings enter into the lubrication channel.
- ▶ Only one lube fitting may be used for each end cap.
- ▶ Maximum lube pressure 30 bar, press slowly when lubricating with hand-operated grease gun.
- ▶ For a selection of possible lubrication elements, see the “Accessories for Ball Runner Blocks” chapter.
You can also get in touch with the manufacturer of the lubrication system.

Lubricants

BSCL Ball Runner Blocks can be lubricated with grease, liquid grease or oil:

	Grease (NLGI 2)	**Liquid grease (NLGI 00)**	**Oil (ISO VG 220)**
Injection	▶Grease gun ▶Progressive lubrication system	▶Single-line piston distributor systems ▶Progressive lubrication system	▶Single-line piston distributor systems ▶Progressive lubrication system
Recommendation	Dynalub 510 ▶NLGI grade 2 lithium-based high-performance grease according to DIN 51818 (KP2K-20 according to DIN 51825) ▶Good water resistance ▶Corrosion protection ▶Temperature range: –20 to +80 °C	Dynalub 520 ▶Lithium-based, high-performance grease NLGI grade 00 according to DIN 51818 (GP00K-20 according to DIN 51826) ▶Good water resistance ▶Corrosion protection ▶Temperature range: –20 to +80 °C	Shell Tonna S3 M 220 ▶▶ Demulsifying special oil for bed tracks and machine tool Guide Rails, (CLP according to DIN 51517-3, VG 220 according to ISO 3448) ▶A blend of highly refined mineral oils and additives ▶Can be used even when mixed with significant quantities of metalworking fluids
Approved alternative products	▶Castrol Longtime PD2 ▶Elkalub GLS 135/N2	▶Castrol Longtime PD00 ▶Elkalub GLS 135/N00	▶Mobil Vactra Oil No. 4

Table 1

⚠ If you use different lubricants from the ones stated, you may find that relubrication intervals are shorter and that performance decreases with short stroke and load ratio; in addition, chemical interactions can take place between the plastics, lubricants and the preservative agents. In addition, pumpability in single-line one-point lubrication systems must be guaranteed.

⚠ You must not use lubricants containing solid lubricating components (like graphite and MoS_2 for example)!

▶ Please consult us if the application involves special environmental requirements (such as clean room, vacuum, food industry applications, increased exposure to fluids or aggressive media, extreme temperatures). Each application must be considered on its own merits in order to chose the most appropriate lubricant. Be sure to have all the information concerning your application at hand when contacting us.
Pay attention to the chapter “Maintenance”.

Initial lubrication and relubrication

The following procedure is valid regardless of the type of lubricant injection method used.
For lubrication with one-point lubrication systems, additional notes and the configuration of the lubrication cycle is described in the chapter entitled “Lubrication with one-point lubrication systems”. For each application of lubricant, pay attention to the minimum dosage from Table 3 .

⚠ Never put Ball Runner Blocks into operation without basic lubrication. No initial lubrication is required if pre-lubricated at the factory. Rexroth Ball Rail Systems are supplied with preservation.

Initial lubrication:

⚠ BSCL Ball Runner Blocks have initial lubrication by default. Initial lubrication (basic lubrication) is merely necessary for non-lubricated Runner Blocks (material number R205X XXX 24).

⚠ The seals on the Ball Runner Block must be oiled or greased with the respective lubricant before being slid onto the Guide Rail.

1. Apply lubricant quantities in accordance with Table 2, for short stroke, apply in both end caps
2. Move the Ball Runner Block back and forth with three double strokes, stroke length > 3 x Runner Block length
3. Repeat steps 1 and 2 (lubrication with oil: repeat 1 x)
4. Check whether you can see a film of grease on the rail

Relubrication:

▶ When the re-lubrication interval as described in the chapter entitled “Relubrication” has been reached, then re-lubrication is necessary.

⚠ In the case of relubrication, it is not possible to change from grease to oil lubrication.

⚠ In the case of environmental influences such as contamination, high temperatures, vibration, impact load, etc., we recommend shortening the relubrication intervals.

⚠ Even under normal operating conditions, the system must be relubricated after two years at the latest due to aging of the grease.

⚠ For lubrication via one-point lubrication systems, the lubrication cycle is determined according to the chapter “Lubrication with one-point lubrication systems”.

1. Apply lubricant quantities in accordance with Table 2, for short stroke, apply in both end caps.
2. Move the Ball Runner Block back and forth with three double strokes, stroke length > 3 x Runner Block length

Lubrication quantities

Size	Initial lubrication (cm^3)[1)]		Relubrication (cm^3)	
	Grease (NLGI2) Liquid grease (NLGI00)	Oil (ISO VG 220)	Grease (NLGI2) Liquid grease (NLGI00)	Oil (ISO VG 220)
15	0.4 (3x)	0.6 (2x)	0.4 (2x)	0.6
20	0.7 (3x)	1.0 (2x)	0.7 (2x)	1.0
25	1.4 (3x)	1.5 (2x)	1.4 (2x)	1.5
30	2.2 (3x)	1.6 (2x)	2.2 (2x)	1.6
35	2.2 (3x)	1.8 (2x)	2.2 (2x)	1.8
45	4.7 (3x)	3.0 (2x)	5.7 (2x)	3.0

Table 2

1) ⚠ No initial lubrication is required for Runner Blocks with initial greasing (R205X XXX 20).

⚠ Pay attention to the notes on lubrication!

Relubrication intervals

The relubrication of Ball Rail Systems is load dependent. With the load ratio F_{comb}/C_{100}, the relubrication interval can be determined according to the diagrams (Fig. 1-3). After this distance has been traveled, the Ball Runner Block is to be relubricated (see the “Initial lubrication and relubrication” chapter).

The relubrication intervals were determined empirically under the following conditions:

- **Load ratio F_{comb}/C_{100}**
- No exposure to metalworking fluids
- Ambient temperature: T = 20 – 30°C
- Lubricant recommended by Rexroth

For deviant operating conditions, please ask, in particular in case of:

- Exposure to cooling lubricants
- Dust accumulation (wood, paper)
- Standard sealing (SS) in combination with front seal

Load-dependent relubrication intervals, grease NLGI 2

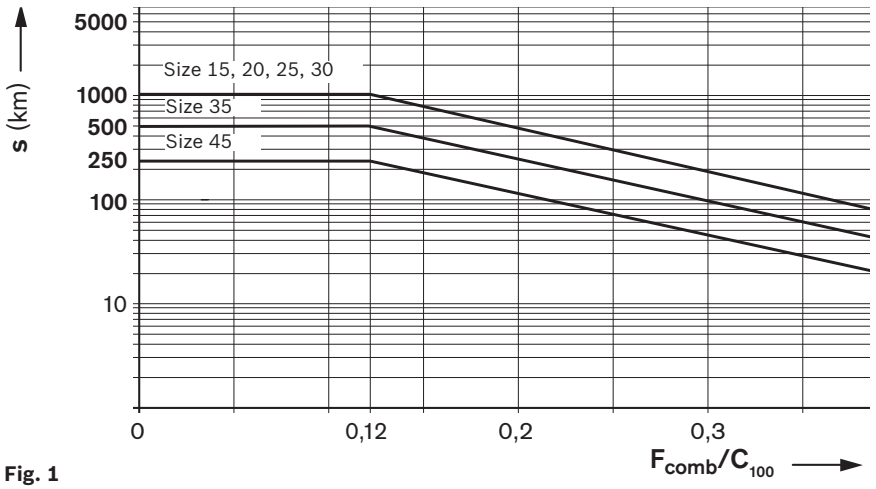


Fig. 1

Load-dependent relubrication intervals, liquid grease NLGI 00

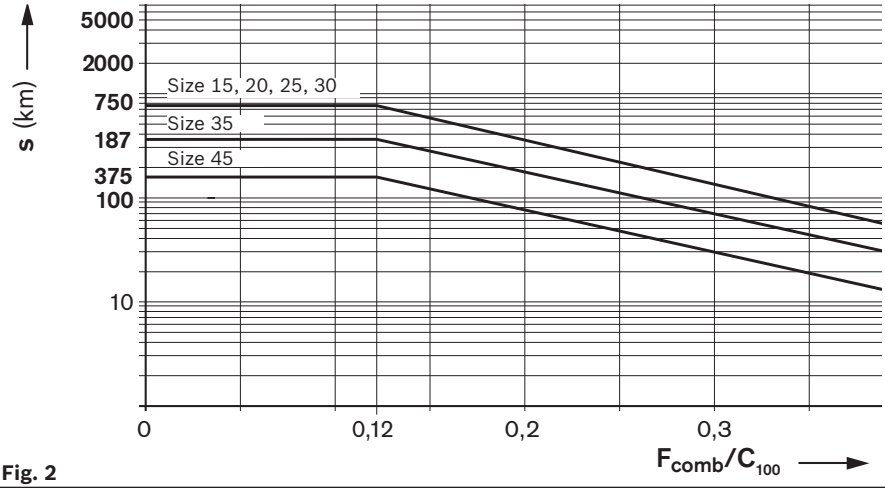


Fig. 2

Load-dependent relubrication intervals, oil ISO VG 220

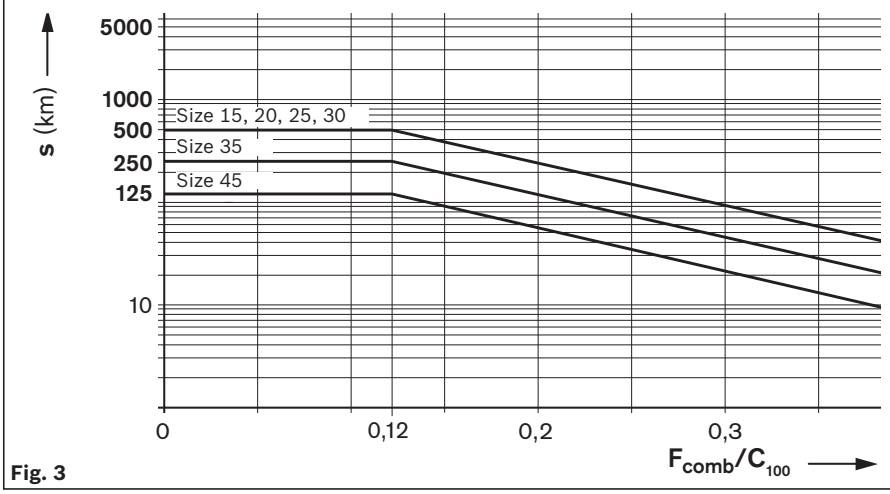


Fig. 3

Key

C_{100} = Dynamic load rating (N)
F_{comb} = combined equivalent dynamic load on bearing (N)
F_{comb}/C_{100} = load ratio (–)
s = Relubrication interval as travel distance (km)

⚠ Pay attention to the notes on lubrication!

Minimum amount, minimum piston distributor size

To ensure a uniform lubricant distribution in the Ball Runner Block, a minimum amount of lubricant as per Table 3 must be applied during each lubrication session. This is mainly relevant for automatic lubrication via single-line piston distributor[1)] or progressive lubrication[2)] systems. Applies to all installation positions. For short stroke, the amount per end cap indicated is valid.

Size	Grease (NLGI2) / liquid grease (NLGI00) (cm^3)	Oil (ISO VG 220) (cm^3)
15	0.3	0.4
20	0.3	0.6
25	0.3	0.6
30	0.3	0.6
35	0.3	0.6
45	0.3	1.0

Table 3

1) Liquid grease, oil
2) Grease, liquid grease, oil

Lubrication with one-point lubrication systems

There are two possibilities for supplying Ball Runner Blocks with a one-point lubrication system:

▶ Lubrication with progressive lubrication system (grease, liquid grease, oil)

▶ Lubrication with single-line piston distributor systems (liquid grease, oil)

The following procedure applies when configuring the lubrication cycle for one-point lubrication systems:

Step	**Calculation process**	**Example:** Ball Runner Block BSCL size 25 FNS Lubrication with single-line total loss lubrication system via piston distributor Oil (ISO VG 220) Load F_{comb} = 6.540 N
1. Determining the amount of lubricant	Table 2, chapter “Initial lubrication and relubrication”	Amount of lubricant size 25, oil: 1.5 cm^3
2. Determining the minimum piston distributor size/minimum dosage	Table 3, chapter “Minimum amount, minimum piston distributor size”	Minimum amount of lubricant size 25, oil: 0.6 cm^3 ▶ Selected piston distributor: 0.6 cm^3
3. Calculating the lubrication pulse rate for the application of the relubrication quantity	Pulse count $n = \frac{\text{Relubrication quantity } (cm^3)}{\text{Volume per lubrication pulse } (cm^3)}$ **Round up to next whole digit**	$n = \frac{1.5\ cm^3}{0.6\ cm^3} = 2.5$ ▶ For relubrication to inject the proper amount 3 lubrication pulses are needed.
4. Determining the relubrication interval from the chapter “Relubrication intervals”	Load ratio $L = \frac{\text{Dyn. equivalent bearing load (N)}}{\text{Dyn. load capacity (N)}}$ $L = \frac{F_{comb}}{C_{100}}$	Load ratio $L = \frac{6{,}540\ N}{21{,}800\ N} \approx 0.30$ Relubrication interval: 90 km (Fig. 3) ▶ For relubrication purposes, 1.5 cm^3 of lubricant must be injected after 90 km.
5. Calculating the lubrication cycle	Lube cycle = $\frac{\text{Relubrication interval (km)}}{\text{Number of pulses}}$	Lubrication cycle = $\frac{90\ km}{3} = 30\ km$ Per Ball Runner Block (for short stroke per end cap) at least 0.6 cm^3 of lubricant oil must be supplied after no more than 30 km.

Notes:

⚠ We recommend carrying out initial lubrication manually before connecting to the one-point lubrication system.

⚠ All lines and elements must be filled with lubricant to the connection to the Ball Runner Blocks and must not contain air pockets.

⚠ Pumping or storage tanks for the lubricant should be fitted with a stirrer or follower piston to guarantee the flow (to avoid funneling in the tank).

⚠ When applying lubricant at the start or after a relatively long standstill, carry out 2 to 5 lubrication pulses in succession. When the system is in operation, 3 to 4 pulses per hour are recommended, irrespective of the distance traveled. If possible, carry out lubrication in one lubricating stroke. Carry out cleaning cycles (see “Maintenance”).

The user alone is responsible for selecting suitable metalworking fluids. An unfavorable selection of coolant/lubricant may lead to damage to the Ball Rail System. We recommend getting in touch with the manufacturer of the coolant/lubricant. Bosch Rexroth accepts no liability.

Lubricant and metalworking fluids must be coordinated.

▶ Rexroth recommends piston distributors manufactured by SKF. These should be installed as close as possible to the lube fittings of the Ball Runner Blocks. Long lines and small line diameters should be avoided, and the lines should be laid on an upward slant. Install the lines at a gradient.

▶ If other consumers are connected to the one-point lubrication system, the weakest link in the chain will determine the lubrication cycle time.

Maintenance

Cleaning cycle

Dirt can settle and encrust on Ball Guide Rails, especially when these are not enclosed. To ensure that seals and wipers retain their functionality, this dirt must be removed at regular intervals. It is advisable to perform at least one full cleaning cycle over the entire installed rail length every eight hours. In case of contamination or the use of a cooling lubricant, a shorter interval is recommended.

Before shutting down the machine, always perform a few lubricating pulses or lubricating strokes one after another. The lubrication pulses should take place over the maximum possible travel distance (cleaning cycle) while the axis is motion.

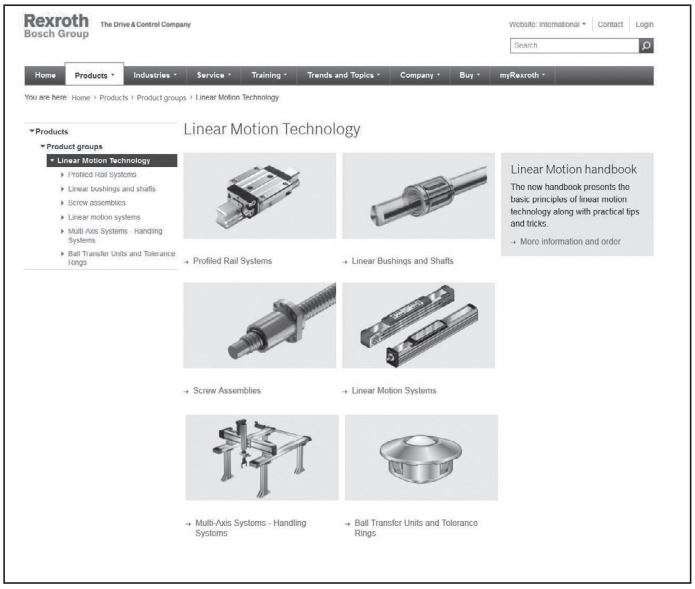
Maintenance

All elements used for scraping or wiping the Ball Guide Rails must be cleaned and lubricated at regular intervals.
We recommend annual maintenance.

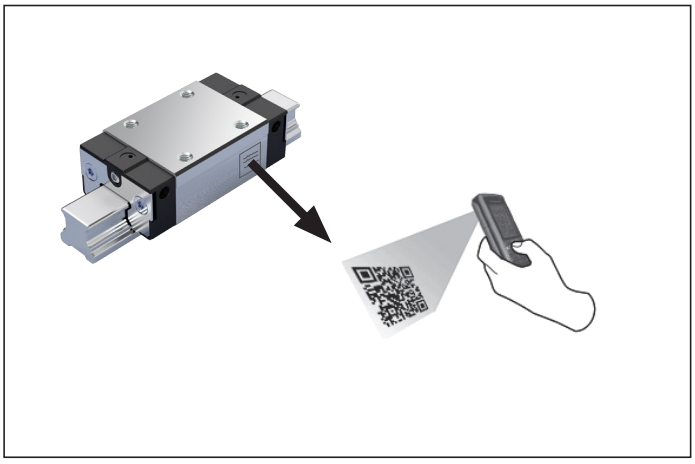
Further information

You can find extensive information here on products as well as training and service offers.

Product information:
www.boschrexroth.com/linear-motion-technology



Advanced product information on the Ball Rail System BSCL using the QR code:
In addition to the material number, a QR code can also be found on the BSCL Runner Block. This leads to further product descriptions and enables the user to call up extensive information on the product. This includes the instructions and the catalog, which contains all technical information.
A connection to the eShop, the short product name for the Runner Block as well as the production plant and the production date are in preparation.



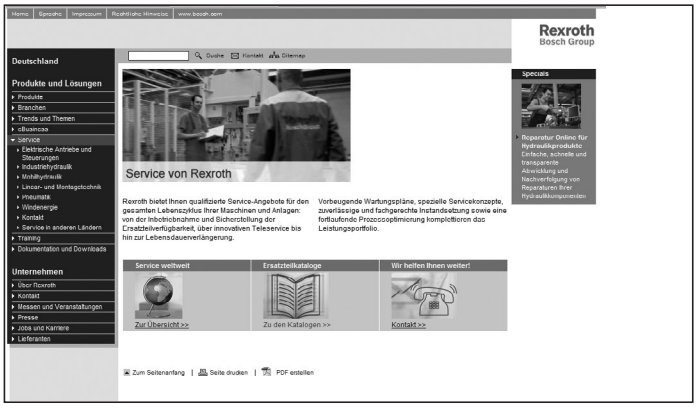
Contact
https://addresses.boschrexroth.com/DE/en_US

Training:

http://www.boschrexroth.com/training

Service:

http://www.boschrexroth.com/service



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