



THE SPECIALIST
FOR MOTION
TECHNOLOGY

LINEAR UNITS

BELT, BALLSCREW,
RACK AND PINION
DRIVEN





NADELLA / nadella.com
DURBAL / durbal.com
CHIAVETTE UNIFICATE / chiavette.com
IPIRANGA / ipirangahusillos.com
SHUTON / shuton.com

THE SPECIALIST FOR MOTION TECHNOLOGY

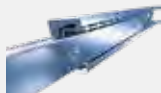
Nadella Group is an expert system partner for all areas of **motion technology**, with specialized manufacturing companies and a worldwide sales network.

Wherever innovative ideas, customized solutions, precision and reliability are required, developers and design engineers rely on products and solutions from the **Nadella Group**.

BRANDS AND PRODUCTS OVERVIEW



LINEAR GUIDES



TELESCOPIC
RAILS



LINEAR
MODULES



LINEAR AXES
AND SYSTEMS



CIRCULAR
SYSTEMS



BEARINGS AND
CAM FOLLOWERS



ADJUSTING
NUTS & RINGS

durbal
**chiavette
unificate**
TESCUBAL



ROD ENDS AND
SPHERICAL PLAIN



CLEVISES AND
BALL/AXIAL



IPIRANGA



PRECISION
BALL SCREWS



ROLLED
BALL SCREWS

MILESTONES

1930

NADELLA foundation in France

1958

Founding of NADELLA GMBH in Germany

1963

Founding of NADELLA S.P.A. in Italy

1984

Start of development and sale
of Nadella Linear

2012

New Nadella subsidiaries in China and USA

2014

Acquisition of DURBAL

2018

Acquisition of CHIAVETTE UNIFICATE

2019

Founding of Nadella Motion Technology
Changxing Co. Ltd.

2020

New Nadella subsidiaries
in France and Spain
Acquisition of SHUTON and IPIRANGA

2021

Acquisition of DAMO

2022

Orchestra enters in Nadella Group

KEY NUMBERS

1 Group

8 manufacturing
plants

14 main
locations

Italy, Germany, France,
Poland, Spain, United
Kindom, U.S.A., China

leading the way in the international markets
in over **60** countries

for more
than **90** years

APPLICATION SECTORS



AUTOMATION & ROBOTICS



AUTOMOTIVE



ENERGY



FOOD & BEVERAGE



MACHINE TOOLS



MEDICAL TECHNOLOGY



METAL WORKING



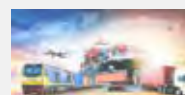
PACKAGING



POWER TRANSMISSION



SPECIAL MACHINES



TRANSPORTATION



WAREHOUSE & LOGISTICS

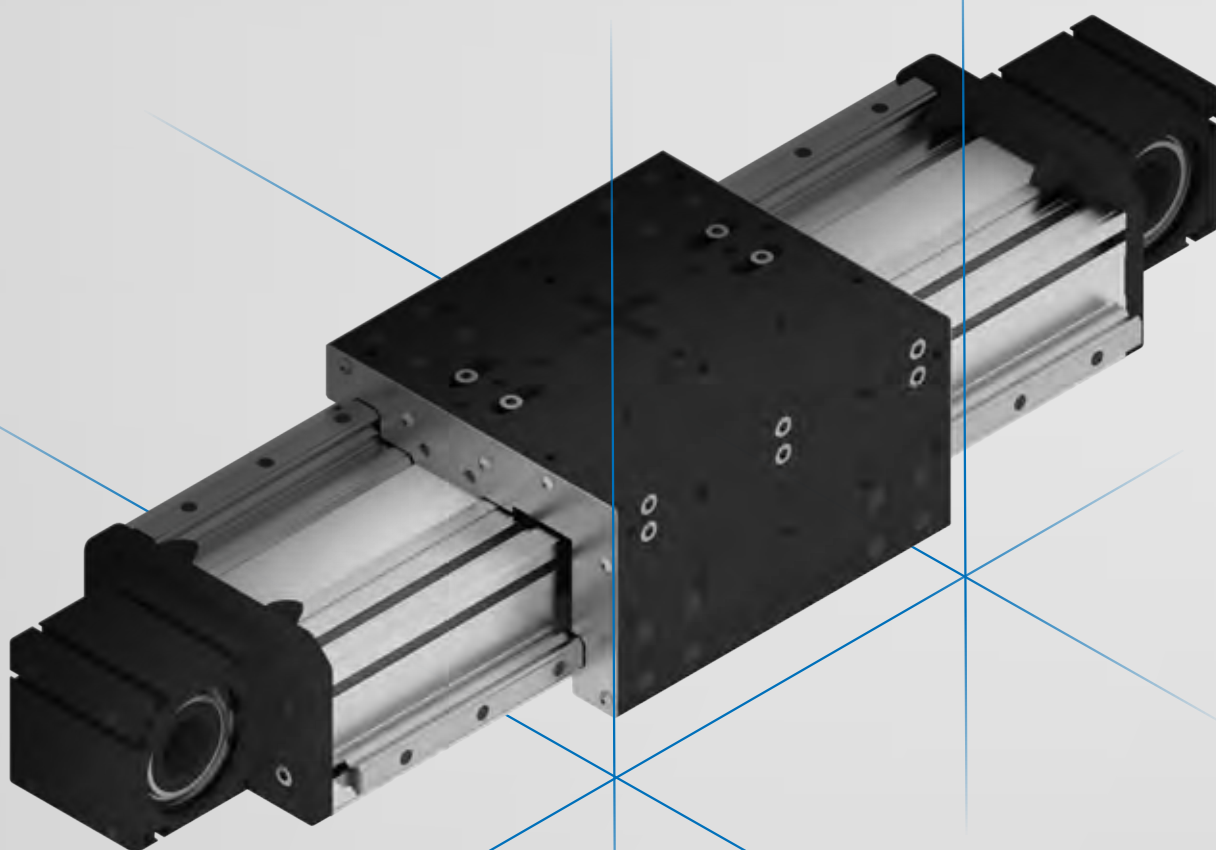
SOMMARIO

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PAGE 318	4.0 UNITÀ LINEARI TELESCOPICHE TELESCOPIC LINEAR UNITS TEL TEC

UNITÀ LINEARE A CINGHIA

BELT DRIVEN
LINEAR UNIT



SERIE AMC

SERIES

008 AMC045CM

012 AMC045LM

016 AMC045CO

020 AMC045LO

024 AMC060CM

028 AMC060LM

032 AMC060CO

036 AMC060LO

042 AMC080CM

046 AMC080LM

052 AMC120CB

056 AMC120LB

060 AMC180CB

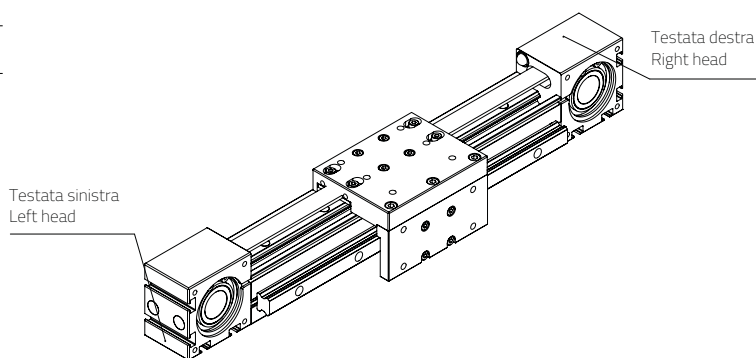
064 AMC180LB

068 AMC180LO

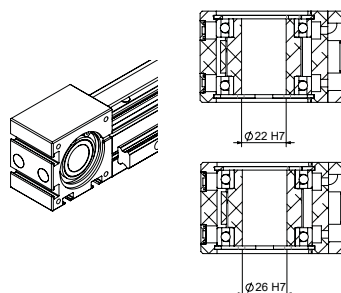
072 AMC180LL

078 AMC240LM

	AMC	045	CM	00300	-	XXX	-	XXX	-	XX
TIPO UNITÀ / MODEL										
AMC	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>									
TAGLIA / SIZE										
045	Profilo larghezza 45 mm <i>Profile width 45 mm</i>									
060	Profilo larghezza 60 mm <i>Profile width 60 mm</i>									
TIPOLOGIA CARRO / CARRIAGE TYPE										
CM	Carro corto monoguida <i>Short carriage with single guide rail</i>									
LM	Carro lungo monoguida <i>Long carriage with single guide rail</i>									
CO	Carro corto biguida ortogonale <i>Short carriage with orthogonal dual guide rail</i>									
LO	Carro lungo biguida ortogonale <i>Long carriage with orthogonal dual guide rail</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TESTATA SINISTRA (vedi versione testata) / LEFT HEAD (view head version)										
TESTATA DESTRA (vedi versione testata) / RIGHT HEAD (view head version)										
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard <i>Standard configuration</i>									
C	Configurazione personalizzata <i>Custom configuration</i>									



VERSIONE TESTATA / HEAD VERSION



F22

F26

F22

F26

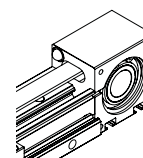
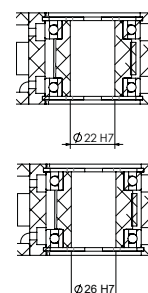
TESTATA SINISTRA / LEFT HEAD

TESTATA DESTRA / RIGHT HEAD

F22	Testata destra con foro passante Ø 22 mm <i>Right head with hole Ø 22 mm</i>
F26	Testata destra con foro passante Ø 26 mm <i>Right head with hole Ø 26 mm</i>

F22

F26

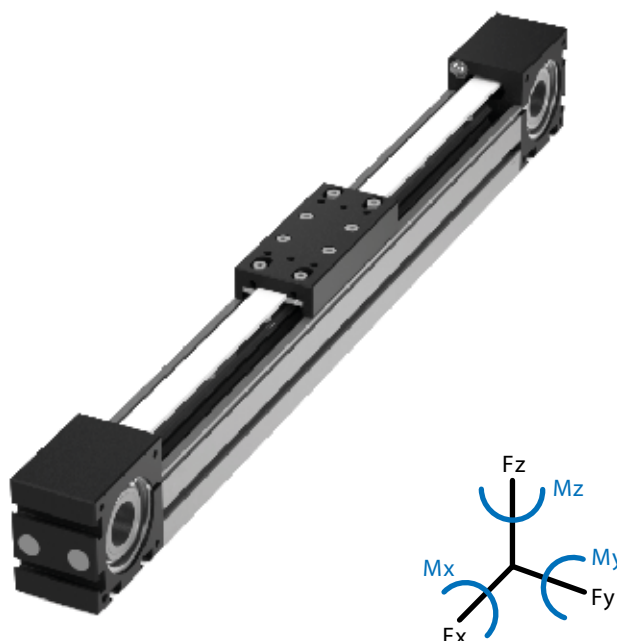


MODELLO / MODEL
AMC045CM

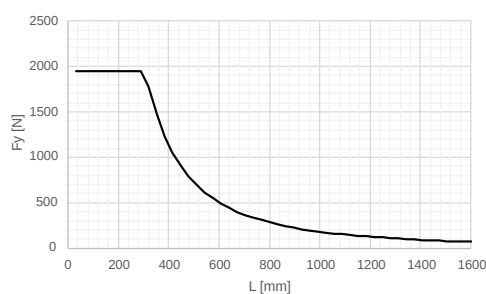
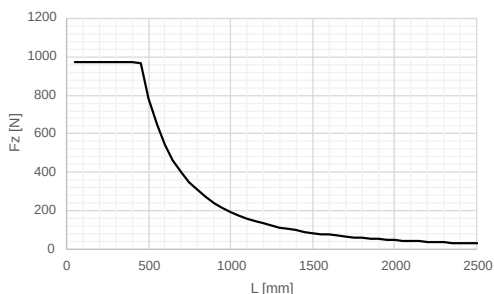
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	1,1
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,35
Massa carro Carriage's mass	[Kg]	0,3
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	16 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	360
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	20
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	18

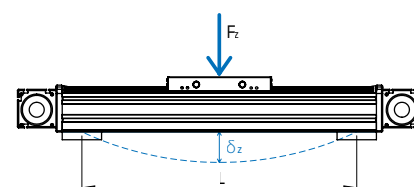
* I valori sono da considerarsi indicativi.
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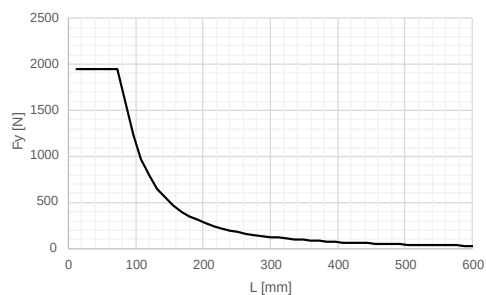
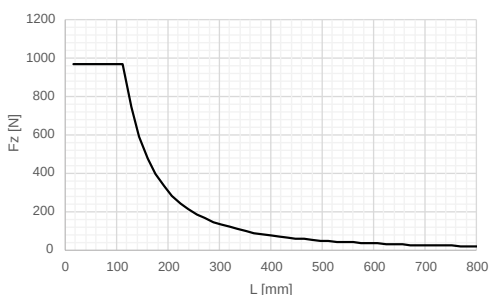
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



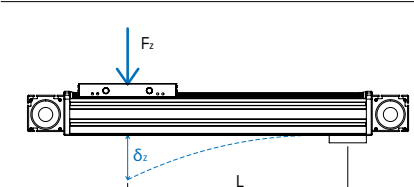
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

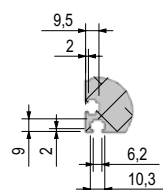
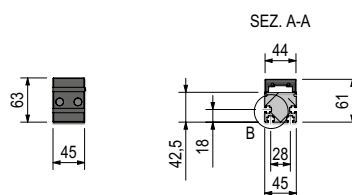
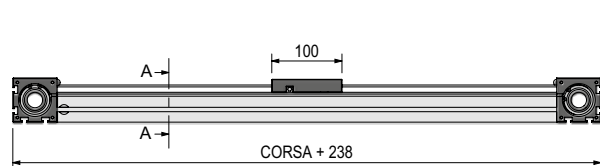


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

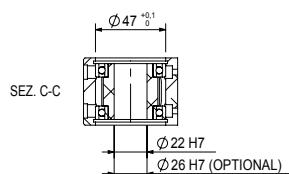
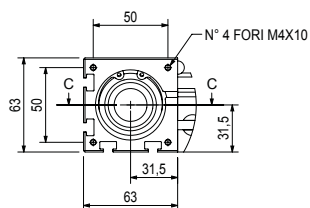
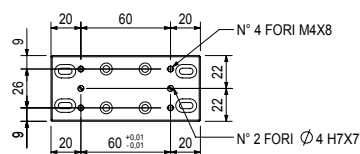


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5

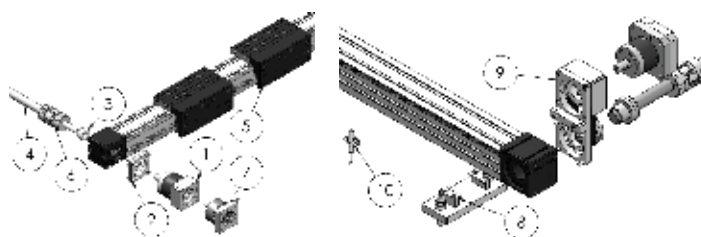


Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF20

Configurazioni puleggia
Pulley configurations

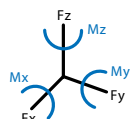
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



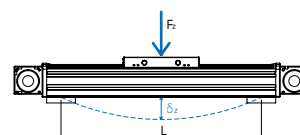
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC045CM

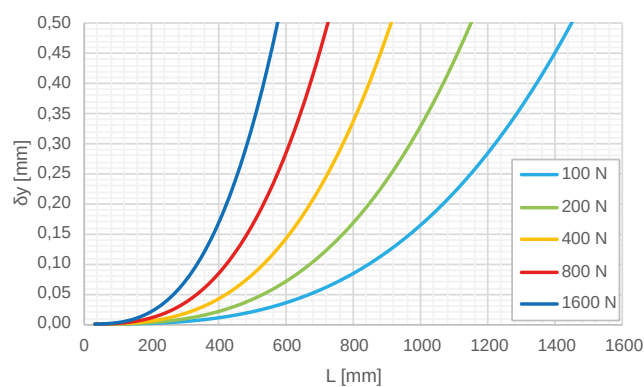
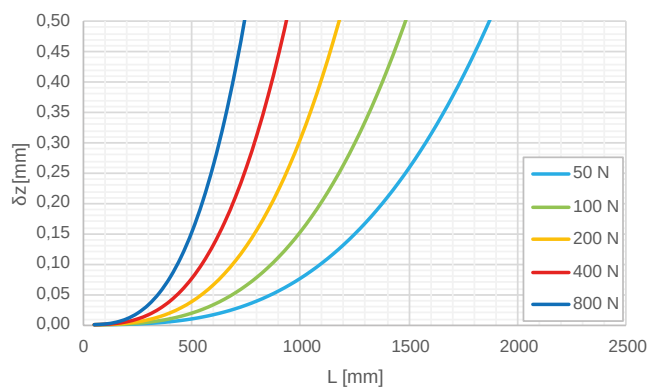


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

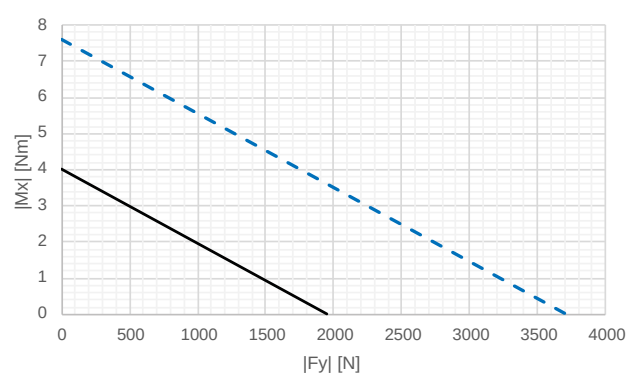
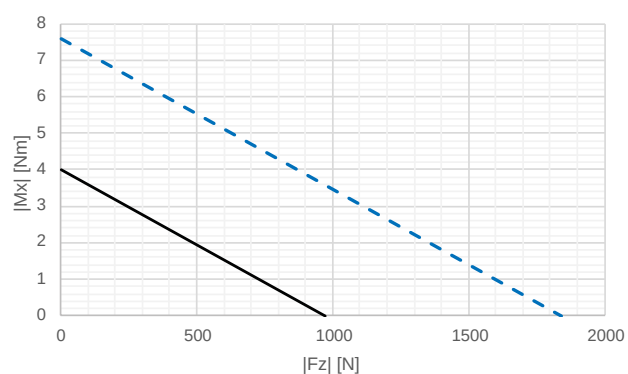
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

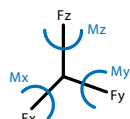
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

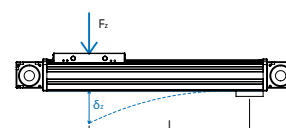
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

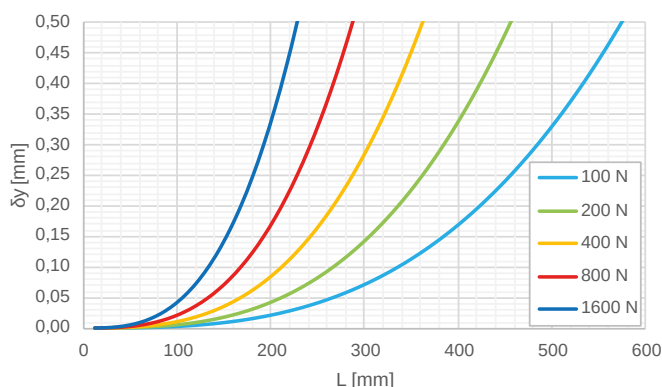
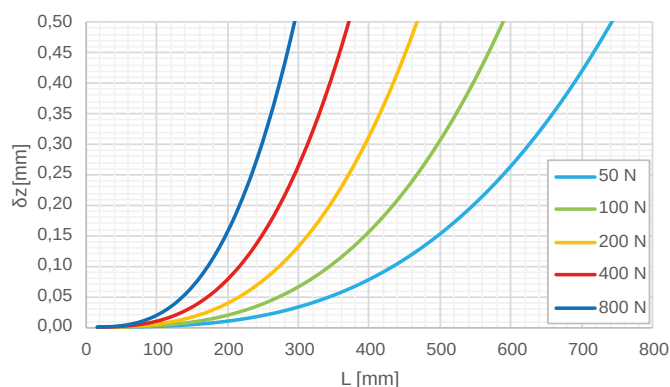
MODELLO / MODEL
AMC045CM



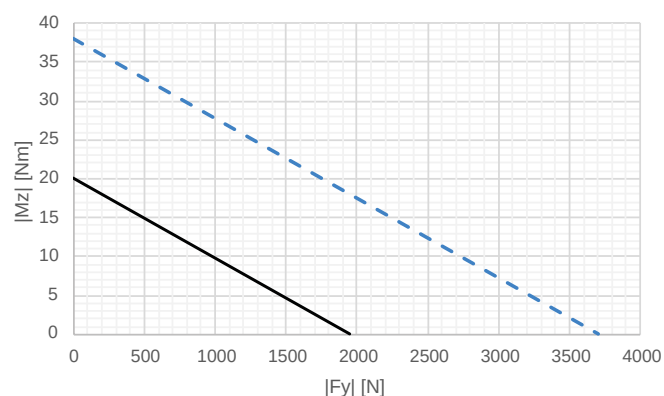
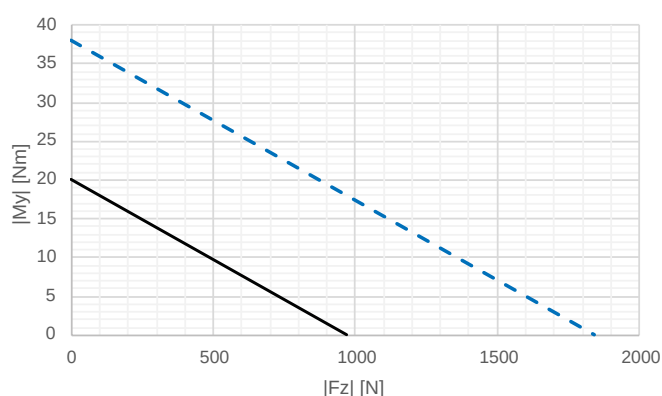
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

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Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

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MODELLO / MODEL

AMC045LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

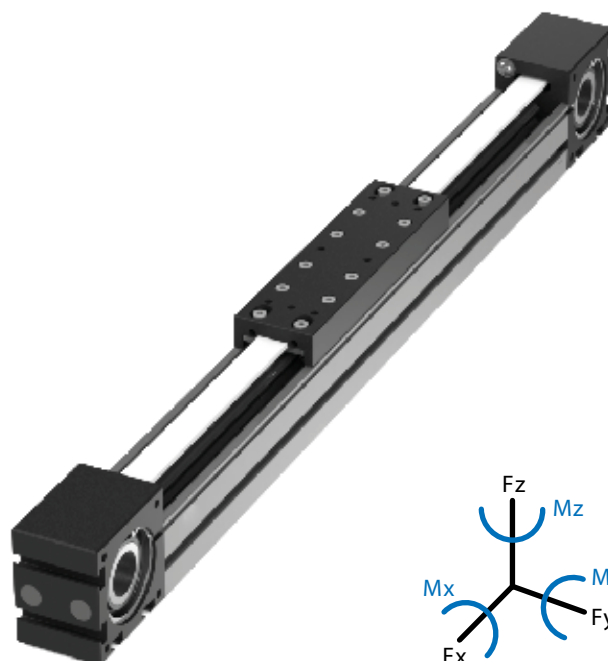
Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	1,68
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	0,35
Massa carro <i>Carriage's mass</i>	[Kg]	0,52
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	125
Taglia cinghia <i>Belt's size</i>	[-]	16 AT 5
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	360
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	20
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	18

* I valori sono da considerarsi indicativi.

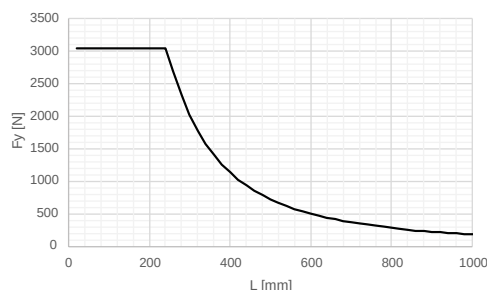
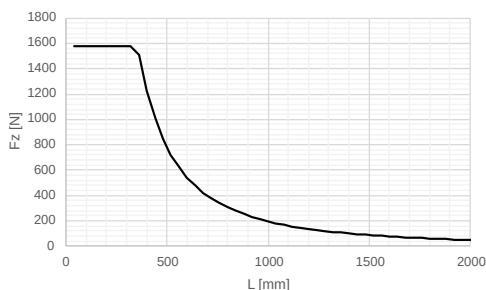
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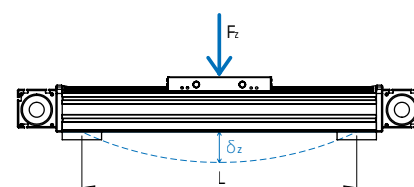


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

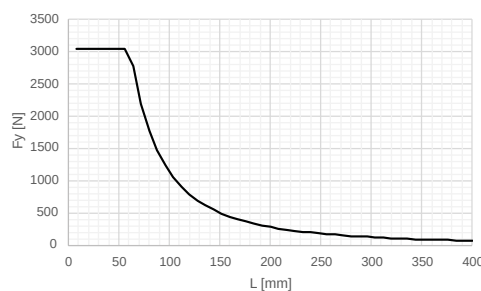
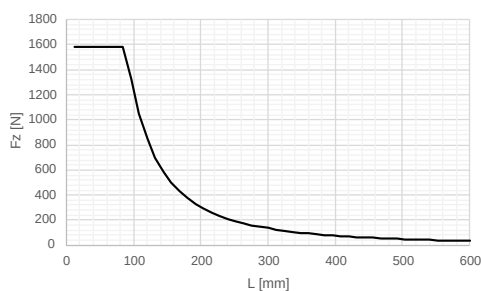


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Maximum load in isostatic condition centrally loaded.

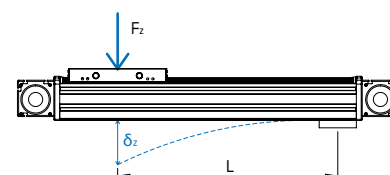


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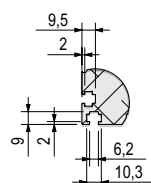
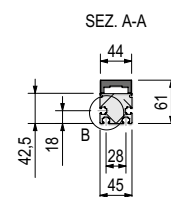
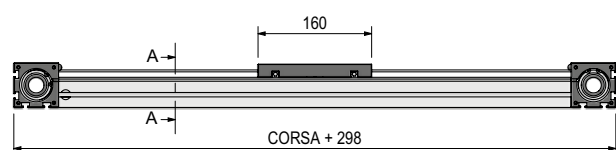
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Maximum load in an isostatic cantilever loaded condition.

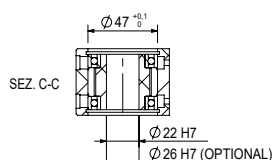
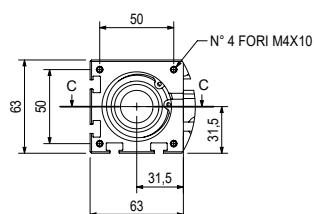
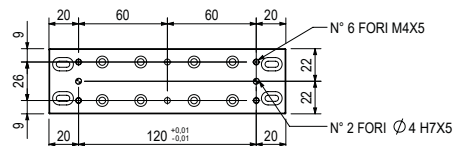


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DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



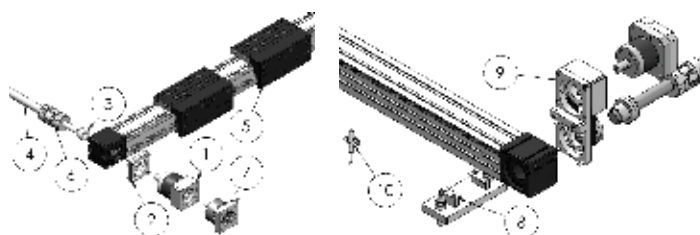
Tipologia interfaccia riduttore
Gearbox interface type
Kit IF20

2 9

Configurazioni puleggia
Pulley configurations

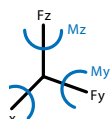
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

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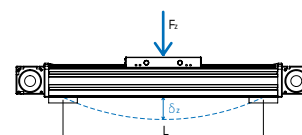
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The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC045LM

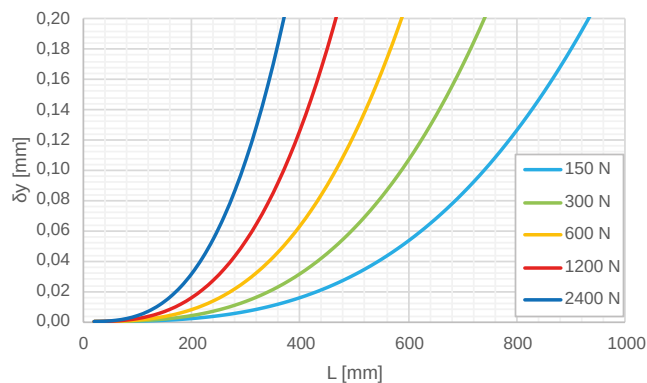
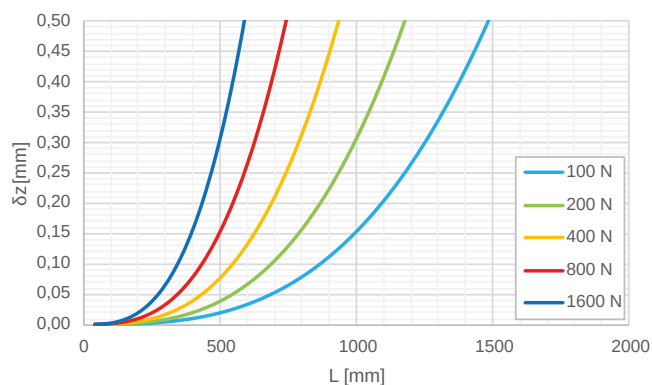


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

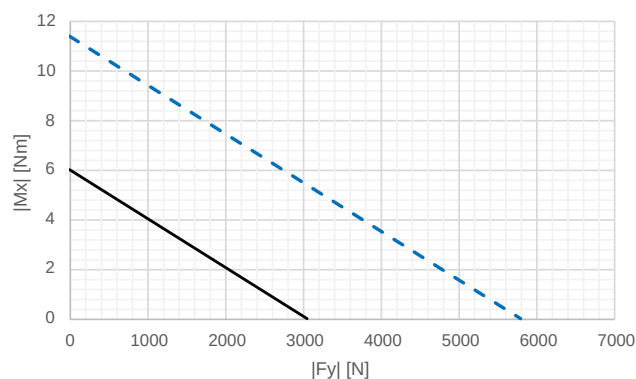
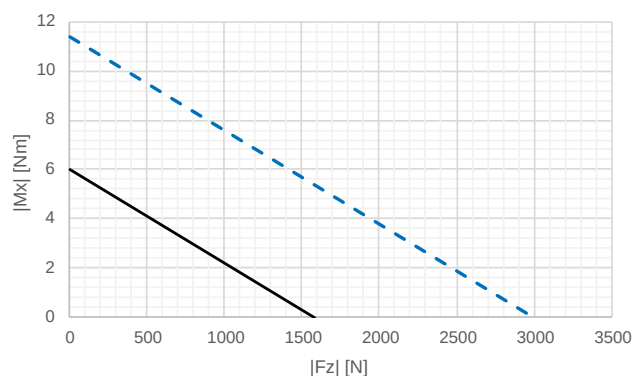
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

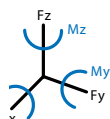
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

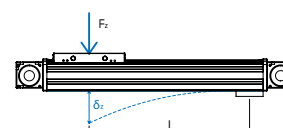
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

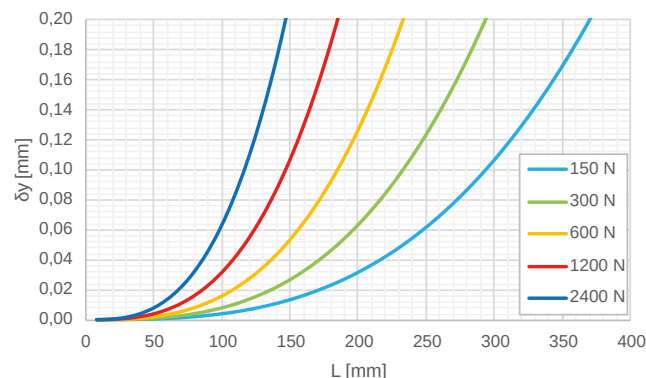
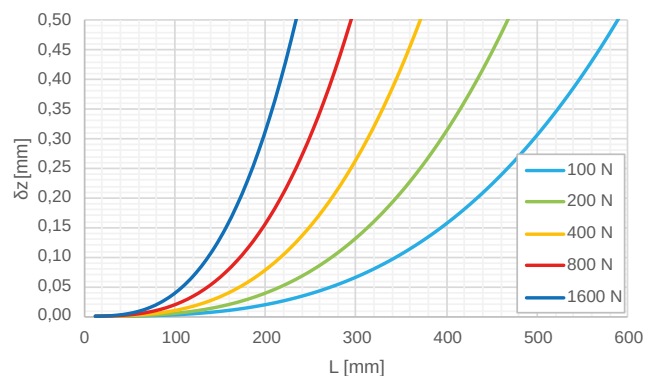
MODELLO / MODEL
AMC045LM



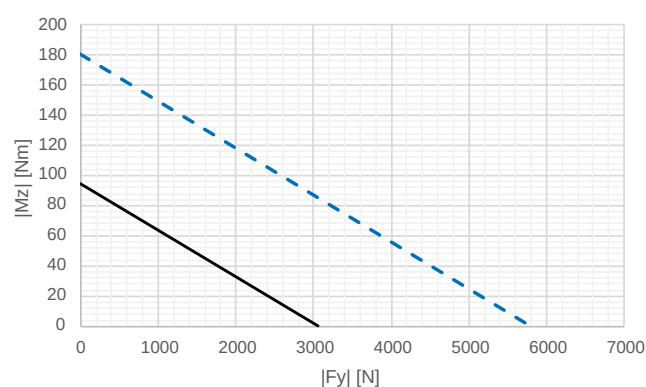
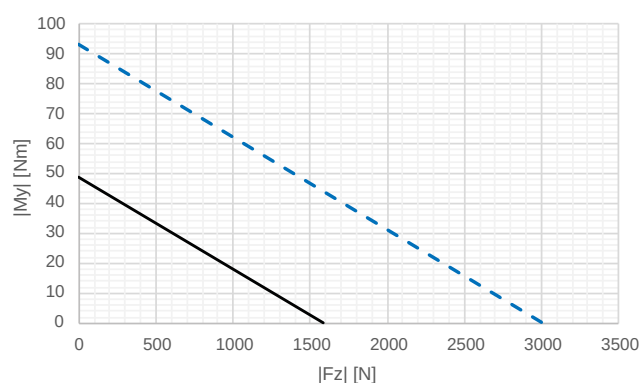
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

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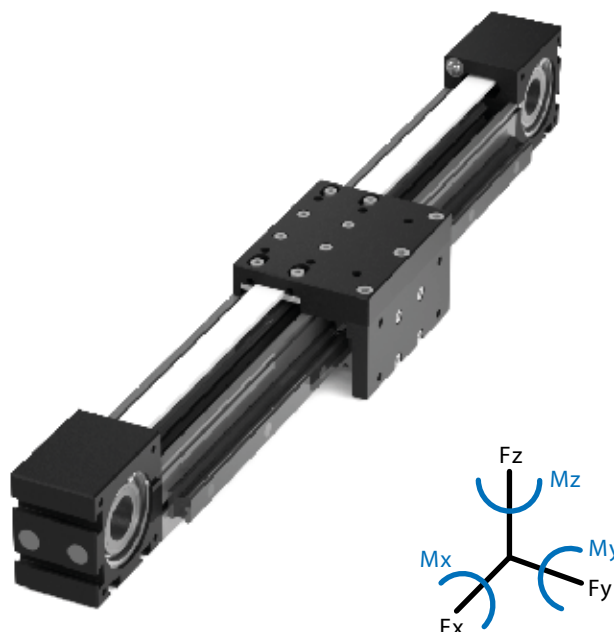
In case of combined stress contact our technical department.

MODELLO / MODEL
AMC045C0

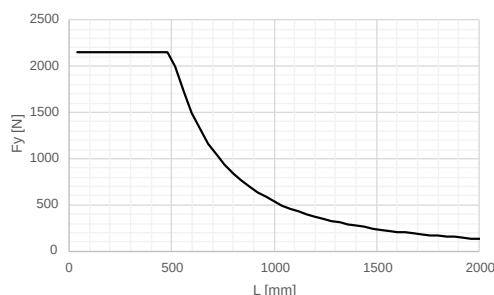
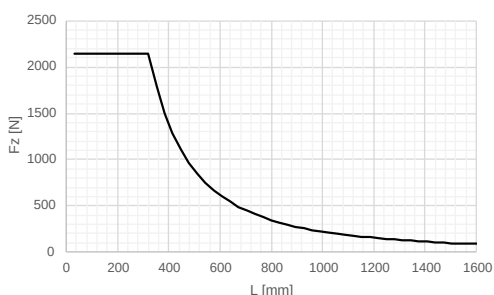
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	1,75
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,47
Massa carro Carriage's mass	[Kg]	0,67
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	16 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	360
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	23
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	56

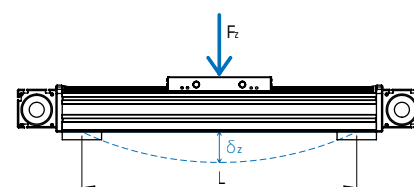
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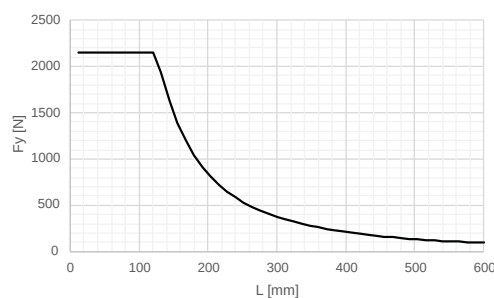
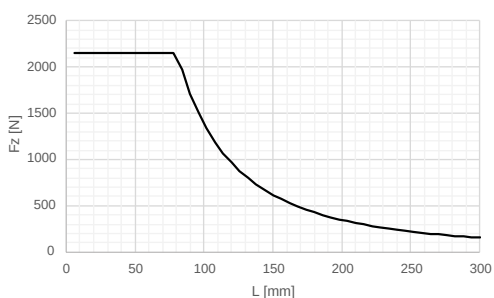
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



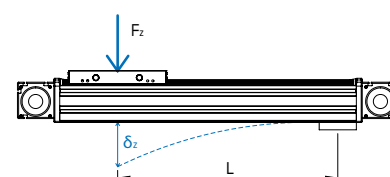
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



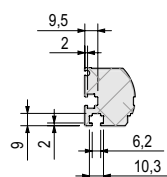
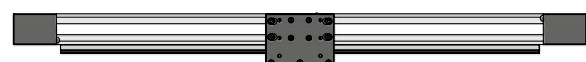
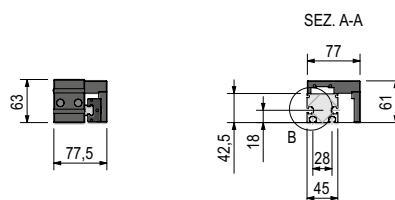
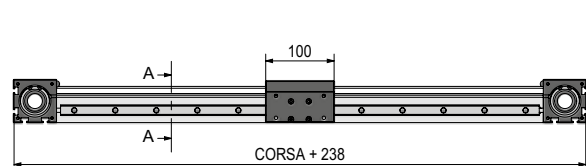
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



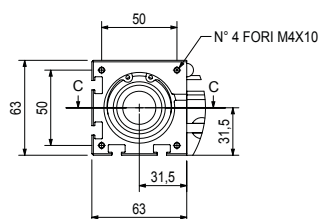
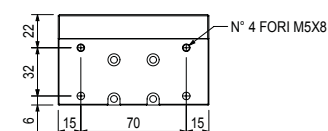
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

Limiti di carico massimo riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Maximum load limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

DIMENSIONI / DIMENSIONS

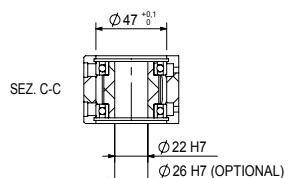
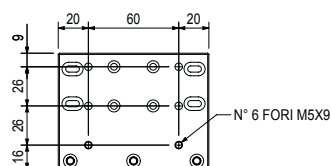


DET. B
SCALA 1:5



Tipologia interfaccia riduttore
Gearbox interface type
Kit IF20

2 9

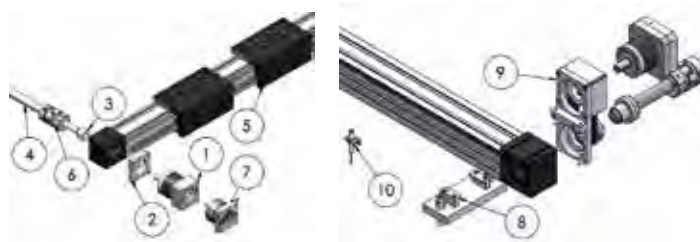


Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

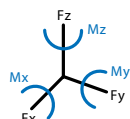
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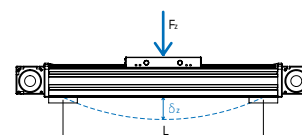
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MODELLO / MODEL
AMC045C0

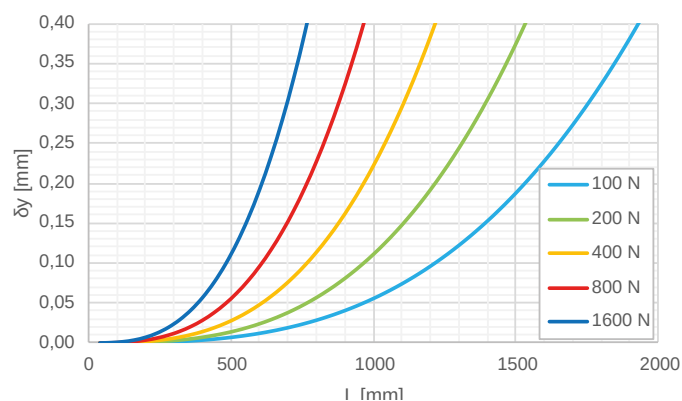
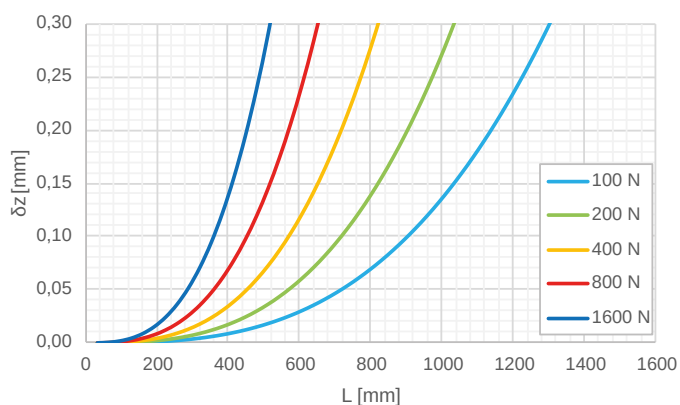


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

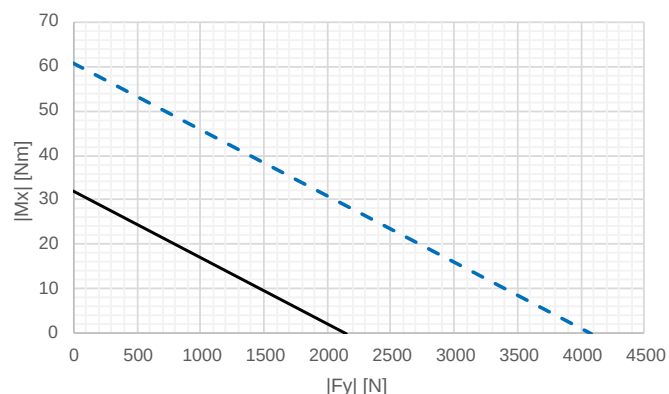
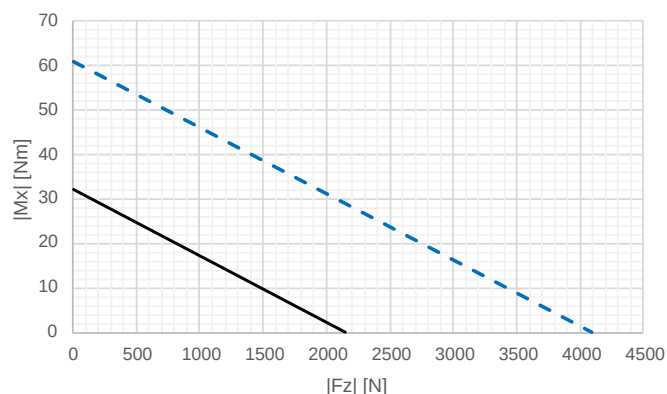
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



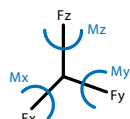
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

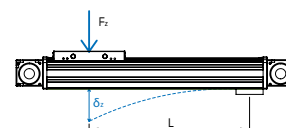
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

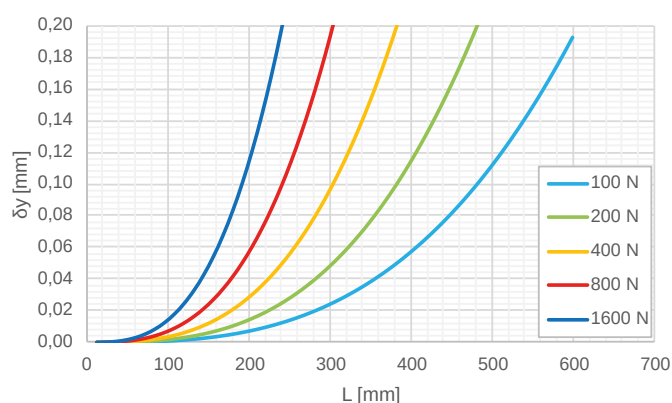
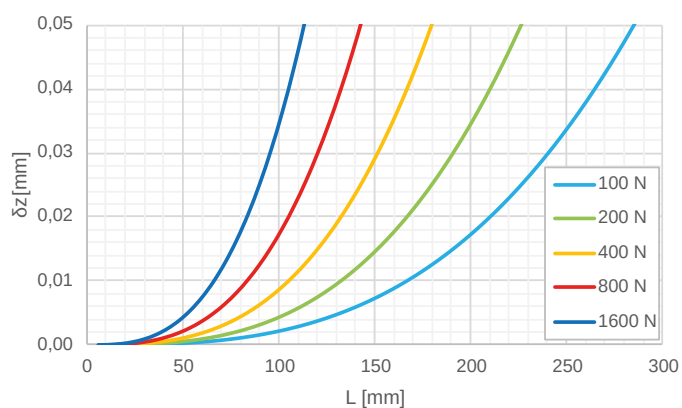
MODELLO / MODEL
AMC045C0



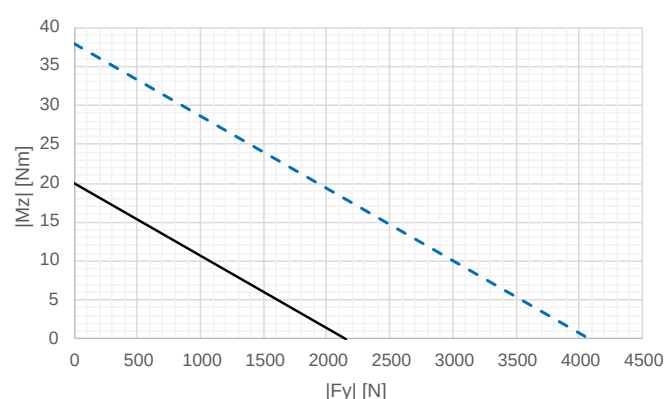
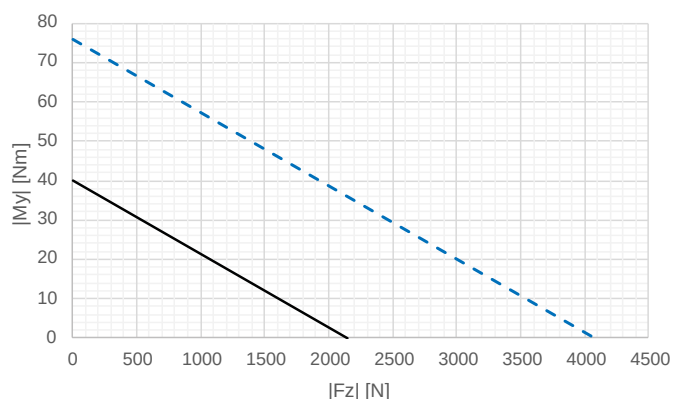
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
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Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

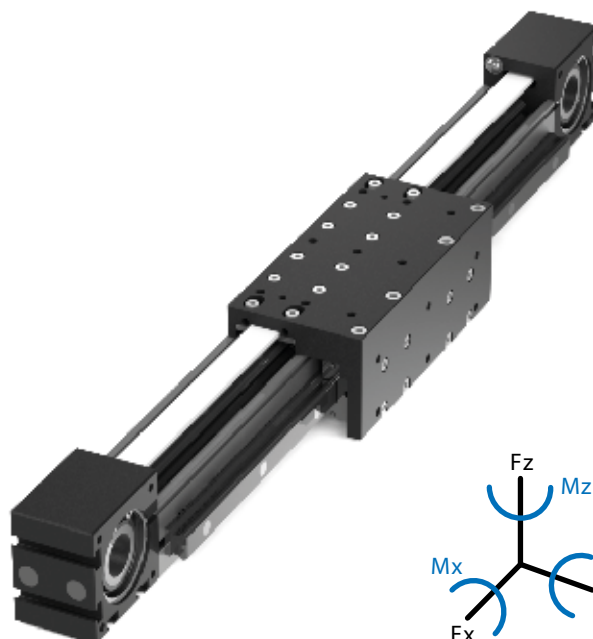
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AMC045LO

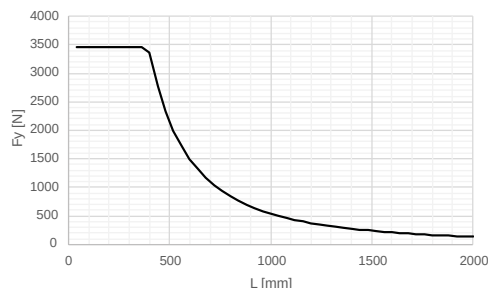
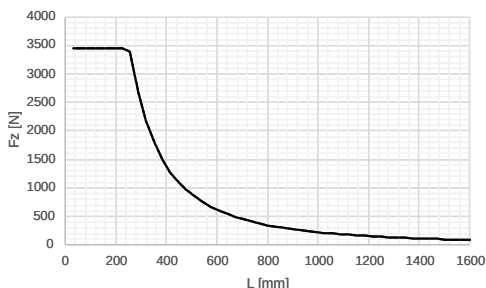
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	2,75
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	0,47
Massa carro <i>Carriage's mass</i>	[Kg]	1,35
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	125
Taglia cinghia <i>Belt's size</i>	[-]	16 AT 5
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	360
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	23
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	56

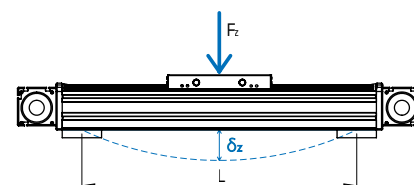
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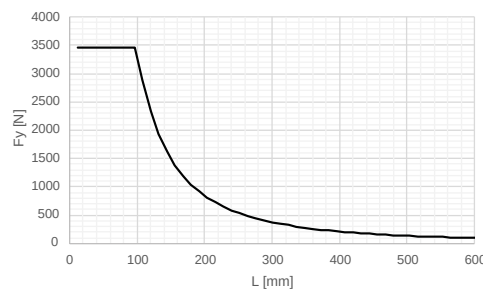
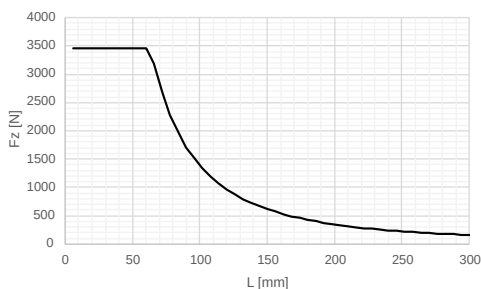
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



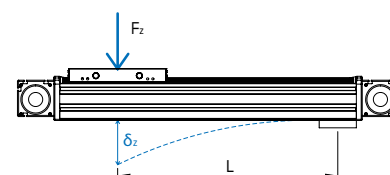
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

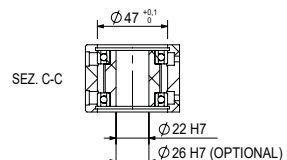
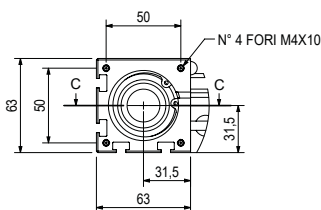
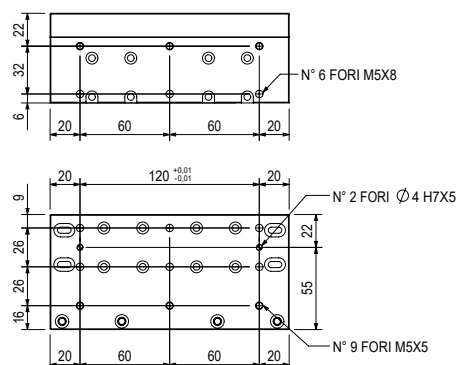
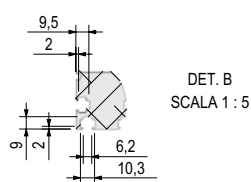
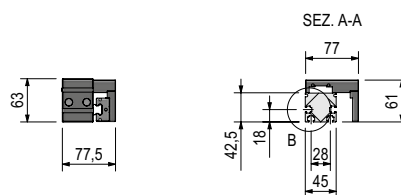
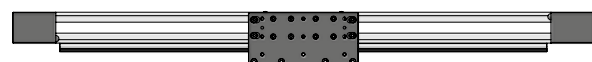
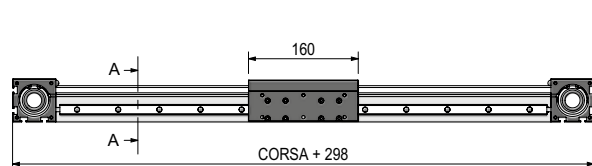


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

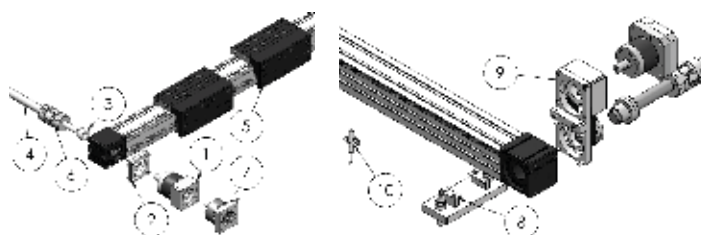


Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF20

Configurazioni puleggia
Pulley configurations

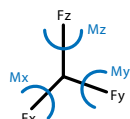
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
(1) Riduttore Gearbox	x	x	x
(2) Kit assiale Axial kit	x	x	x
(3) Calettatore Keyless Locking Device	x		x
(4) Albero di torsione Torsion shaft	x		x
(5) Carro aggiuntivo Additional carriage	x		x
(6) Giunto elastico Elastic coupling	x		
(7) Freno stazionamento Standing brake	x		
(8) Elemento fissaggio/tassello Fastening/plug	x	x	x
(9) Kit rinvio Transfer box	x	x	
(10) Supporto sensore/Camma Sensor bracket/Cam	x	x	x

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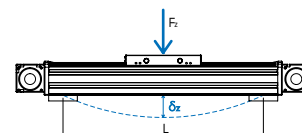
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MODELLO / MODEL
AMC045L0

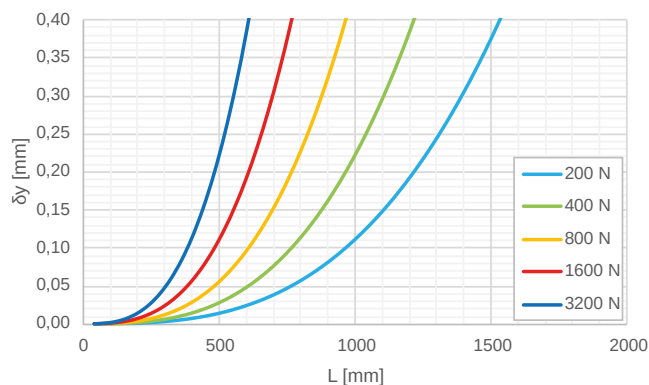
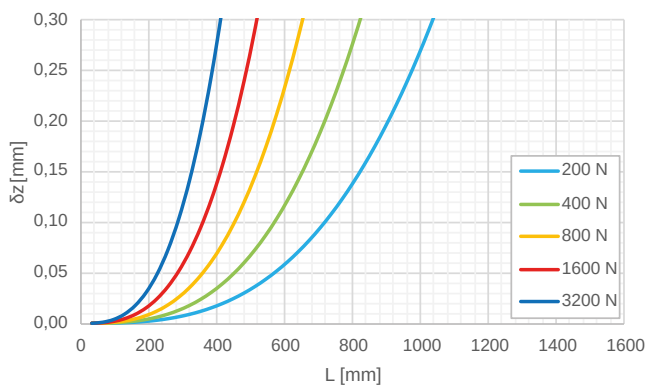


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

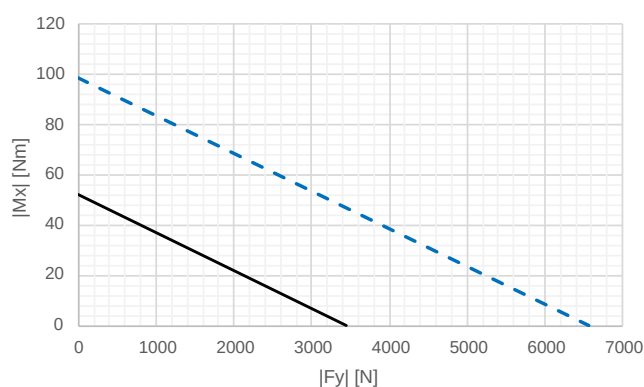
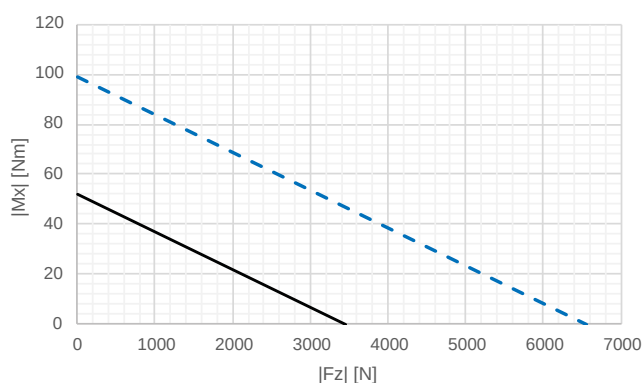
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



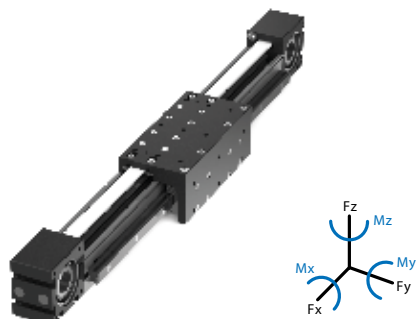
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

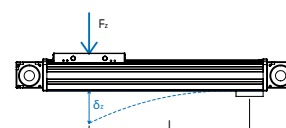
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

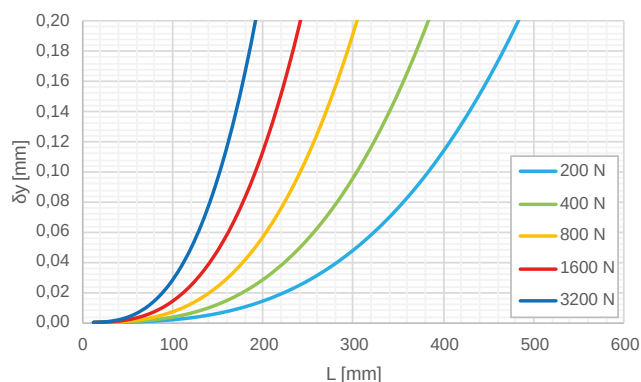
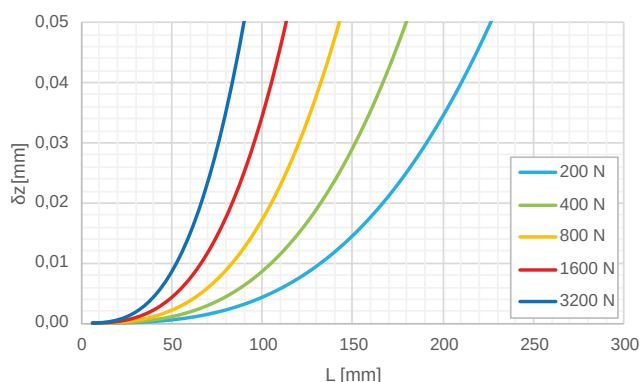
MODELLO / MODEL
AMC045LO



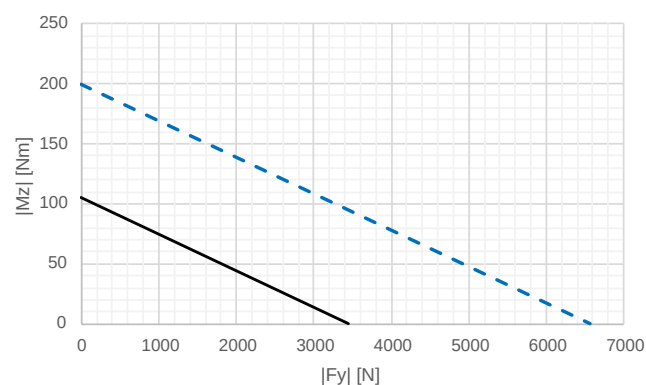
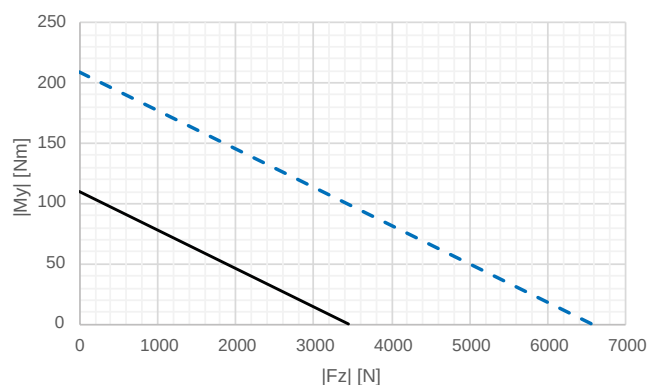
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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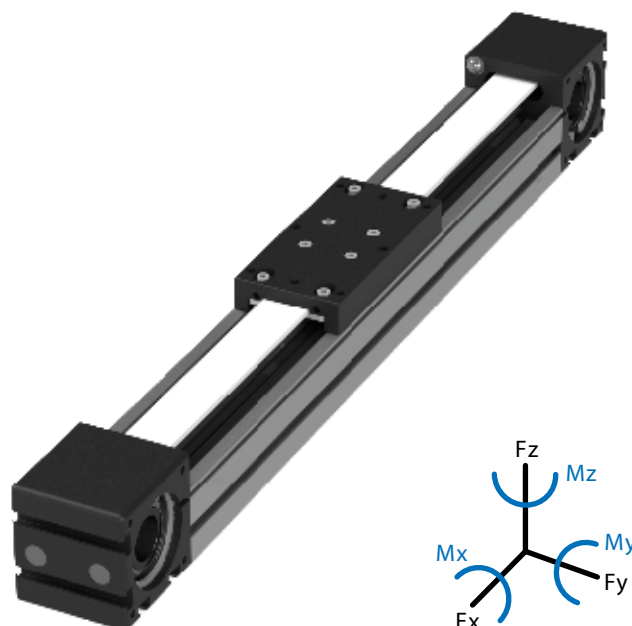
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MODELLO / MODEL
AMC060CM

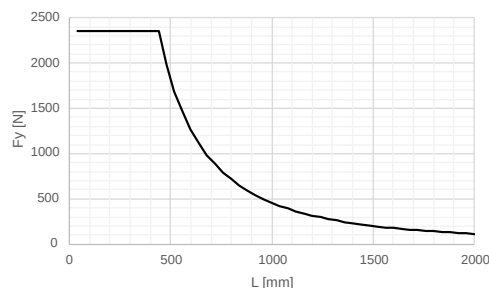
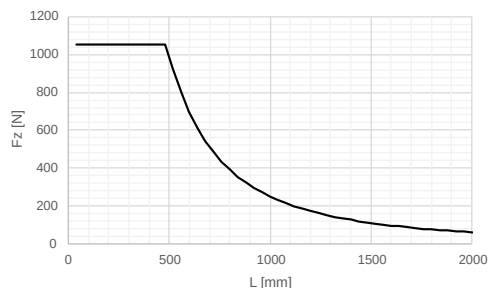
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	1,79
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	0,47
Massa carro <i>Carriage's mass</i>	[Kg]	0,5
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	125
Taglia cinghia <i>Belt's size</i>	[-]	25 AT 5
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	607
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	25
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	45

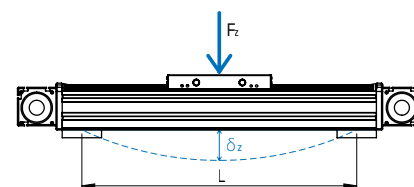
* I valori sono da considerarsi indicativi.
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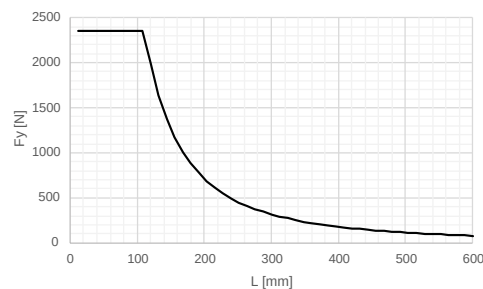
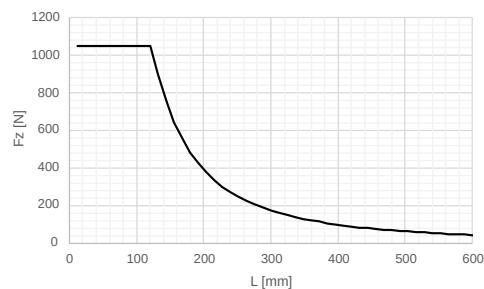
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



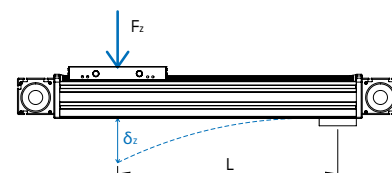
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



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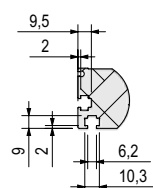
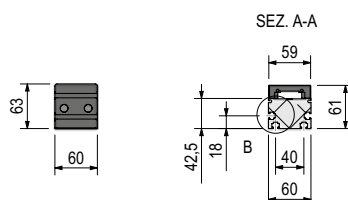
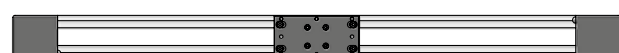
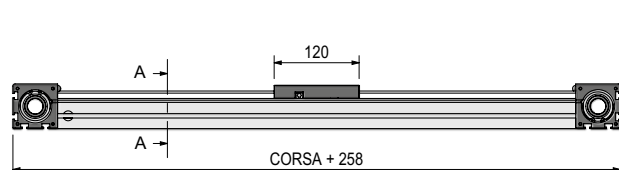


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Maximum load in an isostatic cantilever loaded condition.

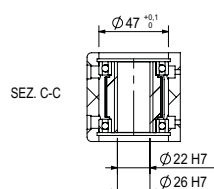
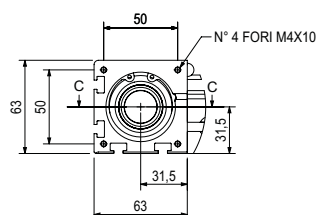
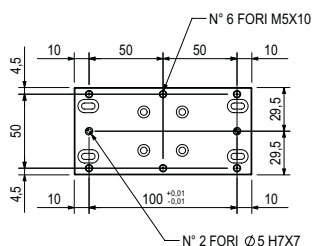


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DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



Tipologia interfaccia riduttore
Gearbox interface type
Kit IF20

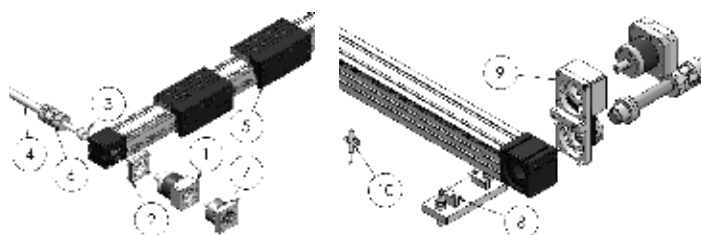
2 9

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

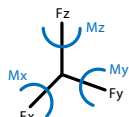
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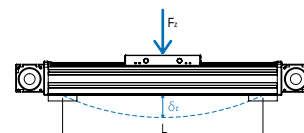
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MODELLO / MODEL
AMC060CM

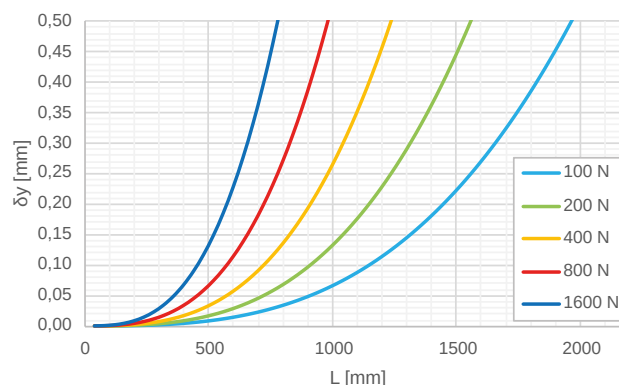
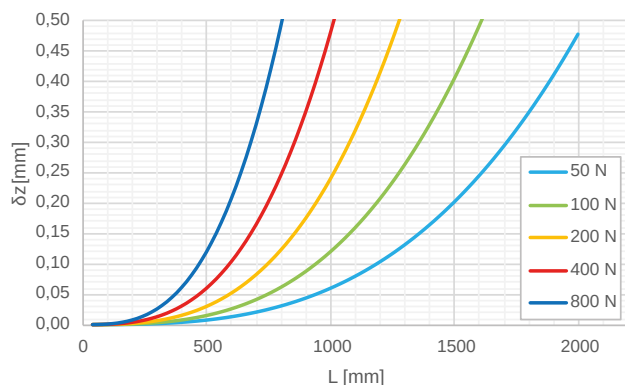


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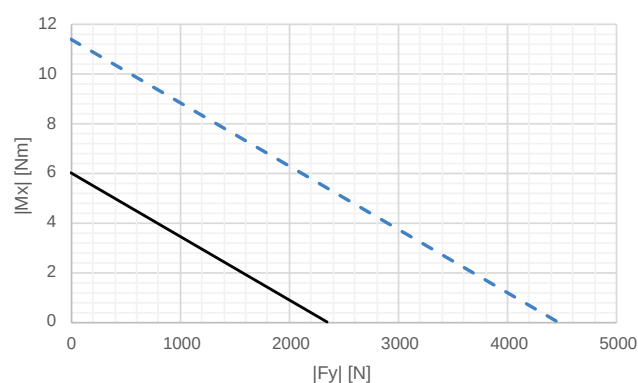
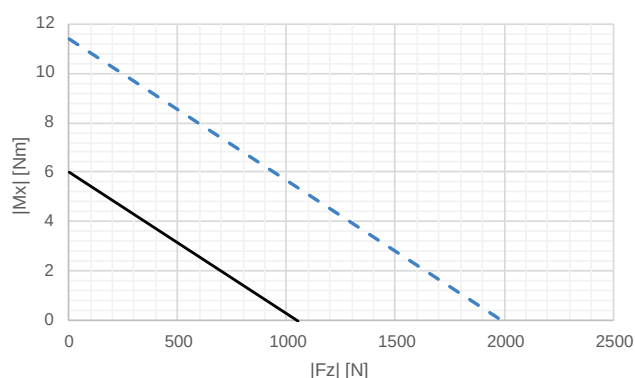
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

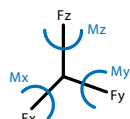


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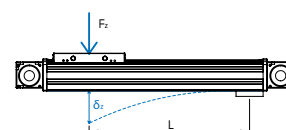
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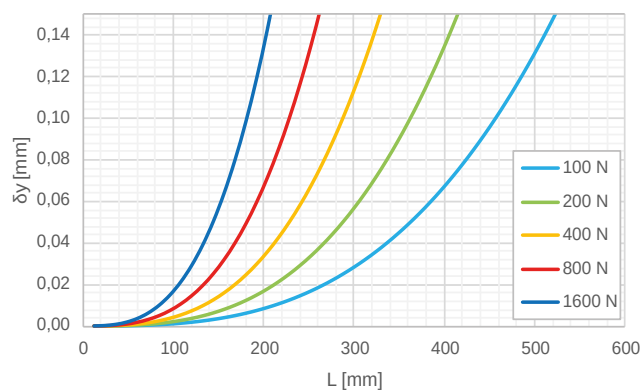
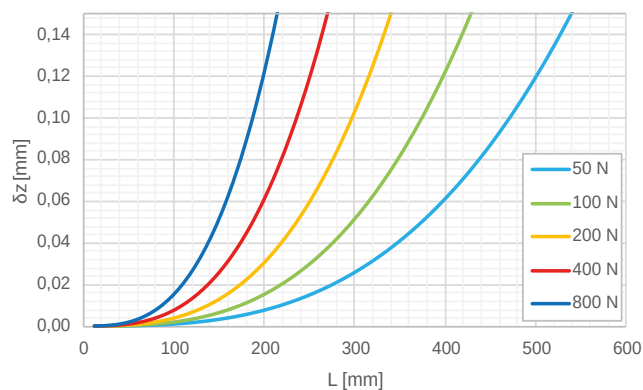
MODELLO / MODEL
AMC060CM



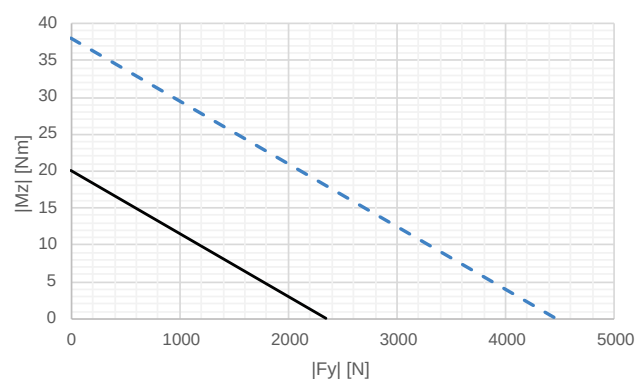
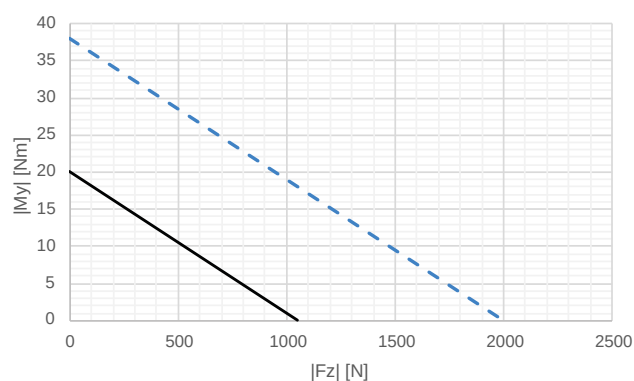
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



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MODELLO / MODEL

AMC060LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

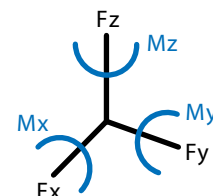
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	2,47
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,47
Massa carro Carriage's mass	[Kg]	0,89
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	25 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	607
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	25
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	45

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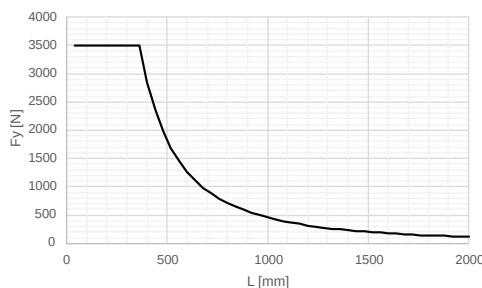
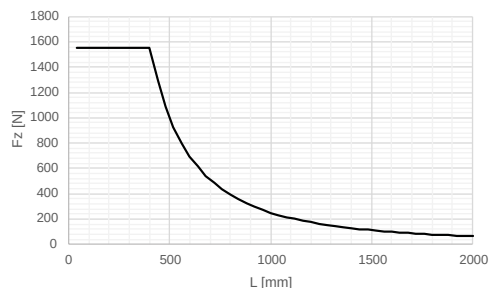
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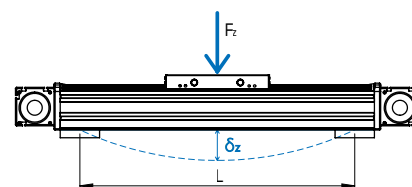


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

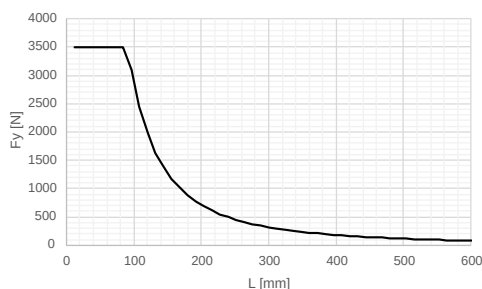
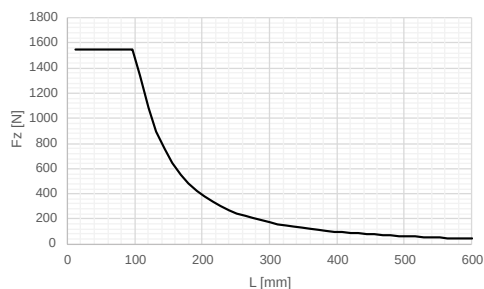


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

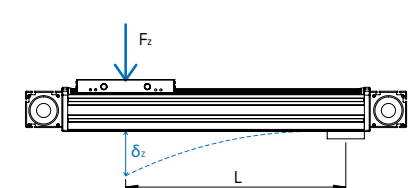


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



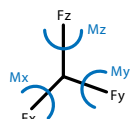
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



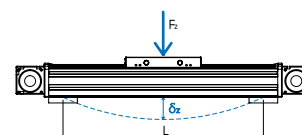
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MODELLO / MODEL
AMC060LM

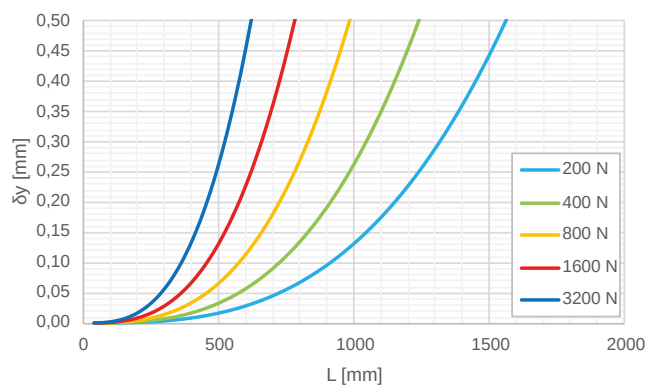
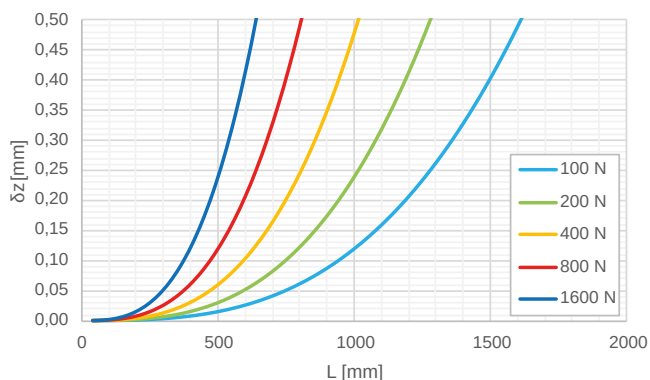


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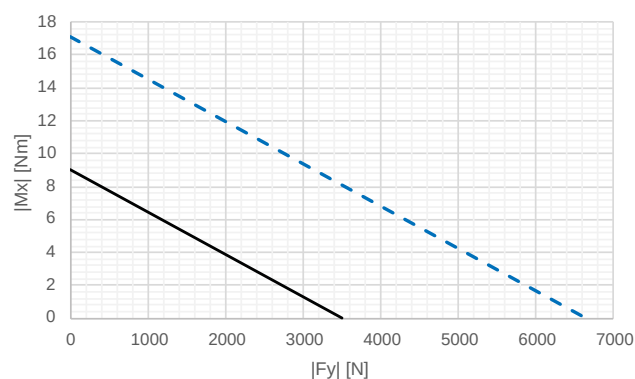
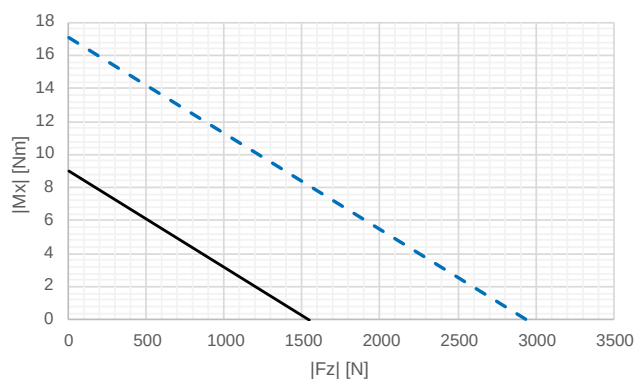
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DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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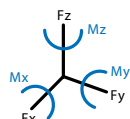
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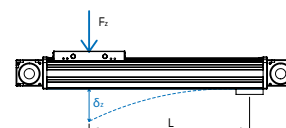
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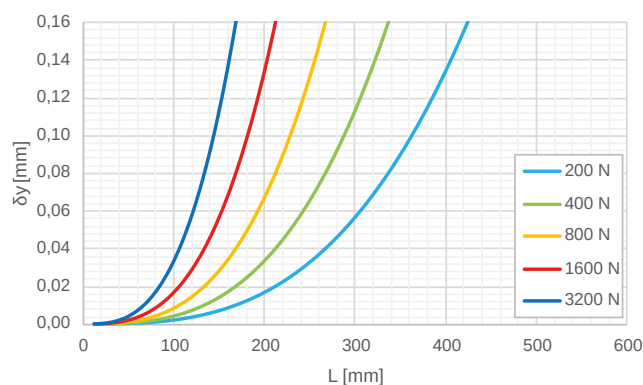
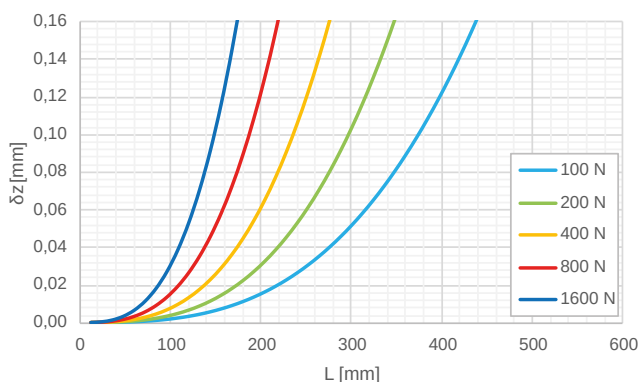
MODELLO / MODEL
AMC060LM



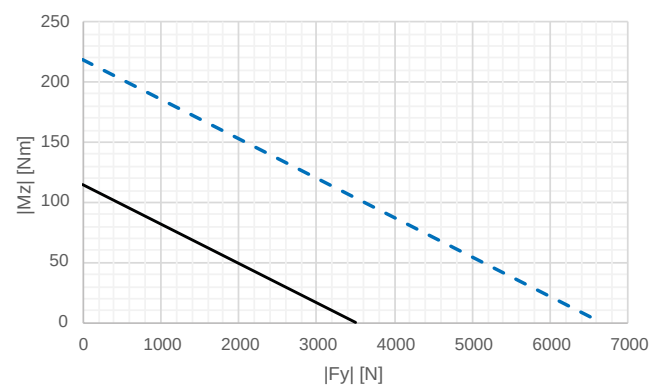
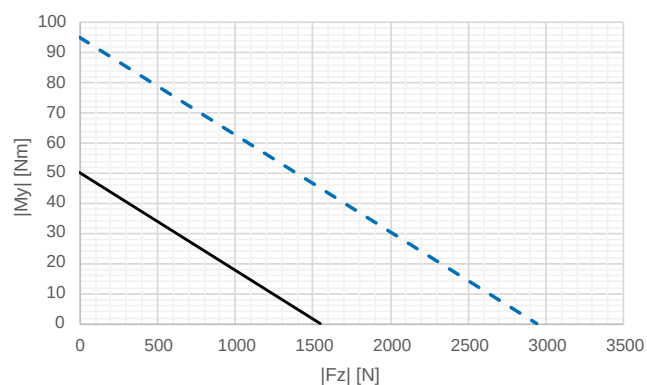
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

MODELLO / MODEL
AMC060C0

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

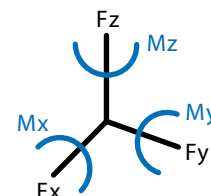
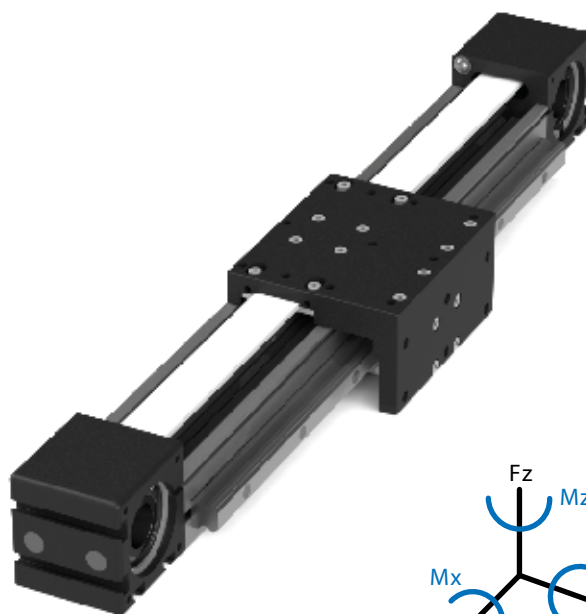
Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	3,02
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	0,7
Massa carro <i>Carriage's mass</i>	[Kg]	1,17
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	125
Taglia cinghia <i>Belt's size</i>	[-]	25 AT 5
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	607
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	28
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	109

* I valori sono da considerarsi indicativi.

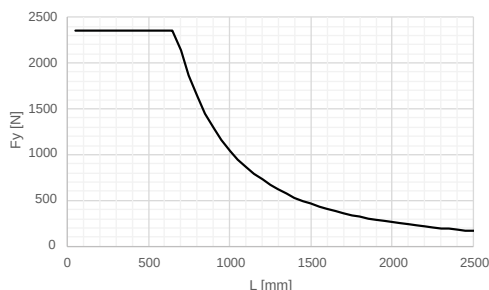
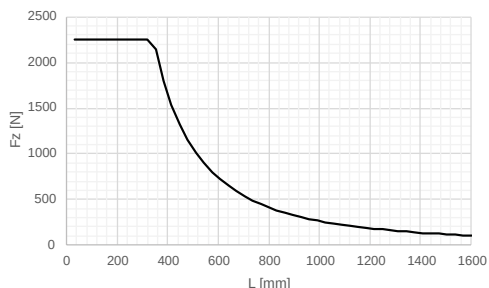
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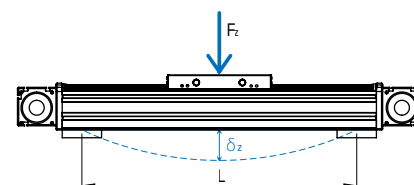


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

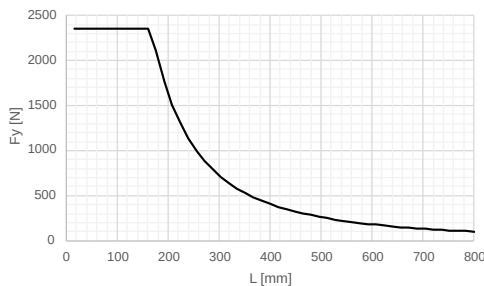
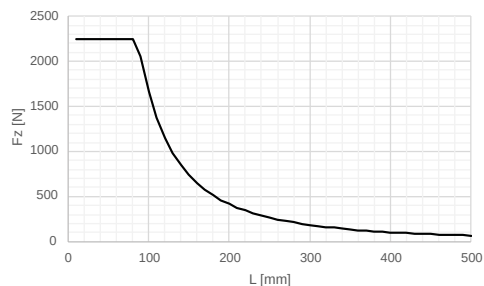


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

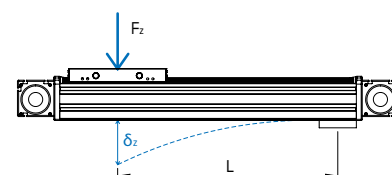


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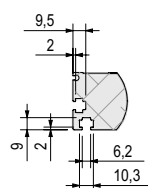
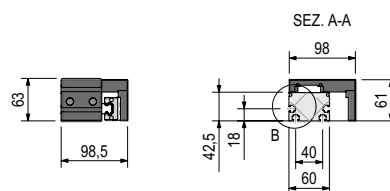
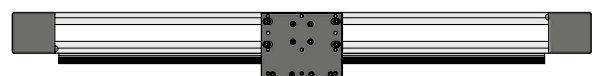
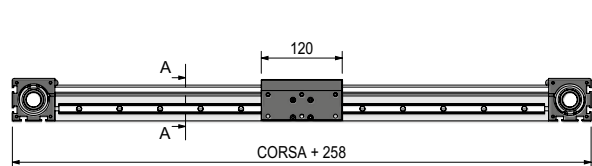
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Maximum load in an isostatic cantilever loaded condition.

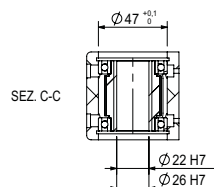
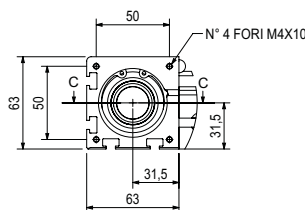
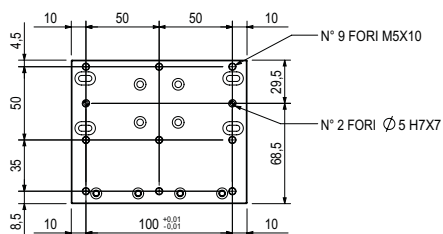
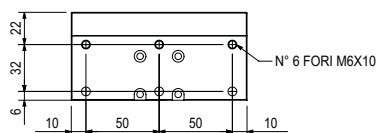


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



Tipologia interfaccia riduttore
Gearbox interface type
Kit IF20

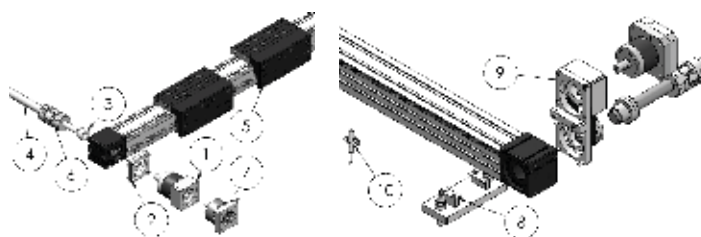
2 9

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

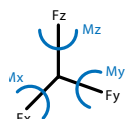
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



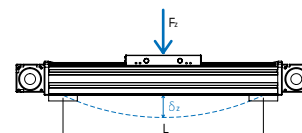
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC060C0

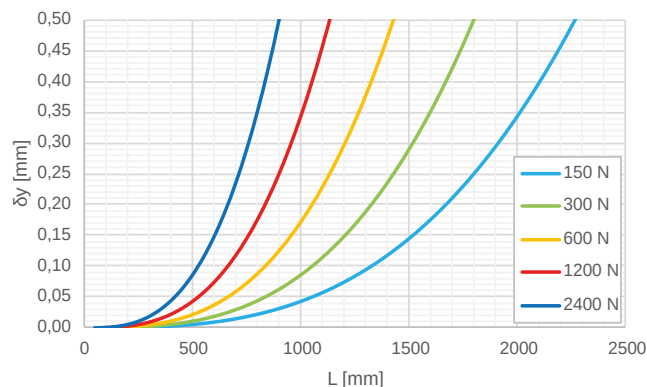
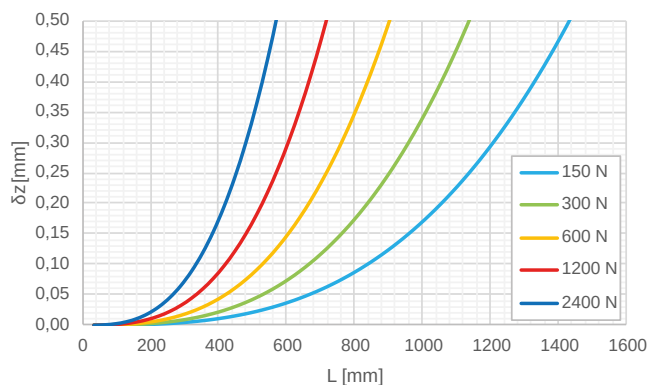


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

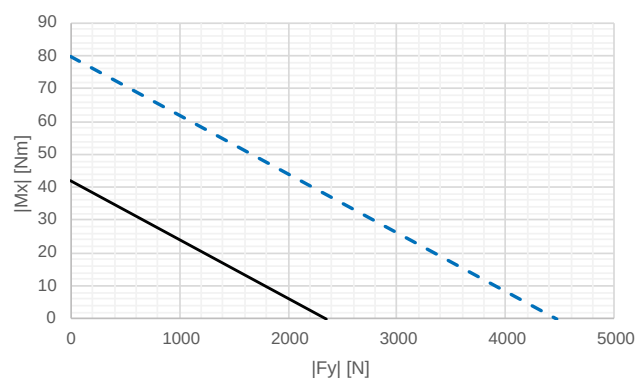
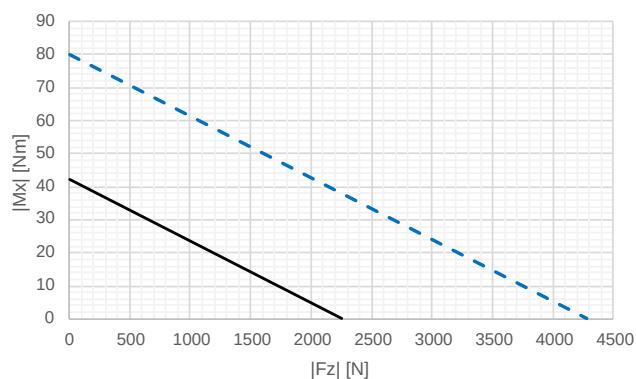
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



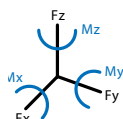
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Emergency stop max 100 times during service life.

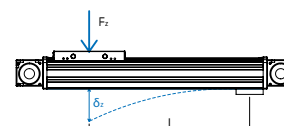
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

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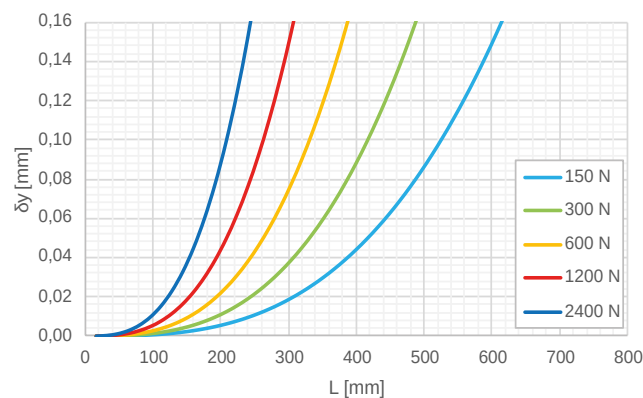
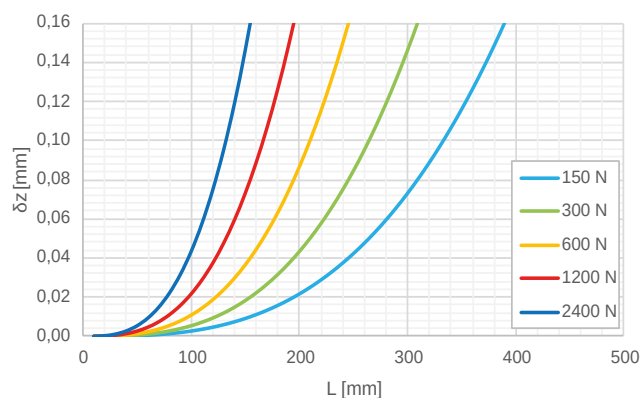
MODELLO / MODEL
AMC060C0



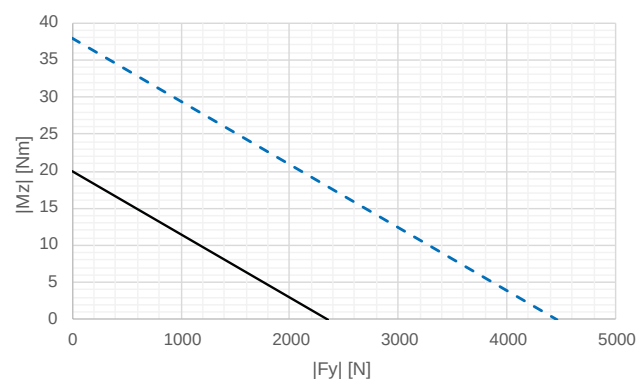
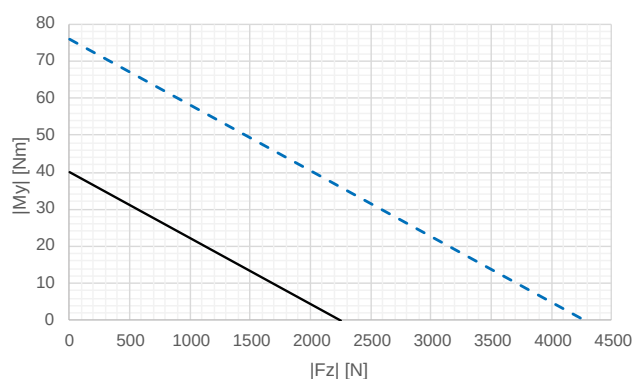
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DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



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MODELLO / MODEL
AMC060L0

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

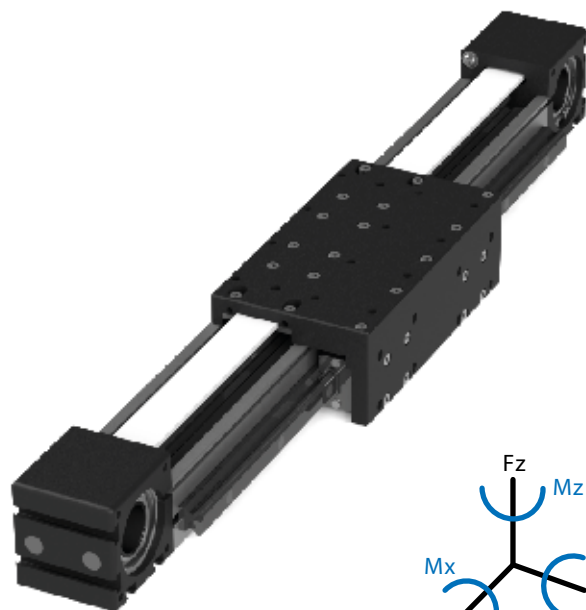
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	4,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,7
Massa carro Carriage's mass	[Kg]	2,1
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	25 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	607
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	28
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	109

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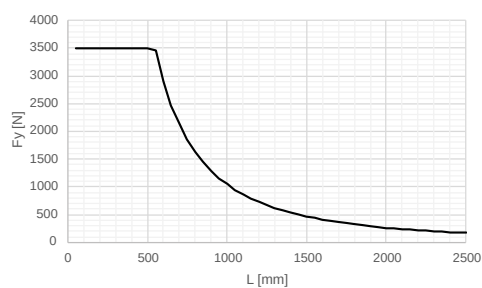
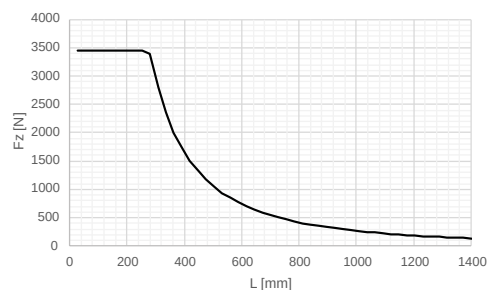
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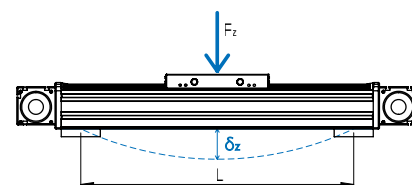


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

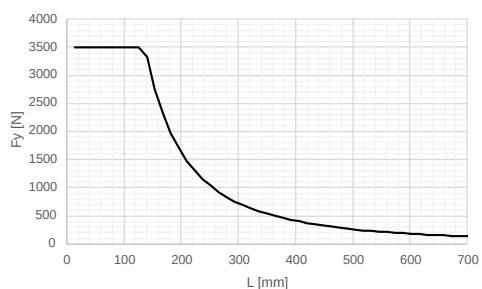
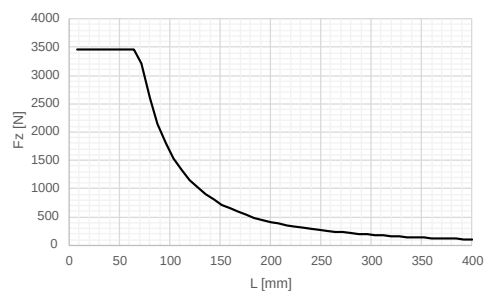


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

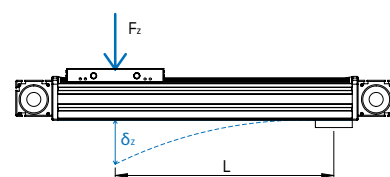


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Maximum load in an isostatic cantilever loaded condition.

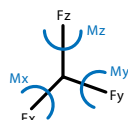


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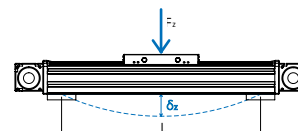
Limiti di carico massimo riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.

MODELLO / MODEL
AMC060L0

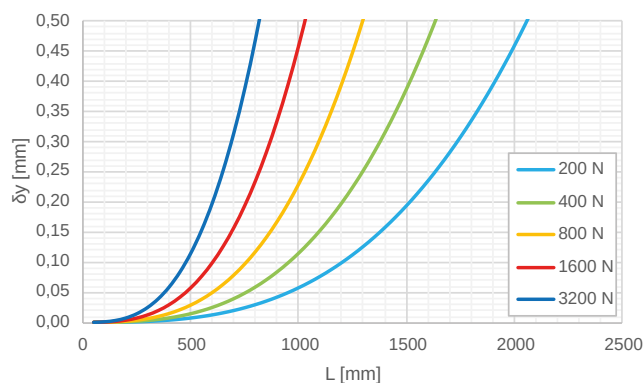
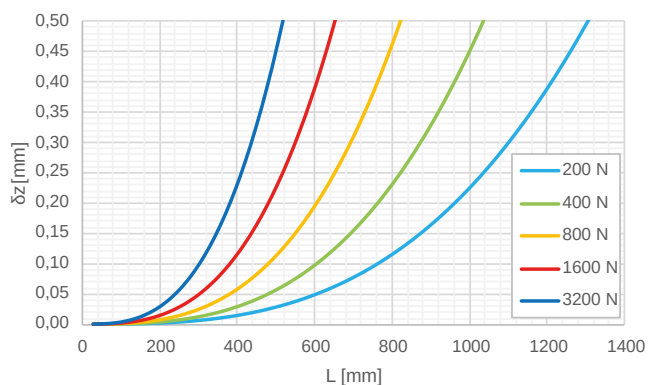


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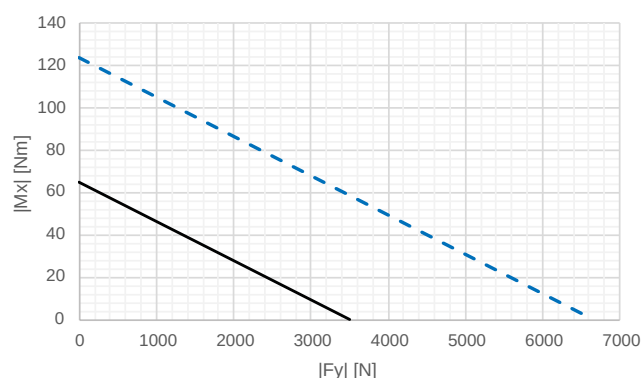
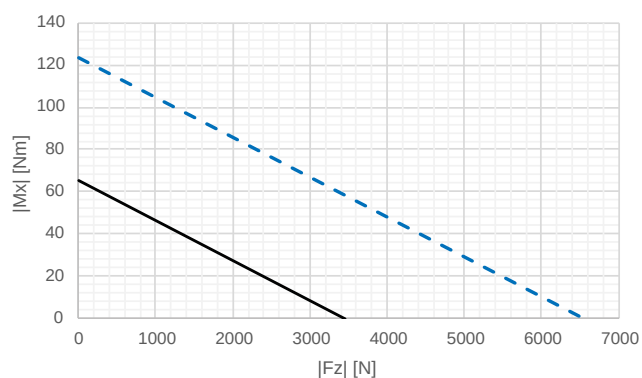
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DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



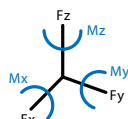
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Emergency stop max 100 times during service life.

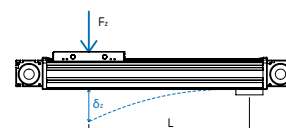
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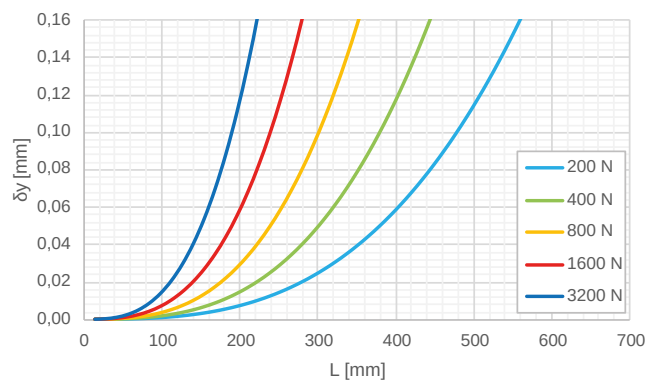
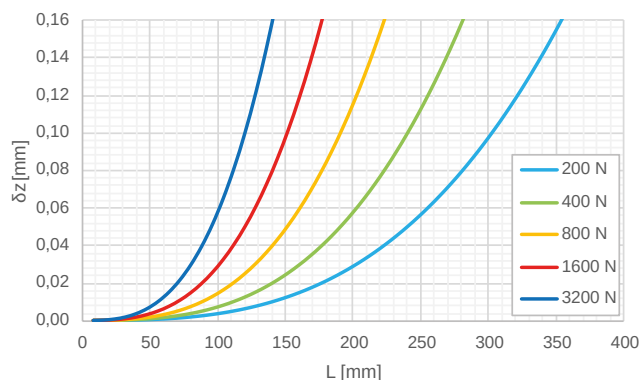
MODELLO / MODEL
AMC060L0



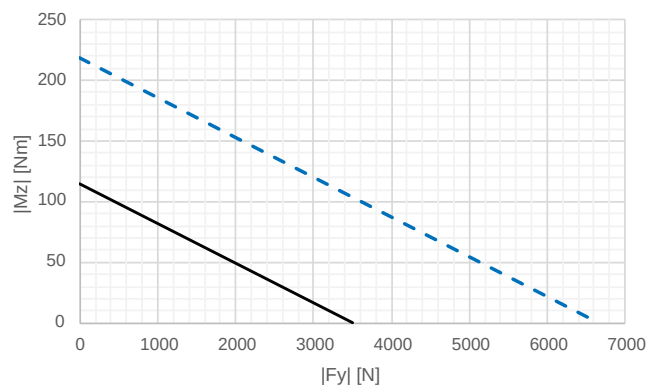
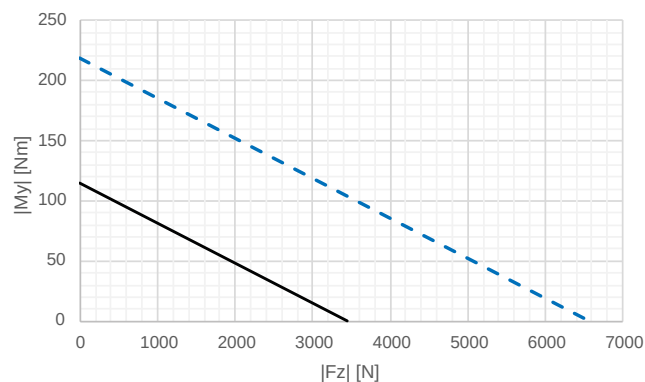
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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AMC **080** **CM** **00300** - **XXX** - **XX**

TIPO UNITÀ / MODEL

AMC Unità lineare a cinghia dentata
Belt driven linear unit

TAGLIA / SIZE

080 Profilo larghezza 40 mm
Profile width 40 mm

TIPOLOGIA CARRO / CARRIAGE TYPE

CM Carro corto monoguida
Short carriage with single guide rail

LM Carro lungo monoguida
Long carriage with single guide rail

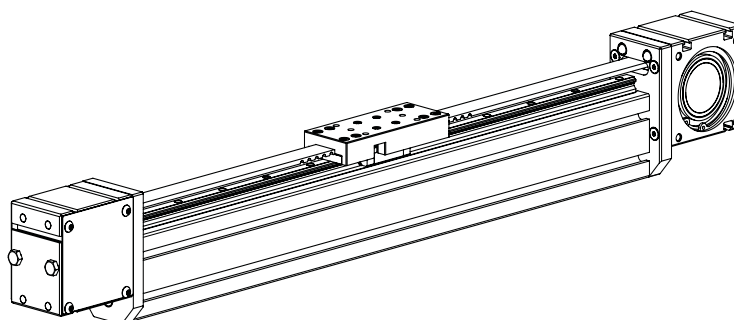
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)

TESTATA DESTRA (vedi versione testata) / **RIGHT HEAD** (view head version)

TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE

A Configurazione standard
Standard configuration

C Configurazione personalizzata
Custom configuration



TESTATA DESTRA / RIGHT HEAD

F47 Testata destra con foro passante Ø 47 mm
Right head with hole Ø 47 mm

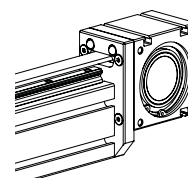
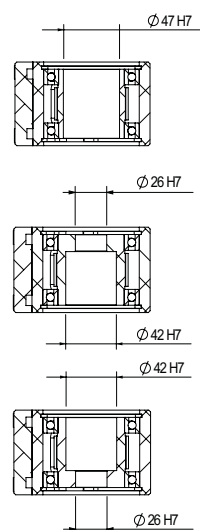
D42 Testata destra con foro Ø 42 mm a destra
Right head with hole Ø 42 mm on the right

S42 Testata destra con foro Ø 42 mm a destra
Right head with hole Ø 42 mm on the right

F47

D42

S42



MODELLO / MODEL
AMC080CM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

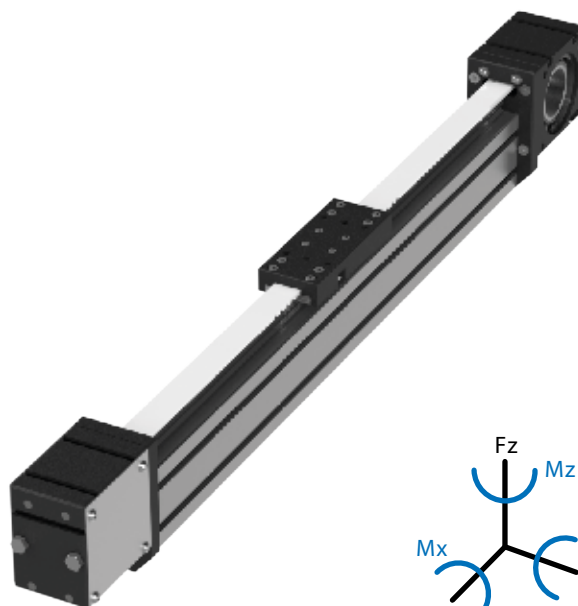
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	4,1
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,4
Massa carro Carriage's mass	[Kg]	0,45
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	200
Taglia cinghia Belt's size	[-]	25 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1347
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	137
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	17

* I valori sono da considerarsi indicativi.

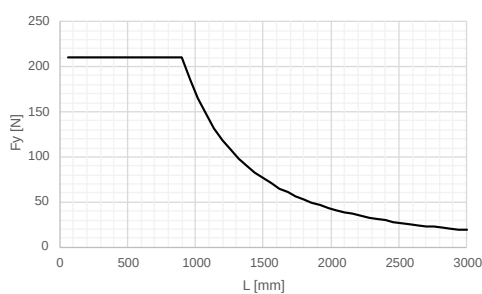
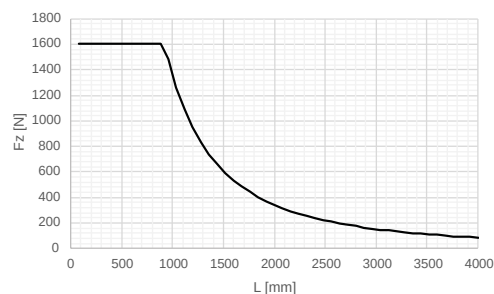
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

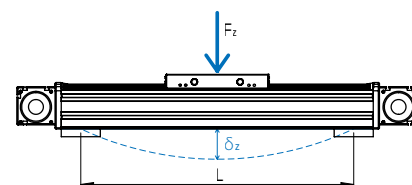


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

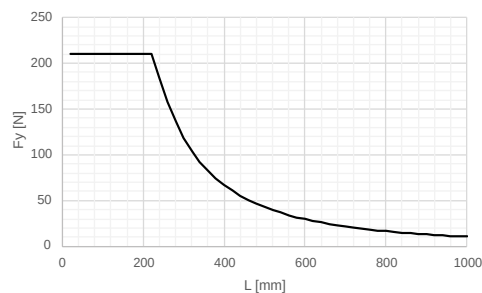
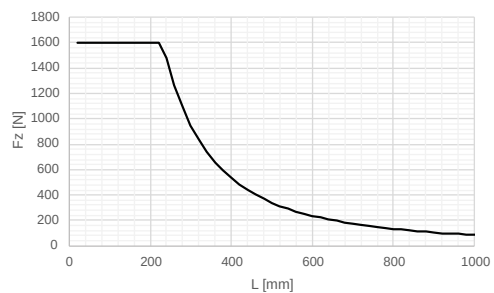


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

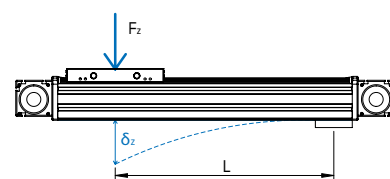


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



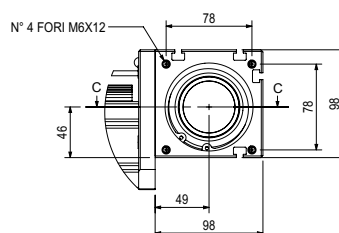
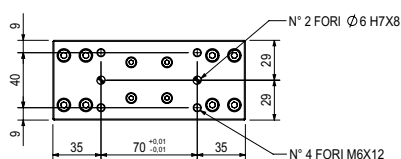
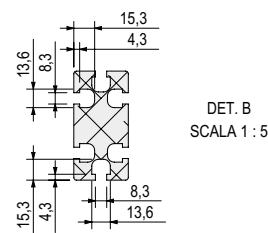
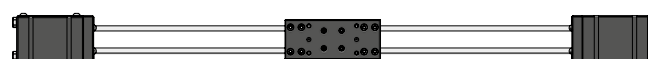
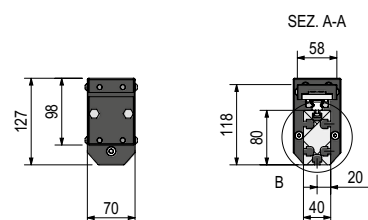
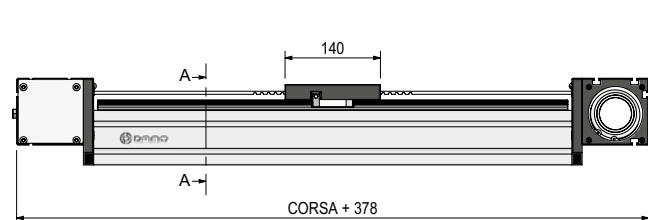
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.

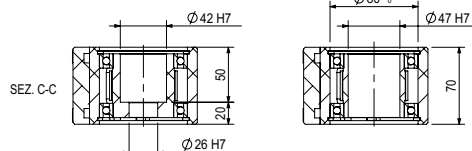


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



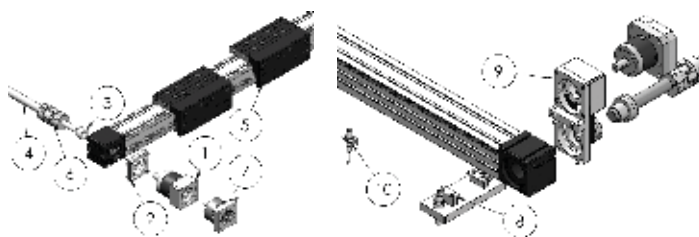
Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF20



Configurazioni puleggia
Pulley configurations

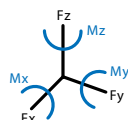
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



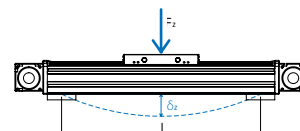
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC080CM

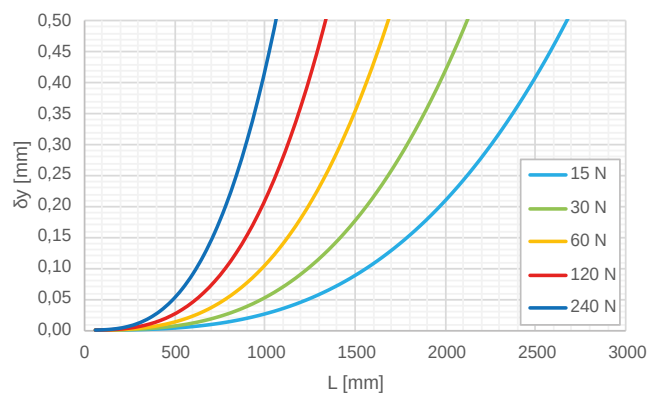
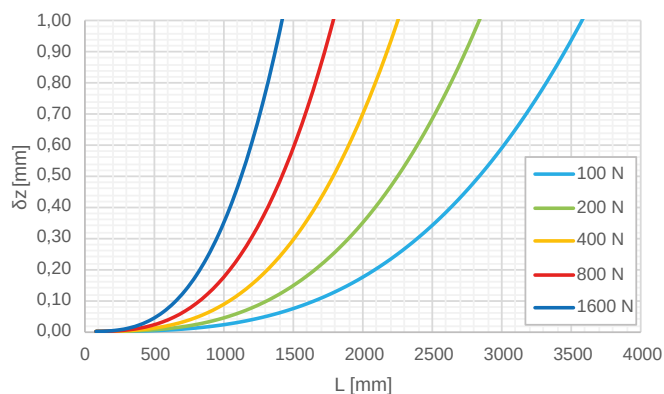


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

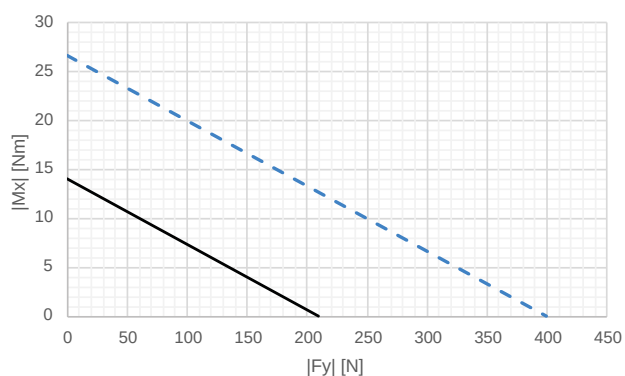
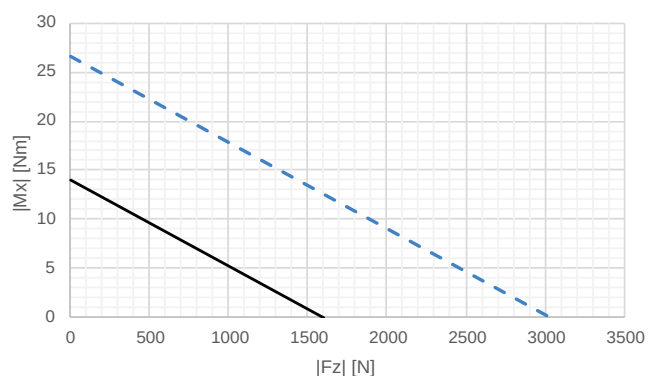
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

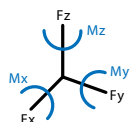


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

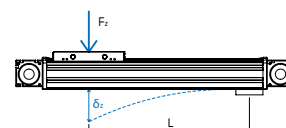
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

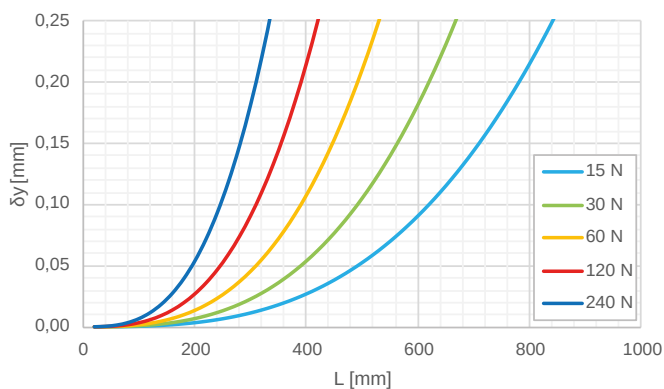
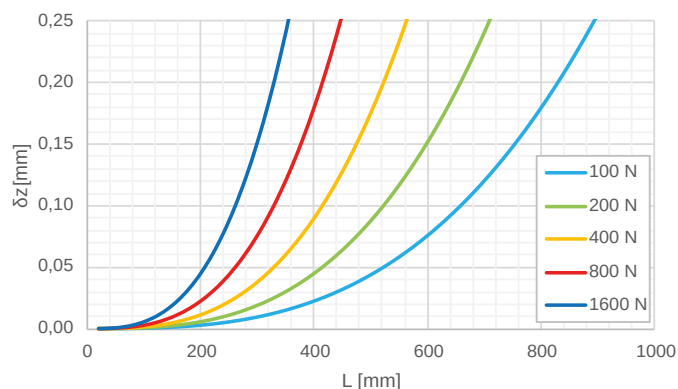
MODELLO / MODEL
AMC080CM



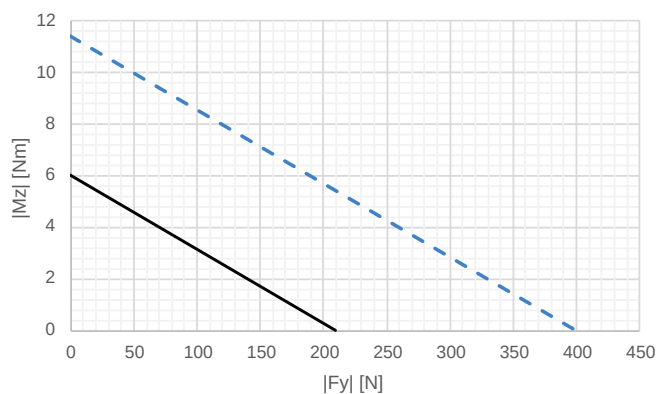
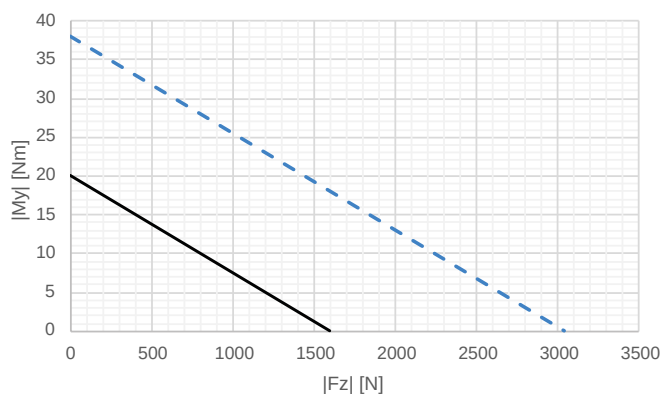
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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Emergency stop max 100 times during service life.

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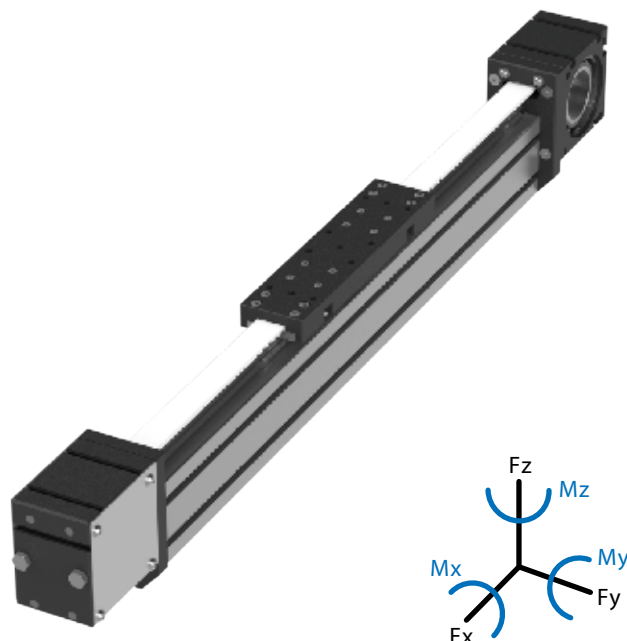
In case of combined stress contact our technical department.

MODELLO / MODEL
AMC080LM

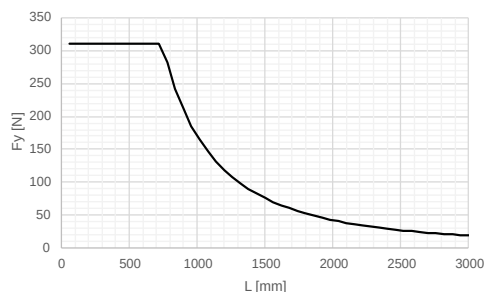
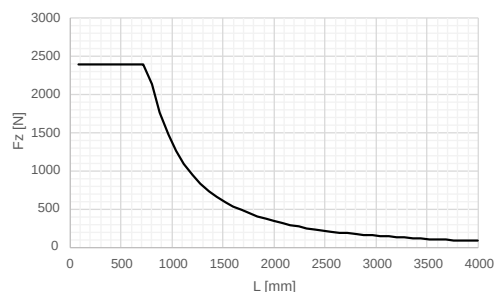
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	5,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,4
Massa carro Carriage's mass	[Kg]	0,63
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	200
Taglia cinghia Belt's size	[-]	25 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1347
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	137
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	17

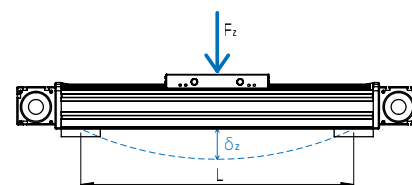
* I valori sono da considerarsi indicativi.
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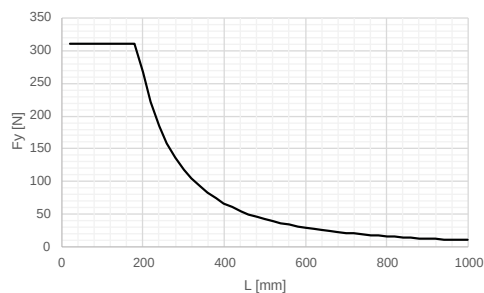
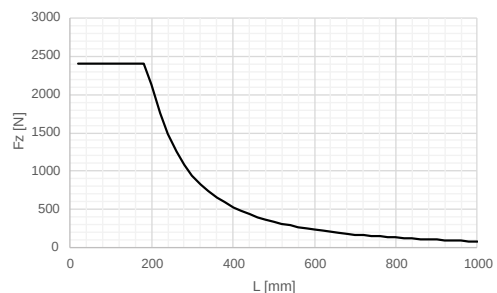
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



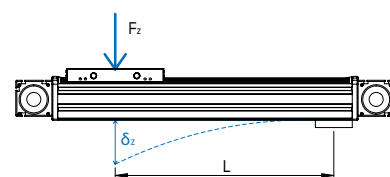
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

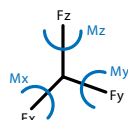


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



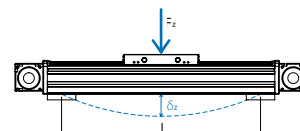
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MODELLO / MODEL
AMC080LM

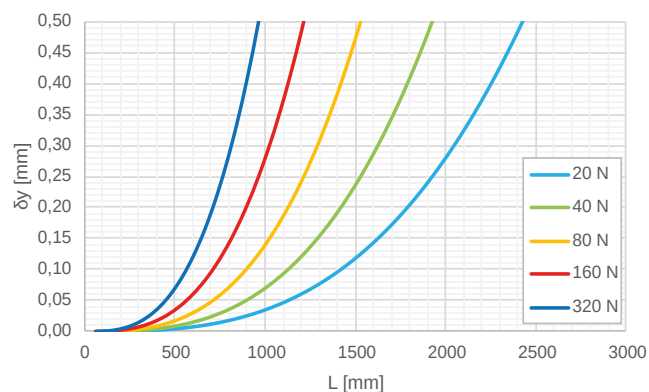
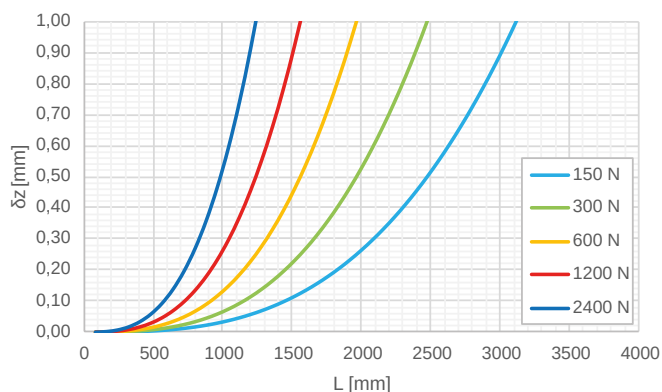


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

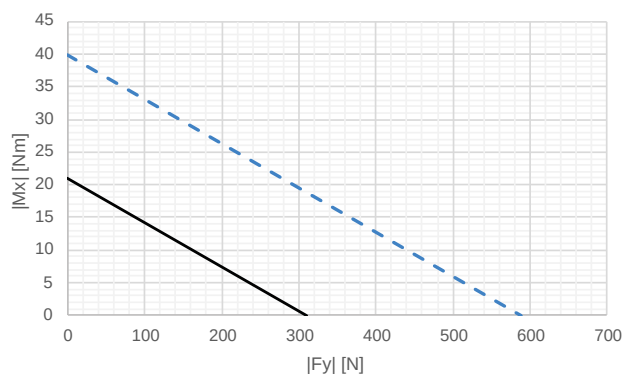
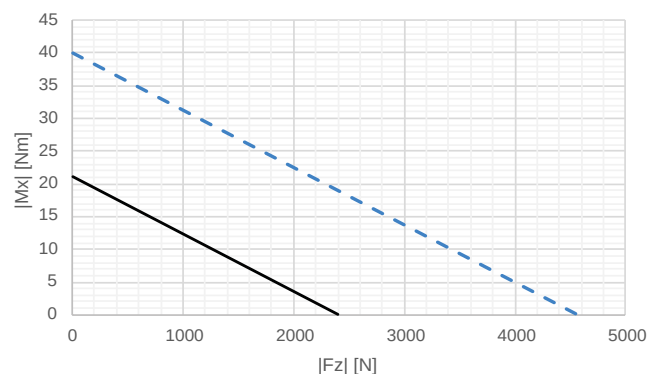
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

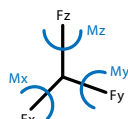


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

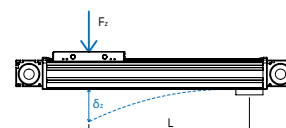
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

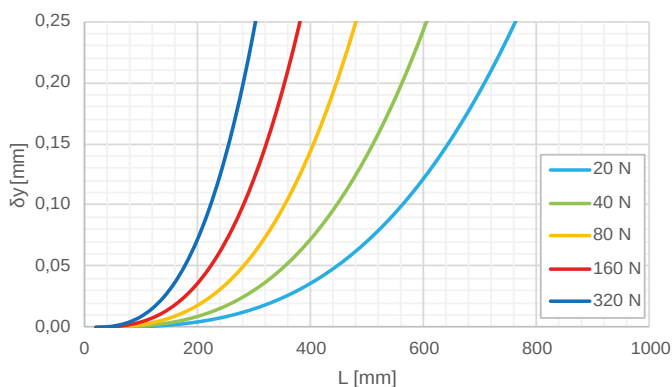
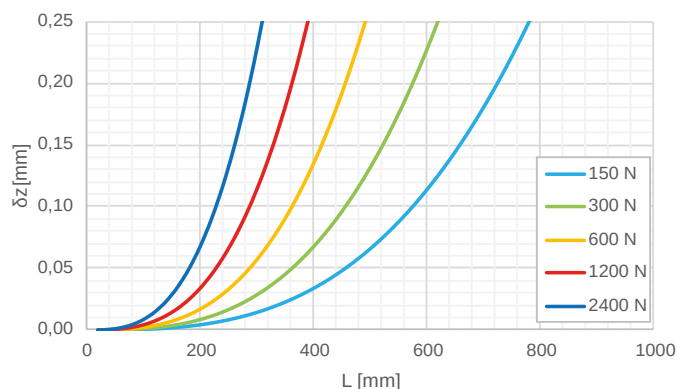
MODELLO / MODEL
AMC080LM



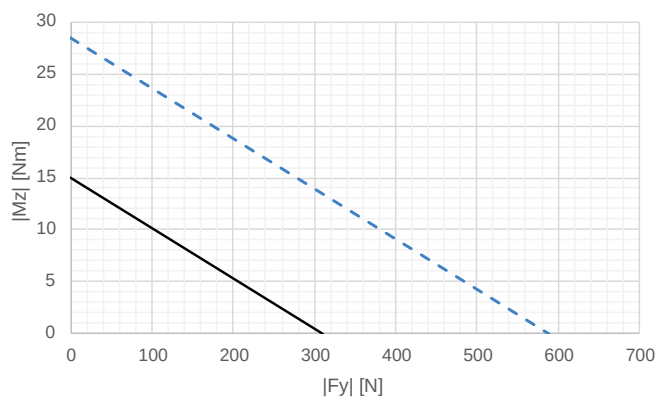
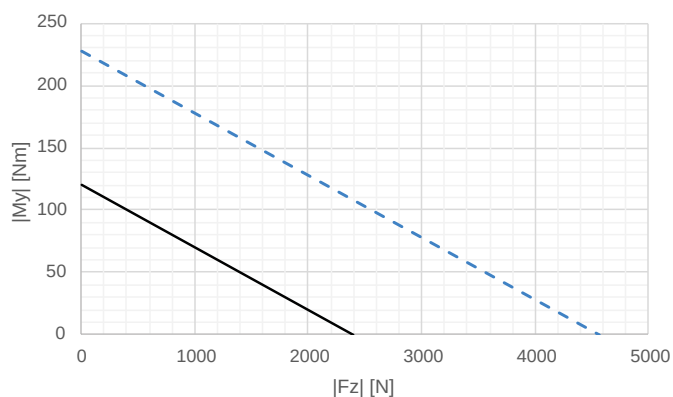
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

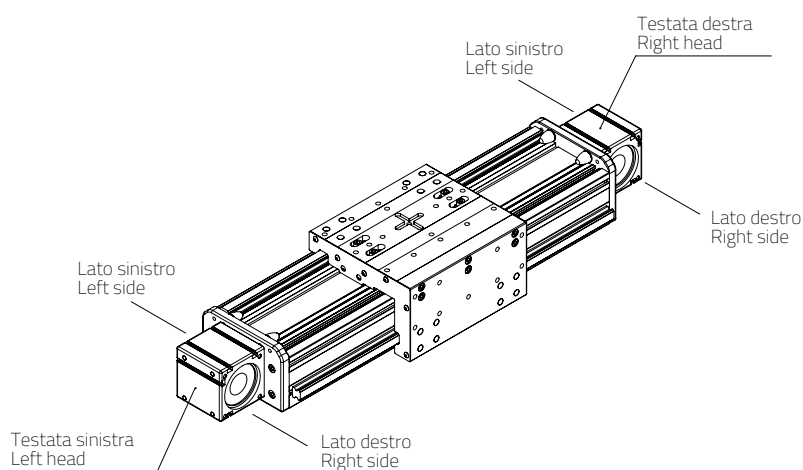


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Emergency stop max 100 times during service life.

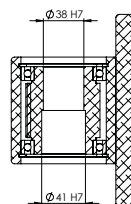
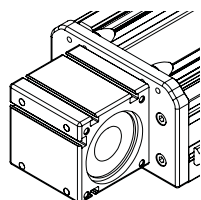
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

		AMC	120	CB	0800	-	XXX	-	XXX	-	XX	
TIPO UNITÀ / MODEL												
AMC	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>											
TAGLIA / SIZE												
120	Profilo larghezza 120 mm <i>Profile width 120 mm</i>											
180	Profilo larghezza 180 mm <i>Profile width 180 mm</i>											
TIPOLOGIA CARRO / CARRIAGE TYPE												
CB	Carro corto biguida <i>Short carriage with dual guide rail</i>											
LB	Carro lungo biguida <i>Long carriage with dual guide rail</i>											
LO	Carro lungo biguida ortogonale (disponibile solo per AMC 180) <i>Long carriage with orthogonal dual guide rail (available only for AMC180)</i>											
LL	Carro lungo guide laterali (disponibile solo per AMC 180) <i>Long carriage with lateral dual guide rail (available only for AMC180)</i>											
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)												
TESTATA SINISTRA (vedi versione testata) / LEFT HEAD (view head version)												
TESTATA DESTRA (vedi versione testata) / RIGHT HEAD (view head version)												
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE												
A	Configurazione standard <i>Standard configuration</i>											
C	Configurazione personalizzata <i>Custom configuration</i>											

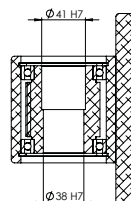




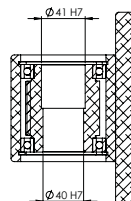
VERSIONE TESTATA / HEAD VERSION



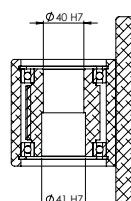
D41



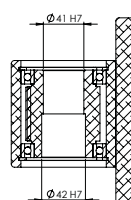
S41



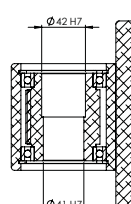
D40



S40



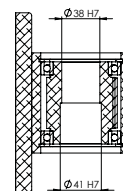
D42



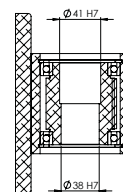
S42

TESTATA SINISTRA / LEFT HEAD

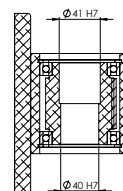
D41	Testata sinistra con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Left head with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Testata sinistra con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Left head with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Testata sinistra con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Left head with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Testata sinistra con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Left head with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Testata sinistra con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Left head with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Testata sinistra con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Left head with hole Ø 42 mm on the left and Ø 41 mm on the right</i>



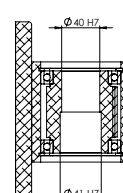
D41



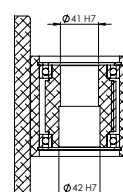
S41



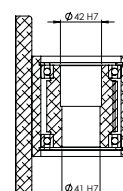
D40



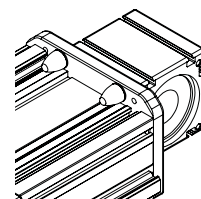
S40



D42



S42



TESTATA DESTRA / RIGHT HEAD

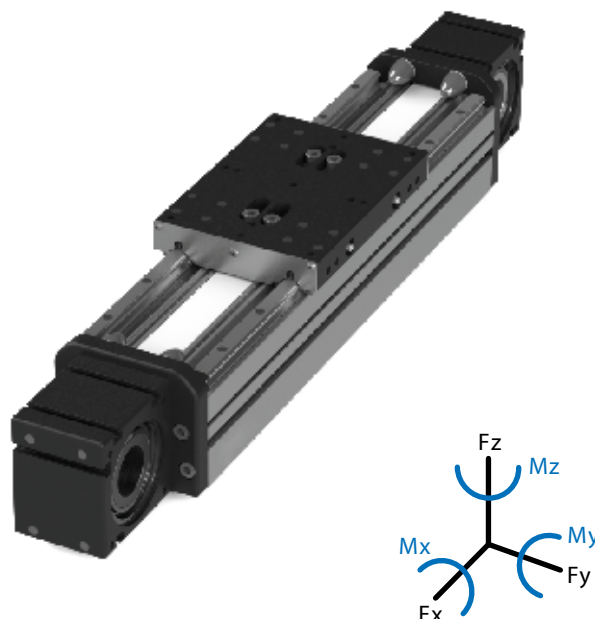
D41	Testata destra con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Right head with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Testata destra con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Right head with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Testata destra con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Right head with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Testata destra con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Right head with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Testata destra con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Right head with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Testata destra con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Right head with hole Ø 42 mm on the left and Ø 41 mm on the right</i>

MODELLO / MODEL
AMC120CB

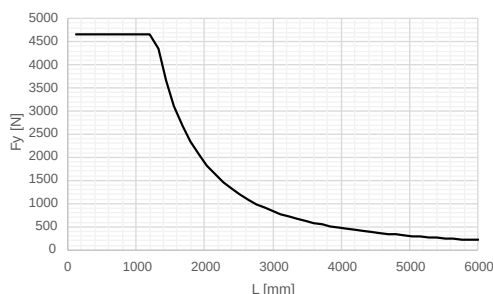
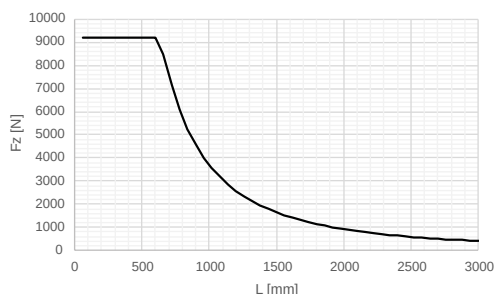
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	9,2
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,05
Massa carro <i>Carriage's mass</i>	[Kg]	2,5
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	220
Taglia cinghia <i>Belt's size</i>	[-]	32 AT 10
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	1740
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	381
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	787

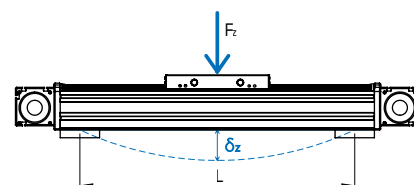
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
*Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.*



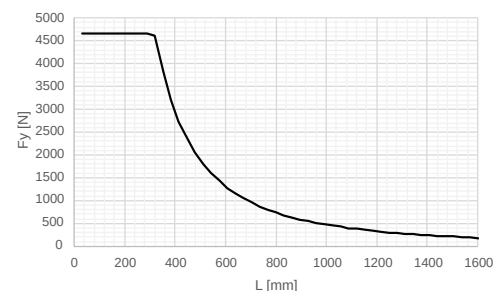
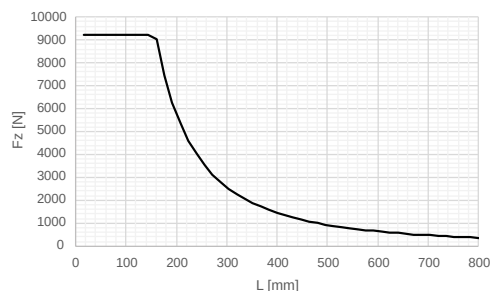
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



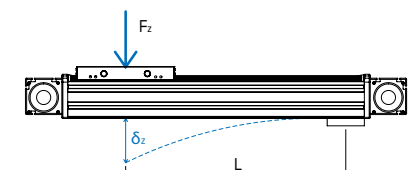
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

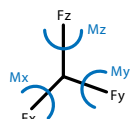


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



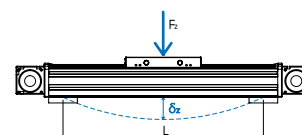
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AMC120CB

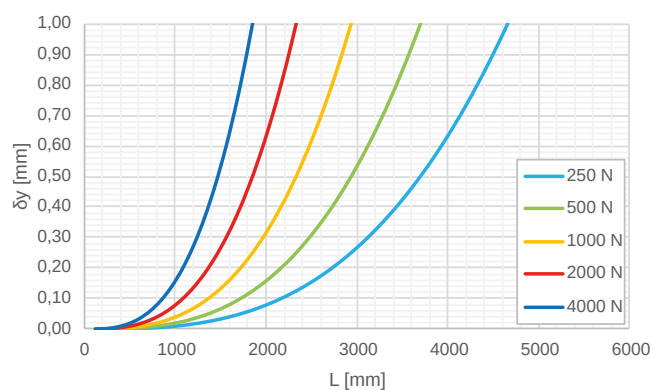
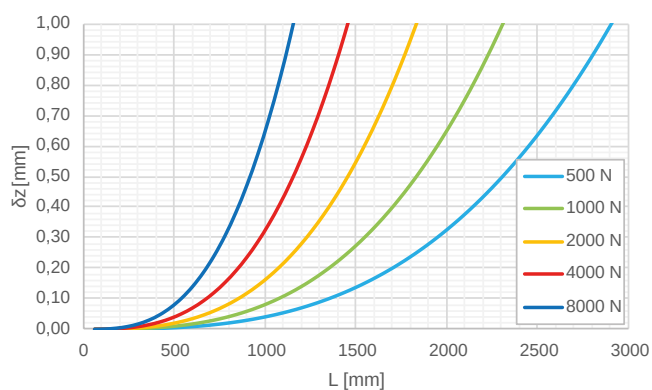


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

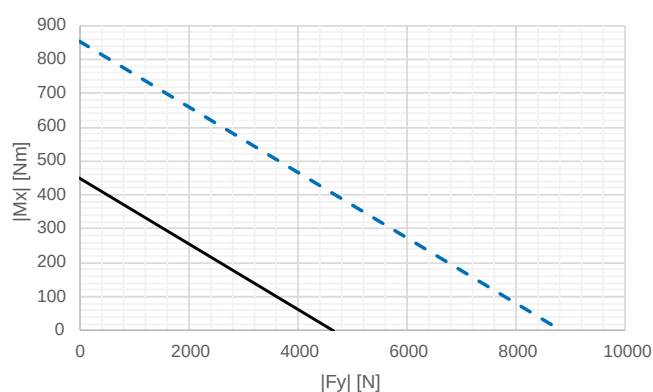
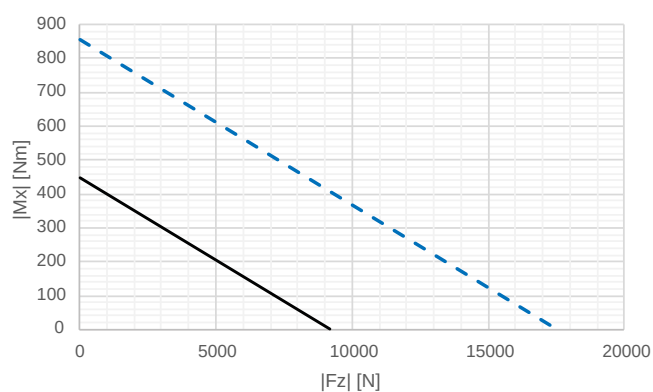
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

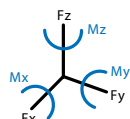
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

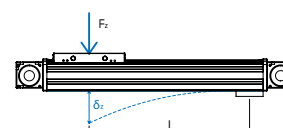
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

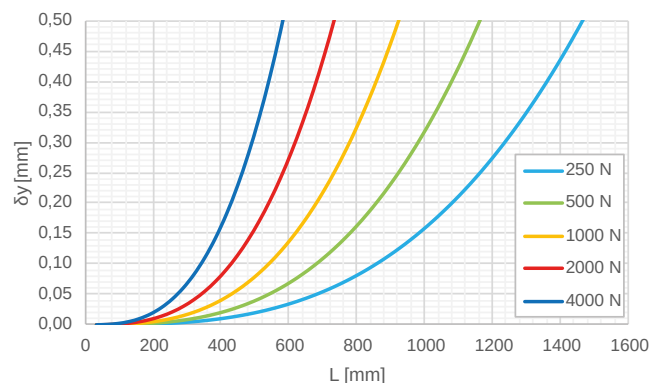
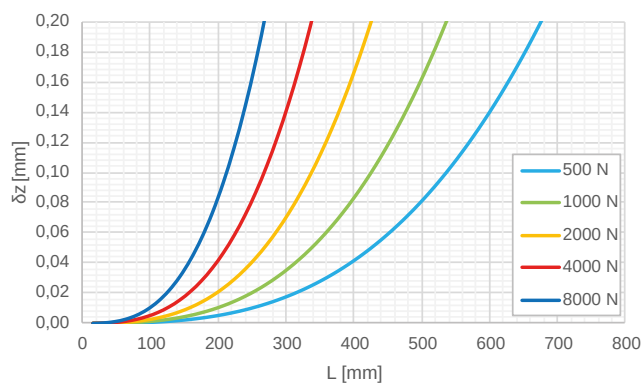
MODELLO / MODEL
AMC120CB



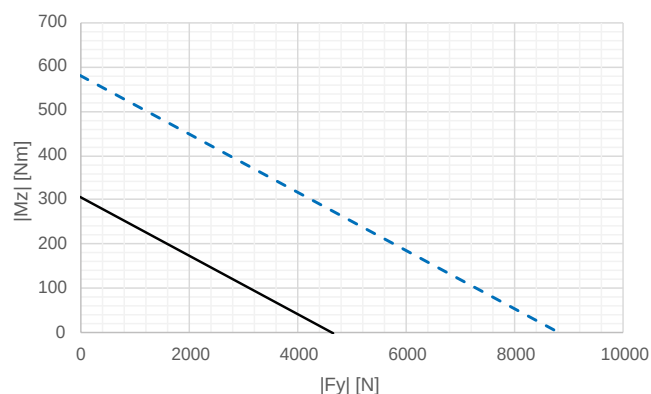
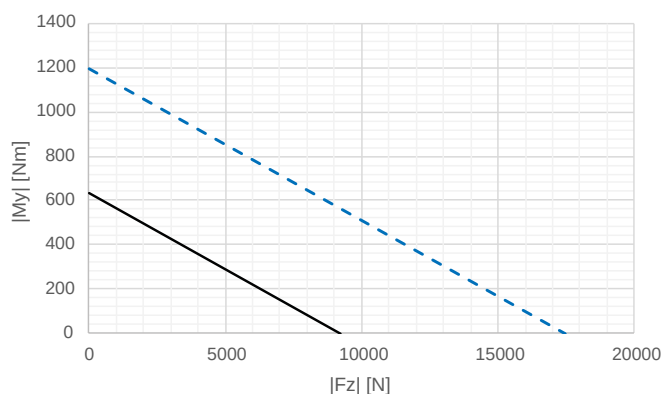
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

MODELLO / MODEL

AMC120LB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

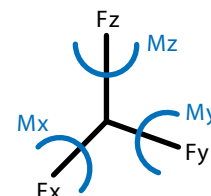
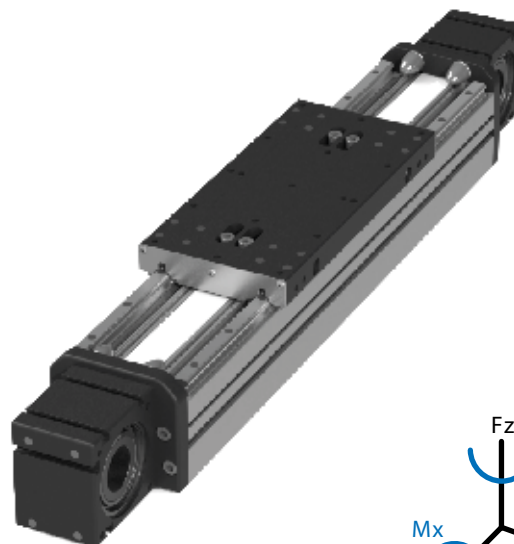
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	10,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,05
Massa carro Carriage's mass	[Kg]	3,15
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	381
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	787

* I valori sono da considerarsi indicativi.

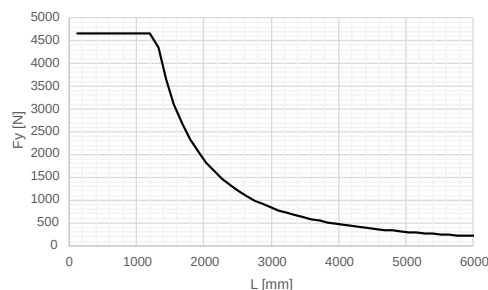
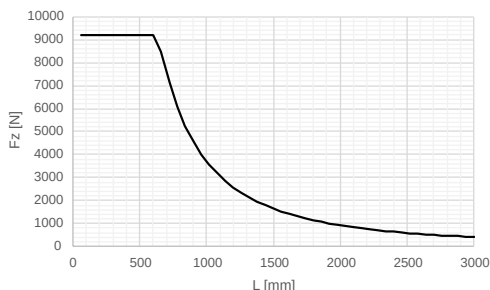
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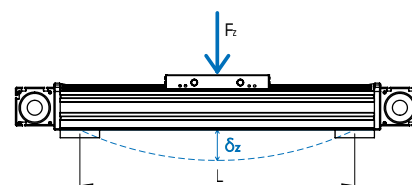


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

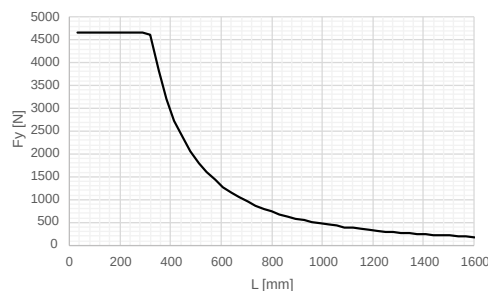
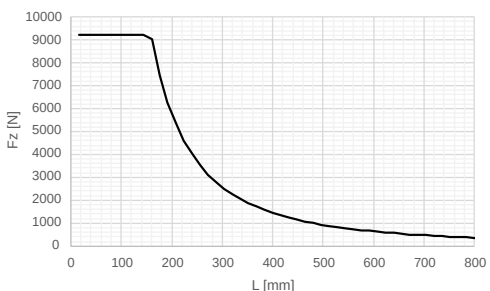


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

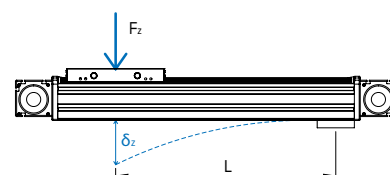


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



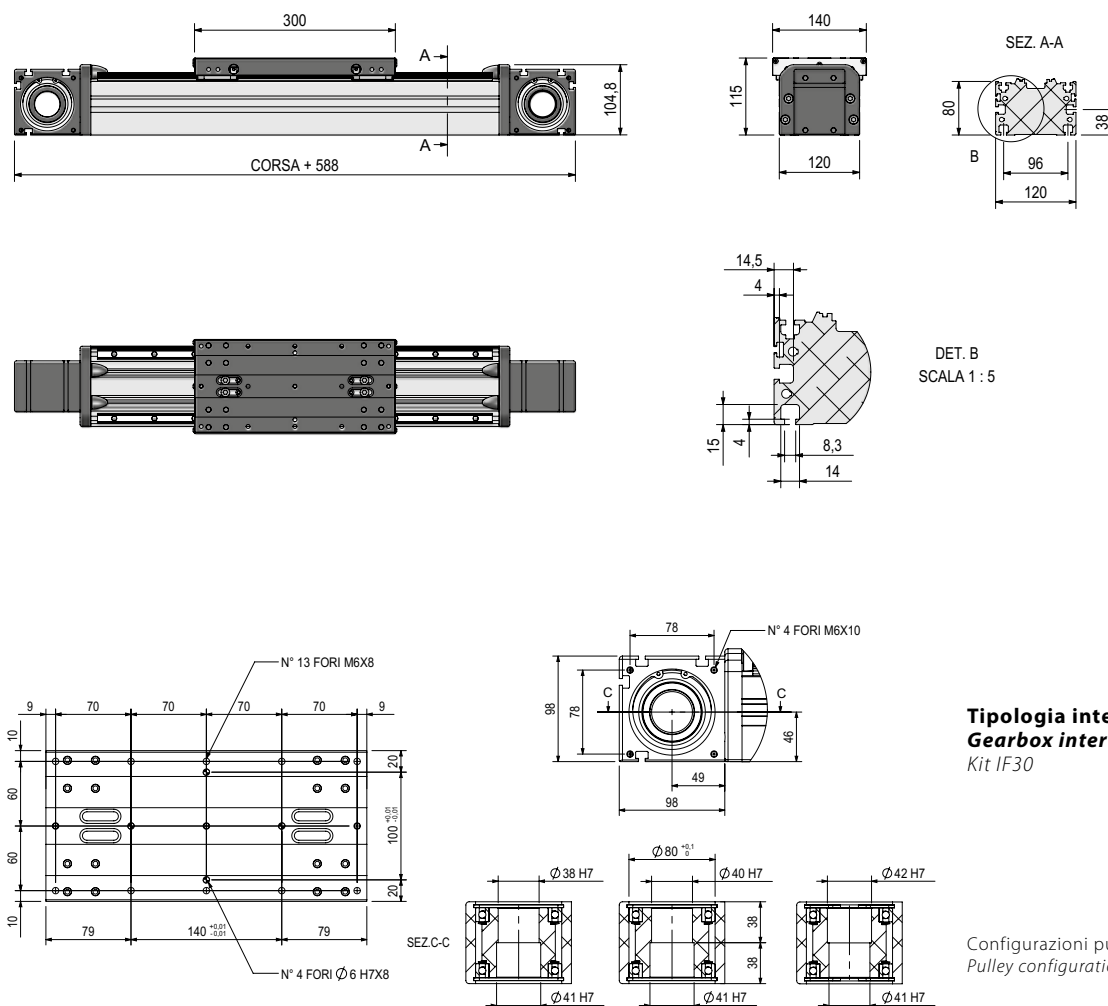
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
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DIMENSIONI / DIMENSIONS

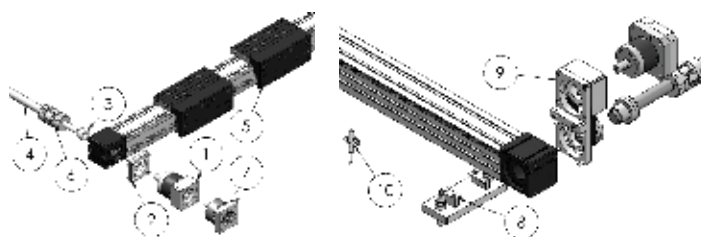


Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

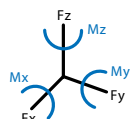
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



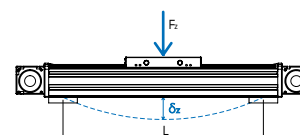
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC120LB

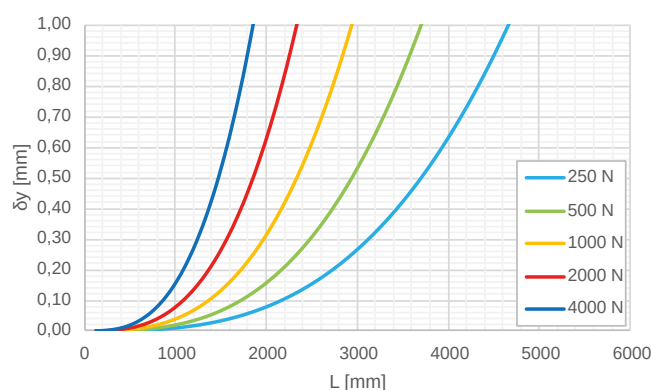
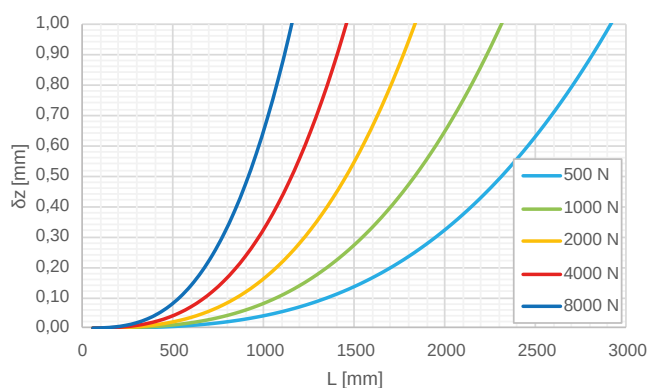


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

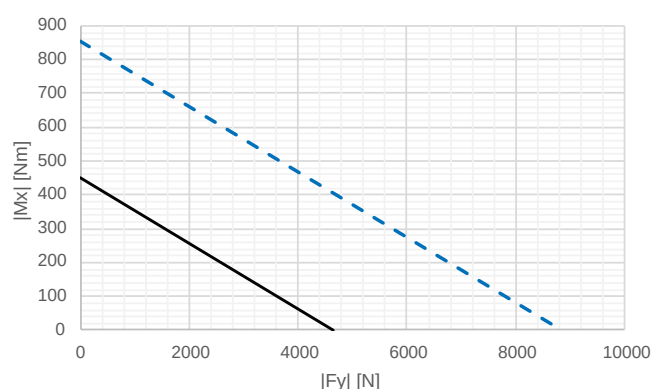
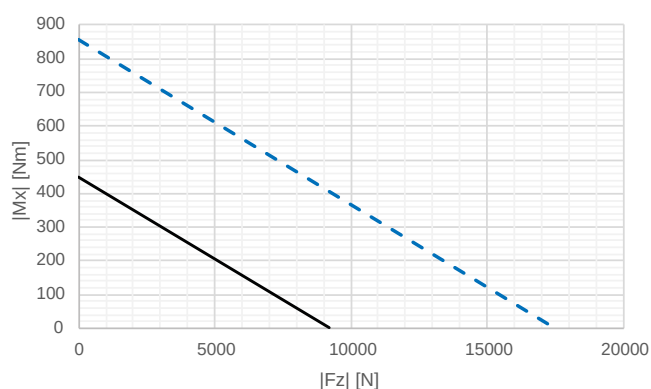
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

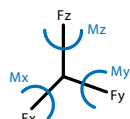
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

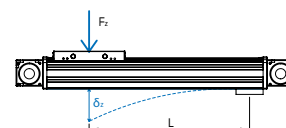
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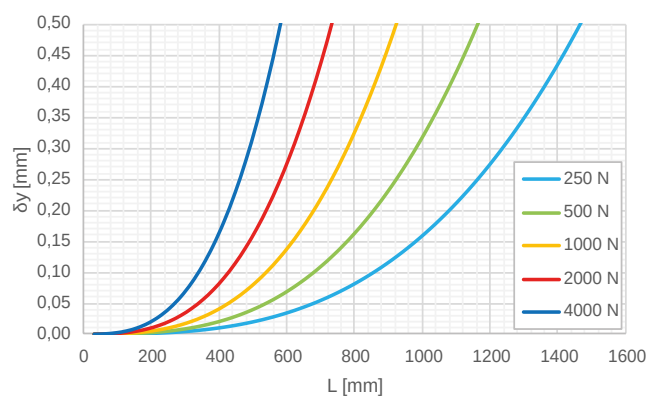
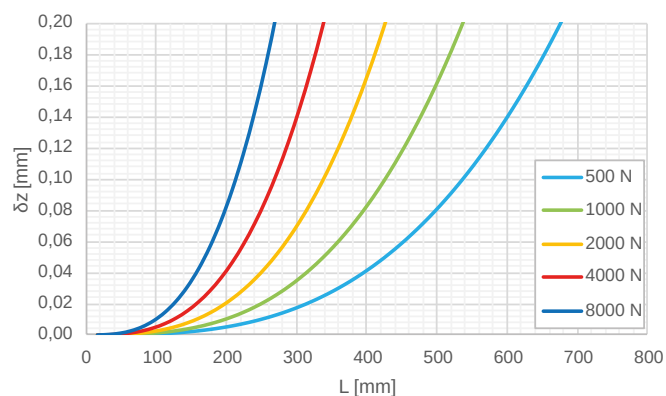
MODELLO / MODEL
AMC120LB



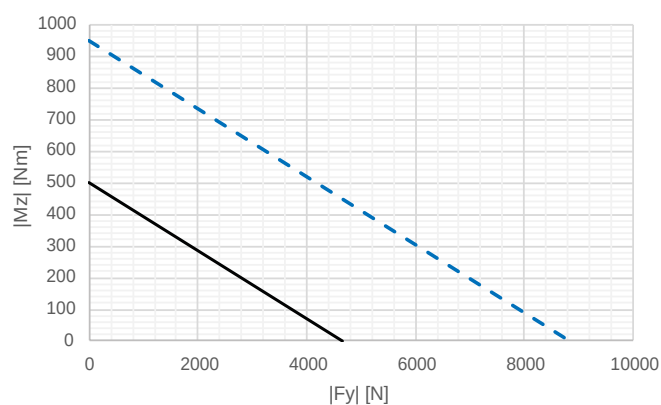
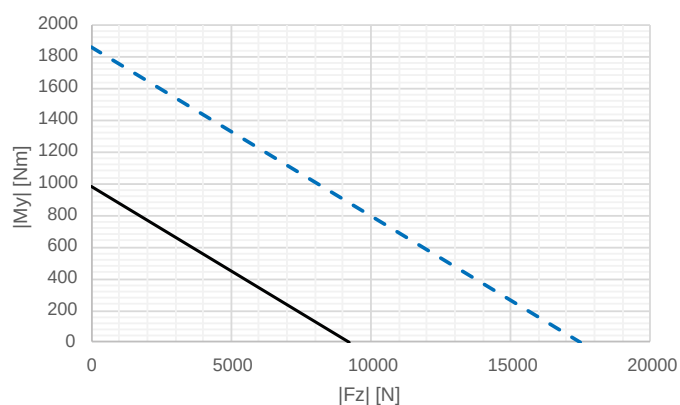
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

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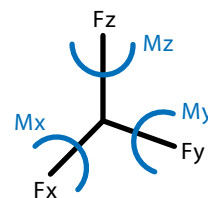
In case of combined stress contact our technical department.

MODELLO / MODEL
AMC180CB

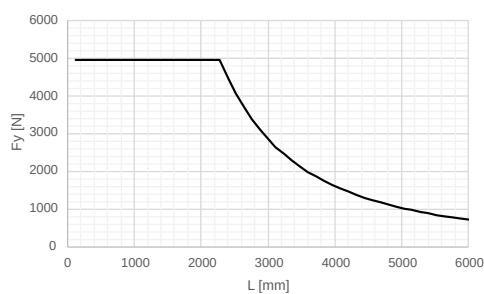
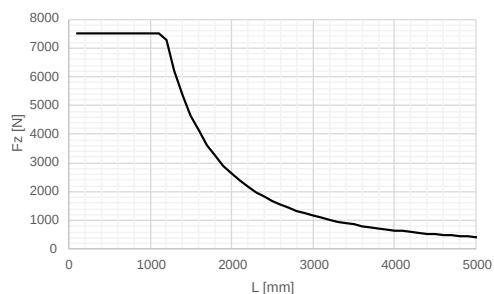
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	13
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,95
Massa carro Carriage's mass	[Kg]	3,05
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2890
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1086
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2666

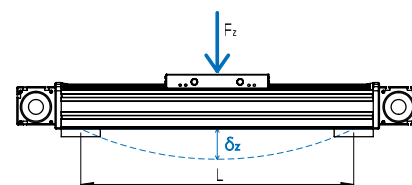
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Values should be considered as an indication.
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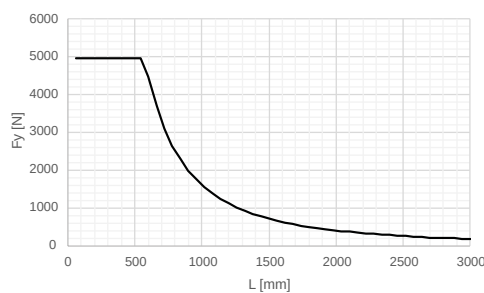
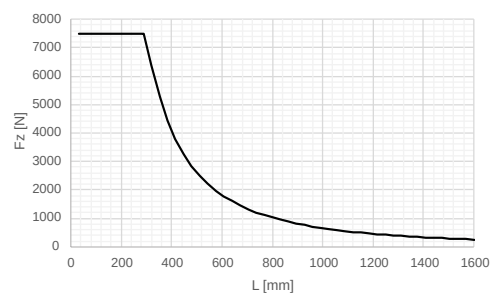
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



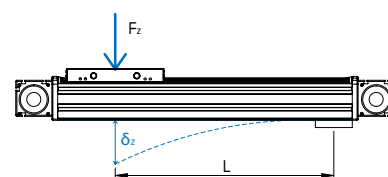
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

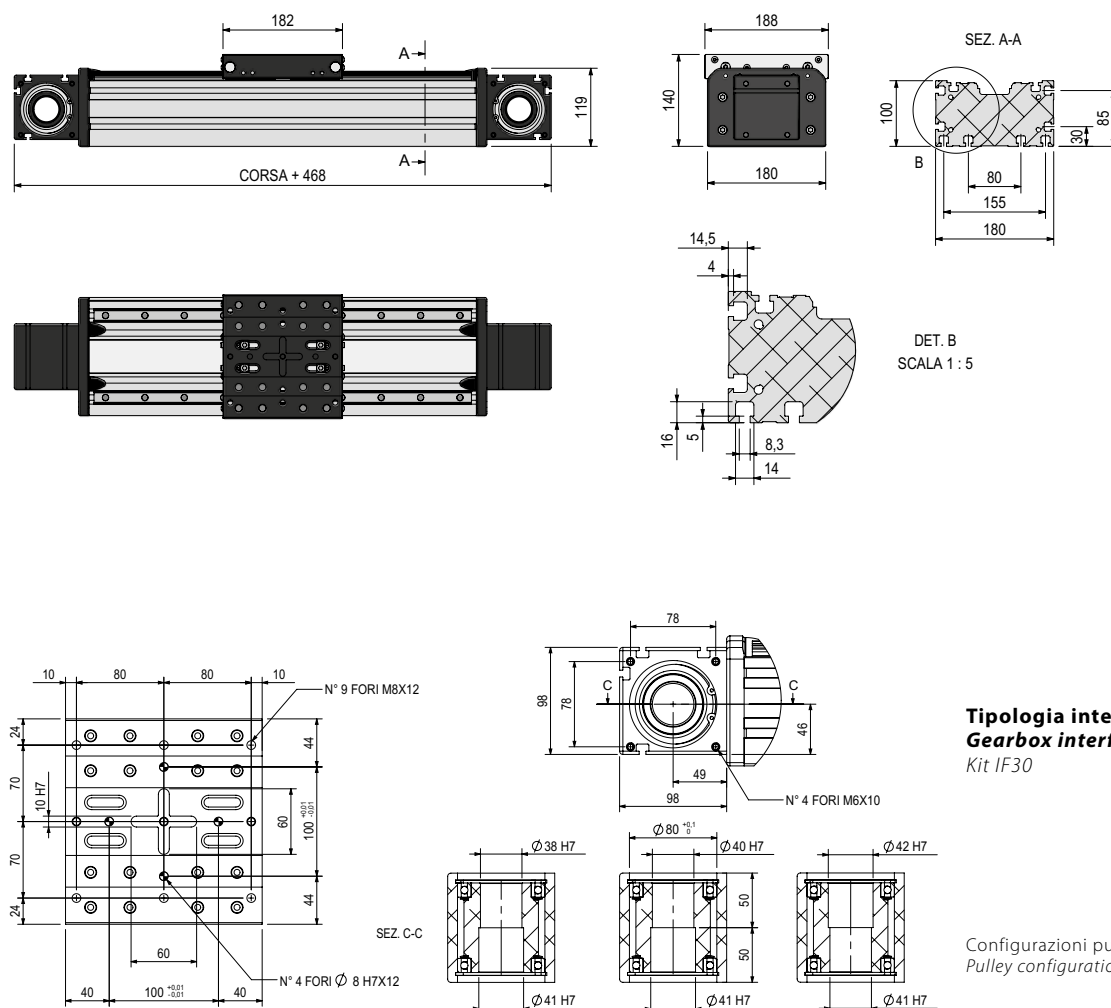


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



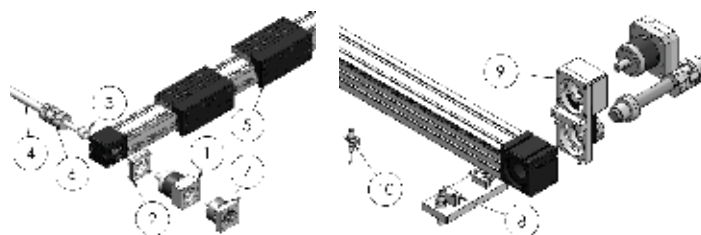
Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

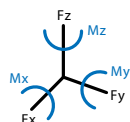
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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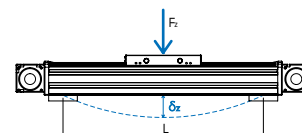
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC180CB

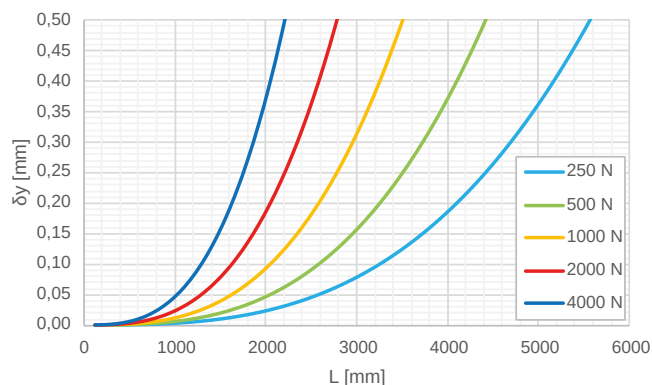
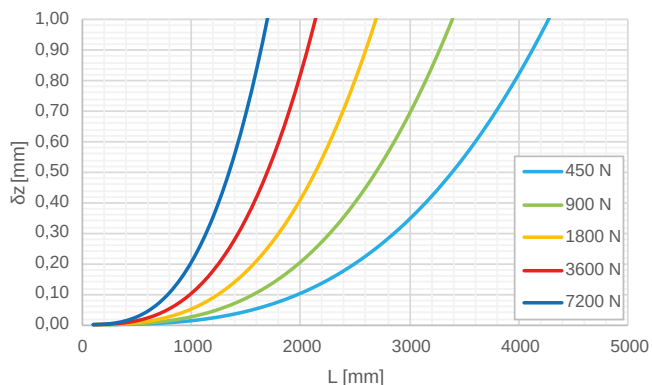


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

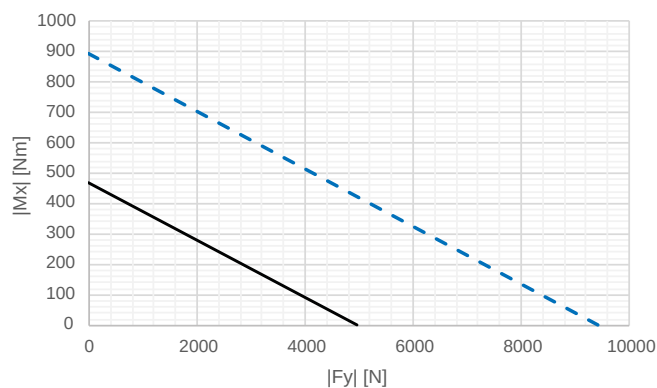
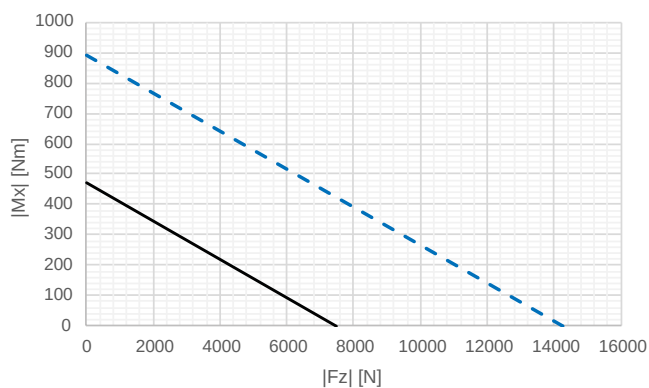
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

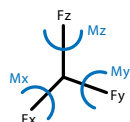
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

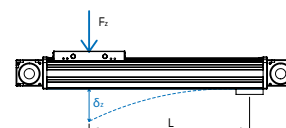
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

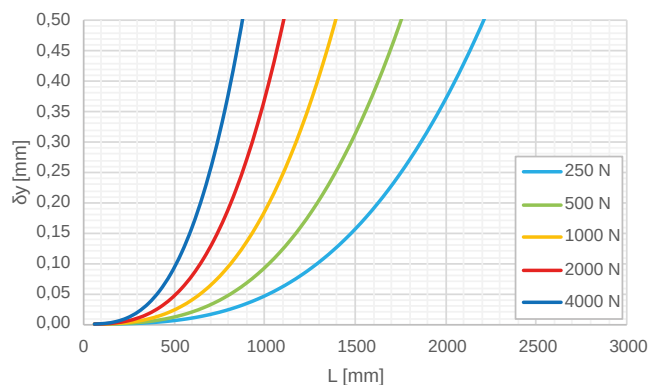
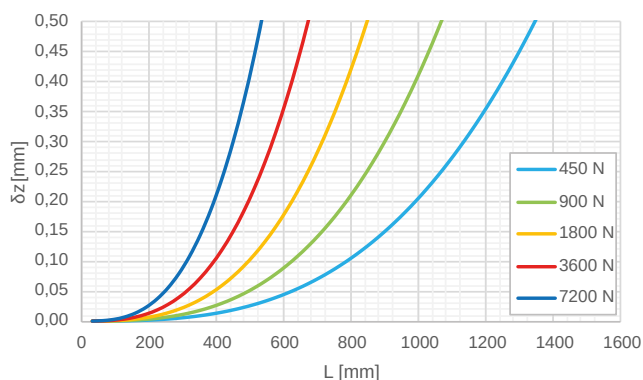
MODELLO / MODEL
AMC180CB



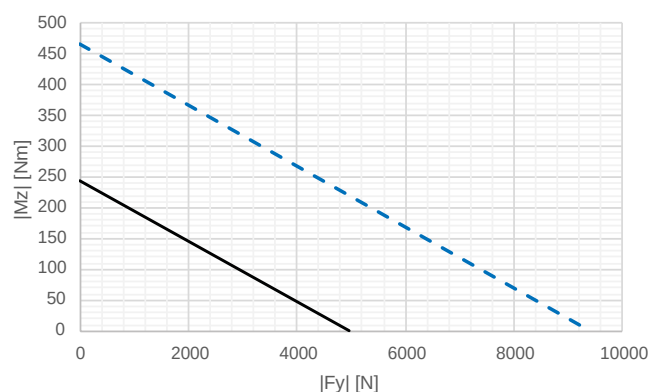
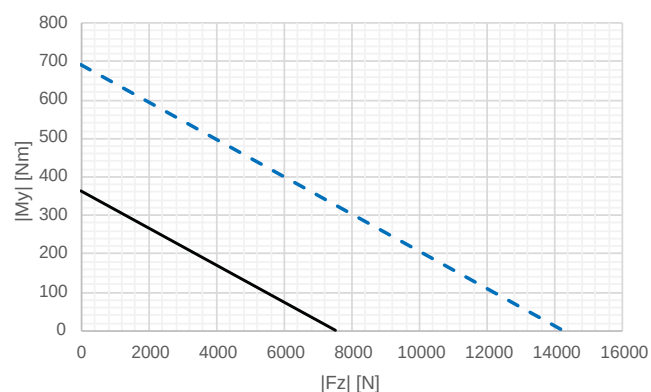
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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MODELLO / MODEL
AMC180LB

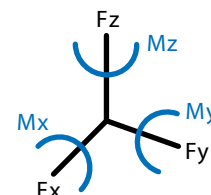
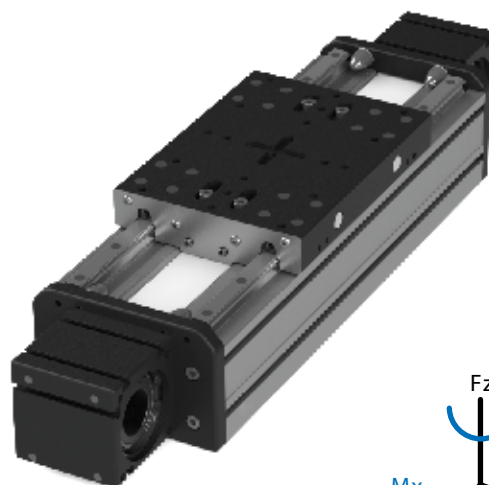
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	15,8
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,95
Massa carro <i>Carriage's mass</i>	[Kg]	3,95
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	220
Taglia cinghia <i>Belt's size</i>	[-]	50 AT 10
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	2890
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	1086
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	2666

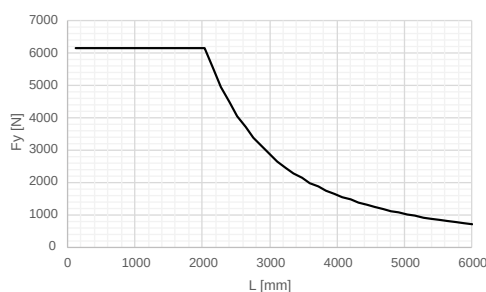
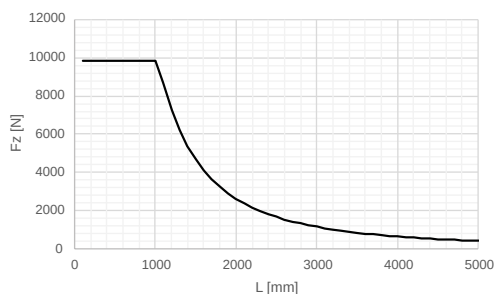
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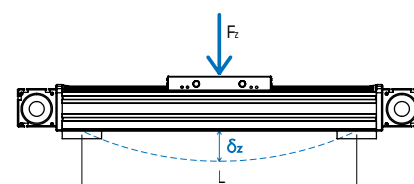
Higher performance are possible. Please contact our technical department.



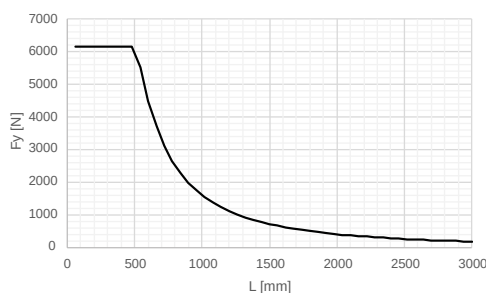
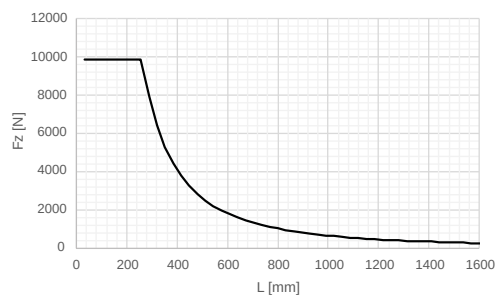
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



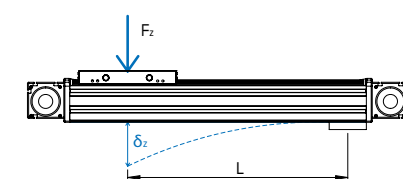
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

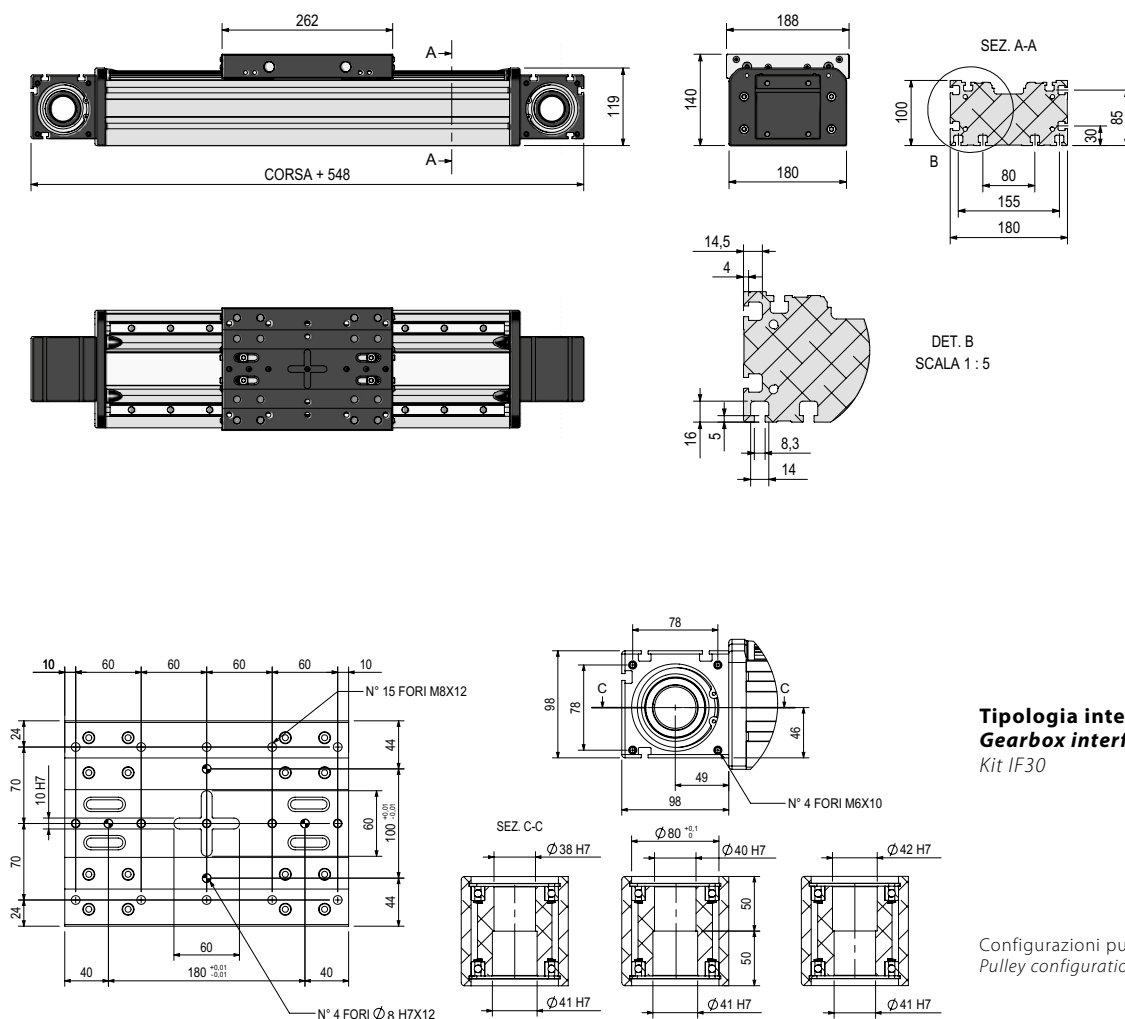


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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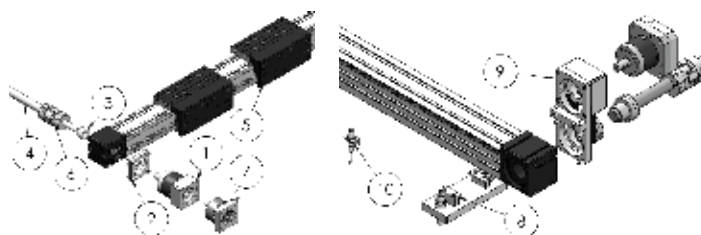
DIMENSIONI / DIMENSIONS



Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

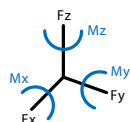
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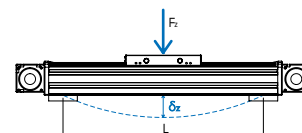
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MODELLO / MODEL
AMC180LB

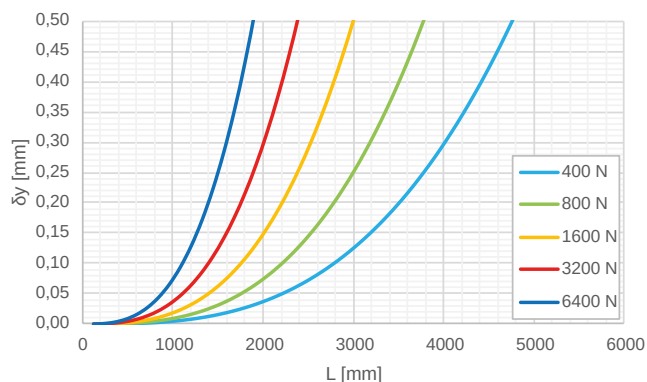
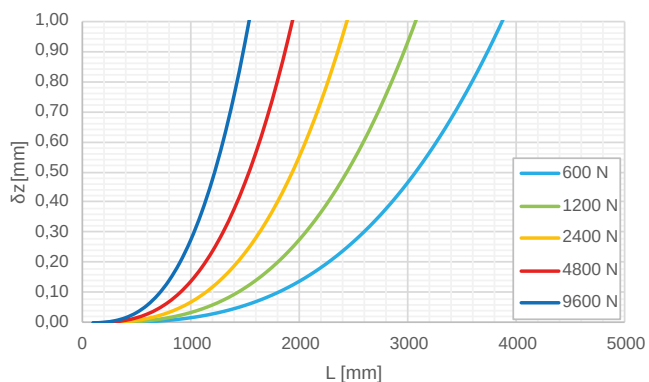


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

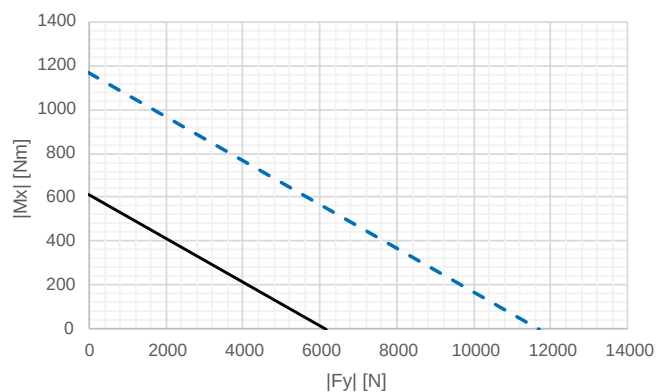
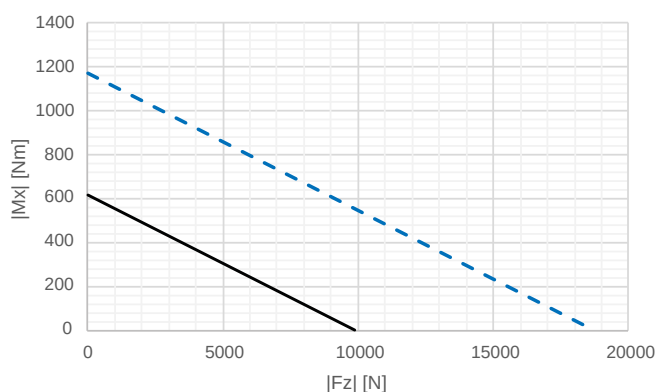
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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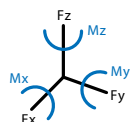
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

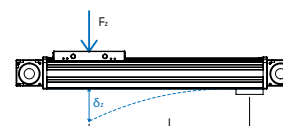
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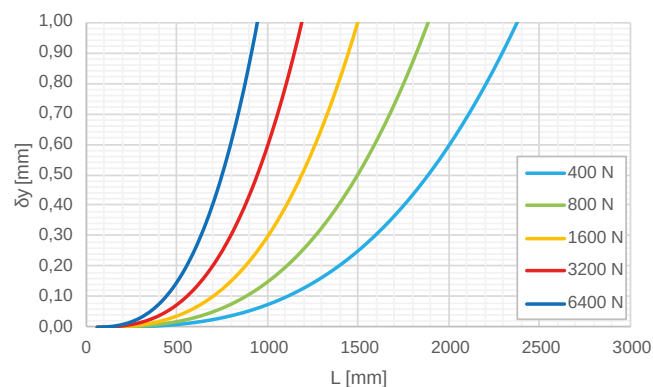
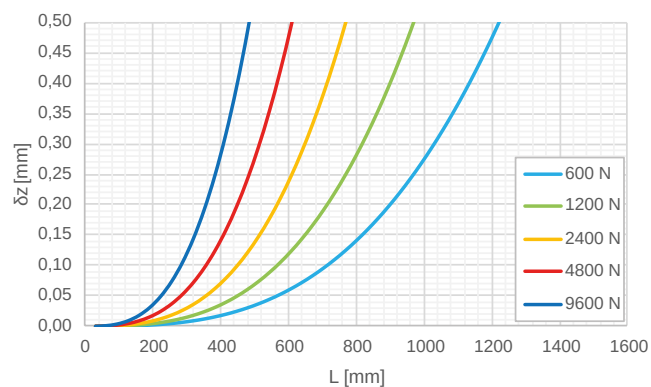
MODELLO / MODEL
AMC180LB



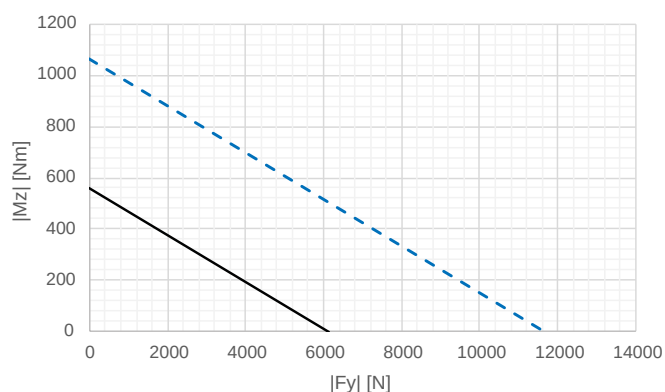
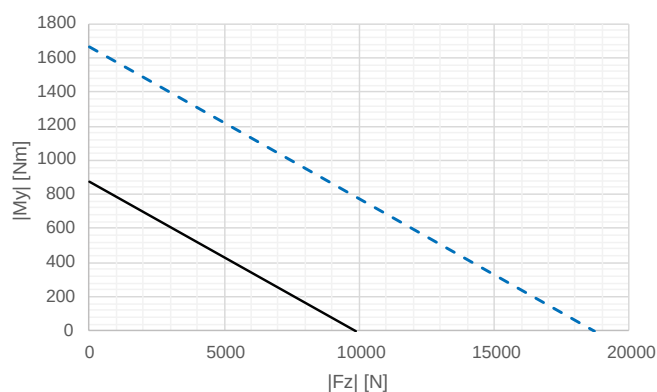
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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MODELLO / MODEL
AMC180LO

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

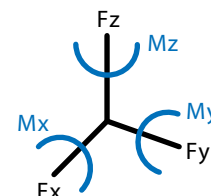
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	18,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,95
Massa carro Carriage's mass	[Kg]	7,75
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2890
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	943
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	3194

* I valori sono da considerarsi indicativi.

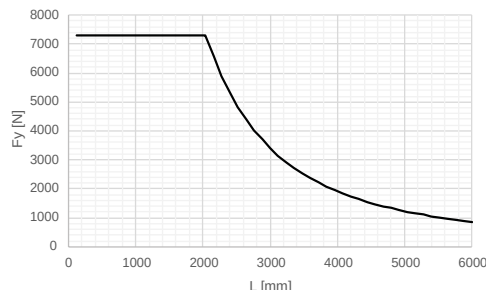
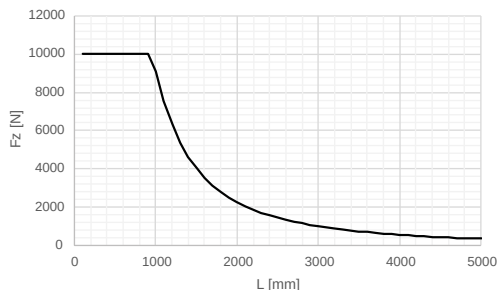
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Values should be considered as an indication.

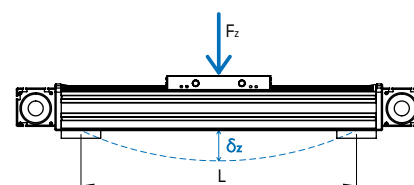
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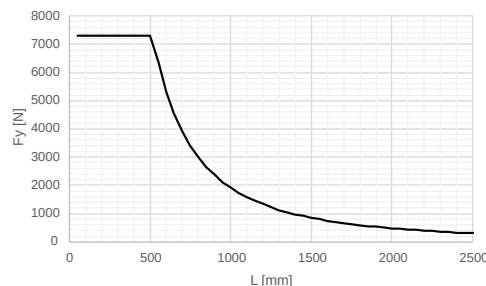
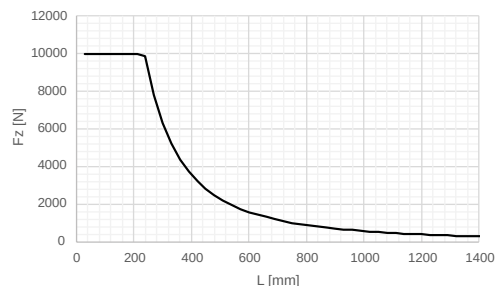
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



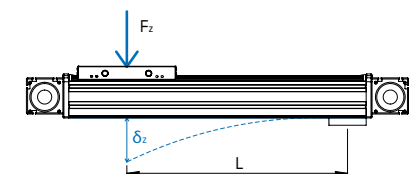
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Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



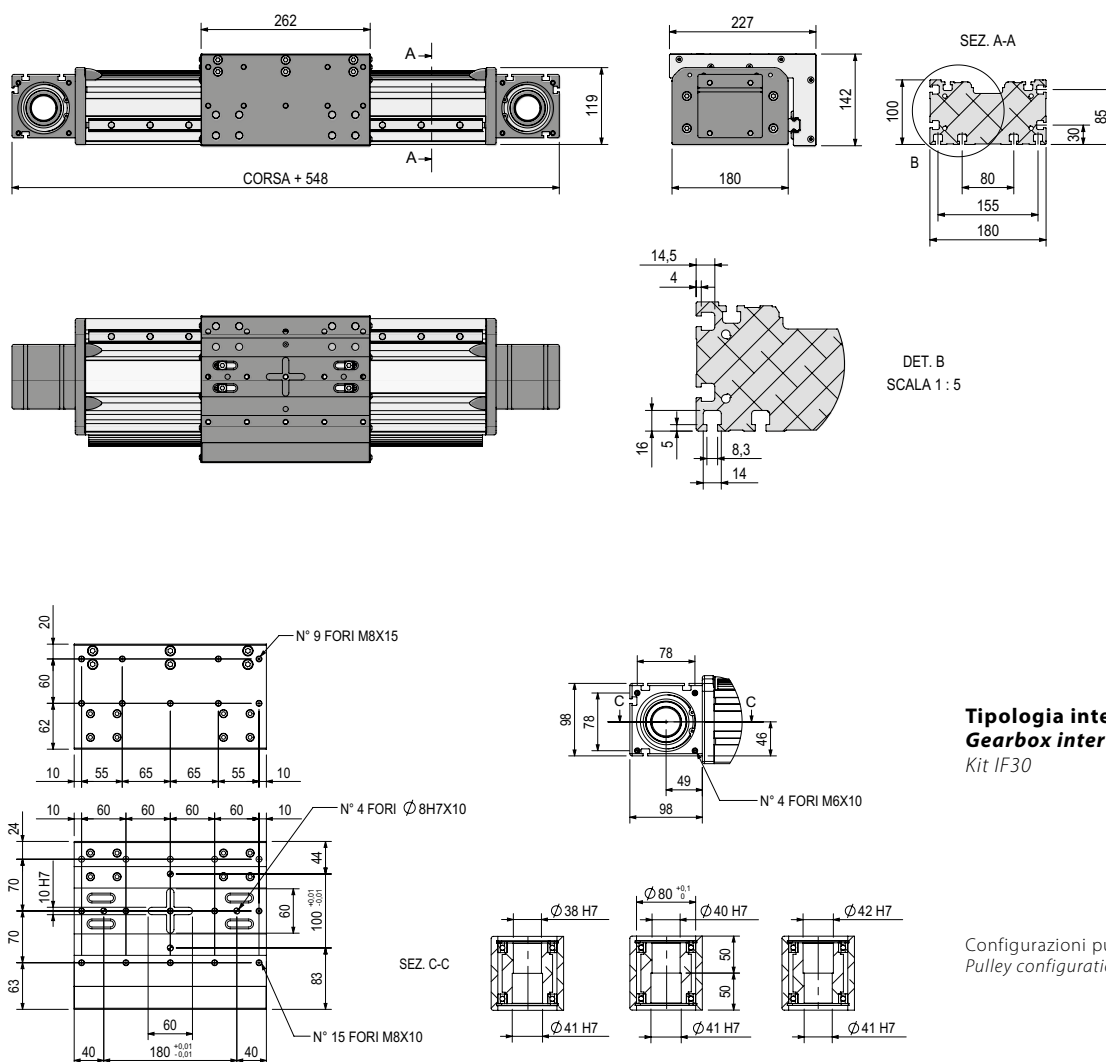
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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Limiti di carico massimo riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Maximum load limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

DIMENSIONI / DIMENSIONS



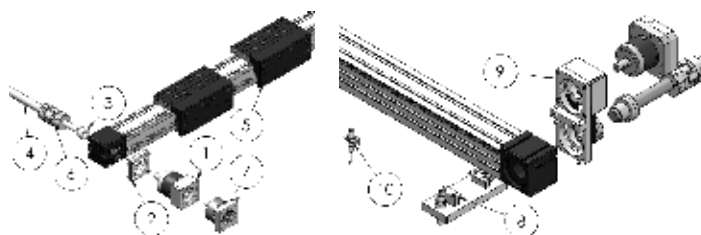
Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

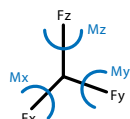
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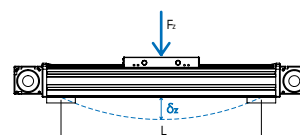
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MODELLO / MODEL
AMC180LO

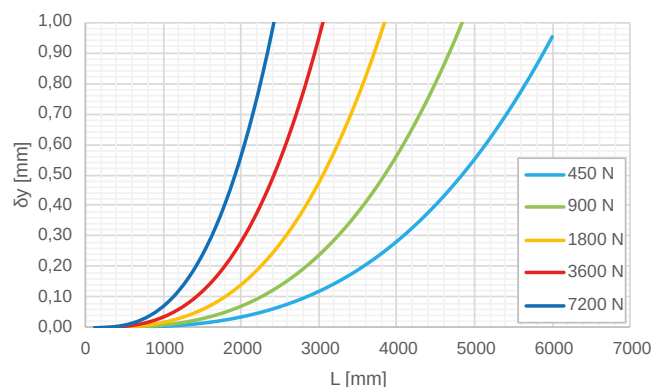
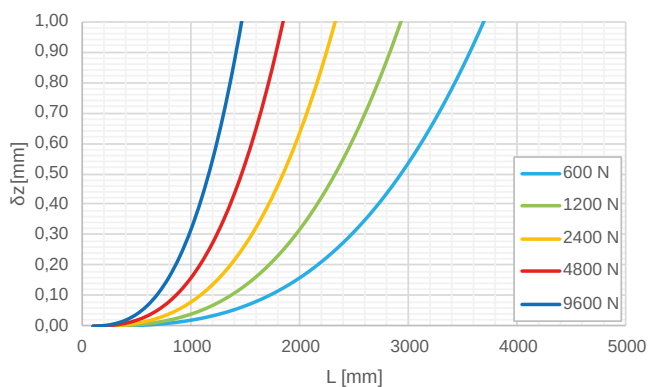


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

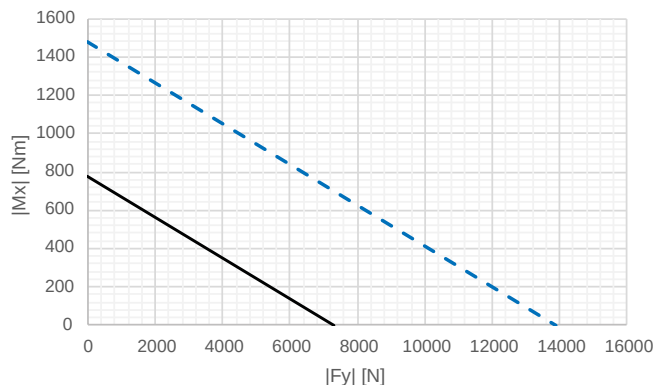
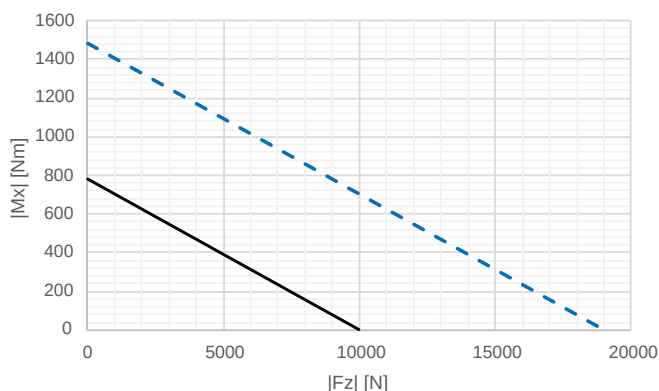
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



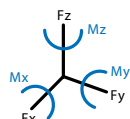
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

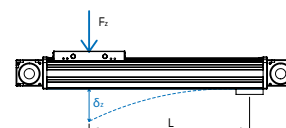
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

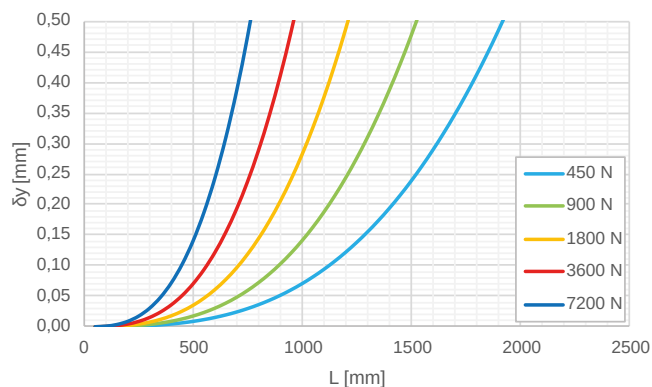
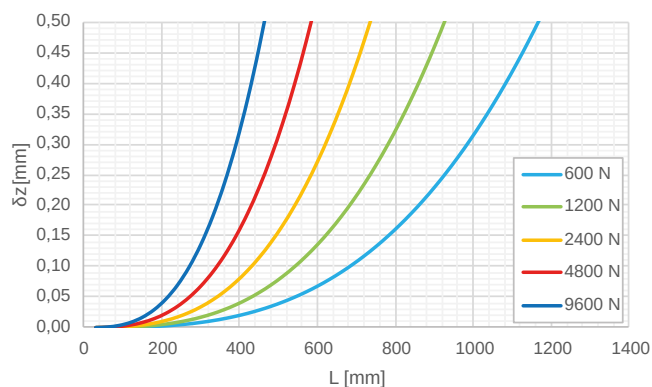
MODELLO / MODEL
AMC180LO



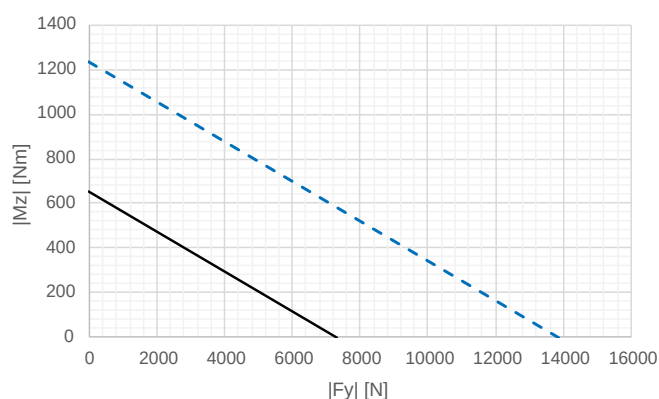
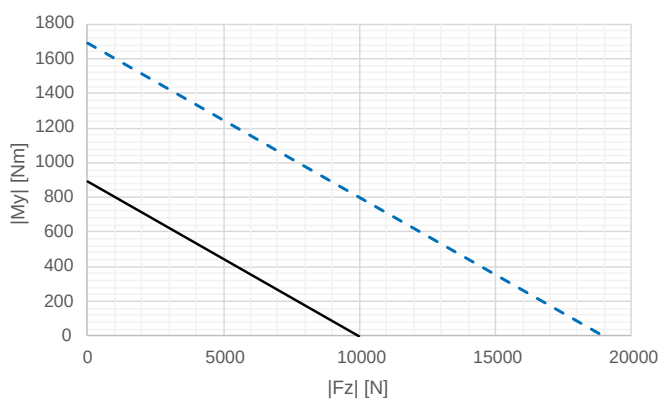
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AMC180LL

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

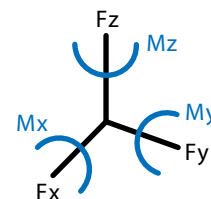
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	29,9
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,17
Massa carro Carriage's mass	[Kg]	14,2
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2890
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	678
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	4727

* I valori sono da considerarsi indicativi.

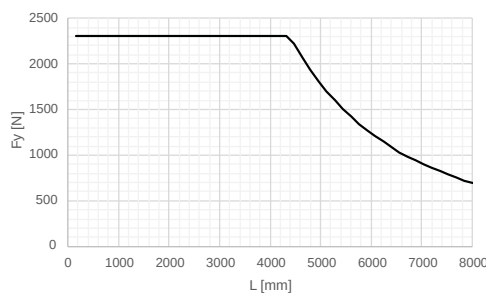
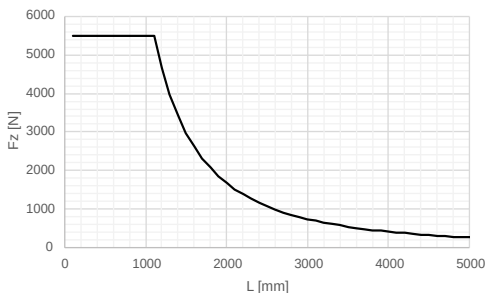
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

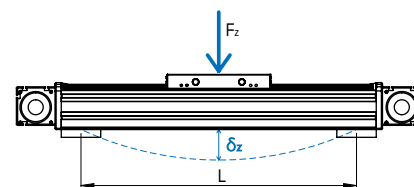


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

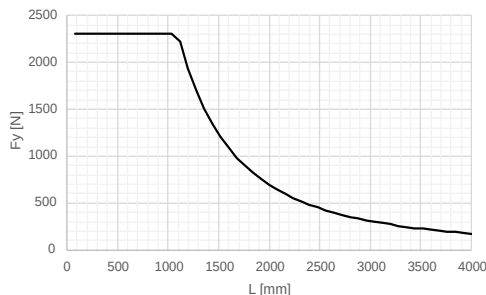
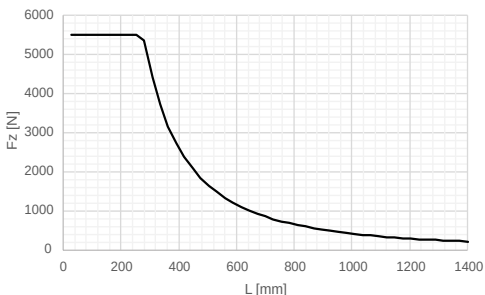


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezziera.

Maximum load in isostatic condition centrally loaded.

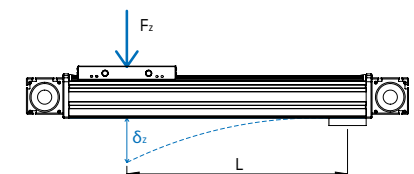


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



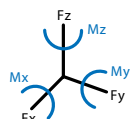
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



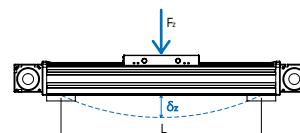
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AMC180LL

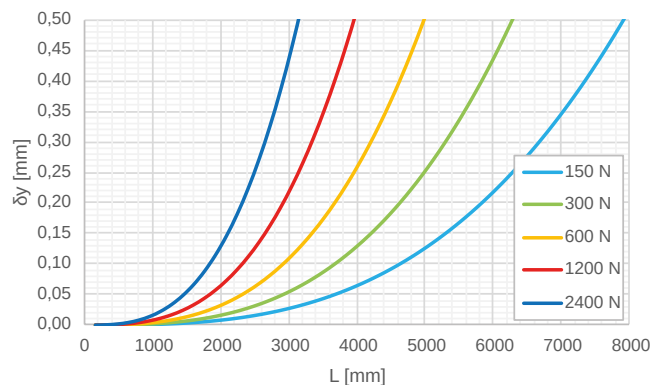
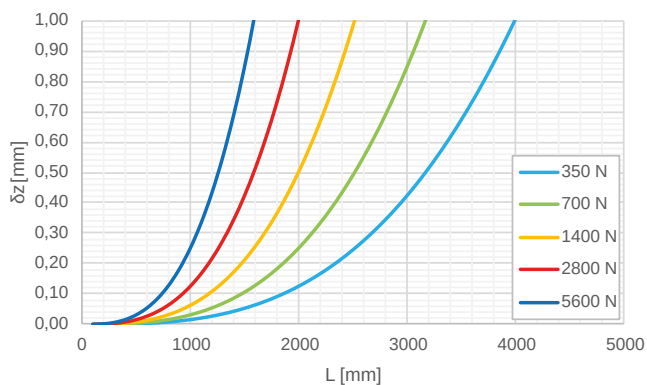


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

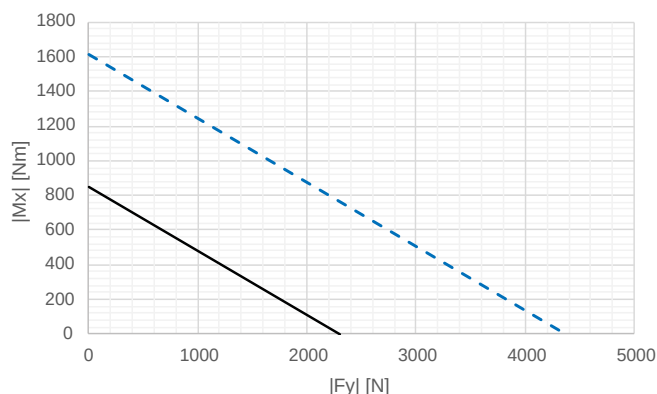
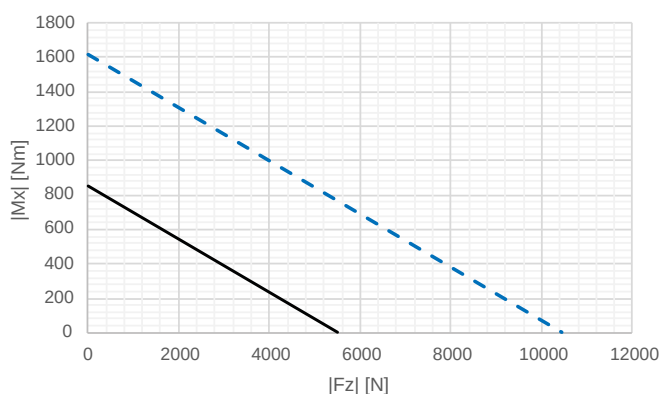
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

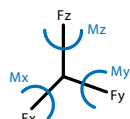
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

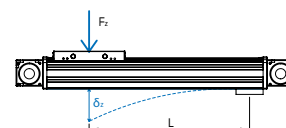
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

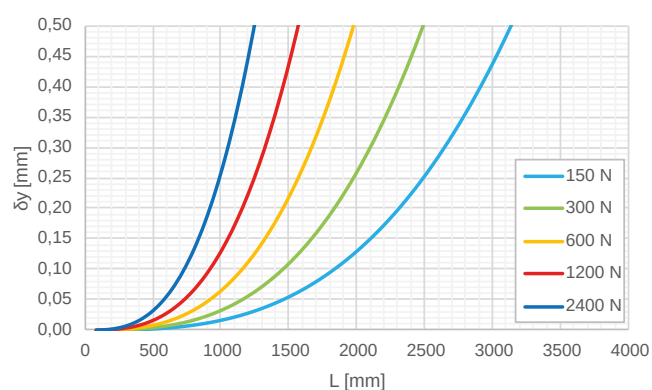
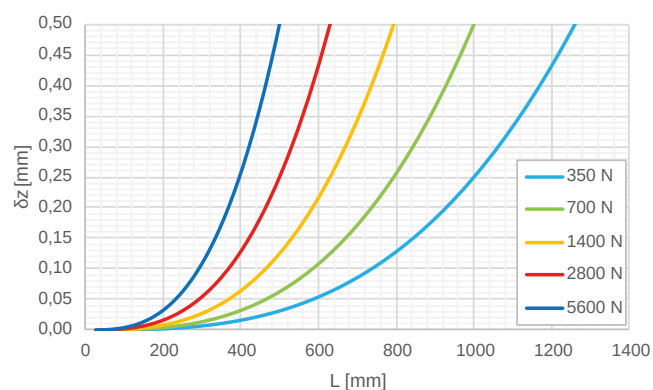
MODELLO / MODEL
AMC180LL



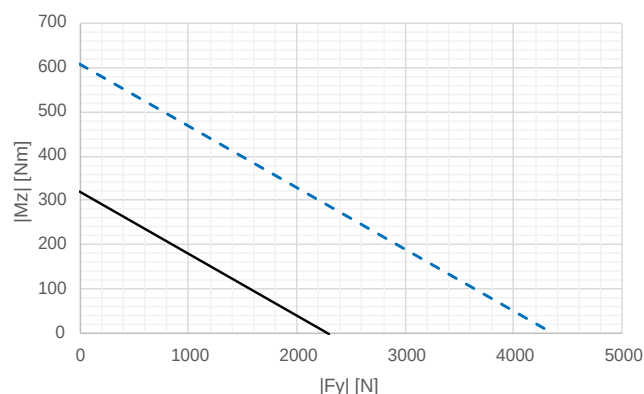
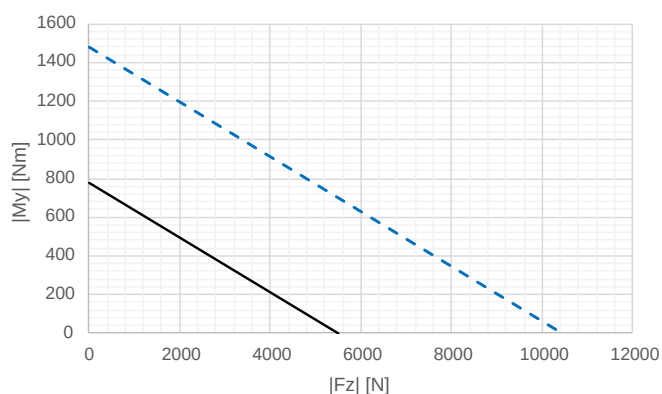
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

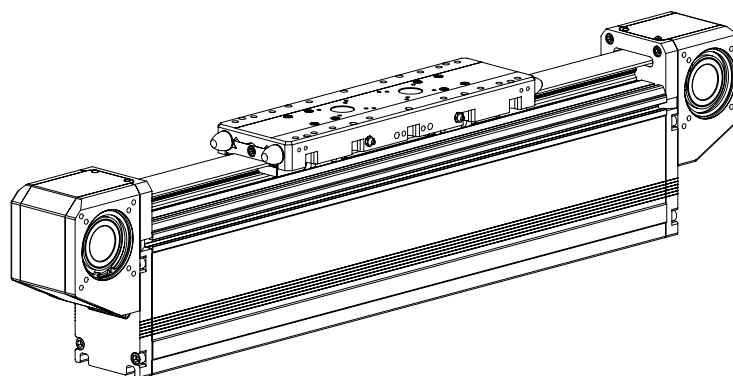


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

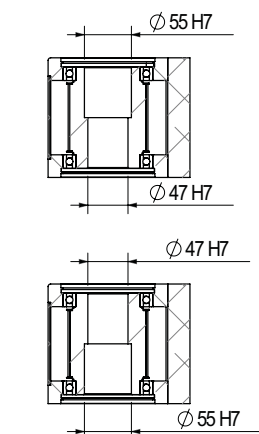
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

	AMC	240	LM	0800	-	XXX	-	XXX	-	XX
TIPO UNITÀ / MODEL										
AMC	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>									
TAGLIA / SIZE										
240	Profilo larghezza 140 mm <i>Profile width 140 mm</i>									
TIPOLOGIA CARRO / CARRIAGE TYPE										
LM	Carro lungo biguida <i>Long carriage with dual guide rail</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TESTATA SINISTRA (vedi versione testata) / LEFT HEAD (view head version)										
TESTATA DESTRA (vedi versione testata) / RIGHT HEAD (view head version)										
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard <i>Standard configuration</i>									
C	Configurazione personalizzata <i>Custom configuration</i>									



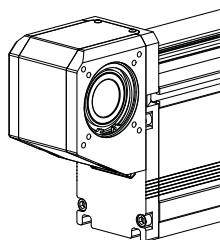


VERSIONE TESTATA / HEAD VERSION



D47

S47



TESTATA SINISTRA / LEFT HEAD

D47

Testata sinistra con foro Ø 47 mm a destra e Ø 55 mm a sinistra
Left head with hole Ø 47 mm on the right and Ø 55 mm on the left

S47

Testata sinistra con foro Ø 47 mm a sinistra e Ø 55 mm a destra
Left head with hole Ø 47 mm on the left and Ø 55 mm on the right

TESTATA DESTRA / RIGHT HEAD

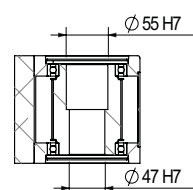
D47

Testata destra con foro Ø 47 mm a destra e Ø 55 mm a sinistra
Right head with hole Ø 47 mm on the right and Ø 55 mm on the left

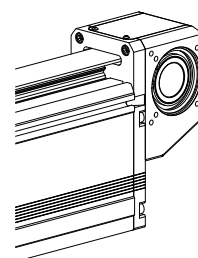
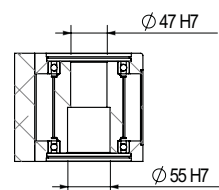
S47

Testata destra con foro Ø 47 mm a sinistra e Ø 55 mm a destra
Right head with hole Ø 47 mm on the left and Ø 55 mm on the right

D47



S47



MODELLO / MODEL
AMC240LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

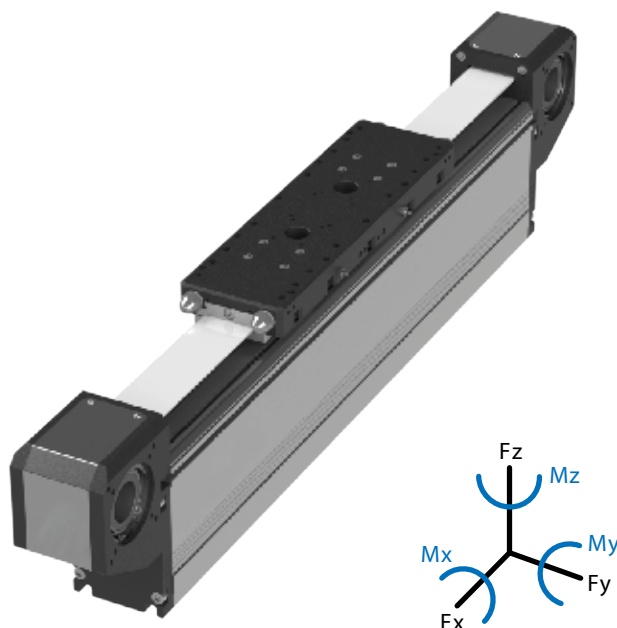
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	45,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,78
Massa carro Carriage's mass	[Kg]	9,6
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	300
Taglia cinghia Belt's size	[-]	75 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	4650
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	8214
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2449

* I valori sono da considerarsi indicativi.

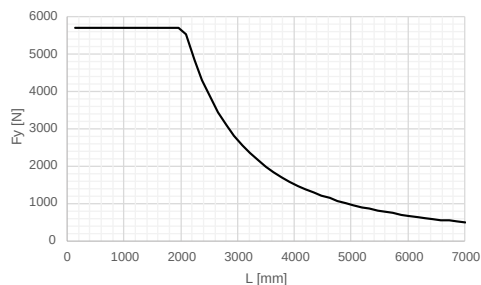
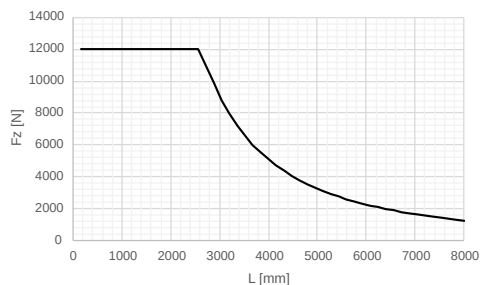
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

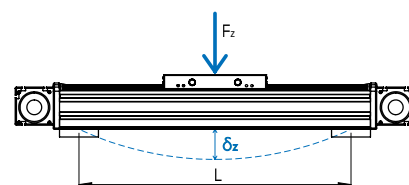
Higher performance are possible. Please contact our technical department.



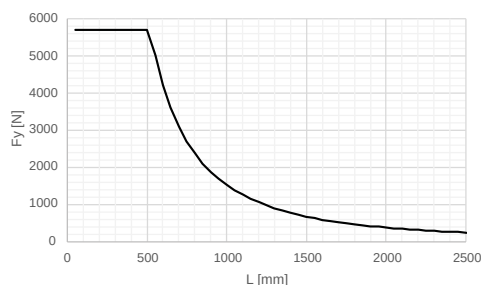
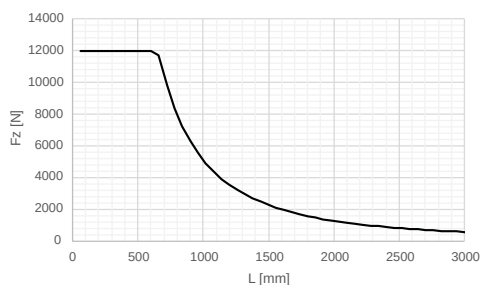
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



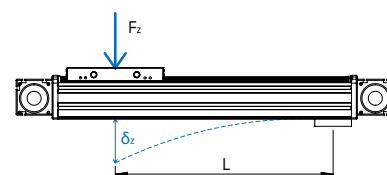
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

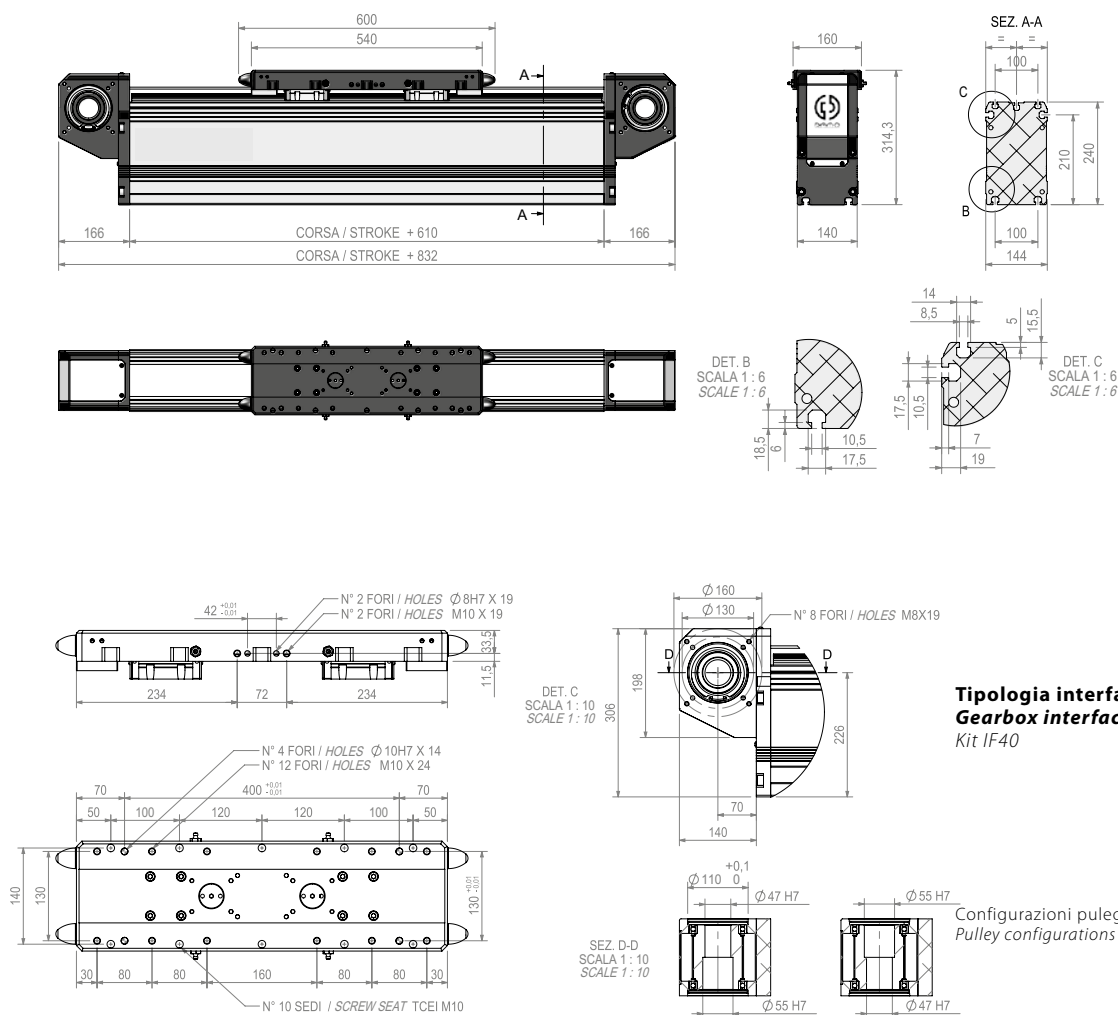


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



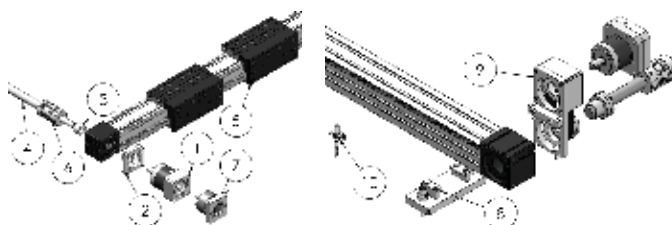
Tipologia interfaccia riduttore ② ⑨
Gearbox interface type
Kit IF40

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ballscrew	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Callettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

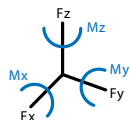
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



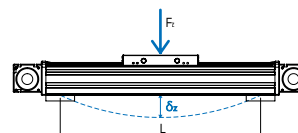
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC240LM

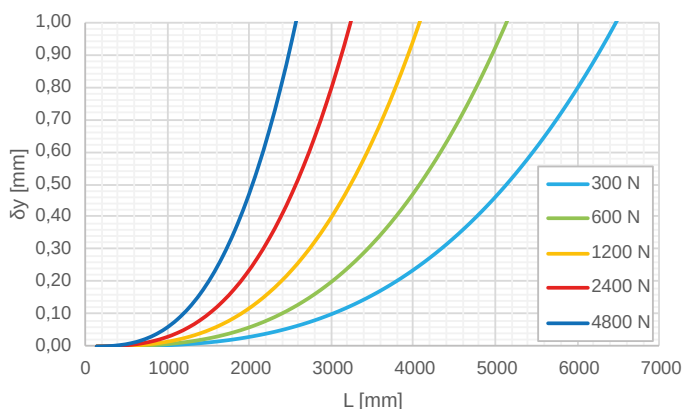
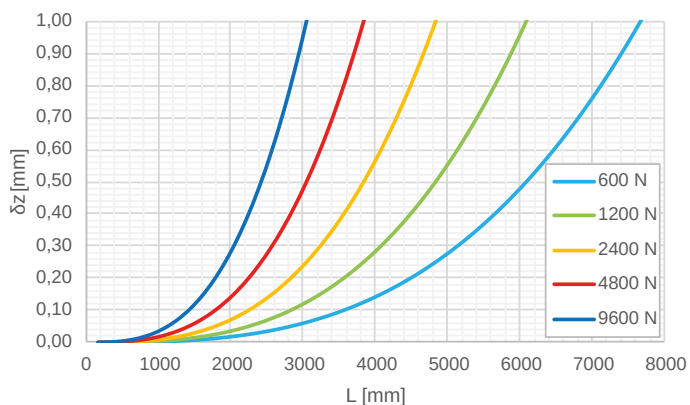


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

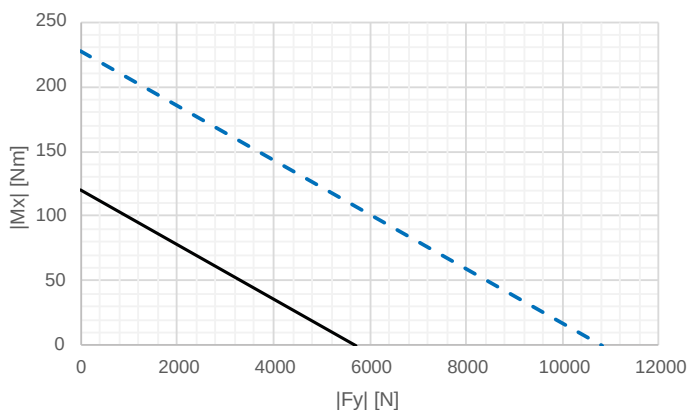
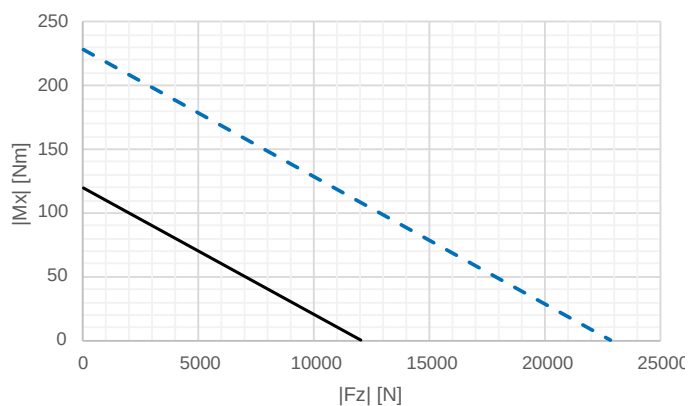
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

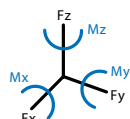
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

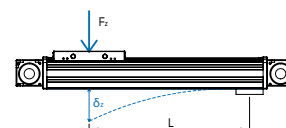
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

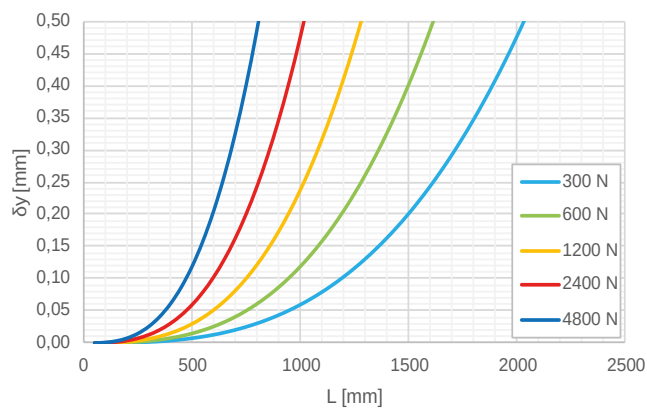
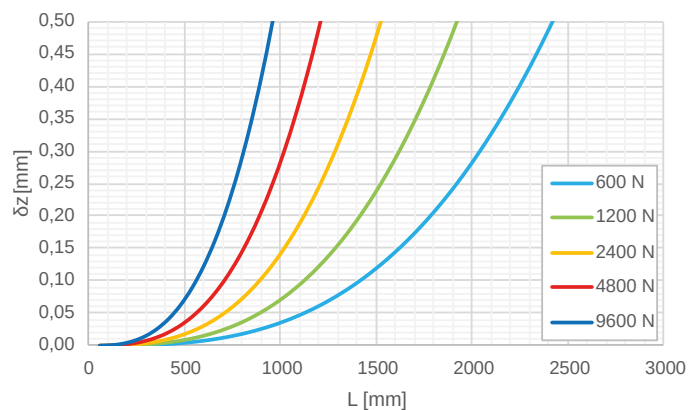
MODELLO / MODEL
AMC240LM



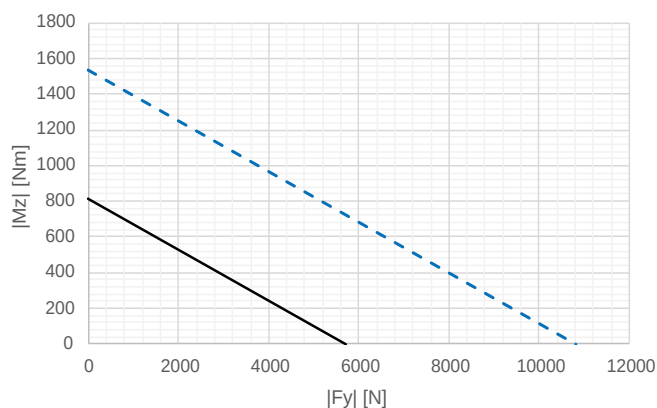
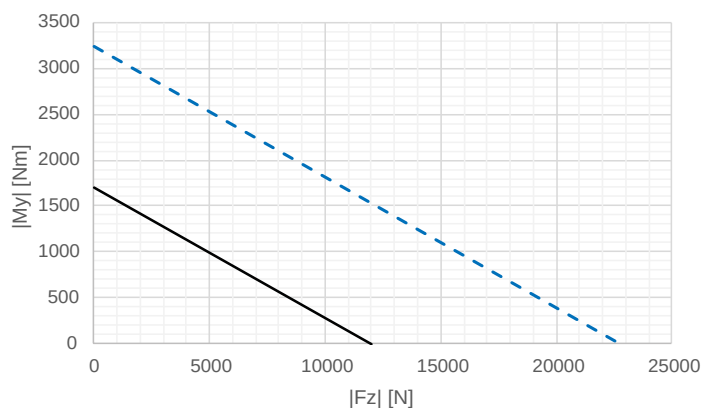
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

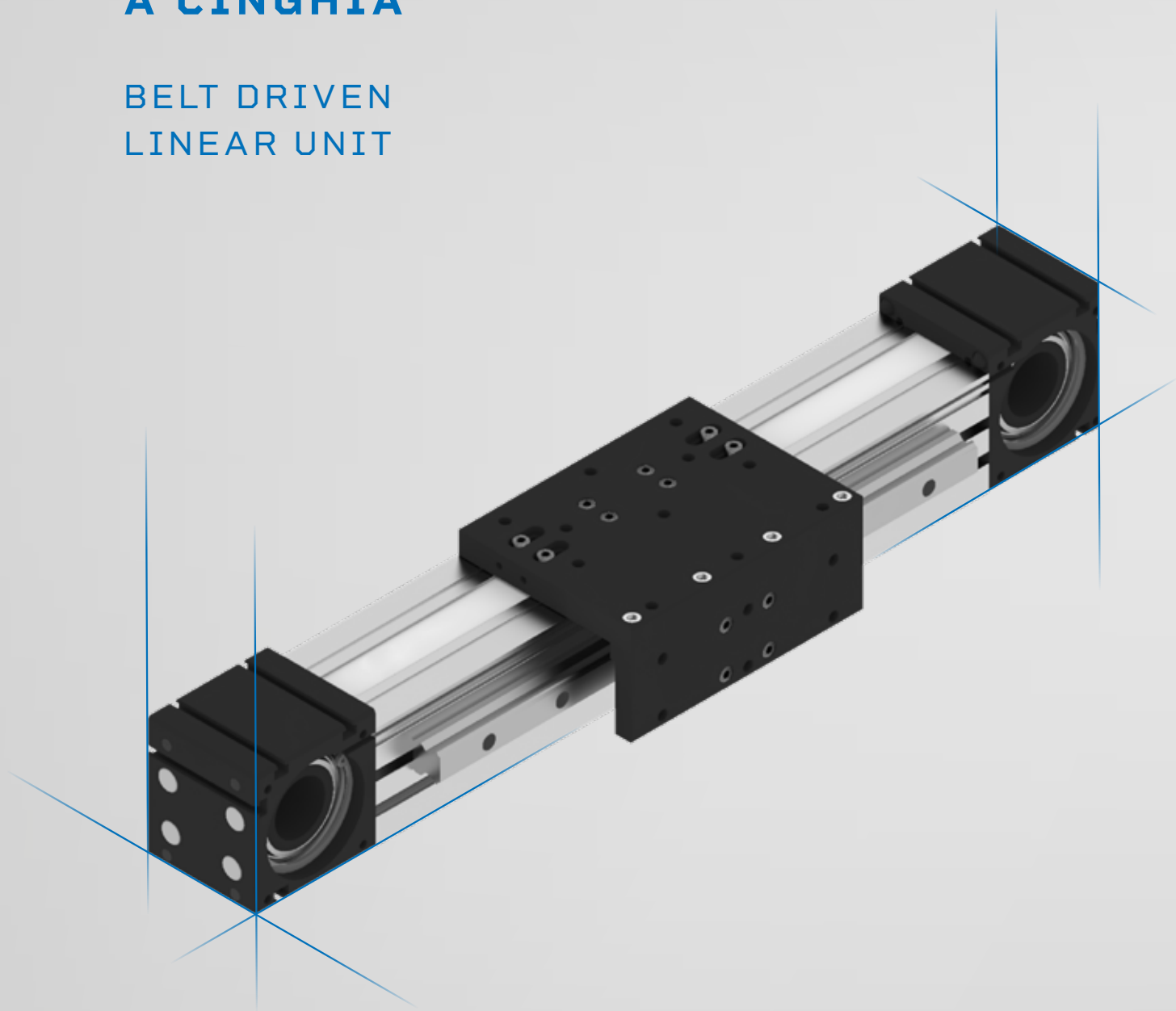
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

UNITÀ LINEARE A CINGHIA

BELT DRIVEN
LINEAR UNIT



SERIE CLS

SERIES

086 CLS060LM

090 CLS060LO

096 CLS090CM

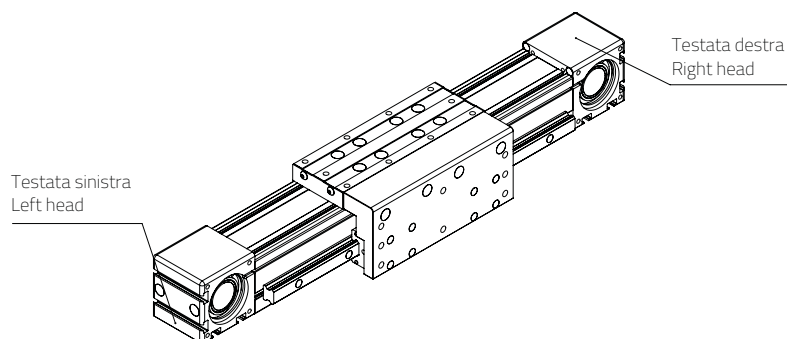
100 CLS090LM

104 CLS090XM

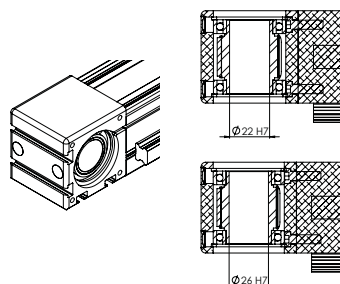
108 CLS090CO

112 CLS090LO

	CLS	060	LM	00800	-	XXX	-	XXX	-	XX
TIPO UNITÀ / MODEL										
CLS	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>									
TAGLIA / SIZE										
060	Profilo larghezza 60 mm <i>Profile width 60 mm</i>									
TIPOLOGIA CARRO / CARRIAGE TYPE										
LM	Carro lungo monoguida <i>Long carriage with single guide rail</i>									
LO	Carro lungo biguida ortogonale <i>Long carriage with orthogonal dual guide rail</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TESTATA SINISTRA (vedi versione testata) / LEFT HEAD (view head version)										
TESTATA DESTRA (vedi versione testata) / RIGHT HEAD (view head version)										
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard <i>Standard configuration</i>									
C	Configurazione personalizzata <i>Custom configuration</i>									



VERSIONE TESTATA / HEAD VERSION



F22

F22

Testata sinistra con foro passante Ø 22 mm
Left head with hole Ø 22 mm

F26

F26

Testata sinistra con foro passante Ø 26 mm
Left head with hole Ø 26 mm

TESTATA SINISTRA / LEFT HEAD

TESTATA DESTRA / RIGHT HEAD

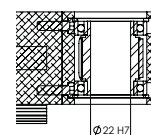
F22

Testata destra con foro passante Ø 22 mm
Right head with hole Ø 22 mm

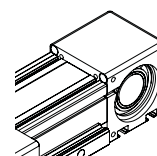
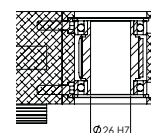
F26

Testata destra con foro passante Ø 26 mm
Right head with hole Ø 26 mm

F22



F26



MODELLO / MODEL

CLS060LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

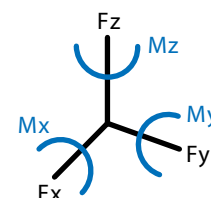
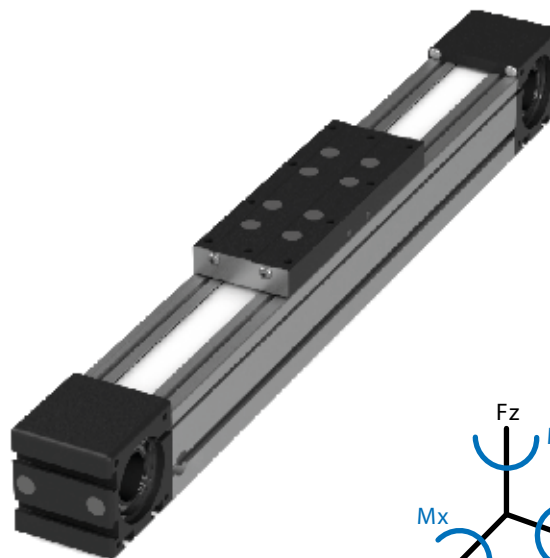
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	2,65
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,55
Massa carro Carriage's mass	[Kg]	0,8
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	25 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	607
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	41
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	64

* I valori sono da considerarsi indicativi.

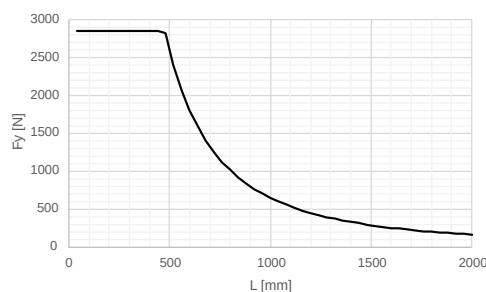
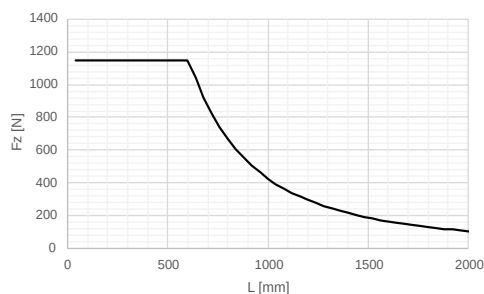
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

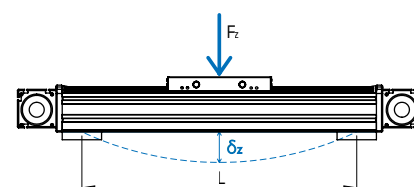


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

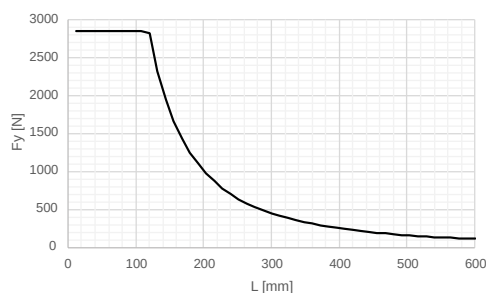
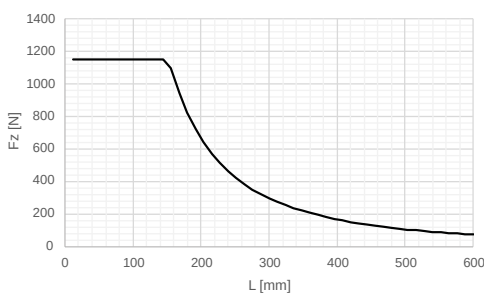


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

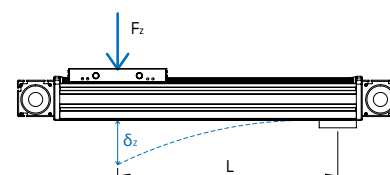


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



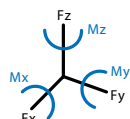
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



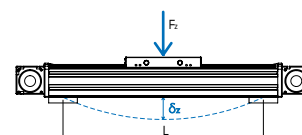
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
CLS060LM

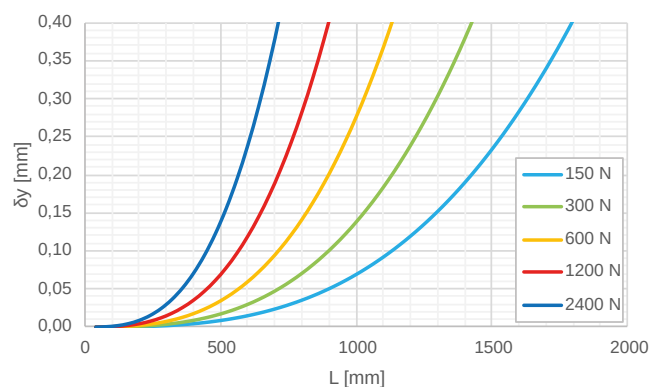
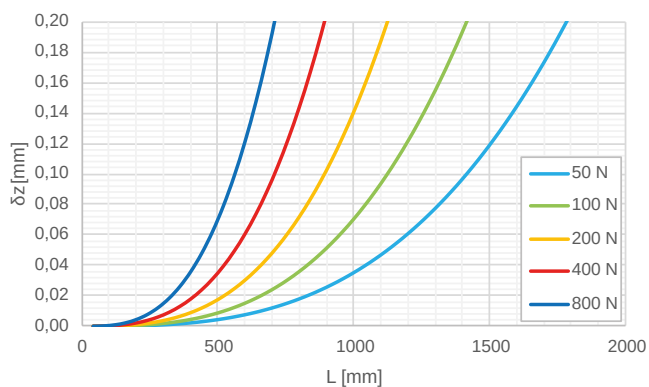


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

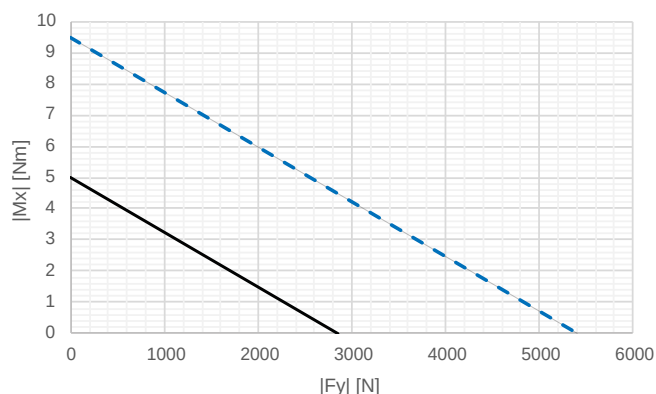
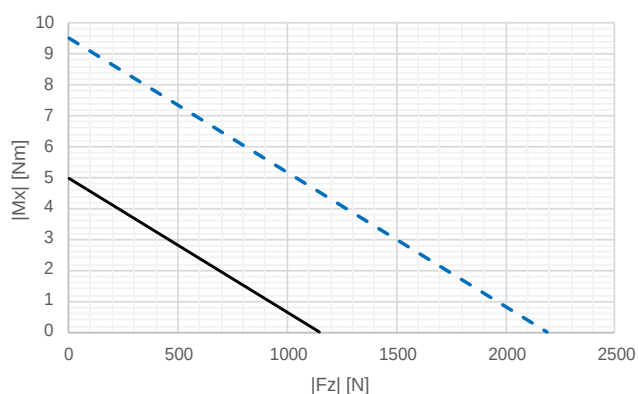
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

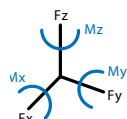
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

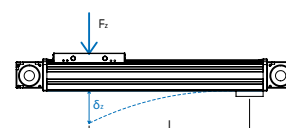
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

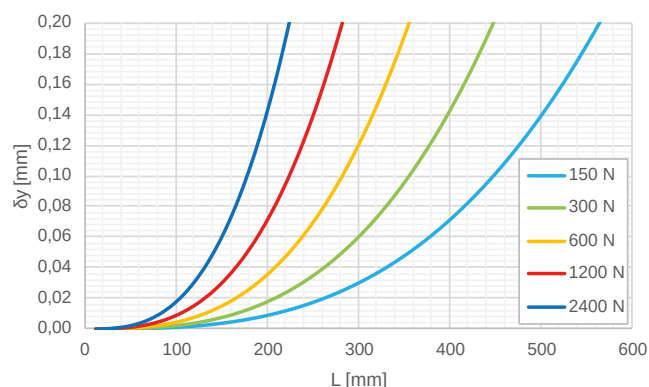
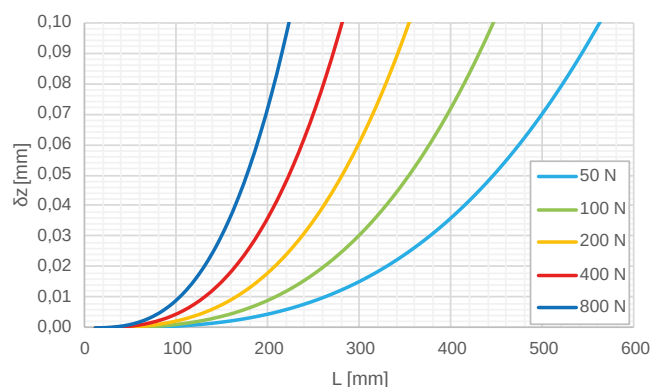
MODELLO / MODEL
CLS060LM



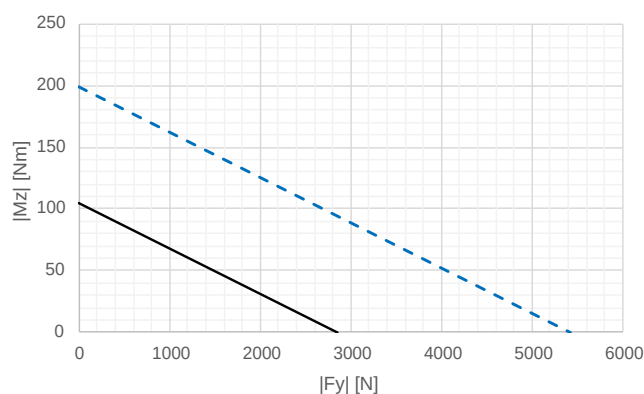
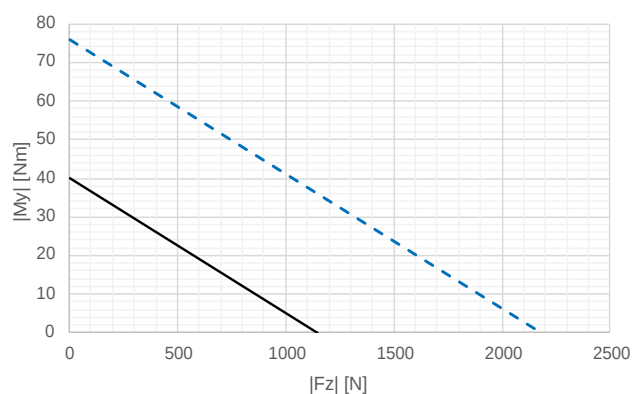
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

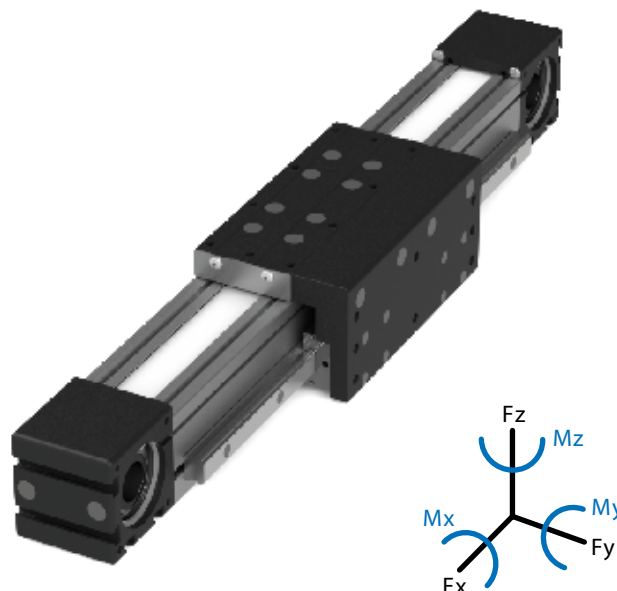
In case of combined stress contact our technical department.

MODELLO / MODEL
CLS060LO

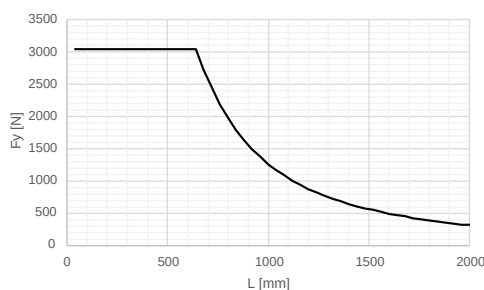
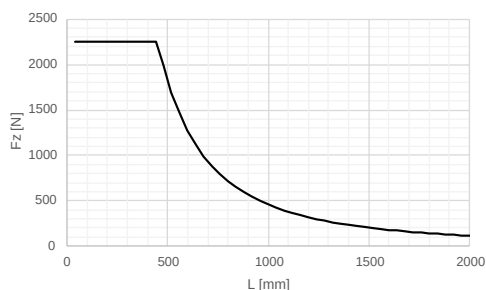
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	4,25
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,62
Massa carro Carriage's mass	[Kg]	2,15
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	25 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	607
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	45
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	130

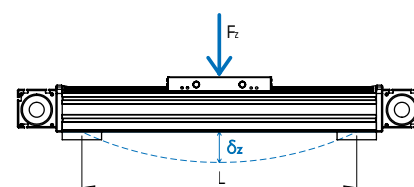
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.



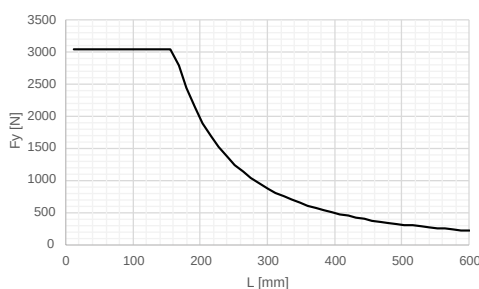
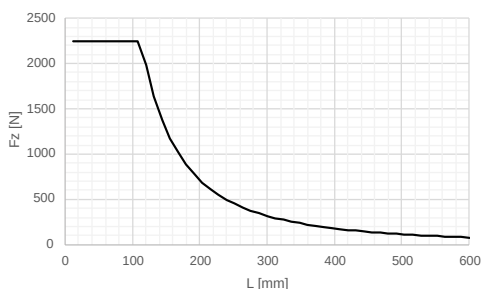
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



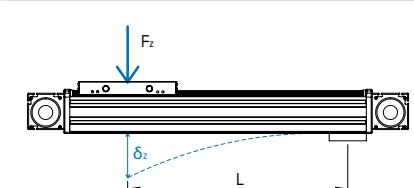
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



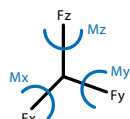
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

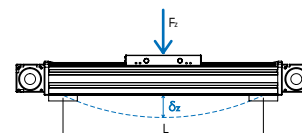
Limiti di carico massimo riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Maximum load limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

MODELLO / MODEL
CLS060LO

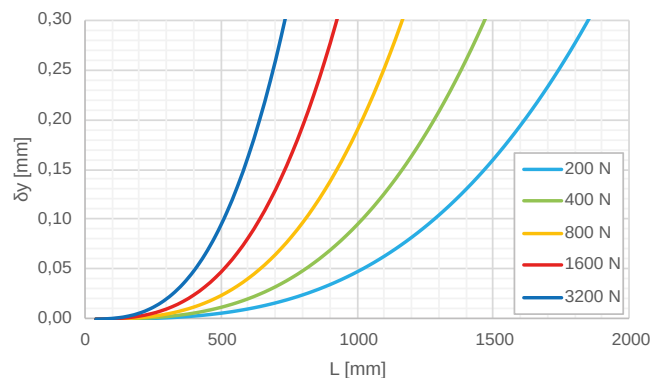
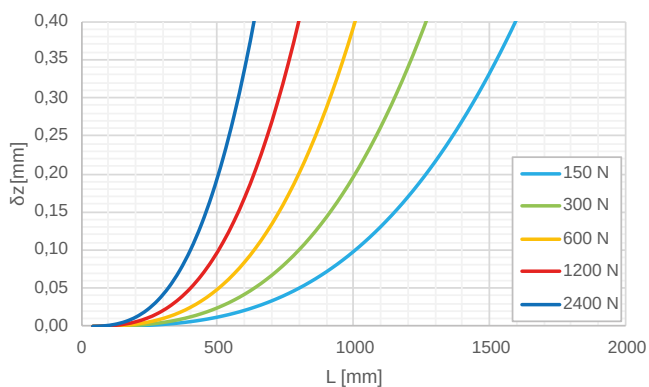


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

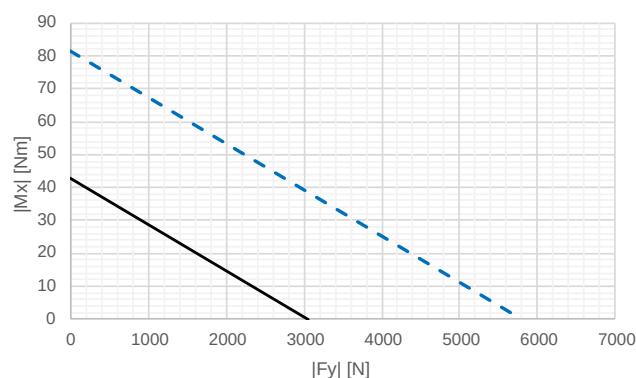
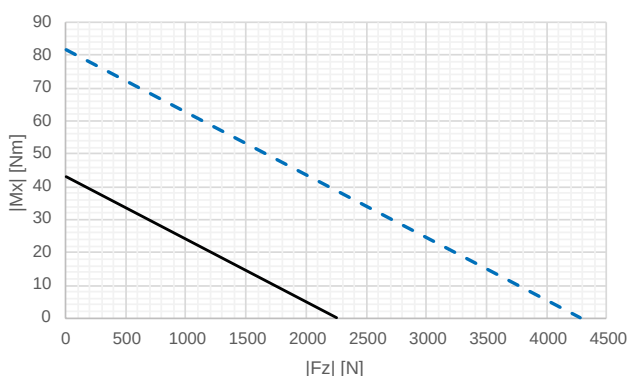
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



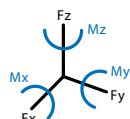
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

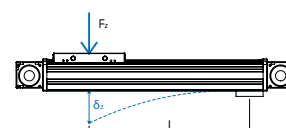
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

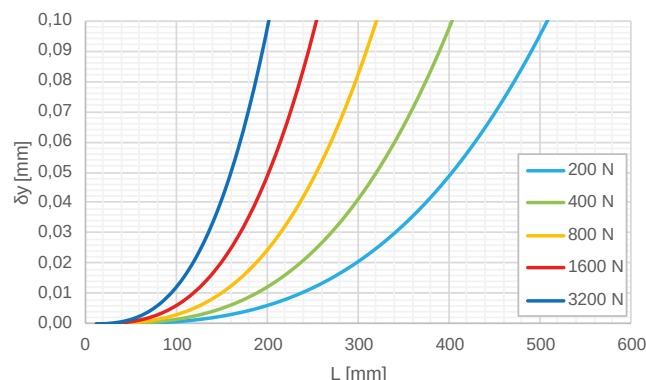
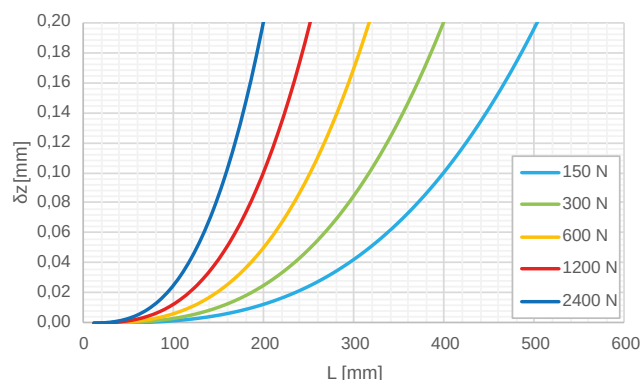
MODELLO / MODEL
CLS060LO



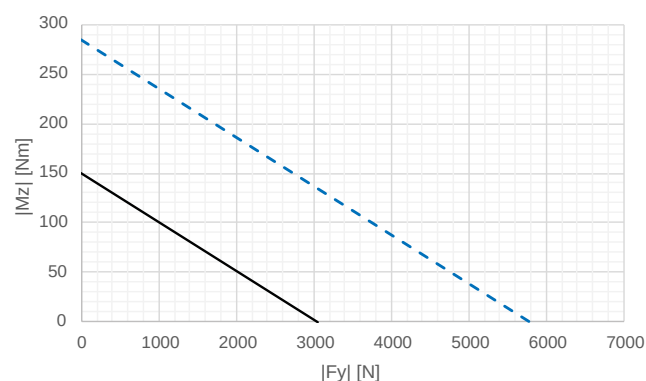
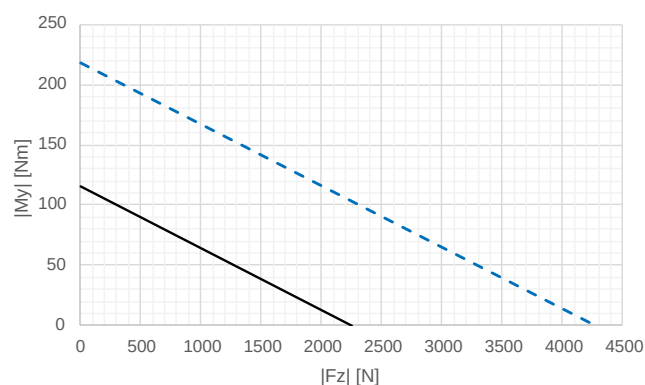
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



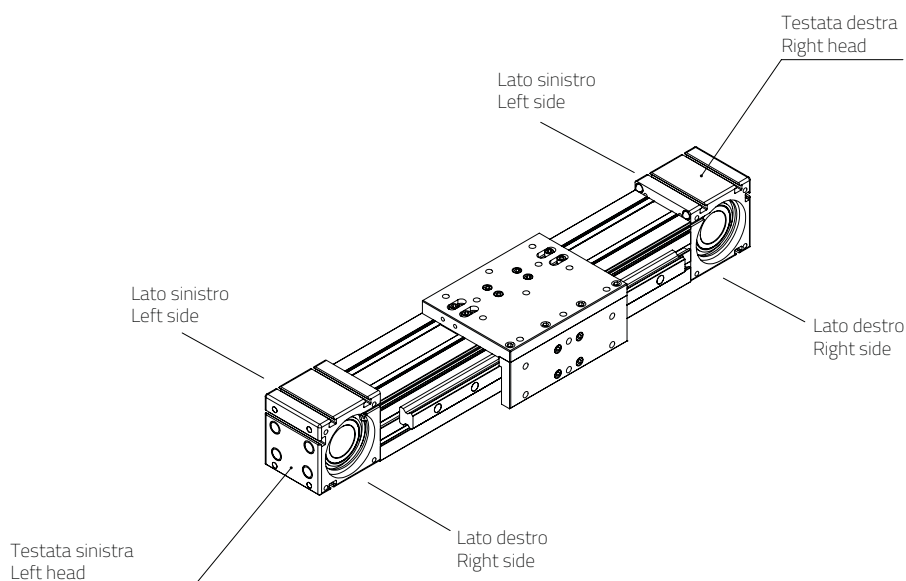
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

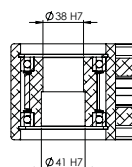
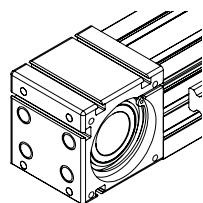
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

	CLS	090	CM	00800	-	XXX	-	XXX	-	XX
TIPO UNITÀ / MODEL										
CLS	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>									
TAGLIA / SIZE										
090	Profilo larghezza 90 mm <i>Profile width 90 mm</i>									
TIPOLOGIA CARRO / CARRIAGE TYPE										
CM	Carro corto monoguida <i>Short carriage with single guide rail</i>									
LM	Carro lungo monoguida <i>Long carriage with single guide rail</i>									
XM	Carro extra lungo monoguida <i>Extra long carriage with single guide rail</i>									
CO	Carro corto biguida ortogonale <i>Short carriage with orthogonal dual guide rail</i>									
LO	Carro lungo biguida ortogonale <i>Long carriage with orthogonal dual guide rail</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TESTATA SINISTRA (vedi versione testata) / LEFT HEAD (view head version)										
TESTATA DESTRA (vedi versione testata) / RIGHT HEAD (view head version)										
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard <i>Standard configuration</i>									
C	Configurazione personalizzata <i>Custom configuration</i>									

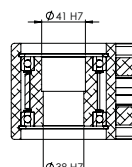




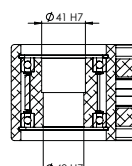
VERSIONE TESTATA / HEAD VERSION



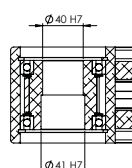
D41



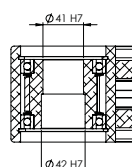
S41



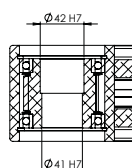
D40



S40



D42

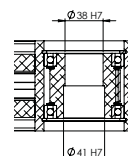


S42

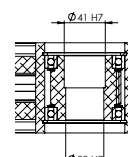
TESTATA SINISTRA / LEFT HEAD

D41	Testata sinistra con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Left head with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Testata sinistra con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Left head with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Testata sinistra con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Left head with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Testata sinistra con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Left head with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Testata sinistra con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Left head with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Testata sinistra con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Left head with hole Ø 42 mm on the left and Ø 41 mm on the right</i>

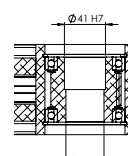
D41



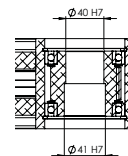
S41



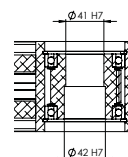
D40



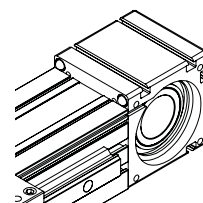
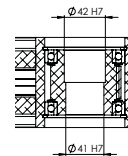
S40



D42



S42



TESTATA DESTRA / RIGHT HEAD

D41	Testata destra con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Right head with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Testata destra con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Right head with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Testata destra con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Right head with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Testata destra con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Right head with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Testata destra con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Right head with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Testata destra con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Right head with hole Ø 42 mm on the left and Ø 41 mm on the right</i>

MODELLO / MODEL
CLS090CM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

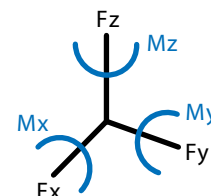
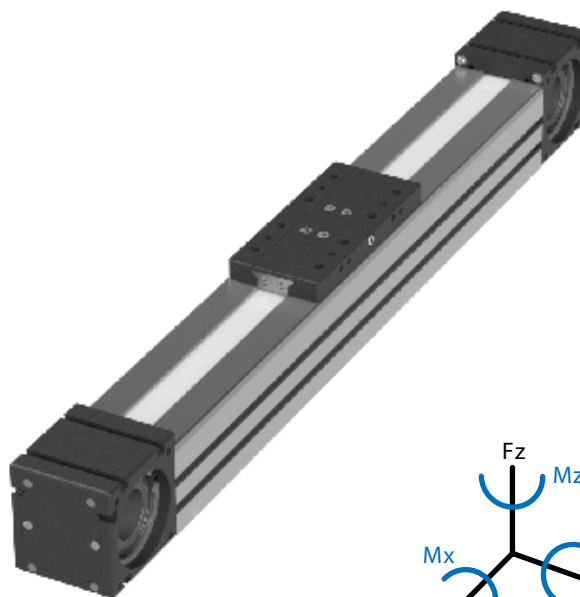
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	7,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,03
Massa carro Carriage's mass	[Kg]	1,2
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	203
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	278

* I valori sono da considerarsi indicativi.

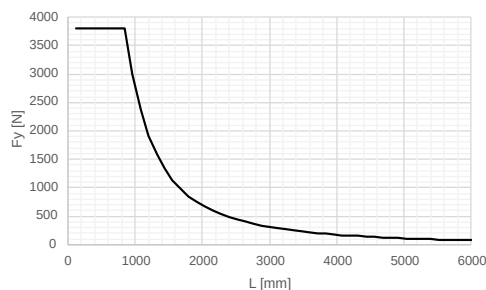
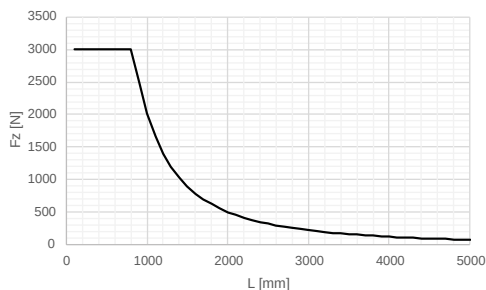
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

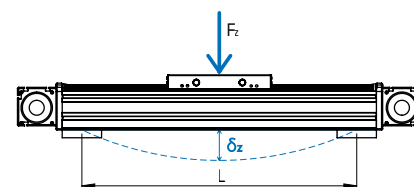


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

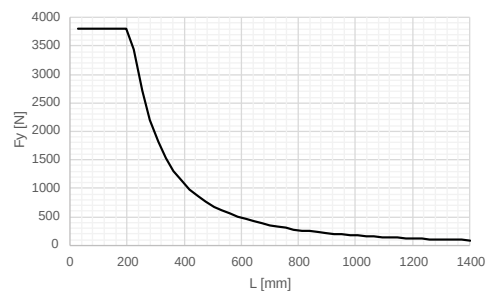
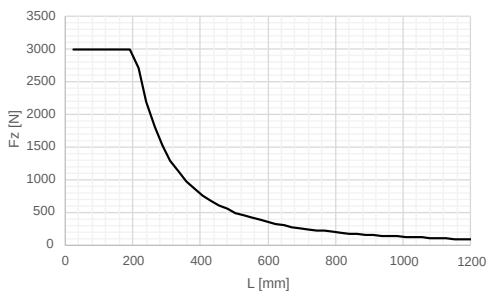


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

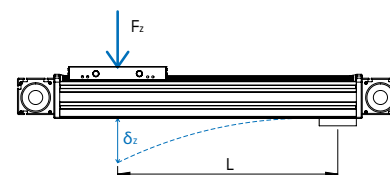


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



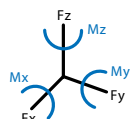
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



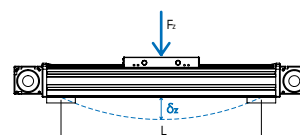
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
CLS090CM

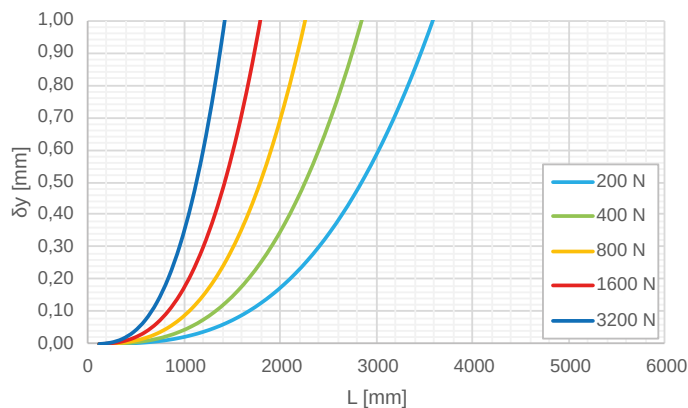
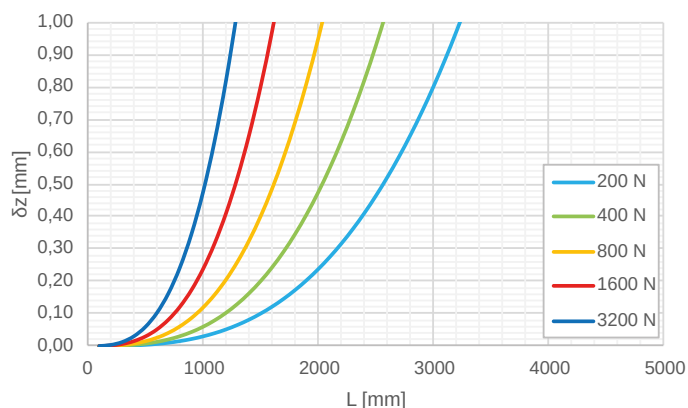


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

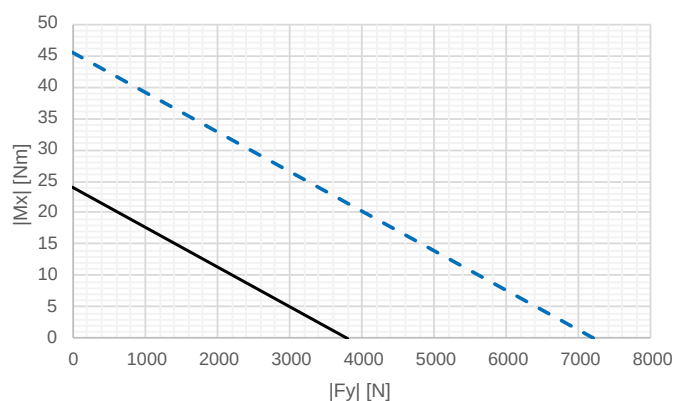
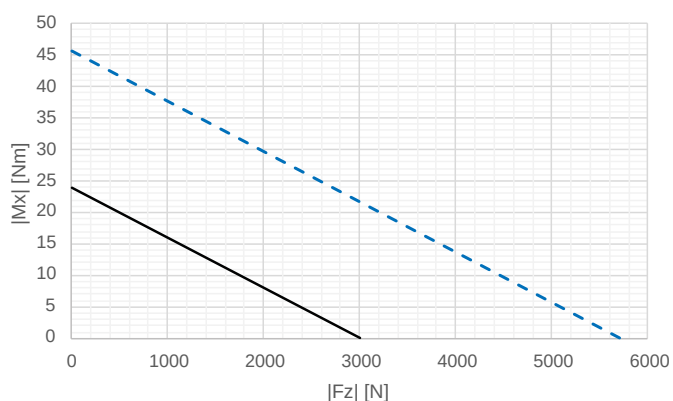
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

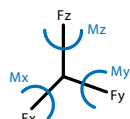
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

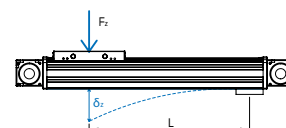
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

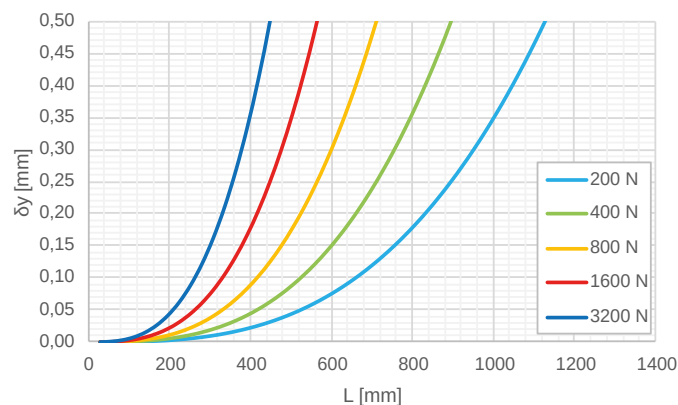
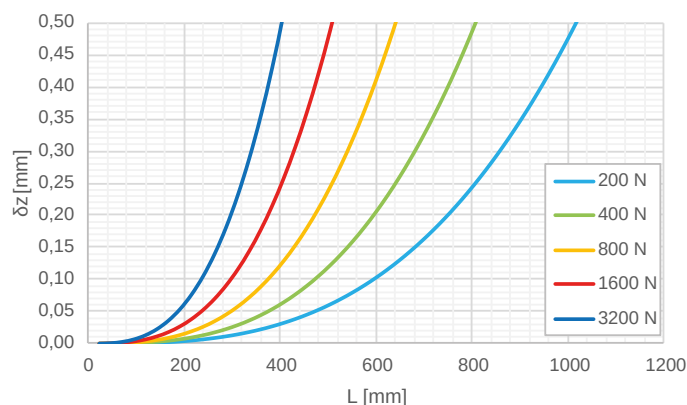
MODELLO / MODEL
CLS090CM



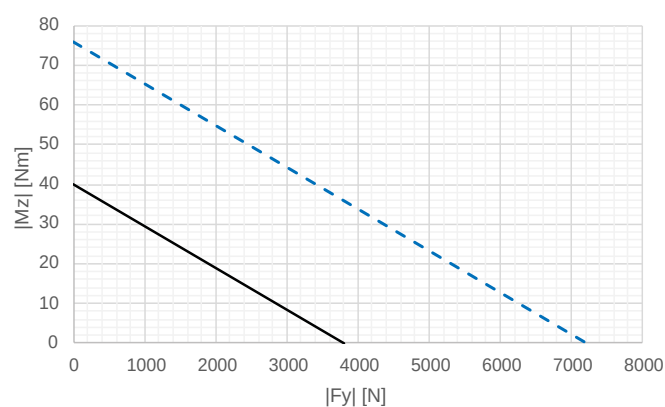
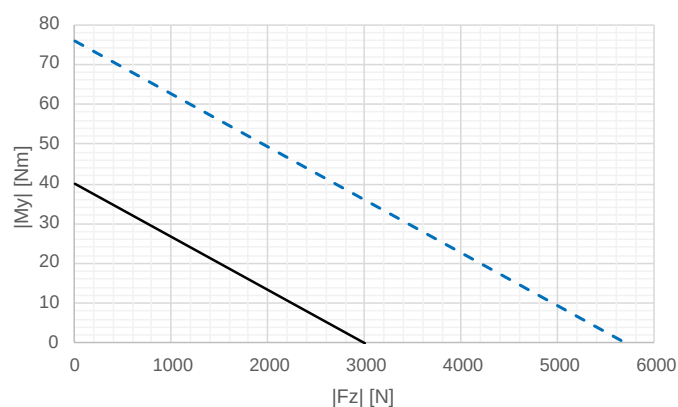
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

MODELLO / MODEL
CLS090LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

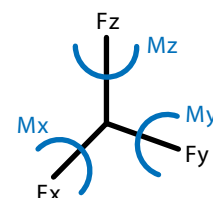
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	8,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,03
Massa carro Carriage's mass	[Kg]	1,95
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	203
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	278

* I valori sono da considerarsi indicativi.

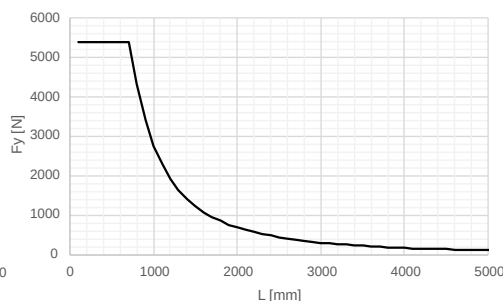
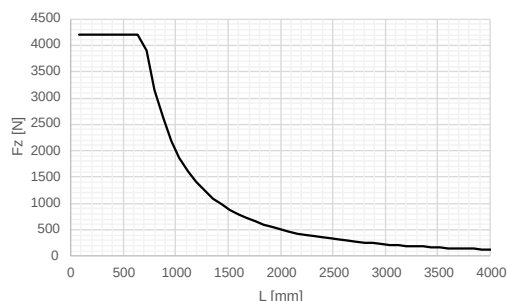
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

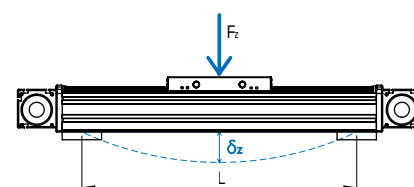


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

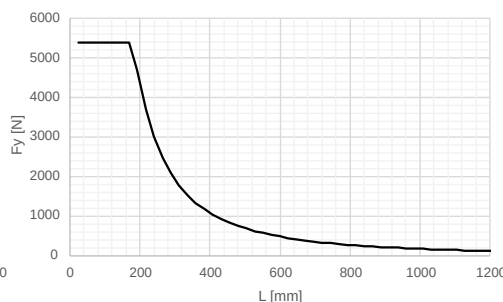
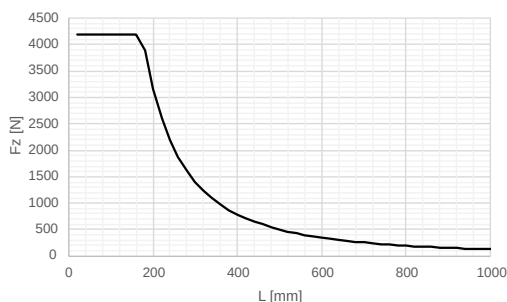


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

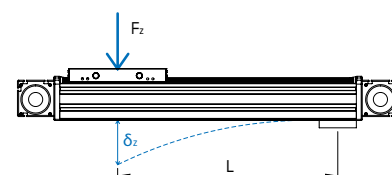


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



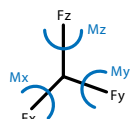
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



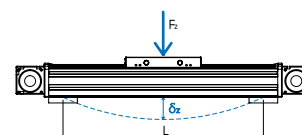
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
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MODELLO / MODEL
CLS090LM

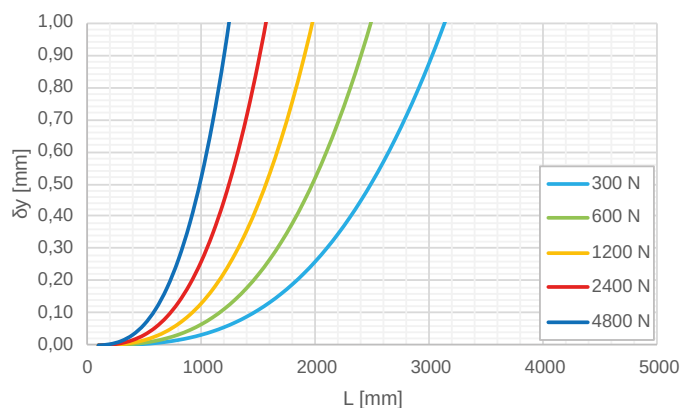
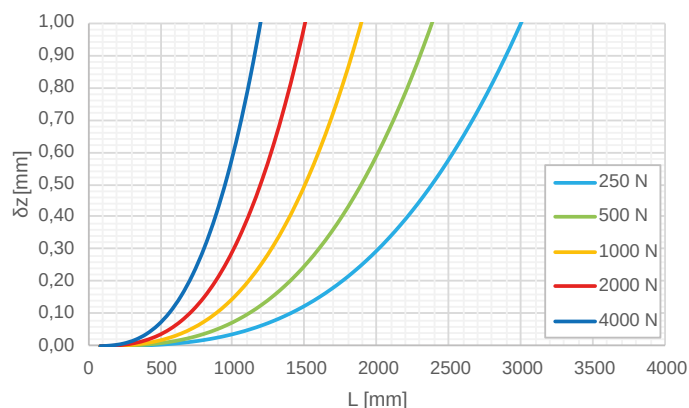


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

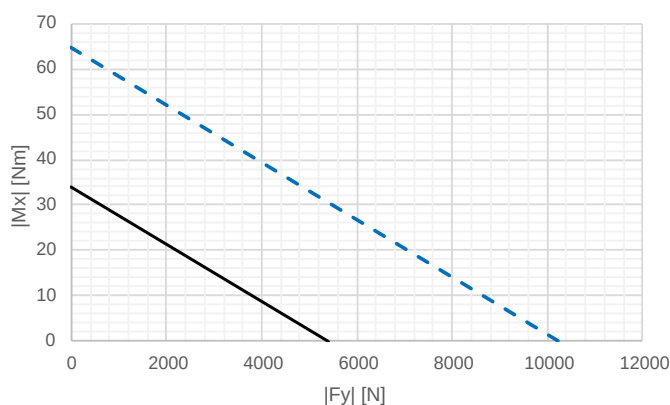
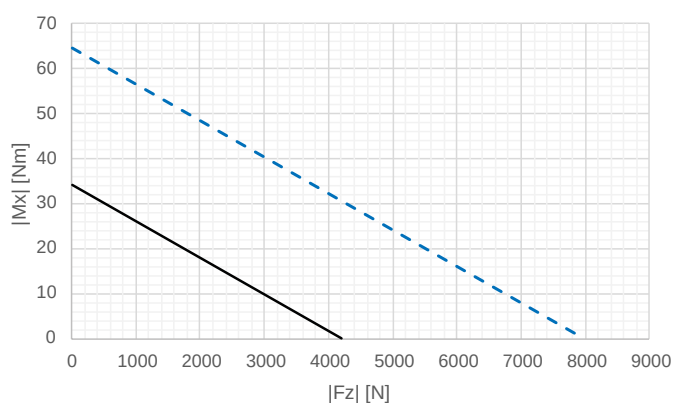
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

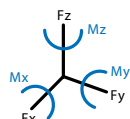
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

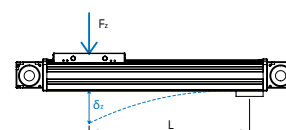
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

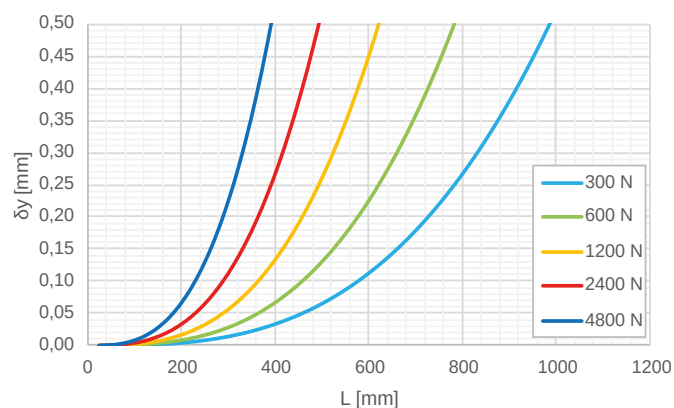
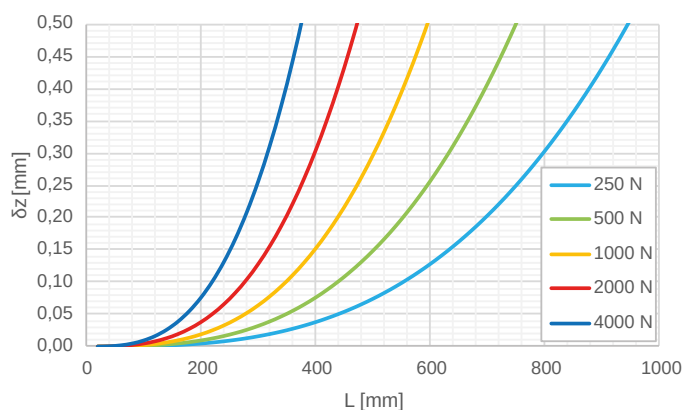
MODELLO / MODEL
CLS090LM



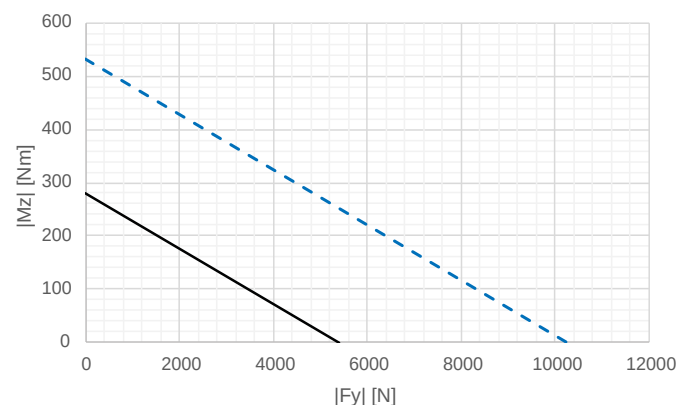
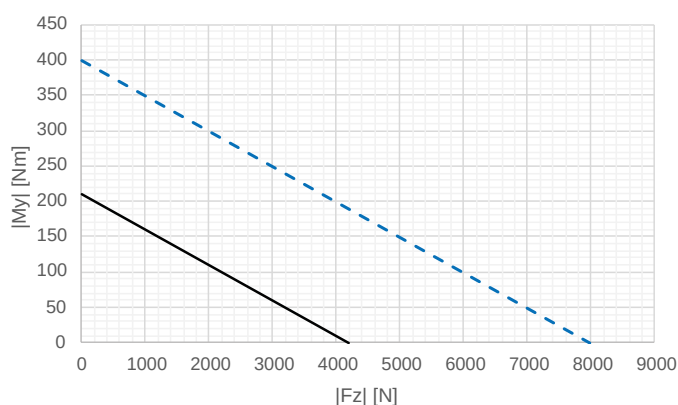
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

MODELLO / MODEL
CLS090XM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

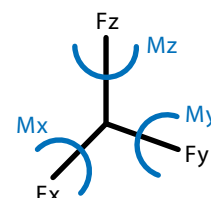
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	11,7
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,03
Massa carro Carriage's mass	[Kg]	2,55
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	203
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	278

* I valori sono da considerarsi indicativi.

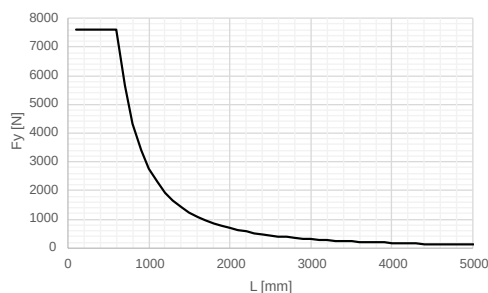
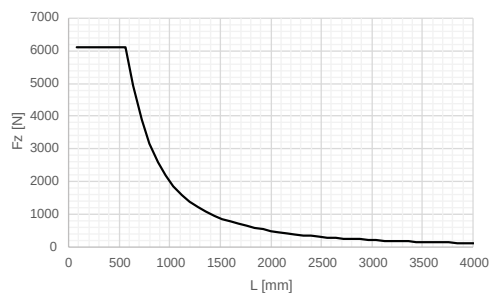
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

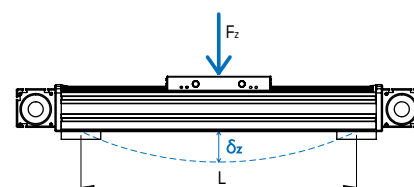


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

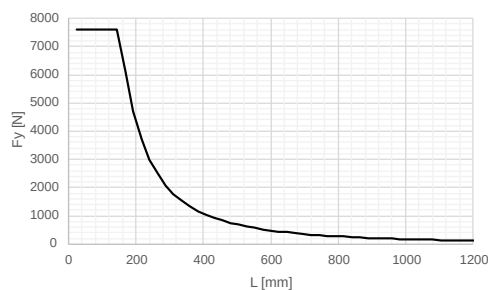
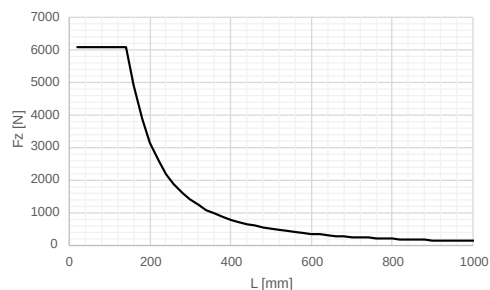


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

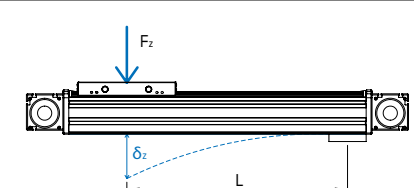


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



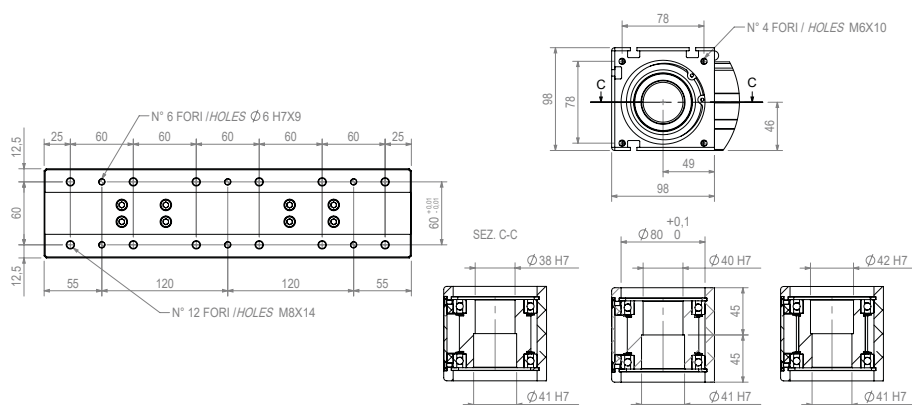
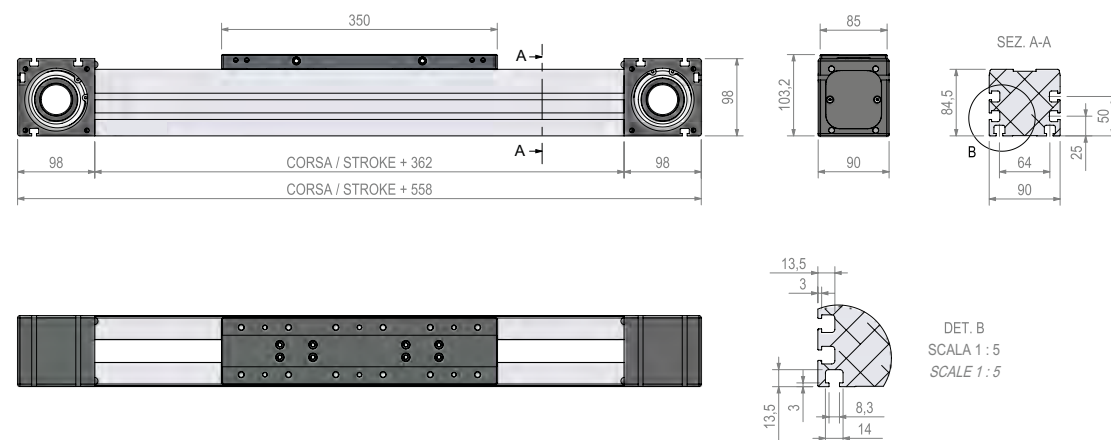
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



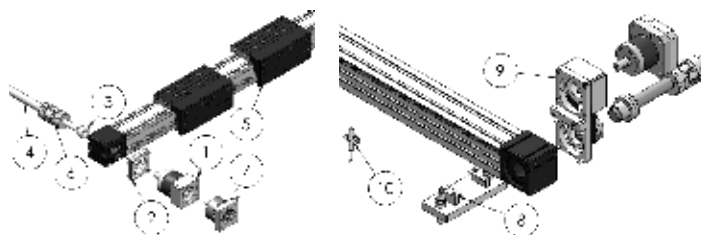
Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

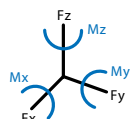
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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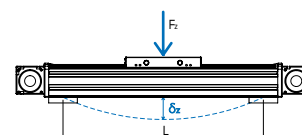
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
CLS090XM

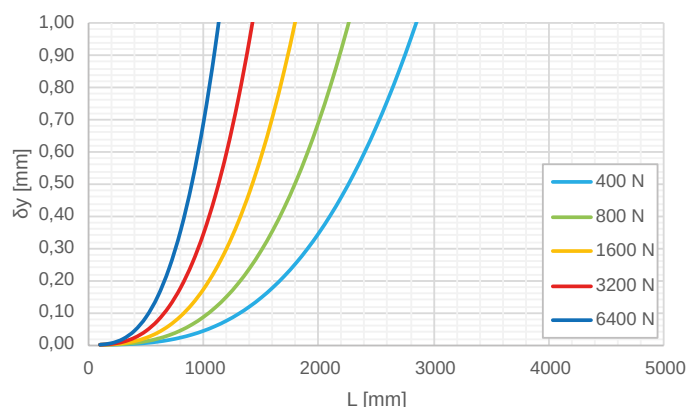
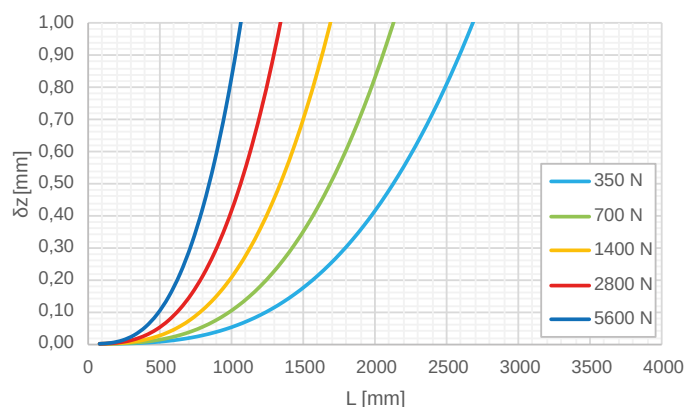


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

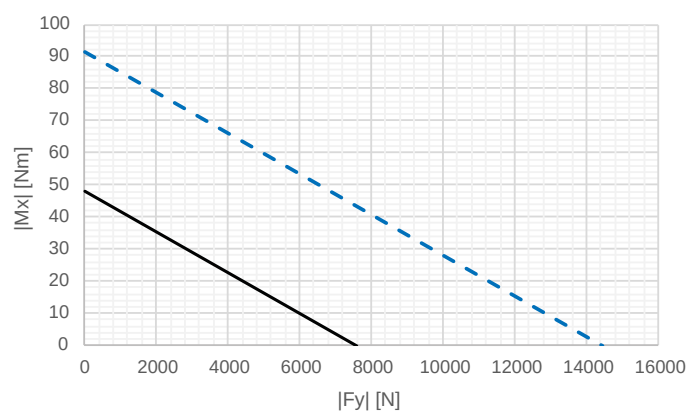
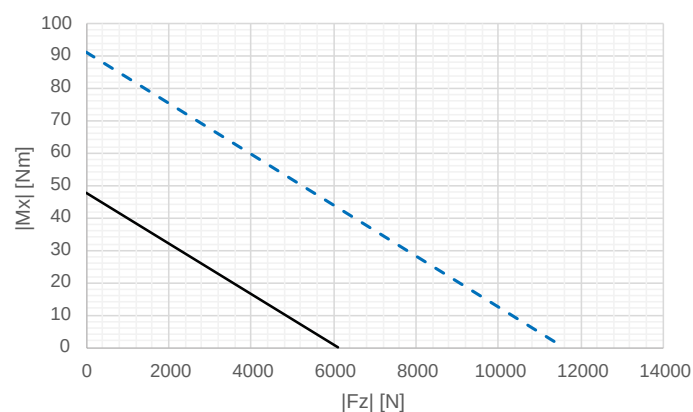
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

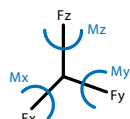
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

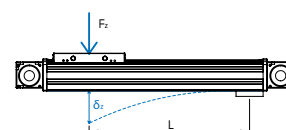
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

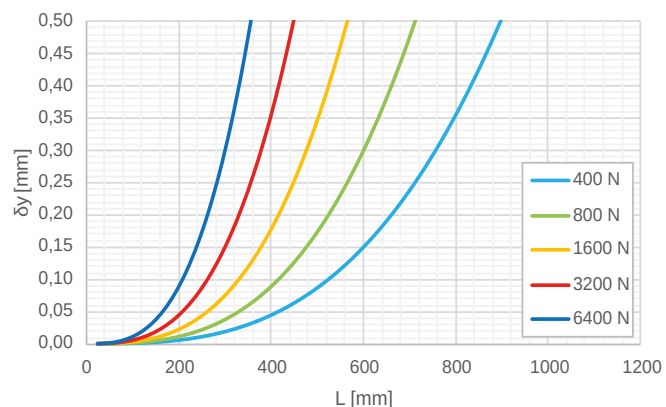
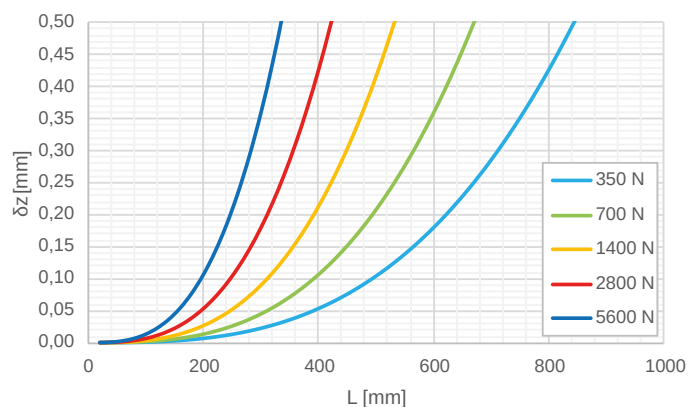
MODELLO / MODEL
CLS090XM



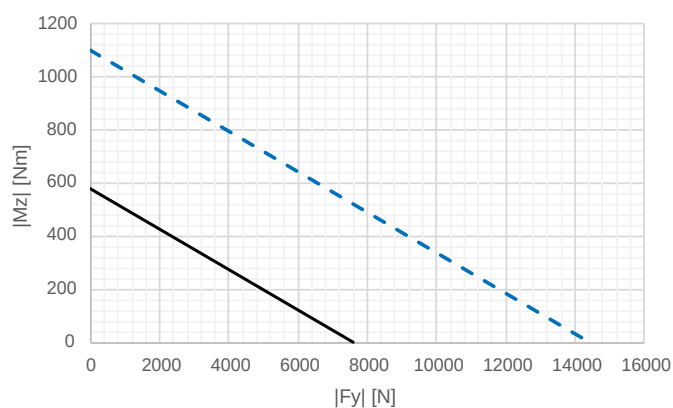
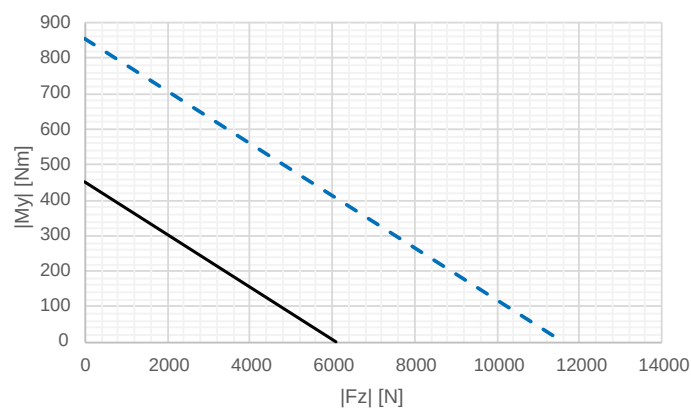
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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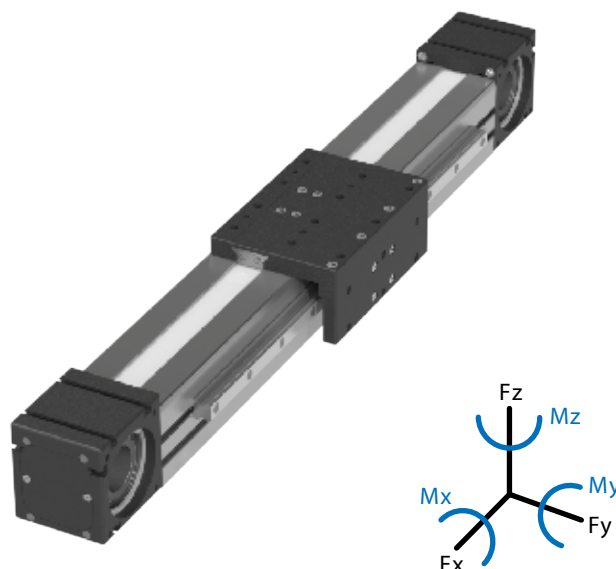
In case of combined stress contact our technical department.

MODELLO / MODEL
CLS090C0

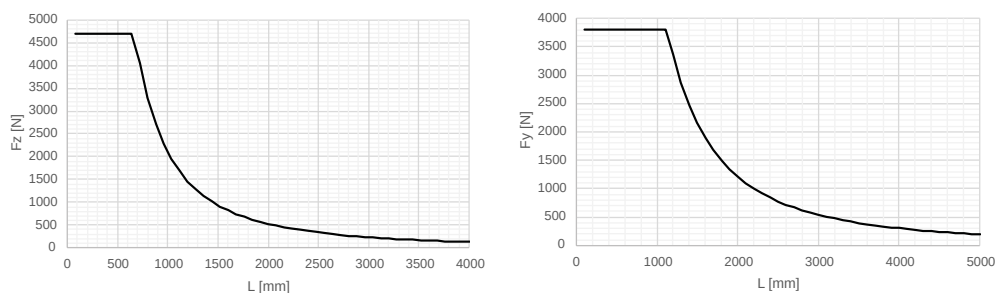
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	8,45
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,27
Massa carro Carriage's mass	[Kg]	2,6
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	212
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	488

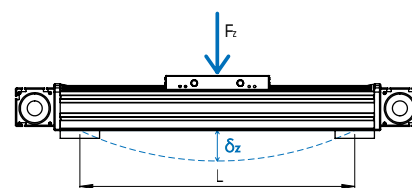
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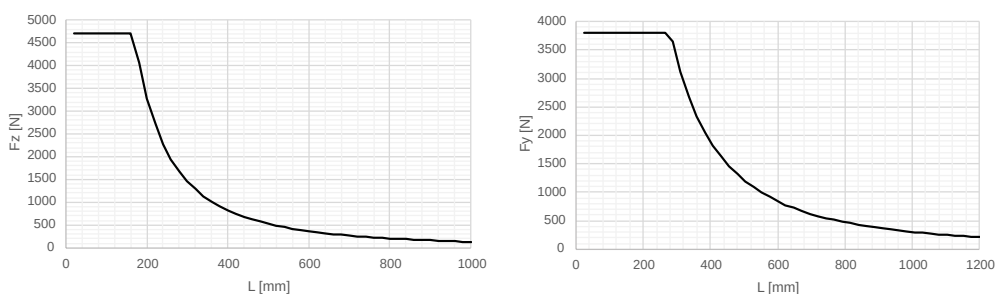
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



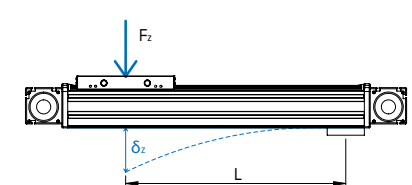
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



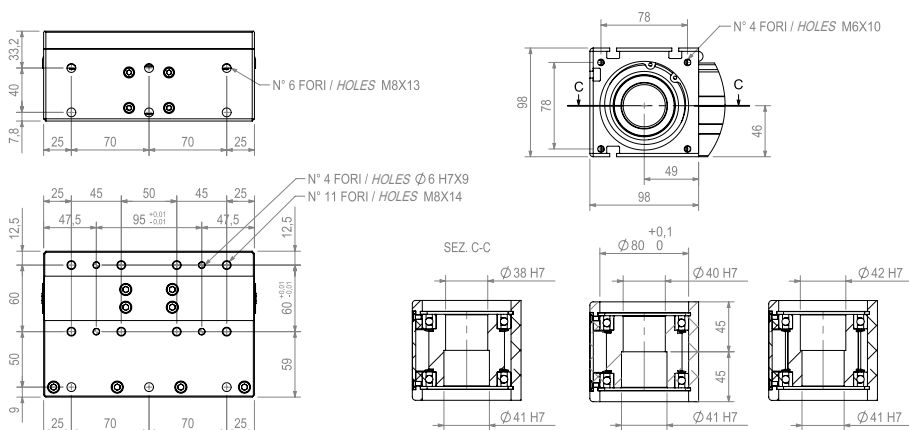
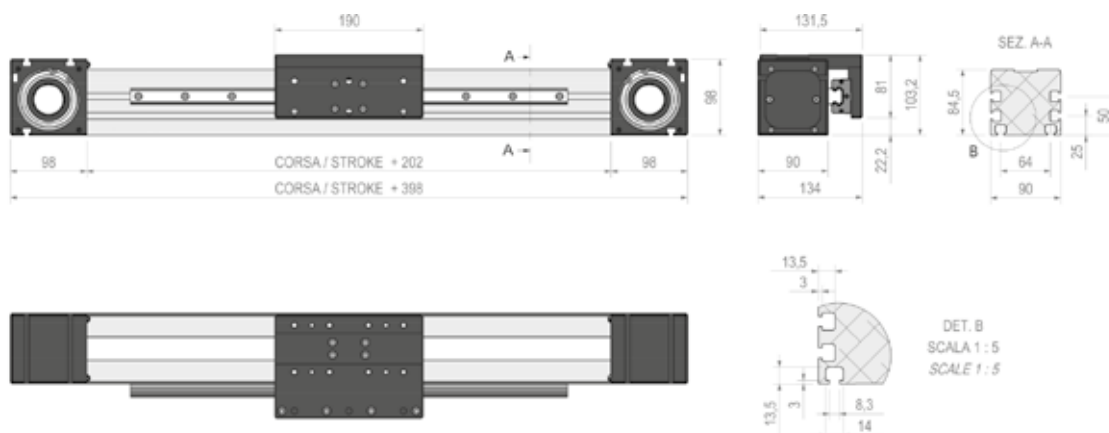
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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Limiti di carico massimo riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Maximum load limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

DIMENSIONI / DIMENSIONS



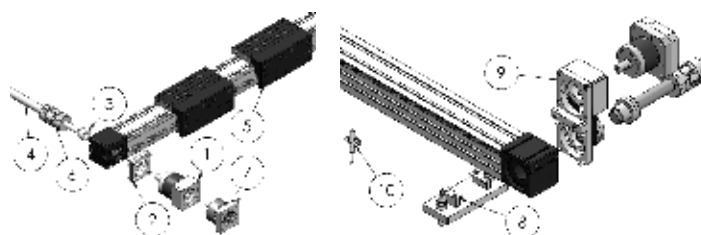
Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
(1) Riduttore Gearbox	x	x	x
(2) Kit assiale Axial kit	x	x	x
(3) Callettatore Keyless Locking Device	x		x
(4) Albero di torsione Torsion shaft	x		x
(5) Carro aggiuntivo Additional carriage	x		x
(6) Giunto elastico Elastic coupling	x		
(7) Freno stazionamento Standing brake	x		
(8) Elemento fissaggio/tassello Fastening/plug	x	x	x
(9) Kit rinvio Transfer box	x	x	
(10) Supporto sensore/Camma Sensor bracket/Cam	x	x	x

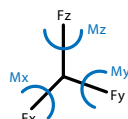
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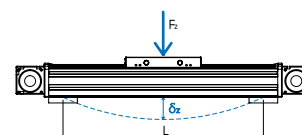
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
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MODELLO / MODEL
CLS090C0

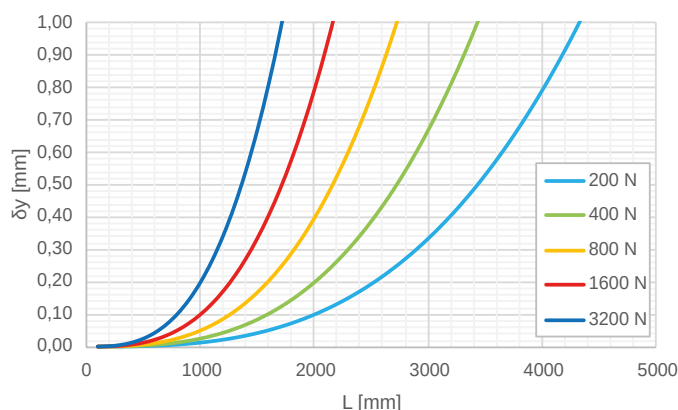
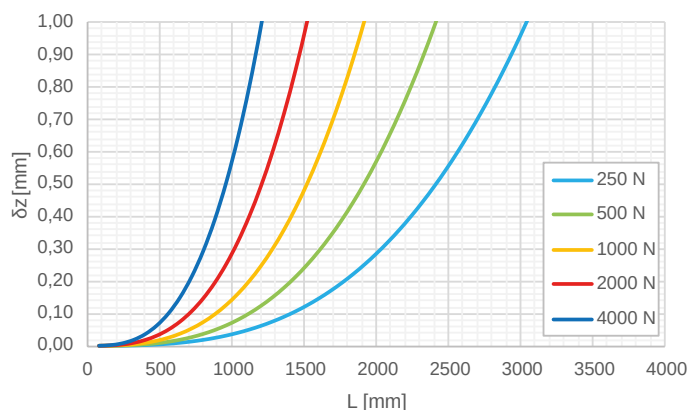


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

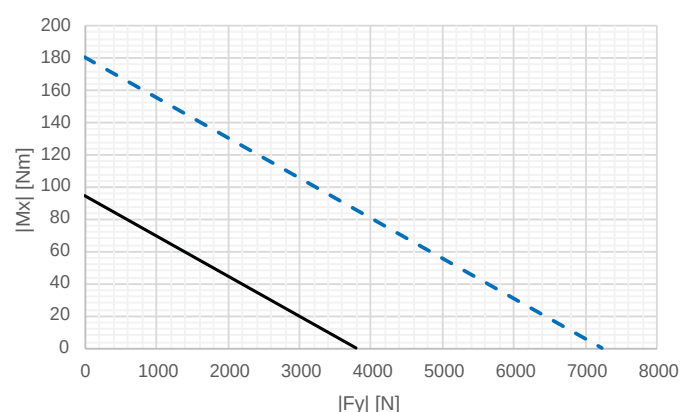
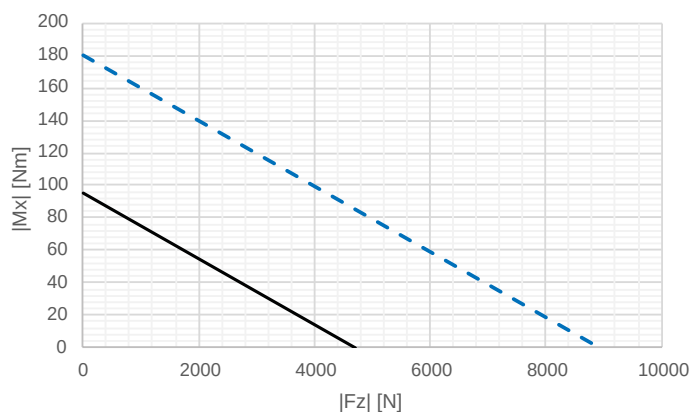
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



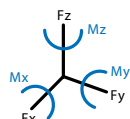
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

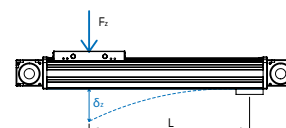
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

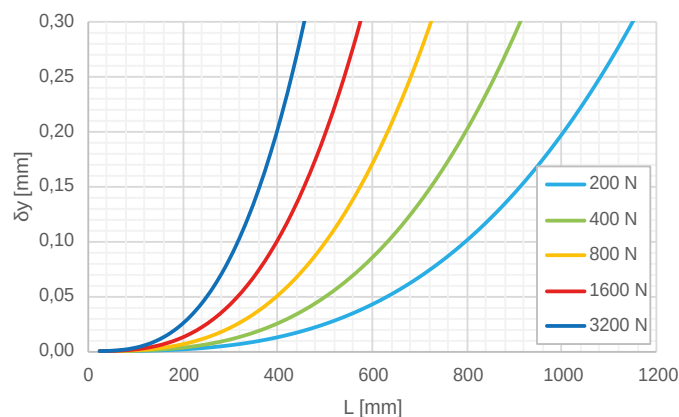
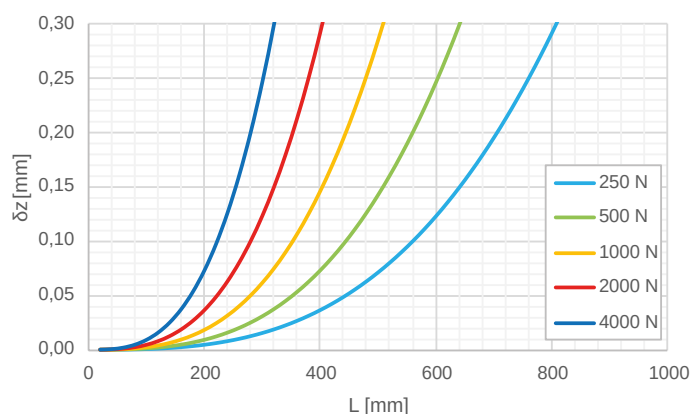
MODELLO / MODEL
CLS090C0



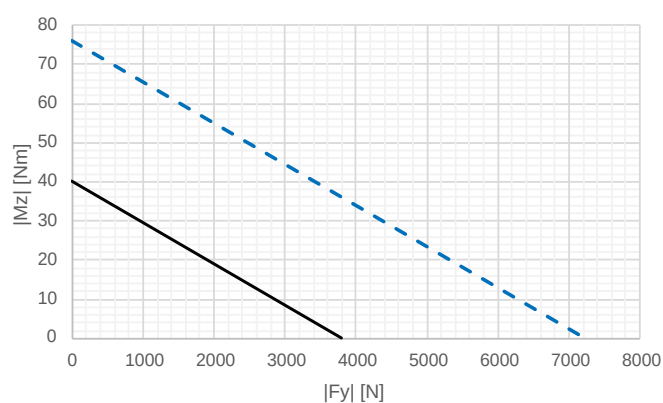
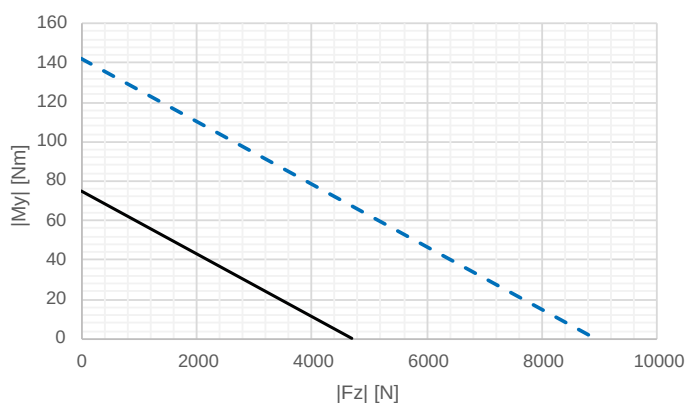
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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Emergency stop max 100 times during service life.

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Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

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In case of combined stress contact our technical department.

MODELLO / MODEL

CLS090LO

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

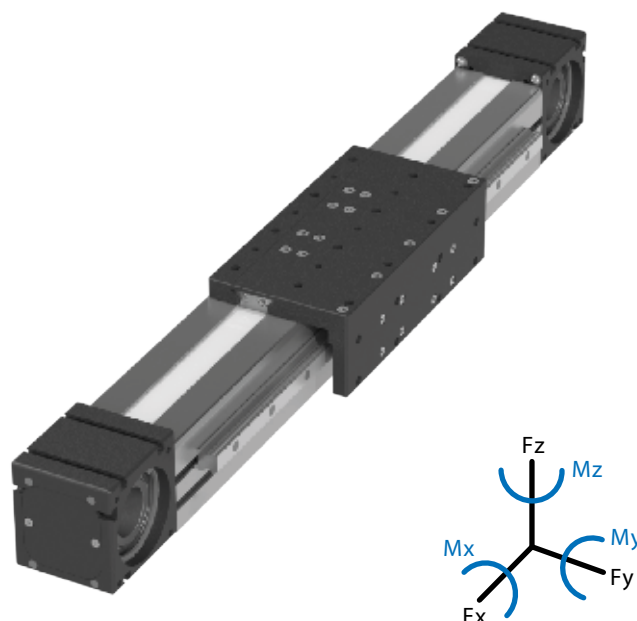
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	11
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,27
Massa carro Carriage's mass	[Kg]	3,83
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	212
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	488

* I valori sono da considerarsi indicativi.

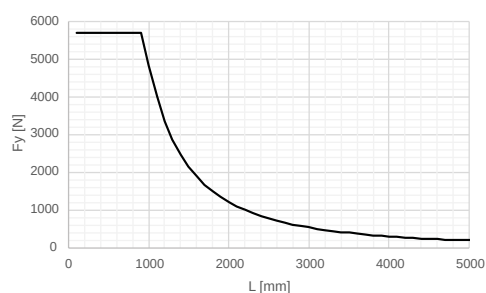
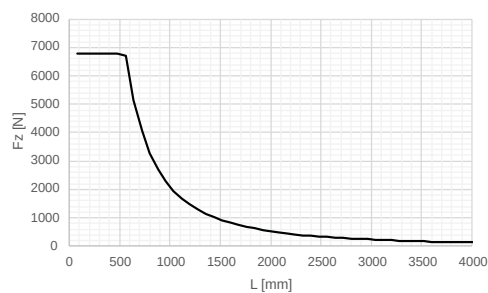
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

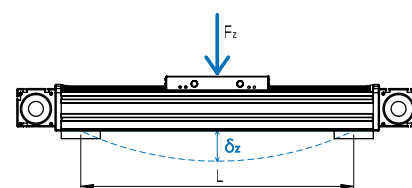
Higher performance are possible. Please contact our technical department.



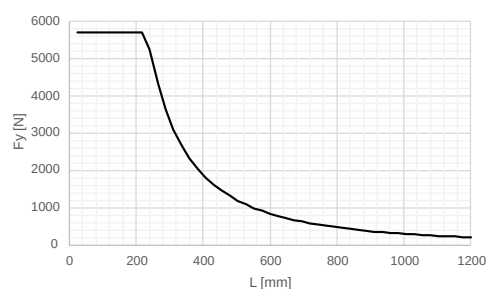
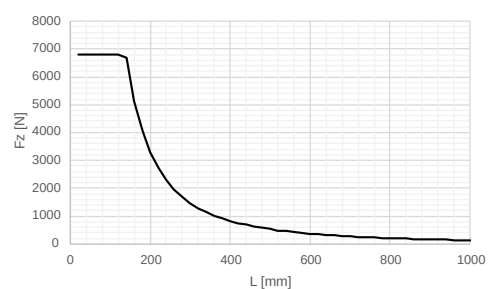
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



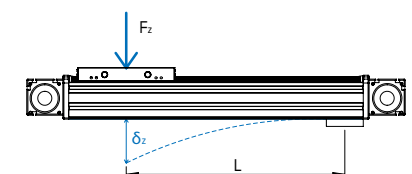
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



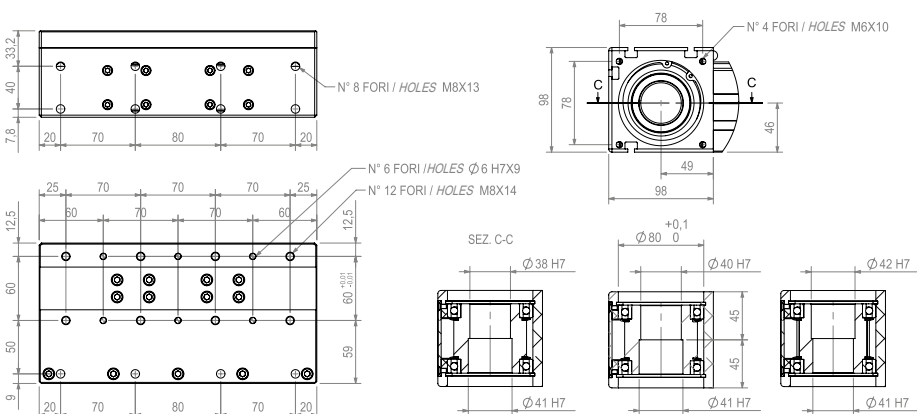
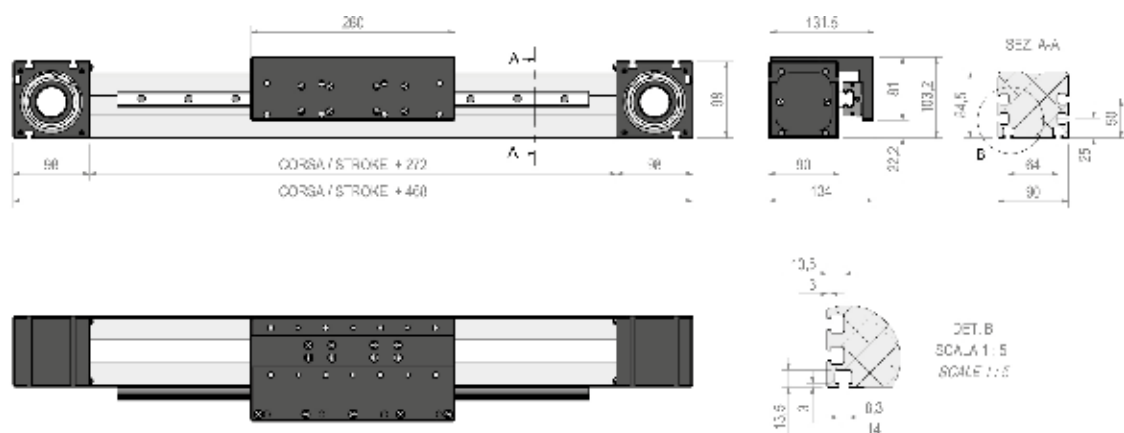
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Limiti di carico massimo riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.

Maximum load limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

DIMENSIONI / DIMENSIONS



Tipologia interfaccia riduttore
Gearbox interface type

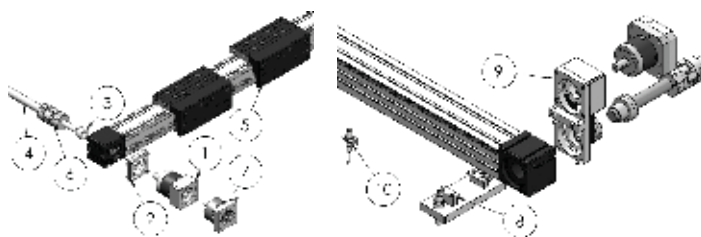
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

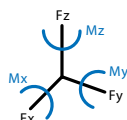
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



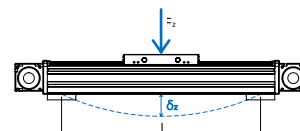
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
CLS090LO

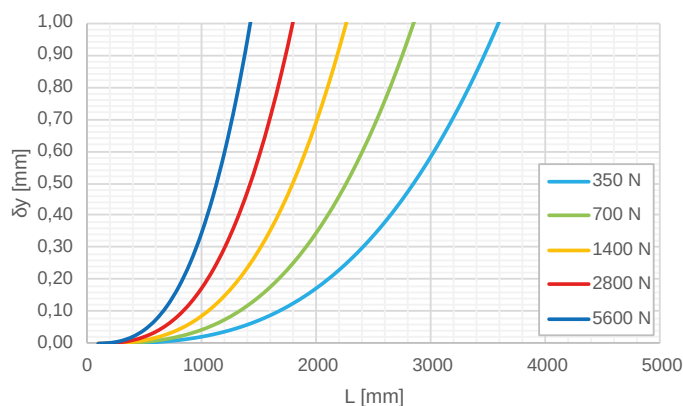
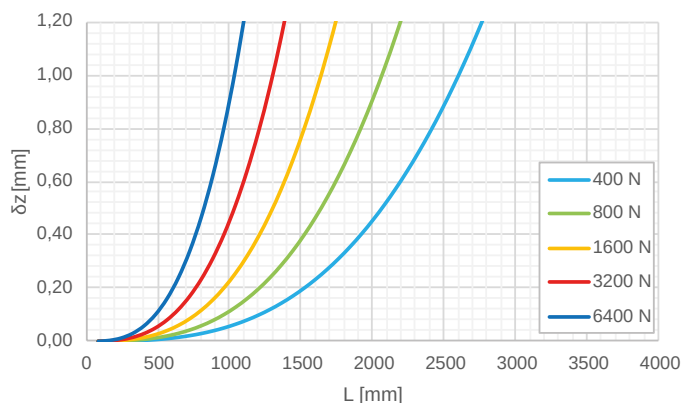


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

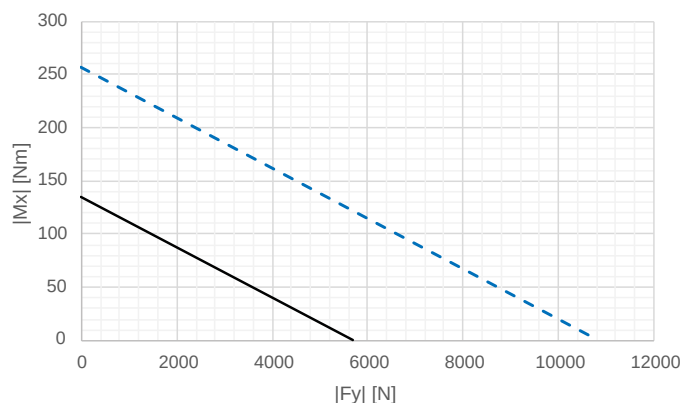
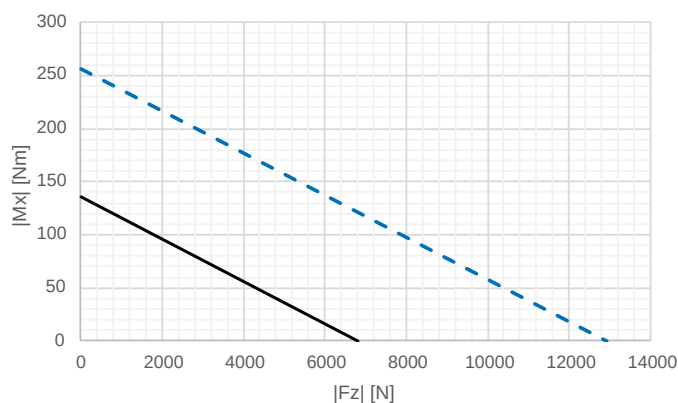
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



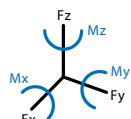
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral side contact our technical department.

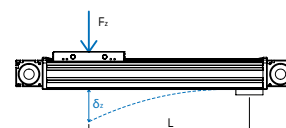
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
CLS090LO

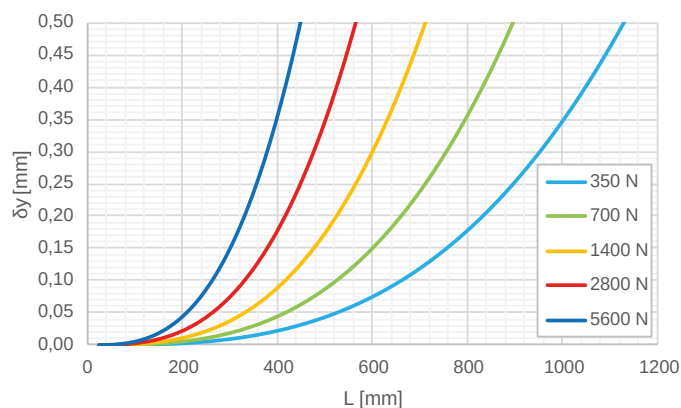
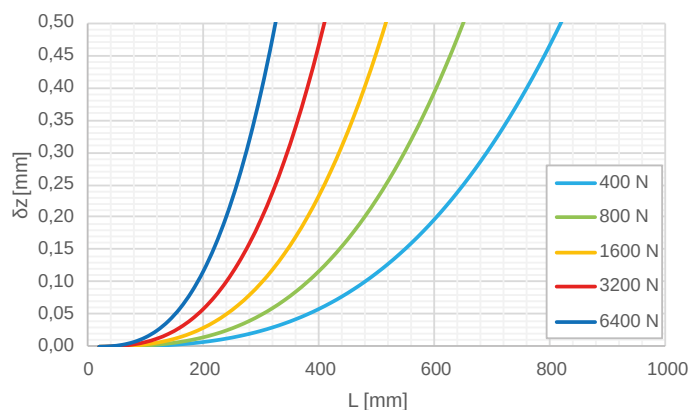


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

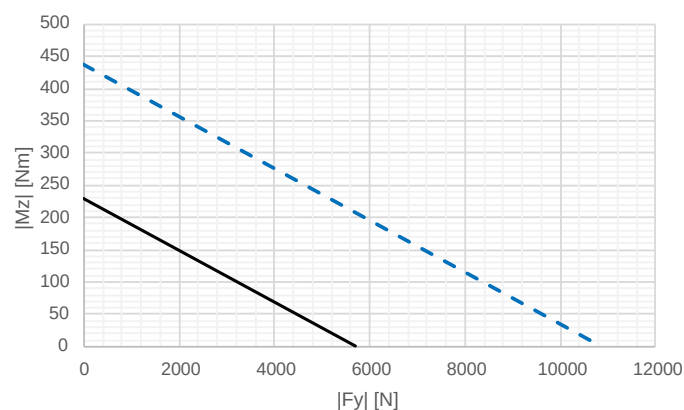
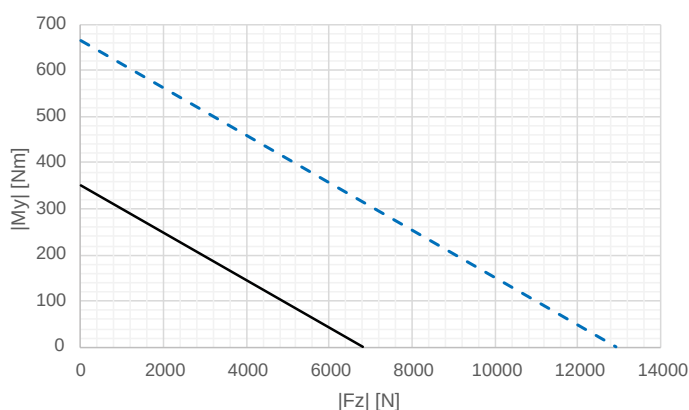
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

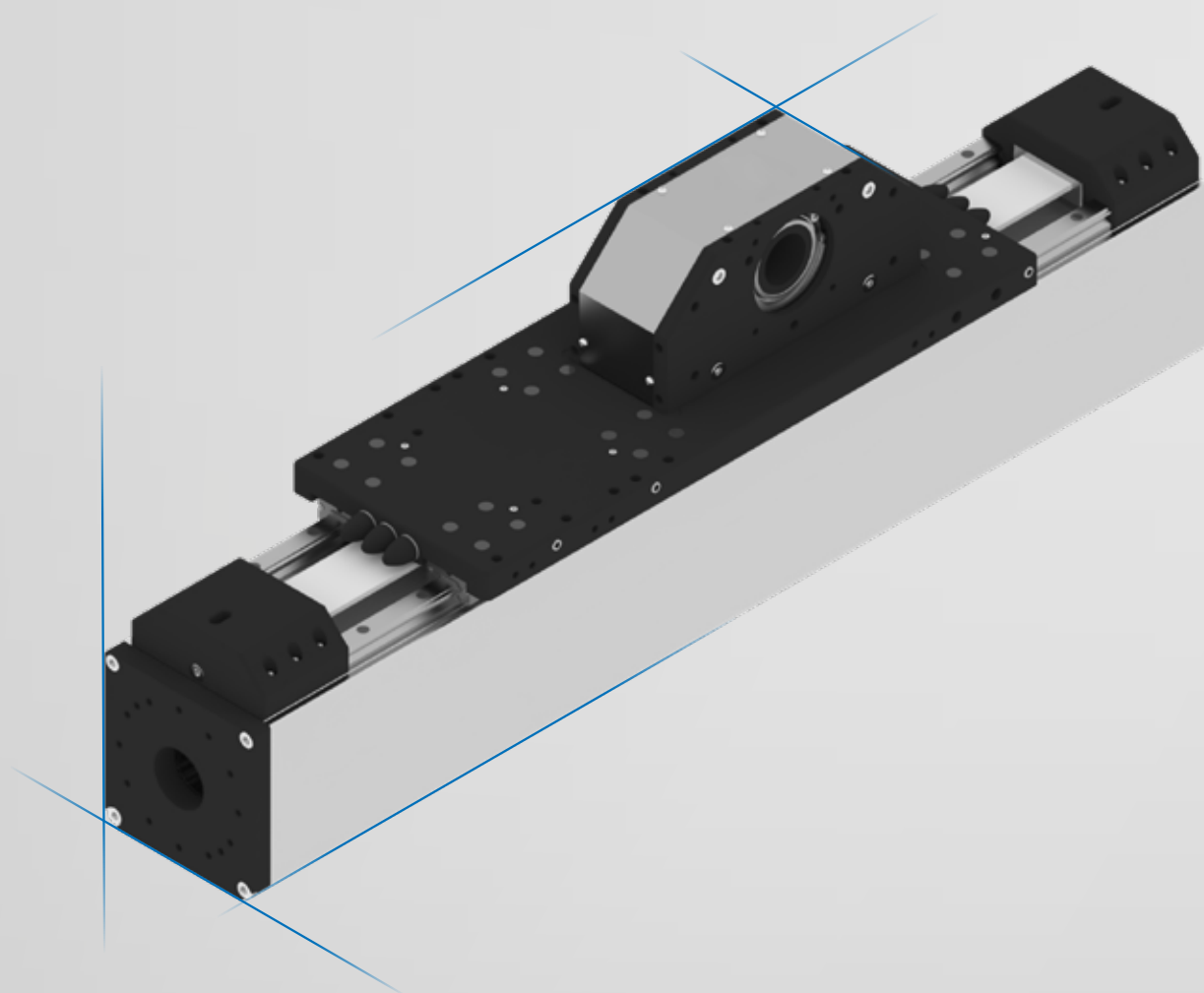
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Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
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Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

UNITÀ LINEARE A CINGHIA

BELT DRIVEN
LINEAR UNIT

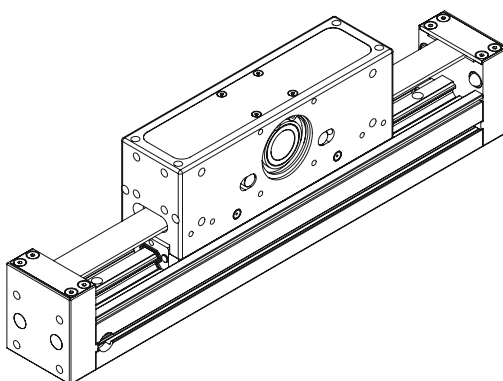


SERIE VER

SERIES

120	VER045FM
124	VER060FM
130	VER065FM
136	VER090FM
142	VER060FBS
146	VER090FBS
150	VER120FBS
154	VER150FBS
160	VER125FBS
162	VER180FBS

	VER	045	FM	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>							
TAGLIA / SIZE								
045	Profilo larghezza 45 mm <i>Profile width 45 mm</i>							
060	Profilo larghezza 60 mm <i>Profile width 60 mm</i>							
TIPOLOGIA CARRO / CARRIAGE TYPE								
FM	Carro fisso monoguida e profilo mobile <i>Fixed carriage with single guide rail and mobile profile</i>							
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)								
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)								
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE								
A	Configurazione standard <i>Standard configuration</i>							
C	Configurazione personalizzata <i>Custom configuration</i>							

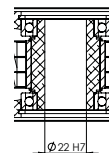


VERSIONE PULEGGIA / PULLEY VERSION

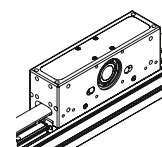
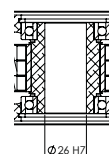
PULEGGIA / PULLEY

F22	Puleggia con foro passante Ø 22 mm <i>Pulley with hole Ø 22 mm</i>
F26	Puleggia con foro passante Ø 26 mm <i>Pulley with hole Ø 26 mm</i>

F22



F26

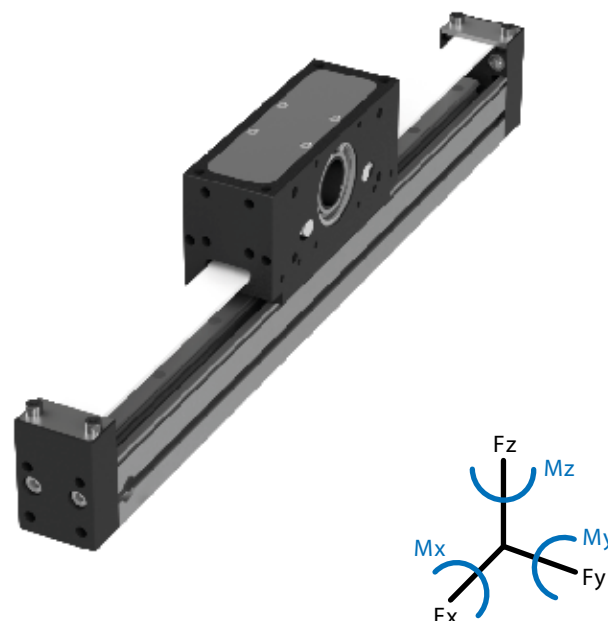


MODELLO / MODEL
VER045FM

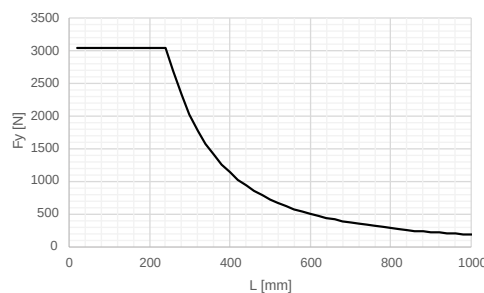
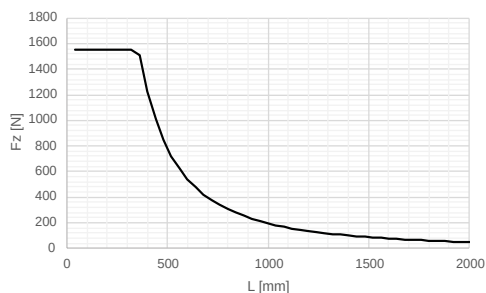
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	2,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,35
Massa carro Carriage's mass	[Kg]	1,3
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	125
Taglia cinghia Belt's size	[-]	25 AT 5
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	610
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	20
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	18

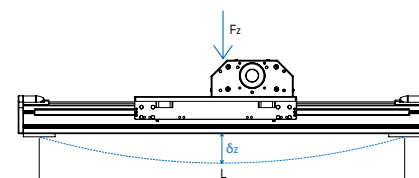
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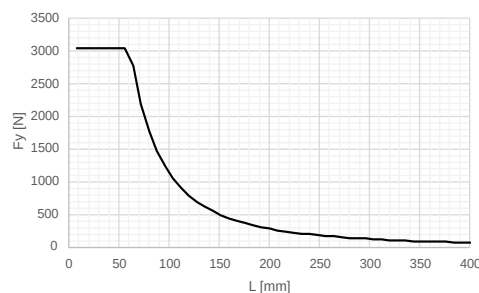
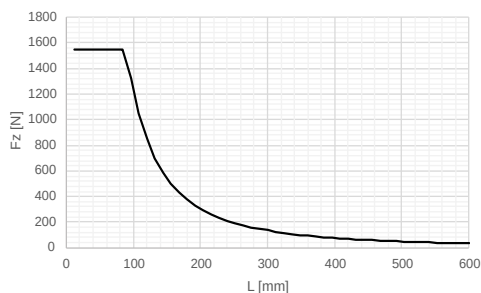
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



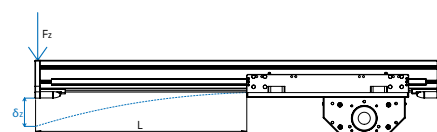
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

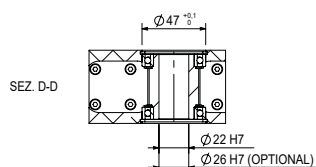
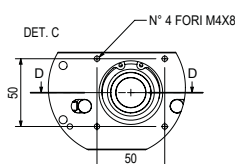
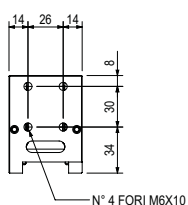
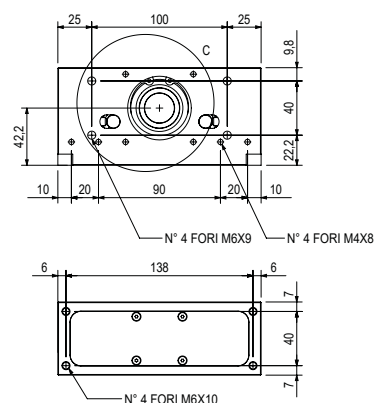
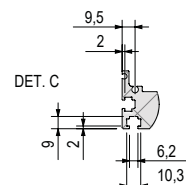
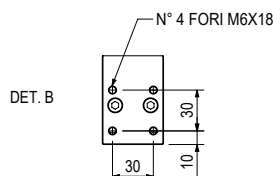
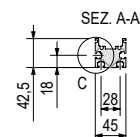
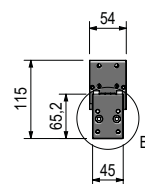
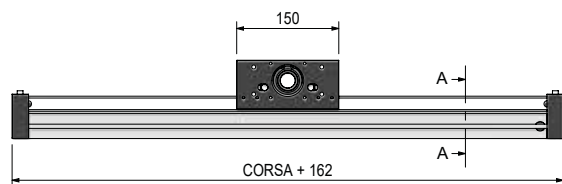


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

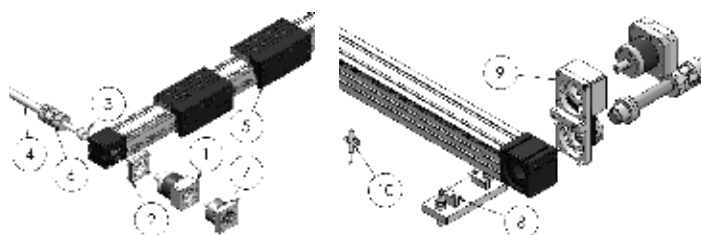


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF20

Configurazioni puleggia
Pulley configurations

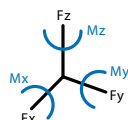
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Camma	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
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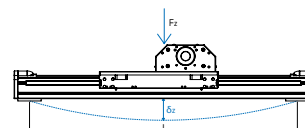
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MODELLO / MODEL
VER045FM

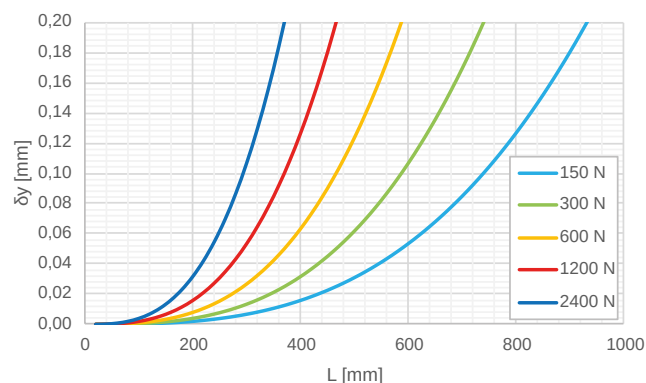
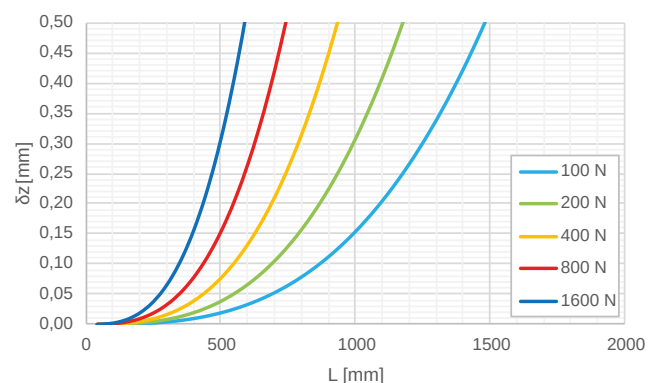


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

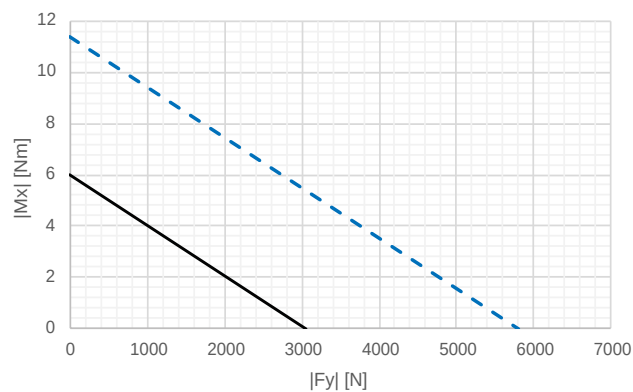
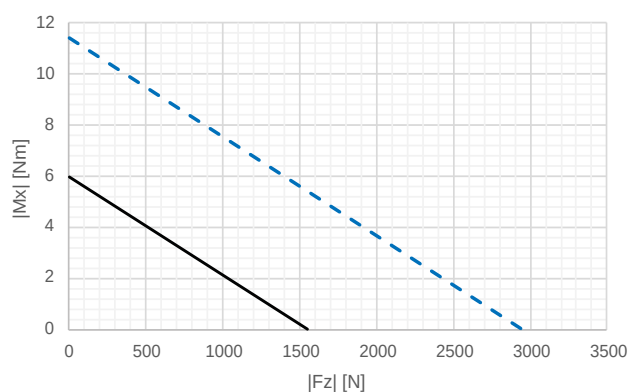
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

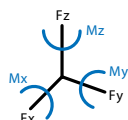


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

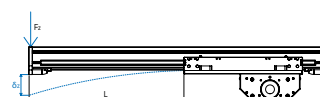
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

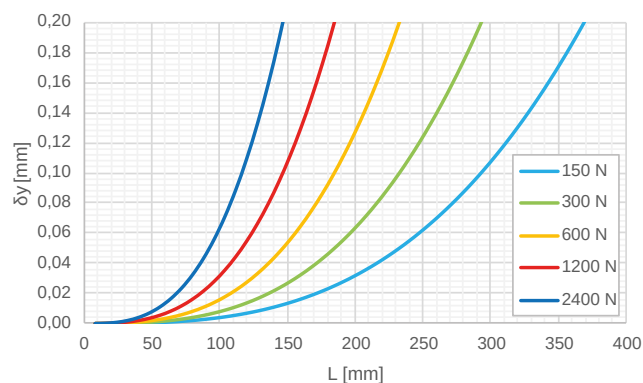
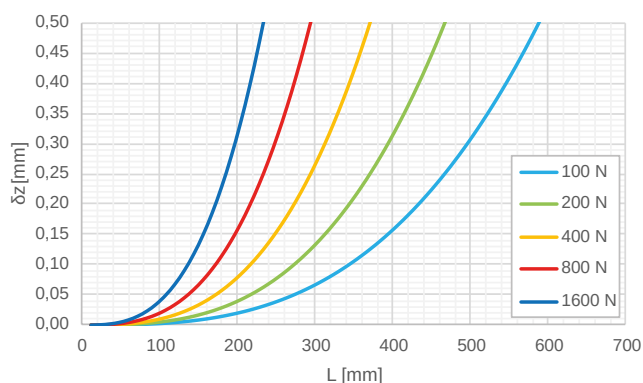
MODELLO / MODEL
VER045FM



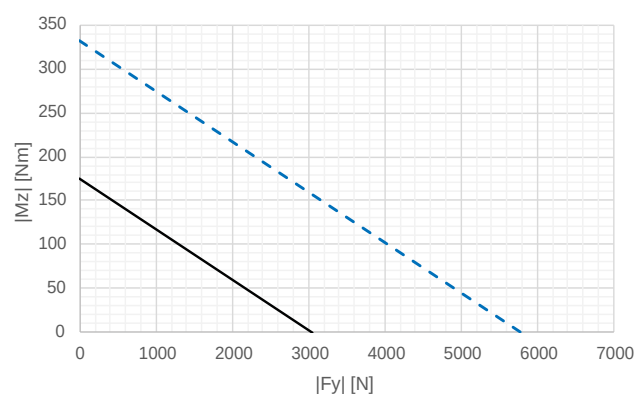
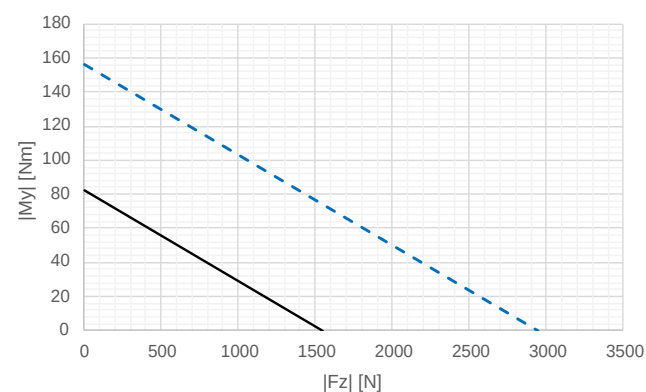
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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MODELLO / MODEL
VER060FM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

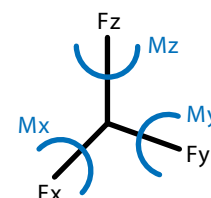
Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	3,02
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	0,57
Massa carro <i>Carriage's mass</i>	[Kg]	1,54
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo puleggia <i>Pulley's circumference</i>	[mm/giro]	125
Taglia cinghia <i>Belt's size</i>	[-]	25 AT 5
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	610
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	25
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	45

* I valori sono da considerarsi indicativi.

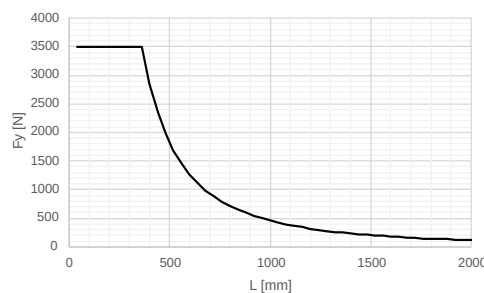
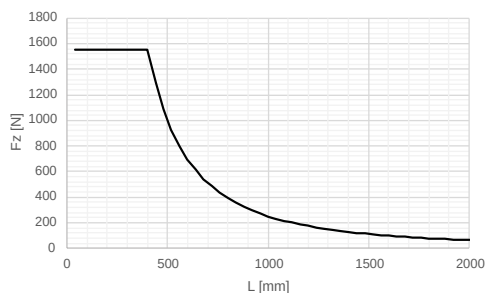
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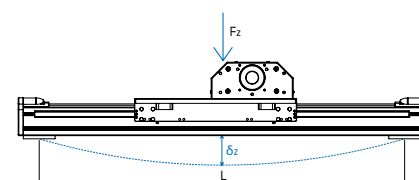


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

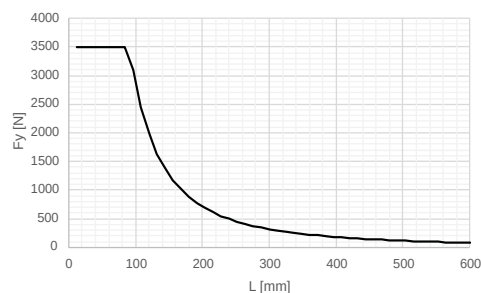
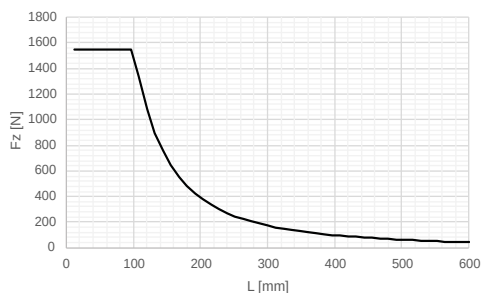


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

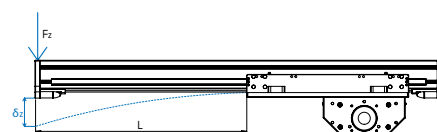


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



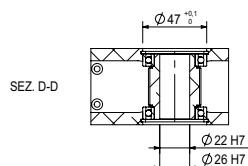
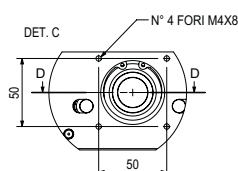
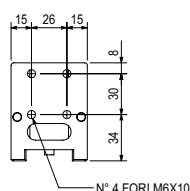
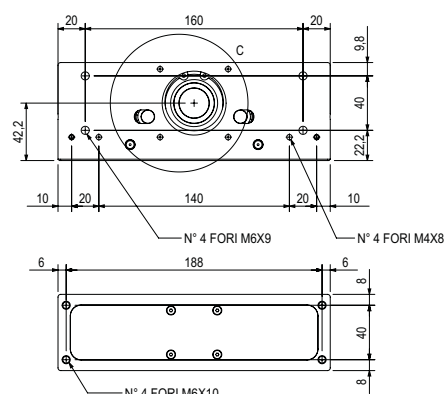
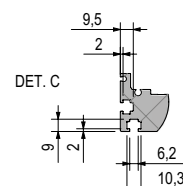
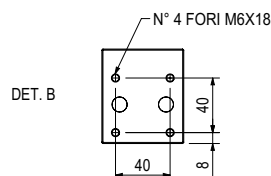
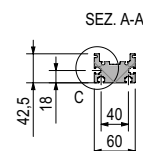
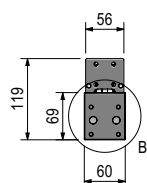
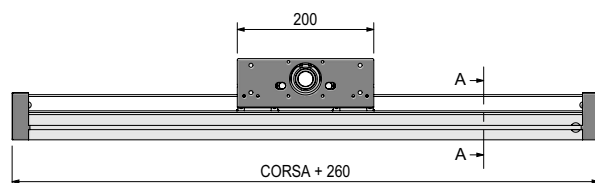
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

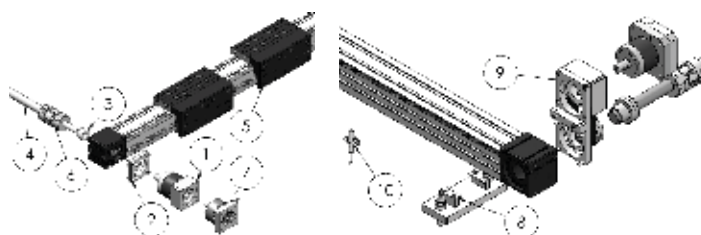


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF20

Configurazioni puleggia
Pulley configurations

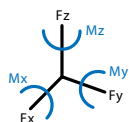
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



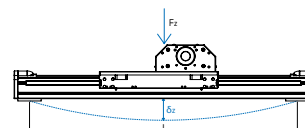
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
VER060FM

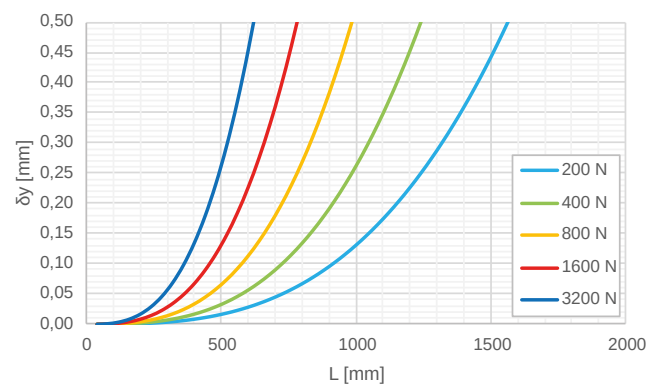
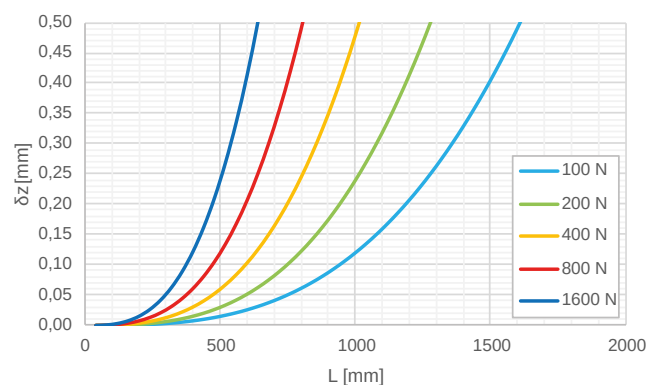


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

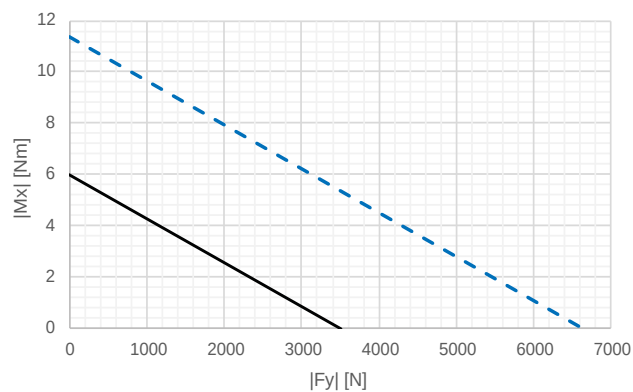
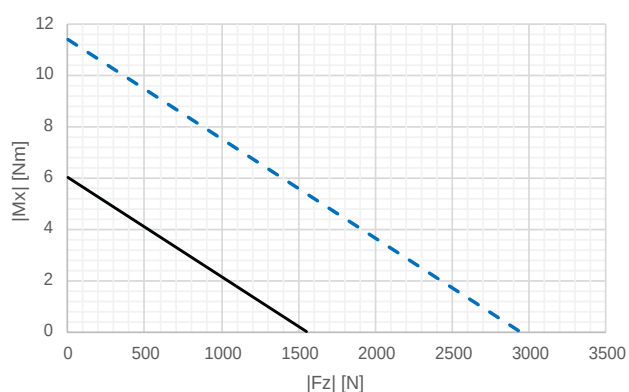
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

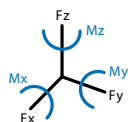


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

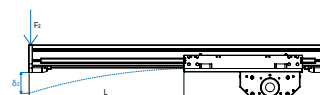
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

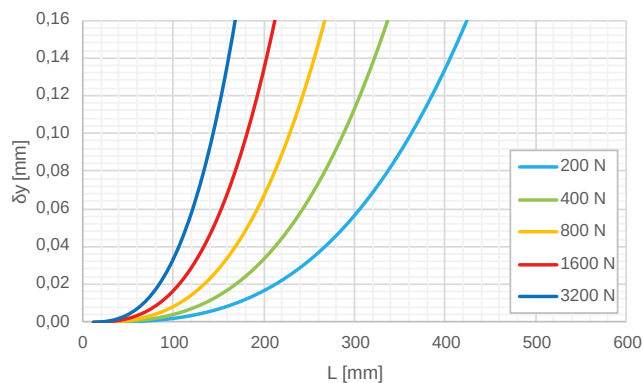
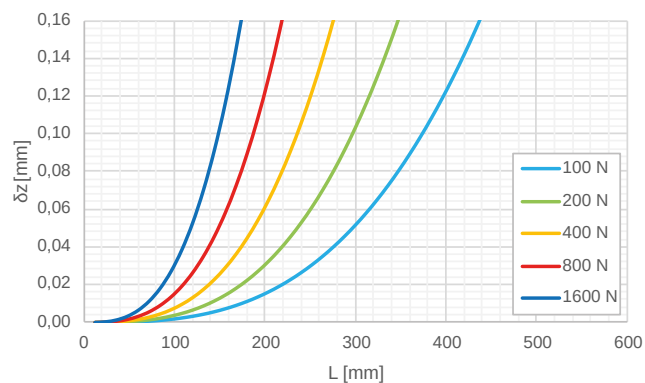
MODELLO / MODEL
VER060FM



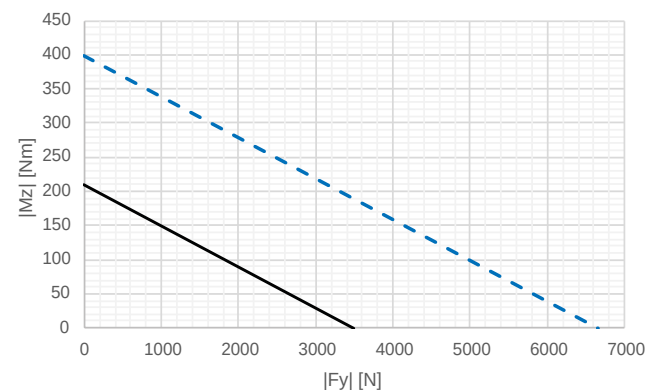
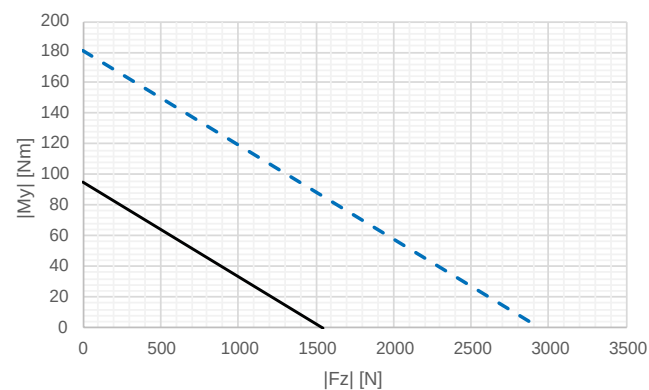
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION

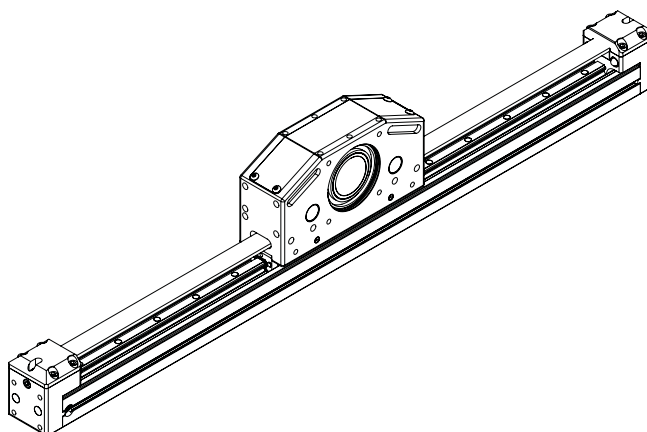


LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

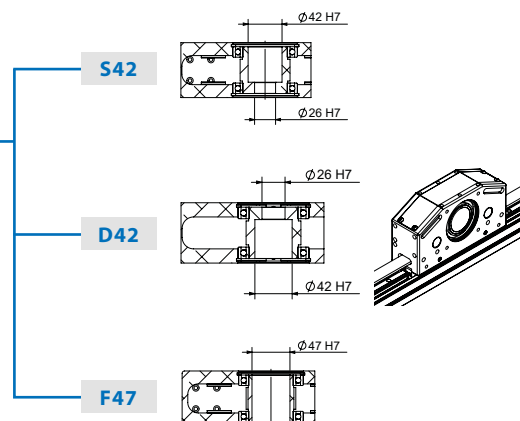
		VER	065	FM	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL									
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>								
TAGLIA / SIZE									
065	Profilo larghezza 60 mm <i>Profile width 60 mm</i>								
TIPOLOGIA CARRO / CARRIAGE TYPE									
FM	Carro fisso monoguida e profilo mobile <i>Fixed carriage with single guide rail and mobile profile</i>								
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)									
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE									
A	Configurazione standard <i>Standard configuration</i>								
C	Configurazione personalizzata <i>Custom configuration</i>								



VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

S42	Puleggia con foro Ø 26 mm a destra e Ø42 mm a sinistra <i>Pulley with hole Ø 26 mm on the right and Ø 42 mm on the left</i>
D42	Puleggia con foro Ø 26 mm a sinistra e Ø42 mm a destra <i>Pulley with hole Ø 26 mm on the left and Ø 42 mm on the right</i>
F47	Puleggia con foro passante Ø 47 <i>Pulley with hole Ø 47</i>



MODELLO / MODEL
VER065FM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

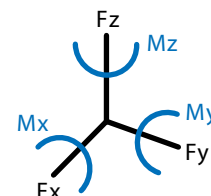
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	5,9
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,57
Massa carro Carriage's mass	[Kg]	3,11
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	200
Taglia cinghia Belt's size	[-]	25 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1346
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	25
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	45

* I valori sono da considerarsi indicativi.

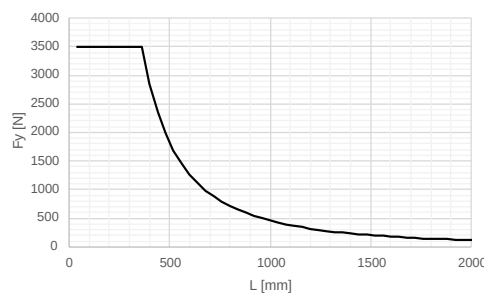
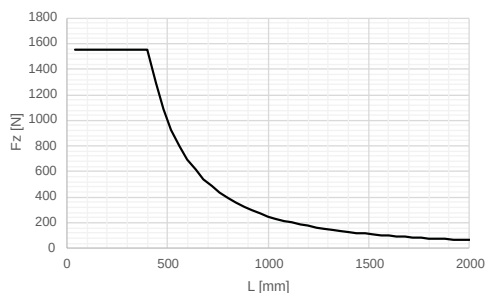
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

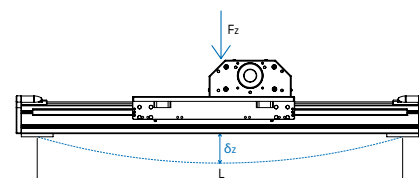


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

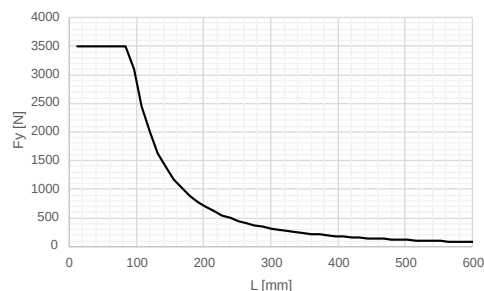
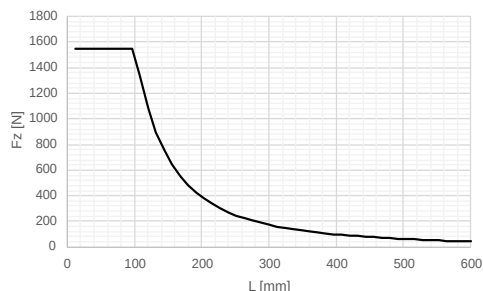


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

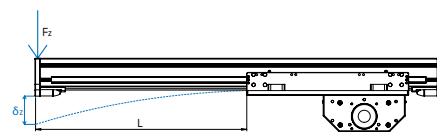


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



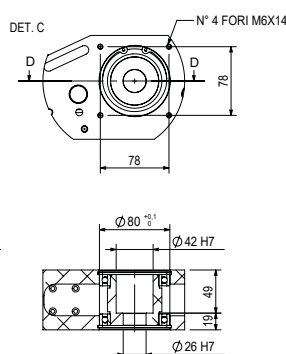
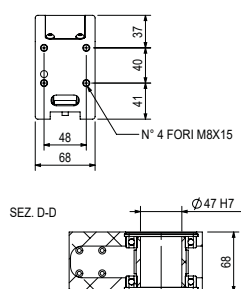
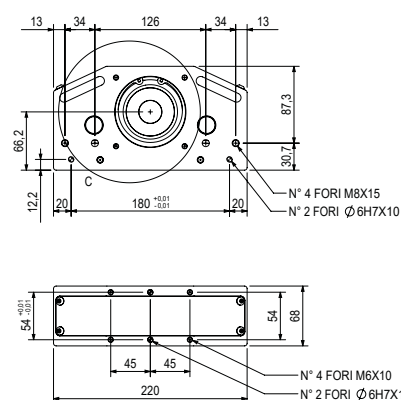
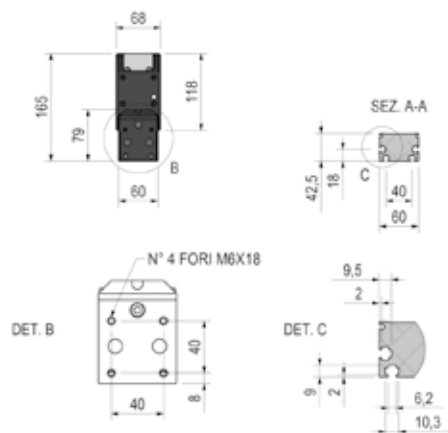
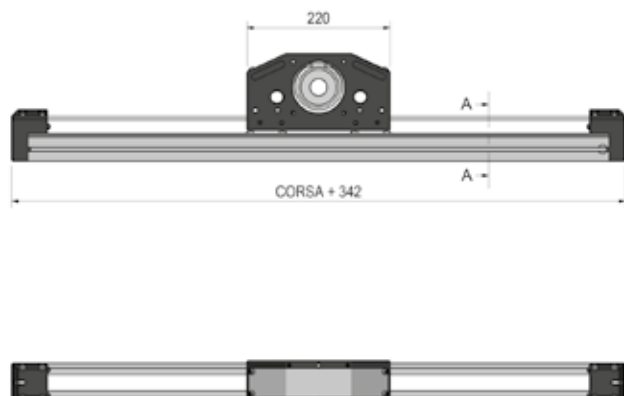
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

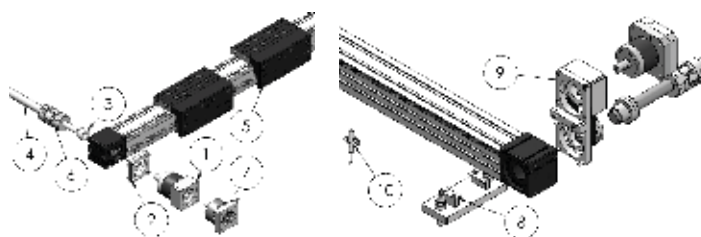


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

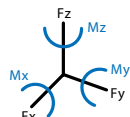
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Camma	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
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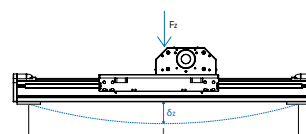
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MODELLO / MODEL
VER065FM

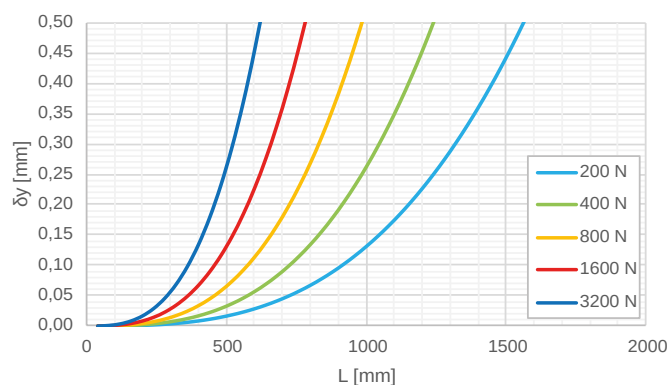
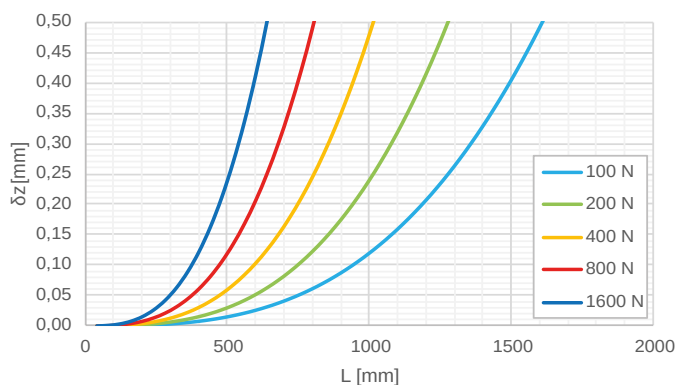


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

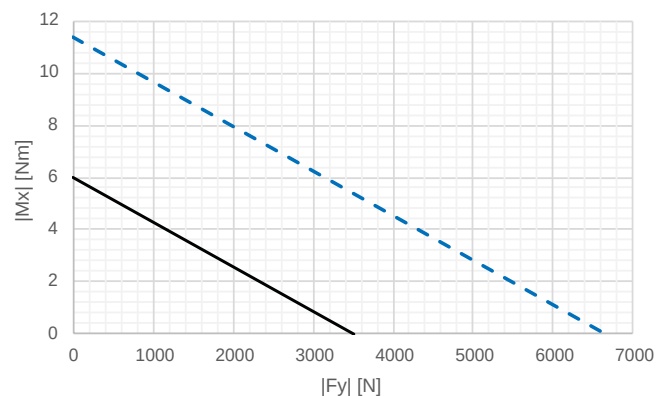
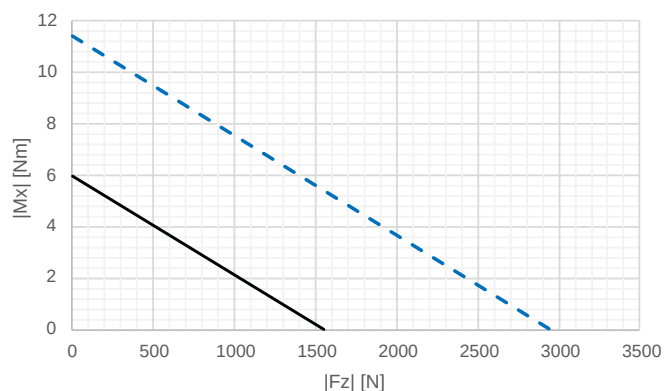
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

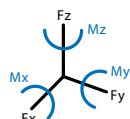
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

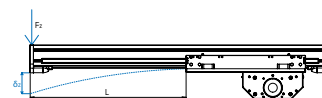
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

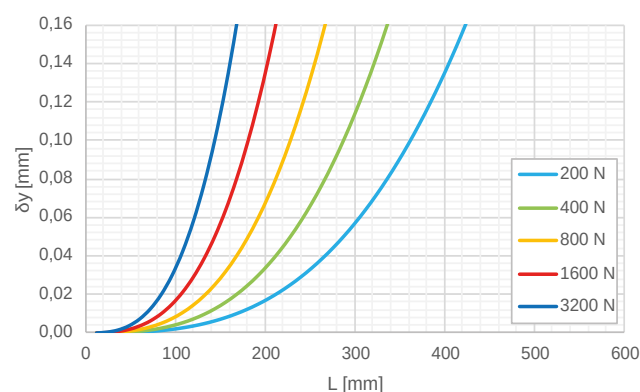
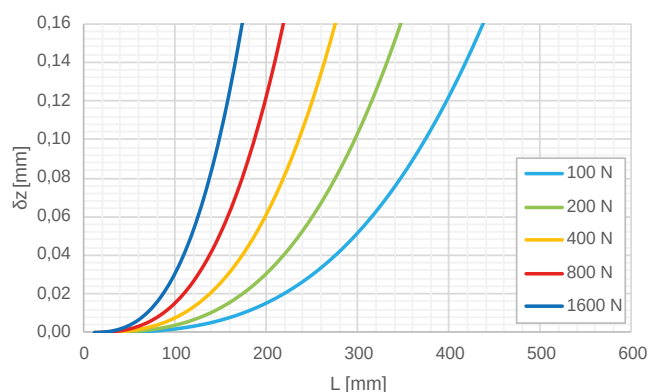
MODELLO / MODEL
VER065FM



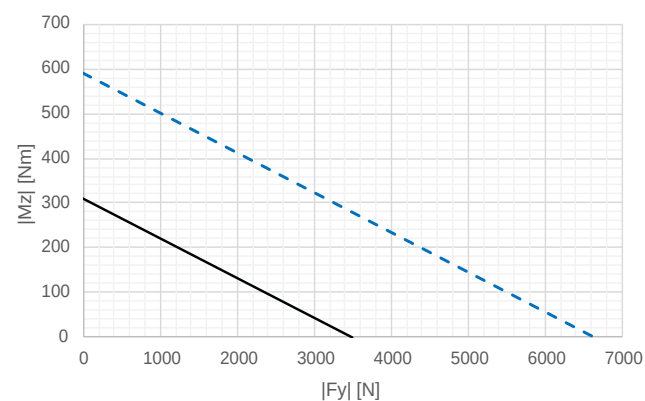
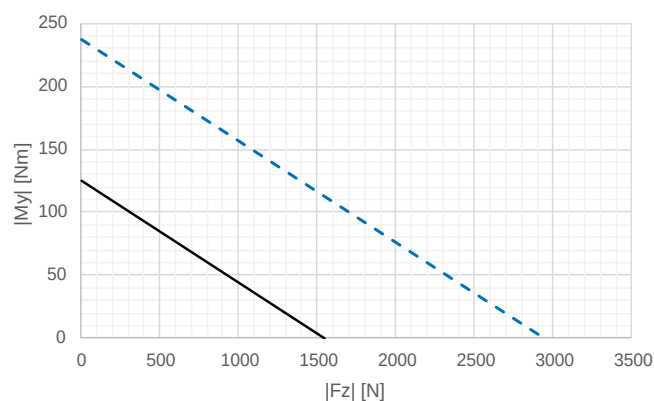
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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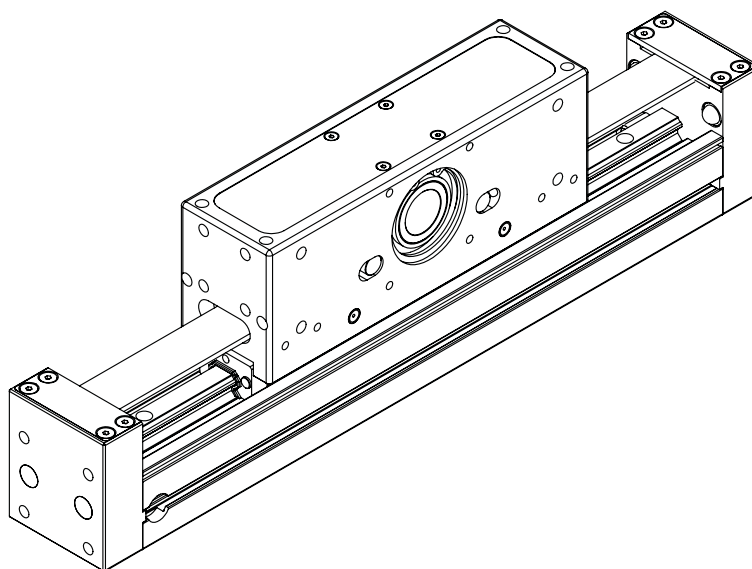
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

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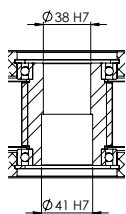
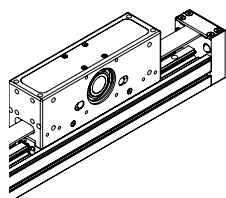
In case of combined stress contact our technical department.

		VER	090	FM	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL									
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>								
TAGLIA / SIZE									
090	Profilo larghezza 90 mm <i>Profile width 90 mm</i>								
TIPOLOGIA CARRO / CARRIAGE TYPE									
FM	Carro fisso monoguida e profilo mobile <i>Fixed carriage with single guide rail and mobile profile</i>								
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)									
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE									
A	Configurazione standard <i>Standard configuration</i>								
C	Configurazione personalizzata <i>Custom configuration</i>								

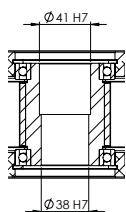




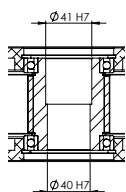
VERSIONE PULEGGIA / PULLEY VERSION



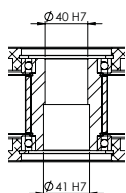
D41



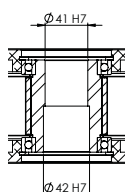
S41



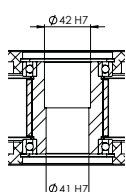
D40



S40



D42



S42

PULEGGIA / PULLEY

D41	Puleggia con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Pulley with hole Ø 41mm on the right and Ø 38 mm on the left</i>
S41	Puleggia con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Pulley with hole Ø 41mm on the left and Ø 38 mm on the right</i>
D40	Puleggia con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Pulley with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Puleggia con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Pulley with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Puleggia con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Pulley with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Puleggia con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Pulley with hole Ø 42 mm on the left and Ø 41 mm on the right</i>

MODELLO / MODEL
VER090FM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

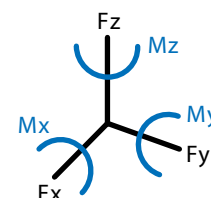
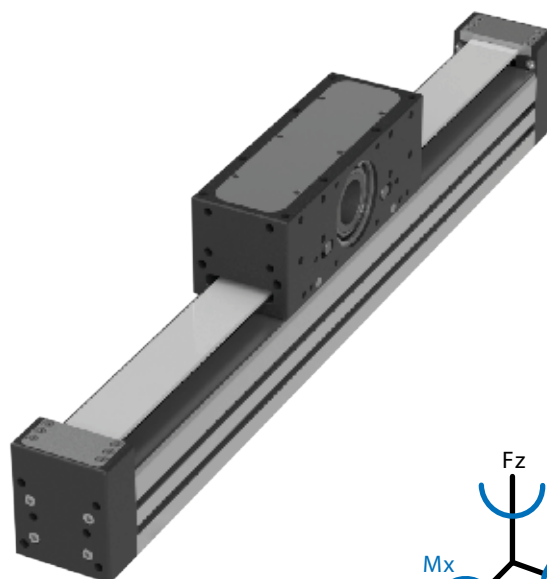
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	8,9
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,29
Massa carro Carriage's mass	[Kg]	4,9
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2892
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	203
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	278

* I valori sono da considerarsi indicativi.

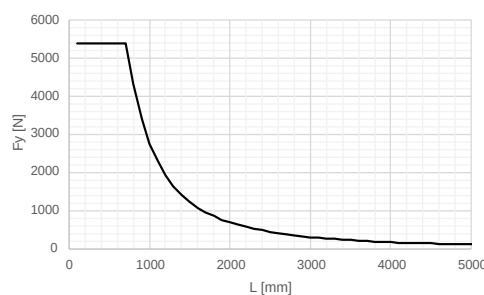
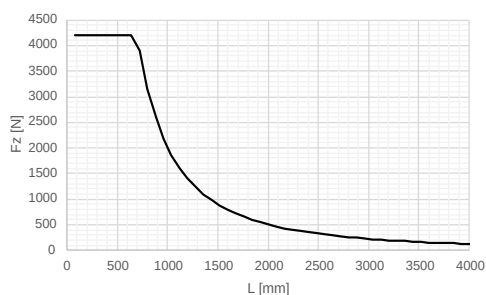
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

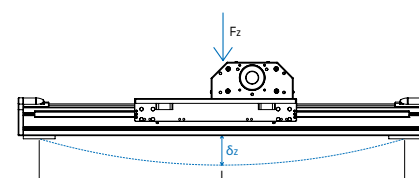


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

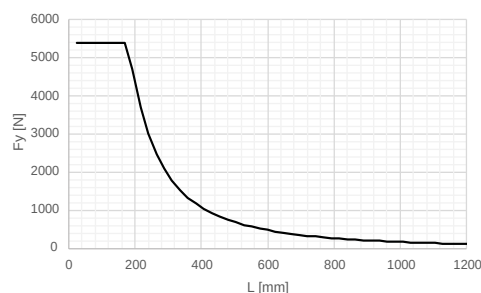
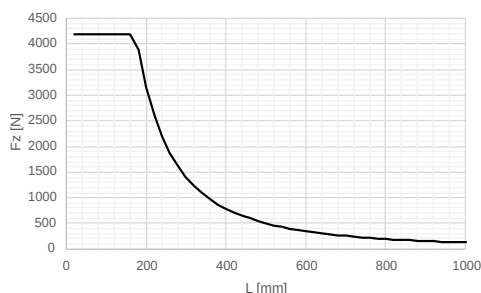


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezziera.

Maximum load in isostatic condition centrally loaded.

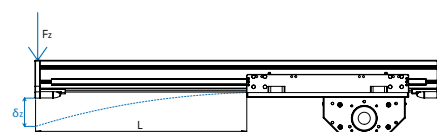


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



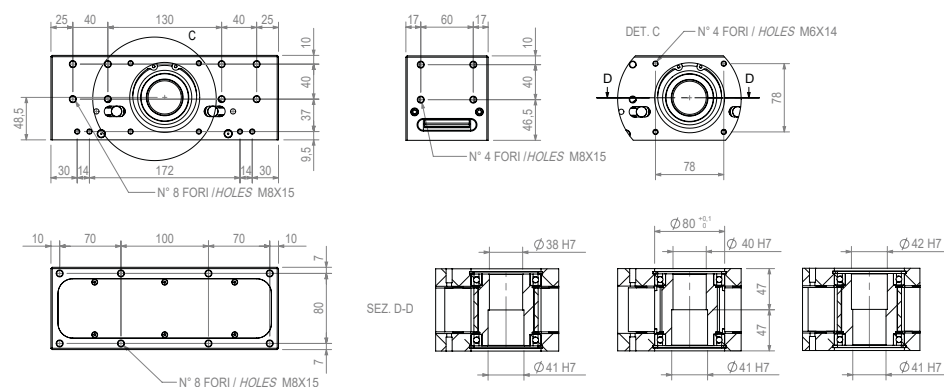
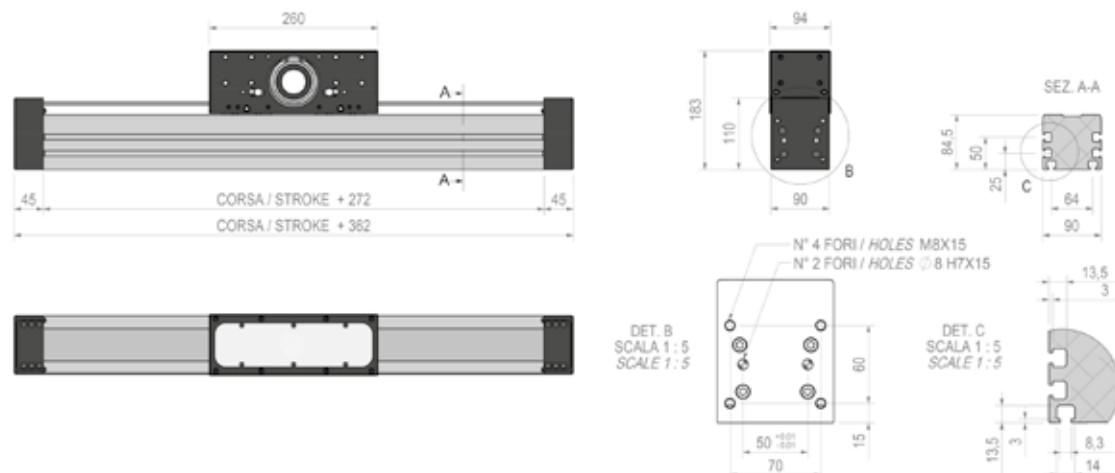
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



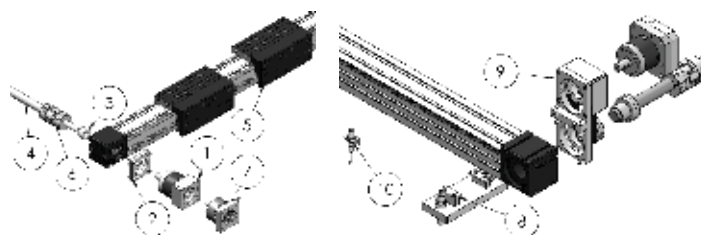
Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

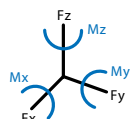
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



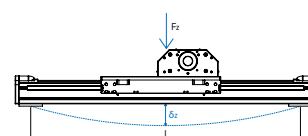
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
VER090FM

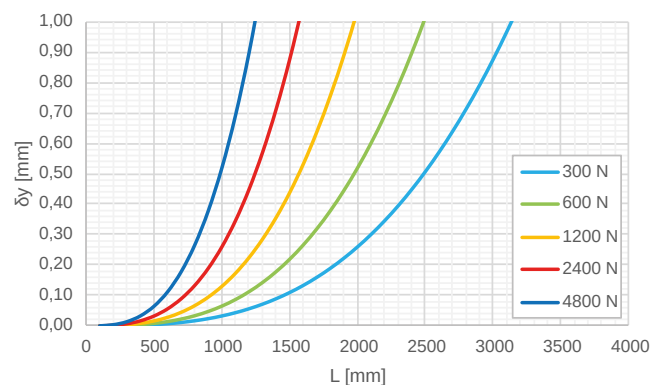
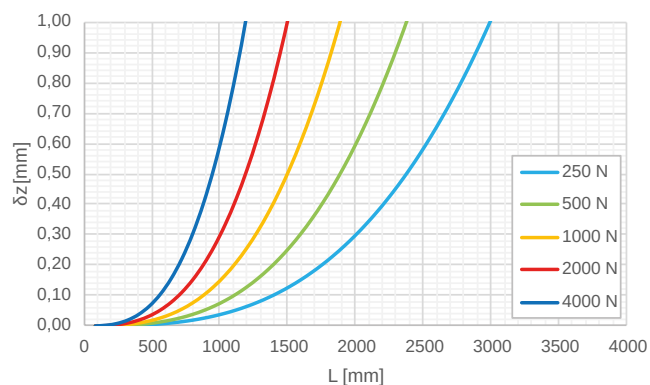


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

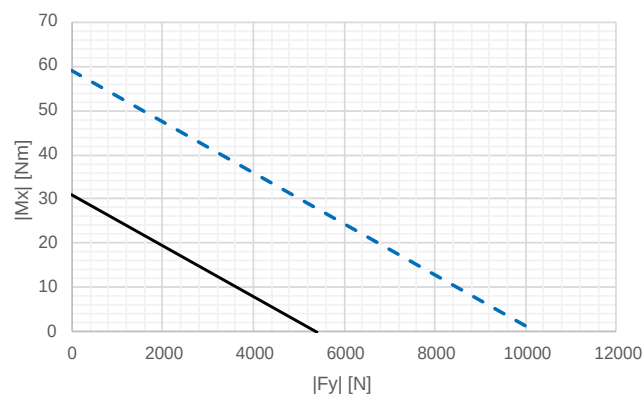
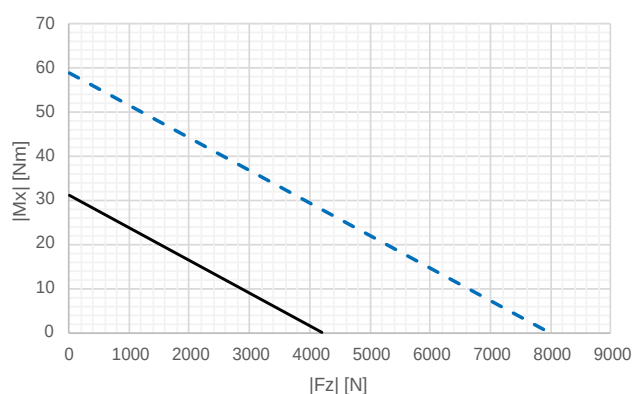
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

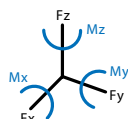
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

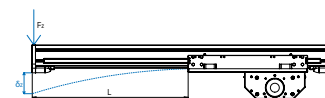
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

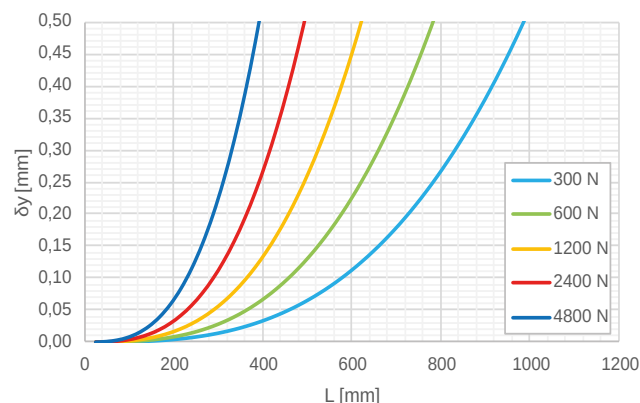
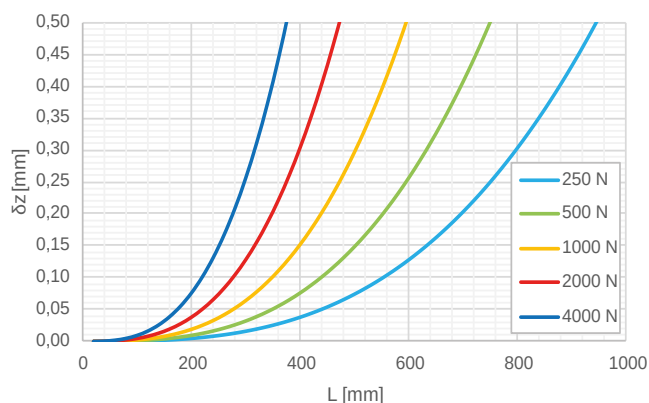
MODELLO / MODEL
VER090FM



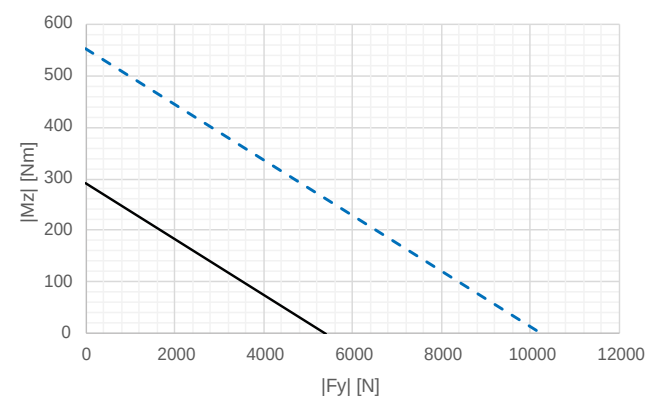
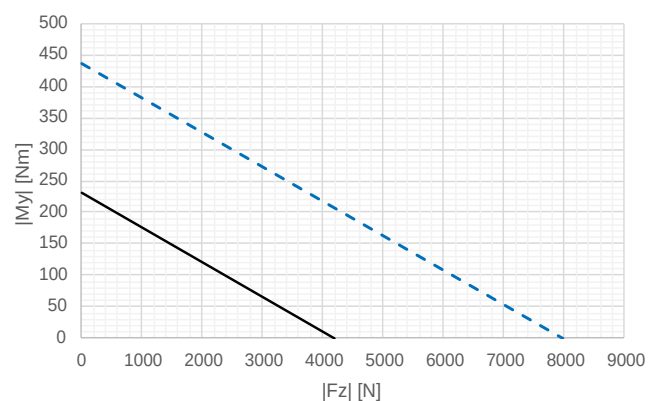
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

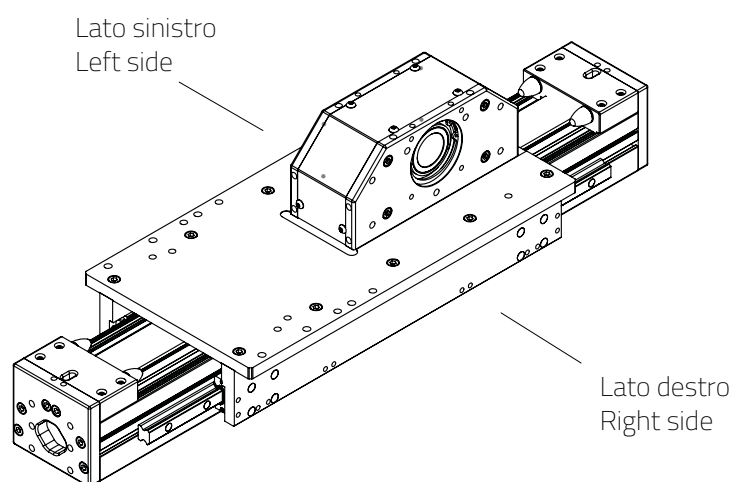
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

		VER	060	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL									
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>								
TAGLIA / SIZE									
060	Profilo larghezza 60 mm <i>Profile width 60 mm</i>								
090	Profilo larghezza 90 mm <i>Profile width 90 mm</i>								
120	Profilo larghezza 120 mm <i>Profile width 120 mm</i>								
150	Profilo larghezza 150 mm <i>Profile width 150 mm</i>								
TIPOLOGIA CARRO / CARRIAGE TYPE									
FBS	Carro fisso biguida laterale e profilo mobile <i>Fixed carriage with lateral dual guide rail and mobile profile</i>								
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)									
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE									
A	Configurazione standard <i>Standard configuration</i>								
C	Configurazione personalizzata <i>Custom configuration</i>								





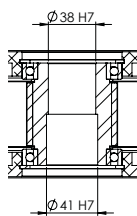
SERIE VER
60FBS - 90FBS
120FBS - 150FBS

CODIFICA UNITÀ LINEARI
TYPE CODES

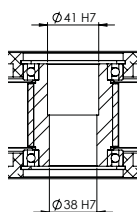
VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

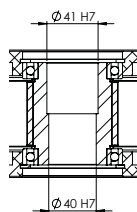
D41	Puleggia con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Pulley with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Puleggia con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Pulley with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Puleggia con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Pulley with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Puleggia con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Pulley with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Puleggia con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Pulley with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Puleggia con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Pulley with hole Ø 42 mm on the left and Ø 41 mm on the right</i>



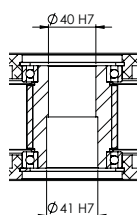
D41



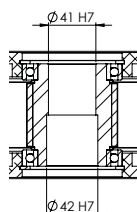
S41



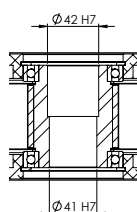
D40



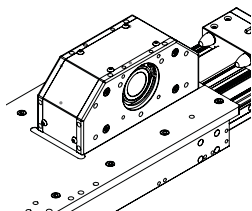
S40



D42



S42

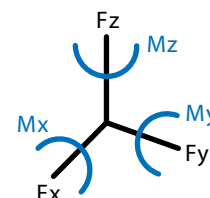
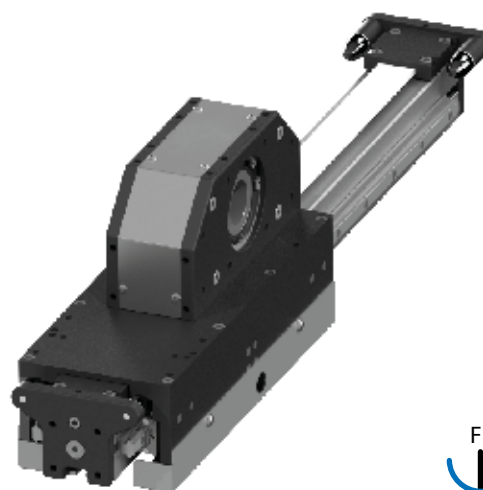


MODELLO / MODEL
VER060FBS

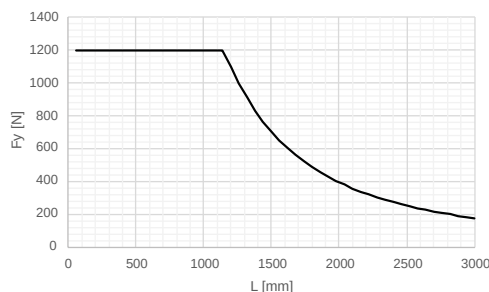
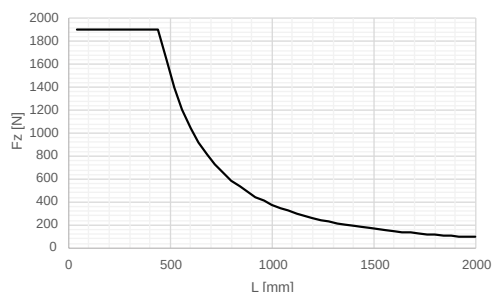
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	12,25
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,64
Massa carro Carriage's mass	[Kg]	8,85
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	32 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	1740
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	37
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	206

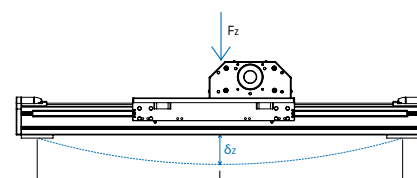
* I valori sono da considerarsi indicativi.
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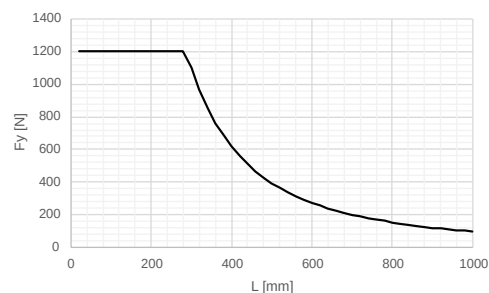
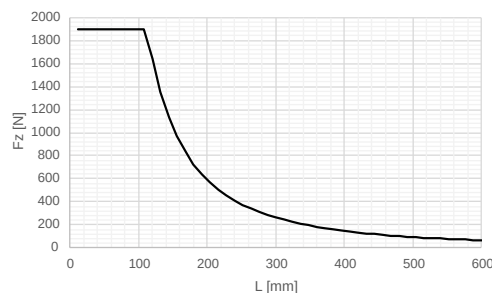
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



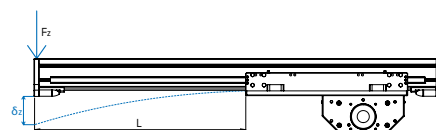
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

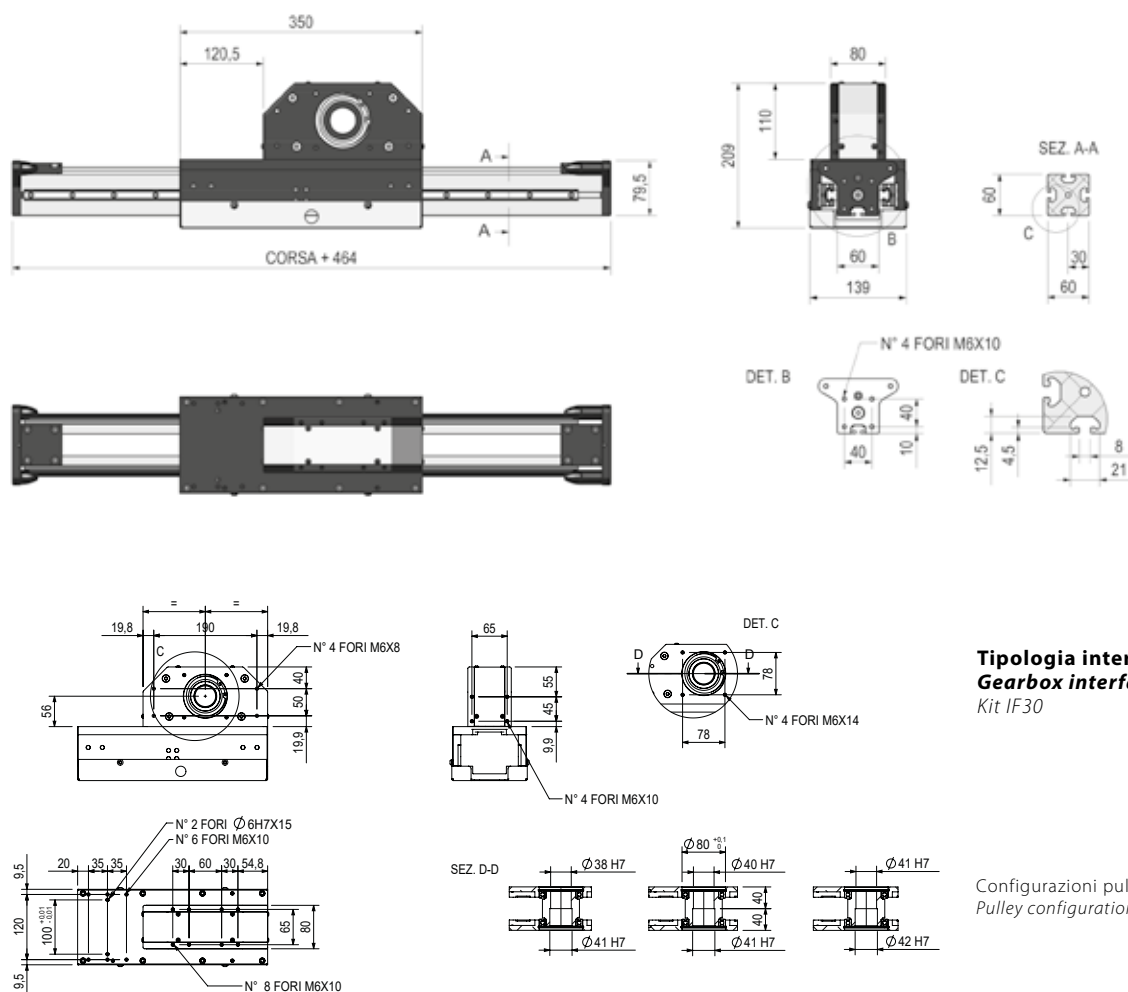


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



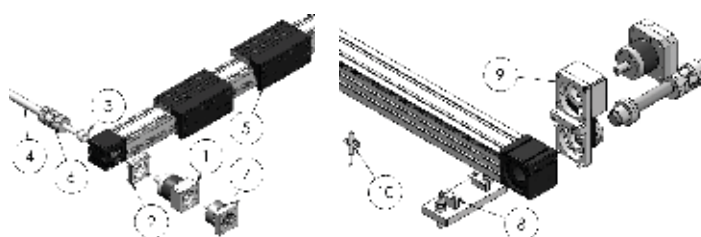
Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Camma	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

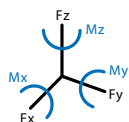
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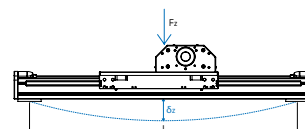
MODELLO / MODEL

VER060FBS

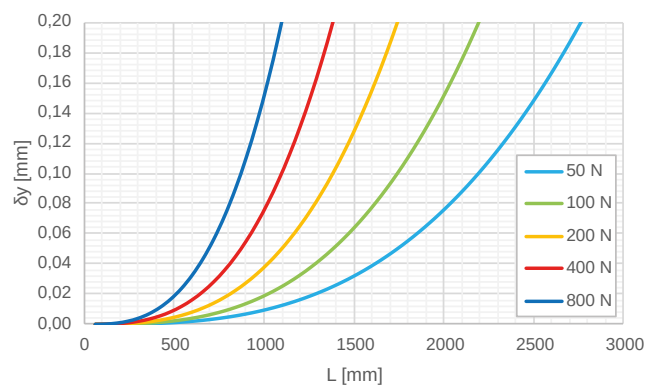
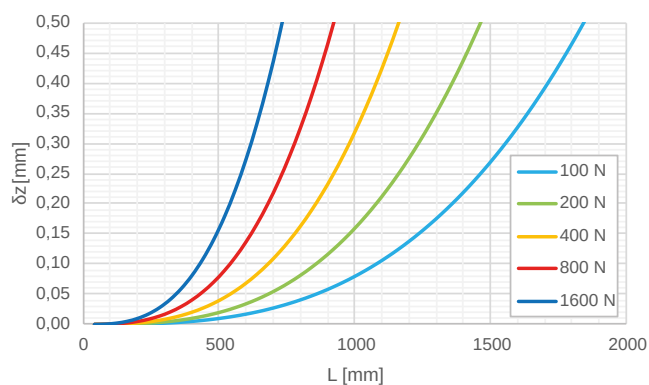


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

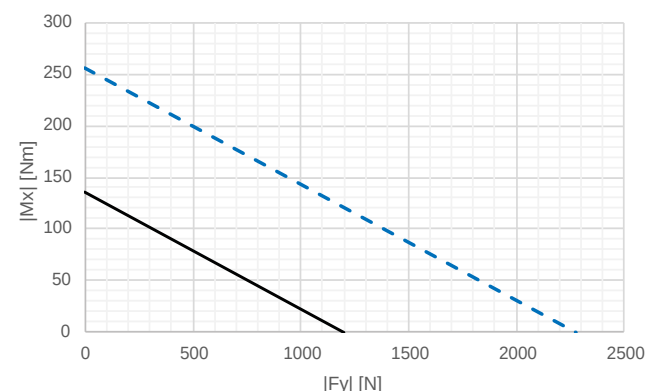
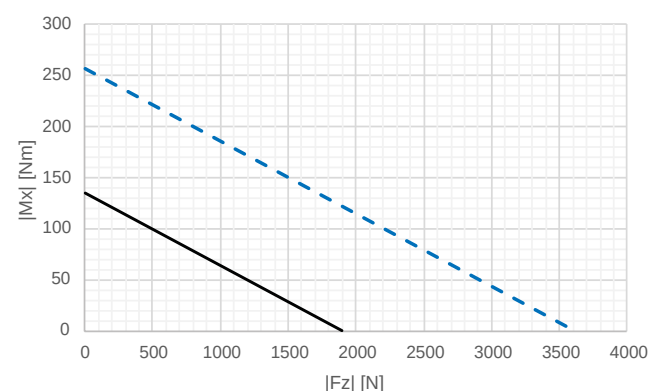
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



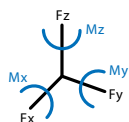
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

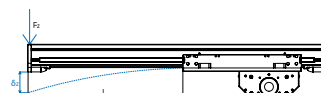
MODELLO / MODEL

VER060FBS

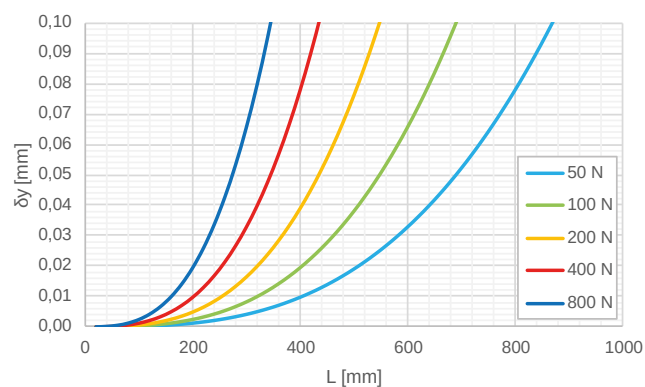
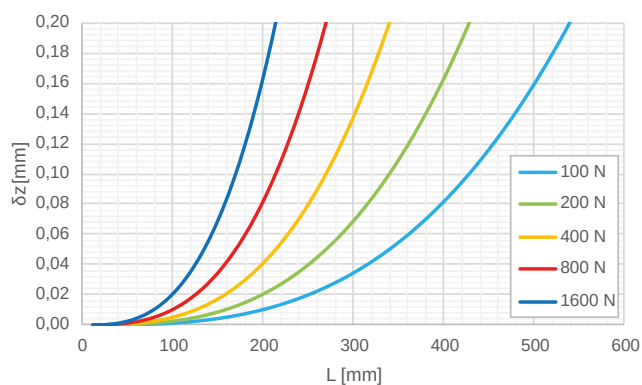


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

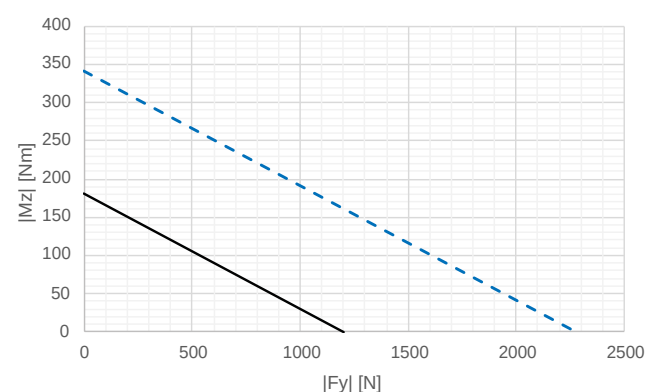
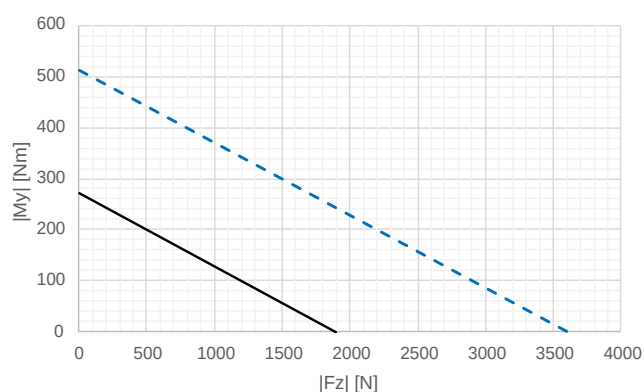
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

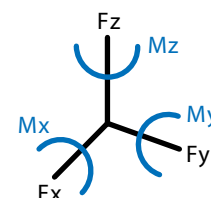
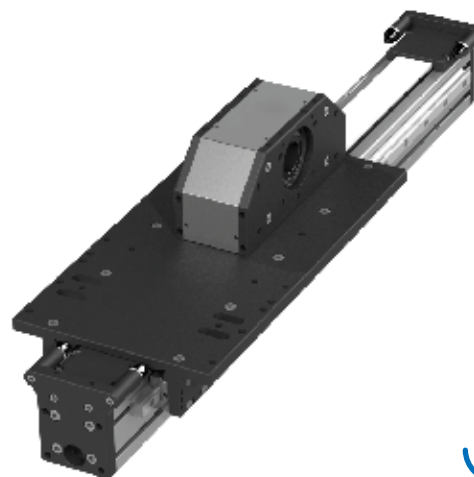
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
VER090FBS

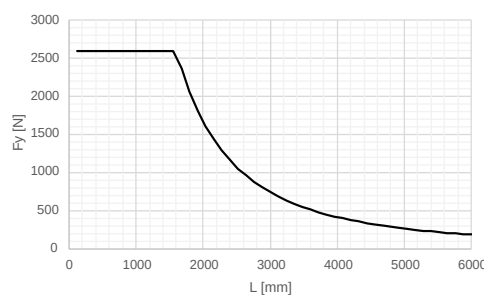
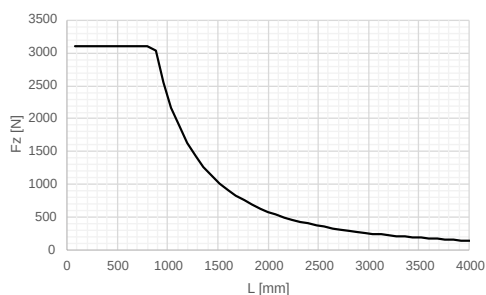
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	23,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,02
Massa carro Carriage's mass	[Kg]	15,65
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2892
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	234
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	719

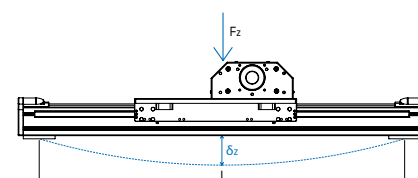
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.



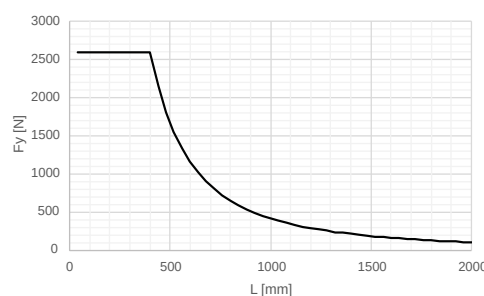
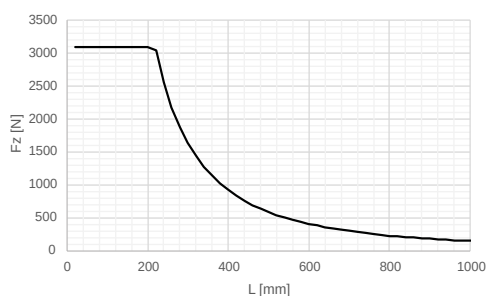
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



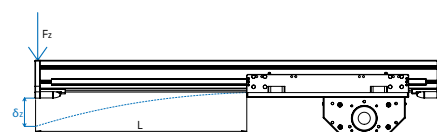
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



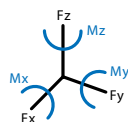
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

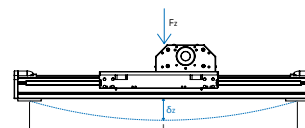
MODELLO / MODEL

VER090FBS

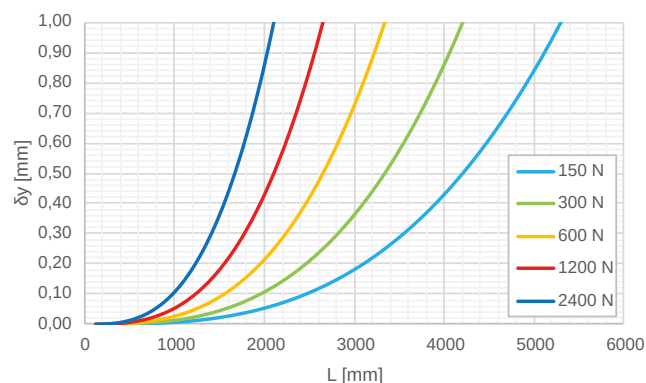
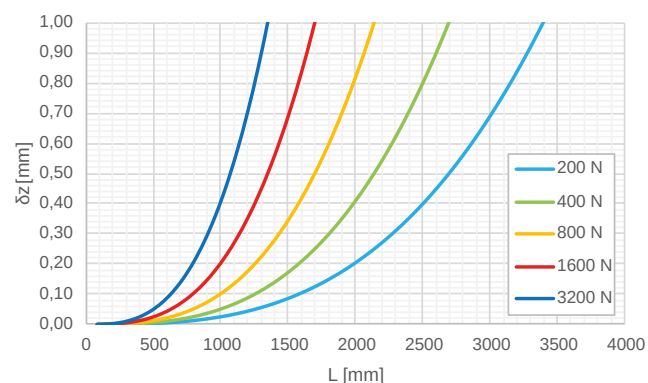


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

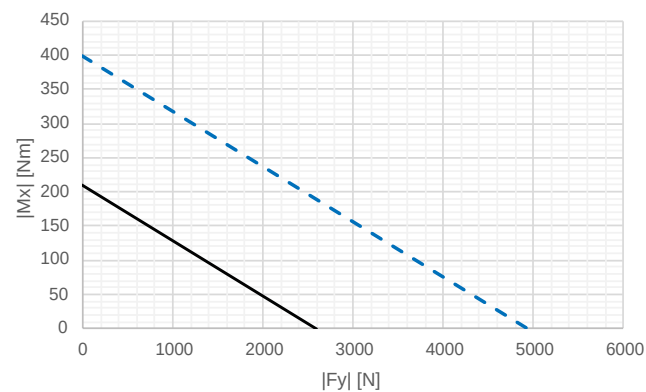
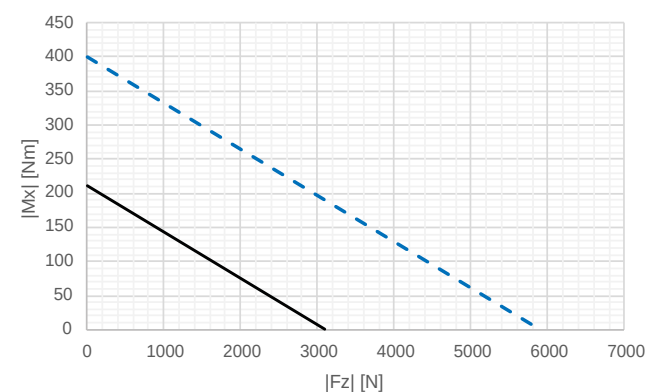
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



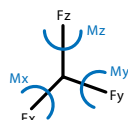
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

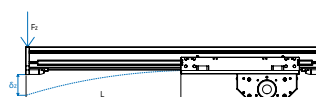
MODELLO / MODEL

VER090FBS

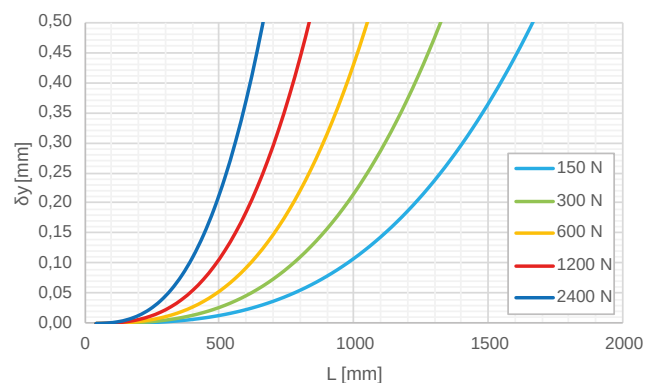
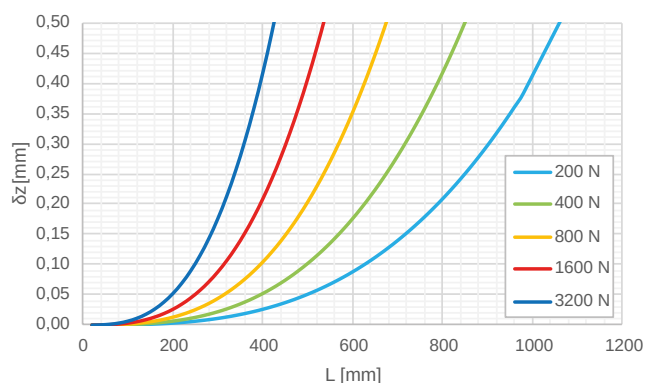


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

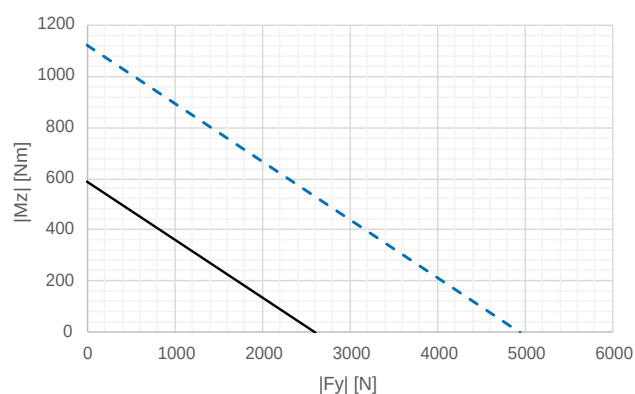
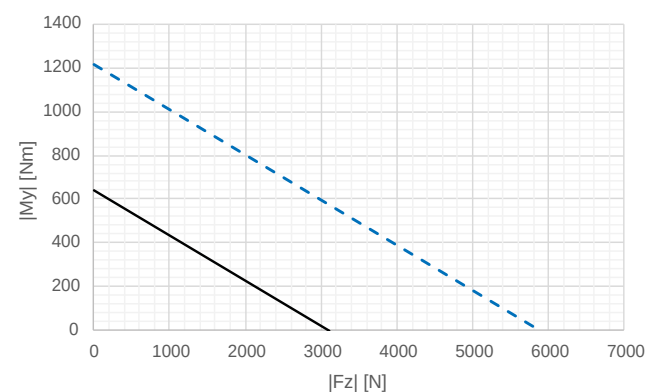
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

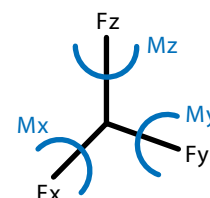
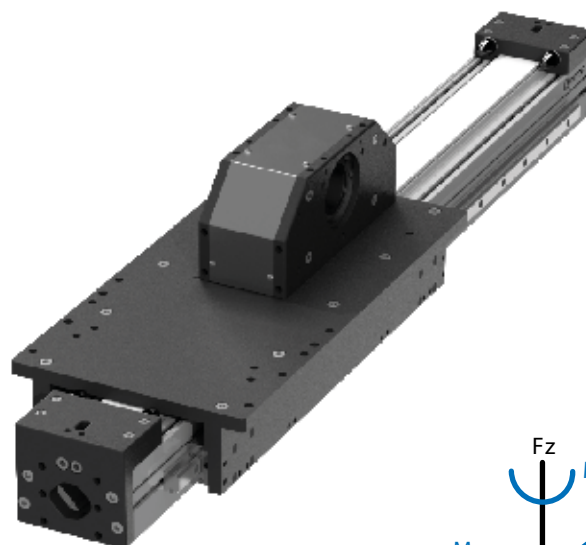
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
VER120FBS

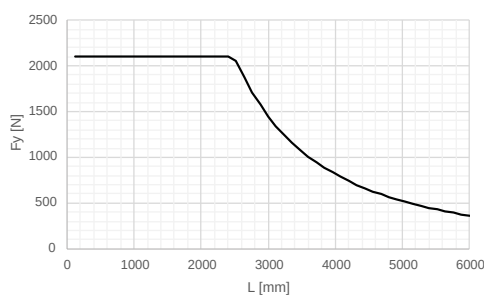
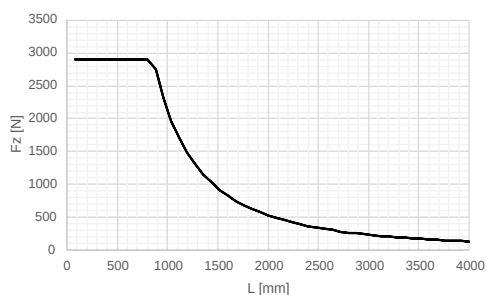
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	27
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,24
Massa carro Carriage's mass	[Kg]	16,5
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2892
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	212
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	1392

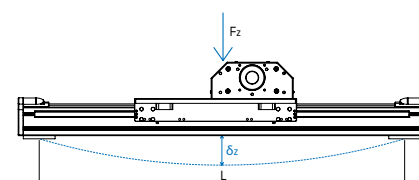
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.



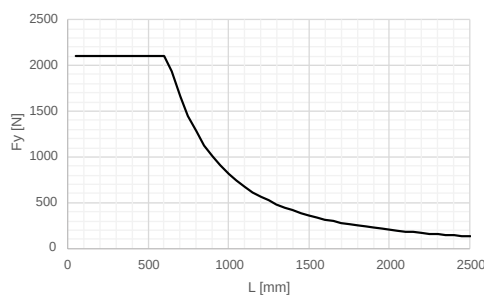
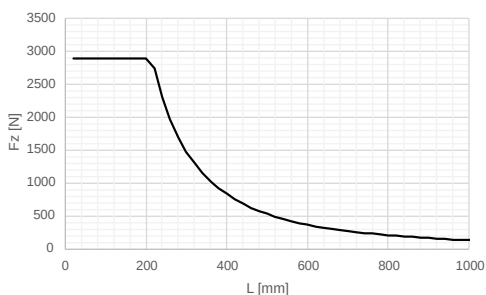
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



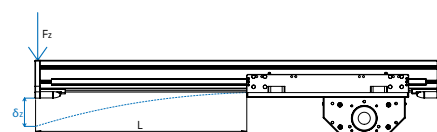
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

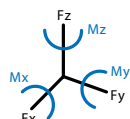


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



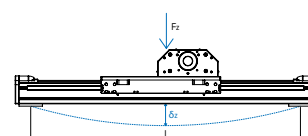
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
VER120FBS

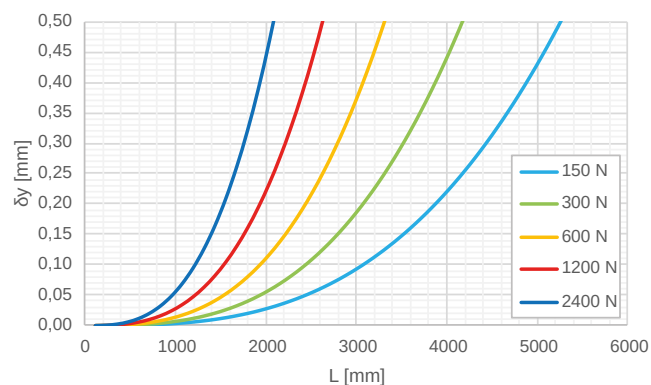
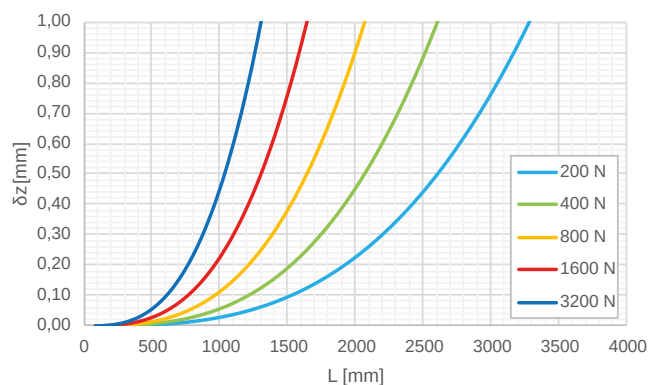


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

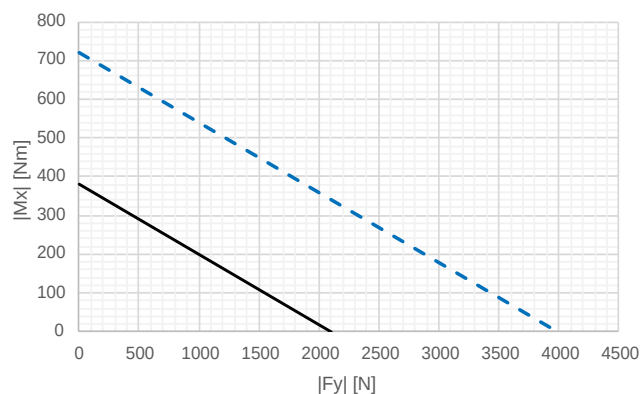
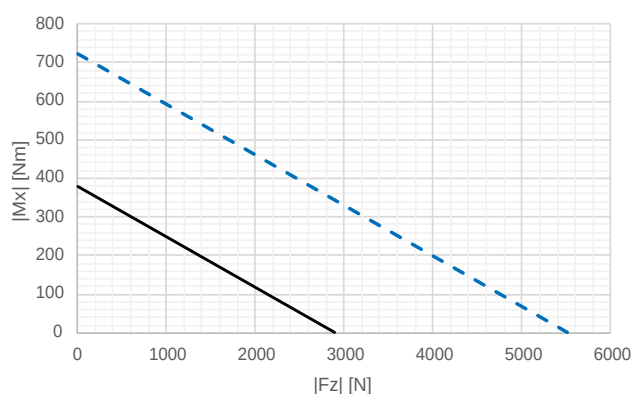
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

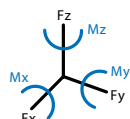
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

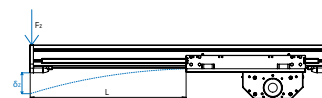
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

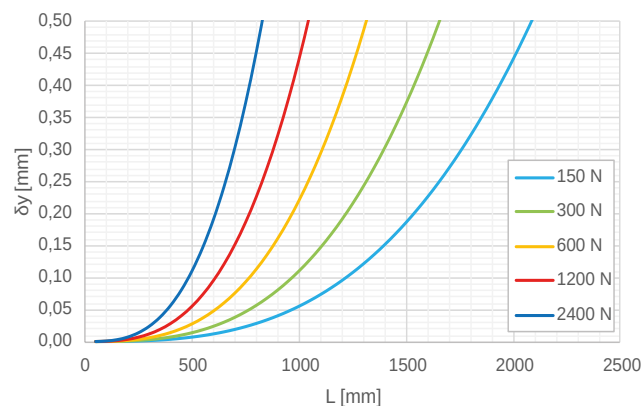
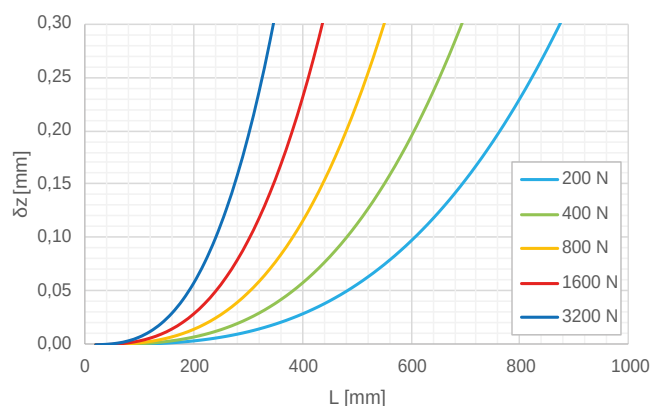
MODELLO / MODEL
VER120FBS



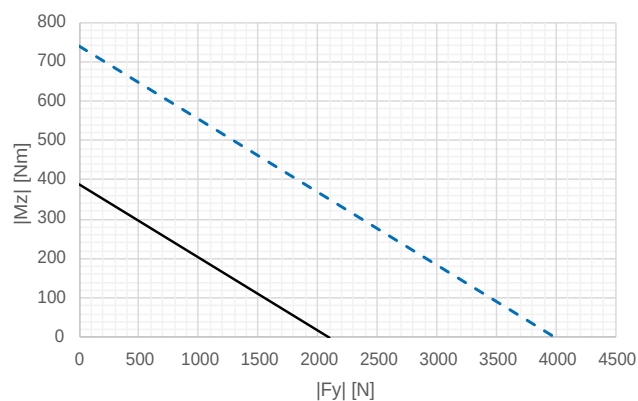
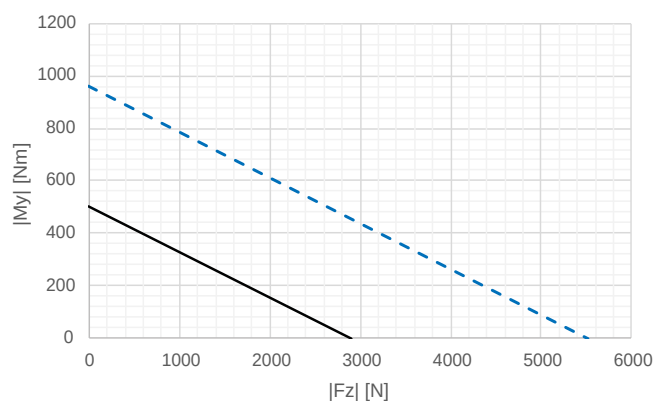
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

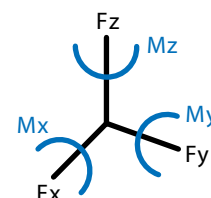
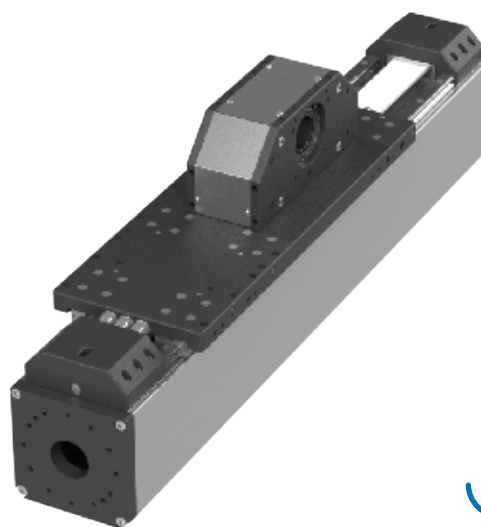
In case of combined stress contact our technical department.

MODELLO / MODEL
VER150FBS

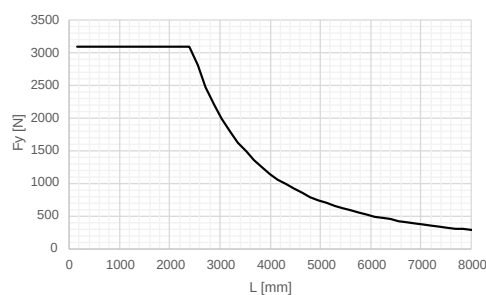
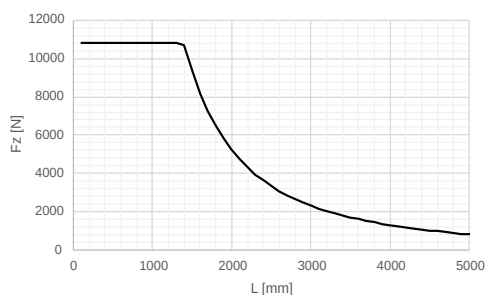
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	27
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,7
Massa carro Carriage's mass	[Kg]	12,5
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	220
Taglia cinghia Belt's size	[-]	50 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	2892
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	2211
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	1962

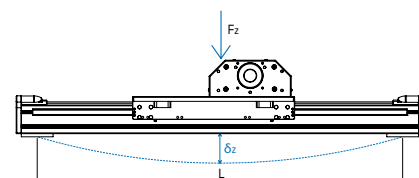
* I valori sono da considerarsi indicativi.
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Values should be considered as an indication.
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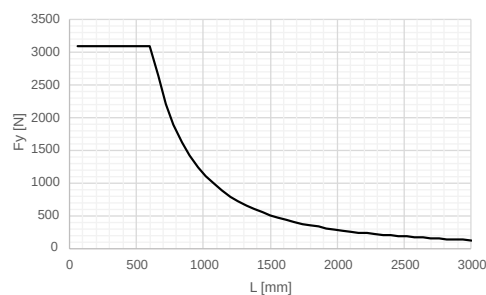
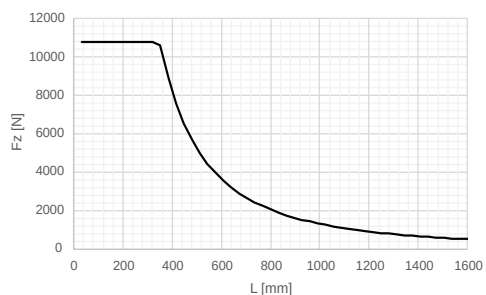
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



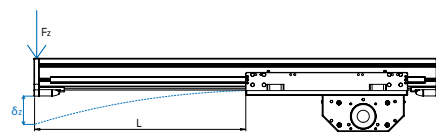
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

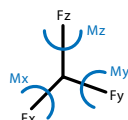
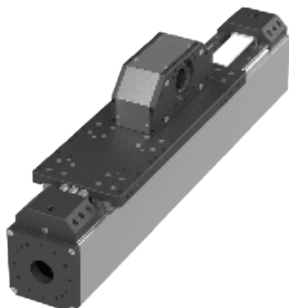


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



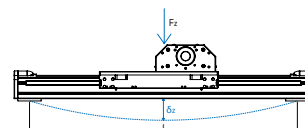
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
VER150FBS

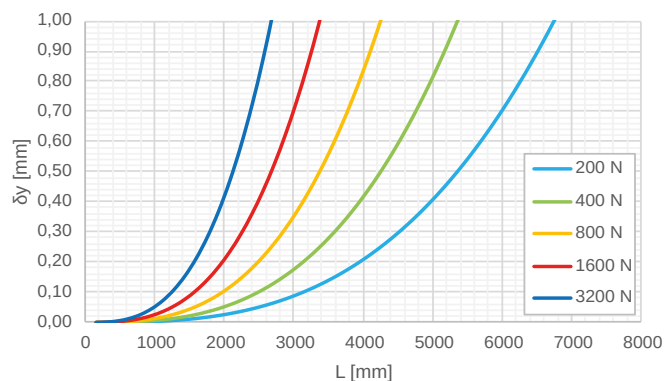
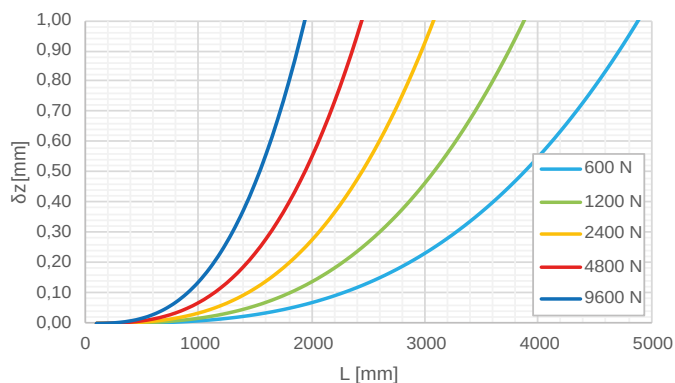


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

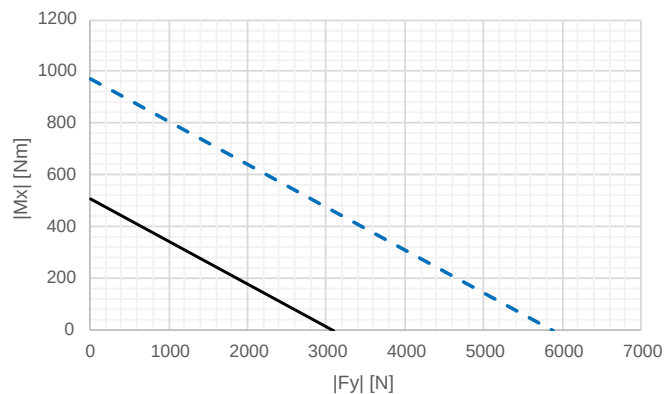
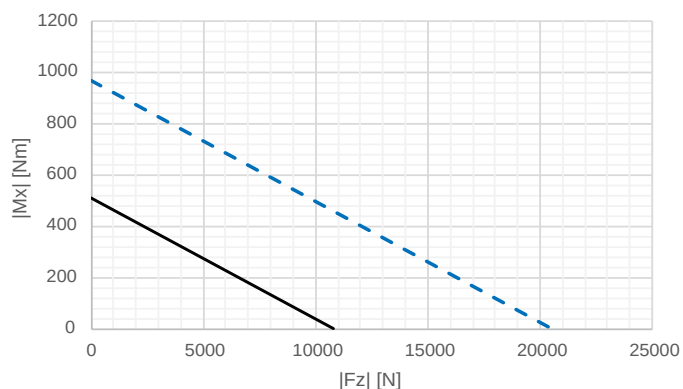
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

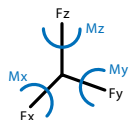
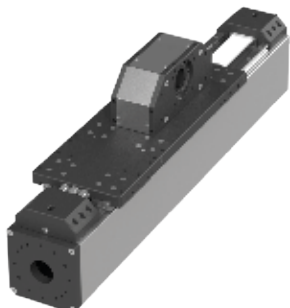


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

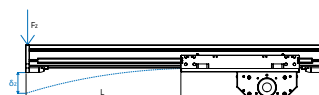
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

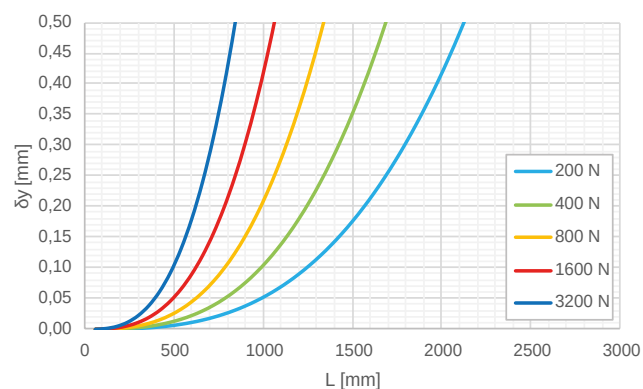
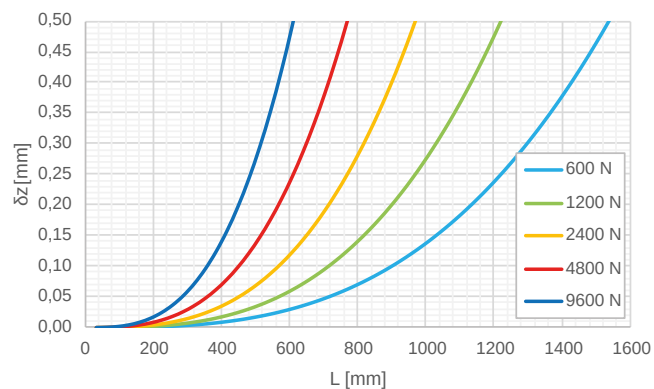
MODELLO / MODEL
VER150FBS



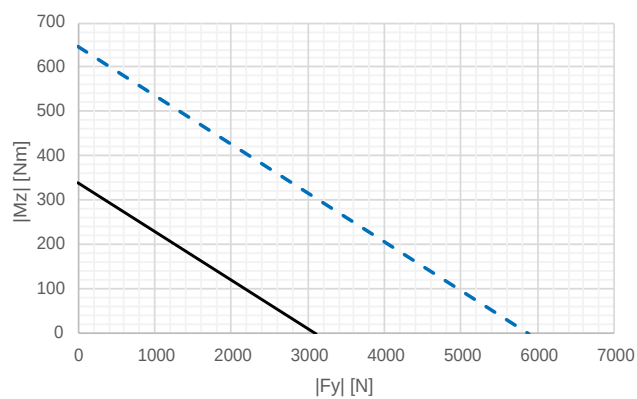
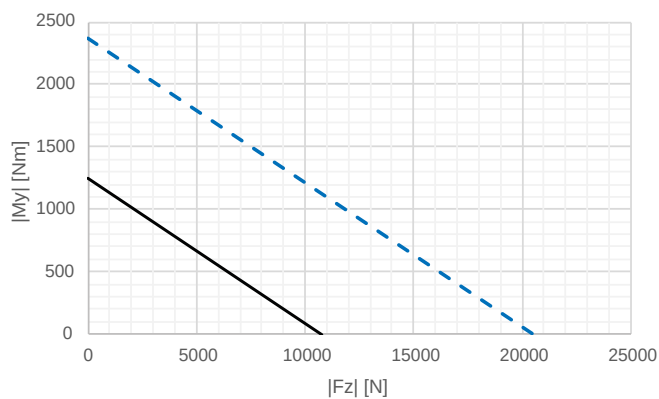
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

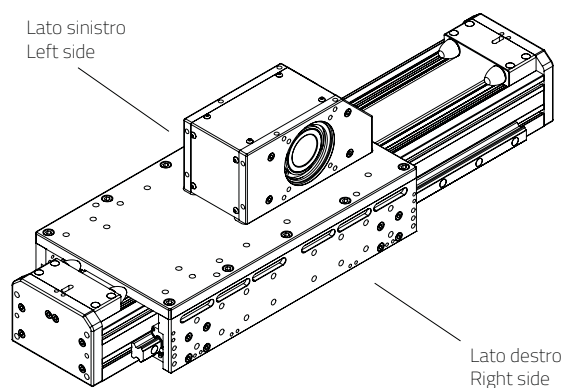


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

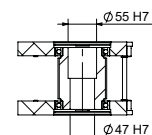
	VER	125	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>							
TAGLIA / SIZE								
125	Profilo larghezza 120 mm <i>Profile width 120 mm</i>							
180	Profilo larghezza 180 mm <i>Profile width 180 mm</i>							
TIPOLOGIA CARRO / CARRIAGE TYPE								
FBS	Carro fisso biguida laterale e profilo mobile <i>Fixed carriage with lateral dual guide rail and mobile profile</i>							
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)								
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)								
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE								
A	Configurazione standard <i>Standard configuration</i>							
C	Configurazione personalizzata <i>Custom configuration</i>							



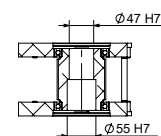
VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

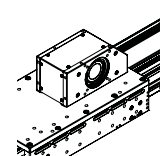
D47	Puleggia con foro Ø 47 mm a destra e Ø 55 mm a sinistra <i>Pulley with hole Ø 47 mm on the right and Ø 55 mm on the left</i>
S47	Puleggia con foro Ø 47 mm a sinistra e Ø 55 mm a destra <i>Pulley with hole Ø 47 mm on the left and Ø 55 mm on the right</i>



D47



S47

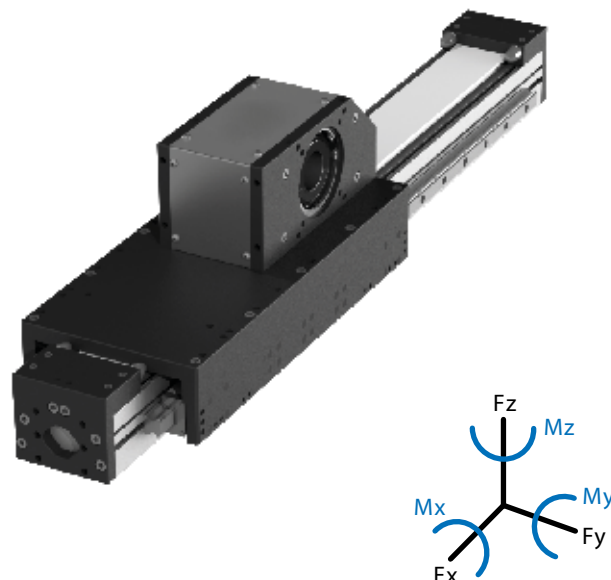


MODELLO / MODEL
VER125FBS

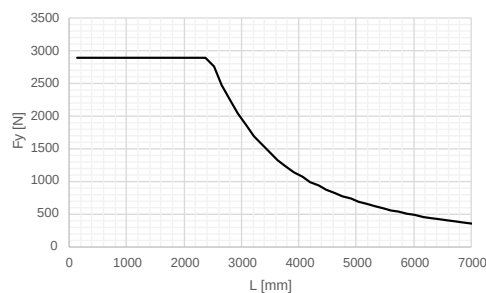
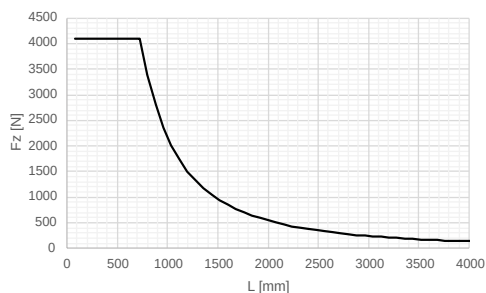
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	32,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,6
Massa carro Carriage's mass	[Kg]	21,59
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	300
Taglia cinghia Belt's size	[-]	75 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	4646
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	212
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	1392

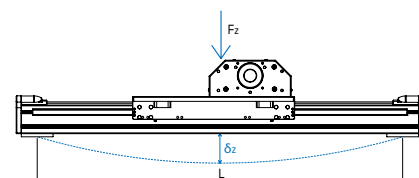
* I valori sono da considerarsi indicativi.
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Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.



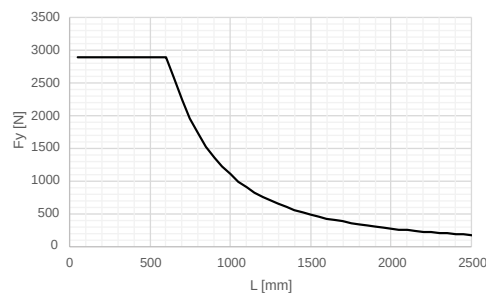
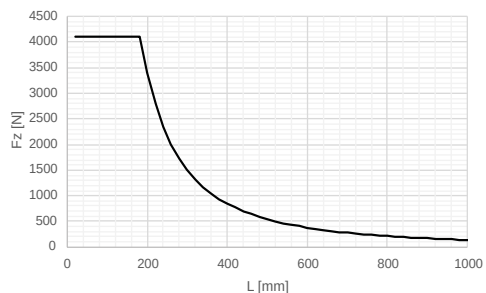
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



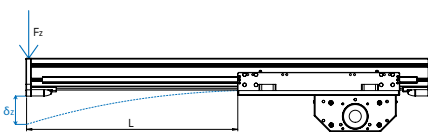
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

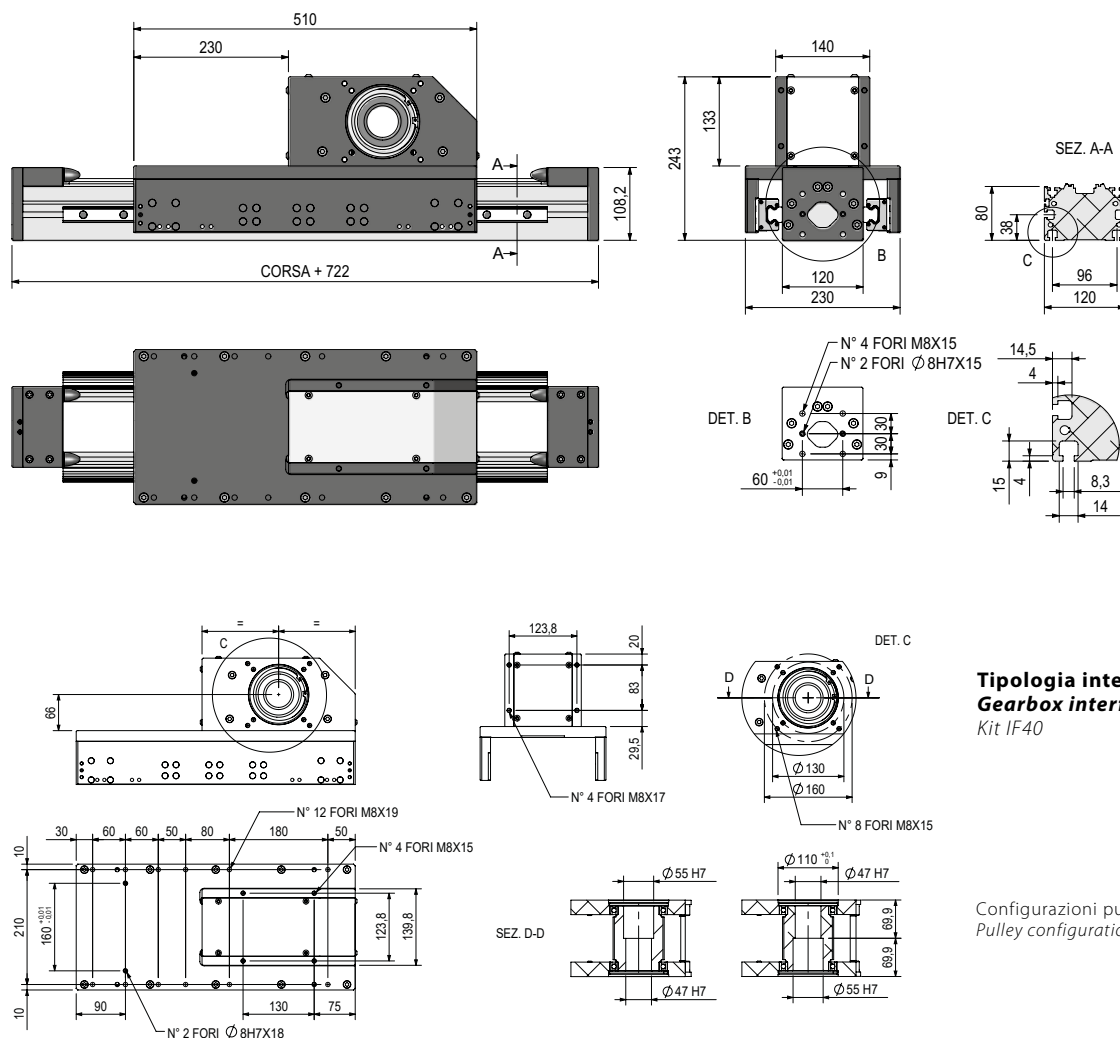


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



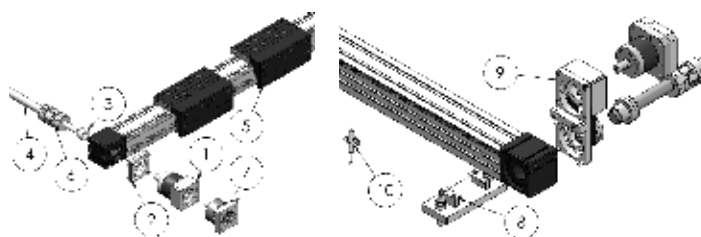
Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF40

Configurazioni puleggia
Pulley configurations

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Camma	x	x	x

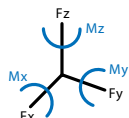
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



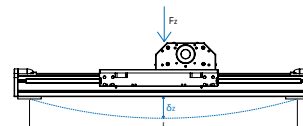
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
VER125FBS

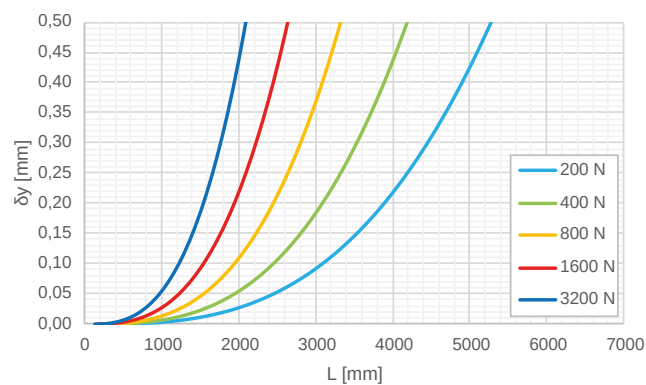
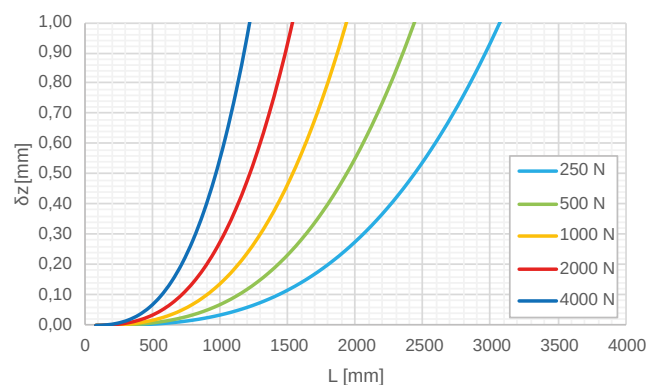


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

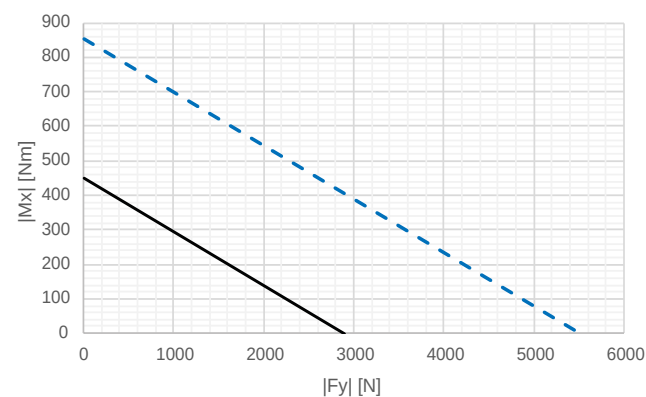
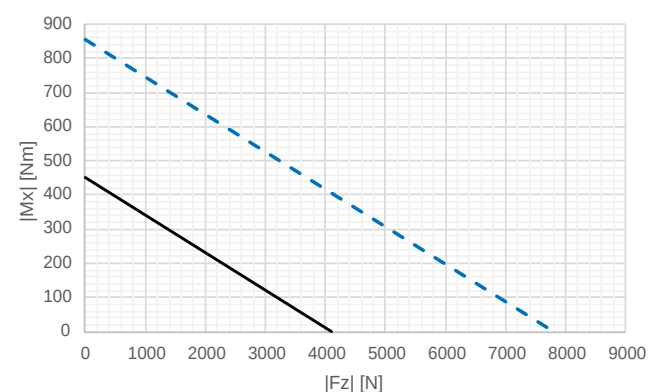
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

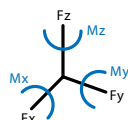


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

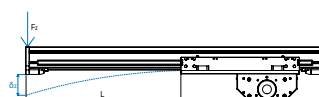
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
VER125FBS

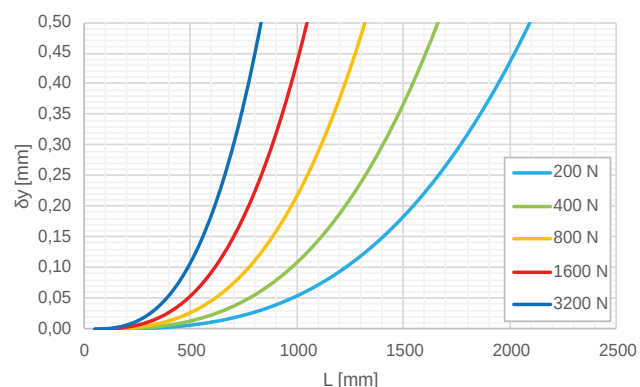
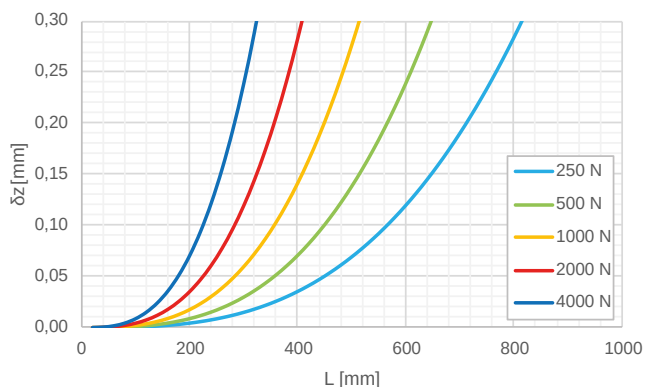


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

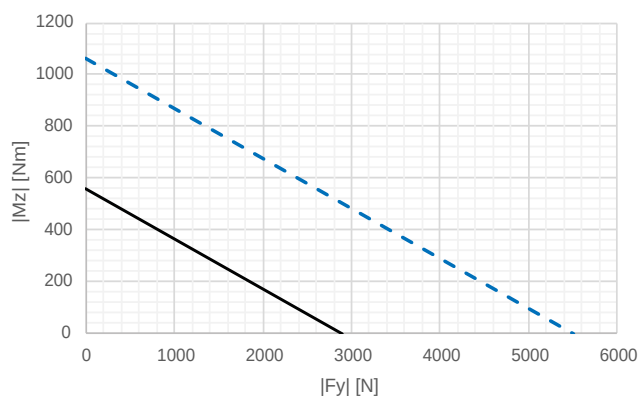
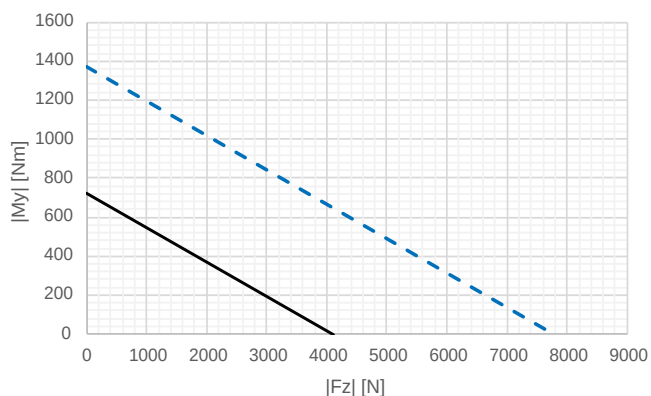
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
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--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

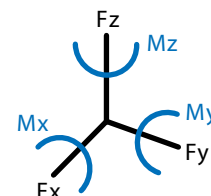
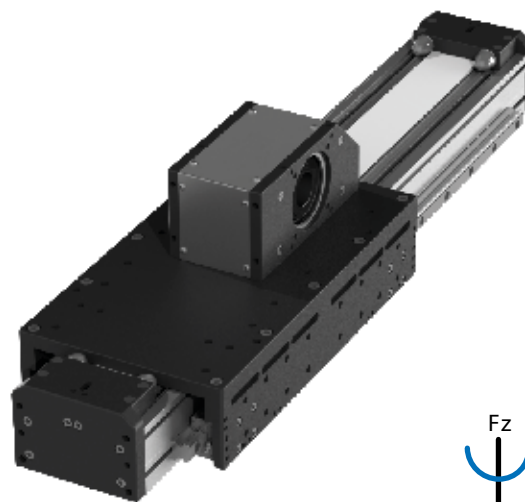
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MODELLO / MODEL
VER180FBS

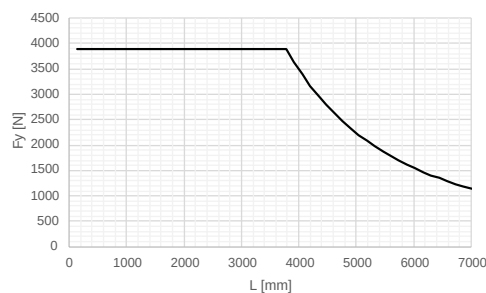
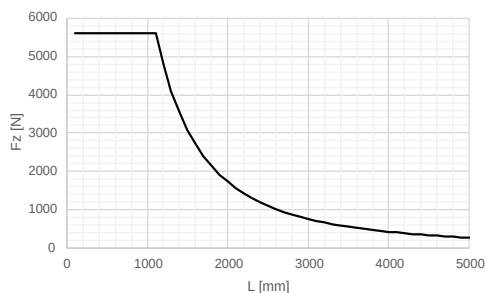
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	36,68
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,1
Massa carro Carriage's mass	[Kg]	18,78
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	300
Taglia cinghia Belt's size	[-]	75 AT 10
Forza massima di trazione sulla cinghia* Maximum traction force on belt	[N]	4646
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	700
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	5991

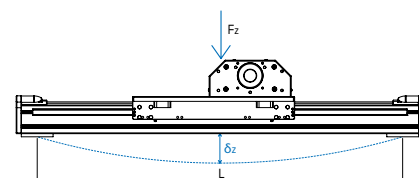
* I valori sono da considerarsi indicativi.
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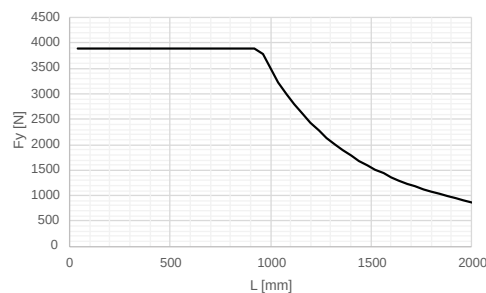
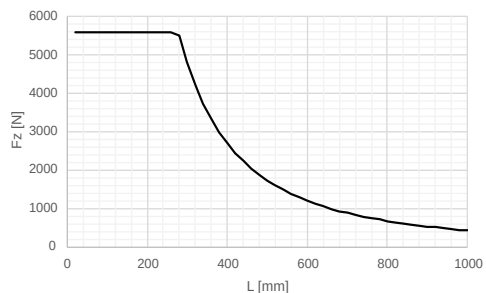
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



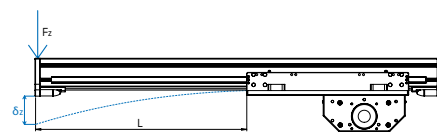
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

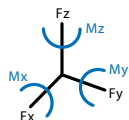


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



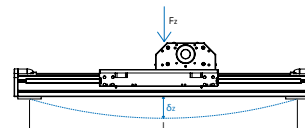
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
VER180FBS

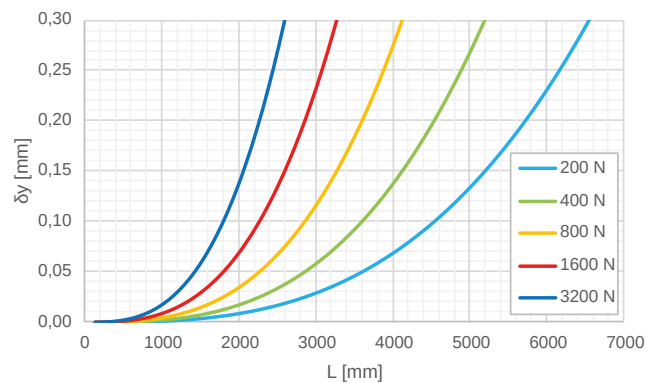
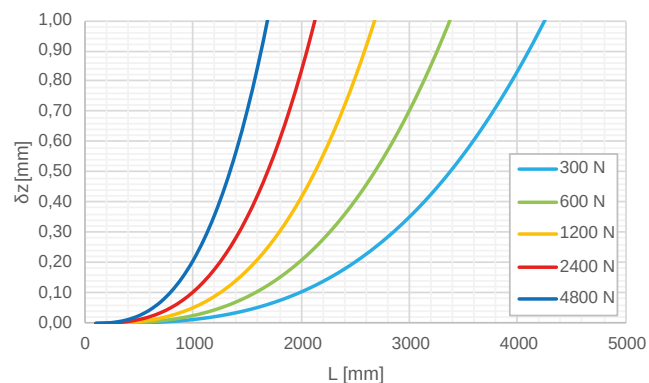


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

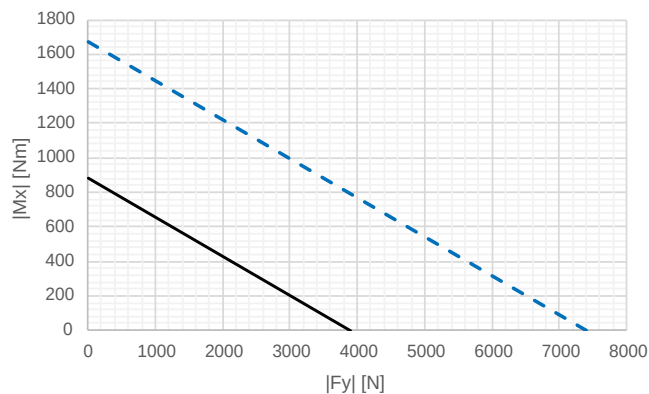
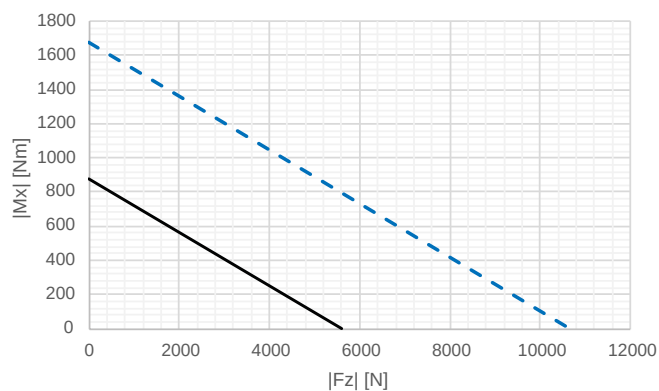
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

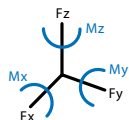


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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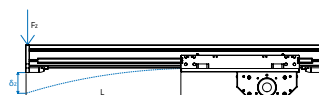
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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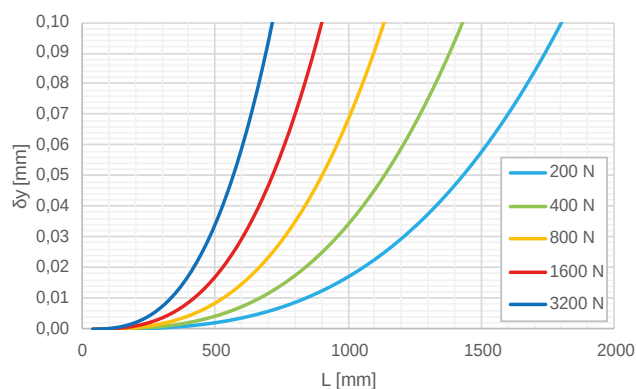
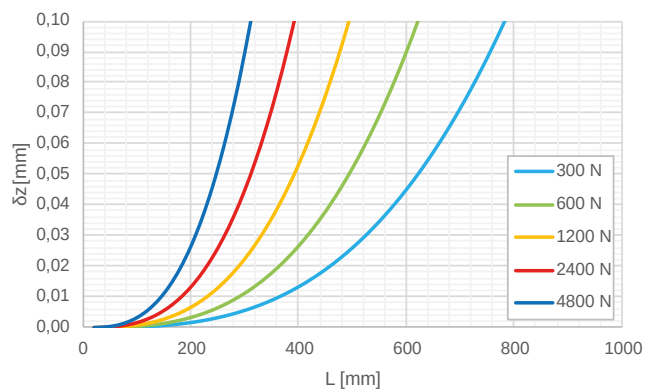
MODELLO / MODEL
VER180FBS



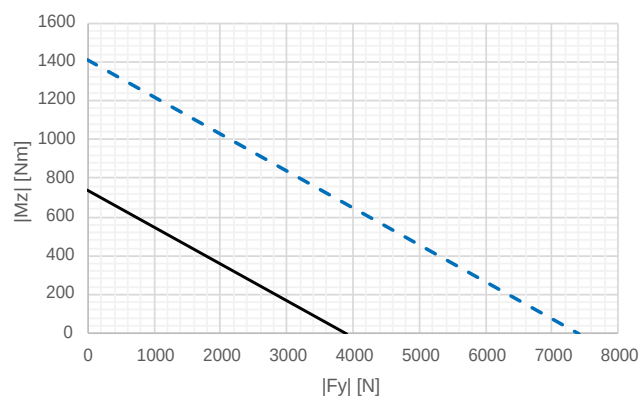
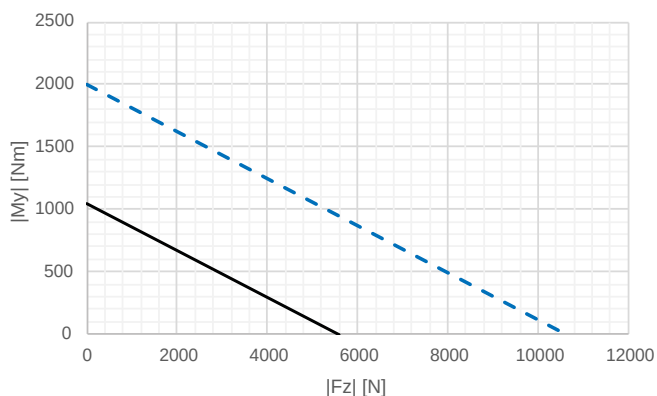
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



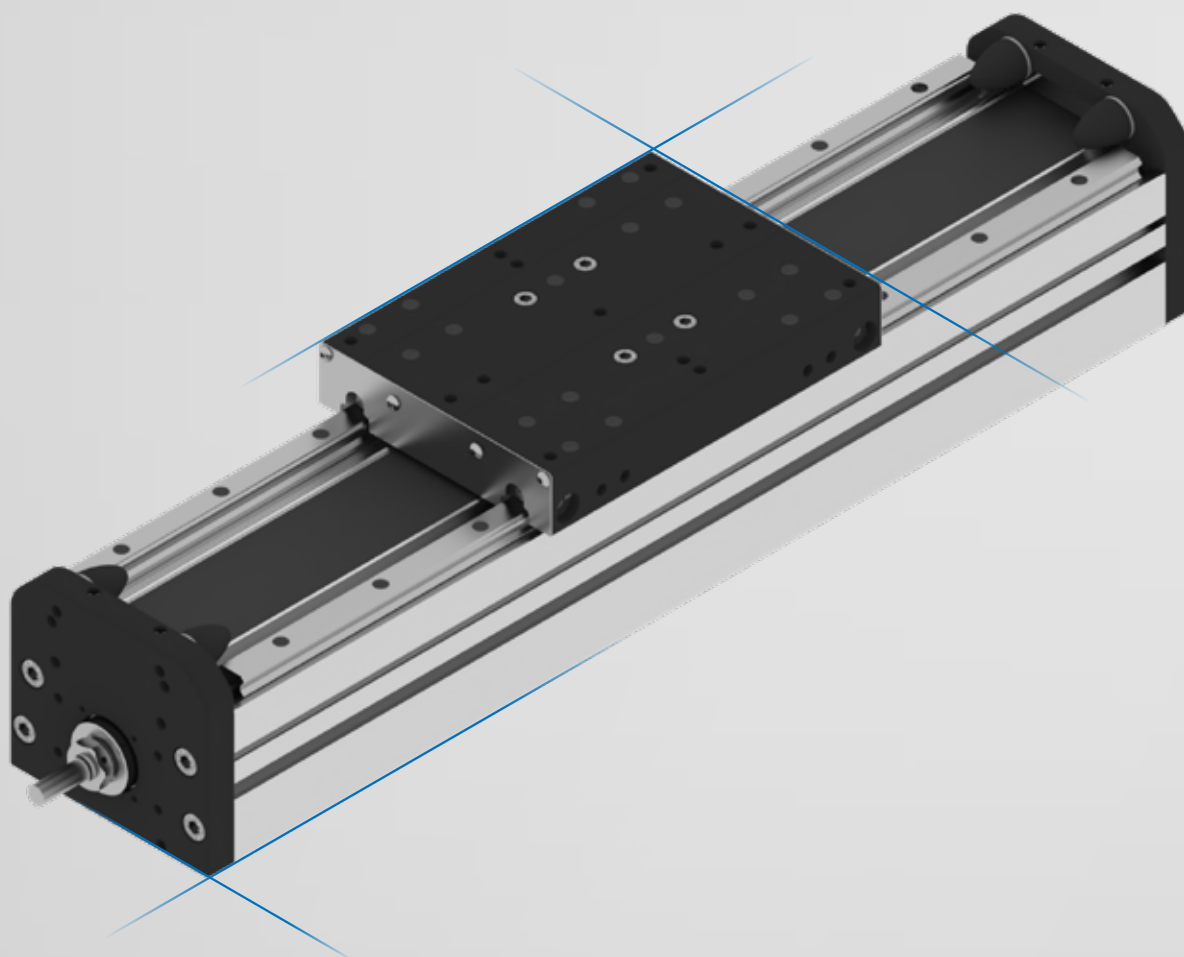
LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

UNITÀ LINEARE A VITE

BALL SCREW
LINEAR UNIT



SERIE AMV_AMVS

SERIES

172	AMV120SB
176	AMV120CB
182	AMV180CB
186	AMV180LB
190	AMVS120CB

		AMV	120	CB	0300 - 1510	C7 - XX
TIPO UNITÀ / MODEL						
AMV	Unità lineare a vite a ricircolo di sfere <i>Ball screw linear unit</i>					
TAGLIA / SIZE						
120	Profilo larghezza 120 mm <i>Profile width 120 mm</i>					
180	Profilo larghezza 180 mm <i>Profile width 180 mm</i>					
TIPOLOGIA CARRO PER UNITÀ AMV120 - 180 CARRIAGE TYPE FOR AMV120 - 180						
SB	Carro extra corto biguida (disponibile solo per AMV 120) <i>Extra short carriage with dual guide rail (available only for AMV120)</i>					
CB	Carro corto biguida <i>Short carriage with dual guide rail</i>					
LB	Carro lungo biguida (disponibile solo per AMV180) <i>Long carriage with lateral dual guide rail (available only for AMV180)</i>					
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)						
DIAMETRO E PASSO VITE PER UNITÀ AMV120 - AMV180 SCREW DIAMETER AND PITCH FOR MODEL AMV120 - AMV 180						
2005	Vite Ø20 mm, passo 5 mm <i>Screw Ø20 mm, pitch 5 mm</i>					
2010	Vite Ø20 mm, passo 10 mm <i>Screw Ø20 mm, pitch 10 mm</i>					
2020	Vite Ø20 mm, passo 20 mm <i>Screw Ø20 mm, pitch 20 mm</i>					
CLASSE DI PRECISIONE DELLA VITE BALL SCREW ACCURACY GRADE						
C5	Accoppiamento vite - chiocciola ISO5 <i>Ball screw tolerance ISO5</i>					
C7	Accoppiamento vite - chiocciola ISO7 <i>Ball screw tolerance ISO7</i>					
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE						
A	Configurazione standard <i>Standard configuration</i>					
C	Configurazione personalizzata <i>Custom configuration</i>					

MODELLO / MODEL
AMV120SB

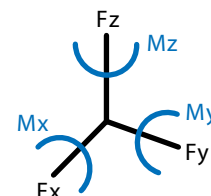
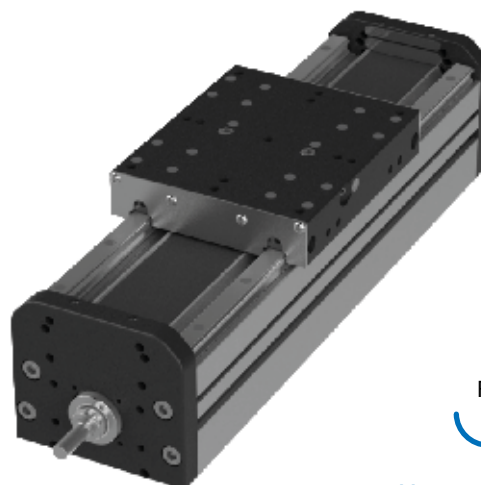
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	5,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,15
Massa carro Carriage's mass	[Kg]	1,25
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	20
Passo vite Ball screw pitch	[mm]	5-10-20
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	379
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	783

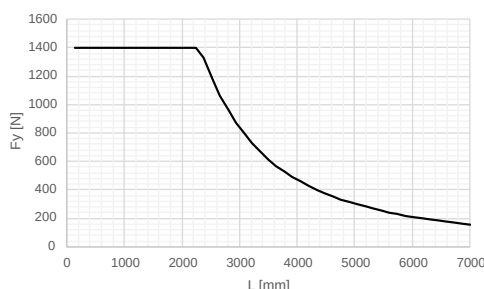
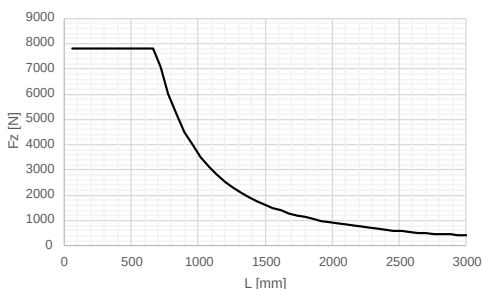
* I valori sono da considerarsi indicativi.

La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

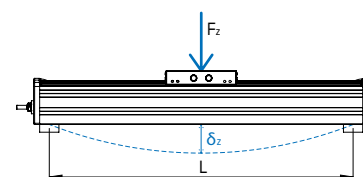
** In funzione della direzione di applicazione del carico.
Based on load direction.



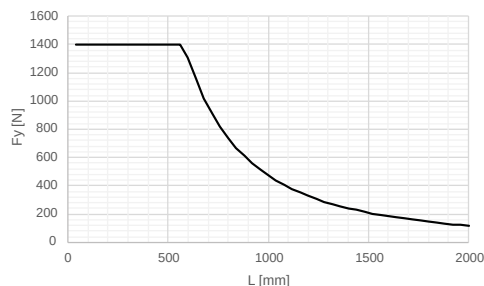
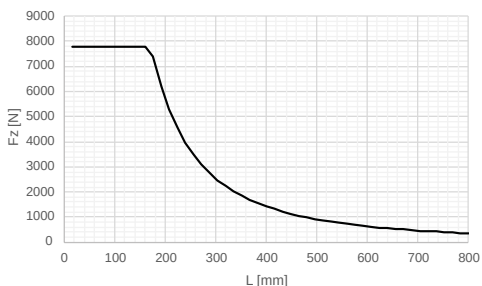
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



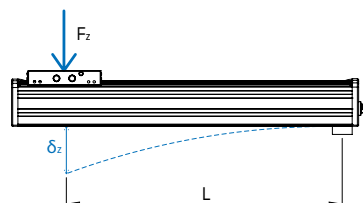
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

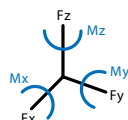


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



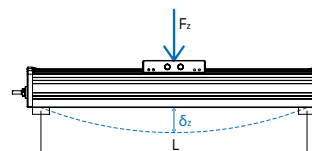
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AMV120SB

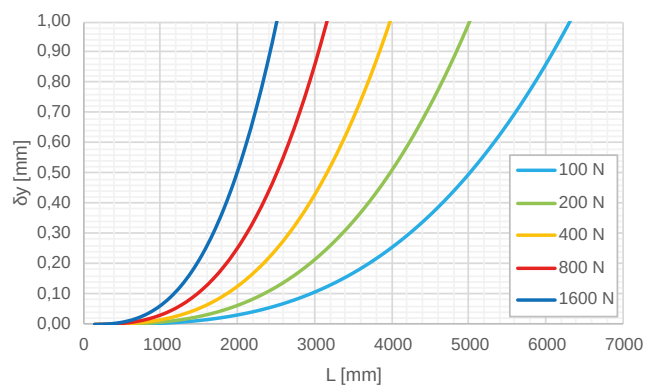
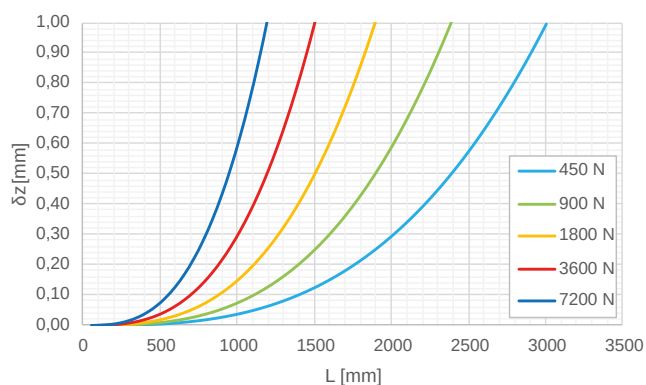


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

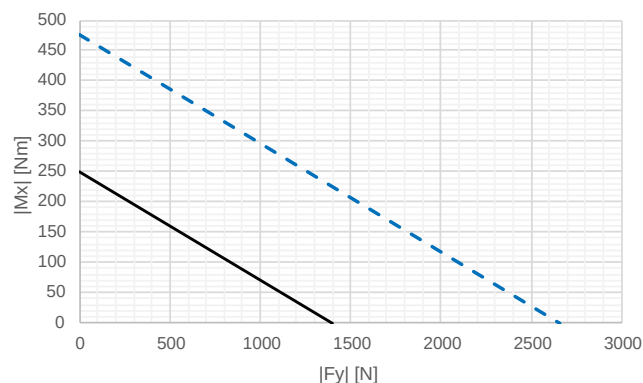
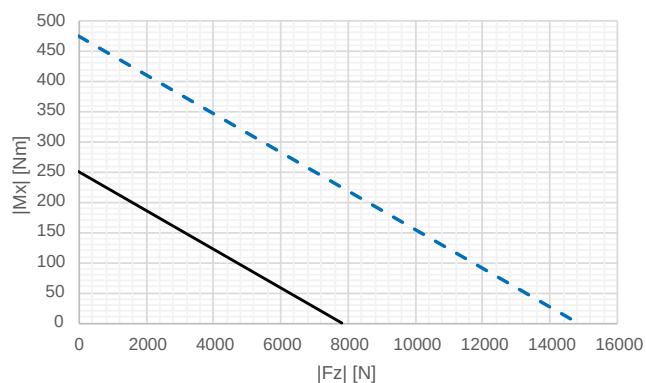
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

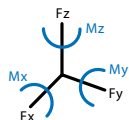


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

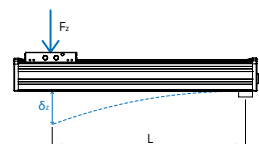
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AMV120SB

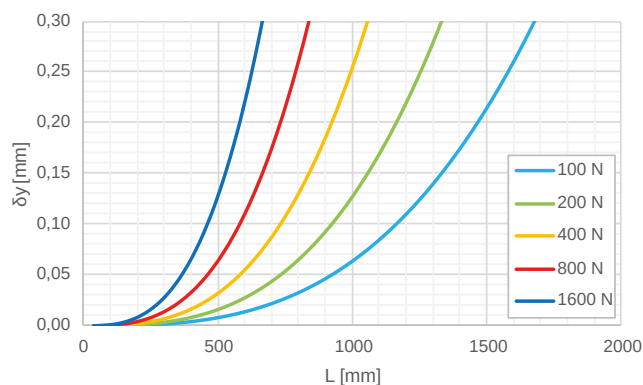
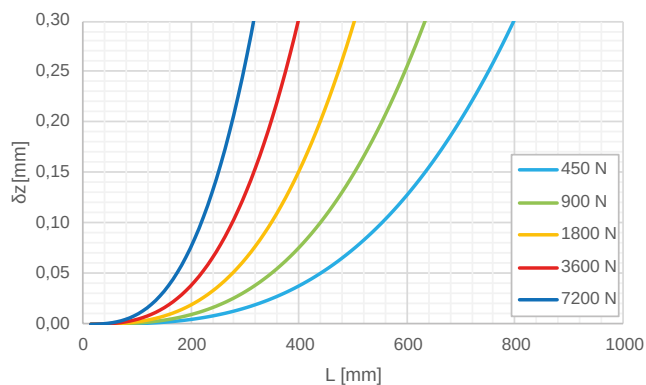


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

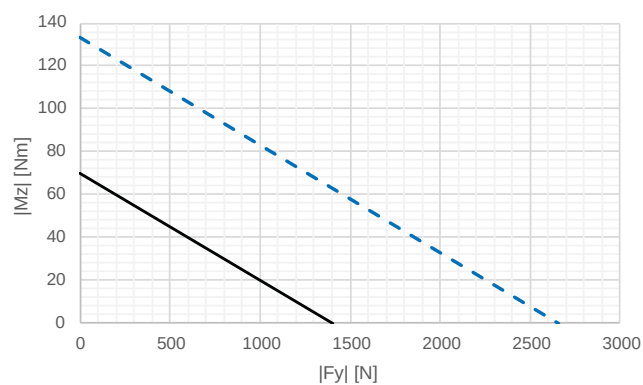
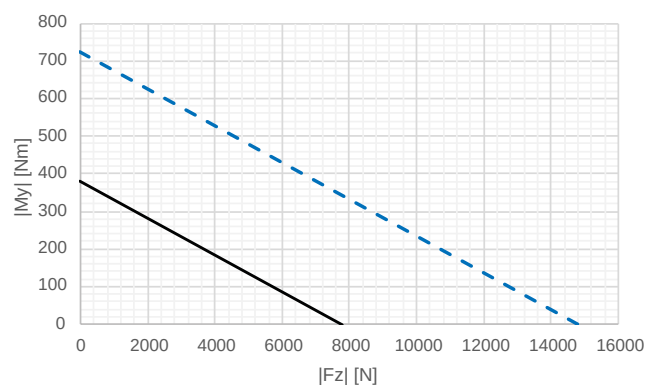
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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In case of combined stress contact our technical department.

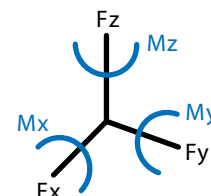
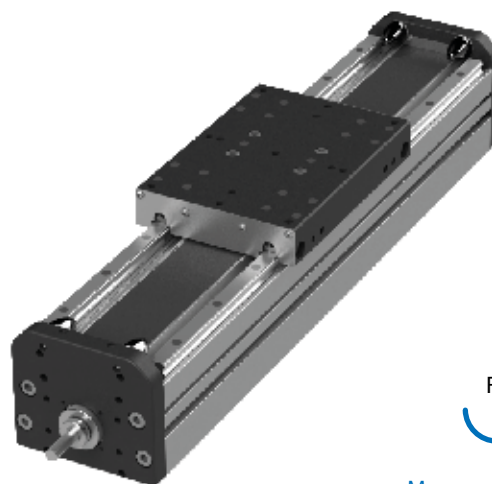
MODELLO / MODEL
AMV120CB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

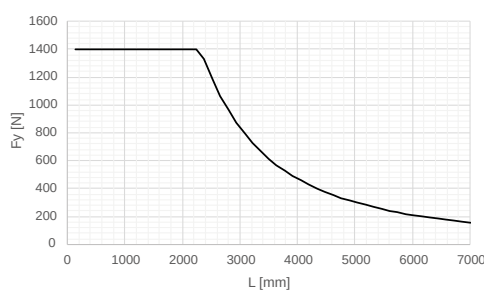
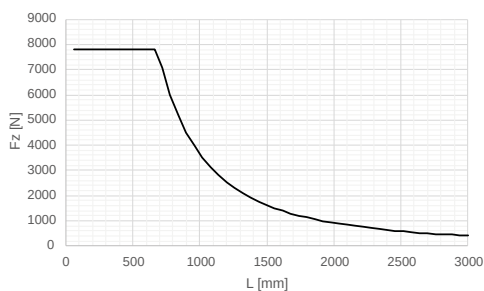
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	6,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,18
Massa carro Carriage's mass	[Kg]	3,35
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	20
Passo vite Ball screw pitch	[mm]	5-10-20
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	379
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	783

* I valori sono da considerarsi indicativi.
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Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
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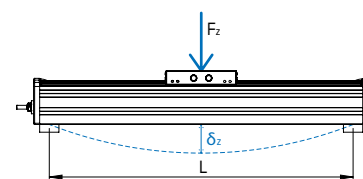
** In funzione della direzione di applicazione del carico.
Based on load direction.



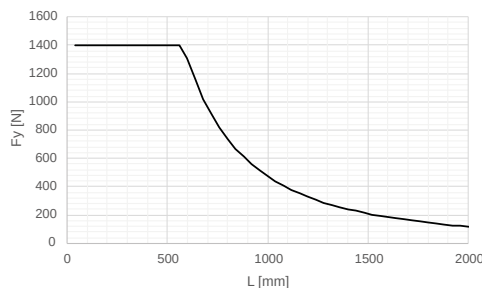
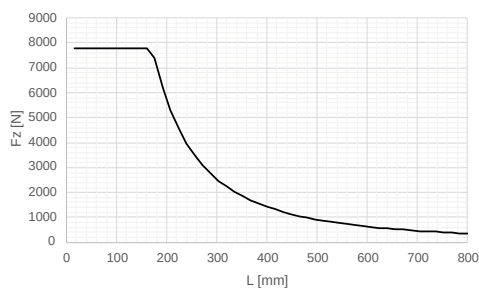
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



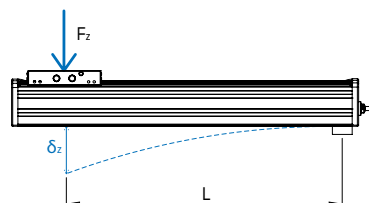
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

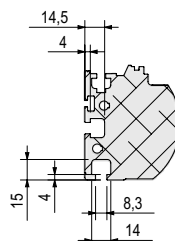
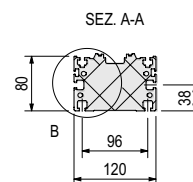
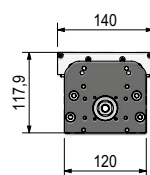
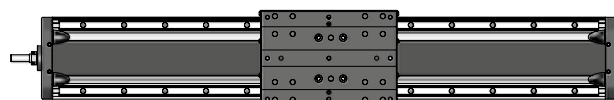
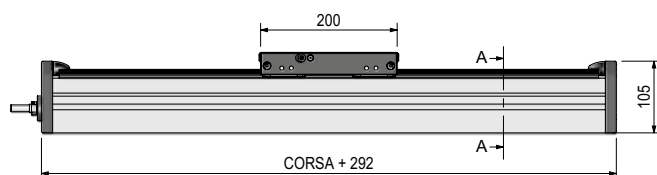


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

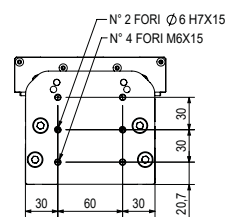
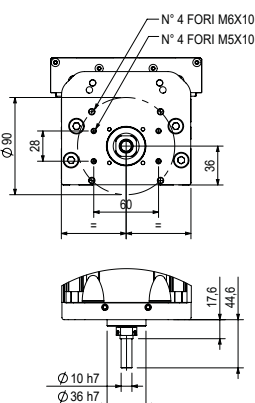
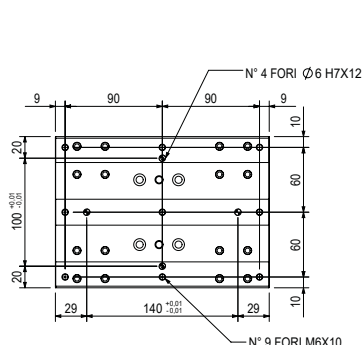


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



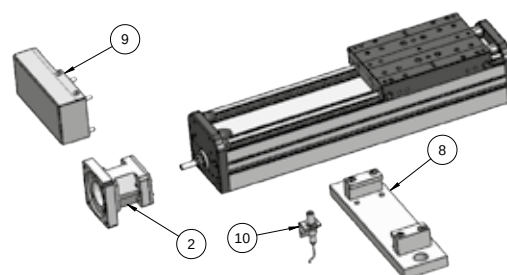
Tipologia interfaccia motore
Engine interface type
Kit IF8

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

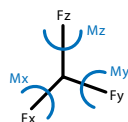
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



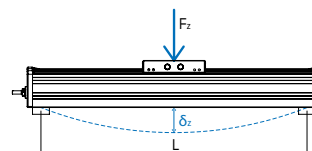
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMV120CB

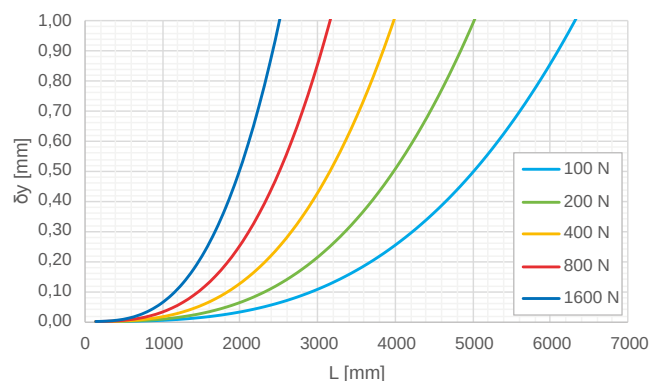
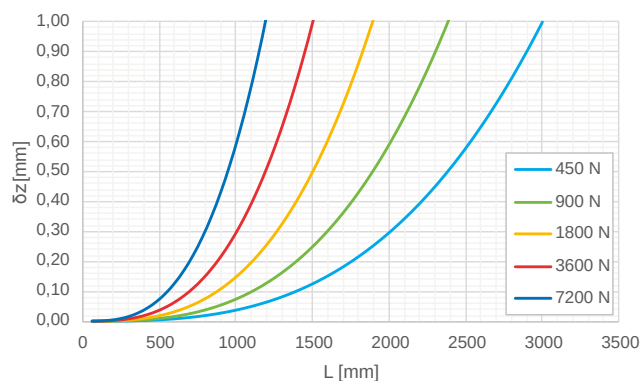


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

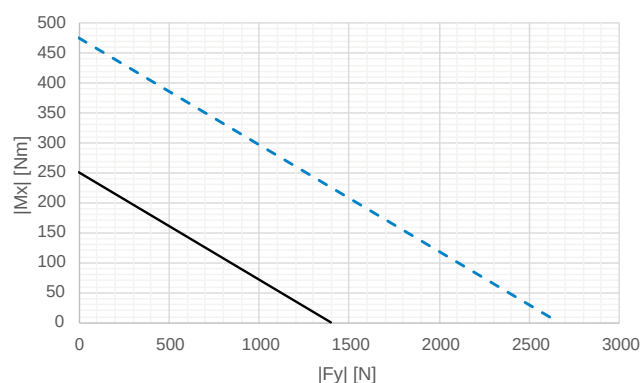
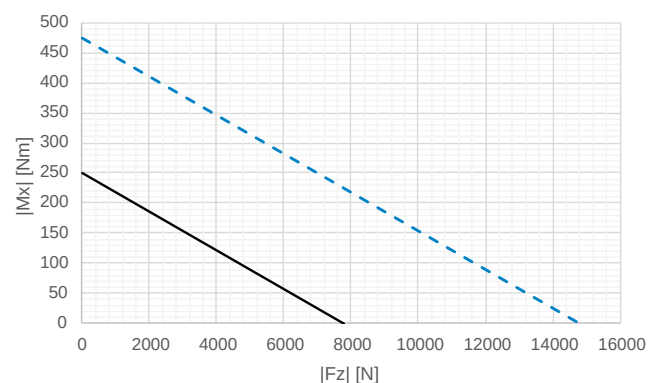
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

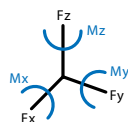


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

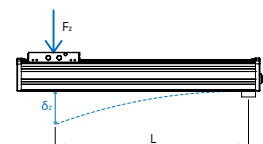
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In case of combined stress contact our technical department.

MODELLO / MODEL
AMV120CB

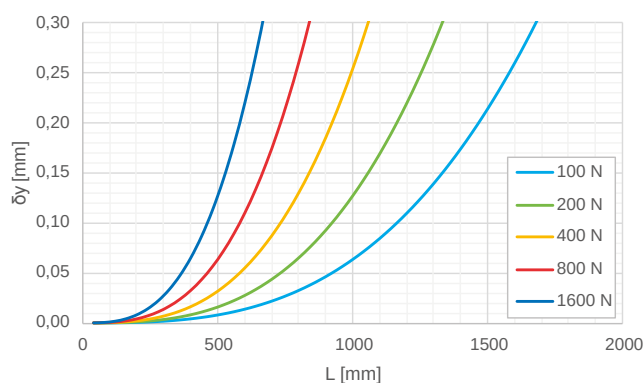
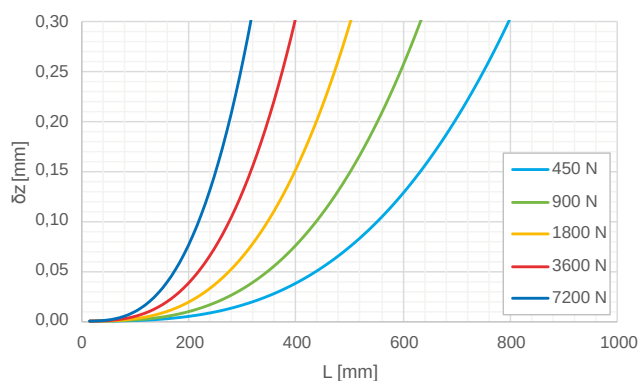


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

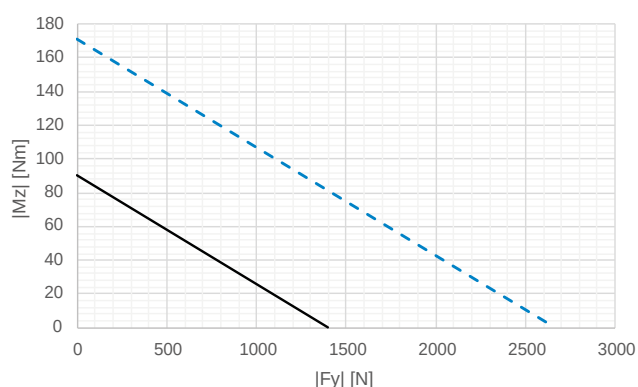
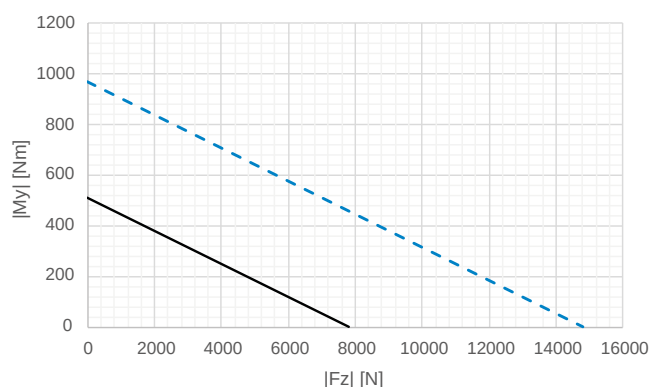
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
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- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

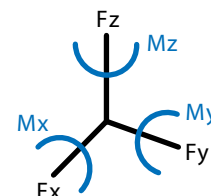
MODELLO / MODEL
AMV180CB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

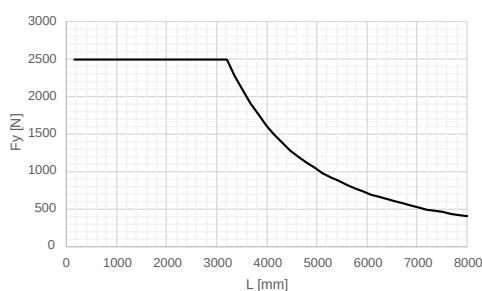
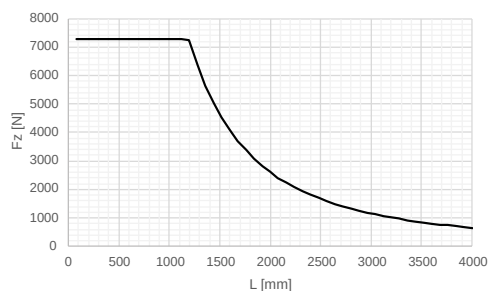
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	10,6
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,05
Massa carro Carriage's mass	[Kg]	3,54
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	20
Passo vite Ball screw pitch	[mm]	5-10-20
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1083
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2665

* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
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Maximum speed depends on free length of the ball screw and load condition.
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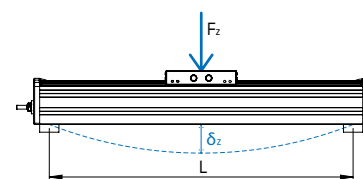
** In funzione della direzione di applicazione del carico.
Based on load direction.



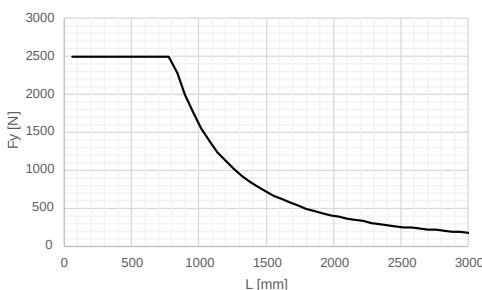
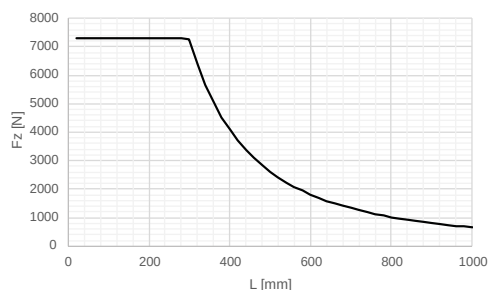
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



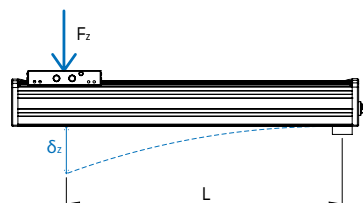
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

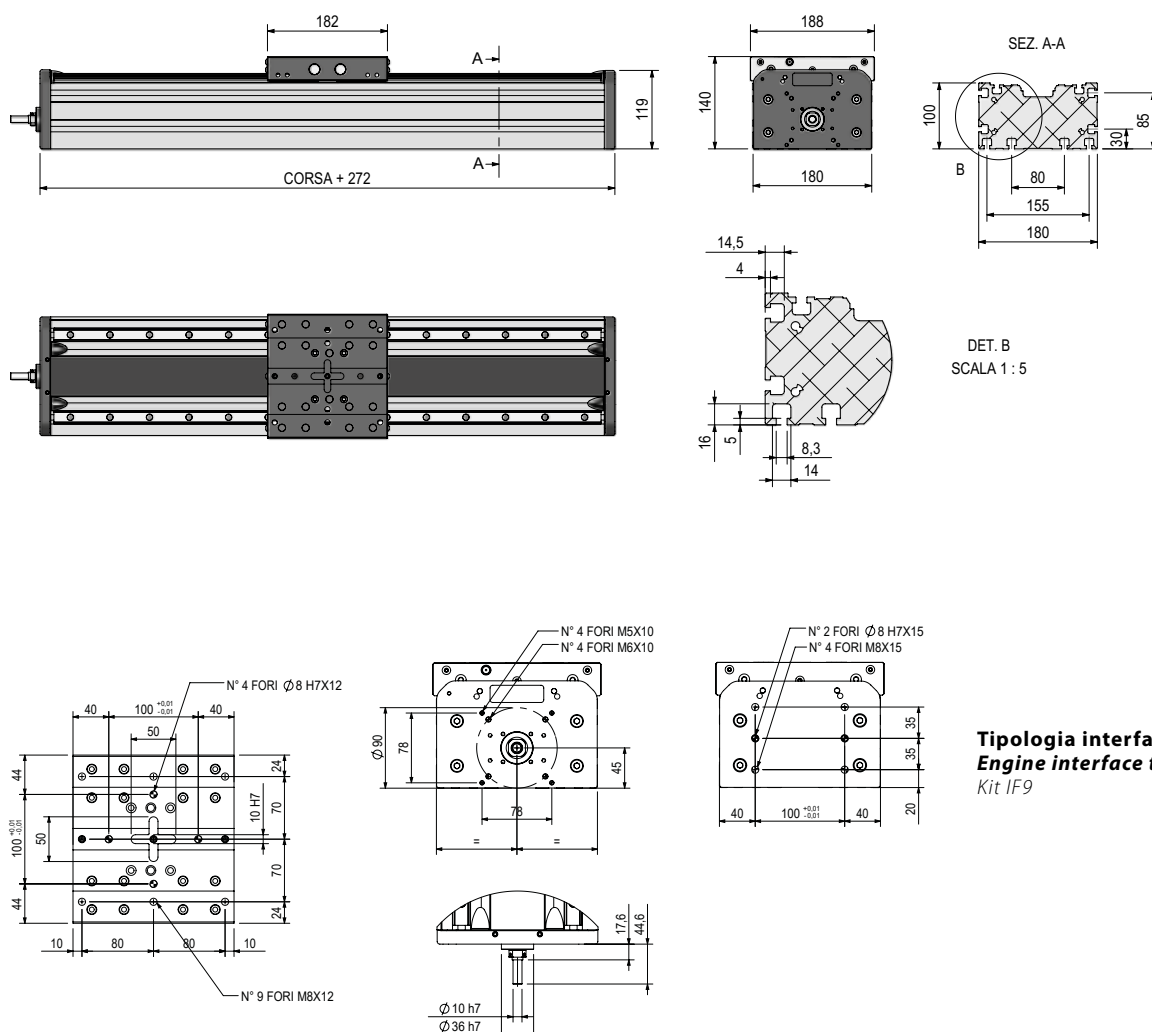


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
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DIMENSIONI / DIMENSIONS



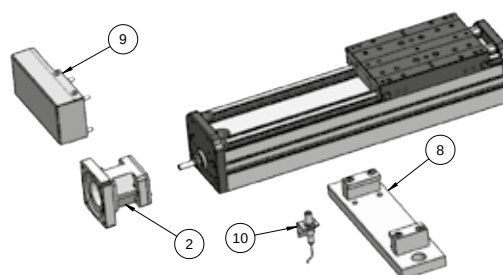
Tipologia interfaccia motore
Engine interface type
Kit IF9

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

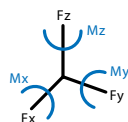
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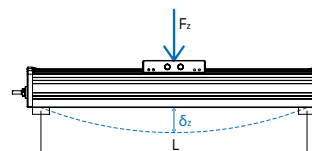
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MODELLO / MODEL
AMV180CB

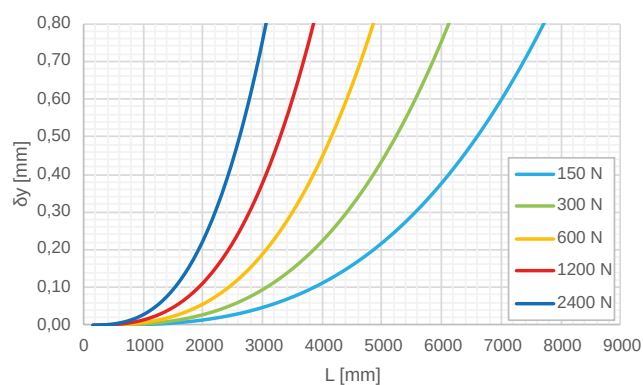
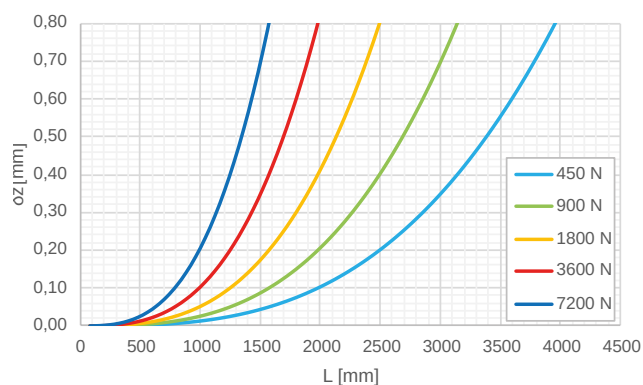


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

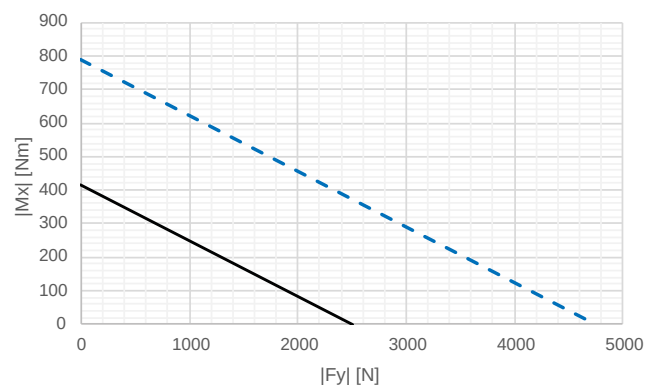
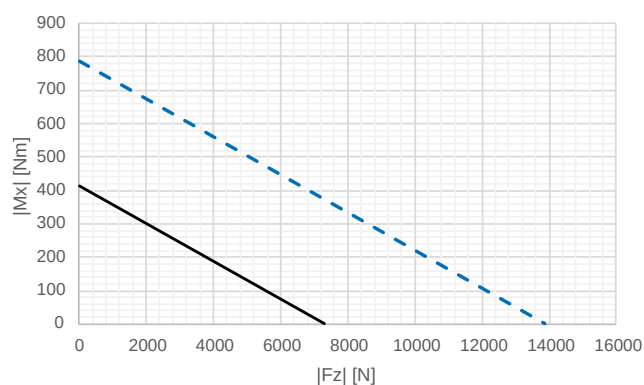
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

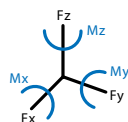


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--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

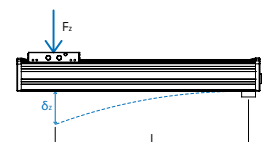
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MODELLO / MODEL
AMV180CB

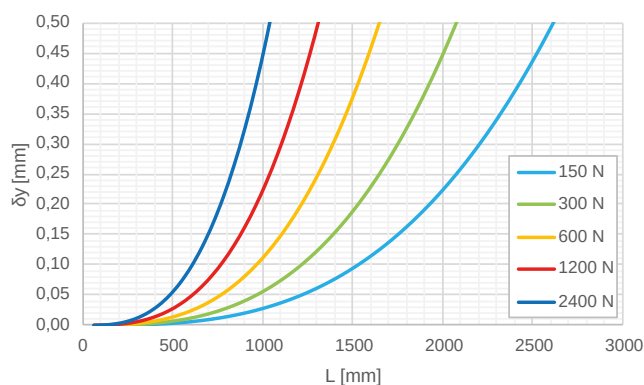
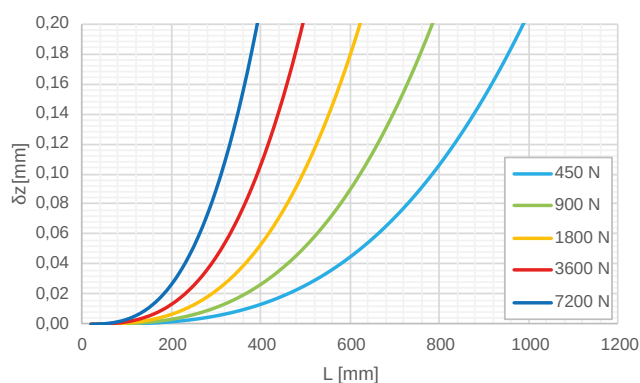


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

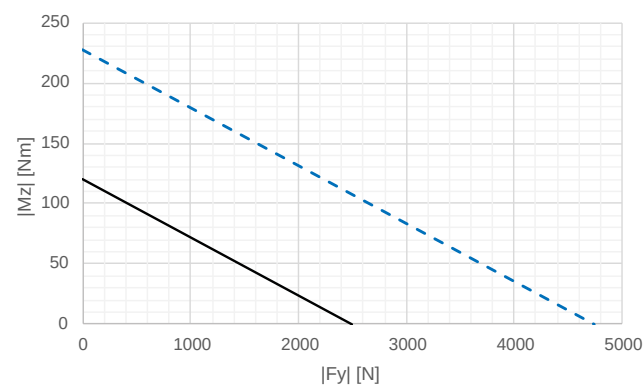
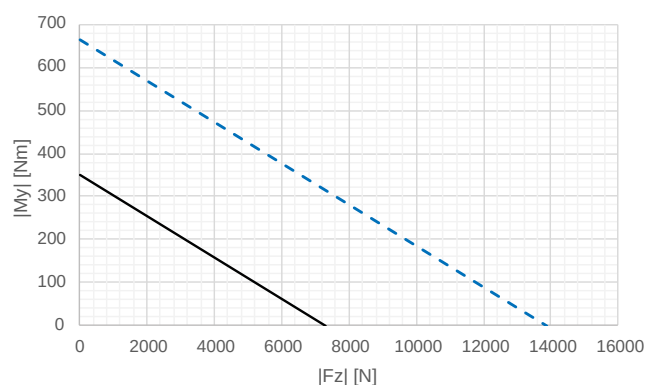
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
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MODELLO / MODEL
AMV180LB

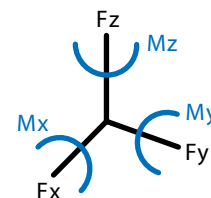
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	13,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,05
Massa carro Carriage's mass	[Kg]	4,44
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	20
Passo vite Ball screw pitch	[mm]	5-10-20
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1083
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2665

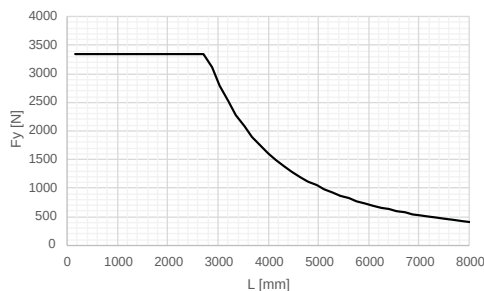
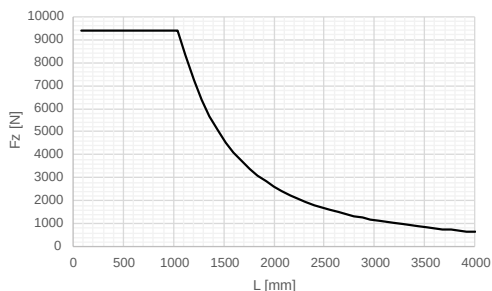
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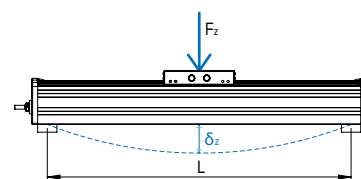
** In funzione della direzione di applicazione del carico.
Based on load direction.



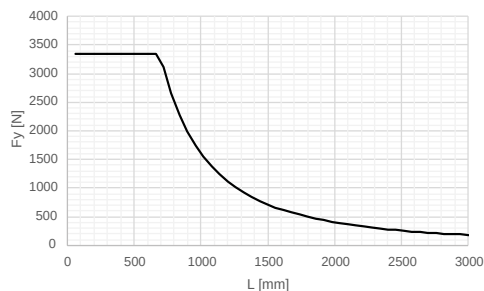
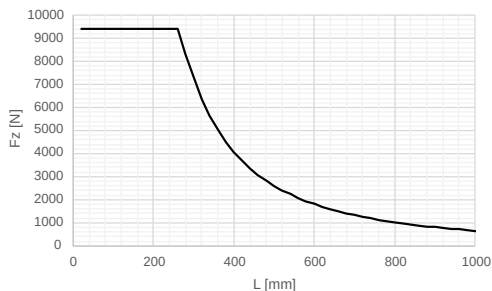
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



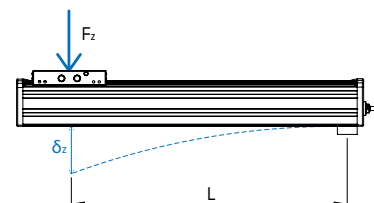
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

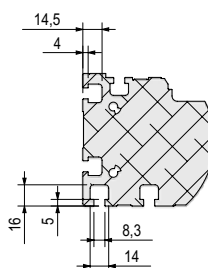
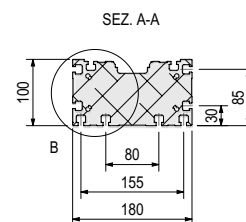
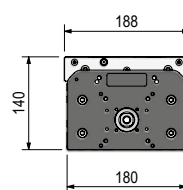
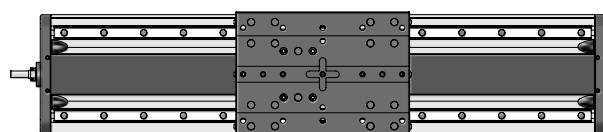
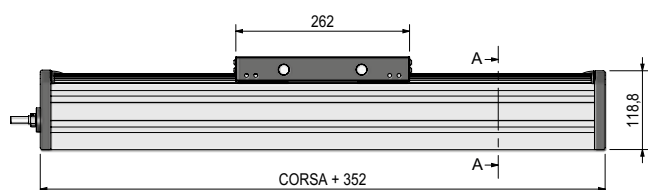


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Maximum load in an isostatic cantilever loaded condition.

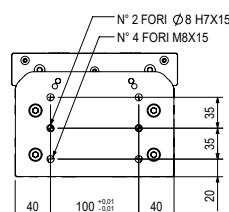
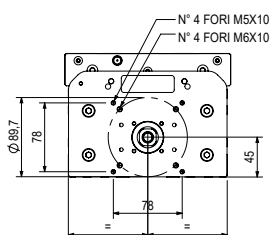
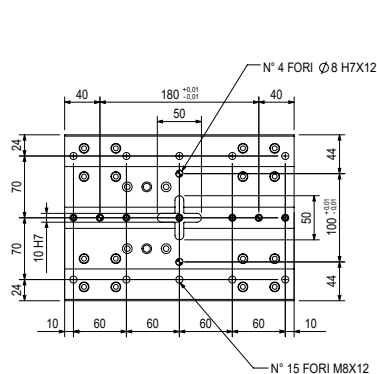


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DIMENSIONI / DIMENSIONS



DET. B
SCALA 1:5



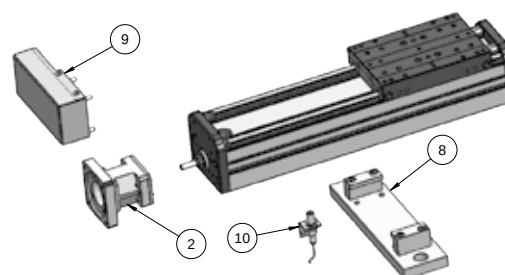
Tipologia interfaccia motore
Engine interface type
Kit IF9

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

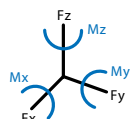
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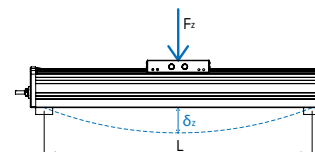
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MODELLO / MODEL
AMV180LB

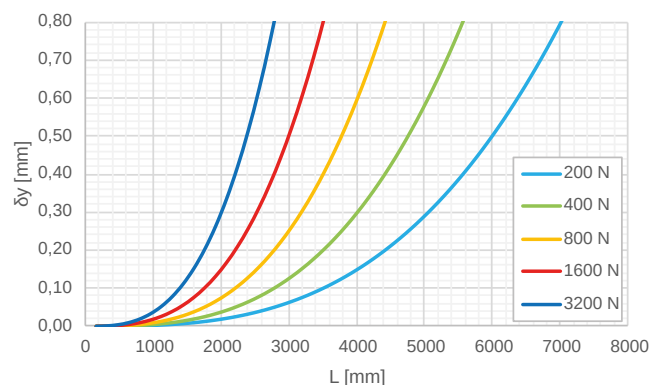
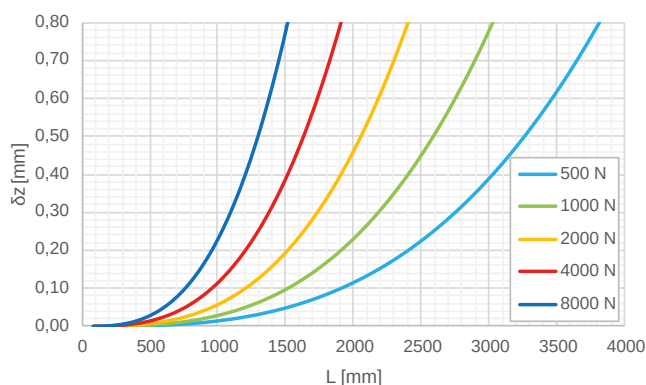


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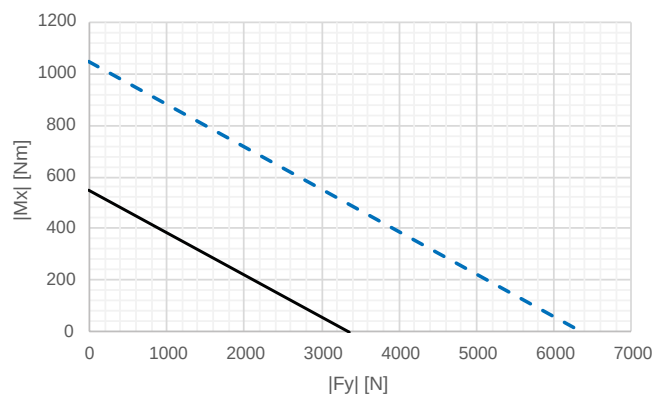
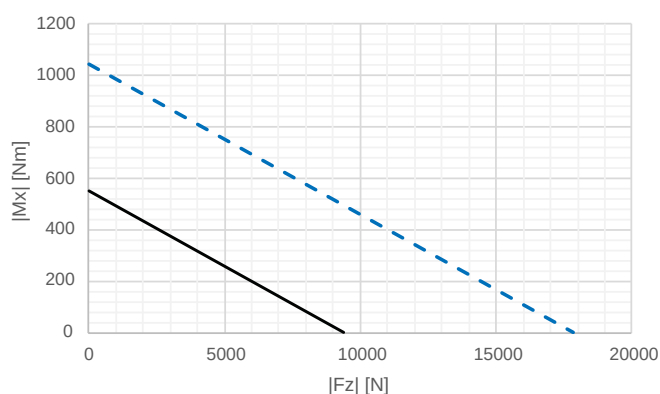
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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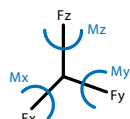
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

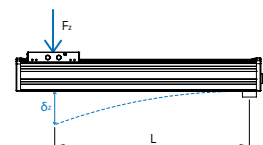
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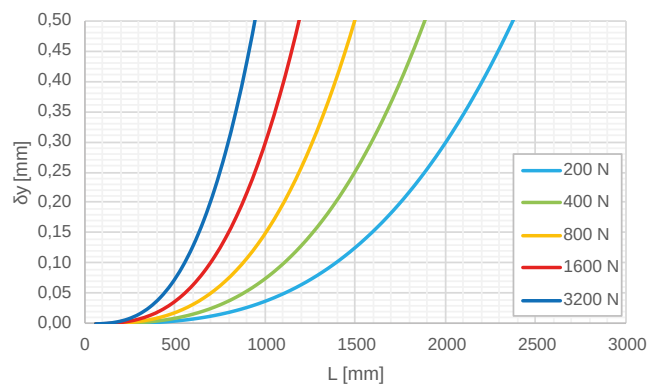
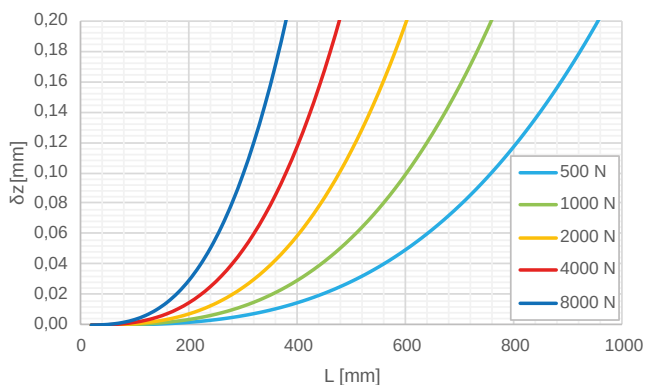
MODELLO / MODEL
AMV180LB



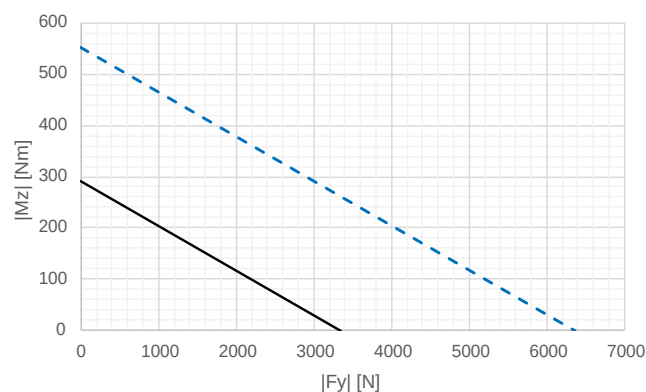
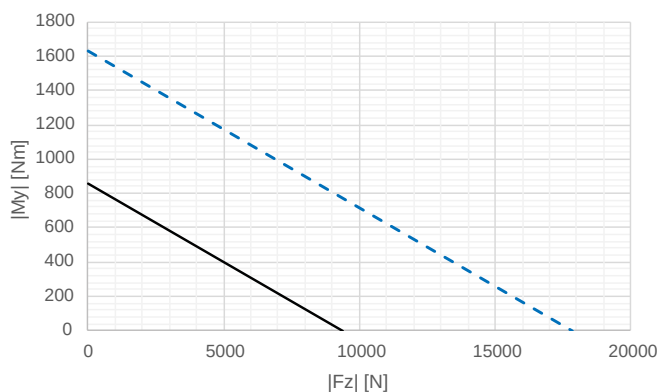
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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Emergency stop max 100 times during service life.

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In case of combined stress contact our technical department.

		AMVS	120	CB	0300	-	2010	C7	-	XX
TIPO UNITÀ / MODEL										
AMVS	Unità lineare a vite a ricircolo di sfere con soffietto protezione <i>Ball Screw linear unit with protective bellow</i>									
TAGLIA / SIZE										
120	Profilo larghezza 120 mm <i>Profile width 120 mm</i>									
TIPOLOGIA CARRO / CARRIAGE TYPE										
CB	Carro corto biguida <i>Short carriage with dual guide rail</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
DIAMETRO E PASSO VITE / SCREW DIAMETER AND PITCH										
2005	Vite Ø20 mm, passo 5 mm <i>Screw Ø20 mm, pitch 5 mm</i>									
2010	Vite Ø20 mm, passo 10 mm <i>Screw Ø20 mm, pitch 10 mm</i>									
2020	Vite Ø20 mm, passo 20 mm <i>Screw Ø20 mm, pitch 20 mm</i>									
CLASSE DI PRECISIONE DELLA VITE / BALL SCREW ACCURACY GRADE										
C5	Accoppiamento vite - chiocciola ISO5 <i>Ball screw tolerance ISO5</i>									
C7	Accoppiamento vite - chiocciola ISO7 <i>Ball screw tolerance ISO7</i>									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard <i>Standard configuration</i>									
C	Configurazione personalizzata <i>Custom configuration</i>									

MODELLO / MODEL

AMVS120CB

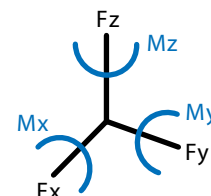
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	6,9
Massa lineare unità*** Unit's linear mass	[Kg/100mm]	1,25
Massa carro Carriage's mass	[Kg]	3,35
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	20
Passo vite Ball screw pitch	[mm]	5-10-20
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	379
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	783

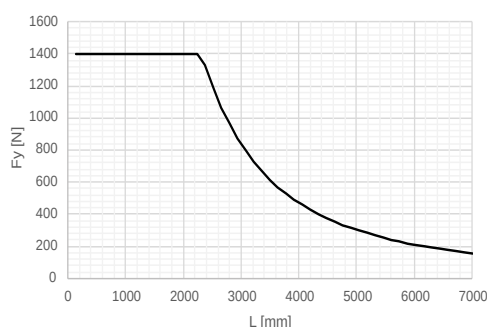
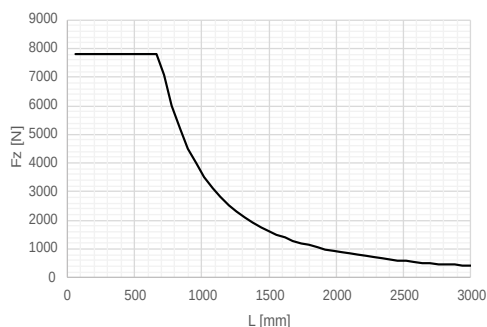
* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

** In funzione della direzione di applicazione del carico.
Based on load direction.

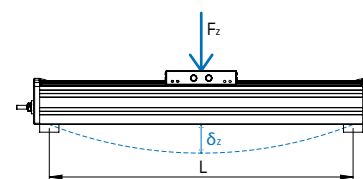
*** C=corsa utile.
C=effective stroke.



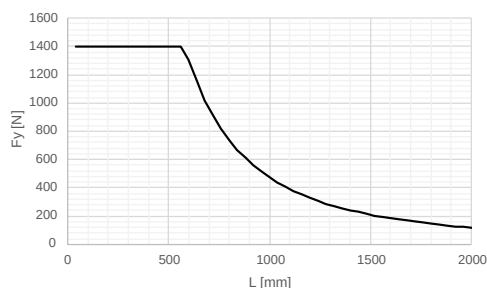
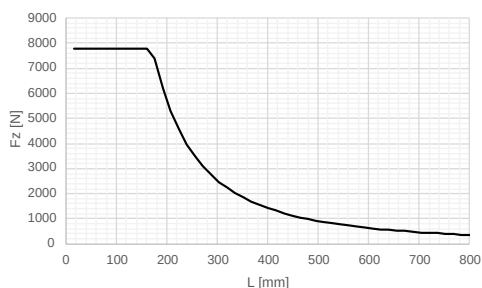
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



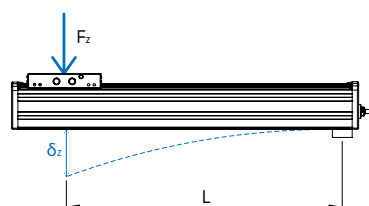
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

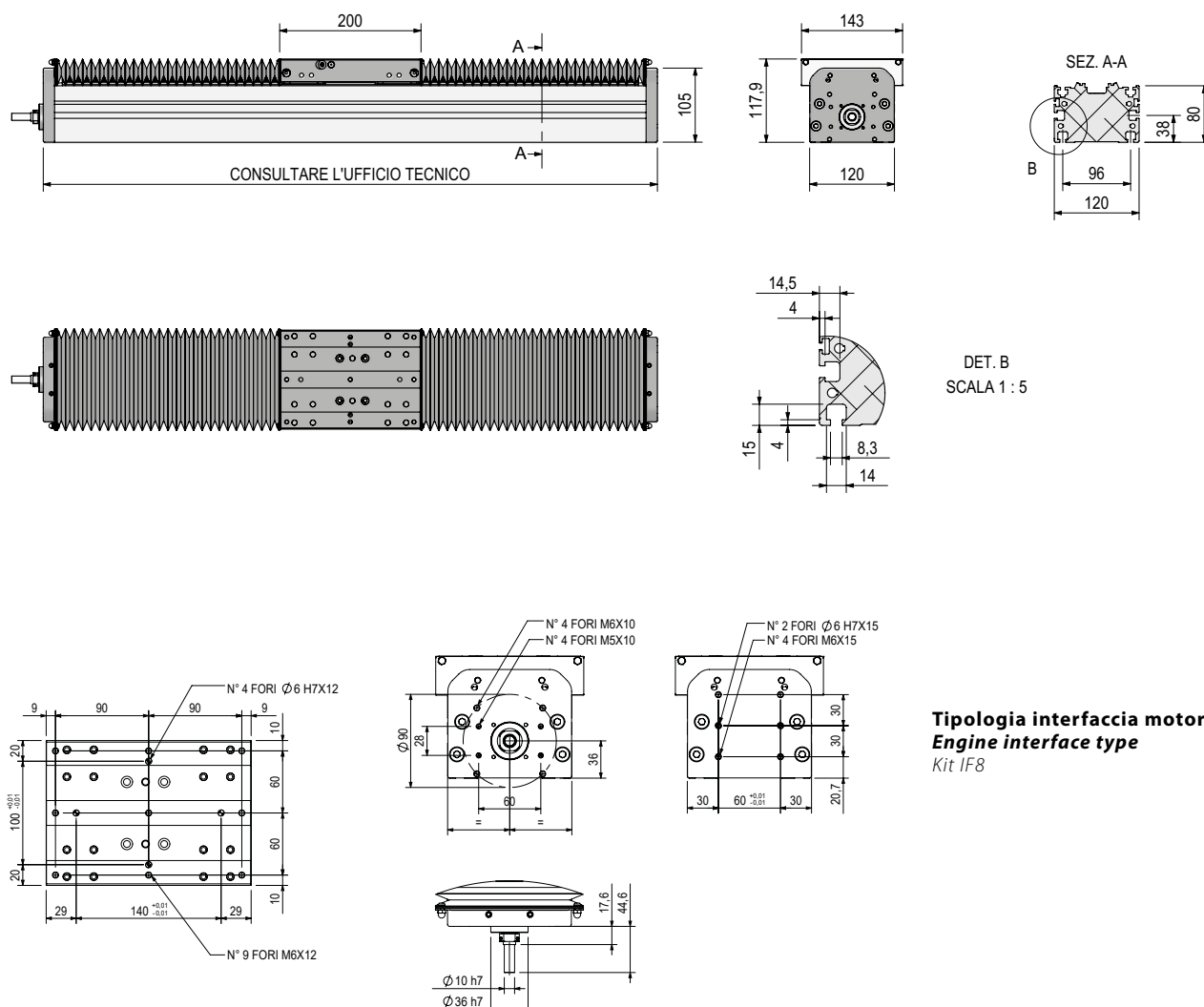


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

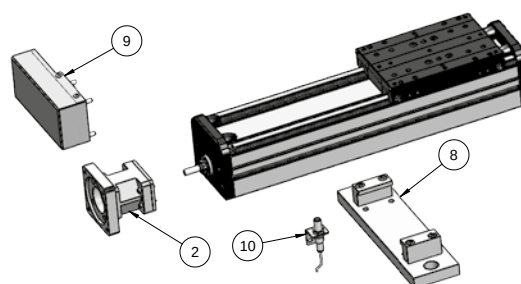
DIMENSIONI / DIMENSIONS



Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

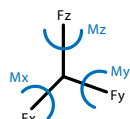
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

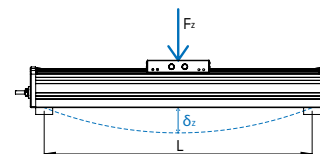
MODELLO / MODEL

AMUS120CB

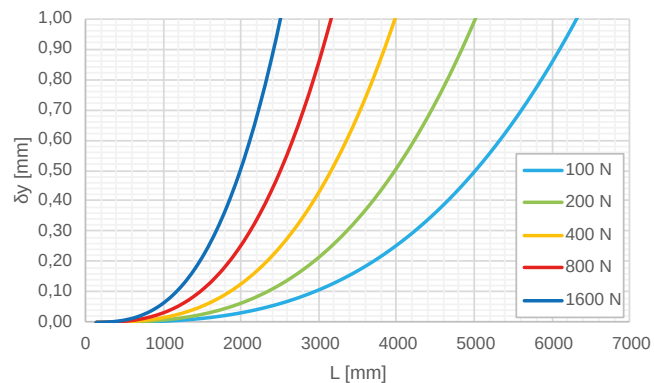
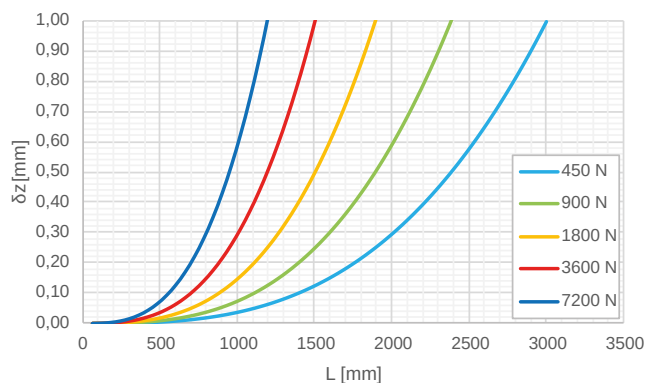


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

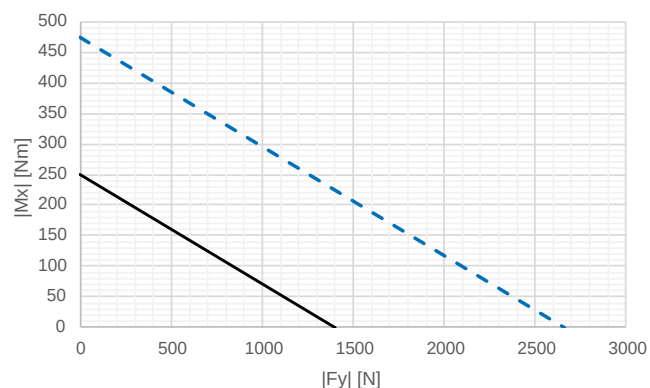
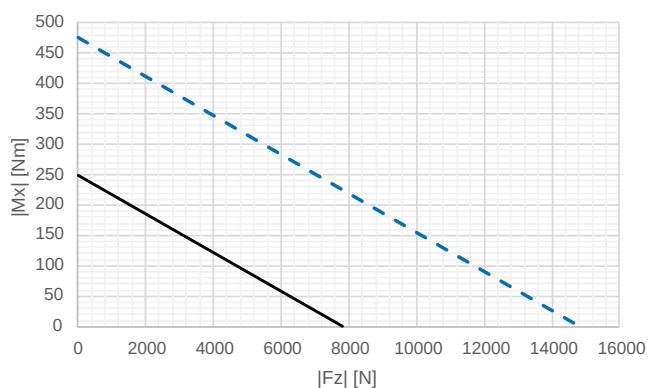
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

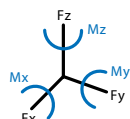
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

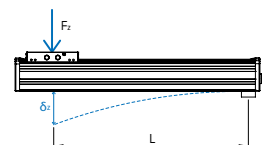
MODELLO / MODEL

AMUS120CB

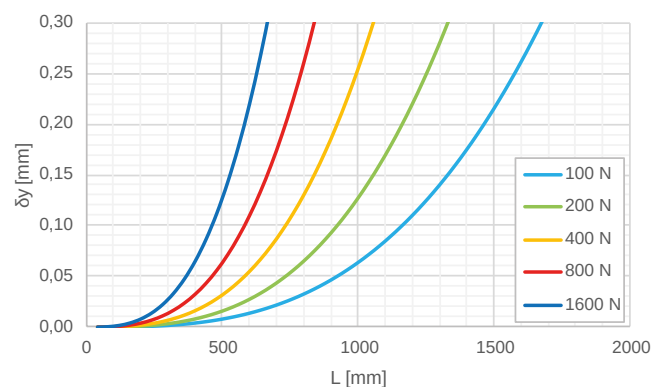
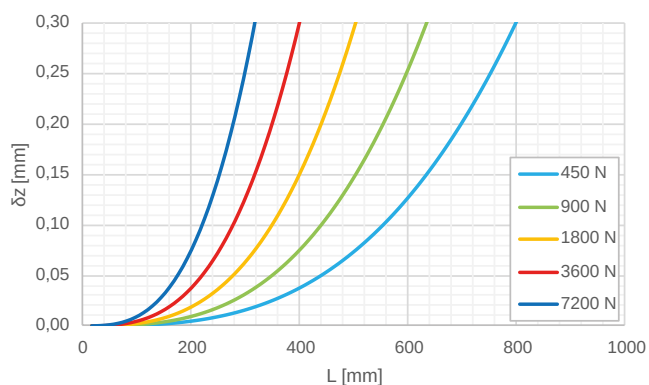


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

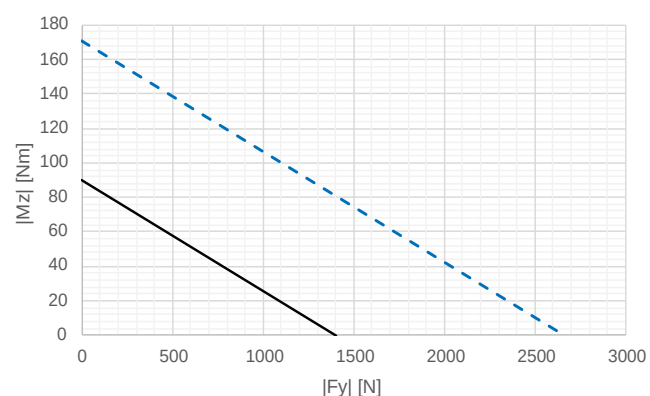
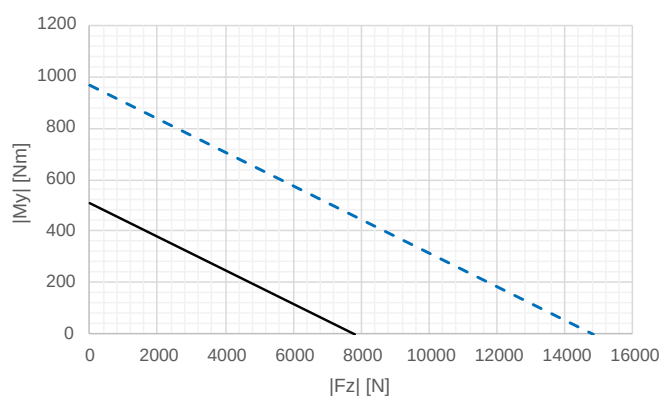
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

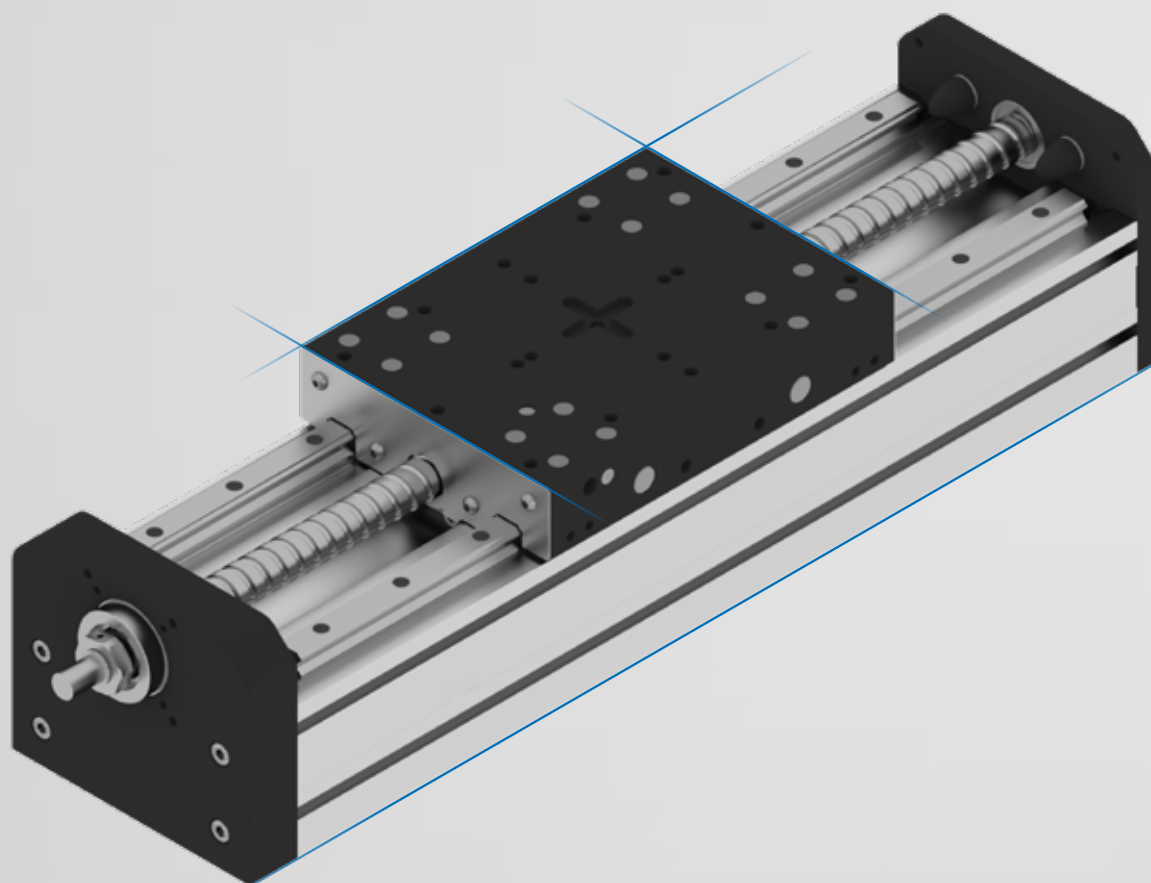
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

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UNITÀ LINEARE A VITE

BALL SCREW
LINEAR UNIT



SERIE AEV_AEVS

SERIES

198	AEV080CM
202	AEV080LM
208	AEV120CB
212	AEV120LB
216	AEV180CB
220	AEV180LB
224	AEV180LL
230	AEVS180CB
234	AEVS180LB
238	AEVS180LL

		AEV	080	CM	0300	1205	C7	-	XX
TIPO UNITÀ / MODEL									
AEV	Unità lineare a vite a ricircolo di sfere Ball Screw linear unit								
TAGLIA / SIZE									
080	Profilo larghezza 80 mm Profile width 80 mm								
TIPOLOGIA CARRO CARRIAGE TYPE									
CM	Carro corto biguida Short carriage with dual guide rail								
LM	Carro lungo biguida Long carriage with dual guide rail								
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)									
DIAMETRO E PASSO VITE PER UNITÀ AEV080 SCREW DIAMETER AND PITCH FOR MODEL AEV080									
1205	Vite Ø12 mm, passo 5 mm Screw Ø 12 mm, pitch 5 mm								
1210	Vite Ø 12 mm, passo 10 mm Screw Ø 12 mm, pitch 10 mm								
CLASSE DI PRECISIONE DELLA VITE BALL SCREW ACCURACY GRADE									
C5	Accoppiamento vite - chiocciola ISO5 Ball screw tolerance ISO5								
C7	Accoppiamento vite - chiocciola ISO7 Ball screw tolerance ISO7								
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE									
A	Configurazione standard Standard configuration								
C	Configurazione personalizzata Custom configuration								

MODELLO / MODEL
AEV080CM

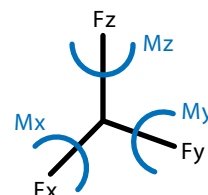
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	1,83
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,57
Massa carro Carriage's mass	[Kg]	0,5
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	12
Passo vite Ball screw pitch	[mm]	5-10
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	18
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	117

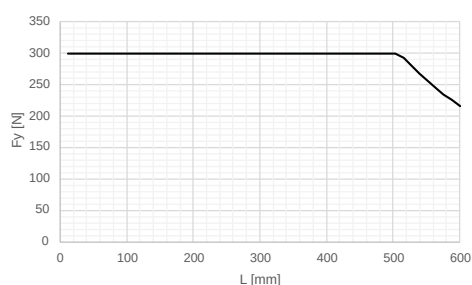
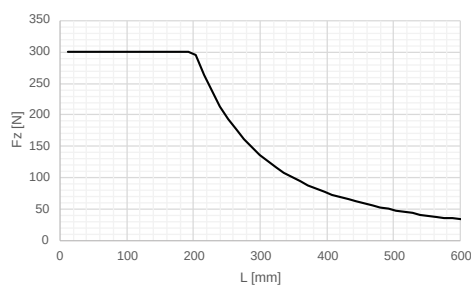
* I valori sono da considerarsi indicativi.

La velocità massima è funzione della lunghezza libera della vite e del carico.
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Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
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** In funzione della direzione di applicazione del carico.
Based on load direction.

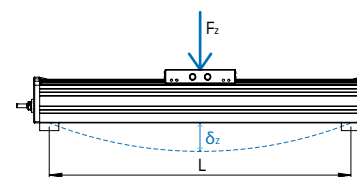


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

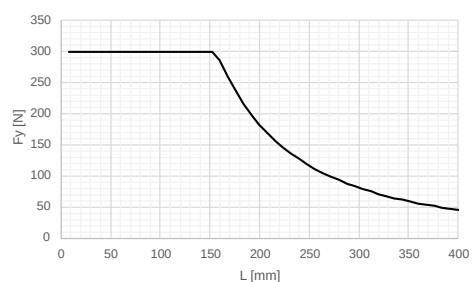
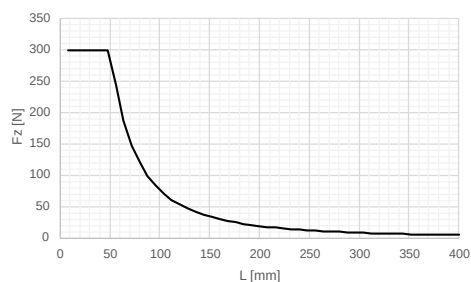


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

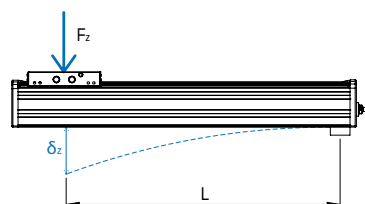


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



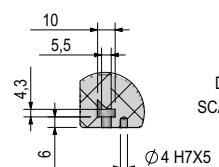
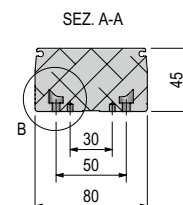
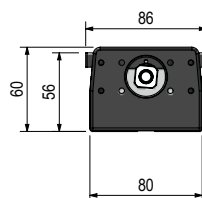
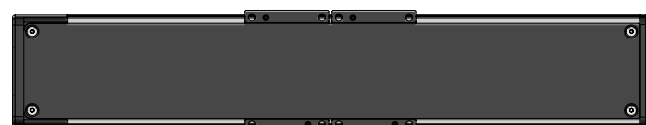
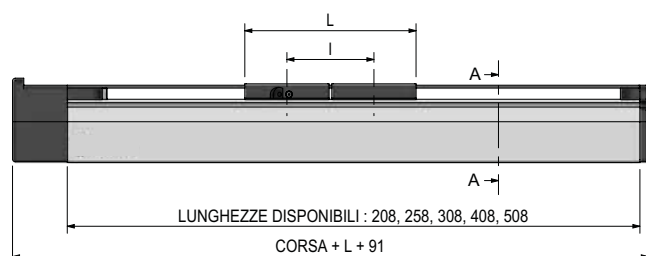
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



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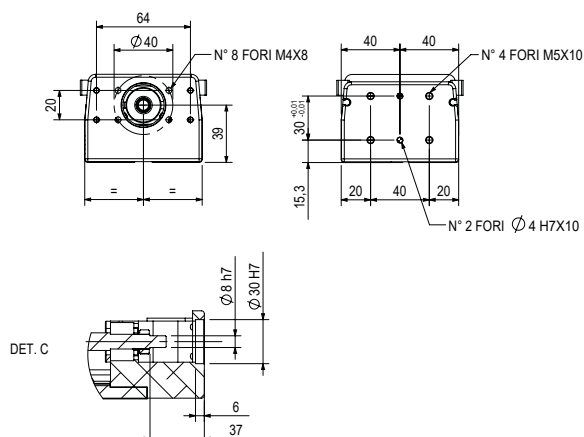
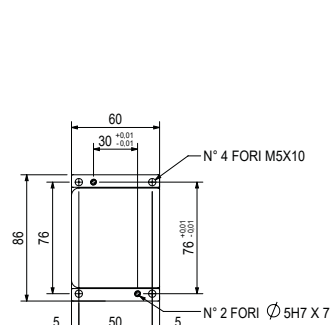
DIMENSIONI / DIMENSIONS



L MIN = 122 MM

I MIN = 62 MM

CORSE DISPONIBILI CON I = 62 MM : 40 - 90 - 140 - 240 - 340



DET. C

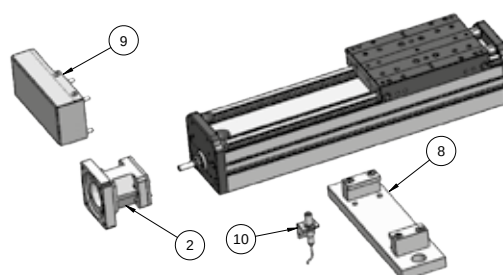
Tipologia interfaccia motore
Engine interface type
Kit IF12

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

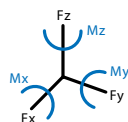
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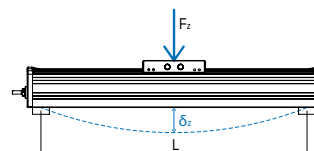
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MODELLO / MODEL
AEV080CM

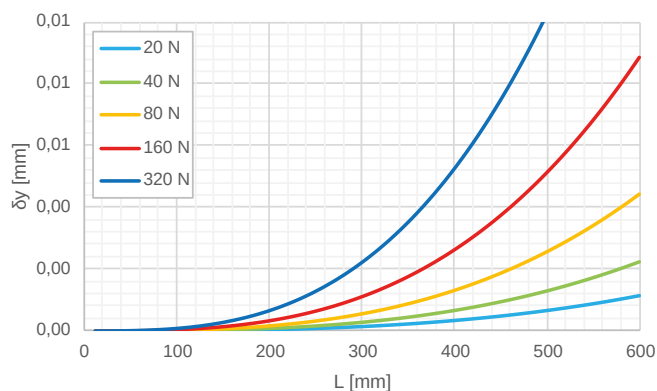
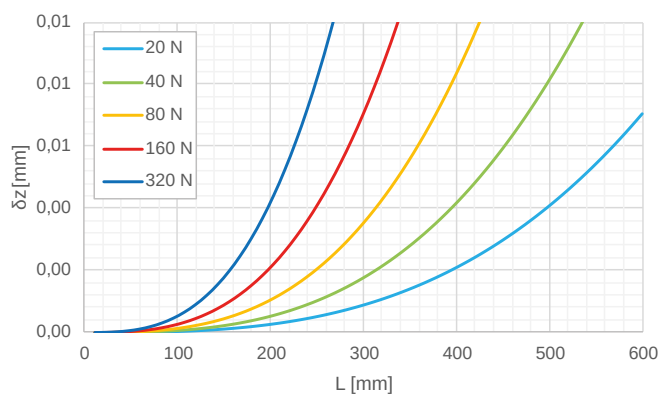


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

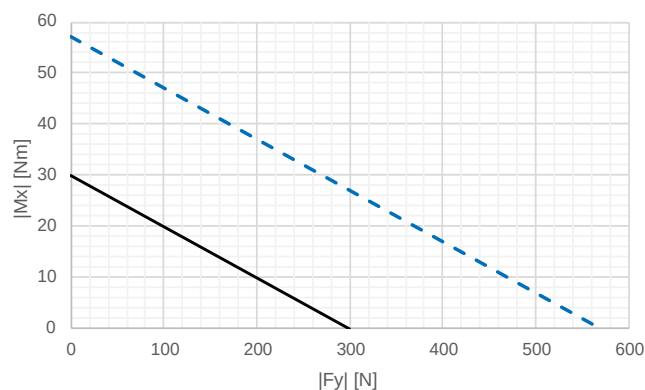
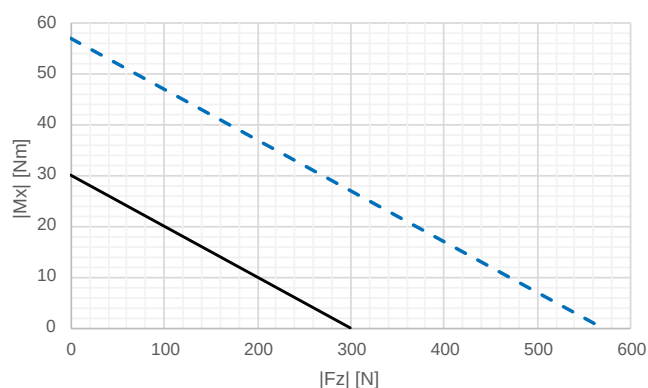
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

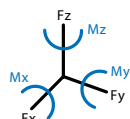


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

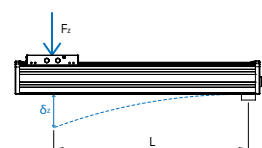
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

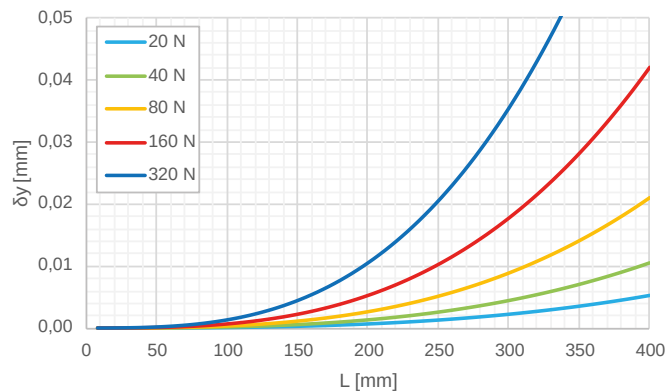
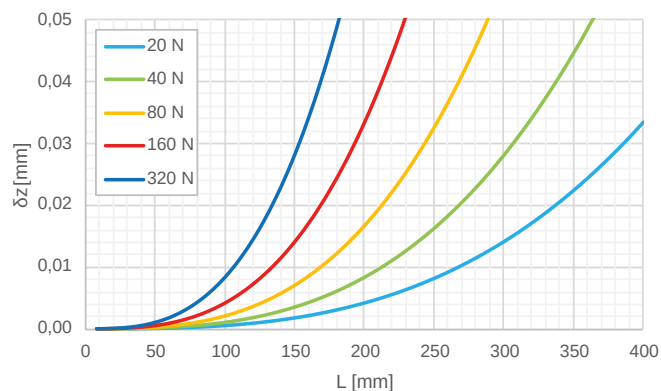
MODELLO / MODEL
AEV080CM



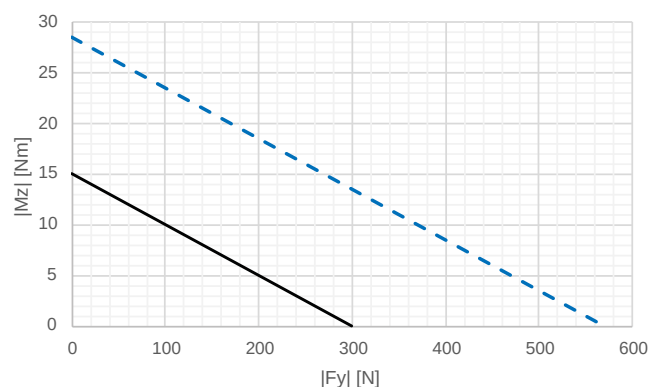
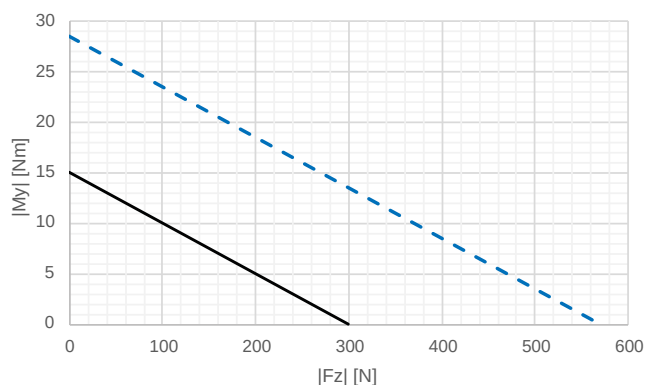
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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Emergency stop max 100 times during service life.

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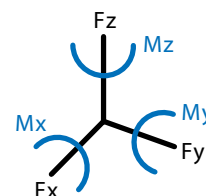
MODELLO / MODEL AEV080LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

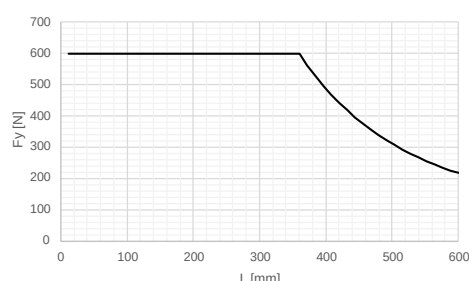
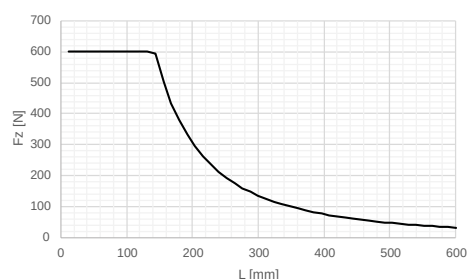
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	2,48
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,57
Massa carro Carriage's mass	[Kg]	1
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	12
Passo vite Ball screw pitch	[mm]	5-10
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	18
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	117

* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

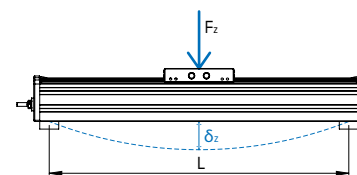
** In funzione della direzione di applicazione del carico.
Based on load direction.



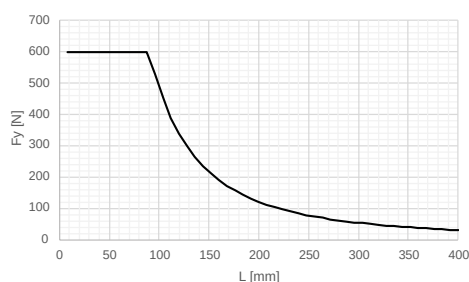
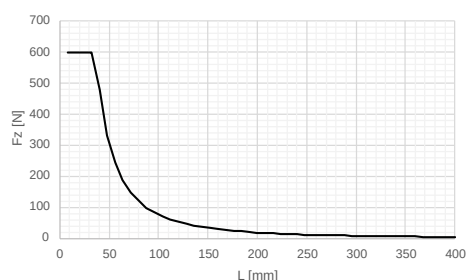
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



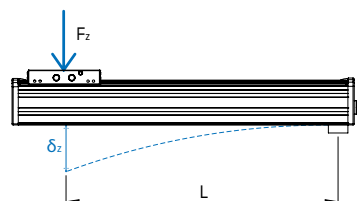
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

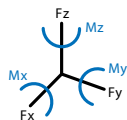


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



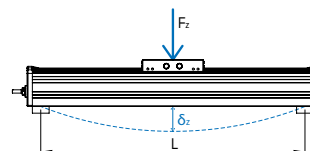
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AEV080LM

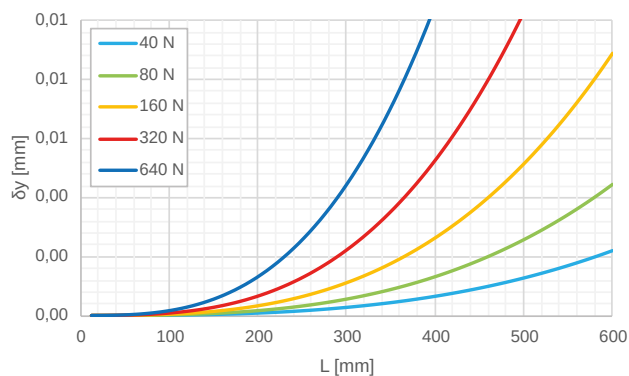
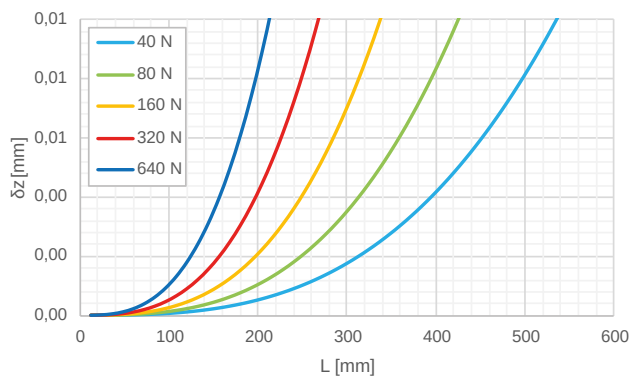


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

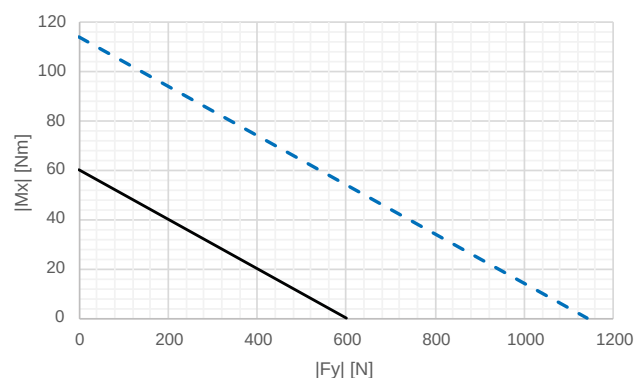
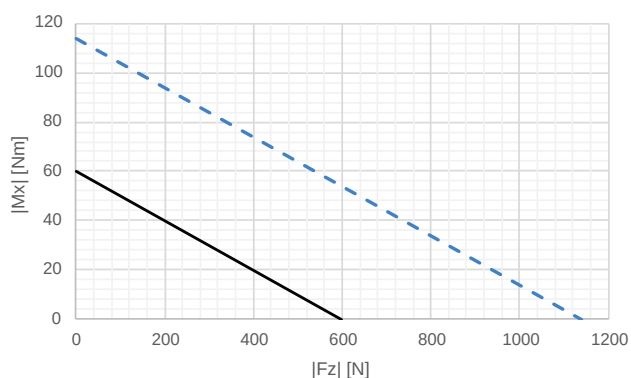
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

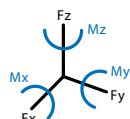


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

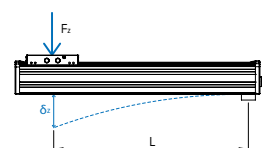
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

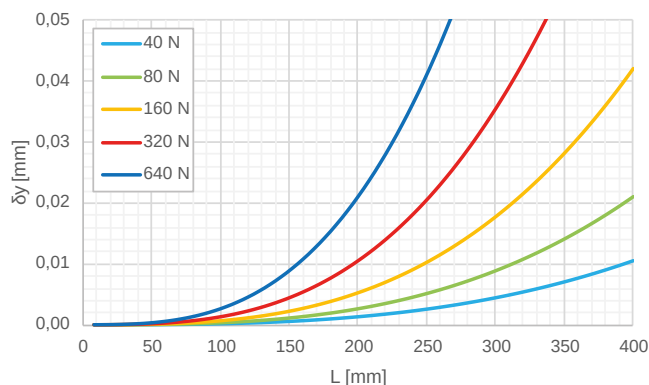
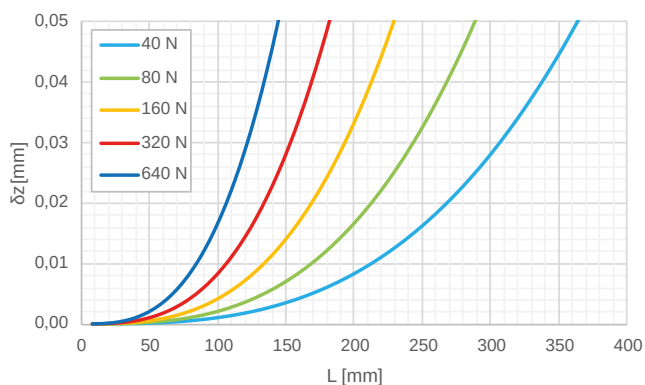
MODELLO / MODEL
AEV080LM



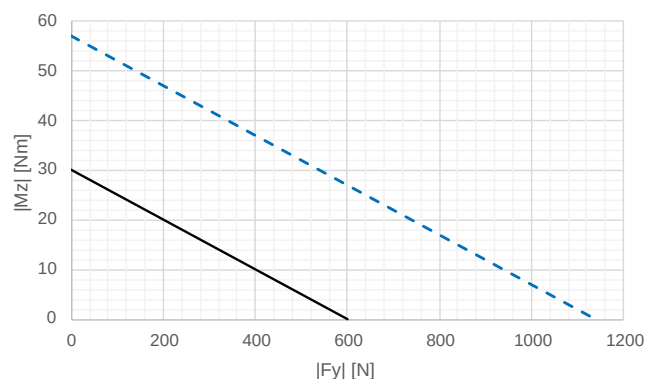
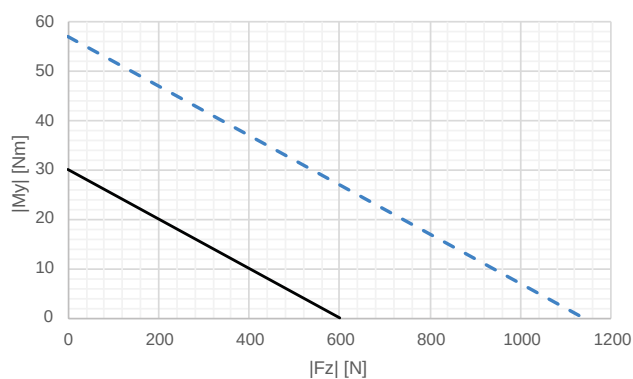
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

		AEV	120	CB	0300	1510	C7	-	XX
TIPO UNITÀ / MODEL									
AEV	Unità lineare a vite a ricircolo di sfere <i>Ball Screw linear unit</i>								
TAGLIA / SIZE									
120	Profilo larghezza 120 mm <i>Profile width 120 mm</i>								
180	Profilo larghezza 180 mm <i>Profile width 180 mm</i>								
TIPOLOGIA CARRO CARRIAGE TYPE									
CB	Carro corto biguida <i>Short carriage with dual guide rail</i>								
LB	Carro lungo biguida <i>Long carriage with dual guide rail</i>								
LL	Carro lungo biguida laterale (disponibile solo per AEV180) <i>Long carriage with lateral dual guide rail (available only for AEV180)</i>								
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)									
DIAMETRO E PASSO VITE PER UNITÀ AEV120 SCREW DIAMETER AND PITCH FOR MODEL AEV120									
1505	Vite Ø15 mm, passo 5 mm <i>Screw Ø 15 mm, pitch 5 mm</i>								
1510	Vite Ø 15 mm, passo 10 mm <i>Screw Ø 15 mm, pitch 10 mm</i>								
1516	Vite Ø 15 mm, passo 16 mm <i>Screw Ø 15 mm, pitch 16 mm</i>								
DIAMETRO E PASSO VITE PER UNITÀ AEV180 SCREW DIAMETER AND PITCH FOR MODEL AEV180									
2505	Vite Ø 25 mm, passo 5 mm <i>Screw Ø 25 mm, pitch 5 mm</i>								
2510	Vite Ø 25 mm, passo 10 mm <i>Screw Ø 25 mm, pitch 10 mm</i>								
2525	Vite Ø 25 mm, passo 25 mm <i>Screw Ø 25 mm, pitch 25 mm</i>								
3205	Vite Ø 32 mm, passo 5 mm (disponibile solo per AEV180LL) <i>Screw Ø 32 mm, pitch 5 mm (available only for AEV180LL)</i>								
3210	Vite Ø 32 mm, passo 10 mm (disponibile solo per AEV180LL) <i>Screw Ø 32 mm, pitch 10 mm (available only for AEV180LL)</i>								
3220	Vite Ø 32 mm, passo 20 mm (disponibile solo per AEV180LL) <i>Screw Ø 32 mm, pitch 20 mm (available only for AEV180LL)</i>								
3232	Vite Ø 32 mm, passo 32 mm (disponibile solo per AEV180LL) <i>Screw 32 mm, pitch 32 mm (available only for AEV180LL)</i>								
CLASSE DI PRECISIONE DELLA VITE BALL SCREW ACCURACY GRADE									
C5	Accoppiamento vite - chiocciola ISO5 <i>Ball screw tolerance ISO5</i>								
C7	Accoppiamento vite - chiocciola ISO7 <i>Ball screw tolerance ISO7</i>								
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE									
A	Configurazione standard <i>Standard configuration</i>								
C	Configurazione personalizzata <i>Custom configuration</i>								

MODELLO / MODEL

AEV120CB

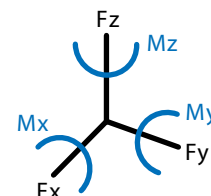
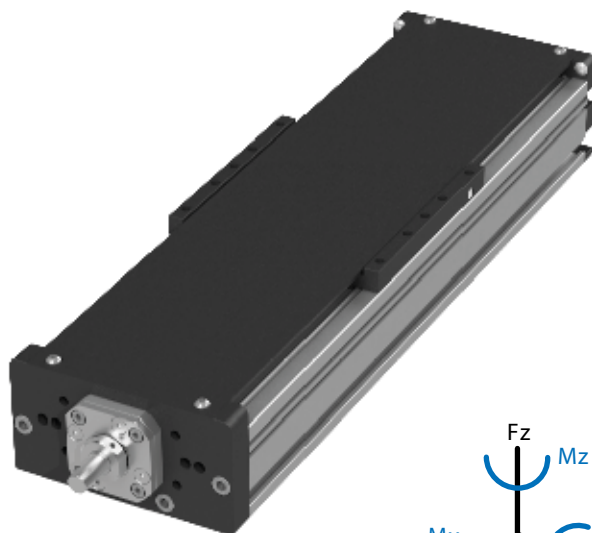
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	3,35
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,9
Massa carro Carriage's mass	[Kg]	1,2
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	15
Passo vite Ball screw pitch	[mm]	5-10-16
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	41
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	430

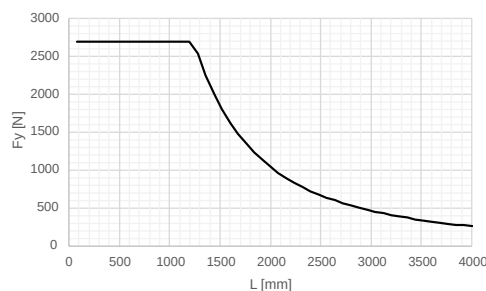
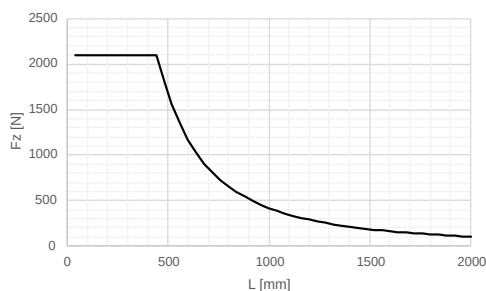
* I valori sono da considerarsi indicativi.

La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

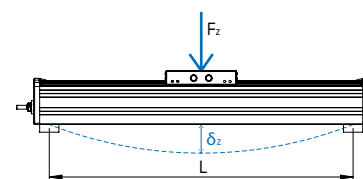
** In funzione della direzione di applicazione del carico.
Based on load direction.



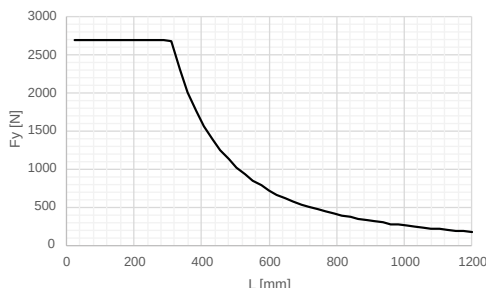
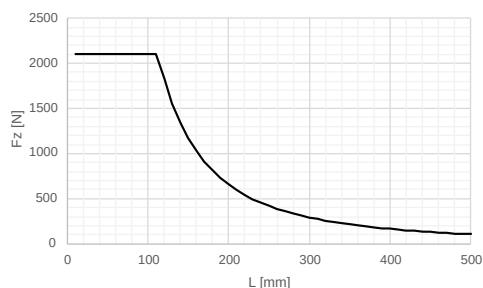
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



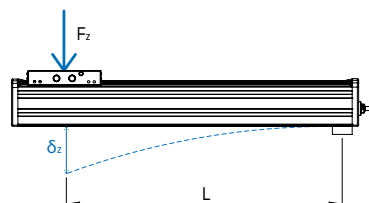
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

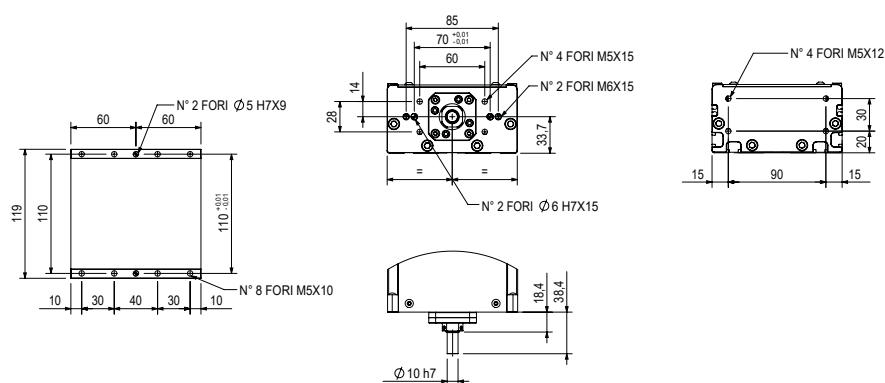
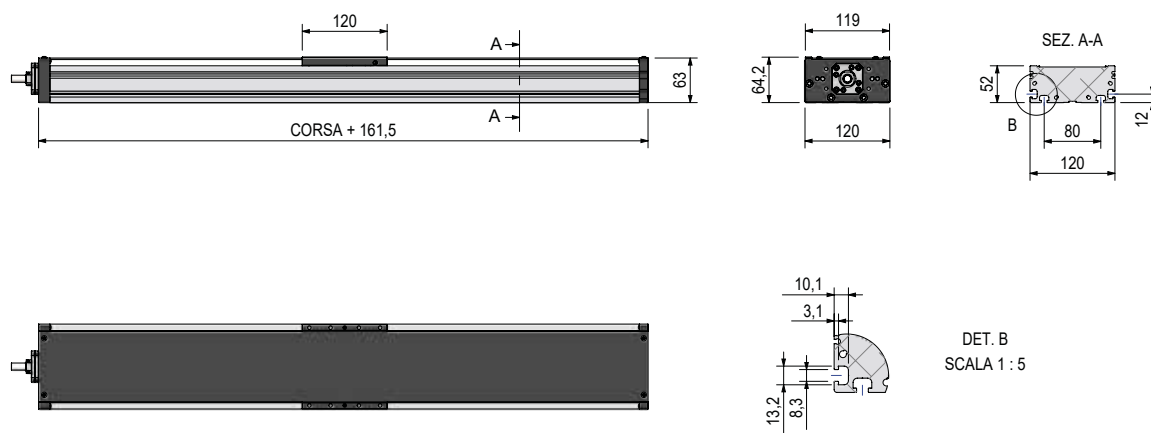


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



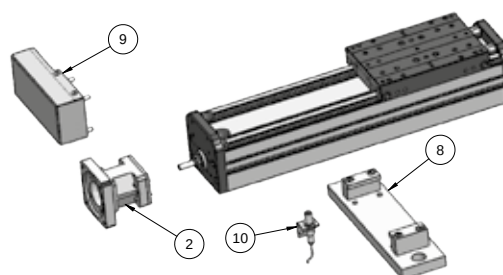
Tipologia interfaccia motore
Engine interface type
Kit IF1

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

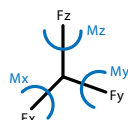
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



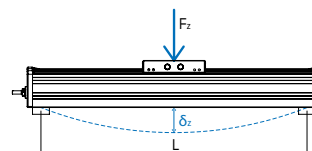
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV120CB

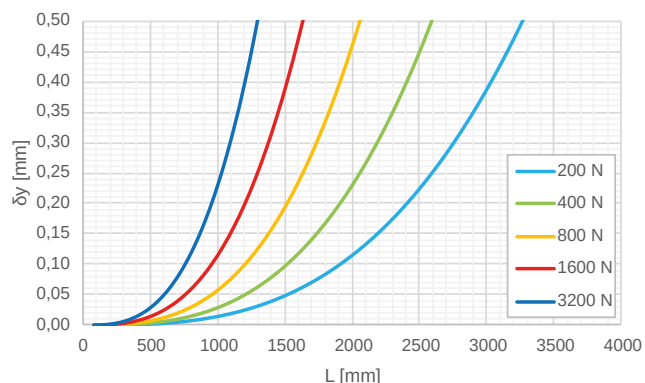
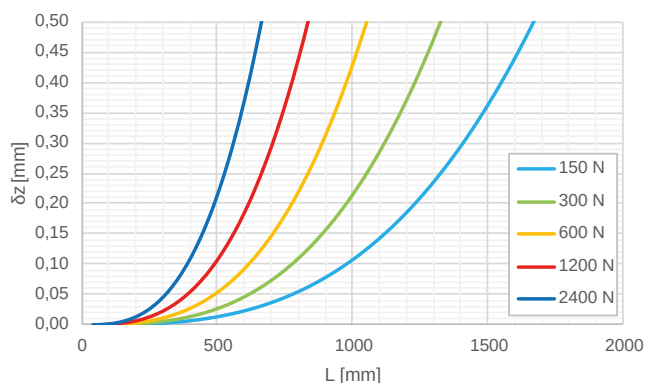


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

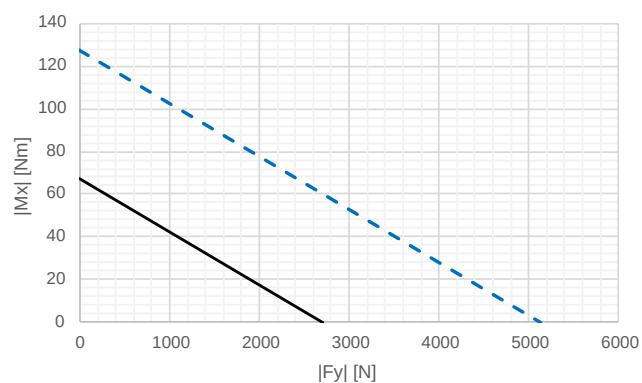
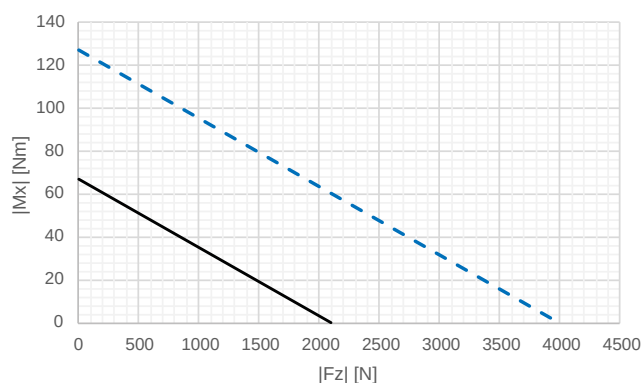
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

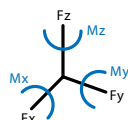


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

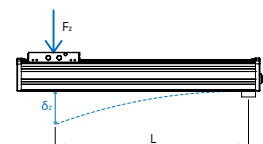
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AEV120CB

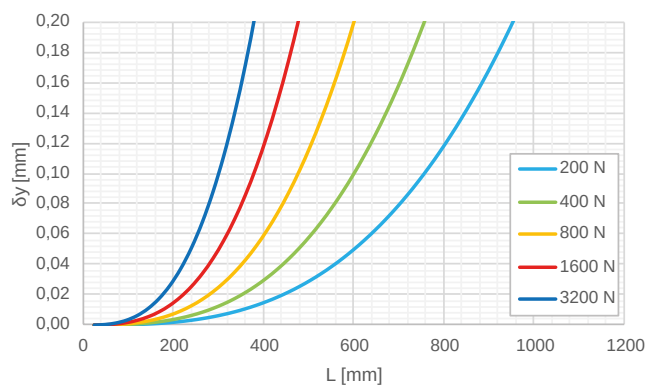
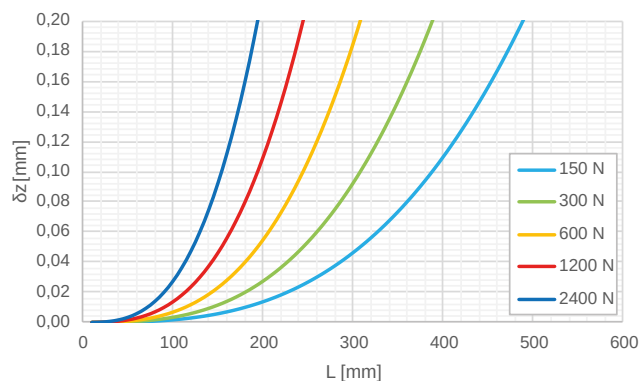


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

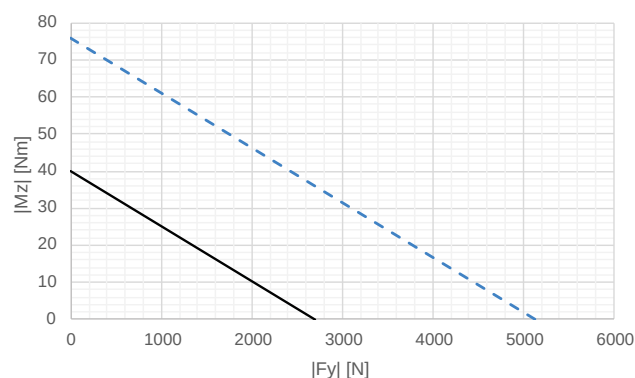
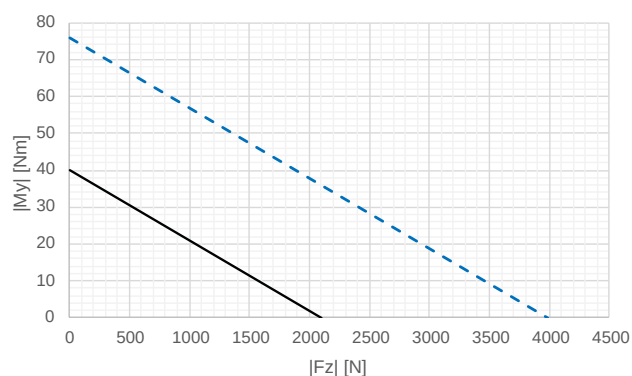
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL

AEV120LB

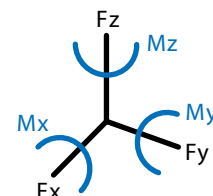
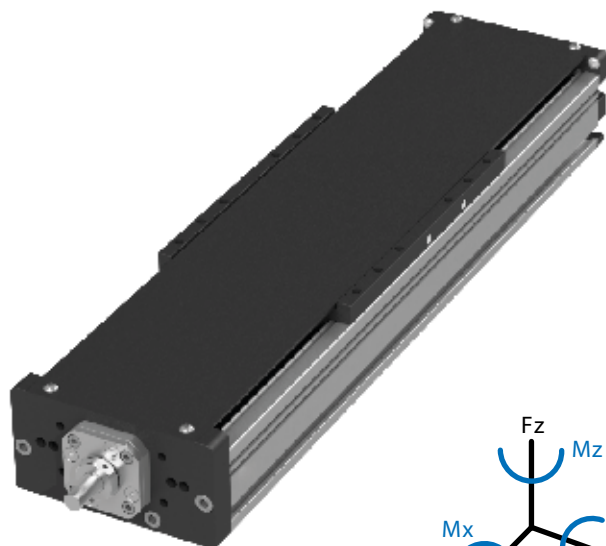
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	4,62
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,9
Massa carro Carriage's mass	[Kg]	1,58
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	15
Passo vite Ball screw pitch	[mm]	5-10-16
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	41
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	430

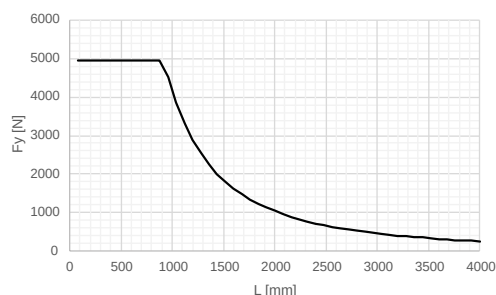
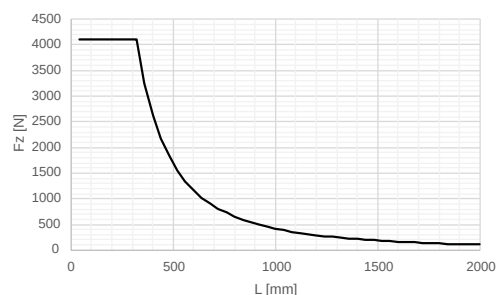
* I valori sono da considerarsi indicativi.

La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

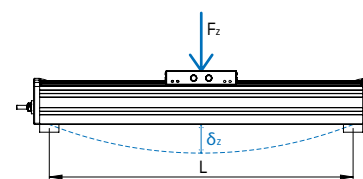
** In funzione della direzione di applicazione del carico.
Based on load direction.



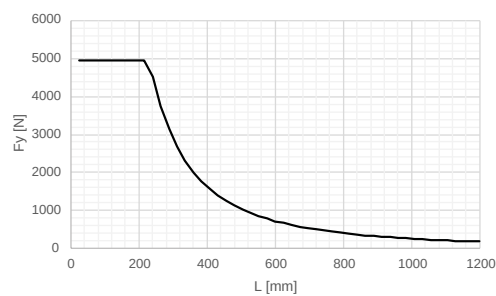
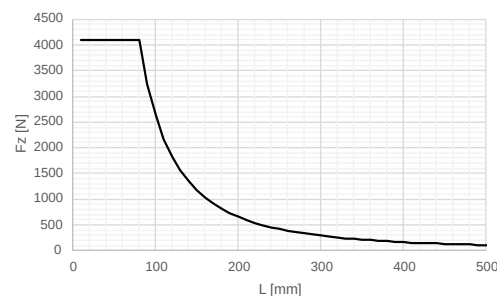
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



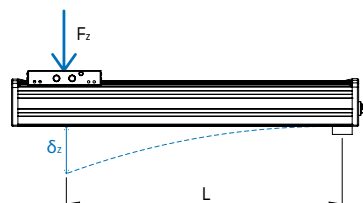
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

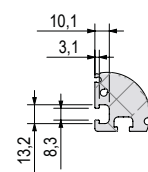
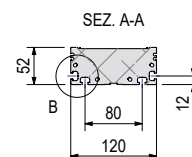
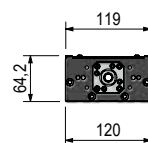
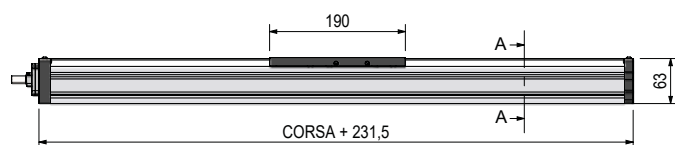


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

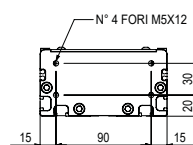
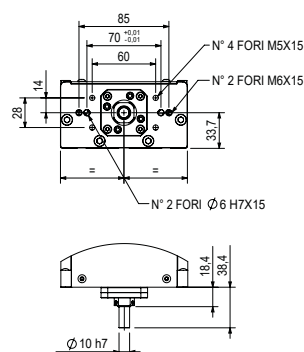
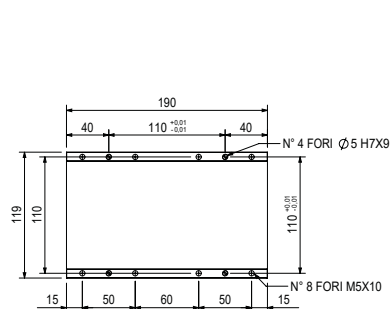


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



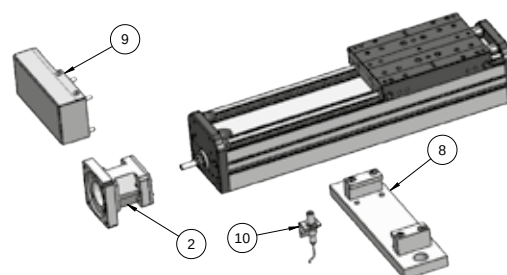
Tipologia interfaccia motore
Engine interface type
Kit IF1

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

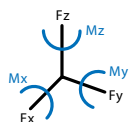
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



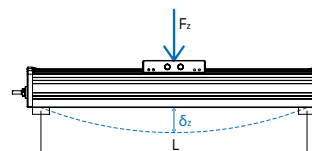
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV120LB

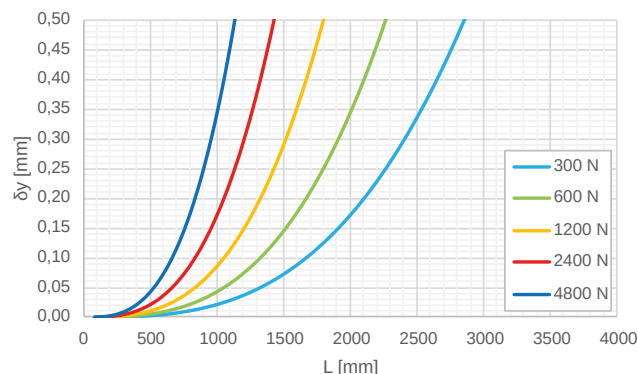
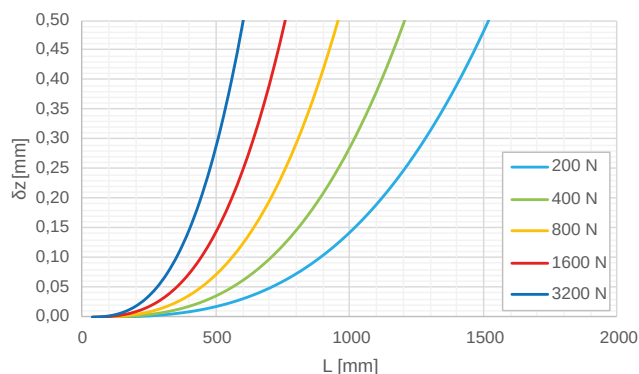


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

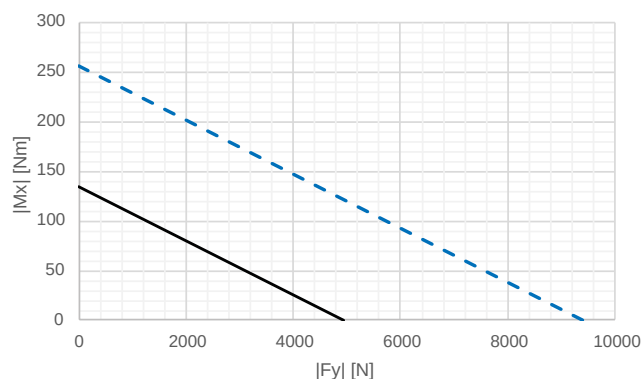
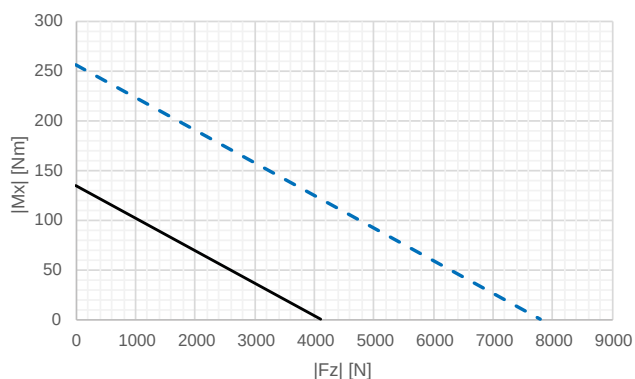
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

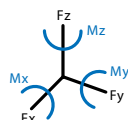


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

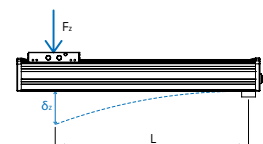
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AEV120LB

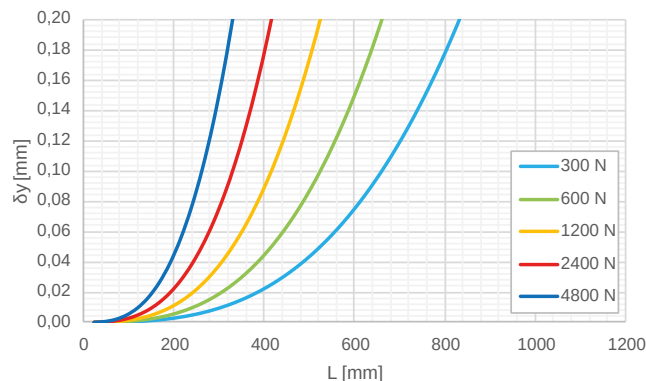
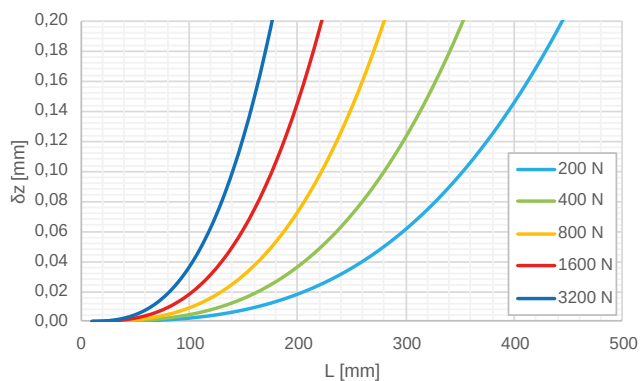


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

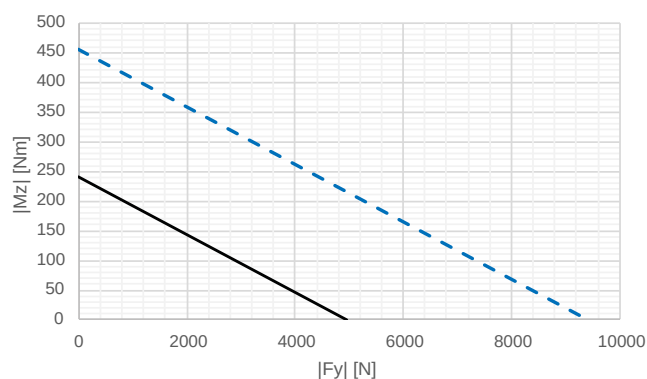
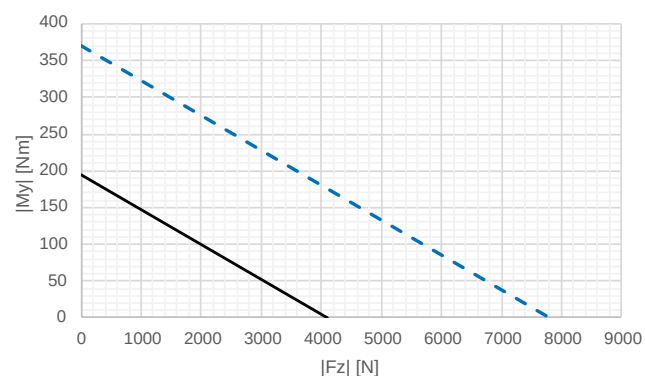
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL

AEV180CB

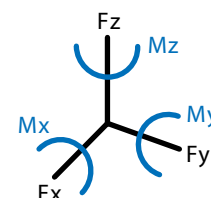
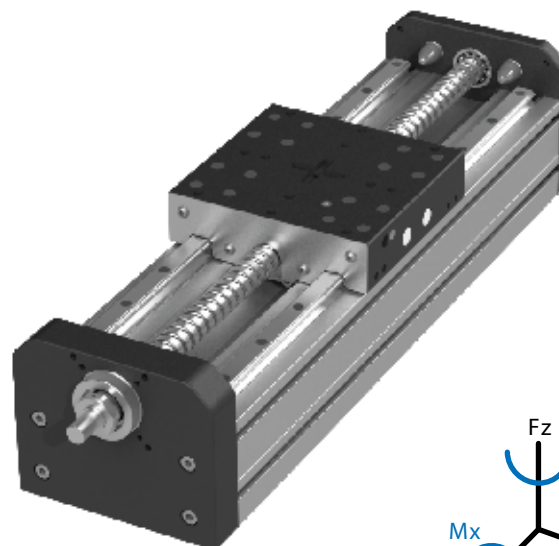
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	13,7
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,28
Massa carro Carriage's mass	[Kg]	3,65
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	25
Passo vite Ball screw pitch	[mm]	5-10-25
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1086
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2666

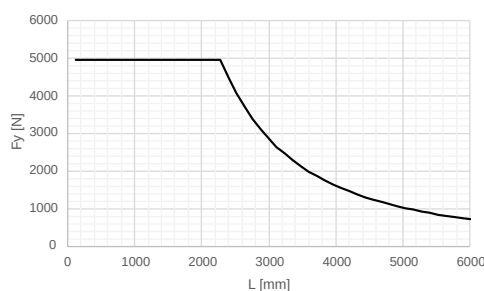
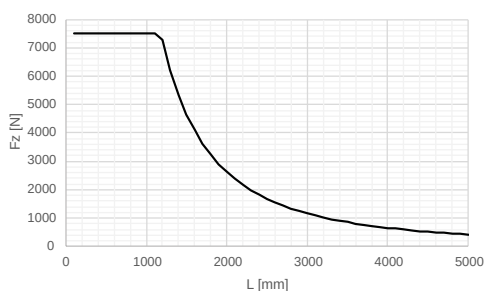
* I valori sono da considerarsi indicativi.

La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

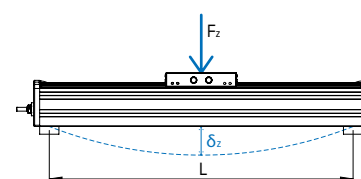
** In funzione della direzione di applicazione del carico.
Based on load direction.



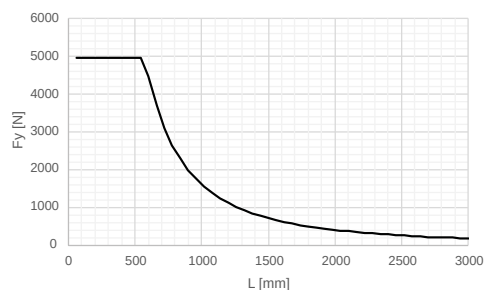
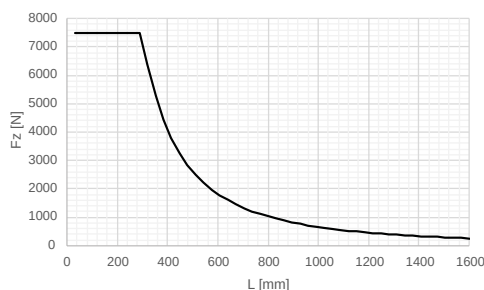
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



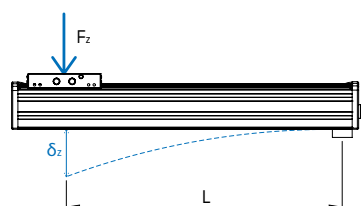
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

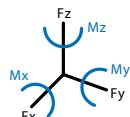


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



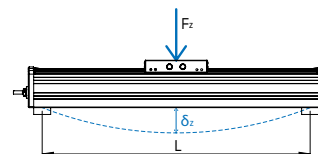
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AEV180CB

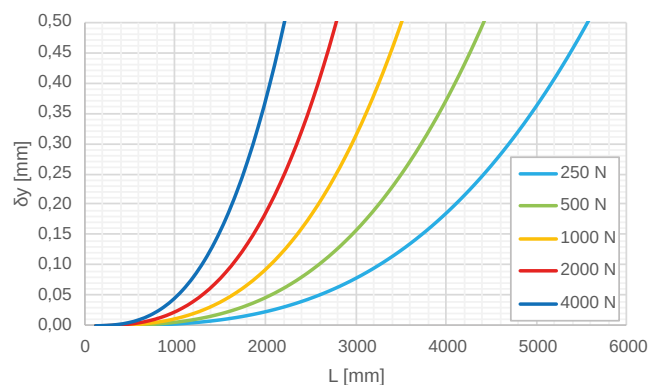
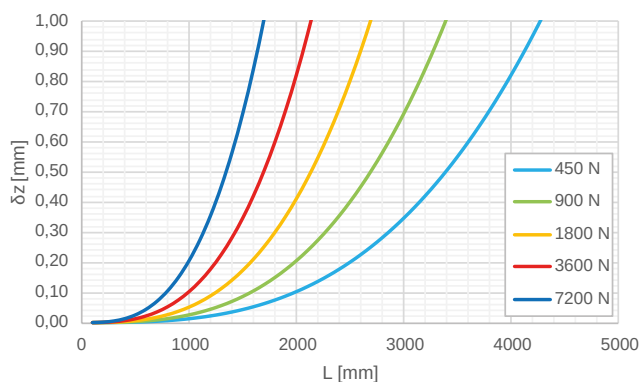


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

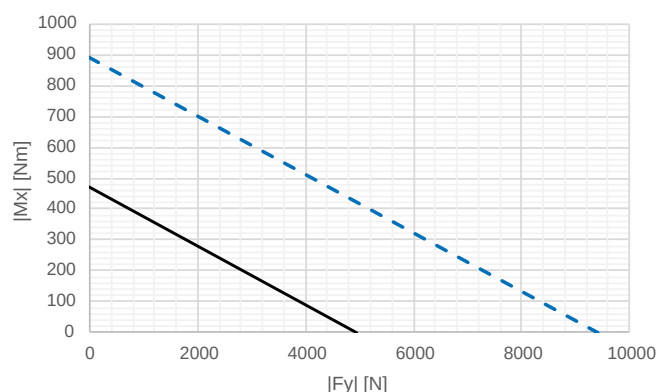
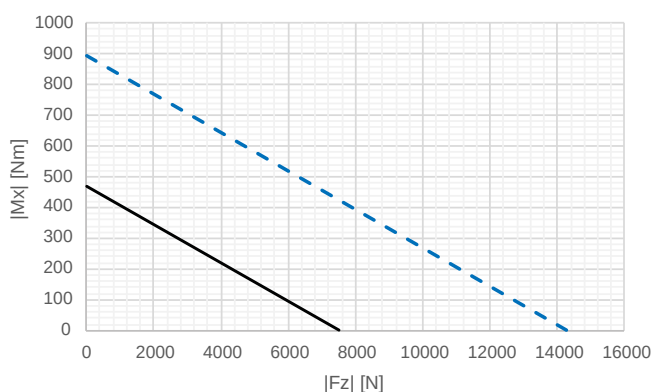
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

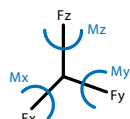
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

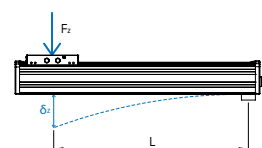
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

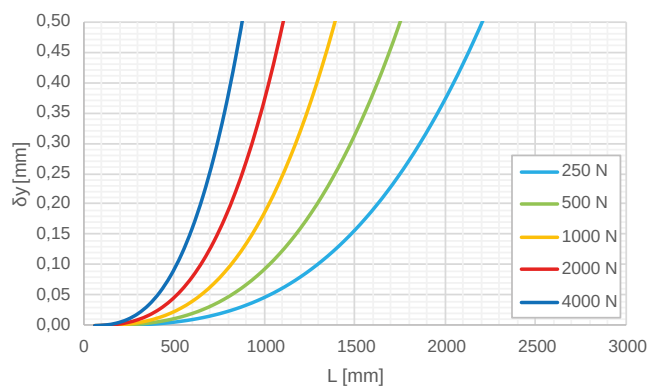
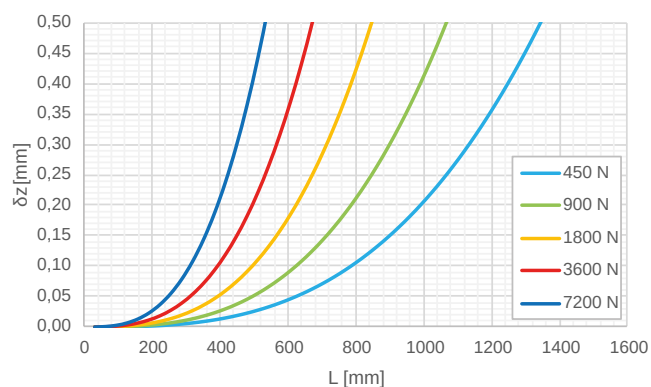
MODELLO / MODEL
AEV180CB



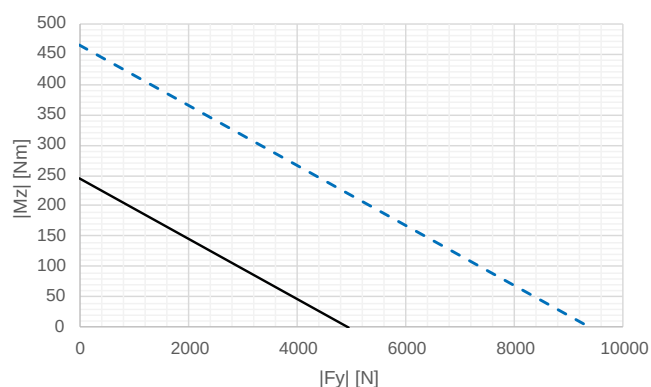
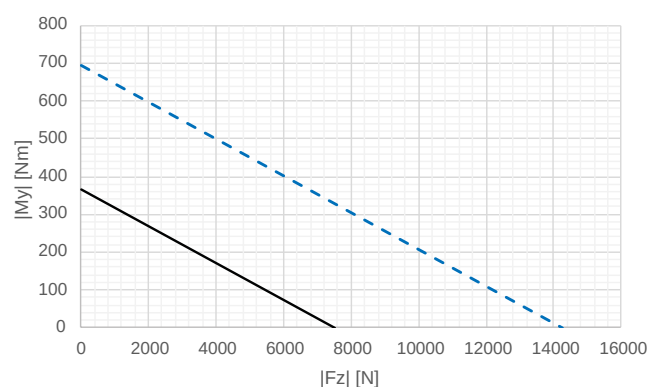
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

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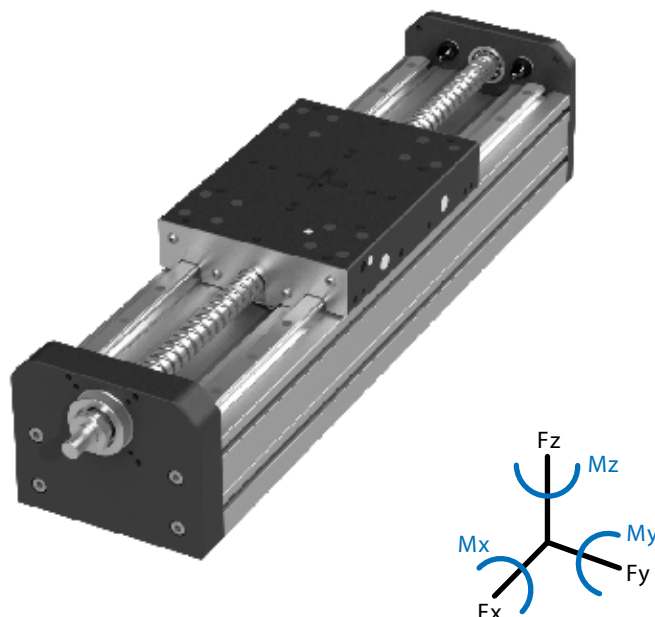
MODELLO / MODEL
AEV180LB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

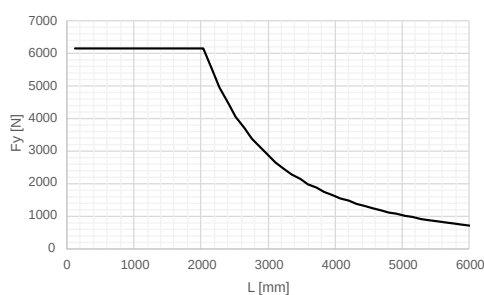
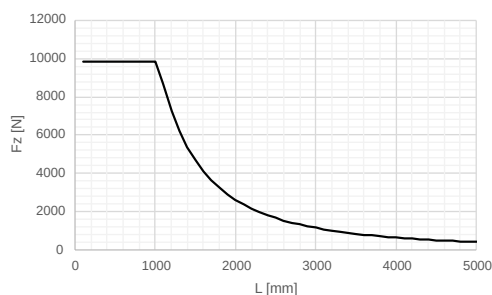
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	16,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,28
Massa carro Carriage's mass	[Kg]	4,9
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	25
Passo vite Ball screw pitch	[mm]	5-10-25
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1086
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2666

* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
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Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
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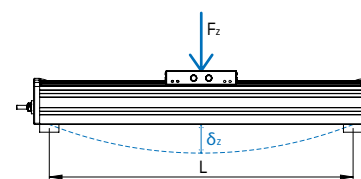
** In funzione della direzione di applicazione del carico.
Based on load direction.



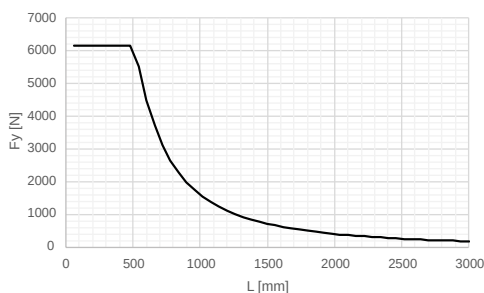
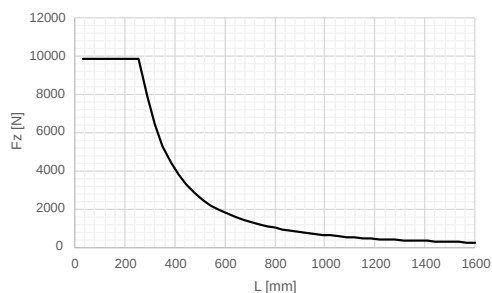
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



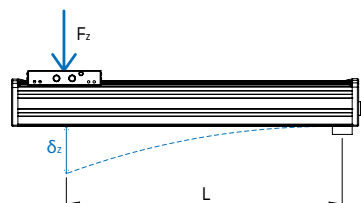
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

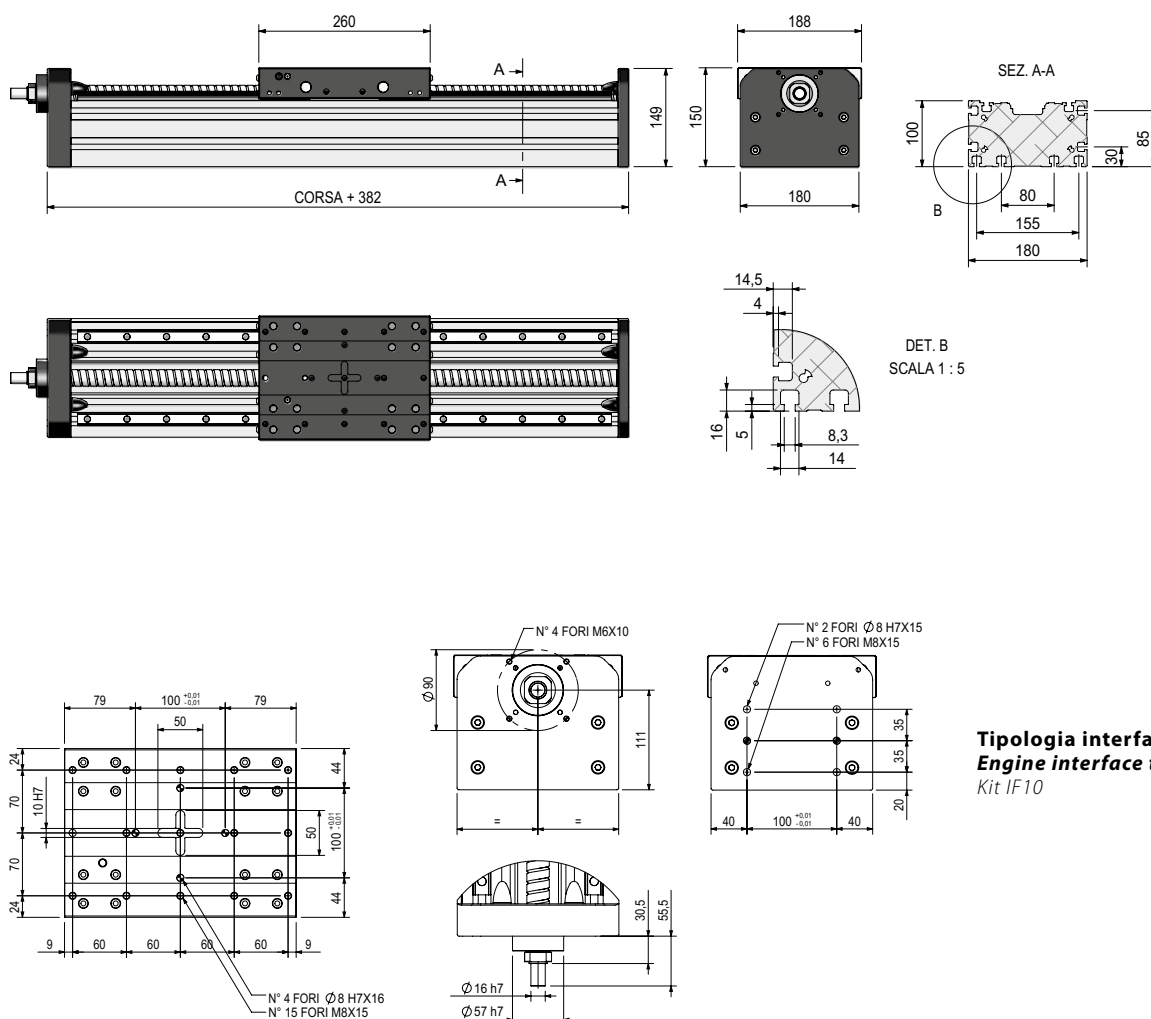


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
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DIMENSIONI / DIMENSIONS



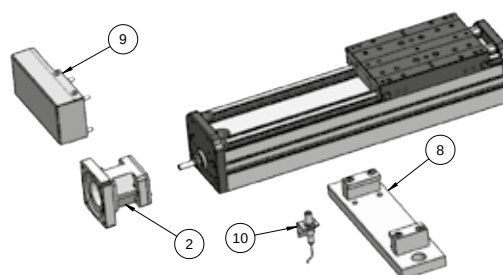
Tipologia interfaccia motore
Engine interface type
Kit IF10

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

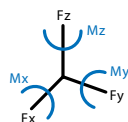
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All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



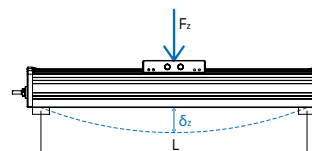
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV180LB

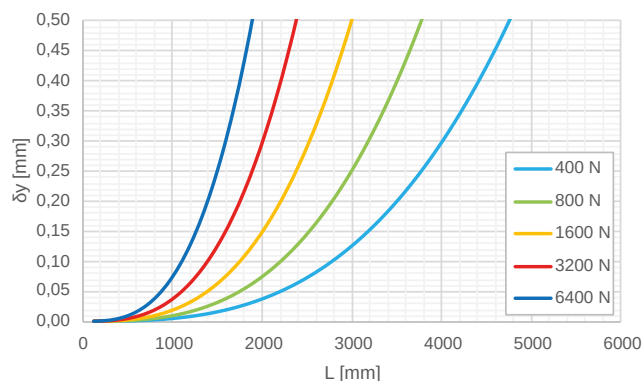
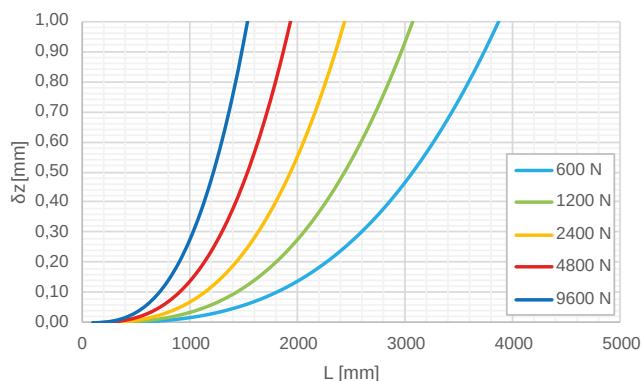


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

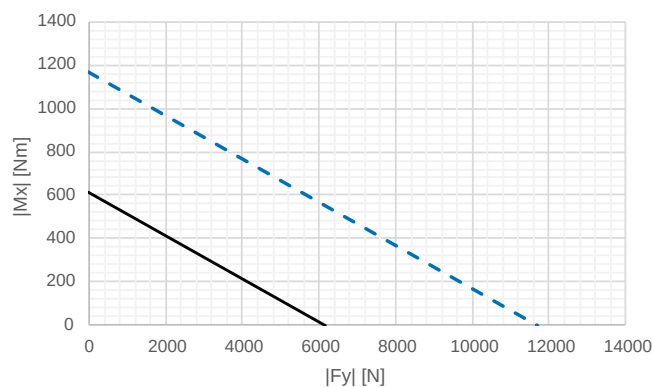
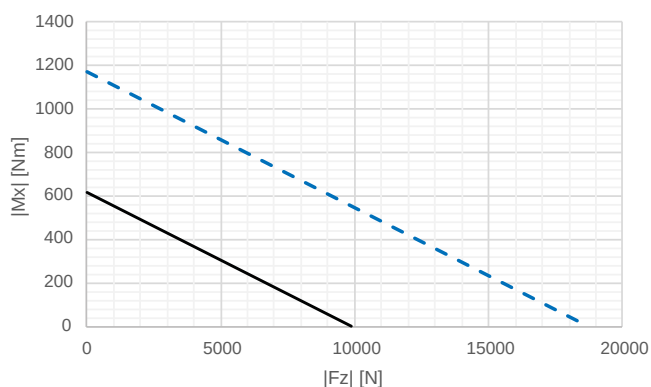
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

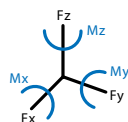


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

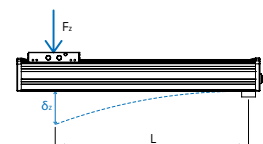
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AEV180LB

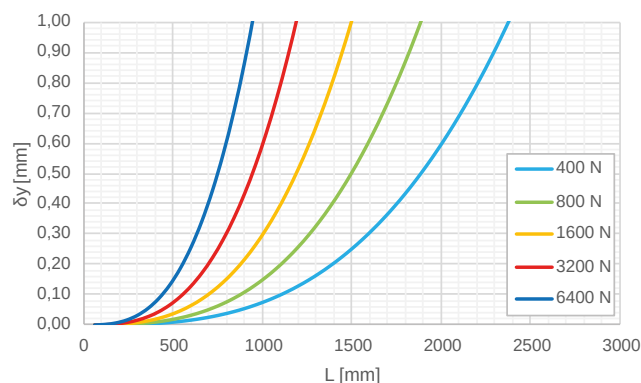
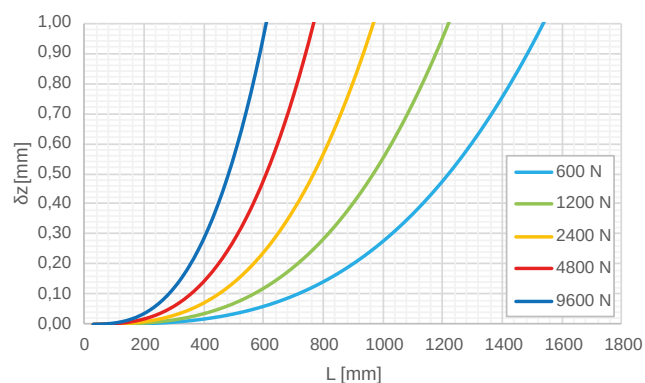


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

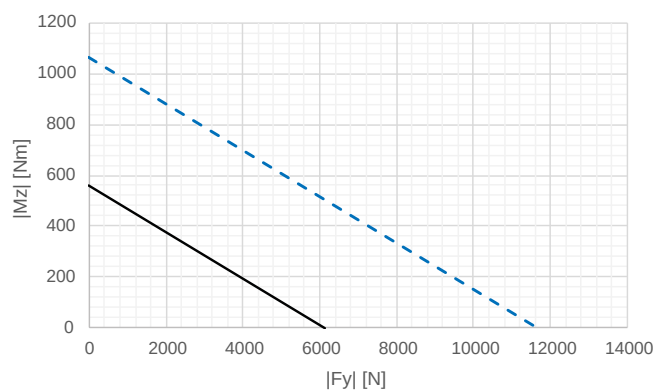
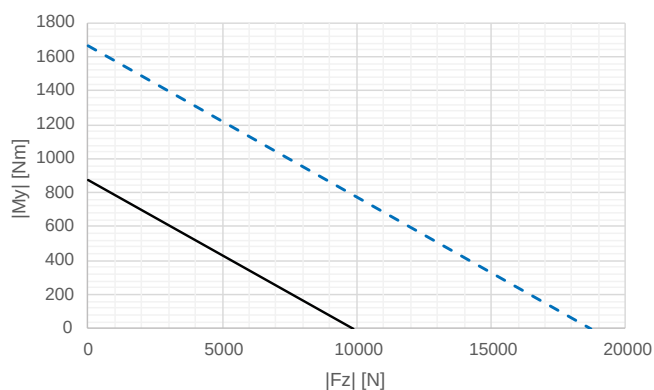
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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MODELLO / MODEL

AEV180LL

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	42,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,13
Massa carro Carriage's mass	[Kg]	27,5
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	32
Passo vite Ball screw pitch	[mm]	5-10-20-32
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	700
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	5991

* I valori sono da considerarsi indicativi.

La velocità massima è funzione della lunghezza libera della vite e del carico.

Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

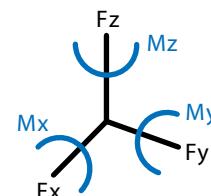
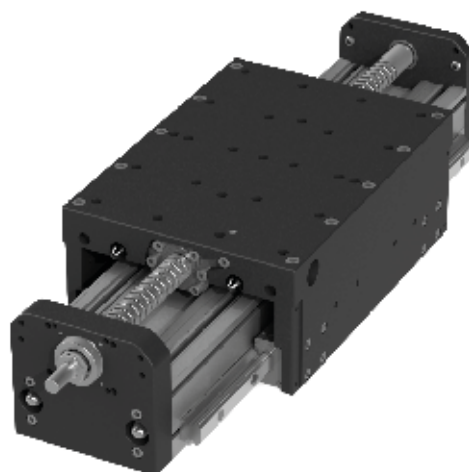
Values should be considered as an indication.

Maximum speed depends on free length of the ball screw and load condition.

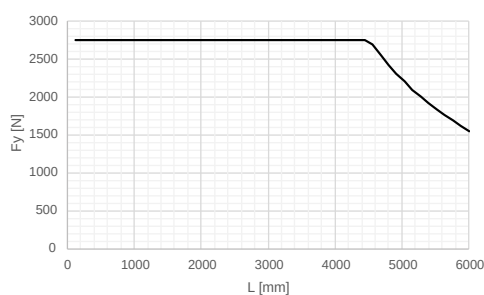
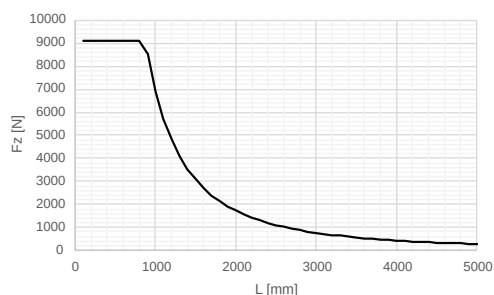
Higher performance are possible. Please contact our technical department.

** In funzione della direzione di applicazione del carico.

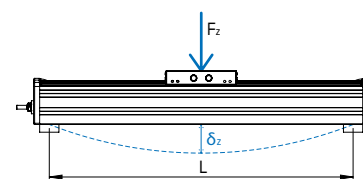
Based on load direction.



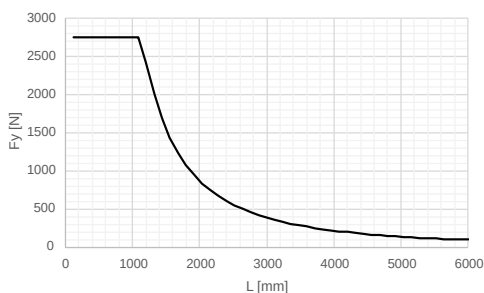
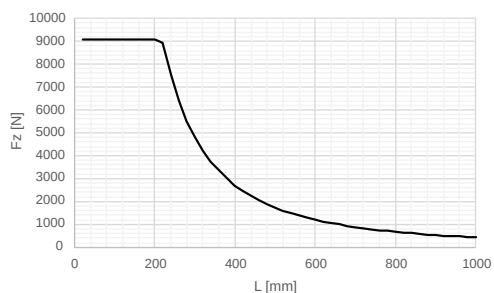
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



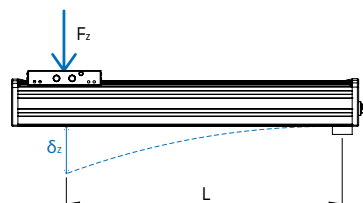
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

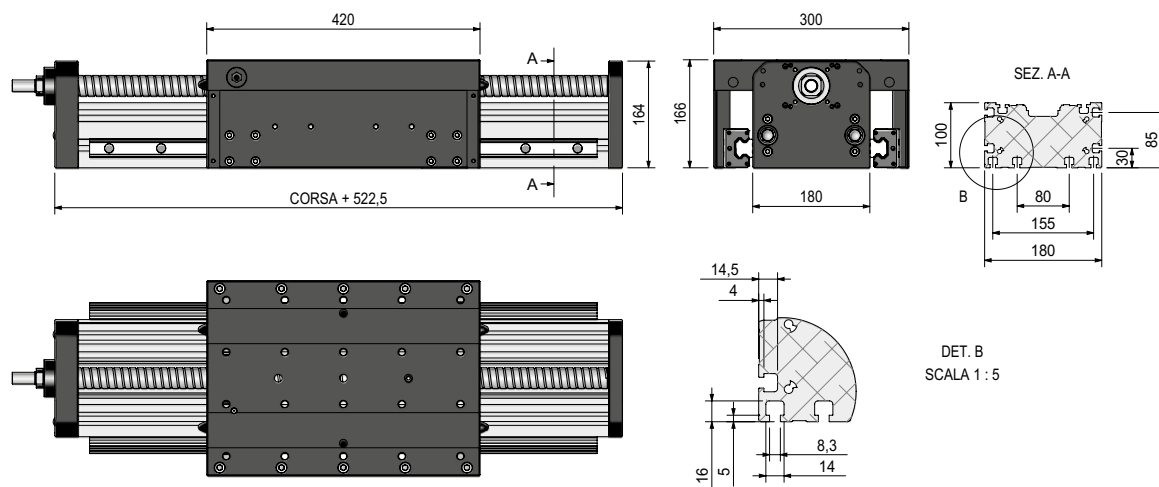


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

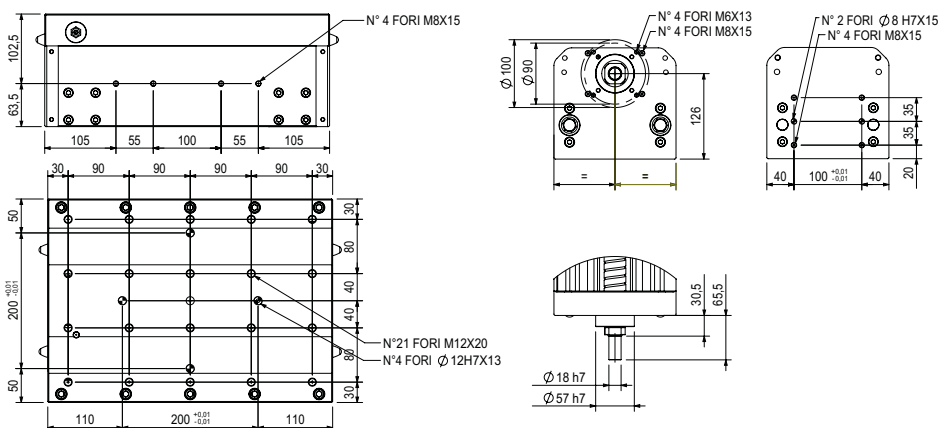


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1:5



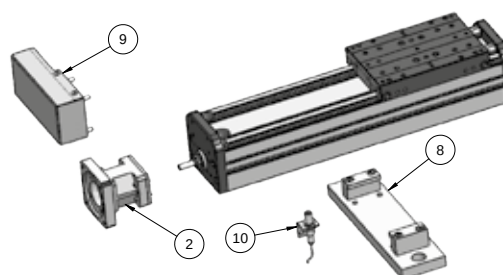
Tipologia interfaccia motore
Engine interface type
Kit IF11

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

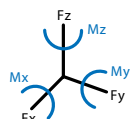
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



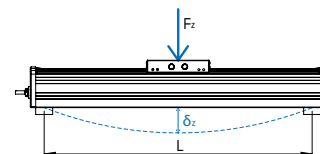
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV180LL

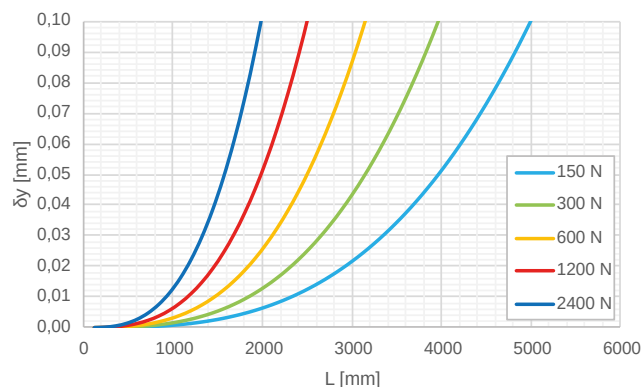
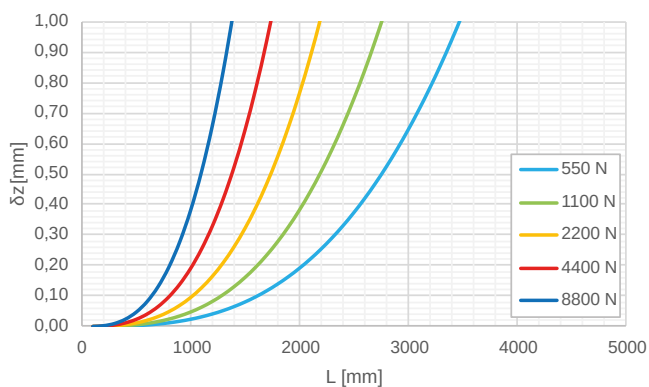


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

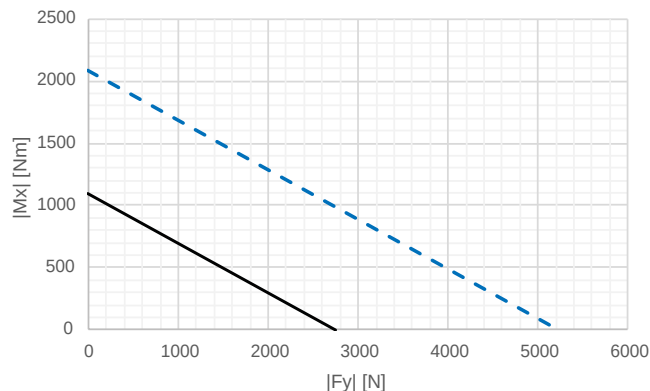
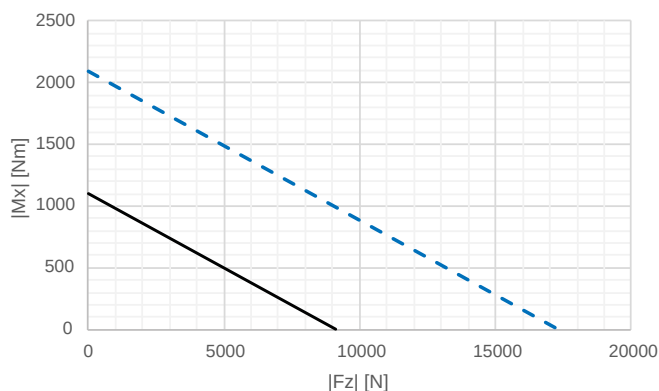
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

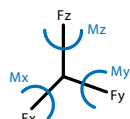
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

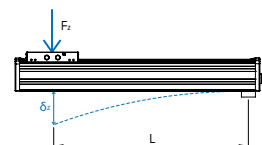
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

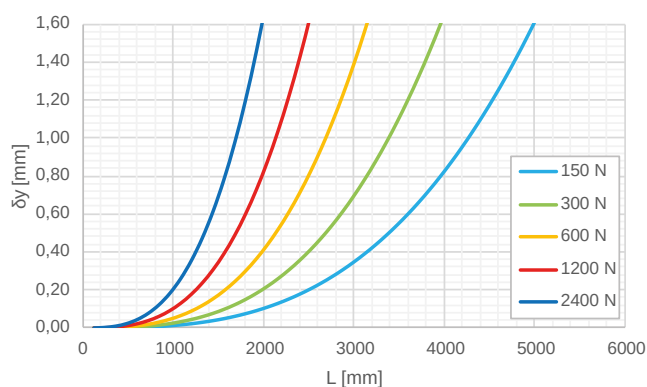
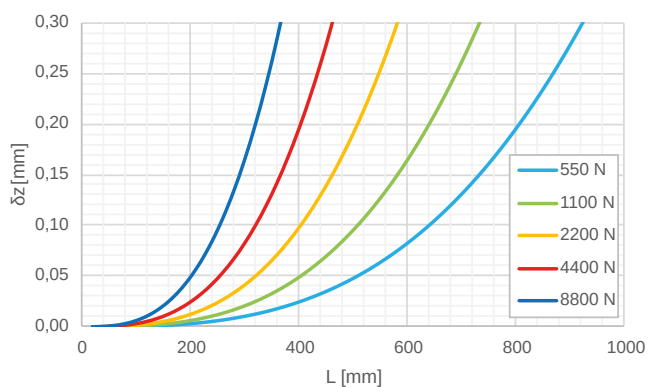
MODELLO / MODEL
AEV180LL



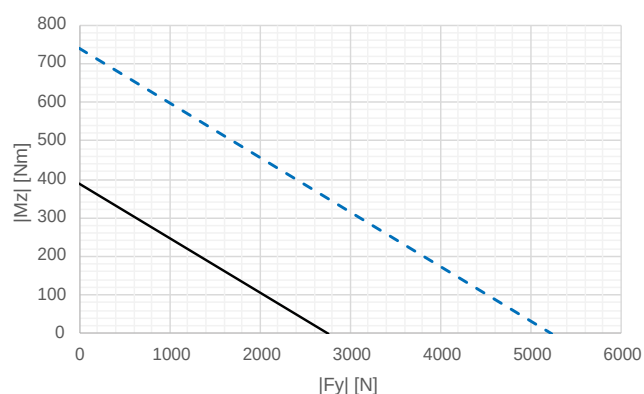
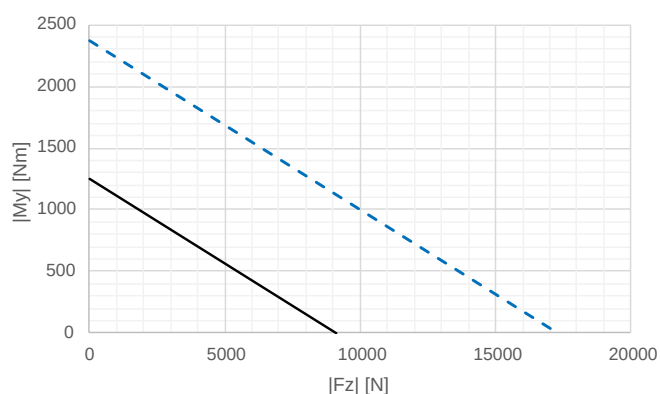
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

AEVS **180** **CB** **0300 - 2510** **C7 - XX**

TIPO UNITÀ / MODEL

AEVS Unità lineare a vite a ricircolo di sfere
con soffietto protezione
*Ball Screw linear unit with
protective bellow*

TAGLIA / SIZE

180 Profilo larghezza 180 mm
Profile width 180 mm

TIPOLOGIA CARRO / CARRIAGE TYPE

CB Carro corto biguida
Short carriage with dual guide rail

LB Carro lungo biguida
Long carriage with dual guide rail

LL Carro lungo biguida laterale
Long carriage with lateral dual guide rail

CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)

DIAMETRO E PASSO VITE / SCREW DIAMETER AND PITCH

2505 Vite Ø 25 mm, passo 5 mm
Screw Ø 25 mm, pitch 5 mm

2510 Vite Ø 25 mm, passo 10 mm
Screw Ø 25 mm, pitch 10 mm

2525 Vite Ø 25 mm, passo 25 mm
Screw Ø 25 mm, pitch 25 mm

3205 Vite Ø 32 mm, passo 5 mm
(disponibile solo per AEVS180LL)
*Screw Ø 32 mm, pitch 5 mm
(available only for AEVS180LL)*

3210 Vite Ø 32 mm, passo 10 mm
(disponibile solo per AEVS180LL)
*Screw Ø 32 mm, pitch 10 mm
(available only for AEVS180LL)*

3220 Vite Ø 32 mm, passo 20 mm
(disponibile solo per AEVS180LL)
*Screw Ø 32 mm, pitch 20 mm
(available only for AEVS180LL)*

3232 Vite Ø 32 mm, passo 32 mm
(disponibile solo per AEVS180LL)
*Screw Ø 32 mm, pitch 32 mm
(available only for AEVS180LL)*

CLASSE DI PRECISIONE DELLA VITE / BALL SCREW ACCURACY GRADE

C5 Accoppiamento vite - chiocciola ISO5
Ball screw tolerance ISO5

C7 Accoppiamento vite - chiocciola ISO7
Ball screw tolerance ISO7

TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE

A Configurazione standard
Standard configuration

C Configurazione personalizzata
Custom configuration

MODELLO / MODEL

AEVS180CB

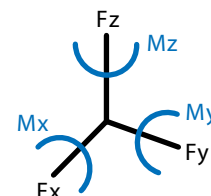
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	13,8
Massa lineare unità*** Unit's linear mass	[Kg/100mm]	2,35
Massa carro Carriage's mass	[Kg]	3,65
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	25
Passo vite Ball screw pitch	[mm]	5-10-25
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1086
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2666

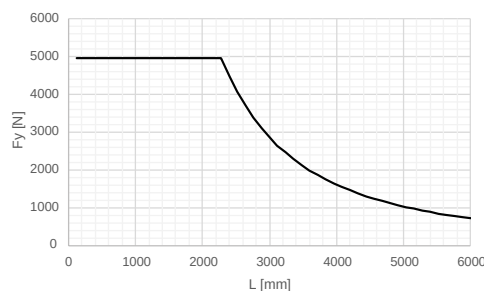
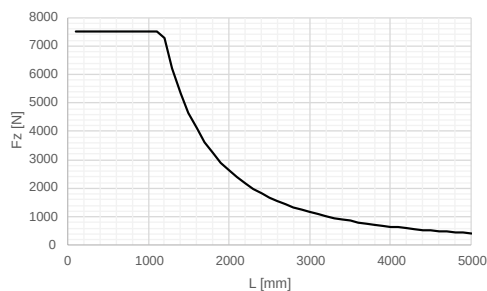
* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

** In funzione della direzione di applicazione del carico.
Based on load direction.

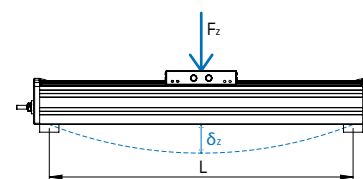
*** C=corsa utile.
C=effective stroke.



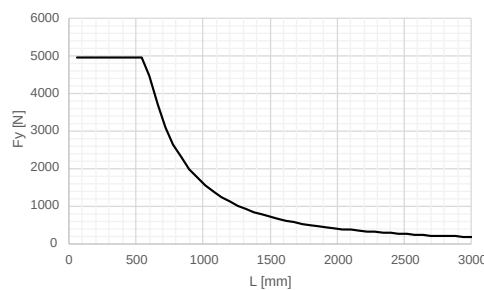
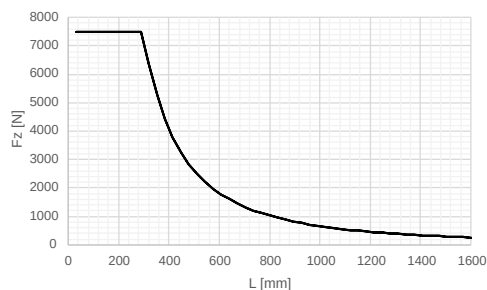
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



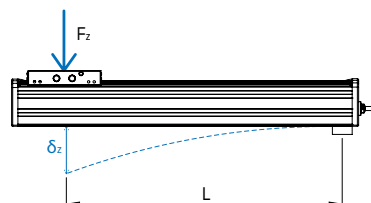
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

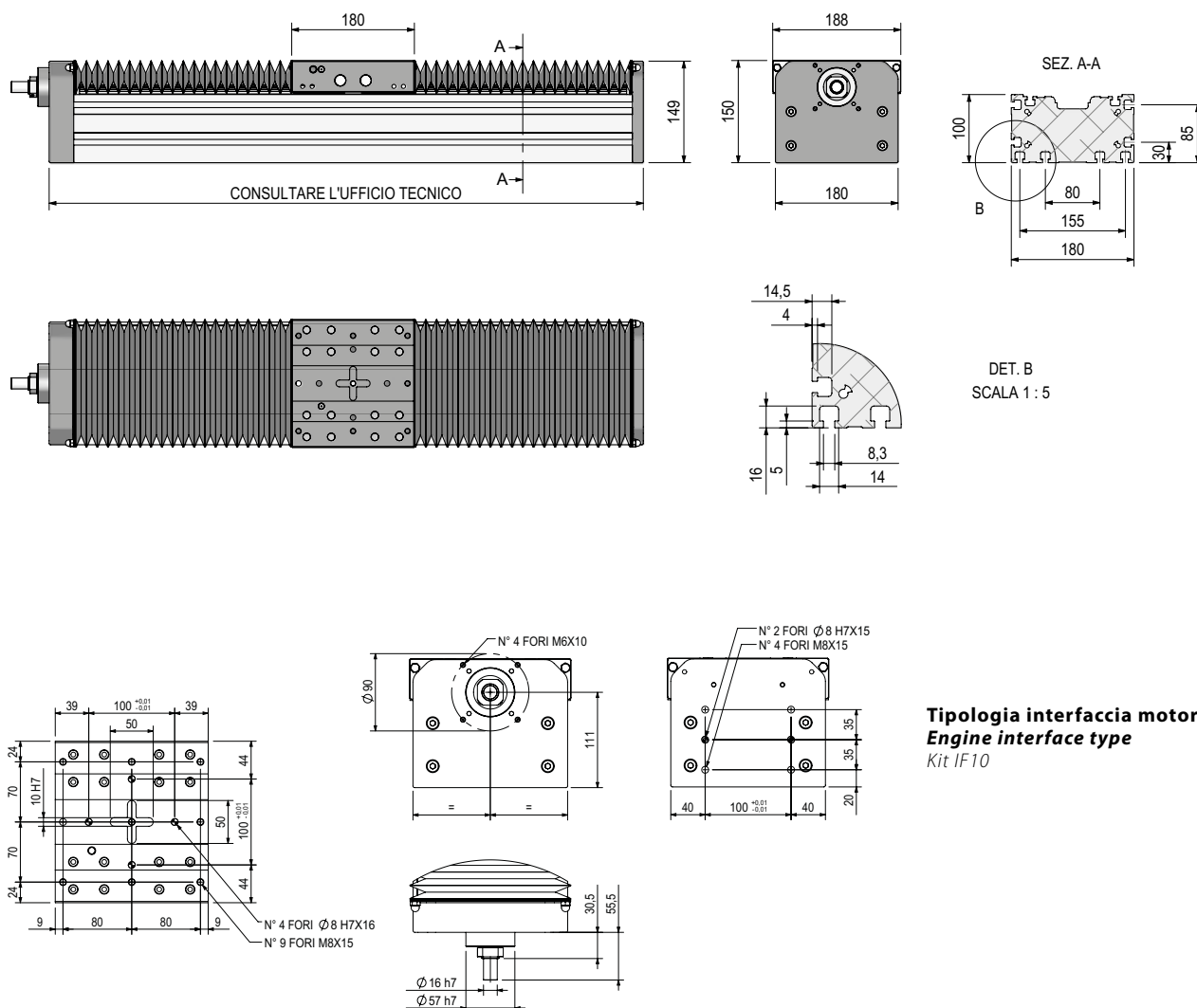


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



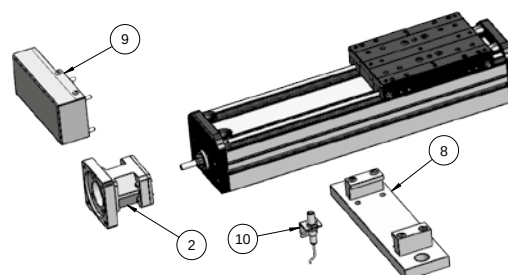
Tipologia interfaccia motore
Engine interface type
Kit IF10

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

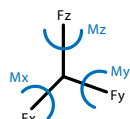
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



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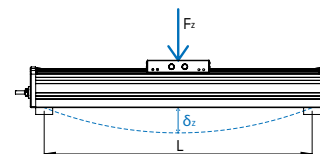
MODELLO / MODEL

AEVS180CB

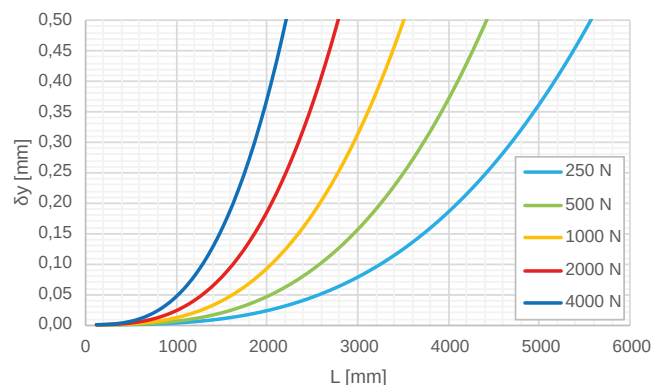
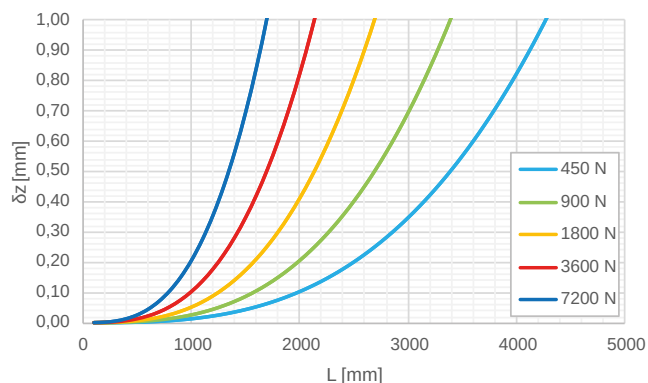


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

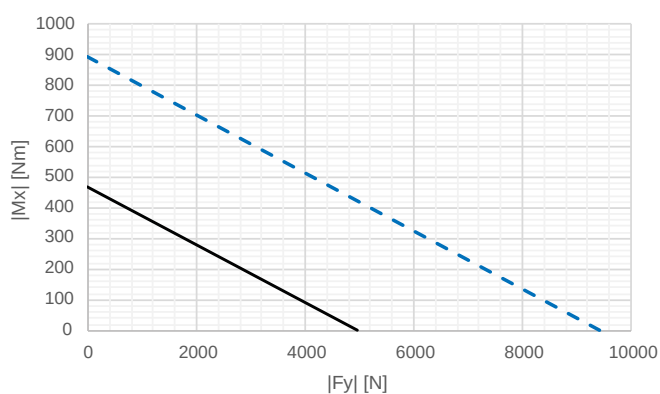
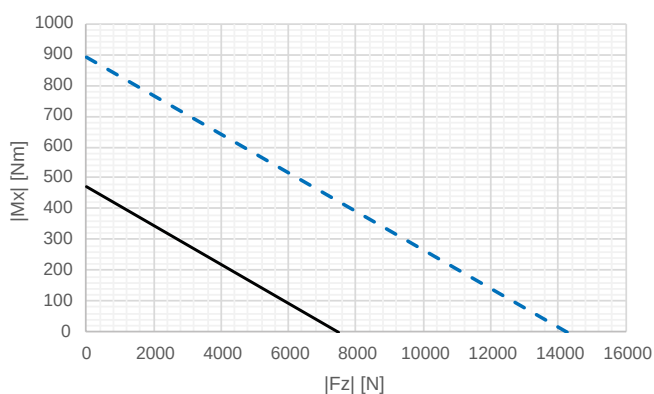
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

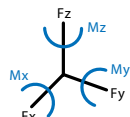
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

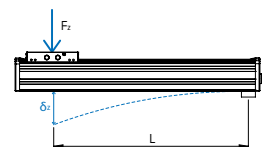
In case of combined stress contact our technical department.

MODELLO / MODEL

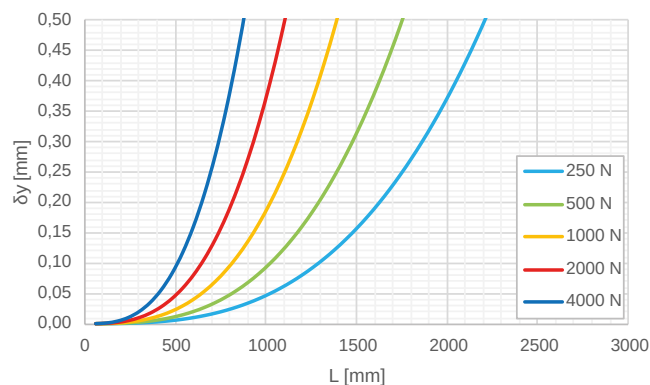
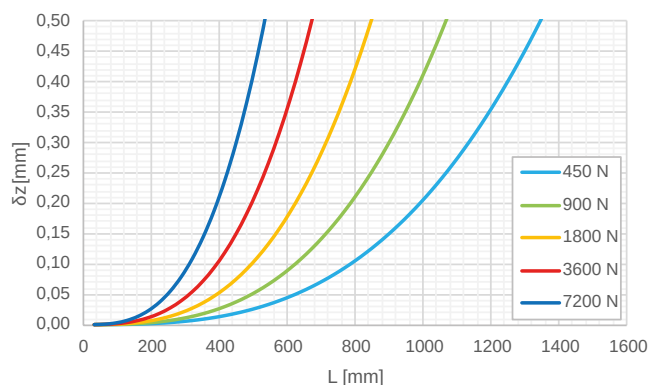
AEVS180CB



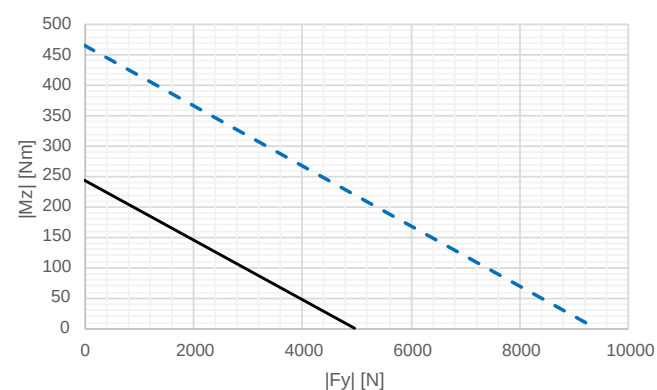
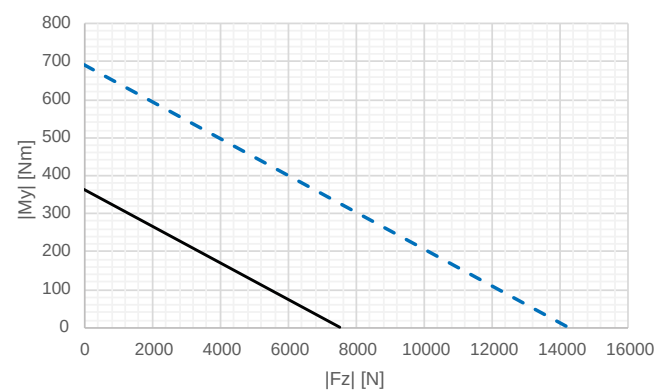
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

MODELLO / MODEL

AEVS180LB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

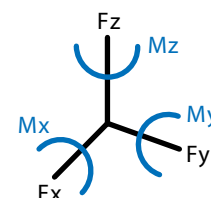
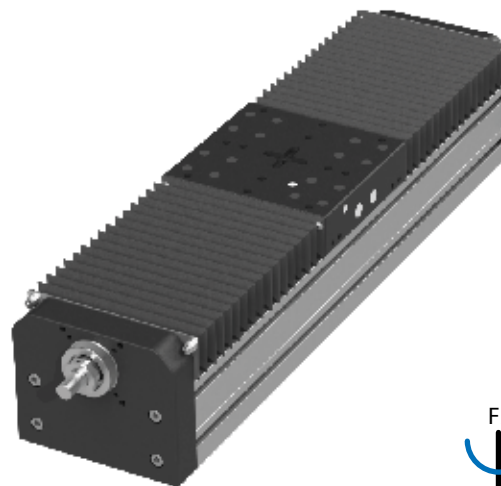
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	16,9
Massa lineare unità*** Unit's linear mass	[Kg/100mm]	2,35
Massa carro Carriage's mass	[Kg]	4,9
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	25
Passo vite Ball screw pitch	[mm]	5-10-25
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1086
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2666

* I valori sono da considerarsi indicativi.

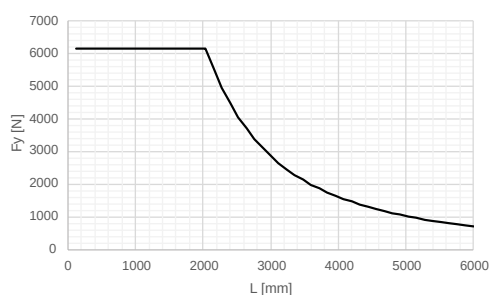
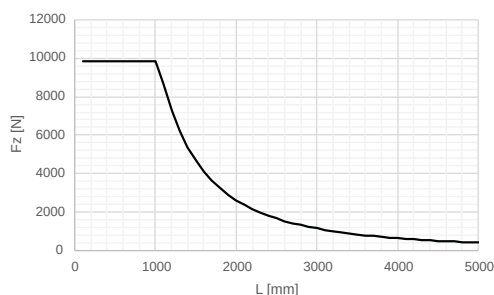
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.

** In funzione della direzione di applicazione del carico.
Based on load direction.

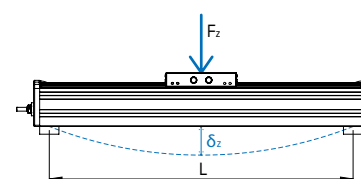
*** C=corsa utile.
C=effective stroke.



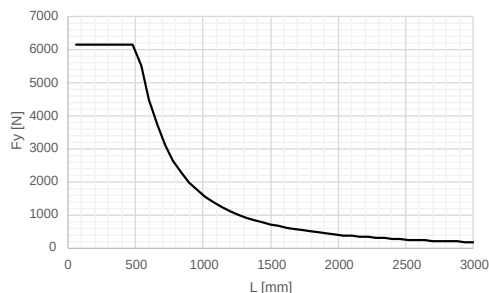
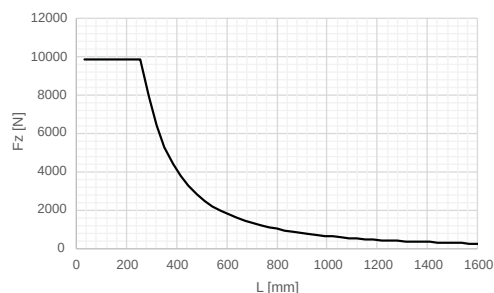
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



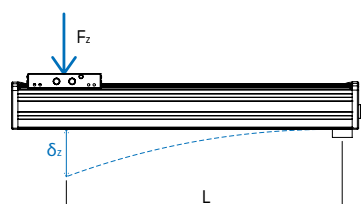
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

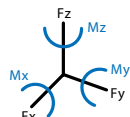


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



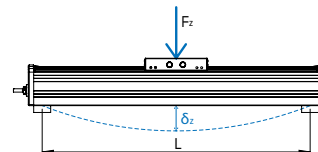
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AEVS180LB

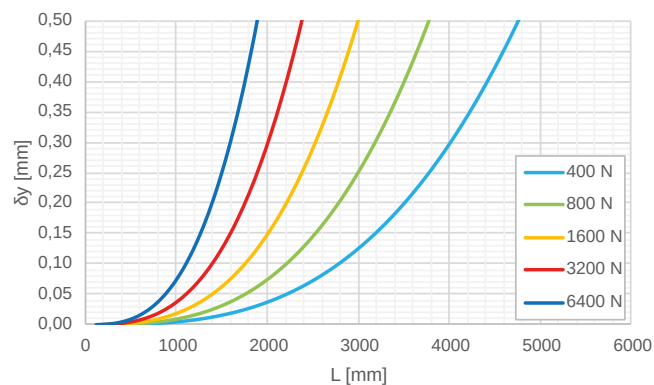
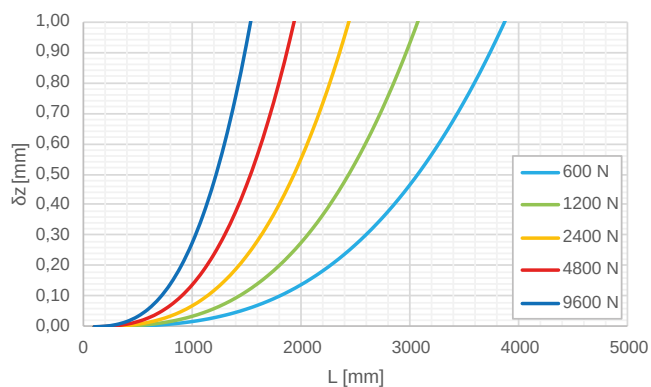


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

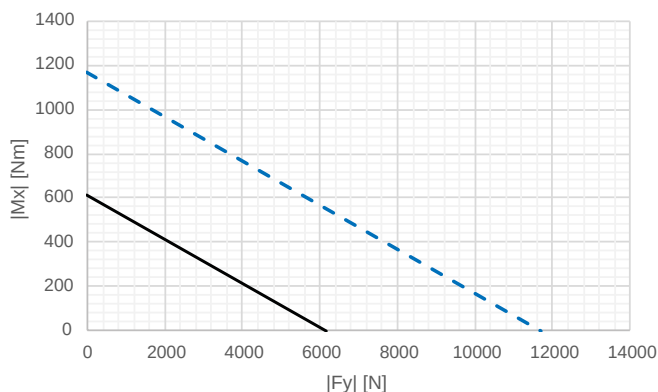
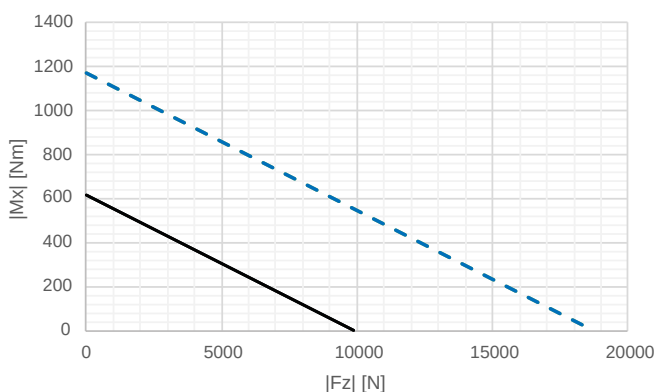
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

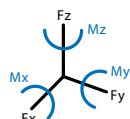
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

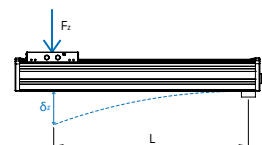
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

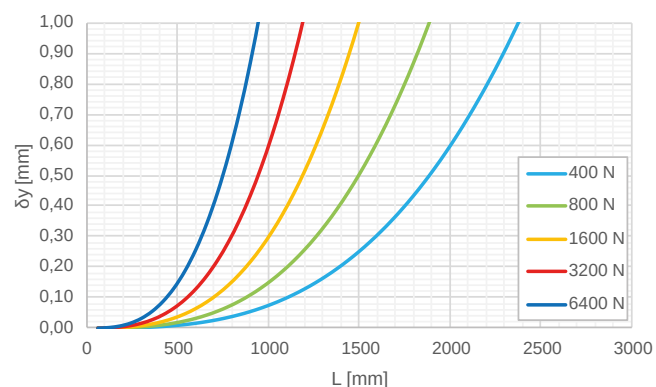
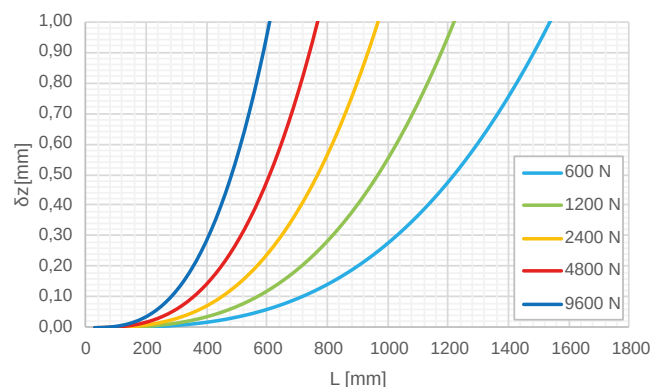
MODELLO / MODEL
AEVS180LB



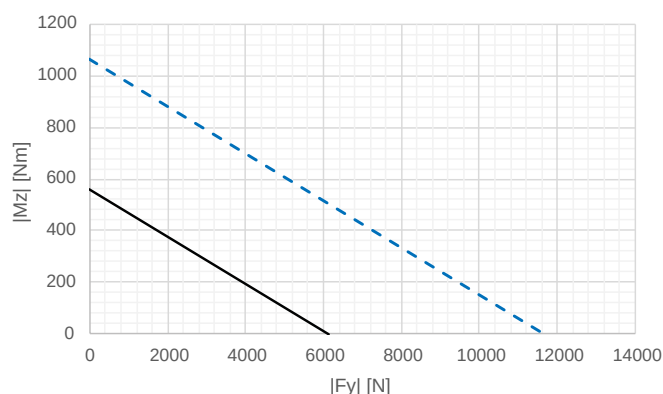
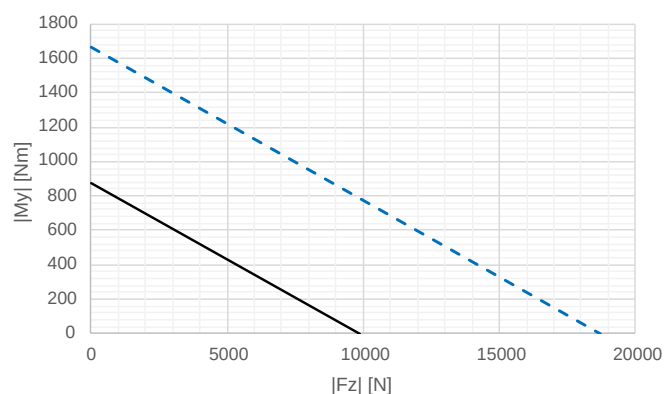
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

MODELLO / MODEL AEVS180LL

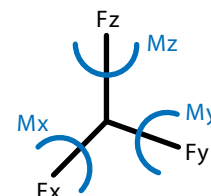
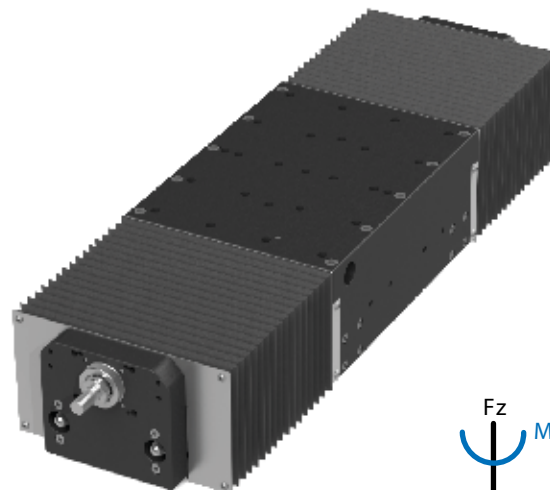
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	44
Massa lineare unità*** Unit's linear mass	[Kg/100mm]	3,26
Massa carro Carriage's mass	[Kg]	27,5
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw diameter	[mm]	32
Passo vite Ball screw pitch	[mm]	5-10-20-32
Velocità massima* Maximum velocity	[mm/s]	rif. pg. 243
Forza assiale massima** Maximum axial force	[N]	rif. pg. 243
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	700
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	5991

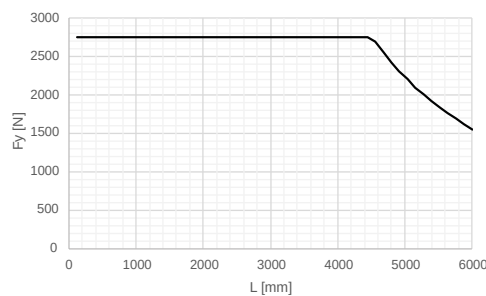
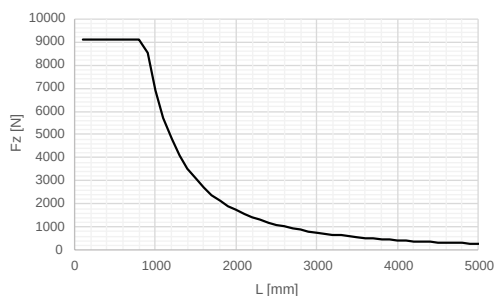
* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
*Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance are possible. Please contact our technical department.*

** In funzione della direzione di applicazione del carico.
Based on load direction.

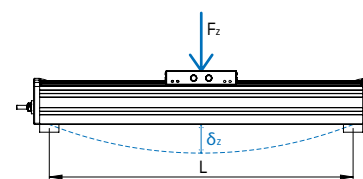
*** C=corsa utile.
C=effective stroke.



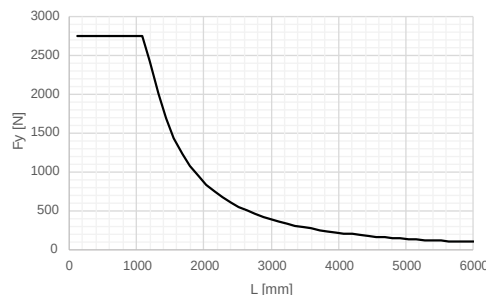
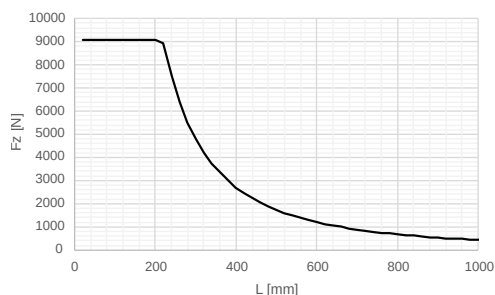
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



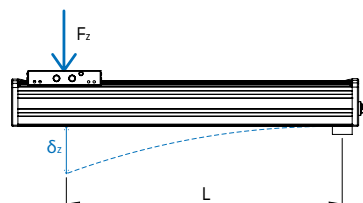
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

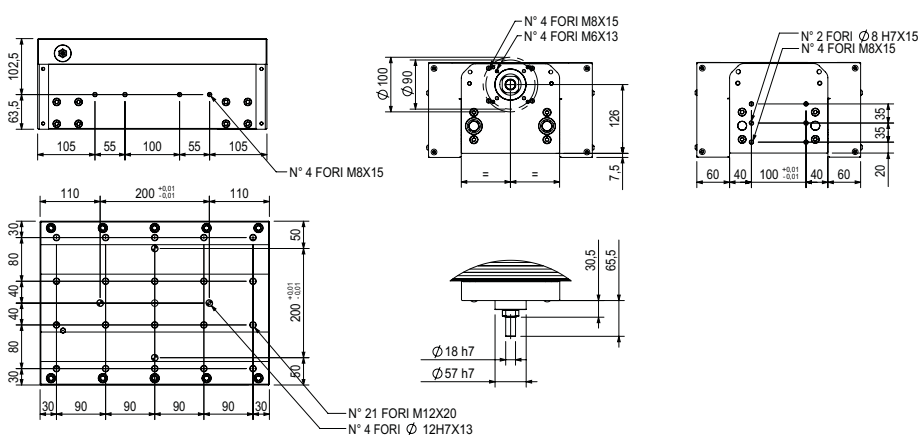
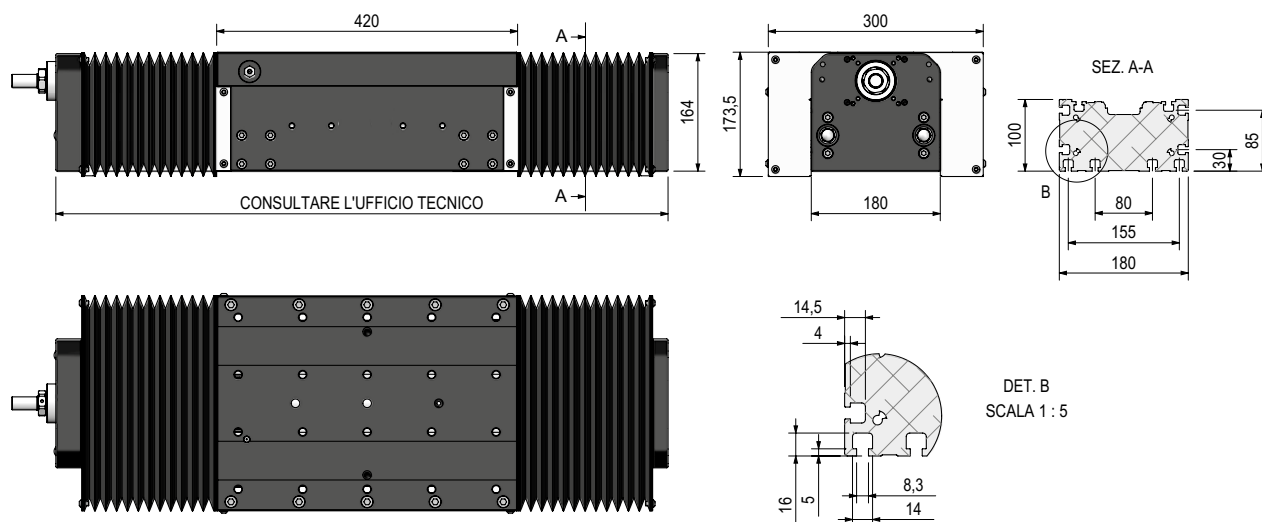


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
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DIMENSIONI / DIMENSIONS



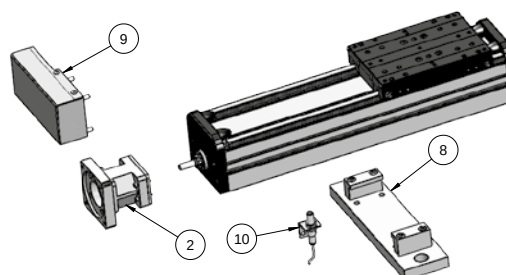
Tipologia interfaccia motore
Engine interface type
Kit IF11

2 9

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
1 Riduttore Gearbox	x	x	x
2 Kit assiale Axial kit	x	x	x
3 Calettatore Keyless Locking Device	x		x
4 Albero di torsione Torsion shaft	x		x
5 Carro aggiuntivo Additional carriage	x		x
6 Giunto elastico Elastic coupling	x		
7 Freno stazionamento Standing brake	x		
8 Elemento fissaggio/tassello Fastening/plug	x	x	x
9 Kit rinvio Transfer box	x	x	
10 Supporto sensore/Camma Sensor bracket/Cam	x	x	x

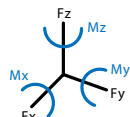
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



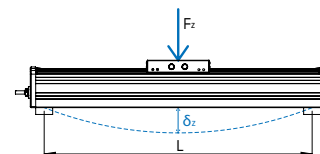
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEVS180LL

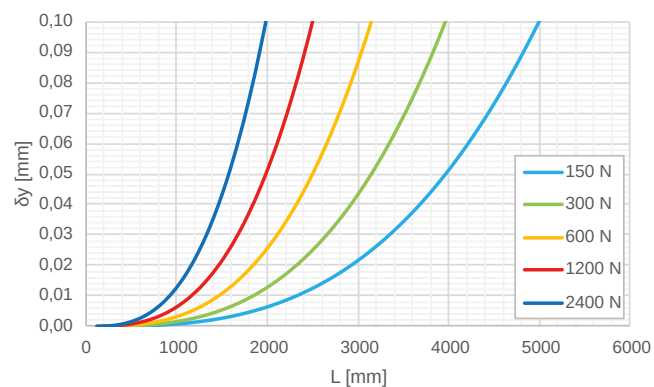
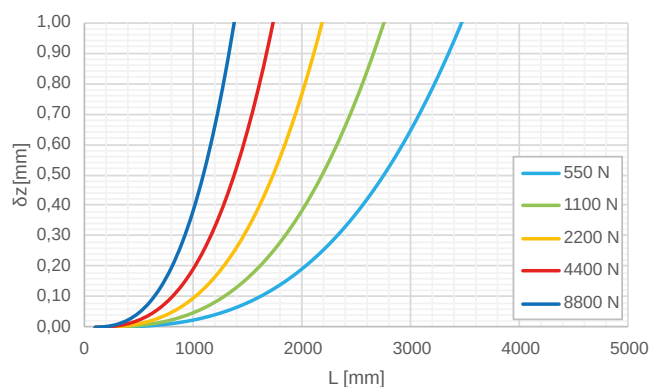


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

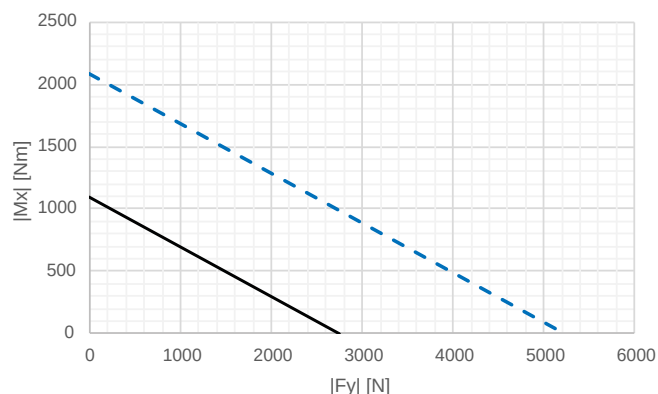
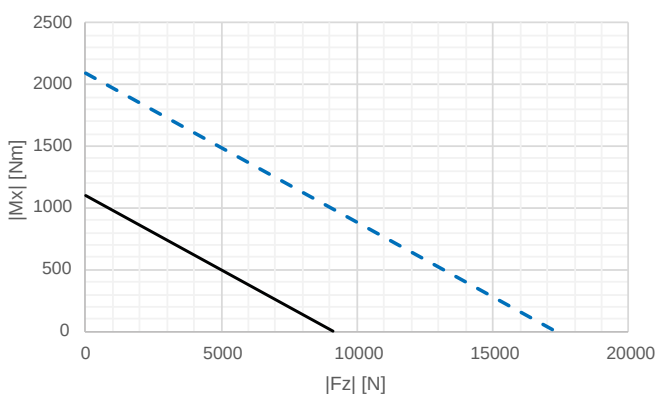
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

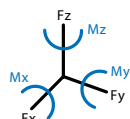
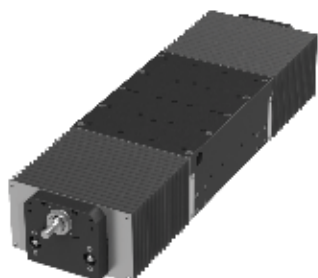
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

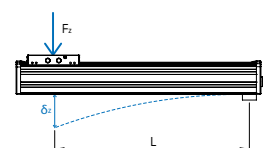
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

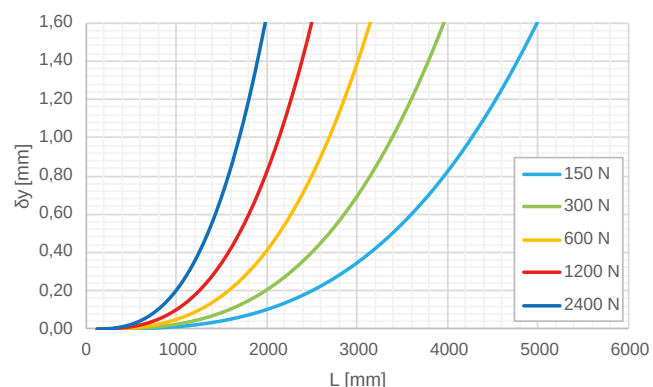
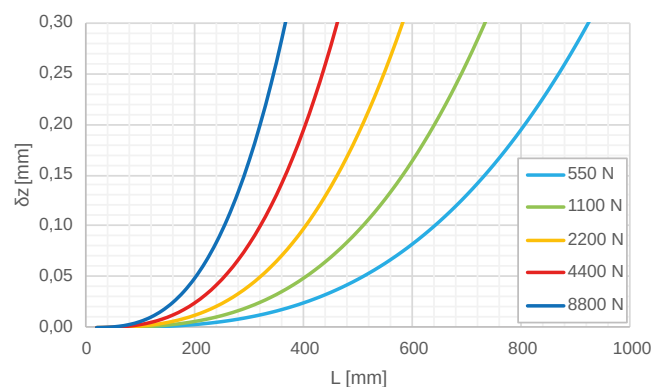
MODELLO / MODEL
AEVS180LL



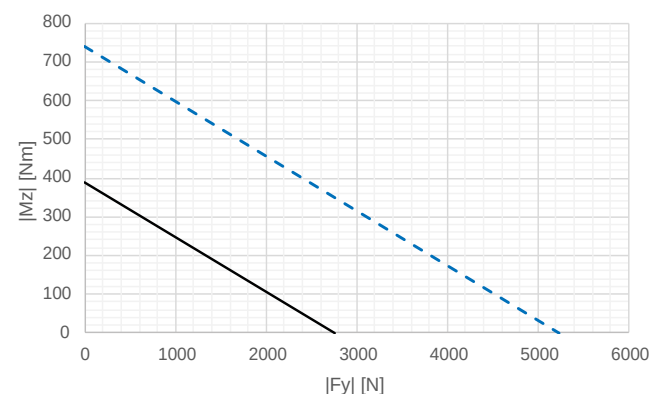
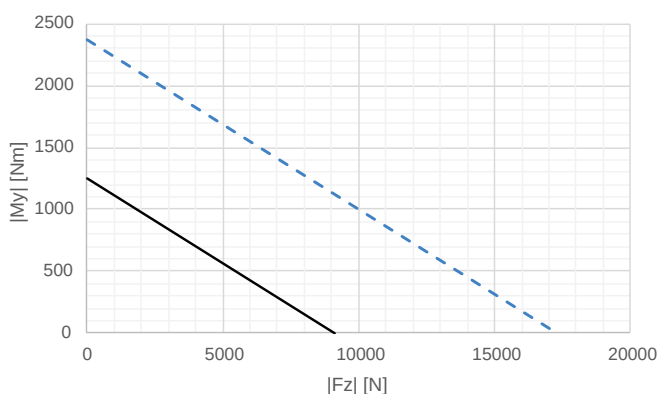
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

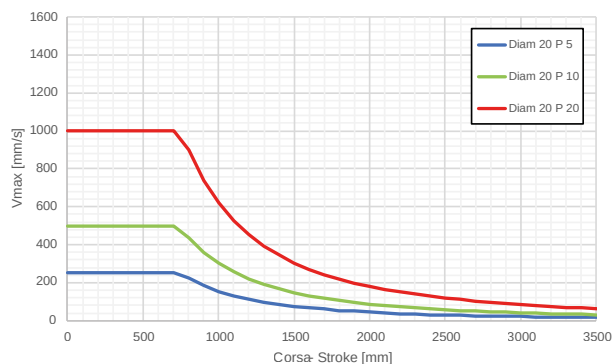
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

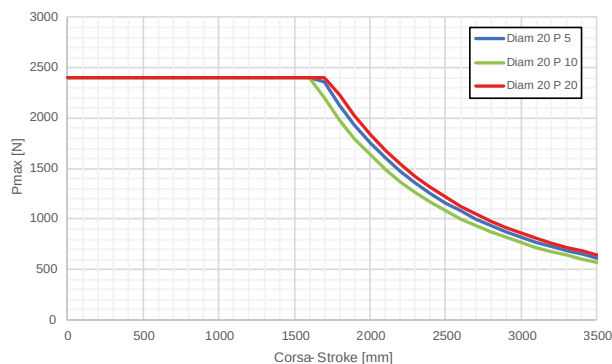
In case of combined stress contact our technical department.

MODELLO / MODEL
AMU120SB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

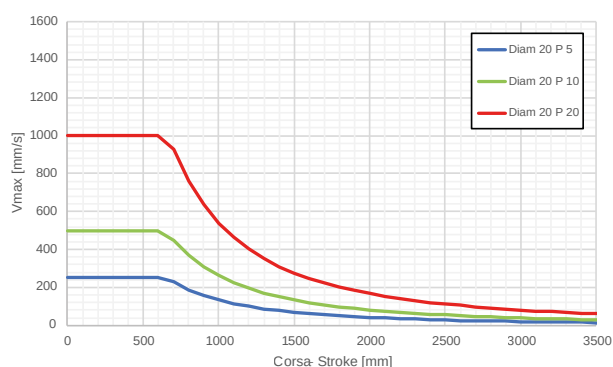


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

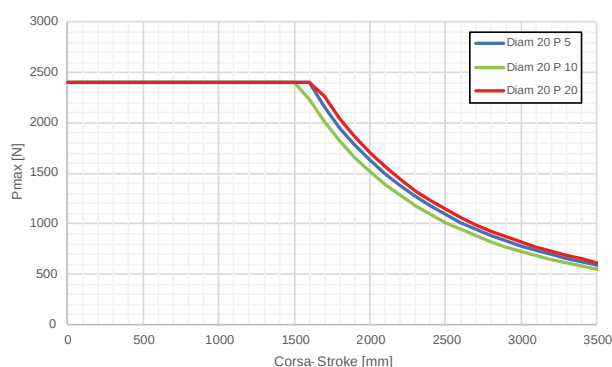


MODELLO / MODEL
AMU120CB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

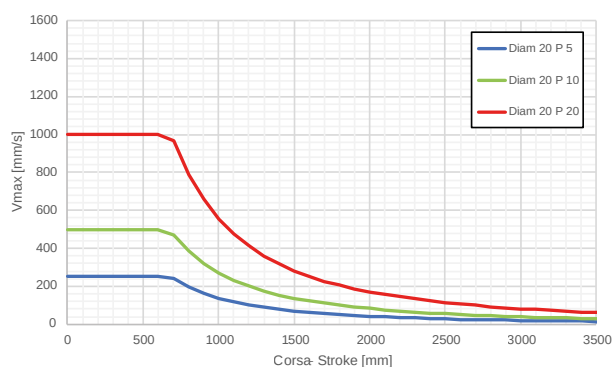


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

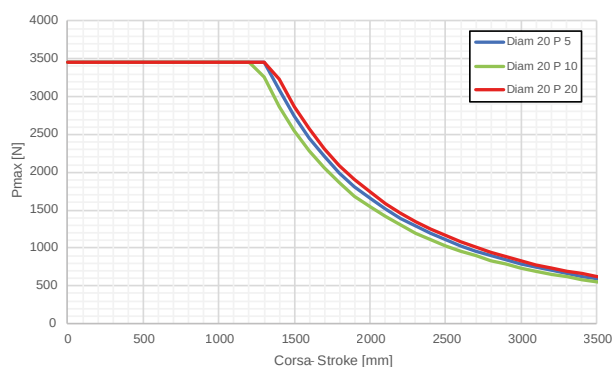


MODELLO / MODEL
AMU180CB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

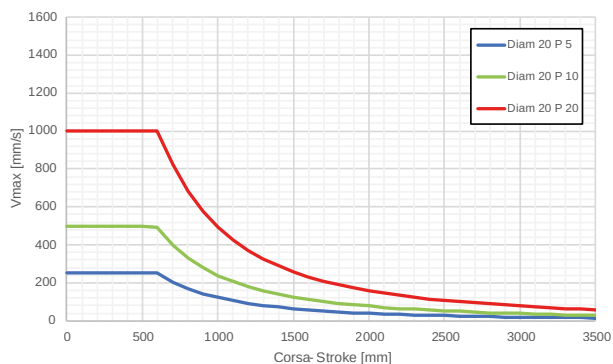


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

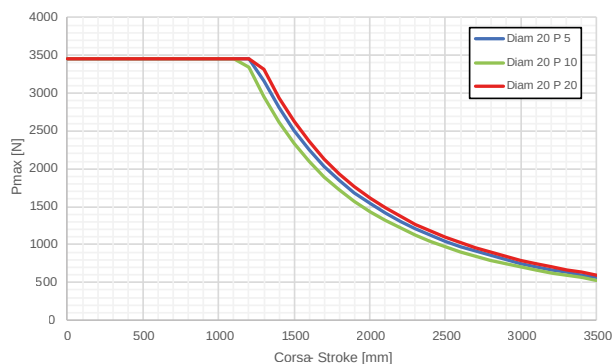
Per il calcolo e verifica della durata del sistema di trasmissione a vite si faccia riferimento all'ufficio tecnico.
For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

MODELLO / MODEL
AMV180LB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

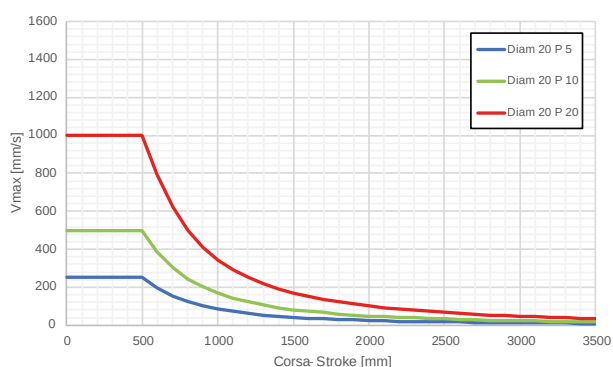


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

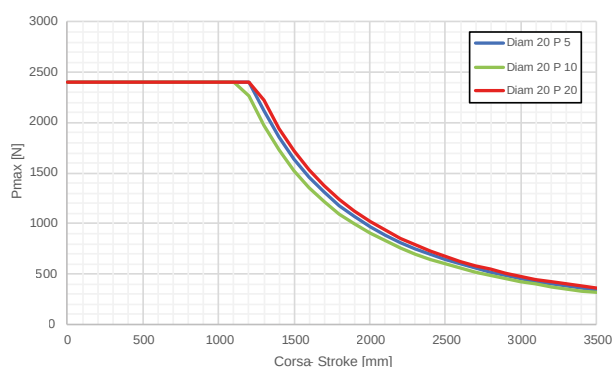


MODELLO / MODEL
AMUS120CB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

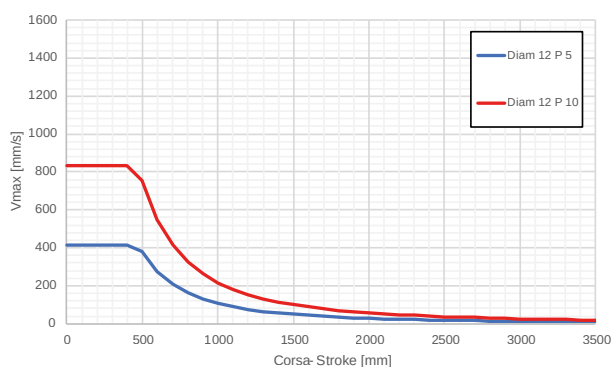


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

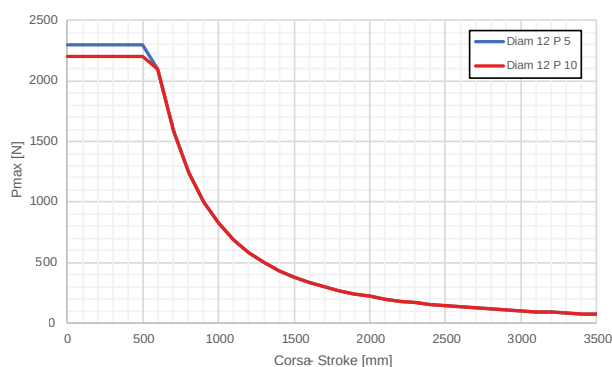


MODELLO / MODEL
AEV080CM

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

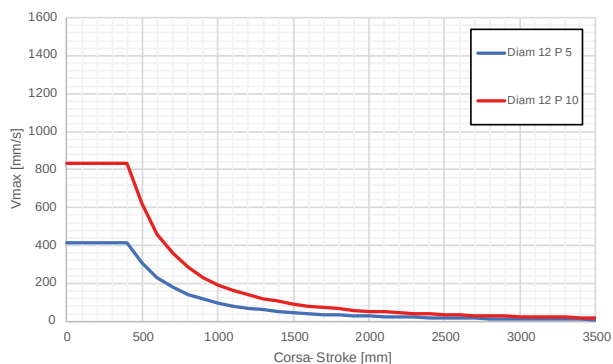


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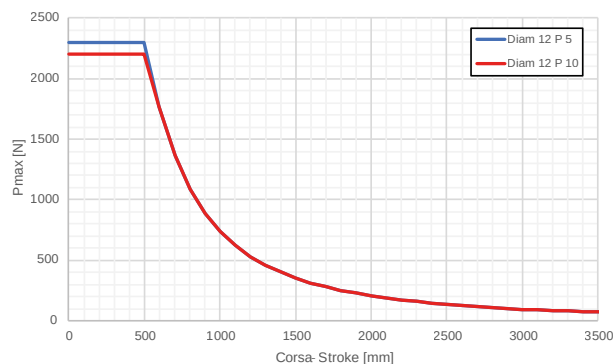
Per il calcolo e verifica della durata del sistema di trasmissione a vite si faccia riferimento all'ufficio tecnico.
For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

MODELLO / MODEL
AEV080LM

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

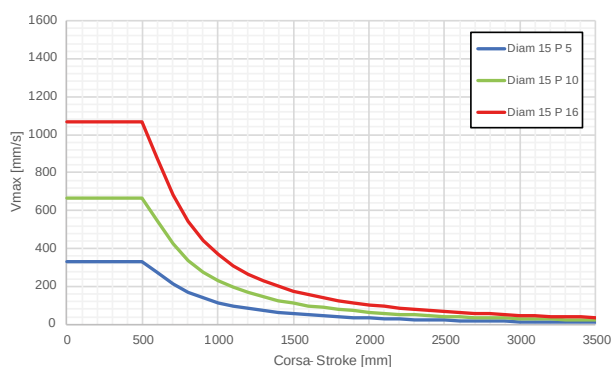


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

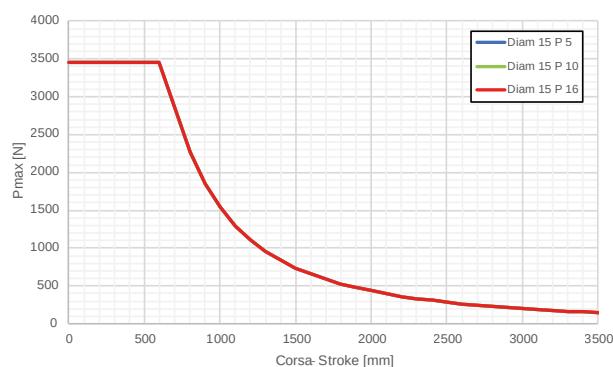


MODELLO / MODEL
AEV120CB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

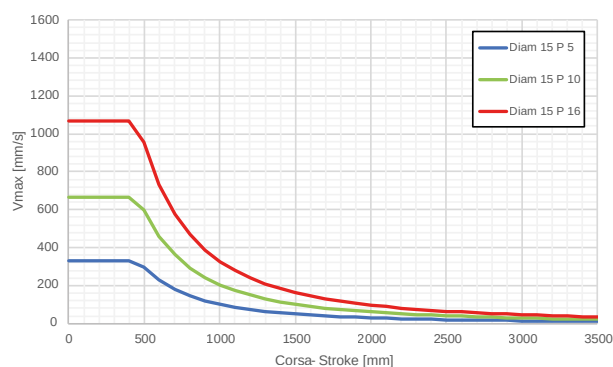


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

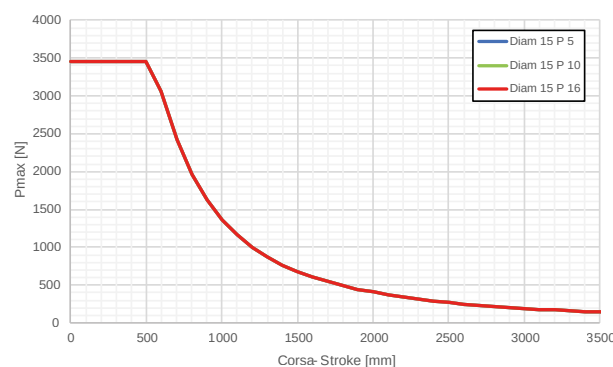


MODELLO / MODEL
AEV120LB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

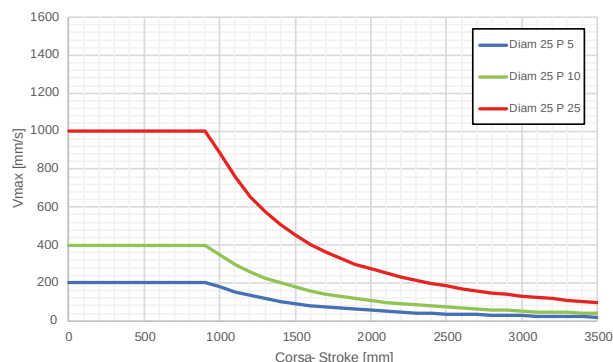


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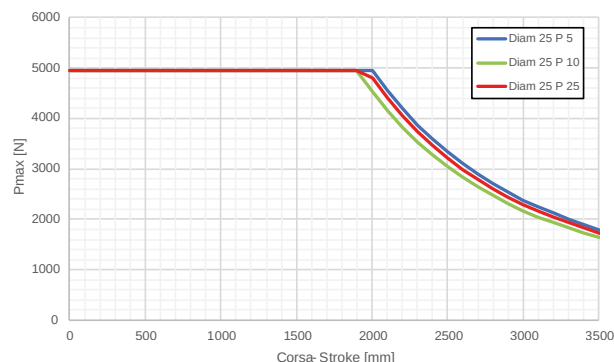
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MODELLO / MODEL
AEV180CB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

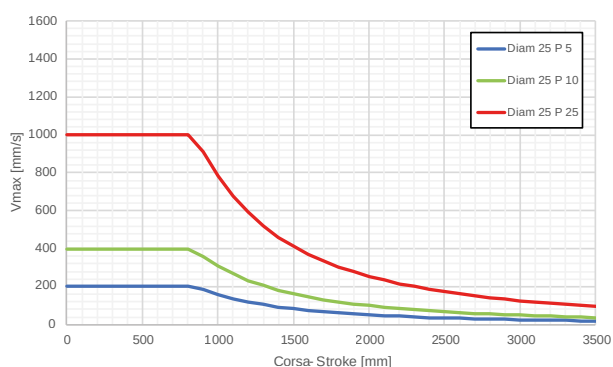


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

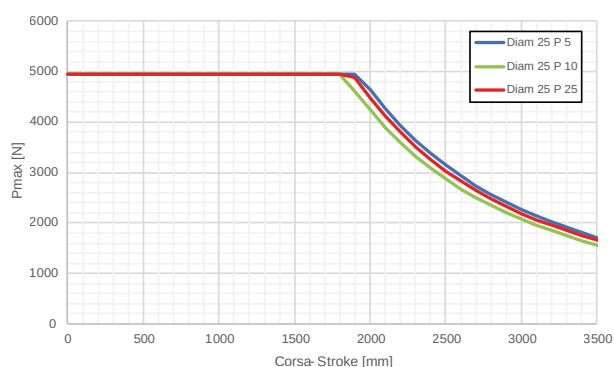


MODELLO / MODEL
AEV180LB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED

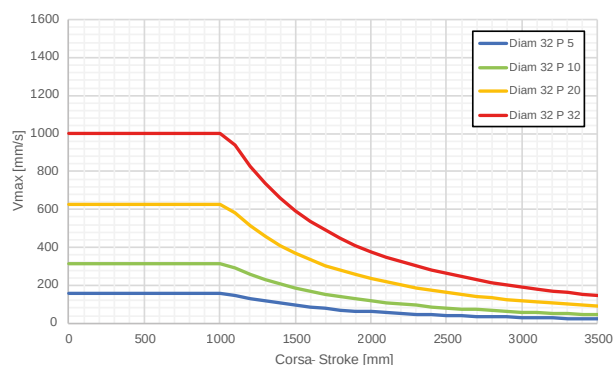


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

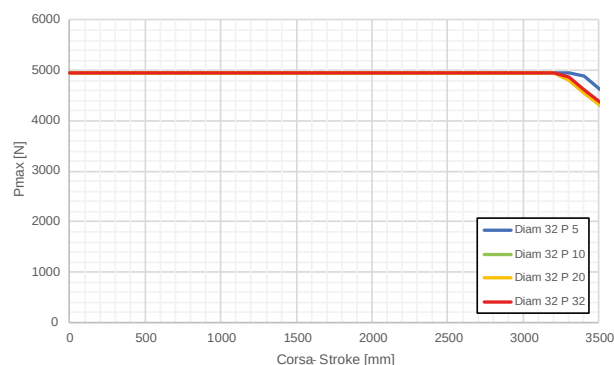


MODELLO / MODEL
AEV180LL

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD



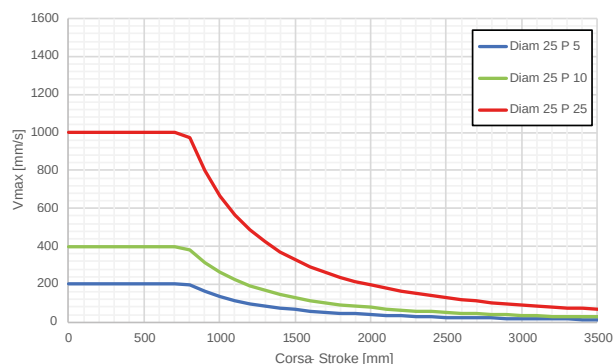
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For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

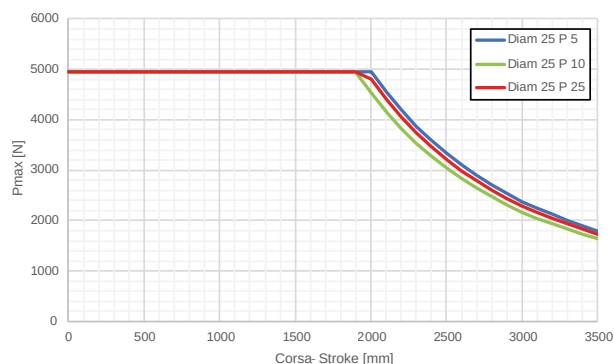
MODELLO / MODEL

AEVS180CB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



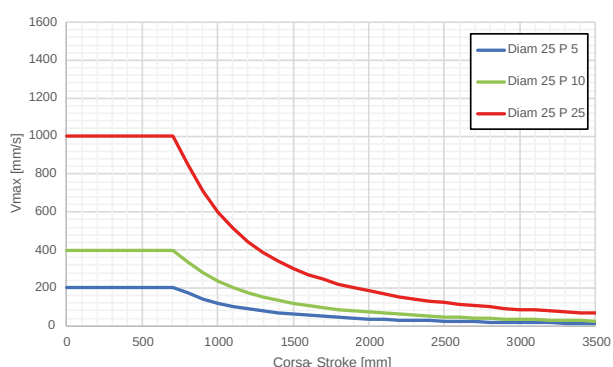
CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD



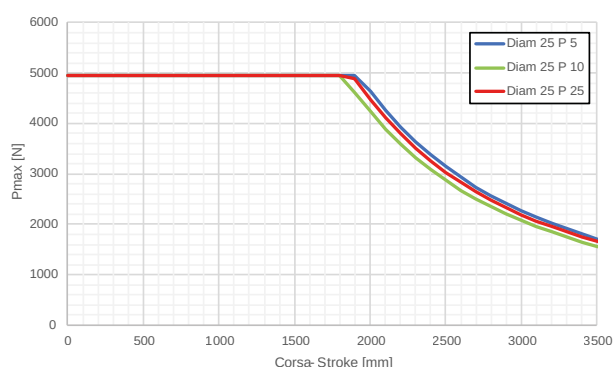
MODELLO / MODEL

AEVS180LB

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



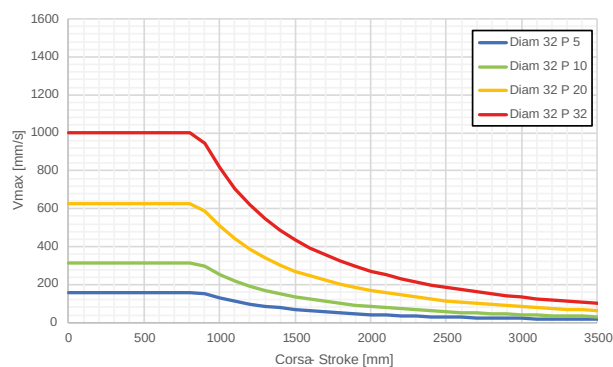
CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD



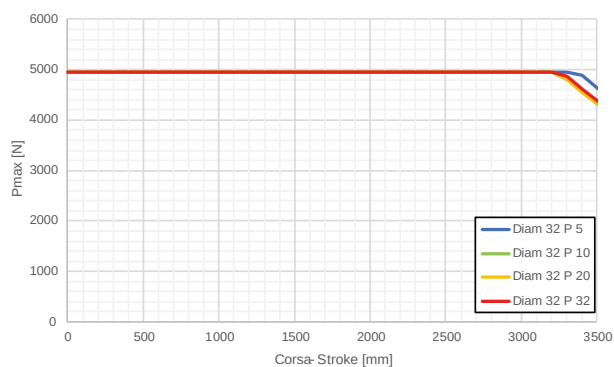
MODELLO / MODEL

AEVS180LL

VELOCITÀ LINEARE MASSIMA AMMISSIBILE (MM/S)
MAXIMUM PERMISSIBLE LINEAR SPEED



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

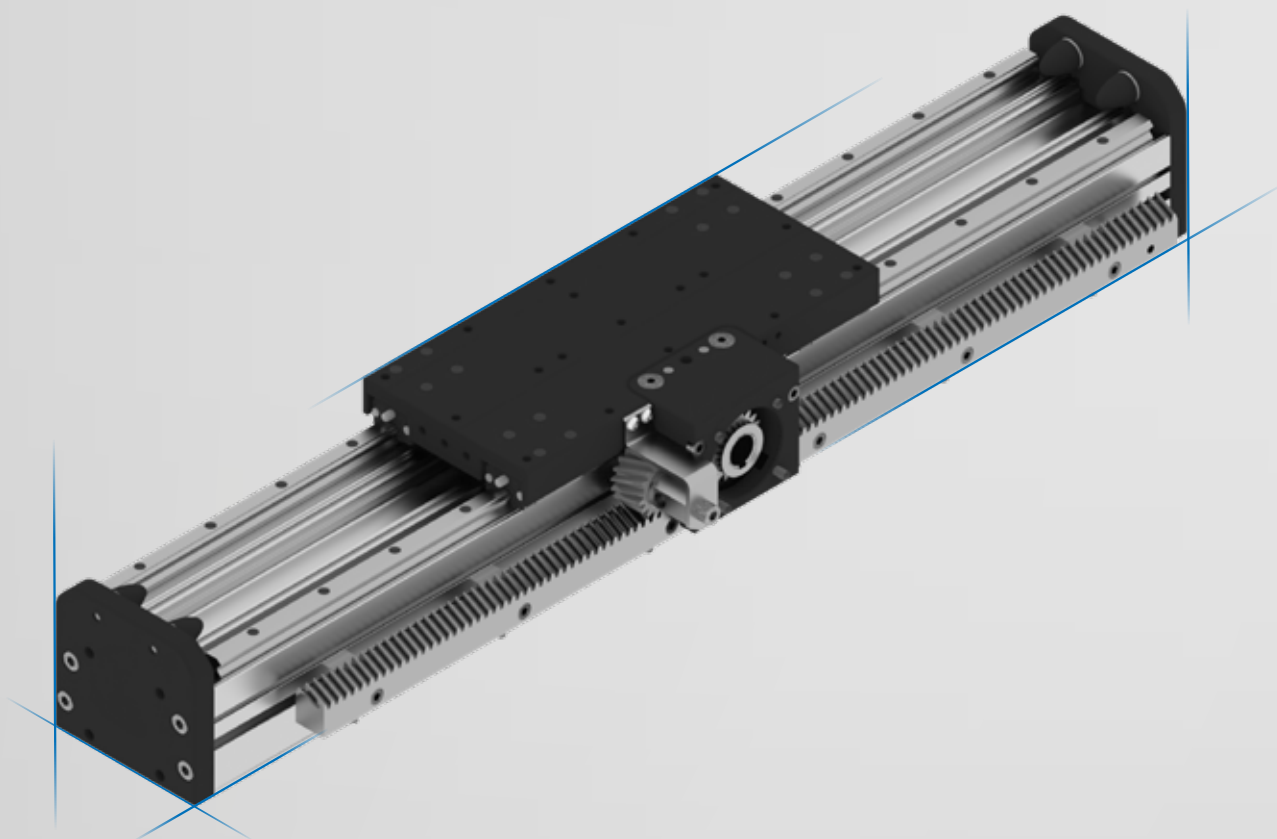


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For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

UNITÀ LINEARE A CREMAGLIERA

RACK AND PINION
LINEAR UNIT



SERIE AMR

SERIES

252 AMR090FBC

256 AMR090FBS

260 AMR120CB

264 AMR120LB

268 AMR121SB

272 AMR121CB

276 AMR121LB

280 AMR200FBS

286 AMR204FBS

292 AMR180LO

296 AMR181CB

300 AMR182LL

304 AMR183CL

308 AMR183LL

314 AMR240LO

	AMR	204	FBS	01500	-	D	M4	Q7	-	XX
TIPO UNITÀ / MODEL										
AMR	Unità lineare a cremagliera Rack and pinion linear unit									
TAGLIA / SIZE										
204	Profilo larghezza 200 mm Profile width 200 mm									
TIPOLOGIA CARRO PER UNITÀ AMR204 CARRIAGE TYPE FOR AMR204										
FBS	Carro standard fisso biguida laterale e profilo mobile Fixed standard carriage with lateral dual guide rail and mobile profile									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TIPOLOGIA DENTI CREMAGLIERA RACK TYPE										
D	Denti dritti Straight teeth									
MODULO CREMAGLIERA PER UNITÀ AMR204 RACK MODULE FOR MODEL AMR204										
M4	Modulo cremagliera M4 Rack module M4									
QUALITÀ CREMAGLIERA RACK QUALITY CLASS										
Q7	Errore passo -0,008/0,008 mm Errore totale -0,035/0,035 al mt Pitch error -0,008/0,008 mm Total error -0,035/0,035 x mt									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard Standard configuration									
C	Configurazione personalizzata Custom configuration									

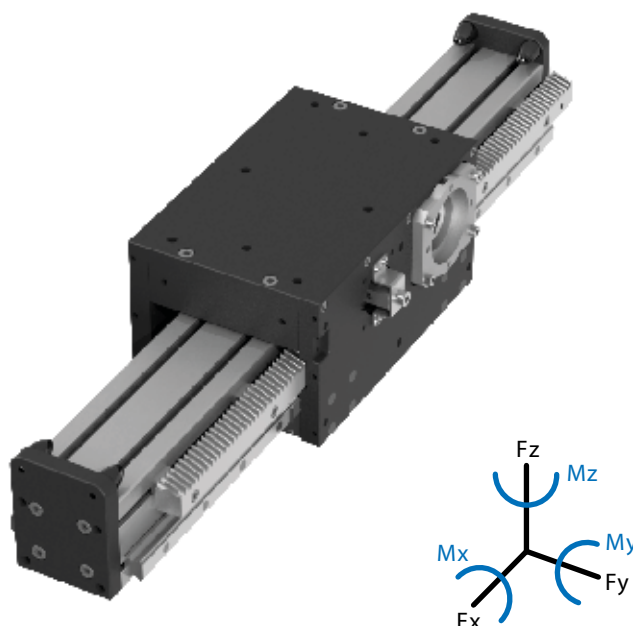
MODELLO / MODEL

AMR090FBC

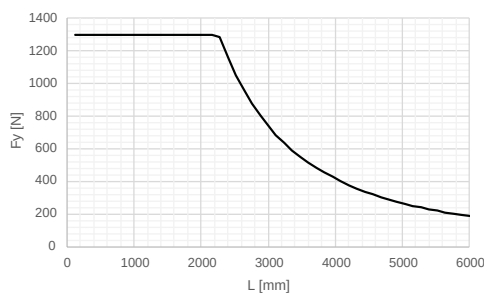
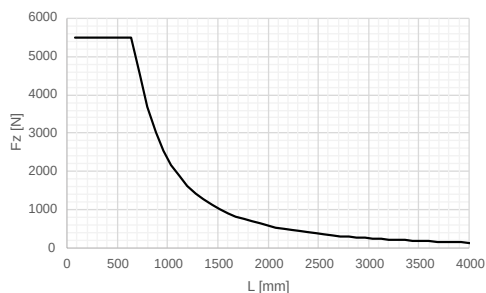
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	14,35
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,47
Massa carro Carriage's mass	[Kg]	8,7
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	133,328
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	234
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	719

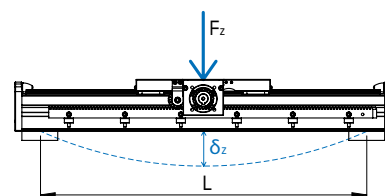
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please Contact our technical department.



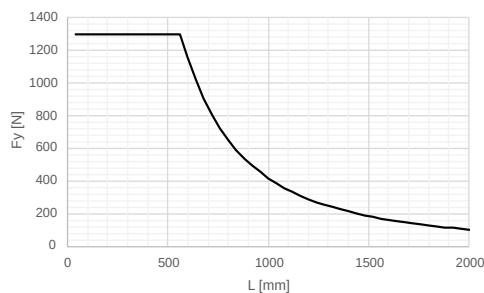
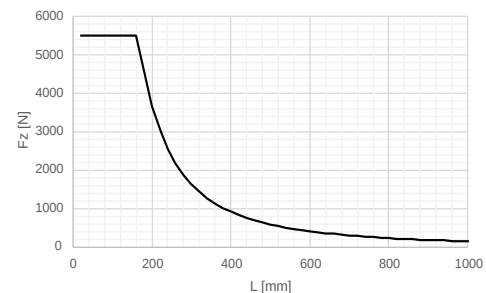
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



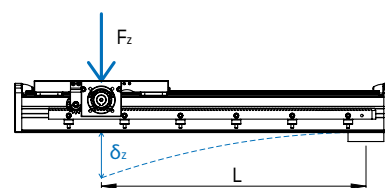
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

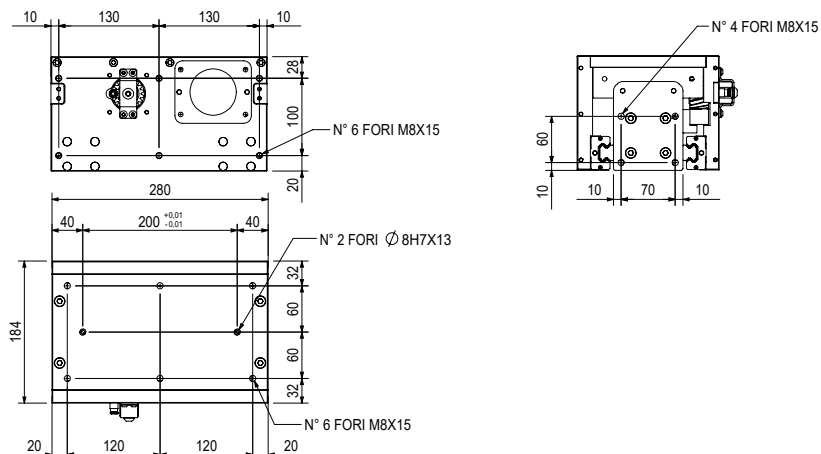
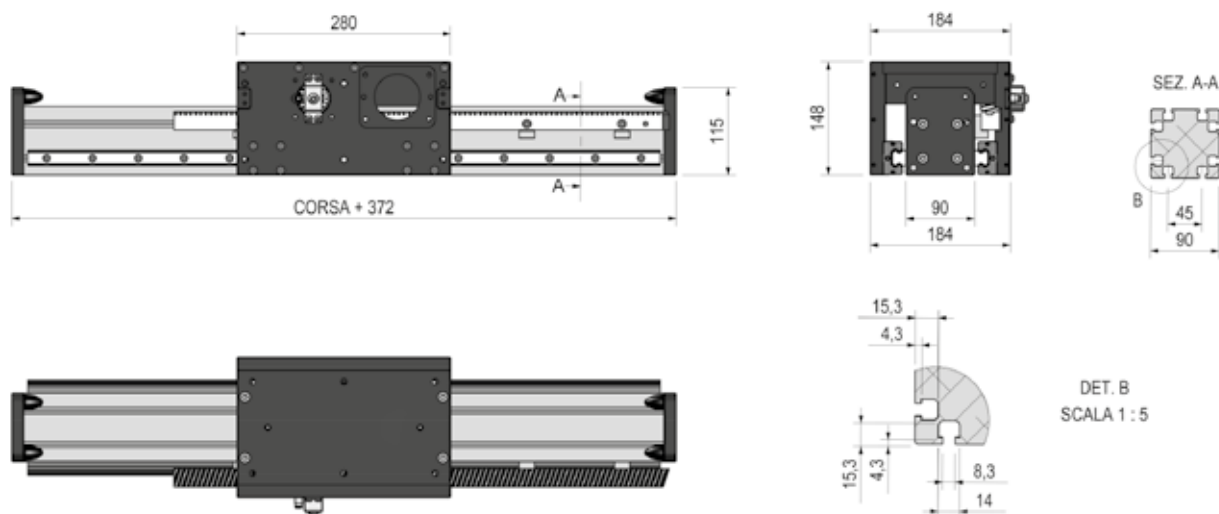


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

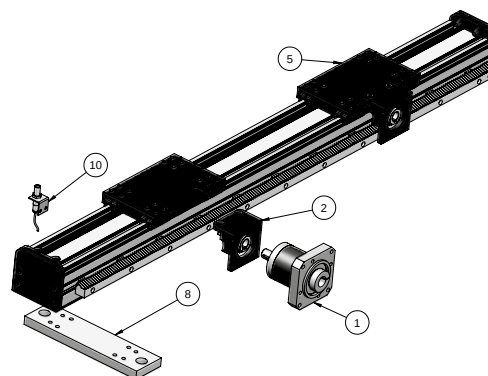


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF60

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

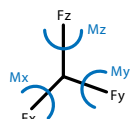
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



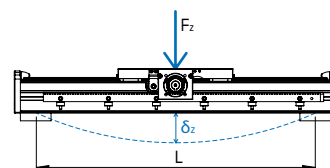
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR090FBC

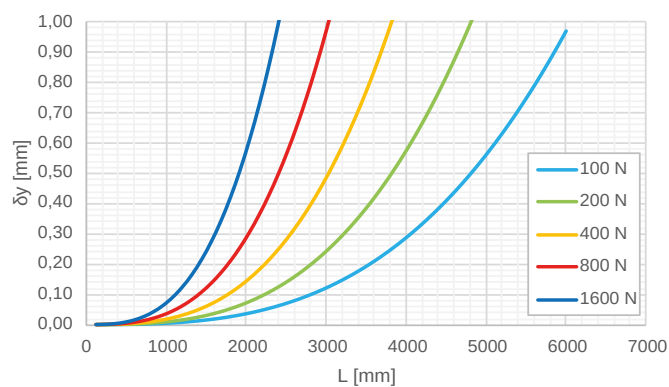
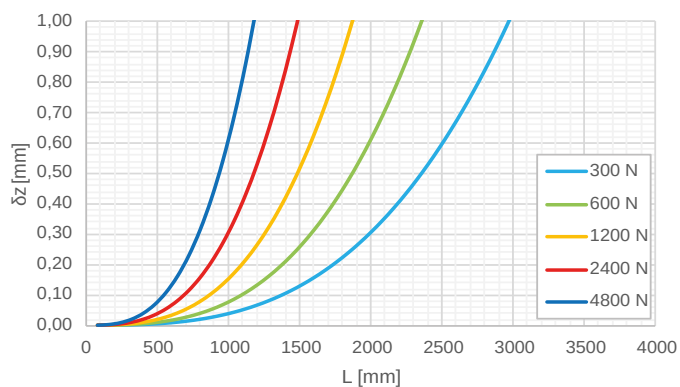


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

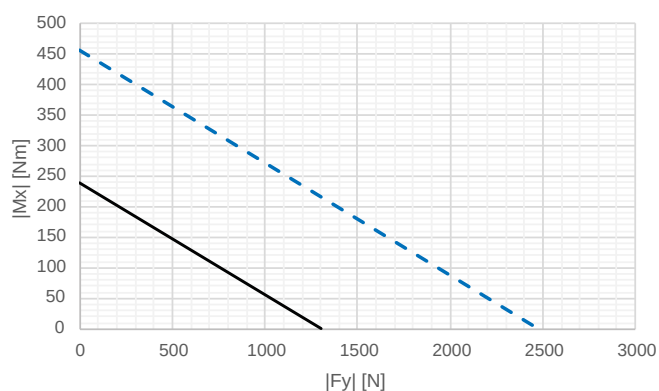
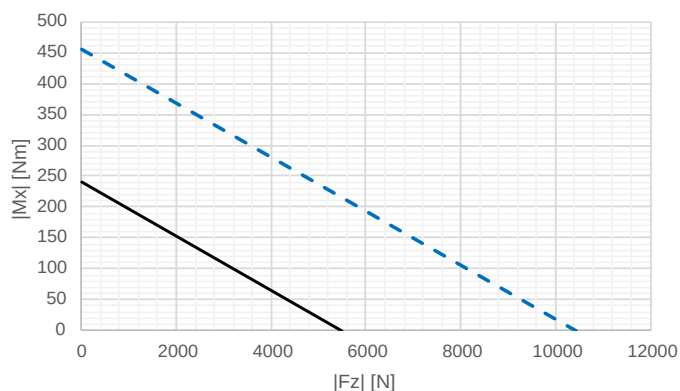
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

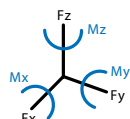
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

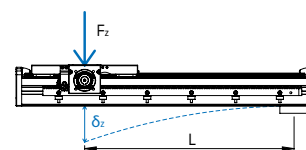
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

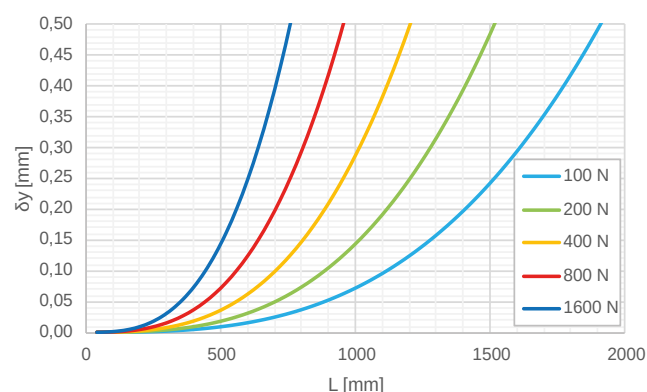
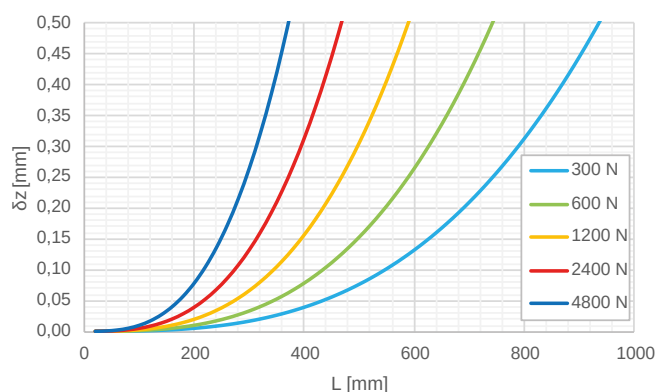
MODELLO / MODEL
AMR090FBC



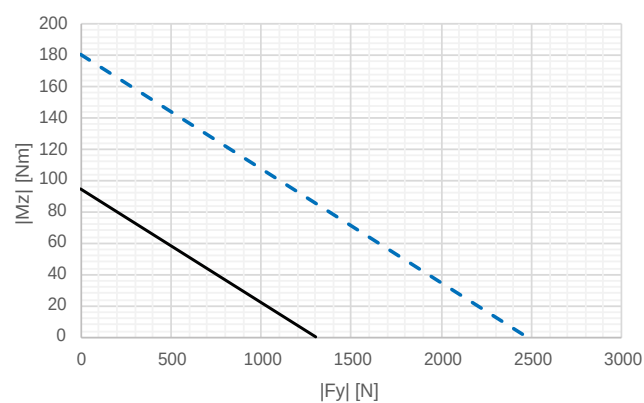
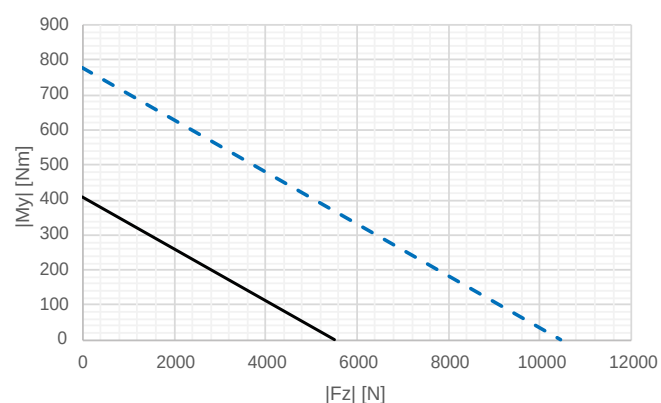
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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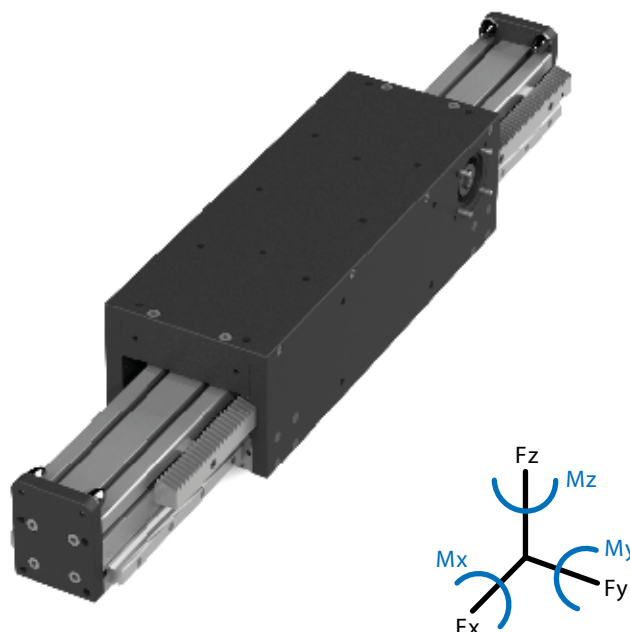
MODELLO / MODEL

AMR090FBS

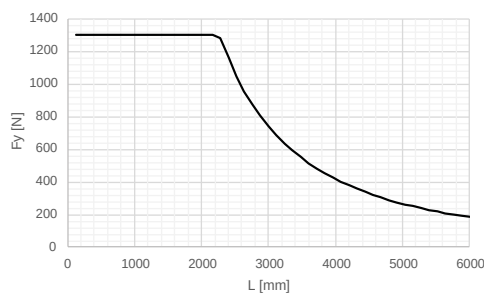
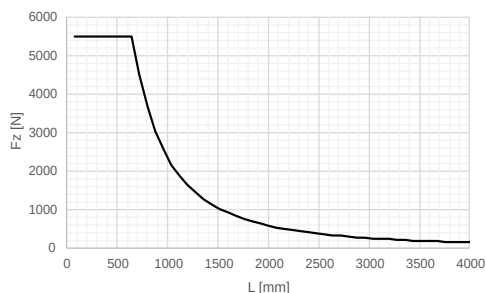
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	21,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,47
Massa carro Carriage's mass	[Kg]	13,5
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	133,328
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	234
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	719

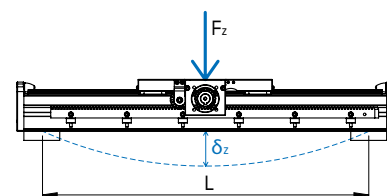
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please Contact our technical department.



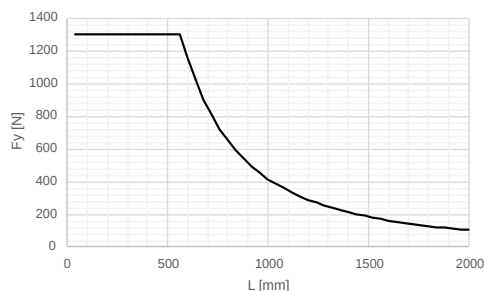
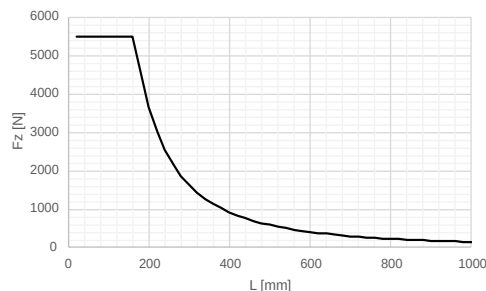
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



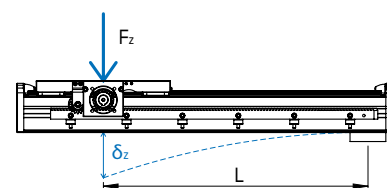
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

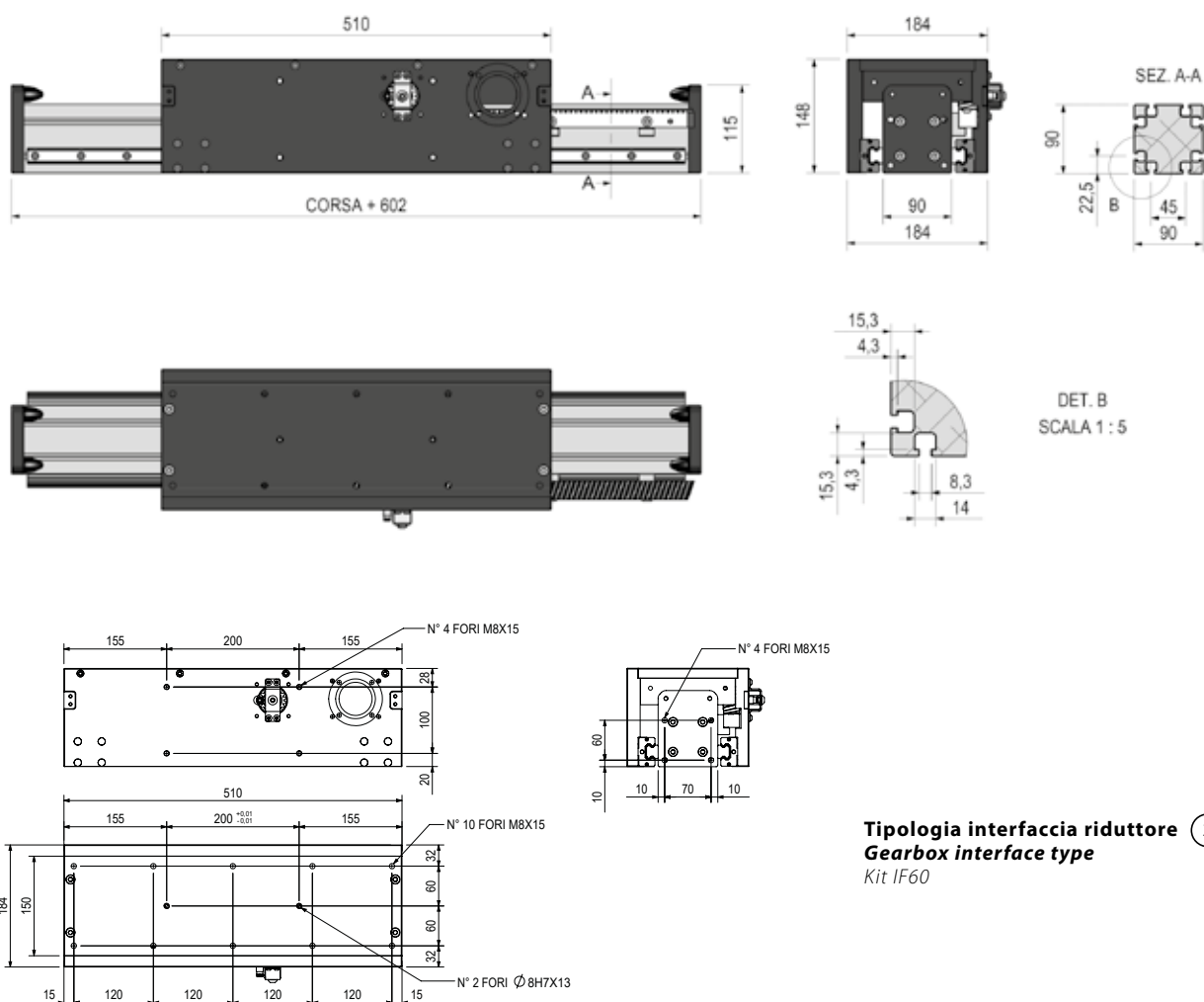


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

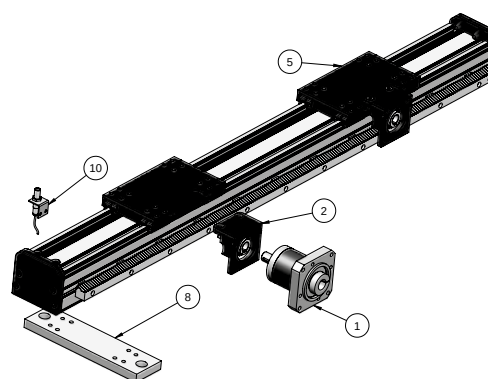


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF60

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

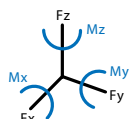
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

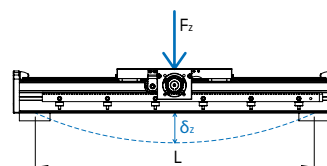
MODELLO / MODEL

AMR090FBS

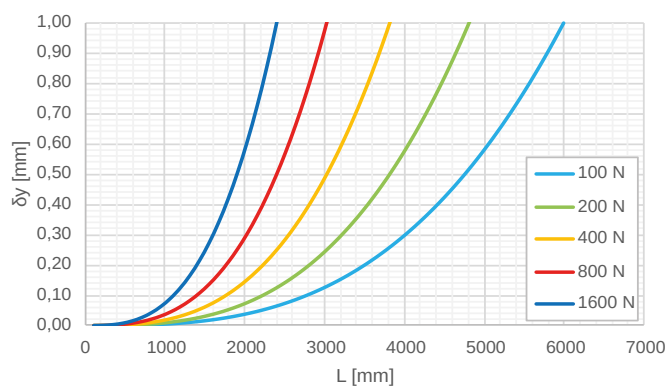
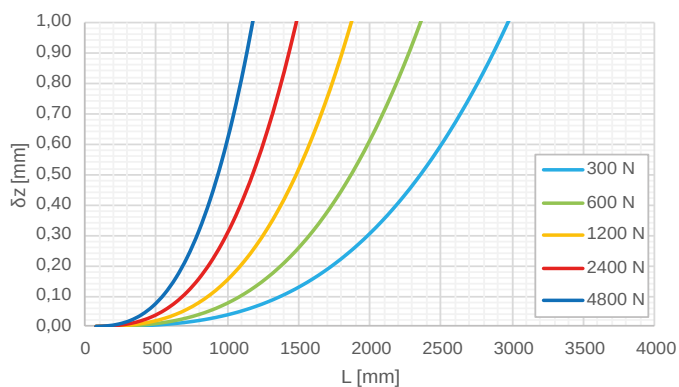


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

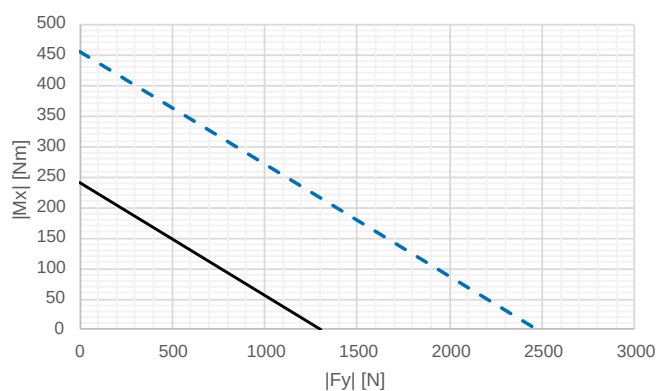
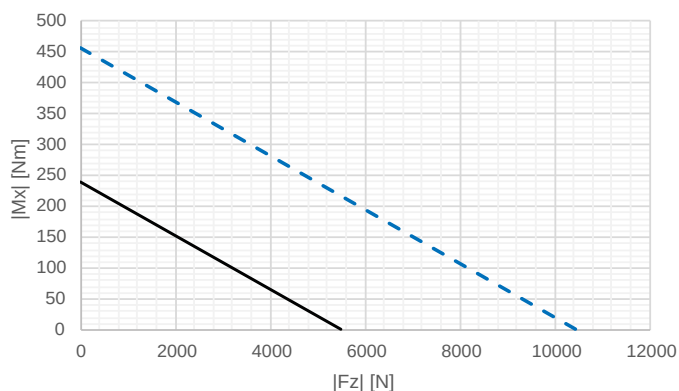
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

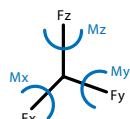
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

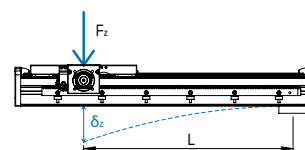
MODELLO / MODEL

AMR090FBS

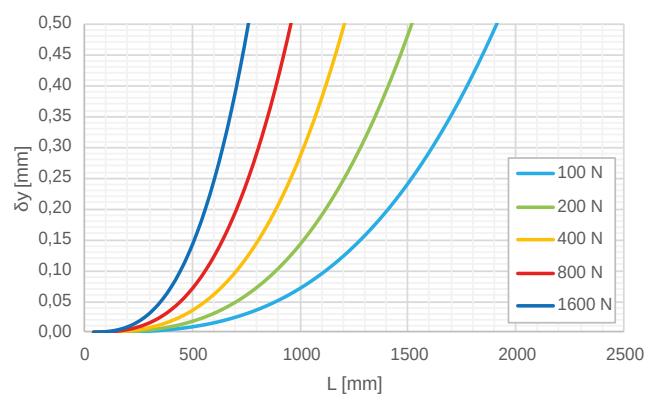
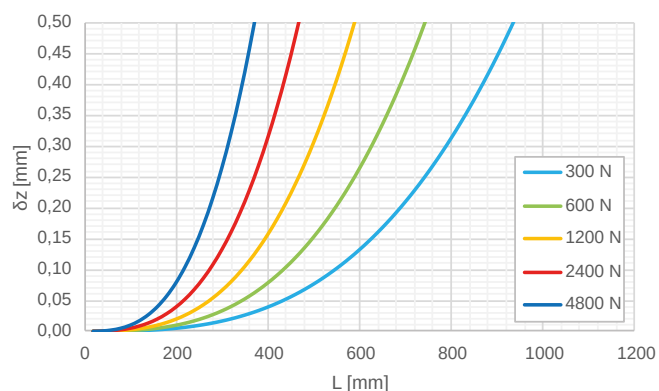


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

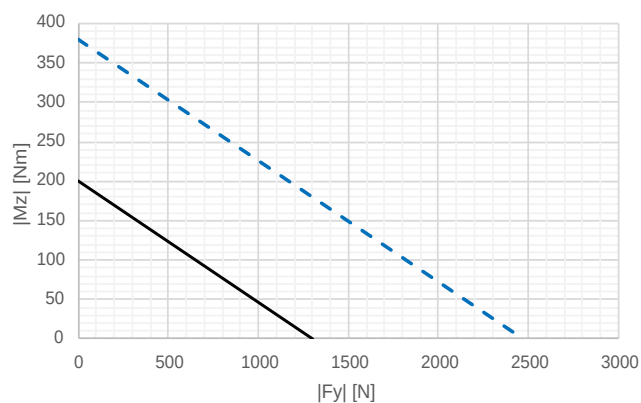
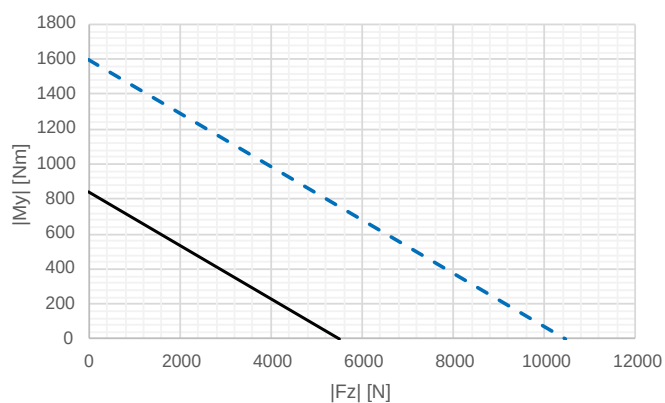
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

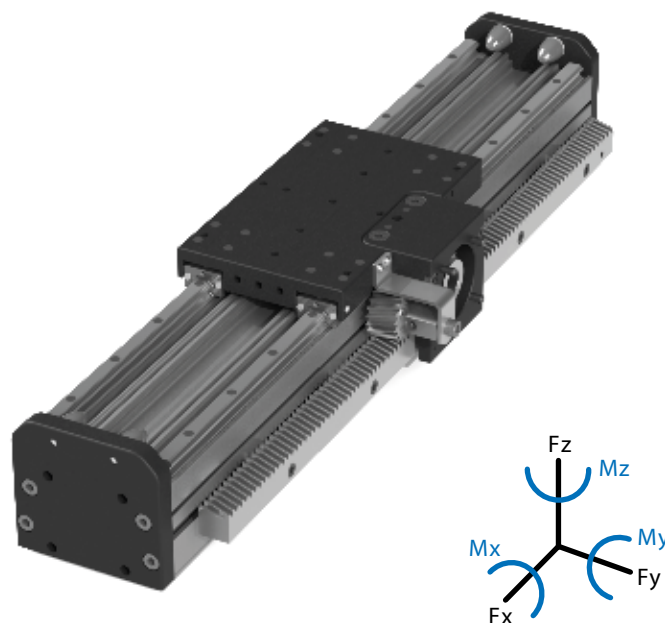
In case of combined stress contact our technical department.

MODELLO / MODEL
AMR120CB

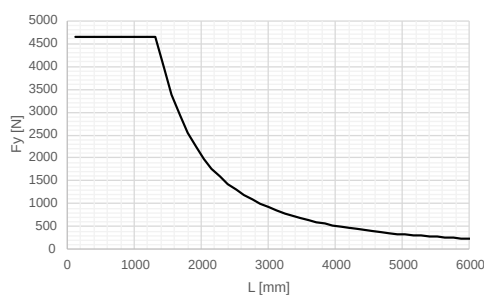
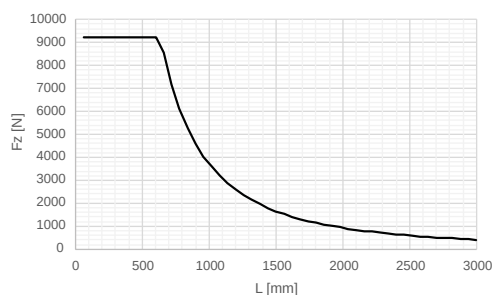
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	8,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,5
Massa carro Carriage's mass	[Kg]	3,35
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	133,328
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	381
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	787

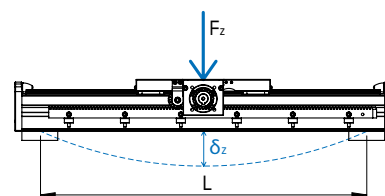
* I valori sono da considerarsi indicativi.
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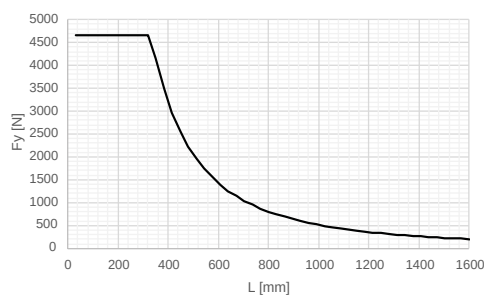
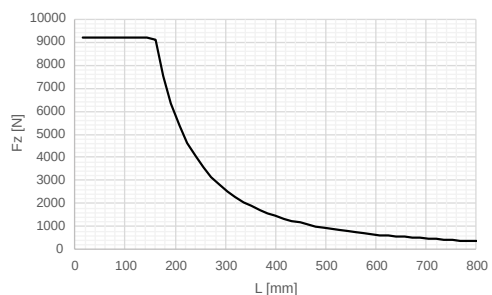
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



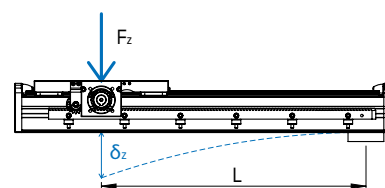
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

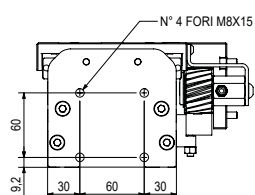
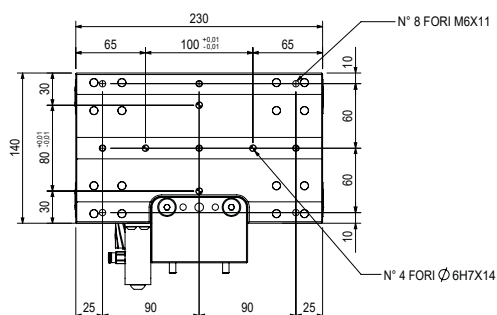
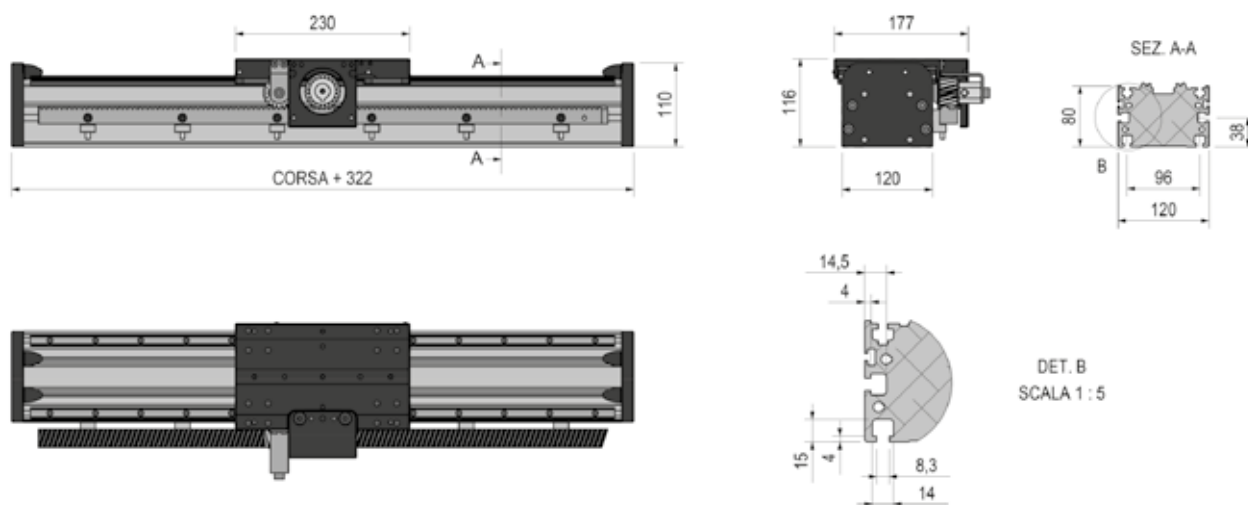


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

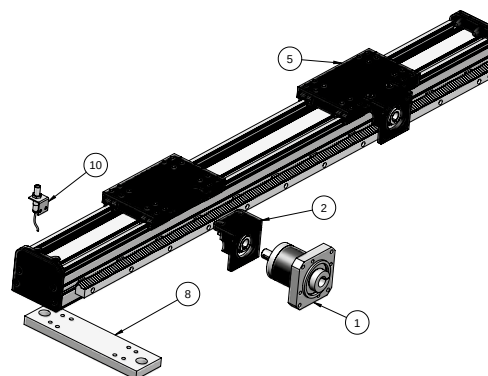


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF65

Accessori Accessories	Cinghia Belt	Vite Ball screw	Crema-gliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

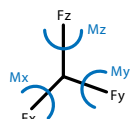
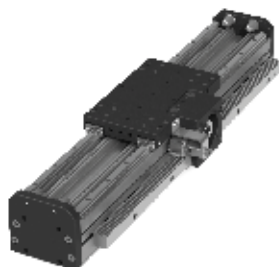
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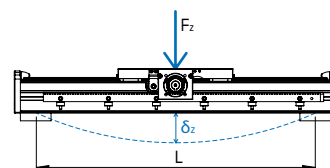
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MODELLO / MODEL
AMR120CB

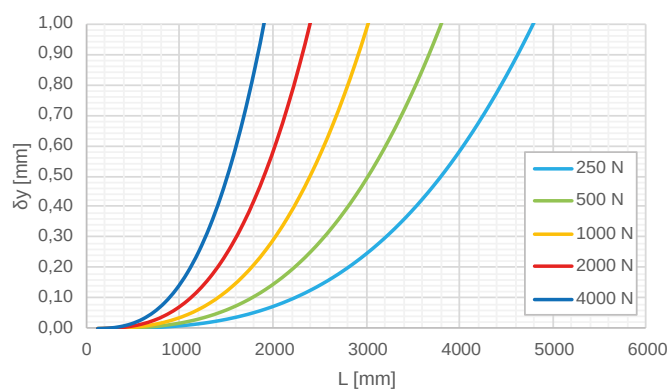
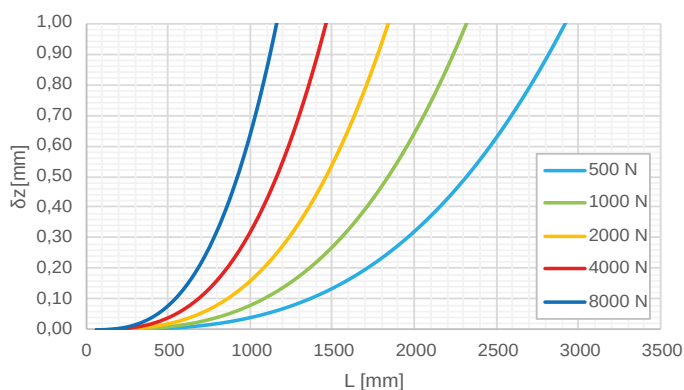


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

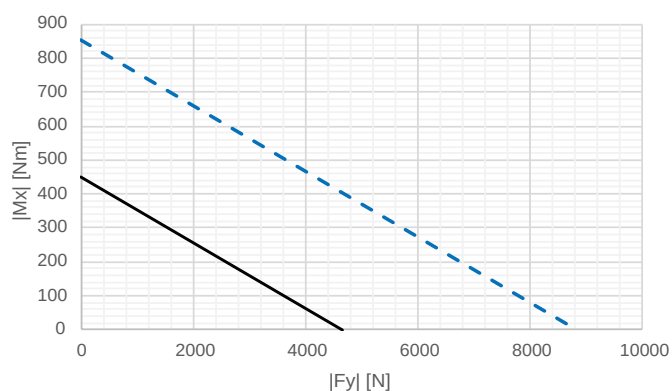
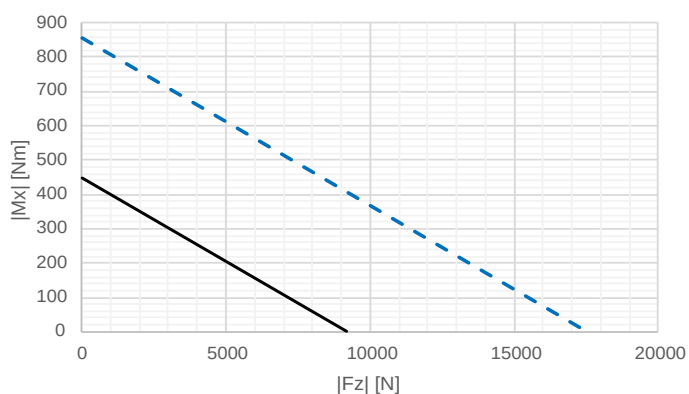
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

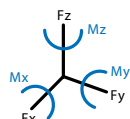
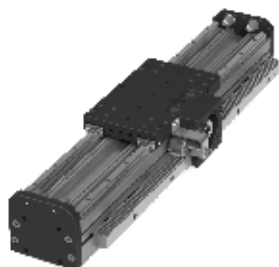
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

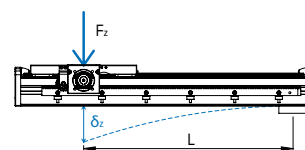
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

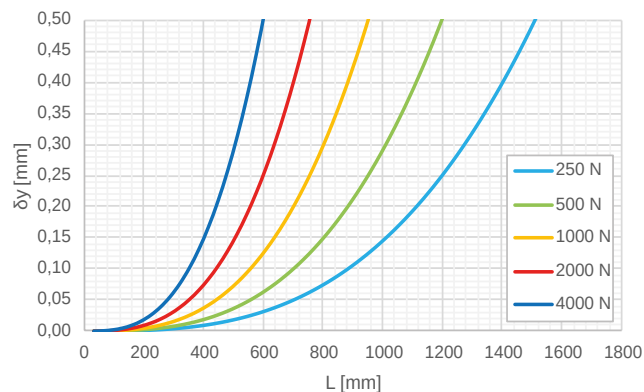
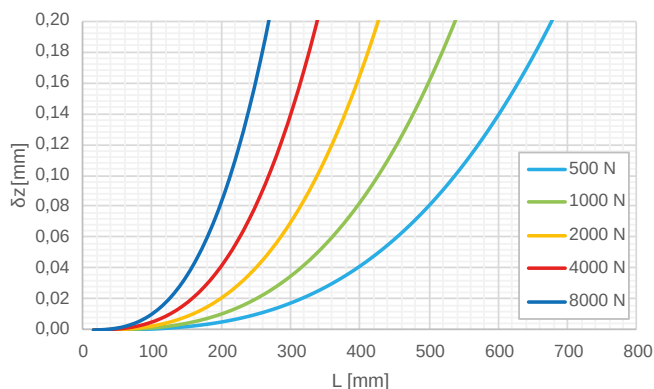
MODELLO / MODEL
AMR120CB



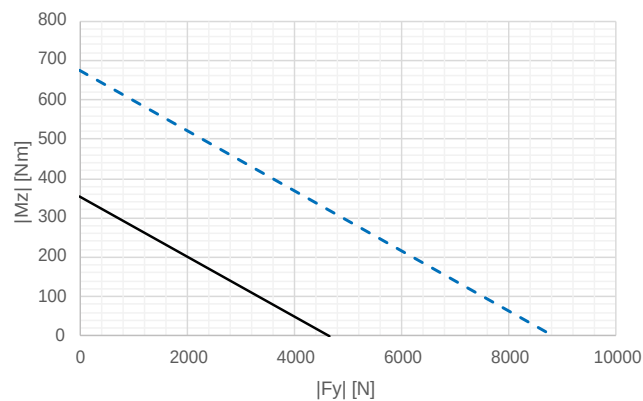
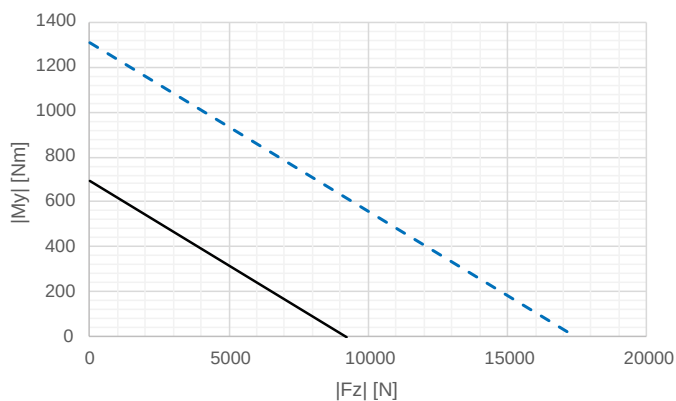
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

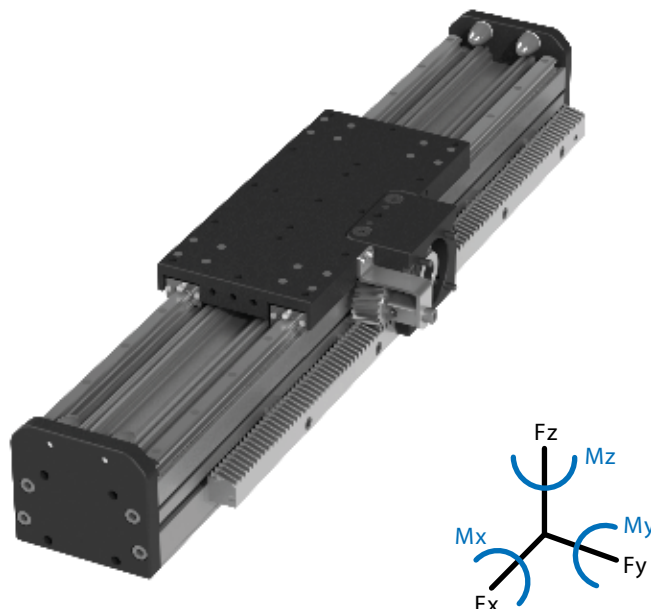
In case of combined stress contact our technical department.

MODELLO / MODEL
AMR120LB

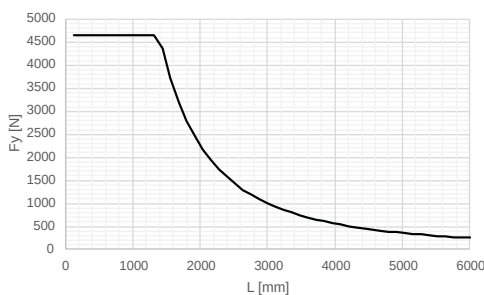
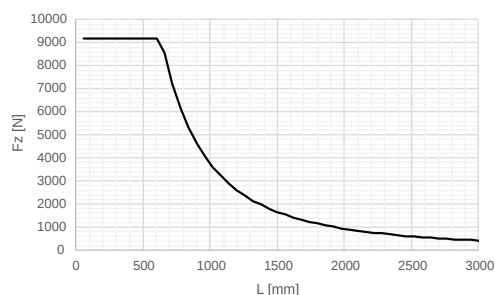
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	10,1
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,5
Massa carro Carriage's mass	[Kg]	3,95
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	133,328
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	381
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	787

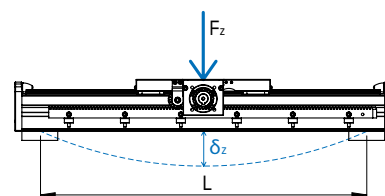
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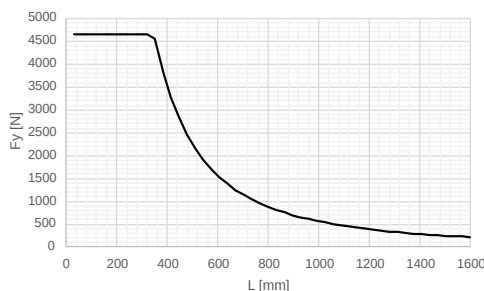
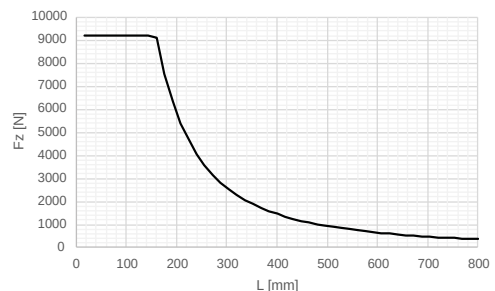
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



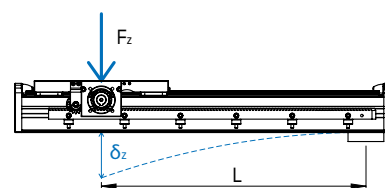
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

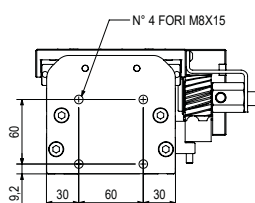
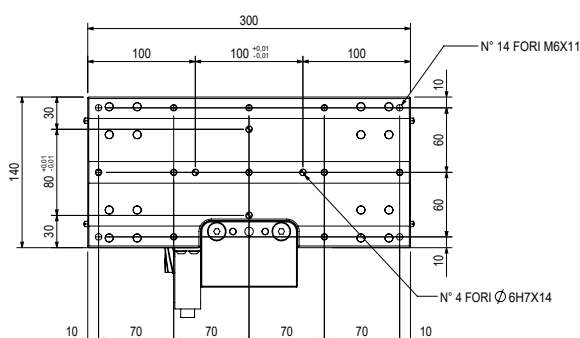
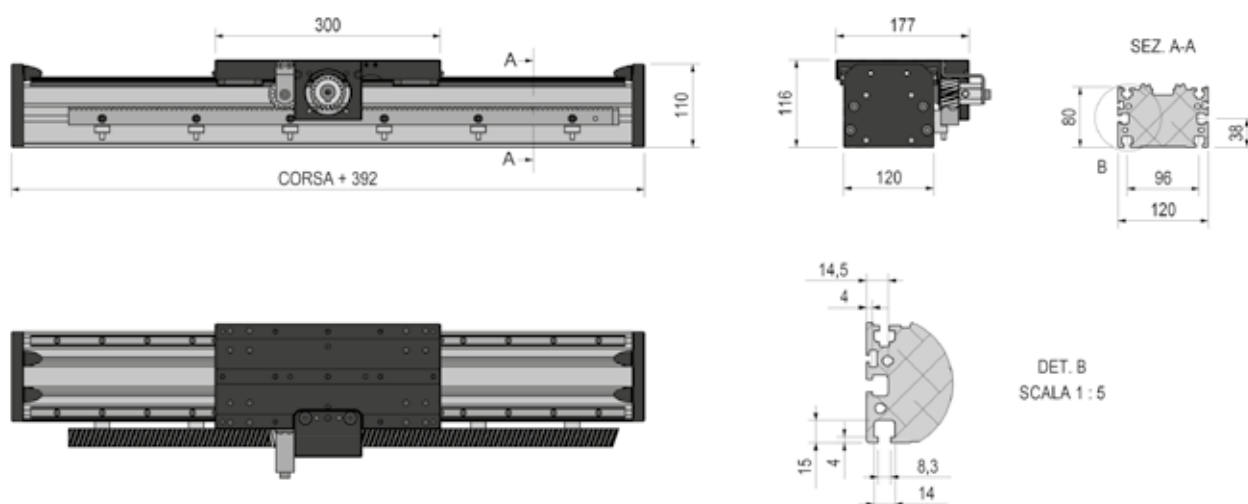


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

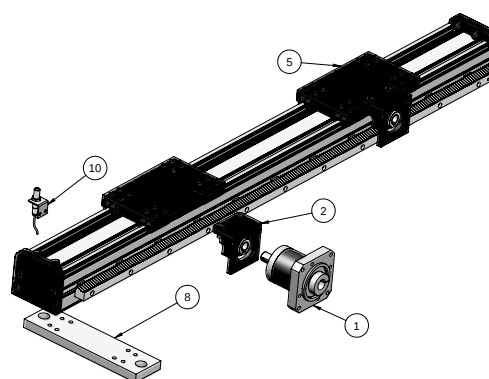


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF65

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

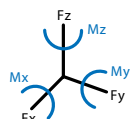
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



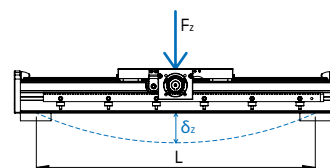
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR120LB

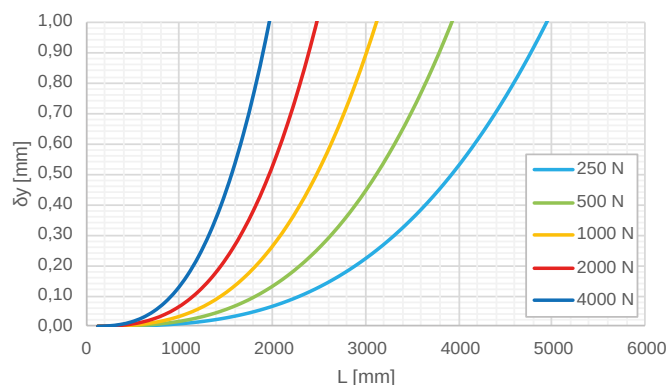
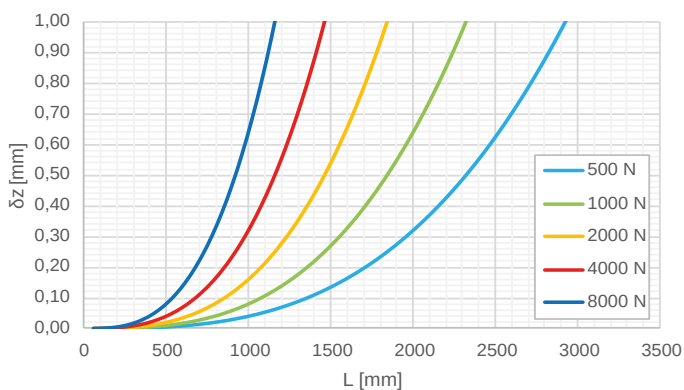


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

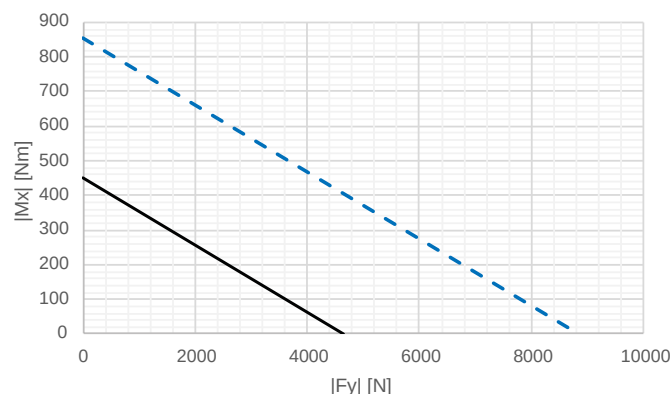
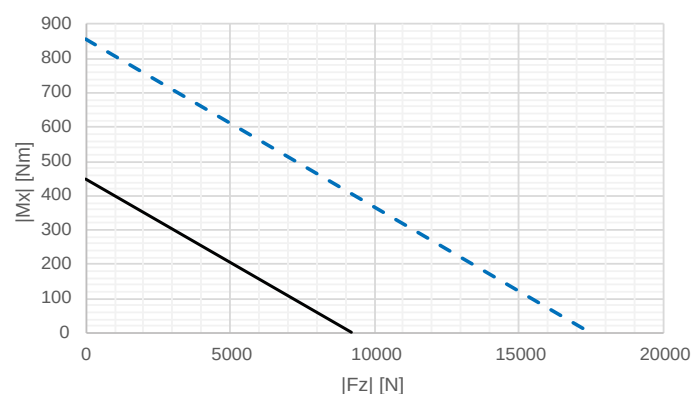
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

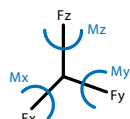
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

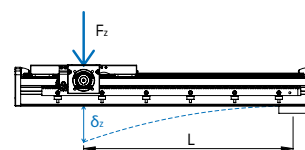
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

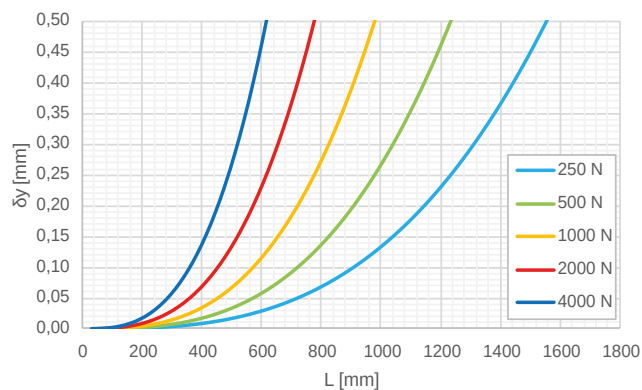
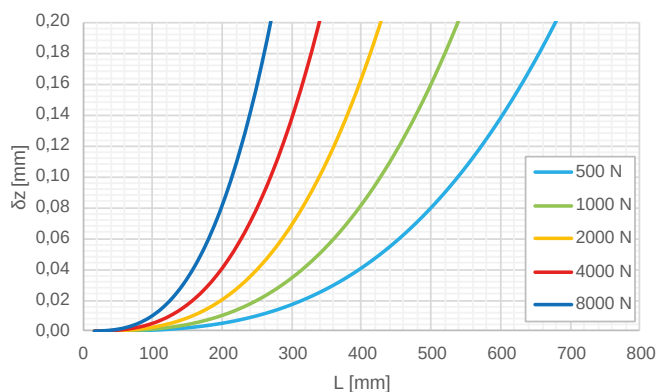
MODELLO / MODEL
AMR120LB



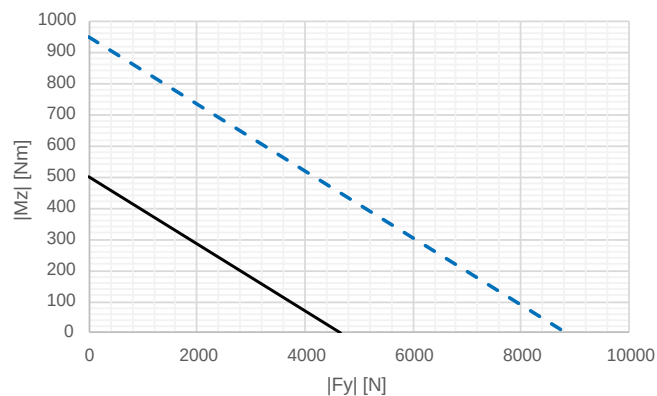
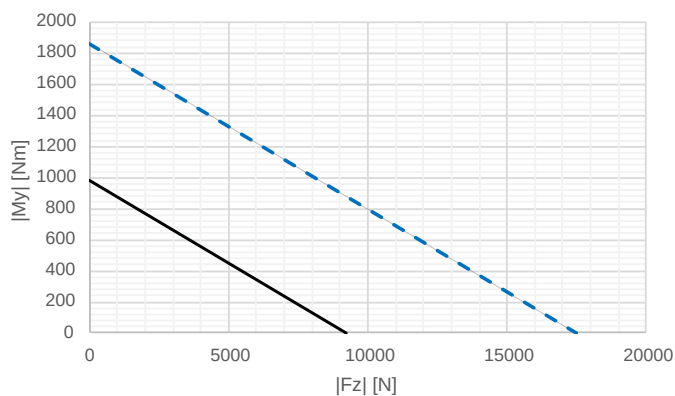
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

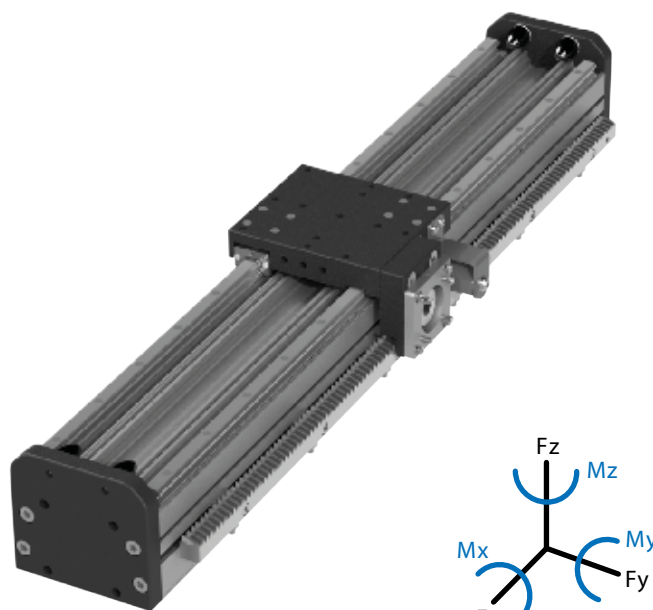
In case of combined stress contact our technical department.

MODELLO / MODEL
AMR121SB

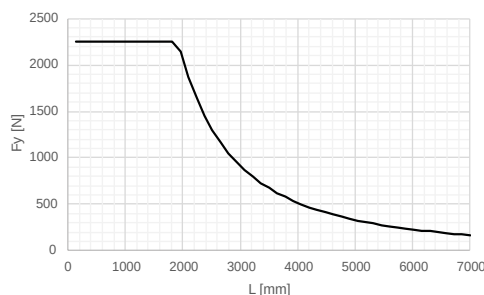
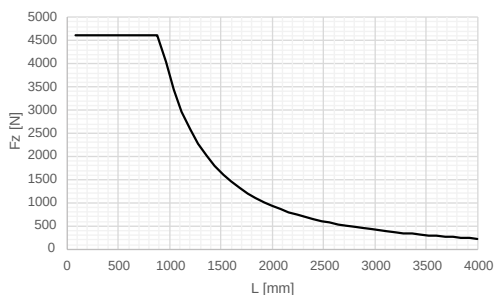
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	5,7
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,25
Massa carro <i>Carriage's mass</i>	[Kg]	2,5
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	± 0,023
Sviluppo pignone <i>Pinion primitive circumference</i>	[mm/giro]	149,975
Modulo ingranaggio <i>Gear module</i>	[-]	1,5
Tipo cremagliera** <i>Rack features</i>	Denti obliqui classe precisione Q6 <i>Helix tooth accuracy class Q6</i>	
Forza massima di avanzamento* <i>Maximum feed force</i>	[N]	2300
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	381
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	787

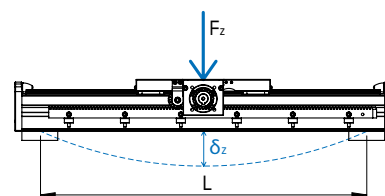
* I valori sono da considerarsi indicativi.
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*Values should be considered as an indication.
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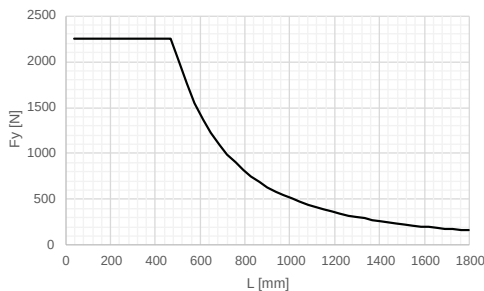
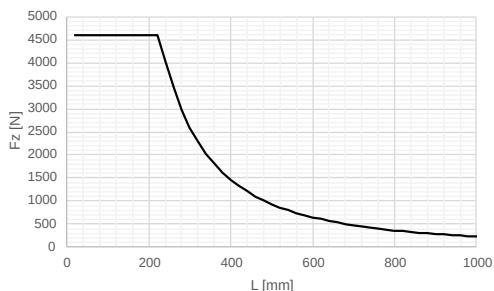
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



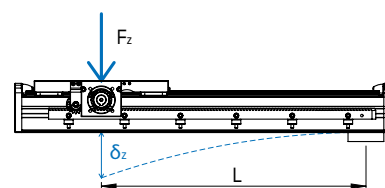
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

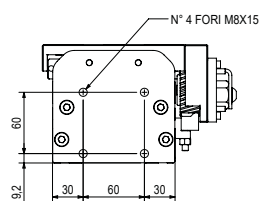
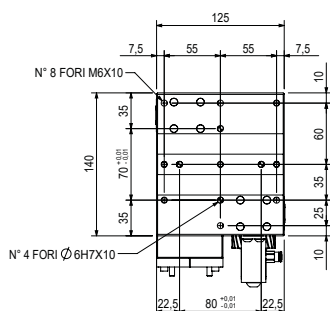
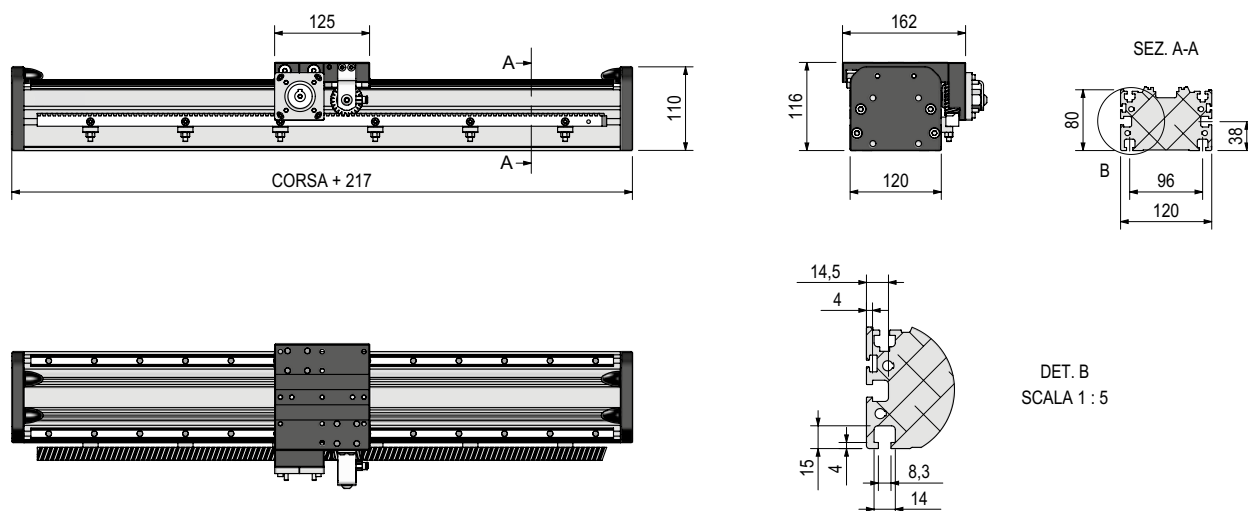


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

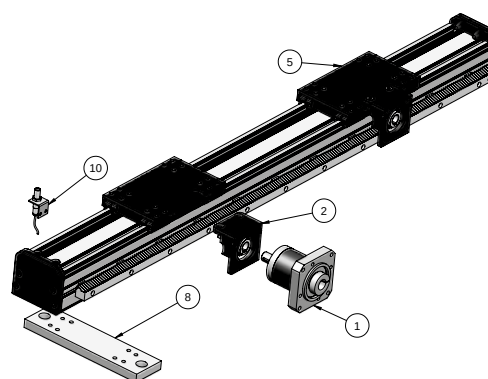


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF55

Accessori Accessories	Cinghia Belt	Vite Ball screw	Crema- glia Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

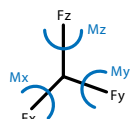
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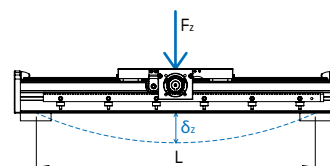
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MODELLO / MODEL
AMR121SB

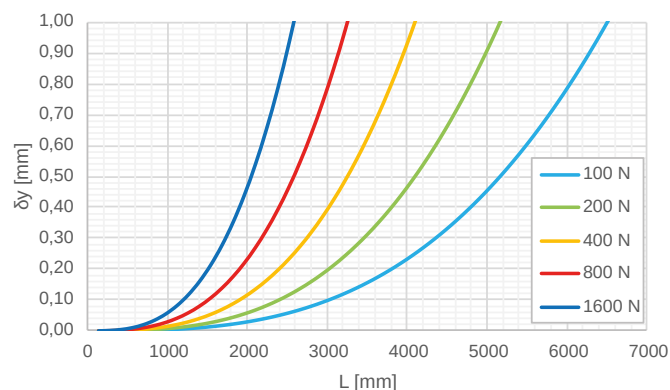
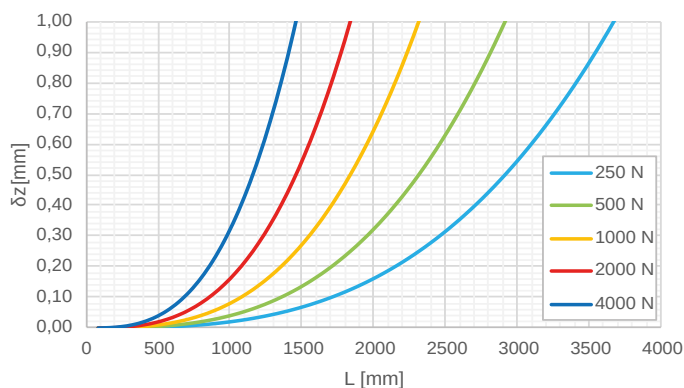


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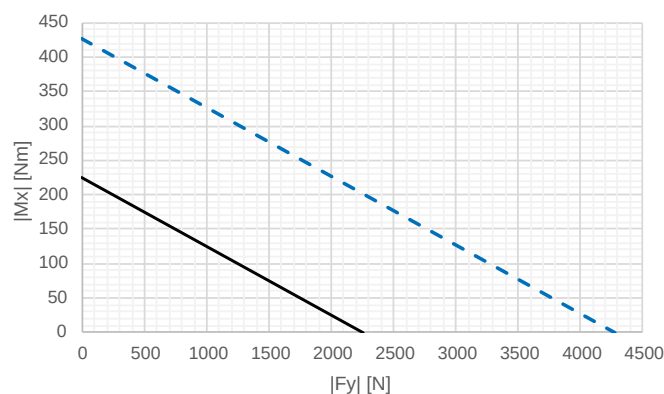
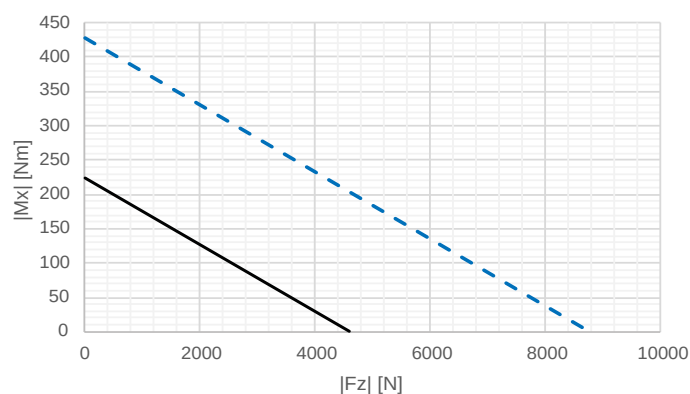
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

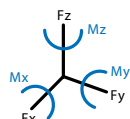
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

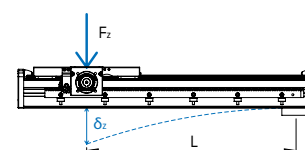
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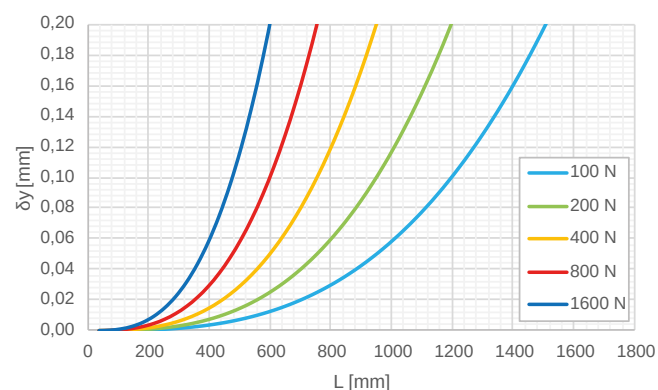
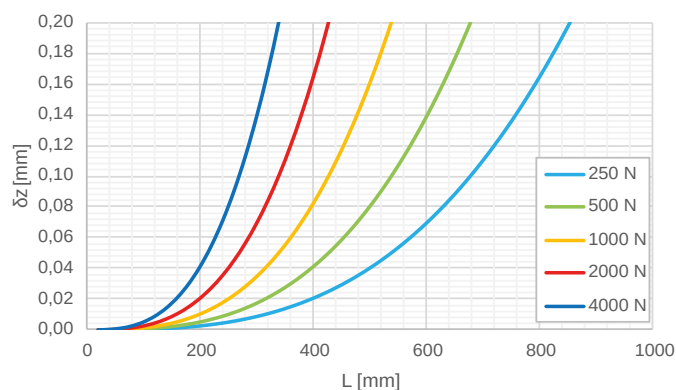
MODELLO / MODEL
AMR121SB



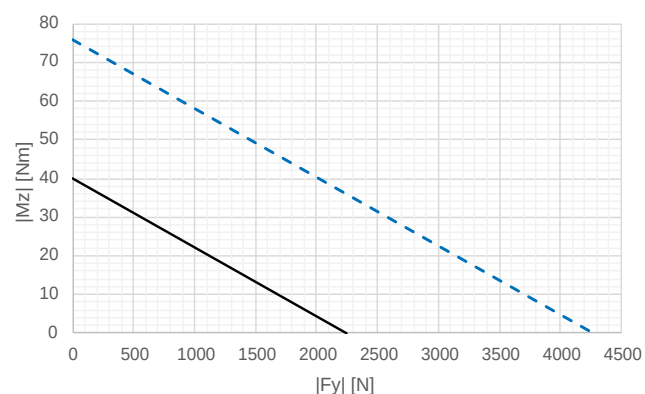
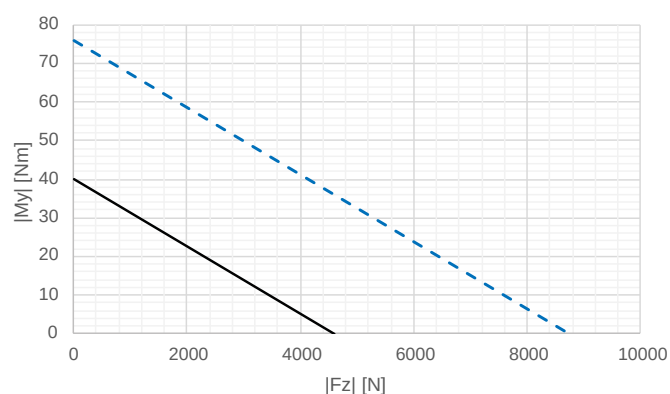
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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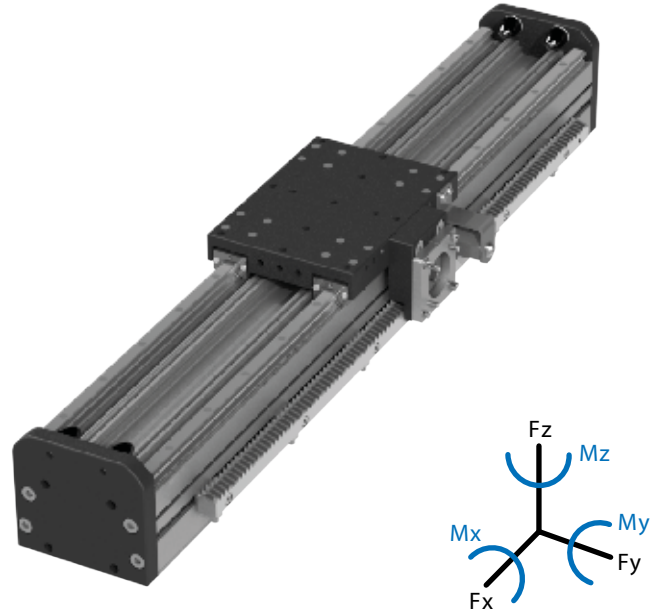
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MODELLO / MODEL
AMR121CB

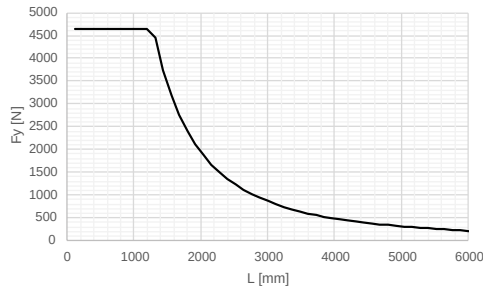
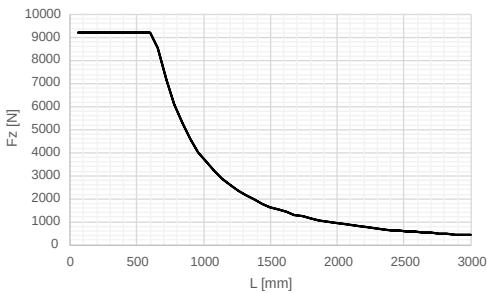
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	7,5
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,25
Massa carro <i>Carriage's mass</i>	[Kg]	3,5
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	± 0,023
Sviluppo pignone <i>Pinion primitive circumference</i>	[mm/giro]	149,975
Modulo ingranaggio <i>Gear module</i>	[-]	1,5
Tipo cremagliera** <i>Rack features</i>	Denti obliqui classe precisione Q6 <i>Helix tooth accuracy class Q6</i>	
Forza massima di avanzamento* <i>Maximum feed force</i>	[N]	2300
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	381
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	787

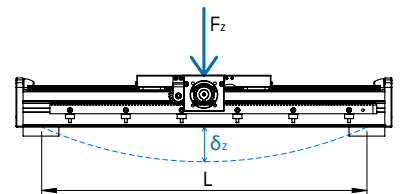
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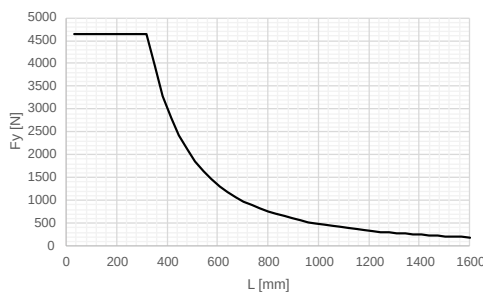
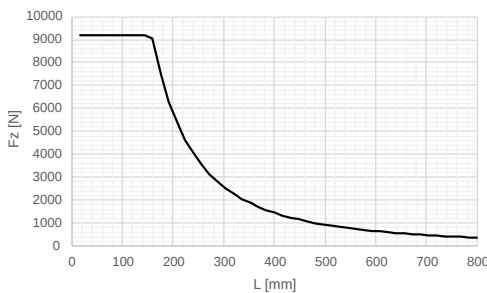
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



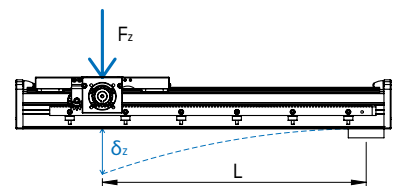
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

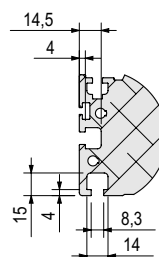
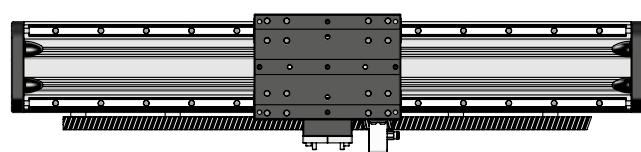
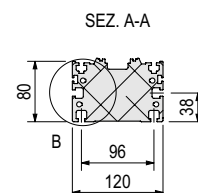
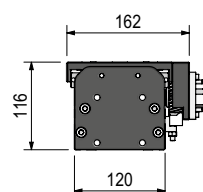
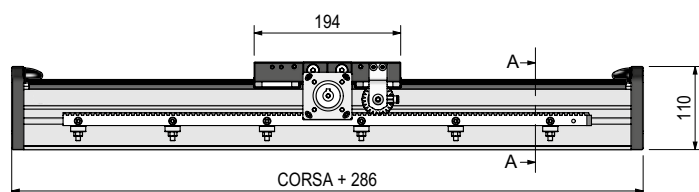


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

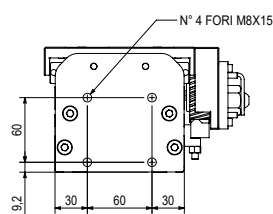
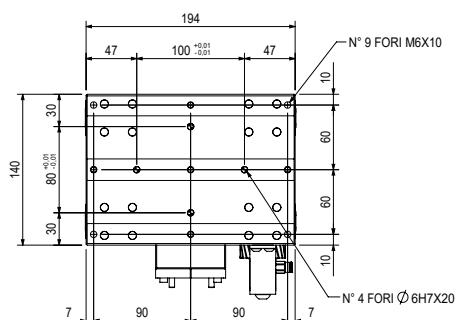


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DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5

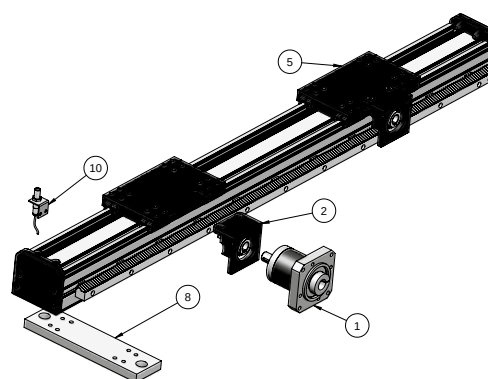


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF55

Accessori Accessories	Cinghia Belt	Vite Ball screw	Crema-gliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

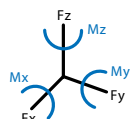
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



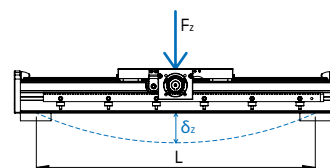
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR121CB

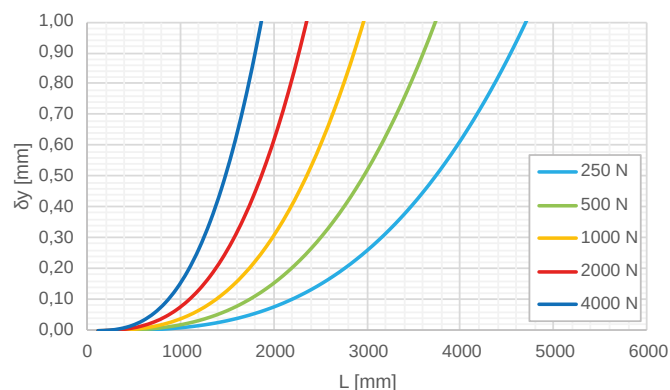
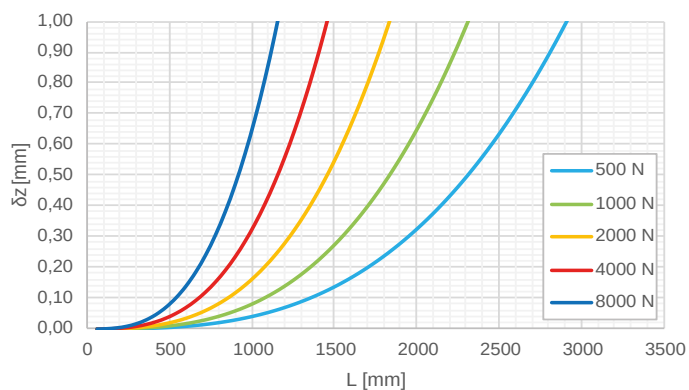


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

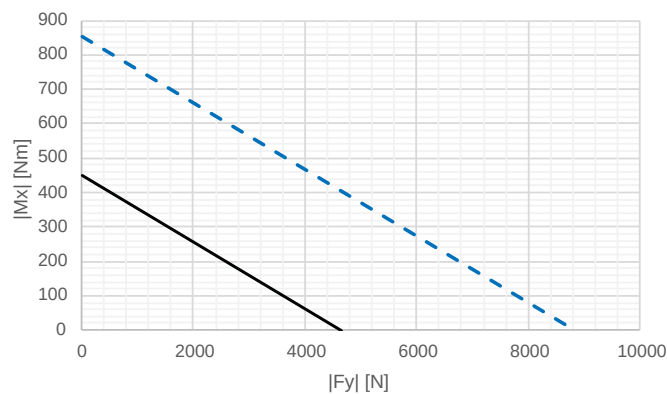
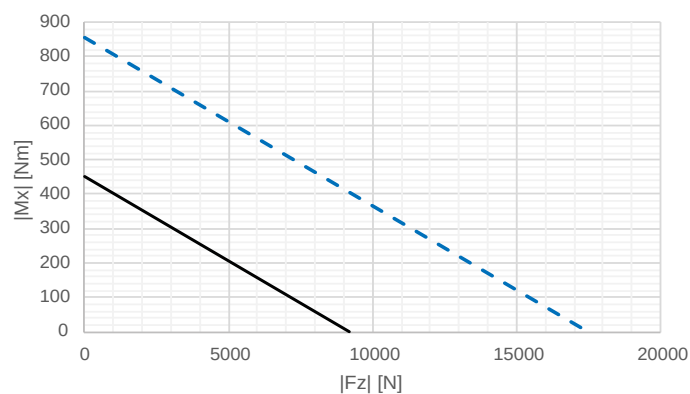
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

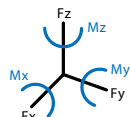
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

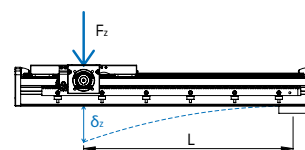
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

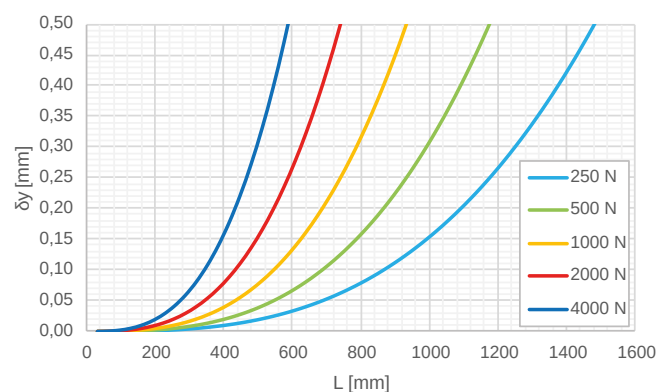
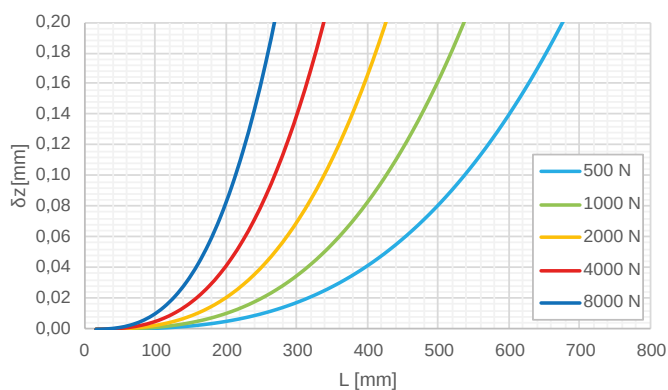
MODELLO / MODEL
AMR121CB



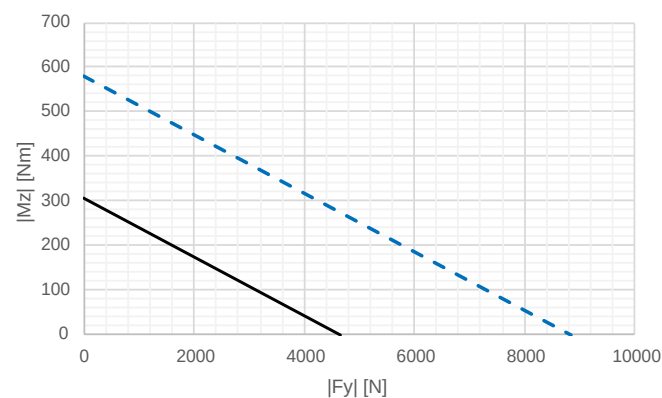
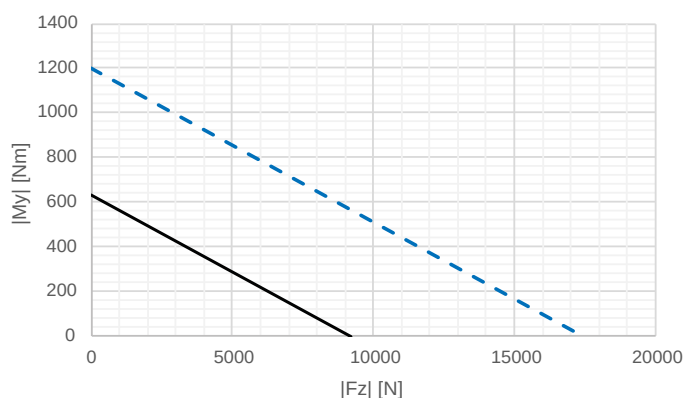
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

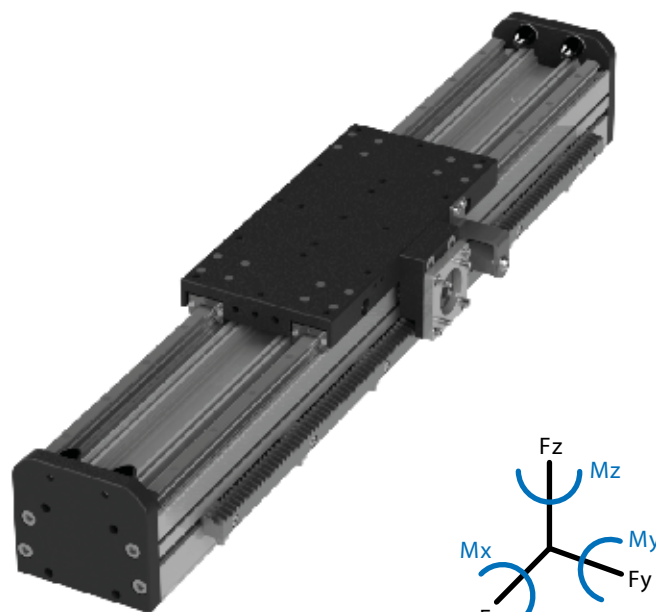
In case of combined stress contact our technical department.

MODELLO / MODEL AMR121LB

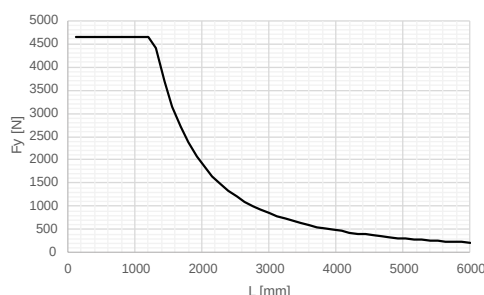
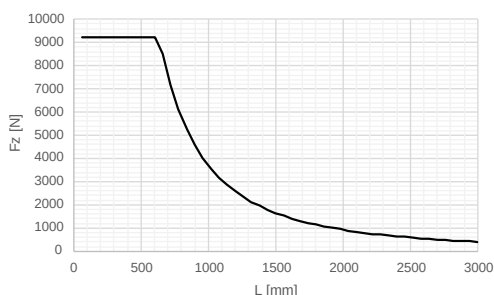
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	9,5
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,25
Massa carro <i>Carriage's mass</i>	[Kg]	4,5
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	± 0,023
Sviluppo pignone <i>Pinion primitive circumference</i>	[mm/giro]	149,975
Modulo ingranaggio <i>Gear module</i>	[-]	1,5
Tipo cremagliera** <i>Rack features</i>	Denti obliqui classe precisione Q6 <i>Helix tooth accuracy class Q6</i>	
Forza massima di avanzamento* <i>Maximum feed force</i>	[N]	2300
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	381
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	787

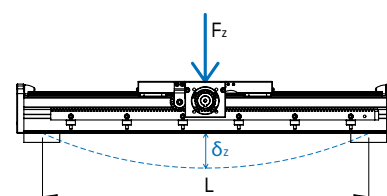
* I valori sono da considerarsi indicativi.
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*Values should be considered as an indication.
Higher performance are possible. Please Contact our technical department.*



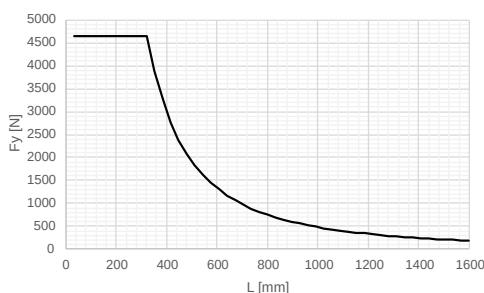
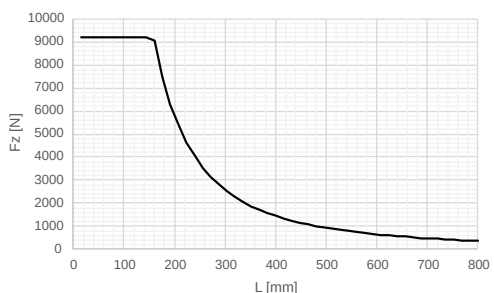
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



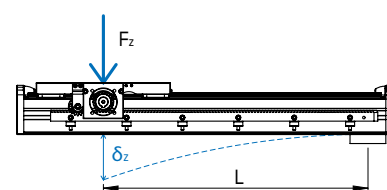
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

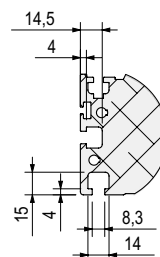
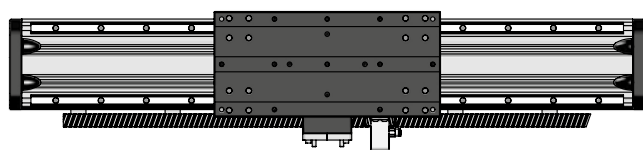
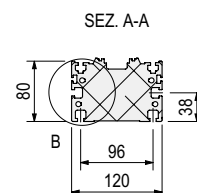
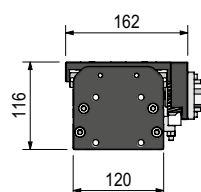
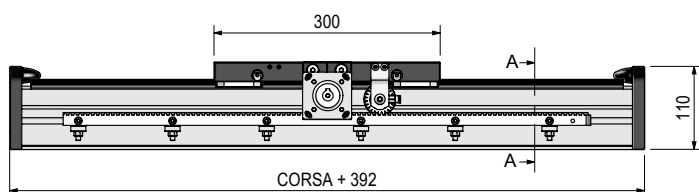


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

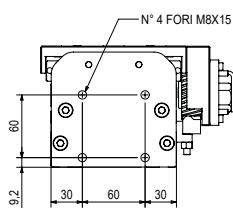
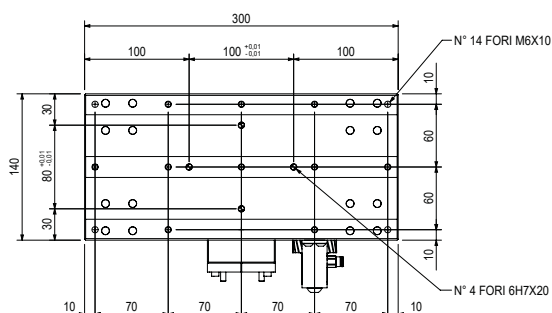


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We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1:5

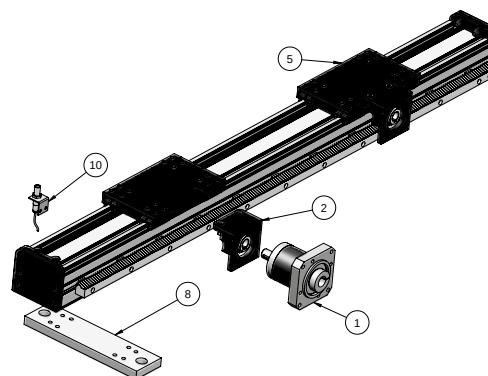


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF55

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

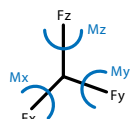
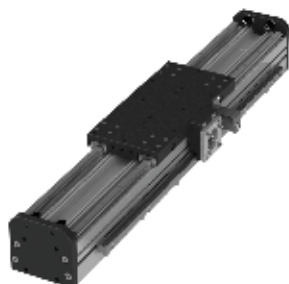
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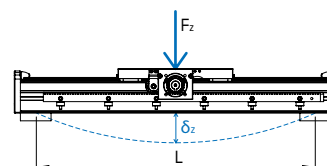
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MODELLO / MODEL
AMR121LB

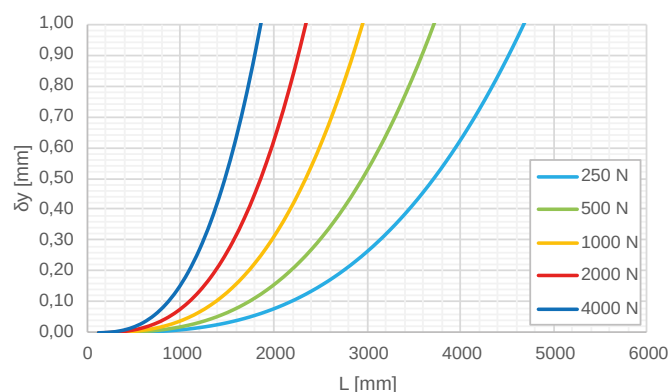
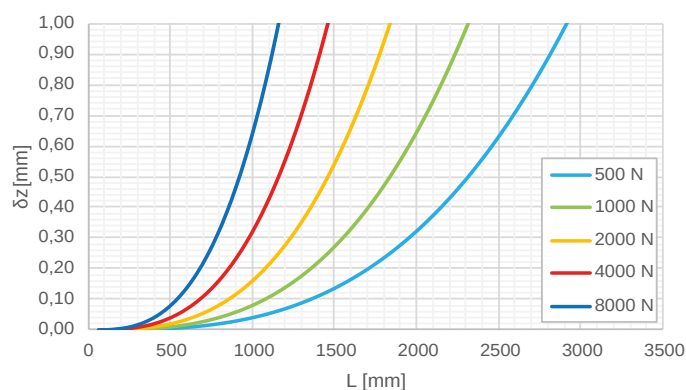


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

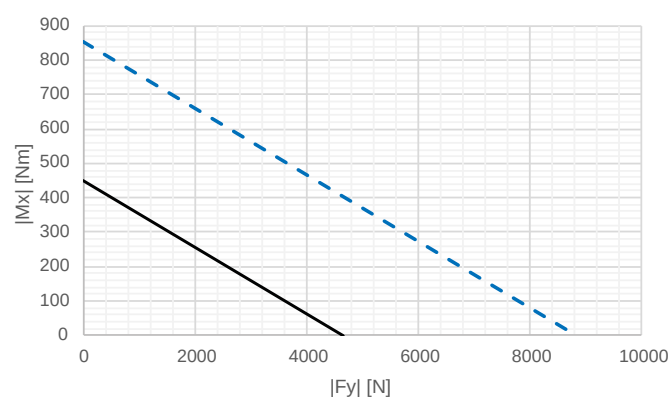
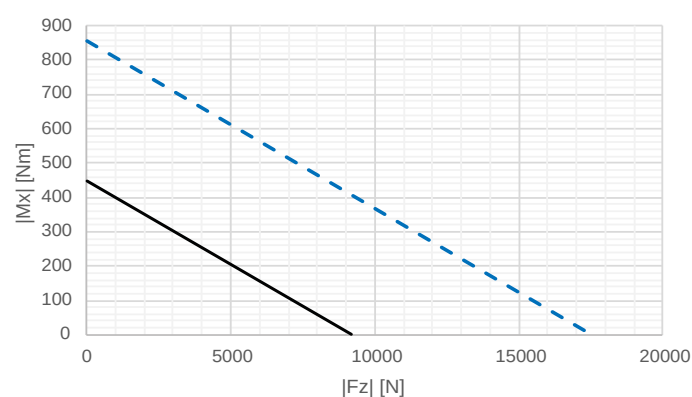
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

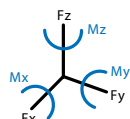
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

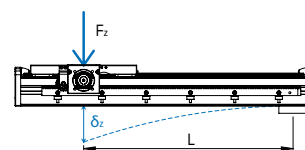
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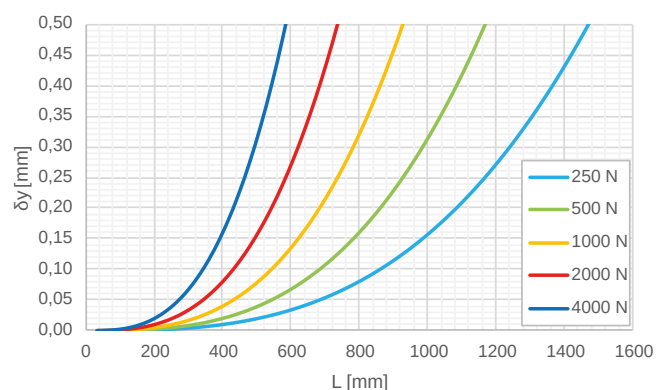
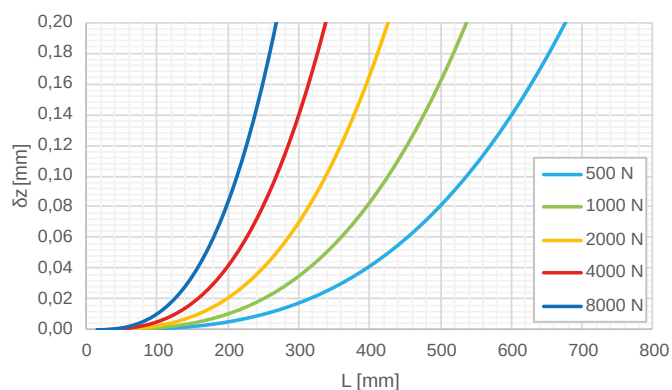
MODELLO / MODEL
AMR121LB



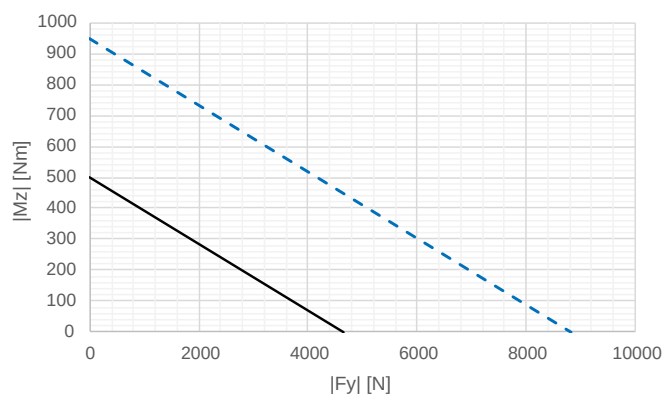
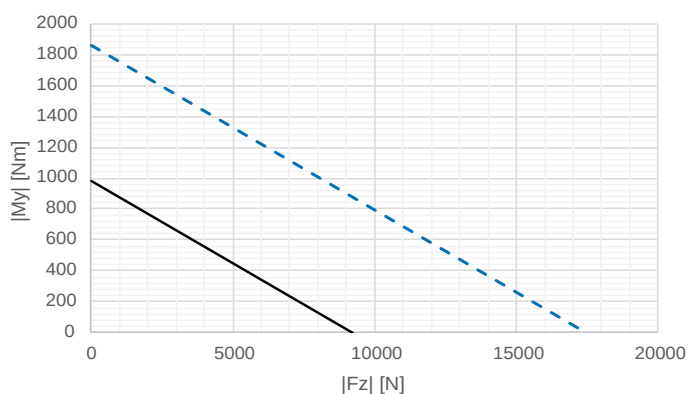
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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Emergency stop max 100 times during service life.

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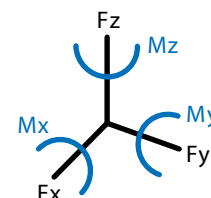
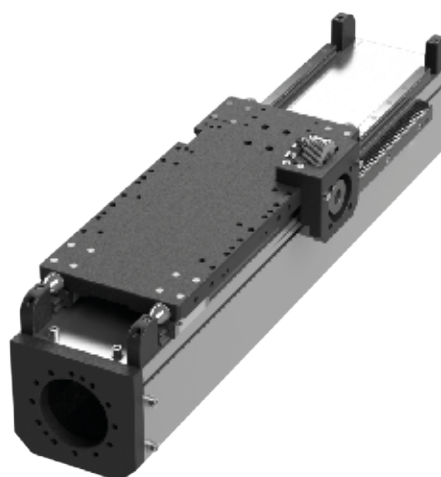
MODELLO / MODEL

AMR200FBS

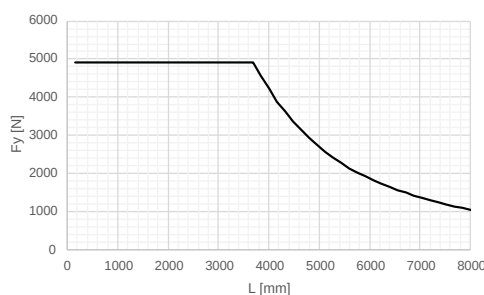
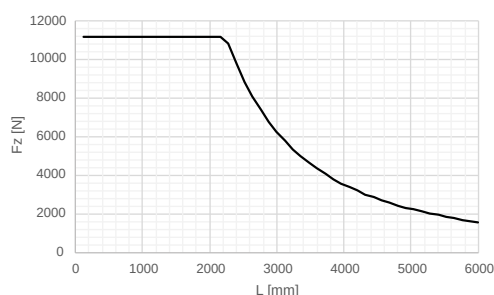
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	33,15
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,1
Massa carro Carriage's mass	[Kg]	12,65
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	219,990
Modulo ingranaggio Gear module	[-]	3
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	8000
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	5657
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	6787

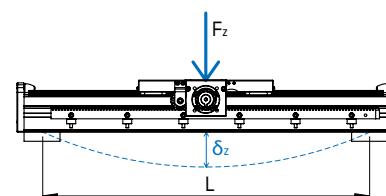
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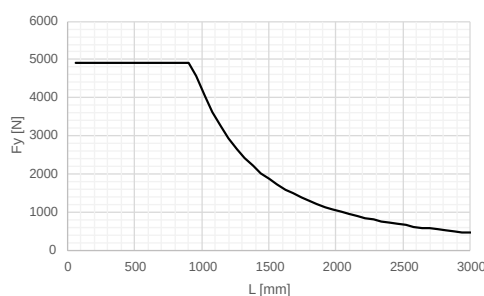
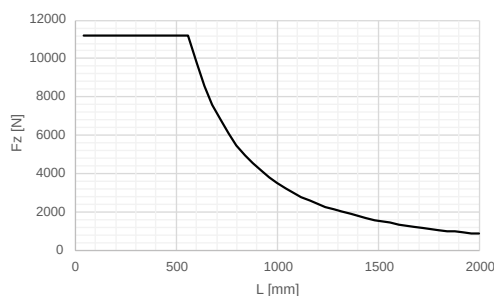
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



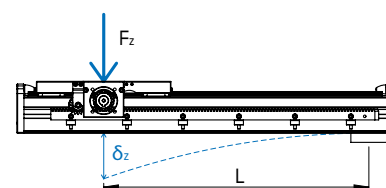
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

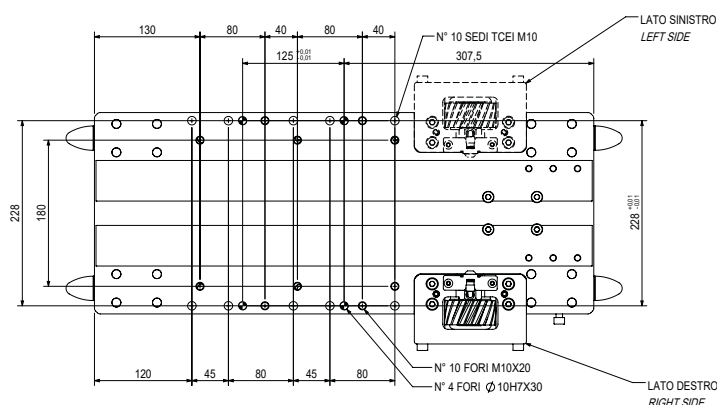
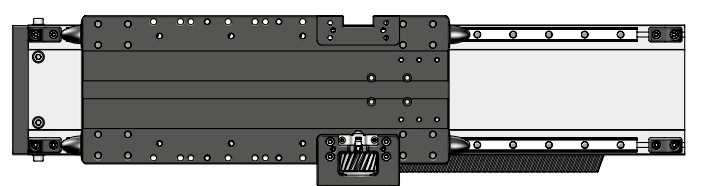
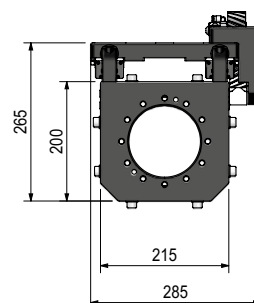
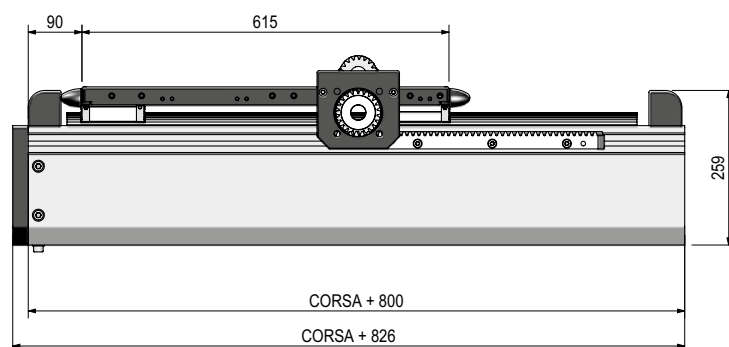


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

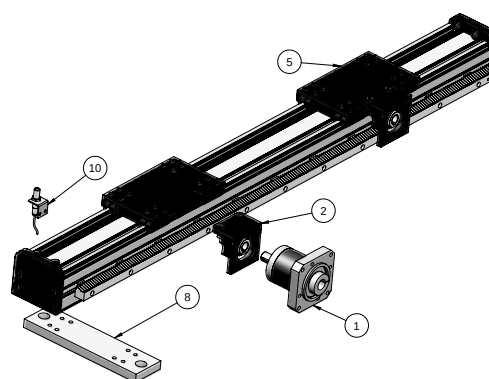


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF80

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

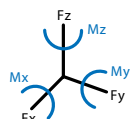
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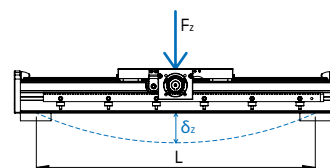
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR200FBS

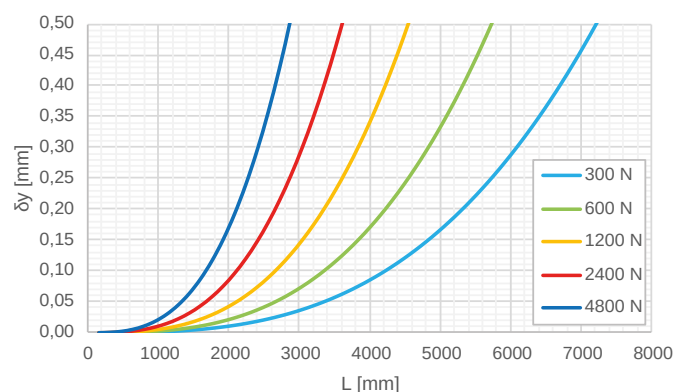
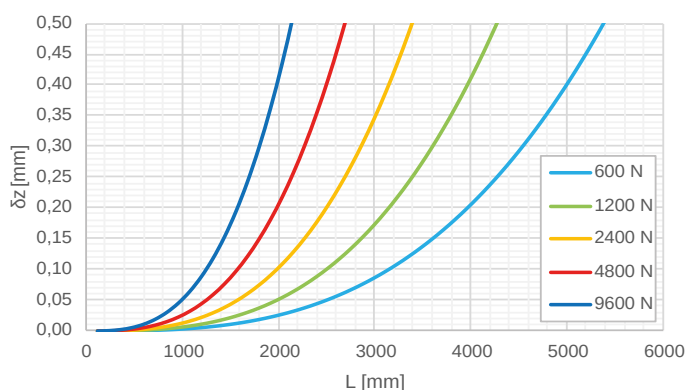


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

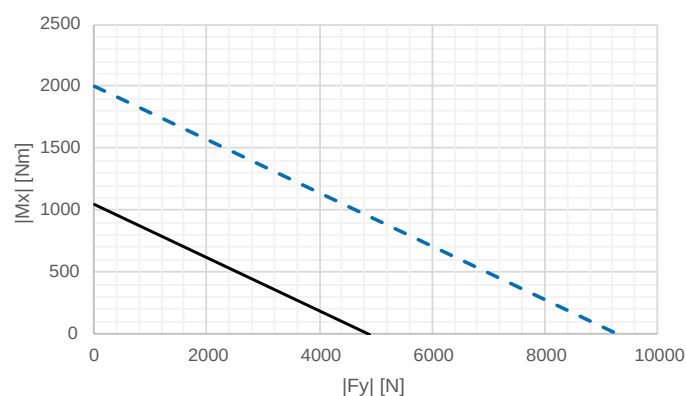
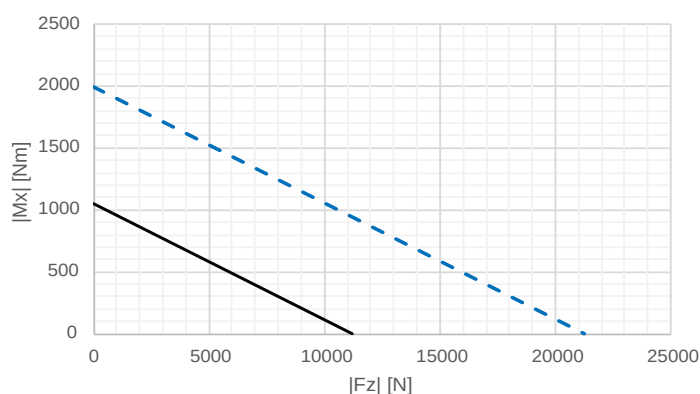
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

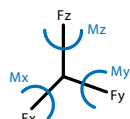
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

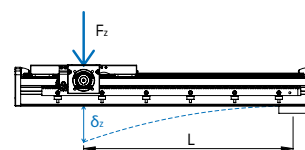
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

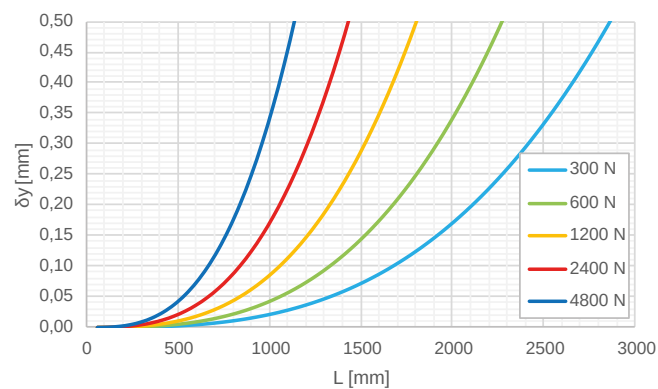
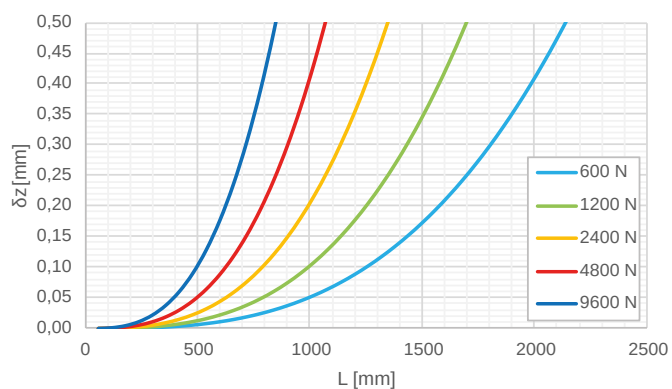
MODELLO / MODEL
AMR200FBS



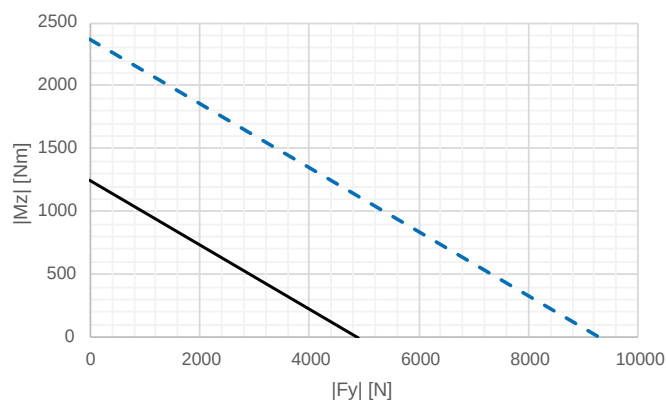
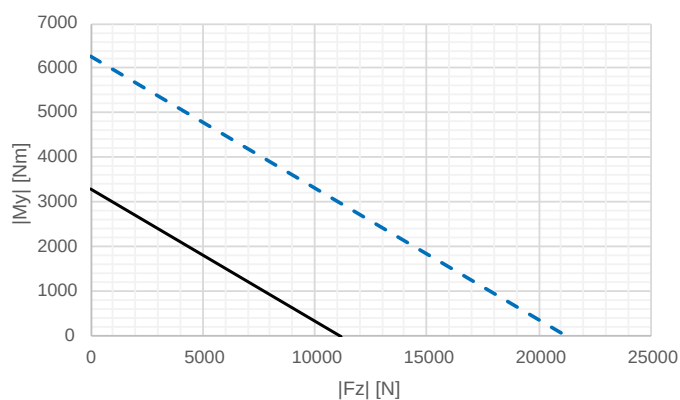
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

	AMR	204	FBS	01500	-	D	M4	Q7	-	XX
TIPO UNITÀ / MODEL										
AMR	Unità lineare a cremagliera <i>Rack and pinion linear unit</i>									
TAGLIA / SIZE										
204	Profilo larghezza 200 mm <i>Profile width 200 mm</i>									
TIPOLOGIA CARRO PER UNITÀ AMR204 CARRIAGE TYPE FOR AMR204										
FBS	Carro standard fisso biguida laterale e profilo mobile <i>Fixed standard carriage with lateral dual guide rail and mobile profile</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TIPOLOGIA DENTI CREMAGLIERA RACK TYPE										
D	Denti dritti <i>Straight teeth</i>									
MODULO CREMAGLIERA PER UNITÀ AMR204 RACK MODULE FOR MODEL AMR204										
M4	Modulo cremagliera M4 <i>Rack module M4</i>									
QUALITÀ CREMAGLIERA RACK QUALITY CLASS										
Q7	Errore passo -0,008/0,008 mm Errore totale -0,035/0,035 al mt <i>Pitch error -0,008/0,008 mm Total error -0,035/0,035 x mt</i>									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard <i>Standard configuration</i>									
C	Configurazione personalizzata <i>Custom configuration</i>									

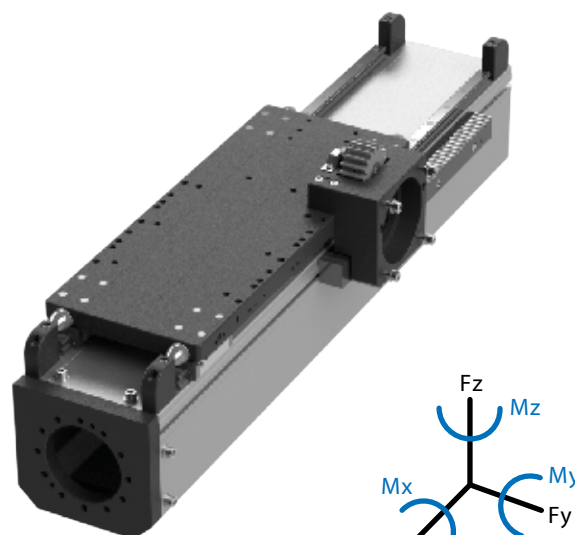
MODELLO / MODEL

AMR204FBS

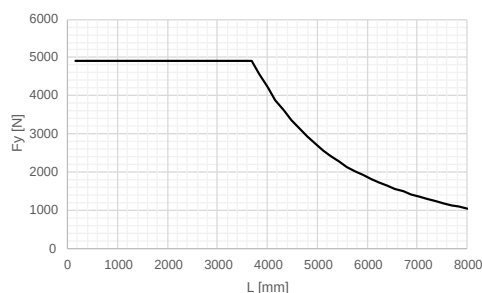
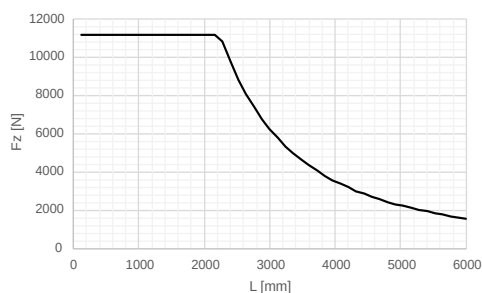
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	49,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,6
Massa carro Carriage's mass	[Kg]	18,3
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	238.761
Modulo ingranaggio Gear module	[-]	4
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q7 Helix tooth accuracy class Q7	
Forza massima di avanzamento* Maximum feed force	[N]	16800
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	5657
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	6787

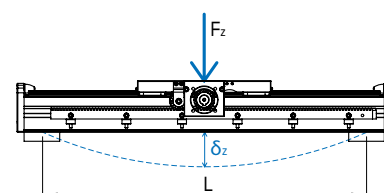
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
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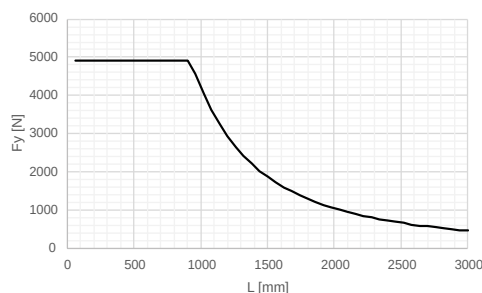
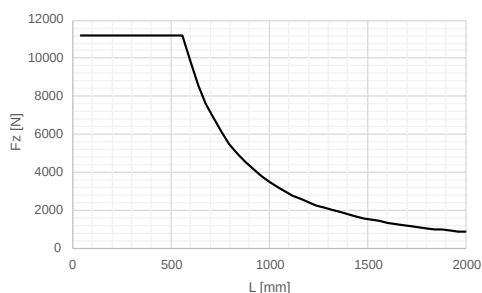
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



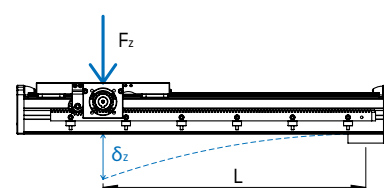
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

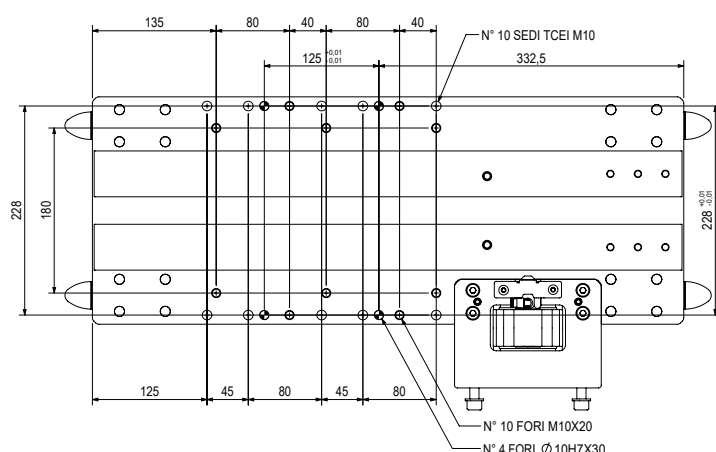
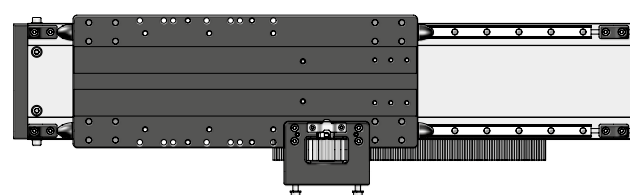
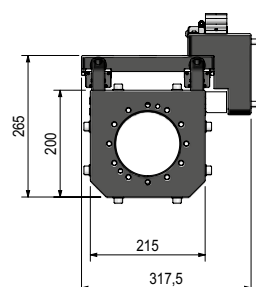
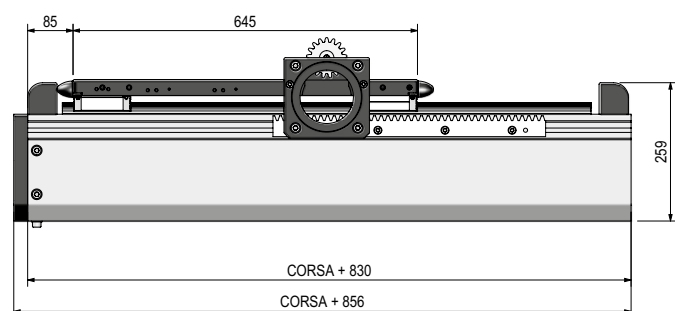


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

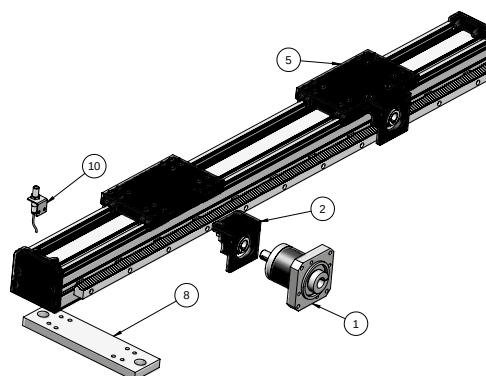


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF60

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

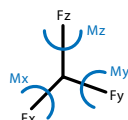
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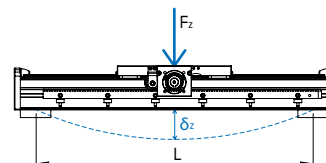
MODELLO / MODEL

AMR204FBS

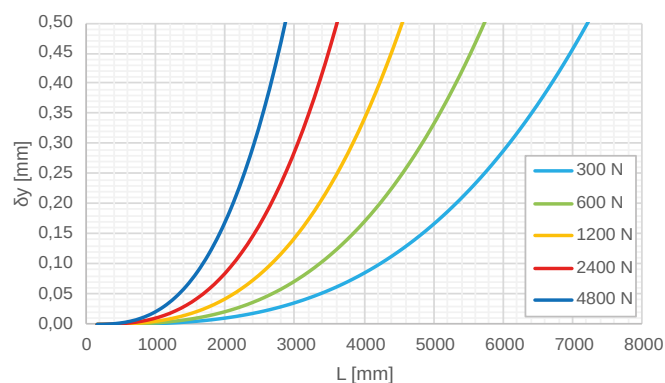
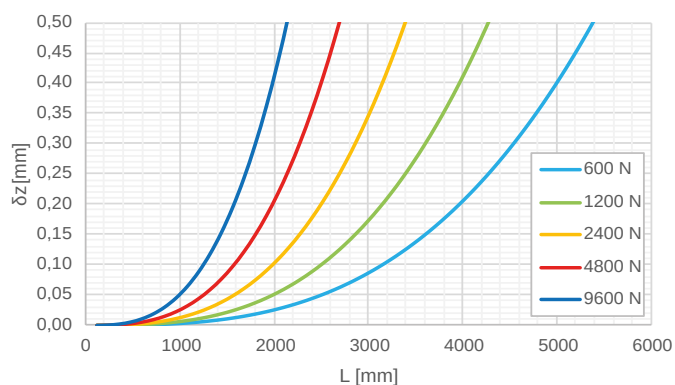


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

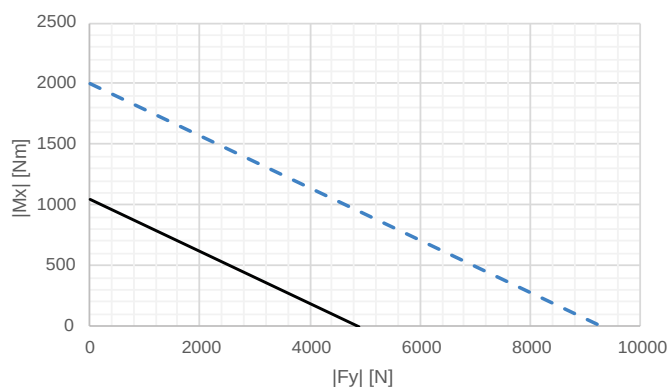
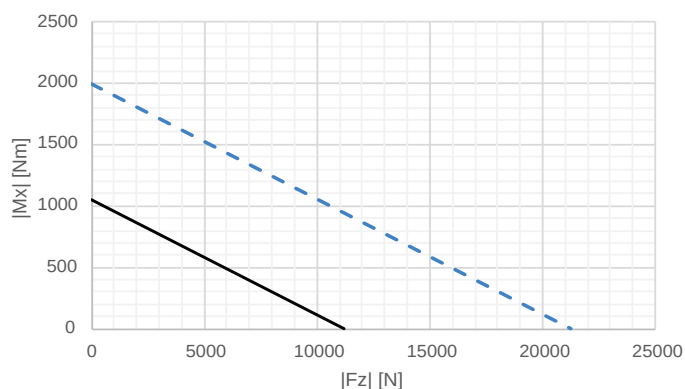
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



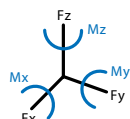
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

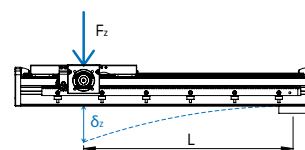
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In case of combined stress contact our technical department.

MODELLO / MODEL

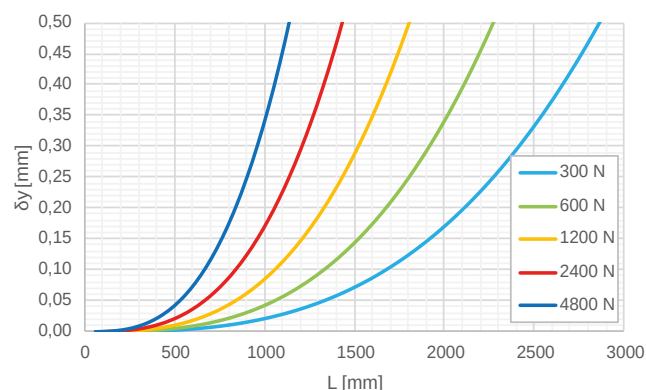
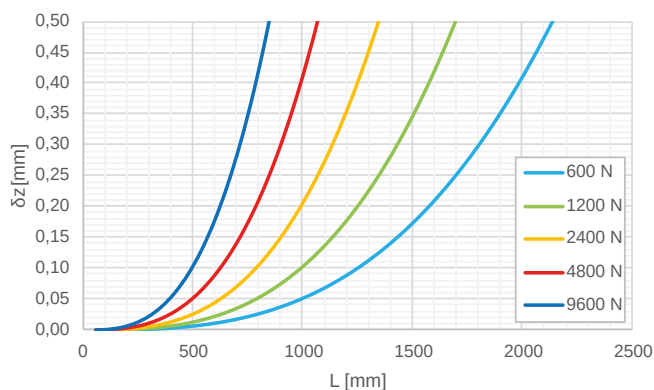
AMR204FBS



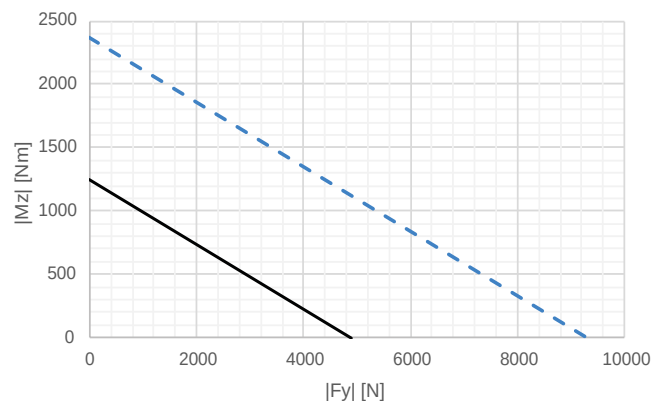
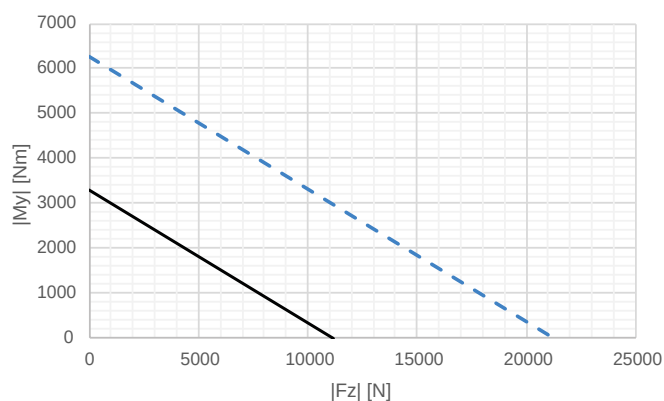
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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Emergency stop max 100 times during service life.

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SERIE AMR

180 - 181

182 - 183

CODIFICA UNITÀ LINEARI

TYPE CODES



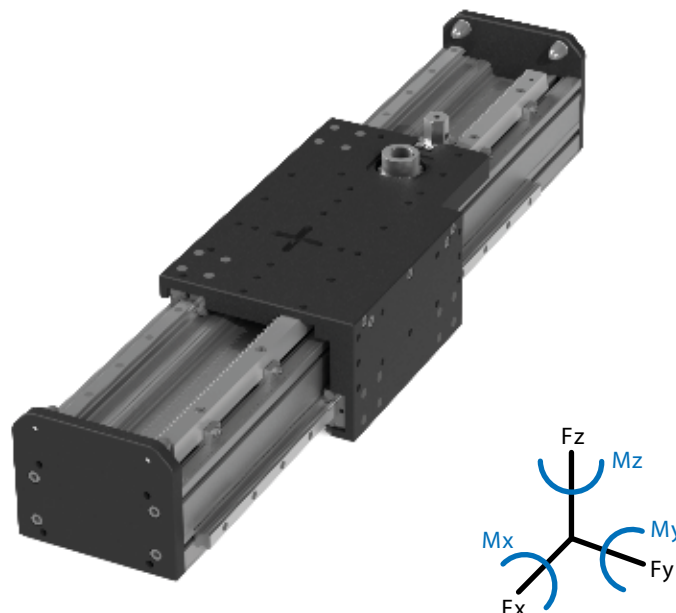
	AMR	182	LL	01500	-	E	M2	Q6	-	XX
TIPO UNITÀ / MODEL										
AMR	Unità lineare a cremagliera Rack and pinion linear unit									
TAGLIA / SIZE										
180	Profilo larghezza 180 mm Profile width 180 mm									
181	Profilo larghezza 180 mm Profile width 180 mm									
182	Profilo larghezza 180 mm Profile width 180 mm									
183	Profilo larghezza 180 mm Profile width 180 mm									
TIPOLOGIA CARRO PER UNITÀ AMR180 CARRIAGE TYPE FOR AMR180										
LO	Carro lungo biguida ortogonale Long carriage with orthogonal dual guide rail									
TIPOLOGIA CARRO PER UNITÀ AMR181 CARRIAGE TYPE FOR AMR181										
CB	Carro corto biguida Short carriage with dual guide rail									
TIPOLOGIA CARRO PER UNITÀ AMR182 - 183 CARRIAGE TYPE FOR AMR182 – AMR183										
CL	Carro corto biguida laterale (disponibile solo per AMR183) Short carriage with lateral dual guide rail (available only for AMR183)									
LL	Carro lungo biguida laterale Long carriage with lateral dual guide rail									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (MM)										
TIPOLOGIA DENTI CREMAGLIER / RACK TYPE										
E	Denti inclinati Helix tooth									
MODULO CREMAGLIERA PER UNITÀ AMR181 RACK MODULE FOR MODEL AMR181										
M1,5	Modulo cremagliera M1,5 Rack module M1,5									
MODULO CREMAGLIERA PER UNITÀ AMR180 - 182 RACK MODULE FOR MODEL AMR180 - 182										
M2	Modulo cremagliera M2 Rack module M2									
MODULO CREMAGLIERA PER UNITÀ AMR183 RACK MODULE FOR MODEL AMR183										
M3	Modulo cremagliera M3 Rack module M3									
QUALITÀ CREMAGLIERA RACK QUALITY CLASS										
Q6	Errore passo -0,008/0,008 mm Errore totale -0,035/0,035 al mt Pitch error -0,008/0,008 mm Total error -0,035/0,035 x mt									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard Standard configuration									
C	Configurazione personalizzata Custom configuration									

MODELLO / MODEL
AMR180LO

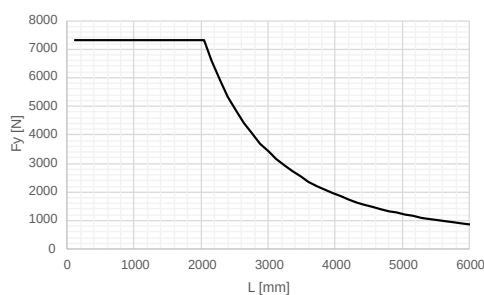
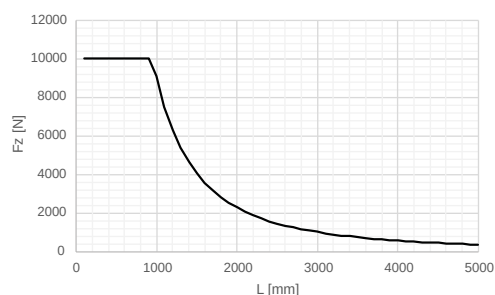
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	18,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,95
Massa carro Carriage's mass	[Kg]	7,75
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	146,661
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	943
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	3194

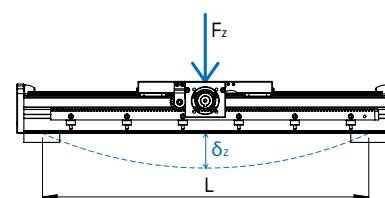
* I valori sono da considerarsi indicativi.
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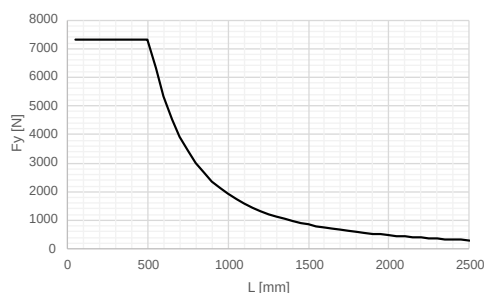
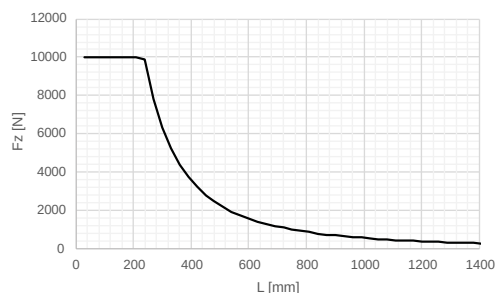
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



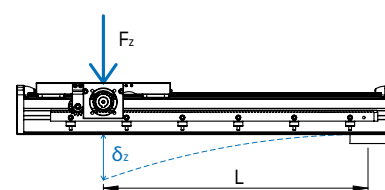
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

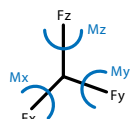


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



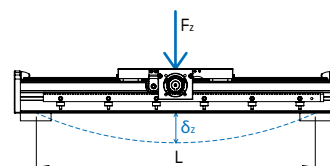
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
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MODELLO / MODEL
AMR180LO

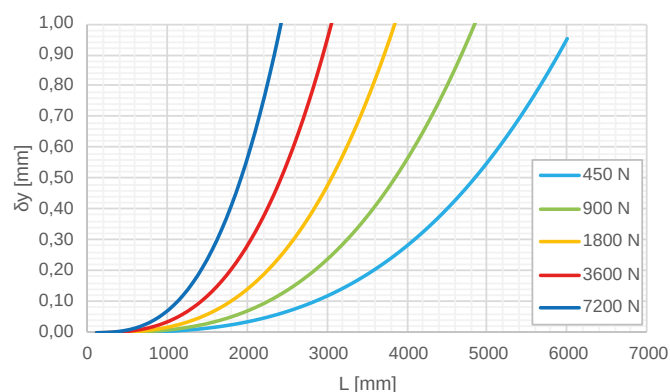
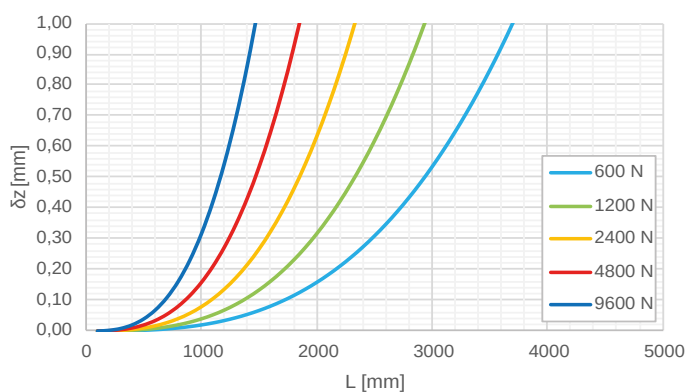


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

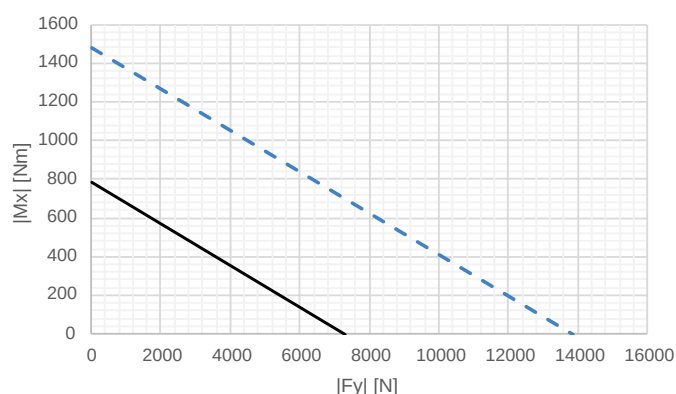
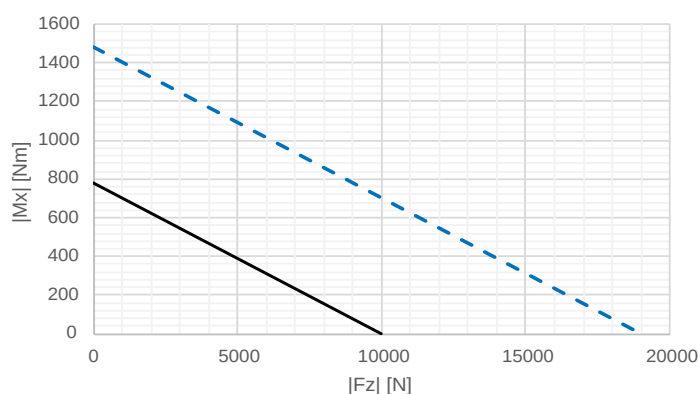
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

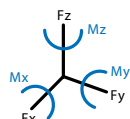
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

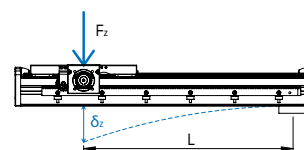
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

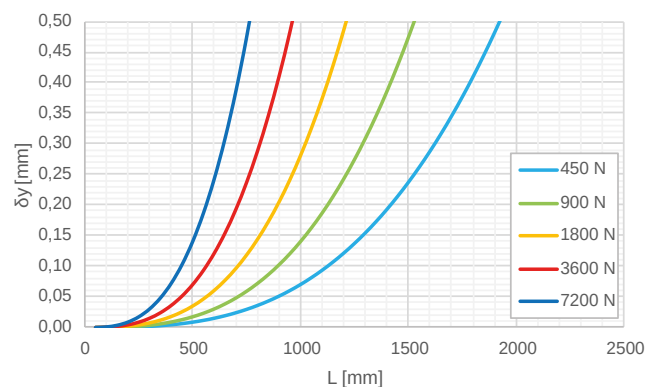
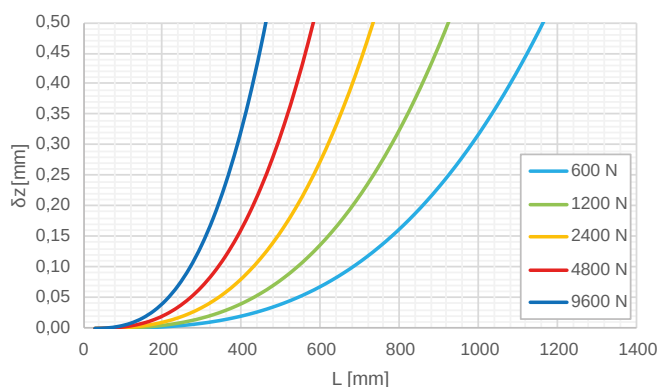
MODELLO / MODEL
AMR180LO



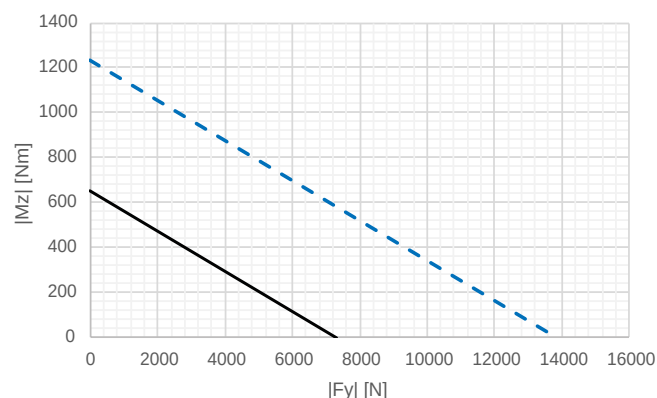
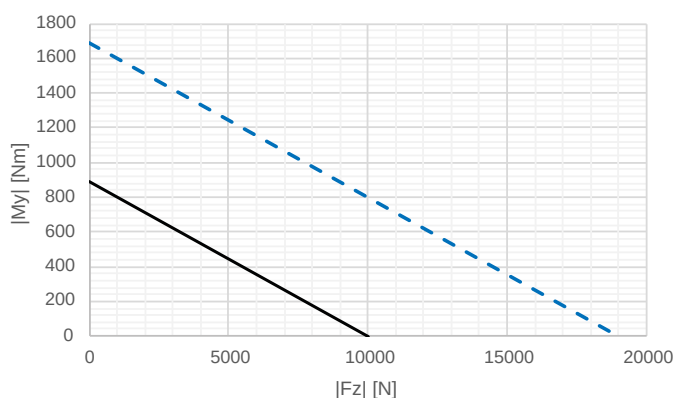
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

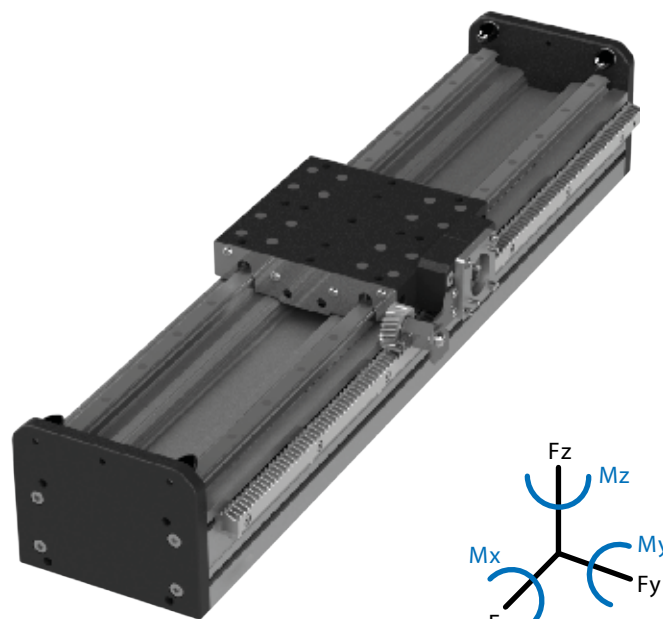
In case of combined stress contact our technical department.

MODELLO / MODEL
AMR181CB

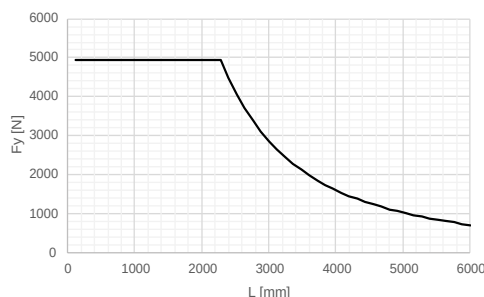
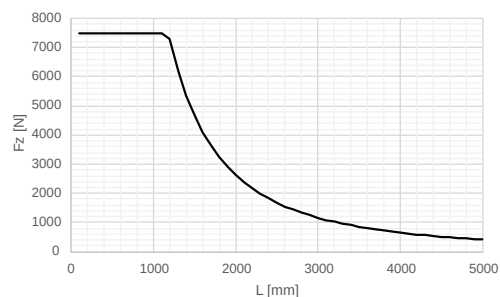
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	11,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,05
Massa carro Carriage's mass	[Kg]	4
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	149,975
Modulo ingranaggio Gear module	[-]	1,5
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q7 Helix tooth accuracy class Q7	
Forza massima di avanzamento* Maximum feed force	[N]	2300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	1086
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	2666

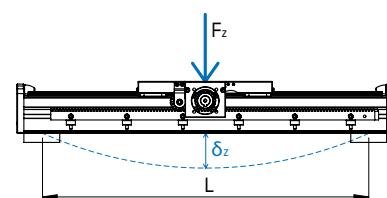
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
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Higher performance are possible. Please Contact our technical department.



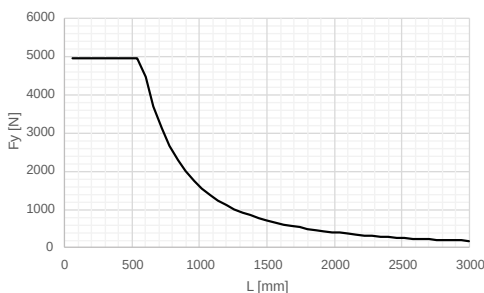
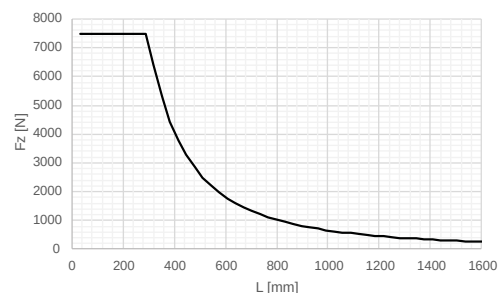
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



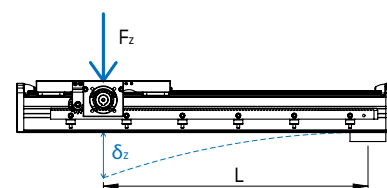
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

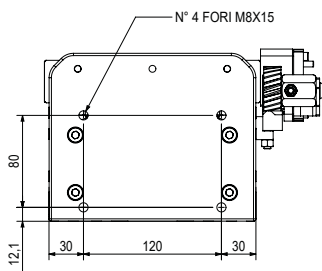
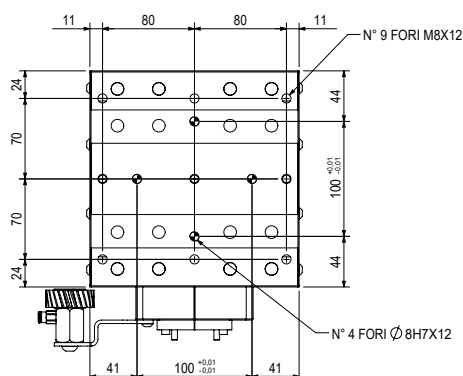
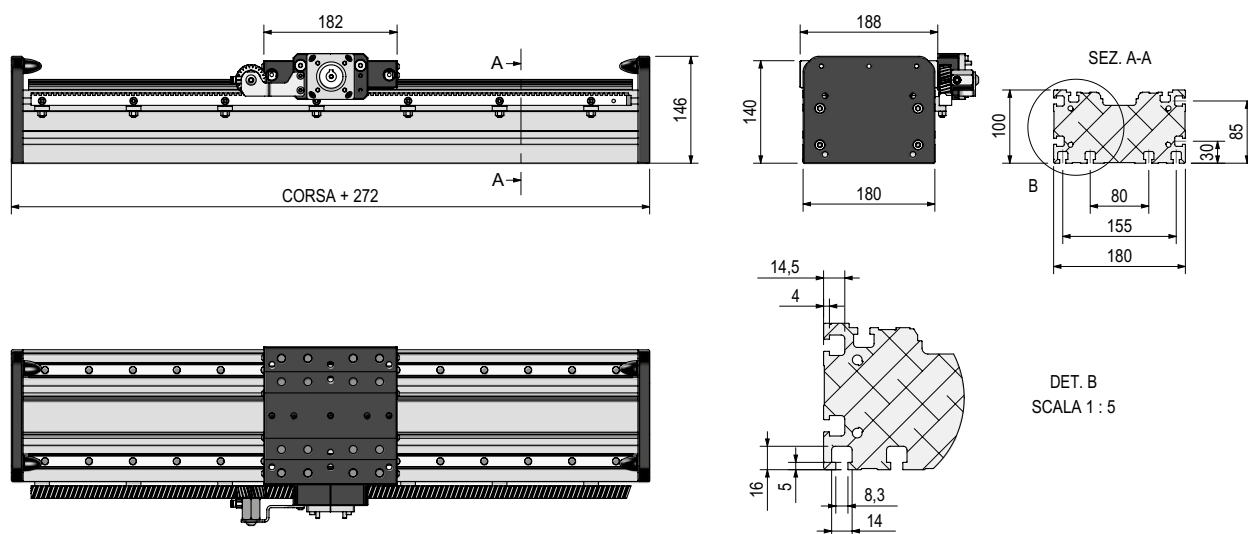


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

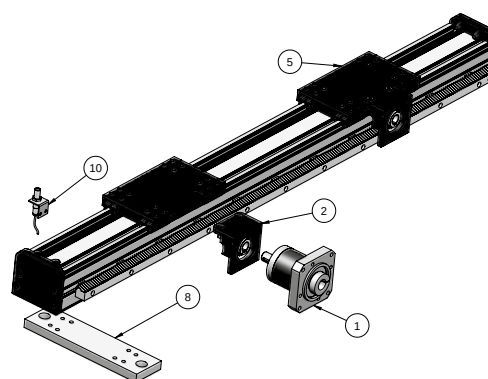


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF75

Accessori Accessories	Cinghia Belt	Vite Ball screw	Crema­gliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

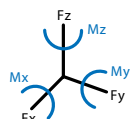
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



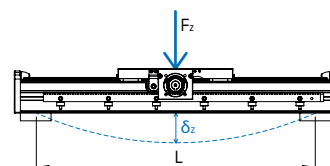
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR181CB

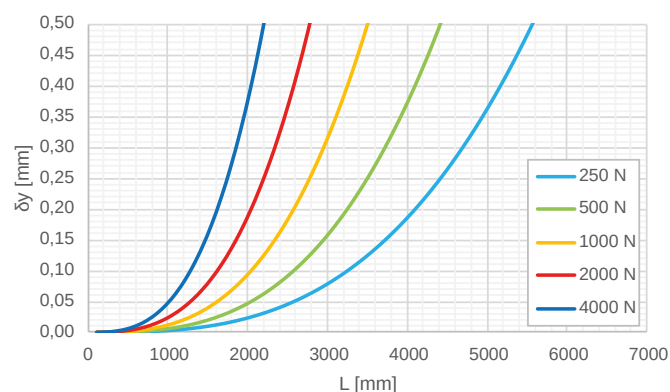
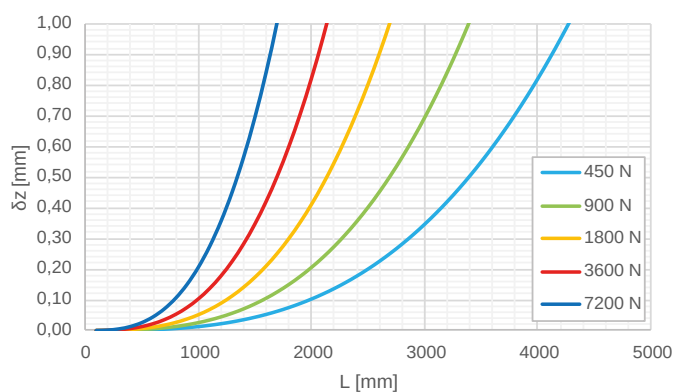


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

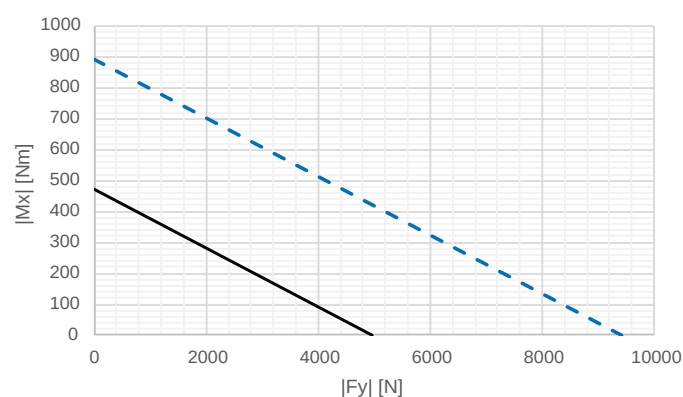
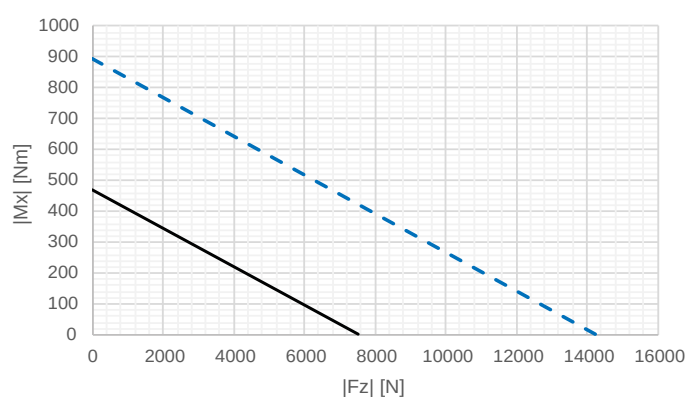
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

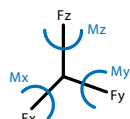
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

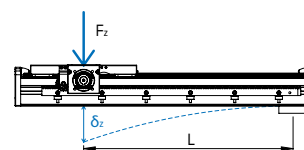
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

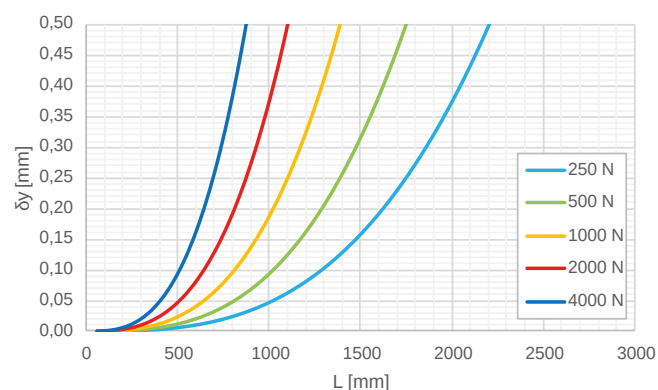
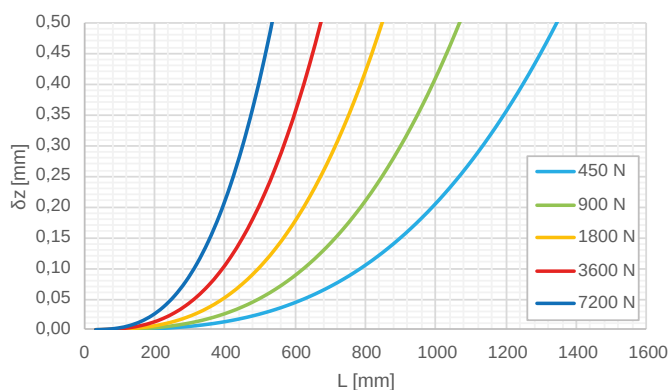
MODELLO / MODEL
AMR181CB



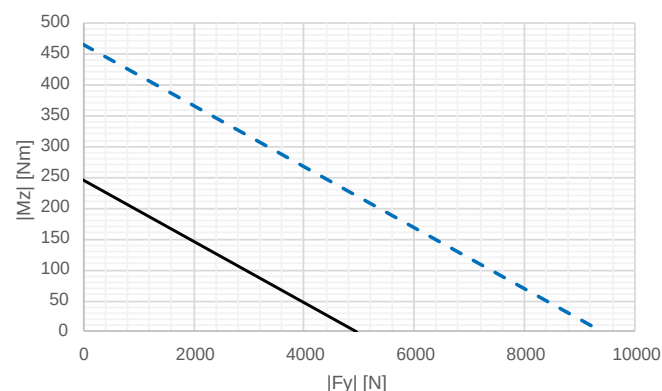
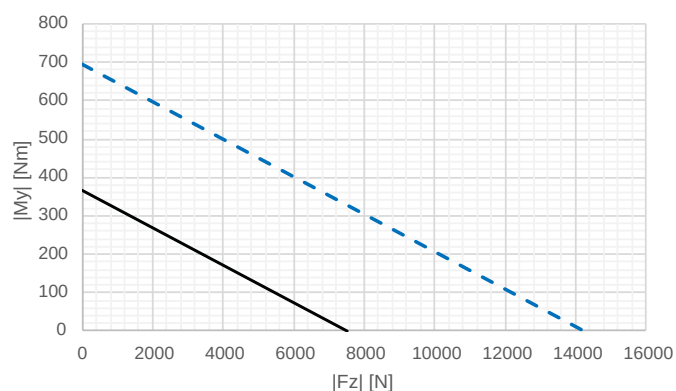
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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Emergency stop max 100 times during service life.

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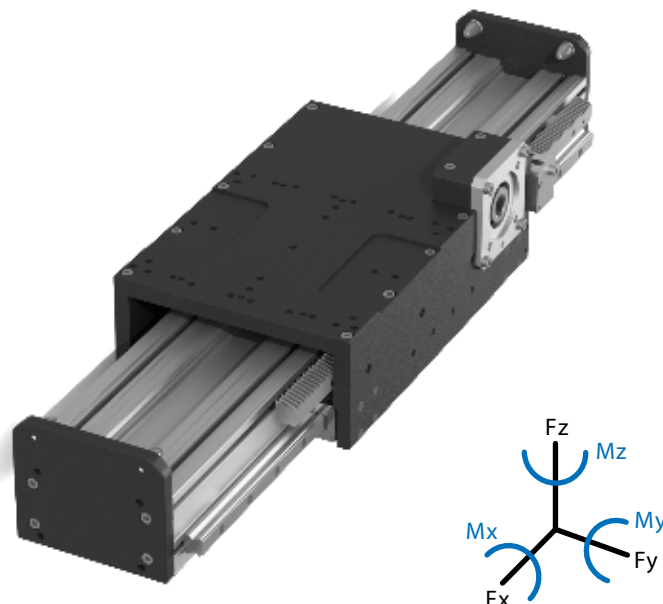
In case of combined stress contact our technical department.

MODELLO / MODEL
AMR182LL

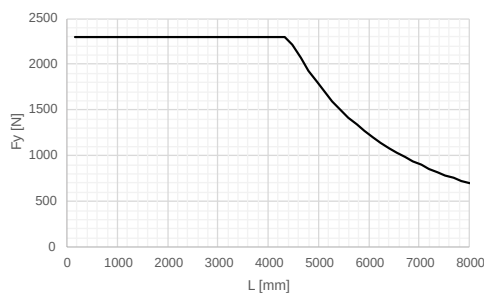
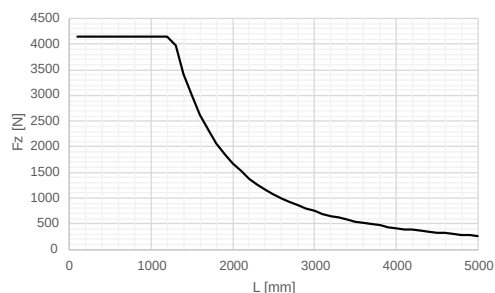
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	28,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,5
Massa carro Carriage's mass	[Kg]	14,5
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	146,661
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	678
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	4727

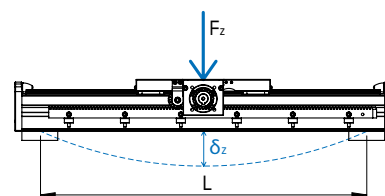
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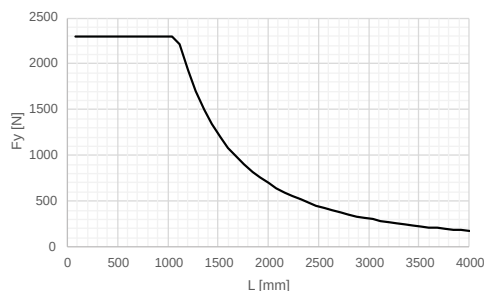
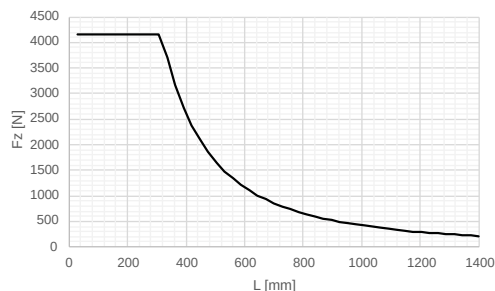
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



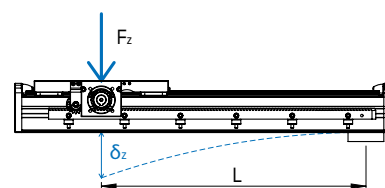
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

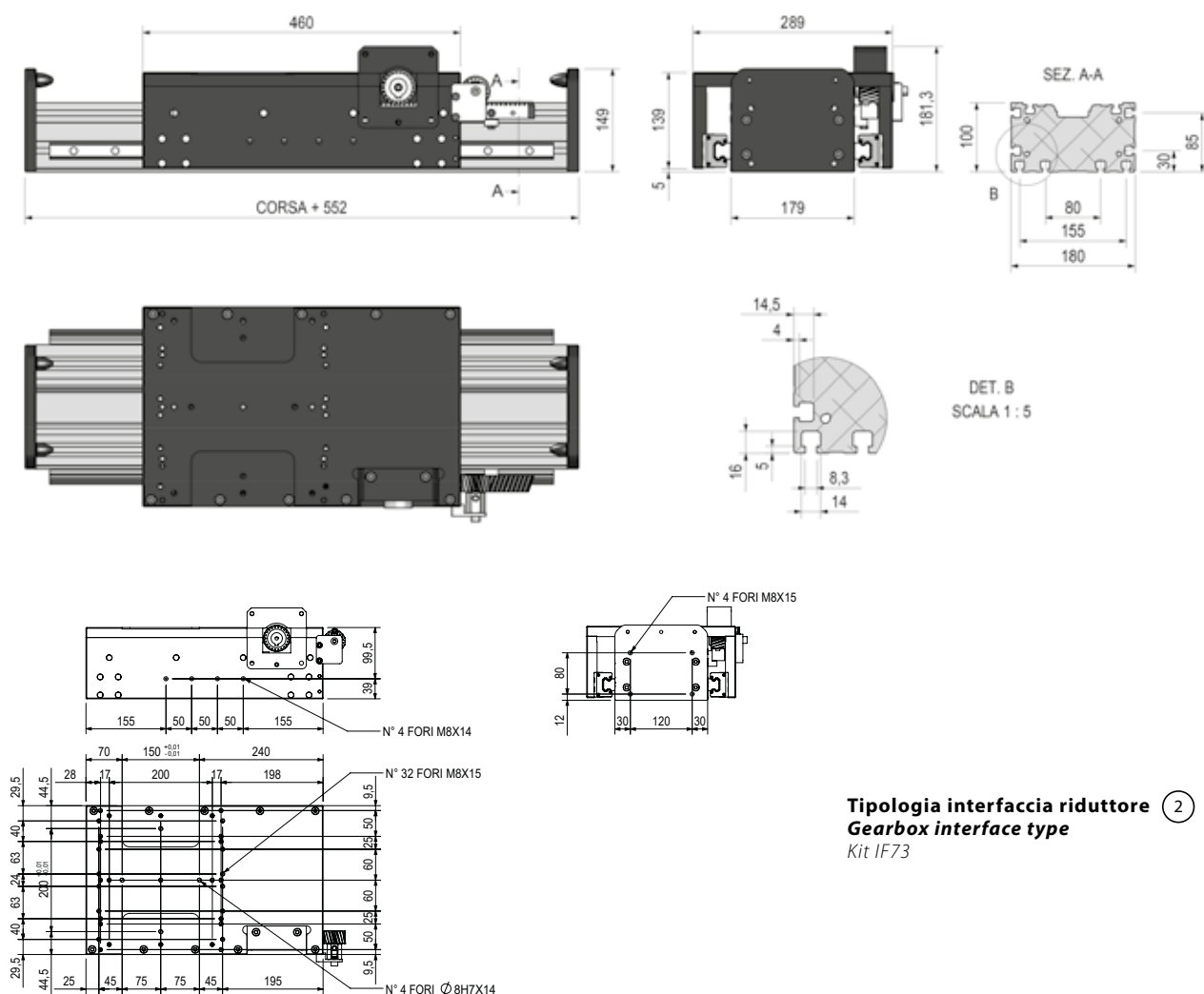


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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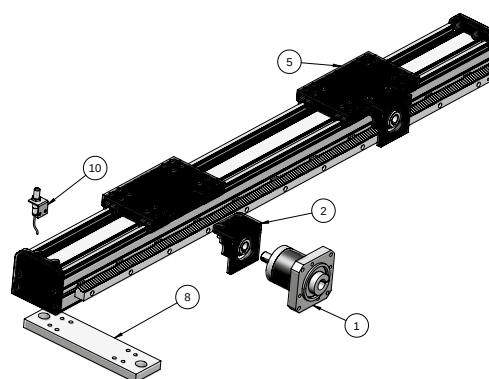
DIMENSIONI / DIMENSIONS



Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF73

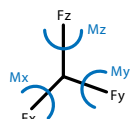
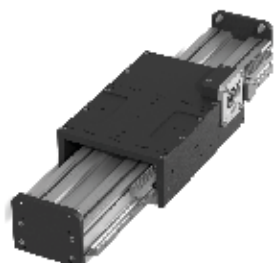
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
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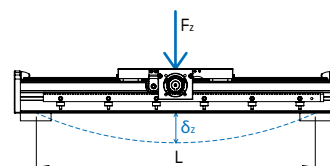
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MODELLO / MODEL
AMR182LL

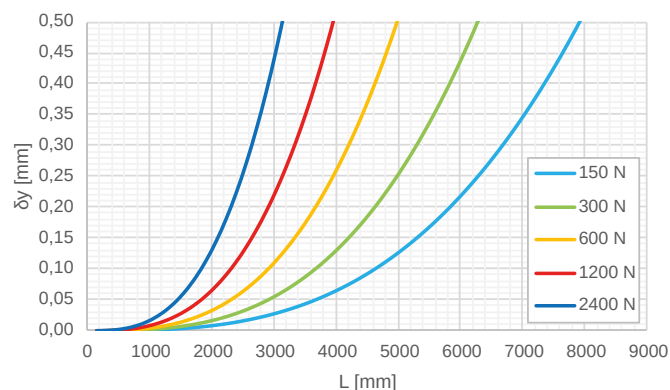
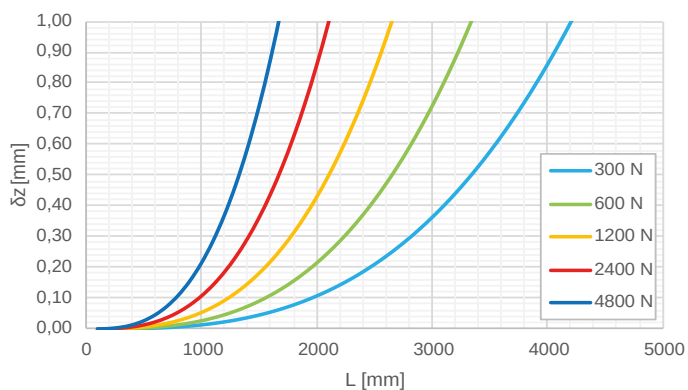


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

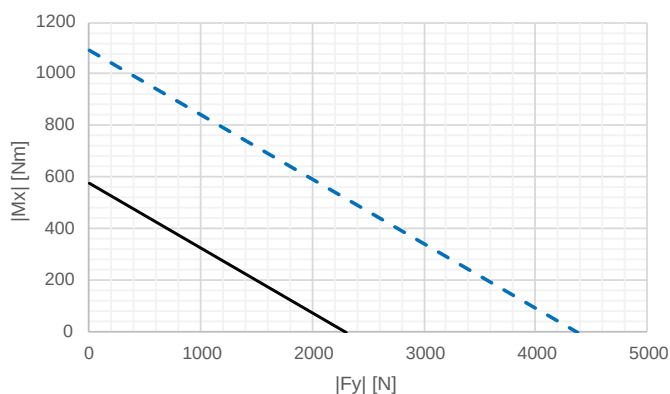
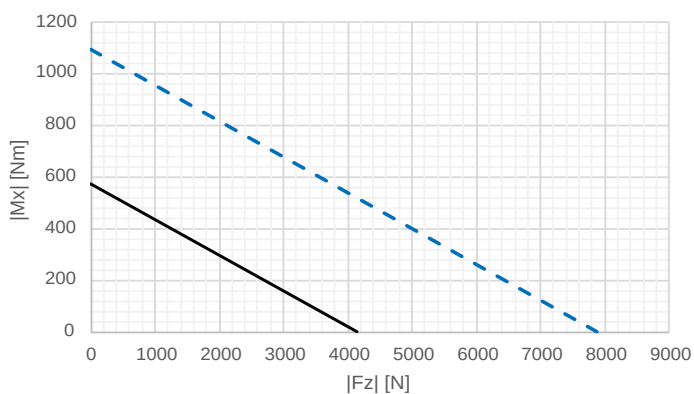
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

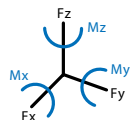
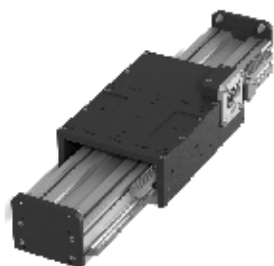
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

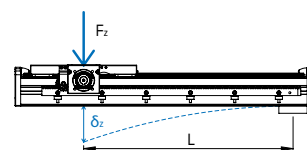
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In case of combined stress contact our technical department.

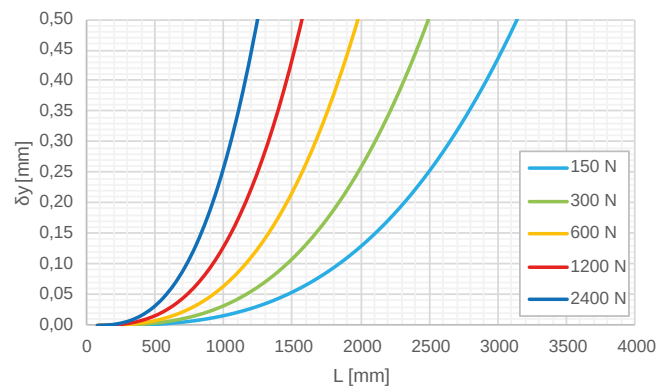
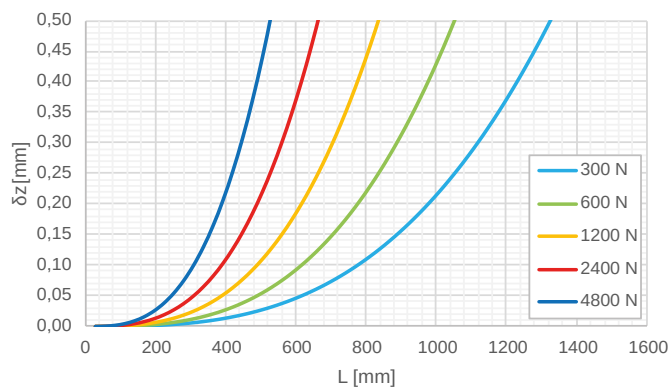
MODELLO / MODEL
AMR182LL



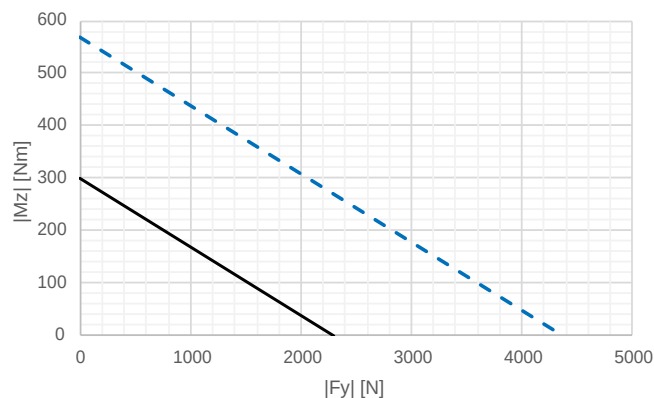
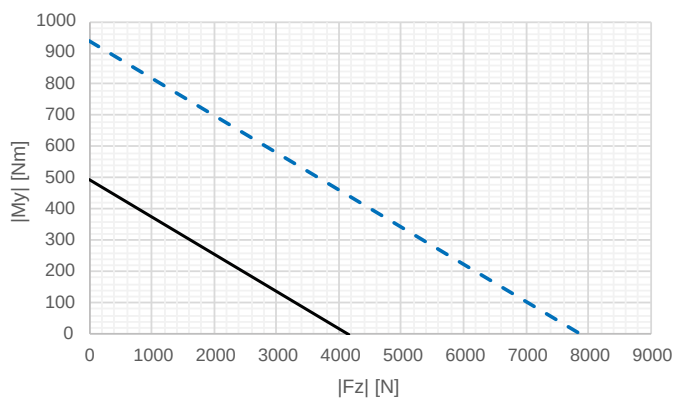
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

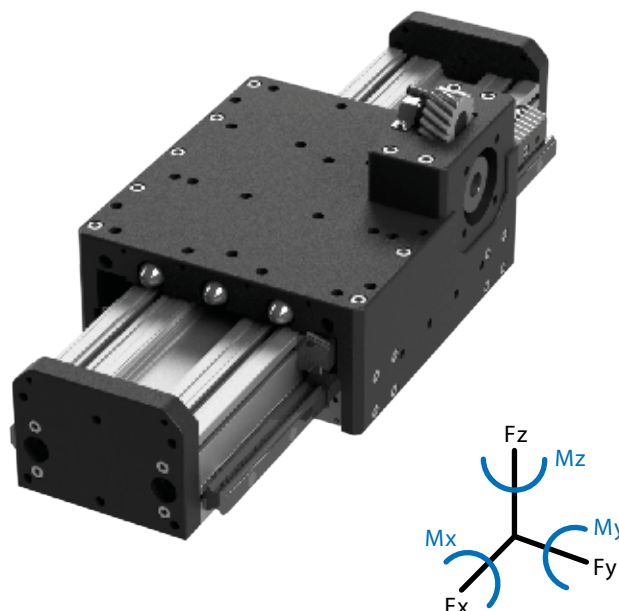
In case of combined stress contact our technical department.

MODELLO / MODEL AMR183CL

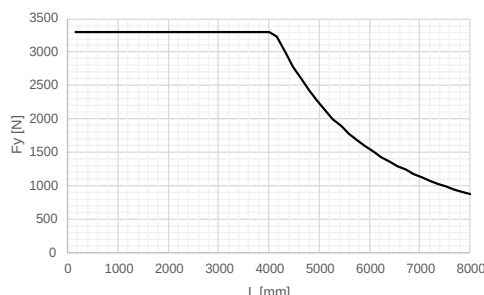
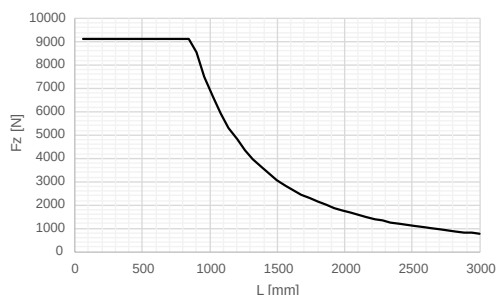
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	38
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,36
Massa carro Carriage's mass	[Kg]	23
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	219,99
Modulo ingranaggio Gear module	[-]	3
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q7	
Forza massima di avanzamento* Maximum feed force	[N]	8000
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	678
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	4727

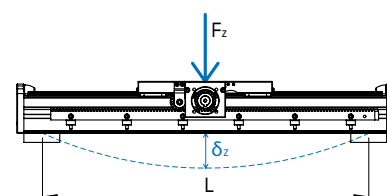
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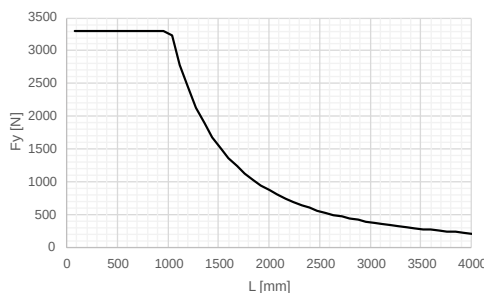
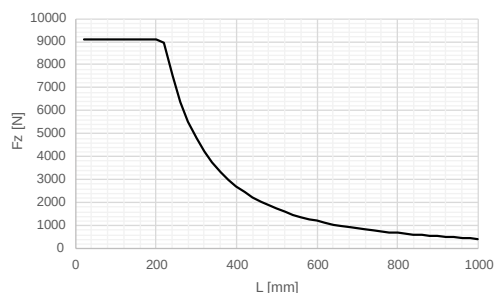
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



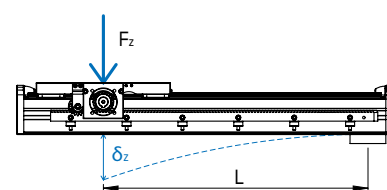
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

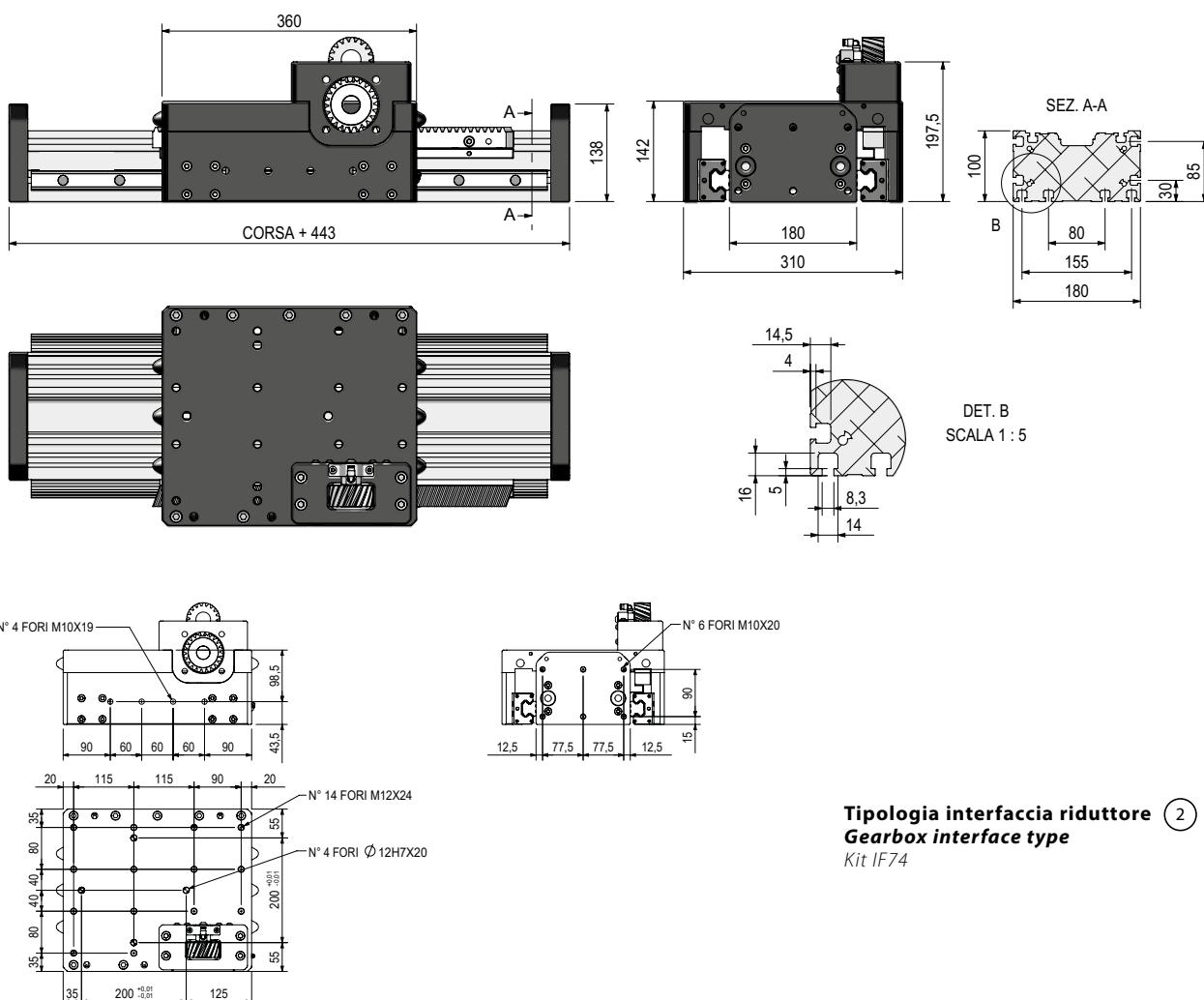


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

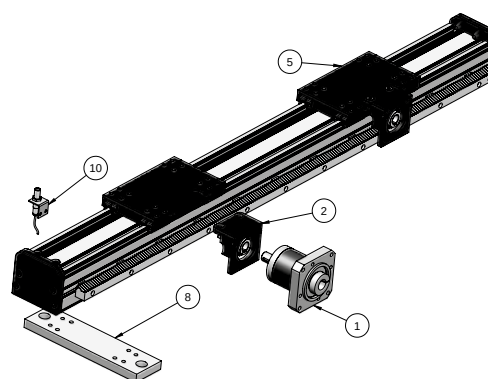


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF74

Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

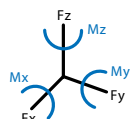
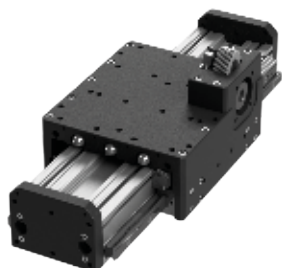
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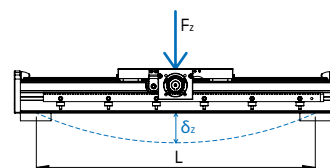
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MODELLO / MODEL
AMR183CL

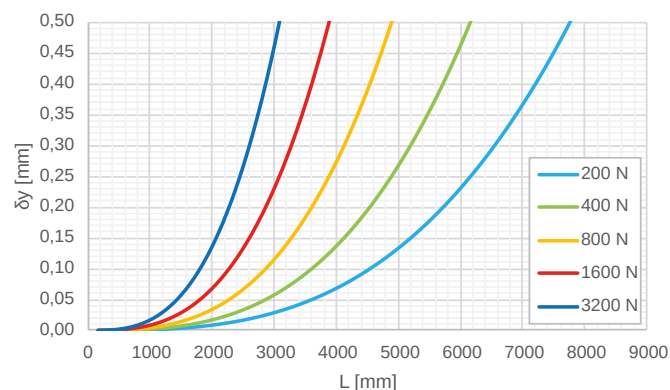
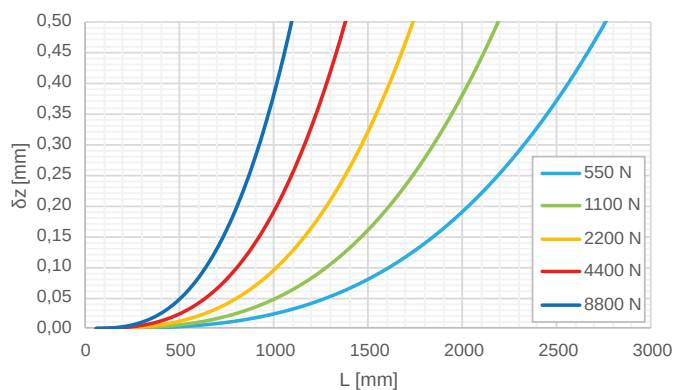


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

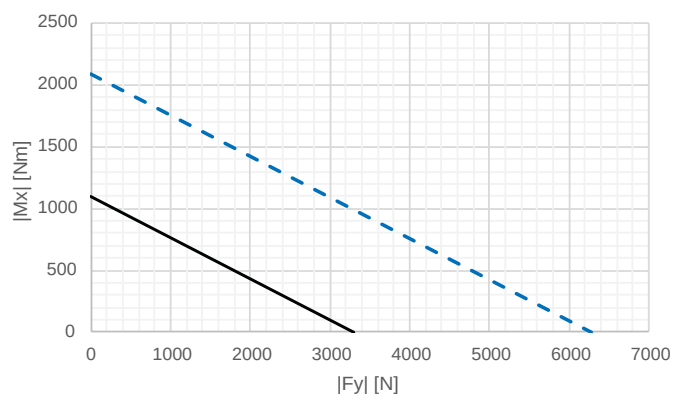
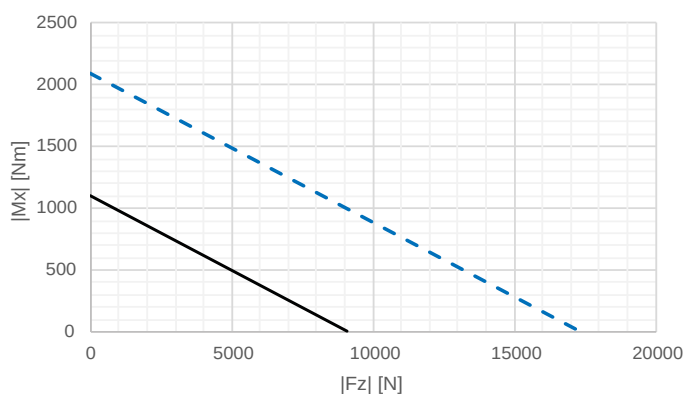
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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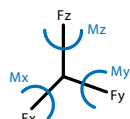
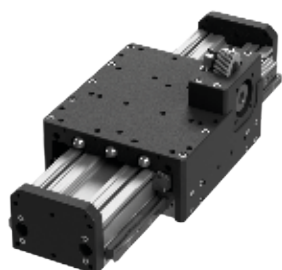
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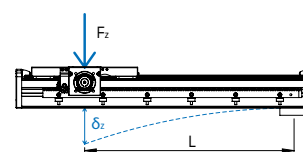
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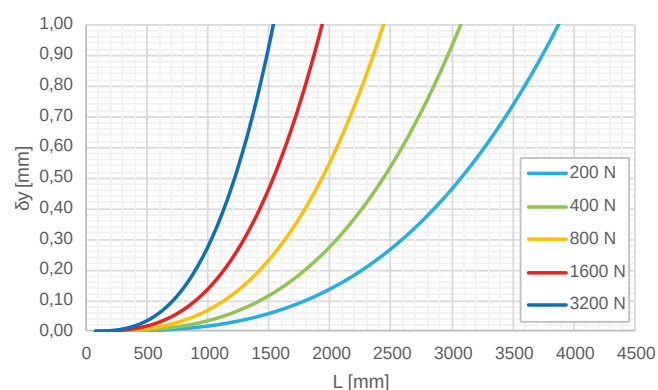
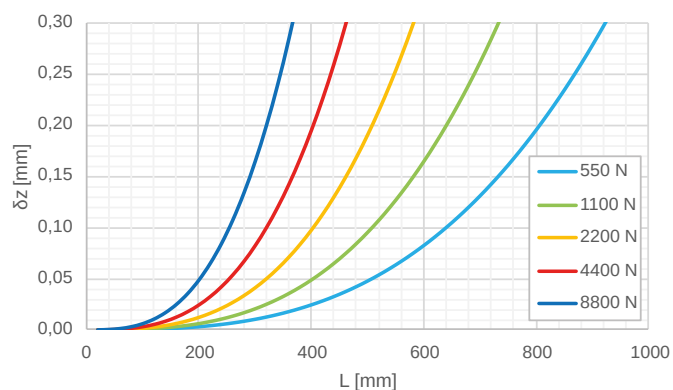
MODELLO / MODEL
AMR183CL



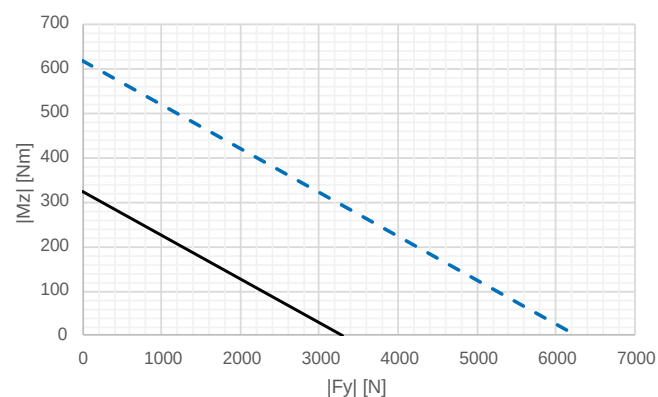
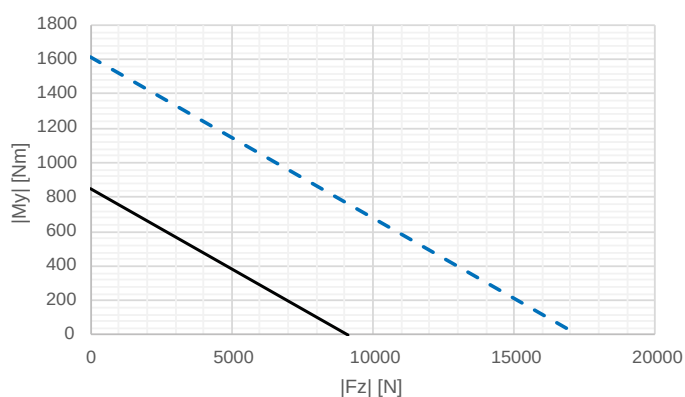
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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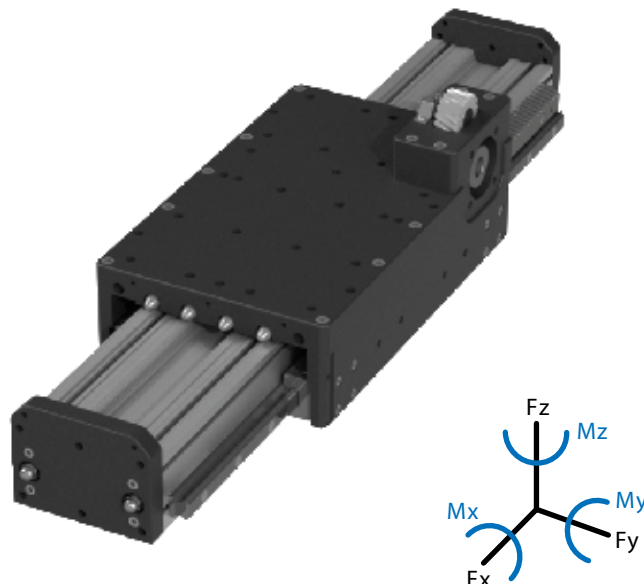
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MODELLO / MODEL
AMR183LL

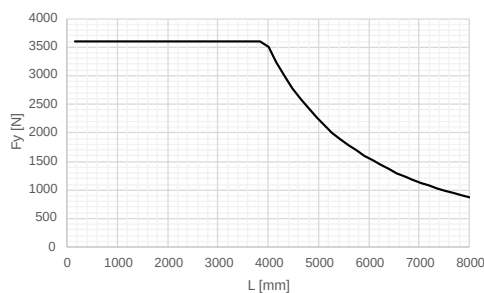
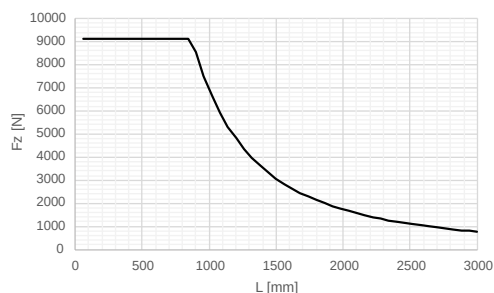
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	50,27
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,55
Massa carro Carriage's mass	[Kg]	29,95
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	219,990
Modulo ingranaggio Gear module	[-]	3
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	8000
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	678
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	4727

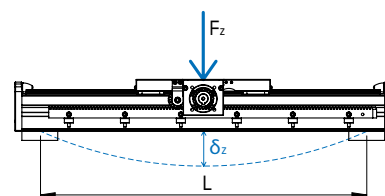
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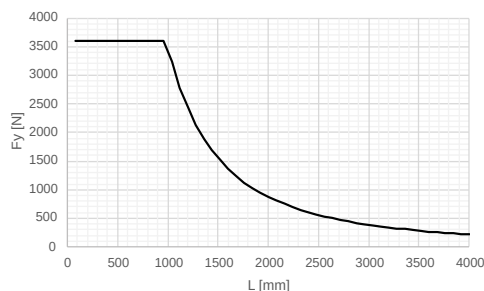
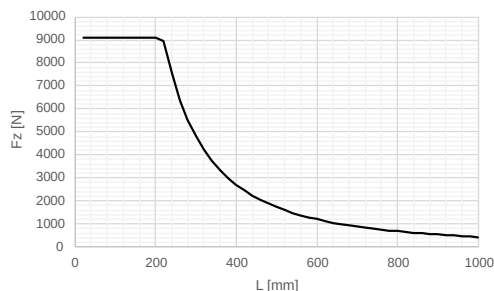
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



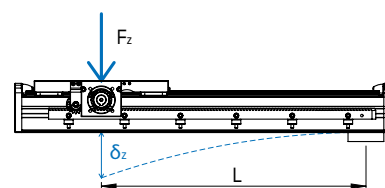
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Maximum load in isostatic condition centrally loaded.



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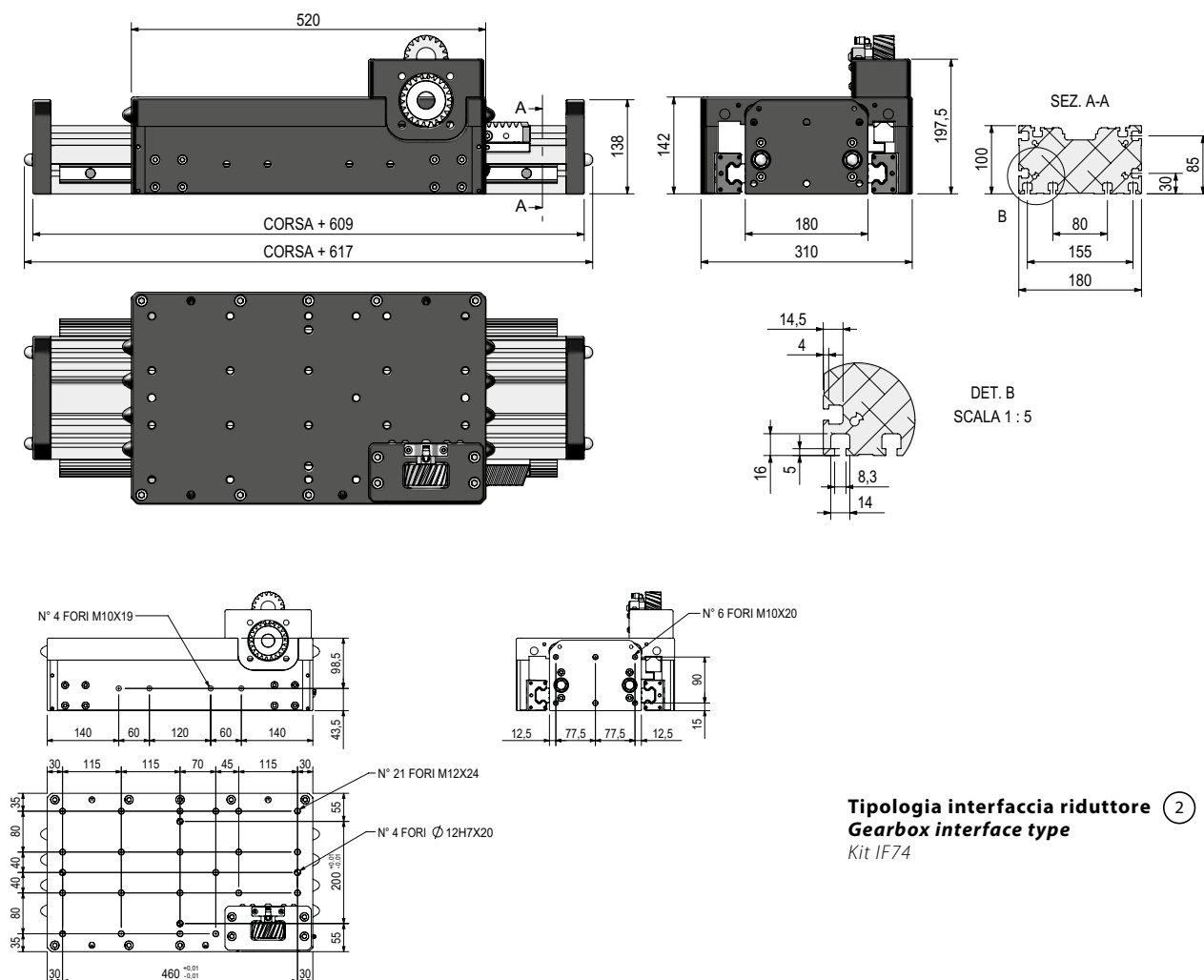


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Maximum load in an isostatic cantilever loaded condition.



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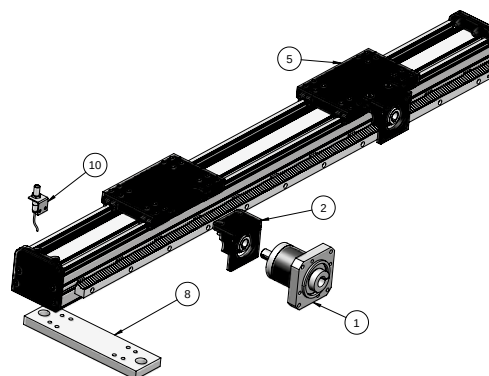
DIMENSIONI / DIMENSIONS



Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF74

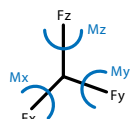
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

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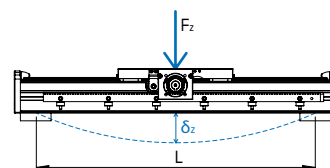
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MODELLO / MODEL
AMR183LL

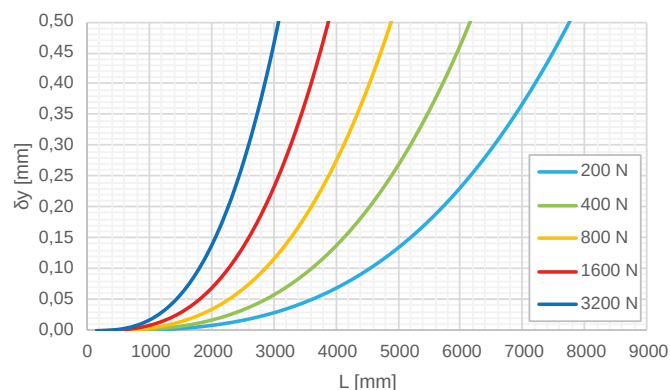
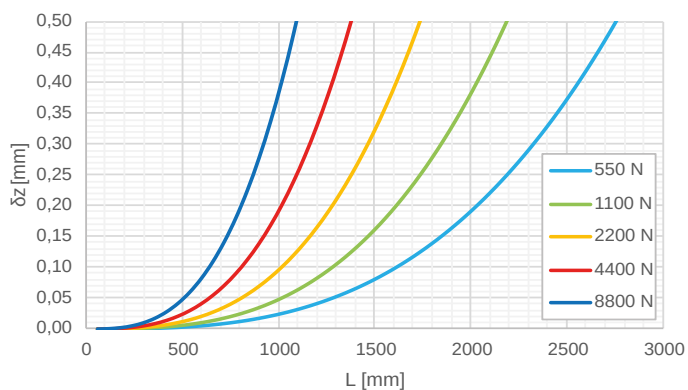


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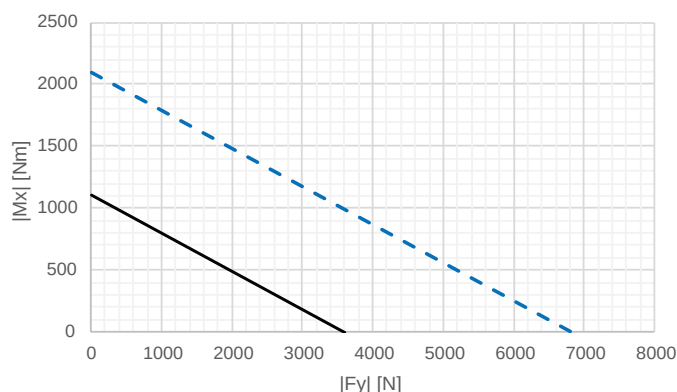
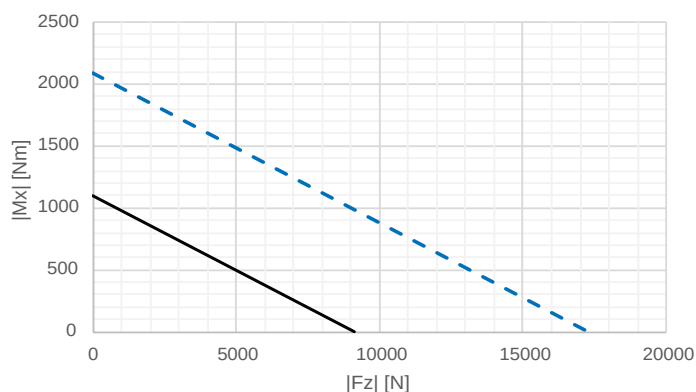
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DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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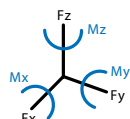
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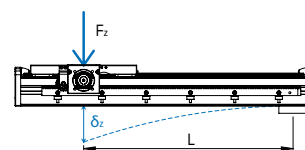
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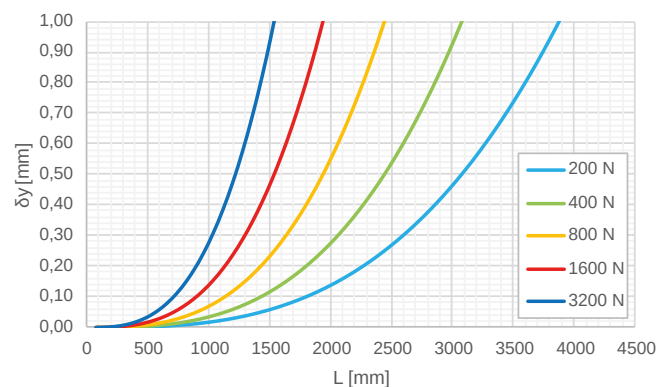
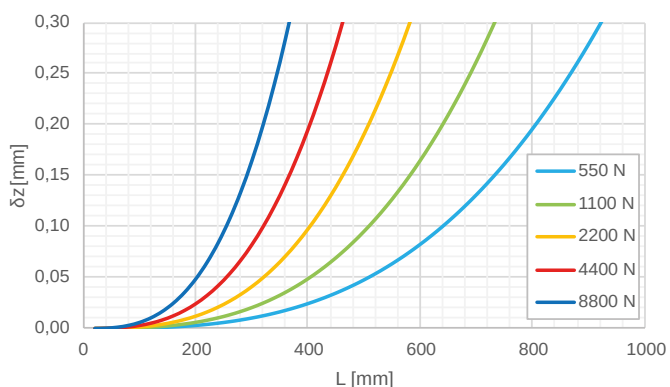
MODELLO / MODEL
AMR183LL



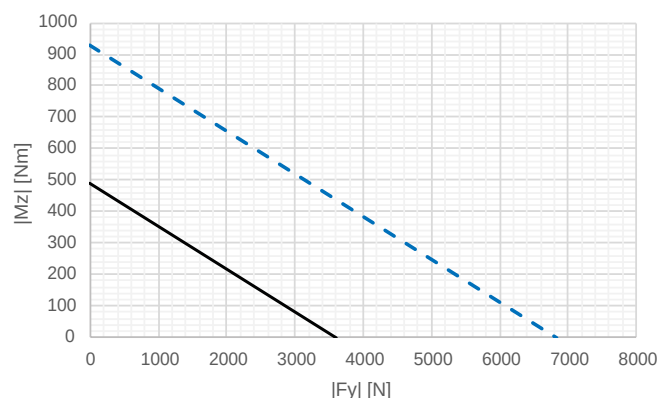
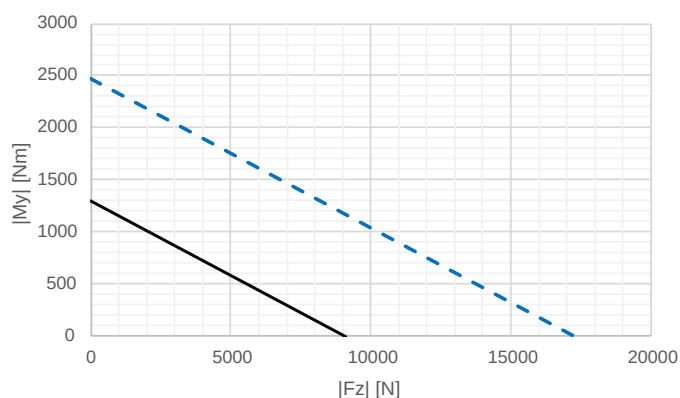
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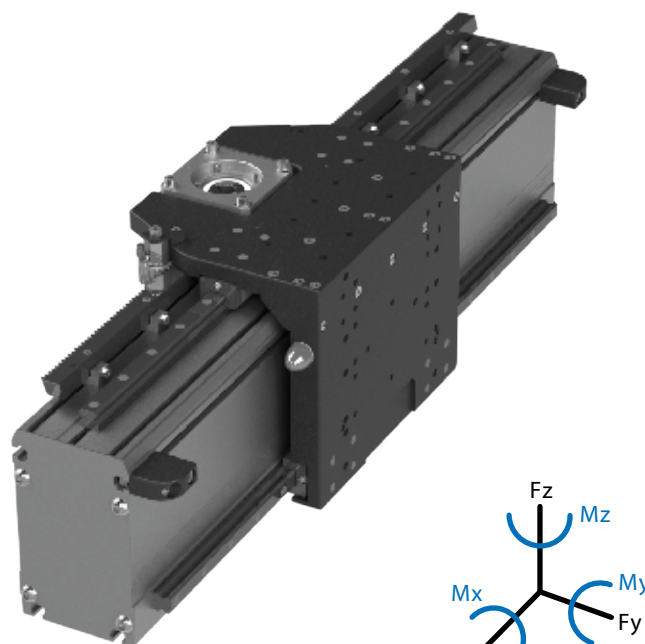
	AMR	240	LO	01500	-	E	M2	Q6	-	XX
TIPO UNITÀ / MODEL										
AMR	Unità lineare a cremagliera Rack and pinion linear unit									
TAGLIA / SIZE										
240	Profilo larghezza 140 mm Profile width 140 mm									
TIPOLOGIA CARRO PER UNITÀ AMR240 CARRIAGE TYPE FOR AMR240										
LO	Carro lungo biguida ortogonale Long carriage with orthogonal dual guide rail									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
TIPOLOGIA DENTI CREMAGLIERA RACK TYPE										
E	Denti inclinati Helix tooth									
MODULO CREMAGLIERA PER UNITÀ AMR240 RACK MODULE FOR MODEL AMR240										
M2	Modulo cremagliera M2 Rack module M2									
QUALITÀ CREMAGLIERA RACK QUALITY CLASS										
Q6	Errore passo -0,008/0,008 mm Errore totale -0,035/0,035 al mt Pitch error -0,008/0,008 mm Total error -0,035/0,035 x mt									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE										
A	Configurazione standard Standard configuration									
C	Configurazione personalizzata Custom configuration									

MODELLO / MODEL
AMR240LO

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	30
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,49
Massa carro Carriage's mass	[Kg]	14
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	± 0,023
Sviluppo pignone Pinion primitive circumference	[mm/giro]	146,661
Modulo ingranaggio Gear module	[-]	2
Tipo cremagliera Rack features	Denti obliqui classe precisione Q6 Helix tooth accuracy class Q6	
Forza massima di avanzamento* Maximum feed force	[N]	4300
Momento principale d'inerzia Y Principal moment of inertia Y	[cm ⁴]	9428
Momento principale d'inerzia Z Principal moment of inertia Z	[cm ⁴]	3578

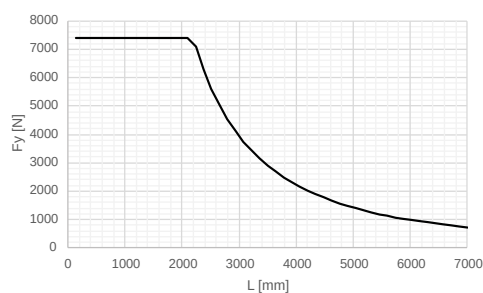
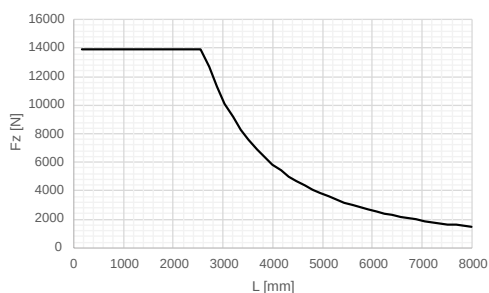
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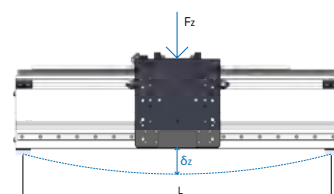
Tutti i grafici di seguito sono riferiti a carichi applicati sulla faccia superiore del carro. In caso di carichi applicati sulla faccia laterale le prestazioni possono differire e vanno verificate con il nostro ufficio tecnico.

All the graphs below refer to loads applied on the upper face of the carriage. In case of loads applied on the lateral face the performances may vary and must be verified with our technical department.

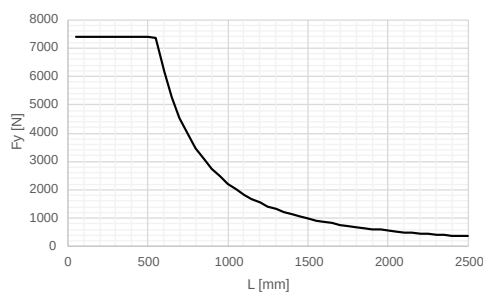
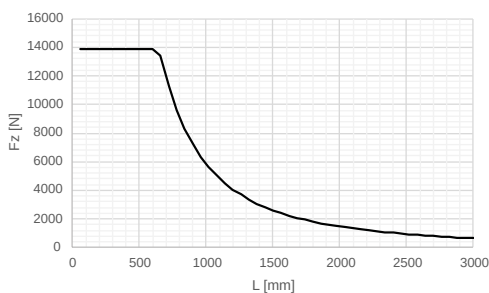
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



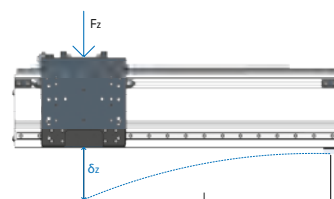
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

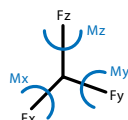
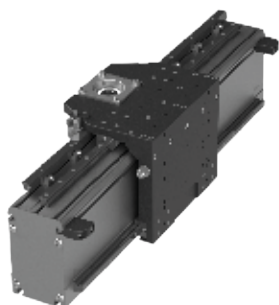


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



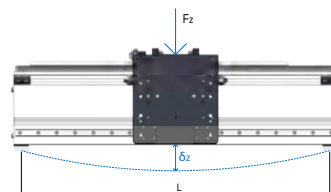
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AMR240LO

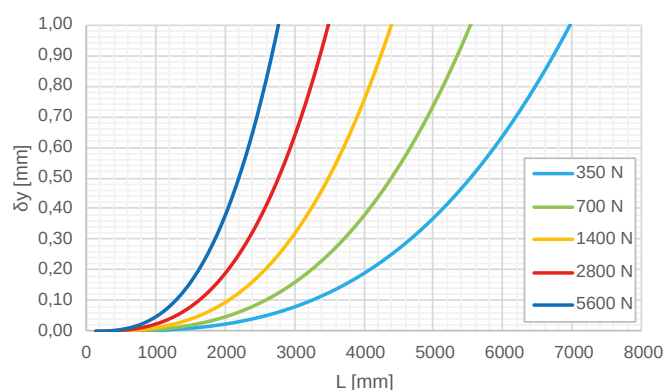
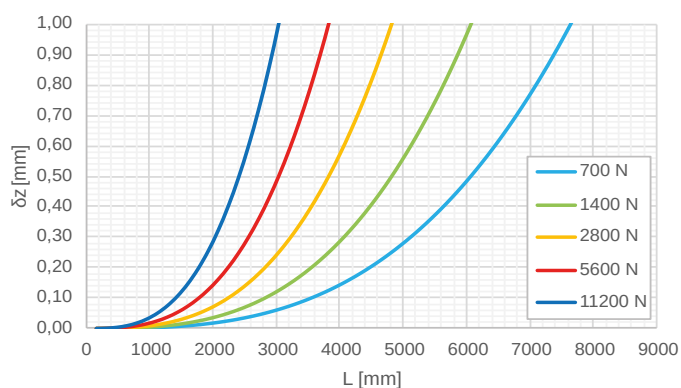


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

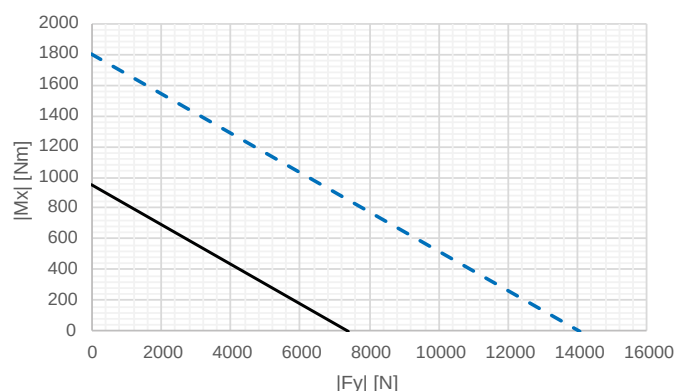
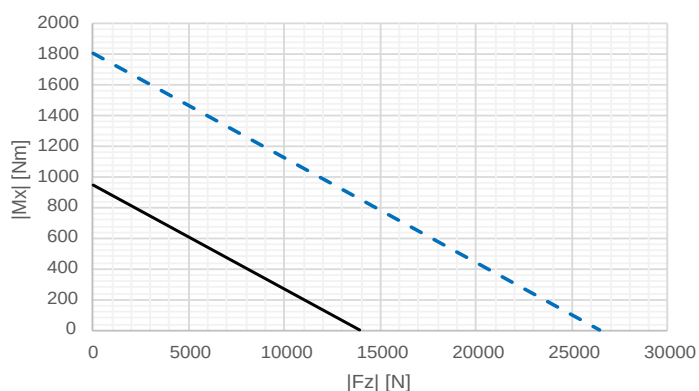
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

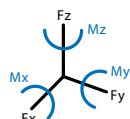
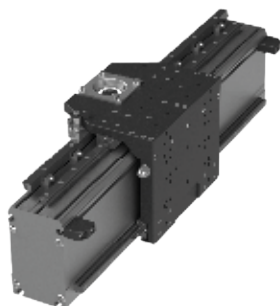


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

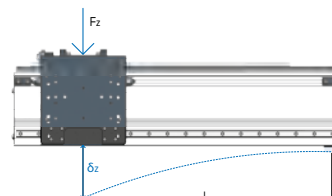
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

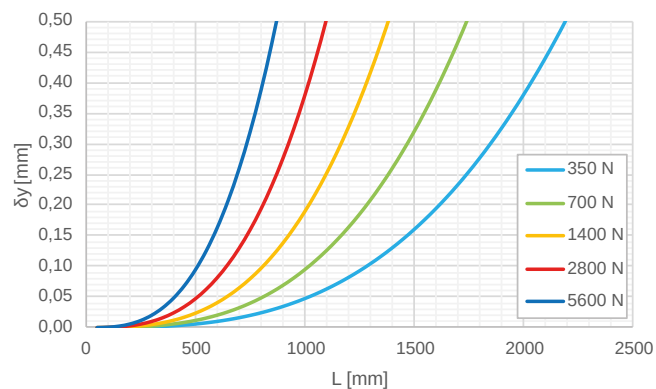
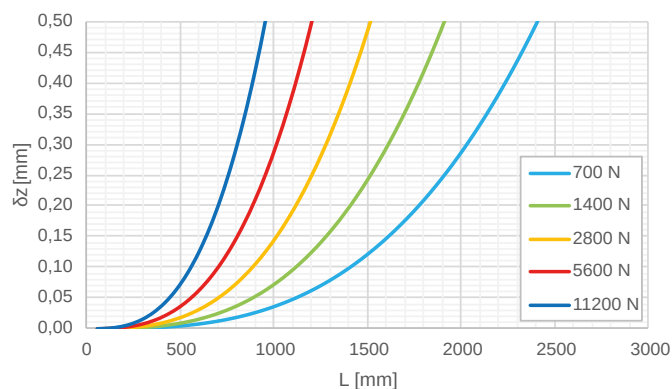
MODELLO / MODEL
AMR240LO



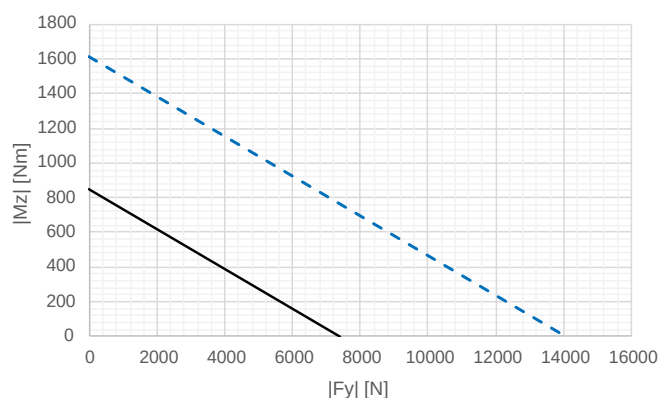
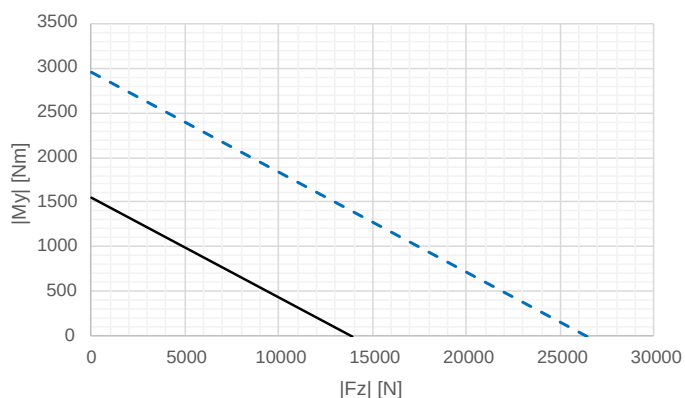
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

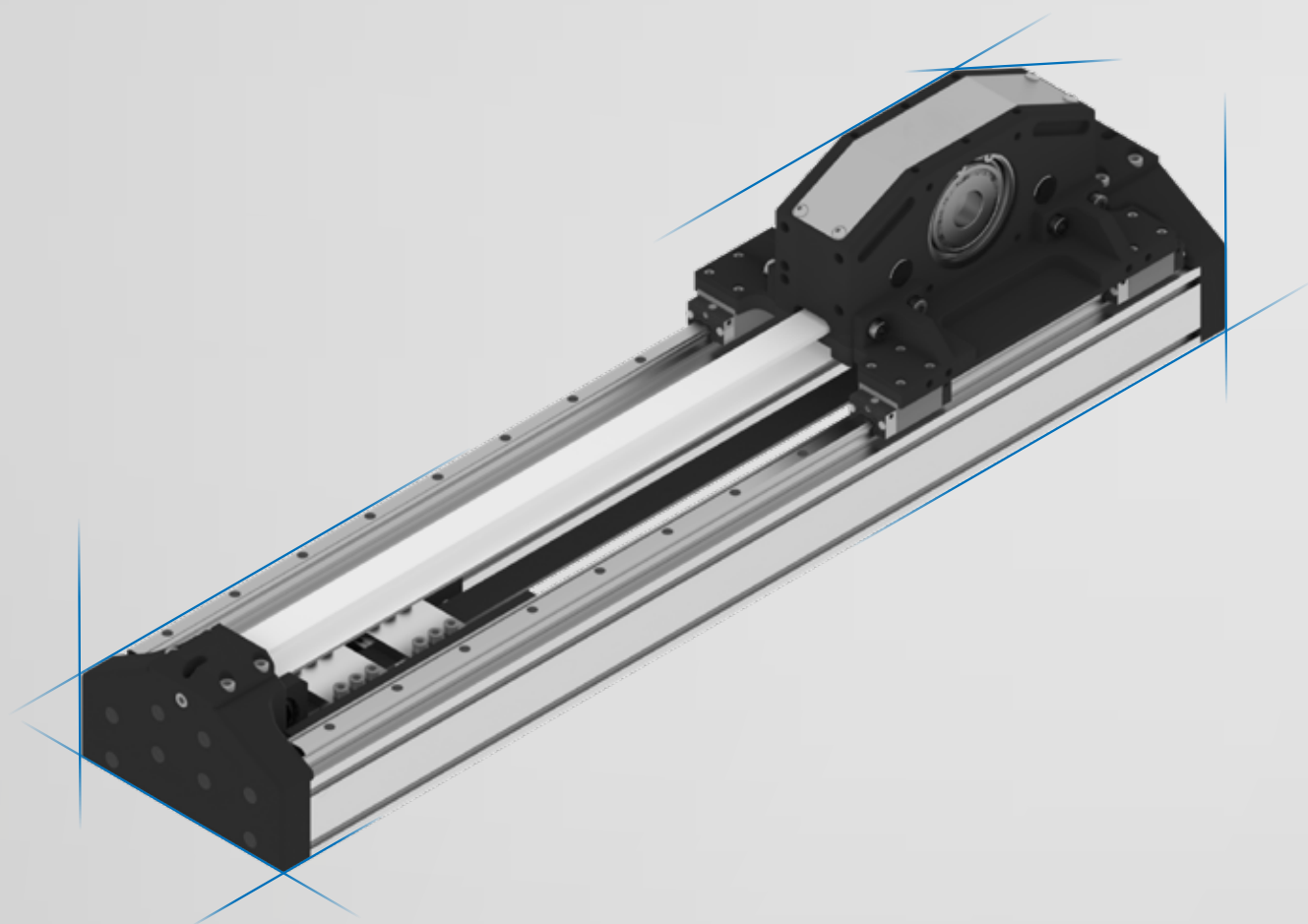
Emergency stop max 100 times during service life.

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UNITÀ LINEARE TELESCOPICA

TELESCOPIC
LINEAR UNIT



SERIE TEL

SERIES

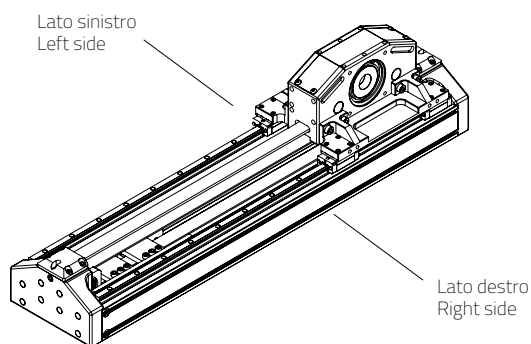
322 TEL060FBS

328 TEL160FBS

332 TEL200FBS

338 TEL260FBO

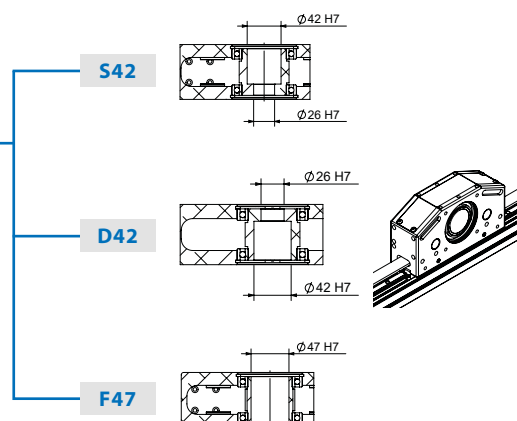
	TEL	060	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
TEL	Unità lineare telescopica cinghia/cinghia <i>Telescopic linear unit belt/belt</i>							
TAGLIA / SIZE								
060	Profilo larghezza 60 mm (Larghezza unità 180 mm) <i>Profile width 60 mm (Unit width 180 mm)</i>							
TIPOLOGIA CARRO / CARRIAGE TYPE								
FBS	Carro fisso biguida laterale e profilo mobile <i>Fixed carriage with lateral dual guide rail and mobile profile</i>							
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)								
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)								
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE								
A	Configurazione standard <i>Standard configuration</i>							
C	Configurazione personalizzata <i>Custom configuration</i>							



VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

S42	Puleggia con foro Ø 26 mm a destra e Ø 42 mm a sinistra <i>Pulley with hole Ø 26 mm on the right and Ø 42 mm on the left</i>
D42	Puleggia con foro Ø 26 mm a sinistra e Ø 42 mm a destra <i>Pulley with hole Ø 26 mm on the left and Ø 42 mm on the right</i>
F47	Puleggia con foro passante Ø 47 <i>Pulley with hole Ø 47</i>

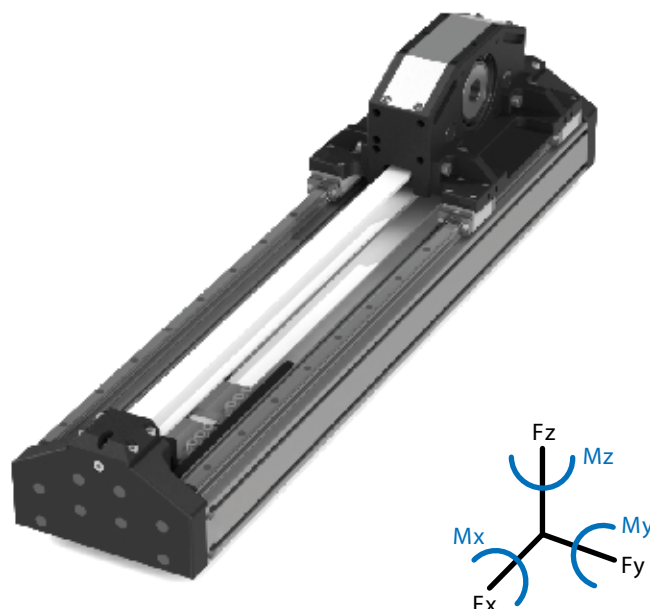


MODELLO / MODEL
TEL060FBS

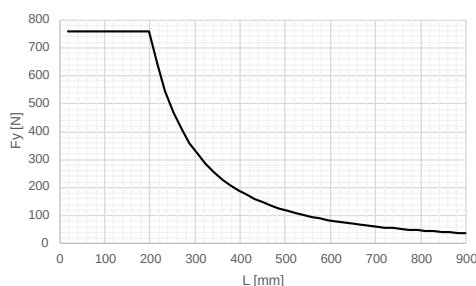
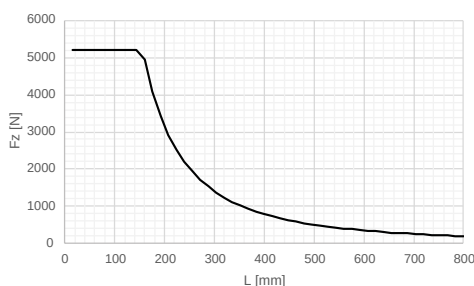
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	15,7
Massa lineare unità Unit's linear mass	[Kg/100 mm]	0,62
Massa carro secondo sfilo (corsa zero) Carriage's mass second extension (zero stroke)	[Kg]	3,5
Massa carro secondo sfilo (x 100 mm corsa) Carriage's mass second extension (x 100 mm stroke)	[Kg/100mm]	0
Massa primo sfilo (corsa zero) Mass first extension (zero stroke)	[Kg]	3,5
Massa primo sfilo (x 100 mm corsa) Mass first extension (x 100 mm stroke)	[Kg/100mm]	0,62
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	±0,15
Azionamento primo sfilo - secondo sfilo Drive first extension - second extension	Cinghia/Cinghia Belt/Belt	
Taglia cinghia primo sfilo Belt's size first extension		25 AT 10
Sviluppo puleggia Pulley's circumference	[mm/giro]	200

* I valori sono da considerarsi indicativi.
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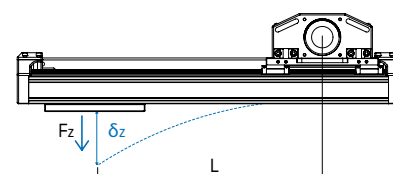


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



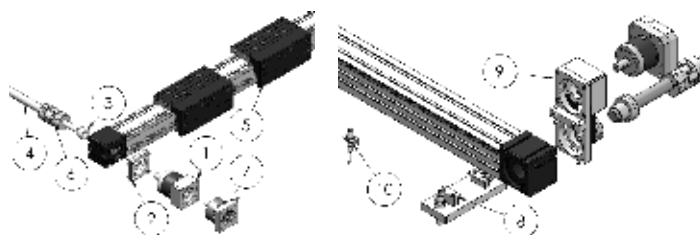
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



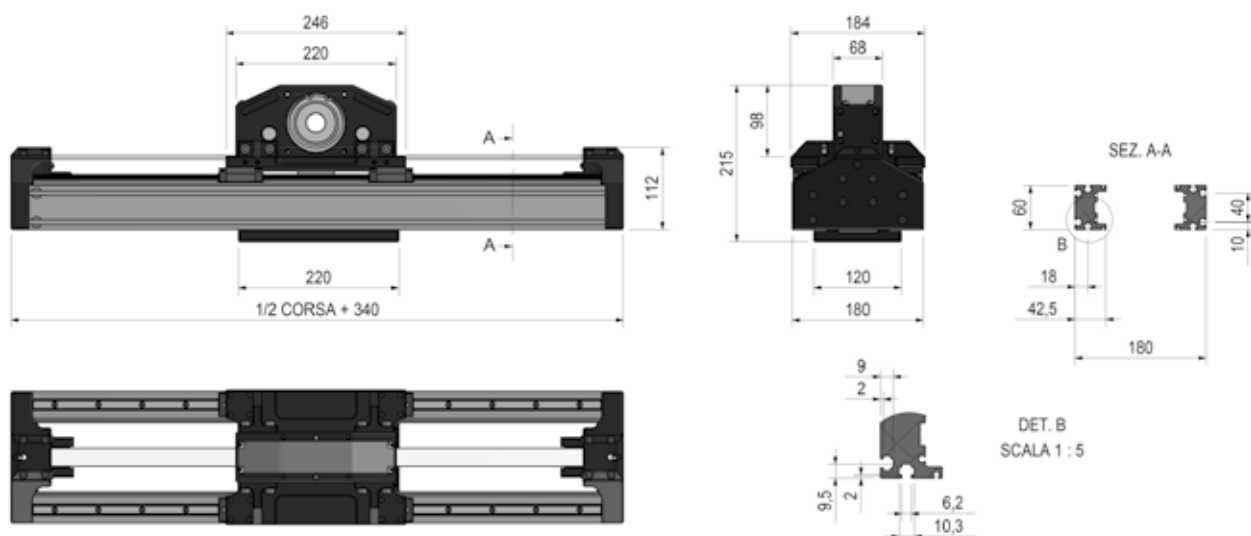
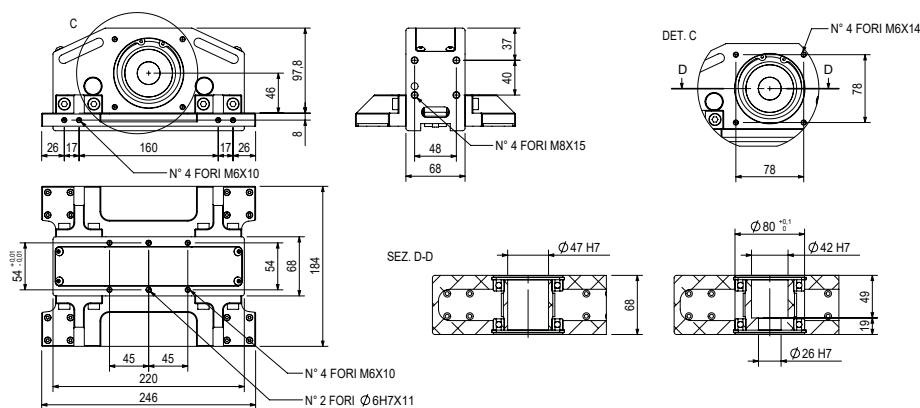
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
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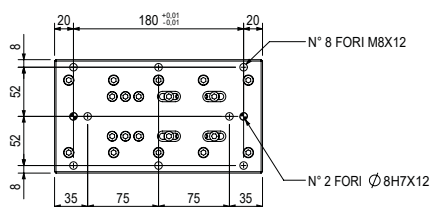
DIMENSIONI / DIMENSIONS

**Carro fisso / Fixed carriage**

Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF30

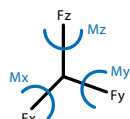
Configurazioni puleggia
Pulley configurations

Carro mobile / Mobile carriage

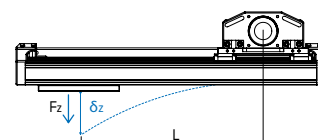


L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

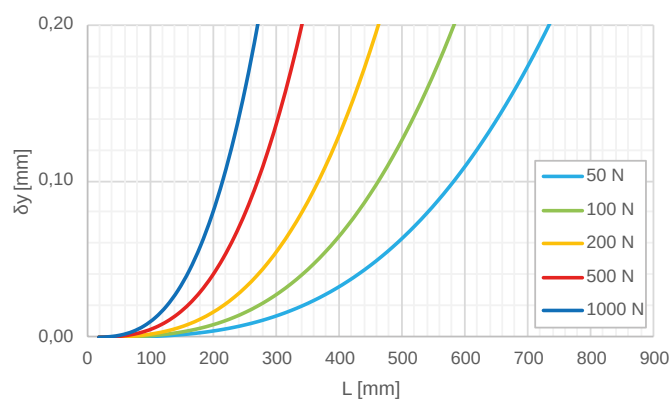
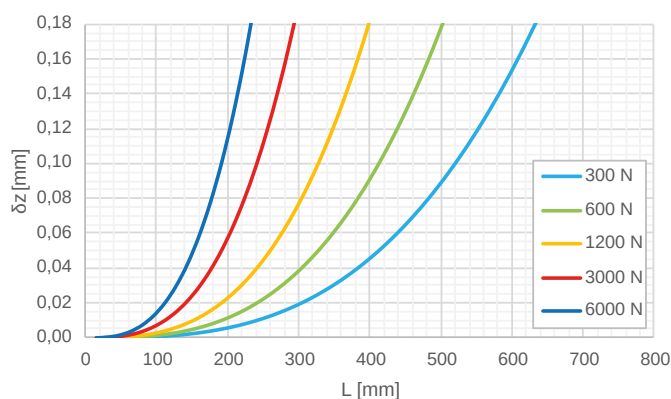
MODELLO / MODEL
TEL060FBS



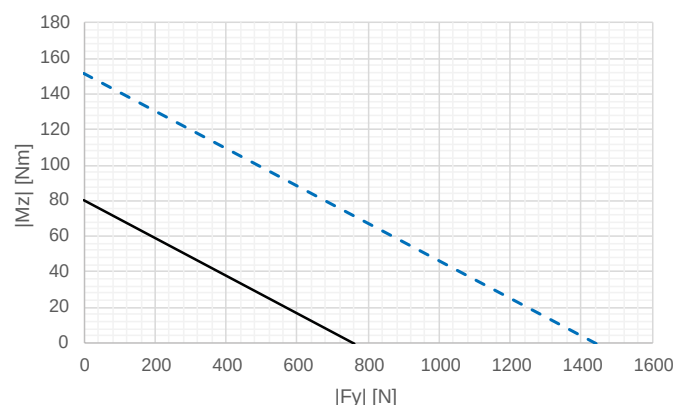
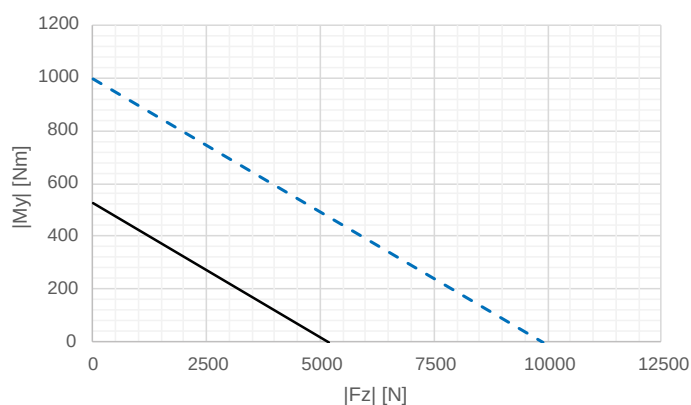
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

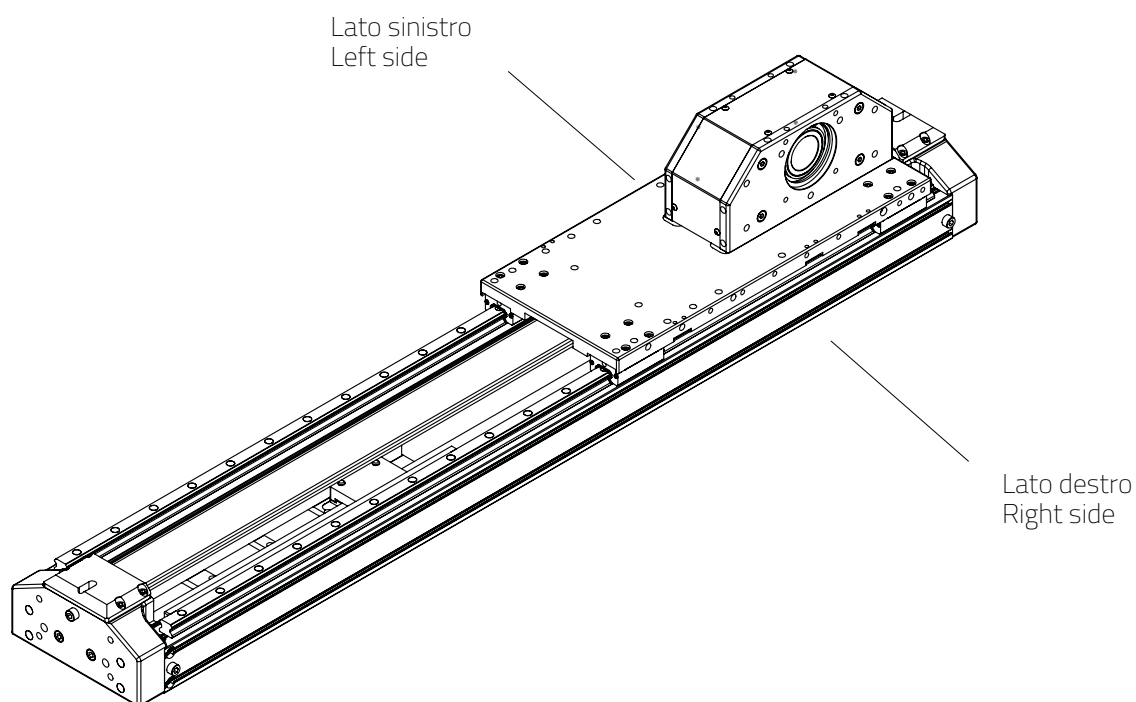
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

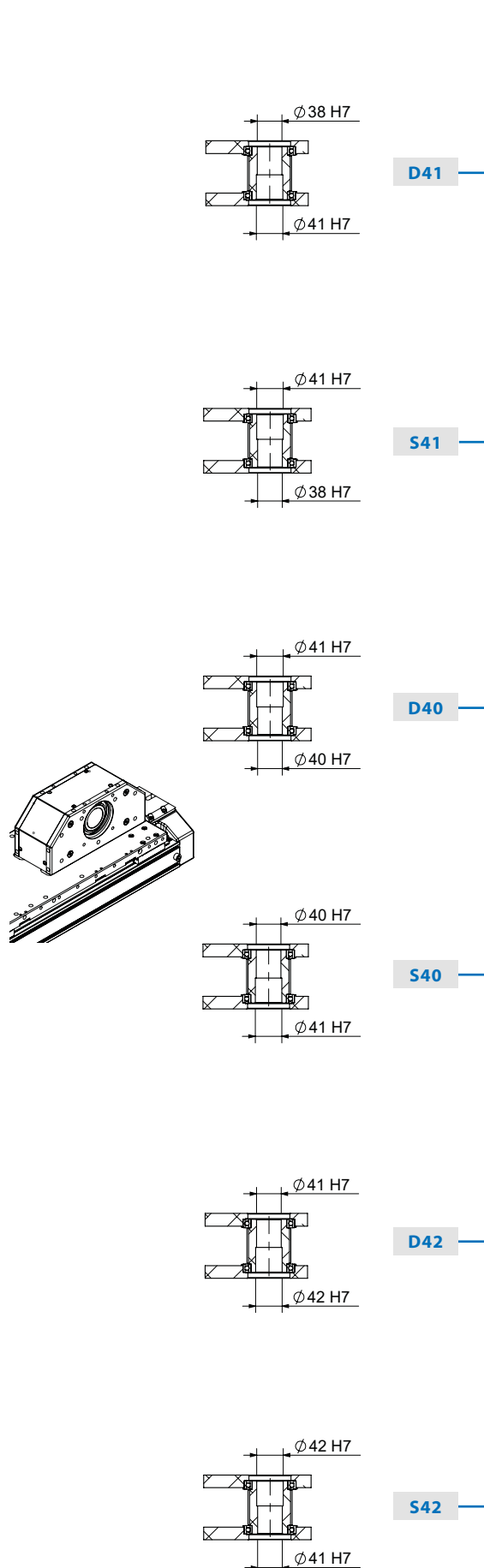
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

		TEL	160	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL									
TEL	Unità lineare telescopica cinghia/cinghia <i>Telescopic linear unit belt/belt</i>								
TAGLIA / SIZE									
160	Profilo larghezza 160 mm <i>Profile width 160 mm</i>								
200	Larghezza unità 200 mm <i>Unit width 200 mm</i>								
TIPOLOGIA CARRO / CARRIAGE TYPE									
FBS	Carro fisso biguida laterale e profilo mobile <i>Fixed carriage with lateral dual guide rail and mobile profile</i>								
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)									
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)									
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE									
A	Configurazione standard <i>Standard configuration</i>								
C	Configurazione personalizzata <i>Custom configuration</i>								



VERSIONE PULEGGIA / PULLEY VERSION



PULEGGIA / PULLEY

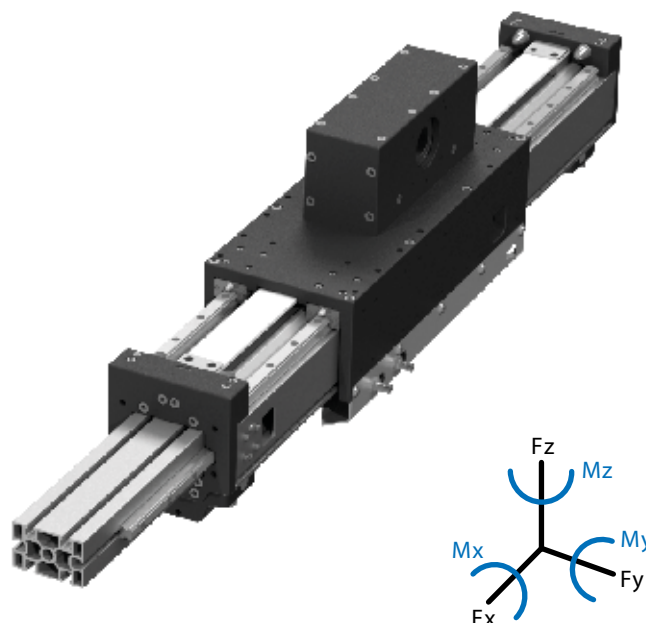
D41	Puleggia con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Pulley with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Puleggia con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Pulley with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Puleggia con foro Ø 40 mm a destra e Ø 41 mm a sinistra <i>Pulley with hole Ø 40 mm on the right and Ø 41 mm on the left</i>
S40	Puleggia con foro Ø 40 mm a sinistra e Ø 41 mm a destra <i>Pulley with hole Ø 40 mm on the left and Ø 41 mm on the right</i>
D42	Puleggia con foro Ø 42 mm a destra e Ø 41 mm a sinistra <i>Pulley with hole Ø 42 mm on the right and Ø 41 mm on the left</i>
S42	Puleggia con foro Ø 42 mm a sinistra e Ø 41 mm a destra <i>Pulley with hole Ø 42 mm on the left and Ø 41 mm on the right</i>

MODELLO / MODEL
TEL160FBS

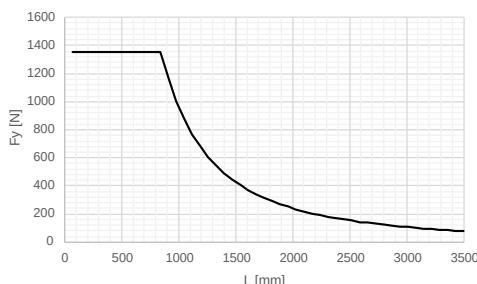
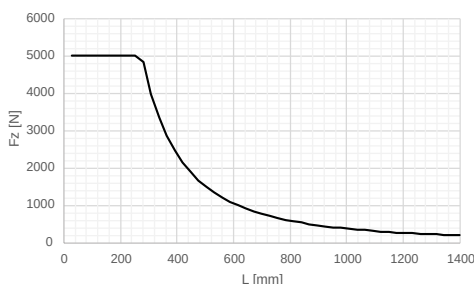
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	39
Massa lineare unità Unit's linear mass	[Kg/100 mm]	1
Massa secondo sfilo (corsa zero) Mass second extension (zero stroke)	[Kg]	4,8
Massa secondo sfilo (x 100 mm corsa) Mass second extension (x 100 mm stroke)	[Kg/100mm]	0,33
Massa primo sfilo (corsa zero) Mass first extension (zero stroke)	[Kg]	7,5
Massa primo sfilo (x 100 mm corsa) Mass first extension (x 100 mm stroke)	[Kg/100mm]	0,67
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	±0,15
Azionamento primo sfilo - secondo sfilo Drive first extension - second extension	Cinghia/Cinghia Belt/Belt	
Taglia cinghia primo sfilo Belt's size first extension		50 AT 10
Sviluppo puleggia Pulley's circumference	[mm/giro]	220

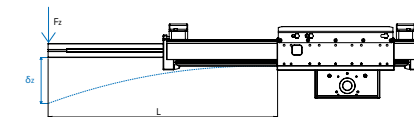
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CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

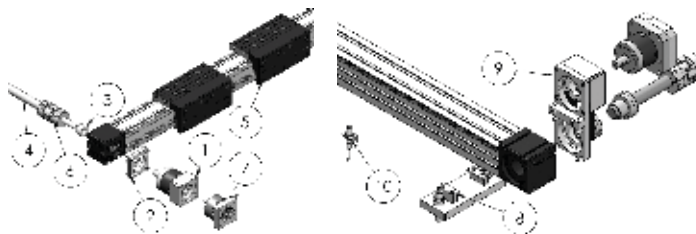


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



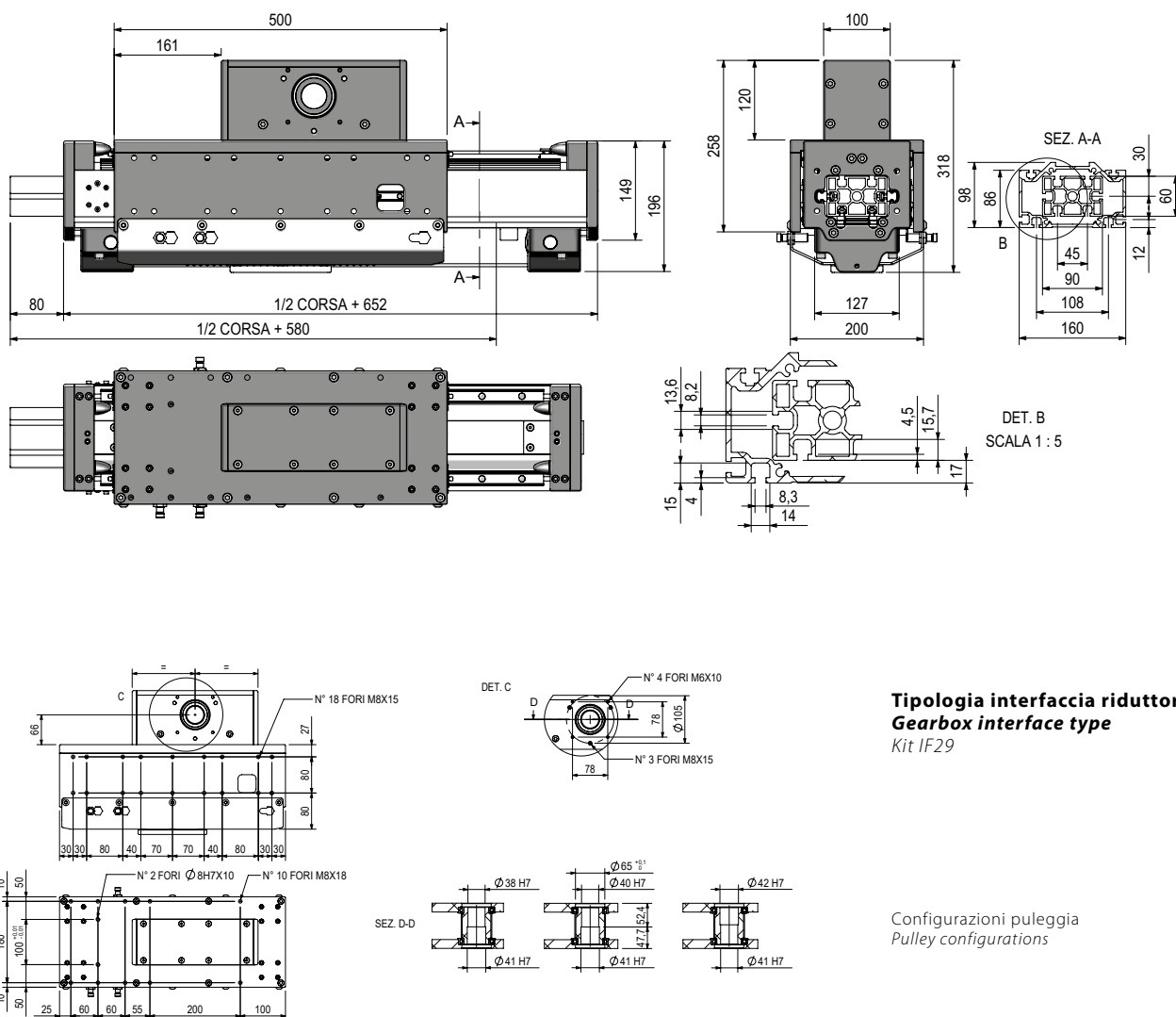
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

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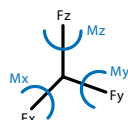
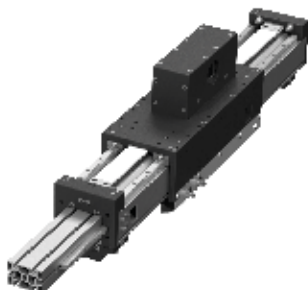
DIMENSIONI / DIMENSIONS



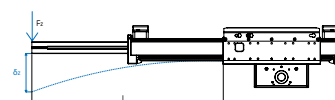
Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF29

Configurazioni puleggia
Pulley configurations

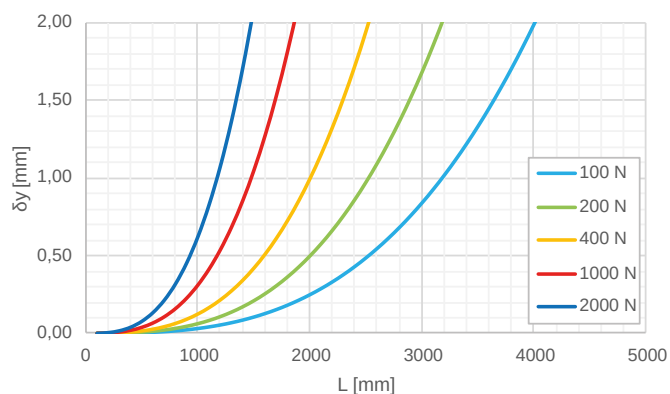
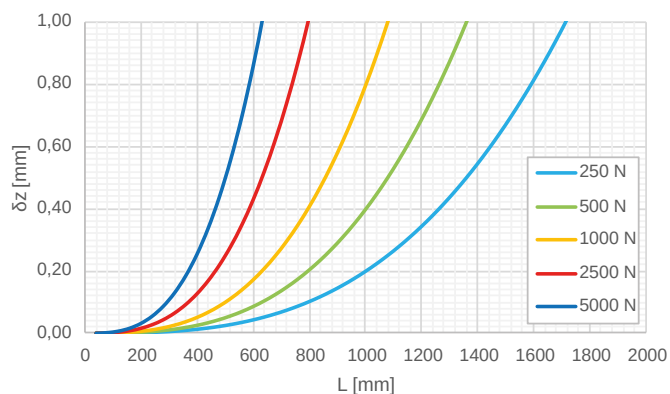
MODELLO / MODEL
TEL160FBS



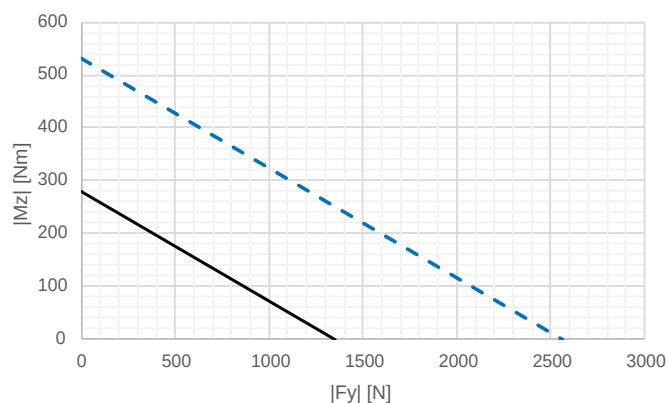
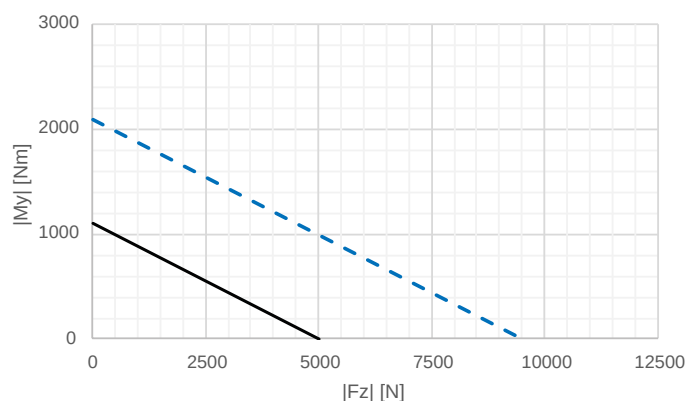
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

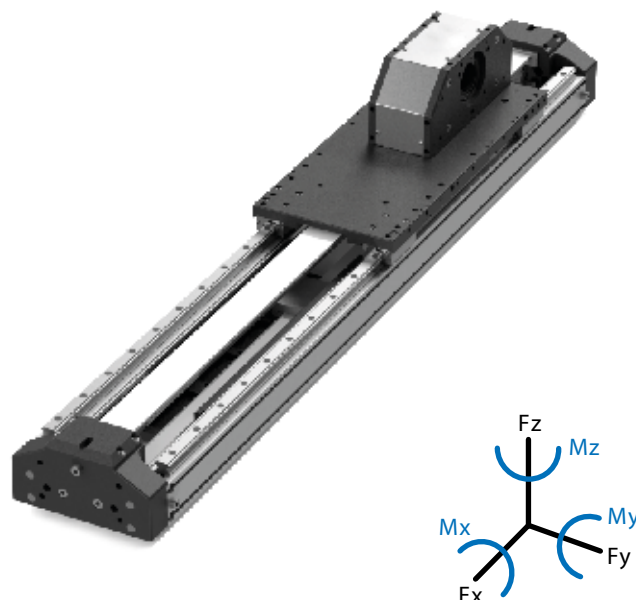
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
TEL200FBS

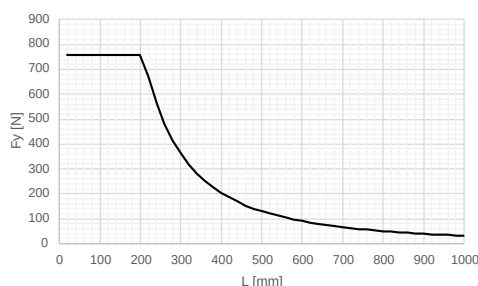
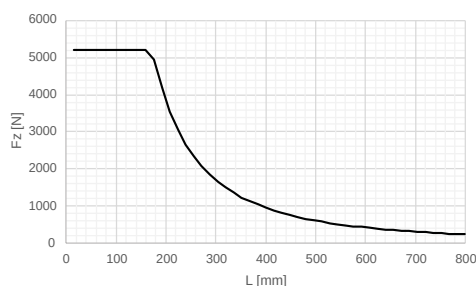
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	28,5
Massa lineare unità Unit's linear mass	[Kg/100 mm]	0,71
Massa carro secondo sfilo (corsa zero) Carriage's mass second extension (zero stroke)	[Kg]	4,7
Massa carro secondo sfilo (x 100 mm corsa) Carriage's mass second extension (x 100 mm stroke)	[Kg/100mm]	0
Massa primo sfilo (corsa zero) Mass first extension (zero stroke)	[Kg]	7,4
Massa primo sfilo (x 100 mm corsa) Mass first extension (x 100 mm stroke)	[Kg/100mm]	0,71
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	±0,15
Azionamento primo sfilo - secondo sfilo Drive first extension - second extension	Cinghia/Cinghia Belt/Belt	
Taglia cinghia primo sfilo Belt's size first extension		50 AT 10
Sviluppo puleggia Pulley's circumference	[mm/giro]	220

* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
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Higher performance are possible. Please Contact our technical department.

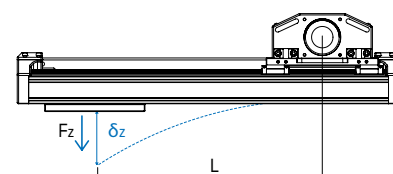


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



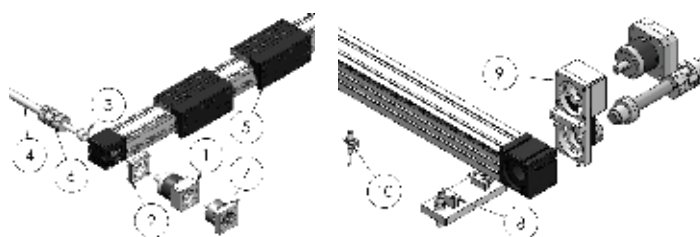
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



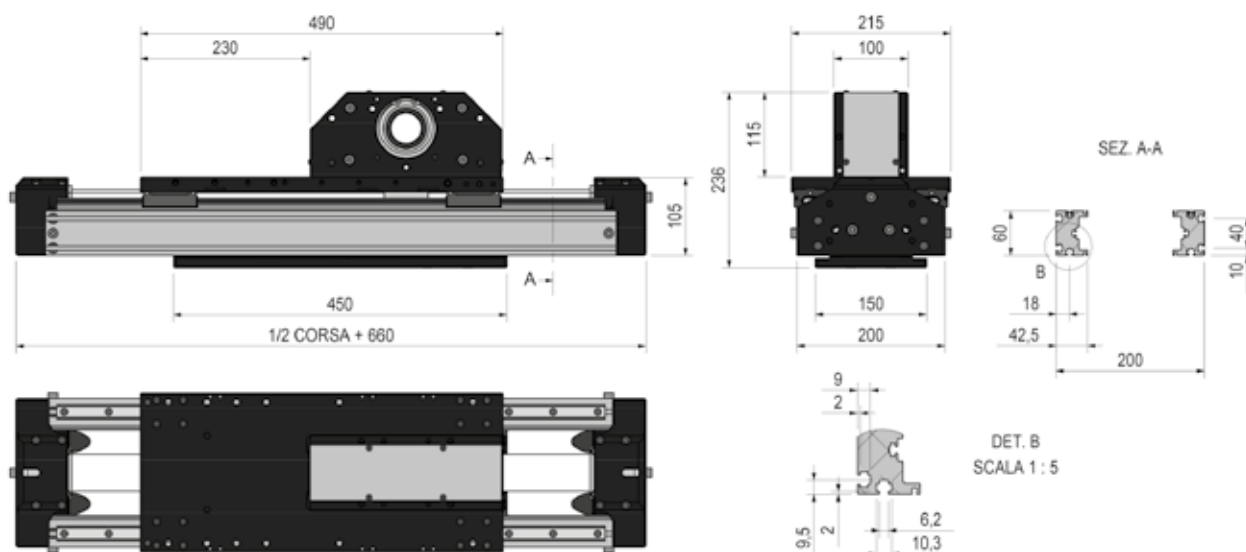
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.

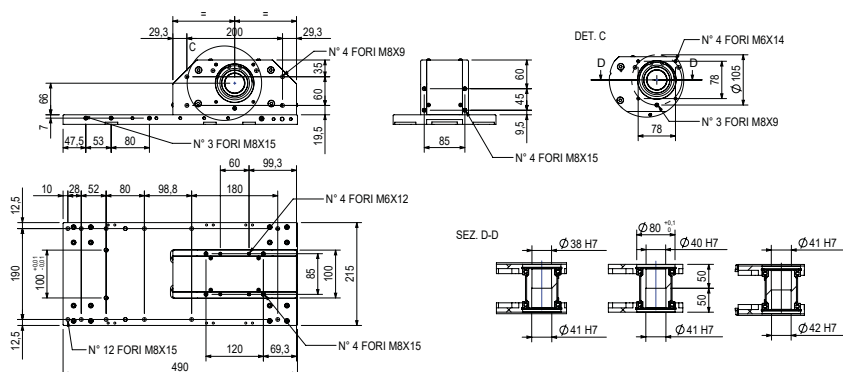


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



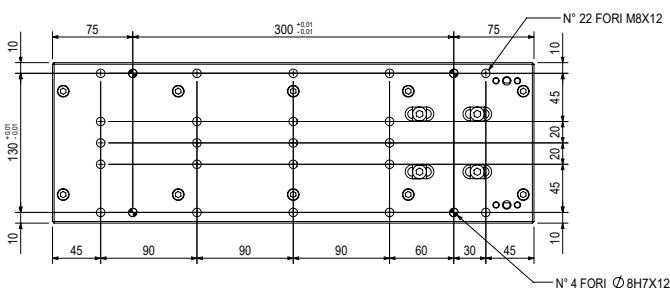
Carro fisso / Fixed carriage



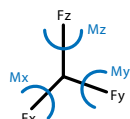
Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

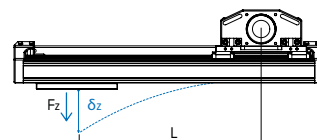
Carro mobile / Mobile carriage



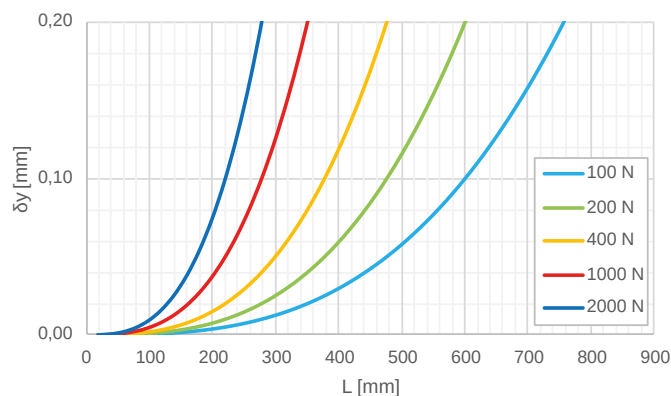
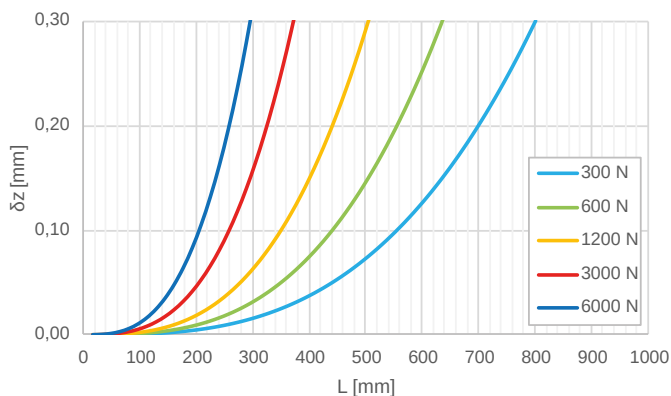
MODELLO / MODEL
TEL200FBS



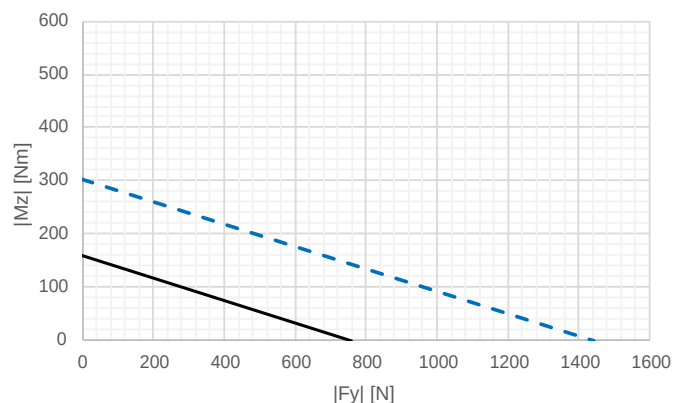
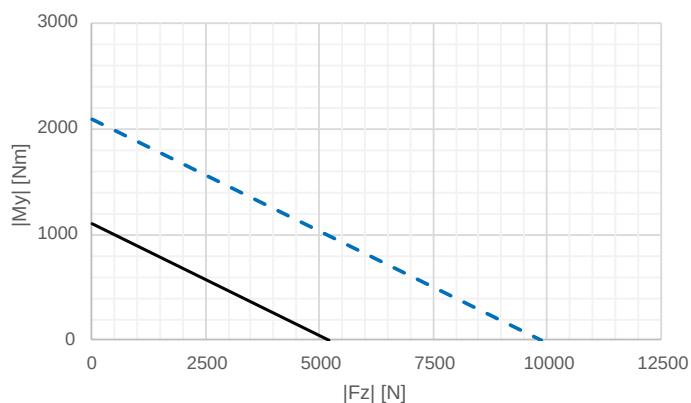
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|M_x| \leq 0.1 |M_y|$ and $|M_x| \leq 0.1 |M_z|$.

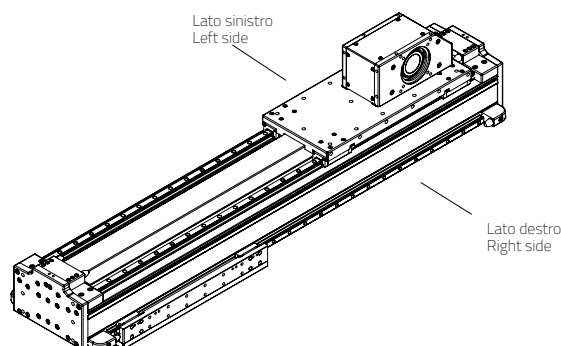
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

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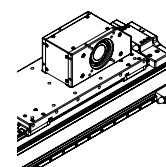
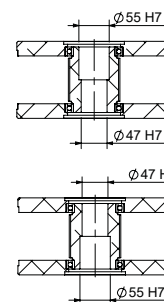
	TEL	260	FBO	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
TEL	Unità lineare telescopica cinghia/cinghia <i>Telescopic linear unit belt/belt</i>							
TAGLIA / SIZE								
260	Larghezza unità 260 mm <i>Unit width 260 mm</i>							
TIPOLOGIA CARRO / CARRIAGE TYPE								
FBO	Carro fisso biguida laterale e profilo mobile <i>Fixed carriage with lateral dual guide rail and mobile profile</i>							
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)								
PULEGGIA (vedi versione puleggia) / PULLEY (view pulley version)								
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE								
A	Configurazione standard <i>Standard configuration</i>							
C	Configurazione personalizzata <i>Custom configuration</i>							



VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

D47	Puleggia con foro Ø 47 mm a destra e Ø 55 mm a sinistra <i>Pulley with hole Ø 47 mm on the right and Ø 55 mm on the left</i>
S47	Puleggia con foro Ø 47 mm a sinistra e Ø 55 mm a destra <i>Pulley with hole Ø 47 mm on the left and Ø 55 mm on the right</i>

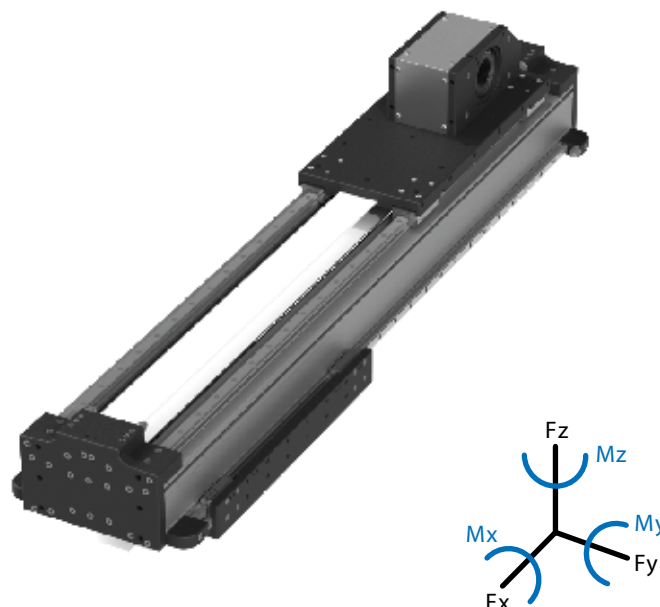


MODELLO / MODEL TEL260FBO

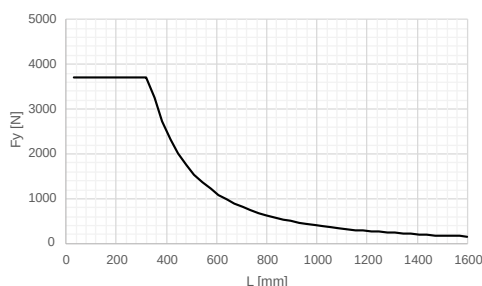
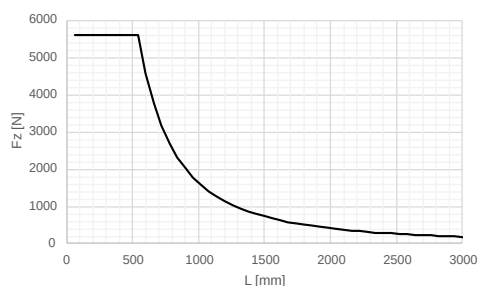
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	67,5
Massa lineare unità Unit's linear mass	[Kg/100 mm]	1,32
Massa carro secondo sfilo (corsa zero) Carriage's mass second extension (zero stroke)	[Kg]	15,5
Massa carro secondo sfilo (x 100 mm corsa) Carriage's mass second extension (x 100 mm stroke)	[Kg/100mm]	0
Massa primo sfilo (corsa zero) Mass first extension (zero stroke)	[Kg]	17,5
Massa primo sfilo (x 100 mm corsa) Mass first extension (x 100 mm stroke)	[Kg/100mm]	1,32
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	±0,15
Azionamento primo sfilo - secondo sfilo Drive first extension - second extension	Cinghia/Cinghia Belt/Belt	
Taglia cinghia primo sfilo Belt's size first extension		75 AT 10
Sviluppo puleggia Pulley's circumference	[mm/giro]	300

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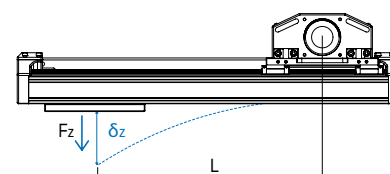


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



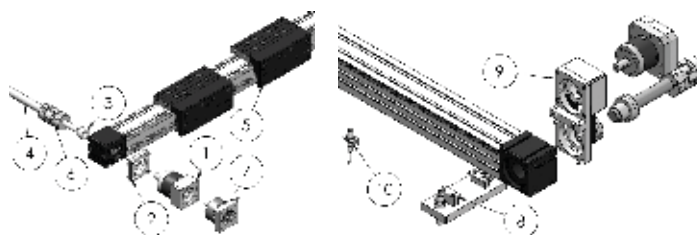
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



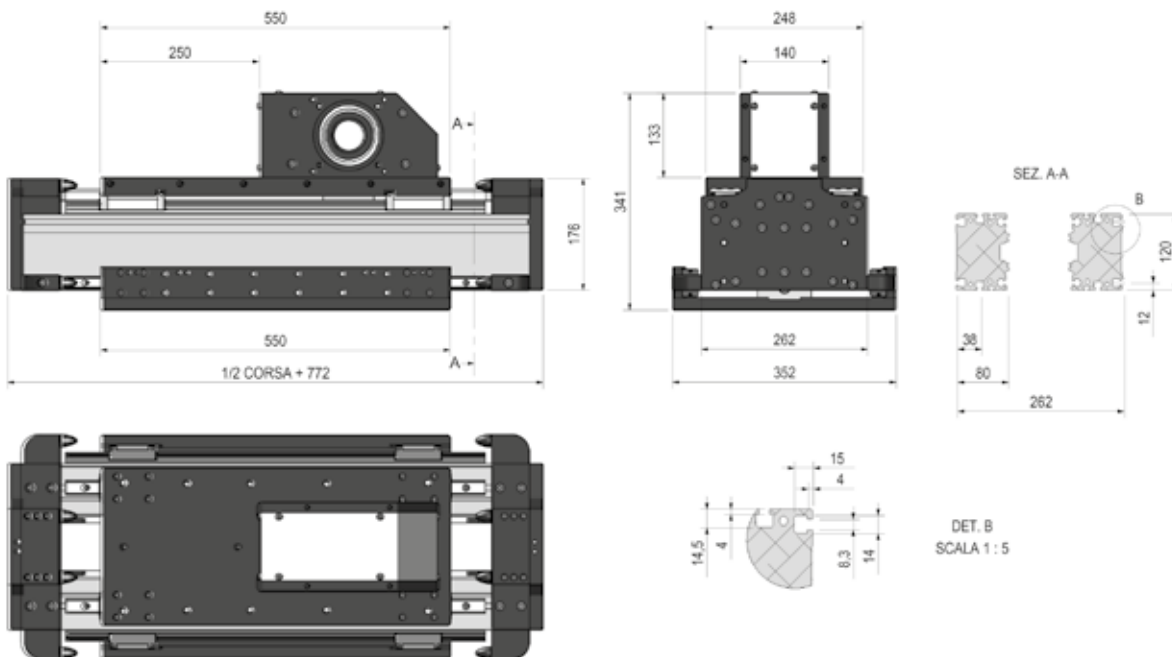
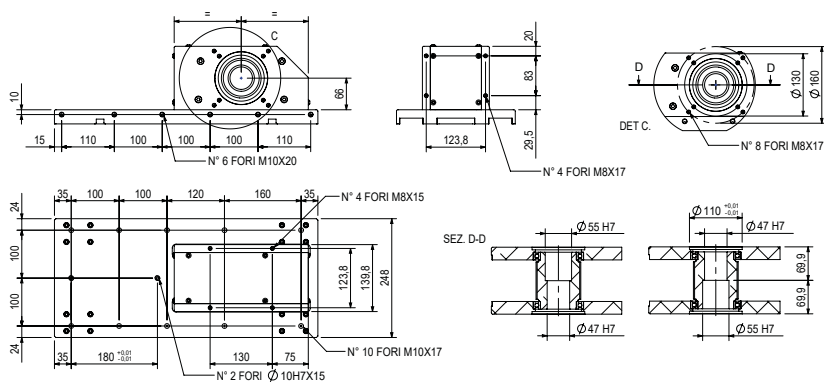
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ Freno stazionamento Standing brake	x		
⑧ Elemento fissaggio/tassello Fastening/plug	x	x	x
⑨ Kit rinvio Transfer box	x	x	
⑩ Supporto sensore/Camma Sensor bracket/Cam	x	x	x

Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.
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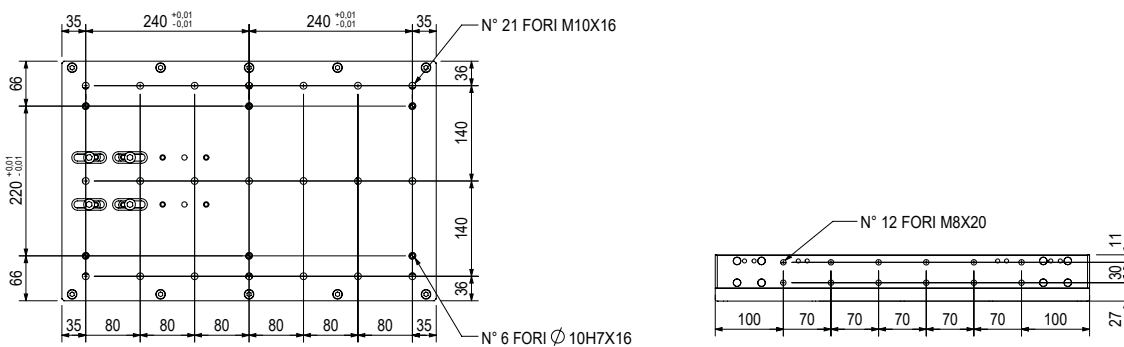
DIMENSIONI / DIMENSIONS

**Carro fisso / Fixed carriage**

Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF40

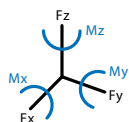
Configurazioni puleggia
Pulley configurations

Carro mobile / Mobile carriage

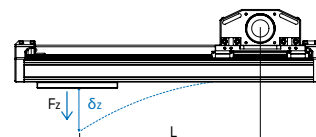


L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

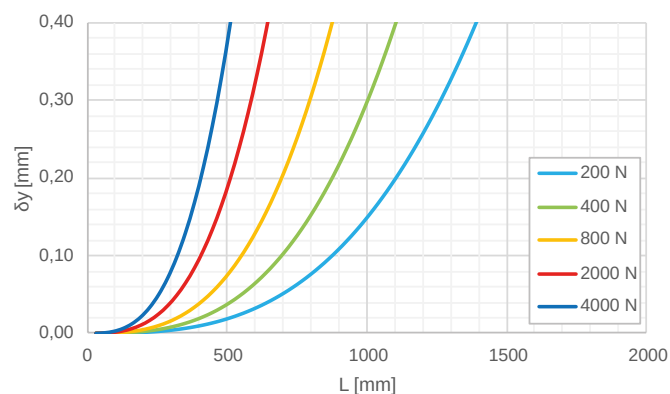
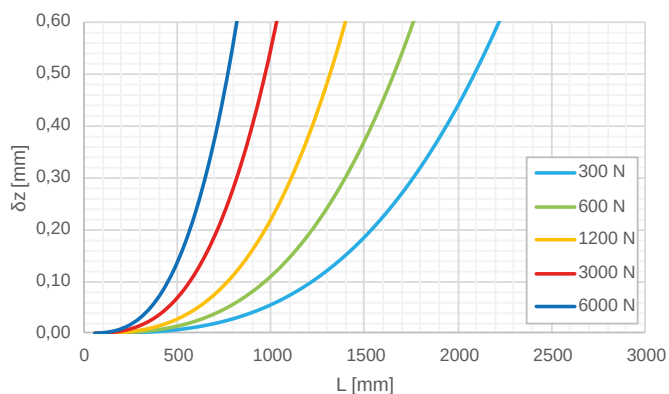
MODELLO / MODEL
TEL260FBO



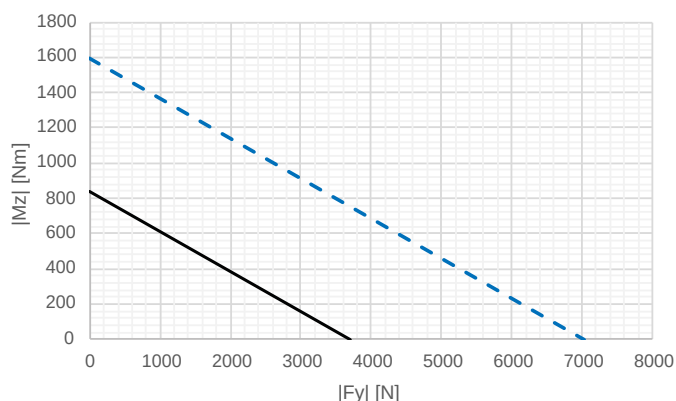
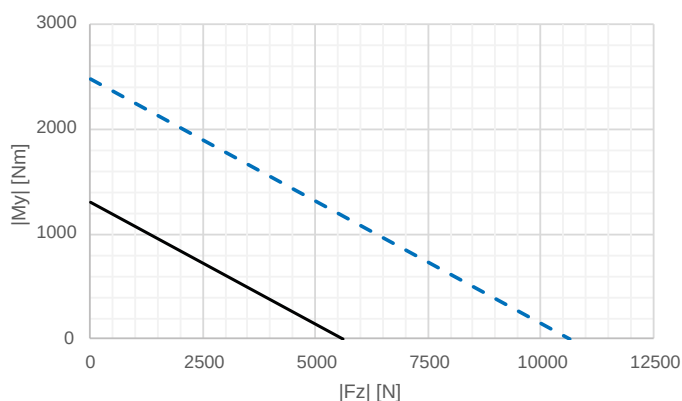
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



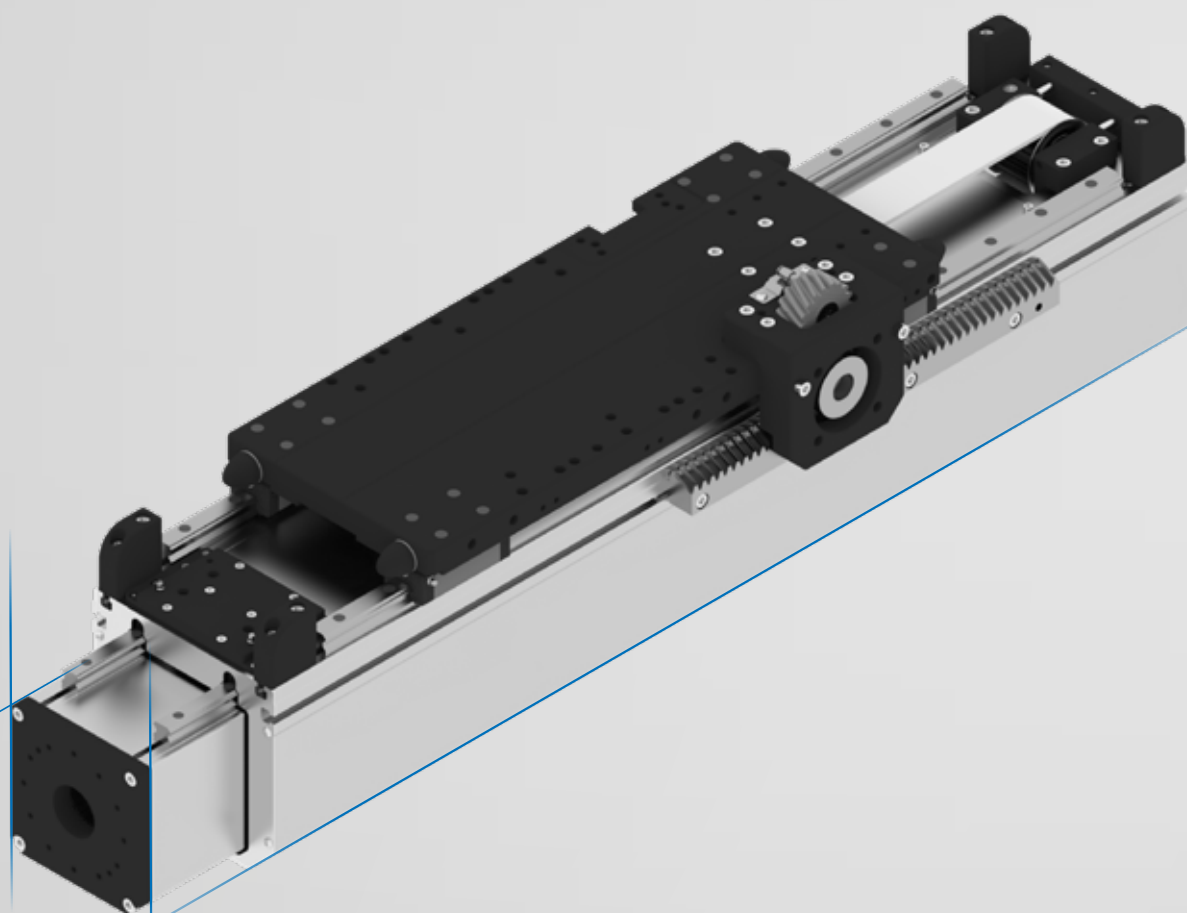
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are valid for: $|Mx| \leq 0.1 |My|$ and $|Mx| \leq 0.1 |Mz|$.

--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
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UNITÀ LINEARE TELESCOPICA

TELESCOPIC
LINEAR UNIT



SERIE TEC

SERIES

346 TEC200FBC

350 TEC200FBS

		TEC	200	FBS	2000	-	E	M3	Q6	-	XX
TIPO UNITÀ / MODEL											
TEC	Unità lineare telescopica cremagliera/cinghia <i>Telescopic linear unit rack and pinion/belt</i>										
TAGLIA / SIZE											
200	Profilo larghezza 200 mm <i>Profile width 200 mm</i>										
TIPOLOGIA CARRO CARRIAGE TYPE											
FBC	Carro corto fisso biguida laterale e profilo mobile <i>Fixed short carriage with lateral dual guide rail and mobile profile</i>										
FBS	Carro standard fisso biguida laterale e profilo mobile <i>Fixed standard carriage with lateral dual guide rail and mobile profile</i>										
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)											
TIPOLOGIA DENTI CREMAGLIERA / RACK TYPE											
E	Denti inclinati <i>Helix tooth</i>										
MODULO CREMAGLIERA / RACK MODULE											
M3	Modulo cremagliera M3 <i>Rack module M3</i>										
QUALITÀ CREMAGLIERA / RACK QUALITY CLASS											
Q6	Errore passo -0,008/0,008 mm Errore totale -0,035/0,035 al mt <i>Pitch error -0,008/0,008 mm</i> <i>Total error -0,035/0,035 x mt</i>										
Q7	Errore passo -0,0011/0,0011 mm Errore totale -0,045/0,045 al mt <i>Pitch error -0,011/0,011 mm</i> <i>Total error -0,045/0,045 x mt</i>										
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE											
A	Configurazione standard <i>Standard configuration</i>										
C	Configurazione personalizzata <i>Custom configuration</i>										

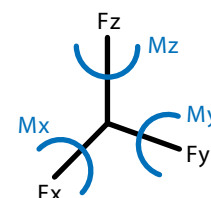
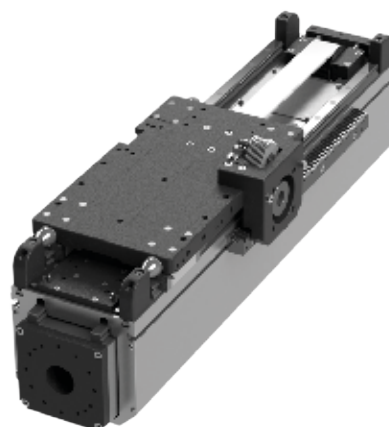
MODELLO / MODEL TEC200FBC

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

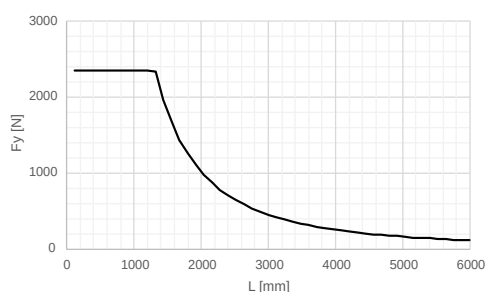
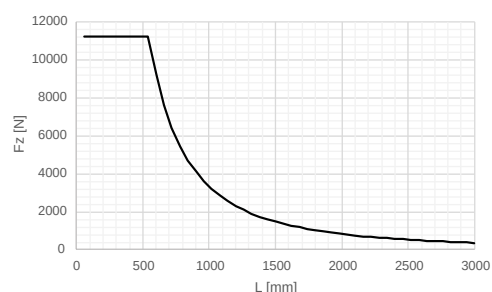
Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	46
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100 mm]	2,33
Massa secondo sfilo (corsa zero) <i>Mass second extension (zero stroke)</i>	[Kg]	8,9
Massa secondo sfilo (x 100 mm corsa) <i>Mass second extension (x 100 mm stroke)</i>	[Kg/100mm]	0,78
Massa primo sfilo (corsa zero) <i>Mass first extension (zero stroke)</i>	[Kg]	15,7
Massa primo sfilo (x 100 mm corsa) <i>Mass first extension (x 100 mm stroke)</i>	[Kg/100mm]	1,55
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	±0,15
Azionamento primo sfilo - secondo sfilo <i>Drive first extension - second extension</i>	Cremagliera/Cinghia <i>Rack and pinion/Belt</i>	
Tipo cremagliera** <i>Rack features</i>	Denti obliqui classe precisione Q7 <i>Helix tooth accuracy class Q7</i>	
Modulo ingranaggio primo sfilo <i>Gear module first extension</i>	3	
Sviluppo pignone <i>Pinion primitive circumference</i>	[mm/giro]	219,990

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Higher performance are possible. Please Contact our technical department.*

** Disponibile su richiesta classe precisione Q6.
Available on request accuracy class Q6.

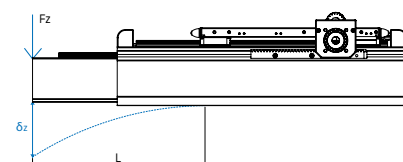


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

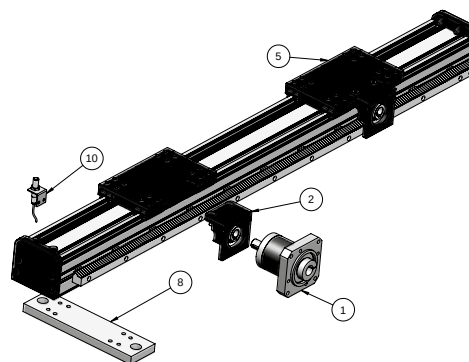
Maximum load in an isostatic cantilever loaded condition.



Accessori <i>Accessories</i>	Cinghia <i>Belt</i>	Vite <i>Ballscrew</i>	Cremagliera <i>Rack and pinion</i>
① Riduttore <i>Gearbox</i>	x	x	x
② Kit assiale <i>Axial kit</i>	x	x	x
③ Calettatore <i>Keyless Locking Device</i>	x		x
④ Albero di torsione <i>Torsion shaft</i>	x		x
⑤ Carro aggiuntivo <i>Additional carriage</i>	x		x
⑥ Giunto elastico <i>Elastic coupling</i>	x		
⑦ Freno stazionamento <i>Standing brake</i>	x		
⑧ Elemento fissaggio/tassello <i>Fastening/plug</i>	x	x	x
⑨ Kit rinvio <i>Transfer box</i>	x	x	
⑩ Supporto sensore/Camma <i>Sensor bracket/Cam</i>	x	x	x

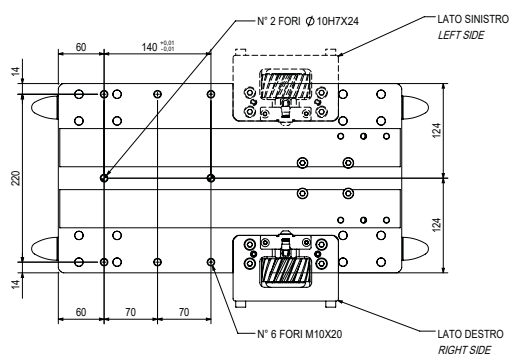
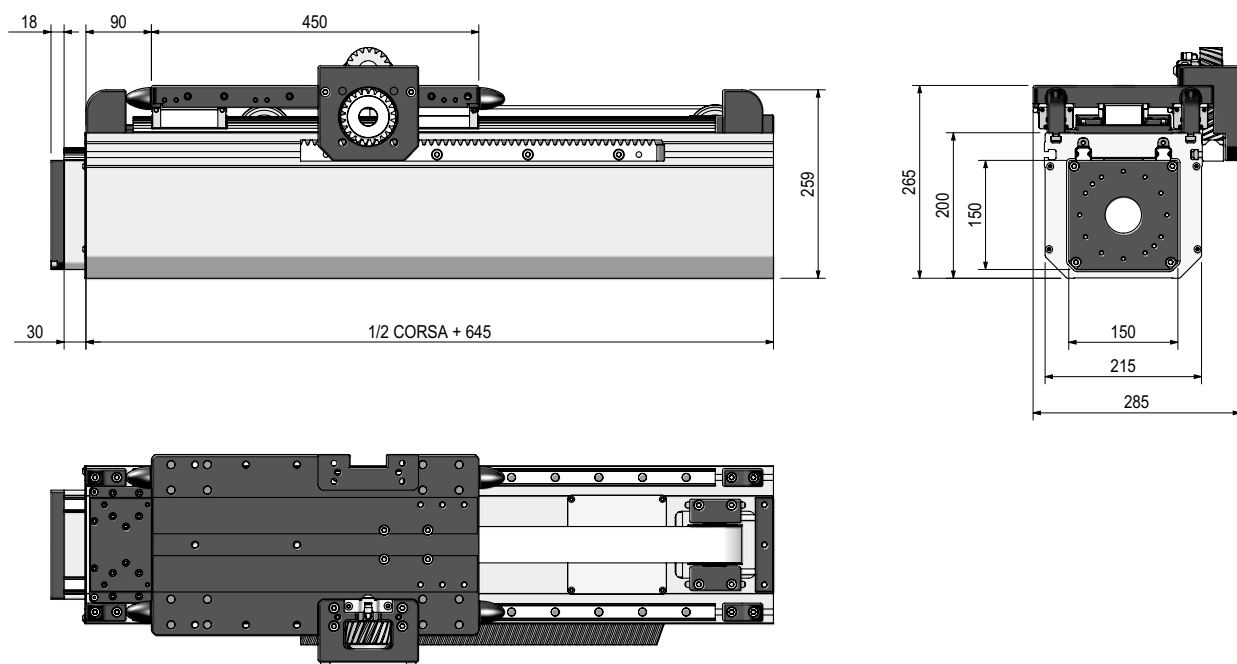
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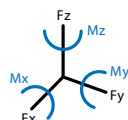
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We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

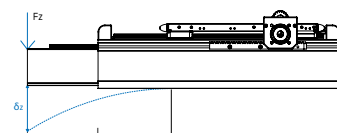


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF80

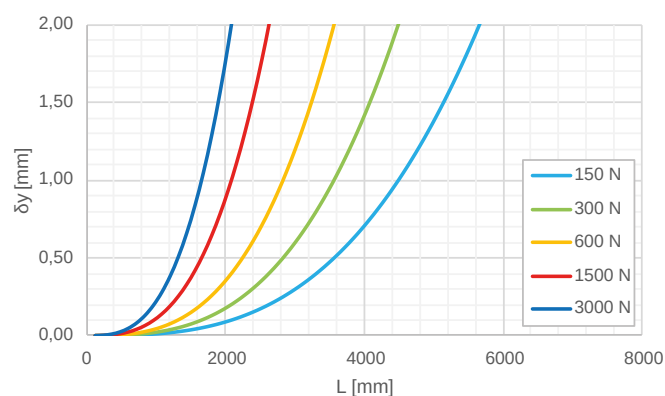
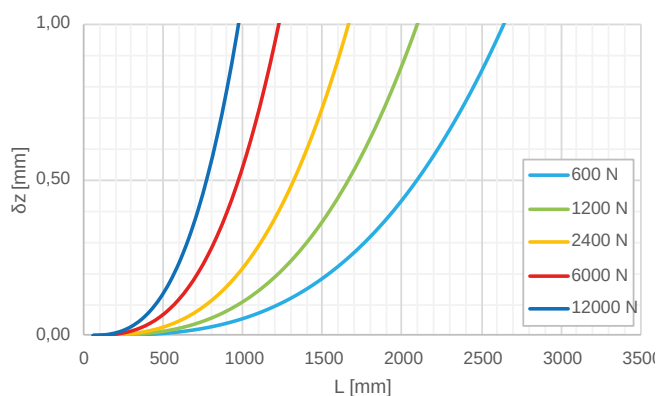
MODELLO / MODEL
TEC200FBC



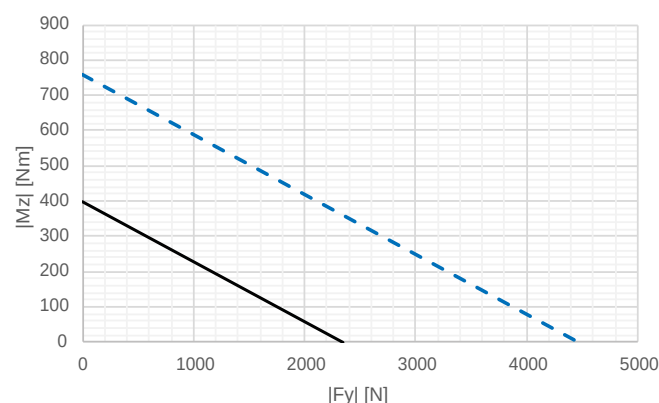
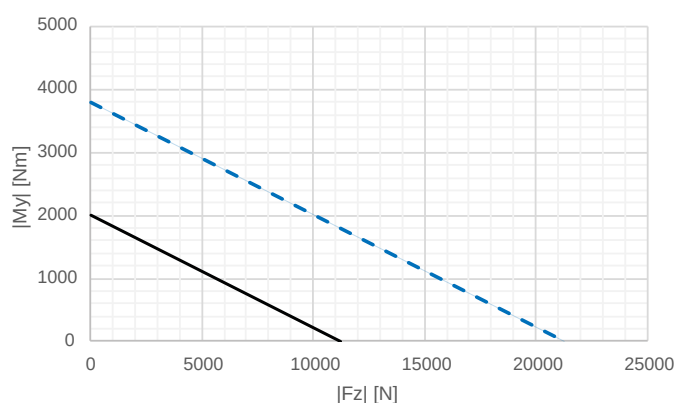
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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Emergency stop max 100 times during service life.
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

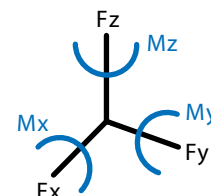
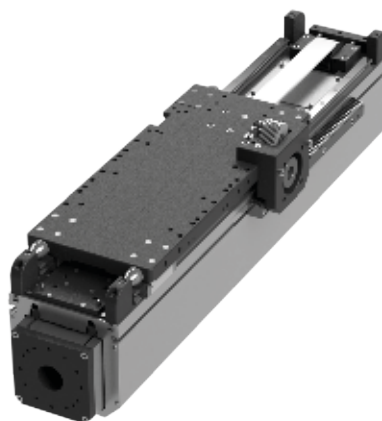
MODELLO / MODEL TEC200FBS

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

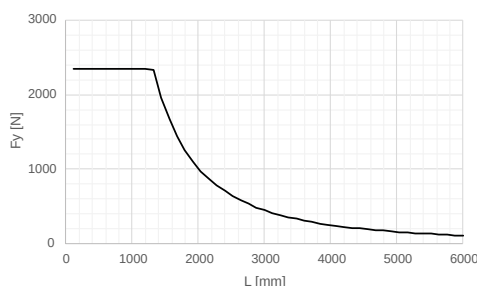
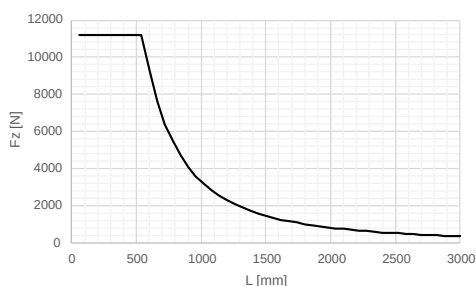
Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	54
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100 mm]	2,33
Massa secondo sfilo (corsa zero) <i>Mass second extension (zero stroke)</i>	[Kg]	10,5
Massa secondo sfilo (x 100 mm corsa) <i>Mass second extension (x 100 mm stroke)</i>	[Kg/100mm]	0,78
Massa primo sfilo (corsa zero) <i>Mass first extension (zero stroke)</i>	[Kg]	18,7
Massa primo sfilo (x 100 mm corsa) <i>Mass first extension (x 100 mm stroke)</i>	[Kg/100mm]	1,55
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	±0,15
Azionamento primo sfilo - secondo sfilo <i>Drive first extension - second extension</i>	Cremagliera/Cinghia <i>Rack and pinion/Belt</i>	
Tipo cremagliera** <i>Rack features</i>	Denti obliqui classe precisione Q7 <i>Helix tooth accuracy class Q7</i>	
Modulo ingranaggio primo sfilo <i>Gear module first extension</i>	3	
Sviluppo pignone <i>Pinion primitive circumference</i>	[mm/giro]	219,990

* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
*Values should be considered as an indication.
Higher performance are possible. Please Contact our technical department.*

** Disponibile su richiesta classe precisione Q6.
Available on request accuracy class Q6.

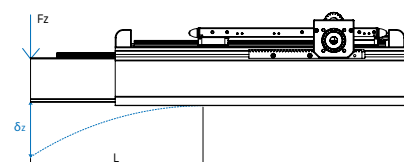


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

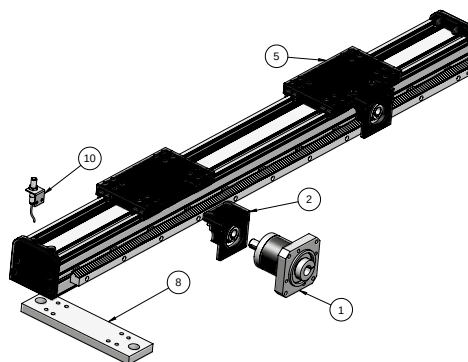
Maximum load in an isostatic cantilever loaded condition.



Accessori <i>Accessories</i>	Cinghia <i>Belt</i>	Vite <i>Ballscrew</i>	Cremagliera <i>Rack and pinion</i>
① Riduttore <i>Gearbox</i>	x	x	x
② Kit assiale <i>Axial kit</i>	x	x	x
③ Calettatore <i>Keyless Locking Device</i>	x		x
④ Albero di torsione <i>Torsion shaft</i>	x		x
⑤ Carro aggiuntivo <i>Additional carriage</i>	x		x
⑥ Giunto elastico <i>Elastic coupling</i>	x		
⑦ Freno stazionamento <i>Standing brake</i>	x		
⑧ Elemento fissaggio/tassello <i>Fastening/plug</i>	x	x	x
⑨ Kit rinvio <i>Transfer box</i>	x	x	
⑩ Supporto sensore/Camma <i>Sensor bracket/Cam</i>	x	x	x

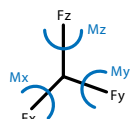
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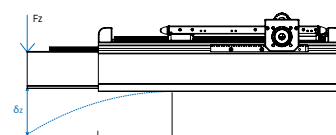


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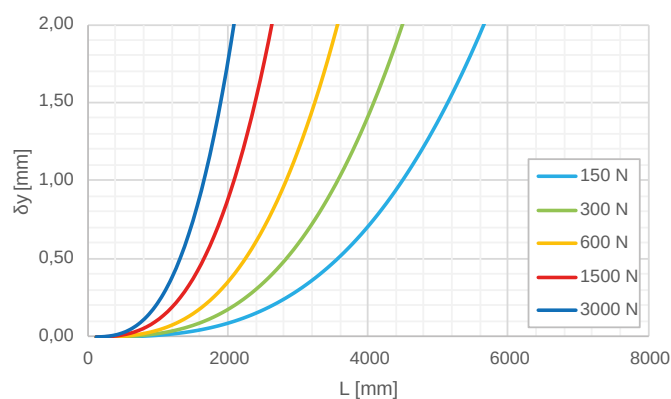
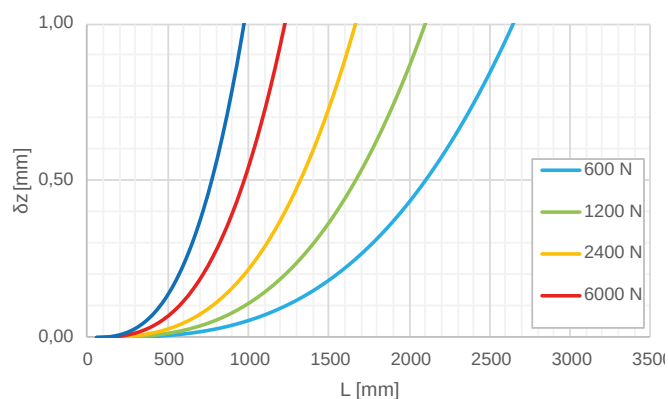
MODELLO / MODEL
TEC200FBS



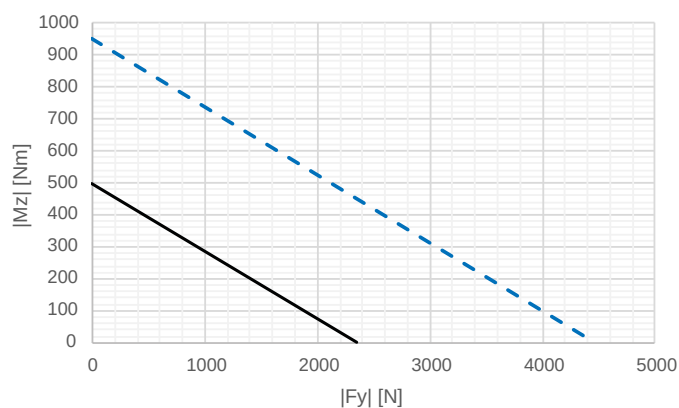
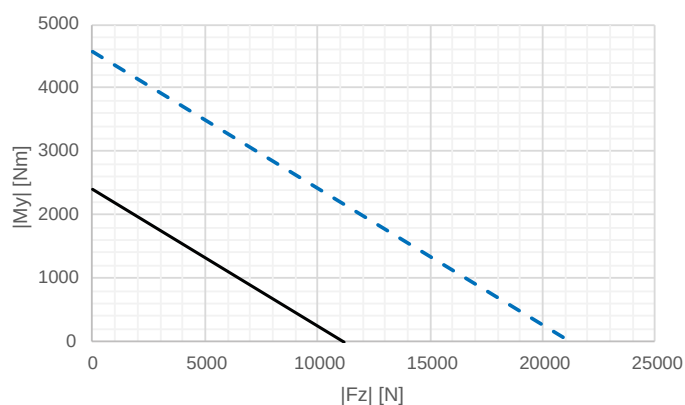
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DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



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