



ROLLON®
BY TIMKEN

LINEAR UNITS

BELT, BALLSCREW,
RACK AND PINION
DRIVEN



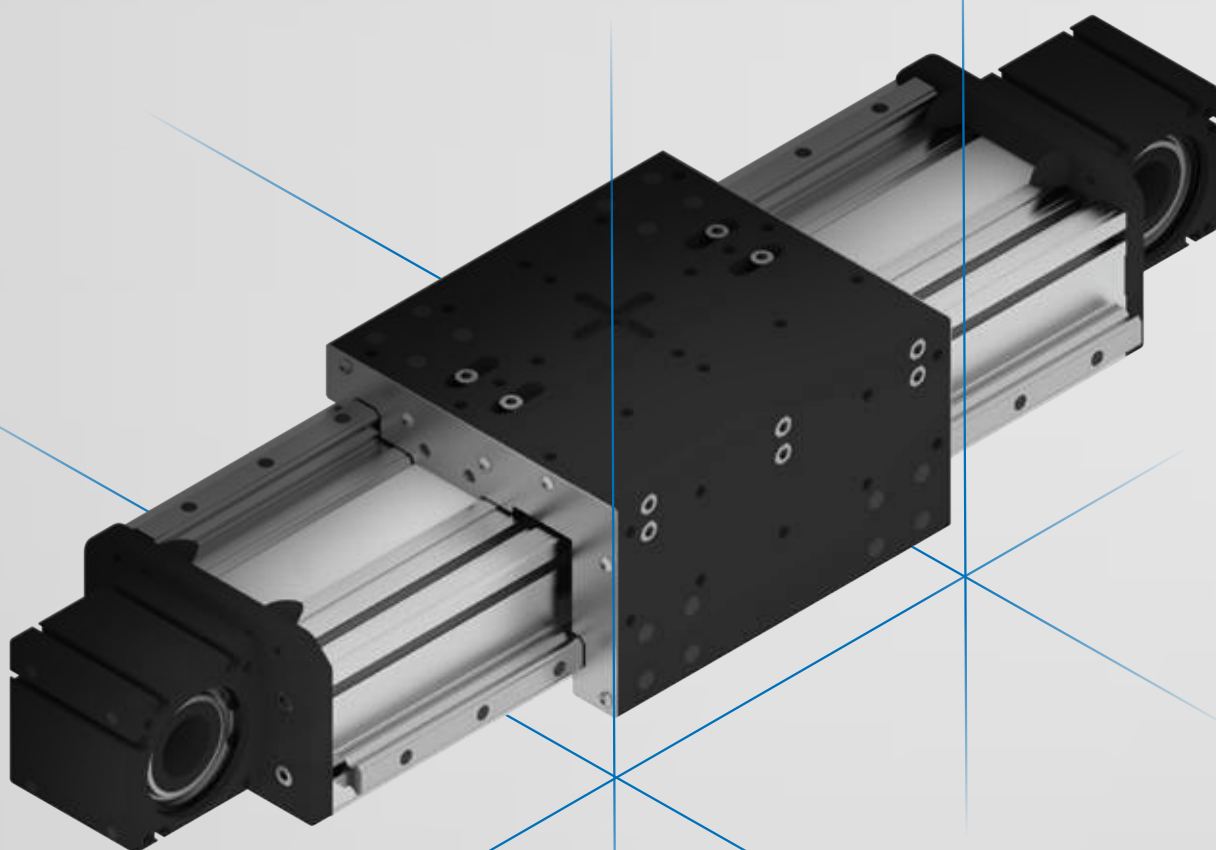
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UNITÀ LINEARE A CINGHIA

BELT DRIVEN
LINEAR UNIT



SERIE AMC

SERIES

008 AMC180CB

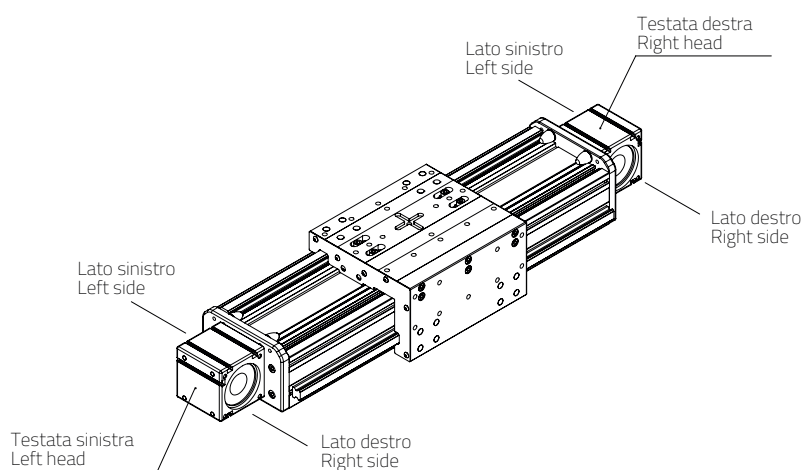
012 AMC180LB

016 AMC180LO

020 AMC180LL

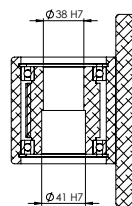
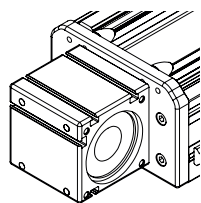
026 AMC240LM

		AMC	120	CB	0800	-	XXX	-	XXX	-	XX
TIPO UNITÀ / MODEL											
AMC	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>										
TAGLIA / SIZE											
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>										

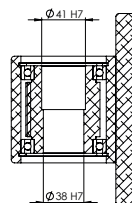




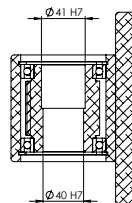
VERSIONE TESTATA / HEAD VERSION



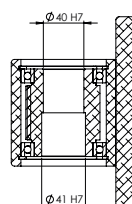
D41



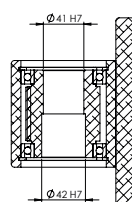
S41



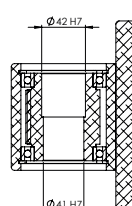
D40



S40



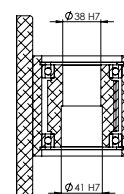
D42



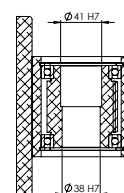
S42

TESTATA SINISTRA / LEFT HEAD

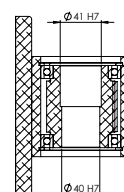
D41	Testata sinistra con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Left head with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Testata sinistra con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Left head with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Testata sinistra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



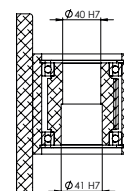
D41



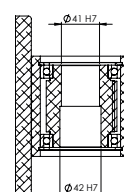
S41



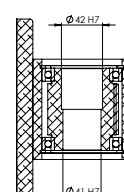
D40



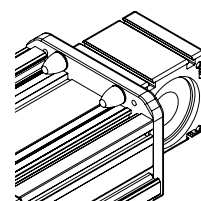
S40



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
AMC180CB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

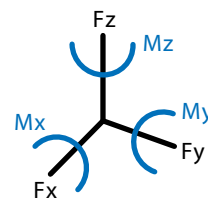
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	13
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,95
Massa carro Carriage's mass	[Kg]	3,05
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	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

* I valori sono da considerarsi indicativi.

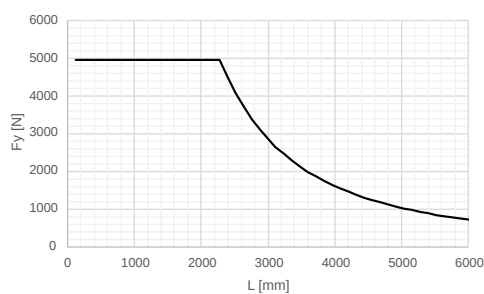
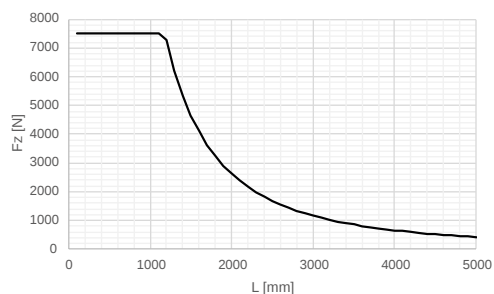
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

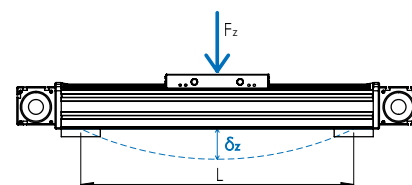


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

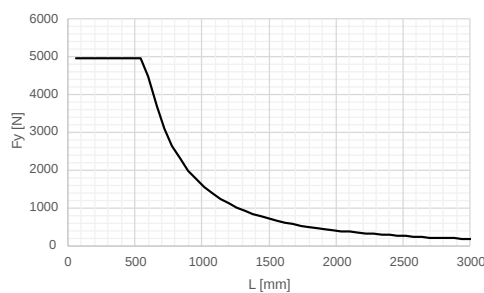
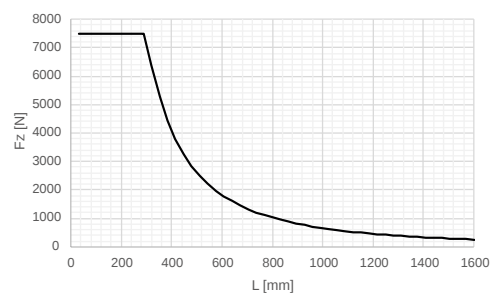


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

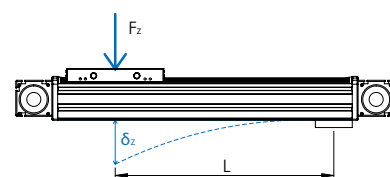


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



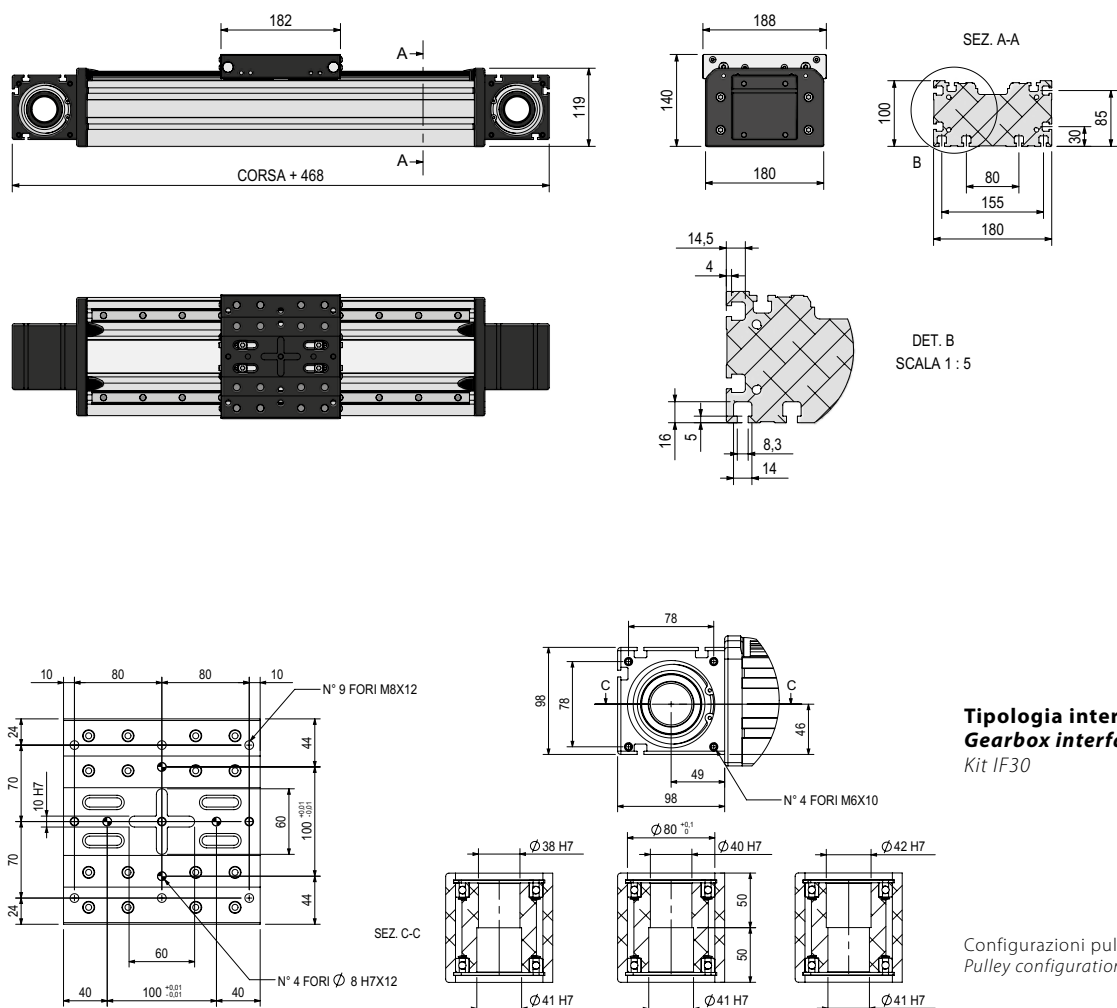
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

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
Gearbox interface type

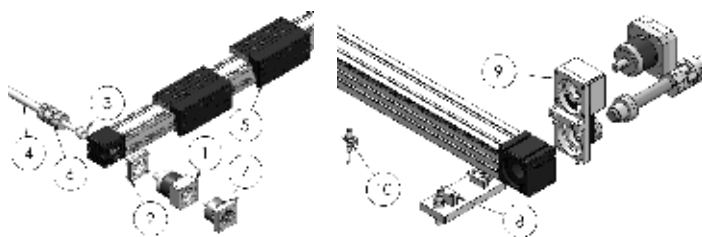
Kit IF30

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

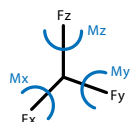
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



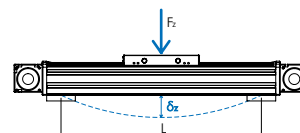
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC180CB

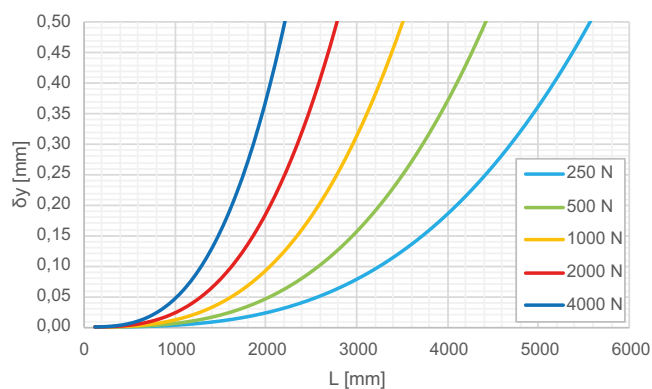
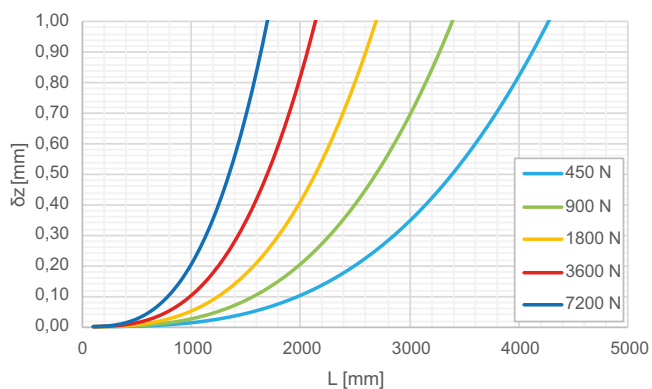


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

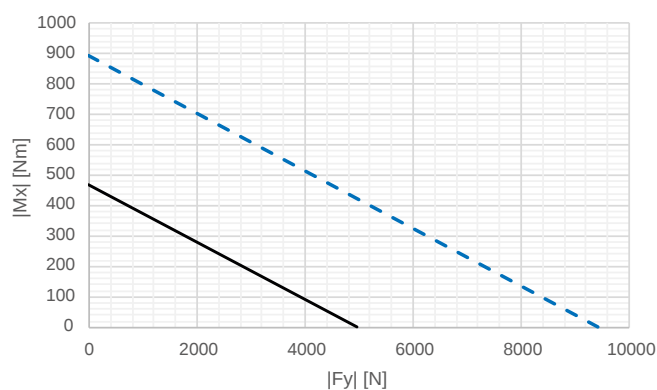
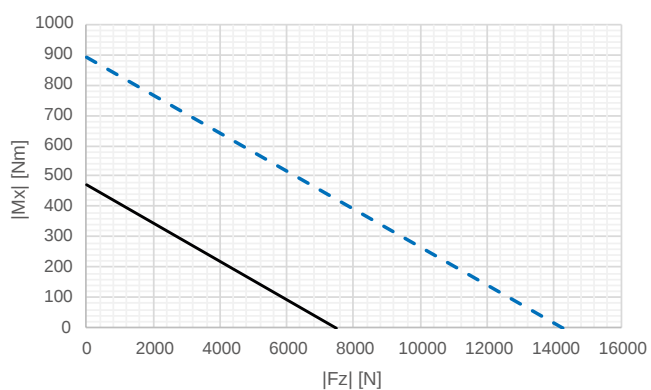
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

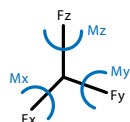
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

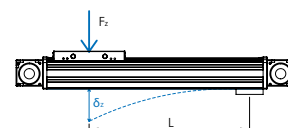
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

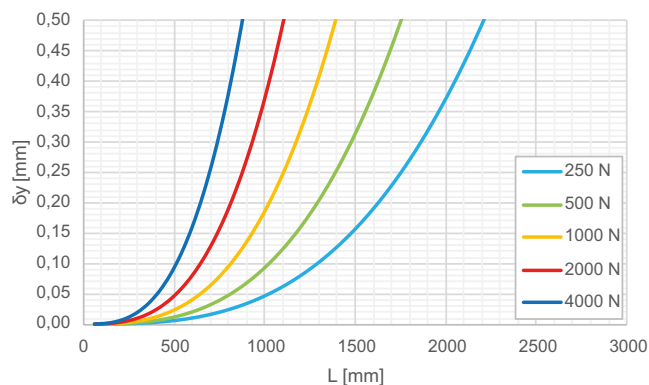
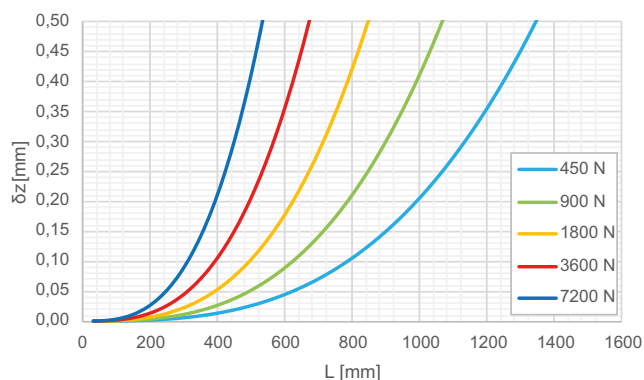
MODELLO / MODEL
AMC180CB



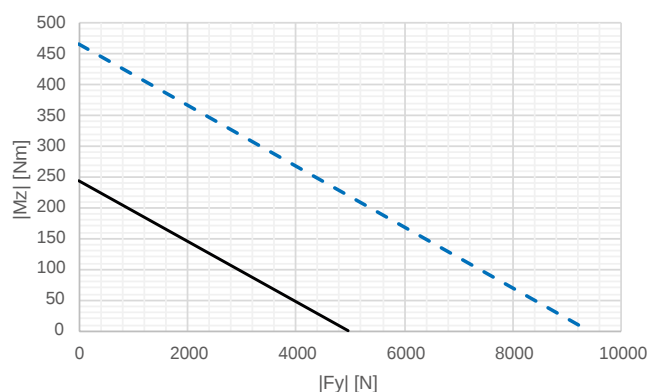
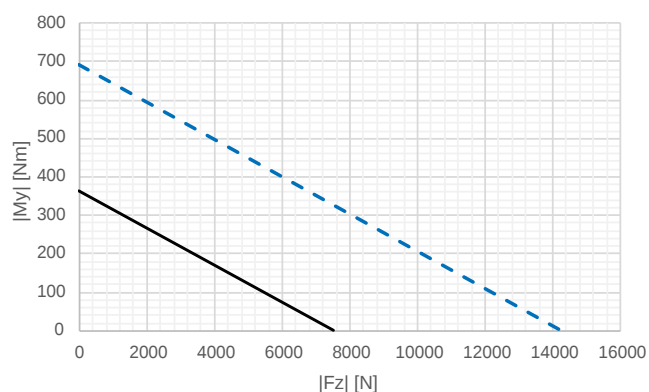
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0,1 |M_z|$.
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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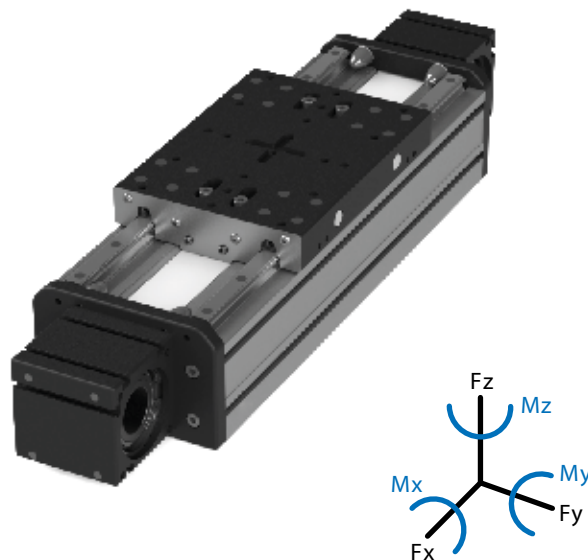
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MODELLO / MODEL
AMC180LB

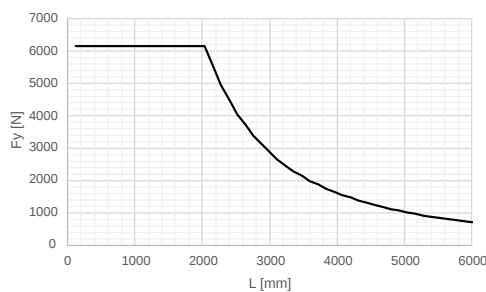
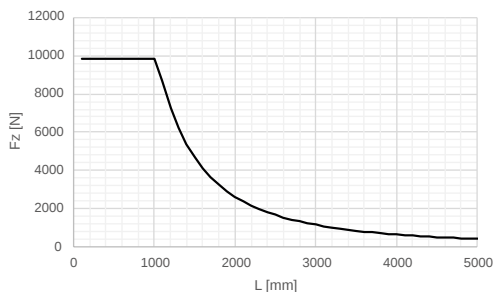
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	15,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,95
Massa carro Carriage's mass	[Kg]	3,95
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	[-]	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

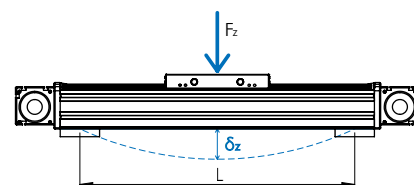
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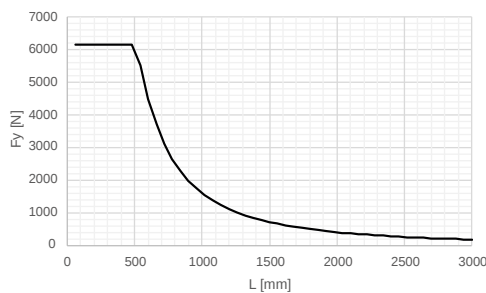
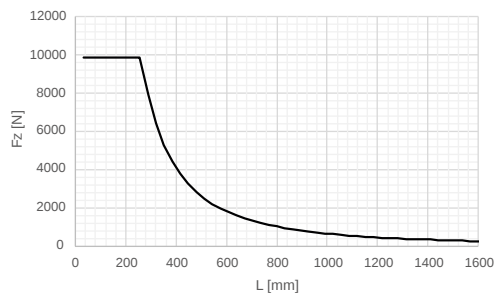
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



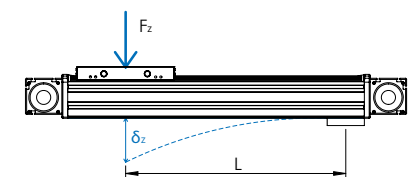
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Maximum load in isostatic condition centrally loaded.



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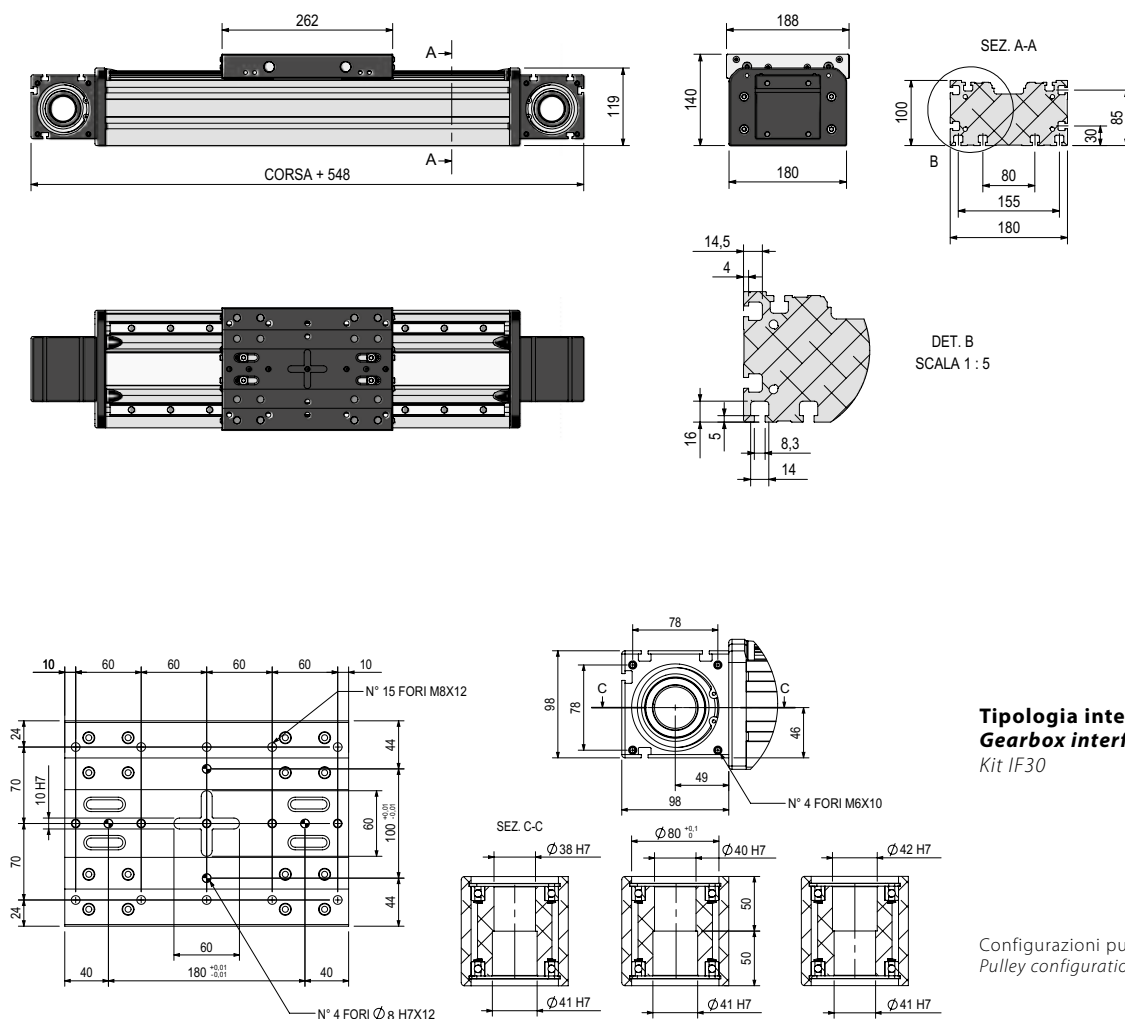


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Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS



Tipologia interfaccia riduttore
Gearbox interface type

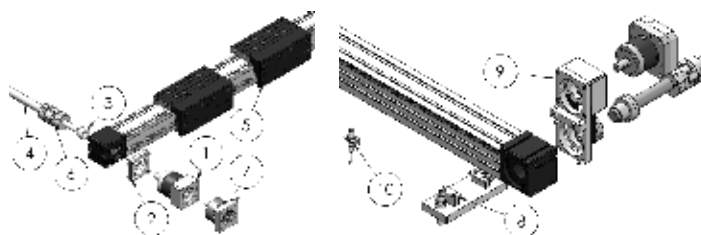
Kit IF30

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

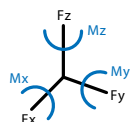
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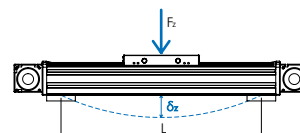
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The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC180LB

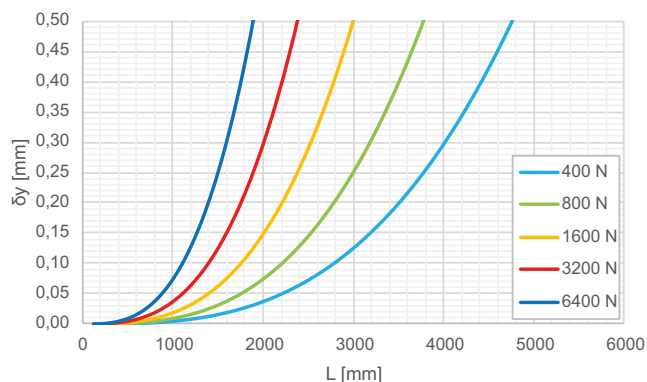
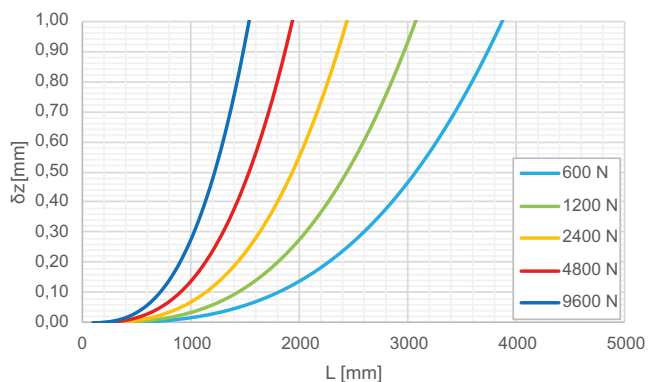


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

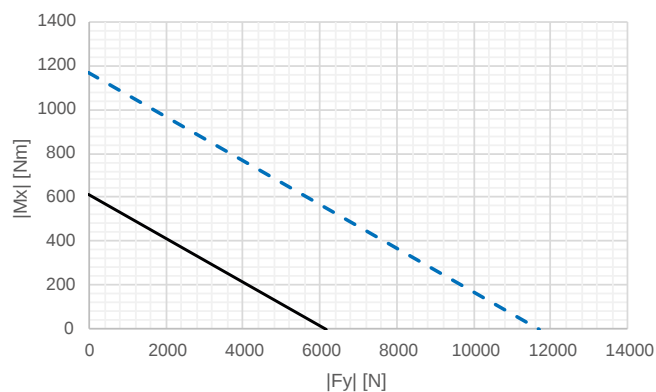
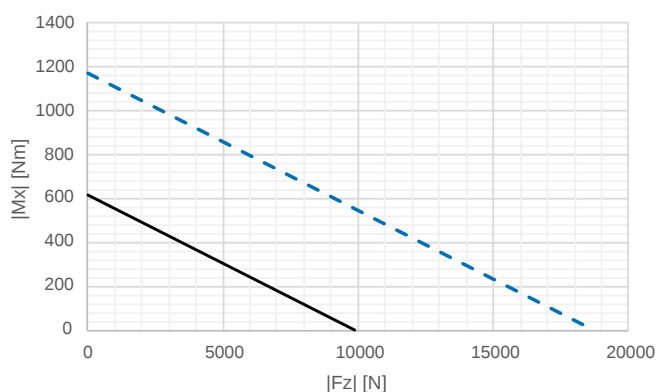
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.
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 $|M_x| \leq 0.1 |M_z|$.

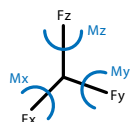
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

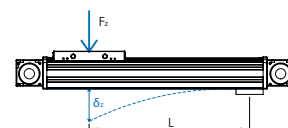
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

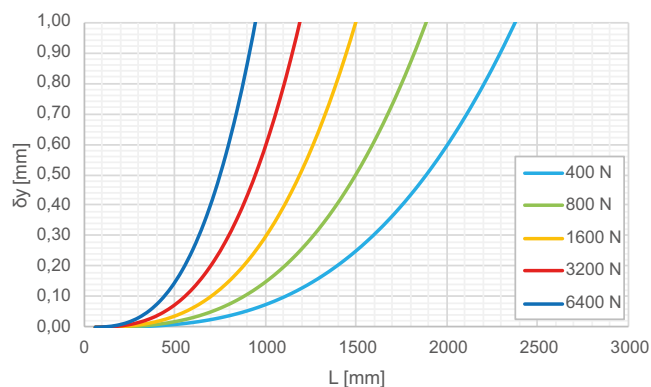
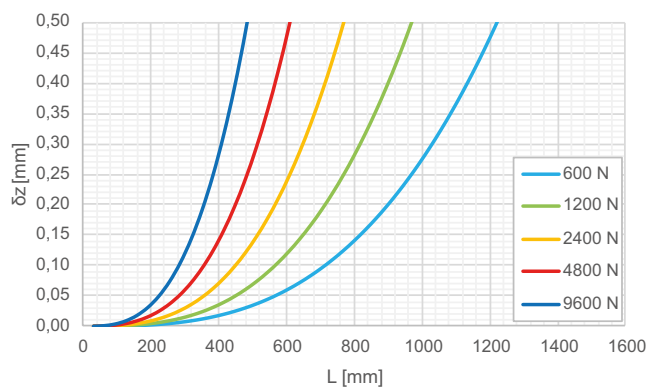
MODELLO / MODEL
AMC180LB



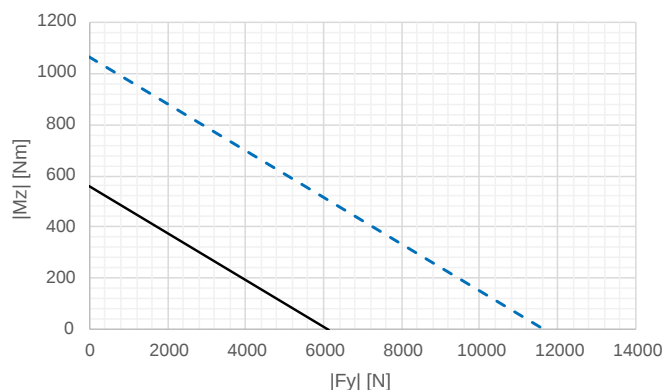
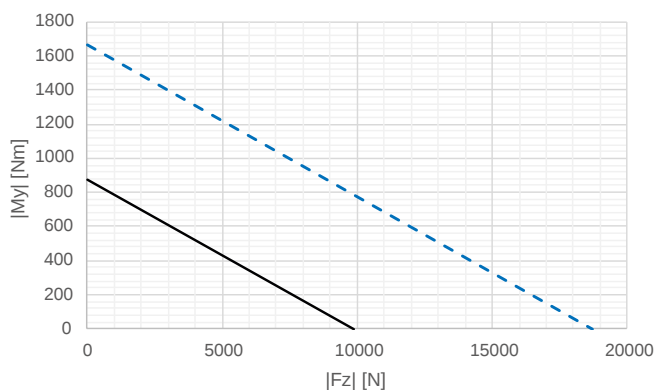
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

AMC180LO

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

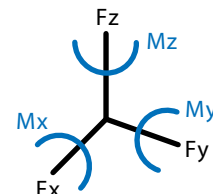
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	18,2
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,95
Massa carro Carriage's mass	[Kg]	7,75
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[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.

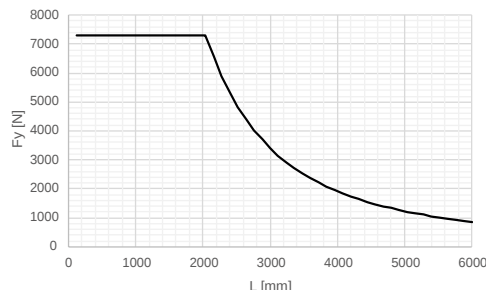
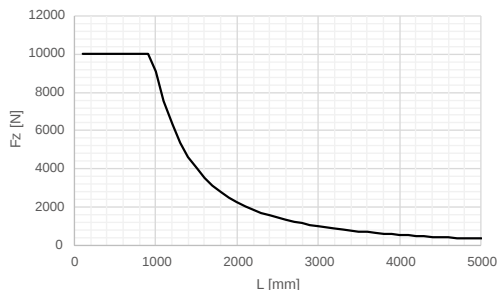
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

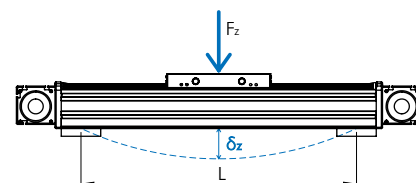
Higher performance are possible. Please contact our technical department.



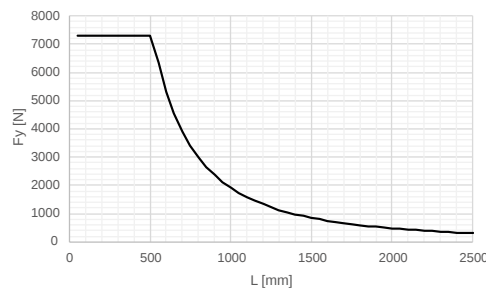
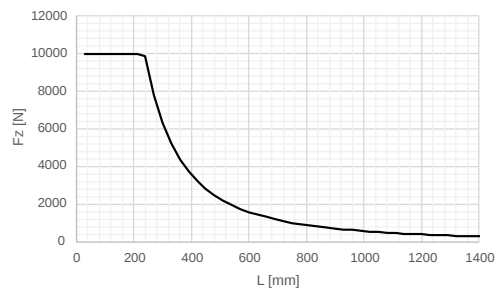
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



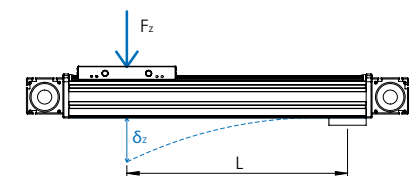
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



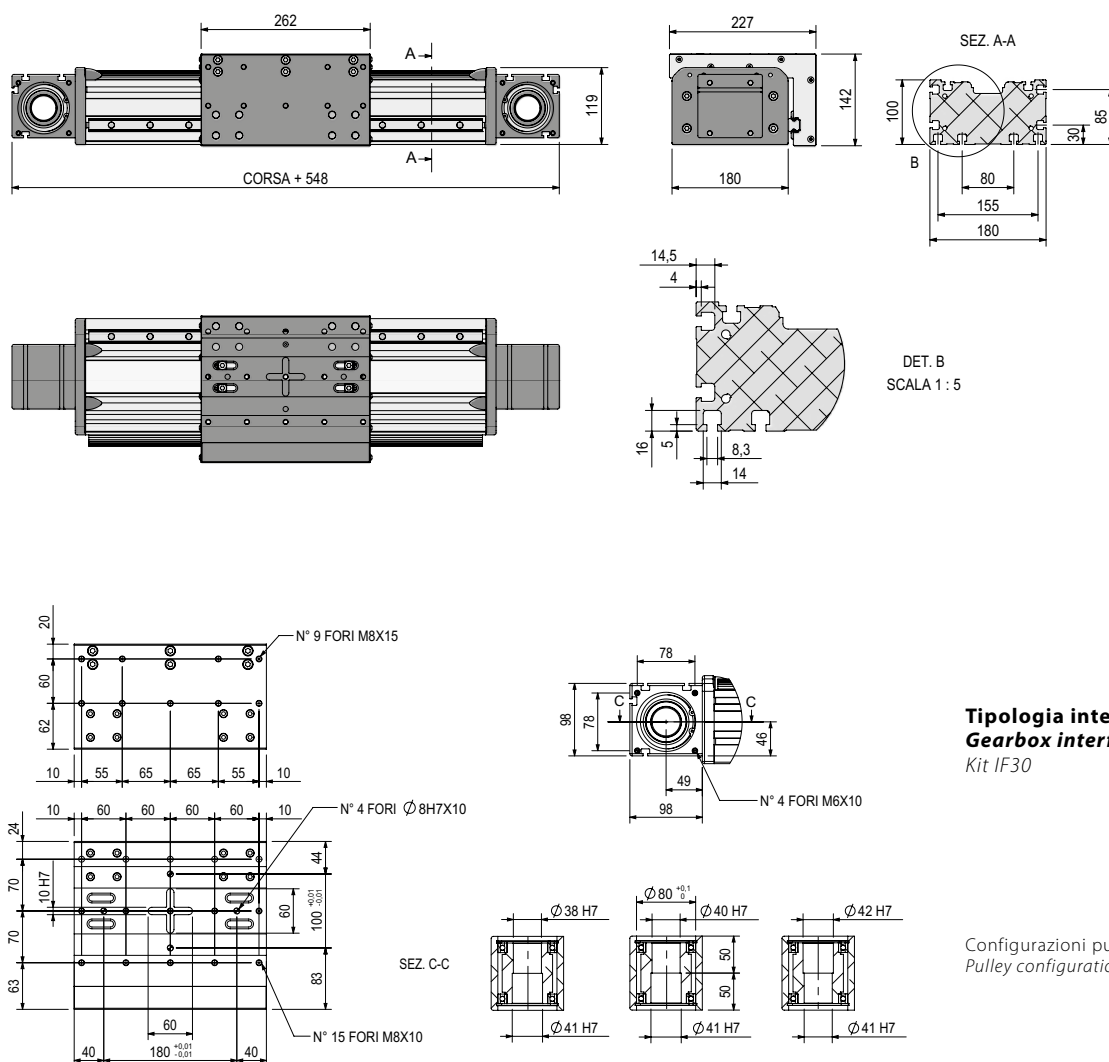
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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.

DIMENSIONI / DIMENSIONS



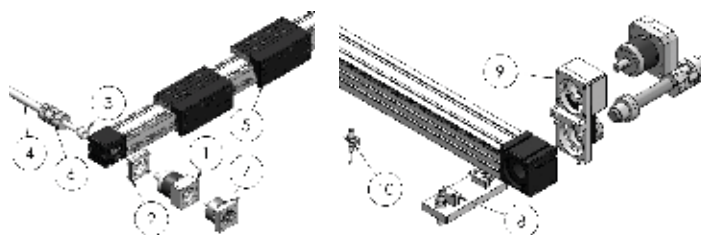
Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

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

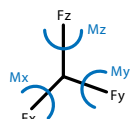
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



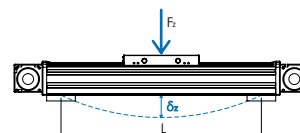
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC180LO

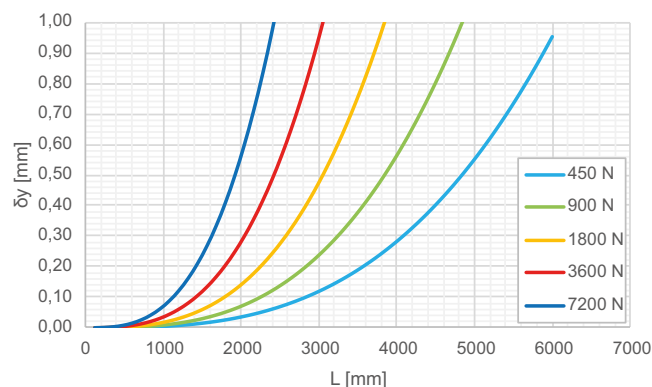
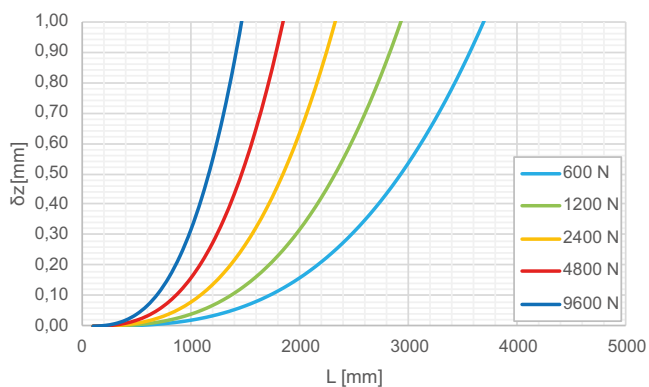


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

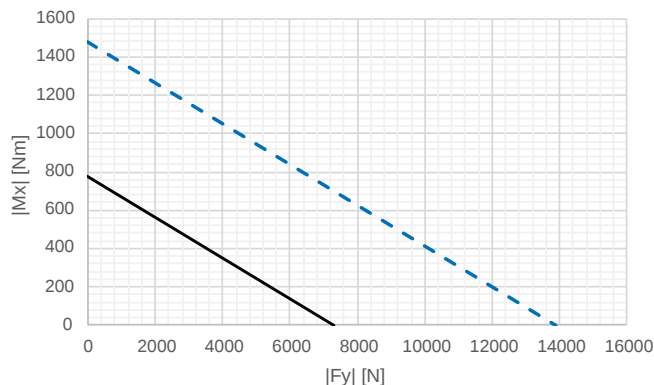
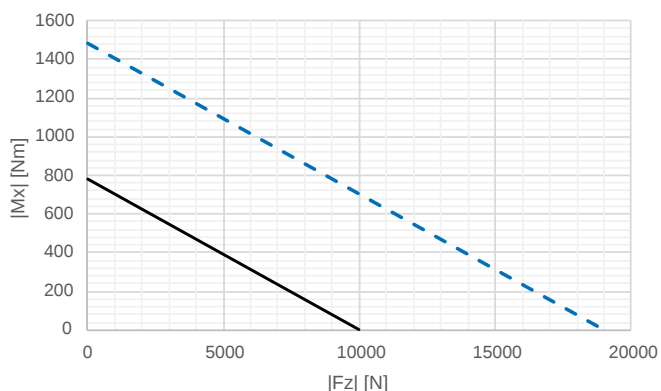
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



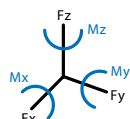
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

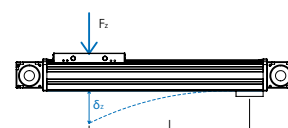
Limiti strutturali riferiti a condizioni di carico agenti sul lato superiore del carro. Condizioni di carico applicate sul lato laterale fare riferimento all'ufficio tecnico.
Structural limits referred to load conditions acting on the upper side of the carriage. Load conditions applied on the lateral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

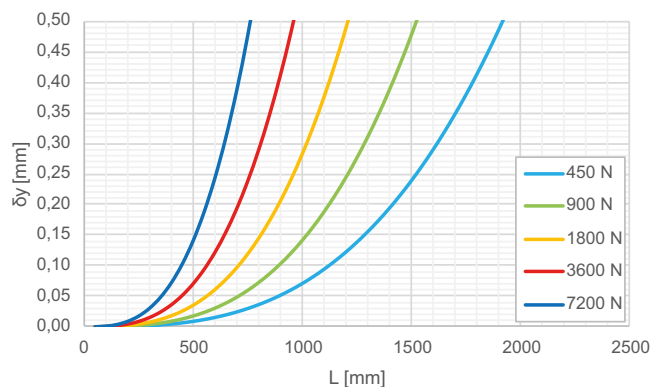
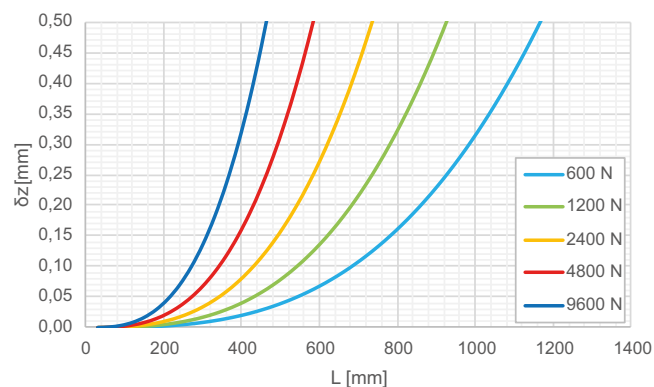
MODELLO / MODEL
AMC180LO



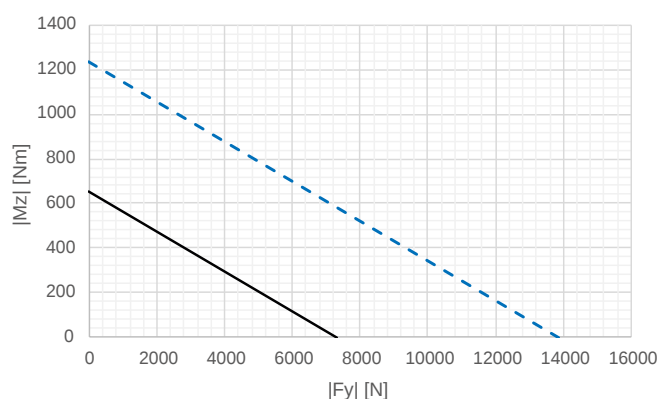
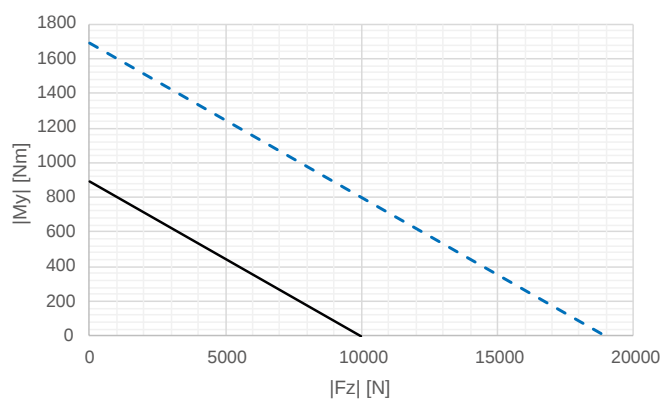
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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In case of combined stress contact our technical department.

MODELLO / MODEL AMC180LL

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

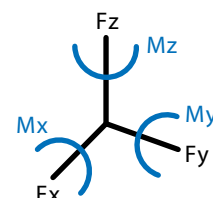
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	29,9
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,17
Massa carro Carriage's mass	[Kg]	14,2
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[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.

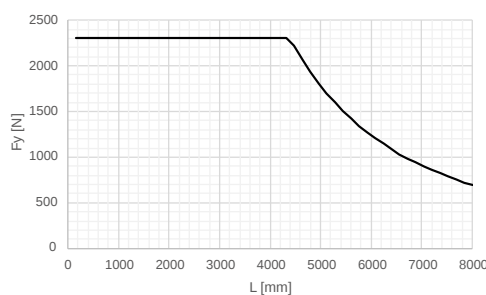
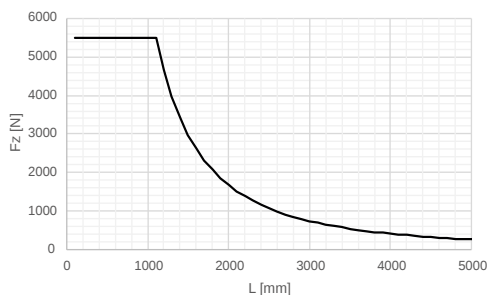
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

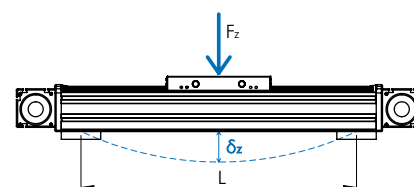
Higher performance are possible. Please contact our technical department.



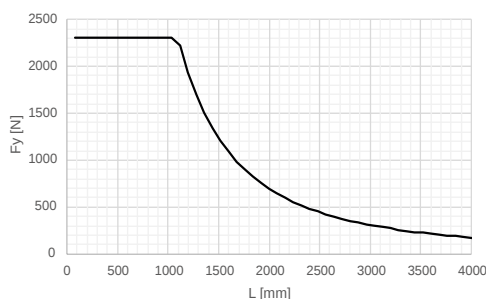
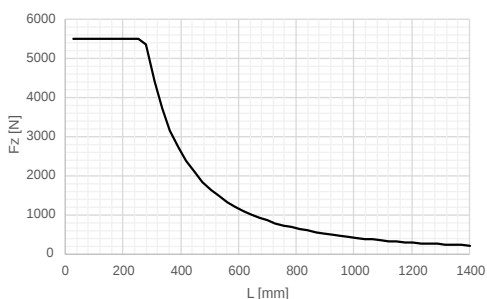
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



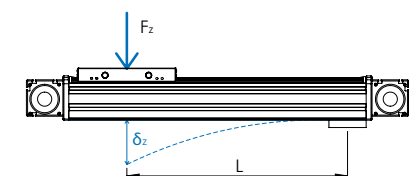
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

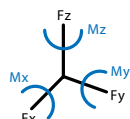


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



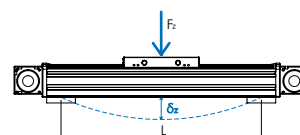
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MODELLO / MODEL
AMC180LL

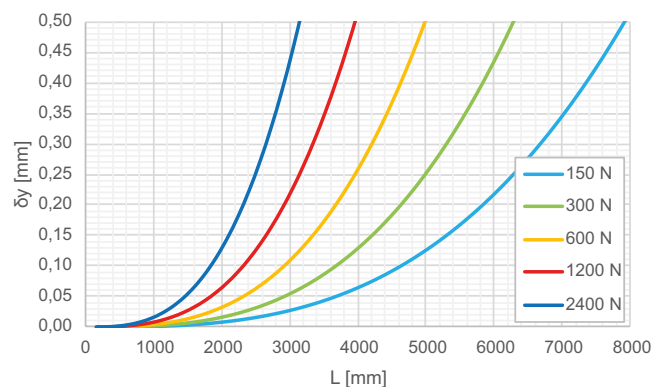
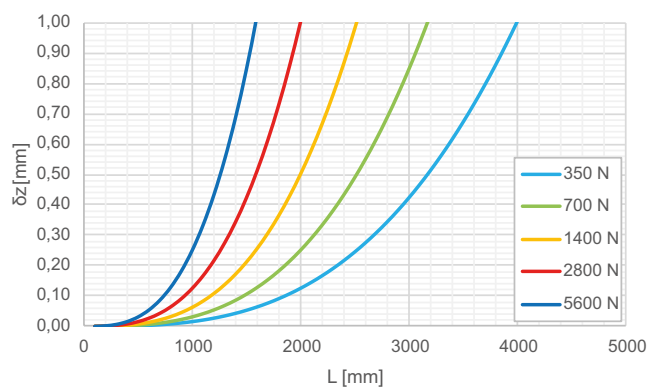


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

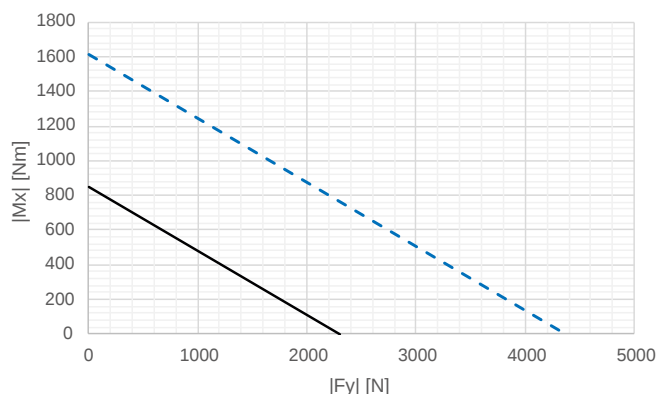
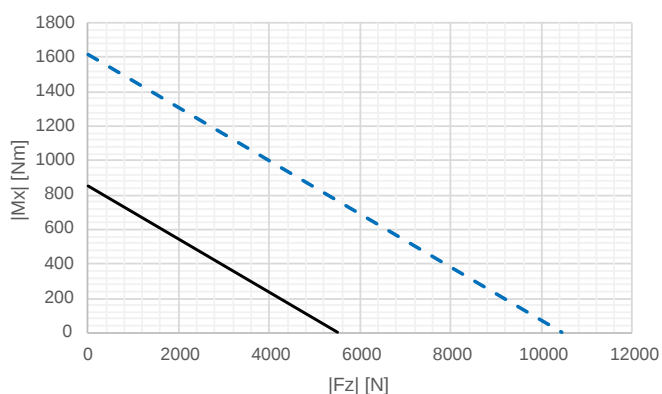
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

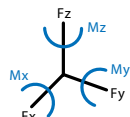
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

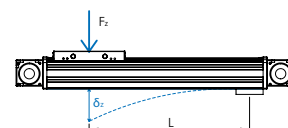
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

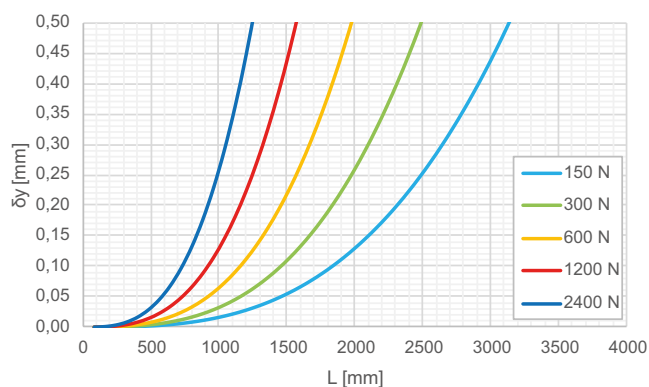
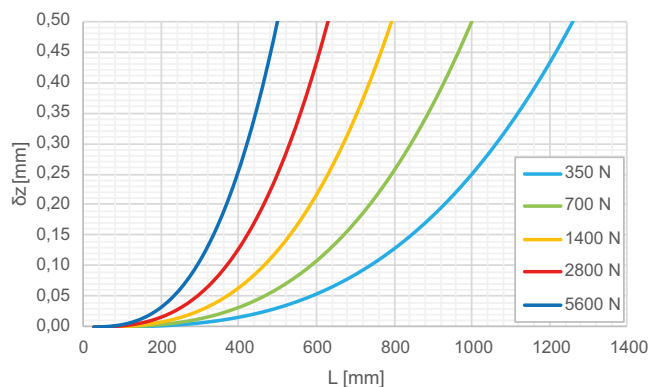
MODELLO / MODEL
AMC180LL



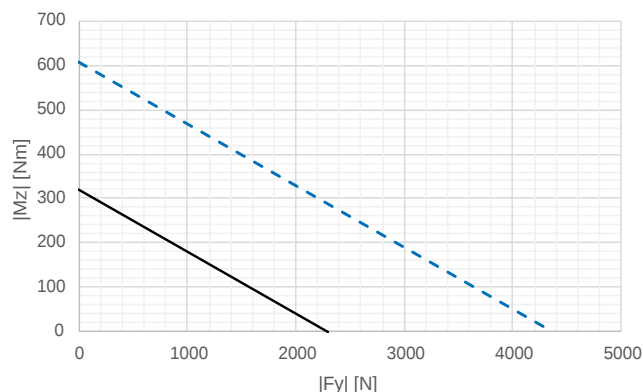
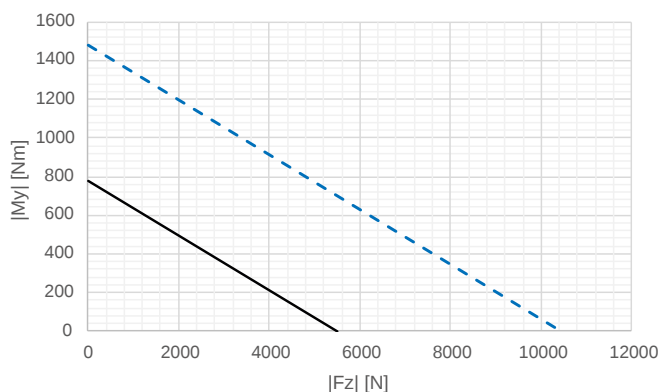
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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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
Belt driven linear unit

TAGLIA / SIZE

240 Profilo larghezza 140 mm
Profile width 140 mm

TIPOLOGIA CARRO / CARRIAGE TYPE

LM Carro lungo biguida
Long carriage with dual guide rail

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

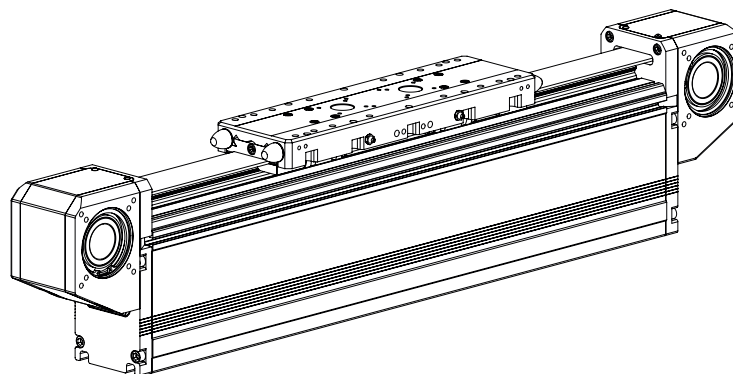
TESTATA SINISTRA (vedi versione testata) / **LEFT HEAD** (view head version)

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

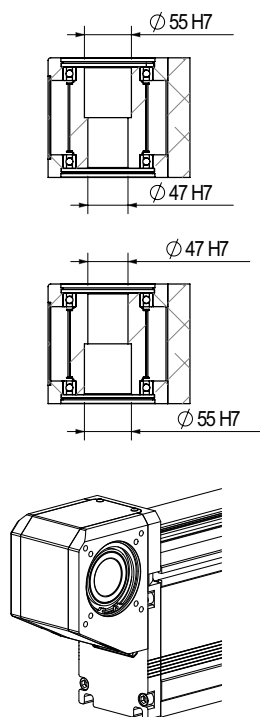
TIPOLOGIA CONFIGURAZIONE / CONFIGURATION TYPE

A Configurazione standard
Standard configuration

C Configurazione personalizzata
Custom configuration



VERSIONE TESTATA / HEAD VERSION



D47

S47

TESTATA SINISTRA / LEFT HEAD

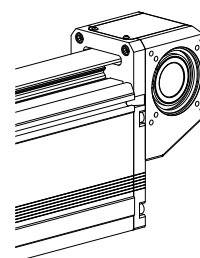
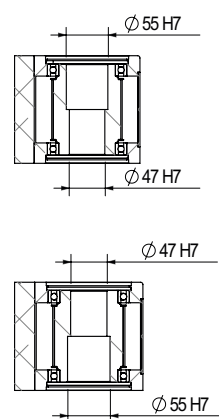
D47	Testata sinistra con foro Ø 47 mm a destra e Ø 55 mm a sinistra <i>Left head with hole Ø 47 mm on the right and Ø 55 mm on the left</i>
S47	Testata sinistra con foro Ø 47 mm a sinistra e Ø 55 mm a destra <i>Left head with hole Ø 47 mm on the left and Ø 55 mm on the right</i>

TESTATA DESTRA / RIGHT HEAD

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

D47

S47



MODELLO / MODEL AMC240LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

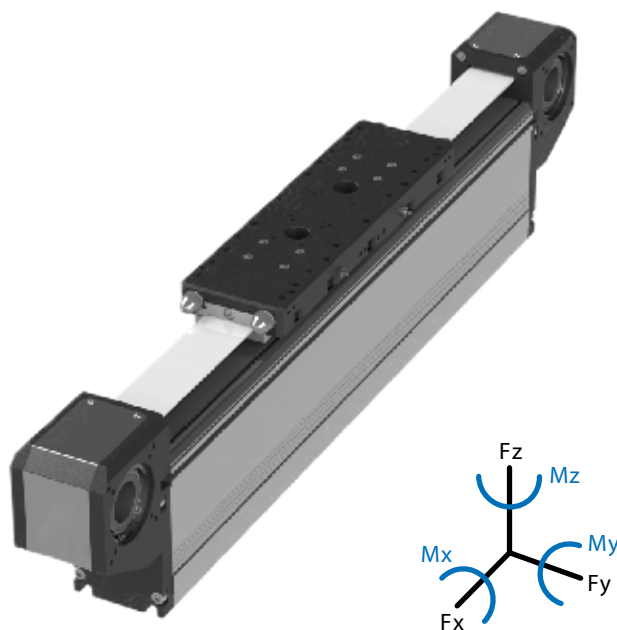
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	45,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,78
Massa carro Carriage's mass	[Kg]	9,6
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	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.

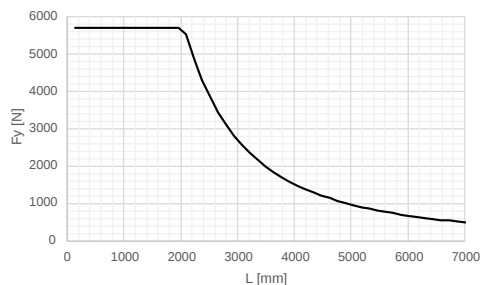
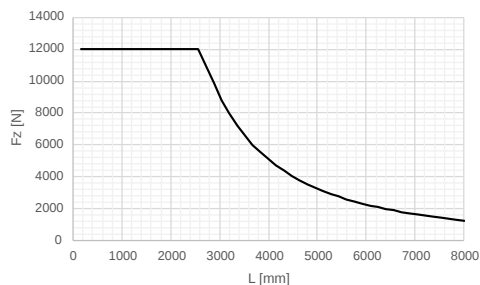
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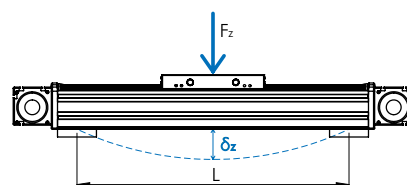


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

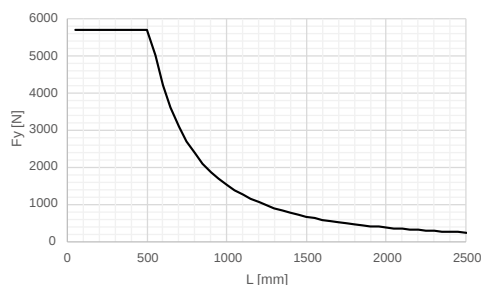
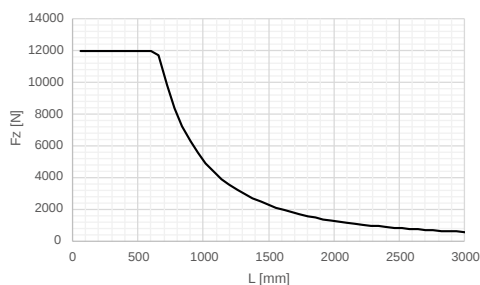


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

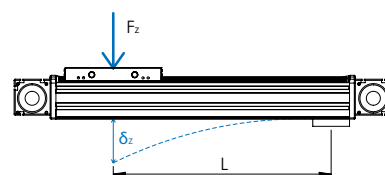


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



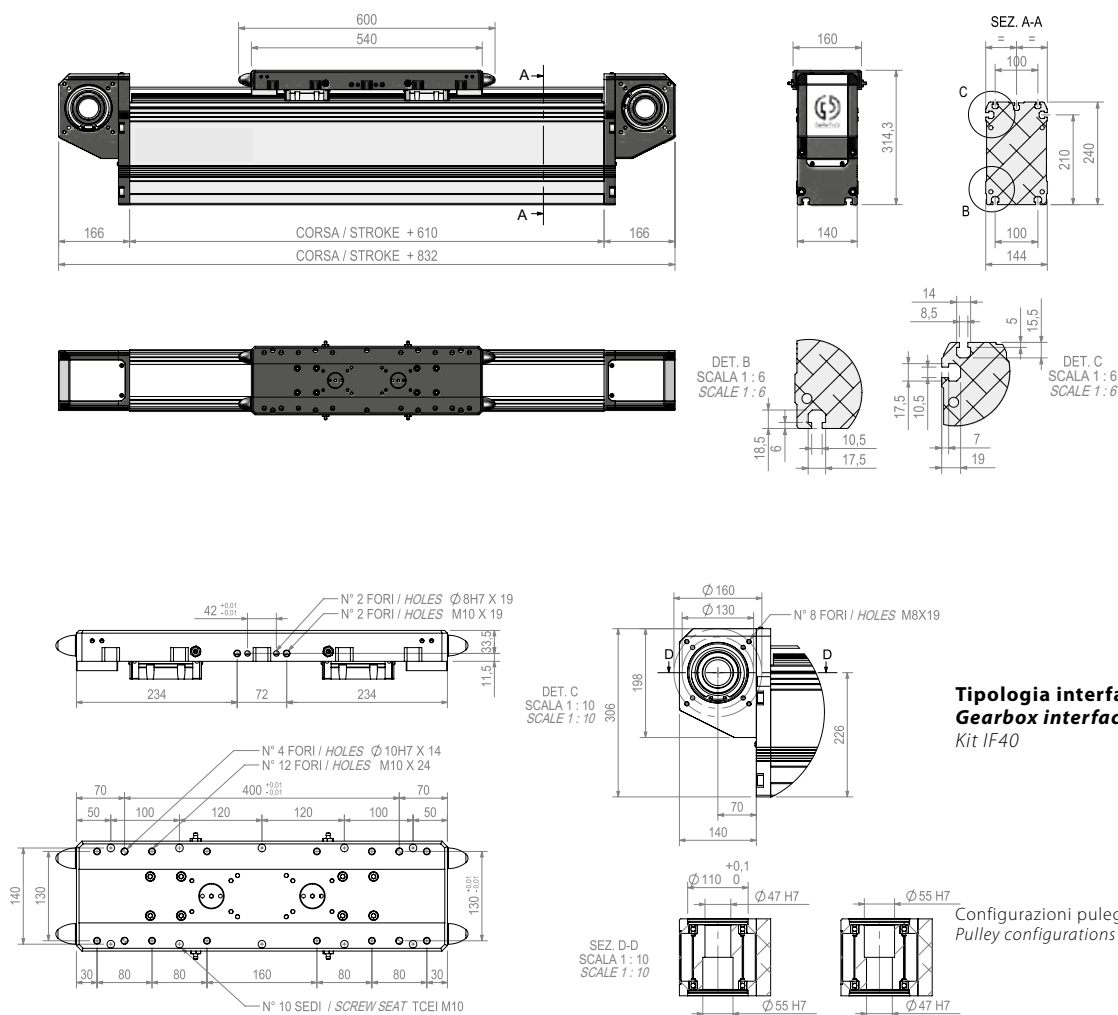
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

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

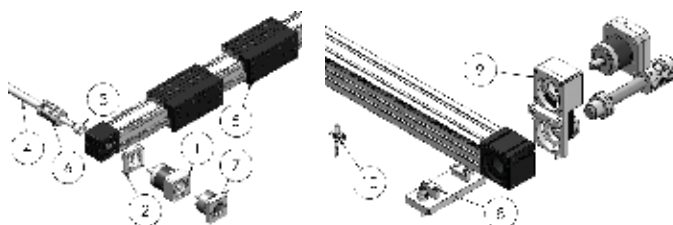


Tipologia interfaccia riduttore ② ⑨
Gearbox interface type
Kit IF40

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

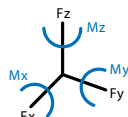
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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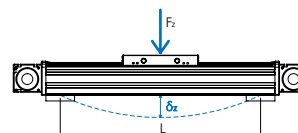
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMC240LM

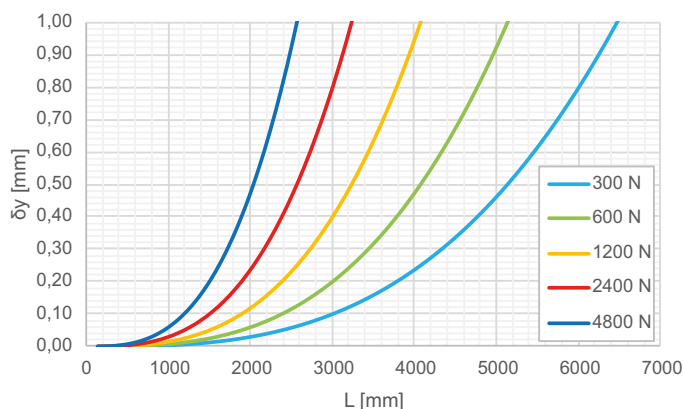
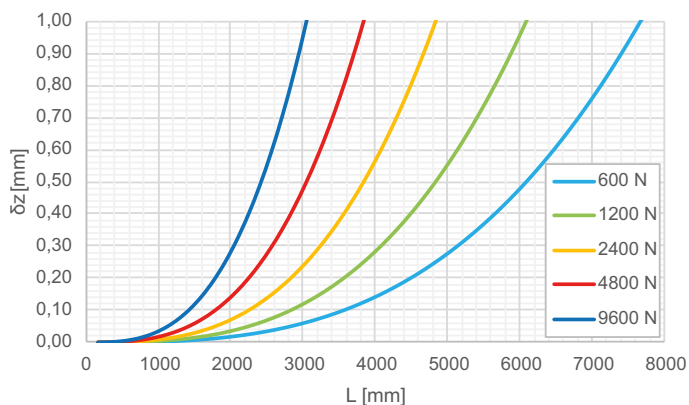


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

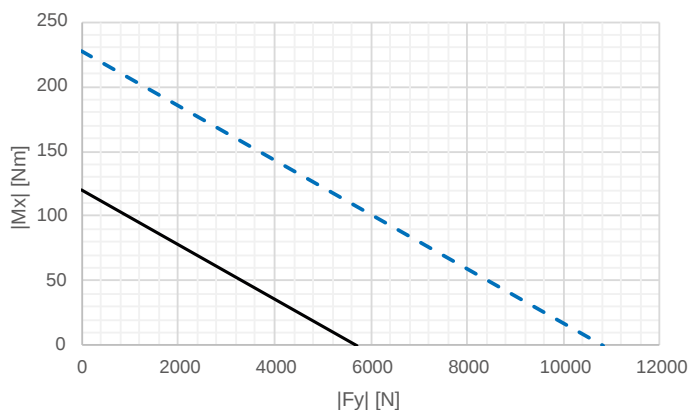
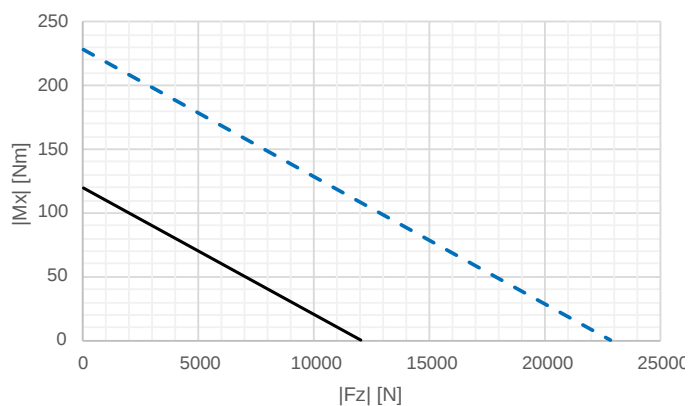
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

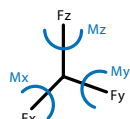
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

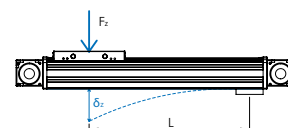
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

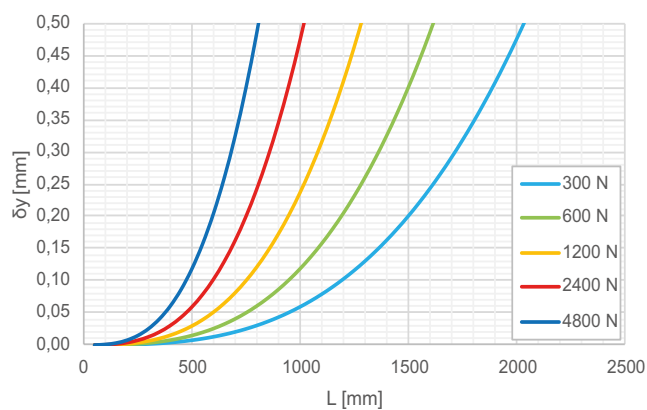
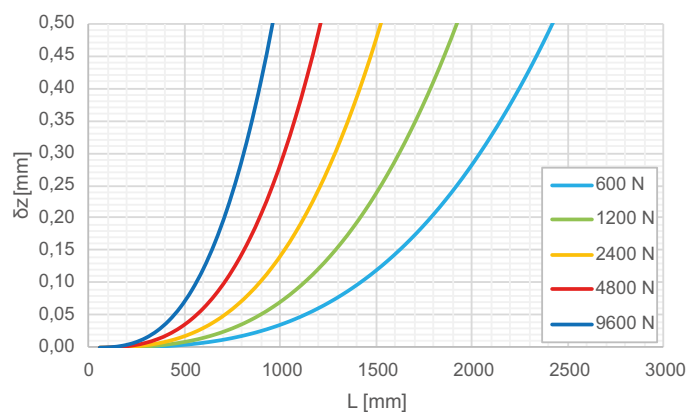
MODELLO / MODEL
AMC240LM



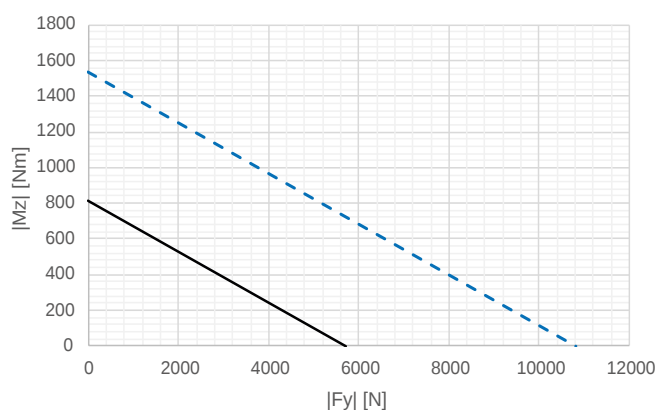
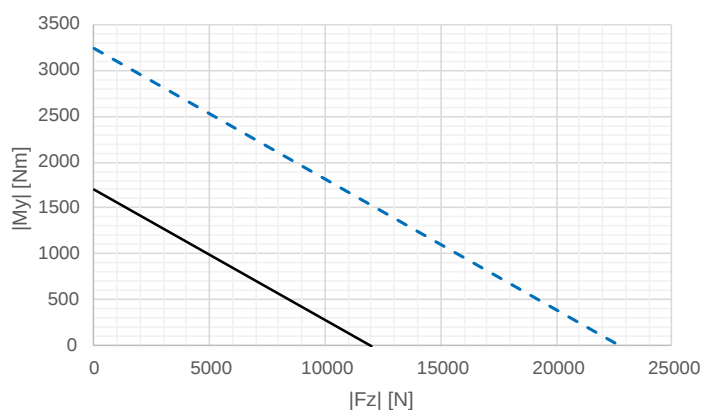
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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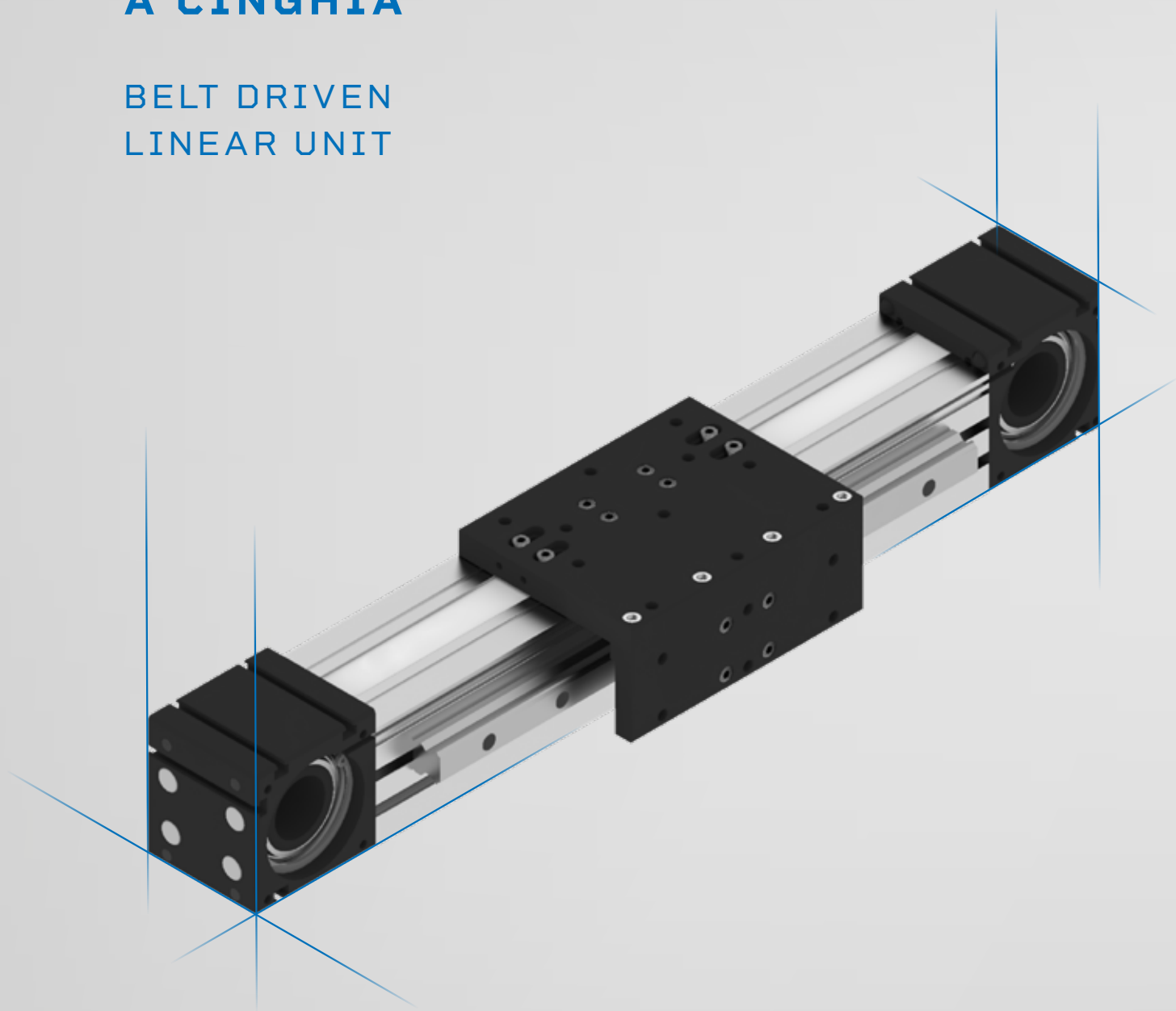
Emergency stop max 100 times during service life.

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UNITÀ LINEARE A CINGHIA

BELT DRIVEN
LINEAR UNIT



SERIE CLS

SERIES

034 CLS060LM

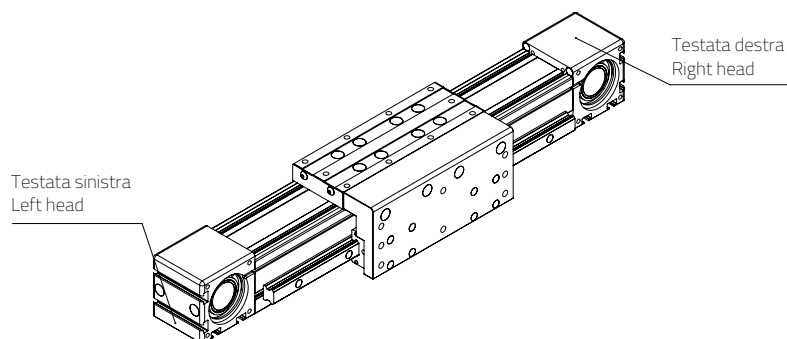
040 CLS090CM

044 CLS090LM

048 CLS090XM

052 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>									
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

	Ø 22 H7	F22	TESTATA SINISTRA / LEFT HEAD	F22	Testata sinistra con foro passante Ø 22 mm <i>Left head with hole Ø 22 mm</i>
		F26		F26	Testata sinistra con foro passante Ø 26 mm <i>Left head with hole Ø 26 mm</i>
	Ø 22 H7	F22	TESTATA DESTRA / RIGHT HEAD	F22	Testata destra con foro passante Ø 22 mm <i>Right head with hole Ø 22 mm</i>
		F26		F26	Testata destra con foro passante Ø 26 mm <i>Right head with hole Ø 26 mm</i>

MODELLO / MODEL
CLS060LM

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

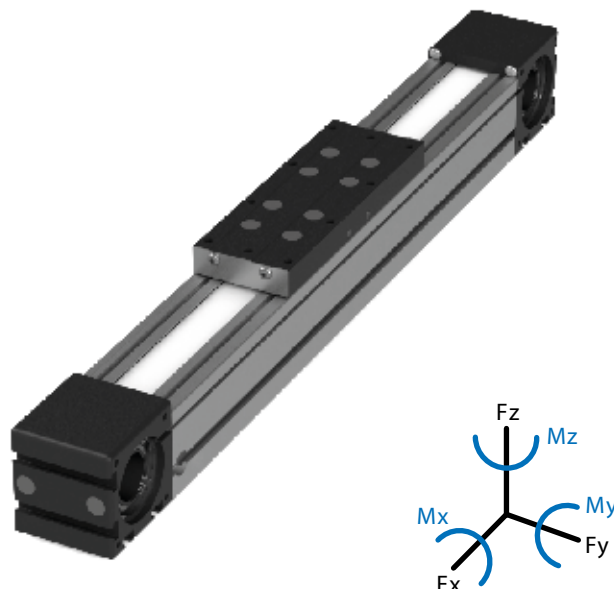
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	2,65
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,55
Massa carro Carriage's mass	[Kg]	0,8
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	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.

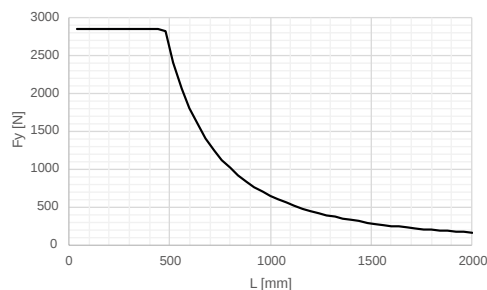
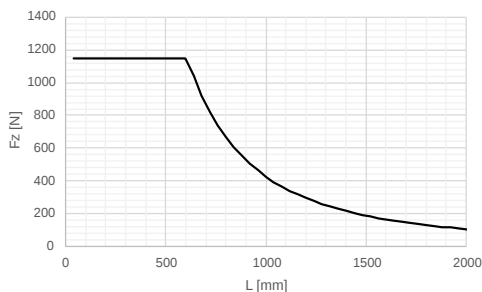
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

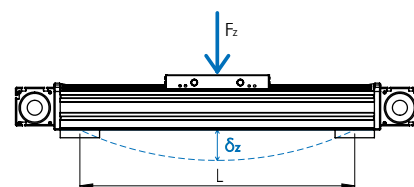
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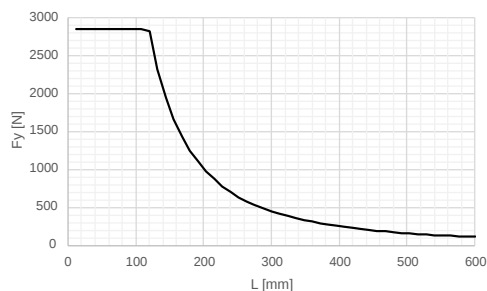
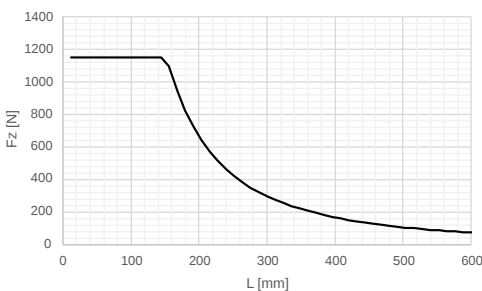
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



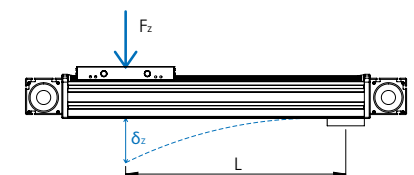
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

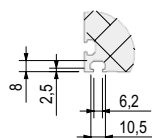
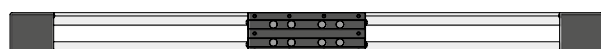
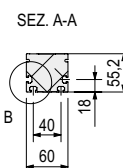
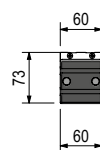
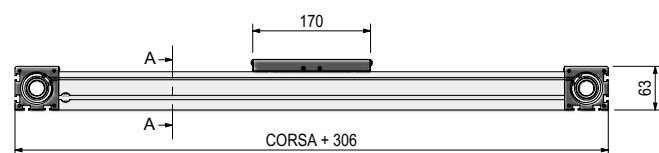


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Maximum load in an isostatic cantilever loaded condition.

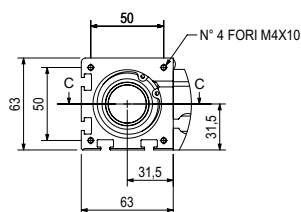
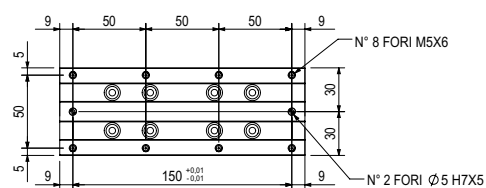


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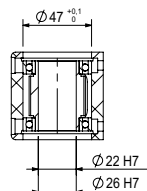
DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



SEZ. C-C



Tipologia interfaccia riduttore
Gearbox interface type
Kit IF20

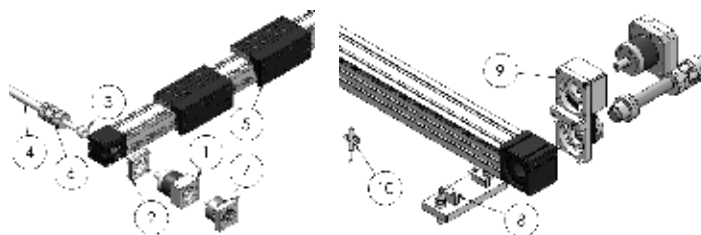
2 9

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

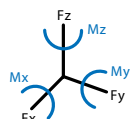
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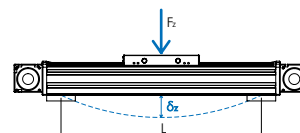
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MODELLO / MODEL
CLS060LM

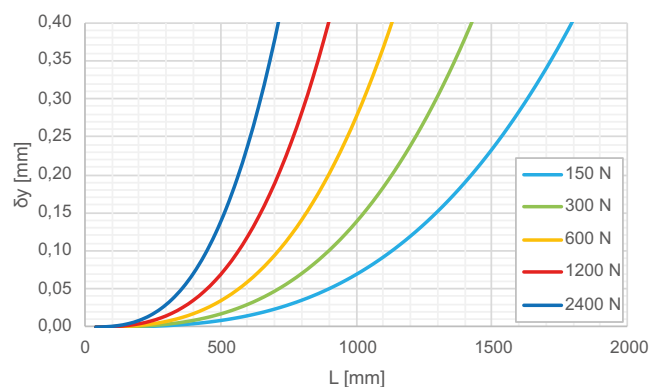
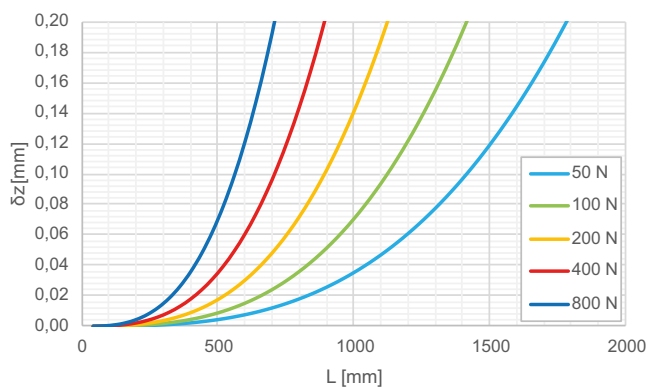


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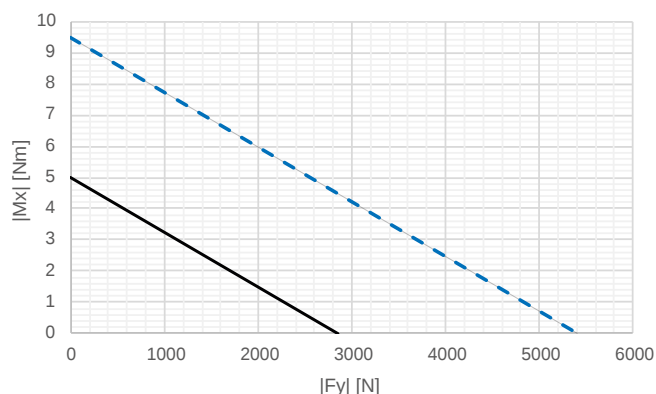
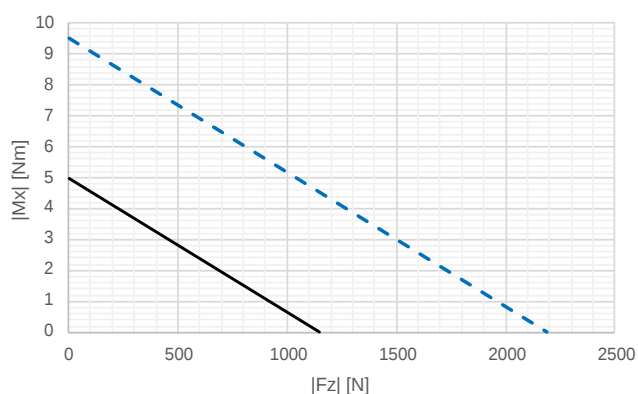
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

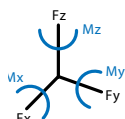
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

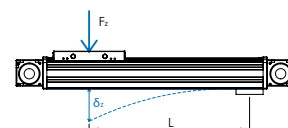
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

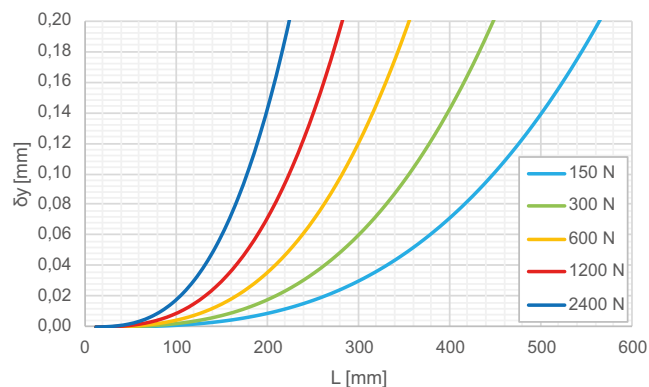
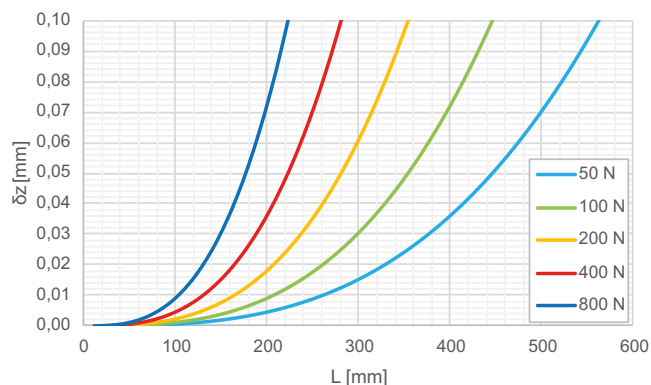
MODELLO / MODEL
CLS060LM



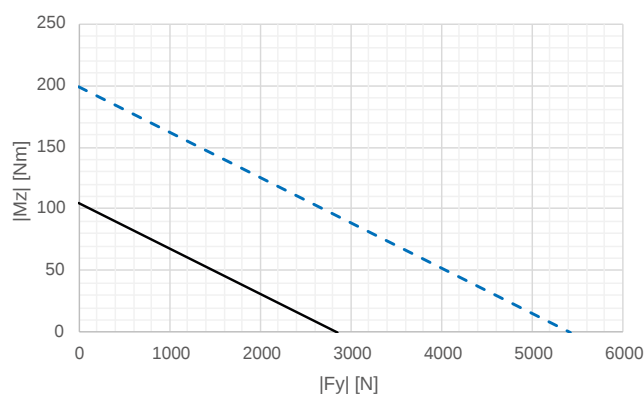
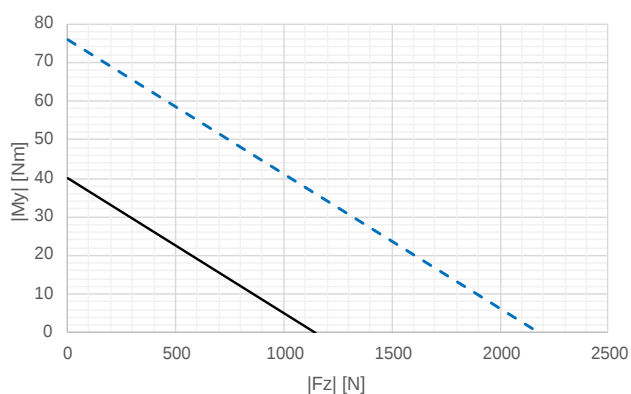
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

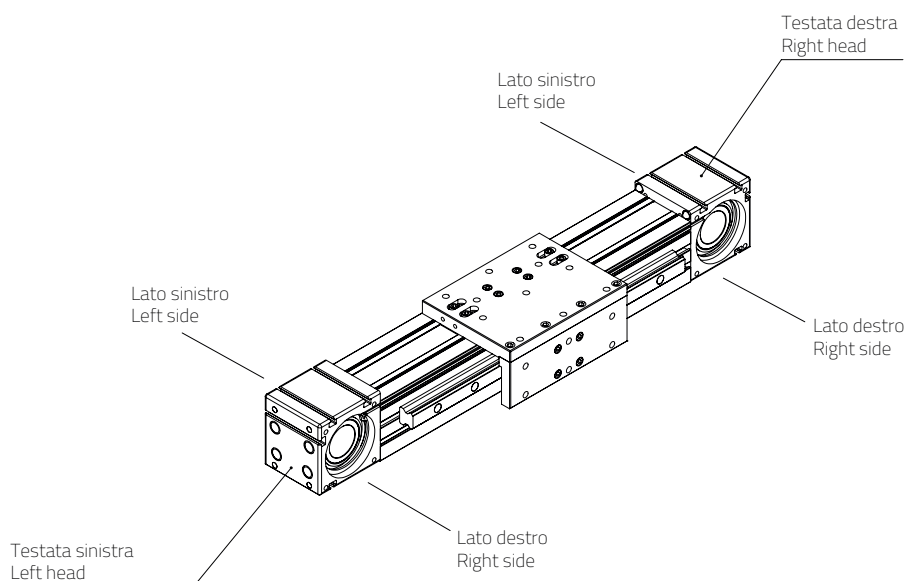


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

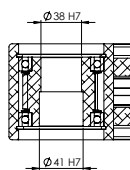
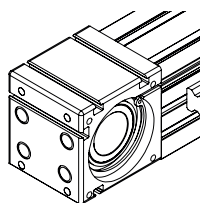
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

	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>									
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>									

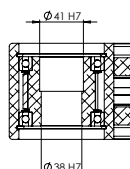


VERSIONE TESTATA / HEAD VERSION

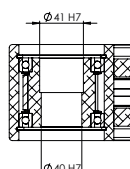
TESTATA SINISTRA / LEFT HEAD



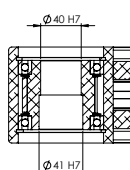
D41



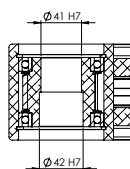
S41



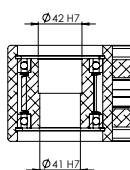
D40



S40



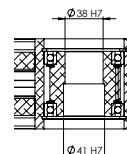
D42



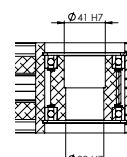
S42

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>

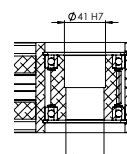
D41



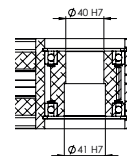
S41



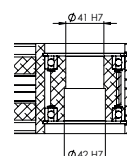
D40



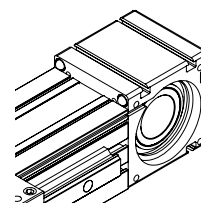
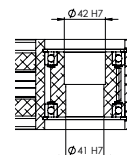
S40



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

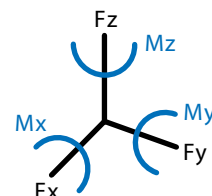
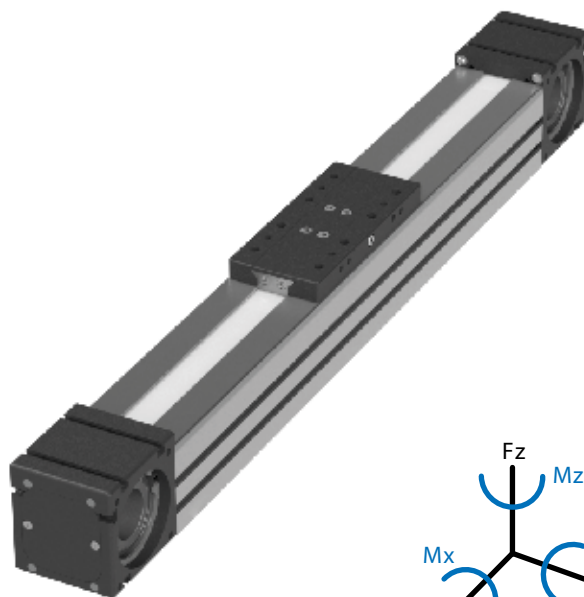
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	7,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,03
Massa carro Carriage's mass	[Kg]	1,2
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	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.

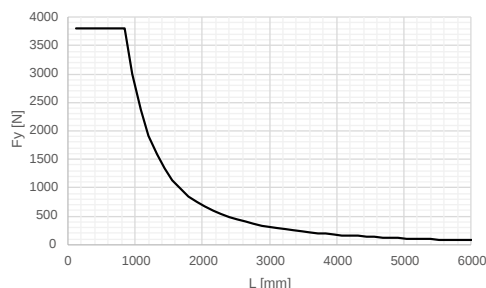
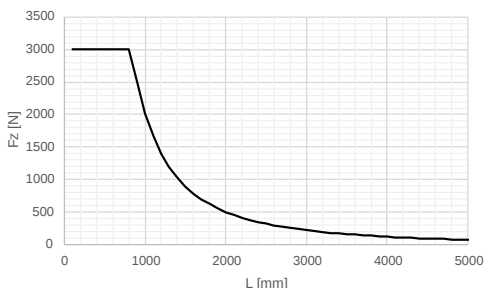
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

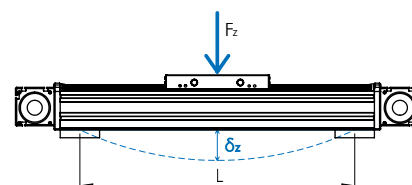


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

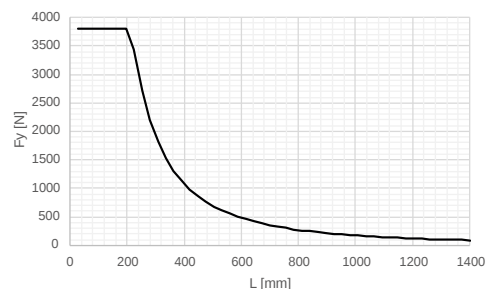
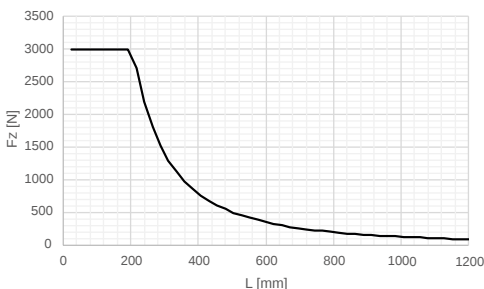


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

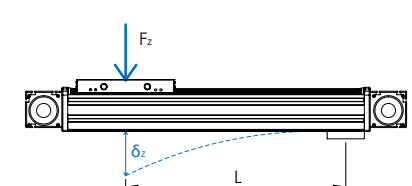


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



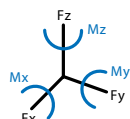
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



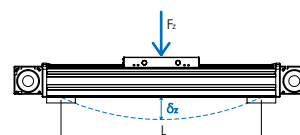
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
CLS090CM

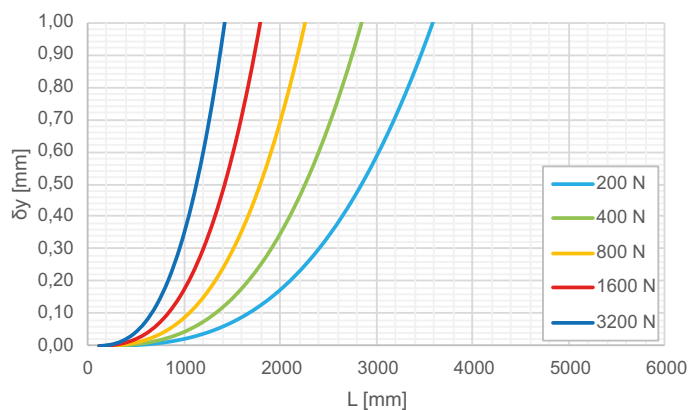
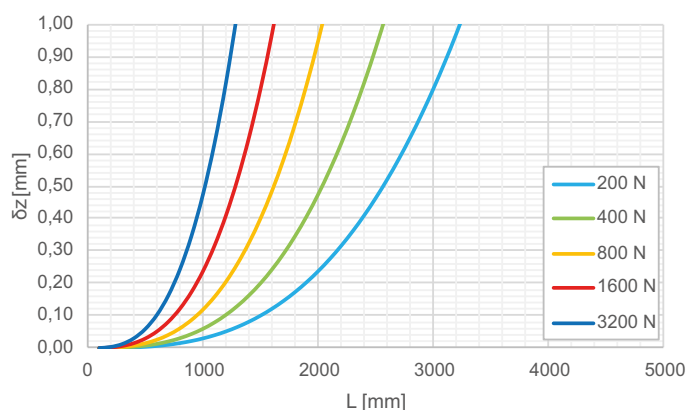


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

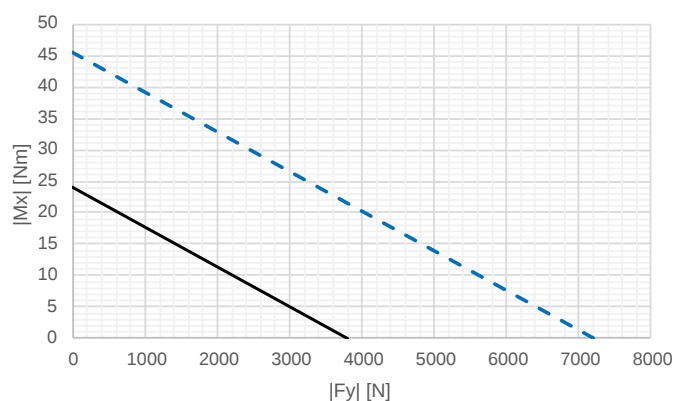
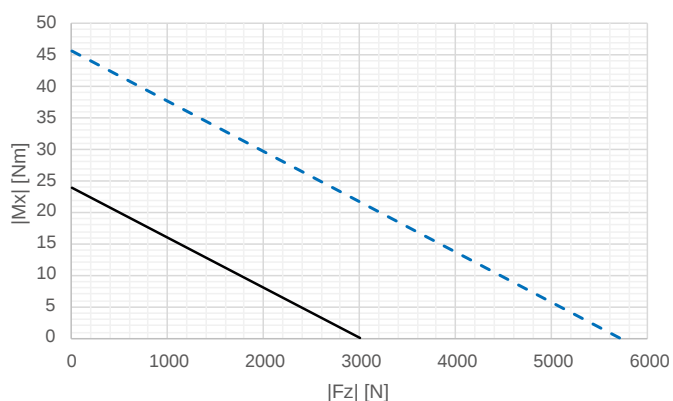
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

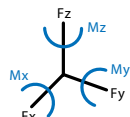
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

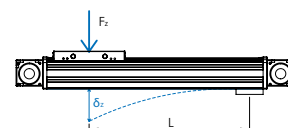
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

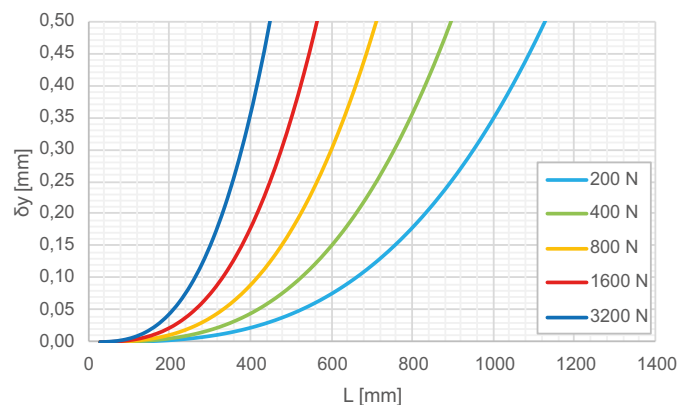
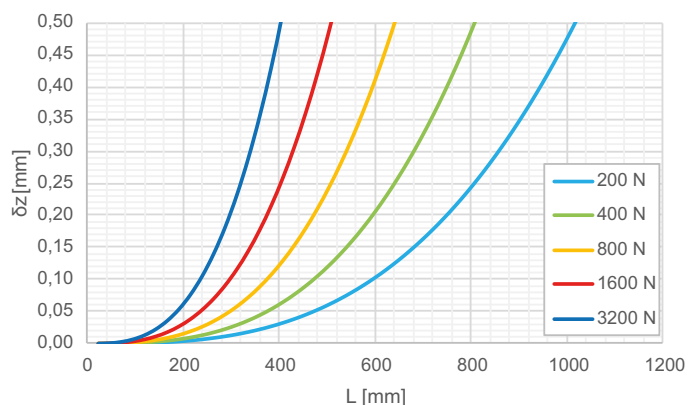
MODELLO / MODEL
CLS090CM



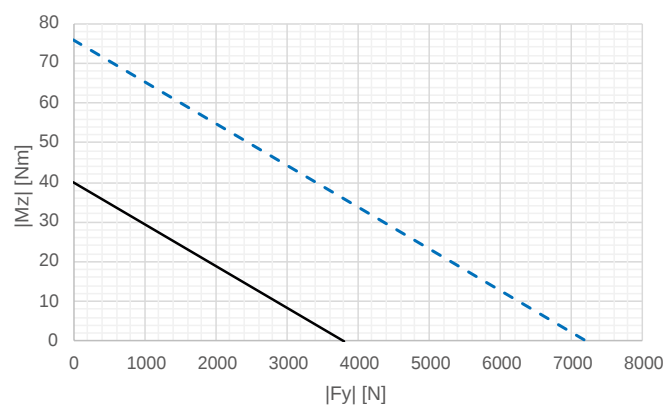
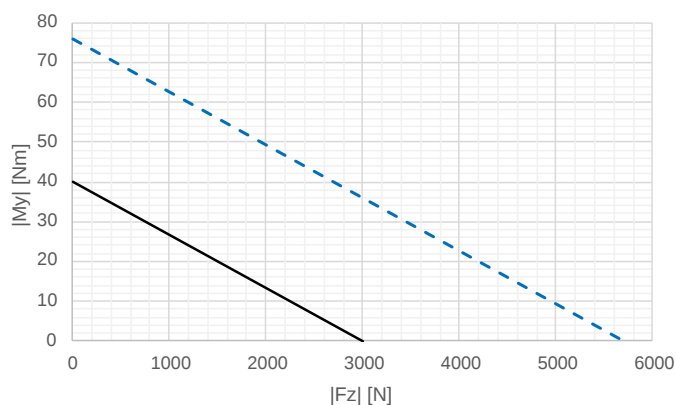
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

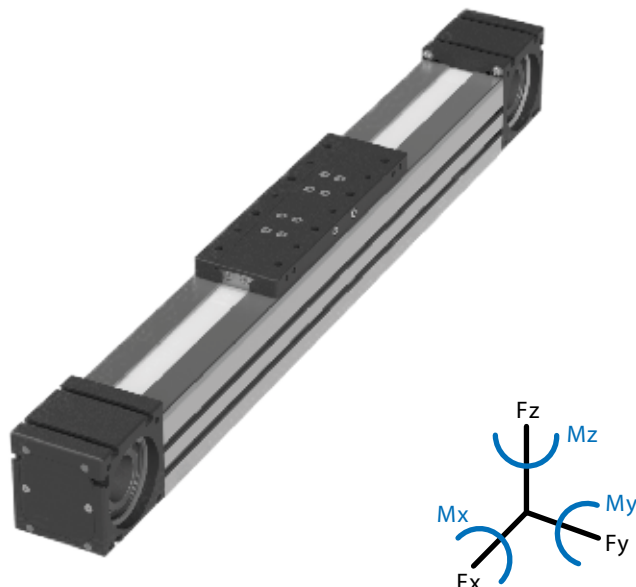
In case of combined stress contact our technical department.

MODELLO / MODEL
CLS090LM

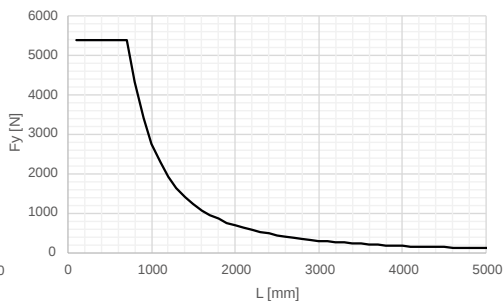
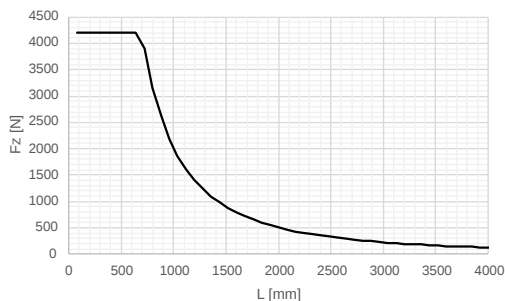
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

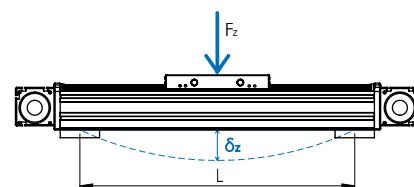
* I valori sono da considerarsi indicativi.
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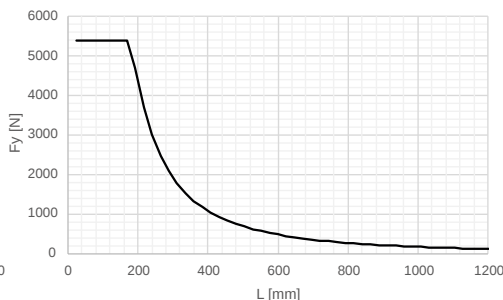
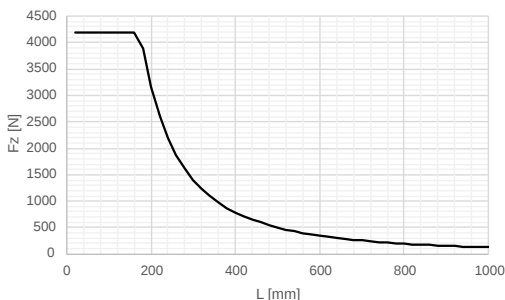
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



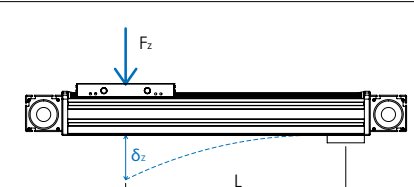
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

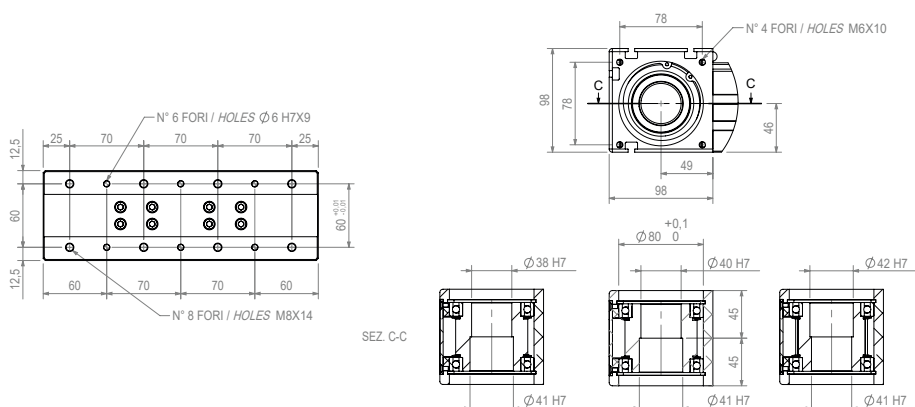
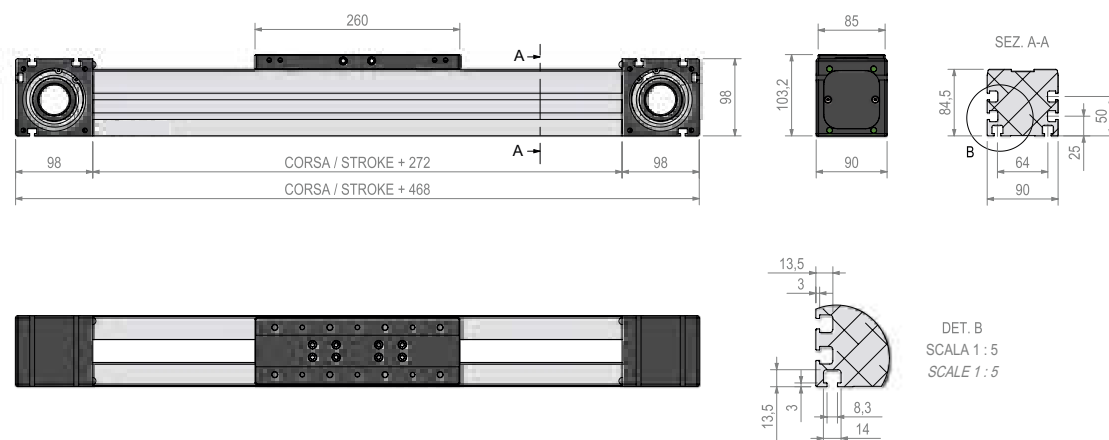


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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

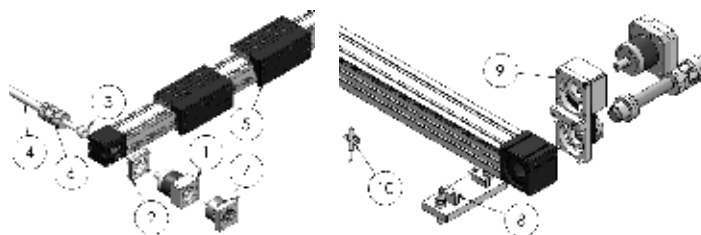


Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

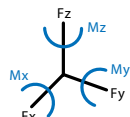
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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.
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.



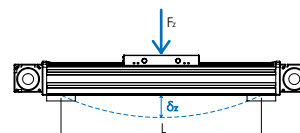
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
CLS090LM

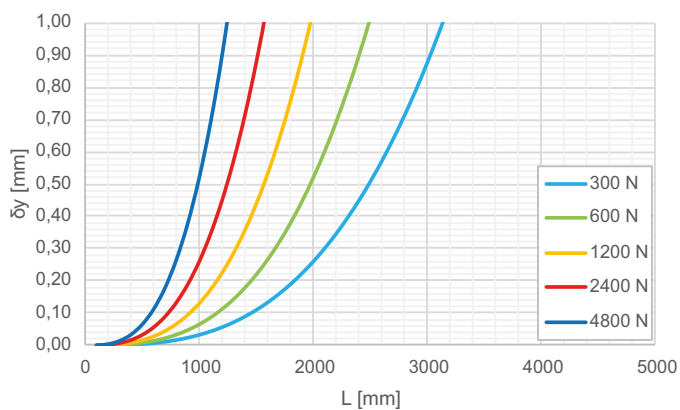
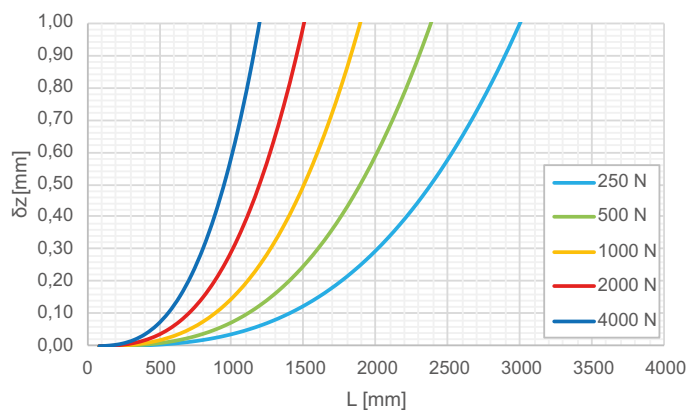


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

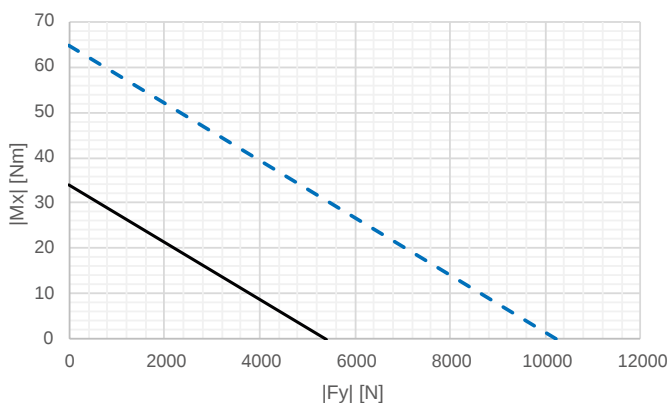
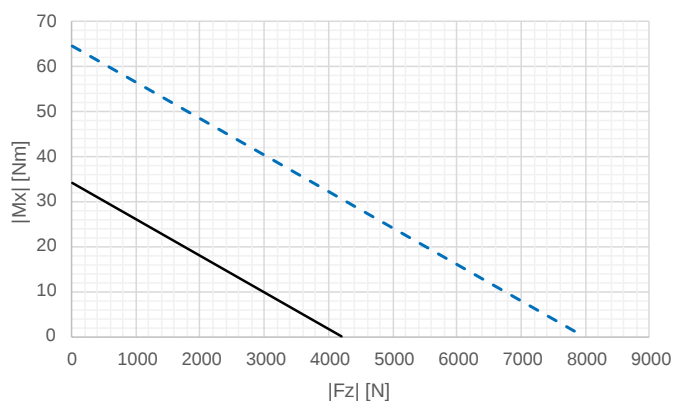
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

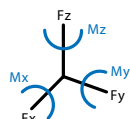
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

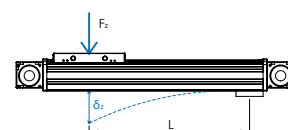
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

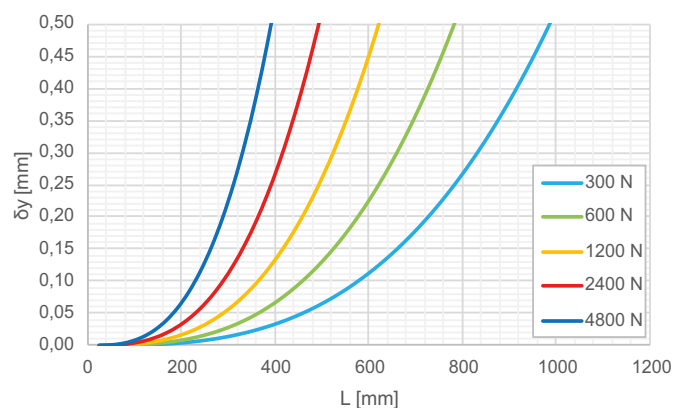
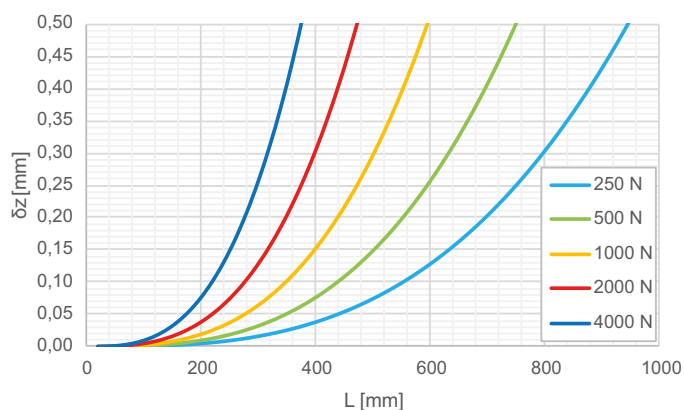
MODELLO / MODEL
CLS090LM



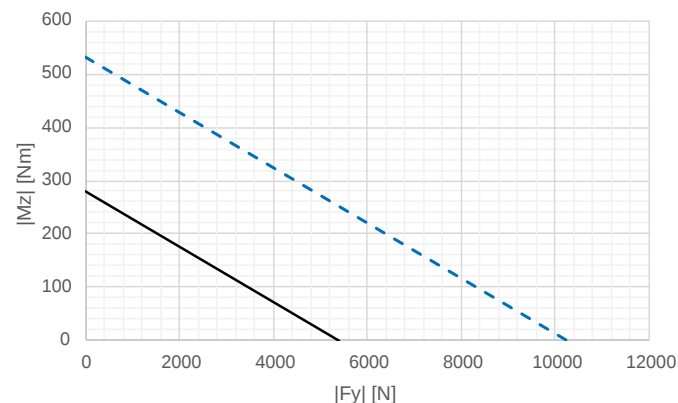
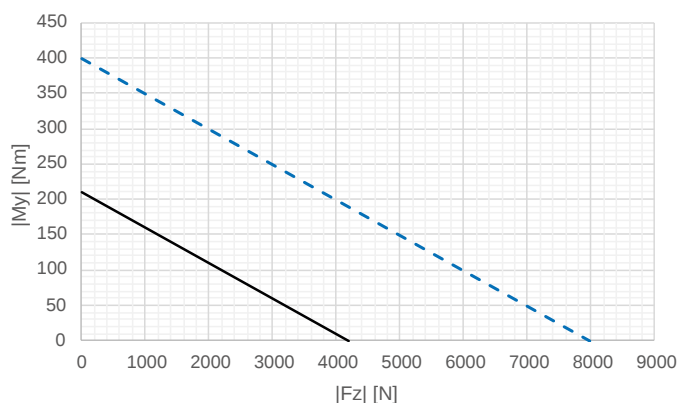
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

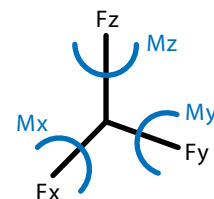
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	11,7
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,03
Massa carro Carriage's mass	[Kg]	2,55
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[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.

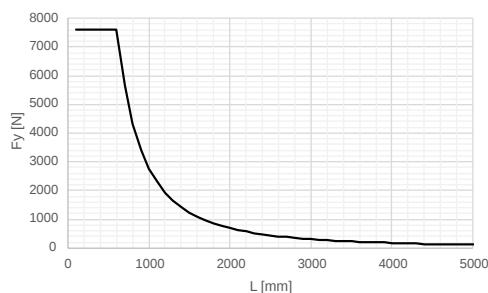
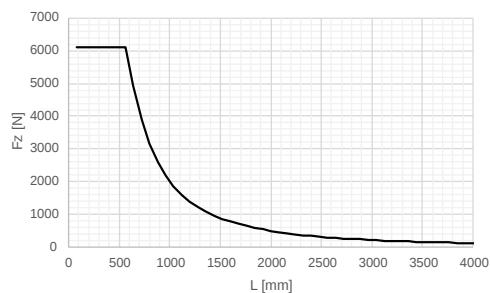
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

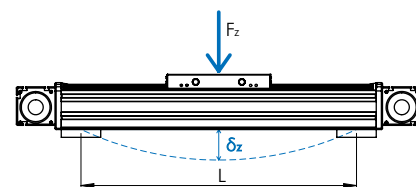
Higher performance are possible. Please contact our technical department.



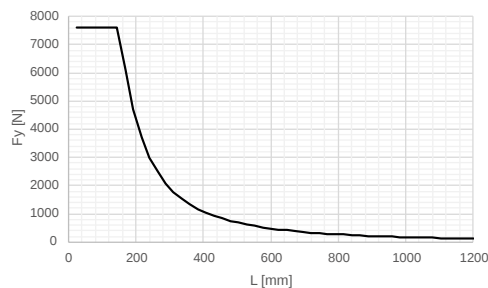
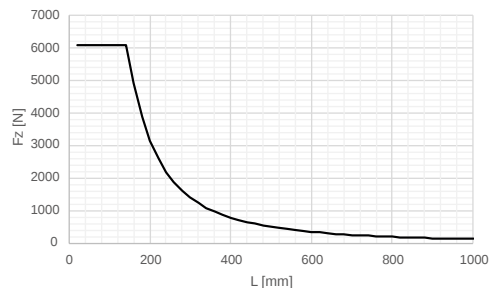
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



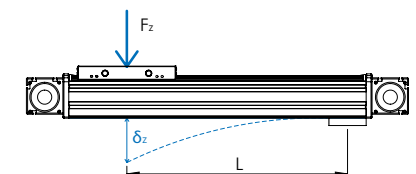
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

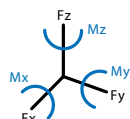


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



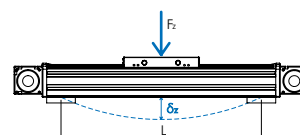
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
CLS090XM

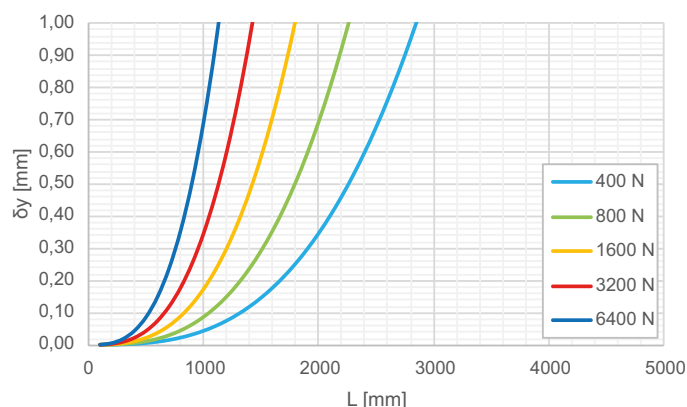
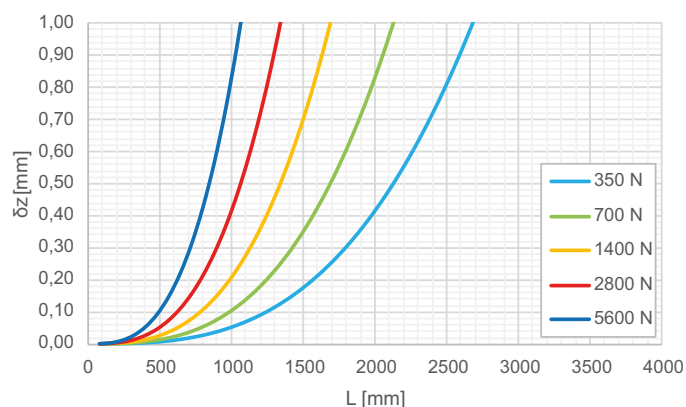


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

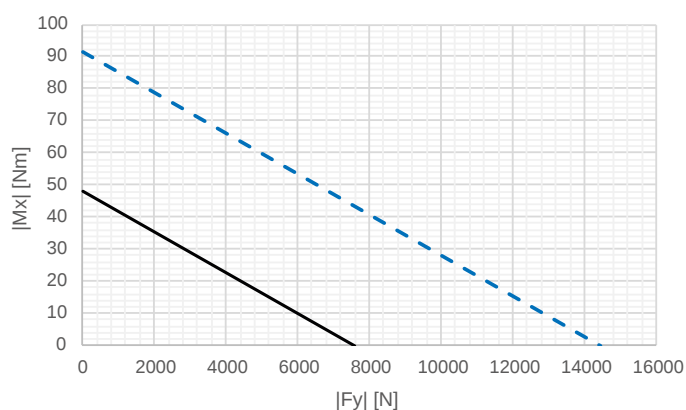
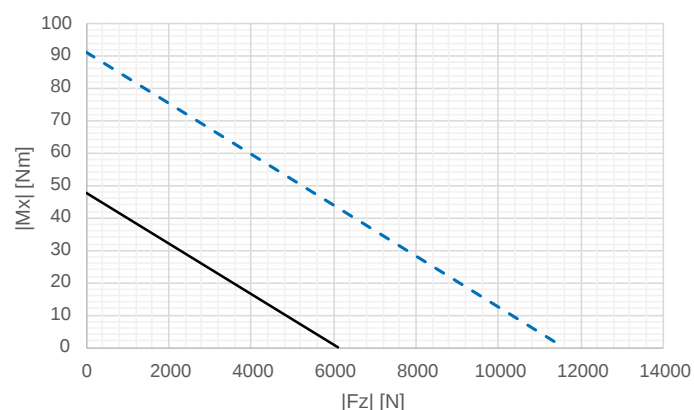
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

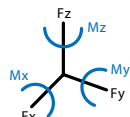
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

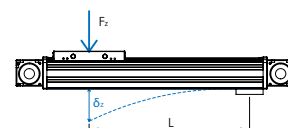
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

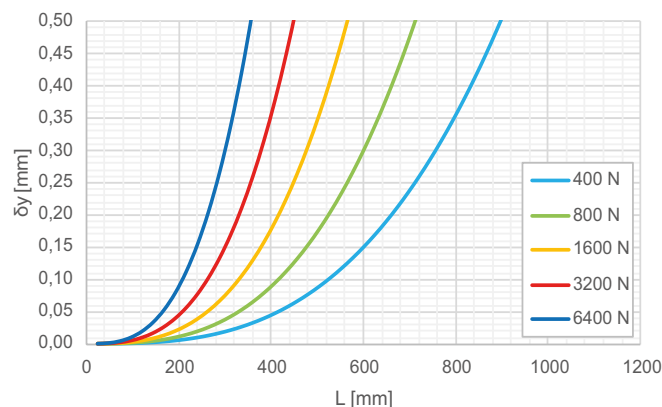
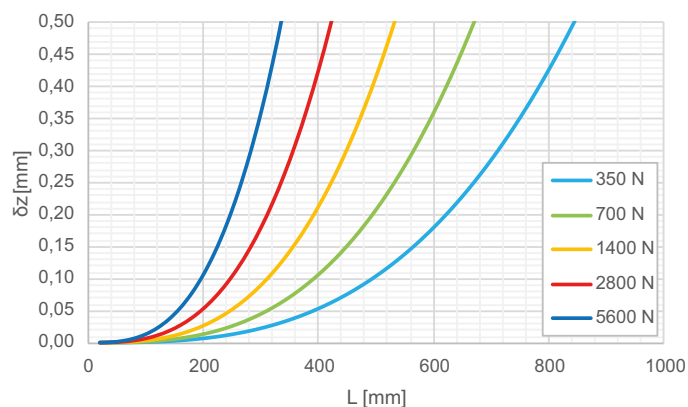
MODELLO / MODEL
CLS090XM



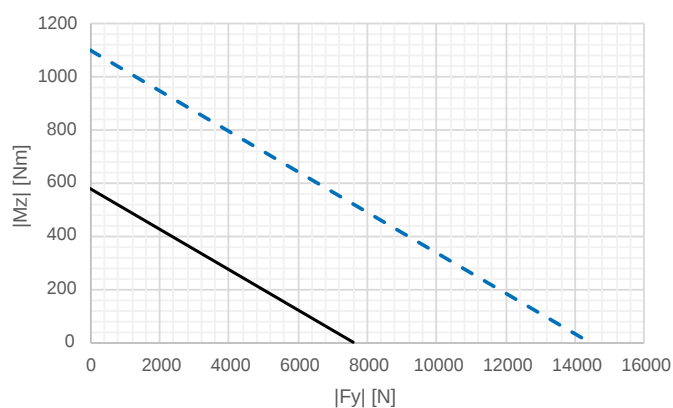
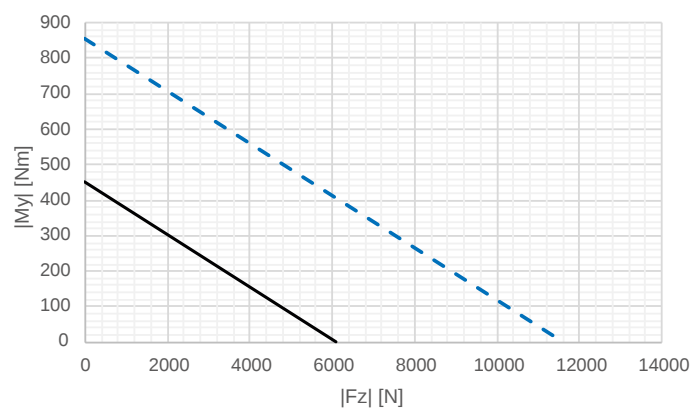
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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
CLS090L0

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

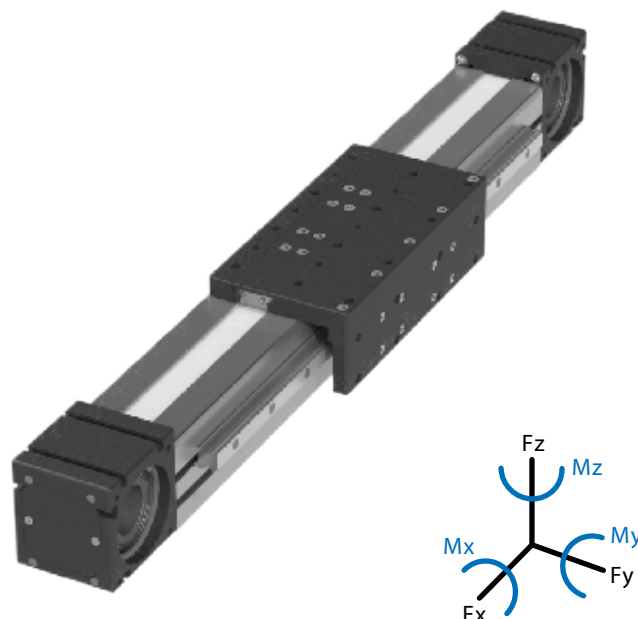
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	11
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,27
Massa carro Carriage's mass	[Kg]	3,83
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[mm/giro]	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.

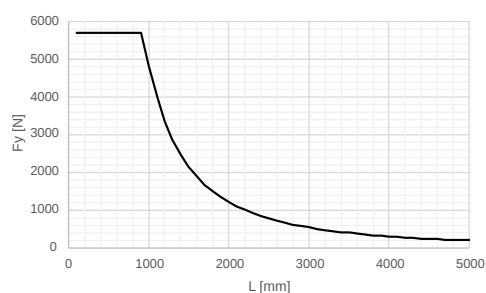
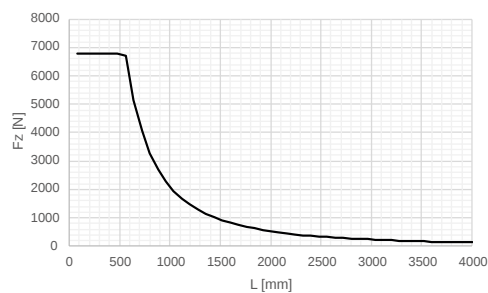
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

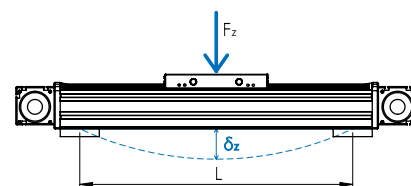
Higher performance are possible. Please contact our technical department.



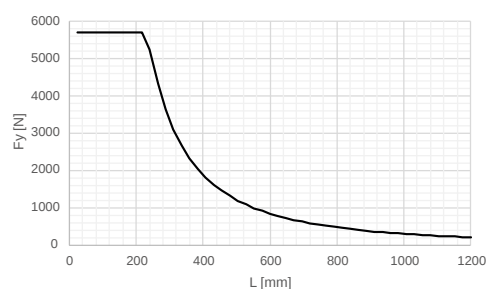
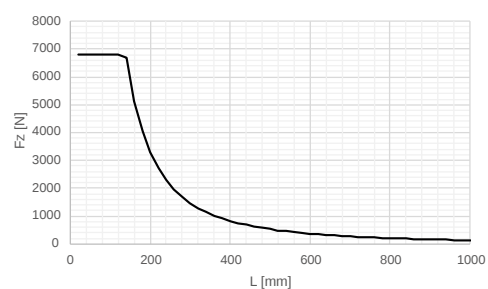
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



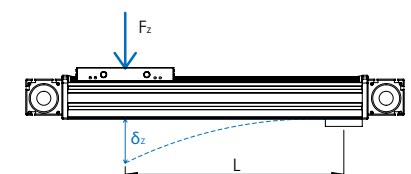
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



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.



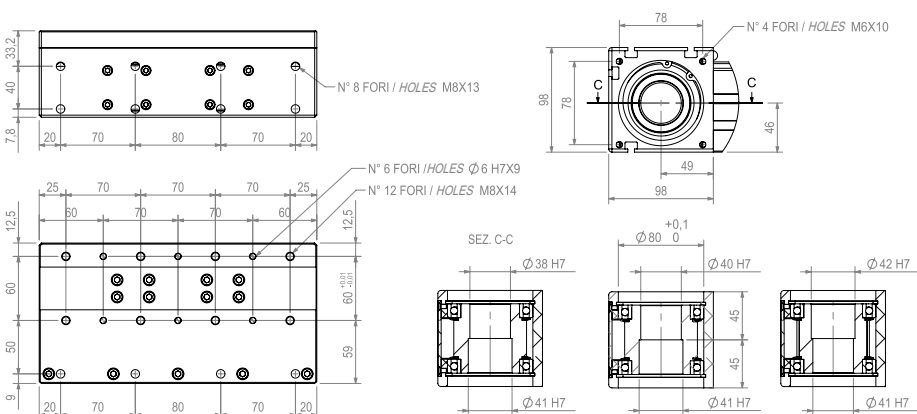
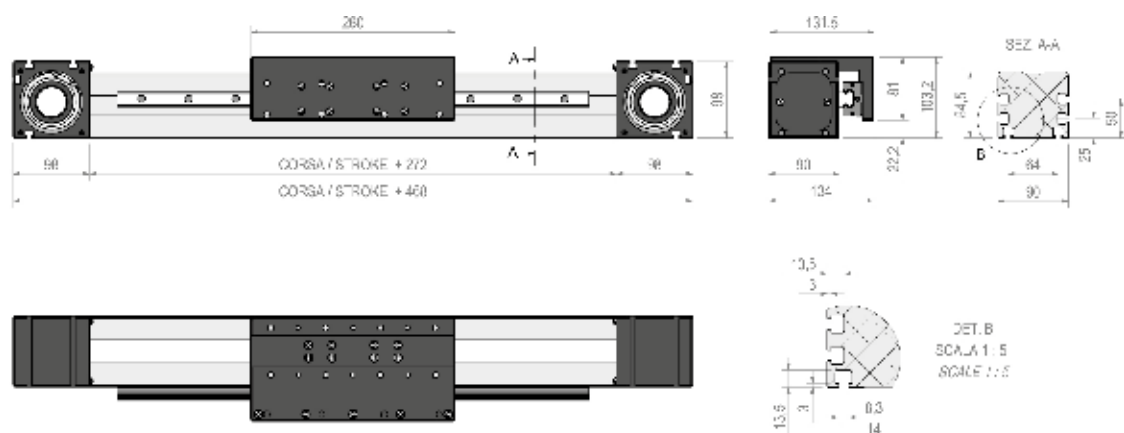
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.

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



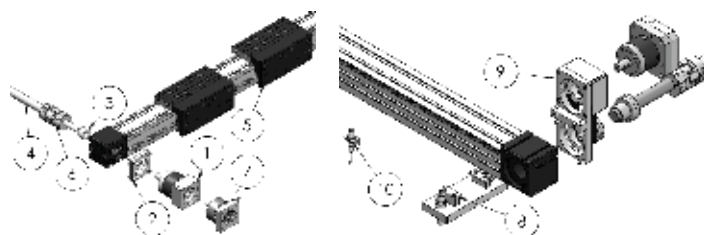
Tipologia interfaccia riduttore ② ⑨
Gearbox interface type
Kit IF30

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

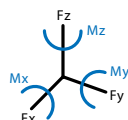
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



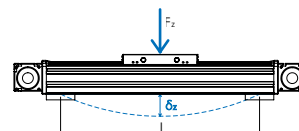
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
CLS090LO

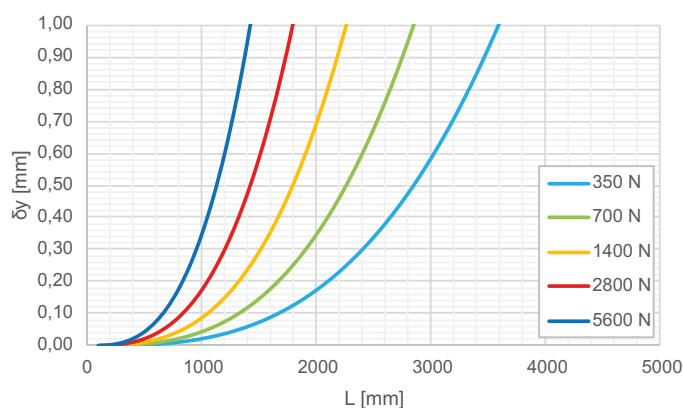
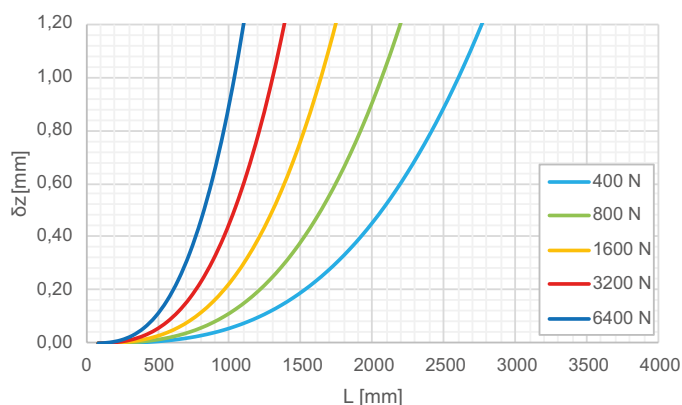


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

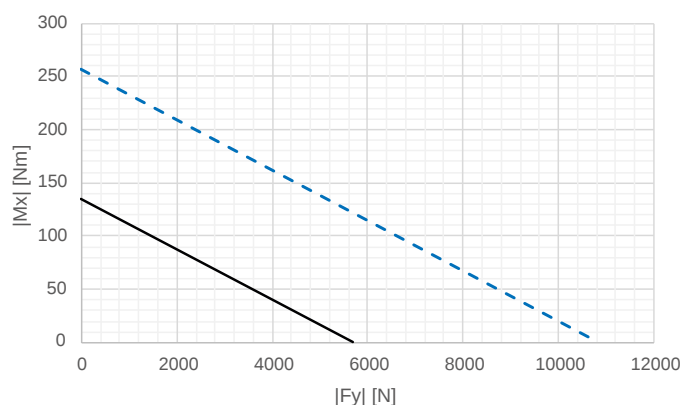
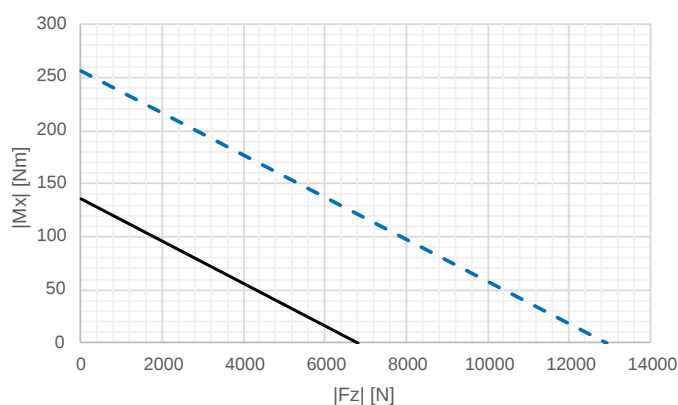
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



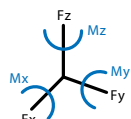
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

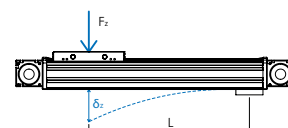
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
CLS090LO

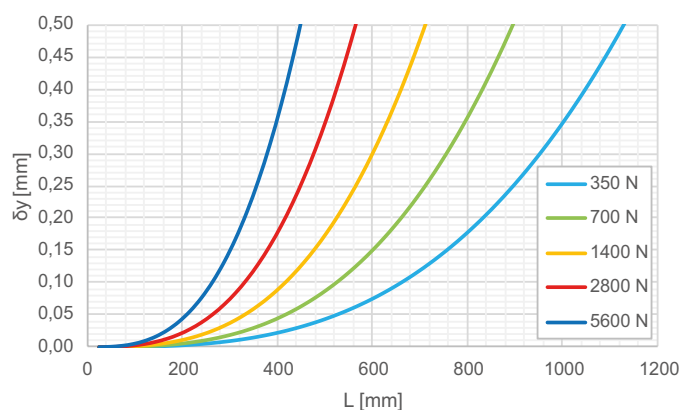
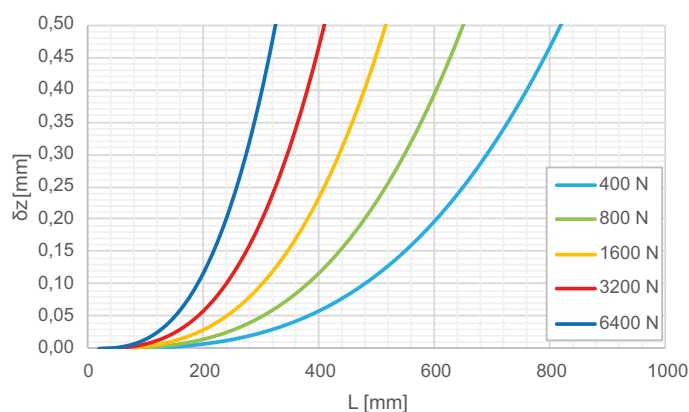


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

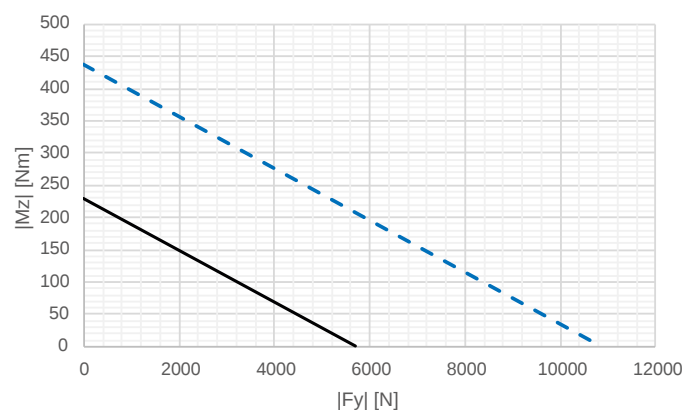
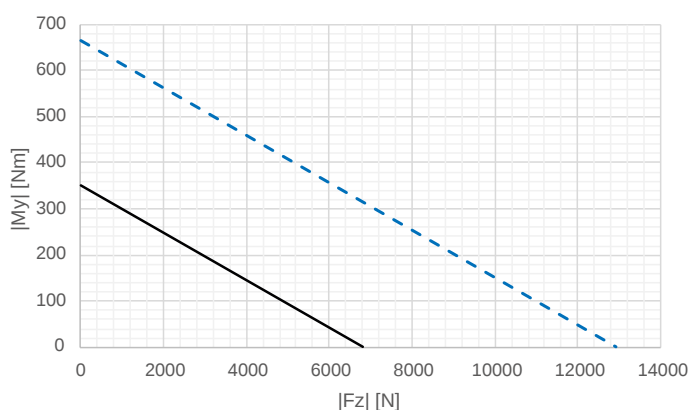
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

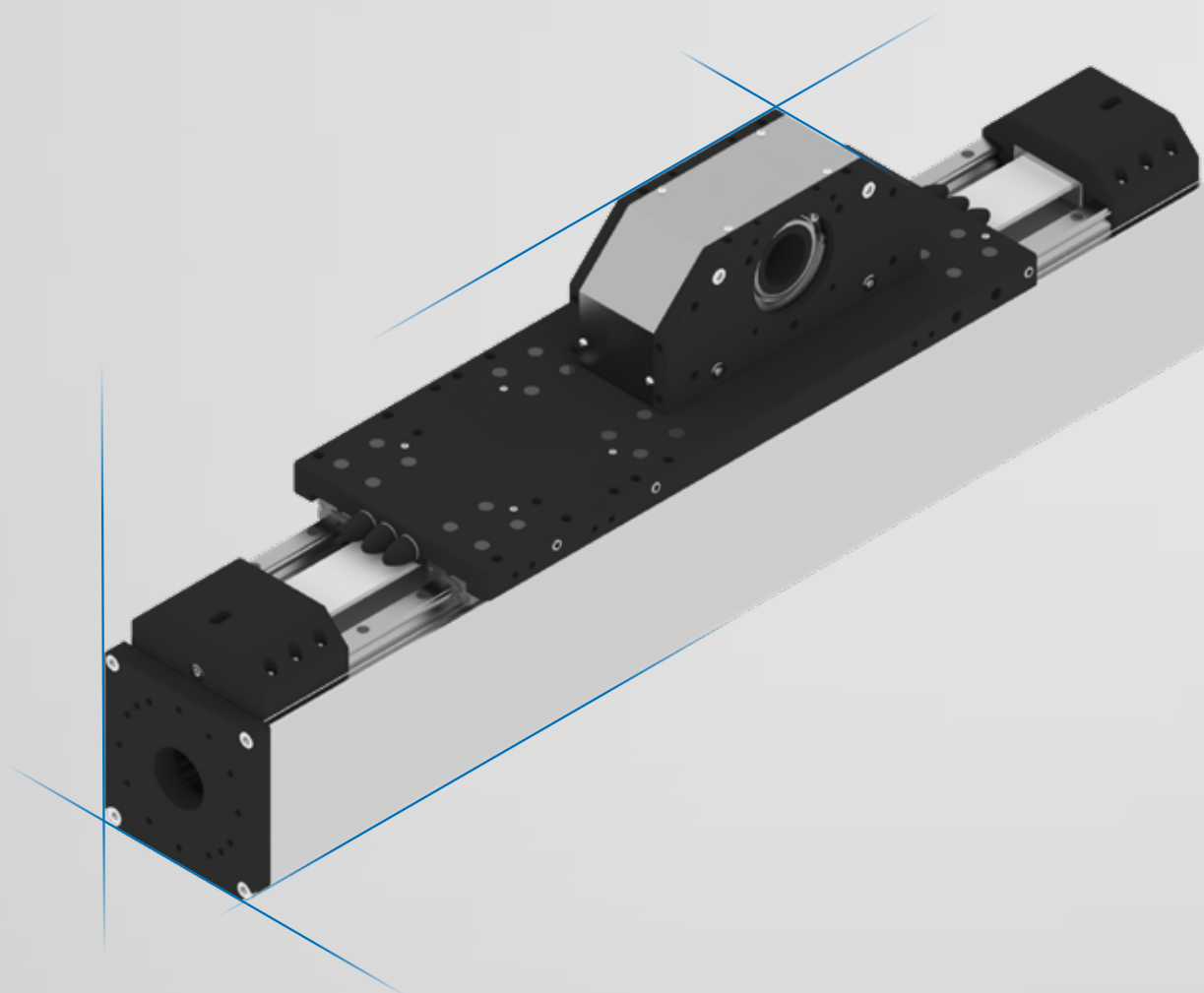
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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.

UNITÀ LINEARE A CINGHIA

BELT DRIVEN
LINEAR UNIT



SERIE VER SERIES

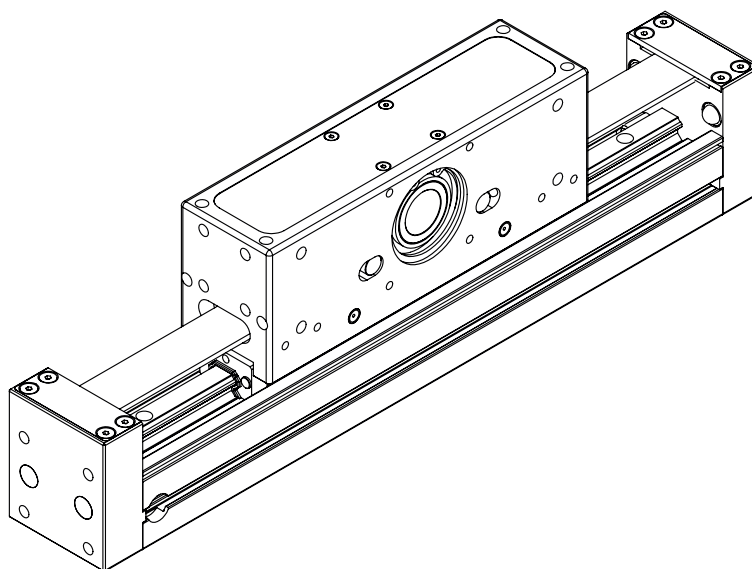
060 VER090FM

066 VER120FBS

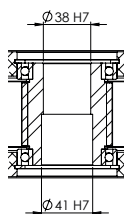
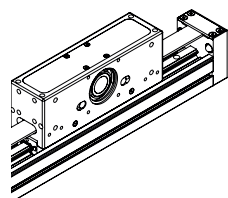
070 VER150FBS

076 VER125FBS

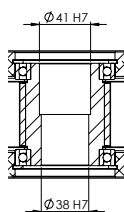
	VER	090	FM	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>							
TAGLIA / SIZE								
090	Profilo larghezza 90 mm <i>Profile width 90 mm</i>							
TIPOLOGIA CARRO / CARRIAGE TYPE								
FM	Carro fisso monoguida e profilo mobile <i>Fixed 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>							



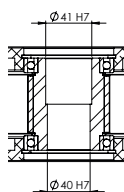
VERSIONE PULEGGIA / PULLEY VERSION



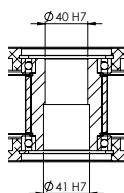
D41



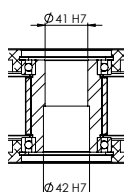
S41



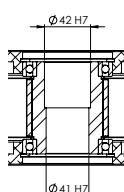
D40



S40



D42



S42

PULEGGIA / PULLEY

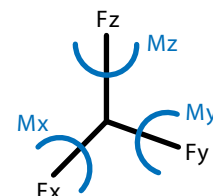
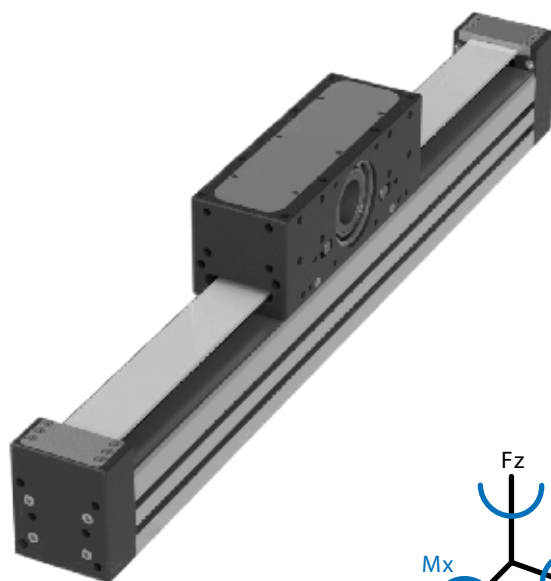
D41	Puleggia con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Pulley with hole Ø 41mm on the right and Ø 38 mm on the left</i>
S41	Puleggia con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Pulley with hole Ø 41mm on the left and Ø 38 mm on the right</i>
D40	Puleggia con foro Ø 40 mm a destra e Ø 41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

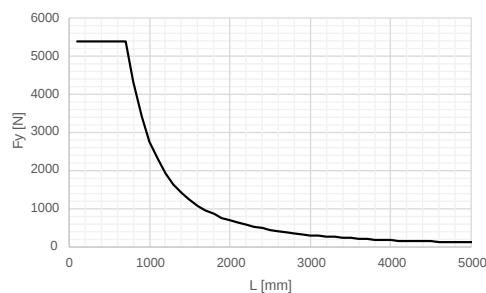
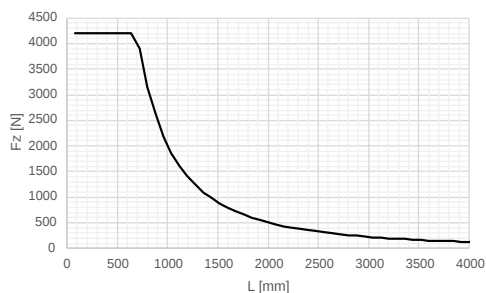
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

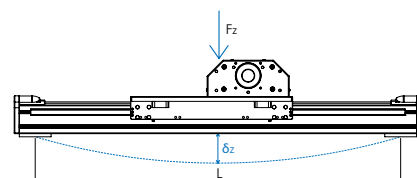
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.



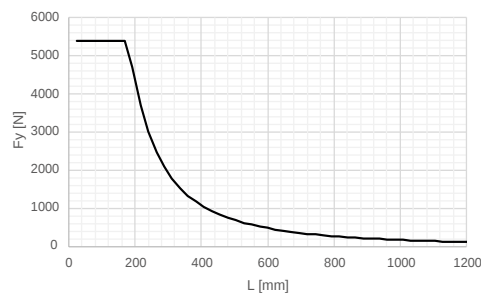
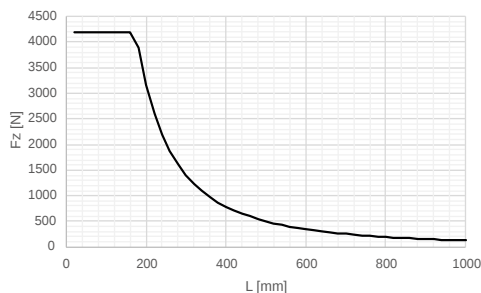
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



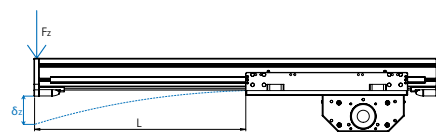
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

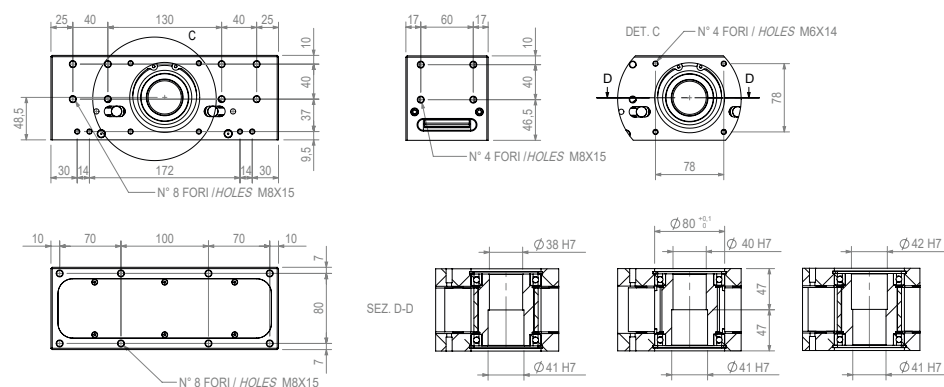
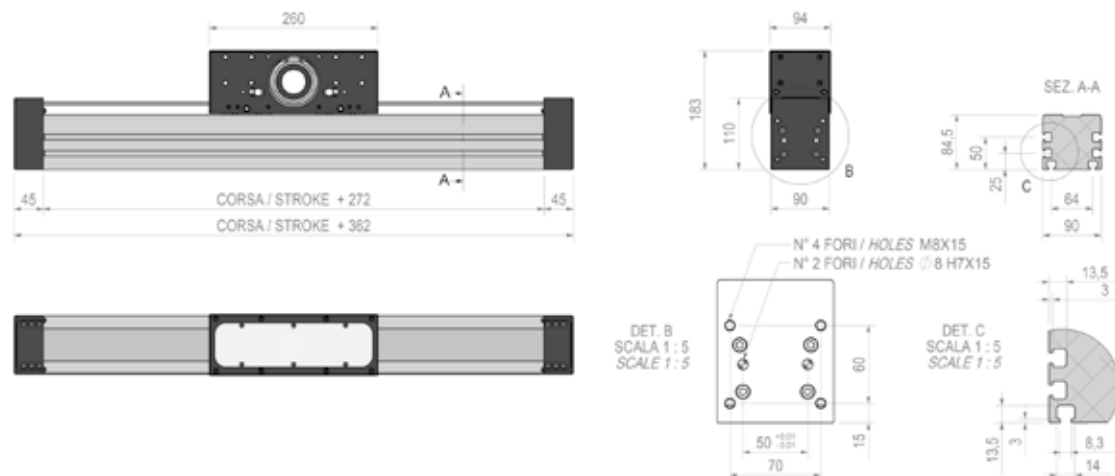


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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

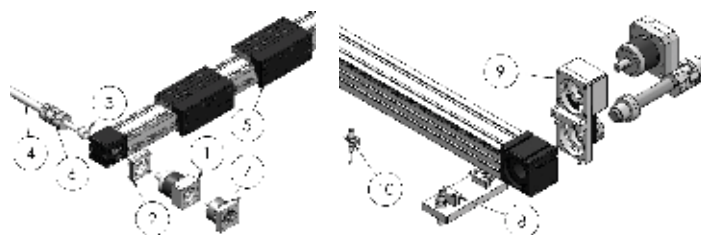


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

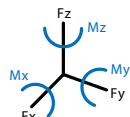
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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/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.



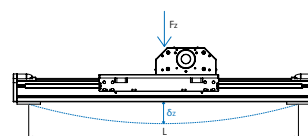
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
VER090FM

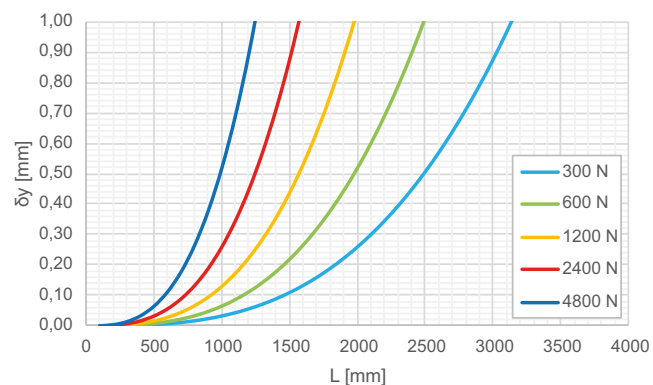
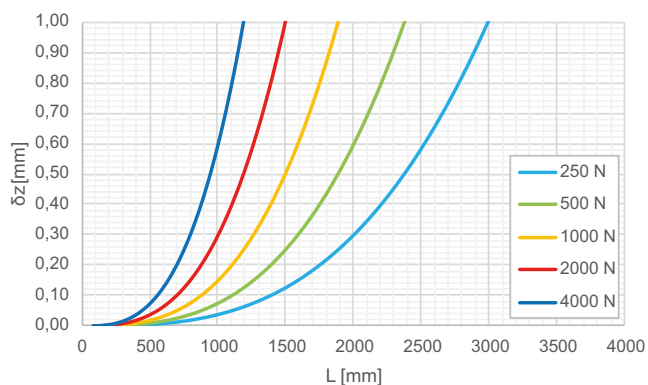


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

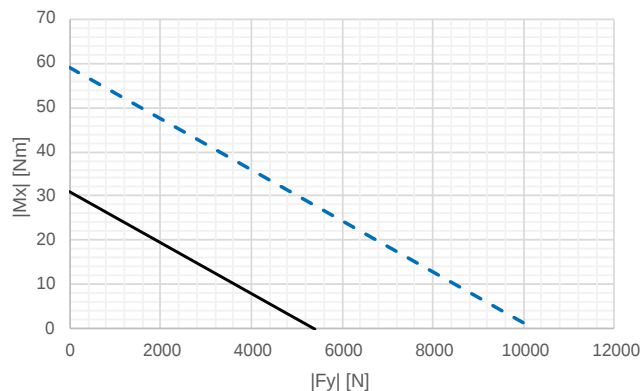
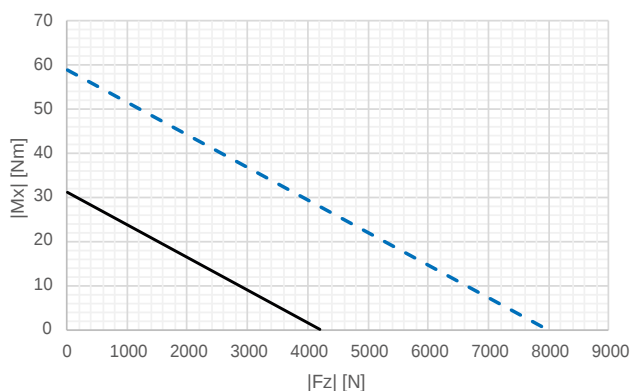
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

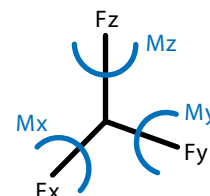
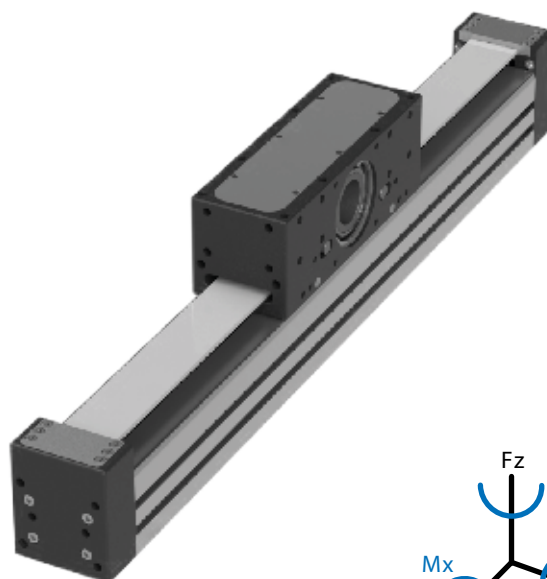
Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	8,9
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,29
Massa carro <i>Carriage's mass</i>	[Kg]	4,9
Velocità massima* <i>Maximum velocity</i>	[m/s]	4
Ripetibilità a vuoto <i>Unloaded repeatability</i>	[mm]	0,1
Sviluppo 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]	2892
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	203
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	278

* I valori sono da considerarsi indicativi.

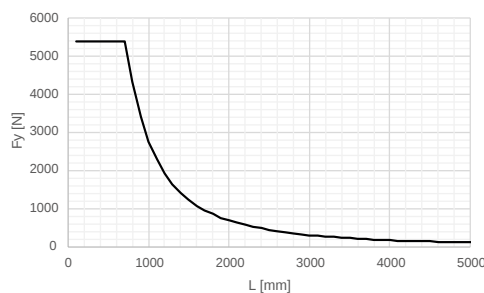
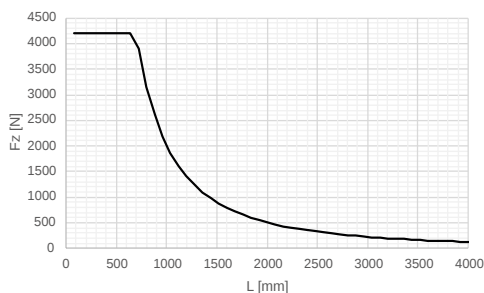
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.

Values should be considered as an indication.

Higher performance are possible. Please contact our technical department.

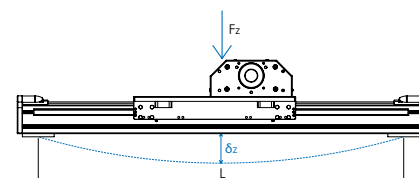


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

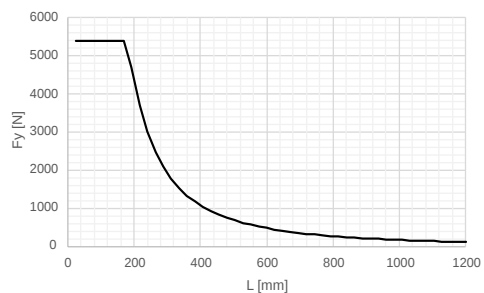
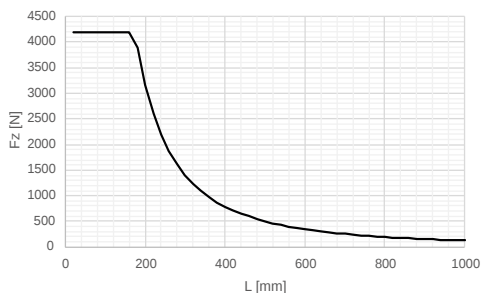


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

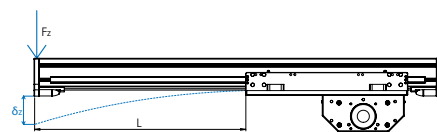


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



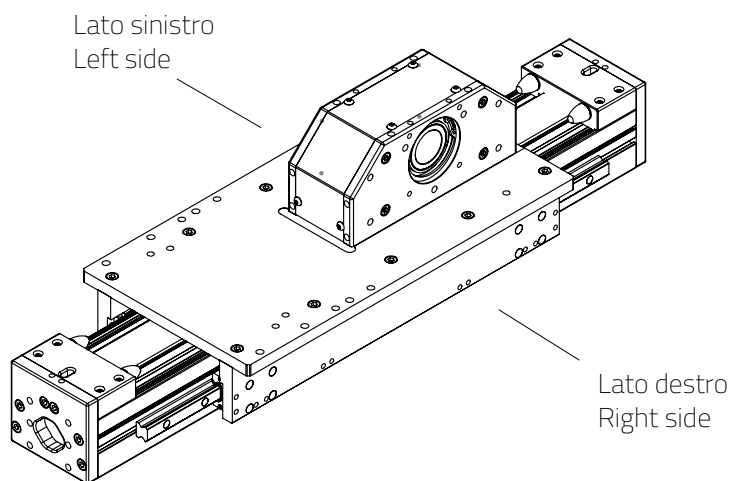
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

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.

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





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

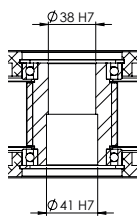
CODIFICA UNITÀ LINEARI
TYPE CODES



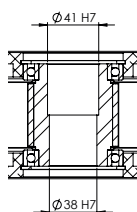
VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

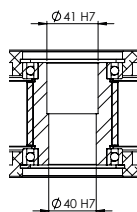
D41	Puleggia con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Pulley with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Puleggia con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Pulley with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Puleggia con foro Ø 40 mm a destra e Ø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



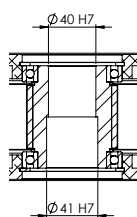
D41



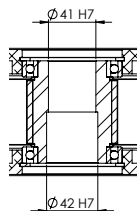
S41



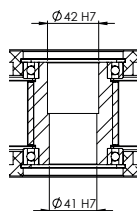
D40



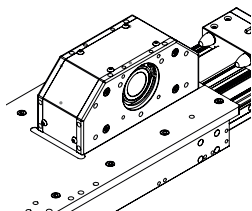
S40



D42



S42

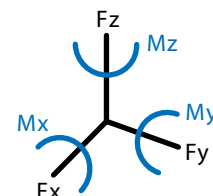
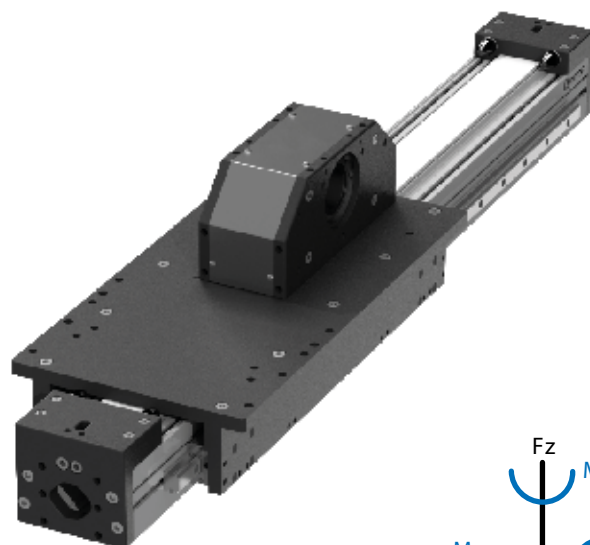


MODELLO / MODEL
VER120FBS

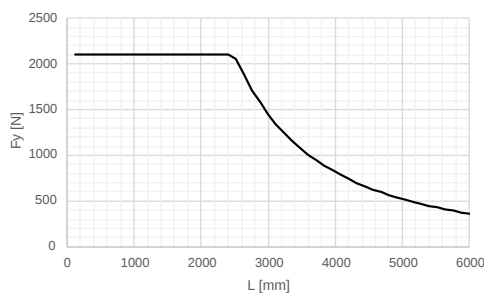
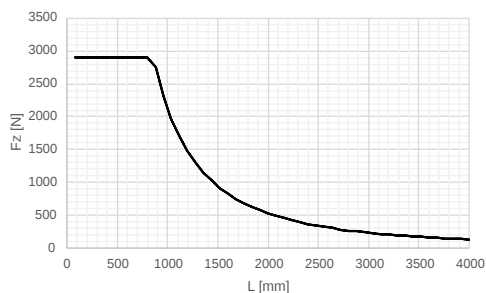
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

Massa base unità (corsa zero) <i>Unit's base mass (zero stroke)</i>	[Kg]	27
Massa lineare unità <i>Unit's linear mass</i>	[Kg/100mm]	1,24
Massa carro <i>Carriage's mass</i>	[Kg]	16,5
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>	[-]	50 AT 10
Forza massima di trazione sulla cinghia* <i>Maximum traction force on belt</i>	[N]	2892
Momento principale d'inerzia Y <i>Principal moment of inertia Y</i>	[cm ⁴]	212
Momento principale d'inerzia Z <i>Principal moment of inertia Z</i>	[cm ⁴]	1392

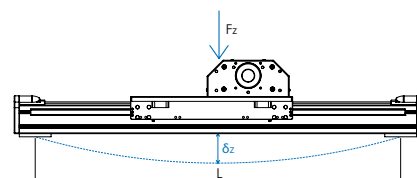
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*Values should be considered as an indication.
Higher performance are possible. Please contact our technical department.*



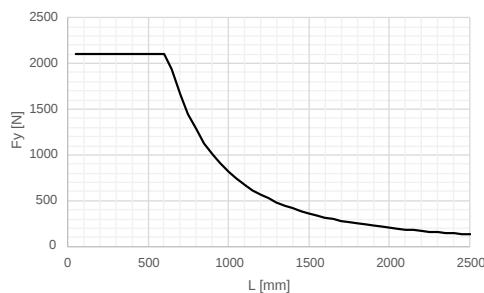
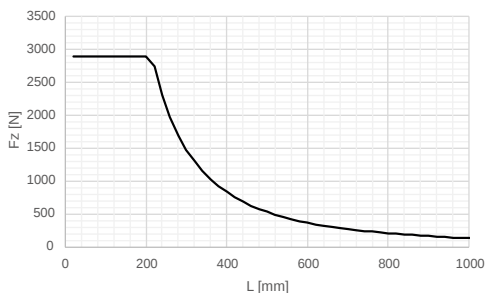
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



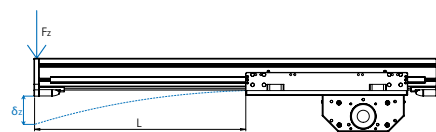
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

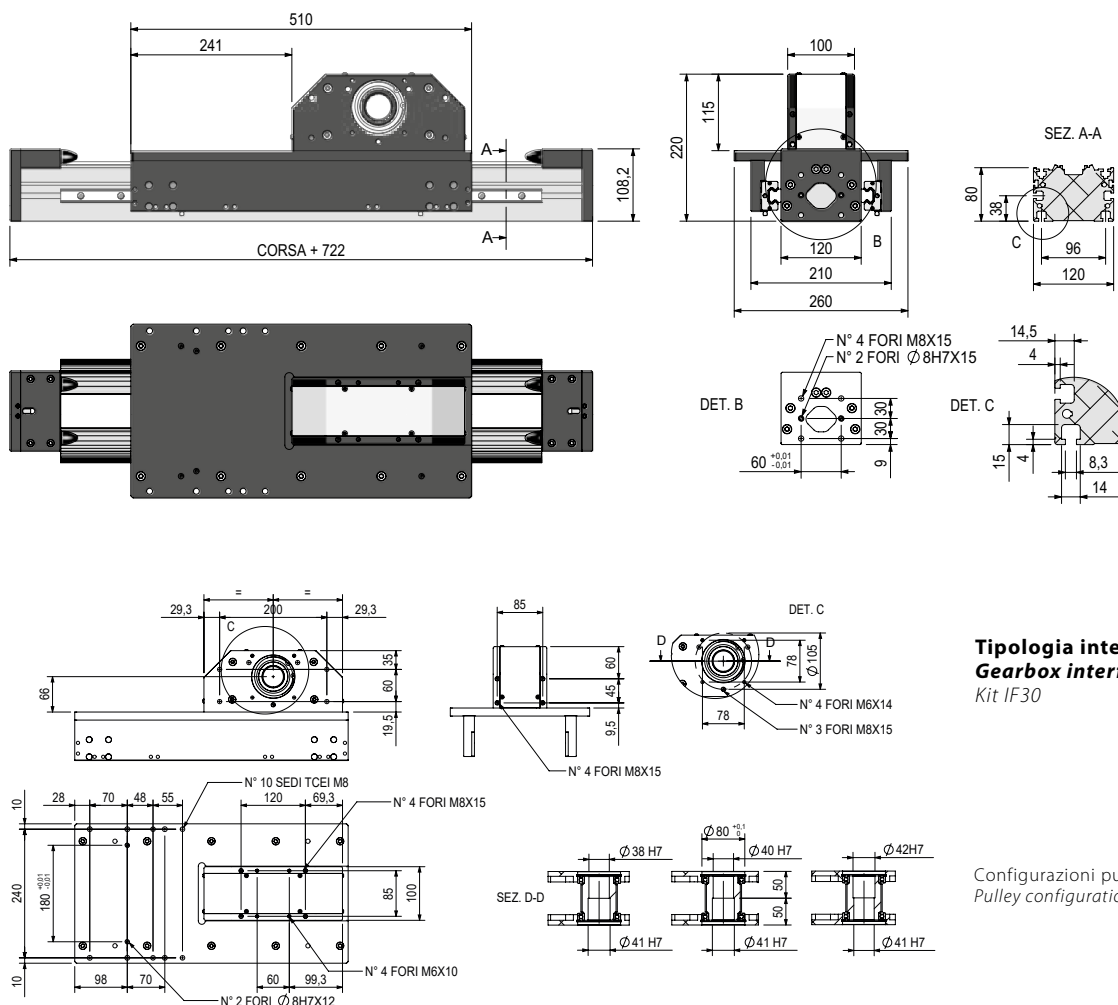


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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

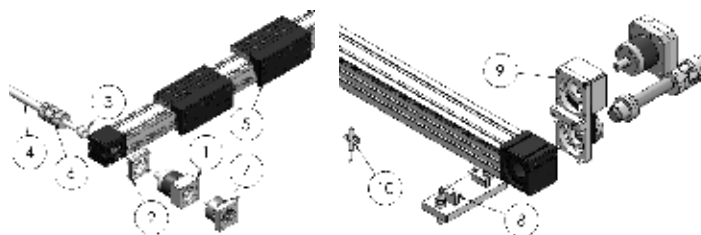


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

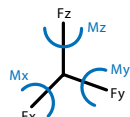
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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.



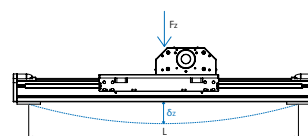
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
VER120FBS

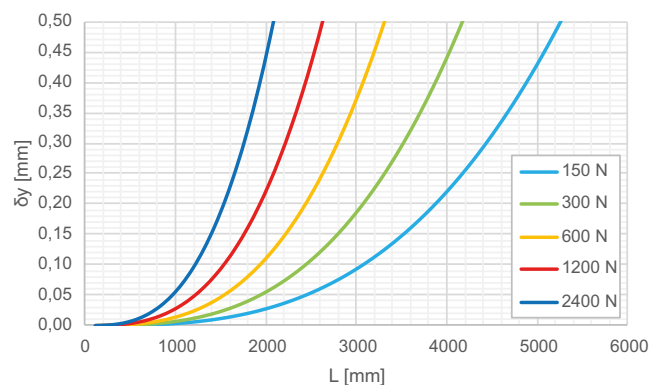
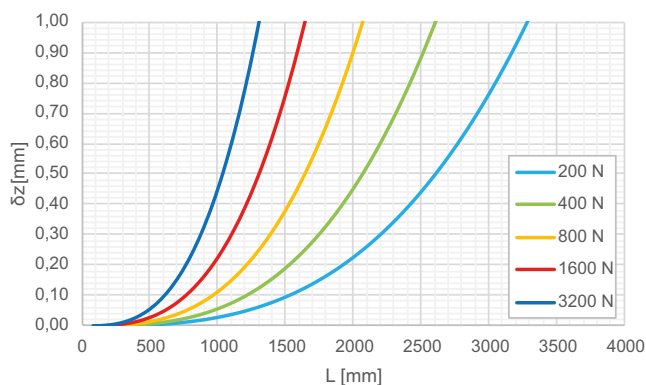


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

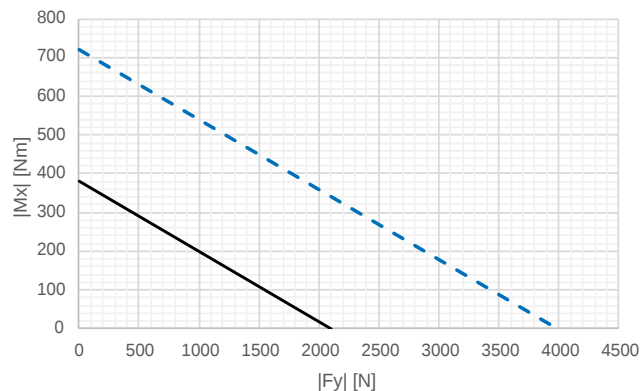
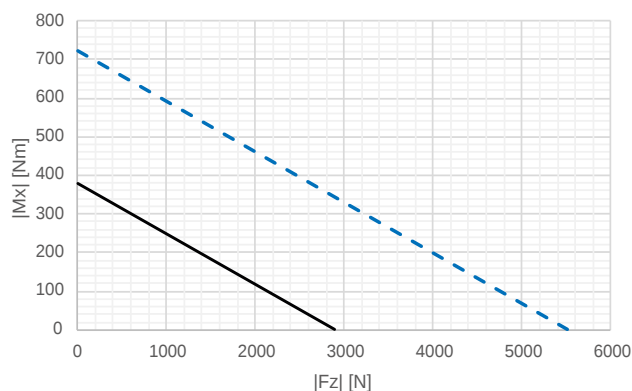
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

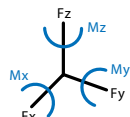
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

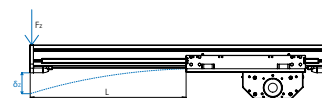
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

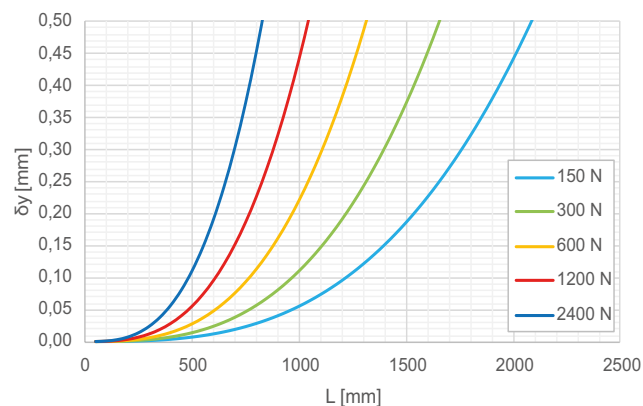
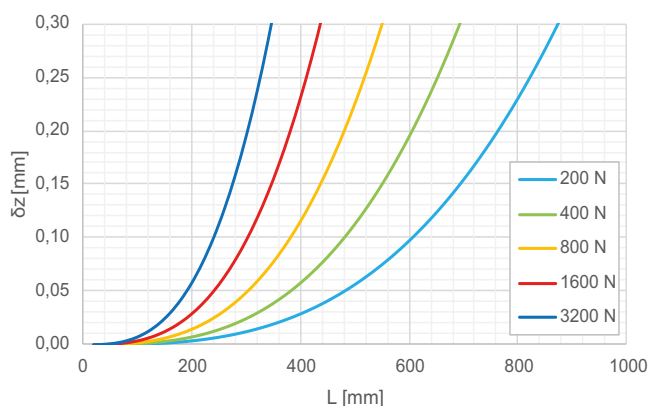
MODELLO / MODEL
VER120FBS



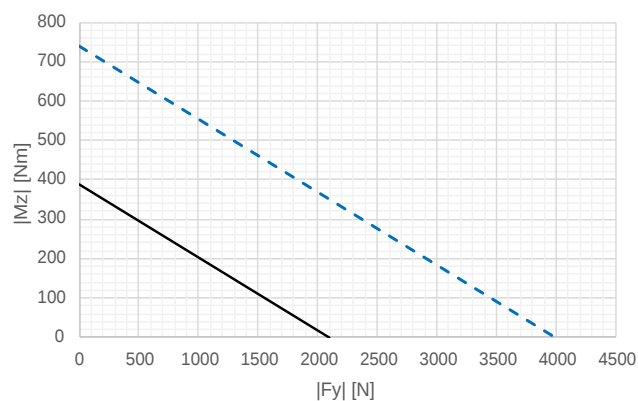
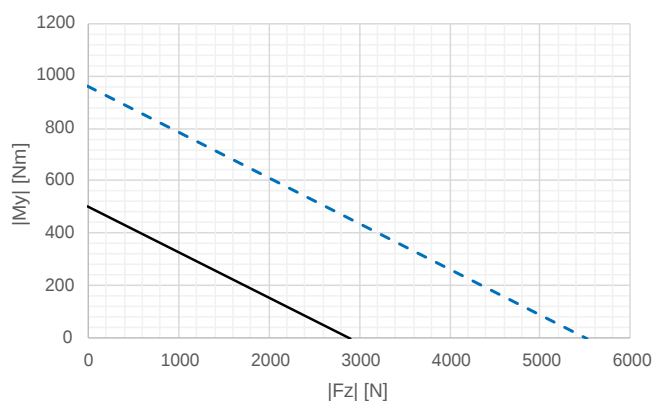
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

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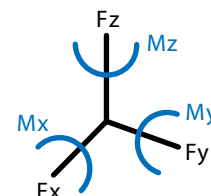
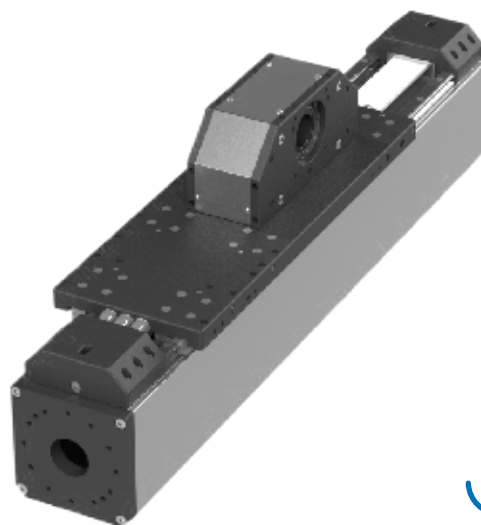
In case of combined stress contact our technical department.

MODELLO / MODEL
VER150FBS

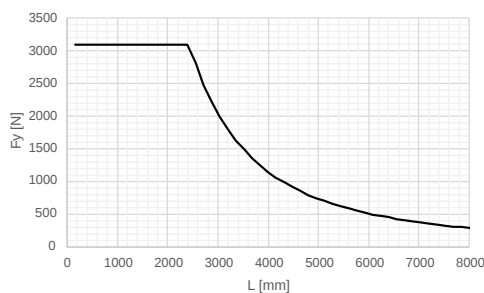
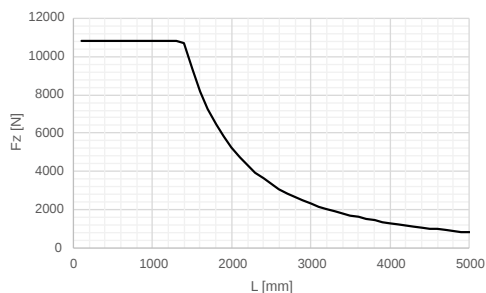
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

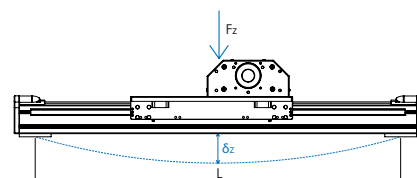
* I valori sono da considerarsi indicativi.
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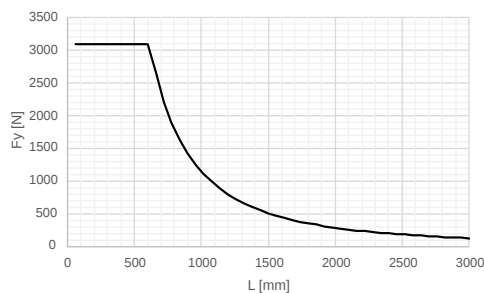
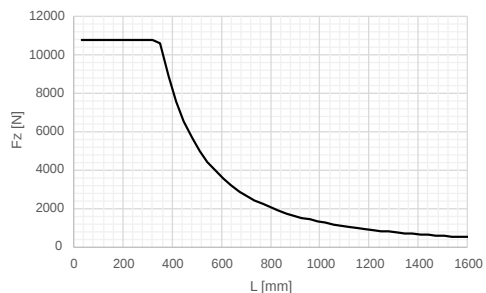
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



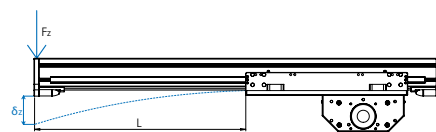
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

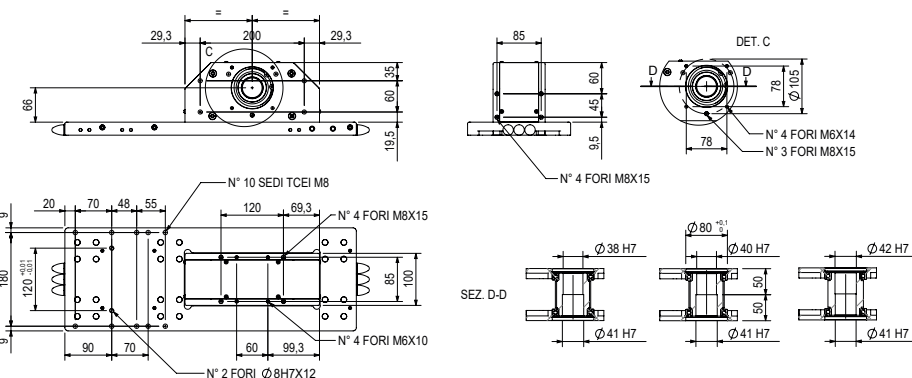
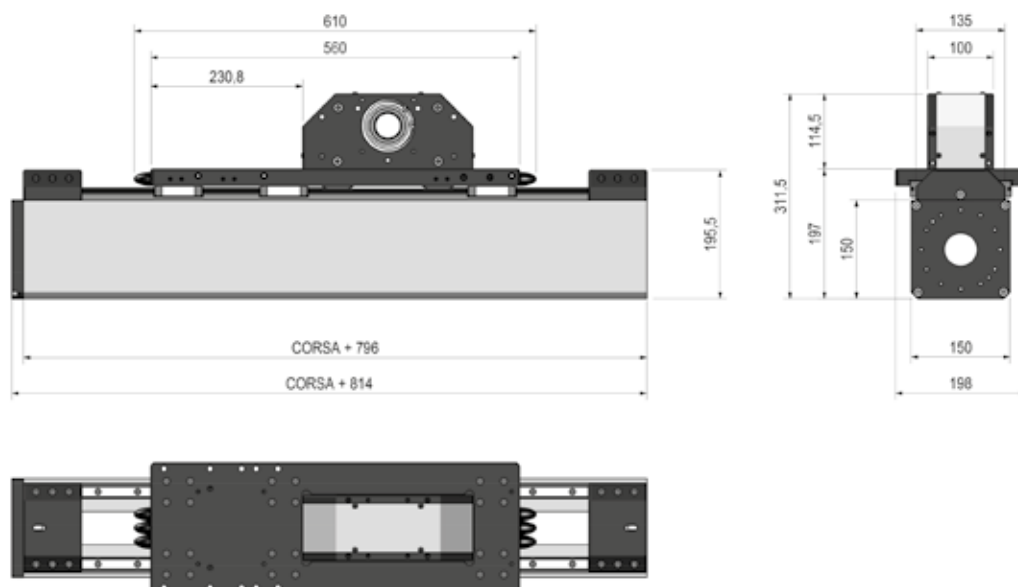


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

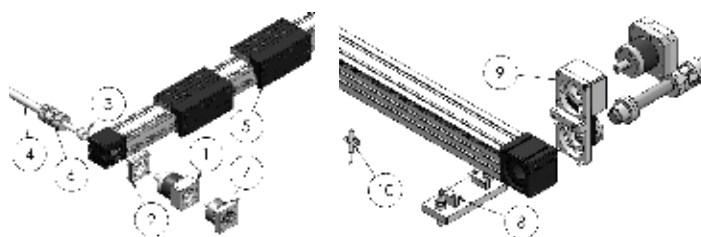


Tipologia interfaccia riduttore (2) (9)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

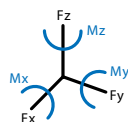
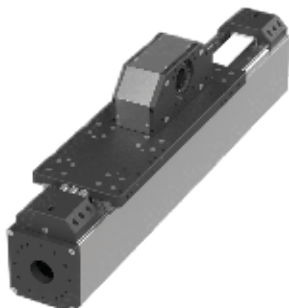
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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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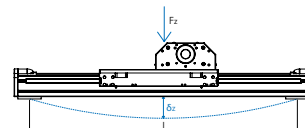
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MODELLO / MODEL
VER150FBS

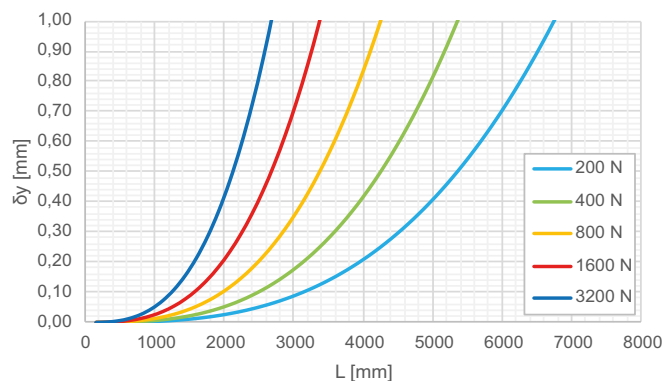
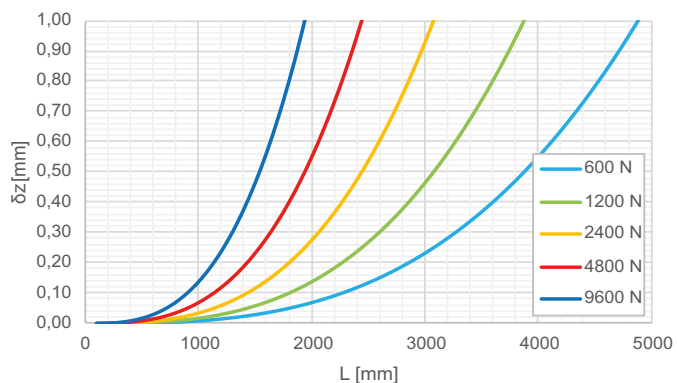


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

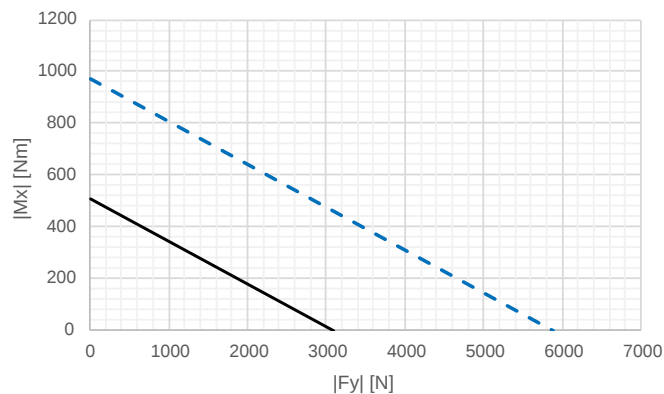
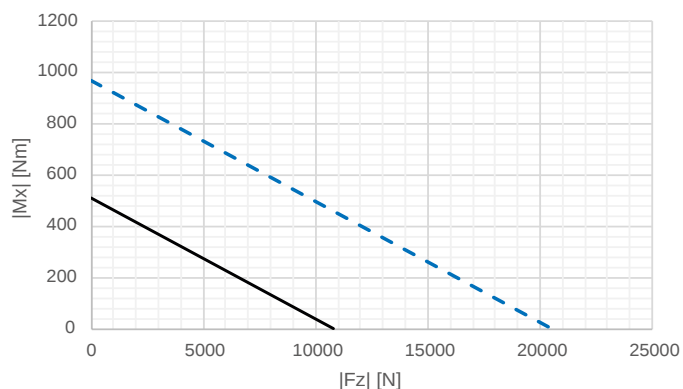
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

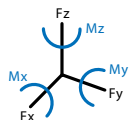
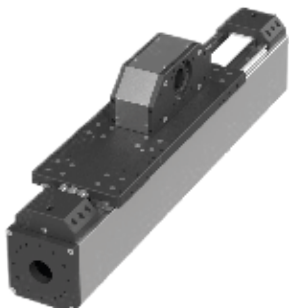


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

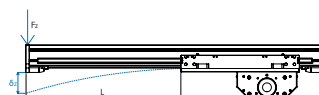
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
VER150FBS

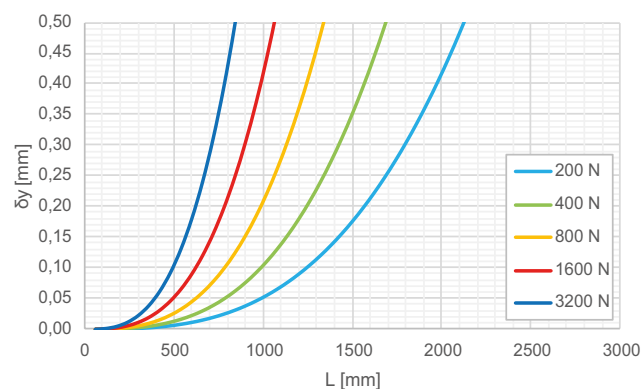
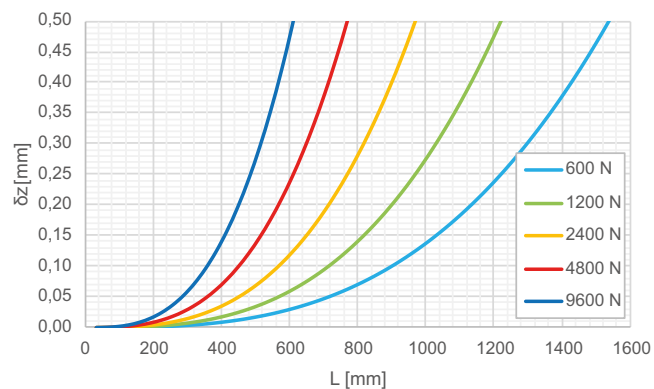


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

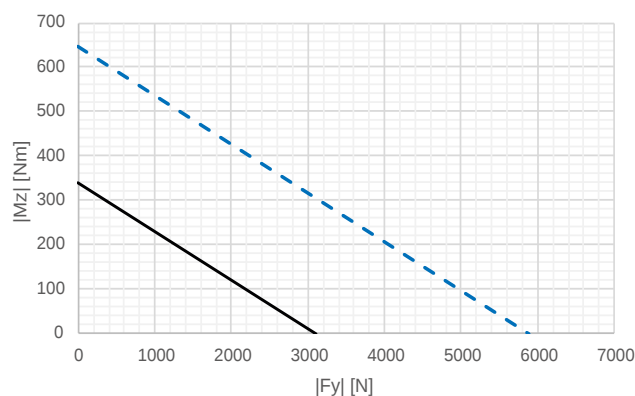
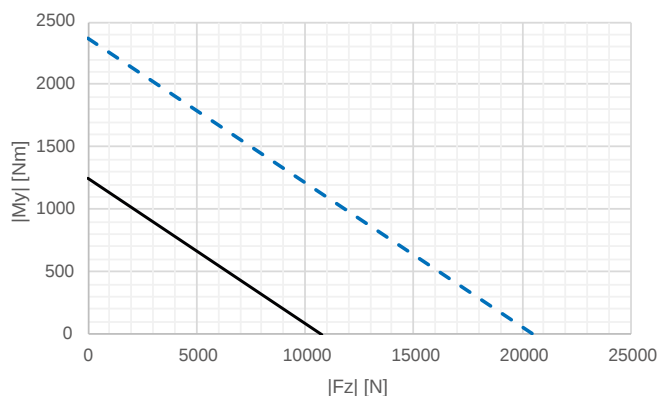
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

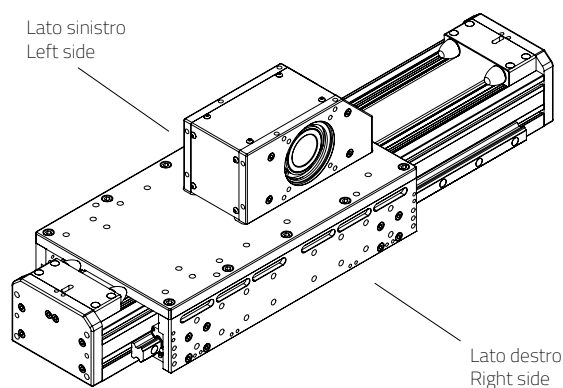


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are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

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In case of combined stress contact our technical department.

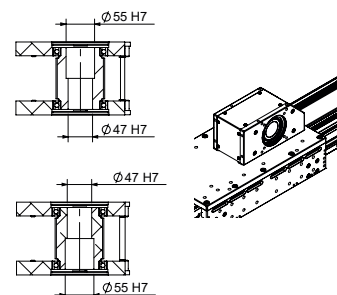
		VER	125	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL									
VER	Unità lineare a cinghia dentata <i>Belt driven linear unit</i>								
TAGLIA / SIZE									
125	Profilo larghezza 120 mm <i>Profile width 120 mm</i>								
TIPOLOGIA CARRO / CARRIAGE TYPE									
FBS	Carro fisso biguida laterale e profilo 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>



MODELLO / MODEL

VER125FBS

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

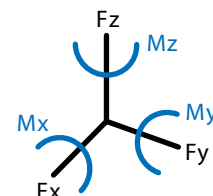
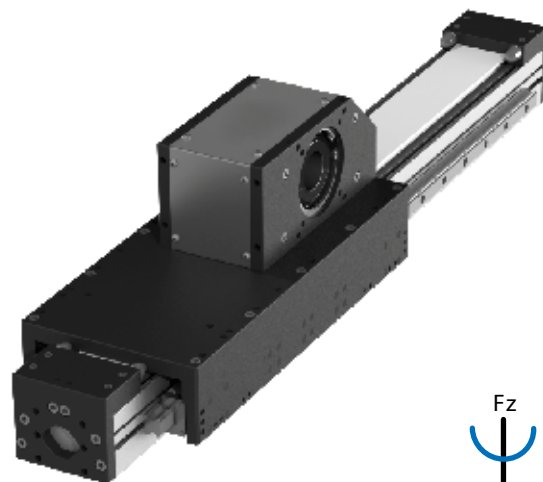
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	32,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,6
Massa carro Carriage's mass	[Kg]	21,59
Velocità massima* Maximum velocity	[m/s]	4
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,1
Sviluppo puleggia Pulley's circumference	[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.

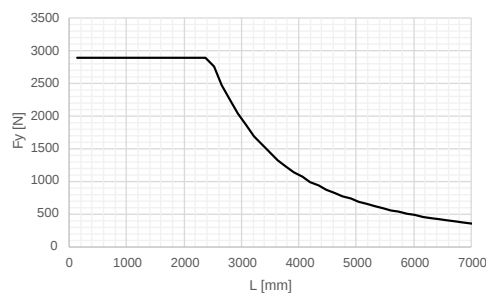
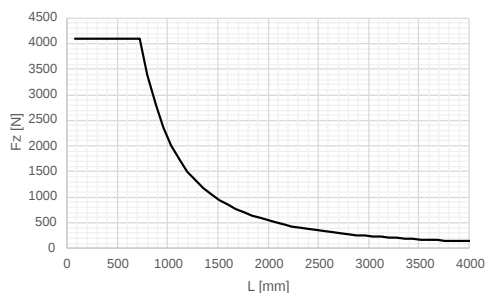
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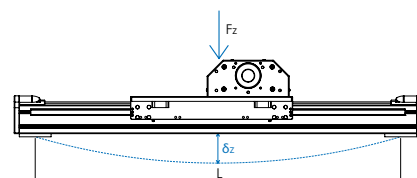


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

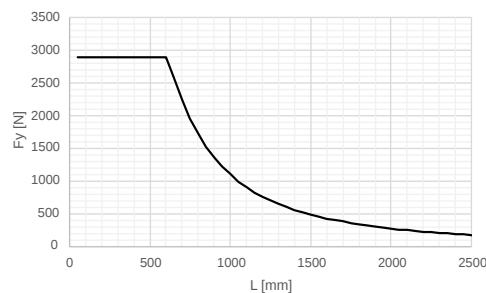
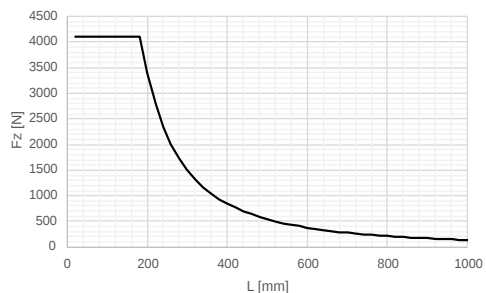


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

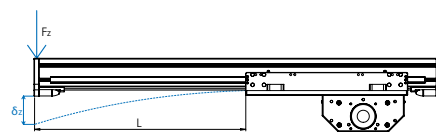


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



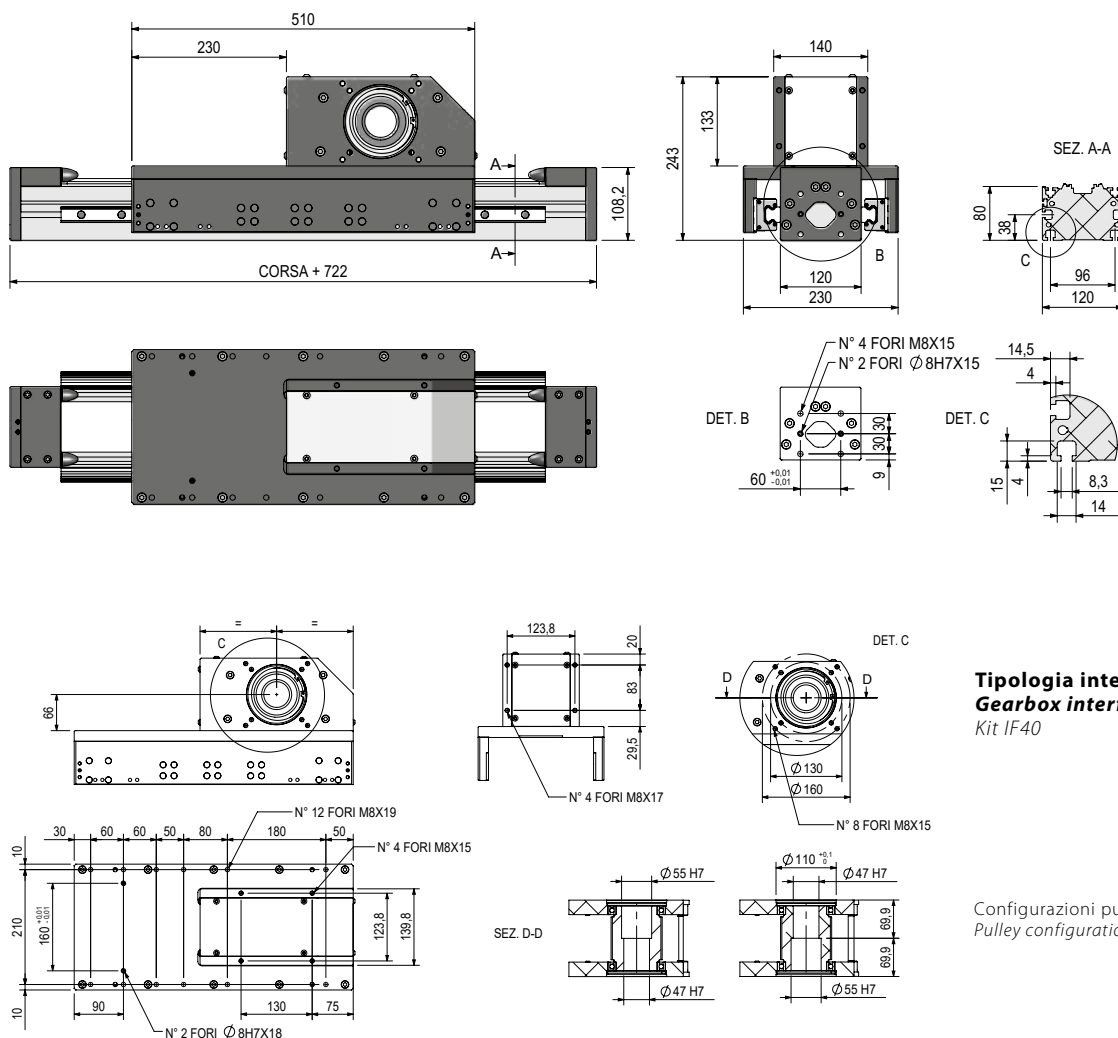
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

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



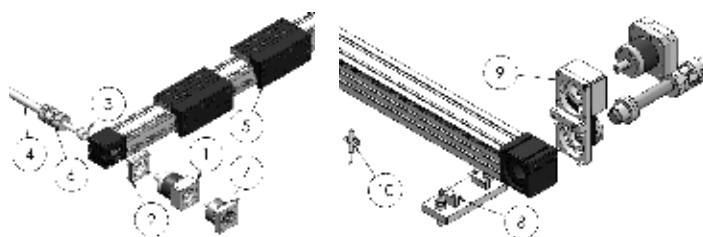
Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF40

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

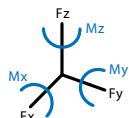
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



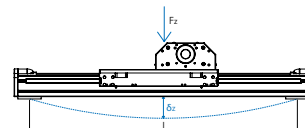
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
VER125FBS

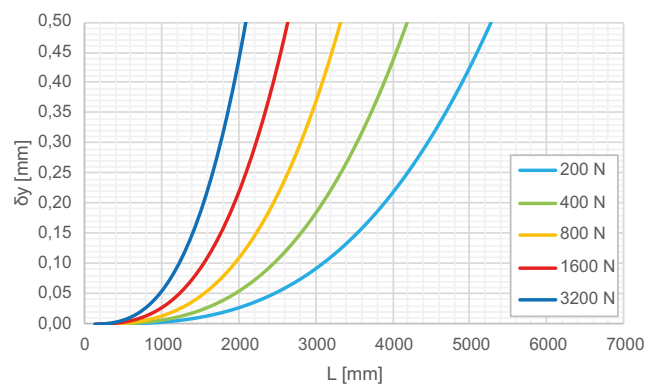
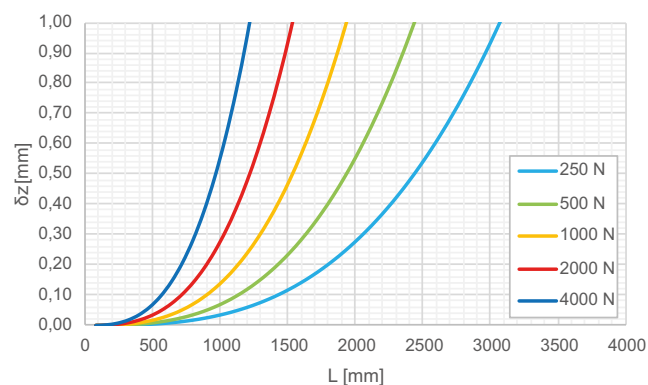


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

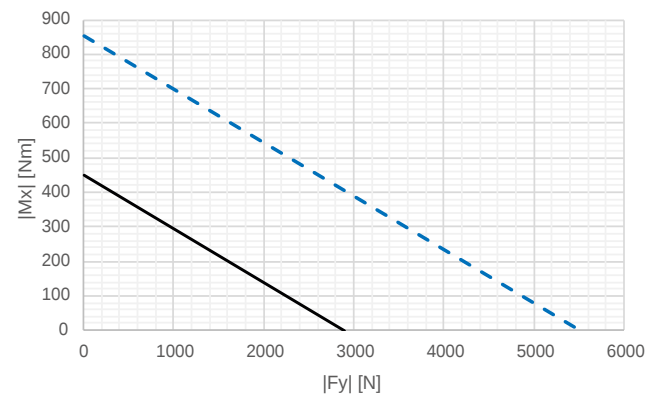
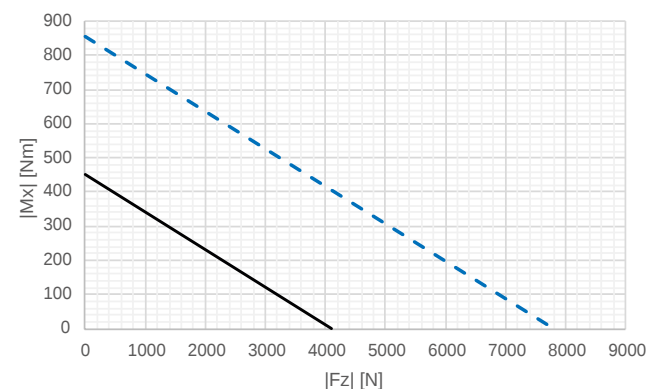
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

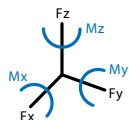


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

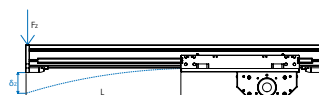
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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

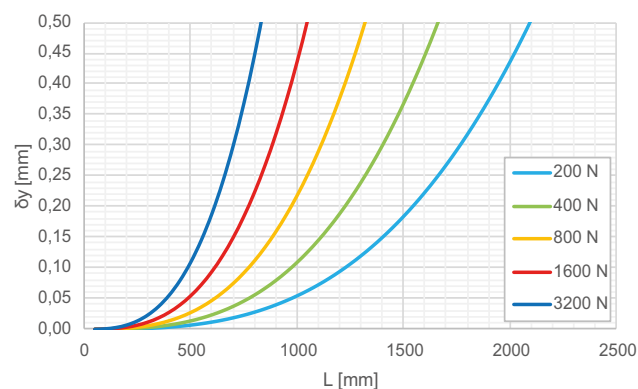
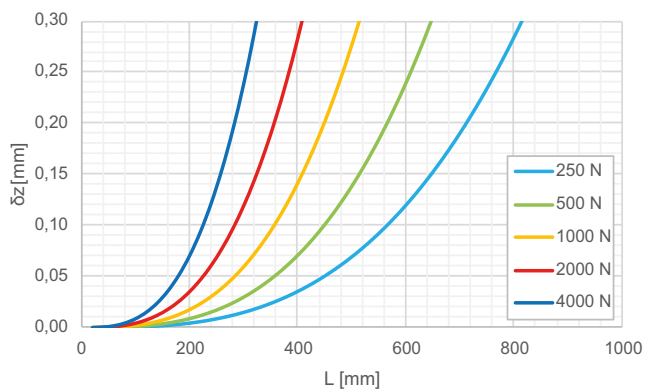
MODELLO / MODEL
VER125FBS



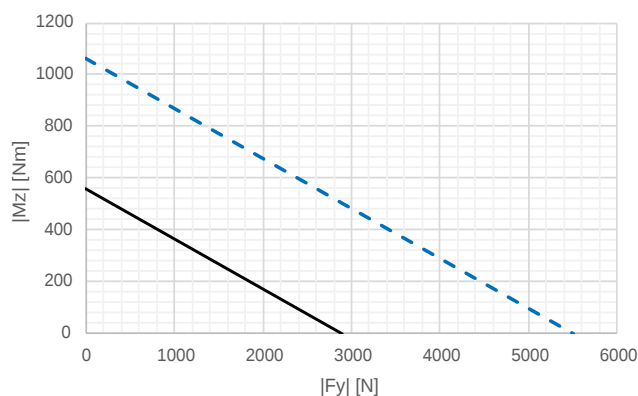
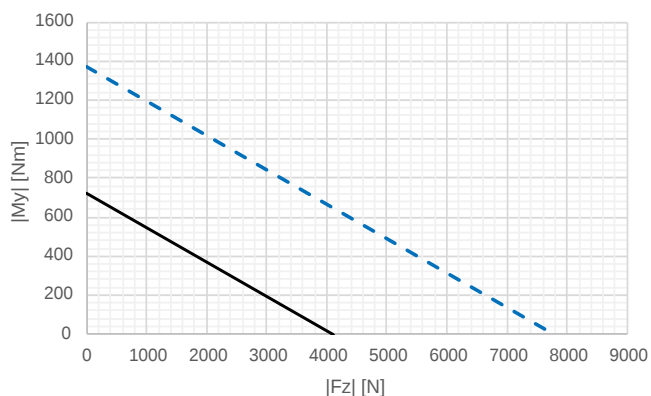
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



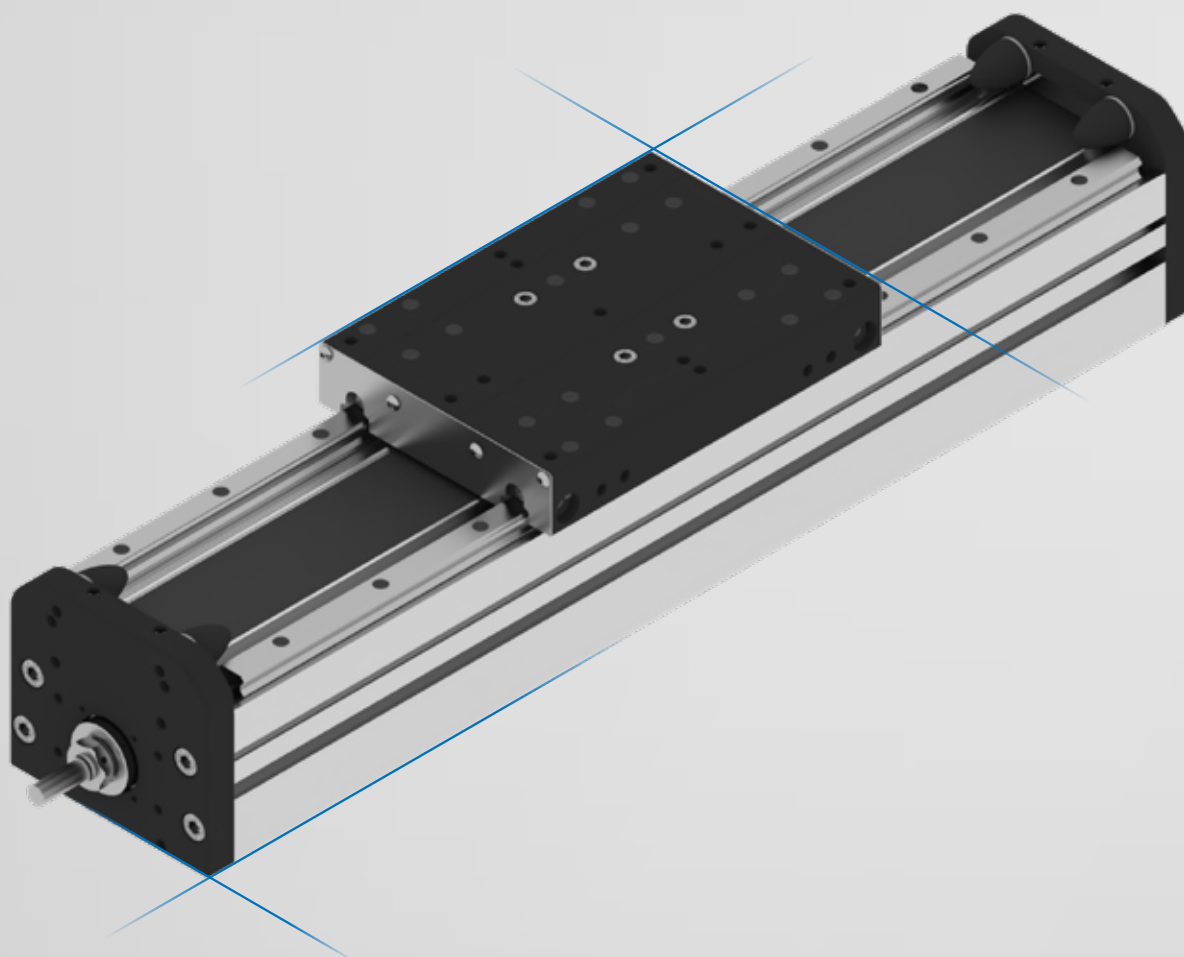
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|Mx| \leq 0.1 |My|$ e $|Mx| \leq 0.1 |Mz|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and are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

084	AMV120SB
088	AMV120CB
092	AMV180CB
096	AMV180LB
102	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>									

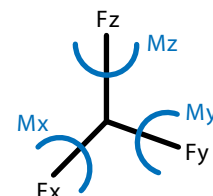
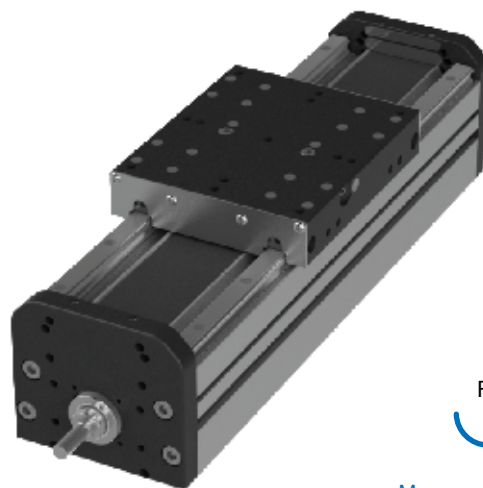
MODELLO / MODEL
AMV120SB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

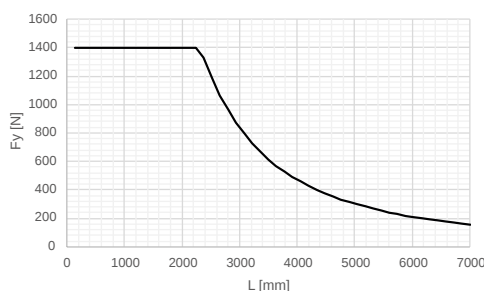
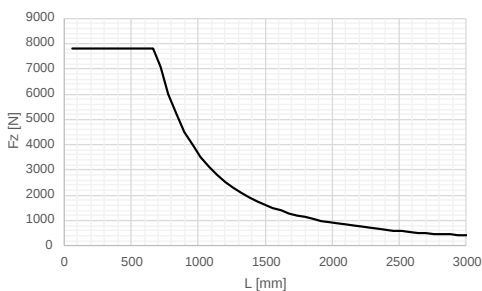
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	5,3
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,15
Massa carro Carriage's mass	[Kg]	1,25
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw 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.

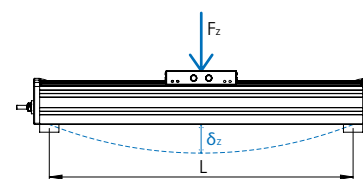
** In funzione della direzione di applicazione del carico.
Based on load direction.



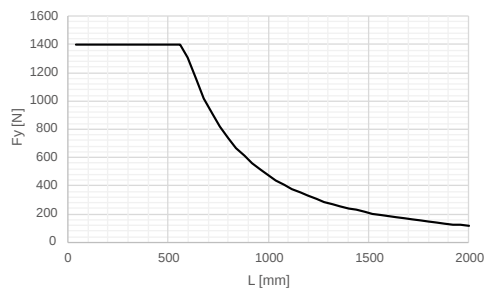
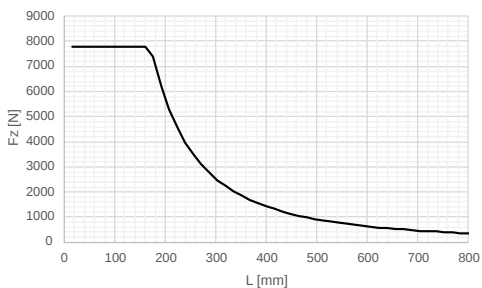
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



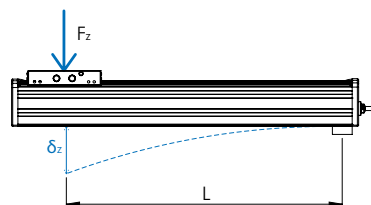
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

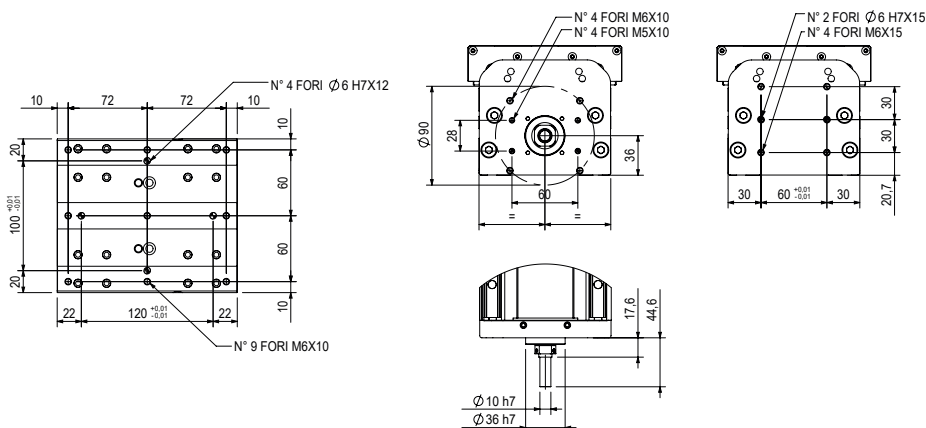
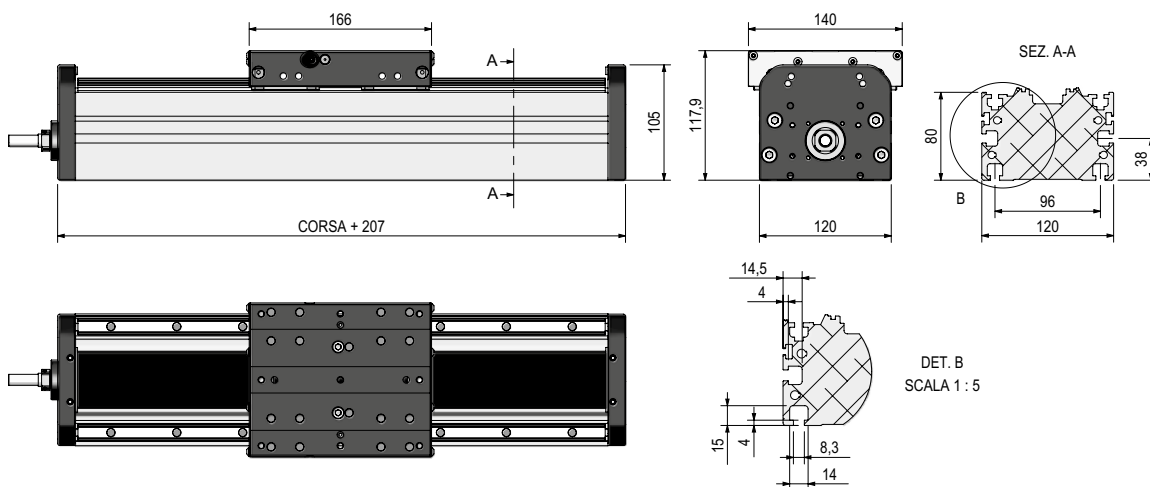


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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.

DIMENSIONI / DIMENSIONS



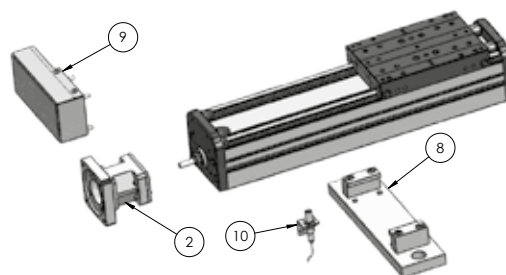
Tipologia interfaccia motore
Engine interface type
Kit IF8

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

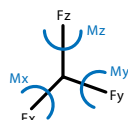
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



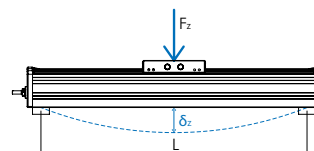
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMV120SB

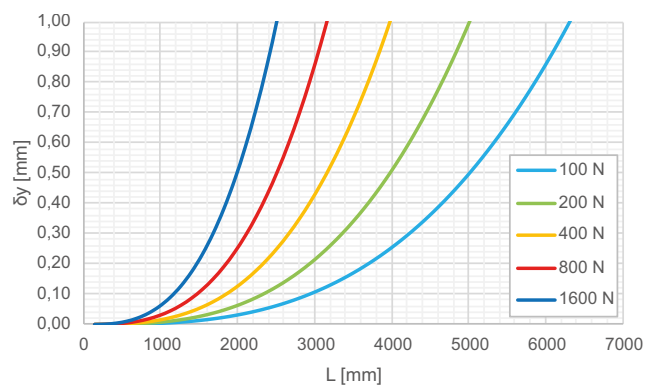
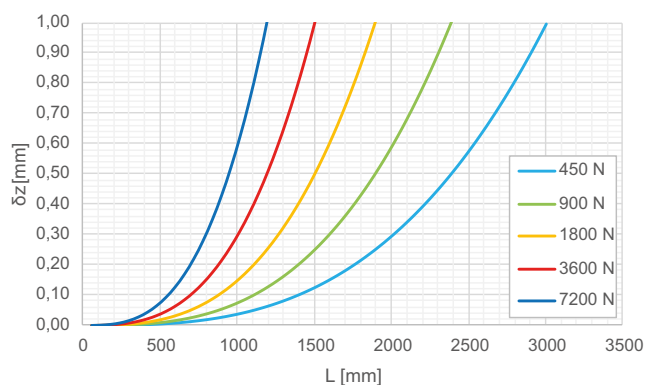


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

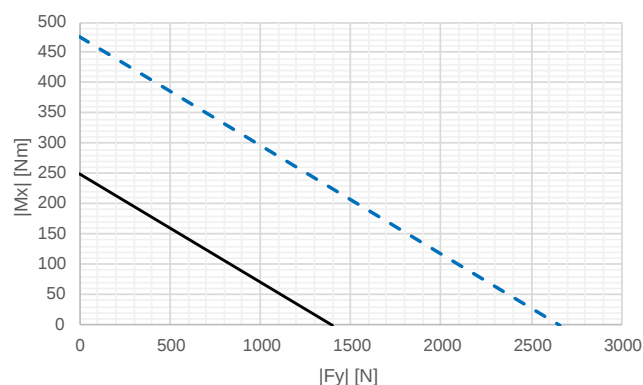
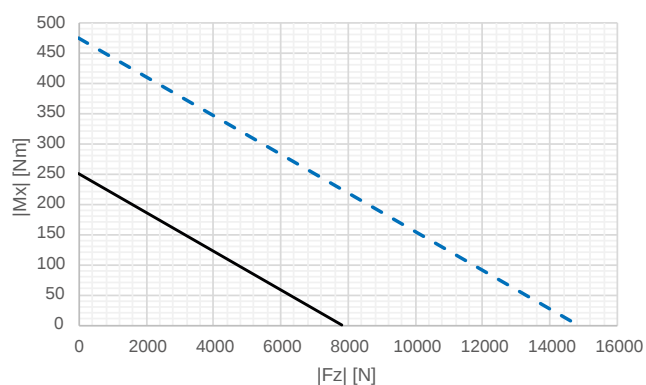
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

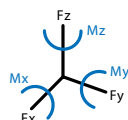


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

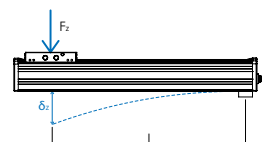
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AMV120SB

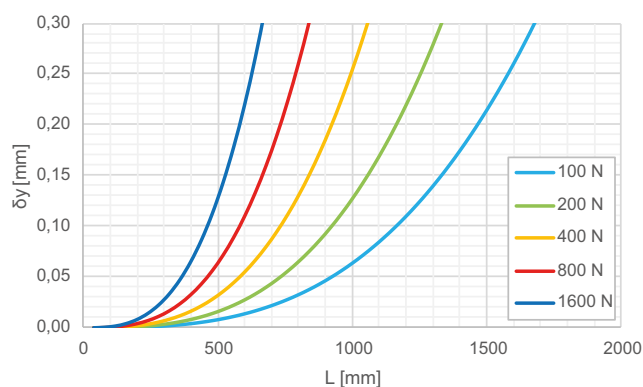
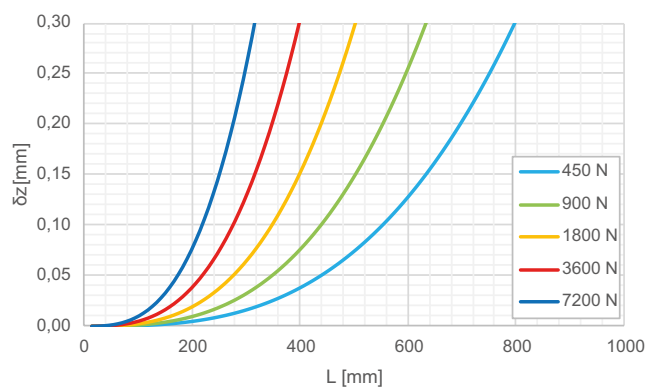


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

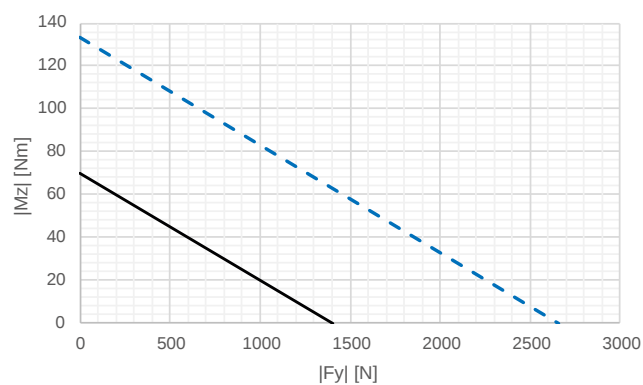
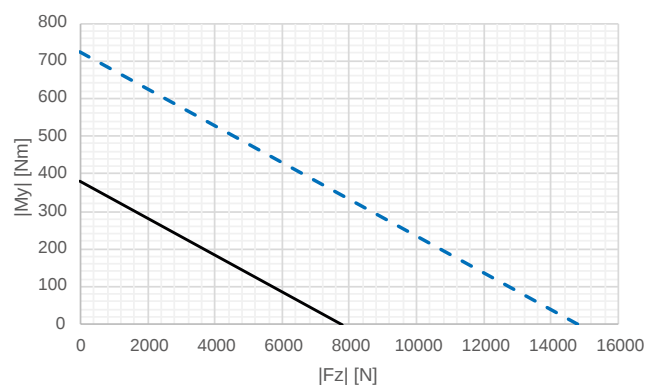
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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.

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

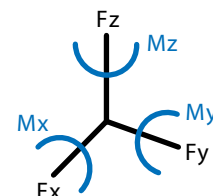
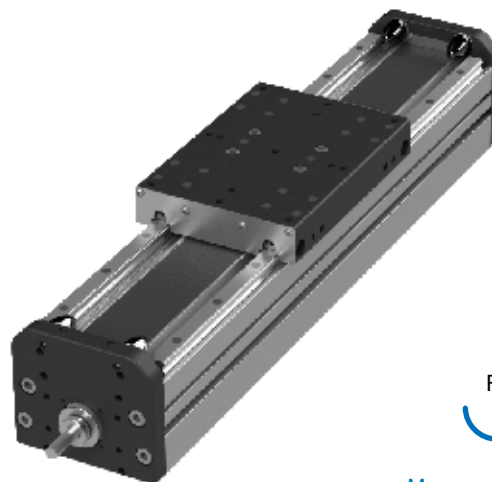
MODELLO / MODEL
AMV120CB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

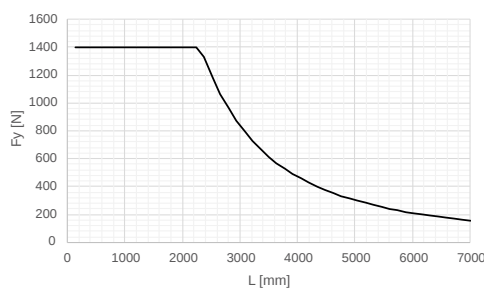
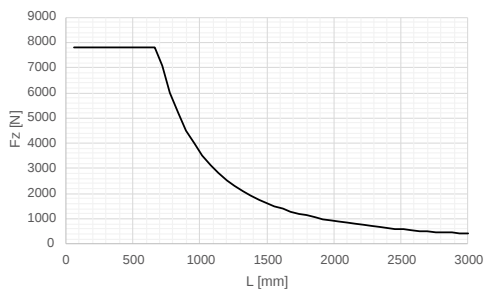
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	6,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	1,18
Massa carro Carriage's mass	[Kg]	3,35
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw 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.
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.

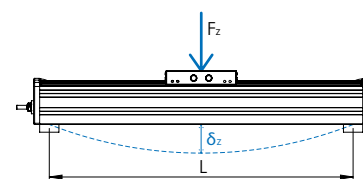
** In funzione della direzione di applicazione del carico.
Based on load direction.



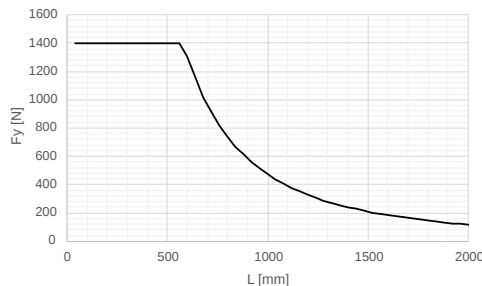
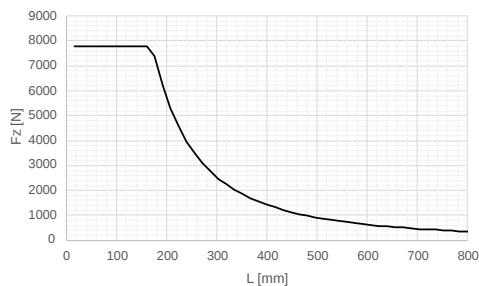
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



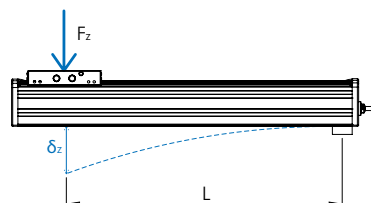
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

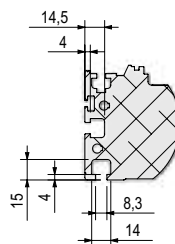
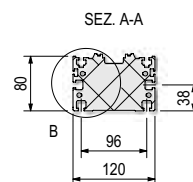
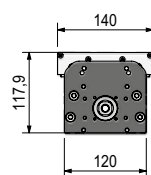
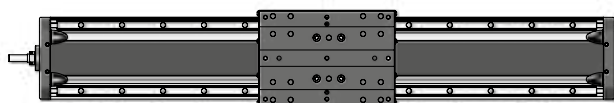
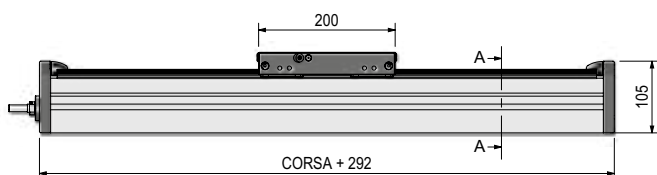


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

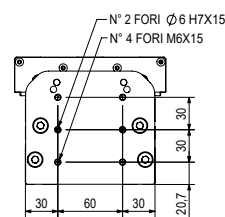
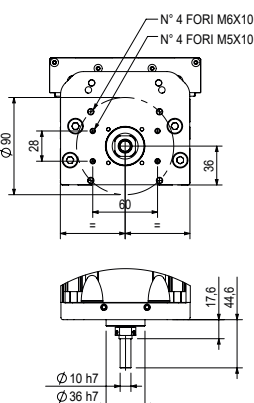
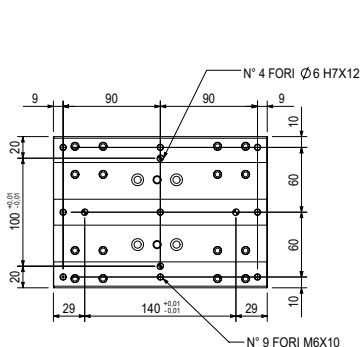


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1 : 5



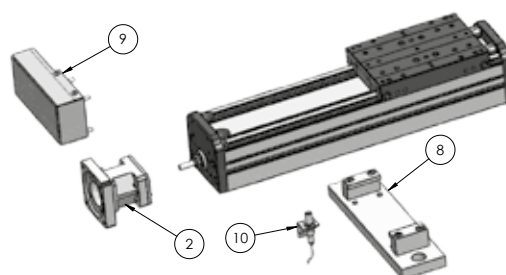
Tipologia interfaccia motore
Engine interface type
Kit IF8

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

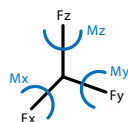
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



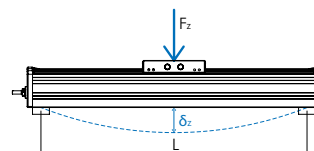
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMV120CB

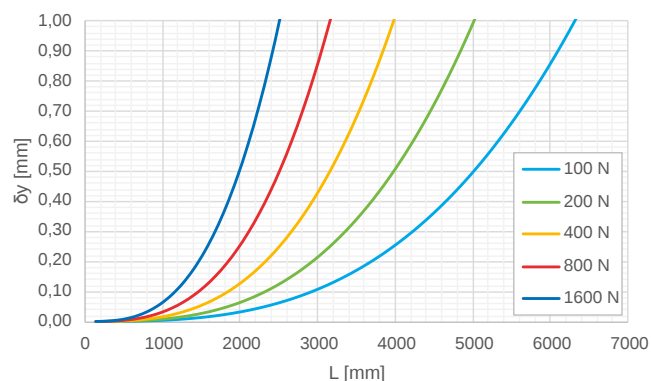
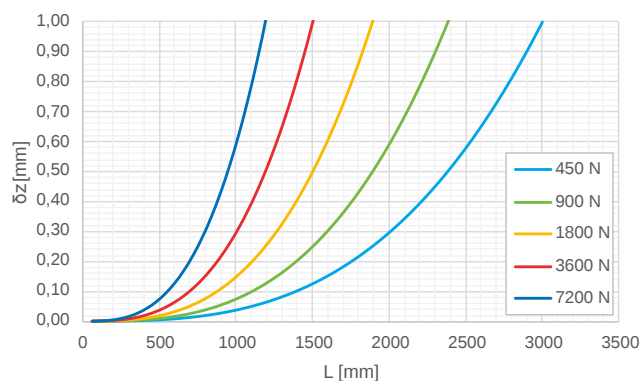


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

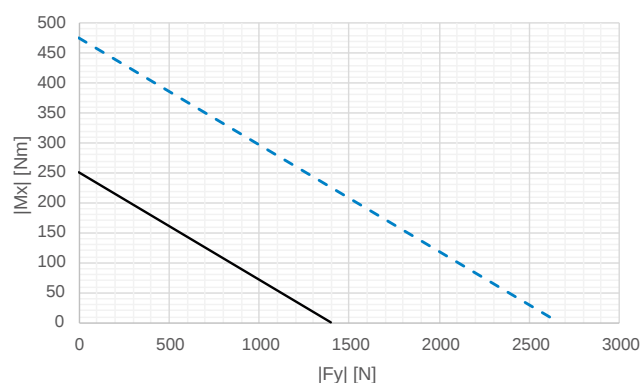
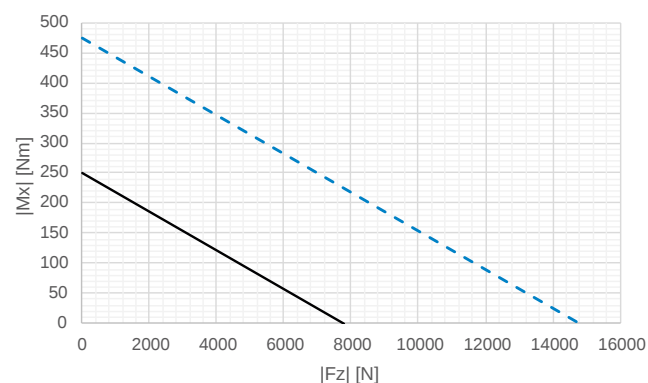
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

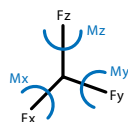


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

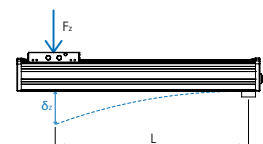
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AMV120CB

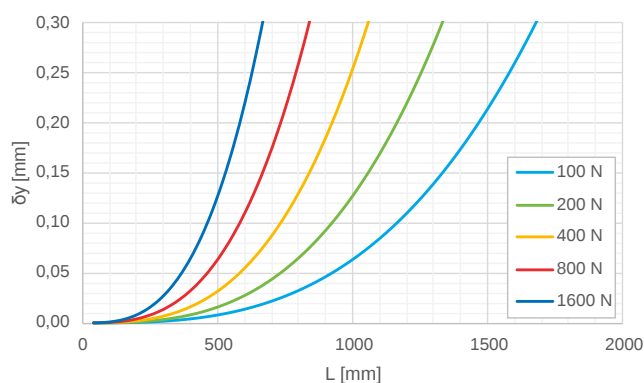
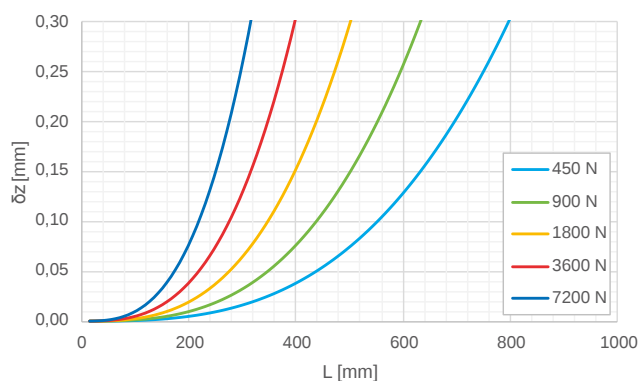


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

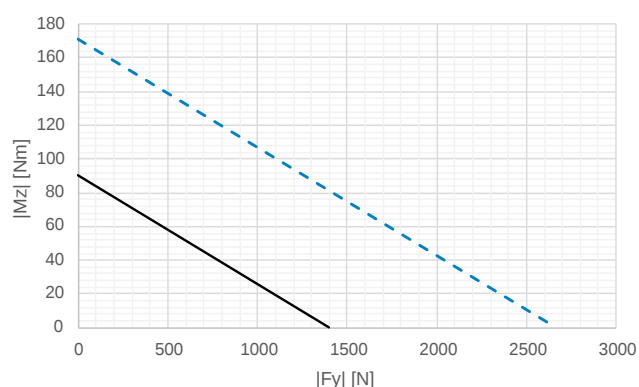
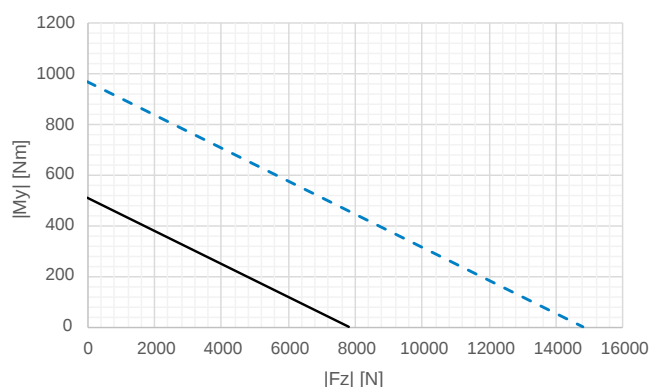
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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 $|Mx| \leq 0.1 |Mz|$.
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.

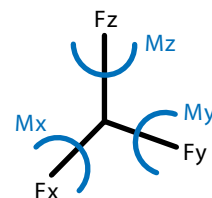
MODELLO / MODEL
AMV180CB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

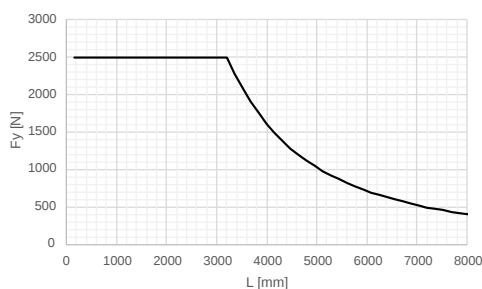
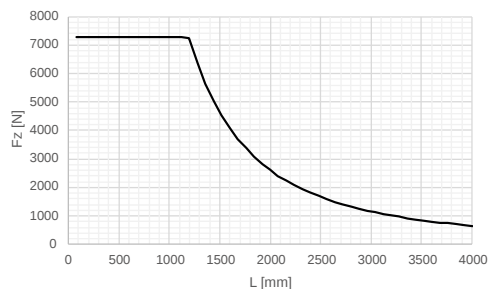
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	10,6
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,05
Massa carro Carriage's mass	[Kg]	3,54
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw 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.
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.

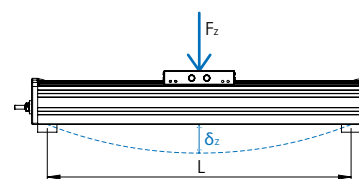
** In funzione della direzione di applicazione del carico.
Based on load direction.



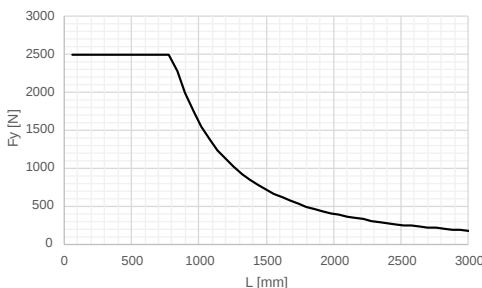
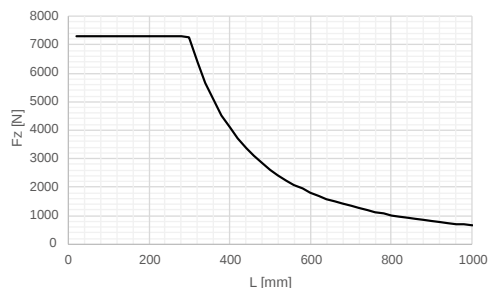
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



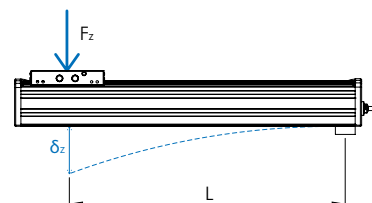
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

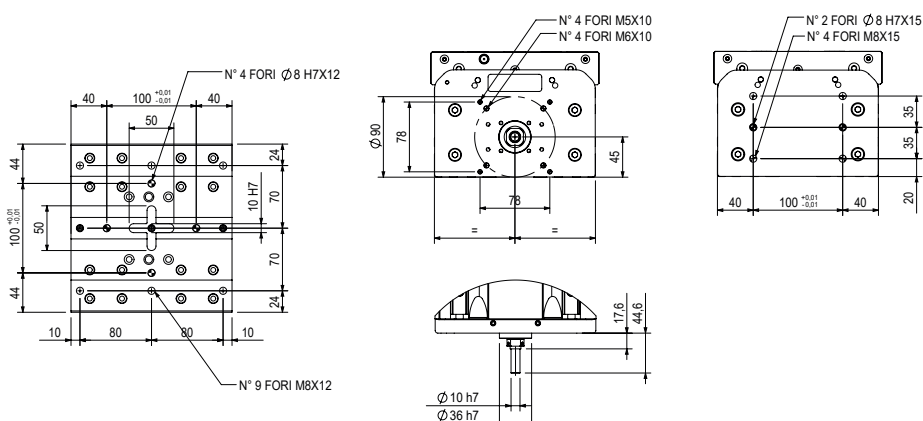
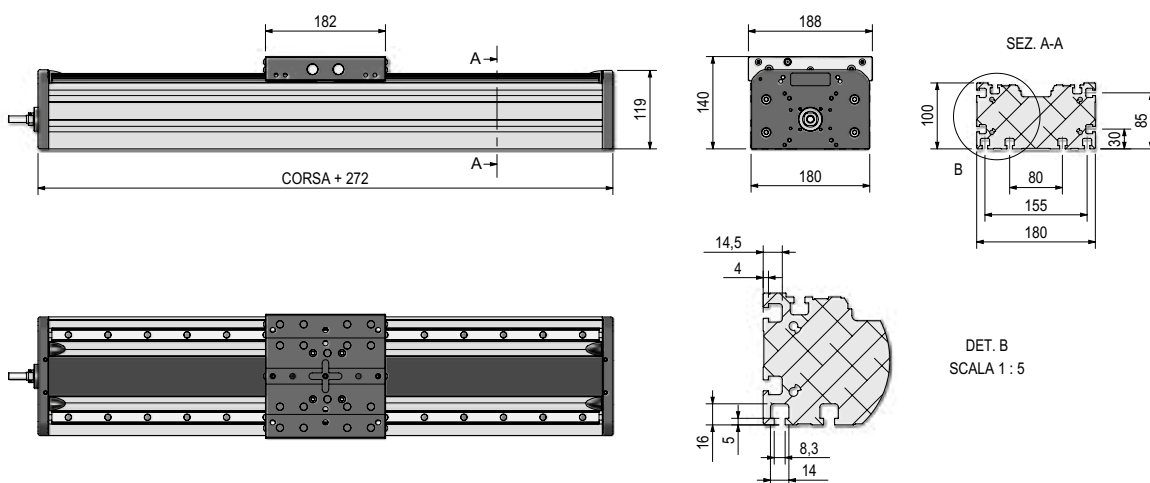


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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



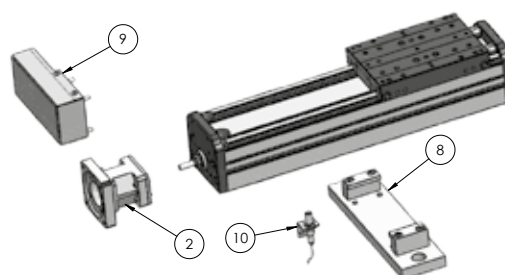
Tipologia interfaccia motore
Engine interface type
Kit IF9

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

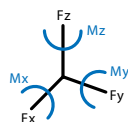
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



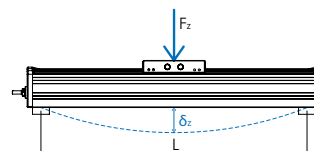
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMV180CB

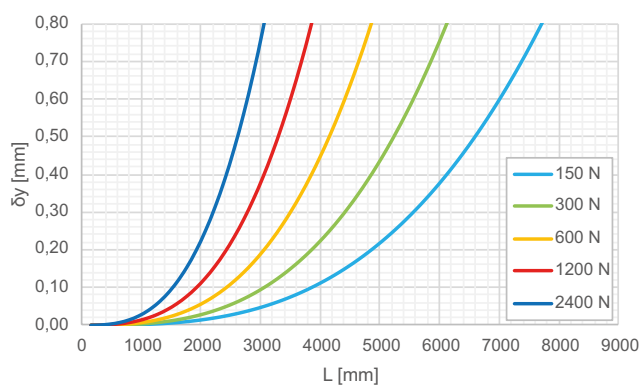
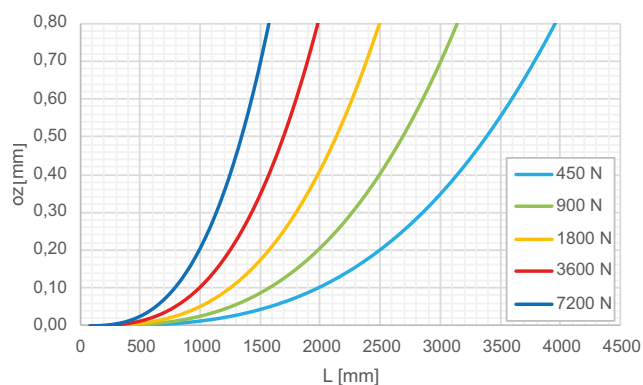


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

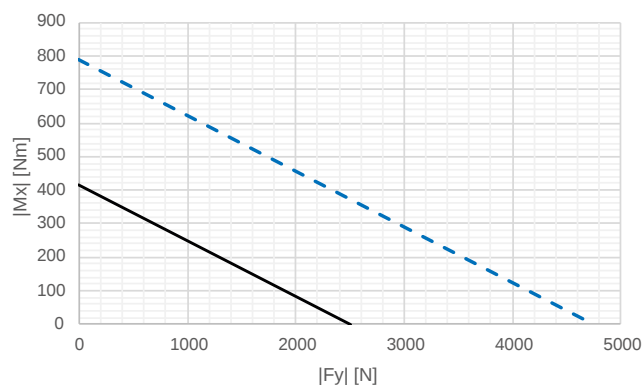
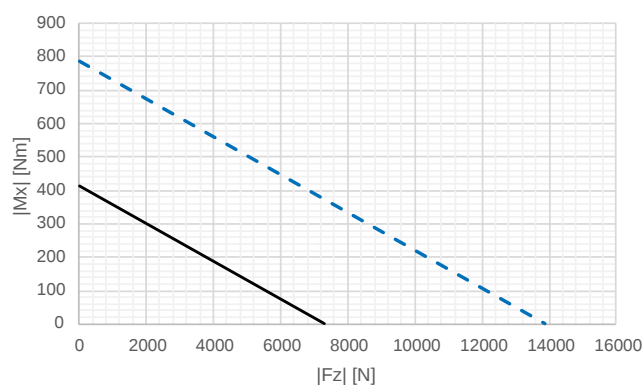
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

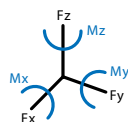


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

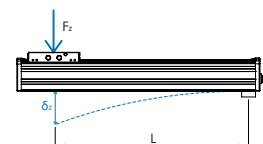
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AMV180CB

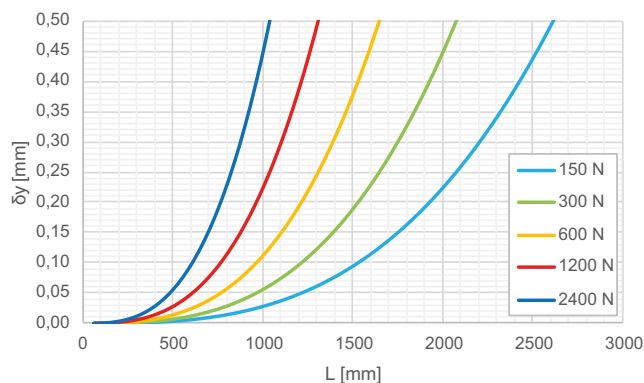
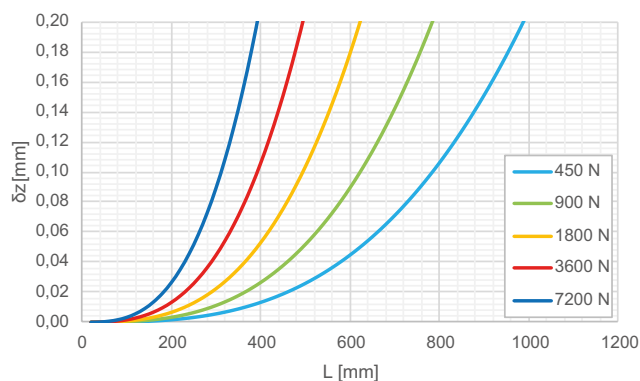


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

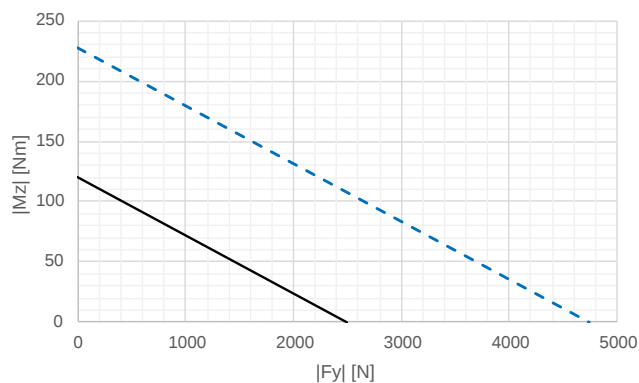
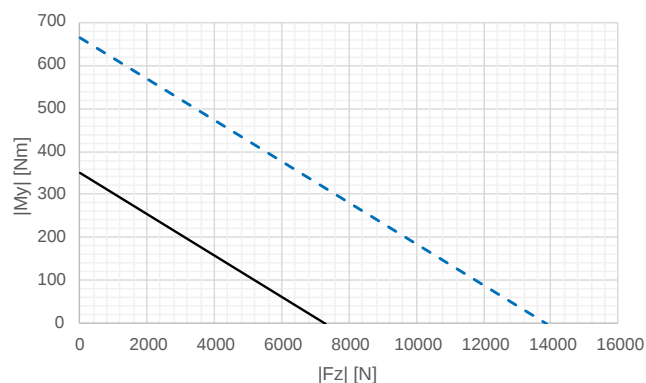
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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 $|Mx| \leq 0.1 |Mz|$.
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
AMV180LB

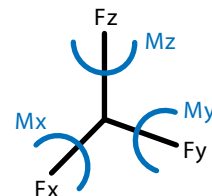
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

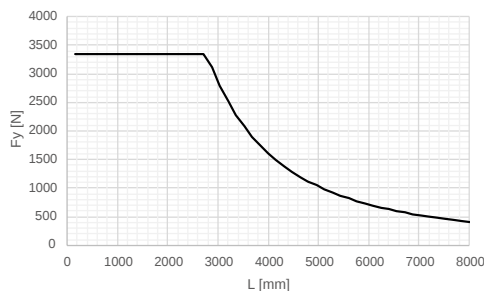
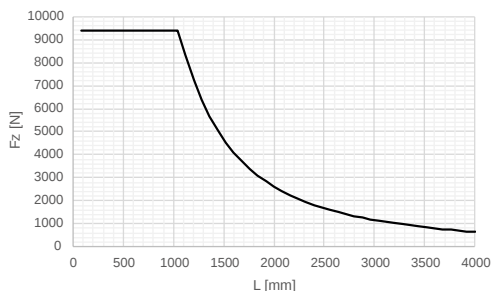
* I valori sono da considerarsi indicativi.

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.

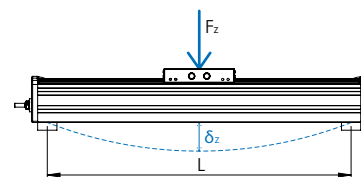
** In funzione della direzione di applicazione del carico.
Based on load direction.



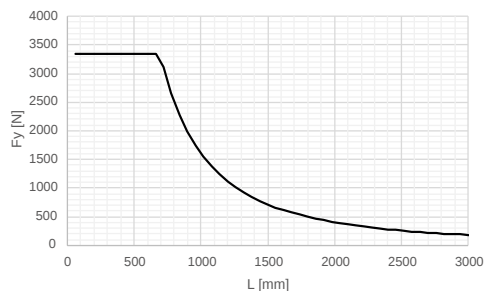
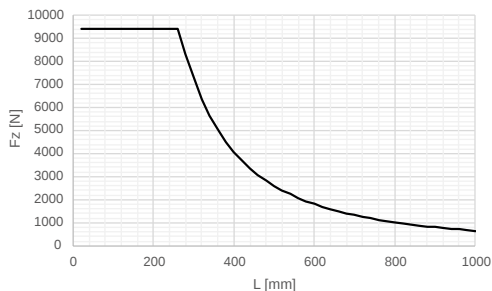
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



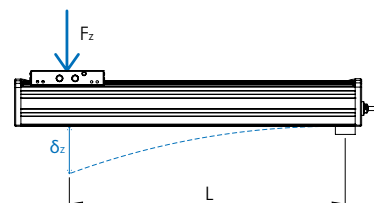
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

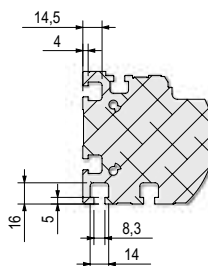
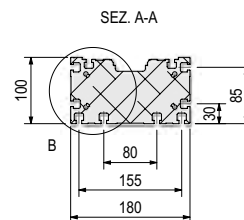
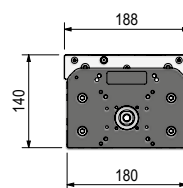
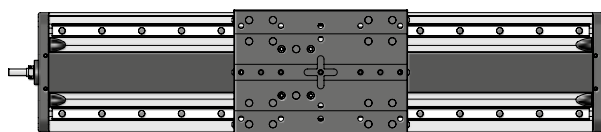
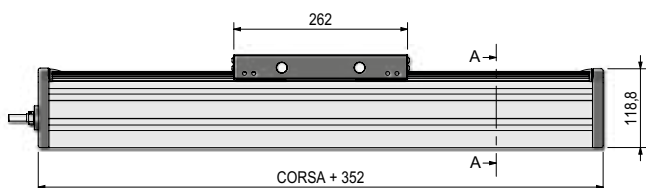


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.

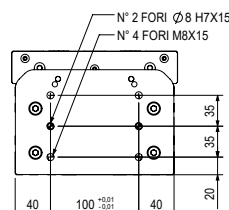
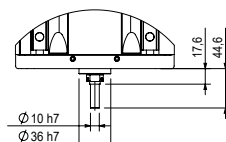
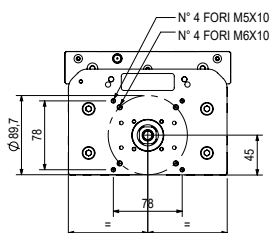
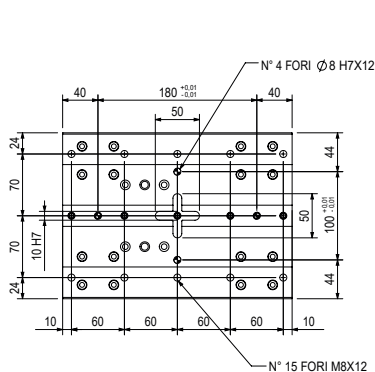


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



DET. B
SCALA 1:5



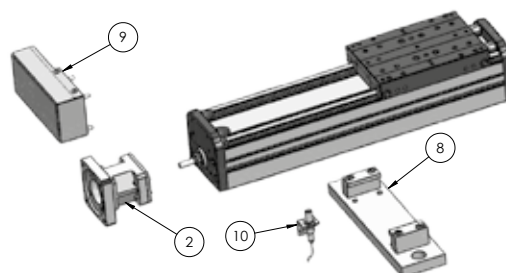
Tipologia interfaccia motore
Engine interface type
Kit IF9

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

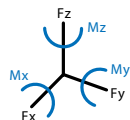
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



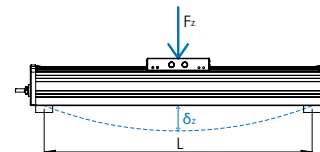
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMV180LB

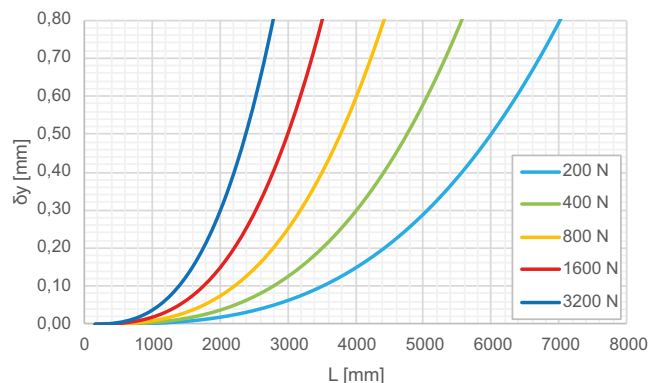
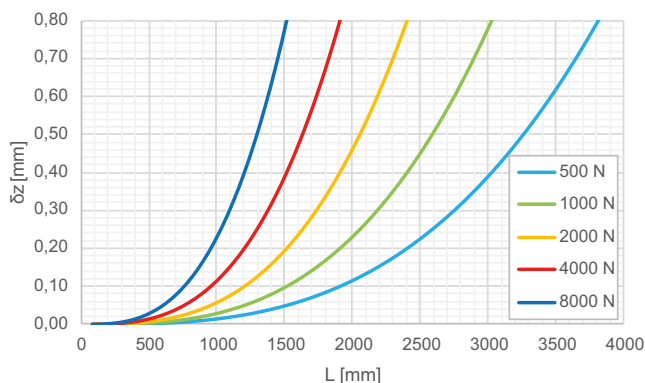


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

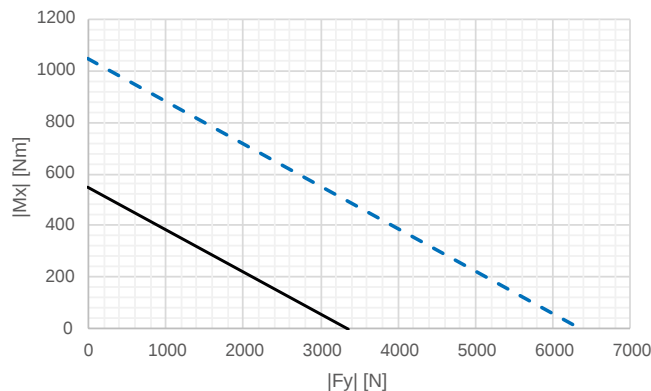
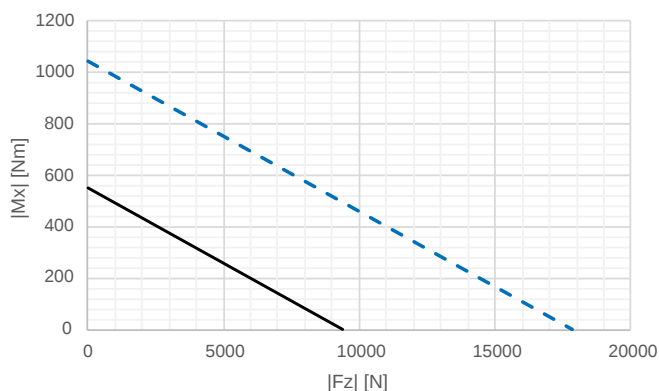
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

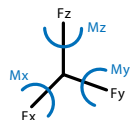
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

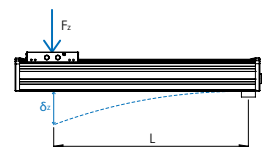
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

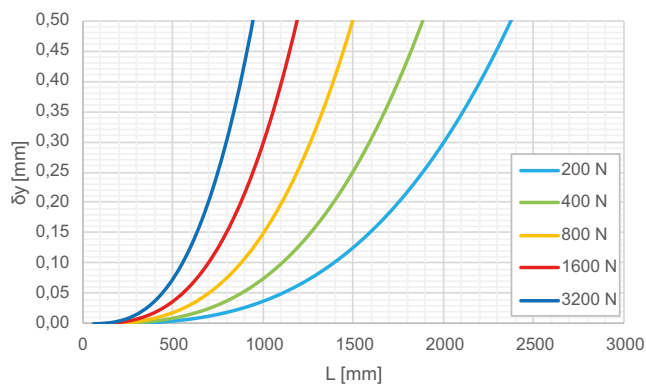
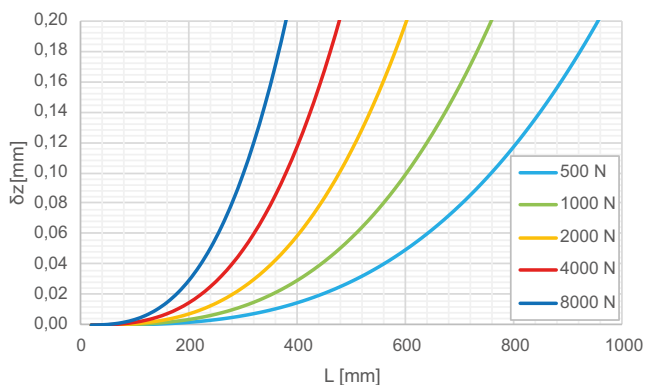
MODELLO / MODEL
AMV180LB



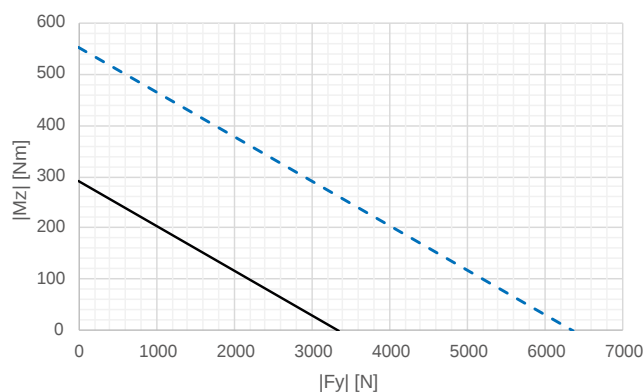
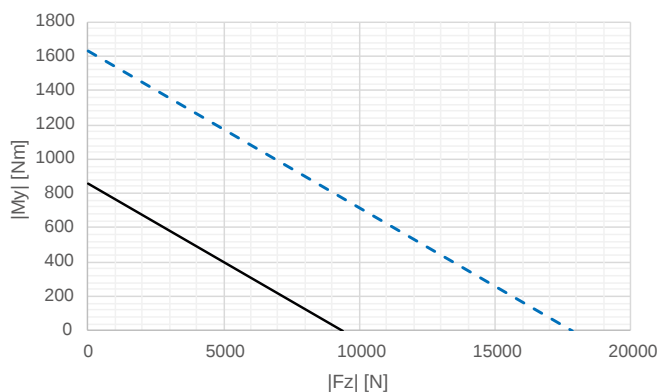
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

		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

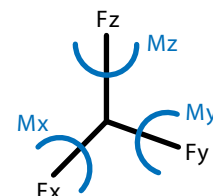
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

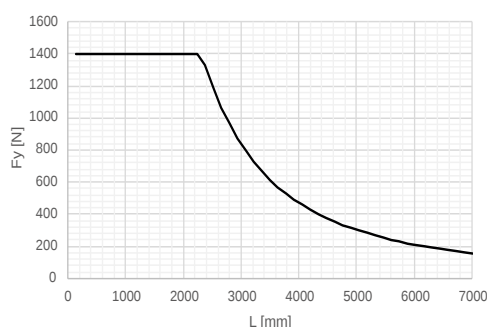
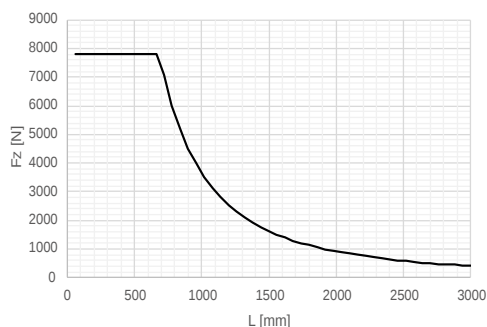
* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball 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.

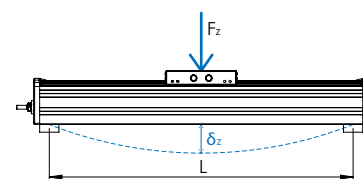
*** C=corsa utile.
C=effective stroke.



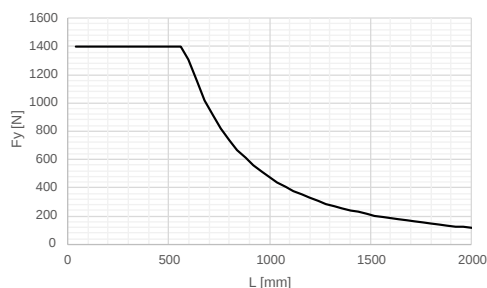
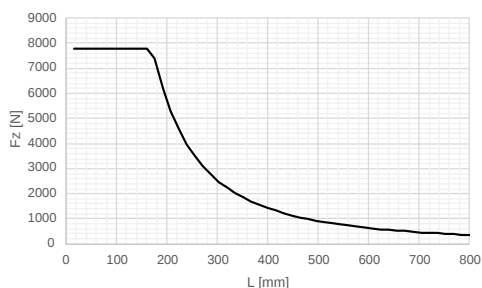
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



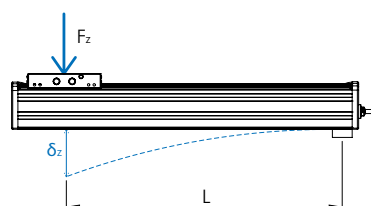
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

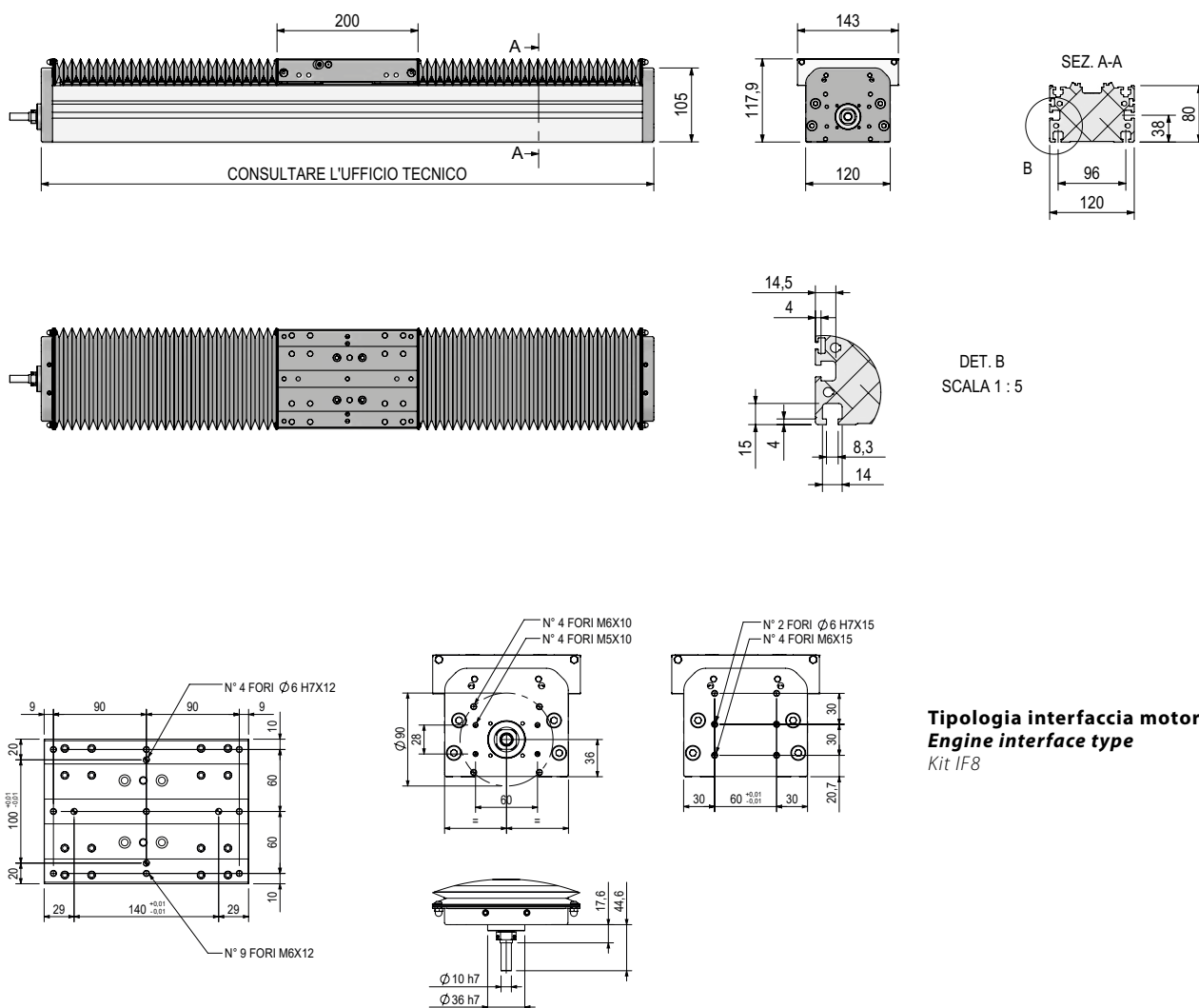


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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



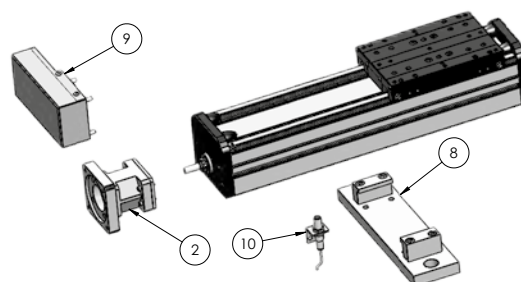
Tipologia interfaccia motore
Engine interface type
Kit IF8

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.

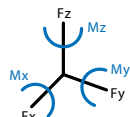
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



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.

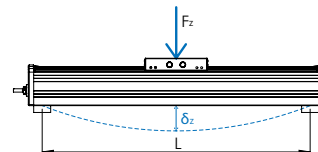
MODELLO / MODEL

AMUS120CB

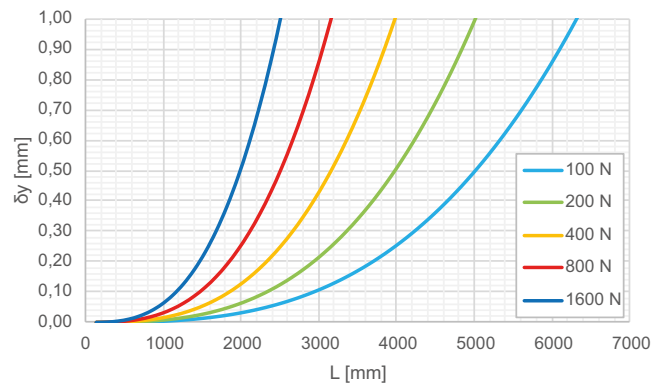
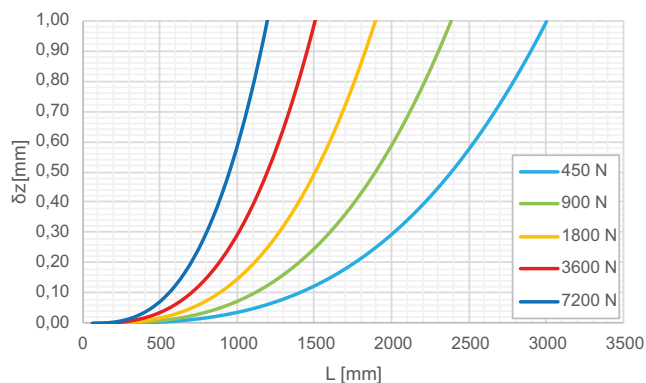


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

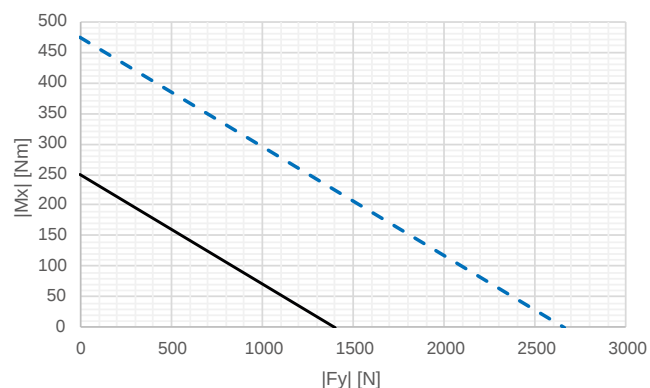
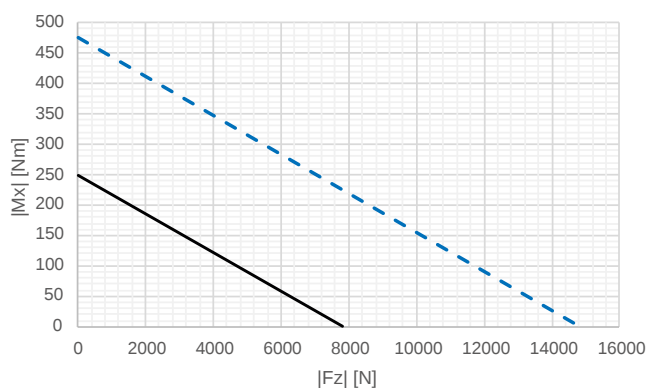
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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.

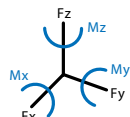
Emergency stop max 100 times during service life.

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

In case of combined stress contact our technical department.

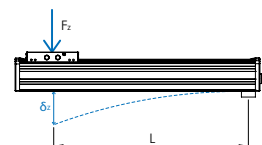
MODELLO / MODEL

AMUS120CB

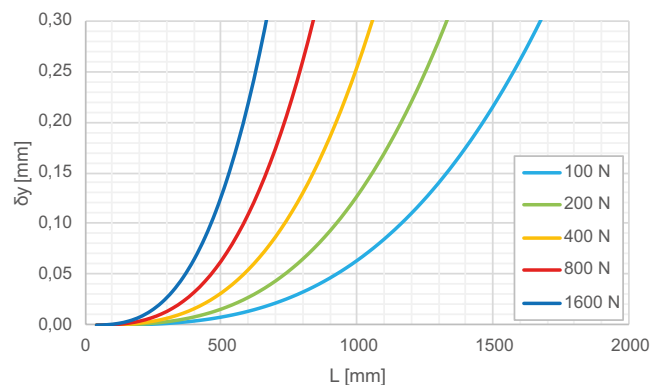
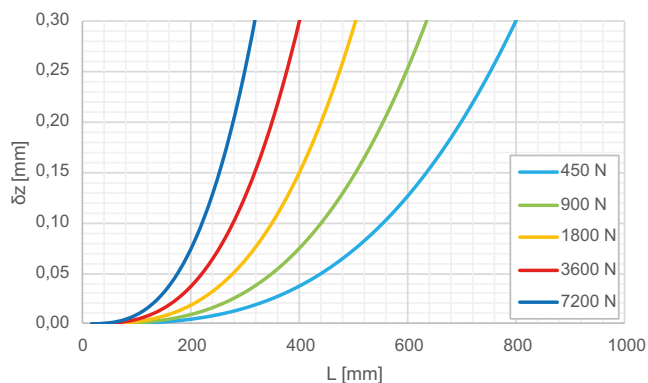


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

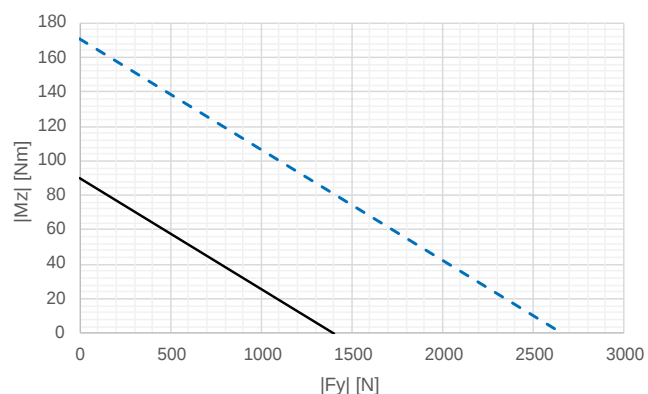
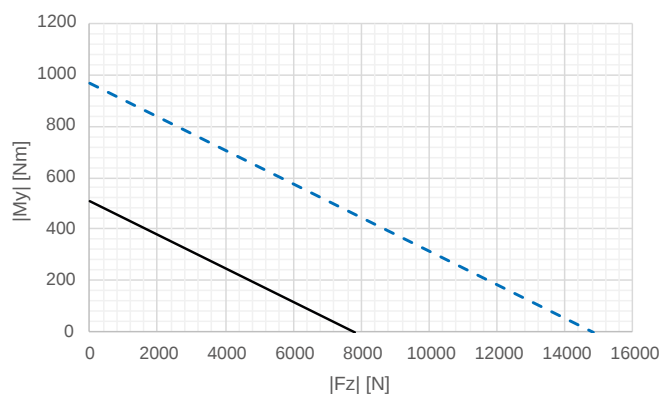
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.
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.

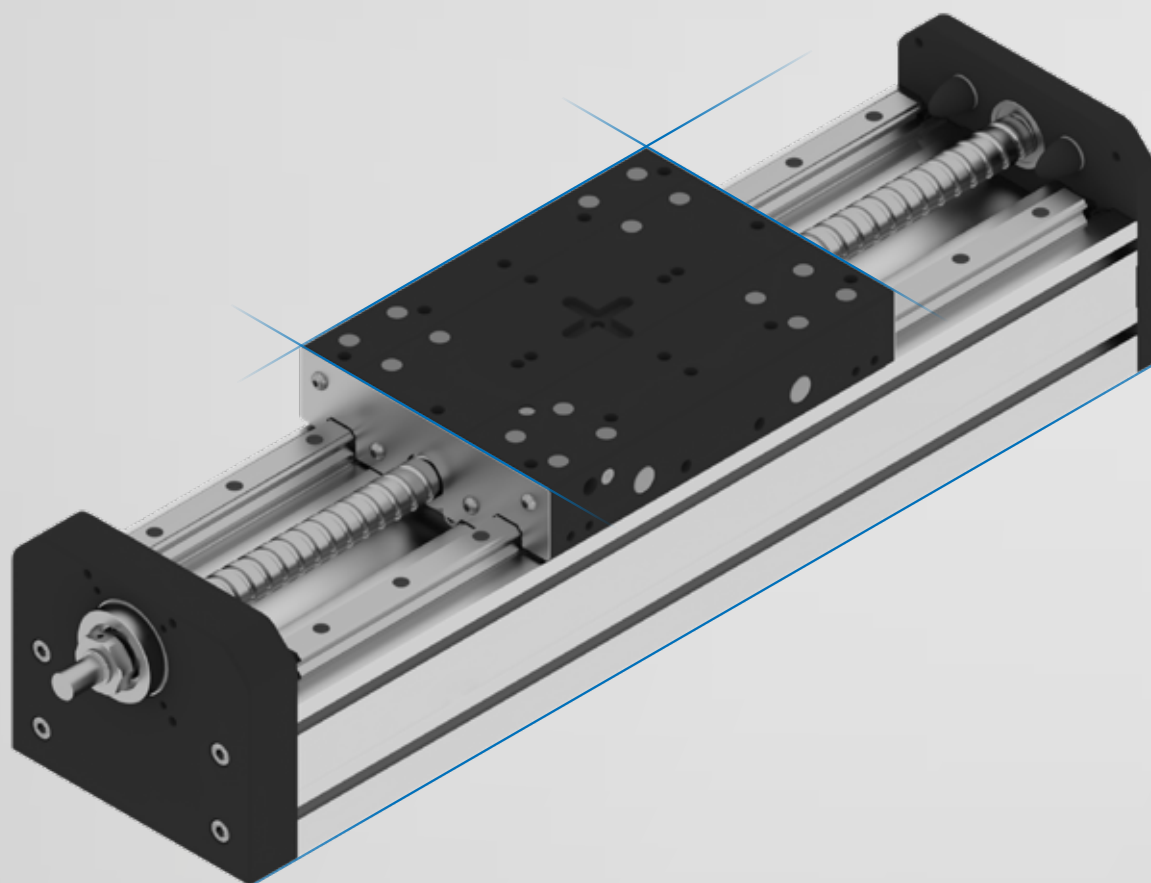
Emergency stop max 100 times during service life.

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

In case of combined stress contact our technical department.

UNITÀ LINEARE A VITE

BALL SCREW
LINEAR UNIT



SERIE AEV_AEVS

SERIES

110	AEV080CM
114	AEV080LM
120	AEV180CB
124	AEV180LB
128	AEV180LL
134	AEVS180CB
138	AEVS180LB
142	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

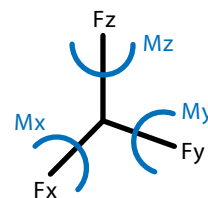
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

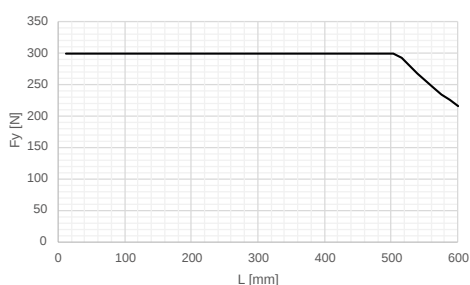
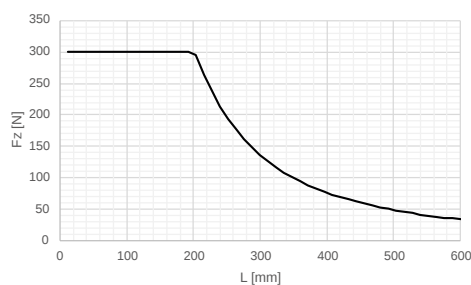
* I valori sono da considerarsi indicativi.

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

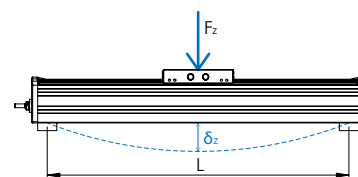


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

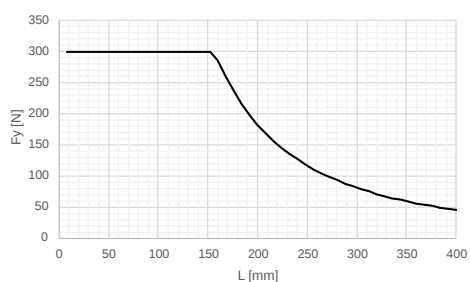
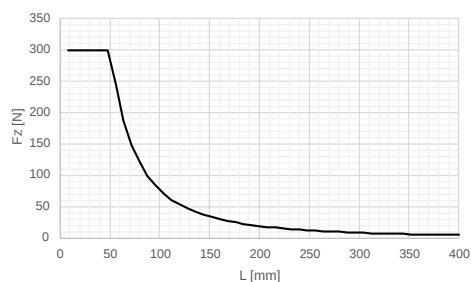


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.

Maximum load in isostatic condition centrally loaded.

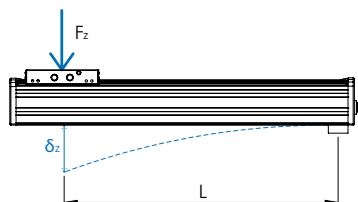


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



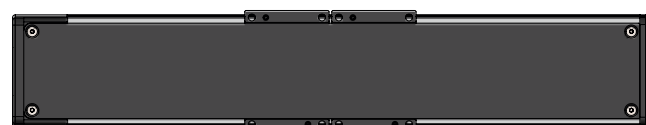
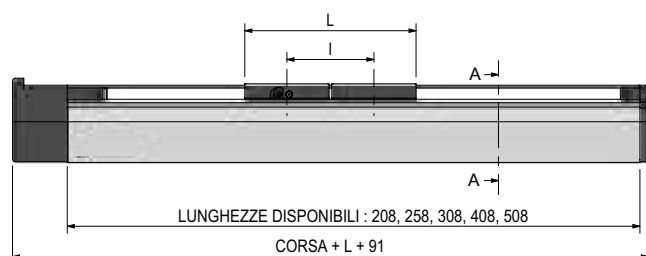
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

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.

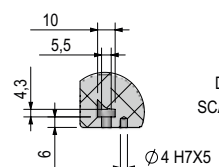
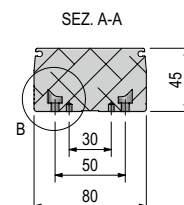
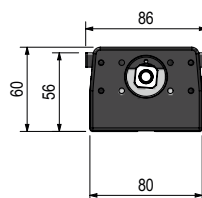
DIMENSIONI / DIMENSIONS



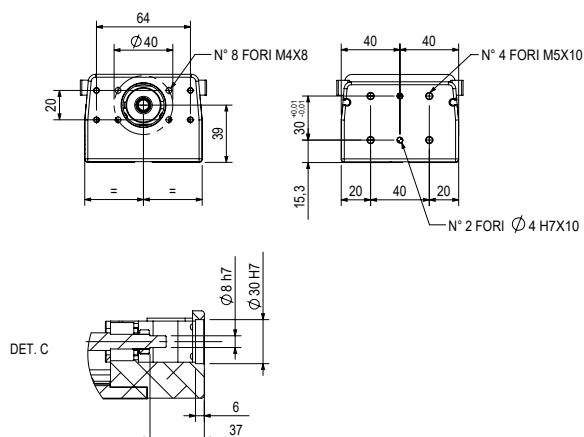
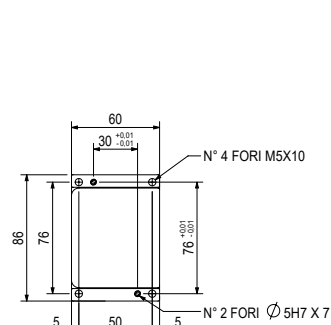
L MIN = 122 MM

I MIN = 62 MM

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



DET. B
SCALA 1: 4



DET. C

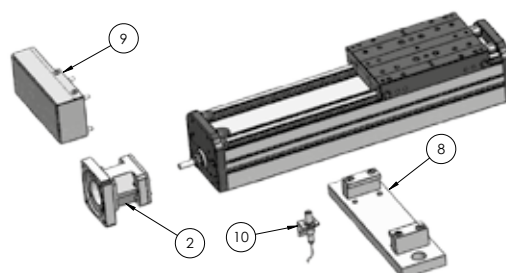
Tipologia interfaccia motore
Engine interface type
Kit IF12

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

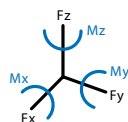
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



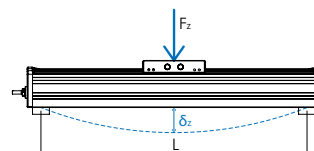
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV080CM

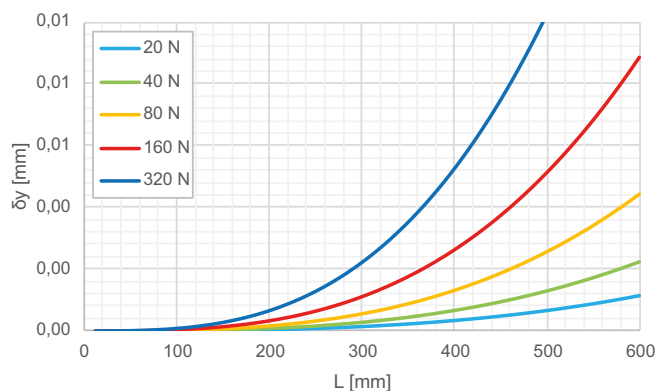
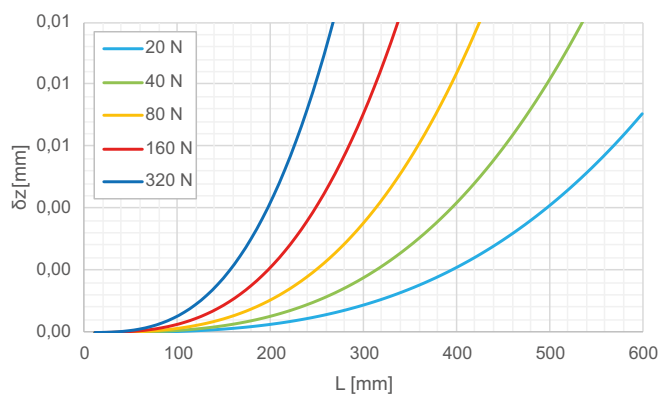


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

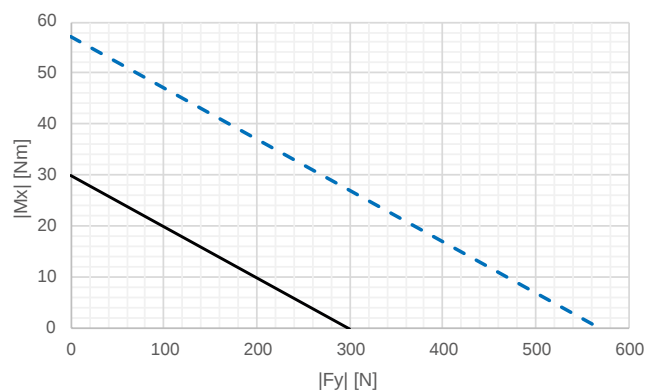
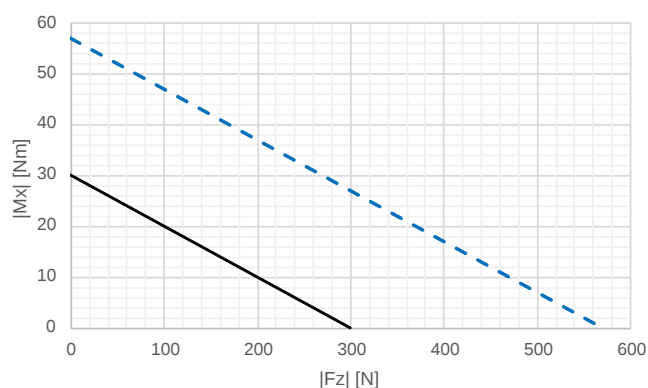
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

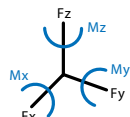


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

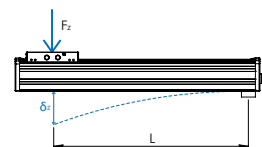
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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

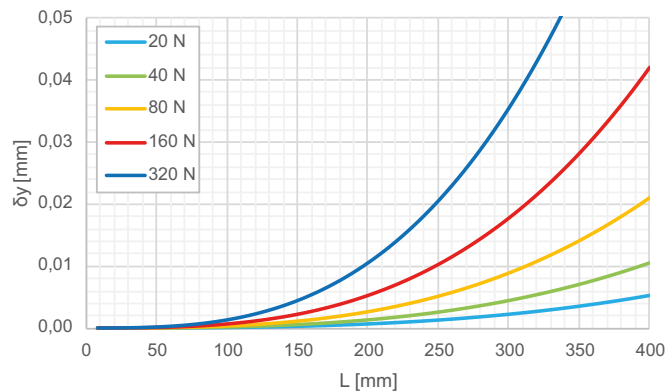
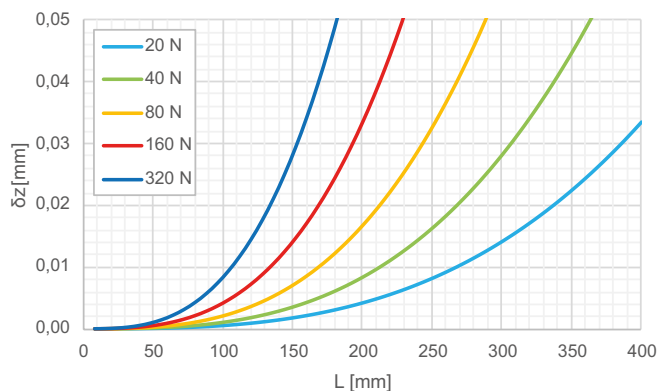
MODELLO / MODEL
AEV080CM



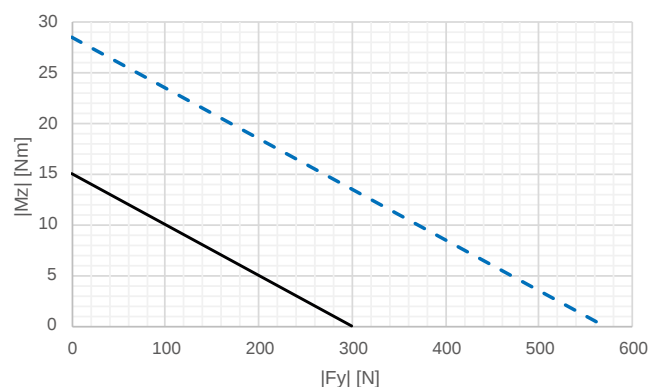
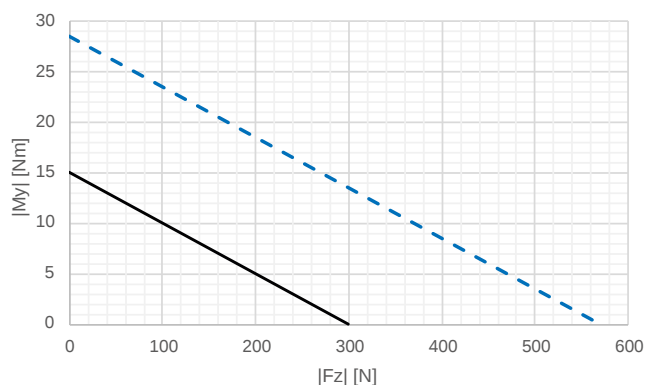
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— 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

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

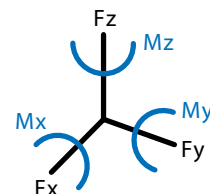
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	2,48
Massa lineare unità Unit's linear mass	[Kg/100mm]	0,57
Massa carro Carriage's mass	[Kg]	1
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw 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.

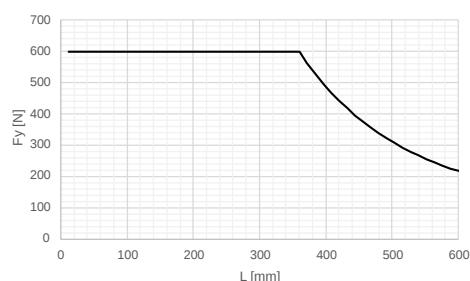
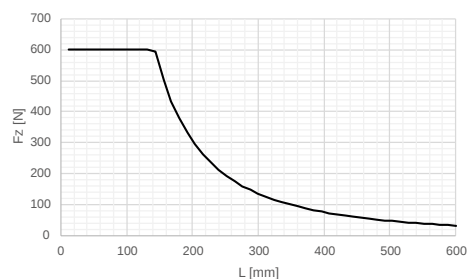
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball screw and load condition.
Higher performance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

** In funzione della direzione di applicazione del carico.

Based on load direction.

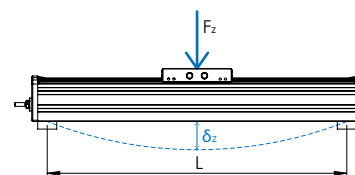


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

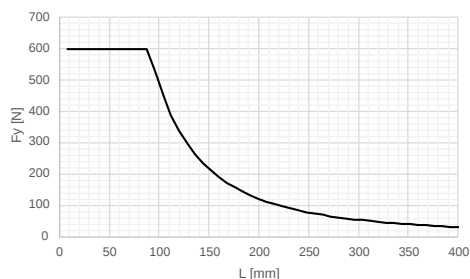
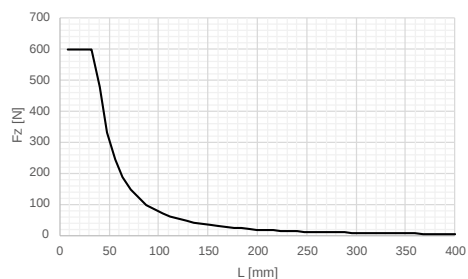


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria.

Maximum load in isostatic condition centrally loaded.

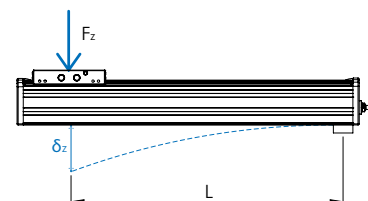


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



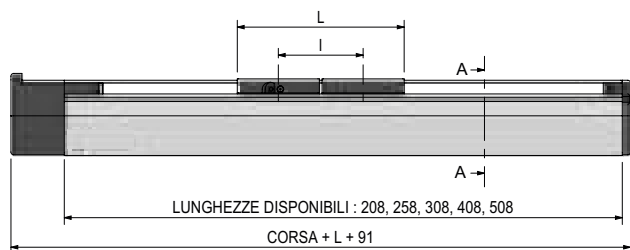
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

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.

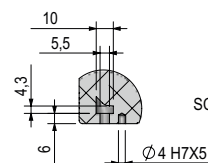
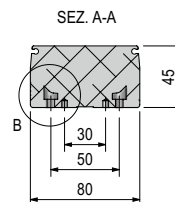
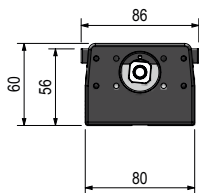
DIMENSIONI / DIMENSIONS



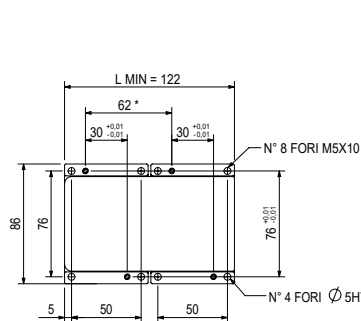
L MIN = 122 MM

I MIN = 62 MM

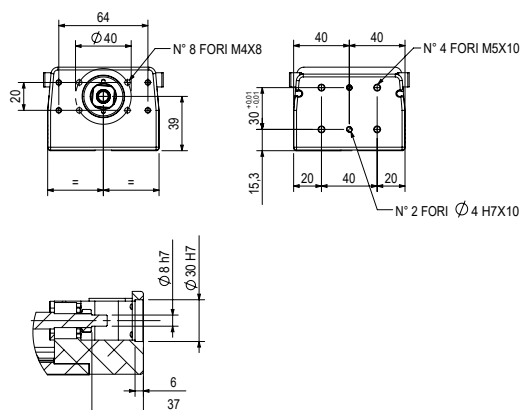
CORSE DISPONIBILI CON I = 62 MM : 40 - 90 - 140 - 240 - 340



DET. B
SCALA 1 : 4



* VALORE MINIMO DI INTERASSE CARRI



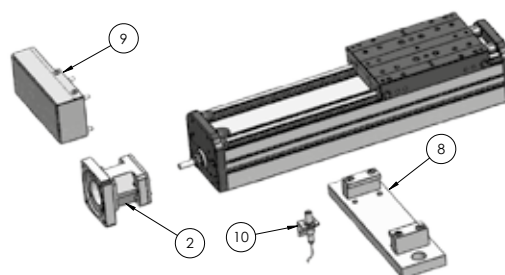
Tipologia interfaccia motore
Engine interface type
Kit IF12

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

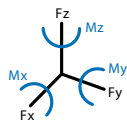
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



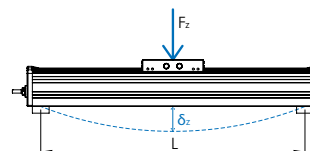
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV080LM

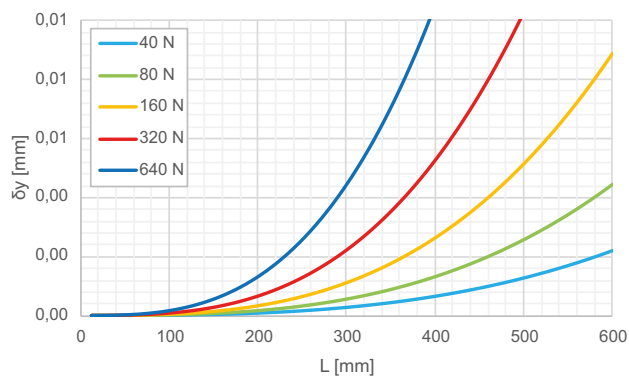
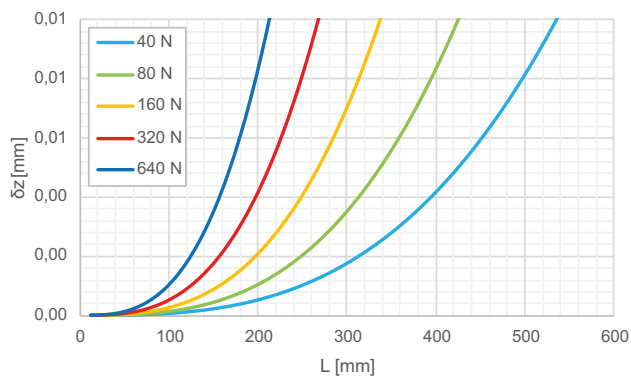


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

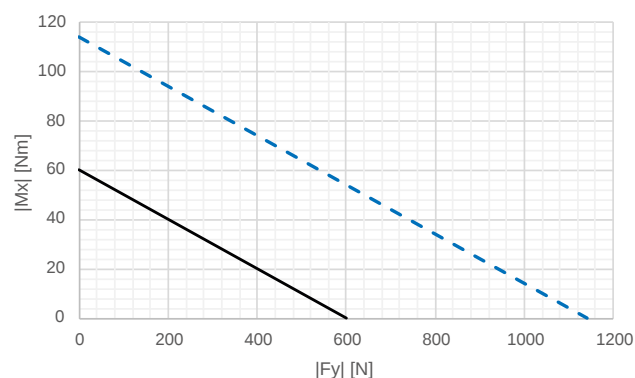
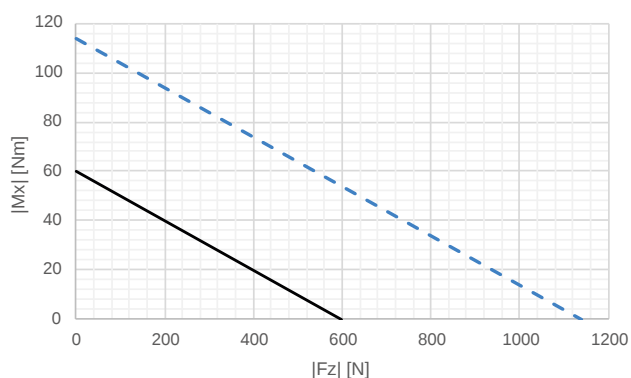
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

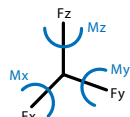


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

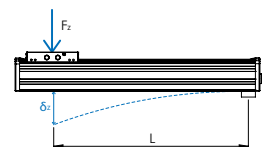
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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

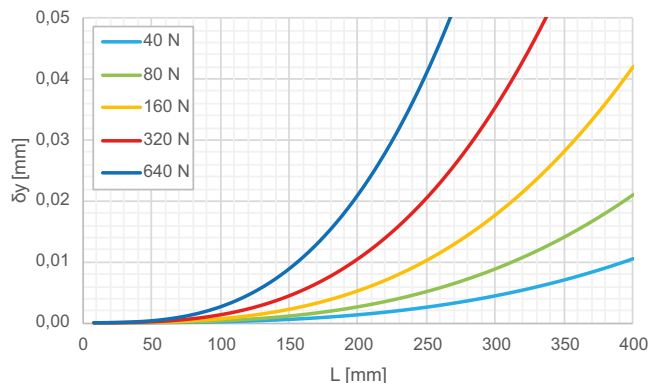
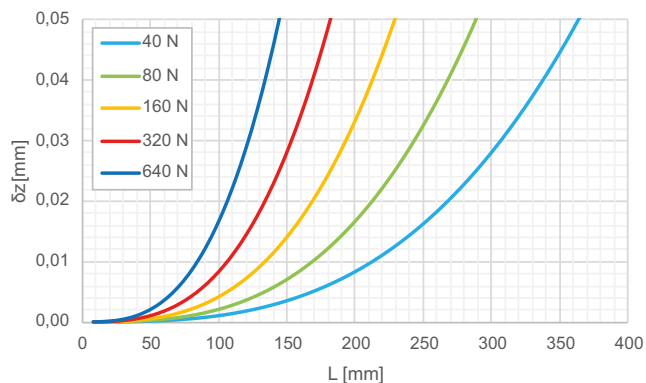
MODELLO / MODEL
AEV080LM



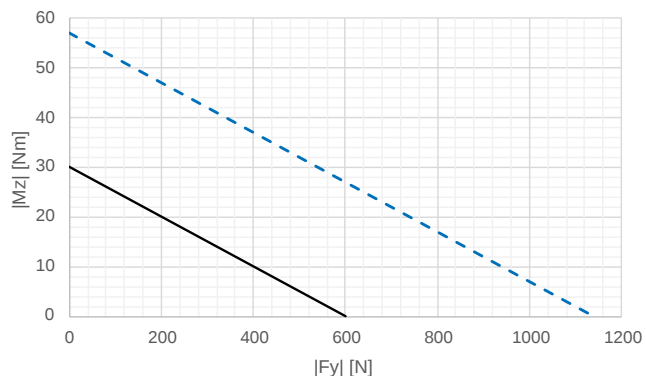
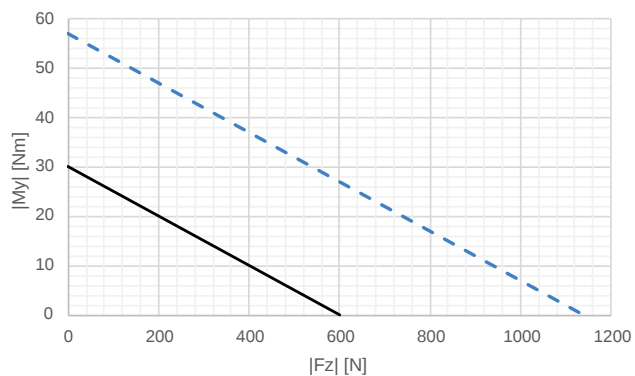
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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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.

		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									
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
AEV180CB

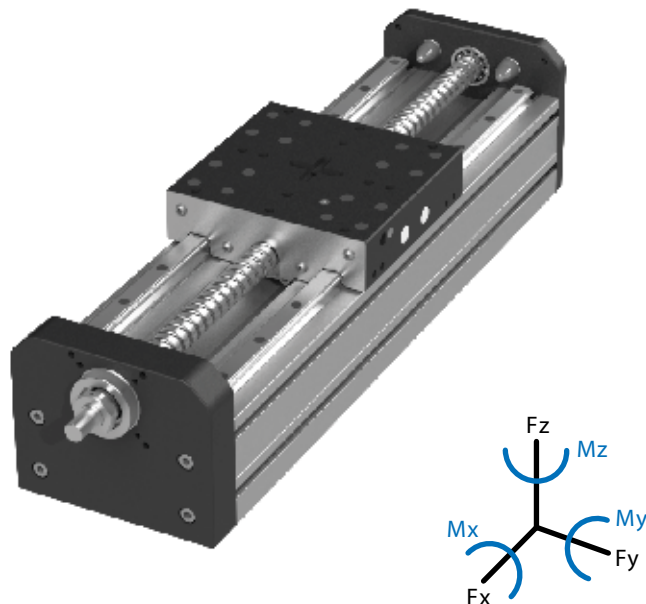
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

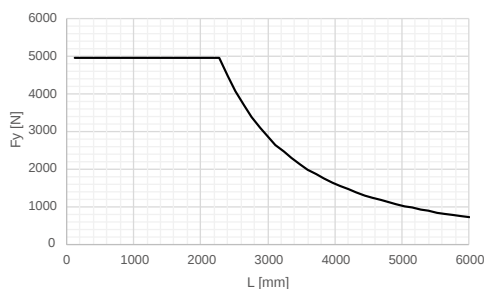
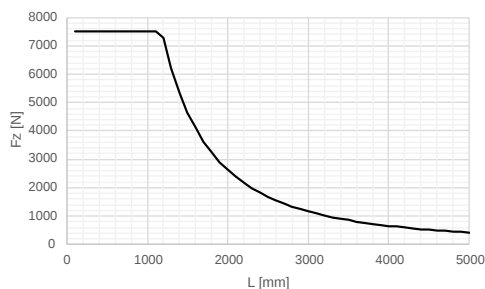
* I valori sono da considerarsi indicativi.

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.

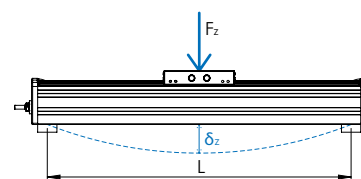
** In funzione della direzione di applicazione del carico.
Based on load direction.



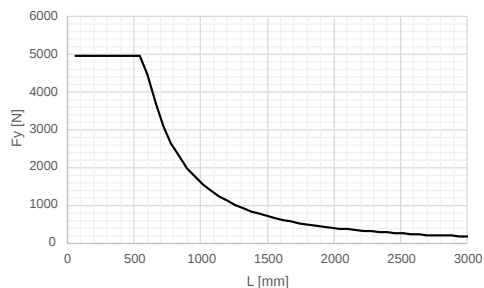
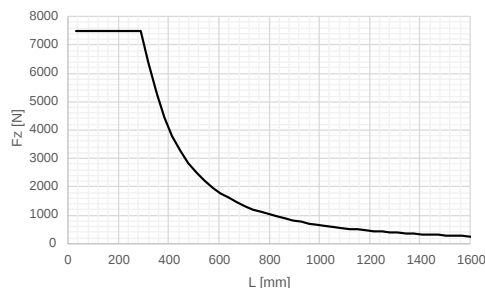
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



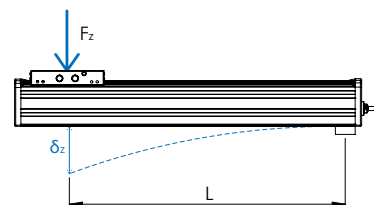
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

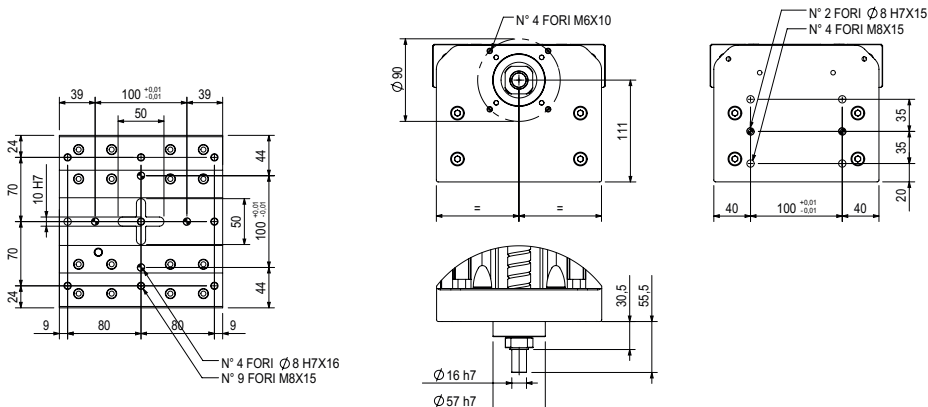
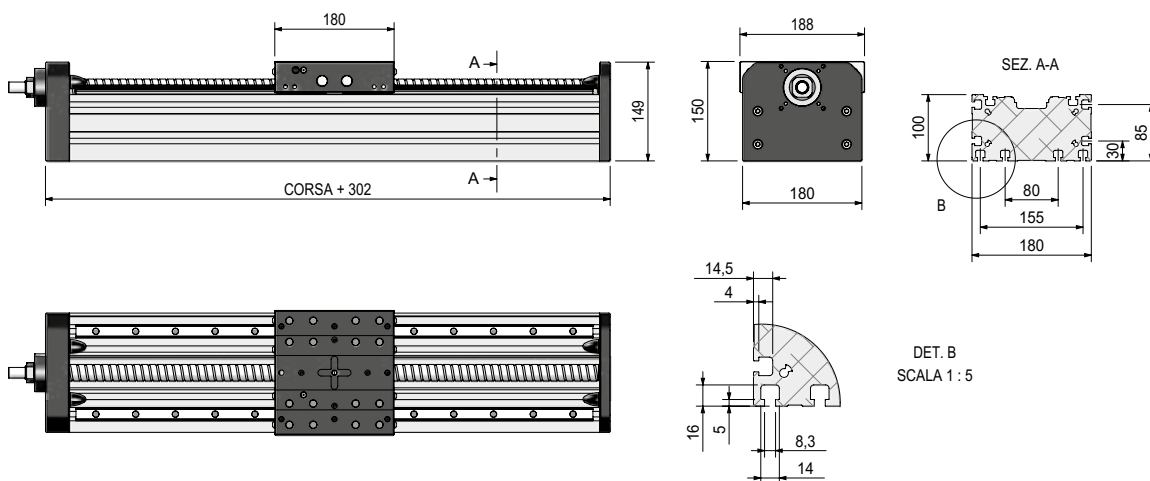


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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.

DIMENSIONI / DIMENSIONS

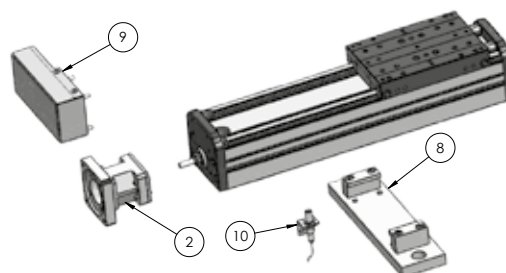


Tipologia interfaccia motore (2) (9)
Engine interface type
Kit IF10

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

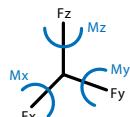
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



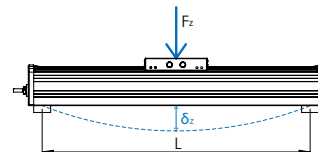
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV180CB

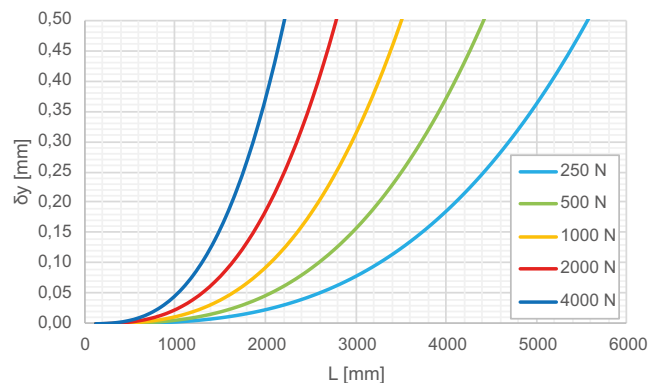
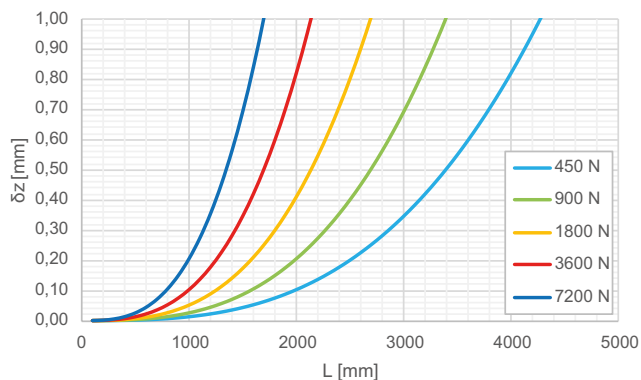


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

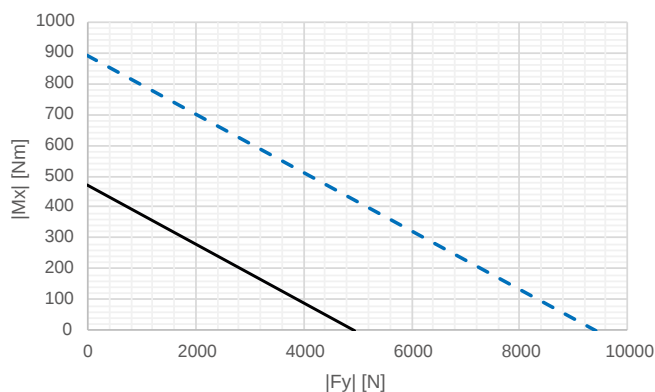
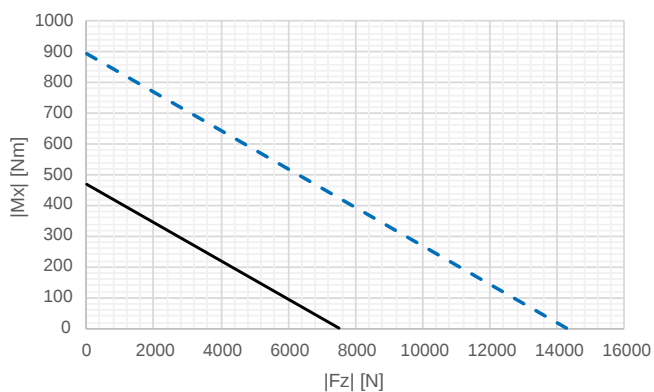
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

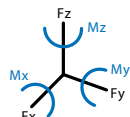
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

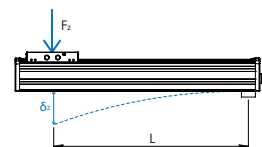
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

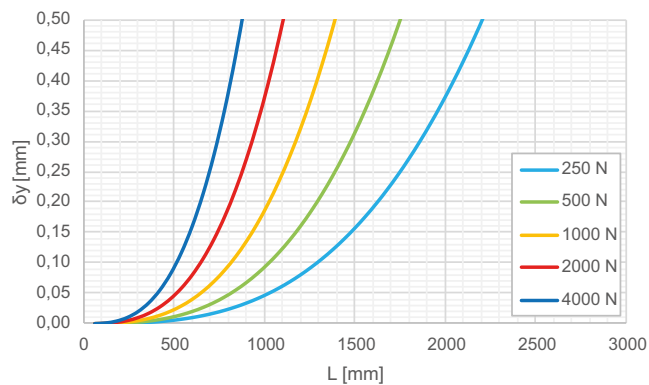
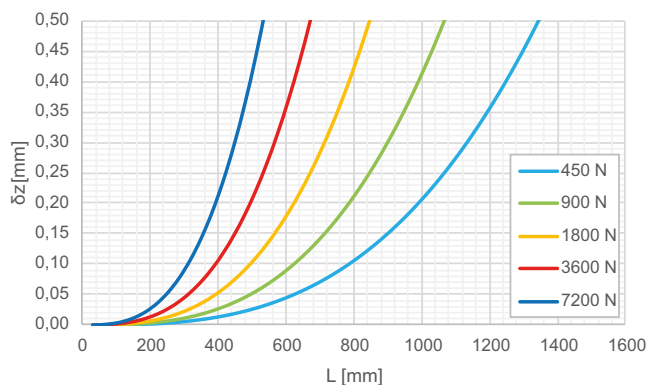
MODELLO / MODEL
AEV180CB



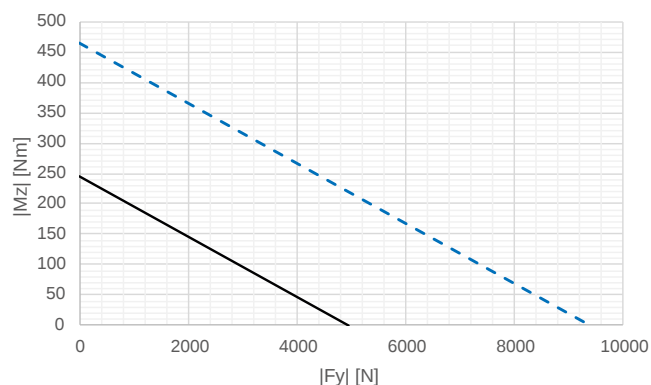
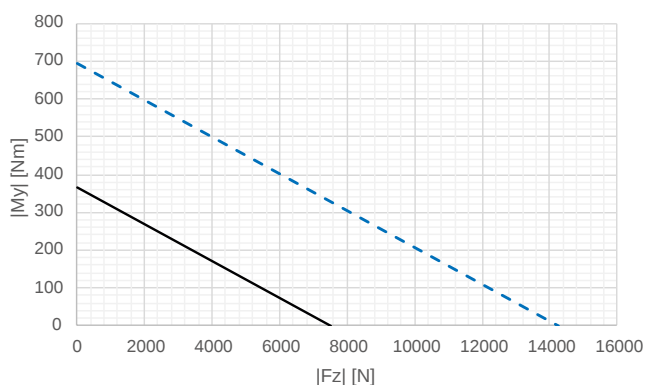
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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

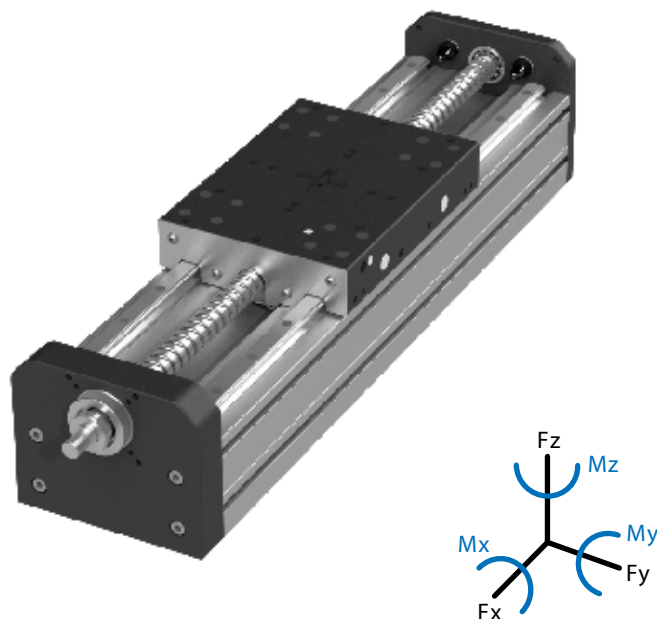
AEV180LB

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

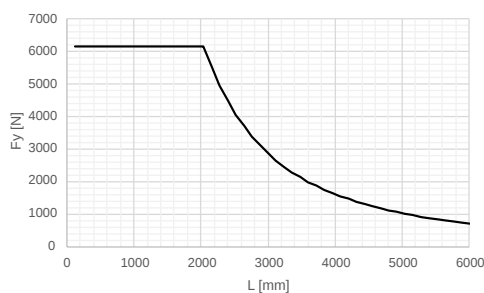
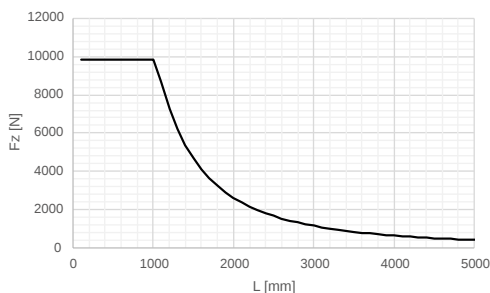
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	16,8
Massa lineare unità Unit's linear mass	[Kg/100mm]	2,28
Massa carro Carriage's mass	[Kg]	4,9
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw 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.
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.

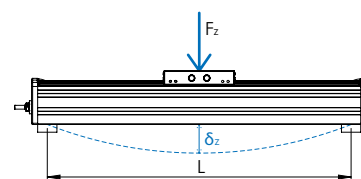
** In funzione della direzione di applicazione del carico.
Based on load direction.



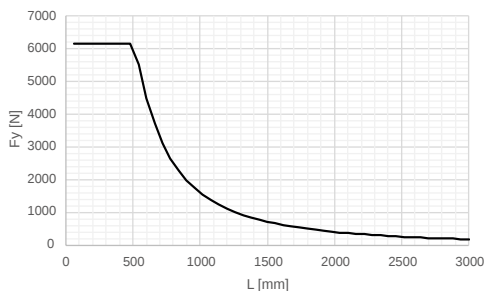
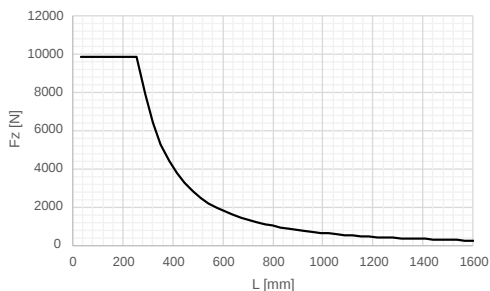
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



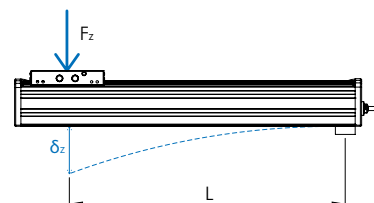
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

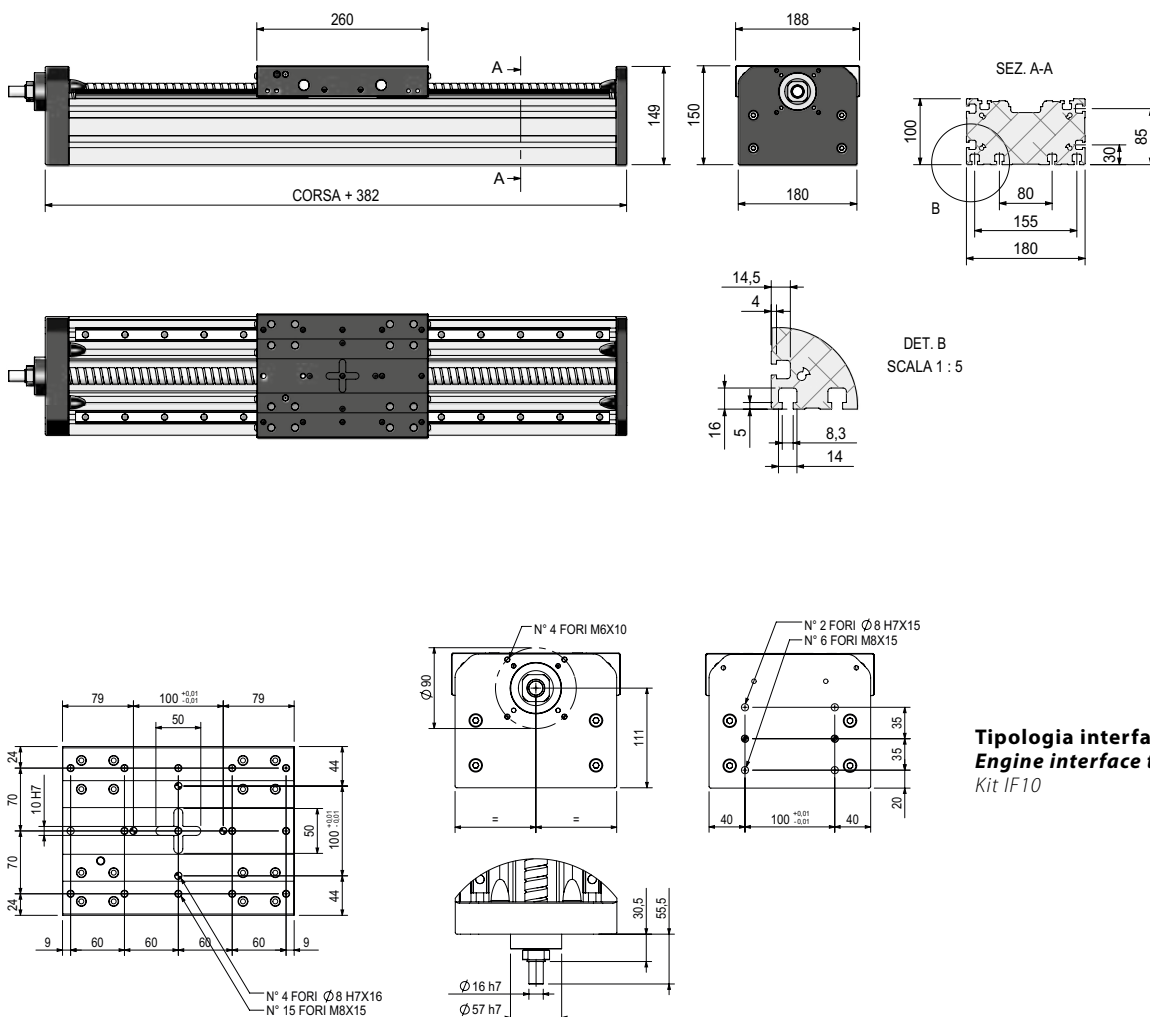


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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



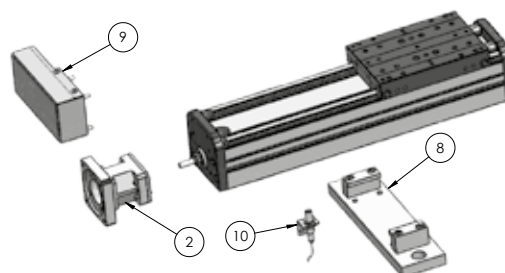
Tipologia interfaccia motore
Engine interface type
Kit IF10

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

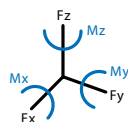
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



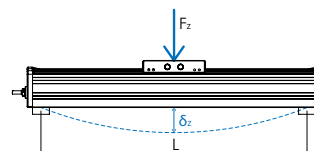
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AEV180LB

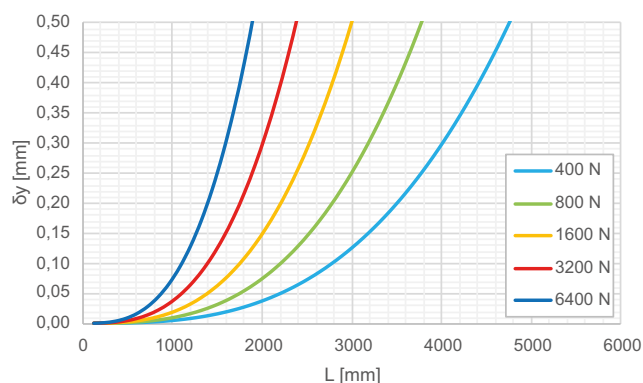
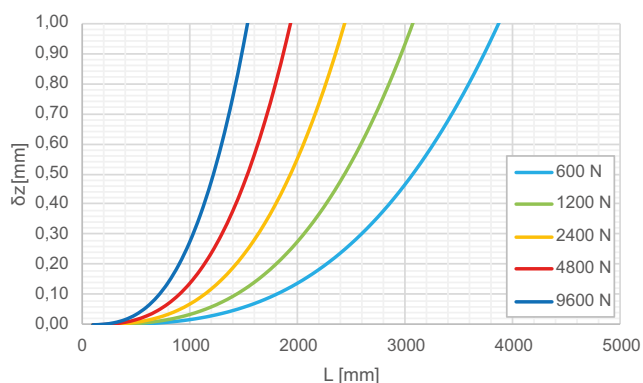


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzaria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

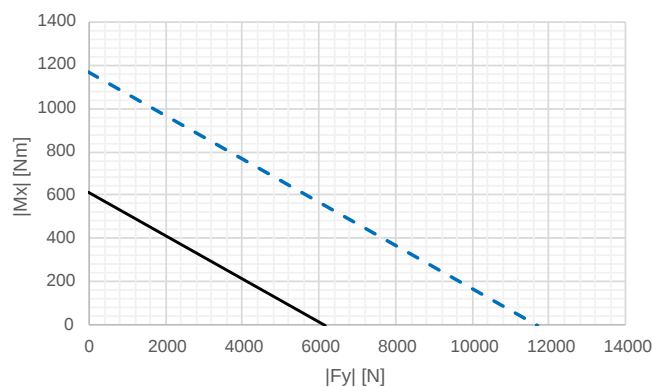
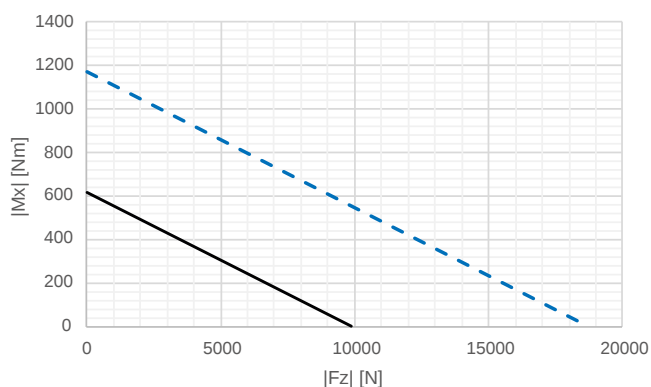
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

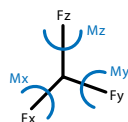


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

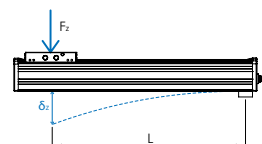
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL
AEV180LB

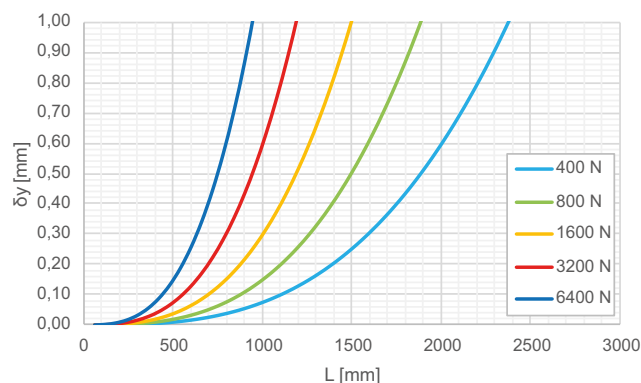
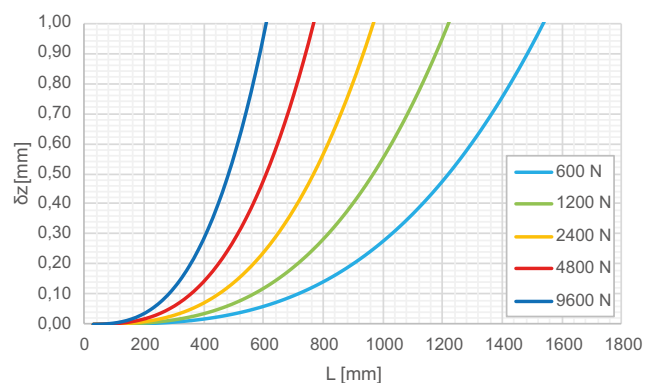


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

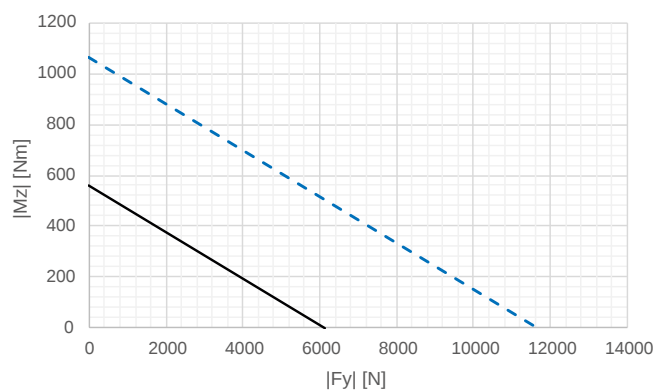
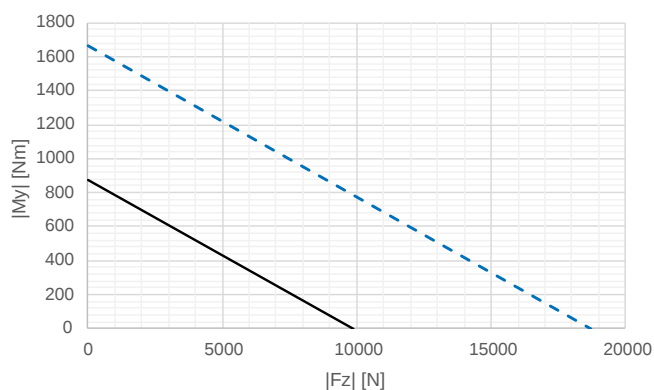
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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.

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

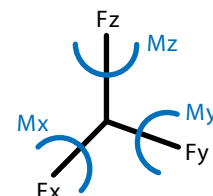
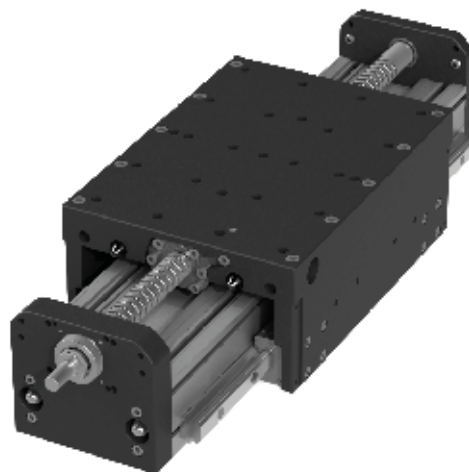
MODELLO / MODEL
AEV180LL

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

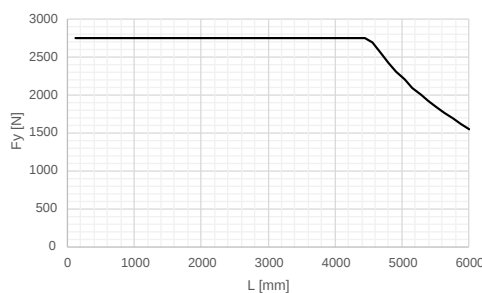
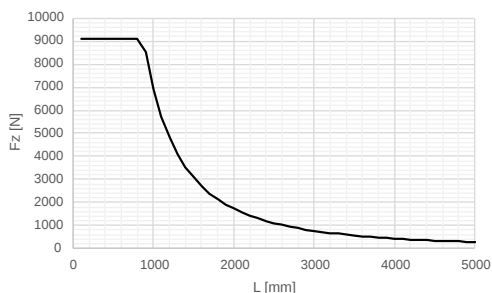
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	42,5
Massa lineare unità Unit's linear mass	[Kg/100mm]	3,13
Massa carro Carriage's mass	[Kg]	27,5
Ripetibilità a vuoto Unloaded repeatability	[mm]	0,02-0,05
Classe precisione vite Ball screw accuracy class		C5-C7
Diametro vite Ball screw 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.

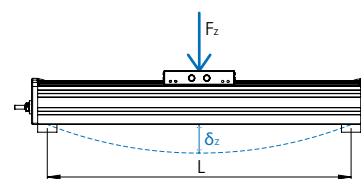
** In funzione della direzione di applicazione del carico.
Based on load direction.



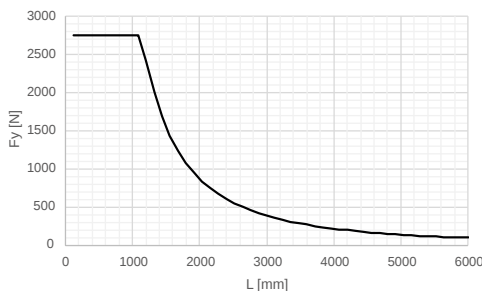
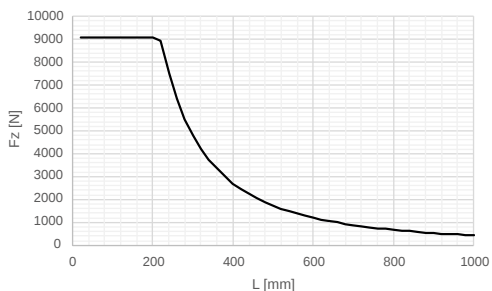
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



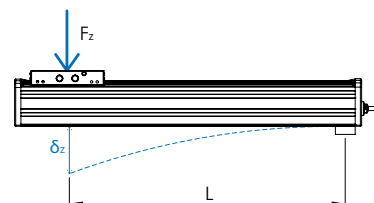
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

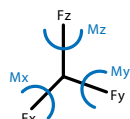


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



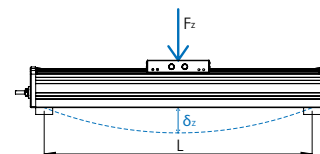
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AEV180LL

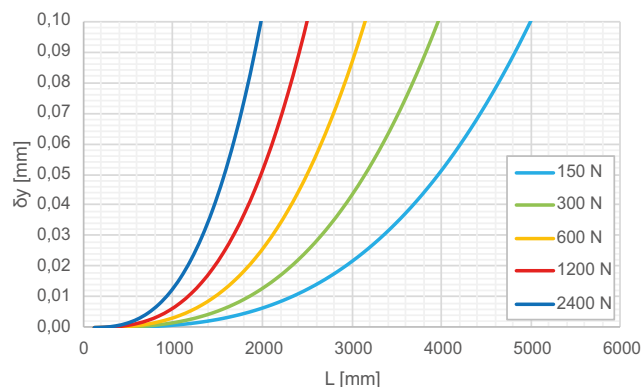
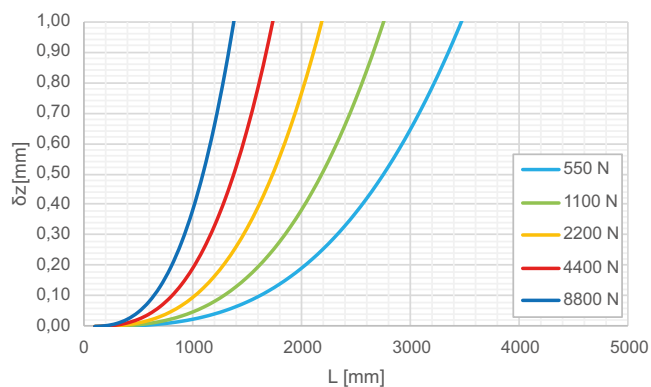


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

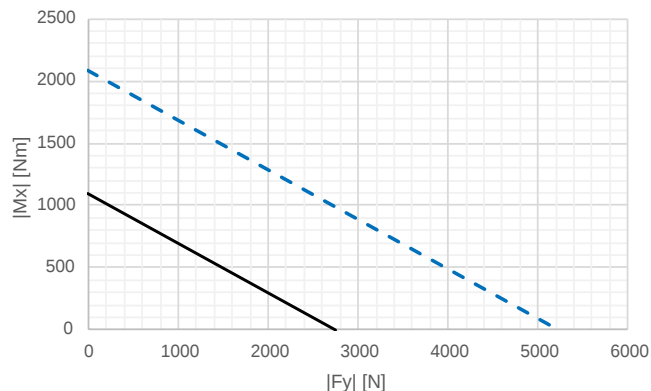
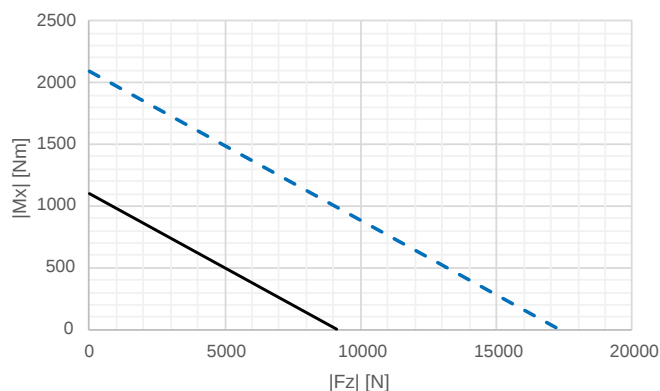
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

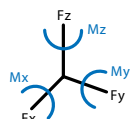
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

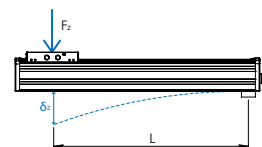
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

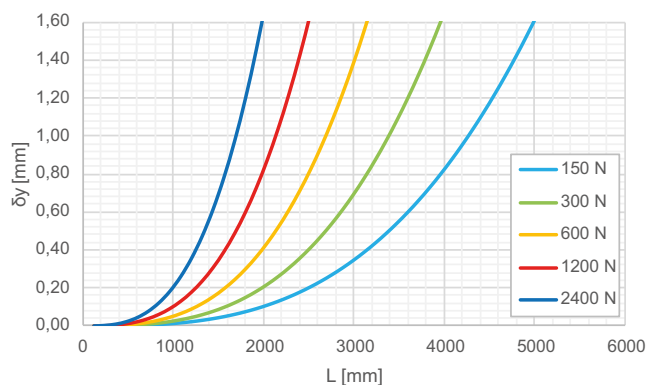
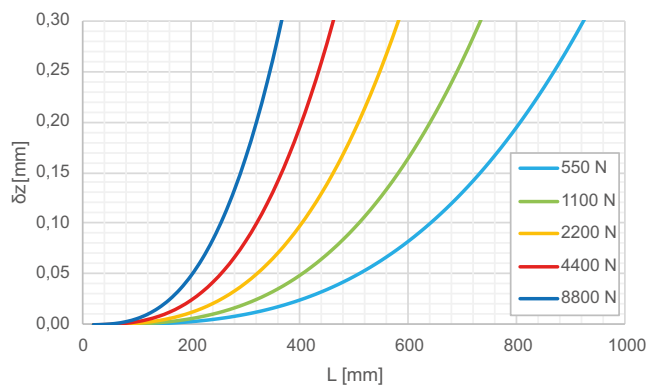
MODELLO / MODEL
AEV180LL



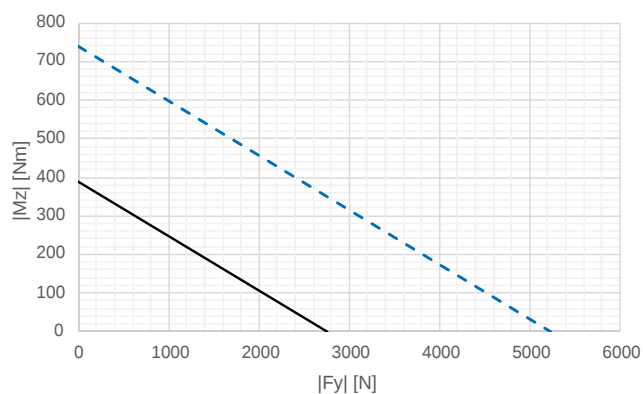
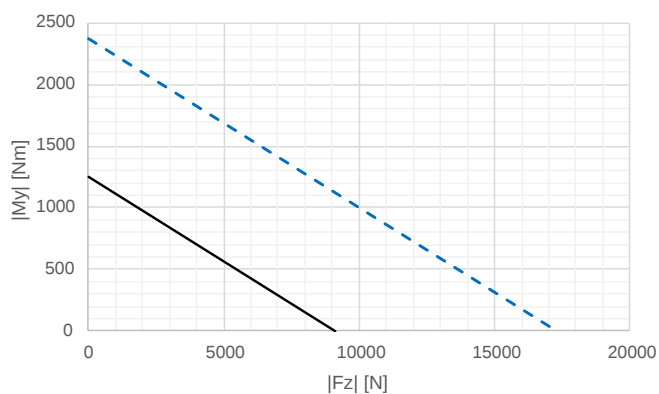
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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.

		AEVS	180	CB	0300	-	2510	C7	-	XX
TIPO UNITÀ / MODEL										
AEVS	Unità lineare a vite a ricircolo di sfere con soffietto protezione <i>Ball Screw linear unit with protective bellow</i>									
TAGLIA / SIZE										
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 <i>Long carriage with lateral dual guide rail</i>									
CORSA UTILE UNITÀ (mm) / EFFECTIVE STROKE (mm)										
DIAMETRO E PASSO VITE / SCREW DIAMETER AND PITCH										
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 AEVS180LL) <i>Screw Ø 32 mm, pitch 5 mm (available only for AEVS180LL)</i>									
3210	Vite Ø 32 mm, passo 10 mm (disponibile solo per AEVS180LL) <i>Screw Ø 32 mm, pitch 10 mm (available only for AEVS180LL)</i>									
3220	Vite Ø 32 mm, passo 20 mm (disponibile solo per AEVS180LL) <i>Screw Ø 32 mm, pitch 20 mm (available only for AEVS180LL)</i>									
3232	Vite Ø 32 mm, passo 32 mm (disponibile solo per AEVS180LL) <i>Screw Ø 32 mm, pitch 32 mm (available only for AEVS180LL)</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 AEVS180CB

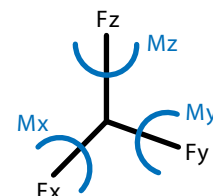
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

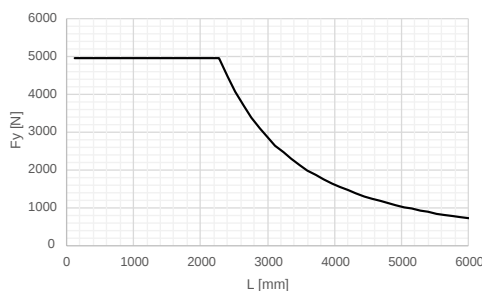
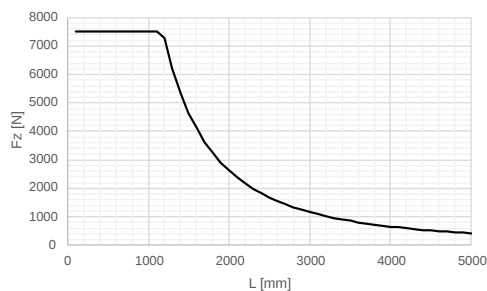
* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball 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.

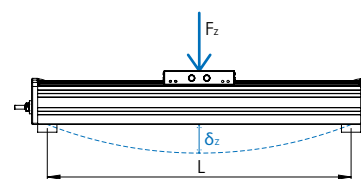
*** C=corsa utile.
C=effective stroke.



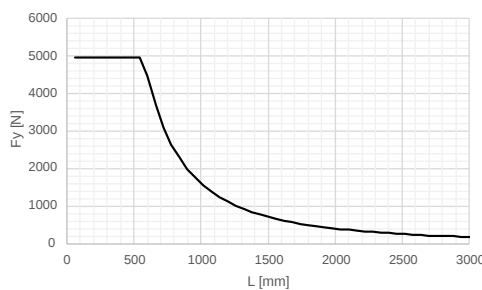
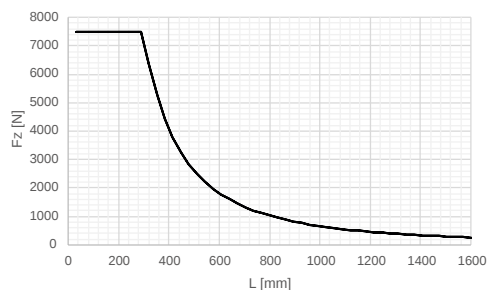
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



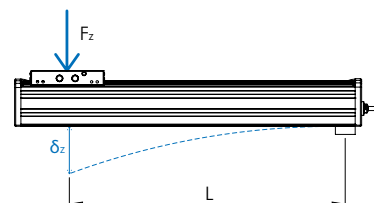
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

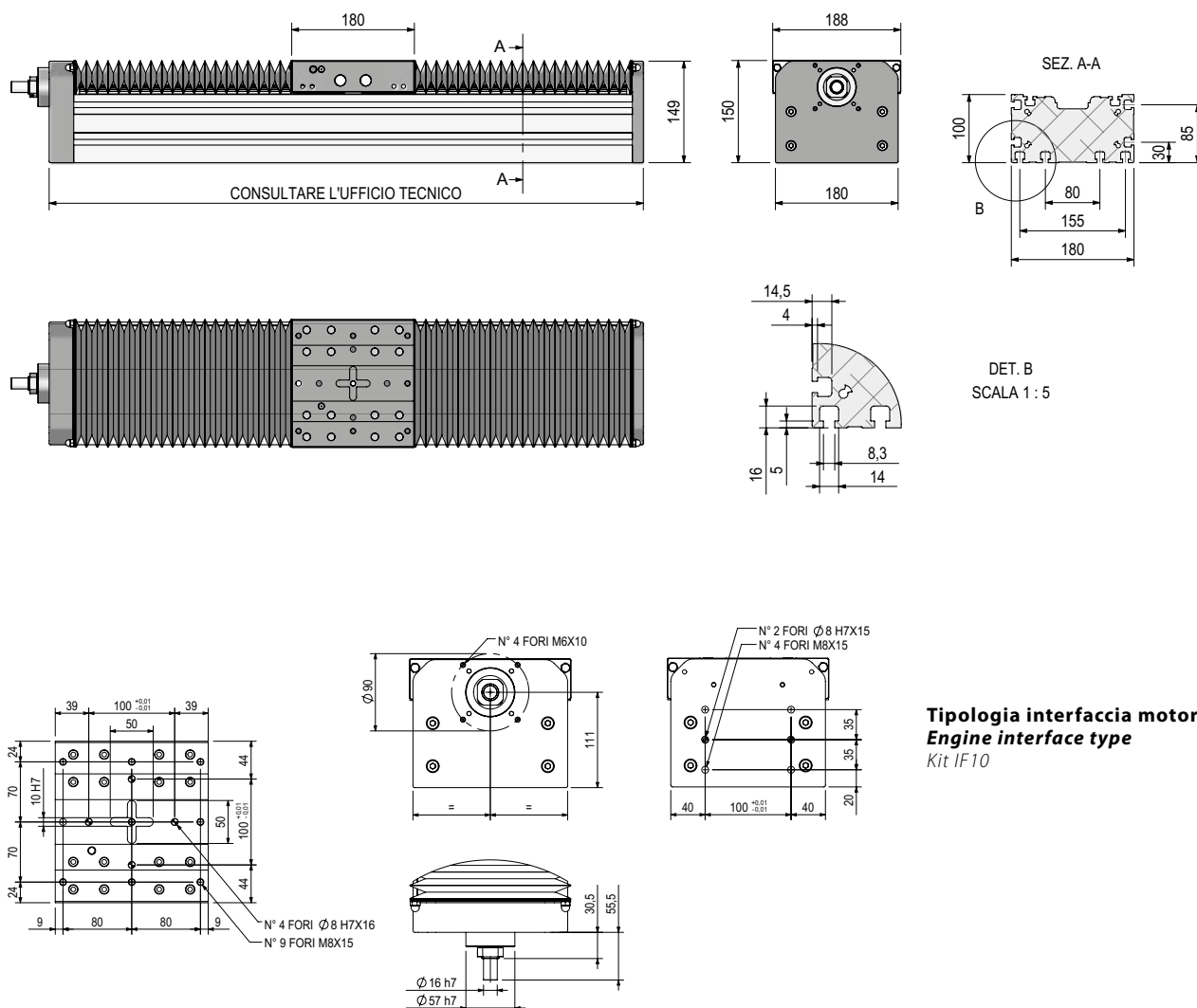


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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



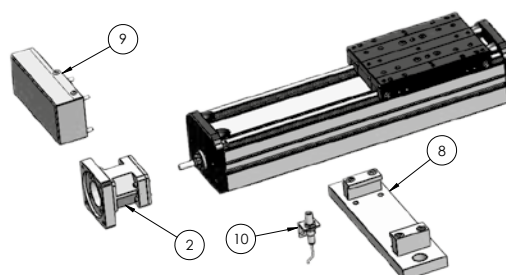
Tipologia interfaccia motore
Engine interface type
Kit IF10

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.

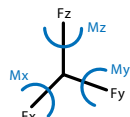
All Units are available with a wide range of accessories and specific options designed to simplify the construction and installation of single-axis and multi-axis systems.



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.

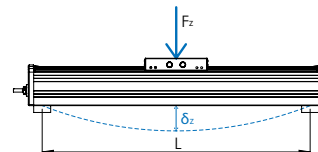
MODELLO / MODEL

AEVS180CB

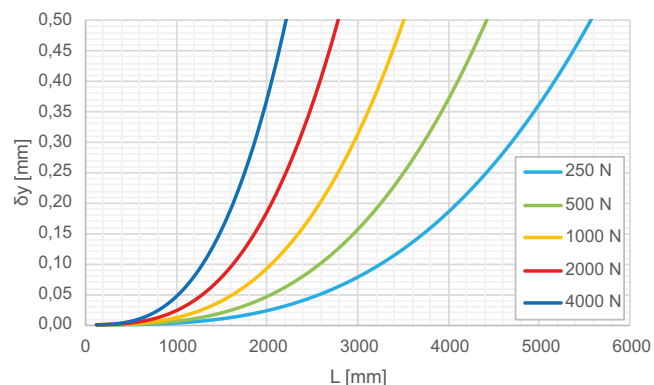
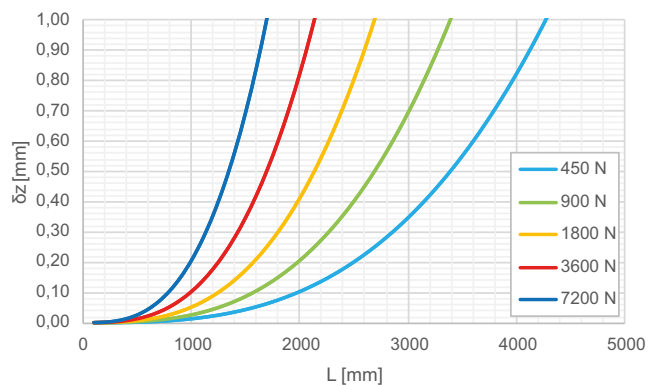


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

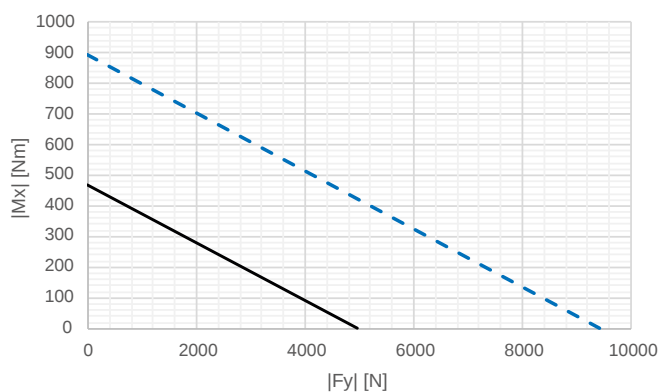
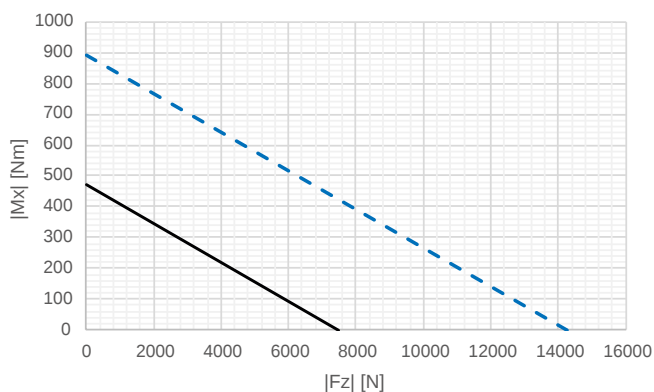
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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.

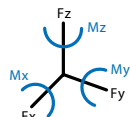
Emergency stop max 100 times during service life.

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

In case of combined stress contact our technical department.

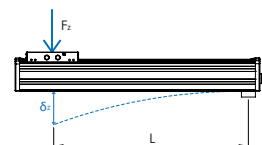
MODELLO / MODEL

AEVS180CB

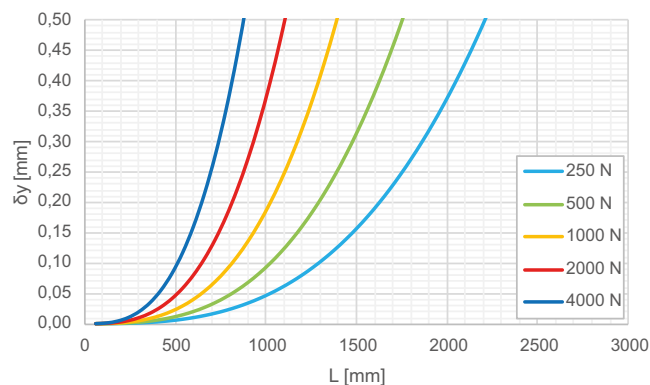
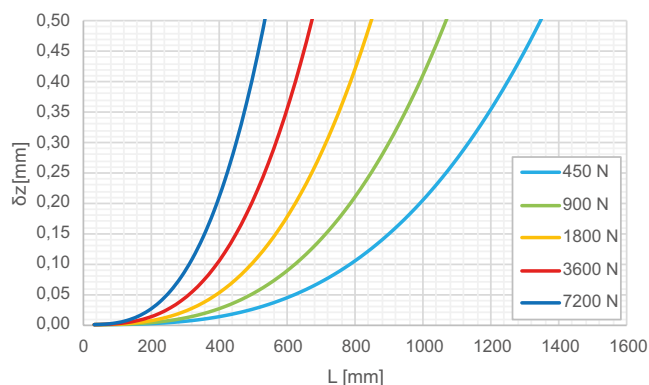


Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

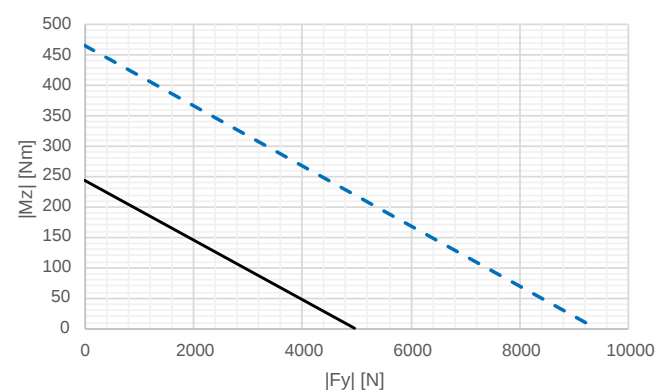
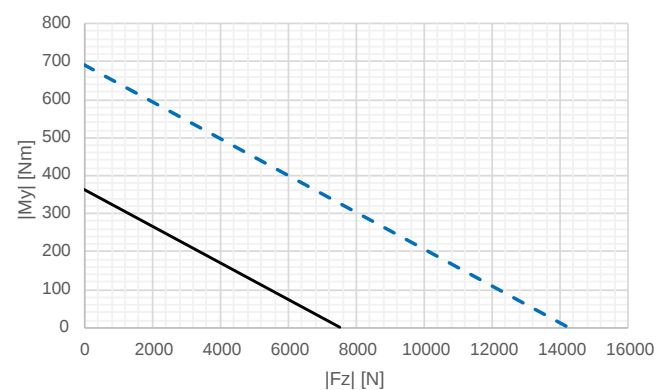
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.
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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 AEVS180LB

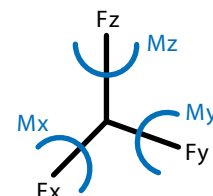
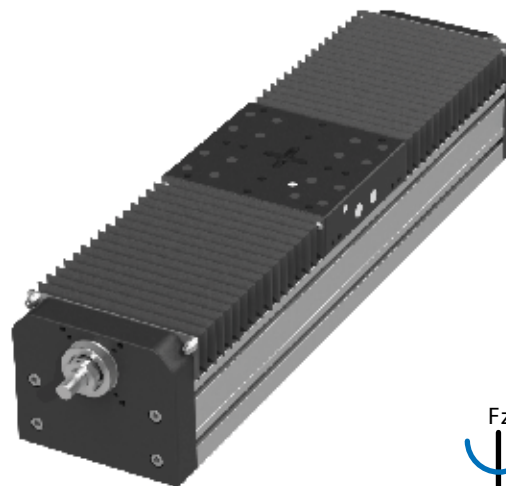
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

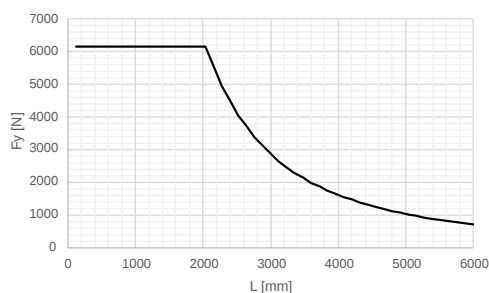
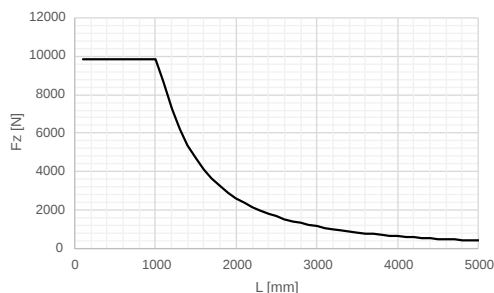
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Maximum speed depends on free length of the ball screw and load condition.
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** In funzione della direzione di applicazione del carico.
Based on load direction.

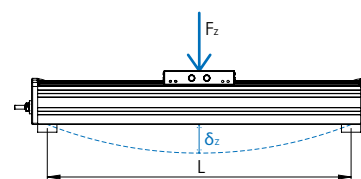
*** C=corsa utile.
C=effective stroke.



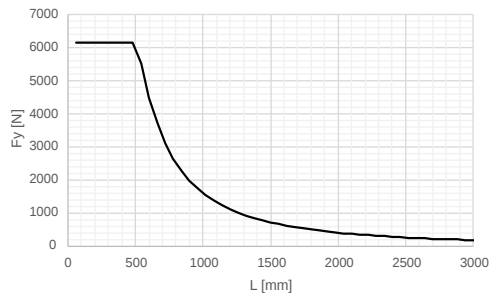
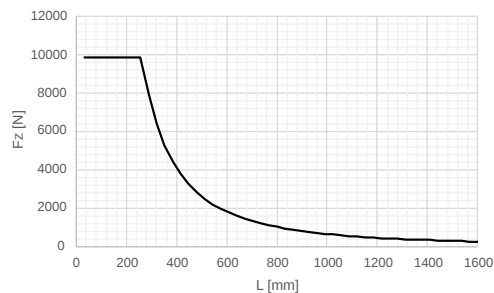
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



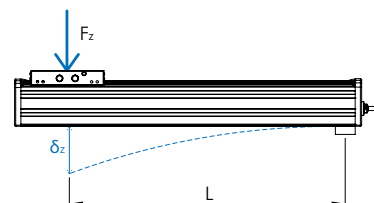
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

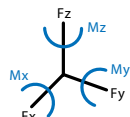


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



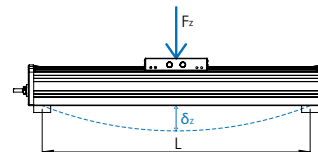
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MODELLO / MODEL
AEVS180LB

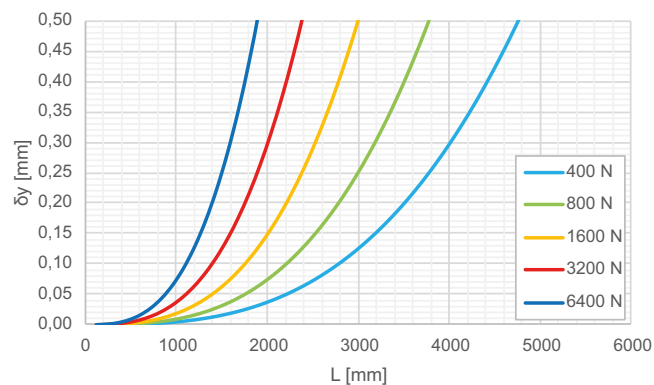
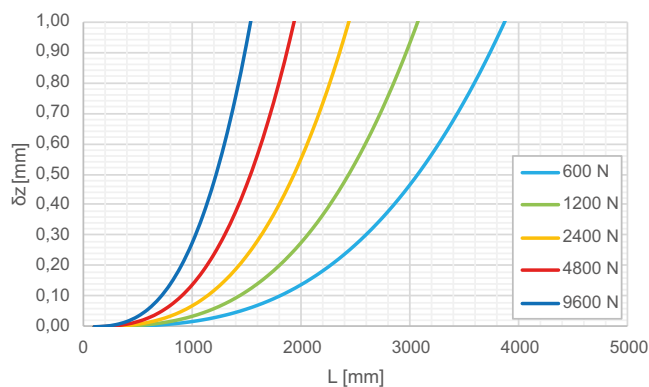


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

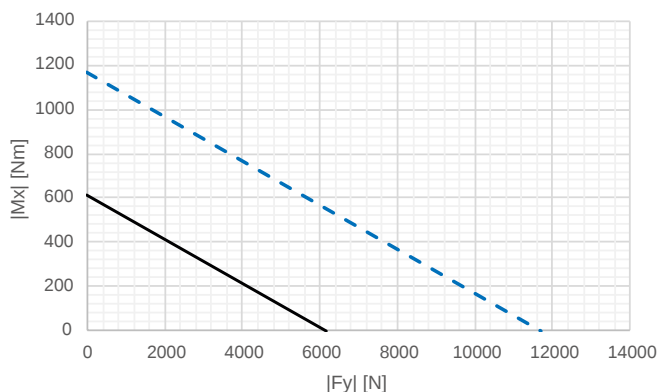
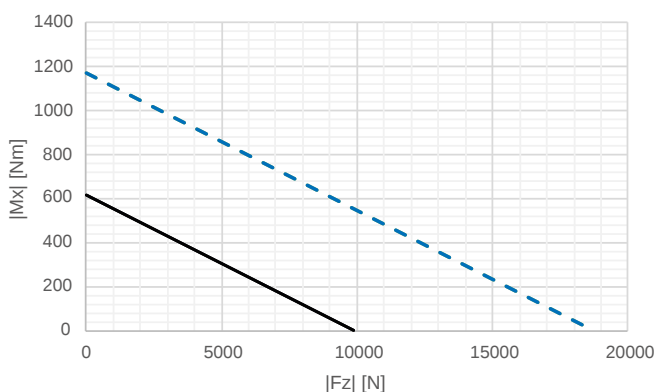
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

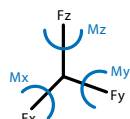
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

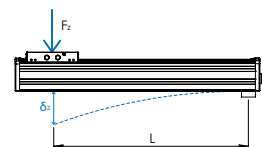
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

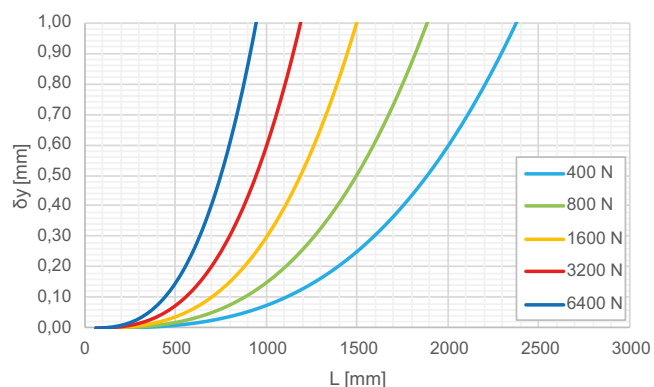
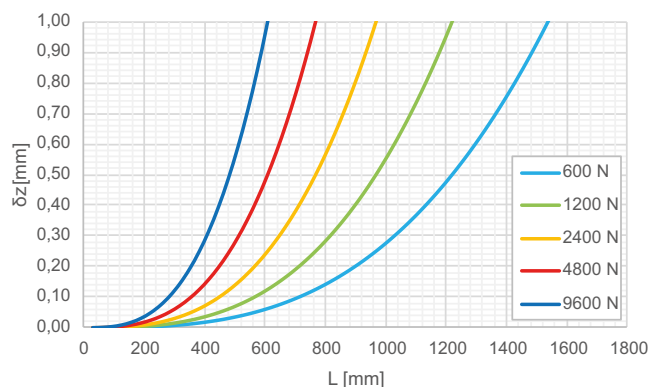
MODELLO / MODEL
AEVS180LB



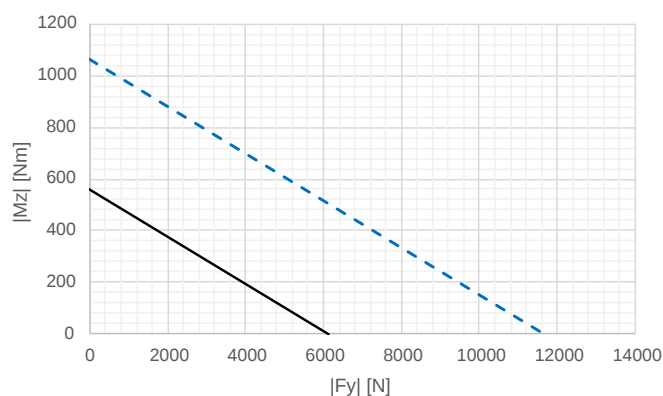
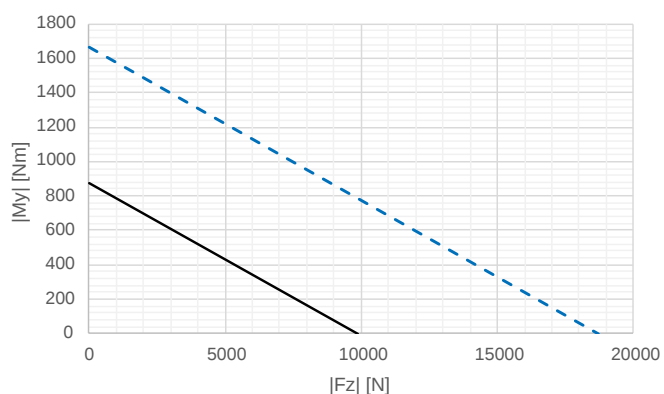
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

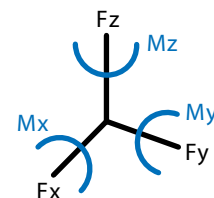
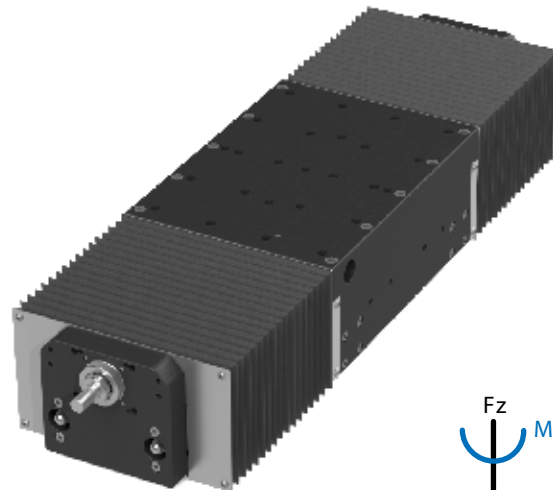
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

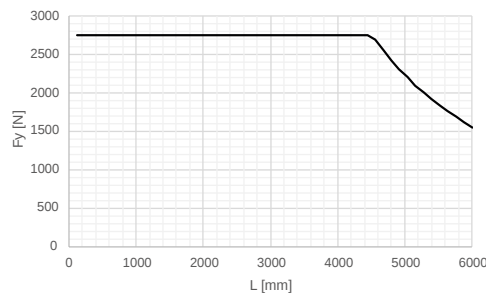
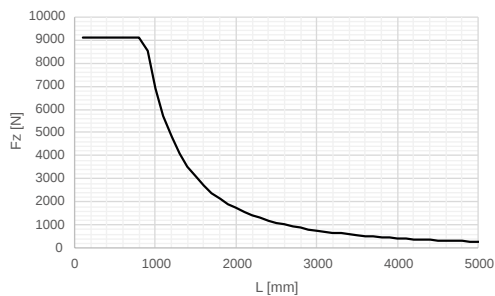
* I valori sono da considerarsi indicativi.
La velocità massima è funzione della lunghezza libera della vite e del carico.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Maximum speed depends on free length of the ball 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.

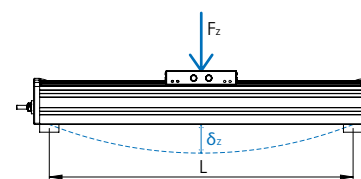
*** C=corsa utile.
C=effective stroke.



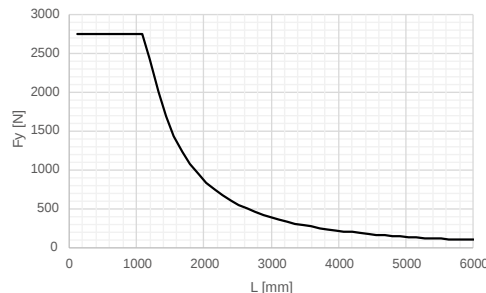
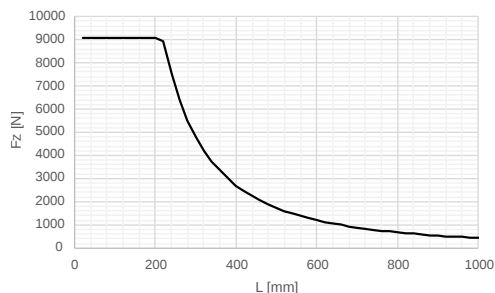
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



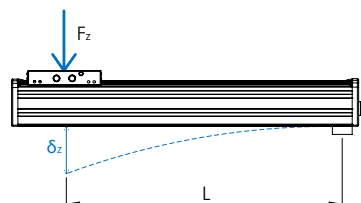
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

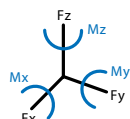


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



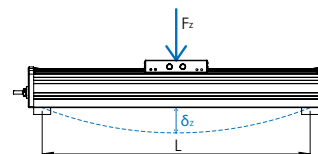
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AEVS180LL

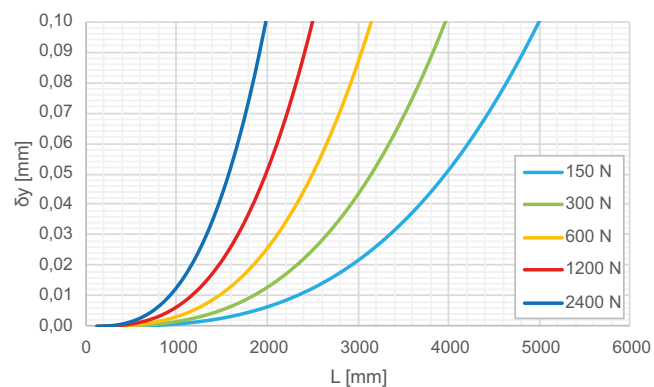
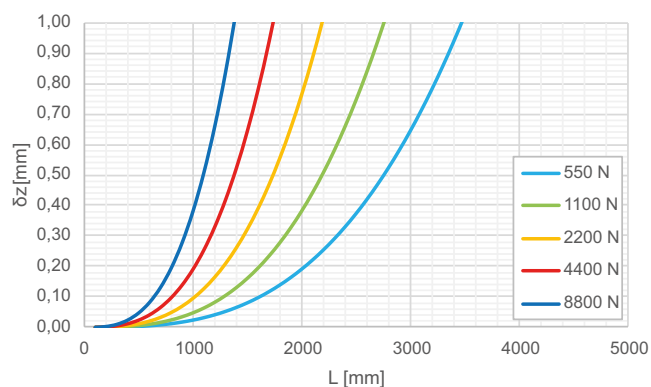


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

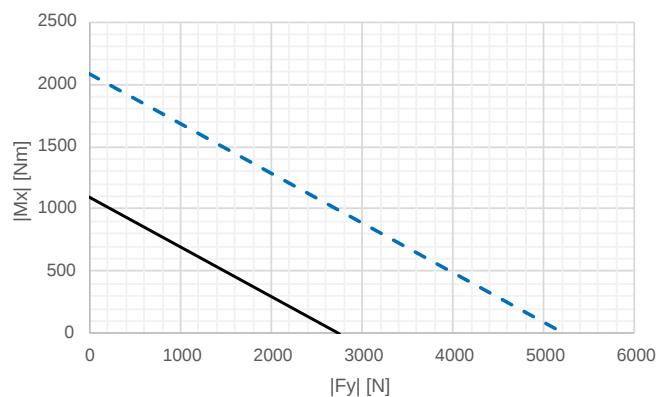
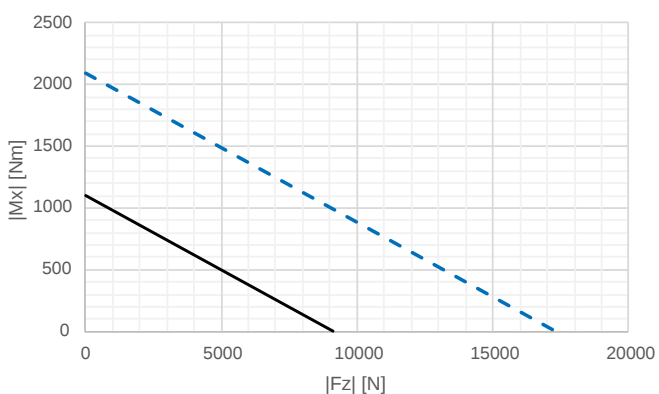
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.
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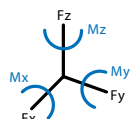
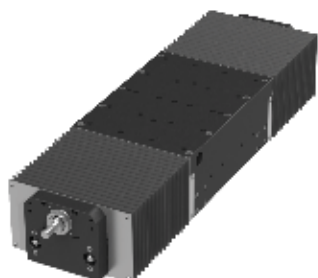
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

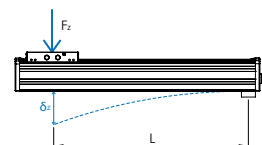
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

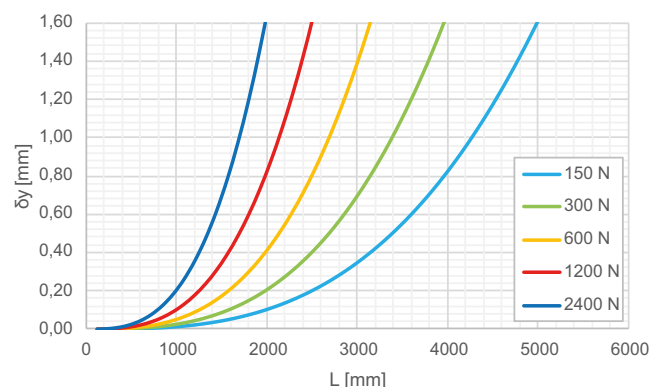
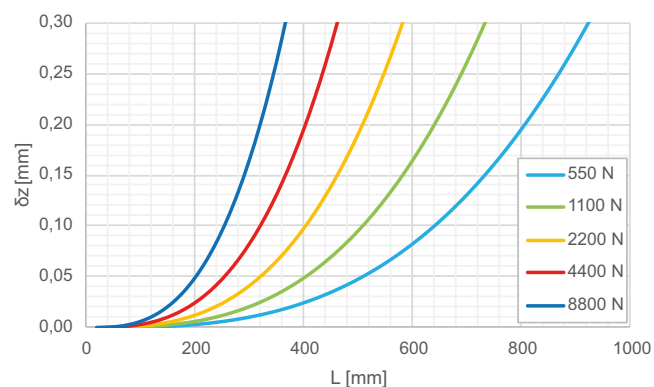
MODELLO / MODEL
AEVS180LL



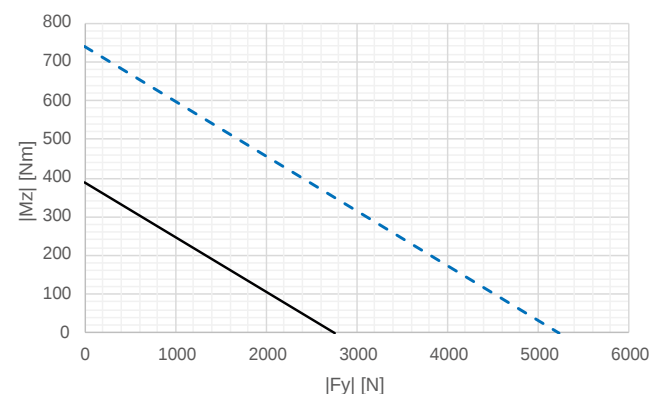
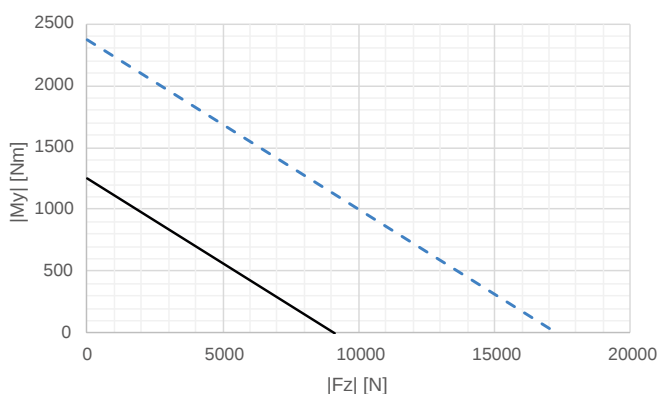
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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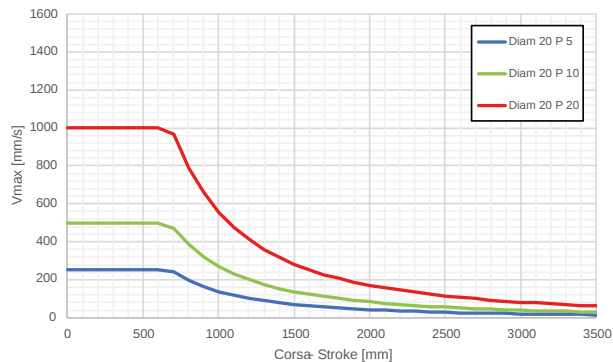
Emergency stop max 100 times during service life.

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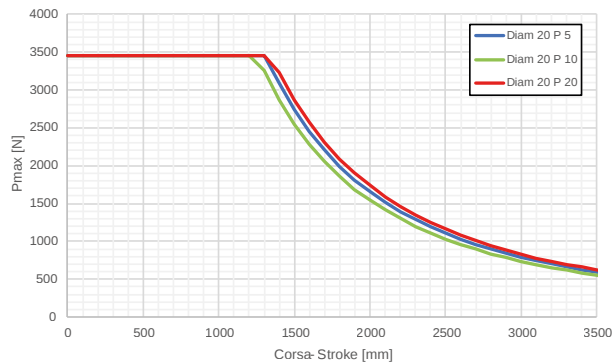
In case of combined stress contact our technical department.

MODELLO / MODEL
AMV180CB

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

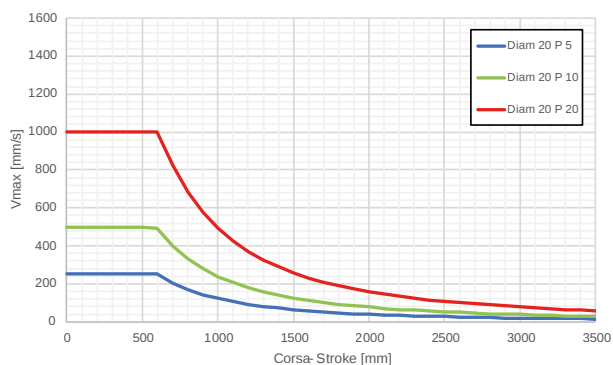


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

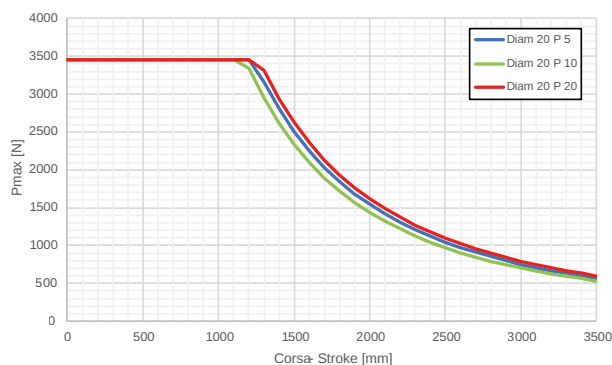


MODELLO / MODEL
AMV180LB

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

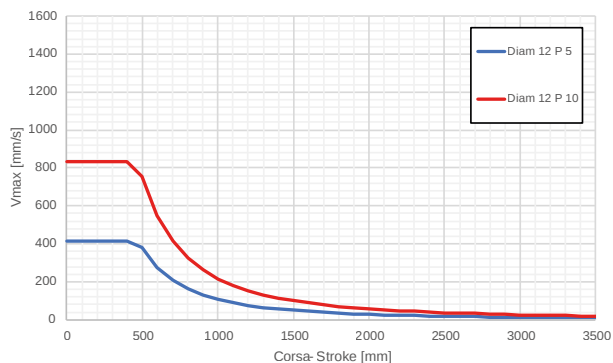


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

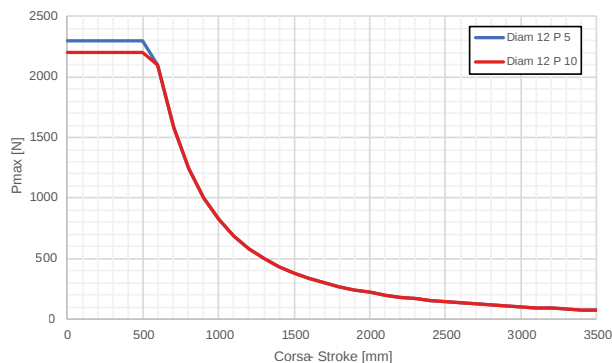


MODELLO / MODEL
AEV080CM

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



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

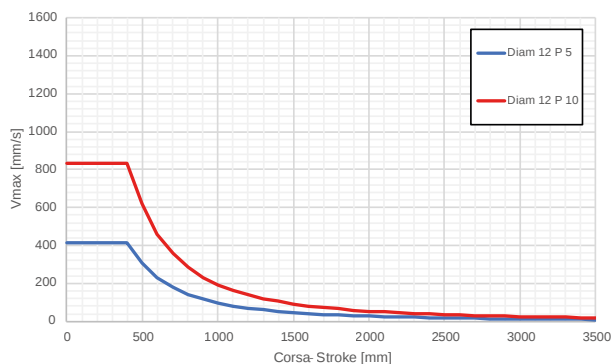


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

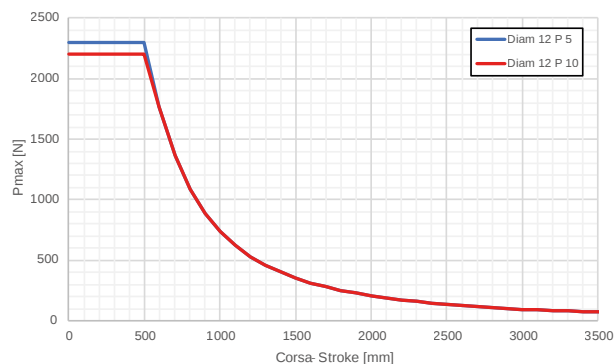
Per il calcolo e verifica della durata del sistema di trasmissione a vite si faccia riferimento all'ufficio tecnico.
For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

MODELLO / MODEL
AEV080LM

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

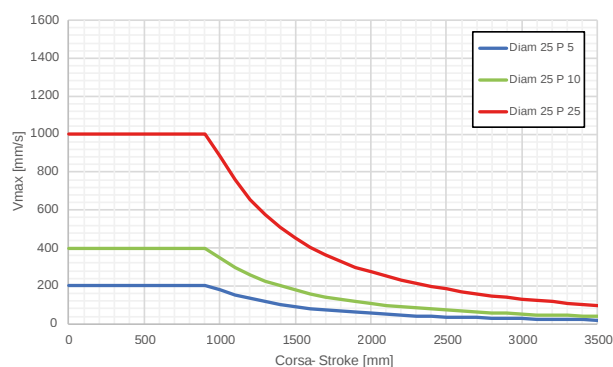


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

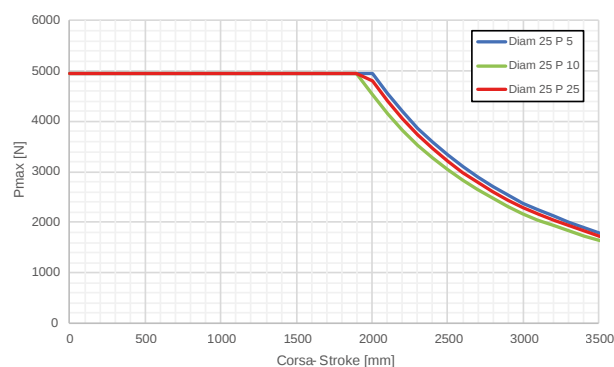


MODELLO / MODEL
AEV180CB

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

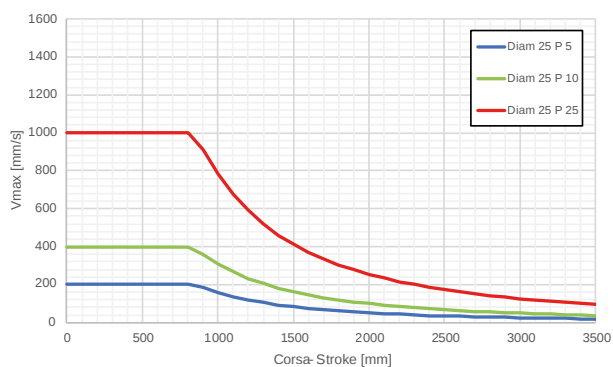


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

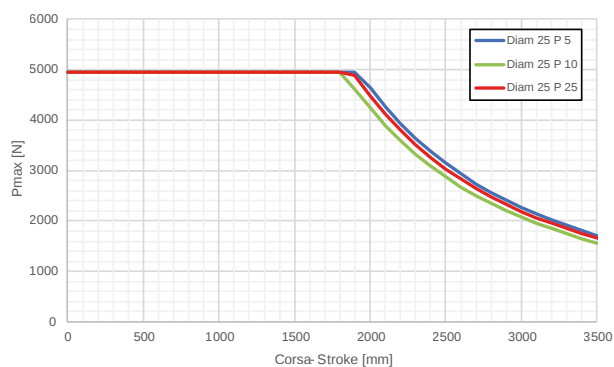


MODELLO / MODEL
AEV180LB

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



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

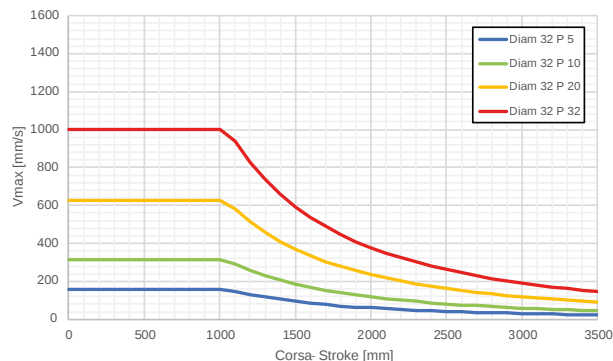


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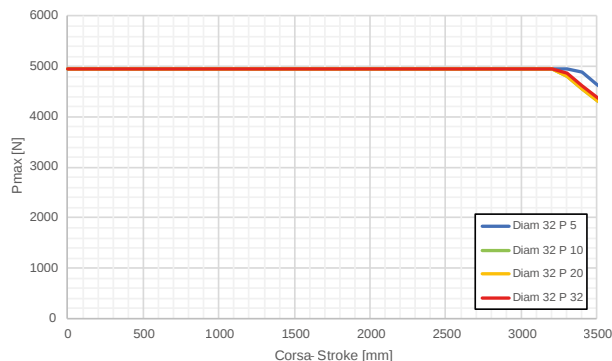
Per il calcolo e verifica della durata del sistema di trasmissione a vite si faccia riferimento all'ufficio tecnico.
For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

MODELLO / MODEL
AEV180LL

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

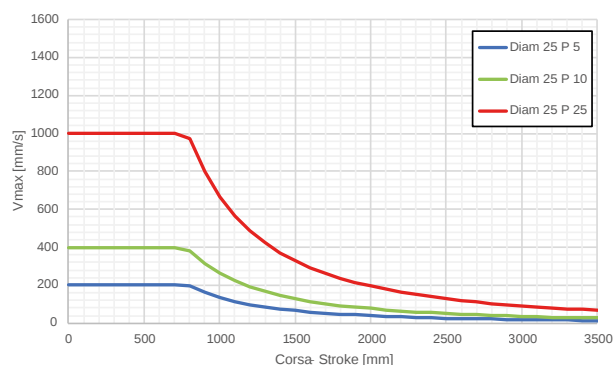


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

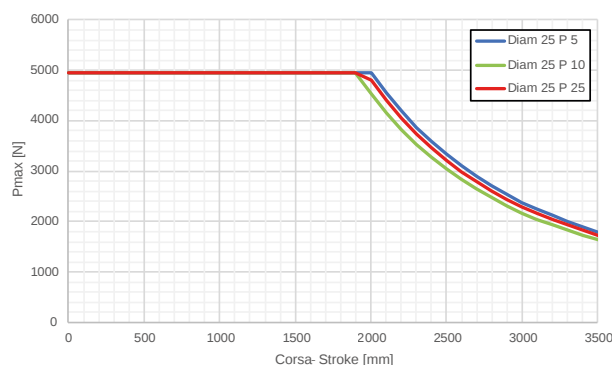


MODELLO / MODEL
AEVS180CB

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

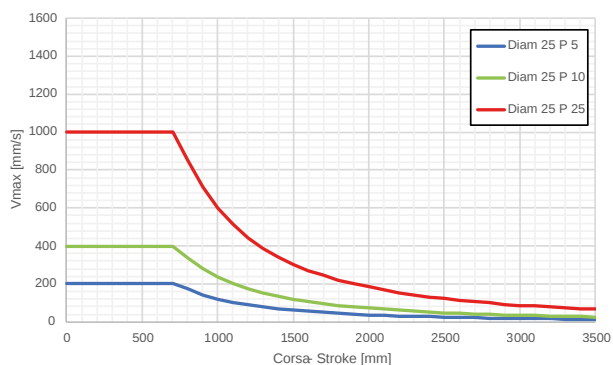


CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

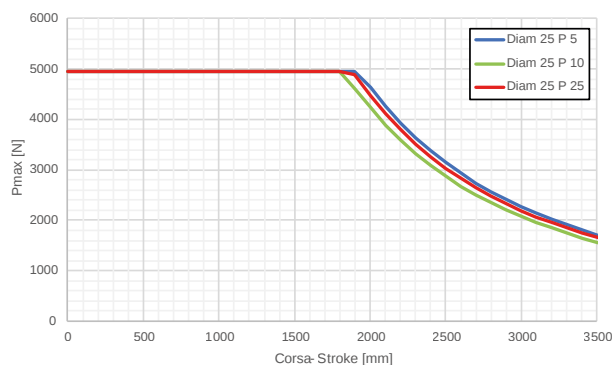


MODELLO / MODEL
AEVS180LB

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



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

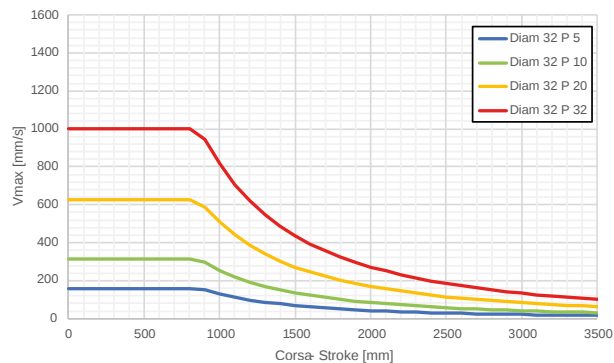


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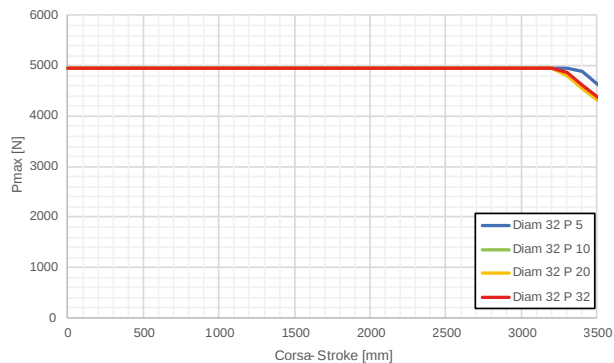
Per il calcolo e verifica della durata del sistema di trasmissione a vite si faccia riferimento all'ufficio tecnico.
For the calculation and verification of the lifetime of the screw transmission system, contact our technical department.

MODELLO / MODEL
AEVS180LL

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



CARICO MASSIMO AMMISSIBILE (N)
MAXIMUM PERMISSIBLE LOAD

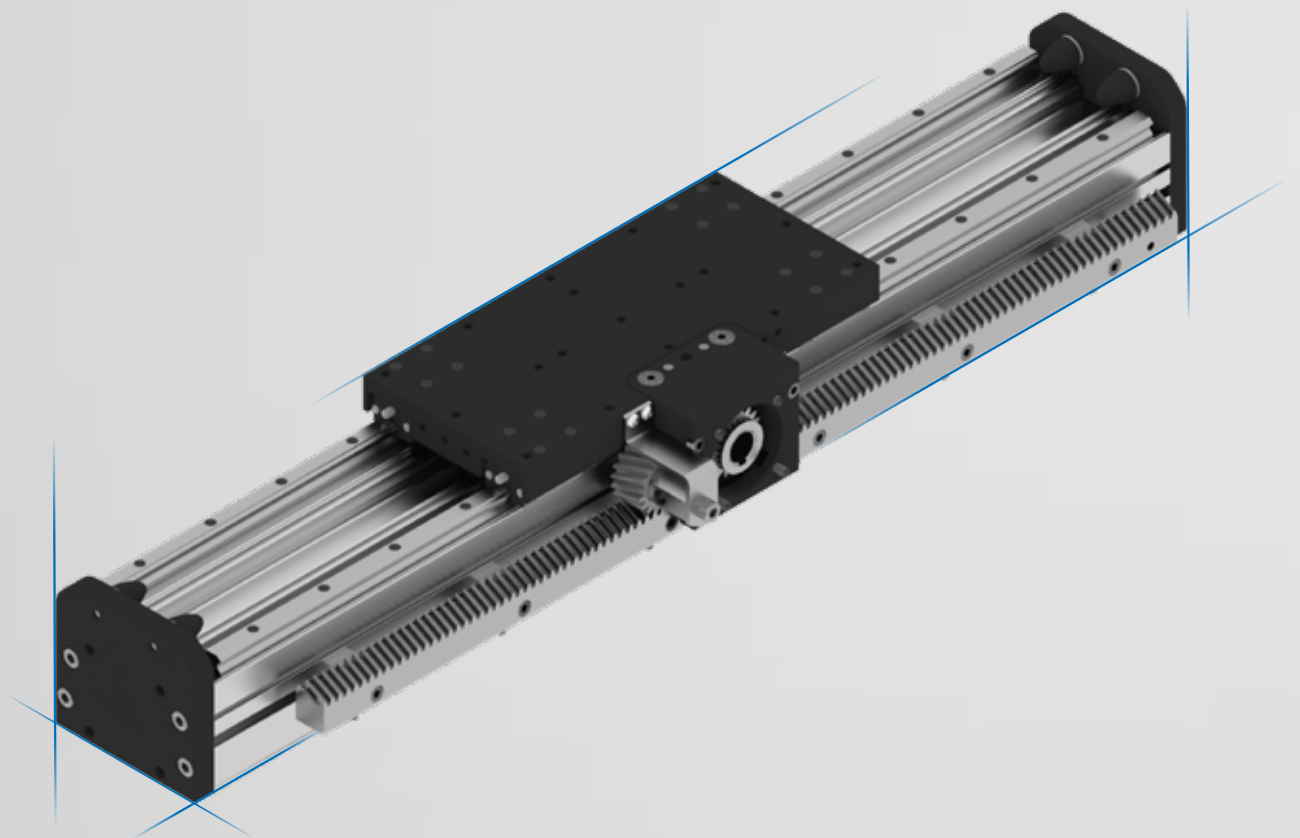


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UNITÀ LINEARE A CREMAGLIERA

RACK AND PINION
LINEAR UNIT



SERIE AMR SERIES

154	AMR120CB
158	AMR120LB
162	AMR200FBS
168	AMR180LO
172	AMR183CL
176	AMR183LL
182	AMR240LO

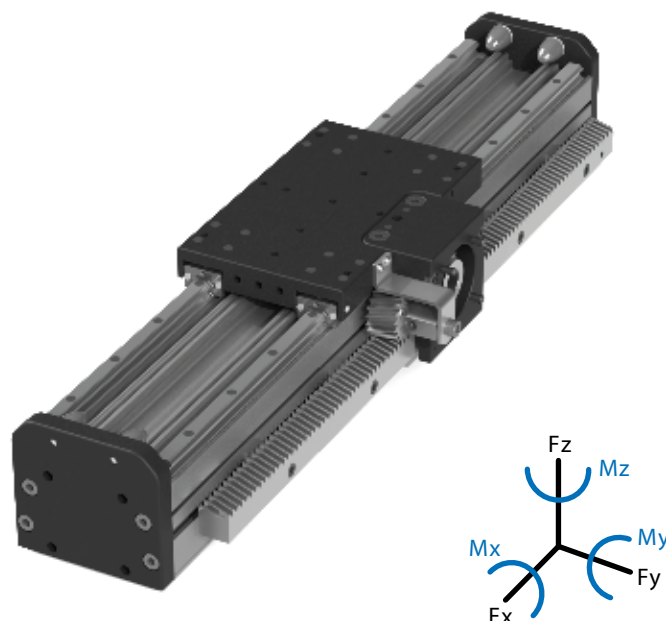
		AMR	120	CB	1500	-	D	M2	Q6	-	XX
TIPO UNITÀ / MODEL											
AMR	Unità lineare a cremagliera <i>Rack and pinion linear unit</i>										
TAGLIA / SIZE											
120	Profilo larghezza 120 mm <i>Profile width 120 mm</i>										
200	Profilo larghezza 200 mm <i>Profile width 200 mm</i>										
TIPOLOGIA CARRO PER UNITÀ AMR120 CARRIAGE TYPE FOR AMR120											
CB	Carro corto biguida <i>Short carriage with dual guide rail</i>										
LB	Carro lungo biguida <i>Long carriage with dual guide rail</i>										
TIPOLOGIA CARRO PER UNITÀ AMR200 CARRIAGE TYPE FOR AMR200											
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 PER UNITÀ AMR120 RACK MODULE FOR MODEL AMR120											
M2	Modulo cremagliera M <i>Rack module M</i>										
MODULO CREMAGLIERA PER UNITÀ AMR200 RACK MODULE FOR MODEL AMR200											
M3	Modulo cremagliera M <i>Rack module M</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 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
AMR120CB

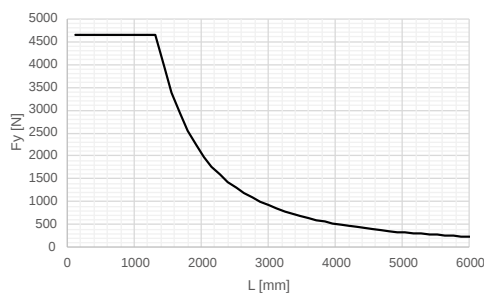
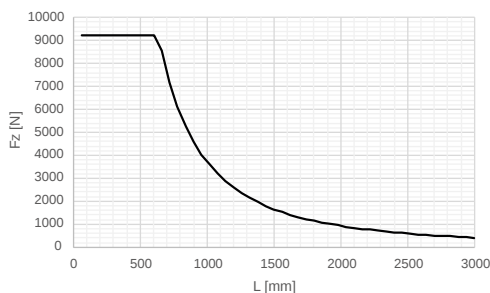
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

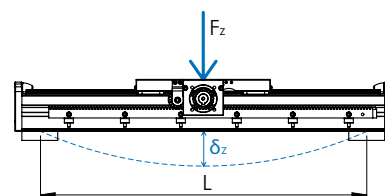
* I valori sono da considerarsi indicativi.
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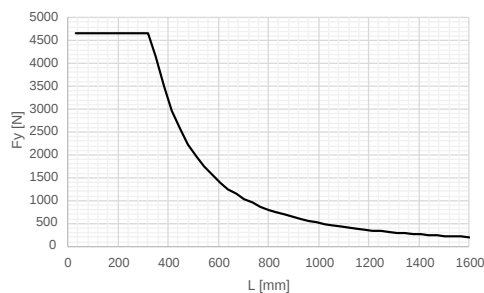
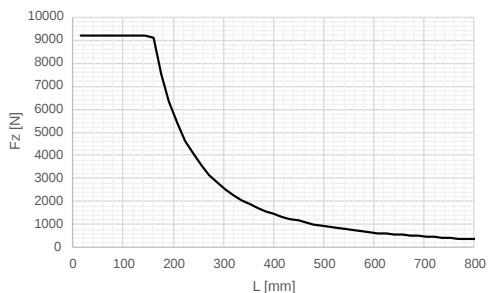
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



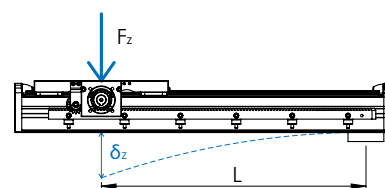
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

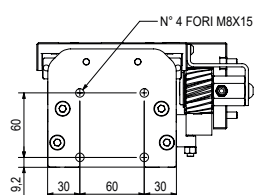
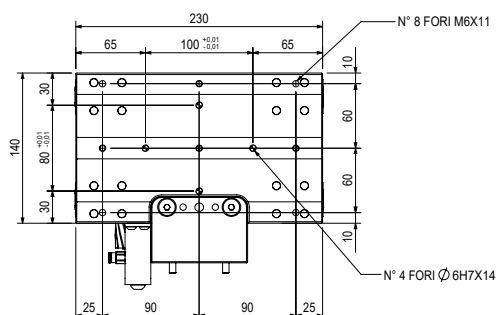
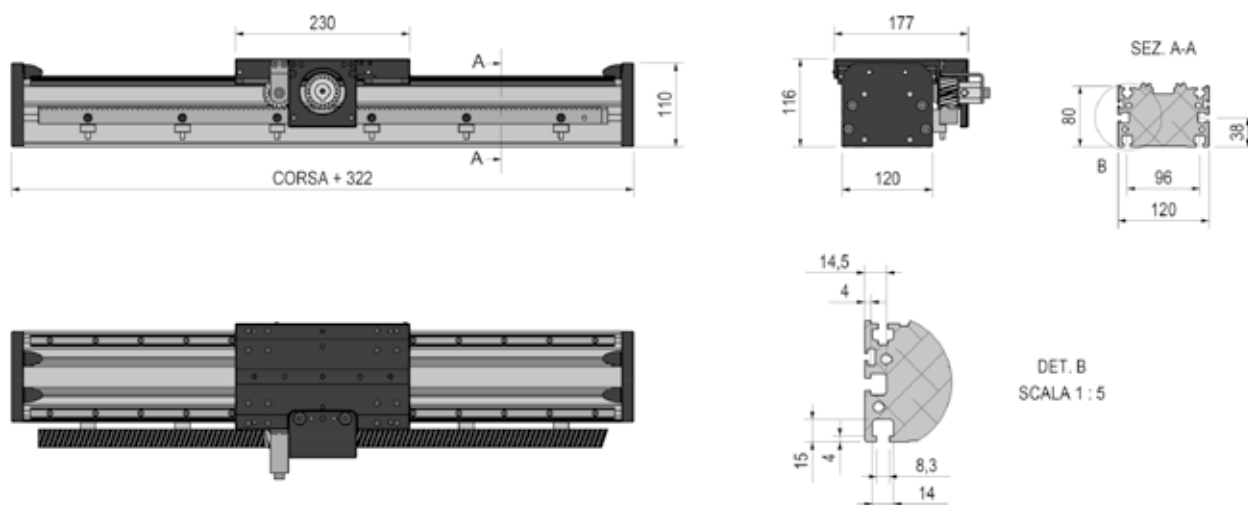


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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

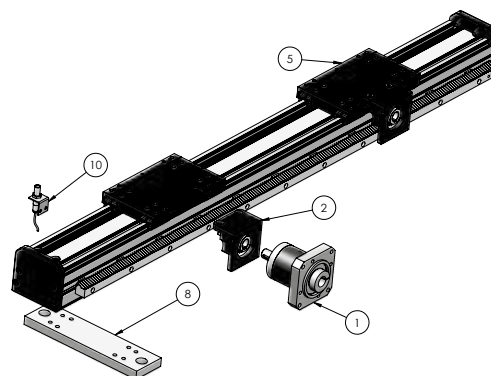


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF65

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

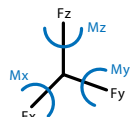
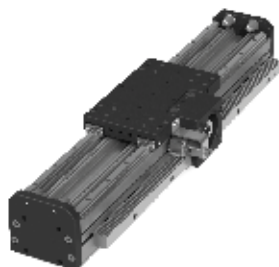
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



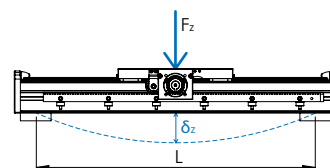
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR120CB

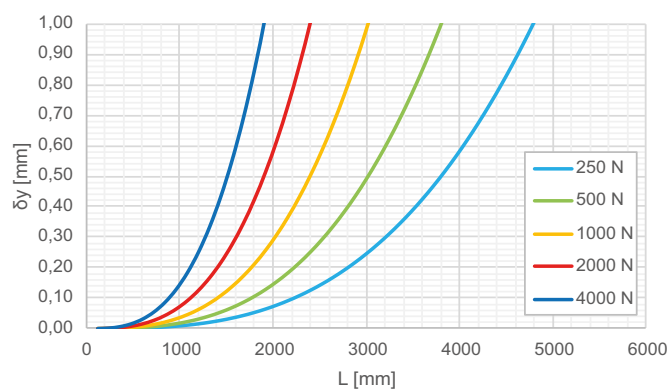
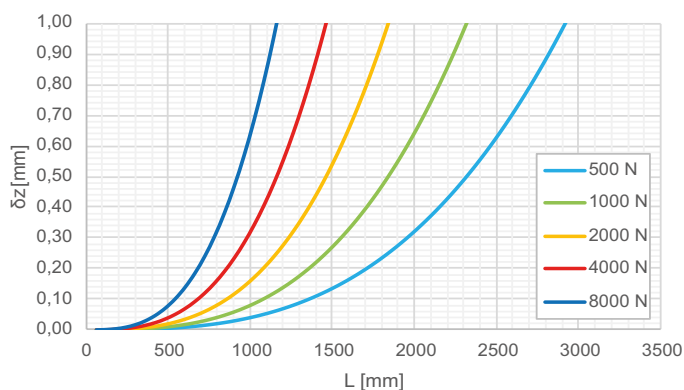


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

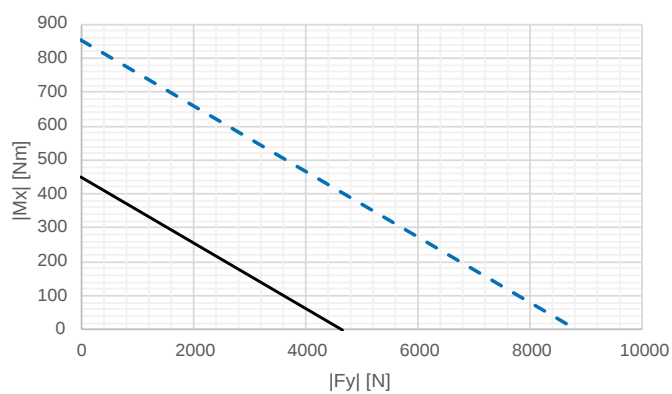
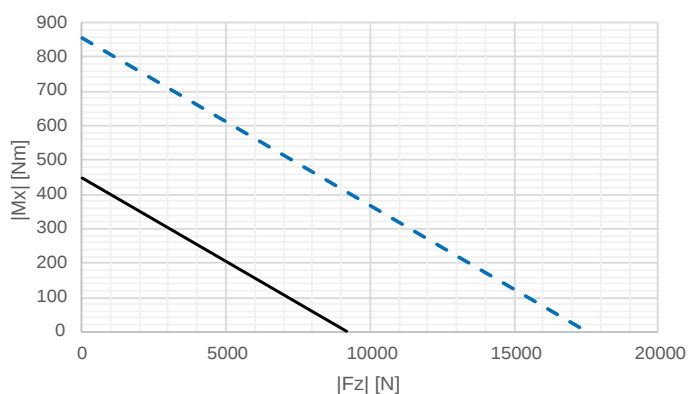
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

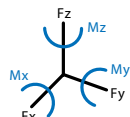
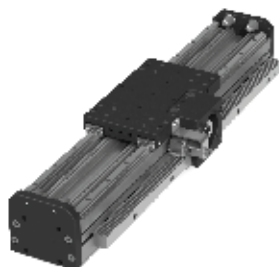
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

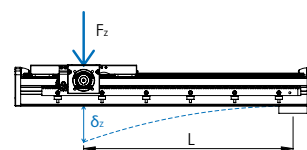
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

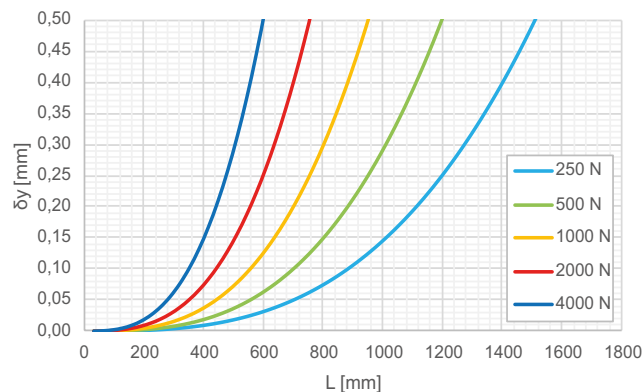
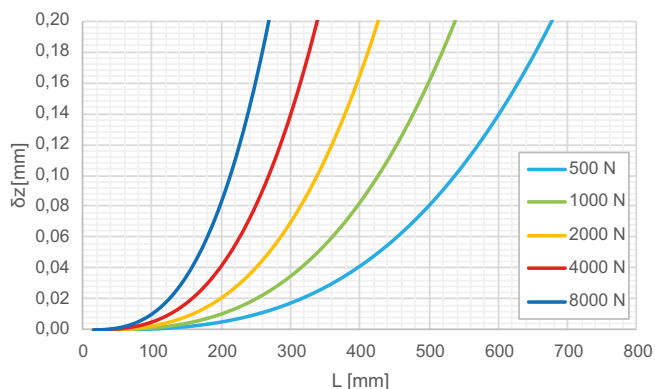
MODELLO / MODEL
AMR120CB



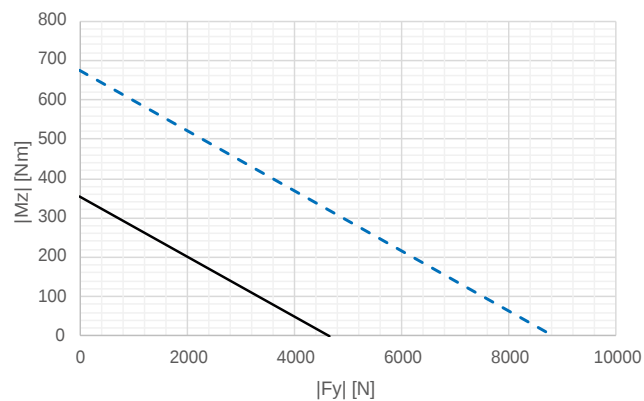
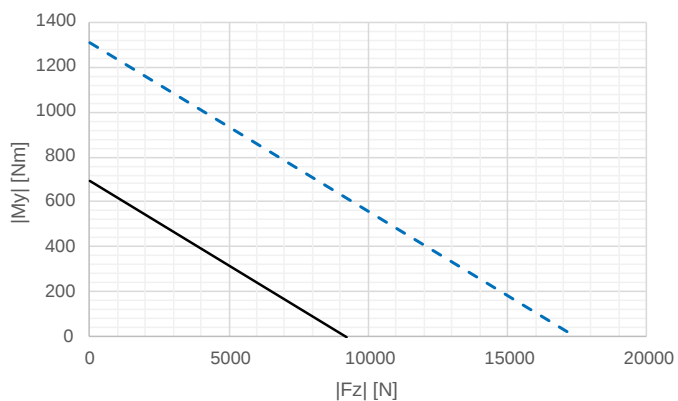
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



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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.

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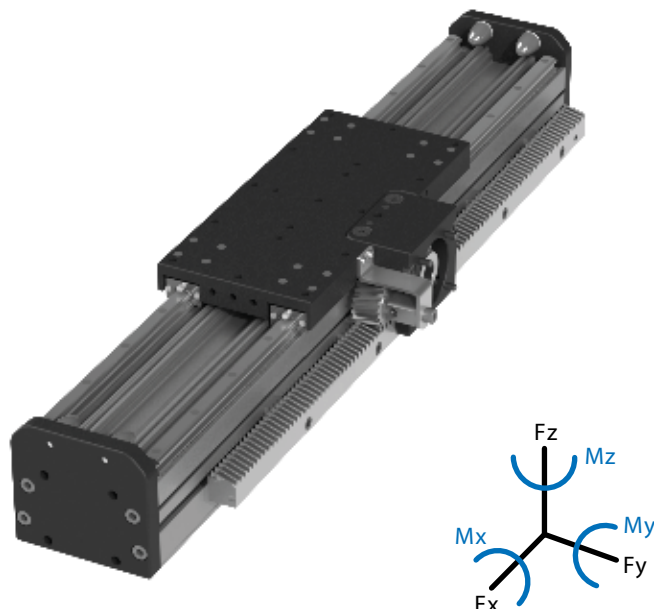
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MODELLO / MODEL AMR120LB

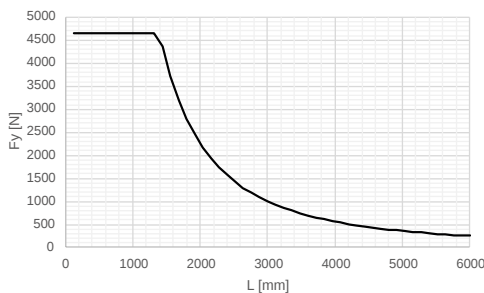
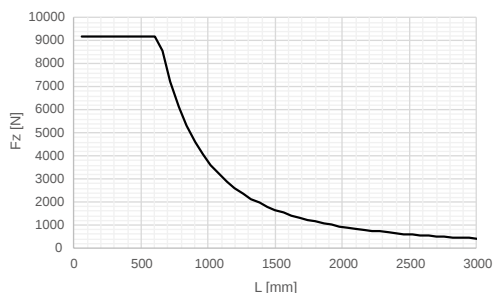
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

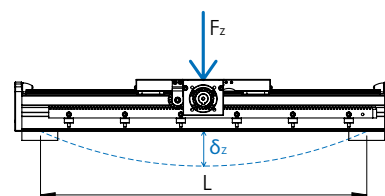
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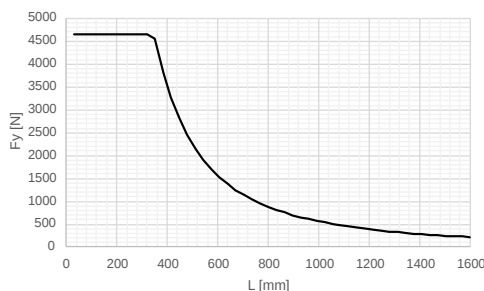
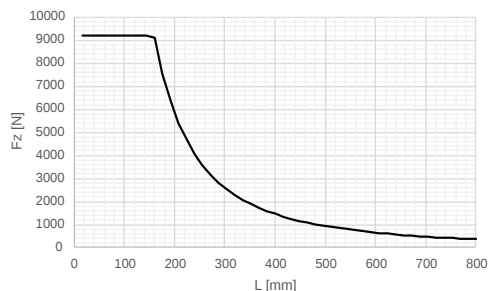
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



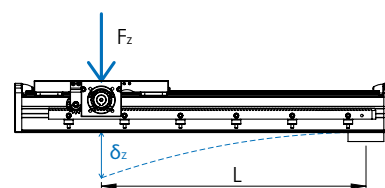
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

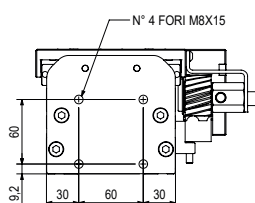
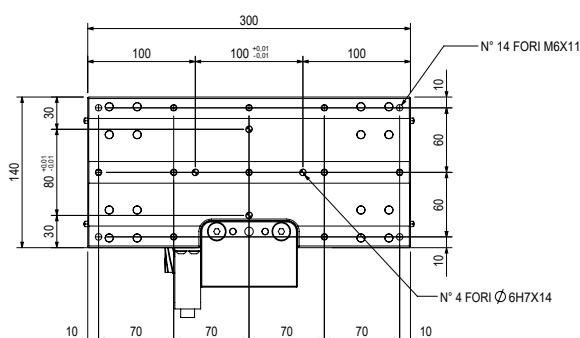
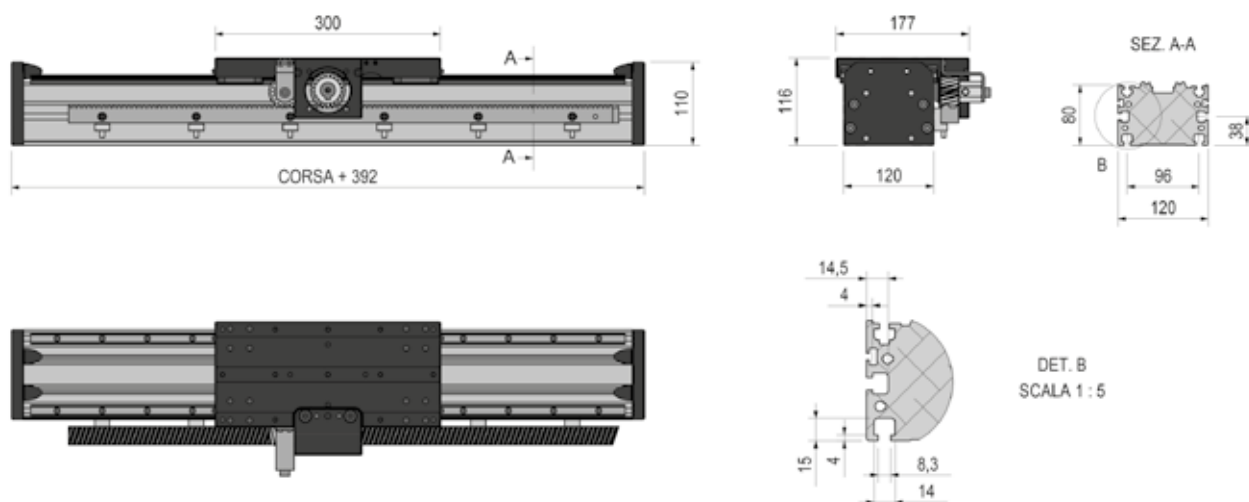


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

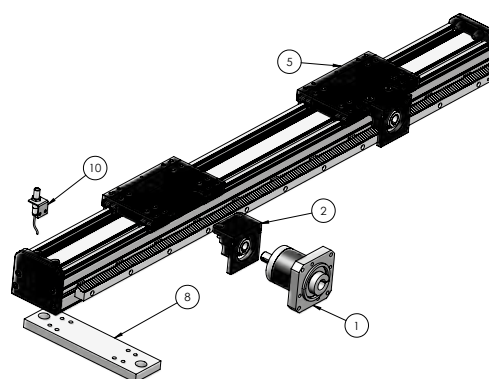


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF65

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

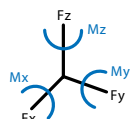
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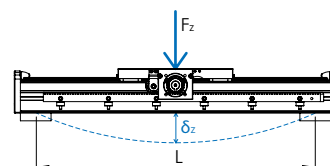
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MODELLO / MODEL
AMR120LB

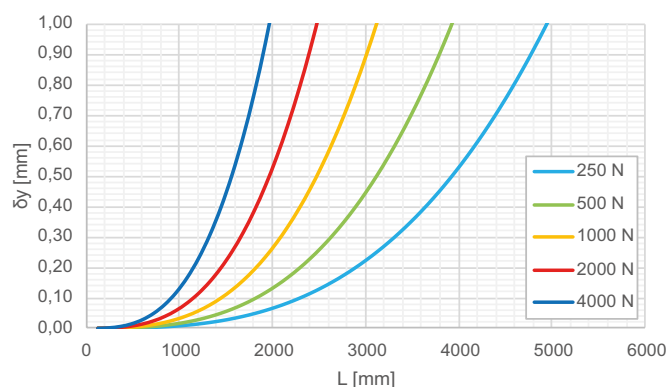
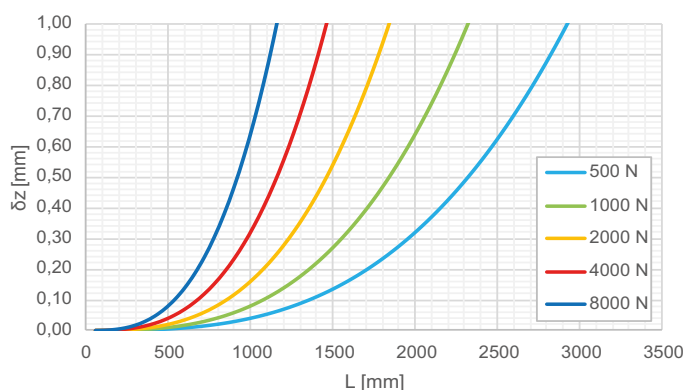


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

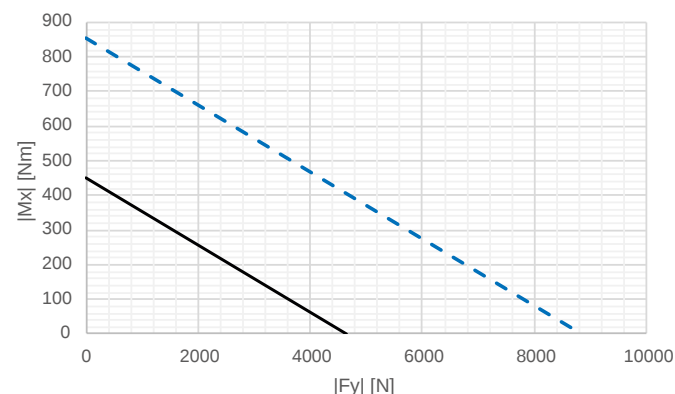
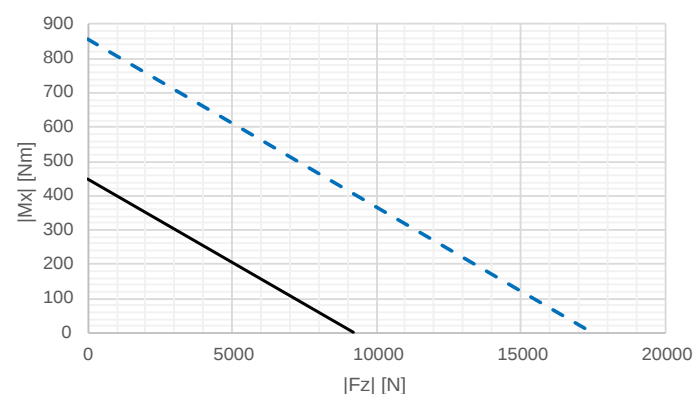
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

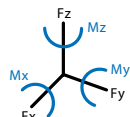
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

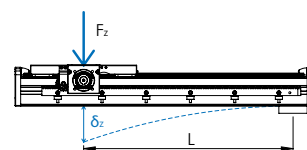
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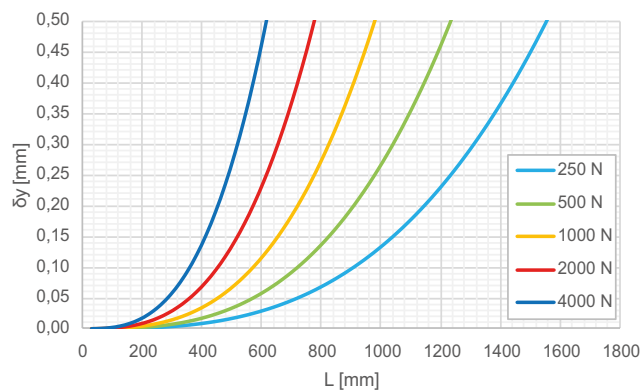
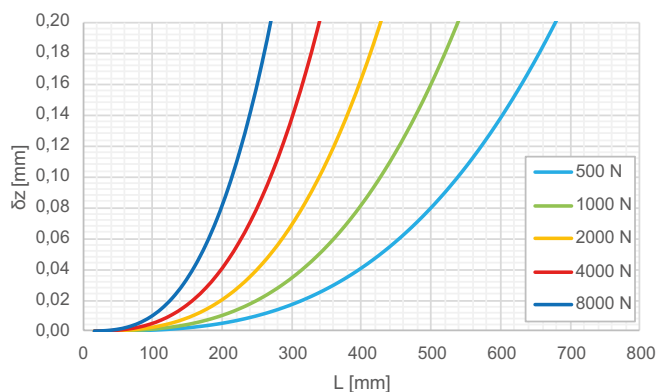
MODELLO / MODEL
AMR120LB



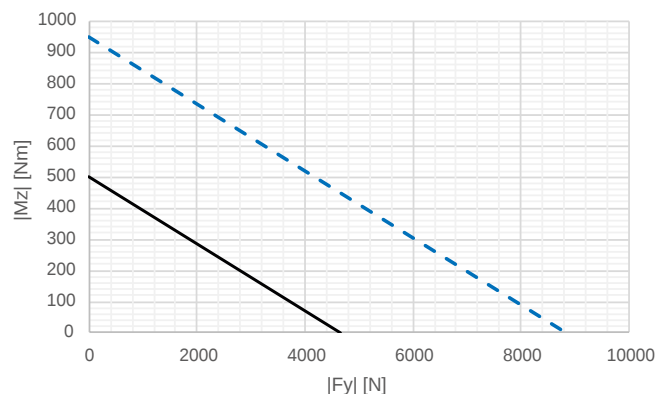
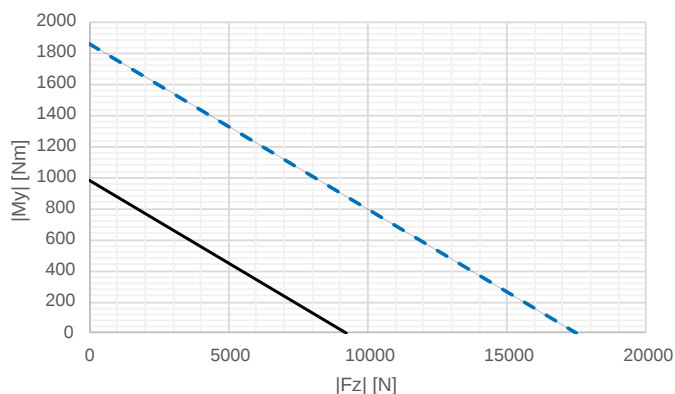
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

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In case of combined stress contact our technical department.

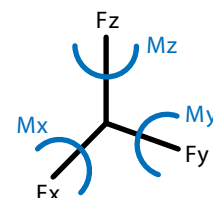
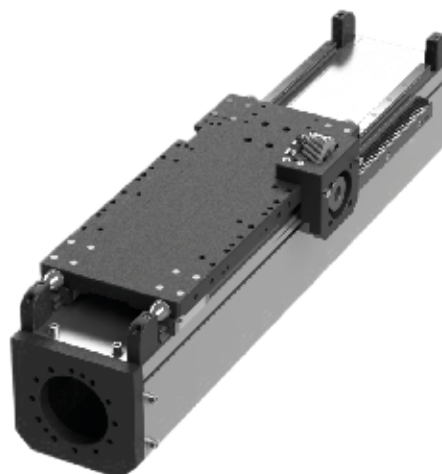
MODELLO / MODEL

AMR200FBS

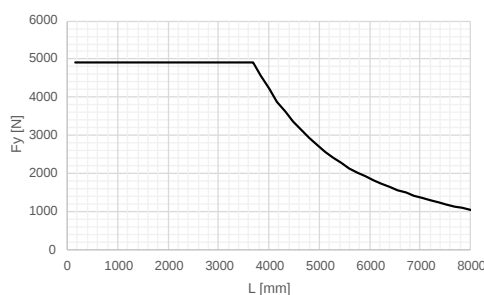
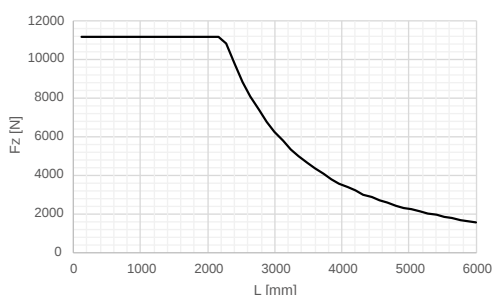
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

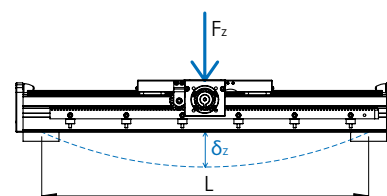
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
Values should be considered as an indication.
Higher performance are possible. Please Contact our technical department.



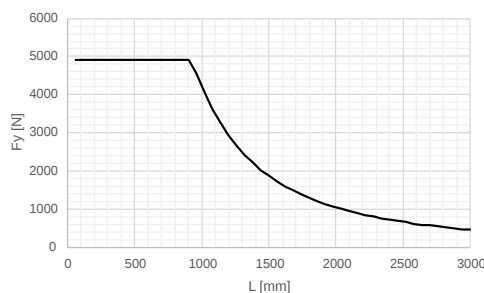
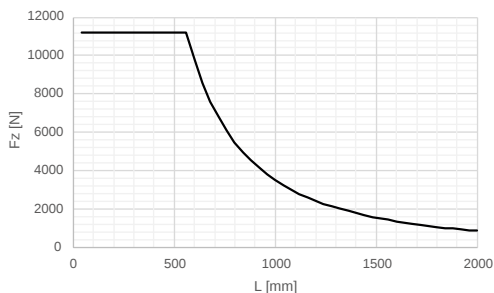
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



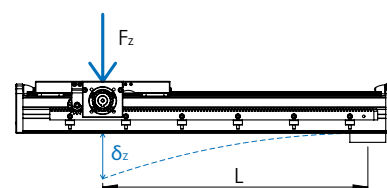
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezziera.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

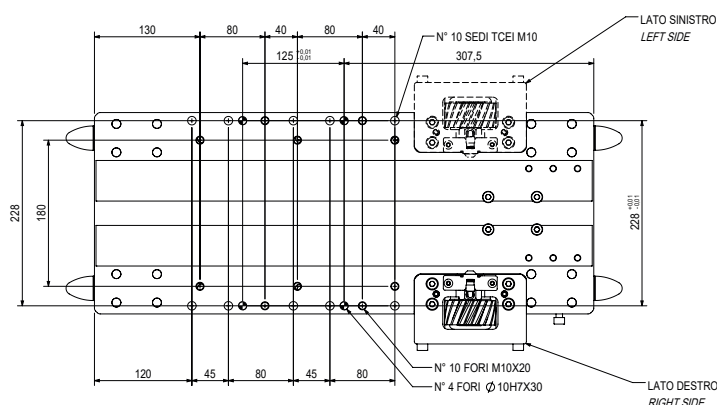
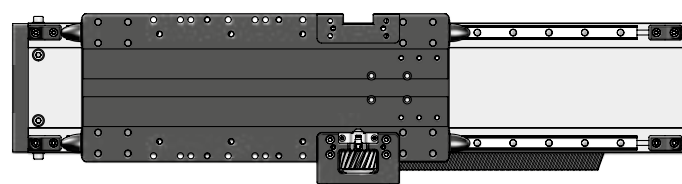
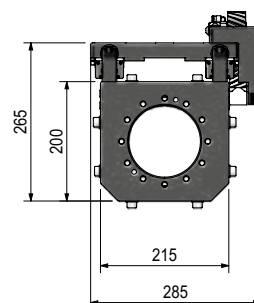
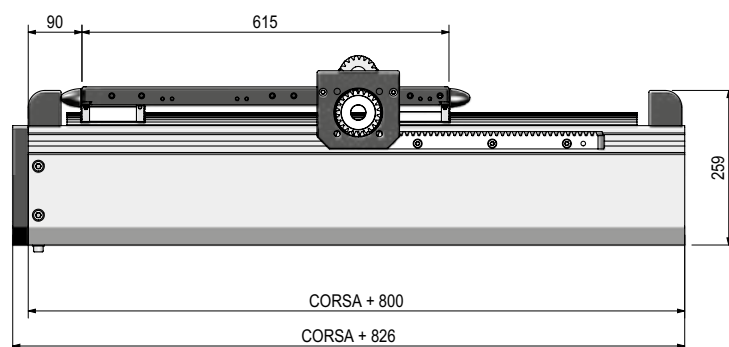


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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

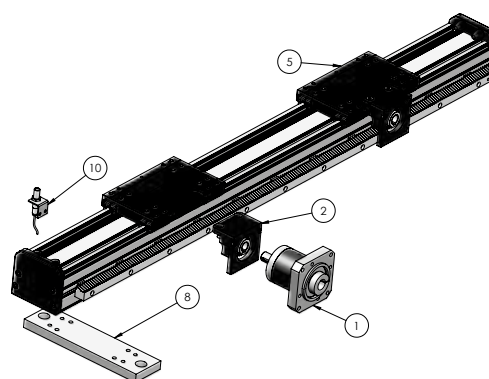


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF80

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

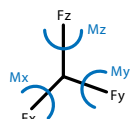
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



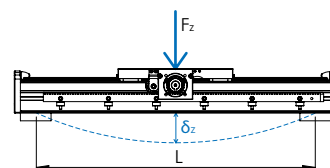
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR200FBS

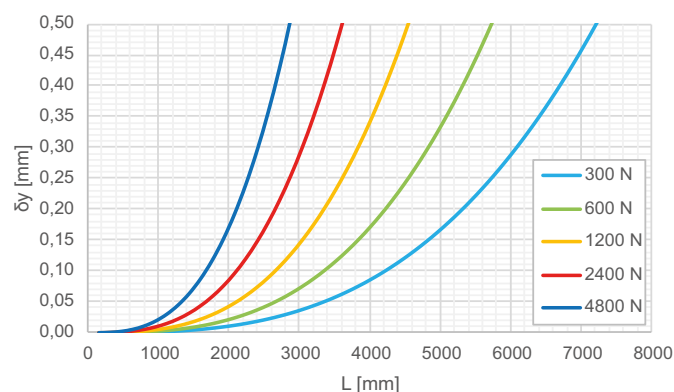
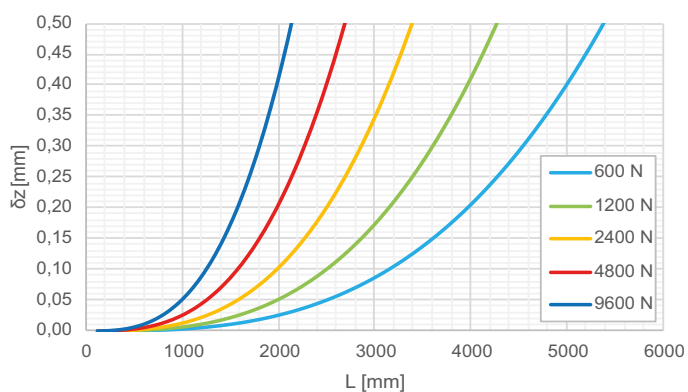


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

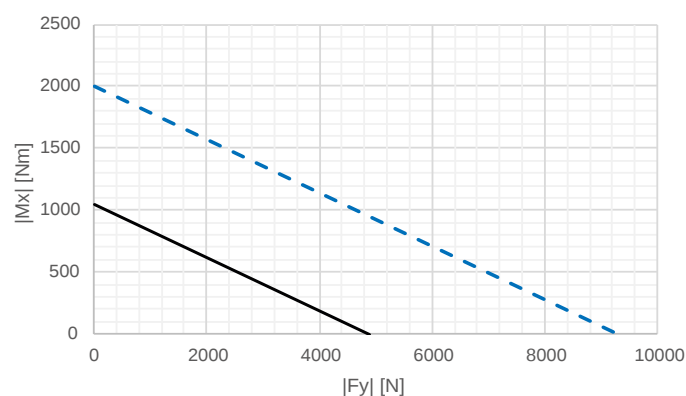
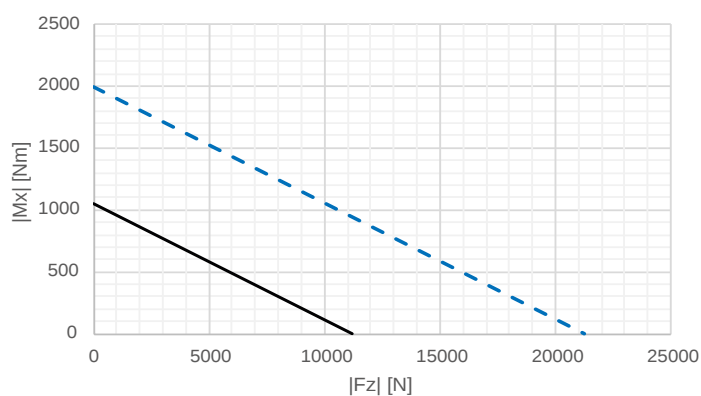
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

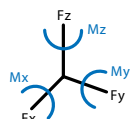
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

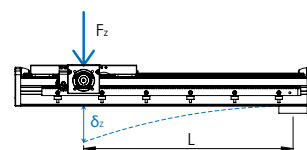
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

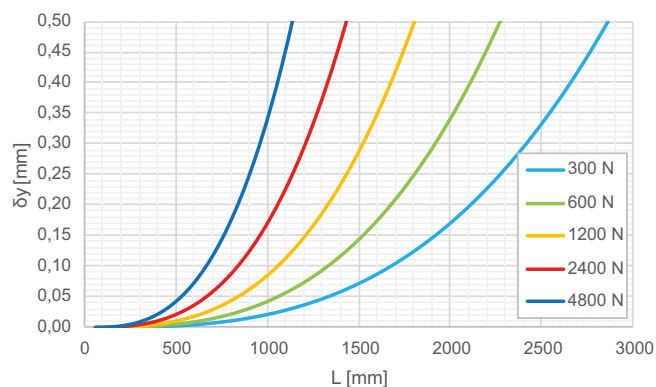
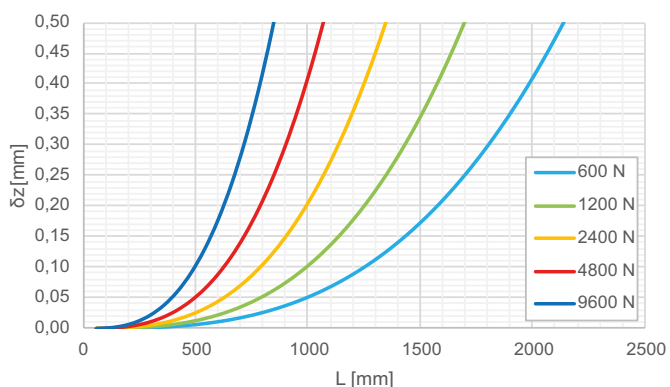
MODELLO / MODEL
AMR200FBS



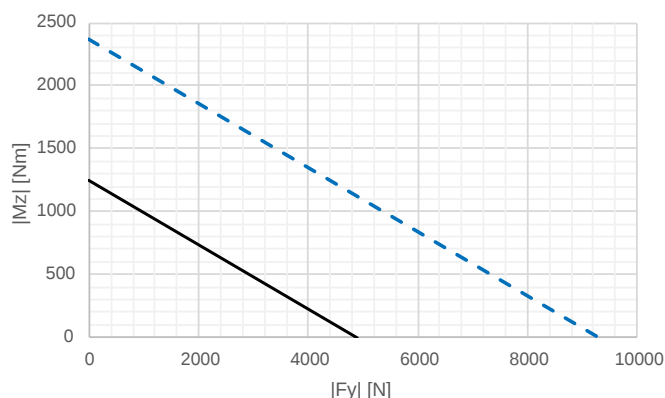
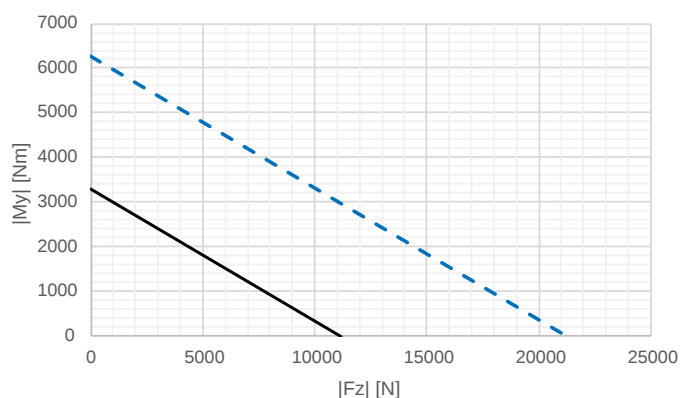
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

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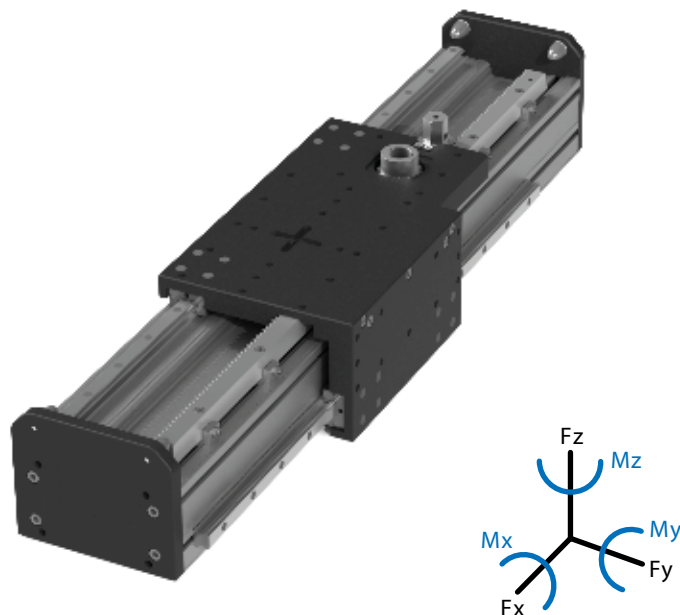
	AMR	182	LL	01500	-	E	M2	Q6	-	XX
TIPO UNITÀ / MODEL										
AMR	Unità lineare a cremagliera Rack and pinion linear unit									
TAGLIA / SIZE										
180	Profilo larghezza 180 mm Profile width 180 mm									
183	Profilo larghezza 180 mm Profile width 180 mm									
TIPOLOGIA CARRO PER UNITÀ AMR180 CARRIAGE TYPE FOR AMR180										
LO	Carro lungo biguida ortogonale Long carriage with orthogonal dual guide rail									
TIPOLOGIA CARRO PER UNITÀ AMR183 CARRIAGE TYPE FOR AMR183										
CL	Carro corto biguida laterale 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 AMR180 RACK MODULE FOR MODEL AMR180										
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

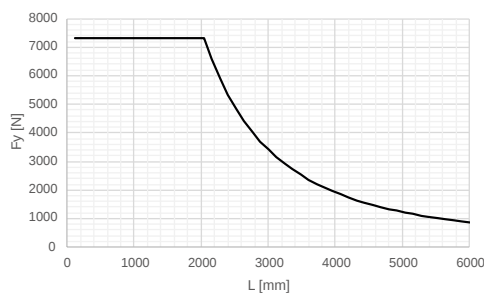
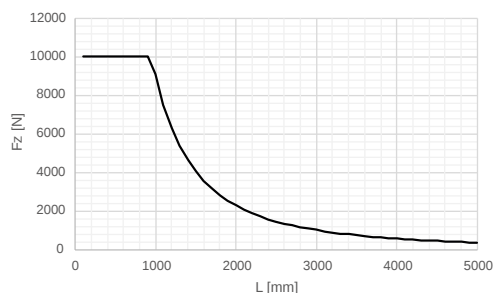
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

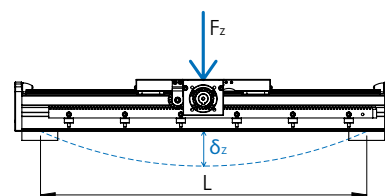
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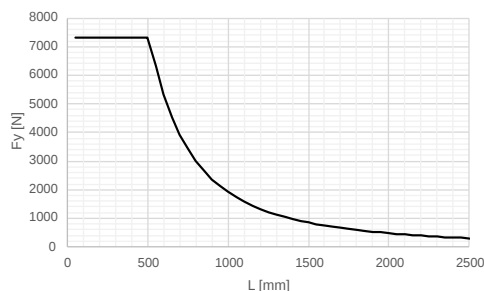
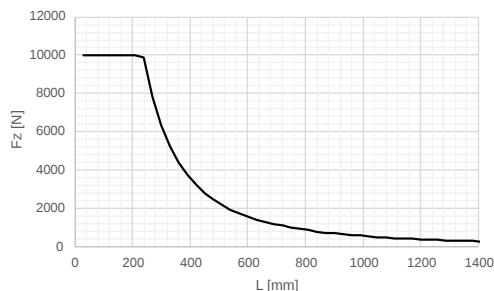
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



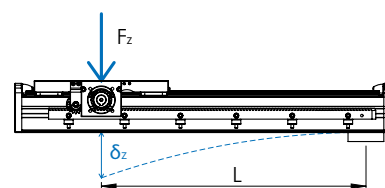
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

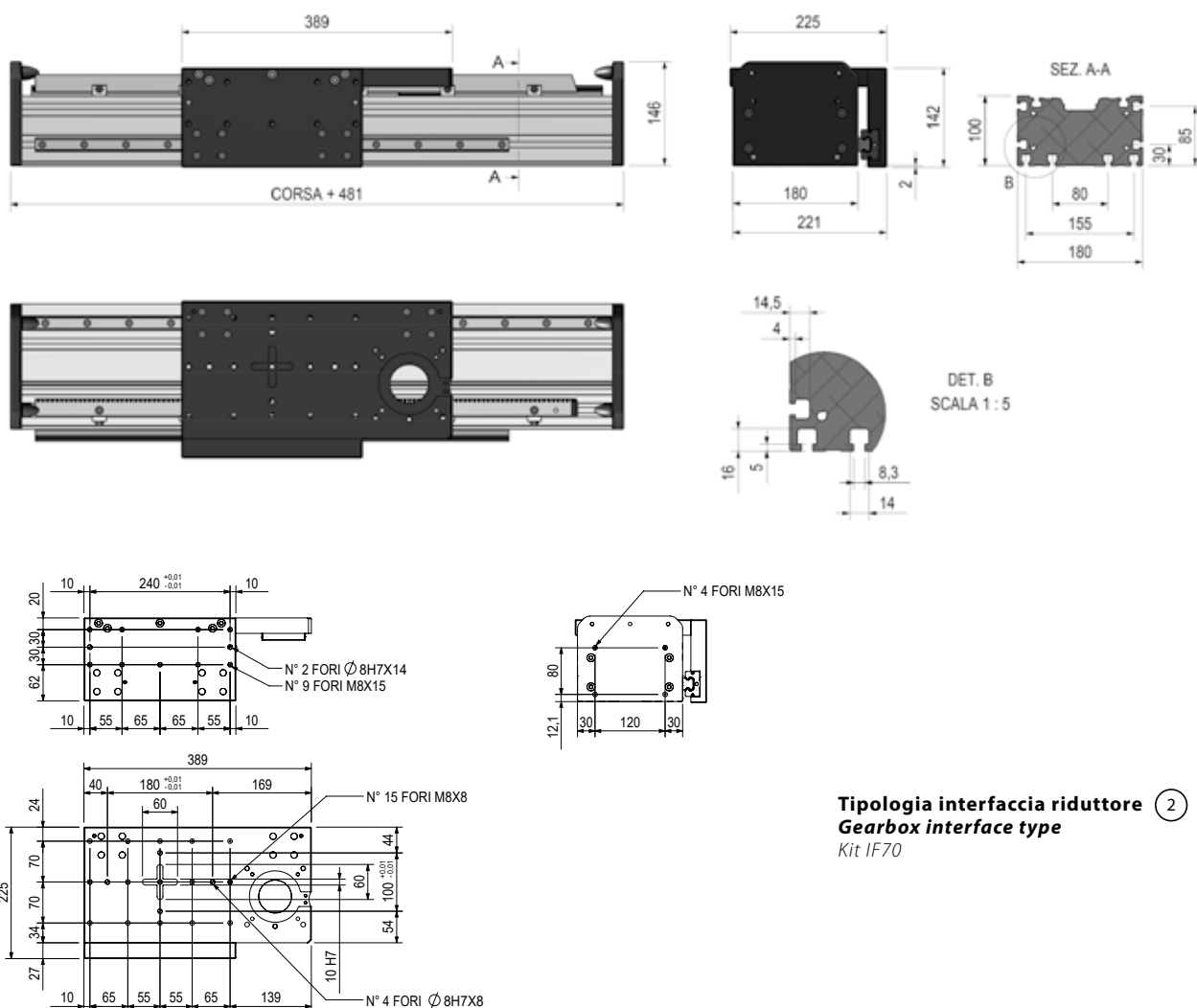


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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DIMENSIONI / DIMENSIONS

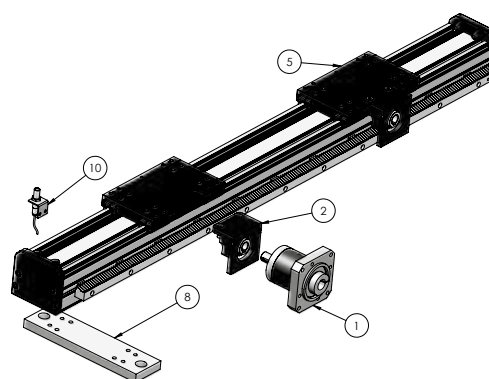


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF70

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

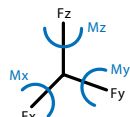
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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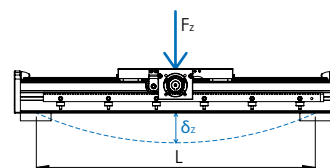
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MODELLO / MODEL
AMR180LO

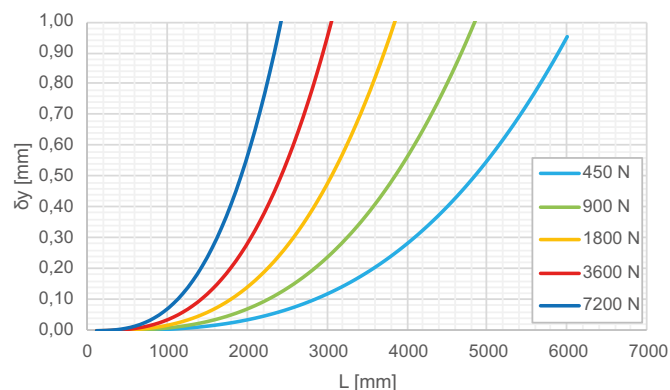
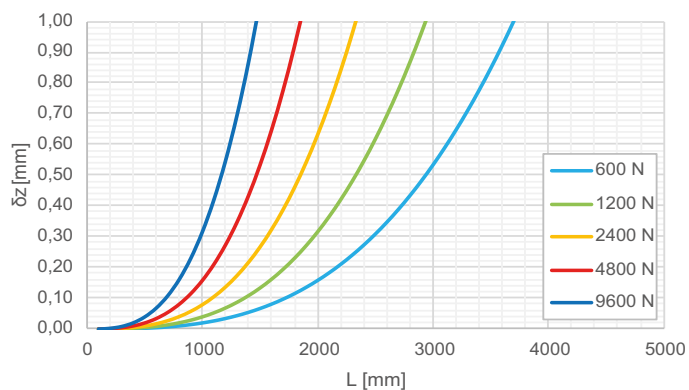


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

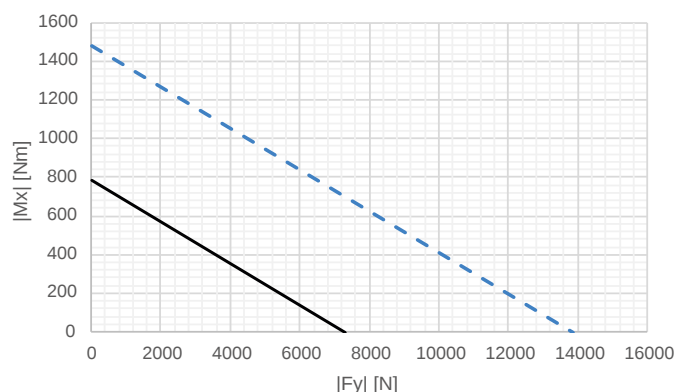
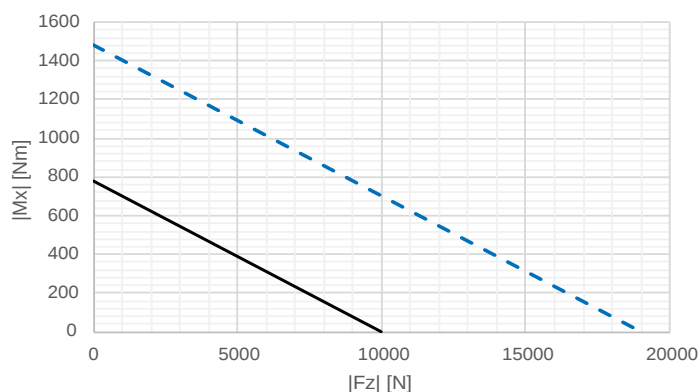
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

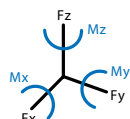
- - - Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

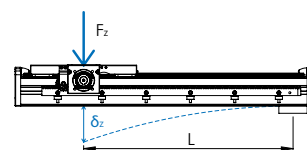
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

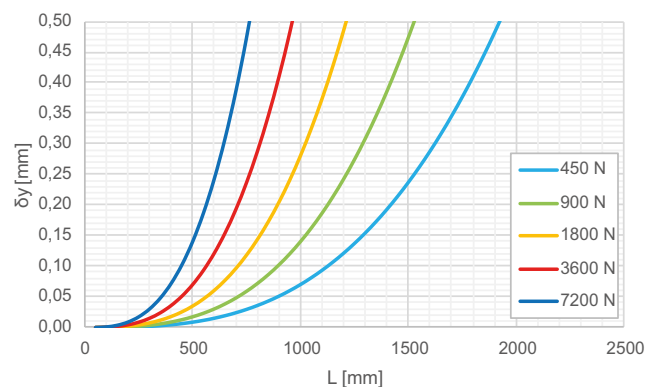
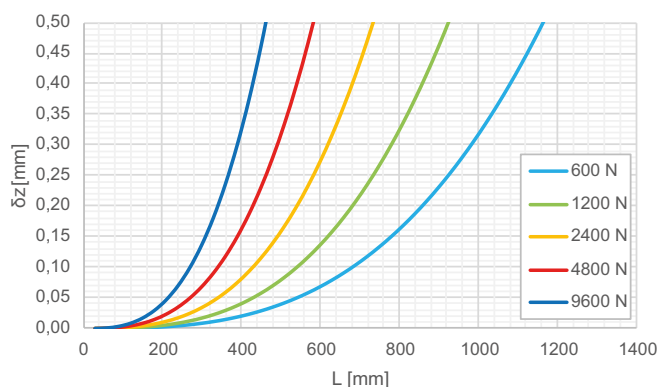
MODELLO / MODEL
AMR180LO



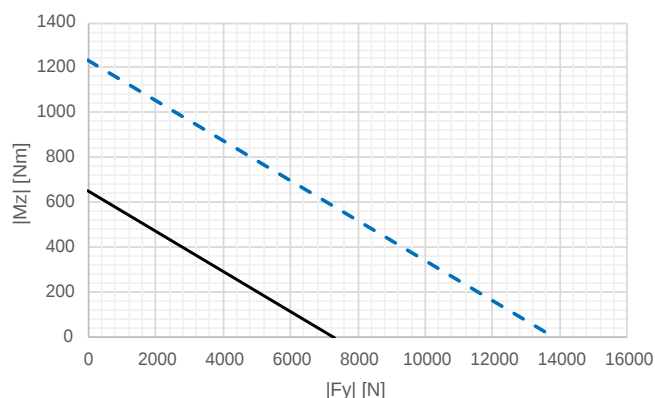
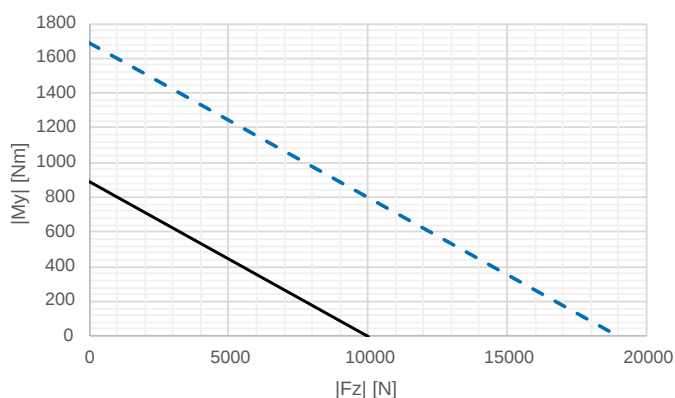
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

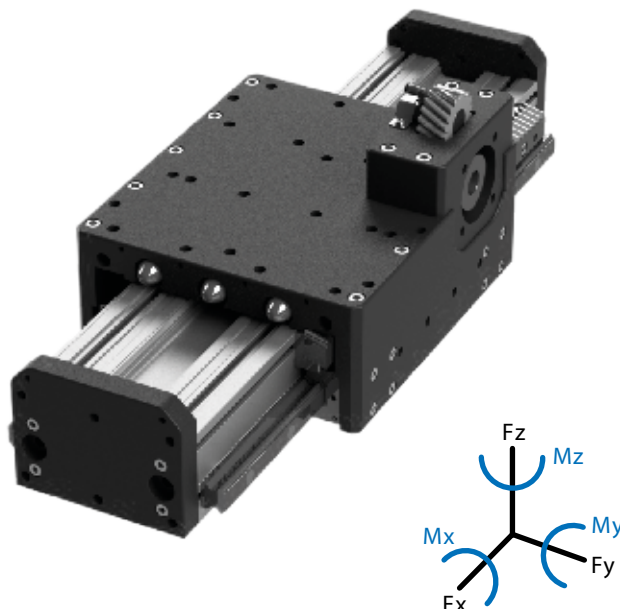
In case of combined stress contact our technical department.

MODELLO / MODEL AMR183CL

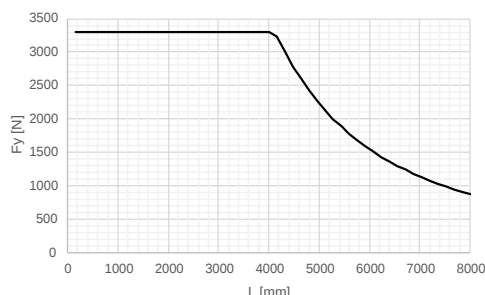
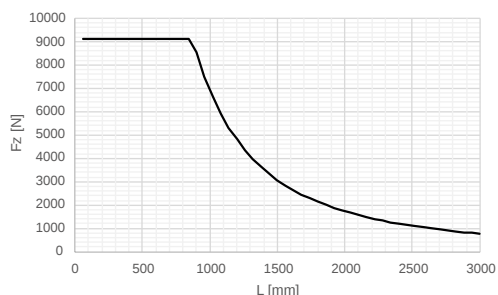
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

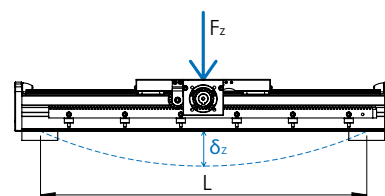
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Values should be considered as an indication.
Higher performance are possible. Please Contact our technical department.



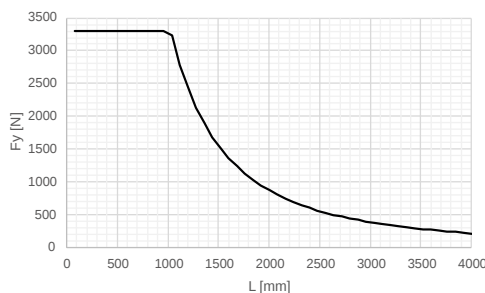
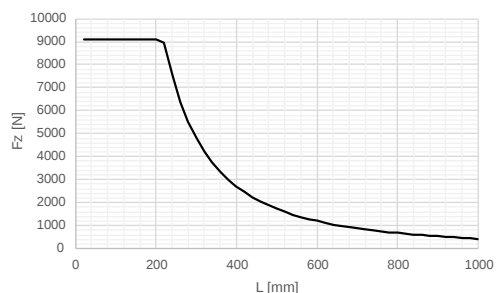
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



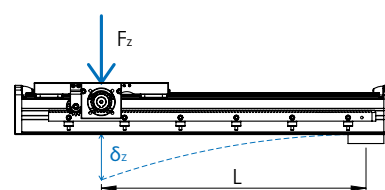
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

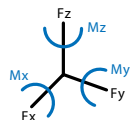


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



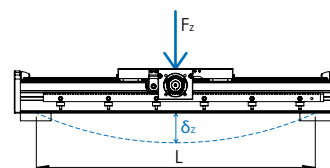
Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

MODELLO / MODEL
AMR183CL

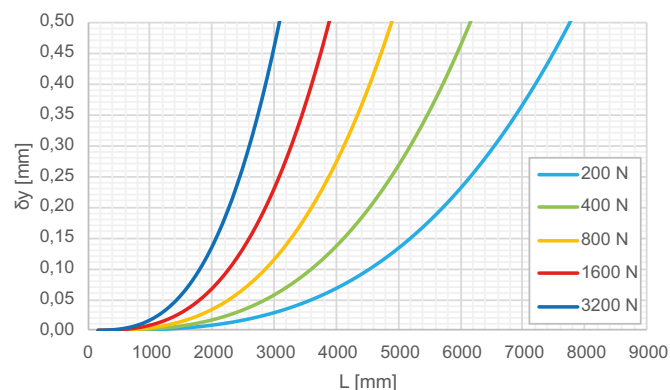
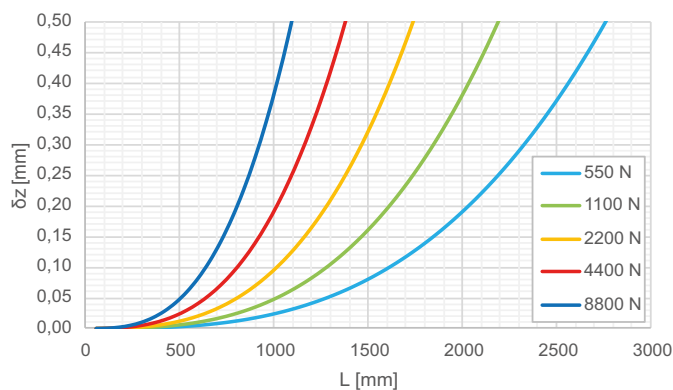


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

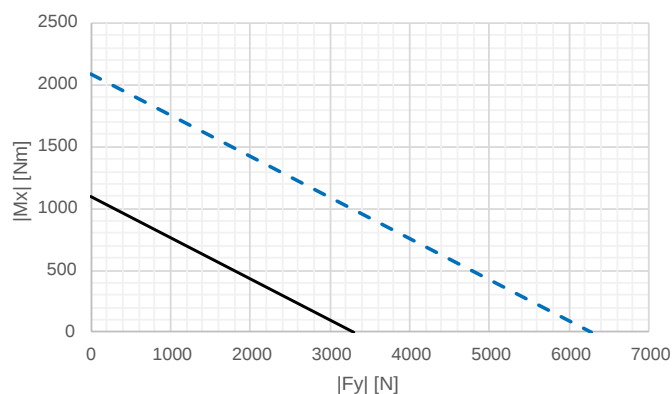
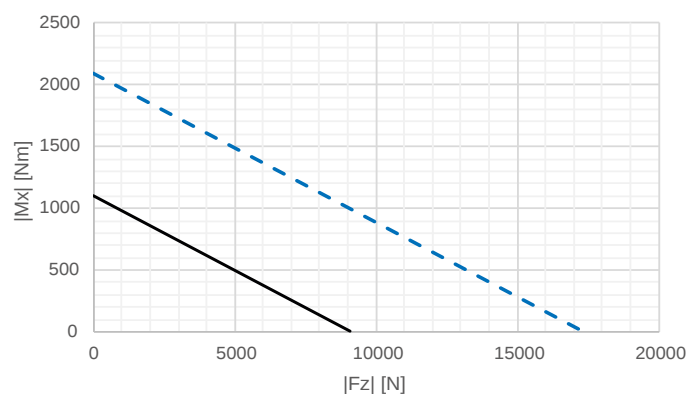
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



— 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 $|M_x| \leq 0.1 |M_z|$.

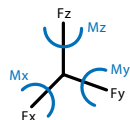
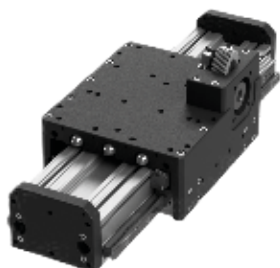
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

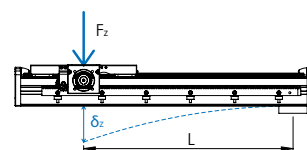
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

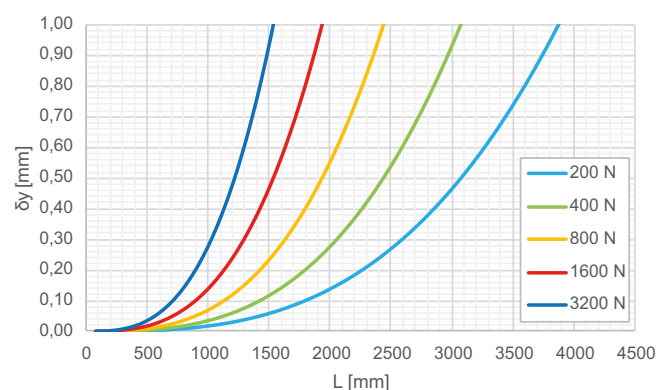
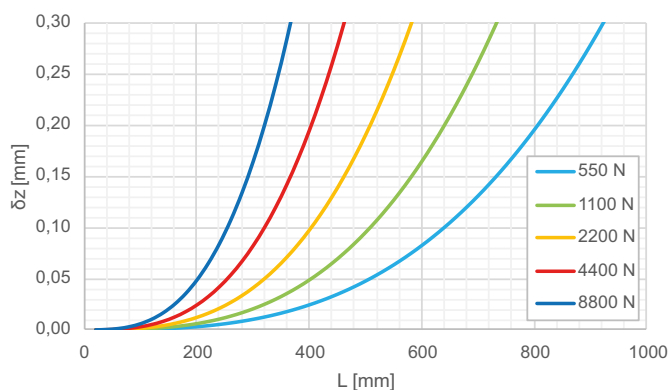
MODELLO / MODEL
AMR183CL



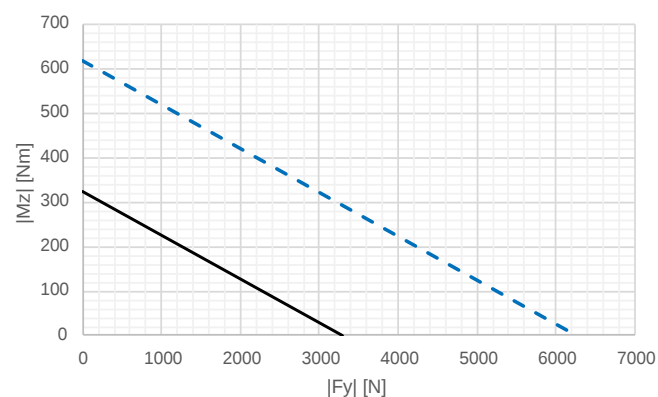
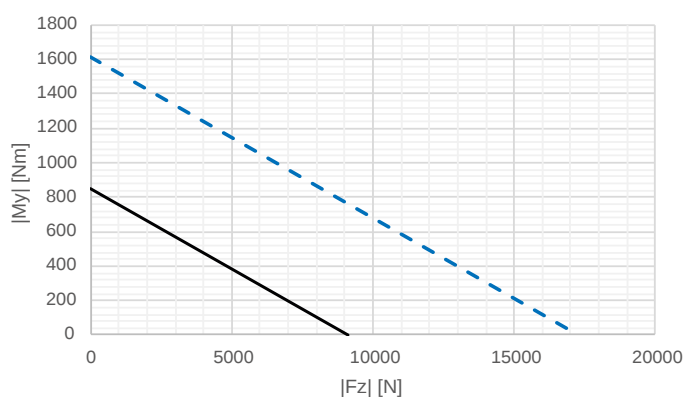
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

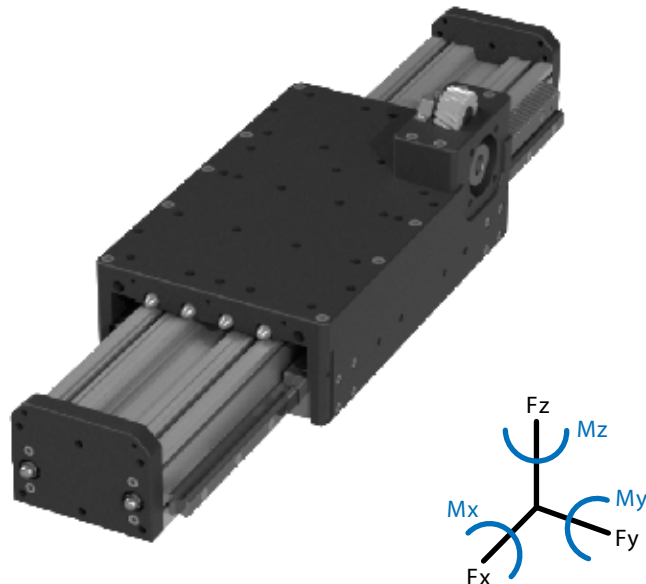
In case of combined stress contact our technical department.

MODELLO / MODEL AMR183LL

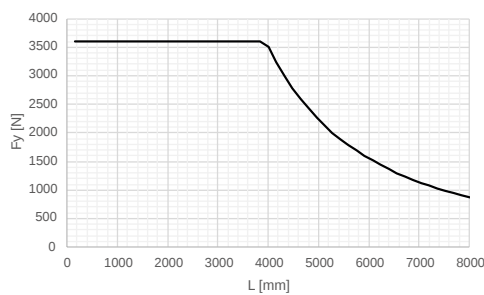
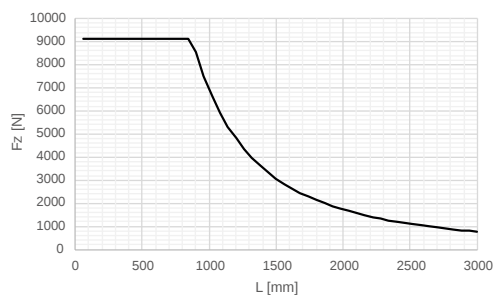
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

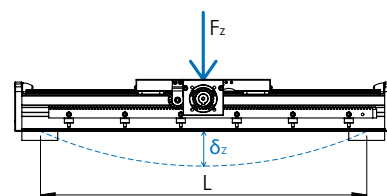
* I valori sono da considerarsi indicativi.
Prestazioni superiori sono possibili e vanno verificate col nostro ufficio tecnico.
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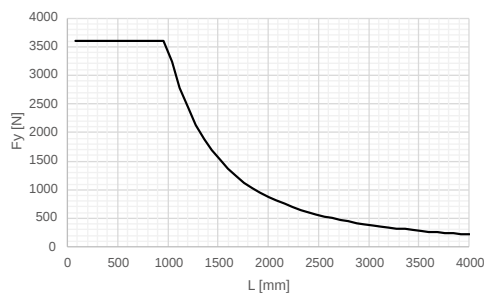
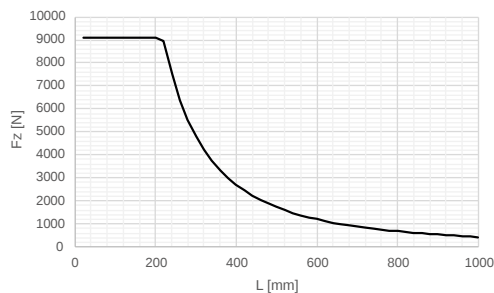
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



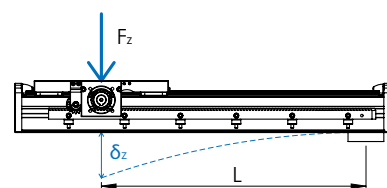
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

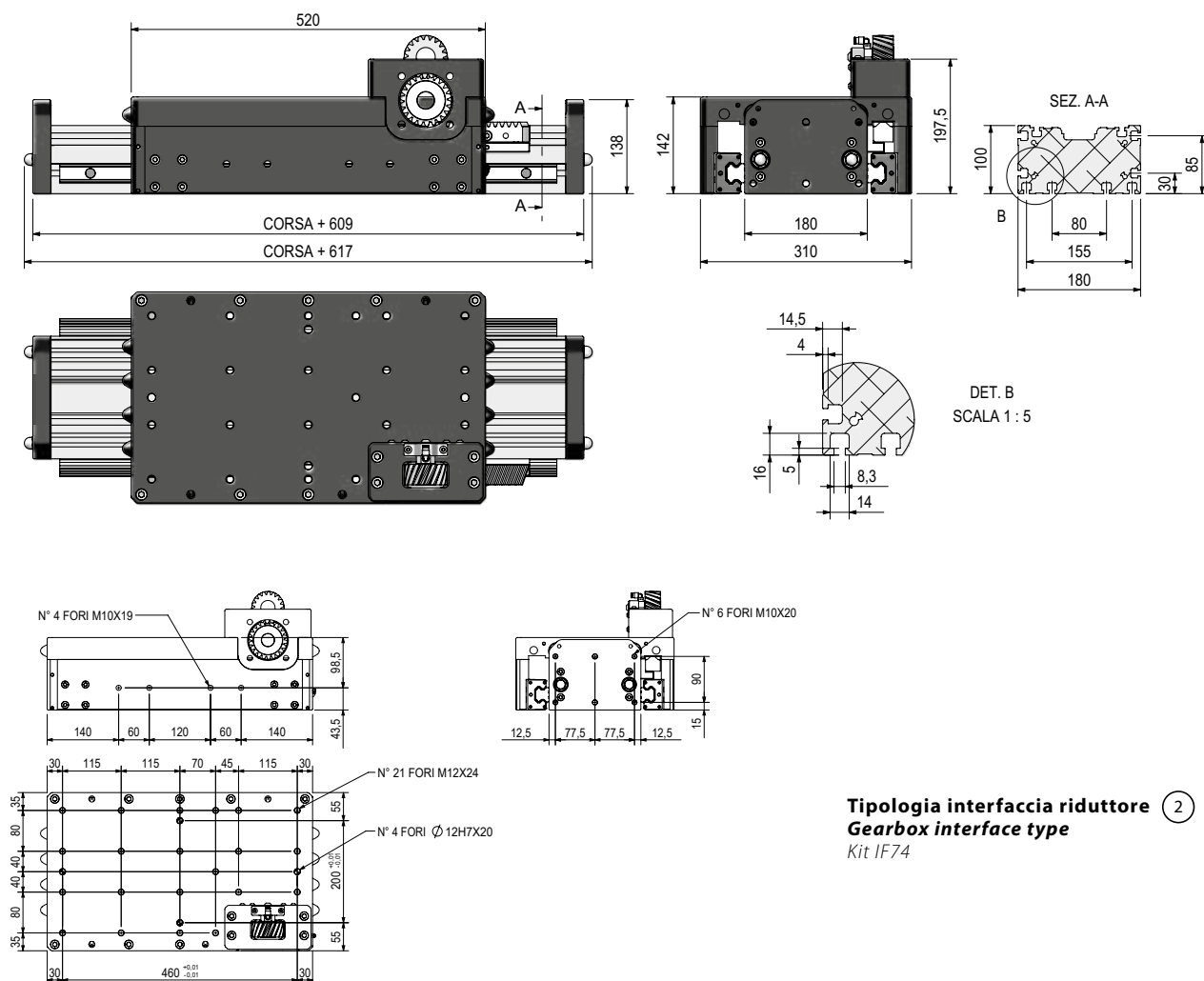


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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

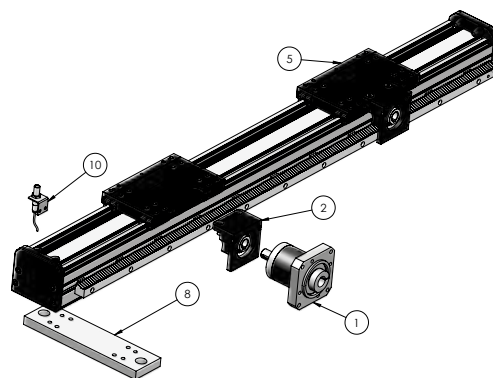


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF74

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

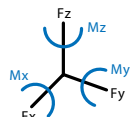
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



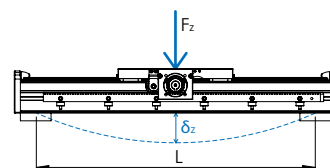
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR183LL

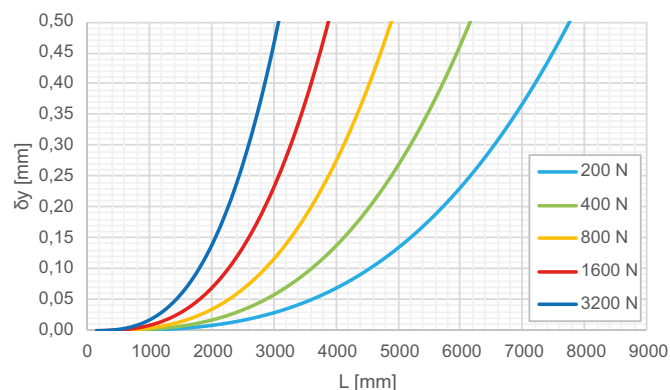
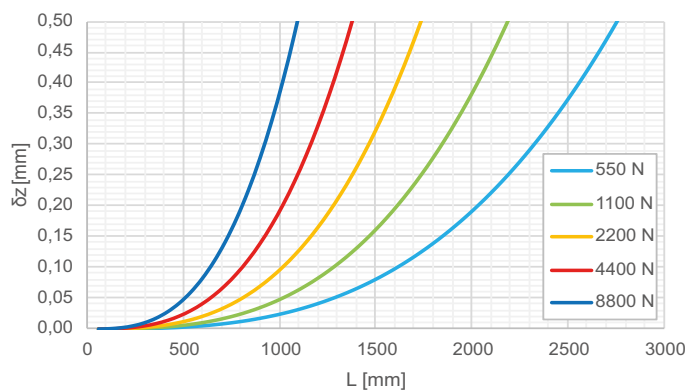


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

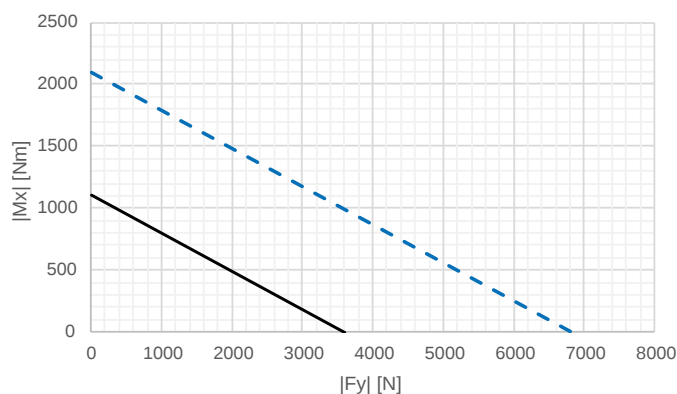
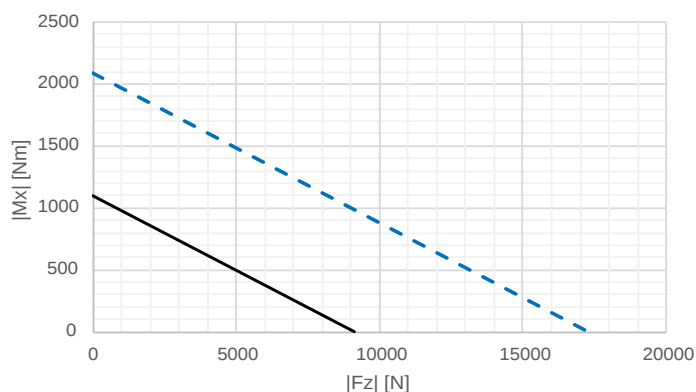
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



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 $|M_x| \leq 0.1 |M_z|$.

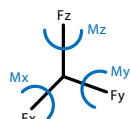
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

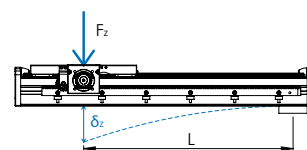
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.

In case of combined stress contact our technical department.

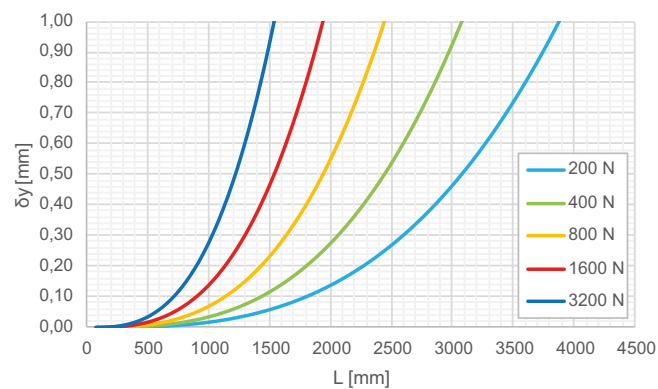
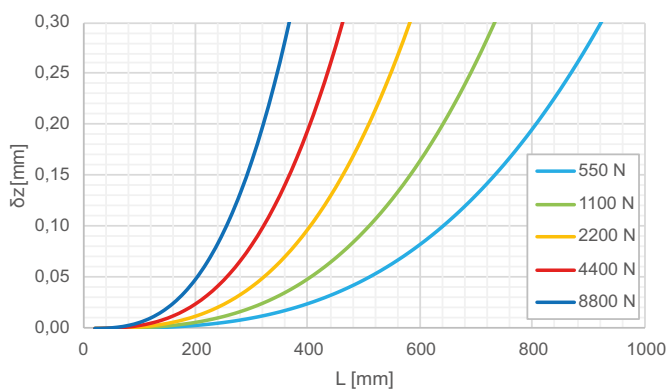
MODELLO / MODEL
AMR183LL



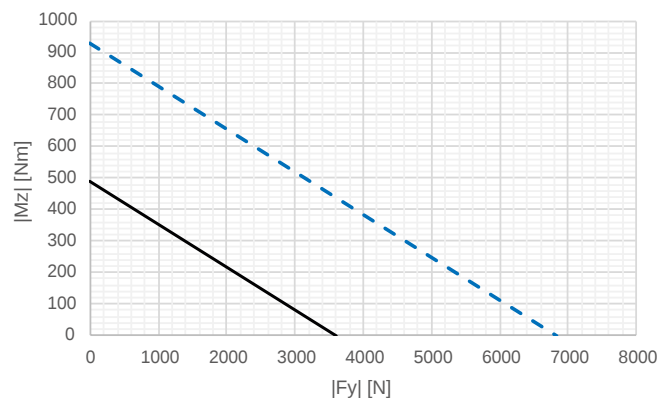
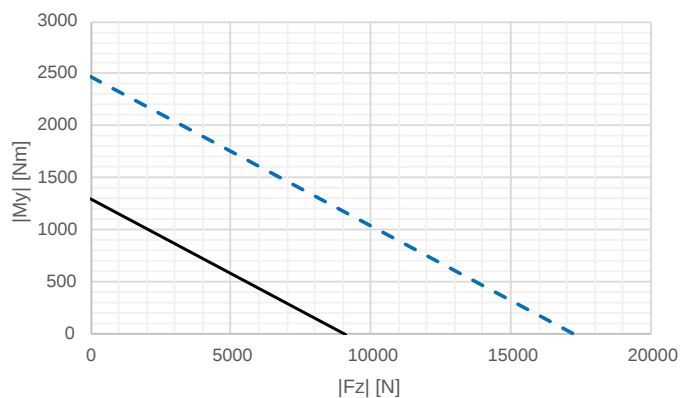
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

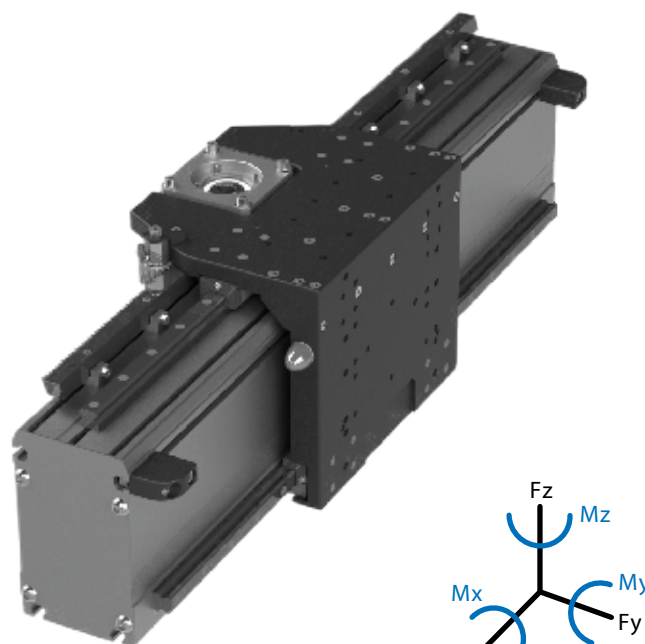
	AMR	240	LO	01500	-	E	M2	Q6	-	XX
TIPO UNITÀ / MODEL										
AMR	Unità lineare a cremagliera Rack and pinion linear unit									
TAGLIA / SIZE										
240	Profilo larghezza 140 mm Profile width 140 mm									
TIPOLOGIA CARRO PER UNITÀ AMR240 CARRIAGE TYPE FOR AMR240										
LO	Carro lungo biguida 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

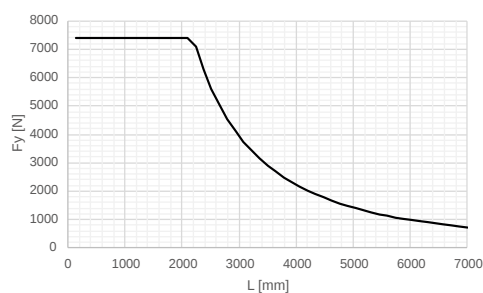
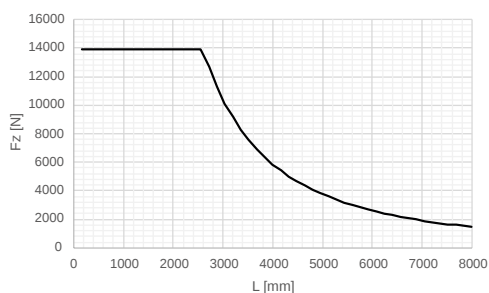
* I valori sono da considerarsi indicativi.
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Higher performance are possible. Please Contact our technical department.



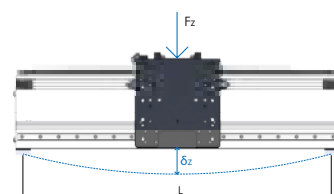
Tutti i grafici di seguito sono riferiti a carichi applicati sulla faccia superiore del carro. In caso di carichi applicati sulla faccia laterale le prestazioni possono differire e vanno verificate con il nostro ufficio tecnico.

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.

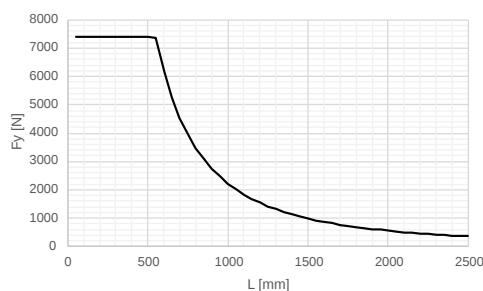
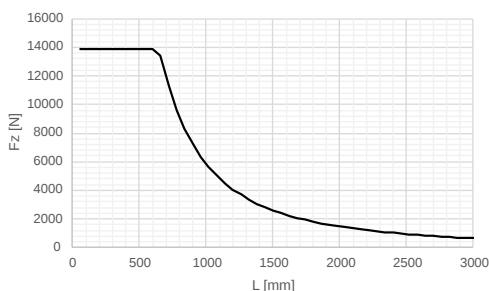
CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



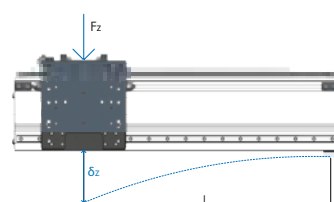
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria.
Maximum load in isostatic condition centrally loaded.



CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

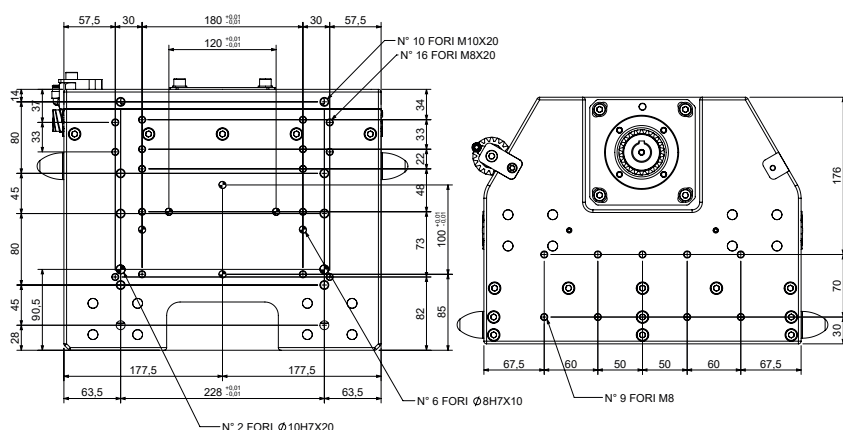
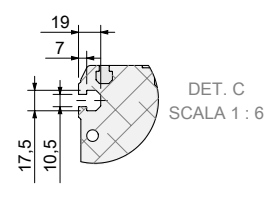
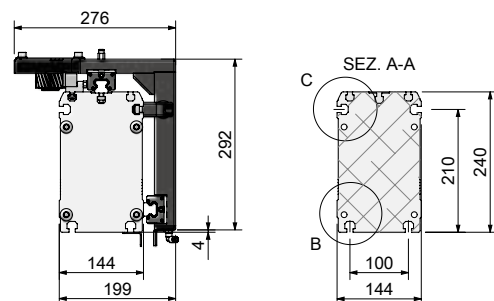
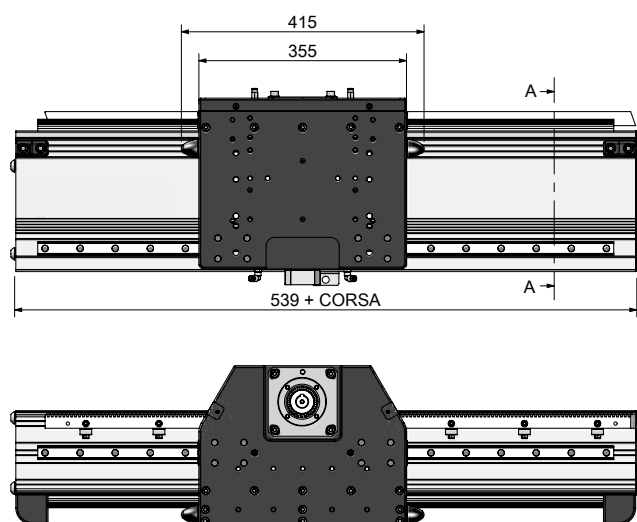


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



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.

DIMENSIONI / DIMENSIONS

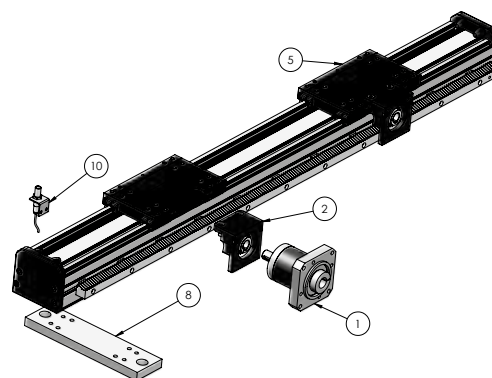


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF88

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

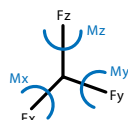
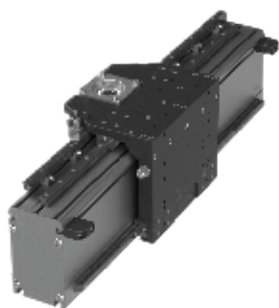
Le Unità Damo sono disponibili con una vasta gamma di accessori e optional specifici concepiti per facilitare la realizzazione e installazione di sistemi monoasse e multiasse.

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.



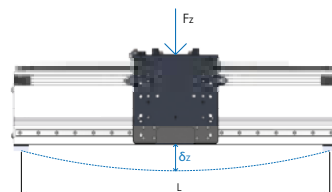
L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

MODELLO / MODEL
AMR240LO

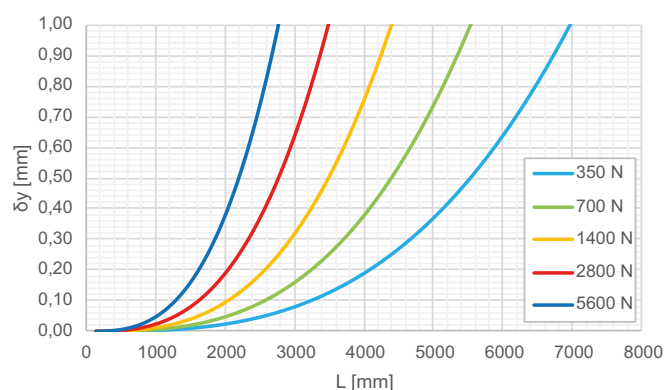
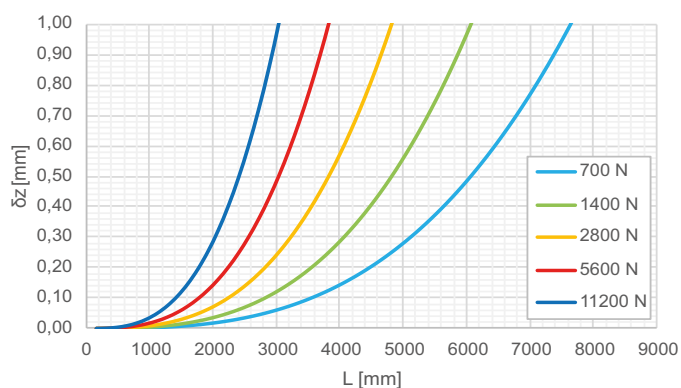


Sono rappresentate le deformazioni massime in condizioni isostatiche, in appoggio, con vincolo torsionale semplice e carico in mezzzeria. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.

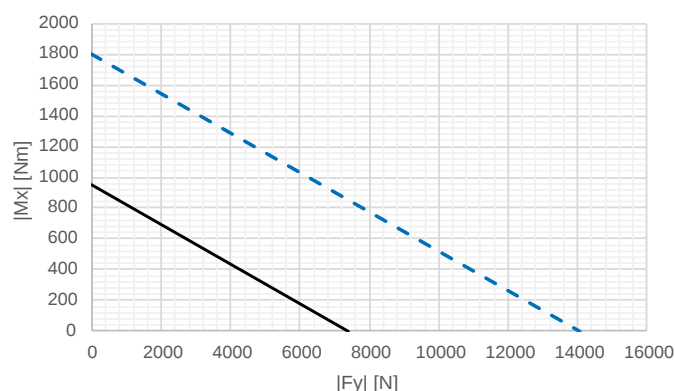
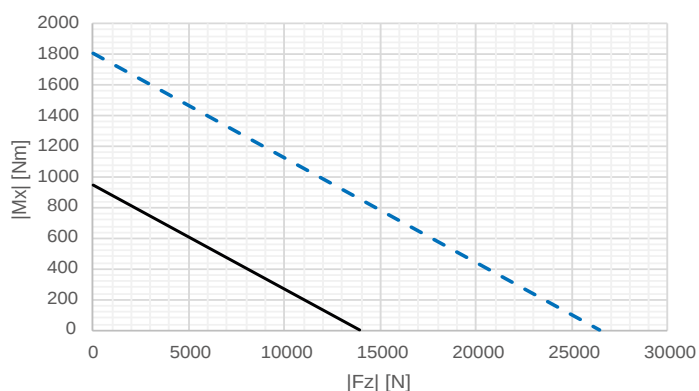
Maximum deflection in isostatic condition centrally loaded. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS

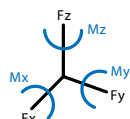
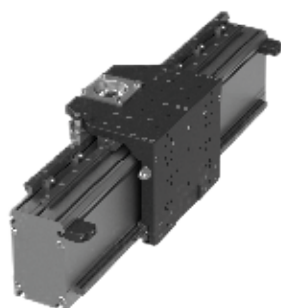


— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
Fatigue limit: estimated lifetime higher than 10×10^6 cycles with 99% probability. Charts cannot be combined and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

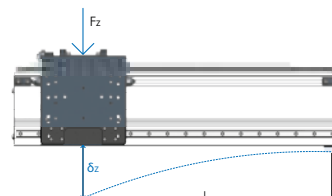
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.
Emergency stop max 100 times during service life.

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

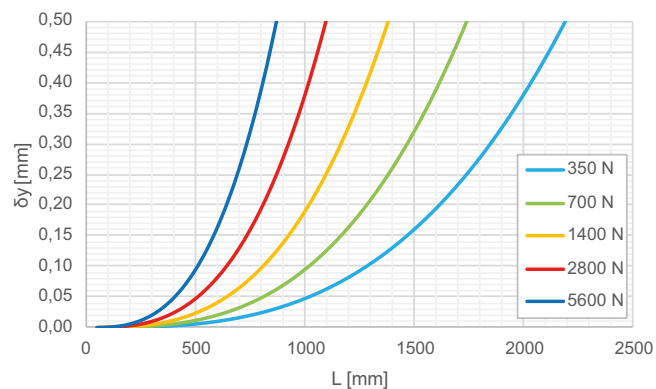
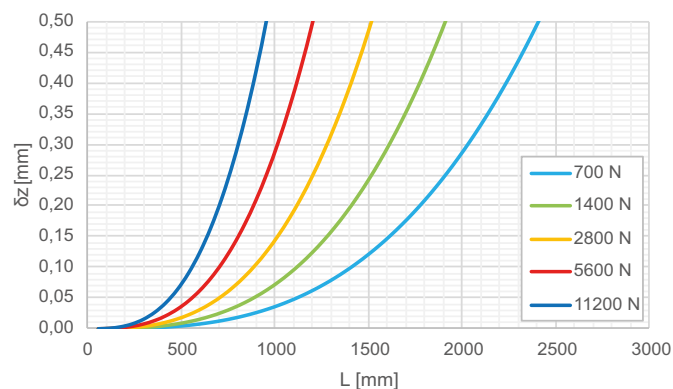
MODELLO / MODEL
AMR240LO



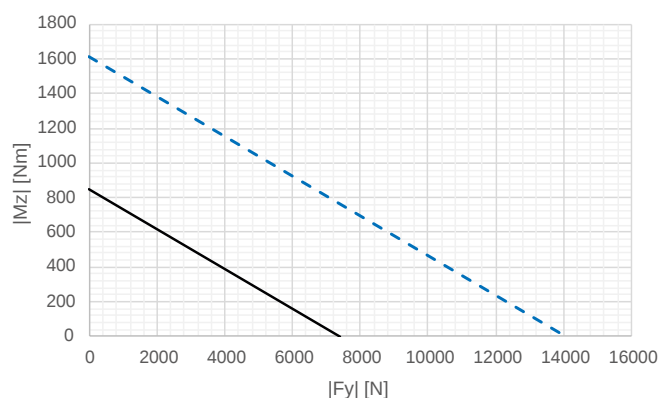
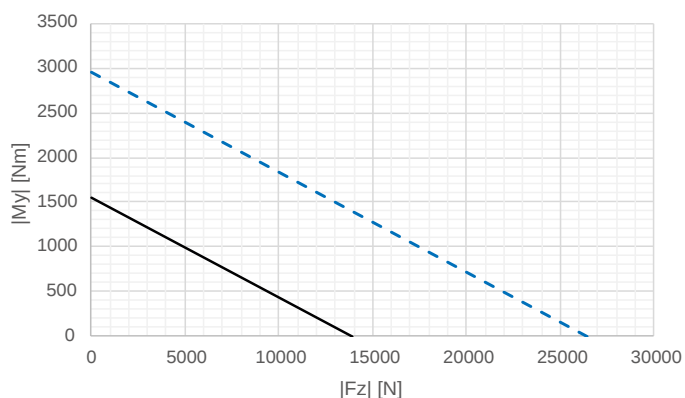
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.
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--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

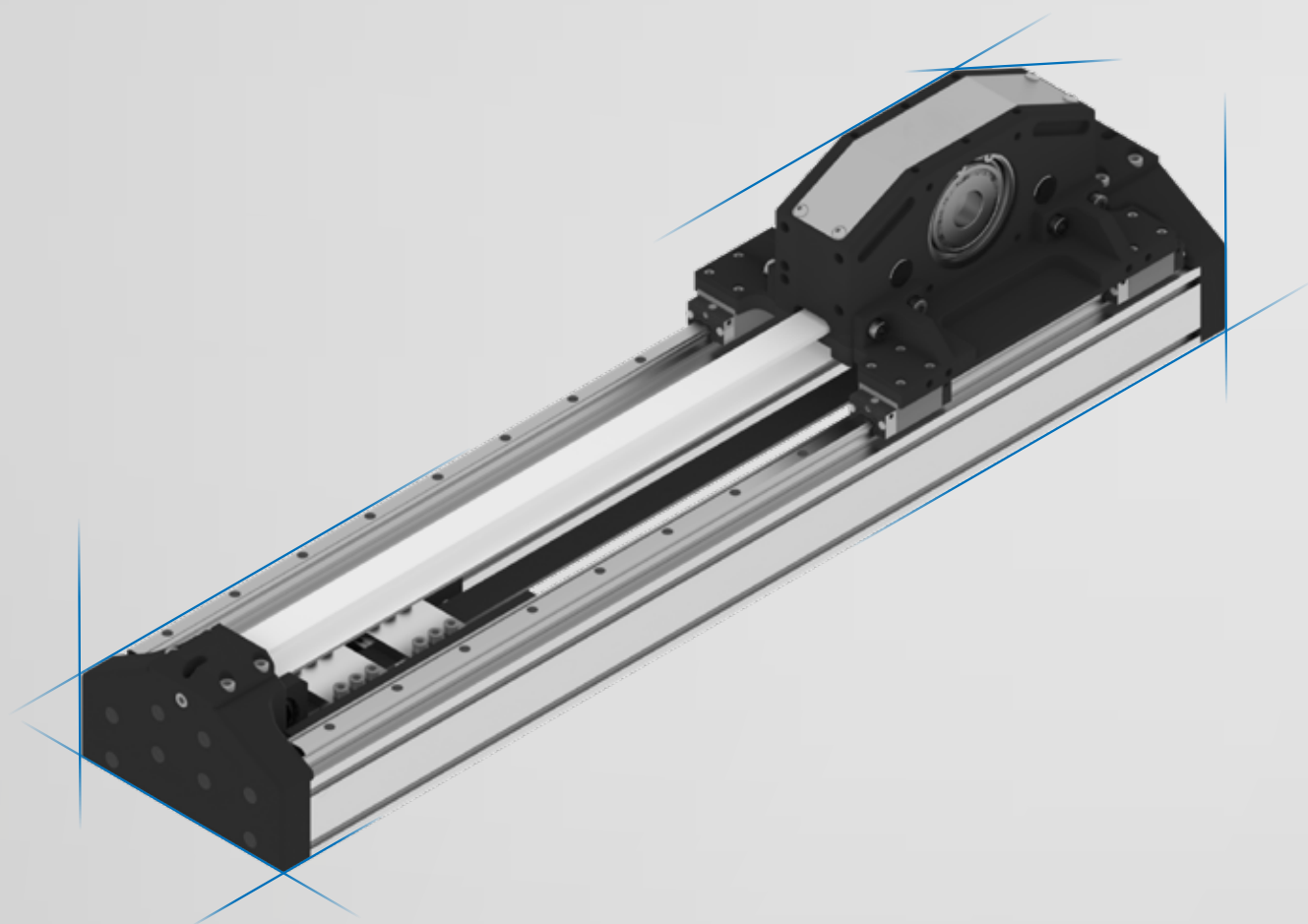
Emergency stop max 100 times during service life.

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

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UNITÀ LINEARE TELESCOPICA

TELESCOPIC
LINEAR UNIT



SERIE TEL

SERIES

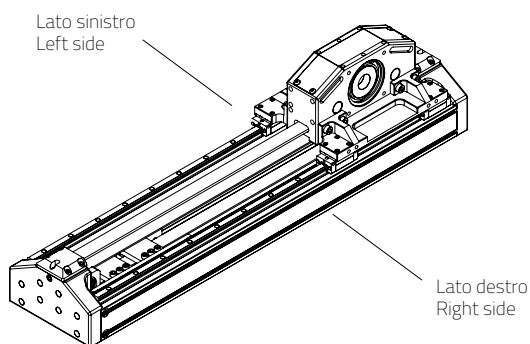
190 TEL060FBS

196 TEL160FBS

200 TEL200FBS

206 TEL260FBO

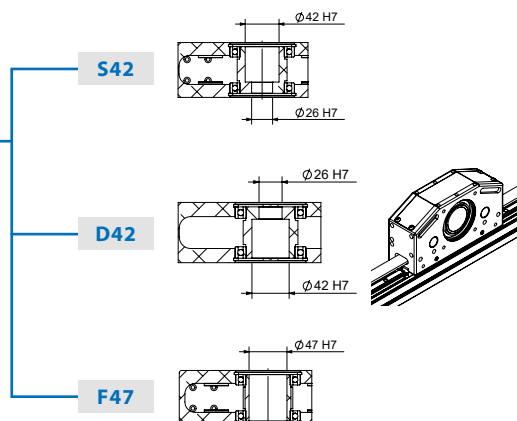
	TEL	060	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
TEL	Unità lineare telescopica cinghia/cinghia <i>Telescopic linear unit belt/belt</i>							
TAGLIA / SIZE								
060	Profilo larghezza 60 mm (Larghezza unità 180 mm) <i>Profile width 60 mm (Unit width 180 mm)</i>							
TIPOLOGIA CARRO / CARRIAGE 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>

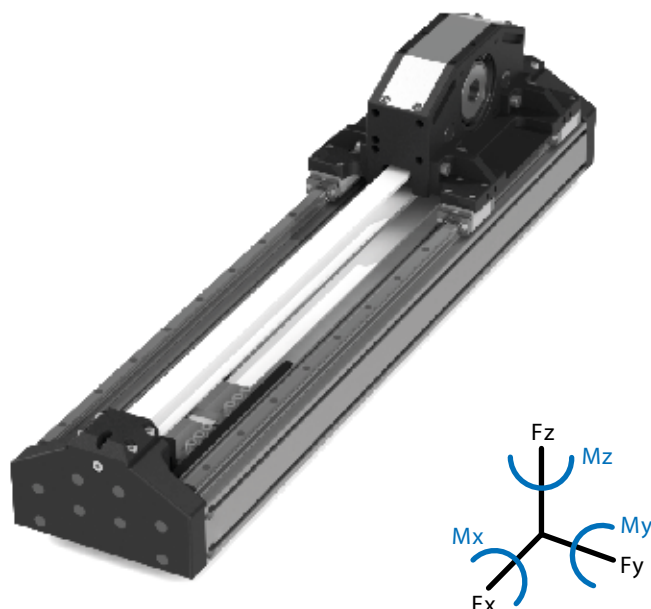


MODELLO / MODEL
TEL060FBS

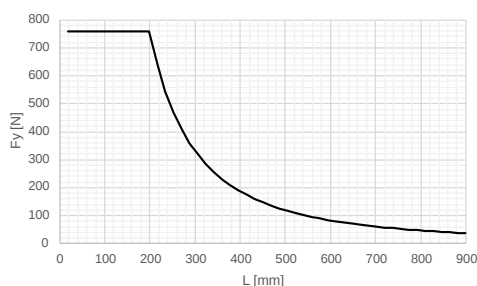
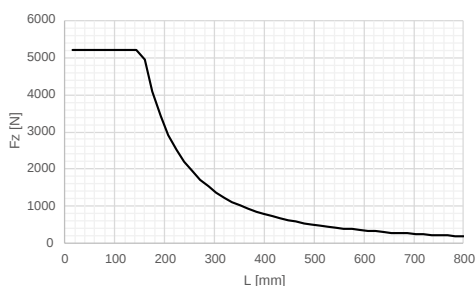
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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.
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.

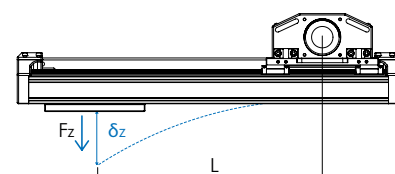


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



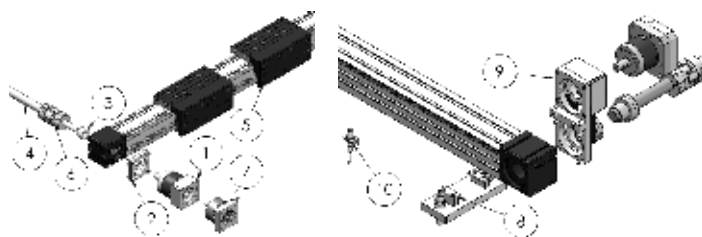
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



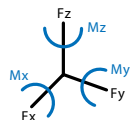
Accessori Accessories	Cinghia Belt	Vite Ballscrew	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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.

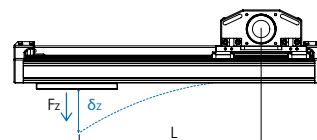


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

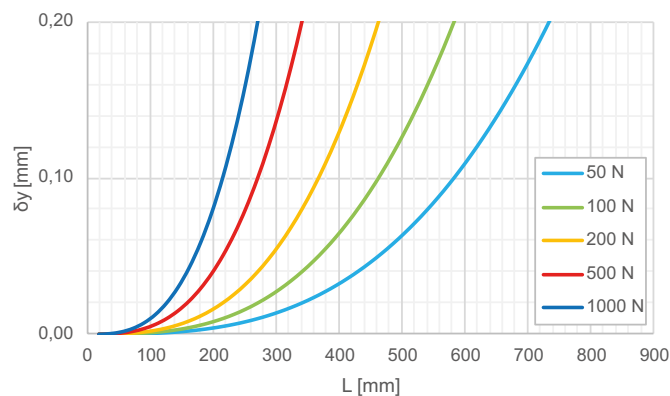
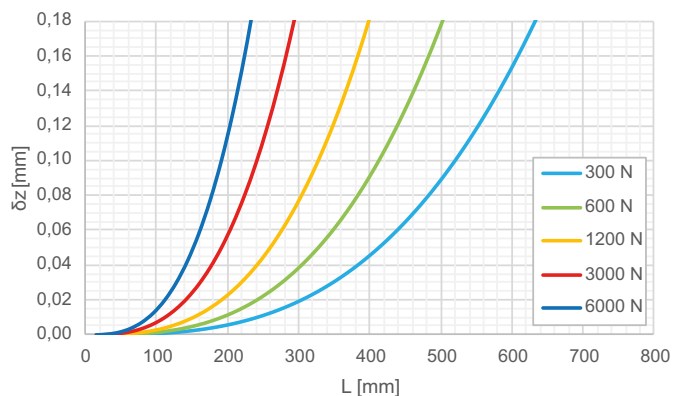
MODELLO / MODEL
TEL060FBS



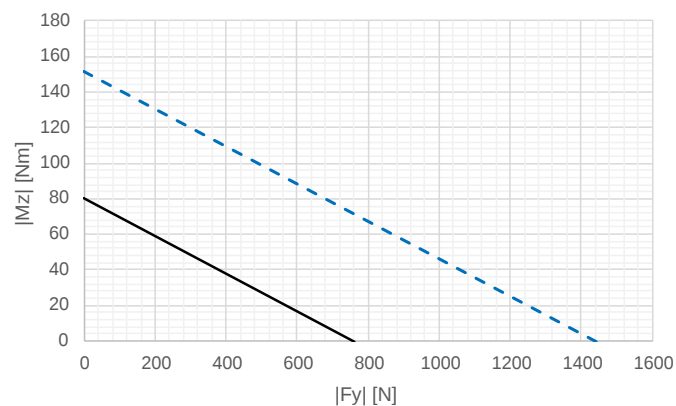
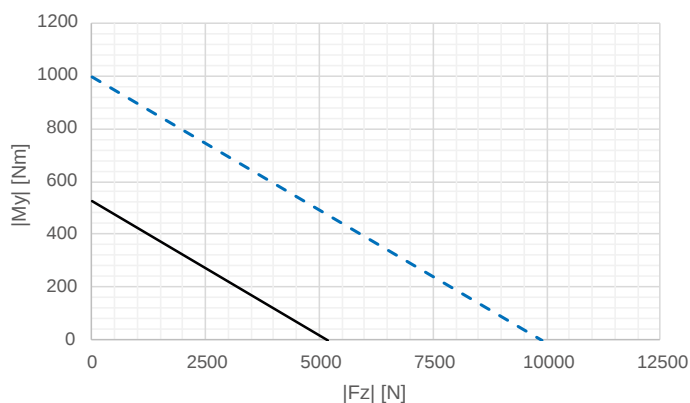
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.

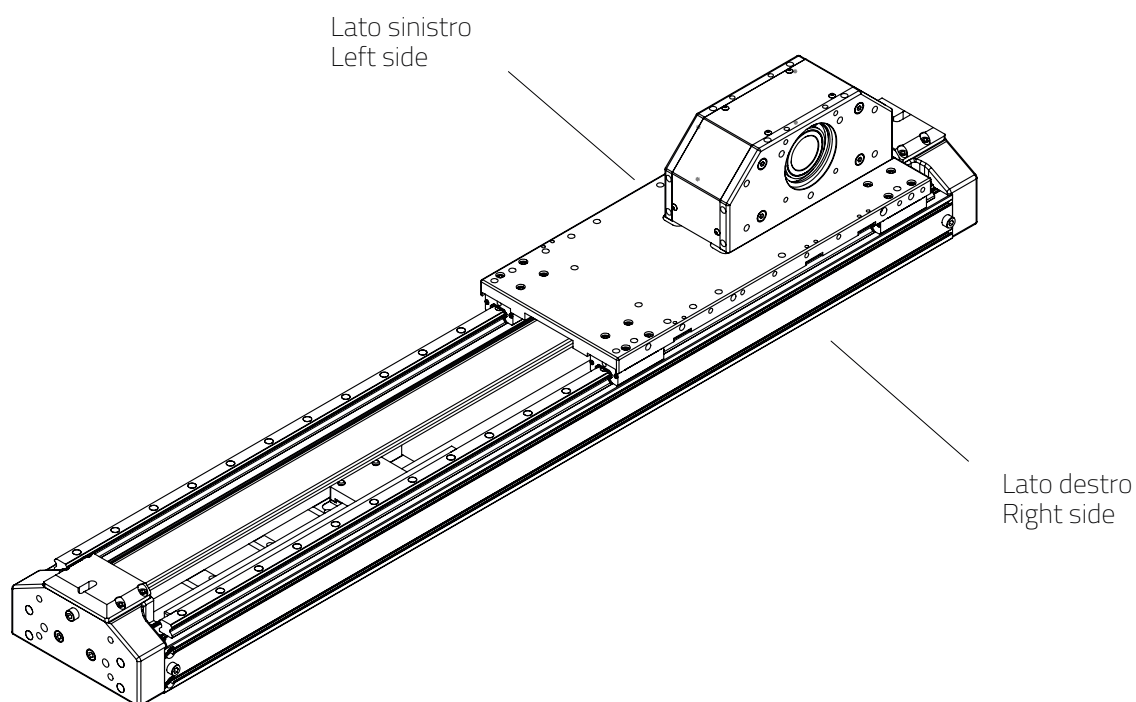
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

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In case of combined stress contact our technical department.

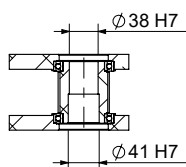
	TEL	160	FBS	00800	-	XXX	-	XX
TIPO UNITÀ / MODEL								
TEL	Unità lineare telescopica cinghia/cinghia <i>Telescopic linear unit belt/belt</i>							
TAGLIA / SIZE								
160	Profilo larghezza 160 mm <i>Profile width 160 mm</i>							
200	Larghezza unità 200 mm <i>Unit width 200 mm</i>							
TIPOLOGIA 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>							



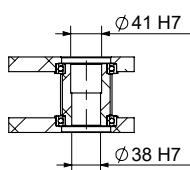
VERSIONE PULEGGIA / PULLEY VERSION

PULEGGIA / PULLEY

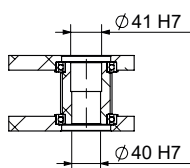
D41	Puleggia con foro Ø 41 mm a destra e Ø 38 mm a sinistra <i>Pulley with hole Ø 41 mm on the right and Ø 38 mm on the left</i>
S41	Puleggia con foro Ø 41 mm a sinistra e Ø 38 mm a destra <i>Pulley with hole Ø 41 mm on the left and Ø 38 mm on the right</i>
D40	Puleggia con foro Ø 40 mm a destra e Ø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



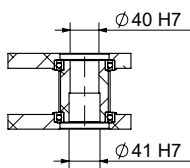
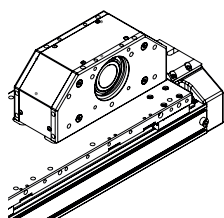
D41



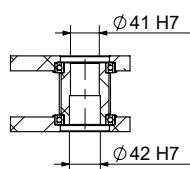
S41



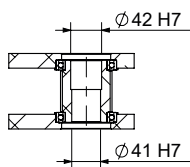
D40



S40



D42



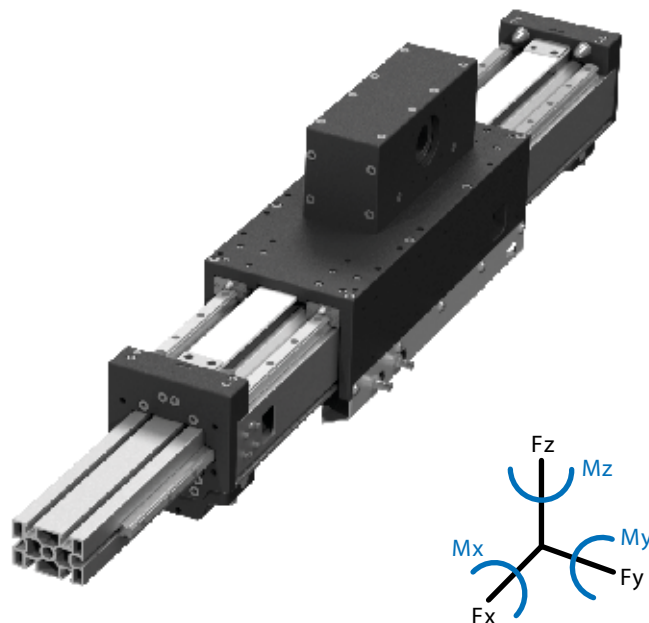
S42

MODELLO / MODEL
TEL160FBS

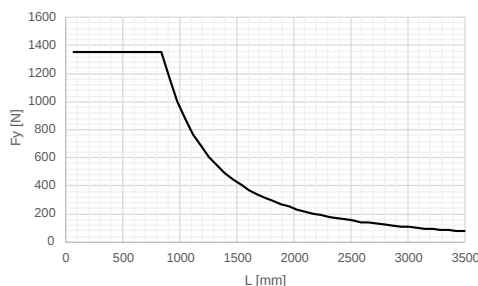
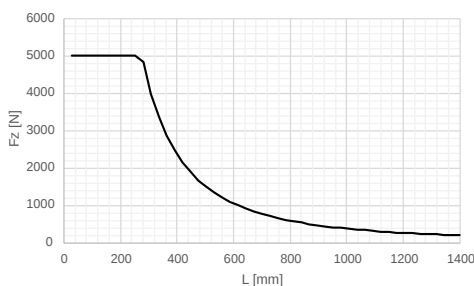
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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

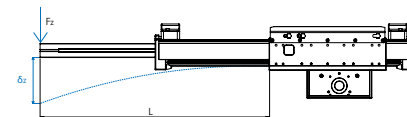
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CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD

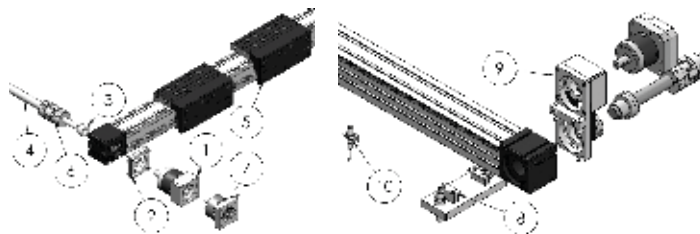


Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.
Maximum load in an isostatic cantilever loaded condition.



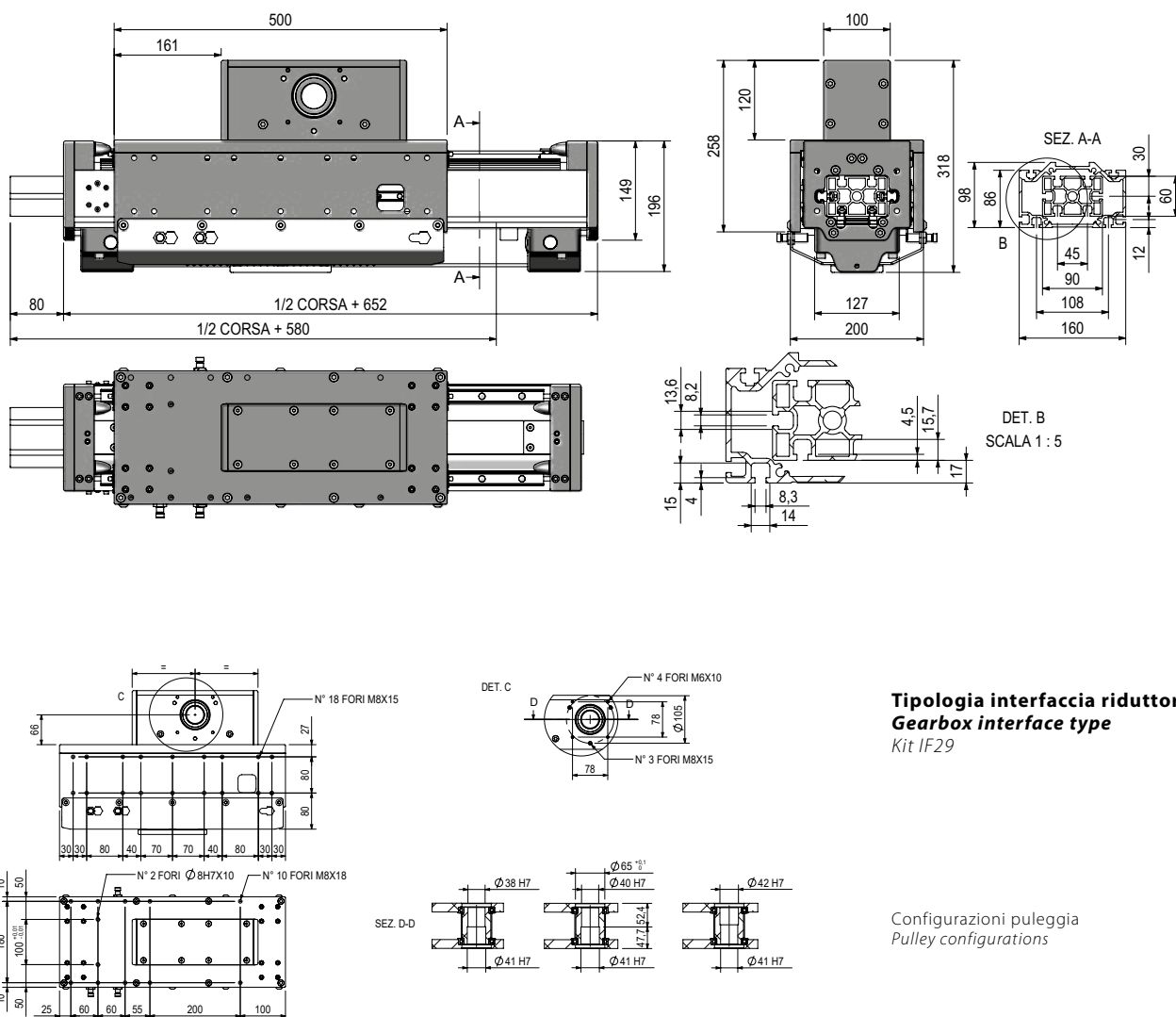
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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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We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

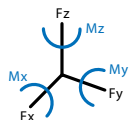
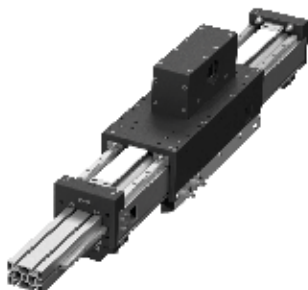


Tipologia interfaccia riduttore
Gearbox interface type
Kit IF29

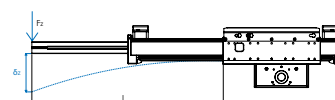
(2)

Configurazioni puleggia
Pulley configurations

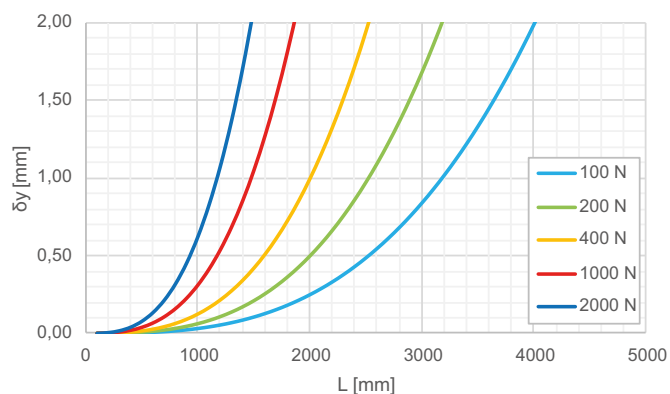
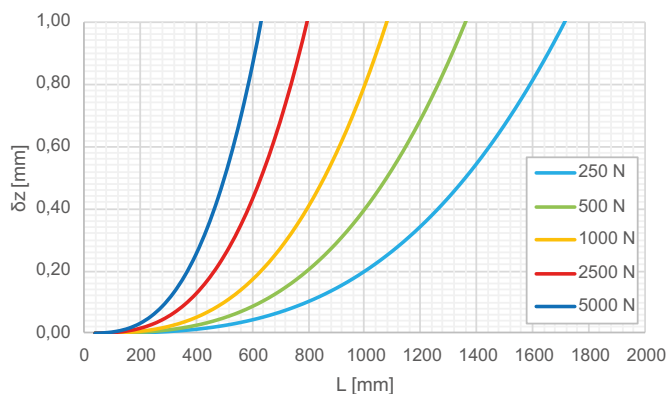
MODELLO / MODEL
TEL160FBS



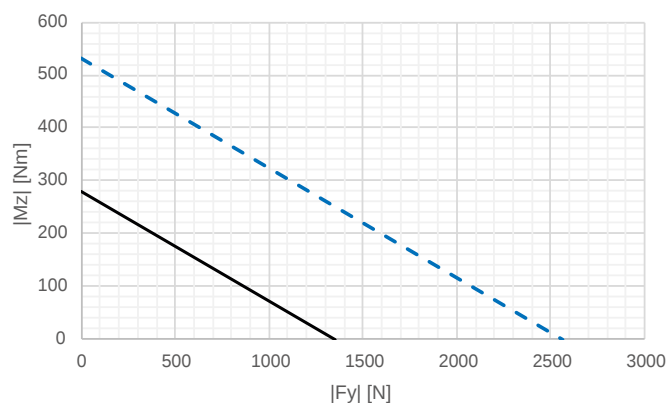
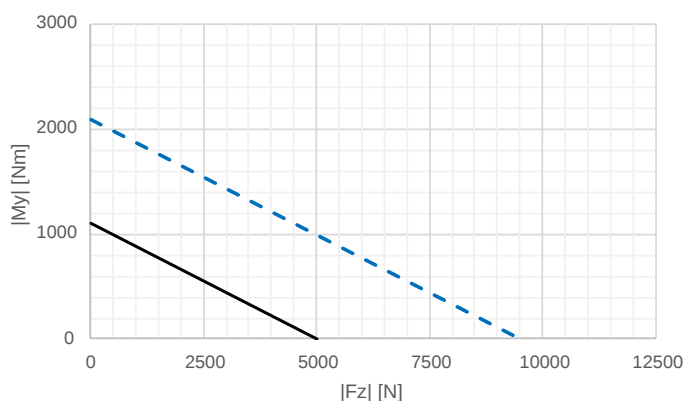
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint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

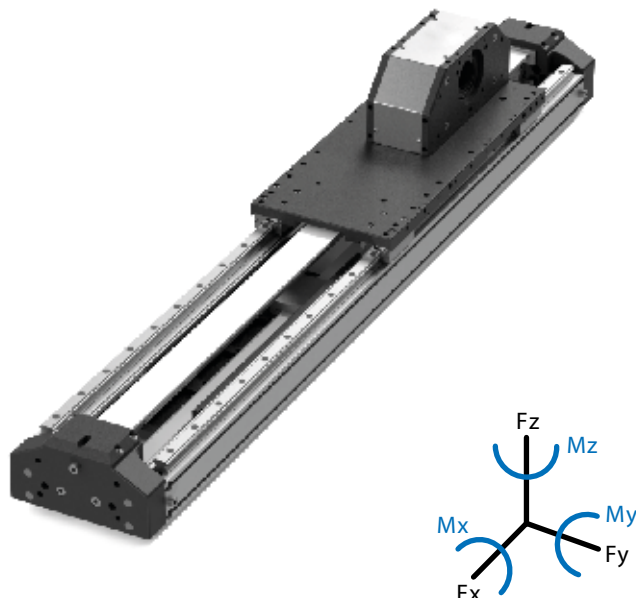
Per casi di sollecitazione composta si faccia riferimento all'ufficio tecnico.
In case of combined stress contact our technical department.

MODELLO / MODEL TEL200FBS

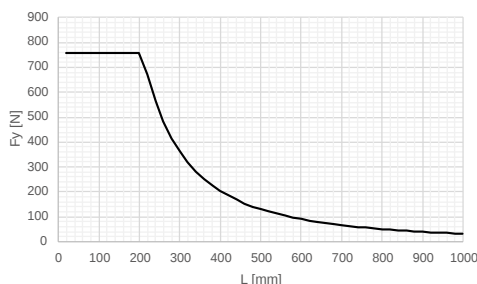
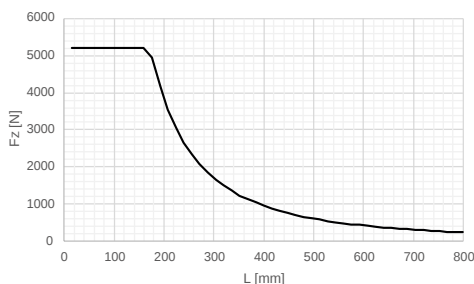
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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.

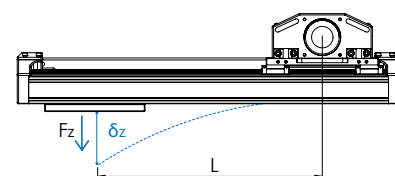


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



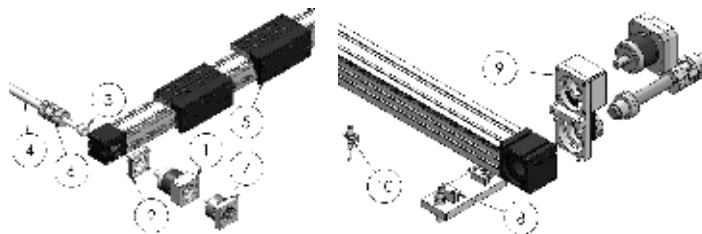
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



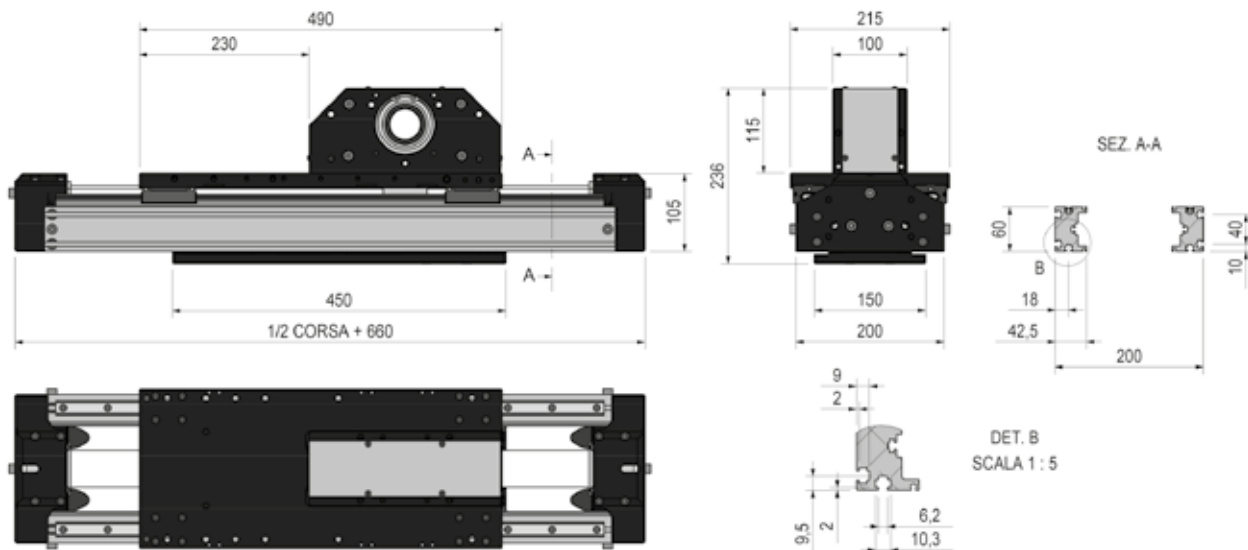
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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.

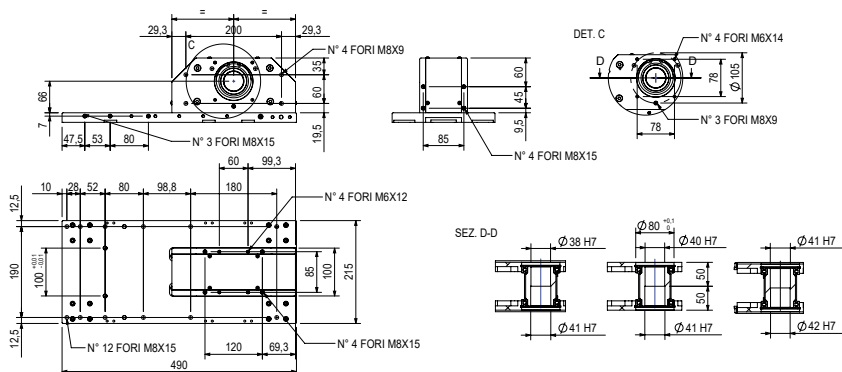


Si raccomanda di non superare i limiti dei grafici per non avere malfunzionamento dell'unità, peggioramento delle prestazioni o eccessiva usura.
We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS



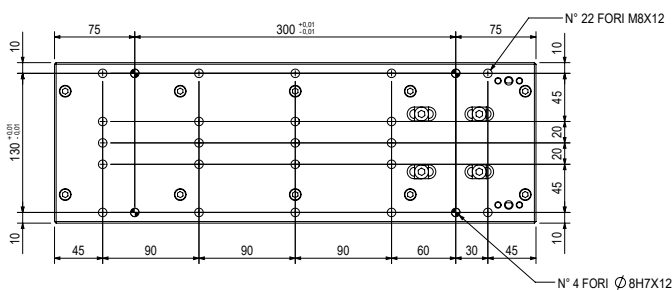
Carro fisso / Fixed carriage



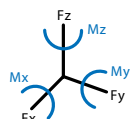
Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF30

Configurazioni puleggia
Pulley configurations

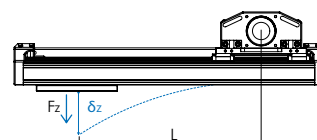
Carro mobile / Mobile carriage



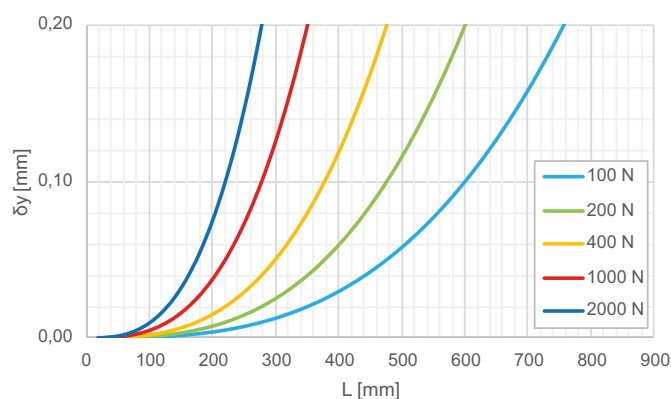
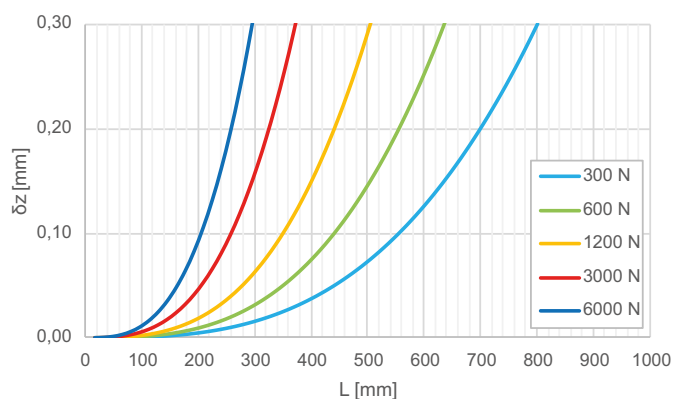
MODELLO / MODEL
TEL200FBS



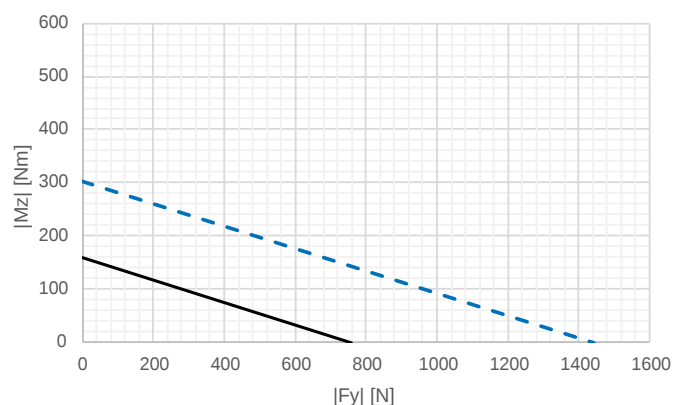
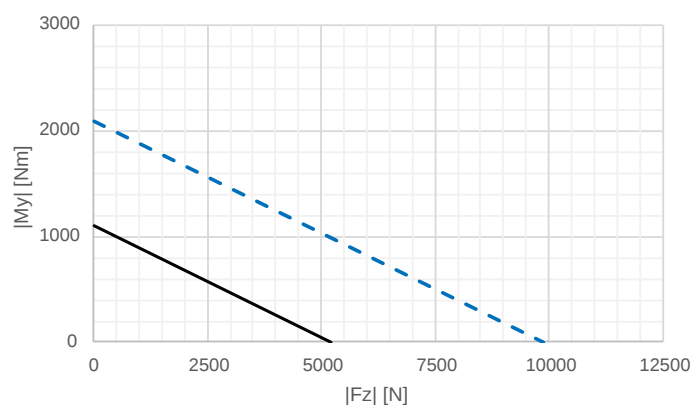
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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 $|M_x| \leq 0.1 |M_z|$.

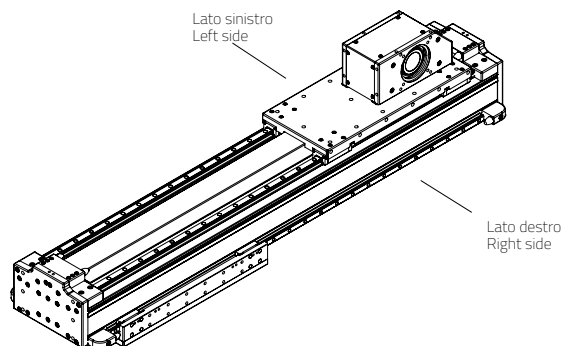
--- Arresto d'emergenza max 100 volte nel corso della vita del prodotto.

Emergency stop max 100 times during service life.

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In case of combined stress contact our technical department.

	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>							



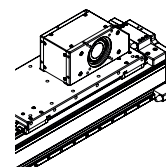
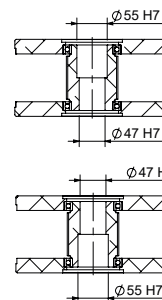
VERSIONE PULEGGIA / PULLEY VERSION

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>

D47

S47

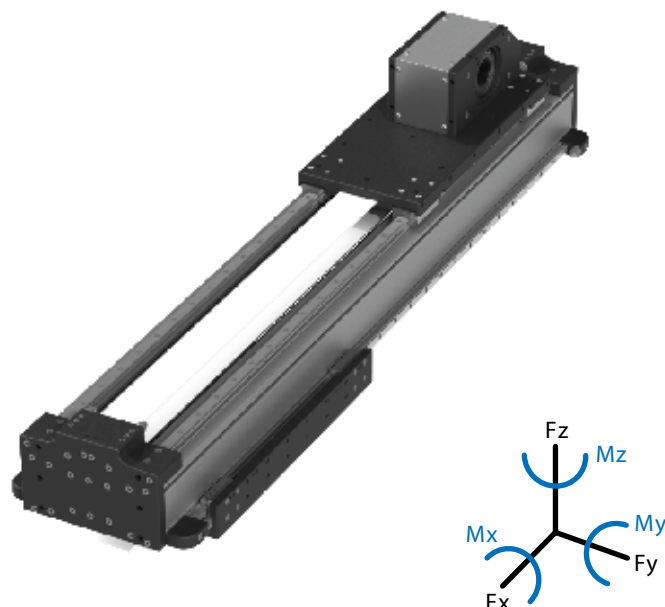


MODELLO / MODEL TEL260FBO

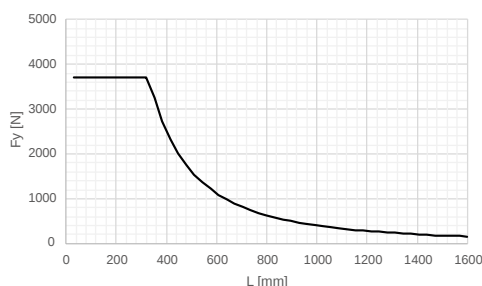
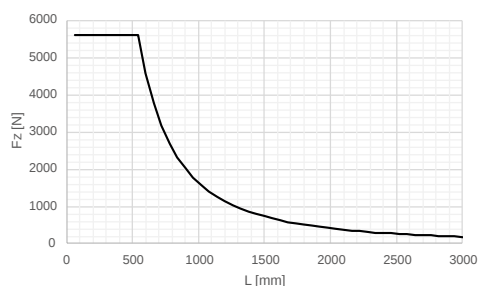
INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

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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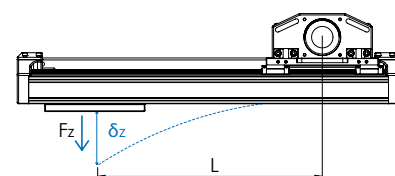


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



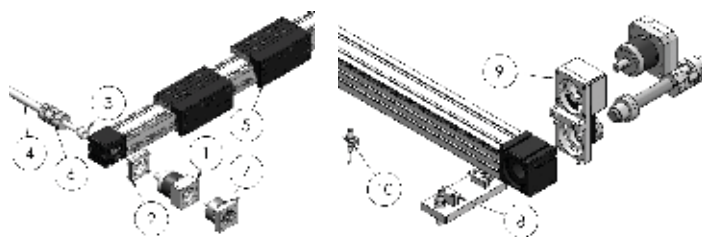
Sono rappresentati i carichi massimi applicabili in condizioni isostatiche, con vincolo rigido e carico all'estremità.

Maximum load in an isostatic cantilever loaded condition.



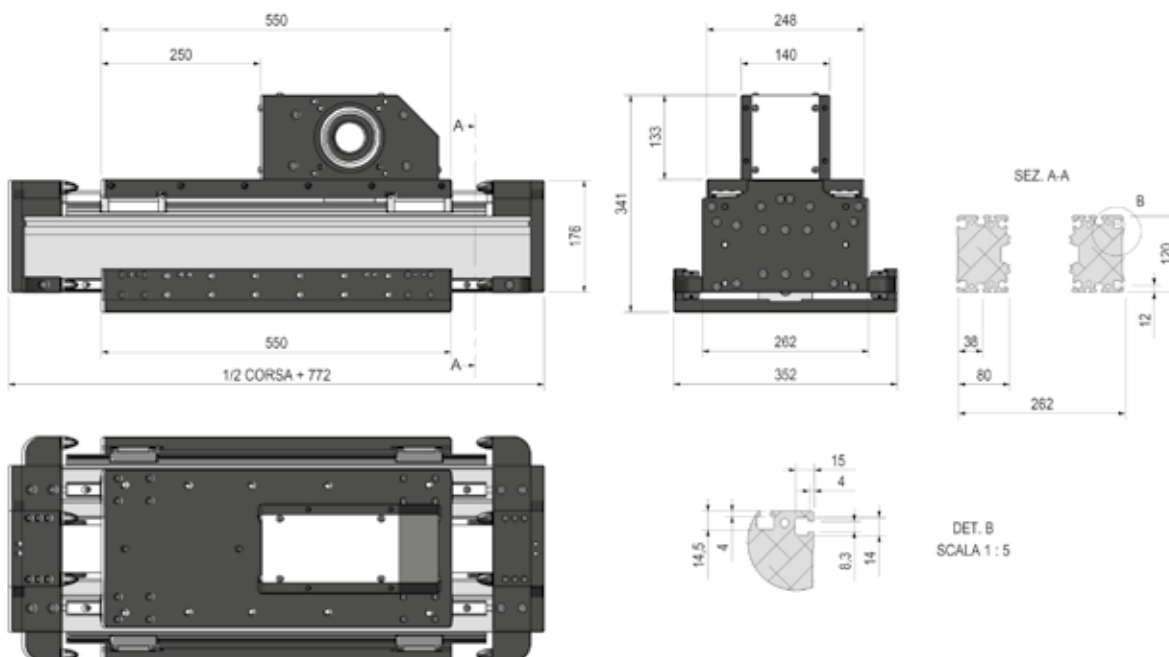
Accessori Accessories	Cinghia Belt	Vite Ball screw	Cremagliera Rack and pinion
① Riduttore Gearbox	x	x	x
② Kit assiale Axial kit	x	x	x
③ Calettatore Keyless Locking Device	x		x
④ Albero di torsione Torsion shaft	x		x
⑤ Carro aggiuntivo Additional carriage	x		x
⑥ Giunto elastico Elastic coupling	x		
⑦ 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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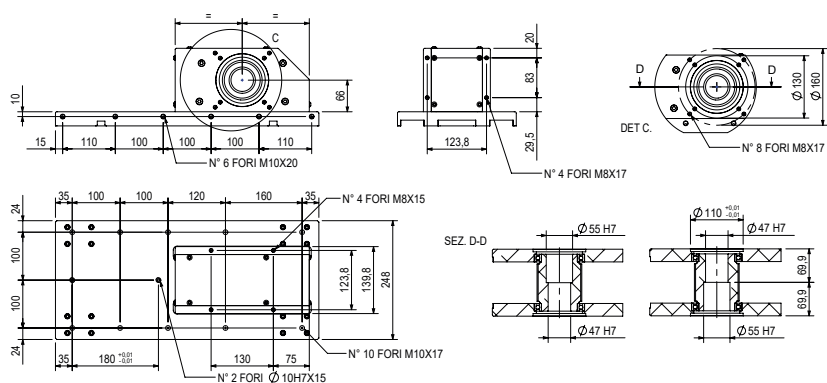


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DIMENSIONI / DIMENSIONS



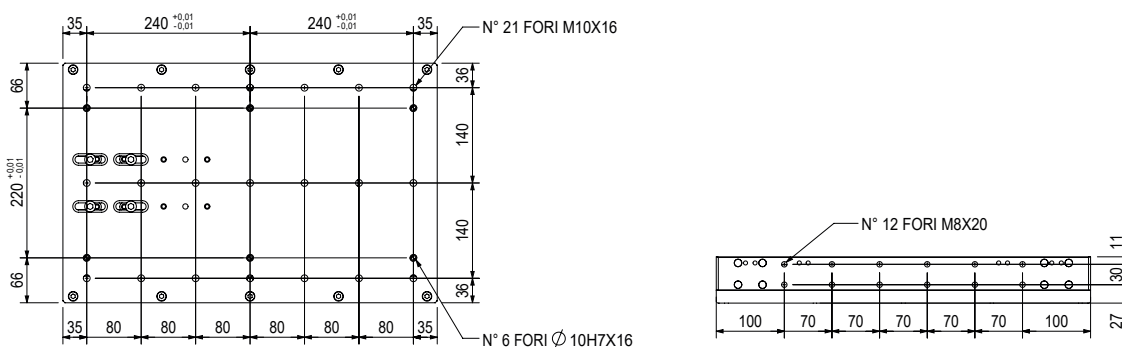
Carro fisso / Fixed carriage



Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF40

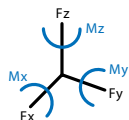
Configurazioni puleggia
Pulley configurations

Carro mobile / Mobile carriage

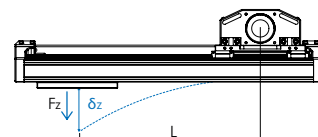


L'ufficio tecnico è a disposizione per la valutazione di applicazioni speciali e per analisi approfondite.
The technical department is available for the evaluation of special applications and for detailed analysis.

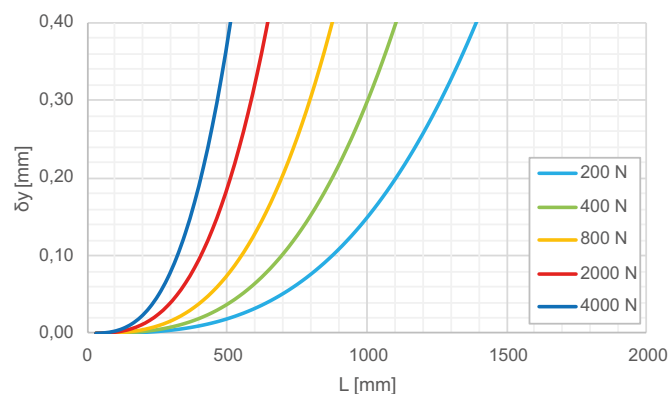
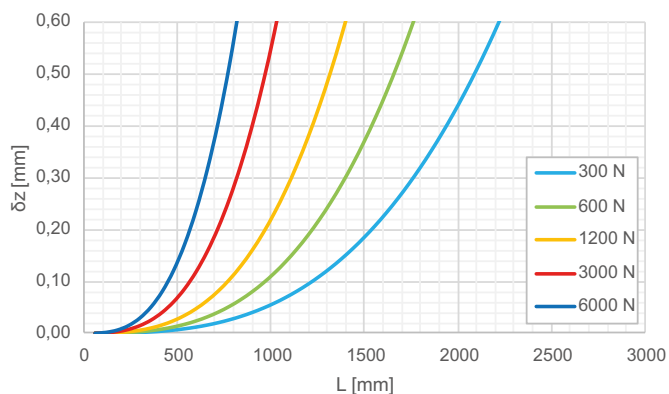
MODELLO / MODEL
TEL260FBO



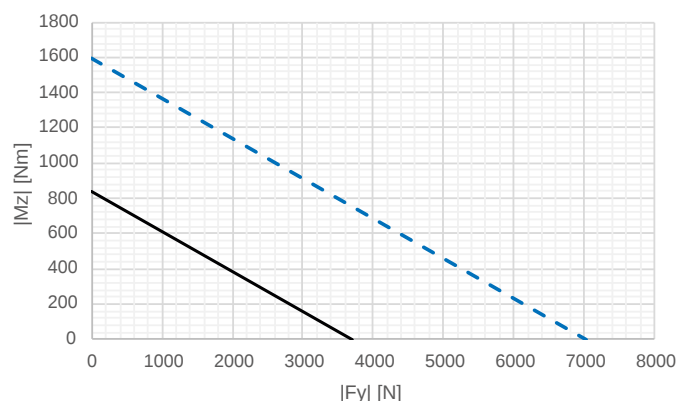
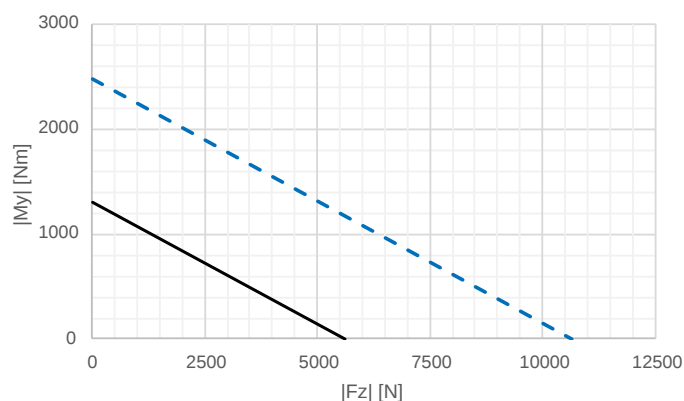
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Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint condition and load combination.



DEFORMAZIONE ELASTICA / ELASTIC DEFORMATION



LIMITI STRUTTURALI / STRUCTURAL LIMITS



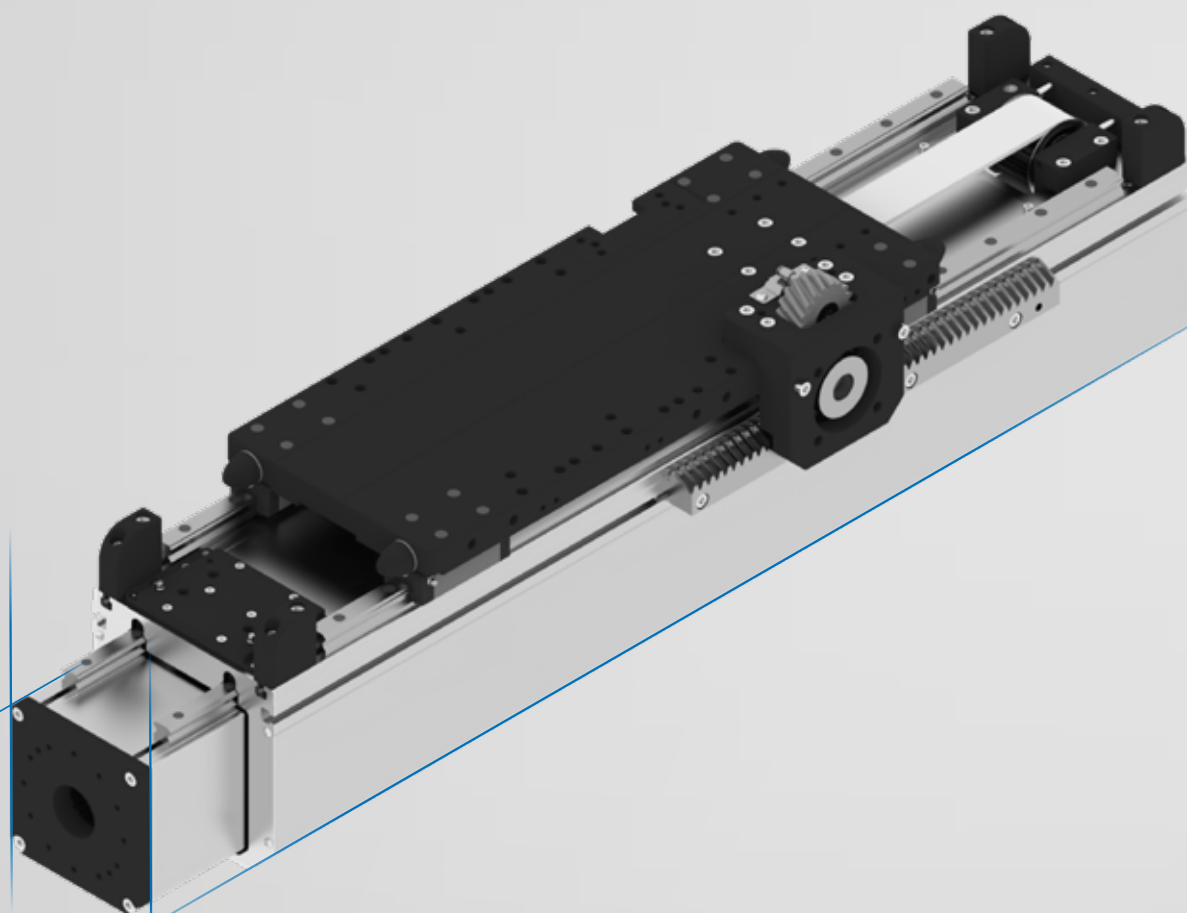
— Limite rottura a fatica: vita stimata superiore ai 10×10^6 cicli col 99% probabilità. I grafici non possono essere combinati e valgono per: $|M_x| \leq 0.1 |M_y|$ e $|M_x| \leq 0.1 |M_z|$.
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UNITÀ LINEARE TELESCOPICA

TELESCOPIC
LINEAR UNIT



SERIE TEC

SERIES

214 TEC200FBC

218 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>										

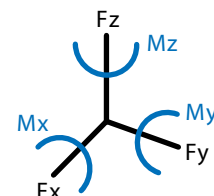
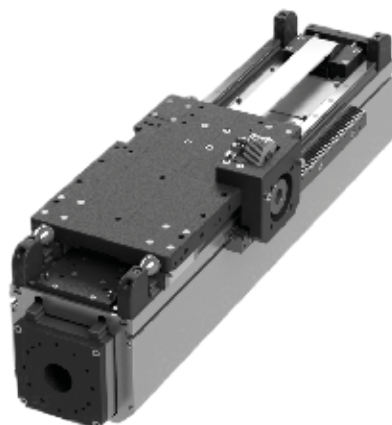
MODELLO / MODEL TEC200FBC

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

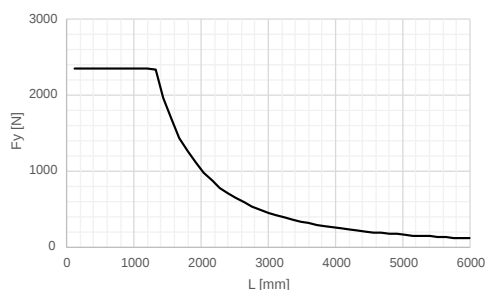
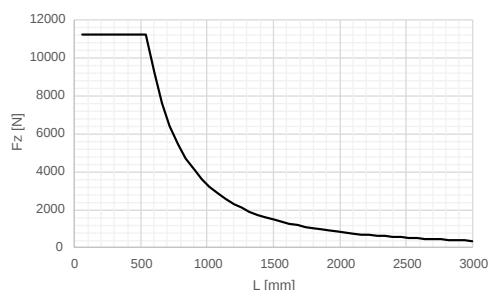
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	46
Massa lineare unità Unit's linear mass	[Kg/100 mm]	2,33
Massa secondo sfilo (corsa zero) Mass second extension (zero stroke)	[Kg]	8,9
Massa secondo sfilo (x 100 mm corsa) Mass second extension (x 100 mm stroke)	[Kg/100mm]	0,78
Massa primo sfilo (corsa zero) Mass first extension (zero stroke)	[Kg]	15,7
Massa primo sfilo (x 100 mm corsa) Mass first extension (x 100 mm stroke)	[Kg/100mm]	1,55
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	Cremagliera/Cinghia Rack and pinion/Belt	
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q7 Helix tooth accuracy class Q7	
Modulo ingranaggio primo sfilo Gear module first extension	3	
Sviluppo pignone Pinion primitive circumference	[mm/giro]	219,990

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** Disponibile su richiesta classe precisione Q6.
Available on request accuracy class Q6.

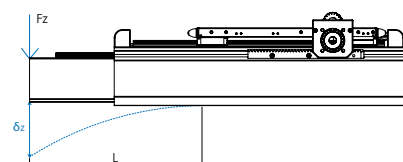


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



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

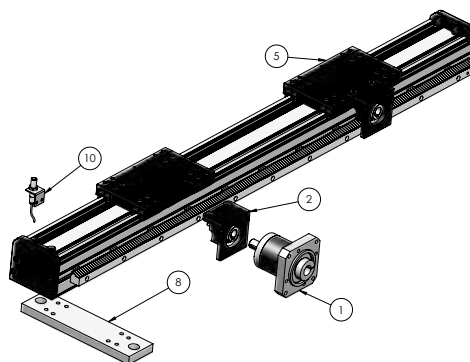
Maximum load in an isostatic cantilever loaded condition.



Accessori 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

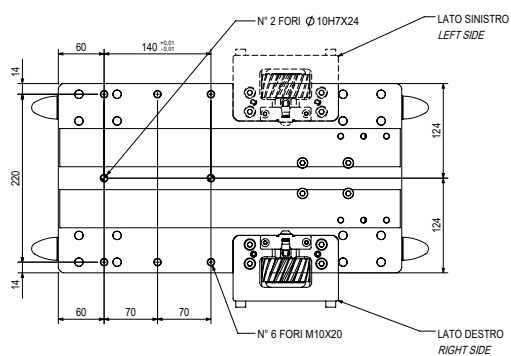
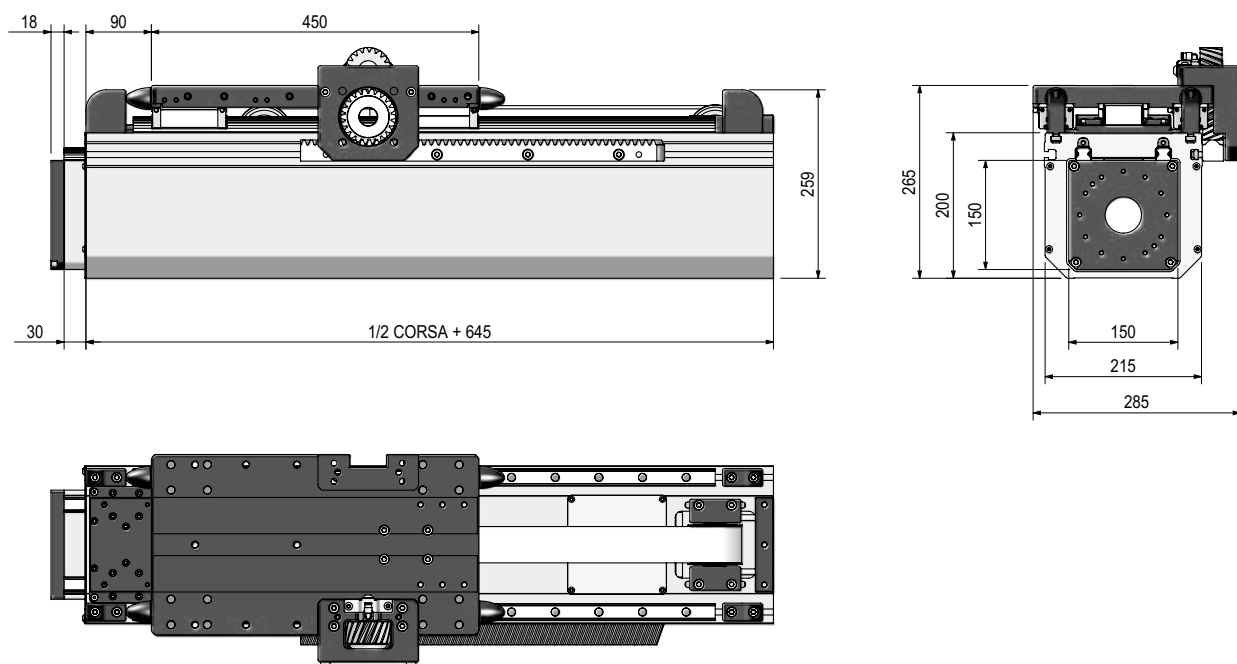
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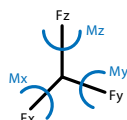
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We recommend not to exceed the maximum values to avoid lower performance, a reduced reliability and a big wear of the components.

DIMENSIONI / DIMENSIONS

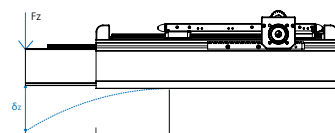


Tipologia interfaccia riduttore ②
Gearbox interface type
Kit IF80

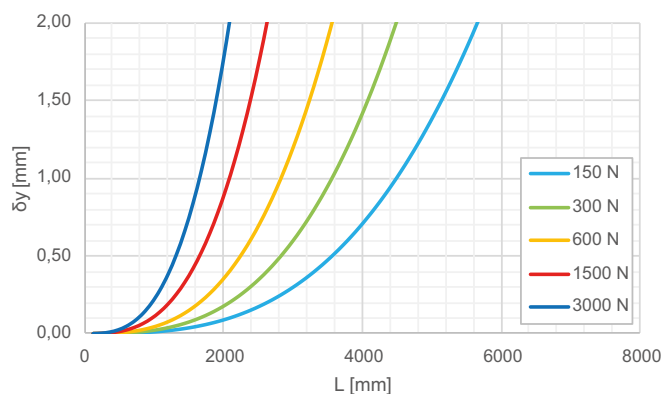
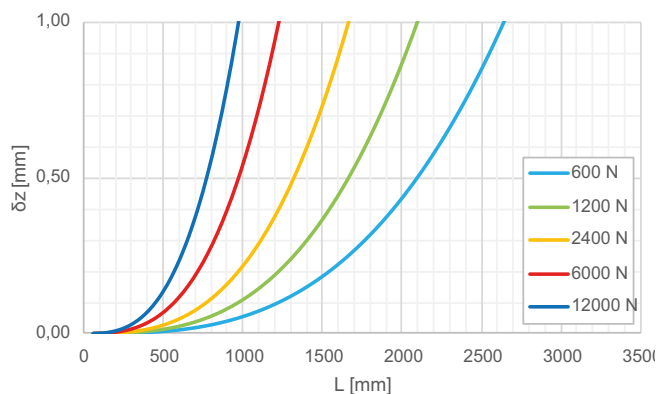
MODELLO / MODEL
TEC200FBC



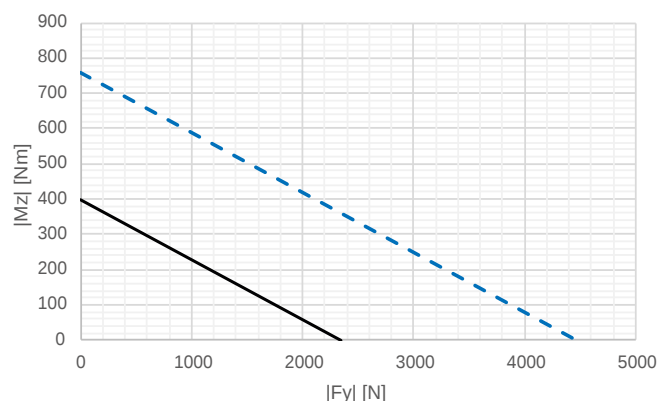
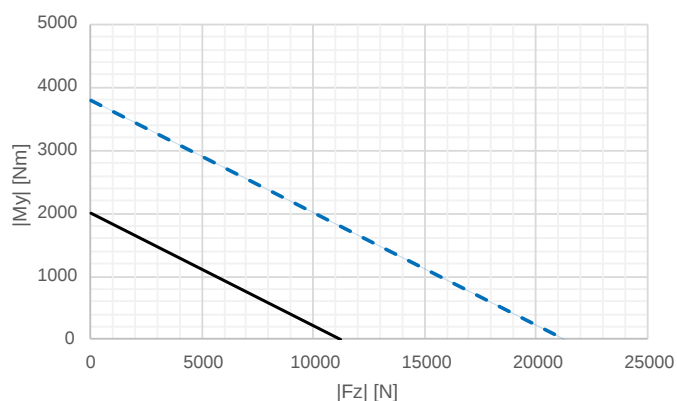
Sono rappresentate le deformazioni massime in condizioni isostatiche, con vincolo rigido e carico all'estremità. La deformazione effettiva dipende dalle condizioni di vincolo e dalla combinazione di carico.
Maximum deflection in an isostatic cantilever loaded condition. Actual strain depends on constraint 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: $|Mx| \leq 0.1 |My|$ 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.

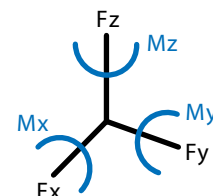
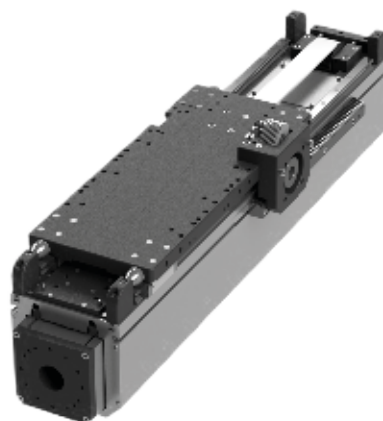
MODELLO / MODEL TEC200FBS

INFORMAZIONI TECNICHE / TECHNICAL INFORMATION

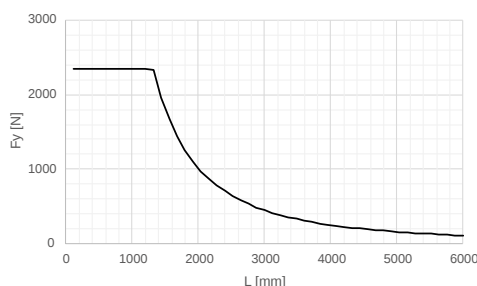
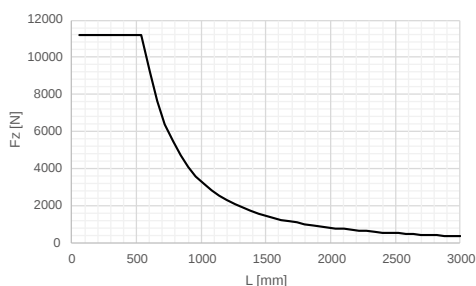
Massa base unità (corsa zero) Unit's base mass (zero stroke)	[Kg]	54
Massa lineare unità Unit's linear mass	[Kg/100 mm]	2,33
Massa secondo sfilo (corsa zero) Mass second extension (zero stroke)	[Kg]	10,5
Massa secondo sfilo (x 100 mm corsa) Mass second extension (x 100 mm stroke)	[Kg/100mm]	0,78
Massa primo sfilo (corsa zero) Mass first extension (zero stroke)	[Kg]	18,7
Massa primo sfilo (x 100 mm corsa) Mass first extension (x 100 mm stroke)	[Kg/100mm]	1,55
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	Cremagliera/Cinghia Rack and pinion/Belt	
Tipo cremagliera** Rack features	Denti obliqui classe precisione Q7 Helix tooth accuracy class Q7	
Modulo ingranaggio primo sfilo Gear module first extension	3	
Sviluppo pignone Pinion primitive circumference	[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.

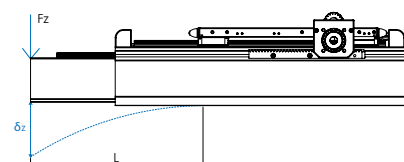


CARICO MASSIMO AMMISSIBILE / MAXIMUM PERMISSIBLE LOAD



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

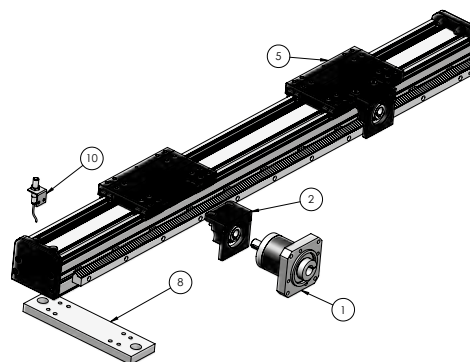
Maximum load in an isostatic cantilever loaded condition.



Accessori 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

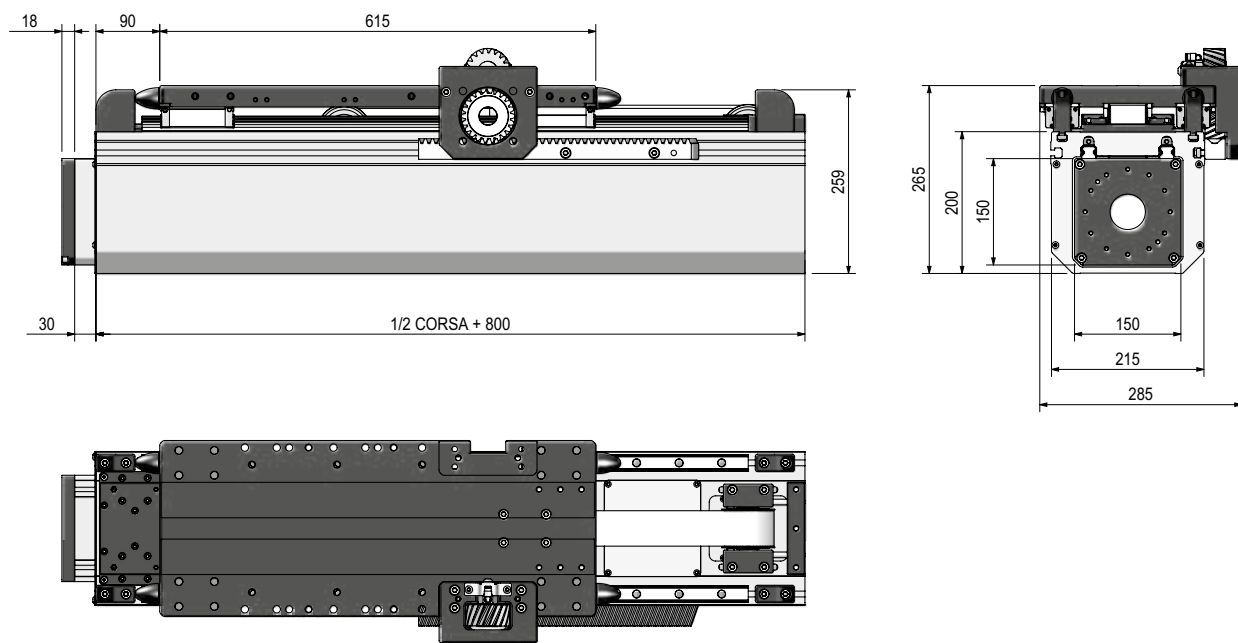
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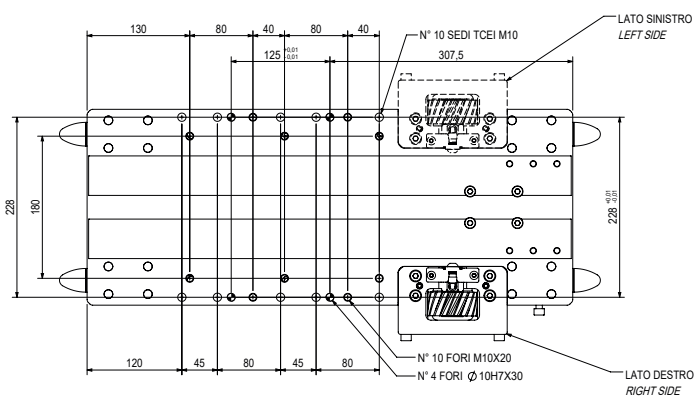


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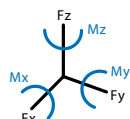
DIMENSIONI / DIMENSIONS



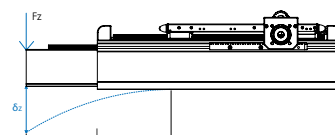
Tipologia interfaccia riduttore (2)
Gearbox interface type
Kit IF80



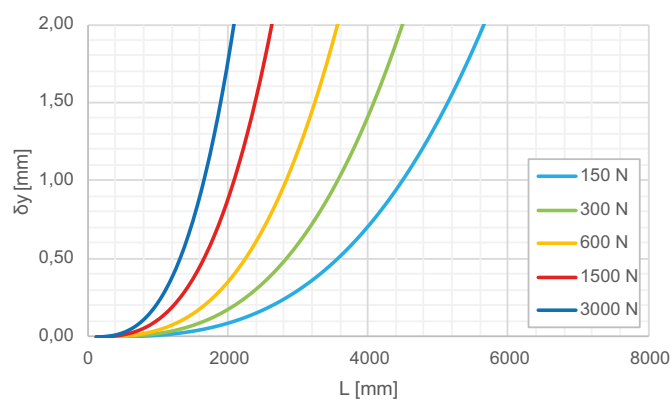
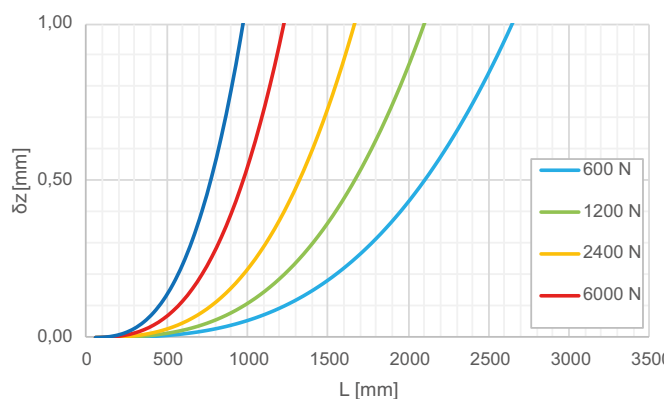
MODELLO / MODEL
TEC200FBS



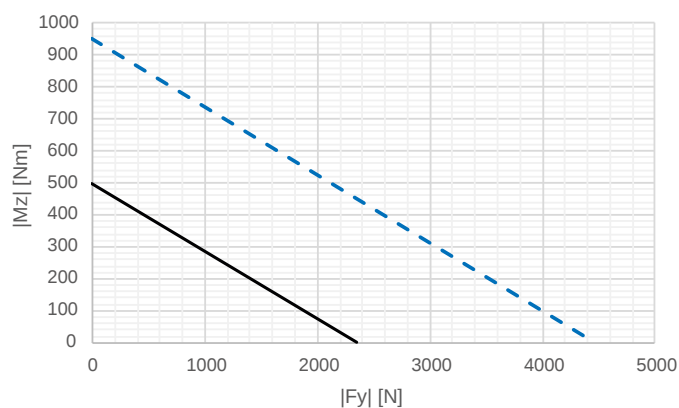
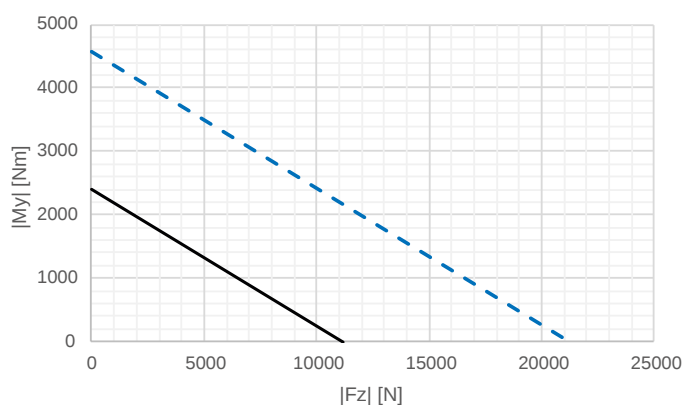
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NOTE



NOTE



