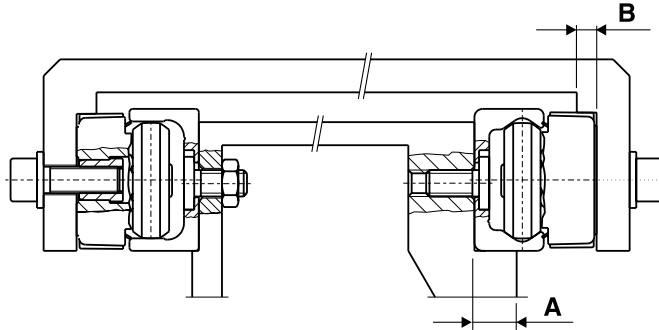


RAIL MOUNTING DIMENSIONS

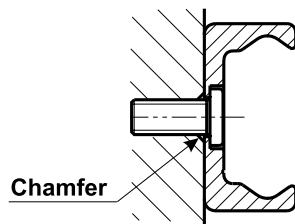
Certain minimum and maximum dimensions must be respected to assure correct rail mounting. The following paragraphs and tables list these dimensions.

The minimum width of any eventual rail support cannot be less than **A**. If the load rests on the side of the slider, the minimum contact width cannot be less than **B**.



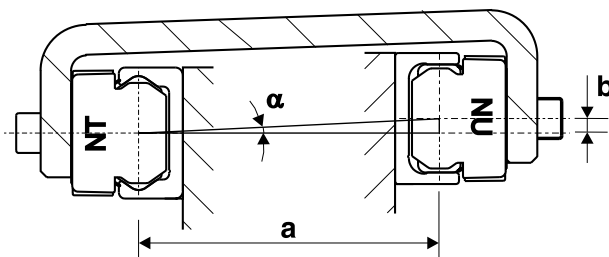
Size	A [mm]	B [mm]
18	5	4
28	8	4
43	14	5
63	18	5

When rails with counterbored holes are used, it is also necessary to make a chamfer of the dimensions shown in the fixing holes of the mounting structure.



Size	Chamfer [mm]
18	0.5 x 45°
28	0.6 x 45°
43	1 x 45°
63	0.5 x 45°

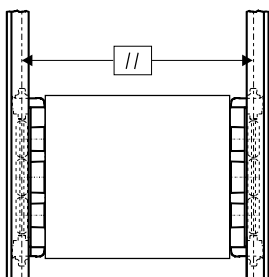
When applying T+T or T+U rails, differences in height of the two rails must be small to avoid slider stress and guarantee correct function. The maximum allowed height displacement for two parallel rails is determined by the maximum rotation that the rollers can make within the raceways. The maximum rotation values are shown in table below. These values, however, imply a 30% reduction of the sliders' load capacities in the T-rail. It's not advisable to increase these values.



Slider type	α
18 series	1 mrad (0.057°)
28 series	2.5 mrad (0.143°)
43 series	3 mrad (0.171°)
63 series	5 mrad (0.286°)

Example: NT43: if $a = 500$ mm; $b = a \cdot \text{tg} \alpha = 1.5$ mm

When using two T-rails it is important not to exceed the maximum parallelism error values listed in the table below in order to avoid slider stress and to preserve load capacity and lifetime.



Rail size	K1	K2
18	0.03	0.02
28	0.04	0.03
43	0.05	0.04
63	0.06	0.05

IMPORTANT !

Whenever parallelism errors are present, it is always preferable to apply the unique T+U or K+U-rails solutions (see pages A32 and A34) to absorb these errors.