



**Rollix, a department of the Defontaine group, have designed and manufactured special bearings and slewing rings from 100 to 4500 mms diameter, with and without gear, since 1974.**

90% of our production is exported to more than 40 countries, in each country.

You will find a Rollix representative or member of our distribution network at your disposal, to help with all aspects of your requirements as quickly and efficiently as possible.

Our engineering and design department will propose you innovating solutions, using the most modern software, as well as calculation by finite elements.

This catalogue specifies the shortest delivery times for standard slewing rings from our stock in France and abroad.

In order to match closely customer's requirements Rollix has developed 2 new ranges of products: "**RLX COMPACT**" for applications requiring high precision and "**RLX-BT**" for bottling industries.

We design parts specifically adapted to your needs and we own several thousands of other references that we keep at your disposal.

Rollix specialises in preloaded slewing rings. Thanks to our process of grinding of the raceway and to systematic matching, we offer you a slewing ring that is as precise as possible throughout its lifetime.

Thanks to simultaneous engineering, we produce a product that answers the most specific requests of the most demanding customers (slewing rings made of titanium, aluminium etc...)

Your most severe requirements (loads, tightness, speed, noise etc...) are validated on our test benches.

Our ISO 9001 and ISO 14000 certification guarantees a product designed and produced according to the rule book.

Our slewing rings conform to standards DNV, Lloyd, GL etc, which are recognized worldwide.

# ROLLIX

WE KEEP THE WORLD TURNING



## WORLD-WIDE LOCATIONS



# ROLLIX

ROLLIX is represented  
in the following countries :

ARGENTINA	GREECE	NEW ZEALAND
AUSTRIA	HONG-KONG	NORWAY
AUSTRALIA	INDIA	PHILIPPINES
BELGIUM	IRAN	POLAND
BRAZIL	IRELAND	PORTUGAL
CANADA	ISRAEL	RUSSIA
CHINA	ITALY	SLOVAKIA
CZECH REPUBLIC	KOREA	SOUTH AFRICA
DENMARK	LATVIA	SPAIN
EGYPT	LITHUANIA	SWEDEN
ESTONIA	MALAYSIA	SWITZERLAND
FINLAND	MEXICO	TAIWAN
GERMANY	MOROCCO	THAILAND
GREAT BRITAIN	NETHERLANDS	TURKEY
		UNITED STATES

For any further information, please contact :

**DEFONTAINE S.A.**

**DEPARTEMENT ROLLIX**

3, Rue Louis Renault - B.P. 329

FR - 44803 - SAINT-HERBLAIN Cedex

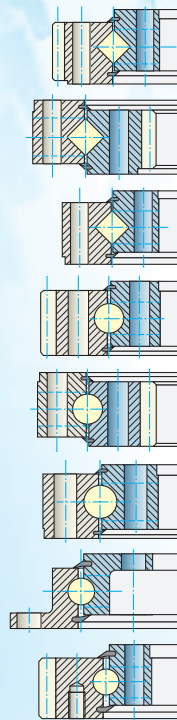
Tel. 33 (0) 2 40 67 89 89 - Fax 33 (0) 2 40 67 89 03

info@rollix.com

www.rollix.com

# SLEWING RINGS SPECIAL BEARINGS

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# BUSINESS UNITS AND PRESENTATION

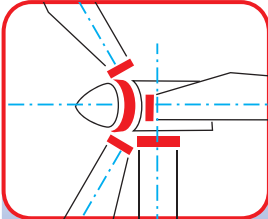


- WIND TURBINE
- SOLAR
- MEDICAL
- PRECISION
- PUBLIC WORKS
- CRANES
- PACKAGING
- WATER TREATMENT
- OFFSHORE
- MINING

- GREEN INDUSTRY
- HANDLING
- DEFENCE
- TRANSPORT
- INDUSTRY
- CONSTRUCTION
- CAPABILITY

# BUSINESS UNIT

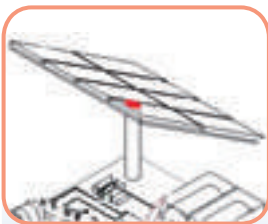
## WIND TURBINE



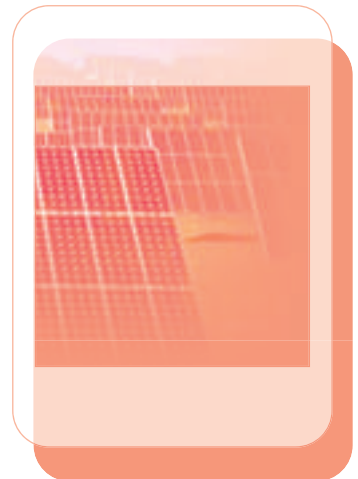
50% of the wind turbines in the world use Rollix slewing rings for blade and yaw. Our design office is specialised to design specific bearings with 20 years life time. Our special sealing system gives completely tight bearings and we can propose integrated bearings with automatic lubrication system. Our finishing by grinding is the state of the art for the double row slewing rings. From 5kw up to 5 MW Rollix supplies all the manufacturers in this field.



## SOLAR



The rotation of the solar panels is a good solution to increase the production of energy. Because of our very compact design, Rollix supplies the biggest solar farms in Europe.

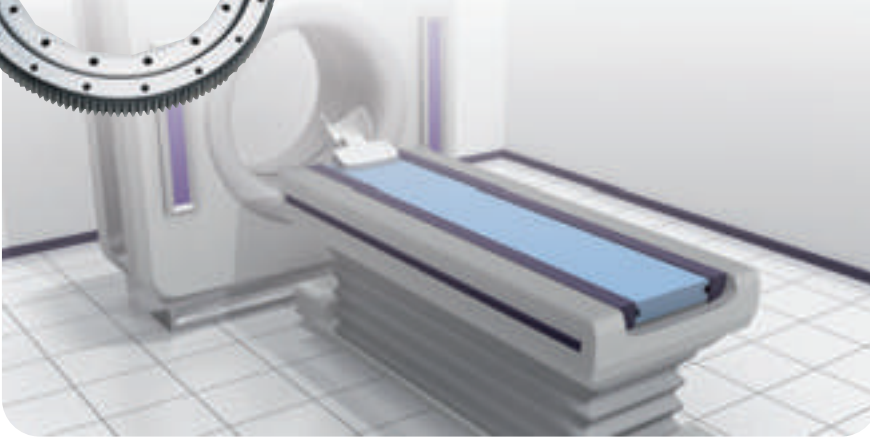


# BUSINESS UNIT

## MEDICAL



The Rollix Medical slewing rings are characterised by a high rotating speed, constant rotating torque and low noise under rotation controlled in our anecoïd room. The perfect circle and the high precision of our bearing are the result of our specific finishing and the matching of the rings and the rolling elements. We propose also innovative sealing solutions to avoid any leakage in a clean environment.

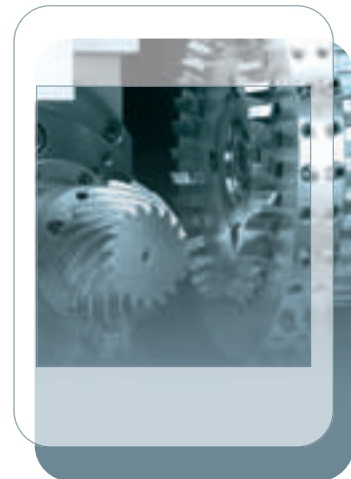


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## PRECISION

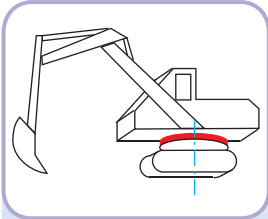


The success of the Rollix slewing ring is the result of the precision of our finishing by grinding. All our production is perfectly under control and the matching of the rings and the rolling elements, gives batch after batch, the certainty to obtain the right bearing for this very demanding application. We propose also motor torque bearings. Our tailor made design follows perfectly the specific requirements of the customers. The most famous worldwide robots and machine tools manufacturers choose Rollix all around the world.



# BUSINESS UNIT

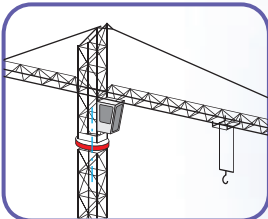
## PUBLIC WORKS



The Rollix slewing ring, a very robust mechanical part, is particularly adapted to these applications. Our process control gives the customer a very simple solution to set up the pinion (see page 45) and to save production time. The most famous worldwide manufacturers choose Rollix for our optimised design and the quality of our service.



## CRANES



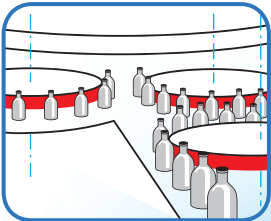
Because of the light structure of the crane, the Rollix slewing ring is an essential and strategic part. Our design matches perfectly the life time required by the customer. The quality and the precision of our manufacturing is the key to ensure good running after many cranes dismantling. In this application the Rollix slewing ring helps construct buildings everyday all around the world with total security.





# BUSINESS UNIT

## PACKAGING

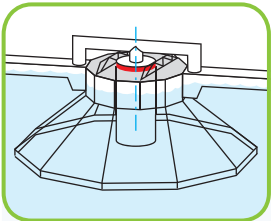


Large diameters and thin sections are the main characteristics of this application. These particular bearings require strict process control. The Rollix slewing rings are very well-known in the world to accept the highest rotating speed and to control the temperature during working 24 hours a day. Our quality gives a very low level of maintenance. The Rollix slewing rings manufacture millions of bottles all around the world everyday.



1

## WATER TREATMENT



Compared with standard bearings, the Rollix slewing ring is a good solution to reduce the assembling time, to simplify the structure and to increase the capacity of the whole system. The high capacity of our gear is the result of our process control. Many towns around the world use our product every day to treat water. Our worldwide company structure gives strong support to customers and to end users.

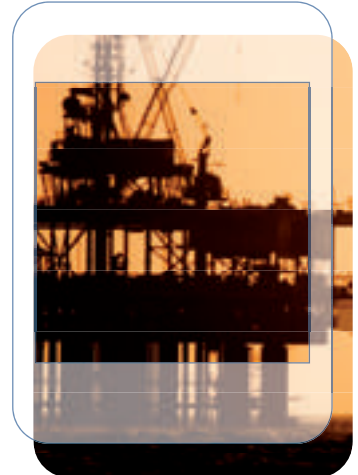


# BUSINESS UNIT

## OFFSHORE



High speeds, high loads and salty environment require strong and precise components. The Rollix slewing rings is the perfect answer to the offshore industry. Our specific design satisfy the main manufacturers of onboard and harbour cranes, winches, davits and rubber tired gantry cranes as well as propellers. We propose innovative solutions of sealing to completely protect the bearings from the environment. Rollix follows the international certification standards.



## MINING



Stacker reclaimers, tunnel boring machines and excavators are very demanding applications. The high capacity of the Rollix slewing rings is obtained by the control of the hardening process of the raceways and the gears. Our logistic department supplies our product everywhere in the world even large diameter slewing rings.



# BUSINESS UNIT

## GREEN INDUSTRY

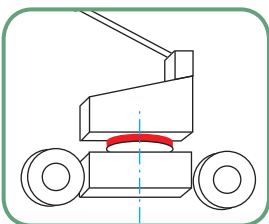


Forest and de-barker machines require strong components. The most famous worldwide manufacturers choose Rollix for our optimised design and the capacity of our slewing rings to work in a tough environment. Our finishing by grinding brings a valid pre-loading which is very important for the life time of the bearing and the comfort of the forest machine's drivers. Our slewing rings accept the shocks and the high rotating speed of the de-barkers as well as the temperature of the coldest forests.



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## HANDLING



The stiffness of the Rollix slewing ring is a perfect solution for this type of application. Our special design gives very compact bearings, which is essential for this product. Our process control gives the customer a very simple solution to set up the pinion (see page 45) in order to save time during the mounting of the machines.

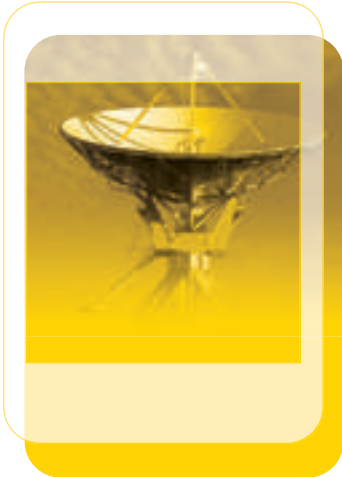


# BUSINESS UNIT

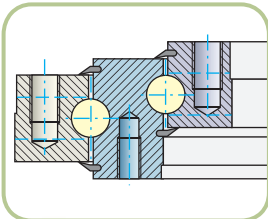
## DEFENCE



The Rollix slewing ring has a strong reputation for civilian or military applications. We manufacture steel, aluminium and titanium bearings for the most demanding customers in the world. Our precision is obtained by a specific process of grinding. Our design office proposes specific solutions for all types of environments. Capacity, low torque, stiffness and high rotating speed are our main characteristics.



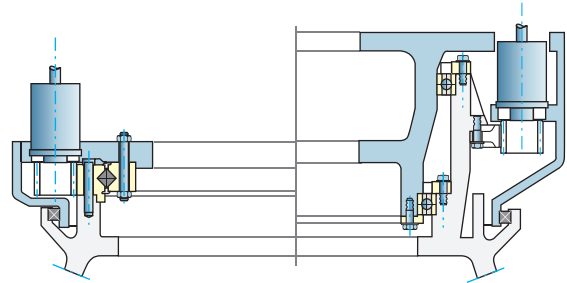
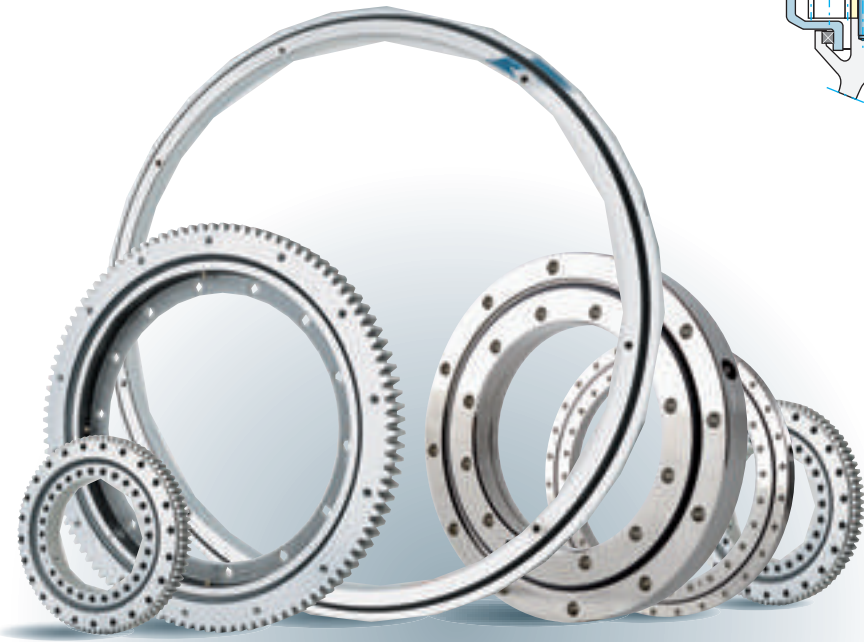
## TRANSPORT



The Rollix slewing ring permits the bogie orientation and the carriage articulation. The stress spectrum applied to these slewing rings is very specific. Our know-how answers perfectly the protection from contaminants (salt, sand, rain and mud). We can also integrate special braking devices. The Rollix slewing rings transport millions of people all around the world with train, trams and metro. We also supply slewing rings for the rotation of the truck's wheels.



# VARIOUS INDUSTRY



1

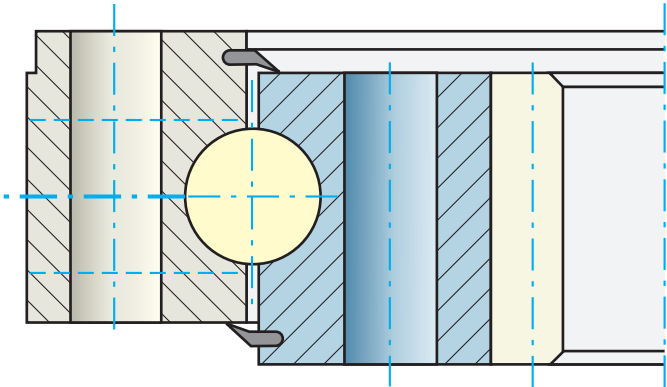
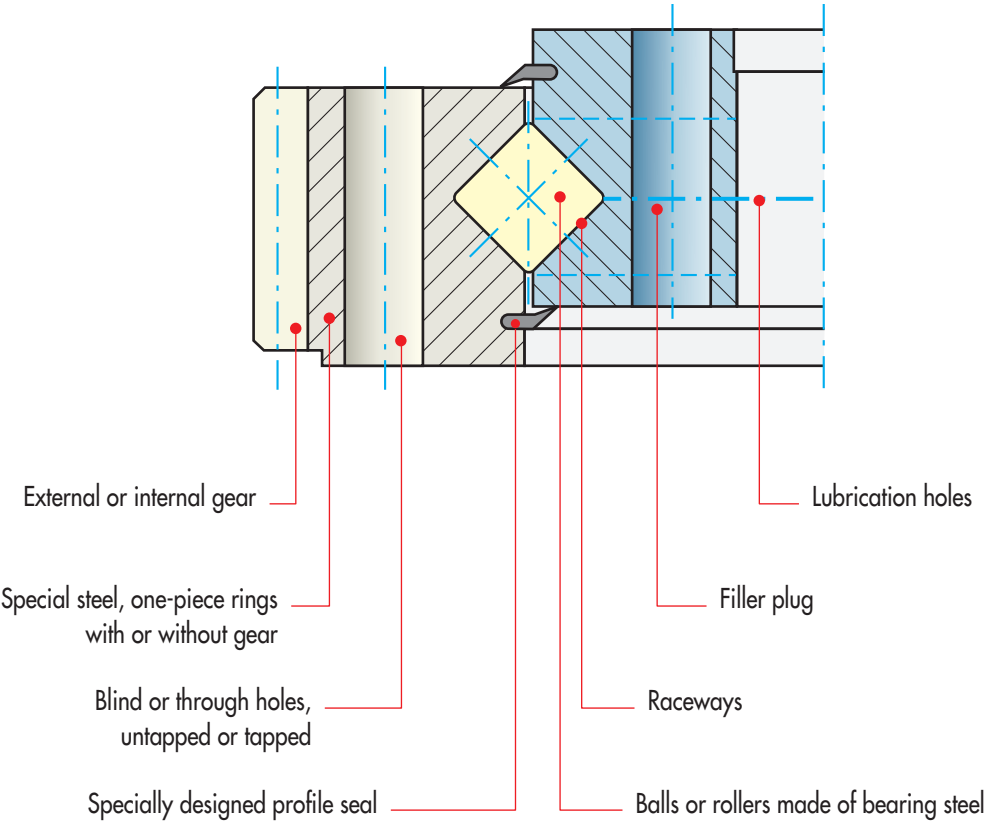
Rollix supplies slewing rings for a wide range of applications throughout the industry. Our design office will assist you to select the most effective solution price and capacity-wise. Our staff and agents worldwide will process your enquiries and provide full support to meet your customer's requirements.



The loads and working conditions defined and gathered by the customer in the **IT ETR 911** data sheet enables the ROLLIX Engineering Department to select the most suitable product.

# CONSTRUCTION

## BASIC CONSTRUCTION



# CONSTRUCTION

## MATERIALS

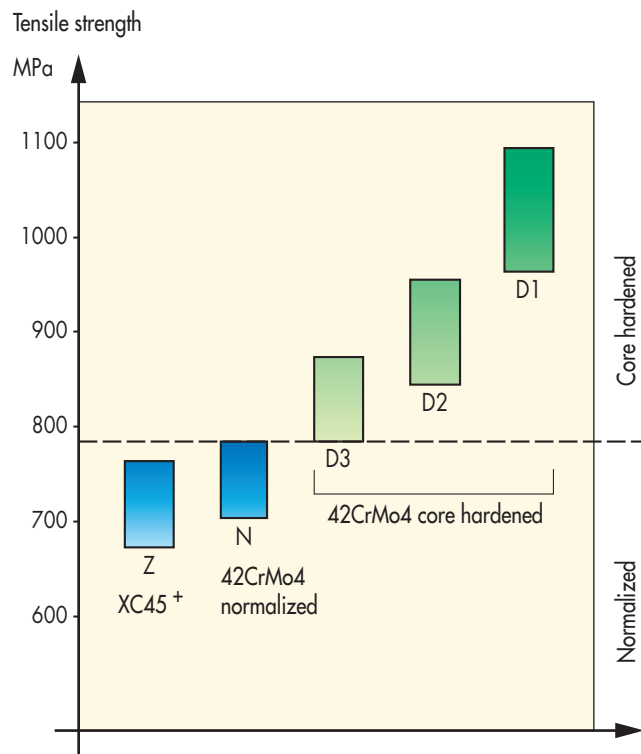
For the slewing ring manufacture, ROLLIX selects the best material specifications to suit most foreseen usages.

These materials are manufactured by approved steel works.

Inspections are carried out at each significant step of manufacturing what makes it possible to warrant the quality of the products. Most of the time, we select high-grade Carbon steels which permit us to meet all operating requirements.

Core hardening and tempering are carried out when the applied stresses dictate these processes.

1



STANDARD GRADES	Normalized state	Core hardened state
Improved XC 45	<b>Code letter Z</b>	Code letter X
42 Cr Mo 4	code letter N	<b>Code letter D</b>

# CONSTRUCTION

## MATERIALS

### EQUIVALENT STANDARDS IN VARIOUS COUNTRIES :

The following table shows our standard steels with the nearest equivalent foreign grades

COUNTRIES	STANDARD	XC45 Code Z/X	42CrMo4 Code N/D
GERMANY	DIN	Ck 45	42CrMo4
U K	B.S.	080M46	708M40
U.S.A.	AISI	16B45	4142
ITALY	UNI	C45	42CrMo4
JAPAN	JIS	S45C	SNB7
SPAIN	UNE	C45K (F1140)	42CrMo4 (F8232)
SWEDEN	SSSTAHL	1672	2244
AUSTRALIA	ASA	AS 1442-1045	AS 1444-4140

### OTHERS MATERIALS :

Specific factors of some applications or functional requirements may result in the use of materials such as :

- Stainless steel.
- Structural hardening steels or alloys.
- Special steels for hardening under controlled atmosphere.
- Case or nitrided steel.
- Special steels for very low temperature.
- Aluminium-based alloys.
- Titanium alloys.
- Plastic, composite materials.

## COMPONENTS

ROLLIX selects rolling elements : balls and rollers with very specific characteristics.

Their assembly requires particular caution.

Any action of dismantling bearings or replacement of rolling elements is definitely inadvisable and cancels the ROLLIX warranty.



# CONSTRUCTION

## HEAT TREATMENTS

The slewing ring transmits loads from a turning part towards the fixed part of a mechanism. The applied stresses of the rolling elements on the raceways are calculated according to the Hertz laws and the modern criteria of plasticity.

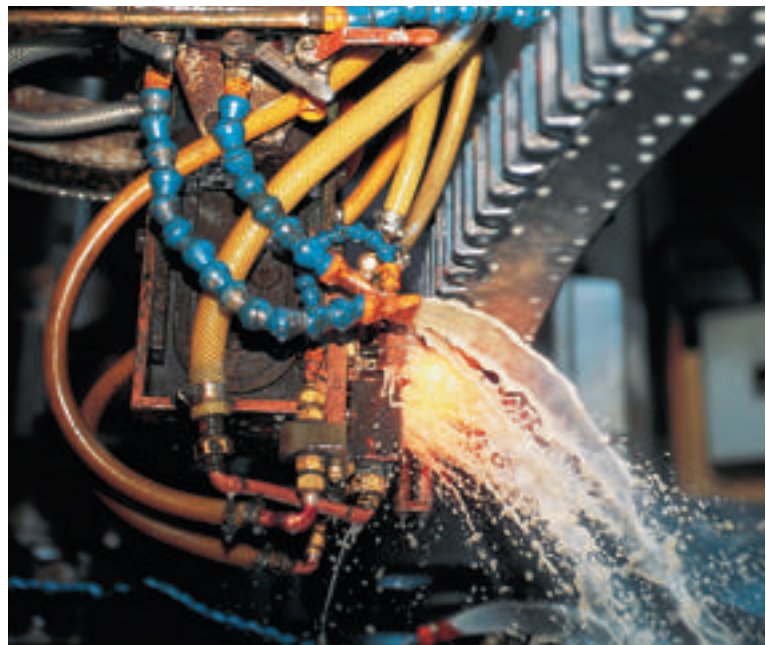
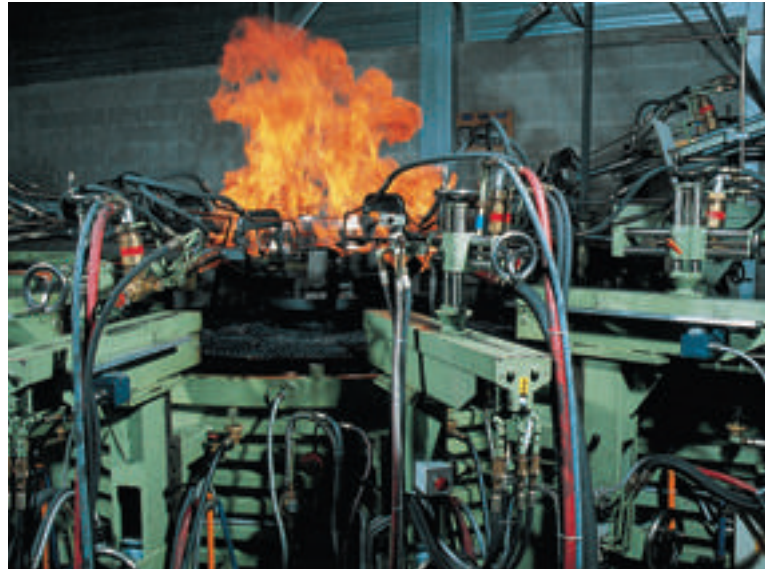
**ROLLIX** carries out localized hardening treatments which makes it possible to satisfy these criteria just as well in terms of surface pressure as well as subsurface fatigue.

In all cases, induction or flame hardening permits us to achieve the necessary hardness patterns and a sufficient depth simultaneously.

In process systematic inspections during production enable us to warrant the quality and the reliability of the slewing ring treatment, according to ROLLIX specifications.

According to the level of applied stresses and if geometry allows it, the same kind of hardening process may be applied on **gear teeth**.

Our calculation models allow us to select the kind of treatment required. Other processes of local hardening may also be provided, for example : case hardening, nitriding, etc.



# CAPABILITY

## TEMPERATURE

The normal working temperature of the slewing rings ranges from - 25 up to + 70° C. Lower or higher temperatures are possible but require special design provisions by our Engineering Department.

## SPEED

The slewing rings can work whether by oscillating motion or continuous motion. It is necessary to check that the circumferential raceway speed remains within the acceptable limits of respective bearing's capacity.

## ENVIRONMENT

In case when the working environment is particularly aggressive :

- sea atmosphere,
- dusty or abrasive environment (sand, coal...),

particular protection devices must be incorporated such as :

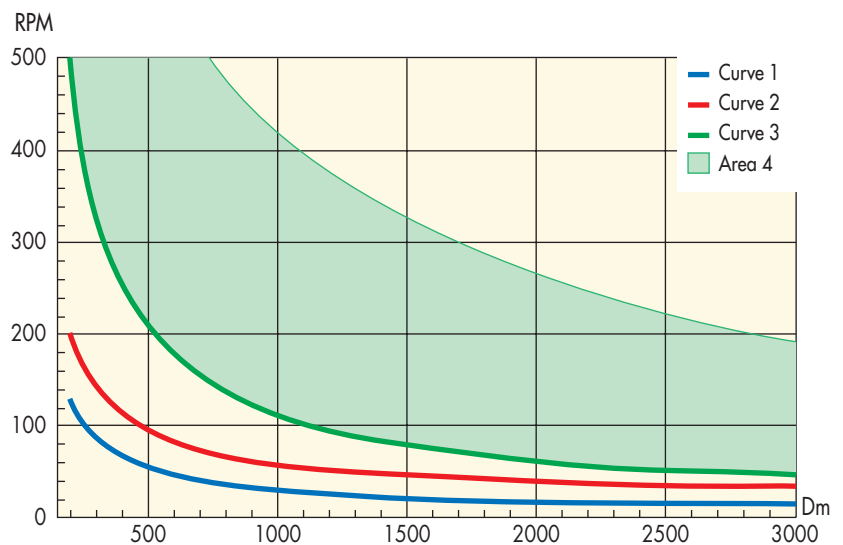
- labyrinths,
- shields,
- oil-bath.

Preventive maintenance operations will be increased to ensure normal operation.

## SHOCKS, VIBRATIONS

If the slewing rings are continuously solicited by shocks and/or vibrations, the customer must mention it in the specifications in order to design the right piece.

### ROTATIONAL SPEED



BEARING TYPE	LUBRICATION TYPE	LIMITED SPEED (n. Dm)	
Crossed rollers raceway	Standard grease	24 000 to 35 000	Curve 1
Balls type raceway	Standard grease	40 000 to 65 000	Curve 2
Balls type with cage	Grease or oil	70 000 to 130 000	Curve 3
Specific design	Oil or special greases	Consult us	Area 4

In any case, it is essential to consult our Engineering Department with the precise operating conditions.

# SLEWING RING SELECTION



- SLEWING RINGS FUNCTIONS
- OTHER FEATURES

# SLEWING RING FUNCTIONS

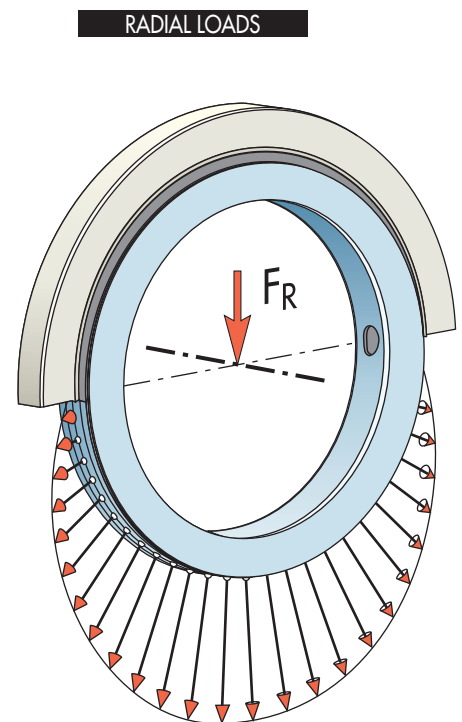
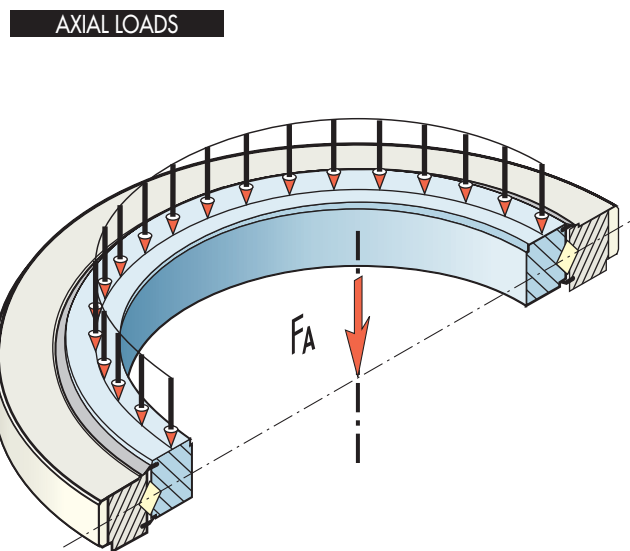
## LOADS SELECTION

The slewing ring, being the link between a mobile element and a fixed base, must have the capacity to transmit the stresses of the mobile part towards the base. It is necessary to accurately define all the actual stresses applied so that a suitable slewing ring with adequate capacity can be selected. This should include the effects due to masses and inertias of the payloads and structures.

It is necessary to distinguish the fixed loads and the variable loads as well as the effects due to dynamic loads, the latter constituting "fatigue" stresses. The direction of forces affecting the slewing ring must be well defined so that the active tilting moment can be established.

We distinguish :

- The **AXIAL LOADS** whose direction is parallel to the slewing ring rotation axis. The resultant of these loads is called **F<sub>A</sub>**.
- The **RADIAL LOADS** contained in planes perpendicular to the rotation axis. The resultant of these loads is called **F<sub>R</sub>**.



# SLEWING RING FUNCTIONS

## LOADS SELECTION

- **TILTING MOMENTS** (bending) : in planes parallel to the rotation axis. The resulting moment working in the plane containing the rotation axis is called  $M_T$ .

- **SLEWING TORQUE**  $C_D$  controls the slewing ring rotation.

### CALCULATION OF THE EQUIVALENT LOAD

For the calculation, the resultant of the radial loads  $F_R$  is transposed into an equivalent axial load using a factor  $K_R$  as follows :

For **standard slewing ring** :

if :  $\frac{F_R}{F_A} < 0,25$   $\longrightarrow$   $K_R = 0,5$

if :  $0,25 < \frac{F_R}{F_A} < 1$   $\longrightarrow$   $K_R = 1,5$

if :  $\frac{F_R}{F_A} > 1$   $\longrightarrow$   $K_R = 2,4$

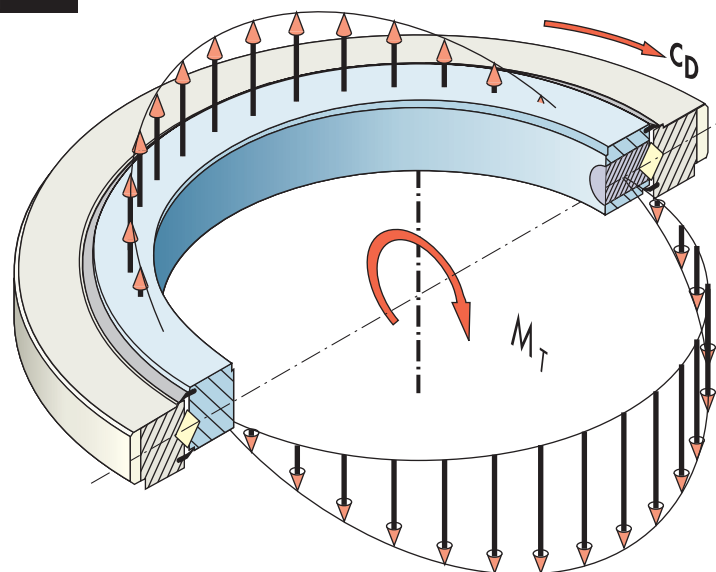
For **light series and solid sections** :  $\longrightarrow$   $K_R = 3,225$

The **equivalent loads**  $F_{eq}$  can be obtained by the following formula :

- For the **horizontally mounted slewing rings** : vertical rotation axis :  $F_{eq} = F_A + K_R \cdot F_R$

- For the **vertically mounted slewing rings** : horizontal rotation axis :  $F_{eq} = F_A + 1,2 \cdot K_R \cdot F_R$

### TILTING MOMENT





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F - 44803 ST HERBLAIN Cedex  
Tel. 33 (0)2 40 67 89 89  
Fax 33 (0)2 40 67 89 03  
E-mail : Info@rollix.com

For ROLLIX

N° Affaire :

Date :

AC  VI  RC

Visa :

For the USER

Name :

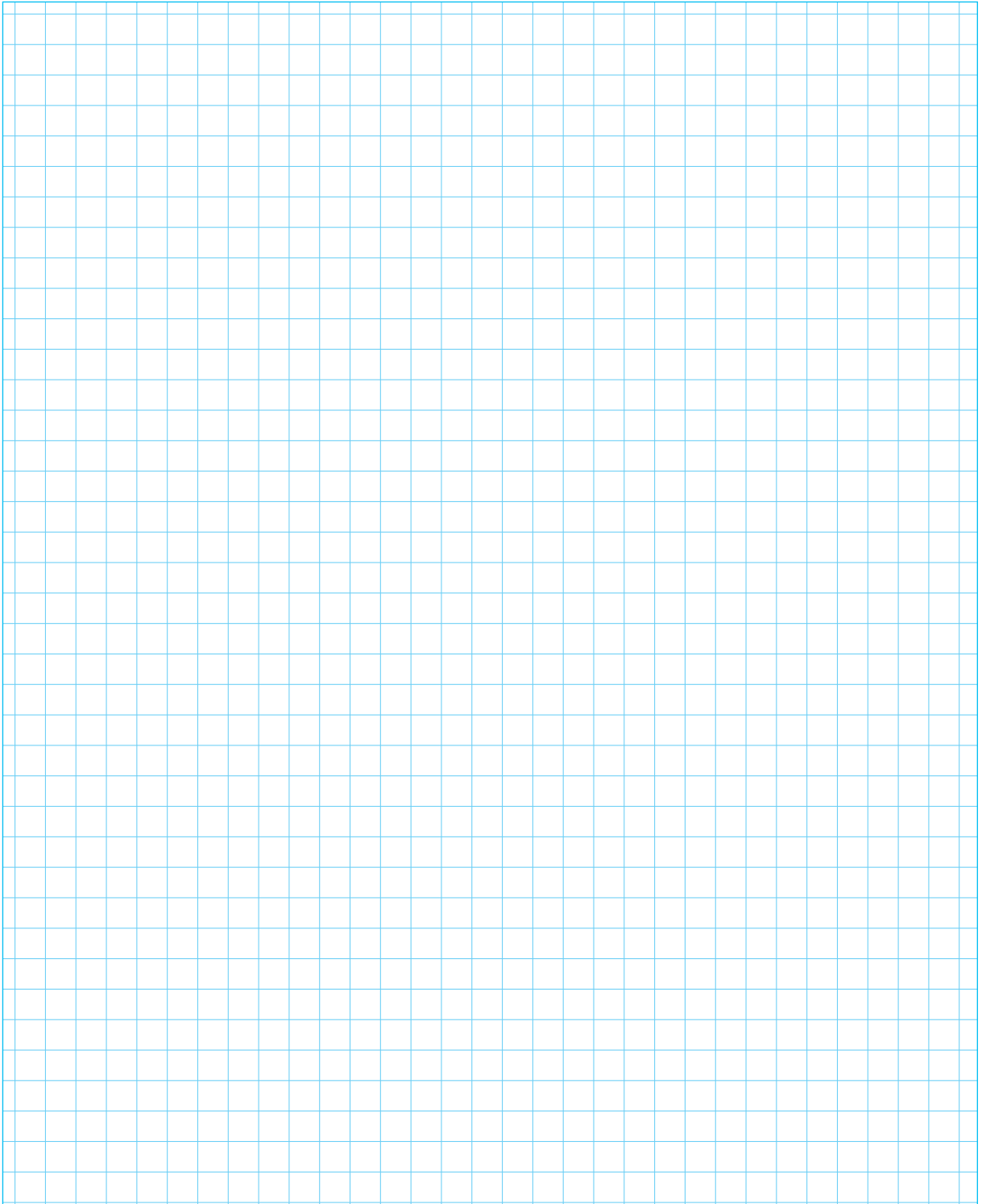
Date :

Signature :

### DESIGN DATA SHEET

1.1	COMPANY :						Tel. :	
1.2	Address :						Fax :	
1.3	Person in charge of the project :						Fonction :	
2.1	DESCRIPTION OF THE APPLICATION + sketch (to be attached with loads applied)							
2.2	Machine / project reference :						New project : Yes <input type="checkbox"/> No <input type="checkbox"/>	
2.3	Slewing ring position : Horiz. <input type="checkbox"/> Vert. <input type="checkbox"/> Other <input type="checkbox"/> Utilisation mode : Continu. <input type="checkbox"/> Intermittent <input type="checkbox"/> Other <input type="checkbox"/>							
3.1	LOADS ON THE BEARING (including structural loads) :						Applied <input type="checkbox"/> Suspended <input type="checkbox"/>	
3.2			Static			Dynamic		
3.3			Nominal	Maximum	Test	Nominal	Maximum	Test
3.4	Utilisation	% Time						
3.5	Axial	kN						
3.6	Radial	kN						
3.7	Moment	kNm						
3.8	Rotating ring : Ext <input type="checkbox"/> Int <input type="checkbox"/> Speed (RPM)							
3.9	Load factors applied : Excluded <input type="checkbox"/> Included <input type="checkbox"/> Values :							
3.10	Required life :							
4.1	GEAR		External <input type="checkbox"/>		Internal <input type="checkbox"/>		Without gear <input type="checkbox"/>	
	Geometry		S.R.	Pinion	Loads		S.R.	Pinion
4.2	Required Module				Tangential load (kN)			
4.3	Number of teeth required				Torque (kNm)			
4.4	Addendum modif. factor							
5.1	CRITICAL ITEMS Dimensions				Others :			
5.2	Classification <input type="checkbox"/> Commission <input type="checkbox"/> FEM <input type="checkbox"/> LLOYDS <input type="checkbox"/> API <input type="checkbox"/> BV <input type="checkbox"/> DNV <input type="checkbox"/> Other							
5.3	Specification relative to the application :							
SPECIFIC REQUIREMENTS OF THE APPLICATION								
6.1	Environment :				Operating temperature :			
6.2	Vibrations, shocks loads :				Storing temperature :			
6.3	Acceleration :		Deceleration :		Inert. mom./Rotation axis :		Varied :	
7.1	QUANTITY Yearly requirements :				Qty per delivery :			
8.1	REQUIRED DELIVERY TIME :							

## SKETCH OF YOUR APPLICATION SHOWING THE LOAD POSITIONS



# SLEWING RING FUNCTIONS

## BEARING FUNCTION

The knowledge of loads and working conditions is necessary to allow us to design and dimension the "BEARING" function of the slewing ring i.e : movement type, speed, accelerations, temperatures, environment, etc.

The **transmission of loads** from one raceway to another varies according to the nature of applied loads.

In order to calculate the ideal dimensions of the raceway, we define the load equivalent to all external efforts in the most stressed areas.

These loads are corrected by factors according to the application, the usage, etc.

We distinguish between :

- the application factor  **$K_A$**
- the usage factor  **$K_U$**
- the safety factor  **$K_S$**

### THE APPLICATION FACTOR $K_A$

is a coefficient taking into account the application specificity in relation to the slewing ring element.

This factor is established from ROLLIX experience. It is defined in the table "APPLICATION FACTORS".

### THE USAGE FACTOR $K_U$

is defined according to the particular operating conditions : vibrations, shocks, occasional or accidental overloading, etc. If no other value is specified, then the nominal value is taken as 1.

### THE SAFETY FACTOR $K_S$

is defined from standardized criteria for applications which must meet specific regulations such as : FEM, LLOYDS, API... This generally has the value 1, as the designer of the machine must include the regulation factors in the calculation of the loads applied on the bearing.





# SLEWING RING FUNCTIONS

## BEARING FUNCTION

### APPLICATION FACTORS

MACHINES	Average speed Rpm	Applications factors $K_A$
Armament turret	1,5	1,5
Bucket	1,5	1,65
Cable shovel	2	1,65
Compacter	2,5	1,80
Concrete mixer	5	2,40
Concrete pump	1,5	1,65
Dragline	1,5	1,65
Dock crane	1	1,65
Fairlead	0,8	1,35
Fork-lift truck	1	1,35
Fork-lift wheel	1,5	1,50
Grabbing crane	1,5	1,80
Heavy winch	2	1,65
Hydraulic lift platform	1	1,50
Hydraulic shovel	2,5	2
Loading dock crane	1	1,65
Merry-go-round	5	2,40
Mine digging machinery	1,5	2
Mobile fixed boom crane	1	1,5
Mobile grapple crane	1	1,80

MACHINES	Average speed Rpm	Applications factors $K_A$
Mobile telescopic crane	1	1,65
Offshore crane	1	1,8
Post jib crane	1	1,35
Railway crane	1	1,50
Rapid rotation radar	5	2
Rapid rotation scanner	3,5	1,65
Robotics	3,5	1,65
Service deck crane	0,8	1,35
Settler (water and sewage treatment)	0,6	1,35
Slow rotation radar	1	1,35
Slow rotation radiology	1	1,35
Tower crane, slewing jib type	1	1,65
Tower crane, slewing tower type	1	1,80
Track hook crane	1,5	1,80
Truck crane	1	1,50
Turntable	1	1,35
Vibrating compacter	2,5	2
Welding positionner	0,8	1,35
Windturbine	0,8	1,65

These factors are determined statistically and are based on a large number of observations for each type of application.

The standard parameters retained are as follows :

- Theoretical service life : 6000 hours.
- Work under normal weather conditions.
- Conventional application (and not specific).

# SLEWING RING FUNCTIONS

## BEARING FUNCTION

### Selection of the ring according to capacity

The load capacity of the slewing ring is calculated according to its performance in function of :

- its geometric envelope,
- the nature of the ring materials,
- the heat treatment carried out,
- the nature, the number and the dimension of the rolling elements,
- the contact parameters of the rolling elements.

The curve of the maximum permissible capacity is drawn on a graph whose Ox axis bears the equivalent axial load and the Oy axis bears the tilting moment. To simplify it, it is represented by a straight line called the "LIMIT CURVE".

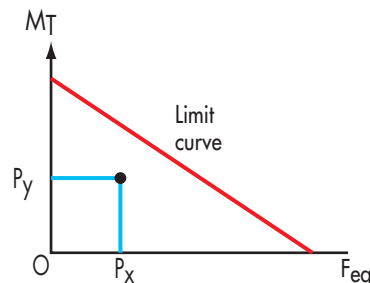
The ring size is determined by plotting the representative point of loads onto this curve. This point, called "application point" has the following coordinates :

- on the horizontal axis :

$$P_x = F_{eq} \cdot K_A \cdot K_U \cdot K_S$$

- on the vertical axis :

$$P_y = M_T \cdot K_A \cdot K_U \cdot K_S$$



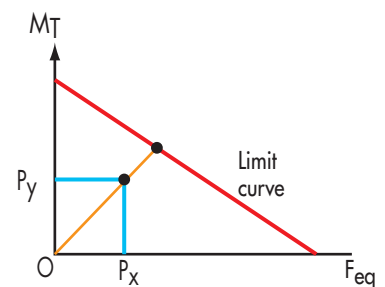
**In any case, the application point P must be under the limit curve.**

### Service life

Many external factors have a very important influence on the service life of the bearing. Among others, we can cite :

- geometric quality of supports,
- structure deformation under load,
- climatic conditions and environment,
- quality of operating maintenance
- conditions of use :

repeated exposures to shocks, vibrations or sudden or intermittent movements can considerably reduce the theoretical service life.



$$K_T = OL / OP$$

An estimate of the theoretical service life can be obtained by comparing the application point to the limit curve : the ratio  $OL/OP$  is called  $K_T$ .

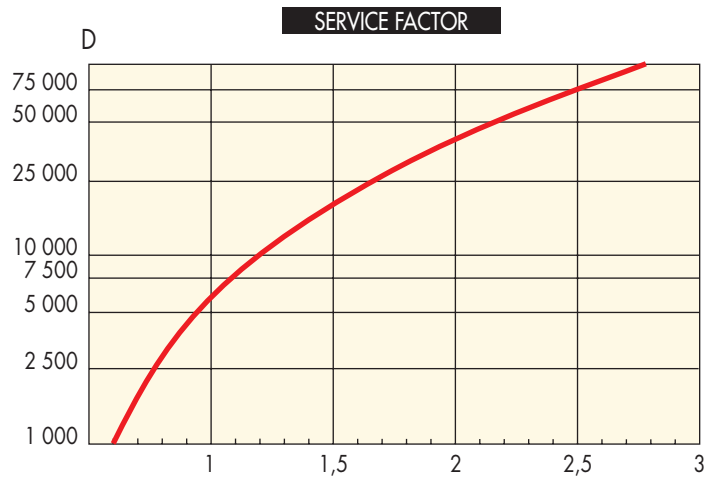
# SLEWING RING FUNCTIONS

## BEARING FUNCTION

### Service Life

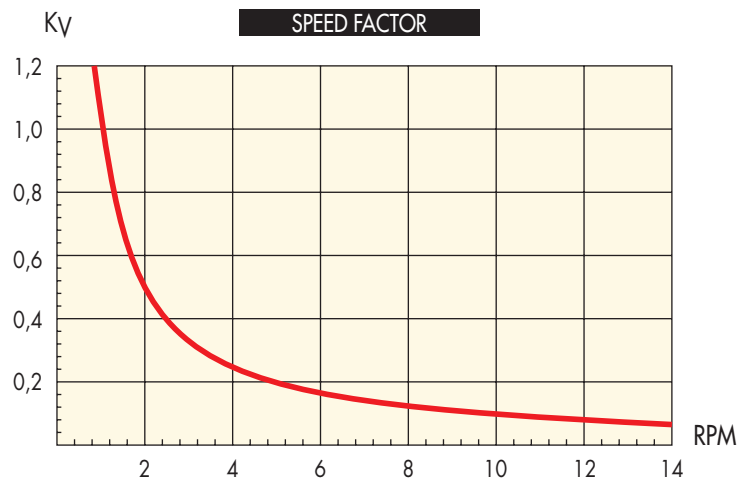
An estimate of the service life D can be obtained using the opposite graph :

- The curve indicates the estimated service life (hours) directly from the  $K_T$  value on the horizontal axis.



### Rotational speed influence

The service life D, estimated on the graph is only valid for the applications having a low rotational speed : 1 RPM. The value obtained must be multiplied by the **speed factor  $K_V$**  indicated on the opposite graph when speeds differ from this.



$$D(n) = K_V \times D$$

For applications having oscillating movements, the following formula applies :

$$n_{average} = 0,60 \times n_{real}$$

# SLEWING RING FUNCTIONS

## FASTENING FUNCTION

In order to transmit the loads previously defined, it is necessary to realize an adequate mechanical fastening of the bearing on the associated frames, thus forming rigid connection of the ring and its supports.

While several fastening methods are feasible, the most efficient one remains the use of screws and nuts.

Welding operations are absolutely prohibited.

The slewing ring proper functioning and the application safety are dependent on the correct bolting definition and fastening method during installation, complying with our workmanship.

### BOLTS QUALITY

The ISO 898-1 standards define the bolting grade adapted to structure assemblies such as slewing rings.

ROLLIX recommends the use of **HIGH TENSILE bolts grade 10.9** and exceptionally grade 8.8 or 12.9 with rolled threads after heat treat.

The **nuts** must be of a same or higher grade as the associated screw. For a screw diameter  $d$ , a nut height of  $1. d$  is recommended.

For rings in normalized steel Z or N, the use of **hardened flat washers** is required.

Minimal properties should be :

- a yield strength greater than or equal to 600 Mpa,
- a diameter :  $D_R = 2 d$ ,
- a thickness :  $h \geq 0,3 d$

External hexagon head screws must be preferred to cap screws (internal hexagon) whenever possible.

ROLLIX recommendation : screws and nuts, with guaranteed mechanical properties, matched, prelubricated so as to obtain a **known** and permanent screw/nut friction factor. The surface coating on the bolts must not generate any embrittlement.

### Minimal mechanical characteristics (according to ISO)

GRADE	TENSILE (MPa)	YIELD (MPa)	FATIGUE (MPa)	
8.8	800	640	40	Exceptional
<b>10.9</b>	<b>1040</b>	<b>940</b>	<b>40</b>	<b>Recommended</b>
12.9	1220	1100	40	Exceptional

# SLEWING RING FUNCTIONS

## FASTENING FUNCTION

### BOLTING CALCULATION

The ROLLIX calculation formulae take into account the current standards and regulations as well as the many research and experimental findings. These calculations are mainly inspired by the AFNOR FD E 25.030, the recommendation VDI 2230 (1988) and the standard API 2C (1995).

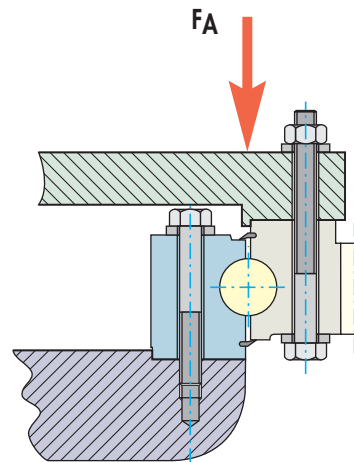
Supported loads must be distinguished from hanging (suspended) loads acting in tension.

Consult ROLLIX, in the case of hanging (suspended) loads .

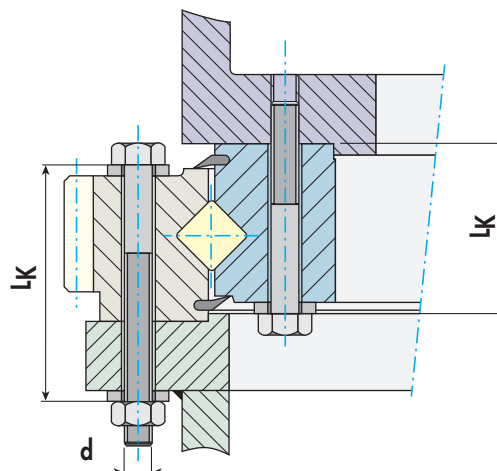
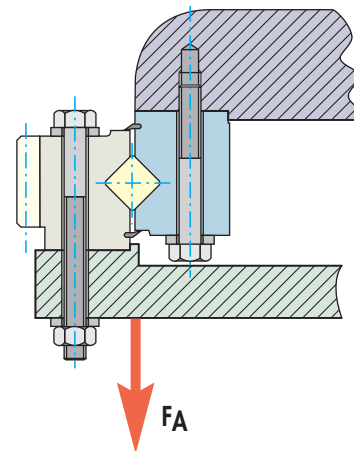
### Standard calculation hypotheses

- Supported loads acting in compression.
- Equispaced bolts ; i.e equally positioned on the pitch circles.
- Steel rings and supports.
- Supports complying with our instructions : thickness, stiffness, surface evenness (see chapter *STRUCTURES* page 42).
- Rings bolted directly onto its supports.
- In cases of heavy radial loads, we recommend to use pilots or to glue so that bolts will not be subjected to shear stresses.
- **The clamping length must be at least equal to five times the diameter :**  
 $L_K \geq 5.d$

SUPPORTED LOAD



HANGING LOAD



# SLEWING RING FUNCTIONS

## FASTENING FUNCTIONS

### Calculation of the number of bolts

When the ring has been previously selected according to its utilization and its load capacity, the bolting is then determined to correspond to the bearing capacity. The calculation of the minimum number of fasteners is carried out according to the following formula for the **most unfavourable** load case. In any case, a sufficient number of bolts ensuring an effective connection between ring and support frames must be kept, in order to avoid any ring deformation.

$$N = \frac{1,6 \cdot F_k ( 4 \cdot M_T - F_A \cdot D_f )}{D_f ( T_s - F_{pc} )}$$

where :

**N** = Number of bolts theoretically necessary.

**1,6** = Tightening factor (assembly error factor) for torque wrench Grade B according to FD E 25-030.

**F<sub>k</sub>** = Bolt stretch factor, see sketch.

**M<sub>T</sub>** = Total tilting moment applied to the ring in kNm.

**F<sub>A</sub>** = Axial load in kN.

**D<sub>f</sub>** = Fastener pitch circle diameter in m.

**T<sub>s</sub>** = Tightening tension.

**d** = Bolt diameter in mm.

**Ø m** = Raceway mean diameter in m.

**F<sub>pc</sub>** = Loss of tension due to embedding in kN, see graph.

**L<sub>k</sub>** = Clamping length in mm.

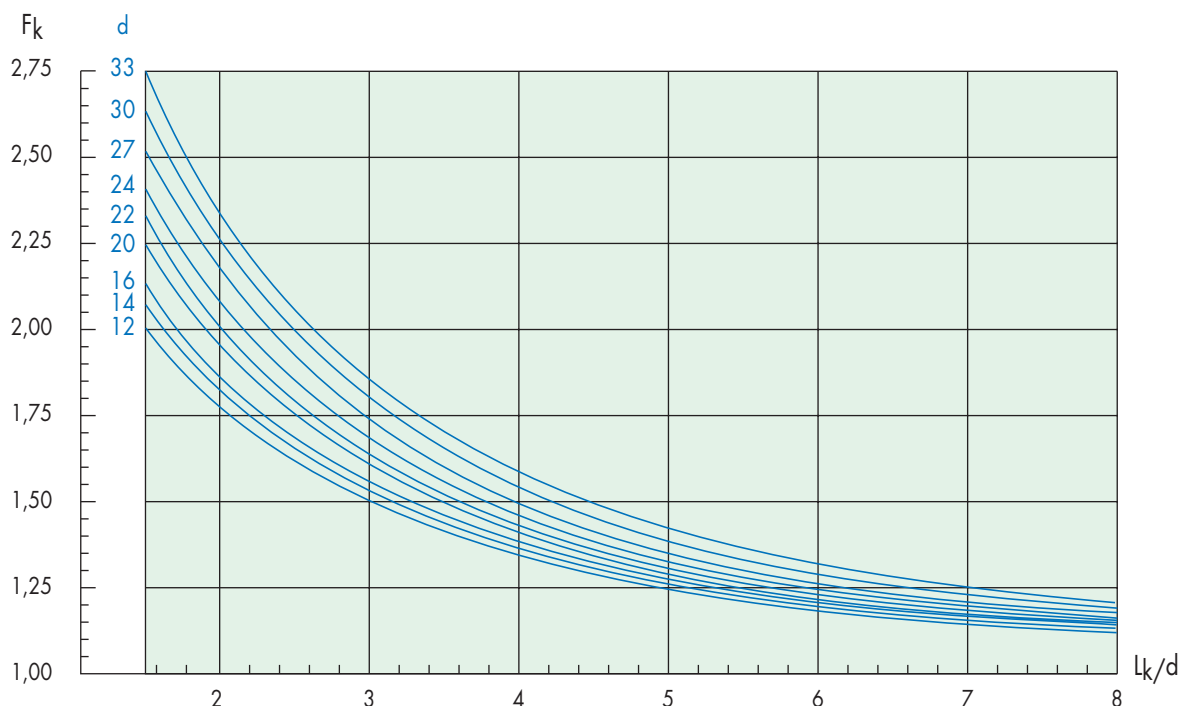
### Bolt stretch factor F<sub>k</sub>

This factor takes the assembly geometry into account. It is based on the bolt diameter and the ratio of clamping length to diameter.

The best fastening is obtained with through-holes in the ring and the supports : by using screws and nuts, the clamping length is long, bolt stiffness is satisfactory and tension losses are minimised.

In case of screw fastening into tapped holes, the setting depth must not be less than 1.25.d.

### BOLT STRETCH FACTOR



# SLEWING RING FUNCTIONS

## FASTENING FUNCTIONS

### Tightening tension : $T_s$

Tightening tension of fastening bolts must be sufficient to warrant the absence of looseness which is essential to ensure the resistance of the assembly fatigue.

diameter is sufficient compared to the dynamic stresses imposed when operating.

$$T_s > \left( \frac{2,25}{N} \right) \left[ \left( \frac{4 \cdot M_T}{\varnothing m} \right) - F_A + 80 \text{ N.d.} \cdot 10^{-3} \right]$$

### Calculation of the minimum fastener preload :

It is useful to check that the standardized preload of the chosen bolt

The standardized tightening tension at 80% of  $R_e$  must be selected from the following table according to the chosen bolt diameter : bolting grade 10.9.

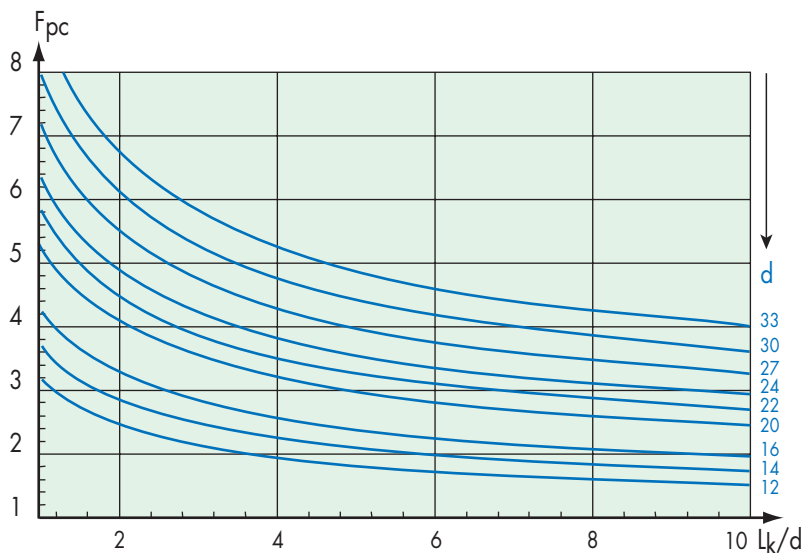
Diameter (mm)	12	14	16	20	22	24	27	30	33
Tension (kN)	56	77	106	166	208	239	315	385	480

### Loss of tension :

During tightening and under external loads, peening of the surface roughness of the contact parts occurs, reducing the initial bolts elongation and thus producing a loss of tension, which

decreases the preload in the assembly. This loss of tension has been tabulated on the following graph which shows values in function of diameter  $d$  and the ratio  $L_k/d$ .

**LOSS OF TENSION**



### Calculation of under head contact pressure :

Usually, this calculation is not required when treated flat washers are used. It is however recommended when cap screws are used. (Chc).

We must have :

$$\frac{F_B \text{ max}}{A_c} < P \text{ adm}$$

with

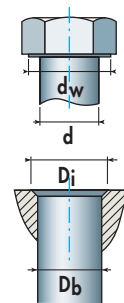
$$F_B \text{ max} = T_s + 0,13.F_E$$

with

$$F_E = \left( \frac{1}{N} \right) \left[ \left( \frac{4 \cdot M_T}{\varnothing m} \right) - F_A \right]$$

and

$$A_c = \left( \frac{\pi}{4} \right) (d_w^2 - D_i^2)$$



Allowable pressure :

for steels N and Z	400 MPa
for steels D and X	620 MPa
for steels type E36	270 MPa

### IMPORTANT REMARK

The use of **elastic washers** whatever the type or model is **absolutely prohibited** and will void all warranty.

# SLEWING RING FUNCTIONS

## SLEWING FUNCTION

ROLLIX slewing rings generally incorporate a SLEWING mechanism to control rotation of the mobile part. This function can be achieved by various means :

- 1 gear drive (the most frequent case)
- 2 belt drive
- 3 chain drive
- 4 direct drive

### GEAR DRIVE

Involute teeth, spur or helical are directly cut into the outer or inner ring (spur gear only).

### GEOMETRY

Most of the ROLLIX bearings have a gear improved by **positive addendum modification** which notably decreases pressures as well as by **a truncation** avoiding teeth root interference at the pinion.

It is also essential to make a positive addendum modification on the pinion teeth, in order to avoid the geometric interference which appears under 18 teeth.

Furthermore, the drive stresses induce shaft bending and gear deformation which are harmful to good meshing. To prevent these faults, we recommend profile corrections be carried out on the pinions : i.e.crowning and tip relief. Our Engineering Department will assist upon request.

### RESISTANCE

Our rating graphs indicate the values of allowable **maximum tangential force** in fatigue T.

The continuous operating capacity is obtained by the application of a suitable load moderating factor.

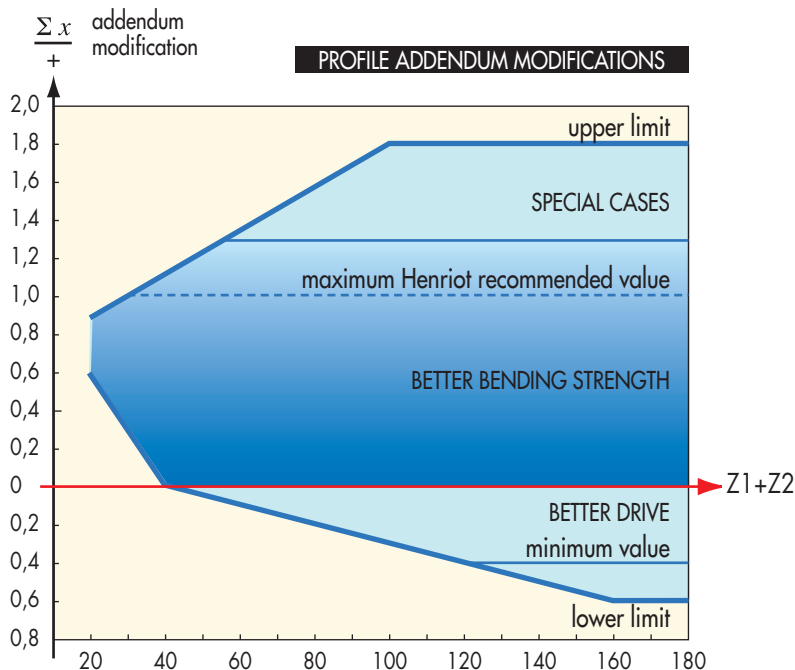
$$T = 2 \frac{C_D}{D_{ref}}$$

$C_D$  = Torque on gear

$D_{ref}$  = Reference diameter

Unless otherwise stated, the indicated values are valid for geared rings made of normalized steel XC45 : code Z.

When these values are not sufficient, ROLLIX can proceed with contour hardening which considerably improves the resistance to tooth root bending and the resistance to contact pressure. For very heavy loading conditions, ROLLIX carries out complete hardening of the tooth and of its root in the wheel rim. When only a better wear resistance is required, surface hardening of tooth flanks only is possible.





# SLEWING RING FUNCTIONS

## SLEWING FUNCTION

### GEAR QUALITY

Unless stated otherwise, ROLLIX manufactures slewing ring gears according to AFNOR or DIN standards which meet the following criteria :

**2**

### WITHOUT SUPERFICIAL HEAT TREATMENT

DIN class	AFNOR class	Maximum diameter	Maximum module	Options
12	12	all sizes	25	Module 45 with special tooling
10-11-12	11-10-9	all sizes	20	
9-10	8-9	3100	22	Specific equipment necessary
7-8	7	2500	20	• made upon request

*When a higher gear quality such as grade 5 or 6 is needed, gear grinding becomes necessary (ask our Engineering department).*

### SUPERFICIALLY HARDENED GEAR

- Generally, by contour hardening to 55 HRc ( $\pm 5$ ).
- The gear classes stated above are offset and ROLLIX can meet AFNOR or DIN standards for grades 11-12.

### IMPORTANT

ROLLIX considers that the relevant gear characterizing parameters for each quality class defined by AFNOR, DIN or ISO must be met. In case a customer does not require all of the parameters and needs to meet only one or two of them, ROLLIX can achieve higher qualities.

# OTHER FEATURES

## PRECISION - TOLERANCES

Standard ring tolerances are generally defined according to ISO 286-1 and 2 standards.

For applications requiring a higher precision level : robotics, radars, etc. a better grade is considered. The tolerance values are then indicated on the bearing drawing. For bearings of large diameter with thin cross sections where radial stiffness is low, the tolerance values must be considered when bearing is assembled to its supports, these ensuring proper circularity.

### GEOMETRY

The selected criteria are :

- For the diameters : **Js 13**
  - For the centerings
- Bores : **H9**  
Shafts : **f9**
- For the overall height : **± 1 mm**

### FASTENING

The bolt circle diameters are machined to tolerance **Js10** with a minimum of **± 0,2 mm**.

### GENERAL TOLERANCES TABLE (ACCORDING TO ISO 286-2)

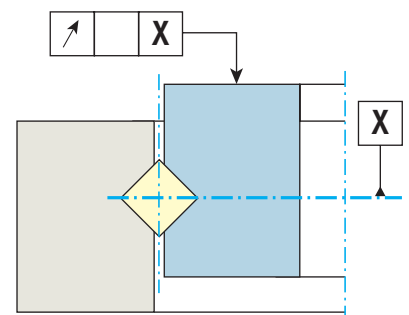
Diameter (in mm)	from 180 to 250	250 to 315	315 to 400	400 to 500	500 to 630	630 to 800	800 to 1000	1000 to 1250	1250 to 1600	1600 to 2000	2000 to 2500	2500 to 3150
Pilot H9 (in $\mu\text{m}$ )	+115	+130	+140	+155	+175	+200	+230	+260	+310	+370	+440	+540
Spigot f9 (in $\mu\text{m}$ )	-50 -165	-56 -185	-62 -202	-68 -223	-76 -251	-80 -280	-86 -316	-98 -358	-110 -420	-120 -490	-130 -570	-145 -685
Diameter Js10 (in $\mu\text{m}$ )	± 92	± 105	± 115	± 125	± 140	± 160	± 180	± 210	± 250	± 300	± 350	± 430
Diameter Js13 (in mm)	± 0,36	± 0,405	± 0,445	± 0,485	± 0,55	± 0,625	± 0,70	± 0,825	± 0,975	± 1,15	± 1,4	± 1,65

### GEAR

The value of the total run-out is indicated in the drawing title block. The measurement and tolerance over K teeth are also indicated on the drawing. This dimension includes the contribution of the ring to the meshing backlash.

### BEARING

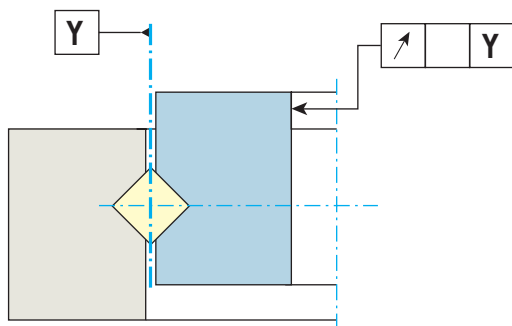
- The AXIAL RUN-OUT of the supporting faces is measured using a dial gauge over one full revolution (see opposite sketch).



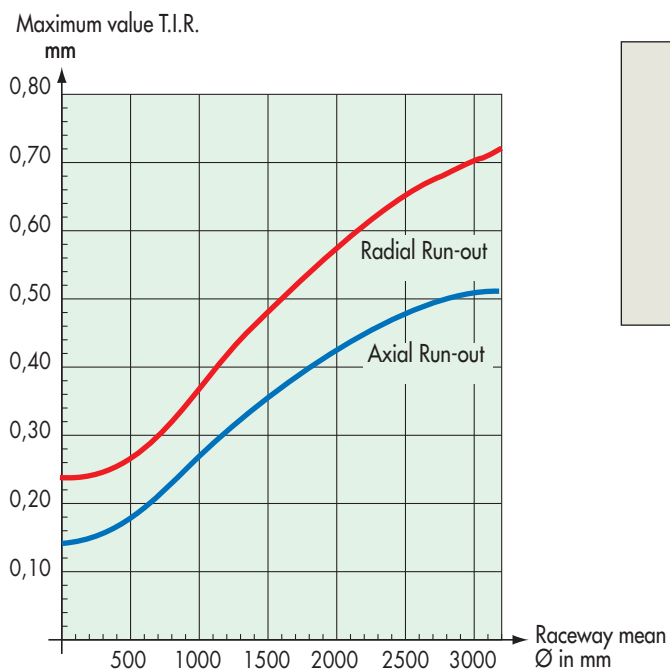
# OTHER FEATURES

## PRECISION - TOLERANCES

- THE RADIAL RUN-OUT of the spigots is also measured by rotation (following sketch).

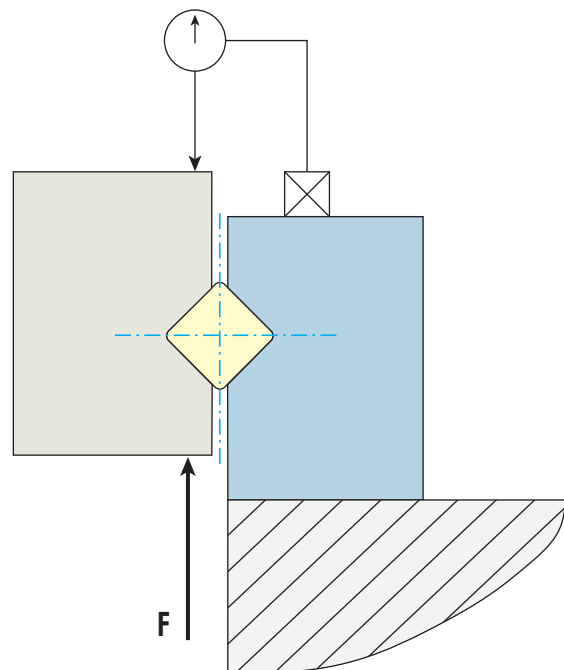


These measurements are carried out by placing the magnetic base of a dial gauge on the fixed ring, while the filler is taken in contact with the element to be measured. The reading will be obtained during one rotation of the turning ring (value T.I.R.).



- THE DEFLECTION UNDER MASTER LOAD is measured as follows : One of the bearing ring is fastened to a rigid support and a master load  $F$  is applied axially on the other ring to a point closely located to the raceway. The deflection under load  $F$  is measured using a dial gauge whose base is attached to the other ring. The deflection under standard load of every slewing ring is measured at the factory. This value is compared to the allowable limits, and is registered.

### DEFLECTION UNDER MASTER LOAD



# OTHER FEATURES

## SLEWING TORQUE

Calculation of the necessary torque to enable a rotation of the whole assembly takes into account :

- loads on the machine,
- rotating masses,
- distance of these masses to the rotation axis,
- speeds and accelerations,
- resisting torques.

Two types of torques are distinguished :

---

Start up slewing torque : **Cd = Crv + Crc**

---

Acceleration slewing torque : **Cg = Crv + Crc + Ca**

---

**Crv** = Friction torque of unloaded bearing

---

**Crc** = Rotating torque due to loads

---

**Ca** = Acceleration torque

---

**Cd** = Starting torque

---

All these torques are expressed in kNm.

### **Crc : ROTATION TORQUE DUE TO LOADS**

The starting torque required takes into consideration loads on the bearing and friction of the components.

#### **Balls type slewing ring**

$$Crc = \left[ \frac{13,11 M_T}{\emptyset m} + 3 F_A + 11,34 F_R \right] \emptyset m \cdot 10^{-3}$$

#### **Crossed rollers type slewing ring :**

$$Crc = \left[ \frac{15,3 M_T}{\emptyset m} + 3,75 F_A + 8,19 F_R \right] \emptyset m \cdot 10^{-3}$$

---

$M_T$  = Resulting moment in kNm

---

$\emptyset m$  = Raceway mean  $\emptyset$  in meters

---

$F_A$  = Axial load in kN

---

$F_R$  = Radial load in kN

### **Ca : ACCELERATION TORQUE**

The torque needed to accelerate the loads from the initial speed up to the final speed, during time (t) is defined by :

$$Ca = \frac{\pi \cdot n \cdot I}{30 \cdot t} \cdot 10^{-3}$$

t = Acceleration time in sec.

n = Speed variation in RPM

(Final speed - Initial speed)

I = Moment of inertia of the machine in Kg . m<sup>2</sup>

I = I<sub>1</sub> + I<sub>2</sub> + I<sub>3</sub> + ..... I<sub>n</sub>

where I<sub>1</sub> à I<sub>n</sub> = moments of inertia of the moving loads with regard to the rotation axis expressed in Kg . m<sup>2</sup>.

Generally we have :

$$I_1 = G_1 \times r_1^2$$

$$I_n = G_n \times r_n^2$$

G<sub>1</sub> to G<sub>n</sub> = Mass of various rotating components expressed in Kg.

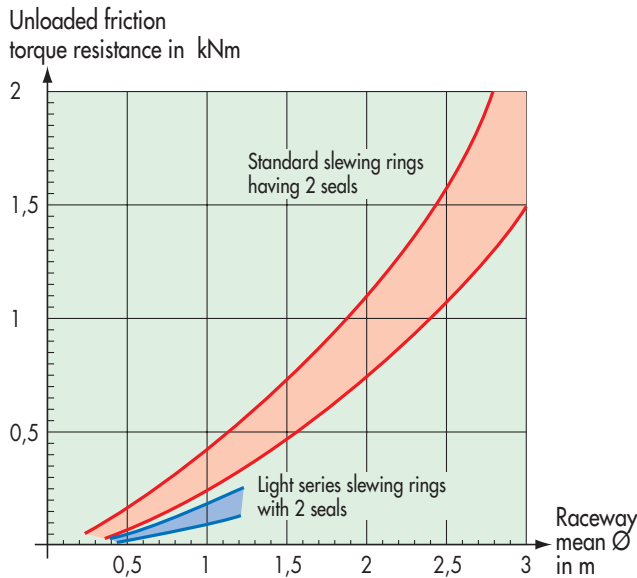
r<sub>1</sub> to r<sub>n</sub> = Distances between the loads centre of gravity and the ring rotation axis expressed in meters.

Note : *The resisting torque depends on the support surface flatness and lubrication.*

# OTHER FEATURES

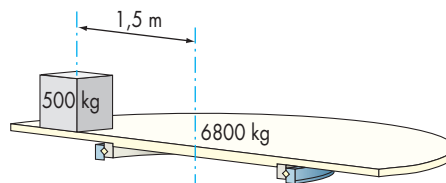
## SLEWING TORQUE

The friction torque of standard slewing rings is defined in the following graph. ROLLIX, upon request, can supply slewing rings with lower or higher torque values.



### APPLICATION EXAMPLE

Platform diameter : 4 m.  
 Platform mass : 6800 kg  
 Cube mass : 500 kg  
 Ball type slewing ring  
 raceway mean  $\varnothing$  : 2 m.  
 Distance from the cube to the rotation axis : 1,5 m.  
 Initial speed : 2 RPM  
 Final speed : 6 RPM  
 Acceleration time : 20 sec.



### LOADS APPLIED ON THE RING

Axial  $F_A$  : 68 kN + 5 kN = 73 kN  
 Radial  $F_R$  : 0,29 kN, negligible  
 Moment  $M_T$  : 5 kN x 1,5 m = 7,5 kNm

**SLEWING TORQUE** : Raceway mean  $\varnothing$  = 2 meters

$C_{rv}$  : according to the graph : 1 kNm

$$C_{rc} = \left[ \frac{13,11 \times 7,5}{2} + (73 \times 3) + (11,34 \times 0) \right] 2 \cdot 10^{-3}$$

$$C_{rc} = 0,536 \text{ kNm}$$

Slewing torque at start up

$$C_d = 1 + 0,536 = 1,536 \text{ kNm}$$

Platform moment of inertia :

$$\frac{MR^2}{2} = \frac{6800 \times 2^2}{2} = 13600 \text{ Kg m}^2$$

Cube moment of inertia :

$$Mr^2 = 500 \times 1,5^2 = 1125 \text{ Kg m}^2$$

Total moment of inertia :

$$13600 + 1125 = 14725 \text{ Kg m}^2$$

Acceleration torque :

$$n = 6 - 2 = 4 \text{ RPM}$$

Acceleration time : 20 sec

$$C_a = \frac{14725 \times \pi \times 4}{30 \times 20} 10^{-3} = 0,3084 \text{ kNm}$$

Slewing torque during acceleration

$$C_g = 1 + 0,536 + 0,3084 = 1,845 \text{ kNm}$$

# OTHER FEATURES

## PROTECTION

### SEALS

ROLLIX slewing rings are generally equipped with protecting seals on both sides of the raceway.

These seals have the function of :

- protecting raceways against small-sized contaminating agents,
- retaining the lubricant in the raceway.

For specific requirements, ROLLIX designs suitable protective devices, such as :

- standard and specific seals,
- lip seals
- combination of two or more seals.

### SHROUDS

For severe application conditions and in order to limit the effects of aggressive agents such as :

- swarf and metal chips
- welding grains
- abrasives
- mud
- sand
- water and heavy sea splashes
- cutting fluids...

ROLLIX strongly recommends to install effective protective shields.

Furthermore, during cleaning with solvents or pressurised water, it is advisable to avoid working in the protective device area.

### SURVEY

If, during regreasing, large grease discharges are noticed, it is advisable to check :

- that seal is still correctly positioned,
- that seal is not damaged (cut, torn, worn),
- that seals are still capable for proper bearing operation.

Therefore, this seal can either be reinstalled or replaced.

### SEAL RANGE TABLE

Operating conditions	Ranges
"Normal" - 30° C à + 70° C	NITRILE-BASED elastomer
"Extreme" $\theta < - 30^{\circ}\text{C}$ ; $70^{\circ}\text{C} < \theta < 200^{\circ}\text{C}$	FLUOR-BASED elastomer
"Special" : Various physical or chemical aggressive agents.	NITRILE-BASED elastomer modified or others

## PROTECTIVE SURFACE COATING

For particular applications, ROLLIX suggests a protective surface treatment, such as :

- 1 Zinc plating (+ chromate coating)
- 2 Phosphate coating
- 3 Chemical nickel plating
- 4 Paint
- 5 to 9 Miscellaneous treatments, for example, chrome plating, Schoop's metal spraying process, anodic oxidization, etc.

Consult us.

# INSTALLATION AND MAINTENANCE



- MOUNTING STRUCTURES
- INSTALLATION
- MARKING
- MAINTENANCE
- UTILIZATION LIMITS

# STRUCTURES

## SUPPORT STRUCTURES

### CHASSIS DESIGN

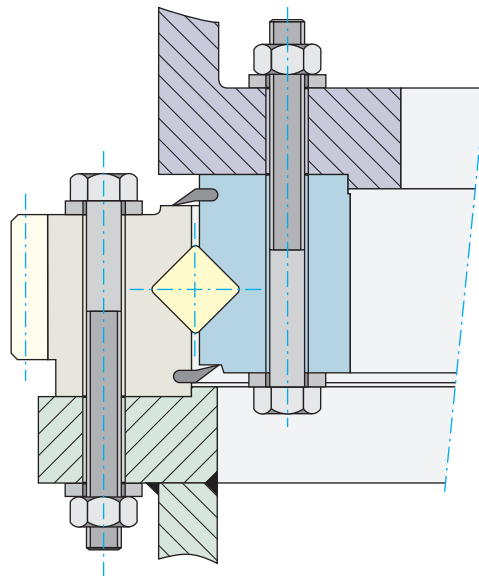
The slewing ring has a moderate axial stiffness : the diameter is large compared to the cross section. It must be mounted on a machined supporting base, ensuring sufficient stiffness with regard to the loads to be transmitted. This makes it possible to ensure an even distribution of stresses and to avoid any deformation during operation, which would be harmful to the good working of the ring.

<b>Raceway mean diameter (mm)</b>	500	750	1000	1250	1500	2000	2500	3000
<b>Minimum thickness (mm)</b>	25	30	35	40	50	60	70	80

Therefore, it is necessary to use supporting bases with a minimum thickness not less than the values indicated in the table above.

The width of the supporting surfaces is to be at least equal to that of the ring.

We recommend structural reinforcements in a circular frame placed directly beneath the raceway. For better loading uniformity, thick circular frames are preferred to thin reinforcements with ribs.



### SHAPE TOLERANCES

Shape defects of the supports lead to deformations of the raceway. This can cause tight spots or possible seizure and will reduce the bearing service life. The maximum flatness defects must not exceed the values of the opposite table.

<b>Raceway mean diameter (mm)</b>	500	750	1000	1250	1500	2000	2500	3000
<b>Maximum tolerance Crossed Roller (mm)</b>	0,10	0,12	0,15	0,18	0,20	0,25	0,29	0,32
<b>Maximum tolerance Balls (mm)</b>	0,12	0,18	0,21	0,25	0,28	0,33	0,38	0,42

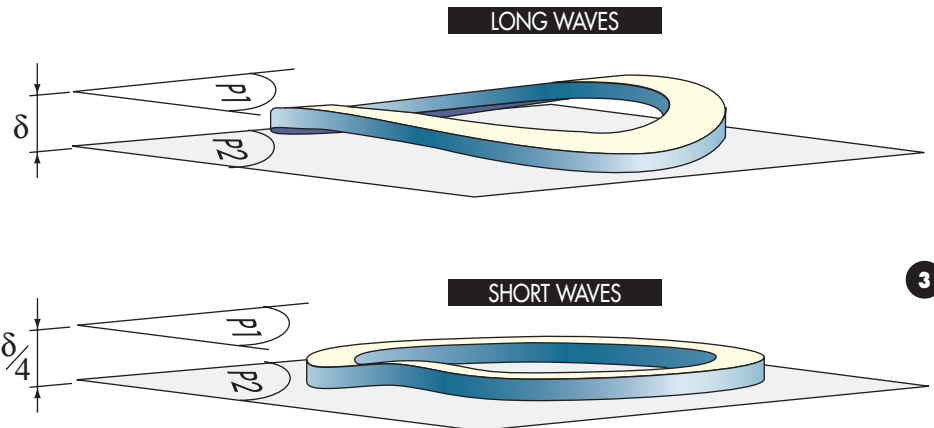


# STRUCTURES

## SUPPORT STRUCTURES

These maximum values are allowable for "long waves" in the circumferential direction.

"Short waves" for example between two fastening holes, must not exceed 1/4 of the values in the opposite table. Waves in the radial direction (conicity) must be less than 0,05 mm / m of raceway mean  $\varnothing$ .



## STIFFNESS TOLERANCES

The stiffness of the supporting frames must be such that deflections do not exceed the values of the opposite table under maximum load.

Raceway mean diameter (mm)	500	750	1000	1250	1500	2000	2500	3000
Maximum deflection (mm)	0,25	0,30	0,35	0,45	0,55	0,65	0,80	1,00

## PLASTIC CEMENTS

If the above tolerances could not be met, then Epoxy-type resins can be used instead of finish-machining of the surfaces.

Several products are possible depending on the dimensions and the amount of out of flatness to be compensated. Detailed instructions are available from our Sales Department.

# INSTALLATION

## TRANSPORT - HANDLING

Our slewing rings are carefully packed in order to avoid any damage during transport.

Transport and storage are to be carried out in horizontal position only ; transport in other positions requires special methods.

As with any mechanical precision part, the rings must be handled with care avoiding any shocks, particularly along the radial axis.

Handling should be carried out with suitable equipment for the weight of the part, which is indicated on the identification tag.

## DELIVERY - STORAGE

The packed rings have an anticorrosive surface protection allowing a 6-month-storage in a covered and temperate room.

A suitable protection must be applied for longer storage.

It is necessary to regrease after each 18-month-period (see *paragraph MAINTENANCE - LUBRICATION*).

## UNPACKING - PREPARATION

When unwrapping the bearing :

- Take care not to cut the protective seals when removing the packing paper.
- Cut this paper, preferably on the external diameter, and not on the upper or lower faces.

When degreasing the bearing :

- Use a standard commercially available solvent. **Chlorine containing solvents are prohibited.**
- Take care not to introduce any solvent under the seals or in the raceways.
- Before fitting the grease nipples or junction pipes, remove the plastic caps or the Hc screws from the greasing holes.

## INSTALLATION

### WHEN INSTALLING THE BEARING :

#### Structure

- Make sure that supporting structures comply with specifications (*see chapter STRUCTURES*).
- Check for chips, weld seam particles, corrosion signs, etc.
- Check the good mating of the rings on the supports.

#### SPIGOTS

When loads along the radial axis are important, especially when the bearing is placed vertically, it is then mandatory to use the centerings provided for that purpose.

The intercalative structural adhesive type LOCTITE 586 provides a good means to limit the relative displacements between rings and supports.

See our technical instructions IT ETR 521, available upon request.

#### POSITIONING

The hardening junction which is marked by a red line on the geared ring, and located at the filler plug on the other ring, must be placed **at 90° to the main load axis** or to the arm supporting the load (*see chapter MARKING*).

# INSTALLATION

## INSTALLATION

### Fastening

- Check that fasteners are really of the recommended grade, e.g. marked 10.9 on the head and that threads are properly lubricated.
  - For bearings in normalized steel Z or N, the use of treated hardened flat washers is required as follows :
    - the yield strength is greater than or equal to 600 Mpa,
    - the diameter  $D_R = 2 d$ ,
    - the thickness  $h \geq 0,3 d$ .
- The elastic washers type Belleville, Grower or others of whatever type or

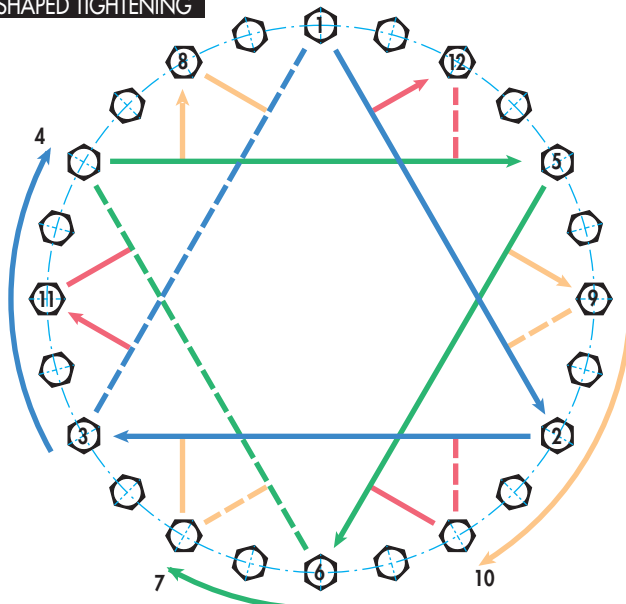
pattern are absolutely prohibited and will void all warranty.

- Install all fasteners and tighten lightly.
  - Then tighten to the specified value using a properly calibrated torque wrench ; hydraulic devices are advisable.
  - Use a "star shape" pattern when torquing which ensures a uniform tightening over the whole periphery.
- The tightening torque to be applied is defined in the following table for bolt grade 10.9 and a screw/nut friction factor of 0,12 according to VDI 2230.

### TIGHTENING TORQUE

Diameter (mm)	10	12	14	16	18	20	22	24	27	30	33
Torque (N.m)	69	117	185	280	390	560	750	960	1400	1900	2600

### STAR-SHAPED TIGHTENING

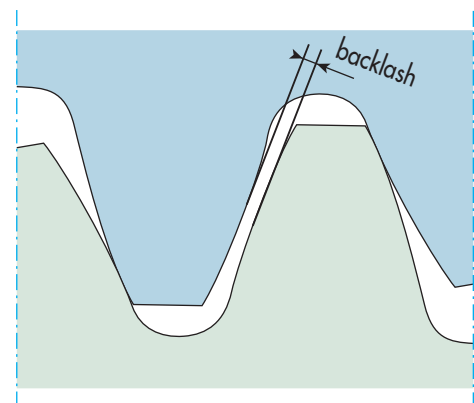


### WHEN INSTALLING THE PINION :

#### Gear

- The pinion should be located approximately at 90° of the major loading axis.
- Adjust the driving pinion to the maximum eccentric point of the ring gear, marked by a blue line.
- At this stage, the backlash must be within the limits of the calculated values or minimum at 0,05 x module.
- When several pinions are used, each one must be adjusted to the same conditions.
- During tests, make sure that good alignment of the pinion and of the slewing ring axes permits a satisfactory contact across all the gear width.
- Before running, lubricate the teeth of the slewing ring gear and of the pinion (see chapter MAINTENANCE).

### Checking the gear backlash



# INSTALLATION

## INSTALLATION

### Tests - inspections

After final tightening of all fasteners :

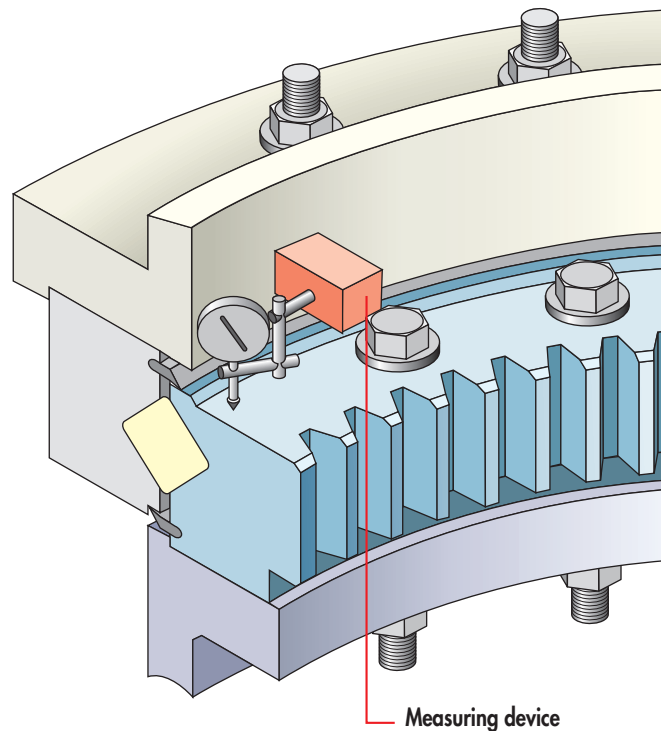
- Rotate the ring for at least 3 turns.
- Recheck the backlash value on the gear mesh over one full revolution.
- Measure the total deflection under a known load. The checked points should be marked.

It is advisable to register these values in a maintenance logbook specific to the machine, see our "*COMMISSIONNING DOCUMENTS*" ref. IT-DTR.19.005.

Operating process :

- Place a measuring device between the two rings as close as possible to the raceway on the main load axis : precision grade 0,1 mm minimum.
- Calibrate to zero, under a known load.
- Apply a measured load.
- Read the deflection value at the point considered.
- Repeat this measurement in the previously marked points.
- Take into account the deflection of the support chassis and the fasteners elongation corresponding to the instrument position.

**DEFLECTION MEASUREMENT UNDER LOAD ON MOUNTED SLEWING RING**



# MARKING

## IDENTIFICATION TAG

Each ring is individually identified by a metallic tag riveted close to the filler plug on the ungeared ring.

This tag states :

- **manufacturing date,**
- **part number of the ring,**
- **its serial number,**
- **its weight in kilograms.**



## INSTALLATION MARKS

In order to permit the correct installation of the bearing, ROLLIX slewing rings are marked as follows :

### Hardening junction :

- Located on the filler **plug** for the ungeared ring.
- Marked by a **red line** on the gear face for the geared ring.

These areas must be placed as close as possible to the neutral axis of the loads : ideally at zero moment axis.

### Gear run-out :

The maximum point of the gear run-out is marked by :

- **Two blue lines** on the corresponding tips of the teeth,
- a **O** stamped on the face opposite the mounting surface.

The backlash of the driving pinion must be adjusted at this point.



# MAINTENANCE

## MAINTENANCE - LUBRICATION

A suitable lubrication is essential for the longevity of the raceways and gears. The operating conditions such as loads, temperatures, speeds, vibrations, etc... determine the choice of lubricant.

### RACEWAY

Unless otherwise specified, the slewing rings are delivered greased.

Standard grease : ESSO BEACON EP 2 or equivalent.

### Main properties required for

#### multi-purpose grease :

As being a significant component of the bearing, grease will improve the bearing capabilities and longevity.

#### Recommendations for bearing lubricant :

- Lithium-base soap.
- Minimum viscosity of the base : 150 mm<sup>2</sup>/sec.
- Grade NLGI 2.
- Anti-wear and extreme pressure additives.
- Service temperature :  
- 30° C to + 120° C

• 4 ball test : weld load :

ASTM D 2596 (NT24) > 300

- Maximum ND<sub>M</sub> :  
for balls       ≃ 60 000  
for rollers     ≃ 30 000

### GEAR

A protection against oxidation is applied.

### GREASING HOLES

Radially or facially located, depending on design, these holes are generally tapped M10 x pitch . 1.00 and closed by plastic caps or Hc screws.

Remove these plugs before fitting the slewing ring with grease nipples or linked to a centralized lubrication system.

**Caution** : the filler plug for the rolling elements has a blind tapped hole which is not a greasing hole.

### REGREASING METHODS

Whenever the application allows it, greasing must be carried out during rotation at slow speed, on two revolutions minimum, through all the greasing holes.

### GREASING FREQUENCY

#### Raceway and gear.

The greasing frequency varies according to utilization and environment. We recommend regreasing every 150 hours in normal usage. This frequency is to be reduced to 50 hours when the conditions of application are severe or if the environment is dusty or wet.

Greasing is required, before and after a long idle period.

Regrease every 6 months, while rotating, during prolonged idle periods.

### GREASE QUANTITY

#### Raceway :

The grease quantity is defined by the Engineering Department whenever a detailed bearing calculation is provided.

Approximate practical formula to determine the minimum necessary quantity "Q" in cm<sup>3</sup> :

$Q = 0,005/3 \times D \times H$  with :

D = raceway mean Ø of the bearing in mm.

H = overall height of the ring in mm.

In all cases, a light extrusion of new grease must appear at the protection seal lips.

#### Gear :

The grease must entirely cover the flanks of the pinion and of the ring gear whether applying by brush or spraying.

### SPECIFIC APPLICATIONS

Upon request, the ROLLIX Engineering Department will provide solutions for extreme conditions : temperature, speed, etc.

See our data sheet IT ETR 551.

# MAINTENANCE

## MAINTENANCE - LUBRICATION

### CORRESPONDENCE TABLE

According to our experience, the greases mentioned in the opposite table are compatible with each other and with the components of the bearings.

It is possible to use other lubricants provided that you are sure of their compatibility with the ROLLIX standard recommendation beforehand.

Greases containing molybdenum disulphide MoS<sub>2</sub> are strictly forbidden.

BEARING	GREASE BRAND	GEAR
Aralub HLP2	<b>ARAL</b>	Aralub LFZ1
Rhus L 474/2	<b>MOTUL/BECHEM</b>	Berulit GA 400
Energrease LS - EP2	<b>BP</b>	Energol WRL/GR 154 GS
Grease LMX	<b>CASTROL</b>	
Beacon EP2	<b>ESSO</b>	Surret Fluid NX
Mobilux EP2	<b>MOBIL</b>	Mobilgear OGL 007
Retina EP2 - Alvania EPLF2	<b>SHELL</b>	Malléus GL 205
Multis EP2 - Lical EP2	<b>TOTAL</b>	Ceran AD+

This table is subject to change in accordance with the manufacturers' research works.

**3**

## PREVENTIVE MAINTENANCE

### PROTECTION SURVEY

A visual examination makes it possible to ensure the integrity of the protective seals :

- absence of excessive stretch or rips,
- correct positioning,
- wear of the friction lip.

If necessary, replace the seal.

After regreasing, wipe clean residue of old grease and check for pollutants such as sand, coal, metallic particles, etc.

### FASTENER SURVEY

It is particularly important to check that the required preload level of the bolts is still maintained as the fasteners of the slewing rings are essentially working in fatigue.

ROLLIX recommends to retighten the fasteners after the first two to four months of utilization and then proceed to a systematic yearly check.

If any bolt is found loose, a further in deep examination is essential. The necessary preservative measures must then be exercised.

Some regulations impose the replacement of fasteners every seven years or every 14 000 working hours. In any case, refer to local rules and regulations enforced connected with the application.

### ORIENTATION SURVEY

During cleaning prior to regreasing of the gear :

- Check carefully for any foreign body at the tooth root, ring and pinion.
- Check the even load distribution of the pinion on the entire width of the ring gear and correct the alignment of the axes if needed.
- Check the backlash value.

# UTILIZATION LIMITS

## CHECKING THE DEFLECTION UNDER LOAD

ROLLIX delivers its bearings with a preload ensuring proper functioning and optimum safety. During the product life, the preload decreases resulting in a noticeable increase of deflection under load. The bearing must be replaced when the deflection becomes incompatible with the proper functioning of the machine and with the required safety conditions for the type of material used.

## ROTATION SURVEY

To quantify the wear factor, it is necessary to know the deflection under load.

- In new condition :  $J_0$
- At time of survey :  $J_1$

These measurements are made under the same initial conditions after having checked the tightening of fasteners (see chapter *INSTALLATION, Tests - Inspection, page 46*).

It is most advisable to register the measured values in the maintenance logbook specific to the machine.

Wear is the difference :  $u = J_1 - J_0$ .

- The bearing must be placed under survey when :  $u \geq J_0$ .
- Its replacement must be considered when :  $u \geq 1,5 J_0$ .
- and it is required when :  $u \geq 2 J_0$ .

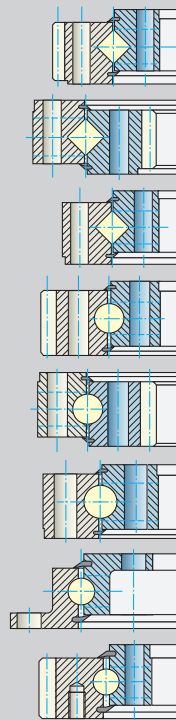
**In any case, refer to laws and regulations in force pertaining to the application in the concerned country.**



# RANGE OF PRODUCTS



- CODING SYSTEM
- BEARING FAMILIES
- DRAWINGS
- CAPACITY CURVES
- BEARING REFERENCES



- **CROSSED ROLLERS External Gear 06**
- **CROSSED ROLLERS Internal Gear 07**
- **CROSSED ROLLERS Without Gear 08**
- **BALLS External Gear 01**
- **BALLS Internal Gear 02**
- **BALLS Without Gear 03**
- **LIGHT SERIES 21 to 29**
- **LIGHT SERIES SOLID SECTIONS 31 to 39**

# CODING SYSTEM

ROLLIX bearings are designated by a part reference including numbers and letters, according to the opposite codes.

GEOMETRY	METALLURGY
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>

<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Family
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Mean raceway ball/roller pitch Ø
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Variation N° in the family
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Material code letter ungeared ring
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Material code letter geared ring
		Material code : <b>Z</b> Improved XC45 (or similar)
		<b>X</b> XC45 core hardened
		<b>N</b> 42CrMo4 normalized
		<b>D</b> 42CrMo4 core hardened
		<b>K</b> aluminium alloys
		<b>J</b> other materials
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Gear treatment :
		<b>0</b> gear without heat treatment
		<b>1</b> gear with contour hardening on flanks and roots
		<b>2</b> gear flanks superficially hardened
		<b>3</b> other hardening treatments
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Surface coating :
		<b>0</b> oil storage protection
		<b>1</b> zinc or cadmium plated + chromate coating
		<b>2</b> phosphate coating
		<b>3</b> chemical nickel plating
		<b>4</b> paint : <b>40</b> ROLLIX standard primer
		<b>41 to 49</b> specific paint systems
		<b>5 to 9</b> miscellaneous treatments (6 = anodic oxidization)
<b>06 1116 00</b>	<b>Z Z 1 2 A</b>	Revision index : Project drawings : revisions according to numerical index from <b>1 to 9</b>

Manufacturing drawings : first production = index **A**

subsequent revisions = index **B to Z**

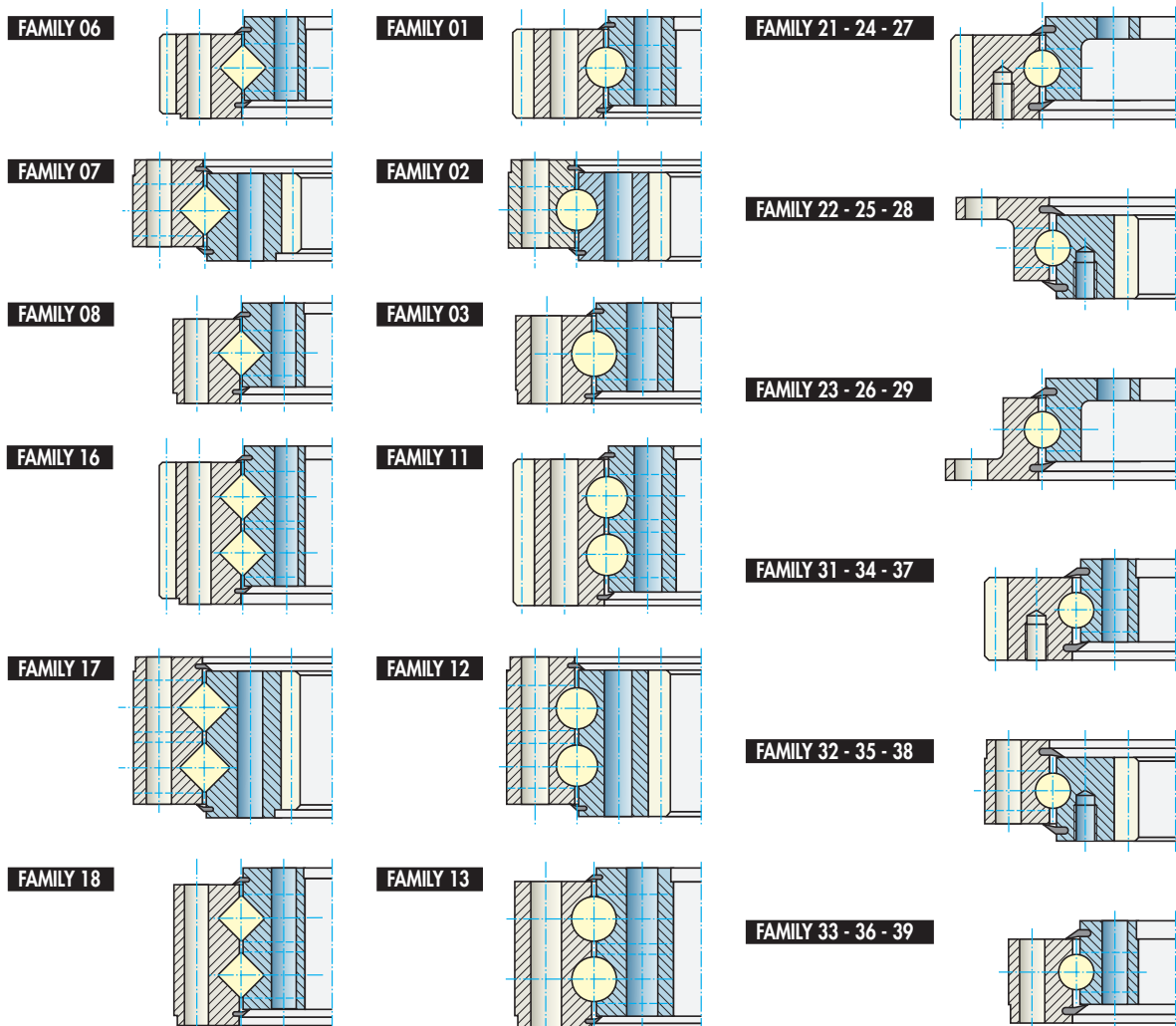
# BEARING FAMILIES

CROSSED ROLLERS STANDARD		BALLS STANDARD		LIGHT SERIES			SOLID SECTIONS			GEAR		
Class V		Class III & V		Class I	III	V	Class I	III	V	Ext.	Int.	Without
Single row	Double row	Single row	Double row	Normal clearance	Reduced clearance	Precision	Normal clearance	Reduced clearance	Precision			
06	16	01	11	21	24	27	31	34	37	●		
07	17	02	12	22	25	28	32	35	38		●	
08	18	03	13	23	26	29	33	36	39			●

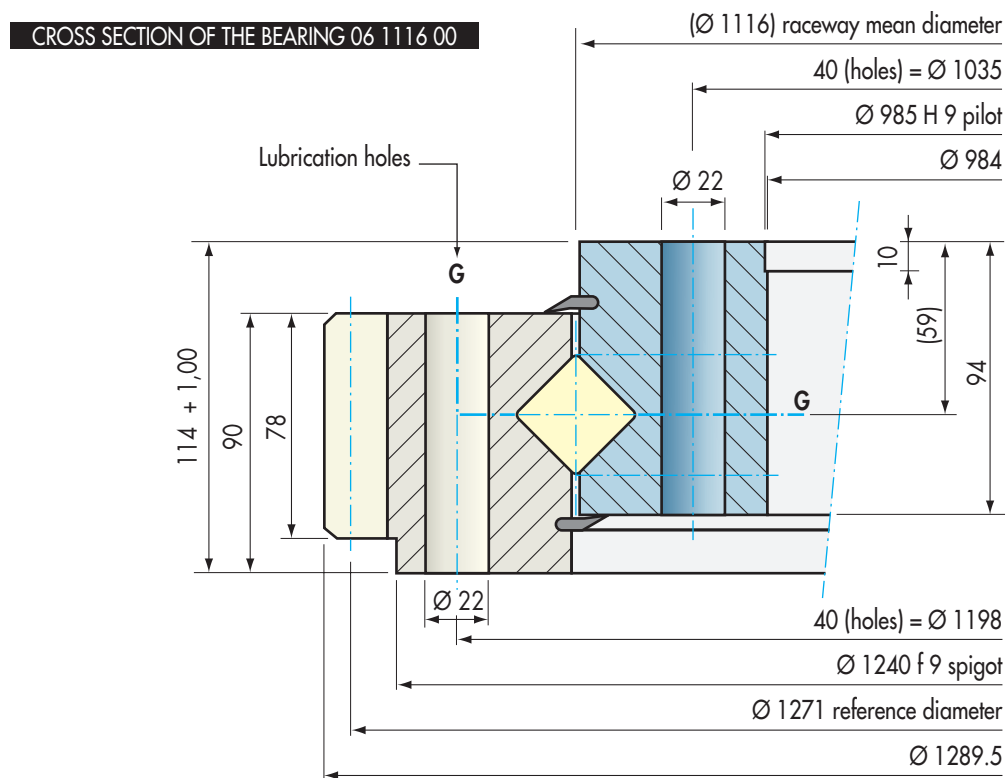
## DEFINITION OF CLASSES

Classes I, III and V define the amount of internal preload of the bearing. Class V corresponds to the maximal preload.

This table shows the main families of ROLLIX slewing rings. Slewing rings of specific types are listed in the document IT ETR 002.



# DRAWINGS



Each bearing is designated by a drawing reference, example :  
06 1116 00.

The drawing defines both principal and functional dimensions : spigots, bolt patterns and dimensions, overall height, reference diameter of the gear.

### Fastening :

the drawing indicates :

- **40** : number of fastening holes,
- "=" symbolizes **equispaced holes**,
- "#" indicates **non equispaced holes**,
- **1035** : bolt circle diameter.

The symbol "G" indicates the arrangement of the lubrication holes, the standard tapping is : M 10 x 1,00 except for the light series and the solid section light series : M 8 x 1,00.

The raceway mean diameter of the bearing is given for information only.

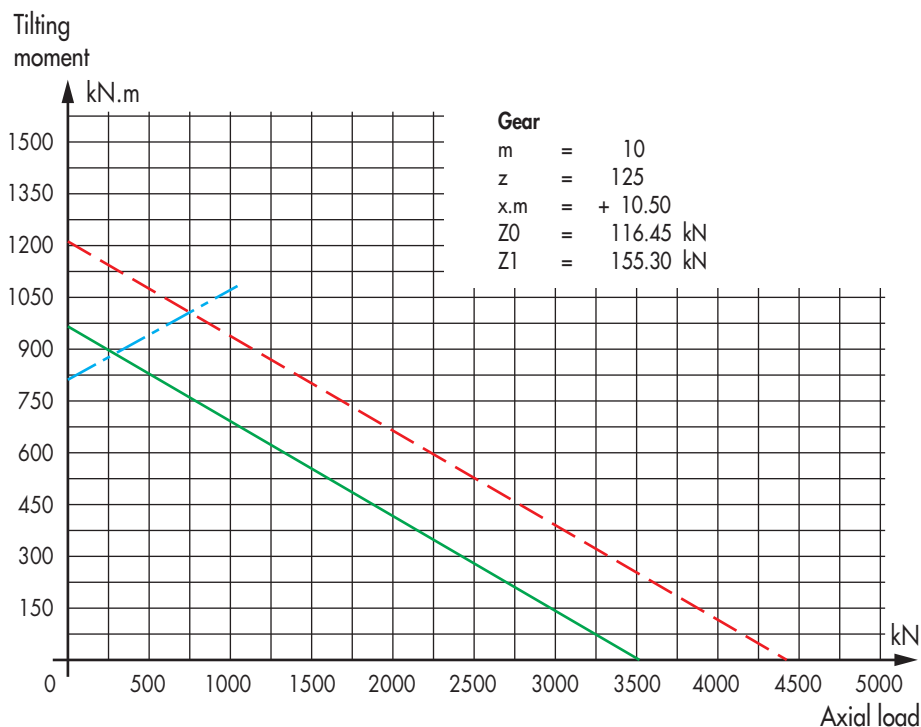
The gap diameters cannot be used as spigots, except when their dimensions are toleranced on the drawing.

**This document is not contractual, the latest issue of the drawing is available upon request.**

# CAPACITY CURVES

A rating graph illustrating the various load capacities is associated with each bearing reference. This "capacity curve" shows the same reference number as the bearing. The steel specification which is used is indicated by the code letter.

## CURVES OF BEARING 06 1116 00



— — — — This dotted line symbolizes the maximum dynamic capacity of the bearing. The functional point revised with the application and utilization factors must never exceed this limit under maximum loading.

———— This solid line represents a utilization limit curve for a minimum application factor of 1,25.

- - - - This dot-dash line indicates the bolting limit capacity for a supported load using bolts grade 10.9.

- The functional point revised by utilization factors must never exceed this limit in **normal operation**.

- The **title block** indicates the main characteristics of the gear : m, z, xm, and the ultimate resistance to fatigue bending stress according to the gear ring material and heat treatment indicated by a material code letter.

m = module : 10

z = number of teeth : 125

x.m = addendum modification (radius) : + 10.50

Z0 = Z : material

0 : gear without treatment

Z1 = Z : material

1 : gear without contour hardening.

# BEARING REFERENCES

## BEARINGS WITH EXTERNAL GEAR - Classification according to external diameter

External diameter	Internal diameter	Height	Weight	Module	Number of teeth	Bearing reference	Page	Quality	STD = STANDARD SF = THIN SERIES
244	125	25	5	2	120	01 0181 02	75		STD
318	169	45	14	3	104	01 0235 00	75		STD
379	210	45	20	4	92	01 0289 06	75		STD
403,5	234	55	25	4,5	88	06 0307 00	59		STD
440	265	50	28	4,5	95	01 0342 00	76		STD
529	323	54	45	5	103	01 0422 01	76		STD
535	305	75	61	8	65	06 0400 00	59		STD
589	383	75	62	5	116	06 0475 22	59		STD
654	390	85	98	8	80	06 0508 00	60		STD
689	455	74	89	6	112	01 0555 01	76		STD
700	479	77	85	6	114	06 0574 09	60		STD
774	516	82	118	8	94	01 0626 00	77		STD
816	573	90	129	6	132	06 0675 00	60		STD
863	679	82	102	6	142	01 0765 01	77		STD
886	610	85	155	8	108	06 0734 00	61		STD
979	717	100	178	10	94	06 0823 18	61		STD
1022	770	82	159	8	125	01 0880 00	77		STD
1094	833	82	179	8	134	01 0947 00	78		STD
1144	869	100	228	10	111	06 0980 09	61		STD
1218	930	98	268	10	119	01 1050 00	78		STD
1289,5	984	114	330	10	125	06 1116 00	62		STD
1358	1045	98	325	10	133	01 1180 00	78		STD
1431	1200	63	176	8	177	01 1295 01	79		SF
1476	1084	110	503	10	144	06 1250 21	62		STD
1604	1206	130	653	10	157	06 1390 03	62		STD
1605	1270	110	469	12	131	01 1410 00	79		STD
1727	1500	63	213	8	214	01 1595 00	79		SF
1836	1433	135	791	16	112	06 1595 04	63		STD
1929	1565	110	617	14	135	01 1712 00	80		STD
1975	1750	63	244	8	245	01 1845 02	80		SF
2027	1615	150	1004	14	142	06 1790 09	63		STD
2140	1720	130	953	16	131	01 1895 00	80		STD
2165	1950	68	278	8	269	01 2040 03	81		SF
2267	1815	140	1174	16	139	06 2002 00	63		STD
2342	2091	70	373	8	290	01 2202 00	81		SF
2390	1950	130	1111	18	130	01 2130 00	81		STD
2534	2042	144	1482	18	138	06 2242 00	64		STD
2695	2425	63	411	8	335	01 2560 01	82		SF
2790	2290	164	1895	18	151	06 2500 01	64		STD
3116	2600	164	2200	20	152	06 2810 09	64		STD
3200	2914	90	716	10	318	01 3031 00	82		SF

# BEARING REFERENCES

## BEARINGS WITH INTERNAL GEAR - Classification according to external diameter

External diameter	Internal diameter	Height	Weight	Module	Number of teeth	Bearing reference	Page	Quality	STD = STANDARD SF = THIN SERIES
300	174,5	40	10	3	60	02 0245 00	83		STD
385	217	55	24	4	56	02 0308 01	83		STD
451	291	55	28	5	60	07 0380 01	65		STD
515	316	54	44	5	64	02 0422 00	83		STD
562	385	60	44	6	66	07 0489 11	65		STD
610	403	68	63	6	68	02 0520 00	84		STD
665	457	60	61	6	77	07 0573 00	65		STD
740	493	76	105	6	83	02 0626 01	84		STD
771	541	70	96	6	91	07 0673 00	66		STD
835	578	82	130	8	73	02 0720 02	84		STD
871	634	70	113	8	80	07 0770 00	66		STD
935	674	82	150	8	85	02 0820 00	85		STD
960	706	75	144	8	89	07 0849 00	66		STD
975	784	82	120	8	100	07 0885 01	67		STD
1050	794	82	168	8	100	02 0935 00	85		STD
1066	785	85	190	10	79	07 0946 05	67		STD
1170	882	98	258	10	89	02 1050 00	85		STD
1175	961	90	179	10	98	07 1075 01	67		STD
1251	979	91	238	10	99	07 1140 13	68		STD
1360	1052	98	321	10	106	02 1225 00	86		STD
1390	1162	63	171	8	146	02 1295 00	86		SF
1431	1143	97	323	10	115	07 1304 04	68		STD
1530	1178	130	541	12	100	07 1385 03	68		STD
1560	1215	110	471	12	102	02 1415 00	86		STD
1676	1422	78	278	10	144	02 1565 02	87		SF
1770	1375	150	802	14	100	07 1606 02	69		STD
1870	1501	110	607	14	108	02 1715 00	87		STD
1916	1662	78	324	10	168	02 1805 02	87		SF
2002	1595	150	951	14	115	07 1830 04	69		STD
2130	1906	68	290	8	239	02 2040 00	88		SF
2190	1731	144	1199	16	109	07 1997 04	69		STD
2195	1780	130	979	16	112	02 2022 00	88		STD
2298	2066	70	343	8	259	02 2202 00	88		SF
2590	2110	160	1626	18	118	07 2400 00	70		STD
2695	2426	63	414	8	304	02 2560 00	89		SF
2785	2362	130	1270	18	132	02 2618 00	89		STD
3020	2495	158	2154	20	126	07 2810 09	70		STD
3190	2914	90	735	8	366	02 3074 01	89		SF

# BEARING REFERENCES

## BEARINGS WITHOUT GEAR - Classification according to external diameter

External diameter	Internal diameter	Height	Weight	Bearing reference	Page	Quality	STD = STANDARD
234	125	25	5	03 0181 07	90		STD
290	150	41,5	14	03 0217 00	90		STD
300	140	52	16	08 0220 05	71		STD
329	190	45	17	03 0260 00	90		STD
350	190	52	20	08 0270 04	71		STD
403,5	234	55	26	08 0307 00	71		STD
440	240	60	37	08 0340 04	72		STD
440	265	50	29	03 0342 05	91		STD
455	265	71	45	03 0360 00	91		STD
474	336	46	24	08 0405 05	72		STD
475	335	45	30	03 0402 00	91		STD
500	305	75	51	08 0400 00	72		STD
589	383	75	66	08 0475 08	73		STD
626	424	72	70	03 0525 01	92		STD
700	479	77	90	08 0574 08	73		STD
712	487	72	91	03 0600 02	92		STD
816	573	90	137	08 0675 00	73		STD
900	670	86	148	03 0785 00	92		STD
979	717	100	193	08 0823 08	74		STD
1130	845	100	271	03 0980 02	93		STD
1144	869	100	248	08 0980 06	74		STD

The following pages show you a selection of our range of standard bearings.

These bearings are manufactured on a regular schedule.

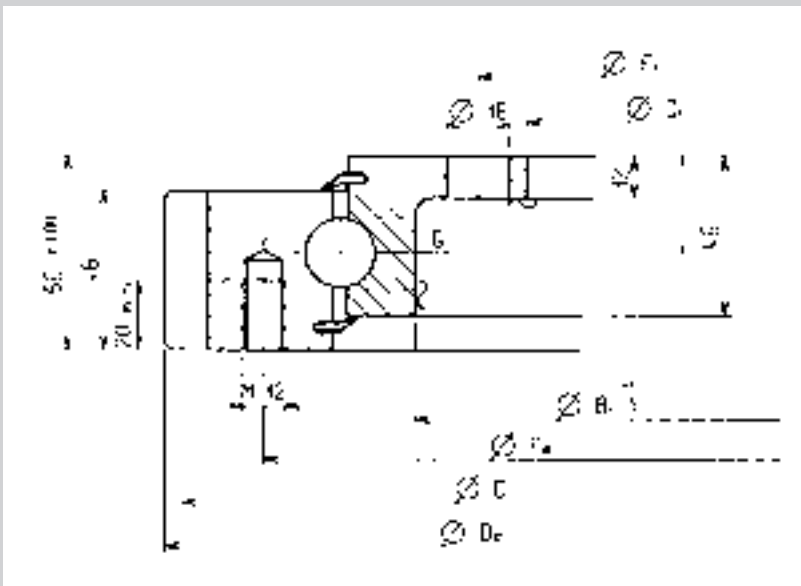
Consult our Sales Department about their availability.



# LIGHT SERIES BEARINGS

## DRAWING AND CURVES - EXTERNAL GEAR

FAMILIES : 21 - 24 - 27



The mounting holes are equispaced.

Ne : number of holes in the outer ring.

Ni : number of holes in the inner ring.

Tapping depth in the outer ring :

20 mm minimum.

G = 4 equispaced grease nipples  
(M8 X 1.00) mounted on the inner ring.

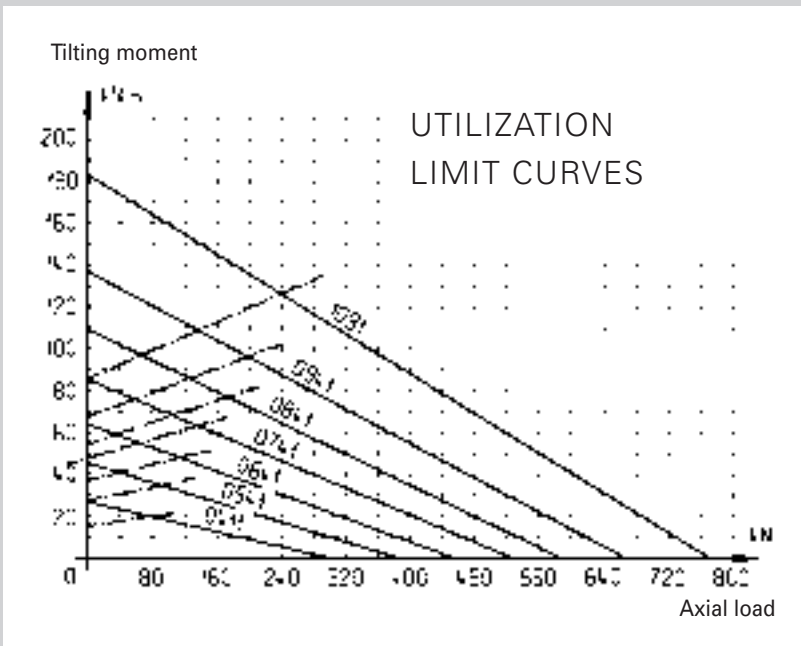
Material : Improved XC 45, code Z.

These bearings are also available without drilling. The references are identical except for the last two digits :

00 : without bolt holes,

01 : standard drilling.

The values on "Light Series" capacity curves can be read directly ; you do not have to add any factors.



# LIGHT SERIES BEARINGS

## REFERENCES - EXTERNAL GEAR

FAMILIES : 21 - 24 - 27

REFERENCES	WEIGHT Kg	MEASUREMENTS IN MILLIMETERS										
		DIMENSIONS			FASTENING				GEARS			Teeth resistance kN
		De	Di	Bi	Fe	Ne	Fi	Ni	m	z	D	
21 0411 01	32	505	304	368	455	10	332	12	5	99	495	33,8
21 0541 01	44	640	434	498	585	14	462	14	6	105	630	41
21 0641 01	52	742	534	598	685	16	562	16	6	122	732	41
21 0741 01	60	840	634	698	785	18	662	16	6	138	828	41
21 0841 01	68	950	734	798	885	18	762	18	8	117	936	55
21 0941 01	76	1046	834	898	985	20	862	20	8	129	1032	55
21 1091 01	86	1198	984	1048	1135	22	1012	20	8	148	1184	55

Families 21 : class I    24 : class III    27 : class V    have all the same geometry

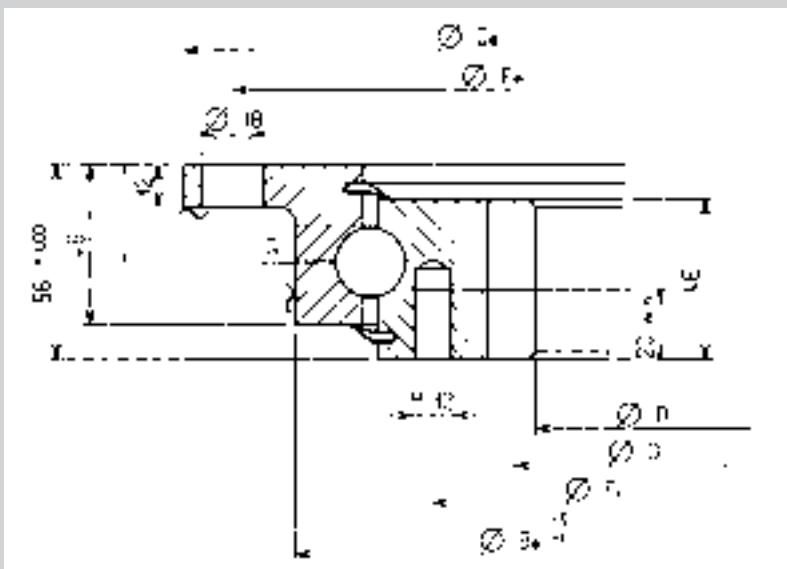
The characteristics of these classes are tabulated on the table page 106.

Please consult us, for the class suitable for your application.

# LIGHT SERIES BEARINGS

## DRAWING AND CURVES - INTERNAL GEAR

FAMILIES : 22 - 25 - 28



The mounting holes are equispaced.

Ne : number of holes in the outer ring.

Ni : number of holes in the inner ring.

Tapping depth in the inner ring :

20 mm minimum.

G = 4 equispaced grease nipples

(M8 X 1.00) mounted on the outer ring.

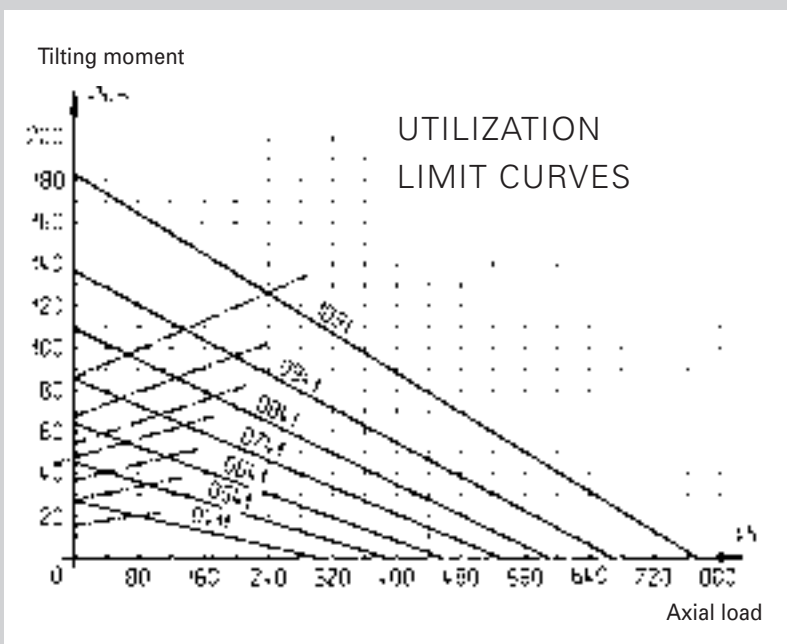
Material : Improved XC 45, code Z.

These bearings are also available without drilling. The references are identical except for the last two digits :

00 : without bolt holes,

01 : standard drilling.

The values on "Light Series" capacity curves can be read directly ; you do not have to add any factors.



# LIGHT SERIES BEARINGS

## REFERENCES - INTERNAL GEAR

FAMILIES : 22 - 25 - 28

REFERENCES	WEIGHT Kg	MEASUREMENTS IN MILLIMETERS										
		DIMENSIONS			FASTENING				GEARS			Teeth Resistance kN
		De	Di	Be	Fe	Ne	Fi	Ni	m	z	D	
22 0411 01	31	518	325	454	490	8	375	12	5	67	335	32,4
22 0541 01	41	648	445	584	620	10	505	16	6	76	456	40,3
22 0641 01	48	748	546	684	720	12	605	18	6	93	558	40,3
22 0741 01	55	848	649	784	820	12	705	20	6	110	660	40,3
22 0841 01	63	948	736	884	920	14	805	20	8	94	752	54,3
22 0941 01	71	1048	840	984	1020	16	905	22	8	107	856	54,3
22 1091 01	80	1198	986	1134	1170	16	1055	24	8	125	1000	54,3

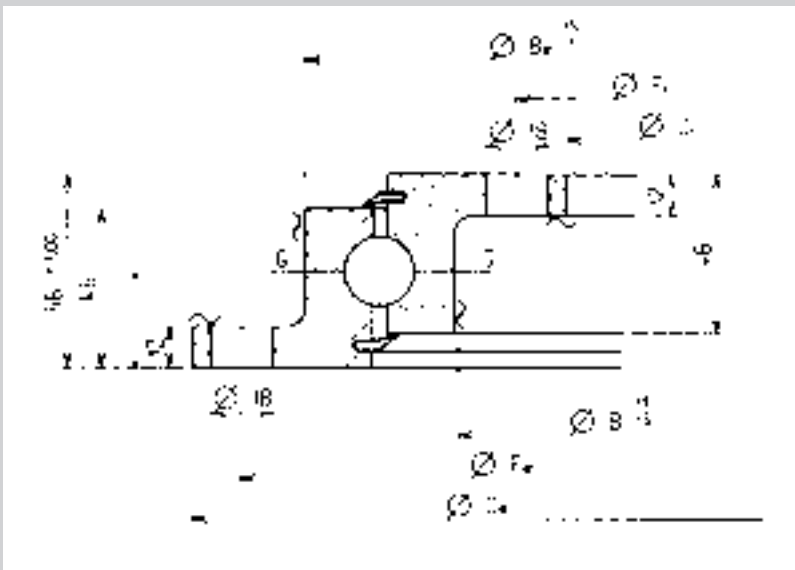
Families 22 : classel    25 : class III    28 : class V    have all the same geometry.

The characteristics of these classes are tabulated on the table page 106.  
Please consult us, for the class suitable for your application.

# LIGHT SERIES BEARINGS

## DRAWING AND CURVES - WITHOUT GEAR

FAMILIES : 23 - 26 - 29



The mounting holes are equispaced.

$N_e$  : number of holes in the outer ring.

$N_i$  : number of holes in the inner ring.

$G = 4$  equispaced grease nipples  
(M8 X 1.00) mounted on each ring.

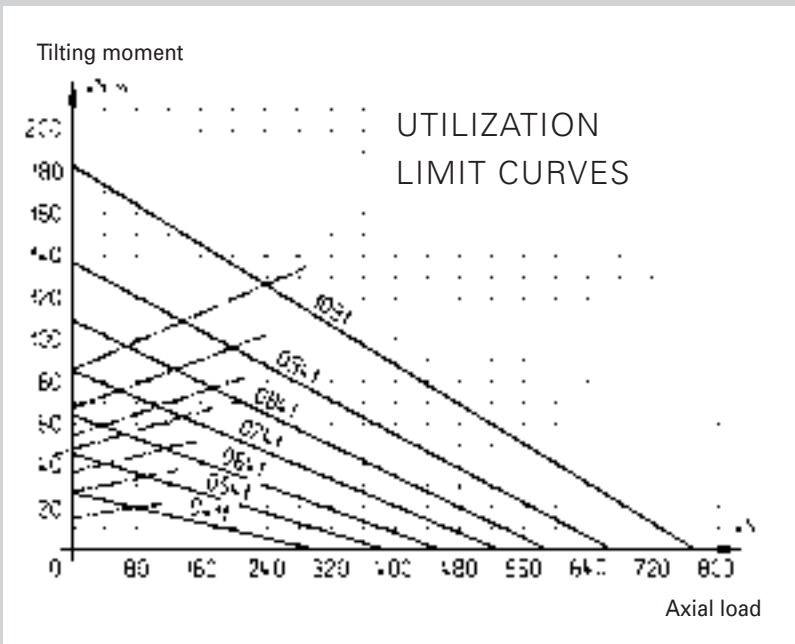
Material : Improved XC 45, code Z.

These bearings are also available without drilling. The references are identical except for the last two digits :

00 : without bolt holes,

01 : standard drilling.

The values on "Light Series" capacity curves can be read directly ; you do not have to add any factors.



# LIGHT SERIES BEARINGS

REFERENCES - WITHOUT GEAR

FAMILIES : 23 - 26 - 29

REFERENCES	WEIGHT Kg	MEASUREMENTS IN MILLIMETERS							
		De	DIMENSIONS			FASTENING			
			Di	Be	Bi	Fe	Ne	Fi	Ni
23 0411 01	23	518	304	454	368	490	8	332	12
23 0541 01	34	648	434	584	498	620	10	462	14
23 0641 01	40	748	534	684	598	720	12	562	16
23 0741 01	46	848	634	784	698	820	12	662	16
23 0841 01	52	948	734	884	798	920	14	762	18
23 0941 01	58	1048	834	984	898	1020	16	862	20
23 1091 01	67	1198	984	1134	1048	1170	16	1012	20

Families 23 : class I 26 : class III 29 : class V have all the same geometry.

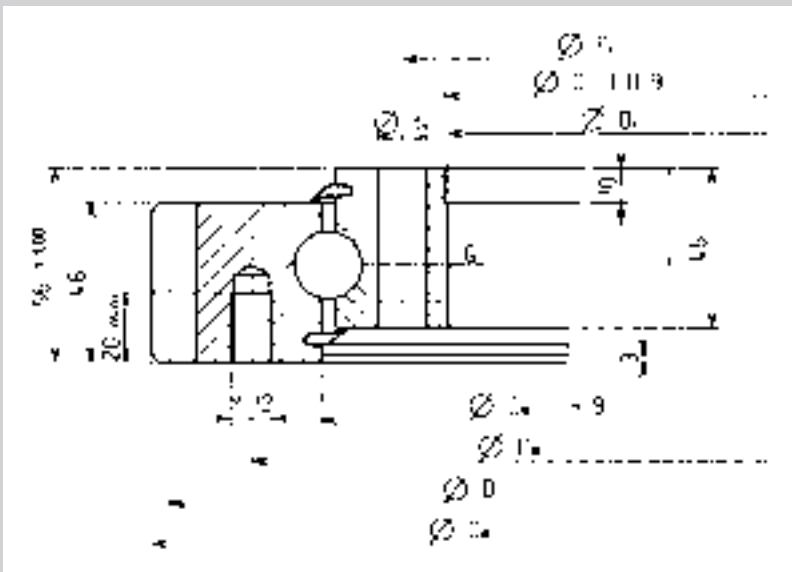
The characteristics of these classes are tabulated on the table page 106.

Please consult us, for the class suitable for your application.

# LIGHT SERIES SOLID SECTIONS BEARINGS

## DRAWING AND CURVES - EXTERNAL GEAR

FAMILIES : 31 - 34 - 37



The mounting holes are equispaced.

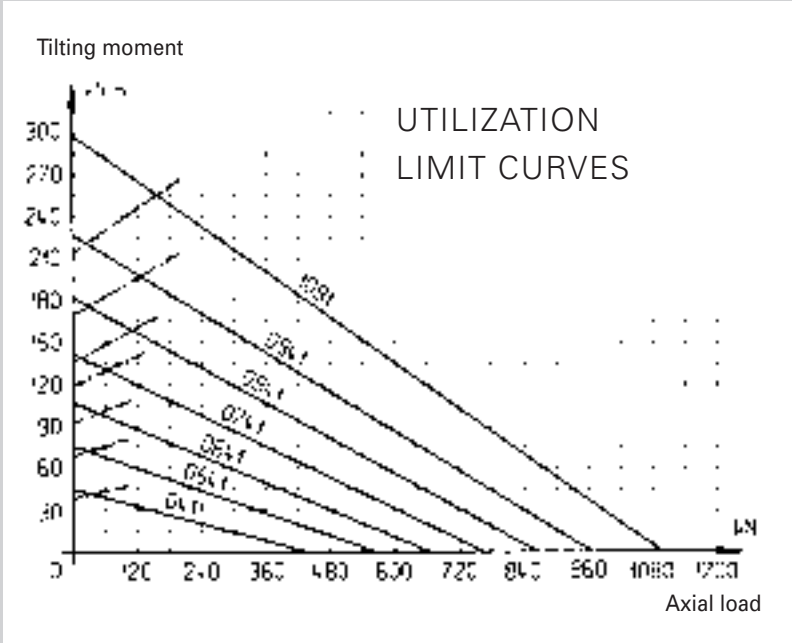
Ne : number of holes in the outer ring.  
Ni : number of holes in the inner ring.

Tapping depth in the outer ring :  
20 mm minimum.

G = 4 equispaced grease nipples  
(M8 X 1.00) mounted on the inner ring.

Material : Improved XC 45, code Z.

Pilot Ce : height 3 mm, quality H9.  
Pilot Ci : height 10 mm, quality H9.



These bearings are also available with through holes. The references are identical except for the last two digits :  
01 : through holes inner ring,  
11 : through holes outer ring.

The values on "Light Series" capacity curves can be read directly ; you do not have to add any factors.

# LIGHT SERIES SOLID SECTIONS BEARINGS

## REFERENCES - EXTERNAL GEAR

FAMILIES : 31 - 34 - 37

REFERENCES	WEIGHT Kg	MEASUREMENTS IN MILLIMETERS											Teeth Resistance kN
		DIMENSIONS				FASTENING				GEARS			
		De	Di	Ce	Ci	Fe	Ne	Fi	Ni	m	z	D	
31 0411 01	32	505	342	412,2	344	455	20	368	24	5	99	495	33,8
31 0541 01	46	640	472	542,5	474	585	28	498	32	6	105	630	41
31 0641 01	55	742	572	642	574	685	32	598	36	6	122	732	41
31 0741 01	62	840	672	743	674	785	36	698	40	6	138	828	41
31 0841 01	71	950	772	842	774	885	36	798	40	8	117	936	55
31 0941 01	78	1046	872	943	874	985	40	898	44	8	129	1032	55
31 1091 01	91	1198	1022	1094	1024	1135	44	1048	48	8	148	1184	55

Families 31 : class I    34 : class III    37 : class V    have all the same geometry.

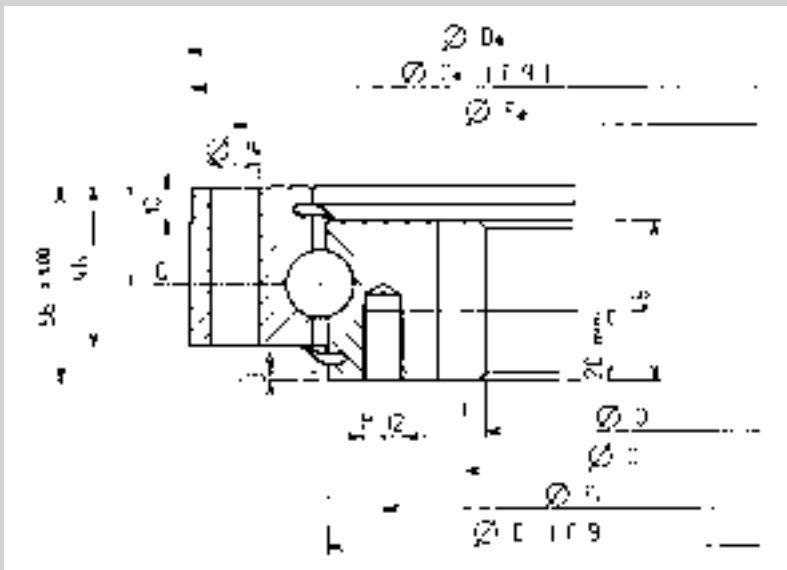
The characteristics of these classes are tabulated on the table page 106.  
Please consult us, for the class suitable for your application.



# LIGHT SERIES SOLID SECTIONS BEARINGS

## DRAWING AND CURVES - INTERNAL GEAR

FAMILIES : 32 - 35 - 38



The mounting holes are equispaced.

$N_e$  : number of holes in the outer ring.

$N_i$  : number of holes in the inner ring.

Tapping depth in the inner ring :

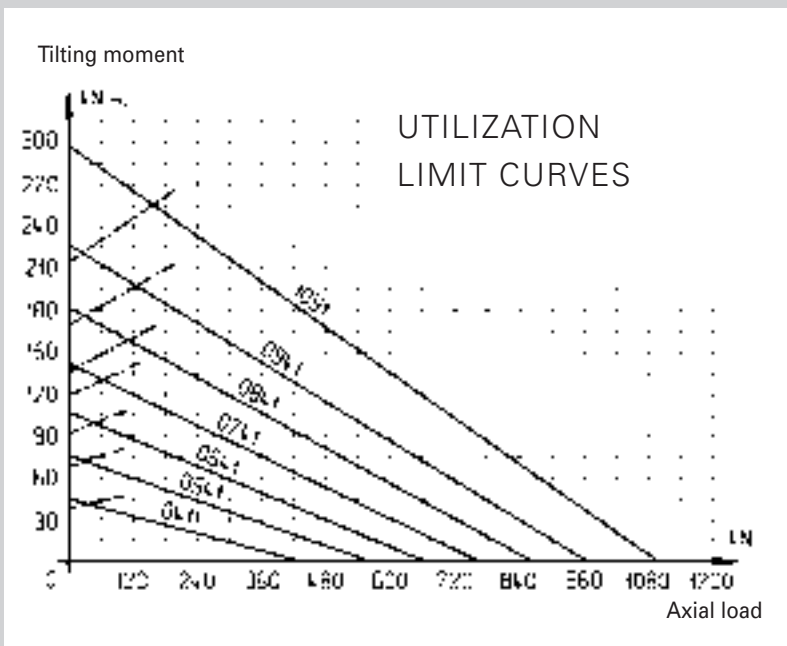
20 mm minimum.

$G$  = 4 equispaced grease nipples  
(M8 X 1.00) mounted on the outer ring.

Material : Improved XC 45, code Z.

Spigot  $C_e$  : height 10 mm, quality f9.

Spigot  $C_i$  : height 3 mm, quality f9.



The values on "Light Series" capacity curves can be read directly ; you do not have to add any factors.

# LIGHT SERIES SOLID SECTIONS BEARINGS

## REFERENCES - INTERNAL GEAR

FAMILIES : 32 - 35 - 38

REFERENCES	WEIGHT Kg	MEASUREMENTS IN MILLIMETERS											Teeth Resistance kN
		De	Di	DIMENSIONS Ce Ci		FASTENING Fe Ne Fi Ni m				GEARS z D			
32 0411 01	31	486	325	484	409,5	460	24	375	24	5	67	335	32,4
32 0541 01	43	616	445	614	539,5	590	32	505	32	6	76	456	40,3
32 0641 01	51	716	546	714	639	690	36	605	36	6	93	558	40,3
32 0741 01	58	816	649	814	739,7	790	40	705	40	6	110	660	40,3
32 0841 01	70	916	736	914	840	890	40	805	40	8	94	752	54,3
32 0941 01	76	1016	840	1014	939	990	44	905	44	8	107	856	54,3
32 1091 01	92	1166	986	1164	1089	1140	48	1055	48	8	125	1000	54,3

Families 32 : class I 35 : class III 38 : class V have all the same geometry.

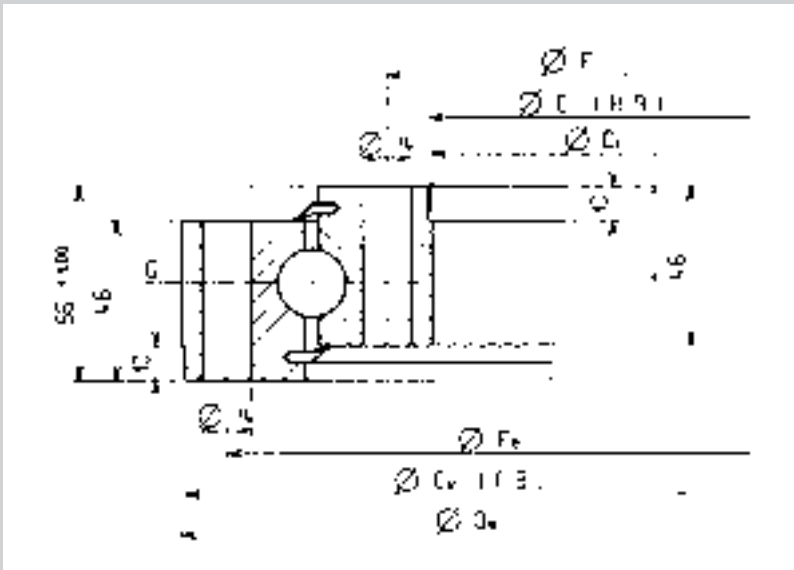
The characteristics of these classes are tabulated on the table page 106.

Please consult us, for the class suitable for your application.

# LIGHT SERIES SOLID SECTIONS BEARINGS

## DRAWING AND CURVES - WITHOUT GEAR

FAMILIES : 33 - 36 - 39



The mounting holes are equispaced.

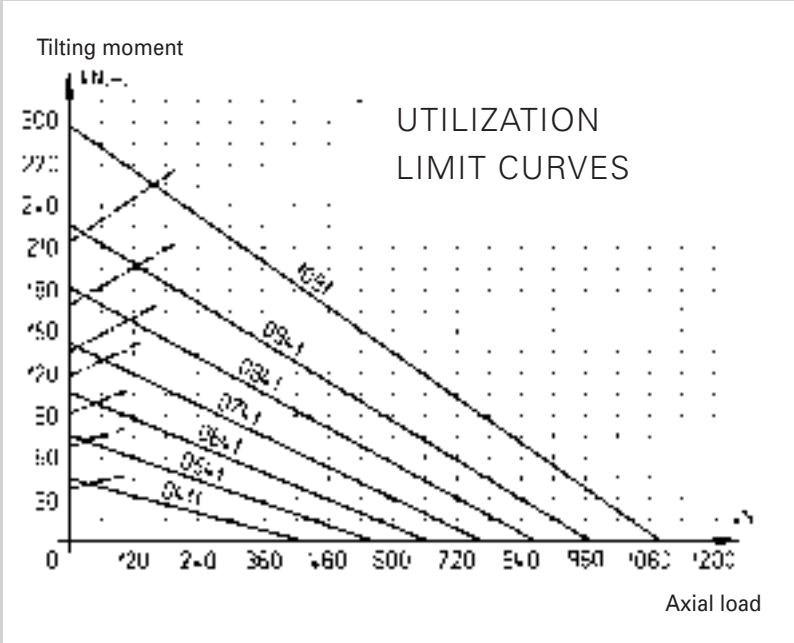
Ne : number of holes in the outer ring.  
Ni : number of holes in the inner ring.

G = 4 equispaced grease nipples  
(M8 X 1.00) mounted on the outer ring.

Material : Improved XC 45, code Z.

Spigot Ce : height 10 mm, quality f9.  
Pilot Ci : height 10 mm, quality H9.

The values on "Light Series" capacity curves can be read directly ; you do not have to add any factors.



# LIGHT SERIES SOLID SECTIONS BEARINGS

REFERENCES - WITHOUT GEAR

FAMILIES : 33 - 36 - 39

REFERENCES	WEIGHT Kg	MEASUREMENTS IN MILLIMETERS							
		De	Di	DIMENSIONS Ce Ci		Fe	FASTENING Ne Fi Ni		
33 0411 01	29	486	342	484	344	460	24	368	24
33 0541 01	38	616	472	614	474	590	32	498	32
33 0641 01	45	716	572	714	574	690	36	598	36
33 0741 01	52	816	672	814	674	790	40	698	40
33 0841 01	60	916	772	914	774	890	40	798	40
33 0941 01	67	1016	872	1014	874	990	44	898	44
33 1091 01	78	1166	1022	1164	1024	1140	48	1048	48

Families 33 : class I 36 : class III 39 : class V have all the same geometry.

The characteristics of these classes are tabulated on the table page 106.  
Please consult us, for the class suitable for your application.

# LIGHT SERIES AND SOLID SECTIONS

**TABLE OF DEFLECTION UNDER MASTER LOAD**

RACEWAY MEAN DIAM. (mm)	MASTER LOAD (N)	MEASUREMENTS IN MILLIMETERS					
		MAXIMUM DEFLECTION (average 3 points)			MAXIMUM MEASUREMENT IN 1 POINT		
		Class I	Class III	Class V	Class I	Class III	Class V
411	200	0,30	0,15	0,05	0,40	0,20	0,08
541	200	0,30	0,15	0,05	0,40	0,20	0,08
641	250	0,35	0,18	0,05	0,45	0,23	0,08
741	300	0,35	0,18	0,06	0,45	0,23	0,09
841	300	0,40	0,20	0,06	0,50	0,25	0,09
941	400	0,45	0,22	0,07	0,55	0,27	0,10
1091	400	0,50	0,25	0,07	0,60	0,30	0,10

# APPENDIX



- COMMISSIONING DOCUMENTS
- TECHNICAL DATA SHEET FOR THE SELECTION OF A SLEWING RING
- WARRANTY - AFTER-SALES SERVICE

# COMMISSIONING DOCUMENTS

You have taken receipt of a "ROLLIX" slewing ring and we congratulate you for your choice.

The "slewing ring" product is a high technology product selected for precise parameters. It was designed and manufactured to the ISO 9000 standard and supplied based on the informations given in the questionnaire IT ETR 911. It will give you trouble free service if the operating conditions are in line with "ROLLIX" recommendations.

You are a designer, an installer or a retailer, it is your responsibility to check that your or your user's need have been correctly identified in our questionnaire IT ETR 911, that the installation requirements and our product maintenance conditions have to be fully respected.

We suggest you study the conditions in this catalogue and our manual and instruction booklet IT ETR 941 so that you are certain of your responsibilities. These documents should be supplied to the user if the situation requires it.

In order to help you, we enclose a checklist which although not comprehensive, covers the minimum essential checks which have to be carried out in all cases.

In addition we suggest you make yourself aware of our guarantee conditions and their limitations.

## CHOICE OF THE SLEWING RING

To choose a suitable slewing ring, did you take into consideration :

- the nominal loads .....
- the overloads due to :
  - wind .....
  - snow .....
  - operating conditions .....
- the loads due to dynamic effects .....
- peak loads .....
- test overloads .....

This for :

- the raceway .....
- the gear .....
- the bolting .....
- the maximum utilization speed .....

**On receipt,  
be sure that the slewing ring you  
receive is the one you have ordered  
(identification plate).**

### Storage conditions,

- during the storage time, has the product been protected against external contamination ? .....
- If storage has exceeded 18 months, has the slewing ring been regreased before installation ? .....

# COMMISSIONING DOCUMENTS

**Before installation,**  
**be sure that the product has not been**  
**subjected to shock loads resulting in an**  
**alteration of its characteristics (irreversible**  
**deformation),**

- seals are in place .....
  - seals are not damaged .....
- (cut)
- your handling equipment are suitable for the product :
  - quality .....
  - size .....
  - weight .....

**During installation,**  
**check :**

- the flatness of the supporting base .....
  - the dimensions of the structures .....
  - the position of the filler plug .....
  - the position of the hardening junction .....
- in relation to the axis of maximum moments.

**During fastening,**  
**check :**

- the grade of screws and bolts .....
- the number of bolts used .....
- the specified tightening torque .....
- that the tightening torque is achieved using properly lubricated threads .....
- that split, fan-shaped or elastic washers are not used .....
- that hardened flat washers are used if required .....

**Installation of the pinion gear**  
**(if necessary),**

**check :**

- the pinion corresponds to the gear of the slewing ring .....
- there is no risk of interference .....
- the minimum backlash is maintained .....
- the measurement is determined at the point of :
  - maximum offset of the external gear .....
  - maximum offset of the internal gear .....
- the slewing ring / pinion centre distance cannot vary .....
- the contact area of the pinion on the slewing ring gear face is uniform .....

**Before installation,**

**be sure :**

- the maximum slewing ring speed will not exceed the calculated value .....
- no objects will foul the slewing ring rotation .....
- no objects will damage the seals .....
- the slewing ring and its pinion do not cause any danger
  - to material .....
  - to people .....
- that protection complies with the recommendations of 89/392 EEC .....



# COMMISSIONING DOCUMENTS

- Check
- the deflection under the maximum design load and record the results .....
- the rotation is without abnormal noise or tight spots .....

After the installation,

- be sure,
- no deformation can affect the functioning of the assembly .....
- no deformation can decrease the life of the product .....

In operation,

- be sure that the user :
- knows the lubrication specifications and in particular :
  - type of grease .....
  - frequency of lubrication .....
  - the method of regreasing .....
- and this for :
  - the rolling elements .....
  - the gear .....
- will observe the condition of seals .....
- knows the frequency
  - of checking bolt tightening .....
  - of bolt replacement .....
- knows the maximum permissible clearance in the product before dismantling .....
- or the designed maximum clearance allowable .....

• For your information :

A manuel and instruction booklet IT ETR 941 is available upon request at our Commercial Department. We advise you to include our maintenance specifications in those of the machine or failing that, to transmit them to the user.



3, Rue Louis Renault B.P. 329  
 F - 44803 ST HERBLAIN Cedex  
 Tel. 33 (0)2 40 67 89 89  
 Fax 33 (0)2 40 67 89 03  
 E-mail : Info@rollix.com

For ROLLIX

N° Affaire :

Date :

AC  VI  RC

Visa :

For the USER

Name :

Date :

Signature :

DESIGN DATA SHEET

1.1	COMPANY :						Tel. :	
1.2	Address :						Fax :	
1.3	Person in charge of the project :						Fonction :	
2.1	DESCRIPTION OF THE APPLICATION + sketch (to be attached with loads applied)							
2.2	Machine / project reference :					New project : Yes <input type="checkbox"/> No <input type="checkbox"/>		
2.3	Slewing ring position : Horiz. <input type="checkbox"/> Vert. <input type="checkbox"/> Other <input type="checkbox"/> Utilisation mode : Continu. <input type="checkbox"/> Intermittent <input type="checkbox"/> Other <input type="checkbox"/>							
3.1	LOADS ON THE BEARING (including structural loads) :					Applied <input type="checkbox"/> Suspended <input type="checkbox"/>		
3.2			Static			Dynamic		
3.3			Nominal	Maximum	Test	Nominal	Maximum	Test
3.4	Utilisation	% Time						
3.5	Axial	kN						
3.6	Radial	kN						
3.7	Moment	kNm						
3.8	Rotating ring : Ext <input type="checkbox"/> Int <input type="checkbox"/> Speed (RPM)							
3.9	Load factors applied : Excluded <input type="checkbox"/> Included <input type="checkbox"/> Values :							
3.10	Required life :							
4.1	GEAR		External <input type="checkbox"/>		Internal <input type="checkbox"/>		Without gear <input type="checkbox"/>	
	Geometry		S.R.	Pinion	Loads	S.R.	Pinion	
4.2	Required Module				Tangentiel load (kN)			
4.3	Number of teeth required				Torque (kNm)			
4.4	Addendum modif.factor							
5.1	CRITICAL ITEMS Dimensions				Others :			
5.2	Classification <input type="checkbox"/> Commission <input type="checkbox"/> FEM <input type="checkbox"/> LLOYDS <input type="checkbox"/> API <input type="checkbox"/> BV <input type="checkbox"/> DNV <input type="checkbox"/> Other							
5.3	Specification relative to the application :							
SPECIFIC REQUIREMENTS OF THE APPLICATION								
6.1	Environment :				Operating temperature :			
6.2	Vibrations, shocks loads :				Storing temperature :			
6.3	Acceleration :	Deceleration :	Inert. mom./Rotation axis :			Varied :		
7.1	QUANTITY Yearly requirements :				Qty per delivery :			
8.1	REQUIRED DELIVERY TIME :							

# WARRANTY - AFTER-SALES SERVICE

## OBJECT OF THE WARRANTY

The ROLLIX DEFONTAINE "SLEWING RING" product is warranted **for good working** within the scope of normal usage under the following criteria :

- for standard products, usage is as per the conditions of application, the technical specifications as indicated in the catalogue reference IT ETR 921 and the instruction manual IT ETR 941 applicable to the product.
- for all products, usage is as per the indications provided by the customer in answer to the questionnaire reference IT ETR 911.

## WARRANTY PERIOD

The warranty for slewing ring gears is for **TWO YEARS** after delivery, and **FIVE YEARS** after delivery with regard to defects in:

- Material origin,
- Manufacture
- Factory assembly.

For geometric defects, the warranty period however remains fixed at **TWO YEARS** after delivery.

In all cases, the warranty period is limited to the estimated service life of the product as shown in our calculation sheets or other ROLLIX documents. This theoretical value comes from a statistical calculation and can in no way be considered as a commitment as to the result.

## CONDITIONS OF APPLICATION - EXCLUSIONS

The warranty of the "SLEWING RING" product with respect to the application will not apply in the various following cases :

### 1 The questionnaire reference IT ETR 911 has not been completed and returned to ROLLIX.

The "SLEWING RING" product is a high technology product destined to satisfy **PRECISE NEEDS**.

The supply of a suitable product therefore depends on ROLLIX knowing the exact conditions of application and expected utilization by the customer.

**A specific questionnaire reference IT ETR 911**, constituting specifications are systematically made available to the customer before order placement.

The supply of a product suitable to customer's needs is based on his precise and complete answers to the questionnaire IT ETR 911. **Application conditions which fall outside the stipulations thereon may constitute a case of exclusion of the ROLLIX warranty.**

### 2 Non-compliance with ROLLIX recommendations

Handling, utilization, mounting and maintenance which do not comply with our recommendations listed on the maintenance manual of the product sold, notably :

#### Handling

- Handling equipment not suitable to the quality and weight of the parts.

#### Utilization

- Utilization not complying with the technical specifications and with the conditions of application of the product.

#### Mounting

- Incorrect dimensioning of the support structures under minimum stated limits and flatness out of tolerances.
- Incorrect positioning of the filler plug with respect to the axis of moments.

# WARRANTY - AFTER-SALES SERVICE

## Fastening

- Screws and nuts not complying to our recommendations as well as to the required pretensioning.
- Utilization of split, fan-shaped, elastic or non-hardened washers whatever the brand or the model.

## Greasing

Non-compliance with recommended types of grease as well as regreasing frequency.

## Storage

- Non renewal of the external protective substance after six month storage.
- No regreasing of the slewing ring in rotation after eighteen month storage.

### 3 Modification, dismantling or repair of the product carried out without ROLLIX previous agreement.

### 4 Damage resulting from normal wear of the material

The increase of clearance under load within the scope of the utilization limits constitutes normal wear.

The warranty is not applicable to the wearing parts such as seals.

More generally, the warranty will not be applied in case of malfunctions resulting directly or indirectly from a fault or an act of negligence of the customer.

## IMPLEMENTATION OF THE WARRANTY

The warranty for the satisfactory functioning of the "SLEWING RING" product will be granted after :

- notification of malfunction by the customer in the allotted time (see page 112 : WARRANTY PERIOD)
- observation of the malfunction by ROLLIX
- examination of the respective product's technical specifications, ROLLIX previous recommendations and other conditions applicable to the warranty.

No return will be accepted without ROLLIX prior agreement, that is to say after receipt of the duly filled in appendix 1 of the procedure PG.CRX.19.00.

## WARRANTY

In the case of notified malfunction observed, and after carrying out the usual examinations, ROLLIX will proceed to :

- **repair of the SLEWING RING with possible replacement of the parts considered damaged,**
- **or arrange for the free replacement of the SLEWING RING,**
- **or arrange for the reimbursement of the sale value of the SLEWING RING.**

In all cases, ROLLIX reserves the right to select the most suitable solution for the problem observed.

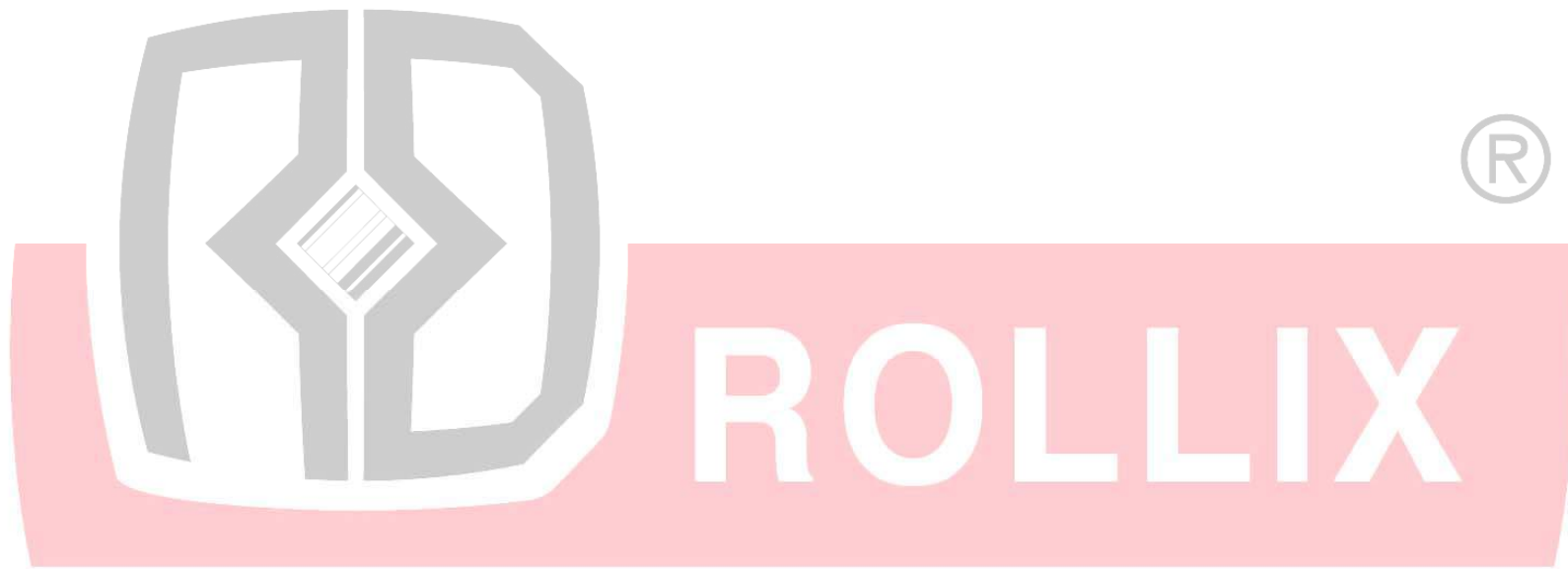
The ROLLIX warranty is strictly limited to repair, replacement or reimbursement of the part considered damaged, and therefore will not be extended to any other consequential damage likely to be linked to the malfunction : machine stoppages, damage of goods other than those of the contract, loss of income...

In the case of malfunction of a "SLEWING RING" product which is linked to an act of negligence or a fault of the customer, and notably to the non compliance of the ROLLIX recommendations, the survey costs of the damaged part, including transport and all travelling expenses for technicians to the commission site will be charged to the customer's account.

## CAUTION

All data and informations contained in the present catalogue have been carefully evaluated and checked. We cannot, however, be liable for any errors or omissions. We reserve the right to make all technical changes and amendments in tests, formulae and drawings without prior notice.

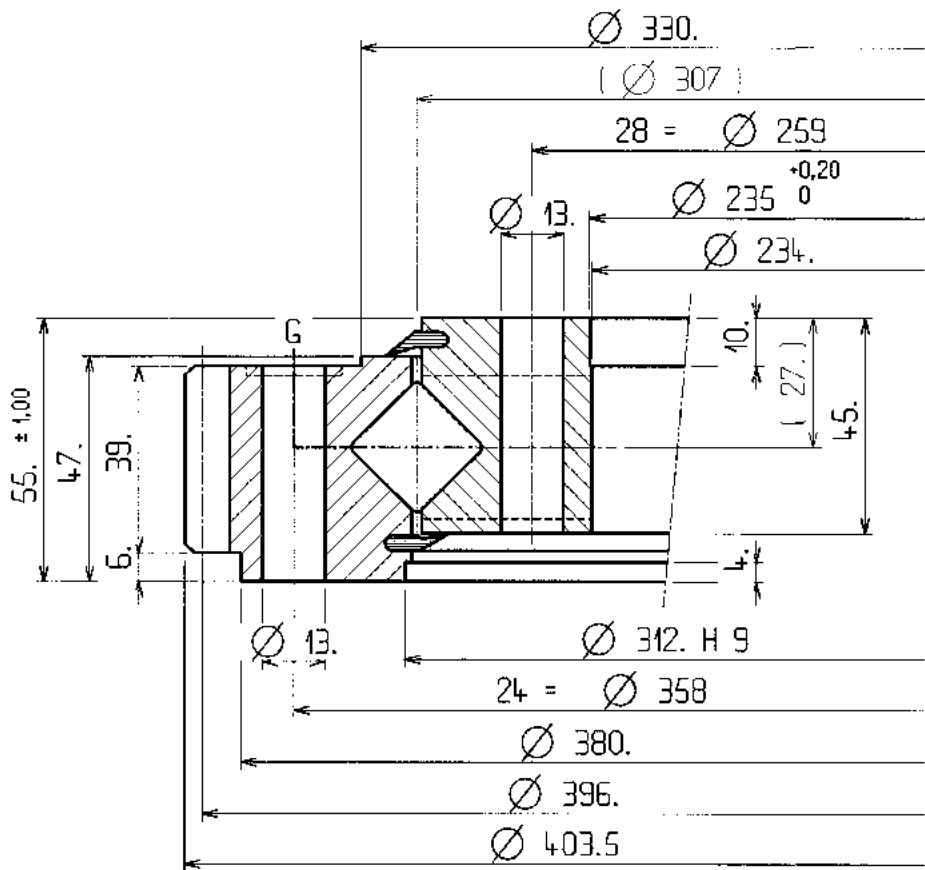
All earlier editions are invalid with effect from the publication of this catalogue.



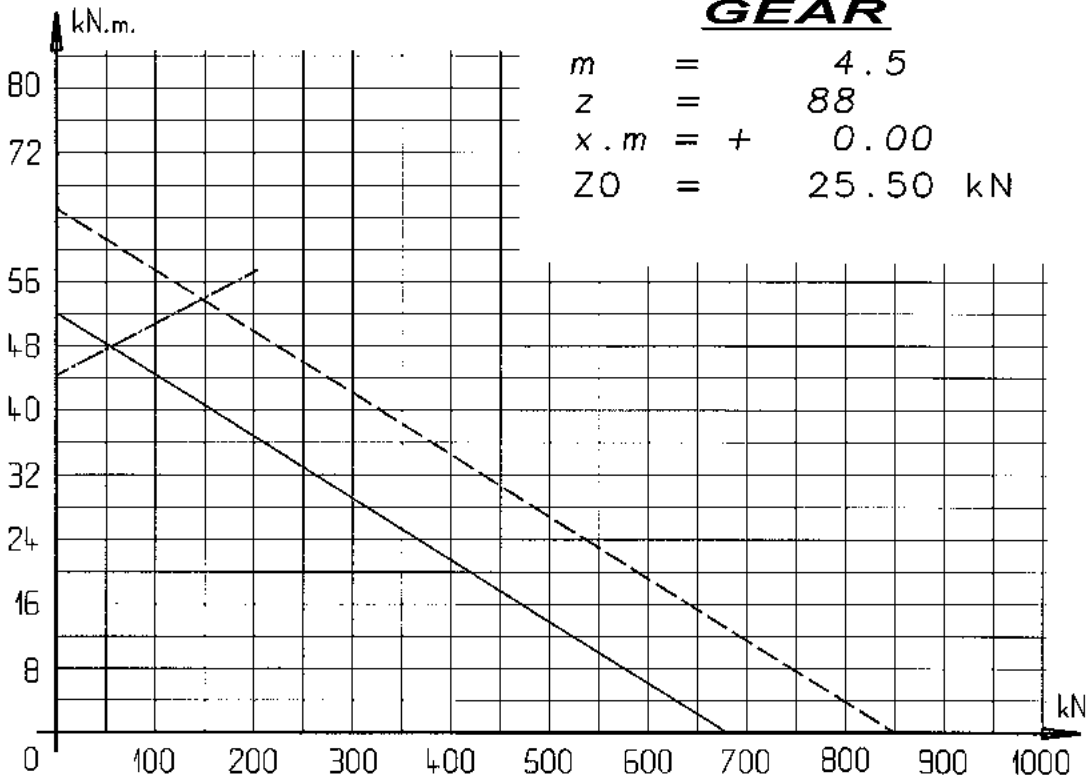
Crossed Rollers External Gear

CODE **06**

06-0307-00



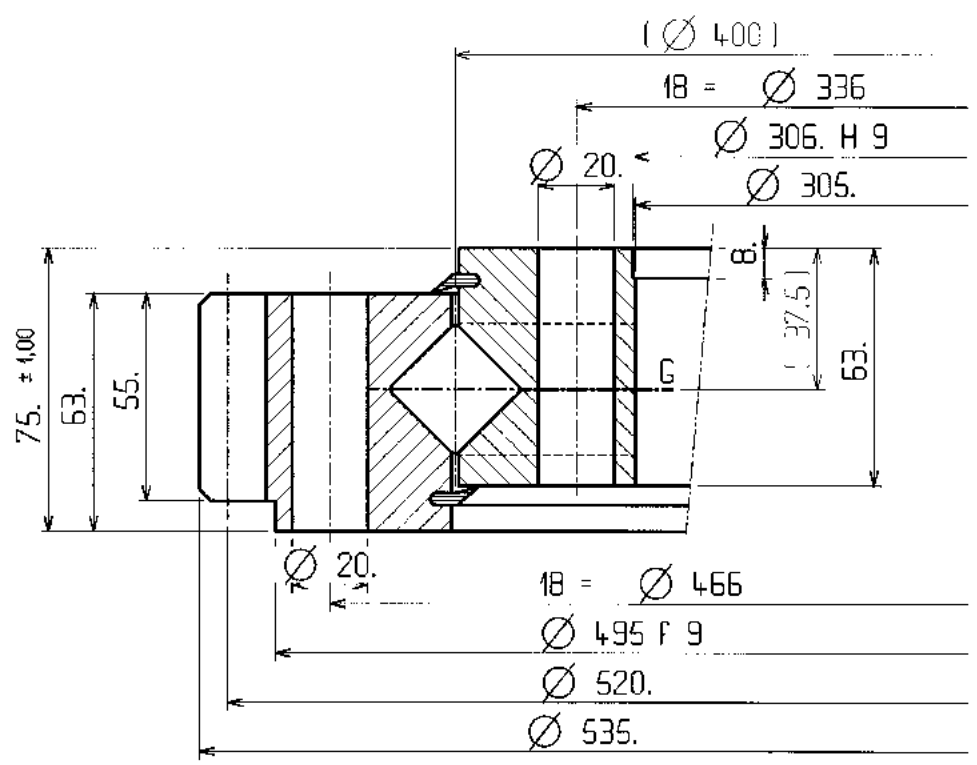
Tilting  
Moment



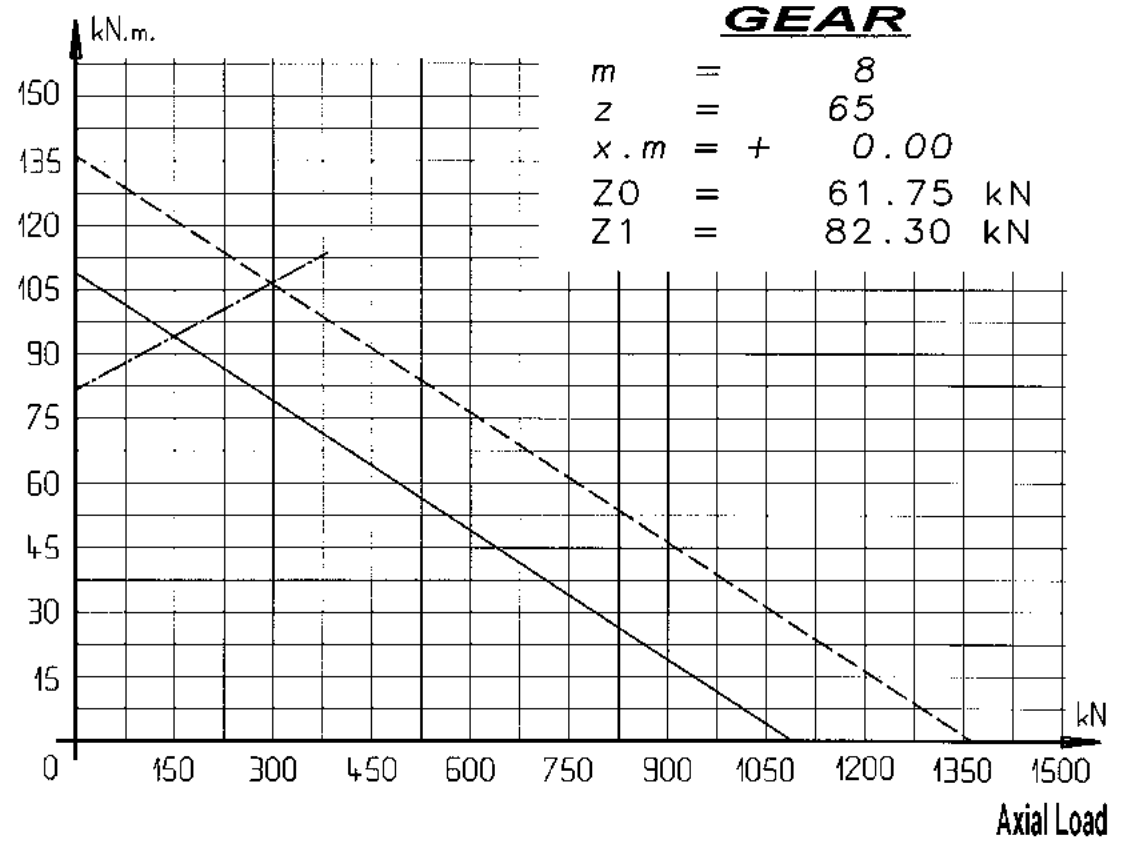
**GEAR**  
 $m = 4.5$   
 $z = 88$   
 $x.m = + 0.00$   
 $Z0 = 25.50 \text{ kN}$

Estimated Weight : 25. kg

06-0400-00

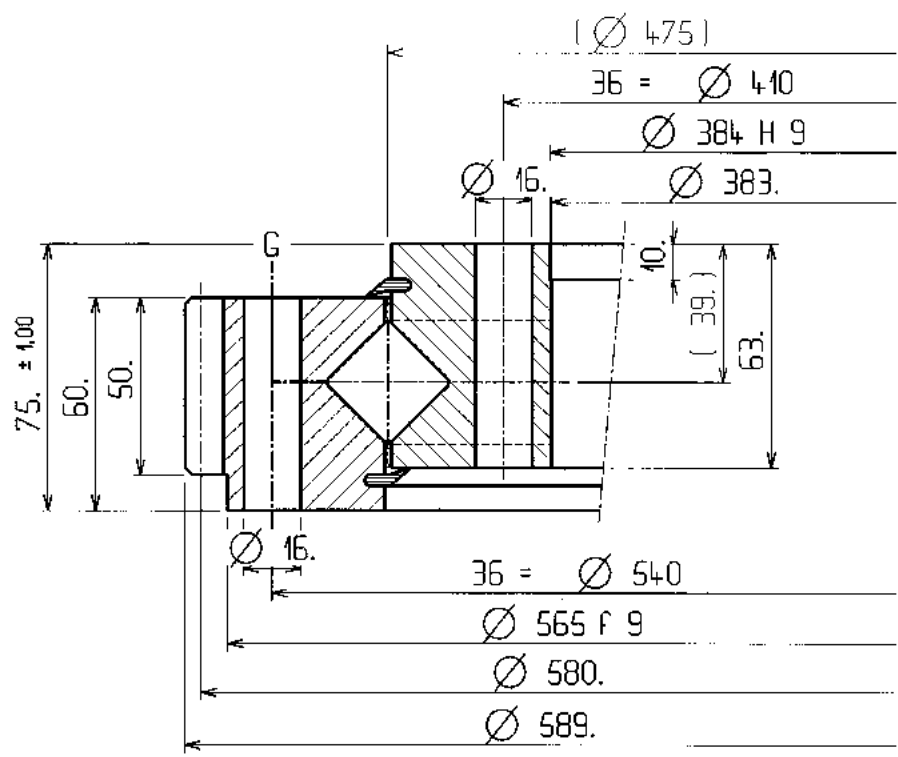


Tilting Moment

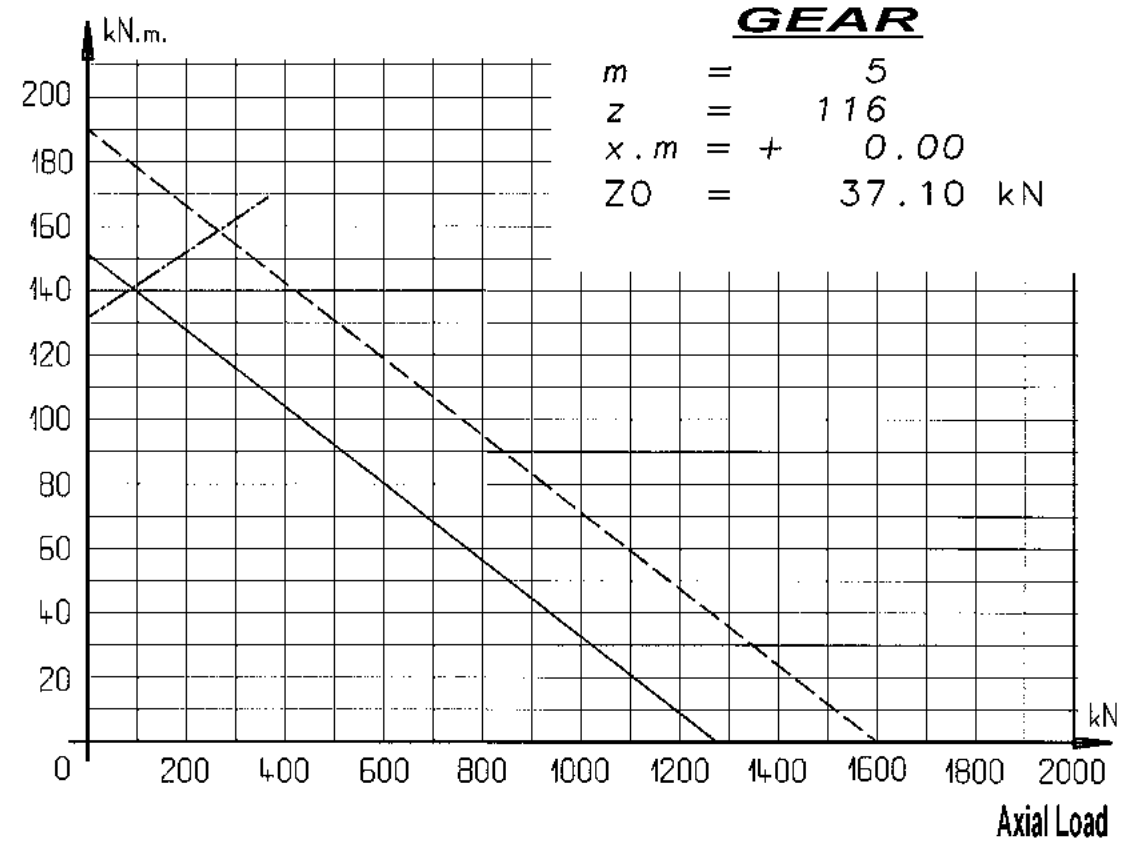


Estimated Weight : 61. kg

06-0475-22



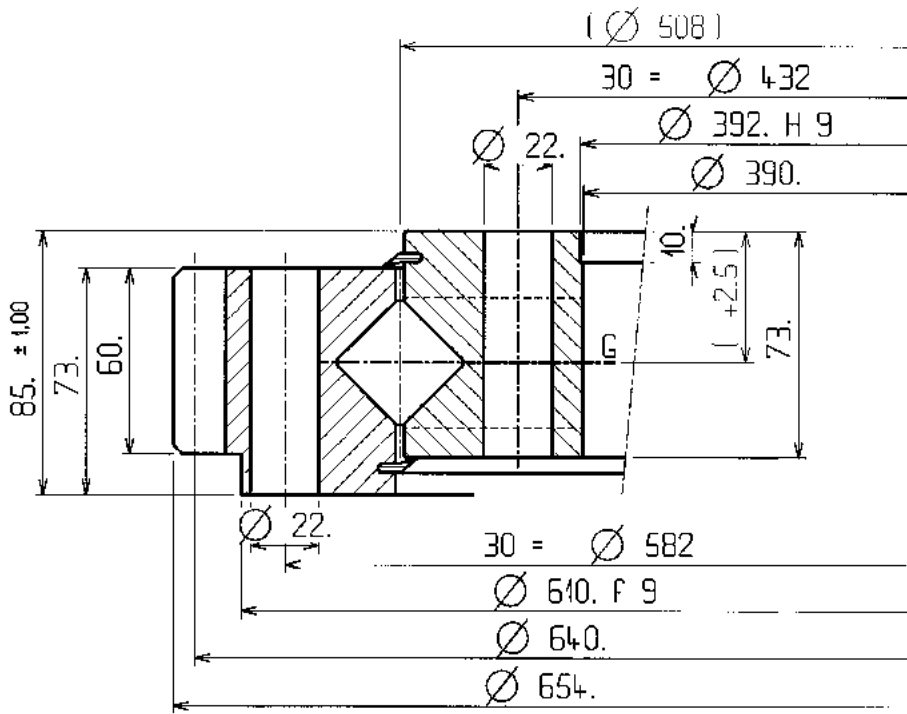
Tilting Moment



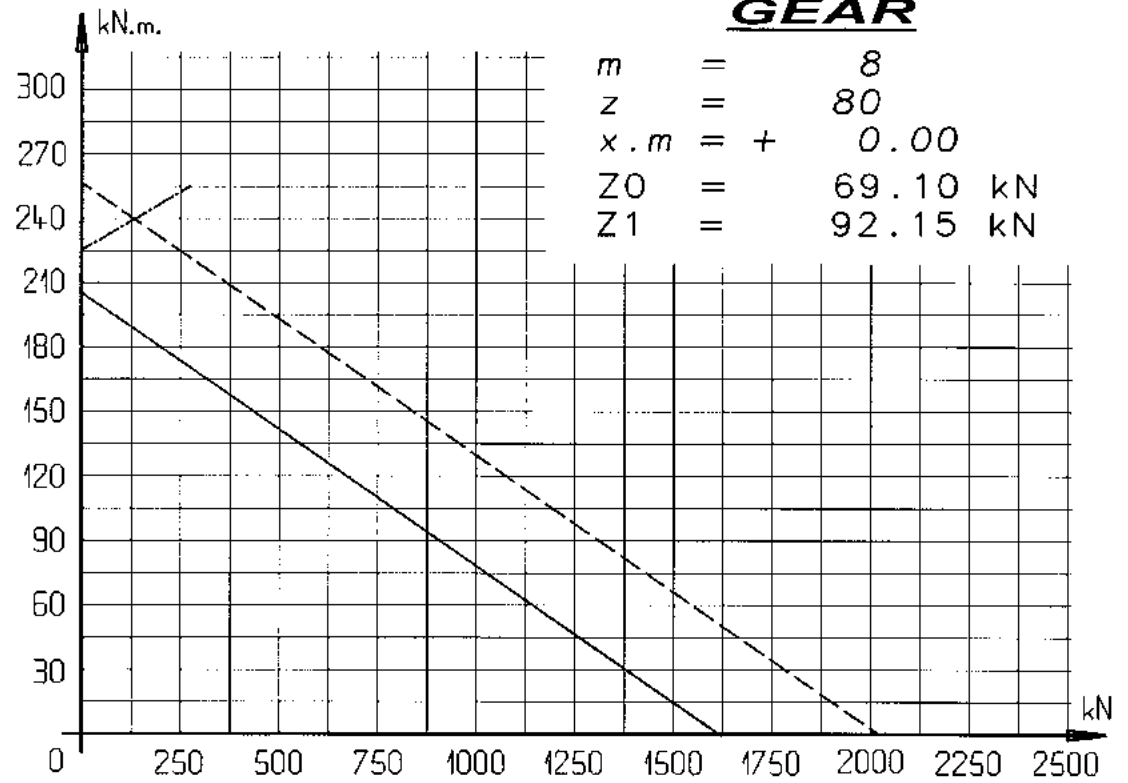
Estimated Weight : 62. kg



06-0508-00



Tilting  
Moment



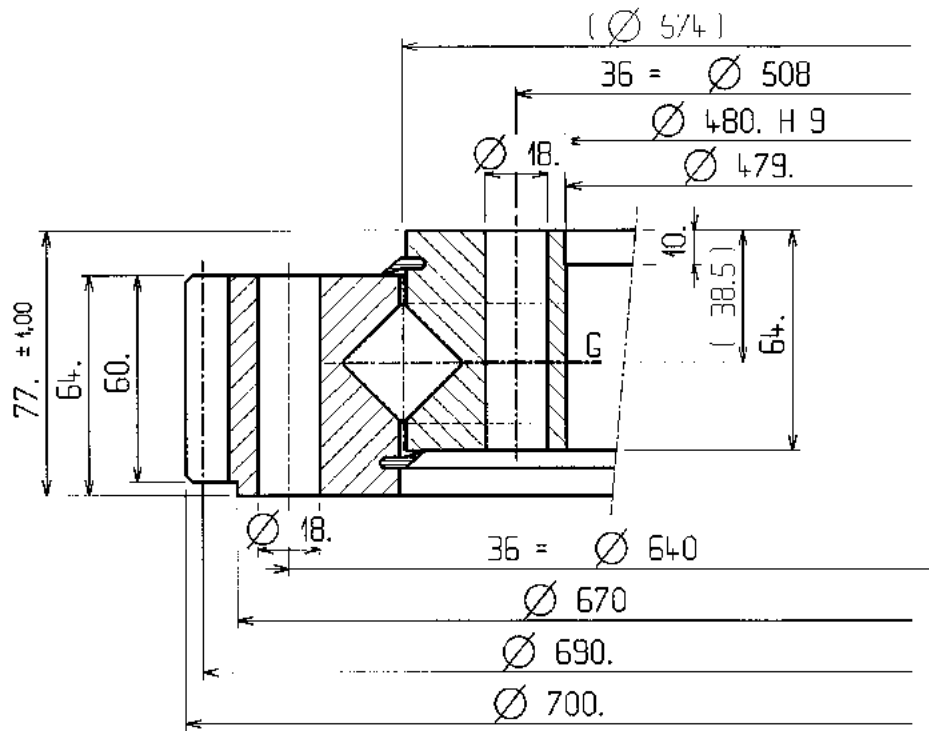
**GEAR**

$m = 8$   
 $z = 80$   
 $x.m = + 0.00$   
 $Z0 = 69.10 \text{ kN}$   
 $Z1 = 92.15 \text{ kN}$

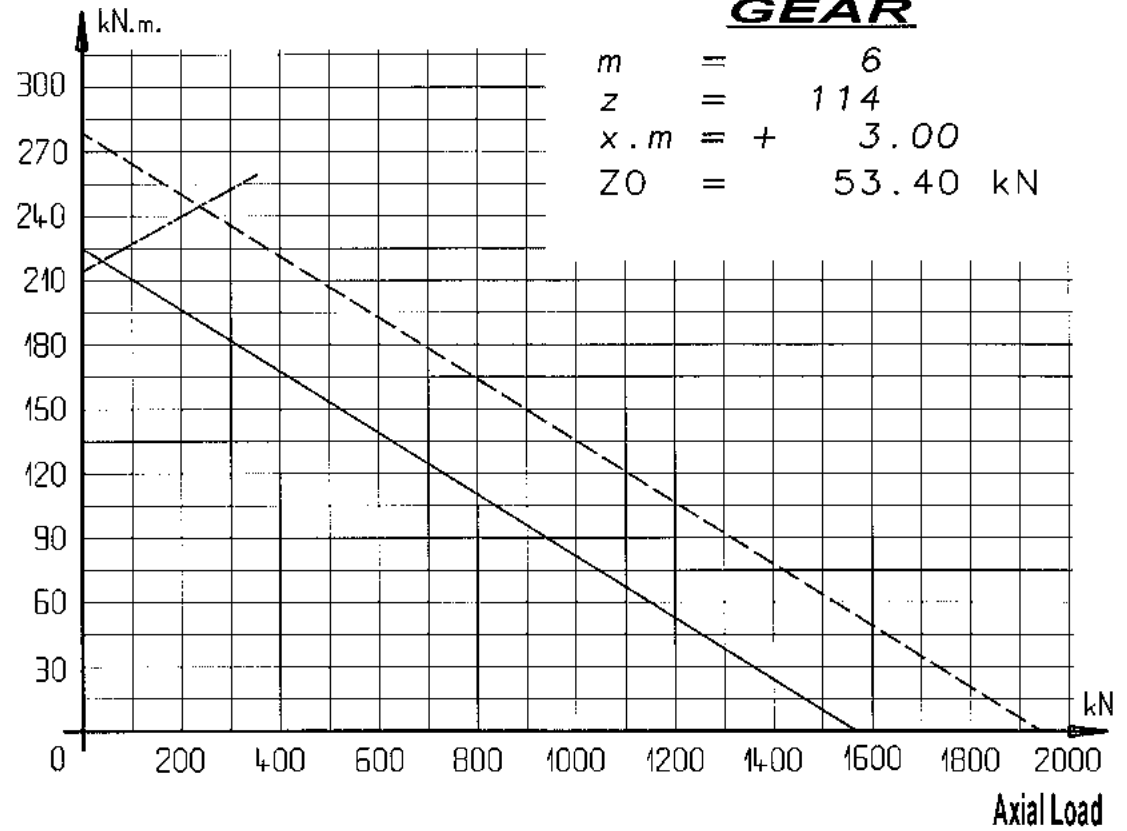
Estimated Weight : 98. kg

Axial Load

06-0574-09

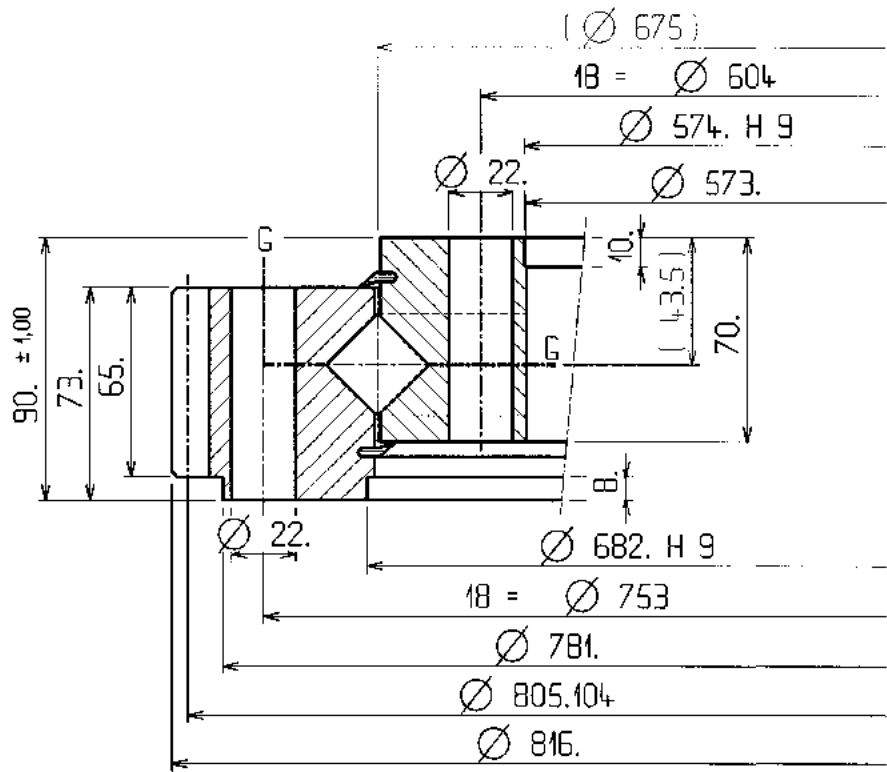


Tilting Moment



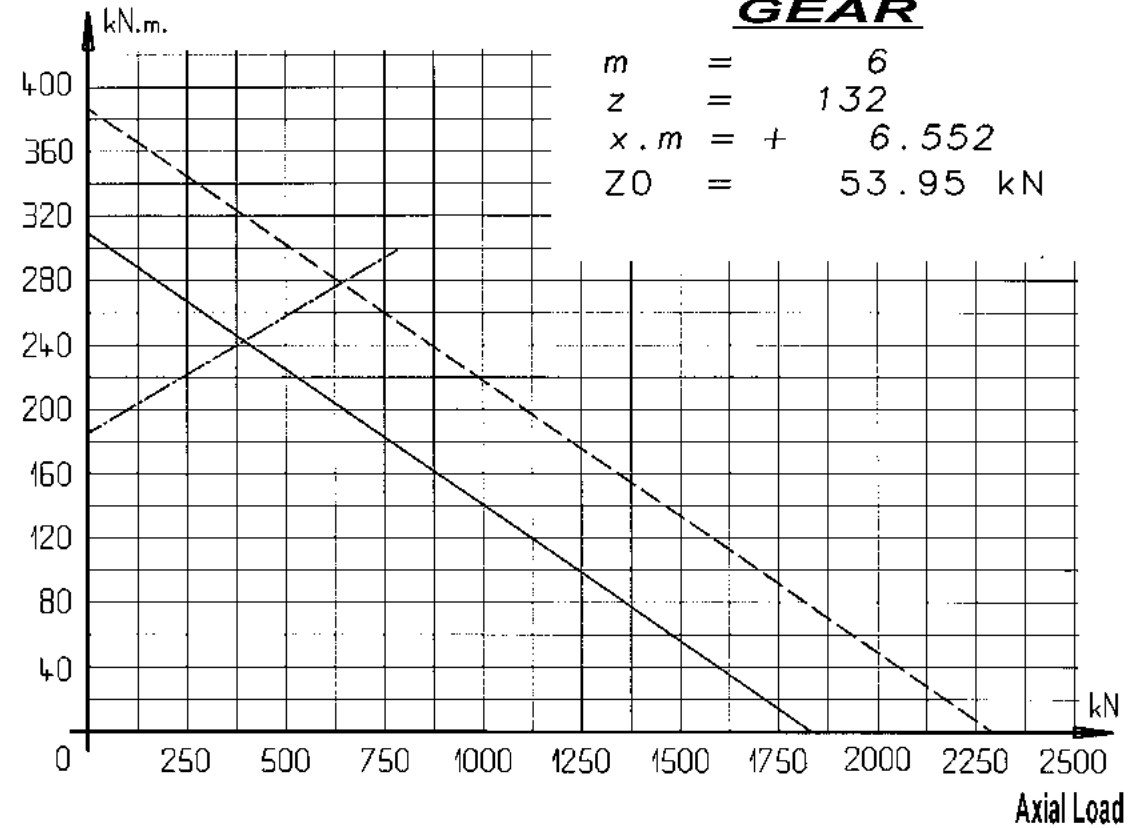
Estimated Weight : 85. kg

06-0675-00

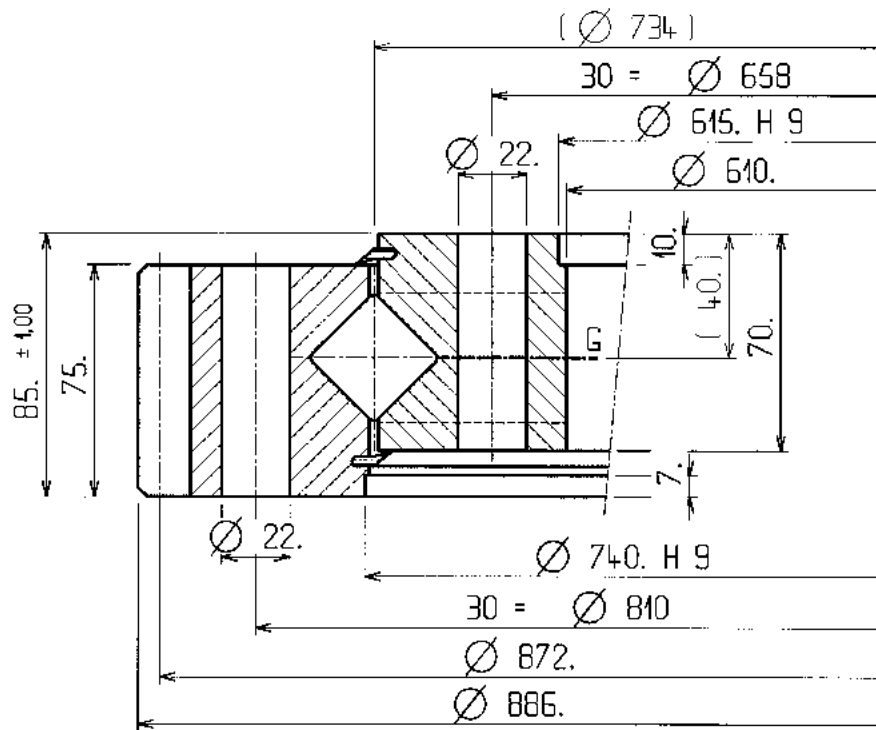


Estimated Weight : 129. kg

Tilting  
Moment

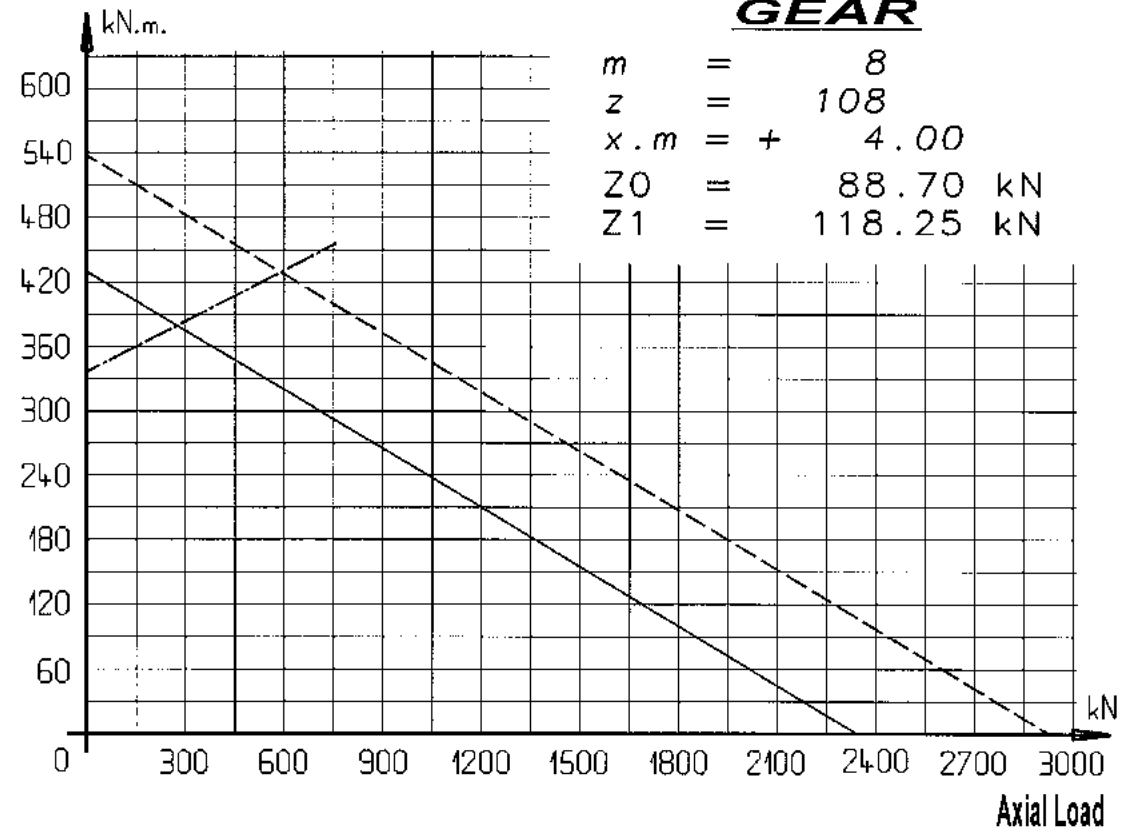


06-0734-00

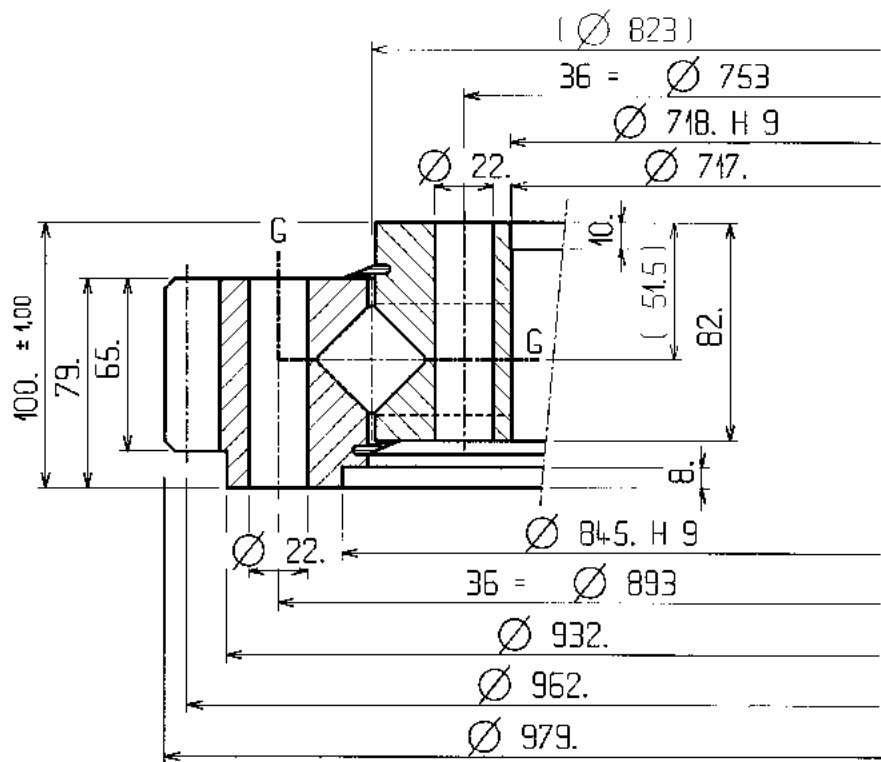


Estimated Weight : 154. kg

Tilting Moment

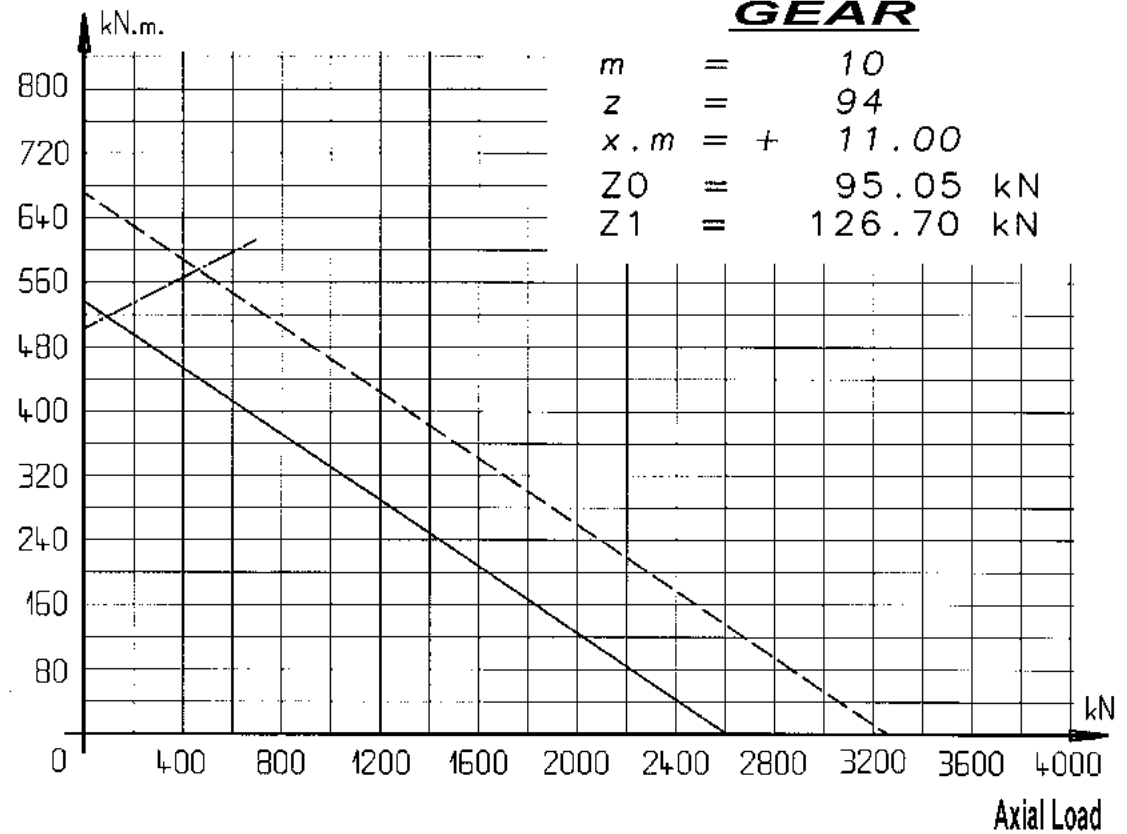


06-0823-18

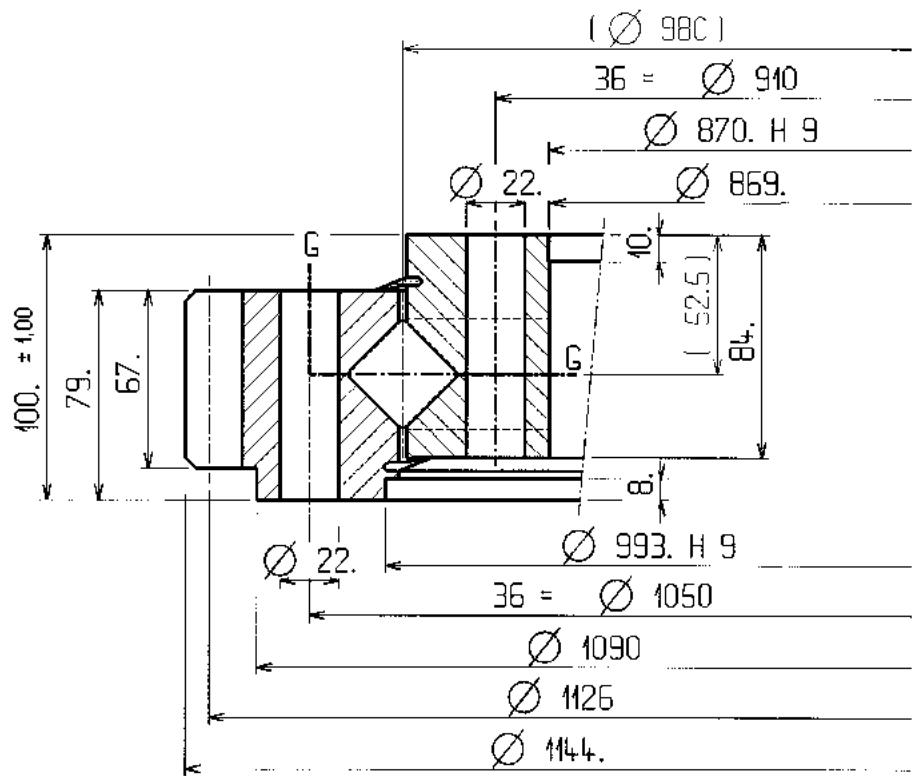


Estimated Weight : 178. kg

Tilting  
Moment

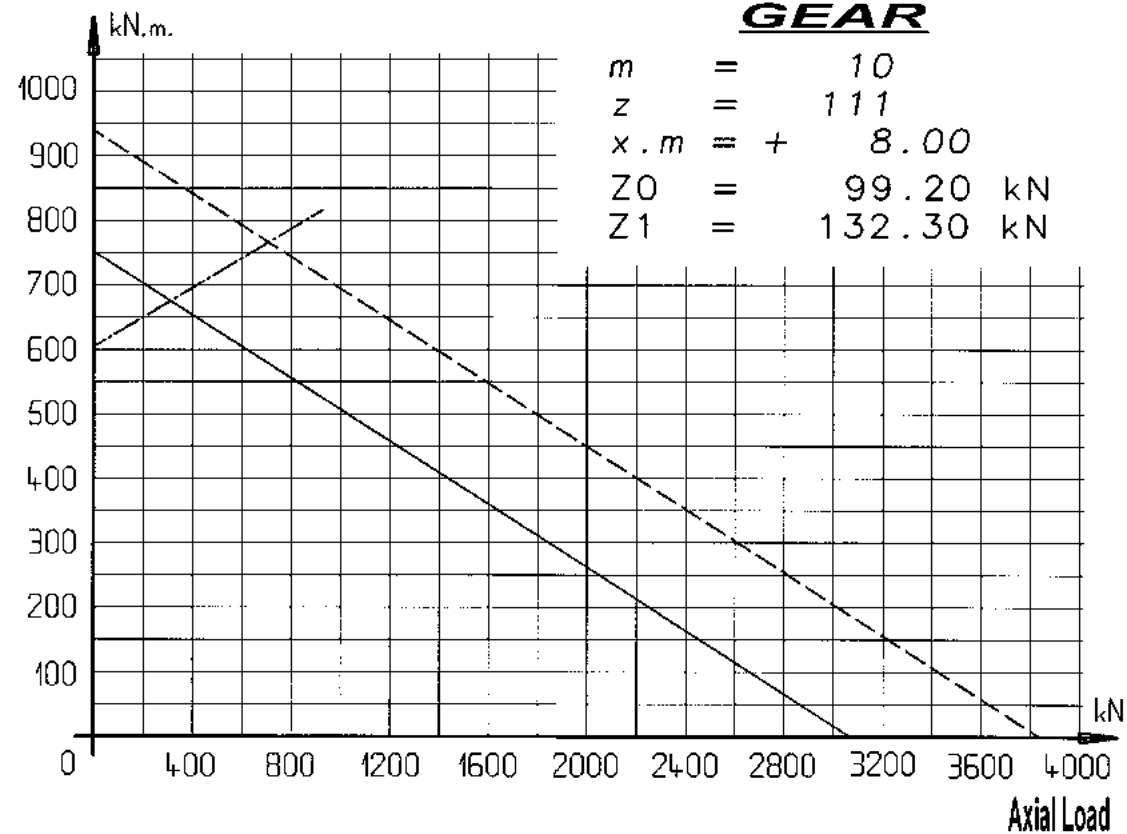


06-0980-09

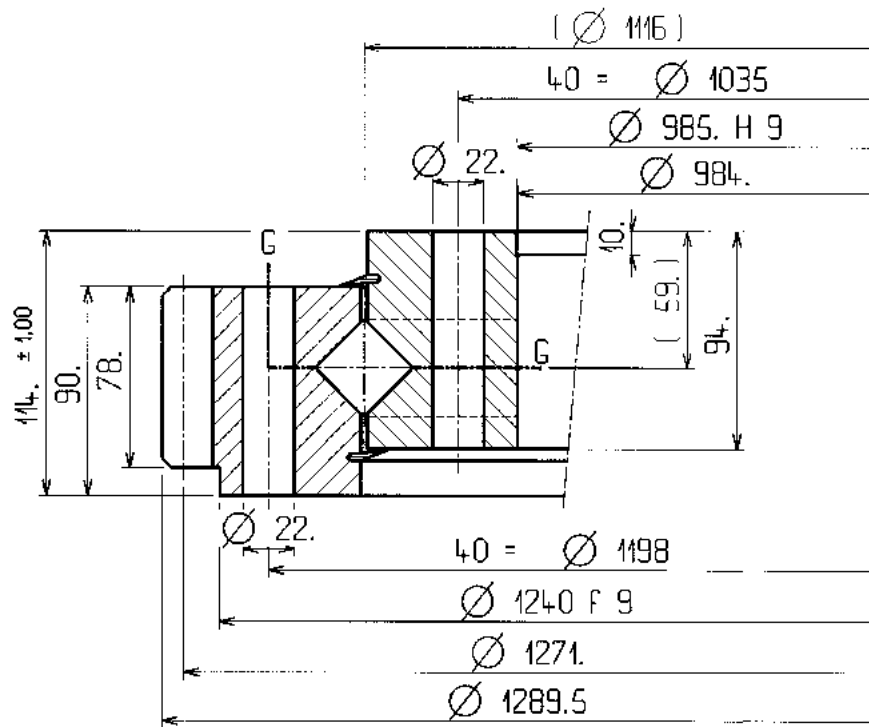


Estimated Weight : 228. kg

Tilting  
Moment

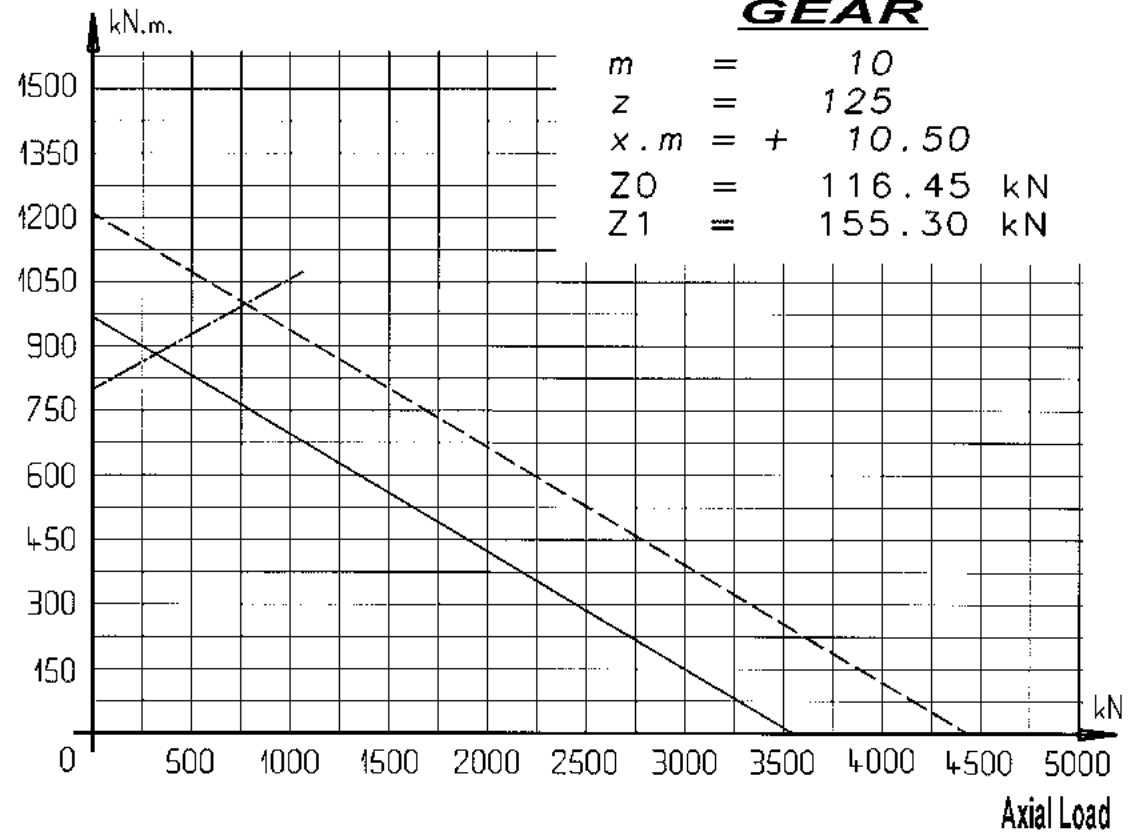


06-1116-00

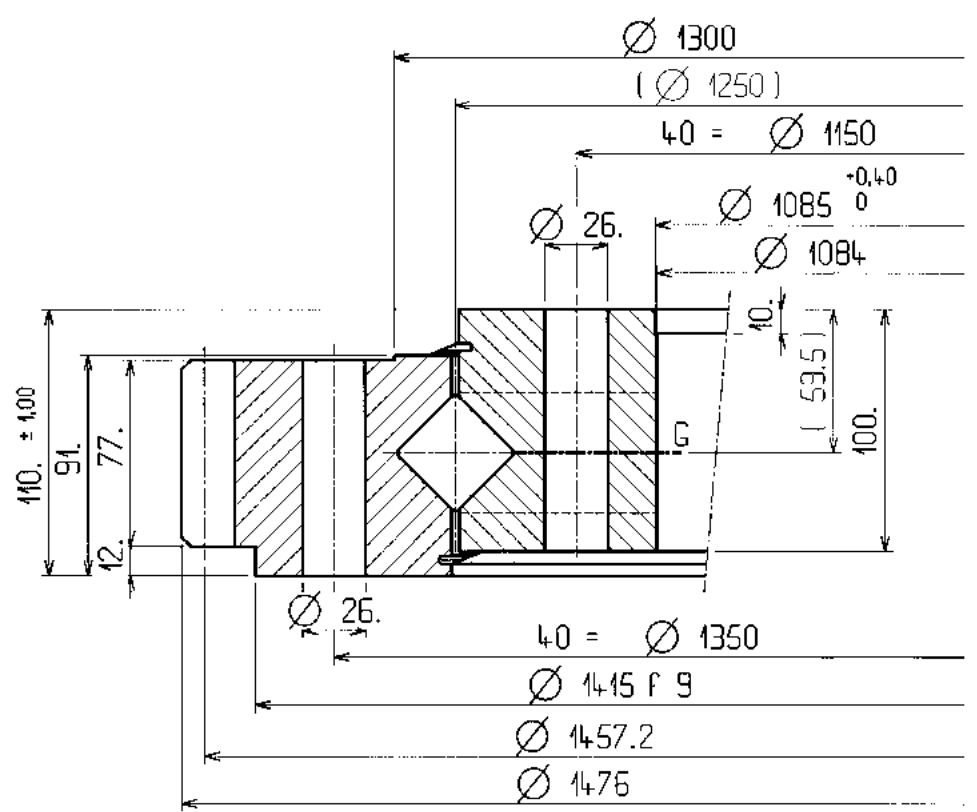


Estimated Weight : 330. kg

**Tilting Moment**

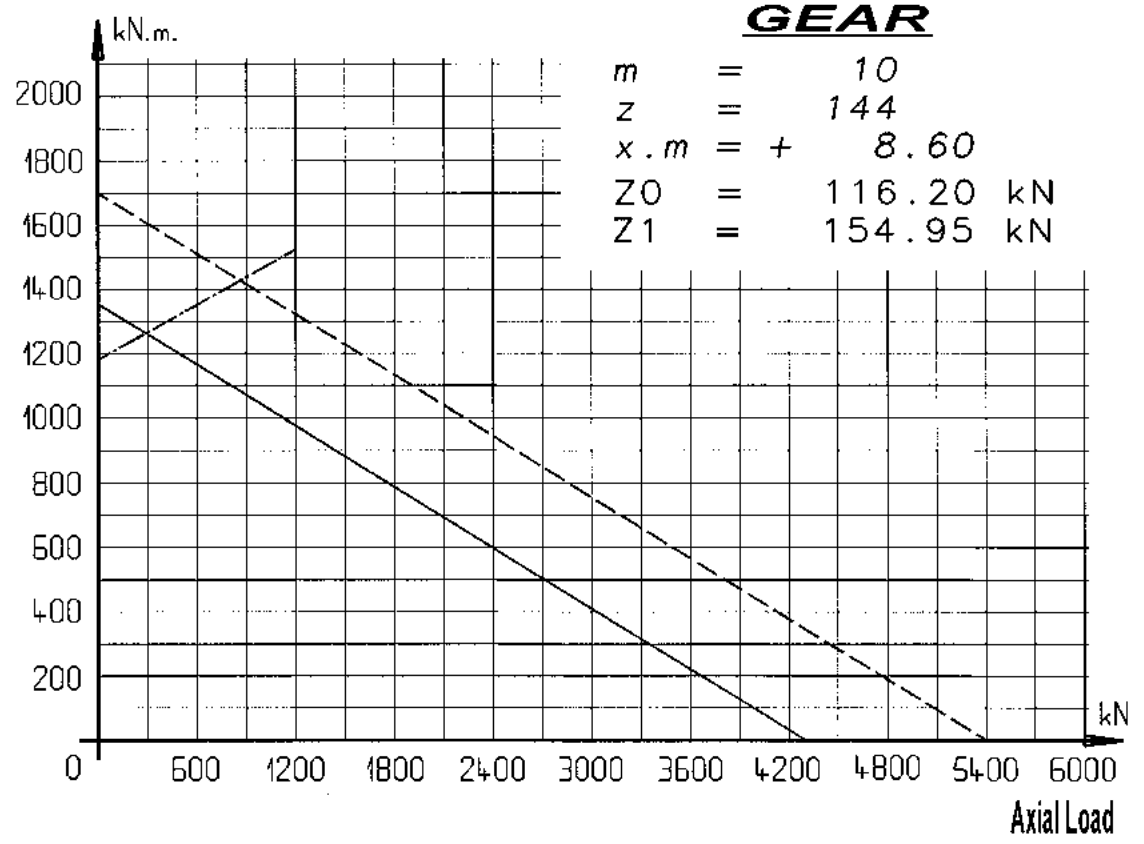


06-1250-21



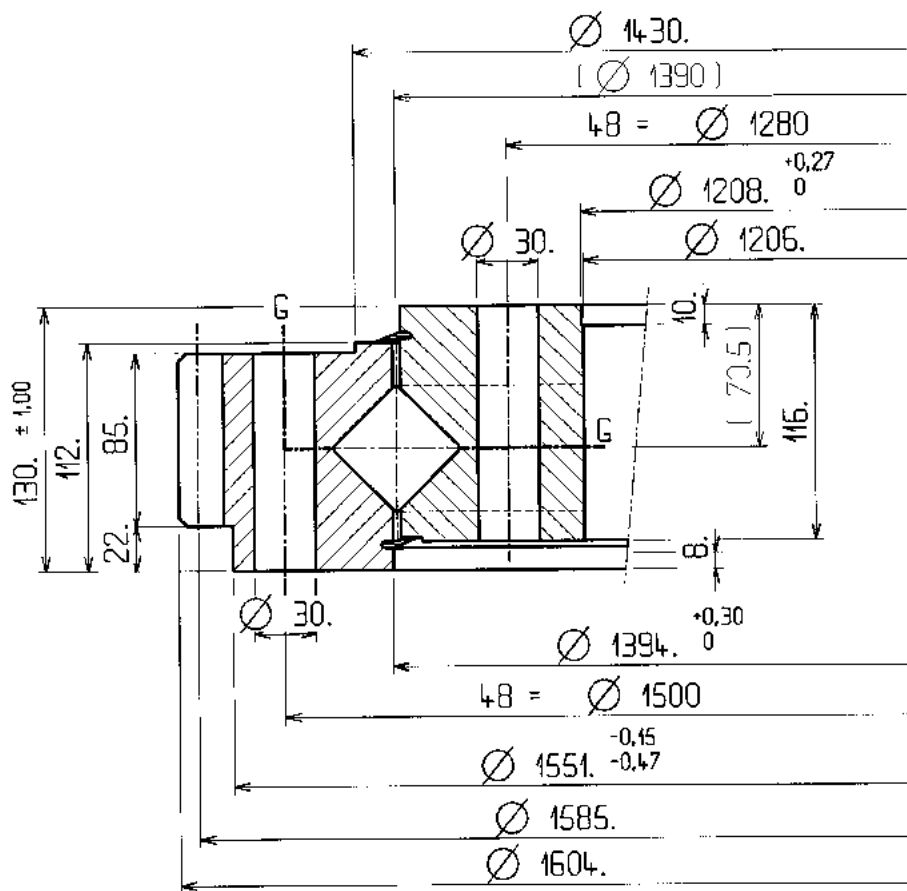
Estimated Weight : 503. kg

Tilting  
Moment



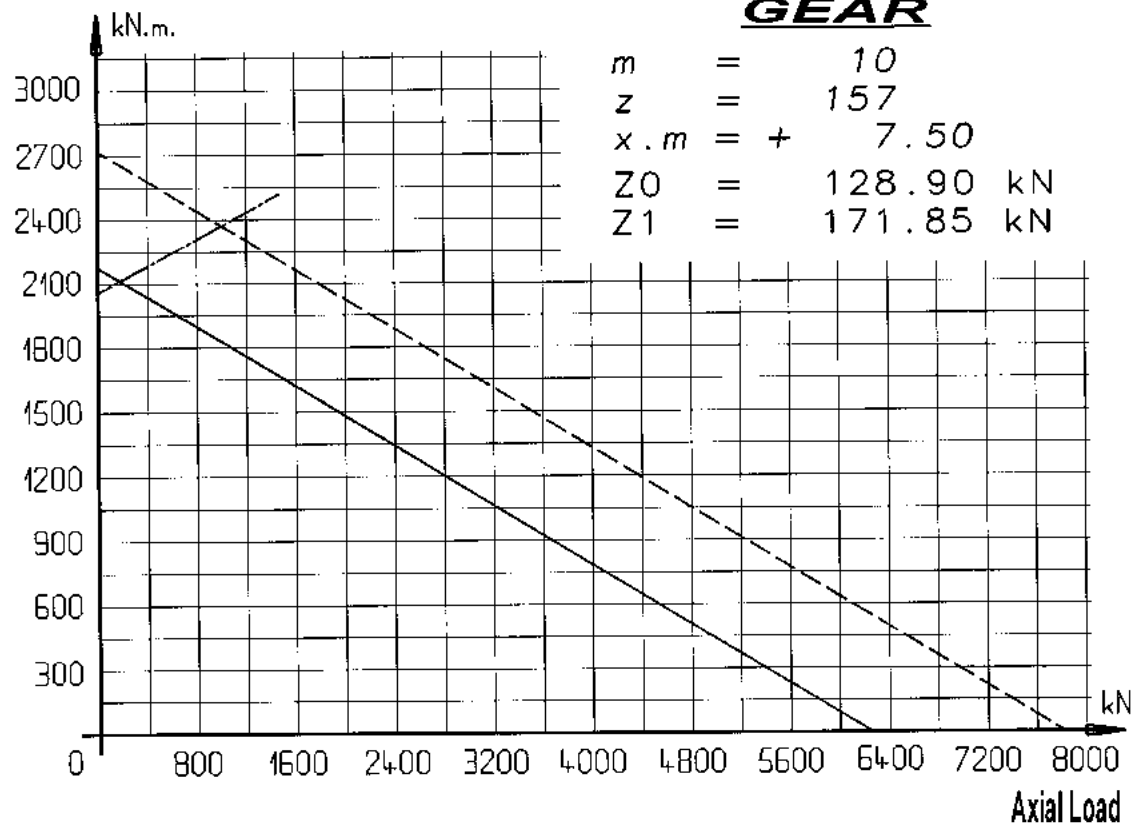


06-1390-03

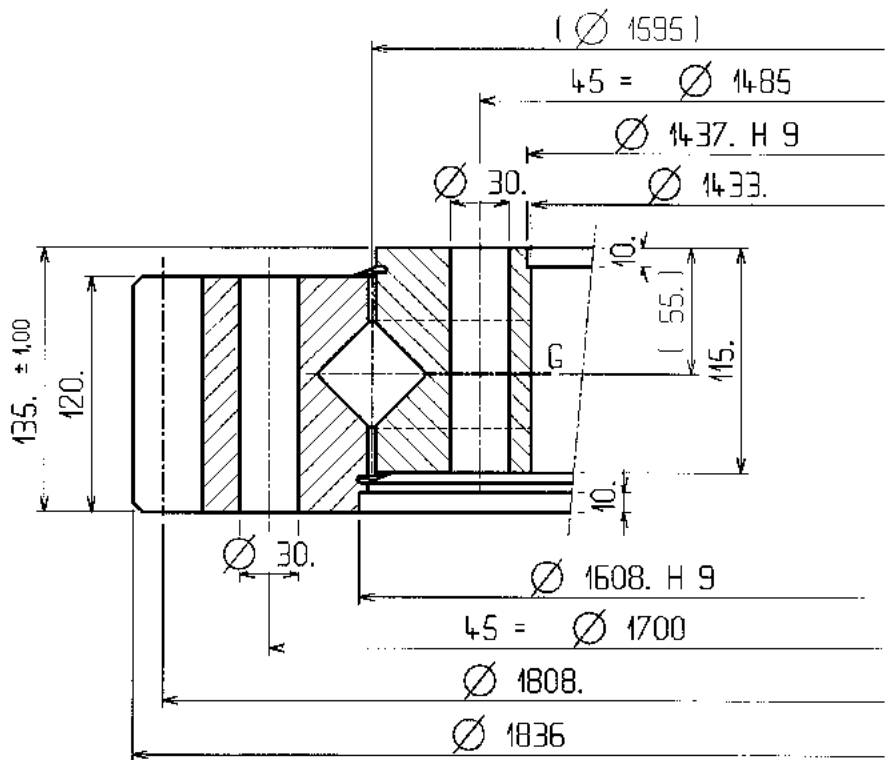


Estimated Weight : 653. kg

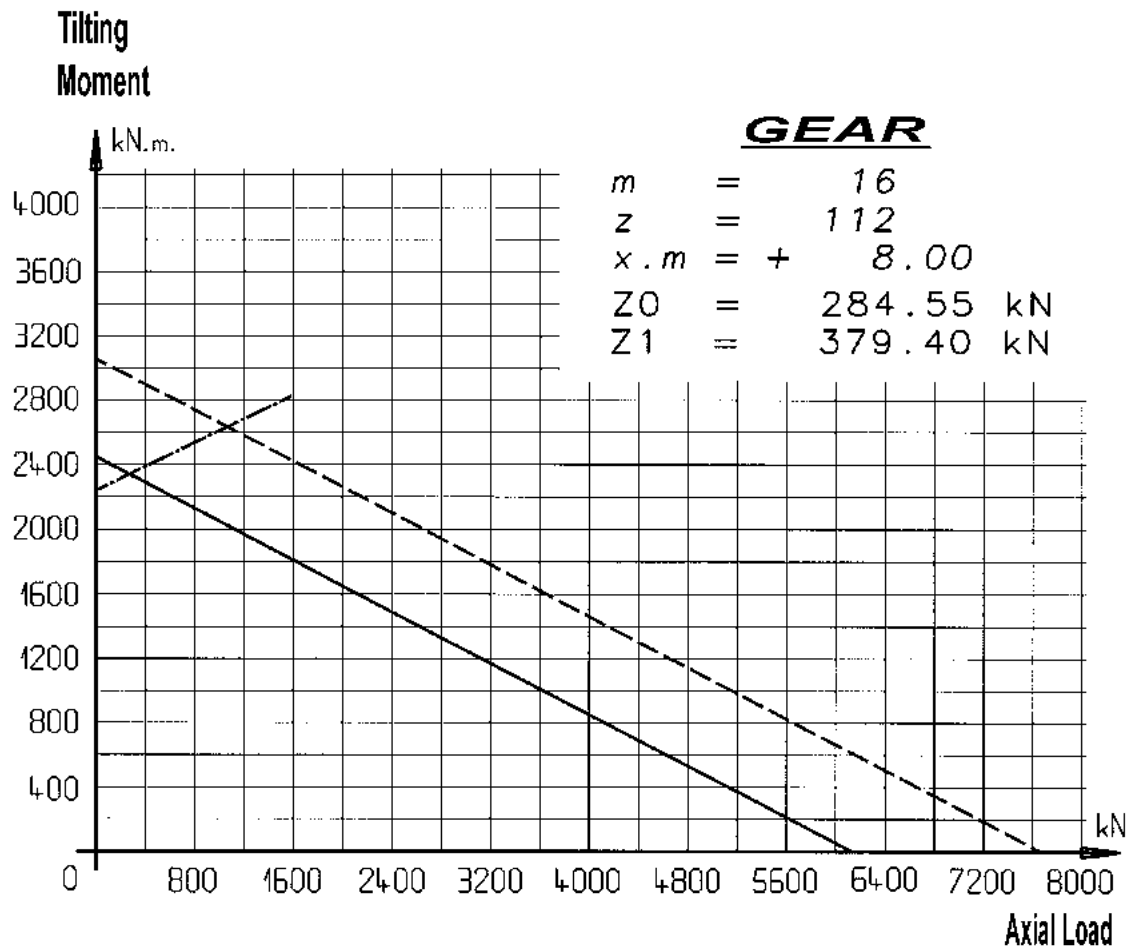
Tilting  
Moment



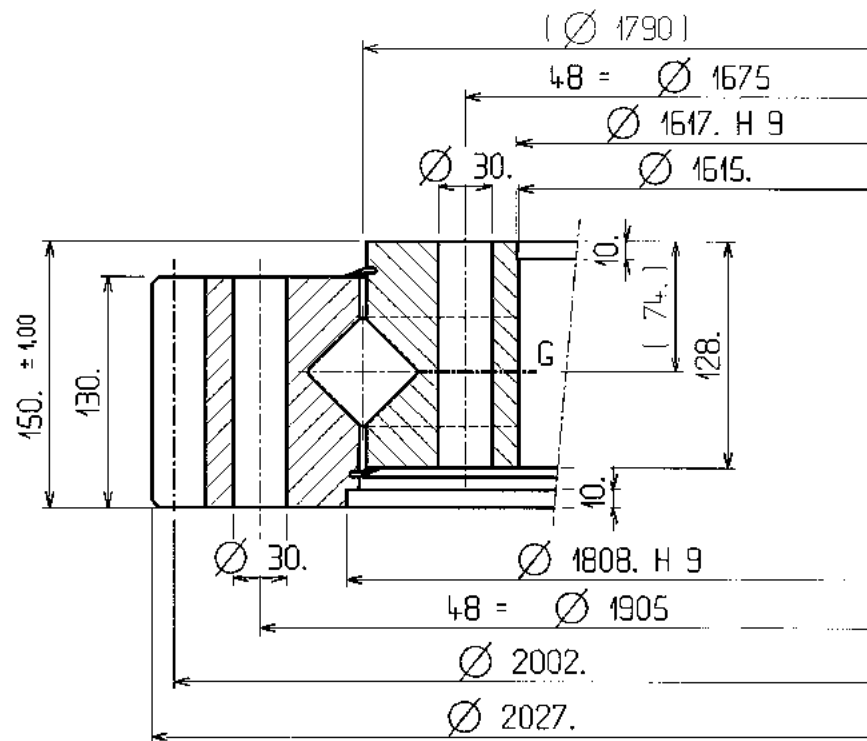
06-1595-04



Estimated Weight : 791. kg

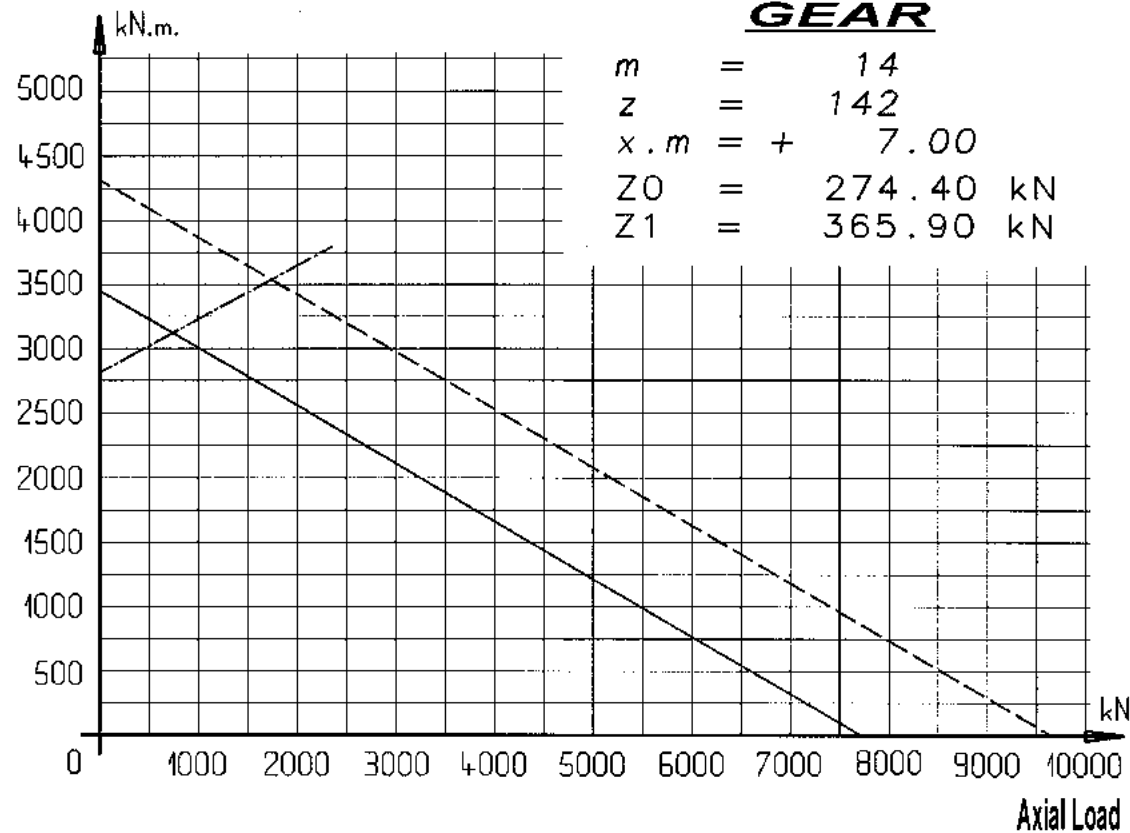


06-1790-09

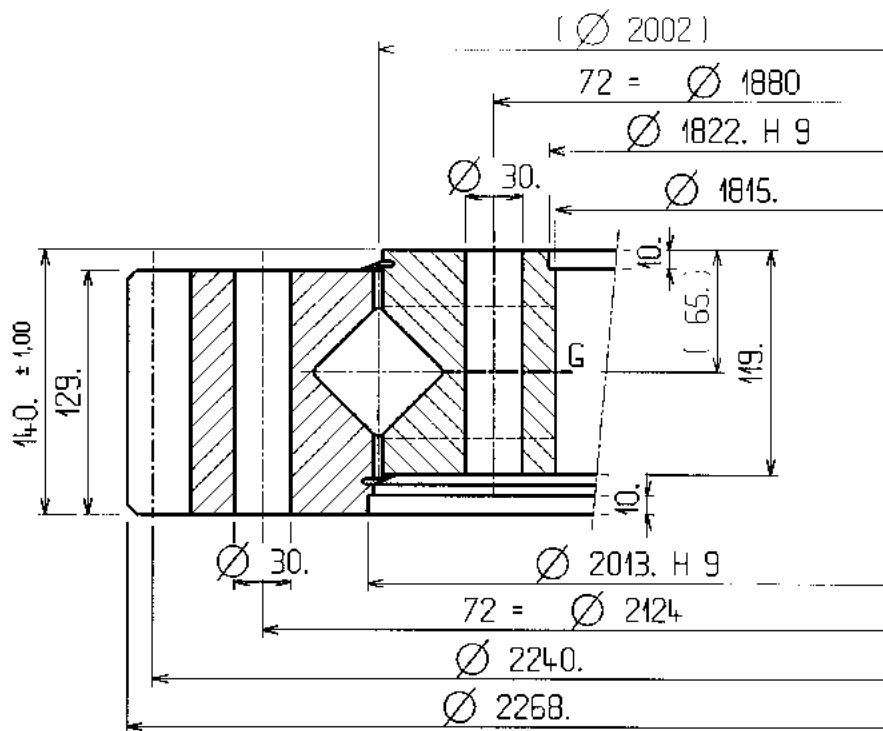


Estimated Weight : 1004. kg

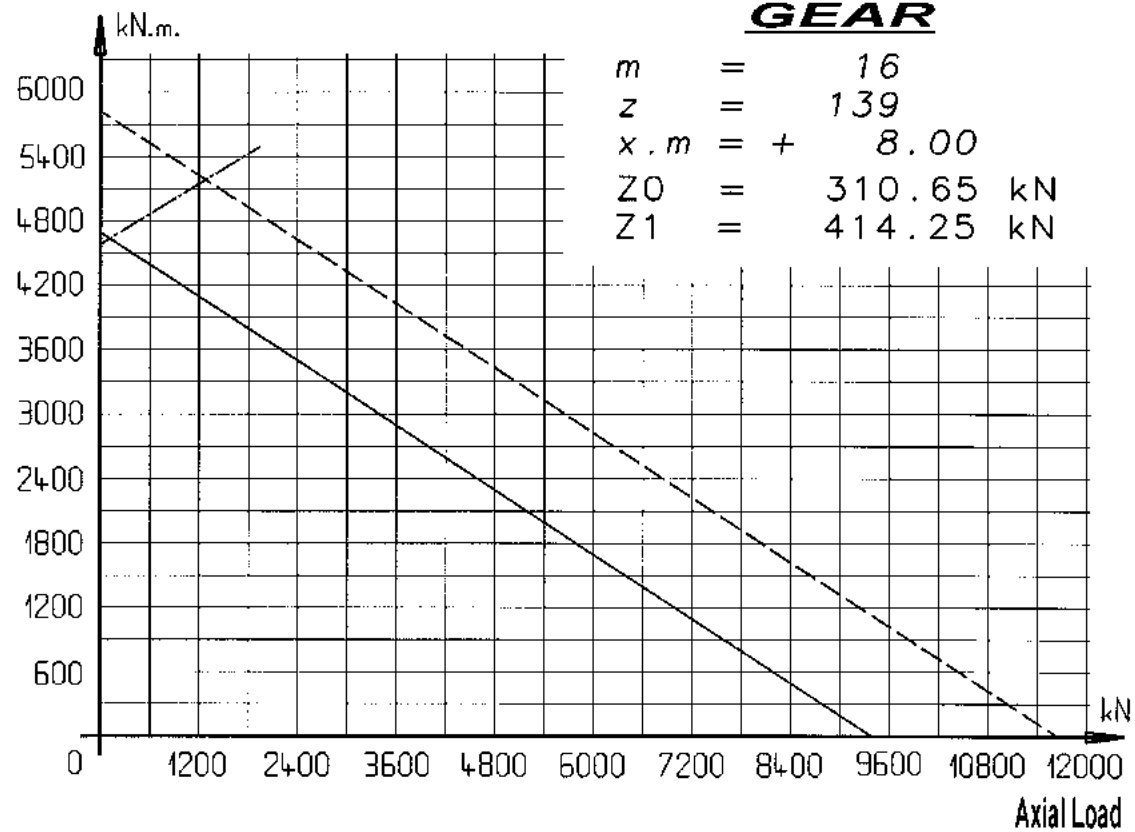
Tilting  
Moment



06-2002-00

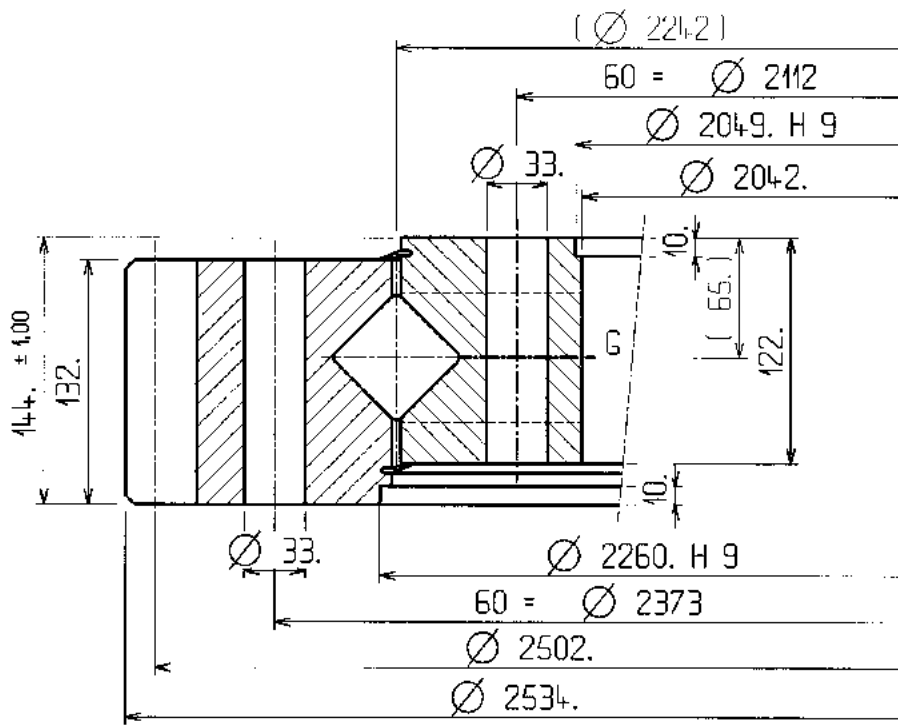


Tilting  
Moment



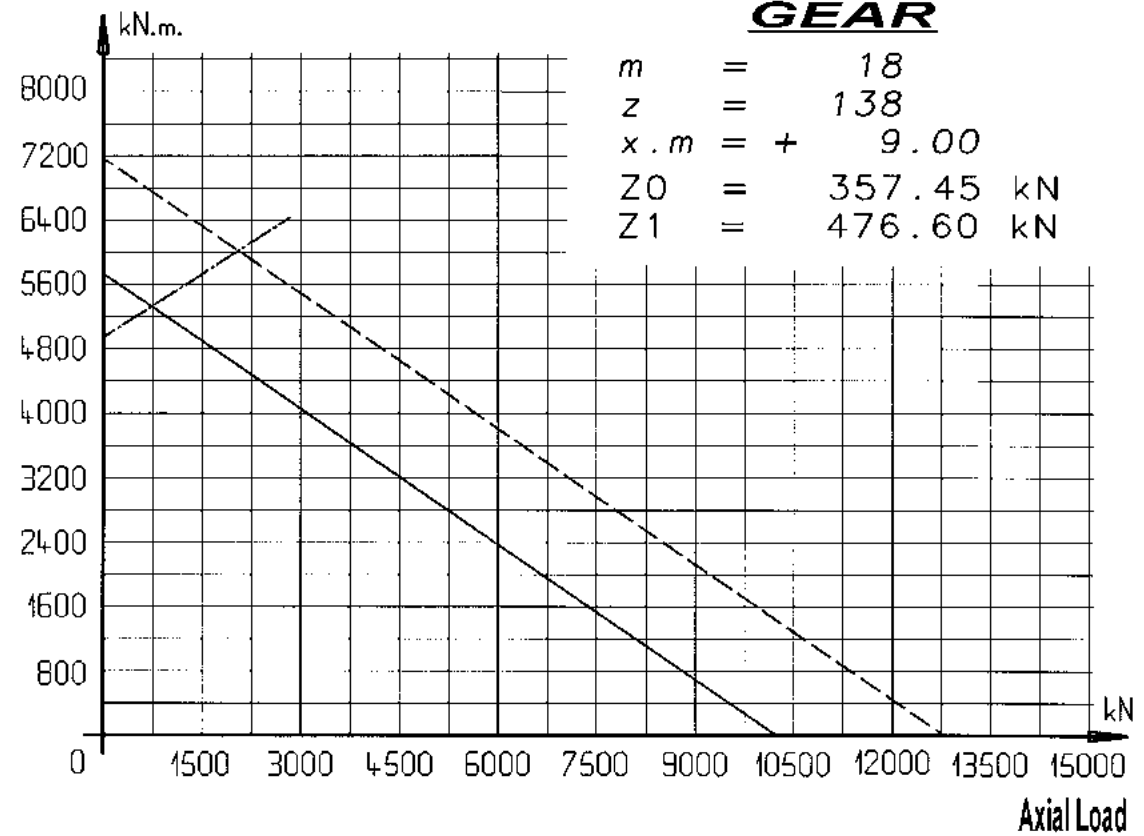
Estimated Weight : 1174. kg

06-2242-00

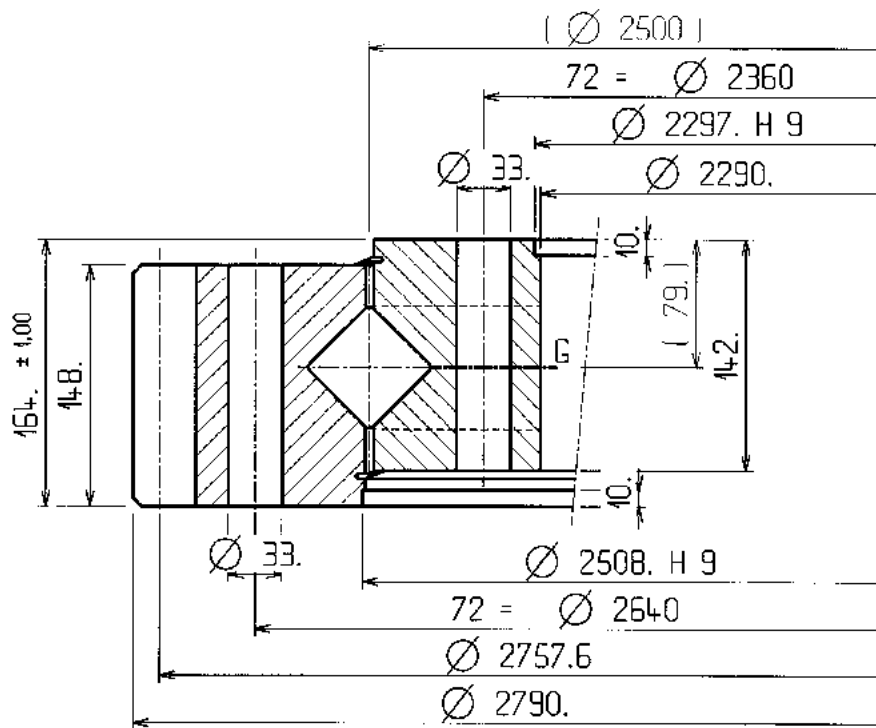


Estimated Weight : 1482. kg

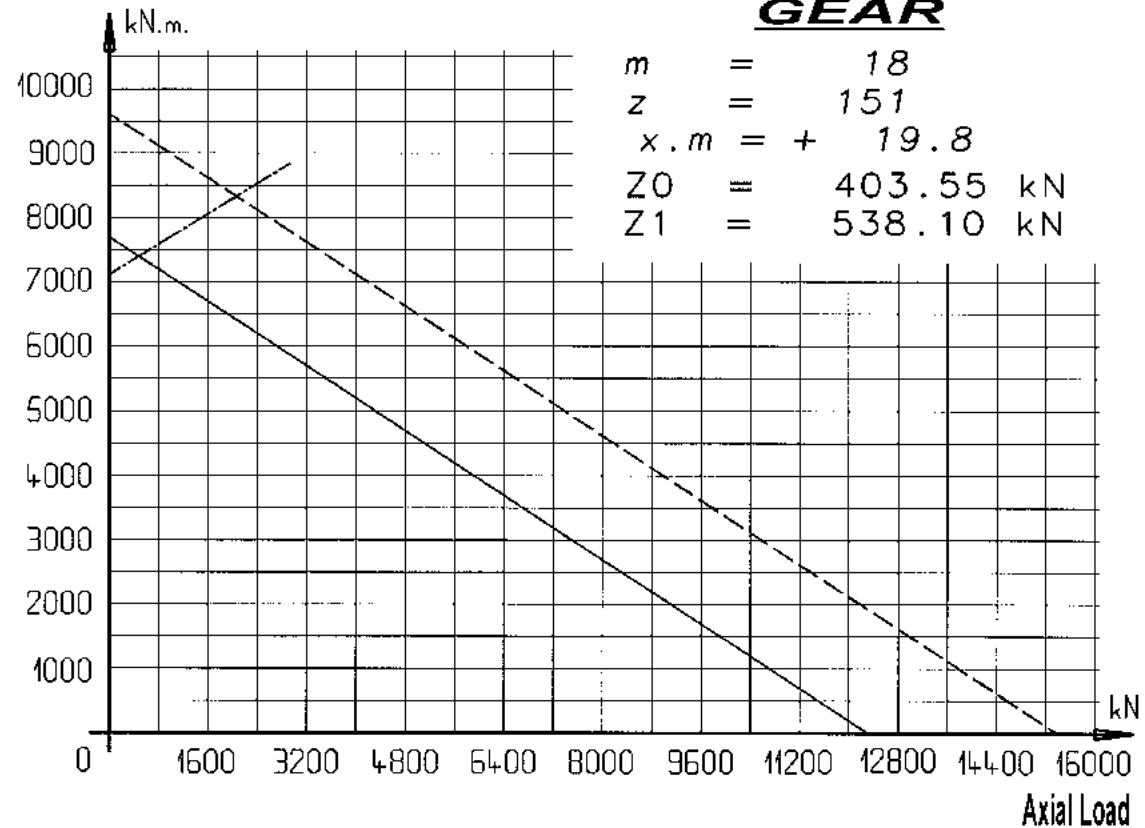
Tilting Moment



06-2500-01

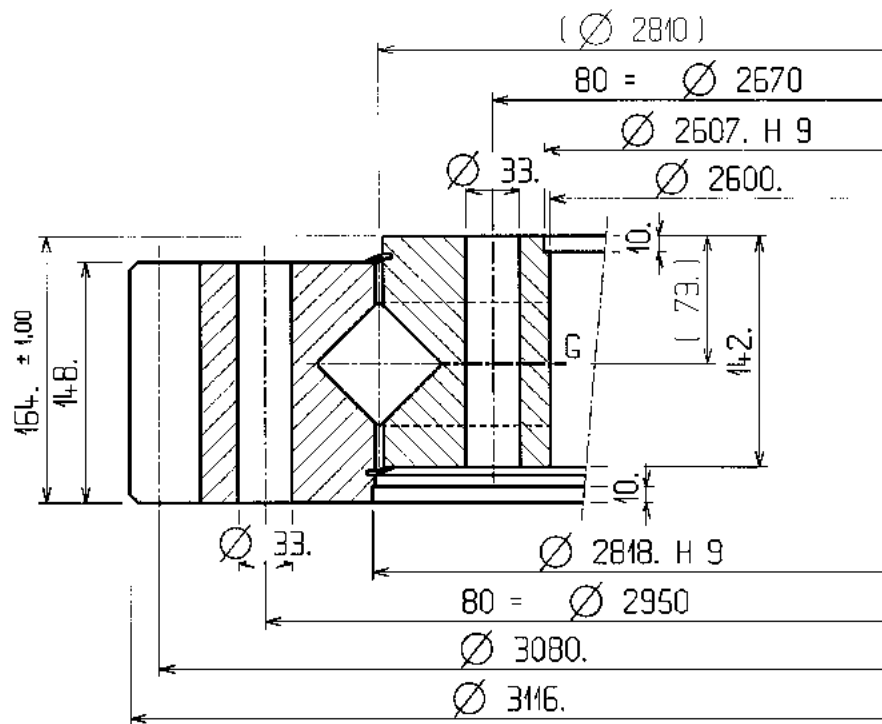


Tilting  
Moment

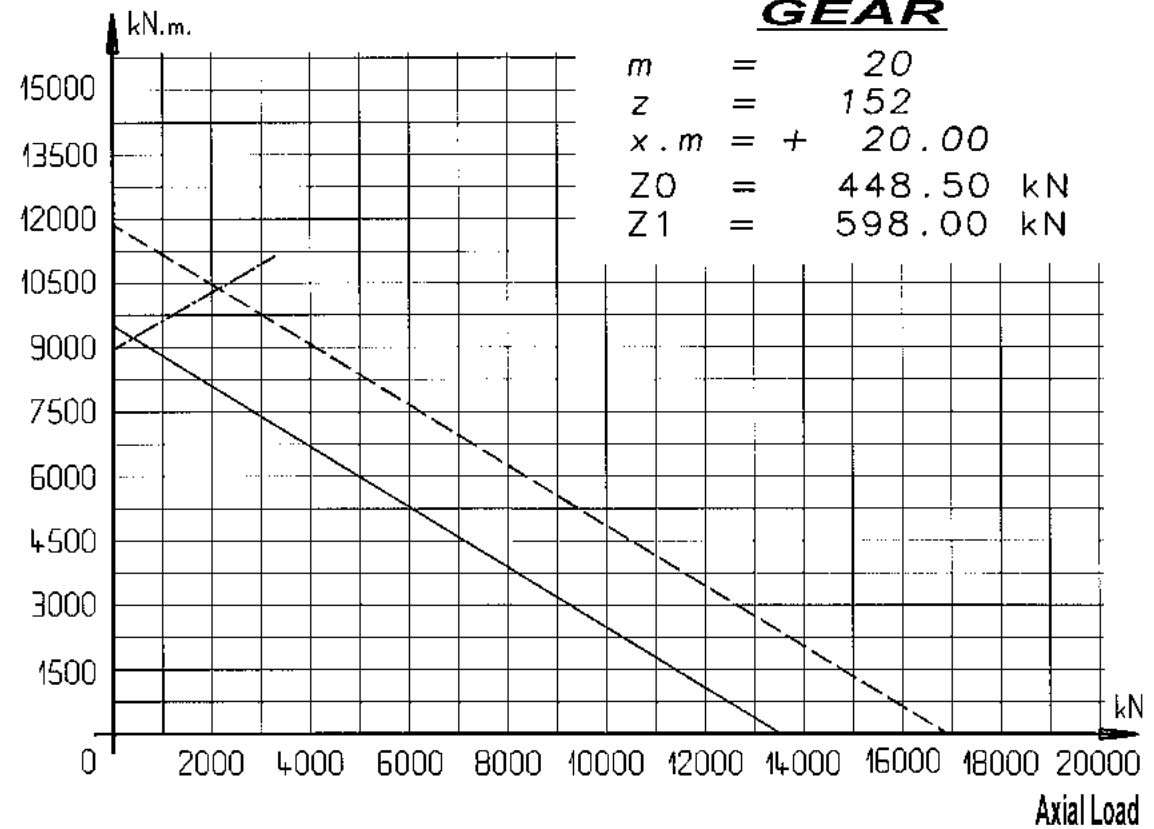


Estimated Weight : 1895. kg

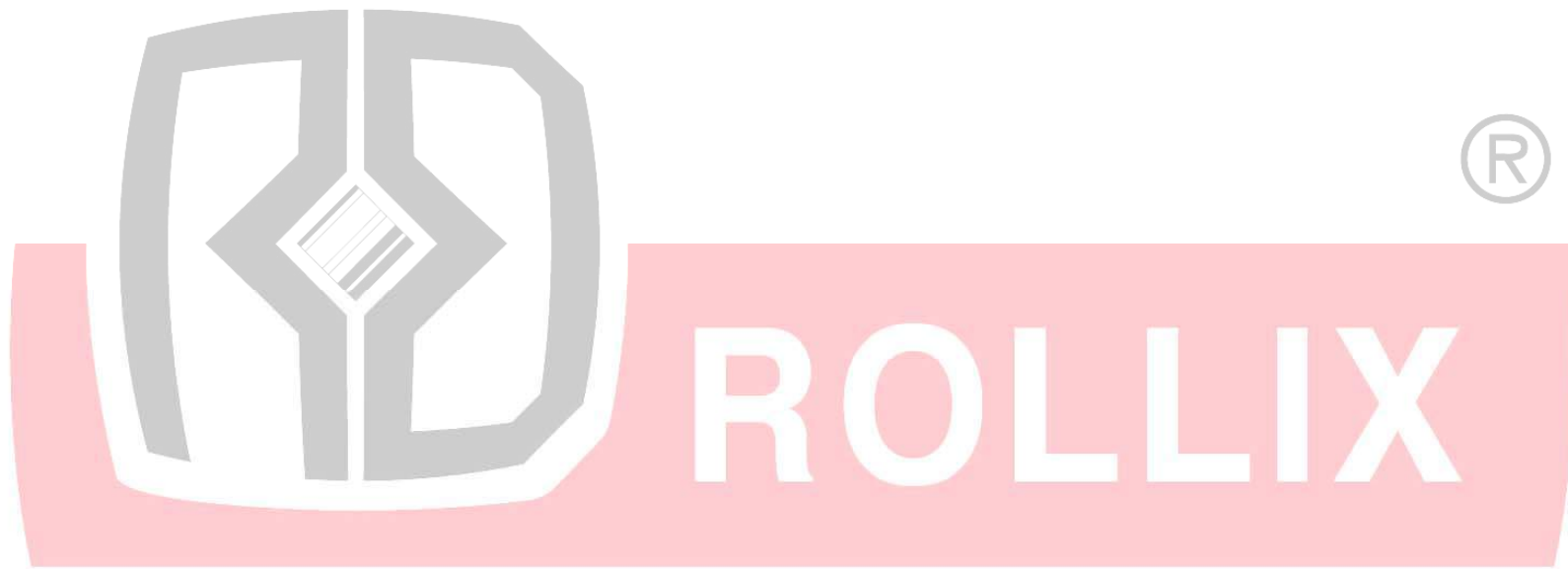
06-2810-09



Tilting  
Moment



Estimated Weight : 2197. kg

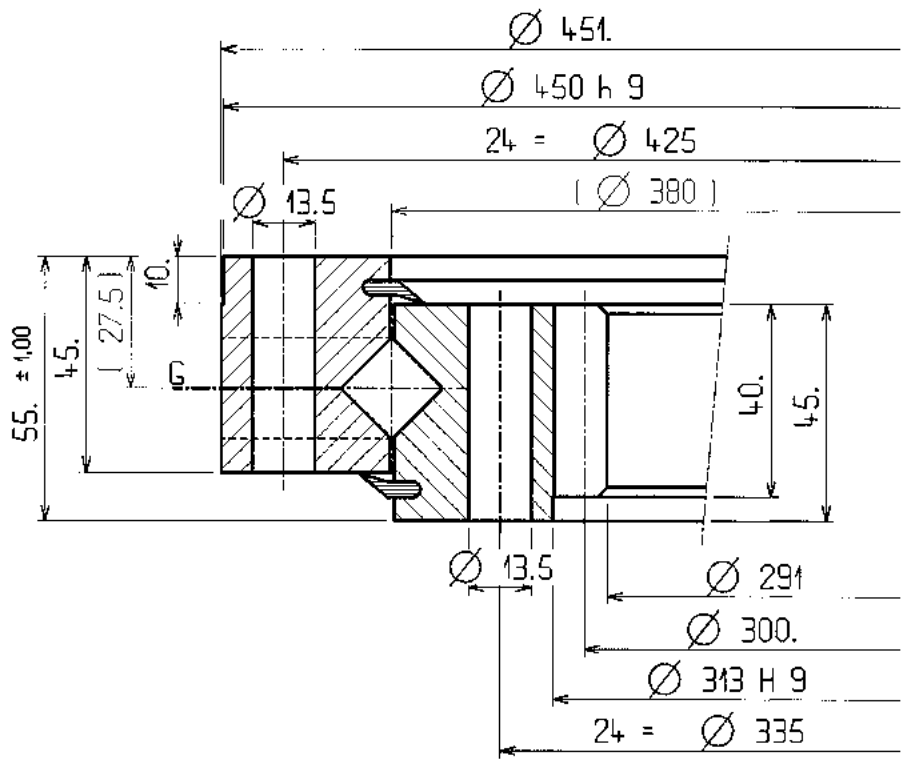


Crossed Rollers Internal Gear

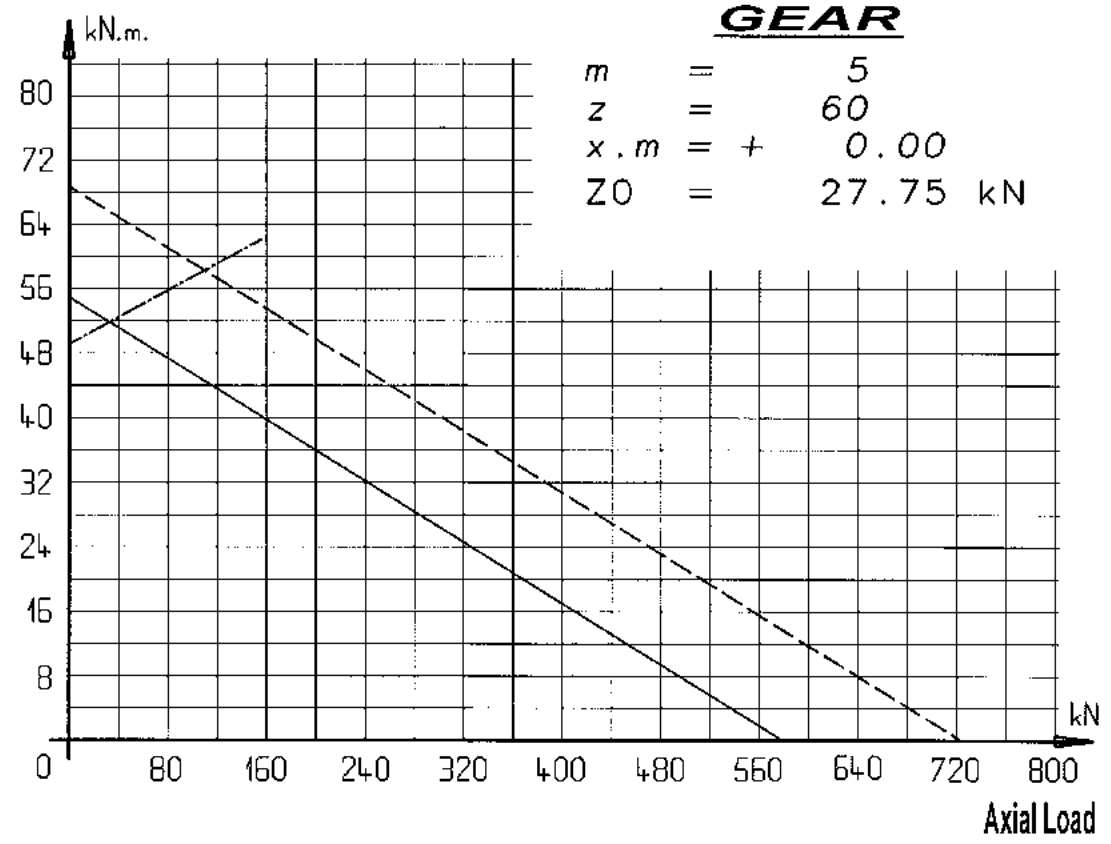
CODE **07**



07-0380-01

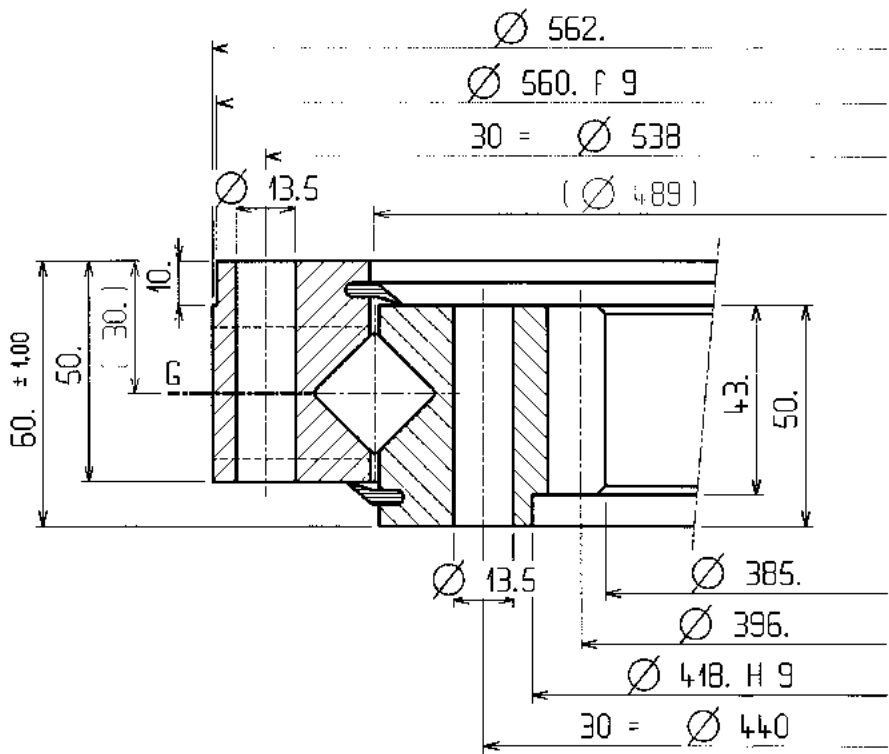


Tilting  
Moment



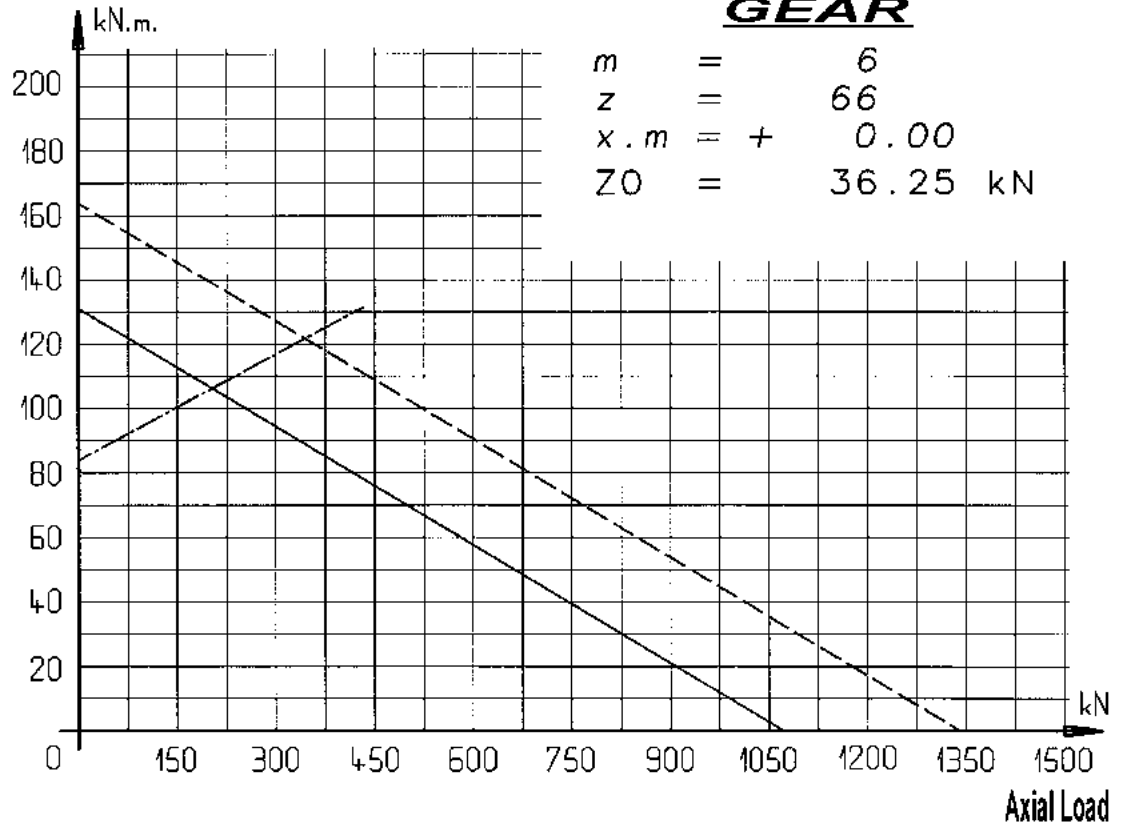
Estimated Weight : 28. kg

07-0489-11

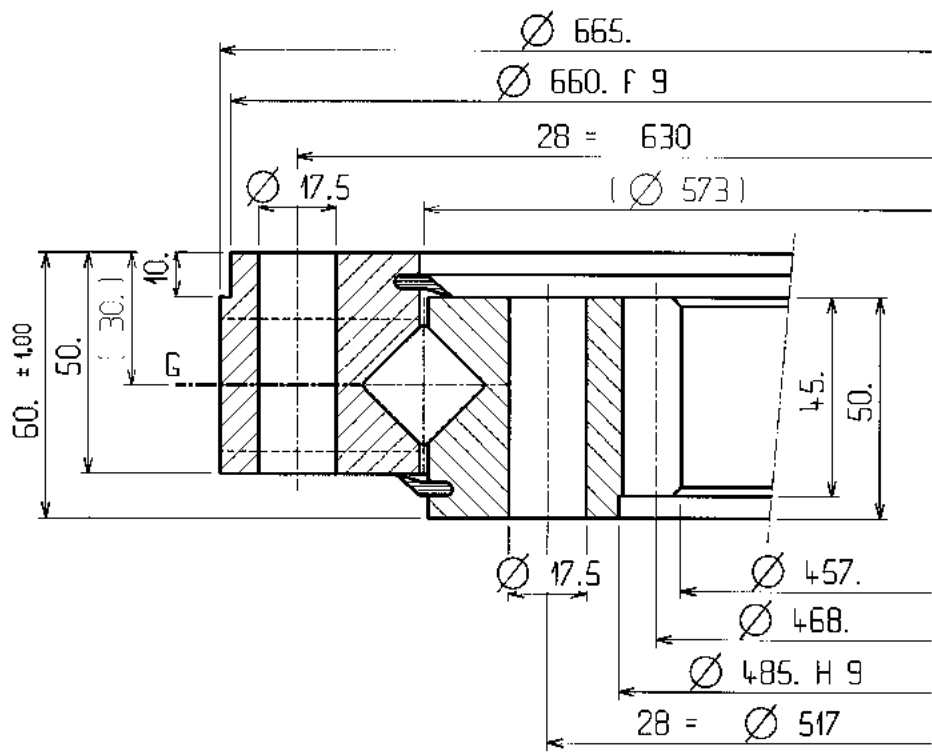


Estimated Weight : 44. kg

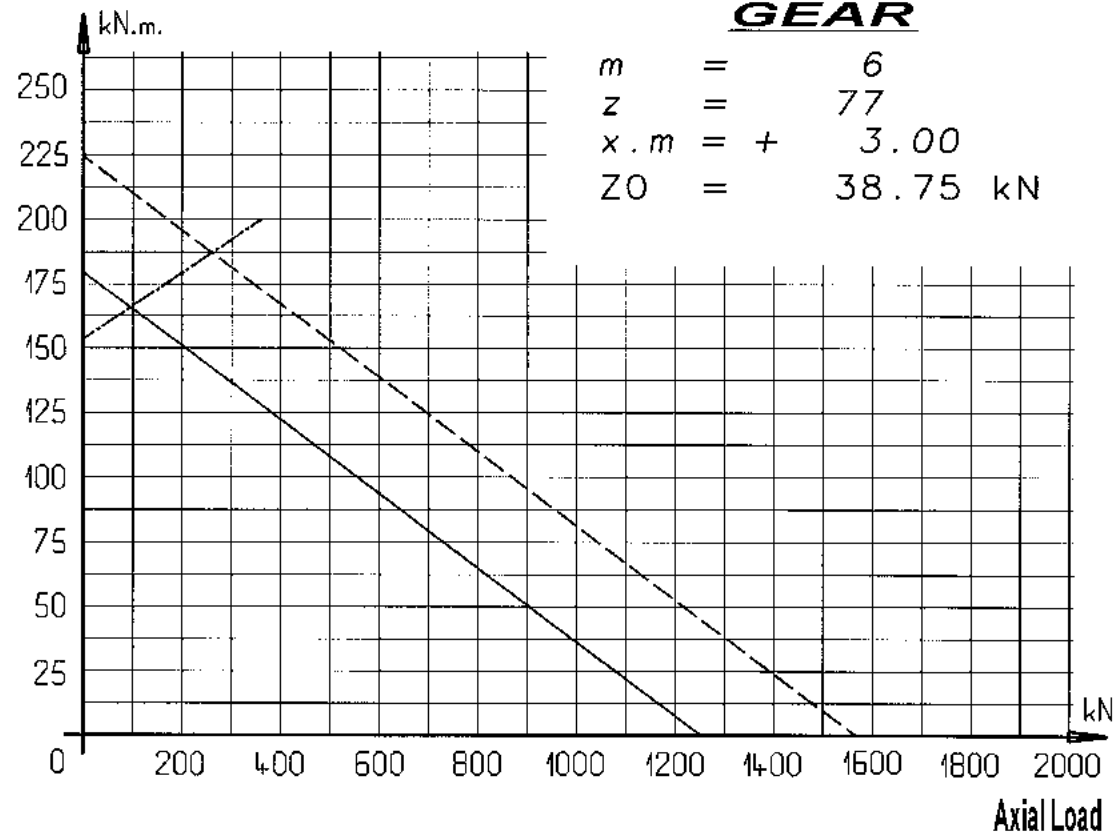
Tilting  
Moment



07-0573-00



Tilting  
Moment

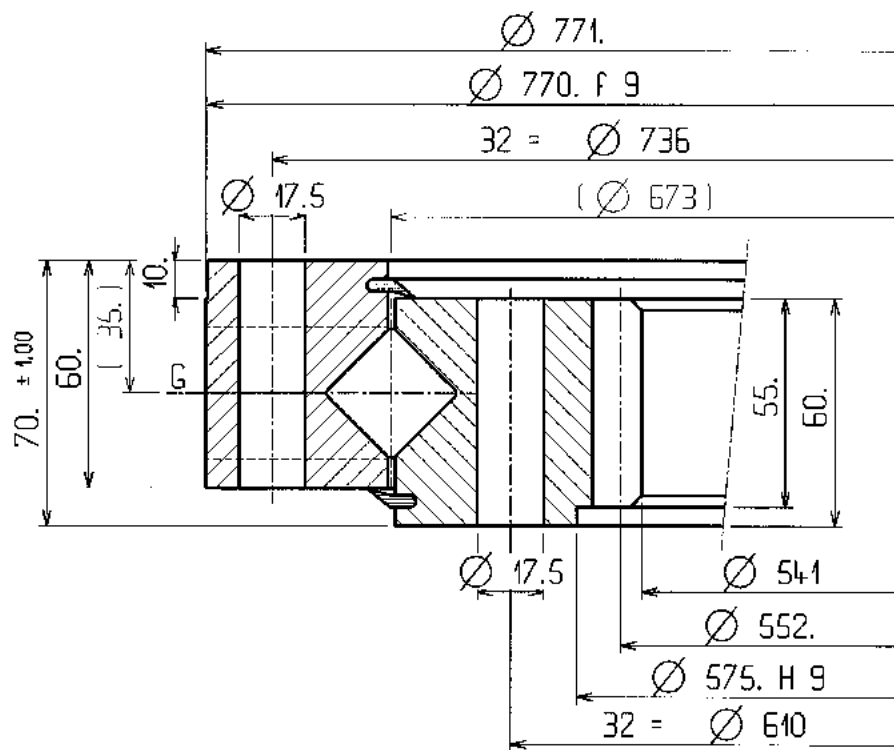


**GEAR**

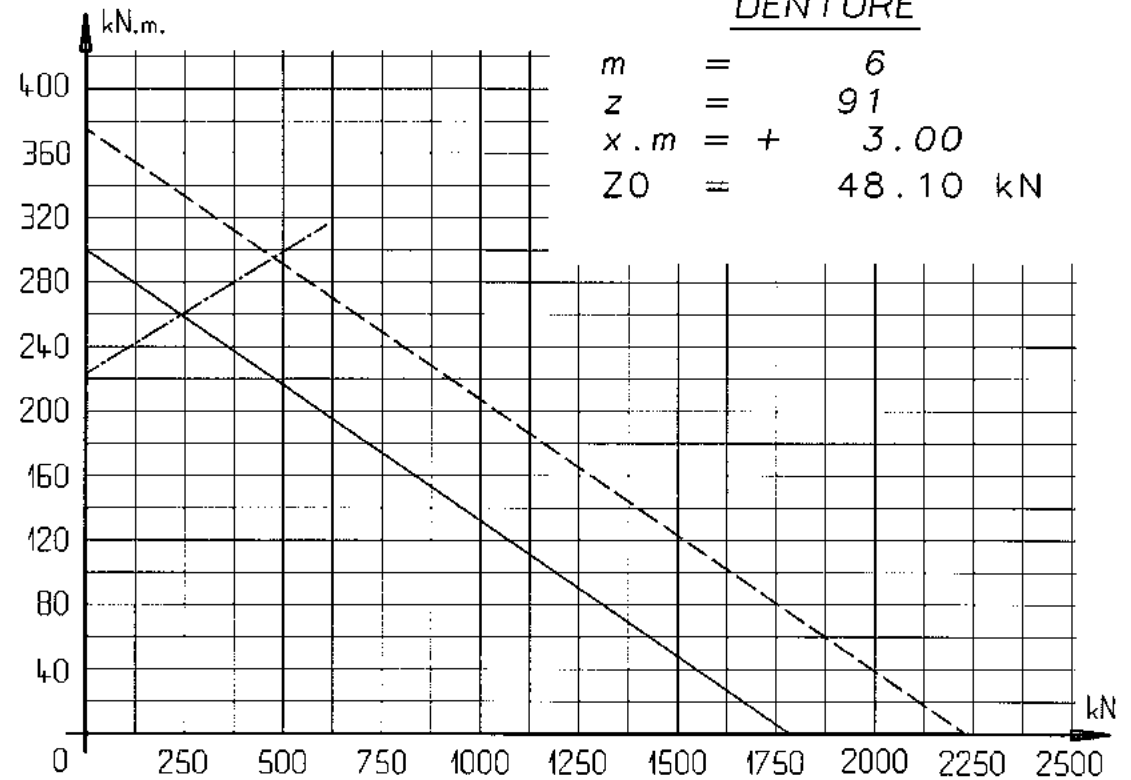
$m = 6$   
 $z = 77$   
 $x.m = + 3.00$   
 $Z_0 = 38.75 \text{ kN}$

Estimated Weight : 61. kg

07-0673-00

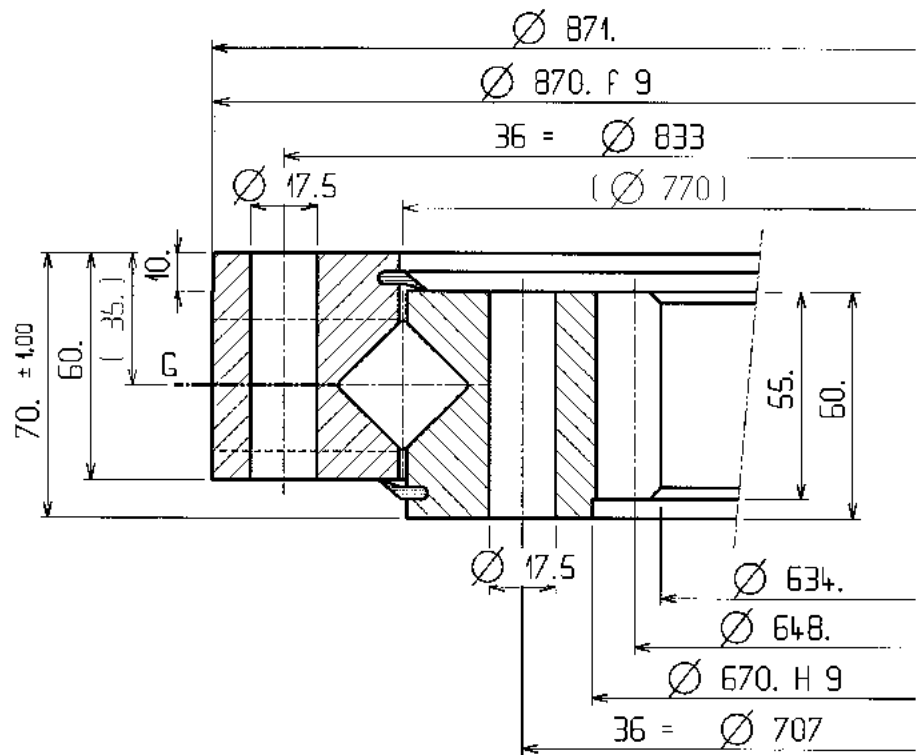


Tilting  
Moment

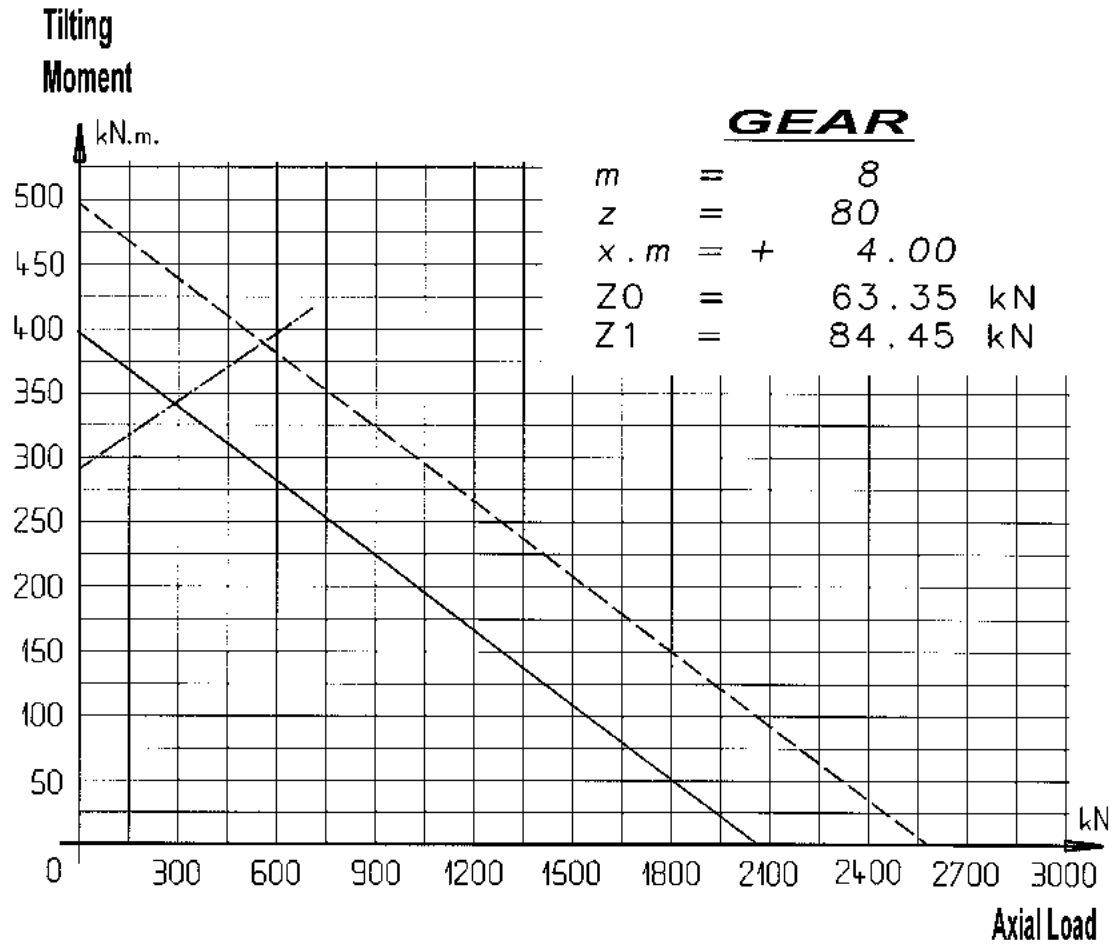


Estimated Weight : 96. kg

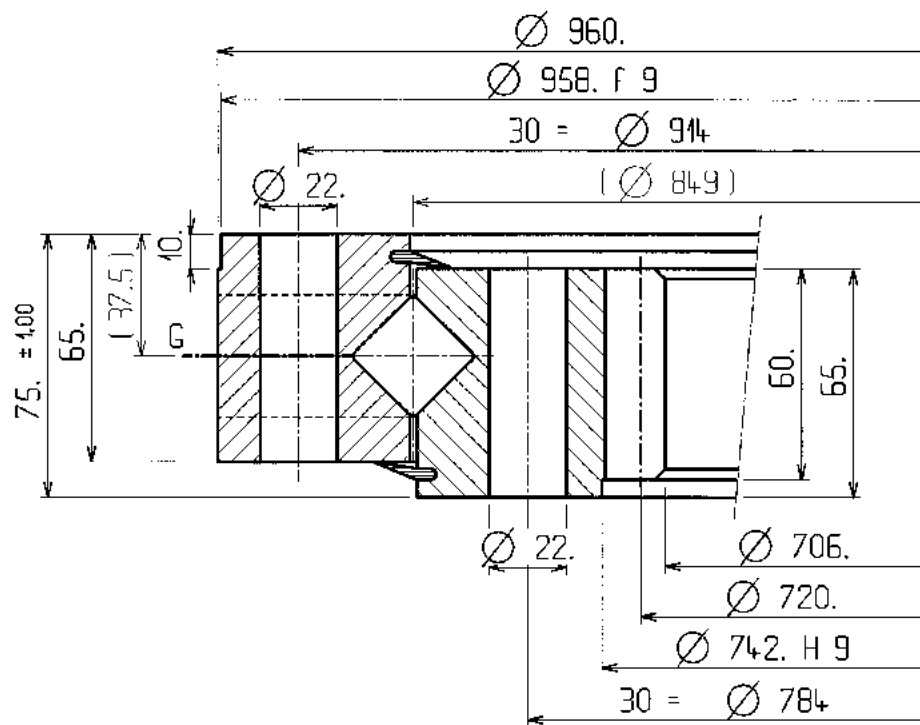
07-0770-00



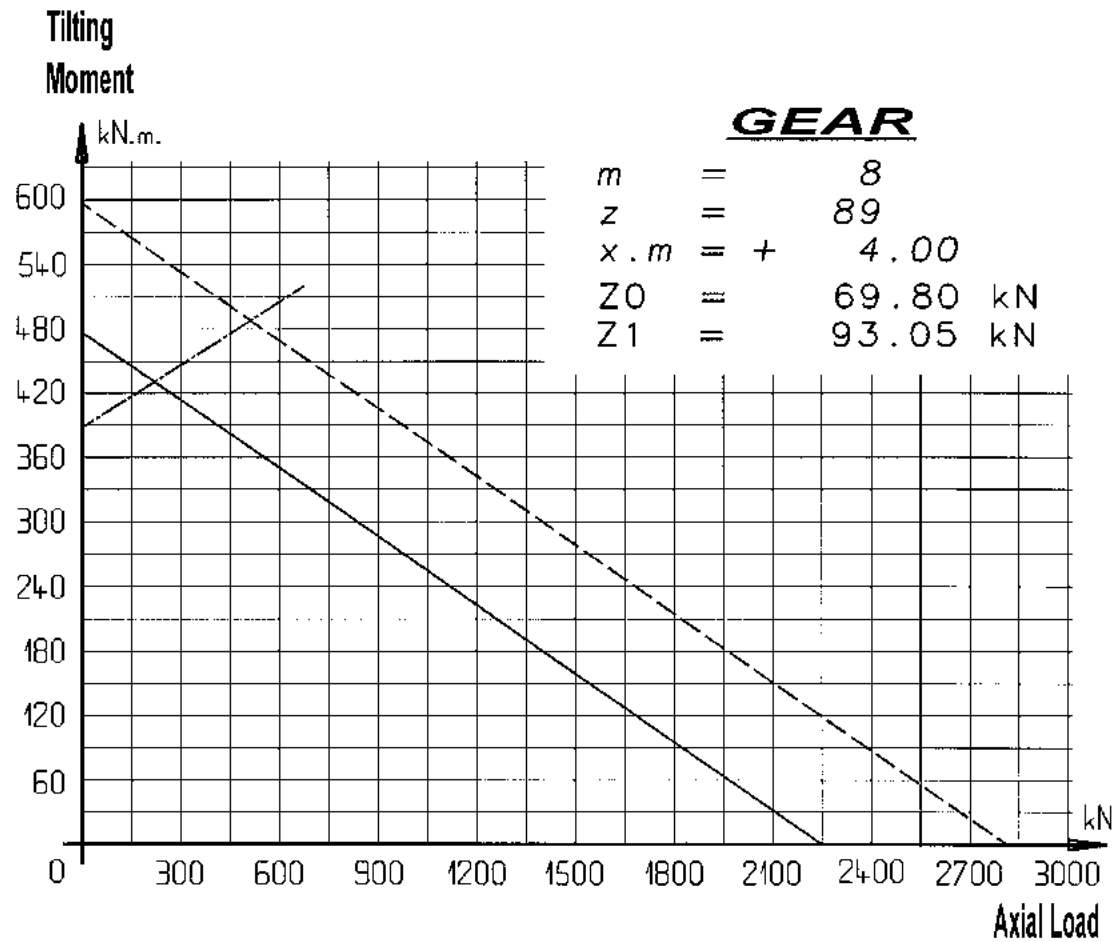
Estimated Weight : 113. kg



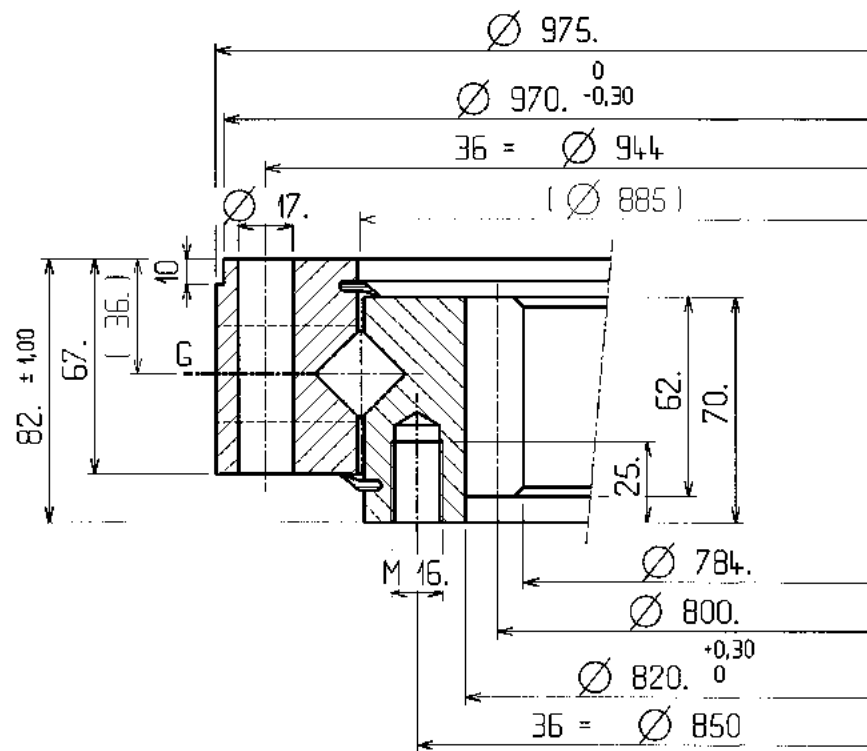
07-0849-00



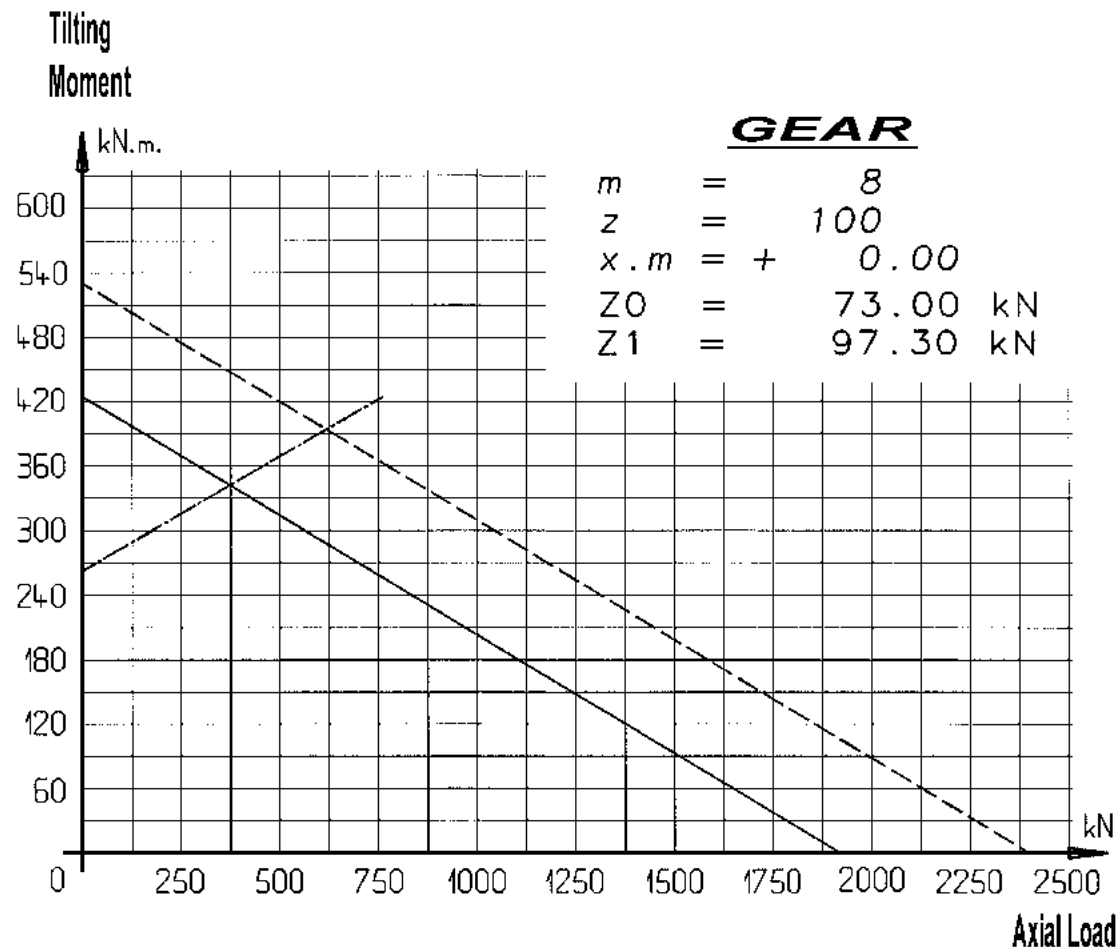
Estimated Weight : 144. kg



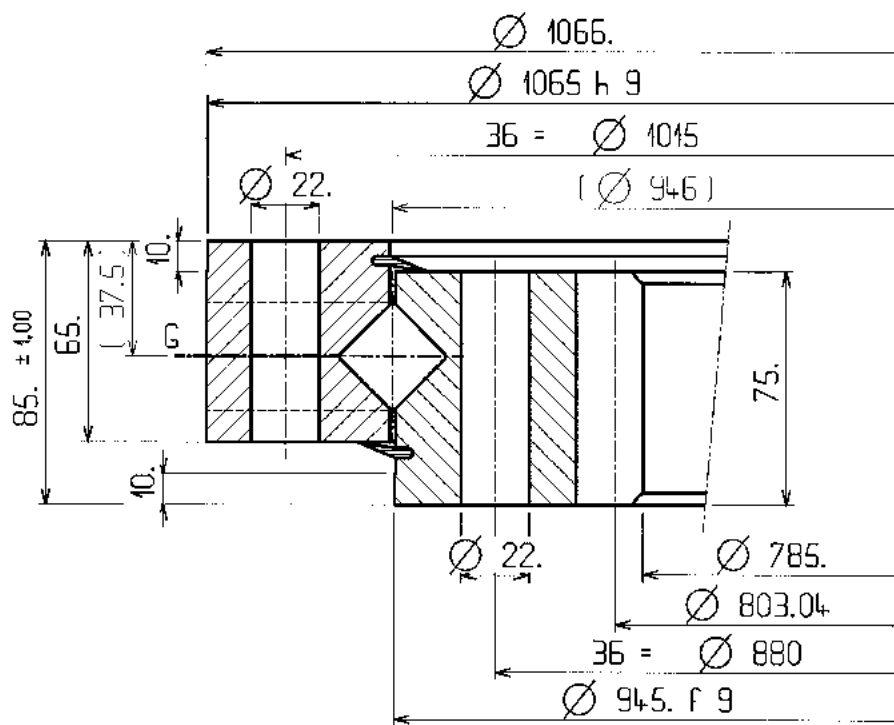
07-0885-01



Estimated Weight : 120. kg

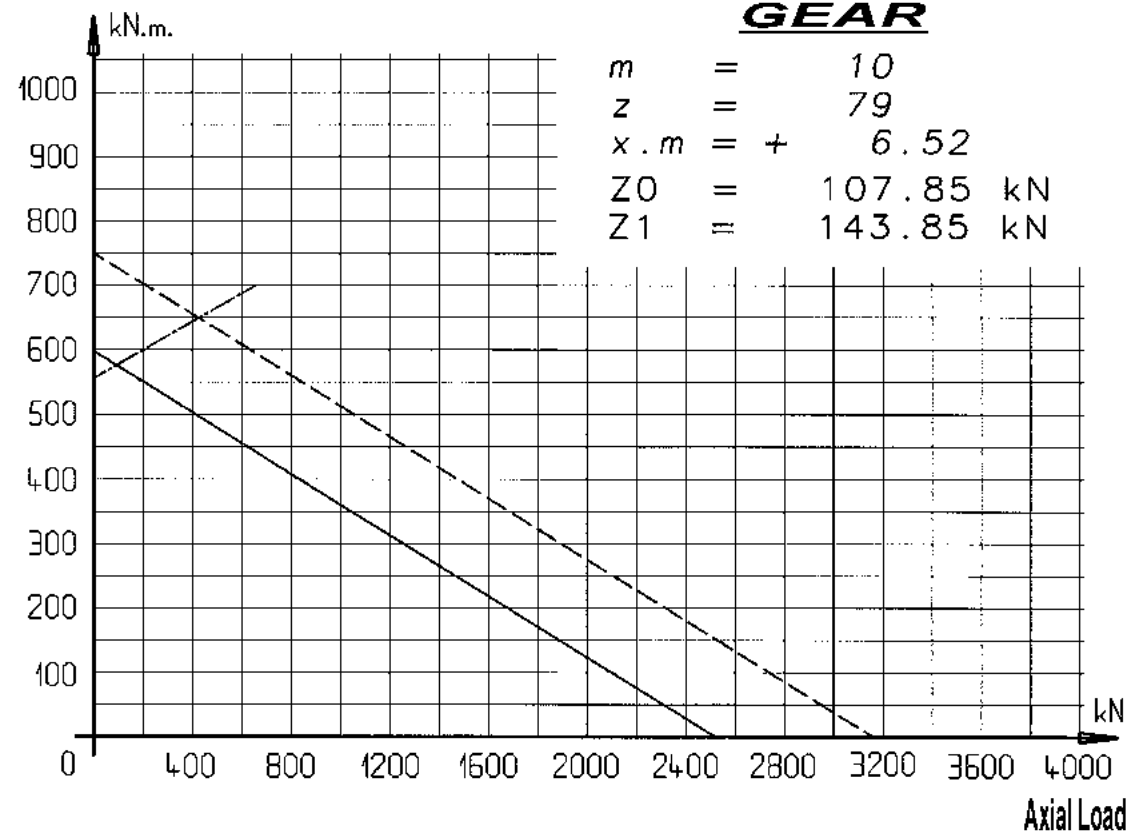


07-0946-05



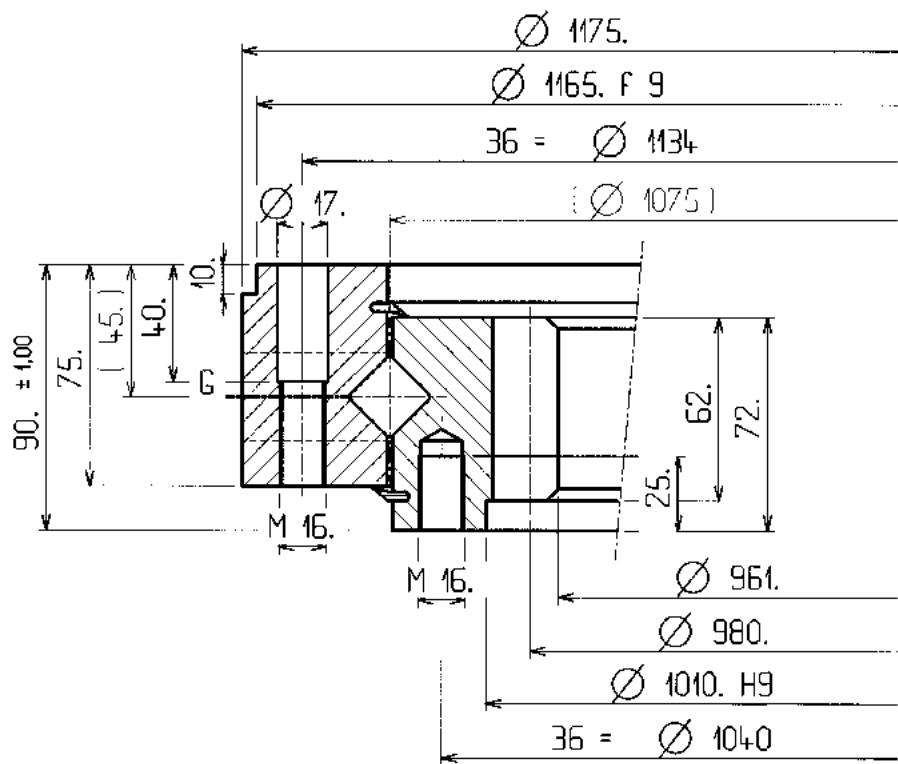
Estimated Weight : 190. kg

Tilting  
Moment

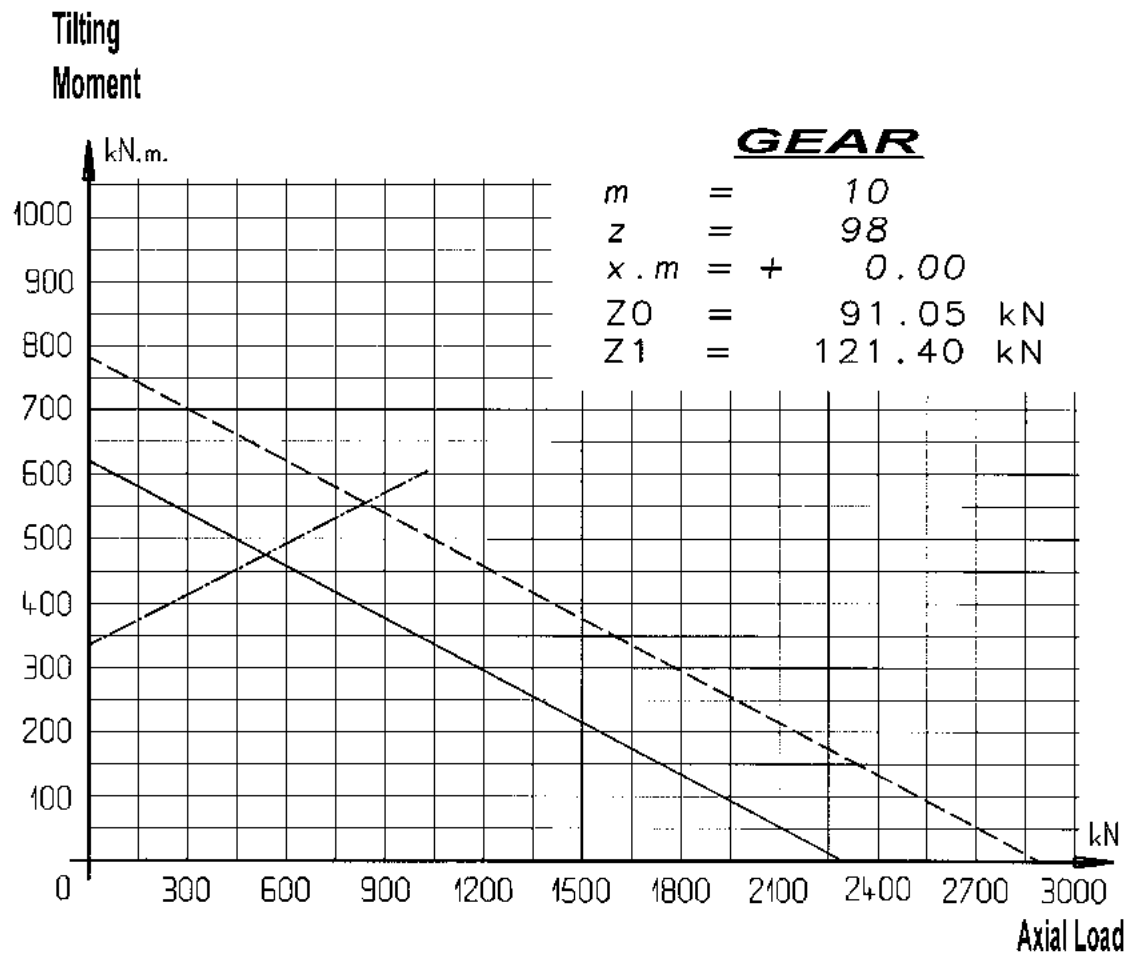




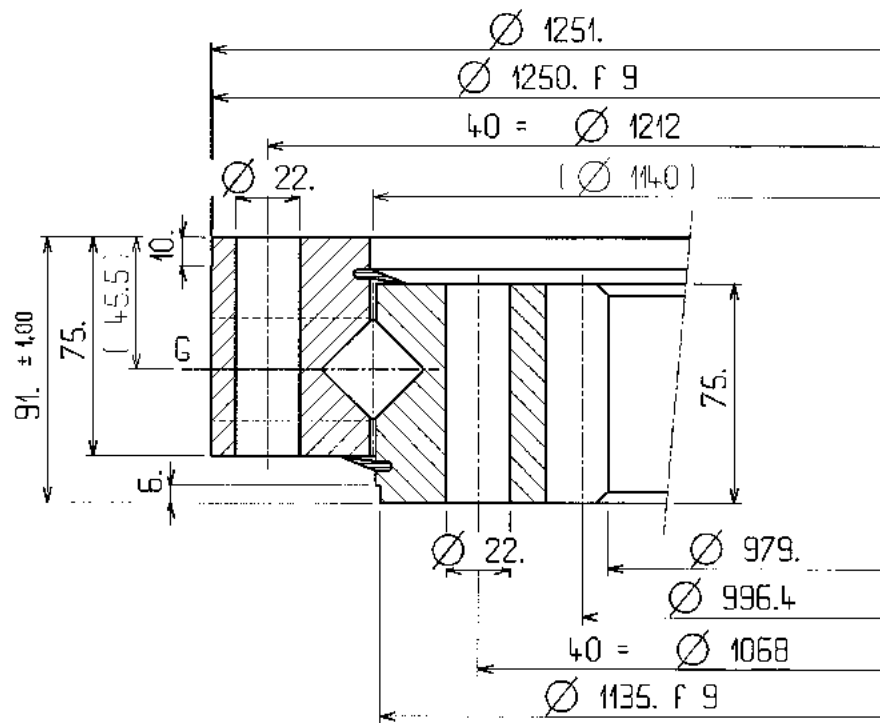
07-1075-01



Estimated Weight : 179. kg

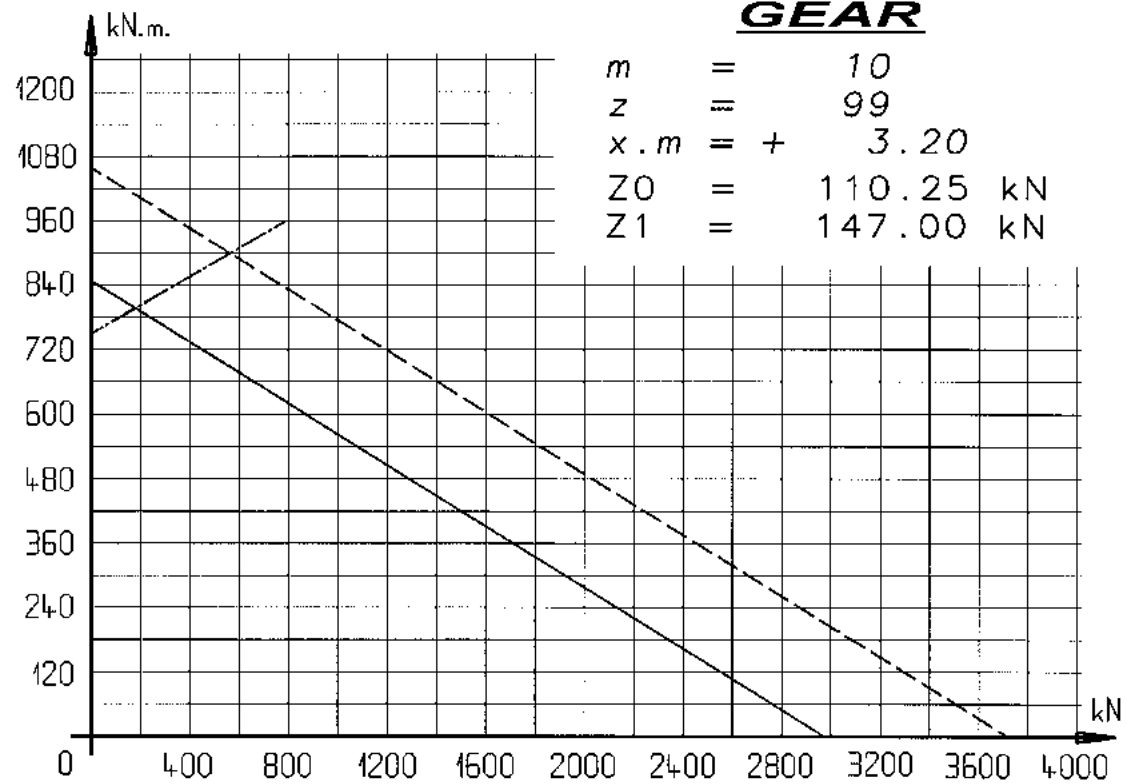


07-1140-13



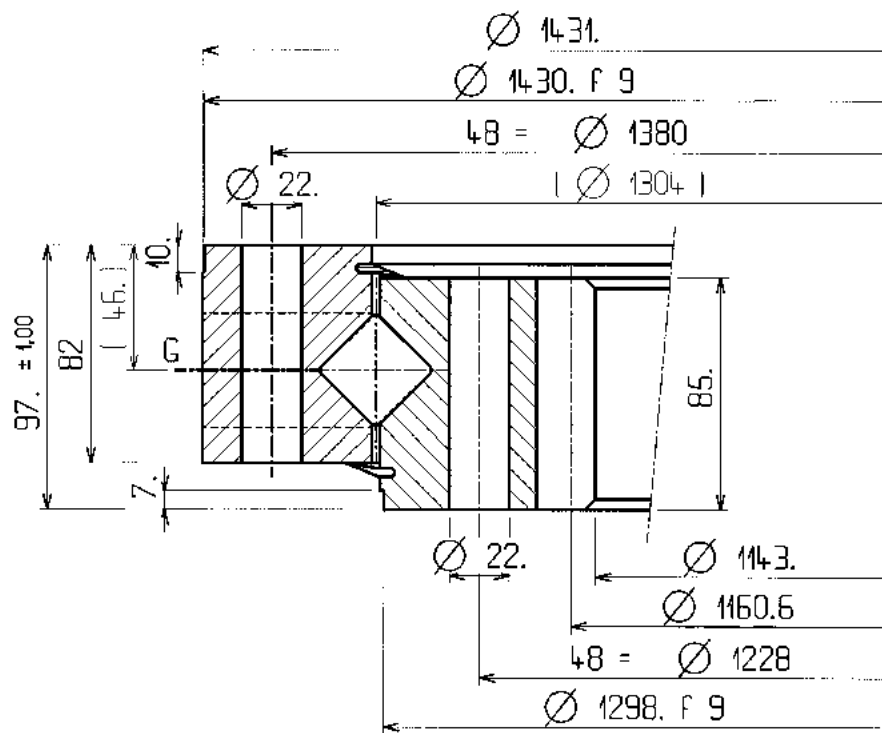
Estimated Weight : 238. kg

Tilting  
Moment

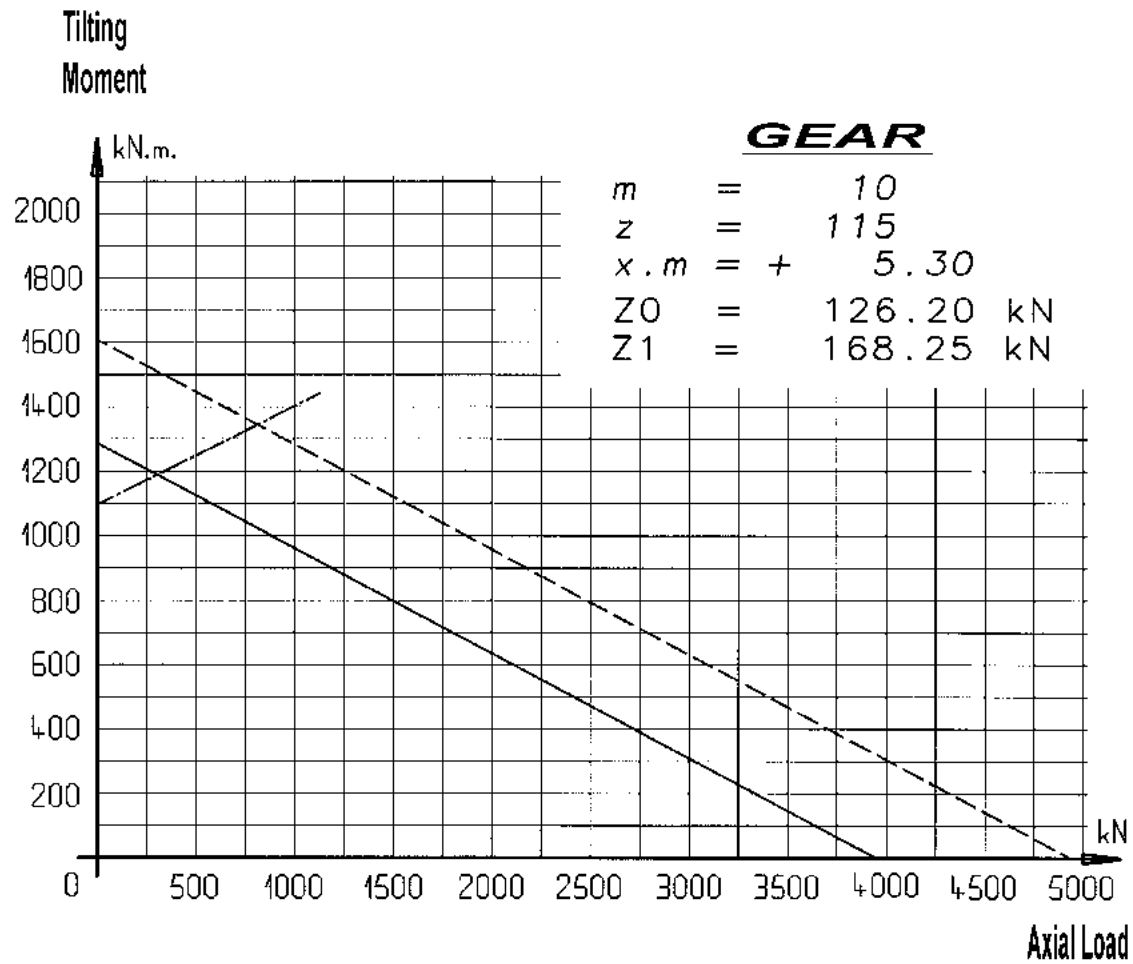


Axial Load

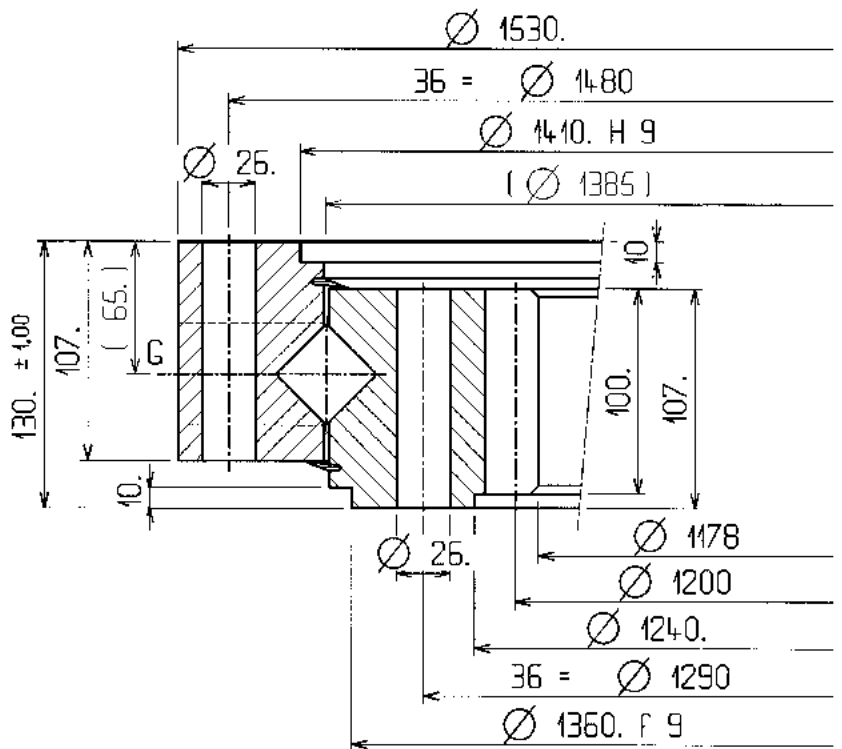
07-1304-04



Estimated Weight : 323. kg

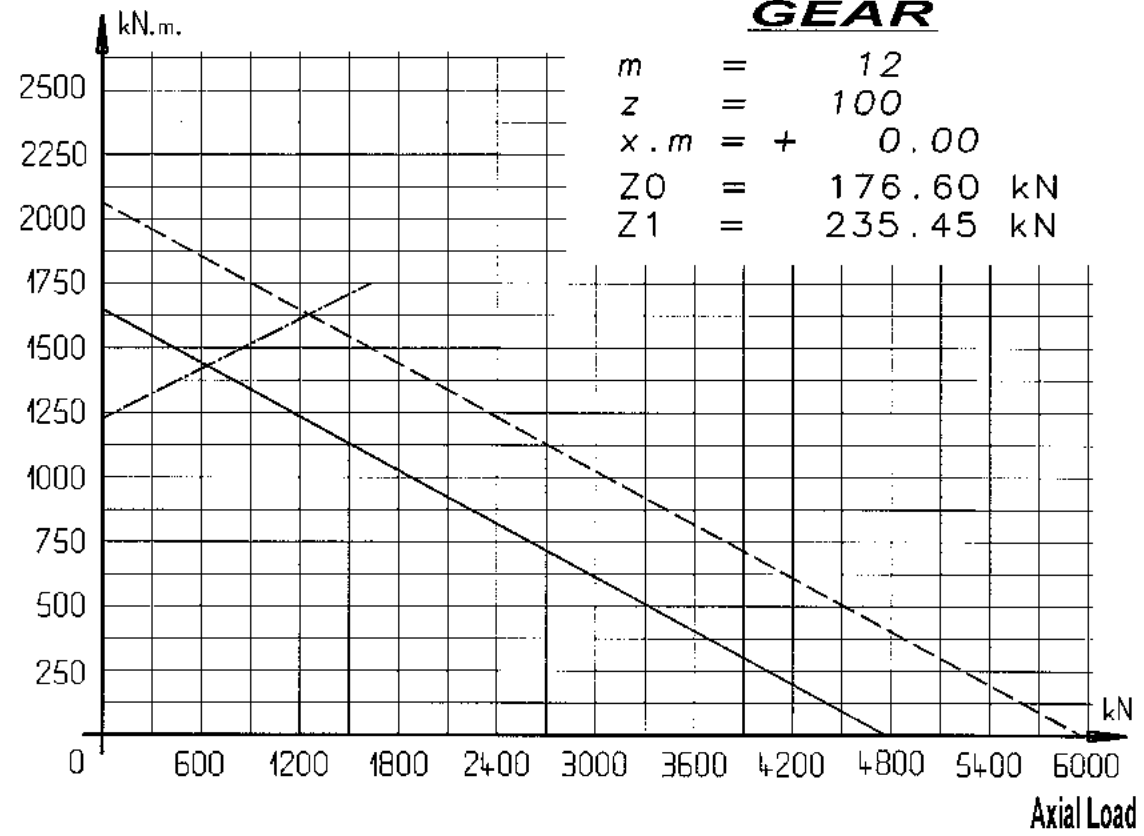


07-1385-03

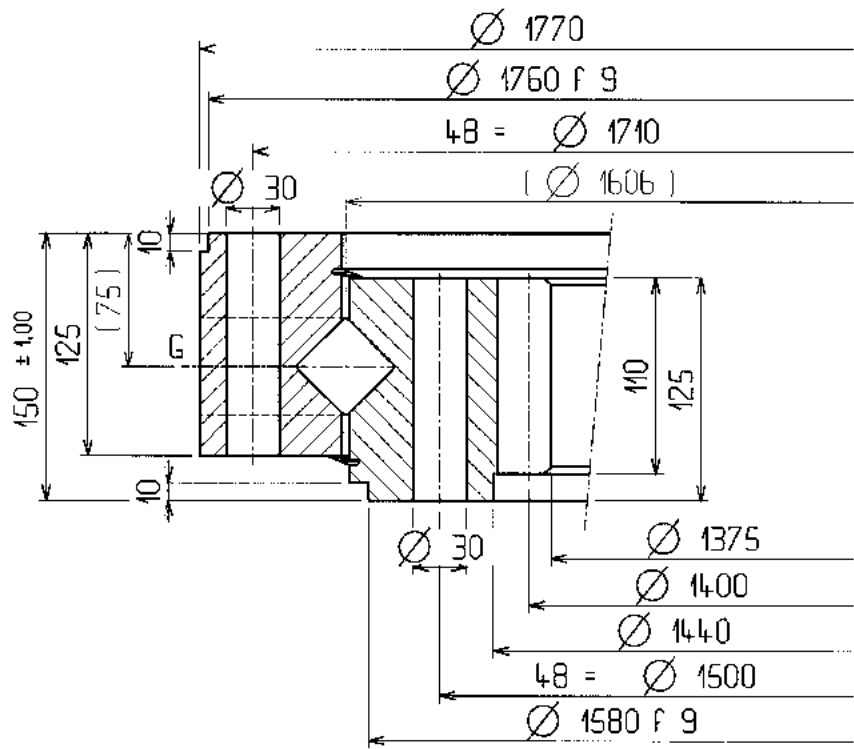


Estimated Weight : 541. kg

Tilting Moment

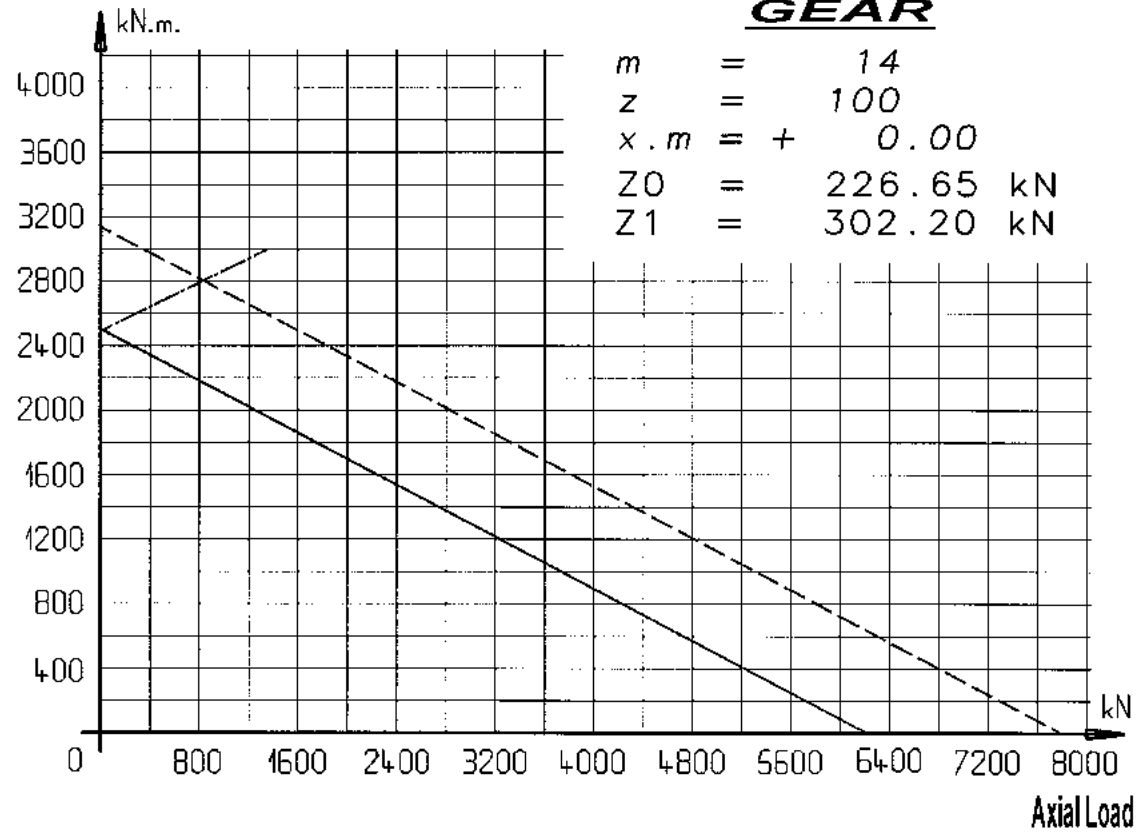


07-1606-02

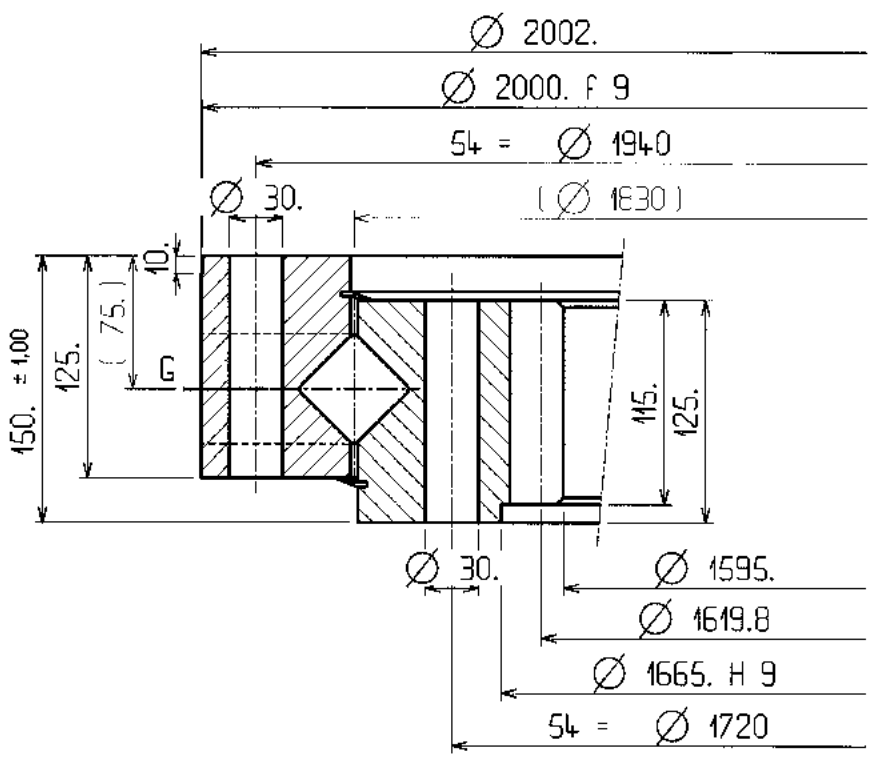


Estimated Weight : 802. kg

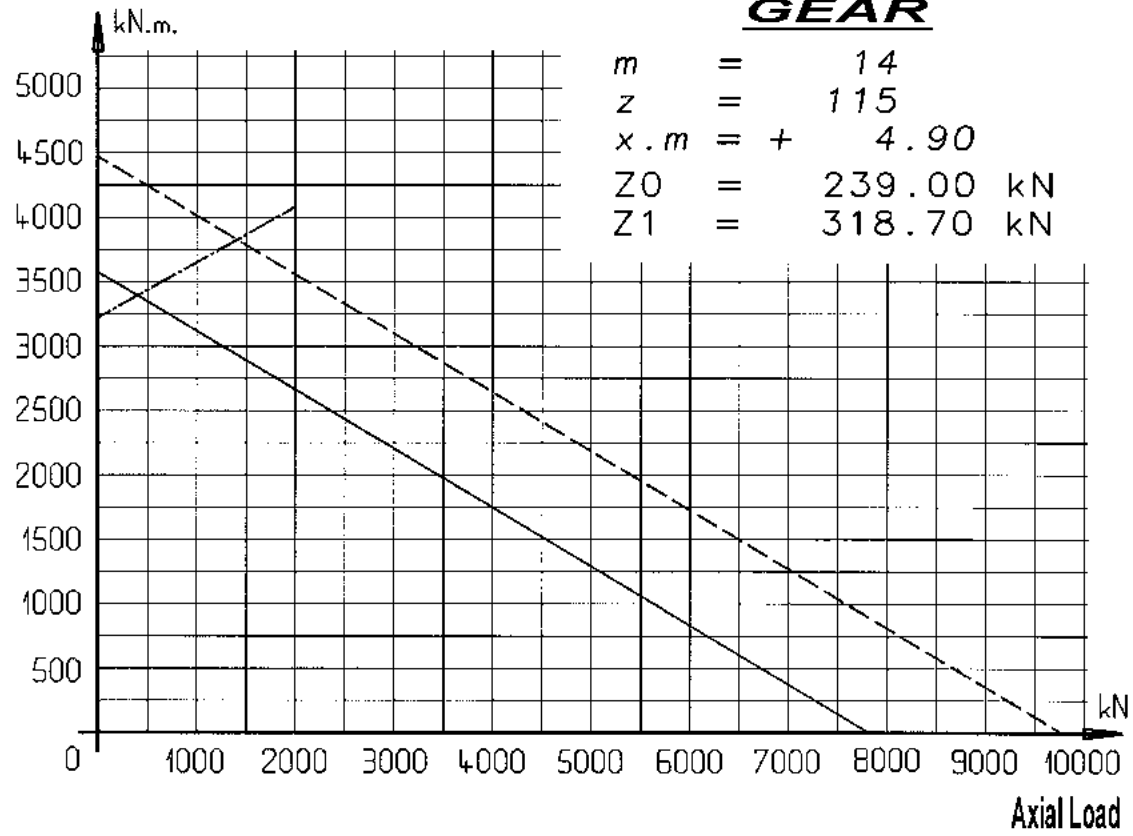
Tilting Moment



07-1830-04

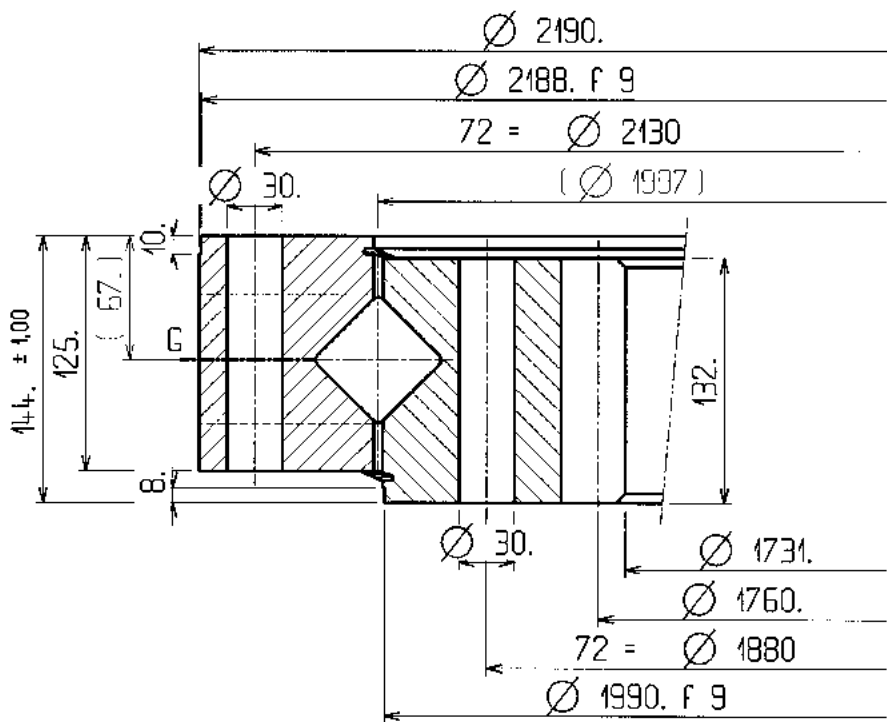


Tilting Moment

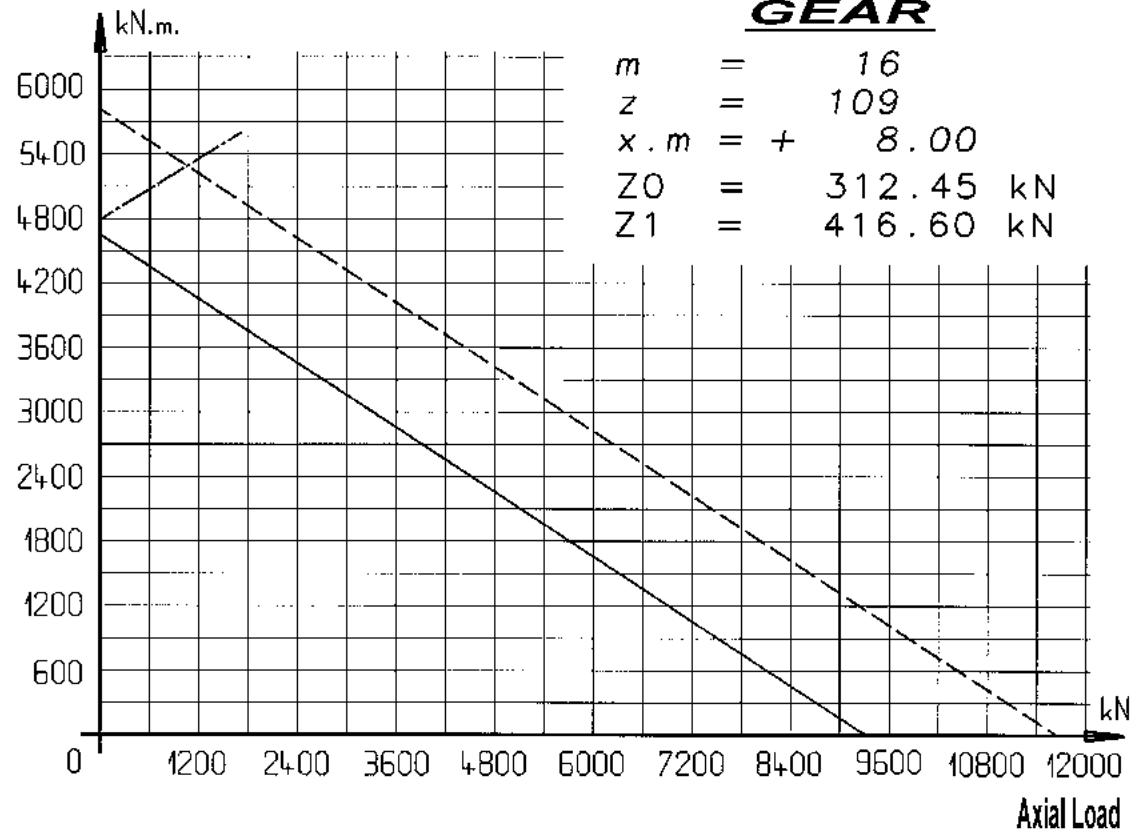


Estimated Weight : 951. kg

07-1997-04

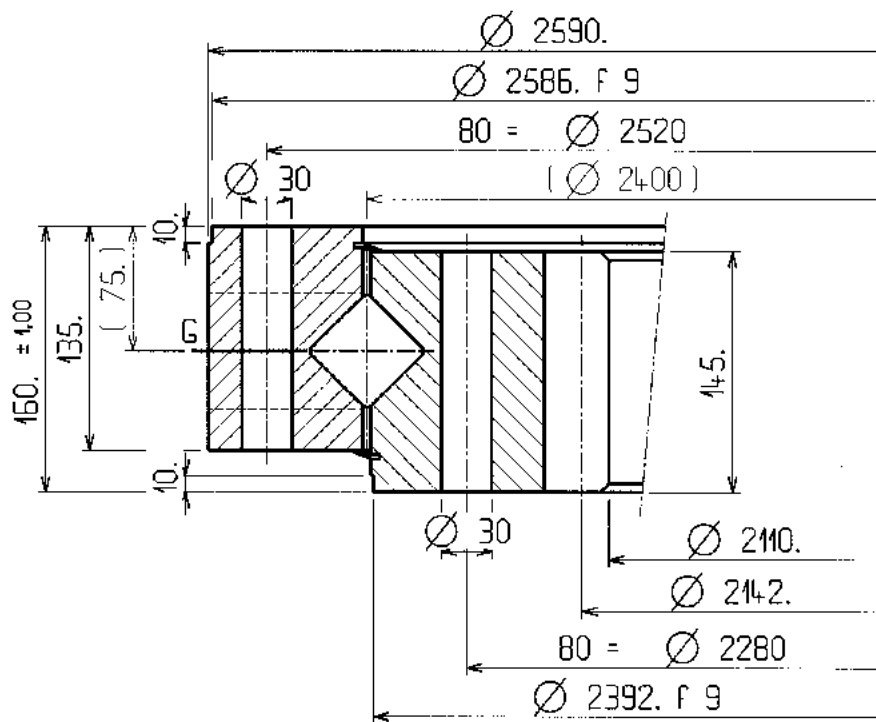


Tilting  
Moment



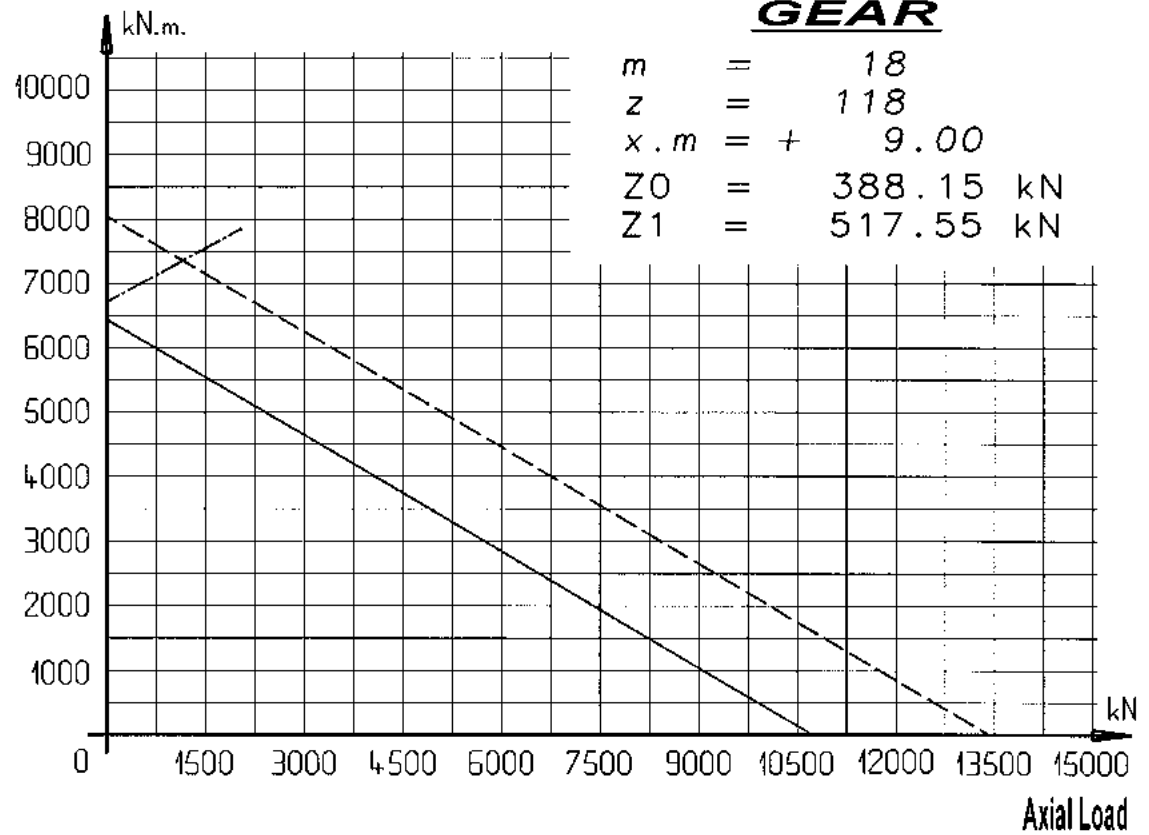
Estimated Weight : 1199. kg

07-2400-00



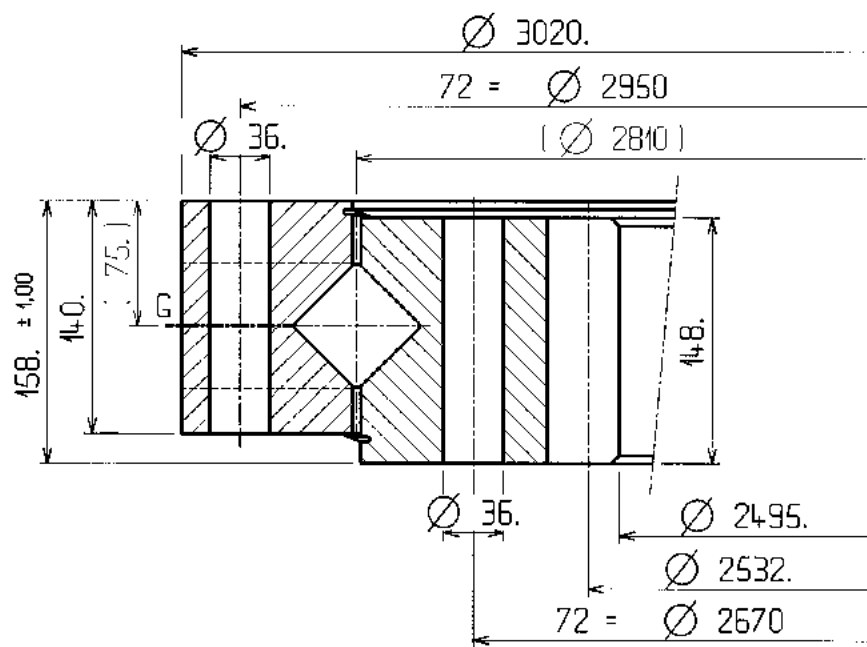
Estimated Weight : 1639. kg

Tilting Moment



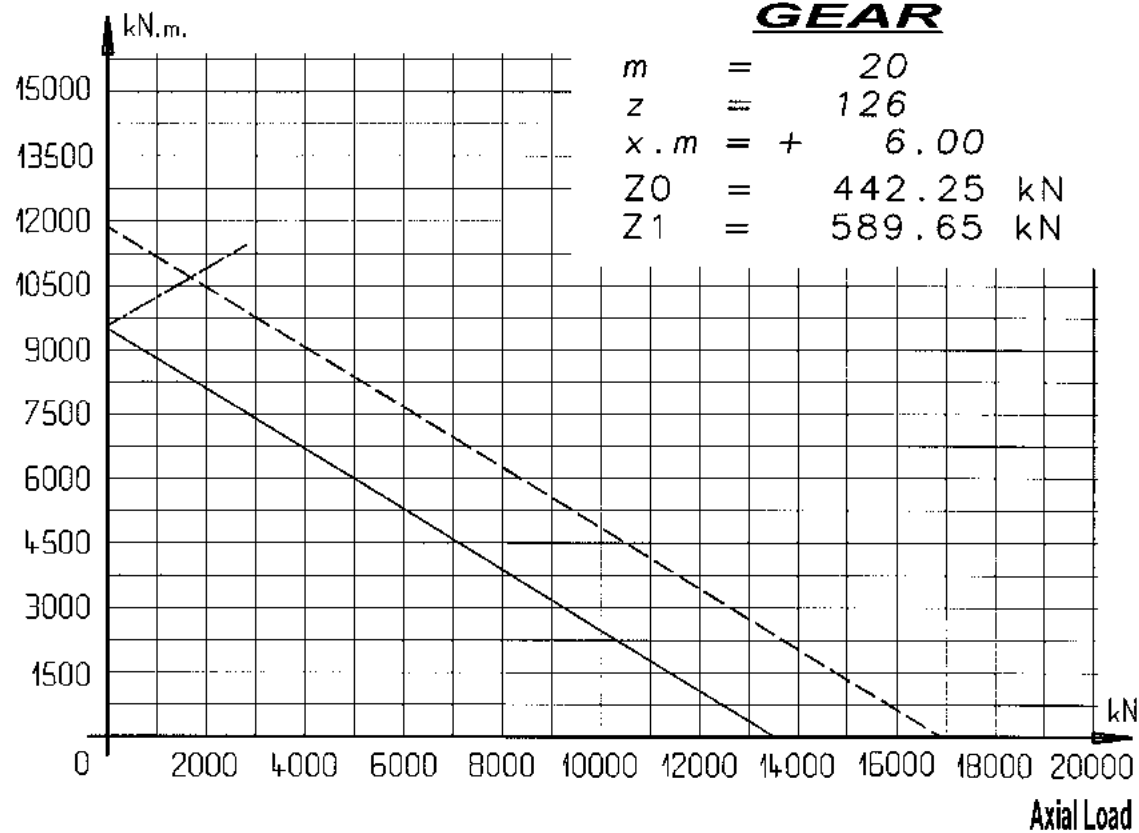


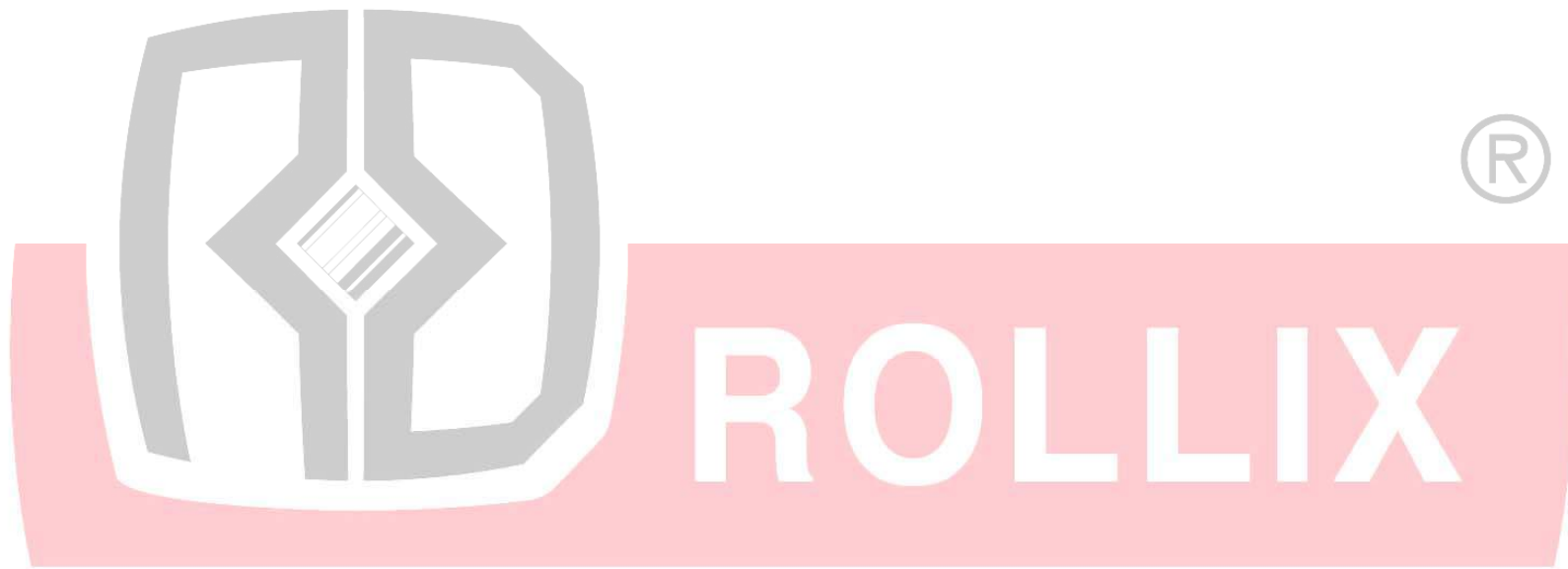
07-2810-09



Estimated Weight : 2154. kg

Tilting  
Moment

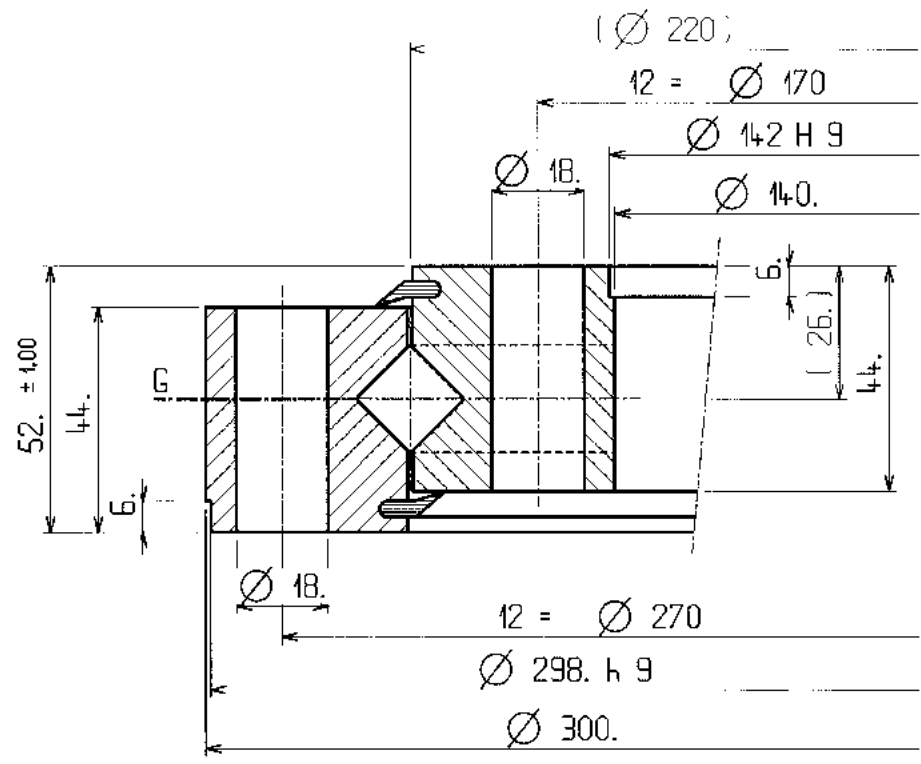




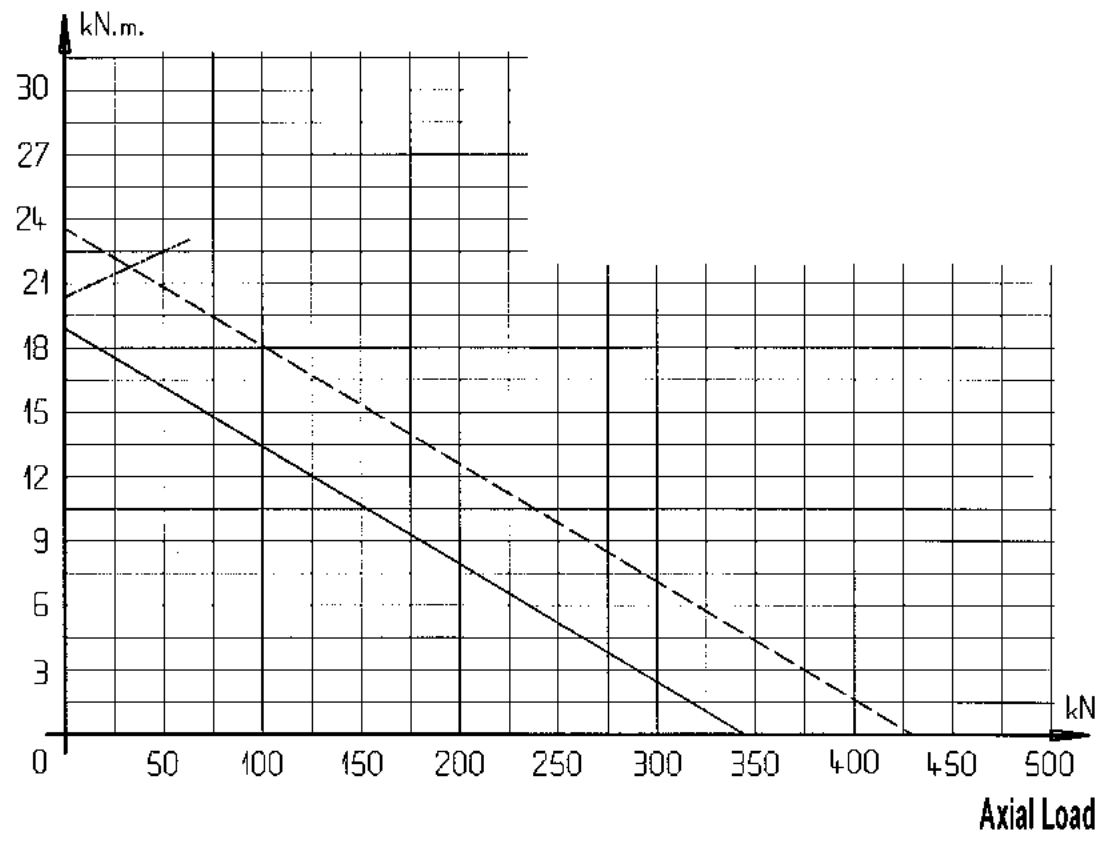
Crossed Rollers Without Gear

CODE **08**

08-0220-05

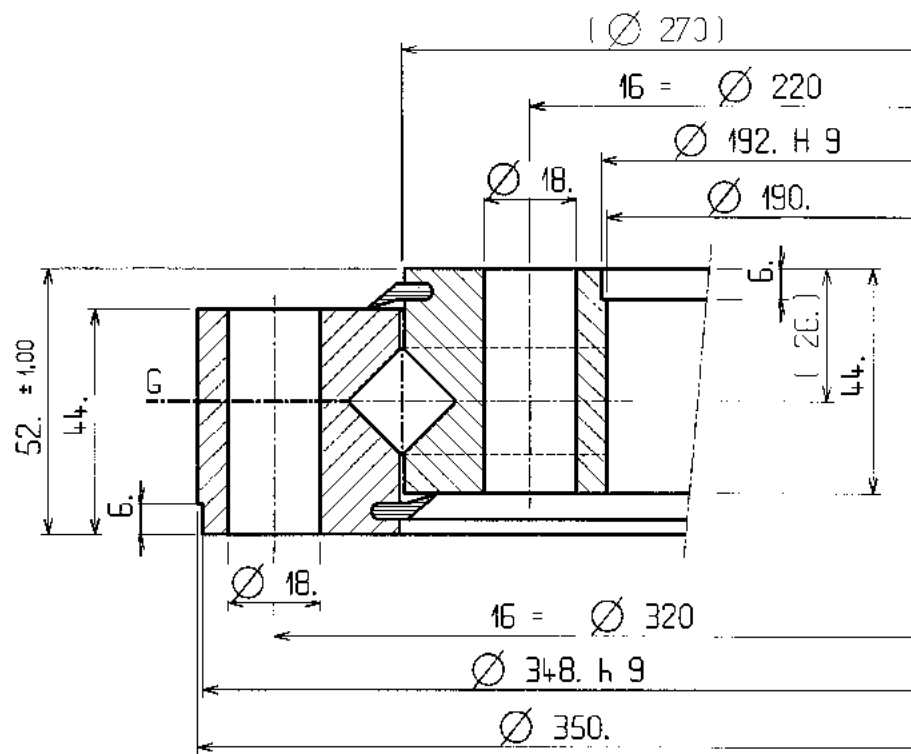


Tilting  
Moment

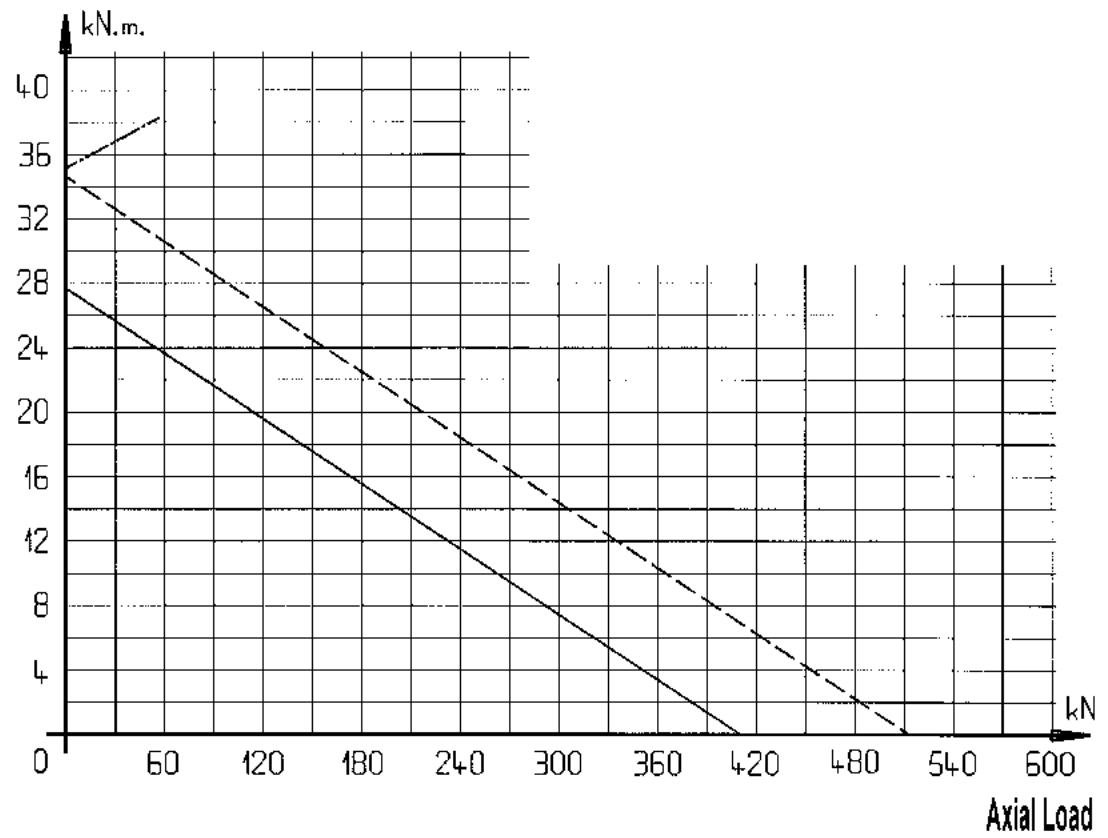


Estimated Weight : 16. kg

08-0270-04

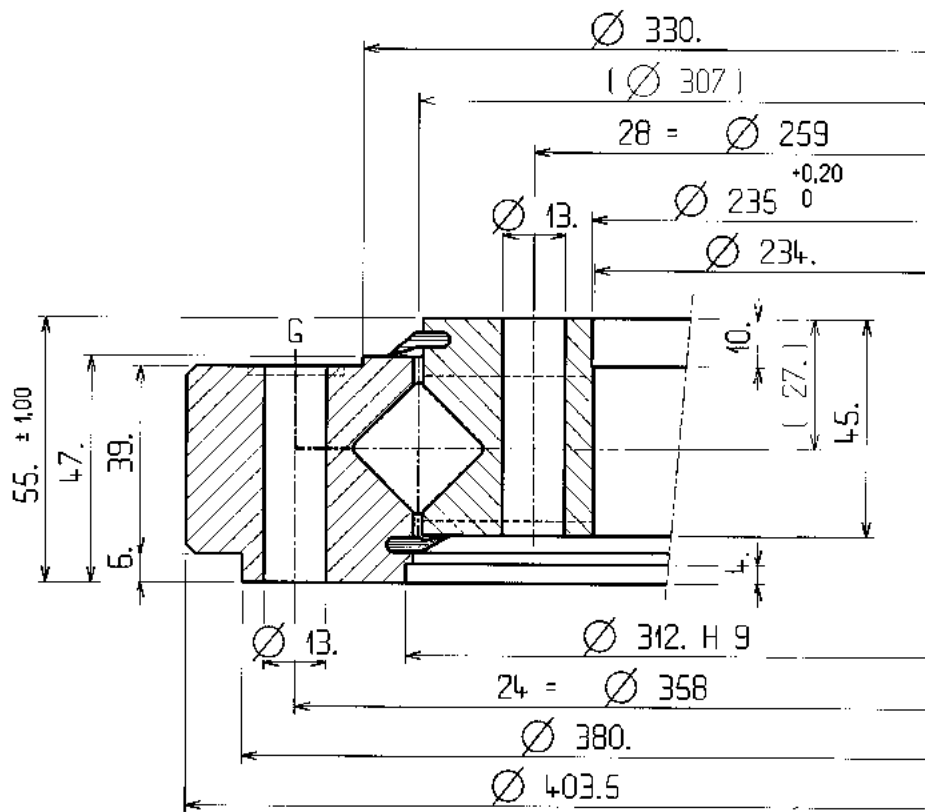


Tilting  
Moment

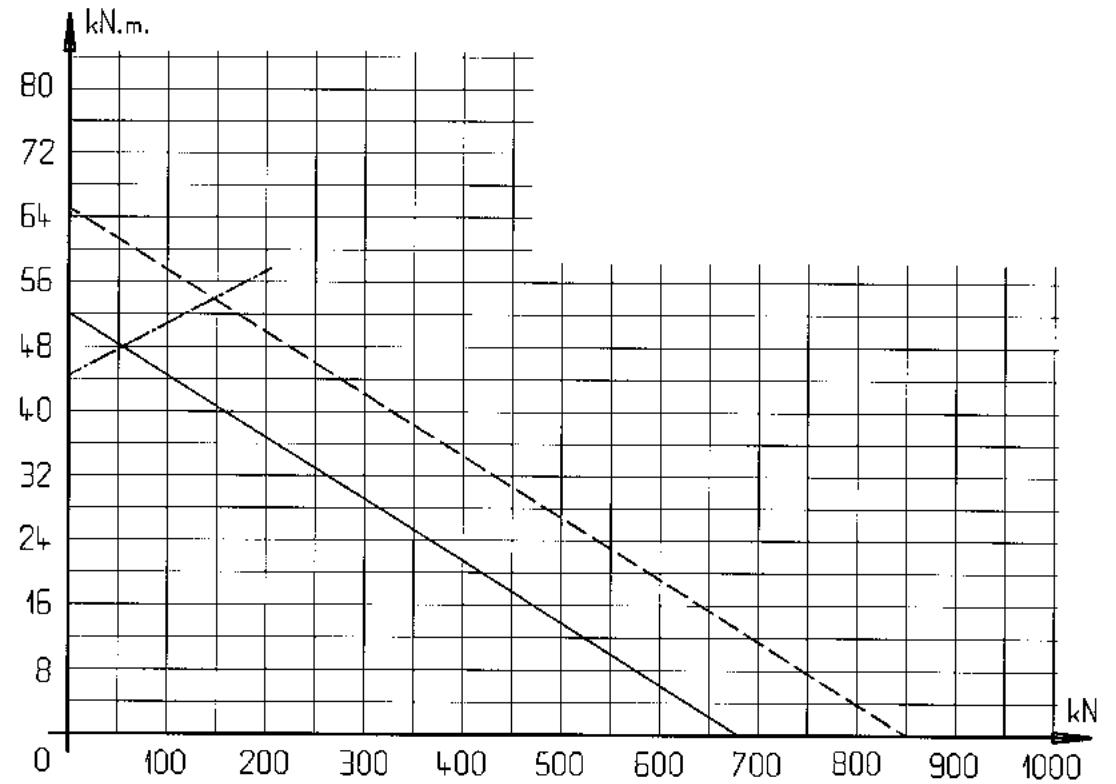


Estimated Weight : 20. kg

08-0307-00



Tilting  
Moment

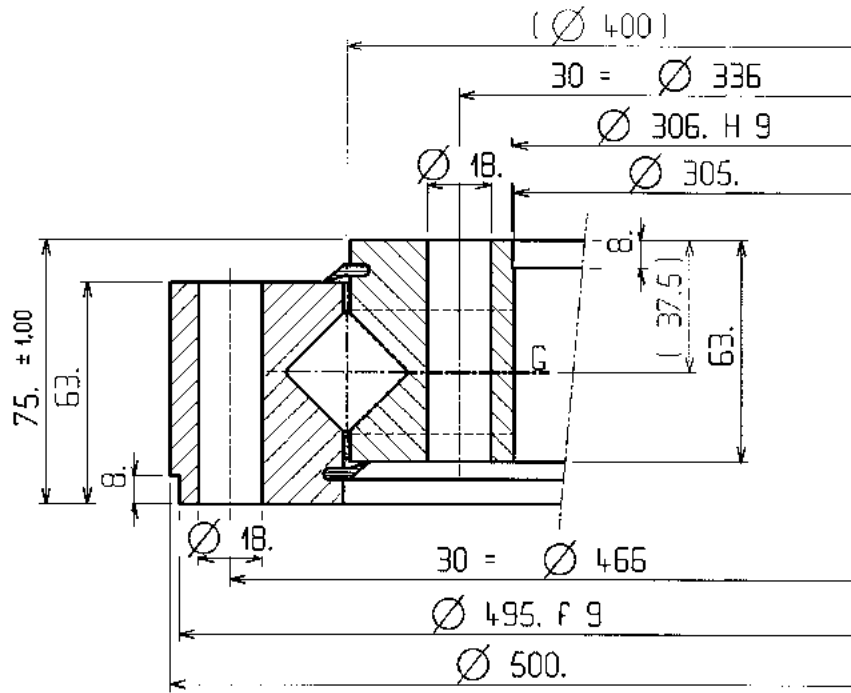


Estimated Weight : 26. kg

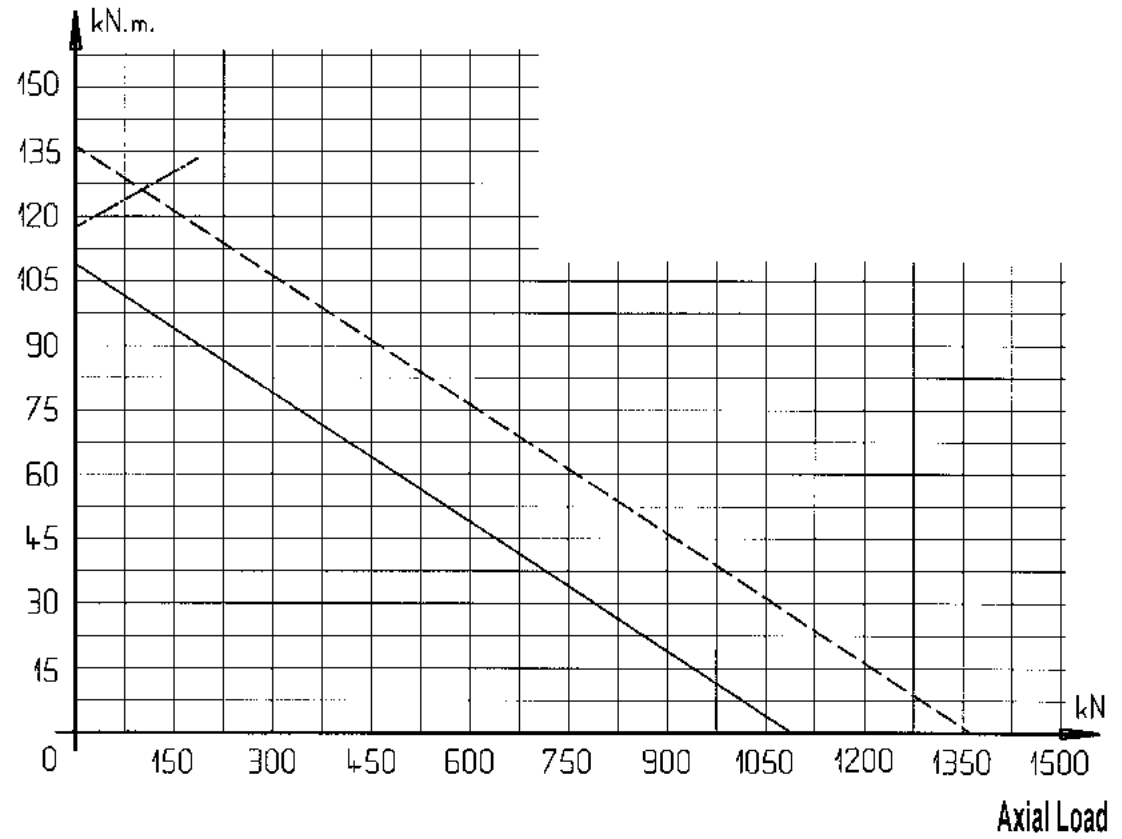
Axial Load



08-0400-00

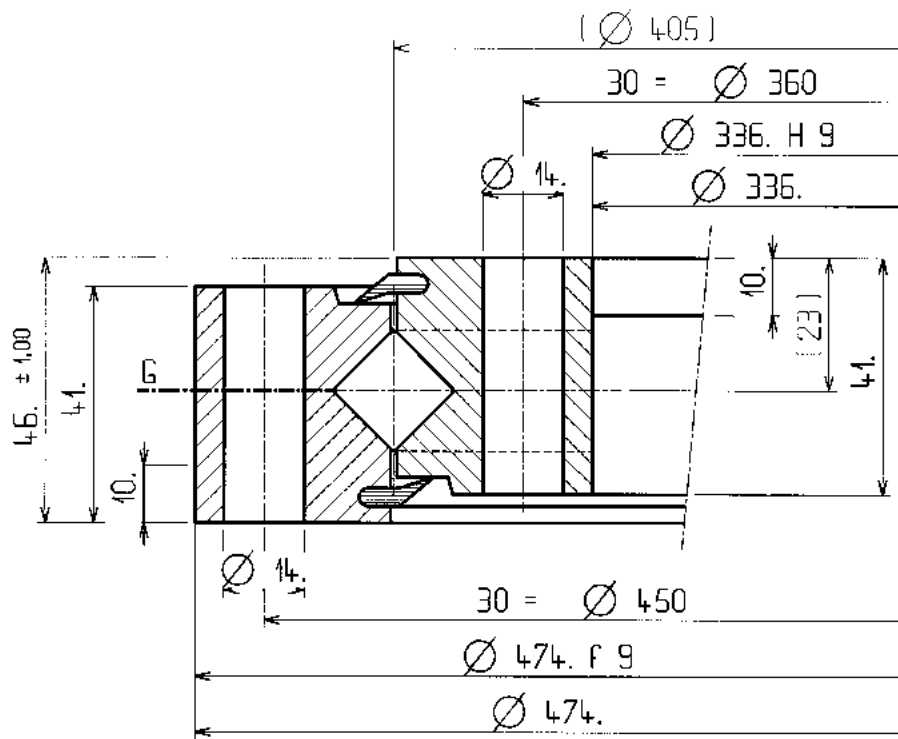


**Tilting  
Moment**

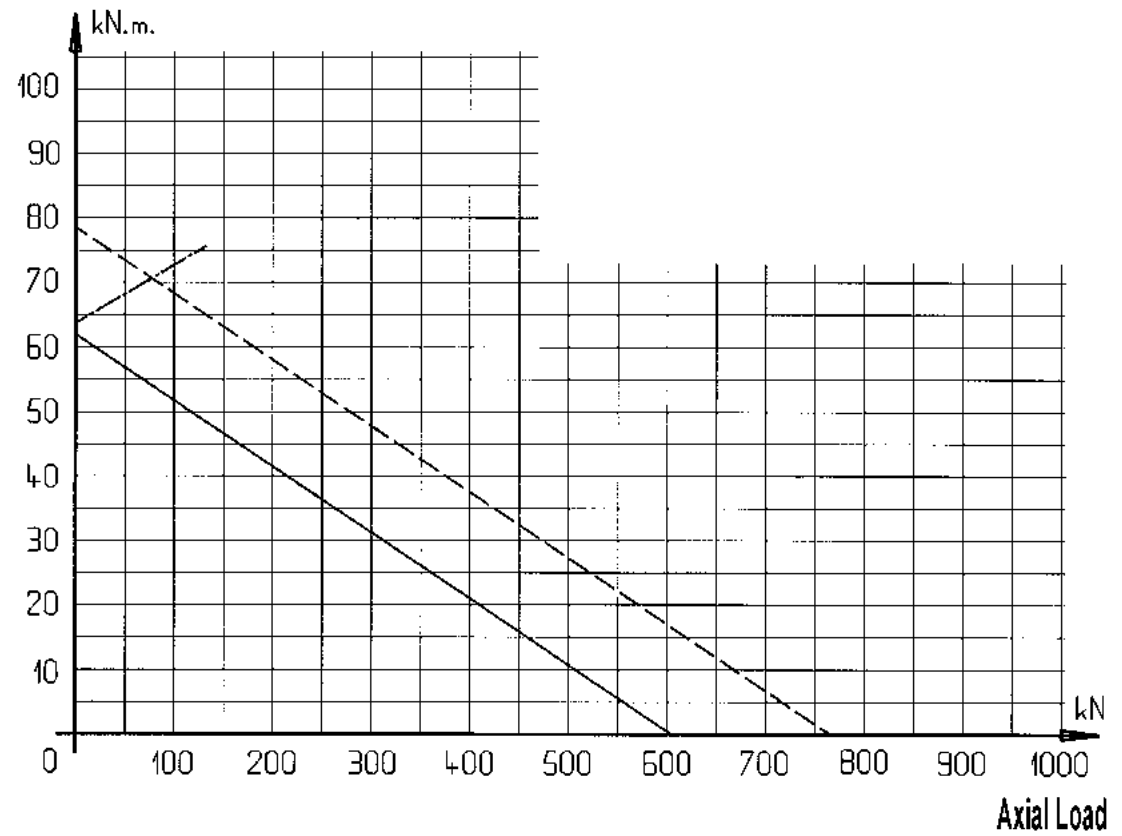


Estimated Weight : 51. kg

08-0405-05



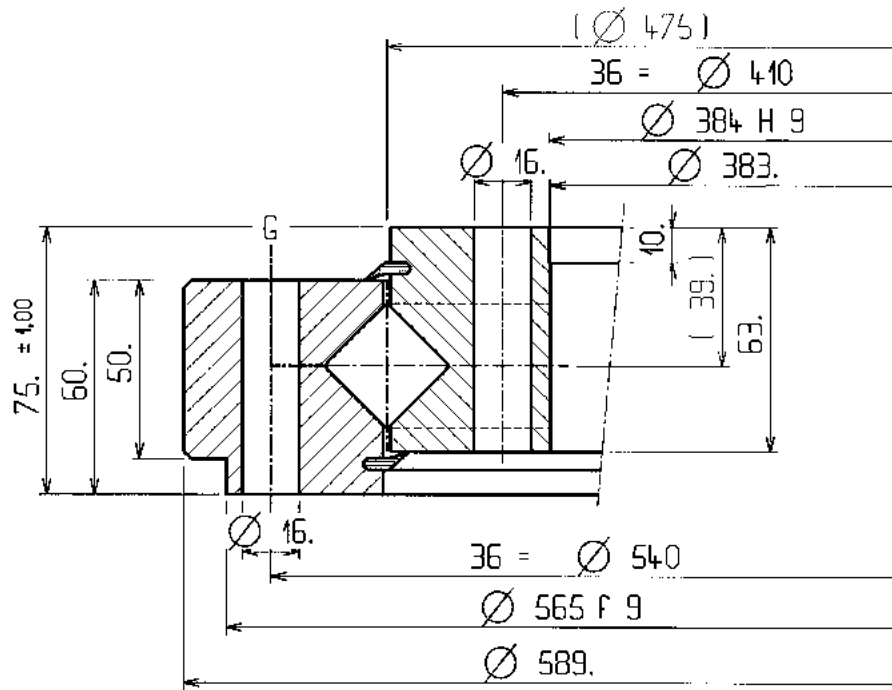
Tilting  
Moment



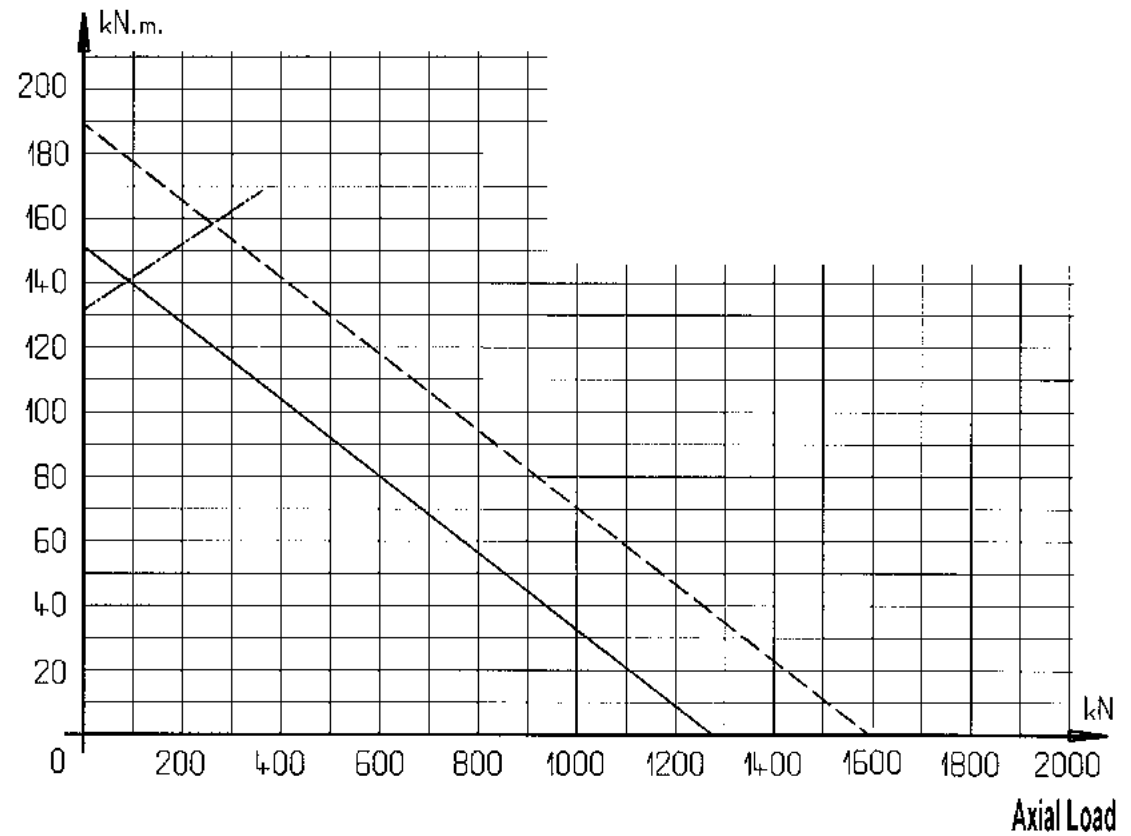
Estimated Weight : 24. kg



08-0475-08

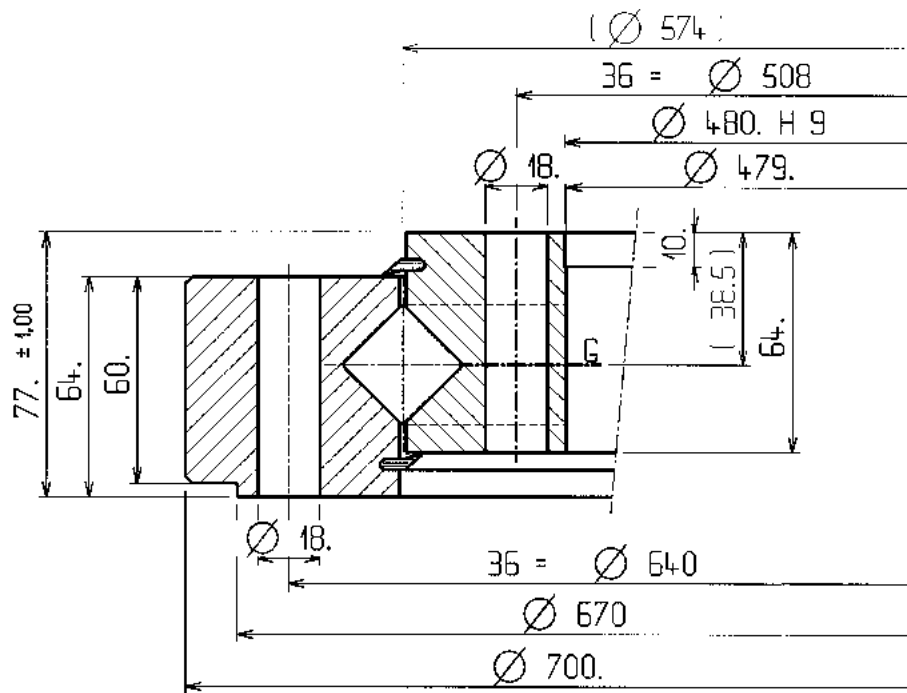


Tilting  
Moment



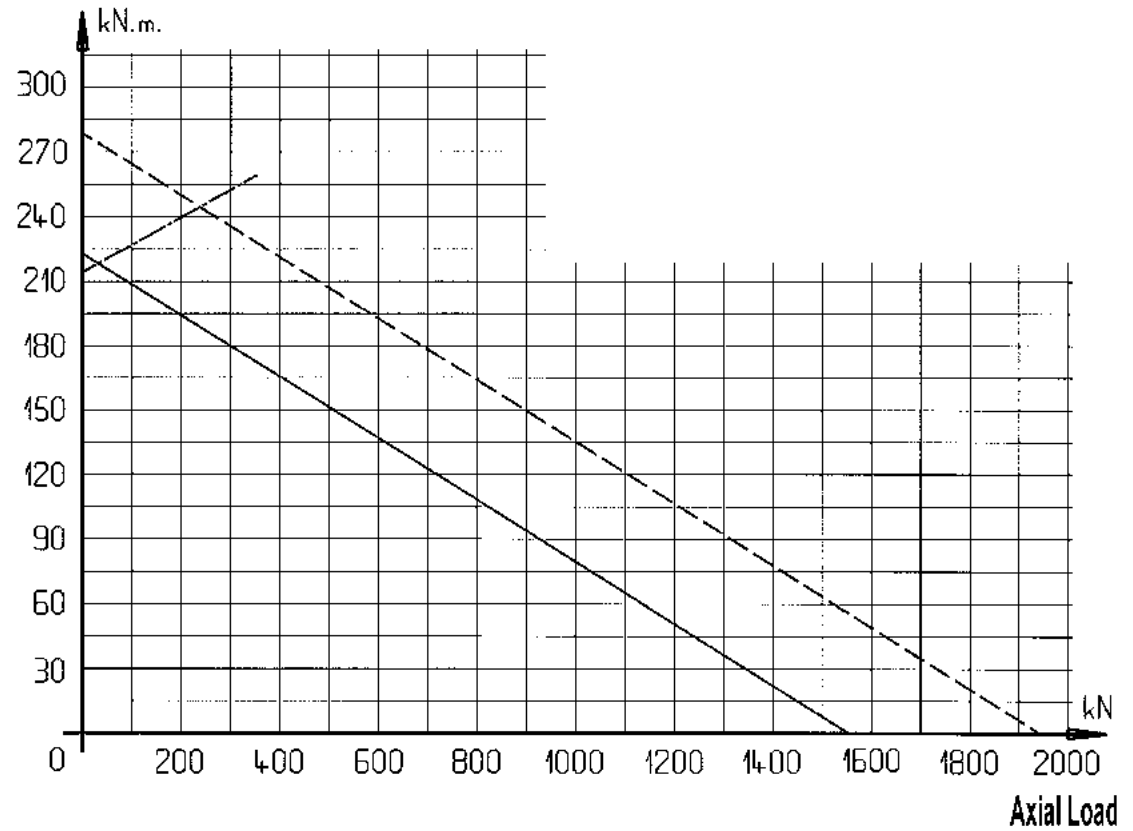
Estimated Weight : 66. kg

08-0574-08

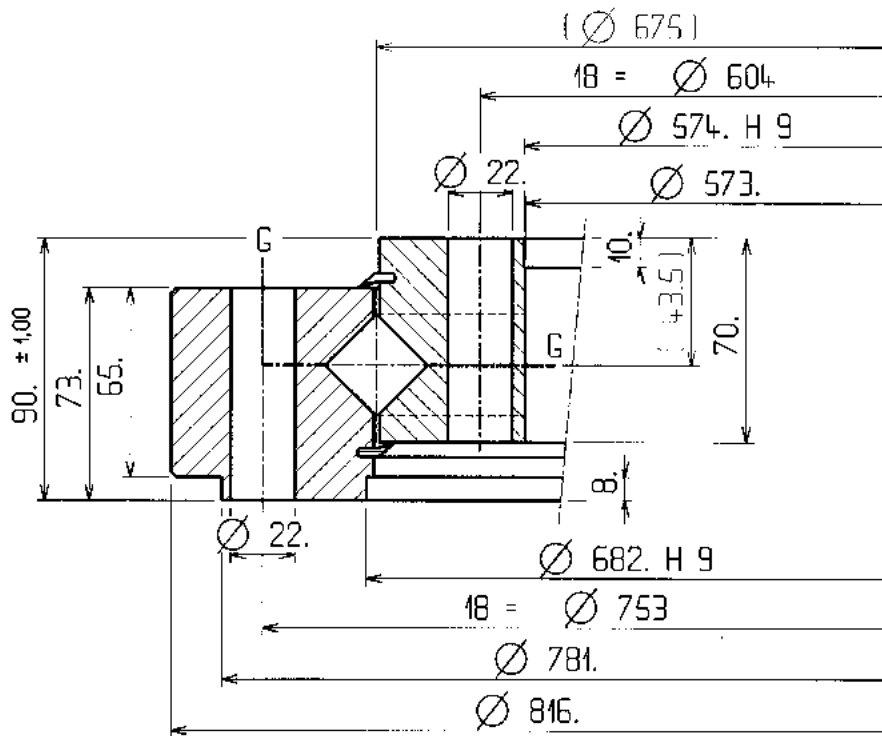


Estimated Weight : 90. kg

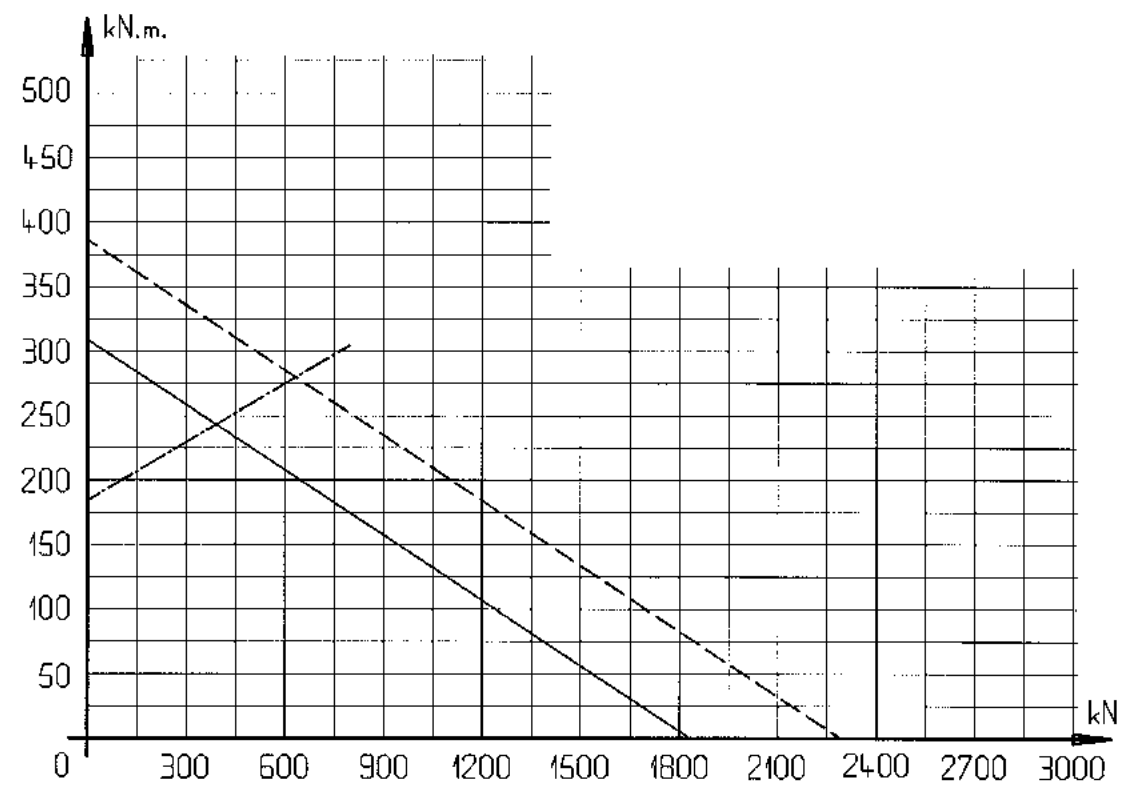
Tilting  
Moment



08-0675-00



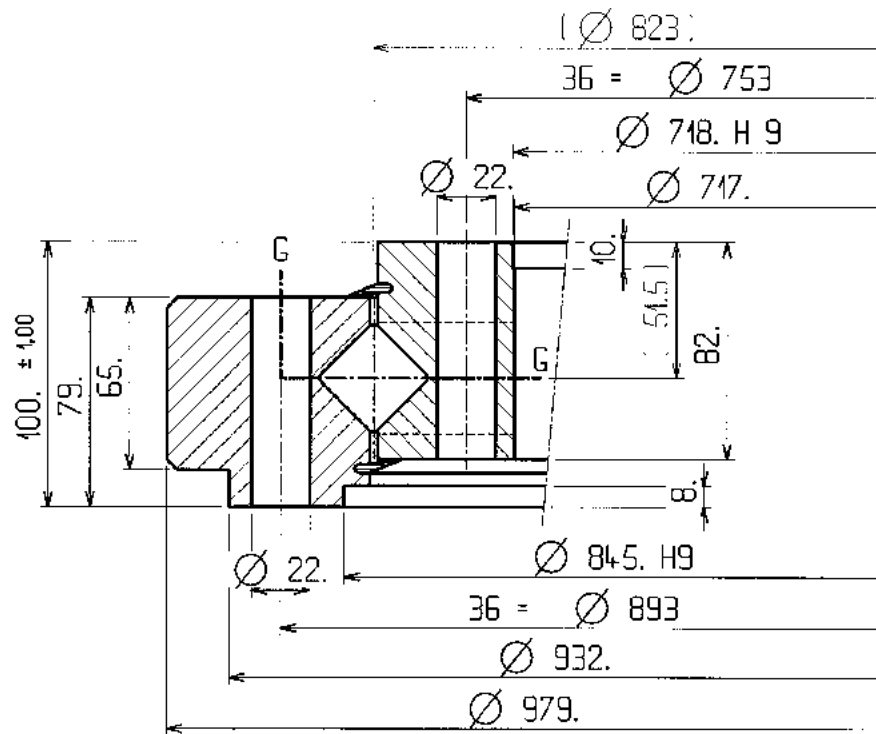
Tilting Moment



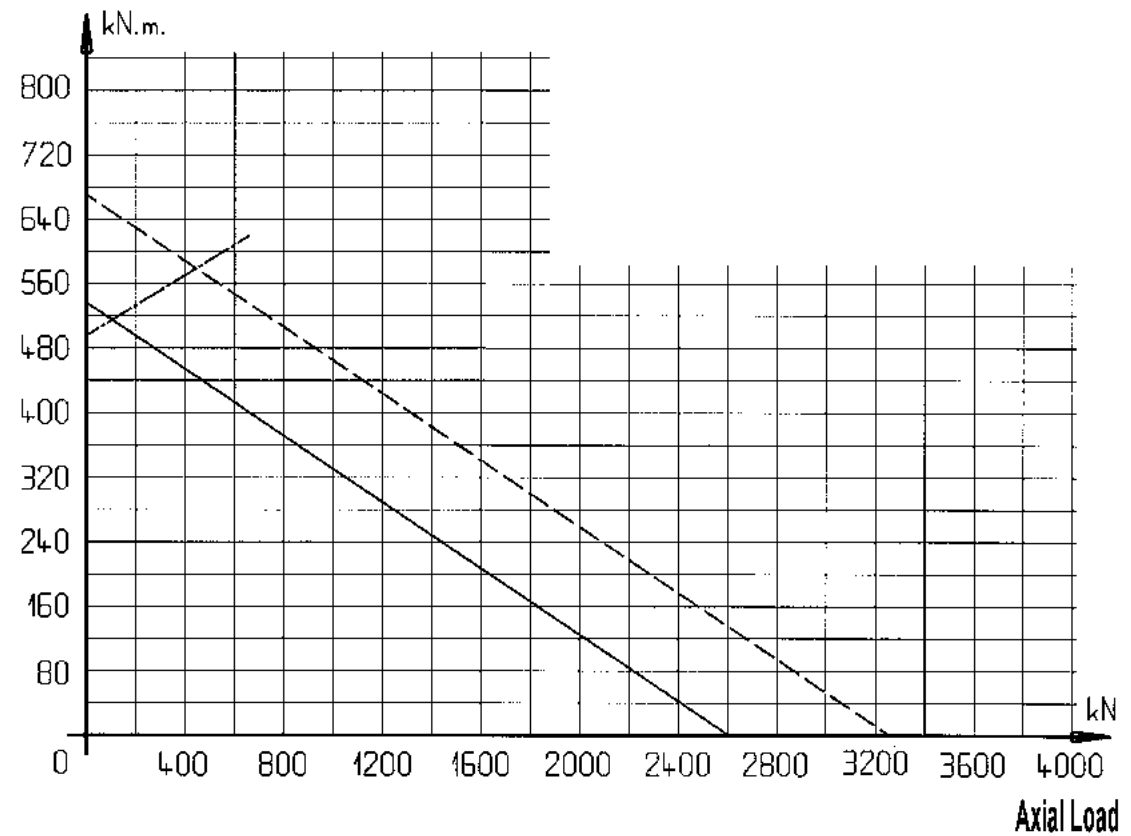
Estimated Weight : 137. kg

Axial Load

08-0823-08

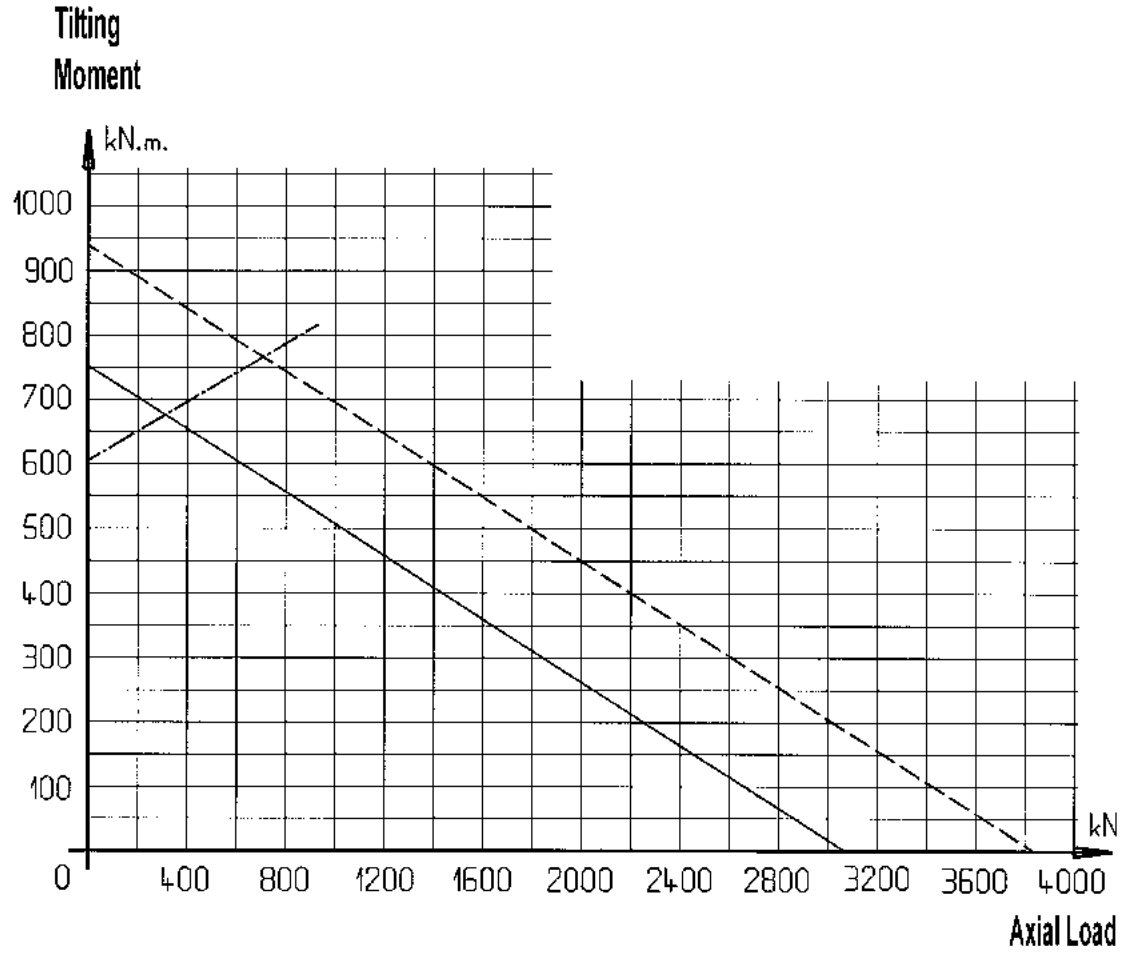
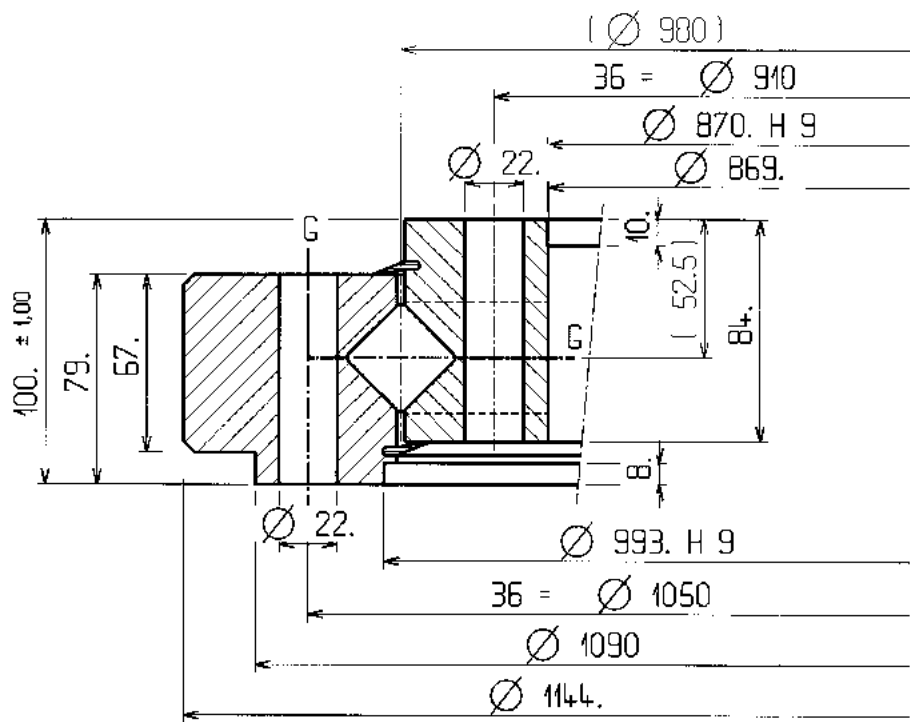


Tilting  
Moment

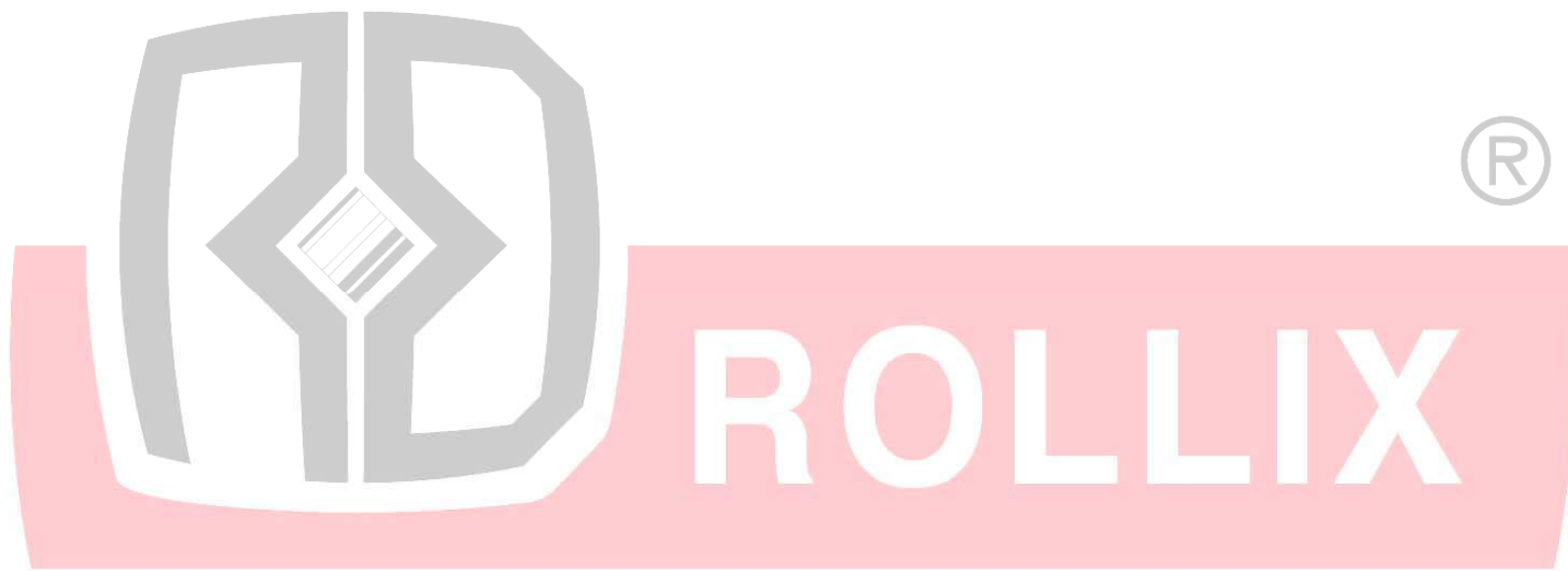


Estimated Weight : 193. kg

08-0980-06



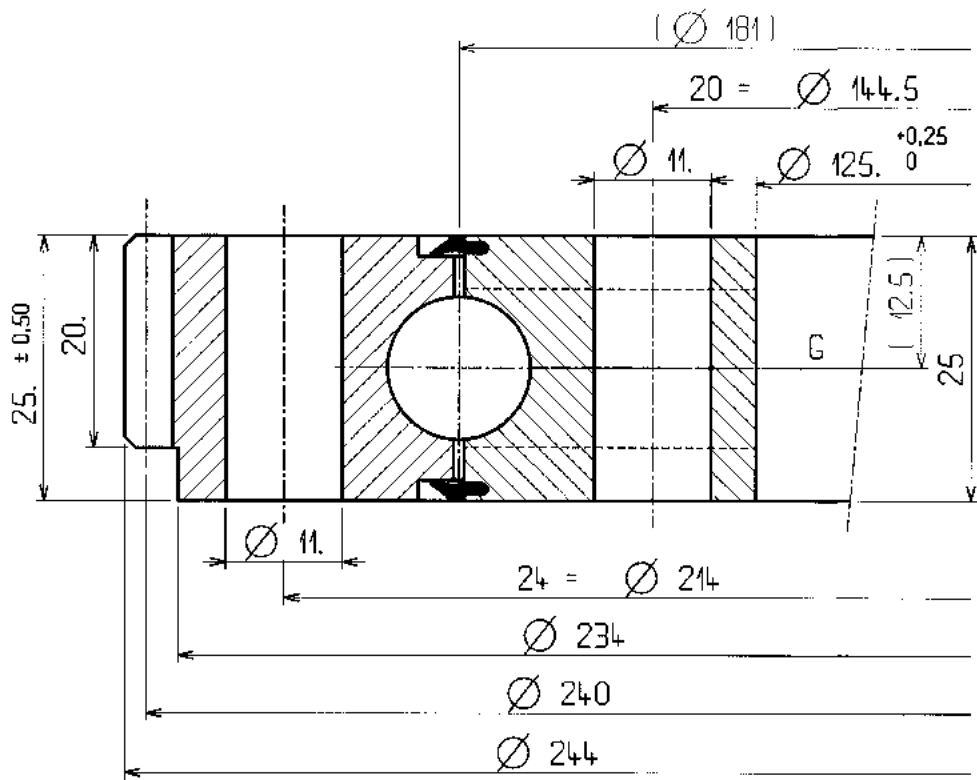
Estimated Weight : 248. kg



Balls External Gear

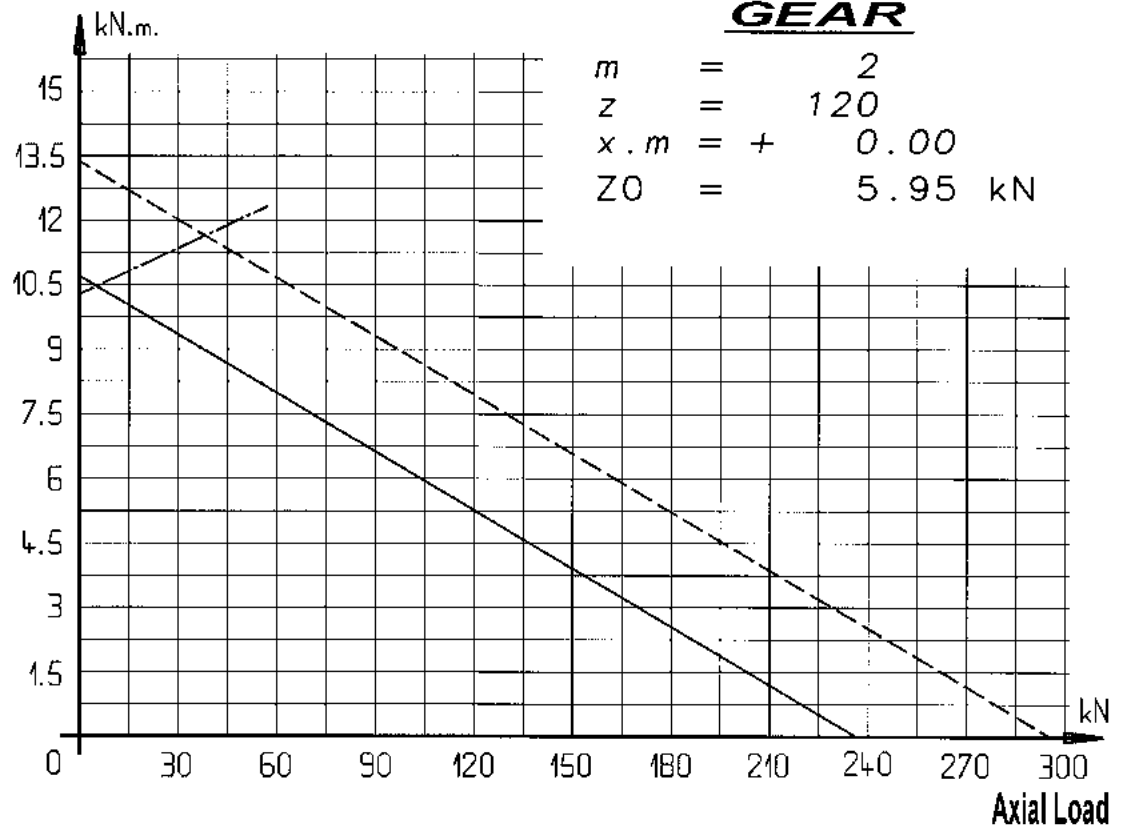
CODE **01**

01-0181-02

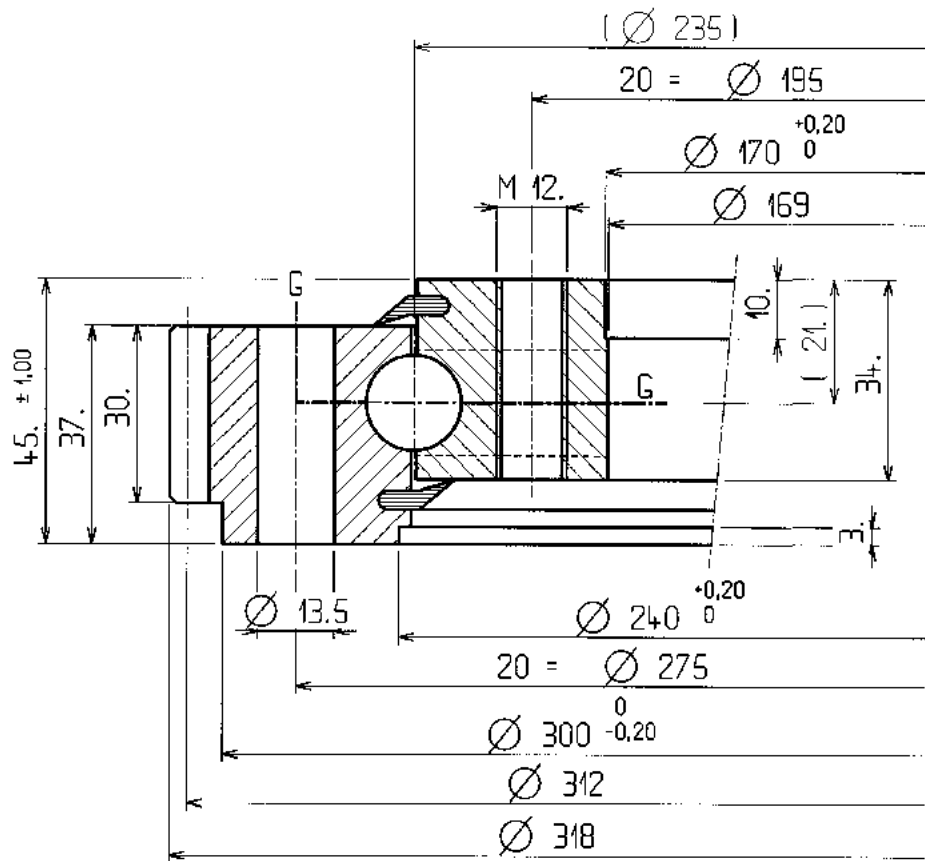


Estimated Weight : 5. kg

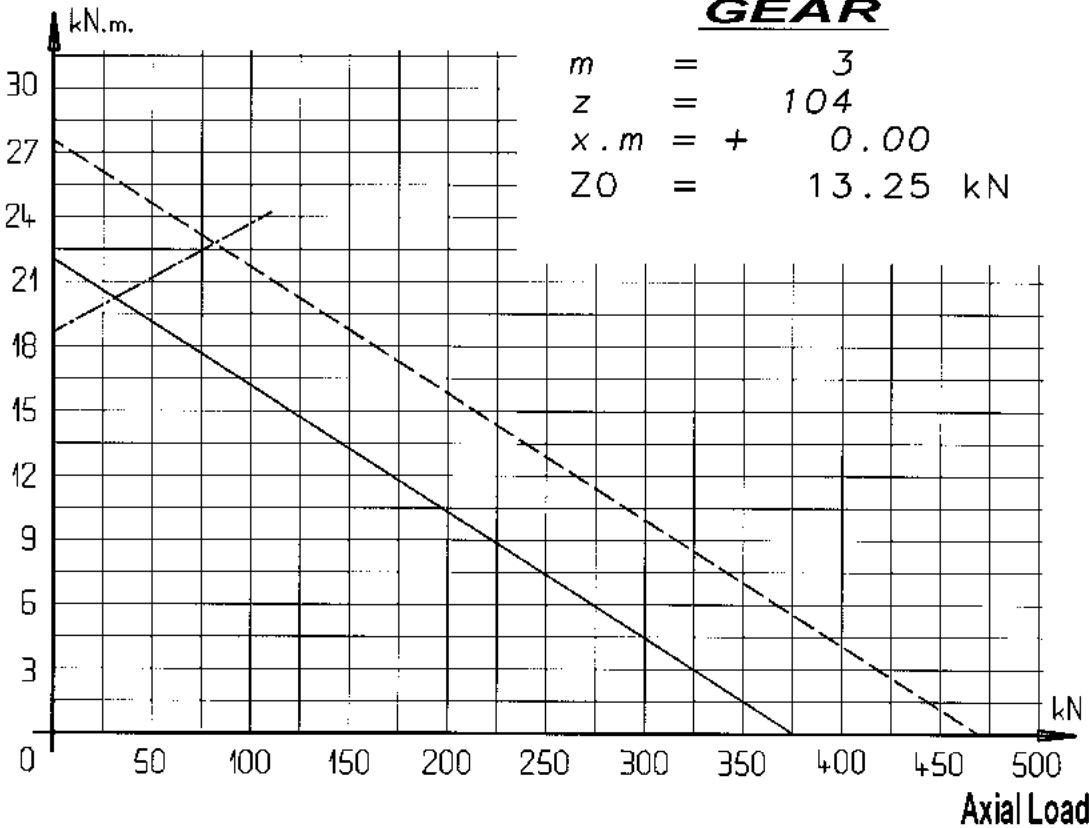
### Tilting Moment



01-0235-00



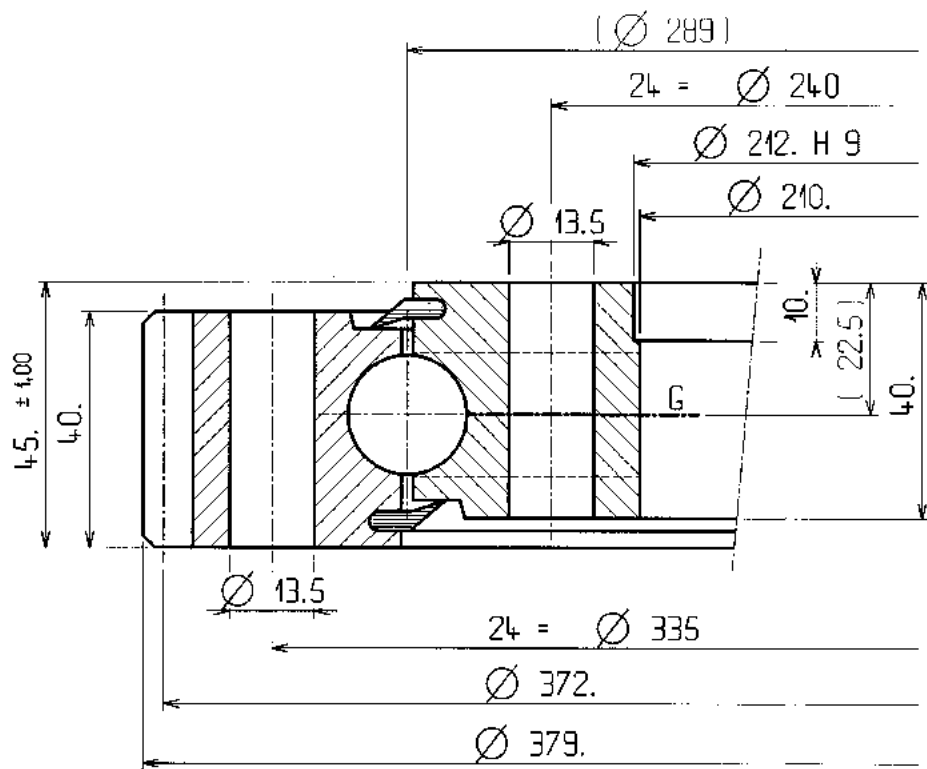
Tilting  
Moment



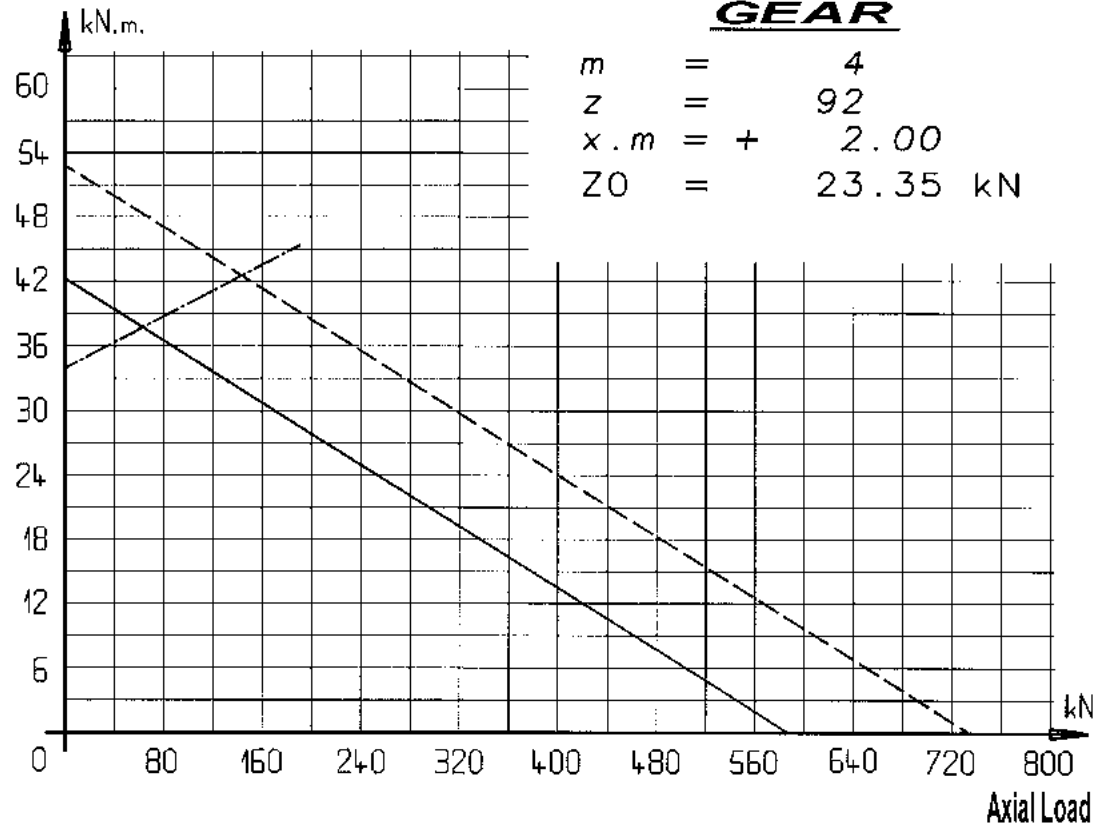
Estimated Weight : 14. kg



01-0289-06

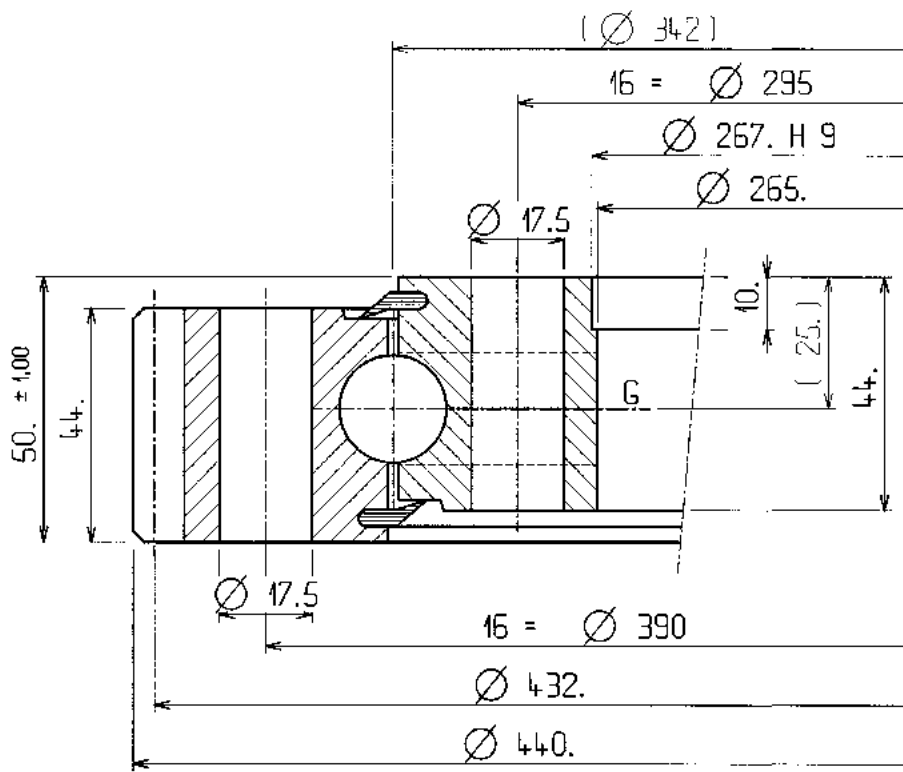


Tilting Moment

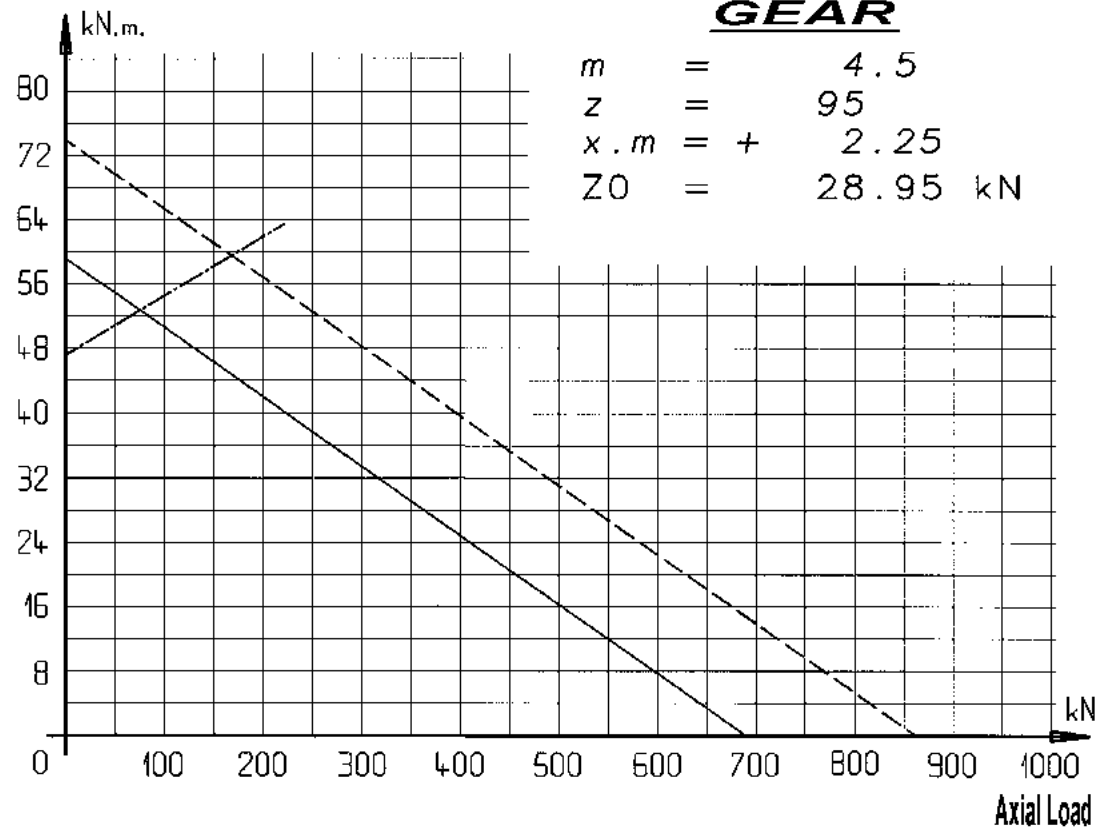


Estimated Weight : 20. kg

01-0342-00



Tilting  
Moment

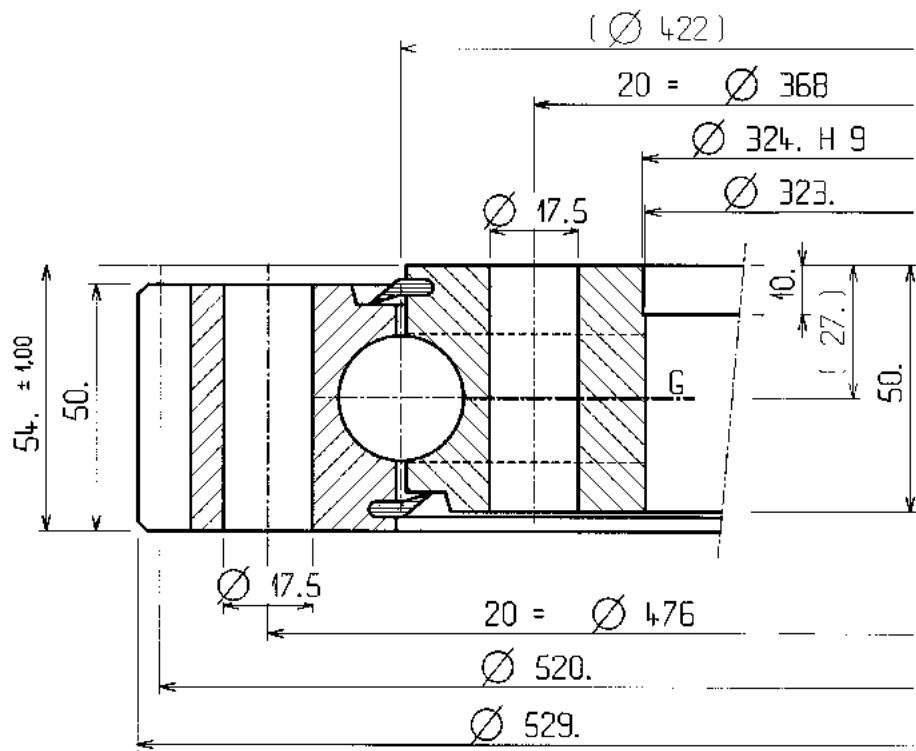


**GEAR**

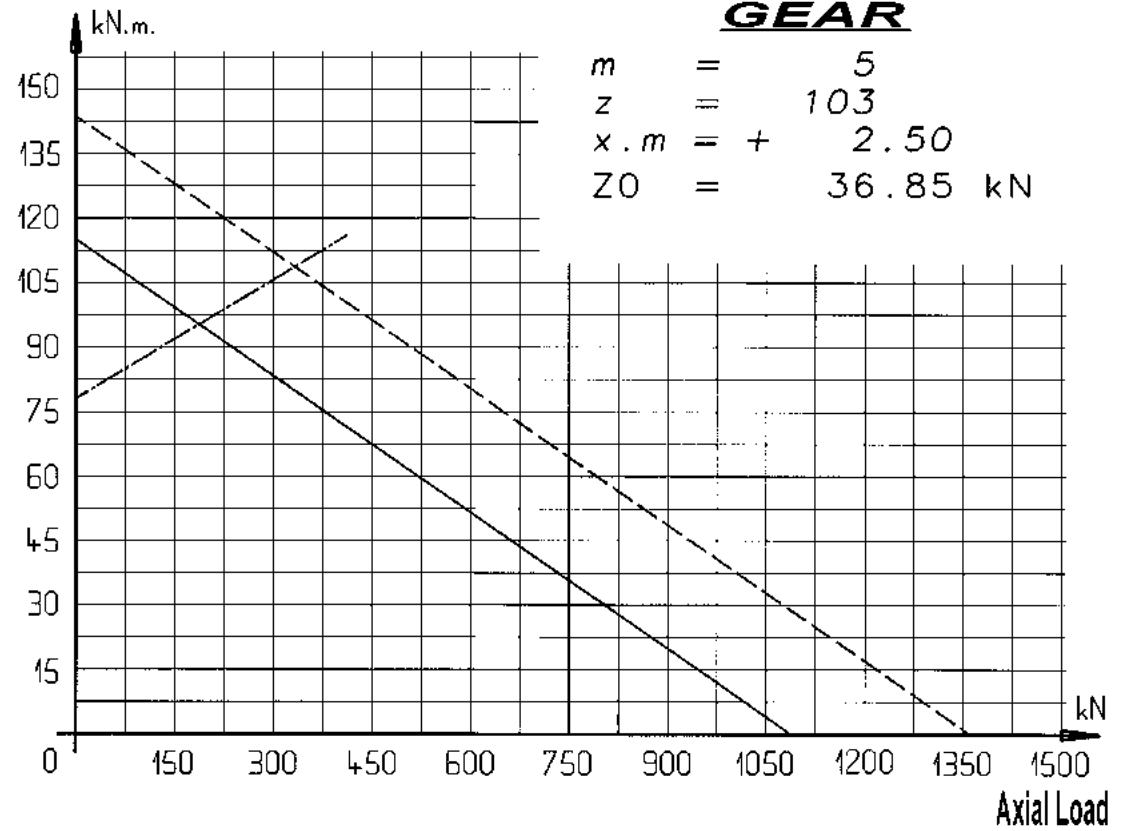
$m = 4.5$   
 $z = 95$   
 $x.m = + 2.25$   
 $Z_0 = 28.95 \text{ kN}$

Estimated Weight : 28. kg

01-0422-01

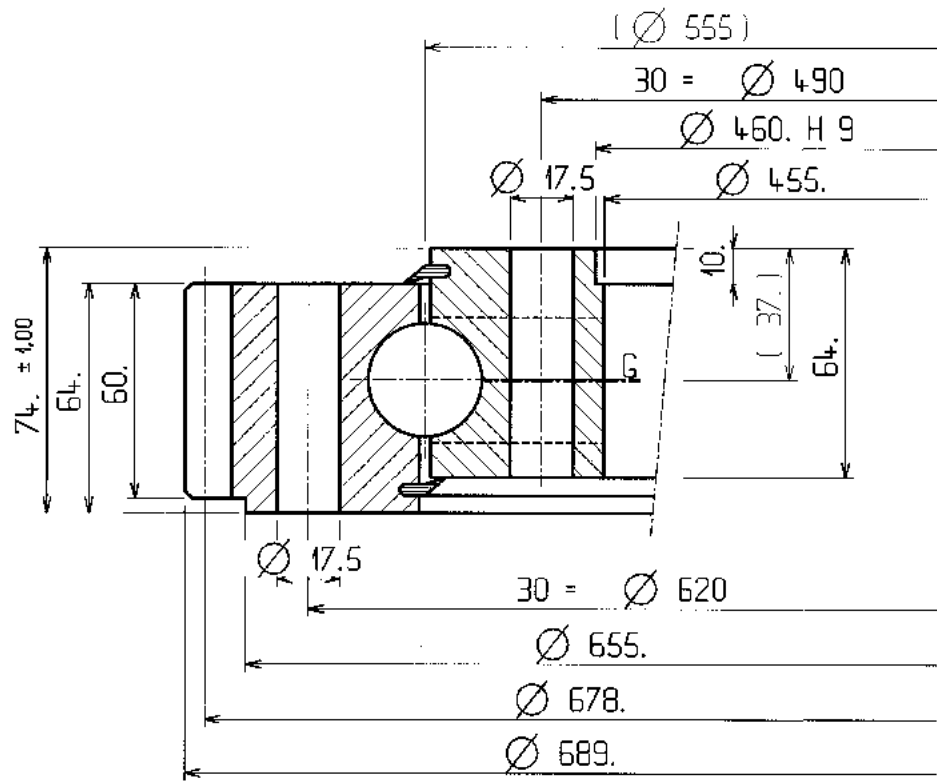


Tilting  
Moment

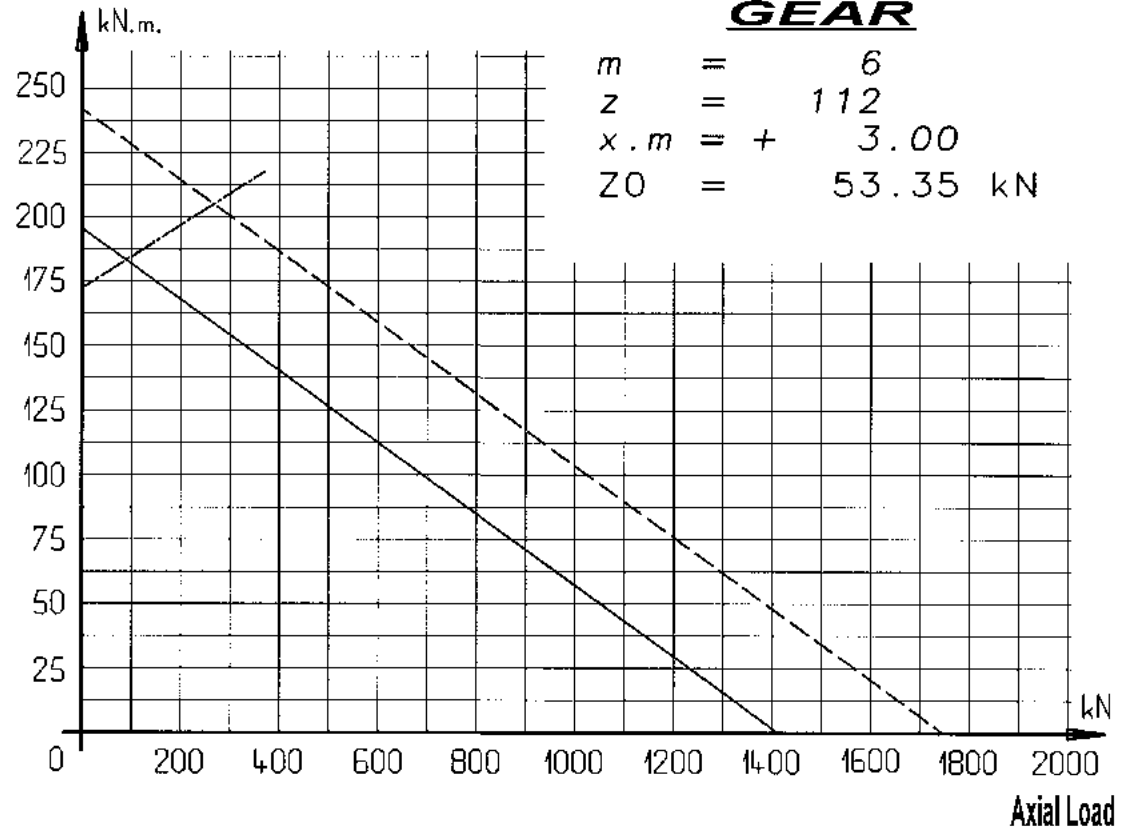


Estimated Weight : 45. kg

01-0555-01

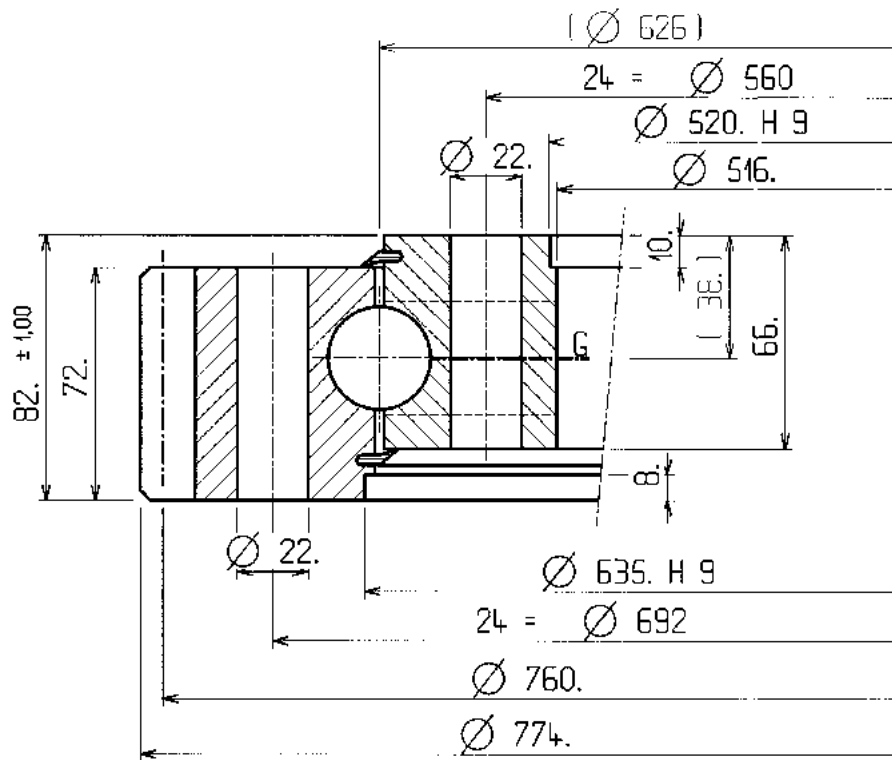


Tilting  
Moment



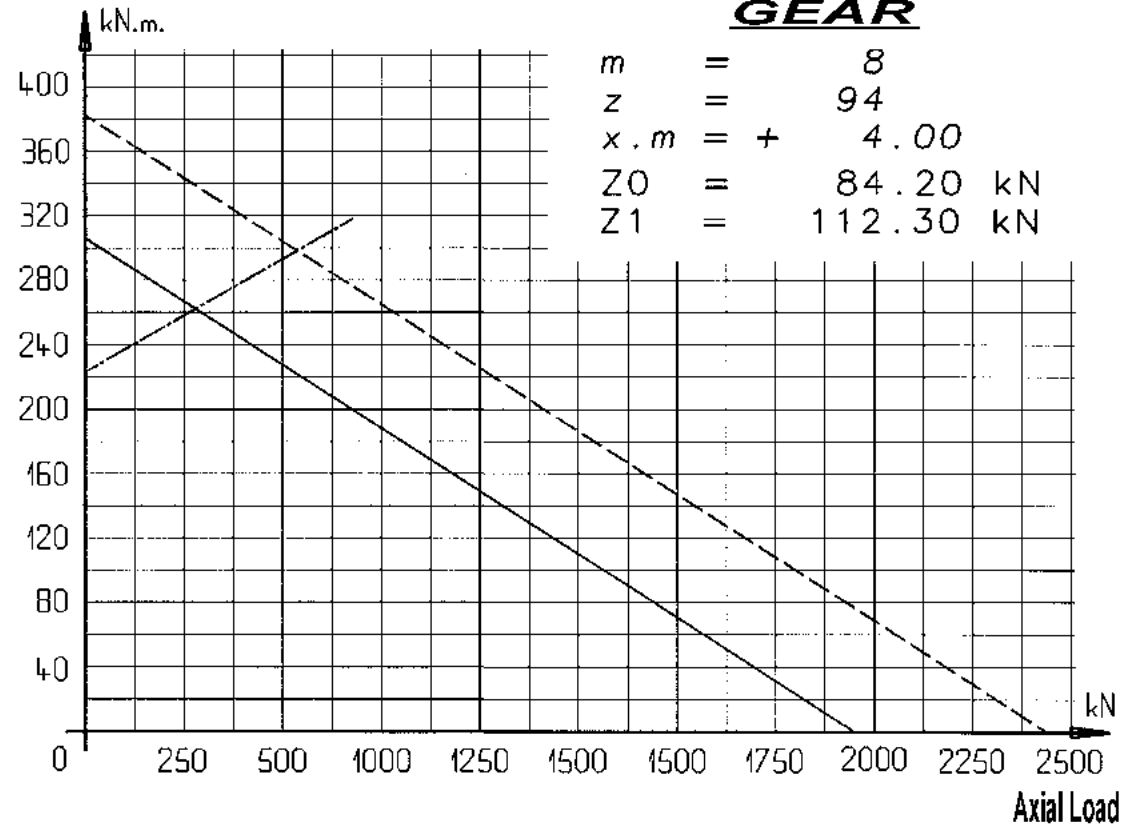
Estimated Weight : 89. kg

01-0626-00

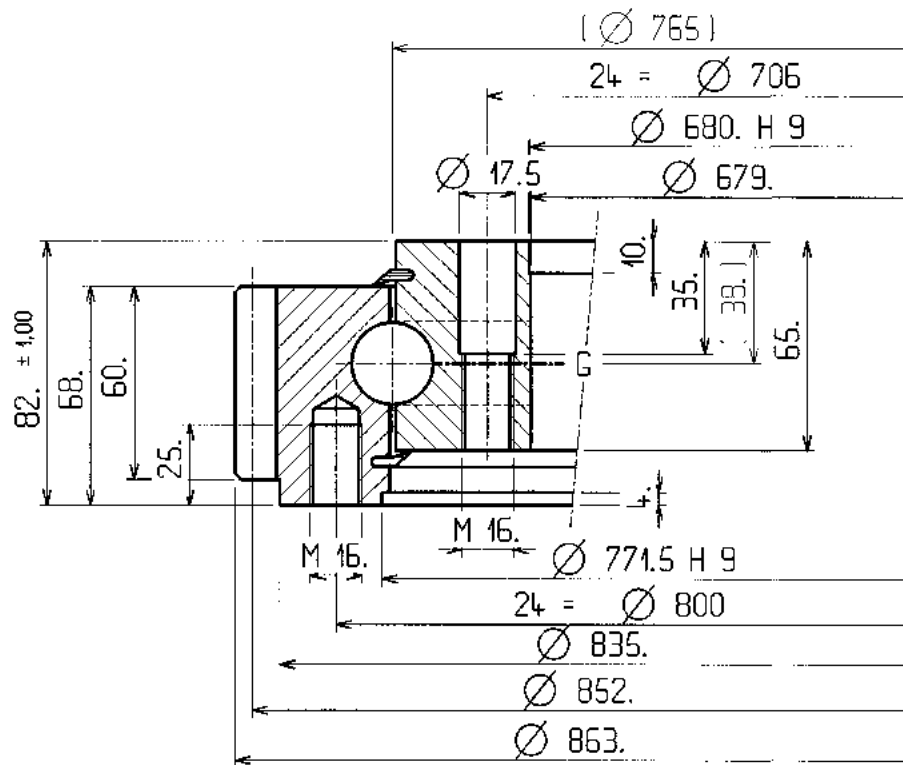


Estimated Weight : 118. kg

Tilting  
Moment

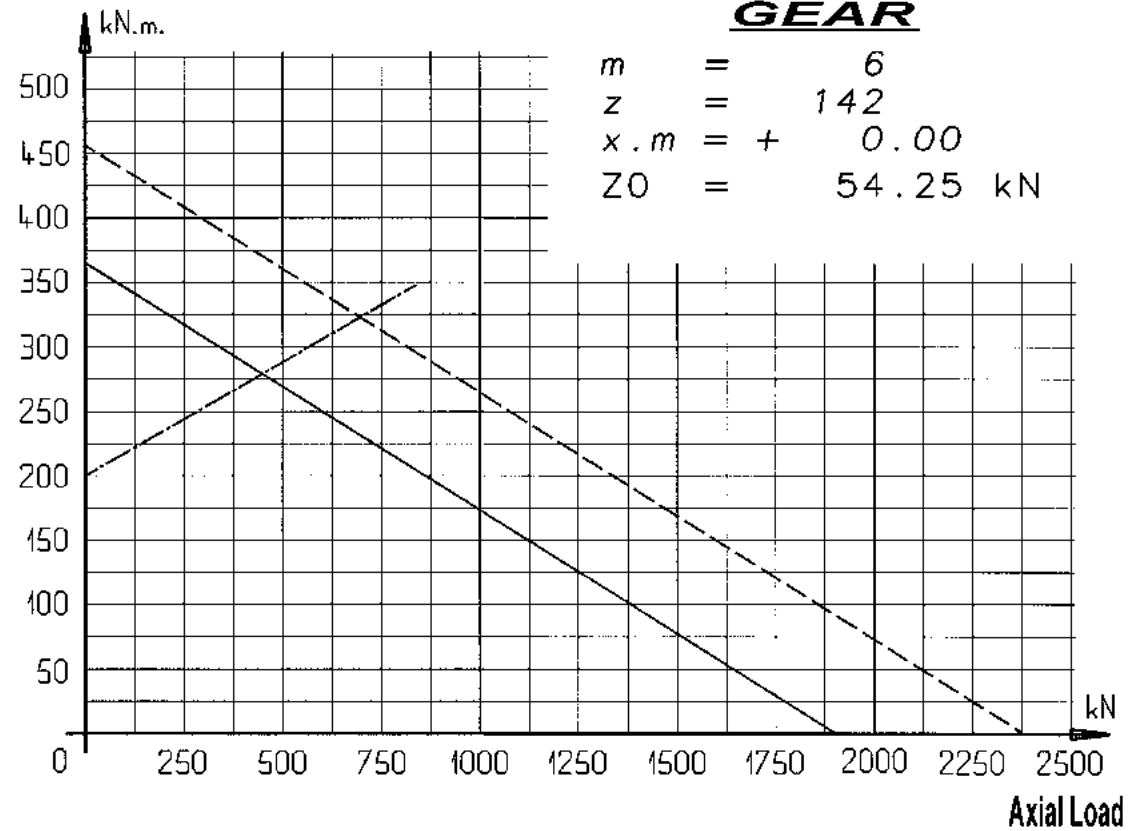


01-0765-01



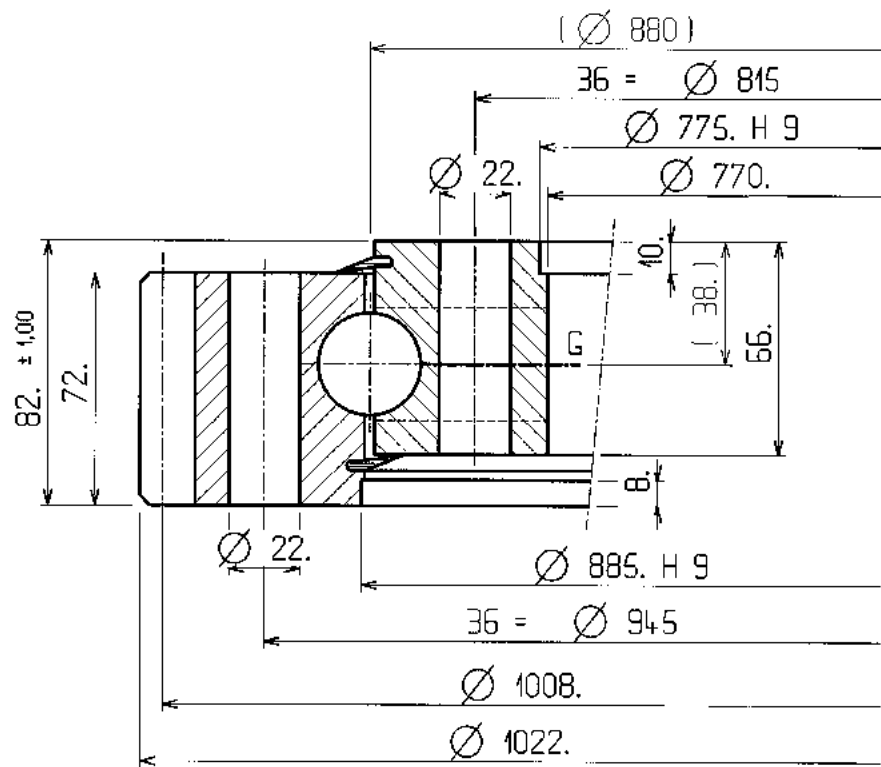
Estimated Weight : 102. kg

### Tilting Moment

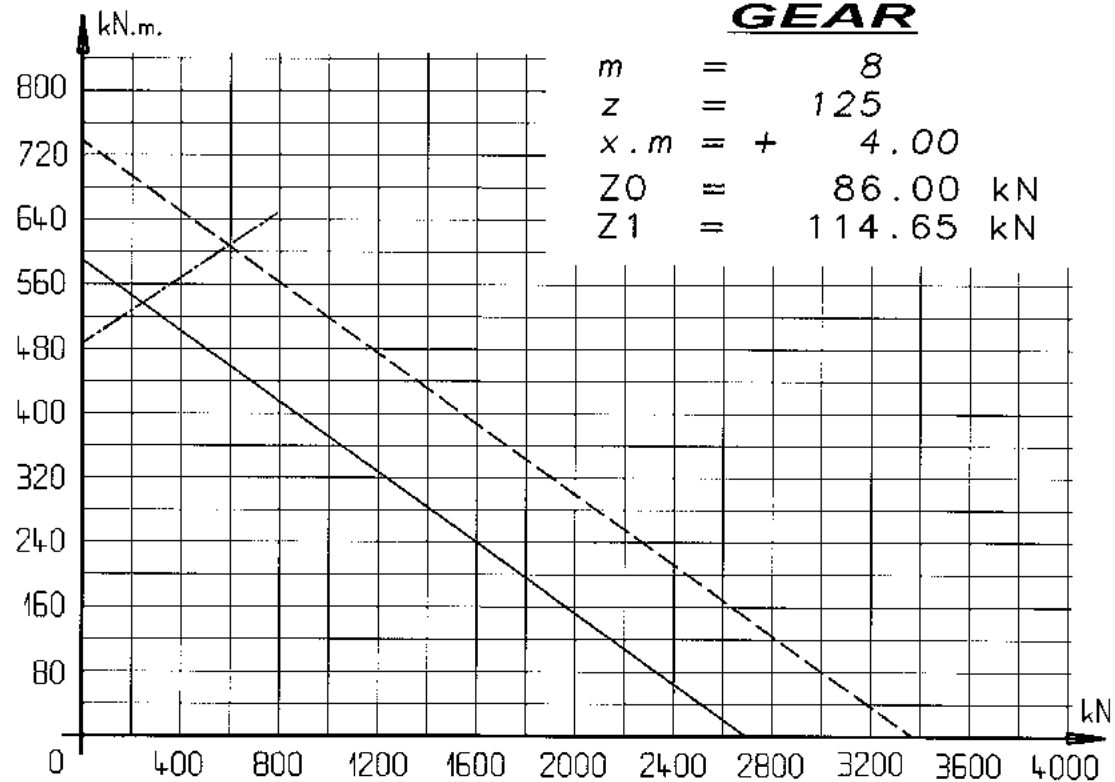


Axial Load

01-0880-00



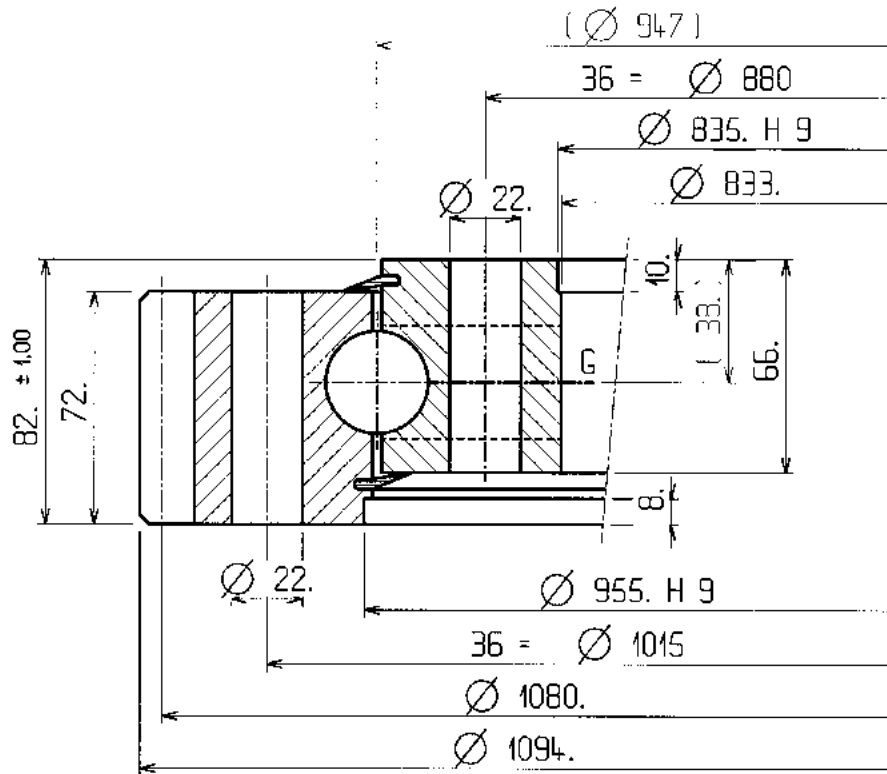
**Tilting Moment**



Estimated Weight : 159. kg

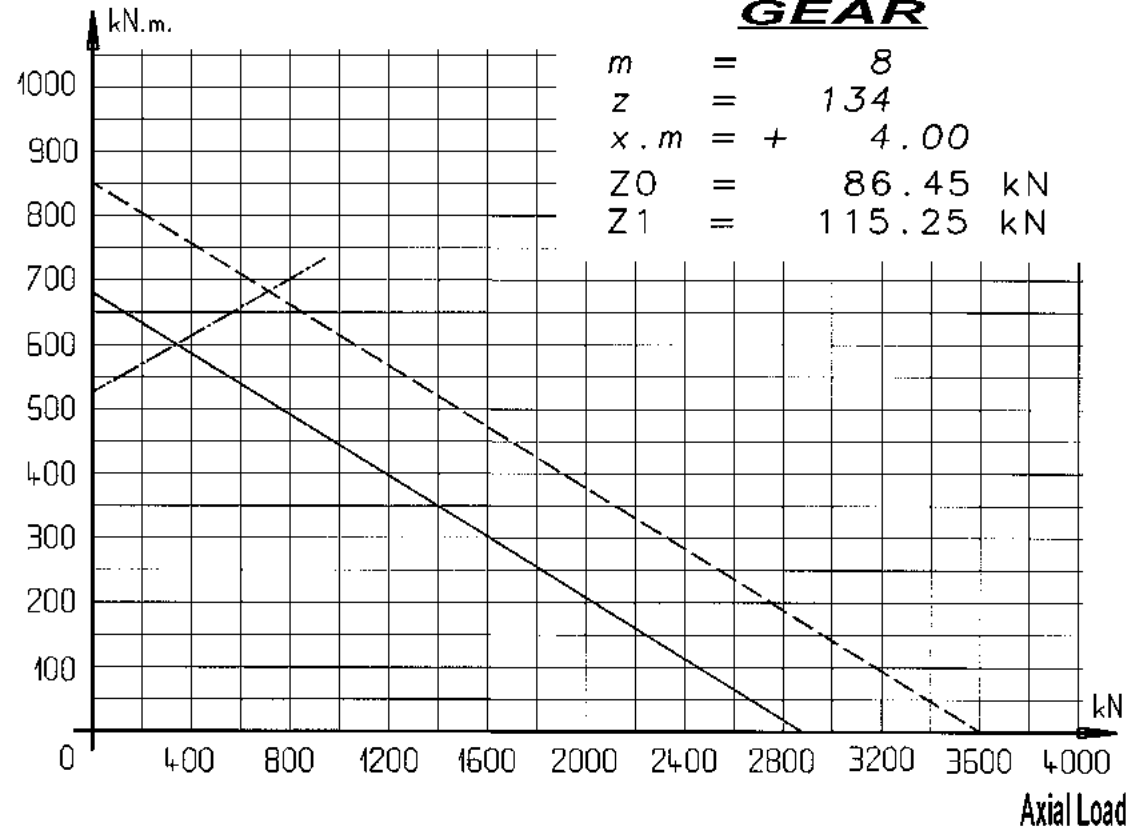
Axial Load

01-0947-00



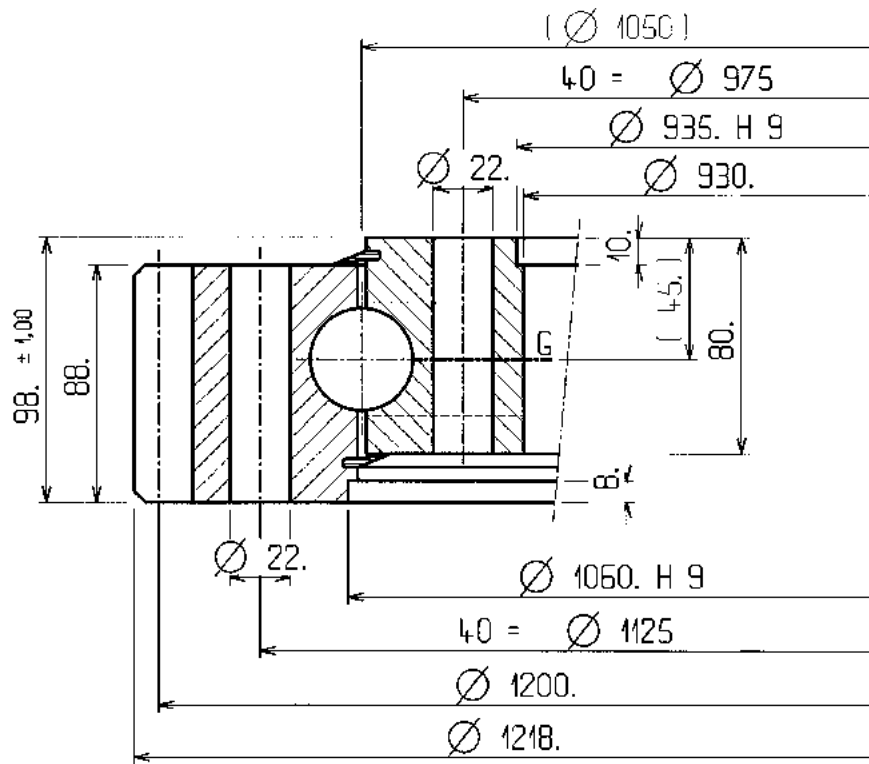
Estimated Weight : 179. kg

**Tilting Moment**

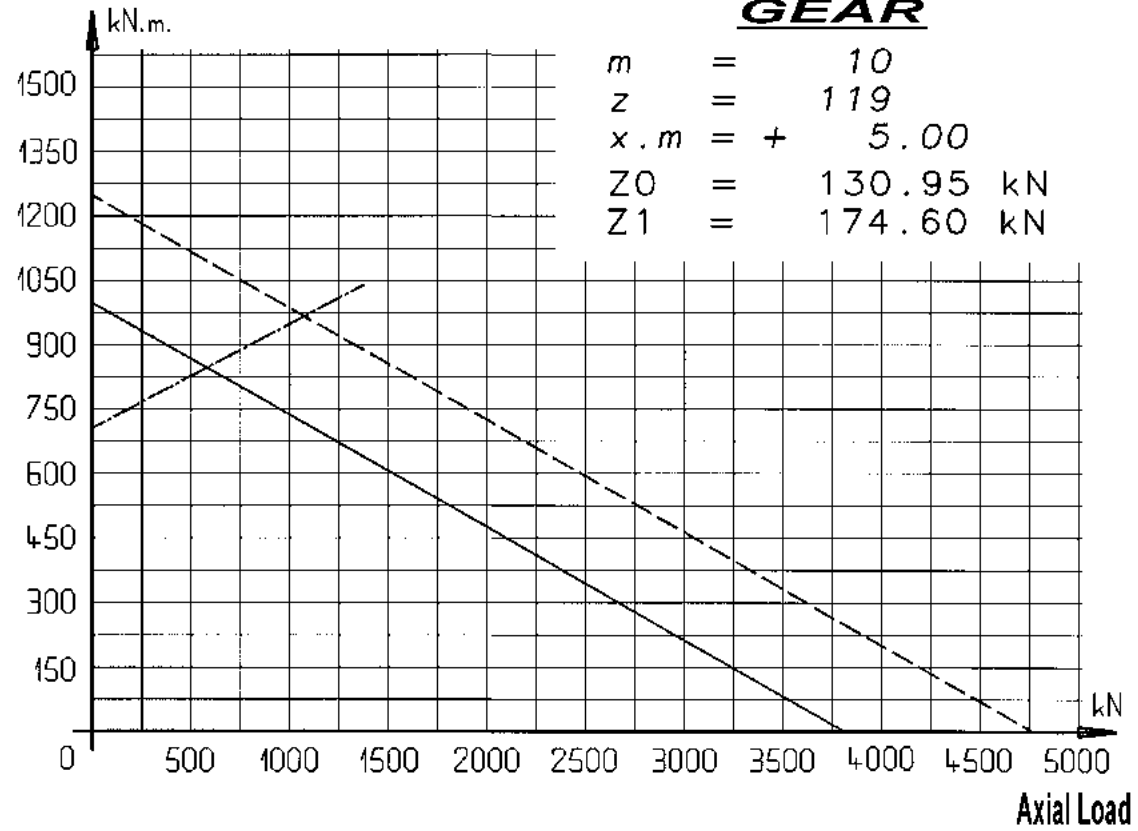




01-1050-00

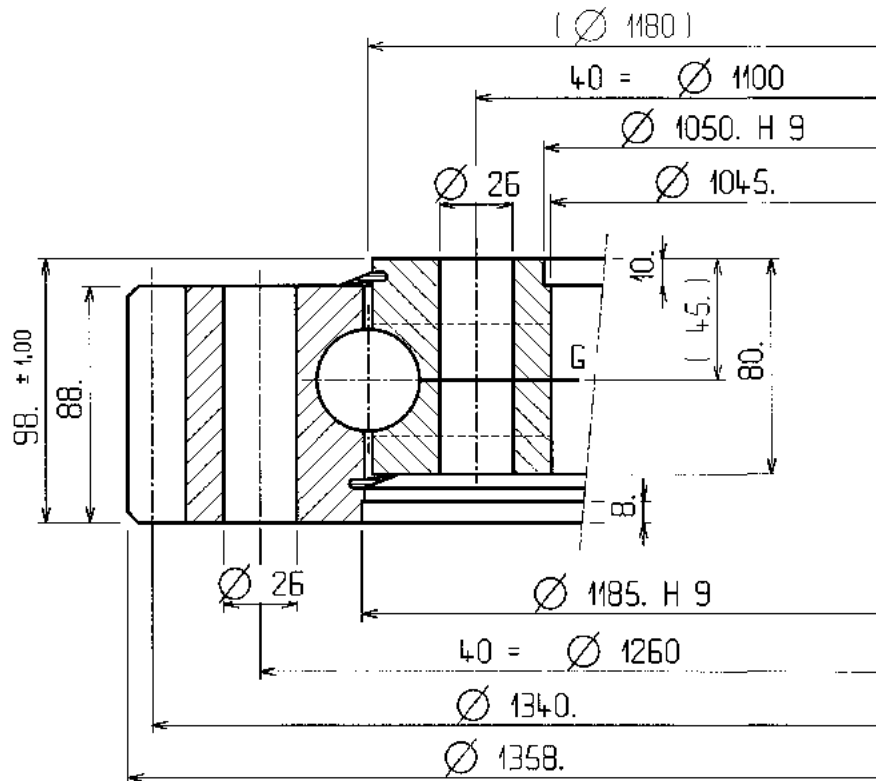


**Tilting  
Moment**

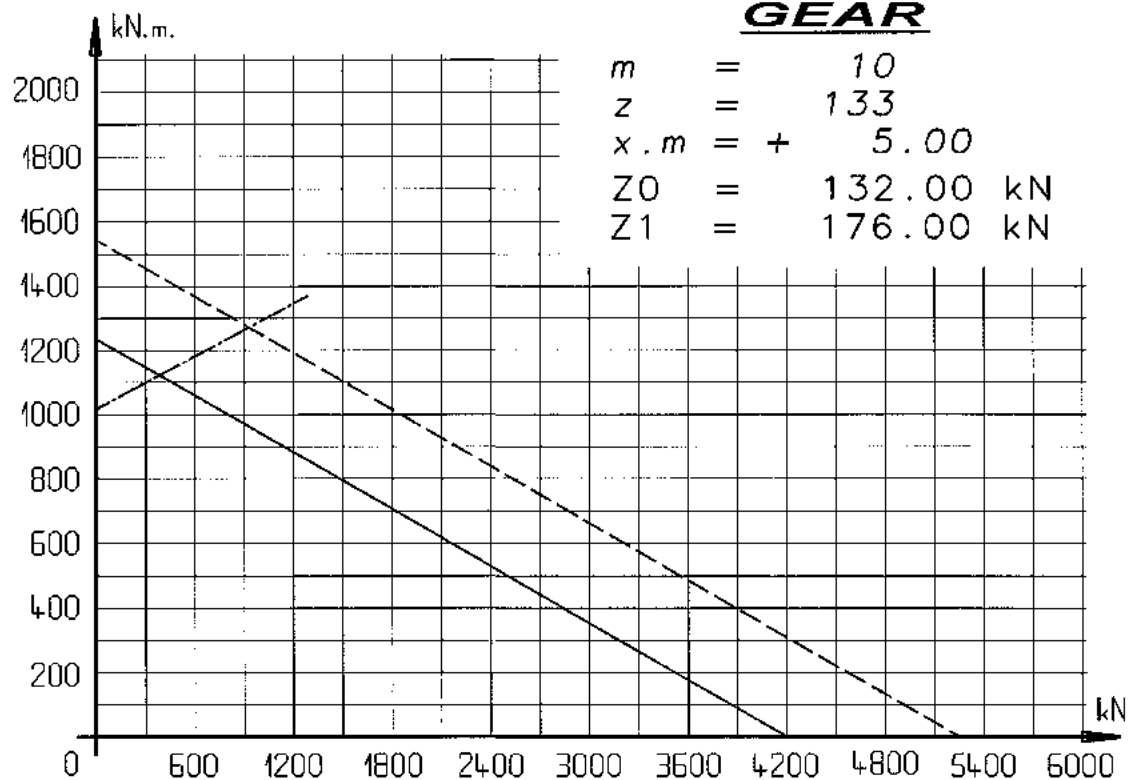


Estimated Weight : 268. kg

01-1180-00

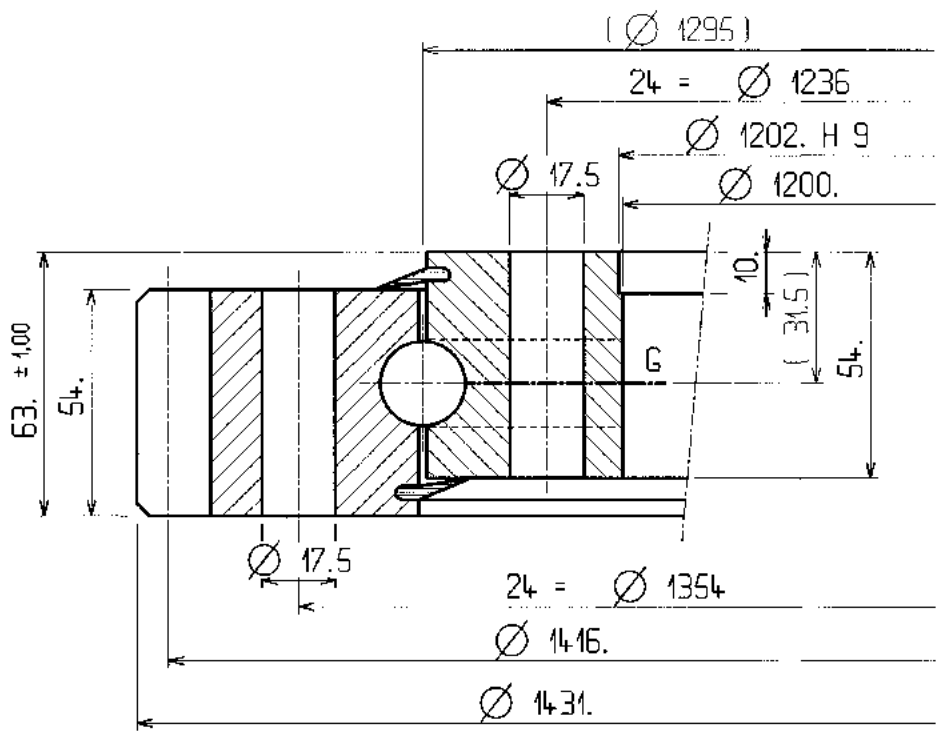


Tilting  
Moment

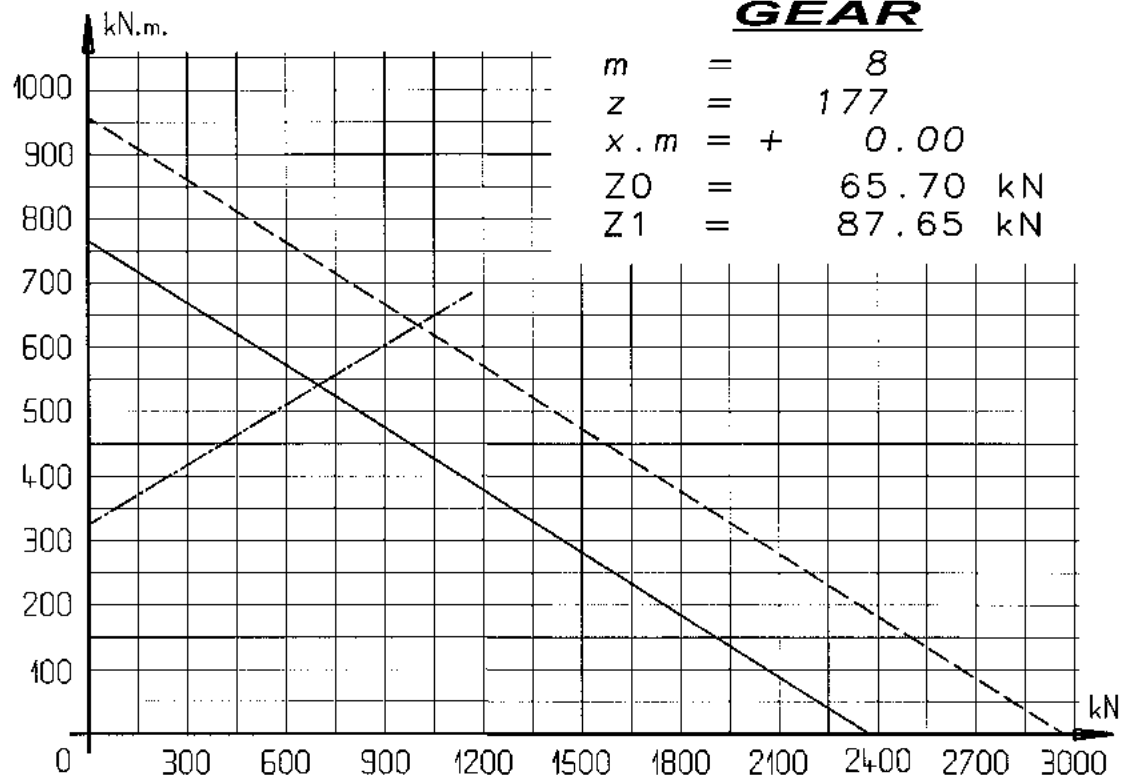


Estimated Weight : 325. kg

01-1295-01

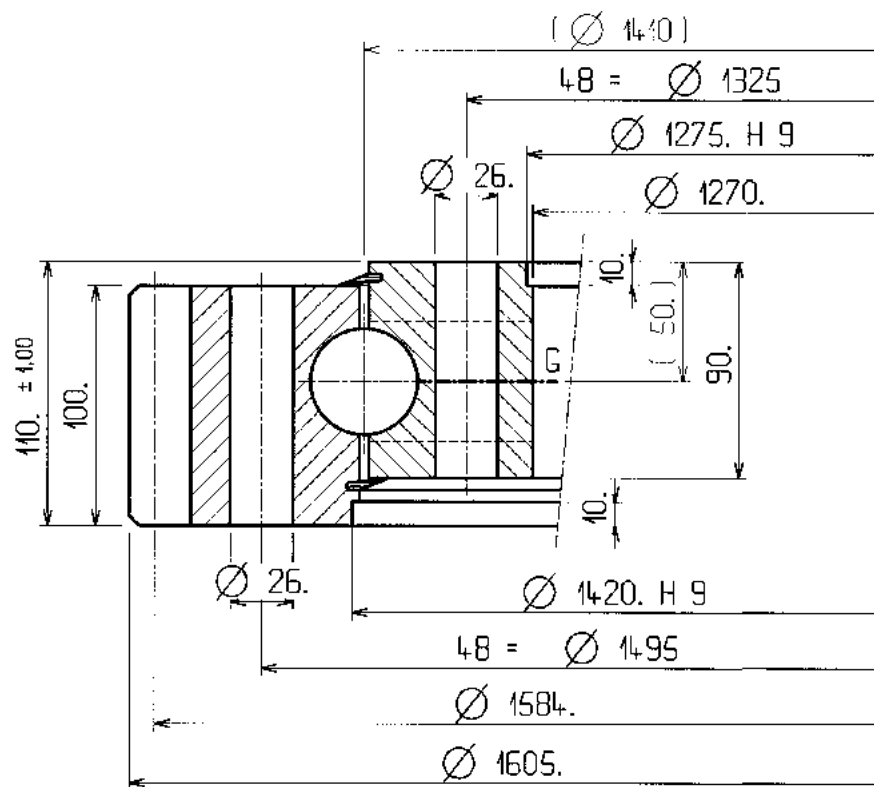


**Tilting Moment**

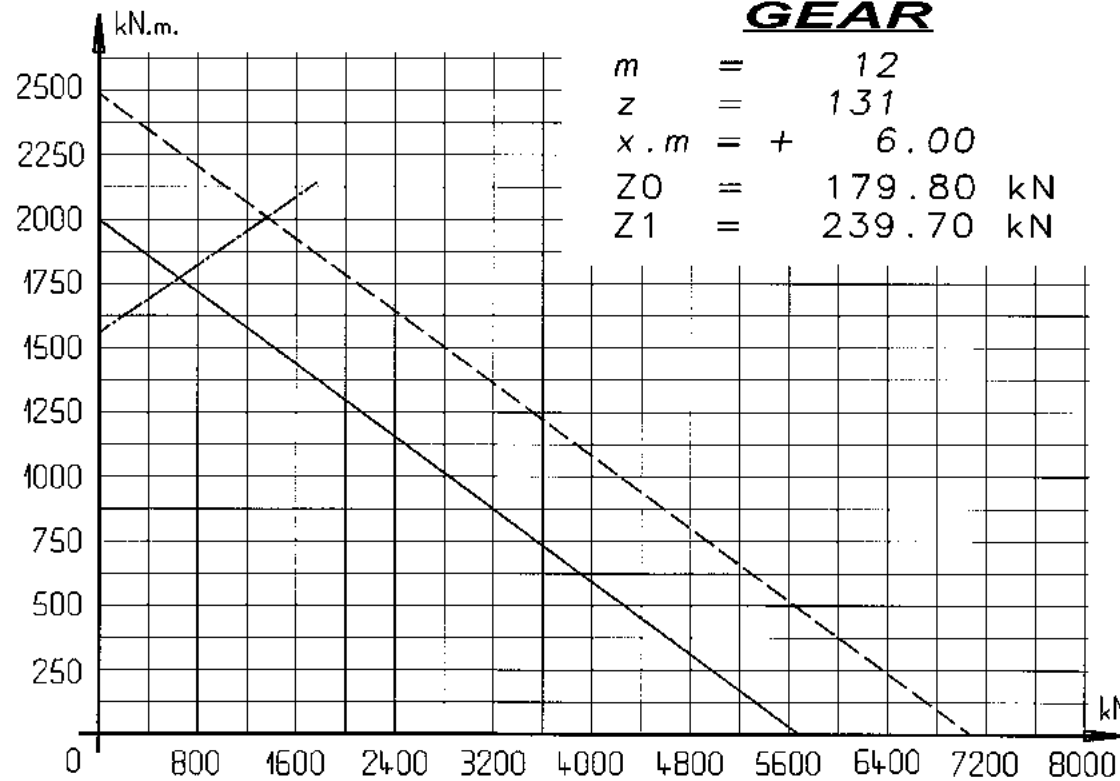


Estimated Weight : 176. kg

01-1410-00

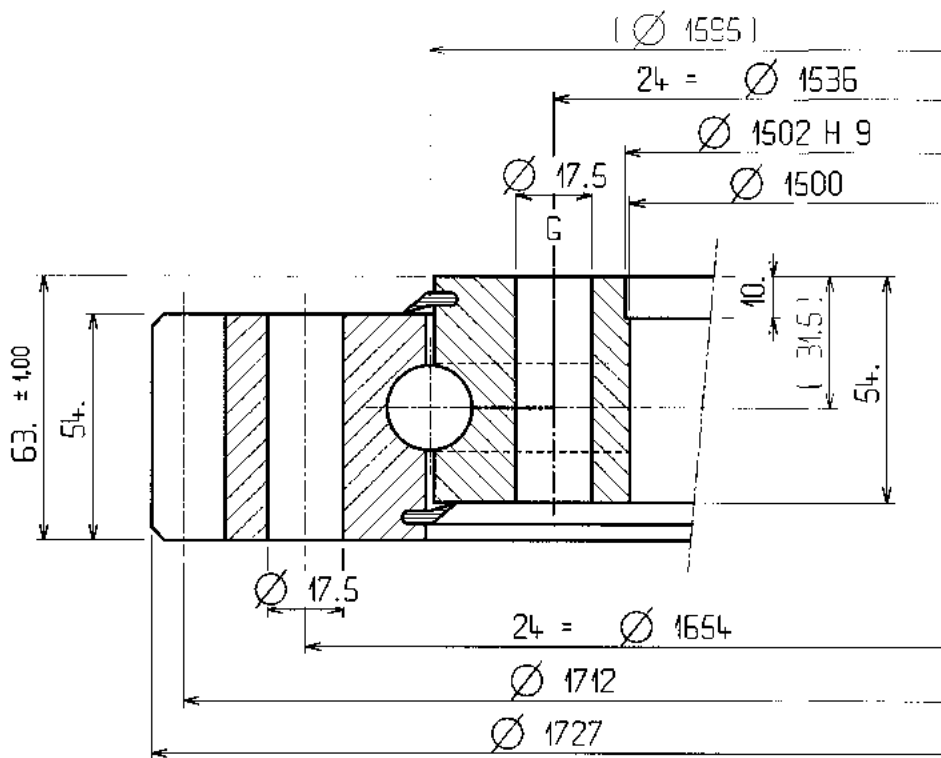


### Tilting Moment



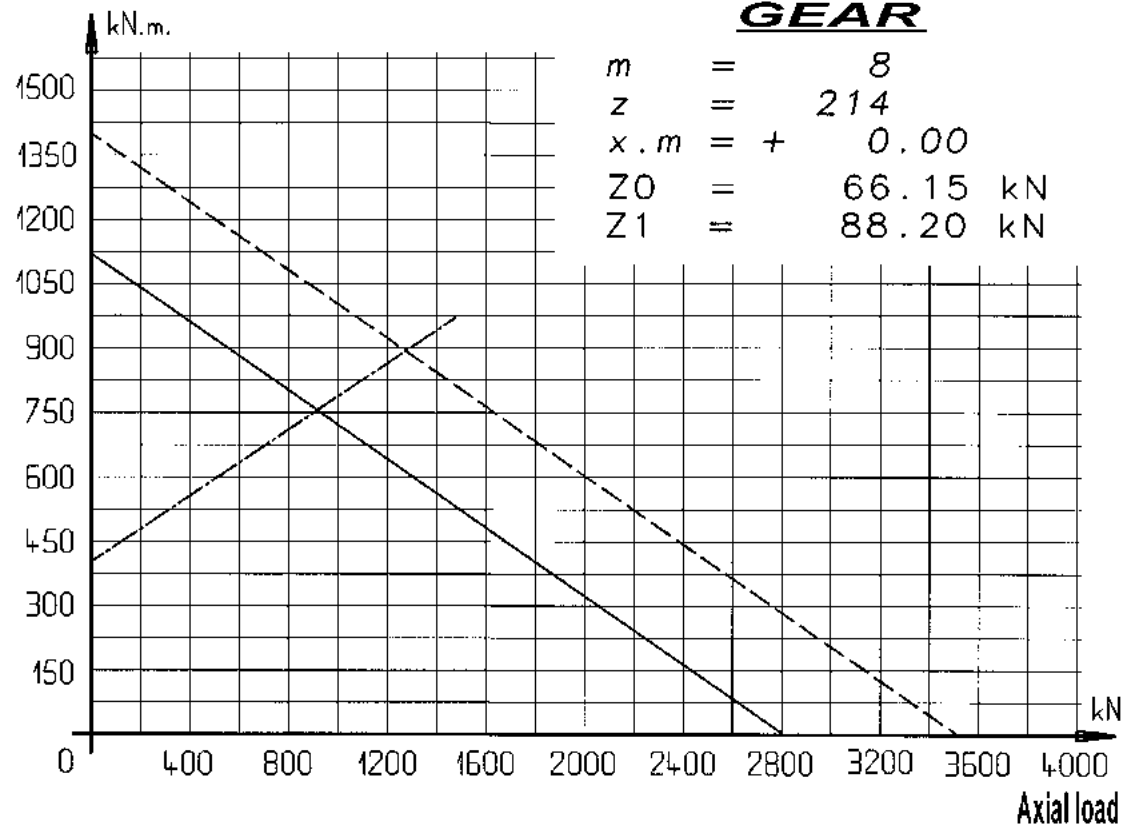
Estimated Weight : 469. kg

01-1595-00

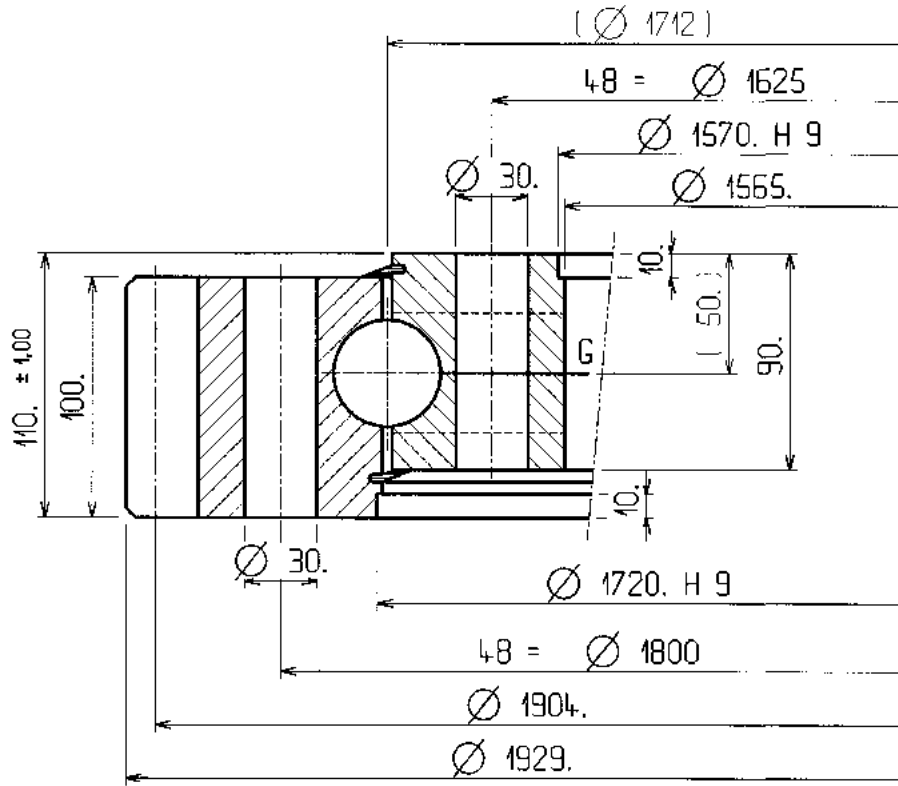


Estimated Weight : 213. kg

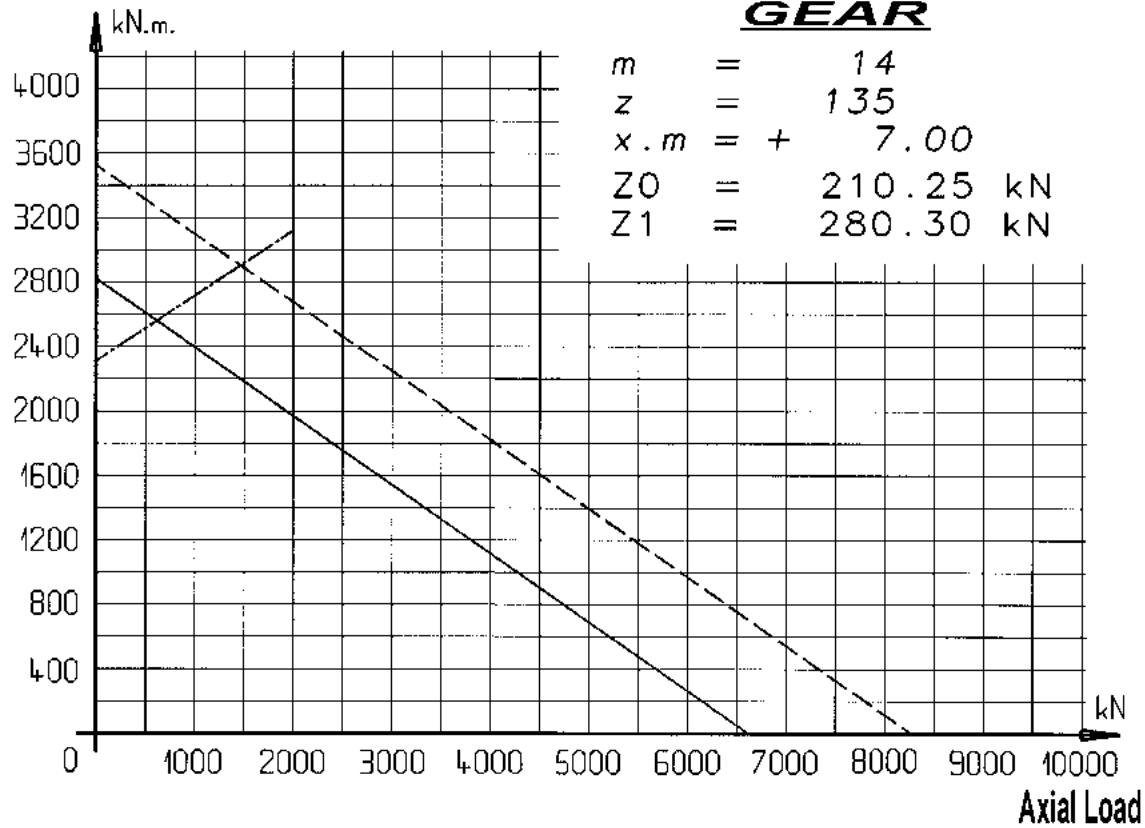
### Tilting Moment



01-1712-00



**Tilting Moment**

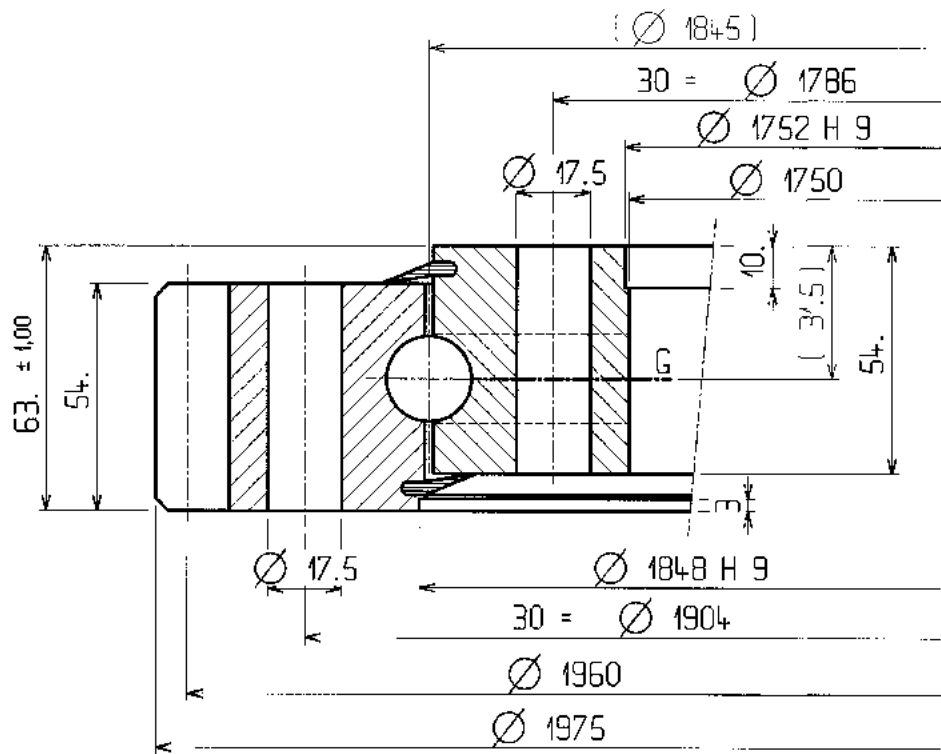


**GEAR**

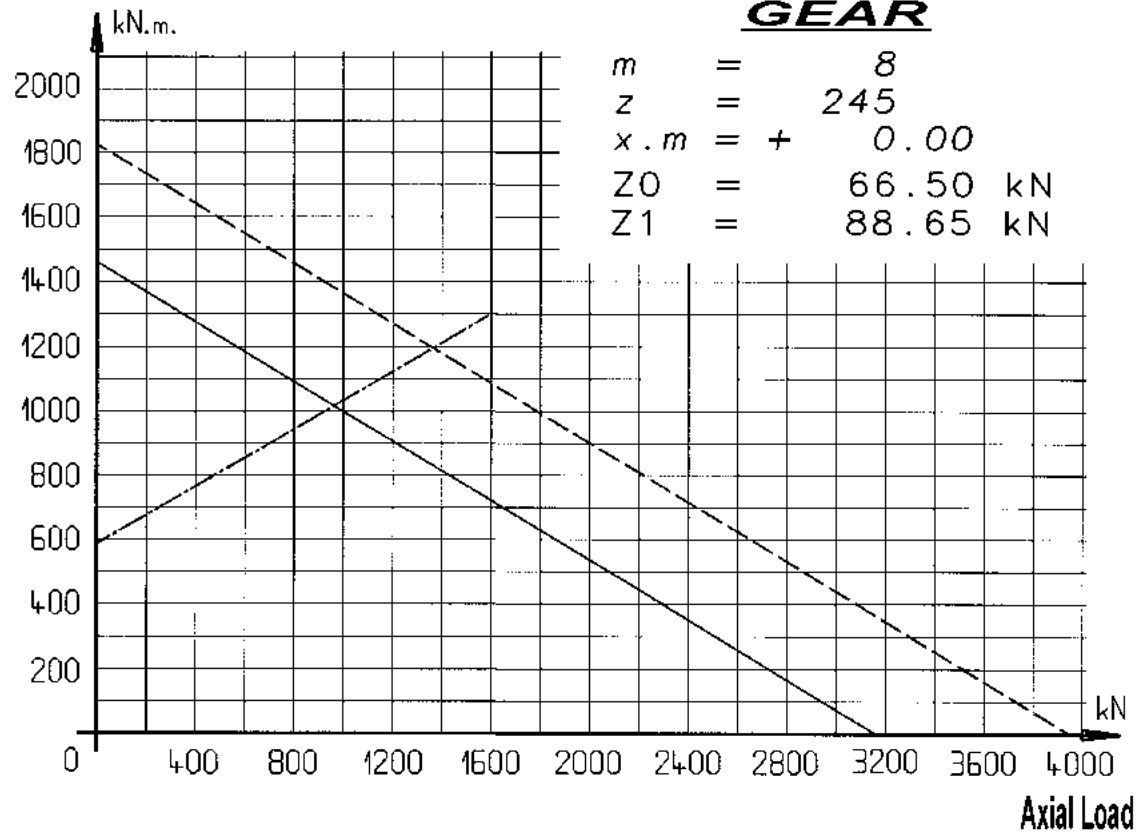
- $m = 14$
- $z = 135$
- $x.m = + 7.00$
- $Z0 = 210.25 \text{ kN}$
- $Z1 = 280.30 \text{ kN}$

Estimated Weight : 617. kg

01-1845-02

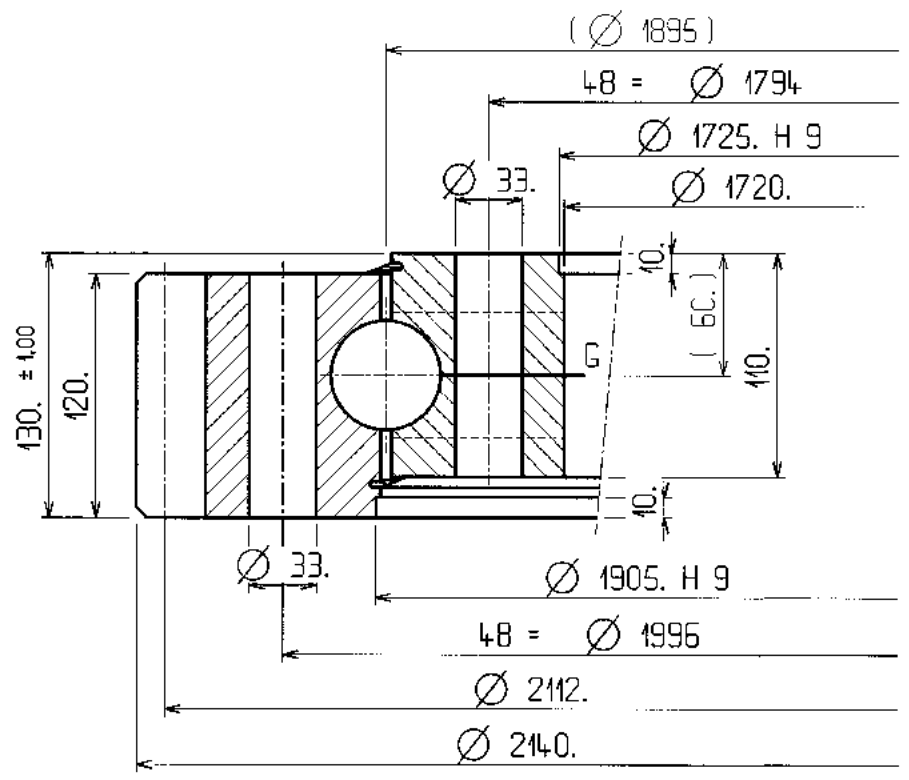


### Tilting Moment

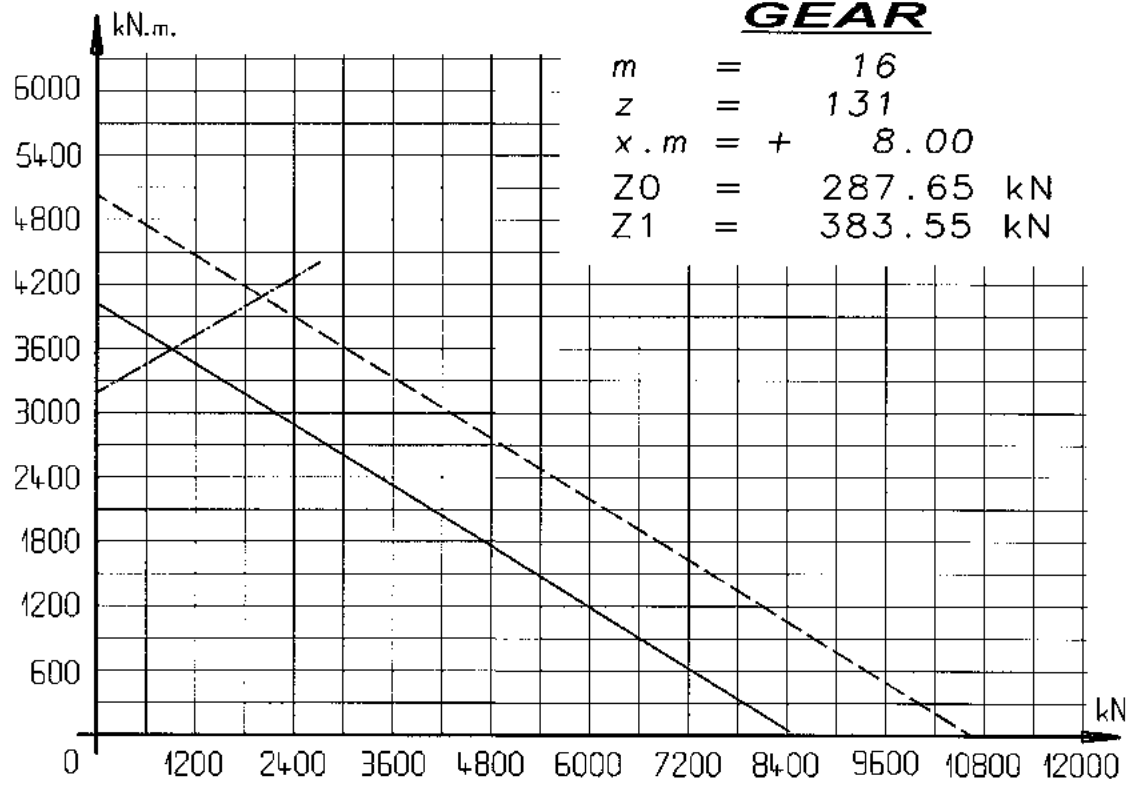


Estimated Weight : 244. kg

01-1895-00



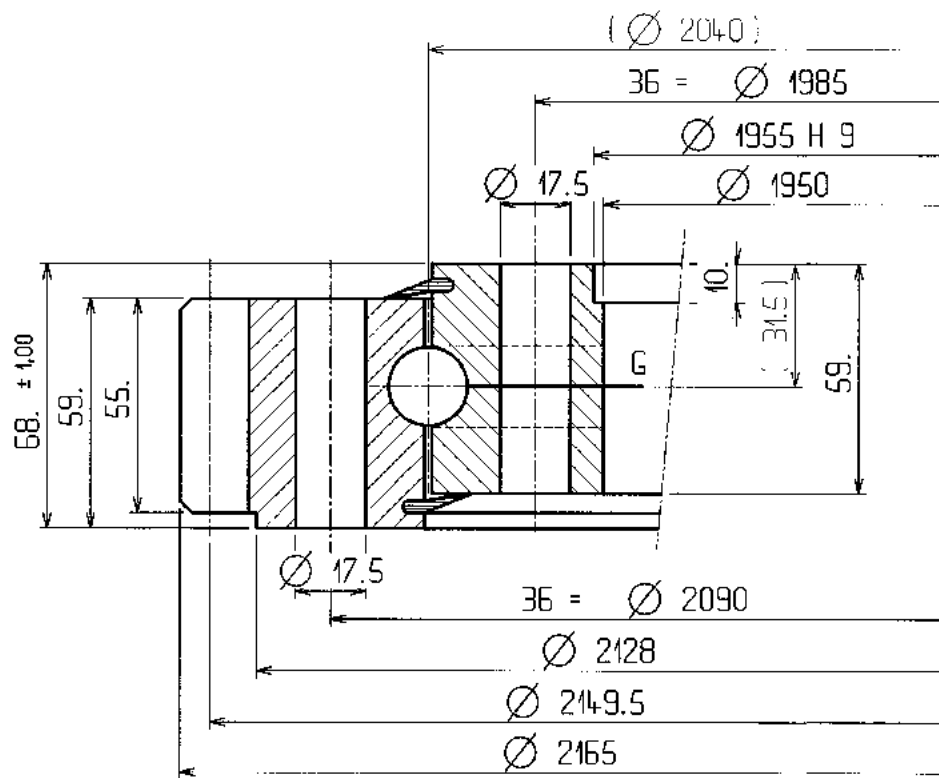
**Tilting  
Moment**



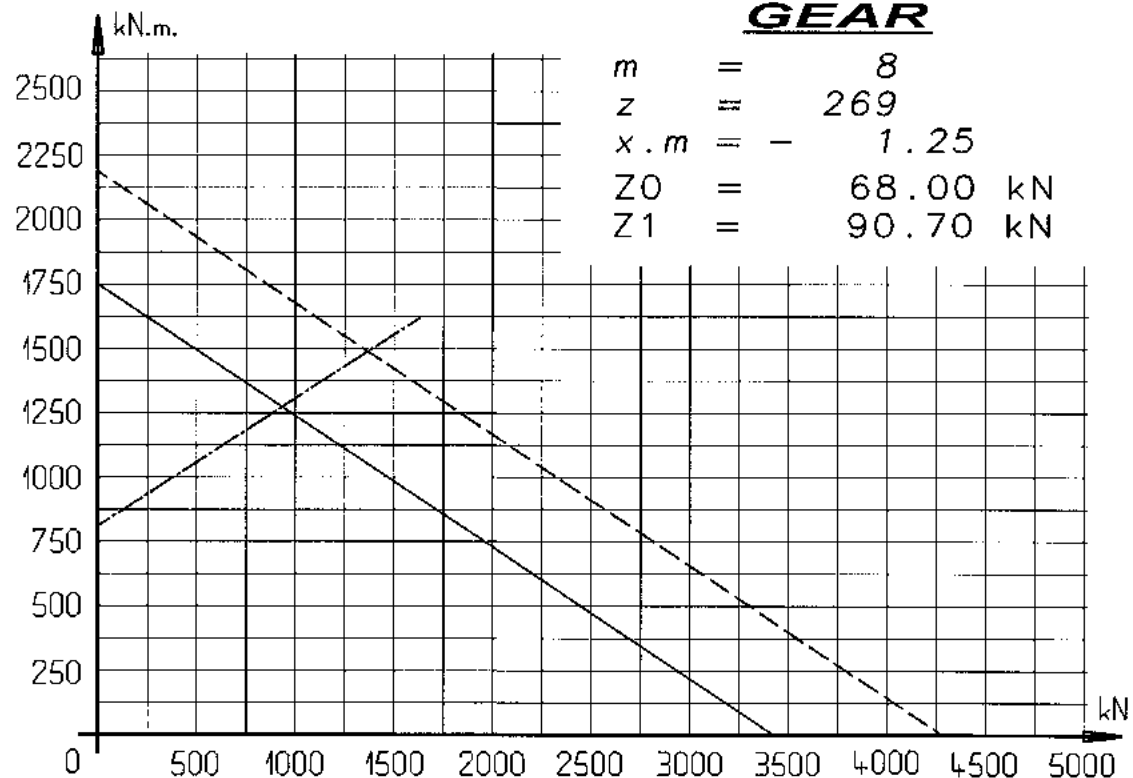
Estimated Weight : 953. kg



01-2040-03

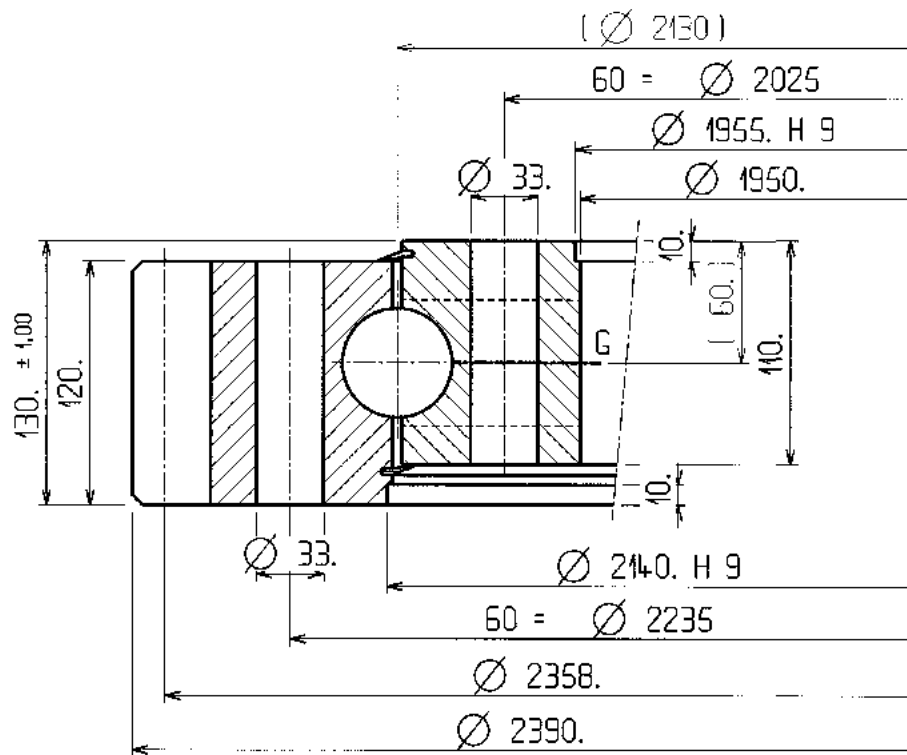


Tilting  
Moment

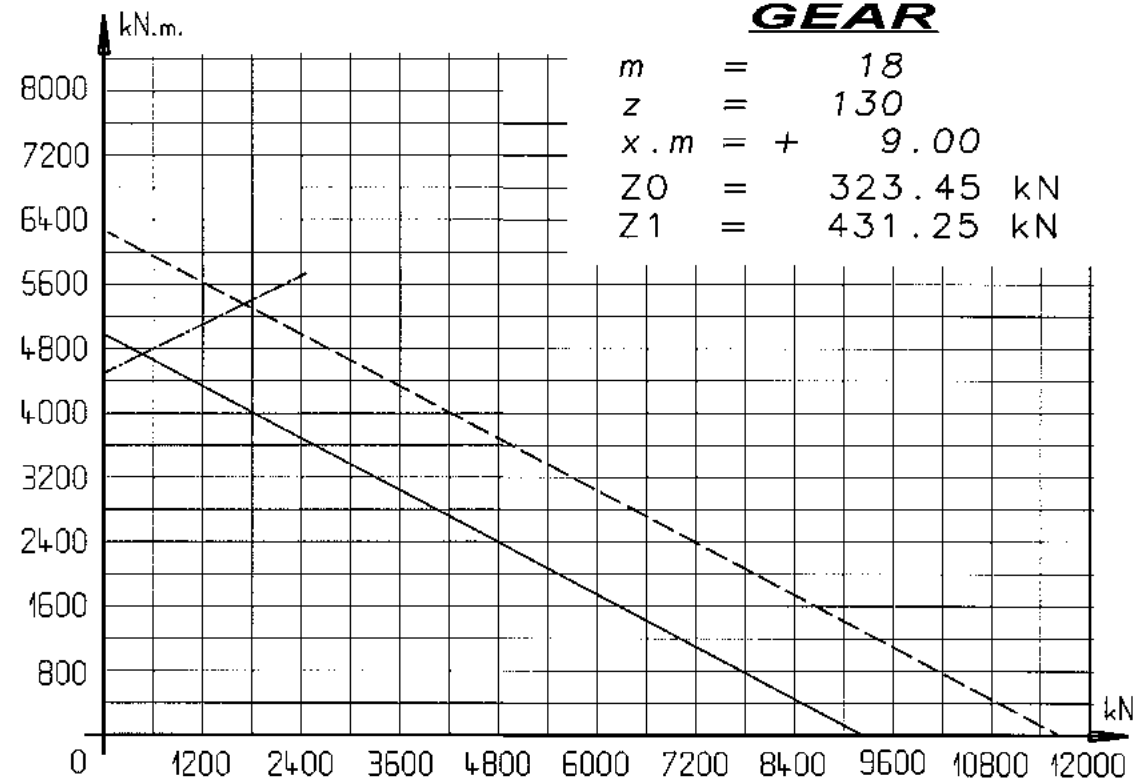


Estimated Weight : 278. kg

01-2130-00



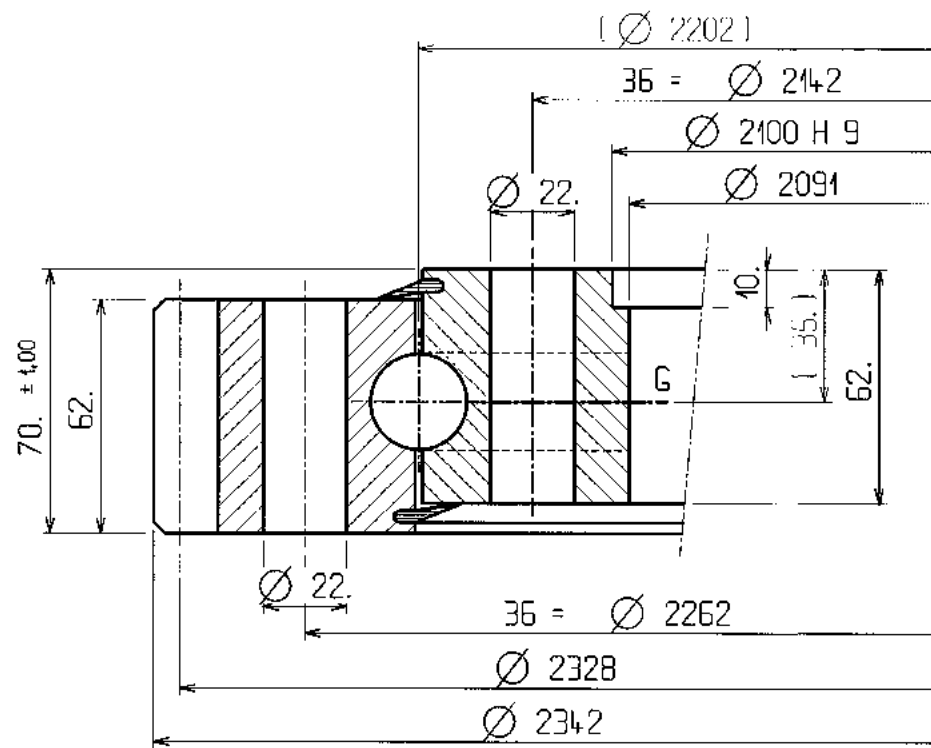
Tilting  
Moment



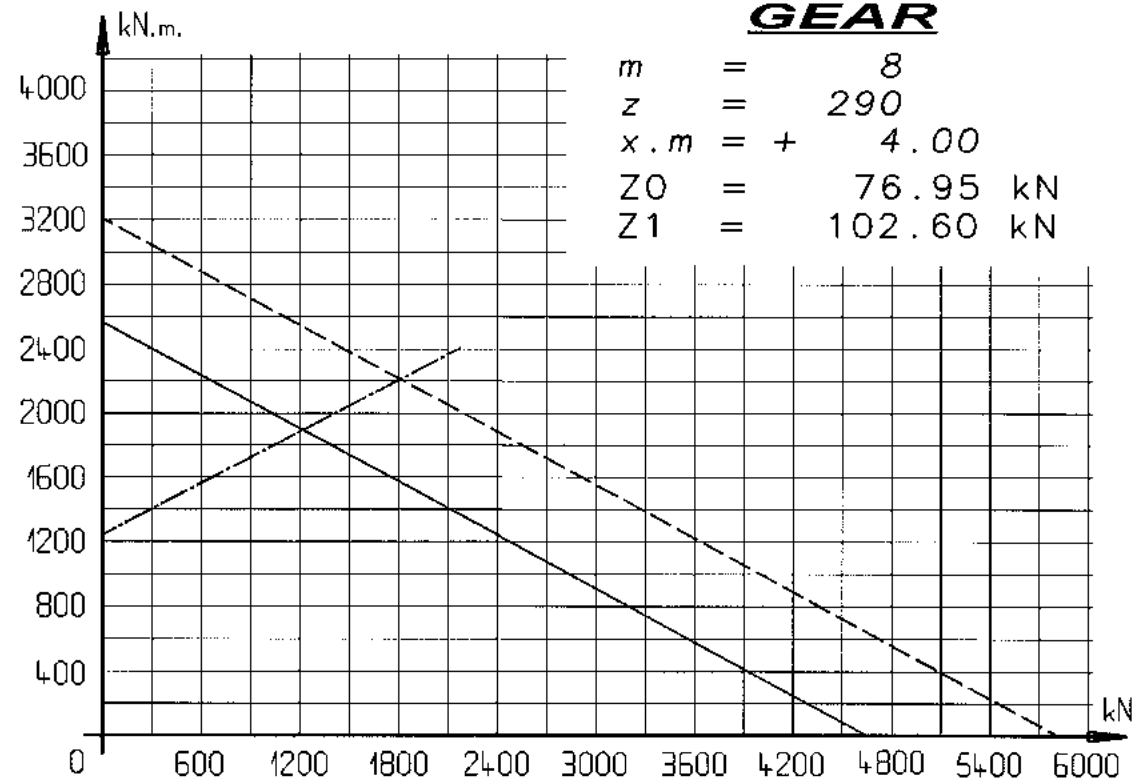
Estimated Weight : 1111. kg

Axial Load

01-2202-00

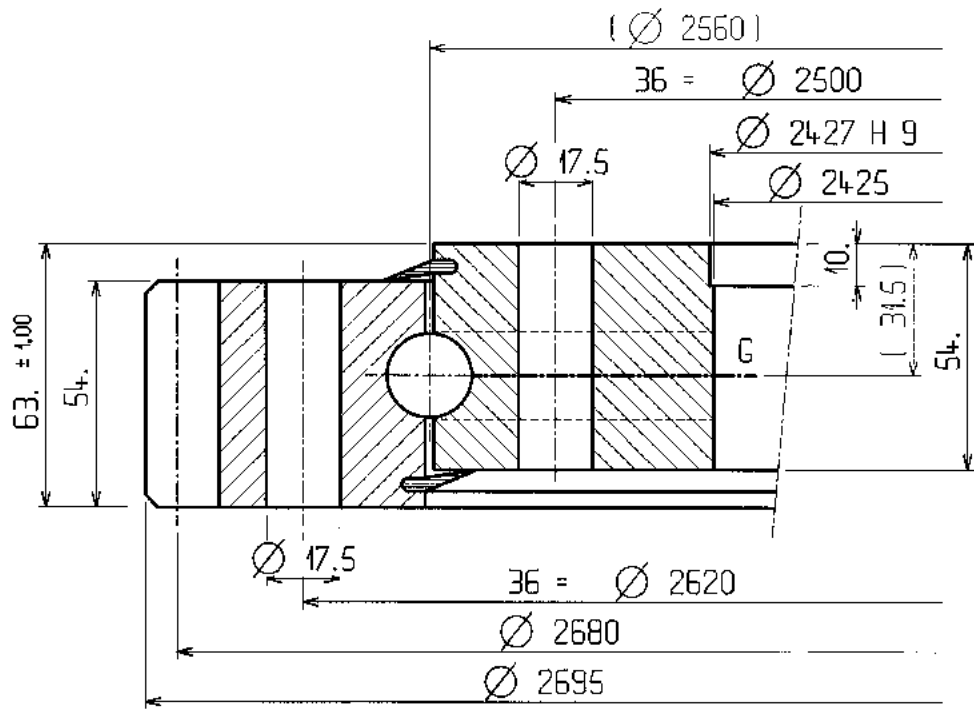


**Tilting Moment**

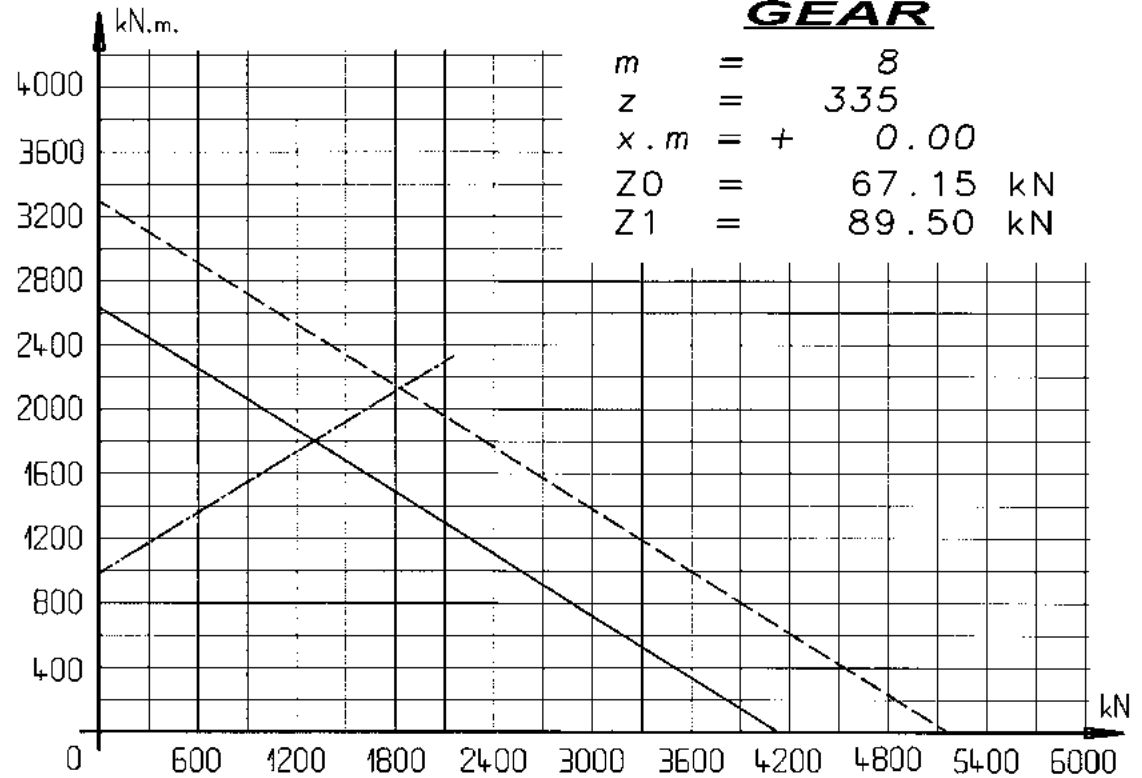


Estimated Weight : 373. kg

01-2560-01

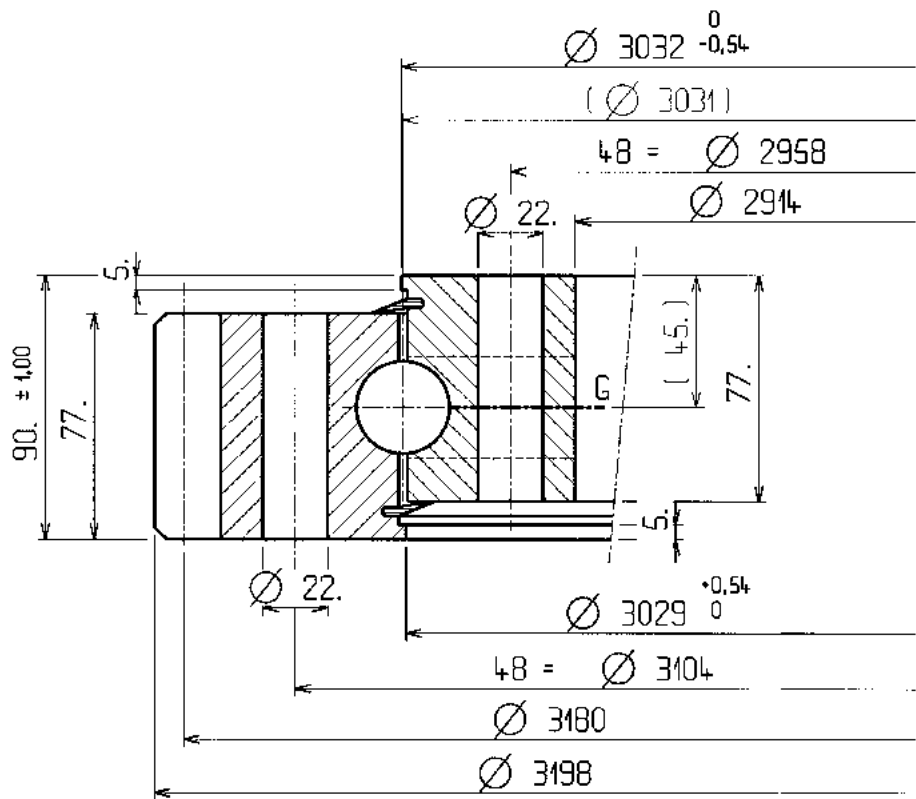


Tilting Moment



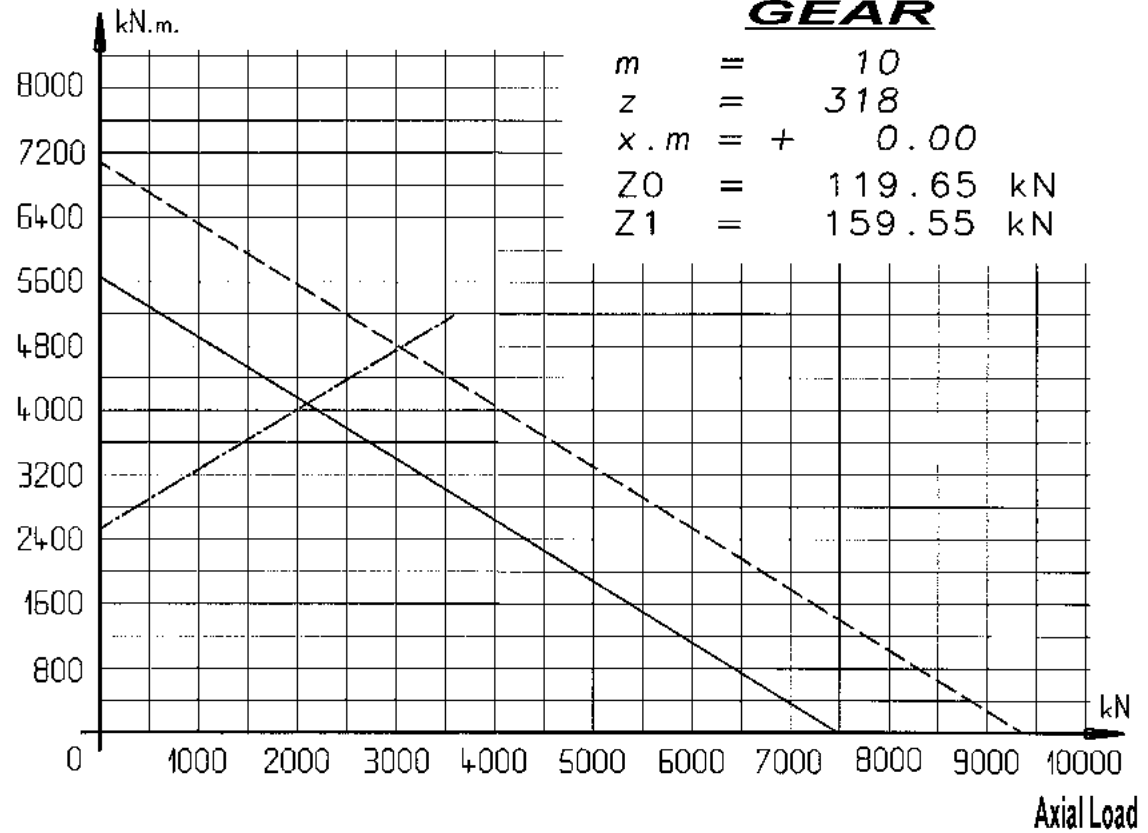
Estimated Weight : 411. kg

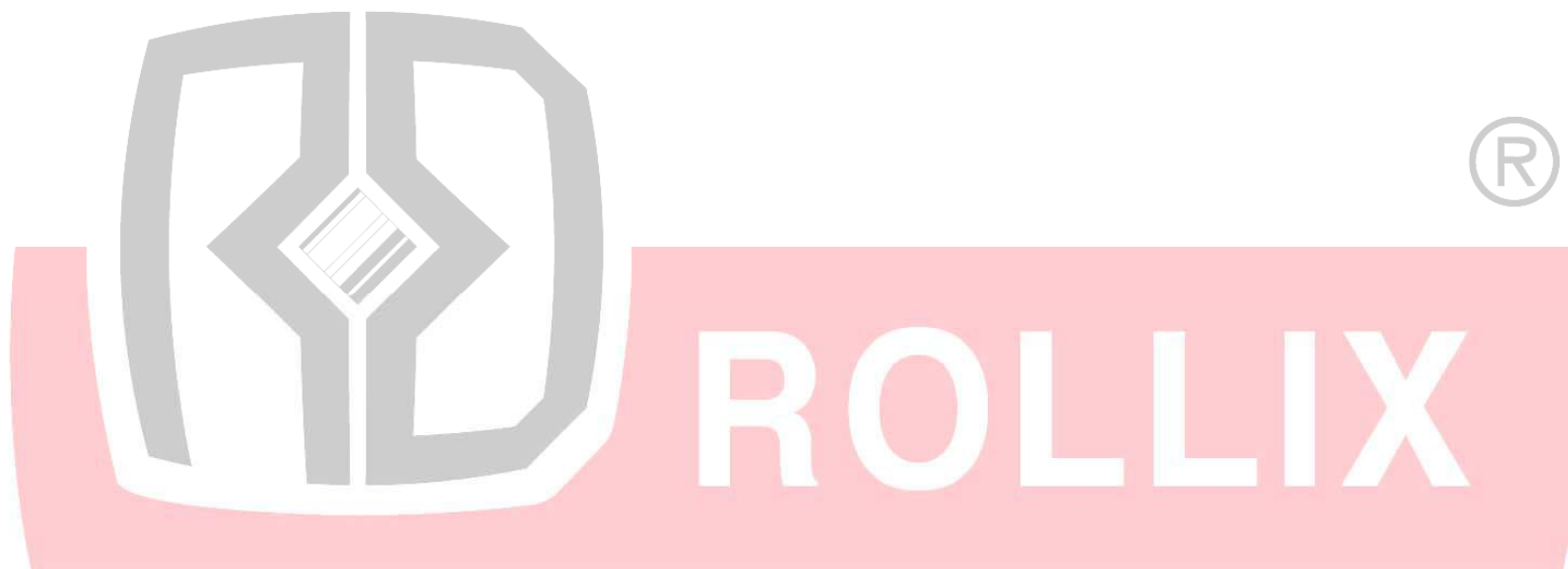
01-3031-00



Estimated Weight : 716. kg

Tilting Moment

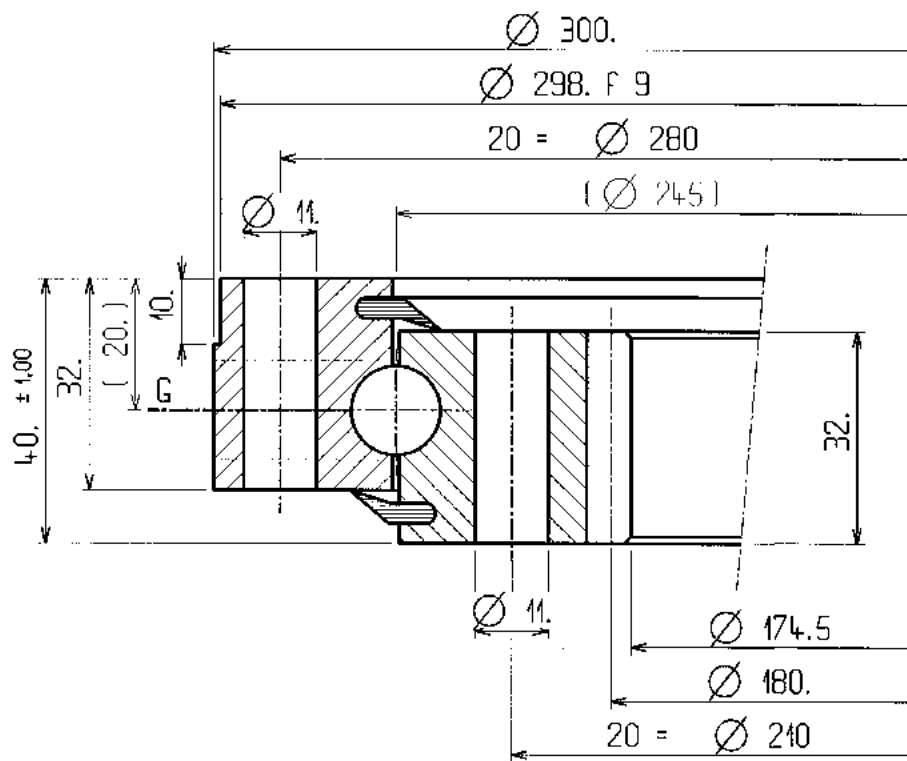




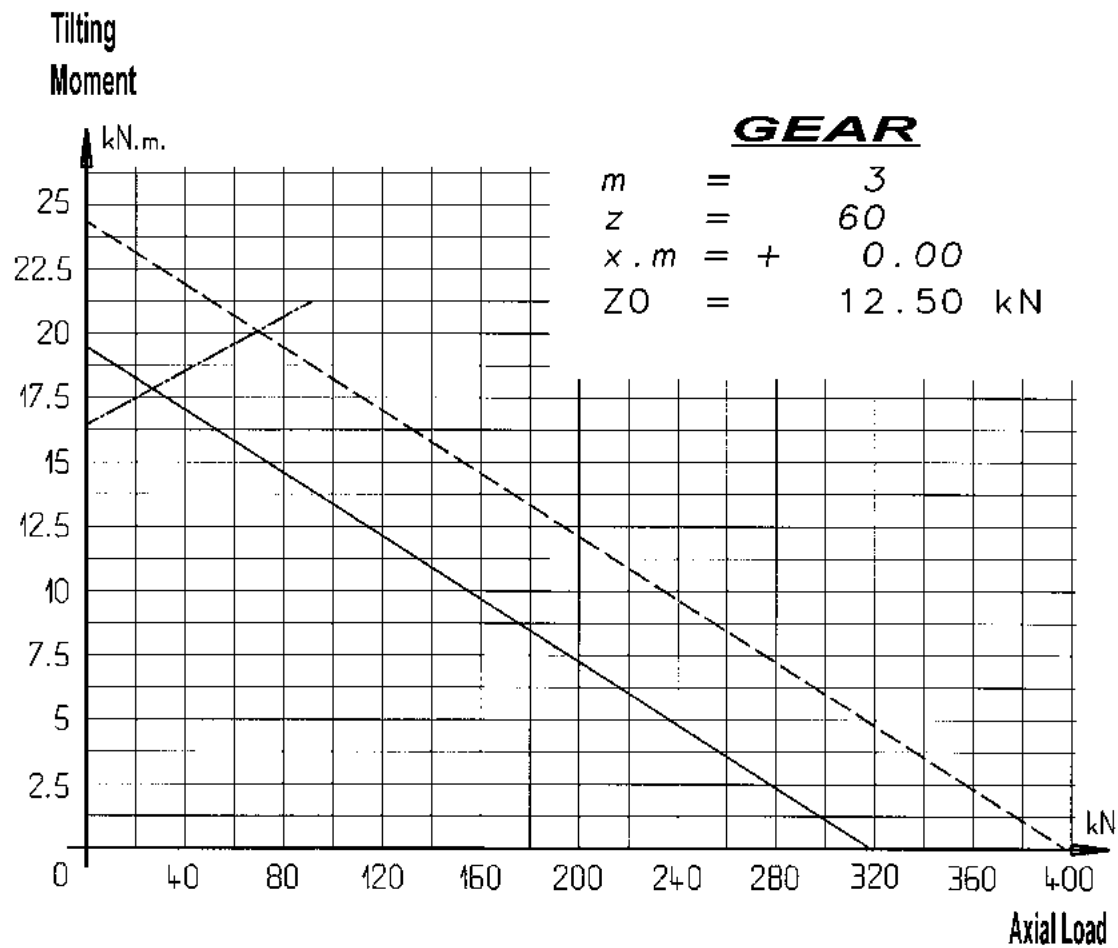
Balls Internal Gear

CODE **02**

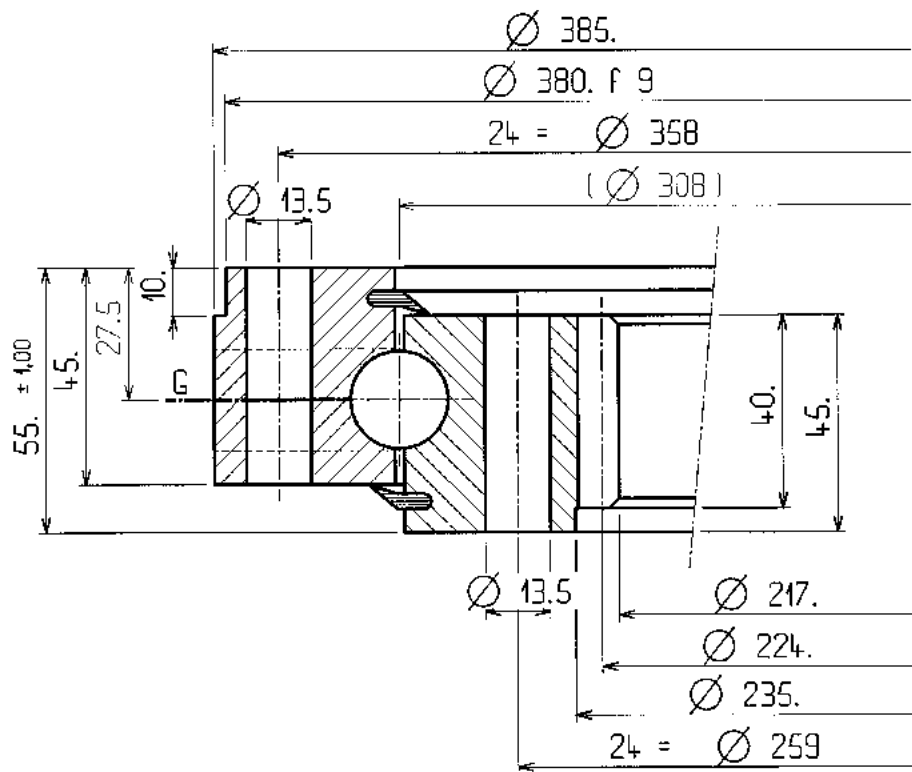
02-0245-00



Estimated Weight : 10. kg

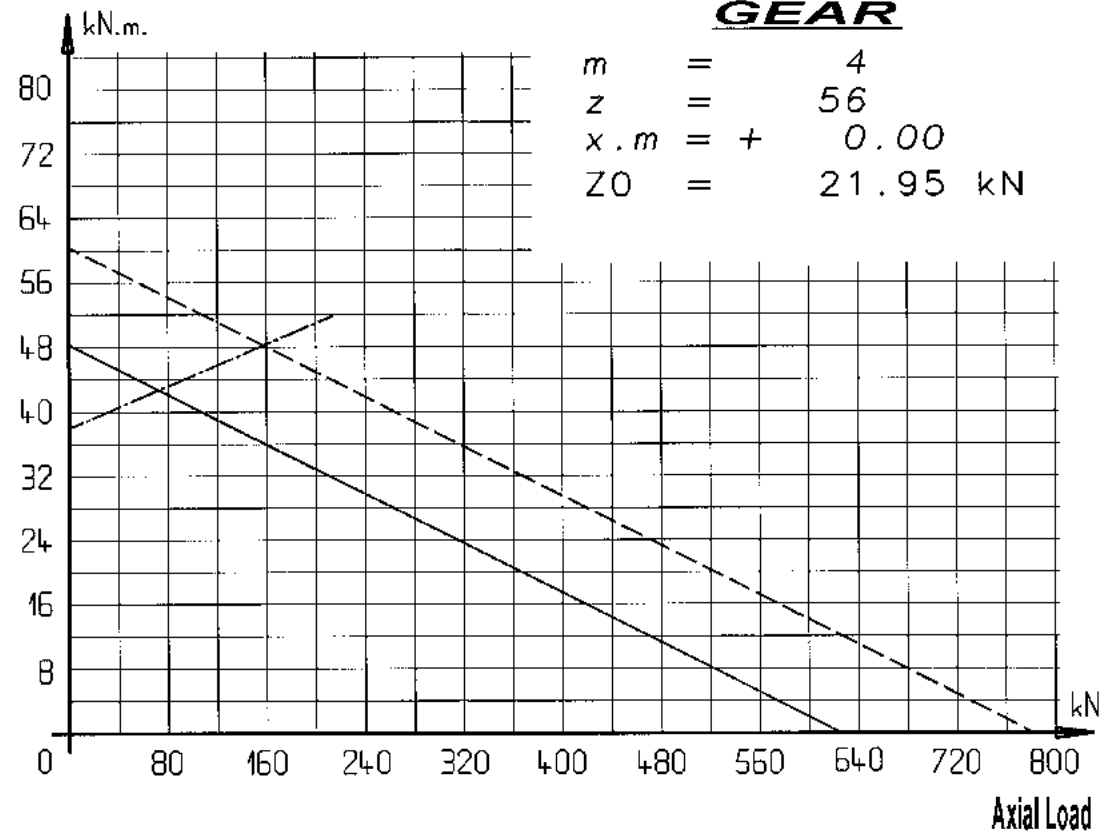


02-0308-01



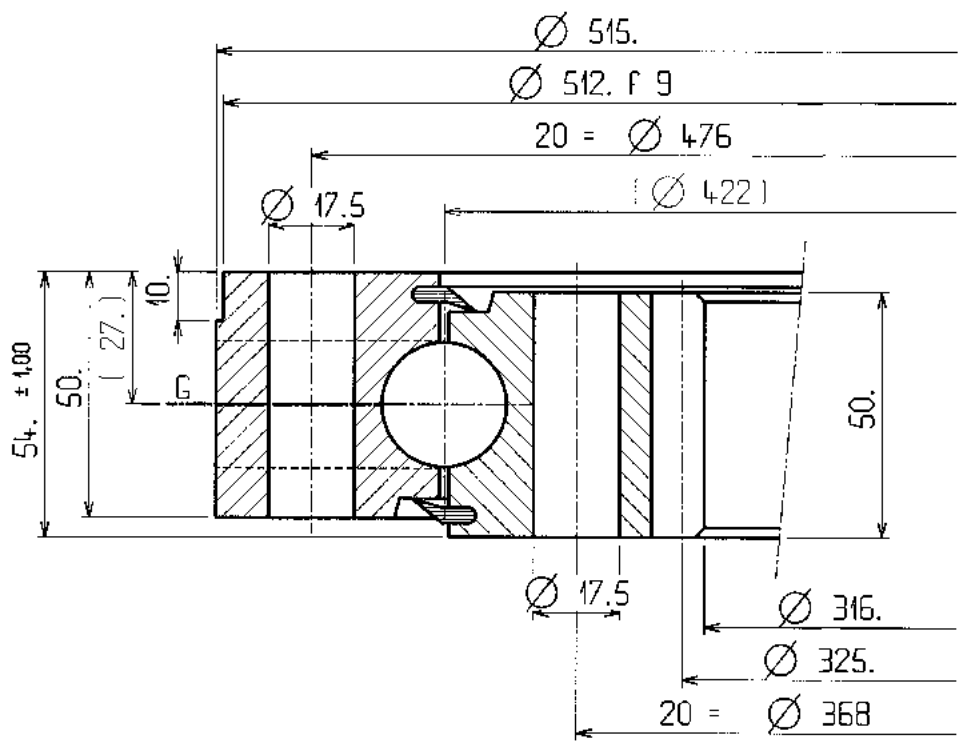
Estimated Weight : 24. kg

### Tilting Moment



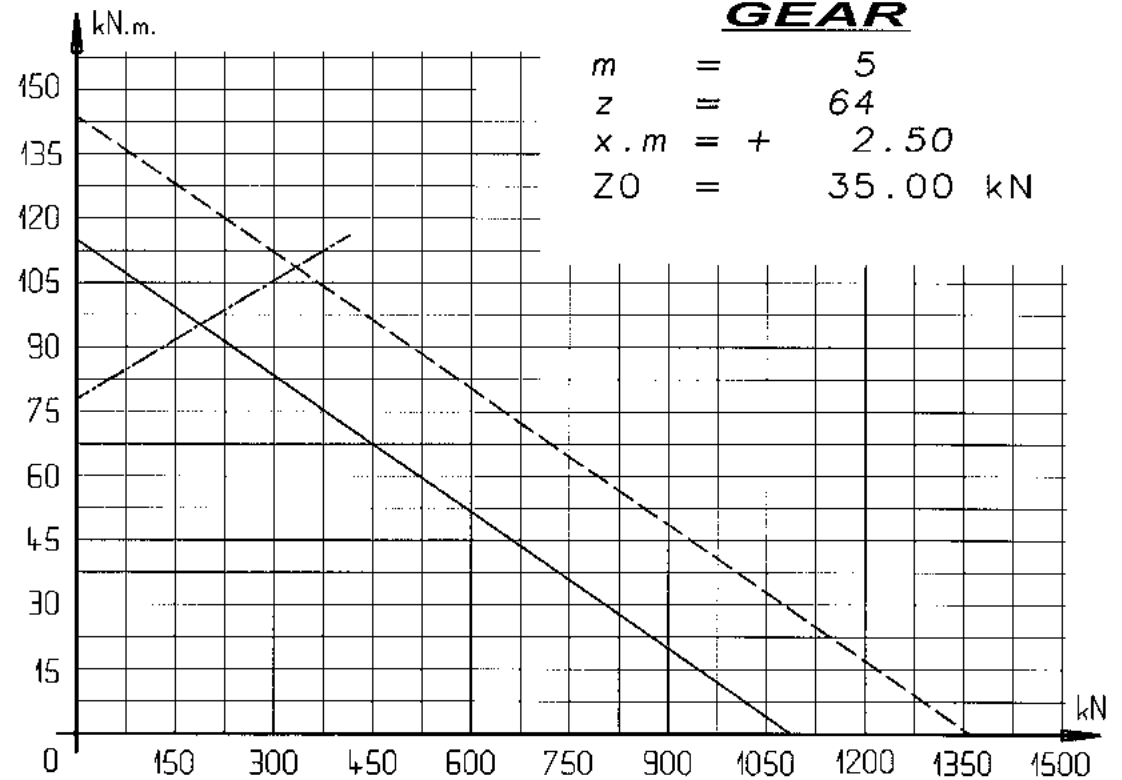


02-0422-00



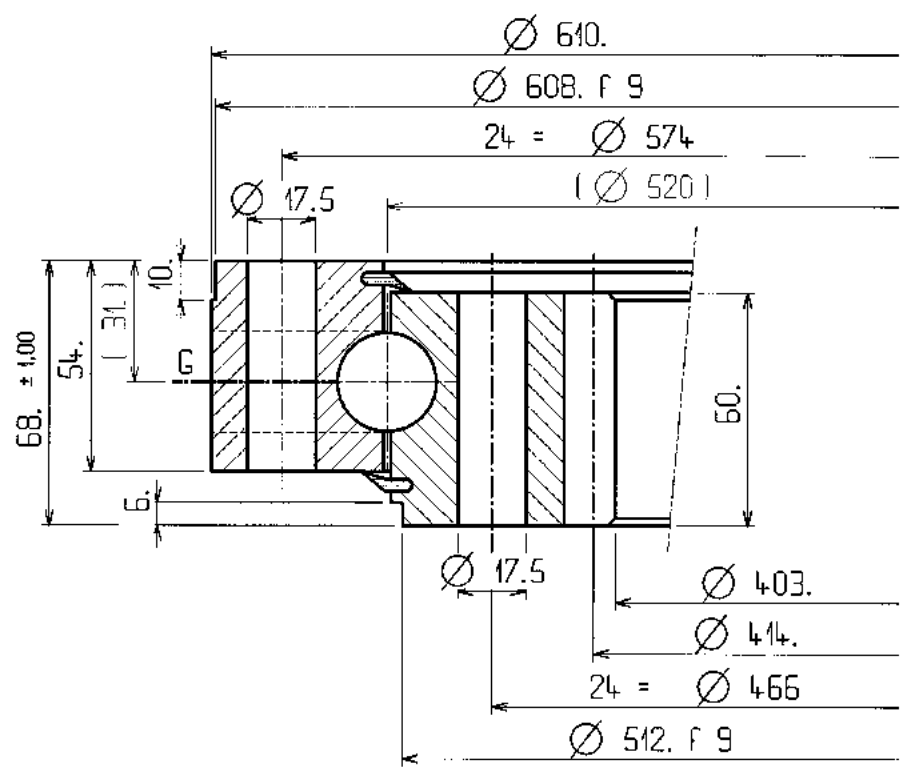
Estimated Weight : 44. kg

Tilting Moment

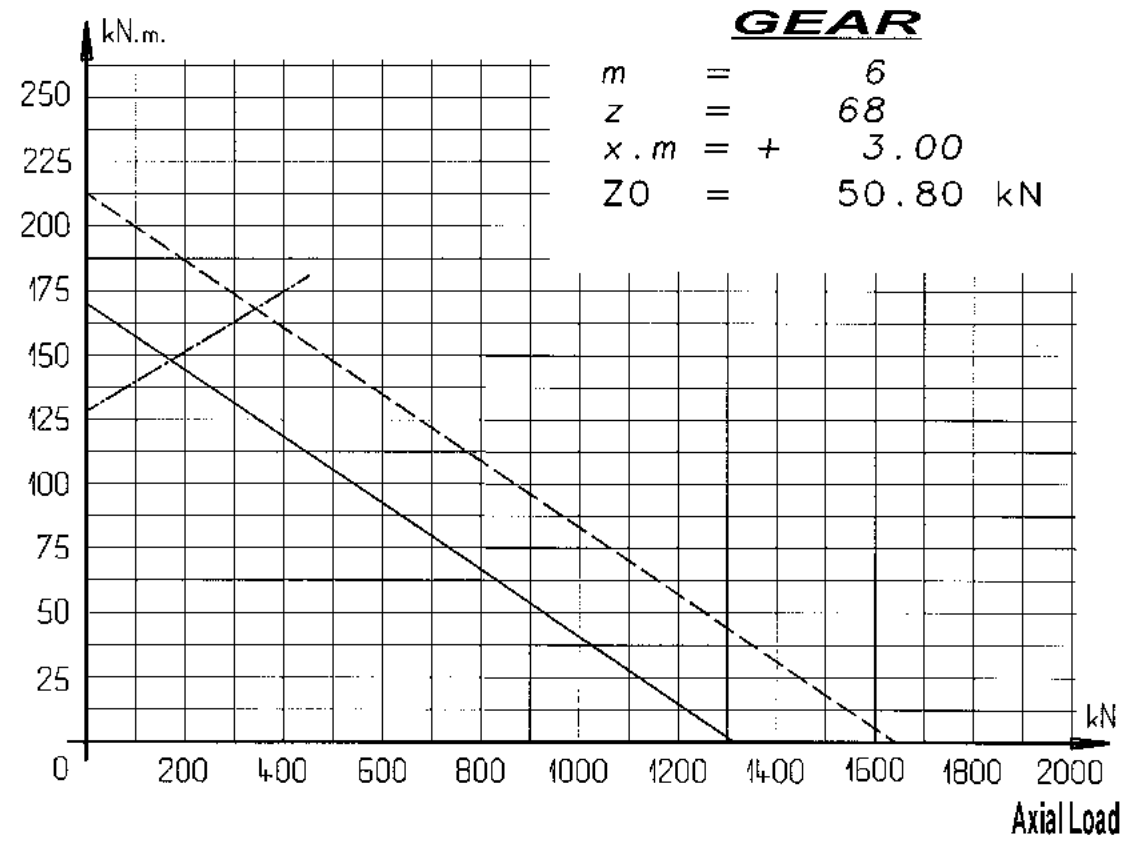


Axial Load

02-0520-00

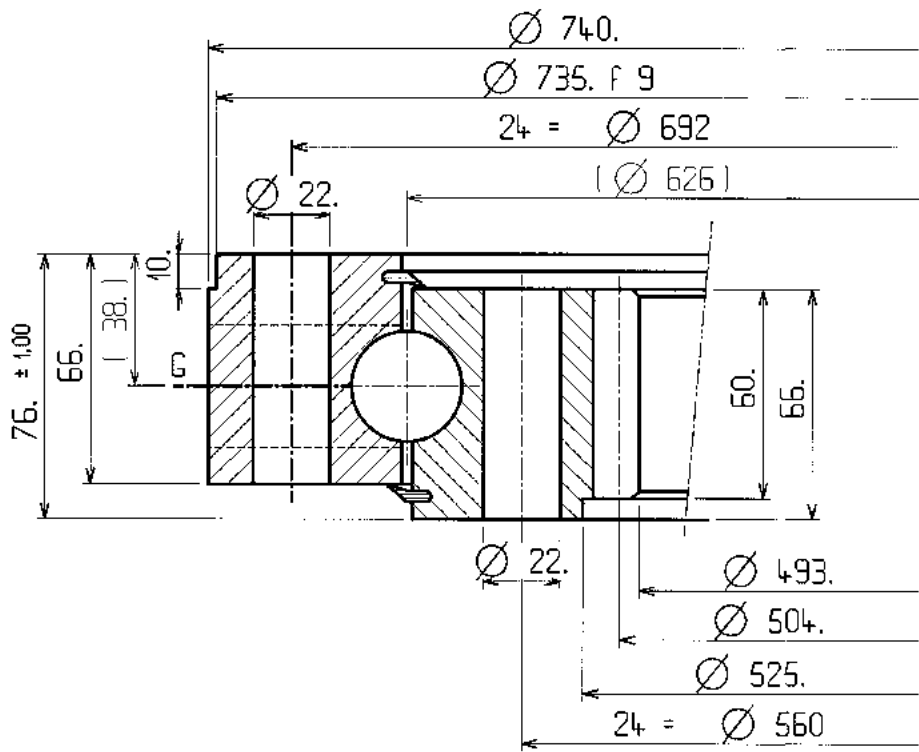


Tilting  
Moment

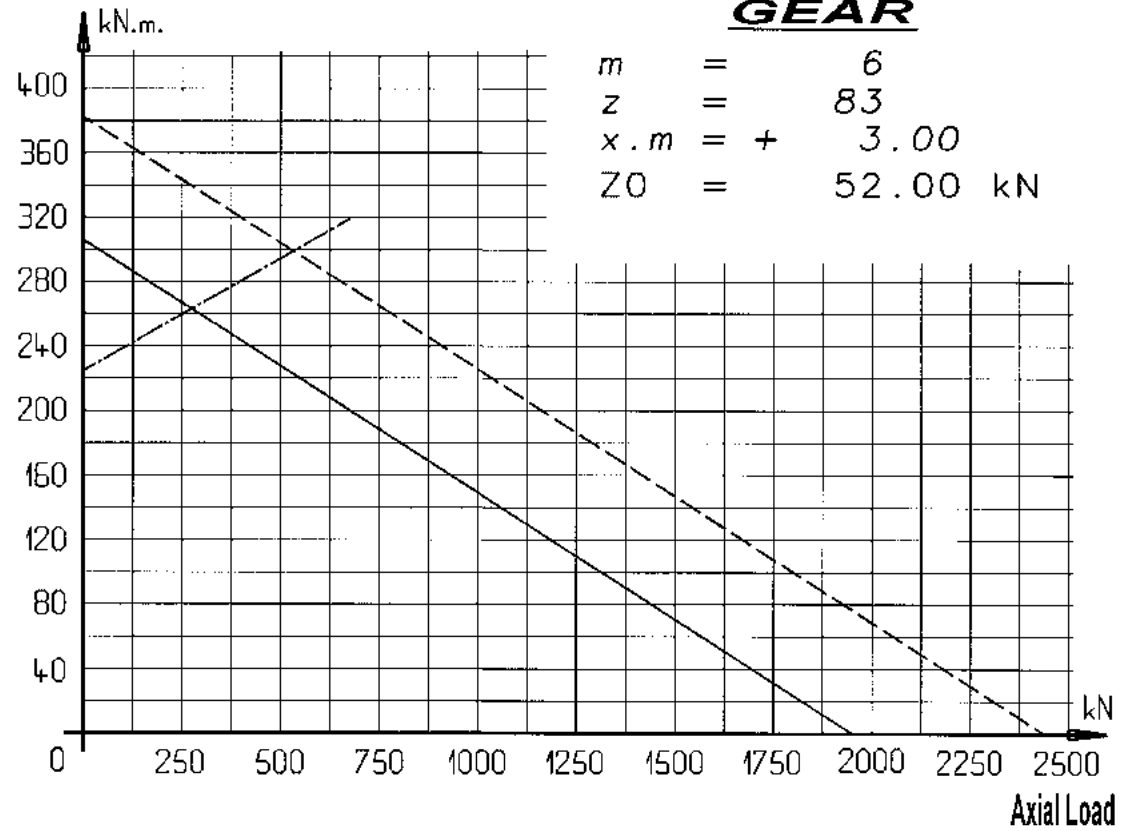


Estimated Weight : 63. kg

02-0626-01

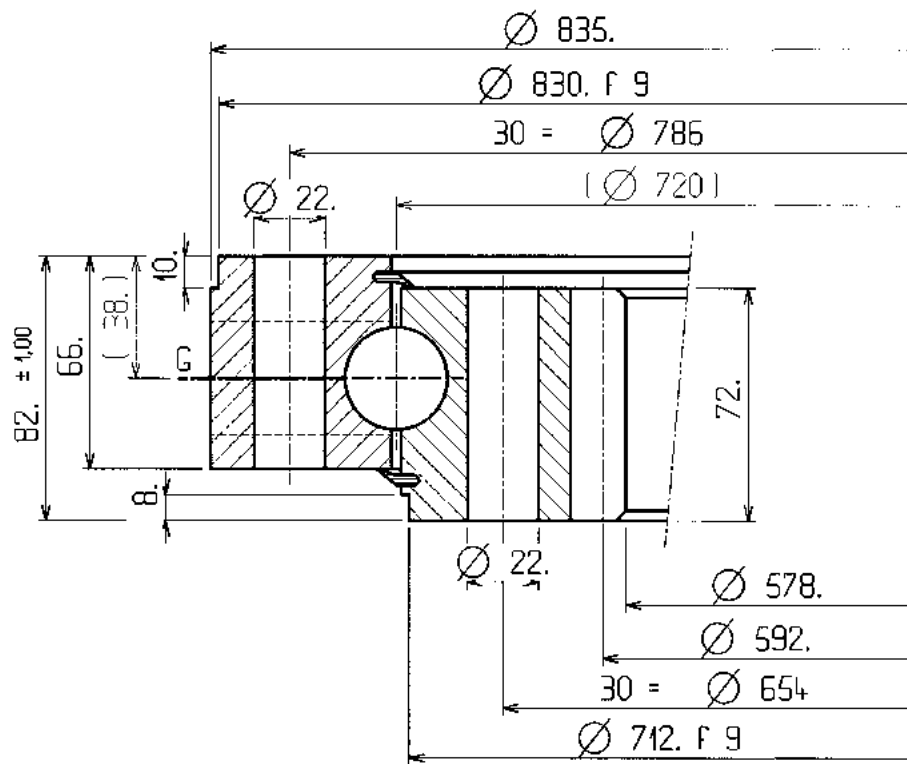


Tilting  
Moment



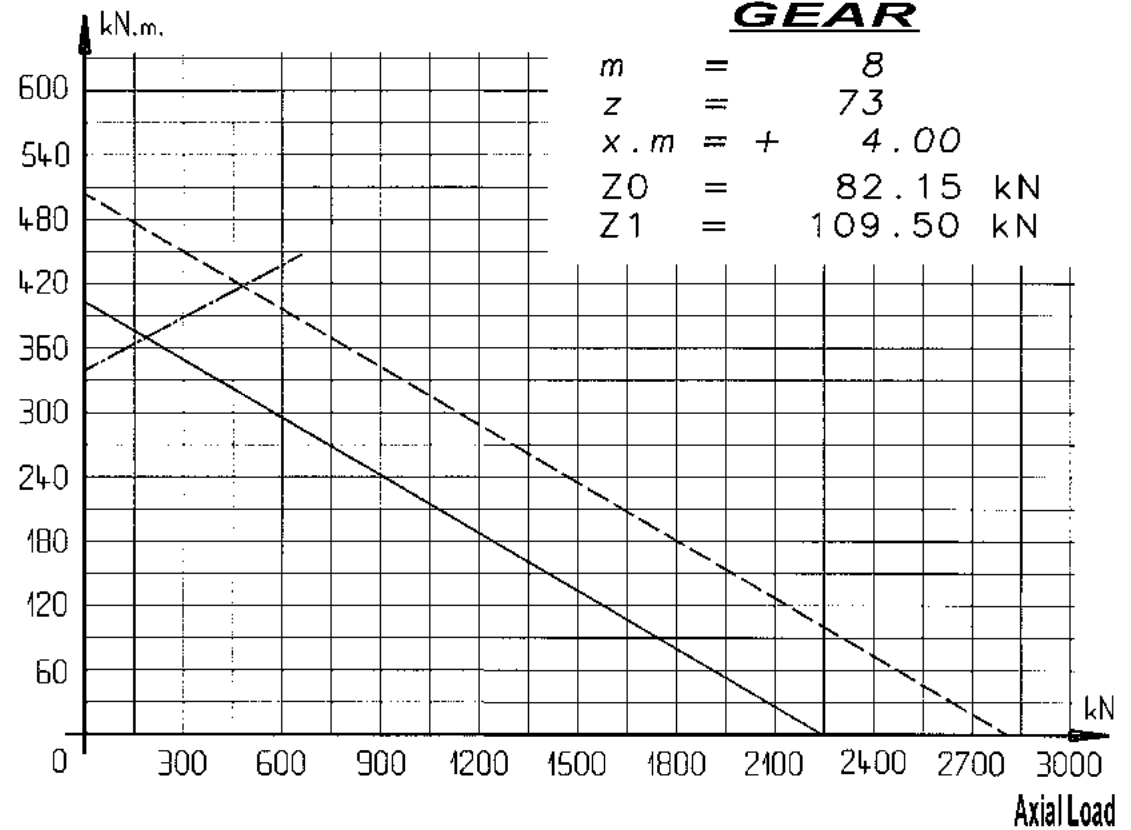
Estimated Weight : 105. kg

02-0720-02

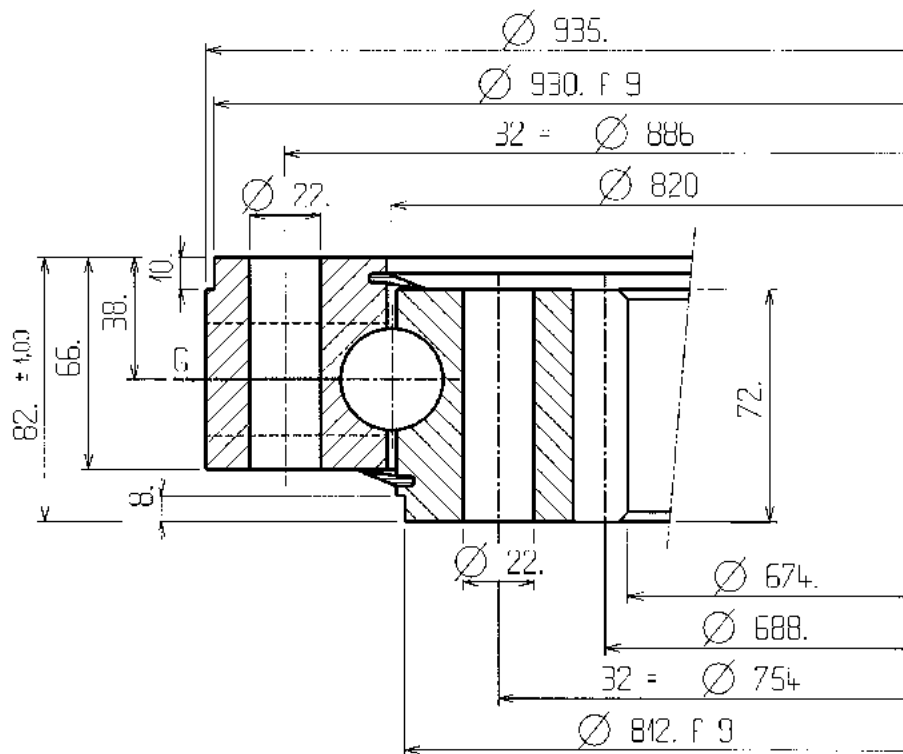


Estimated Weight : 130. kg

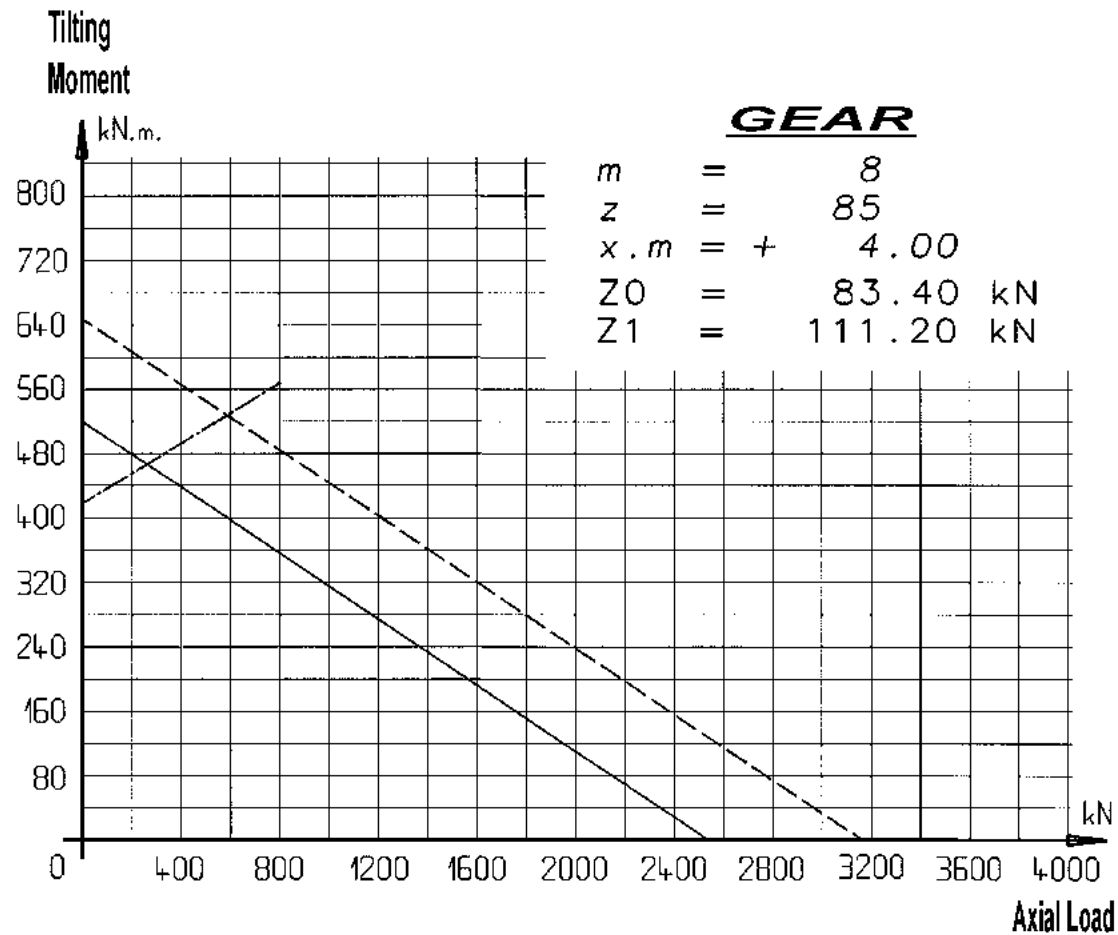
Tilting  
Moment



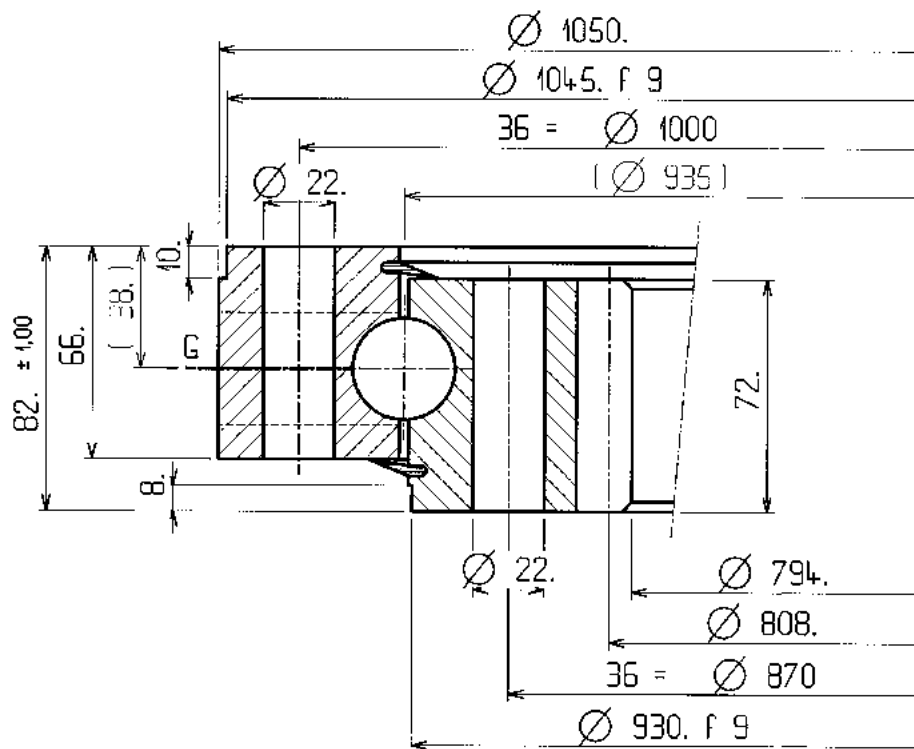
02-0820-00



Estimated Weight : 150. kg

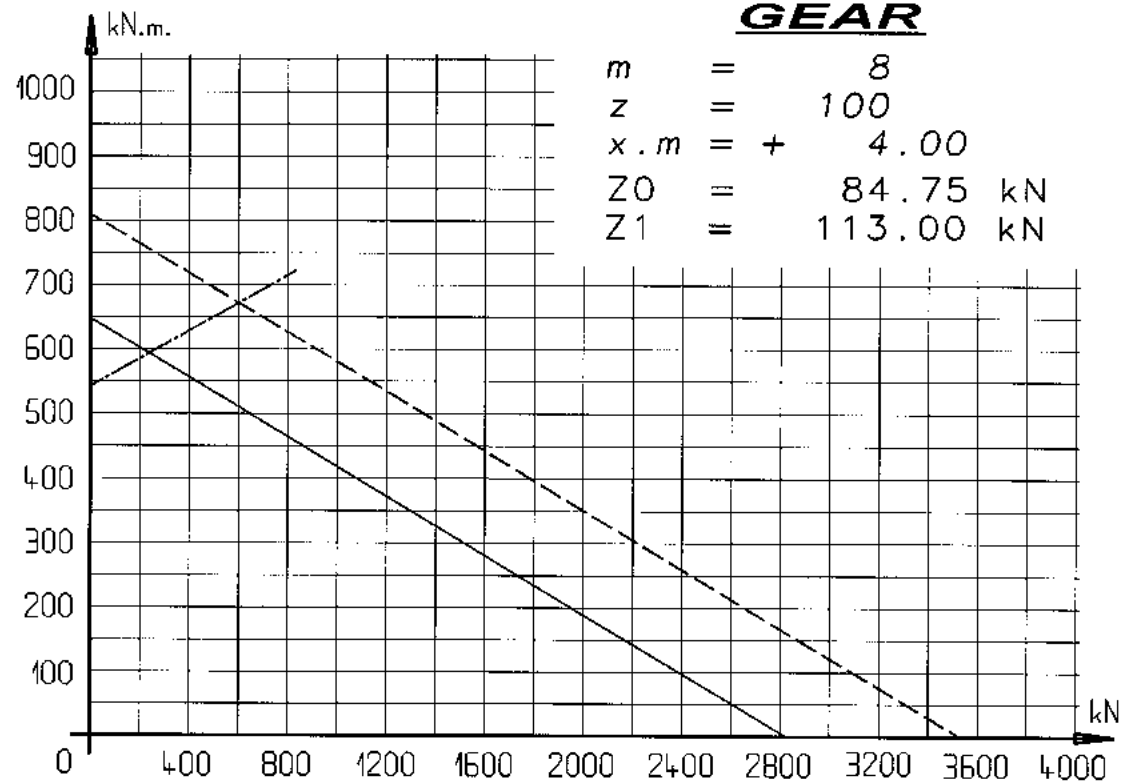


02-0935-00



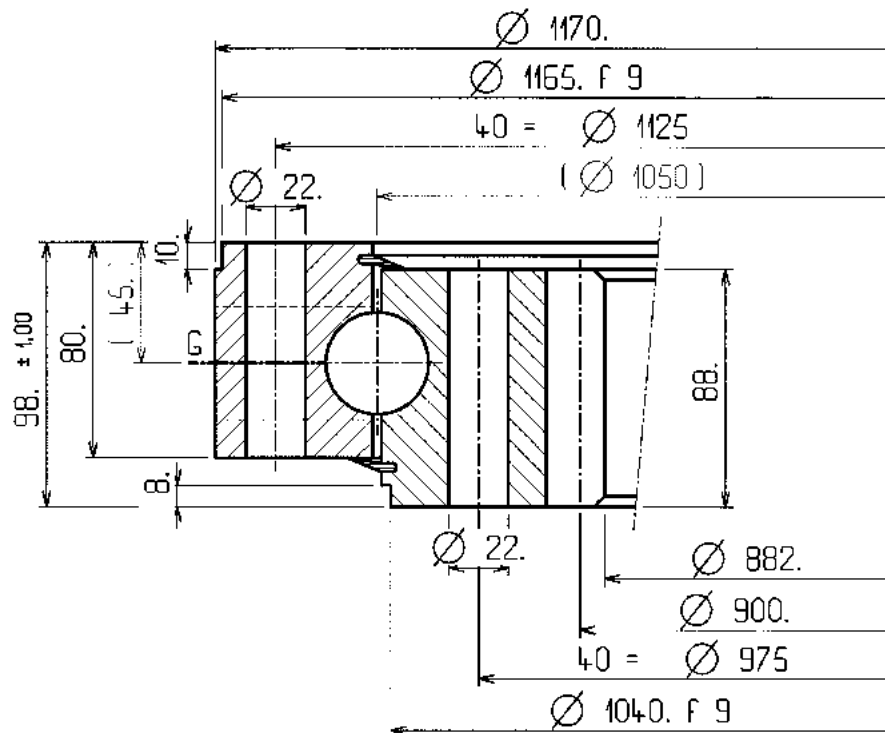
Estimated Weight : 168. kg

Tilting Moment



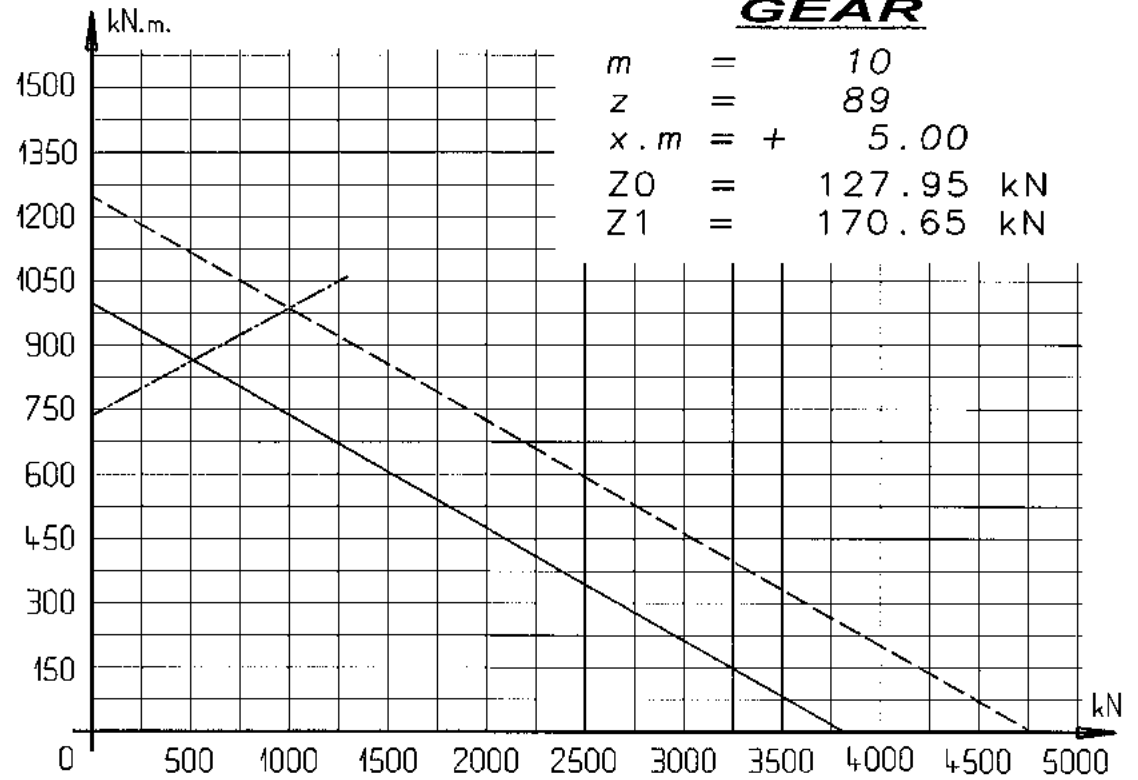
Axial Load

02-1050-00



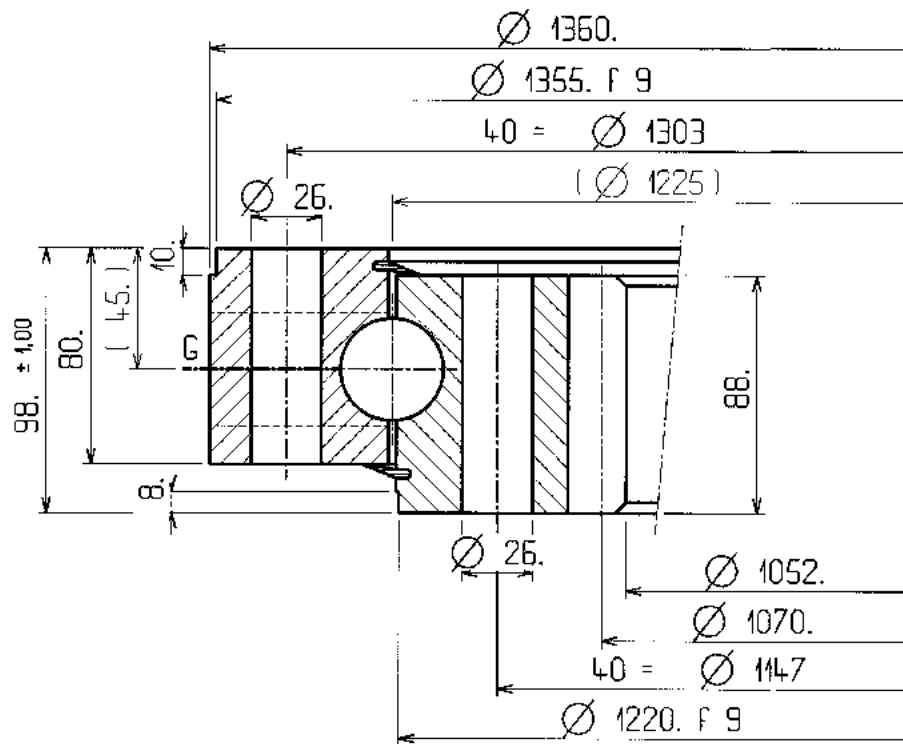
Estimated Weight : 258. kg

Tilting  
Moment

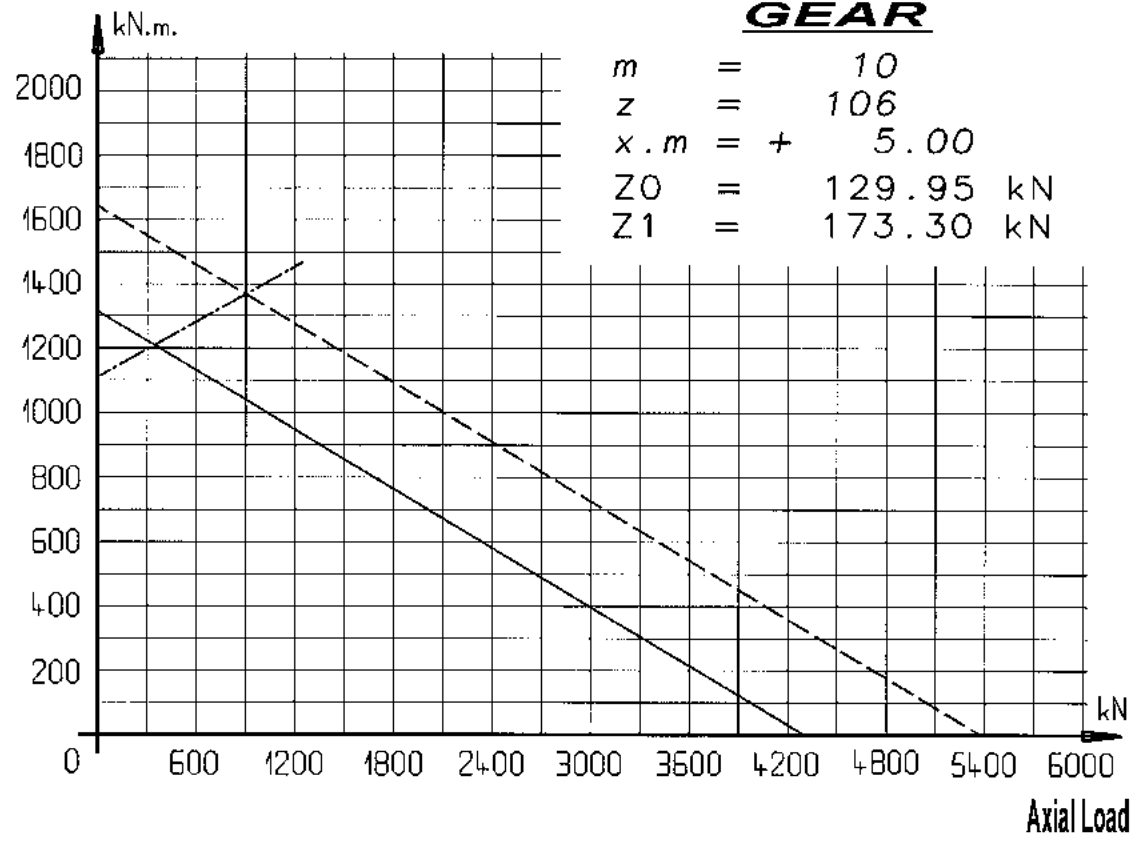


Axial Load

02-1225-00



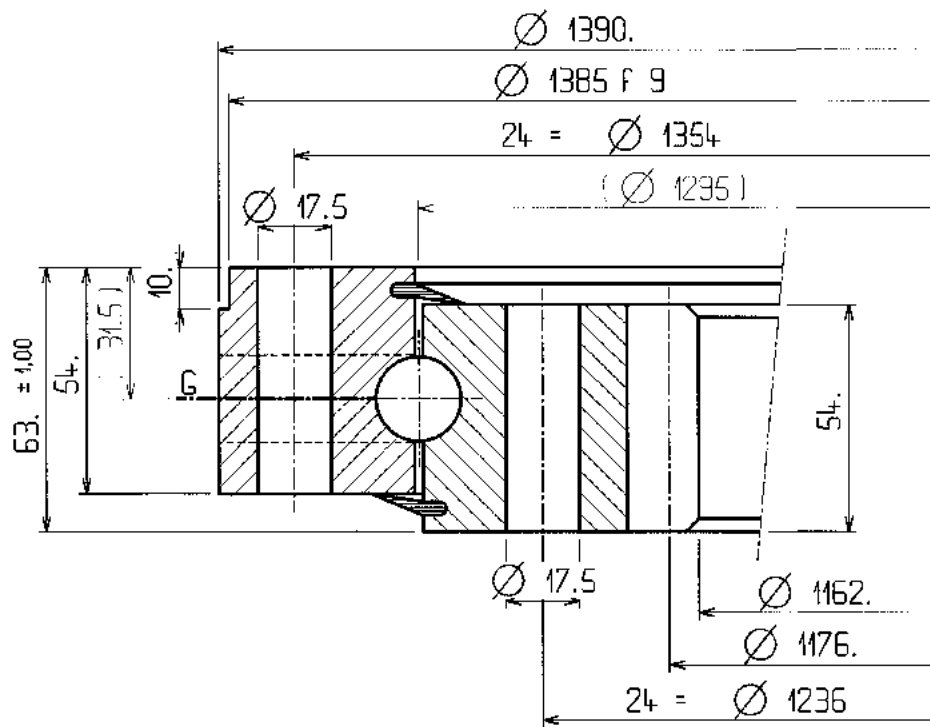
Tilting Moment



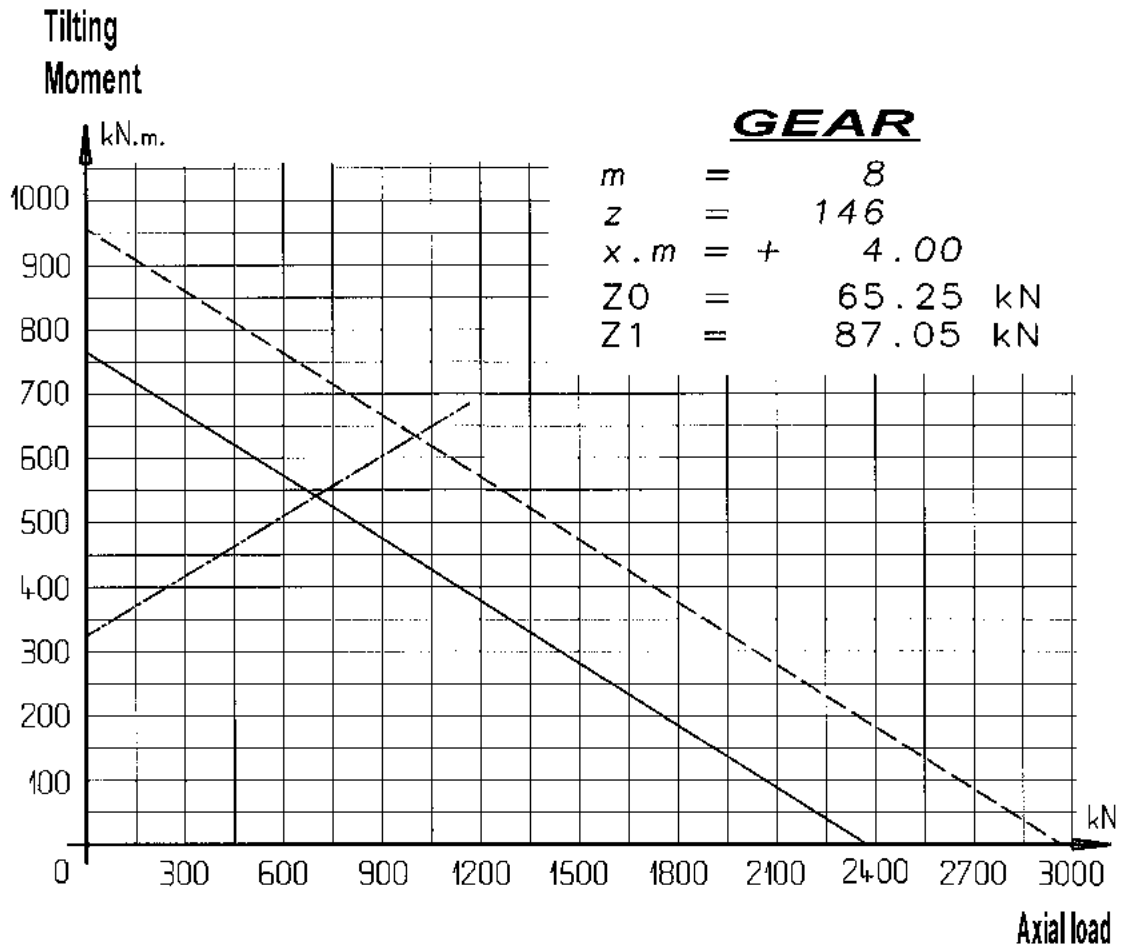
Estimated Weight : 321. kg



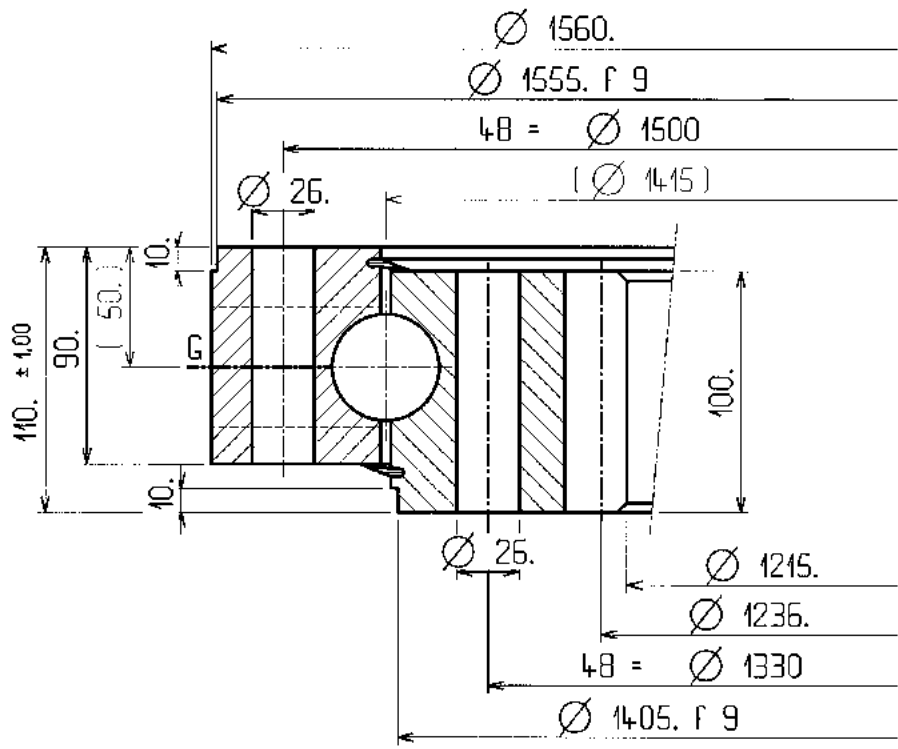
02-1295-00



Estimated Weight : 171. kg

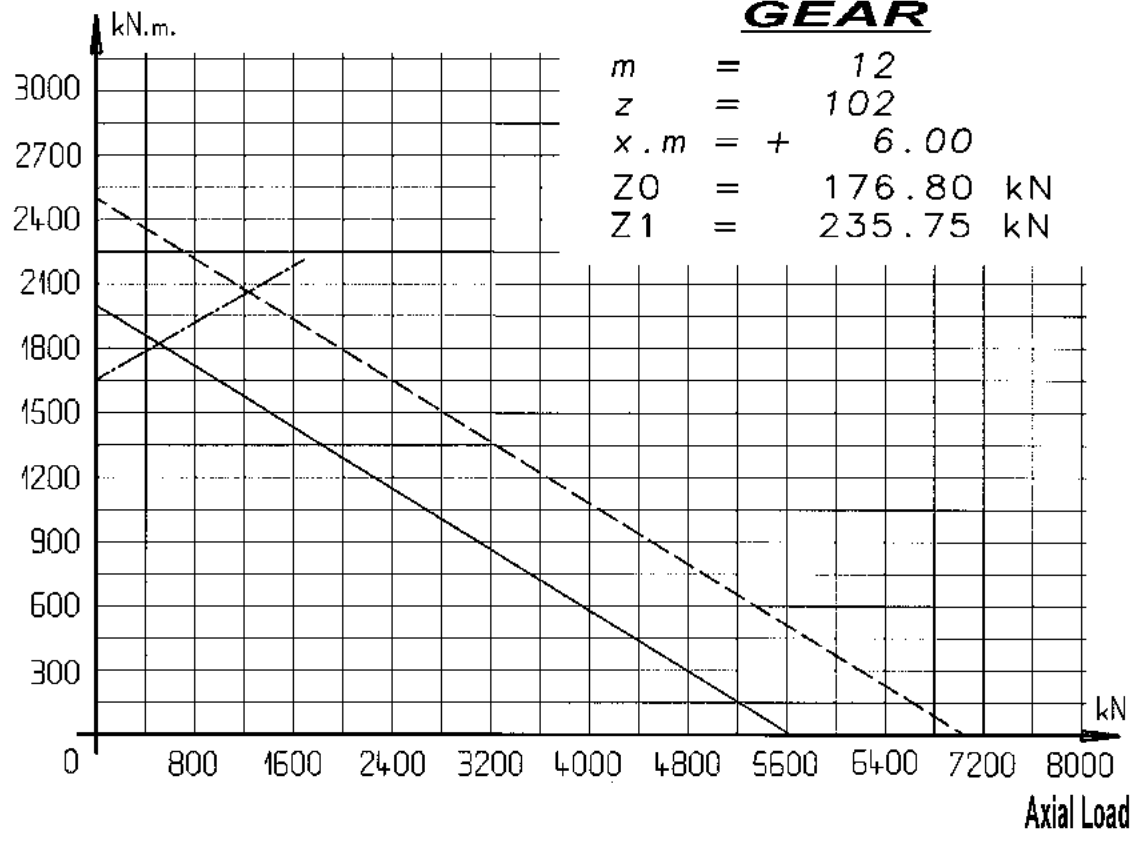


02-1415-00

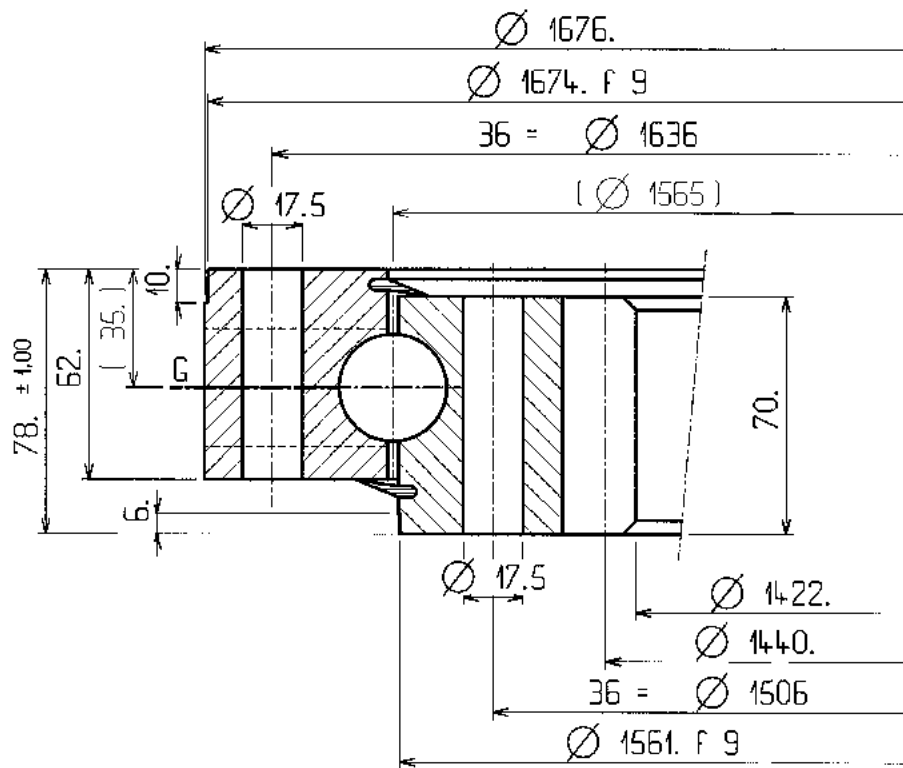


Estimated Weight : 471. kg

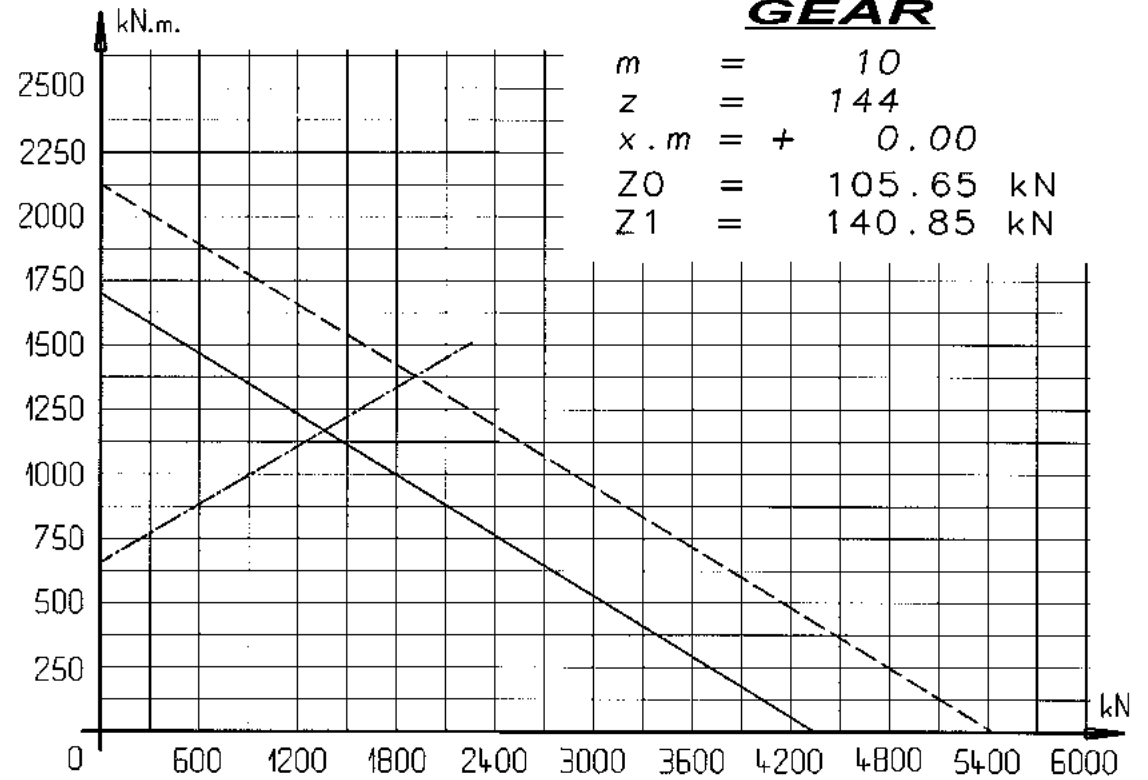
Tilting Moment



02-1565-02

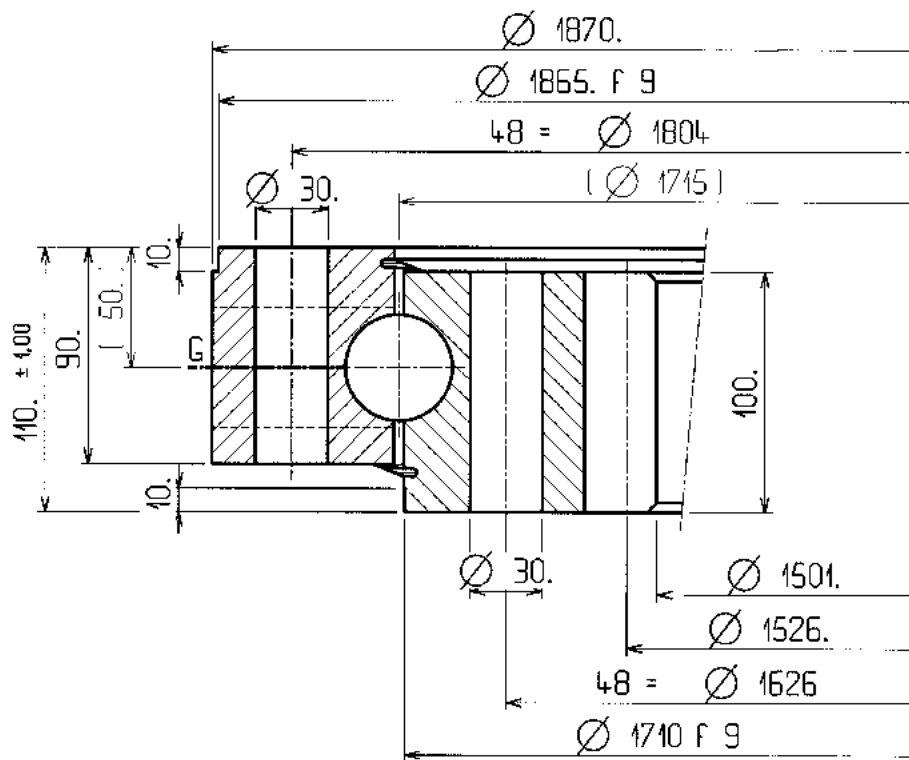


Tilting  
Moment

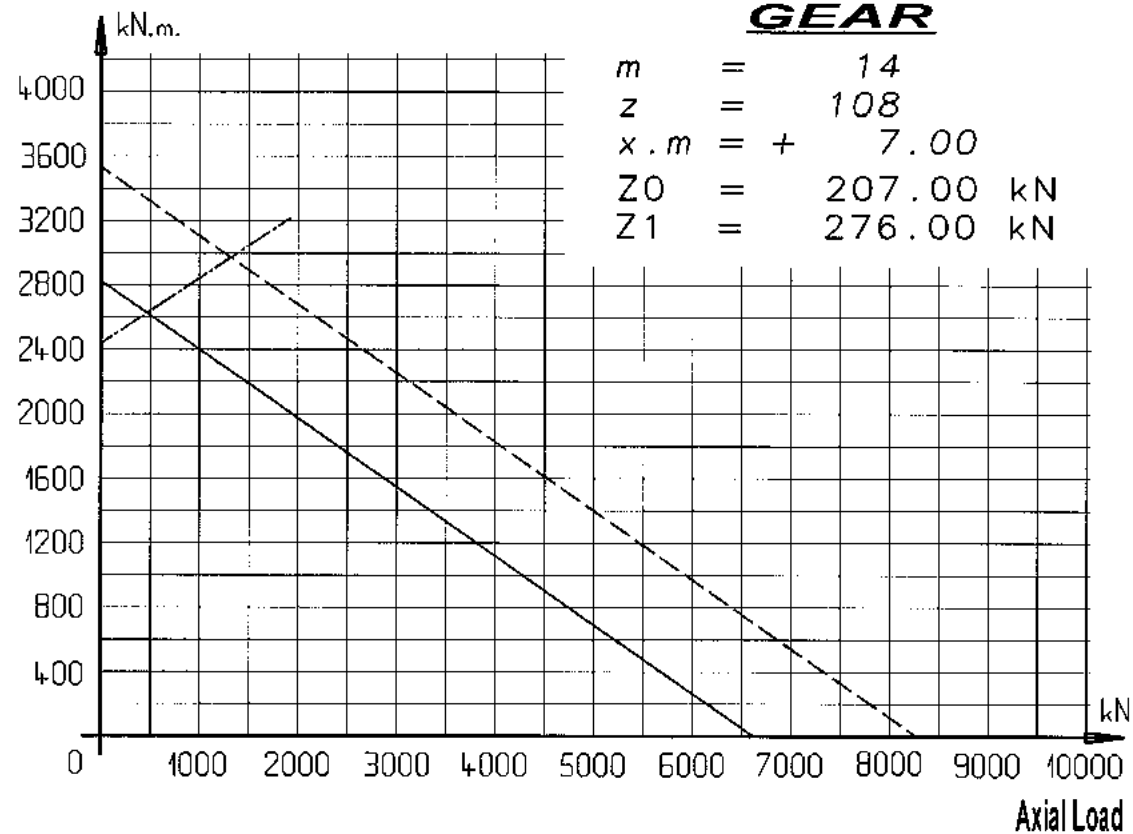


Estimated Weight : 278. kg

02-1715-00

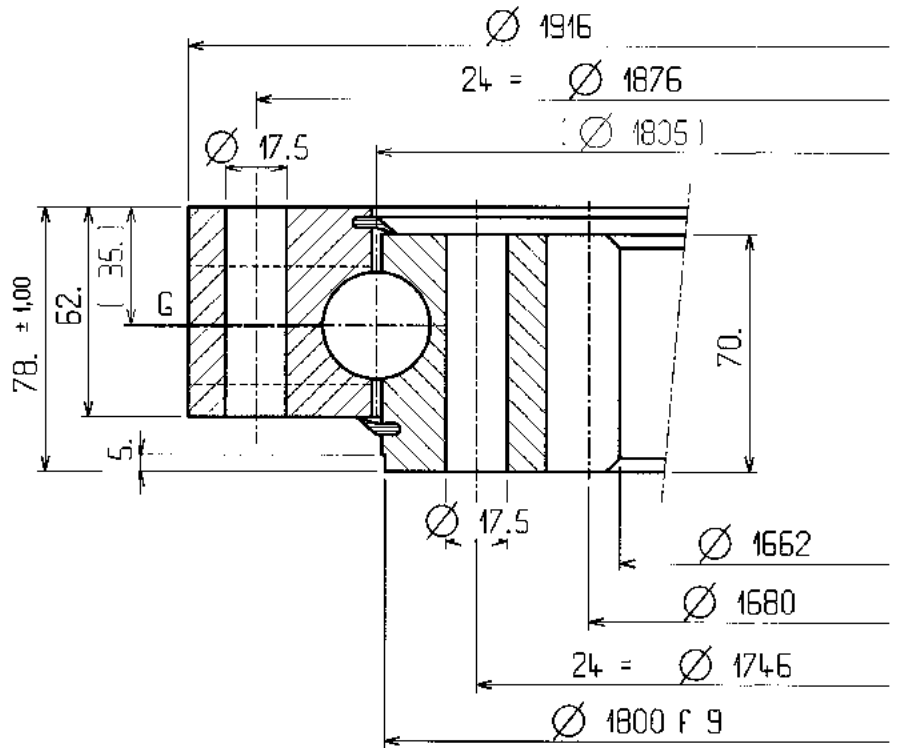


Tilting Moment

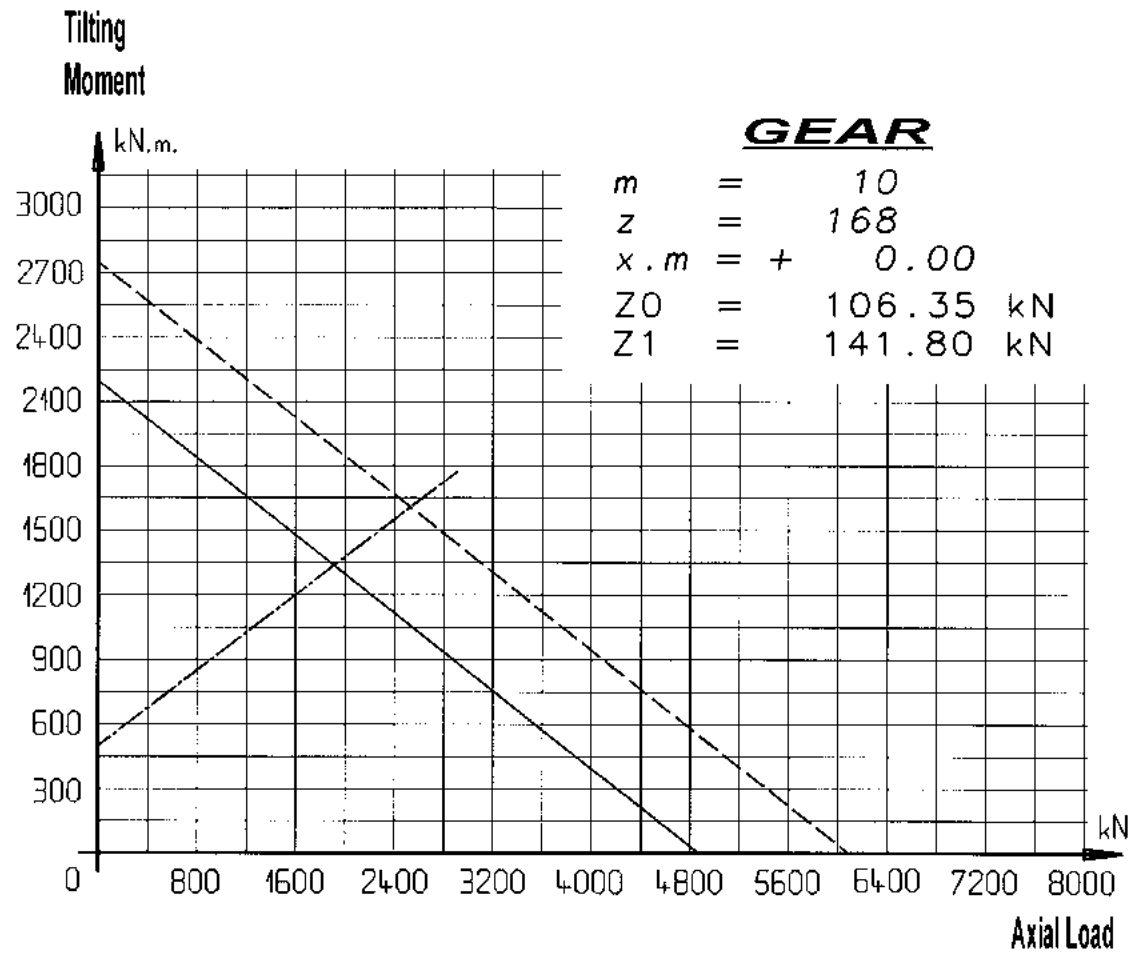


Estimated Weight : 607. kg

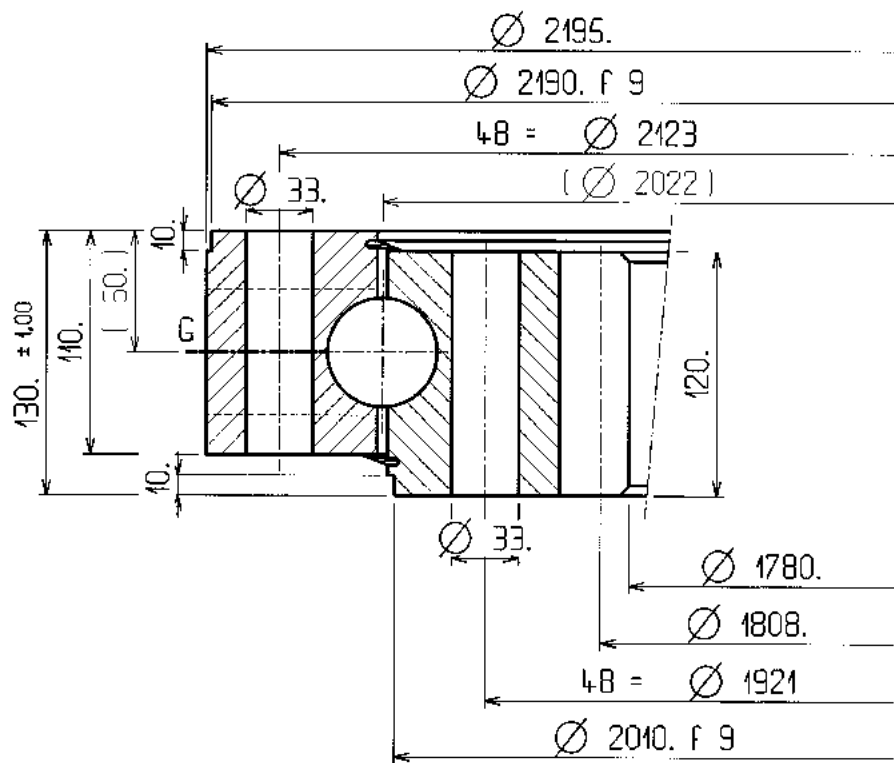
02-1805-02



Estimated Weight : 324. kg

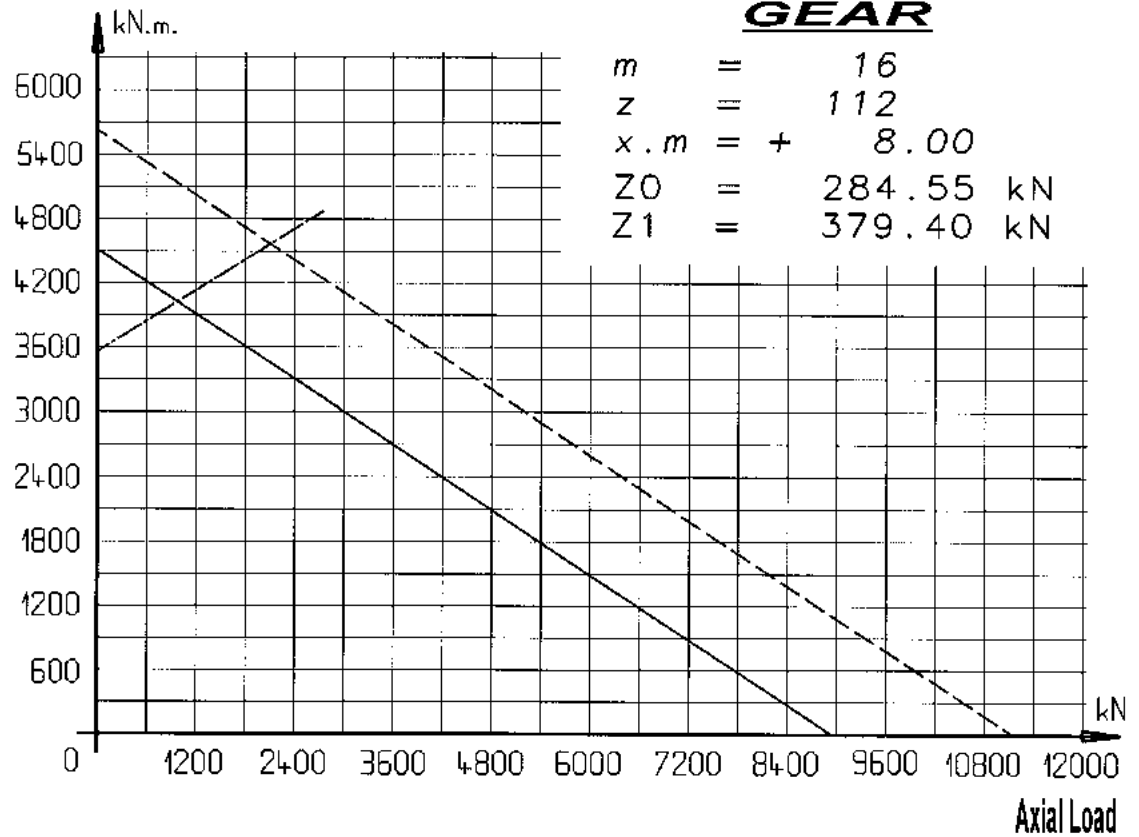


02-2022-00

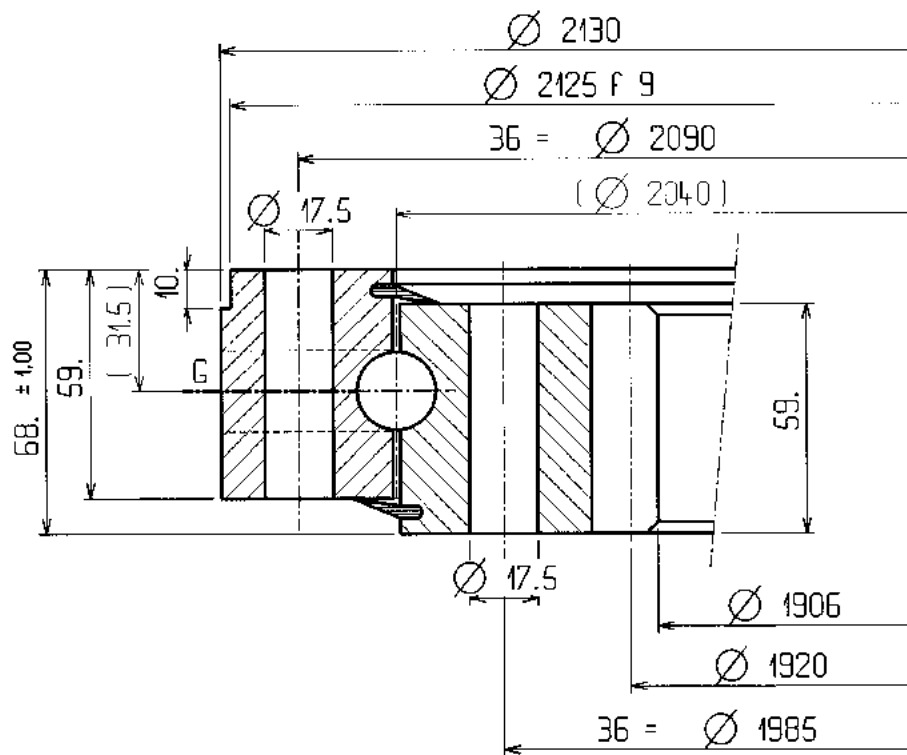


Estimated Weight : 979. kg

Tilting  
Moment

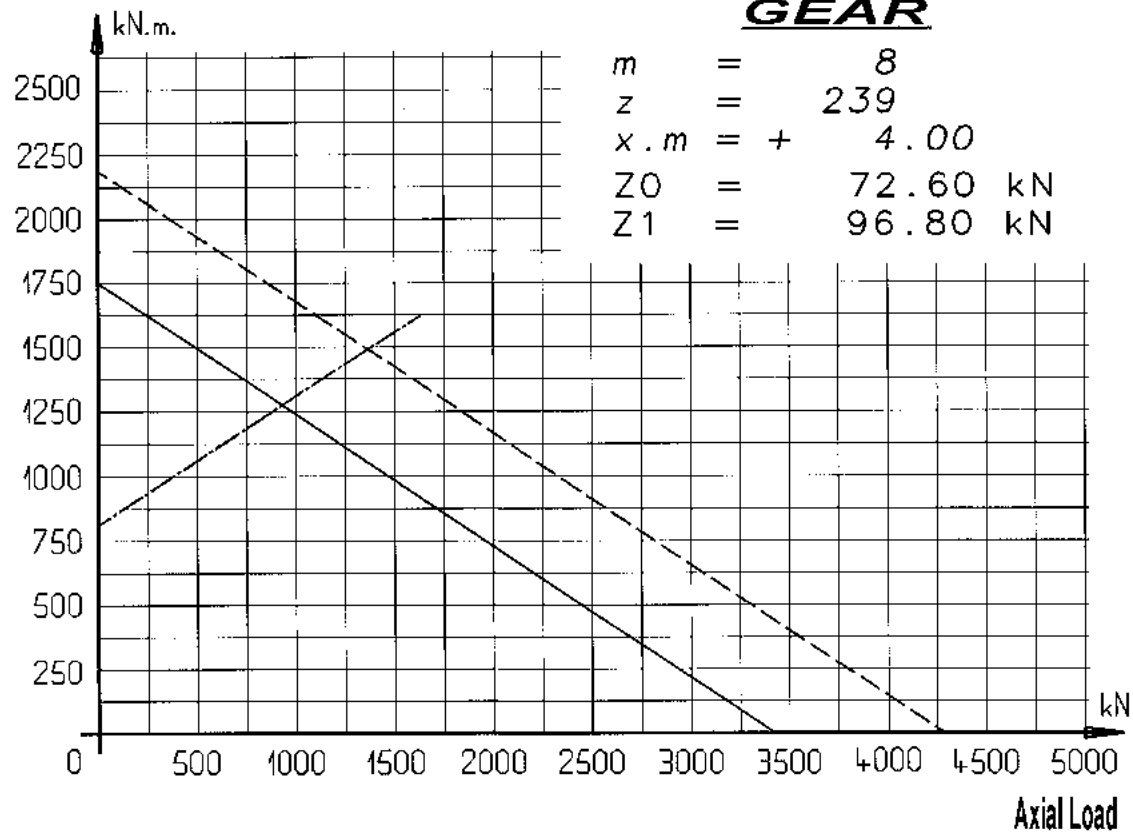


02-2040-00

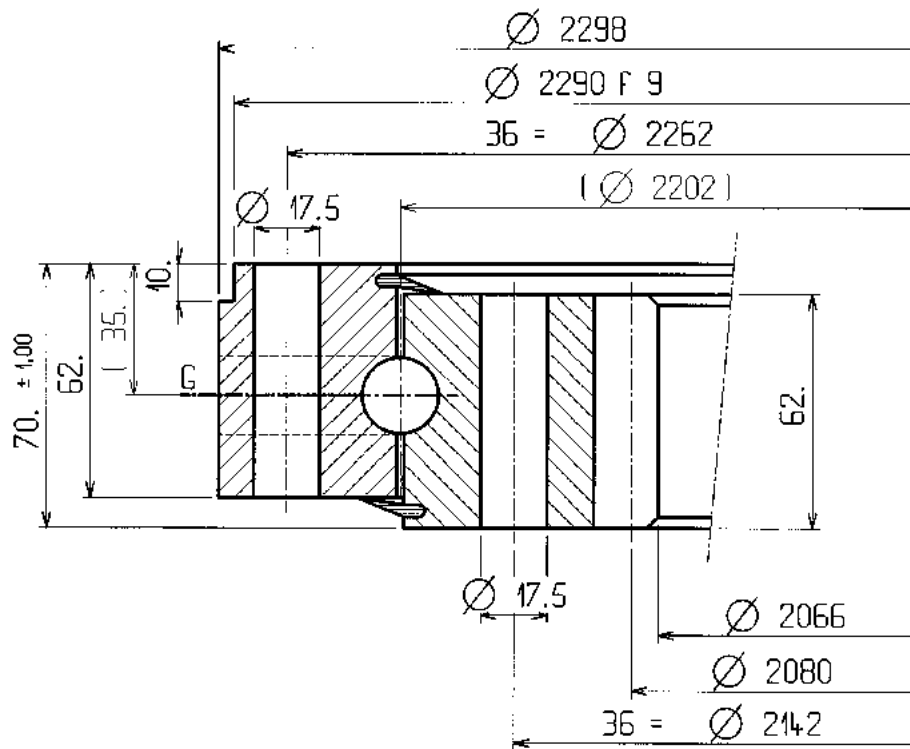


Estimated Weight : 290. kg

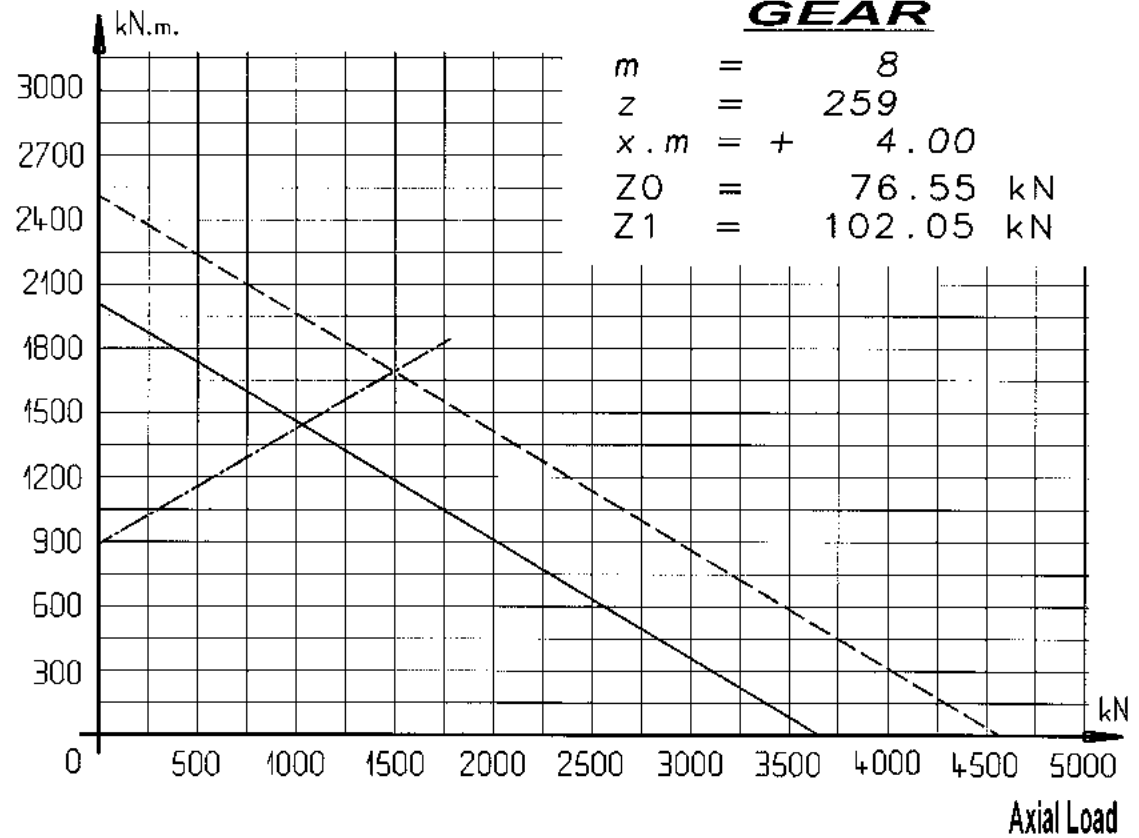
Tilting  
Moment



02-2202-00



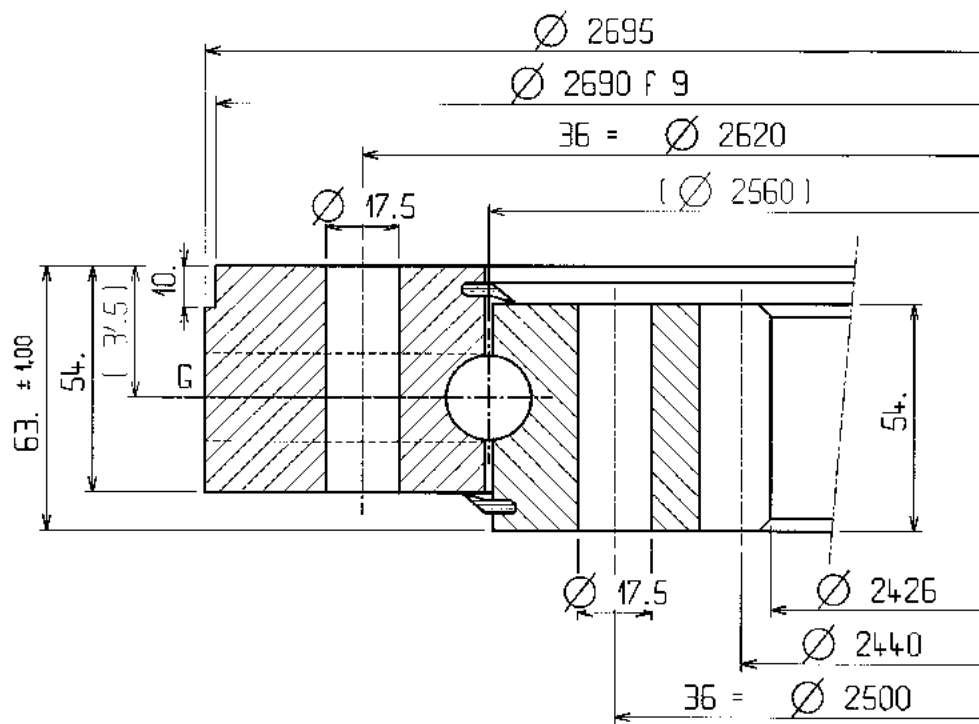
Tilting  
Moment



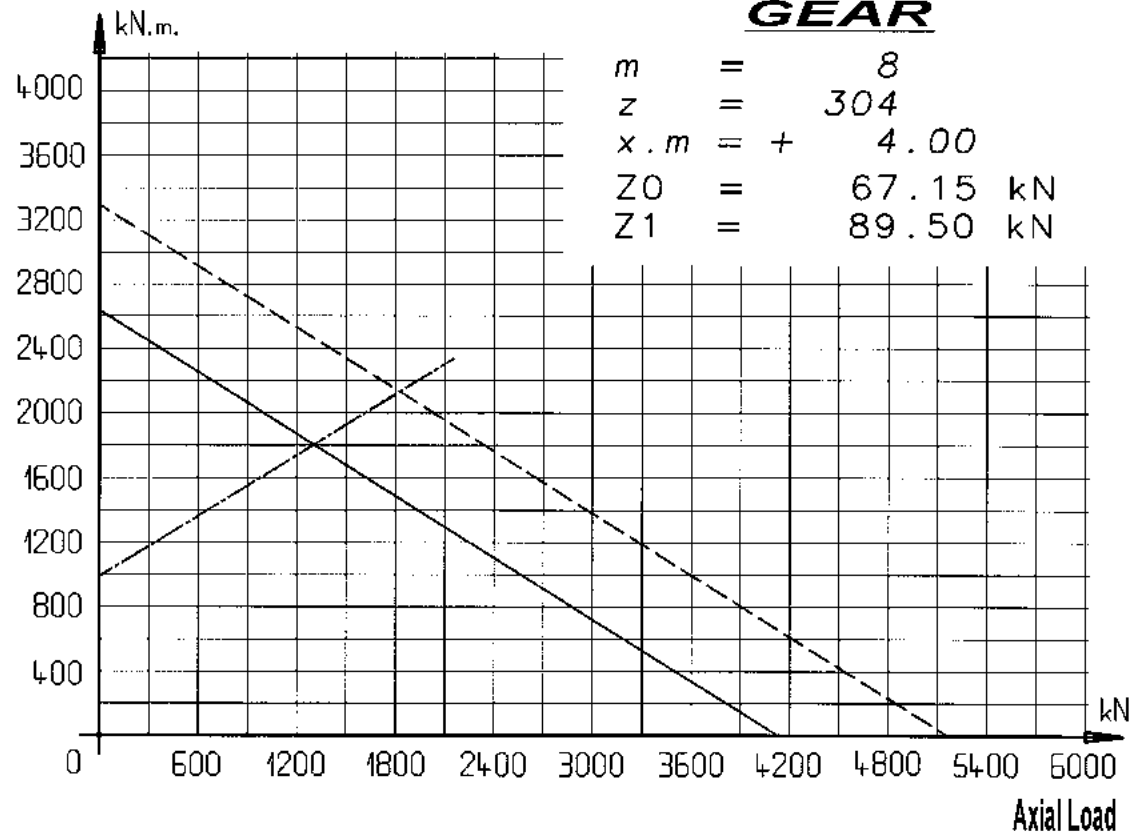
Estimated Weight : 343. kg



02-2560-00

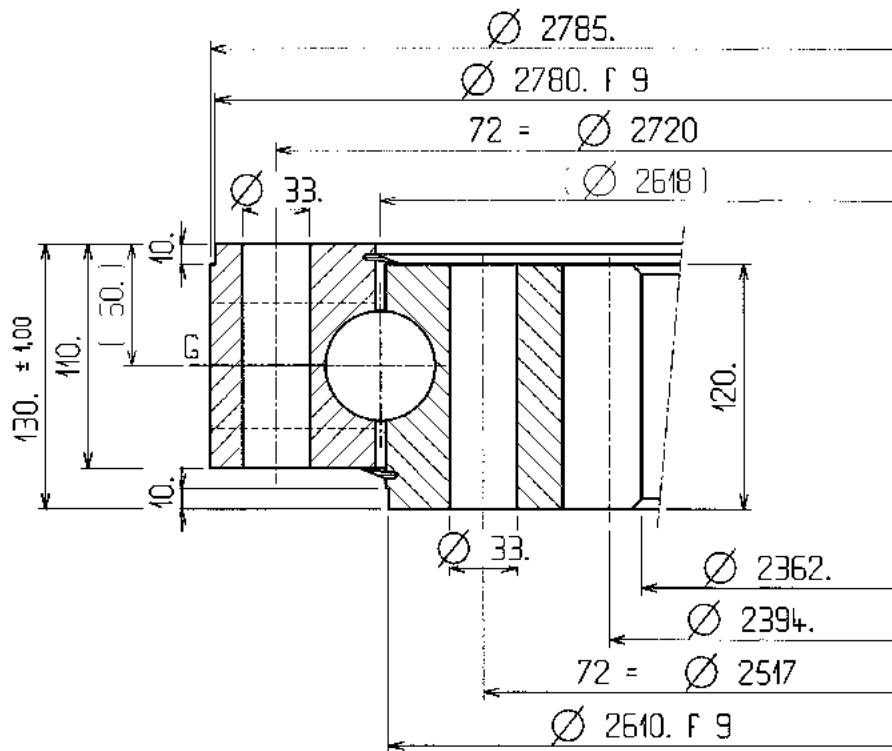


Tilting  
Moment

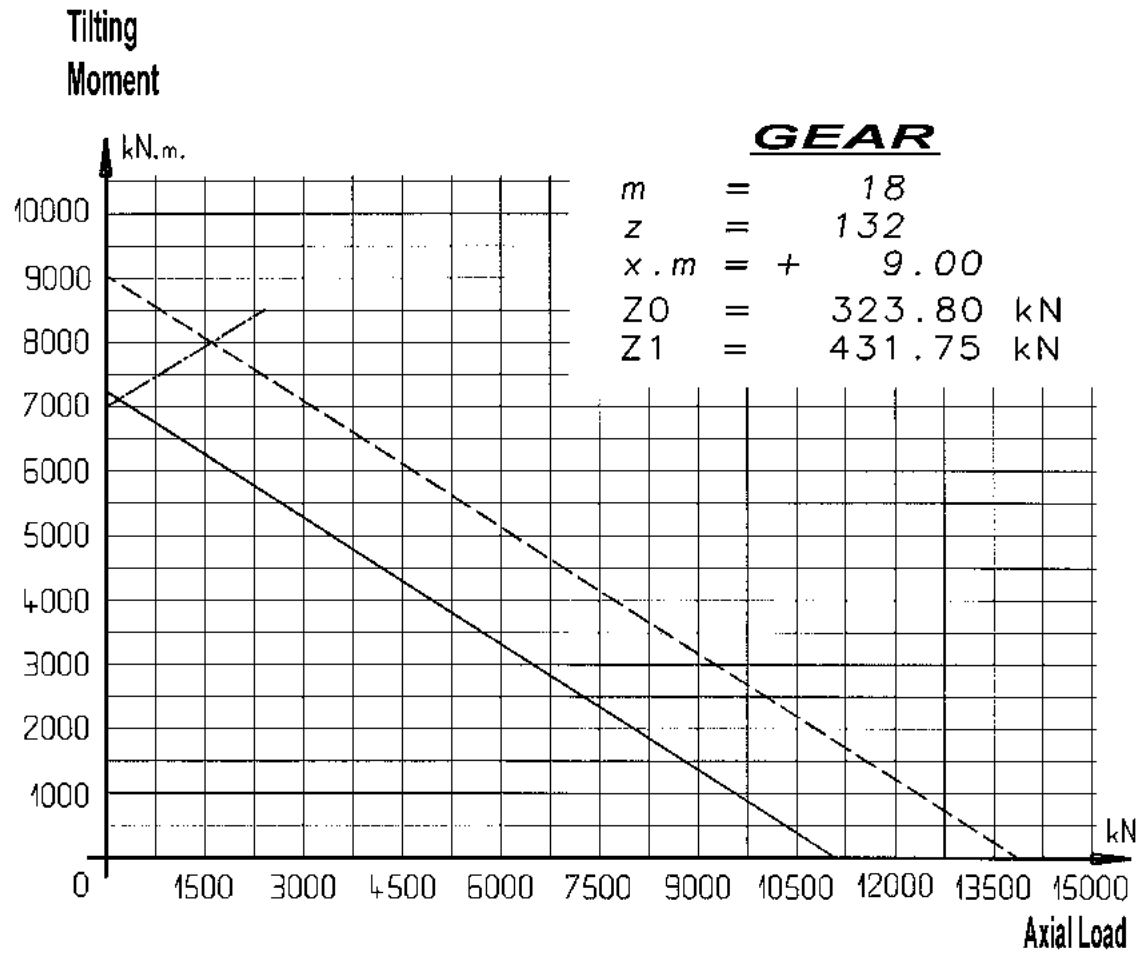


Estimated Weight : 414. kg

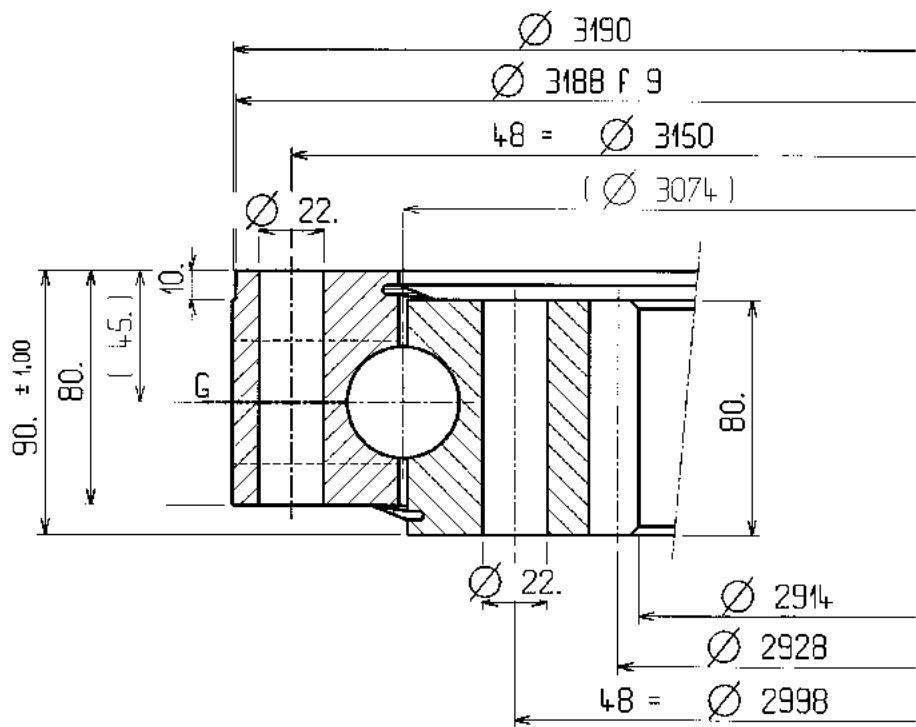
02-2618-00



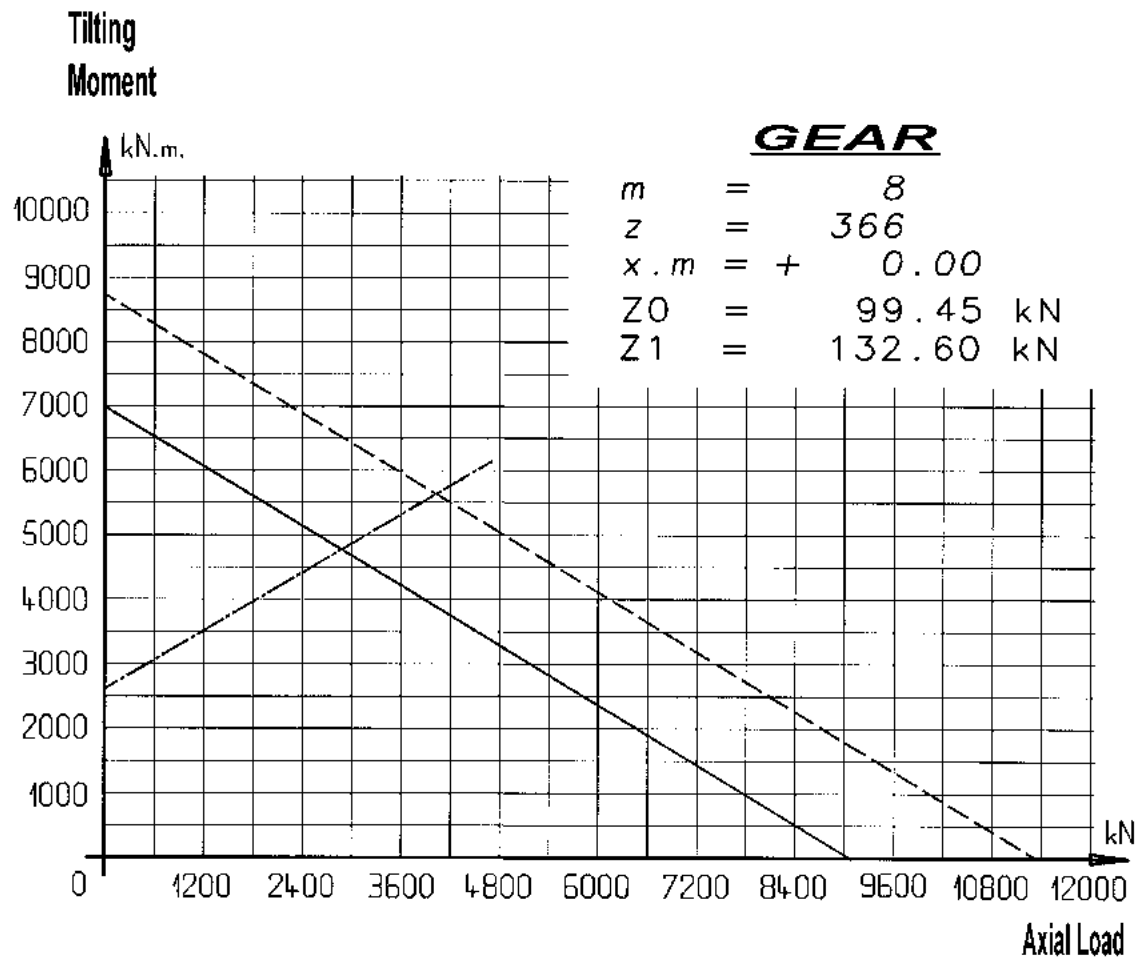
Estimated Weight : 1270. kg

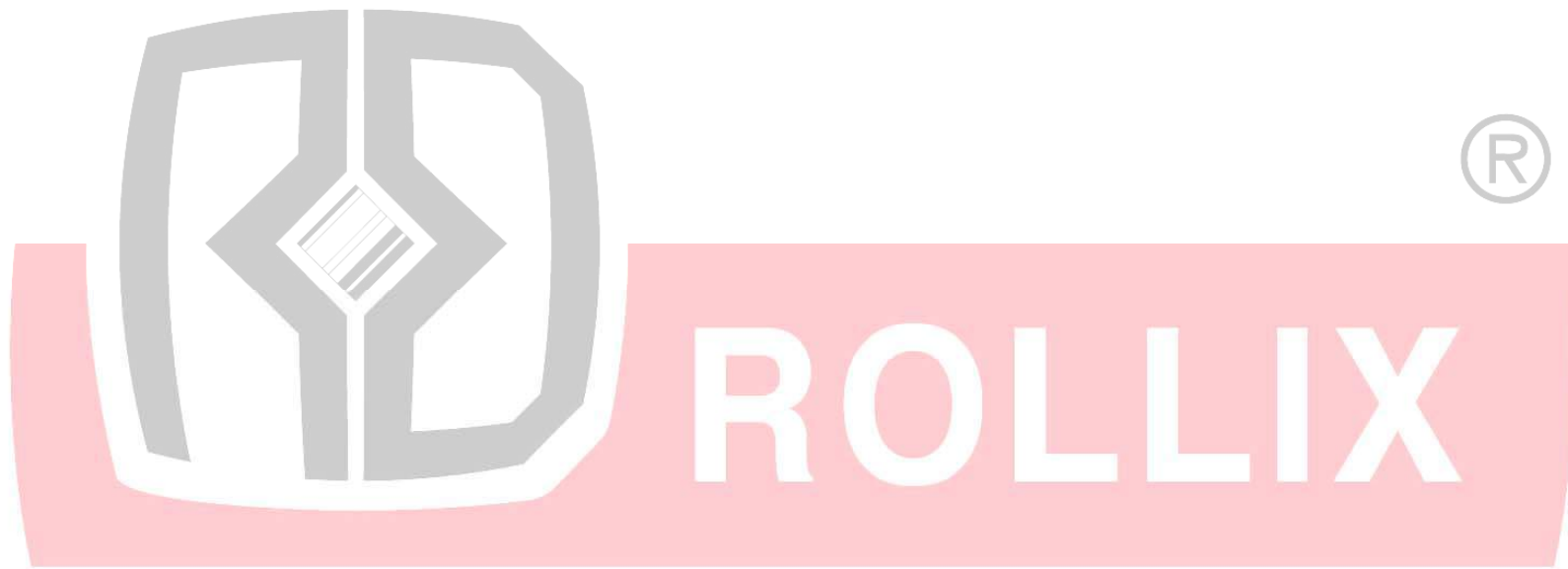


02-3074-01



Estimated Weight : 735. kg

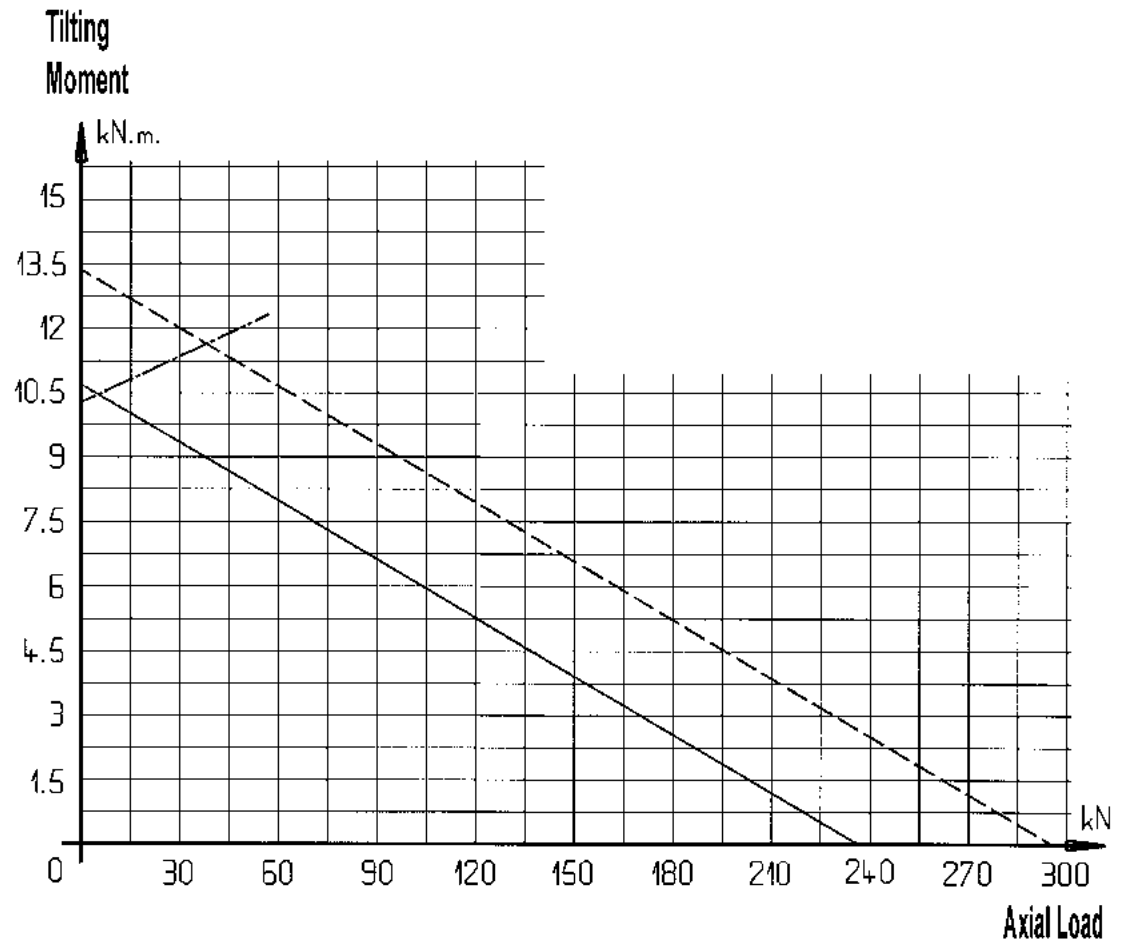
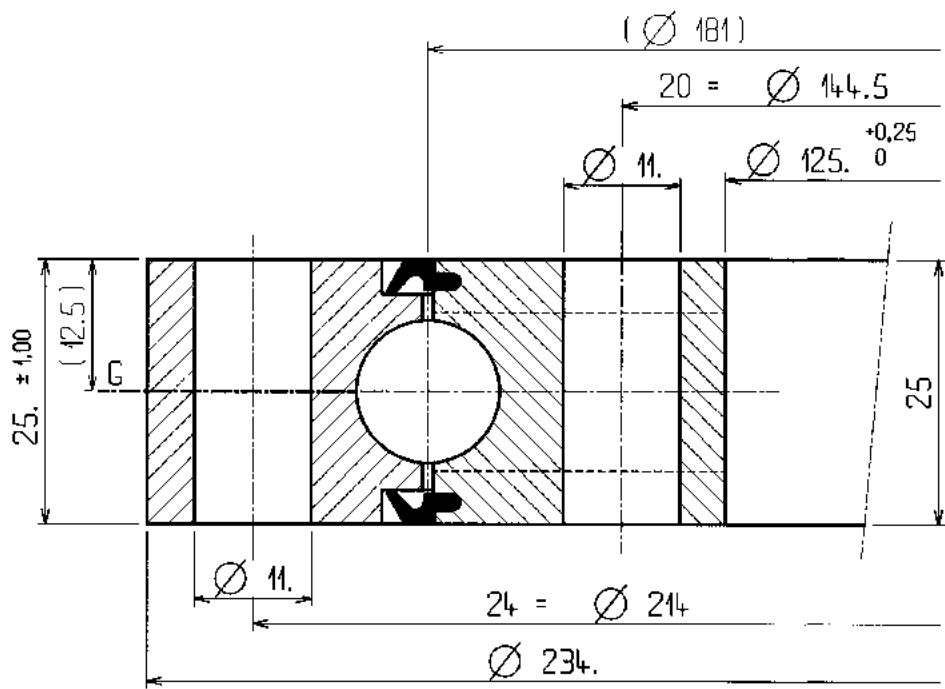




Balls Without Gear

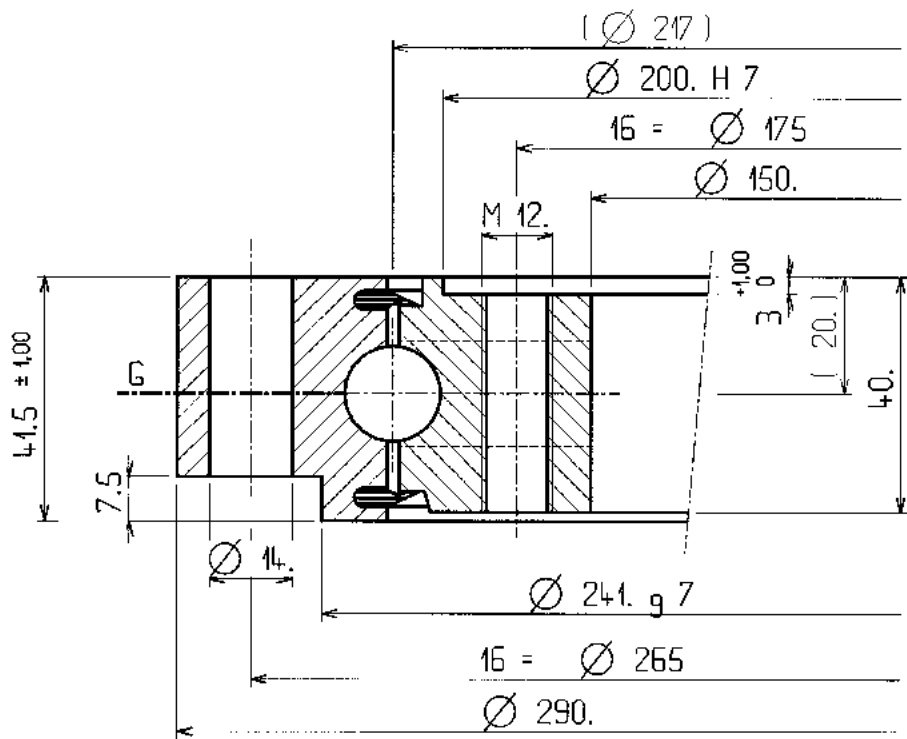
CODE **03**

03-0181-07



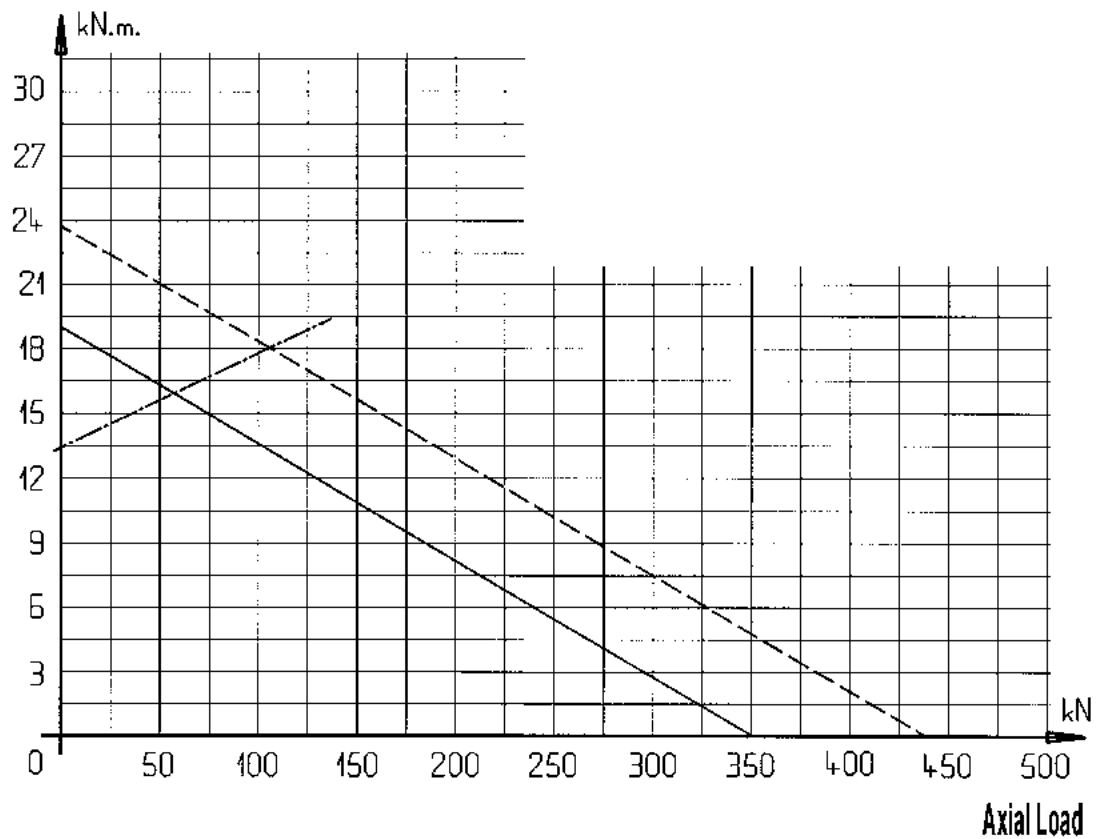
Estimated Weight : 5. kg

03-0217-00

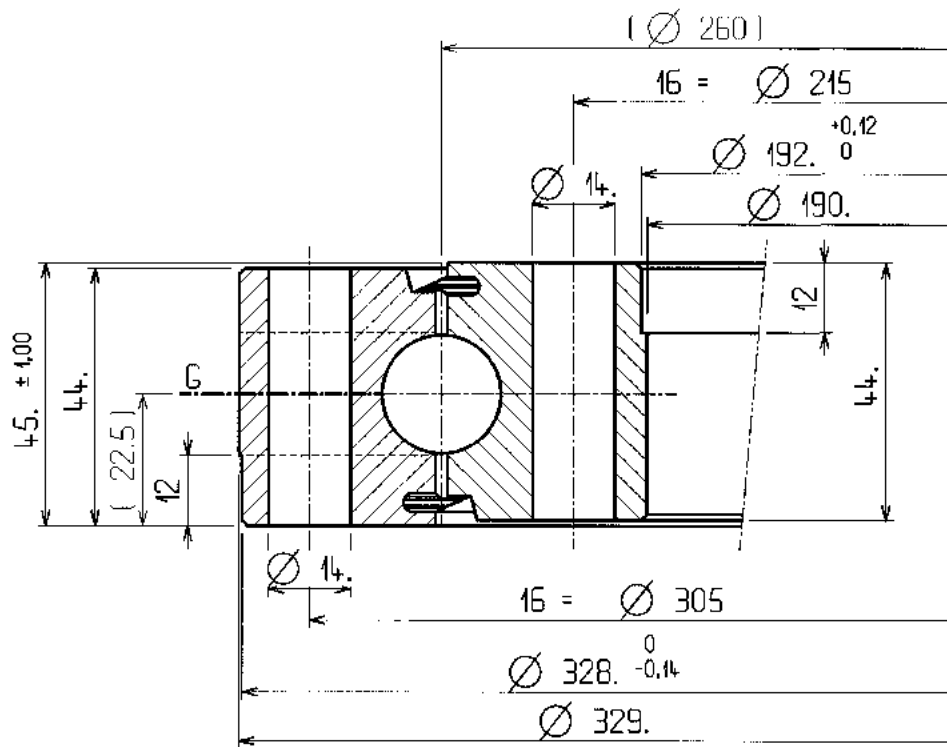


Estimated Weight : 14. kg

Tilting  
Moment

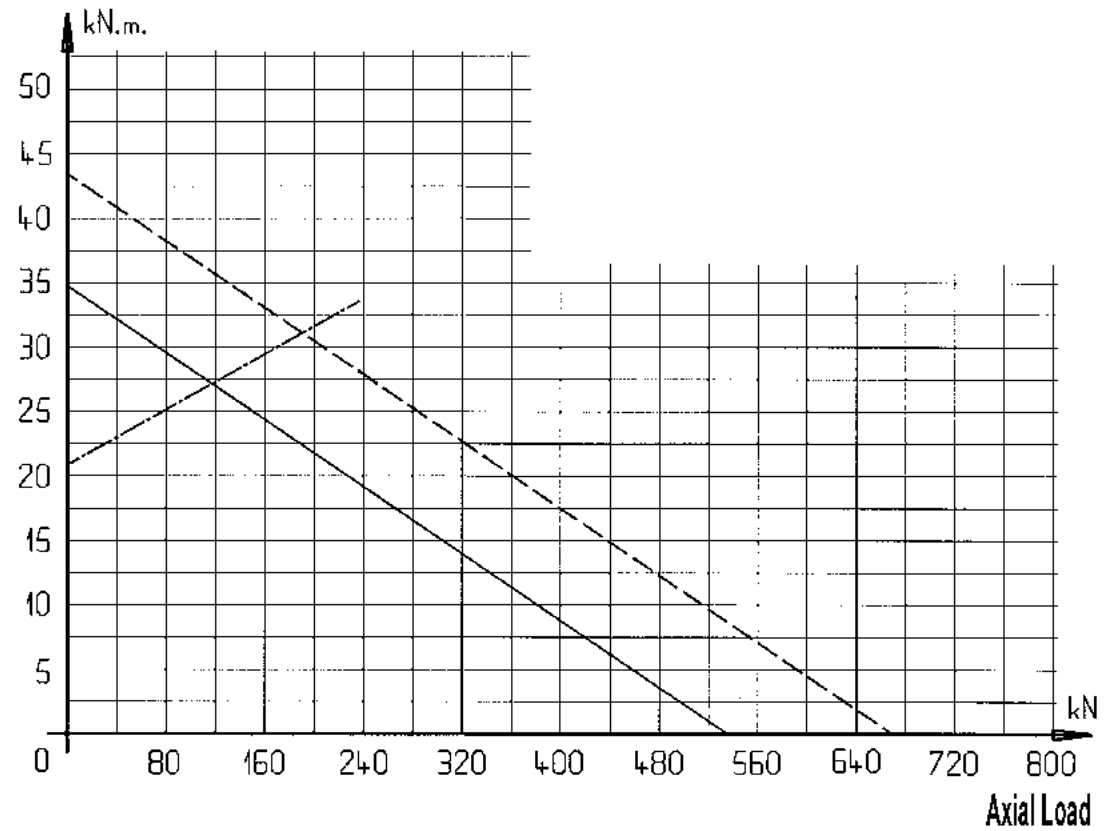


03-0260-00

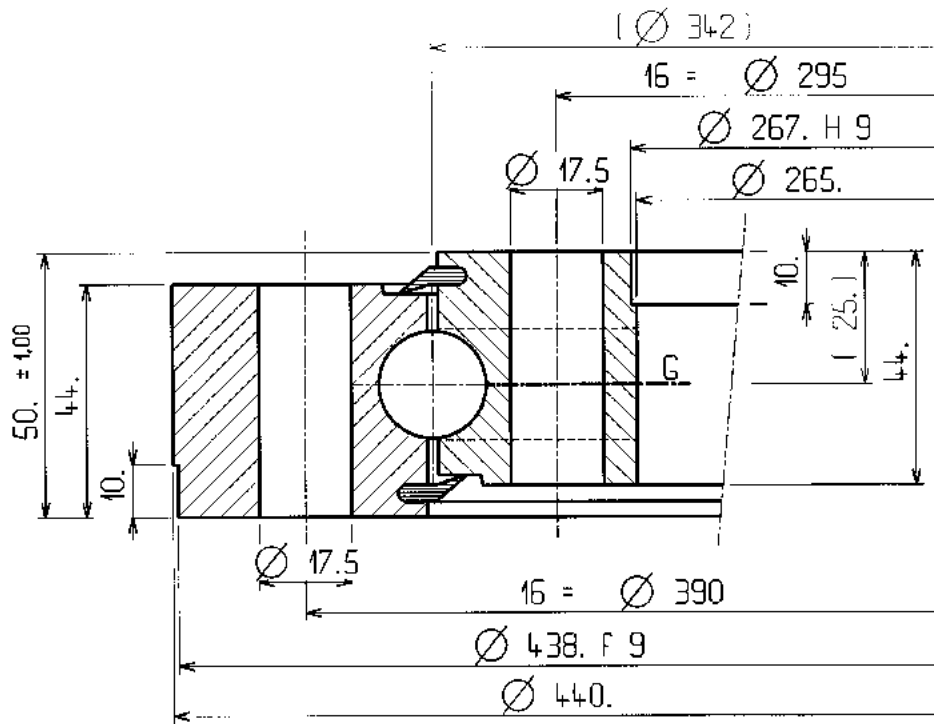


Estimated Weight : 17. kg

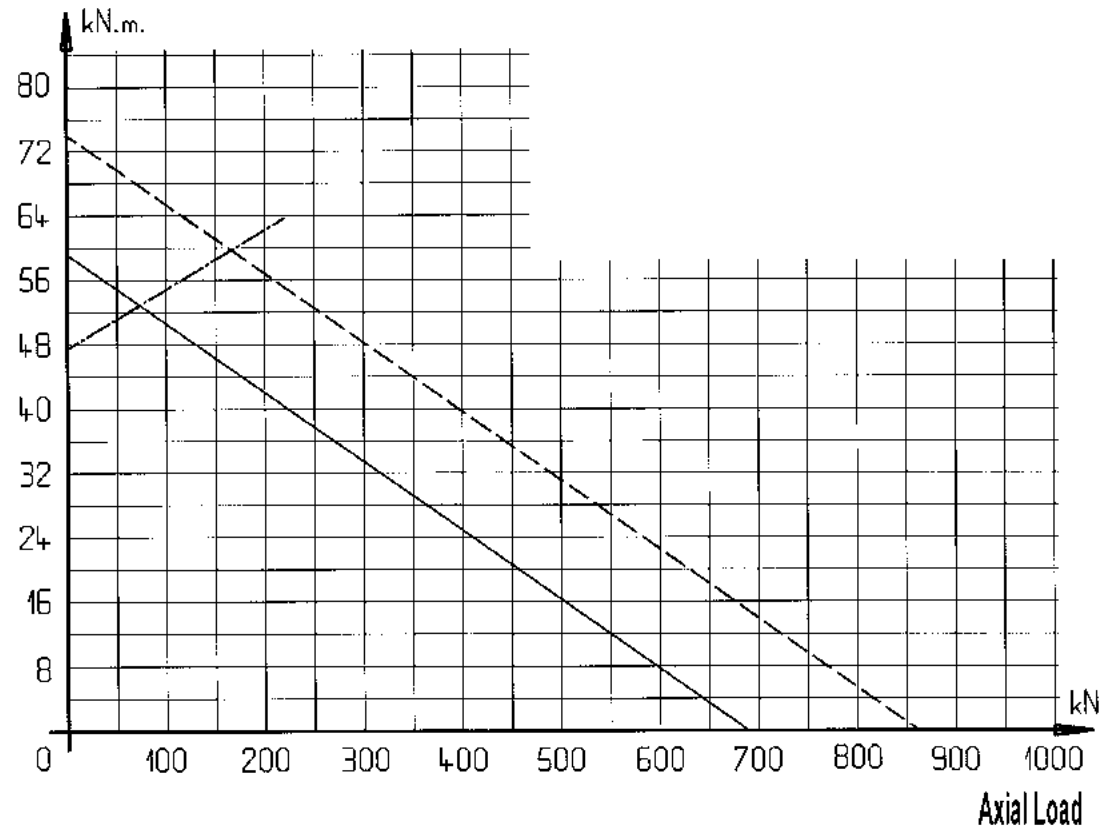
Tilting  
Moment



03-0342-05



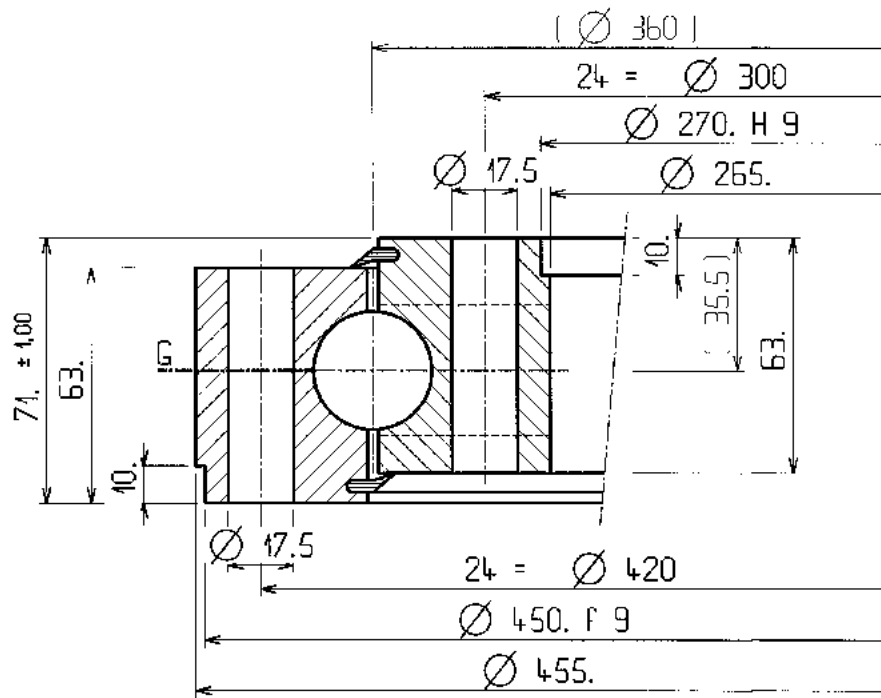
Tilting Moment



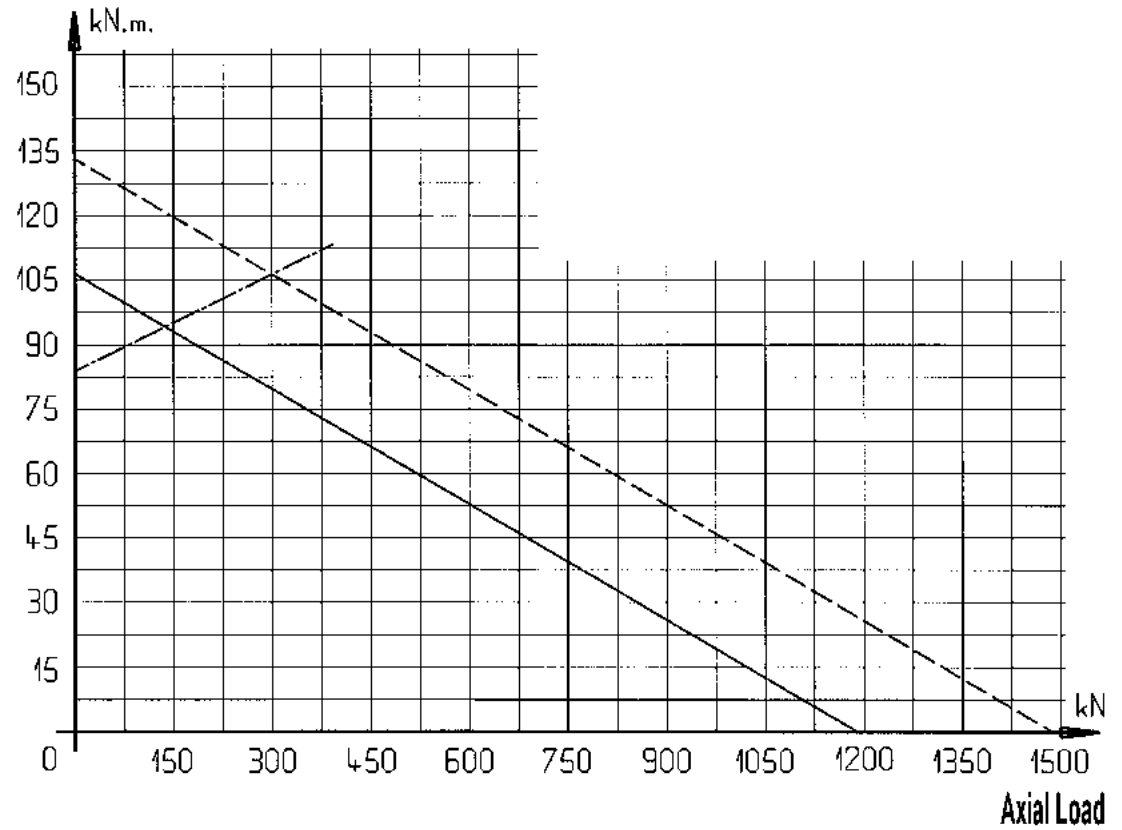
Estimated Weight : 29. kg



03-0360-00

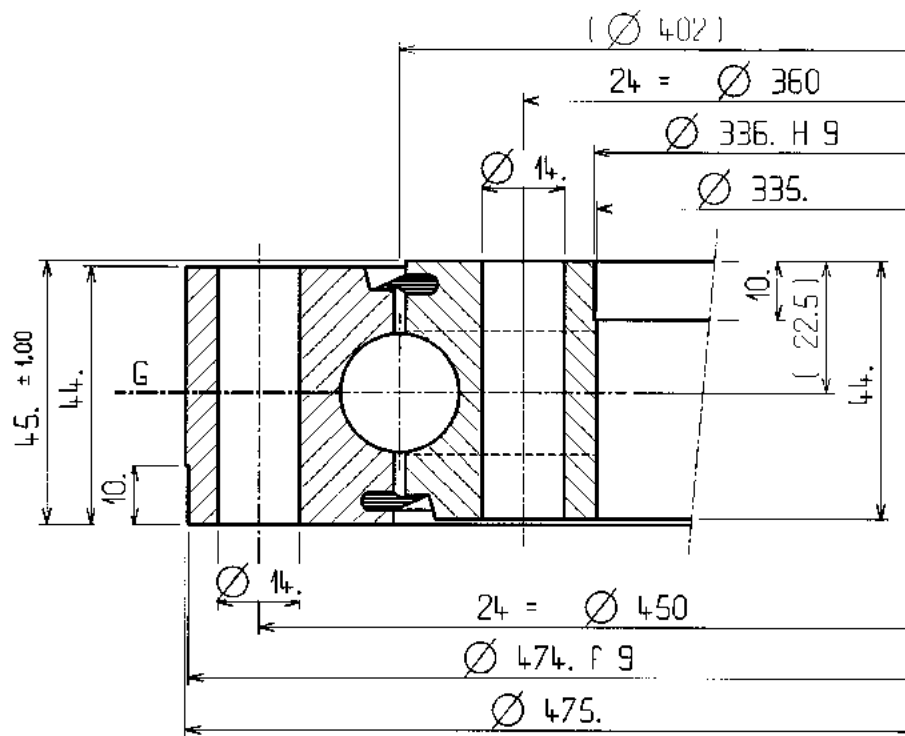


**Tilting  
Moment**

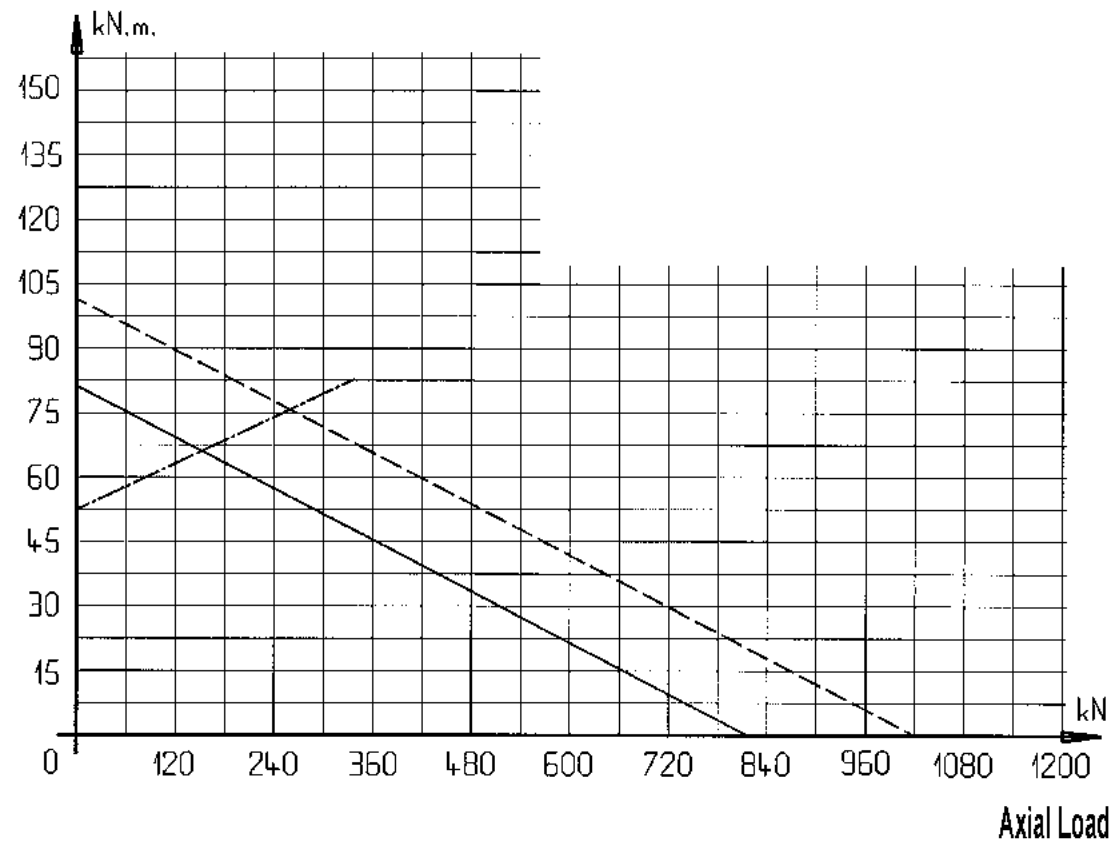


Estimated Weight : 45. kg

03-0402-00

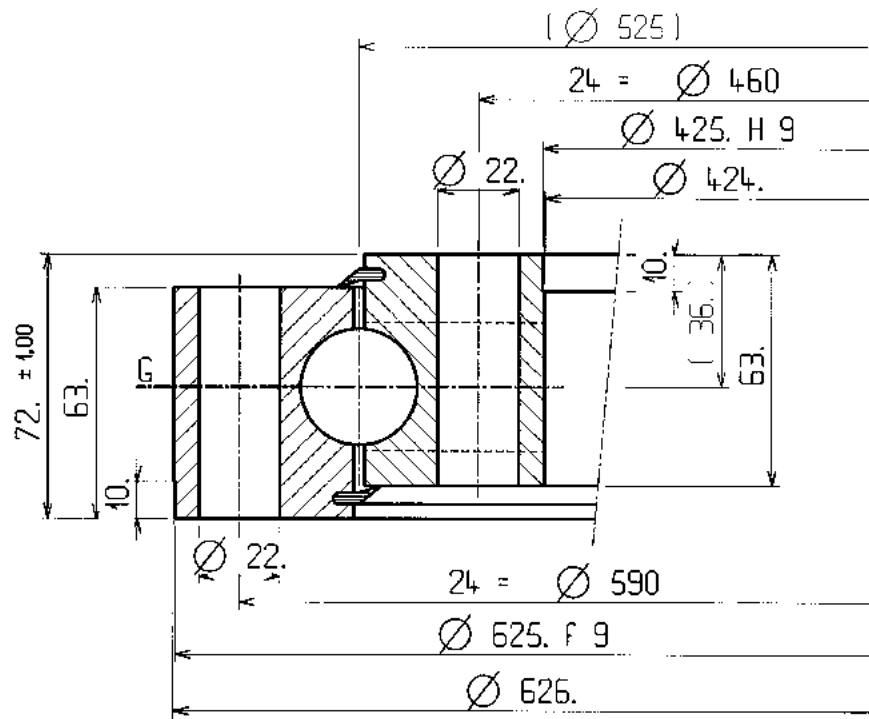


Tilting  
Moment

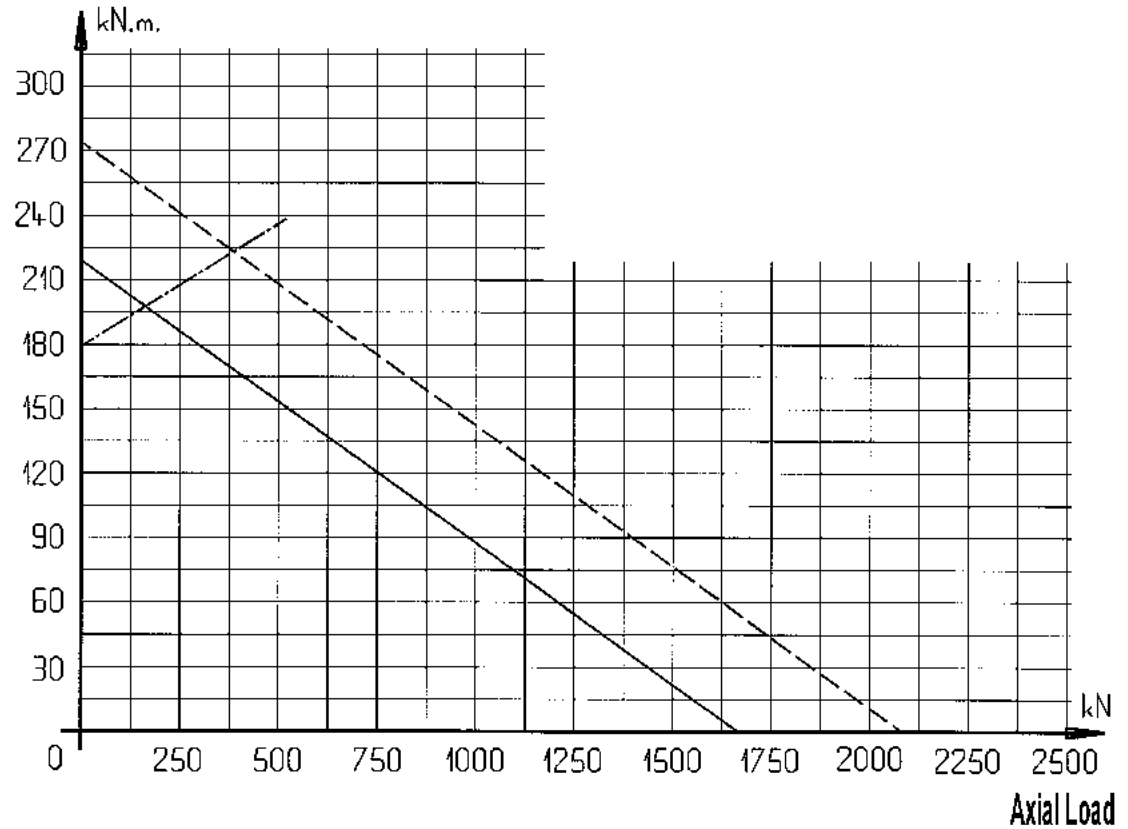


Estimated Weight : 30. kg

03-0525-01

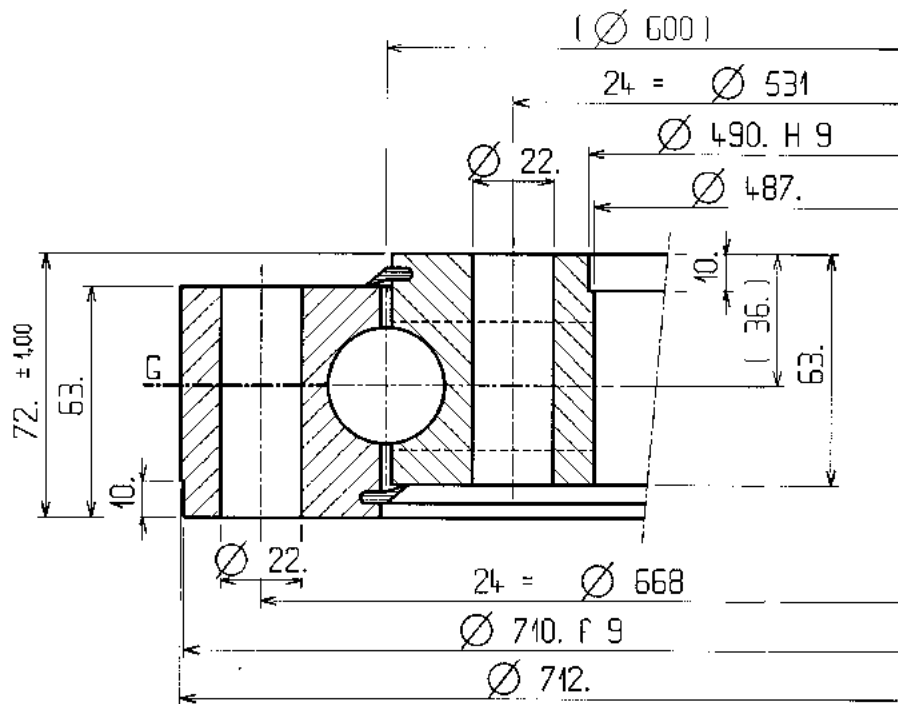


### Tilting Moment

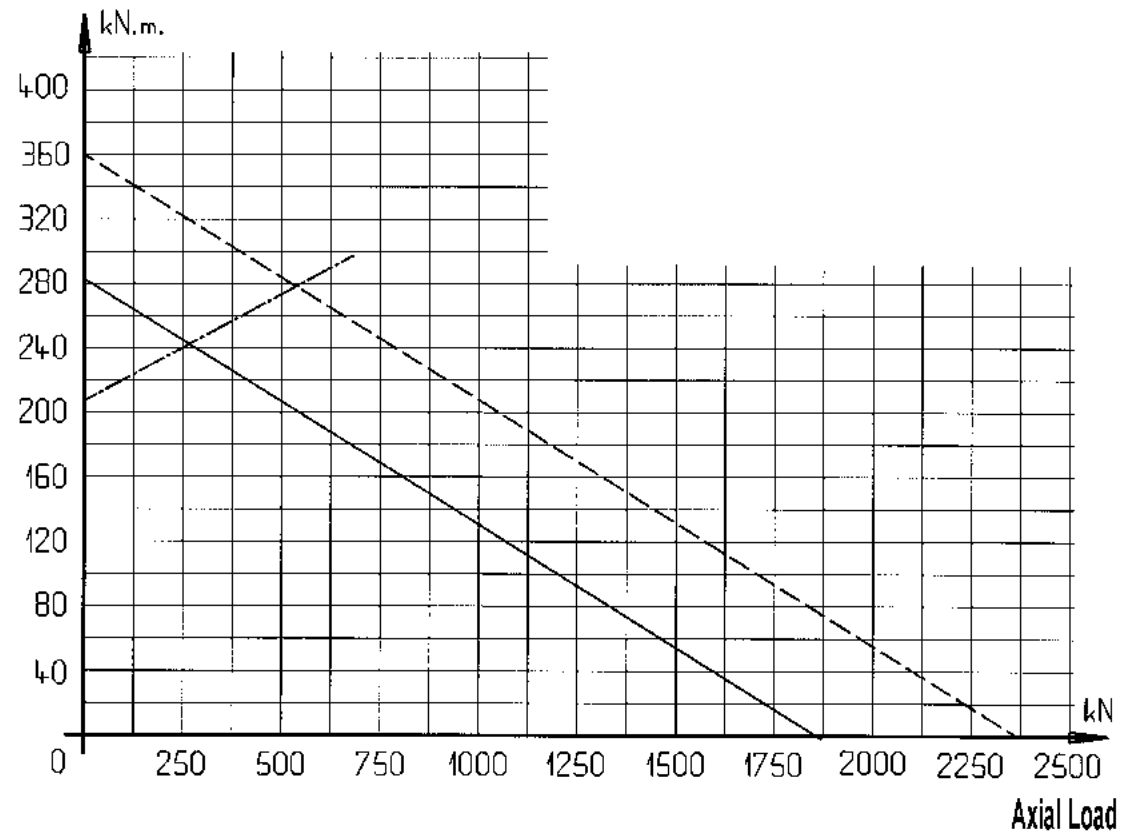


Estimated Weight : 70. kg

03-0600-02

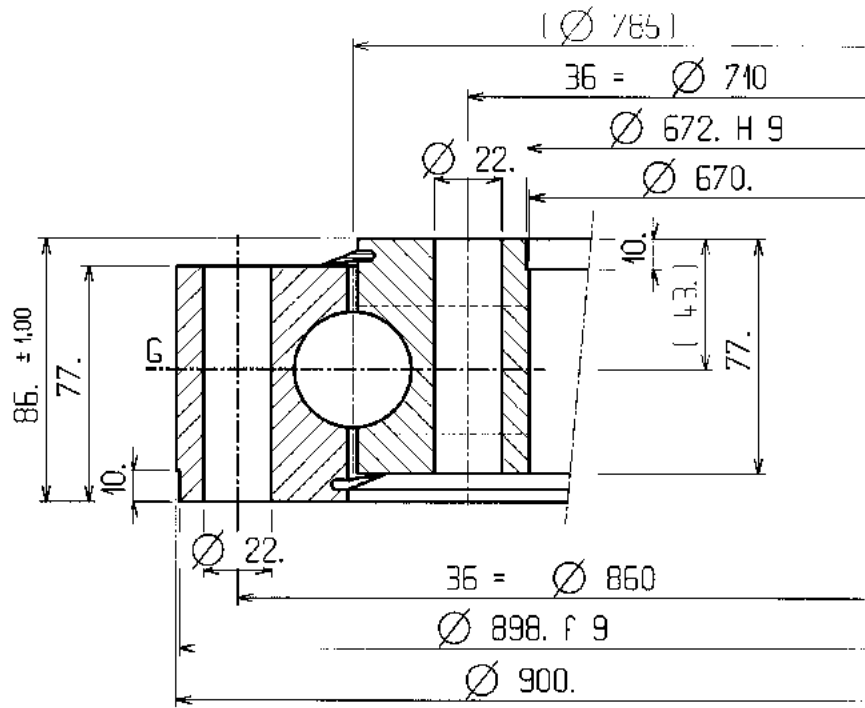


Tilting  
Moment

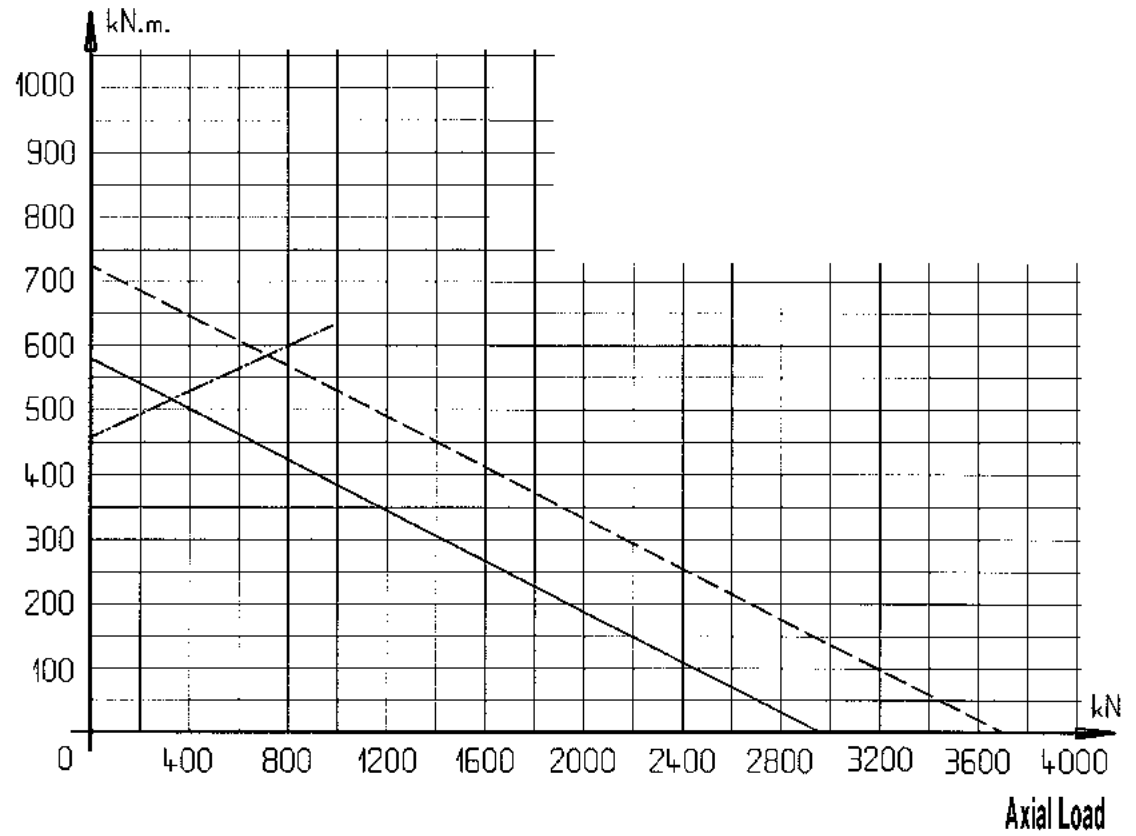


Estimated Weight : 91. kg

03-0785-00

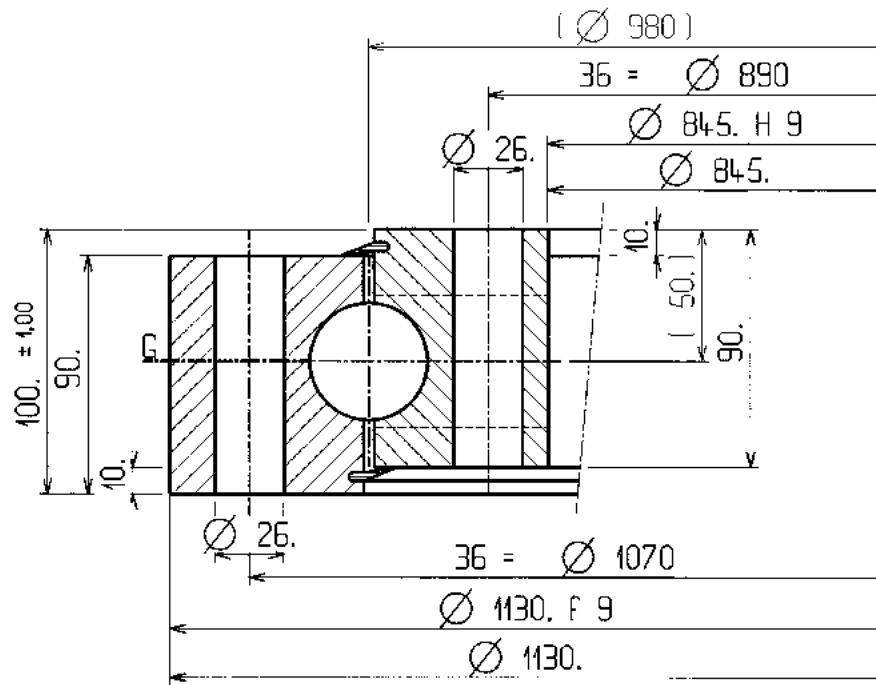


Tilting  
Moment

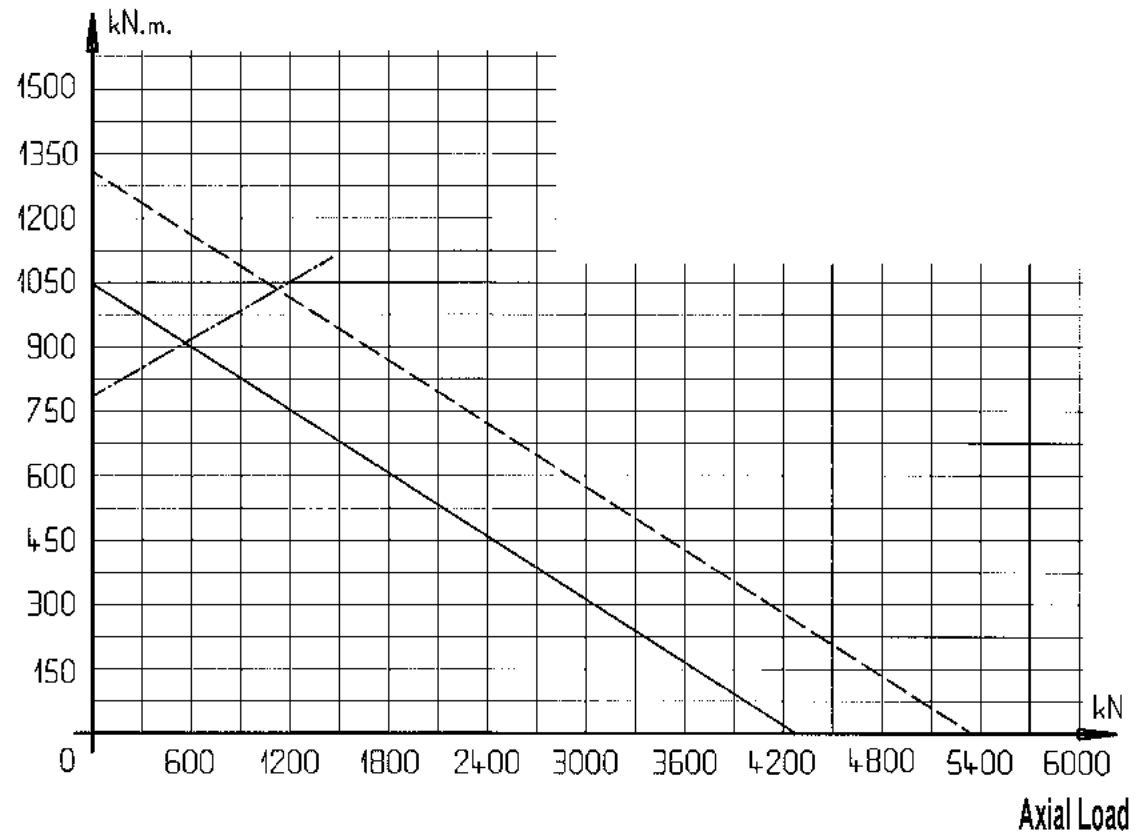


Estimated Weight : 148. kg

03-0980-02



Tilting  
Moment



Estimated Weight : 271. kg