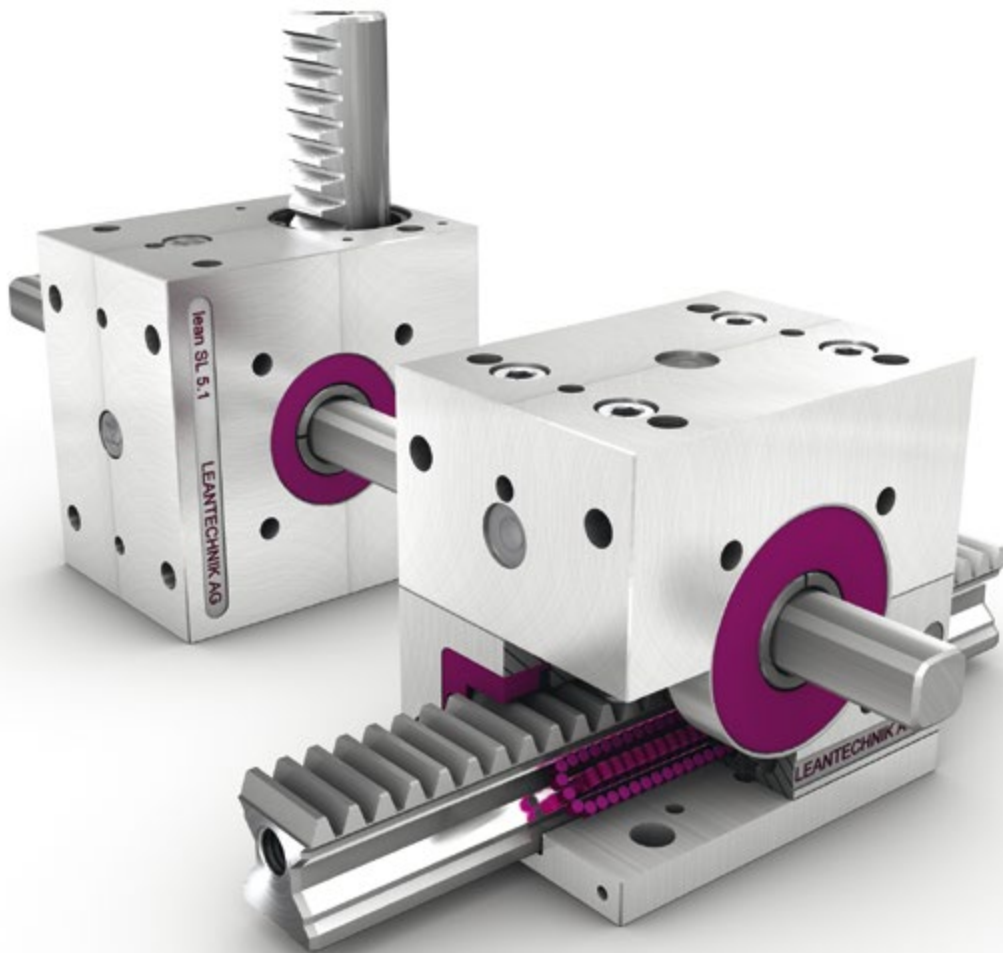


## Complete catalogue lifgo® & lean SL® 5



Our products are subject to continuous further development.  
We reserve the right to make technical changes that support product improvements.  
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Dear reader or user,

Whenever synchronous, precise, fast, and high-performance motion is required, our lifgo® and lean SL® rack and pinion gear units are reliable, proven functional components in a variety of industry sectors.

Below, we present the product series and the new accessories available for our gear units: The various operating options and the increased number of available item combinations are just a few of the benefits offered by our modular system, which we intend to extend still further in the coming years.

In addition to our **lifgo® and lean SL®** series of gear units, we also provide functional units and partial and turnkey systems, which are sold in all variations under the **leanSYSTEMS** name. Here, our individualized approach to manufacturing in combination with a modular system brings many advantages.

Get a picture of the multifaceted possibilities for applications and combinations. The modular construction of our products allows countless variants, which are presented here in excerpts and examples. This product overview has been extended to include a variety of technical data. Accessories such as the compensating block for guide cars and the mechanical arrest system have also been included in the product portfolio.

Do not hesitate to visit our website and look at our PDF catalogue to find further information on ways of solving a range of lifting and synchronisation tasks. You can find all the detailed information here:

## [www.leantechnik.com](http://www.leantechnik.com)

Our website has videos showing our gear units in numerous applications. In addition to the application examples, you can also explore the function and installation of our products in animated pictures.

The "Download" area also has 3D data and models of the products for download in various file formats.

## **The LEANTECHNIK AG Team**

Our team is ready to support you in implementing your ideas. Call us or make an appointment to discuss your individual lifting and transfer application with us.

We hope that you will find our product range of interest and look forward to hearing from you. Our catalogue will give you an initial overview of our products and services. We will be happy to assist you in any way in finding a solution for your individual lifting application.

Your LEANTECHNIK AG Team

Quality Management Certification in accordance with DIN EN ISO 9001  
Registration no. 254883 QM ff.

## lifgo® & lean SL® 5

Generation 5 combines two gear unit concepts: the proven lifgo® and lean SL® series are now compatible. Each series has its strengths, and combining them could yield the optimal result for your lifting application.

**lifgo®** with linear guided gear racks, for fast and precise requirements

**lean SL®** with round guided gear racks for easy lifting movements

**leanSYSTEMS** is the name given to the partial and complete functional systems based on lifgo® and lean SL®

Thanks to the various possible combinations, countless types of system can be designed economically and efficiently. The logical, modular construction of the units results in a modular system that offers design engineers enormous flexibility and versatility in operation using just a few accessories. This modular system comprises all the components required for the construction of simple lifting systems through to complex transfer and shuttle solutions – in proven **LEANTECHNIK AG** quality.

### lifgo® 5.0 to 5.4 • Unique features

#### One basic model – 4 variants

lifgo®, lifgo® linear, lifgo® double and lifgo® linear double share the same basic design, allowing replacement, expansion and flexible system design without a problem.

#### 4-way roller guide for the gear rack on lifgo®

This design allows higher loads and lower operating noise levels.

#### Adjustable precision with eccentric configuration

You can adjust the tooth flank clearance and precision of the gearboxes yourself with the “eccentric” configuration.

#### High resisting torque for more transverse force bearing capacity

lifgo® 5 can support greater transverse loads, thanks to its higher resistance torque.

#### Four standard pinion shafts for creative system designs

Four standard pinion shafts – profile (PW), one or two pins (ZA 1/ZA 2), and a bore with keyway (FFN) – are available for all sizes of lifgo® and lean SL®.

#### Long service life for durable use

lifgo® 5 stands for quality and guarantees reliable functionality.

#### Gear rack protection – simple and flexible

Environments with high levels of contamination or dust call for the use of a gear rack protection with a simple, secure screw-type fixing mechanism that permits versatile use.

#### Simple installation with few accessories

Thanks to the modular system design, only a small number of accessories are required to install the lifgo® 5. This simultaneously reduces the cost to the user.

#### More options thanks to flexible mounting

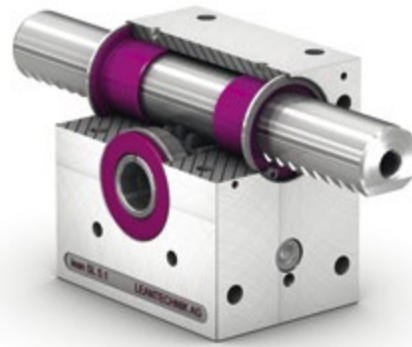
lifgo® 5 has fixings on 4 sides. It can therefore be installed on all horizontal and vertical surfaces.

#### Compatibility for flexible design

lifgo® and lean SL® are compatible – the two gear unit series can be combined in one and the same system.



**lifgo®**



**lean SL®**

## lean SL® 5.m to 5.5 • Unique features

### Large diameter, wide tooth profile

With a large gear rack diameter and wide tooth profile, the lean SL® series is particularly resistant to bending in the guide areas and possesses a long service life.

### Long service life for durable use

lean SL® is a robust gearbox that is characterized by its long service life.

### Easy-to-install, versatile gear rack protection

The lean SL® gear rack protection is easy to use and suitable for practically all sectors of industry.

### More options thanks to flexible mounting

lean SL® has fixings on 4 sides. It can therefore be installed on all vertical and horizontal surfaces.

## leanSYSTEMS partial and functioning complete systems • Unique features

### Unlimited possibilities

The leanSYSTEMS production line includes the development and construction of partial and functioning complete systems from lifgo® and lean SL®. Whenever mounted parts, motors and steel constructions are used in addition to the two gearbox systems, then the supplied components form a leanSYSTEMS.

### Professionalism and experience


Profit from our engineering team's years of experience, which will be happy to advise you regarding all your development and design requirements.

### Custom solutions

leanSYSTEMS means tailor-made solutions that are designed specifically for you so that they respond perfectly to your particular requirements.



To ensure clarity and ease of use, there are just a few graphic symbols and styles that will help you navigate through this manual:

- |                  |  |
|------------------|--|
| 1. Sign          |  Important assembly, safety and functional information as well as information on dimension sheets and tables. |
| 2. Coloured type | Indicates <b>important information</b> in the text.  |

### Applications, designs, and service

The applications and designs presented below are by way of example only.

Individual designs are created and calculated according to the technical requirements of the application. Countless applications are possible in principle, and not all of them can be presented. Give your imagination free rein. If you have questions or if we can assist you with your ideas, please call us.

Ask us to check the design of your application for you. The results of this verification can be incorporated in your design work to help you find the best possible solution.

**LEANTECHNIK** MOVEMENT  
OUR  
PASSION

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 ABB Engineering Shanghai Ltd.  
 ADAM OPEL AG  
 AP&S International GmbH  
 A-Tooling Ab, Sweden  
 AUDI AG

### B

Benteler AG  
 BLEICHERT Automation GmbH & Co.KG  
 BMW AG/Group Ltd.  
 Braun GmbH

### C

Carl Zeiss Jena GmbH  
 CMC S.r.l.  
 Continental Reifen Deutschland GmbH  
 ContiTech Techno-Chemie GmbH

### D

Daimler AG  
 Dambach Lagertechnik GmbH  
 Dieffenbacher GmbH

### E

EBZ Group  
 Eissmann Automotive Deutschland GmbH  
 Emil Bucher GmbH & Co.KG

### F

Festo AG & Co.KG  
 FFT EDAG Produktionssysteme GmbH & Co. KG  
 FLABEG Deutschland GmbH  
 Ford of Europe GmbH  
 Ford Motor Company of Australia Limited  
 Ford Motor Company U.S.

### G

Gehring Technologies GmbH  
 Goodyear Dunlop Tires Operations S.A.  
 GROB-Werke GmbH & Co.KG

### H

Herrhammer GmbH  
 Hörmann Automotive Gustavsburg GmbH

### I

Ideal-Werk C. + E. Jungeblodt GmbH + Co. KG  
 Illig Maschinenbau GmbH & Co. KG  
 Ilseman Automation  
 Inductoheat Europe GmbH  
 IWM Automation GmbH

### J

Johnson Controls Autobatterie GmbH & Co. KGaA  
 Julius Blum GmbH

### K

Kolb Technology GmbH  
 KUKA Flexible Manufacturing Systems (Shanghai)  
 Co., Ltd.

KUKA Roboter GmbH  
 KUKA Systems GmbH

### L

Liebherr Group

### M

Manz Automation AG  
 Miele + Cie. KG  
 Muhr & Bender KG  
 Müko Maschinenbau GmbH  
 Müller Weingarten AG

### N

Neue Halberg-Guss GmbH

### O

Olbrich GmbH  
 OPTIMA packaging group GmbH  
 Otto Bihler Maschinenfabrik GmbH & Co. KG

### P

Papier-Mettler  
 Pintsch Bamag Antriebs- & Verkehrstechnik GmbH  
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### R

RENAULT s.a.s  
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### S

Saint-Gobain PAM Deutschland GmbH  
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 SK Hydroautomation GmbH  
 SLCR Lasertechnik GmbH  
 Sollich KG  
 Sturm Group

### T

Thyssen Krupp Lasertechnik GmbH  
 Thyssen Krupp Steel AG  
 ThyssenKrupp System Engineering GmbH  
 TMS Transport- und Montagesysteme GmbH

### V

Vacuumschmelze GmbH & Co KG  
 Voestalpine AG  
 Voith Industrial Services GmbH  
 Voith Paper GmbH & Co.KG  
 Voith Turbo GmbH & Co.KG  
 Volkswagen AG

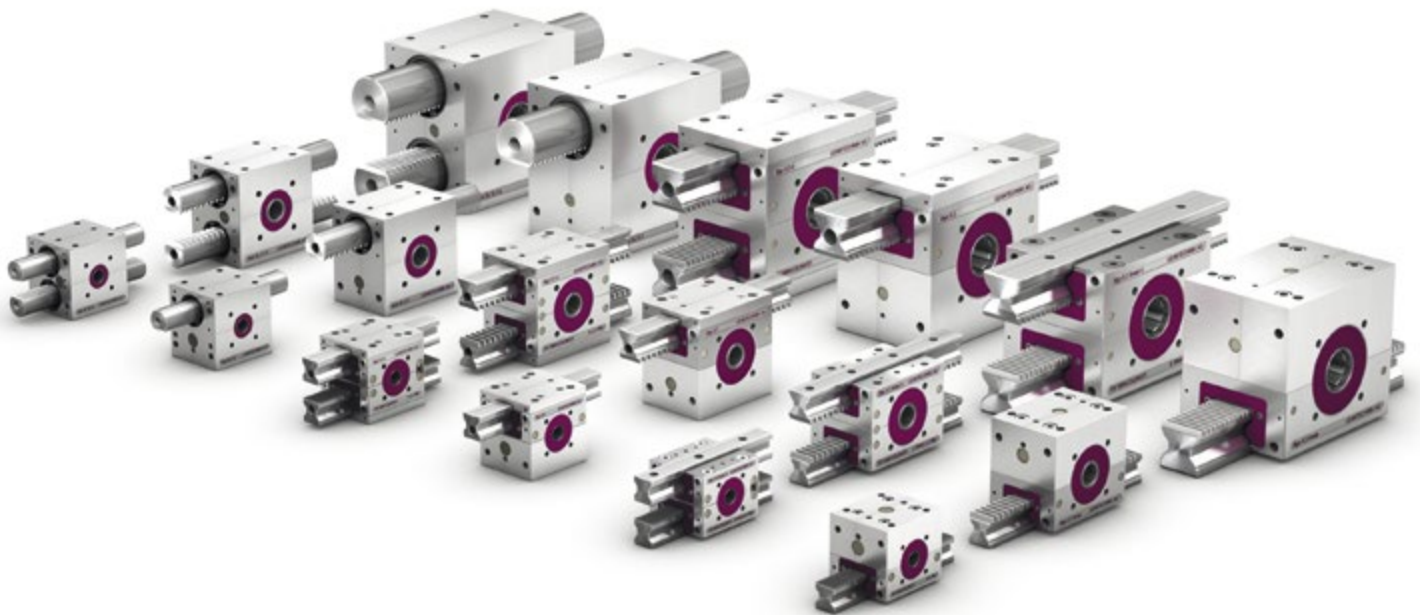
### W

Wafios AG  
 Wanzl Metallwarenfabrik GmbH  
 WICKERT Maschinenbau GmbH  
 Wieland-Werke AG

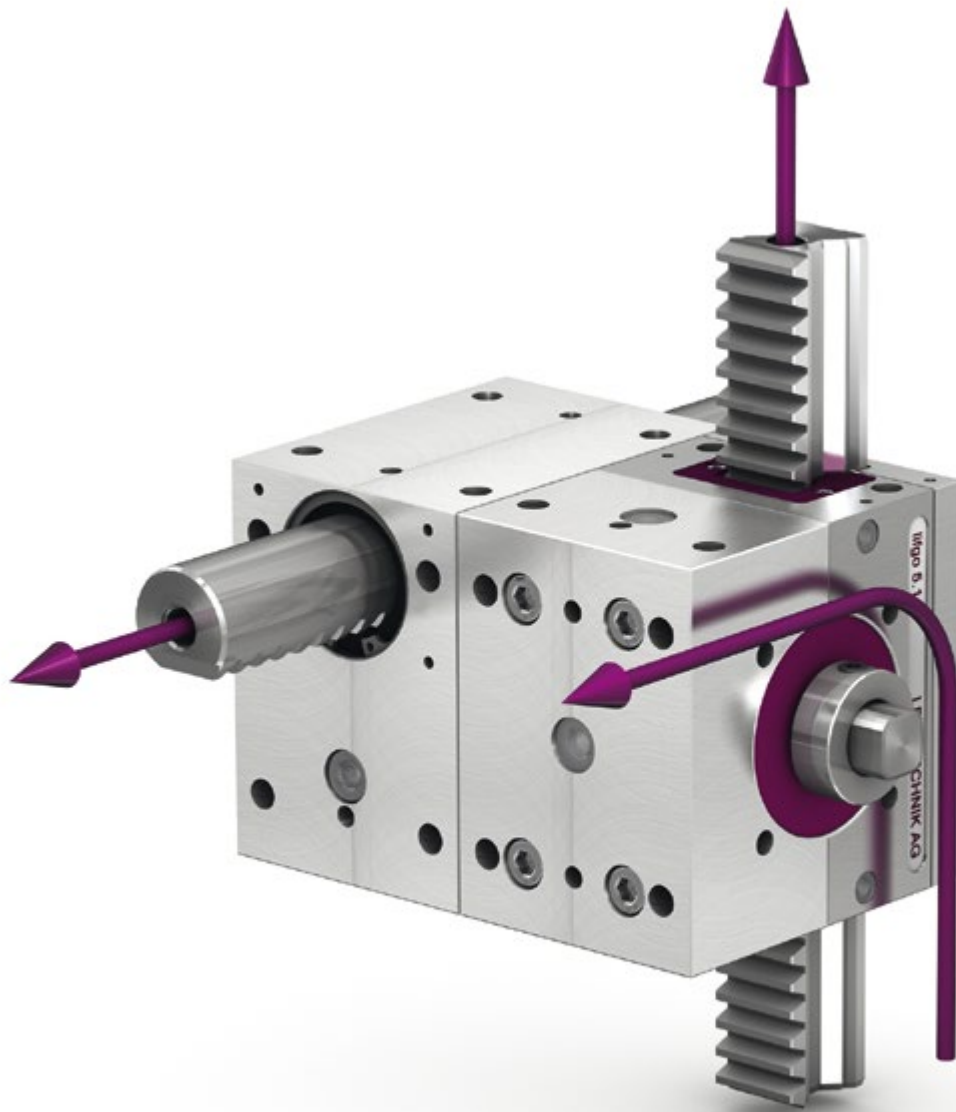
### Z

Zasche Sitec handlings GmbH  
 ZF Lenksysteme GmbH





# 1 Function & combination



## 1 Function & combination

### Introduction to functionality

lifgo® and lean SL® are two gear unit series offering different performance levels. They are both available in three different sizes.

**lifgo® 5.0 – 5.4:** Lifting, guiding and positioning. Fast, precise and strong

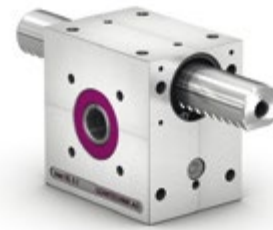
**lean SL® 5.m – 5.5:** Gearboxes for simple, cost-effective lifting devices

Both gear unit types can be combined with each other. They are compatible with one another and support each other's functions. The differences and similarities of the two series, lifgo® and lean SL®, are presented on the following pages.

### lifgo® & lean SL® • Differences



lifgo®



lean SL®

The most important differences between lifgo® & lean SL®:

#### lifgo®

- 4 roller guides
- precise guides
- high-precision positioning
- high lifting speed
- also available as "linear", "double" and "helical"

#### lean SL®

- sliding guide bearings
- simple guiding
- simplified precision positioning
- medium lifting speed
- also available as "double"

## lifgo® & lean SL® • Similarities



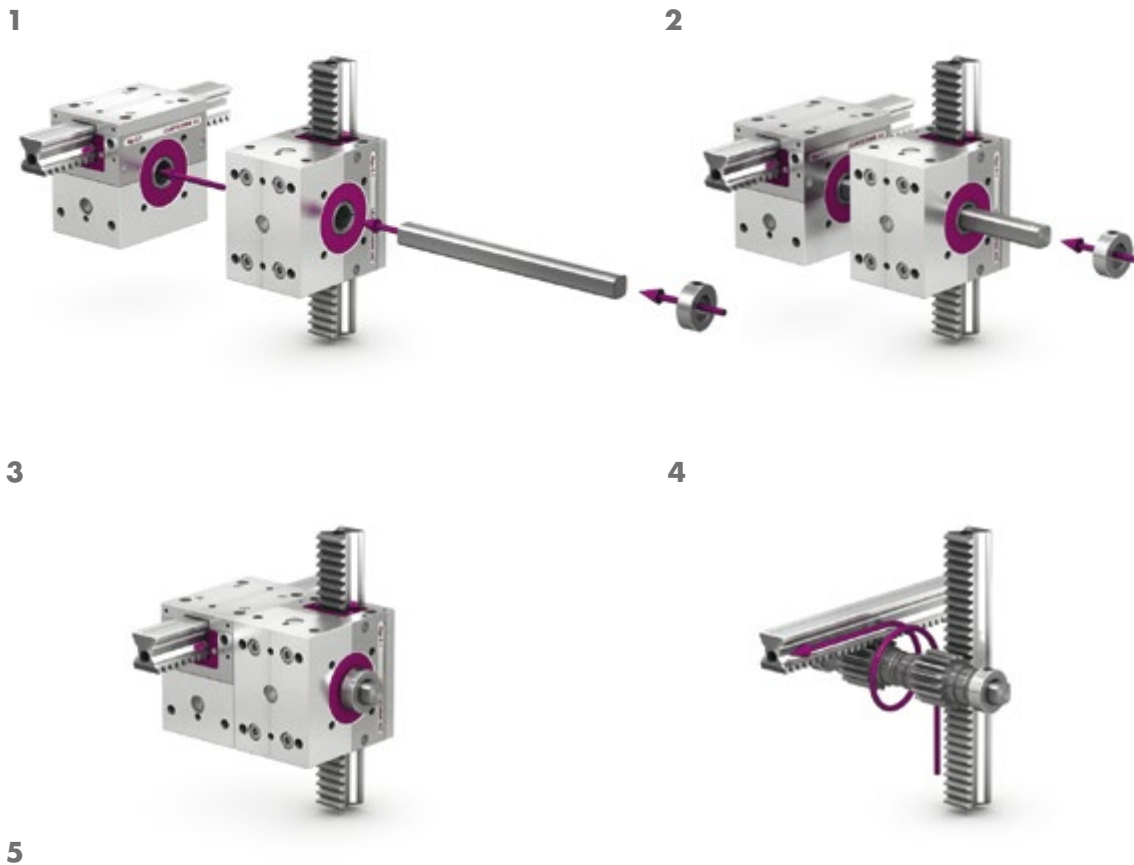
**lifgo®**

**lean SL®**

The most significant similarities between the lifgo® and lean SL® gear unit series:

- Identical connection dimensions and screw mounts for each size
- Identical tooth pitch (to)/module and pitch diameter for each size
- Identical pinion shaft designs for each series and size
- Screws can be threaded in directly and/or passed through
- Gear units can be installed on horizontal and vertical surfaces
- Mounting screw dimensions are the same in vertical and horizontal orientation

## lifigo® & lean SL® • Rotationally fixed, interlocked connection with profile shafts (PW)



Our profile shafts create a rotationally fixed and interlocked connection between the pinion for the horizontal gear racks and the pinion that drives the vertical gear rack. Linear horizontal motion is therefore converted to a linear vertical motion in a 1:1 ratio. The ratio (mm/360°) is different for each gear unit size (Fig. 1 – 3).

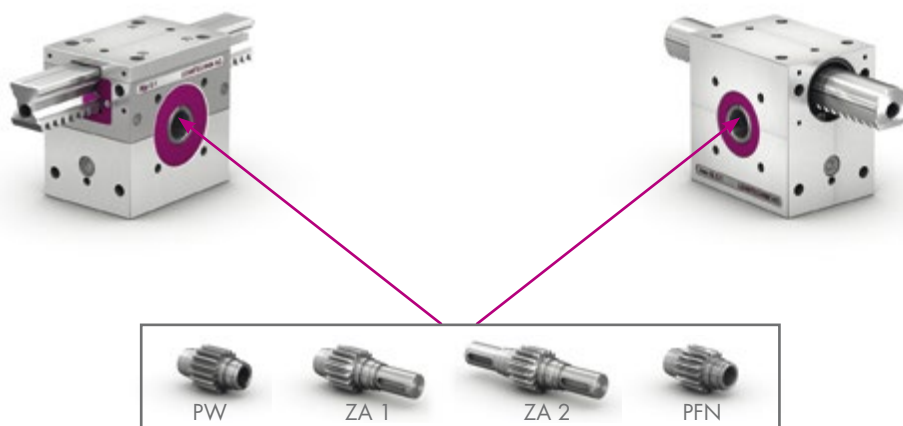
By sliding in the gear rack horizontally, the rotary motion is transmitted to the profile shaft by means of the pinion shaft (Fig. 4). The profile shaft synchronises the tooth position of the gear units in 90° steps. To do this, the gear unit must be positioned using the position markings on the pinion (image 5) and then the two must be connected with the profile shaft in this position. As a result, the gear rack positions are also synchronised (simultaneous engagement of the gear racks with the pinion shaft is a prerequisite.)

## lifgo® & lean SL® • Pinion shaft ends

In addition to profile shafts (PW) as a rotationally fixed connection, the lifgo® & lean SL® modular system offers three more standardised pinion shaft ends.

These include the pinion shafts with pins and a keyway, in versions with one pin (ZA 1) or two pins (ZA 2). A hollow shaft with a keyway (PFN) has also been standardized. The dimensions are the same for all lifgo® and lean SL® versions, for each size. They can be found on the dimension sheets.

The keyway and pin versions are particularly well suited for dynamic, low-clearance, and alternating load motions.



## lifgo® double & lean SL® double • Gear units with two racks



lifgo® double & lean SL® double with parallel rack guides in each size. For use in gripper devices and gripper shuttle systems, for example.

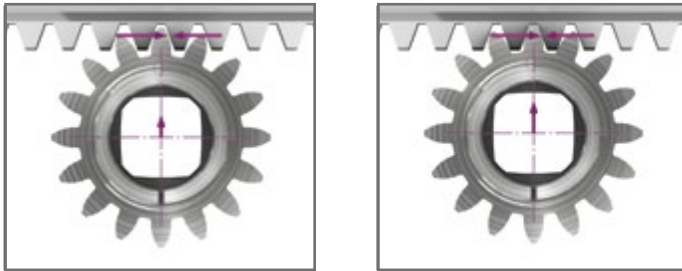
## lifgo® • Special features

The lifgo® 5 gear unit series meets high standards, and has a few technical features and versions that the lean SL® and lean SL® double series do not provide.

### lifgo® eccentric: Tooth backlash configurable (both for straight-cut and helical gears)

In the lifgo® "eccentric" version, the tooth backlash can be adjusted.

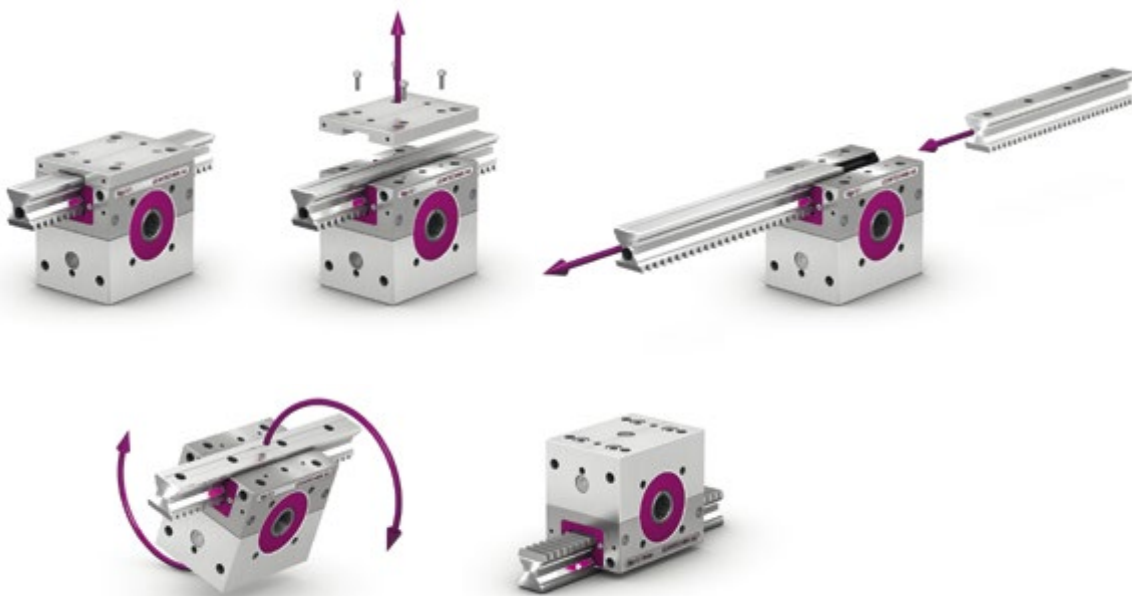
Indicate the desired positioning accuracy in the project data.



See also the adjustment values on pages 73/79.

### lifgo® linear: long travel, any number of gear racks

lifgo® becomes lifgo® linear: By removing the adapter plate and making a few small adjustments, lifgo® can also be used as a "linear" module. It very simply becomes the right drive unit for long travel strokes.



Applications:

**Horizontal & vertical stroke:** long travel with any number of multi-part gear racks

**Vertical stroke:** addition of reinforcement profiles at the tapped holes in the gear rack, and addition of auxiliary devices (e.g., suction pads, grippers, functional unit) at the end of the gear rack

### The four basic positions of the gear units



The sequence of pictures shows the basic assembly options in the horizontal and vertical direction. They are identical for lifgo® (top) and lean SL® (bottom). Note that both series can be combined with each other in all positions.



## Combinations of the series

### lifgo® + lean SL®



### lifgo® linear + lean SL®



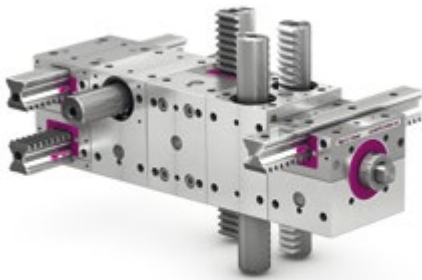
### lifgo® linear + lifgo®



From high-precision to low-cost – compatibility between series reduces costs.

### lifgo® double + lean SL® + lifgo® + lean SL® double + lifgo® linear

from right to left



The above illustration shows all conceivable lifgo® and lean SL® gear unit combinations at a glance.

## Direction of rotation/operation



Gear unit combinations basically convert horizontal linear motion into rotation, and then into vertical linear motion. The drive motion can take place in any effective direction (arrow). Reverse operation is also possible.

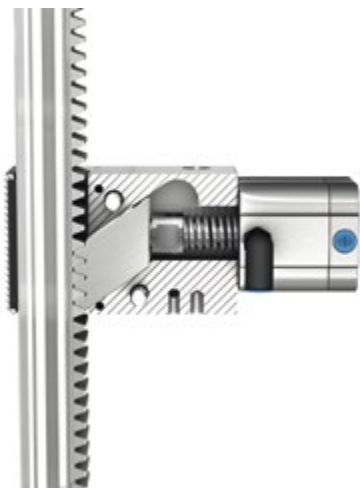
## Mechanical arrest system lifgo® & lean SL® (ASS)

The mechanical arrest system (ASS) is a mechanism that is mounted on the gearbox in order to prevent the uncontrolled descent of systems, system components or heavy weights and also to prevent the unwanted application of forces. It makes it possible to ensure that systems, machines or equipment do not descend suddenly or collapse during inspections or repair work. When used in combination with lifgo® or lean SL® gear units, the ASS can also be used as a positioning unit for a given value. Please ask us!

The **secured force is 5 times greater than the nominal force** of the associated lifgo® or lean SL® gearbox. **It is not permitted to exceed these forces at any time.** However, should this occur then it is essential to check the functioning of the ASS, the lifgo® or lean SL® gearbox and the gear rack. Other wise, correct functioning can no longer be guaranteed.

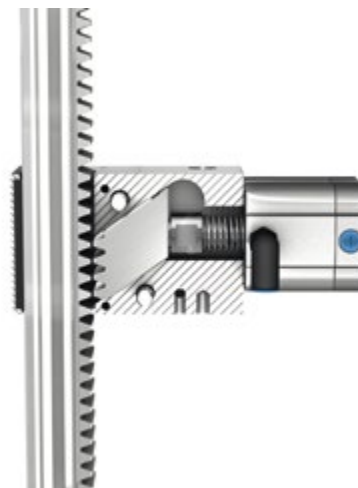
The **direction of securing** is opposite to the lifting direction **and securing is possible in only one direction of movement** (see images) and only provided that an electronic drive containing a service brake is used.

1



Mechanical arrest system locked

2



Mechanical arrest system unlocked

This protective device has a simple, robust method of operation. In normal operation, an air cylinder keeps the DP open against a mechanical spring pressure. This is the "free-moving position".

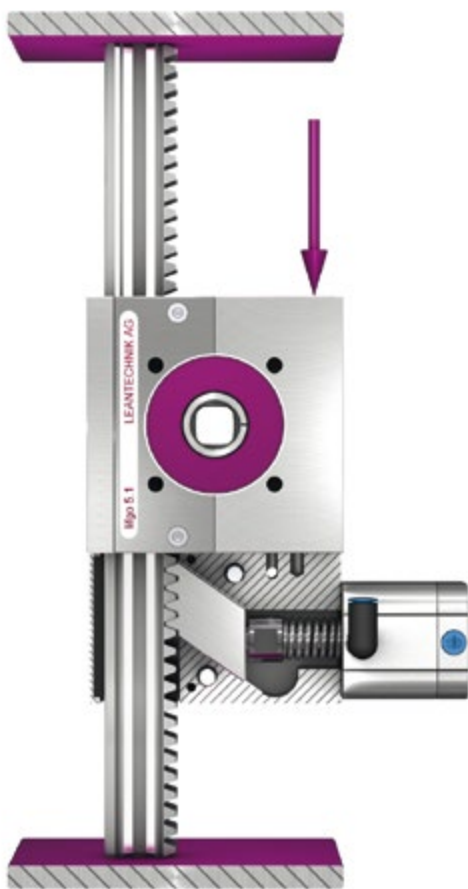
When it is necessary to apply the protective device, the system is first stopped. The air is drained from the ASS air cylinder and the spring pressure forces the toothed bar towards or into the gear rack. The inductive switch at the air cylinder indicates that the mechanism has left its free-moving position. The system is now descended **at low speed** until the spring pressure fully engages the toothed bar in the gear rack (see Fig. 1). When this locked position has been reached, a second inductive switch indicates this to the control unit. The downward movement is then stopped immediately. The system is now mechanically held in place by the interlocking components.

To unlock the system again, it is necessary to repressurize the air cylinder. Slightly afterwards, the system is raised **at low speed** again (see Fig. 2). The toothed bar is released and pressed back by the pressure from the cylinder. The inductive switch first indicates that the locked position has been exited and then that the free-moving position has been reached. The system can now resume normal operation.

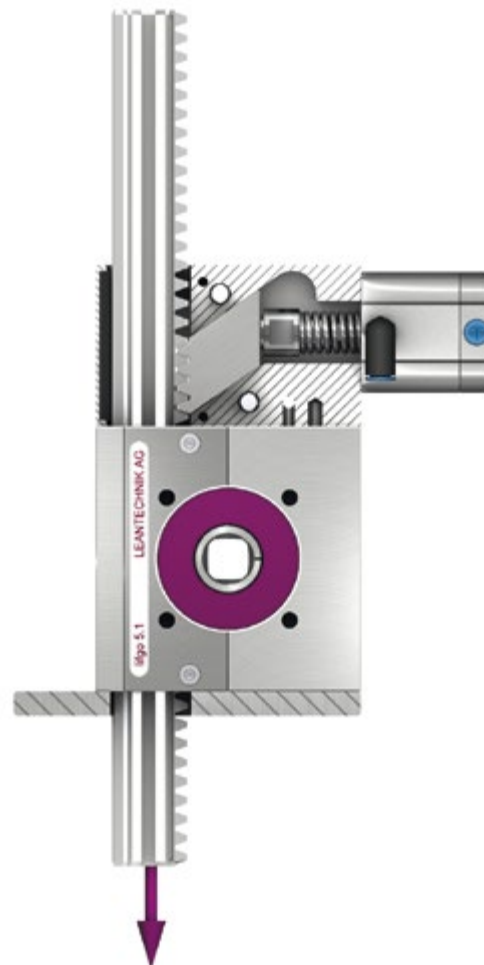
## Mechanical arrest system lifgo® & lean SL® (ASS)

In the event of a power supply failure, the system's service brake must first be activated. Then the air cylinder is depressurised. The toothed bar moves towards the gear rack to just in front of the closest tooth. If the system does not descend any further then the ASS remains in this position. If, for whatever reason, the system continues to descend, the spring pressure forces the toothed bar into the next possible tooth space and the mechanical interlock halts the system.

In accordance with VDE and EU guidelines, all the functions must be wired in a suitable control unit as per DIN 60204.



Gear unit moves the lift load



Gear rack moves the lift load

Aachen University tested and approved the ASS in November 2012.

## Stepless holding brake (SHB)

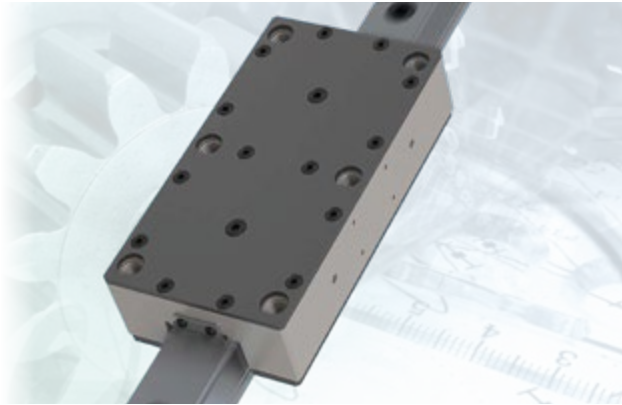
### Pressure booster for SHB high-pressure, pneumatic

#### HIGHLIGHTS AND SPECIAL FEATURES

In most cases, the pressure available in the compressed air system is not sufficient to operate the SHB at 20 bar. One possibility is increasing the overall system pressure, but this is a high-effort and expensive solution. Another solution is the use of a pressure booster in the system right where the higher pressure is needed.

The pressure booster increases the pressure in the system to the required operating pressure of the SHB by purely mechanical - pneumatic - means without introducing energy from outside.

- fast pressure boosting in front of the individual brakes
- no energy consumption after the output pressure is reached
- no electrical installation required
- simple, secure and economical operation
- no need to invest in your own high-pressure circuit or in a off-centre separate compressor system



#### The best functional safety

SHB safety brakes use the failsafe principle. Pre-tensioned cup springs press brake shoes onto the "waist" of the profile rail. The brake mechanism is designed for relatively large stroke and balances the profile rail manufacturing tolerances without losing braking force.

#### Mechanical clamping for safety

SHB safety brakes clamp very rigidly directly on the linear guide. This means they are directly applied to the mass that is being braked or held. Drive elements between the motor and masses to be moved, such as spindles, spindle nuts, shaft couplings or gear units therefore have no effect on safety.

#### Perfect for vertical axes

Direct clamping on the linear guide makes the SHB ideal for use in gravity-loaded axes where the risk to personnel needs to be minimised.

#### High rigidity

SHB safety brakes are more rigid than rod or band brakes by at least a factor of 3. Rotational motor brakes compare even less favourably. For one, they are usually subject to backlash, and for another, each element between the brake and the rail has a negative impact on rigidity.

#### Switch condition monitoring

An integrated proximity switch outputs a signal each time the brake's status changes.

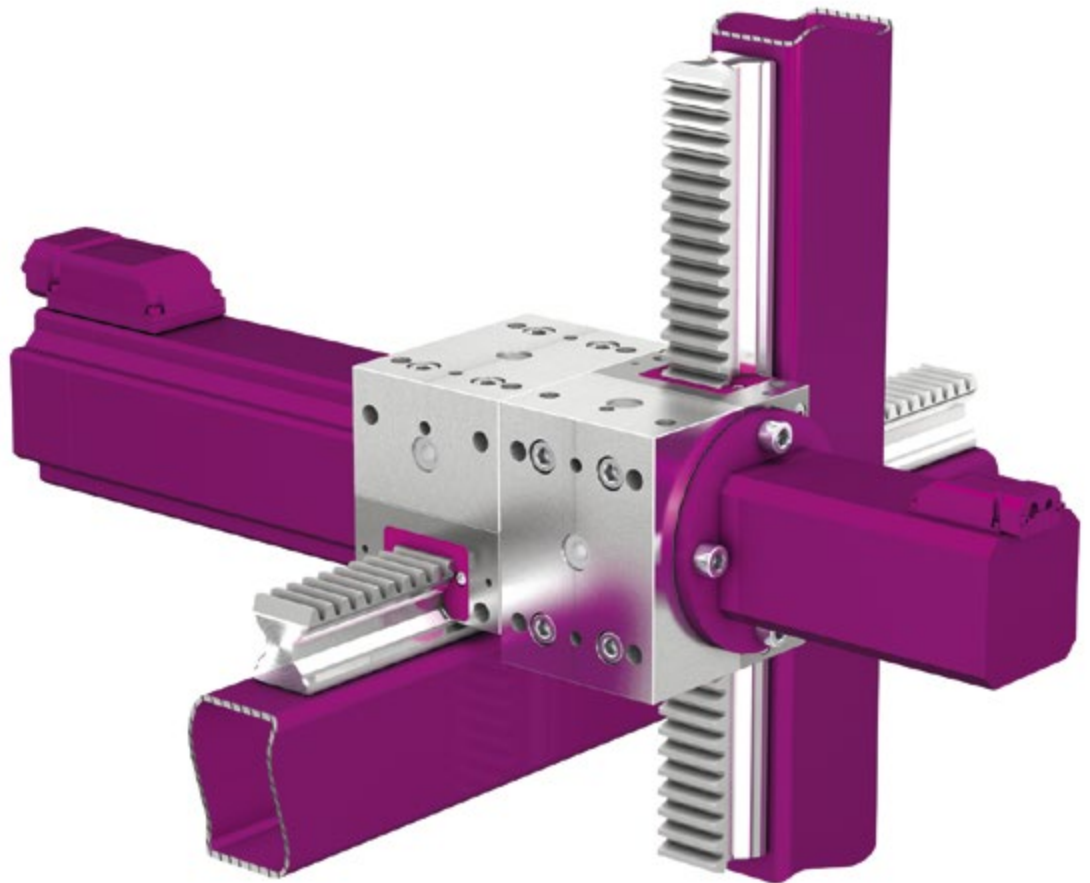


Pressure booster on a plate



Pressure booster in a housing


## 2 Applications & examples



## Note on the presentation of the application examples

On the following pages, we present principal application and usage options for the lifgo® and lean SL® series.

In order to achieve a uniform view of the many different applications, the gear unit size 5.1 was used for all the presentations. All applications shown can, of course, also be implemented in all sizes – with lifgo®, lean SL®, or a combination of the two series.

 The detailed depiction indicates which of the two series is used in each application. It is important, depending on the application. You can also trace the force flow and motion sequences. Operation in reverse is also often possible.

## Explanation of the term “primary gear unit”



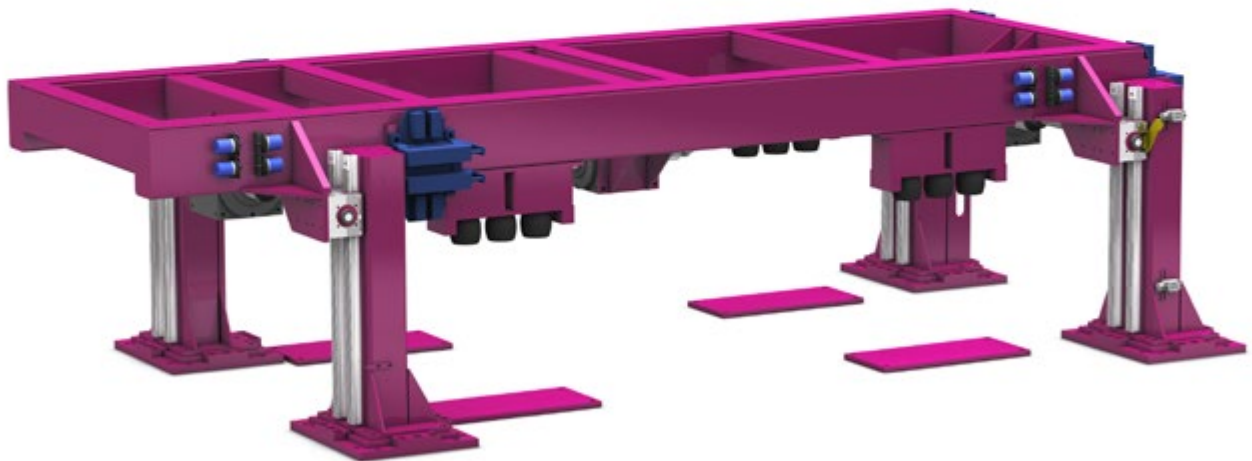
Note the role of the primary gear unit in the illustrations and applications. It distributes the drive forces acting on it within the lifting system, and does not perform any direct lifting, pushing, or positioning task itself.

The gear unit itself is no different from other gear units. The terminology refers solely to its location.

 The maximum permissible force transmission = **nominal force, in Newtons (N)** of an individual gear unit must not be exceeded!

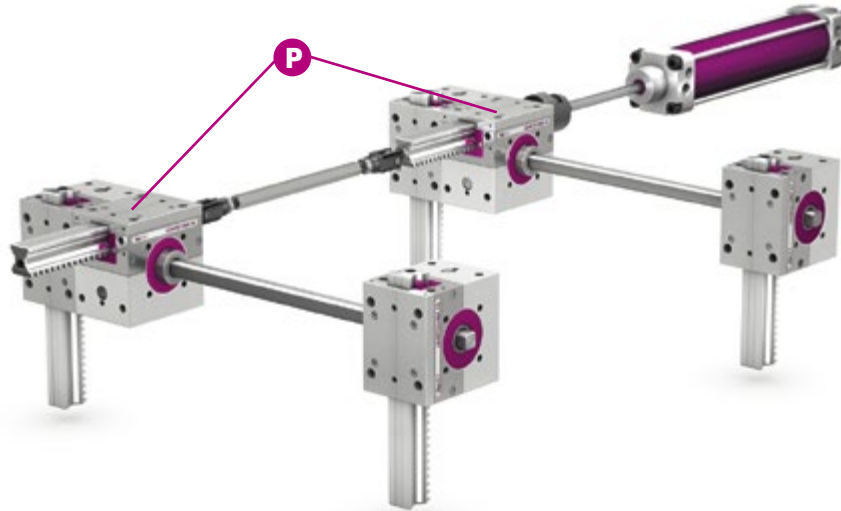
# lean **LIFT**

Lifting Systems



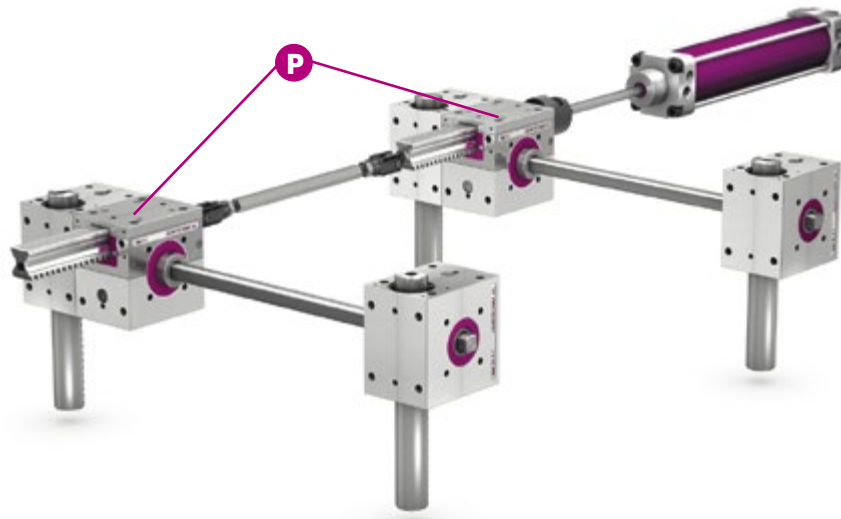
For the systems shown below in this chapter, all lengths and distances as well as the lifting speed and load capacity can be freely selected.

### Standard lifting system with lifgo® and air cylinder drive




The two primary gear units from the lifgo® series each distribute half of the maximum potential force to the four gear units with vertical gear racks. The lifgo® gear racks bear supported loads, and can resist transverse forces.

### Standard lifting system with four lean SL® units as vertical gear units

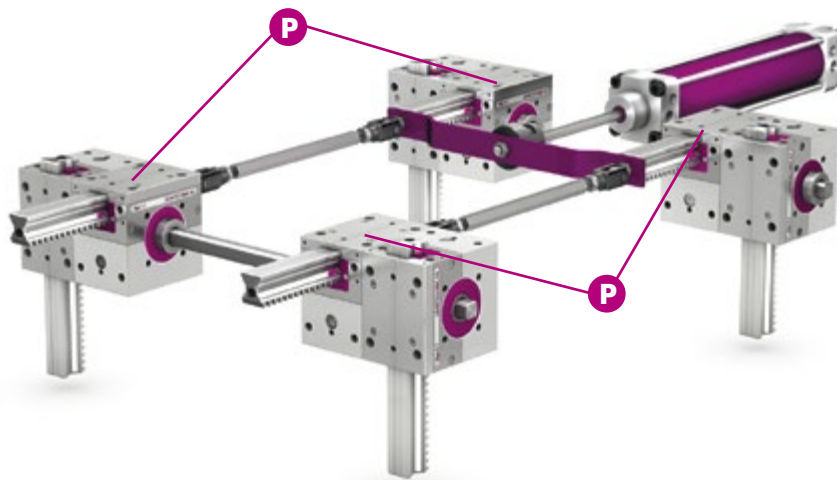


A plate or device bolted to the end faces of the gear racks ensures the vertical orientation of the gear racks in the real-life application.

 Transverse forces are not permitted in this application



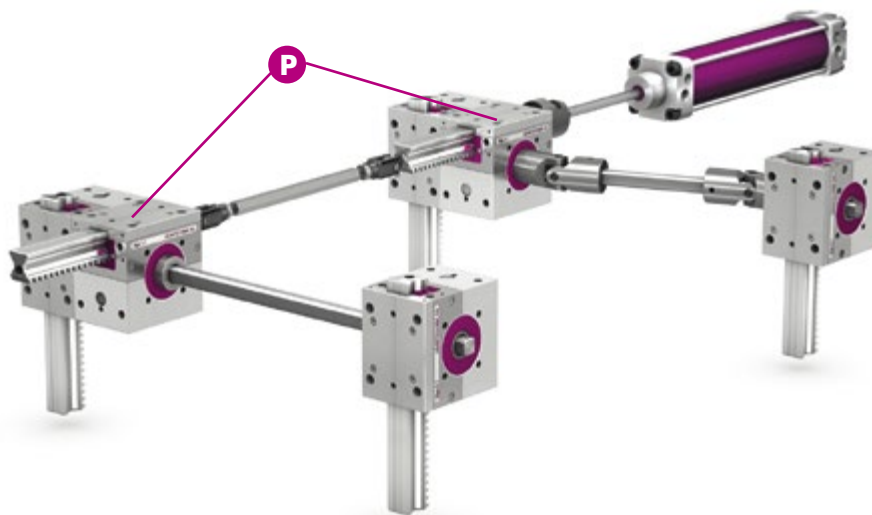
### Lifting systems with four vertical and four primary gear units



This system provides fourfold force transmission (depending on the size) to the vertical stroke. Non-centred loads can be supported here because a closed mechanical polygon is installed.

**!** The maximum load at any given lifting unit must not be exceeded.

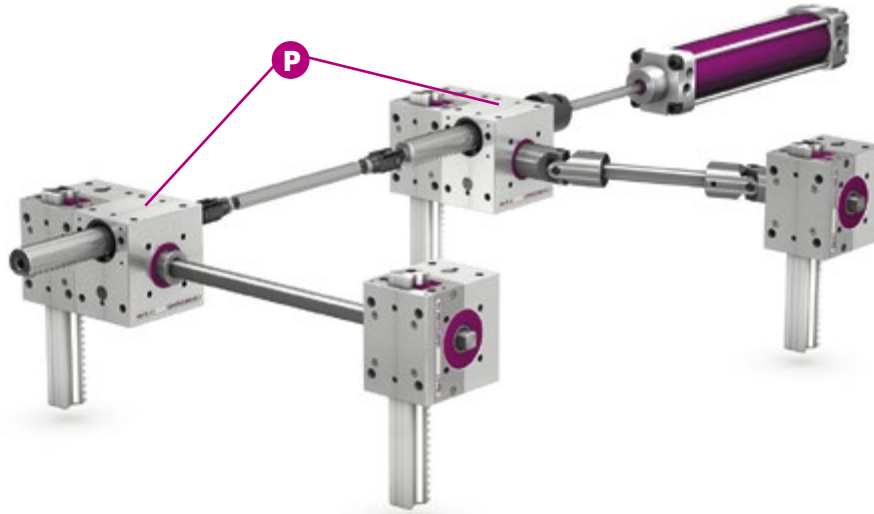
### Lifting system with universal joints/primary gear unit®



Lifting systems with four vertical and two primary gear units. The position of the gear unit for the rear axis can be varied via the universal joint.

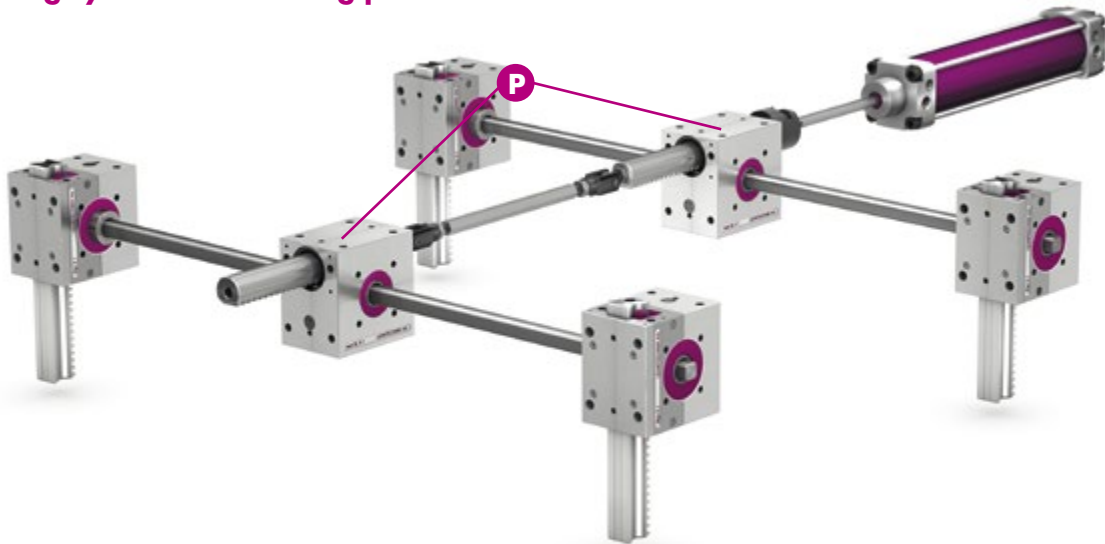
Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### Lifting system with universal joints/primary gear unit lean SL®



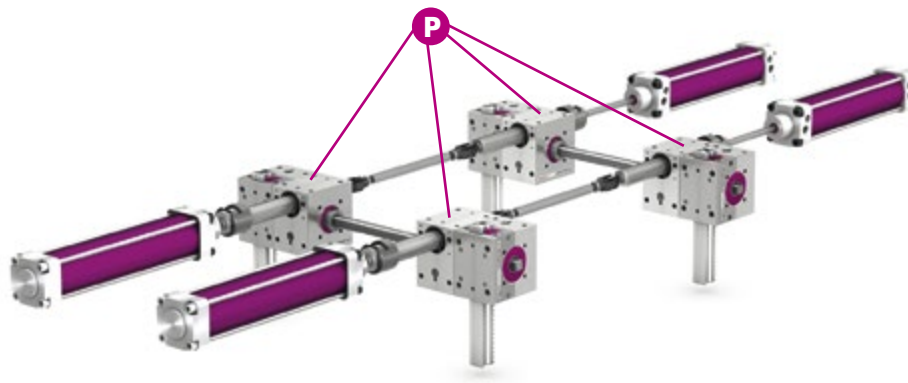
In this application, two lean SL® units are used as the primary gear unit. This results in a lower lifting force than in the previous application. Vertical guidance of the lift load is ensured by using the four lifgo® gear units.

### Lifting system with 4 lifting points



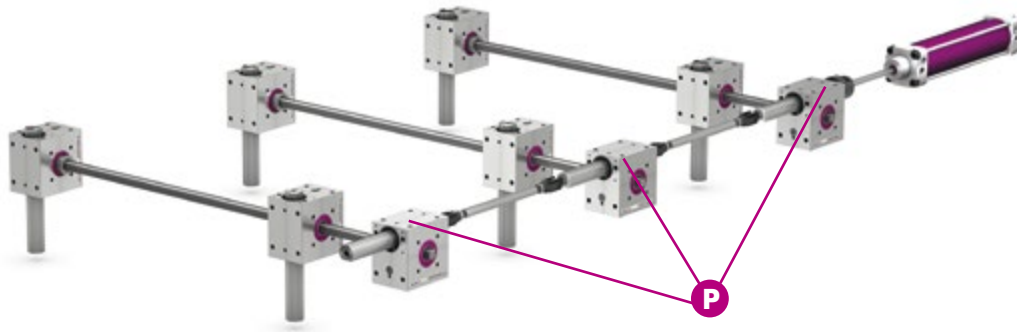
Combination of lean SL® primary gear unit and lifgo® gear unit. lean SL® works with lower lifting force than the same size lifgo® unit. This ensures high quality guidance and positioning with the vertical stroke implemented as a lifgo® unit, and low force transmission by the lean SL® unit.

### Lifting systems with 4 vertical and primary gear units



One air cylinder is connected to each of the lean SL® series primary gear units. In this application, four times the maximum nominal force can be generated. The gear units of the lean SL® series synchronise the force and motion of the air cylinders.

### Lifting system with 3 primary gear units in series



In this application, the horizontal gear racks of the lean SL® primary gear units function as “tie rods”, as do the differential couplings.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### **lifgo® with built-in drive**



The lifgo® pinion shaft is equipped with pins and a keyway. For precise positioning (horizontal/vertical), the drive motor is directly connected to the lifgo® pinion using a form-fit coupling. Used as a positioning and adjusting drive, the drive unit can also be used, for example, for pouring and tilting devices.

### **lifgo® pair with rotary reinforcement**



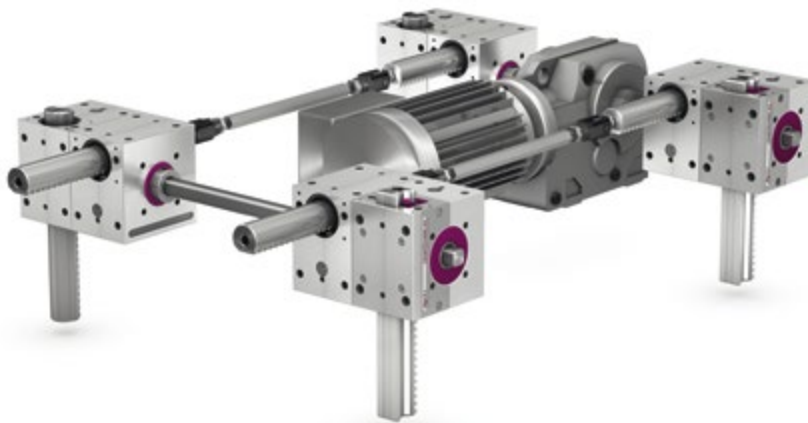
Used in the same way as in the previous example. In this pair of lifgo® units, the rotational reinforcement transmits the rotary motion from the first to the second gear unit at the same position.

### lifgo® lifting system in series



Lifting system and device for lifting long parts and profiles, for example. This application can also provide the vertical stroke in a single-row shuttle. See also page 55, bottom.

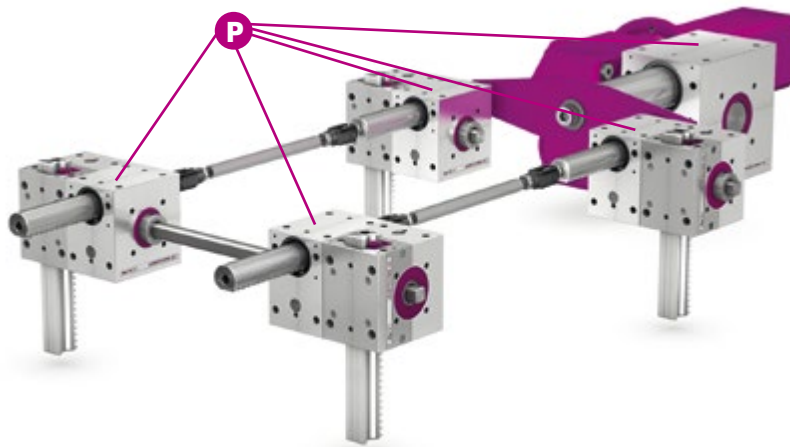
### Lifting system construction with lifgo® and lean SL®



The left side vertical gear units are from the lifgo® series, and function as a guide and transverse force support for any mounting plate. If two lifgo® gear units are sufficient when low transverse forces need to be supported, then lean SL® gear units (here the vertical gear unit on the right-hand side) can be used for other tasks.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### Lifting system, standard configuration, large gear unit as tension drive



The large lifting unit used as a tension drive can come from the lifgo® series or lean SL®, depending on the force requirement (here lean SL®). Off-centre loads can be supported due to the closed force polygon and because maximum force and torque transmission are possible. The installation space in the centre remains available.

### Lifting system with 2 distributor gear units and one gear motor



Force transmission to the gear units is at a maximum. The installation space under any mounting plates can be used freely. Combined use of the lifgo® and lean SL® series is also possible in this application.

### Lifting system, U-shaped with 2 distributor gear units



In this U-shaped application, the installation space in the centre remains free. The maximum torque  $M_t^2$  is the torque of the profile shaft on each side.

 The maximum permissible rated force of a gear unit must not be exceeded!

### Circular arrangement of lifgo® gear units



This lifgo® application can be used for clamping and/or centring round objects. The closure of round bodies (casings) is another potential application.

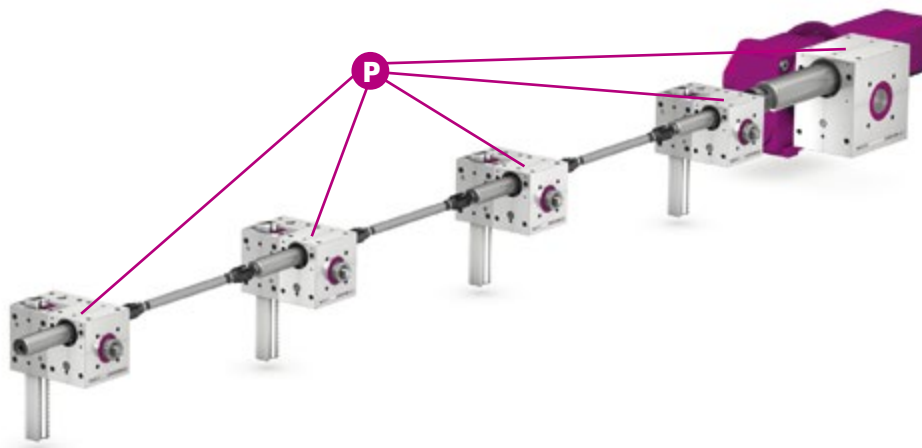
Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### Arrangement in a rectangle/square



This application with lifgo® series gear units allows clamping and/or centring.

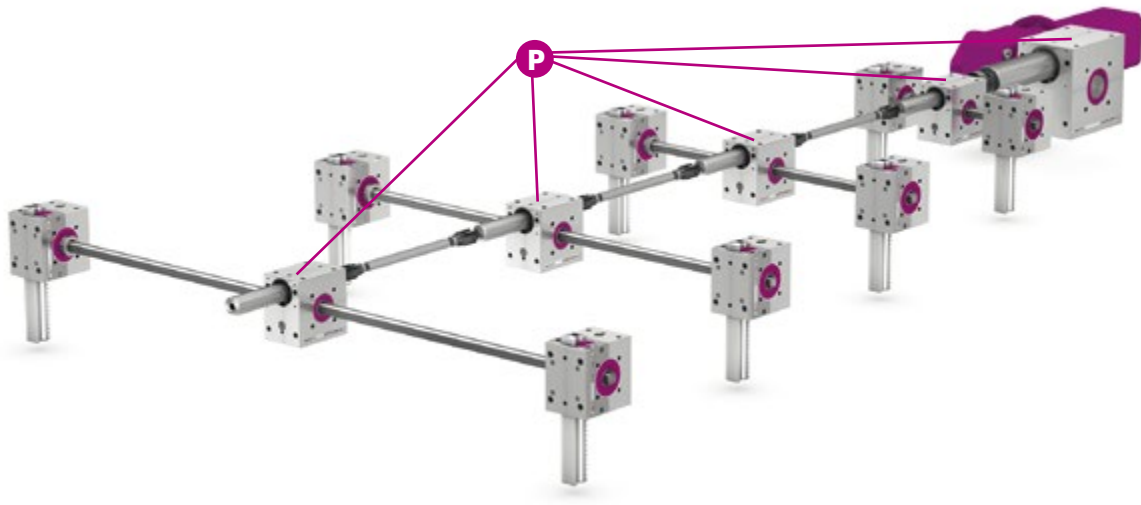
### Serial arrangement of gear units



This construction is used to lift long, narrow mounting plates, for example when lifting production parts into machine tools. A large lean SL®series gear unit is used here as the tension drive. The vertically oriented lifgo® gear units guide the mounting plate.



### Arrangement of gear units in 4 rows



Arrangement as in the serial arrangement of gear units. In addition to the lean SL<sup>®</sup> gear units, lifgo<sup>®</sup> lifting units are now set up on both sides, in order to lift wide, guided mounting plates, for example.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

For the systems shown below in this chapter, all lengths and distances as well as the lifting speed and load capacity can be freely selected.

### Lift column as intermediate stacking unit with a lifgo® linear



This application with a lifgo® linear provides intermediate storage of flat products at various levels.

### Lift column – lift device with two lifgo® linear units and auxiliary guides



Lifting forks are directly installed on the lifgo® linear unit. Various useful auxiliary elements can be installed. Our lift columns are also available with counterweights.

### Lift columns with auxiliary guides



Precise guidance for lift operations with high, off-centre loads. The application allows high loads and a large transverse force capacity. It is suitable, for example, for precise lifting and positioning of loads and production devices.

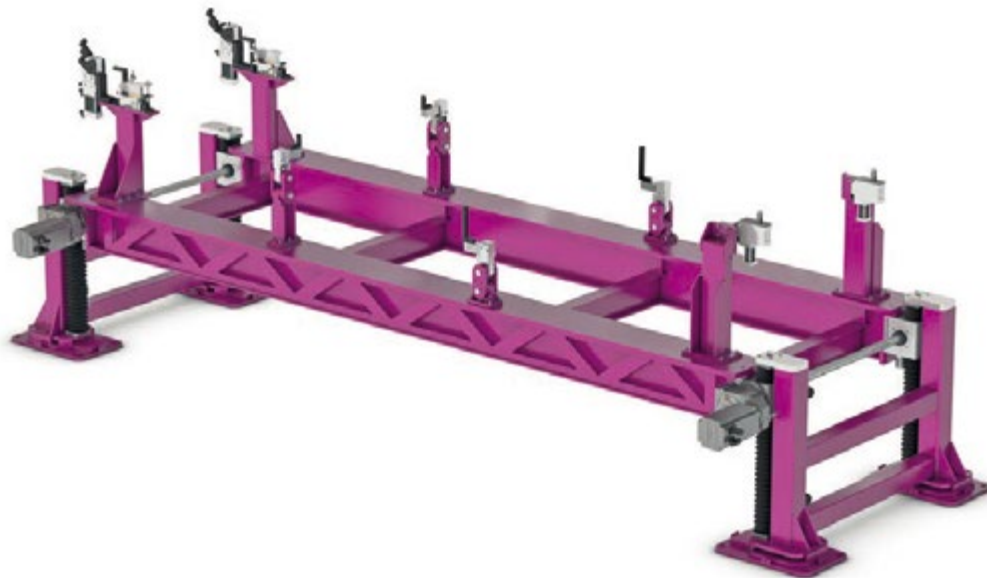
### Lift column with reinforcement profiles on the lifgo® linear gear rack



Lift column with particularly rigid design, for lifting heavy parts/fixtures in assembly lines, such as for the final assembly of front axles with engine/transmission in the automotive industry. Large stroke heights, high transverse force capacity and positioning accuracy.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

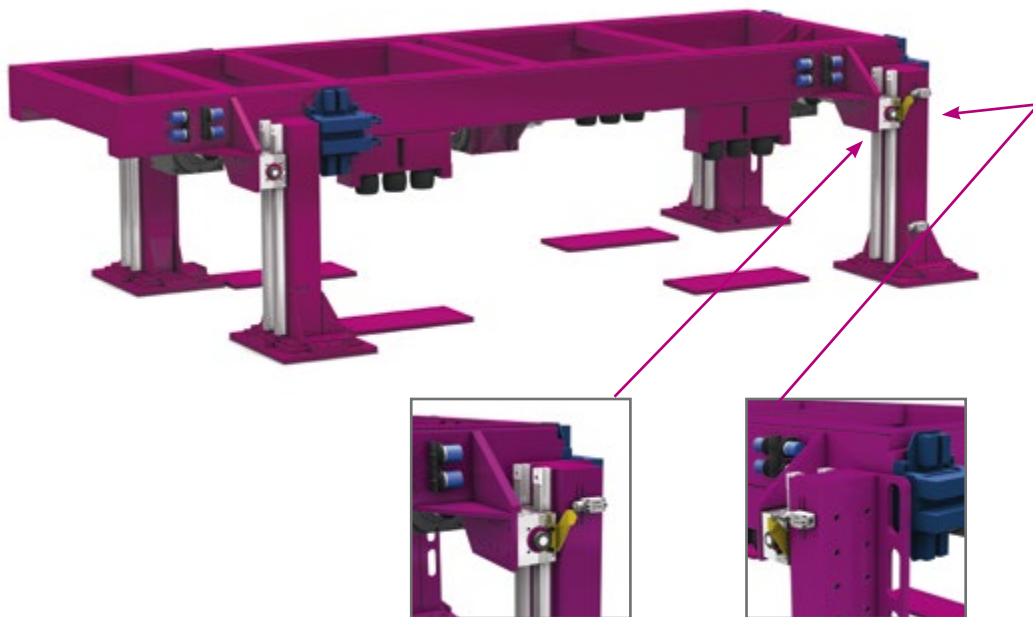
### lean SL® Lifting table



Lift table for high loads with high repeat accuracy. Loose guidance to prevent overdefinition, for example during centring tasks. A lift table consists of two double columns, each of which is equipped with two lean SL® gear units and, in the configuration illustrated here which uses size 5.3 gear units, is able to lift 1 800 kg, for example.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### lifgo® Precision lifting table



Application for high loads with high positioning and repeat accuracy. Precise guidance and maintenance of position during the stroke are required. Safety pegs, central lubrication and damping are used as auxiliary equipment here. Synchronicity is maintained by a central drive.

### Lifting-lowering conveyor (HSF)



Lifting table meets skid conveyor

To transport chassis as efficiently as possible, in the lifting-lowering conveyor, we combine a skid system with two of our lifting columns. The construction lowers, lifts and conveyor heavy loads – and not just in automotive construction.



#### HIGH PRECISION

The lifting-lowering conveyor works with very high precision and positions chassis with consistent accuracy.



#### HIGH LIFTING SPEED

With its compact design, the lifting-lowering conveyor moves components in seconds.

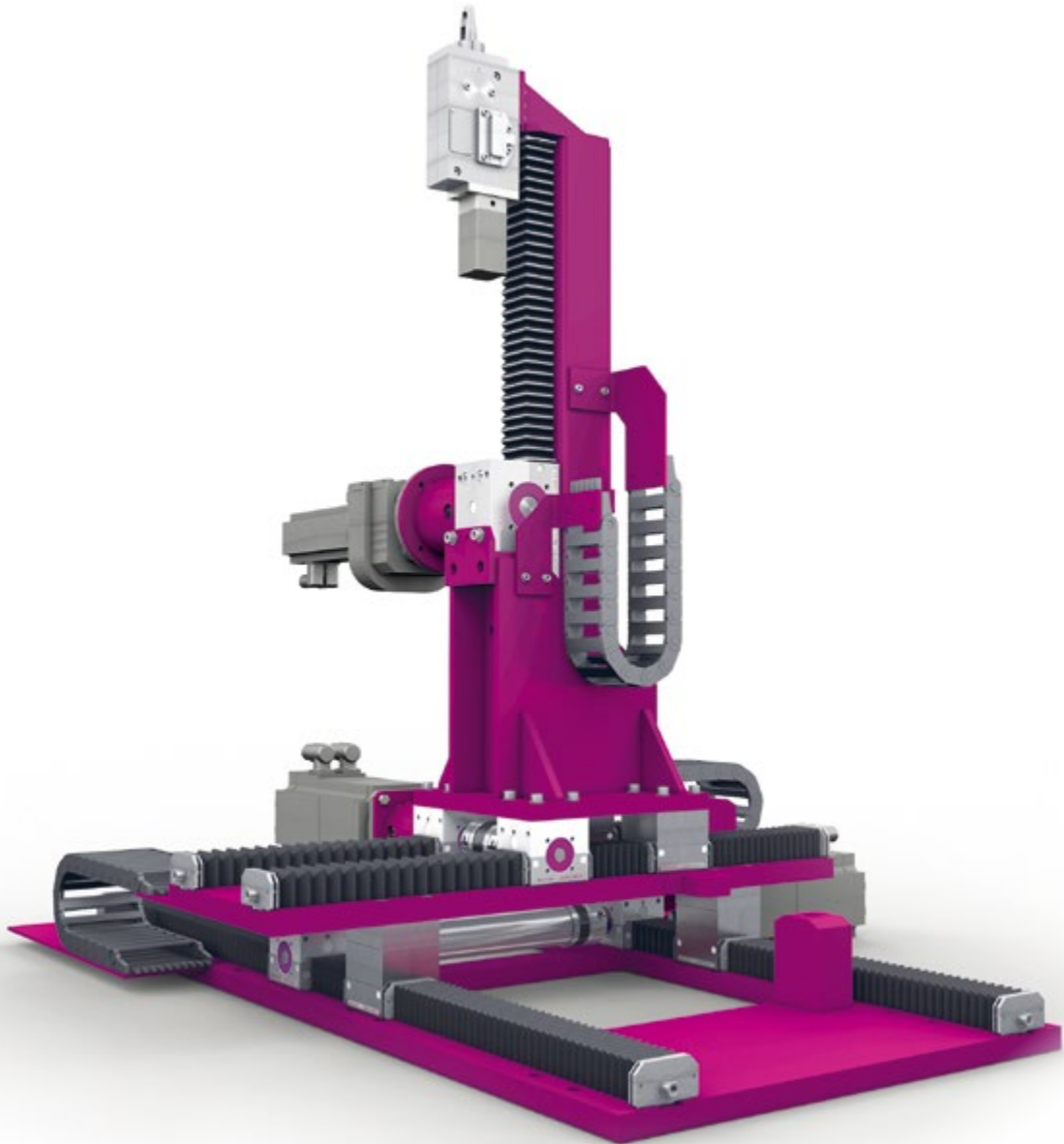


#### FLEXIBLE DESIGN

The slim steel construction of the lifting-lowering conveyor is designed to be flexible and save space.

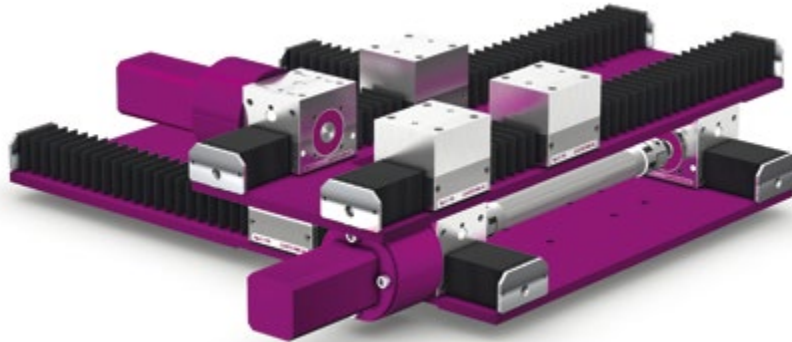
# lean POSITIONING

Flexible Positioning Systems



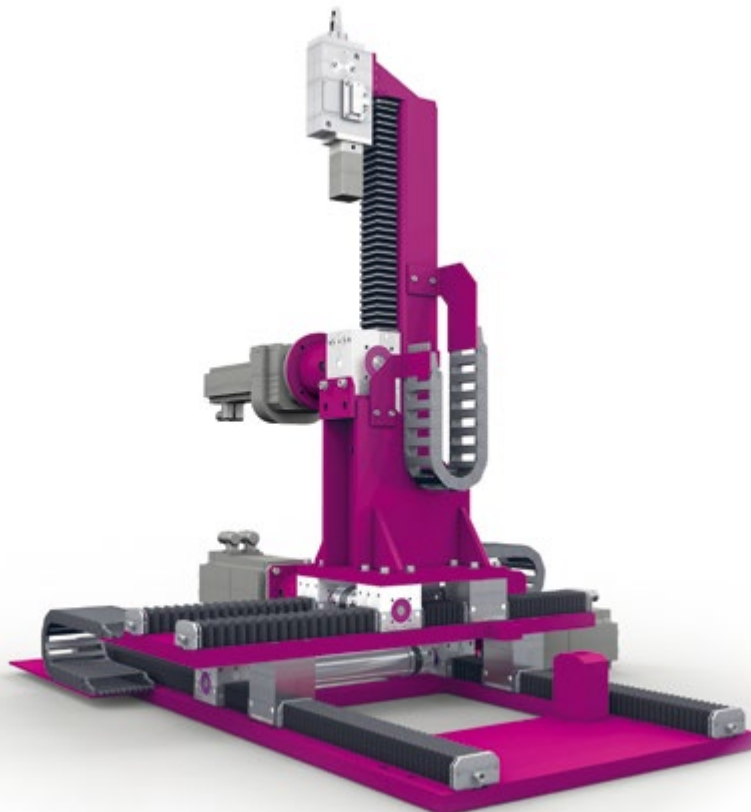
# lean POSITIONING

### 2-axis positioning table with auxiliary equipment on request



Standing 2-axis positioning table for high loads and fast travel speeds. A Z-axis or other accessories can be mounted. A suspended version is also possible.

### 3-axis positioning system (DAP) based on lifgo®



Flexible spatial movement thanks to lifgo® gear unit controlling 3 axes. Components are picked up and clamped at the top end of the Z-axis. The system is able to support transverse forces and process forces. It is suitable for use, for example, in production lines in the automotive industry. The DAP makes it possible to manufacture chassis frames of different sizes and shapes on one and the same production line. To do this, the distances between the pick-up points are adapted automatically for each chassis frame. For an illustration of the functioning of the system, you can also watch the video on our website.



### AFP (Actuator Flexible Position) – NC locators



The LEANTECHNIK system construction kits

Our AFP axes are designed to flexibly position brackets, tensioners, centring devices and much more. They can be used to mount different components, such as chassis parts. The system construction kits consist of a longitudinal axis, transverse axis, lifting axis and drive units.



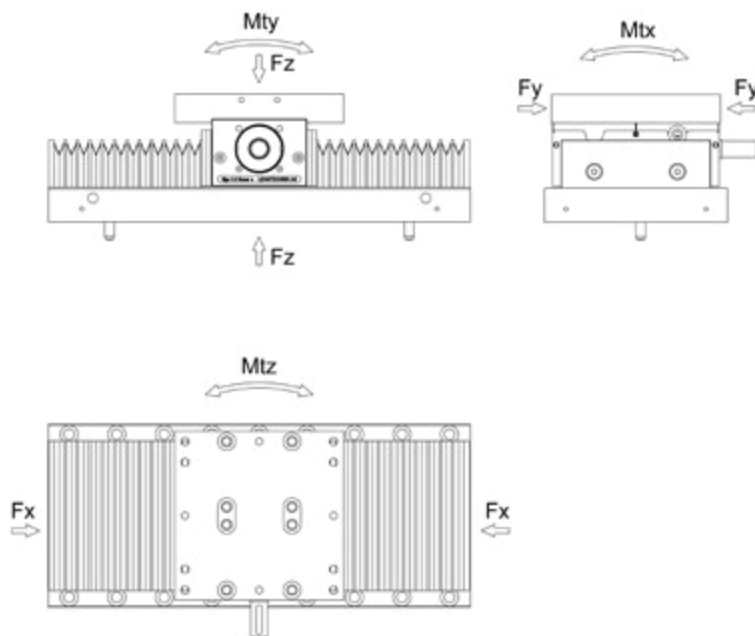
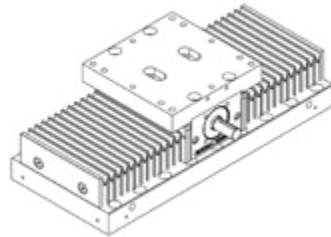
freely selectable motor position



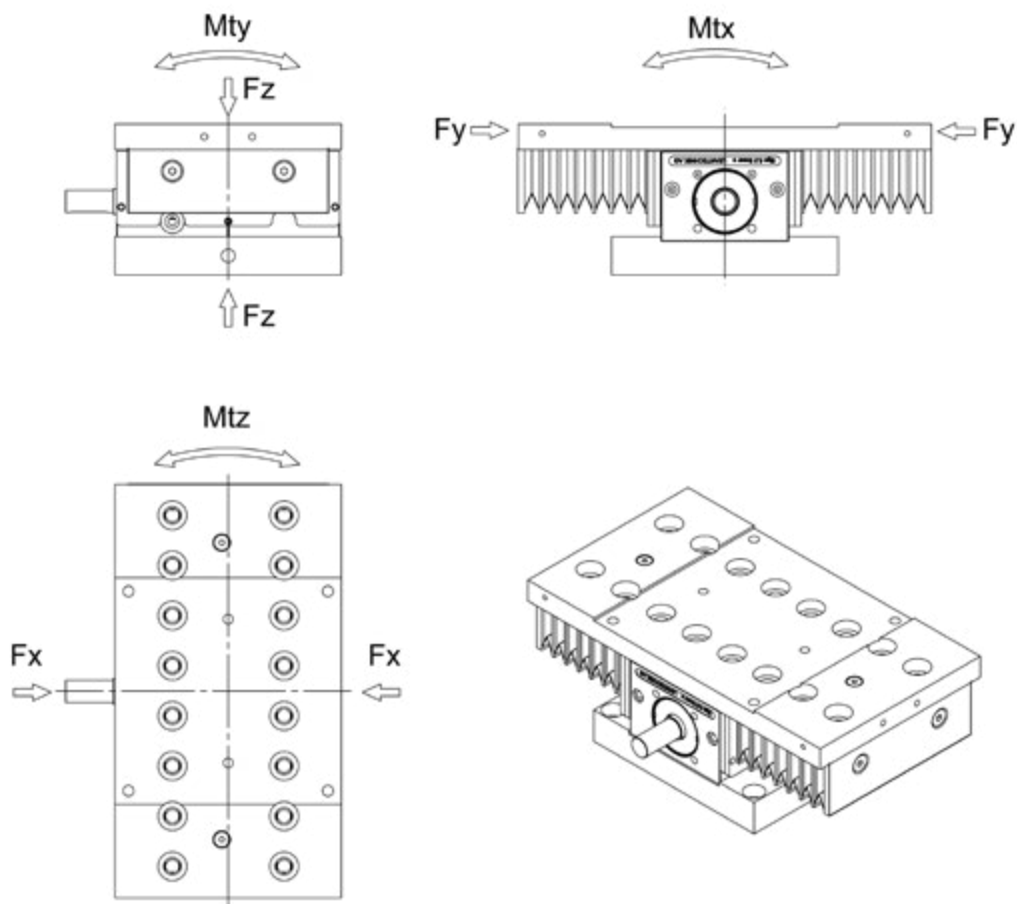
universal accessory selection



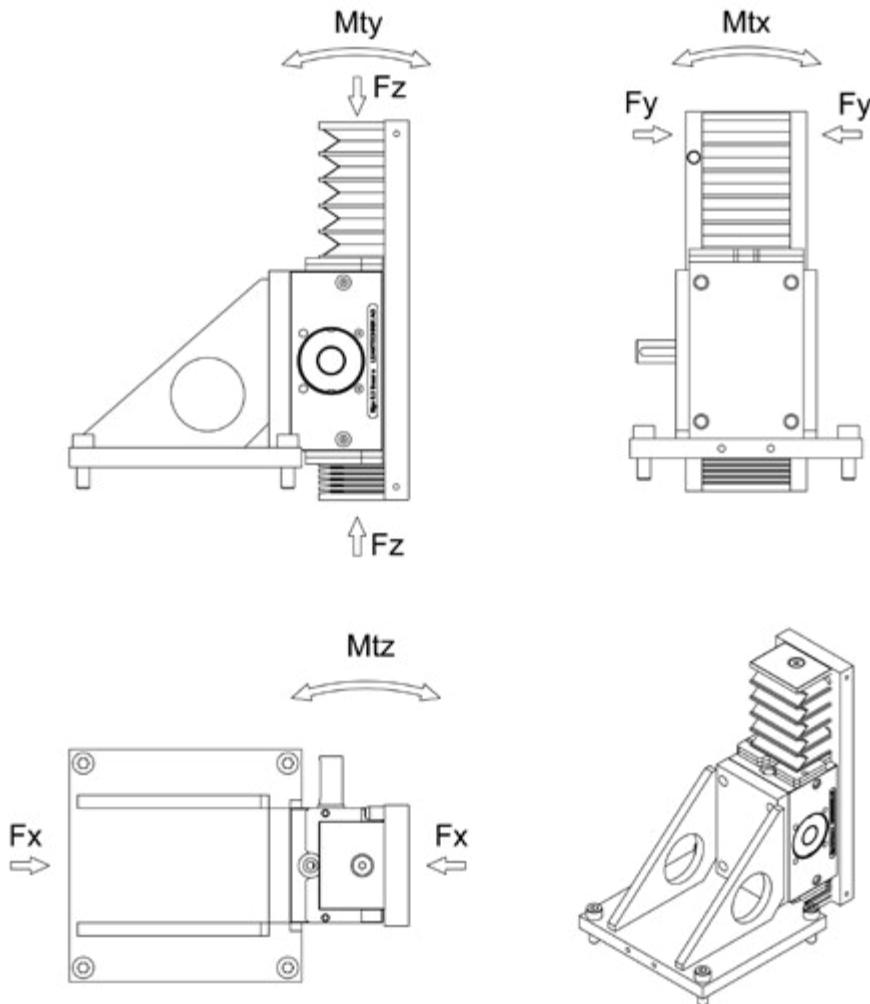
extremely compact design



AFP longitudinal axis	Unit	770 040	770 041	770 052	770 042	770 056	770 026	770 027	770 057	770 058	770 059
Technical data						light	light	light	light	single	single
Stroke length	H mm	60	150	300	400	60	150	300	400	150	300
Maximum stroke	H max mm	63	164	314	401	63	164	314	401	153	303
Pitch diameter	Ø Tk mm	20	20	20	20	20	20	20	20	20	20
Gear ratio	stroke mm/360°	62.8318	62.8318	62.8318	62.8318	62.8318	62.8318	62.8318	62.8318	62.8318	62.8318
Efficiency	w	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Temperature resistance	T °C	+80	+80	+80	+80	+80	+80	+80	+80	+80	+80
Load capacity static	Fx stat. N	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Load capacity dynamic	Fx dyn. N	750	750	750	750	750	750	750	750	750	750
	Fy stat. N	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
	Fy dyn. N	750	750	750	750	750	750	750	750	750	750
	Fz stat. N	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
	Fz dyn. N	750	750	750	750	750	750	750	750	750	750
Static torque	Mtx stat. Nm	500	500	500	500	500	500	500	500	150	150
Dynamic torque	Mtx dyn. Nm	500	500	500	500	500	500	500	500	150	150
	Mty stat. Nm	400	400	400	400	400	400	400	400	300	300
	Mty dyn. Nm	180	180	180	180	180	180	180	180	200	200
	Mtz stat. Nm	500	500	500	500	500	500	500	500	200	200
	Mtz dyn. Nm	180	180	180	180	180	180	180	180	200	200
Static weight	m kg	7.8	13.4	22.2	27.1	4.2	7.1	12.1	14.7	4.0	6.4
Dynamic weight	m kg	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	3.5	3.5
Total weight	m kg	14.6	20.2	29.0	33.9	11.0	13.9	18.9	21.5	7.5	9.9

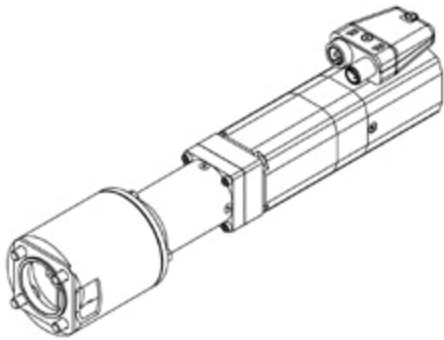


AFP transverse axis	Unit	770 053	770 048	770 028
Technical data				
Stroke length	H mm	60	90	180
Maximum stroke	H max mm	65	98	181
Pitch diameter	Ø pt. mm	20	20	20
Gear ratio	Stroke mm/360°	62.8318	62.8318	62.8318
Efficiency	w	0.92	0.92	0.92
Temperature resistance	T °C	+80	+80	+80
Static load capacity	Fx stat. N	2000	2000	2000
Dynamic load capacity	Fx dyn. N	750	750	750
	Fy stat. N	2000	2000	2000
	Fy dyn. N	750	750	750
	Fz stat. N	2000	2000	2000
	Fz dyn. N	750	750	750
Static torque	Mtx stat. Nm	400	400	400
Dynamic torque	Mtx dyn. Nm	200	200	200
	Mty stat. Nm	500	500	500
	Mty dyn. Nm	500	500	500
	Mtz stat. Nm	500	500	500
	Mtz dyn. Nm	200	200	200
Static weight	m kg	6.7	6.7	6.7
Dynamic weight	m kg	4.6	5.8	8.8
Total weight	m kg	11.3	12.5	15.5

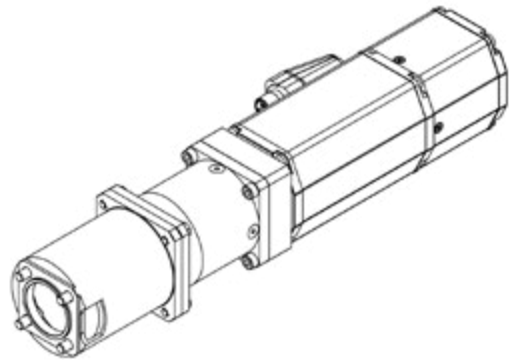


AFP lifting axis Technical data	Unit	Pin right	770 054	770 055	770 050	770 051
		Pin left	770 062	770 063	770 060	770 061
Stroke length	H	mm	60	60	90	90
Maximum stroke	H max	mm	60	60	91	91
Pitch diameter	Ø pt.	mm	20	20	20	20
Efficiency	w		0.92	0.92	0.92	0.92
Temperature resistance	T	°C	+80	+80	+80	+80
Static load capacity	Fx stat.	N	2000	2000	2000	2000
Dynamic load capacity	Fx dyn.	N	750	750	750	750
	Fy stat.	N	2000	2000	2000	2000
	Fy dyn.	N	750	750	750	750
	Fz stat.	N	2000	2000	2000	2000
	Fz dyn.	N	750	750	750	750
Static torque	Mtx stat.	Nm	400	400	400	400
Dynamic torque	Mtx dyn.	Nm	200	200	200	200
	Mty stat.	Nm	500	500	500	500
	Mty dyn.	Nm	200	200	200	200
	Mtz stat.	Nm	150	150	150	150
	Mtz dyn.	Nm	150	150	150	150
Static weight	m	kg	6.2	9.0	6.2	11.2
Dynamic weight	m	kg	2.9	2.9	3.2	3.2
Total weight	m	kg	9.1	11.9	9.4	14.4

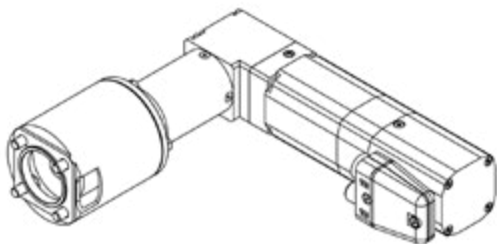
770 038 AFP drive unit 5.0-PLE040-BG45x15-EKL



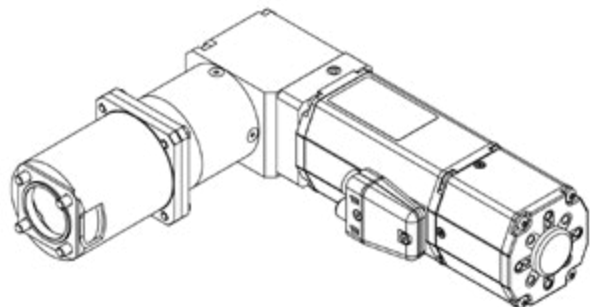
770 036 AFP drive unit 5.0-PLE060-BG65Sx25-EKL



770 039 AFP drive unit 5.0-WPLE040-BG45x15-EKL



770 037 AFP drive unit 5.0-WPLE060-BG65Sx25-EKL





AFP transverse axis Technical data	Unit	770 038	770 039	770 036	770 037	
Stroke speed	v max      mm/s	35	35	90	90	
Dynamic lifting force	F dyn. max N	500	500	650	650	
Static braking force	F stat. max N	1050	1050	1950	1950	
Reduction ratio	i	80:1	80:1	32:1	32:1	
Increment per 1.00 mm stroke		[ $\cdot$ ]	1303.797	1303.797	2086.076	2086.076
Temperature resistance	T            °C	+40	+40	+40	+40	
Weight	m            kg	1.8	2.0	3.5	4.2	

Note: More information about motors upon request and in the motor project planning  
Observe maximum axis load

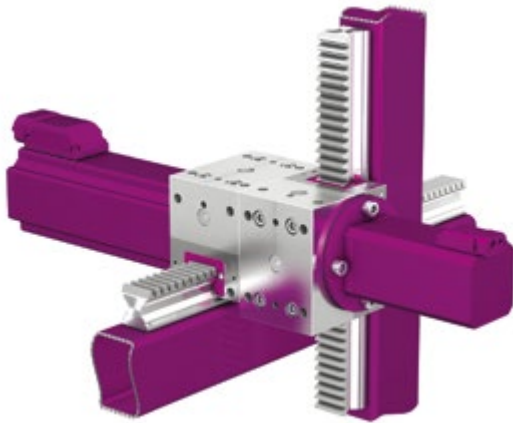
# lean P&P

Pick-and-Place-Systems



For the systems shown below in this chapter, all lengths and distances as well as the lifting speed and load capacity can be freely selected.

### Horizontal drive with attached vertical drive



Representation of a transfer function. For the horizontal drive (X or Y stroke), a lifgo® linear unit with linear gear rack is placed on the carrier. The drive “comes along”. A lifgo® linear unit is mounted on it for the Z-stroke.

### 1-axis transfer, linear axis, horizontal/vertical



1-axis transfer with lifgo® linear. Very fast, large strokes, for transport from “A to B”.

### 2-axis portal, variable



2-axis transfer with lifgo® linear for each axis. Grippers, clamps, vacuum devices, or other auxiliary devices can be installed at the ends of the gear racks.

### Portal for single-side access



Compact 3-axis handling system with extendible support arm. Ideal for one-sided access. Compact, fast, precise, and low-vibration due to linear guide reinforcements.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### 2-axis portal with 2 vertical axes



Portal with two lifgo® linear units and an additional lifgo® guide. Two lifgo® units are installed on it for the Z-axis. Auxiliary devices are installed at the ends of the gear racks.

### 4-axis system with rotary head and suction pad

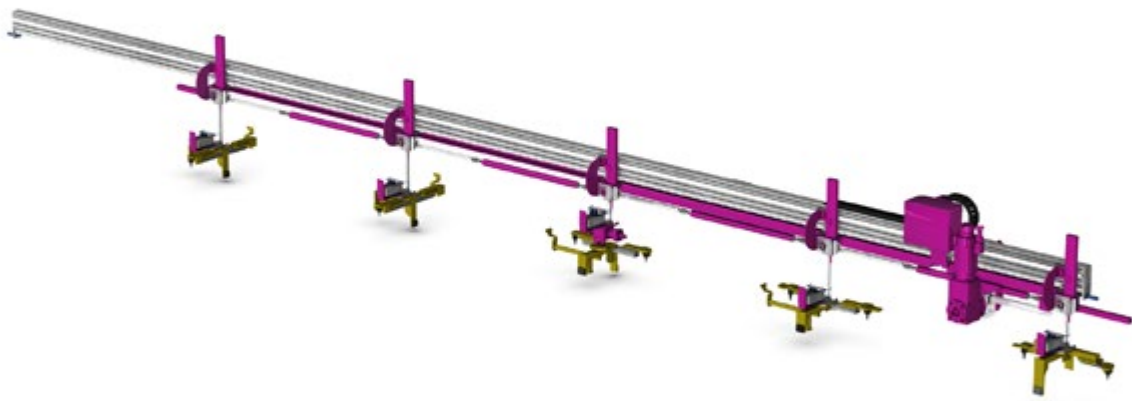


4-axis “pick & place” system with linear motion. The fifth axis is used as an off-centre rotary axis with a suction pad or magnet. This application is used for picking up area-optimized pre-cut parts (sheet metal, etc.) and for the accurately aligned stacking of the parts on the opposite pallet.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

# lean SHUTTLE

Shuttle-Systems



### 2-axis transfer with gripper function



Standing 2-axis transfer part feeder. A horizontal stroke axis, a gripper or closing axis, synchronous on both sides toward the middle. Can be used as a stepped conveyor. Also available as a 3 axis transfer with horizontal and vertical stroke and synchronous closing axis.

For the systems shown below in this chapter, all lengths and distances as well as the lifting speed and load capacity can be freely selected.

### 1-rail shuttle, hanging, 2-axle drive



Suspended 1-arm shuttle. The gear rack and lifgo® linear unit are suspended below the beam for the horizontal drive. The assembly and second lifgo® for the Z-stroke are mounted on it. Grippers, suction pads, or other devices can be installed on the suspended standard aluminium profile.

### 1-rail shuttle, standing, 2-axle drive



lifgo® gear units are oriented vertically in the Z direction, connected and synchronised by means of the rotary axis. Rotary reinforcements ensure precise angular synchronicity. A lifgo® linear unit with an additional lifgo® guide car is mounted on it, in order to be able to move the profile beam reversibly in the X or Y direction. This creates a 2-axis reversing shuttle.



### 1-arm shuttle, suspended, 2-axis drive with 5 gripper stations



The horizontal stroke is suspended. In contrast to the previous example, the vertical stroke has been designed so that a second lifgo® lifting unit is installed in the horizontal direction next to each vertically oriented unit.

The gear units are each connected and synchronised by a profile shaft. In the horizontal direction, a tensile force acts on the gear racks and causes the pinion to rotate. This force is transferred to the vertical lifgo®, and the rotation is redirected again into a linear motion (vertical in this case).

### 2-arm shuttle, standing, 2-axis external drive

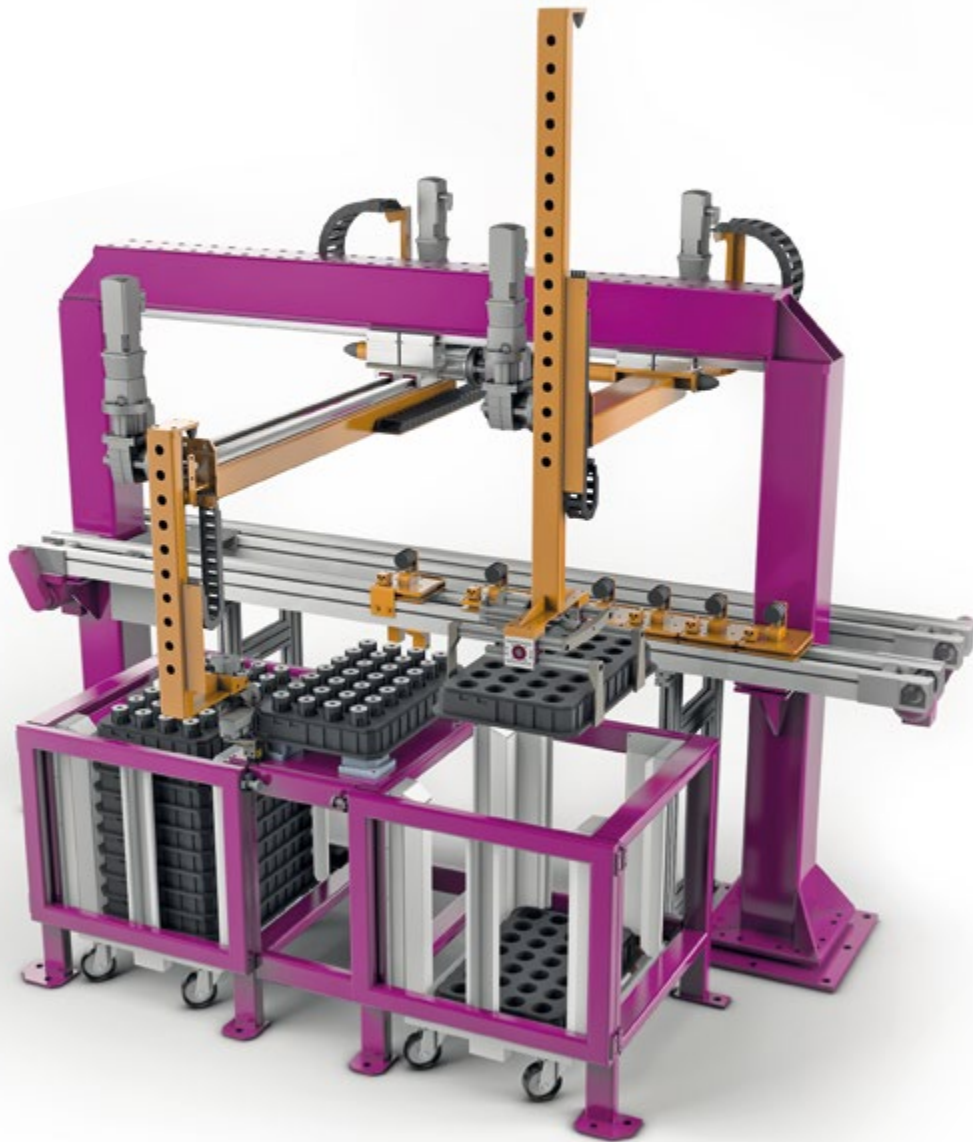


Designed as a 2-axis transfer shuttle with externally mounted drives. The system can also be designed as a 3-axis transfer gripper shuttle.

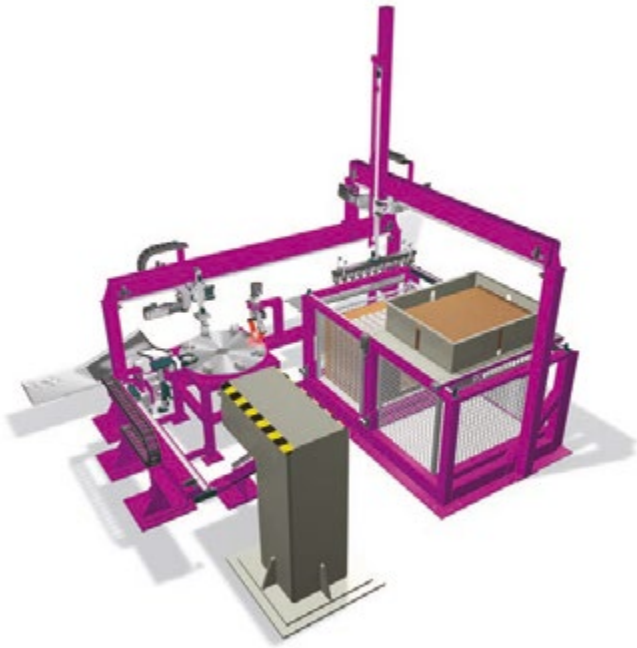
Please note that all the systems illustrated here are simply examples and that many other designs are possible.

# lean GANTRY

Portal-Systems

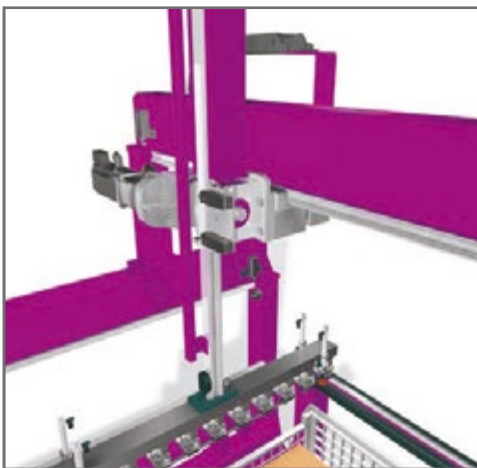


### Sorting system, complete



Complete system, including controls and integration in the full line for removing production parts – in this case, large industrial castings. The lifgo®series is used in various multi-axis portals and transfer systems. High cycle time. Precise guiding and positioning.

### lifgo® linear 2-axis module, ready-to-install design



Modules with 1 or 2 axes are available. They can be provided as designed and assembled units. The level of completion can be determined individually. This is a 2-axis module, lifgo® linear (X-Z stroke) including end switches, end-of-stroke dampers, media chains and drives.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### lifgo® linear transfer – 17 meters, with gripper stations



Partial transfer system with lifgo® linear for the horizontal stroke. Scope includes steel construction, assembly, operational testing, and final installation. The grippers take parts from the transfer and dip them into process baths for further processing. Used in the chemical industry.

Please note that all the systems illustrated here are simply examples and that many other designs are possible.

### Partial system with lifgo® and third-party components



Design and construction of a round measurement table with feeding and disposal, using lifgo® linear axes. All lifgo®elements of a single size from the modular system are used here.

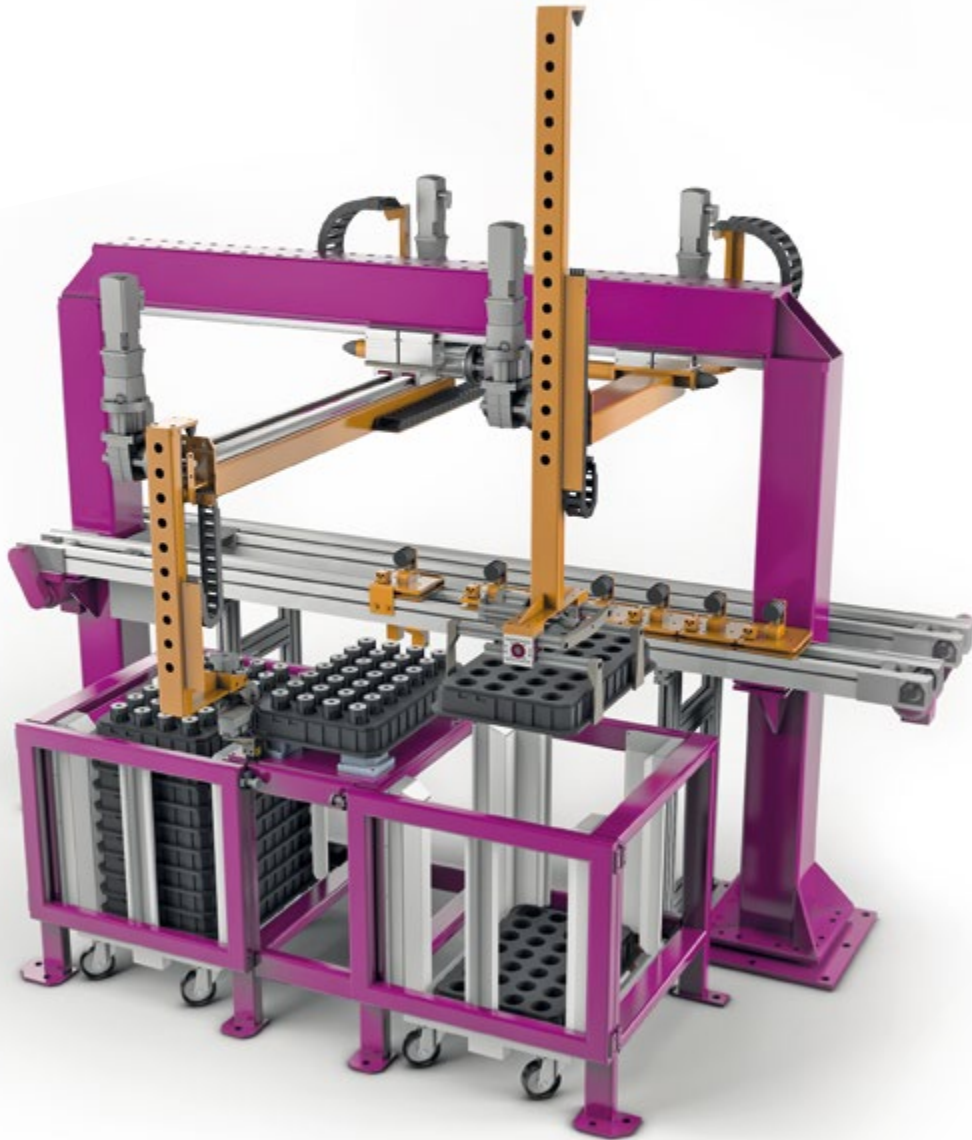
### Sorting system with lifgo® and third-party components



Complex sorting system ,including controls and logistics, for stacking sorting boxes in a storage area. The system was completely designed, built, and assembled.

For the systems shown below in this chapter, all lengths and distances as well as the lifting speed and load capacity can be freely selected.

### **lifgo® portal system with 3-axis gripper arm and 2-axis palletiser**



Complex combination of palletiser and feed mechanism. The movements of the two arms are harmonized with one another. The 3-axis gripper arm takes the blanks from the left-hand stack, places them on the conveyor and returns a finished part to the blister pack. The 2-axle palletiser moves the blister to the 3 different positions and has been designed with lifgo® double gear units and two lifgo® linear gear units. Gripper jaws are attached to the ends of the lifgo® double gear units and transform the gear units into gripper modules. The system was completely designed, built, and assembled.

# lean **UNIQUE**

Customised Gearboxes



### Individual demands, precise solutions

LEANTECHNIK offers a multitude of different hoist gears for a wide range of applications. If your project cannot be implemented with the gear units in our standard portfolio, please contact us.

### We will develop a gear unit tailored to your needs at a great price!

Since it was founded, LEANTECHNIK AG has designed tailored solutions for a range of customers.

### Example situations for bespoke gear units:

- **Extreme loads**
- **Specific materials**
- **Specialised finishes**
- **Special dimensions**
- **Unusual environmental conditions**



Some solutions meet demands that we have never encountered at LEANTECHNIK, but are suitable for the needs of a new, wider customer base. Developments like these find their way into the LEANTECHNIK AG's standard range.

### Your ideas are our challenges!

#### Microchips and kettle chips

LEANTECHNIK AG's gear units have always been moved by a wide range of components and products. This flexibility allows us to address customers from both the semiconductor and the food industry, for example. This has led to the development of the extra-small lean SL® 5.m. In an environment requiring the highest precision and the highest level of purity, it runs permanently and reliably with the lowest possible particle emissions.

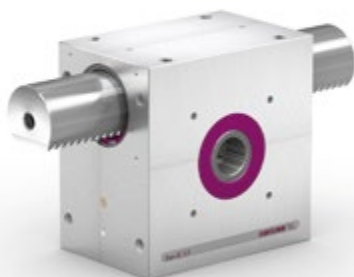
#### Different dimensions, the same precision

Our lean SL® 5.5 was first designed for the extreme environment of a nuclear reactor. The requirements brought to us were therefore extraordinary in all respects. The so developed lean SL® 5.5 has since then served not only in the combustion chamber of a nuclear facility, but has taken on many other heavy-duty tasks in the industry as well.

Does your project have very special requirements?

Are you unsure whether you can use gear units from LEANTECHNIK AG?

Our engineers will find a way to develop and build gear units or a 'partial system', which we call leanSYSTEMS, to meet your requirements.



**lean SL® 5.5**

Last updated 01/04/2021



**lean SL® 5.m**

[www.leantechnik.com](http://www.leantechnik.com)



## Do you already have a specific project in mind?

You'll find our project questionnaire on our website at: [www.leantechnik.com/kontakt/projektfragebogen](http://www.leantechnik.com/kontakt/projektfragebogen).

Using this questionnaire, we can find out some important information from you ahead of time.

If you already have a project with some key data, we can use this project questionnaire to more quickly help you find a solution and offer you a product to meet your needs.

We look forward to hearing from you.

## Your ideas are our challenges!

Contact person

Date  Address

Company

Phone/fax/E-mail

Designation

Direction of operation    Axis (X/Y/Z/Rot.)

Stroke length    Vert./Horiz./Rot.

Lifting time    mm

Speed    s

Acceleration    m/s

Mass    m/s<sup>2</sup>

Transverse load    kg

Process force    N

Lever arm    N

Positioning accuracy    mm

Repeat accuracy    mm

Drive type    mm

Cycle time    Servo/Rot./Pneu./Hydr.

Operating time    Double strokes/h.

Service life    Hrs/day (days/yr)

Gear rack protection    Years

Lubrication    yes/no

Dimensions L x W x H    Manual/Perm./Central

Construction type (suggestions, installation location)

Fixing possibilities (System, lift<sup>®</sup>, gear rack, etc.)

Operating environment (Temperatures, welding area, dust, gases, humidity, etc.)

**lifgo® & lean SL®**

## Technical data & dimension sheets



## General

Technical data and dimension sheets for all gearbox types and the associated variants are listed below. Please observe the important notes on the use of lifgo® and lean SL® gear units on this page. They apply to all types of gear units and accessories.

Specific notes on the individual gear units or accessory components, and their associated technical data and illustrations, are found on the corresponding page.

- ! lifgo® & lean SL® can be combined or used as replacements for each other.
- ! The lifgo®/lean SL® pinion connections are identical. Force transmission is unequal!
- ! lifgo® & lean SL® have the same accessories, and identical interfaces and dimensions.
- ! All gear units have centring points for installing adapter discs for mounting gear unit motors.
- ! We carry profile shafts as accessories for synchronisation and rotationally rigid connection. For the pin (ZA 1/ZA 2) and keyway (PFN) versions, couplings and connectors must be configured on a project-specific basis.
- ! The total lifting force is made up of the weight and acceleration force.
- ! In the case of vertically oriented gear racks, their own weight plus that of the mounted parts must be taken into consideration.
- ! Note the maximum permissible transverse force moments of the lifgo® gear unit.
- ! lean SL® gear units cannot support any transverse forces.
- ! The lifting force and torque transfer of the primary gear unit must not be exceeded.
- ! Make sure that the system documentation addresses the initial and maintenance lubrication of the gear units and that lubrication at the site is ensured.
- ! Only one plug may be removed for lube holes U, U1; all others remain installed to prevent grease from escaping.
- ! One grease nipple is threaded into each tapped hole U, U1, and tightened.
- ! Ensure that all lube holes remain accessible after installation.
- ! Note that the lifgo® gear rack guide and the pinion housing must be lubricated separately; in the case of lean SL®, they must be lubricated together.
- ! Make sure that the correct pinion shaft version is specified when ordering.
- ! Observe the maximum transmitted forces of the accessory components in the gear unit system.
- ! Observe the general rules of physics and mechanical engineering (VDMA) when configuring the system.
- ! All dimensions are shown in millimetres (mm).
- ! The tolerance for the location of dowel holes is  $\pm 0.02$  mm for all gear units.
- ! For safety reasons, request the theoretical service life of your application.

**You can access the relevant CAD data  
using the individual item numbers.**

## lifgo® Series • Technical Data



lifgo®



lifgo® linear







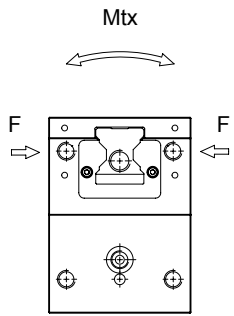
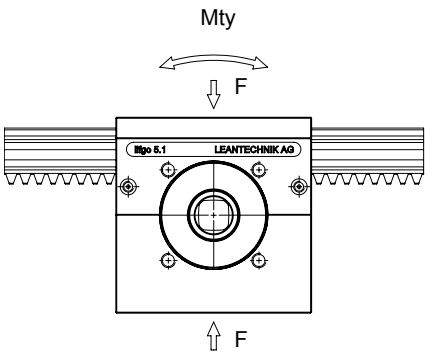
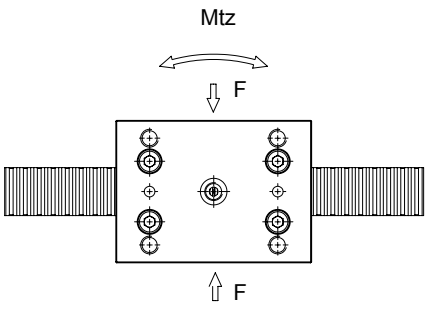
lifgo® double



lifgo® linear double

**!** Make sure that the article number refers to the correct pinion shaft version.

			
PW	ZA 1	ZA 2	PFN



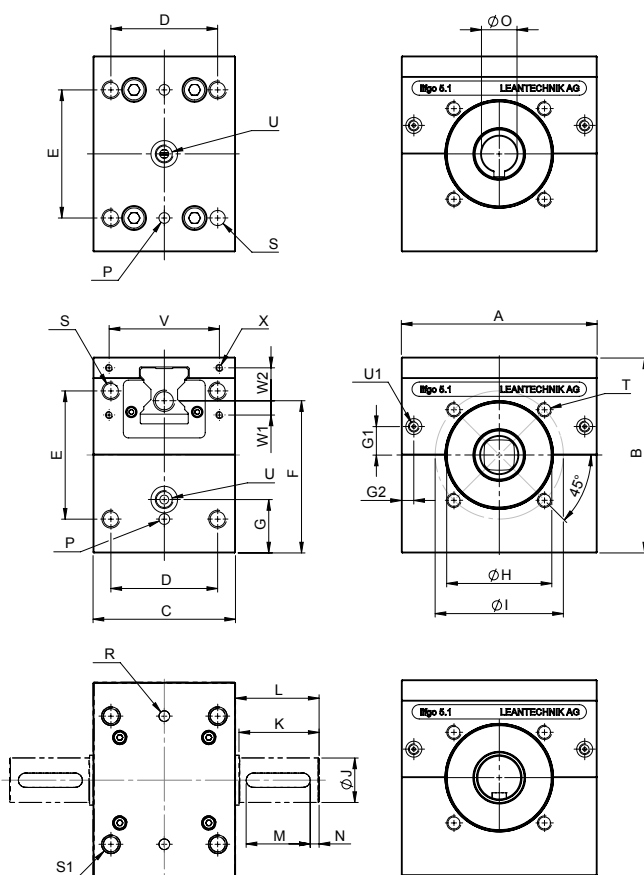
- ❗ The technical data on this page apply to all versions of the lifgo®series (lifgo®, lifgo® linear, lifgo® double, lifgo® linear double).
- ❗ Breakaway force for new, unlubricated gear rack guides is 30N per lifgo® unit. This value drops to near zero after the run-in phase.
- ❗ The breakaway force of hardened gear racks is approximately 80N.
- ❗ The pretensioning of guide cars is 2%.

lifgo® series technical data		Unit	5.0	5.1	5.3	5.4
Lifting power	F <sub>max</sub>	N	2000	3800	15900	25000
Lifting speed	v <sub>max</sub>	m/s	3	3	3	3
Acceleration	a <sub>max</sub>	m/s <sup>2</sup>	50	50	50	50
Torque	M <sub>max</sub>	Nm	20	76	477	1000
Pitch diameter	Ø pt.	mm	20	40	60	80
Lifting gear ratio		mm/360°	62.8318	125.6637	188.4955	251.3274
Efficiency	h		0.92	0.92	0.92	0.92
Temperature resistance	t	°C	-10 to +80	-10 to +80	-10 to +80	+80
Static torque	M <sub>tx stat.</sub>	Nm	570	760	4400	5500
Dynamic torque	M <sub>tx stat.</sub>	Nm	280	390	2200	2800
	M <sub>ty stat.</sub>	Nm	380	650	3300	3300
	M <sub>ty dyn.</sub>	Nm	180	330	1600	1600
	M <sub>tz stat.</sub>	Nm	380	650	3300	3300
	M <sub>tz dyn.</sub>	Nm	180	330	1600	1600
Static load rating	F stat.	N	38400	51200	161400	161400
Dynamic load rating	F dyn.	N	19100	25900	79600	79600

lifgo® 5.0 - 5.4 • Dimension sheet



⚠ Make sure that the article number refers to the correct pinion shaft version.



**!** This standard lifgo® is compatible and can be combined with lean SI® gearboxes of the same size.

lifgo® gearbox	Unit	5.05.1	5.3	5.4		
A	mm	80	110	180	180	
B	mm	80	110	180	200	
C	mm	70	80	130	165	
D	mm	55	60	105	130	
E	mm	50	72	120	140	
E2					135	
F	mm	59	85,5	139,5	159,5	
G	mm	26	30	55	55	
G1	mm	7,5	16	21,5	31,5	
G2	mm	7	7	13	13	
Locating flange (remove sealed plate, when in use)	H	mm	∅ 38.5 H7 ↓ 2	∅ 59 H7 ↓ 3	∅ 92 H7 ↓ 3	∅ 117 H7 ↓ 3
Key DIN 6885 P9	I	mm	∅ 48	∅ 72	∅ 110	∅ 135
	J	mm	∅ 14 h7	∅ 25 h7	∅ 42 h7	∅ 55 h7
	K	mm	30	45	60	80
	L	mm	32	47	62	82
	M	mm	25	36	50	70
Key DIN 6885 P9	N	mm	2	5	5	5
	O	mm	∅ 10 H7	∅ 20 H7	∅ 35 H7	∅ 50 H7
	P	mm	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	R	mm	∅ 6 H7 ↓ 2.5	∅ 6 H7 ↓ 3.5	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	S	mm	M8 ↓ 25	M10 ↓ 25	M12 ↓ 35	M12 ↓ 35
			∅ 6.8 through	∅ 8.5 through	∅ 10.2 through	∅ 10.2 through
	SI	mm	□ ∅ 8.5 ↓ 8.5	□ ∅ 10.5 ↓ 11.5	□ ∅ 12.5 ↓ 19	□ ∅ 12.5 ↓ 19
			M8 ↓ 25	M10 ↓ 25	M12 ↓ 35	M12 ↓ 35
			∅ 6.8 through	∅ 8.5 through	∅ 10.2 through	∅ 10.2 through
	T	mm	M6 ↓ 8	M8 ↓ 10	M10 ↓ 20	M10 ↓ 10
Lube hole	U	mm	M10 x 1 ↓ 10	M10 x 1 ↓ 10	M10 x 1 ↓ 10	M10 x 1 ↓ 10
Lube hole	U1	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V	mm	58	62	100	120
	W1	mm	5.5	8	21.5	21.5
	W2	mm	15.5	18.5	30	30
	X	mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW		kg	2.25	5.10	14.30	25.3
Weight ZA1		kg	2.36	5.45	16.15	26.8
Weight ZA2		kg	2.40	5.62	16.81	26.8
Weight PFN		kg	2.28	5.07	14.51	21.2

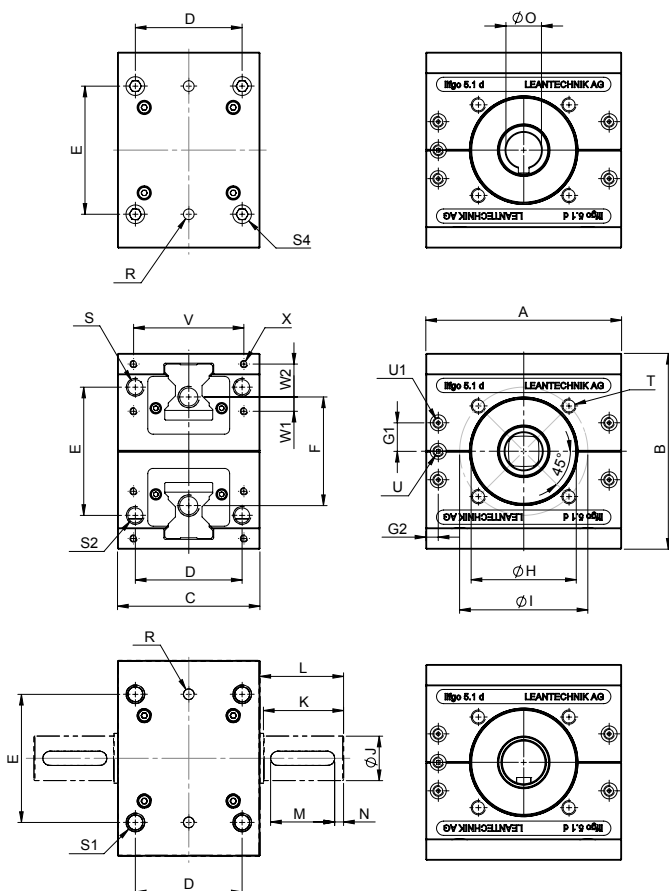
  

Article number	5.0	5.1	5.3	5.4
lifgo® PW	500 001	500 002	500 003	500 004
lifgo® ZA 1	500 005	500 006	500 007	500 008
lifgo® ZA 2	500 009	500 010	500 011	500 012
lifgo® PFN	500 013	500 014	500 015	500 016

lifgo® double 5.0 - 5.4 • Dimension sheet



! Make sure that the article number refers to the correct pinion shaft version.





! lifgo® double is suitable for “feeding to centre” or “stroke to centre”, and for gripping and closing motions.

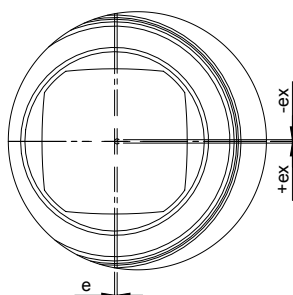
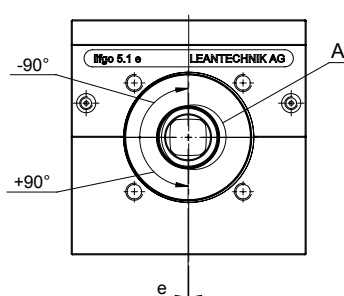
lifgo® double	Unit	5.0	5.1	5.3	5.4	
A	mm	80	110	180	180	
B	mm	80	110	180	200	
C	mm	70	80	130	165	
D	mm	55	60	105	130	
E	mm	50	72	120	140	
E2	mm	50	72	120	135	
F	mm	38	61	99	119	
G1	mm	7,5	16	21,5	31,5	
G2	mm	7	7	13	13	
Locating flange (remove resealing plate when in use)	H	mm	∅ 38,5 H7 ↓ 2	∅ 59 H7 ↓ 3	∅ 92 H7 ↓ 3	∅ 117 H7 ↓ 3
Key DIN 6885 P9	I	mm	∅ 48	∅ 72	∅ 110	∅ 135
	J	mm	∅ 14 h7	∅ 25 h7	∅ 42 h7	∅ 55 h7
	K	mm	30	45	60	80
	L	mm	32	47	62	82
	M	mm	25	36	50	70
Key DIN 6885 P9	N	mm	2	5	5	5
	O	mm	∅ 10 H7	∅ 20 H7	∅ 35 H7	∅ 50 H7
	R	mm	∅ 6 H7 ↓ 2.5	∅ 6 H7 ↓ 3.5	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	S	mm	M8 ↓ 25 ∅ 6.8 through	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 35 ∅ 10.2 through	M12 ↓ 35 ∅ 10.2 through
	S1	mm	□ ∅ 8.5 ↓ 8.5 M8 ↓ 25	□ ∅ 10.5 ↓ 11.5 M10 ↓ 25	□ ∅ 12.5 ↓ 19 M12 ↓ 35	□ ∅ 12.5 ↓ 19 M12 ↓ 35
	S2	mm	M8 ↓ 11	M10 ↓ 14	M12 ↓ 24	M12 ↓ 16.5
	S4	mm	□ ∅ 8.5 ↓ 8.5	□ ∅ 10.5 ↓ 11.5	□ ∅ 12.5 ↓ 19	□ ∅ 12.5 ↓ 19
	T	mm	M6 ↓ 8	M8 ↓ 10	M10 ↓ 20	M10 ↓ 20
Lube hole	U	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
Lube hole	U1	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V	mm	58	62	100	120
	W1	mm	5.5	8	21.5	21.5
	W2	mm	15.5	18.5	30	30
	X	mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW	kg	1.55	3.75	16.10	23.10	
Weight ZA1	kg	1.66	4.10	17.95	27.10	
Weight ZA2	kg	1.70	4.27	18.61	28.60	
Weight PFN	kg	1.58	3.72	16.31	23.00	

Article number	5.0	5.1	5.3	5.4
lifgo® double PW	500 065	500 066	500 067	500 068
lifgo® double ZA 1	500 069	500 070	500 071	500 072
lifgo® double double ZA 2	500 073	500 074	500 075	500 076
lifgo® double PFN	500 077	500 078	500 079	500 080

## lifgo® Excentre 5.0 - 5.4 • dimension sheet



 Make sure that the article number refers to the correct pinion shaft version.



**Video  
Functioning**



**Video gear  
rack installation**



**Installation  
instructions**



**CAD Data**

- ❗ The dimensions of the “eccentric” version are identical to those of the standard lifgo®. Please use the dimensions on page 68.
- ❗ In the “eccentric” version, the pinion shaft is adjusted relative to the gear rack, allowing the tooth flank clearance to be adjusted. It can be readjusted at a later time. Motor flanges, gearbox bell housings, etc. remain centred on the pinion during adjustment.
- ❗ Note that “eccentric” gearboxes cannot be combined with standard gearboxes (centred bearings). The pinion shafts are not aligned. (Max. lateral error 0.3 mm).
- ❗ Follow the instructions for use, available as a separate PDF. A printed copy is included with the gearboxes.

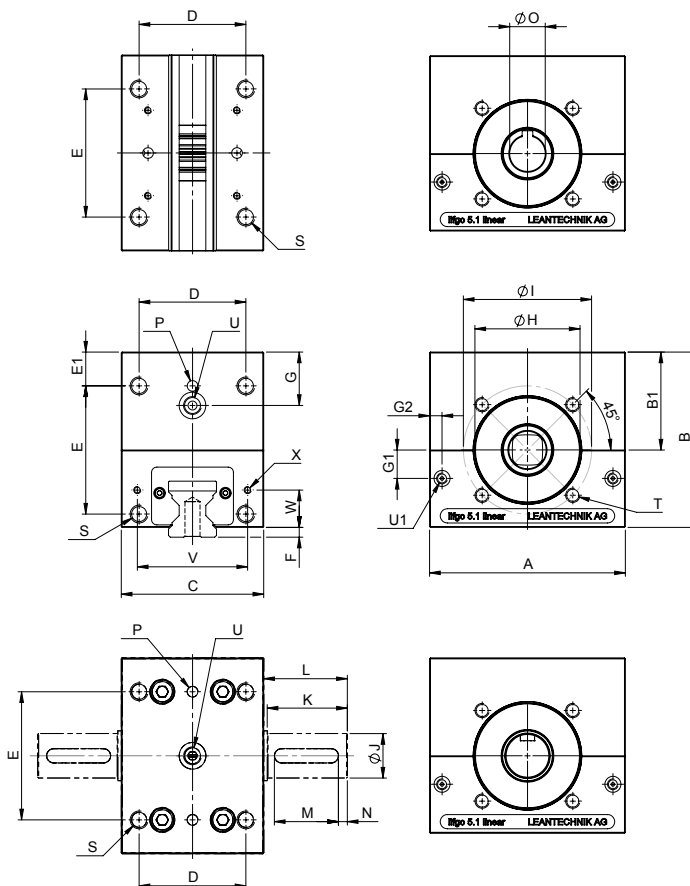
Lifgo® Excentre reduced play	unit	5.0	5.1	5.3	5.4
Adjustment range	e mm	± 0.200	± 0.300	± 0.300	± 0.300
Adjustment steps	n mm	± 4	± 6	± 6	± 6
Adjustment per step	e0 mm	0	0	0	0
	e1 mm	± 0.076	± 0.078	± 0.078	± 0.078
	e2 mm	± 0.141	± 0.150	± 0.150	± 0.150
	e3 mm	± 0.185	± 0.212	± 0.212	± 0.212
	e4 mm	± 0.200	± 0.260	± 0.260	± 0.260
	e5 mm			± 0.290	± 0.290
	e6 mm			± 0.300	± 0.300
Weight ZA 1	kg				24.8
Weight ZA 2	kg				26.4
Weight PFN	kg				20.8

Article number	5.0	5.1	5.3	5.4
lifgo® double PW	500 065	500 066	500 067	500 068
lifgo® double ZA 1	500 069	500 070	500 071	500 072
lifgo® double ZA 2	500 073	500 074	500 075	500 076
lifgo® double PFN	500 077	500 078	500 079	500 080

lifgo® linear 5.0 - 5.4 • dimension sheet



**!** Make sure that the article number refers to the correct pinion shaft version.



! lifgo® linear is used for long stroke lengths, with a fixed gear rack.

! If the gearbox is fixed and the gear rack is freely moveable, then it can be reinforced with profiles.

lifgo® linear	unit	5.0	5.1	5.3	5.4
A	mm	80	110	180	180
B	mm	71.5	98.5	161	181
B1	mm	40	55	90	100
C	mm	70	80	130	165
D	mm	55	60	105	130
E	mm	50	72	120	140
E1	mm	15	19	30	30
E2					135
F	mm	3.5	5,5	5	5
G	mm	26	30	55	55
G1	mm	7,5	16	21,5	31,5
G2	mm	7	7	13	13
Locating flange (remove sealed plate, when in use) Key DIN 6885 P9	H mm	∅ 38.5 H7 ↓ 2	∅ 59 H7 ↓ 3	∅ 92 H7 ↓ 3	∅ 117 H7 ↓ 3
	I mm	∅ 48	∅ 72	∅ 110	∅ 110
	J mm	∅ 14 h7	∅ 25 h7	∅ 42 h7	∅ 55 h7
	K mm	30	45	60	80
	L mm	32	47	62	82
	M mm	25	36	50	70
	N mm	2	5	5	5
Key DIN 6885 P9	O mm	∅ 10 H7	∅ 20 H7	∅ 35 H7	∅ 50 H7
	P mm	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	R				∅ 6 H7 ↓ 10
	S mm	M8 ↓ 25 ∅ 6.8 through	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 35 ∅ 10.2 through	M12 ↓ 35 ∅ 10.2 through
	T mm	M6 ↓ 5	M8 ↓ 10	M10 ↓ 20	M10 ↓ 20
Lube hole	U mm	M10 x 1 ↓ 10	M10 x 1 ↓ 10	M10 x 1 ↓ 10	M10 x 1 ↓ 10
Lube hole	U1 mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V mm	58	62	100	120
	W mm	18	21	43	43
	X mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW	kg	2.15	4.85	13.25	20
Weight ZA1	kg	2.26	5.20	15.10	24
Weight ZA2	kg	2.30	5.37	15.76	25.5
Weight PFN	kg	2.20	4.82	13.46	19.9

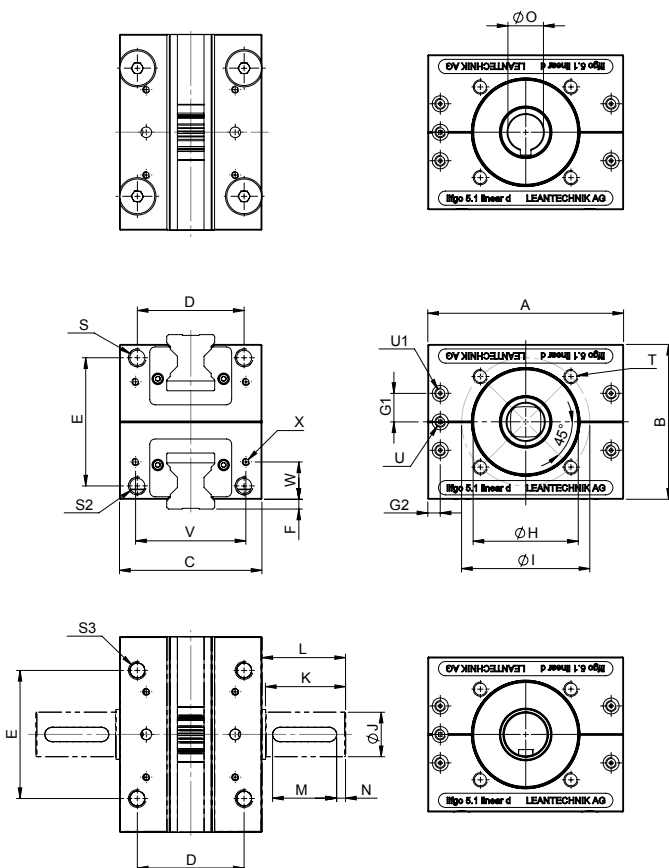
  

Article number	5.0	5.1	5.3	5.4
lifgo® linear PW	500 033	500 034	500 035	500 036
lifgo® linear ZA 1	500 037	500 038	500 039	500 040
lifgo® linear ZA 2	500 041	500 042	500 043	500 044
lifgo® linear PFN	500 045	500 046	500 047	500 048

lifgo® linear double 5.0 - 5.4 • dimension sheet



! Make sure that the article number refers to the correct pinion shaft version.



## lifgo®-Gear units • lifgo® linear double 5.0 - 5.4

**!** For the lifgo® linear double version, reinforcements or infeeds can be mounted on the gear racks.

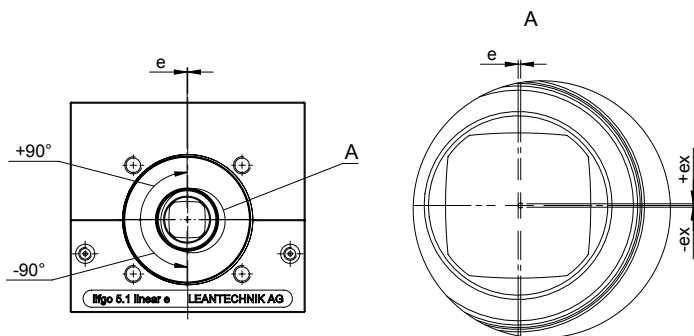
lifgo® linear double	unit	5.0	5.1	5.3	5.4
A	mm	80	110	180	180
B	mm	63	87	142	162
C	mm	70	80	130	165
D	mm	55	60	105	130
E	mm	50	72	120	140
E2	mm				135
F	mm	3.5	5.5	5	5
G	mm				55
G1	mm	7,5	16	21,5	31,5
G2	mm	7	7	13	13
Locating flange (remove sealed plate, when in use)	H	mm	∅ 38.5 H7 ↓ 2	∅ 59 H7 ↓ 3	∅ 92 H7 ↓ 3
Key DIN 6885 P9	I	mm	∅ 48	∅ 72	∅ 110
	J	mm	∅ 14 h7	∅ 25 h7	∅ 42 h7
	K	mm	30	45	60
	L	mm	32	47	62
	M	mm	25	36	50
	N	mm	2	5	5
Key DIN 6885 P9	O	mm	∅ 10 H7	∅ 20 H7	∅ 35 H7
	P	mm			∅ 6 H7 ↓ 10
	R	mm			∅ 6 H7 ↓ 10
	S	mm	M8 ↓ 25 ∅ 6.8 through	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 30 ∅ 10.2 through
	S2	mm	M8 ↓ 11	M10 ↓ 14	M12 ↓ 24
	S3	mm	M8 ↓ 15	M10 ↓ 25	M12 ↓ 35
	T	mm	M6 ↓ 8	M8 ↓ 10	M10 ↓ 20
Lube hole	U	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
Lube hole	U1	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V	mm	58	62	100
	W	mm	18	21	43
	X	mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW	kg	1.35	3.35	14.80	20.50
Weight ZA1	kg	1.46	3.70	16.65	24.50
Weight ZA2	kg	1.50	3.82	17.31	26.00
Weight PFN	kg	1.38	3.32	15.01	20.40

Article number	5.0	5.1	5.3	5.4
lifgo® linear double PW	500 081	500 082	500 083	500 084
lifgo® linear double ZA 1	500 085	500 086	500 087	500 088
lifgo® linear double ZA 2	500 089	500 090	500 091	500 092
lifgo® linear double PFN	500 093	500 094	500 095	500 096

## lifgo® linear excentre 5.0 - 5.4 • dimension sheet



! Make sure that the article number refers to the correct pinion shaft version.



 **Video  
Functioning**

 **Video gear  
rack installation**

 **Installation  
instructions**

 **CAD Data**



- ❗ The dimensions of the “eccentric” version are identical to those of the lifgo® linear. Please use the dimensions on page 74.
- ❗ In the “eccentric” version, the pinion shaft is adjusted relative to the gear rack, allowing the tooth flank clearance to be adjusted. It can be readjusted at a later time. Motor flanges, gearbox bell housings, etc. remain centred on the pinion during adjustment.
- ❗ Note that “eccentric” gearboxes cannot be combined with standard gearboxes (centred bearings). The pinion shafts are not aligned. (Max. lateral error 0.3 mm).
- ❗ Follow the instructions for use, available as a separate PDF. A printed copy is included with the gearboxes

lifgo® linear excentre reduced play	unit	5.0	5.1	5.3	5.4
Adjustment range	e mm	± 0.200	± 0.300	± 0.300	± 0.300
Adjustment steps	n mm	± 4	± 6	± 6	± 6
Adjustment per step	e0 mm	0	0	0	0
	e1 mm	± 0.076	± 0.078	± 0.078	± 0.078
	e2 mm	± 0.141	± 0.150	± 0.150	± 0.150
	e3 mm	± 0.185	± 0.212	± 0.212	± 0.212
	e4 mm	± 0.200	± 0.260	± 0.260	± 0.260
	e5 mm		± 0.290	± 0.290	± 0.290
	e6 mm	± 0.300	± 0.300	± 0.300	
Weight ZA 1	kg				23.5
Weight ZA 2	kg				25.1
Weight PFN	kg				19.5

Article number	5.0	5.1	5.3	5.4
lifgo® linear eccentric PW	500 049	500 050	500 051	
lifgo® linear eccentric ZA 1	500 053	500 054	500 055	500 056
lifgo® linear eccentric ZA 2	500 057	500 058	500 059	500 060
lifgo® linear eccentric PFN	500 061	500 062	500 063	500 064

## lifgo® SVZ Series • technical data



lifgo® SVZ



lifgo® linear SVZ

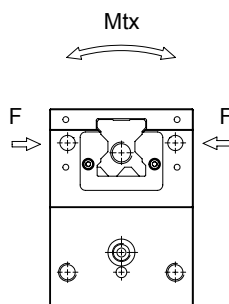
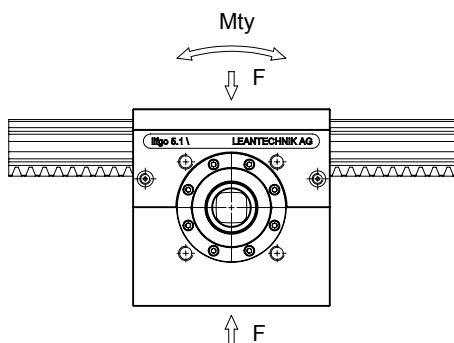
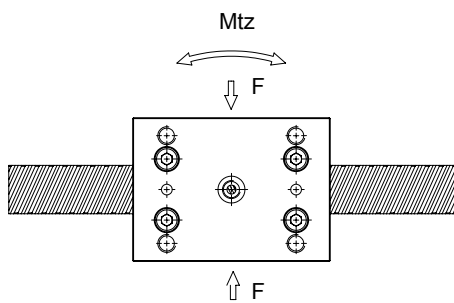


lifgo® double SVZ



lifgo® linear double SVZ

**!** Make sure that the article number refers to the correct pinion shaft version.



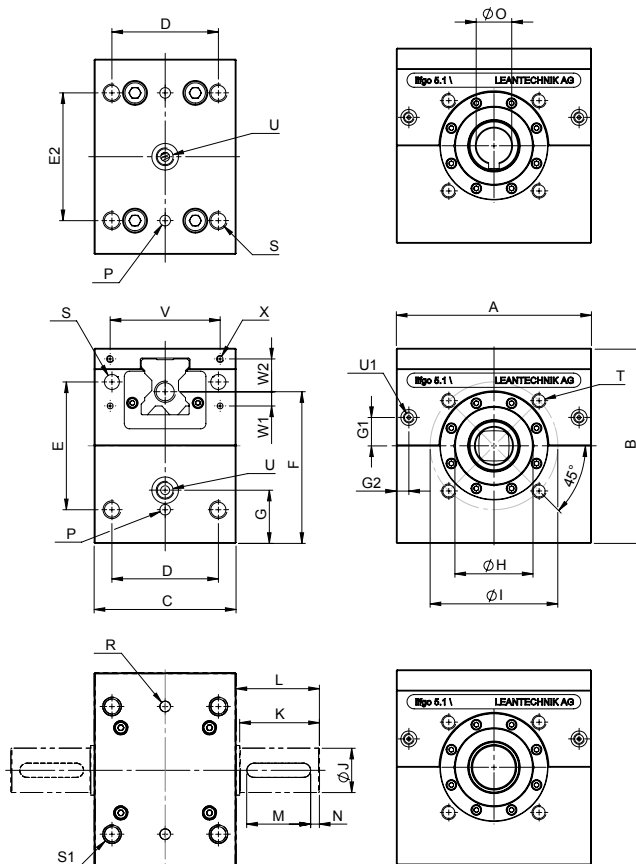
- ❗ The technical data on this page apply to all versions of the lifgo® SVZ series (lifgo® SVZ, lifgo® linear SVZ, lifgo® double SVZ, lifgo® linear double SVZ).
- ❗ Breakaway force for new, unlubricated gear rack guides is 30N per lifgo® unit. This value drops to near zero after the run-in phase.
- ❗ The breakaway force of hardened gear racks is approximately 80N.
- ❗ The pretensioning of guide cars is 2%.

lifgo® SVZ Series technical data		Unit	5.1	5.3	5.4
Lifting power	$F_{max}$	N	3400	14400	22600
Lifting speed	$v_{max}$	m/s	3	3	3
Acceleration	$a_{max}$	m/s <sup>2</sup>	50	50	50
Torque	$M_{max}$	Nm	67.15	428.40	898.35
Pitch diameter	$\varnothing$ pt.	mm	39.5	59.5	79.5
Lifting gear ratio		mm/360°	124.0929	186.9248	249.7566
Efficiency	h		0.92	0.92	0.92
Temperature resistance	t	°C	+80	+80	+80
Static torque	$M_{tx}$ stat.	Nm	760	4400	5500
Dynamic torque	$M_{ty}$ stat.	Nm	390	2200	2800
	$M_{ty}$ stat.	Nm	650	3300	3300
	$M_{ty}$ dyn.	Nm	330	1600	1600
	$M_{tz}$ stat.	Nm	650	3300	3300
	$M_{tz}$ dyn.	Nm	330	1600	1600
Static load rating	F stat.	N	51200	161400	161400
Dynamic load rating	F dyn.	N	25900	79600	79600

lifgo® SVZ 5.1 - 5.4 • dimension sheet



! Make sure that the article number refers to the correct pinion shaft version.



lifgo® SVZ gear units	Unit	5.1	5.3	5.4	
A	mm		110	180	180
B	mm		110	180	200
C	mm		80	130	165
D	mm		60	105	130
E	mm		72	120	140
E2			72	120	135
F	mm		85.5	139.5	159.5
G	mm		30	55	55
G1	mm		16	21.5	31.5
G2	mm		7	13	13
Locating flange (remove sealed plate, when in use)	H	mm	∅ 44 H7 ↓ 3	∅ 70 H7 ↓ 3	∅ 95 H7 ↓ 3
Key DIN 6885 P9	I	mm	∅ 72	∅ 110	∅ 135
	J	mm	∅ 25 h7	∅ 42 h7	∅ 55 h7
	K	mm	45	60	80
	L	mm	47	62	82
	M	mm	36	50	70
	N	mm	5	5	5
Key DIN 6885 P9	O	mm	∅ 20 H7	∅ 35 H7	∅ 50 H7
	P	mm	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	R	mm	∅ 6 H7 ↓ 3.5	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	S	mm	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 35 ∅ 10.2 through	M12 ↓ 35 ∅ 10.2 through
	S1	mm	□ ∅ 10.5 ↓ 11.5 M10 ↓ 25 ∅ 8.5 through	□ ∅ 12.5 ↓ 19 M12 ↓ 35 ∅ 10.2 through	□ ∅ 12.5 ↓ 19 M12 ↓ 35 ∅ 10.2 through
Lube hole	T	mm	M8 ↓ 10	M10 ↓ 20	M10 ↓ 20
Lube hole	U	mm	M10 x 1 ↓ 10	M10 x 1 ↓ 10	M10 x 1 ↓ 10
	U1	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V	mm	62	100	120
	W1	mm	8	21.5	21.5
	W2	mm	18.5	30	30
	X	mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW	kg		5.10	14.30	21.30
Weight ZA1	kg		5.45	16.15	25.30
Weight ZA2	kg		5.62	16.81	26.80
Weight PFN	kg		5.07	14.51	21.20

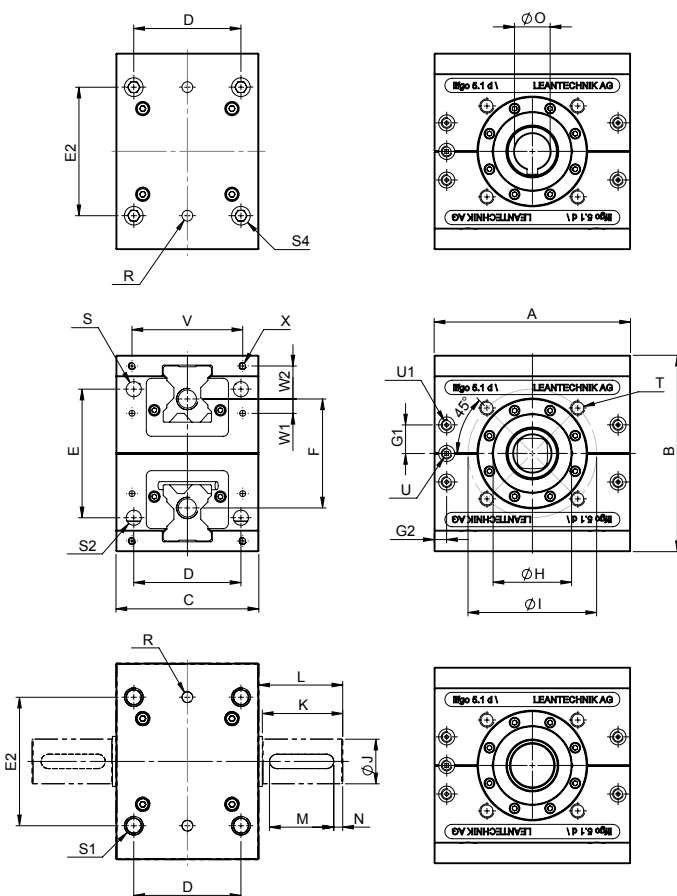
  

Article number	5.1	5.3	5.4
lifgo® PW	501 002	501 003	501 004
lifgo® ZA 1	501 006	501 007	501 008
lifgo® ZA 2	501 010	501 011	501 012
lifgo® PFN	501 014	501 015	501 016

lifgo® double SVZ 5.1 - 5.4 • dimension sheet



⚠ Make sure that the article number refers to the correct pinion shaft version.



**!** lifgo® double is suitable for “feeding to centre” or “stroke to centre”, and for gripping and closing motions.





lifgo® double SVZ	Unit	5.1	5.3	5.4
A	mm	110	180	180
B	mm	110	180	200
C	mm	80	130	165
D	mm	60	105	130
E	mm	72	120	140
E2	mm	72	120	135
F	mm	61	99	119
G1	mm	16	21.5	31.5
G2	mm	7	13	13
Locating flange (remove sealed plate, when in use)	H mm	∅ 44 H7 ↓ 3	∅70 H7 ↓ 3	∅ 92 H7 ↓ 3
Key DIN 6885 P9	I mm	∅ 72	∅ 110	∅ 135
	J mm	∅ 25 h7	∅ 42 h7	∅ 55 h7
	K mm	45	60	80
	L mm	47	62	82
	M mm	36	50	70
Key DIN 6885 P9	N mm	5	5	5
	O mm	∅ 20 H7	∅ 35 H7	∅ 50 H7
	R mm	∅ 6 H7 ↓ 3.5	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	S mm	M10 ↓ 25	M12 ↓ 35	M12 ↓ 35
	S1 mm	∅ 8.5 through □∅ 10.5 ↓ 11.5	∅ 10.2 through □∅ 12.5 ↓ 19	∅ 10.2 through □∅ 12.5 ↓ 19
	S2 mm	M10 ↓ 25	M12 ↓ 35	M12 ↓ 35
	S4 mm	M10 ↓ 14	M12 ↓ 24	M12 ↓ 16.5
	T mm	□∅ 10.5 ↓ 11.5	□∅ 12.5 ↓ 19	□∅ 12.5 ↓ 19
Lube hole	U mm	M8 ↓ 10	M10 ↓ 20	M10 ↓ 20
Lube hole	U1 mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	U1 mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V mm	62	100	120
	W1 mm	8	21.5	21.5
	W2 mm	18.5	30	30
	X mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW	kg	3.75	16.10	23.10
Weight ZA1	kg	4.10	17.95	27.10
Weight ZA2	kg	4.27	18.61	28.60
Weight PFN	kg	3.72	16.31	23.00

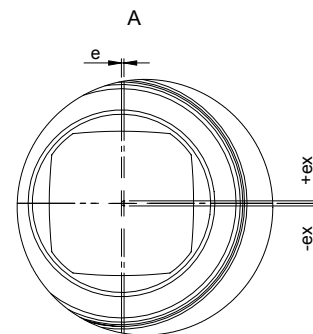
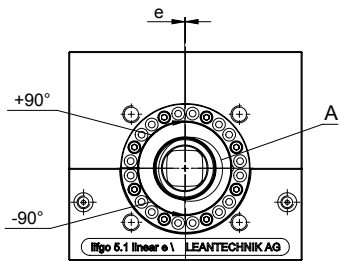
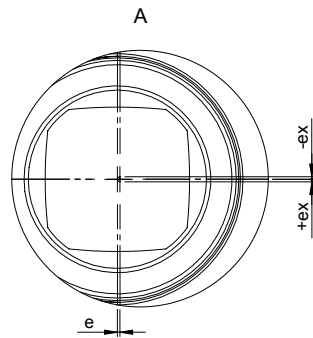
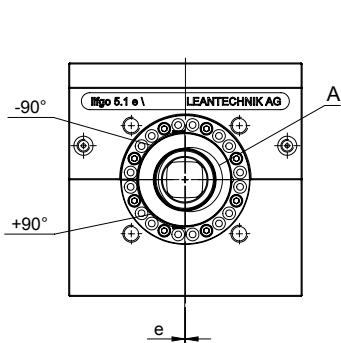
Article number	5.1	5.3	5.4
lifgo® double PW	501 066	501 067	501 068
lifgo® double ZA 1	501 070	501 071	501 072
lifgo® double ZA 2	501 074	501 075	501 076
lifgo® double PFN	501 078	501 079	501 080

lifgo® Excentre SVZ 5.1 - 5.4 • dimension sheet



**!** Make sure that the article number refers to the correct pinion shaft version.

			
PW	ZA 1	ZA 2	PFN



 **Video Functioning**

 **Video gear rack installation**

 **Installation instructions**

 **CAD Data**



- ❗ The dimensions of the “eccentric” version are identical to those of the standard lifgo®. Please use the dimensions on page 68.
- ❗ In the “eccentric” version, the pinion shaft is adjusted relative to the gear rack, allowing the tooth flank clearance to be adjusted. It can be readjusted at a later time. Motor flanges, gearbox bell housings, etc. remain centred on the pinion during adjustment.
- ❗ Note that “eccentric” gearboxes cannot be combined with standard gearboxes (centred bearings). The pinion shafts are not aligned. (Max. lateral error 0.3 mm).
- ❗ Follow the instructions for use, available as a separate PDF. A printed copy is included with the gearboxes.

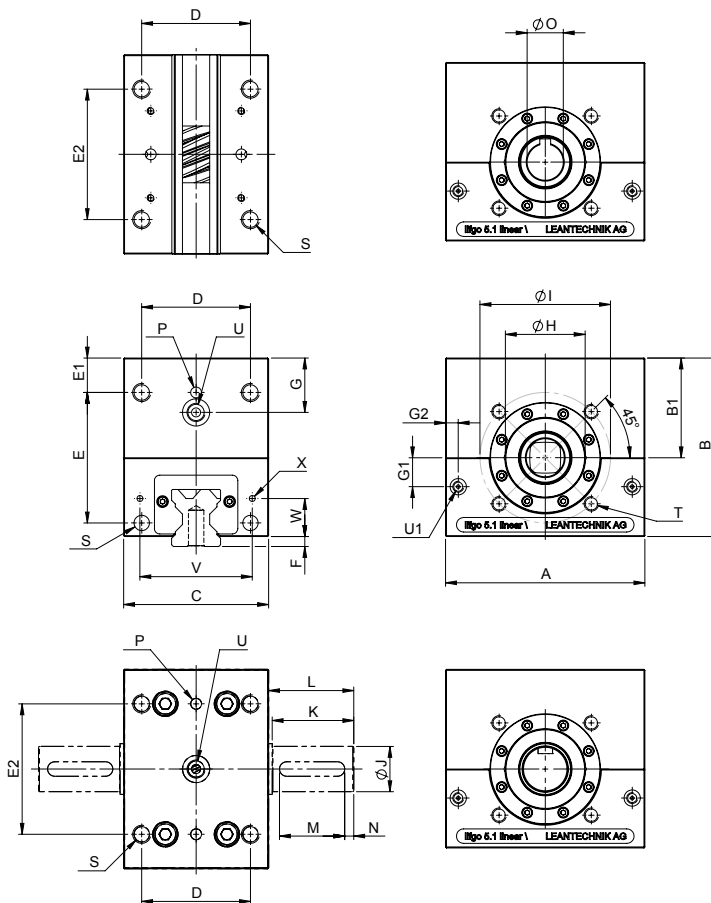
lifgo® Excentre SVZ reduced play	Unit	5.1	5.3	5.4
Adjustment range	e mm	± 0.300	± 0.300	± 0.300
Adjustment steps	n mm	± 6	± 6	± 6
Adjustment per step	e0 mm	0	0	0
	e1 mm	± 0.078	± 0.078	± 0.078
	e2 mm	± 0.150	± 0.150	± 0.150
	e3 mm	± 0.212	± 0.212	± 0.212
	e4 mm	± 0.260	± 0.260	± 0.260
	e5 mm	± 0.290	± 0.290	± 0.290
	e6 mm	± 0.300	± 0.300	± 0.300

Article number	5.1	5.3	5.4
lifgo® Excentre ZA 1	501 022	501 023	501 024
lifgo® Excentre ZA 2	501 026	501 027	501 028
lifgo® Excentre PFN	501 030	501 031	501 032

lifgo® linear SVZ 5.1 - 5.4 • dimension sheet



⚠ Make sure that the article number refers to the correct pinion shaft version.



! lifgo® linear is used for long stroke lengths, with a fixed gear rack.

! If the gearbox is fixed and the gear rack is freely moveable, then it can be reinforced with profiles.

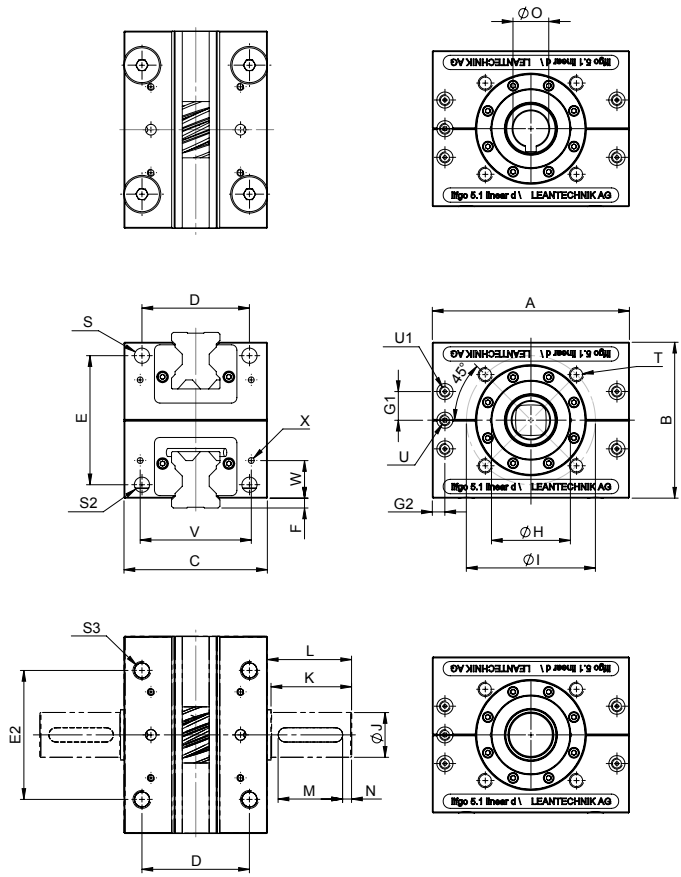
lifgo® linear SVZ	Unit	5.1	5.3	5.4	
A	mm	110		180	180
B	mm	98.5		161	181
B1	mm	55		90	100
C	mm	80		130	165
D	mm	60		105	130
E	mm	72		120	140
E1	mm	19		30	30
E2	mm	72		120	135
F	mm	5.5		5	5
G	mm	30		55	55
G1	mm	16		21.5	31.5
G2	mm	7		13	13
Locating flange (remove sealed plate, when in use)	H	mm	∅ 44 H7 ↓ 3	∅ 70 H7 ↓ 3	∅ 95 H7 ↓ 3
Key DIN 6885 P9	I	mm	∅ 72	∅ 110	∅ 135
	J	mm	∅ 25 h7	∅ 42 h7	∅ 55 h7
	K	mm	45	60	80
	L	mm	47	62	82
	M	mm	36	50	70
	N	mm	5	5	5
Key DIN 6885 P9	O	mm	∅ 20 H7	∅ 35 H7	∅ 50 H7
	P	mm	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10
	R				∅ 6 H7 ↓ 10
	S	mm	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 35 ∅ 10.2 through	M12 ↓ 35 ∅ 10.2 through
Lube hole	T	mm	M8 ↓ 10	M10 ↓ 20	M10 ↓ 20
Lube hole	U	mm	M10 x 1 ↓ 10	M10 x 1 ↓ 10	M10 x 1 ↓ 10
	U1	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V	mm	62	100	120
	W	mm	21	43	43
	X	mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8
Weight PW		kg	4.85	13.25	20.00
Weight ZA1		kg	5.20	15.10	24.00
Weight ZA2		kg	5.37	15.76	25.50
Weight PFN		kg	4.82	13.46	19.90

Article number	5.1	5.3	5.4
lifgo® linear PW	501 034	501 035	501 036
lifgo® linear ZA 1	501 038	501 039	501 040
lifgo® linear ZA 2	501 042	501 043	501 044
lifgo® linear PFN	501 046	501 047	501 048

## lifgo® linear double SVZ 5.1 - 5.4 • dimension sheet



Make sure that the article number refers to the correct pinion shaft version.



# lifgo®SVG Gear units • lifgo® linear double SVZ 5.1 - 5.4

**!** For the lifgo® linear double version, reinforcements or infeeds can be mounted on the gear racks.

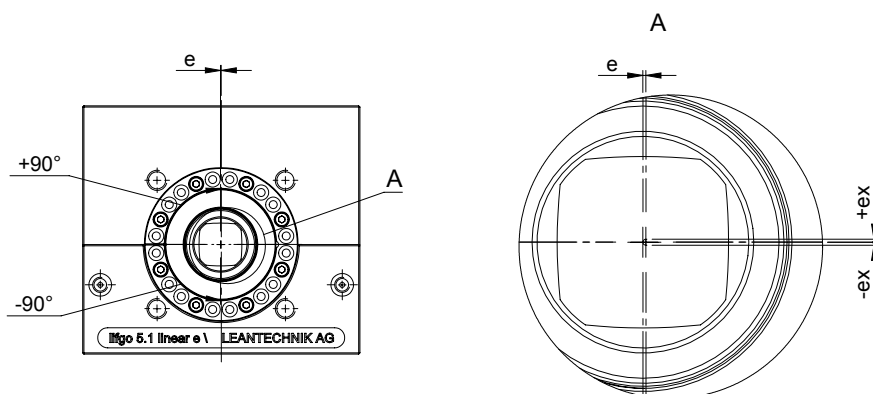
lifgo® linear double SVZ	Unit	5.1	5.3	5.4
A	mm	110	180	180
B	mm	87	142	162
C	mm	80	130	165
D	mm	60	105	130
E	mm	72	120	140
E2	mm	72	120	135
F	mm	5.5	5	5
G1	mm	16	21.5	31.5
G2	mm	7	13	13
Locating flange (remove sealed plate, when in use)	H	mm	∅ 44 H7 ↓ 3	∅ 70 H7 ↓ 3
	I	mm	∅ 72	∅ 110
Key DIN 6885 P9	J	mm	∅ 25 h7	∅ 42 h7
	K	mm	45	60
	L	mm	47	62
	M	mm	36	50
	N	mm	5	5
Key DIN 6885 P9	O	mm	∅ 20 H7	∅ 35 H7
	S	mm	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 30 ∅ 10.2 through
	S2	mm	M10 ↓ 14	M12 ↓ 24
	S3	mm	M10 ↓ 25	M12 ↓ 35
	T	mm	M8 ↓ 10	M10 ↓ 20
Lube hole	U	mm	M6 ↓ 5	M6 ↓ 5
Lube hole	U1	mm	M6 ↓ 5	M6 ↓ 5
	V	mm	62	100
	W	mm	21	43
	X	mm	M4 ↓ 8	M4 ↓ 8
Weight PW		kg	3.35	14.80
Weight ZA1		kg	3.70	16.65
Weight ZA2		kg	3.82	17.31
Weight PFN		kg	3.32	15.01

Article number	5.1	5.3	5.4
lifgo® linear double PW	501 082	501 083	501 084
lifgo® linear double ZA 1	501 086	501 087	501 088
lifgo® linear double ZA 2	501 090	501 091	501 092
lifgo® linear double PFN	501 094	501 095	501 096

## lifgo® linear Excentre SVZ 5.1 - 5.4 • dimension sheet



**!** Make sure that the article number refers to the correct pinion shaft version.



 **Video  
Functioning**

 **Video gear  
rack installation**

 **Installation  
instructions**

 **CAD Data**

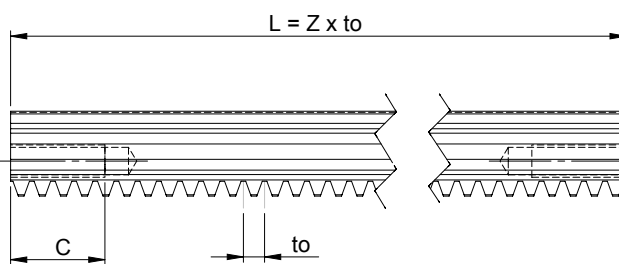
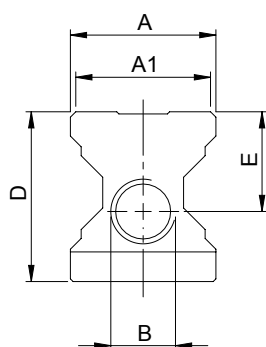
- ❗ The dimensions of the “eccentric” version are identical to those of the lifgo® linear. Please use the dimensions on page 80.
- ❗ In the “eccentric” version, the pinion shaft is adjusted relative to the gear rack, allowing the tooth flank clearance to be adjusted. It can be readjusted at a later time. Motor flanges, gearbox bell housings, etc. remain centred on the pinion during adjustment.
- ❗ Note that “eccentric” gearboxes cannot be combined with standard gearboxes (centred bearings). The pinion shafts are not aligned. (Max. lateral error 0.3 mm).
- ❗ Follow the instructions for use, available as a separate PDF. A printed copy is included with the gearboxes

lifgo® linear Excentre SVZ reduced play	Unit	5.1	5.3	5.4
Adjustment range	e mm	± 0.300	± 0.300	± 0.300
Adjustment steps	n mm	± 6	± 6	± 6
Adjustment per step	e0 mm	0	0	0
	e1 mm	± 0.078	± 0.078	± 0.078
	e2 mm	± 0.150	± 0.150	± 0.150
	e3 mm	± 0.212	± 0.212	± 0.212
	e4 mm	± 0.260	± 0.260	± 0.260
	e5 mm	± 0.290	± 0.290	± 0.290
	e6 mm	± 0.300	± 0.300	± 0.300
Weight ZA 1	kg			23.5
Weight ZA 2	kg			25.1
Weight PFN	kg			19.5

Article number	5.1	5.3	5.4
lifgo® linear Excentre ZA 1	501 054	501 055	501 056
lifgo® linear Excentre ZA 2	501 058	501 059	501 060
lifgo® linear Excentre PFN	501 062	501 063	501 064

**lifgo® gear racks 5.0 - 5.4 • dimension sheet**

The gear rack bears guide loads. It is subjected to tensile, compressive, and transverse forces. Note the moments of inertia and the torque loads on the gearboxes (see Page 68.) The gear rack is symmetrical in construction.





**!** When a gear rack protection is used, the gear rack length increases by the installed length of the protection. **For heavy loads, we recommend the use of hardened & ground gear racks.** Have the theoretical lifespan calculated.

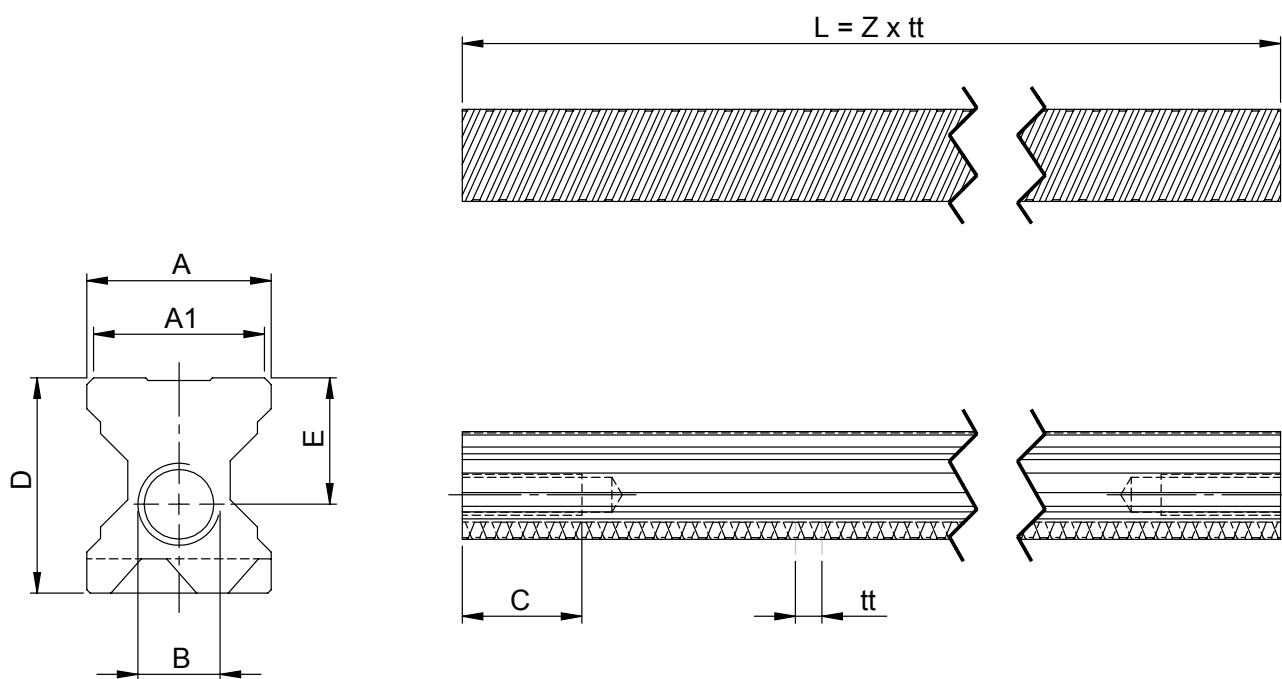
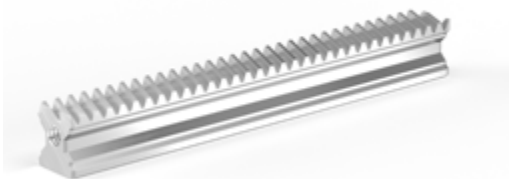
Always add the number of teeth "Z = \_ \_ \_" to the article number.

Lifgo® gear racks	unit	5.0	5.1	5.3	5.4
A	mm	23	27	48	68
A1	mm	21	25	46	66
B	mm	M10	M12	M20	M24
C	mm	20	25	35	40
D	mm	26	31.5	48.5	48.5
E	mm	16	18.5	26.5	26.5
Gear rack length	L mm	$L = Z \times to$	$L = Z \times to$	$L = Z \times to$	$L = Z \times to$
Number of teeth	Z	as per customer data	as per customer data	as per customer data	as per customer data
Module	m	1.0	2.5	2.5	2.5
Tooth pitch	to mm	$to = m \times Pi$	$to = m \times Pi$	$to = m \times Pi$	$to = m \times Pi$
Moment of inertia	lx mm <sup>4</sup>	16411	22961	253179	428881
Moment of inertia	ly mm <sup>4</sup>	24216	35018	297984	809895
Polar moment of inertia	lp mm <sup>4</sup>	40628	57979	551164	1238776
Weight	kg/m	3.82	4.84	14.45	21.61

Article number		5.0	5.1	5.3	5.4
Lifgo® gear rack		500 113	500 114	500 115	500 116
Lifgo® gear rack	ground	500 504	500 505	500 506	500 637
Lifgo® gear rack	hardened&ground	500 169	500 170	500 171	500 172

**lifgo® gear racks SVZ 5.1 - 5.4 • dimension sheet**

The gear rack bears guide loads. It is subjected to tensile, compressive, and transverse forces. Note the moments of inertia and the torque loads on the gearboxes (see Page 82.) The gear rack is symmetrical in construction. Reinforcement profiles and/or feed lines can be fixed and routed using the tapped holes at the rear.



**!** When a gear rack protection is used, the gear rack length increases by the installed length of the protection. **For heavy loads, we recommend the use of hardened & ground gear racks.** When using the guide rail in a suspended configuration, consider the load capacity of the screws. Have the theoretical lifespan calculated.

The gear rack mounting screws must be checked and a calculation performed according to the load.

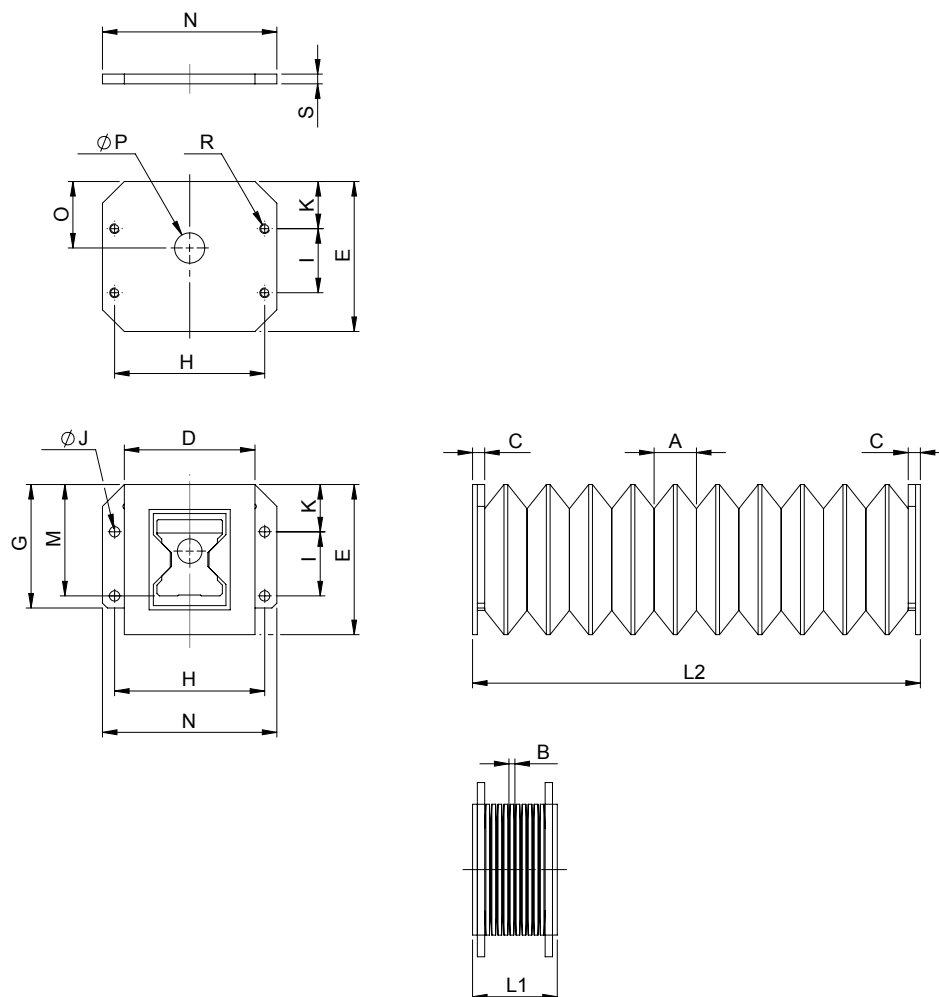
Always add the number of teeth "Z = \_ \_ \_" to the article number.

lifgo® Gear rack SVZ	unit	5.1	5.3	5.4	
A	mm	27	48	68	
A1	mm	25	46	66	
B	mm	M12	M20	M24	
C	mm	25	35	40	
D	mm	31.5	48.5	48.5	
(E = Ze x m x Pi)	E	mm	26.5	26.5	
Rack length	L	mm	L = Z x tt		
Number of teeth	Z	units	per customer data		
Module	mt	2.46875	2.47917	2.48438	
Tooth pitch	tt	mm	tt = mt x Pi		
Moment of inertia	lx	mm <sup>4</sup>	22961	253179	428881
Moment of inertia	ly	mm <sup>4</sup>	35018	297984	809895
Polar moment of inertia	lp	mm <sup>4</sup>	57979	551164	1238776
Weight		kg/m	4.84	14.45	21.61

Article number		5.1	5.3	5.4
lifgo® gear rack SVZ		501 106	501 107	501 108
lifgo® gear rack SVZ	ground	501 114	501 115	501 116
lifgo® gear rack SVZ	hardened&ground	501 122	501 123	501 124

## lifgo® gear rack protection & end plates 5.0 - 5.4 • dimension sheet

This gear rack protection is not suitable for use in welding areas. The end plate is used for mounting the gear rack protection on the lifgo® gear rack.



## lifgo® gear rack protection & end plates 5.0 - 5.4

**!** Check whether the operating conditions require a gear rack protection. This gear rack protection is **not suitable for use in welding areas**. It is shipped with retaining plates and screws.

The gear rack protection is silicone-free.

Always add the number of folds "F = \_ \_ \_" to the article number.

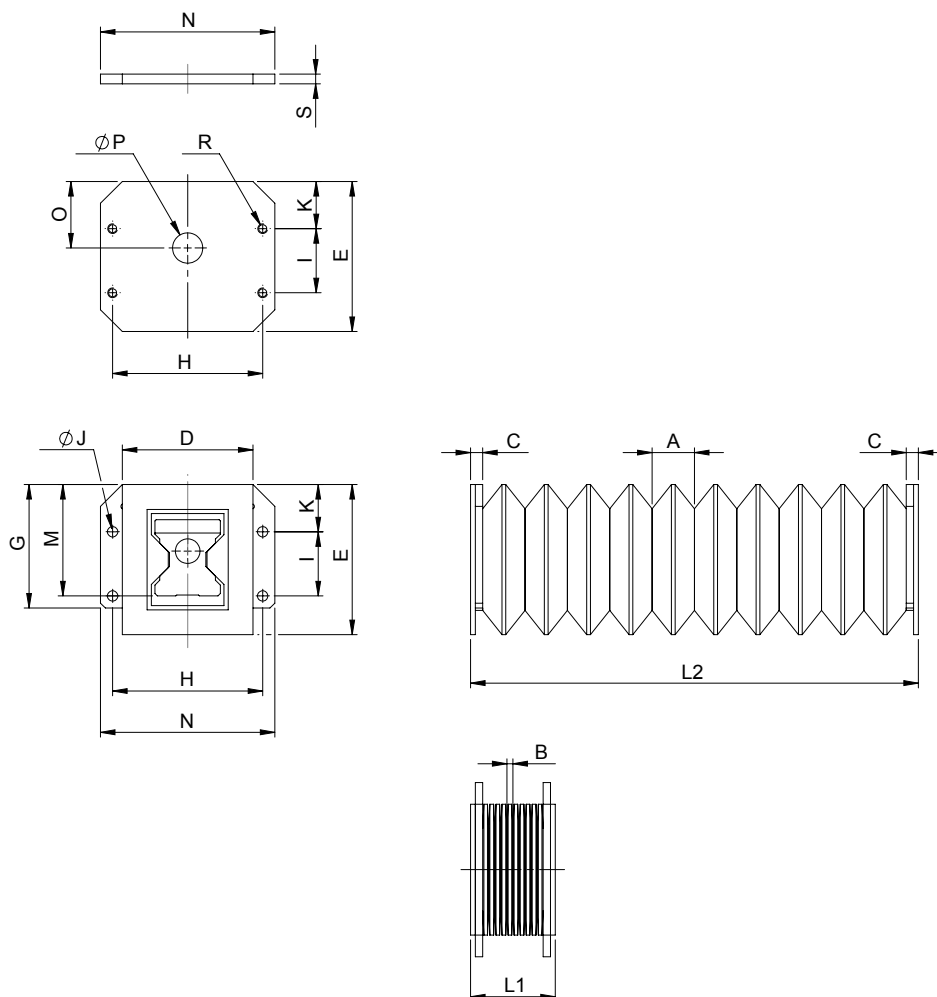
lifgo® gear rack protection	unit	5.0	5.1	5.3	5.4
Stroke per fold	A mm	17.5	17.5	27.5	27.5
	B mm	2.5	2.5	2.5	2.5
	(A - B) mm	15	15	25	25
	C mm	5	5	5	5
	D mm	50	54	92	112
Number of folds	E mm	54	62	94	94
	F Unit	per customer data			
	G mm	44.5	51	84	84
	H mm	58	62	100	120
	I mm	21	26.5	51.5	51.5
Stroke	J mm	∅ 4.3 V8.5 x 90°	∅ 4.3 V8.5 x 90°	∅ 4.3 V8.5 x 90°	∅ 4.3 V8.5 x 90°
	K mm	18.5	19.5	23.5	23.5
	L mm	$L = L2 - L1 = F \times (A - B)$			
	L1 mm	$L1 = 2 \times C + F \times B$			
	L2 mm	$L2 = 2 \times C + F \times A$			
	M mm	40	46	71.5	71.5
	N mm	68	72	112	132
	O mm	24	27.5	45	45
	P mm	∅ 10.5	∅ 12.5	∅ 20.5	∅ 20.5
	R mm	M4	M4	M4	M4
S mm	4	M4	4	4	

Article number	5.0	5.1	5.3	5.4
lifgo® gear rack protection	500 121	500 122	500 123	500 124
lifgo® end plate	500 539	500 541	500 543	500 881

# lifgo® gear rack protection & end plates SB 5.0 - 5.4

## lifgo® gear rack protection & end plates SB 5.0 - 5.4 • dimension sheet

This gear rack protection is suitable for use in welding areas (SB). The end plate is used for mounting the gear rack protection on the lifgo® gear rack.



## lifgo® gear rack protection & end plates SB 5.0 - 5.4

**!** Check whether the operating conditions require a gear rack protection. This gear rack protection is **suitable for use in welding areas**. It is shipped with retaining plates and screws.

Note that in its retracted state, the "SB" version requires 1.0 mm more installation space per fold (dimensions A, B and C).

The gear rack protection is silicone-free.

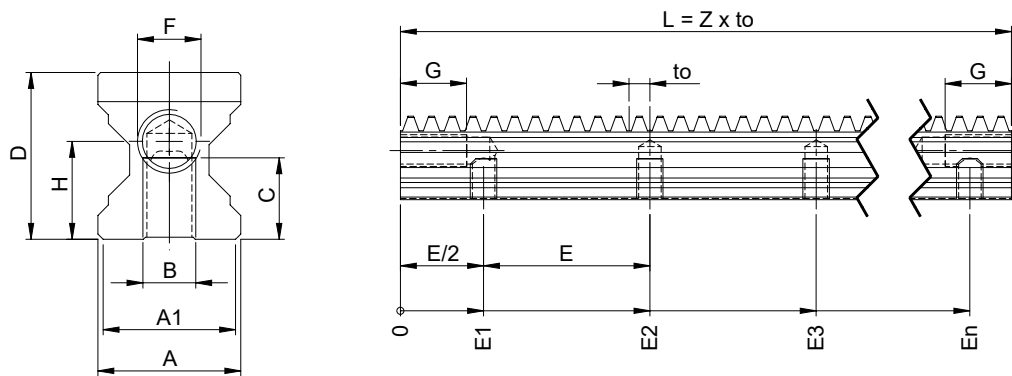
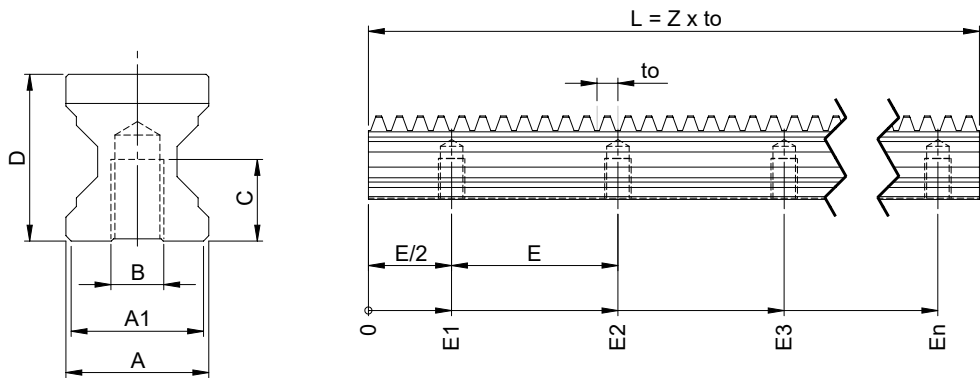
Always add the number of folds "F = \_ \_ \_" to the article number.

lifgo® Gear rack protection SB	unit	5.0	5.1	5.3	5.4
Stroke per fold	A mm	18.5	18.5	28.5	28.5
	B mm	3.5	3.5	3.5	3.5
	(A - B) mm	15	15	25	25
	C mm	6	6	6	6
Number of folds	D mm	50	54	92	112
	E mm	54	62	94	94
	F Unit	per customer data			
	G mm	44.5	51	84	84
Stroke	H mm	58	62	100	120
	I mm	21	26.5	51.5	51.5
	J mm	ø 4.3	ø 4.3	ø 4.3	ø 4.3
		V8.5 x 90°	V8.5 x 90°	V8.5 x 90°	V8.5 x 90°
	K mm	18.5	19.5	23.5	23.5
	L mm	$L = L2 - L1 = F \times (A - B)$			
	L1 mm	$L1 = 2 \times C + F \times B$			
	L2 mm	$L2 = 2 \times C + F \times A$			
	M mm	40	46	71.5	71.5
	N mm	68	72	112	132
Article number	O mm	24	27.5	45	45
	P mm	ø 10.5	ø 12.5	ø 20.5	ø 20.5
	R mm	M4	M4	M4	M4
	S mm	4	4	4	4

Article number	5.0	5.1	5.3	5.4
lifgo® gear rack protection SB	500 510	500 511	500 512	500 854
lifgo® end plate	500 539	500 541	500 543	500 881

**lifgo® linear racks 5.0 - 5.4 • Dimension sheet**

The gear rack bears guide loads. It is subjected to tensile, compressive, and transverse forces. Note the moments of inertia and the torque loads on the gearboxes (see Page 68.) The gear rack is symmetrical in construction. Reinforcement profiles and/or feed lines can be fixed and routed using the tapped holes at the rear.





**!** When a gear rack protection is used, the gear rack length increases by the installed length of the protection.  
**For heavy loads, we recommend the use of hardened & ground gear racks.** When using the guide rail in a suspended configuration, consider the load capacity of the screws. Have the theoretical lifespan calculated.

The gear rack mounting screws must be checked and a calculation performed according to the load.

Always add the number of teeth "Z = \_ \_ \_" to the article number.

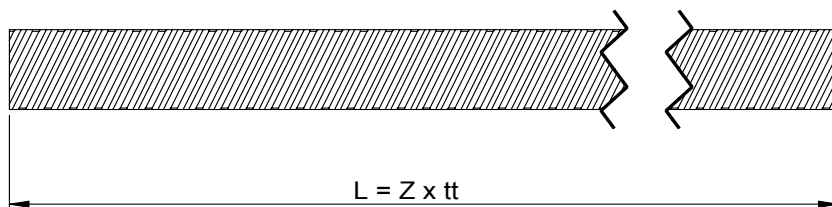
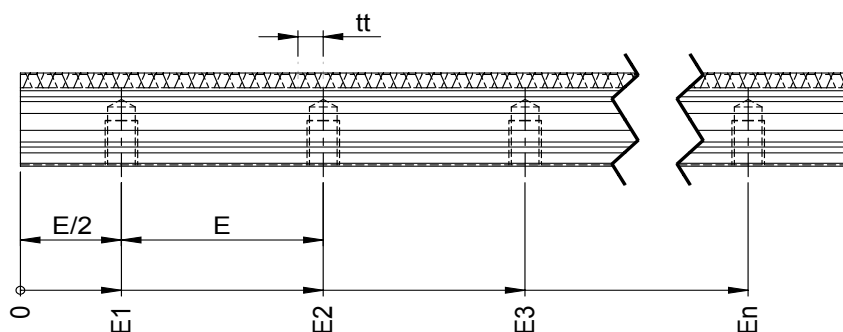
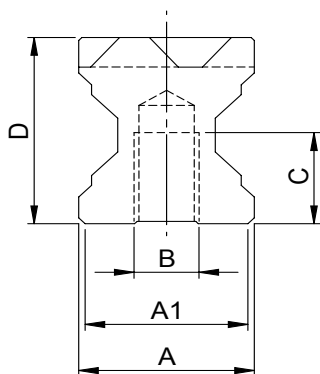
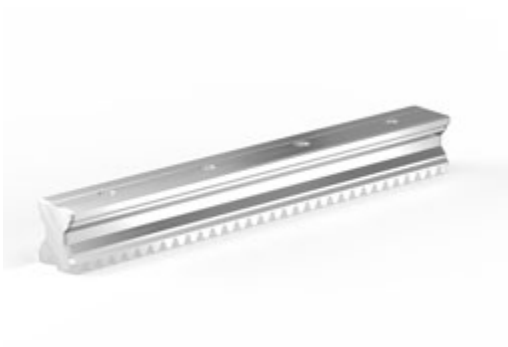
lifgo® linear Gear rack	Unit	5.0	5.1	5.3	5.4	
A	mm	23	27	48	68	
A1	mm	21	25	46	66	
B	mm	M10	M10	M12	M16	
C	mm	15	15	20	25	
D	mm	26	31.5	48.5	48.5	
(E = Ze x m x Pi)	mm	62.831853	62.831853	109.955743	109.955743	
E1	mm	31.42	31.42	54.98	54.98	
E2	mm	94.25	94.25	164.93	164.93	
E3	mm		157.08	157.08	274.89 274.89	
Hole spacing from front end	En		$En = Ze \times m \times Pi \times (n - 1/2)$			
F	mm	M10	M12	M20	M24	
G	mm	20	25	35	40	
H	mm	16	18,5	26,5	26,5	
Rack length	L		$L = Z \times to$			
Max. number of holes	Nmax.		Whole number Nmax. = $(Z - Ze/2 - 2) / Ze + 1$ per customer data			
Number of teeth	Z	units				
Number of teeth between two holes	Ze	Units	20	8	14	14
Module	m		1.0	2.5	2.5	2.5
Tooth pitch	to	mm		$to = m \times Pi$		
Moments of inertia	lx, ly, lp	mm <sup>4</sup>		see lifgo® gear rack		
Weight		kg/m	3.82	4.84	14.45	21.61

Article number		5.0	5.1	5.3	5.4
lifgo® linear rack		500 117	500 118	500 119	500 120
lifgo® linear rack	ground	500 507	500 508	500 509	500 638
lifgo® linear rack	hardened&ground	500 173	500 174	500 175	500 176

Article number		5.0	5.1	5.3	5.4
lifgo® linear rack		501 401	501 404	501 407	501 410
lifgo® linear rack	ground	501 402	501 405	501 408	501 411
lifgo® linear rack	hardened&ground	501 403	501 406	501 409	501 412

**lifgo® linear racks SVZ 5.1 - 5.4 • Dimension sheet**

The gear rack bears guide loads. It is subjected to tensile, compressive, and transverse forces. Note the moments of inertia and the torque loads on the gearboxes (see Page 68.) The gear rack is symmetrical in construction. Reinforcement profiles and/or feed lines can be fixed and routed using the tapped holes at the rear.



**!** When a gear rack protection is used, the gear rack length increases by the installed length of the protection. **For heavy loads, we recommend the use of hardened & ground gear racks.** When using the guide rail in a suspended configuration, consider the load capacity of the screws. Have the theoretical lifespan calculated.

The gear rack mounting screws must be checked and a calculation performed according to the load.

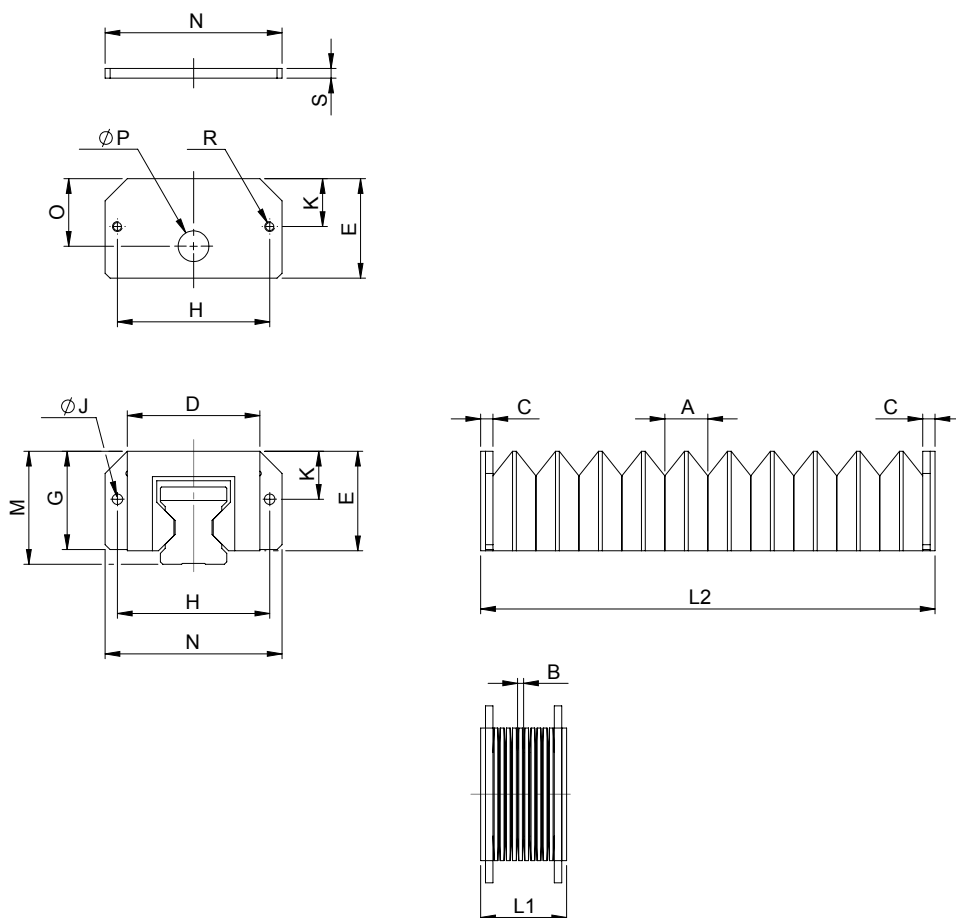
Always add the number of teeth "Z = \_ \_ \_" to the article number.

lifgo® linear Gear rack SVZ	Unit	5.1	5.3	5.4
A	mm	27	48	68
A1	mm	25	46	66
B	mm	M10	M12	M16
C	mm	15	20	25
D	mm	31.5	48.5	48.5
(E = Ze x m x Pi)	mm	62.046455	109.039445	109.268519
E1	mm	31.02	54.52	54.63
E2	mm	93.07	163.56	163.90
E3	mm	155.11	272.60	273.17
Hole spacing from front end	En	mm	En = Ze x m x Pi x (n - 1/2)	
Rack length	L	mm	L = Z x tt	
Max. number of holes	Nmax.	Unit	Whole number Nmax. = (Z - Ze/2 - 2) / Ze + 1 per customer data	
Number of teeth	Z	units		
Number of teeth between two holes	Ze	Units	8	14
Module	m		2.46875	2.47917
Tooth pitch	tt	mm		tt = m x Pi
Moments of inertia	lx, ly, lp	mm <sup>4</sup>		see lifgo® gear rack
Weight		kg/m	4.84	14.45
				21.61

Article number		5.1	5.3	5.4
lifgo® linear rack SVZ		501 110	501 111	501 112
lifgo® linear rack SVZ	ground	501 518	501 119	501 120
lifgo® linear rack SVZ	hardened&ground	501 126	501 127	501 120

## lifgo® Linear rack protection and end plates 5.0 - 5.4 • Dimension sheet

This gear rack protection is not suitable for use in welding areas. The end plate is used for mounting the gear rack protection on the lifgo® linear gear rack.



## lifgo® Linear rack protection and end plates 5.0 - 5.4

**!** Check whether the operating conditions require a gear rack protection. This gear rack protection is **not suitable for use in welding areas**. It is shipped with two retaining plates and screws.

The gear rack protection is silicone-free.

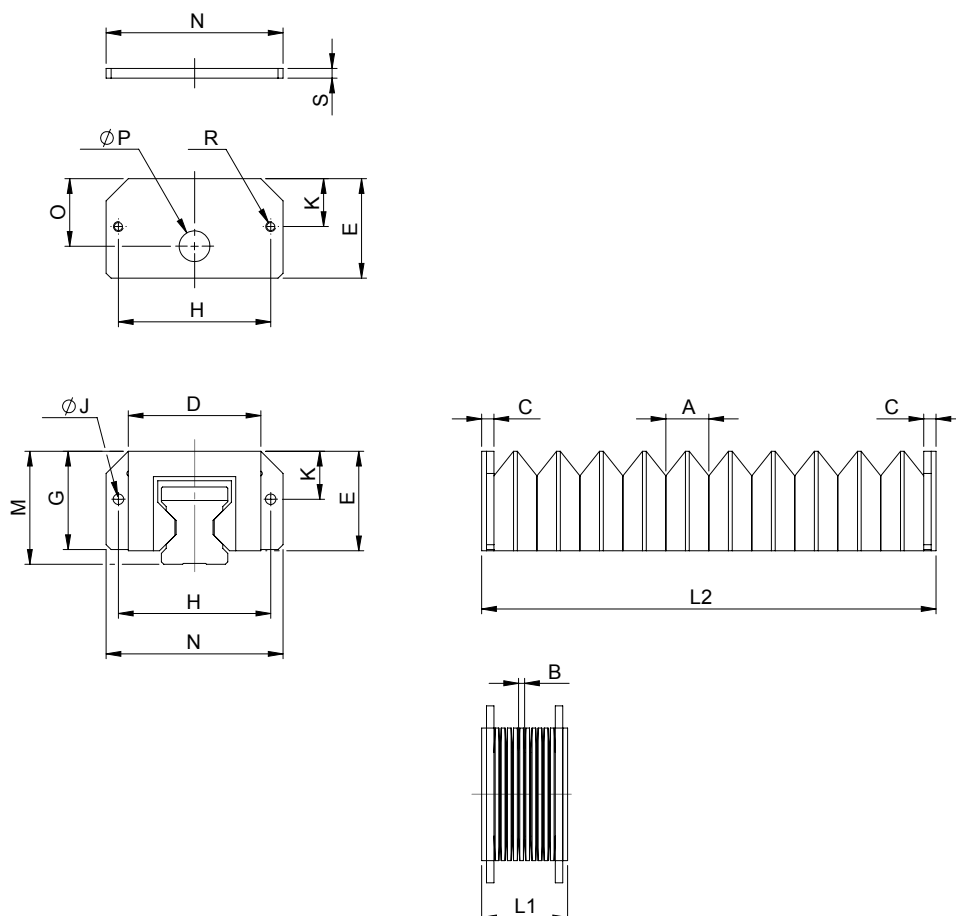
Always add the number of folds "F = \_ \_ \_" to the article number.

lifgo® linear Gear rack protection		Unit	5.0	5.1	5.3	5.4
Stroke per fold	A	mm	17.5	17.5	27.5	27.5
	B	mm	2.5	2.5	2.5	2.5
	(A - B)	mm	15	15	25	25
	C	mm	5	5	5	5
	D	mm	50	54	92	112
Number of folds	E	mm		36.5	40.5	66.5 66.5
	F	Unit	per customer data			
	G	mm	36	40	66	66
Stroke	H	mm	58	62	100	120
	J	mm	∅ 4.3 V 8.5 x 90°	∅ 4.3 V 8.5 x 90°	∅ 4.3 V 8.5 x 90°	∅ 4.3 V 8.5 x 90°
	K	mm	18.5	19.5	23.5	23.5
	L	mm	$L = L2 - L1 = F \times (A - B)$			
	L1	mm	$L1 = 2 \times C + F \times B$			
	L2	mm	$L2 = 2 \times C + F \times A$			
	M	mm	40	46	71.5	71.5
	N	mm	68	72	112	132
	O	mm	24	27.5	45	45
	P	mm	∅ 10.5	∅ 12.5	∅ 20.5	∅ 20.5
R	mm	M4	M4	M4	M4	
S	mm	4	4	4	4	

Article number	5.0	5.1	5.3	5.4
lifgo® linear gear rack protection	500 125	500 126	500 127	500 128
lifgo® linear end plates	500 540	500 542	500 544	500 882

## lifgo® Linear rack protection SB and end plates 5.0 - 5.4 • Dimension sheet

This gear rack protection is suitable for use in welding areas (SB). The end plate is used for mounting the gear rack protection on the lifgo® linear gear rack.



## lifgo® Linear rack protection SB and end plates 5.0 - 5.4

**!** Check whether the operating conditions require a gear rack protection. This gear rack protection is **suitable for use in welding areas**. It is shipped with retaining plates and screws.

Note that in its retracted state, the "SB" version requires 1.0 mm more installation space per fold (dimensions A, B and C).

The gear rack protection is silicone-free.

Always add the number of folds "F = \_ \_ \_" to the article number.

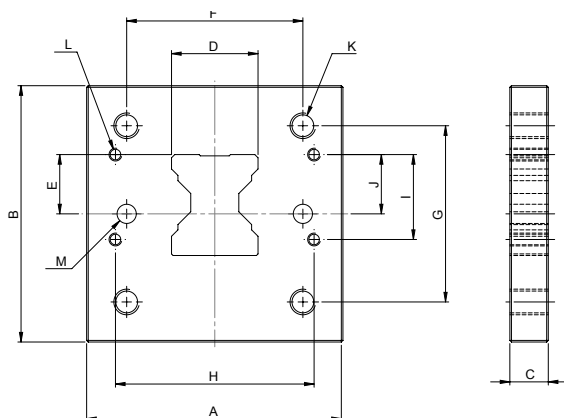
lifgo® linear Gear rack protection SB	Unit	5.0	5.1	5.3	5.4	
Stroke per fold	A mm	18.5	18.5	28.5	28.5	
	B mm	3.5	3.5	3.5	3.5	
	(A - B) mm	15	15	25	25	
	C mm	6	6	6	6	
Number of folds	D mm	50	54	92	112	
	E mm		36.5	40.5	66.5	
	F Unit		per customer data			66.5
	G mm	36	40	66	66	
Stroke	H mm	58	62	100	120	
	J mm	∅ 4.3	∅ 4.3	∅ 4.3	∅ 4.3	
		V 8.5 x 90°	V 8.5 x 90°	V 8.5 x 90°	V 8.5 x 90°	
	K mm	18.5	19.5	23.5	23.5	
	L mm		$L = L2 - L1 = F \times (A - B)$			
	L1 mm		$L1 = 2 \times C + F \times B$			
	L2 mm		$L2 = 2 \times C + F \times A$			
	M mm	40	46	71.5	71.5	
N mm	68	72	112	132		
O mm	24	27.5	45	45		
P mm	∅ 10.5	∅ 12.5	∅ 20.5	∅ 20.5		
R mm	M4	M4	M4	M4		
S mm	4	4	4	4		

Article number	5.0	5.1	5.3	5.4
lifgo® linear				
Gear rack protection SB	500 516	500 517	500 518	500 855
lifgo® linear end plates	500 540	500 542	500 544	500 882

## lifgo® linear rack retaining plate AZ 5.0 - 5.4 • Dimension sheet

The gear rack retaining plate provides a rigid connection between the mounted parts and the gear rack. To this end, the retaining plate is pressed onto the gear rack in the guide direction. The tapped holes "K" can be used to mount additional components for the customer.

The gear rack retaining plate is only intended to take up torque. It cannot therefore transfer forces in the gear rack guide direction. The retaining plate is mounted flush with the front surface of the gear rack using a shrinkage process.





## lifgo® Rack retaining plate AZ 5.0 - 5.4

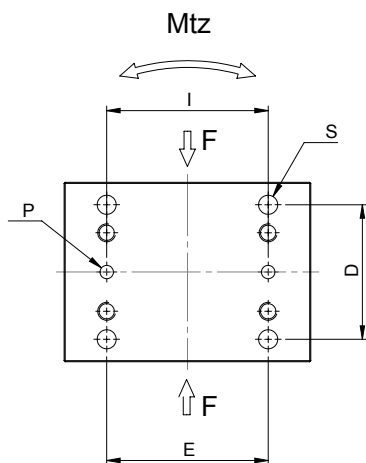
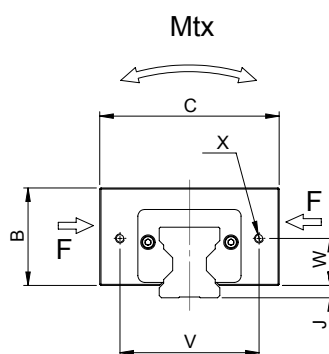
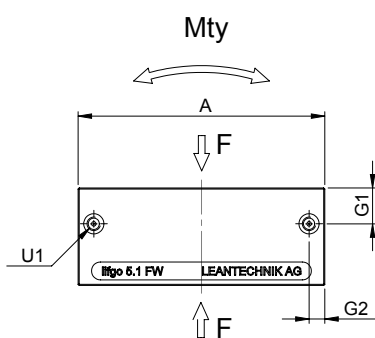
**!** Be sure to indicate precisely which gear rack will be used with the AZ plate when ordering a gear rack retaining plate.

lifgo® Gear rack retaining plate AZ	unit	5.0	5.1	5.3	5.4
A	mm	70	80	130	150
B	mm	70	80	130	130
C	mm	10	12	15	15
D	mm	23	27	48	68
E	mm	16	18.5	26.5	26.5
F	mm	50	55	90	110
G	mm	50	55	90	90
H	mm	58	62	100	110
I	mm	21	26.5	51.5	51.5
J	mm	15.5	18.5	30	30
K	mm	M6	M8	M10	M10
L	mm	M4	M4	M4	M4
M	mm	∅ 6 H7	∅ 6 H7	∅ 6 H7	∅ 6 H7
Weight	kg	0.33	0.51	1.70	1.9

Article number lifgo® Gear rack retaining plate AZ	eroded	5.0	5.1	5.3	5.4
		500 181	500 182	500 183	500 184

## lifgo® Guide carriages 5.0 - 5.4 • Dimension sheet

Guide cars provide support and guidance, and fit on both guide rails and gear rack rails within a size category.



**!** Note the static and dynamic load ratings when configuring the components. They are identical to the lifgo® gear rack (see page 68).

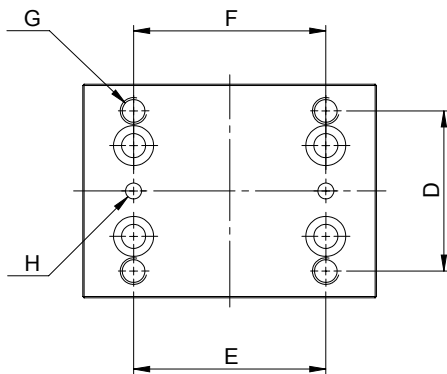
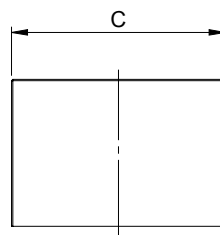
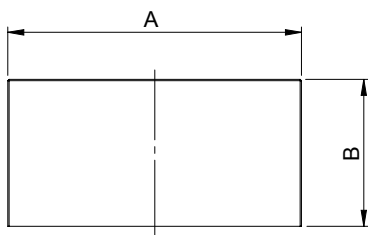
Ensure that the lube holes remain accessible after assembly.


lifgo® Guide carriages		Unit	5.0	5.1	5.3	5.4
Dowel holes	A	mm	80	110	180	180
	B	mm	31.5	43.5	71	81
	C	mm	70	80	130	165
	D	mm	55	60	105	130
	E	mm	50	72	120	135
	G1	mm	7.5	16	21.5	31.5
	G2	mm	77	13	13	
	I	mm	44	72	120	120
	J	mm	3.5	5.5	2	5
	P	mm	∅ 6 H7 ↓ 4	∅ 6 H7 ↓ 4	∅ 6 H7 ↓ 6	∅ 6 H7 ↓ 6
	S	mm	M8 ↓ 20 ∅ 6.8 through	M10 ↓ 25 ∅ 8.5 through	M12 ↓ 35 ∅ 10.2 through	M12 ↓ 35 ∅ 10.2 through
	U1	mm	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5	M6 ↓ 5
	V	mm	58	62	100	120
	W	mm	18	21	43	43
X	mm	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8	M4 ↓ 8	
Lifting speed	v <sub>max</sub>	m/s	33	3	3	
Acceleration	a <sub>max</sub>	m/s <sup>2</sup>	50	50	50	50
Static torque	M <sub>t<sub>x</sub></sub> stat.	Nm	570	760	4400	5500
Dynamic torque	M <sub>t<sub>x</sub></sub> stat.	Nm	280	390	2200	2800
	M <sub>t<sub>y</sub></sub> stat.	Nm	380	650	3300	3300
	M <sub>t<sub>y</sub></sub> dyn.	Nm	180	330	1600	1600
	M <sub>t<sub>z</sub></sub> stat.	Nm	380	650	3300	3300
	M <sub>t<sub>z</sub></sub> dyn.	Nm	180	330	1600	1600
Static load rating	F stat.	N	38400	51200	161400	161400
Dynamic load rating	F dyn.	N	19100	25900	79600	79600
Weight		kg	0.80	2.10	9.10	13.5

Article number	5.0	5.1	5.3	5.4
lifgo® guide carriages	500 097	500 098	500 099	500 100

## lifgo® Compensator block 5.0 - 5.4 • Dimension sheet

If necessary, the compensating block compensates for the height of the missing lifgo®housing.



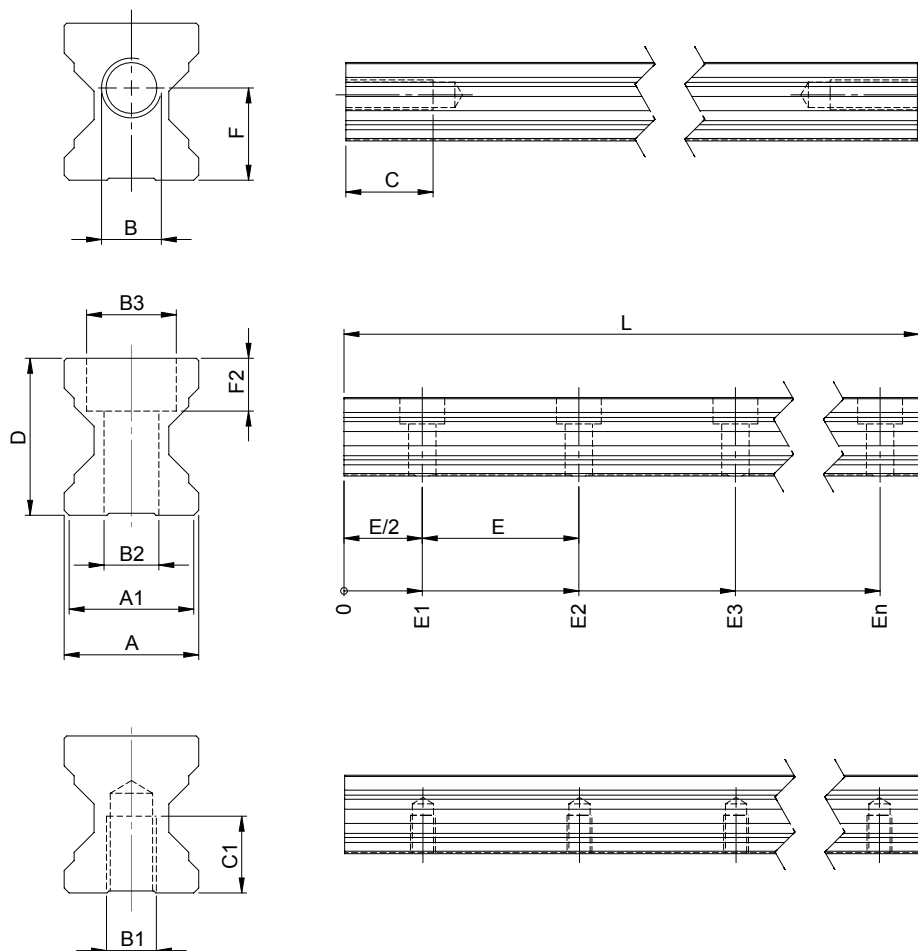
 The compensator block is supplied with screws and dowel pins for attachment to the guide carriage.

lifgo® Compensator block	Unit	5.0	5.1	5.3	5.4	
A	mm	80	110	180	180	
B	mm	40	55	90	100	
C	mm	70	80	130	165	
D	mm	55	60	105	130	
E	mm	50	72	120	135	
Dowel holes	F	mm	50	72	120	120
	G	mm	M8 ↓ 20	M10 ↓ 25	M12 ↓ 35	M12 ↓ 35
			∅ 6.8 through ∅ 6H7 ↓ 10	∅ 8.5 through ∅ 6H7 ↓ 10	∅ 10.2 through ∅ 6H7 ↓ 10	∅ 10.2 through ∅ 6H7 ↓ 10
Weight	kg	0.60	1.25	5.50	7.8	

Article number	5.0	5.1	5.3	5.4
lifgo® compensator block	500 883	500 884	500 885	500 888

## lifgo® Guide carriages 5.0 - 5.4 • Dimension sheet

Guide rails are available with or without holes for screw attachment from the “top” or the “bottom”. Hole spacing corresponds to that of the “lifgo® linear gear rack”. The guide rails, with guide cars, are used in parallel with lifgo® or lifgo® linear. Multiple guide rails can be laid end-to-end. The gear rack protection on Pages 99 and 102 can be used for these guide rails.



**!** For multi-part guide rails, the “E2” dimensions must be maintained at both ends of the rail (**Symmetry!**).

For multi-part guide rails, the parting joints of the rail and the substructure must not be in line.

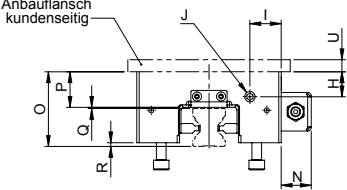
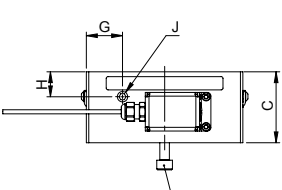
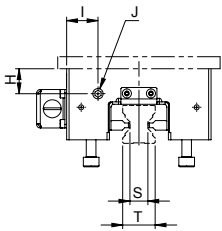
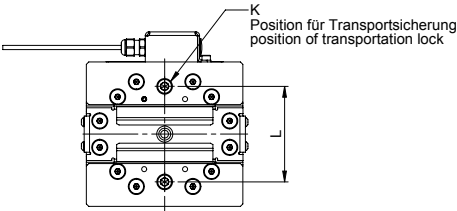
When using the guide rail, consider the load capacity of the screws.

lifgo® Guide carriages	Unit	5.0	5.1	5.3	5.4	
A	mm	23	27	48	68	
A1	mm	21	25	46	66	
B	mm	M10	M12	M20	M24	
B1	mm	M10	M10	M12	M16	
B2	mm	ø 9	ø 11	ø 13,5	ø 17,5	
B3	mm	ø 15	ø 18	ø 20	ø 26	
C	mm	20	25	35	40	
C1	mm	15	15	20	25	
D	mm	26	31.5	48.5	48.5	
(E = Ze x m x Pi)	E	mm	62.831853	62.831853	109.955743	109.955743
(Result example for the lower calculation)	E1	mm	31.42	31.42	54.98	54.98
	E2	mm	94.25	94.25	164.93	164.93
	E3	mm		157.08	157.08	274.89274.89
Hole spacing from the front end	En	mm	$En = Ze \times m \times Pi \times (n - 1 / 2)$			
	F	mm	16	18.5	26.5	26.5
	F2	mm	8.6	10.6	12.6	18.6
Total length	L	mm	per customer data			
Number of teeth between two holes	Ze	Units	20	8	14	14
Module	m		1.0	2.5	2.5	2.5
Moment of inertia	Ix	mm <sup>4</sup>	18660	31938	303725	626515
Moment of inertia	Iy	mm <sup>4</sup>	32149	65956	438696	953723
Polar moment of inertia	I <sub>p</sub>	mm <sup>4</sup>	50810	97895	742422	1580239
Weight <b>Bore at the front</b>		kg/m	4.02	5.40	15.43	22.3
<b>bolt from above</b>		kg/m	3.70	4.82	14.80	21.8
<b>bolt from below</b>		kg/m	3.90	5.25	14.26	22.6

Article number		5.0	5.1	5.3	5.4
lifgo® Guide carriages	<b>Bore at the front</b>	500 101	500 102	500 103	500 104
lifgo® Guide carriages	<b>bolt from above</b>	500 105	500 106	500 107	500 108
lifgo® Guide carriages	<b>bolt from below</b>	500 109	500 110	500 111	500 112

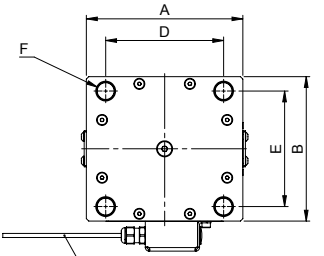
**ACHTUNG!**  
 Bremse nie ohne Führungsschiene betreiben.  
 Das Betätigen der Bremse ohne Führungsschiene führt zu Beschädigung

**ATTENTION!**  
 Never operate the brake without a guide rail.  
 Activation of the brake without a guide rail will cause damage

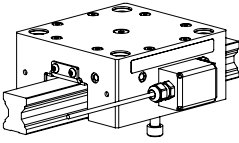


**Transportsicherung (rote Schraubenkopf)**  
 nur im druckbeaufschlagten Zustand entfernen!  
 Bremse nur mit Führungsschiene schliessen!

**Transportation lock (red bot head)**  
 remove only when pressurised!  
 close brake only with guide rail!



M  
 Schaltzustandskontrolle  
 switching condition monitoring  
 Kabellänge / cable length 4.8m





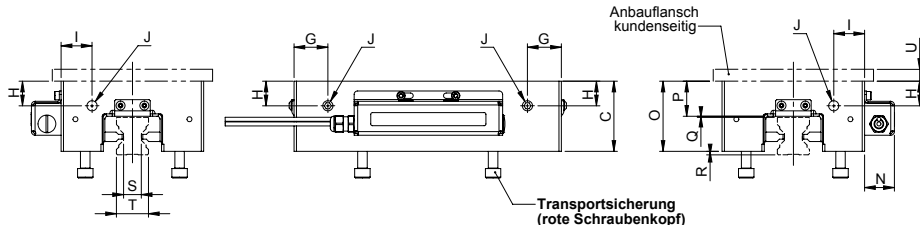
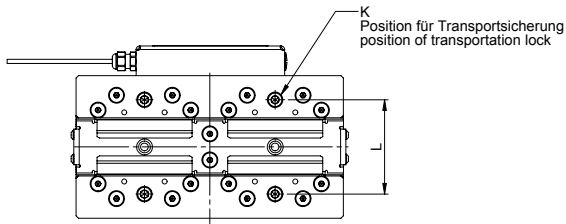
SHB1	Unit	5.0	5.1	5.3	
Short version	A	mm	115	130	190
	B	mm	100	120	170
	C	mm	50	59	86.7
	D	mm	92	98	152
	E	mm	82	96	134
	F	mm	M12 $\downarrow$ 21.5	M16 $\downarrow$ 28	M24 $\downarrow$ 43
	G	mm	25	30	37
	H	mm	15.5	20.7	32.7
	I	mm	21	26	40
	J	mm		G 1/8 $\downarrow$ 9.5	
				Connection Ma=12Nm	
	K	mm	M6	M8	M10
	L	mm	66	79.4	112.4
Balluff inductive sensor	M	mm	BES516-3005-G-E4-CPU-05		
	N	mm	25	25	25
	O	mm	54.2 +/-0.1	62 +/-0.1	92.2 +/-0.1
	P	mm	26	29.5	42.7
	Q	mm	2.2	1	1
	R	mm	4.2	3	5.5
	S	mm	15	15	29
	T	mm	23	27	48
Min. required thickness of the customer-side mounting flange ( steel )	U	mm	0	15	35
Nominal holding force <sup>3)4)</sup> at 6 bar	N		1750	3000	6000
Nominal holding force <sup>3)4)</sup> at 20 bar using a pressure booster	N		5000	7500	15000
Opening pressure	min.	bar		6 or 20	
	max.	bar		8 or 28	
Stiffness		N/ $\mu$ m	380	490	1000
Max. sliding speed		m/s		2	
Ambient temperature		$^{\circ}$ C		-10 to +60	
Air consumption per circuit in standard litre at opening pressure	at 6 bar	NL	0.09	0.135	0.25
	at 20 bar	NL	0.3	0.448	0.65
Pressure medium			Compressed air with compressed air quality according to ISO 8573-1 class 4		
Weight		kg	3.3	4.9	15.67

Article number	5.0	5.1	5.3
SHB1 short version			
20 bar version	501 388	501 390	501 392
6 bar version	501 443	501 445	501 447

3) Minimum holding force when the brake is depressurised and when the profile rail is dry or wetted with mineral oil  
4) With a switching frequency of >200,000, a reduction in the nominal holding force of 20% must be expected

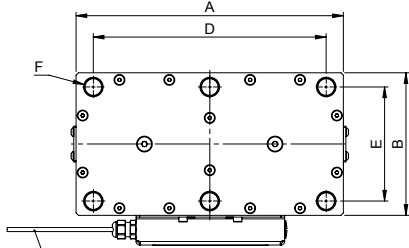
**ACHTUNG!**  
 Bremsen nie ohne Führungsschiene betreiben.  
 Das Betätigen der Bremse ohne Führungsschiene führt zu Beschädigung

**ATTENTION!**  
 Never operate the brake without a guide rail.  
 Activation of the brake without a guide rail will cause damage

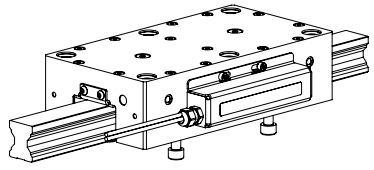


**Transportsicherung (rote Schraubenkopf)**  
 nur im druckbeaufschlagten Zustand entfernen!  
 Bremse nur mit Führungsschiene schliessen!

**Transportation lock (red bot head)**  
 remove only when pressurised!  
 close brake only with guide rail!



**M**  
 2 x Schaltzustandskontrolle  
 2 x switching condition monitoring  
 Kabellänge / cable length 4.8m

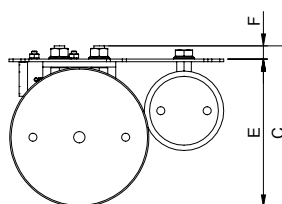
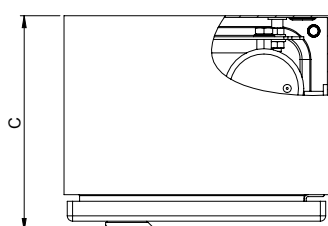
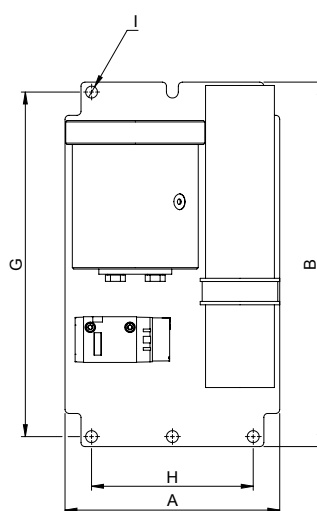
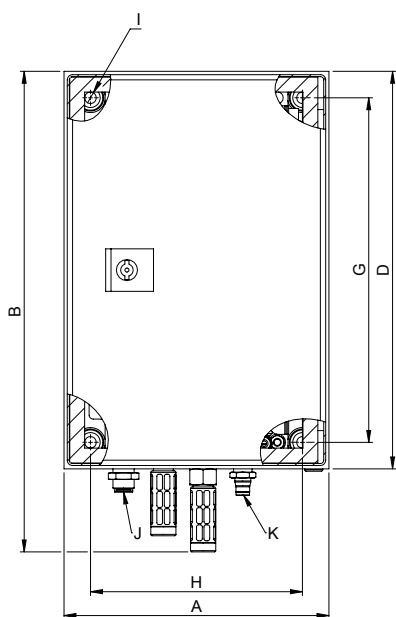


SHB2		Unit	5.0	5.1	5.3
Long version	A	mm	192	225	325
	B	mm	100	120	170
	C	mm	50	59	86.7
	D	mm	170	196	288
	E	mm	82	96	134
	F	mm	M12↓21.5	M16↓28	M24↓43
	G	mm	25	28.5	35
	H	mm	21.5	20.7	32.7
	I	mm	21	26	40
	J	mm		G 1/8 ↓ 9.5	
Balluff inductive sensor	K	mm	M6	M8	M10
	L	mm	66	79.4	112.4
	M	mm	BES516-3005-G-E4-C-PU-05		
	N	mm	25	25	25
	O	mm	54.2 +/-0.1	62 +/-0.1	92.2 +/-0.1
	P	mm	26	29.5	42.7
	Q	mm	2.2	1	1
	R	mm	4.2	3	5.5
	S	mm	15	15	29
	T	mm	23	27	48
Min. required thickness of the customer-side mounting flange (steel)	U	mm	10	15	35
Nominal holding force <sup>3)4)</sup> at 6 bar	N		5000	7500	15000
Nominal holding force <sup>3)4)</sup> at 20 bar using a pressure booster	N		5000	7500	15000
Opening pressure	min. bar			6 or 20	
	max. bar			8 or 28	
Stiffness		N/μm	380	490	1000
Max. sliding speed		m/s		2	
Ambient temperature		°C		-10 to +60	
Air consumption per	at 6 bar	NL	0.18	0.269	0.5
Circuit in standard litre at	at 20 bar	NL	0.6	0.897	1.3
Opening pressure					
Pressure medium			Compressed air with compressed air quality according to ISO 8573-1 class 4		
Weight		kg	5.33	8.86	26.67

Article number	5.0	5.1	5.3
SHB2 long version			
20 bar version	501 389	501 391	501 393
6 bar version	501 444	501 446	501 448

3) Minimum holding force when the brake is depressurised and when the profile rail is dry or wetted with mineral oil

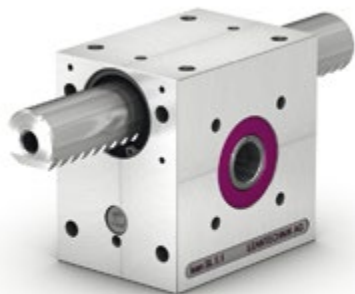
4) With a switching frequency of >200,000, a reduction in the nominal holding force of 20% must be expected



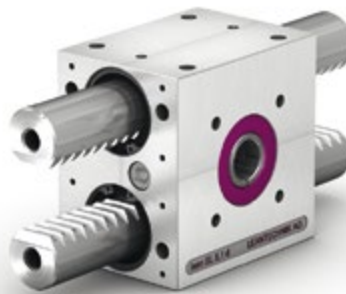
Pressure booster	Unit	in housing	on plate
A	mm	200	162
B	mm	363	275
C	mm	162	122
D	mm	300	-
E	mm	-	112
F	mm	-	10
G	mm	260	260
H	mm	160	122
I	mm	4 x Ø 8.7	6 x Ø 9
J	mm	connection	
		input pressure	
K	mm	connection	
		Output pressure	
Input pressure max.	bar	7	
Output pressure max.	bar	28	
Gear ratio		1:4	
Connection input pressure	mm	Ø 8	
Connection output pressure	mm	Ø 6	
Pressure medium		compressed air according to ISO 8573-1	
		Class4	
ambient temperature	°C	-10 to +50	
	mm	29.5	42.7
	mm	1	1
	mm	3	5.5
	mm	15	29
Weight	kg	14.5	9.3

Article number		
Pressure booster	501 399	501 396

## lean SL<sup>®</sup> Series • Technical data

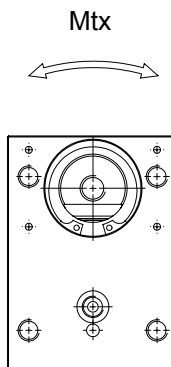
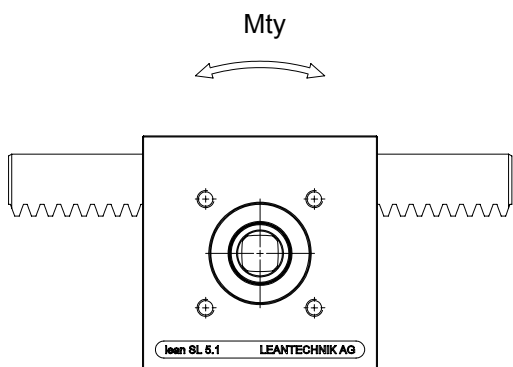
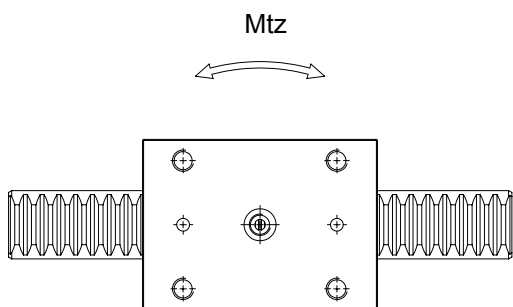


lean SL<sup>®</sup>



lean SL<sup>®</sup> double

**!** Make sure that the article number refers to the correct pinion shaft version.

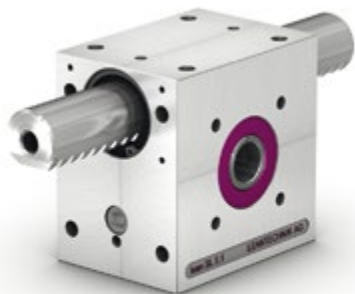


**!** The performance data listed apply to both the lean SL® and lean SL® versions of each size.

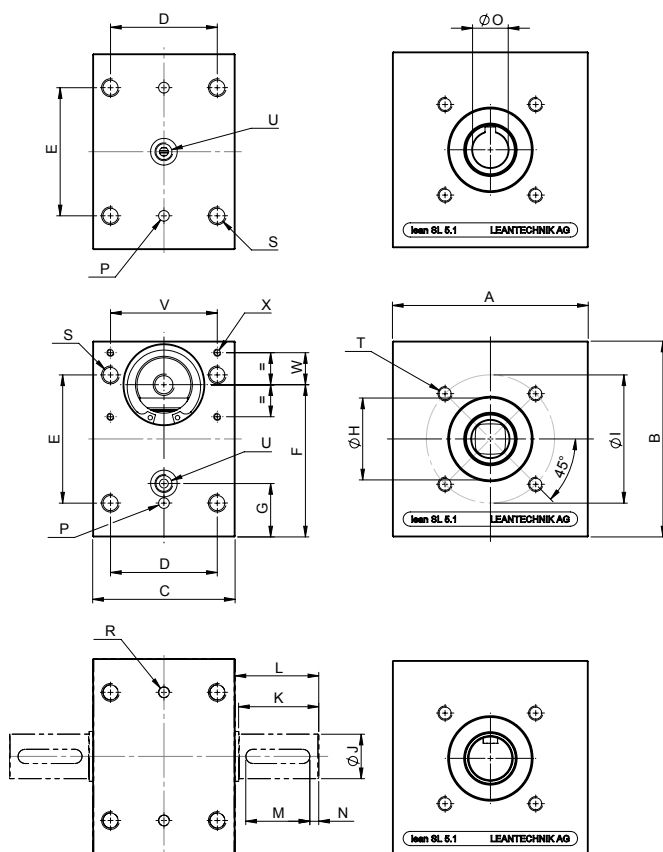
The frictional forces in the bushings increase due to torques. This leads to reduced efficiency and increased wear of the bushings (sliding bearings). Please note that this means that a greater driving torque will be required.

lean SL® Series technical data		Unit	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL5.5
Lifting power	$F_{max}$	N	300	800	2000	8000	25000
Lifting speed	$v_{max}$	m/s	0.6	0.6	0.6	0.6	0.6
Acceleration	$a_{max}$	m/s <sup>2</sup>	30	30	30	30	30
Torque	$M_{max}$	Nm	1.8	8	40	240	1200
Pitch diameter	$\varnothing T_k$	mm	12	20	40	60	96
Lifting gear ratio		mm/360°	37.6991	62.8318	125.6637	188.4955	301.5929
Efficiency	$\eta$		0.8	0.8	0.8	0.8	0.8
Temperature resistance	t	°C	+100	-10 to +100	-10 to +100	-10 to +100	+100
Static torque	$M_{t_x \text{ stat.}}$	Nm	0	0	0	0	0
Dynamic torque	$M_{t_x \text{ dyn.}}$	Nm	0	0	0	0	0
	$M_{t_y \text{ stat.}}$	Nm	100	200	400	2000	7000
	$M_{t_y \text{ dyn.}}$	Nm	9	18	22	150	800
	$M_{t_z \text{ stat.}}$	Nm	250	500	1000	4000	15000
	$M_{t_z \text{ dyn.}}$	Nm	25	50	110	700	4500

lean SL® 5.m - 5.5 • Dimension sheet



! Make sure that the article number refers to the correct pinion shaft version.



 Video  
Functioning

 Video gear  
rack installation

 Installation  
instructions

 CAD Data



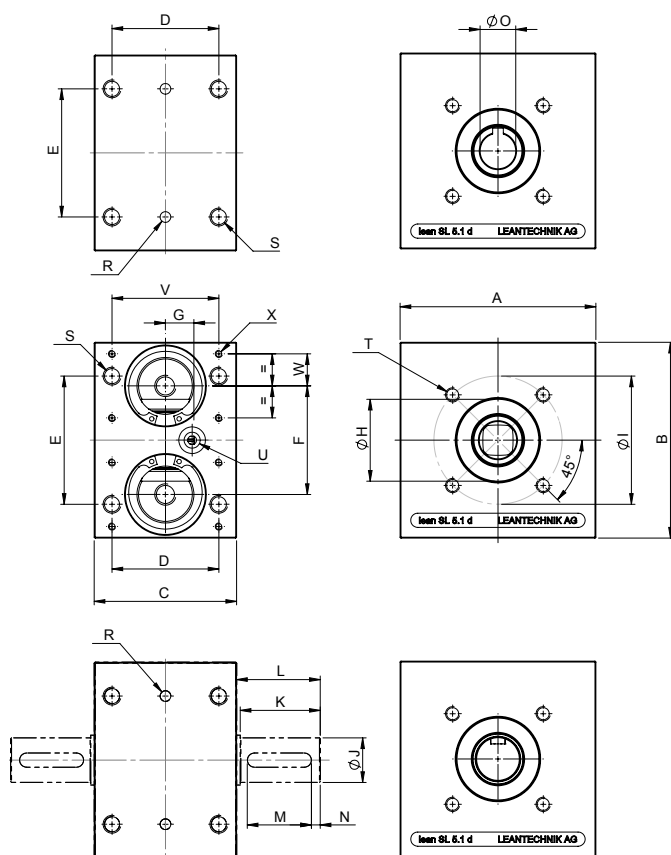
lean SL® Gear units	Unit	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
	A mm	60	80	110	180	305
	B mm	60	80	110	180	305
	C mm	47	70	80	130	200
	D mm	36	55	60	105	160
	E mm	40	50	72	120	210
	F mm	44	59	85.5	139.5	231.5
	G mm	20	26	30	55	90
Locating flange (remove sealing plate when in use)	H mm	∅ 19 K6 ↓ 3	∅ 26 K6 ↓ 3	∅ 47 K6 ↓ 4	∅ 72 K6 ↓ 4	∅ 125 K6 ↓ 5
	I mm	∅ 35	∅ 48	∅ 72	∅ 110	∅ 200
	J mm	∅ 9.5 h7	∅ 14 h7	∅ 25 h7	∅ 42 h7	∅ 65 h7
	K mm	22	30	46	60	90
	L mm	22	32	47	62	92
	M mm	14	25	35	50	80
	N mm	2.5	2	5	5	5
Ker DIN 6885 P9	O mm	∅ 6 H7	∅ 10 H7	∅ 20 H7	∅ 35 H7	∅ 55 H7
	P mm	∅ 4 H7 ↓ 6	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 6 H7 ↓ 10	∅ 10 H7 ↓ 12
	R mm	∅ 4 H7 ↓ 3	∅ 6 H7 ↓ 5	∅ 6 H7 ↓ 3	∅ 6 H7 ↓ 5	∅ 10 H7 ↓ 12
	S mm	M6 ↓ 15	M8 ↓ 16	M10 ↓ 20	M12 ↓ 27	M20 ↓ 45
	T mm	∅ 5.0 through	∅ 6.8 through	∅ 8,5 through	∅ 10.2 through	∅ 17.5 through
Lube hole	U mm	M5 ↓ 7	M6 ↓ 12	M8 ↓ 12	M10 ↓ 20	M12 ↓ 25
	V mm	M6 ↓ 5	M10x1 ↓ 10	M10x1 ↓ 10	M10x1 ↓ 10	M10x1 ↓ 10
	W mm	40	52	60	100	145
	X mm	12	15	18	35	60
Gear rack protection	X mm	M3 ↓ 4	M4 ↓ 6	M4 ↓ 8	M4 ↓ 8	M5 ↓ 10
Weight PW	kg	0.36	1.00	2.35	9.70	44.1
Weight ZA 1	kg	0.39	1.11	2.70	11.55	49.6
Weight ZA 2	kg	0.40	1.15	2.87	12.21	51.9
Weight PFN	kg	0.37	1.03	2.32	9.91	43.5

Article number	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
lean SL® PW	500 664	500 129	500 130	500 131	500 132
lean SL® ZA 1	500 665	500 133	500 134	500 135	500 136
lean SL® ZA 2	500 666	500 137	500 138	500 139	500 140
lean SL® PFN	500 667	500 141	500 142	500 143	500 144

lean SL® double 5.m - 5.5 • Dimension sheet



! Make sure that the article number refers to the correct pinion shaft version.



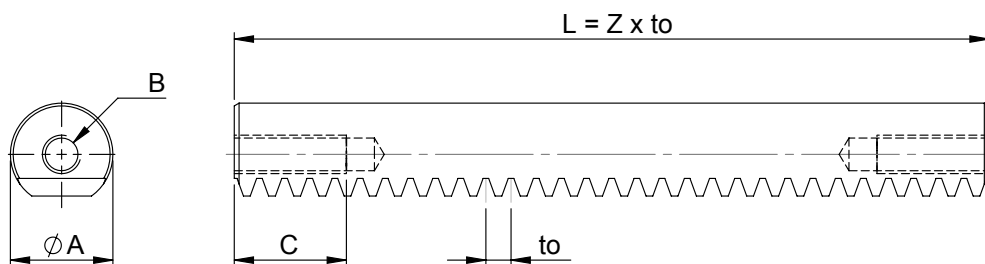
**!** In the “double” version, the maximum transmitted torque is the same as for the individual gearbox.

lean SL® double	Unit	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
A	mm	60	80	110	180	305
B	mm	60	80	110	180	305
C	mm	47	70	80	130	200
D	mm	36	55	60	105	160
E	mm	40	50	72	120	210
F	mm	28	38	61	99	158
G	mm	13	20	15	15	20
Locating flange (remove sealing plate when in use)	H mm	∅ 19 K6 ↓ 3	∅ 26 K6 ↓ 3	∅ 47 K6 ↓ 4	∅ 72 K6 ↓ 4	∅ 125 K6 ↓ 5
	I mm	∅ 35	∅ 48	∅ 72	∅ 110	∅ 200
	J mm	∅ 9.5 h7	∅ 14 h7	∅ 25 h7	∅ 42 h7	∅ 65 h7
	K mm	22	30	45	60	90
	L mm	22	32	47	62	90
	M mm	14	25	36	50	80
	N mm	2.5	2	5	5	5
Ker DIN 6885 P9	O mm	∅ 6 H7	∅ 10 H7	∅ 20 H7	∅ 35 H7	∅ 55 H7
	R mm	∅ 4 H7 ↓ 3	∅ 6 H7 ↓ 5	∅ 6 H7 ↓ 3	∅ 6 H7 ↓ 5	∅ 10 H7 ↓ 12
	S mm	M6 ↓ 15 ∅ 5.0 through	M8 ↓ 16 ∅ 6.8 through	M10 ↓ 20 ∅ 8,5 through	M12 ↓ 27 ∅ 10.2 through	M20 ↓ 45 ∅ 17.5 through
	T mm	M5 ↓ 7	M6 ↓ 12	M8 ↓ 12	M10 ↓ 20	M12 ↓ 25
Lube hole	U mm	M6 ↓ 5	M10x1 ↓ 10	M10x1 ↓ 10	M10x1 ↓ 10	M10x1 ↓ 10
	V mm	40	52	60	100	145
	W mm	12	15	18	35	60
Gear rack protection	X mm	M3 ↓ 4	M4 ↓ 6	M4 ↓ 8	M4 ↓ 8	M5 ↓ 10
Weight PW	kg	0.31	0.90	2.10	8.29	37.8
Weight ZA 1	kg	0.34	1.01	2.45	10.14	43.3
Weight ZA 2	kg	0.35	1.05	2.62	10.80	45.6
Weight PFN	kg	0.32	0.93	2.07	8.50	37.3

Article number	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
lean SL® double PW	500 668	500 145	500 146	500 147	500 148
lean SL® double ZA 1	500 669	500 149	500 150	500 151	500 152
lean SL® double ZA 2	500 670	500 153	500 154	500 155	500 156
lean SL® double PFN	500 671	500 157	500 158	500 159	500 160

## lean SL<sup>®</sup> Racks 5.m - 5.5 • Dimension sheet

lean SL<sup>®</sup> series gear racks are supported in sliding bushings. They are designed to transfer tensile and compressive forces. They cannot bear transverse forces. See the technical data on Page 120.



**!** The gear rack is symmetrical in construction. When a gear rack protection is used, the gear rack length increases accordingly. Have the theoretical lifespan calculated.

Always add the number of teeth "Z = \_ \_ \_" to the article number.

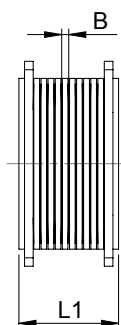
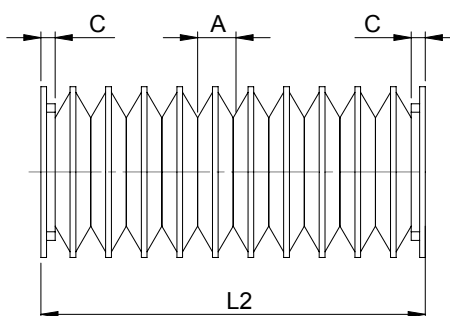
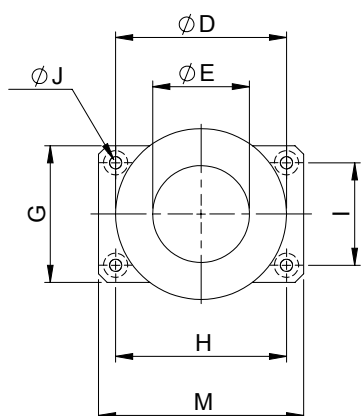
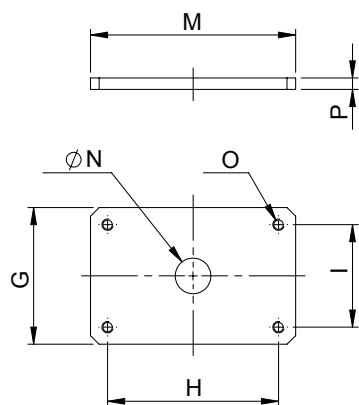
lean SL® Rack	Unit	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL5.5
	A mm	ø 20 h6	ø 25 h6	ø 32 h6	ø 60 h6	ø 100 h6
	B mm	M8	M10	M12	M20	M24
	C mm	15	20	25	35	40
Number of teeth	Z mm	per customer data				
Module	m	0.75	1.0	2.5	2.5	4.0
Tooth pitch	to mm	2.3562	3.1416	7.8540	7.8540	12.56637
Moment of inertia	lx mm <sup>4</sup>	5677	12054	24330	352513	2569015
Moment of inertia	ly mm <sup>4</sup>	7552	17856	44042	572284	4340400
Polar moment of inertia	lp mm <sup>4</sup>	13230	29910	68372	924797	6909416
Weight	kg/m	2.30	3.50	5.45	19.10	52.20

Article number	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
lean SL® Rack	500 672	500 161	500 162	500 163	500 164

# lean SL® Rack protection and end plates 5.m - 5.5

## lean SL® Rack protection and end plates 5.m - 5.5 • Dimension sheet

This gear rack protection is suitable for use in welding areas (SB). The end plate is used for mounting the gear rack protection on the lean SL® gear rack.



## lean SL® Rack protection and end plates 5.m - 5.5

**!** Check whether the operating conditions require a gear rack protection. This gear rack protection is **suitable for use in welding areas**. It is shipped with two retaining plates and screws.

The gear rack protection is silicone-free.

Always add the number of folds "F = \_ \_ \_" to the article number.

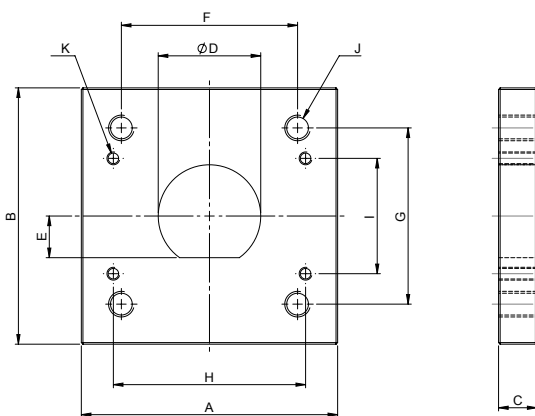
lean SL® Gear rack protection	Unit	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
Stroke per fold	A mm	10	12.5	12.5	27.5	37.5
	B mm	2	2.5	2.5	2.5	2.5
	(A-B) mm	8	10	10	25	35
	C mm	4.5	5	5	5	6
Number of folds	D mm	∅ 40	∅ 50	∅ 60	∅ 110	∅ 170
	E mm	∅ 21	∅ 26	∅ 34	∅ 60	∅ 100
	F Unit	per customer data				
	G mm	32	41	48	80	145
Stroke	H mm	40	52	60	100	145
	I mm	24	30	36	70	120
	J mm	∅ 3.2 V 6.5 x 90°	∅ 4.3 V 8.5 x 90°	∅ 4.3 V 8.5 x 90°	∅ 4.3 V 8.5 x 90°	∅ 5.5 V 11 x 90°
	L mm	$L = L2 - L1 = F \times (A - B)$				
	L1 mm	$L1 = 2 \times C + F \times B$				
	L2 mm	$L2 = 2 \times C + F \times A$				
	M mm	47	63	72	110	170
	N mm	∅ 8.2	∅ 10.5	∅ 12.5	∅ 20.5	∅ 24.5
O mm	M3	M4	M4	M4	M5	
P mm	4	4	4	4	5	

Article number	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
lean SL® Gear rack protection	501 354	500 177	500 178	500 179	500 180
lean SL® End plates	501 357	500 548	500 549	500 550	501 201

## lean SL<sup>®</sup> Rack retaining plate AZ 5.m - 5.5 • Dimension sheet

The gear rack retaining plate provides a rigid connection between the mounted parts and the gear rack. To this end, the retaining plate is pressed onto the gear rack in the guide direction. The "J" thread and the end face thread can be used for mounting.

The gear rack retaining plate is only intended to take up torque. It cannot therefore transfer forces in the gear rack guide direction. The retaining plate is mounted flush with the front surface of the gear rack using a shrinkage process.





## lean SL® Rack retaining plate AZ 5.m - 5.5

**!** Be sure to indicate precisely which gear rack will be used with the AZ plate when ordering a gear rack retaining plate.

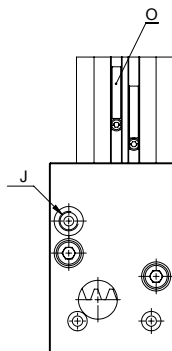
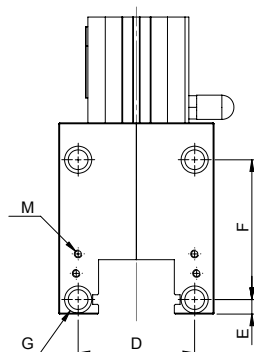
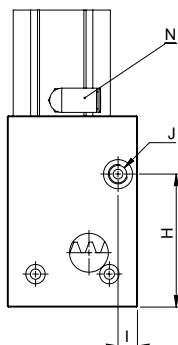
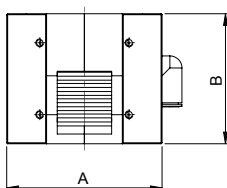
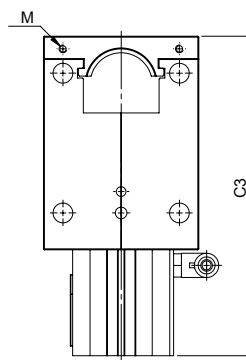
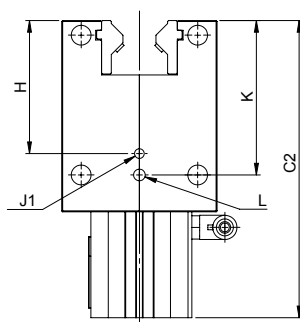
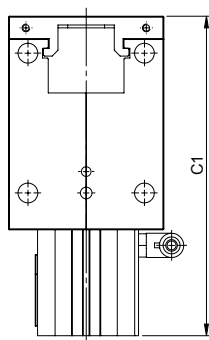
lean SL® Gear rack retaining plate AZ	Unit	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
A	mm	47	70	80	130	180
B	mm	47	70	80	130	180
C	mm	7	10	12	15	20
D	mm	∅ 20 P7	∅ 25 P7	∅ 32 P7	∅ 60 P7	∅ 100 P7
E	mm	8.75	10	13	22	35
F	mm	36	50	55	90	150
G	mm	36	50	55	90	150
H	mm	40	52	60	100	145
I	mm	24	30	36	70	120
J	mm	M5	M6	M8	M10	M12
K	mm	M3	M4	M4	M4	M5
Weight	kg	0.10	0.34	0.51	1.64	3.90

Article number lean SL® Gear rack retaining plate AZ	SL 5.m	SL 5.0	SL 5.1	SL 5.3	SL 5.5
	500 358	500 185	500 186	500 187	500 188

## Mechanical arrest system (ASS) 5.0 - 5.4 • Dimension sheet

The mechanical arrest system (ASS) is mounted on the gearbox and ensures that systems, machines and equipment do not descend suddenly or collapse.

A detailed description of its functioning can be found on page 18.



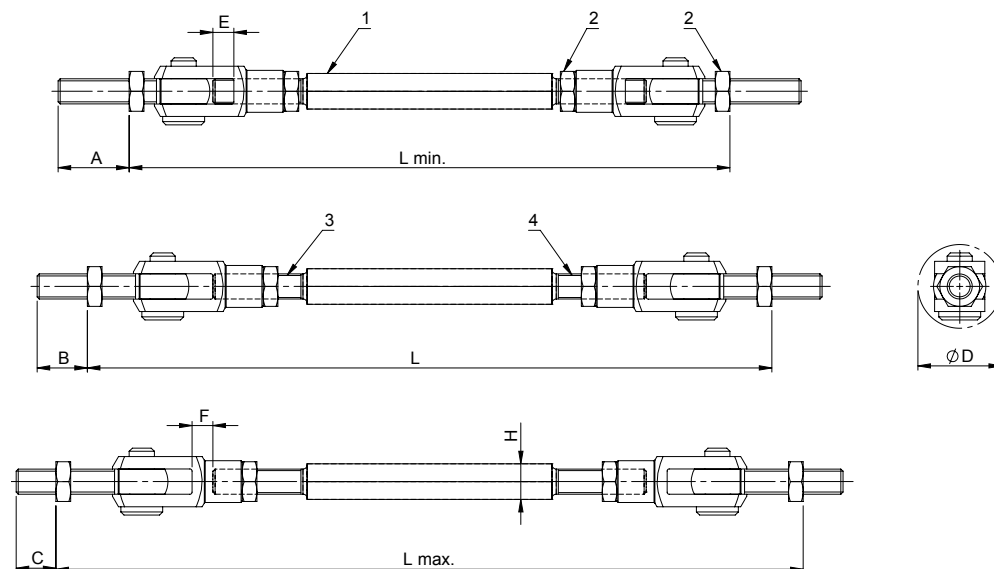
## Mechanical arrest system (ASS) 5.0 - 5.5

Mechanical arrest system (ASS) for lifgo® & lean SL®	Unit	5.0	5.1	5.3	5.4	5.5
A	mm	70	80	130	165	200
B	mm	55	67	90	90	115
C1	mm	124,5	164,5	216,5	236,5	
C2	mm	116	153	197,5	217,5	
C3	mm	124,5	164,5	216,5		345
D	mm	55	60	105	130	160
E	mm	6,5	7,5	11	11	28,5
F	mm	50	72	120	140	210
G	mm	ø 8,2 durch └─ø 12┘ ↓ 8,6	ø 10,2 durch └─ø 14┘ ↓ 10,6	ø 13 durch └─ø 20┘ ↓ 12,6	ø 13 durch └─ø 20┘ ↓ 12,6	ø 21 durch └─ø 33┘ ↓ 21,6
H	mm	45,5	68,5	106	126	196
I	mm	10	10	10	10	10
J	mm	M6 ↓ 6	M10x1 ↓ 10	M10x1 ↓ 10	M10x1 ↓ 10	M10x1 ↓ 10
Lube hole for Pinion/gear rack	J1 mm	ø 5	ø 5	ø 5	ø 5	ø 5
K	mm	56,5	79,5	131	151	238,5
Dowel hole For gear rack protection	L mm	ø 6F7 ↓ 10	ø 6F7 ↓ 10	ø 6F7 ↓ 10	ø 6F7 ↓ 10	ø 10F7 ↓ 12
Plug connector for air hose	M mm	M4	M4	M4	M4	M5
Proximity switch	N mm	ø 6	ø 6	ø 6	ø 6	ø 6
Weight lifgo®	O	SME-8M-DS-24V-K-0,3-M8D - Festo				
Weight lifgo® linear	kg	1,9	3,5	11,4	16,6	
Weight lean SL®	kg	1,8	3,3	10,5	15,9	40

Article number lifgo® & lean SL®	5.0	5.1	5.3	5.4	5.5
lifgo® mechanical arrest system	500 600	500 601	500 602	500 640	
lifgo® linear mechanical arrest system	500 604	500 605	500 606	500 641	
lean SL® Mechanical arrest system	500 608	500 609	500 610		501539

## Differential coupling 5.0 - 5.3 • Dimension sheet

The differential coupling is an adjustable tie rod. It is installed horizontally or vertically as a connector between two gear racks. Follow the installation and usage instructions shown in the sample pictures starting on page 29.



**!** Differential couplings must be axially flush when installed, and may be used only as draw bars. Please also follow our installation tips and the installation videos on the Internet.

The minimum screw-in depth "C" (eyebolt/gear rack) must be maintained.

Always add the length "L = \_ \_ \_ \_" to the article number.

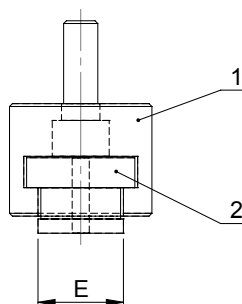
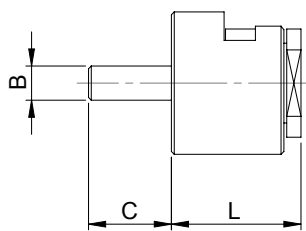
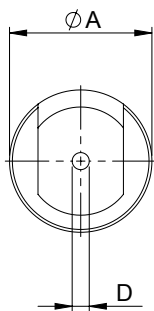
Differential coupling for lifgo® & lean SL®	Unit	5.0	5.1	5.3	
A	mm	20	25	35	
B	mm	18	23	30	
Screw depth min.	C	mm	15	20	
Opening	D	mm	ø 35	ø 40	
	E	mm	- 8	- 10	
Adjustment range over coupling rod	F	mm	+ 8	+ 10	
	G	mm	± 16	± 20	
1 coupling rod	H	mm	SW 14	SW 17	
	L	mm	as per customer data		
Adjustment range	L min.	mm	L min. = L - 2xE - 2x (A - B)		
	L max.	mm	L max. = L + 2xF + 2x (B - C)		
Installation length L of	from	mm	186	232	
	to	mm	1500	1700	
Dynamic tensile force	F <sub>max</sub> dyn.	N	8700	12600	
Static tensile force	F <sub>max</sub> stat.	N	11600	16800	
2 lock nut		mm	SW 17	SW 19	
3 left-hand thread		mm	M10x1.25	M12x1.25	
4 right-hand thread		mm	M10x1.25	M12x1.25	
Weight		kg/m	1.15+0.27 kg	2.01+0.50 kg	
				3.64+2.20 kg	

Article number	lifgo® & lean SL®	5.0	5.1	5.3
Differential coupling	all lengths	500 189	500 190	500 191

## Coupling unit 5.0 - 5.3 • Dimension sheet

The coupling unit is a coupling for tension and compression, and connects the gear rack to an air or electric cylinder. The unit consists of two parts:

The **coupling sleeve** (1) is screwed to the gear rack, and the **coupling nut** (2) is threaded onto the piston rod of the cylinder. Various thread sizes are available to match the mating threads.



**!** Coupling nuts with special threads are available. They are not included in the table.

Always add the thread size "M = \_ \_ x \_ . \_ \_" to the article number.

Coupling unit for lifgo® & lean SL®		Unit	5.0	5.1	5.3
A	mm		ø 50	ø 50	ø 65
B	mm		M10	M12	M20
C	mm		27	29	33.5
Thread	D	mm	as per customer data		
Spanner width	E	mm	SW 30	SW 30	SW 36
	L	mm	45.5	45.5	78
Dynamic tensile force	F <sub>max dyn.</sub>	KN	10	12	40
Static tensile force	F <sub>max stat.</sub>	KN	16	18	63
Weight		kg/m	0.58	0.58	1.65

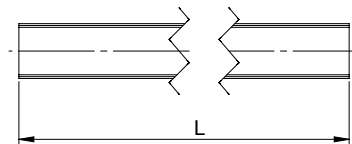
Article number	lifgo® & lean SL®	5.0	5.1	5.3
Coupling unit		500 193	500 194	500 195
	Thread	M10 x 1.25	M10 x 1.25	M20 x 1.50
	Thread	M12 x 1.25	M12 x 1.25	M22 x 1.50
	Thread	M16 x 1.50	M16 x 1.50	M27 x 2.00
	Thread	M20 x 1.50	M20 x 1.50	M30 x 2.00

## Profile shafts 5.0 - 5.4 • Dimension sheet

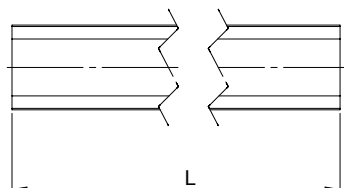
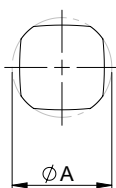
Profile shafts provide rotationally rigid connections between several gearboxes (PW version). They are inserted through the pinion shafts of the gearboxes to be connected. At the same time, the profile shaft ensures the synchronicity and alignment of the pinions of connected gearboxes.



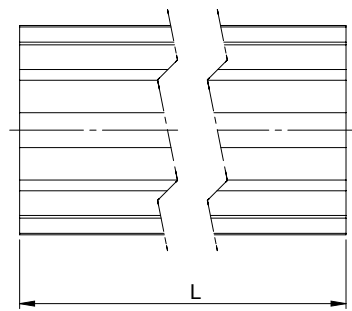
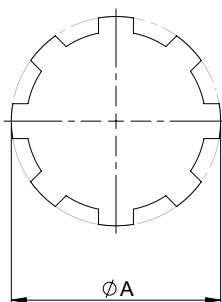
PG 14



PG 20



KW 42





**!** The pinion positions of two gearboxes remain synchronized for a gear rack position from 0° for "gearbox 1" to 90° for "gearbox 2".

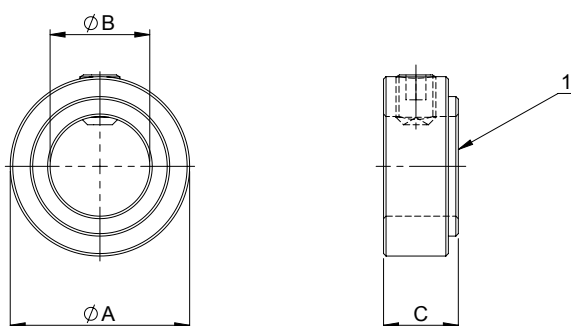
Always add the length "L = \_ \_ \_ \_" to the article number.

Profile shaft for lifgo® & lean SL®	Unit	5.0	5.1	5.3	5.4
		Polygon ø 14	polygon ø 20	splined shaft ø 42	splined shaft ø 54
	A mm		as per customer data		
	L mm		as per customer data		
Max. dynamic torque	Mt Nm	40	152	954	2000
Twist angle	°/m	1	1	1	1
Rectitude	mm/m	0.3	0.3	0.3	0.3
Polar moment of inertia	Ip mm <sup>4</sup>	2140.29	11563.94	229252.02	620943.76
Main moment of inertia	Ix, ly mm <sup>4</sup>	1071.14	5781.97	114626.01	310471.88
Weight	kg/m	0.90	2.10	9.30	15.20

Article number	lifgo® & lean SL®	5.0	5.1	5.3	5.4
Profile shaft		100 130	100 166	100 198	105 668

## Adjusting collar 5.0 - 5.4

Adjusting collars secure profile shafts in the axial direction. They are secured with compression ring screws.



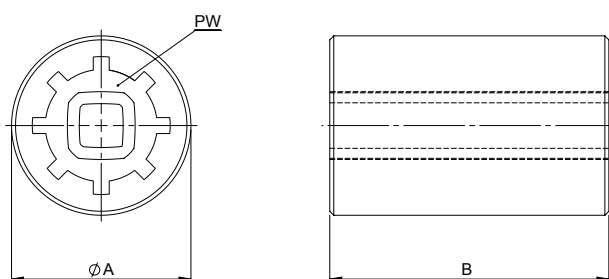
**!** Two adjusting collars are needed per profile shaft in order to secure both directions. Make sure that the adjusting collar is installed with the correct side (1) facing the gearbox housing (see drawing).

Adjusting collar for lifgo® & lean Sl®	unit	5.0	5.1	5.3	5.4
A	mm	ø 30	ø 36	ø 70	ø 80
B	mm	ø 14	ø 20	ø 42	ø 54
C	mm	15	15	20	22
Weight	kg	0.06	0.07	0.35	0.44

Article number	lifgo® & lean Sl®	5.0	5.1	5.3	5.4
Adjusting collar		500 463	500 464	500 465	500 466

## Sliding sleeves 5.0 - 5.3

Sliding sleeves can be used for installing lifgo® or lean SL® in gearboxes with hollow shafts / shrink discs. Profile shafts with sliding sleeves create an interlocking, rotationally rigid connection between gearboxes and gearmotors.



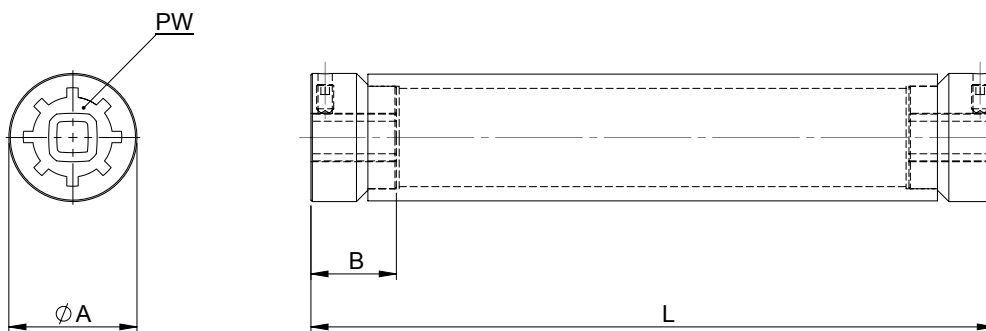
**!** When a sliding sleeve and profile shaft are used, mechanical synchronicity of the system is maintained.

Sliding sleeves for lifgo® & lean SL®	unit	5.0	5.1	5.3
A	mm	ø 35 h7	ø 45 h7	ø 90 h7
B	mm	60	70	90
Profile shaft	PW	PG 14	PG 20	KW 42
Weight	kg	0.40	0.72	3.63

Article number	lifgo® & lean SL®	5.0	5.1	5.3
Sliding sleeve		500 439	500 440	500 441

## Rotary reinforcement 5.0 - 5.3 • Dimension sheet

We recommend the use our rotational reinforcement in cases of large axis spacing or high torsional forces. They prevent asynchronous behaviour in the lifting system due to twisting or torsion of the profile shafts.



**!** The profile shafts and rotational reinforcements are secured axially by compression ring screws. Please use short profile shafts as much as possible, always taking the insertion depth "B" into consideration.

Always add the length "L = \_ \_ \_ \_" to the article number.

Rotational reinforcement for lifgo® & lean SL®		Unit	5.0	5.1	5.3
Insertion depth	A	mm	∅ 30	∅ 45	∅ 89
	B	mm	25	30	90
	L	mm	as per customer data see profile shaft		
Max. torque	Mt	Nm	as per customer data see profile shaft		
Polar moment of inertia	Ip	mm <sup>4</sup>	45850	245897	2804721
Main moment of inertia	Ix, Iy	mm <sup>4</sup>	22925	122948	1402360
Profile shaft	PW		PG 14	PG 20	KW 42
Weight		kg/m	1.86+0.20	4.63+0.51	11.90+5.53

Article number	lifgo® & lean SL®	5.0	5.1	5.3
Rotary reinforcement		500 478	500 479	500 480

# Shaft adapter 1 and 2 & profile shaft adapter 5.0 - 5.4

## Shaft adapter 1 and 2 & profile shaft adapter 5.0 - 5.4 • dimension sheet

Shaft adapter variants 1 and 2 act as rotationally rigid connectors between the gearbox and the profile shaft / gearbox.

The profile shaft adapter is also available individually if the gearbox connection is to be established by the customer.



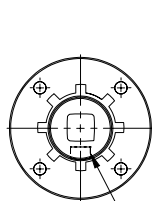
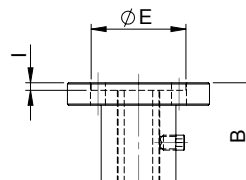
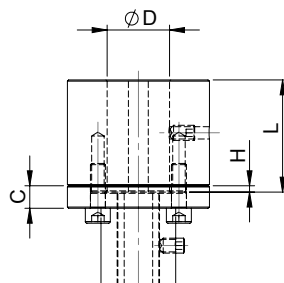
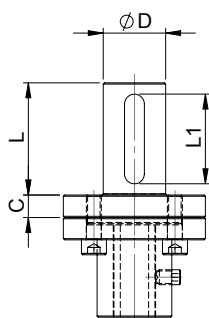
**Shaft adapter  
Variant 1**



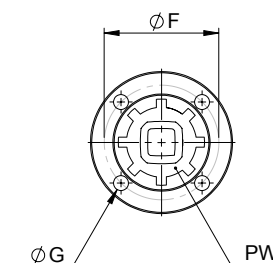
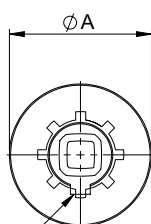
**shaft adapter  
Variant 2**



**profile shaft adapter**



Passfedernut  
DIN 6885 P9



## Shaft adapter 1 and 2 & profile shaft adapter 5.0 - 5.4

**!** The dimensions "D" and "L" and the variant, 1 or 2, are configured or selected by the customer.

Always add the dimensions "D = Ø \_ \_ \_ \_ x L \_ \_L1" in mm and the variant V \_ to the article number.

Shaft adapter/ Profile shaft adapter for lifigo® & lean SL®	unit	5.0	5.1	5.3	5.4
A	mm	ø 45	ø 57	ø 90	ø 90
B	mm	28	40	65	70
C	mm	8	9	16	16
D	mm	as per customer data			
E	mm	ø 28 H7 ↓ 2,5	ø 38 H7 ↓ 3	ø 58 H7 ↓ 4	ø 74 H7 ↓ 4
F	mm	ø 35	ø 46	ø 72	ø 88
G	mm	ø 5.3	ø 6.2	ø 10.5	ø 10.5
H	mm	2	2.5	3.5	3.5
I	mm	2.5	3	4	4
L	mm	as per customer data			
L1	mm	as per customer data			
Max. dynamic torque	Mt Nm	40	152	954	2000
Profile shaft	PW	PG 14	PG 20	KW 42	KW 54
Weight variant 1	kg	0.27	0.63	2.56	4.28
Weight variant 2	kg	0.45	0.94	3.25	5.44
Weight PWA	kg	0.12	0.24	1.10	1.66

Article number	lifigo® & lean SL® 5.0	5.1	5.3	5.4	
Shaft adapter variant 1	secured	500 455	500 456	500 457	500 458
Shaft adapter variant 2	secured	500 487	500 488	500 489	500 490
Profile shaft adapter	secured	500 483	500 484	500 485	500 486

# Universal joint single/double & drive shaft 5.0 - 5.1

## Universal joint single/double & drive shaft 5.0 - 5.1 • Dimension sheet

The universal joints (DIN 808-G) and drive shafts are designed for rigid torque transmission in case of differences in height and alignment errors.

Our universal joints are designed for sizes 5.0 and 5.1, and our drive shaft is designed for size 5.3. You should also pay attention to the notes on the following page.

Single universal joint



Double universal joint



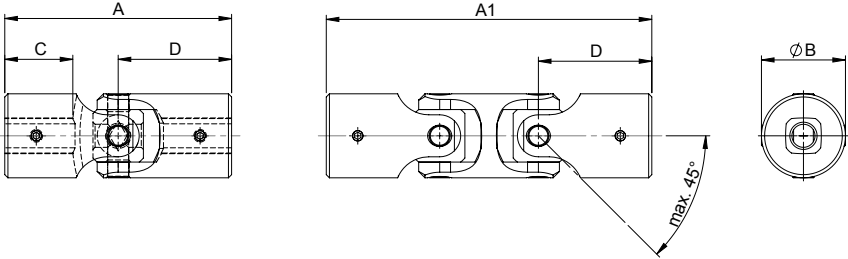
Drive shaft



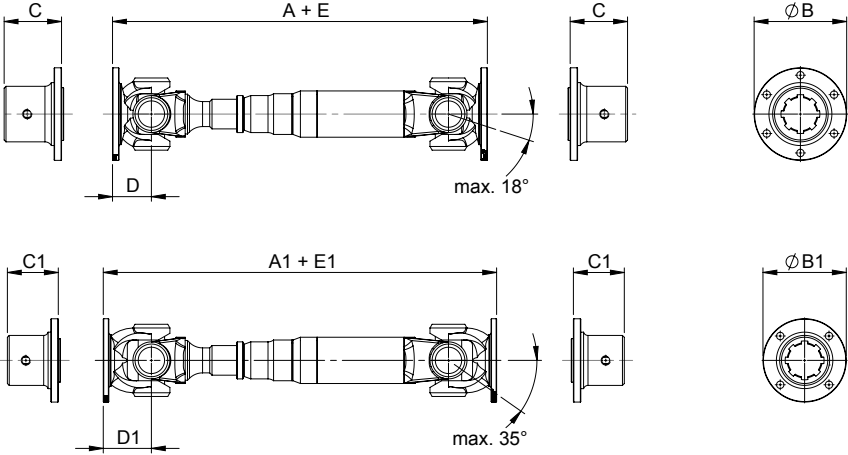
Two universal joints with a profile shaft as a connector



### Universal joint



### Drive shaft





## Universal joint single/double & drive shaft 5.0 - 5.1

**!** Ensure proper fork placement when using two universal joints. They must be aligned. The angle of bend at both forks and the connection plane must be identical. The maximum bend angle "β" must not be exceeded. The maximum transmitted torque depends on the bend angle "β".

Take note of the "gimbal error" if the joint is to be used for positioning.

Drive shafts are designed for each project individually.

Universal joint for lifgo® & lean SL®	Unit	5.0	5.1
A	mm	108	108
A1	mm	155	155
B	mm	∅ 40	∅ 40
C	mm	30	30
D	mm	54	54
β		45°	45°
Weight, single	kg	0.82	0.74
Weight, double	kg	1.10	1.02

Article number	lifgo® & lean SL®	5.0	5.1
Universal joint, single		103 489	103 487
Universal joint, double		103 490	103 488

## Couplings, Gearmotors & Air Cylinders

We also provide and calculate the required couplings, gearbox bells, motors, gearboxes, and/or air cylinders and other purchased or accessory parts for our lifting, transfer, and synchronized systems.

The parts shown below are examples, and are available in a wide variety of versions. If you prefer a certain manufacturer or model series when selecting, please let us know before technical design has begun.

On request, we can also assemble these components into functional units. Discuss your application case with us.

### Gearbox flange



### Gearbox bell



### Coupling



### Drive shaft



### Distributor gearbox



### Drives & motors





## 4 Installation & commissioning



Installation and use of our lifgo® and lean SL® gear unit series is highly customised. For this reason, it is impossible to produce generally applicable assembly instructions that cover all applications and installation options.

We refer you to our "installation videos", which are available for both lifgo® and for lean SL®. We will also be happy to send them to you on a CD. They are also available on our website.

Individual installation instructions are included with each delivery depending on the shipped articles. If you would like this documentation in advance, we will be happy to send it by e-mail as a PDF file. Please ask us!



- ❗ Before assembling the gearbox, synchronize the drive pinion positions relative to each other by rotating the marks on all the pinions to the same position. This step will be easier if you place all the gearboxes next to each other and slide a profile shaft through all the gearboxes. The pinion positions relative to each other are the same, even for a 90° angle. For pinion shaft versions ZA 1 / ZA 2 and PFN, you can use the location of the keyway as a guide. **When doing this, do not remove the shipping lock** (for lifgo® gearboxes).
- ❗ Position the gearbox as required and bolt from the top or the bottom. Tighten the screws only slightly. Use the supplied dowel pins.
- ❗ If present, assemble the profile shafts using universal joints as shown in the drawing (rotational connection). Each individual profile shaft requires two adjusting collars to prevent sideways drift. Gearboxes are automatically synchronized with each other by the profile shafts. Slide the adjusting collars against the housing and tighten their retaining screws. The profile shafts are now installed with no axial play. Connect all gearboxes with rotational connections in this way.
- ❗ Remove the shipping locks from the gear rack guides (located inside) for lifgo® and lifgo®linear by sliding in the gear rack. See the illustrations in the "Installation & Commissioning lifgo® 5" manual (available as a PDF file).
- ❗ Insert gear racks into those gearboxes that are connected by profile shafts. Gear racks slide in until just before the pinion shaft, so that the first tooth of the gear rack can engage with the pinion shaft. Rotate the profile shaft to draw in the gear racks and move them to the final position. All gear racks (horizontal/vertical) must move in at the same time. Put on the gear rack protection (if used).
- ❗ Establish the power connection between the drive (air cylinder/gear motor) by means of the coupling unit or gearbox adapter. Position the first gearbox behind the drive. All gearboxes connected by the profile shaft are adjusted together. Adjust the gear racks to the same height as the first gear rack behind the drive, by rotating the profile shaft.
- ❗ The differential coupling (DK) is installed as a tension device between the gear racks and can be adjusted. The dimension "L" is determined by the design, and is preset. The DK functions as a turn-buckle. For specifics about the installation, please see our lifgo®/lean SL® installation video, where the adjustment and alignment are shown in detail. A description is found in the "Installation & Commissioning lifgo® 5/lean SL®" manual (available as a PDF file).
- ❗ Check that the system runs easily, and tighten all screws completely.
- ❗ Place any accessories on the vertical gear racks and secure in place. Check again for smooth operation. Assembly is complete.

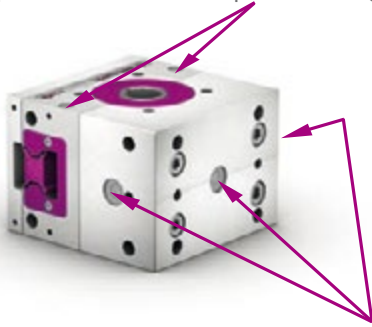
❗ Put the entire system in place first and then tighten all screws.

Insert the gear racks immediately in order to ensure synchronization.

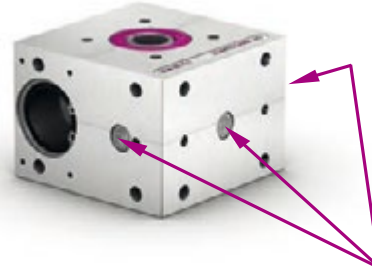
Check the setting of the differential coupling, and make sure that all screws and nuts are tightened securely.

lifgo® gearboxes require initial lubrication at two locations (gear rack guide and housing), and lean SL® gearboxes require lubrication at one location (housing) (see lubrication point illustrations below.) Make sure that only one plug is removed in order to thread in the grease nipple (included in scope of delivery).

potential lubrication points on lifgo®guides (both sides)



potential lubrication points on lifgo® housing



potential lubrication points on lean SL® housing

Dirt can be deposited on and stick to exposed gear racks and guide rails, in particular. In order to maintain the functionality of seals and cover strips, this type of contamination must be removed regularly.

- ❗ Only one plug may be removed from a lubrication hole (see lifgo® or lean SL® drawings and dimension sheets; U, U1). All other plugs must remain in place in order to prevent grease from escaping.
- ❗ Ensure that the basic lubrication is adequate prior to commissioning. Follow the instructions of the lubricant manufacturer and pay particular attention to any indications of incompatibility.

We recommend greases compliant with DIN 51825 as lubricants.  
Select according to load:

### **Pinion/gear rack (housing)**

Lubricant – K2K, DIN 51825 for normal loads

Lubricant – K2K, DIN 51818 for higher loads

### **Guide car**

Low-viscosity grease – DIN 51826 NLGI 00 or NLGI 000

- ❗ Greases with a solid lubricant component (such as graphite or MoS<sub>2</sub>) must not be used.


All gearboxes have a light preliminary lubrication ex works. This is sufficient for a test run of 10 strokes. Initial lubrication must be performed prior to commissioning or a test run. This is performed in three stages, each using a third of the quantity indicated in the table on page 153 et seq., above.

1. Grease lifgo® guide car with a third of the quantity specified in the first table on page 153 et seq.
2. Move the lifgo® guide car or gear rack/guide rail back and forth with three double strokes each at least three times the length of the car.
3. Repeat steps 1 and 2 twice.
4. Check whether a film of lubricant is visible on the gear rack/guide rail.

- ❗ Caution: When lubricating the guide car by hand, do not apply more than one third of the specified grease quantity during initial lubrication.

## Commissioning lubrication

lifgo® & lean SL®		5.0
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> -grease	1.9
lifgo® housing	cm <sup>3</sup> -grease	7.5
lifgo SL® housing	cm <sup>3</sup> -grease	11.4

 Perform a test run of 100 strokes with no load. Then perform a maintenance lubrication.


## Maintenance lubrication

The specifications presented here assume typical operating periods for servo drives, interrupted by rest periods, and continuous lubrication. The values for daily and monthly lubrication cannot be determined by calculation. They are merely recommendations intended to emphasize the importance of good lubrication. Proven solutions for continuous lubrication include automatic lubricating bushings and central lubrication systems.

When units are exposed to environmental conditions such as contamination, the use of lubricating coolants, vibration, or impact loads, we recommend shorter lubrication intervals, and longer intervals for lighter loads. Maintenance lubrication quantities and intervals are shown in the following table:

### Maintenance lubrication quantities and intervals for gearboxes

lifgo® & lean SL®		5.0
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> /km	0.0025
Lubrication cartridge 60 cm <sup>3</sup>		
L – range	km	24000
lifgo® housing	cm <sup>3</sup> /km	0.0540
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	2320
lifgo SL® housing	cm <sup>3</sup> /km	0.06
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	2080

 Due to unknown local conditions, it is not possible to give a definite recommendation for grease quantities and intervals. Maintenance personnel must pay closer attention to the state of the lubrication at the start of system operation and react accordingly.


An obvious film of lubricant should be visible on gear racks and guide rails, but no larger quantities should ooze out of the gearbox or the guide car. The quantity of grease must be increased or reduced based on individual experience. This also applies when grease dispensers and central lubrication systems are used.

When cleaning agents are used, care must be taken prior to recommissioning to ensure that the amount of lubricant meets the manufacturer's recommendations and that no cleaning residue remains.



## Commissioning lubrication

lifgo® & lean SL®		5.1
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> -grease	2.2
lifgo® housing	cm <sup>3</sup> -grease	26.6
lifgo SL® housing	cm <sup>3</sup> -grease	26.6

 Perform a test run of 100 strokes with no load. Then perform a maintenance lubrication.


## Maintenance lubrication

The specifications presented here assume typical operating periods for servo drives, interrupted by rest periods, and continuous lubrication. The values for daily and monthly lubrication cannot be determined by calculation. They are merely recommendations intended to emphasize the importance of good lubrication. Proven solutions for continuous lubrication include automatic lubricating bushings and central lubrication systems.

When units are exposed to environmental conditions such as contamination, the use of lubricating coolants, vibration, or impact loads, we recommend shorter lubrication intervals, and longer intervals for lighter loads. Maintenance lubrication quantities and intervals are shown in the following table:

### Maintenance lubrication quantities and intervals for gearboxes

lifgo® & lean SL®		5.1
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> /km	0.0030
Lubrication cartridge 60 cm <sup>3</sup>		
L – range	km	20000
lifgo® housing	cm <sup>3</sup> /km	0.0625
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	2000
lifgo SL® housing	cm <sup>3</sup> /km	0.07
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	1780


 Due to unknown local conditions, it is not possible to give a definite recommendation for grease quantities and intervals. Maintenance personnel must pay closer attention to the state of the lubrication at the start of system operation and react accordingly.

An obvious film of lubricant should be visible on gear racks and guide rails, but no larger quantities should ooze out of the gearbox or the guide car. The quantity of grease must be increased or reduced based on individual experience. This also applies when grease dispensers and central lubrication systems are used.

When cleaning agents are used, care must be taken prior to recommissioning to ensure that the amount of lubricant meets the manufacturer's recommendations and that no cleaning residue remains.

## Commissioning lubrication

lifgo® & lean SL®		5.3
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> -grease	6.6
lifgo® housing	cm <sup>3</sup> -grease	71.2
lifgo SL® housing	cm <sup>3</sup> -grease	121.4

 Perform a test run of 100 strokes with no load. Then perform a maintenance lubrication.


## Maintenance lubrication

The specifications presented here assume typical operating periods for servo drives, interrupted by rest periods, and continuous lubrication. The values for daily and monthly lubrication cannot be determined by calculation. They are merely recommendations intended to emphasize the importance of good lubrication. Proven solutions for continuous lubrication include automatic lubricating bushings and central lubrication systems.

When units are exposed to environmental conditions such as contamination, the use of lubricating coolants, vibration, or impact loads, we recommend shorter lubrication intervals, and longer intervals for lighter loads. Maintenance lubrication quantities and intervals are shown in the following table:

### Maintenance lubrication quantities and intervals for gearboxes

lifgo® & lean SL®		5.3
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> /km	0.0325
Lubrication cartridge 60 cm <sup>3</sup>		
L – range	km	1850
lifgo® housing	cm <sup>3</sup> /km	0.1223
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	1020
lifgo SL® housing	cm <sup>3</sup> /km	0.125
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	1000


 Due to unknown local conditions, it is not possible to give a definite recommendation for grease quantities and intervals. Maintenance personnel must pay closer attention to the state of the lubrication at the start of system operation and react accordingly.

An obvious film of lubricant should be visible on gear racks and guide rails, but no larger quantities should ooze out of the gearbox or the guide car. The quantity of grease must be increased or reduced based on individual experience. This also applies when grease dispensers and central lubrication systems are used.

When cleaning agents are used, care must be taken prior to recommissioning to ensure that the amount of lubricant meets the manufacturer's recommendations and that no cleaning residue remains.

## Commissioning lubrication

lifgo® & lean SL®		5.4
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> -grease	6.6
lifgo® housing	cm <sup>3</sup> -grease	130
lifgo SL® housing	cm <sup>3</sup> -grease	

 Perform a test run of 100 strokes with no load. Then perform a maintenance lubrication.


## Maintenance lubrication

The specifications presented here assume typical operating periods for servo drives, interrupted by rest periods, and continuous lubrication. The values for daily and monthly lubrication cannot be determined by calculation. They are merely recommendations intended to emphasize the importance of good lubrication. Proven solutions for continuous lubrication include automatic lubricating bushings and central lubrication systems.

When units are exposed to environmental conditions such as contamination, the use of lubricating coolants, vibration, or impact loads, we recommend shorter lubrication intervals, and longer intervals for lighter loads. Maintenance lubrication quantities and intervals are shown in the following table:

### Maintenance lubrication quantities and intervals for gearboxes

lifgo® & lean SL®		5.4
Grease quantities	Unit	
lifgo® guide car	cm <sup>3</sup> /km	0.0325
Lubrication cartridge 60 cm <sup>3</sup>		
L – range	km	1850
lifgo® housing	cm <sup>3</sup> /km	0.173
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	
lifgo SL® housing	cm <sup>3</sup> /km	
Lubrication cartridge 125 cm <sup>3</sup>		
L – range	km	

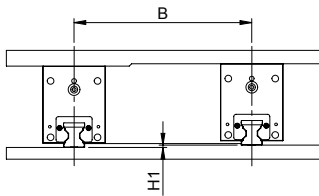
 Due to unknown local conditions, it is not possible to give a definite recommendation for grease quantities and intervals. Maintenance personnel must pay closer attention to the state of the lubrication at the start of system operation and react accordingly.

An obvious film of lubricant should be visible on gear racks and guide rails, but no larger quantities should ooze out of the gearbox or the guide car. The quantity of grease must be increased or reduced based on individual experience. This also applies when grease dispensers and central lubrication systems are used.

When cleaning agents are used, care must be taken prior to recommissioning to ensure that the amount of lubricant meets the manufacturer's recommendations and that no cleaning residue remains.

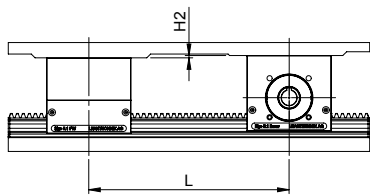
# Dimensional and position accuracy of connecting surfaces

## Height deviation permitted in transverse direction



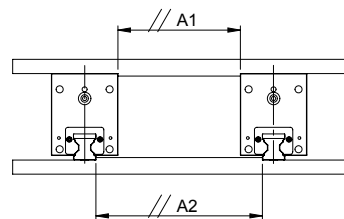
Dimensional and positional accuracy of joint planes	unit	5.0	5.1	5.3	5.4
Permissible height deviation in transverse direction	$\Delta H1$ mm	$1.2 \times W \times 10^{-4} - 0.01$			

## Height deviation permitted in longitudinal direction



Dimensional and positional accuracy of joint planes	unit	5.0	5.1	5.3	5.4
Permissible height deviation in longitudinal direction	$\Delta H2$ mm	$3.5 \times L \times 10^{-5} - 0.01$			

## Parallelism of stop surfaces



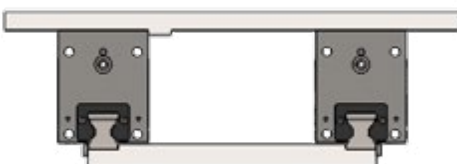
Dimensional and positional accuracy of joint planes	unit	5.0	5.1	5.3	5.4
Parallelism of stop surfaces	$\Delta A$ mm	0.005	0.008	0.009	0.009

## Assembly examples



### GUIDE RAIL

The guide rail stop surfaces on the side are not marked. Each guide can be mounted either left or right on a stop edge.



### GUIDE CAR

The ground stop surface on the side is the reference plane for adjacent construction.



We offer all the products in this brochure and many other products in our CAD catalogue for download from our website [www.leantechnik.com](http://www.leantechnik.com).

### **CAD product catalogue from LEANTECHNIK – free download**

In our configurator, we offer CAD models for many LEANTECHNIK products to download for free.

The download portal is based on the PARTcommunity technology from the software manufacturer CADENAS GmbH.

The models have all the relevant information you need to incorporate our gear units into your plans.

### **Simple handling and easy integration into your system**

With just a few clicks, download the CAD models you want in any common CAD format directly from the LEANTECHNIK product catalogue, import it into your CAD system and then integrate it into your design.

### **We will support you from the planning phase**

The reduction of process times is a central concern for us. Our intention is to enable you to find the right gear unit for your purposes.

### **Service is number 1**

If there are any problems when using the system or if you have any questions, do not hesitate to contact us.

**<https://leantechnik.com/service/cad-daten/>**

Delivery and payment (for products and services) are carried out on the basis of our general terms and conditions of sale and delivery. Our service conditions apply to the services we provide. All documents can be found at [www.leantechnik.com](http://www.leantechnik.com). We are happy to send you the documents at your request.

## Sales and Delivery conditions

### § 1 General validity and scope of application

- 1) The following conditions serve as the basis for business transactions between LEANTECHNIK AG (hereinafter individually and mutually referred to as "Contractor") and its customers (Purchaser or Buyer) (hereinafter also referred to as "Customer") with the exclusion of all other conditions and agreements not expressly approved in writing by the Contractor, even if the following wording is not specifically included in each individual subsequent business.
- 2) These conditions apply to all future deliveries and services until new sales and delivery conditions apply. By placing an order and/or accepting the services delivered by the Contractor, the Customer accepts our conditions. The Contractor generally does not accept general terms and conditions or purchase conditions of the Customer, unless the Contractor has expressly accepted such conditions in writing. The Contractor's deliveries, services and offers are based exclusively on the following conditions, even if an order cannot be confirmed in exceptional cases. Any individual clause of these contractual conditions that is legally invalid does not affect the legal validity of the remaining clauses. The Contractor's General Sales and Delivery Conditions shall also apply in case where the Contractor performs deliveries without reservation while being aware of conditions of the Customer deviating from or conflicting with the Contractor's Sales and Delivery Conditions.
- 3) Individual agreements made in individual cases between the Customer and the Contractor (including additional agreements, extensions and modifications) shall in all cases take precedence over these General Sales and Delivery Conditions. Subject to proof to the contrary, the content of such individual agreements shall be governed by a written contract or written confirmation by the Contractor.
- 4) References to the validity of statutory provisions shall only have clarifying significance. Even without such clarification, German law shall apply insofar as they are not directly amended or expressly excluded in these General Sales and Delivery Conditions.
- 5) In respect of any information obligations of the Contractor under the DSGVO (GDPR), reference shall be made to the provisions set out under <https://www.leantechnik.com> data protection declaration.

### § 2 Offers, offer documents and order confirmation

- 1) Quotations and offers are generally non-binding and valid for a maximum period of 30 days from the date of issue. Offers are subject to prior sale.
- 2) The documents included in the offer, like illustrations, drawings, weight and dimensional information as well as information about the subject of delivery and service (e. g. in catalogues, prod-

uct information, electronic media or labels) are based on the Contractor's general experience and knowledge and are solely approximate values or knowledge of the Contractor. Neither the product information nor expressly agreed product specifications/intended purposes exempt the Customer from testing and/or reviewing the technical and legal suitability for the intended purpose of the product, in particular with regards to property rights. Updated versions of all information materials (e. g. catalogues and operating manuals) are available at [www.leantechnik.com](http://www.leantechnik.com).

- 3) Information about the quality and applicability of the Contractor's products do not include any warranties and in particular not according to §§ 443, 444, 639 BGB (German Civil Code), unless expressly specified as such in writing. Changes of technical data and design changes, as well as product developments according to the technical progress are reserved.
- 4) The Contractor reserves the property right and copyright with regards to quotations, drawings, samples, illustrations, calculations and other material and immaterial documents and information and also in electronic format. This also applies to documents and information identified as "confidential". These materials and information must not be disclosed to third parties without the Contractor's consent.
- 5) The Customer shall be solely responsible for checking whether the materials, data, illustrations, drawings, samples, documentations and other information provided by the Customer to the Contractor infringe third-party rights and in particular industrial property rights and copyrights.
- 6) If the Contractor should be subject to a third-party claim due to the exploitation, use or reproduction as specified above of the materials, data or other information provided by the Customer for an infringement of copyrights or industrial property rights or a violation of the unfair competition law, the Customer shall be obligated to assist the Contractor in defending such claim. The Customer furthermore agrees to indemnify the Contractor for any damages resulting thereof. Such indemnification also includes all legal costs.
- 7) Orders are considered accepted only when they have been confirmed by the Contractor in writing. Until then, the Contractor's proposal is non-binding. Additional agreements, extensions or changes made by telephone, telegraph or orally, require written confirmation by the Contractor in order to be valid. This text form requirement shall also apply to any additional and amending agreements. The conclusion of a contract cannot be brought about by unilateral written reference by the Customer to contract negotiations that have taken place. Silence on the part of the Contractor shall in no case be deemed as consent.
- 8) The Contractor reserves the right to make appropriate adjustments to the prices not expressly designated as fixed in offers and order confirmations of the Contractor,

if the cost factor (material, staff costs, energy and general costs for fees, tariffs, transport etc.) increases significantly after the contract has been concluded and before delivery. The Contractor shall not be obligated to maintain previous pricing for follow-up orders.

- 9) The Customer shall be obligated to provide the Contractor with accurate and complete specifications and to review the order confirmation for a correct indication of the provided data. In the event of discrepancies, the Contractor must be notified within ten (10) days of receipt of the order confirmation, otherwise the Customer shall be responsible for any resulting defects and deviations.
- 10) The minimum invoice amount is 100 euros. Amounts up to 100.00 Euro can be paid in cash, with no discount, if the order is picked up.
- 11) Excess or short deliveries of 10 % are considered to be agreed to.

### § 3 Prices

- 1) Prices shall be ex works, without freight, postage, customs duties, packaging, insurance, other duties and legal value-added tax. The legal value-added tax as applicable on the invoice date will be indicated separately in the invoice. The list prices applicable at the delivery date shall apply. Price adjustments are reserved. If discounts are granted on list prices, such discounts shall apply to the respective delivery only and are not binding for all standard products or subsequent orders.
- 2) The Contractor will invoice all additional packaging, transport and postage costs and insurance costs, if applicable, to the Customer. This also applies to agreed partial and express deliveries. Eventually required installation and/or assembly works will be invoiced separately.
- 3) Customs duties and customs handling fees for deliveries abroad shall be borne by the Customer.
- 4) In case of deliveries into other countries of the European Union, the Customer shall notify its value-added tax identification number to the Contractor when placing an order. If the Contractor has not received a valid value-added tax identification number from the Customer until the invoicing date, the legal value-added tax will be charged.

### § 4 Delivery times

- 1) The deadline for the performance of a service by the Contractor ("performance deadline") shall either be agreed individually with the Customer or specified by the Contractor in their offer or in the acceptance of an order by the Contractor's order confirmation. Unless a transaction for delivery by a fixed date has been expressly agreed, the specified delivery time shall be a non-binding approximate date.
- 2) Delivery times are estimated, even if this is not expressly stated. Deliveries and services will be performed and dispatched in the calendar week confirmed in writing but in no case prior to the clar-

ification of all performance details. Every partial delivery is an independent order.

- 3) Delivery times generally start after the full written agreement of the order conditions and in particular engineering specifications of the Customer, including the availability of any data, drawings, test samples in the required quantity and final quality, etc. to be provided by the Customer free of charge and freight prepaid to the Contractor's operating site. The Customer shall fulfil all of its obligations, like e. g. advance payments, in due time. This does not apply, if the Contractor is responsible for the delay.
- 4) If the Contractor is unable to meet performance deadlines for reasons for which they are not responsible ("non-availability of performance"), the Contractor shall immediately inform the Customer of this and at the same time inform them of the estimated new performance deadline. If the non-availability of the performance continues within the new performance deadline, the Contractor shall be entitled to withdraw from the contract in whole or in part. In particular, the non-availability of the performance shall be deemed to be the non-timely self-delivery of the Contractor by a supplier or sub-supplier if the Contractor has concluded a congruent covering transaction, if neither the Contractor nor the supplier or sub-supplier is at fault or if the Contractor is not obliged to procure in individual cases.
- 5) In case of subsequent amendments of the contract applied by the parties (Contractor and Customer) with a potential impact on the delivery time, the delivery time shall be extended accordingly, unless agreed otherwise. The delivery time shall be deemed as met in case of a notification of readiness for shipment in due time, in cases where the shipment cannot be performed without a default of the Contractor. If the Contractor fails to perform the delivery in due time, the Customer shall set a reasonable grace period for the Contractor. The Customer may not reject partial deliveries. Liquidated damages due to non-fulfilment or late fulfilment are declined.
- 6) In case of a delayed acceptance by the Customer, which generally requires a reminder issued by the purchaser or if the Customer culpably violates its obligation to cooperate, the Contractor shall be entitled to claim an indemnification for any resulting damage, including eventual additional expenses. Other claims remain unaffected.

### § 5 Inability to deliver

Operational interruptions of any kind, force majeure events, work stoppages, lockouts, etc. at the Contractor or its subcontractors, as well as any other causes or events that prevent receipt, generation or shipment, exempt the Contractor from compliance with any delivery obligations throughout their duration, including any resulting events, and entitle the Contractor, if the details of the conditions require, to completely or partially cancel the delivery obligations,

without the Customer being entitled to withdraw from the contract in such cases. The Customer can only withdraw from the contract under legal regulations for a delivery delay, if the Contractor is responsible for the delay.

## § 6 Shipment

- 1) Shipment is ex works, and is always at the cost and risk of the Customer. The risk, including the risk of confiscation, shall transfer to the Customer upon handover of the goods to the carrier or freight forwarder or other specified party, but no later than upon their departure from the factory. In the event of collection by the Customer, this risk shall pass to the Customer upon notification of completion and contractual provision of the performance at the Contractor's factory.
- 2) The transport route and means will be selected by the Contractor. If goods reported as ready for shipment are not picked up immediately, or in case of a permanent or temporary inability to deliver of the Contractor, the purchase price is nevertheless due. In this case, the Contractor shall be entitled at its own discretion to store the goods at the cost and risk of the Customer. The Contractor assumes no liability for weather damage during shipment or storage of the ordered goods.
- 3) If the shipment and/or acceptance is delayed or fails due to circumstances for which the Contractor is not accountable, the risk shall pass to the Customer on the date of the readiness for shipment and/or acceptance.

## § 7 Packaging

Unless expressly agreed otherwise and accepted in writing and by the Contractor, we will select the packaging according to our best discretion. Packaging will be charged at 1.3% of the net value of the goods and will not be taken back. The Customer shall be responsible for the insurance against breakage and transport/fire damages.

## § 8 Claims and rights in case of defects and liability

- 1) Deviations of dimensions, weights and goods are permissible according to DIN standards. These are considered as reference values.
- 2) Any claims must be presented to us immediately in writing, indicating all necessary details, such as the article, invoice, and delivery note numbers and the type of damage. To exercise its warranty rights, the Customer must have properly fulfilled its inspection and complaint obligations according to § 377 of the HGB (German Commercial Code).
- 3) The Customer initially has the right to supplementary performance for any existing defects. The Contractor will satisfy claims for supplementary performance by remedy of the defect or delivery of goods or services that are free from defects.
- 4) The Customer shall bear all additional costs and/

or expenditures related to a transport of the delivery items to a different location than the delivery address. Replaced goods and parts shall become the Contractor's property and must be returned to the Contractor.

- 5) The Customer shall grant the required time and opportunity for such supplementary performance.
- 6) Rejected goods or parts may only be returned upon the Contractor's request and in suitable packaging, as applicable, including a packing slip indicating the order number. The Customer must provide a written description of the defect.
- 7) In case of a failed supplementary performance (§ 440 BGB / German Civil Code) the Customer shall be entitled to reduce the purchase price or withdraw from the contract. Any other damage claims, like e. g. liability for damages caused by the subject of delivery to objects of legal protection of the Customer (damages to other goods, consequential damages, loss of earnings, etc.) are excluded.
- 8) This limitation of damage claims does not apply in case of a grossly negligent violation of the Contractor's obligations or a wilful or grossly negligent violation of such obligations by a legal representative or vicarious agent of the Contractor. This limitation also does not apply to liability for damages arising from injury to life, body, or health due to a breach of duty by the Contractor, or intentional or negligent breach of duty by a legal representative or assignee of the seller.
- 9) The term of expiry for claims and rights due to defects in the supplied goods and services – for any legal reasons whatsoever – and for claims of damages is 1 year.
- 10) Claims and rights due to defects do not refer to merely minor defects, nor to natural wear; this applies in particular to seals and other wear parts.
- 11) Damages that result from the following reasons and with no fault of the Contractor do not give rise to defect liability claims:  
Unsuitable or improper use after transfer of risk, in particular excessive stress, incorrect assembly and/or commissioning by the Customer or third parties despite of an available correct assembly instruction – this basically refers to our standard products, unless specified otherwise –, normal wear and tear, incorrect or negligent handling, unsuitable utilities, replacement materials, defective construction works, non-observance of the operating instructions, unsuitable operating conditions, in particular unsuitable chemical or physical impacts, weather and natural impacts and too high or too low environmental temperatures, delivery items complying with foreign regulations, unless expressly agreed by us.
- 12) Furthermore, the Contractor shall not be liable if, due to the Customer's specifications, in particular based on drawings provided by the Customer, the object of delivery was created or changed and the object of delivery's defect can be attributed to these specifications/drawings or if resolving a design requirement specified by the Customer that



met the state of the art at the time it was implemented.

- 13) If the claim for defect is determined to be unjustified, the Customer must repay any expenditures that have been incurred by the Contractor due to the claim.
- 14) The above provisions apply accordingly if other goods are provided in place of those contractually agreed upon, as long as agreement to the change or deviation is reasonable for the Customer, taking the interests of the Contractor into consideration.
- 15) In case of gross negligence of a non-senior employee, the liability of the Contractor for physical and financial damages is limited to the contract-typical damage.
- 16) In case of slight negligence, the Contractor's liability is limited to material and financial damages in case of a violation of significant contractual obligations. The Contractor's liability is limited to the contract-typical foreseeable damage also in this case.
- 17) Any indemnification liability exceeding the liability specified in the sections above is excluded irrespective of the legal nature of the asserted claims. This applies in particular for unauthorised conduct according to §§ 823, 831 BGB (German Civil Code). Any unlimited liability under the regulations of the German Product Liability Act remains unaffected.
- 18) Any warranty agreement shall only be valid if made in writing. A warranty statement shall only be valid, if such statement clearly describes the duration and geographical area of application of the warranty.

## § 9 Right of withdrawal and termination

- 1) The Contractor is entitled to withdraw from the contract or any part thereof by written notification, if the Customer becomes insolvent or overindebted, the Customer suspends its payments or an insolvency proceeding has been applied for with regards to the Customer's assets. The Contractor must exercise the right of withdrawal prior to the start of the insolvency proceeding with regards to the Customer's assets. The Customer grants the Contractor with immediate effect access to its business premises during normal business hours to reclaim delivered goods if the aforementioned circumstances occur.
- 2) The Customer shall not be entitled to withdraw from the contract on account of a service not provided or not provided in accordance with the contract if the Contractor is not responsible for the breach of duty. This shall not apply if special agreements (e.g. transactions for delivery by a fixed-date) give rise to a right of withdrawal on the part of the Customer through no fault of their own; in such cases the statutory provisions shall apply.
- 3) If the Customer terminates the contract, the Contractor shall in principle be entitled to the agreed remuneration, taking into account any expenses saved as a result of the termination of the contract or which they acquire or willfully fails to acquire through other use of their labour.

## § 10 Replacement delivery and spare parts obligation

- 1) Replacement delivery or credit can be issued only after complete determination of a duty of replacement, by detailed analysis at the Contractor's factory. For this purpose, the goods forming the object of the claim must be sent to the Contractor free of charge. In cases of dire need, replacement will be provided against an invoice for the current price, and a credit issued after a duty of replacement has been established. In case of hired labour the Contractor will ensure the proper processing of the Customer's goods and parts. Further claims for damages, such as replacement material, are not valid. Reference is made to the prescribed non-liability clause of the German Federal Cartel Office. The Contractor's liability shall not be engaged if the Customer or third parties perform modifications or repairs without the prior permission of the Contractor. Further claims of the Customer, and in particular claims for compensation of damages that do not affect the delivered goods themselves, are not valid.
- 2) The Contractor shall in no case be obligated to provide spare parts. Conditions of the Customer implying a spare parts obligation of the Contractor or expressly stipulating such obligation are excluded and will not be accepted by the Contractor, unless expressly agreed separately between the Contractor and the Customer. The Contractor reserves the right to submit a spare parts offer for repair parts in advance but shall not be obligated to do so.

## § 11 Acceptance and testing

If a functional test of the goods to be provided is prescribed or agreed to, then it will take place at the Contractor's factory immediately after the notice of readiness to ship, at the Customer's cost. If the Customer fails to perform such a test, the goods are considered to be delivered fully accepted upon leaving our factory.

## § 12 Payment terms

- 1) If no other payment conditions are set forth in writing in our proposal, payment is due within 14 days from the invoice date with no discount. Repair and spare parts deliveries, as well as services and service missions subject to a fee, which are immediately payable net, are excluded from the aforementioned provision. Payment shall be made free of charge to our pay office.
- 2) A payment shall be deemed as performed when the invoice amount is available to our disposal.
- 3) If we should become aware of significant deterioration of the Customer's financial situation after the submission of our order confirmation, the Contractor's claims shall become due and payable immediately. The Contractor shall also be entitled to perform the outstanding deliveries and services, even in derogation from the order confirmation, against an advance payment only and to withdraw from the contract after a reasonable

grace period, unless the Customer provides a guarantee. This does apply in case of a failure to fulfil the payment terms, even if such failure concerns other orders resulting from the mutual business relationship.

- 4) The Contractor accepts no bills of exchange and cheques of any kind. The Contractor furthermore is not obligated to accept bills of exchange and cheques.
- 5) In case of late payment, late interest according to § 288, section 2 BGB (German Civil Code) amounting to 9 % above the basic interest rate according to § 247 BGB shall be charged. The Contractor expressly reserves the right to claim additional late payment damages.
- 6) The Contractor reserves the right to make deliveries to new customers against advance payment or cash on delivery only.
- 7) Failure to comply with payment conditions, or conditions that are made known to the Contractor after closing and that may affect the creditworthiness of the Customer, result in all payments becoming due immediately. They also entitle the Contractor to make pending deliveries only upon prepayment or provision of security, and to withdraw from the agreement after a suitable extension of time, or to demand payment of damages due to non-fulfilment, without regard to the right of retraction of the goods provided under retention of title, at the cost of the Customer.
- 8) The Customer is entitled to retention and offset only if undisputed or legally enforceable claims thereto are made valid.
- 9) The Contractor reserves the right to send invoices electronically to an email address to be specified by the Customer. The Customer shall be responsible for the proper processing of the invoice. The Customer shall be responsible for any delayed processing of invoices by the Customer.
- 10) The Contractor shall be entitled to invoice the Customer for services not included or listed in the Contractor's quotation or in a Customer order accepted by the Contractor, which the Customer has requested the Contractor to perform in the course of a performance relationship ("additional services") separately at normal market conditions. Additional services shall also be deemed to be additional services of the Contractor resulting from the Customer's requests for changes fulfilled by the Contractor without the Customer having to be informed of this separately.

### § 13 Retention of title

- 1) Goods delivered or processed by the Contractor remain the Contractor's property as security for all of the Contractor's claims, including conditional claims and claims of limited duration, arising from the entire business relationship until such goods have been paid for in full. The Customer is, however, entitled to use the goods during the normal course of business.
- 2) The retention of title extends to products resulting from processing, combining or connecting the

Contractor's goods at the full value thereof. The Contractor shall be considered as the manufacturer to this extent. If the right to title of third parties persists after processing, combination or connecting to the goods of third parties, the Contractor will obtain co-ownership at the ratio of the billed value of these processed goods.

- 3) Receivables from third parties arising from resale are transferred to the Contractor as security with immediate effect, in whole or to the extent of our co-ownership, by the Customer. This assignment is hereby accepted. The Customer is entitled to obtain said receivables for the Contractor's account until revocation or cessation of his payments to the Contractor. The Customer is not authorized to assign the receivables, even for purposes of collecting the receivables by means of factoring, unless the factor is simultaneously obligated to secure consideration in the amount of the share of the receivables directly to the Contractor for as long as outstanding claims of the Contractor against the Customer exist.
- 4) The Customer shall inform the Contractor immediately by registered mail of access by third parties to the goods and receivables belonging to the Contractor.
- 5) Exercise of the retention of title does not imply withdrawal from the contract.
- 6) The goods, and receivables taking their place, may not be pledged to third parties or transferred or used as security prior to the full payment of the Contractor's receivables.
- 7) If the realisable value of the collateral securities exceeds the Contractor's claims by more than 10 %, the Contractor will release securities at its own discretion, if so requested by the Customer.

### § 14 Inventions

- 1) If the contractual cooperation leads to inventions that may result in industrial property rights, only the party (Contractor or Customer), who's employees or contractors have developed the invention, is entitled to file an application for the industrial property rights. The parties (Contractor and Customers) agree to inform each other about the respective inventions and planned industrial property rights applications. If the party owning the rights of the invention should not plan to file an application, the parties will agree about an eventual transfer of the invention rights.  
If the contractual cooperation should result in inventions, in which employees or assigns of both parties are involved (hereinafter referred to as "mutual invention"), the parties will agree in each individual case, which party shall file an application for the industrial property rights and where. The application can also be filed mutually. In this case, the costs shall be shared in proportion to the parties' respective contribution to the invention. In the case of mutual invention or mutual industrial property and/or copyrights, each party is entitled to waive their share to the benefit of the other party.
- 2)

The waiving party will take all steps and measures required to enable the other party to secure its interests in due time.

- 3) If a party intends to waive an industrial property right according to section 1 or 2 (option 1) or to assign such right to a third party (option 2), it must immediately inform the other party hereof. The other party shall be entitled to an assumption free of charge (in case of option 1) and/or a pre-emption right (in case of option 2).

### § 15 Property rights of third parties

- 1) Employing the care that is customary in the industry the Contractor shall endeavour to ensure that the Subjects of Service in the country of the place of performance are free from third-party property rights which exclude or impair the use of the service by or for the Customer ("conflicting property rights"). This effort does not include a search for conflicting property rights or their evaluation ("property rights search").
- 2) In individual cases, the Customer may agree with the Contractor to commission the performance of a property rights search in respect of the Subjects of Service. The Customer must specify the scope for this (in terms of content and territory) in advance, define a cost framework and bear all costs incurred. Any affected delivery times shall be extended by the duration of the property rights search. The Customer acknowledges that, even in the case of a search carried out with the utmost thoroughness, it is impossible to find all relevant conflicting property rights of third parties, and that the evaluation of any possible infringement will always be fraught with uncertainty due to the required interpretation of any conflicting property rights that are found.
- 3) If the Customer becomes aware of conflicting property rights, by way of notification of the results of a property right search carried out or through other means, they may, at their discretion (i) apply to the Contractor for the development of a technical solution subject to a fee which does not make use of the specifically designated conflicting property rights, (ii) forfeit the temporary cessation of services to the Contractor against reimbursement of costs in order to take action against the conflicting property rights or to acquire a licence thereto, or (iii) terminate the contract with the Contractor with the consequences in accordance with § 9 (3) of these General Sales and Delivery Conditions.
- 4) If claims are asserted against the Customer by third parties due to an alleged infringement of conflicting property rights by Subjects of Service, the Customer shall immediately inform the Contractor of this in text form, not acknowledge an infringement and reserve all means of defence for themselves and the Contractor. If the use of such performance results is discontinued, the Customer shall inform the third party that this discontinuance does not constitute an acknowledgement of the infringement of property rights.

### § 16 Responsibility of the Customer to abide by the law

- 1) The Customer undertakes to comply with all applicable laws, regulations and rules ("legal norms"), in particular legal norms to combat corruption, restrictions of competition and unfair competitive practice as well as legal norms of export control.
- 2) The Customer shall take all necessary and appropriate measures to prevent corruption. In particular, the Customer undertakes not to directly or indirectly offer, promise or grant benefits or other advantages (such as money, monetary gifts or invitations, that are not of a predominantly operational nature, such as, for example, invitations to sporting events, concerts, cultural events, etc.) to employees and managing directors of the Contractor including their relatives, nor to have them offered, promised or granted in any other way by third parties. The Customer shall inform the Contractor immediately if they have knowledge or a concrete suspicion of cases of corruption which have a concrete connection to a contractual relationship with the Contractor or its fulfilment.
- 3) The Customer shall take all necessary and appropriate measures to comply with European and national, and if necessary also international - in particular US-American - export regulations. This applies in particular to the export of the Contractor's services to/in sensitive buyer states or end user states. All embargos are to be observed by the Customer. Sanction lists shall be precisely checked and adhered to by the Customer.
- 4) If the Contractor determines that the Customer is violating legal anti-corruption or export restriction norms, the Contractor shall be entitled to terminate all contractual relationships.
- 5) The Customer shall indemnify the Contractor against all claims, fines or other sanctions arising against the Contractor due to violations by the Customer of legal norms - in particular of anti-corruption law and export control law - in connection with the Contractor's services.

### § 17 Place of performance, place of jurisdiction and applicable law

- 1) The place of performance for deliveries and payments, as well as all other rights and obligations arising from the business relationship for both parties shall be the Contractor's registered office. If our contract partner is a businessman, the legal venue for all disputes arising directly or indirectly from the contract relationship is Oberhausen.
- 2) The contract is subject exclusively to the law of the Federal Republic of Germany, also in case of deliveries and services provided abroad. The United Nations Convention on Contracts for the International Sale of Goods and the international conflict law are expressly excluded.

- 3) *Customary trade clauses shall be interpreted according to the Incoterms in the version valid at the time of conclusion of the contract.*
- 4) *If any provision of the present Sales and Delivery Conditions should become fully or partially invalid, all remaining provisions and remaining parts of the invalid provision shall remain in full force and effect. The Contractor and the Customer agree to replace the invalid provision with a valid provision fulfilling the economic purpose of the invalid provision to the legally permissible extent.*