

HEAVY TELESCOPIC RAIL



ROLLCO

SPECIALIZED
ON LINEAR MOTION

Index

| | |
|---|---------|
| Product explanation | 4 |
| Product overview | 5 |
| Technical data | 6 |
| ASN series | 7 - 10 |
| DSS & DSD series | 11 - 12 |
| DE series | 13 - 15 |
| DBN series | 16 - 18 |
| Selection of the telescopic rail, load capacity & fixing screws | 19 |
| Deflection | 20 |
| Static load | 21 |
| Service life | 22 |
| Speed | 23 |
| Extension and extraction force, double-sided stroke, temperature, anticorrosive protection & lubrication | 24 |
| Installation instructions | 25 |
| Product overview | 27 |



Product Explanation



The Telescopic Rail product line is made up of models with full and partial extension and various cross-sections and intermediate elements in S-shape, double-T or square. High loads in combination with cost-efficiency and free movement have long been the outstanding properties of the Telescopic Rail product line.

The most important characteristics:

- High loading with low deflection
- Rigid intermediate elements
- Standardised gauge for holes
- Zero-play running even with maximum load
- Space saving design
- High reliability

Preferred areas of application of the Telescopic Rail product family:

- Railcars (e. g. maintenance and battery extensions, doors)
- Construction and machine technology (e.g., housings and doors)
- Logistics (e.g., extensions for containers or gripper movements)
- Automotive technology
- Packaging machines
- Beverage industry
- Special machines

Product Overview

ASN series

Partial extension consisting of a guide rail and a slider. This compact size and simple design allow very high load capacities. The high system rigidity is formed here in connection with the adjacent construction.



DS series

Full extension consisting of two guide rails made of fixed and movable element and an S-shaped intermediate element. This has a high moment of inertia and high rigidity with slim size. This results in a high loading capacity with low deflection in the extended state. The DS series is available in three different designs: Version S with one-sided extension (DSS), Version B with locking in the extracted state for one-sided extension (DSB) and Version D with double-sided extension (DSD).



DE series

Full extension consisting of two guide rails, which together, combined as double-T profile, form the intermediate element, and two sliders, which as fixed and movable element form the connection to the adjacent construction. The square cross-section allows a compact size with high load capacities and low deflection, especially with radial loading. A custom design is available for extensions with double-sided strokes. The simultaneous movement of the intermediate element is implemented with a driving disc.

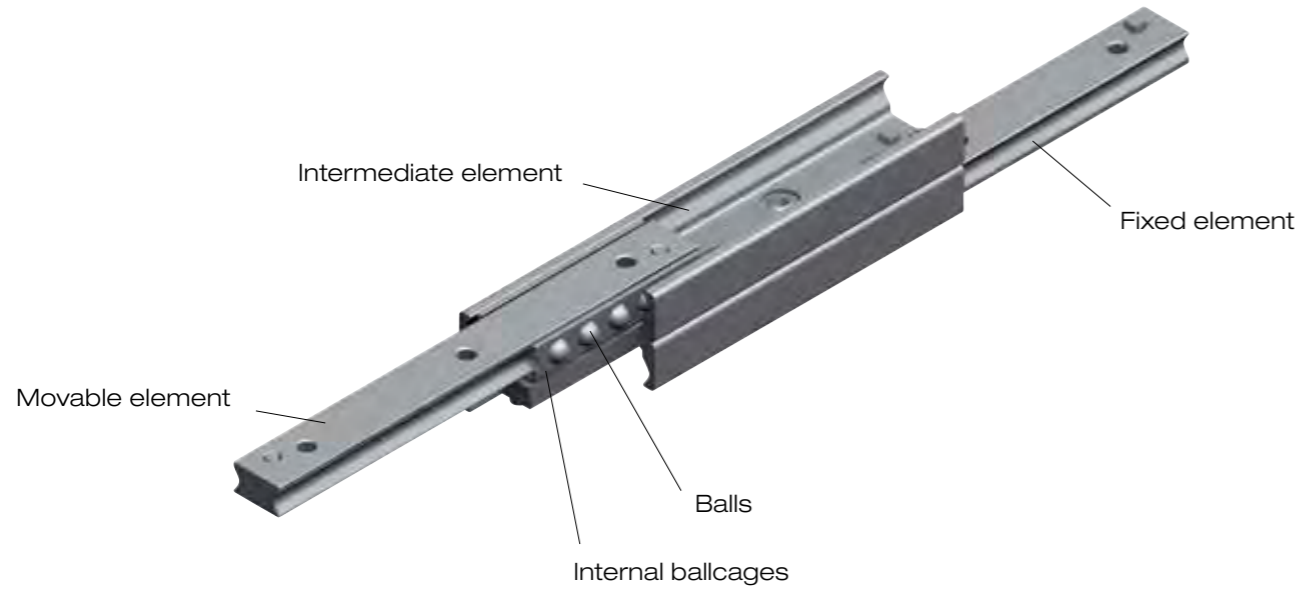


DBN series

Full extension consisting of two guide rails, which are both fixed and movable element, and two sliders which together form the intermediate element. The size is similar to the DE series and offers good protection from dirt of the open ballcage.



Technical Data



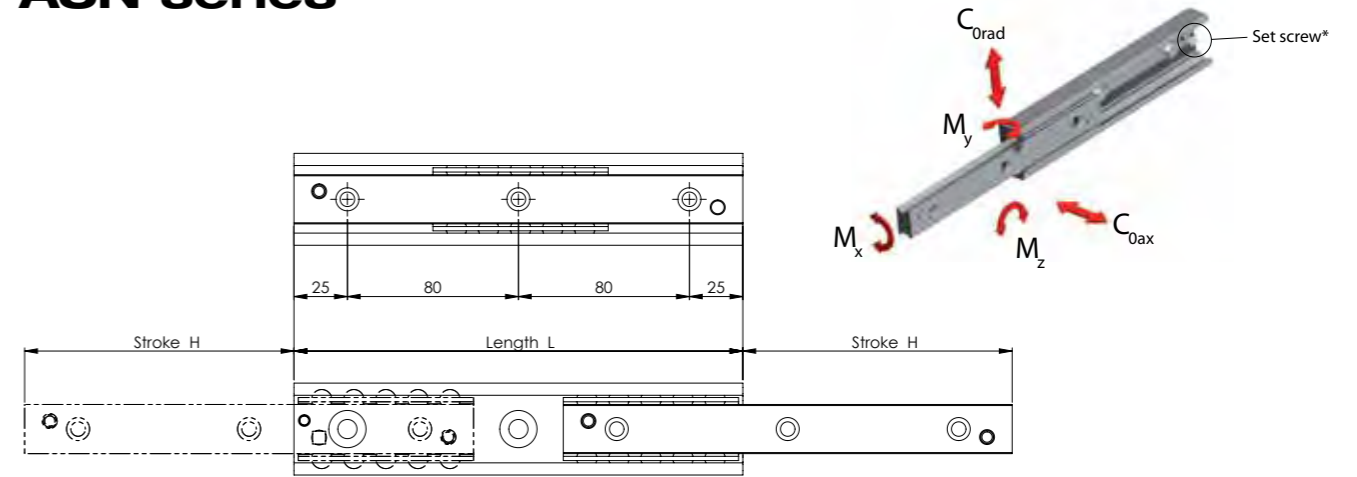
Performance characteristics:

- Available sizes ASN / DE: 22, 28, 35, 43, 63
- Available sizes DS: 28, 43
- Available sizes DBN: 22, 28, 35, 43
- Induction hardened raceways
- Rails and sliders made of cold-drawn bearing steel
- Balls made of hardened bearing steel
- Max. operating speed: 0.8 m/s (depending on application)
- ASN, DE, DBN temperature range: -30 °C to +170 °C (-22 °F to +338 °F)
- DS temperature range: -30 °C to +110 °C (-22 °F to +230 °F)
- Electrolytic galvanised as per ISO 2081, increased anticorrosive protection on request

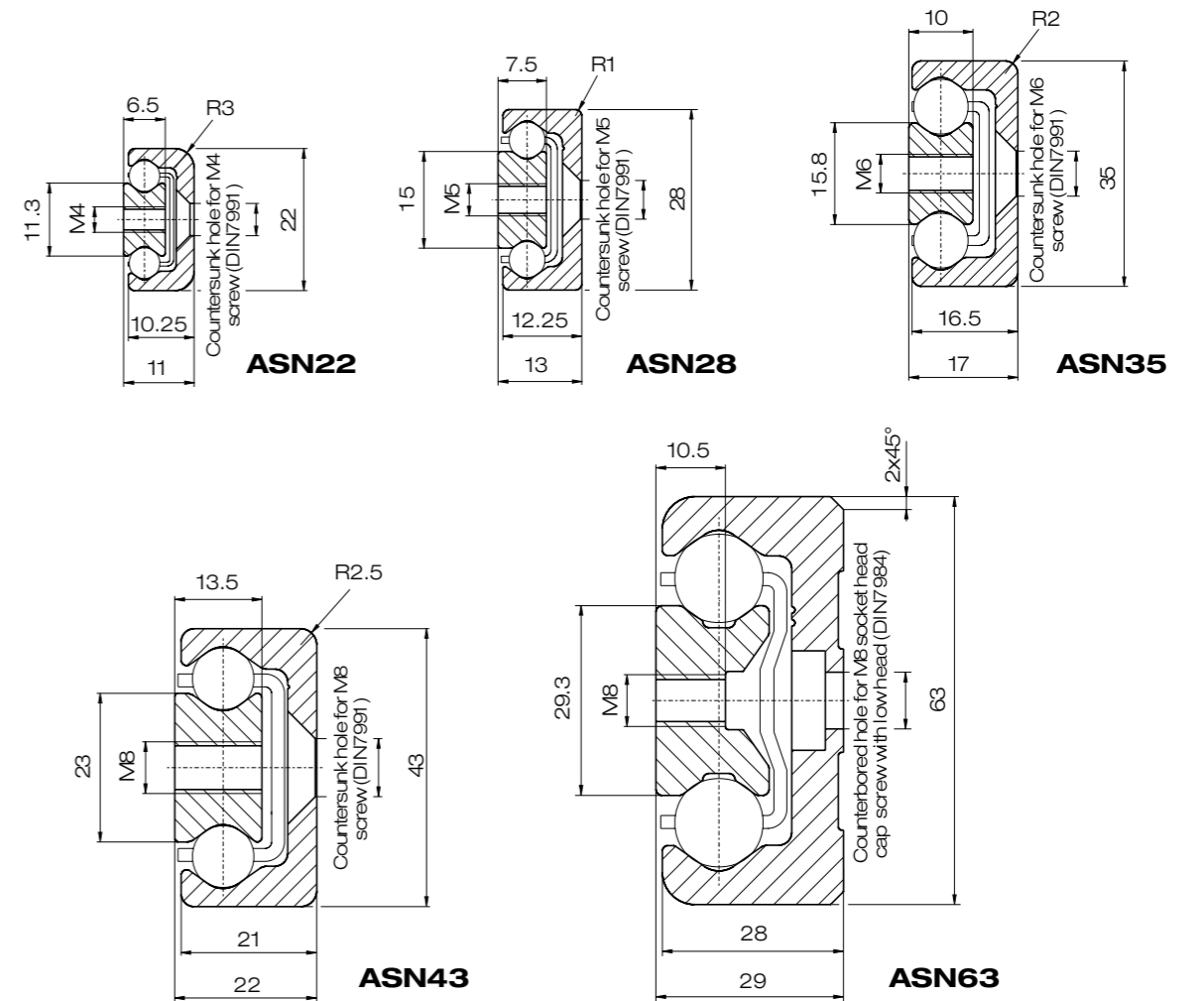
Remarks:

- Horizontal installation is recommended
- Vertical installation on request - please contact Rollco
- External end stops are recommended
- Double-sided stroke
- Custom strokes on request
- All load capacity data are based on one telescopic rail
- All load capacity data are based on continuous operation
- Calculation of the service life is based exclusively on the loaded rows of balls
- ASN 63 can be fixed with Torx® screws as an alternative
- Fixing screws of property class 10.9 must be used for all telescopic rails
- Internal stops are used to stop the unloaded slider and the ball cage. Please use external stops as end stops for a loaded system

ASN series



* Remove the set screw to reach all the fixing holes



| Type | Length L | Stroke H | No. of holes | Load capacities and moments | | | | |
|------------|----------|----------|--------------|-----------------------------|-------------------|----------------|----------------|----------------|
| | | | | C _{Orad} | C _{Orax} | M _x | M _y | M _z |
| | | | | N | N | Nm | Nm | Nm |
| ASN22-130 | 130 | 76 | 2 | 313 | 219 | 5,7 | 10 | 15 |
| ASN22-210 | 210 | 111 | 3 | 715 | 501 | 10,7 | 36 | 51 |
| ASN22-290 | 290 | 154 | 4 | 994 | 696 | 14,9 | 69 | 99 |
| ASN22-370 | 370 | 196 | 5 | 1278 | 895 | 19 | 113 | 162 |
| ASN22-450 | 450 | 231 | 6 | 1701 | 1190 | 24 | 180 | 258 |
| ASN22-530 | 530 | 274 | 7 | 1979 | 1385 | 28,2 | 248 | 355 |
| ASN22-610 | 610 | 316 | 8 | 2262 | 1584 | 32,3 | 327 | 467 |
| ASN22-690 | 690 | 351 | 9 | 2689 | 1882 | 37,3 | 436 | 623 |
| ASN22-770 | 770 | 394 | 10 | 2967 | 2077 | 41,5 | 539 | 769 |
| ASN28-130 | 130 | 74 | 2 | 613 | 429 | 15,3 | 20 | 28 |
| ASN28-210 | 210 | 116 | 3 | 1116 | 781 | 26,1 | 57 | 82 |
| ASN28-290 | 290 | 148 | 4 | 1934 | 1354 | 39,6 | 132 | 188 |
| ASN28-370 | 370 | 190 | 5 | 2445 | 1711 | 50,4 | 213 | 305 |
| ASN28-450 | 450 | 232 | 6 | 2955 | 2069 | 61,2 | 314 | 449 |
| ASN28-530 | 530 | 274 | 7 | 3466 | 2426 | 72 | 435 | 621 |
| ASN28-610 | 610 | 316 | 8 | 3976 | 2783 | 82,8 | 575 | 821 |
| ASN28-690 | 690 | 358 | 9 | 4487 | 3141 | 93,6 | 735 | 1050 |
| ASN28-770 | 770 | 400 | 10 | 4997 | 3498 | 104,4 | 914 | 1306 |
| ASN28-850 | 850 | 433 | 11 | 5828 | 4080 | 117,9 | 1165 | 1665 |
| ASN28-930 | 930 | 475 | 12 | 6338 | 4436 | 128,7 | 1389 | 1984 |
| ASN28-1010 | 1010 | 517 | 13 | 6848 | 4793 | 139,5 | 1613 | 2330 |
| ASN28-1090 | 1090 | 559 | 14 | 7358 | 5150 | 150,3 | 1894 | 2705 |
| ASN28-1170 | 1170 | 601 | 15 | 7868 | 5507 | 161,1 | 2175 | 3108 |
| ASN35-210 | 210 | 127 | 3 | 1065 | 746 | 29,4 | 57 | 82 |
| ASN35-290 | 290 | 159 | 4 | 2060 | 1442 | 46,9 | 146 | 208 |
| ASN35-370 | 370 | 203 | 5 | 2638 | 1847 | 59,9 | 238 | 340 |
| ASN35-450 | 450 | 247 | 6 | 3217 | 2252 | 73 | 354 | 505 |
| ASN35-530 | 530 | 279 | 7 | 4282 | 2997 | 90,4 | 543 | 775 |
| ASN35-610 | 610 | 323 | 8 | 4858 | 3401 | 103,5 | 711 | 1015 |
| ASN35-690 | 690 | 367 | 9 | 5435 | 3804 | 116,6 | 902 | 1288 |
| ASN35-770 | 770 | 399 | 10 | 6521 | 4565 | 134 | 1191 | 1702 |
| ASN35-850 | 850 | 443 | 11 | 7095 | 4966 | 147,1 | 1435 | 2050 |
| ASN35-930 | 930 | 487 | 12 | 7669 | 5368 | 160,2 | 1702 | 2431 |
| ASN35-1010 | 1010 | 519 | 13 | 8765 | 6136 | 177,6 | 2092 | 2989 |
| ASN35-1090 | 1090 | 563 | 14 | 9337 | 6536 | 190,7 | 2412 | 3445 |
| ASN35-1170 | 1170 | 607 | 15 | 9909 | 6937 | 203,8 | 2754 | 3934 |
| ASN35-1250 | 1250 | 639 | 16 | 11012 | 7708 | 221,2 | 3245 | 4636 |
| ASN35-1330 | 1330 | 683 | 17 | 11582 | 8107 | 234,3 | 3640 | 5200 |
| ASN35-1410 | 1410 | 727 | 18 | 12153 | 8507 | 247,4 | 4058 | 5797 |
| ASN35-1490 | 1490 | 759 | 19 | 13260 | 9282 | 264,8 | 4650 | 6643 |

| Type | Length L | Stroke H | No. of holes | Load capacities and moments | | | | |
|------------|----------|----------|--------------|-----------------------------|-------------------|----------------|----------------|----------------|
| | | | | C _{Orad} | C _{Orax} | M _x | M _y | M _z |
| | | | | N | N | Nm | Nm | Nm |
| ASN43-210 | 210 | 123 | 3 | 1595 | 1117 | 60,6 | 84 | 120 |
| ASN43-290 | 290 | 158 | 4 | 2872 | 2010 | 93,8 | 201 | 288 |
| ASN43-370 | 370 | 208 | 5 | 3377 | 2364 | 115,9 | 308 | 440 |
| ASN43-450 | 450 | 243 | 6 | 4690 | 3283 | 149,2 | 509 | 728 |
| ASN43-530 | 530 | 278 | 7 | 6039 | 4227 | 182,4 | 762 | 1088 |
| ASN43-610 | 610 | 313 | 8 | 7411 | 5188 | 251,6 | 1064 | 1521 |
| ASN43-690 | 690 | 363 | 9 | 7863 | 5504 | 237,8 | 1294 | 1849 |
| ASN43-770 | 770 | 398 | 10 | 9232 | 6463 | 271 | 1681 | 2402 |
| ASN43-850 | 850 | 433 | 11 | 10615 | 7431 | 304,2 | 2119 | 3027 |
| ASN43-930 | 930 | 483 | 12 | 11054 | 7738 | 326,4 | 2439 | 3484 |
| ASN43-1010 | 1010 | 518 | 13 | 12434 | 8704 | 359,6 | 2961 | 4230 |
| ASN43-1090 | 1090 | 568 | 14 | 12877 | 9014 | 381,8 | 3337 | 4767 |
| ASN43-1170 | 1170 | 603 | 15 | 14254 | 9978 | 415 | 3943 | 5633 |
| ASN43-1250 | 1250 | 638 | 16 | 15638 | 10947 | 448,2 | 4599 | 6571 |
| ASN43-1330 | 1330 | 688 | 17 | 16075 | 11252 | 470,4 | 5065 | 7236 |
| ASN43-1410 | 1410 | 723 | 18 | 17456 | 12219 | 503,6 | 5806 | 8295 |
| ASN43-1490 | 1490 | 758 | 19 | 18845 | 13191 | 536,8 | 6598 | 9425 |
| ASN43-1570 | 1570 | 793 | 20 | 20238 | 14167 | 570,1 | 7440 | 10628 |
| ASN43-1650 | 1650 | 843 | 21 | 20661 | 14463 | 592,2 | 8029 | 11470 |
| ASN43-1730 | 1730 | 878 | 22 | 22052 | 15436 | 625,5 | 8956 | 12794 |
| ASN43-1810 | 1810 | 928 | 23 | 22479 | 15736 | 647,6 | 9601 | 13716 |
| ASN43-1890 | 1890 | 963 | 24 | 23867 | 16707 | 680,8 | 10612 | 15160 |
| ASN43-1970 | 1970 | 1013 | 25 | 24298 | 17009 | 703 | 11314 | 16162 |
| ASN63-610 | 610 | 333 | 8 | 10591 | 7414 | 474 | 1553 | 2219 |
| ASN63-690 | 690 | 373 | 9 | 12534 | 8774 | 547,5 | 2072 | 2960 |
| ASN63-770 | 770 | 413 | 10 | 14489 | 10142 | 621 | 2666 | 3808 |
| ASN63-850 | 850 | 453 | 11 | 16452 | 11516 | 694,5 | 3334 | 4763 |
| ASN63-930 | 930 | 493 | 12 | 18421 | 12895 | 768 | 4077 | 5824 |
| ASN63-1010 | 1010 | 533 | 13 | 20395 | 14277 | 841,4 | 4894 | 6992 |
| ASN63-1090 | 1090 | 573 | 14 | 22373 | 15661 | 914,9 | 5787 | 8267 |
| ASN63-1170 | 1170 | 613 | 15 | 24354 | 17048 | 988,4 | 6754 | 9648 |
| ASN63-1250 | 1250 | 653 | 16 | 26337 | 18436 | 1061,9 | 7795 | 11136 |
| ASN63-1330 | 1330 | 693 | 17 | 28322 | 19825 | 1135,4 | 8912 | 12731 |
| ASN63-1410 | 1410 | 733 | 18 | 30309 | 21216 | 1208,9 | 10102 | 14432 |
| ASN63-1490 | 1490 | 773 | 19 | 32297 | 22608 | 1282,4 | 11368 | 16240 |
| ASN63-1570 | 1570 | 813 | 20 | 34287 | 24001 | 1355,9 | 12708 | 18155 |
| ASN63-1650 | 1650 | 853 | 21 | 36277 | 25394 | 1429,4 | 14123 | 20176 |
| ASN63-1730 | 1730 | 893 | 22 | 38268 | 26788 | 1502,8 | 15613 | 22304 |
| ASN63-1810 | 1810 | 933 | 23 | 40261 | 28182 | 1576,3 | 17177 | 24539 |
| ASN63-1890 | 1890 | 973 | 24 | 42253 | 29577 | 1649,8 | 18816 | 26880 |
| ASN63-1970 | 1970 | 1013 | 25 | 44247 | 30973 | 1723,3 | 20530 | 29328 |

Weight

| Type | Weight (kg/m) |
|-------|---------------|
| ASN22 | 1,32 |
| ASN28 | 2,02 |
| ASN35 | 3,05 |
| ASN43 | 5,25 |
| ASN63 | 10,3 |

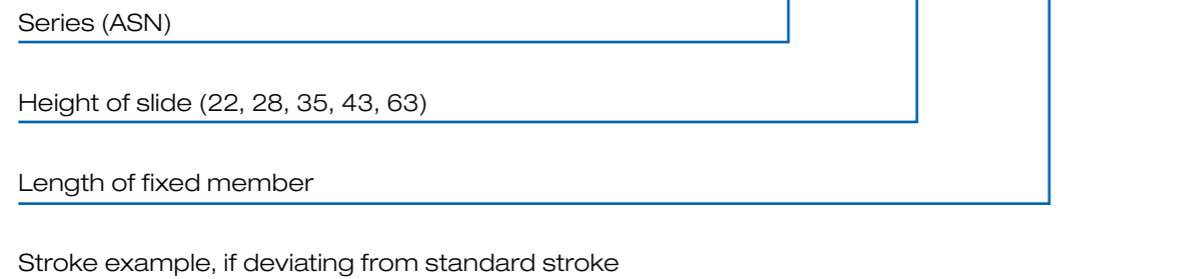
Special Strokes

Special strokes are defined as deviations from standard stroke H. They are each available as multiples of the values in the table below. These values are dependent on the spacing of the ballcage.

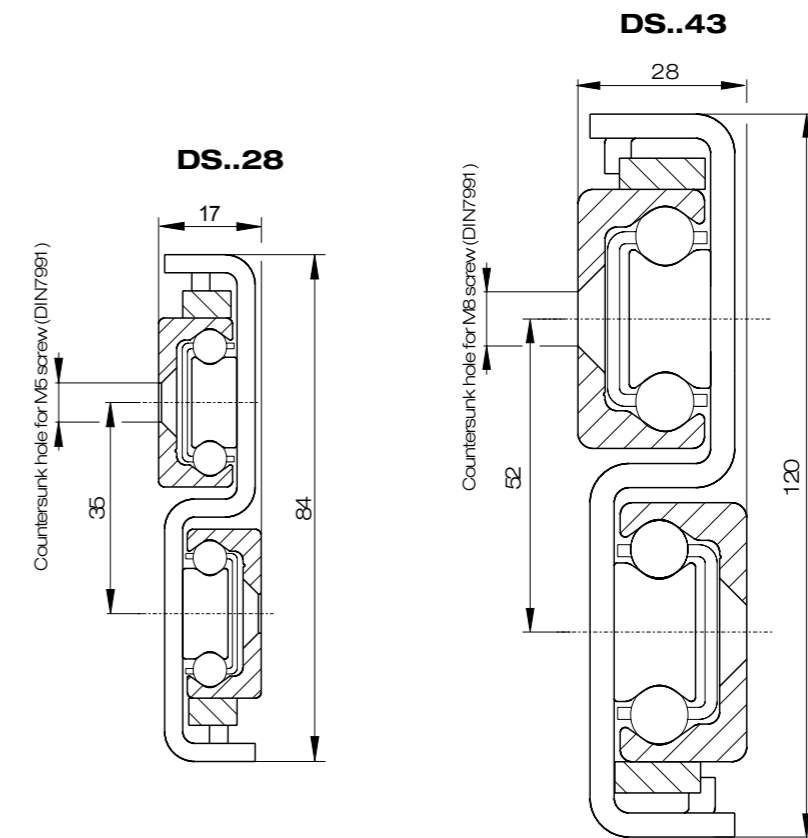
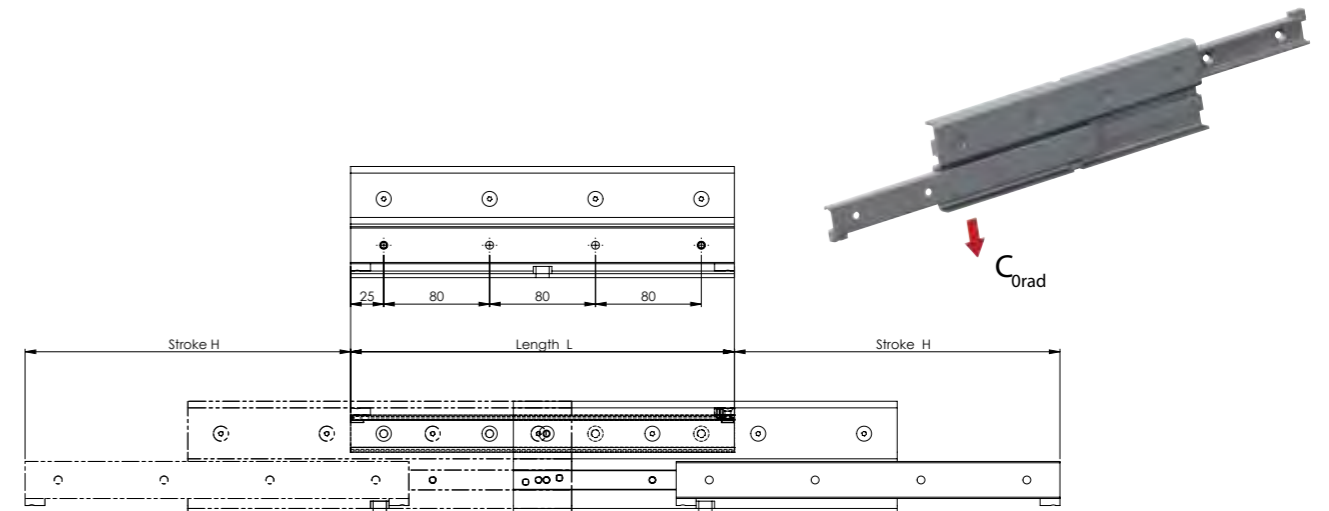
| Type | Stroke modification (mm) |
|-------|--------------------------|
| ASN22 | 7,5 |
| ASN28 | 9,5 |
| ASN35 | 12 |
| ASN43 | 15 |
| ASN63 | 20 |

Order Code

ASN - 63 - 770 - 433



DSS Series (single stroke) DSD Series (double stroke)



DSS Series (single stroke)

| Type | Length L | Stroke H | Accessible holes/ total | Load capacity |
|------------|-------------|-------------|-------------------------------|-------------------|
| | | | | C _{0rad} |
| | mm | mm | | N |
| DSS28-290 | 290 | 296 | 3/4 | 570 |
| DSS28-370 | 370 | 380 | 4/5 | 769 |
| DSS28-450 | 450 | 464 | 4/6 | 969 |
| DSS28-530 | 530 | 548 | 6/7 | 1170 |
| DSS28-610 | 610 | 630 | 6/8 | 1376 |
| DSS28-690 | 690 | 714 | 7/9 | 1577 |
| DSS28-770 | 770 | 798 | 7/10 | 1778 |
| DSS28-850 | 850 | 864 | 9/11 | 2111 |
| DSS28-930 | 930 | 950 | 9/12 | 2240 |
| DSS28-1010 | 1010 | 1034 | 10/13 | 2054 |
| DSS28-1090 | 1090 | 1118 | 10/14 | 1896 |
| DSS28-1170 | 1170 | 1202 | 12/15 | 1761 |
| DSS28-1250 | 1250 | 1266 | 12/16 | 1695 |
| DSS28-1330 | 1330 | 1350 | 13/17 | 1586 |
| DSS28-1410 | 1410 | 1434 | 13/18 | 1490 |
| DSS28-1490 | 1490 | 1518 | 15/19 | 1405 |

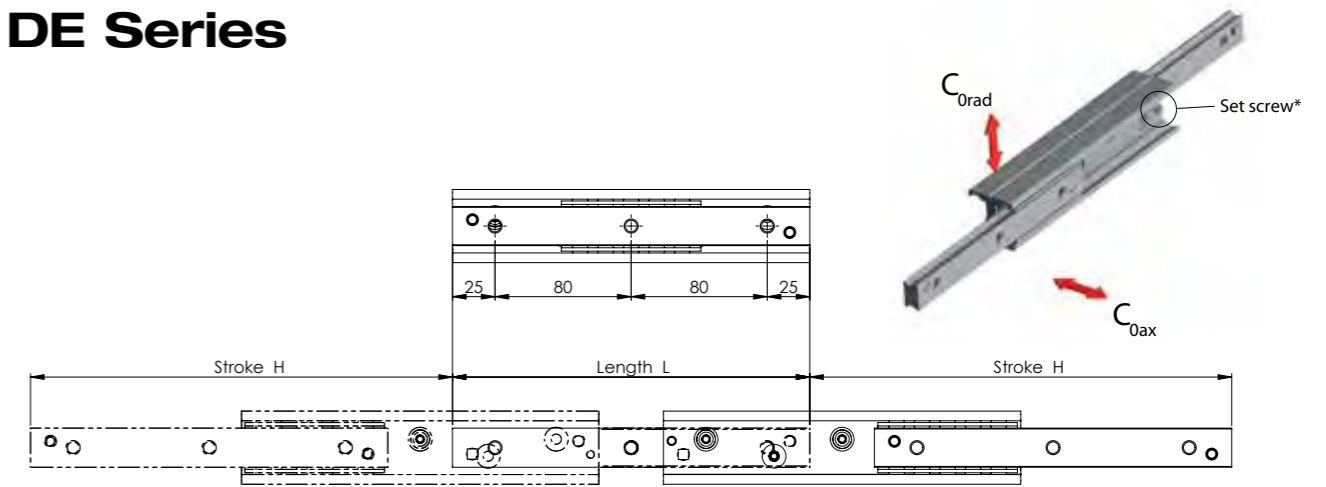
| | | | | |
|------------|------|------|-------|------|
| DSS43-530 | 530 | 556 | 6/7 | 2061 |
| DSS43-610 | 610 | 626 | 6/8 | 2603 |
| DSS43-690 | 690 | 726 | 7/9 | 2775 |
| DSS43-770 | 770 | 796 | 7/10 | 3319 |
| DSS43-850 | 850 | 866 | 9/11 | 3873 |
| DSS43-930 | 930 | 966 | 9/12 | 4036 |
| DSS43-1010 | 1010 | 1036 | 10/13 | 4590 |
| DSS43-1090 | 1090 | 1106 | 11/14 | 4908 |
| DSS43-1170 | 1170 | 1206 | 12/15 | 4610 |
| DSS43-1250 | 1250 | 1276 | 12/16 | 4398 |
| DSS43-1330 | 1330 | 1376 | 13/17 | 4027 |
| DSS43-1410 | 1410 | 1446 | 13/18 | 3864 |
| DSS43-1490 | 1490 | 1516 | 15/19 | 3713 |
| DSS43-1570 | 1570 | 1616 | 15/20 | 3445 |
| DSS43-1650 | 1650 | 1686 | 16/21 | 3325 |
| DSS43-1730 | 1730 | 1756 | 16/22 | 3213 |
| DSS43-1810 | 1810 | 1856 | 18/23 | 3011 |
| DSS43-1890 | 1890 | 1926 | 18/24 | 2919 |
| DSS43-1970 | 1970 | 2026 | 19/25 | 2750 |

DSD Series (double stroke)

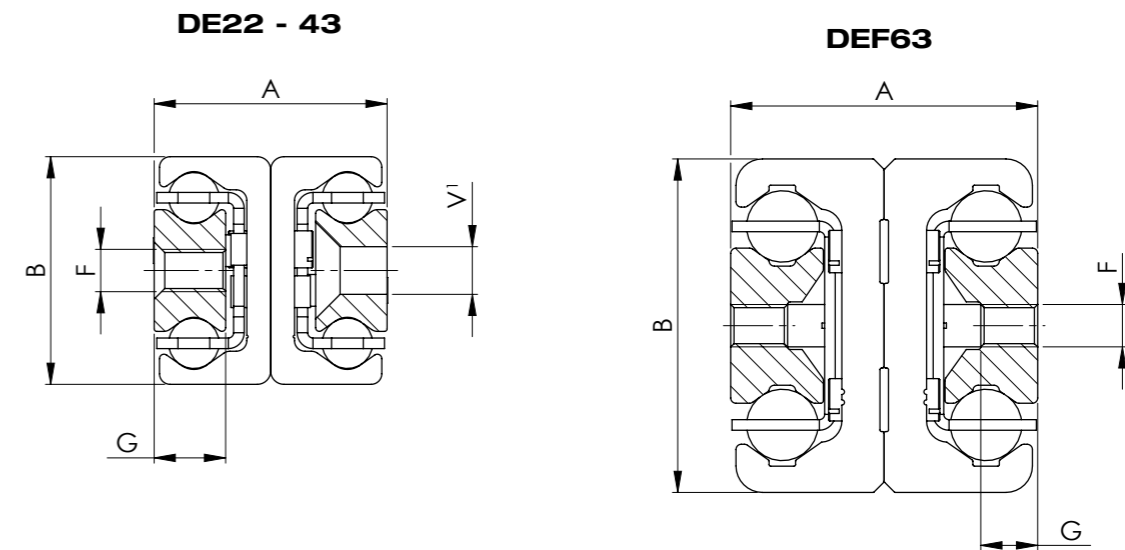
| Type | Length L | Stroke H | Accessible holes/ total | Load capacity |
|------------|-------------|-------------|-------------------------------|-------------------|
| | | | | C _{0rad} |
| | mm | mm | | N |
| DSD28-290 | 290 | 246 | 4/4 | 895 |
| DSD28-370 | 370 | 326 | 4/5 | 1105 |
| DSD28-450 | 450 | 406 | 6/6 | 1317 |
| DSD28-530 | 530 | 486 | 6/7 | 1626 |
| DSD28-610 | 610 | 566 | 8/8 | 1837 |
| DSD28-690 | 690 | 646 | 8/9 | 2050 |
| DSD28-770 | 770 | 726 | 10/10 | 2262 |
| DSD28-850 | 850 | 806 | 10/11 | 2475 |
| DSD28-930 | 930 | 886 | 12/12 | 2581 |
| DSD28-1010 | 1010 | 966 | 12/13 | 2357 |
| DSD28-1090 | 1090 | 1046 | 14/14 | 2168 |
| DSD28-1170 | 1170 | 1126 | 14/15 | 2008 |
| DSD28-1250 | 1250 | 1206 | 16/16 | 1870 |
| DSD28-1330 | 1330 | 1286 | 16/17 | 1749 |
| DSD28-1410 | 1410 | 1366 | 18/18 | 1644 |
| DSD28-1490 | 1490 | 1446 | 18/19 | 1550 |

| | | | | |
|------------|------|------|-------|------|
| DSD43-530 | 530 | 476 | 6/7 | 3018 |
| DSD43-610 | 610 | 556 | 8/8 | 3265 |
| DSD43-690 | 690 | 636 | 8/9 | 3781 |
| DSD43-770 | 770 | 716 | 10/10 | 4297 |
| DSD43-850 | 850 | 796 | 10/11 | 4547 |
| DSD43-930 | 930 | 876 | 12/12 | 5063 |
| DSD43-1010 | 1010 | 956 | 12/13 | 5578 |
| DSD43-1090 | 1090 | 1036 | 14/14 | 5830 |
| DSD43-1170 | 1170 | 1116 | 14/15 | 5392 |
| DSD43-1250 | 1250 | 1196 | 16/16 | 5014 |
| DSD43-1330 | 1330 | 1276 | 16/17 | 4686 |
| DSD43-1410 | 1410 | 1356 | 18/18 | 4398 |
| DSD43-1490 | 1490 | 1436 | 18/19 | 4143 |
| DSD43-1570 | 1570 | 1516 | 20/20 | 3917 |
| DSD43-1650 | 1650 | 1596 | 20/21 | 3713 |
| DSD43-1730 | 1730 | 1676 | 22/22 | 3530 |
| DSD43-1810 | 1810 | 1756 | 22/23 | 3364 |
| DSD43-1890 | 1890 | 1836 | 24/24 | 3213 |
| DSD43-1970 | 1970 | 1916 | 24/25 | 3075 |

DE Series



* Remove the set screw to reach all the fixing holes



There are three versions of fixing holes available for the DE series in sizes 22 to 43:

- Version DEF with threaded holes
- Version DEV with counter-sunk holes
- Version DEM, both variants (mixed)
- Size 63 is always with threaded holes

| Type | A | B | F | V | Weight |
|--------|----|----|----|----|--------|
| | mm | | | | kg/m |
| DE..22 | 22 | 22 | M4 | M4 | 2,64 |
| DE..28 | 26 | 28 | M5 | M5 | 4,04 |
| DE..35 | 34 | 35 | M6 | M6 | 6,1 |
| DE..43 | 44 | 43 | M8 | M8 | 10,5 |
| DE..63 | 58 | 63 | M8 | - | 20,6 |

| Type | Length L | Stroke H | No. of holes | Load capacity | |
|-------------|-------------|-------------|-----------------|-------------------|------------------|
| | | | | C _{0rad} | C _{oax} |
| | | | | N | |
| mm | mm | | | | |
| DE..22-130 | 130 | 152 | 2 | 119 | 83 |
| DE..22-210 | 210 | 222 | 3 | 281 | 196 |
| DE..22-290 | 290 | 308 | 4 | 390 | 273 |
| DE..22-370 | 370 | 392 | 5 | 501 | 263 |
| DE..22-450 | 450 | 462 | 6 | 674 | 230 |
| DE..22-530 | 530 | 548 | 7 | 571 | 193 |
| DE..22-610 | 610 | 632 | 8 | 494 | 167 |
| DE..22-690 | 690 | 702 | 9 | 453 | 153 |
| DE..22-770 | 770 | 788 | 10 | 401 | 135 |
| DE..28-130 | 130 | 148 | 2 | 235 | 164 |
| DE..28-210 | 210 | 232 | 3 | 432 | 302 |
| DE..28-290 | 290 | 296 | 4 | 767 | 537 |
| DE..28-370 | 370 | 380 | 5 | 968 | 471 |
| DE..28-450 | 450 | 464 | 6 | 1169 | 385 |
| DE..28-530 | 530 | 548 | 7 | 1107 | 325 |
| DE..28-610 | 610 | 633 | 8 | 955 | 280 |
| DE..28-690 | 690 | 717 | 9 | 842 | 247 |
| DE..28-770 | 770 | 801 | 10 | 753 | 221 |
| DE..28-850 | 850 | 866 | 11 | 710 | 208 |
| DE..28-930 | 930 | 950 | 12 | 646 | 189 |
| DE..28-1010 | 1010 | 1034 | 13 | 592 | 174 |
| DE..28-1090 | 1090 | 1118 | 14 | 547 | 160 |
| DE..28-1170 | 1170 | 1202 | 15 | 508 | 149 |
| DE..35-210 | 210 | 254 | 3 | 402 | 281 |
| DE..35-290 | 290 | 318 | 4 | 800 | 560 |
| DE..35-370 | 370 | 406 | 5 | 1025 | 718 |
| DE..35-450 | 450 | 494 | 6 | 1250 | 793 |
| DE..35-530 | 530 | 558 | 7 | 1685 | 728 |
| DE..35-610 | 610 | 646 | 8 | 1908 | 626 |
| DE..35-690 | 690 | 734 | 9 | 1689 | 548 |
| DE..35-770 | 770 | 798 | 10 | 1591 | 516 |
| DE..35-850 | 850 | 886 | 11 | 1425 | 463 |
| DE..35-930 | 930 | 974 | 12 | 1291 | 419 |
| DE..35-1010 | 1010 | 1038 | 13 | 1233 | 400 |
| DE..35-1090 | 1090 | 1126 | 14 | 1131 | 367 |
| DE..35-1170 | 1170 | 1214 | 15 | 1045 | 339 |
| DE..35-1250 | 1250 | 1278 | 16 | 1006 | 327 |
| DE..35-1330 | 1330 | 1366 | 17 | 937 | 304 |
| DE..35-1410 | 1410 | 1454 | 18 | 877 | 285 |
| DE..35-1490 | 1490 | 1518 | 19 | 850 | 276 |

| Type | Length L | Stroke H | No. of holes | Load capacity | |
|-------------|-------------|-------------|-----------------|-------------------|------------------|
| | | | | C _{0rad} | C _{oax} |
| | | | | N | |
| mm | mm | | | | |
| DE..43-210 | 210 | 246 | 3 | 605 | 424 |
| DE..43-290 | 290 | 316 | 4 | 1114 | 780 |
| DE..43-370 | 370 | 416 | 5 | 1300 | 910 |
| DE..43-450 | 450 | 486 | 6 | 1828 | 1279 |
| DE..43-530 | 530 | 556 | 7 | 2375 | 1434 |
| DE..43-610 | 610 | 626 | 8 | 2934 | 1300 |
| DE..43-690 | 690 | 726 | 9 | 3091 | 1096 |
| DE..43-770 | 770 | 796 | 10 | 3055 | 1016 |
| DE..43-850 | 850 | 866 | 11 | 2847 | 946 |
| DE..43-930 | 930 | 966 | 12 | 2506 | 833 |
| DE..43-1010 | 1010 | 1036 | 13 | 2364 | 786 |
| DE..43-1090 | 1090 | 1106 | 14 | 2238 | 744 |
| DE..43-1170 | 1170 | 1206 | 15 | 2022 | 672 |
| DE..43-1250 | 1250 | 1276 | 16 | 1928 | 641 |
| DE..43-1330 | 1330 | 1376 | 17 | 1766 | 587 |
| DE..43-1410 | 1410 | 1446 | 18 | 1694 | 563 |
| DE..43-1490 | 1490 | 1516 | 19 | 1628 | 541 |
| DE..43-1570 | 1570 | 1586 | 20 | 1567 | 521 |
| DE..43-1650 | 1650 | 1686 | 21 | 1458 | 485 |
| DE..43-1730 | 1730 | 1756 | 22 | 1409 | 468 |
| DE..43-1810 | 1810 | 1856 | 23 | 1320 | 439 |
| DE..43-1890 | 1890 | 1936 | 24 | 1280 | 425 |
| DE..43-1970 | 1970 | 2026 | 25 | 1206 | 401 |
| DEF63-610 | 610 | 666 | 8 | 4090 | 2863 |
| DEF63-690 | 690 | 746 | 9 | 4859 | 3062 |
| DEF63-770 | 770 | 826 | 10 | 5635 | 2784 |
| DEF63-850 | 850 | 906 | 11 | 6415 | 2553 |
| DEF63-930 | 930 | 986 | 12 | 7198 | 2357 |
| DEF63-1010 | 1010 | 1066 | 13 | 6885 | 2189 |
| DEF63-1090 | 1090 | 1146 | 14 | 6427 | 2043 |
| DEF63-1170 | 1170 | 1226 | 15 | 6026 | 1916 |
| DEF63-1250 | 1250 | 1306 | 16 | 5672 | 1803 |
| DEF63-1330 | 1330 | 1386 | 17 | 5357 | 1703 |
| DEF63-1410 | 1410 | 1466 | 18 | 5076 | 1614 |
| DEF63-1490 | 1490 | 1546 | 19 | 4822 | 1533 |
| DEF63-1570 | 1570 | 1626 | 20 | 4593 | 1460 |
| DEF63-1650 | 1650 | 1706 | 21 | 4384 | 1394 |
| DEF63-1730 | 1730 | 1786 | 22 | 4194 | 1333 |
| DEF63-1810 | 1810 | 1866 | 23 | 4019 | 1278 |
| DEF63-1890 | 1890 | 1946 | 24 | 3859 | 1227 |
| DEF63-1970 | 1970 | 2026 | 25 | 3710 | 1180 |

Weight

| Type | Weight (kg/m) |
|------|---------------|
| DE22 | 2,64 |
| DE28 | 4,04 |
| DE35 | 6,1 |
| DE43 | 10,5 |
| DE63 | 20,6 |

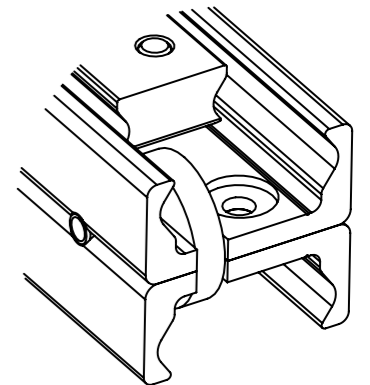
Special Strokes

Special strokes are defined as deviations from standard stroke H. They are each available as multiples of the values in the table below. These values are dependent on the spacing of the ballcage.

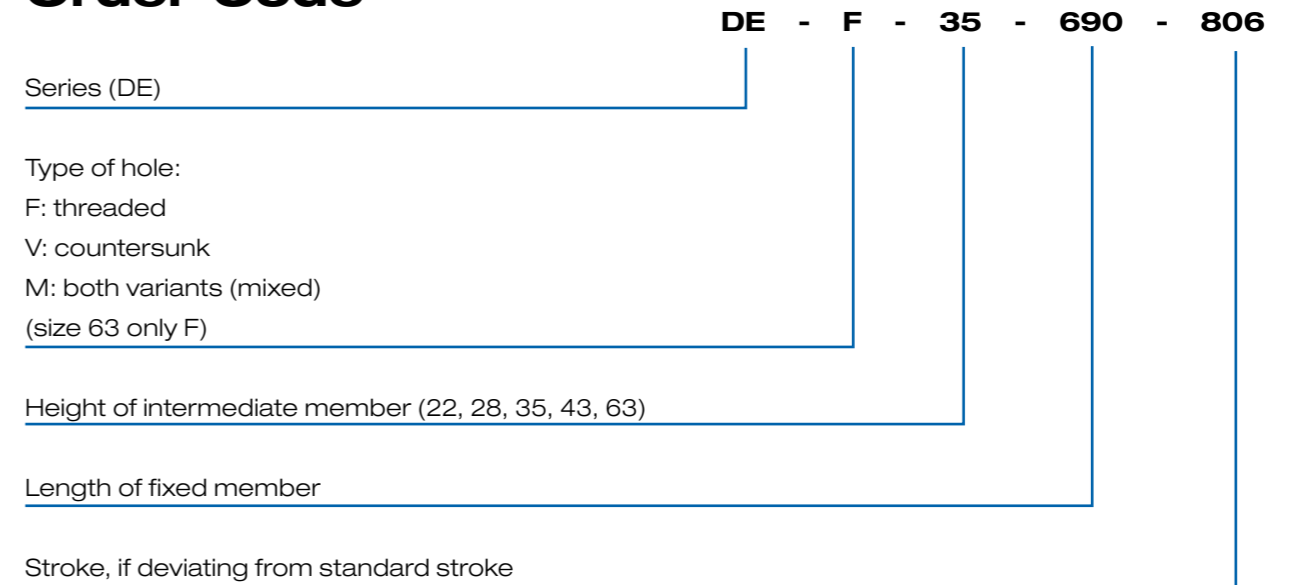
| Type | Stroke modification (mm) |
|------|--------------------------|
| DE22 | 15 |
| DE28 | 19 |
| DE35 | 24 |
| DE43 | 30 |
| DE63 | 40 |

Custom Design DE Version D

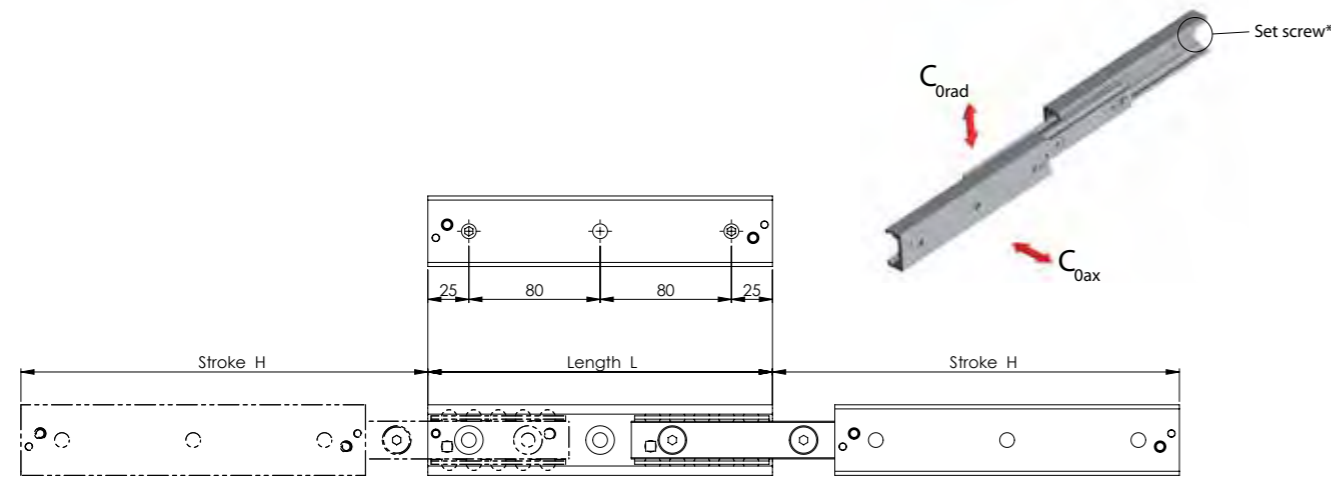
The excentrically located driving disc on both ends of the DE...D ensures that the intermediate element is carried along and does not remain standing at an undefined location during double-sided strokes. This custom design is available in sizes 22, 28, 35 and 43 with all three versions of the fixing holes. It is built on the standard design of the DE series, however deviates in the technical data based on the model. For CAD-files or more information please contact Rollco.



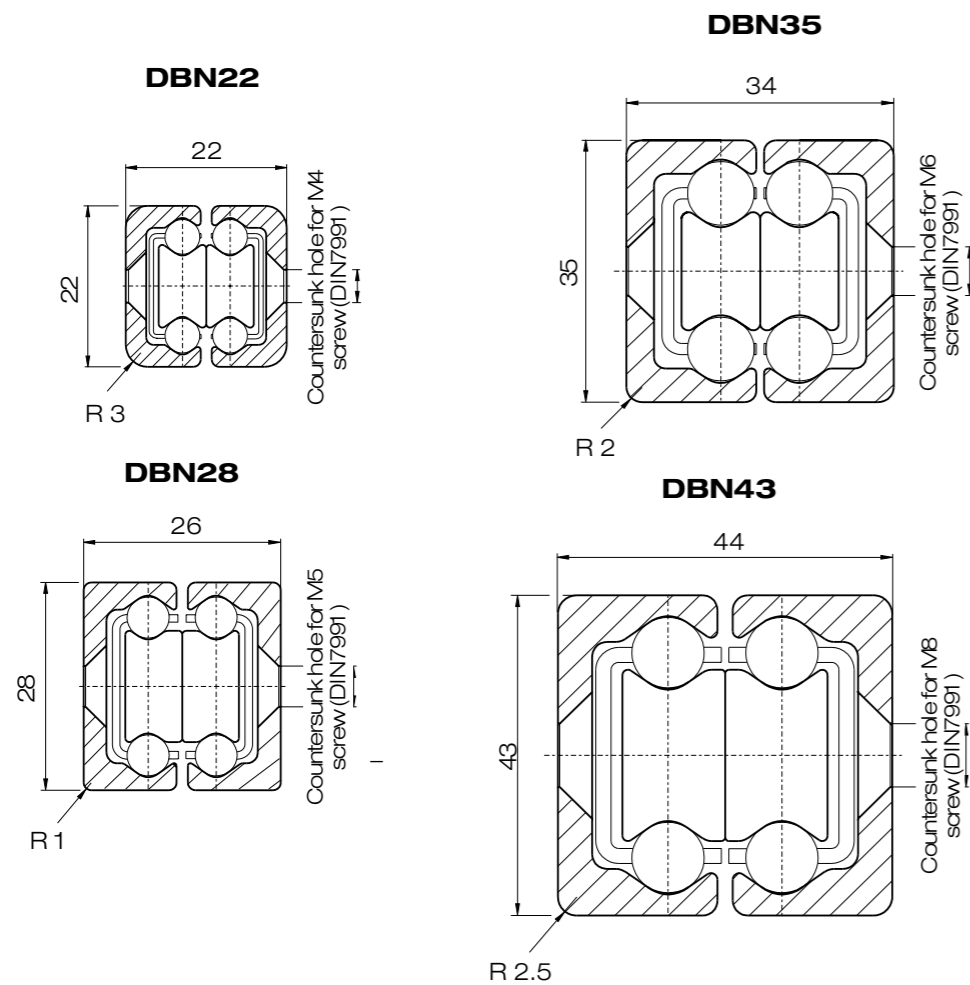
Order Code



DBN Series



* Remove the set screw to reach all the fixing holes



| Type | Length L mm | Stroke H mm | No. of holes | Load capacity N | |
|-----------|----------------|----------------|--------------|--------------------|------------------|
| | | | | C _{0rad} | C _{0ax} |
| DBN22-130 | 130 | 152 | 2 | 119 | 83 |
| DBN22-210 | 210 | 222 | 3 | 281 | 196 |
| DBN22-290 | 290 | 308 | 4 | 236 | 236 |
| DBN22-370 | 370 | 392 | 5 | 186 | 186 |
| DBN22-450 | 450 | 462 | 6 | 162 | 162 |
| DBN22-530 | 530 | 548 | 7 | 136 | 136 |
| DBN22-610 | 610 | 632 | 8 | 117 | 117 |
| DBN22-690 | 690 | 702 | 9 | 108 | 108 |
| DBN22-770 | 770 | 788 | 10 | 95 | 95 |

| | | | | | |
|------------|------|------|----|-----|-----|
| DBN28-130 | 130 | 148 | 2 | 235 | 164 |
| DBN28-210 | 210 | 232 | 3 | 432 | 302 |
| DBN28-290 | 290 | 296 | 4 | 622 | 537 |
| DBN28-370 | 370 | 380 | 5 | 482 | 482 |
| DBN28-450 | 450 | 464 | 6 | 393 | 393 |
| DBN28-530 | 530 | 548 | 7 | 332 | 332 |
| DBN28-610 | 610 | 633 | 8 | 286 | 286 |
| DBN28-690 | 690 | 717 | 9 | 252 | 252 |
| DBN28-770 | 770 | 801 | 10 | 226 | 226 |
| DBN28-850 | 850 | 866 | 11 | 213 | 213 |
| DBN28-930 | 930 | 950 | 12 | 194 | 194 |
| DBN28-1010 | 1010 | 1034 | 13 | 178 | 178 |
| DBN28-1090 | 1090 | 1118 | 14 | 164 | 164 |
| DBN28-1170 | 1170 | 1202 | 15 | 152 | 152 |

| Type | Length L mm | Stroke H mm | No. of holes | Load capacity N | |
|------------|----------------|----------------|--------------|--------------------|------------------|
| | | | | C _{0rad} | C _{0ax} |
| DBN35-210 | 210 | 254 | 3 | 402 | 281 |
| DBN35-290 | 290 | 318 | 4 | 667 | 560 |
| DBN35-370 | 370 | 406 | 5 | 522 | 522 |
| DBN35-450 | 450 | 494 | 6 | 429 | 429 |
| DBN35-530 | 530 | 558 | 7 | 394 | 394 |
| DBN35-610 | 610 | 646 | 8 | 338 | 338 |
| DBN35-690 | 690 | 734 | 9 | 297 | 297 |
| DBN35-770 | 770 | 798 | 10 | 279 | 279 |
| DBN35-850 | 850 | 886 | 11 | 250 | 250 |
| DBN35-930 | 930 | 974 | 12 | 227 | 227 |
| DBN35-1010 | 1010 | 1038 | 13 | 217 | 217 |
| DBN35-1090 | 1090 | 1126 | 14 | 199 | 199 |
| DBN35-1170 | 1170 | 1214 | 15 | 183 | 183 |
| DBN35-1250 | 1250 | 1278 | 16 | 177 | 177 |
| DBN35-1330 | 1330 | 1366 | 17 | 165 | 165 |
| DBN35-1410 | 1410 | 1454 | 18 | 154 | 154 |
| DBN35-1490 | 1490 | 1518 | 19 | 149 | 149 |

| | | | | | |
|------------|------|------|----|------|------|
| DBN43-210 | 210 | 246 | 3 | 605 | 424 |
| DBN43-290 | 290 | 316 | 4 | 1114 | 780 |
| DBN43-370 | 370 | 416 | 5 | 1300 | 910 |
| DBN43-450 | 450 | 486 | 6 | 1331 | 1279 |
| DBN43-530 | 530 | 556 | 7 | 1193 | 1193 |
| DBN43-610 | 610 | 626 | 8 | 1082 | 1082 |
| DBN43-690 | 690 | 726 | 9 | 912 | 912 |
| DBN43-770 | 770 | 796 | 10 | 845 | 845 |
| DBN43-850 | 850 | 866 | 11 | 788 | 788 |
| DBN43-930 | 930 | 966 | 12 | 693 | 693 |
| DBN43-1010 | 1010 | 1036 | 13 | 654 | 654 |
| DBN43-1090 | 1090 | 1106 | 14 | 619 | 619 |
| DBN43-1170 | 1170 | 1206 | 15 | 559 | 559 |
| DBN43-1250 | 1250 | 1276 | 16 | 533 | 533 |
| DBN43-1330 | 1330 | 1376 | 17 | 488 | 488 |
| DBN43-1410 | 1410 | 1446 | 18 | 469 | 469 |
| DBN43-1490 | 1490 | 1516 | 19 | 450 | 450 |
| DBN43-1570 | 1570 | 1586 | 20 | 434 | 434 |
| DBN43-1650 | 1650 | 1686 | 21 | 403 | 403 |
| DBN43-1730 | 1730 | 1756 | 22 | 390 | 390 |
| DBN43-1810 | 1810 | 1856 | 23 | 365 | 365 |
| DBN43-1890 | 1890 | 1936 | 24 | 354 | 354 |
| DBN43-1970 | 1970 | 2026 | 25 | 334 | 334 |

Weight

| Type | Weight (kg/m) |
|-------|---------------|
| DBN22 | 2,64 |
| DBN28 | 4,04 |
| DBN35 | 6,1 |
| DBN43 | 10,5 |

Special Strokes

Special strokes are defined as deviations from standard stroke H. They are each available as multiples of the values in the table below. These values are dependent on the spacing of the ballage.

| Type | Stroke modification (mm) |
|-------|--------------------------|
| DBN22 | 15 |
| DBN28 | 19 |
| DBN35 | 24 |
| DBN43 | 30 |

Order Code

DBN - 22 - 370 - 422

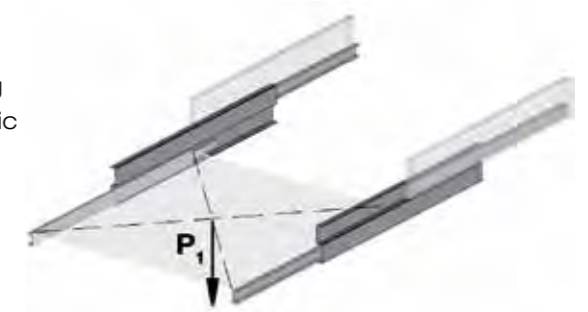
| | |
|---|-----|
| Series | DBN |
| Height of fixed member (22, 28, 35, 43) | 22 |
| Length of fixed member | 370 |
| Stroke, if deviating from standard stroke | 422 |

Selection of the Telescopic Rail

Selecting the suitable telescopic rail should be done based on the load and the maximum permissible deflection in the extended state. The load capacity of a telescopic rail depends on two factors: the loading capacity of the ballage and the rigidity of the intermediate element. For mainly short strokes the load capacity is determined by the load-bearing capacity of the ballage; for average and long strokes it is determined by the rigidity of the intermediate element. Therefore series, which otherwise contain comparable components, are also suited for differing load capacities.

Load capacities

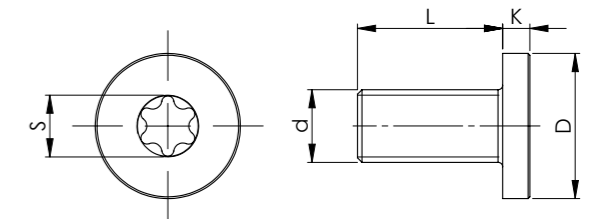
The values in the load capacity tables of the corresponding series give the maximum permissible loading of a telescopic rail in the centre of the movable rail in the completely extended state. All load capacity data is based on one telescopic rail. Typically, a pair of rails is used and the loading acts in the centre on both rails. In this case, the load capacity of a rail pair is:



$$P_1 = 2 \cdot C_{Orad}$$

Fixing Screws

The screws are included in the scope of supply. All rails are fixed with counter-sunk or cap head screws as per DIN 7991 or 7984. In size 63 of the ASN series, Torx® screws with low head cap screws are available on request.



| Size | Screw type | d | D | L | K | S |
|------|------------|-----------|----|----|---|-----|
| mm | | | | | | |
| 63 | M8 x 20 | M8 x 1,25 | 13 | 20 | 5 | T40 |
| 43 | M8 x 16 | M8 x 1,25 | 16 | 16 | 3 | T40 |

Tightening torques of the standard fixing screws to be used

| Property Class | Size | Tightening torque |
|----------------|------|-------------------|
| | | Nm |
| 10,9 | 22 | 4,3 |
| | 28 | 8,5 |
| | 35 | 14,6 |
| | 43 | 34,7 |
| | 63 | 34,7 |

Deflection

If the load P acts vertically on the rail, the expected elastic deflection of the individual telescopic rail in the extended state can be determined as follows:

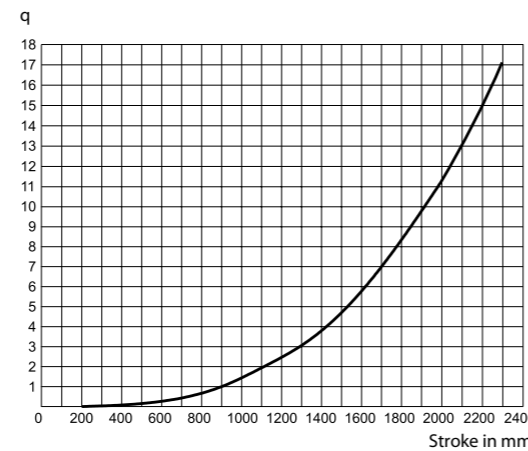
$$f = \frac{q}{t} \cdot P \text{ (mm)}$$

Whereby:

- f** is the expected elastic deflection in mm
- q** is a stroke coefficient
- t** is a factor depending on the model of the telescopic rail
- P** is the actual load acting on the centre of a rail, in N



- DS28 t = 180**
- DS43 t = 800**
- DE22 t = 8**
- DE28 t = 17**
- DE35 t = 54**
- DE43 t = 120**
- DE63 t = 540**
- DBN22 t = 3**
- DBN28 t = 8**
- DBN35 t = 13**
- DBN43 t = 56**



Note: The above formula applies to a single rail. When using a rail pair, the load of the single rail is $P = P1/2$. This estimated value assumes an absolutely rigid adjacent construction. If this rigidity is not present, the actual deflection will deviate from the calculation.

Important: With the partial extensions of the ASN series, the deflection is almost completely determined by the rigidity, i.e. by the moment of inertia of the adjacent construction.

Static Load

The telescopic extension of the various series accept different forces and moments. During the static tests the radial load capacity, C_{Orad} , the axial load capacity, C_{Oax} , and moments M_x , M_y and M_z indicate the maximum permissible values of the loads; higher loads negatively effect the running properties and the mechanical strength. A safety factor, z, is used to check the static load, which takes into account the basic parameters of the application and is defined in more detail in the following table:

Safety factor z

| | |
|--|---------|
| Neither shocks nor vibrations, smooth and low-frequency reverse, high assembly accuracy, no elastic deformations | 1 - 1.5 |
| Normal installation conditions | 1.5 - 2 |
| Shocks and vibrations, high-frequency reverse, significant elastic deformation | 2 - 3.5 |

The ratio of the actual load to maximum permissible load may be as large as the reciprocal of the accepted safety factor at the most.

$$\frac{P_{Orad}}{C_{Orad}} \leq \frac{1}{z} \quad \frac{P_{Oax}}{C_{Oax}} \leq \frac{1}{z} \quad \frac{M_1}{M_x} \leq \frac{1}{z} \quad \frac{M_2}{M_y} \leq \frac{1}{z} \quad \frac{M_3}{M_z} \leq \frac{1}{z}$$

The above formulas are valid for a single load case. If two or more of the described forces act simultaneously, the following check must be made:

$$\frac{P_{Orad}}{C_{Orad}} + \frac{P_{Oax}}{C_{Oax}} + \frac{M_1}{M_x} + \frac{M_2}{M_y} + \frac{M_3}{M_z} \leq \frac{1}{z}$$

- P_{Orad} = effective radial load
- C_{Orad} = permissible radial load
- P_{Oax} = effective axial load
- C_{Oax} = permissible axial load
- M_1 = effective moment in the x-direction
- M_x = permissible moment in the x-direction
- M_2 = effective moment in the y-direction
- M_y = permissible moment in the y-direction
- M_3 = effective moment in the z-direction
- M_z = permissible moment in the z-direction

Service Life

The service life is defined as the time span between commissioning and the first fatigue or wear indications on the raceways. The service life of a telescopic rail is dependent on several factors, such as the effective load, the installation precision, occurring shocks and vibrations, the operating temperature, the ambient conditions and the lubrication. Calculation of the service life is based exclusively on the loaded rows of balls. In practice, the decommissioning of the bearing, due to its destruction or extreme wear of a component, represents the end of service life. This is taken into account by an application coefficient (f_i in the formula below), so the service life consists of:

$$L_{km} = 100 \cdot \left(\frac{\delta}{W} \cdot \frac{1}{f_i} \right)^3$$

- L_{km} = calculated service life in km
- δ = load capacity factor in N
- W = equivalent load in N
- f_i = application coefficient

Application coefficient f_i

| | ASN, DS, DE, DBN |
|---|------------------|
| Neither shocks nor vibrations, smooth and low-frequency direction change, clean environment | 1,3 - 1,8 |
| Light vibrations and average direction change | 1,8 - 2,3 |
| Shocks and vibrations, high-frequency direction change, very dirty environment | 2,3 - 3,5 |

If the external load, P , is the same as the dynamic load capacity, C_{0rad} (which of course must never be exceeded), the service life at ideal operating conditions ($f_i = 1$) amounts to 100 km. Naturally, for a single load P , the following applies: $W = P$. If several external loads occur simultaneously, the equivalent load is calculated as follows:

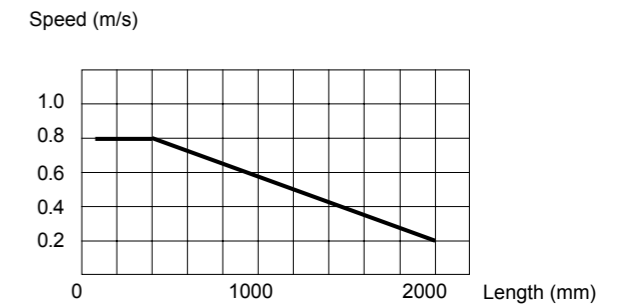
$$W = P_{rad} + \left(\frac{P_{ax}}{C_{0ax}} + \frac{M_1}{M_x} + \frac{M_2}{M_y} + \frac{M_3}{M_z} \right) \cdot C_{0rad}$$

Load capacity factor δ

| Length | ASN | | | | | DS | | DE.../DBN | | | | |
|--------------|------|-------|-------|-------|-------|------|-------|-----------|------|------|-------|-------|
| | 22 | 28 | 35 | 43 | 63 | 28 | 43 | 22 | 28 | 35 | 43 | 63 |
| δ (N) | | | | | | | | | | | | |
| 130 | 415 | 872 | | | | | | 165 | 357 | | | |
| 210 | 932 | 1577 | 1533 | 2288 | | | | 386 | 655 | 614 | 923 | |
| 290 | 1295 | 2692 | 2906 | 4055 | | 863 | | 537 | 1153 | 1211 | 1687 | |
| 370 | 1665 | 3405 | 3721 | 4794 | | 1164 | | 690 | 1456 | 1552 | 1974 | |
| 450 | 2205 | 4119 | 4537 | 6602 | | 1466 | | 925 | 1759 | 1892 | 2764 | |
| 530 | 2567 | 4832 | 5990 | 8451 | | 1768 | 3120 | 1075 | 2063 | 2540 | 3580 | |
| 610 | 2936 | 5557 | 6803 | 10325 | 15003 | 2078 | 3929 | 1229 | 2372 | 2878 | 4414 | 6203 |
| 690 | 3480 | 6271 | 7617 | 11005 | 17708 | 2381 | 4197 | 1467 | 2675 | 3217 | 4661 | 7361 |
| 770 | 3842 | 6984 | 9093 | 12877 | 20427 | 2684 | 5010 | 1616 | 2979 | 3881 | 5493 | 8527 |
| 850 | | 8111 | 9903 | 14762 | 23155 | 3180 | 5836 | | 3487 | 4218 | 6335 | 9699 |
| 930 | | 8811 | 10714 | 15429 | 25889 | 3474 | 6090 | | 3783 | 4555 | 6572 | 10875 |
| 1010 | | 9524 | 12201 | 17310 | 28629 | 3778 | 6916 | | 4086 | 5226 | 7411 | 12055 |
| 1090 | | 10237 | 13009 | 17981 | 31374 | 4081 | 7750 | | 4388 | 5561 | 8257 | 13238 |
| 1170 | | 10950 | 13818 | 19860 | 34121 | 4384 | 7646 | | 4691 | 5897 | 8489 | 14423 |
| 1250 | | | 15311 | 21747 | 36871 | 4896 | 8829 | | | 6573 | 9332 | 15610 |
| 1330 | | | 16118 | 22411 | 39623 | 5193 | 9077 | | | 6907 | 9568 | 16798 |
| 1410 | | | 16925 | 24295 | 42377 | 5496 | 9909 | | | 7242 | 10409 | 17987 |
| 1490 | | | 18423 | 26186 | 45133 | 5806 | 10746 | | | 7920 | 11255 | 19178 |
| 1570 | | | | 28083 | 47890 | | 10988 | | | | 12105 | 20369 |
| 1650 | | | | 28733 | 50648 | | 11825 | | | | 12330 | 21561 |
| 1730 | | | | 30626 | 53407 | | 12665 | | | | 13178 | 22754 |
| 1810 | | | | 31281 | 56166 | | 12904 | | | | 13406 | 23948 |
| 1890 | | | | 33172 | 58927 | | 13743 | | | | 14252 | 25142 |
| 1970 | | | | 33829 | 61688 | | 13983 | | | | 14483 | 26336 |

Speed

The maximum operating speed is determined by the mass of the intermediate element, which moves with the movable rail. This reduces the maximum permissible operating speed with increasing length.



Extension and Extraction Force

The required actuation forces of a telescopic rail depend on the acting load and the deflection in the extended state. The force required for opening is principally determined by the coefficient of friction of the linear bearing. With correct assembly and lubrication, this is 0.01. During the extension, the force is reduced with the elastic deflection of the loaded telescopic rail. A higher force is required to close a telescopic extension, since, based on the elastic deflection, even if it is minimal, the movable rail must move against an inclined plane.

Double-sided stroke

For all designs allowing double-sided stroke, it must be observed that the position of the intermediate element is defined only in the extended state. In the extracted state, the intermediate element can protrude by half of its length on each side. Exception is the ASN series, which comes out as a partial extension without an intermediate element and the custom design of series DE with driving disc. The double-sided stroke in series ASN, DE und DBN is achieved by removing the set screw. For series DS version D, the double-sided stroke is implemented by design adaptation.

Temperature

- Series ASN, DE and DBN can be used up to an ambient temperature of +170 °C (+338 °F). A lithium lubricant for high operating temperatures is recommended for temperatures above +130 °C (+266 °F).
- Series DS have a useable range of -30°C to +110°C (-22°F to +230°F) because of the rubber stop.

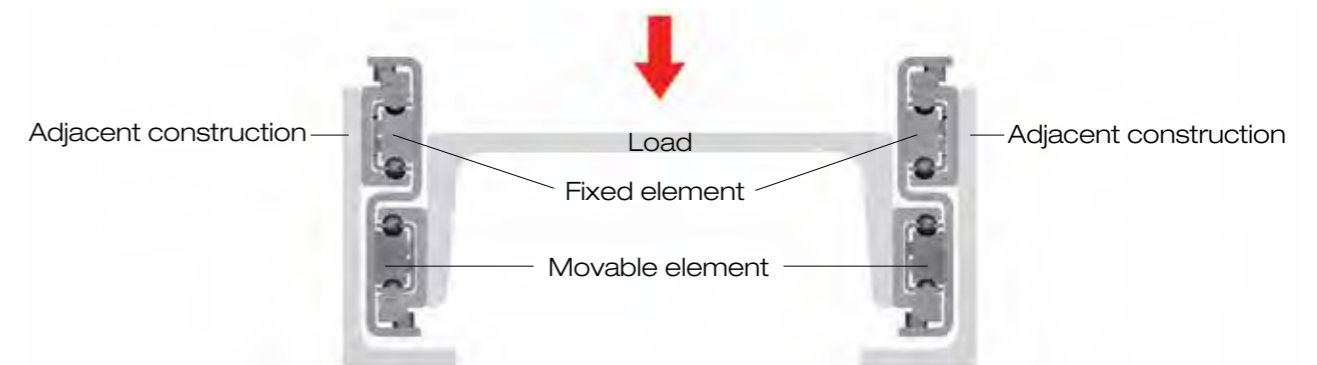
Anticorrosive Protection

- All of the Telescopic Rail product series have a standard anticorrosive protection by electrolytic galvanisation according to ISO 2081. If increased anticorrosive protection is required, the rails are available chemically nickel plated and with corrosion resistant steel balls.
- Numerous application-specific surface treatments are available upon request, e.g., as a nickel-plated design with FDA approval for use in the food industry. For more information please contact Rollco.

Lubrication

- Recommended lubrication intervals are heavily dependent upon the ambient conditions, speed and temperature. Under normal conditions, lubrication is recommended after 100 km operational performance or after an operating period of six months. In critical application cases the interval should be shorter. Please clean the raceways carefully before lubrication. Raceways and spaces of the ball cage are lubricated with a lithium lubricant of average consistency (roller bearing lubricant).
- Different lubricants for special applications are available upon request. Example: Lubricant with FDA approval for use in the food industry. For more information please contact Rollco.

Installation Instructions



General

- Internal stops are used to stop the unloaded slider and the ball cage. Please use external stops as end stops for a loaded system.
- To achieve optimum running properties, high service life and rigidity, it is necessary to fix the telescopic rails with all accessible holes on a rigid and level surface. When using two telescopic rails, please observe the parallelism of the installation surfaces. The fixed and movable rails fit to the rigid assembly construction.
- Telescopic Rail guides are suitable for continuous use in automatic systems. For this, the stroke should remain constant in all moving cycles and the operating speed must be checked. The movement of the telescopic rails is enabled by internal ballcages, which could experience an offset from the original position with differing strokes. This phase offset can have a negative effect on the running properties or limit the stroke. If differing strokes occur in an application, the drive force must be sufficiently dimensioned in order to appropriately synchronise the ballcage offset. Otherwise, an additional maximum stroke must be planned regularly to ensure the correct position of the ballcage.

ASN

- Series ASN accepts radial and axial loads and moments in all principle directions.
- Horizontal and vertical application is possible. If vertical installation, please contact Rollco.
- The installation of two partial extensions on a profile provides a load capable full extension. For individual solutions, please contact Rollco.

DE/DBN

- Series DE and DBN accept radial and axial loads.
- Horizontal and vertical application is possible. Prior to vertical installation, we recommend a check by application technology.
- The functionality of custom design DE...D is only guaranteed if the stroke available is completely used.

DS

- Series DS accept radial loads. This should act in the vertical cross-sectional axis on the movable rails.
- Horizontal and vertical application is possible. Prior to vertical installation, we recommend a check by application technology.
- When installing make sure that the load is placed on the movable element (the lower rail). The opposite assembly negatively affects the function.
- Installation must be done on a rigid adjacent construction using all accessible fixing holes.
- Pay attention to the parallel alignment during assembly with paired application

Notes

Product Overview



BALL SCREWS
High efficiency ball screws and nuts.



LINEAR UNIT QME
Complete linear drive unit with ball bushings and ball screws.



LINEAR UNIT RHL
Complete unit with tooth belt.



LINEAR UNITS
Complete unit with ball screw or tooth belt.



ALUMINIUM PROFILES
A full program of aluminium profiles and accessories.



BELT CONVEYOR
Transportation system with different drive options



U-RAIL
Rollers in steel or polyamide. For light, standard or heavy load. Mounted in U-rails.



COMPACT RAIL
No more problems with parallelism. Low noise. Lifetime lubricated bearings.



C-RAIL
A simple and cost effective linear bearing system



LINEAR RAIL SYSTEM
The most standardized linear rail system.



MINIATURE
Range from 3 mm up to 15 mm.



EASY RAIL
A strong solution for short strokes.



ROLLER GUIDES
Four raceways with rollers. High load capacity.



HEAVY TELESCOPIC
The strongest solution for extraction.



LIGHT TELESCOPIC
Telescopic systems for smooth movement. Steel and aluminium.



BALL BEARINGS
Linear ball bearings and hardened steel shafts.

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SPECIALIZED
ON LINEAR MOTION