

Lubrication

The front plates include two lubrication holes to allow independent lubrication for the right and left side of the carriage. This ensures that all tracks of the carriage are provided with lubricant, in all installation orientations.

At delivery the carriages are slightly oiled. Prior to operation the carriages must be lubricated! Subsequent lubrication depends upon environmental conditions as well as the nature and type of the load. Guarantees regarding subsequent lubrication intervals can only be provided through the user's own tests and experience. In all cases, the recommendations provided by the lubricant manufacturer must be followed.

For lubrication with oil, SCHNEEBERGER recommends mineral oil CLP (DIN 51517) or HLP (DIN 51524) in the viscosity range of ISO VG32 to ISO VG150 in accordance with DIN 51519.

For lubrication with grease, SCHNEEBERGER recommends grease KP2K or KP1K in accordance with DIN 51825.

A re-lubrication set with an appropriate oil can be ordered at SCHNEEBERGER with the ordering code MNW.



Lubrication with grease

During the lubrication the carriages have to be moved on the rail in order to distribute the lubricant.

Quantity of grease in cm ³							
MNNS 7	MNNS 9	MNNS 12	MNNS 15				
0.03	0.05	0.09	0.16				
MNN 7	MNN 9	MNN 12	MNN 15	MNN 14	MNN 18	MNN 24	MNN 42
0.04	0.09	0.15	0.25	0.05	0.11	0.20	0.33
MNNL 7	MNNL 9	MNNL 12	MNNL 15	MNNL 14	MNNL 18	MNNL 24	MNNL 42
0.05	0.11	0.20	0.35	0.07	0.14	0.26	0.45
MNNXL 7	MNNXL 9	MNNXL 12	MNNXL 15				
0.07	0.14	0.26	0.45				

Lubrication with oil

During the lubrication the carriages have to be moved on the rail in order to distribute the lubricant.

Re-lubrication

Guideline values based on the following assumption:

- Load ratio C/P* = 10
- Speed of 1 m/s
- Stroke of 150 mm
- Re-lubrication interval = 3000 km

*C = dynamic loading capacity / P = equivalent force