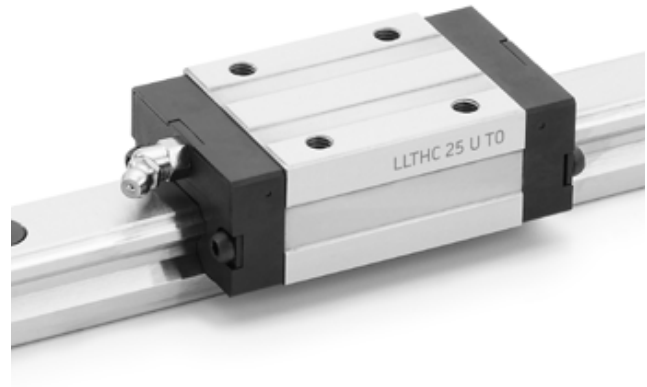


3.1.5 Carriage LLTHC ... U

Slim-line carriage, standard length, standard height.

Carriages from size 15 to 30 are also available with low friction S0 shield. Dimensions are the same as standard version. For designation, refer to **Ordering key carriages** (↳ page 103).



Technical data

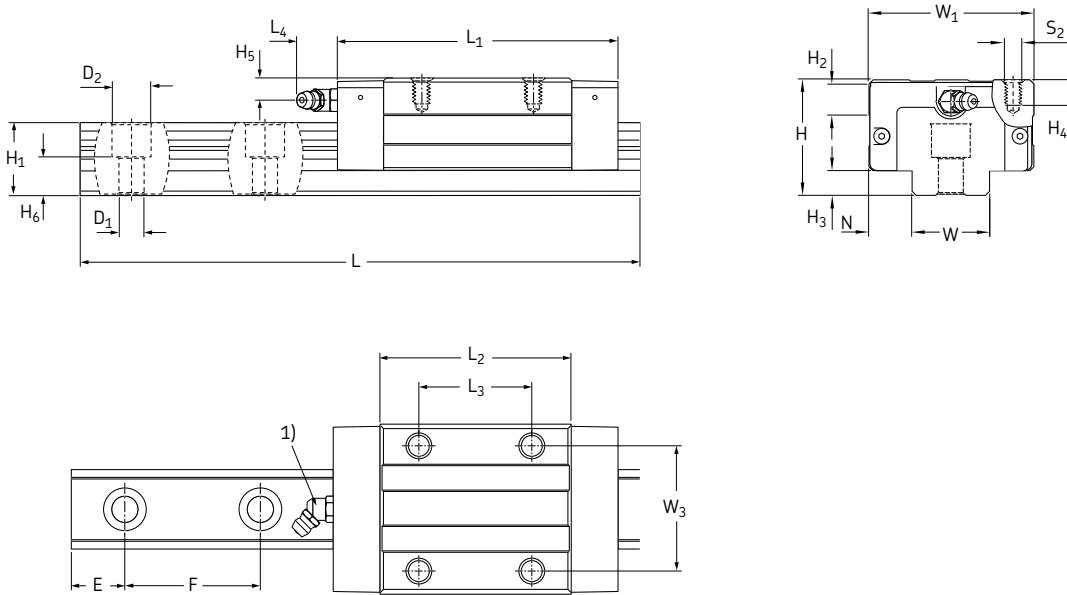
| Size | Precision class | Designation ¹⁾ Preload class T0 | T1 | T2 |
|------|-----------------|--|------------------|------------------|
| – | | – | | |
| 15 | P5 | LLTHC 15 U T0 P5 | LLTHC 15 U T1 P5 | LLTHC 15 U T2 P5 |
| | P3 | LLTHC 15 U T0 P3 | LLTHC 15 U T1 P3 | LLTHC 15 U T2 P3 |
| | P1 | | LLTHC 15 U T1 P1 | LLTHC 15 U T2 P1 |
| 20 | P5 | LLTHC 20 U T0 P5 | LLTHC 20 U T1 P5 | LLTHC 20 U T2 P5 |
| | P3 | LLTHC 20 U T0 P3 | LLTHC 20 U T1 P3 | LLTHC 20 U T2 P3 |
| | P1 | | LLTHC 20 U T1 P1 | LLTHC 20 U T2 P1 |
| 25 | P5 | LLTHC 25 U T0 P5 | LLTHC 25 U T1 P5 | LLTHC 25 U T2 P5 |
| | P3 | LLTHC 25 U T0 P3 | LLTHC 25 U T1 P3 | LLTHC 25 U T2 P3 |
| | P1 | | LLTHC 25 U T1 P1 | LLTHC 25 U T2 P1 |
| 30 | P5 | LLTHC 30 U T0 P5 | LLTHC 30 U T1 P5 | LLTHC 30 U T2 P5 |
| | P3 | LLTHC 30 U T0 P3 | LLTHC 30 U T1 P3 | LLTHC 30 U T2 P3 |
| | P1 | | LLTHC 30 U T1 P1 | LLTHC 30 U T2 P1 |
| 35 | P5 | LLTHC 35 U T0 P5 | LLTHC 35 U T1 P5 | LLTHC 35 U T2 P5 |
| | P3 | LLTHC 35 U T0 P3 | LLTHC 35 U T1 P3 | LLTHC 35 U T2 P3 |
| | P1 | | LLTHC 35 U T1 P1 | LLTHC 35 U T2 P1 |
| 45 | P5 | LLTHC 45 U T0 P5 | LLTHC 45 U T1 P5 | LLTHC 45 U T2 P5 |
| | P3 | LLTHC 45 U T0 P3 | LLTHC 45 U T1 P3 | LLTHC 45 U T2 P3 |
| | P1 | | LLTHC 45 U T1 P1 | LLTHC 45 U T2 P1 |

¹⁾ • Preferred range.

• Only available as system.

For designation, please refer to designation system.

Dimensional drawing



| Size | Assembly dimensions | | | Carriage dimensions | | | | | | | | | |
|------|----------------------|------|----|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | W ₁ mm | N | H | H ₂ | H ₃ | L ₁ | L ₂ | L ₃ | L ₄ | W ₃ | H ₄ | H ₅ | S ₂ |
| 15 | 34 | 9,5 | 24 | 4,2 | 4,6 | 63,3 | 40 | 26 | 4,3 | 26 | 4 | 4,3 | M4 |
| 20 | 44 | 12 | 30 | 8,3 | 5 | 73,3 | 50 | 36 | 15 | 32 | 6,5 | 5,7 | M5 |
| 25 | 48 | 12,5 | 36 | 8,2 | 7 | 84,4 | 57 | 35 | 16,6 | 35 | 6,5 | 6,5 | M6 |
| 30 | 60 | 16 | 42 | 11,3 | 9 | 100,4 | 67,4 | 40 | 14,6 | 40 | 8,5 | 8 | M8 |
| 35 | 70 | 18 | 48 | 11 | 9,5 | 114,4 | 77 | 50 | 14,6 | 50 | 10 | 8 | M8 |
| 45 | 86 | 20,5 | 60 | 10,9 | 14 | 136,5 | 96 | 60 | 14,6 | 60 | 12 | 8,5 | M10 |

| Size | Rail dimensions | | | | | | | | | | Weight carriage | | Load ratings ²⁾ | | Moments ²⁾ | | | |
|------|-----------------|----------------|----------------|-----|----------------|----------------|---------------------------|---------------------------|--------------------------|--------|-----------------|--------|----------------------------|-----------------|-----------------------|------------------------------------|------------------------------------|--|
| | W | H ₁ | H ₆ | F | D ₁ | D ₂ | E _{min} -0,75 | E _{max} -0,75 | L _{max} -1,5 | static | dynamic | C | C ₀ | M _{xc} | M _{xc0} | M _{yc} =M _{zc/z} | M _{yc0} =M _{zc0} | |
| - | mm | | | | | | | | | | kg | kg/m | N | | Nm | | | |
| 15 | 15 | 14 | 8,5 | 60 | 4,5 | 7,5 | 10 | 50 | 3 920 | 0,17 | 1,4 | 8 400 | 15 400 | 56 | 103 | 49 | 90 | |
| 20 | 20 | 18 | 9,3 | 60 | 6 | 9,5 | 10 | 50 | 3 920 | 0,26 | 2,3 | 12 400 | 24 550 | 112 | 221 | 90 | 179 | |
| 25 | 23 | 22 | 12,3 | 60 | 7 | 11 | 10 | 50 | 3 920 | 0,38 | 3,3 | 18 800 | 30 700 | 194 | 316 | 155 | 254 | |
| 30 | 28 | 26 | 13,8 | 80 | 9 | 14 | 12 | 70 | 3 944 | 0,81 | 4,8 | 26 100 | 41 900 | 329 | 528 | 256 | 410 | |
| 35 | 34 | 29 | 17 | 80 | 9 | 14 | 12 | 70 | 3 944 | 1,2 | 6,6 | 34 700 | 54 650 | 535 | 842 | 388 | 611 | |
| 45 | 45 | 38 | 20,8 | 105 | 14 | 20 | 16 | 90 | 3 917 | 2,1 | 11,3 | 59 200 | 91 100 | 1 215 | 1 869 | 825 | 1 270 | |

¹⁾ For detailed information on grease nipples, please refer to page 70.

²⁾ Dynamic load capacities and moments are based on a travel life of 100 km. Please refer to page 15 for further details.