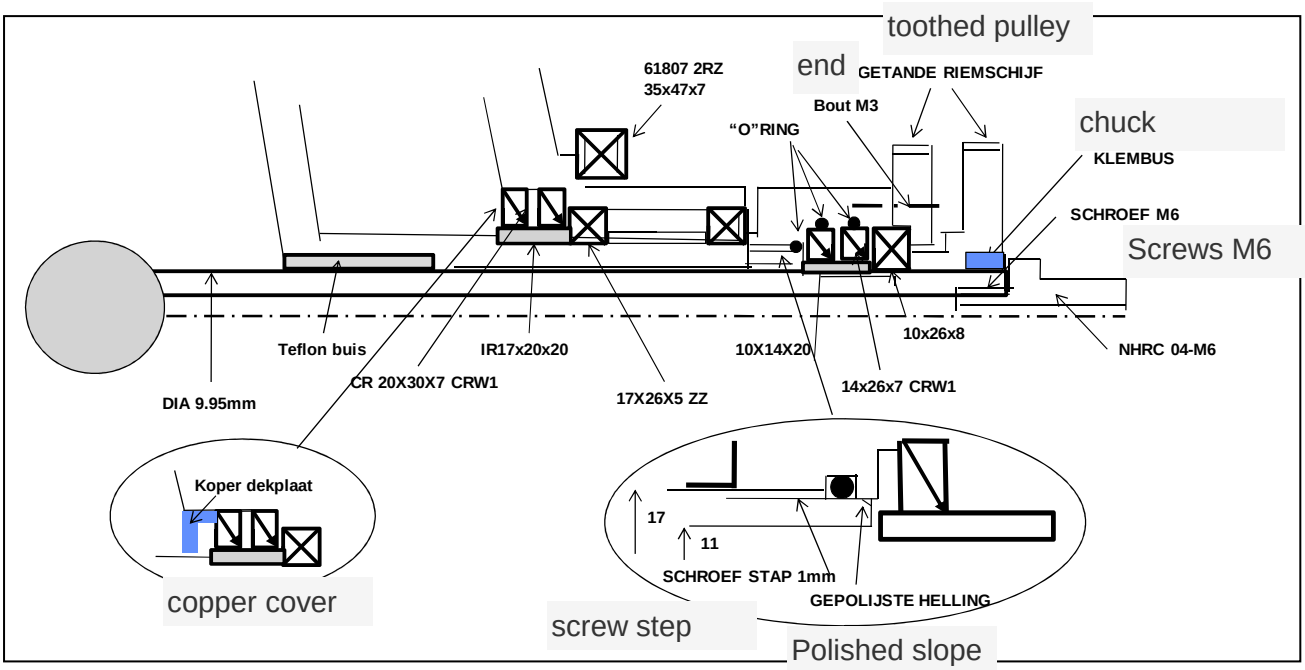
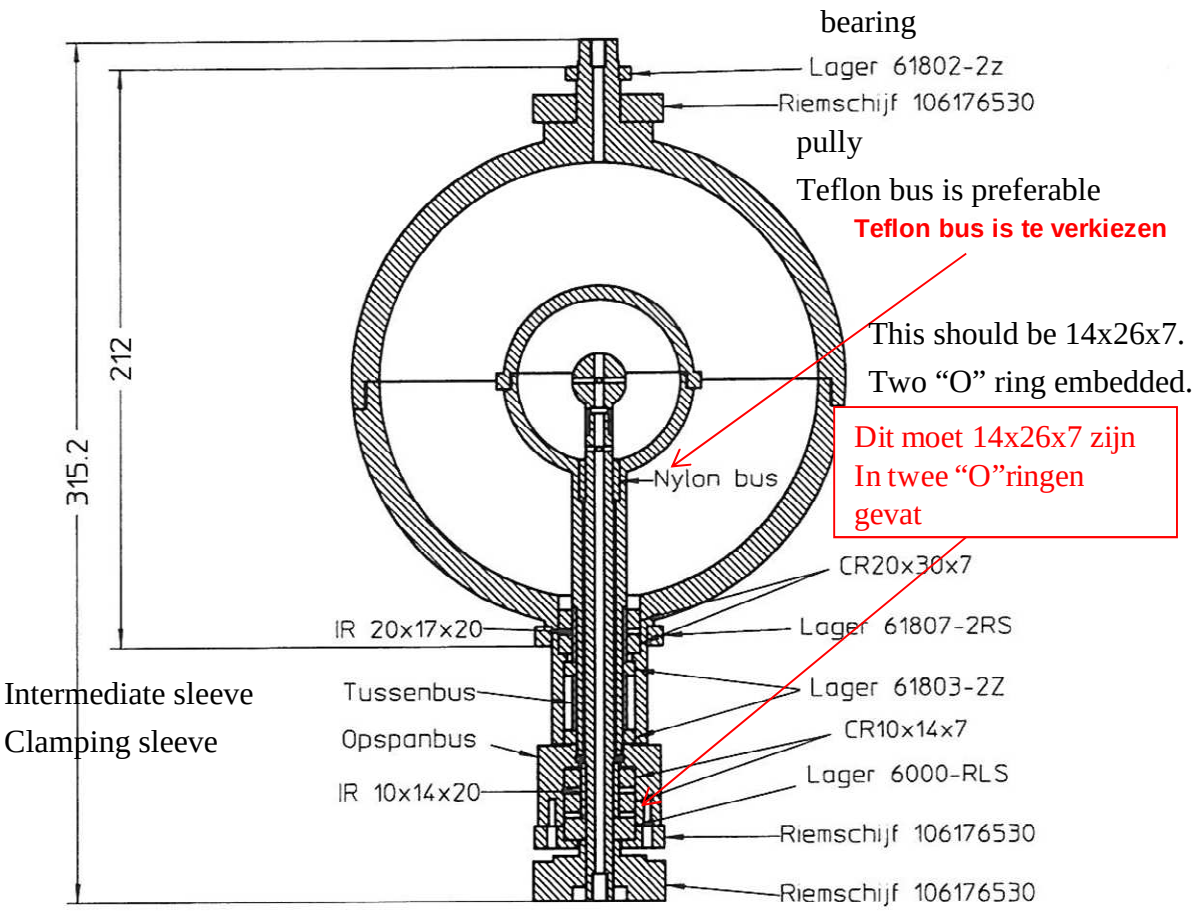
ROTARY BULBS - ADDITION



The proposal is a wrong lip seal sets indicated see red
It was also proposed to carry out the central bearing of teflon, and to make this bus as long as possible, preferably in two parts with an intermediate space so that in this intermediate space lubricating oil or grease can be stored.
The main reason is double,

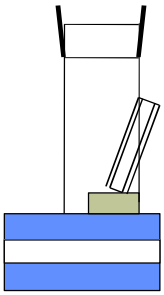
on the one hand under a vacuum of friction surfaces together usually abrasive because no protective oxides or nitrides can be formed as a hot spot occurs

Copper is soft so for mating material is needed a very soft material

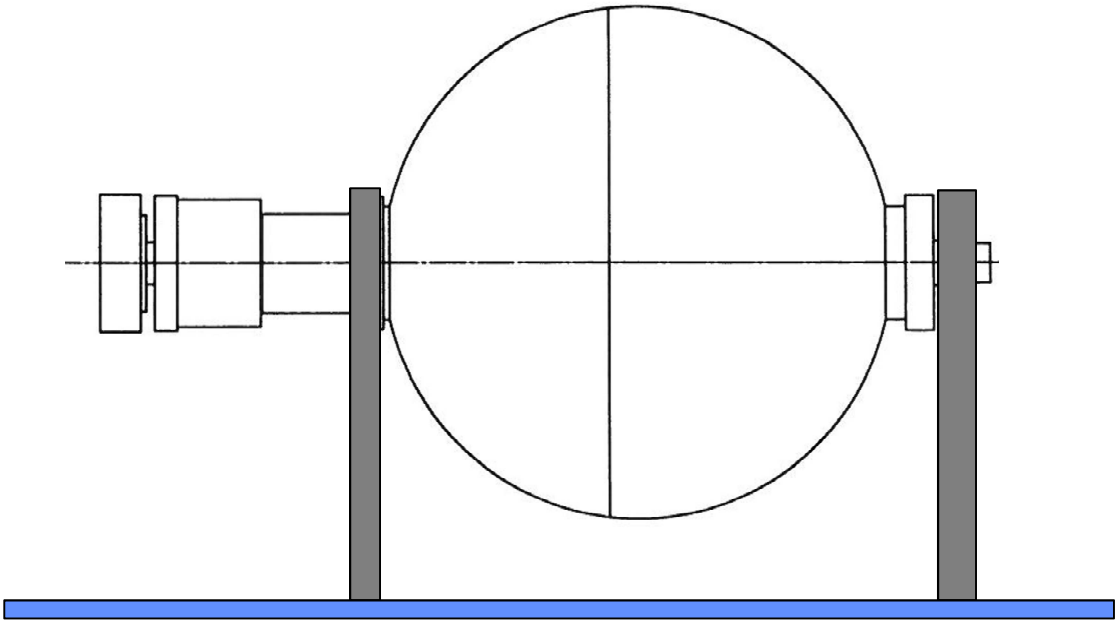


It is advised to the lip seals as far apart as possible places-especially if no with lubrication is possible - to achieve a maximum life

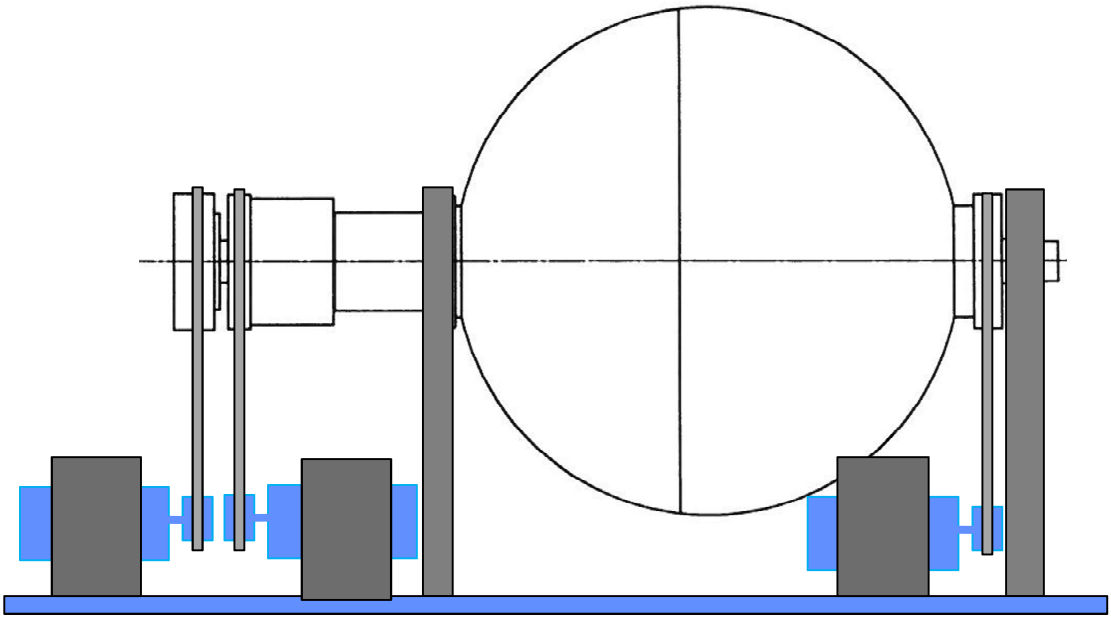
There is demand for a centering chuck suggested 10x20x12.5 I do not know where this is in, this is for clamping of the pulleys for the central axis? My suspicion is that the assembly with one, preferably two adjusting screws can be seen very satiate torque for the drive, please note in this case, the best on a slit steel sleeve pressing otherwise deforms the material. There is maintain a centering hole with reference bus. However, this is not essential to the drive itself because ca 0.1mm battle for the belt is acceptable but it does provide imbalance. The adjusting screw gives this also, it may be starting in the groove of the tooth possibly perpendicular to the axis



The mounting of the main bearings is best done in bearing blocks which in turn are on a base plate. These main bearings have bars with a bore for the bearing arrangement and positioning with circlips which are after assembly then bolted to the bottom plate, but there is a slightly more expensive but more elegant method wherein the bearing mount has been split in a support with a lid (cap), wherein the whole in the bearing arrangements can be made and then attached with the caps



The motors are as shown, below, also secured to the base plate. Ald for example, a 22mm slide motor is used may be an aluminum block with a sliding bore 22 is used on one side that is slit, at right angles to this slitvlak is a bolt which clamps the engine. Any strap length adjustments by lateral displacement of the block (slit in the base plate or shim between base plate and motor unit)



Engines

There is a problem with the long delivery time of these engines

Variable speed is requested by the customer
The client has not specs of what the stiffness or stability of the speed must be neither as the four-quadrant control must be (regeneration is possible)
A DC drive from a PS is the most convenient but not the most presiese (eg speed is adjustable but not directly related to the applied voltage and the load torque. A stepper motor can be set an exact speed but four quadrant is difficult
For DC drive is best to work around the nominal power, but then the couple have known what this is difficult to determine

Dee central axis requires the least power unless the teflon bearing would clamps or no lubrication and lip seals also insufficient lubrication. In principle, it is estimated that some Watts suffice. The center needs more power on the one hand, the lip seals larger in diameter but the lower losses would also be worse especially if the axes with the buitenbol oppositely rotating high

Available at the RS Portescap engines actually interchangeable with MINIMOTOR
The 11W 5600 RPM motor is available
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Available at the RS Portescap engines actually interchangeable with MINIMOTOR
The iron 11W 5600 rpm brushless motor is available
http://be02.rs-online.com/web/p/dc-motors/1925966/ in 12 and 24V version
The 20W 6200 rpm iron core is not in stock (backorder)
http://be02.rs-online.com/web/p/dc-motors/2357774/ but the most interesting

There can be selected for a DC power supply and by a motor regulator which can be obtained also by RS. Price

Motor ca € 100
Individual voltage regulator about 80 € -85