



## Assembly Instructions

Torque motors TMR, TMRW



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## 1. General information

### 1.1 About these assembly instructions

#### 1.1.1 Version management

Table 1.1 **Version management**

Version	Date	Notes
03-0	March 2017	Update and various additions: New model TMRWG, new chapter "Connecting liquid cooling", new data sheets
02-3	October 2016	Update of "Declaration of Conformity"
02-2	January 2016	Update of "Declaration of Conformity"
02-1	October 2015	Various adjustments, additions
02-0	November 2014	Various adjustments, additions
01-1	June 2014	Layout adaptation, additions
01-0	April 2014	Initial creation of common assembly instructions for TMR and TMRW

#### 1.1.2 Requirements

We assume that

- operating personnel are trained in the safe operation practices for torque motors and torque motor components, and have read and understood these assembly instructions in full;
- maintenance personnel maintain and repair the torque motors and torque motor components in such a way that they pose no danger to people, property or the environment.

#### 1.1.3 Availability

These assembly instructions must remain constantly available to all persons who work with or on the torque motors and their components.

### 1.2 Depictions used in these assembly instructions

#### 1.2.1 Instructions

Instructions are indicated by triangular bullet points in the order in which they are to be carried out. Results of the actions carried out are indicated by ticks.

Example:

- ▶ Position the torque motor over the mounting holes.
- ▶ Place the mounting bolts into the mounting holes and tighten in a spiral pattern to a torque of 10 Nm.

✓ Torque motor is mounted.

#### 1.2.2 Lists

Lists are indicated by bullet points.

Example:

Torque motors and their components must not be operated:

- Outdoors
- In potentially explosive atmospheres
- ...



## 1.2.3 Depiction of safety notices

Safety notices are always indicated using a signal word and sometimes also a symbol for the specific risk (see chapter 1.2.4, Symbols used).

The following signal words and risk levels are used:

 <b>DANGER!</b>
<b>Imminent danger!</b> Noncompliance with the safety notices will result in serious injury or death!
 <b>WARNING!</b>
<b>Potentially dangerous situation!</b> Noncompliance with the safety notices runs the risk of serious injury or death!
 <b>CAUTION!</b>
<b>Potentially dangerous situation!</b> Noncompliance with the safety notices runs the risk of slight to moderate injury!
<b>ATTENTION!</b>
<b>Potentially dangerous situation!</b> Noncompliance with the safety notices runs the risk of damage to property or environmental pollution!

## 1.2.4 Symbols used

The following symbols are used in these assembly instructions and on the components:

Table 1.2 Warning signs






	Warning of dangerous electrical voltage!		Warning of hot surfaces!
	Warning of magnetic fields!		Substance hazardous to the environment!
	Warning! Danger of crushing!		

Table 1.3 Mandatory signs

	Wear protective gloves!		Isolate before work!
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## 1.2.5 Information

**NOTE**

Describes general information and recommendations.

General information

**1.3 Warranty and liability**

The manufacturer's "General conditions of sale and delivery" apply.

**1.4 Manufacturer's details**

Table 1.4 **Manufacturer's details**

<b>Address</b>	HIWIN GmbH Brücklesbünd 2 77654 Offenburg Germany
<b>Phone</b>	+49 (0) 781 932 78-0
<b>Technical customer service</b>	+49 (0) 781 932 78-77
<b>Fax</b>	+49 (0) 781 932 78-90
<b>Technical customer service fax</b>	+49 (0) 781 932 78-97
<b>E-mail</b>	info@hiwin.de
<b>Website</b>	www.hiwin.de

**1.5 Copyright**

These assembly instructions are protected by copyright. Any reproduction, publication in whole or in part, modification or abridgement requires the written approval of HIWIN GmbH.

**1.6 Product monitoring**

Please inform the manufacturer of:

- Accidents
- Potential sources of danger in the torque motors
- Anything in these assembly instructions which is difficult to understand

## 2. Basic safety notices

### **WARNING!**



#### **Danger from strong magnetic fields!**

Strong magnetic fields around components pose a health risk to persons with implants (e.g. cardiac pace-makers) that are affected by magnetic fields.

- ▶ Persons with implants that are affected by magnetic fields should maintain a safe distance of at least 0.3 m from components.

### **ATTENTION!**



#### **Risk of physical damage to watches and magnetic storage media.**

Strong magnetic forces can damage watches and magnetic storage media near the components.

- ▶ Do not bring watches or magnetic storage media into the vicinity (< 100 mm) of components.

### 2.1 Intended use

Torque motors are components of a rotary drive system for the precise positioning in terms of time and location of fixed mounted loads, e.g. system components, within an automated system.

Torque motors are designed for installation and operation in any position. The loads being moved must be solidly mounted to the rotor.

Torque motor components must not be used outdoors or in potentially explosive atmospheres.

Torque motor components may only be used for the intended purpose as described.

- Torque motors must be operated within their specified performance limits (see chapter 12).
- Proper use of the torque motors includes observing the assembly instructions and following the maintenance and repair specifications.
- Use of the torque motor components for any other purpose shall be considered improper use.
- Use only genuine spare parts from HIWIN GmbH.

### 2.2 Reasonably foreseeable misuse

Torque motors must not be operated:

- Outdoors
- In potentially explosive atmospheres

### 2.3 Conversions and modifications

Conversions or modifications to the torque motors are not permitted.

### 2.4 Residual risks

During normal operation, there are no residual risks associated with the torque motor components. Warnings about risks that may arise during maintenance and repair work are provided in the relevant sections.

### 2.5 Personnel requirements

Only authorised and competent persons may carry out work on the torque motor components. They must be familiar with the safety equipment and regulations before starting work (see [Table 2.1](#)).

Table 2.1 **Personnel requirements**

Activity	Qualification
Normal operation	Trained personnel
Cleaning	Trained personnel
Maintenance	Trained specialist personnel of the operator or manufacturer
Repairs	Trained specialist personnel of the operator or manufacturer

Basic safety notices

**2.6 Protective equipment**





Table 2.2 **Personal protective equipment**

Operating phase	Personal protective equipment
<b>Normal operation</b>	When in the vicinity of the torque motor components, the following personal protective equipment is required: ○ Safety shoes
<b>Cleaning</b>	When cleaning the torque motor components, the following personal protective equipment is required: ○ Safety shoes
<b>Maintenance and repairs</b>	When carrying out maintenance and repairs, the following personal protective equipment is required: ○ Safety shoes

**2.7 Labels on torque motor components**

**2.7.1 Warning symbols**

Table 2.3 **Warning symbols**

Pictogram	Type and source of danger	Protective measures
	Danger from strong magnetic fields!	Persons whose health may be endangered by strong magnetic fields must keep a safe distance (1 m) from the torque motor components!
	Danger of electric shock!	Disconnect the power supply of the torque motor components before maintenance or repairs!
		
	Danger from hot surfaces!	Let hot surfaces cool down before touching them!

**2.7.2 CE mark on type plate**

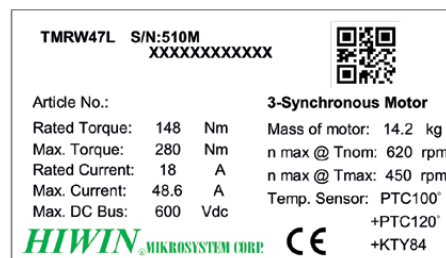


Fig. 2.1 **Type plate**

## 3. Description of the torque motor components

### 3.1 Field of application

Torque motors are components of a rotary drive system for the precise positioning in terms of time and location of fixed mounted loads, e.g. system components, within an automated system.

Torque motors are designed for installation and operation in any position. The loads being moved must be firmly attached to the rotor.

The torque motors are supplied as ready-to-install components. As supplied, the rotor and stator are secured with installation clamps.

### 3.2 Design of the torque motor components (example of TMRW)

#### Stator:

The stators of TMRW motors comprise the outer ring with cooling channels for liquid cooling and the inner ring with the laminations and the windings cast in epoxy resin.

The stators of TMR motors do not have cooling channels on the outer ring. The inner ring likewise comprises the laminations and windings cast in epoxy resin.

#### Rotor:

On both TMR and TMRW motors, the rotor consists of nickel-plated steel with rare-earth magnets. The rotor is mounted on the rotatable part of the customer's machine.

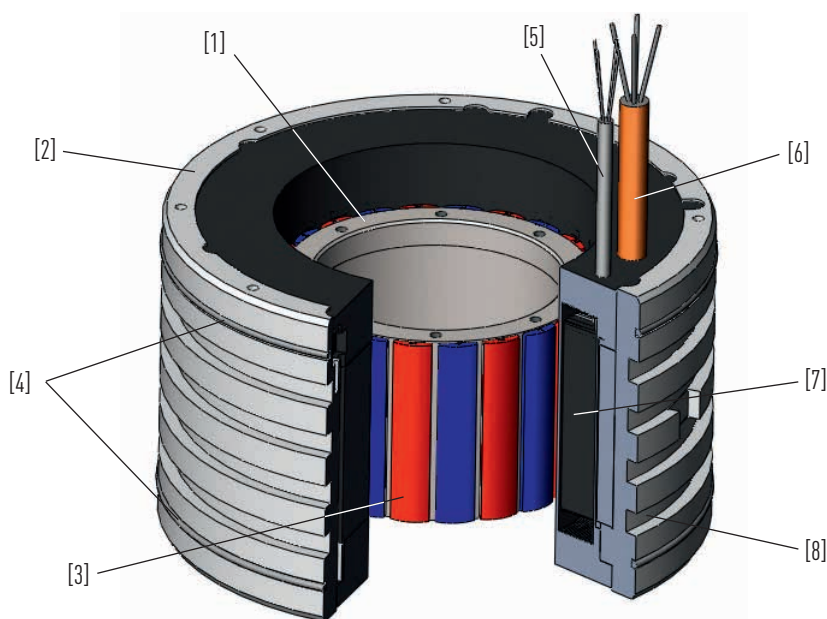


Fig. 3.1 Design of the torque motors

Table 3.1 Main components of a torque motor

Number	Description
1	Rotor
2	Stator
3	Rare-earth magnets
4	Groove for O-ring
5	Temperature sensor cable
6	Motor cable
7	Motor winding
8	Cooling channels for water cooling (TMRW)

Description of the torque motor components

**3.3 Functional description**

TMR and TMRW series torque motors are ready-to-install motor elements consisting of a stator and rotor. In terms of design, they are internal rotor motors. The rotor is in the form of a ring. Their high power density enables high acceleration rates and hence short cycle times. In electrical terms, they are three-phase servo motors with a higher number of poles. The TMRW series is equipped with cooling channels.

**3.3.1 Characteristics**

- Brushless motor
- Hollow shaft rotor
- Wear-free
- High power density
- Maintenance-free

**3.3.2 Benefits**

- High efficiency
- Extremely dynamic
- Low maintenance costs
- Compact installation dimensions
- Simple control

**NOTE**

When integrating a direct drive, ensure high rigidity between torque transmission and recording the control variable (usually position measurement).

**NOTE**

Resonances within the control circuit bandwidth degrade performance, since the motor is free from backlash.

**3.3.3 TMR specifications**

Table 3.2 TMR torque motors

Type	Outer diameter [mm]	Continuous torque [Nm]	Peak torque [Nm]	Installed in HIWIN rotary table (see "Rotary Tables" catalogue)
TMR03	110	3.5	10.5	TMS0
TMR07	110	7.0	20.9	TMS0
TMR12	150	5.6	16.9	TMS1
TMR14	150	11.3	33.8	TMS1
TMR16	150	16.9	50.6	TMS1
TMR18	150	22.5	67.5	TMS1
TMR32	193	10.0	30.0	TMS3
TMR34(L)	193	20.0	60.0	TMS3
TMR38(L)	193	40.0	120.0	TMS3
TMR3C(L)	193	60.0	180.0	TMS3
TMR74(L)	291	50.0	150.0	TMS7
TMR76(L)	291	75.0	225.0	TMS7
TMR7C(L)	291	150.0	450.0	TMS7

Drawings of the available components are provided in the appendix to these assembly instructions, or in the internet at [www.hiwin.de](http://www.hiwin.de).

### 3.3.4 TMRW specifications

Table 3.3 TMRW torque motors (torque data with water cooling)

Type	Outer diameter [mm]	Continuous torque [Nm]	Peak torque [Nm]
TMRW13(L)	160	18.8	35.6
TMRW15(L)	160	31.3	59.4
TMRW17(L)	160	43.8	83.1
TMRW1A(L)	160	62.5	118.8
TMRW1F(L)	160	93.8	178.1
TMRW23(L)	198	35.0	66.5
TMRW25(L)	198	59.0	112.0
TMRW27(L)	198	82.5	156.0
TMRW2A(L)	198	117.5	223.0
TMRW2F(L)	198	176.0	334.5
TMRW43(L)	230	63.5	120.0
TMRW45(L)	230	106.0	203.0
TMRW47(L)	230	148.0	280.0
TMRW4A(L)	230	205.0	390.0
TMRW4F(L)	230	307.0	583.0
TMRW73(L)	310	145.0	275.0
TMRW75(L)	310	240.0	456.0
TMRW77(L)	310	335.0	640.0
TMRW7A(L)	310	480.0	910.0
TMRW7F(L)	310	720.0	1,360.0
TMRWA3(L)	385	260.0	490.0
TMRWA5(L)	385	430.0	810.0
TMRWA7(L)	385	600.0	1,100.0
TMRWAA(L)	385	860.0	1,600.0
TMRWAF(L)	385	1,290.0	2,400.0
TMRWD3(L)	485	400.0	750.0
TMRWD5(L)	485	660.0	1,230.0
TMRWD7(L)	485	930.0	1,760.0
TMRWDA(L)	485	1,340.0	2,470.0
TMRWDF(L)	485	2,000.0	3,600.0
TMRWG3(L)	565	515.0	1,002.0
TMRWG5(L)	565	930.0	1,700.0
TMRWG7(L)	565	1,255.0	2,360.0
TMRWGA(L)	565	1,810.0	3,340.0
TMRWGF(L)	565	2,720.0	5,020.0

Drawings of the available components are provided in the appendix to these assembly instructions, or in the internet at [www.hiwin.de](http://www.hiwin.de).

## 4. Transport and installation

### 4.1 Delivery of TMR, TMRW

**⚠ WARNING!**

**Risk of crushing from strong forces of attraction!**

Danger of injury from crushing and damage to the rotor or stator caused by very strong forces of attraction.

- ▶ Make sure that the installation clamps are not removed until the rotor and stator are secured by a mounting!
- ▶ If the rotor is supplied separately, it is essential to be aware of the strong magnetic fields.

#### 4.1.1 Delivery state

TMR and TMRW torque motors are usually supplied pre-assembled. To avoid damage during transit, the rotor is fixed in the stator using installation clamps (see Fig. 4.1 and Fig. 4.2).

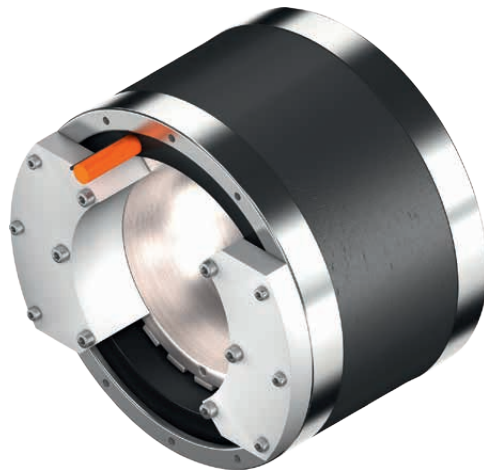


Fig. 4.1 TMR torque motor with installation clamps



Fig. 4.2 TMRW torque motor with installation clamps



### 4.1.2 Packaging

As supplied, the torque motor components are wrapped in film inside padded cardboard packaging.

- ▶ Do not remove the film wrapping until just before installation.

### 4.1.3 Scope of delivery

- Rotor, which is secured in the stator by installation clamps
- Stator with (TMRW) or without (TMR) cooling channels, plus motor and temperature sensor cables with open cable ends
- 2 O-rings (only TMRW)
- Type plate
- Safety notices

It is possible to have the rotor supplied separately.

## 4.2 Transport to the installation site

### ⚠ WARNING!



#### Danger from strong magnetic fields!

Strong magnetic fields generated by the components (where the rotor or rotor and stator are supplied separately) pose a health risk to persons with implants (e.g. cardiac pacemakers) that are affected by magnetic fields.

- ▶ Persons with implants that are affected by magnetic fields should maintain a safe distance of at least 0.3 m from components.

### ⚠ ATTENTION!



#### Risk of physical damage to watches and magnetic storage media.

Strong magnetic forces can damage watches and magnetic storage media near the components.

- ▶ Do not bring watches or magnetic storage media into the vicinity (< 100 mm) of components.

### ⚠ ATTENTION!

#### Damage to torque motor components!

Torque motor components may be damaged by mechanical loads.

- ▶ During transport, do not transport any additional loads on the components!
- ▶ Secure components against tilting!

**There are no magnetic fields around components in their original packaging.**

**NOTE**

- ▶ Transport torque motor components to the installation site using a suitable hoist (pay attention to weights – see appendix).
- ▶ Ensure even load distribution while lifting.

### 4.3 Requirements at the installation site

#### 4.3.1 Ambient conditions

Ambient temperature	+5 °C to +40 °C
Installation site	flat, dry, vibration-free
Atmosphere	not corrosive, not explosive

#### 4.3.2 Safety equipment to be provided by the operator

Possible safety equipment/measures:

- Personal protective equipment in accordance with UVV (German accident prevention regulations)
- Zero-contact protective equipment
- Mechanical protective equipment

### 4.4 Storage

#### **WARNING!**



#### **Danger from strong magnetic fields!**

Strong magnetic fields around components pose a health risk to persons with implants (e.g. cardiac pace-makers) that are affected by magnetic fields.

- ▶ Persons with implants that are affected by magnetic fields should maintain a safe distance of at least 0.3 m from components.

#### **NOTE**

**There are no magnetic fields around components in their original packaging.**

- ▶ Store the torque motor components in their transport packaging.
- ▶ Do not store the torque motor in explosive atmospheres or in environments exposed to chemicals.
- ▶ Only store the torque motor components in dry, frost-free areas with a corrosion-free atmosphere.
- ▶ Make sure that the motors are not subjected to vibrations or impacts while in storage.
- ▶ Clean and protect used torque motor components before storage.
- ▶ The ambient temperature for storing the motors should be between -10 and +50 °C.
- ▶ When storing the components, attach signs warning of magnetic fields.

### 4.5 Unpacking and installing

#### **ATTENTION!**

#### **Damage to torque motor components!**

Torque motor components may be damaged by mechanical loads.

- ▶ During transport, do not transport any additional loads on the components!
- ▶ Secure components against tilting!

#### **NOTE**

**The torque motor may only be installed and operated indoors.**

- ▶ Remove protective film.
- ▶ Carefully transport components to the designated installation site.
- ▶ Ensure that the maintenance points are easily accessible.
- ▶ Dispose of packaging in an environmentally friendly way.

## 5. Assembly and connection

### **DANGER!**



#### **Danger from electrical voltage!**

Before and during assembly, disassembly and repair work, dangerous currents may flow.

- ▶ Work may only be carried out by a qualified electrician and with the power supply disconnected!
- ▶ Before carrying out work on the torque motor, disconnect the power supply and protect it from being switched back on!

### **WARNING!**



#### **Risk of crushing from strong forces of attraction!**

Danger of injury from crushing and damage to the rotor or stator caused by very strong forces of attraction.

- ▶ Make sure that the installation clamps are not removed until the rotor and stator are secured by a mounting!

### **WARNING!**

#### **Danger from heavy loads!**

Lifting heavy loads may damage your health.

- ▶ Use a hoist of an appropriate size when positioning heavy loads!
- ▶ Observe applicable occupational health and safety regulations when handling suspended loads!

**The torque motor components may only be assembled by specialist personnel.**

**NOTE**

**Do not use any spacers, shims or similar items when installing the torque motors.**

**NOTE**

**For a closed control loop, a suitable position measuring system must be integrated.**

**NOTE**

**5.1 Requirements to the adjacent construction**

**5.1.1 Rotor**

To rule out any problems with the motor's operation resulting from the influence of the magnets, a gap of approx. 1 mm should be maintained between the connection construction and the magnets. In [Table 5.1](#) and [Table 5.2](#) you can also find the maximum values for the external and internal diameter of the connection construction as well as the requirements for the evenness of the assembly surface.

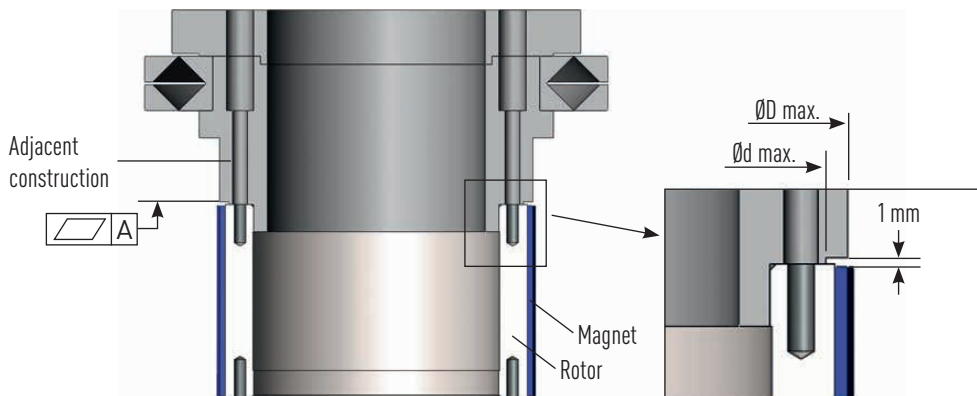


Fig. 5.1 Rotor with connection construction

Table 5.1 Requirements for rotor installation – TMR

Motor type	ØD [mm]	Ød [mm]	Evenness A [mm]	Evenness B [mm]
TMR0X	57	48.5	0.05	0.05
TMR1X	83.5	73	0.05	0.05
TMR3X	136	127	0.05	0.05
TMR7X	232	220	0.10	0.10

Table 5.2 Requirements for rotor installation – TMRW

Motor type	ØD [mm]	Ød [mm]	Evenness A [mm]	Evenness B [mm]
TMRW1X	84.5	76	0.05	0.05
TMRW2X	118	110	0.05	0.05
TMRW4X	168	158	0.10	0.10
TMRW7X	232	217	0.10	0.10
TMRWAX	298	284.5	0.10	0.10
TMRWDX	383	370	0.15	0.15
TMRWGX	458	447	0,15	0,15

**5.1.2 Stator**

The recommended value for the tolerance of the housing internal diameter (and the stator mounting holes) is H7. Please consult [Table 5.1](#) and [Table 5.2](#) (evenness B) for the values for the evenness of the stator mounting surface. To ensure that the O-rings do not become damaged, which could cause leaks, we recommend applying a bevel to the housing (for dimensions see [Fig. 5.2](#)).

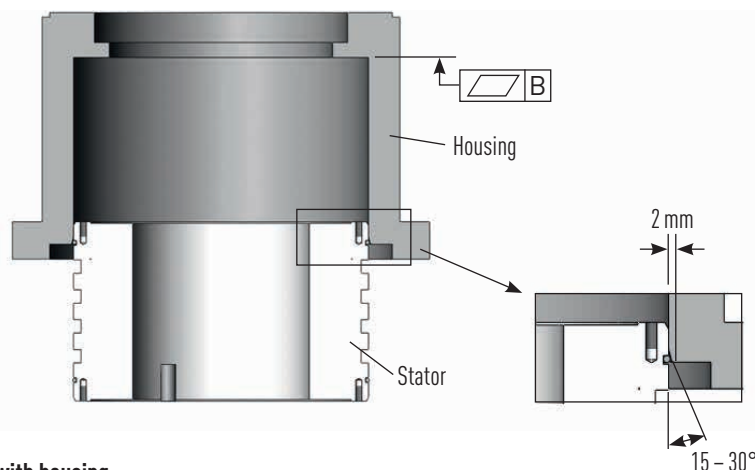


Fig. 5.2 Stator with housing

### 5.1.3 Concentricity between rotor and stator

When installing HIWIN torque motors, ensure maximum concentricity between stator and rotor. Tolerance values for axial offset lie between  $\pm 0.1$  mm (TMR models and TMRW series TMRW1X, TMRW2X, TMRW4X and TMRW7X),  $\pm 0.2$  mm (TMRW series TMRWAX and TMRWDX) and 0.25 mm (TMRWGX).

#### 5.1.3.1 Radial forces between rotor and stator

If the concentricity tolerance values are not observed, radial forces will arise between the stator and rotor.

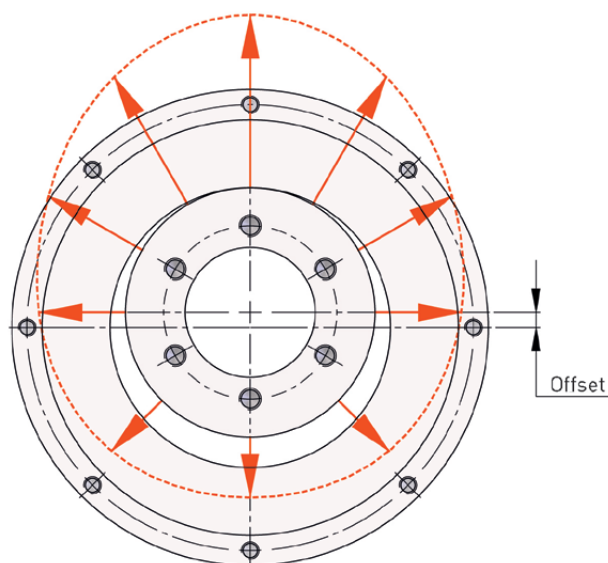


Fig. 5.3 Diagram of the radial forces that arise if concentricity between stator and rotor is not maintained

Table 5.3 Overview of radial forces for a torque motor with an active length of 100 mm

Series	Radial forces [N/100 mm]	Series	Radial forces [N/100 mm]
TMRW1X	2,273	TMR0	1,346
TMRW2X	3,162	TMR1	1,787
TMRW4X	4,650	TMR3	1,878
TMRW7X	6,347	TMR7	2,121
TMRWAX	7,651		
TMRWDX	9,106		
TMRWGX	5,158		

Assembly and connection

For torque motors with different active lengths, the radial force can be calculated using the following formula:

$$\text{Force} = \text{table value} \times L/100$$

L is the active length of the laminated core. Values for the active lengths (L) of the laminated core are provided in [Table 5.4](#):

Table 5.4 **Active lengths L for series TMR and TMRW**

Series	Active length L [mm]	Series	Active length L [mm]
TMR_2	20	TMRW_3	30
TMR_3	32.5	TMRW_5	50
TMR_4	40	TMRW_7	70
TMR_6	60	TMRW_A	100
TMR_7	65	TMRW_F	150
TMR_8	80		
TMR_C	120		

**5.1.3.2 Axial forces between stator and rotor**

When introducing the rotor into the stator, axial forces of 10 N per magnet arise between the two components. These forces arise regardless of the axial position of the rotor in the stator.

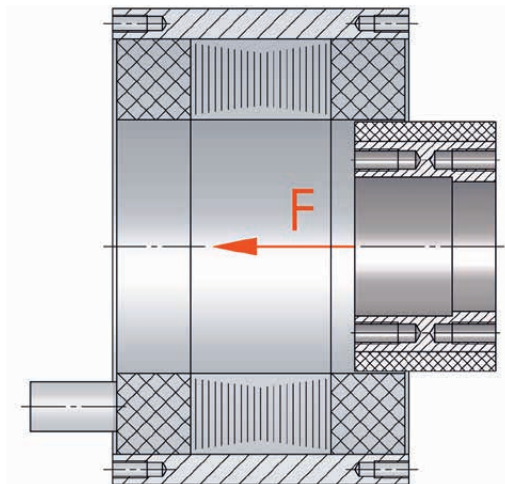


Fig. 5.4 **Diagram of the axial forces arising between stator and rotor**

### 5.1.4 Connection to a cooling system (TMRW)

TMRW torque motors can be operated with or without water cooling. Cooling channels for this purpose are located in the outer ring of the stator. O-rings limit the cooling channels at the outer edges and prevent the escape of coolant.

**To ensure good coolant circulation, the inlets and outlets for the coolant must be located in a line with the outlet for the motor cable.**

**NOTE**

For the recommended positions for the coolant inlets and outlets for the respective series, please see [Table 5.5](#).

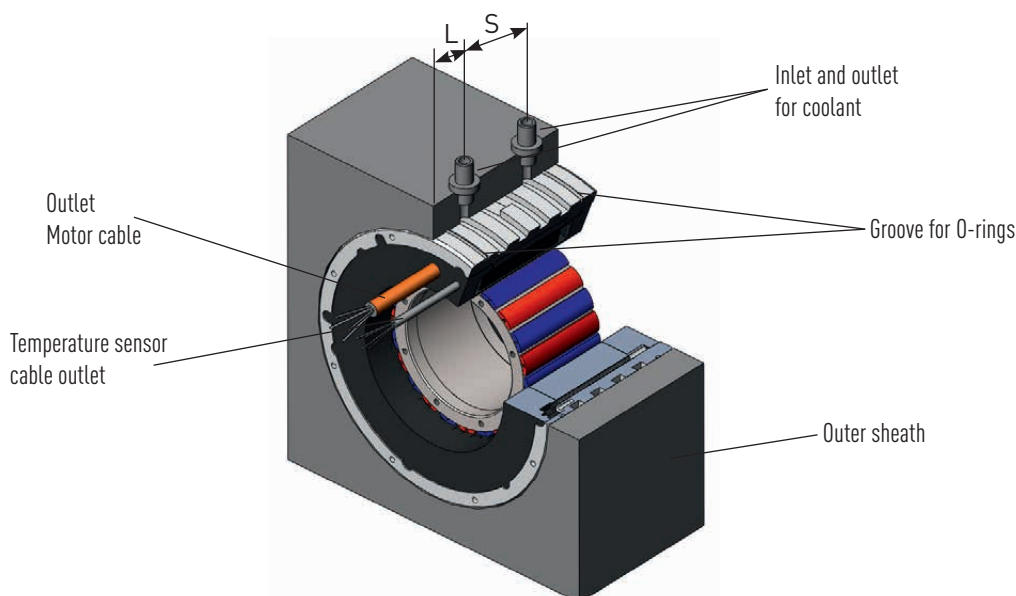


Fig. 5.5 Diagram of the cooling system with TMRW torque motors

Table 5.5 Recommended positions for coolant inlets and outlets

L [mm]	S [mm]				
	20	40	60	90	140
25	TMRW13(L)	TMRW15(L)	TMRW17(L)	TMRW1A(L)	TMRW1F(L)
	TMRW43(L)	TMRW45(L)	TMRW47(L)	TMRW4A(L)	TMRW4F(L)
30	TMRW23(L)	TMRW25(L)	TMRW27(L)	TMRW2A(L)	TMRW2F(L)
35	TMRW73(L)	TMRW75(L)	TMRW77(L)	TMRW7A(L)	TMRW7F(L)
	TMRWA3(L)	TMRWA5(L)	TMRWA7(L)	TMRWAA(L)	TMRWAF(L)
	TMRWG3(L)	TMRWG5(L)	TMRWG7(L)	TMRWGA(L)	TMRWGF(L)
43	TMRWD3(L)	TMRWD5(L)	TMRWD7(L)	TMRWDA(L)	TMRWDF(L)

#### 5.1.4.1 Dimensions of the cooling channels

Fig. 5.6 shows a schematic diagram of the dimensions of the cooling channels. You can find the respective values for X, Y and the internal diameter of the coolant inlets and outlets from [Table 5.6](#).

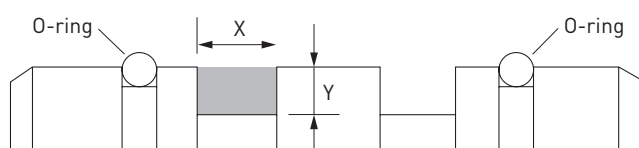


Fig. 5.6 Dimensions of the cooling channels

Table 5.6 Dimensions of the cooling channels

Motor type	X [mm]	Y [mm]	Ø <sup>1)</sup> [mm]	Motor type	X [mm]	Y [mm]	Ø <sup>1)</sup> [mm]
TMRW13(L)	8	5	8	TMRWA3(L)	8	5	8
TMRW15(L)	8	5	8	TMRWA5(L)	8	5	8
TMRW17(L)	9	5	8	TMRWA7(L)	9	5	8
TMRW1A(L)	8	5	8	TMRWAA(L)	8	5	8
TMRW1F(L)	9	5	8	TMRWAF(L)	9	5	8
TMRW23(L)	8	5	8	TMRWD3(L)	8	5	8
TMRW25(L)	8	5	8	TMRWD5(L)	8	5	8
TMRW27(L)	9	5	8	TMRWD7(L)	9	5	8
TMRW2A(L)	8	5	8	TMRWDA(L)	8	5	8
TMRW2F(L)	9	5	8	TMRWDF(L)	9	5	8
TMRW43(L)	8	5	8	TMRWG3(L)	8	5	10
TMRW45(L)	8	5	8	TMRWG5(L)	8	5	10
TMRW47(L)	9	5	8	TMRWG7(L)	9	5	10
TMRW4A(L)	8	5	8	TMRWGA(L)	8	5	10
TMRW4F(L)	9	5	8	TMRWGF(L)	9	5	10
TMRW73(L)	8	5	8				
TMRW75(L)	8	5	8				
TMRW77(L)	9	5	8				
TMRW7A(L)	8	5	8				
TMRW7F(L)	9	5	8				

<sup>1)</sup> Internal diameter of coolant inlet and outlet

#### 5.1.4.2 O-ring specifications for TMRW torque motors

Table 5.7 O-rings for sealing the water cooling system with TMRW components

Motor type	Article number	Type of O-ring	O-ring thickness [mm]	O-ring internal diameter [mm]
TMRW1X	20-000500	Viton	2.62	152
TMRW2X	20-000501	Viton	2.62	190
TMRW4X	20-000502	Viton	2.62	222
TMRW7X	20-000503	Viton	2.50	296
TMRWAX	20-000504	Viton	4.00	370
TMRWDX	20-000506	Viton	4.00	465
TMRWGX	20-000536	Viton	4.00	550



### 5.1.4.3 Position of coolant inlet and outlet with horizontal mounting position

Regardless of whether the motor cable points up or down, the coolant outlet should be located on top and the inlet underneath (see Fig. 5.7). In addition, the coolant inlet and outlet must be in a line with the motor cable outlet.

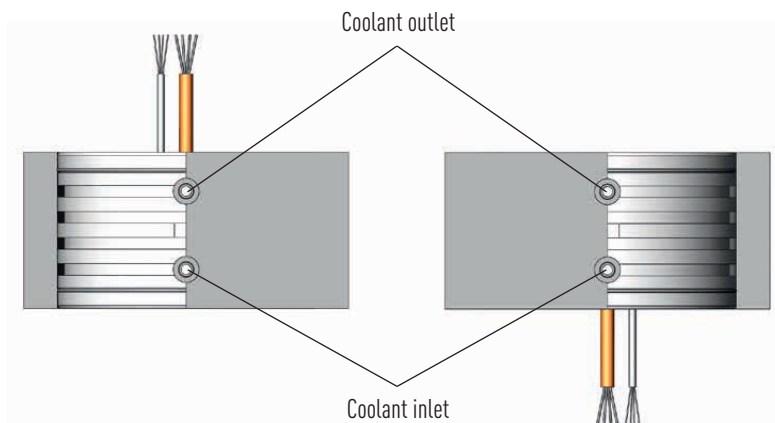


Fig. 5.7 Coolant inlet and outlet in horizontal mounting position

### 5.1.4.4 Position of coolant inlet and outlet in vertical mounting position

The orientation of the coolant inlet and outlets can be freely decided depending on the customer's requirements, **but make sure that they are located in a line with the outlet for the motor cable.**

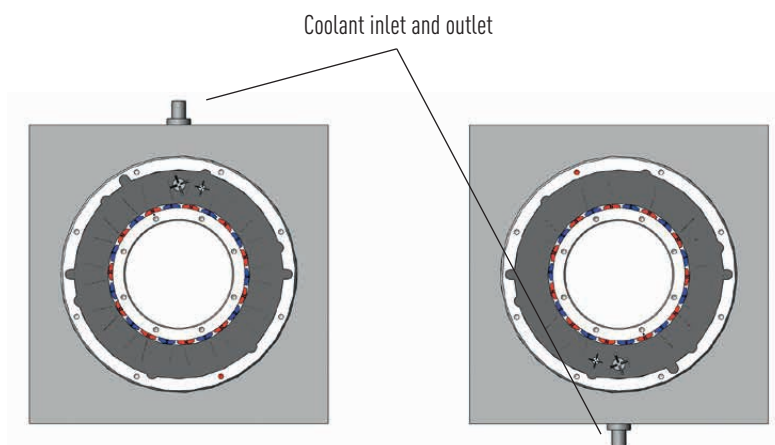


Fig. 5.8 Coolant inlet and outlet in vertical mounting position

### 5.2 Assembling the torque motor

Torque motors can be installed in two ways:

- Stator and rotor are installed together. As standard, the installation clamps are located on the motor cable outlet side. If the customer so requires, the installation clamps can be fitted on the other side instead.
- Stator and rotor are installed successively. To do this, an insertion aid is built based on the customer's mechanical data. The procedures for both alternatives are described below, demonstrated with the example of a TMRW torque motor.

#### 5.2.1 Installing the stator and rotor together

##### **⚠ WARNING!**



##### **Danger from strong magnetic fields!**

Strong magnetic fields around the torque motors pose a health risk to persons with implants (e.g. cardiac pacemakers) that are affected by magnetic fields.

- ▶ Persons with implants that are affected by magnetic fields should maintain a safe distance of at least 1 m from components.

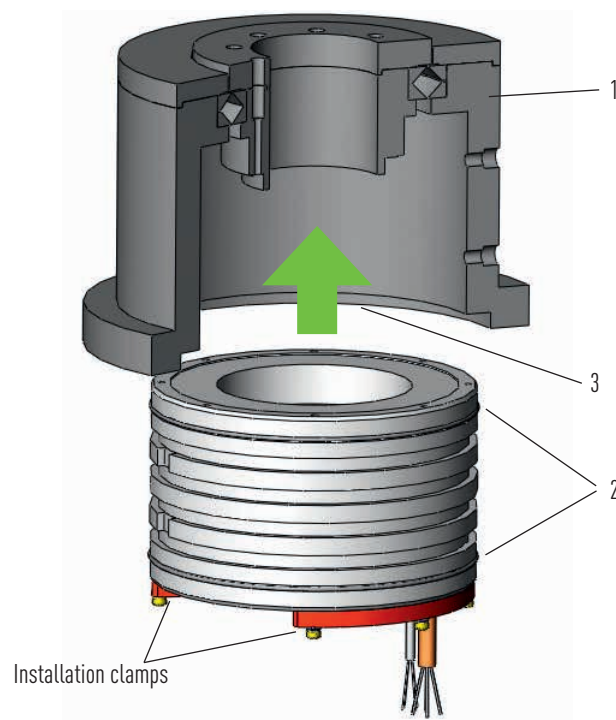
##### **⚠ WARNING!**



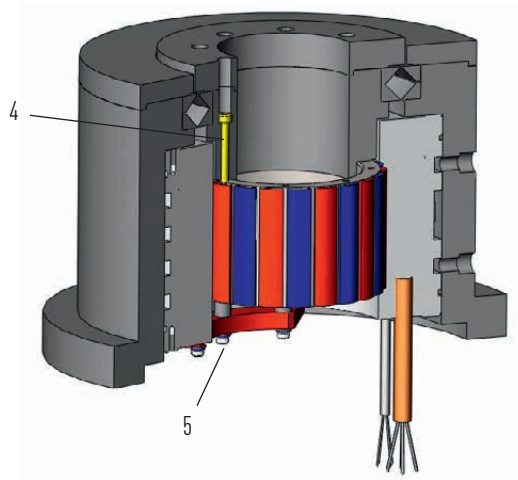
##### **Risk of crushing from strong forces of attraction!**

Danger of injury from crushing and damage to the rotor or stator caused by very strong forces of attraction.

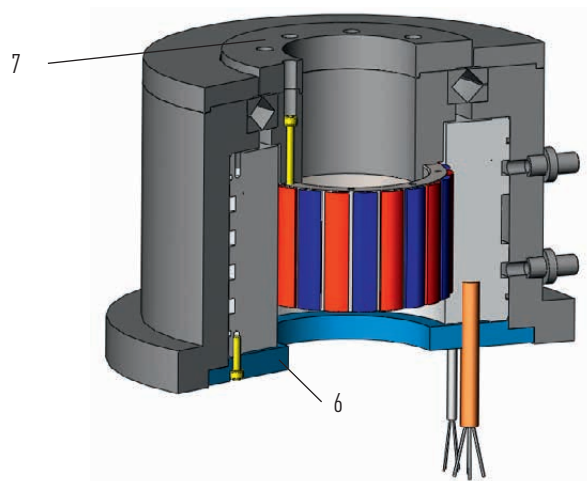
- ▶ Make sure that the installation clamps are not removed until the rotor and stator are secured by a mounting!



1. Fit the housing, connection construction and bearing.
2. Place the two O-rings into the respective grooves provided on the stator. Take care that the O-rings do not become twisted.
3. Place the stator (with installation clamps) into the housing. Ensure that the coolant inlets and outlets are aligned flush with the motor cable outlet. In addition, take care not to damage the O-rings, in order to prevent leaks. See also chapter [5.1.2](#).



4. Secure the rotor to the connection construction. Observe the tightening torques for the mounting bolts (see [Table 5.8](#) and [Table 5.9](#)).
5. Undo the bolts on the installation clamps and remove the clamps.



6. Install the baseplate and tighten the stator's mounting bolts. Observe the tightening torques for the mounting bolts (see [Table 5.8](#) and [Table 5.9](#)).
7. Move the rotor to check that it rotates easily and smoothly.
8. Fit the remaining parts, such as the connections to the coolant inlets and outlets, and the encoder.

### 5.2.2 Installing the stator and rotor separately

**⚠ WARNING!**



**Danger from strong magnetic fields!**

Strong magnetic fields around the torque motors pose a health risk to persons with implants (e.g. cardiac pacemakers) that are affected by magnetic fields.

- ▶ Persons with implants that are affected by magnetic fields should maintain a safe distance of at least 1 m from components.

**⚠ WARNING!**



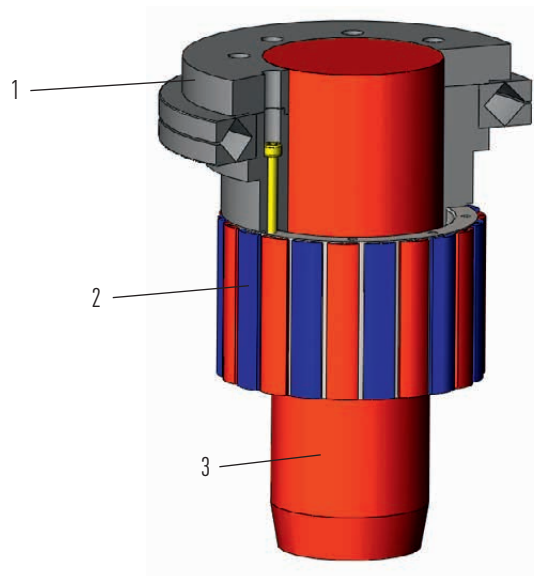
**Risk of crushing from strong forces of attraction!**

Danger of injury from crushing and damage to the rotor or stator caused by very strong forces of attraction.

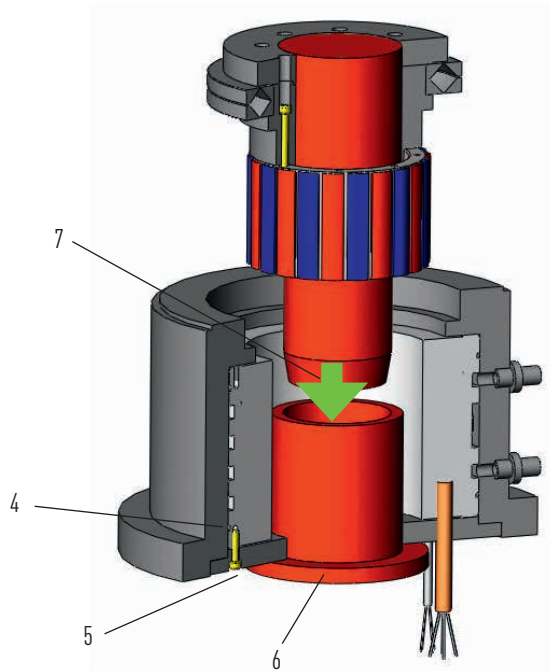
- ▶ Make sure that the installation clamps are not removed until the rotor and stator are secured by a mounting!

**Requirements for the insertion aid:**

- The insertion aid has to absorb the magnetic forces of attraction
- The insertion aid has to absorb the overturning torque generated by the magnets. **Guidance must be ensured before the overturning torques occur**, hence the length of the guiding aid must be greater than the height of the rotor.
- The insertion aid should slide easily; the recommended fit pairing is H7/f7.



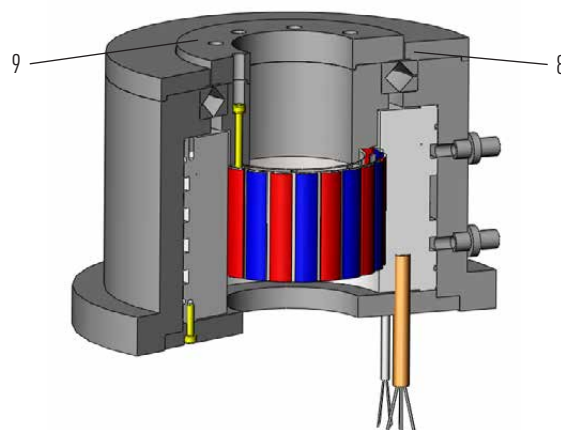
1. Fit the connection construction and bearing.
2. Install the rotor on the connection construction. Observe the tightening torques for the mounting bolts (see [Table 5.8](#) and [Table 5.9](#)).
3. Secure the clamping fixture to the connection construction.



4. Place the two O-rings into the respective grooves provided on the stator. Take care that the O-rings do not become twisted.
5. Place the stator into the housing and tighten the mounting bolts. Observe the tightening torques for the mounting bolts (see Table 5.8 and Table 5.9). Ensure that the coolant inlets and outlets are aligned flush with the motor cable outlet. In addition, take care not to damage the O-rings, in order to prevent leaks. See also chapter 5.1.2.
6. If necessary, fit the insertion aid to the underside of the connection construction.
7. Fit the rotor to a solid base on the customer's machine.

**The rotor must be fitted with the insertion aid prior to installation, in order to prevent magnetic attraction between the rotor and stator and avoid other installation problems.**

**NOTE**



8. Fit the bearing and remove the insertion aid.
9. Move the rotor to check that it rotates easily and smoothly.
10. Fit the remaining parts, such as the connections to the coolant inlets and outlets, and the encoder.

### 5.2.3 Tightening torques for mounting bolts for rotor and stator

For the motor and stator, we recommend mounting bolts of strength class 12.9. [Table 5.8](#) and [Table 5.9](#) provide details of number and type of mounting holes and the recommended tightening torques.

Table 5.8 Tightening torques for mounting bolts – TMRW

Motor type	Mounting hole	Number of mounting holes	Tightening torque [Nm]
TMRW13(L) TMRW15(L) TMRW17(L) TMRW23(L) TMRW25(L) TMRW27(L)	M5 × 10DP	8	8
TMRW1A(L) TMRW1F(L) TMRW2A(L) TMRW2F(L)	M5 × 10DP	16	8
TMRW43(L) TMRW45(L) TMRW73(L) TMRW75(L) TMRW77(L)	M5 × 10DP	12	8
TMRW47(L) TMRW4A(L) TMRW4F(L) TMRW7A(L) TMRW7F(L)	M5 × 10DP	24	8
TMRWA3(L) TMRWA5(L) TMRWA7(L)	M6 × 12DP	12	12
TMRWAA(L) TMRWAF(L)	M6 × 12DP	24	12
TMRWD3(L) TMRWD5(L) TMRWD7(L)	M8 × 12DP	12	25
TMRWDA(L) TMRWDF(L) TMRWG3(L) TMRWG5(L) TMRWG7(L) TMRWGA(L) TMRWGF(L)	M8 × 12DP	24	25

Table 5.9 Tightening torques for mounting bolts – TMR

Motor-Type	Mounting hole		Number of mounting holes		Tightening torque [Nm]	
	Rotor	Stator	Rotor	Stator	Rotor	Stator
TMR03 TMR07	M5 × 10DP	M4 × 8DP	6	8	8	4
TMR12 TMR14 TMR16 TMR18	M5 × 10DP	M4 × 8DP	6	8	8	4
TMR32 TMR34(L) TMR38(L) TMR3C(L)	M8 × 15DP	M5 × 15DP	8	18	25	8
TMR74(L) TMR76(L) TMR7C(L)	M8 × 15DP	M5 × 15DP	8	18	25	8

### 5.3 Electrical connection

**⚠ DANGER!**

**⚡ Danger from electrical voltage!**  
If torque motors are incorrectly earthed, there is a danger of electric shock.

- ▶ Before connecting the electrical power supply, ensure that the torque motor is correctly earthed via the PE rail in the switch cabinet!

**⚠ DANGER!**

**⚡ Danger from electrical voltage!**  
Electrical currents may flow even if the motor is not moving.

- ▶ Ensure that the torque motor is disconnected from the power supply before the electrical connections are detached from the motors.
- ▶ After disconnecting the drive amplifier from the power supply, wait at least 5 minutes before touching live parts or breaking connections.
- ▶ For safety reasons, measure the voltage in the intermediate circuit and wait until it has fallen below 40 V.

#### 5.3.1 Direction of rotation

If the motor cable is connected according to [Table 5.10](#), the rotor will rotate in clockwise direction (view towards the rotor side without cable outlet)



Fig. 5.9 Illustration of rotational direction of the rotor

#### 5.3.2 Motor and temperature sensor cable specifications

**NOTE**

**Maximum length of the motor and temperature sensor cable: 8 m.  
For longer cables, suitable filters must be fitted to prevent voltage peaks.**

The standard length of the motor and temperature sensor cable is 1000 ± 50 mm for TMR (see [Fig. 5.10](#)) and 2000 ± 50 mm for TMRW (see [Fig. 5.11](#)).

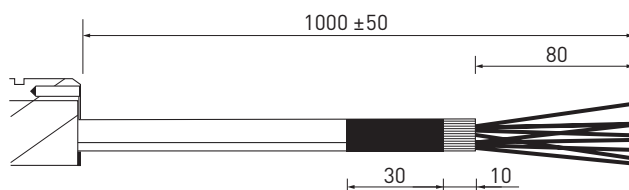


Fig. 5.10 TMR motor and temperature sensor cable



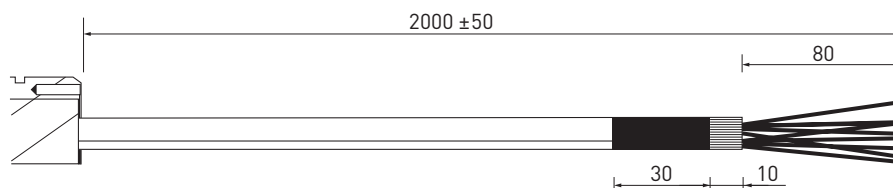


Fig. 5.11 TMRW motor and temperature sensor cable

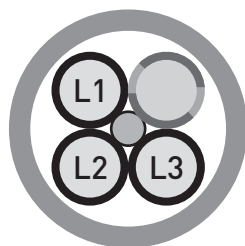


Fig. 5.12 Cross-section of TMR and TMRW motor and temperature sensor cable

IGUS Chainflex CF27 cables with UL and CE marking are used:

Table 5.10 Motor cable wire format

Colour	Number	Signal	Function	Diagram
Black-1	L1	PH U	Motor phase	
Black-2	L2	PH V	Motor phase	
Black-3	L3	PH W	Motor phase	
Green/yellow	Protective earth/ground		GND	

The cable size depends on the continuous current of the motor, and can be found from the following table.

Table 5.11 Conductor cross-section and outer diameter of and motor – TMRW

Conductor cross-section [mm <sup>2</sup> ]	Outer diameter [mm]	Motor type
1.5	10.5	TMR0x, TMR1x, TMR3x, TMR7x TMRW13(L), TMRW15(L), TMRW17(L), TMRW1A(L), TMRW1F, TMRW23(L), TMRW25(L), TMRW27(L), TMRW2A(L), TMRW2F, TMRW43, TMRW45, TMRW47
2.5	12.5	TMRW43L, TMRW45L, TMRW47L, TMRW4A, TMRW4F, TMRW73, TMRW75, TMRW77, TMRW7A, TMRW7F, TMRWA3, TMRWA5
4.0	12.5	TMRW1FL, TMRW2FL, TMRW4AL, TMRW4FL, TMRW73L, TMRW75L, TMRW77L, TMRW7AL, TMRW7FL, TMRWA3L, TMRWA5L, TMRWA7, TMRWAA, TMRWD3, TMRWD5, TMRWD7, TMRWDA, TMRWG3, TMRWG5, TMRWG7
6.0	14.5	TMRWA7L, TMRWAAL, TMRWAF
10.0	18.0	TMRWAF, TMRWD3L, TMRWD5L, TMRWD7L, TMRWDAL, TMRWDF, TMRWG3L, TMRWG5L, TMRWG7L, TMRWGA, TMRWGF
25.0	25.5	TMRWDFL, TMRWGAL, TMRWGFL

Table 5.12 Temperature sensor cable

Motor	Conductor type	Number and conductor cross section	Outer diameter [mm]
TMR	CF240	4 × 0.25 mm <sup>2</sup>	5.5
TMRW	CF240	8 × 0.14 mm <sup>2</sup>	7.5

### 5.3.3 Temperature sensor function and connection

#### 5.3.3.1 Temperature monitoring

To protect the motor windings against thermal damage, every motor is equipped with a triple positive temperature coefficient (PTC) sensor, type SNM120 (in accordance with DIN 44082-M180). Since the degree of heating of the individual motor phases can be very different in direct drives, a PTC sensor is fitted in each phase winding (U, V and W). Each PTC element has a "quasi-switching" characteristic, i.e. the resistance suddenly increases close to the rated temperature (switching threshold, see Fig. 5.13). As a result of the low thermal capacity and good thermal contact with the motor winding, the PTC sensor responds very quickly to a temperature increase, thus ensuring reliable motor protection. The PTC elements located in every phase winding in HIWIN motors are wired in series; they connect via two wires.

With TMRW there is an additional temperature circuit with positive temperature coefficient (PTC), type SNM100, for redundant use or to distinguish between warning and danger temperatures.

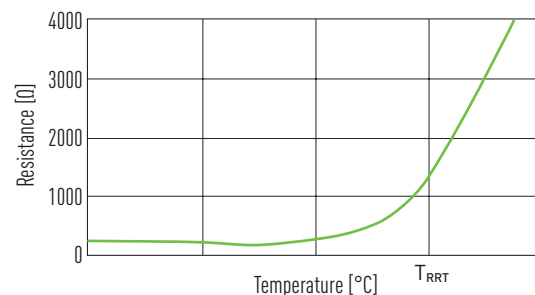


Fig. 5.13 PTC sensors characteristic curve ( $T_{RRT}$  = rated response temperature)

#### 5.3.3.2 Temperature measurement

Some frequency converters have the capability of adjusting the temperature-dependent motor parameters according to the measured motor temperature. To determine the current motor temperature, it is usual to integrate a PTC thermistor into the motor.

The PTC thermistor has a nearly linear characteristic curve (see Fig. 5.14 and Fig. 5.15) and is therefore well suited to temperature measurement.

The PTC thermistor is placed between two phase windings in the motor. If an excessive temperature occurs in a phase winding that is not monitored, this cannot be displayed or evaluated immediately. Furthermore, the PTC thermistor has slow response characteristics compared to the "quasi-switching" PTC element, which are insufficient for rapid shutdown.

**NOTE**

**It is not acceptable to evaluate the PTC thermistor for motor protection purposes.**

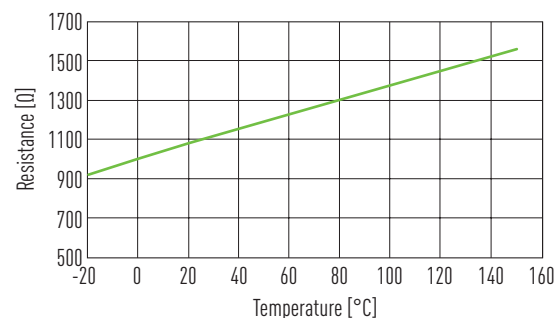


Fig. 5.14 PT1000 sensors characteristic curve (standard)

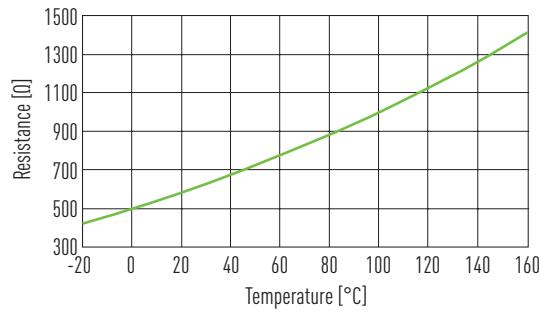


Fig. 5.15 **KTY84 sensors characteristic curve (option)**

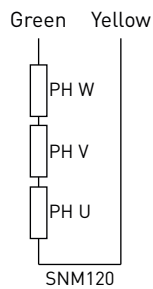


Fig. 5.16 **Temperature sensors: standard TMR**

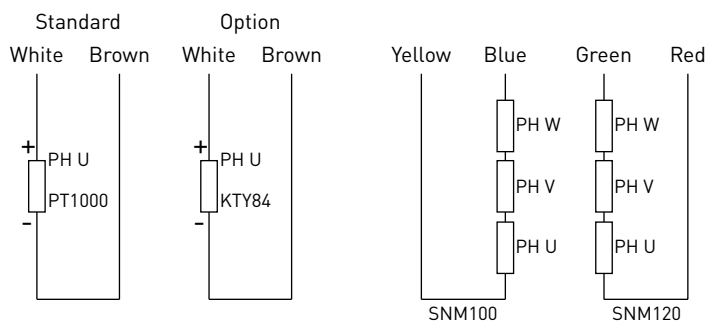


Fig. 5.17 **Type A temperature sensors: standard TMRW (PTC temperature circuits to distinguish between warning and danger temperature and PT1000)**

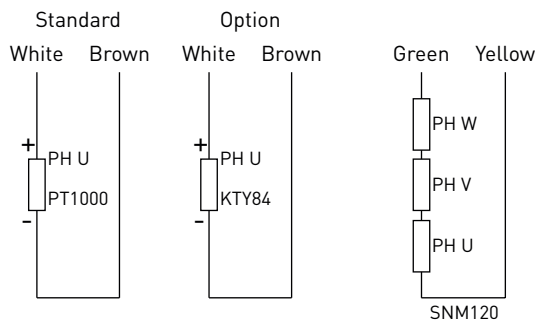


Fig. 5.18 **Type B temperature sensors: optional special version for TMR and TMRW**

Assembly and connection

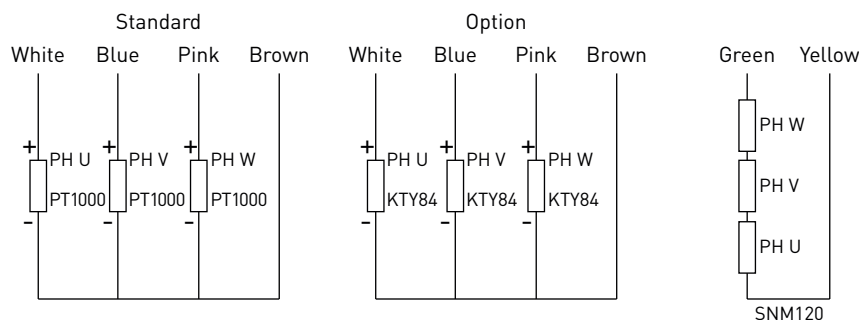


Fig. 5.19 Type C temperature sensors: Optional special version for TMRW with three redundant PT1000 sensors

**NOTE**

These PTC elements do not have a linear characteristic curve and therefore are not suitable for determining the current motor temperature.

**NOTE**

It is a mandatory requirement that the PTC elements are connected to protect the motor.

**5.3.3.3 Connection to the drive amplifier**

The temperature monitoring circuits can normally be connected directly to the drive control. If the protective separation requirements in accordance with EN 61800-5-1 are to be fulfilled, the sensors must be connected to the decoupling modules provided by the drive manufacturers.

**5.3.4 Drive amplifier power supply – typical values**

**NOTE**

Follow the installation instructions for the drive amplifier that is being used.

- The minimum cross-section of the mains connection cable depends on local requirements (see VDE 0100 Part 523, VDE 0298 Part 4), the ambient temperature and the drive amplifier's required rated current.

Table 5.13 Typical values for the power supply

Amplifier rated current [A]	Connected load [kVA]	Max. cable cross-section of the clamps [mm <sup>2</sup> ]	Recommended fuse (gL) [A]
4.0	1.7	2.5	1 × 10
5.5	2.3	2.5	1 × 16
5.7	4.2	2.5	3 × 10
10	7.3	2.5	3 × 16
17	12.4	4.0	3 × 25

### 5.4 Connecting liquid cooling (TMRW linear motors)

The TMRW series can be connected to a liquid cooling system. The linear motor's continuous torque can therefore be increased without the additional input of process heat.

#### 5.4.1 Setting up/connecting the liquid cooling system

For a detailed description of the positioning of the cooling water connections, please refer to section 5.1.4 "Connection to a cooling system (TMRW)". For detailed dimensions of the connection positions, please refer to the data sheets of the individual motors (see Appendix from Page 43).

The materials of the couplings and seals must be tested for their compatibility with the coolant and its constituents. Suitable connectors for a coolant circle are for example adaptors from the company Serto GmbH.

The recommended cooling conduit is a Jacoflon tube in a PTFE pipe with single-ply wire mesh. This can also be purchased from the company Serto GmbH.

Owing to their diffusion properties, we do not recommend the use of plastic hosing.

**These recommendations are for outside products whose basic suitability is known to us. Of course, equivalent products from other manufacturers may also be used. Our recommendations are intended to be an aid, not a stipulation. We never grant any warranties on the quality of outside products.**

**NOTE**

Contact details:  
SERTO GmbH  
www.serto.de

#### 5.4.2 Determination and meaning of inlet temperature

There are essentially two quantities that are important in the determination of the cooler's inlet temperature: The power density of the motor and condensation.

##### Power density:

The lower the cooler's inlet temperature, the larger the heat rate that can be drawn out of the motor. This raises the motor's power density.

##### Condensation:

The motor itself is impervious to condensation, but the latter can cause damage to the surrounding machinery, e.g. corrosion. The inlet temperature should therefore be no lower than 3 K below the ambient temperature.

**The basic rule of thumb for determining the inlet temperature is as follows:**

- As low as possible for high power densities
- As high as needed to prevent condensation

**NOTE**

#### 5.4.3 Coolant: Type and requirements

##### ATTENTION!

**Chemical reactions can cause damage to torque motors and machine components!**

- ▶ Mixtures of monoethylene glycol and water without inhibitors must not be used.
- ▶ Examine combined materials for their compatibility.

The coolant is provided by the customer. Only water with an anticorrosive may be used as the coolant. This is important because untreated water can cause serious damage or disruption as a consequence of mineral scale, mould and algae formation, and corrosion, e.g.

- Reduced cooling efficiency
- Greater pressure losses in the cooling circuit
- Wear on elements in the cooling circuit (e.g. valves, gates, jets)

Assembly and connection

The cooling water must therefore contain an anticorrosive that reliably counteracts deposits and corrosion even under extreme conditions.

Owing to the risk of dirt and deposits, it is not recommended to use the machine's coolant/lubricant circuit. The coolant must be precleaned or filtered. Contaminated or unfiltered contaminant can clog the cooling circuit.

**NOTE**

**Maximum particle size in the coolant used: < 100 µm**

The water must fulfil the following requirements:

- Chloride concentration:  $c < 100 \text{ mg/l}$
- Sulphate concentration:  $c < 100 \text{ mg/l}$
- $6.5 \leq \text{ph value} \leq 9.5$

The anticorrosive must fulfil the following requirements:

- (Mono)ethylene glycol basis
- The water and anticorrosive may not separate
- The anticorrosive used must be compatible with the cooler's adapters, hosing, and materials.

Check these requirements, specifically for material compatibility, with the manufacturer of the cooler or coolant!

Corrosion inhibitors include:

- Antifrogen N (made by Hoechst)

We recommend the following contact for dimensioning, design and operation of cooling systems:

BKW K-W-V GmbH  
www.bkw-kuema.de

The following materials inside the motor come into contact with the coolant:

- Connections: nickel plated brass
- Viton sealing rings
- Cooling channels:  
Series TMRW1 to TMRW4: nickel plated aluminium; from series TMRW7: nickel plated steel
- Outer casing: nickel plated steel or carbon fibre (if ordered from HIWIN)

**5.4.4 Dimensioning the cooler**

The cooler's dimensions depend on the pressure drop and the motor power loss drawn into the cooling circuit. The calculations below take as their example an TMRW4A motor with water cooling.

The motor power loss can be calculated with the following formula.

$$P = \left( \frac{T}{K_m} \right)^2$$

- P Motor power loss [W]
- T Motor continuous torque [N]
- $K_m$  Motor constant [N/√W]

The motor constant can be taken from the motor's data sheet. The continuous torque is the mean continuous torque in the actual application.

Figures from the data sheet:

Motor constant:  $K_m$  5,95 N/√W  
Motor pressure drop:  $\Delta p_m$  1 bar

The example calculation uses the motor's continuous torque  $T_c = 91 \text{ Nm}$ . The maximum value that can be used for  $T$  is  $T_{c\_wc}$

Coolant (water) properties:

Density	$\rho$	0.998 kg/dm <sup>3</sup>
Specific heat capacity	$c$	4.1813 kJ/kg K
Dyn. Viscosity at 20 °C	$\eta$	1.00 mPa s

$$P = \left( \frac{91 \text{ Nm}}{5.95 \text{ Nm}} \times \sqrt{W} \right)^2 = 233.91 \text{ W}$$

The resulting motor power loss is 233.91 W, which must be drawn off in the coolant.

Calculating the pressure drop first involves determining the volumetric flow rate used for cooling. This analyses the coolant's temperature changes at various volumetric flow rates.

$$\Delta\vartheta = \frac{P \times 60}{Q \times \rho \times c}$$

$\Delta\vartheta$	Change in coolant temperature [K]
$P$	Motor power loss [kW]
$Q$	Volumetric flow rate [l/min]
$\rho$	Coolant density [kg/dm <sup>3</sup> ]
$c$	Specific heat capacity [kJ/kg K]

Table 5.14 Change in coolant temperature as a function of volumetric flow rate

Volumetric flow rate Q [l/min]	0.5	1	2	3	4	5	6	7	8	9	10
Change in coolant temperature $\Delta\vartheta$ [K]	6.73	3.36	1.68	1.12	0.84	0.67	0.56	0.48	0.42	0.37	0.34

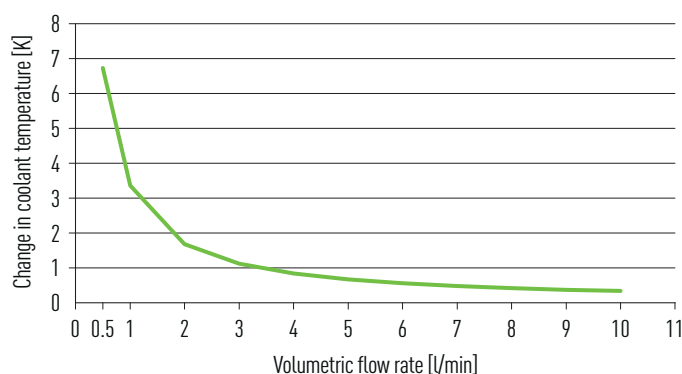


Fig. 5.20 Change in coolant temperature (water) in kelvins under continuous current during TMRW4A motor downtime

The graph shows that at low volumetric flow rates there are large temperature changes between the supply and return. Make sure that the temperature change is no greater than 5 K, otherwise disruptive temperature differences may occur on the motor's surface. A flow of 1 l/min would be adequate in the example shown.

Now the pressure drop can be calculated in the connecting cable. The decisive criteria here are the cable length and its internal diameter.

$$\Delta p_L = \frac{128 \times \eta \times L \times Q}{6,000,000 \times \pi \times d^4}$$

$\Delta p_L$	Pressure drop [bar]
$\eta$	Dyn. viscosity [mPa s]
$L$	Cable length [mm]
$Q$	Volumetric flow rate [ml/min]
$d$	Internal cable diameter [mm]

Assembly and connection

The following table lists the calculated pressure drops for a volumetric flow rate of 1 l/min (water) through various cable lengths and diameters.

Table 5.15 Pressure drop in the cooling conduit as a function of diameter and cable length

Cable length [mm]	Pressure drop 1/8" [bar]	Pressure drop 1/4" [bar]	Pressure drop 1/2" [bar]
1,000	0.07	0.004	0.0003
2,000	0.13	0.01	0.001
3,000	0.20	0.01	0.001
4,000	0.27	0.02	0.001
5,000	0.33	0.02	0.001
6,000	0.40	0.03	0.002
7,000	0.47	0.03	0.002
8,000	0.53	0.03	0.002
9,000	0.60	0.04	0.002
10,000	0.67	0.04	0.003
12,000	0.80	0.05	0.003
14,000	0.94	0.06	0.004
16,000	1.07	0.07	0.004
18,000	1.20	0.08	0.005
20,000	1.34	0.08	0.005

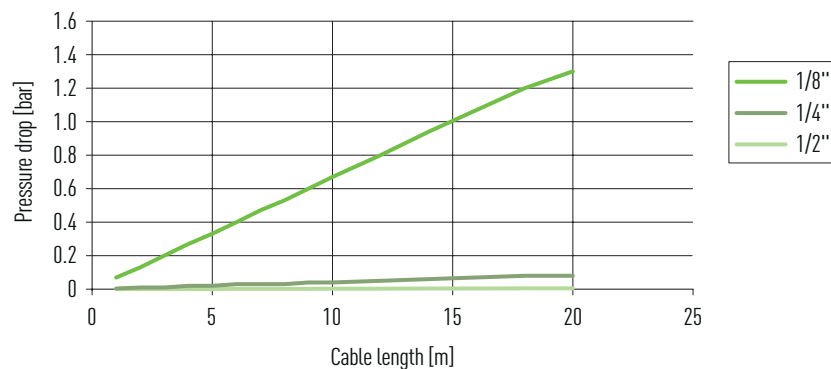


Fig. 5.21 Pressure drop in the cooling conduit as a function of diameter and cable length

The pressure drop increases sharply in a 1/8" hose. A hose of at least 1/4" is therefore recommended. The pressure loss over the whole system is obtained when the separate pressure drops are now added.

$$\Delta p = \Delta p_m + \Delta p_L$$

$\Delta p$  Total pressure drop [bar]

$\Delta p_L$  Pressure drop over the cable [bar]

$\Delta p_m$  Pressure drop across the motor [bar]

$$\Delta p = 1 \text{ bar} + 0.01 \text{ bar} = 1.01 \text{ bar}$$

This motor requires a water cooler delivering about 240 W and 1 l/min under about 1.1 bar through a 3 m long 1/4" hose.



## 6. Commissioning

### 6.1 Switching on the torque motor

#### CAUTION!



##### **Risk of burns!**

The motor heats up during operation and thus touching the motor can lead to burns!

- ▶ Provide protective devices and warning notices at the motor!

#### ATTENTION!

##### **Danger of material damage!**

Danger of material damage through uncontrolled movements of the rotor in the case of a power cut!

- ▶ Make sure that suitable end stops are fitted at the end positions or that the parking brake (optional) is engaged!

**The operator should provide a controller pursuant to DIN EN ISO 12100 that prevents the machine from being started up unintentionally after power is restored, troubleshooting or the machine is stopped.**

**NOTE**

- ▶ Switch off the controller.
  - ▶ Detach the motor cable.
  - ▶ If applicable, connect the cable for the position measuring system.
  - ▶ Switch on the controller.
  - ▶ If applicable, check the position measuring system (see separate assembly instructions for the drive amplifier and position measuring system).
  - ▶ Switch off the controller.
  - ▶ Connect motor cable (see chapter 5.3).
  - ▶ Switch on the controller.
  - ▶ Perform test run at slow speed.
  - ▶ Perform test under usage conditions.
- ✓ Torque motor is ready for operation.

### 6.2 Programming

**The programming of the torque motor depends on the controller and drive amplifier used. Observe the assembly instructions for the controller and drive amplifier!**

**NOTE**

## 7. Maintenance and cleaning

### **WARNING!**

#### Unauthorised repairs on the system

Unauthorised work on the system creates the risk of injuries and may invalidate the warranty.

- ▶ The system must only be serviced by specialist personnel!

### **NOTE**

Use only suitable, non-hazardous agents. Please observe the manufacturer's safety data sheets.

During maintenance:

- ▶ Secure the torque motor against being switched back on without authorisation.
- ▶ Disconnect the power supply of the torque motor.
- ▶ Secure the torque motor against being switched back on without authorisation.



### **NOTE**

Ensure that permissible ambient conditions, voltage and current loads are observed!

- Direct drive components are maintenance-free because they work on a non-contact basis.

### 7.1 Cleaning

### **CAUTION!**

#### Aggressive media

Using aggressive media for cleaning creates the risk of injury and of damaging the torque motor components.

- ▶ Use only suitable, non-hazardous agents.
- ▶ Check the safety data sheets!

Dirt can settle and accumulate over time on the torque motor components. The torque motor components must therefore be regularly checked for dirt and cleaned if necessary, e.g. using a 70% alcohol solution.

## 8. Faults

### 8.1 Faults with the motor

Table 8.1 **Fault table**

Fault	Possible cause	Remedy
Motor does not start	Supply lines disconnected	Check connections, plug contacts may be compressed, repair if necessary. The connectors have seals, which means that a certain screw connection resistance must be overcome.
	Fuse has tripped via motor protection	Check motor protection for the right settings, remedy defects if necessary
Motor turns in the wrong direction	Encoder setting wrong	Check settings
	Input phase fault	Change over two phases on the motor
Smell of burning	Controller setup parameters are incorrect	1. Check controller settings 2. Check cooling system
	Cooling system not working properly	
	Controller setting does not match the motor parameters	
Communication fault	Motor phase connected incorrectly	Check drive amplifier, check nominal value
Motor hums and has a high current consumption	Rotor is jammed	Check motor
	Brake jammed	Check air pressure and power supply
	Fault in encoder cable	Check encoder cable
	Problem with motor insulation	Check resistance values > 50 MΩ (phase/earth and phase/sensor)
Motor heats up too much (measure temperature)	Controller setting incorrect	Check controller settings
	Overload	Carry out power measurement, if necessary use a larger motor or reduce load
	Cooling insufficient	Rectify cooling air supply or open cooling air passages, retrofit external fan if necessary
	Ambient temperature too high	Observe permissible temperature range
	Rated duty cycle exceeded, e.g. duty cycle too long	Adjust motor's rated duty cycle to the necessary operating conditions
	Damaged bearings	Check bearings
Abnormal friction noise or friction torque too high	Motor alignment problem	Check installation
	Dirt in air gap	Remove dirt

### 8.2 Faults during operation with drive amplifier

The faults described in chapter 8.1 "Faults with the motor" can also occur while operating the motor with a drive amplifier. For interpretation of faults and information on how to remedy them, see the drive amplifier manufacturer's installation instructions.

## 9. Disposal

### ATTENTION!



**Danger caused by environmentally hazardous substances!**

The danger to the environment depends on the type of substance used.

- ▶ Clean contaminated parts thoroughly before disposal!
- ▶ Clarify the requirements for safe disposal with disposal companies and, where appropriate, with the competent authorities!

Table 9.1 **Disposal**

Fluids	
Lubricants	Dispose of as hazardous waste in an environmentally friendly way
Soiled cleaning cloths	Dispose of as hazardous waste in an environmentally friendly way
Torque motor	
Cabling, electrical components	Dispose of as electrical waste
Polypropylene (PP) components	Dispose of separately
Aluminium components (housing)	Dispose of separately
Iron components	Dispose of separately
Copper components	Dispose of separately
Brass, nickel-plated components (plug connector materials)	Dispose of separately
Nitrile butadiene rubber (NBR) components (seals)	Dispose of separately
Stainless steel components (bolts)	Dispose of separately

## 10. Appendix 1: Type plate

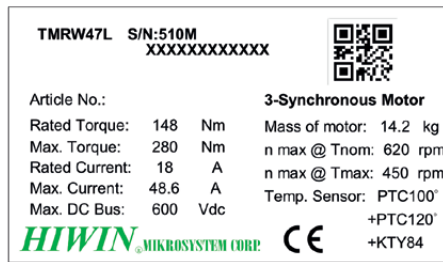
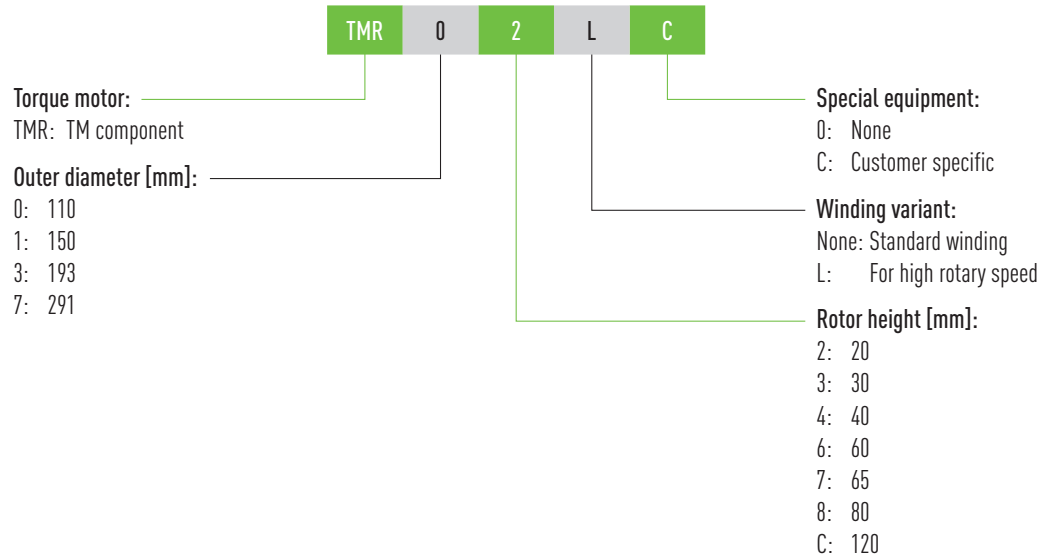


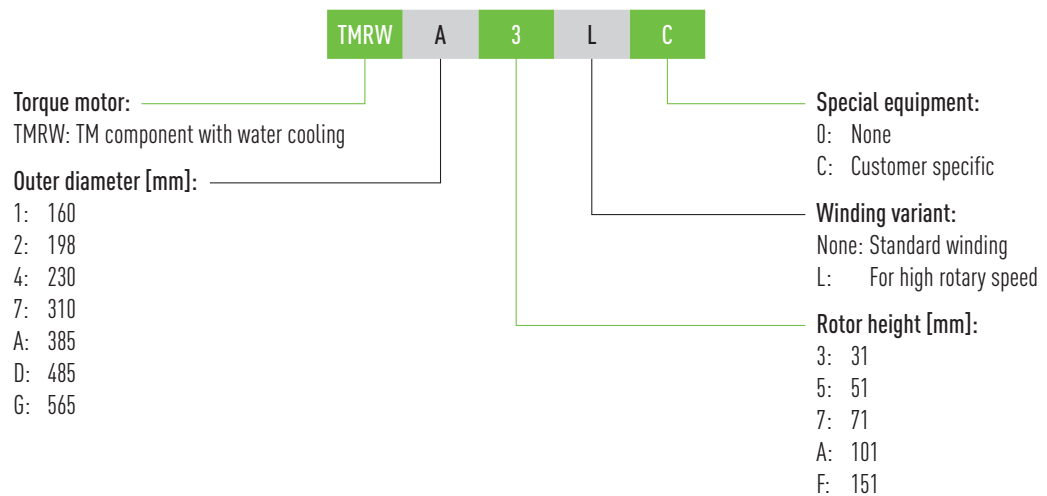
Fig. 10.1 Type plate

## 11. Appendix 2: Order codes

### 11.1 Order code TMR

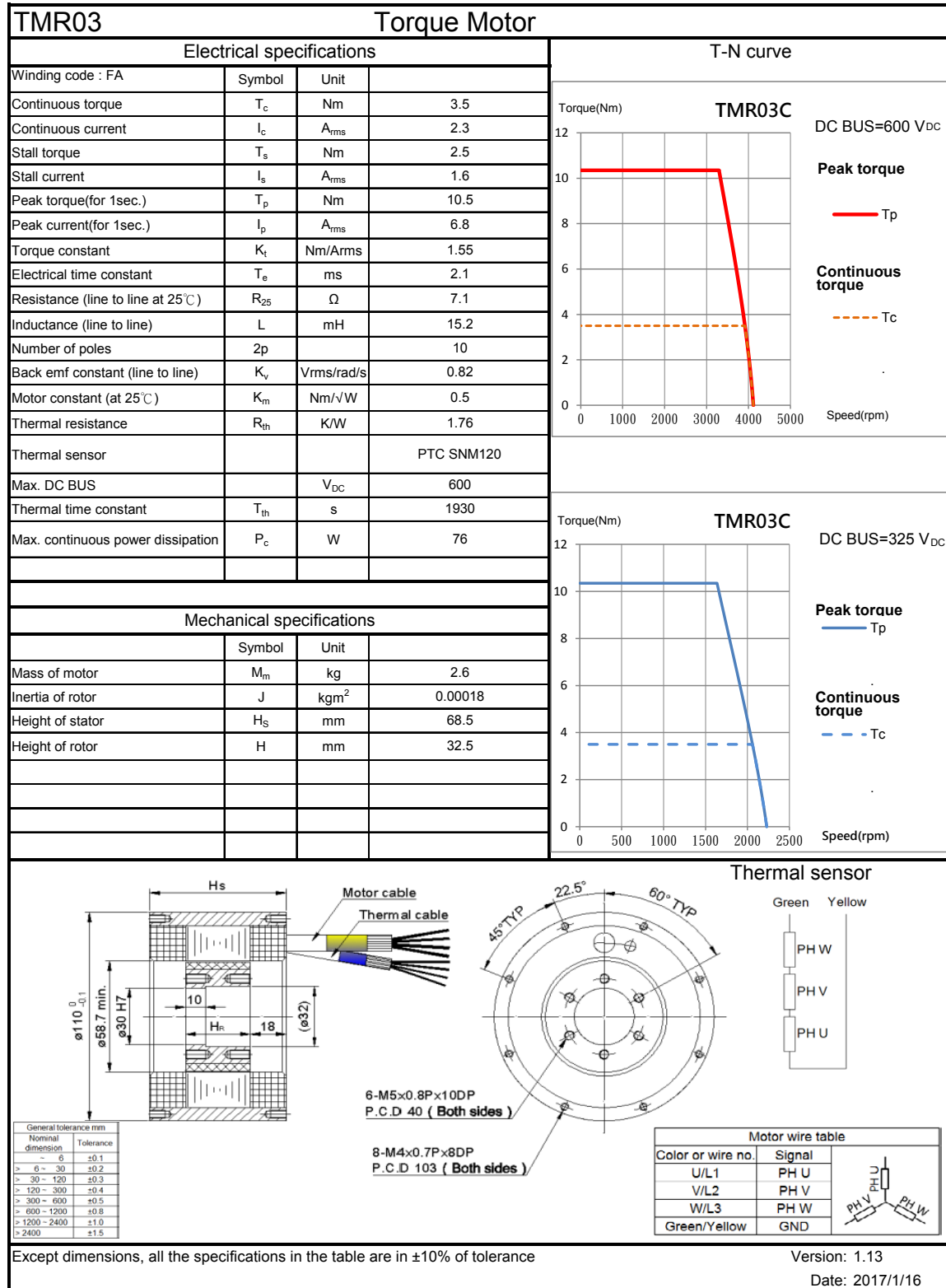


### 11.2 Order code TMRW



### 12. Appendix 3: Data sheets

#### 12.1 Data sheets for TMR



Except dimensions, all the specifications in the table are in  $\pm 10\%$  of tolerance

Version: 1.13

Date: 2017/1/16

Fig. 12.1 Data sheet TMR03

Appendix 3: Data sheets

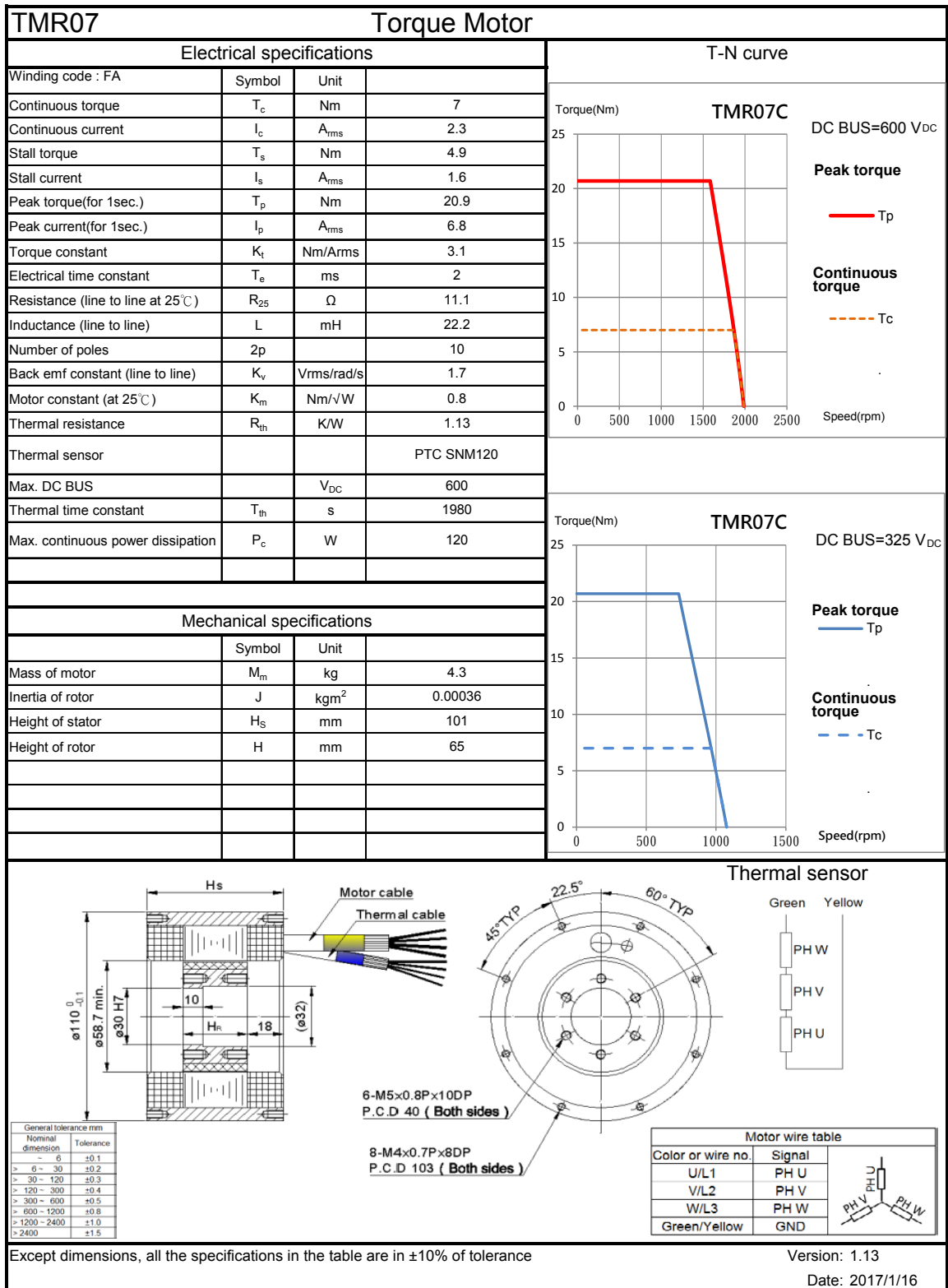


Fig. 12.2 Data sheet TMR07





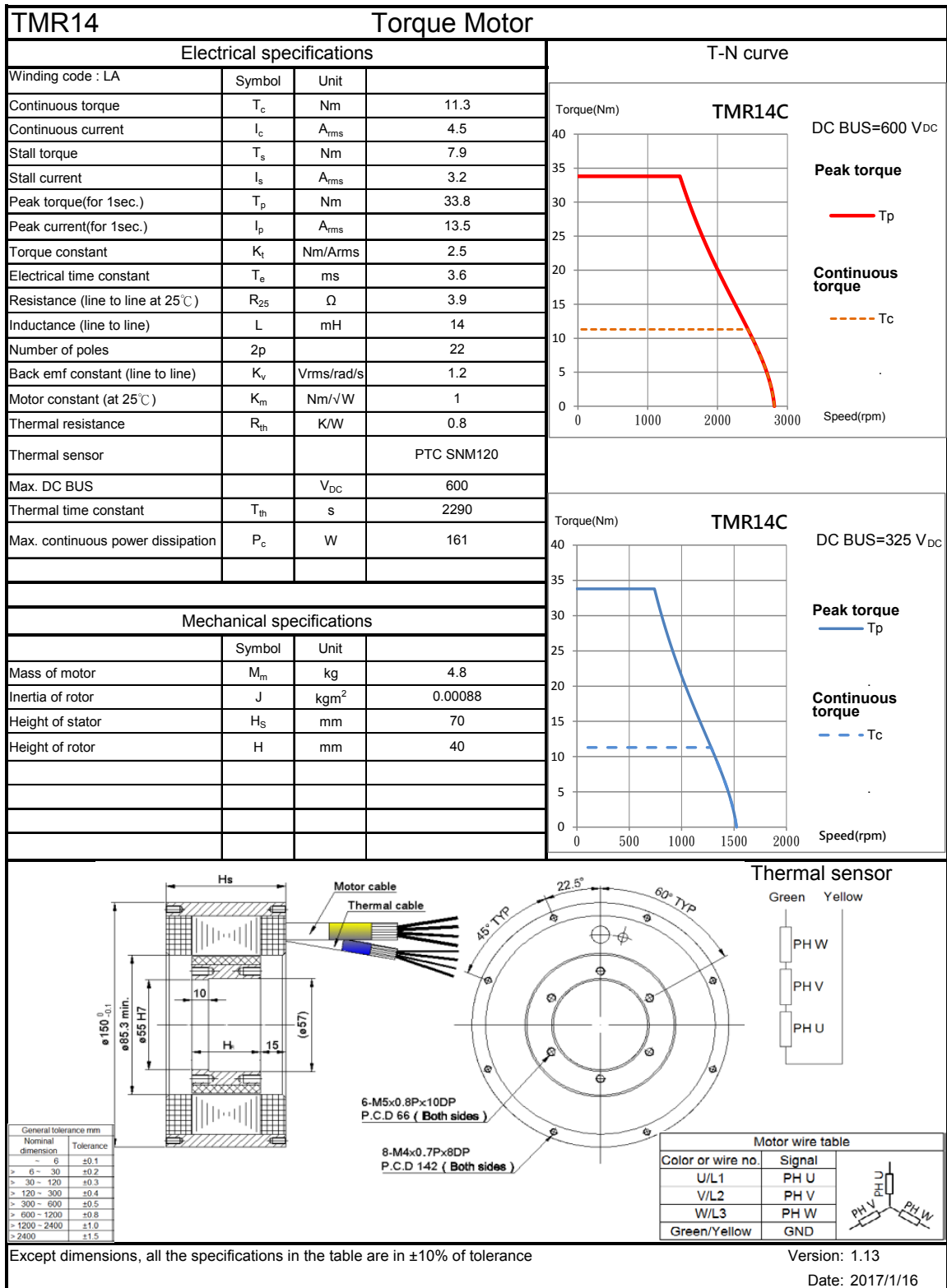


Fig. 12.4 Data sheet TMR14

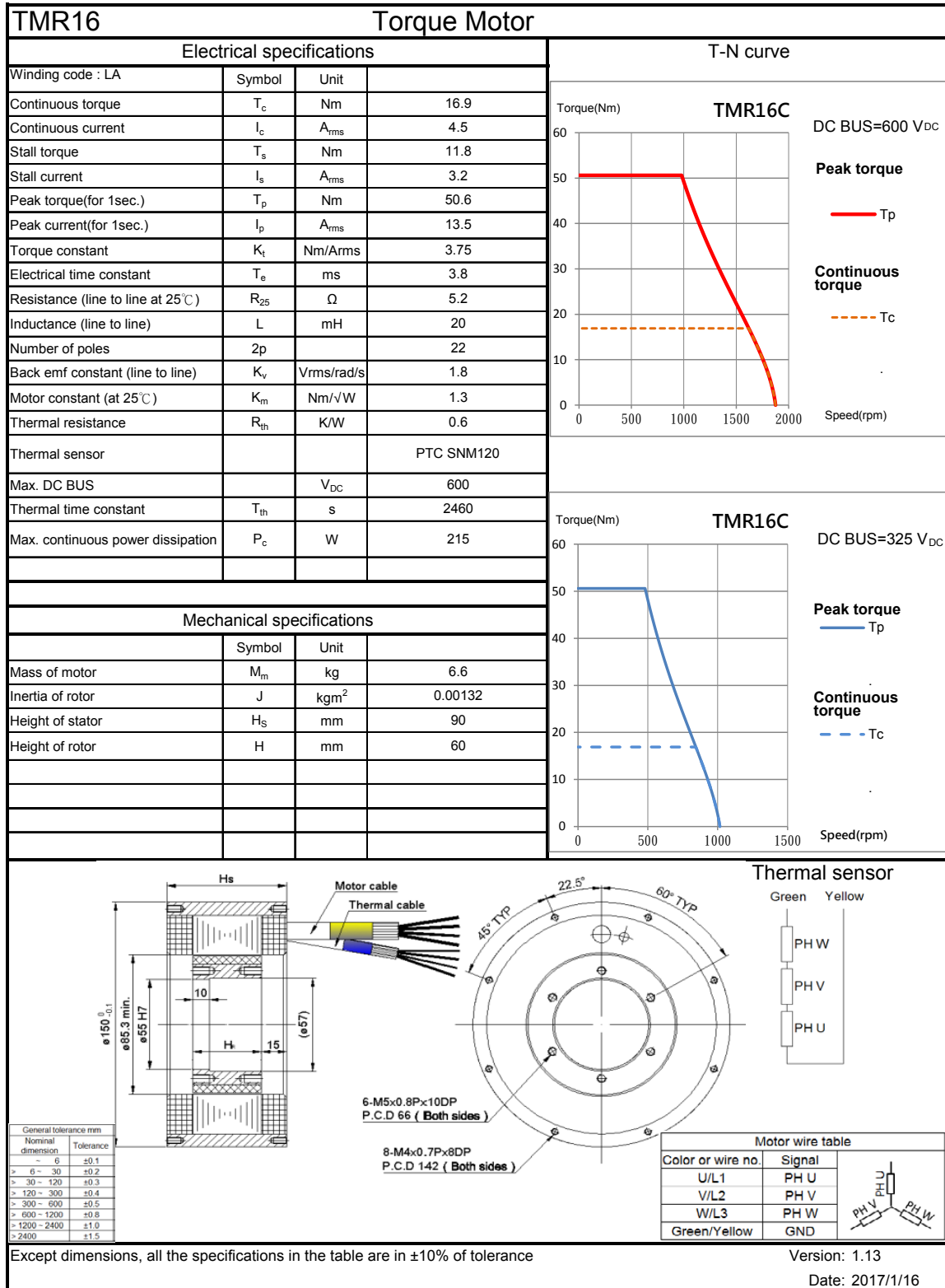


Fig. 12.5 Data sheet TMR16

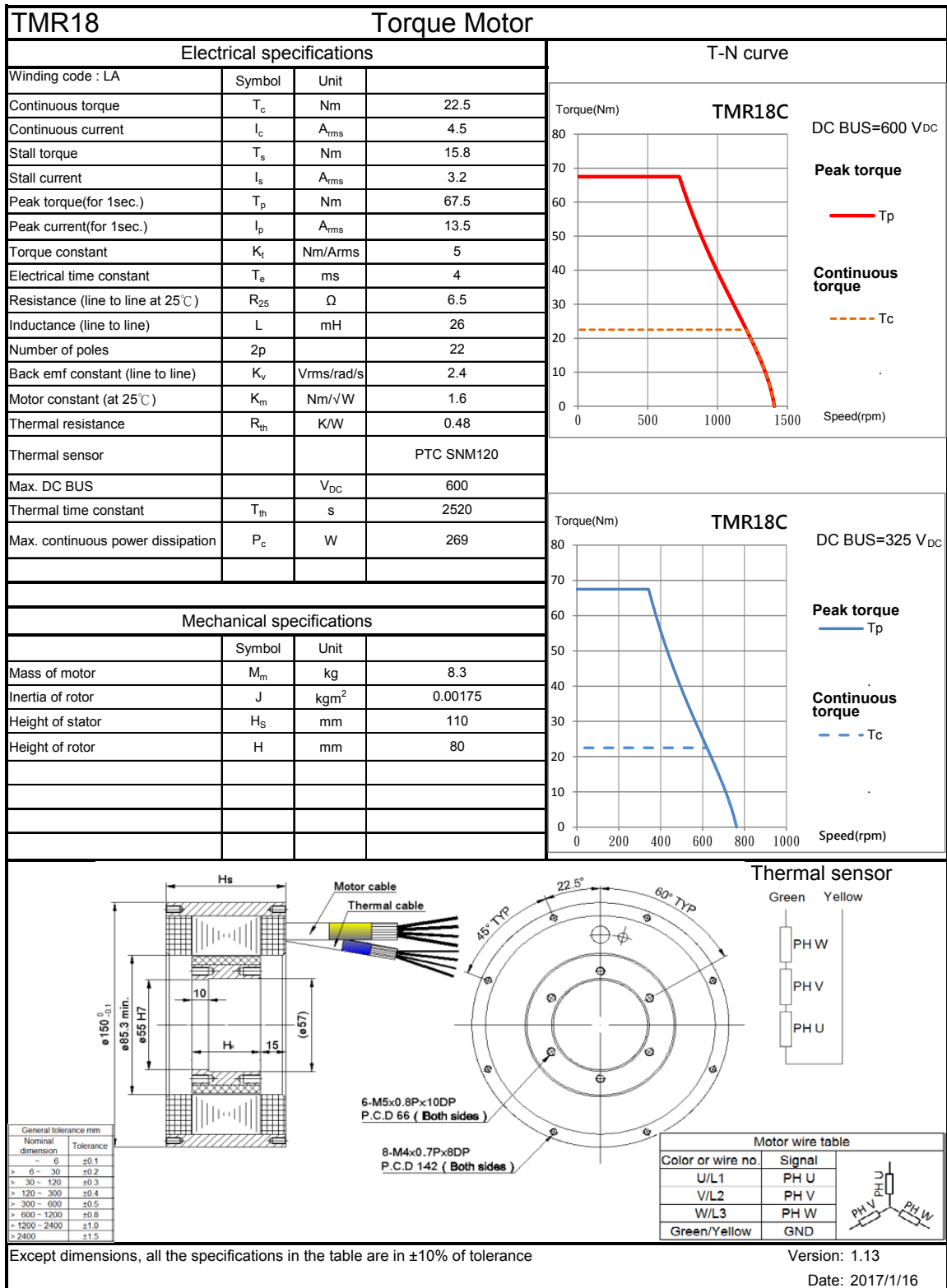


Fig. 12.6 Data sheet TMR18

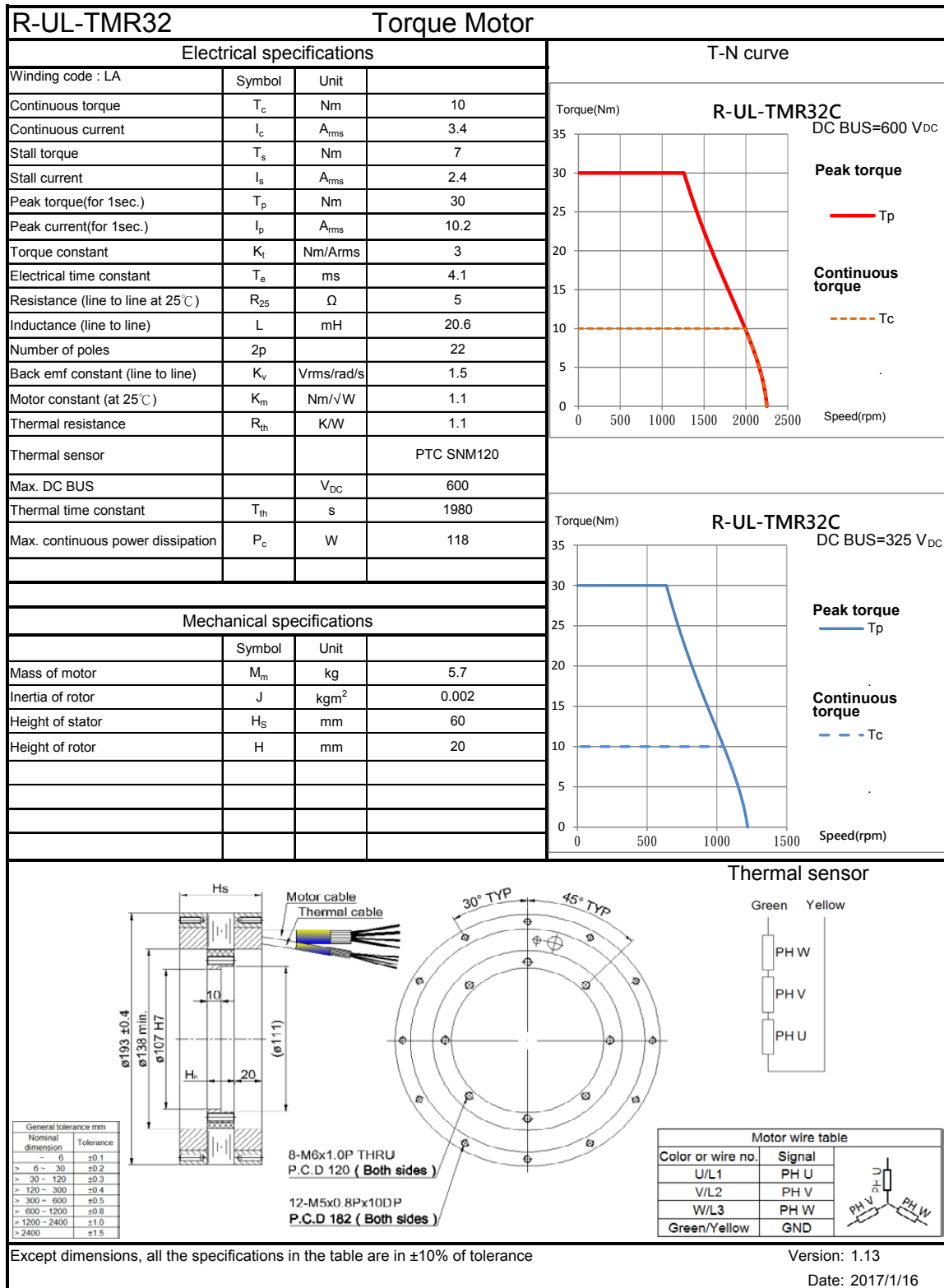


Fig. 12.7 Data sheet TMR32

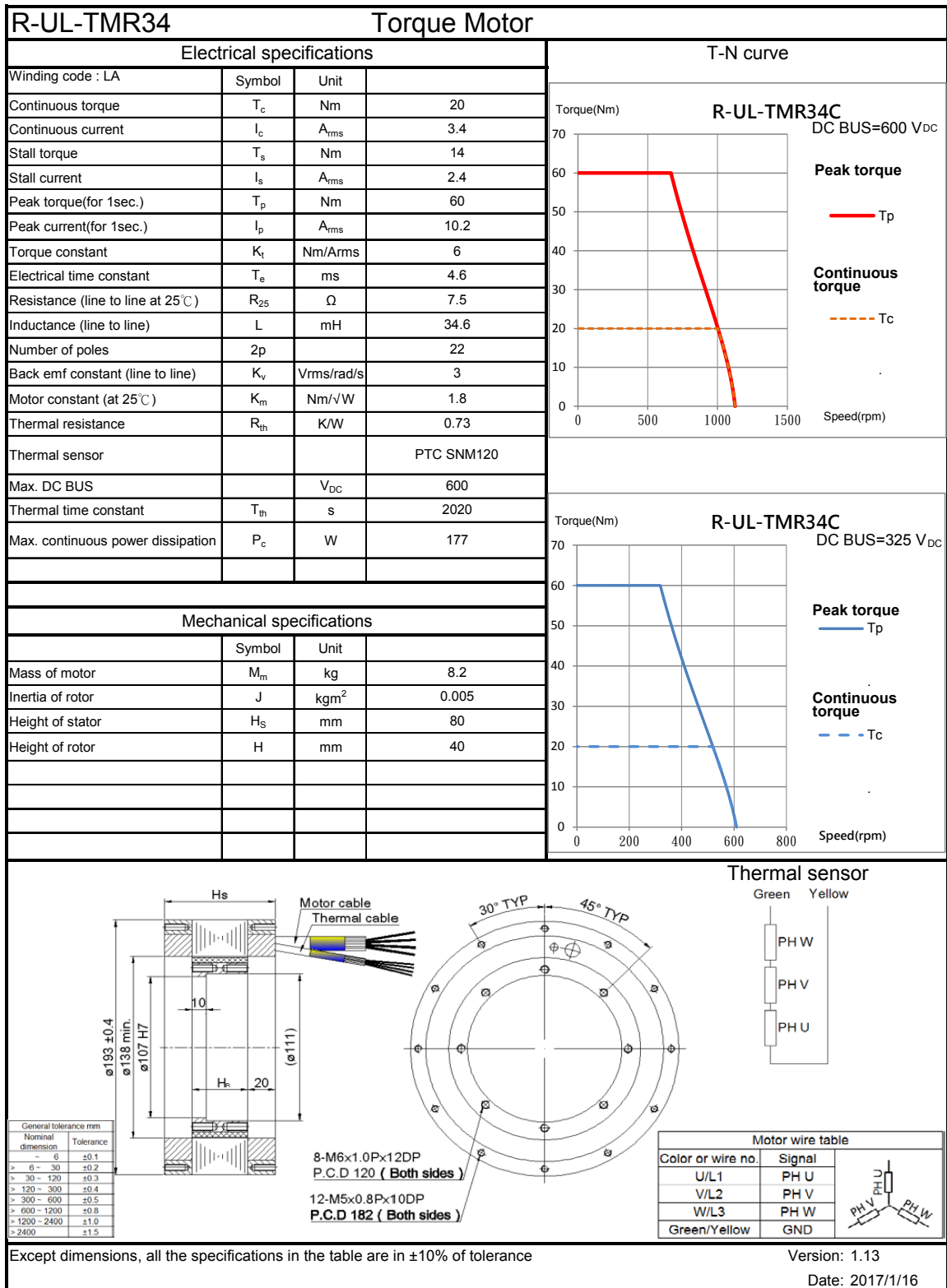


Fig. 12.8 Data sheet TMR34

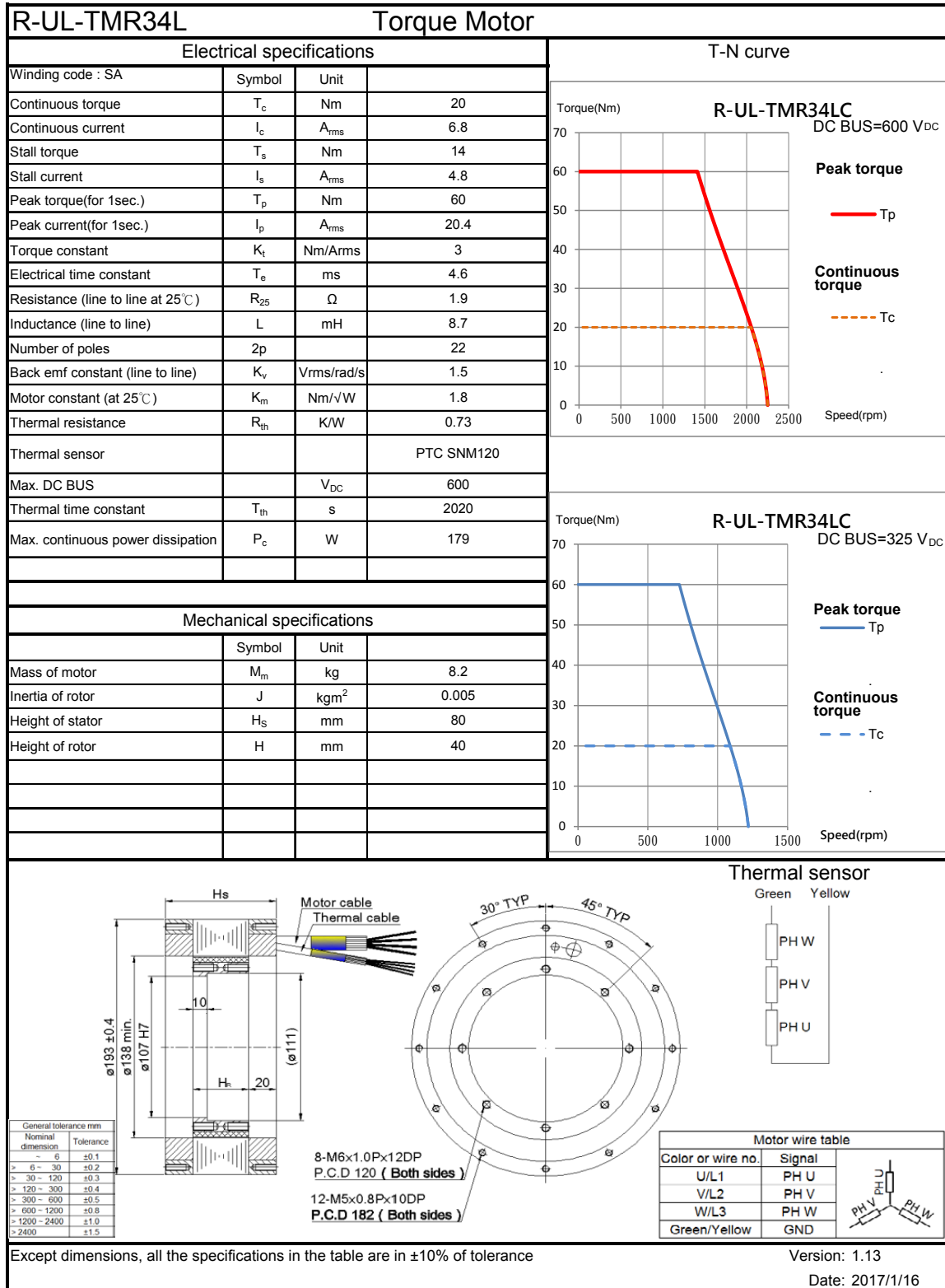


Fig. 12.9 Data sheet TMR34L

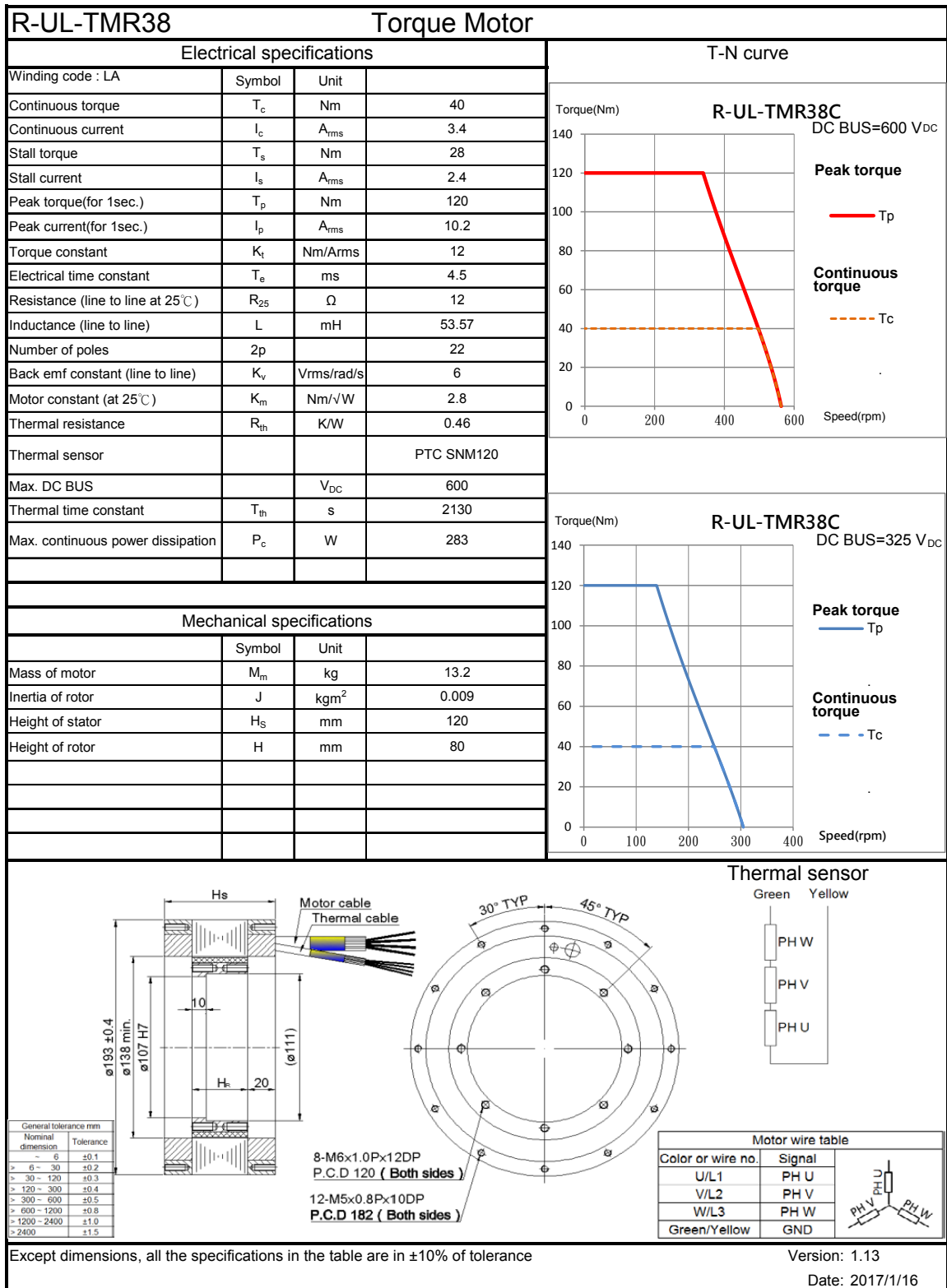


Fig. 12.10 Data sheet TMR38



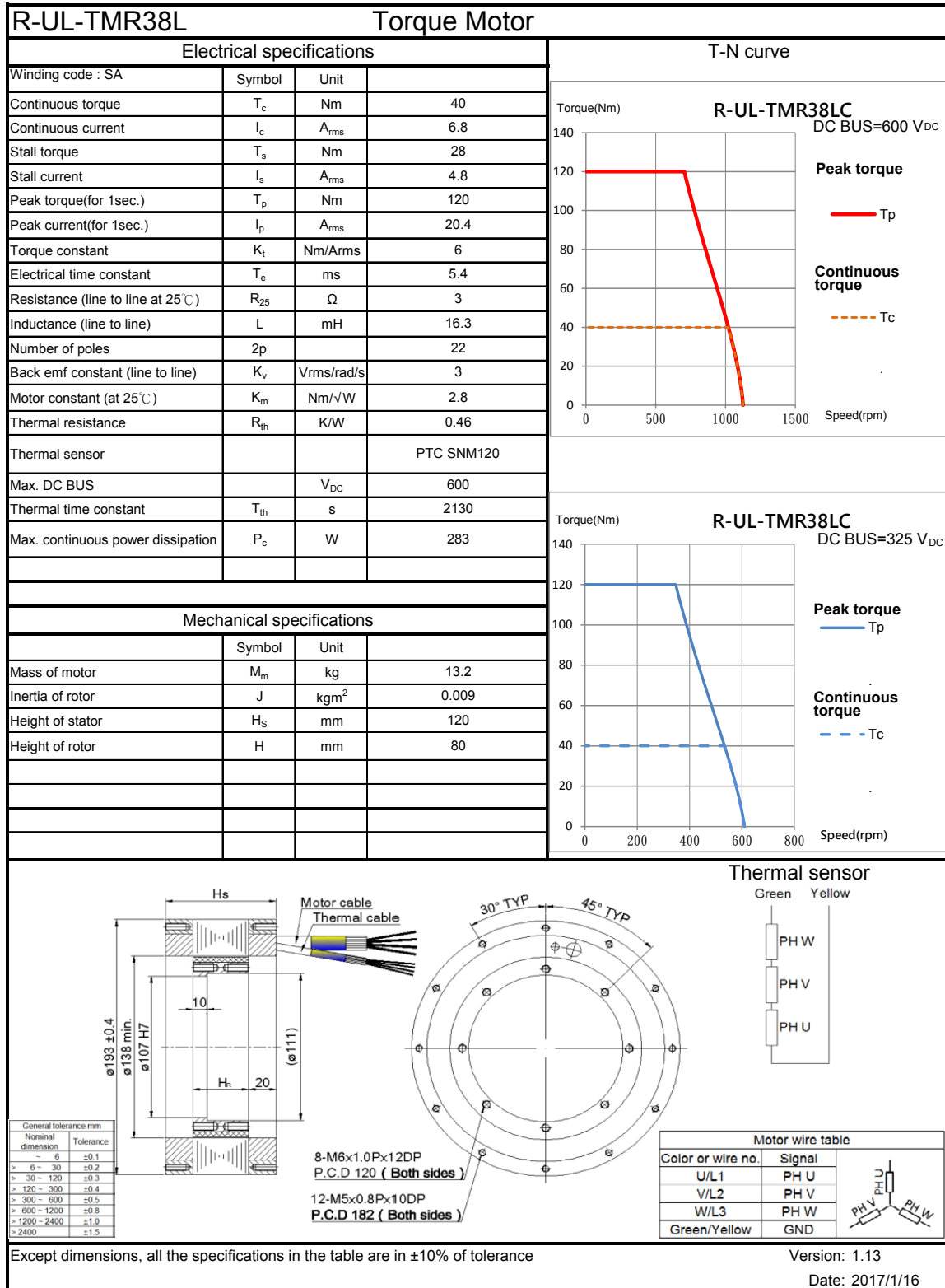


Fig. 12.11 Data sheet TMR38L

Appendix 3: Data sheets

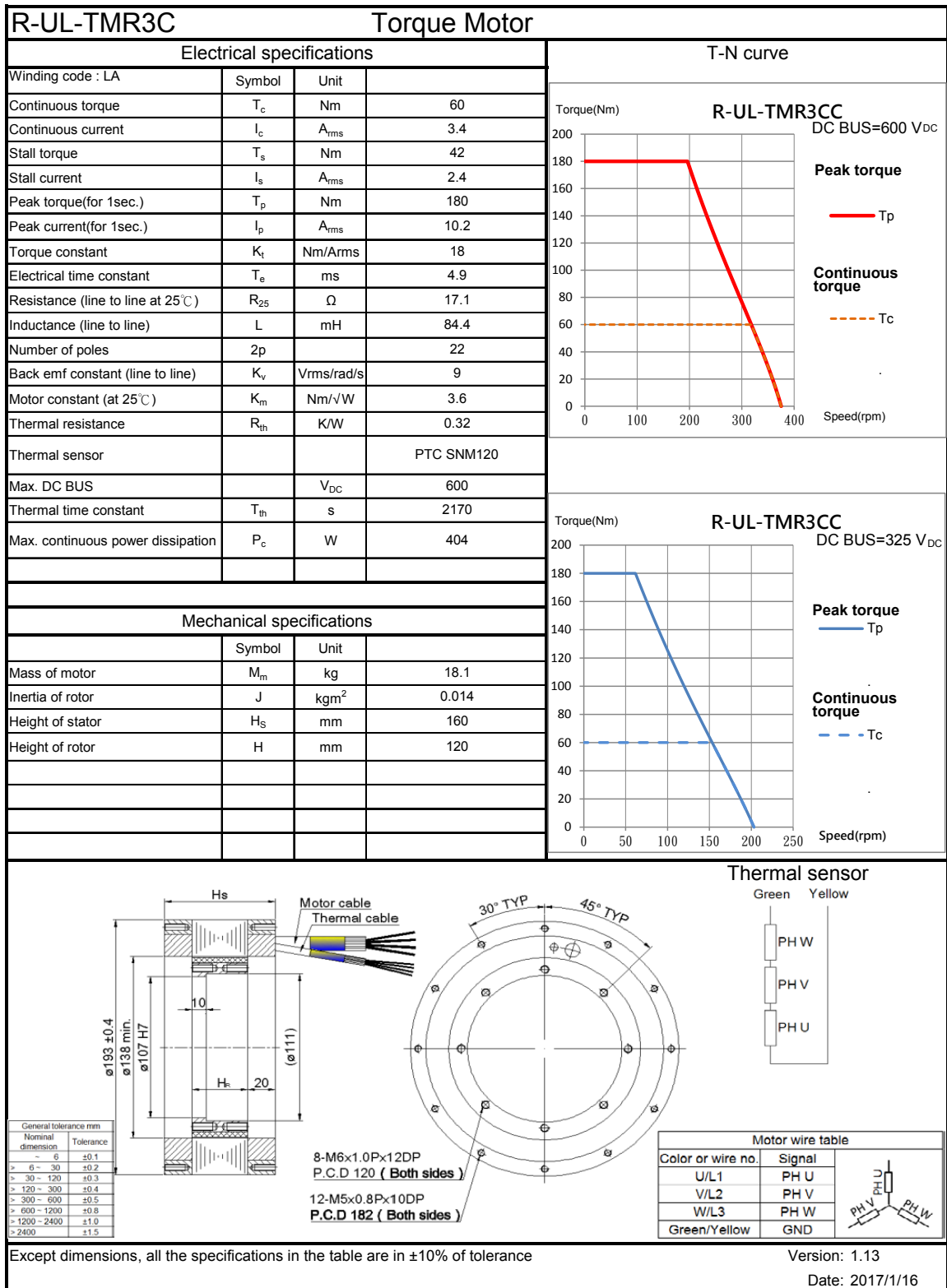


Fig. 12.12 Data sheet TMR3C

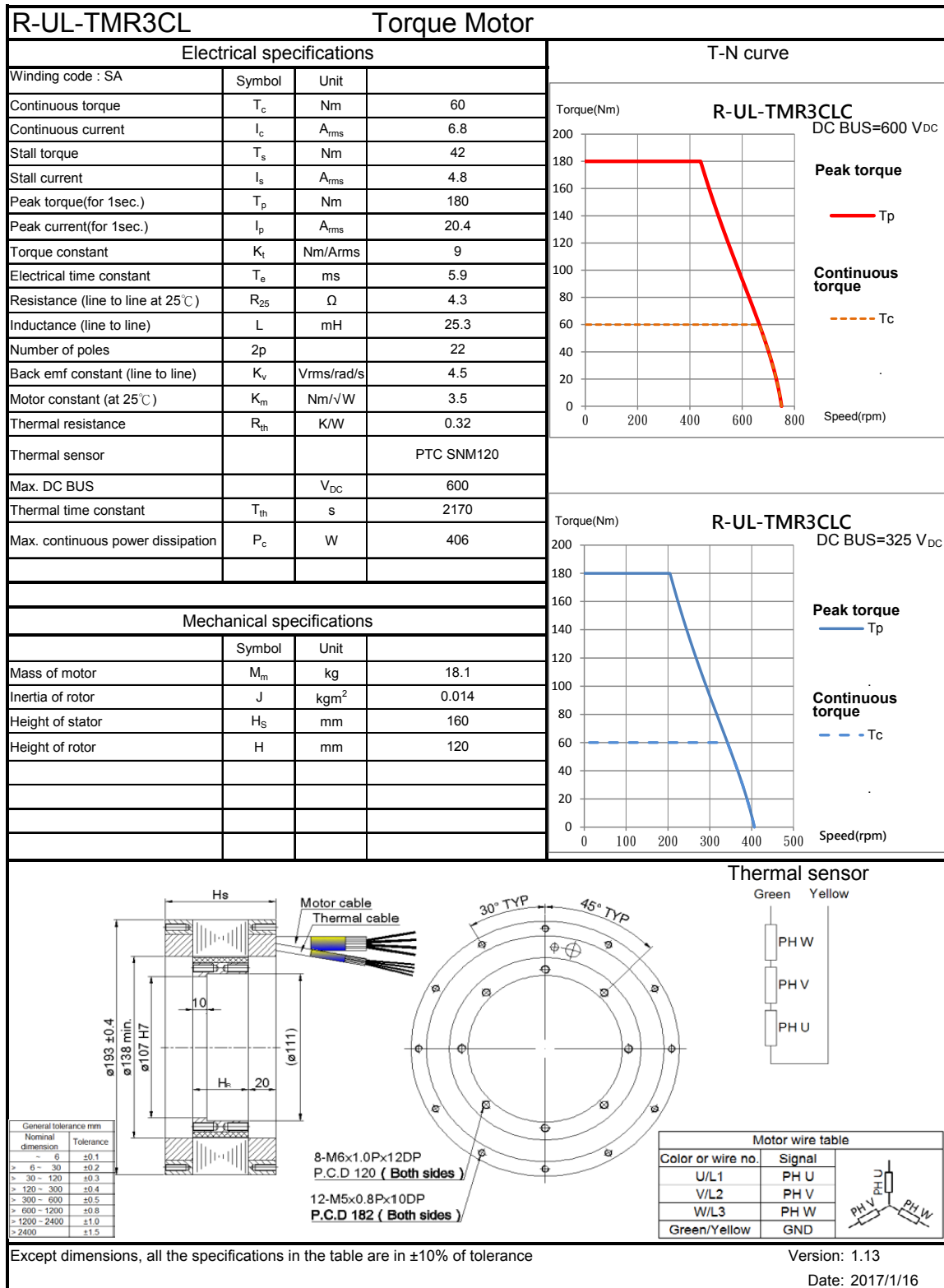


Fig. 12.13 Data sheet TMR3CL





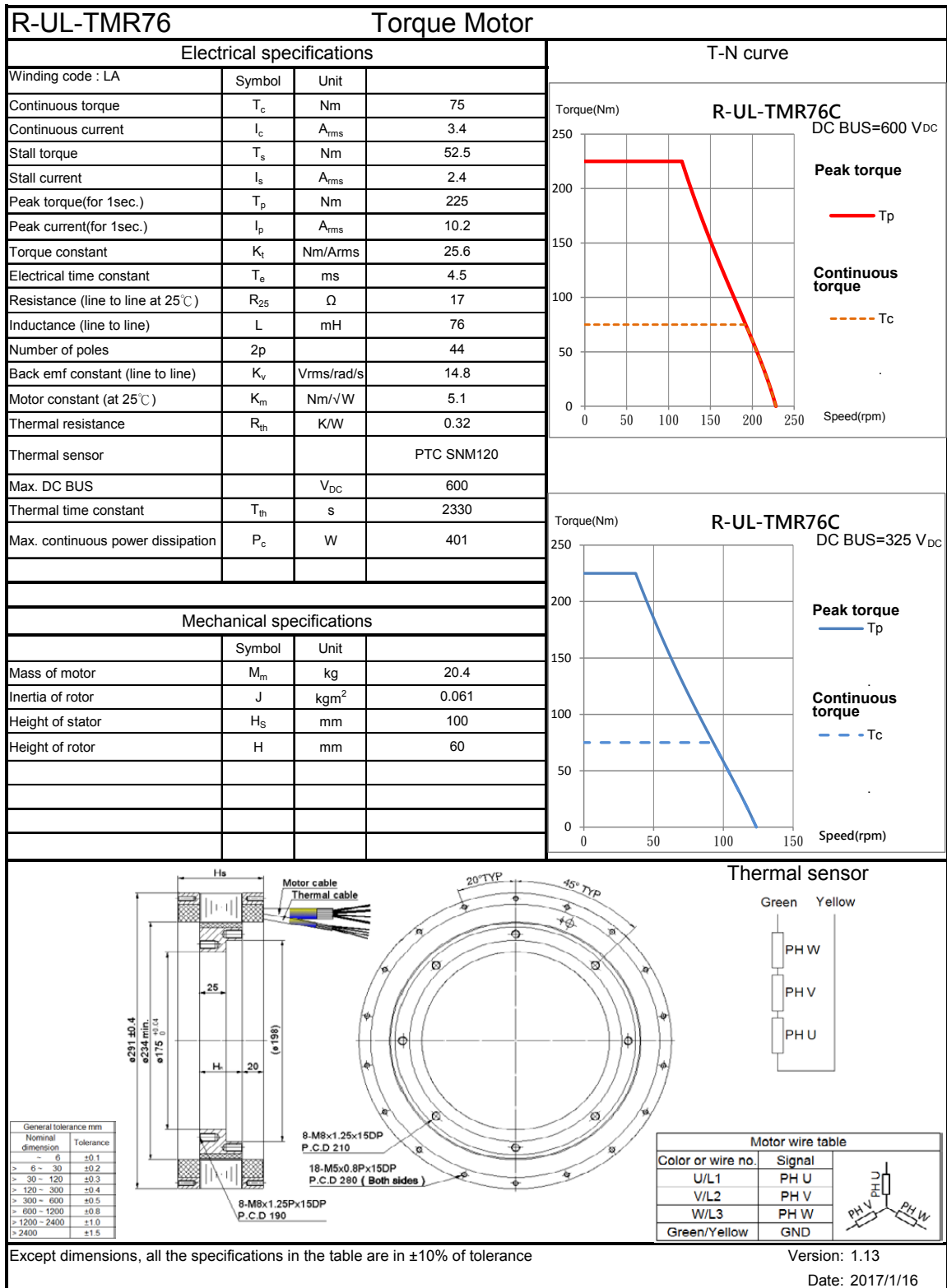


Fig. 12.16 Data sheet TMR76





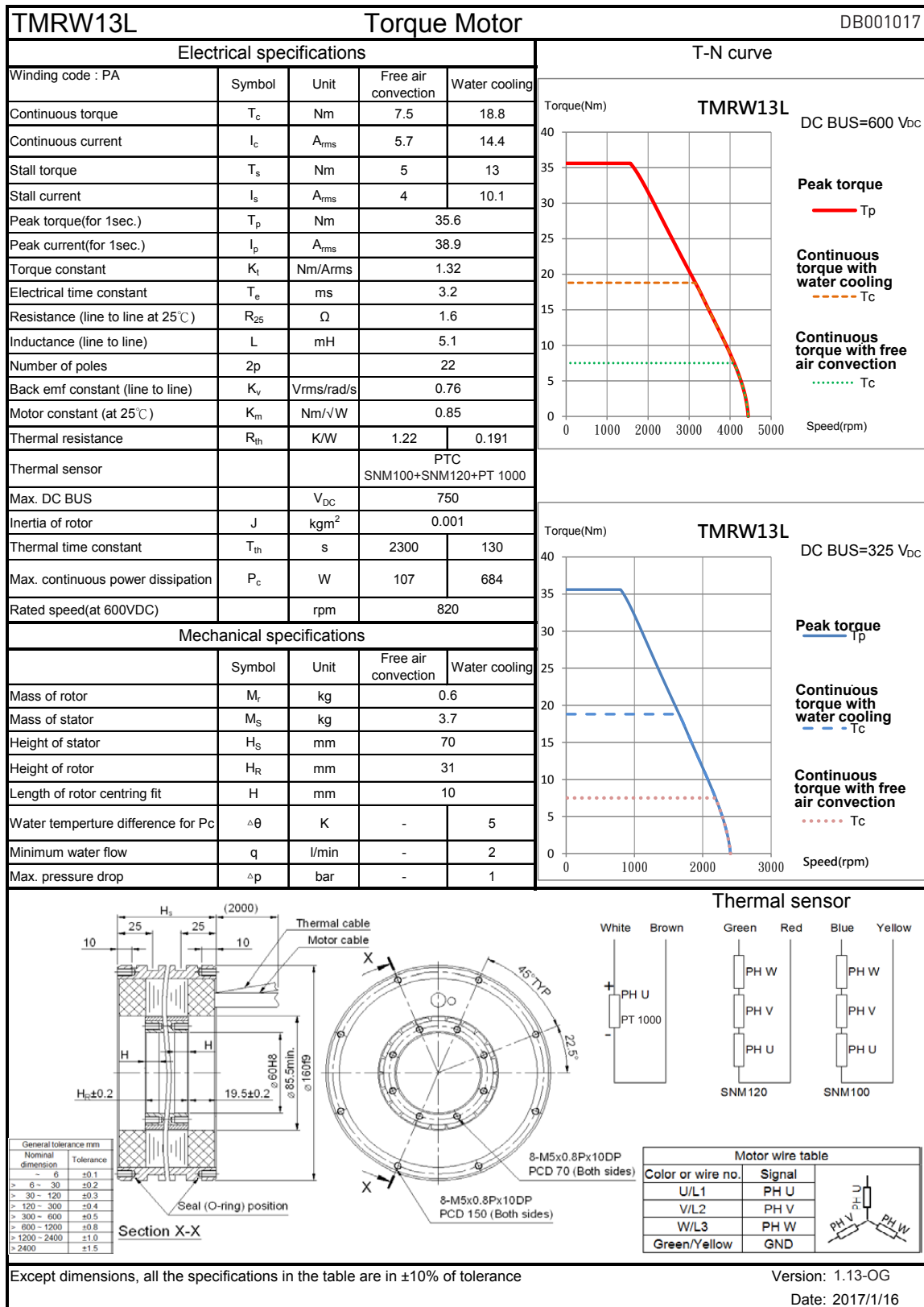




12.2 Data sheets for TMRW

TMRW13 Torque Motor					DB001016																																						
<b>Electrical specifications</b>					<div style="text-align: center;">T-N curve</div>																																						
Winding code : LA	Symbol	Unit	Free air convection	Water cooling																																							
Continuous torque	$T_c$	Nm	7.5	18.8																																							
Continuous current	$I_c$	$A_{rms}$	4	10																																							
Stall torque	$T_s$	Nm	5	13																																							
Stall current	$I_s$	$A_{rms}$	2.8	7																																							
Peak torque(for 1sec.)	$T_p$	Nm	35.6																																								
Peak current(for 1sec.)	$I_p$	$A_{rms}$	27																																								
Torque constant	$K_t$	Nm/ $A_{rms}$	1.87																																								
Electrical time constant	$T_e$	ms	3.2																																								
Resistance (line to line at 25°C)	$R_{25}$	$\Omega$	3.3																																								
Inductance (line to line)	L	mH	10.5																																								
Number of poles	2p		22																																								
Back emf constant (line to line)	$K_v$	Vrms/rad/s	1.08																																								
Motor constant (at 25°C)	$K_m$	Nm/ $\sqrt{W}$	0.84																																								
Thermal resistance	$R_{th}$	K/W	1.2	0.192																																							
Thermal sensor			PTC SNM100+SNM120+PT 1000																																								
Max. DC BUS		$V_{DC}$	750																																								
Inertia of rotor	J	$kgm^2$	0.001																																								
Thermal time constant	$T_{th}$	s	2300	130																																							
Max. continuous power dissipation	$P_c$	W	108	679																																							
Rated speed(at 600VDC)		rpm	820																																								
<b>Mechanical specifications</b>																																											
	Symbol	Unit	Free air convection	Water cooling																																							
Mass of rotor	$M_r$	kg	0.6																																								
Mass of stator	$M_s$	kg	3.7																																								
Height of stator	$H_s$	mm	70																																								
Height of rotor	$H_r$	mm	31																																								
Length of rotor centring fit	H	mm	10																																								
Water temperature difference for $P_c$	$\Delta\theta$	K	-	5																																							
Minimum water flow	q	l/min	-	2																																							
Max. pressure drop	$\Delta p$	bar	-	1																																							
<b>Thermal sensor</b>																																											
					<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>White</td> <td>Brown</td> <td>Green</td> <td>Red</td> <td>Blue</td> <td>Yellow</td> </tr> <tr> <td colspan="2">PH U</td> <td>PH W</td> <td>PH V</td> <td>PH W</td> <td>PH V</td> </tr> <tr> <td colspan="2">PT 1000</td> <td>PH U</td> <td>PH V</td> <td>PH U</td> <td>PH U</td> </tr> <tr> <td colspan="2"></td> <td>SNM120</td> <td></td> <td>SNM100</td> <td></td> </tr> </table>	White	Brown	Green	Red	Blue	Yellow	PH U		PH W	PH V	PH W	PH V	PT 1000		PH U	PH V	PH U	PH U			SNM120		SNM100															
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<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>General tolerance mm</th> <th>Nominal dimension</th> <th>Tolerance</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>6 - 30</td> <td>±0.1</td> </tr> <tr> <td>+</td> <td>6 - 30</td> <td>±0.2</td> </tr> <tr> <td>±</td> <td>30 - 120</td> <td>±0.3</td> </tr> <tr> <td>±</td> <td>120 - 300</td> <td>±0.4</td> </tr> <tr> <td>±</td> <td>300 - 600</td> <td>±0.5</td> </tr> <tr> <td>±</td> <td>600 - 1200</td> <td>±0.8</td> </tr> <tr> <td>±</td> <td>1200 - 2400</td> <td>±1.0</td> </tr> <tr> <td>±</td> <td>≥2400</td> <td>±1.5</td> </tr> </tbody> </table>		General tolerance mm	Nominal dimension	Tolerance	-	6 - 30	±0.1	+	6 - 30	±0.2	±	30 - 120	±0.3	±	120 - 300	±0.4	±	300 - 600	±0.5	±	600 - 1200	±0.8	±	1200 - 2400	±1.0	±	≥2400	±1.5	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Motor wire table</th> </tr> <tr> <th>Color or wire no.</th> <th>Signal</th> </tr> </thead> <tbody> <tr> <td>U/L1</td> <td>PH U</td> </tr> <tr> <td>V/L2</td> <td>PH V</td> </tr> <tr> <td>W/L3</td> <td>PH W</td> </tr> <tr> <td>Green/Yellow</td> <td>GND</td> </tr> </tbody> </table>			Motor wire table		Color or wire no.	Signal	U/L1	PH U	V/L2	PH V	W/L3	PH W	Green/Yellow	GND
General tolerance mm	Nominal dimension	Tolerance																																									
-	6 - 30	±0.1																																									
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<p>Except dimensions, all the specifications in the table are in ±10% of tolerance</p>																																											
				<p>Version: 1.13-OG Date: 2017/1/16</p>																																							

Fig. 12.20 Data sheet TMRW13





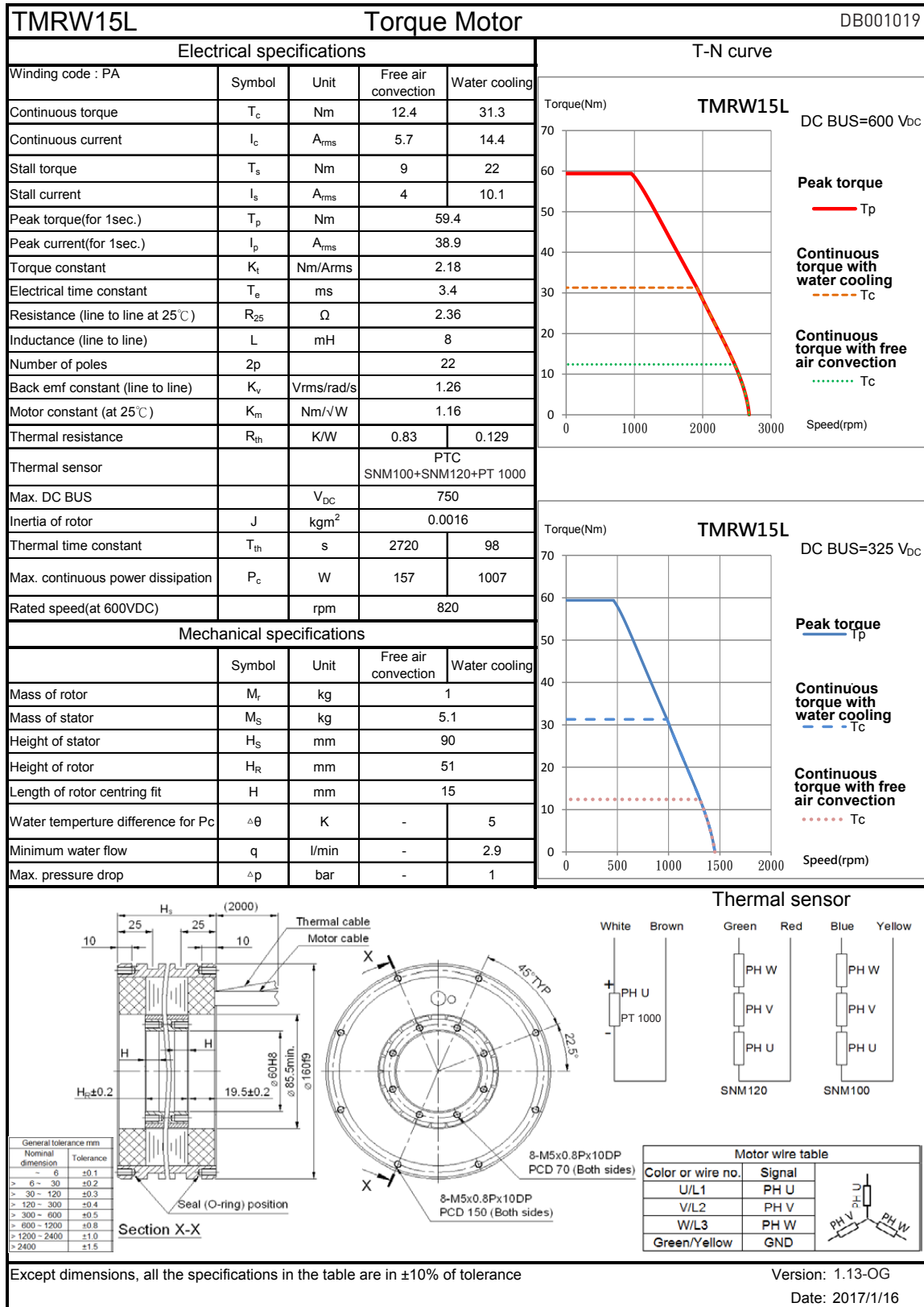


Fig. 12.23 Data sheet TMRW15L

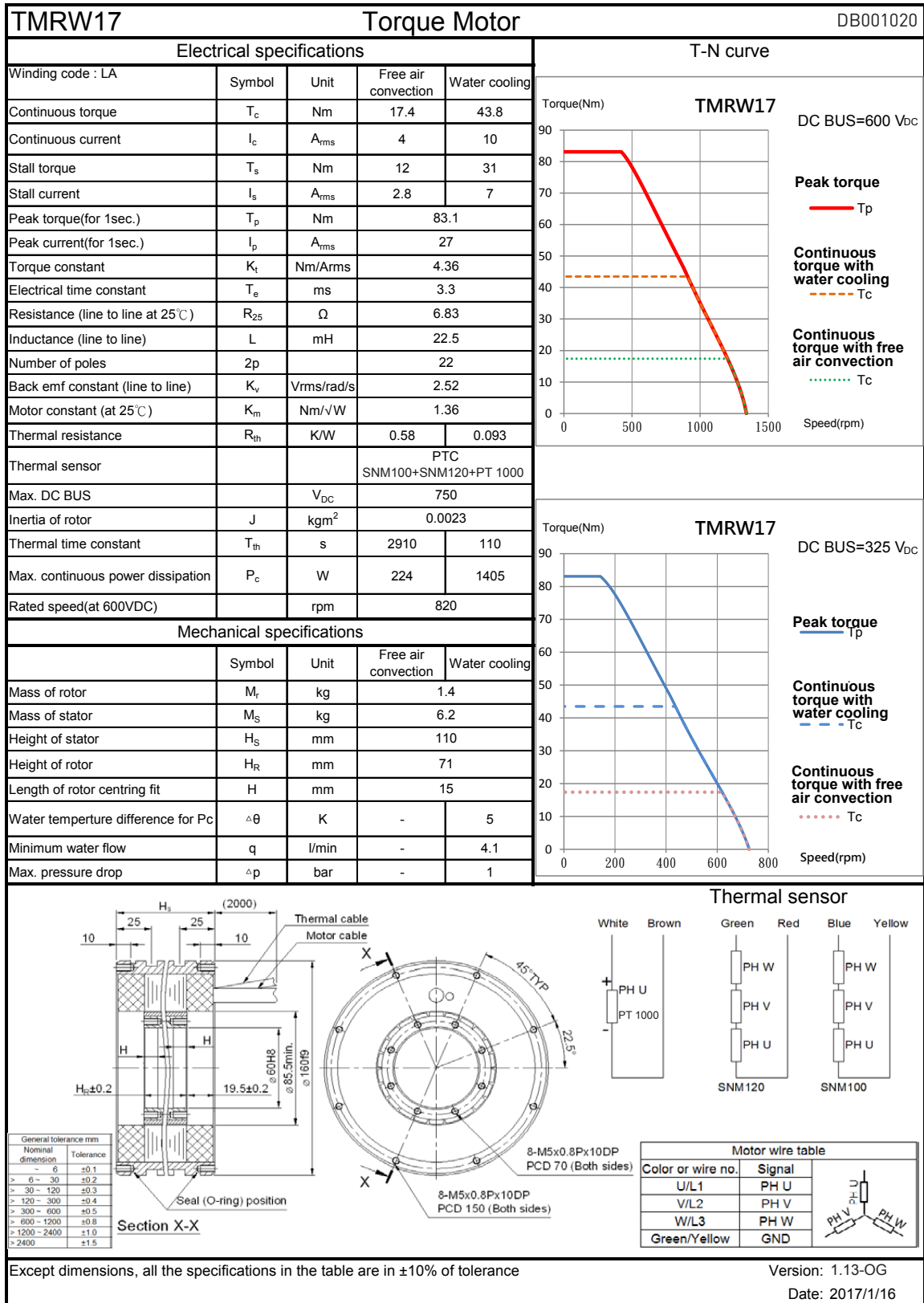


Fig. 12.24 Data sheet TMRW17

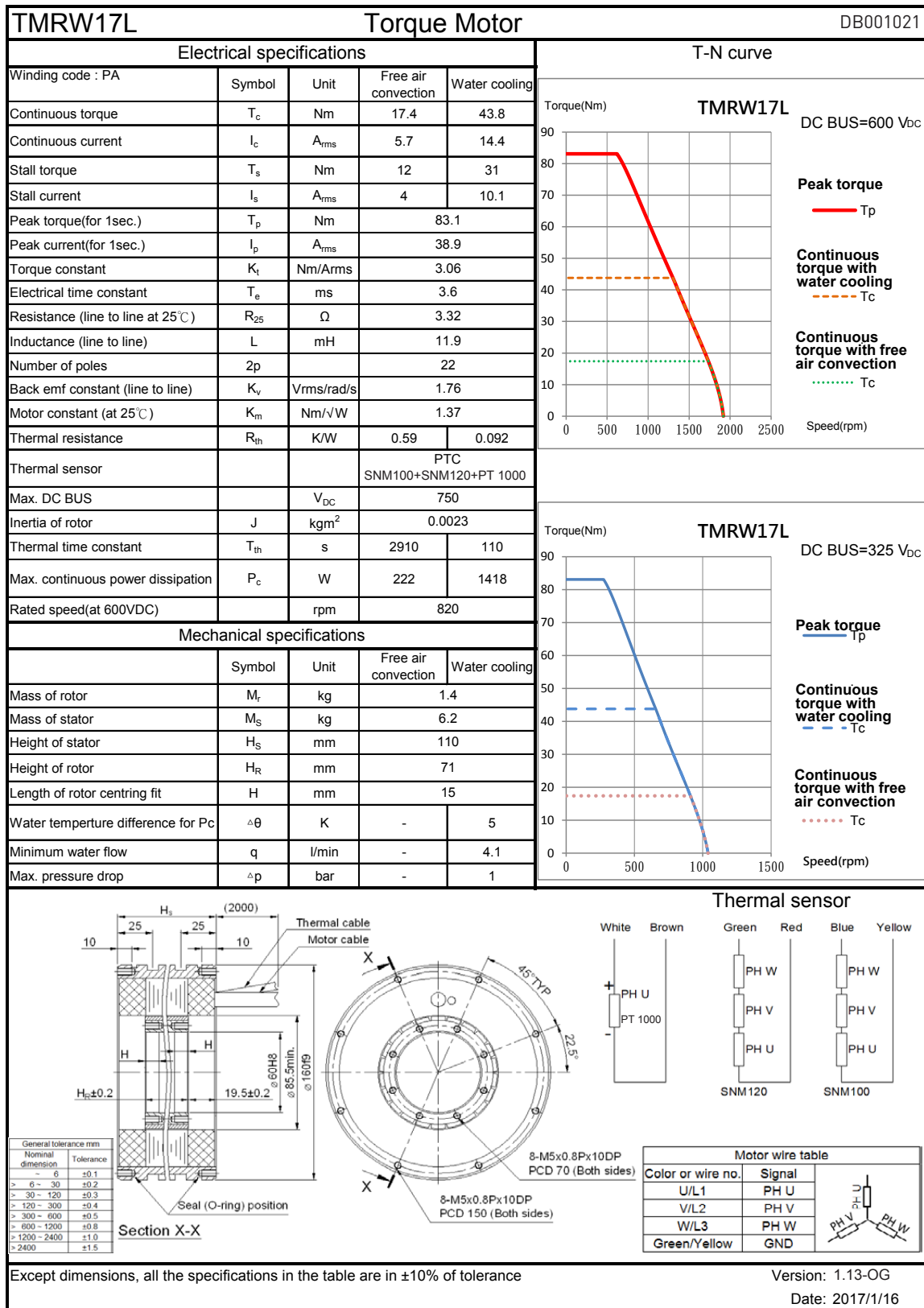


Fig. 12.25 Data sheet TMRW17L



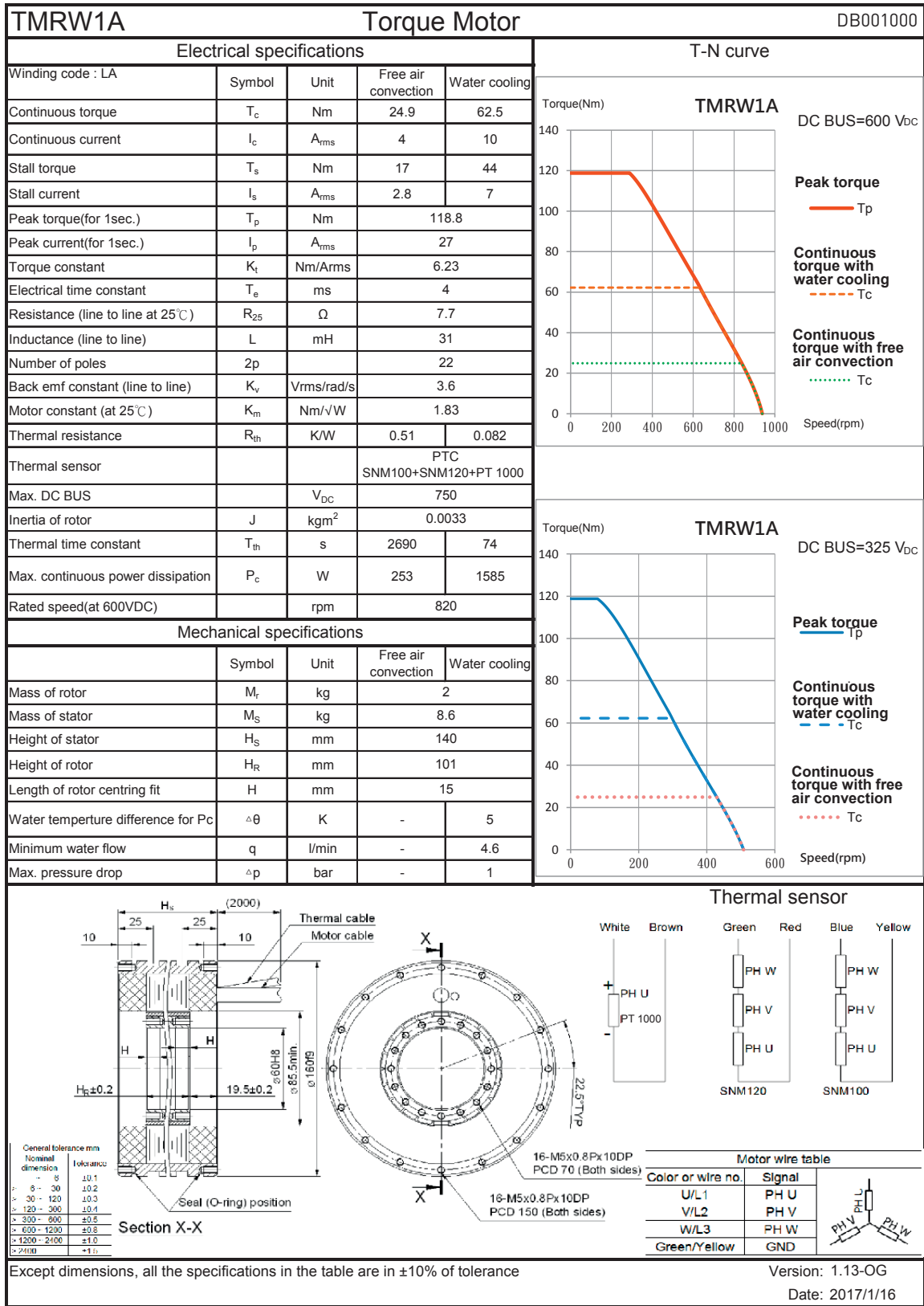


Fig. 12.26 Data sheet TMRW1A



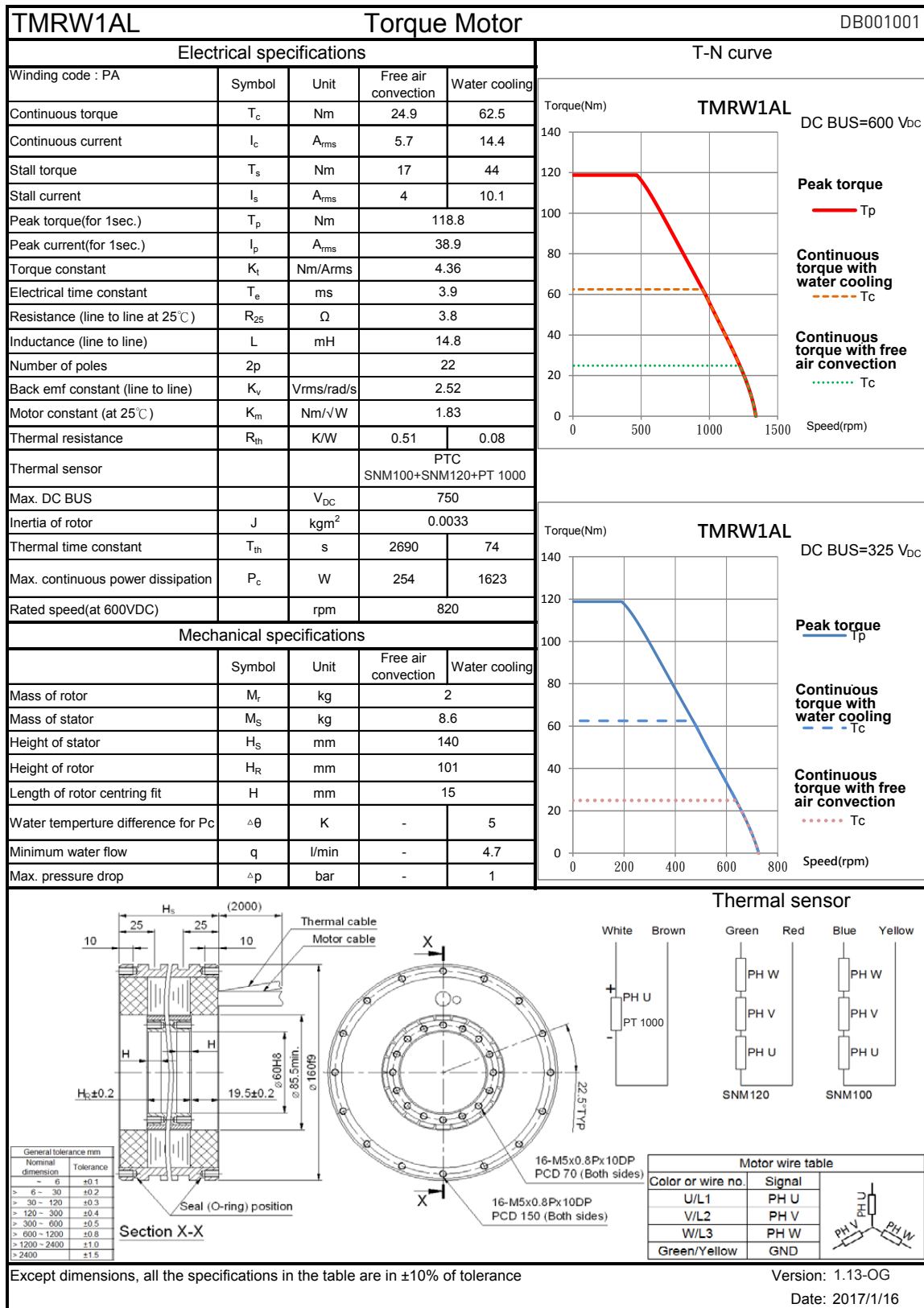


Fig. 12.27 Data sheet TMRW1AL

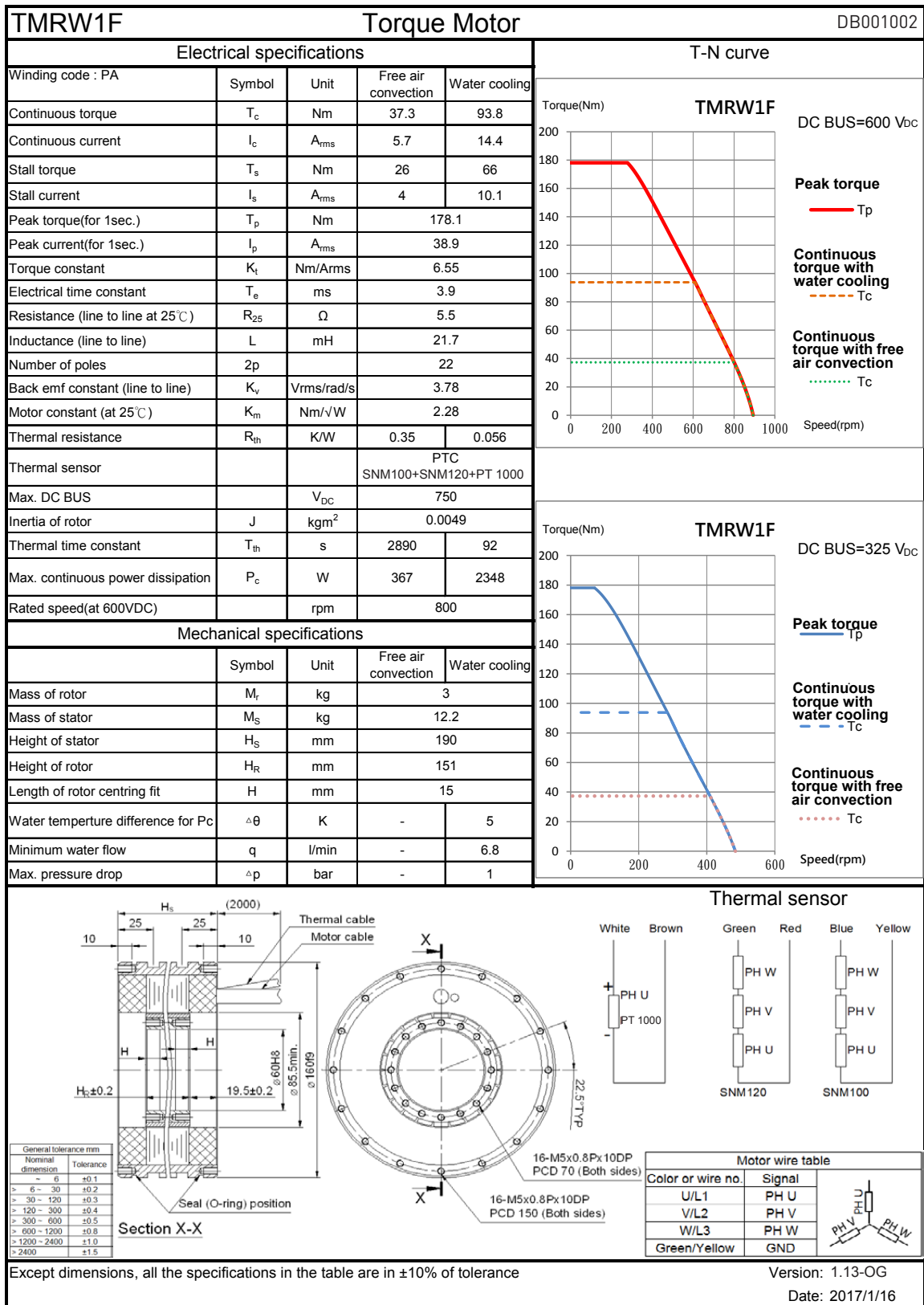


Fig. 12.28 Data sheet TMRW1F

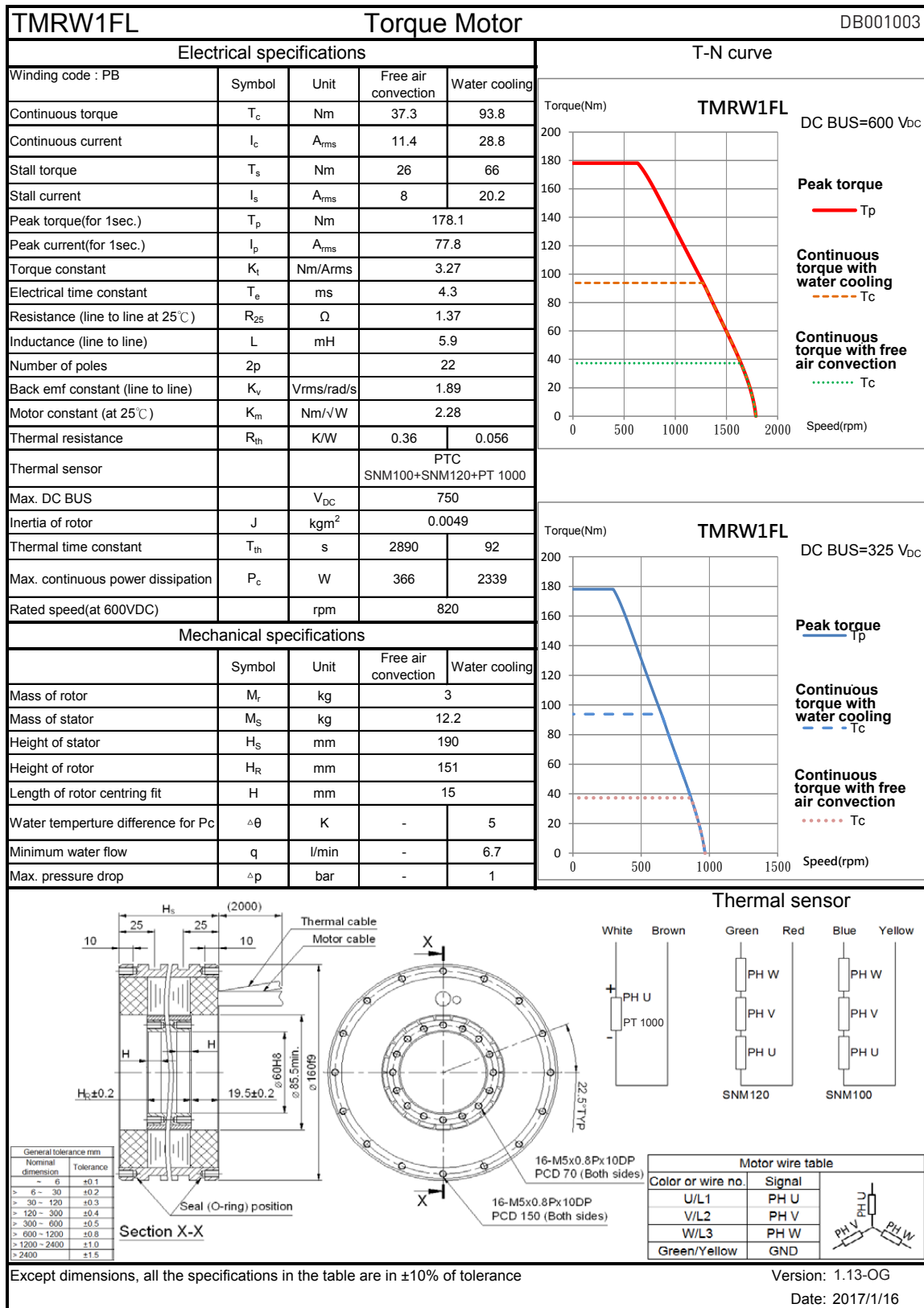


Fig. 12.29 Data sheet TMRW1FL

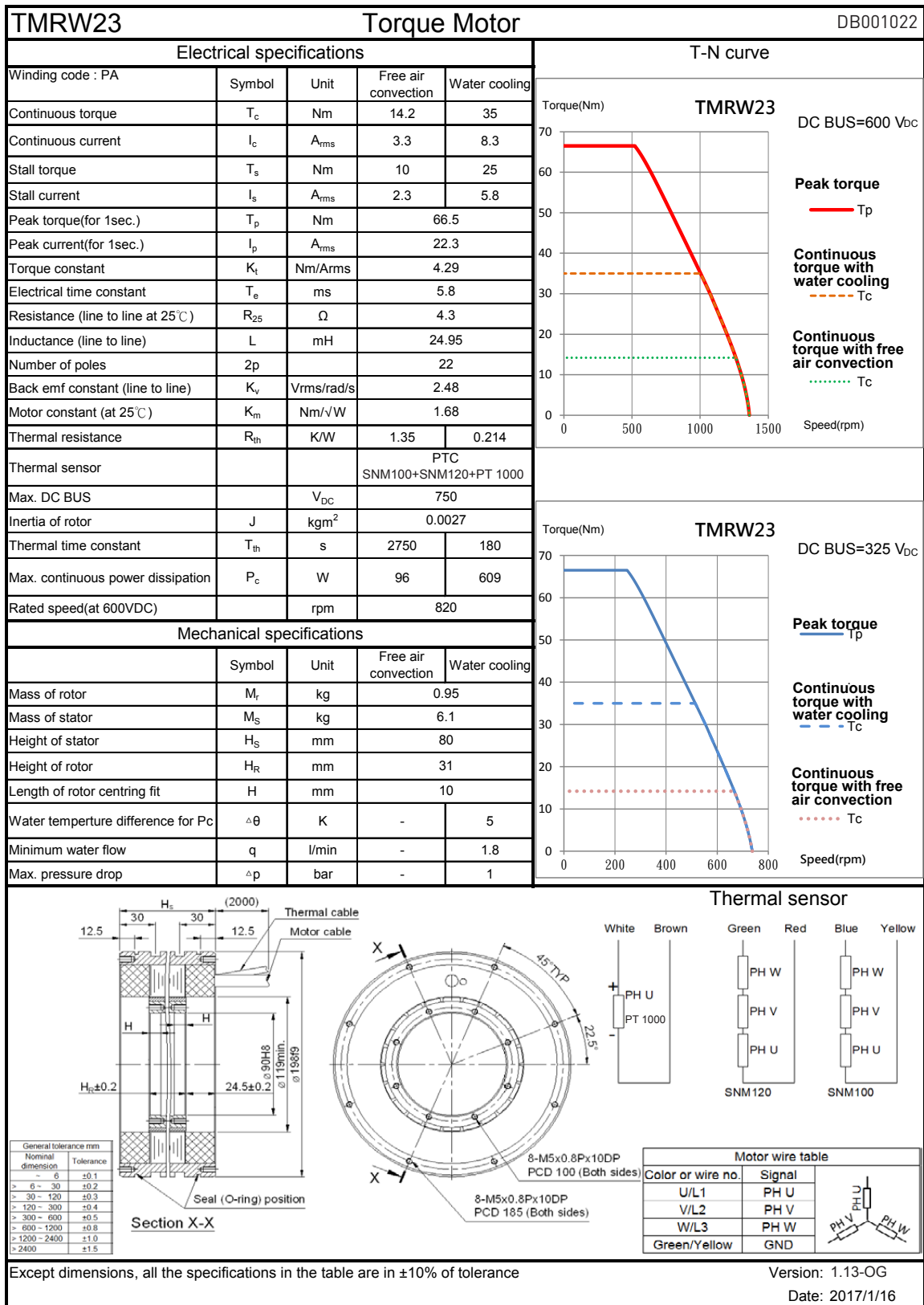


Fig. 12.30 Data sheet TMRW23

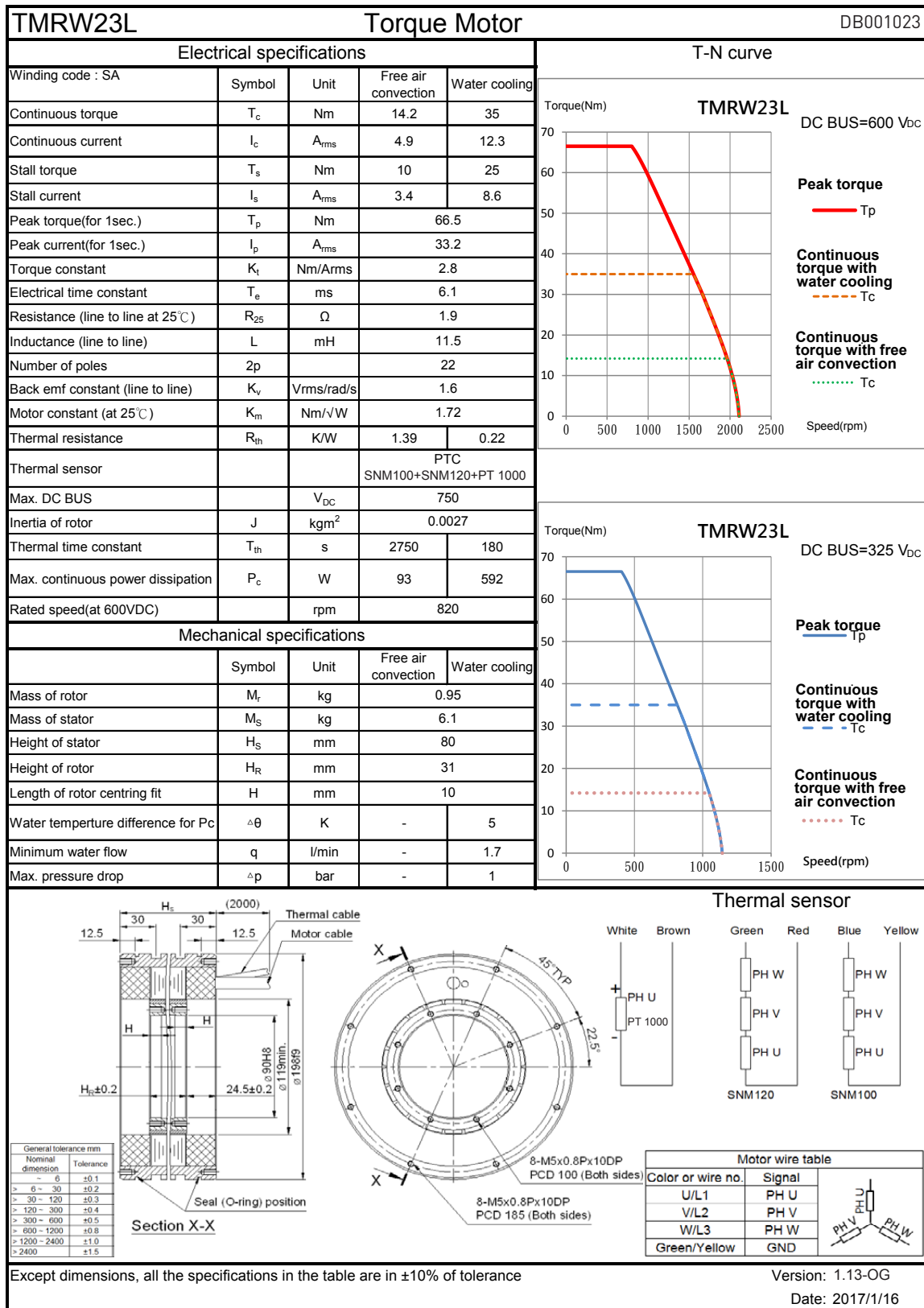


Fig. 12.31 Data sheet TMRW23L

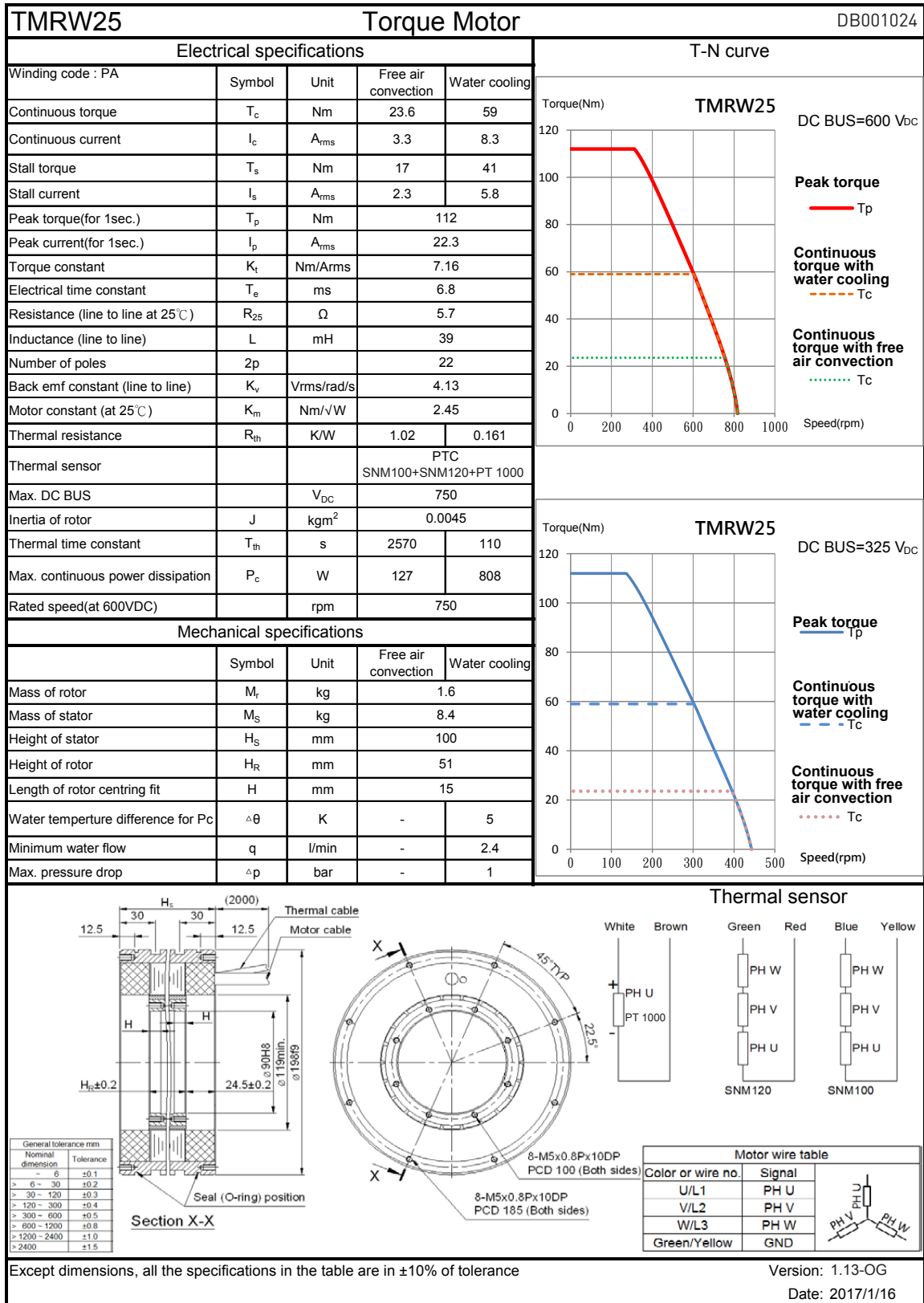


Fig. 12.32 Data sheet TMRW25

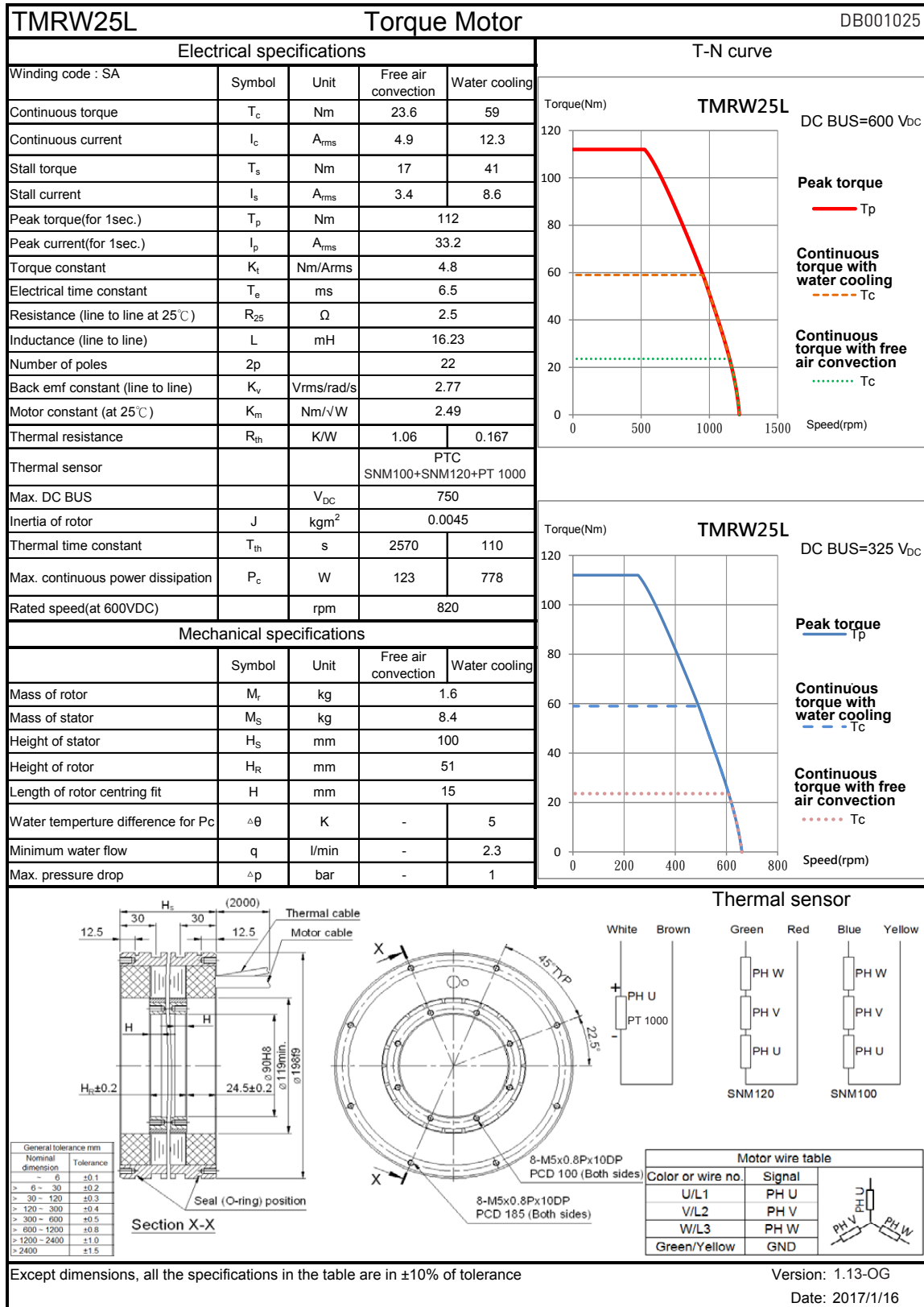


Fig. 12.33 Data sheet TMRW25L



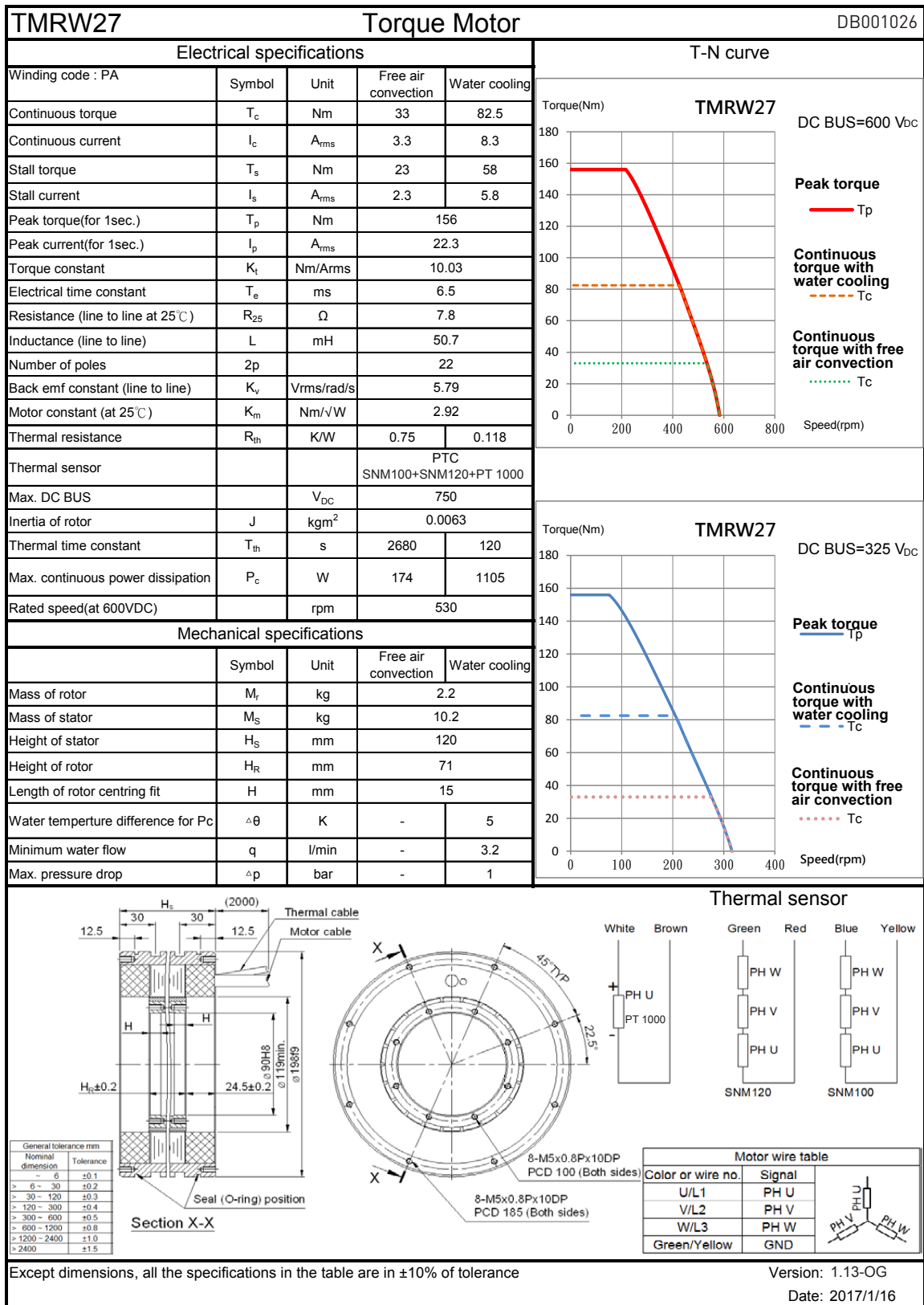


Fig. 12.34 Data sheet TMRW27



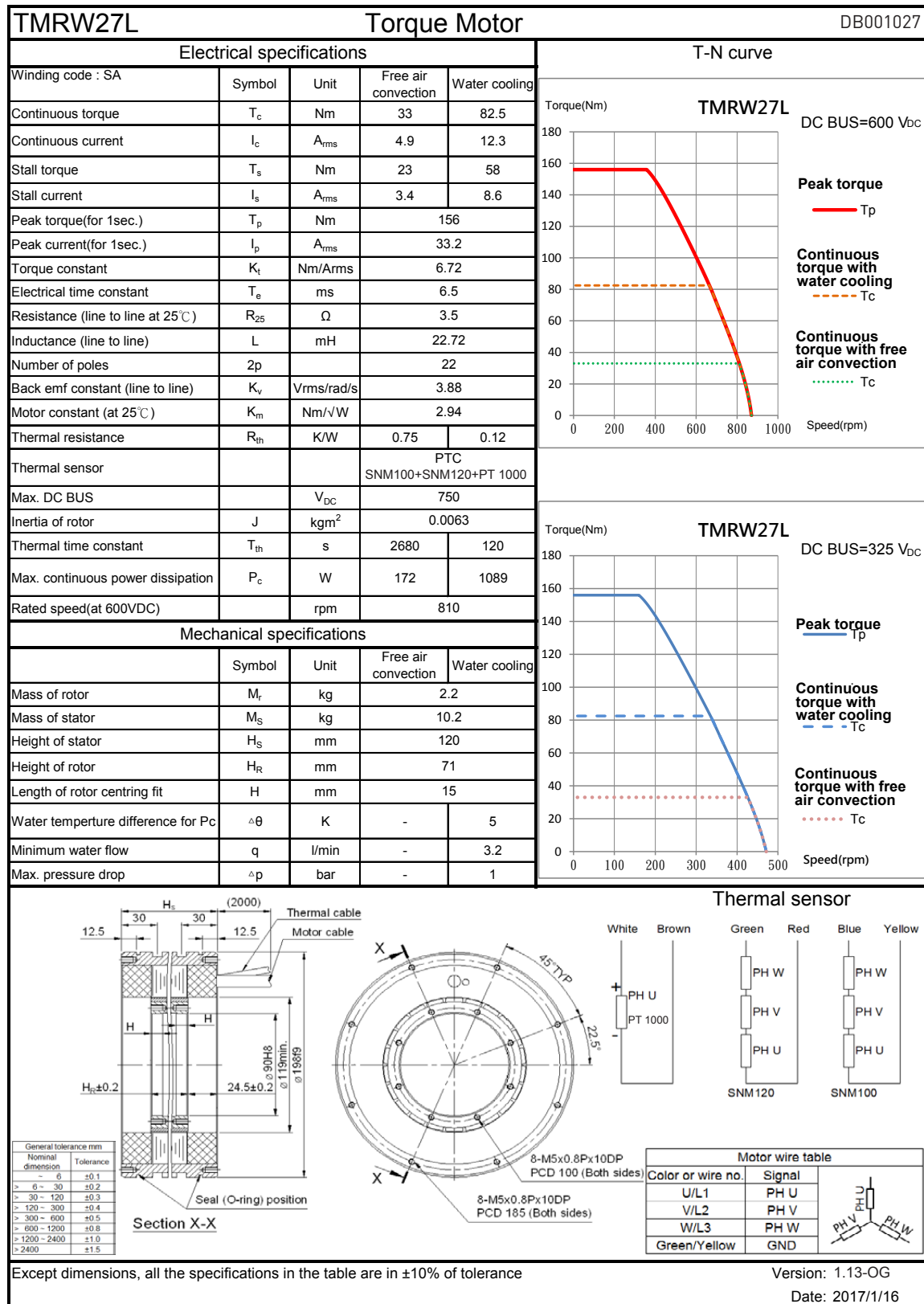


Fig. 12.35 Data sheet TMRW27L

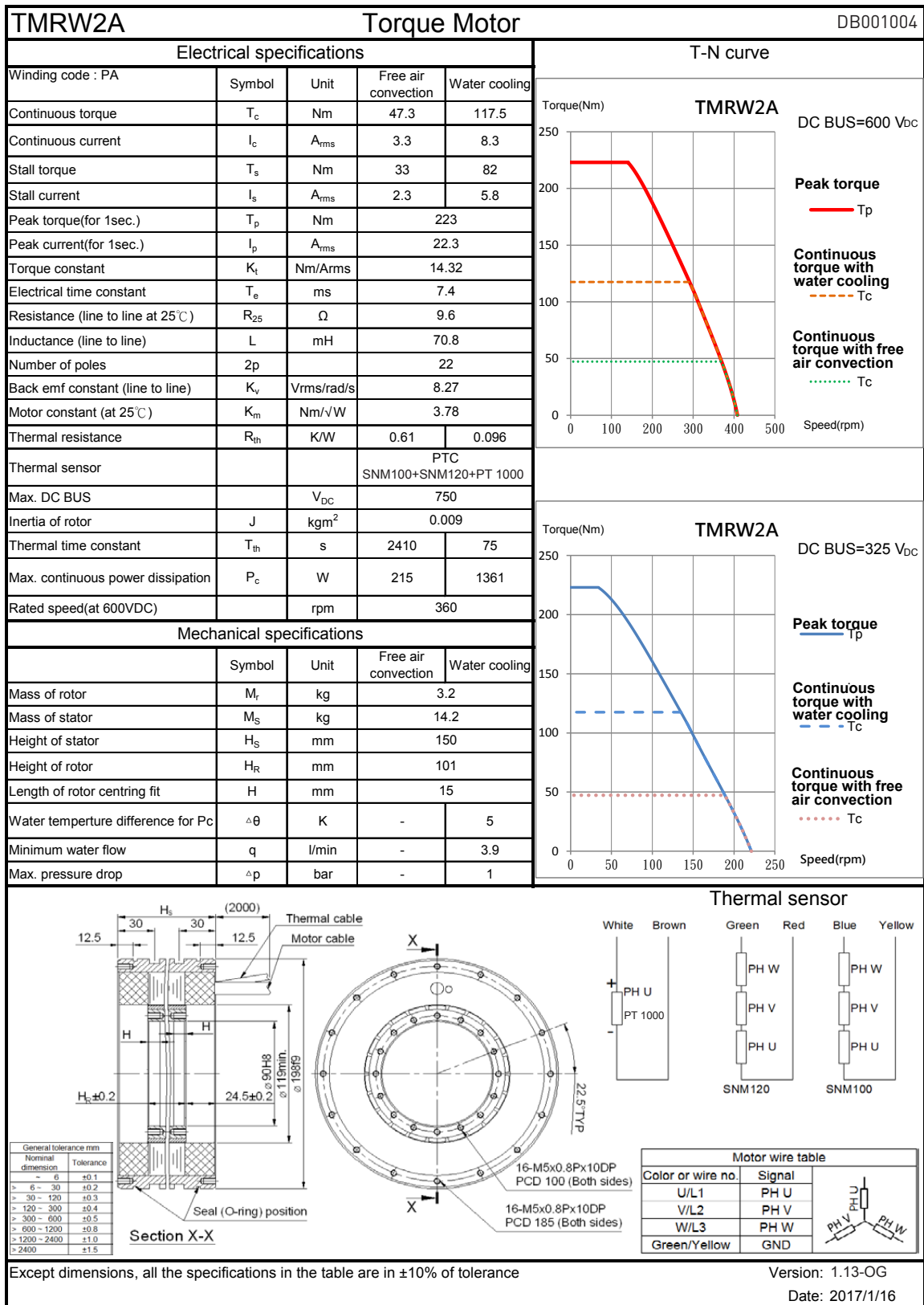


Fig. 12.36 Data sheet TMRW2A

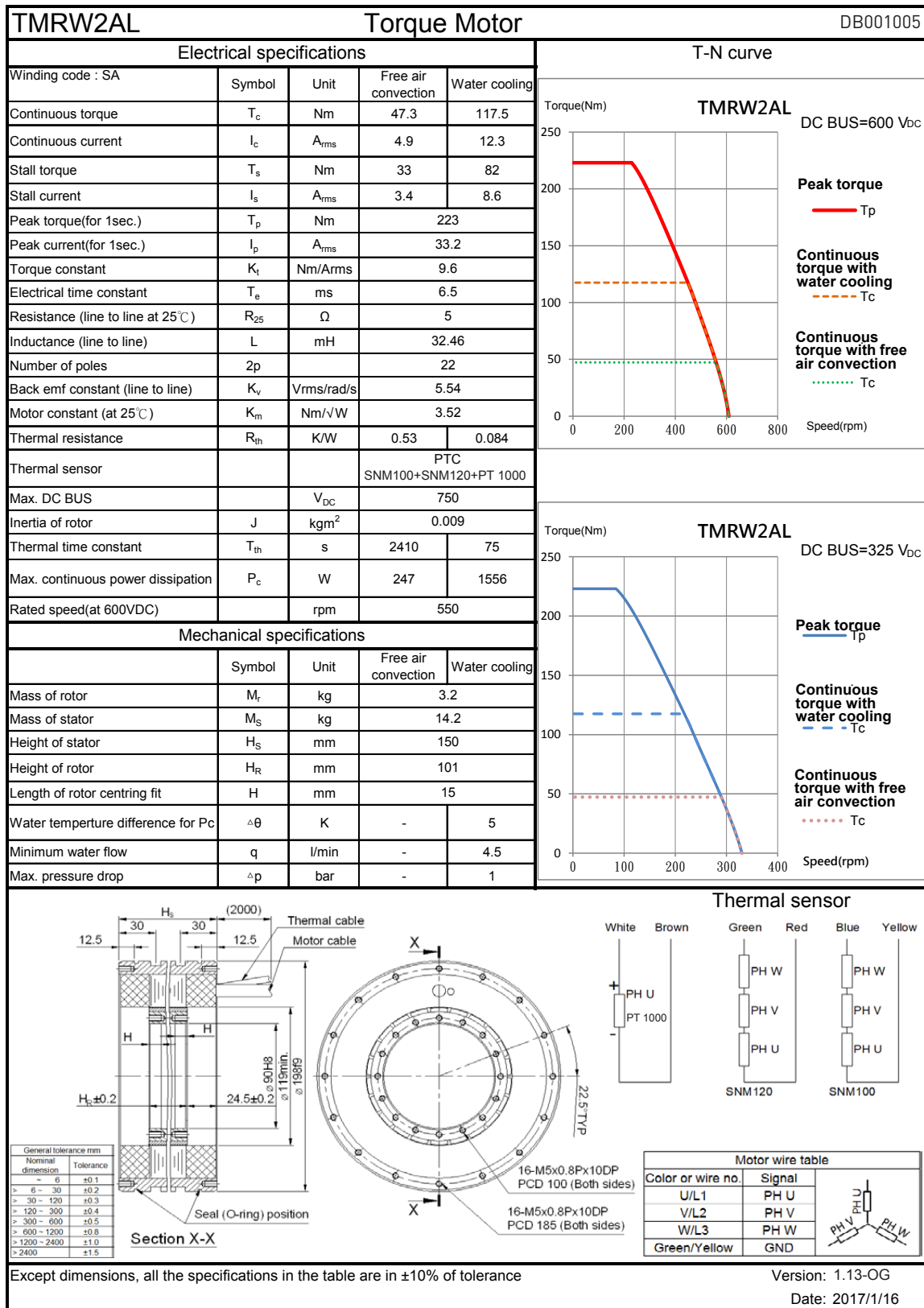


Fig. 12.37 Data sheet TMRW2AL

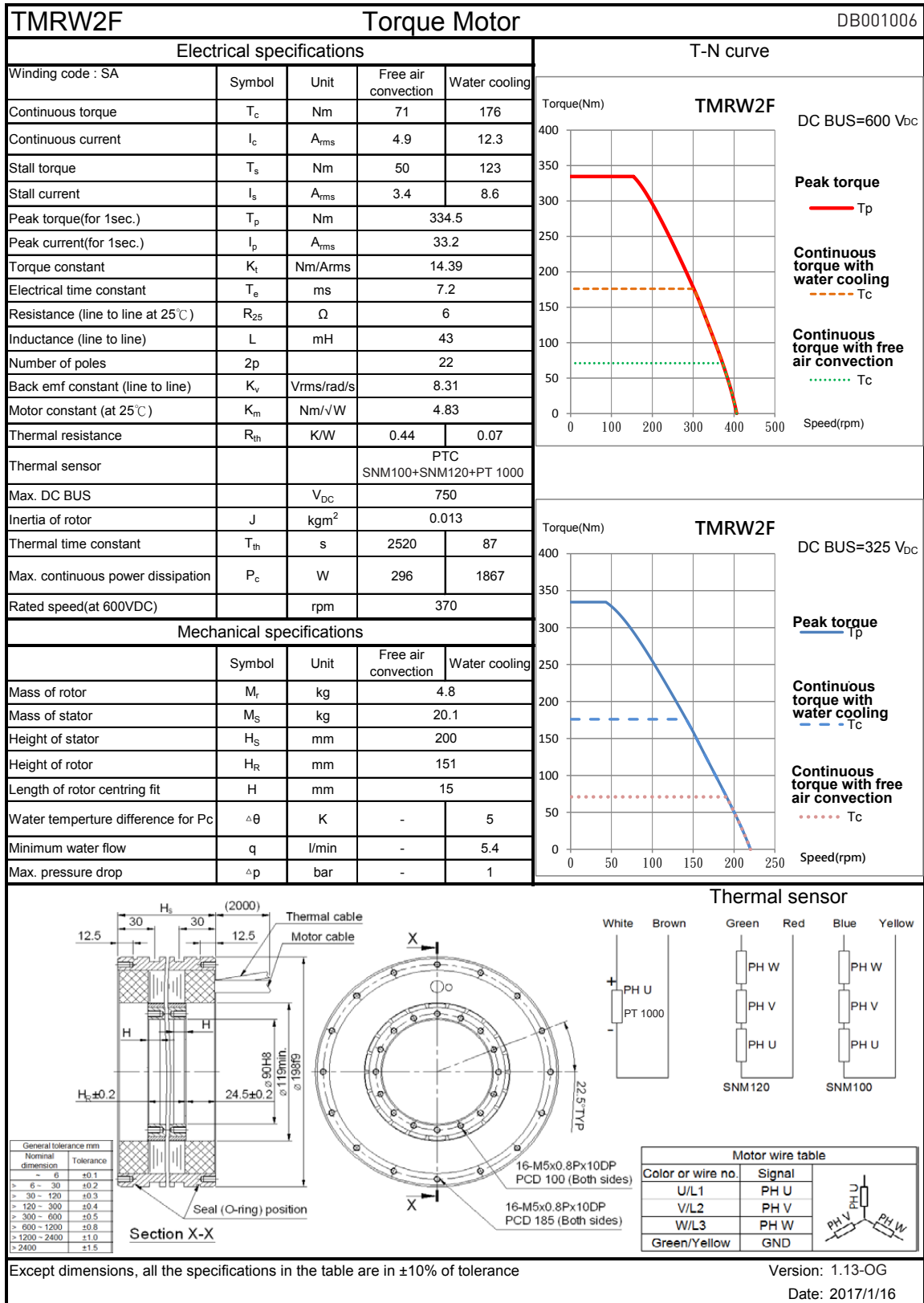


Fig. 12.38 Data sheet TMRW2F

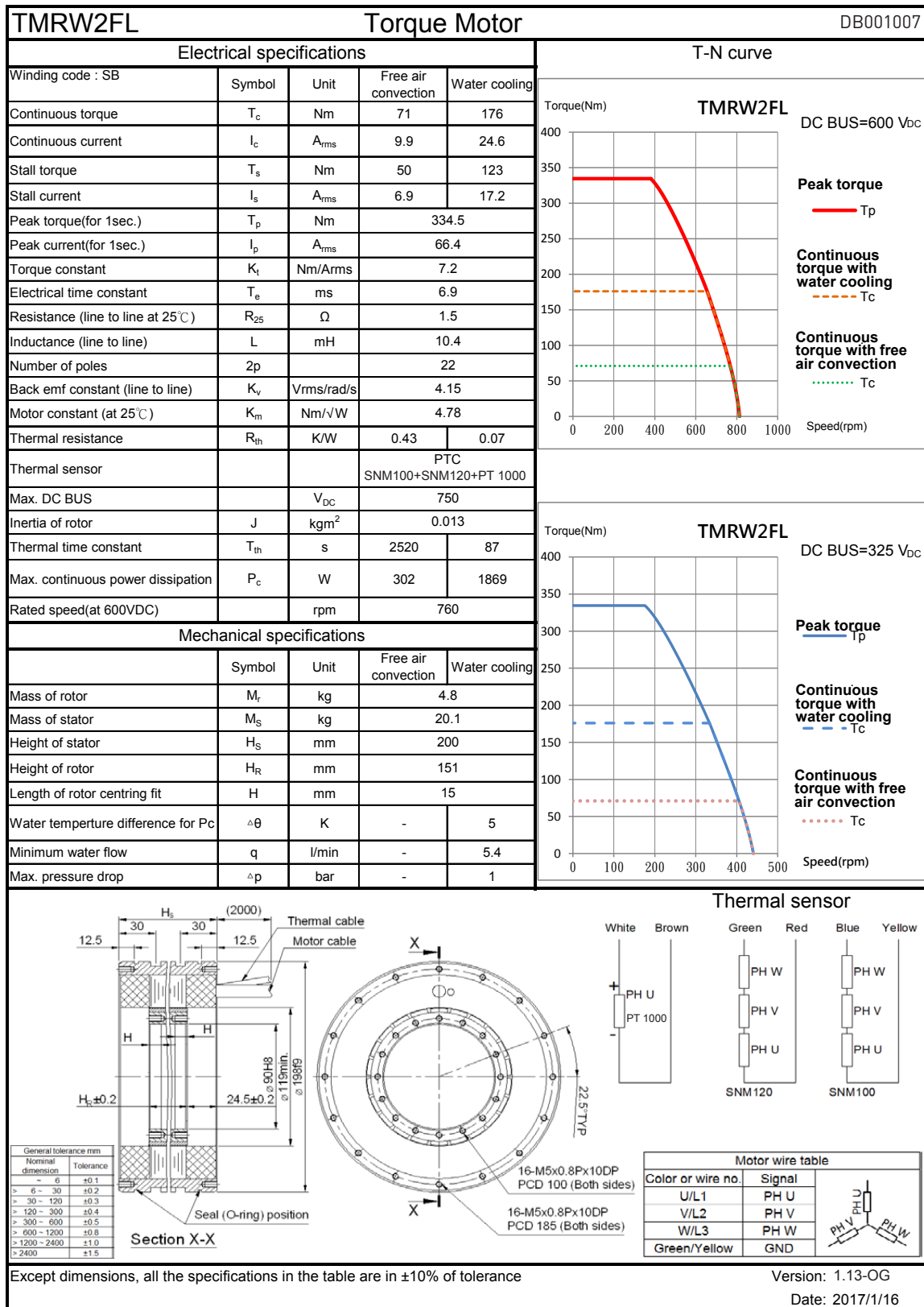


Fig. 12.39 Data sheet TMRW2FL

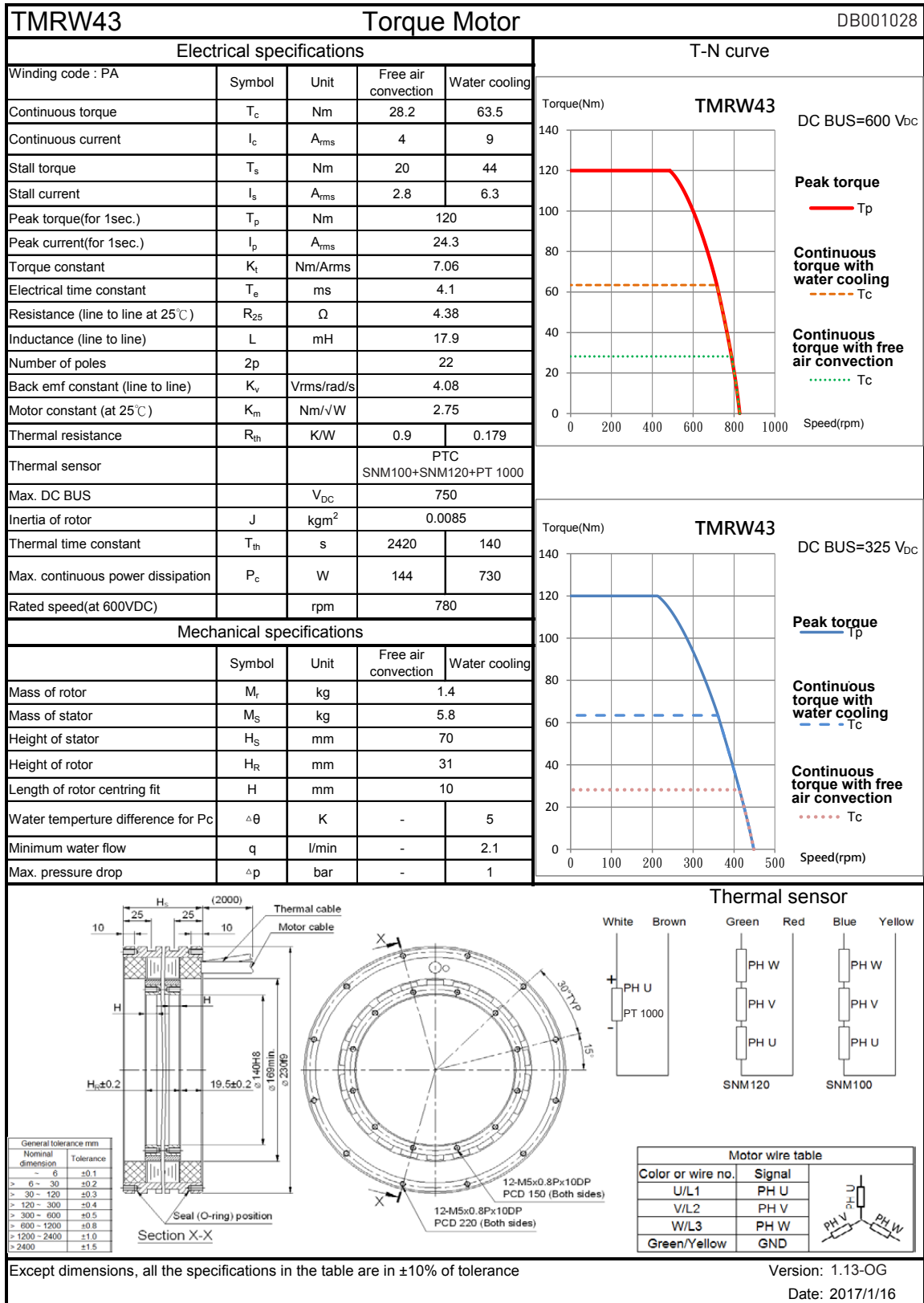


Fig. 12.40 Data sheet TMRW43

Version: 1.13-OG  
Date: 2017/1/16

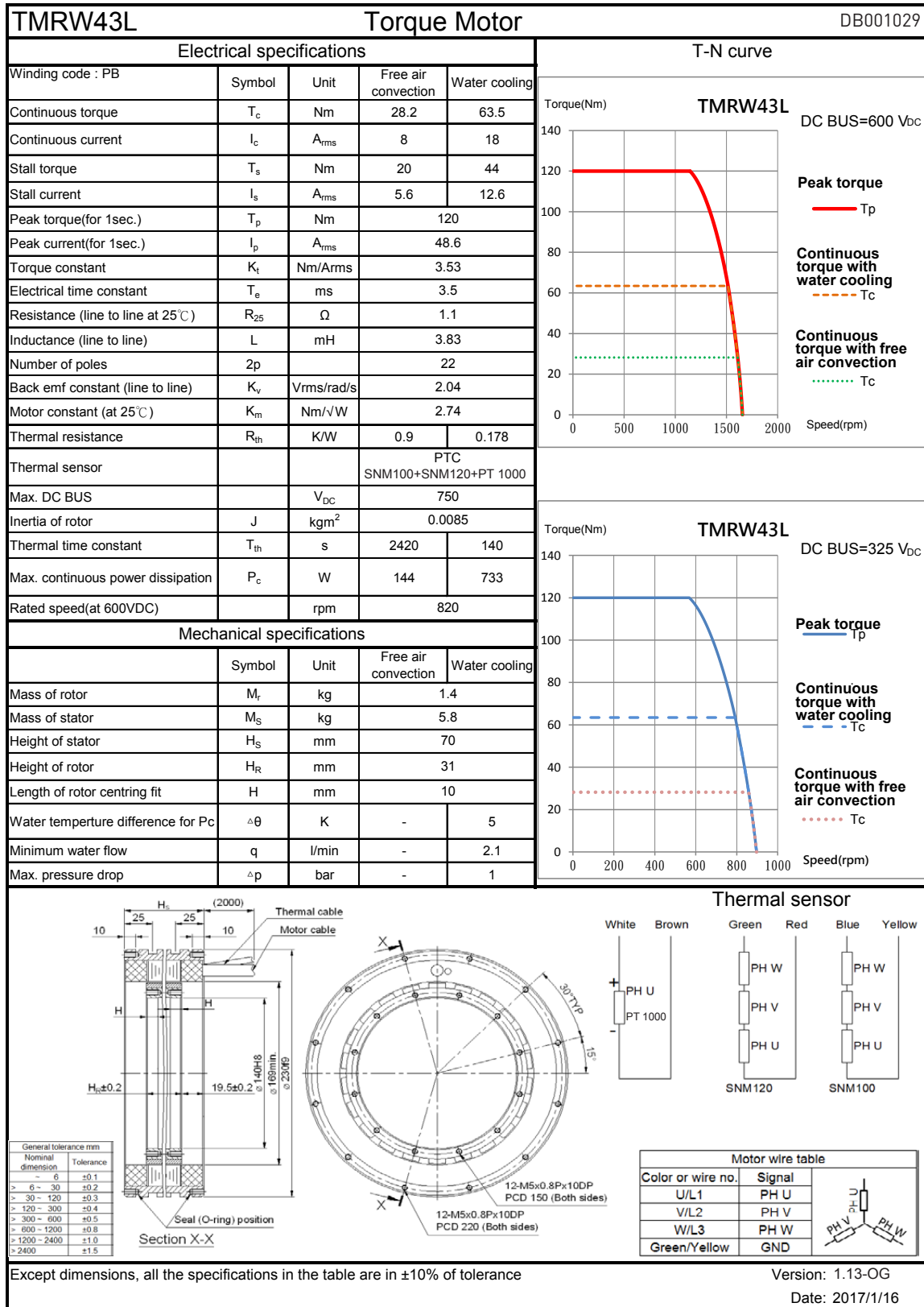


Fig. 12.41 Data sheet TMRW43L



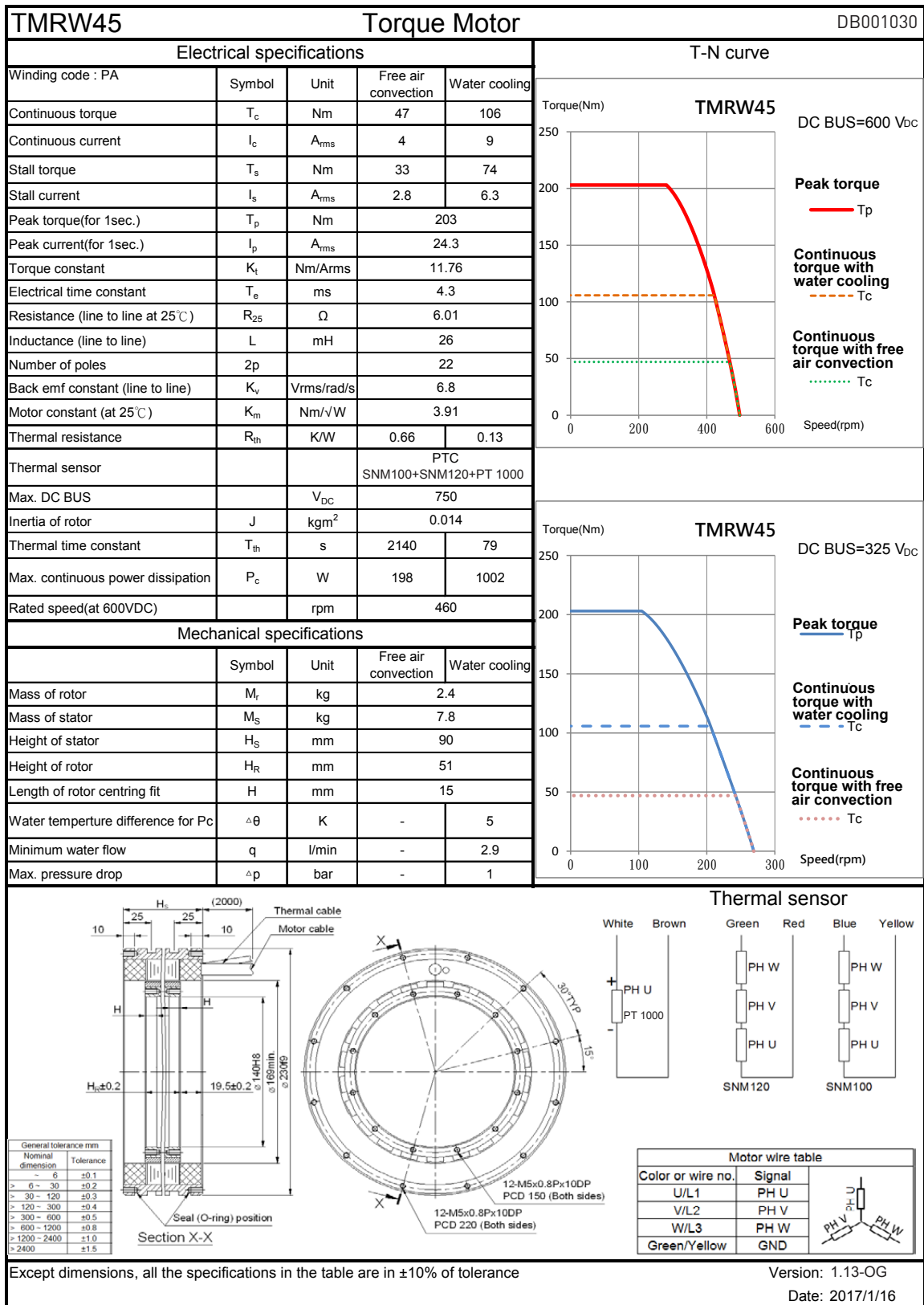


Fig. 12.42 Data sheet TMRW45



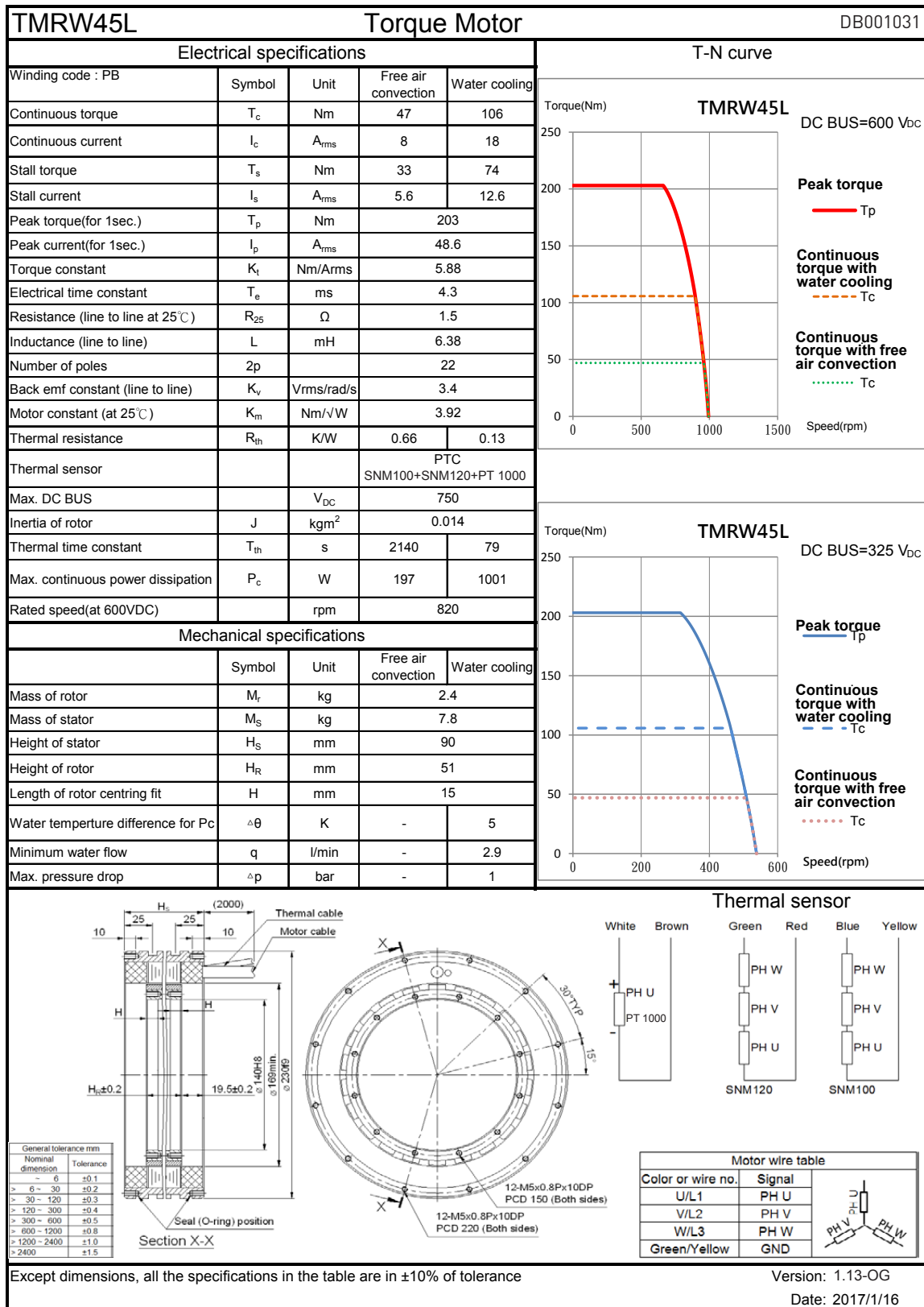


Fig. 12.43 Data sheet TMRW45L

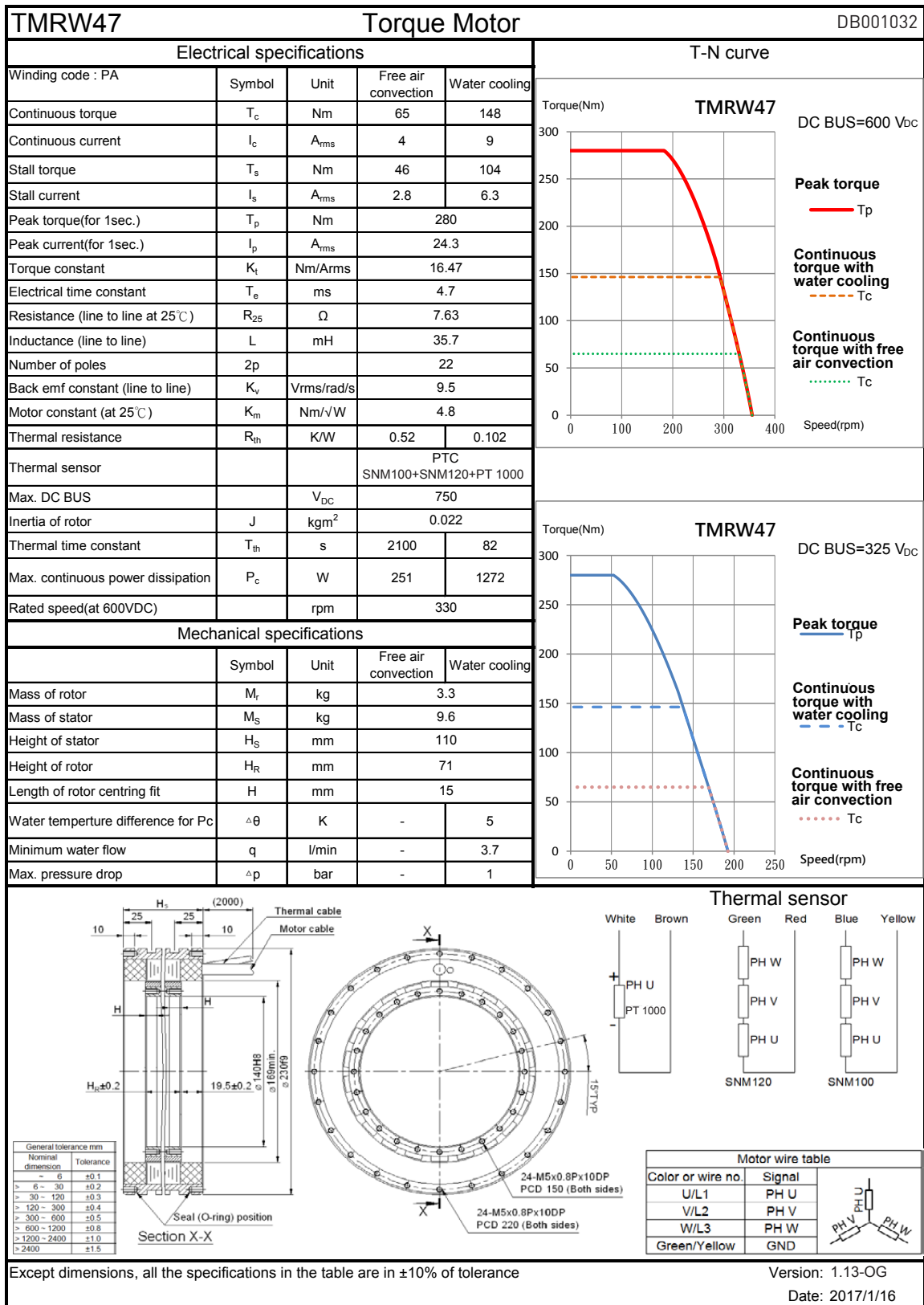


Fig. 12.44 Data sheet TMRW47





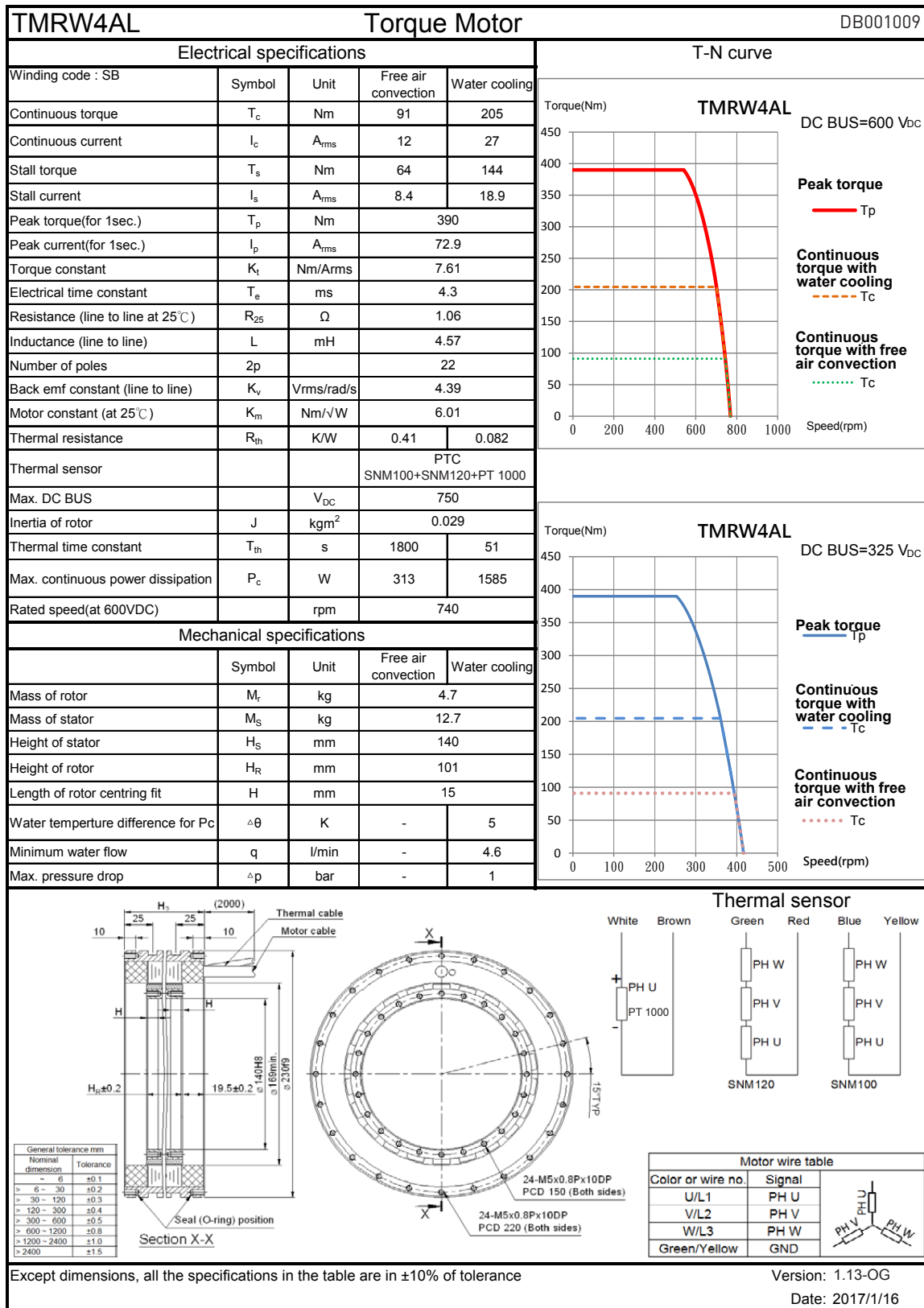


Fig. 12.47 Data sheet TMRW4AL



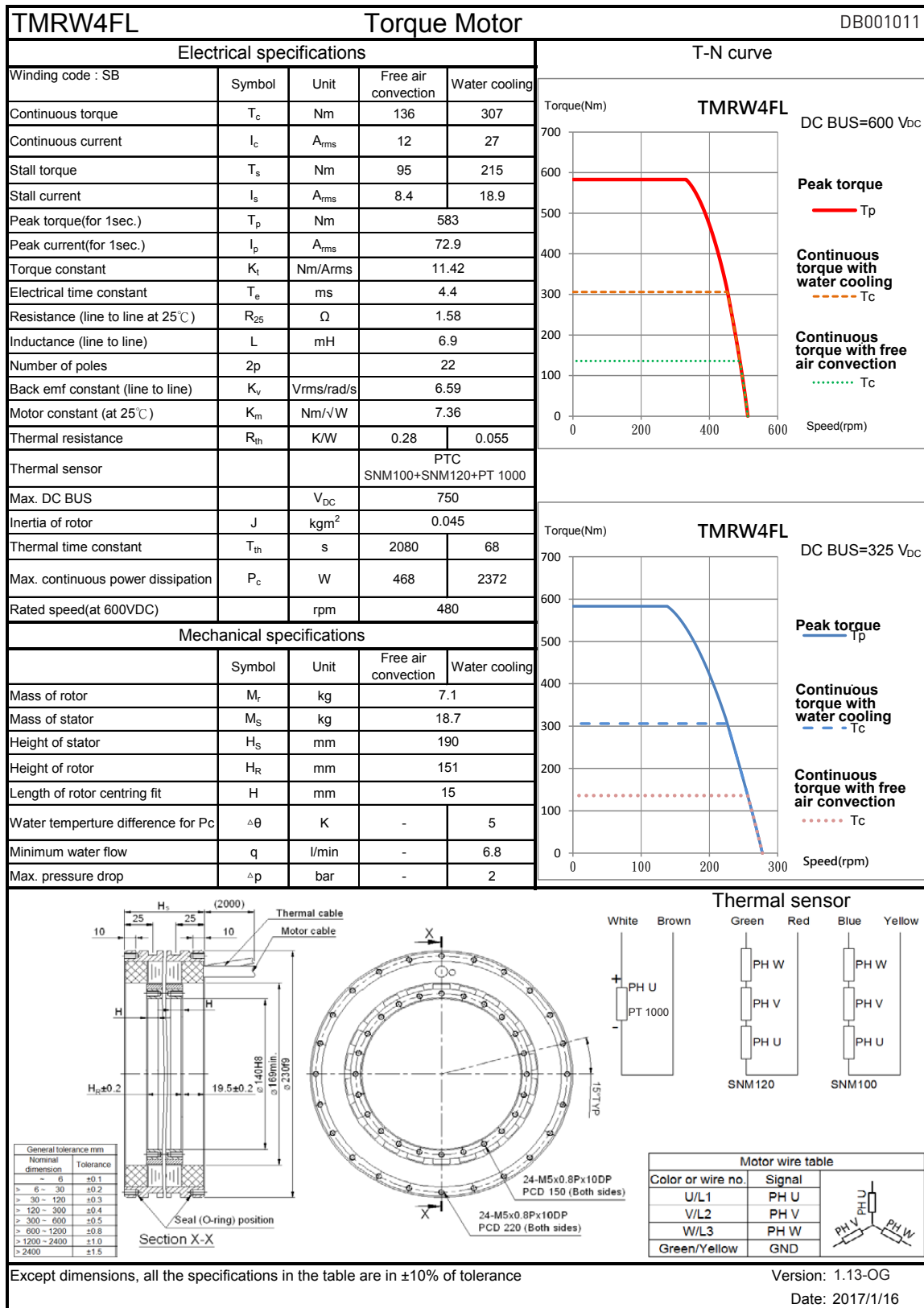


Fig. 12.49 Data sheet TMRW4FL



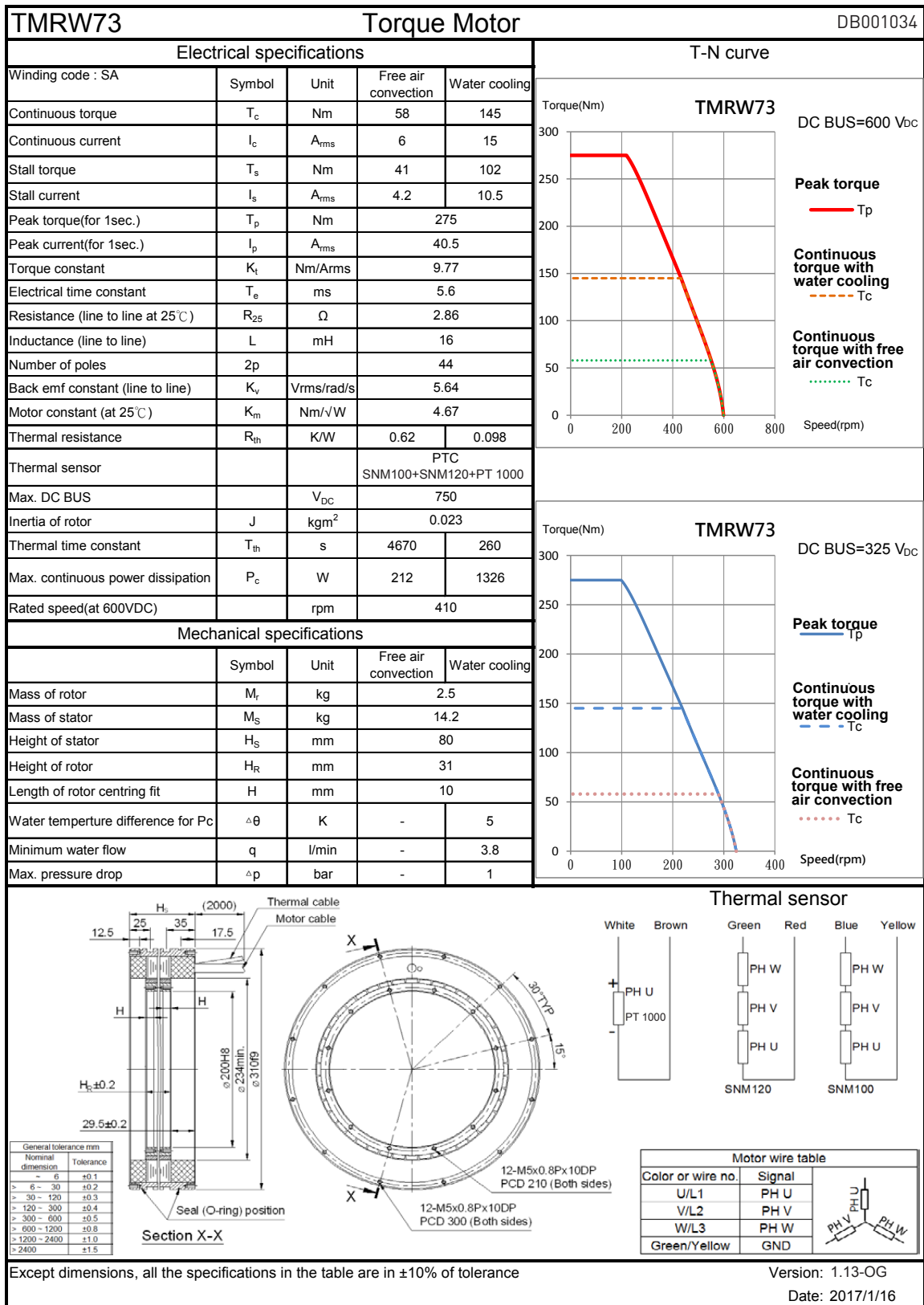


Fig. 12.50 Data sheet TMRW73



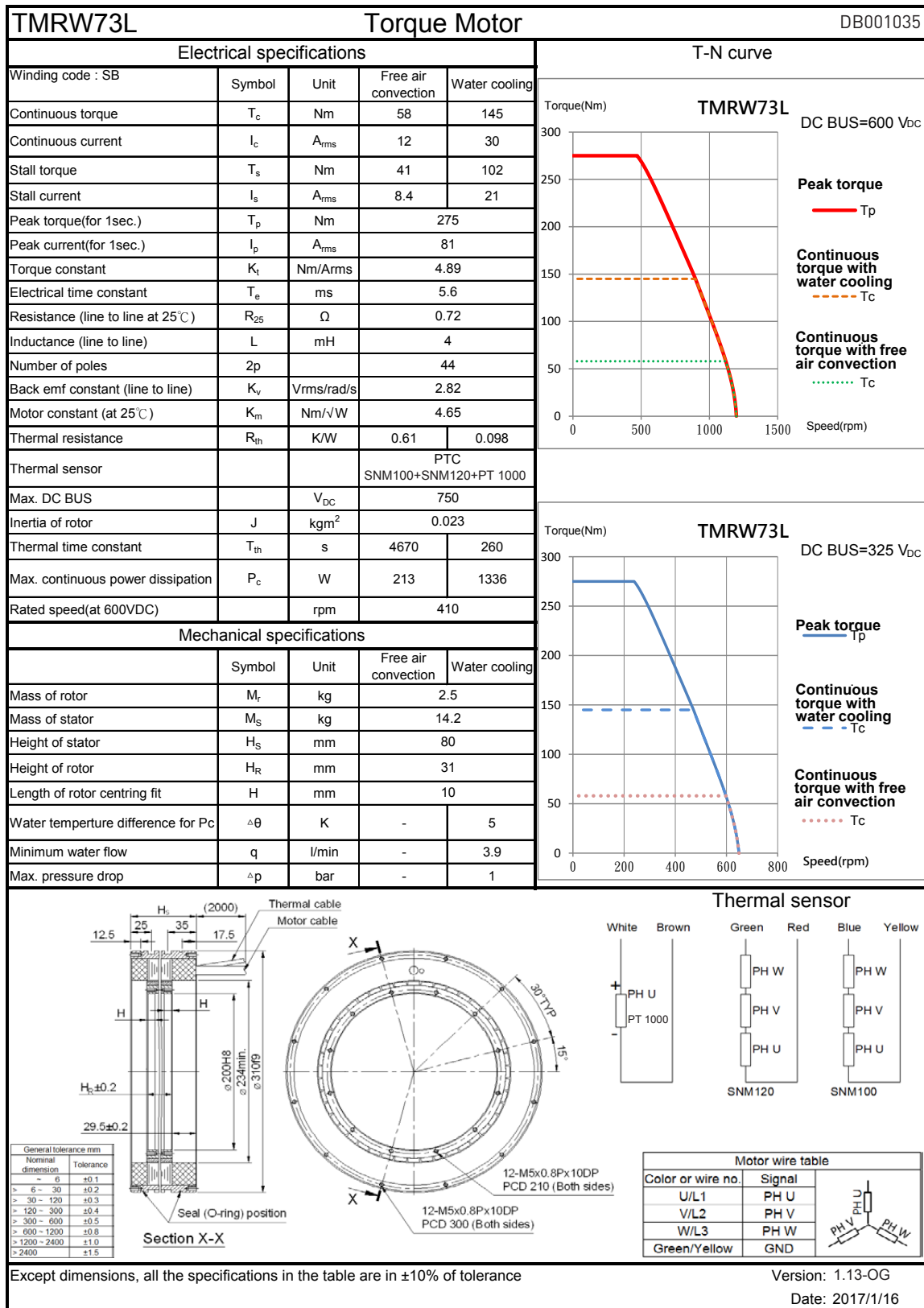


Fig. 12.51 Data sheet TMRW73L

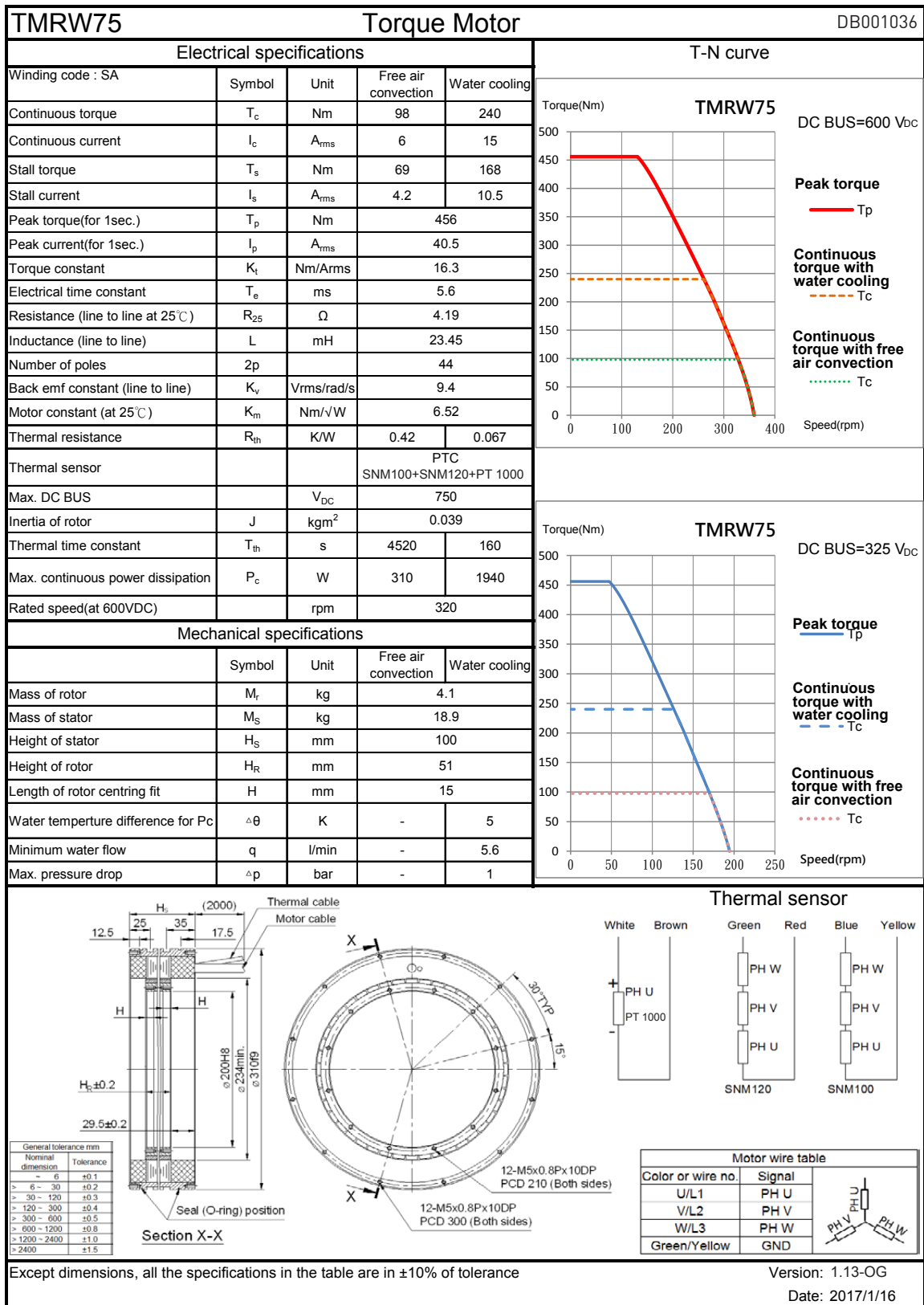


Fig. 12.52 Data sheet TMRW75

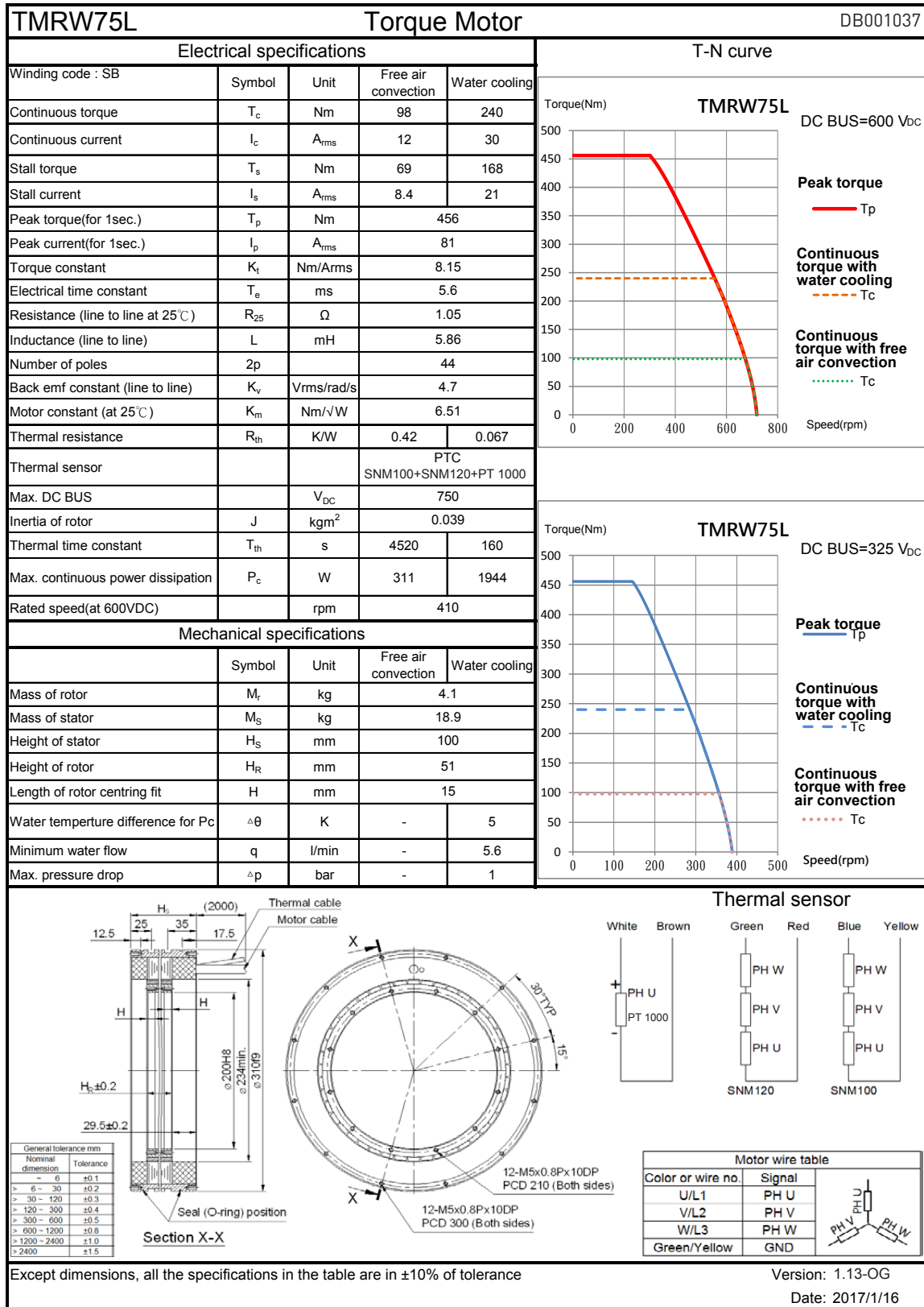


Fig. 12.53 Data sheet TMRW75L

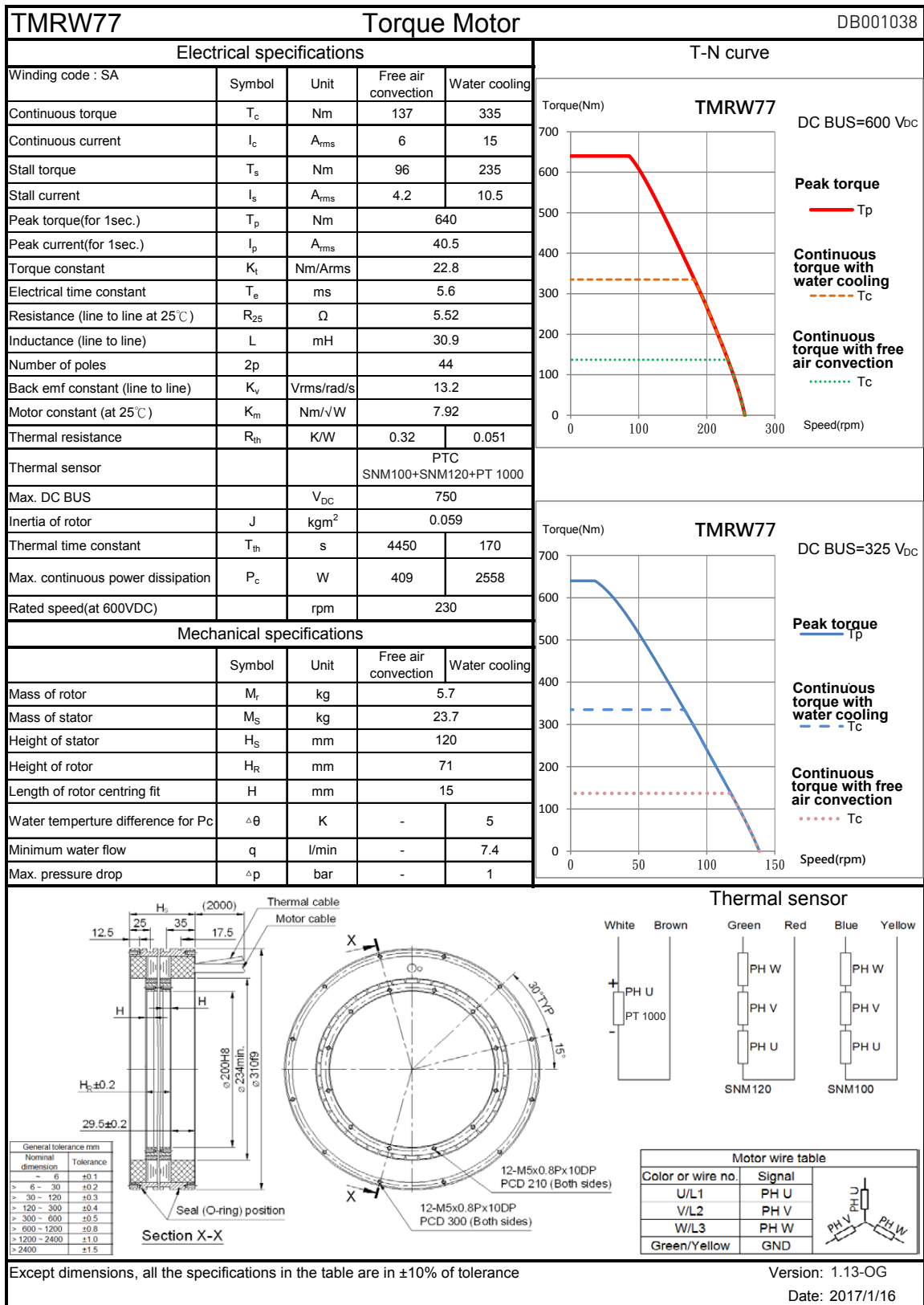


Fig. 12.54 Data sheet TMRW77

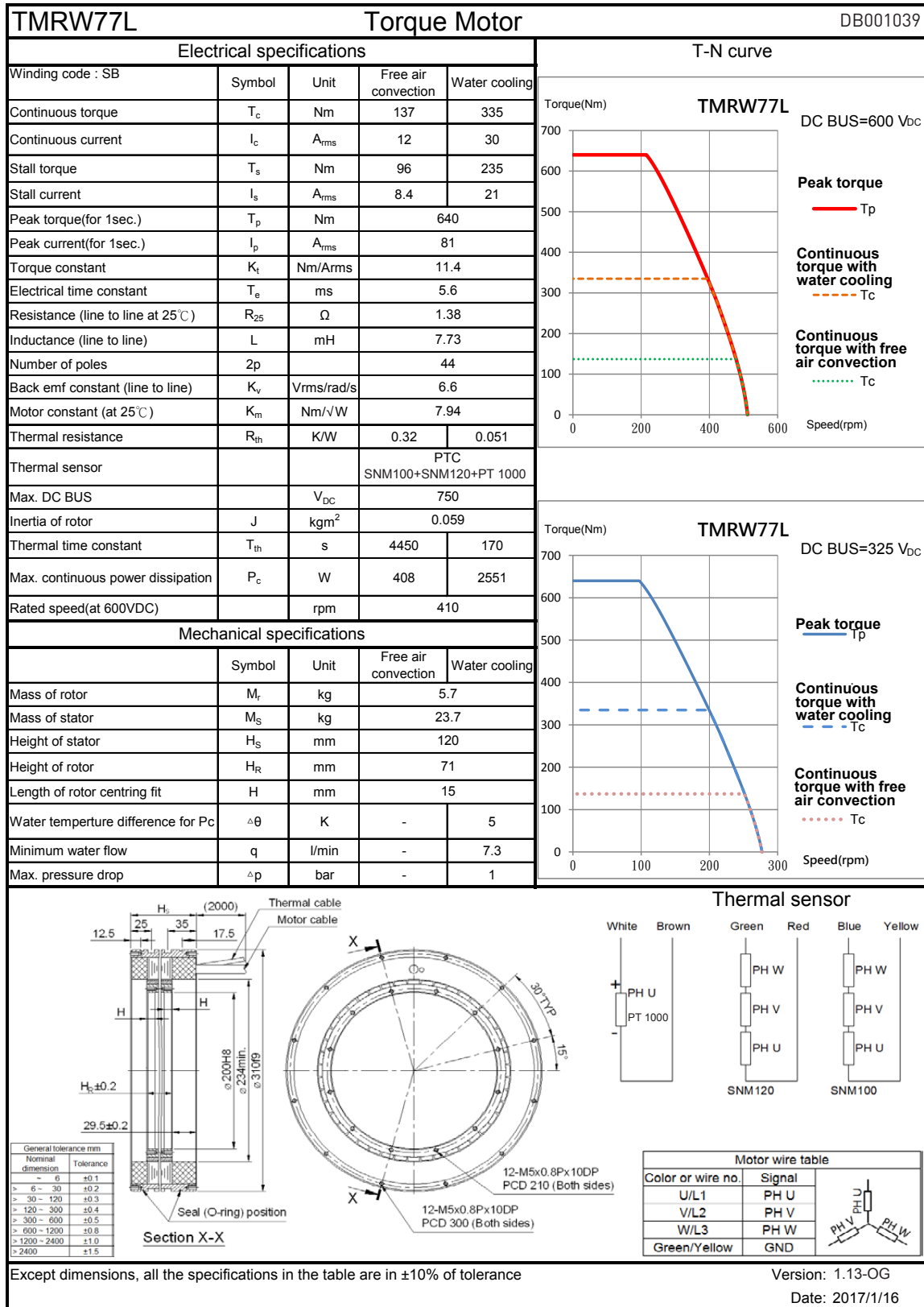


Fig. 12.55 Data sheet TMRW77L

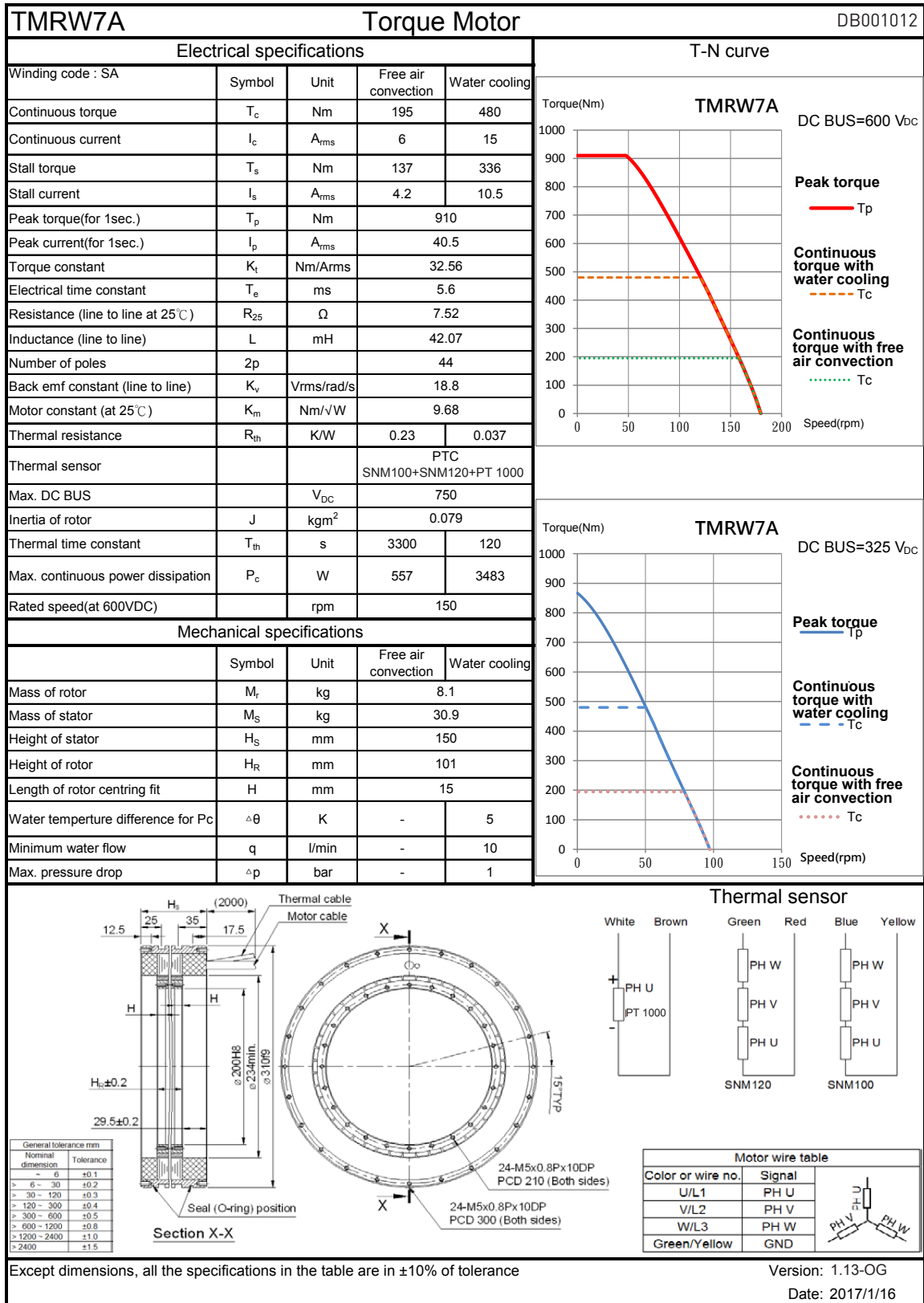


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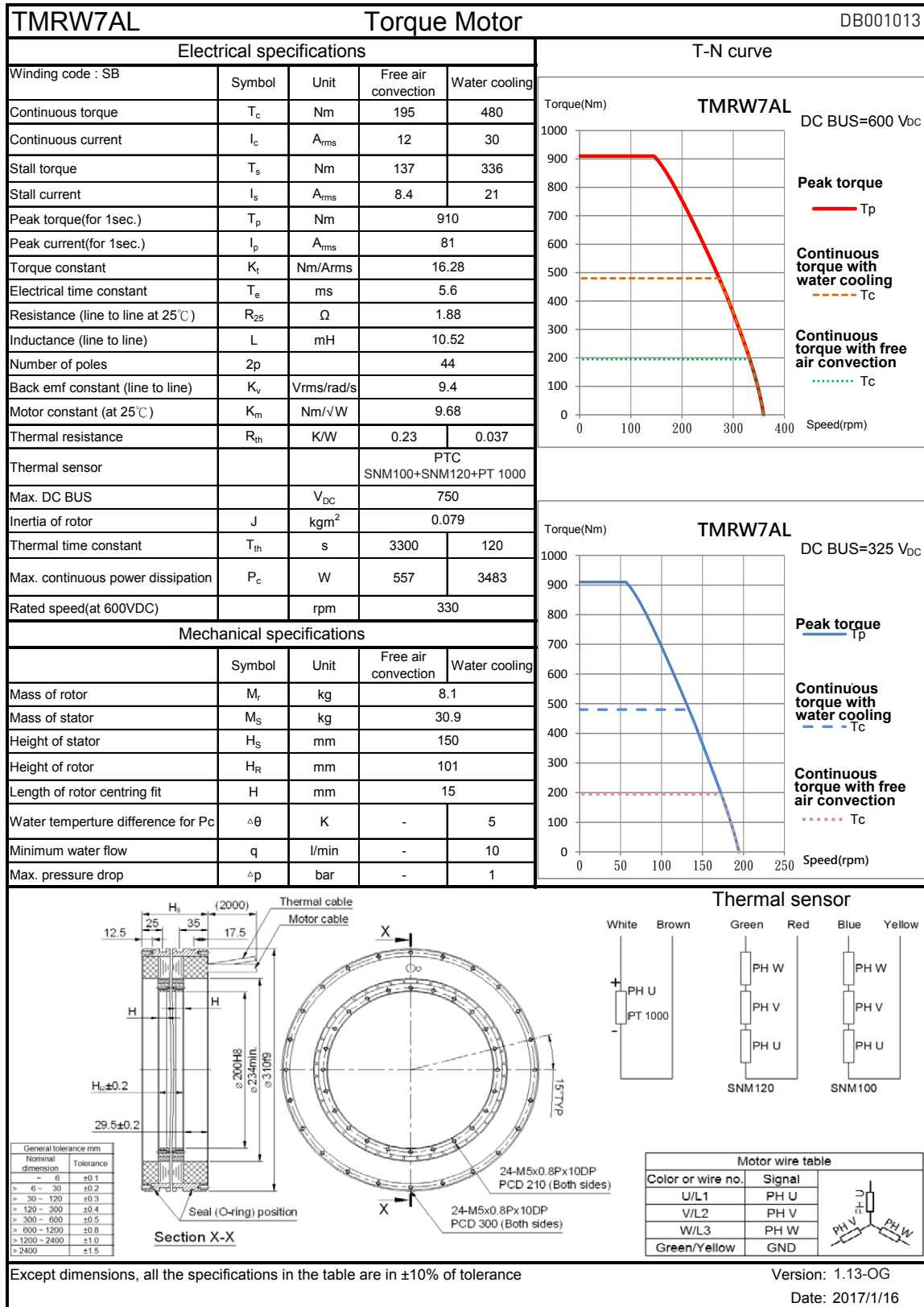


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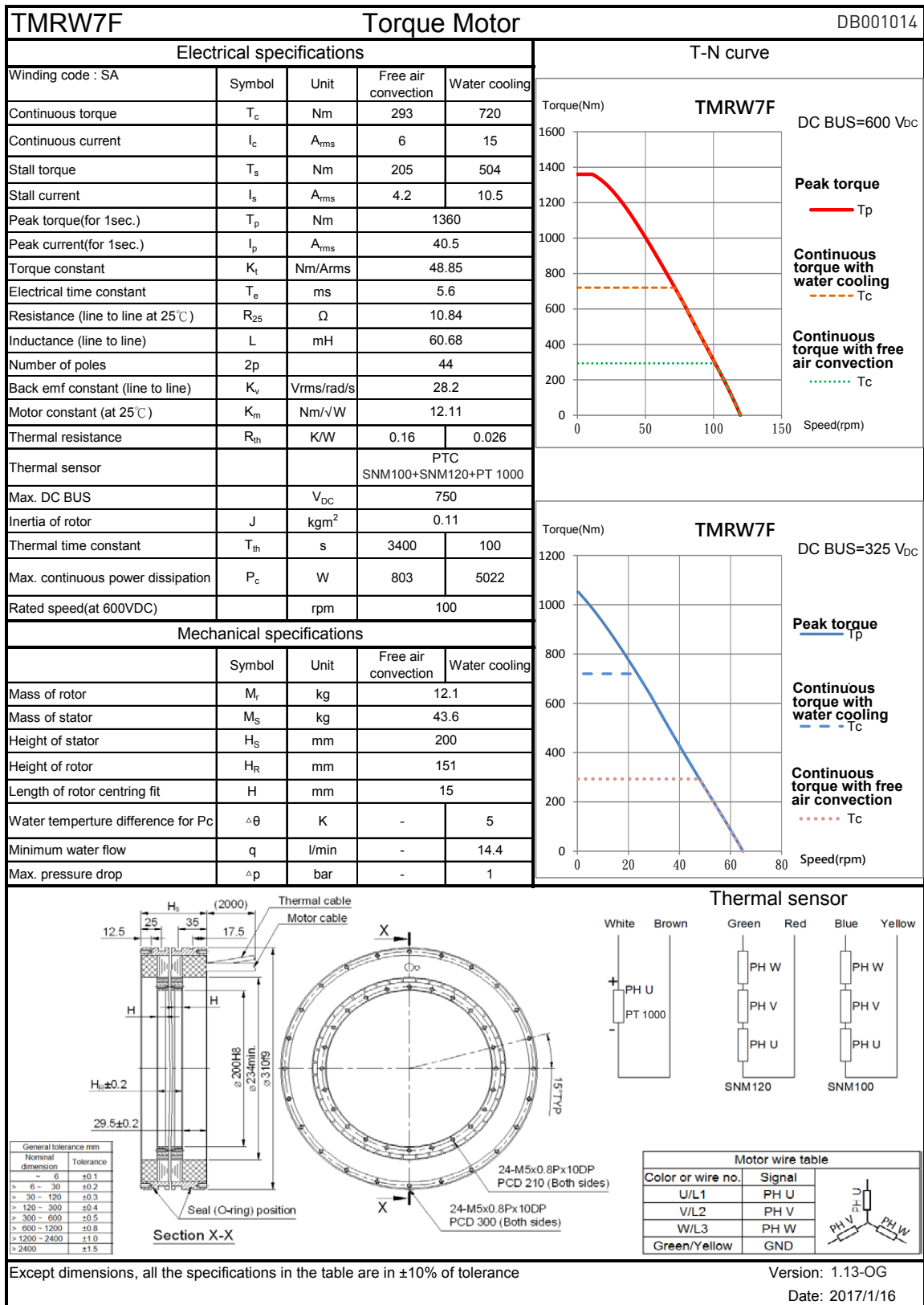


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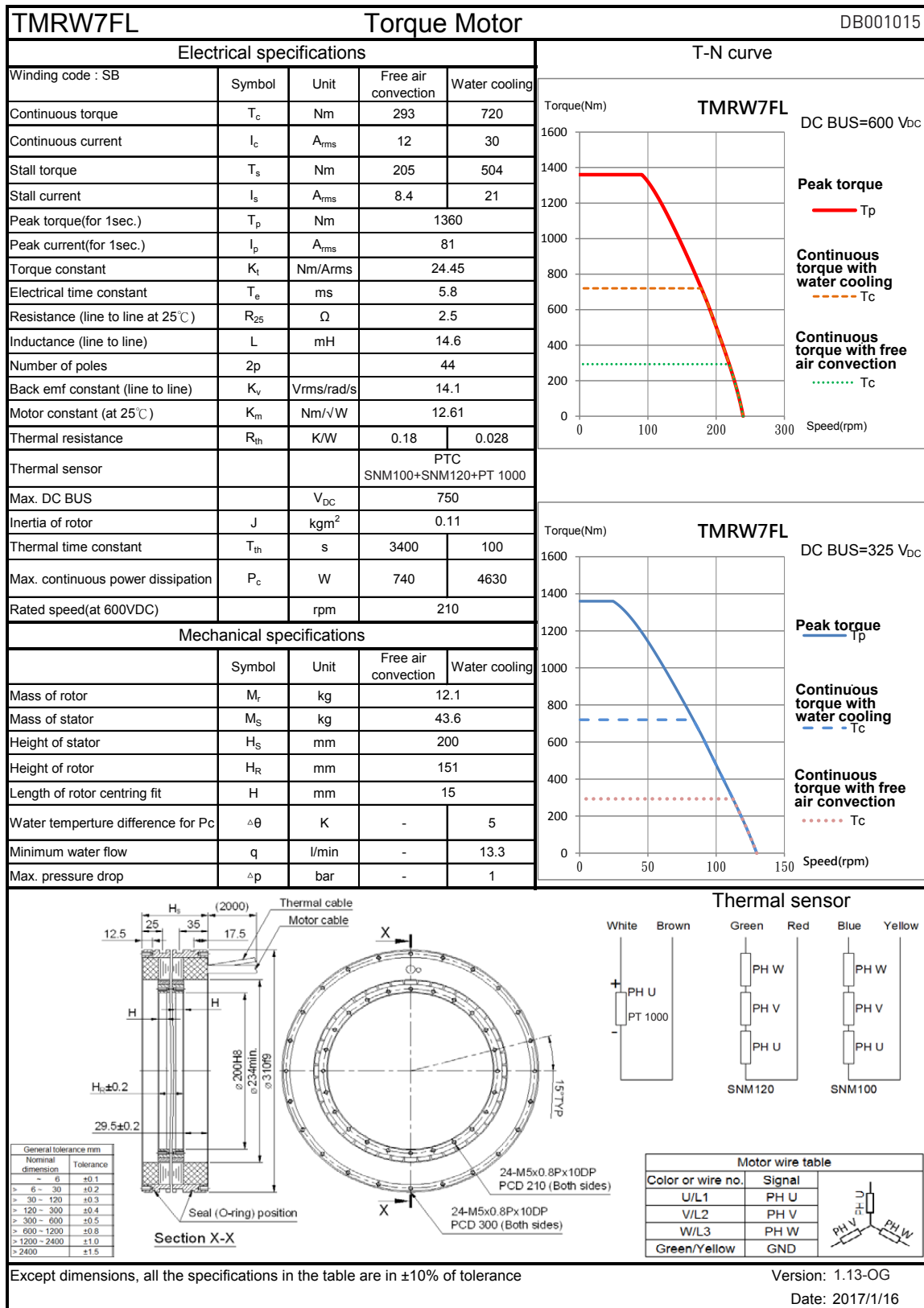


Fig. 12.59 Data sheet TMRW7FL

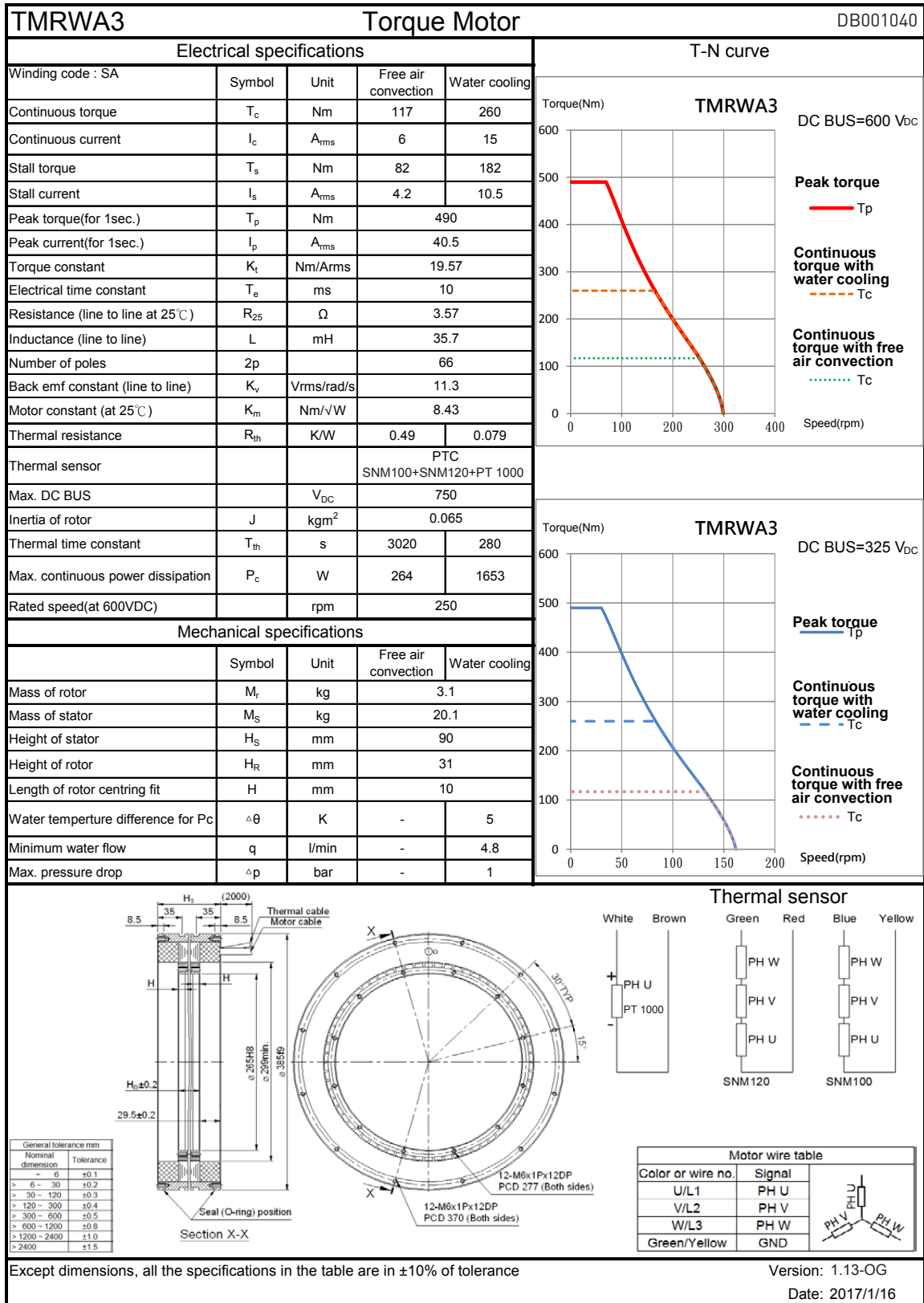


Fig. 12.60 Data sheet TMRWA3

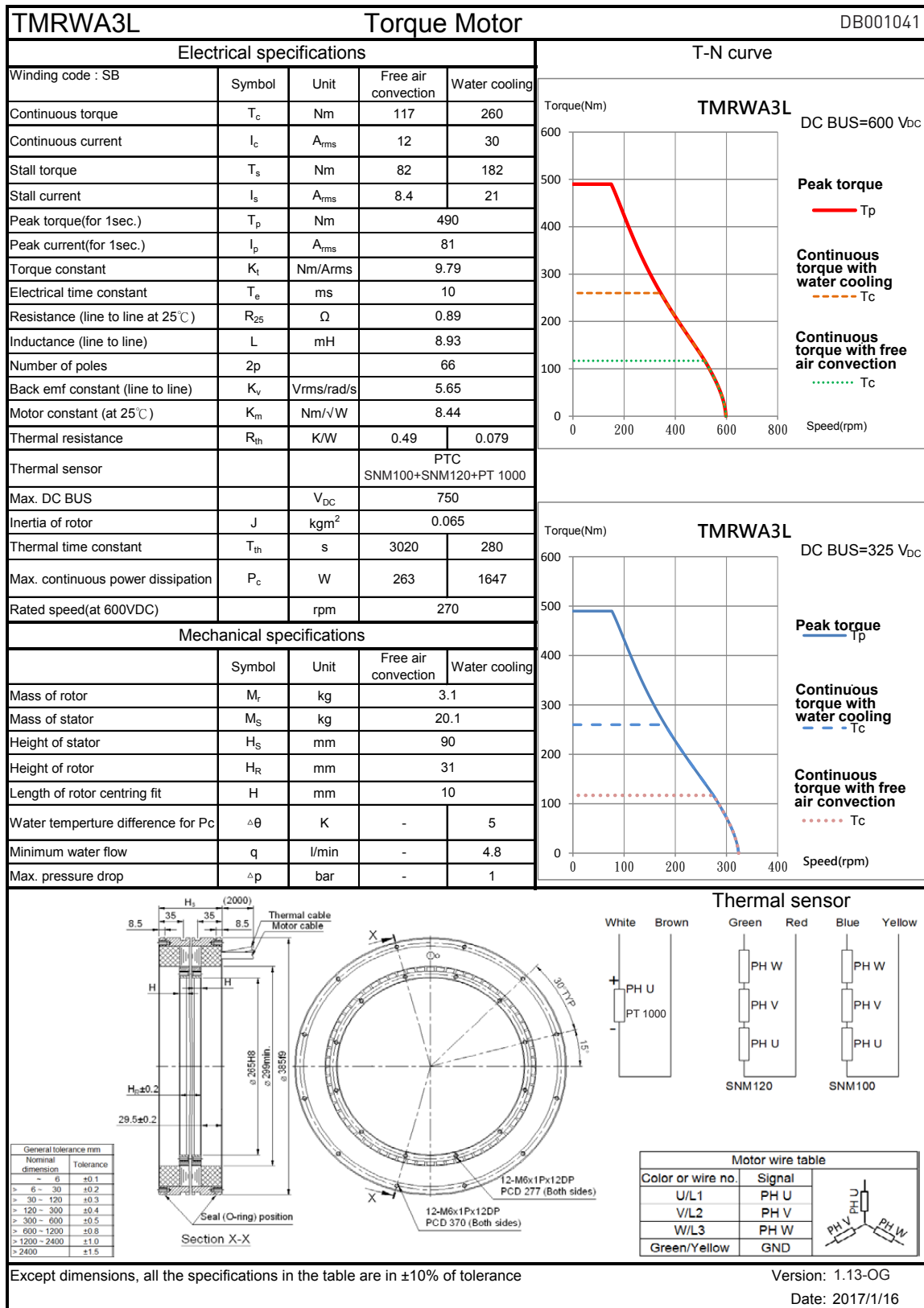


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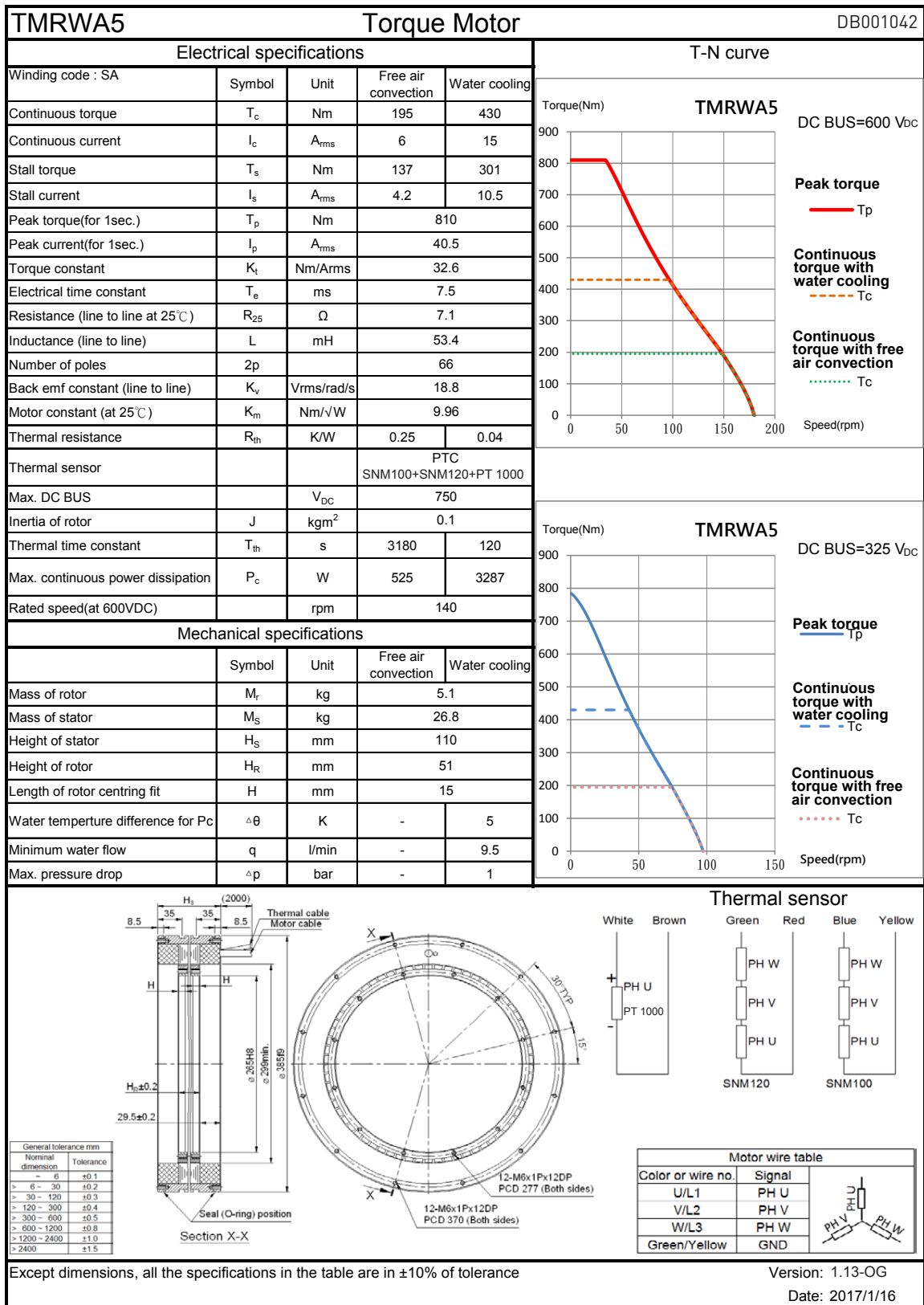


Fig. 12.62 Data sheet TMRWA5

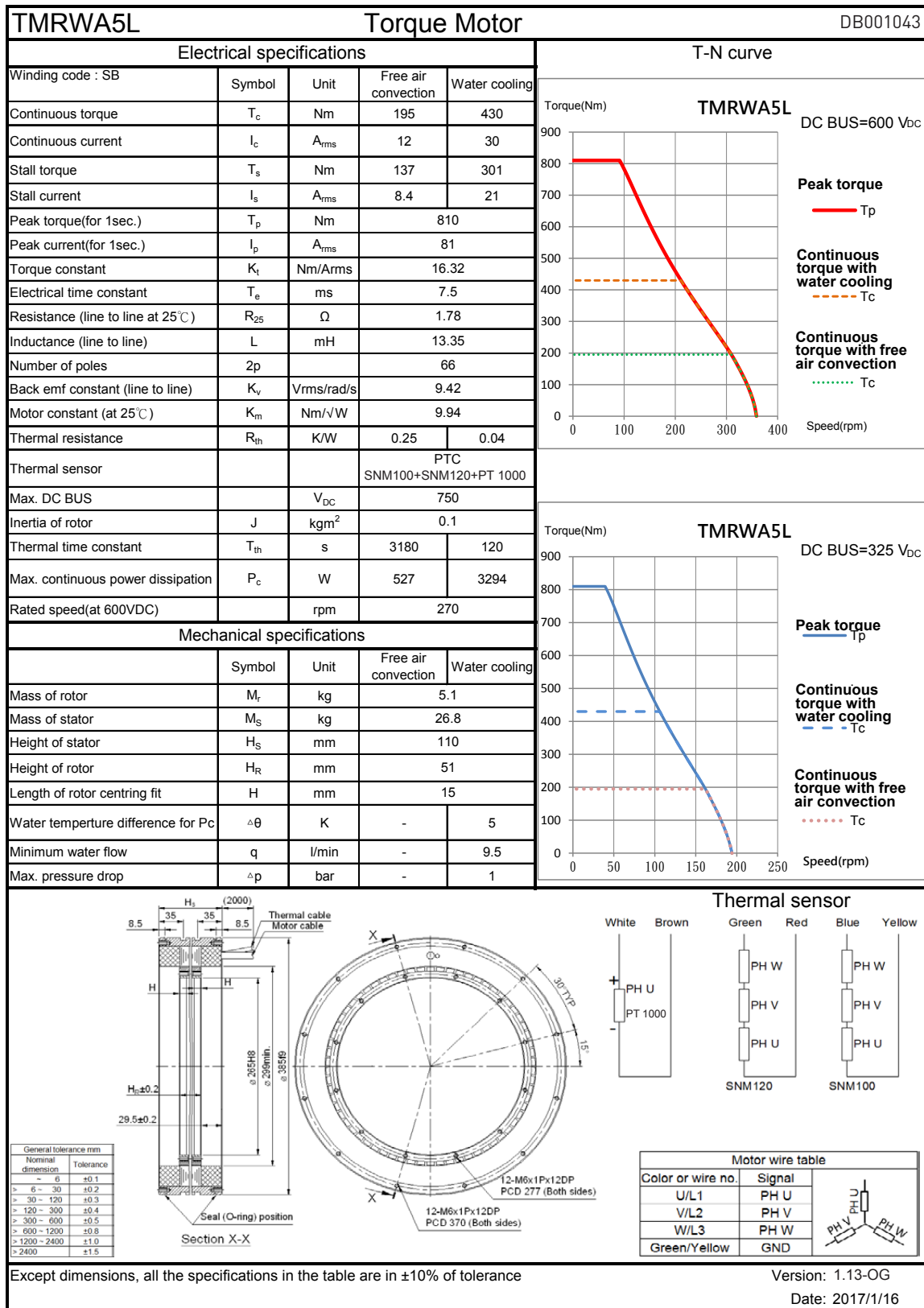


Fig. 12.63 Data sheet TMRWA5L

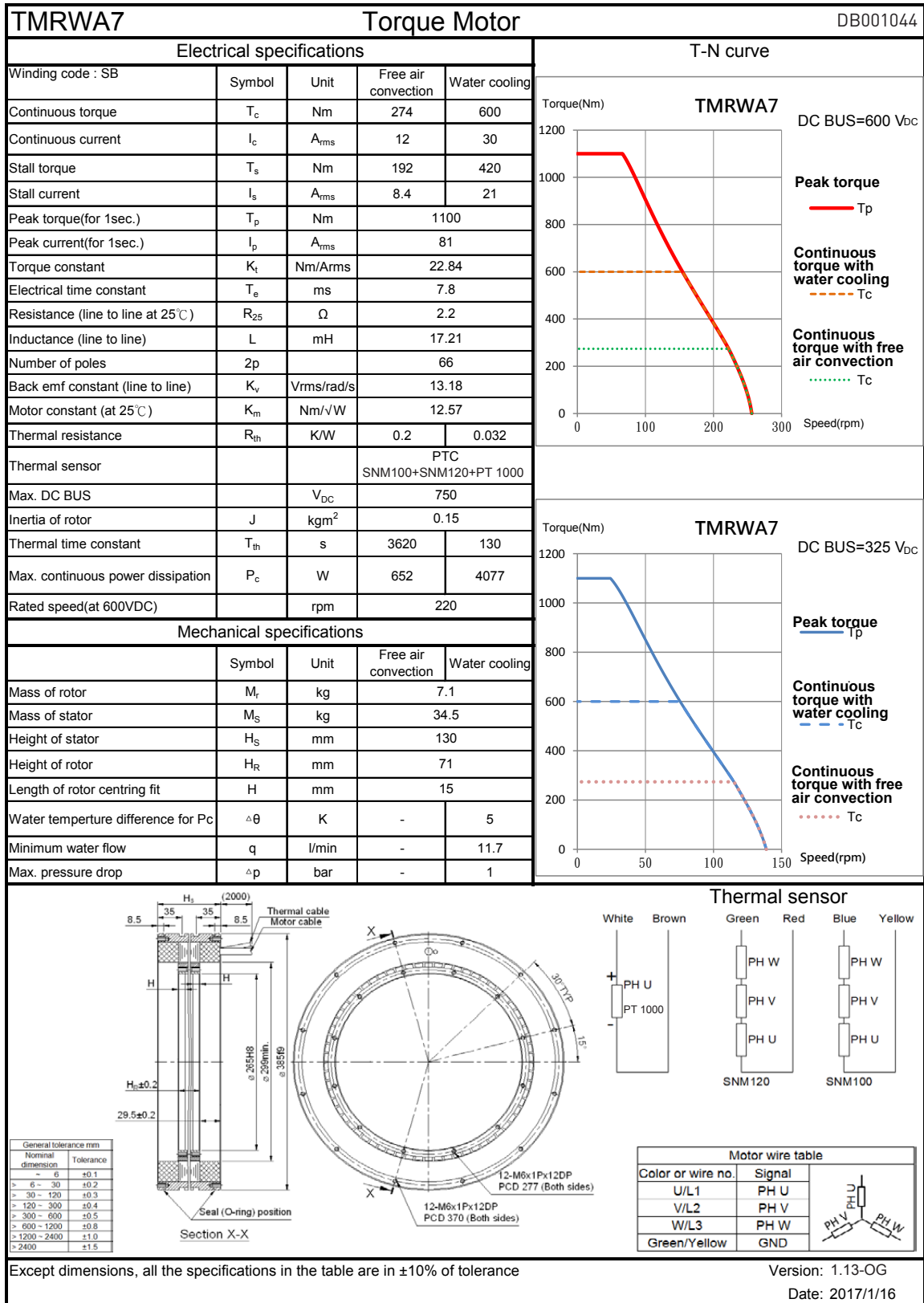


Fig. 12.64 Data sheet TMRWA7

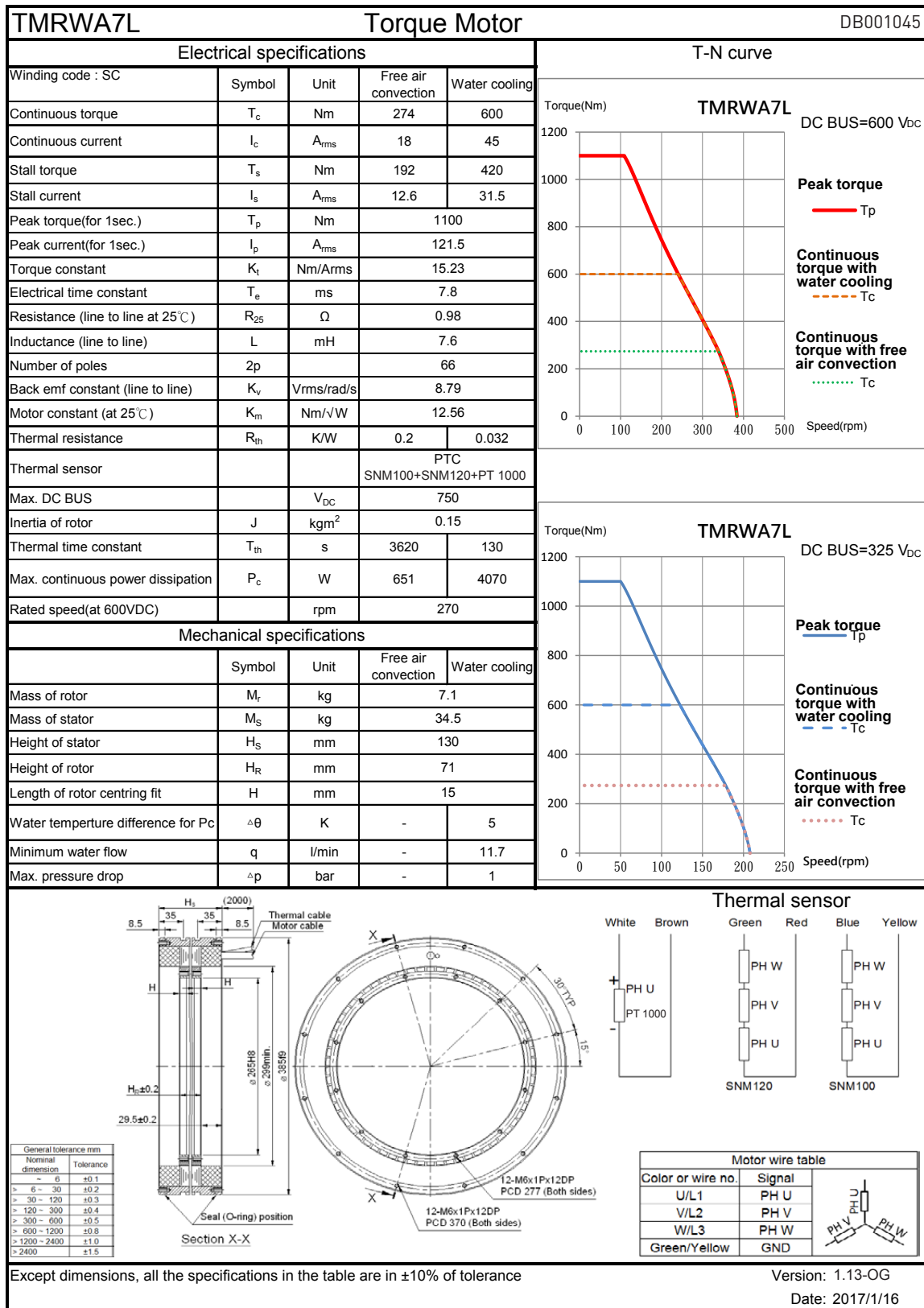


Fig. 12.65 Data sheet TMRWA7L



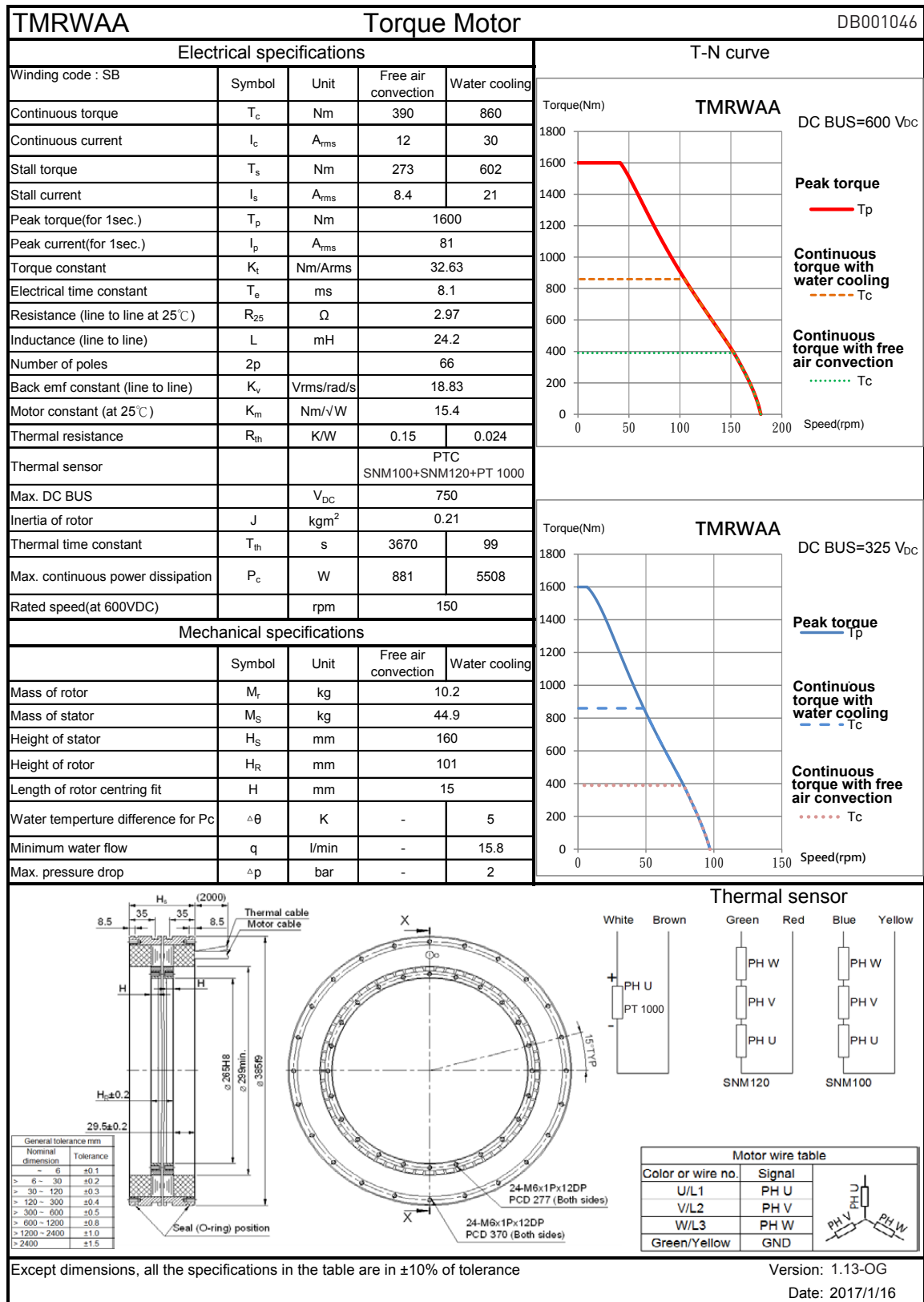


Fig. 12.66 Data sheet TMRWAA



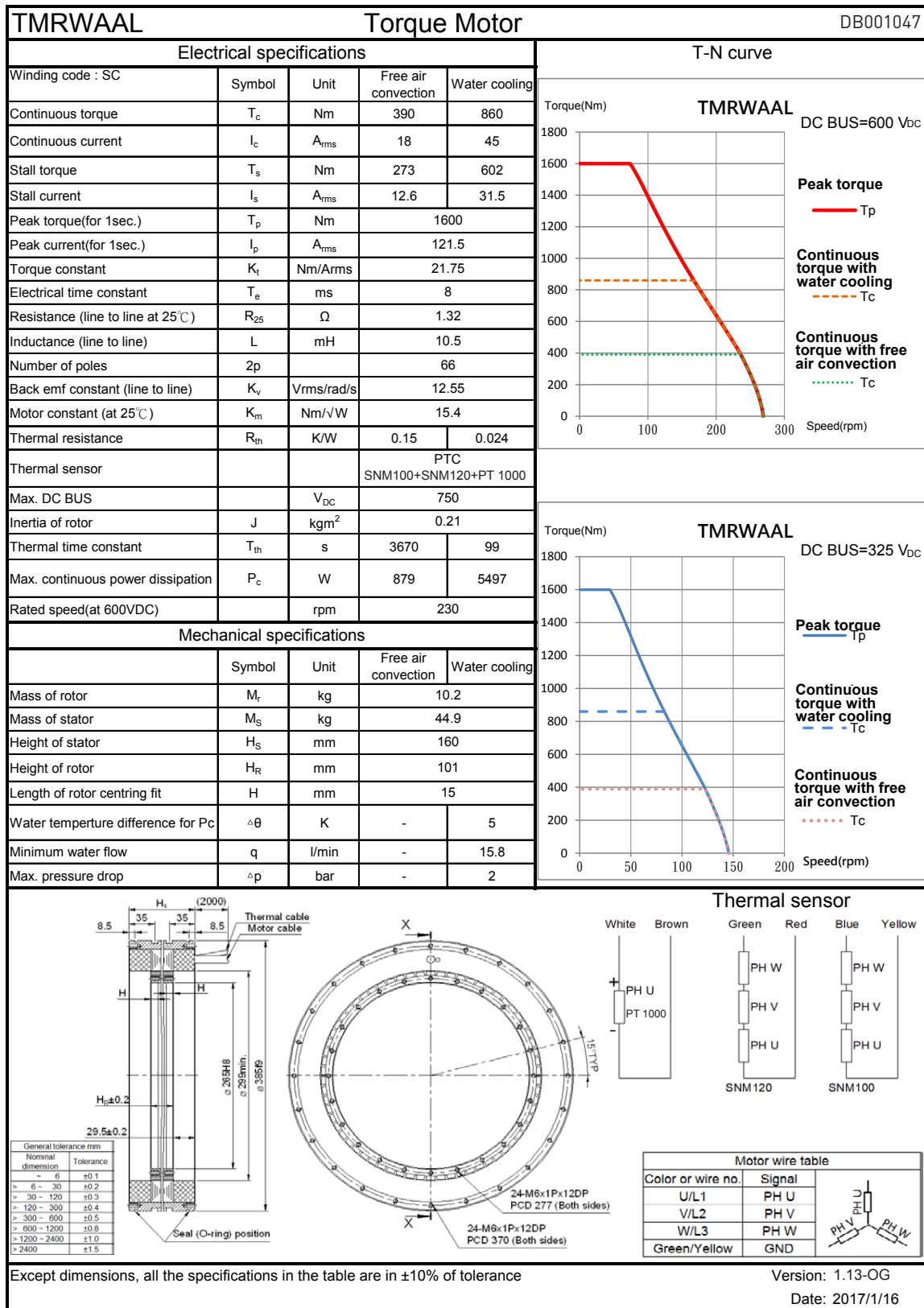


Fig. 12.67 Data sheet TMRWAAL



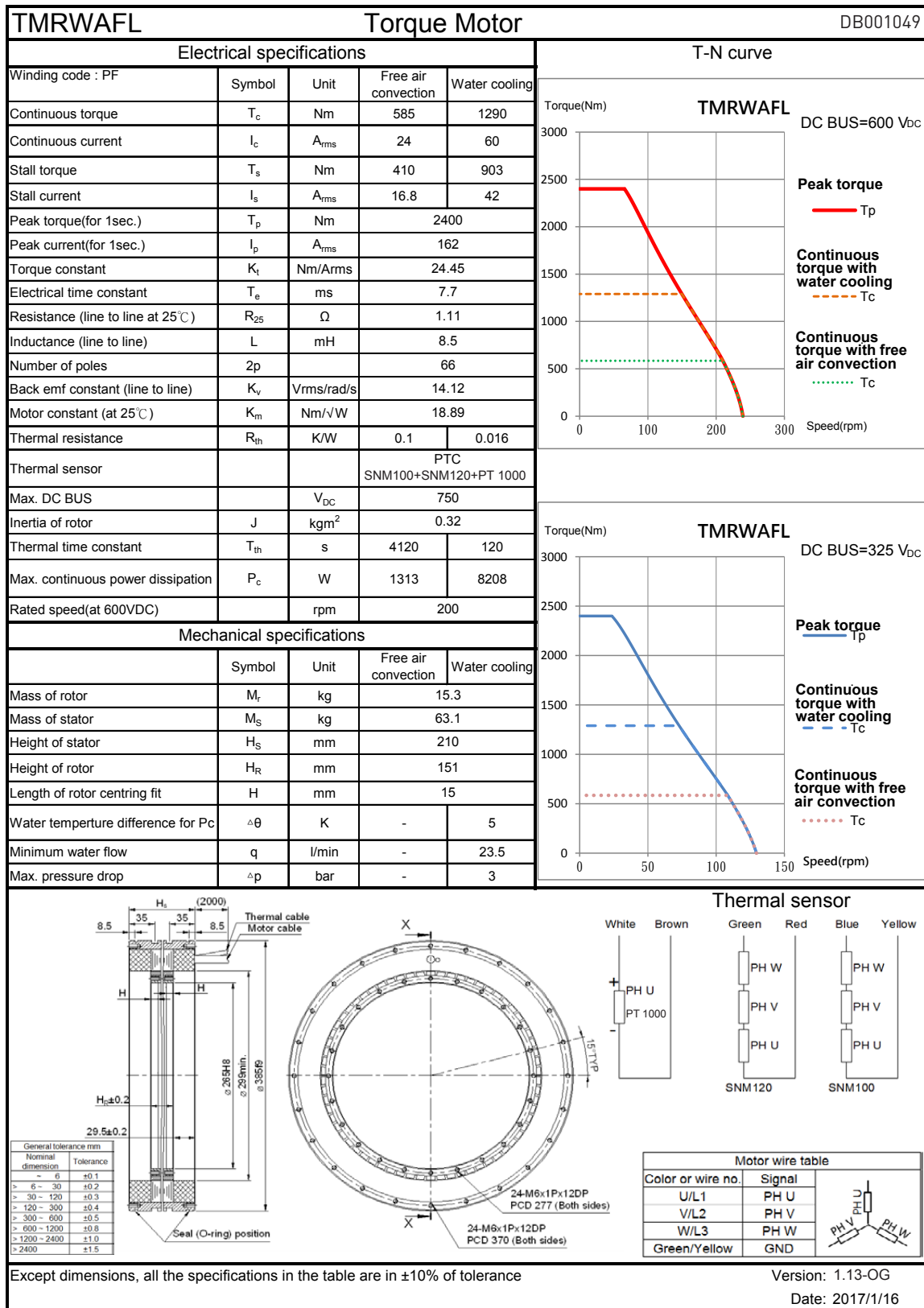


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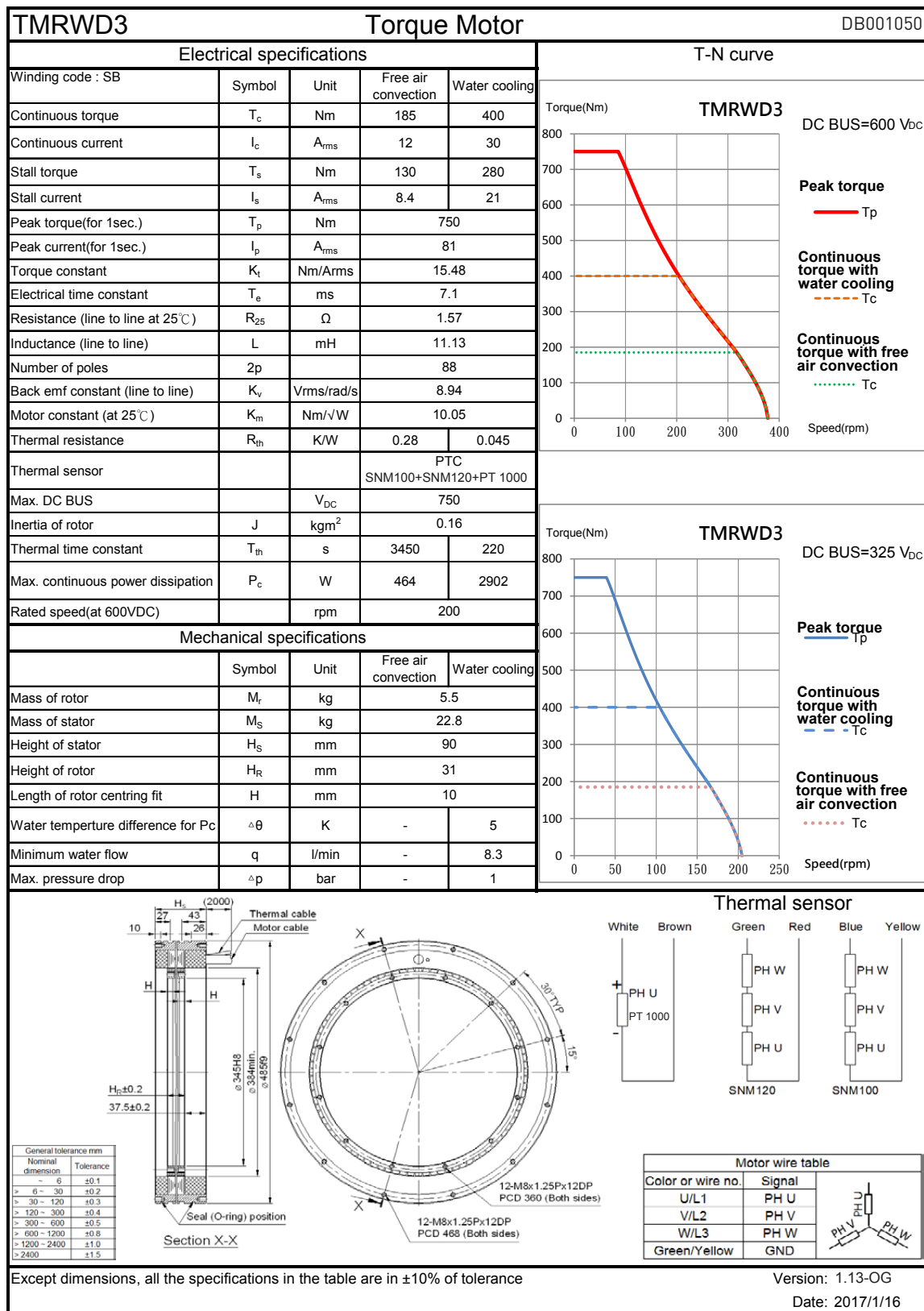


Fig. 12.70 Data sheet TMRWD3

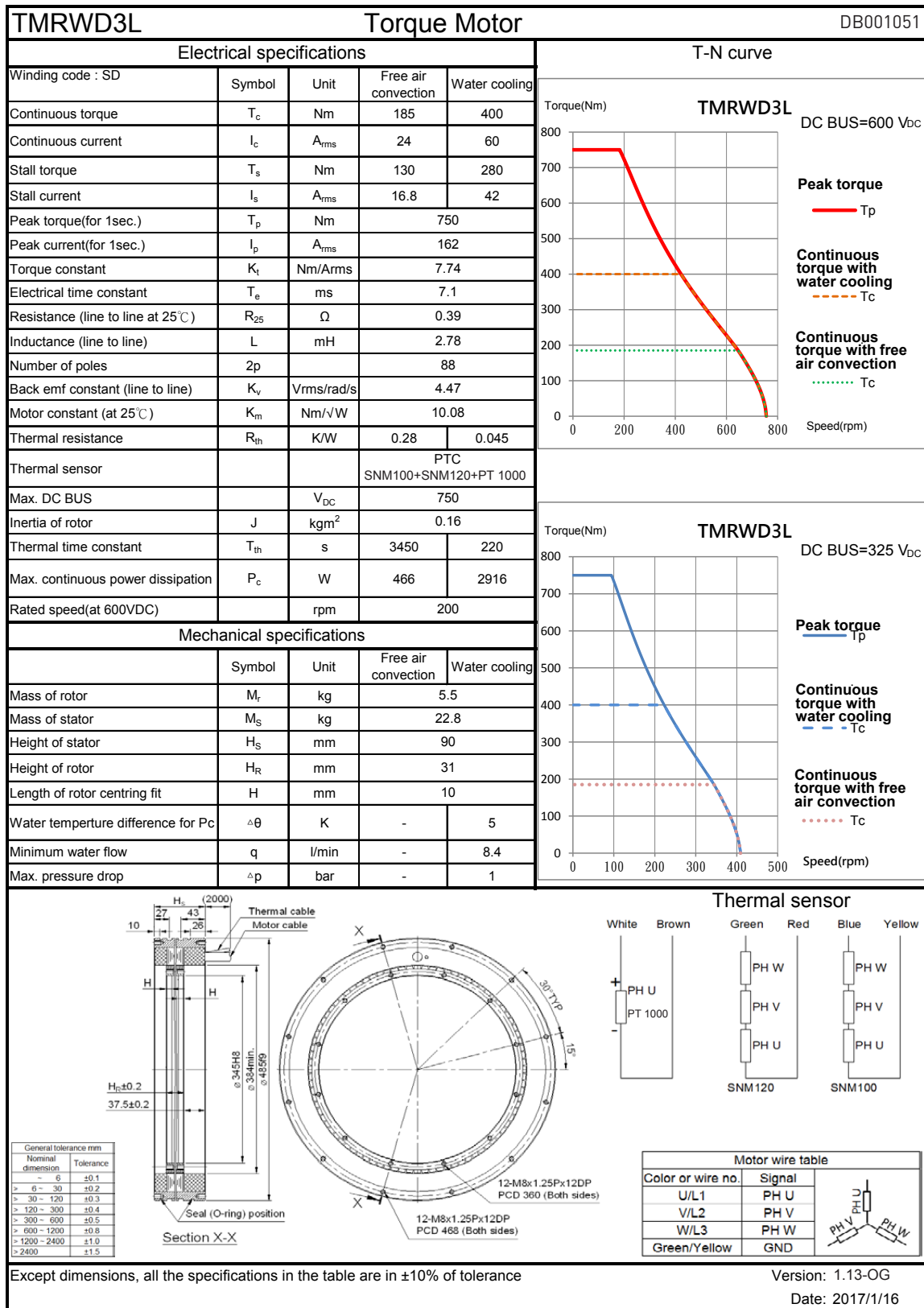


Fig. 12.71 Data sheet TMRWD3L

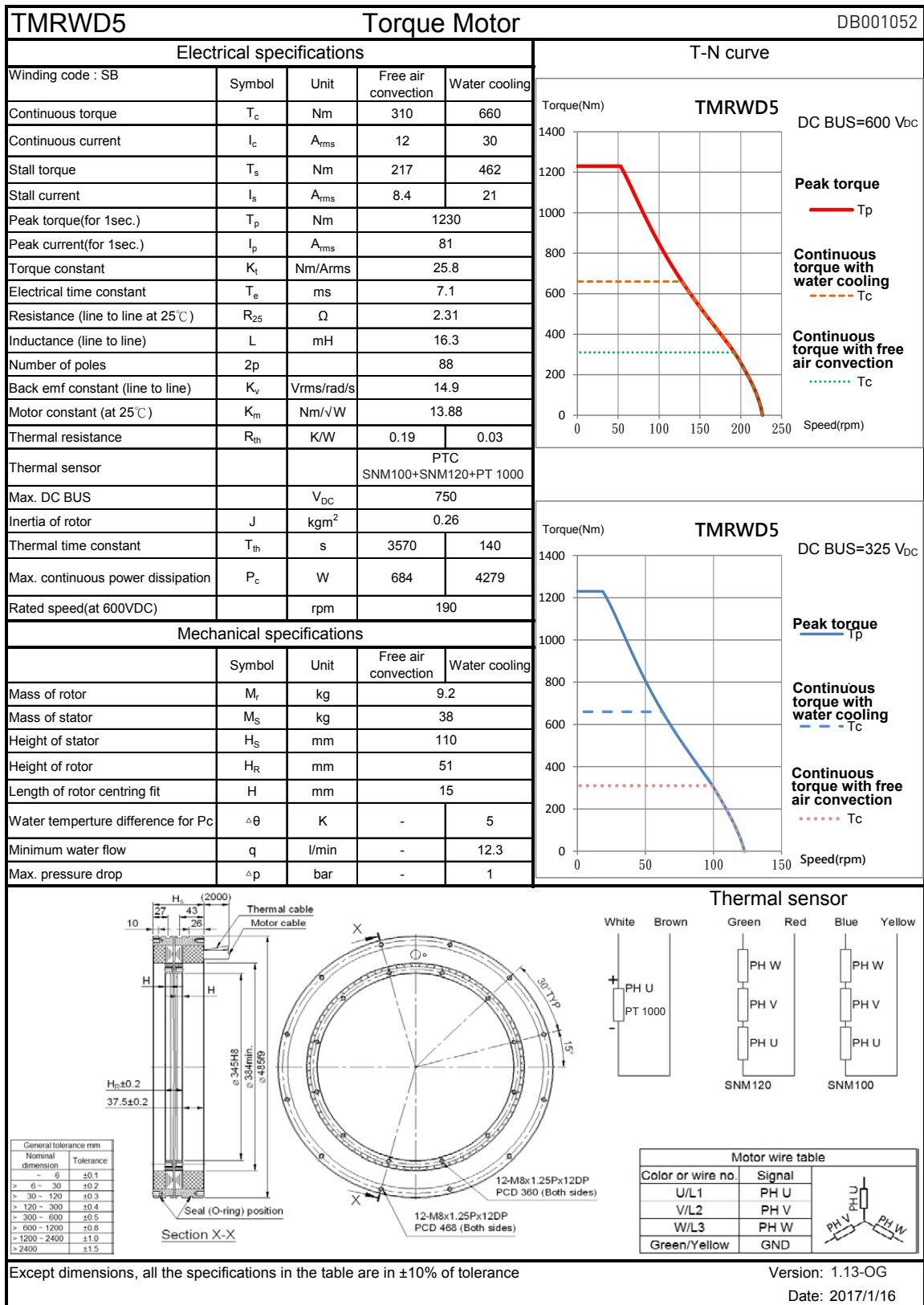


Fig. 12.72 Data sheet TMRWD5





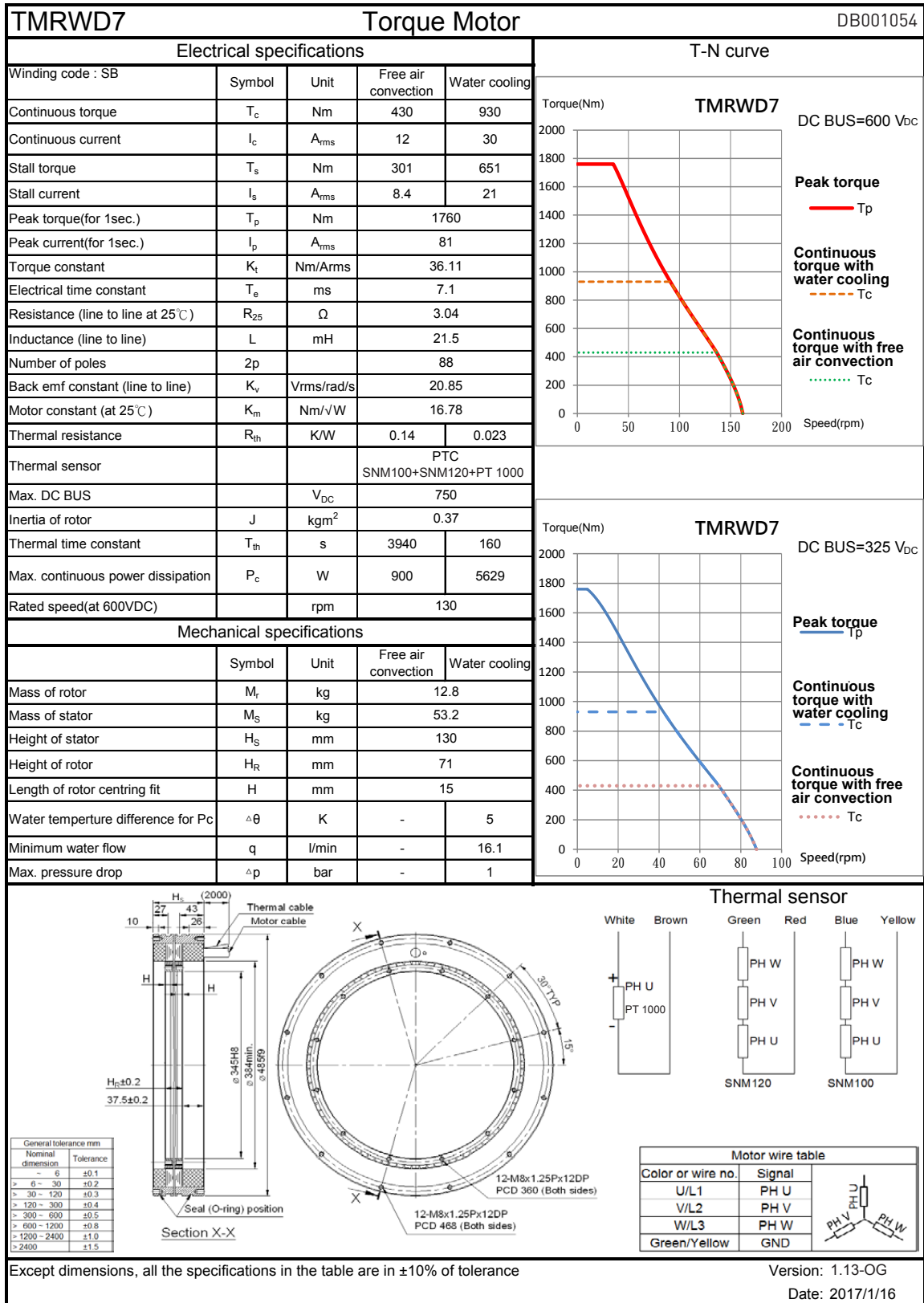


Fig. 12.74 Data sheet TMRWD7



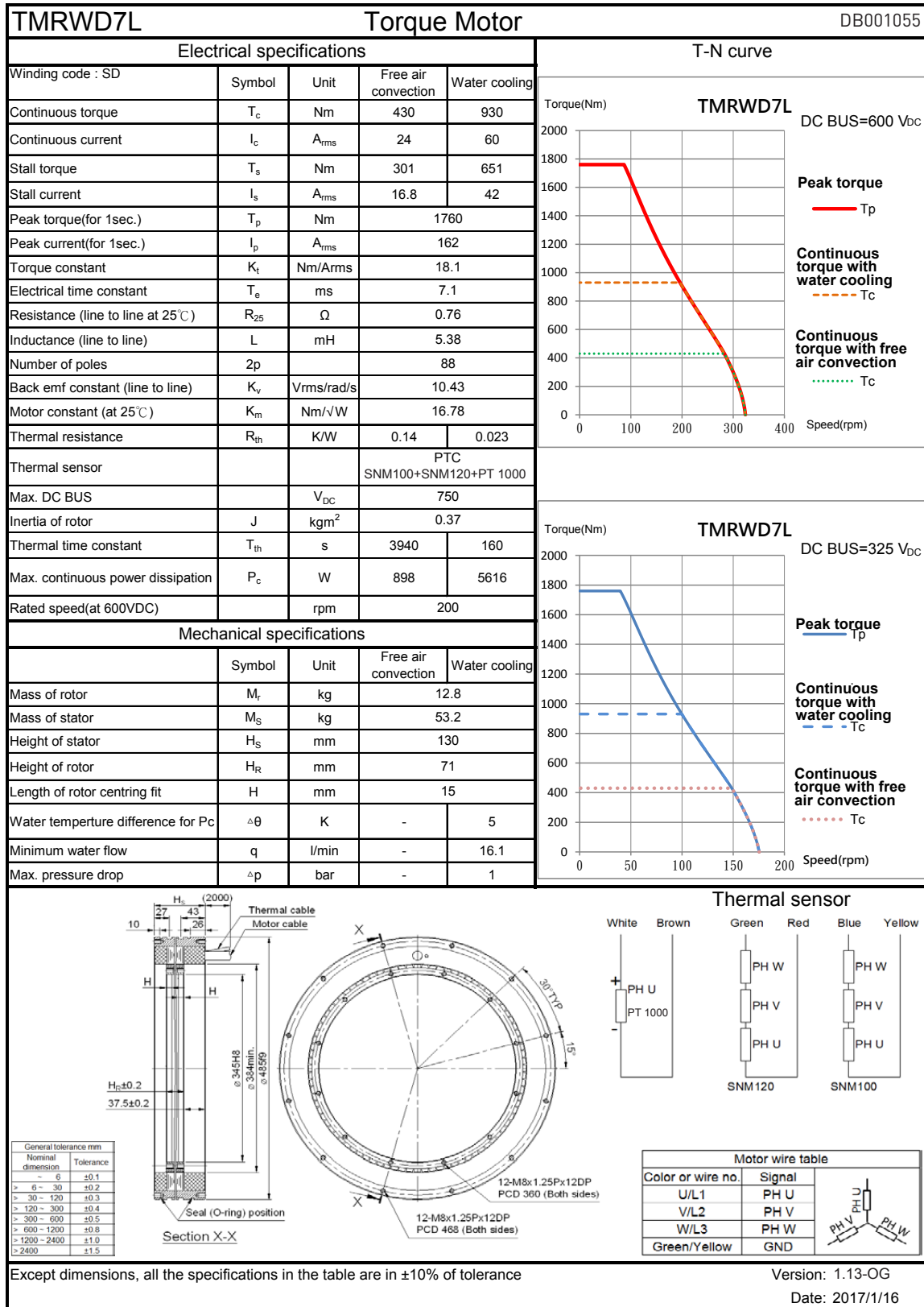


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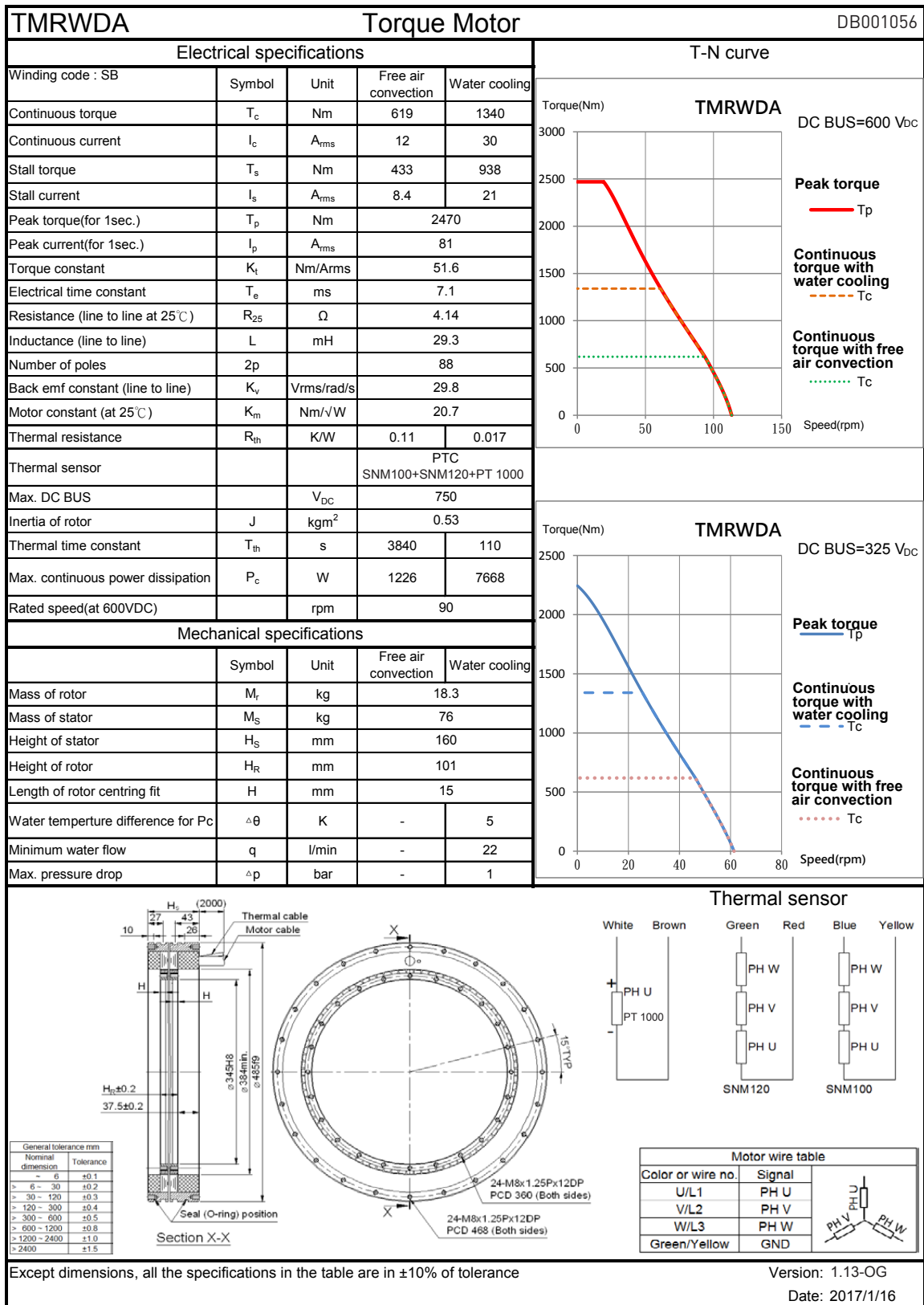


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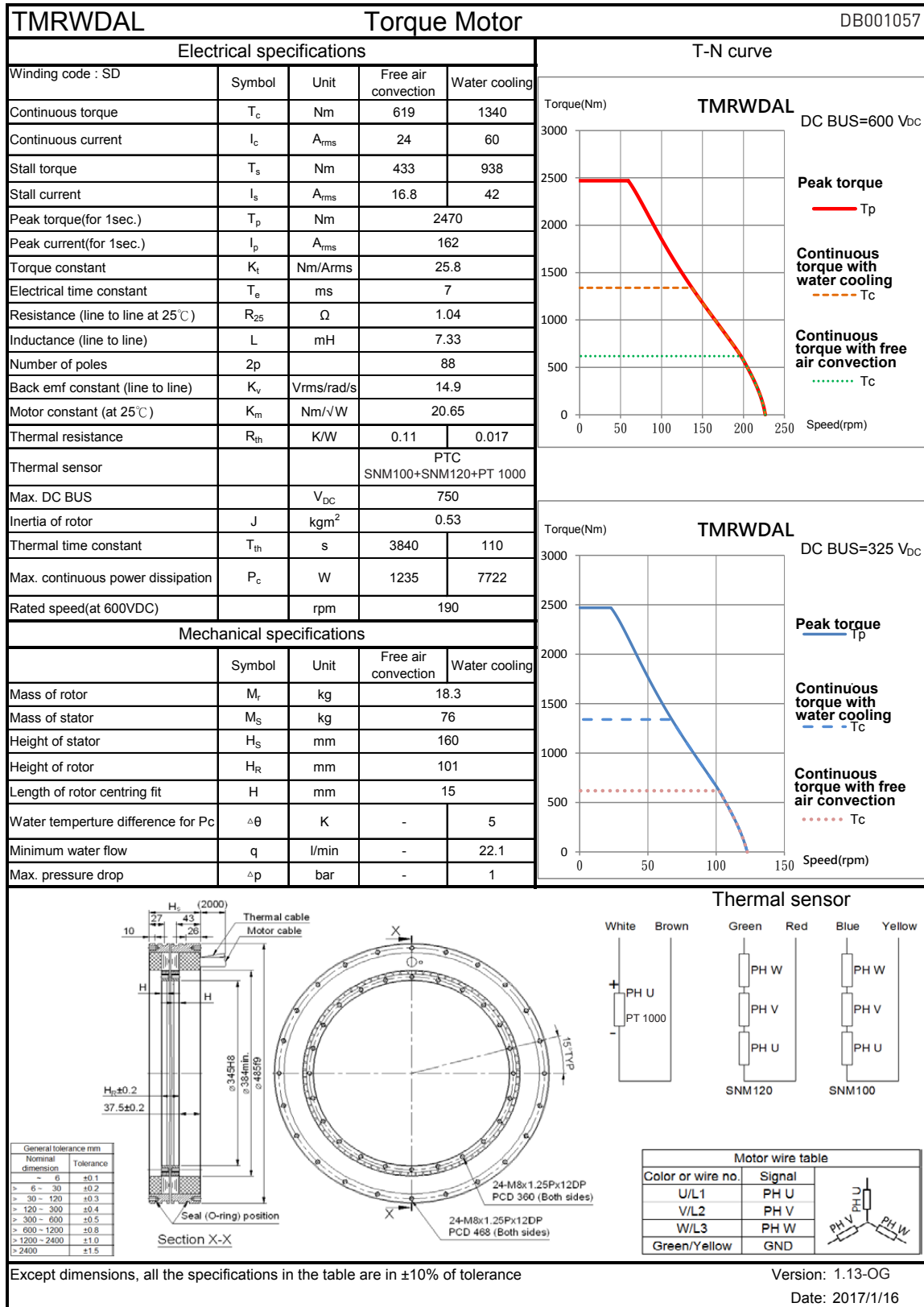


Fig. 12.77 Data sheet TMRWDAL

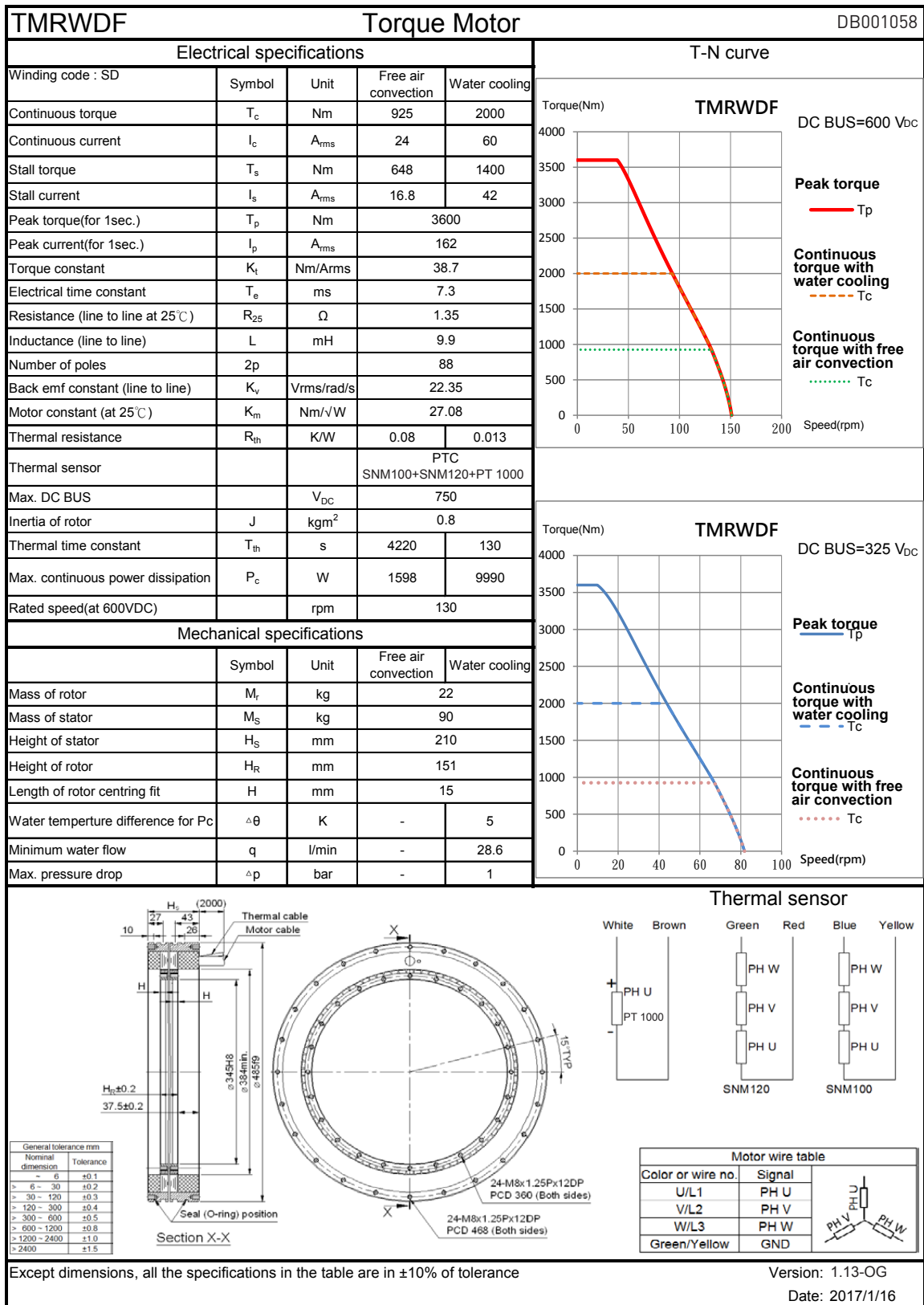


Fig. 12.78 Data sheet TMRWDF

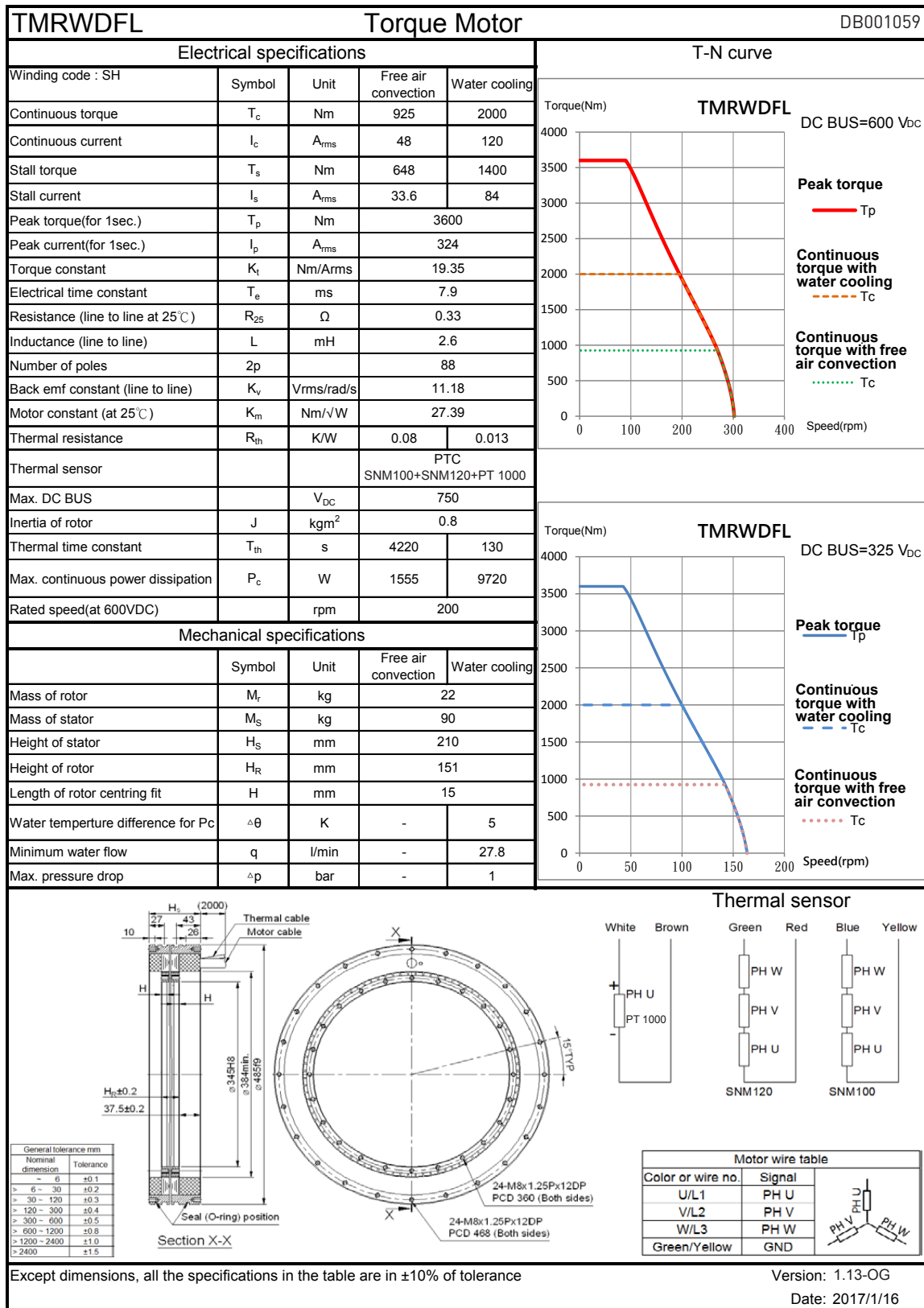


Fig. 12.79 Data sheet TMRWDFL

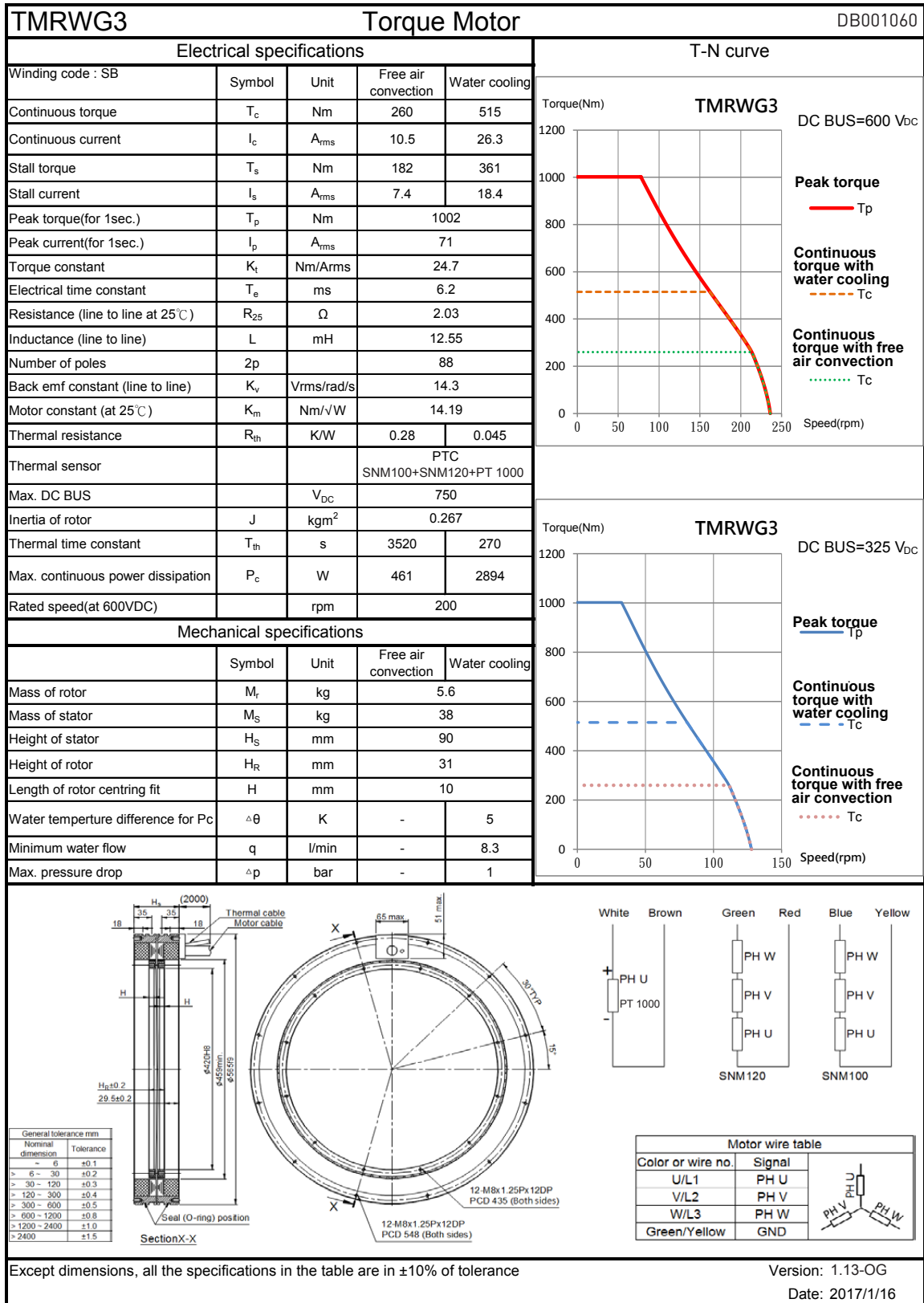


Fig. 12.80 Data sheet TMRWG3

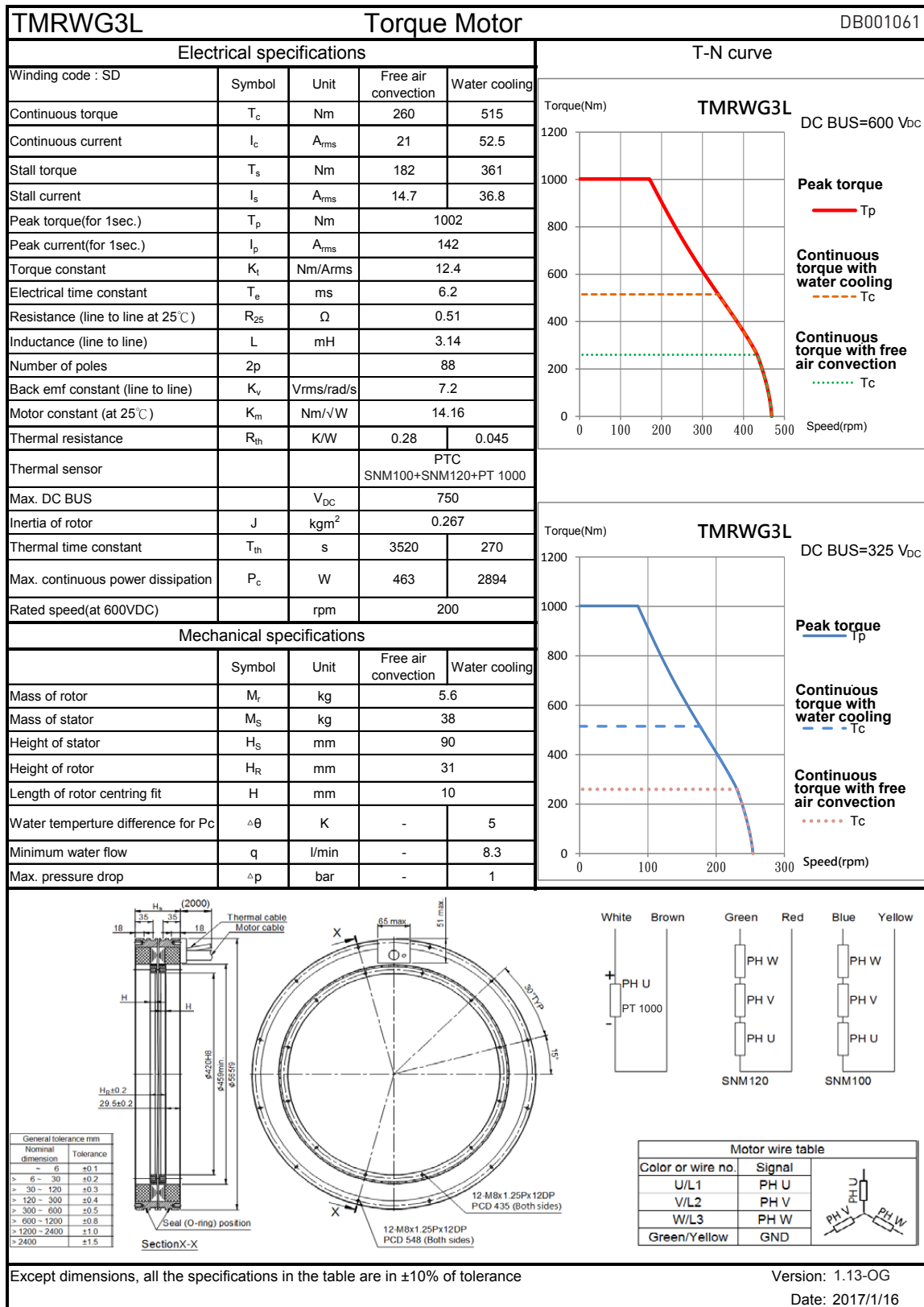


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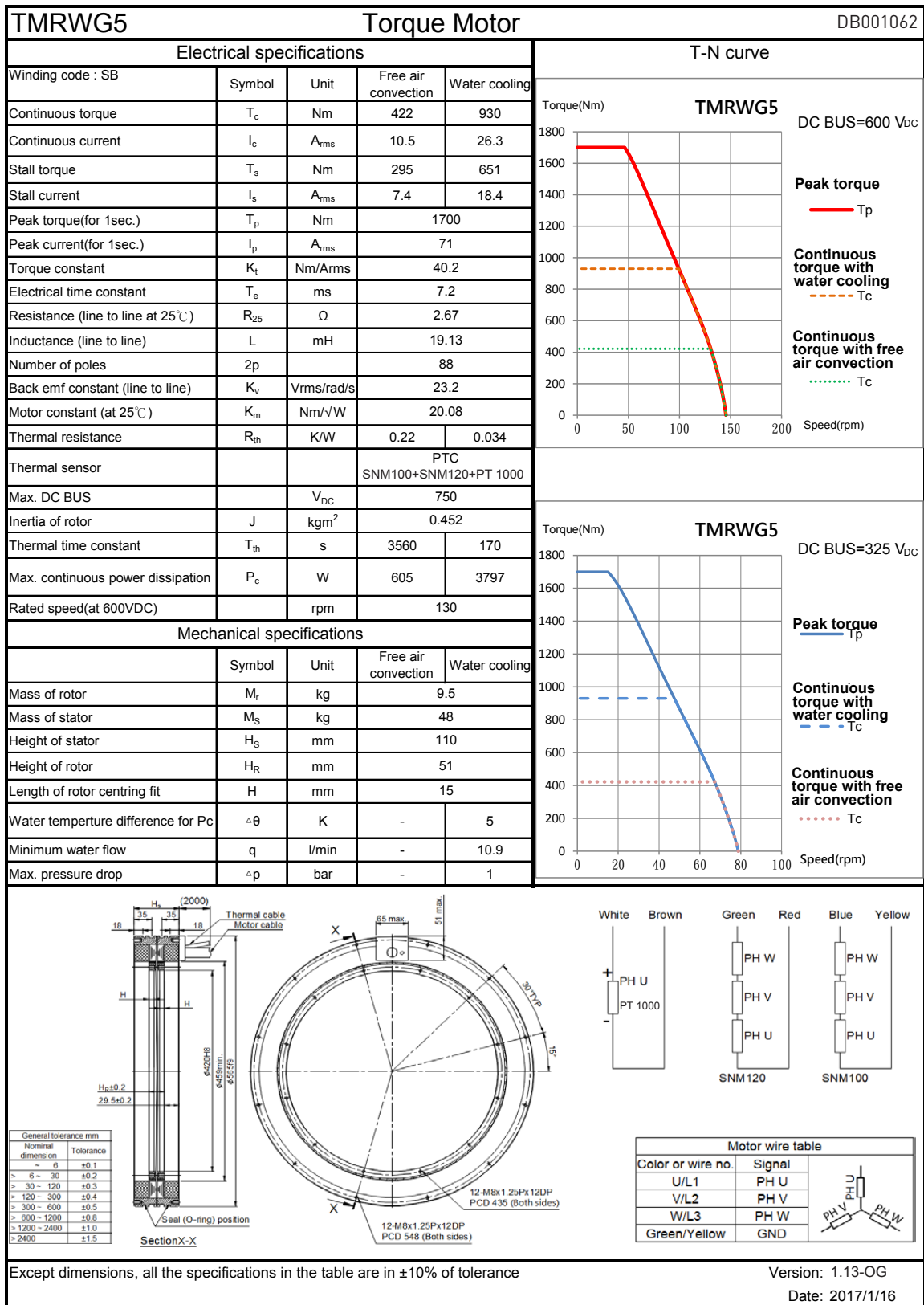


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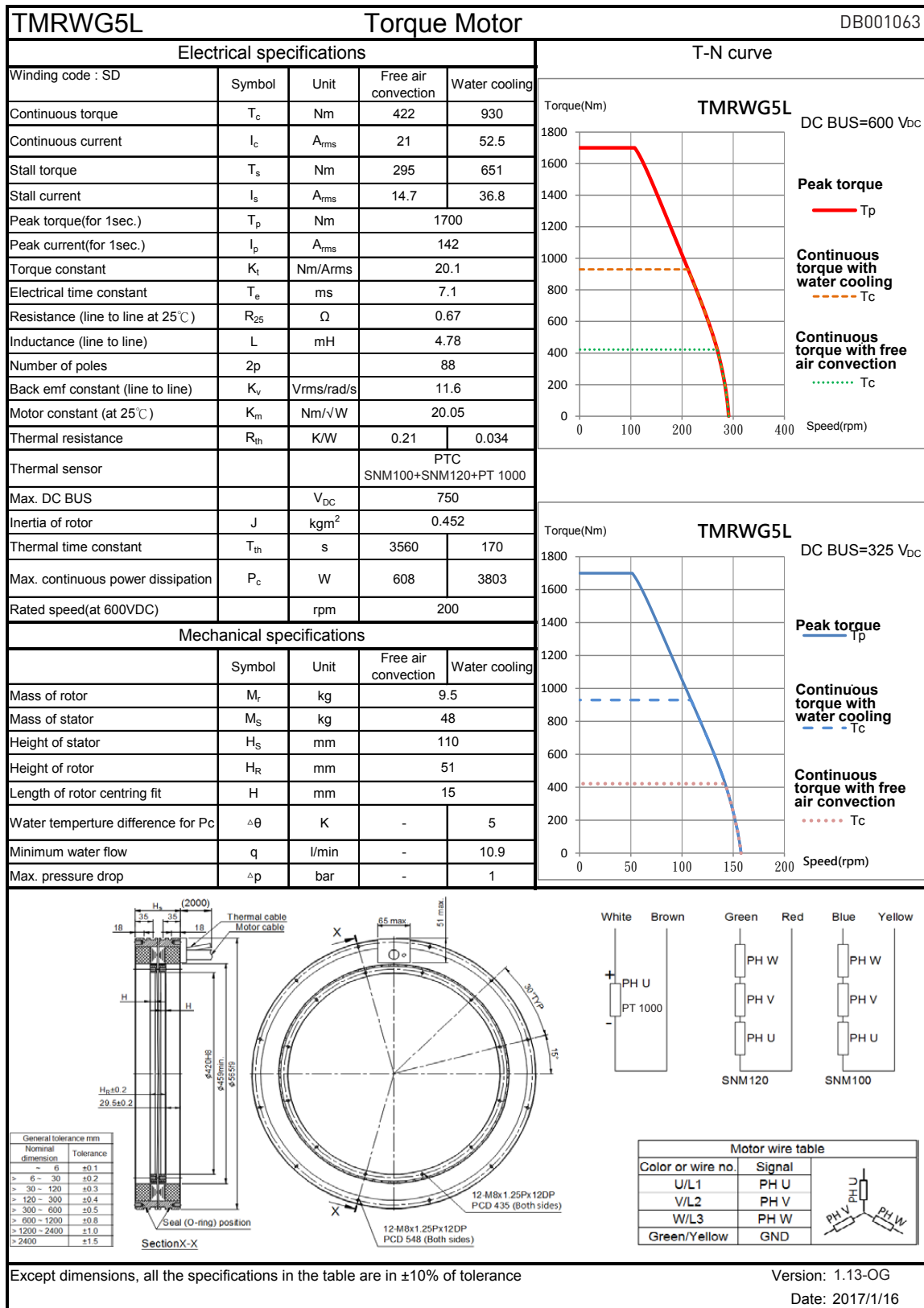


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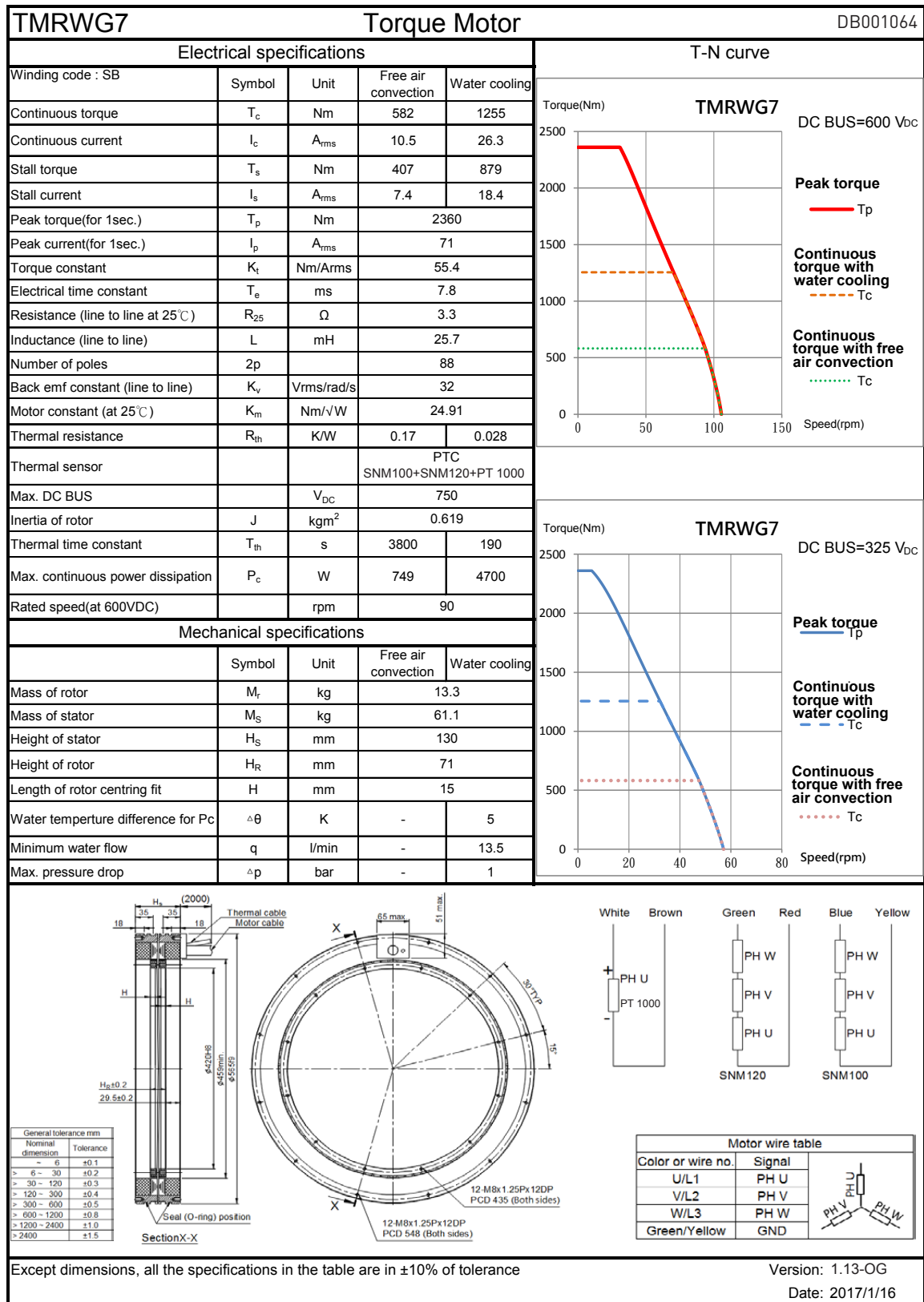


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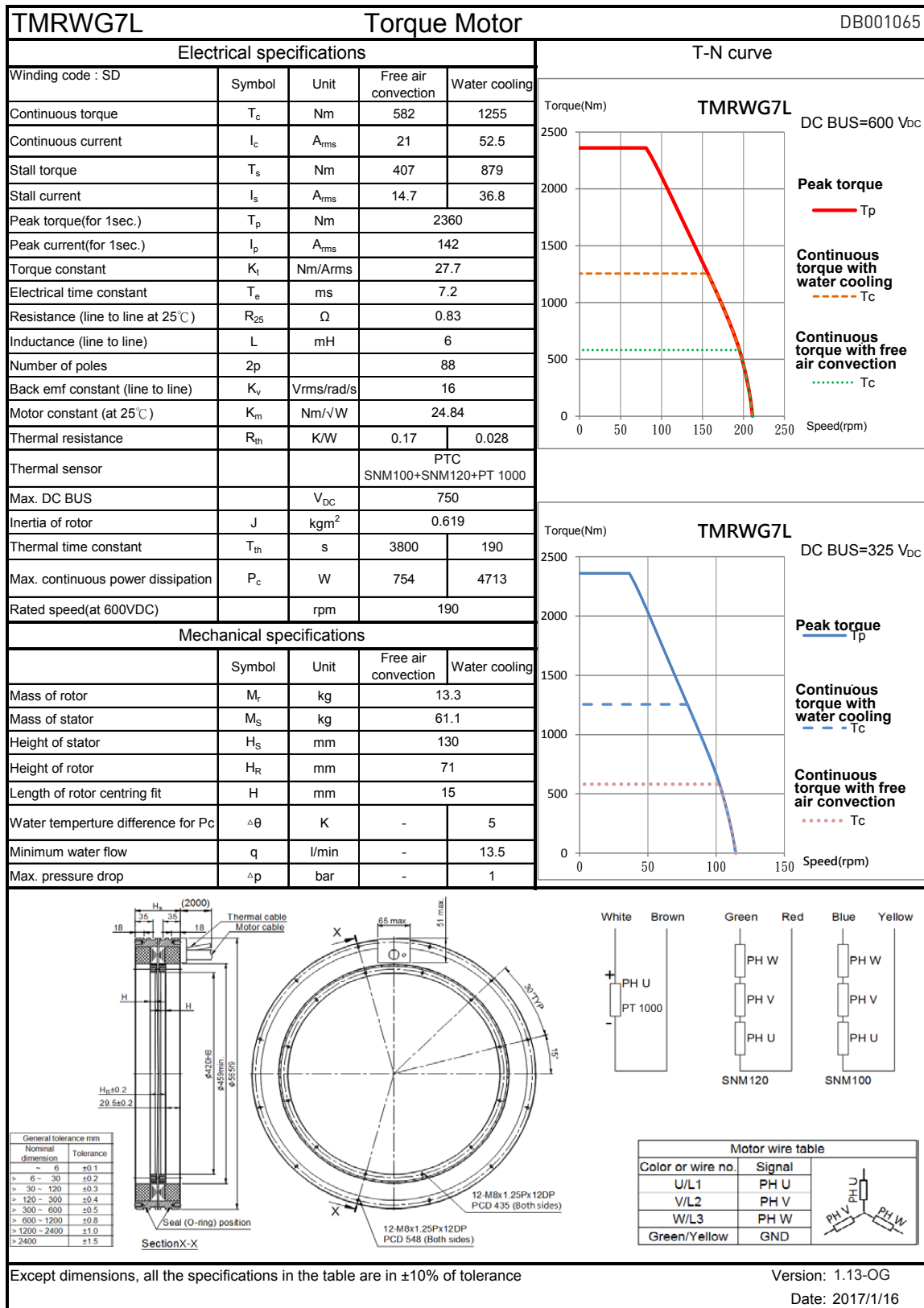


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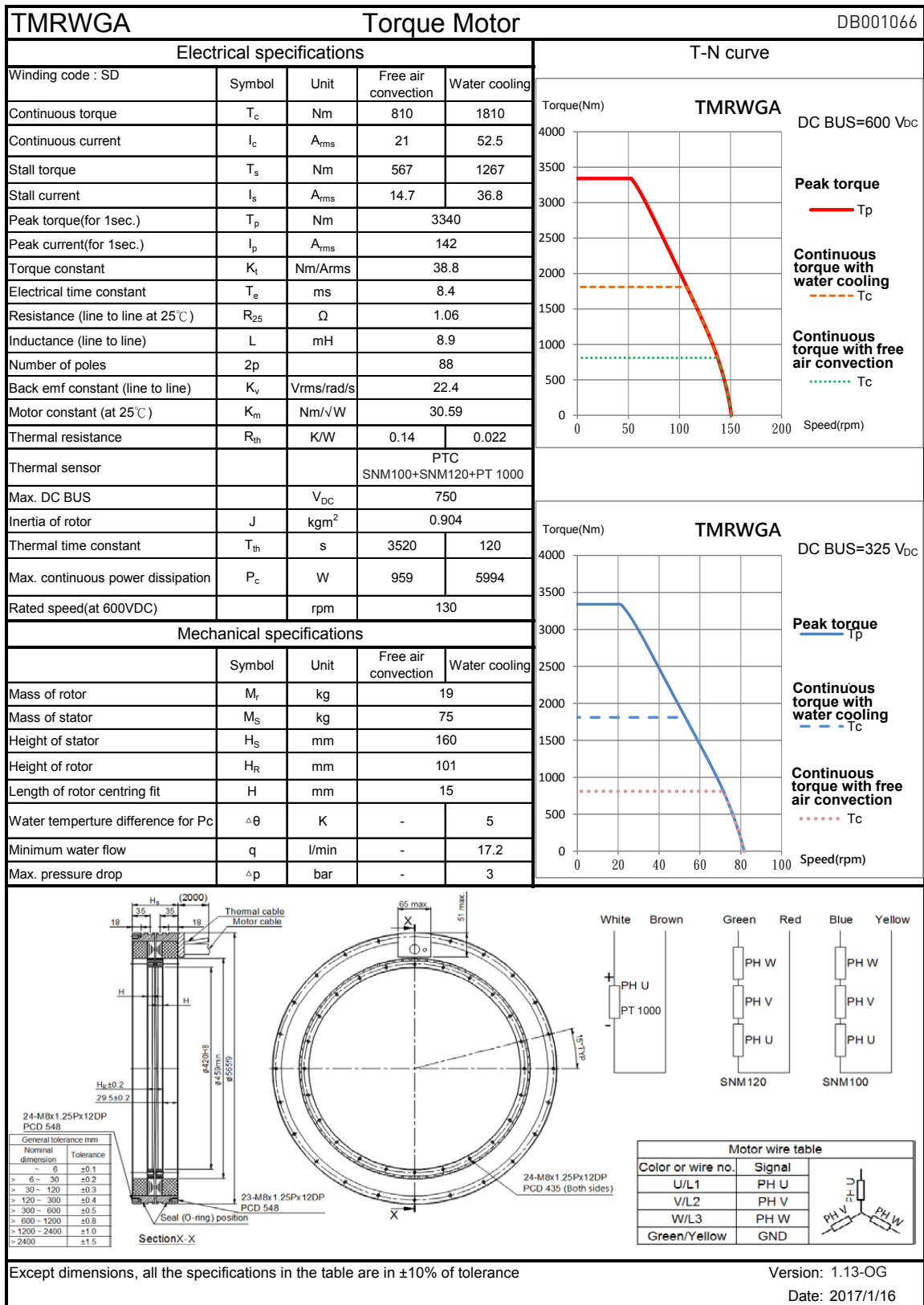


Fig. 12.86 Data sheet TMRWGA

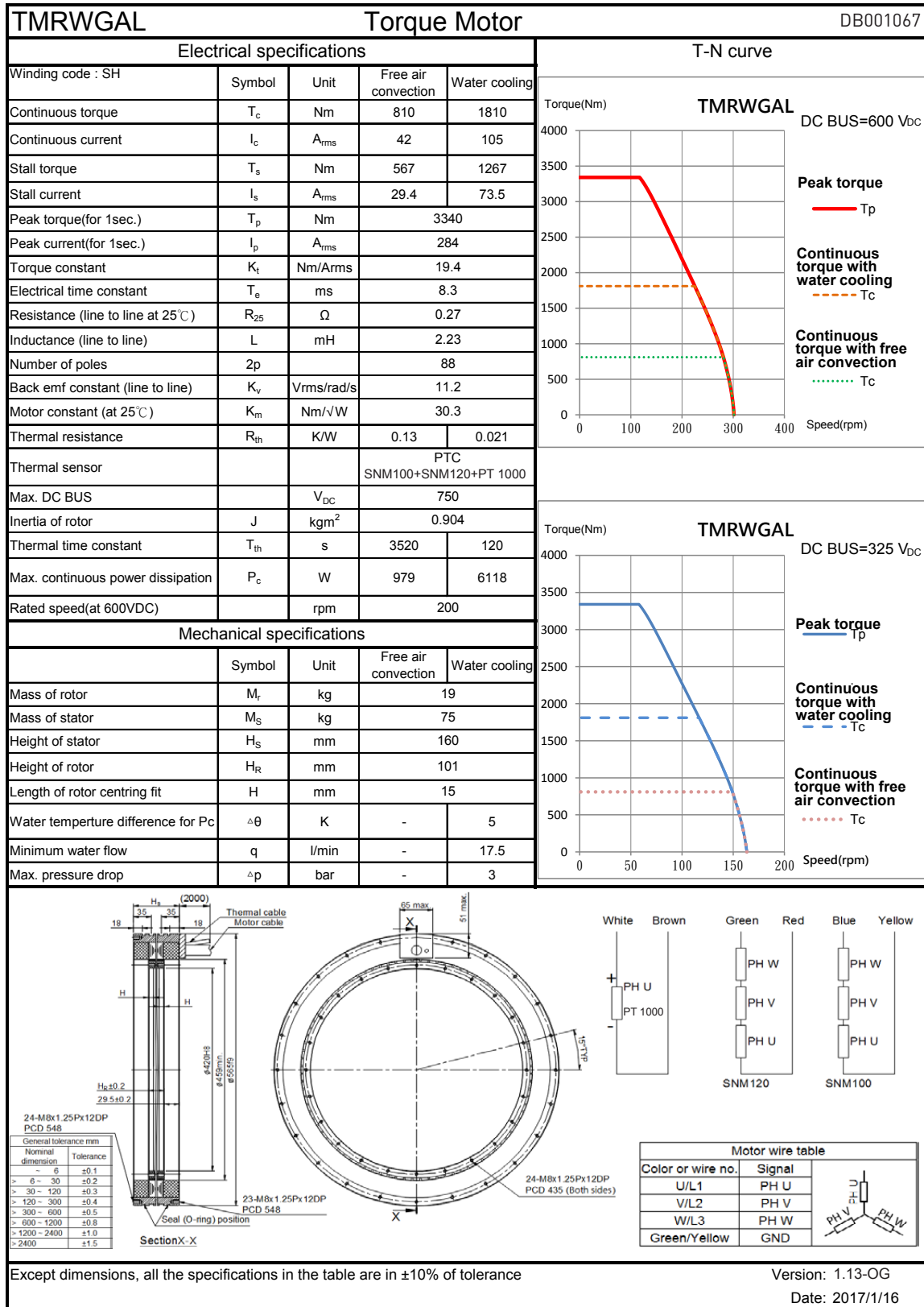


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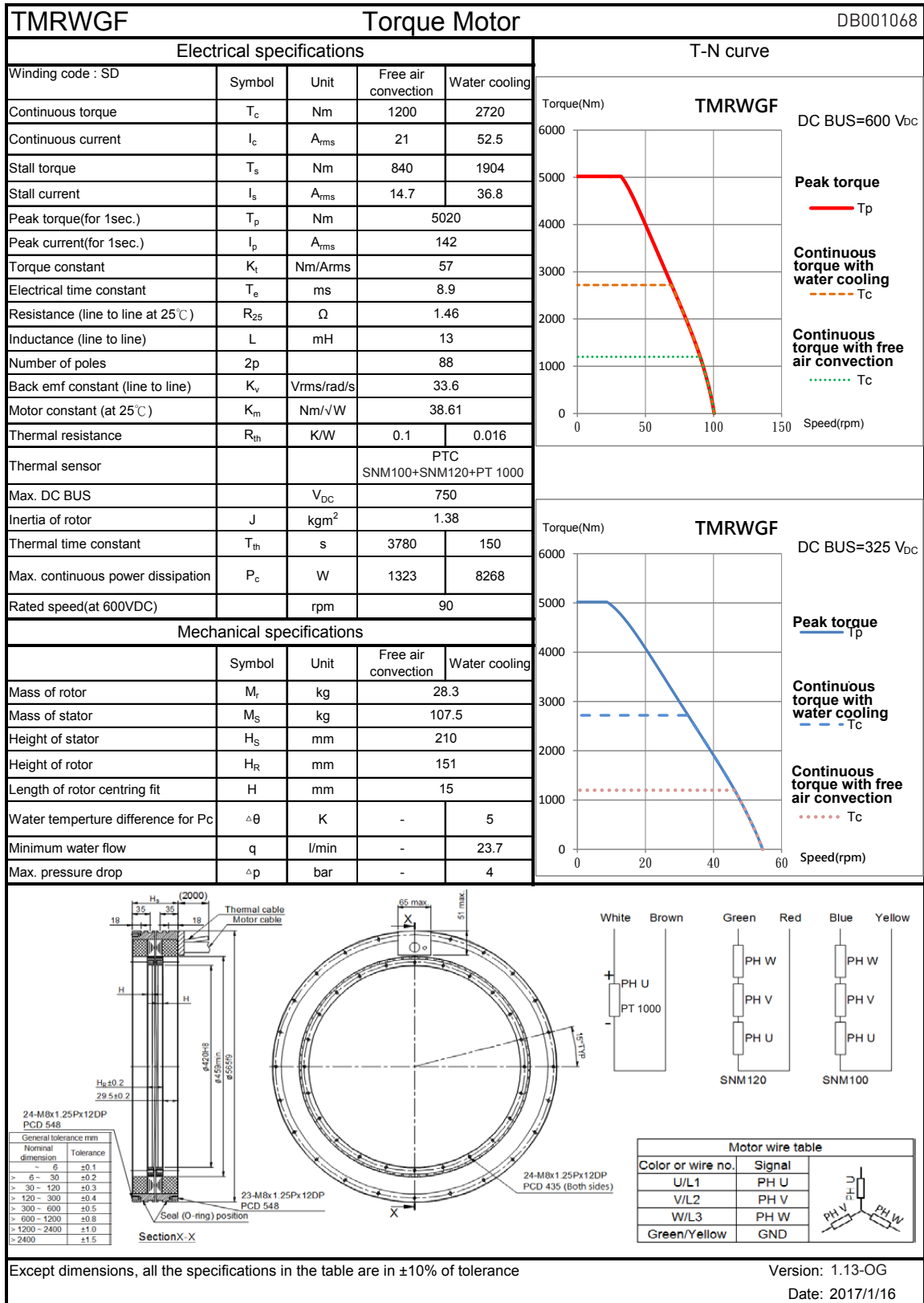


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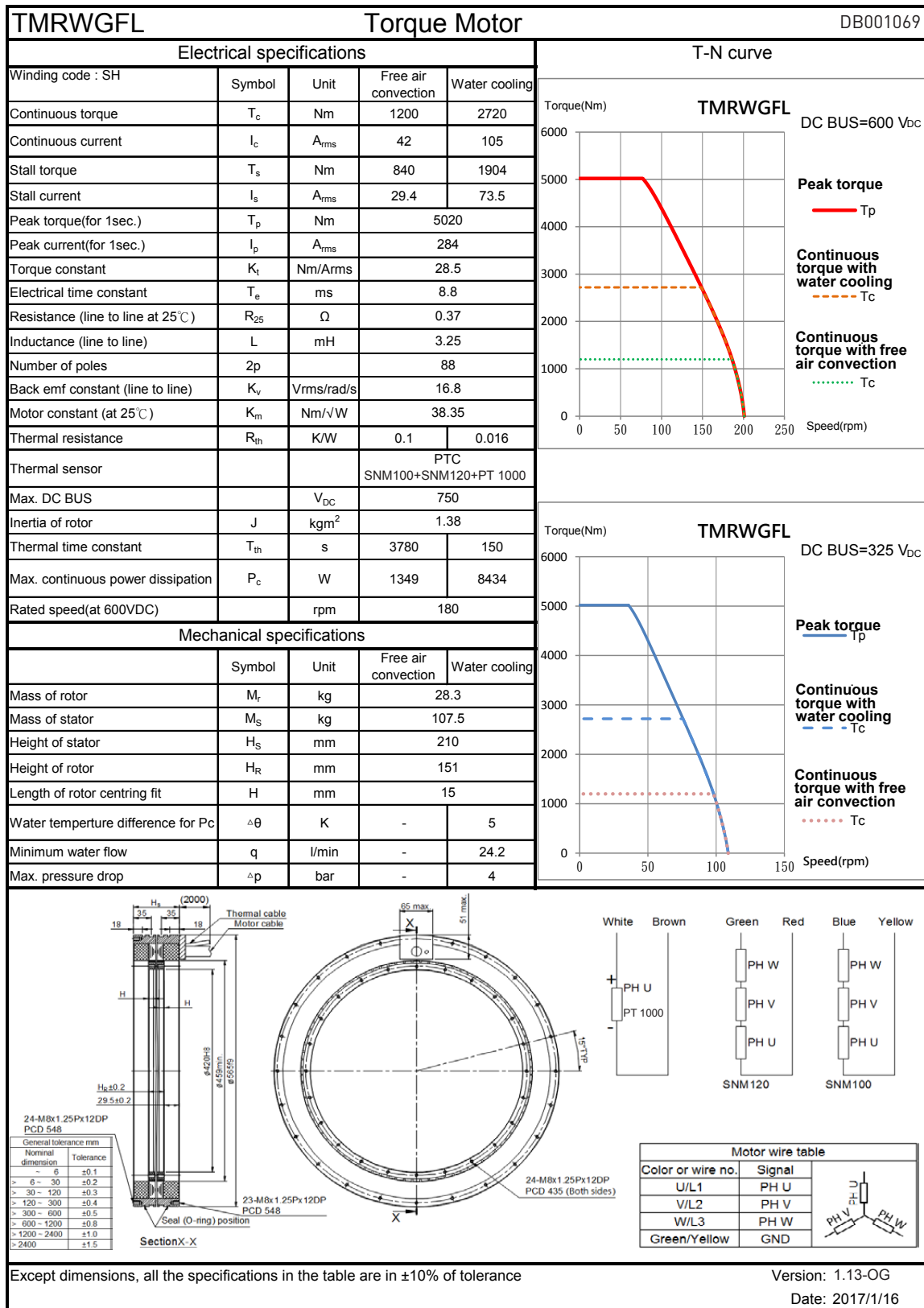


Fig. 12.89 Data sheet TMRWGFL



### 13. Declaration of Conformity

#### According to EC Directive 2014/35/EU – Low Voltage Directive

**Manufacturer**

HIWIN GmbH  
Brücklesbünd 2  
77654 Offenburg,  
Germany

This declaration relates exclusively to the following product in the state in which it was placed on the market, and excludes components which are added and/or operations carried out subsequently by the final user. The declaration is no more valid, if the product is modified without agreement.

**Product denomination::** Torque motors TMR\_, TMRW\_  
**Year of manufacture:** from 2016

The manufacturer hereby declares that the product is complying with all essential requirements of the Directive 2014/35/EU (Low Voltage Directive) relating to electrical equipment.

In addition the product is in accordance with the EC Directives:

- EC Directive on electromagnetic compatibility (2014/30/EU)
- EC RoHS Directive on the restriction of hazardous substances (2011/65/EU)

Offenburg, 20.04.2016  
Managing Director



Werner Mäurer







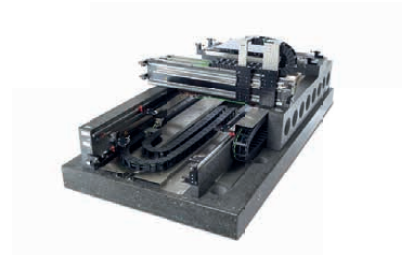




Linear Guideways



Ballscrews



Linear Motor Systems



Linear Axes



Linear Actuators



Robots



Linear Motor Components



Rotary Tables



Drives & Servo Motors

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