



Model No.	External dimension					Carriage dimension					
	Height H	Width W	Length L	$W_2$	$H_2$	B	C	$S \times l$	$L_1$	T	G
<b>MSD 7 M</b> <b>MSD 7 LM</b>	9	25	30.8 40.5	5.5	2	19	10 19	M3×3	20.6 30.3	3.9	Ø1.5
<b>MSD 9 M</b> <b>MSD 9 LM</b>	12	30	38.7 50.7	6	3.7	21 23	12 24	M3×3	27.1 39.1	5	Ø1.5
<b>MSD 12 M</b> <b>MSD 12 LM</b>	14	40	44.5 60	8	4	28	15 28	M3×4	31.0 46.5	10	Ø1.5
<b>MSD 15 M</b> <b>MSD 15 LM</b>	16	60	55.5 74.5	9	4	45	20 35	M4×4.5	40.3 59.3	12	Ø1.5

**Note:** The basic dynamic load rating C of ball type is based on the 50 km for nominal life. The conversion between C for 50 km and  $C_{100}$  for 100 km is  $C=1.26 \times C_{100}$ .

**Note\***: Single: Single carriage/ Double: Double carriages closely contacting with each other.

Model No.	Rail dimension					Basic load rating		Static moment rating				Weight		
	Width $W_1$	Height $H_1$	Pitch $P$	E std.	$D \times h \times d$	Dynamic $C$ kN	Static $C_0$ kN	$M_p$ N-m		$M_y$ N-m		$M_R$ N-m	Carriage g	Rail kg/m
								Single*	Double*	Single*	Double*			
<b>MSD 7 M</b> <b>MSD 7 LM</b>	14 <sup>0</sup> -0.05	5.2	30	10	6×3.2×3.5	1.51 2.04	2.46 3.79	6.6 17.5	39.0 84.0	6.6 17.5	39.0 84.0	17.7 27.3	23 31	0.55
MSD 9 M MSD 9 LM	18 <sup>0</sup> -0.05	7	30	10	6×4.5×3.5	2.79 3.64	4.37 6.39	15.6 33.8	90.3 175.2	15.6 33.8	90.3 175.2	40.7 59.5	41 57	0.96
<b>MSD 12 M</b> <b>MSD 12 LM</b>	24 <sup>0</sup> -0.05	8.5	40	15	8×4.5×4.5	4.05 5.28	6.20 9.06	26.3 57.0	151.5 294.4	26.3 57.0	151.5 294.4	76.3 116.6	70 101	1.55
MSD 15 M MSD 15 LM	42 <sup>0</sup> -0.05	9.5	40	15	8×4.5×4.5	7.08 9.40	10.18 15.26	62.5 135.2	301.4 616.1	62.5 135.2	301.4 616.1	216.9 325.3	130 150	2.99