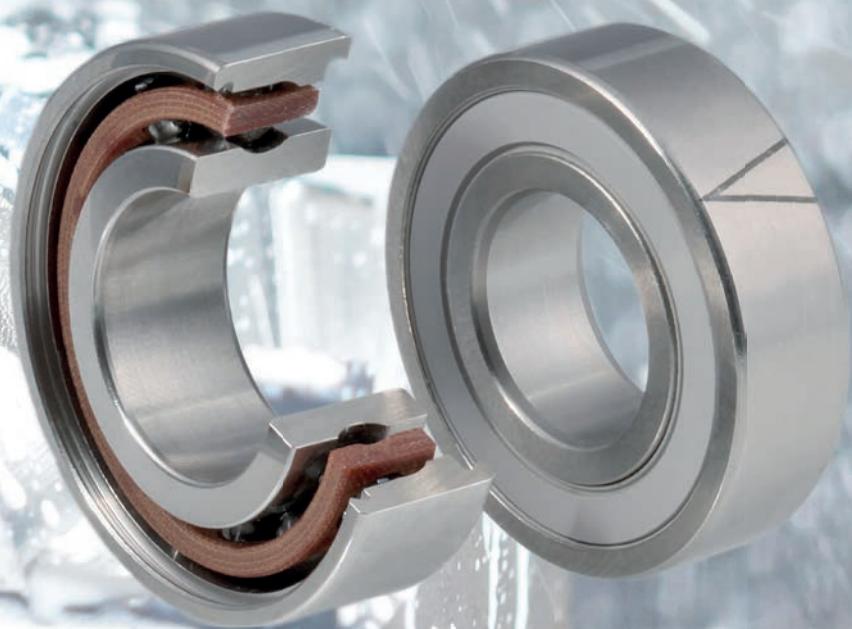


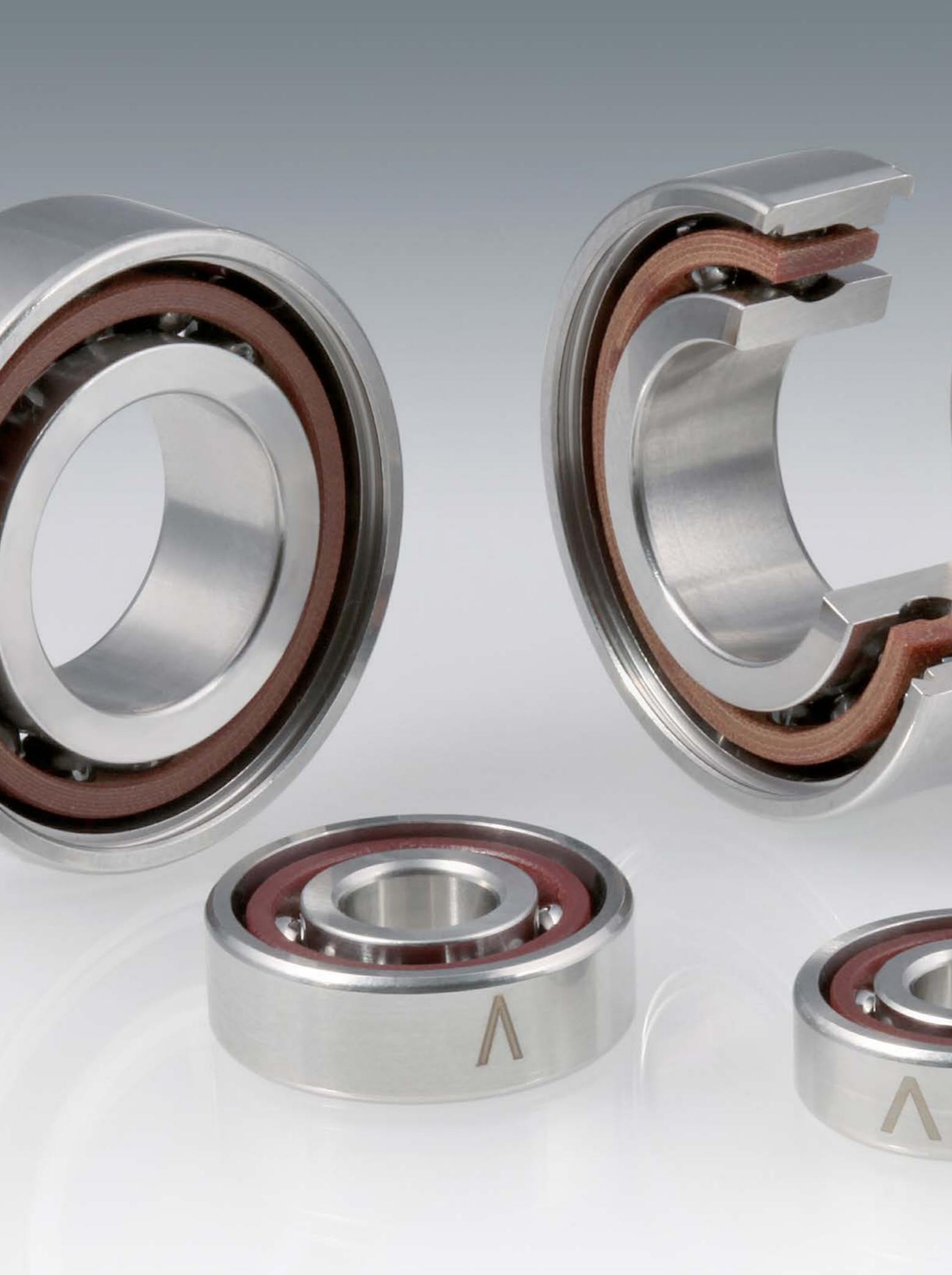


## High Speed Spindle Bearings



HQW Precision GmbH  
The Barden Corporation (UK) Ltd

Partners in Precision



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# High Speed Spindle Bearings

HQW Precision and The Barden Corporation (BUK) are Partners in Precision, leading the market in super-precision bearings. Working together we provide customers worldwide with the highest quality precision bearing products and services.

Barden (BUK) brings more than seven decades of expertise and well-established practices to the partnership. HQW Precision was founded in 2010 and brings state-of-the-art facilities and a fresh, modern



HQW Precision plant, Kürnach, Germany



Barden UK plant, Plymouth, United Kingdom

## Our Spindle Bearings

We specialise in the production of spindle ball bearings which are manufactured to the highest tolerance standards. Our product range covers bearings from 3mm inner diameter up to 120mm outer diameter. The bearings are specially designed to offer an exceptionally long lifetime, extreme corrosion resistance where required and are suitable for the highest operating speeds.

Product quality is of utmost importance, and a Class 7 cleanroom is an integral part of our manufacturing process. Our flexible approach in manufacturing combined with a large stock of different product types means we can fully meet the demands of our customers at all times and deliver product quickly.



## Quality

As a premium manufacturer, we place the utmost importance on the quality of our production processes. The tolerances for size, geometry and running accuracy of our spindle bearings fully comply with international ISO 492 and national DIN 620 standards, as well as American ABEC tolerance classes. Our bearings are fitted with balls which meet the highest tolerance standards, 'Grade 5' as a minimum, and our spindle bearings are manufactured to ISO P4S as standard and up to P2 where required.

Customers are assured of exceptional high-quality and precision as there is full traceability of our product when needed; from initial enquiry, through the design process

and manufacturing. We have world leading systems and processes in place: our site in Plymouth (UK) is fully certified to aerospace standards AS9100 and AS9120 for manufacturing and distributing flight critical components for the aviation and space industries, and our site in Kürnach (Germany), is certified to ISO 9001:2015 for quality and process management.

After assembly in a Class 7 cleanroom our bearings are subjected to 100% noise testing to ensure that our customers always receive bearings which meet the best noise standard for their application. The overall result is a high precision product with a long operating life.

## Engineering Support

We are a global development and service partner for our customers worldwide. In addition to offering expert technical advice, we have state-of-the-art laboratory equipment and test rigs which are used for bearing analysis and testing.

As well as basic bearing analysis, our team of bearing specialists also offer the following:

- Bearing lifetime calculations and evaluation of kinematics.
- Rigidity and preload design.
- Thermal inspection.
- Shaft calculation.
- Lubricant recommendation.

Services offered by our laboratory:

- Bearing damage analysis.
- Grease analysis.
- Dimensional check.
- Friction measurement.



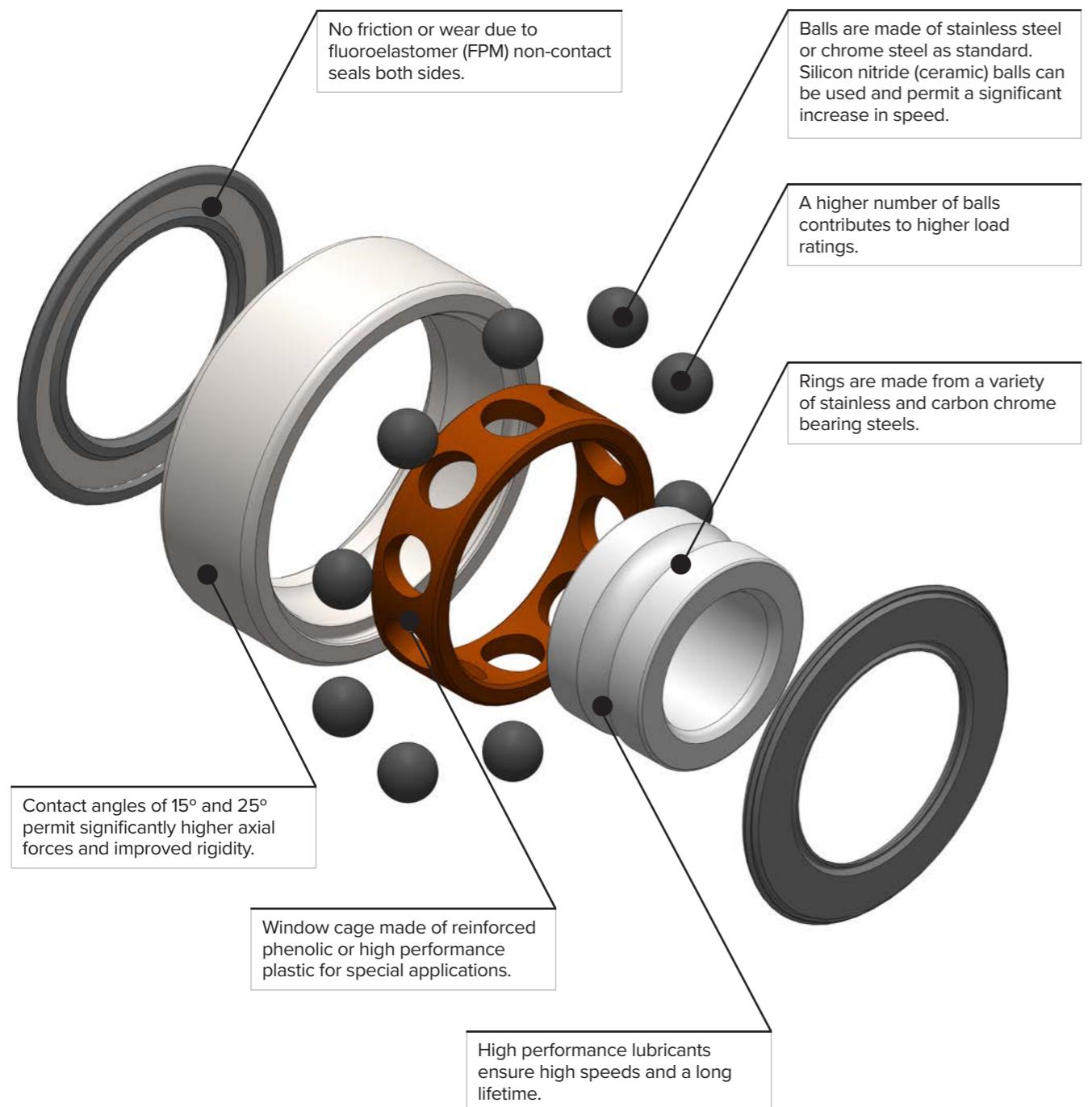
## Spindle Bearings

Spindle bearings are single row angular contact ball bearings which are designed for the highest speeds and highest load ratings. They support thrust loads in one direction, and at very high speeds can simultaneously absorb high radial forces and single direction axial forces.

These bearings typically have one open shoulder on the outer ring as standard. This design allows a larger ball complement than found in comparable deep groove

bearings, giving a greater load capacity. They also include a window cage to maximise the bearing's speed, and they have exceptional high running accuracy.

The spindle bearings have a nominal contact angle of 15° or 25°. They can be used in pre-loaded duplex sets, back to back (DB) or face to face (DF) for supporting thrust loads in both directions or in tandem (DT) for additional capacity.



## Applications

Spindle bearings are predominantly used in machine tool spindles. They are specially designed to handle the demanding operating conditions of the application. Depending on the size and type of material being machined by the spindle, the bearing has to cope with a variety of machine speeds, offering maintenance-free and reliable performance.

Modern grinding motor spindles reach speeds of up to 180,000 rpm. Running accuracy and quietness are key requirements in this application. These conditions are met by ensuring that all rotating components are very finely balanced and that the bearings meet the highest quality standards. Our bearings meet these requirements down to the last micron.

Our spindle bearings are suitable for a variety of applications including motorised spindles, belt driven

mechanical spindles, and specialist applications such as rotary unions for machine tool spindles. In this case, cooling liquids are supplied through the rotating spindle shaft at pressures of up to 150 bar and at high operating speeds, which places extreme demands on the bearing in terms of high speed and increased axial loads. Our bearings provide excellent performance in these conditions.

## Operating Temperature

Standard spindle bearings can be used at temperatures up to 120°C due to the limiting temperature of the phenolic resin cages and high-speed grease. Other materials can be specified for higher temperature environments, please contact our Engineering Department for more information.



## Materials and Components

The components of the bearing design will vary according to the application and choices should be based on anticipated operating conditions.

Design choices include:

- Materials (rings and balls).
- Cages.
- Lubrication.
- Internal design parameters.
- Preloading (Duplexing).
- Tolerances & geometric accuracy.
- Closures.

Please consult our bearing specialists for particular requirements.

## Rings

Stainless steel X65Cr13 and bearing steels 100Cr6 (SAE 52100) are standard materials used in this application. They have good load carrying capacity, fatigue resistance and stability.

The high-performance stainless-steel material SV30 (X30CrMoN15-1, AMS 5898) can also be specified. This highly-refined material has a very fine grain structure which enhances its mechanical properties. It also provides excellent corrosion resistance, fatigue resistance and stability.

The composition of these materials is shown in the table below.

Designation			Material Composition								
Material	DIN	HQW	Cr	C	Si	Mn	P	S	Mo	N	
X30CrMoN15-1	1.4108	SV30	14.0-16.0	0.25-0.35	-	-	-	-	0.85-1.0	0.30-0.40	
X65Cr13	1.4037	S	12.50-14.50	0.43-0.50	≤1.00	≤1.00	≤0.040	≤0.030	-	-	
100Cr6	1.3505	-	1.35-1.60	0.93-1.05	0.15-0.35	0.25-0.45	≤0.025	≤0.025	-	-	

Material Composition

## Advantages of SV30

- Longer lifetime in comparison to conventional materials.
- Exceptional corrosion resistance.
- Improved mechanical properties due to very fine structure.
- Low noise.
- Standard temperature resistance to 150°C; with special heat treatment up to 400°C.
- High chemical resistance.
- Excellent emergency running capabilities when used in conjunction with ceramic balls.

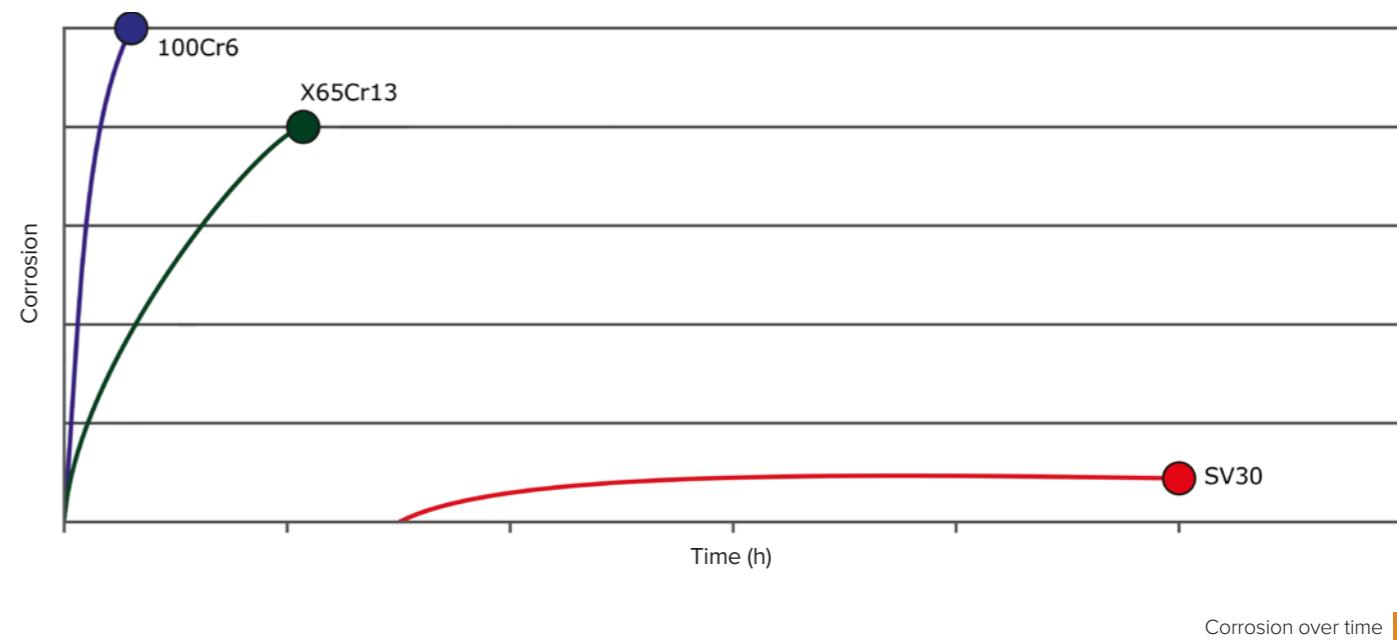
## Corrosion Resistance

Corrosion can be described as the degradation of material surface through reaction with an oxidising substance. In engineering applications, corrosion is most commonly presented as the formation of metal oxides from exposure to air and water from the environment.

In most spindle bearing applications corrosion resistance is not an essential characteristic of the bearing material, with 100Cr6 used extensively. However some applications are required to work in aggressive environments where corrosion resistance is essential.

In controlled salt-spray tests (according to DIN EN ISO 9227:2012), our SV30 bearings have proven to give superior corrosion protection compared to those manufactured from stainless steels such as X65Cr13 and 100Cr6. During testing, the concentration of the salt solution, the temperature, the pressure, and the pH value were all maintained at a constant level. Thanks to its higher chrome content, X65Cr13 stainless steel will corrode at a much slower pace than 100Cr6.

The graph below shows the degree of corrosion over time for three materials, and SV30's high corrosion resistance is clearly seen on the test rings.



If the application demands a particularly low corrosion rate we recommend the use of SV30 steel, which showed only slight signs of corrosion after 1,000 hours of salt spray testing.



## Balls

For 100Cr6 bearings the standard ball material is the same as that used for the raceways, whereas for SV30 bearings the balls are made from X65Cr13 as standard. However, for particularly arduous applications many of our bearings are fitted with ceramic balls made from silicon nitride ( $\text{Si}_3\text{N}_4$ ). Only balls of grade 3 and 5 are used for our spindle bearings as these classes comply with the highest tolerances in terms of size, roundness and roughness.

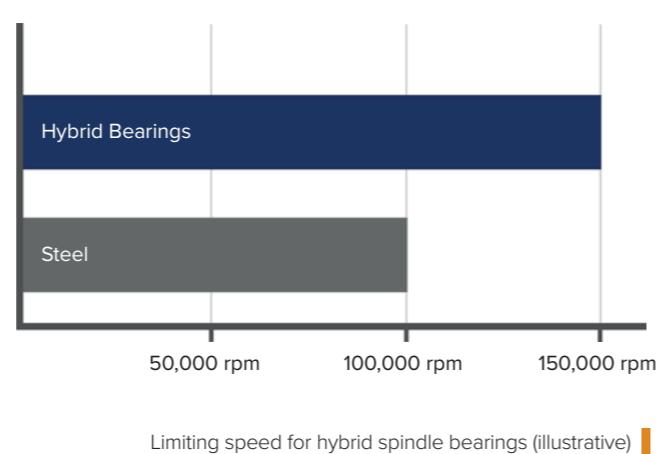
### Hybrid Bearings

Hybrid spindle bearings are used to meet the requirements of particularly demanding applications. The inner ring and outer ring are made of either 100Cr6 or highly wear-resistant SV30 steel, while the balls are ceramic (silicon nitride).

Ceramic balls used in place of steel balls can radically improve bearing performance in several ways:

- Low vibration and noise. Vibration levels can be up to seven times lower than conventional steel ball bearings. This is because ceramic balls are 60% lighter than steel balls and because their surface finish is almost perfectly smooth.
- High running speeds. Ceramic hybrid bearings run at significantly lower operating temperatures, allowing running speeds to increase by up to 50% (as shown opposite).
- Low wear and long operating life. Bearings with ceramic balls have been proven to last up to five times longer than conventional steel ball bearings. The inherent properties of silicon nitride mean the balls drastically reduce the predominant cause of surface wear in conventional bearings. Lower operating temperatures also help extend lubricant life and they provide excellent performance where there is insufficient lubrication.
- Systems equipped with ceramic hybrids show higher rigidity and higher natural frequency making them less sensitive to vibration.

Please consult our bearing specialists for more information on how hybrid bearings can improve application performance.



## Cages

Proper selection of cage design and materials is essential to the successful performance of a precision ball bearing. The basic purpose of a cage is to maintain uniform ball spacing, to prevent them coming into contact, thus ensuring an even load distribution within the bearing. They can also be designed to reduce torque and minimise heat build-up.

Our spindle bearings have a window cage made of fabric reinforced phenolic as standard. If required, cages can also be produced from high-performance plastics such as PEEK or Polyamide-imide (such as Torlon®). These materials are used on account of their low weight, their corrosion resistance and low friction, which results in reduced wear and less heat generation. This enables the bearings to operate at higher speeds while prolonging service life.

Cage Types	Short Designation	Cage Type	Features
	TA TB	Machine-made single-piece window cage made of fabric reinforced phenolic resin. (A = outer ring guided, B = inner ring guided)	<ul style="list-style-type: none"><li>■ Standard cage type.</li><li>■ Oil impregnation possible.</li><li>■ Suitable for spindle ball bearings with high accuracy.</li><li>■ Very high speeds.</li><li>■ High strength.</li><li>■ Good low lubricant running characteristics.</li></ul>
	TA	Machine-made single-piece window cage made of fabric reinforced phenolic resin. (Outer ring guided only)	<ul style="list-style-type: none"><li>■ As standard TA cage; plus:</li><li>■ Bore grooves to reduce friction and improve lubricant circulation.</li><li>■ Typical cage design for 7000, 7200 series from bore size 5 (25mm) and above.</li></ul>
	TxA TxB	Machine-made single-piece window cage made of high-performance plastic (PEEK, Polyamide-imide, etc.). (A = outer ring guided, B = inner ring guided, x = material)	<ul style="list-style-type: none"><li>■ For spindle bearings with very high speeds.</li><li>■ High strength.</li><li>■ Best low lubricant running characteristics.</li><li>■ Also suitable for high temperature applications (operating temperature of polyamide-imide (such as Torlon®) up to 260°C).</li></ul>
	TxAF	Machine-made single-piece window cage made of high-performance plastic (PEEK, Polyamide-imide etc.) with a pitch for better guidance in outer ring and higher speeds. (A = outer ring guided, x = material)	<ul style="list-style-type: none"><li>■ For spindle bearings with very high speeds.</li><li>■ High strength.</li><li>■ Best low lubricant running characteristics.</li><li>■ Also suitable for high temperature applications (operating temperature of Polyamide-imide (such as Torlon®) up to 260°C).</li></ul>

Cage types

## Lubrication

Good lubrication is critical to the performance of anti-friction bearings. Increased speeds, higher temperatures, improved accuracy and reliability requirements result in the need for closer attention to lubricant selection. Lubricant type and quantity have a marked effect on functional properties and service life of each application.

The main task of a lubricant is to form a hydrodynamic lubricating film between the rolling element and the raceway, thereby preventing direct contact between the friction surfaces of the individual components.

## Lubricant Selection

The lubricant type is typically selected according to the operating conditions and limitations of the application while taking into account specific customer requirements. The most significant factors in selecting a lubricant are:

- Viscosity of the lubricant at operating temperature.
- Maximum and minimum allowable operating temperatures.
- Operating speed.
- Required friction values.



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## Grease Lubrication

Grease lubrication is characterised as oil, bound by a thickener which is continuously dispensed to the contact point during the lifetime. The primary advantage of grease over oil is that bearings can be pre-lubricated with grease, eliminating the need for an external lubrication system.

Our sealed spindle bearings are lubricated with a high-performance grease for the entire lifetime, and attainable running speeds are generally lower compared with oil lubrication.

The bearing grease is based on synthetic oil and polyurea thickener as standard. The grease exhibits optimal performance during tests at speed factors of two million n·dm (speed x PCD of balls). Bearing run-in occurs much faster and the starting torque is greatly reduced.

Grease lubrication also requires less maintenance and has less stringent sealing requirements than oil systems. Grease tends to remain in proximity to bearing components, metering its oil content to operating surfaces as needed.

Other considerations to grease selection include:

- Speedability.
- Temperature.
- Consistency (stiffness).
- Bleeding.

Factory pre-lubrication of bearings is highly recommended, since the correct quantity of applied lubricant can be as important as the correct type of lubricant. This is especially true of greases, where an excess can cause high torque, overheating and — if the speed is high enough — rapid bearing failure. Based on our vast experience in this field, we have established standard quantities of lubricants that are suitable for most applications.

In grease lubricated bearings life is often not determined by the internal design, fitting and specification of the bearing but by the grease itself. It is important for this reason to ensure appropriate running conditions to optimise useful grease life.

In addition, we can offer special finishing of the spindle bearing itself or its individual components. This could include, for example, vacuum impregnation of the cage, special coating of the rings and dispersion greasing.

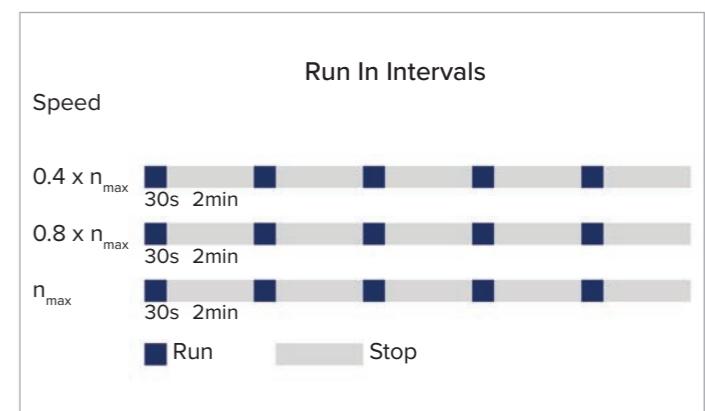
### Advantages of Sealed Spindle Bearings with Grease Lubrication

- Lifetime lubrication.
- Maintenance-free.
- No external lubrication system required.
- Optimal grease quantity.
- Use of a high-performance lubricant (speed factor n·dm = 2,200,000).
- Greasing, sealing and packaging in a clean room Class 7.

## Grease Distribution

Before operating under load, spindle bearings with lifetime lubrication first need to be run in to distribute the grease evenly. This distribution process should be carried out at intervals with pauses at rest, so that the oil can flow back into the track.

The procedure for grease distribution is as follows: Three process steps with increasing speeds ( $0.4 \times n_{\max}$ ;  $0.8 \times n_{\max}$ ;  $n_{\max}$ ) in relation to the maximum speed of the application, and five intervals composed of one 30-second run and a two-minute stop. It is recommended to monitor the temperature and continue the last iteration with max. speed, longer run procedures and shorter stops until a steady temperature is reached.



Grease Distribution

13

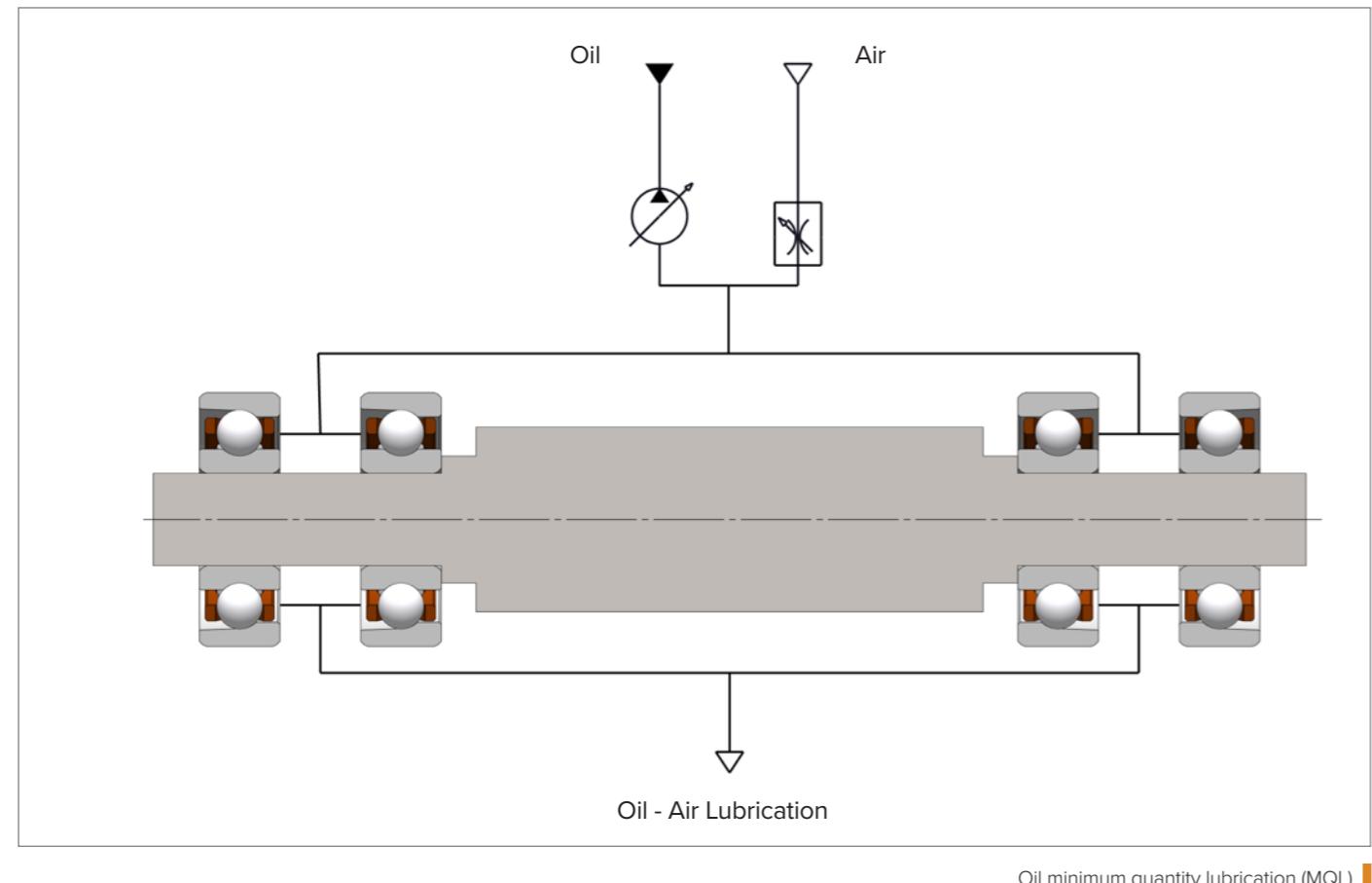
## Oil Lubrication

Oil lubrication can offer advantages when compared with grease lubrication, particularly in the case of spindle bearings rotating at high speed.

Our open spindle bearings are supplied oil lubricated as standard. In contrast to lifetime lubrication, if loss lubrication is intended, the bearing must be lubricated regularly with exactly the right amount of lubricant in order to achieve the expected bearing life. The relubrication interval may vary widely - from a continuous supply to every two years for example. The optimisation of relubrication intervals and lubricant quantity can have

a significant cost-saving effect for the end user. If regular relubrication of the bearings is necessary, an external oil-air lubrication system can be integrated into the system.

Oil-air lubrication or oil minimum quantity lubrication (MQL) is often used in modern machine tool spindles and is shown in the diagram below. In this process, an oil film is formed in front of the spindle and conveyed to the bearing. It enables exceptionally high speeds to be achieved and dissipates heat from the bearing. Ideally each bearing has its own oil-air supply.

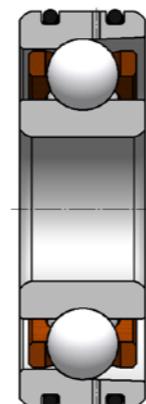


## Direct Lubrication

For high speed spindle applications, many bearing types can be supplied with radial lubrication holes to position oil in close proximity to the ball to raceway contact zones.

The number and size of the lubricating holes can be varied to suit the application, and these holes are connected by a radial oil distribution groove. O-rings on either side of the distribution groove prevent losses, ensuring the correct quantity of oil is delivered to the correct area.

Please contact our engineers for further details and availability.



## Design of Spindle Bearings

### Open Design

Open spindle bearings make optimum use of the internal space by allowing large balls and a window cage. This results in maximum load carrying capacities and therefore maximum bearing life. This open design is recommended for oil lubrication, as it allows relubrication using spacers. Contamination should be prevented from entering the bearing and continuous relubrication should be used.



### Sealed Design

Seals exclude contamination, contain lubricants and protect the bearing from internal damage during handling.

Our sealed spindle bearings typically have non-contact seals on both sides, which ensure good protection against contaminants, such as dust, which could damage the internal workings of the bearing. This design also limits lubricant leakage from the bearing. They are recommended for applications where lifetime grease lubrication is required or where air flow through the bearing is present.

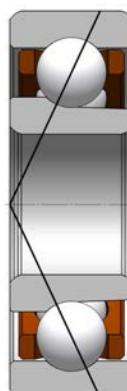
Since the seals are non-contact there is no negative effect on friction or speed ratings. Our seals are made of fluoroelastomer as standard, which can withstand peak temperatures of 230°C, and the material possesses a very high resistance to grease and mineral oil.

Smaller balls are typical in a sealed design allowing for higher speeds. Further advantages of the sealed design include ease of handling and trouble-free installation, making it particularly suitable where bearings are being replaced.



### Special Design - ACI

As a general rule, spindle bearings have an open shoulder on the outer ring (ACO). However, for some special applications the open shoulder can be positioned on the inner ring (ACI) (e.g. dismountable bearings). Our engineers are happy to discuss specific requirements.



## Nomenclature

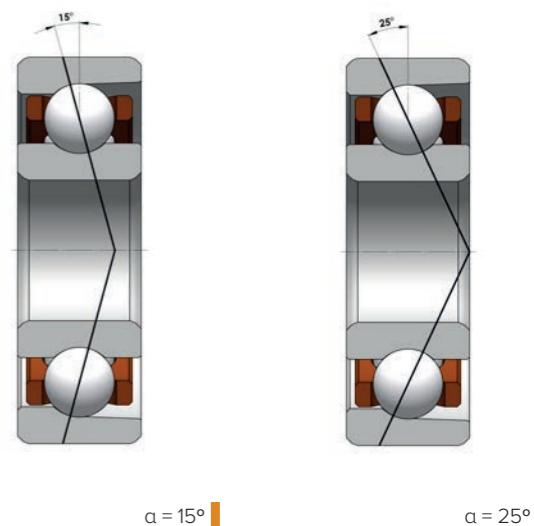


<b>Ball Material</b>	-	100Cr6 (for 100Cr6 rings)
	-	X65Cr13 (for X30CrMoN15-1 rings)
	HYQ	$\text{Si}_3\text{N}_4$
<b>Ring Material</b>	-	100Cr6
	SV	X30CrMoN15-1
		See page 8
<b>Series</b>		Dimensions according to ISO 15
<b>Contact Angle <math>\alpha</math></b>	C	15°
	AC	25°
<b>Internal Geometry</b>	d	Deviating inner ring $\phi$ (e.g. d3)
	D	Deviating outer ring $\phi$ (e.g. D7)
	W	Deviating width (e.g. W4)
<b>Seal</b>	-	Without seal
	2VZ	Both sides, non-contact FPM (fluoroelastomer)
<b>Version</b>	ACO	One shoulder on outer ring
	ACI	One shoulder on inner ring
<b>Cage</b>	TA	Outer ring guided, phenolic resin
	TB	Inner ring guided, phenolic resin
		See page 11
<b>Accuracy</b>	P4S	According to DIN 620 See page 64-66
<b>Specific Calibration</b>	X	See page 67
<b>Type of Pairing</b>	U	Universal
	DB	Back-to-back arrangement
	DF	Face-to-face arrangement
	DT	Tandem arrangement
		Bearing Sets - 2UL, 3UL, 2DT... Bearings are packed as sets with aligned bore and outer diameter
<b>Preload</b>	L	Light
	M	Medium
	S	Heavy
<b>Lubrication</b>		All bearings are supplied with high performance lubricants, either grease (sealed bearings) or oil (open bearings). See pages 12-14

## Contact Angle

Contact angle is the nominal angle between the ball-to-race contact line and a plane through the ball centres, perpendicular to the bearing axis. Load is transmitted from the shaft via contact angle ( $\alpha$ ) to the inner ring, then via the balls to the outer ring. To ensure an even load on all bearings within a system, they should all have the same contact angle.

Angular contact bearings are assembled to a constant contact angle by varying the radial clearance. Our spindle bearings are available with a contact angle of 15° or 25°. The larger the angle, the higher the axial capacity and rigidity as axial forces can be absorbed. Conversely, bearings with a smaller contact angle have better radial capacity and rigidity and are able to operate at higher speed. Deviating contact angles are available on request.



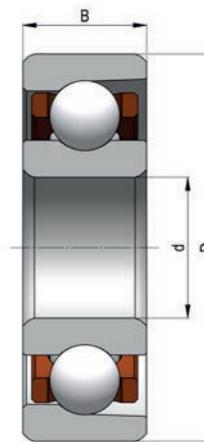
$\alpha = 15^\circ$

$\alpha = 25^\circ$

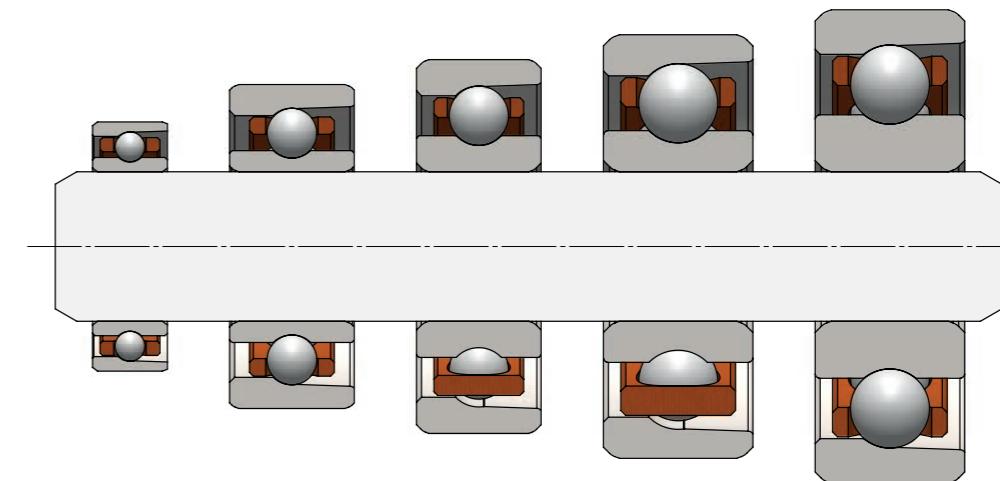
## Dimension Series

The nomenclature diagram opposite shows how the spindle bearing part number is derived from the bearing's components, tolerance classes and design. Our spindle bearings range from 3mm inner diameter to 120mm outer diameter and the following tables indicate the dimensions, the dynamic and static load rating and the limiting speed for the various designs of bearing. The diagram opposite shows the areas which are referred to by the abbreviations d, D and B.

Most bore diameter sizes have a number of progressively increasing series of outside diameters, width and ball size. The diagram below shows the different dimension series with a fixed bore diameter of 6mm. These series are termed 776, 786, 796, 706 and 726 and are shown in the product tables.



Dimension abbreviations



776

786

796

706

726

Dimension series for 6mm fixed bore

## Spindle Bearings - Product Tables

Basic Part Number		Dimensions				Contact Angle	Load Rating			*Limiting Speed		Preload $F_{va}$ / Axial Rigidity $c_a$ / Unloading Force $K_{ae}$					
		Bore Diameter	Outside Diameter	Standard Width	$\alpha$		Dynamic	Static		Oil [min <sup>-1</sup> ]	Grease [min <sup>-1</sup> ]	Light (L)			Medium (M)		
		d [mm]	D [mm]	B [mm]	[°]		C [N]	$C_0$ [N]				$F_{va}$ [N]	$c_a$ [N/μm]	$K_{ae}$ [N]	$F_{va}$ [N]	$c_a$ [N/μm]	$K_{ae}$ [N]
773	open	SV773 C TA	3	6	2	15	215	60		405000	326000	2	0.8	3	4	1.3	10
		HYQ SV773 C TA	3	6	2	15	215	42		585000	405000	2	1.0	3	4	1.4	10
		SV773 AC TA	3	6	2	25	206	57		338000	270000	2	1.8	2	4	2.7	9
		HYQ SV773 AC TA	3	6	2	25	206	40		495000	349000	2	2.1	2	4	3.0	9
783	open	SV783 C TA	3	7	2	15	295	86		360000	290000	2	1.0	4	5	1.5	14
		HYQ SV783 C TA	3	7	2	15	295	60		520000	360000	2	1.1	4	5	1.7	14
		SV783 AC TA	3	7	2	25	285	82		300000	240000	2	2.2	4	5	3.2	12
		HYQ SV783 AC TA	3	7	2	25	285	57		440000	310000	2	2.5	4	5	3.6	12
793	open	SV793 C TA	3	8	3	15	320	99		328000	265000	2	1.1	4	5	1.7	15
		HYQ SV793 C TA	3	8	3	15	320	69		474000	328000	2	1.2	4	5	1.9	15
		SV793 AC TA	3	8	3	25	310	95		274000	219000	2	2.4	4	5	3.5	13
		HYQ SV793 AC TA	3	8	3	25	310	66		401000	283000	2	2.7	4	5	3.9	13
703	open	SV703 C TA	3	9	5	15	490	146		322000	259000	3	1.3	7	8	2.0	24
		HYQ SV703 C TA	3	9	5	15	490	102		465000	322000	3	1.4	7	8	2.2	24
		SV703 AC TA	3	9	5	25	475	141		268000	215000	3	2.8	6	8	4.1	20
		HYQ SV703 AC TA	3	9	5	25	475	99		393000	277000	3	3.1	6	8	4.6	20
	sealed	SV703 C 2VZ TA	3	9	5	15	490	146		322000	259000	3	1.3	7	8	2.0	24
		HYQ SV703 C 2VZ TA	3	9	5	15	490	102		465000	322000	3	1.4	7	8	2.2	24
		SV703 AC 2VZ TA	3	9	5	25	475	141		268000	215000	3	2.8	6	8	4.1	20
		HYQ SV703 AC 2VZ TA	3	9	5	25	475	99		393000	277000	3	3.1	6	8	4.6	20
723	open	SV723 C TA	3	10	4	15	505	157		273000	220000	3	1.3	7	8	2.0	24
		HYQ SV723 C TA	3	10	4	15	505	110		394000	273000	3	1.5	7	8	2.2	24
		SV723 AC TA	3	10	4	25	485	151		228000	182000	3	2.8	6	8	4.1	21
		HYQ SV723 AC TA	3	10	4	25	485	106		334000	235000	3	3.1	6	8	4.6	21
	sealed	SV723 C 2VZ TA	3	10	4	15	505	157		273000	220000	3	1.3	7	8	2.0	24
		HYQ SV723 C 2VZ TA	3	10	4	15	505	110		394000	273000	3	1.5	7	8	2.2	24
		SV723 AC 2VZ TA	3	10	4	25	485	151		228000	182000	3	2.8	6	8	4.1	21
		HYQ SV723 AC 2VZ TA	3	10	4	25	485	106		334000	235000	3	3.1	6	8	4.6	21
774	open	SV774 C TA	4	7	2	15	231	71		331000	267000	2	0.9	3	4	1.4	11
		HYQ SV774 C TA	4	7	2	15	231	50		478000	331000	2	1.0	3	4	1.6	11
		SV774 AC TA	4	7	2	25	221	68		276000	221000	2	2.0	3	4	2.9	9
		HYQ SV774 AC TA	4	7	2	25	221	47		404000	285000	2	2.3	3	4	3.3	9
784	open	SV784 C TA	4	9	2.5	15	345	112		296000	238000	2	1.2	5	6	1.8	16
		HYQ SV784 C TA	4	9	2.5	15	345	79		427000	296000	2	1.4	5	6	2.0	16
		SV784 AC TA	4	9	2.5	25	330	107		246000	197000	2	2.6	4	5	3.8	14
		HYQ SV784 AC TA	4	9	2.5	25	330	75		361000	255000	2	2.9	4	5	4.3	14

Other sizes available on request

\*Ask our application engineers for more information





# Spindle Bearings - Product Tables

Basic Part Number		Dimensions				Contact Angle	Load Rating		*Limiting Speed		Preload $F_{va}$ / Axial Rigidity $c_a$ / Unloading Force $K_{ae}$						
		Bore Diameter	Outside Diameter	Standard Width	$\alpha$	Dynamic	Static	$F_{va}$	$c_a$	$K_{ae}$	$F_{va}$	$c_a$	$K_{ae}$				
		d [mm]	D [mm]	B [mm]	$^\circ$	[N]	[N]	[min $^{-1}$ ]	[min $^{-1}$ ]		Light (L)	Medium (M)	$F_{va}$	$c_a$	$K_{ae}$		
795	open	SV795 C TA	5	13	4	15	1180	525		198000	160000	6	2.5	18	18	3.8	60
		HYQ SV795 C TA	5	13	4	15	1180	365		286000	198000	6	2.8	18	18	4.2	60
		SV795 AC TA	5	13	4	25	1120	505		165000	132000	6	5.2	16	17	7.6	50
		HYQ SV795 AC TA	5	13	4	25	1120	350		242000	171000	6	5.8	16	17	8.5	50
	sealed	SV795 C 2VZ TA	5	13	4	15	1180	525		198000	160000	6	2.5	18	18	3.8	60
		HYQ SV795 C 2VZ TA	5	13	4	15	1180	365		286000	198000	6	2.8	18	18	4.2	60
		SV795 AC 2VZ TA	5	13	4	25	1120	505		165000	132000	6	5.2	16	17	7.6	50
		HYQ SV795 AC 2VZ TA	5	13	4	25	1120	350		242000	171000	6	5.8	16	17	8.5	50
705	open	SV705 C TA	5	14	5	15	1460	615		194000	156000	8	2.5	22	22	3.9	70
		HYQ SV705 C TA	5	14	5	15	1460	430		280000	194000	8	2.8	22	22	4.4	70
		SV705 AC TA	5	14	5	25	1400	595		162000	130000	7	5.4	20	21	7.9	60
		HYQ SV705 AC TA	5	14	5	25	1400	415		237000	167000	7	6.0	20	21	8.9	60
	sealed	SV705 C 2VZ TA	5	14	5	15	1460	615		194000	156000	8	2.5	22	22	3.9	70
		HYQ SV705 C 2VZ TA	5	14	5	15	1460	430		280000	194000	8	2.8	22	22	4.4	70
		SV705 AC 2VZ TA	5	14	5	25	1400	595		162000	130000	7	5.4	20	21	7.9	60
		HYQ SV705 AC 2VZ TA	5	14	5	25	1400	415		237000	167000	7	6.0	20	21	8.9	60
725	open	SV725 C TA	5	16	5	15	1760	805		167000	135000	9	3.0	27	27	4.7	90
		HYQ SV725 C TA	5	16	5	15	1760	565		241000	167000	9	3.4	27	27	5.2	90
		SV725 AC TA	5	16	5	25	1680	775		139000	112000	9	6.4	24	26	9.4	75
		HYQ SV725 AC TA	5	16	5	25	1680	540		204000	144000	9	7.1	24	26	10.5	75
	sealed	SV725 C 2VZ TA	5	16	5	15	1760	805		167000	135000	9	3.0	27	27	4.7	90
		HYQ SV725 C 2VZ TA	5	16	5	15	1760	565		241000	167000	9	3.4	27	27	5.2	90
		SV725 AC 2VZ TA	5	16	5	25	1680	775		139000	112000	9	6.4	24	26	9.4	75
		HYQ SV725 AC 2VZ TA	5	16	5	25	1680	540		204000	144000	9	7.1	24	26	10.5	75
776	open	SV776 C TA	6	10	3	15	380	145		225000	182000	2	1.4	5	6	2.1	18
		HYQ SV776 C TA	6	10	3	15	380	102		325000	225000	2	1.5	5	6	2.3	18
		SV776 AC TA	6	10	3	25	360	138		188000	150000	2	3.0	5	6	4.3	15
		HYQ SV776 AC TA	6	10	3	25	360	97		275000	194000	2	3.3	5	6	4.8	15
	sealed	SV786 C TA	6	13	3.5	15	1170	535		186000	150000	6	2.5	18	18	3.8	60
		HYQ SV786 C TA	6	13	3.5	15	1170	375		269000	186000	6	2.7	18	18	4.2	60
		SV786 AC TA	6	13	3.5	25	1120	515		155000	124000	6	5.2	16	17	7.6	50
		HYQ SV786 AC TA	6	13	3.5	25	1120	360		227000	160000	6	5.8	16	17	8.5	50

Other sizes available on request

\*Ask our application engineers for more information









## Spindle Bearings - Product Tables

Basic Part Number		Dimensions				Contact Angle	Load Rating			*Limiting Speed		Preload $F_{va}$ / Axial Rigidity $c_a$ / Unloading Force $K_{ae}$					
		Bore Diameter	Outside Diameter	Standard Width	$\alpha$		Dynamic	Static		Oil [min <sup>-1</sup> ]	Grease [min <sup>-1</sup> ]	Light (L)			Medium (M)		
		d [mm]	D [mm]	B [mm]	[ $^\circ$ ]		C [N]	$C_0$ [N]				$F_{va}$ [N]	$c_a$ [N/μm]	$K_{ae}$ [N]	$F_{va}$ [N]	$c_a$ [N/μm]	$K_{ae}$ [N]
799	open	SV799 C TA	9	20	6	15	2920	1400		126000	101000	15	4.5	47	44	7.0	150
		HYQ SV799 C TA	9	20	6	15	2920	985		181000	126000	15	5.0	47	44	7.8	150
		SV799 AC TA	9	20	6	25	2800	1350		105000	84000	14	9.3	41	42	13.8	120
		HYQ SV799 AC TA	9	20	6	25	2800	945		154000	108000	14	10.5	41	42	15.4	120
	sealed	SV799 C 2VZ TA	9	20	6	15	2180	1150		149000	117000	11	4.3	35	33	6.7	110
		HYQ SV799 C 2VZ TA	9	20	6	15	2180	805		213000	142000	11	4.8	35	33	7.5	110
		SV799 AC 2VZ TA	9	20	6	25	2080	1090		124000	99000	11	8.9	30	32	13.1	95
		HYQ SV799 AC 2VZ TA	9	20	6	25	2080	765		181000	124000	11	9.9	30	32	14.7	95
709	open	SV709 C TA	9	24	7	15	3940	1820		114000	92000	20	4.9	60	60	7.6	200
		HYQ SV709 C TA	9	24	7	15	3940	1270		164000	114000	20	5.5	60	60	8.5	200
		SV709 AC TA	9	24	7	25	3800	1750		95000	76000	19	10.2	55	60	15.1	170
		HYQ SV709 AC TA	9	24	7	25	3800	1230		139000	98000	19	11.5	55	60	16.9	170
	sealed	SV709 C 2VZ TA	9	24	7	15	3940	1820		114000	92000	20	4.9	60	60	7.6	200
		HYQ SV709 C 2VZ TA	9	24	7	15	3940	1270		164000	114000	20	5.5	60	60	8.5	200
		SV709 AC 2VZ TA	9	24	7	25	3800	1750		95000	76000	19	10.2	55	60	15.1	170
		HYQ SV709 AC 2VZ TA	9	24	7	25	3800	1230		139000	98000	19	11.5	55	60	16.9	170
729	open	SV729 C TA	9	26	8	15	5230	2420		100000	81000	27	5.5	80	80	8.6	270
		HYQ SV729 C TA	9	26	8	15	5230	1690		145000	100000	27	6.2	80	80	9.5	270
		SV729 AC TA	9	26	8	25	5060	2340		84000	67000	26	11.7	70	80	17.2	220
		HYQ SV729 AC TA	9	26	8	25	5060	1640		123000	87000	26	13.2	70	80	19.3	220
	sealed	SV729 C 2VZ TA	9	26	8	15	3980	1890		121000	95000	20	4.9	60	60	7.7	210
		HYQ SV729 C 2VZ TA	9	26	8	15	3980	1320		173000	115000	20	5.5	60	60	8.5	210
		SV729 AC 2VZ TA	9	26	8	25	3820	1810		101000	81000	20	10.3	55	60	15.1	170
		HYQ SV729 AC 2VZ TA	9	26	8	25	3820	1270		147000	101000	20	11.5	55	60	17.0	170
7700	open	SV7700 C TA	10	15	3	15	815	400		144000	116000	5	2.5	12	13	3.8	39
		HYQ SV7700 C TA	10	15	3	15	815	280		208000	144000	5	2.8	12	13	4.2	39
		SV7700 AC TA	10	15	3	25	770	375		120000	96000	4	5.4	11	12	7.9	33
		HYQ SV7700 AC TA	10	15	3	25	770	265		176000	124000	4	6.1	11	12	8.8	33
7800	open	SV7800 C TA	10	19	5	15	2070	1050		126000	102000	11	4.0	33	32	6.3	110
		HYQ SV7800 C TA	10	19	5	15	2070	740		182000	126000	11	4.5	33	32	7.0	110
		SV7800 AC TA	10	19	5	25	1970	1010		105000	84000	10	8.2	28	30	12.2	90
		HYQ SV7800 AC TA	10	19	5	25	1970	705		154000	109000	10	9.3	28	30	13.7	90
	sealed	SV7800 C 2VZ TA	10	19	5	15	1570	895		150000	118000	8	3.9	25	24	6.2	80
		HYQ SV7800 C 2VZ TA	10	19	5	15	1570	625		215000	143000	8	4.4	25	24	6.8	80
		SV7800 AC 2VZ TA	10	19	5	25	1490	850		125000	100000	8	8.1	21	23	12.0	65
		HYQ SV7800 AC 2VZ TA	10	19	5	25	1490	595		183000	125000	8	9.1	21	23	13.4	65

Other sizes available on request

\*Ask our application engineers for more information



















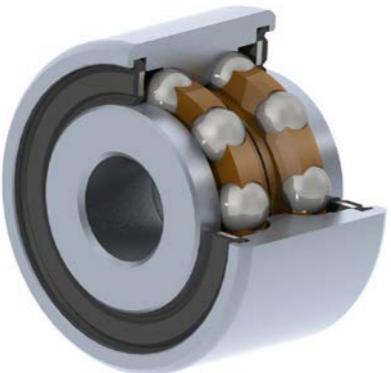




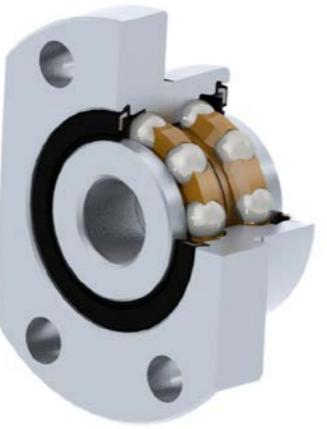
## Ball Screw Support Bearings (ZKLN)

ZKLN bearings are double row, axial angular contact ball bearings with a pressure angle of 60°. Their split inner ring design ensures the bearings are play-free with high axial stiffness and a defined preload following assembly. They also support radial forces.

This bearing type is typically manufactured from chrome steel rings and steel balls, although other materials such as X65Cr13 or X30CrMoN15-1 can be used depending on application requirements. Hybrid versions which include ceramic balls ( $\text{Si}_3\text{N}_4$ ) are also available.



ZKLN Bearing

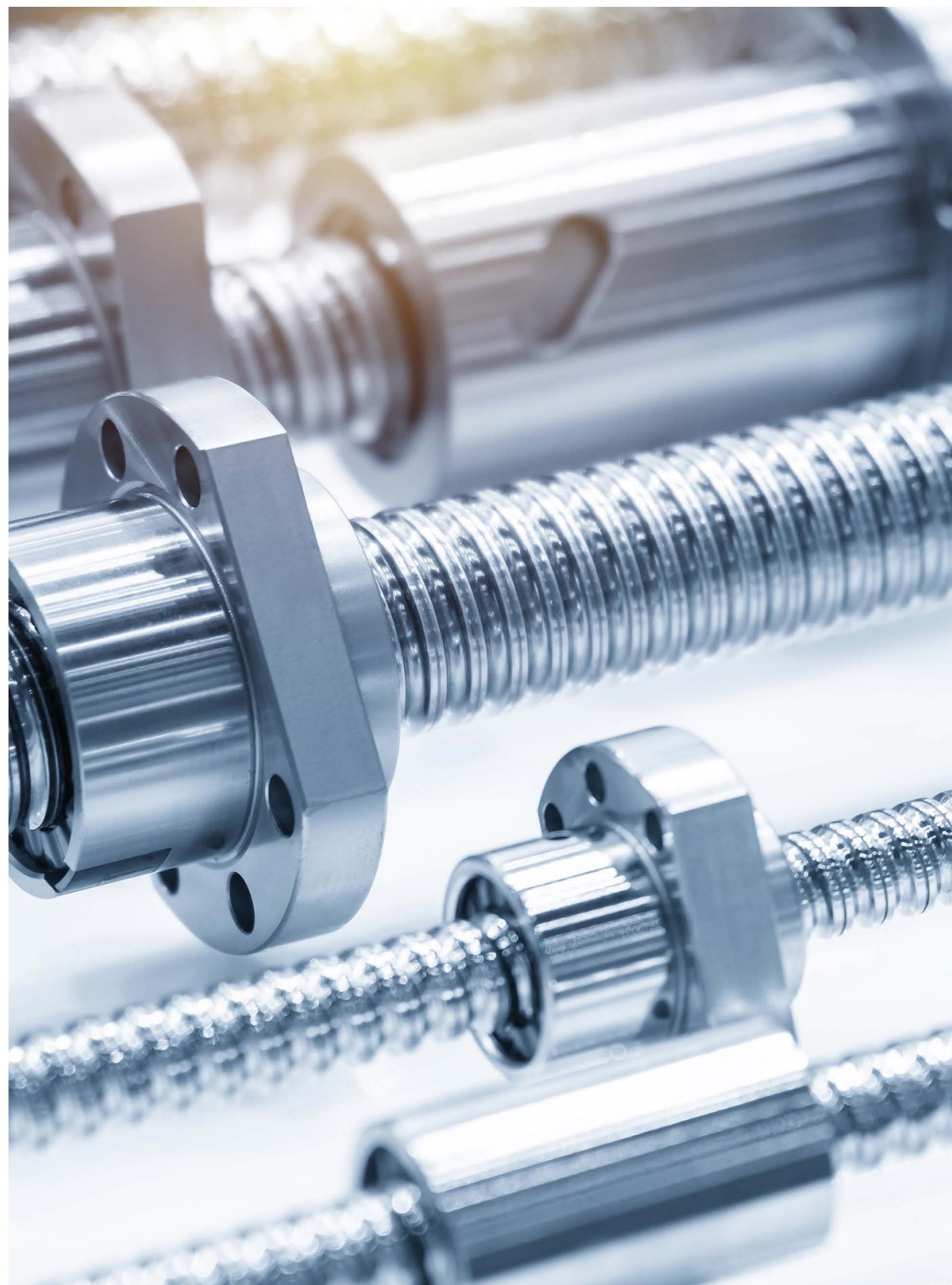


ZKLF Bearing

### Available Size Range

	d (mm)	D (mm)	B (mm)
ZKLN0619	6	19	12
ZKLN0624	6	24	15
ZKLN0832	8	32	20
ZKLN1034	10	34	20
ZKLN1232	12	32	20
ZKLN1242	12	42	25

Other sizes and customised versions with deviating size or preload are available on request.



# Bearing Preload

Preloading is the removal of internal clearance in a bearing by the application of a thrust load to it. Spindle bearings are matched and mounted with preload.

Preloading:

- Eliminates radial and axial play.
- Increases system rigidity.
- Reduces non-repetitive run-out.
- Lessens the difference in contact angles between the balls and both inner and outer rings at very high speeds.
- Prevents ball skidding under very high acceleration.
- Improves the rolling of the balls (spin/roll ratio).
- Ensures even loading of the balls.
- Enables faster speeds.

In most cases, two types of preload are sufficient – spring preload and rigid preload. In individual cases, hydraulic preload is used. This uses hydraulic pressure to set the preload during operation, depending on the speed of the bearing.

## Spring Preload

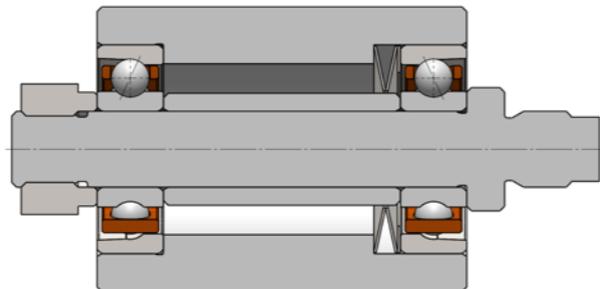
Springs are often the simplest method for bearing preload and should be considered first. They are typically coil springs, disc springs, wave and finger spring washers which load the non-rotating ring of the bearing, typically the outer ring. The selected ring must fit the shaft and/or housing under all operating conditions (temperatures, high centrifugal forces, etc.).

The advantage of a spring preload, compared with a rigid preload, is that it provides a constant preload on account of its lower sensitivity to different thermal expansions. Ball or sliding bushes can be used to avoid misalignment from occurring at high speeds.

Properties:

- Resistant to different thermal expansions between shaft and housing.
- Suitable for the highest speeds.
- Continuous preload, even with changes of temperature or speed.
- Limited axial rigidity against the preload force (e.g. tensile forces).

It should be noted that spring preloading cannot accept reversing thrust loads. Space must also be provided to accommodate both the springs and spring travel, and springs may tend to misalign the ring being loaded.

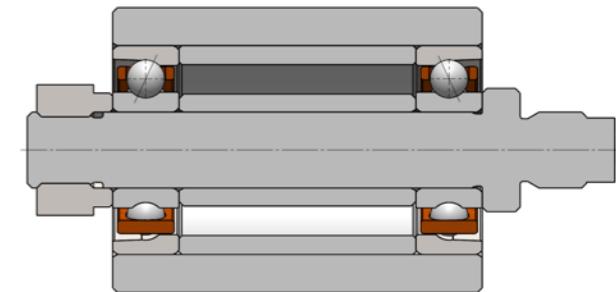


Spring preload

## Rigid Preload with Paired Bearings

Matched pairs of bearings (duplex bearings) have a built-in means of preloading. The inner or outer ring faces of these bearings have been selectively relieved a precise amount called the 'preload offset'. When the bearings are clamped together during installation, the offset faces meet, establishing a permanent preload in the bearing set.

The design of a rigid bearing arrangement is less complex than a spring preload, as there is no loose bearing to consider or any allowance made for the sliding movement of the bearing. Mounting of the bearing is also significantly easier. The preload can be determined using paired bearings and they must only be preloaded in sets.



Rigid preload

Properties:

- Significantly higher rigidity in both axial directions compared with spring preload.
- Fewer design constraints as preload is already integrated in the system.
- Easier to assemble and mount.
- Lower maximum speeds due to higher sensitivity to thermal expansion.

The preload force should be determined depending on the desired performance. An excessive preload will lead to increased heating of the bearing, which makes it unsuitable for high speeds and will reduce the lifetime. An insufficient preload can lead to a slipping movement (sliding) between ball and raceway during operation, which also reduces the bearing life. A specific minimum bearing preload is thus required, and the preload classes L, M or S can be found in the spindle bearing tables.

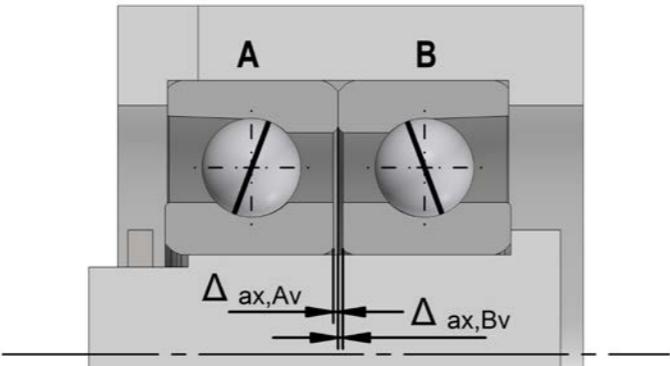
## Speed Reduction with Rigid Bearing Arrangement

The high rigidity in these systems, compared with spring adjustment, means that it is not possible to compensate for expansion caused by temperature differences or centrifugal forces to the same extent. With the rigid bearing arrangement, maximum speeds can deviate from the values indicated in the table. Our bearing specialists are on hand to provide technical advice.

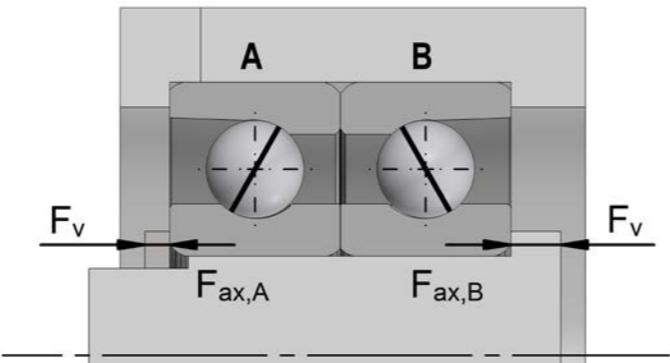
## Unloading Force

Unloading force is an important consideration in the design of the bearing. If high axial forces on the shaft are expected, it is important to check the ratio of axial force to unloading force. If the axial force exceeds the unloading force, this may lead to increased noise and vibration, and therefore a reduced lifetime. Unloading force can be explained using the following example of a back-to-back arrangement.

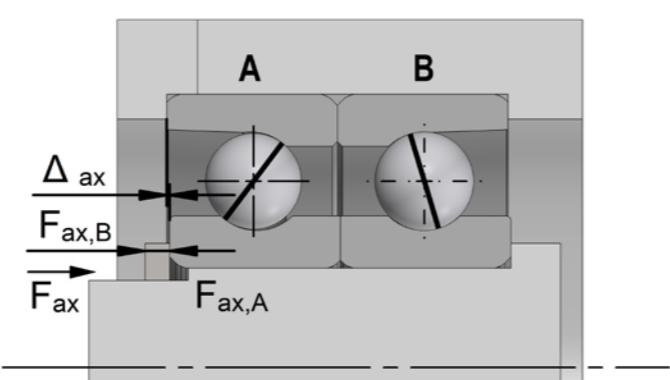
Step 1: Two spindle bearings are pressed on a shaft next to each other in back-to-back arrangement. Depending on the type and the desired preload of the spindle bearing, this results in a defined gap ( $\Delta_{ax,A} = \Delta_{ax,Bv}$ ) between the two plane surfaces in a force-free state.



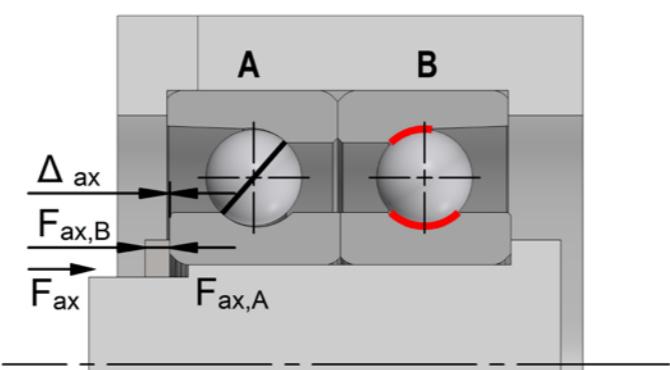
Step 2: Using a lock nut, the spindle bearings are preloaded against each other ( $F_v = F_{ax,A} = F_{ax,B}$ ) with the preload force  $F_v$  (L, M or S), until the gap is closed. The operating contact angle is enlarged compared with the nominal contact angle due to the elastic deformation of the rings.



Step 3: As soon as an axial force  $F_{ax}$  puts pressure on the shaft, the shaft is moved in the direction of the axial force  $F_{ax}$  by  $\delta_{ax}$ . As a result, the inner preload forces relocate, causing bearing A to absorb a higher force and reducing the force in bearing B. The contact angle will increase in bearing A and decrease in bearing B.



Step 4: If the axial force  $F_{ax}$  affecting the shaft exceeds the unloading force, the balls of bearing B become load free. Bearing A will absorb the complete force  $F_{ax} = F_{ax,A}$ . At high speeds, in particular, this may result in increased vibration and noise, and thus to a reduced lifetime.



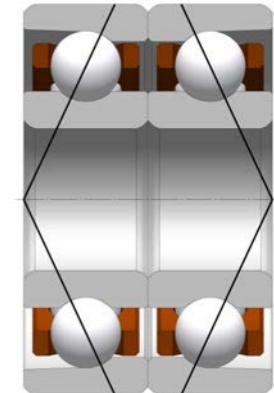
## Duplex Bearings

Duplexing is used to greatly increase radial and axial rigidity. Bearing pairs can be arranged back-to-back (DB) or face-to-face (DF) to withstand bi-directional thrust loads, or tandem (DT) to withstand heavy uni-directional thrust loads.

### Back-to-back arrangement (DB):

When the bearings are mounted and the inner rings clamped together, the load lines (lines through points of ball contact) converge outside the bearings (forming an 'O'), resulting in increased moment rigidity. Inner ring abutting faces of DB duplex bearings are relieved. The axial force is absorbed in both directions.

This configuration is suited for most applications having good alignment of bearing housings and shafts. It is also preferable where high moment rigidity is required, and where the shaft runs warmer than the housing.

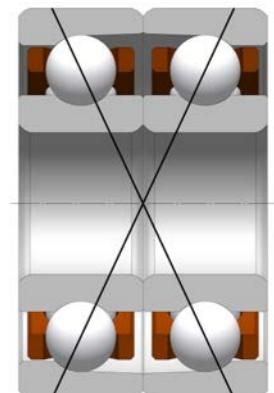


Back-to-Back Arrangement (DB)

### Face-to-face arrangement (DF):

When the bearings are mounted and the outer rings clamped together, the load lines converge toward the bore (forming an 'X'). The outer ring abutting faces of DF duplex bearings are relieved. The axial force is absorbed in both directions.

DF mounting is used in few applications — mainly where misalignment must be accommodated. This arrangement has less tilting rigidity and as such, speed capability is usually lower than a DB pair of identical preload.

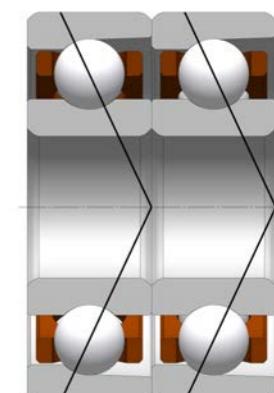


Face-to-Face Arrangement (DF)

### Tandem arrangement (DT):

Abutting faces of DT pairs have equal offsets, creating parallel load lines. When mounted and preloaded by thrust forces, both bearings share the load equally.

DT pairs offer greater capacity without increasing bearing size, through load sharing — the axial load capacity is twice that of a single bearing. They can counter heavy thrust loads but only from one direction and they cannot take reversing loads as DB and DF pairs can. To combat this, DT pairs are usually opposed by another DT pair or a single bearing.



Tandem Arrangement (DT)

### Universal design (U):

Universally preloaded bearings can be packed as sets 2UL, 3UL etc. This means the bore and outer diameter are in the same calibration group to ensure each bearing bears the same load.

## Spacers

All duplex pairs can be separated by equal-width spacers to increase moment rigidity. The width of the spacers should not be smaller than the width of the bearings, and inner and outer ring spacer widths (axial length) must be matched to within .0025mm to preserve preload and alignment. For paired bearings, both rings should be surface-ground in one processing step to ensure the same width.

The diagram below shows two spindle bearings which are preloaded against each other with a defined force. Two spacers provide a wide clamping surface. We also offer custom designed spacers and complete assemblies consisting of spindle bearings, spacers and shaft. Please ask our bearing specialists for more information.

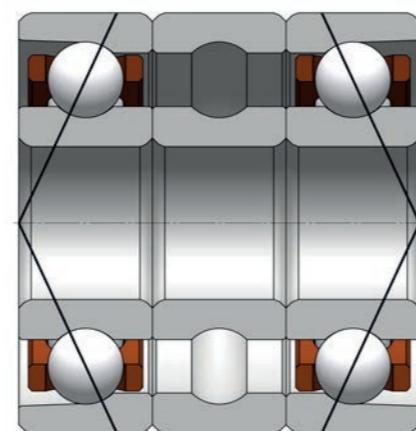
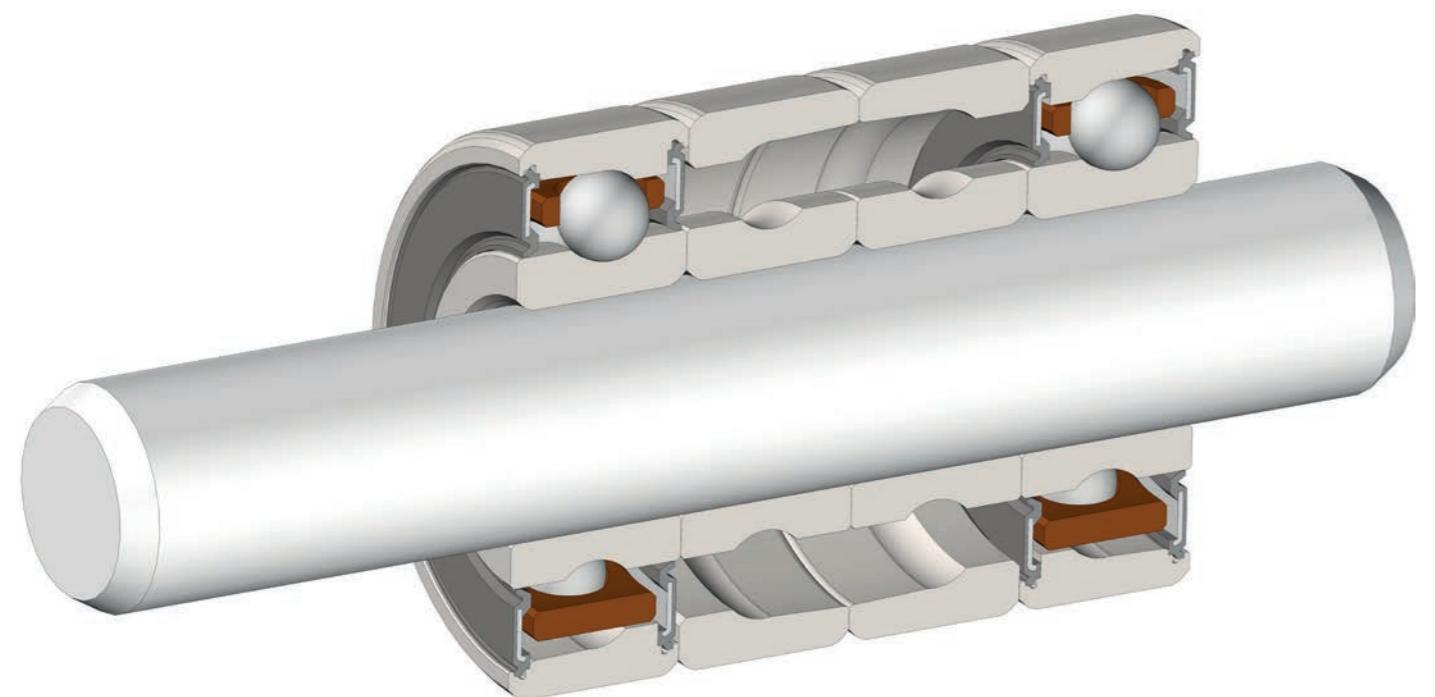


Figure 8 - Bearing Inner and Outer Ring as Spacer



Preload with spacers

## Precision Lock Nuts

Precision lock nuts are used for fastening of bearings on a shaft. They are also often used for fastening of gears, belt pulleys and other machine parts on shafts. Lock nuts must be secured using a retaining element in a groove of a shaft for example, or by a retaining element which directly integrates into the lock nut.

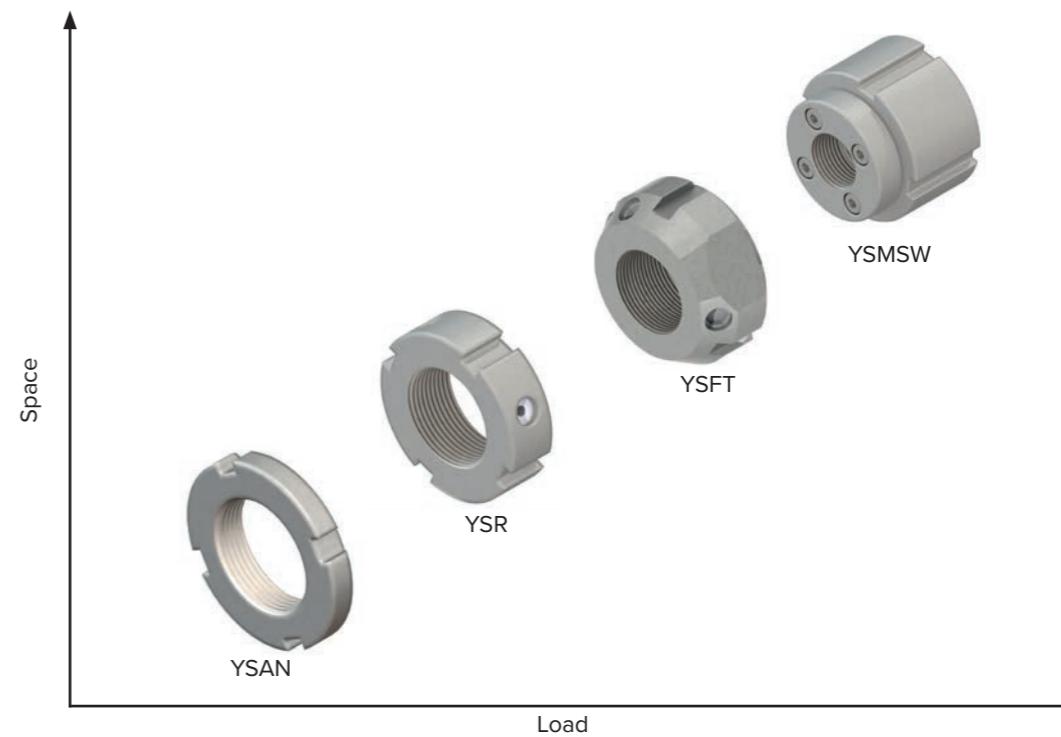
Lock nuts must display the following characteristics:

- Hardness: 28-32 HRC.
- Thread accuracy: ISO 4H.
- Run out: up to 0.005mm and up to 0.002mm on request.

### Factors to consider in choosing a suitable lock nut:

- Free space (axial & radial).
- Size of axial load.
- Turning direction of the shaft – continuous or changing.
- Dynamic load on the installing place.
- Precision.
- Frequency of mounting and demounting.

The graph below shows the four main lock nut types and their load capabilities in relation to the space needed. Special designs are available on request.



Lock nut types

# Precision Lock Nuts

## YSAN Type

This lock nut type requires minimal space. It has no security pins therefore it is recommended to bond the lock nut.



### Available YSAN Types

Type	Thread	Thread Pitch	D	h	g	t	d	Max. Fastening Torque [Nm]	Max. Permissible Axial Force [kN]
YSAN M10 x 0.75P	M10	0.75	18	4	3	2	13.5	6	19
YSAN M12 x 1.0P	M12	1.0	22	4	3	2	17	8	29
YSAN M15 x 1.0P	M15	1.0	25	5	4	2	21	9	38
YSAN M17 x 1.0P	M17	1.0	28	5	4	2	24	12	43
YSAN M20 x 1.0P	M20	1.0	32	6	4	2	26	14	53
YSAN M25 x 1.5P	M25	1.5	38	7	5	2	32	16	96
YSAN M30 x 1.5P	M30	1.5	45	7	5	2	38	19	115
YSAN M35 x 1.5P	M35	1.5	52	8	5	2	44	22	138
YSAN M40 x 1.5P	M40	1.5	58	9	6	2.5	50	48	164
YSAN M45 x 1.5P	M45	1.5	65	10	6	2.5	56	54	190
YSAN M50 x 1.5P	M50	1.5	70	11	6	2.5	61	60	218

## YSR Type

This lock nut has three security pins in a radial direction. It is used for medium loads and is not suitable for high precision applications since it can be difficult to adjust.



### Available YSR Types

Type	Thread	Thread Pitch	D	h	g	t	d	n-m	Tightening Torque of Set Screw [Nm]	Fastening Torque [Nm]	Max. Permissible Axial Force [kN]
YSR M6 x 0.5	M6	0.5	16	8	3	2	11	2 - M4	3.5	3	11
YSR M8 x 0.75	M8	0.75	16	8	3	2	11	2 - M4	3.5	6	19
YSR M10 x 0.75	M10	0.75	18	8	3	2	13	2 - M4	3.5	6	24
YSR M10 x 1	M10	1.0	18	8	3	2	13	2 - M4	3.5	8	29
YSR M12 x 1	M12	1.0	20	8	3	2	16	2 - M4	3.5	9	35
YSR M12 x 1.25	M12	1.25	20	8	3	2	16	2 - M4	3.5	10	41
YSR M14 x 1.5	M14	1.5	25	8	3	2	21	2 - M4	3.5	10	56
YSR M15 x 1	M15	1.0	25	8	3	2	21	2 - M4	3.5	11	44
YSR M16 x 1.5	M16	1.5	28	10	4	2	23	2 - M5	4.5	11	68
YSR M17 x 1	M17	1.0	28	10	4	2	23	2 - M5	4.5	12	55
YSR M18 x 1.5	M18	1.5	30	10	4	2	25	2 - M5	4.5	13	76
YSR M20 x 1	M20	1.0	32	10	4	2	27	3 - M5	4.5	16	64
YSR M20 x 1.5	M20	1.5	32	10	4	2	27	3 - M5	4.5	14	85
YSR M22 x 1.5	M22	1.5	35	10	4	2	30	3 - M5	4.5	15	93
YSR M24 x 1.5	M24	1.5	38	12	5	2	33	3 - M6	8.0	16	108
YSR M25 x 1.5	M25	1.5	38	12	5	2	33	3 - M6	8.0	16	113
YSR M27 x 1.5	M27	1.5	42	12	5	2	37	3 - M6	8.0	17	122
YSR M30 x 1.5	M30	1.5	45	12	5	2	40	3 - M6	8.0	19	135
YSR M33 x 1.5	M33	1.5	52	12	5	2	45	3 - M6	8.0	21	149
YSR M35 x 1.5	M35	1.5	52	12	5	2	47	3 - M6	8.0	22	158
YSR M36 x 1.5	M36	1.5	55	14	6	2.5	49	3 - M6	8.0	24	172
YSR M39 x 1.5	M39	1.5	58	14	6	2.5	52	3 - M6	8.0	47	186
YSR M40 x 1.5	M40	1.5	58	14	6	2.5	52	3 - M6	8.0	48	191
YSR M42 x 1.5	M42	1.5	62	14	6	2.5	56	3 - M6	8.0	52	201
YSR M45 x 1.5	M45	1.5	65	14	6	2.5	59	3 - M6	8.0	54	215
YSR M48 x 1.5	M48	1.5	68	14	6	2.5	62	3 - M6	8.0	58	229
YSR M50 x 1.5	M50	1.5	70	14	6	2.5	64	3 - M8	18.0	60	239



# Precision Lock Nuts

## YSFT Type

YSFT Precision lock nuts are the most common type and incorporate 3 locking pins. With the locking pins adequately tightened (which has the same thread flank angle) high friction can be achieved on the thread so that loosening of the lock nut is almost impossible.

Evenly distributed pins around the circumference allow precise positioning and also compensates for light angular deviations.



### Available YSFT Types

Type	Thread	Thread Pitch	D	h	g	t	d	n-m	Tightening Torque of Set Screw [Nm]	Fastening Torque [Nm]	Max. Permissible Axial Force [Nm]
YSFT M10 x 0.75P	M10	0.75	28	14	4	2	23	3 - M5	4.5	6	32
YSFT M12 x 1.0P	M12	1.0	30	14	4	2	25	3 - M5	4.5	9	45
YSFT M15 x 1.0P	M15	1.0	33	16	4	2	28	3 - M5	4.5	10	60
YSFT M17 x 1.0P	M17	1.0	37	16	5	2	33	3 - M6	8	11	73
YSFT M20 x 1.0P	M20	1.0	40	18	5	2	35	3 - M6	8	13	86
YSFT M25 x 1.5P	M25	1.5	44	18	5	2	39	3 - M6	8	16	140
YSFT M30 x 1.5P	M30	1.5	49	20	5	2	44	3 - M6	8	19	168
YSFT M35 x 1.5P	M35	1.5	54	20	5	2	49	3 - M6	18	22	206
YSFT M40 x 1.5P	M40	1.5	65	22	6	2.5	59	3 - M6	18	48	235
YSFT M45 x 1.5P	M45	1.5	70	22	6	2.5	64	3 - M6	18	54	264
YSFT M50 x 1.5P	M50	1.5	75	22	7	3	68	3 - M6	18	60	314

### YSFT precision lock nuts have the following advantages:

- Secures the lock nut without damaging to the shaft
- No keyseat in the shaft required
- No fatigue of pin material
- Reliable and secure
- Adjustable

## YSMSW Type

This type of lock nut was initially developed for screw compressors due to the heavy loads found in the application. Nowadays it is widely used wherever high loads must be secured. Screws are included with these types.



### Available YSMSW Types

Type	Thread	Thread Pitch	D	h	g	t	d	n-m	Tightening Torque of Set Screw [Nm]	Fastening Torque [Nm]	Max. Permissible Axial Force [Nm]
YSMSW 20/28 M20 x 1.5	M20	1.5	42	28	6	2.5	38	4 - M4	3.5	14	134
YSMSW 20/40 M20 x 1.5	M20	1.5	52	40	7	3	42	4 - M4	3.5	14	168
YSMSW 25/28 M25 x 1.5	M25	1.5	47	28	7	3	43	4 - M4	3.5	16	168
YSMSW 25/40 M25 x 1.5	M25	1.5	62	40	8	3.5	47	4 - M4	3.5	16	209
YSMSW 30/28 M30 x 1.5	M30	1.5	52	28	7	3	48	4 - M4	3.5	19	201
YSMSW 30/44 M30 x 1.5	M30	1.5	68	44	8	3.5	52	4 - M4	3.5	19	267
YSMSW 35/28 M35 x 1.5	M35	1.5	60	28	8	3.5	53	4 - M4	3.5	22	235
YSMSW 35/44 M35 x 1.5	M35	1.5	73	44	8	3.5	60	4 - M4	3.5	22	312
YSMSW 40/28 M40 x 1.5	M40	1.5	65	28	8	3.5	58	6 - M4	3.5	48	268
YSMSW 40/44 M40 x 1.5	M40	1.5	75	44	8	3.5	62	6 - M4	3.5	48	356
YSMSW 45/28 M45 x 1.5	M45	1.5	70	28	8	3.5	63	6 - M4	3.5	54	302
YSMSW 45/44 M45 x 1.5	M45	1.5	90	44	10	4	70	6 - M4	3.5	54	400
YSMSW 50/32 M50 x 1.5	M50	1.5	90	32	8	3.5	68	6 - M4	3.5	60	362
YSMSW 50/46 M50 x 1.5	M50	1.5	75	46	10	4	75	6 - M4	3.5	60	458

Other sizes for the above ranges of precision lock nuts are available on request. Please contact our Application Engineers for more information.

## Sizes, Tolerances and Geometric Accuracy

Our spindle bearings are manufactured in compliance with the current ISO (International Organization for Standardization) or ABEC (Annular Bearing Engineering Committee) standards.

Among the ISO standards, P0 corresponds to the standard accuracy and classes P6 to P2 indicate increasing accuracy. The ABEC classes for precision ball bearings define tolerances for major bearing dimensions and characteristics. ABEC1 corresponds with the lowest tolerance class and ABEC9 to the highest level of accuracy. The tables on the following pages represent tolerance values for both specifications and we produce spindle bearings to these tolerance classes as standard.

### Internal Standards

While ISO/ABEC classes are useful, they are not all inclusive and they do not address many factors which affect performance and life (such as materials, ball complement, radial play or contact angle, cage design). To maintain a consistent level of precision in all aspects of its bearings, we apply internally developed standards to these factors. As part of these standards, all spindle bearings are 100% noise tested to ensure quiet operation.



## Tolerance Table - Inner Ring

Inner Ring Tolerances	d [mm]		P4 / ABEC7		P2 / ABEC9		P4S	
	over	incl.	max.	min.	max.	min.	max.	min.
Deviation of mean bore diameter in a single plane / Deviation of a single bore diameter	$\Delta_{\text{dmp}} / \Delta_{\text{ds}}$		- 18 30 50 80	18 0 0 0 0	0 -4 -5 -6 -7	0 -2.5 0 -2.5 0	0 -4 0 -6 -7	-4 -5 -6 -7 -8
Variation of bore diameter in a single plane	Diameter series 7 / 8 / 9	$V_{\text{dsp}}$	- 18 30 50 80	18 30 50 80 120	4 5 6 7 8	2.5 2.5 2.5 4 5	2.5 2.5 2.5 4 5	
			0 / 1	$V_{\text{dsp}}$	- 18 30 50 80	3 4 5 5 6	2.5 2.5 2.5 4 5	2.5 2.5 2.5 4 5
			2 / 3 / 4	$V_{\text{dsp}}$	- 18 30 50 80	3 4 5 5 6	2.5 2.5 2.5 4 5	2.5 2.5 2.5 4 5
			Variation of mean bore diameter	$V_{\text{dmp}}$	- 18 30 50 80	2 2.5 3 3.5 4	1.5 1.5 1.5 2 2.5	1.5 1.5 1.5 2 2.5
			Radial runout of inner ring of assembled bearing	$K_{\text{ia}}$	0.6 2.5 10 18 30 50 80	2.5 2.5 2.5 3 4 4 5	1.5 1.5 1.5 2.5 2.5 2.5 2.5	1.5 1.5 1.5 2.5 2.5 2.5 2.5
Perpendicularity of inner ring face with respect to the bore	$S_d$		- 18 30 50 80	18 30 50 80 120	3 4 4 5 5	1.5 1.5 1.5 1.5 2.5	1.5 1.5 1.5 1.5 2.5	
			Axial runout of inner ring of assembled bearing	$S_{\text{ia}}$	- 18 30 50 80	2.5 3 4 5 5	1.5 1.5 2.5 2.5 2.5	1.5 1.5 2.5 2.5 2.5
			Deviation of a single inner ring width	$\Delta_{\text{Bs}}$ normal	- 2.5 10 18 30 50 80	2.5 0 0 -40 0 -40 0	0 0 0 -40 0 -40 0	0 0 0 -40 0 -40 0
			Deviation of the total inner ring width for duplexed bearings	$\Delta_{\text{Bs}}$ modified <sup>a</sup>	- 2.5 50 80 80	2.5 0 0 -250 0 -250 0	0 0 0 -250 0 -250 0	0 0 0 -250 0 -250 0
			Variation of inner ring width	$V_{\text{Bs}}$	- 2.5 10 30 50 80	2.5 2.5 3 4 4	1.5 1.5 1.5 1.5 2.5	1.5 1.5 1.5 1.5 2.5

All figures in  $\mu\text{m}$ .











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