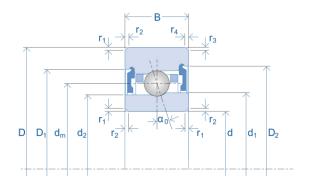


## Data Sheet High Precision Ball Bearings





Part Number	KH 61908 E TA	
Bearing Size	61908	

# $D_a$ $d_b$ $d_a$ $d_T$ $D_b$

Bearing Series	KH
Hybrid (Si <sub>3</sub> N <sub>4</sub> Balls)	No

#### **Bearing Dimensions**

Bore Diameter	d [mm]	40
Outer Diameter	D [mm]	62
Bearing Width	B [mm]	12
Pitch Circle	d <sub>m</sub> [mm]	51.0
Ball Diameter	D <sub>w</sub> [mm]	4.762
OD Inner Ring	d <sub>1</sub> [mm]	46.8
OD Inner Ring (Open Side)	d <sub>2</sub> [mm]	45.3
ID Outer Ring	D <sub>1</sub> [mm]	55.2
ID Outer Ring (Open Side)	D <sub>2</sub> [mm]	56.7
Chamfer	r <sub>1,2</sub> [mm]	0.6
Chamfer (Open Side)	r <sub>3,4</sub> [mm]	0.3

### Bearing Load Ratings

Dynamic Radial Load Rating	C [N]	6,550
Static Radial Load Rating Steel Balls	C <sub>0</sub> [N]	4,300
Static Radial Load Rating Si <sub>3</sub> N <sub>4</sub> balls	C <sub>0 HY</sub> [N]	3,050

#### **Bearing RPM Ratings**

Speed Value with Oil Lubrication	n <sub>oil</sub> [1/min]	38,000
Speed Value with Grease Lubrication	n <sub>grease</sub> [1/min]	28,500

#### **Geometrical Data**

Number of Balls	Z [Qty.]	25
Contact Angle	α <sub>0</sub> [°]	25
Bearing Weight	m [kg]	0.109

#### **Mating Part Dimensions**

Abutment Diameter Inner Ring	d <sub>a,b</sub> min. [mm]	45.0
Abutment Diameter Outer Ring	D <sub>a,b</sub> max. [mm]	57.5
Chamfer Associated Component	r <sub>a</sub> max. [mm]	0.6
Chamfer Associated Component (Open Side)	r <sub>b</sub> max. [mm]	0.15

#### **Bearing Preload Data**

Light Pre-Load	Fv [N]	55
Light Axial Rigidity	C <sub>ax</sub> [N/µm]	77
Medium Pre-Load	F <sub>v</sub> [N]	160
Medium Axial Rigidity	C <sub>ax</sub> [N/µm]	113
Heavy Pre-Load	F <sub>v</sub> [N]	330
Heavy Axial Rigidity	C <sub>ax</sub> [N/µm]	148
Minimum Spring Pre-Load	F <sub>f</sub> [N]	315

#### Notes:

- 1. Position of the oiling Nozzle ( $d_T$ ) for bearings with TA cage/ TXM cage upon request
- 2. The stated load and speed values are given for a spring preloaded single bearing with oil/air or oil mist lubrication. If specific applications differ, please consult correction factors and/or GMN USA engineers.