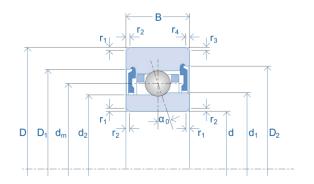


# Data Sheet High Precision Ball Bearings



 $D_{b}$ 

 $d_{\mathsf{T}}$ 



Part Number	HY KH 6006 C TA
Bearing Size	6006

# Bearing Series KH Hybrid (Si<sub>3</sub>N<sub>4</sub> Balls) Yes

# **Bearing Dimensions**

Bore Diameter	d [mm]	30
Outer Diameter	D [mm]	55
Bearing Width	B [mm]	13
Pitch Circle	d <sub>m</sub> [mm]	42.5
Ball Diameter	D <sub>w</sub> [mm]	5.556
OD Inner Ring	d <sub>1</sub> [mm]	38.1
OD Inner Ring (Open Side)	d <sub>2</sub> [mm]	37.0
ID Outer Ring	D <sub>1</sub> [mm]	47.9
ID Outer Ring (Open Side)	D <sub>2</sub> [mm]	49.5
Chamfer	r <sub>1,2</sub> [mm]	1.0
Chamfer (Open Side)	r <sub>3,4</sub> [mm]	0.6

# **Bearing Load Ratings**

Dynamic Radial Load Rating	C [N]	8,200
Static Radial Load Rating Steel Balls	C <sub>0</sub> [N]	4,700
Static Radial Load Rating Si <sub>3</sub> N <sub>4</sub> balls	C <sub>0 HY</sub> [N]	3,350

# **Bearing RPM Ratings**

Speed Value with Oil Lubrication	n <sub>oil</sub> [1/min]	62,500
Speed Value with Grease Lubrication	n <sub>grease</sub> [1/min]	46,250

#### **Geometrical Data**

Da

db

Number of Balls	Z [Qty.]	20
Contact Angle	α <sub>0</sub> [°]	17
Bearing Weight	m [kg]	0.112

# **Mating Part Dimensions**

Abutment Diameter Inner Ring	d <sub>a,b</sub> min. [mm]	36.0
Abutment Diameter Outer Ring	D <sub>a,b</sub> max. [mm]	49.0
Chamfer Associated Component	r <sub>a</sub> max. [mm]	1.0
Chamfer Associated Component (Open Side)	r <sub>b</sub> max. [mm]	0.3

# **Bearing Preload Data**

Light Pre-Load	Fv [N]	40
Light Axial Rigidity	C <sub>ax</sub> [N/µm]	35
Medium Pre-Load	F <sub>v</sub> [N]	120
Medium Axial Rigidity	C <sub>ax</sub> [N/µm]	54
Heavy Pre-Load	F <sub>v</sub> [N]	250
Heavy Axial Rigidity	C <sub>ax</sub> [N/µm]	73
Minimum Spring Pre-Load	F <sub>f</sub> [N]	295

#### 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.