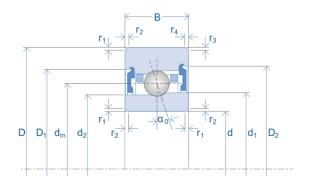


## Data Sheet High Precision Ball Bearings





Part Number	KH 6011 C TA
Bearing Size	6011

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

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

#### **Bearing Dimensions**

Bore Diameter	d [mm]	55
Outer Diameter	D [mm]	90
Bearing Width	B [mm]	18
Pitch Circle	d <sub>m</sub> [mm]	72.5
Ball Diameter	D <sub>w</sub> [mm]	7.938
OD Inner Ring	d <sub>1</sub> [mm]	66.8
OD Inner Ring (Open Side)	d <sub>2</sub> [mm]	65.6
ID Outer Ring	D <sub>1</sub> [mm]	79.2
ID Outer Ring (Open Side)	D <sub>2</sub> [mm]	82.4
Chamfer	r <sub>1,2</sub> [mm]	1.1
Chamfer (Open Side)	r <sub>3,4</sub> [mm]	1.0

### Bearing Load Ratings

Dynamic Radial Load Rating	C [N]	16,700
Static Radial Load Rating Steel Balls	C <sub>0</sub> [N]	11,400
Static Radial Load Rating Si <sub>3</sub> N <sub>4</sub> balls	C <sub>0 HY</sub> [N]	8,000

#### **Bearing RPM Ratings**

Speed Value with Oil Lubrication	n <sub>oil</sub> [1/min]	29,500
Speed Value with Grease Lubrication	n <sub>grease</sub> [1/min]	22,000

#### **Geometrical Data**

Number of Balls	Z [Qty.]	23
Contact Angle	α <sub>0</sub> [°]	17
Bearing Weight	m [kg]	0.374

#### **Mating Part Dimensions**

Abutment Diameter Inner Ring	d <sub>a,b</sub> min. [mm]	62.0
Abutment Diameter Outer Ring	D <sub>a,b</sub> max. [mm]	83.0
Chamfer Associated Component	r <sub>a</sub> max. [mm]	1.1
Chamfer Associated Component (Open Side)	r <sub>b</sub> max. [mm]	0.6

#### **Bearing Preload Data**

Light Pre-Load	Fv [N]	80
Light Axial Rigidity	C <sub>ax</sub> [N/µm]	55
Medium Pre-Load	F <sub>v</sub> [N]	250
Medium Axial Rigidity	C <sub>ax</sub> [N/µm]	84
Heavy Pre-Load	F <sub>v</sub> [N]	500
Heavy Axial Rigidity	C <sub>ax</sub> [N/µm]	111
Minimum Spring Pre-Load	F <sub>f</sub> [N]	600

#### 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.