Table 5.3 Radial internal clearance for Self-aligning Ball Bearings (for bearing with tapered bore) (Unit: μm)

Nominal bore diameter d (mm)		Bearing with tapered bore							
		C2		Normal		C3		C4	
over	incl.	min.	max.	min.	max.	min.	max.	min.	max.
6	10	—	—	—	—	—	—	—	—
10	14	—	—	—	—	—	—	—	—
14	18	—	—	—	—	—	—	—	—
18	24	7	17	13	26	20	33	28	42
24	30	9	20	15	28	23	39	33	50
30	40	12	24	19	35	29	46	40	59
40	50	14	27	22	39	33	52	45	65
50	65	18	32	27	47	41	61	56	80
65	80	23	39	35	57	50	75	69	98

Table 5.4 Radial internal clearance of double row Angular Contact Ball Bearings (Unit: μm)

Nominal bore diameter d (mm)		C2		Normal		C3		C4	
over	incl.	min.	max.	min.	max.	min.	max.	min.	max.
-	10	6	12	8	15	15	22	22	30
10	18	6	12	8	15	15	24	30	40
18	30	6	12	10	20	20	32	40	55
30	50	8	14	14	25	25	40	55	75

Table 5.5 Radial internal clearance of bearings for electric motor

(Unit: μm)

Nominal bore diameter d (mm)		Radial internal clearance C/M Deep groove ball bearings	
over	incl.	min.	max.
10(incl.)	18	4	11
18	24	5	12
24	30	5	12
30	40	9	17
40	50	9	17
50	65	12	22
65	80	12	22

6. Lubrication

6.1 Lubrication of rolling bearings

The purpose of bearing lubrication is to prevent direct metallic contact between the various rolling and sliding elements. This is accomplished through the formation of a thin oil (or grease) film on the contact surfaces. However, for rolling bearings, lubrication has the following advantages:

(1) Friction and wear reduction
(2) Friction heat dissipation
(3) Prolonged bearing life
(4) Prevention of rust
(5) Protection against harmful elements

In order to achieve the above effects, the most effective lubrication method for the operating conditions must be selected. Also a good quality, reliable lubricant must be selected. In addition, an effectively designed sealing system that prevents the intrusion of damaging elements (dust, water, etc.) into the bearing interior, removes other impurities from the lubricant, and prevents lubricant from leaking to the outside, is also a requirement.

Almost all rolling bearings use either grease or oil lubrication methods, but in some special applicatic solid lubricant such as molybdenum disulfide or graphite may be used.

6.2 Grease lubrication
Grease type lubricants are relatively easy to handle require only the simplest sealing devicesfor these reasons, grease is the most widely used lubricant rolling bearings.

6.2.1 Types and characteristics of grease
Lubricating grease are composed of either a mineral base or a synthetic oil base. To this base a thicks other additives are added. The properties of all greases are mainly determined by the kind of base oil use the combination of thickening agent and various additives.

Standard greases and their characteristics are Table 6.2. As performance characteristics of even same type of grease will vary widely from brand, it is best to check the manufacturers' data when selecting a grease.

Table 6.1 Grease varieties and characteristics

Grease name	Lithium grease			Sodium grease (Fiber grease)	Calcium compound base grease
Thickener	Li soap			Na soap	Ca+Na soap Ca+Li soap
Base oil	Mneral oil	Diester oil	Silicone oil	Mneral oil	Mneral oil
Dropping pain °C	170 ~ 190	170 ~ 190	200 ~ 250	150 ~ 180	150 ~ 180
Operating temperature range °C	-30 ~ +130	-50 ~ +130	-50 ~ +160	-20 ~ +130	-20 ~ +120
Mechanical stability	Excellent	Good	Good	Excellent ~ Good	Excellent ~ Good
Pressure resistance	Good	Good	poor	Good	Excellent ~ Good
Water resistance	Good	Good	Good	Good ~ poor	Good ~ poor
Applications	Widest range of applications. Grease used in all types of rolling bearings.	Excellent low temperature and wear characteristics. Suitable for small sized and miniature bearings.	Suitable for high and low temperatures. Unsuitable for heavy load applications due to low oil film strength.	Some emulsification when water is introduced. Excellent characteristics at relatively high temperatures.	Excellent pressure resistance and mechanical stability. Suitable for bearings receiving shock loads.

Grease name	Aluminum grease	Non-soap base grease Thickener	
Thickener	Al soap	Bentone, silica gel, urea, carbon black, fluorine compounds, etc.	
Base oil	Mineral oil	Mineral oil	Synthetic oil
Dropping poin °C	70 ~ 90	250 or above	250 or above
Operating temperature range °C	-10 ~ +80	-10 ~ +130	-50 ~ +200
Mechanical stability	Good ~ poor	Good	Good
Pressure resistance	Good	Good	Good
Water resistance	Good	Good	Good
Applications	Excellent viscosity characteristics. Suitable for bearings subjected to vibrations.	Can be used in a wide range of low to high temperatures. Shows excellent heat resistance, cold resistance, chemical resistance, and other characteristics when matched with a suitable base oil and thickener. Grease used in all types of rolling bearings.	

7. Load rating and life

7.1 Bearing life

Even in bearings operating under normal conditions, the surfaces of the raceway and rolling elements are constantly being subjected to repeated compressive stresses which causes flaking of these surfaces to occur. This flaking is due to material fatigue and will eventually cause the bearings to fail. The effective life of a bearing is usually defined in terms of the total number of revolutions a bearing can undergo before flaking of either the raceway surface or the olling element surfaces occurs.

Other causes of bearing failure are often attributed to problems such as seizing, abrasions, cracking, chipping, gnawing, rust, etc. However, these so called "causes" of bearing failure are usually themselves caused by improper installation, insufficient or improper lubrication, faulty sealing or inaccurate bearing selection. Since the above mentioned "causes" of bearing failure can be avoided by taking the proper precautions,and are not simply caused by material fatigue, they are considered separately from the flaking aspect.

7.2 Basic rating life and basic dynamic load rating

A group of seemingly identical bearings when subjected to identical load and operating conditions will exhibit a wide diversity in their durability.

This " life " disparity can be accounted for by the difference in the fatigue of the bearing material itself. This disparity is considered statistically when calculating bearing life, and the basic rating life is defined as follows.

The basic rating life is based on a 90% statistical model which is expressed as the total number of revolutions 90% of the bearings in an identical group of bearings subjected to identical operating conditions will attain or surpass before flaking due to material fatigue occurs. For bearings operating at fixed constant speeds, the basic rating life (90% reliability) is expressed in the total number of hours of operation.