- Contact factor (fc)

Load biasing, attributed to mounting errors and multiple bearing assemblies can be accounted for by using the coefficient in table 4.1 .

Table 4.1 Contact factor

Number of bearings for shaft	Contact factor f_c
1	1,00
2	0,81
3	0,72
4	0,66
5	0,61

- Load factor (fw)

The loads acting on the linear units include payload, inertial effects during acceleration and deceleration as well as moment loads. All of these factors are difficult to assess and are further complicated by the potential presence of shocks and vibrations. A more practical solution involves the use of the coefficients in table 4.2 .

Table 4.2 Contact factor

Operating conditions	fw
Low speed operations (<15 m/min) without shocks	1 - 1,5
Medium speed operation (60m/min) without shocks	1,5 - 2
High speed operations (>60m/min) with shocks	2 - 3,5

5. Static safety factor

For applications with a high requirement for accuracy and smooth running, the static safety factor fs should be higher than the values shown in table 5.1 to prevent permanent deformation at the contact points.

$$fs = \frac{CO}{PO}$$

fs = static safety factor
Po = static equivalent load (N)
Co = static load rating (N)

Table 5.1 Static safety factor

Operating conditions	f_s
Shafts subjected to small deflections and low shocks	1 ÷ 2
Elastic deflection can cross load the units	2 ÷ 4
System subjected to shock & vibration	3 ÷ 5

Table 3.1

Dimensional series	Shaft		Housing	
	Normal operating clearance	Operation without clearance	Normal operating clearance	Operation without clearance
LME	h6	j6	H7	J7

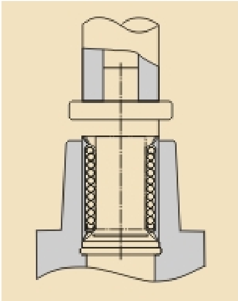
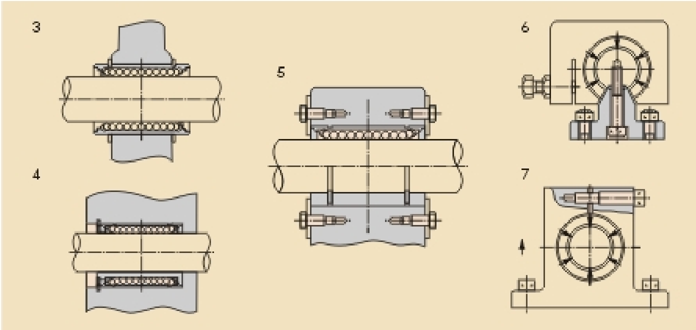


Fig. 2



3.3 Installation

Some cleanliness precautions should be taken before assembling NIKO Linear Bearings in their housings. Lack of cleanliness could lead to reduction of the bearing life. The installation of the units is not particularly difficult, though precaution should be observed to avoid potential damages to the unit. Direct pressing onto the cage retaining rings should be avoided. A suitable tool should be used (Fig. 2) to provide pressure on the rim of the outer ring. Once the bearing is mounted in the housing, the assembled unit should be installed onto the shaft paying attention not to score the shaft or to pop the balls from the bearing. When two shafts assemblies are assembled in a parallel assembly, the parallelism between the shafts should be checked to insure smooth running. The mounting examples shown in Fig. 3 through 7 should be used as guidelines to design and select the suitable bearings and support units.

4. Load ratings

Dynamic load rating C

The dynamic load rating C is a load of constant magnitude under which 90% of a statistically significant number of apparently identical bearings would reach a theoretical life of 50 km without the apparent appearance of metal fatigue.

Static load rating Co

The static load rating Co is defined as the load that would cause a permanent deformation equal to 1/10,000 of the ball diameter at the most stressed contact point.

4.1 Life of a Linear Recirculating Ball Bearing

Repeated stresses onto the contact surfaces could lead to material fatigue. This will lead to the appearance of surface pitting. The life of the unit is defined as the duration before the appearance of pitting.

4.1.1 Rated life(L)

The rated life L is the total travelled distance which 90% of a statistically significant number of apparently identical bearings would reach under the same operating conditions without the apparent appearance of metal fatigue.

$$L = \left(\frac{C}{P}\right)^3 \cdot 50 \text{..........................(1)}$$

L = rated life [km]
C = dynamic load ratings [N]
P = equivalent dynamic load [N]

When a system is subjected to a load equal to the dynamic load rating C the resulting life equal the rated life (50 km). The theoretical life of a linear bearing is affected by the load and by the operating conditions (temperature, vibration, shocks, load distribution, etc.). In such cases the theoretical life is calculated with the help of equation 2.

$$L = \left(\frac{f_H \cdot f_T \cdot f_C \cdot C}{F_W \cdot P}\right)^3 50 \text{.......................(2)}$$

L = Rated life[km]
C = Dynamic load rating [N]
P = Equivalent dynamic load [N]
fh = Hardness factor (see fig. 8)
ft = Temperature factor (see fig. 9)
fc = Contact coefficient (see table 4)
fw = Load factor (see table 5)

The following equation (3)allows the conversion of the rated life in hours.

$$L_h = \left(\frac{L \cdot 10}{2 \cdot l_s \cdot n_1 \cdot 60}\right)^3 \text{..........................(3)}$$

L_h = rated life [hours]
L_s = stroke length [m]
L = rated life [km]
n_1 = operating frequency [strokes/min]

- Hardness factor (fH)

The load ratings for the linear bearing are calculated with the raceway hardness equal or higher than 58 HRC. When the raceway hardness is reduced, the load rating of the bearing is also reduced and must be corrected using the the accompanying chart (Fig.8).

- Temperature factor (fT)

When a linear bearing operates at temperatures in excess of 100 deg. C, its hardness is affected and son is its ability to carry load. The load rating can be corrected by using the accompanying chart (Fig.9).

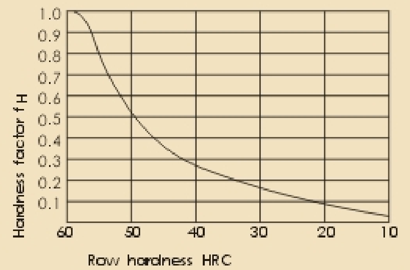


Fig. 8 Raceway hardness factor

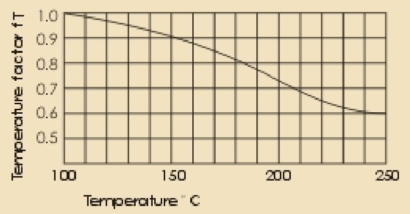


Fig. 9 Temperature factor