

8. The correct internal clearance has now been obtained and the lock washer tang can be peened into the slot of the lock nut, thereby locking the assembly.

The more common procedure used for determining the proper fit of spherical roller bearings on tapered seat is to measure the reduction of internal clearance of the bearing, upon mounting, through the use of feeler gauges or shim stock. This procedure can be utilized with the non-sealed SPHERE-ROL® bearing, if desired. The customer must initially measure and verify the clearance existing in the unmounted bearing, then press the bearing on the tapered seat until the specified amount of clearance has been removed, checking with the feeler gauges. The chart at left gives the required diametral clearance reductions which should be used when the feeler gauging procedure is utilized.

NYLAPLATE® seals



The NYLAPLATE® seals have very low running friction and seals can be compounded from a variety of materials, where required, to resist different types of contaminants and to meet different application temperature conditions. Nylaplate sealed SPHERE-ROL® bearings are identified by adding the suffix "S" to the bearing number for single sealed bearings and "SS" for double NYLAPLATE® seals. For tapered bore bearings, using the single seal, add suffix "S" to indicate the seal on the small bore side, and "SL" to indicate the seal in the large bore side.

Sealed SPHERE-ROL® bearings containing standard NYLAPLATE® seals from McGill should not be operated at temperatures exceeding 300°F. When higher operating temperatures are encountered, special seal materials can be provided. (Specify "TS," "TSS" or "TSL".)

Sealed SPHERE-ROL® bearings should not be subjected to operating misalignments greater than $\pm 2^\circ$ for best seal performance. During mounting and handling, the bearing should not be misaligned more than $\pm 3^\circ$, to insure that seals do not become displaced. Sealed bearings contain snap rings mounted in the outer ring to limit the allowable bearing misalignment, so that the seals cannot be displaced from the bearing.

LAMBDA® seals

The LAMBDA® sealing arrangement is an optional seal configuration available in the SPHERE-ROL® bearing from McGill, for applications where contamination conditions are particularly severe. These would be applications where substantial amounts of moisture are present (such as direct splash of water) or where bearings operate submerged in dirt and/or dust. The sealing features of the standard NYLAPLATE® seal, used for many years in the SPHERE-ROL® bearing, are combined with the lip-wiping sealing function of an added contact seal, to form the LAMBDA® sealing arrangement. (Specify "YS", "YSS", or "YSL".)



LAMBDA® sealed SPHERE-ROL® bearings should not be operated at misalignment angles in excess of $\pm 1^\circ$ and for best seal efficiency, operating misalignment angles should not exceed $\pm 1/2^\circ$. The LAMBDA® seal should not be operated at temperatures exceeding 300°F. Please consult the McGill Engineering Department when higher temperatures must be considered.

Expansion-type SPHERE-ROL® bearings

A special version of the SPHERE-ROL® bearing can be provided for applications requiring the bearing to accommodate expansion (float) internally. This "expansion-type" SPHERE-ROL® bearing is specified and identified by adding the suffix letter "E" immediately following the diametral clearance specification. (For instance, SB-22319-C3E.)

Most applications incorporating two bearings on a common shaft require that one of those bearings be "fixed" and that the other be free to "float," either in the housing seat.

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bore or on the shaft seat. This float allowance, or expansion allowance, is required to compensate for variations in thermal expansion, or for linear dimension errors resulting from fabrication. In many cases, ordinary non-separable ball or roller bearings are used for expansion but they are unsatisfactory because of housing or shaft seat diameter tolerances, the application of heavy loads or misalignment. Self-aligning bearings are preferred and the expansion-type SPHERE-ROL® roller bearing is the only internally self-aligning bearing having the capability of accommodating expansion or float allowance internally.

This expansion-type SPHERE-ROL® bearing is dimensionally interchangeable, size for size, with "standard" spherical roller bearings; but, because of changes in internal geometry, it does provide substantial axial play of one race ring relative to the other. The expansion allowance in this type SPHERE-ROL® bearing is normally as much as the end play or expansion allowance that would be found in a non-locating cylindrical roller bearing.

The "E" type SPHERE-ROL® bearing is available with the same sealing advantages, diametral clearance values, tapered bore and outer ring relubrication features as standard bearings shown on pages 94 to 97. The basic dynamic rating of "E" type SPHERE-ROL® bearings is 10% less than standard SPHERE-ROL® bearings. Maximum seal misalignment is limited due to increased axial play in bearing.

The expansion-type SPHERE-ROL® bearing will not operate satisfactorily if subjected to thrust loading. Therefore, the expansion-type SPHERE-ROL® bearing must not be used in "fixed" ("held") positions—it is for use only in "expansion" ("float") positions. It is recommended that the end-wise restraint of both race rings of the expansion-type bearing be provided, so that the expansion allowance intended to be available is not lost by error in installation.

Diametral clearance

SPHERE-ROL® bearings are available in five internal diametral clearance ranges identified as C1, C2, Standard, C3 and C4. The C1 and C2 internal diametral clearances are progressively less than the Standard, while C3 and C4 are progressively looser than Standard.

Similarly, five internal clearance ranges are available for tapered bore SPHERE-ROL® bearings. Each of these ranges is somewhat looser than the corresponding cylindrical bore bearing internal diametral clearance range, because of the need to accommodate a somewhat tighter fit with the tapered bore mounting arrangement.

The following two charts give the internal diametral clearance ranges normally available with SPHERE-ROL® bearings from McGill.

Stock bearings having standard diametral clearance will not be identified by special marking; however, the C1, C2, C3 and C4 clearances will be identified on the bearing inner ring face, following the basic bearing number.

Radial clearance (inches) for "SB" Bearings with straight bores

BASIC BORE DIAMETER MM		RADIAL CLEARANCE IN INCHES									
		C2		STANDARD		C3		C4			
OVER	INCL.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
14	24	.0004	.0008	.0008	.0014	.0014	.0018	.0018	.0024		
24	30	.0006	.0010	.0010	.0016	.0016	.0022	.0022	.0028		
30	40	.0006	.0012	.0012	.0018	.0018	.0024	.0024	.0032		
40	50	.0008	.0014	.0014	.0022	.0022	.0030	.0030	.0039		
50	65	.0010	.0017	.0017	.0026	.0026	.0036	.0036	.0047		
65	80	.0012	.0020	.0020	.0032	.0032	.0044	.0044	.0057		
80	100	.0014	.0025	.0025	.0039	.0039	.0053	.0053	.0071		
100	120	.0017	.0031	.0031	.0048	.0048	.0064	.0064	.0083		
120	140	.0020	.0038	.0038	.0057	.0057	.0075	.0075	.0095		
140	160	.0024	.0043	.0043	.0065	.0065	.0087	.0087	.0110		

Radial clearance (inches) for "SB" Bearings with tapered ("K" type) bore

BASIC BORE DIAMETER MM		RADIAL CLEARANCE IN INCHES									
		C2		STANDARD		C3		C4			
OVER	INCL.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
14	24	.0006	.0010	.0010	.0014	.0014	.0018	.0018	.0024		
24	30	.0008	.0012	.0012	.0017	.0017	.0022	.0022	.0030		
30	40	.0008	.0014	.0014	.0020	.0020	.0026	.0026	.0034		
40	50	.0012	.0018	.0018	.0024	.0024	.0032	.0032	.0041		
50	65	.0014	.0022	.0022	.0030	.0030	.0039	.0039	.0049		
65	80	.0018	.0028	.0028	.0037	.0037	.0049	.0049	.0061		
80	100	.0020	.0032	.0032	.0044	.0044	.0057	.0057	.0075		
100	120	.0025	.0039	.0039	.0053	.0053	.0069	.0069	.0089		
120	140	.0030	.0047	.0047	.0063	.0063	.0081	.0081	.0102		
140	160	.0034	.0051	.0051	.0071	.0071	.0091	.0091	.0118		

Bearing mounting

Bearings should be mounted squarely when press fitted, either in housings or on shafts, and installation pressure should be applied to the press fitted member only, or should be evenly distributed over both members. When heavier shaft fits are encountered, it is sometimes advisable to heat the assembled bearing in order to prevent scoring of the shaft. Heat should not be applied directly to the bearing, but should be conducted to the bearing by some fluid medium. It is recommended that such heating be accomplished in mineral oil and that the temperature of the oil should not exceed 250°F. Sealed SPHERE-ROL® bearings should not be mounted by this method as the grease with which the bearings are prelubricated may be affected.

Shaft surfaces on which the bearing is to be mounted must be clean and free from nicks and burrs. Ground shaft finishes are normally suggested for applications involving SPHERE-ROL® bearings; however, in some cases, a ground finish is not practical. In these situations, a machined finish may be acceptable; consult the McGill Engineering Department for recommendations.

When stationary outer rings are required to float (move axially in the housing bore to compensate for expansion),

a housing bore surface finish of 65 micro inches Ra maximum is recommended.

Shaft and housing seat diameters

The tolerances, specified in the following charts for shaft and housing bearing seat fits, may be followed for specific application conditions that are encountered, as indicated. For special applications not covered by the following, the McGill Engineering Department should be consulted for additional assistance.

The proper shaft and housing seat tolerances are designated by a letter and number. For shafts, a lower case letter is used, and for housings, a capital letter, both indicating the location of the tolerance range in relation to the nominal bearing dimension. The numbers indicate the grade of accuracy.

The recommended shaft and housing fits depend upon the operating conditions, as indicated in the charts. In the right-hand column, the symbols for the recommended shaft and housing fits are given. The corresponding numerical dimension values are given on page 92 for the shaft fits, and on page 93 for the housing fits.

Housing seat fits

HOUSING CONSTRUCTION	OPERATING CONDITIONS		FIT SYMBOL*	REMARKS
Housing not split radially	Housing rotating relative to load direction	Heavy loads on bearing in thin wall housing	P7	The outer ring is not axially displaceable
		Normal and heavy loads	N7	
		Light loads	M7	
	Heavy shock loads			
The direction of the load indeterminate	Heavy and normal loads axial displacement of outer ring not required	K7	The outer ring, as a rule, is not axially displaceable	
Housing split or not split radially	The direction of the load indeterminate	Normal and light loads axial displacement of outer ring desirable	J7	The outer ring, as a rule, is axially displaceable
		Shock loads, temporary complete unloading		
	Housing stationary relative to load direction	All loads	H7	The outer ring is easily displaced axially.
		Housing not split radially	H8	
		Housing split radially	H8	
	Heat supplied through the shaft	G7		

* For cast iron or steel housing. For housings of light metal, tolerances are generally selected that give slightly tighter fits than those shown.

Shaft seat fits

OPERATING CONDITION		NOMINAL SHAFT DIA.		FIT SYMBOL
		MM	INCH	
Stationary inner ring relative to load direction All loads	Inner ring easily displaced	All diameters	All diameters	g6
	Inner ring not easily displaced	All diameters	All diameters	h6
Inner ring rotating relative to load direction, or load direction indeterminate	Radial load ≤ .08 BDR*	≤ 40	≤ 1.57	j6
		Over 40 to 100	Over 1.57 to 3.94	k6
	Radial load > .08 BDR* ≤ .18 BDR*	≤ 40	≤ 1.57	k5
		Over 40 to 65	Over 1.57 to 2.56	m5
Radial load > .18 BDR*	≤ 40	≤ 1.57	m6	
	Over 40 to 65	Over 2.56 to 3.94	n6	
	Over 65 to 100	Over 3.94 to 5.52	p6	
	Over 100 to 140	Over 5.52 to 11.10	p6	
Radial load > .18 BDR*	≤ 40	≤ 1.57	m5	Brgs. with greater than normal dia. clearance
	Over 40 to 65	Over 1.57 to 2.56	m6	
	Over 65 to 100	Over 2.56 to 3.94	p6	
	Over 100 to 140	Over 3.94 to 5.52	r6	
Radial load > .18 BDR*	Over 140 to 200	Over 5.52 to 7.88	r7	
	Over 200 to 500	Over 7.88 to 19.69	r7	

* BDR — Bearing Basic Dynamic Rating

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Bearing shaft fits and tolerances

Table 1

Table 1: Bearing shaft fits and tolerances. Columns include FIT, INNER RING TO SHAFT; BEARING BORE DIAMETER (MM, INCHES); PUSH FIT (g6); PUSH FIT TO WRINGING FIT (h6); WRINGING FIT (h5); DRIVE FIT (j5, j6); and LIGHT FORCE FIT (k5). Rows list diameters from 15 to 150 mm.

Table 2

Table 2: Bearing shaft fits and tolerances. Columns include FIT, INNER RING TO SHAFT; BEARING BORE DIAMETER (MM); LIGHT FORCE FIT (k6); FORCE FIT (m5, m6); and HEAVY FORCE FIT (n6, p6, r6, r7). Rows list diameters from 15 to 150 mm.

