

Image may differ from product. See technical specification for details.

# 71905 ACEGA/HCP4A

**Super-precision, high-speed E design, universally matchable single row angular contact ball bearing**

These super-precision, high-speed, E design, single row angular contact ball bearings accommodate radial and axial loads acting simultaneously, where the axial load acts in one direction only. They are designed for high-speed operation and, compared to SKF B design high-speed bearings, have a slightly higher speed capability and can accommodate heavier loads. Being universally matchable, they can be used together in arrangements to provide effective load sharing, within a predetermined preload range, without the use of shims or similar devices.

- Very high running accuracy
- Accommodate very high speeds
- Universally matchable

# Overview

## Dimensions

| | |
|---|---|
| Bore diameter | 25 mm |
| Outside diameter | 42 mm |
| Width | 9 mm |
| Contact angle | 25 ° |

## Performance

| | |
|---|---|
| Basic dynamic load rating | 5.27 kN |
| Basic static load rating | 2.65 kN |
| Note | Refer to catalogue data or contact SKF for the attainable speeds |

## Properties

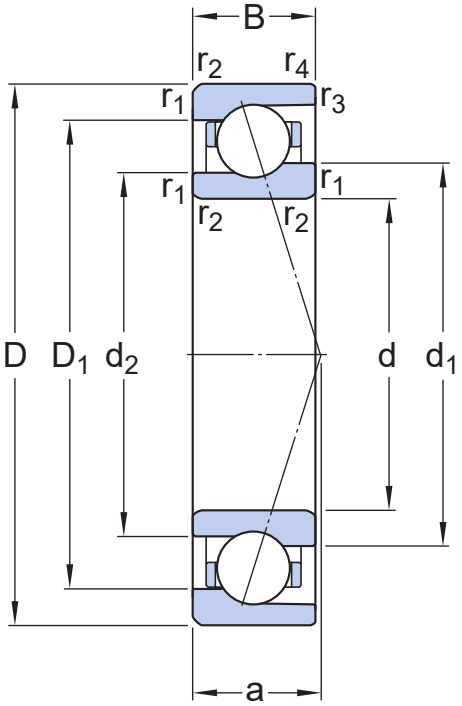
| | |
|---|---|
| Contact type | Normal contact (two-point contact) |
| Number of rows | 1 |
| Ring type | One-piece inner and outer rings |
| Design | High-speed E |
| Universal matching bearing | Yes, back-to-back (<>), face-to-face (><) or tandem (>>) |
| Matched arrangement | No |
| Matched condition (axial clearance/ preload) | Measuring load, class A |
| Tolerance class | P4A |
| Material, bearing | Hybrid (ceramic balls) |
| Coating | Without |
| Sealing | Without |
| Lubricant | None |
| Indicative carbon footprint for new product | 0.14 kg $CO_2e$ |

## Logistics

| | |
|---|---|
| Product net weight | 0.039 kg |
| eClass code | 23-05-08-03 |
| UNSPSC code | 31171531 |

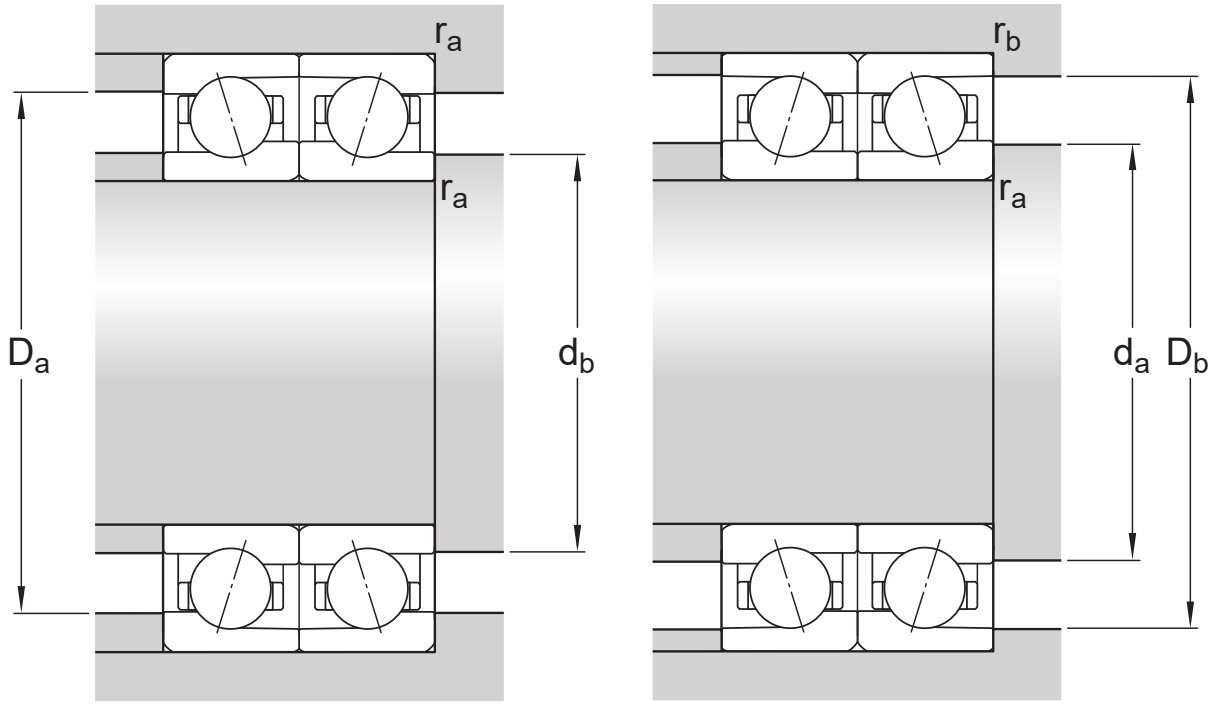
# Technical specification

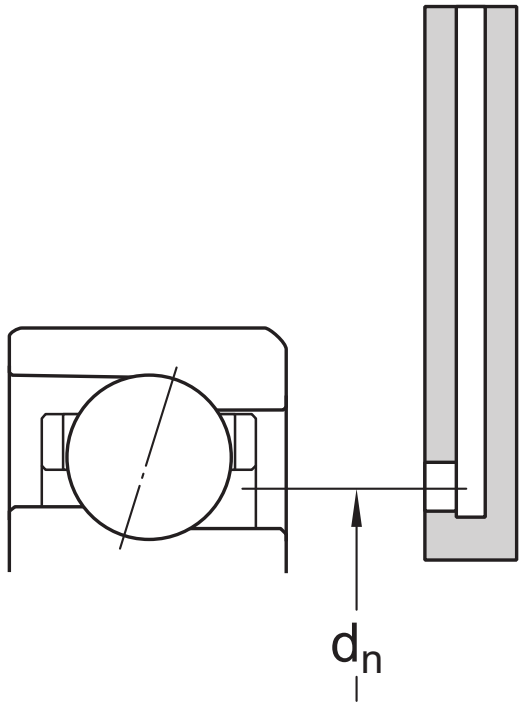
| | |
|---|---|
| Universal matching bearing(s) | Yes, back-to-back (<>), face-to-face (><) or tandem (>>) |




## Dimensions

| | | |
|---|---|---|
| d | 25 mm | Bore diameter |
| D | 42 mm | Outside diameter |
| B | 9 mm | Width |
| $d_1$ | 30.7 mm | Shoulder diameter of inner ring (large side face) |
| $d_2$ | 29.4 mm | Shoulder diameter of inner ring (small side face) |
| $D_1$ | 36.39 mm | Shoulder diameter of outer ring (large side face) |
| $r_{1,2}$ | min. 0.3 mm | Chamfer dimension |
| $r_{3,4}$ | min. 0.15 mm | Chamfer dimension |
| a | 12.3 mm | Distance from side face to pressure point |




## Abutment dimensions

| | | |
|---|---|---|
| $d_a$ | min. 27 mm | Diameter of shaft abutment |
| $d_b$ | min. 27 mm | Diameter of shaft abutment |
| $D_a$ | max. 40 mm | Diameter of housing abutment |
| $D_b$ | max. 41.2 mm | Diameter of housing abutment |

| | | |
|---|---|---|
| $r_a$ | max. 0.3 mm | Radius of fillet |
| $r_b$ | max. 0.15 mm | Radius of fillet |
| $d_n$ | 31.8 mm | Position of oil nozzle |

## Calculation data

| | | |
|---|---|---|
| Basic dynamic load rating | C | 5.27 kN |
| Basic static load rating | $C_0$ | 2.65 kN |
| Fatigue load limit | $P_u$ | 0.083 kN |
| Attainable speeds | | Refer to catalogue data or contact SKF for the attainable speeds |
| Attainable speed for grease lubrication | | To be calculated: Single bearing () x speed reduction factor (see table below) |
| Attainable speed for oil-air lubrication | | To be calculated: Single bearing () x speed reduction factor (see table below) |
| Contact angle | α | 25 ° |
| Ball diameter | $D_w$ | 4.762 mm |
| Number of rows | i | 1 |
| Number of balls (per bearing) | z | 16 |
| Reference grease quantity (per bearing) | $G_{ref}$ | 0.6 $cm^3$ |

### PRELOAD AND STIFFNESS (BACK-TO-BACK, FACE-TO-FACE)

| | | |
|---|---|---|
| Preload class | | A |
| Preload when unmounted | G | 45 N |
| Axial stiffness | | 57 N/µm |

### CORRECTION FACTORS FOR PRELOAD CALCULATION

| | | |
|---|---|---|
| Correction factor dependent on bearing series and size | f | 1.1 |
| Correction factor dependent on contact angle | $f_1$ | 0.98 |
| Correction factor, preload class A | $f_{2A}$ | 1 |
| Correction factor for hybrid bearings | $f_{HC}$ | 1 |

### FACTORS FOR EQUIVALENT BEARING LOAD CALCULATION

| | | |
|---|---|---|
| Limiting value | e | 0.68 |

| | | |
|---|---|---|
| Axial load factor (single, tandem) | $Y_1$ | 0 |
| Axial load factor (single, tandem) | $Y_2$ | 0.87 |
| Axial load factor (single, tandem) | $Y_0$ | 0.38 |
| Radial load factor (single, tandem) | $X_1$ | 1 |
| Radial load factor (single, tandem) | $X_2$ | 0.41 |
| Radial load factor (single, tandem) | $X_0$ | 0.5 |
| Axial load factor (back-to-back, face-to-face) | $Y_1$ | 0.92 |
| Axial load factor (back-to-back, face-to-face) | $Y_2$ | 1.4 |
| Axial load factor (back-to-back, face-to-face) | $Y_0$ | 0.76 |
| Radial load factor (back-to-back, face-to-face) | $X_1$ | 1 |
| Radial load factor (back-to-back, face-to-face) | $X_2$ | 0.67 |
| Radial load factor (back-to-back, face-to-face) | $X_0$ | 1 |

## Tolerances and clearances

### GENERAL BEARING SPECIFICATIONS

- Tolerances: P4A, P4B, P4, PA9A, P2

### PRINCIPLES OF BEARING SELECTION AND APPLICATION

- Chamfer dimensions
- Seat tolerances for standard conditions: shafts, housings
- Values for ISO tolerance classes: shafts, housings
- Speed dependent initial grease fill → Initial grease fill
- Clamping and fitting forces: D design, E design, B design
- Designation suffixes H, H1, L and L1 identify variants for direct oil-air lubrication.

### FACTORS FOR EQUIVALENT BEARING LOAD CALCULATION

- Note 1: Single bearings and bearings arranged in tandem
- Note 2: Bearings paired back-to-back or face-to-face

## SPEED REDUCTION FACTORS FOR SPEED CALCULATION

| Number of bearings | Arrangement | Designation suffix | Speed reduction factors | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | for matched sets | for bearings in the series | | | | | | | | | | | | | | |
| | | | 718 .. D, 719 .. E, and 70 .. E | | | | | | S70 .. W | 719 .. A and 70 .. A | 719 .. B and 70 .. B | | | 719 .. D, 70 .. D and 72 .. D | | | |
| | | | for preload class | | | | | | | | for preload class | | | for preload class | | | |
| | | | A | L | B | M | C | F | – | – | A | B | C | A | B | C | D |
| 2 | Back-to-back | DB | 0,8 | – | 0,65 | – | 0,4 | – | 0,81 | 0,8 | 0,83 | 0,78 | 0,58 | 0,81 | 0,75 | 0,65 | 0,4 |
| | Face-to-face | DF | 0,77 | – | 0,61 | – | 0,36 | – | – | – | 0,8 | 0,74 | 0,54 | 0,77 | 0,72 | 0,61 | 0,36 |
| 3 | Back-to-back and tandem | TBT | 0,69 | 0,72 | 0,49 | 0,58 | 0,25 | 0,36 | – | – | 0,72 | 0,66 | 0,4 | 0,7 | 0,63 | 0,49 | 0,25 |
| | Face-to-face and tandem | TFT | 0,63 | 0,66 | 0,42 | 0,49 | 0,17 | 0,24 | – | – | 0,64 | 0,56 | 0,3 | 0,63 | 0,56 | 0,42 | 0,17 |
| 4 | Tandem back-to-back | QBC | 0,64 | – | 0,53 | – | 0,32 | – | – | – | 0,67 | 0,64 | 0,48 | 0,64 | 0,6 | 0,53 | 0,32 |
| | Tandem face-to-face | QFC | 0,62 | – | 0,48 | – | 0,27 | – | – | – | 0,64 | 0,6 | 0,41 | 0,62 | 0,58 | 0,48 | 0,27 |

For spring-loaded tandem sets, designation suffix DT, a speed reduction factor of 0,9 should be applied.

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