

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

707 CEGA/P4A

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	7 mm
Outside diameter	19 mm
Width	6 mm
Contact angle	15 °

Performance

Basic dynamic load rating	2.03 kN
Basic static load rating	0.64 kN
Note	Refer to catalogue data or contact SKF for the attainable speeds

Properties

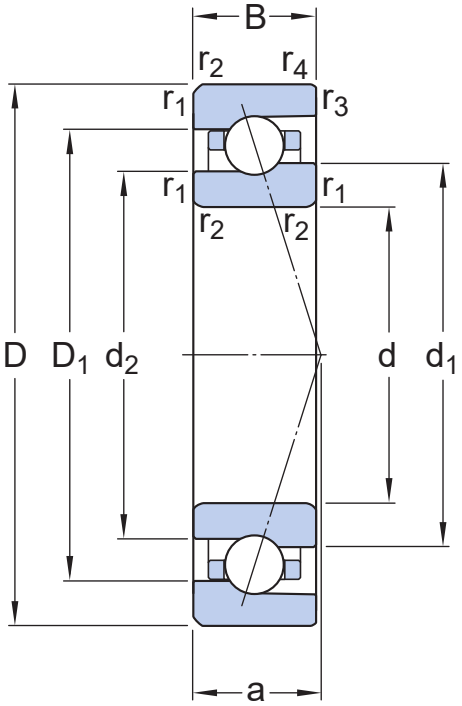
Contact type	Normal contact (two-point contact)
Number of rows	1
Ring type	One-piece inner and outer rings
Design	High-speed E
Universal matching bearing	Yes, back-to-back (<>), face-to-face (><) or tandem (>>)
Matched arrangement	No
Matched condition (axial clearance/ preload)	Measuring load, class A
Tolerance class	P4A
Material, bearing	Bearing steel
Coating	Without
Sealing	Without
Lubricant	None
Indicative carbon footprint for new product	0.03 kg CO_2e

Logistics

Product net weight	0.008 kg
eClass code	23-05-08-04
UNSPSC code	31171531

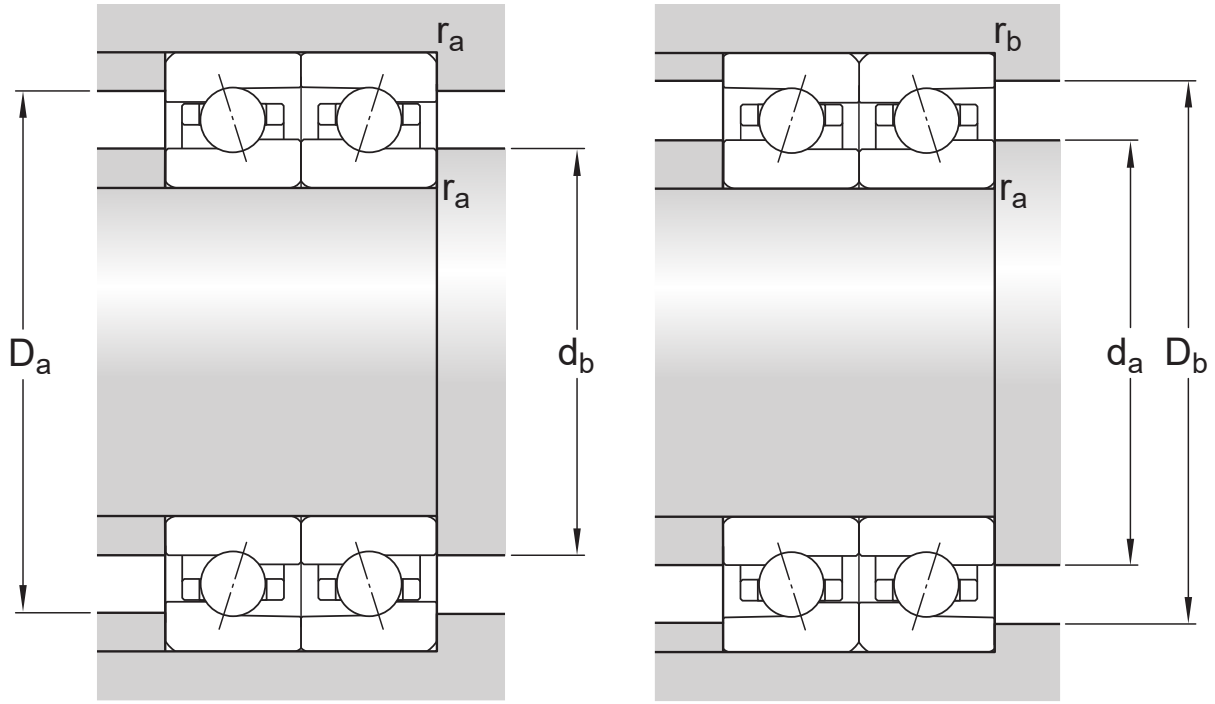
Technical specification

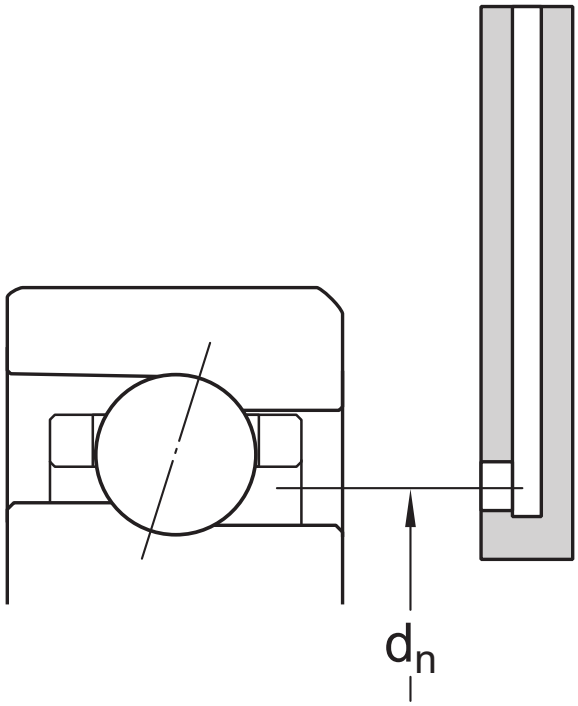
Universal matching bearing(s)	Yes, back-to-back (<>), face-to-face (><) or tandem (>>)



Dimensions

d	7 mm	Bore diameter
D	19 mm	Outside diameter
B	6 mm	Width
d_1	10.4 mm	Shoulder diameter of inner ring (large side face)
d_2	9.9 mm	Shoulder diameter of inner ring (small side face)
D_1	15.7 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	4.8 mm	Distance from side face to pressure point





Abutment dimensions

d_a	min. 9 mm	Diameter of shaft abutment
d_b	min. 9 mm	Diameter of shaft abutment
D_a	max. 17 mm	Diameter of housing abutment
D_b	max. 17.6 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	11.4 mm	Position of oil nozzle

Calculation data

Basic dynamic load rating	C	2.03 kN
Basic static load rating	C_0	0.64 kN
Fatigue load limit	P_u	0.027 kN
Attainable speed for grease lubrication		To be calculated: Single bearing (127000) x speed reduction factor (see table below)
Attainable speed for oil-air lubrication		To be calculated: Single bearing (190000) x speed reduction factor (see table below)
Contact angle	α	15 °
Ball diameter	D_w	3.572 mm
Number of rows	i	1
Number of balls (per bearing)	z	8
Reference grease quantity (per bearing)	G_{ref}	0.11 cm^3

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

Preload class		A
Preload when unmounted	G	10 N
Axial stiffness		8 N/µm

CORRECTION FACTORS FOR PRELOAD CALCULATION

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

FACTORS FOR EQUIVALENT BEARING LOAD CALCULATION

Calculation factor for equivalent loads	f_0	6.5
Additional factors for equivalent loads		Refer to Notes 1 and 2 below

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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