

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

# 71815 CDGB/P4

## Super-precision, high-capacity, universally matchable single row angular contact ball bearing

These super-precision, high-capacity, 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 to accommodate heavy loads at relatively high speeds under low to moderate operating temperatures. 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
- Very high load carrying capacity
- Relatively high speed and stiffness
- Universally matchable

# Overview

## Dimensions

| | |
|---|---|
| Bore diameter | 75 mm |
| Outside diameter | 95 mm |
| Width | 10 mm |
| Contact angle | 15 ° |

## Performance

| | |
|---|---|
| Basic dynamic load rating | 14.8 kN |
| Basic static load rating | 17 kN |
| Note | Refer to catalogue data or contact SKF for the attainable speeds |

## Properties

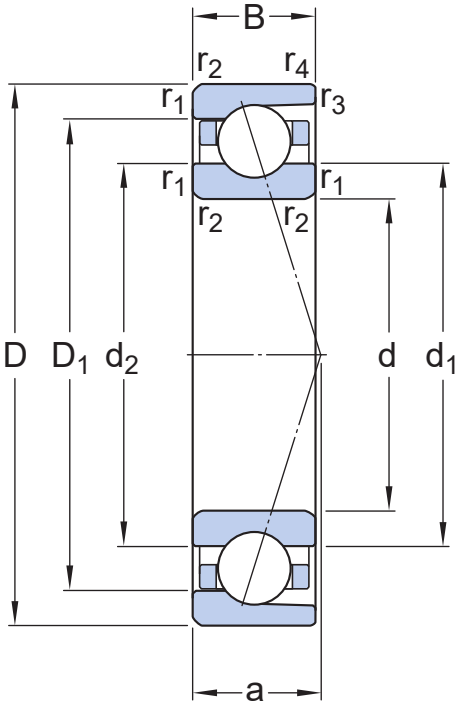
| | |
|---|---|
| Contact type | Normal contact (two-point contact) |
| Number of rows | 1 |
| Ring type | One-piece inner and outer rings |
| Design | High-capacity D |
| Universal matching bearing | Yes, back-to-back (<>), face-to-face (><) or tandem (>>) |
| Matched arrangement | No |
| Matched condition (axial clearance/ preload) | Measuring load, class B |
| Tolerance class | P4 |
| Material, bearing | Bearing steel |
| Coating | Without |
| Sealing | Without |
| Lubricant | None |
| Indicative carbon footprint for new product | 0.53 kg $CO_2e$ |

## Logistics

| | |
|---|---|
| Product net weight | 0.142 kg |
| eClass code | 23-05-08-04 |
| UNSPSC code | 31171531 |

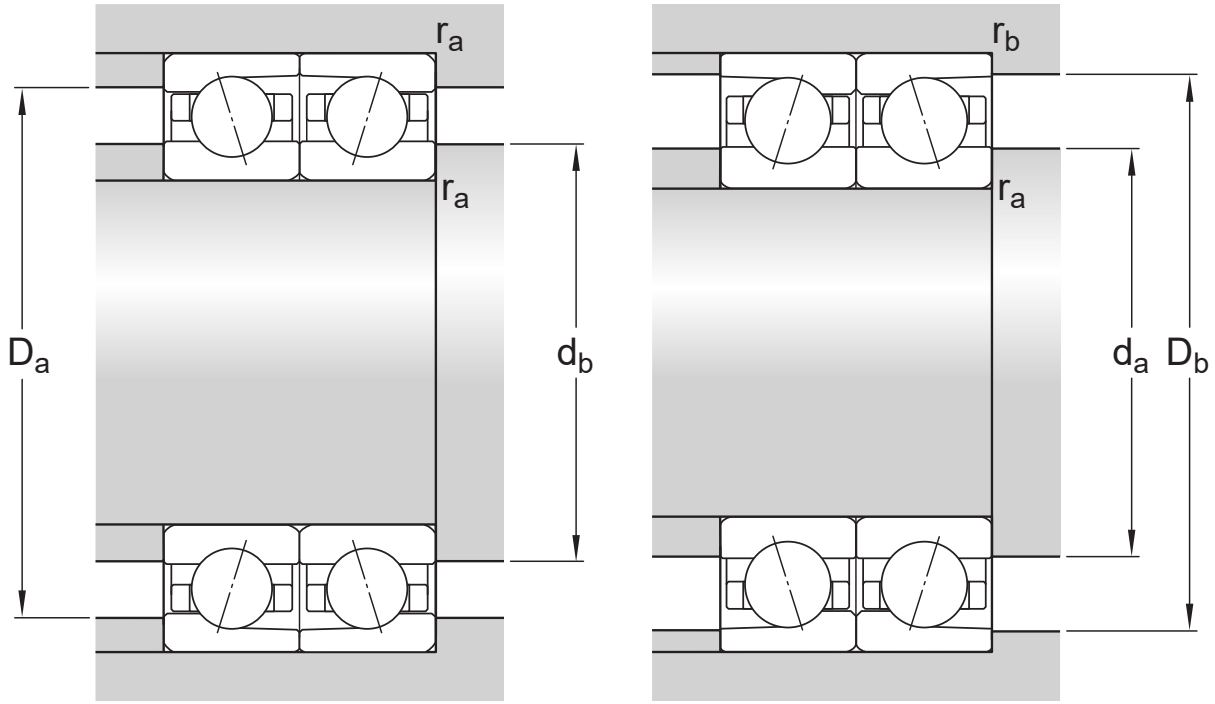
# Technical specification

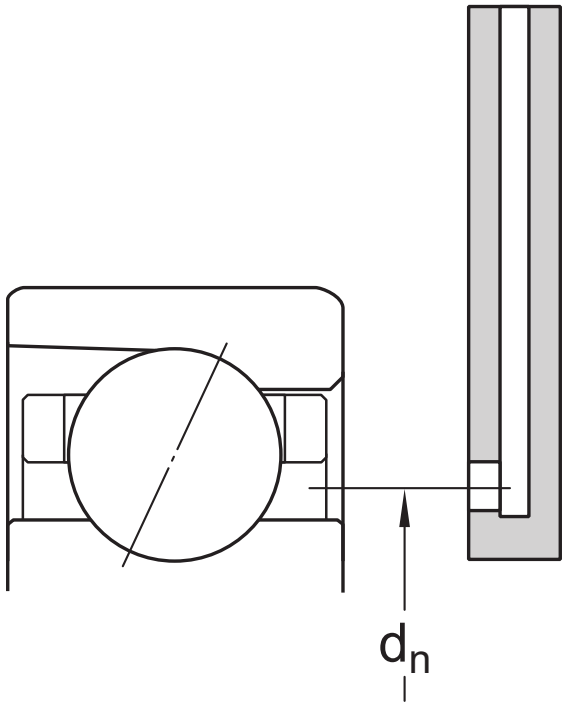
| | |
|---|---|
| Universal matching bearing(s) | Yes, back-to-back (<>), face-to-face (><) or tandem (>>) |




## Dimensions

| | | |
|---|---|---|
| d | 75 mm | Bore diameter |
| D | 95 mm | Outside diameter |
| B | 10 mm | Width |
| $d_1$ | 81.7 mm | Shoulder diameter of inner ring (large side face) |
| $d_2$ | 81.7 mm | Shoulder diameter of inner ring (small side face) |
| $D_1$ | 88.5 mm | Shoulder diameter of outer ring (large side face) |
| $r_{1,2}$ | min. 0.6 mm | Chamfer dimension |
| $r_{3,4}$ | min. 0.3 mm | Chamfer dimension |
| a | 16.4 mm | Distance from side face to pressure point |




## Abutment dimensions

| | | |
|---|---|---|
| $d_a$ | min. 78.2 mm | Diameter of shaft abutment |
| $d_b$ | min. 78.2 mm | Diameter of shaft abutment |
| $D_a$ | max. 91.8 mm | Diameter of housing abutment |
| $D_b$ | max. 93 mm | Diameter of housing abutment |

| | | |
|---|---|---|
| $r_a$ | max. 0.6 mm | Radius of fillet |
| $r_b$ | max. 0.3 mm | Radius of fillet |
| $d_n$ | 82.4 mm | Position of oil nozzle |

## Calculation data

| | | |
|---|---|---|
| Basic dynamic load rating | C | 14.8 kN |
| Basic static load rating | $C_0$ | 17 kN |
| Fatigue load limit | $P_u$ | 0.72 kN |
| Attainable speeds | | Refer to catalogue data or contact SKF for the attainable speeds |
| Contact angle | α | 15 ° |
| Ball diameter | $D_w$ | 5.556 mm |
| Number of rows | i | 1 |
| Number of balls (per bearing) | z | 33 |
| Reference grease quantity (per bearing) | $G_{ref}$ | 1.5 $cm^3$ |

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

| | | |
|---|---|---|
| Preload class | | B |
| Preload when unmounted | G | 225 N |
| Axial stiffness | | 119 N/µm |

### CORRECTION FACTORS FOR PRELOAD CALCULATION

| | | |
|---|---|---|
| Correction factor dependent on bearing series and size | f | 1.4 |
| Correction factor dependent on contact angle | $f_1$ | 1 |
| Correction factor, preload class B | $f_{2B}$ | 1.1 |
| Correction factor for hybrid bearings | $f_{HC}$ | 1 |

### FACTORS FOR EQUIVALENT BEARING LOAD CALCULATION

| | | |
|---|---|---|
| Calculation factor for equivalent loads | $f_0$ | 17.3 |
| 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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