

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

S71914 FE/HCP4ATGA

Matched set of three super-precision, high-speed E design, single row angular contact ball bearings with seals

These sets of three matched super-precision angular contact ball bearings are available as universally matchable bearings or as preconfigured arrangements. Sets arranged in back-to-back and tandem, or face-to-face and tandem, are available in different preload classes and correct mounting results in preload within a predetermined range, without the need for shims or similar devices. Sets of three bearings paired in tandem need to be mounted against a single bearing, or another set of bearings in tandem, to achieve the desired preload. The bore and outside diameters of the bearings are matched to within a maximum of one-third of the permitted diameter tolerance, to provide better load distribution than single universally matchable bearings.

- Very high running accuracy
- High axial and radial stiffness
- High axial and radial load carrying capacity
- Non-contact seals
- Integral sealing prolongs bearing service life

Overview

Dimensions

Bore diameter	70 mm
Outside diameter	100 mm
Width	48 mm
Contact angle	18 °

Performance

Basic dynamic load rating	49.4 kN
Basic static load rating	47.5 kN
Note	Refer to catalogue data or contact SKF for the attainable speeds

Properties

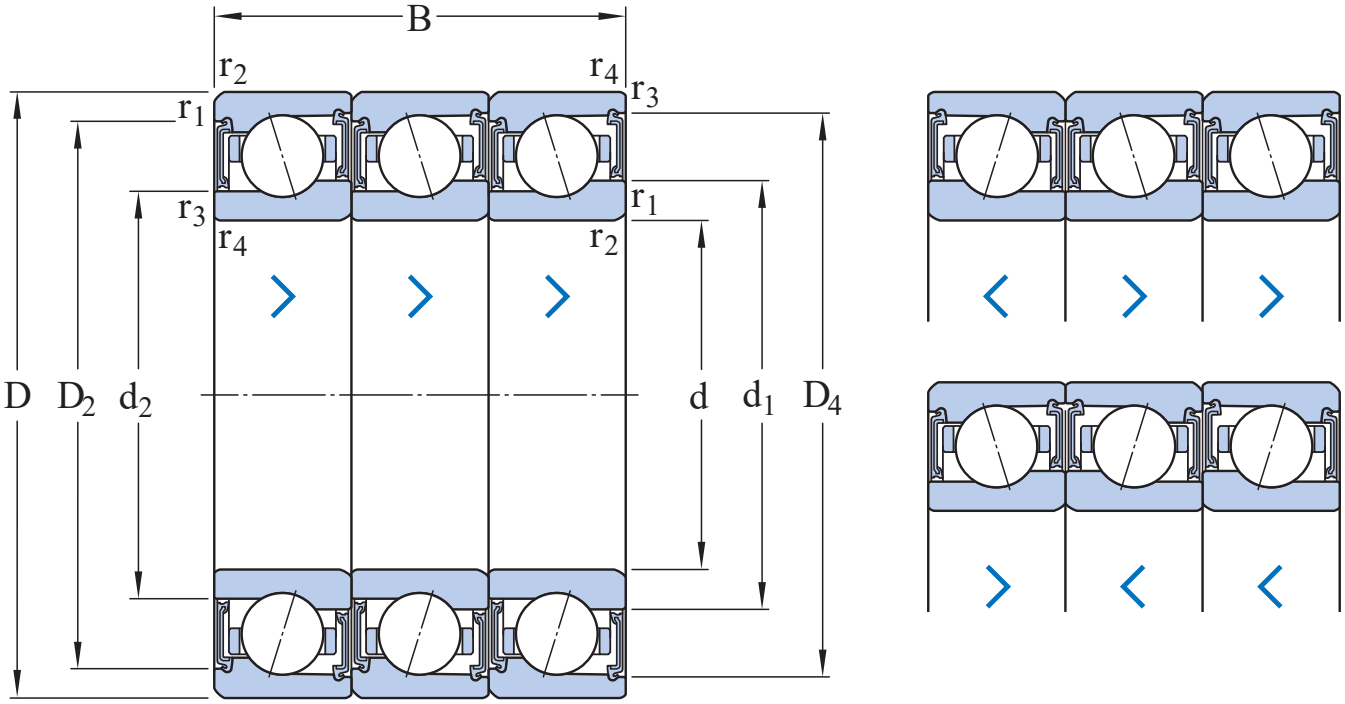
Contact type	Normal contact (two-point contact)
Number of rows	3
Ring type	One-piece inner and outer rings
Design	High-speed E
Universal matching bearing	Yes, back-to-back (<>), face-to-face (><) or tandem (>>)
Matched arrangement	Universal matching
Number of bearings in matched set	3
Matched condition (axial clearance/ preload)	Light preload
Tolerance class	P4A
Material, bearing	Hybrid (ceramic balls)
Coating	Without
Sealing	Seal on both sides
Sealing type	Non-contact
Lubricant	Grease
Indicative carbon footprint for new product	3.2 kg CO_2e

Logistics

Product net weight	0.854 kg
eClass code	23-05-08-03
UNSPSC code	31171531

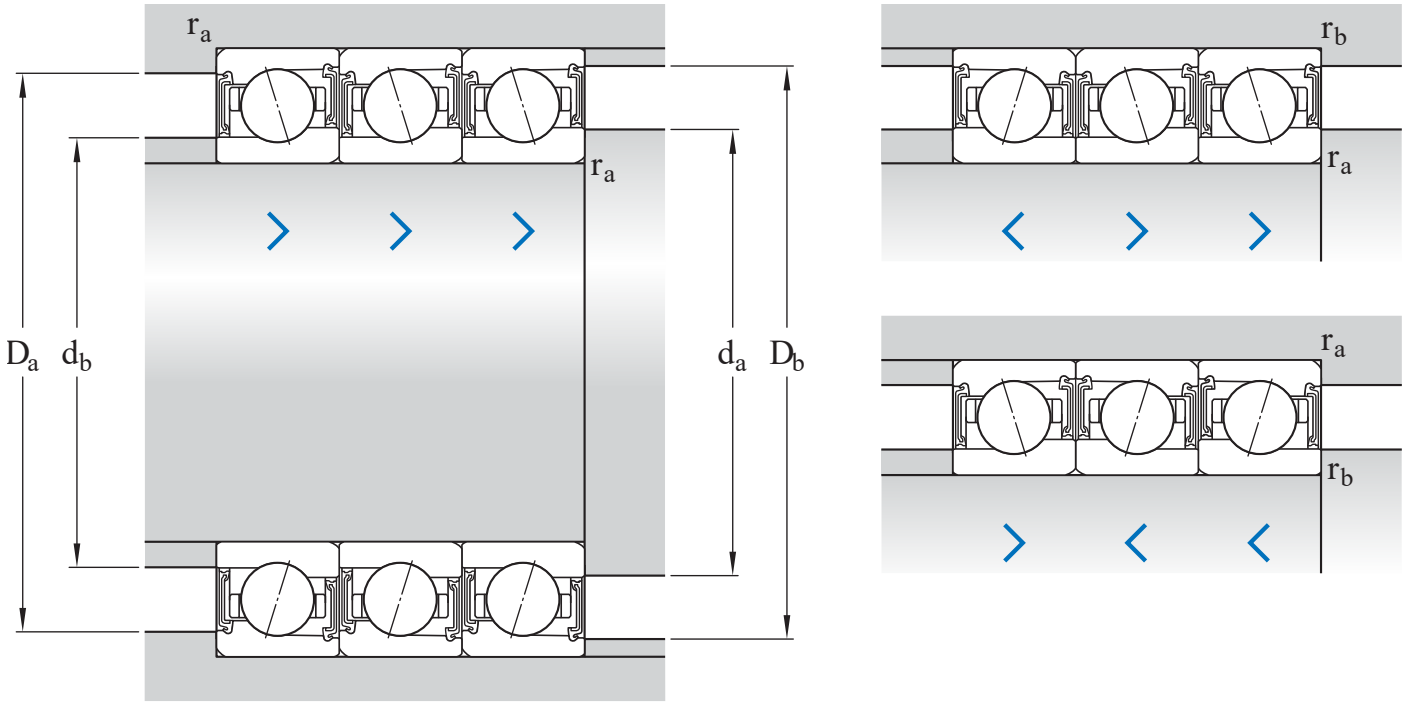
Technical specification

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



Dimensions

d	70 mm	Bore diameter
D	100 mm	Outside diameter
B	48 mm	Width
d_1	79.3 mm	Shoulder diameter of inner ring (large side face)
d_2	76.8 mm	Shoulder diameter of inner ring (small side face)
D_2	93.6 mm	Recess diameter of outer ring (large side face)
D_4	95.3 mm	Recess diameter outer ring shoulder (small side face)
$r_{1,2}$	min. 1 mm	Chamfer dimension
$r_{3,4}$	min. 0.3 mm	Chamfer dimension



Abutment dimensions

d_a	min. 74.6 mm	Diameter of shaft abutment
d_a	max. 78.7 mm	Diameter of shaft abutment
d_b	min. 72 mm	Diameter of shaft abutment
d_b	max. 76.2 mm	Diameter of shaft abutment
D_a	max. 95.4 mm	Diameter of housing abutment
D_b	max. 98 mm	Diameter of housing abutment
r_a	max. 1 mm	Radius of fillet
r_b	max. 0.3 mm	Radius of fillet

Calculation data

Basic dynamic load rating	C	49.4 kN
Basic static load rating	C_0	47.5 kN
Fatigue load limit	P_u	1.46 kN
Attainable speed for grease lubrication		To be calculated: Single bearing (21000) 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	18 °
Ball diameter	D_w	9.525 mm

Number of rows	i	3
Number of balls (per bearing)	z	22

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

Preload class		A
Preload and stiffness		Preload and stiffness depend on final arrangement. Contact SKF

CORRECTION FACTORS FOR PRELOAD CALCULATION

Correction factor dependent on bearing series and size	f	1.1
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

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.

Compatible products

Aftermarket replacement

Super-precision, high speed, E design, universally matchable single row angular contact ball bearing with seals	3 x S71914 FEGA/HCP4A *Verify quantity of bearing rows*

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