

Limiting Speed Calculation

$$n_{max} [rpm] = V_h \cdot K_1 \cdot K_2 \cdot K_3 \cdot K_4$$

	K₁		K₂			K₃		K₄	
	Arrangement and Preload		Precision			Lubrication		Contact Angle	
	SEA - SEB - VEB EX - VEX - E200 BS200 - BS	HX - HB	SEA - SEB - VEB EX - VEX - E200 HX - HB	BS200 - BS		ALL	SEA - SEB - VEB EX - VEX - E200 HX - HB	BS200 - BS	
T	0.90	0.90							
DDL - FFL	0.80 - 0.77	0.83 - 0.80							
TDL - TFL	0.72 - 0.66	0.75 - 0.66	ABEC 9	1.00	-	oil	1.00	15°	1.00
TDTL - TFTL	0.64 - 0.62	0.67 - 0.64							
DDM - FFM	0.65 - 0.61	0.78 - 0.74	ABEC 7	0.90	1.00				62°
TDM - TFM	0.58 - 0.49	0.70 - 0.60							
TDTM - TFTM	0.54 - 0.48	0.64 - 0.60	ABEC 5	0.81	0.90	grease	0.65	25°	0.90
DDF - FFF	0.40 - 0.36	0.58 - 0.54							
TDF - TFF	0.36 - 0.24	0.52 - 0.40							
TDTF - TFTF	0.34 - 0.27	0.49 - 0.41							

Bearing Preload Calculation

$$Pr [daN] = C_{33} \cdot K_5$$

$$Pr [daN] = C_0 \cdot K_5$$

		SEA - SEB - VEB - EX - VEX - E200		HB - HX		BS200 - BS	
Preload		K₅		K₅		K₅	
		Contact Angle		Contact Angle		Contact Angle	
		15°	25°	15°	25°	62°	
L	Light	0.005	0.009	0.0032	0.0054	0.0111	
M	Medium	0.015	0.027	0.0065	0.0109	0.0335	
F	Heavy	0.031	0.053	0.0194	0.0328	0.0670	