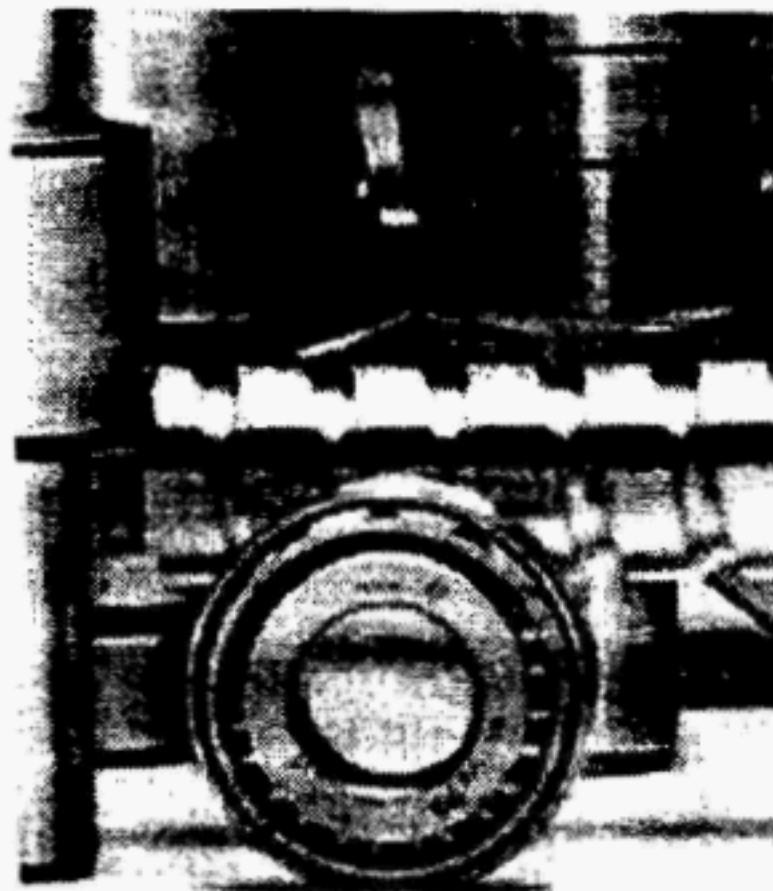


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**AMERICAN  
NATIONAL  
STANDARD**

**ABMA Standard  
ISO Standard**

**Aerospace –  
Airframe ball bearings,  
single-row, rigid, precision,  
sealed, intermediate duty –  
Inch series**

Secretariat  
American Bearing Manufacturers Association

Approved July 15, 1999



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**American National Standards Institute, Inc.**

## Foreword

(This foreword is not part of ANSI/ABMA/ISO 14209:1997.)

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been authorized has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committee are circulated to member bodies for voting. Publication as an International Standard requires approval of at least 75% of the member bodies casting a vote.

International Standard 14209 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee 15, *Airframe bearings*.

This standard was processed and approved for submittal to ANSI by Accredited Standards Committee B3 on Ball and Roller Bearings. Committee approval of this standard does not necessarily imply that all committee members voted for its approval.

Suggestions for the improvement of this standard gained through experience with its use will be welcomed. These should be sent to: American Bearing Manufacturers Association Secretariat, ANSI ASC B3, 1200 19th Street, NW, Suite 300, Washington DC 20036-2422.

# Aerospace — Airframe ball bearings, single-row, rigid, precision, sealed, intermediate duty — Inch series

## 1 Scope

This International Standard specifies the characteristics, boundary dimensions, tolerances, clearances and load ratings of inch series, single-row, sealed, rigid, intermediate duty, ball bearings with increased precision and reduced internal clearance used in airframe applications. These bearings are full complement (without cage) with a single row of balls and filling slot. These bearings are designed to withstand only slow rotations and oscillations under load and are intended for use between fixed and moving parts of an aircraft structure and their control surfaces.

The airframe ball bearings covered by this International Standard are designed to operate in the temperature range of  $-54^{\circ}\text{C}$  to  $+150^{\circ}\text{C}$ .

## 2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 683-17:—<sup>1)</sup>, *Heat-treated steels, alloy steels and free-cutting steels — Part 17: Ball and roller bearing steels.*

ISO 1132:1980, *Rolling bearings — Tolerances — Definitions.*

ISO 2082:1986, *Metallic coatings — Electroplated coatings of cadmium on iron or steel.*

ISO 4520:1981, *Chromate conversion coatings on electroplated zinc and cadmium coatings.*

ISO 5593:1997, *Rolling bearings — Vocabulary.*

ISO 8075:1985, *Aerospace — Surface treatment of hardenable stainless steel parts.*

ISO 14190:1998, *Aerospace — Airframe rolling bearings: ball and spherical roller bearings — Technical specification.*

AMS 2417E:1993, *Plating, zinc-nickel alloy.*<sup>2)</sup>

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<sup>1)</sup> To be published. (Revision of ISO 683-17:1976)

<sup>2)</sup> Available from: SAE International  
400 Commonwealth Drive  
Warrendale, PA 15096-0001  
USA



### 3 Definitions

For the purposes of this International Standard, the definitions given in ISO 5593 apply.

### 4 Symbols

4.1 For the purposes of this International Standard, the symbols given in ISO 1132 apply. The symbols (except those for tolerances) shown in figure 1 and the values given in tables 1 and A.1 denote nominal dimensions unless specified otherwise.

4.2 Additional symbols for bearings covered by this International Standard are the following.

$C_s$  permissible static radial load

$F_{a \max}$  permissible static axial load

### 5 Required characteristics

#### 5.1 Dimensions — Tolerances — Internal clearances — Loads

Values are given in table 1. Where plating is specified, tolerances are applicable after plating.

Configuration is given in figure 1. The configuration for and installation process of seals are at the manufacturer's option.

#### 5.2 Surface roughness

Inner and outer ring raceways and rolling elements shall have a surface roughness of  $R_a = 0,2 \mu\text{m max}$ .

Bore, side faces and cylindrical outer surface shall have a surface roughness of  $R_a = 0,8 \mu\text{m max}$  before surface treatment.

### 6 Materials

#### 6.1 Low alloy through hardening bearing steel (code letters F, D, M and Z)

Rings: bearing steel — ISO 683-17, type 1, surface hardness 59 HRC to 64 HRC (710 HV to 840 HV).

Balls: bearing steel — ISO 683-17, type 1, heat treated to 59 HRC to 64 HRC (710 HV to 840 HV).

#### 6.2 Corrosion-resistant stainless steel (code letters C and H)

Rings: bearing steel — ISO 683-17, type 21, hardness  $\geq 58 \text{ HRC}$  ( $\geq 670 \text{ HV}$ ).

Balls: bearing steel — ISO 683-17, type 21, hardness  $\geq 58 \text{ HRC}$  ( $\geq 670 \text{ HV}$ ).

#### 6.3 General

Seals: polytetrafluoroethylene (PTFE) or polytetrafluoroethylene (PTFE) sheet, glass-fabric reinforced.

Seal retainers: corrosion-resistant steel.

## 7 Surface treatment

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**7.1** All elements manufactured from corrosion-resistant steel which are not cadmium plated or zinc-nickel plated (code letter C) shall be passivated in accordance with ISO 8075 or cleaned by a mechanical method.

**7.2** If made of corrosion-resistant steel, cadmium plating (code letter H) shall be subject to agreement between the customer and the manufacturer.

**7.3** Where cadmium plating is specified (code letters D, M and H), it shall be in accordance with ISO 2082. The external surfaces of bearing rings, except the bore of the inner ring, shall be cadmium plated. Plating on the internal surfaces shall be at the manufacturers option, except the raceways shall not be plated. The thickness of the plating shall not be less than 7  $\mu\text{m}$  and not more than 15  $\mu\text{m}$ , except plating on the chamfers of the bore may vary from the specified thickness. The bearing shall be embrittlement-relieved within 4 h of plating by heat treatment at  $140\text{ }^{\circ}\text{C} \pm 10\text{ }^{\circ}\text{C}$  for a minimum of 8 h followed by chromate treatment in accordance with ISO 4520 (code letters D and H only).

**7.4** Where zinc-nickel plating is specified (code letter Z), it shall be in accordance with AMS 2417E, type 2. The surface coverage of the plating shall be as specified in 7.3. The thickness of the plating shall not be less than 7  $\mu\text{m}$  or more than 15  $\mu\text{m}$ .

## 8 Lubrication

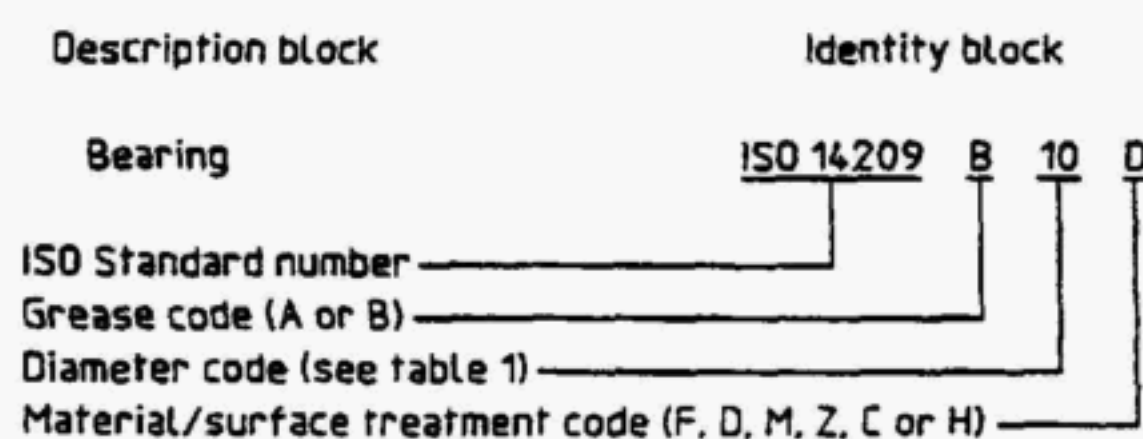
The bearing shall be prelubricated with either grease A or B, as specified by the customer.

NOTE — Descriptions of grease A and grease B are given in ISO 14190:1998, annex H.

## 9 Designation

Bearings in accordance by this International Standard shall be designated only as shown in the following example.

### EXAMPLE



where the following codes are applied:

— greases:

A = ester type grease;

B = synthetic hydrocarbon-type grease;

— materials/surface treatments:

F = material: low alloy bearing steel;

surface treatment: none;

D = material: low alloy bearing steel;

surface treatment: cadmium plated with chromate treatment;

M = material: low alloy bearing steel;

surface treatment: cadmium plated without chromate treatment;



**Z** = material: low alloy bearing steel;  
 surface treatment: zinc-nickel plated;  
**C** = material: corrosion-resistant stainless steel;  
 surface treatment: none;  
**H** = material: corrosion-resistant stainless steel;  
 surface treatment: cadmium plated with chromate treatment.

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## 10 Identification marking

In addition to the manufacturer's name or trademark, each bearing shall be permanently and legibly marked, using the identity block as defined in clause 9. Marking position and method are at the manufacturer's option.

## 11 Technical specification

Airframe ball bearings supplied to this International Standard shall conform to the requirements of ISO 14190.

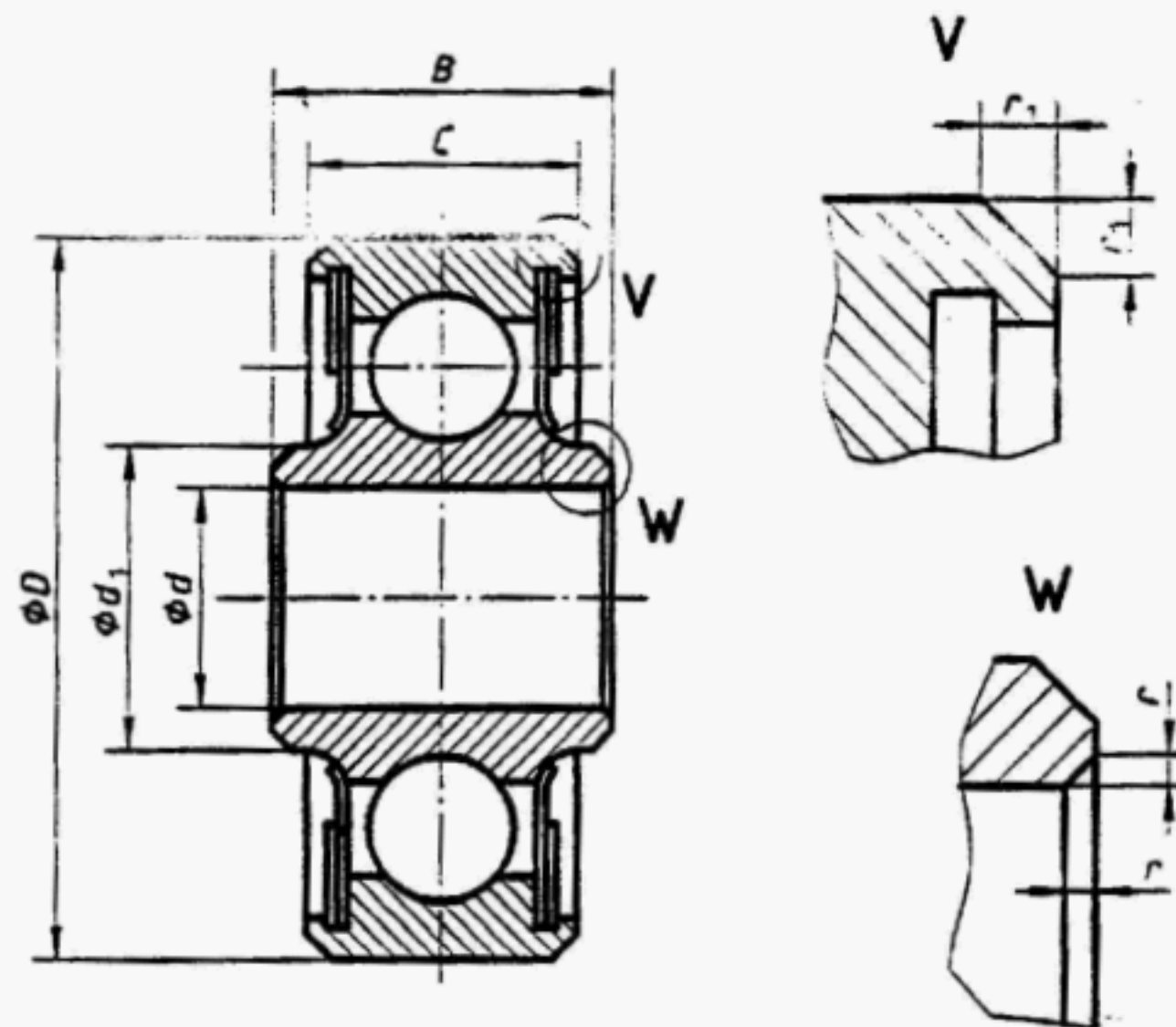


Figure 1

Table 1

Dimensions in millimetres,  
tolerances in micrometres

tolerances in micrometre												
Diameter code	$d$ +3 -10	$D$ +5 -15	$B$ 0 -64	$C$ 0 -127	$\Delta_{dmp}$	$\Delta_{Dmp}$	$V_{Bs}$ max.	$V_{Cs}$ max.	$d_1$ =	$r$	$r_1$	Mass g =
03	4,826	19,746	7,544	6,858	0 -8	0 -10	13	13	8,38	0,127 to 0,508	0,559 to 0,94	14
04	6,35	22,896	12,294	8,509					9,91			18
05	7,938	31,75	14,173	9,525					11,94	0,381 to 0,762	0,813 to 1,194	41
06	9,525	36,512	15,748	11,913					14,99			68
08	12,7	42,862		12,7					19,05		1,118 to 1,499	95
10	15,875	49,212							21,59			127

Diameter code	Internal clearances		Runout tolerances max. $\mu\text{m}$				Starting torque  max.  $\text{mN}\cdot\text{m}$	Permissible static radial load  $C_s$  kN	Permissible static axial load  $F_{a\text{ max}}$  kN
	$\mu\text{m}$		$\mu\text{m}$						
	Radial	Axial	Radial		Axial				
	$G_r$	$G_a$ max.	$K_{ia}$	$K_{ea}$	$S_{ia}$	$S_{ea}$			
03	10 to 25	102	25	41	25	41	14,1	8,36	4
04								11,92	5,34
05								25	11,12
06							21,2	35,19	15,57
08		140					28,2	52,53	23,13
10								62,72	27,58

# Annex A

(informative)

## Imperial unit information

Table A.1 gives the Imperial (non-SI) unit information that is the basis for the normative portion of this International Standard.

Table A.1

Dimensions in inches,  
tolerances in 0,000 1 inches

Diameter code	$d$ +1 -4	$D$ +2 -6	$B$ 0 -25	$C$ 0 -50	$\Delta_{dmp}$	$\Delta_{Dmp}$	$V_{Bs}$ max.	$V_{Cs}$ max.	$d_1$ =	$r$	$r_1$	Mass lb =
03	0,19	0,777 4	0,297	0,27	0 -3	0 -4	5	5	0,33	0,005 to 0,02	0,022 to 0,037	0,03
04	0,25	0,901 4	0,484	0,34					0,39		0,032 to 0,047	0,04
05	0,312 5	1,25	0,558	0,375					0,47	0,015 to 0,03		0,09
06	0,375	1,437 5	0,62	0,469					0,59			0,15
08	0,5	1,687 5		0,75					0,21			
10	0,625	1,937 5		0,5					0,85	0,044 to 0,059	0,28	

Diameter code	Internal clearances		Runout tolerances max.				Starting torque  max.  in-oz	Permissible static radial load  $C_s$  lbf	Permissible static axial load  $F_a$ max  lbf
	0,000 1 in		0,000 1 in						
	Radial  $G_r$	Axial  $G_a$ max.	Radial		Axial				
			$K_{ia}$	$K_{ea}$	$S_{ia}$	$S_{ea}$			
03	2 to 5	30	5	8	7	10	2	1 880	900
04								2 680	1 200
05								5 620	2 500
06							3	7 910	3 500
08		50					4	11 810	5 200
10								14 100	6 200



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## ICS 49.035

**Descriptors:** aircraft industry, rolling bearings, airframe bearings, ball bearings, single-row bearings, precision bearings, specifications, materials specifications, characteristics, load capacity, dimensions, overall dimensions, lubrication, designation, marking, imperial system.

**Price based on 6 pages**

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