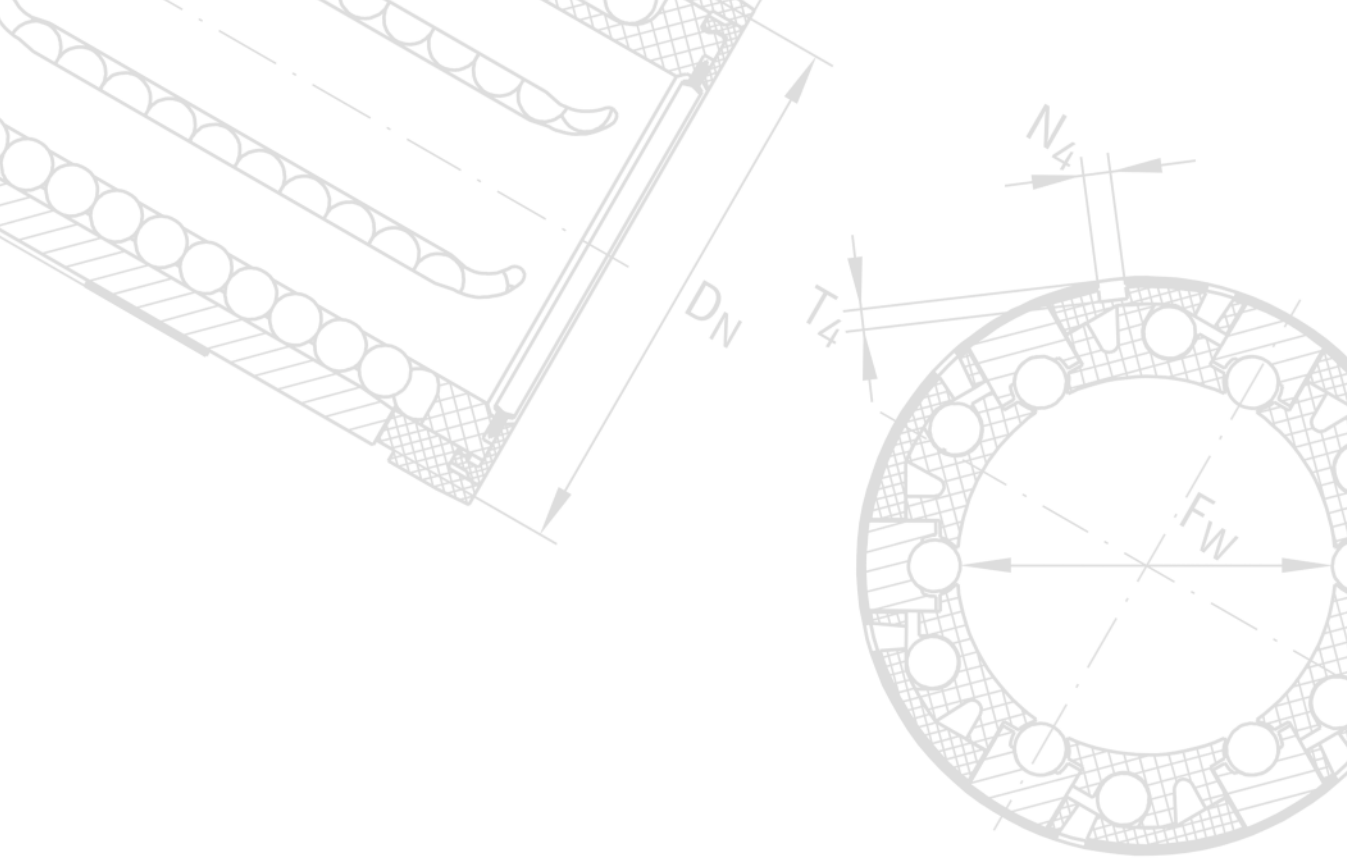


# Shaft Guidance Systems

Linear bearings, linear bearing and housing units  
Solid shafts, hollow shafts  
Shaft and support rail units  
Shaft support blocks

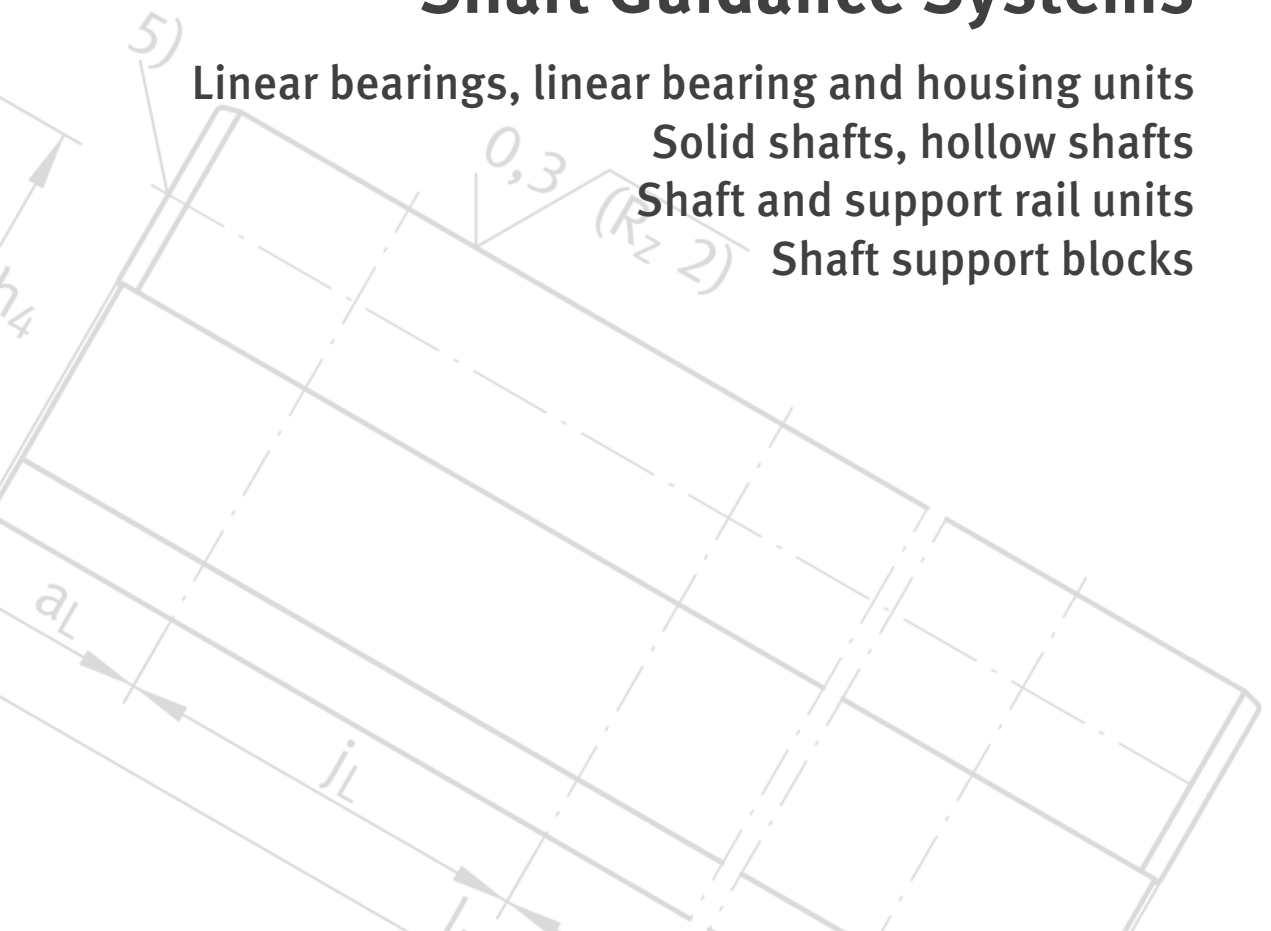
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# Shaft Guidance Systems

- Linear bearings, linear bearing and housing units
- Solid shafts, hollow shafts
- Shaft and support rail units
- Shaft support blocks



All data have been prepared with a great deal of care and checked for their accuracy but no liability can be accepted for any errors or omissions. We reserve the right to make technical modifications.

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# Foreword

Shaft guidance systems comprise shafts or shaft and support rail units combined with low-friction linear ball or plain bearings. The shafts can be either solid or hollow shafts, shaft and support rail units are always solid. For ease of fixing to the adjacent construction, the guidance systems are also available as complete linear bearing and housing units.

## **Economical due to modular concept**

The complete range, structured according to a modular concept, allows particularly application-oriented, technically up-to-date and highly economical linear bearing guidance systems with a long, maintenance-free operating life.

Bearings and units are available in the compact, light, heavy duty, machined and plain bearing range. Each series has highly specific characteristics that precisely define it as suitable for particular applications.

## **Linear bearings**

Linear ball bearings can support high radial loads while having a relatively low mass and allow the construction of linear guidance systems with unlimited travel. The bearings are available in closed versions and with a segment cutout for supported shafts. In some series, the radial clearance can be adjusted. This makes it possible to achieve clearance-free or preloaded guidance systems. Depending on the application, the linear bearings do not have seals or are fitted with contact seals on both sides.

## **Linear bearing and housing units**

In the case of the linear bearing and housing units, the bearing is integrated in a strong, rigid housing. The housings are available in closed, open, slotted and tandem versions. Due to their low total mass, the units are particularly suitable for reduced mass designs with high loads and where higher accelerations and travel velocities are required. As a result of volume production in large quantities, the complete units are normally considerably more economical than customers' own designs.



# Contents

	Page
Product index .....	6
Product overview .....	10
Shaft guidance systems	
Technical principles .....	12
Linear bearings, linear bearing and housing units .....	44
Solid shafts, hollow shafts .....	104
Shaft and support rail units .....	128
Shaft support blocks .....	144
Addresses .....	156

# Product index

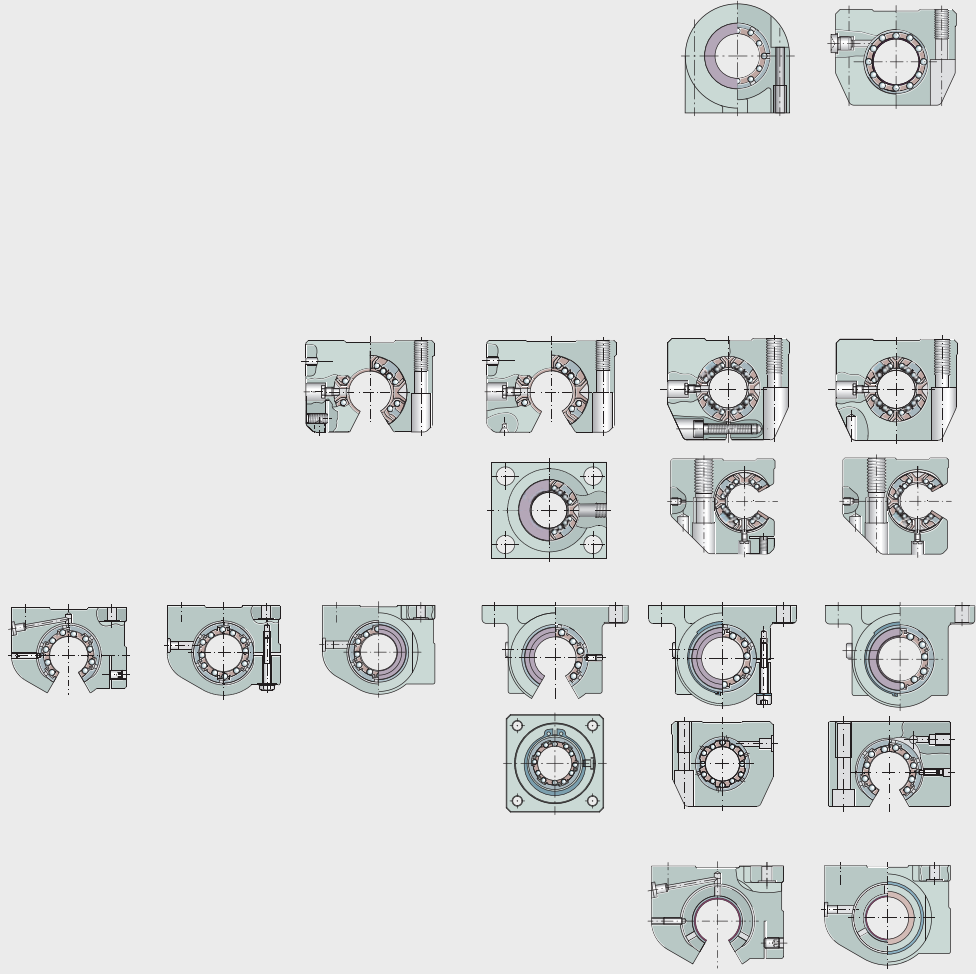
	Page
<b>KH</b>	Linear ball bearing, compact range..... 48
<b>KGHA..-PP</b>	Linear ball bearing and housing unit, compact range, closed, sealed ..... 48
<b>KGHK..-B-PP-AS</b>	Linear ball bearing and housing unit, compact range, closed, sealed, relubrication facility ..... 48
<b>KTHK..-B-PP-AS</b>	Linear ball bearing and housing unit, compact range, closed, bearings in tandem arrangement, sealed, relubrication facility ..... 48
<b>KN..-B</b>	Linear ball bearing, light range, closed, self-aligning..... 48
<b>KNO..-B</b>	Linear ball bearing, light range, segment cutout, self-aligning ..... 48
<b>KS</b>	Linear ball bearing, heavy duty range, closed, self-aligning..... 49
<b>KSO</b>	Linear ball bearing, heavy duty range, segment cutout, self-aligning ..... 49
<b>KGSC..-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, segment cutout, sealed, relubrication facility ..... 49
<b>KGSCS..-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, segment cutout, slotted housing, sealed, relubrication facility ..... 49
<b>KGSNG..-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, closed, sealed, relubrication facility ..... 49
<b>KGSNO..-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, segment cutout, sealed, relubrication facility ..... 49
<b>KGSNOS..-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, segment cutout, slotted housing, sealed, relubrication facility ..... 49
<b>KGSNS..-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, slotted housing, sealed, relubrication facility ..... 49
<b>KTFS</b>	Linear ball bearing and housing unit, heavy duty range, closed, bearings in tandem arrangement, with centring collar, sealed, relubrication facility ..... 49

	Page
<b>KTSG...-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, closed, bearings in tandem arrangement, sealed, relubrication facility..... 49
<b>KTSO...-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, bearings in tandem arrangement, segment cutout, sealed, relubrication facility..... 49
<b>KTSS...-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, bearings in tandem arrangement, segment cutout, slotted housing, sealed, relubrication facility ..... 49
<b>KTSS...-PP-AS</b>	Linear ball bearing and housing unit, heavy duty range, closed, bearings in tandem arrangement, slotted housing, sealed, relubrication facility ..... 49
<b>KB</b>	Linear ball bearing, machined range, closed ..... 50
<b>KBO</b>	Linear ball bearing, machined range, closed, segment cutout..... 50
<b>KBS</b>	Linear ball bearing, machined range, slotted ..... 50
<b>KFB...-B-PP-AS</b>	Linear ball bearing and housing unit, machined range, closed, with flange, sealed, relubrication facility..... 51
<b>KGB...-PP-AS</b>	Linear ball bearing and housing unit, machined range, closed, sealed, relubrication facility..... 50
<b>KGBA...-PP-AS</b>	Linear ball bearing and housing unit, machined range, closed, sealed, relubrication facility..... 50
<b>KGBAO...-PP-AS</b>	Linear ball bearing and housing unit, machined range, segment cutout, sealed, relubrication facility ..... 50
<b>KGBAS...-PP-AS</b>	Linear ball bearing and housing unit, machined range, slotted housing, sealed, relubrication facility ..... 50
<b>KGBO...-PP-AS</b>	Linear ball bearing and housing unit, machined range, segment cutout, sealed, relubrication facility ..... 50
<b>KGBS...-PP-AS</b>	Linear ball bearing and housing unit, machined range, slotted housing, sealed, relubrication facility ..... 50

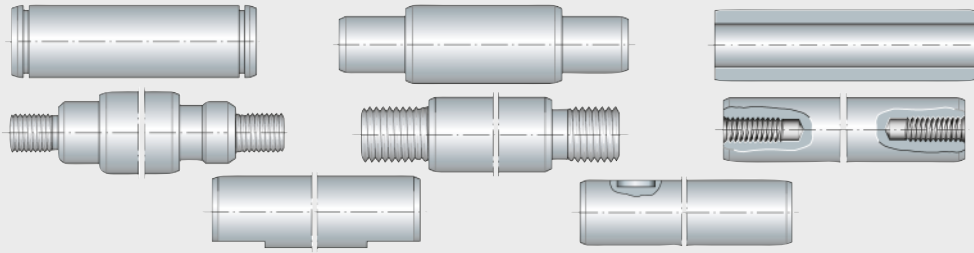
# Product index

	Page
KTB..-PP-AS	Linear ball bearing and housing unit, machined range, closed, bearings in tandem arrangement, sealed, relubrication facility ..... 50
KTBO..-PP-AS	Linear ball bearing and housing unit, machined range, segment cutout, bearings in tandem arrangement, sealed, relubrication facility ..... 50
PAB..-PP-AS	Linear plain bearing, plain bearing range, closed, sealed, relubrication facility ..... 51
PABO..-PP-AS	Linear plain bearing, plain bearing range, segment cutout, sealed, relubrication facility ..... 51
PAGBA..-PP-AS	Linear plain bearing and housing unit, plain bearing range, closed, sealed, relubrication facility ..... 51
PAGBAO..-PP-AS	Linear plain bearing and housing unit, plain bearing range, segment cutout, sealed, relubrication facility ..... 51
W	Solid shafts ..... 108
WH	Hollow shafts ..... 108
TSNW	Shaft and support rail unit for fixing from above ..... 132
TSNW..-G4	Shaft and support rail unit for fixing from above ..... 132
TSNW..-G5	Shaft and support rail unit for fixing from above ..... 132
TSUW	Shaft and support rail unit for fixing from below ..... 132
TSWW	Shaft and support rail unit for fixing from above ..... 132
TSWWA	Shaft and support rail unit for fixing from above ..... 132
FW..-B	Shaft support block with flange ..... 148
GW	Shaft support block ..... 148
GWA..-B	Shaft support block ..... 148
GWH..-B	Shaft support block ..... 148
GWN..-B	Shaft support block ..... 148

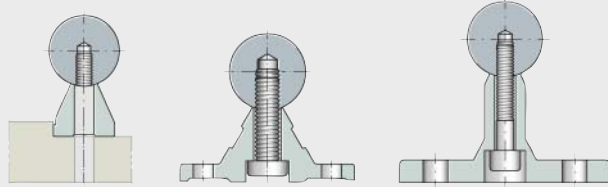




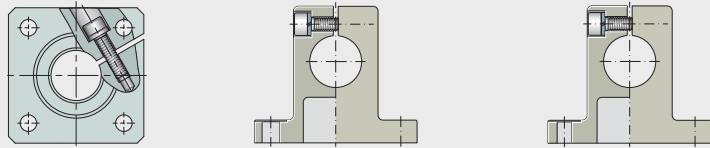
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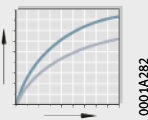


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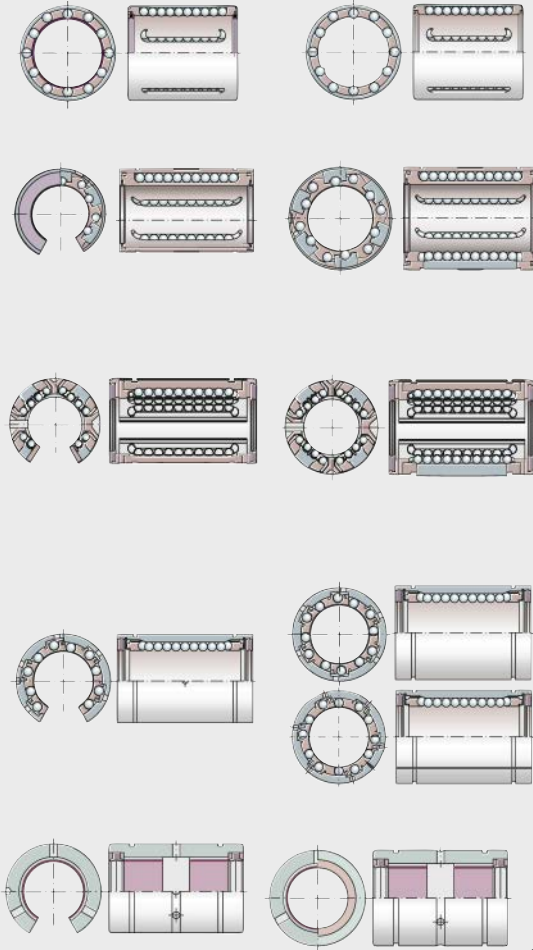


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## Technical principles



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### Linear bearings, linear bearing and housing units

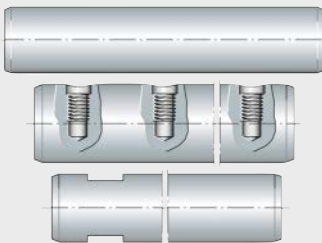
Compact range

Light range

Heavy duty range

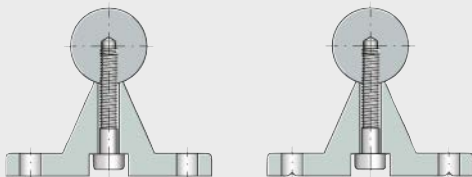
Machined range

Plain bearing range



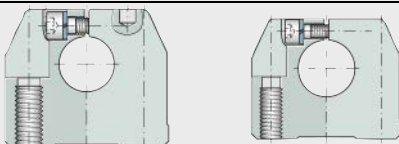
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### Solid shafts Hollow shafts



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### Shaft and support rail units



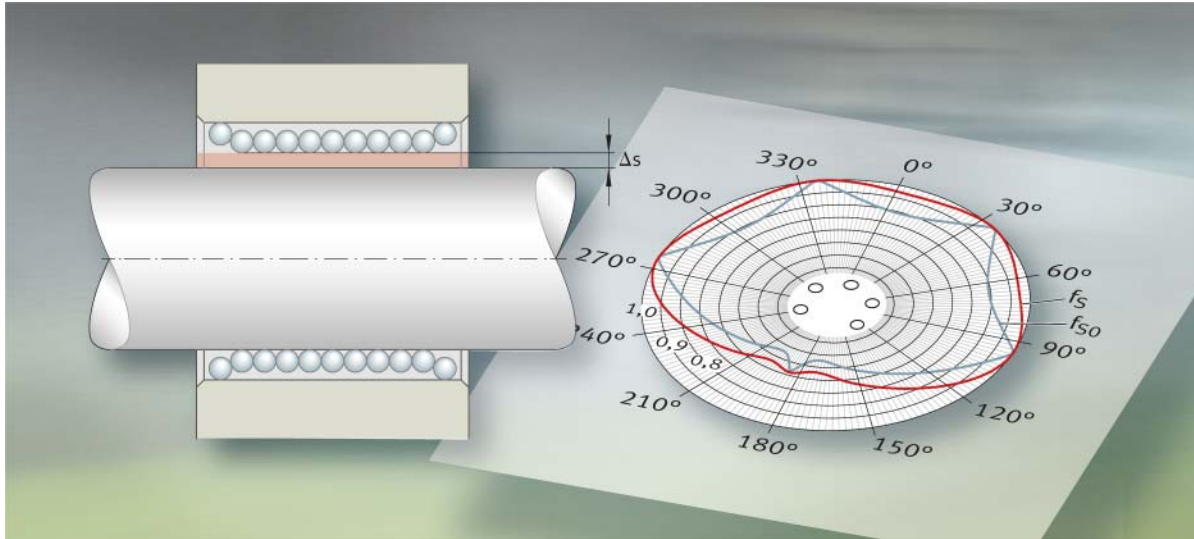
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### Shaft support blocks



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## Appendix



## Technical principles

- Load carrying capacity and life
- Friction
- Lubrication
- Design of bearing arrangements
- Operating clearance
- Fitting



# Technical principles

	Page
<b>Load carrying capacity and life</b>	
Basic rating life .....	15
Operating life .....	16
Static load safety factor .....	16
Influence of the shaft raceway on basic load ratings .....	17
Differences in raceway hardness .....	17
Load direction and position of the ball rows .....	18
Main load direction .....	18
Linear ball bearings .....	19
Linear ball bearing and housing units .....	19
Misalignment of the shaft .....	25
Load factors in misalignment .....	25
Compensation of misalignments in the light and heavy duty range .....	26
<b>Friction</b>	
Coefficient of friction .....	27
Coefficient of friction in unsealed bearings .....	27
<b>Lubrication</b>	
Grease lubrication .....	28
Structure of suitable greases .....	28
Initial greasing and operating life .....	28
Relubrication of linear ball bearings in housings .....	29
Lubrication nipples for housings .....	30
Application in special environments .....	32
Oil lubrication .....	32
Suitable oils .....	32
<b>Design of bearing arrangements</b>	
Location .....	33
Linear ball bearings KH .....	33
Linear ball bearings KN..-B, KB, KS and plain bearings PAB .....	33
Linear ball bearings KNO..-B, KBO and plain bearings PABO .....	34
Linear ball bearing and housing units .....	35
Sealing .....	36
Gap seals or contact seals .....	36

# Technical principles

	Page
<b>Operating clearance</b>	
Tolerance and operating clearance .....	37
Mounting tolerances and operating clearance .....	38
<b>Mounting</b>	
Mounting of bearings .....	39
Linear ball bearings KH .....	39
Linear ball bearings KN...-B, KNO...-B, KB, KBS, KBO, KS, KSO and linear plain bearings PAB, PABO .....	40
Alignment of bearings and shafts .....	41
Bearings arranged in series .....	41
Bearings arranged in parallel .....	41
Very long guidance systems with supported shaft .....	42
Guidance systems with clearance-free or preloaded bearings .....	42
Parallel shaft and support rail units .....	42
Setting the operating clearance .....	43
Setting bearings clearance-free .....	43
Setting the preload .....	43
Suspended arrangement of guidance system .....	43



# Load carrying capacity and life

The size of a linear ball bearing is determined by the demands made in terms of load carrying capacity, rating life and operational security.

The load carrying capacity is described in terms of:

- the basic dynamic load rating C
- the basic static load rating C<sub>0</sub>.

The calculation of the basic dynamic and static load ratings given in the dimension tables is based on DIN 636-1.

## Basic rating life

The basic rating life L is reached or exceeded by 90 % of a sufficiently large group of apparently identical bearings before the first evidence of material fatigue occurs.

$$L = \left(\frac{C}{P}\right)^3$$

$$L_h = \frac{833}{H \cdot n_{osc}} \cdot \left(\frac{C}{P}\right)^3$$

$$L_h = \frac{1666}{\bar{v}} \cdot \left(\frac{C}{P}\right)^3$$

- L m  
Basic rating life L in 100 000 m
- C N  
Basic dynamic load rating
- P N  
Equivalent dynamic bearing load
- L<sub>h</sub> h  
Basic rating life in operating hours
- H m  
Single stroke length
- n<sub>osc</sub> min<sup>-1</sup>  
Number of return strokes per minute
- $\bar{v}$  m/min  
Mean travel velocity.

# Load carrying capacity and life

## Operating life

The operating life is defined as the life actually achieved by a shaft guidance system. It may differ significantly from the calculated life.

The following influences can lead to premature failure through wear or fatigue:

- misalignment between the guideways and guidance elements
- contamination
- inadequate lubrication
- reciprocating motion with very small stroke length (false brinelling)
- vibration during stoppage (false brinelling).

Due to the wide variety of mounting and operating conditions, it is not possible to precisely predetermine the operating life of a shaft guidance system. The safest way to arrive at an appropriate estimate of the operating life is comparison with similar applications.

## Static load safety factor

The static load safety factor  $S_0$  indicates the security against impermissible permanent deformations in the bearing and is determined by means of the following equation.

$$S_0 = \frac{C_0}{P_0}$$

$S_0$  –  
Static load safety factor  
 $C_0$  N  
Basic static load rating  
 $P_0$  N  
Equivalent static load.



For linear ball bearings KH and KN...-B, the value must be  $S_0 \geq 4$ .

In relation to guidance accuracy and smooth running, a value of  $S_0 \geq 2$  is regarded as permissible. If  $S_0 < 2$ , please contact us.



# **Influence of the shaft raceway on the basic load ratings**

The basic load ratings in the dimension tables are only valid if a ground (Ra 0,3) and hardened shaft (at least 670 HV) is provided as a raceway.

## **Differences in raceway hardness**

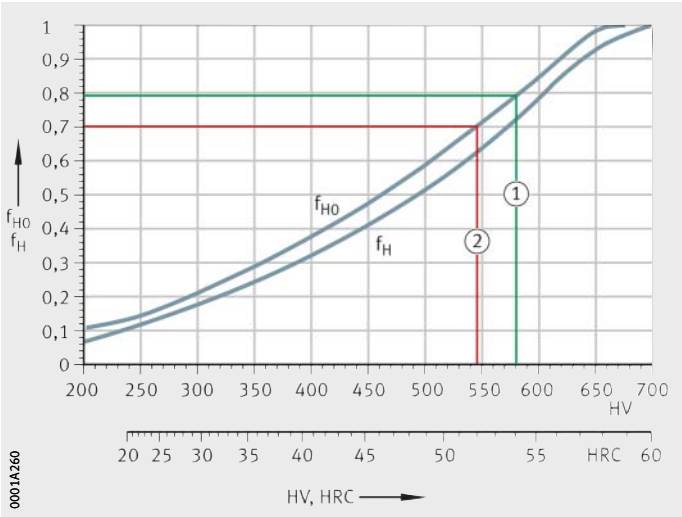
If shafts with a surface hardness lower than 670 HV are used (for example, shafts made from X46 or X90), a hardness factor must be applied, see equations and *Figure 1*.

$$C_H = f_H \cdot C$$

$$C_{0H} = f_{H0} \cdot C_0$$

$C_H$	N
Effective dynamic load rating	
$f_H$	—
Dynamic hardness factor, <i>Figure 1</i>	
$C$	N
Basic dynamic load rating	
$C_{0H}$	N
Effective static load rating	
$f_{H0}$	—
Static hardness factor, <i>Figure 1</i>	
$C_0$	N
Basic static load rating.	

$f_{H0}$  = static hardness factor  
 $f_H$  = dynamic hardness factor  
 HV, HRC = surface hardness



- ① X90
- ② X46

*Figure 1*  
 Static and dynamic hardness factors  
 for lower hardness of raceways

# Load carrying capacity and life

## Load direction and orientation of the ball rows

The effective load rating of a linear ball bearing is dependent on the position of the load direction in relation to the position of the ball rows:

- The lowest load rating  $C_{\min}$  and  $C_{0\min}$  occurs at the zenith position, *Figure 2*.
- The highest load rating  $C_{\max}$  and  $C_{0\max}$  occurs at the symmetrical position, *Figure 2*.

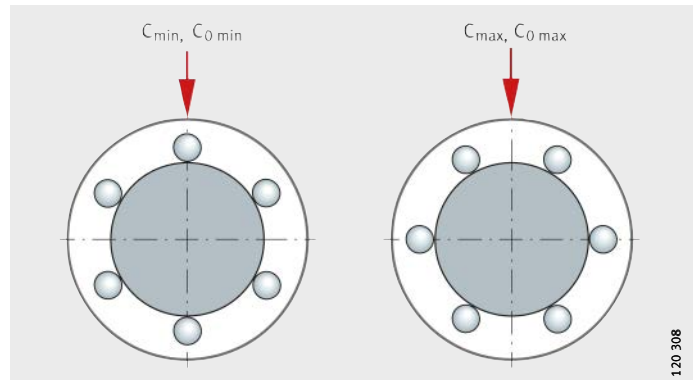
If the bearings are mounted in correct alignment, the maximum load rating can be used. If aligned mounting is not possible or the direction of loading is not defined, the minimum load ratings must be assumed.

## Main load direction

For linear ball bearings and linear ball bearing and housing units where the mounting position of the ball rows is defined, the basic load ratings  $C$  and  $C_0$  in the main load direction are given, *Figure 3*. For other load directions, the effective load ratings can be determined using the load direction factors in *Figure 4*, page 20, to *Figure 21*, page 24.

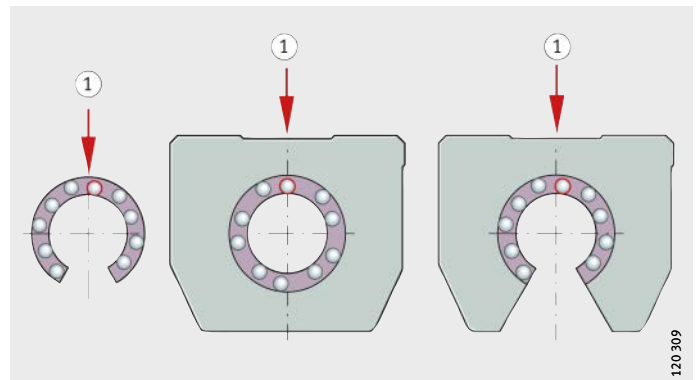
If the mounting position of the ball rows is not defined, the minimum basic load ratings are stated.

*Figure 2*  
Load carrying capacity,  
dependent on the position  
of the ball rows



① Main load direction

*Figure 3*  
Main load direction  
for bearings and housing units

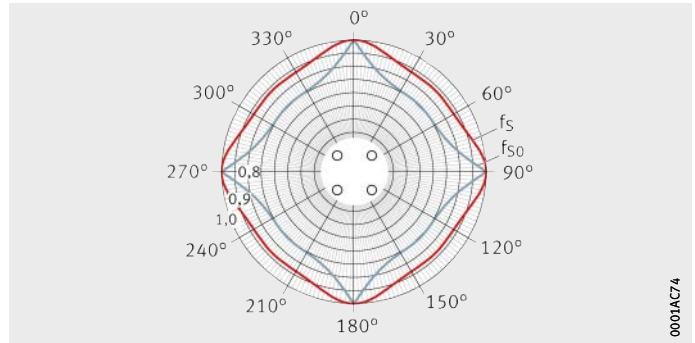




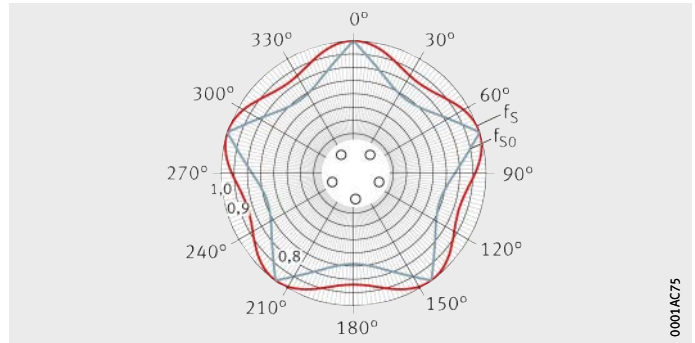


# Load carrying capacity and life

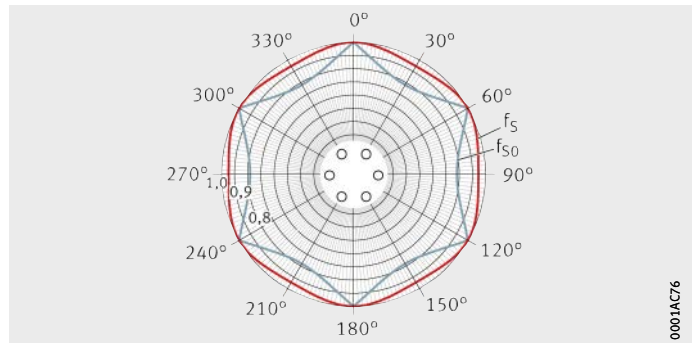
*Figure 4*  
**Compact range**  
Load direction factor  
for KH06, KH08, KH10



*Figure 5*  
**Compact range**  
Load direction factor  
for KH12, KH14, KH16

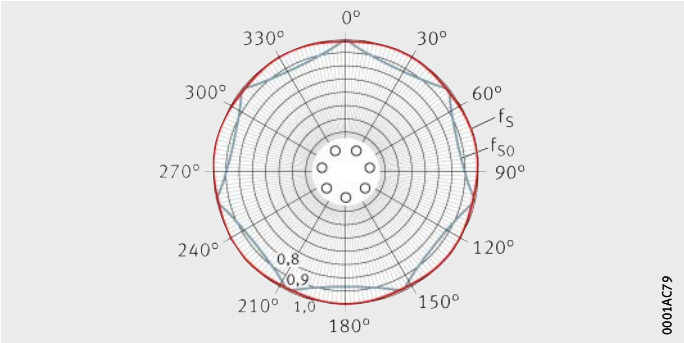


*Figure 6*  
**Compact range**  
Load direction factor  
for KH20, KH25

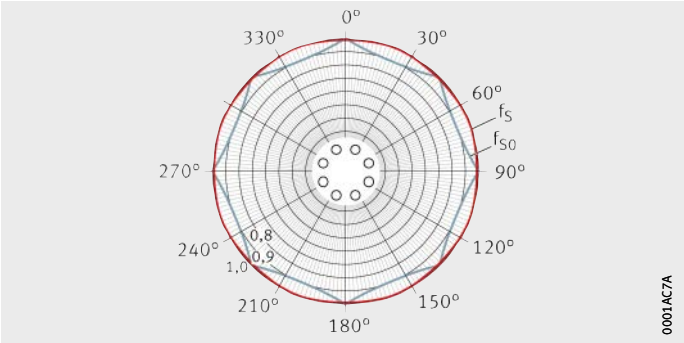




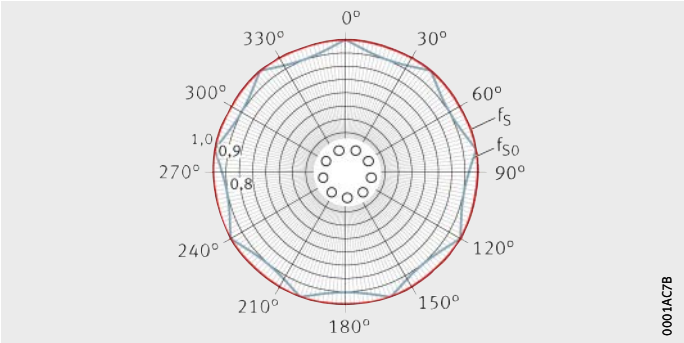
*Figure 7*  
**Compact range**  
Load direction factor  
for KH30



*Figure 8*  
**Compact range**  
Load direction factor  
for KH40

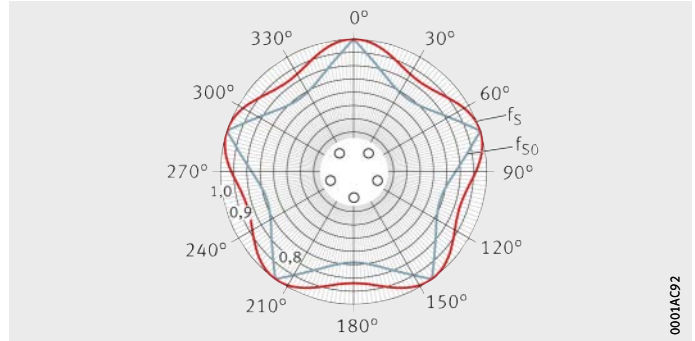


*Figure 9*  
**Compact range**  
Load direction factor  
for KH50

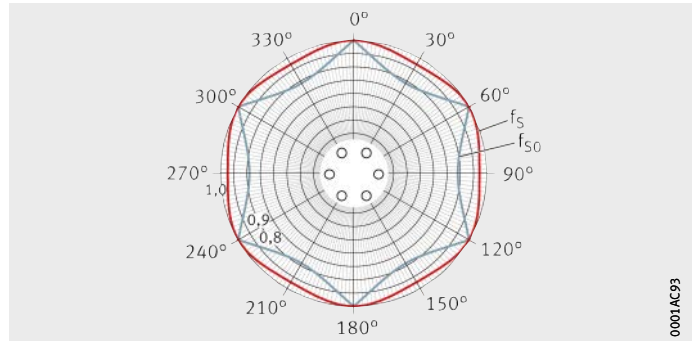


## Load carrying capacity and life

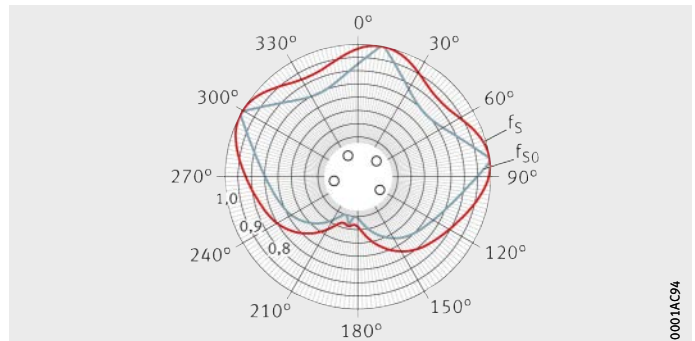
*Figure 10*  
**Light range**  
Load direction factor  
for KN12-B, KN16-B



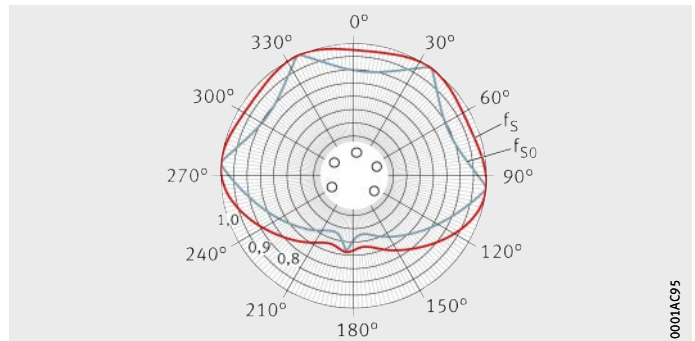
*Figure 11*  
**Light range**  
Load direction factor  
for KN20-B, KN25-B,  
KN30-B, KN40-B, KN50-B



*Figure 12*  
**Light range**  
Load direction factor  
for KNO12-B, KNO16-B

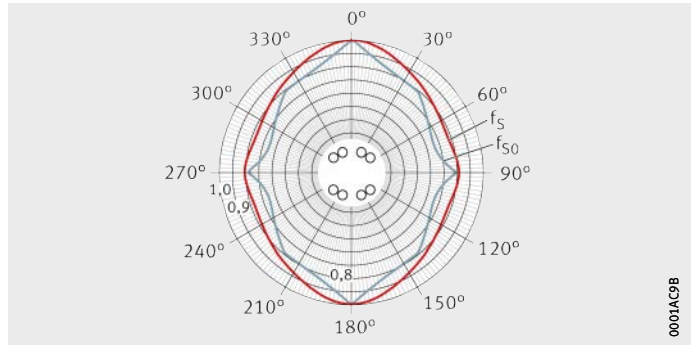


*Figure 13*  
**Light range**  
Load direction factor  
for KNO20-B, KNO25-B,  
KNO30-B, KNO40-B, KNO50-B

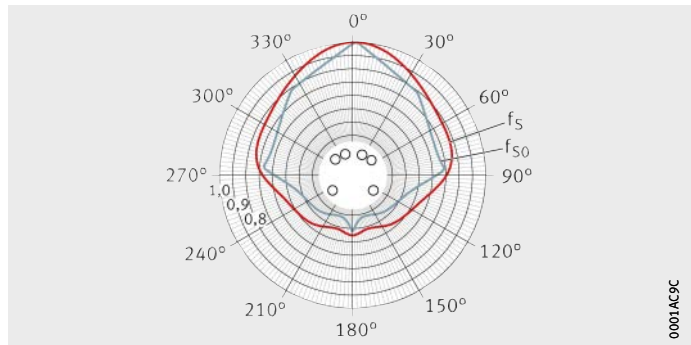




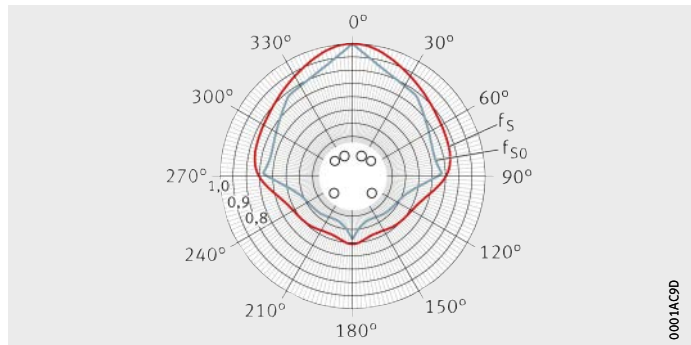
*Figure 14*  
**Heavy duty range**  
Load direction factor  
for KS12, KS16, KS20, KS25,  
KS30, KS40, KS50



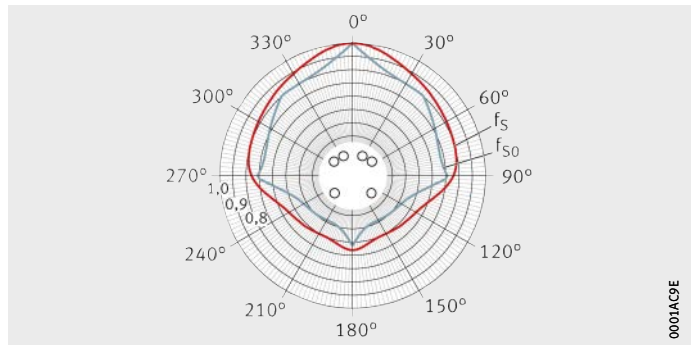
*Figure 15*  
**Heavy duty range**  
Load direction factor  
for KS012, KS016



*Figure 16*  
**Heavy duty range**  
Load direction factor  
for KS020, KS025

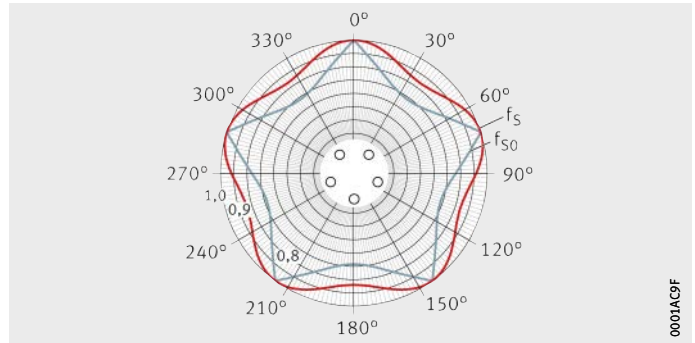


*Figure 17*  
**Heavy duty range**  
Load direction factor  
for KS030, KS040, KS050

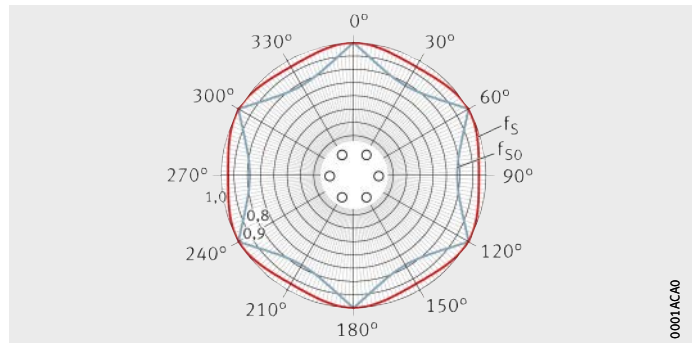


# Load carrying capacity and life

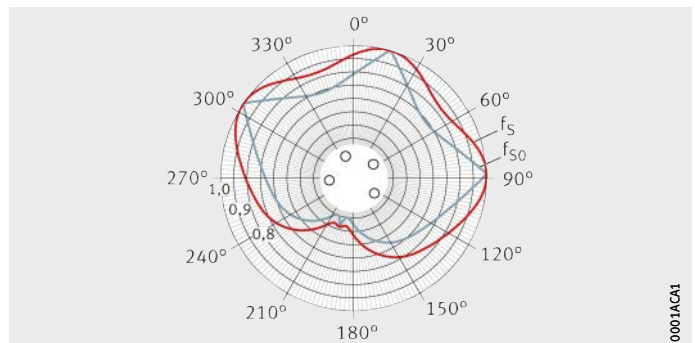
*Figure 18*  
**Machined range**  
Load direction factor  
for KB12, KB16



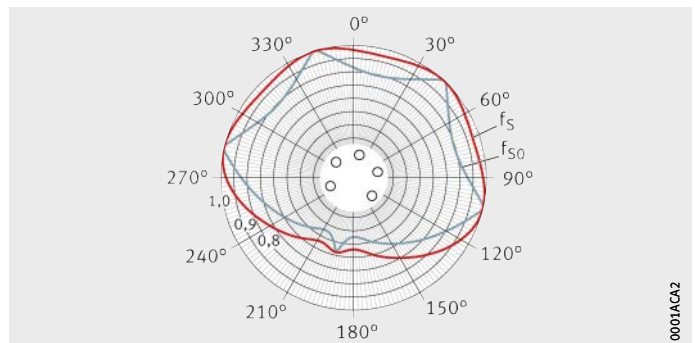
*Figure 19*  
**Machined range**  
Load direction factor  
for KB20, KB25,  
KB30, KB40, KB50



*Figure 20*  
**Machined range**  
Load direction factor  
for KBO12, KBO16



*Figure 21*  
**Machined range**  
Load direction factor  
for KBO20, KBO25,  
KBO30, KBO40, KBO50





Misalignment of the shaft impairs the running quality and operating life of linear ball bearings. Guidance systems with one shaft should therefore have at least two bearings, while guidance systems with two shafts should have at least three bearings.

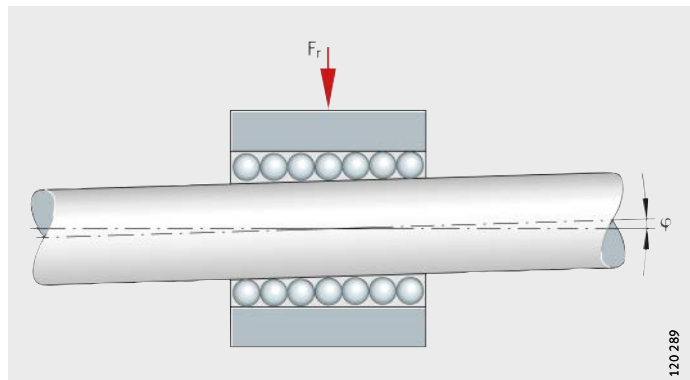
## Load factors in misalignment

Due to shaft flexing, it is not always possible to avoid misalignment, *Figure 22*. If it is present, load factors for misalignment should be applied, *Figure 23* and *Figure 24*, page 26.

$$P = K_F \cdot F_r$$

$$P_0 = K_{F0} \cdot F_r$$

$P, P_0$	N
Equivalent dynamic or static load	
$K_F, K_{F0}$	—
Dynamic or static load factor for misalignment, <i>Figure 23 or Figure 24, page 26</i>	
$F_r$	N
Maximum radial bearing load	
$C, C_0$	N
Basic radial dynamic or static load rating, <i>Figure 23 or Figure 24, page 26.</i>	

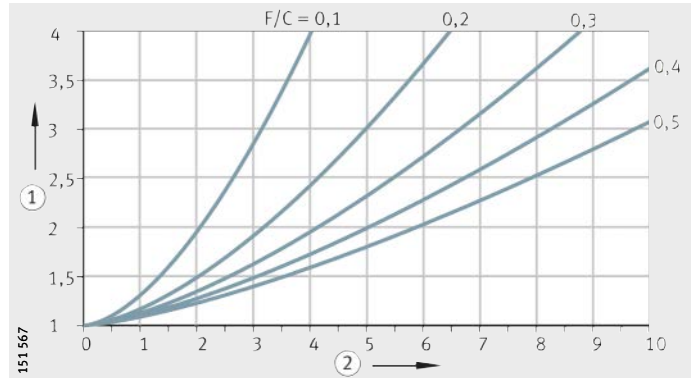


$F_r$  = radial load  
 $\varphi$  = misalignment

## Load carrying capacity and life

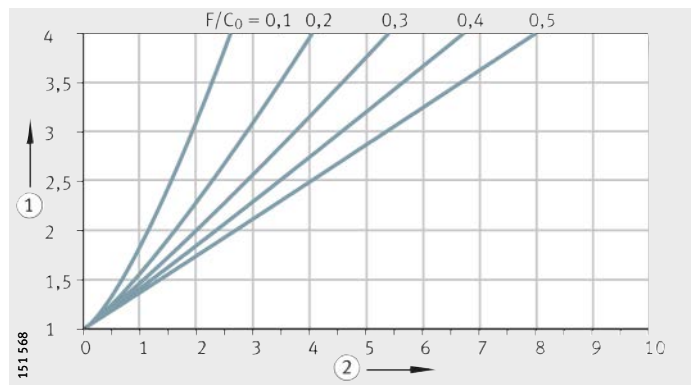
- ① Dynamic load factor  $K_F$
- ② Misalignment  $\varphi$  in angular minutes

**Figure 23**  
Dynamic load factor  
for shaft misalignment



- ① Static load factor  $K_{F0}$
- ② Misalignment  $\varphi$  in angular minutes

**Figure 24**  
Static load factor  
for shaft misalignment



### Compensation of misalignments in the light and heavy duty range

Linear ball bearings KN...-B, KNO...-B, KS and KSO and linear ball bearing and housing units containing these bearings are self-aligning. They can compensate misalignments of up to  $\pm 30$  angular minutes (KN...-B and KNO...-B) or  $\pm 40$  angular minutes (KS and KSO) without detrimental effect on the load carrying capacity.





# Friction

Linear ball bearings are frequently used where high positional accuracy and high efficiency are a priority. The bearings must therefore run without stick-slip and with only low friction.

The linear ball bearings KN...-B, KNO...-B, KS, KSO, KB, KBS, KBO have particularly low friction.

## Coefficient of friction

The total friction consists of:

- rolling and sliding friction at the rolling contacts (sliding friction in linear plain bearings)
- friction in the return zones and recirculation guides
- lubricant friction
- seal friction.

The factors on which the coefficient of friction depends may act in a reciprocal manner, may act in a single direction or may counteract each other.

## Coefficient of friction in unsealed bearings

The coefficients of friction for unsealed linear bearings with oil lubrication are given in the table.

In the case of linear plain bearings, the coefficient of friction is between 0,02 and 0,2.

## Series and coefficient of friction

Series	Coefficient of friction
KH	0,003 – 0,005
KN...-B, KNO...-B	0,001 – 0,0025
KS, KSO	0,001 – 0,0025
KB, KBS, KBO	0,001 – 0,0025

# Lubrication

Open linear ball bearings are supplied with a wet or dry preservative and can be lubricated using either grease or oil. The oil-based preservative is compatible and miscible with lubricants with a mineral oil base, which means that it is not generally necessary to wash out the bearings before mounting.

Bearings with a dry preservative must be greased or oiled immediately after they are removed from the packaging.

## Grease lubrication

Grease lubrication should be used in preference to oil lubrication, since the grease adheres to the inside of the bearing and thus prevents the ingress of contamination. This sealing effect protects the rolling elements against corrosion.

In addition, the design work involved in providing grease lubrication is less than that for providing oil, since design of the sealing arrangement is less demanding.

## Composition of suitable greases

The greases for linear ball bearings have the following composition:

- lithium or lithium complex soap
- base oil: mineral oil or poly-alpha-olefin (PAO)
- special anti-wear additives for loads  $C/P < 8$ , indicated by "P" in the DIN designation KP2K-30
- consistency to NLGI grade 2 in accordance with DIN 51818.

## Initial greasing and operating life

Based on experience, the operating life is achieved when bearings are operated with grease lubrication in normal environmental conditions ( $C/P > 10$ ), at room temperature and at  $v \leq 0,6 \cdot v_{\max}$ . If it is not possible to achieve these conditions, the bearings must be relubricated.

Sealed linear ball bearings are already adequately greased when delivered and are therefore maintenance-free in many applications.

## Initial greasing and relubrication of bearings

The initial greasing and relubrication of linear ball bearings without seals and relubrication holes must be carried out via the shaft. It must be ensured that all rolling elements come into contact with grease during recirculation. The bearing must be moved over at least twice its length during relubrication.

During initial greasing, the bearing fitted on the shaft should be fed with lubricant until this begins to emerge from the bearing.

In the case of the linear ball bearings KH, KN...-B-PP-AS, KS...-PP-AS and PAB...-PP-AS, relubrication can be carried out via holes or openings in the retaining ring or outer ring.



### Relubrication interval

The relubrication interval is dependent on many operating conditions such as load, temperature, speed, stroke length, lubricant, environmental conditions and the mounting position.



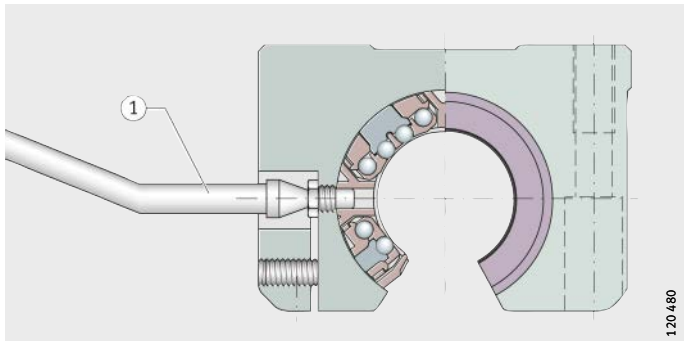
Precise lubrication intervals should be determined by tests conducted under application conditions.

### Relubrication of linear ball bearings in housings

If linear ball bearings are mounted in a housing, special nozzle tubes may be required for relubrication, *Figure 1* and *Figure 2*. Sources for nozzle tubes with suitable needle point heads can be requested from us.



*Figure 1*  
Nozzle tube



① Nozzle tube

*Figure 2*  
Relubrication using nozzle tube

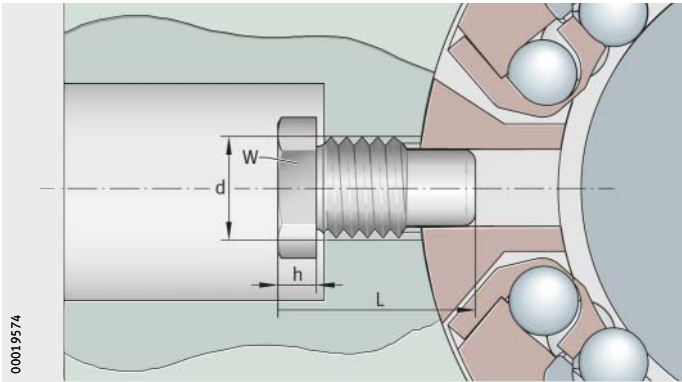
# Lubrication

## Lubrication nipples for housings

Lubrication nipples for housings with KS are shown in *Figure 3*, suitable DIN lubrication nipples for housings with KN...B are shown in *Figure 4* and *Figure 5*, page 31, for other housings, see *Figure 6*, page 31. The dimensions are given in the tables.

NIP..MZ

*Figure 3*  
Lubrication nipple  
for heavy duty range KS

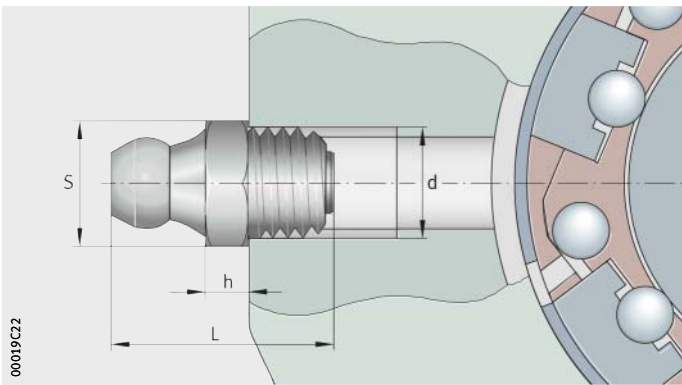


### Lubrication nipples

Lubrication nipple	Width across flats W	Dimensions		
		d mm	L mm	h mm
NIP4MZ	5	M4	7,7	1,5
NIP5MZ	6	M5	11,1	2
NIP6MZ	7	M6	14,8	2,5

NIP DIN 71412

*Figure 4*  
Lubrication nipple DIN 71412 type A  
for light range KN...B



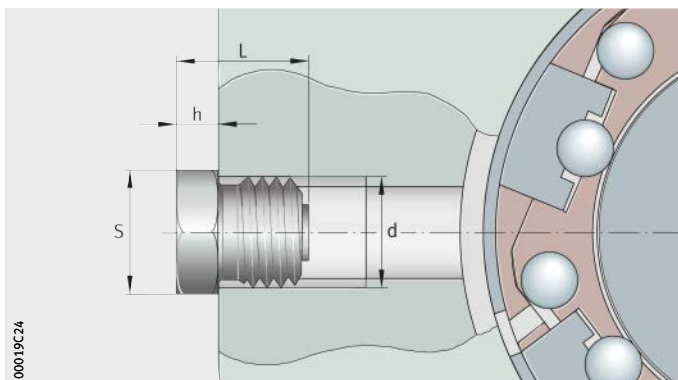
### Taper type lubrication nipples

Taper type lubrication nipple	Dimensions			
	S h13 mm	d mm	L mm	h j16 mm
NIP DIN 71412-AM6	7	M6	16	3
NIP DIN 71412-AM8×1	9	M8×1	16	3



## NIP DIN 3405

*Figure 5*  
Alternative  
lubrication nipple DIN 3405 type A  
for light range KN...-B

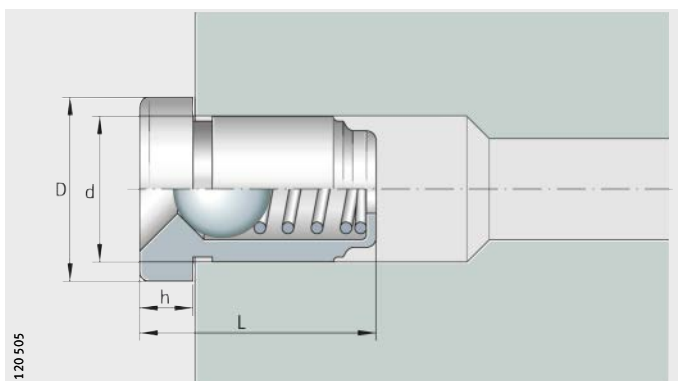


### Funnel type lubrication nipples

Funnel type lubrication nipple	Dimensions			
	S h13 mm	d mm	L mm	h j16 mm
NIP DIN 3405-AM6	7	M6	9,5	3
NIP DIN 3405-AM8×1	9	M8×1	9,5	3

## NIPA

*Figure 6*  
Lubrication nipple  
for compact range KH,  
machined range KB,  
plain bearing range PAB



### Lubrication nipples

Lubrication nipple	Dimensions			
	D mm	d mm	L mm	h mm
NIPA1	6	4	6	1,5
NIPA2	8	6	9	2

# Lubrication

## **Application in special environments**

In vacuum applications, lubricants with low vapourisation rates are required in order to maintain the vacuum atmosphere.

In the foodstuffs sector and clean rooms, special requirements are also placed on lubricants in relation to emissions and compatibility. For such environmental conditions, please consult us.

## **Oil lubrication**

Oil lubrication should be used in preference if heat is to be dissipated and contaminants are to be carried out of the bearing by the lubricant.

This advantage should be set against the increased design work required (lubricant feed, sealing).

## **Suitable oils**

As a function of the load case, we recommend the following oils:

- for low to moderate loads ( $C/P > 15$ ):
  - hydraulic oils HL to DIN 51524 and oils CL to DIN 51517 in the viscosity range ISO-VG 10 to ISO-VG 22
- for high loads ( $C/P < 8$ ):
  - hydraulic oils HLP to DIN 51524 and oils CLP to DIN 51517 in the viscosity range ISO-VG 68 to ISO-VG 100.



# Design of bearing arrangements

The good running characteristics of shaft guidance systems are dependent not only on the bearings. The geometrical and positional tolerances of the adjacent construction also play a significant role.

The higher the accuracy to which the adjacent construction is produced and assembled, the better the running characteristics.

## Location

### Linear ball bearings KH

Linear ball bearings KH and KH..-PP are pressed into the housing bore. This provides axial and radial location. No additional means of location are required.

### Linear ball bearings KN..-B, KB, KS and plain bearings PAB

Linear ball bearings KN..-B, KB, KS and plain bearings PAB require axial location.

Linear ball bearings KB and plain bearings PAB can be located by means of retaining rings or by the adjacent construction, *Figure 1 to Figure 3*, page 34.

Linear ball bearings KN..-B and KS can be located in accordance with *Figure 2* and *Figure 3*, page 34.

Linear ball bearings KN..-B can also be located by means of a screw, *Figure 4*, page 34.

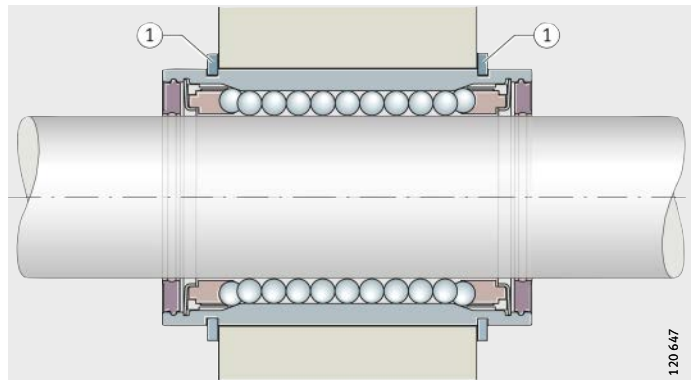


The series KN..-B and KS should not be located by means of shaft retaining rings according to *Figure 1*. This could impair the function of the bearing.

① Retaining rings

*Figure 1*

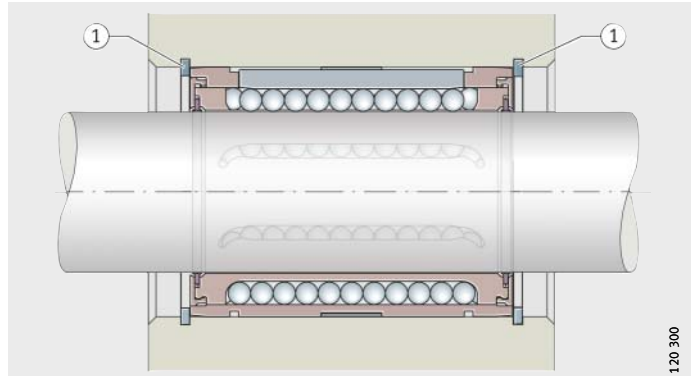
Retaining rings in the bearing slots



① Retaining rings

*Figure 2*

Retaining rings in the housing bore



# Design of bearing arrangements

## Linear ball bearings KNO...-B, KBO and plain bearings PABO

Linear ball bearings KNO...-B, KBO and plain bearings PABO must be axially located.

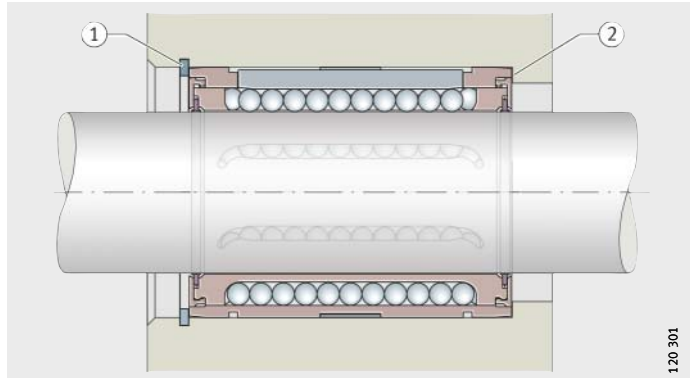
These bearings are located by external means. A dog point screw should preferably be used for location, *Figure 4*. Grub screws are also suitable.



The locating screw must not be allowed to deform the bearing. The screw must be secured against loosening.

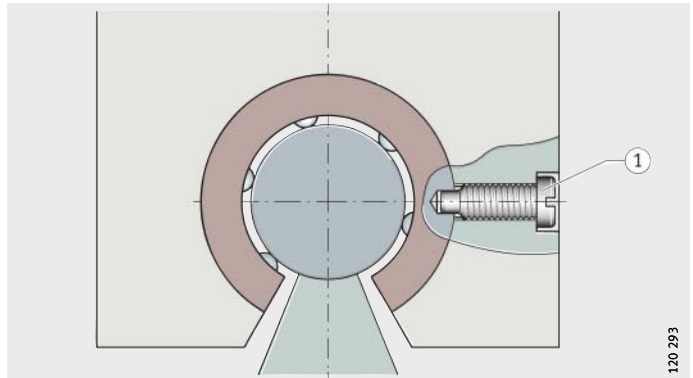
- ① Retaining ring
- ② Housing rib

*Figure 3*  
Retaining ring and housing rib



- ① Dog point retaining screw

*Figure 4*  
Location of the bearing  
using a screw







## Linear ball bearing and housing units

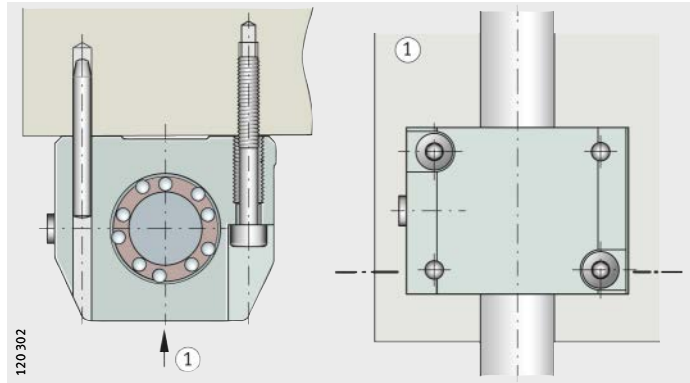
Linear ball bearing and housing units and linear plain bearing units are screw mounted into or through the fixing holes, *Figure 5* and *Figure 6*.

Location of the units by means of dowels is only necessary in rare cases, but can be achieved easily by drilling out the centring holes.

① Bottom view

*Figure 5*

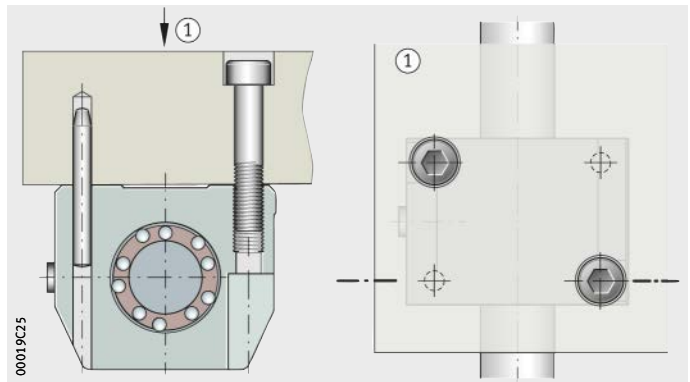
Location of a unit from below



① Top view

*Figure 6*

Location of a unit from above



# Design of bearing arrangements

**Sealing** Clean raceways are necessary in order to prevent premature failure of the shaft and bearing. The bearing position should therefore always be sealed.

**Gap seals or contact seals** The seals for the bearing series are shown in the table.  
Gap seals protect the bearings against coarse contaminants.  
Contact seals give protection against fine contaminants and also retain the grease in the bearing.  
Linear ball bearings and linear plain bearings with contact seals have the PP, example KH...-PP.



If the bearing and shaft are in a highly aggressive environment, it is recommended that the guidance system should be provided with additional protection by means of bellows or telescopic covers.

Seals for bearings and units

Series <sup>1)</sup>	Seal		
	Open design	Gap seals	Contact seals
KH	●	–	●
KN...-B, KNO...-B	–	●	●
KS, KSO	–	●	●
KB, KBO	–	●	●
PAB, PABO	–	–	●

● Available design.

<sup>1)</sup> All linear bearing units have contact seals.



# Operating clearance

## Tolerance and operating clearance

The operating clearance of linear bearings is defined by the selection of shaft and housing tolerance, see tables, page 38.

The operating clearance of linear bearing units is defined either by the shaft or, in the case of slotted housings, is set by means of the adjustment screw.



In the case of non-rigid housings, tests must be carried out in order to achieve the required operating clearance by means of the housing and shaft tolerances.

For adjustment of the operating clearance see page 43.

## Tolerance and operating clearance

Linear bearings, linear bearing and housing units	Designation	Tolerance		Operating clearance
		Shaft	Bore	
Compact range	KH	See table, page 38		
	KGHK, KTHK	h6	–	Standard
Light range	KN...B, KNO...B	h6	H7	Clearance-free
Heavy duty range	KS, KSO	h6	H7	Clearance-free
	KGSNG, KTSG, KGSNO, KTSO, KGSC, KTFS	h6	–	Slight preload
	KGSNS, KTSS, KGSNOS, KTSOS, KGSCS	–	–	Adjustable by means of screw
Machined range	KB	See table, page 38		
	KBS, KBO			
	KGB, KGBA, KTB, KGBO, KTBO	h6	–	See table, page 38
	KGBS, KGBAS, KGBAO	–	–	Adjustable by means of screw
Plain bearing range	PAB, PABO	h7	H7	Standard
	PAGBA, PAGBAO	h7	–	Standard

# Operating clearance

## Mounting tolerances and operating clearance

The theoretically possible operating clearance for the individual series is shown in the following tables and *Figure 1*.

### Operating clearance for KH, KN...-B, KNO...-B

Mounting tolerance		Operating clearance All sizes	
Shaft	Bore		
h6	H7, K7	Normal operating clearance	Steel/ aluminium
j5	H6, K6	Operating clearance smaller than normal	Steel/ aluminium

### Operating clearance for KS, KSO

Mounting tolerance		Size and operating clearance						
Shaft	Bore	12 μm	16 μm	20 μm	25 μm	30 μm	40 μm	50 μm
h6	H6	+36 -8	+34 -10	+37 -12	+34 -15	+29 -20	+33 -22	+30 -25
h6	H7	+44 -8	+42 -10	+46 -12	+43 -15	+38 -20	+44 -22	+41 -25
h6	JS6	+29 -14,5	+27,5 -16,5	+29 -20	+26 -23	+21 -28	+23,5 -31,5	+20,5 -34,5

### Operating clearance for KB

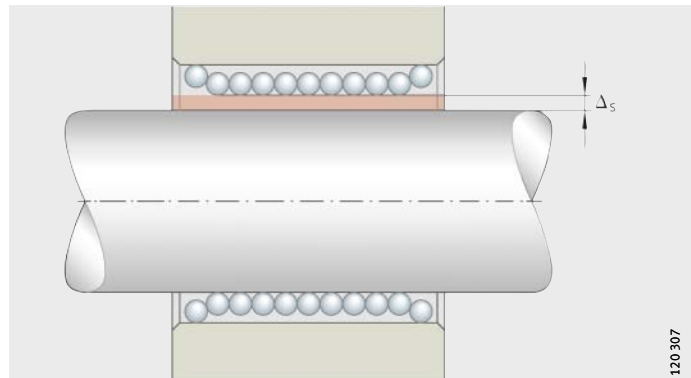
Mounting tolerance		Size and operating clearance						
Shaft	Bore	12 μm	16 μm	20 μm	25 μm	30 μm	40 μm	50 μm
h6	H6 (H7)	+19 0	+20 -1	+22 -1	+24 -1	+24 -1	+29 -2	+29 -2

### Operating clearance for KBS, KBO

Mounting tolerance		Size and operating clearance						
Shaft	Bore	12 μm	16 μm	20 μm	25 μm	30 μm	40 μm	50 μm
h6	H6	+50 0	+51 -1	+60 -1	+62 -1	+62 -1	+74 -2	+74 -2
h6	H7	+58 0	+59 -1	+69 -1	+71 -1	+71 -1	+85 -2	+85 -2
h6	JS6	+43,5 -6,5	+44,5 -7,5	+52 -9	+54 -9	+54 -9	+64,5 -11,5	+64,5 -11,5

$\Delta_s$  = operating clearance

*Figure 1*  
Operating clearance





# Mounting

The bearings should only be removed from their packaging immediately before mounting. Bearings with dry preservative should be protected against corrosion immediately after removal from the packaging.



The mounting area and the adjacent construction must be clean. Contamination impairs the accuracy and operating life of the guidance systems.

The bearings must not be tilted.

In the case of sealed bearings with a segment cutout, it must be ensured at all costs that the ends of the seal lips are not turned inside out (pay attention to the packing slip).

## Mounting of bearings Linear ball bearings KH

Linear ball bearings KH are pressed into the housing bore using a pressing mandrel, *Figure 1*. The mandrel dimensions must be in accordance with *Figure 1*.

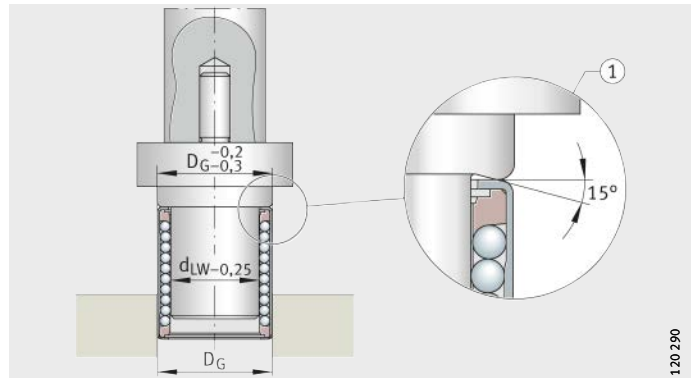
The marked end face of the linear ball bearing should be in contact with the flange of the mandrel.

Linear ball bearings can be mounted more easily if the outside surface is greased.

$d_{LW}$  = shaft diameter  
 $D_G$  = housing bore

① Detail

*Figure 1*  
Pressing in  
of linear ball bearings KH



# Mounting

**Linear ball bearings**  
**KN...-B, KNO...-B, KB, KBS,**  
**KBO, KS, KSO and linear plain**  
**bearings PAB, PABO**



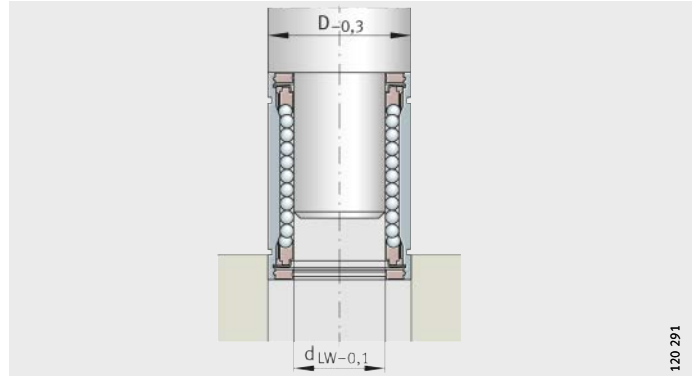
Smaller bearings of these series can be slid into the housing bore by hand. For larger bearings, it is advisable to use a mounting mandrel, *Figure 2*.

The bearings are then located by means of retaining rings or a screw, *Figure 3*.

In the case of all bearings located by means of a screw, it must be ensured that the screw does not deform the bearing and the screw is secured against loosening.

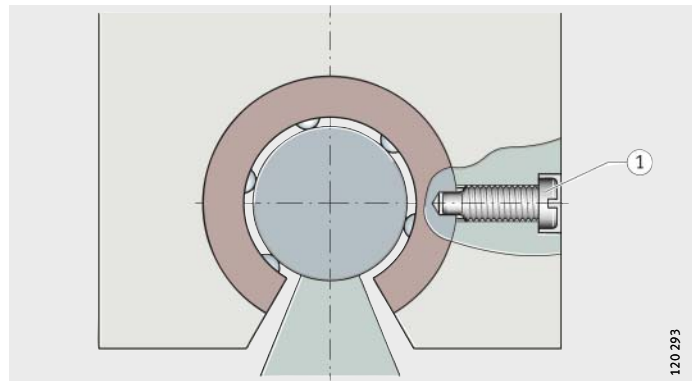
$d_{LW}$  = shaft diameter

*Figure 2*  
 Mounting of linear ball bearings  
 using fitting mandrel



① Dog point retaining screw

*Figure 3*  
 Location of the bearing  
 using a screw





## Alignment of bearings and shafts

### Bearings arranged in series

Bearings arranged in series should be aligned with a continuous shaft, positioned against a stop and then screw mounted firmly in place.

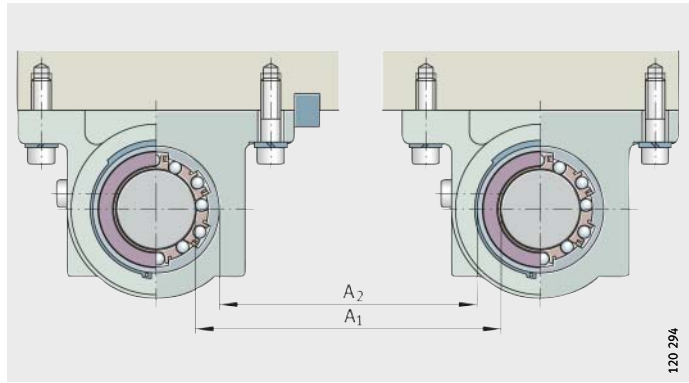
### Bearings arranged in parallel

Bearings arranged in parallel are aligned by measuring the spacing between the shafts ( $A_1$ ) or between the bearing outside diameters ( $A_2$ ), *Figure 4*. This spacing can also be defined by means of spacers.

The first shaft is set (datum shaft) and screw mounted. The second shaft is aligned by moving the table to achieve the required spacing.

$A_1$  = spacing between  
the shafts  
 $A_2$  = spacing between  
the bearing outside diameters

*Figure 4*  
Alignment  
of bearings arranged in parallel



# Mounting

## Very long guidance systems with supported shaft

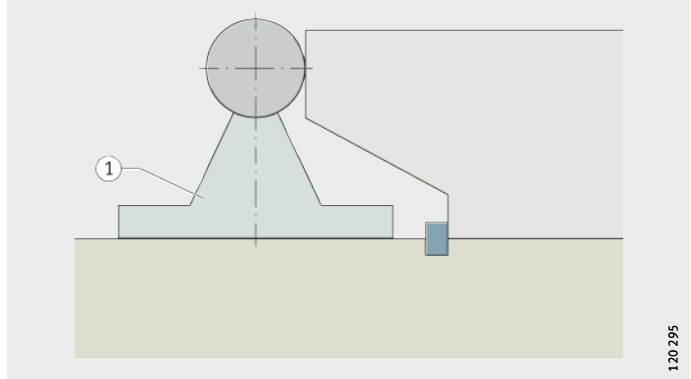
In very long guidance systems with supported shaft, one shaft and support rail unit is first aligned by means of the shaft and screw mounted firmly in place in stages (datum shaft), *Figure 5*.

The procedure described in section Bearings arranged in parallel is then carried out.

① Shaft and support rail unit

*Figure 5*

Alignment of a shaft and support rail unit by means of the shaft



120 295

## Guidance systems with clearance-free or preloaded bearings

Only one row of bearings arranged in series should be set clearance-free or preloaded. The bearings parallel thereto should have a substantial operating clearance.

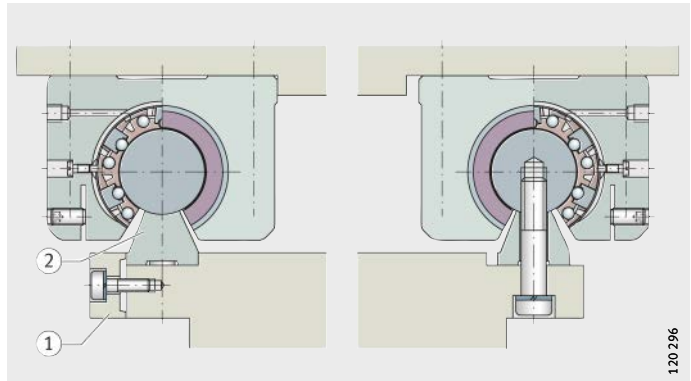
## Parallel shaft and support rail units

Clamp the datum support rail against a stop, *Figure 6*.

① Stop  
② Datum support rail

*Figure 6*

Clamping of the support rail when using two shaft and support rail units TSUW



120 296





## Setting the operating clearance

### Setting bearings clearance-free

In the case of linear ball bearings KBS and slotted housings, the operating clearance can be adjusted. The screw must be adjusted until resistance to further rotation can be felt between the shaft and bearing.



The adjusted bearing should not be rotated any further on the shaft.

### Setting the preload

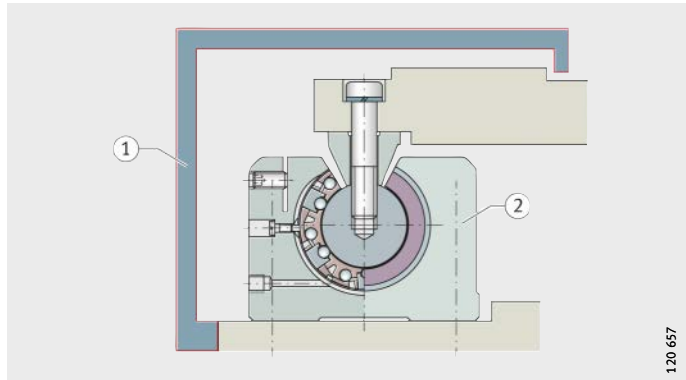
Preloaded bearings are set clearance-free on a master shaft that is smaller than the actual shaft in the application by the amount of the preload dimension.

## Suspended arrangement of guidance system



If the guidance system is in a suspended arrangement, a drop guard ① is recommended, *Figure 7*.

- ① Drop guard
- ② Mounting position 180°



*Figure 7*  
Suspended shaft guidance system  
with drop guard



## Linear bearings and linear bearing and housing units

Compact range

Light range

Heavy duty range

Machined range

Plain bearing range

# Linear bearings and linear bearing and housing units

		Page
<b>Matrix</b>	Matrix for preselection of linear bearings and linear bearing and housing units.....	46
<b>Product overview</b>	Linear bearings and linear bearing and housing units.....	48
	Compact range.....	48
	Light range.....	48
	Heavy duty range .....	49
	Machined range .....	50
	Plain bearing range .....	51
<b>Features</b>	Linear bearings.....	52
	Linear bearing and housing units .....	53
	Sealing.....	54
	Lubrication .....	55
	Operating temperature .....	55
	Operating limits.....	55
	Suffixes .....	55
	Compact range .....	56
	Light range .....	58
	Heavy duty range .....	60
	Machined range .....	62
	Plain bearing range.....	64
<b>Dimension tables</b>	Compact range, linear ball bearings .....	67
	Compact range, linear ball bearing and housing units .....	68
	Light range, linear ball bearings .....	74
	Heavy duty range, linear ball bearings.....	76
	Heavy duty range, linear ball bearing and housing units .....	78
	Machined range, linear ball bearings .....	90
	Machined range, linear ball bearing and housing units.....	92
	Plain bearing range, linear plain bearings .....	100
	Plain bearing range, linear plain bearing and housing units .....	102



**Matrix for preselection  
of linear bearings and  
linear bearing and housing units**

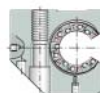
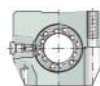
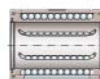
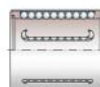
Definition of symbols  
+++ Very good  
++ Good  
+ Satisfactory  
● Available  
for shaft diameter

Linear bearings KH, KN...-B, KNO...-B, KS, KSO with the suffix PP are sealed on both sides.

Linear bearings with the suffix PP-AS are sealed on both sides and can be relubricated.

Linear bearings and linear bearing and housing units	For shaft diameter $d_{LW}$ in mm					
	06	08	10	12	14	16
<b>Compact range</b>						
KH, KH...-PP	●	●	●	●	●	●
KGHK...-PP-AS	●	●	●	●	●	●
KTHK...-PP-AS	–	–	–	●	–	●
KGHA...-PP	–	–	–	–	–	●
<b>Light range</b>						
KN...-B	–	–	–	●	–	●
KN...-B-PP						
KNO...-B						
KNO...-B-PP						
<b>Heavy duty range</b>						
KS, KS...-PP	–	–	–	●	–	●
KSO, KSO...-PP	–	–	–	●	–	●
KGSNG...-PP-AS	–	–	–	●	–	●
KGSNS...-PP-AS	–	–	–	●	–	●
KTSG...-PP-AS	–	–	–	●	–	●
KTSS...-PP-AS	–	–	–	●	–	●
KGSNO...-PP-AS	–	–	–	●	–	●
KGSNOS...-PP-AS	–	–	–	●	–	●
KTSO...-PP-AS	–	–	–	●	–	●
KTSOS...-PP-AS	–	–	–	●	–	●
KGSC...-PP-AS	–	–	–	●	–	●
KGSCS...-PP-AS	–	–	–	●	–	●
KTFS...-PP-AS	–	–	–	●	–	●
<b>Machined range</b>						
KB, KBS, KBO	–	–	–	●	–	●
KB...-PP, KBS...-PP						
KBO...-PP						
KB...-PP-AS						
KBS...-PP-AS						
KBO...-PP-AS						
KGB...-PP-AS						
KGBS...-PP-AS						
KGBO...-PP-AS						
KGBA...-PP-AS						
KGBAS...-PP-AS						
KGBAO...-PP-AS						
KFB...-B-PP-AS						
KTB...-PP-AS						
KTBO...-PP-AS						
<b>Plain bearing range</b>						
PAB...-PP-AS	–	–	–	●	–	●
PABO...-PP-AS						
PAGBA...-PP-AS						
PAGBAO...-PP-AS						

					Design		Characteristics					
20	25	30	40	50	Closed	Segment cutout	Feature	Load carrying capacity	Precision	Self-alignment	Adjustable	Description, page
●	●	●	●	●	KH	—	Low section height	+	+	—	—	53, 56
●	●	●	●	●								
●	●	●	●	●								
●	●	●	●	—								
●	●	●	●	●	KN...B	KNO...B	Robust design	+	+	up to ±30	all	53, 58
●	●	●	●	●	KS	KSO	High load capacity	++	++	up to ±40	all	53, 60
●	●	●	●	●								
●	●	●	●	●								
●	●	●	●	●								
●	●	●	—	—								
●	●	●	—	—								
●	●	●	●	●								
●	●	●	●	●								
●	●	●	—	—								
●	●	●	—	—								
●	●	●	●	●								
●	●	●	●	●								
●	●	●	—	—								
●	●	●	●	●								
●	●	●	●	●								
●	●	●	—	—								
●	●	●	●	●	KB	KBO	High precision	+	+++	—	KBS	53, 62
●	●	●	●	●	PAB	PABO	Plain bearings	+++	++	—	—	53, 64



## Product overview

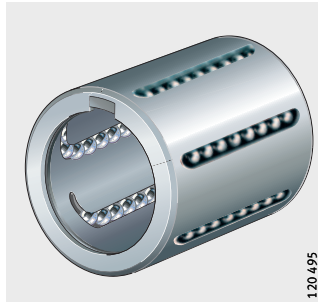
## Linear bearings and linear bearing and housing units

### Compact range

Linear ball bearings  
With and without seals

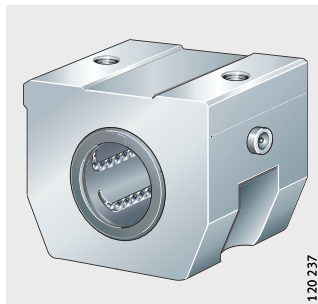
Features, see page 56

KH, KH...-PP

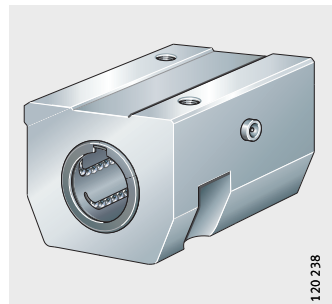


Closed units  
Bearings in single or  
tandem arrangement

KGHK...-B-PP-AS

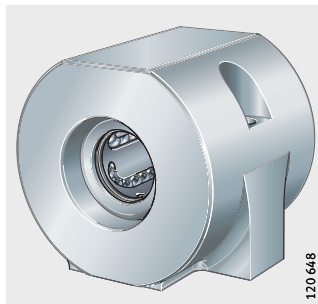


KTHK...-B-PP-AS



Closed unit

KGHA...-PP



### Light range

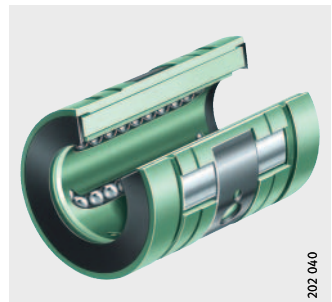
Linear ball bearings  
Closed or with segment cutout  
With and without seals

Features, see page 58

KN...-B, KN...-B-PP



KNO...-B, KNO...-B-PP



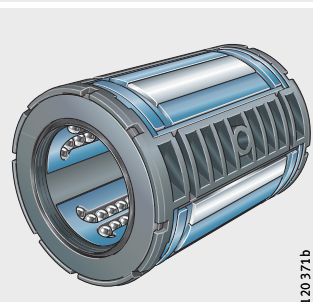
## Heavy duty range

### Linear ball bearings

Closed or with segment cutout  
With and without seals

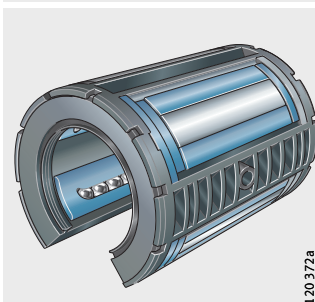
Features, see page 60

KS, KS...-PP

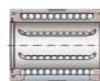
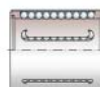


120 371b

KSO, KSO...-PP

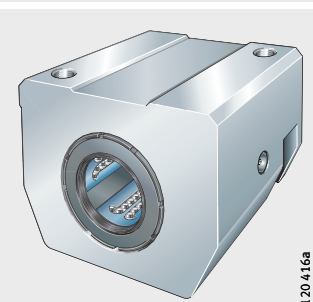


120 372a



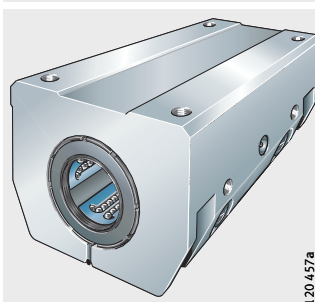
**Closed units**  
Housing closed or slotted  
Bearings in single or  
tandem arrangement

KGSNG...-PP-AS,  
KGSNS...-PP-AS

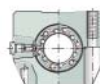


120 416a

KTSG...-PP-AS,  
KTSS...-PP-AS

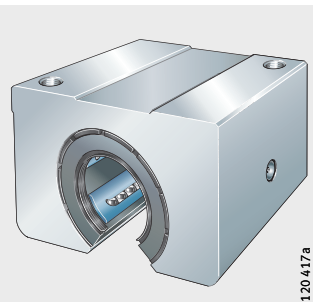


120 457a



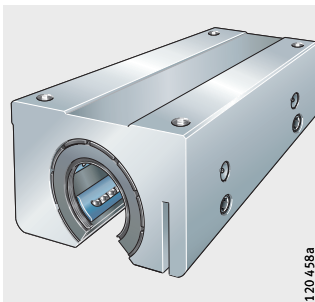
**Units  
with segment cutout**  
Housing not slotted or slotted  
Bearings in single or  
tandem arrangement

KGSNO...-PP-AS,  
KGSNOS...-PP-AS

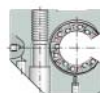


120 417a

KTSO...-PP-AS,  
KTSOS...-PP-AS

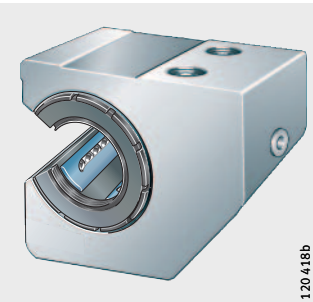


120 458a



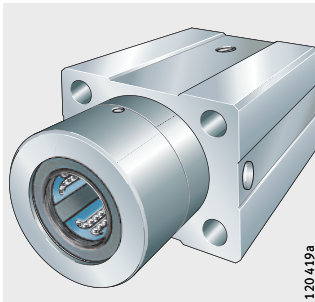
Bearings in single or  
tandem arrangement  
Housing not slotted or slotted  
Unit with centring collar

KGSC...-PP-AS,  
KGSCS...-PP-AS



120 418b

KTFS



120 419a

## Product overview

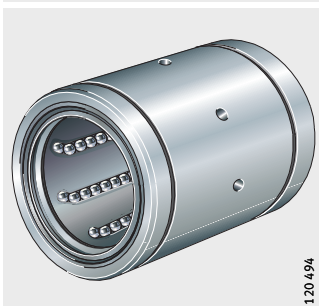
## Linear bearings and linear bearing and housing units

### Machined range

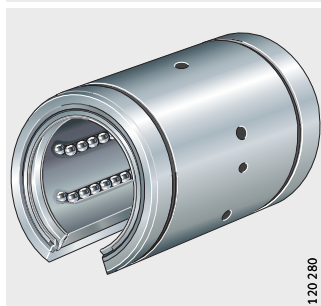
Linear ball bearings  
Closed or with slot  
With segment cutout  
With and without seals

Features, see page 62

KB, KB..-PP, KB..-PP-AS,  
KBS, KBS..-PP, KBS..-PP-AS

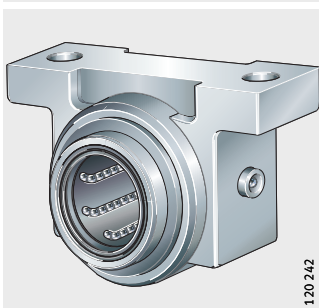


KBO, KBO..-PP, KBO..-PP-AS

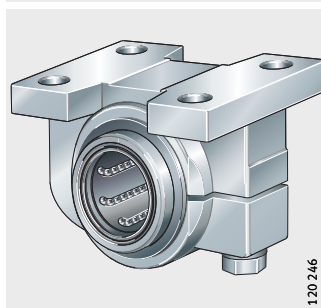


Closed units  
Housing closed or slotted

KGB..-PP-AS,  
KGBS..-PP-AS

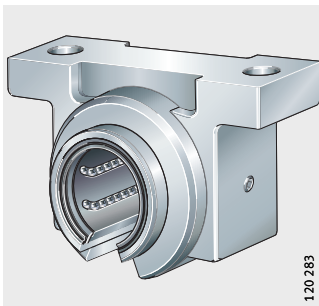


KGBA..-PP-AS,  
KGBAS..-PP-AS

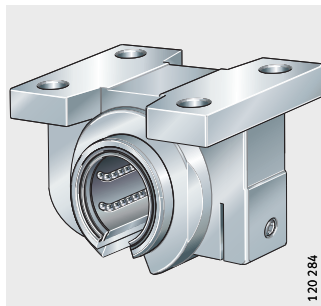


Units with segment cutout  
Housing not slotted or slotted

KGBO..-PP-AS

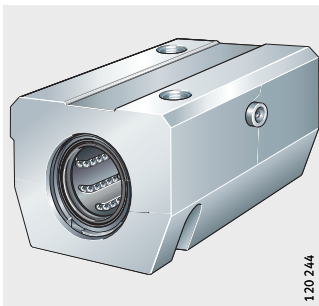


KGBAO..-PP-AS

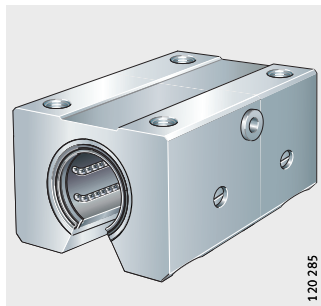


Closed units or  
units with segment output  
Bearings in tandem arrangement

KTB..-PP-AS



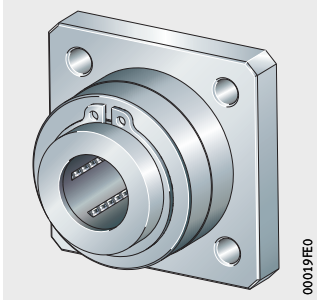
KTBO..-PP-AS



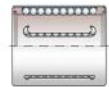


**Closed unit**  
**Housing with flange**

**KFB..-B-PP-AS**



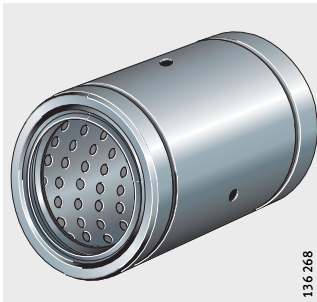
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**Plain bearing range**  
**Linear plain bearings**  
 Closed or with segment cutout  
 Sealed

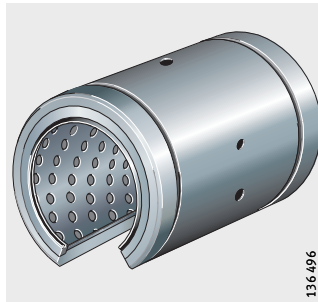
Features, see page 64

**PAB..-PP-AS**

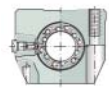


136 268

**PABO..-PP-AS**

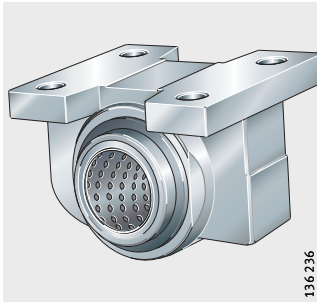


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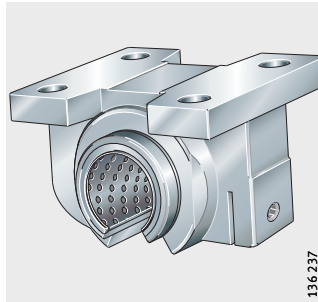
**Linear plain bearing and housing units**  
 Closed or with segment cutout

**PAGBA..-PP-AS**

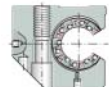


136 236

**PAGBAO..-PP-AS**



136 237



# Linear bearings and linear bearing and housing units

## Features

Linear bearings and linear bearing and housing units are available in the compact, light, heavy duty, machined and plain bearing range. The bearings can support high loads while having a relatively low mass and allow the construction of linear guidance systems with unlimited travel.

Each series has highly specific characteristics that precisely define it as suitable for particular applications. These may include, for example, requirements for compensation of misalignments, low-friction running, high accelerations and travel velocities or long operating life.

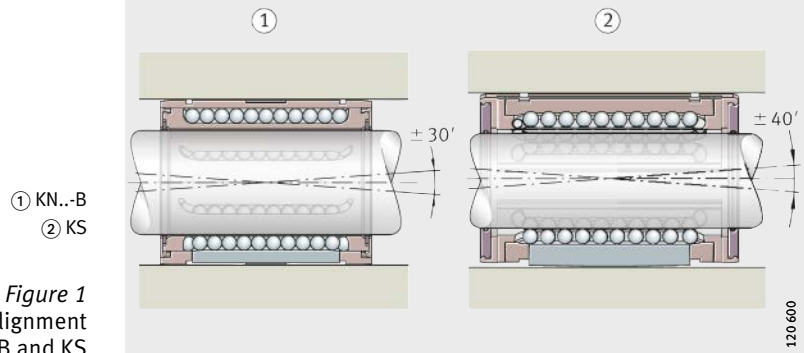
The range, which has been constructed and expanded in accordance with a modular concept, provides the best technical and economic solution, in relation to each application, for bearing arrangements with shaft guidance systems.

## Linear bearings

Linear ball bearings and linear plain bearings are available in open or closed designs. The open design has a segment cut out and is intended for supported shafts. Several series allow, in conjunction with the corresponding housings, adjustment of the radial clearance in order to achieve clearance-free or preloaded guidance systems.

## Compensation of misalignment

Misalignment can be caused by tolerance defects, mounting errors or inaccuracies in the adjacent construction. Linear ball bearings of the series KN...-B and KNO...-B can compensate static misalignment of up to  $\pm 30'$ , linear ball bearings of the series KS and KSO can compensate static misalignment of up to  $\pm 40'$ , *Figure 1*.



*Figure 1*  
Compensation of misalignment  
by KN...-B and KS

Due to the self-alignment function, the balls run without difficulty into the load zone. At the same time, the load distribution over the whole ball row is more uniform. This leads to smoother running, allows higher accelerations and prevents overloading of the individual balls.

Overall, this means that the bearings can achieve higher loads and a longer operating life; if necessary, the adjacent construction can be designed to be smaller and more economical.



In order to fully utilise the basic load ratings given in the dimension table, the shaft raceway must be hardened (670 HV + 165 HV) and ground. The indications in section Design of bearing arrangements must be observed, page 33.

## Linear bearing and housing units

Linear ball bearings and plain bearings are also available in conjunction with INA housings as complete bearing units. The linear bearing is located in the housing by means of a radial fixing screw to prevent axial displacement.

The housings are made from a high rigidity, high strength aluminium alloy that allows the full load carrying capacity of the bearings fitted to be utilised. In the machined series, pressure diecast housings are also available.

Due to the comparatively low total mass, the units are particularly suitable for reduced mass designs with high loads and where higher accelerations and travel velocities are required.

### Simple location

Threaded or counterbored holes in the housing allow straightforward screw mounting on the adjacent construction, if necessary from below.

For rapid alignment, the housings have a locating edge. This also prevents distortion of the linear bearings when the housings are being mounted.

Centring holes allow rapid additional location of the housings by dowels on the adjacent construction.



# Linear bearings and linear bearing and housing units

<b>Housing designs</b>	The housings are available in closed design, with a segment cutout and in open, slotted and tandem versions (with and without a centring collar).
Closed design	In this variant, the bearings and housings are closed. As a result, high precision standard guidance systems with a fixed enveloping circle can be easily achieved.
With segment cutout	Open designs with a segment cutout are used where, in the case of long guidance systems, the shaft must be supported and the bearing arrangement must be highly rigid.
Slotted design	Closed designs and designs with a segment cutout are also available in several series with a slot. Slotted variants are suitable for clearance-free or preloaded guidance systems. The operating clearance is set by means of an adjusting screw.
Tandem design	The tandem version contains two linear bearings. As a result, the units have particularly high load carrying capacity. Tandem ball bearing and housing units are available in open and closed designs. Both variants are also available in the named design with a slot.
With centring collar	For special applications, there is also a tandem version with a centring collar for locating bores to H7.
<b>Highly cost-effective</b>	As a result of volume production in large quantities, the complete units are normally considerably more economical than customers' own designs.
<b>Sealing</b>	The bearings are available in an open version and with contact seals on both sides (suffix PP). The linear bearings of type KH, KN...-B and KB have seals with two seal lips on their end faces; the outer lip prevents the ingress of contamination, the inner lip retains the lubricant in the bearing. The linear bearings of type KS have contact seals with one seal lip.

**Lubrication**

Due to the initial greasing with a high quality grease and the integral lubricant reservoir, the linear bearings are maintenance-free for many applications; if necessary, however, they can be relubricated. Linear ball bearings can be lubricated, depending on the design, via the openings in the outer ring or radial holes arranged in the centre of the bearing.

In the units, lubrication is carried out via a separate lubrication nipple in the housing; location of the bearing in the housing and the relubrication devices are thus separate from each other.



**Operating temperature**

The bearings and housings can be used at operating temperatures from -30 °C to +80 °C.



**Operating limits**

The table shows the operating limits for linear bearings. Once the interrelationships of bearing size and design, load, operating clearance, location of bearings and lubrication have been checked, it may be possible in individual cases to use higher values. In this case, please contact us.



Linear bearing and housing units should be allocated in accordance with the linear bearing fitted.



**Dynamic values  
for linear bearings**

Acceleration, velocity	Linear bearing series				
	KH	KN..-B	KB	KS	PAB
Acceleration in m/s <sup>2</sup>	50	50	50	100	50
Velocity in m/s	2	up to 5	up to 5	up to 5	up to 3

In the case of linear ball bearings with seals, suffix PP, velocities up to 2 m/s are permissible.



**Suffixes**

Suffixes for available designs: see table.

**Available designs**

Suffix	Description	Design
PP	Lip seals on both sides	Standard
PPL	Sealing strips on bearings with segment cutout	Available by agreement
AS	Bearing and unit with relubrication facility	Standard

# Linear bearings and linear bearing and housing units

**Compact range** Linear ball bearings KH and linear ball bearing and housing units of the compact range have a small radial design envelope and are particularly economical. Their low section height automatically makes them attractive for applications in which only a small amount of radial space is available.  
Due to the closed design, they are suitable for use on shafts.

**Linear ball bearings** The bearings have an outer ring with openings. This contains a ball and cage assembly with a plastic cage. The outer ring is formed and hardened. The balls undergo return travel along the openings in the outer ring.

**Seals** The bearings are available in an open version and with lip seals on both sides (suffix PP). The end face seals have two seal lips; the outer lip prevents the ingress of contamination, the inner lip retains the lubricant in the bearing.

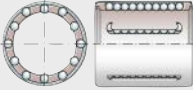
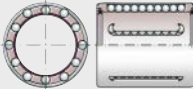
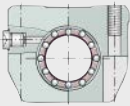
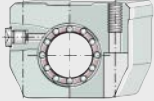
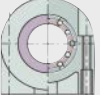
**Linear ball bearing and housing units** Linear ball bearing and housing units of the compact range are available with one integral bearing and, in the tandem version with particularly high load carrying capacity, with two bearings. The housings are made from high strength aluminium.

**Anti-corrosion protection** The housings are two-piece components made from sheet steel with a Corrotect® coating. The bearings and housing parts are packed separately. The bearing is firmly seated once it is mounted in the housing.

**Further information** Further information is given on the following pages:

- dimension tables, see page 67
- shafts, see page 104
- shaft and support rail units, see page 128
- accessories, see page 144.

**Linear ball bearings and  
linear ball bearing and  
housing units, compact range**

Series <sup>1)</sup>		Feature
KH		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>Not sealed</li> </ul>
KH...PP		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>Lip seals on both sides</li> </ul>
KGHK...PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Relubrication facility</li> </ul>
KTHK...PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Tandem design</li> <li>Relubrication facility</li> </ul>
KGHA...PP		<ul style="list-style-type: none"> <li>Unit</li> <li>Closed design</li> </ul>

<sup>1)</sup> Bearings with the suffix PP have lip seals on both sides.

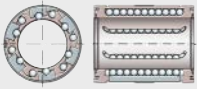
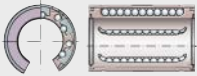


# Linear bearings and linear bearing and housing units

<b>Light range</b>	<p>The light range is available as linear ball bearings KN...-B of a closed design and as linear ball bearings KNO...-B with a segment cutout.</p> <p>In order to compensate misalignments arising from manufacturing tolerances, mounting errors and shaft deflection, the linear bearings of series KN...-B are self-aligning up to <math>\pm 30'</math>.</p> <p>Their robust construction allows operation even under aggressive operating conditions.</p> <p>The series KN...-B is of a closed construction and is designed for use on shafts. KNO...-B has a segment cutout and is used with shaft and support rail units.</p>
<b>Linear ball bearings</b>	<p>Linear ball bearings KN...-B and KNO...-B comprise a plastic cage with inserted raceway plates. The plates are supported in the housing bore by means of a retaining ring. Due to the retaining ring, the plates can “rock” and thus compensate for static misalignments.</p>
<b>Seals</b>	<p>The bearings are available in an open version and with lip seals on both sides (suffix PP). The end face seals have two seal lips; the outer lip prevents the ingress of contamination, the inner lip retains the lubricant in the bearing.</p>
<b>Further information</b>	<p>Further information is given on the following pages:</p> <ul style="list-style-type: none"><li>■ dimension tables, see page 74</li><li>■ shafts, see page 104</li><li>■ shaft and support rail units, see page 128</li><li>■ accessories, see page 144.</li></ul>



Linear ball bearings, light range

Series <sup>1)</sup>		Feature
KN...-B KN...-B-PP		<ul style="list-style-type: none"><li>Linear ball bearings</li><li>Closed design</li><li>Self-aligning</li><li>With or without lip seals</li></ul>
KNO...-B KNO...-B-PP		<ul style="list-style-type: none"><li>Linear ball bearings</li><li>With segment cutout</li><li>Self-aligning</li><li>With or without lip seals</li></ul>

<sup>1)</sup> Bearings with the suffix PP have lip seals on both sides.

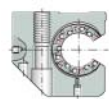
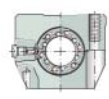


# Linear bearings and linear bearing and housing units

<b>Heavy duty range</b>	Linear ball bearings of the heavy duty range KS and KSO and the corresponding ball bearing and housing units have particularly high load carrying capacity and have an angular adjustment facility for compensation of misalignments. They have very good running characteristics.
<b>Linear ball bearings</b>	<p>Linear ball bearings KS and KSO comprise a plastic cage with loosely retained segments. The double row segments with crowned raceway plates can realign themselves in all directions and thus compensate misalignments. Since the complete segment undergoes realignment, there is no disruption to the recirculation of the balls. This results in uniformly low displacement resistance.</p> <p>The series KS is of a closed construction and is designed for use on shafts. KSO has a segment cutout and is used in conjunction with shaft and support rail units.</p>
<b>Seals</b>	<p>The bearings are available with contact seals or gap seals. The contact seals on the end faces have two seal lips; the outer lip prevents the ingress of contamination, the inner lip retains the lubricant in the bearing.</p>
<b>Linear ball bearing and housing units</b>	<p>Linear ball bearing and housing units of the heavy duty range are available with one integral bearing and, in the tandem version with particularly high load carrying capacity, with two bearings. The housings are made from high strength aluminium.</p> <p>The housings are available in a closed design, with a segment cutout for supported shafts and with or without a slot. In designs with a slot, the radial clearance can be adjusted by means of an adjusting screw. All series have a locating edge and centring holes for dowel holes. The bearings are sealed on both sides, they have an initial greasing and can be relubricated via a lubrication nipple in the housing.</p>
<b>Further information</b>	<p>Further information is given on the following pages:</p> <ul style="list-style-type: none"><li>■ dimension tables, see page 76</li><li>■ shafts, see page 104</li><li>■ shaft and support rail units, see page 128</li><li>■ accessories, see page 144.</li></ul>

**Linear ball bearings and  
linear ball bearing and  
housing units, heavy duty range**

Series <sup>1)</sup>		Feature
KS KS...PP		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>Self-aligning</li> <li>With or without lip seals</li> </ul>
KSO KSO...PP		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>With segment cutout</li> <li>Self-aligning</li> <li>With or without lip seals</li> </ul>
KSNG...PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Relubrication facility</li> </ul>
KSNS...PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KTSG...PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Tandem arrangement</li> <li>Relubrication facility</li> </ul>
KTSS...PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Tandem arrangement</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KGSNO...PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Relubrication facility</li> </ul>
KGSNOS...PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KTSO...PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Tandem arrangement</li> <li>Relubrication facility</li> </ul>
KTSOS...PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Tandem arrangement</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KGSC...PP-AS		<ul style="list-style-type: none"> <li>Open at side</li> <li>Relubrication facility</li> </ul>
KGSCS...PP-AS		<ul style="list-style-type: none"> <li>Open at side</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KTFS...PP-AS		<ul style="list-style-type: none"> <li>With centring collar</li> <li>Tandem arrangement</li> <li>Relubrication facility</li> </ul>

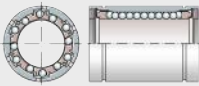
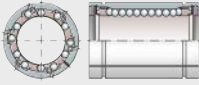
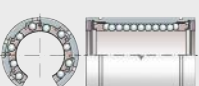
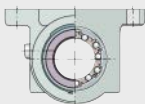
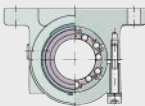
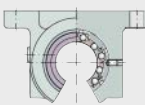
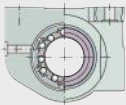
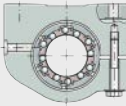
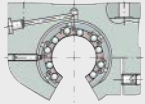


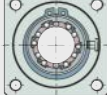


<sup>1)</sup> Bearings with the suffix PP have lip seals on both sides.

# Linear bearings and linear bearing and housing units

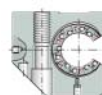
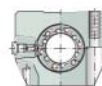
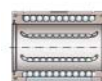
<b>Machined range</b>	Linear ball bearings of the machined range KB, KBS and KBO and the corresponding linear ball bearing and housing units are high precision and particularly rigid. They have excellent running characteristics.
<b>Linear ball bearings</b>	<p>Linear ball bearings KB, KBS and KBO comprise a hardened and ground outer ring in which a ball and cage assembly with a plastic cage is integrated.</p> <p>The balls are guided with high precision throughout the return area by a special spring washer. This ensures that the displacement resistance remains uniformly low even under difficult operating conditions and irrespective of the mounting position.</p> <p>The series KB is of a closed construction and is designed for use on shafts. KBO has a segment cutout and is used in conjunction with shaft and support rail units. KBS has a slot for adjustment of the radial clearance.</p>
<b>Seals</b>	The bearings have contact seals or gap seals.
<b>Linear ball bearing and housing units</b>	<p>Linear ball bearing and housing units of the machined range are available with one integral bearing and, in the tandem version with particularly high load carrying capacity, with two bearings.</p> <p>The housings are made from high strength aluminium or are pressure diecast.</p> <p>The housings are available in a closed design, with a segment cutout for supported shafts and with or without a slot. In designs with a slot, the radial clearance can be adjusted by means of an adjusting screw.</p> <p>All series have a locating edge and centring holes for dowel holes.</p> <p>The bearings are sealed on both sides, they have an initial greasing and can be relubricated via a lubrication nipple in the housing.</p>
<b>Further information</b>	<p>Further information is given on the following pages:</p> <ul style="list-style-type: none"><li>■ dimension tables, see page 90</li><li>■ shafts, see page 104</li><li>■ shaft and support rail units, see page 128</li><li>■ accessories, see page 144.</li></ul>

**Linear ball bearings and  
linear ball bearing and  
housing units, machined range**

Series <sup>1)2)</sup>		Feature
KB KB...-PP KB...-PP-AS		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>With or without lip seals depending on the design</li> <li>Relubrication facility</li> </ul>
KBS KBS...-PP KBS...-PP-AS		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>With or without lip seals depending on the design</li> <li>Relubrication facility</li> <li>Slotted design</li> </ul>
KBO KBO...-PP KBO...-PP-AS		<ul style="list-style-type: none"> <li>Linear ball bearings</li> <li>With or without lip seals depending on the design</li> <li>Relubrication facility</li> <li>With segment cutout</li> </ul>
KGB...-PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Relubrication facility</li> </ul>
KGBS...-PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KGBO...-PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Relubrication facility</li> </ul>
KGBA...-PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Relubrication facility</li> </ul>
KGBAS...-PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Slotted housing</li> <li>Relubrication facility</li> </ul>
KGBAO...-PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Relubrication facility</li> </ul>
KTB...-PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Tandem arrangement</li> <li>Relubrication facility</li> </ul>
KTBO...-PP-AS		<ul style="list-style-type: none"> <li>With segment cutout</li> <li>Tandem arrangement</li> <li>Relubrication facility</li> </ul>
KFB...-B-PP-AS		<ul style="list-style-type: none"> <li>Closed design</li> <li>Relubrication facility</li> </ul>

<sup>1)</sup> Bearings with the suffix PP have lip seals on both sides.

<sup>2)</sup> Bearings and units with the suffix AS can be relubricated.



# Linear bearings and linear bearing and housing units

## Plain bearing range

Linear plain bearings PAB and PABO and the corresponding plain bearing and housing units have very high load carrying capacity, are extremely robust and have particularly low running noise. They have excellent emergency running characteristics.

## Linear plain bearings

Linear plain bearings PAB and PABO comprise an outer ring made from high strength aluminium into which plain bearing bushes PAP..-P20 are fixed by adhesive.

The series PAB is of a closed construction and is designed for use on shafts. PABO has a segment cutout and is used in conjunction with shaft and support rail units.



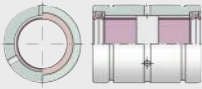
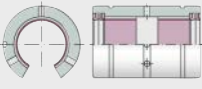


Plain bushes must not be used in conjunction with the special coating Corrotect®. Crevice corrosion may occur that would impair the function of the bearing.

## Further information

Further information is given on the following pages:

- dimension tables, see page 100
- shafts, see page 104
- shaft and support rail units, see page 128
- accessories, see page 144.

**Linear plain bearings and  
linear plain bearing and  
housing units,  
plain bearing range**

Series <sup>1)</sup>		Feature
PAB...-PP-AS		<ul style="list-style-type: none"> <li>■ Closed design</li> <li>■ Lip seals on both sides</li> <li>■ Relubrication facility</li> </ul>
PABO...-PP-AS		<ul style="list-style-type: none"> <li>■ With segment cutout</li> <li>■ Lip seals on both sides</li> <li>■ Relubrication facility</li> </ul>
PAGBA...-PP-AS		<ul style="list-style-type: none"> <li>■ Closed design</li> <li>■ Relubrication facility</li> </ul>
PAGBAO...-PP-AS		<ul style="list-style-type: none"> <li>■ With segment cutout</li> <li>■ Slotted housing</li> <li>■ Relubrication facility</li> </ul>

<sup>1)</sup> Bearings with the suffix PP have lip seals on both sides.



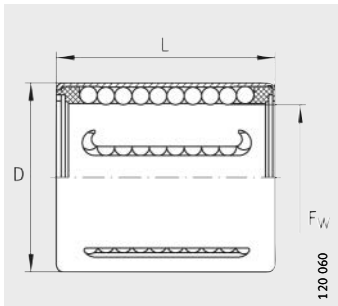




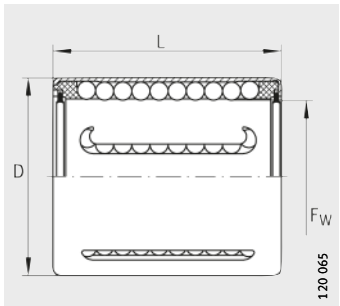
# Compact range

## Linear ball bearings

Open or sealed  
Relubrication facility



KH



KH...-PP

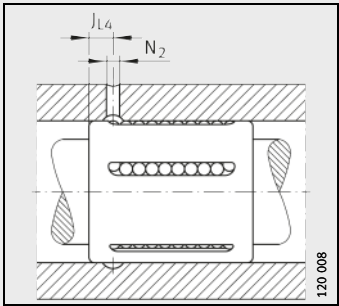


Dimension table · Dimensions in mm

Designation		Mass m g	Dimensions			Mounting dimensions		Basic load ratings <sup>1)</sup>			
2)	3)		F <sub>w</sub>	D	L	J <sub>L4</sub>	N <sub>2</sub>	dyn. C <sub>min</sub> N	stat. C <sub>0 min</sub> N	dyn. C <sub>max</sub> N	stat. C <sub>0 max</sub> N
KH06	KH06-PP	7	6	12	22	4	2	340	240	390	340
KH08	KH08-PP	12	8	15	24	6	2	410	280	475	400
KH10	KH10-PP	14,5	10	17	26	6	2,5	510	370	590	520
KH12	KH12-PP	18,5	12	19	28	6	2,5	670	510	800	740
KH14	KH14-PP	20,5	14	21	28	6	2,5	690	520	830	760
KH16	KH16-PP	27,5	16	24	30	7	2,5	890	620	1 060	910
KH20	KH20-PP	32,5	20	28	30	7	2,5	1 110	790	1 170	1 010
KH25	KH25-PP	66	25	35	40	8	2,5	2 280	1 670	2 420	2 130
KH30	KH30-PP	95	30	40	50	8	2,5	3 300	2 700	3 300	3 100
KH40	KH40-PP	182	40	52	60	9	2,5	5 300	4 450	5 300	4 950
KH50	KH50-PP	252	50	62	70	9	2,5	6 800	6 300	6 800	7 000

Corrosion-resistant designs have the suffix -RROC.  
This must be stated when ordering.

- <sup>1)</sup> The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.
- <sup>2)</sup> With preservative.
- <sup>3)</sup> With initial greasing, sealed on both sides.



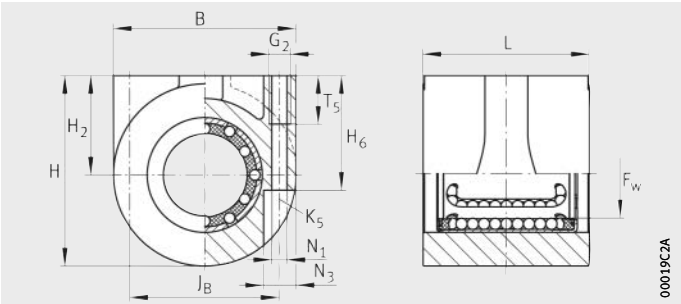
Mounting dimensions

Compact range

Linear ball bearing and housing units

Sealed

Greased



KGHA..-PP

Dimension table - Dimensions in mm

Designation	Mass m  ≈g	Dimensions				
		F <sub>W</sub>	H <sub>2</sub>  ±0,015	H	B	L  +0,5
KGHA16-PP	228	16	20	41	42	37
KGHA20-PP	303	20	25	48,5	47	39
KGHA25-PP	496	25	30	57,5	55	49
KGHA30-PP	860	30	35	67,5	65	59
KGHA40-PP	1 434	40	45	84	78	71

- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.



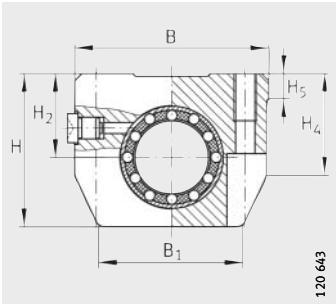
Mounting dimensions							Basic load ratings <sup>1)</sup>	
H <sub>6</sub>	T <sub>5</sub>	J <sub>B</sub> ±0,1	G <sub>2</sub>	N <sub>1</sub>	N <sub>3</sub>	K <sub>5</sub> <sup>2)</sup>	dyn. C N	stat. C <sub>0</sub> N
27	15	32	M6	5,1	8,1	M4	890	620
29	15	38	M6	5,1	8,1	M4	1 110	790
35	15	46	M6	5,1	8,1	M4	2 280	1 670
39	20	54	M8	6,7	11,1	M6	3 300	2 700
49	20	66	M8	6,7	11,1	M6	5 300	4 450

# Compact range

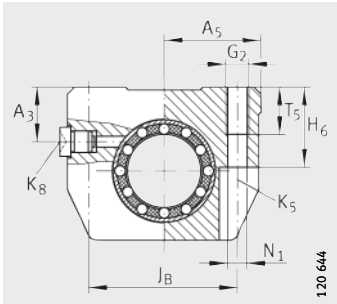
Linear ball bearing and housing units

Sealed

Greased,  
with relubrication facility



KGHK...-B-PP-AS



KGHK...-B-PP-AS

Dimension table - Dimensions in mm

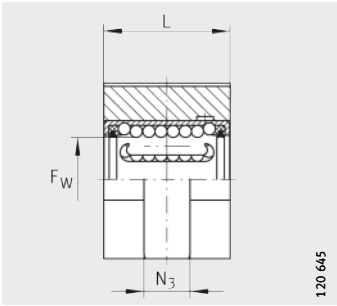
Designation	Mass m ≈g	Dimensions				Mounting dimensions		
		F <sub>W</sub>	B	L	H	J <sub>B</sub> ±0,15	B <sub>1</sub>	A <sub>5</sub>
KGHK06-B-PP-AS	40	6	32	22,2	27	23	25	16
KGHK08-B-PP-AS	50	8	32	24,2	27	23	25	16
KGHK10-B-PP-AS	70	10	40	26,2	33	29	32	20
KGHK12-B-PP-AS	80	12	40	28,2	33	29	32	20
KGHK14-B-PP-AS	100	14	43	28,2	36,5	34	34	21,5
KGHK16-B-PP-AS	110	16	43	30,2	36,5	34	34	21,5
KGHK20-B-PP-AS	150	20	53	30,2	42,5	40	40	26,5
KGHK25-B-PP-AS	270	25	60	40,2	52,5	48	44	30
KGHK30-B-PP-AS	400	30	67	50,2	60	53	49,6	33,5
KGHK40-B-PP-AS	750	40	87	60,2	73,5	69	63	43,5
KGHK50-B-PP-AS	1 250	50	103	70,2	92	82	74	51,5

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) For fixing screws ISO 4762-8.8.

If there is a possibility of settling, the screws should be secured against rotation.

3) Lubrication nipple, see page 31.



KGHK..-B-PP-AS

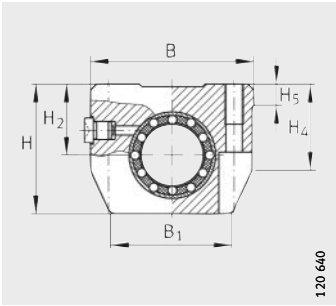
											Basic load ratings <sup>1)</sup>	
H <sub>2</sub> +0,010 -0,014	H <sub>4</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	A <sub>3</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>3</sub>	K <sub>5</sub> <sup>2)</sup>	K <sub>8</sub> <sup>3)</sup>	dyn. C N	stat. C <sub>0</sub> N
13	20,6	5	9	13	9	M4	3,4	7	M3	NIPA1	340	240
14	20,6	5	9	13	9	M4	3,4	7	M3	NIPA1	410	280
16	25,1	5	11	16	11	M5	4,3	10	M4	NIPA1	510	370
17	25,1	5	11	16	11	M5	4,3	10	M4	NIPA1	670	510
18	28,1	6,9	11	18	13	M5	4,3	10	M4	NIPA1	690	520
19	28,1	6,9	11	18	13	M5	4,3	10	M4	NIPA1	890	620
23	29,8	7,4	13	22	15	M6	5,3	11	M5	NIPA2	1 110	790
27	36,6	9,9	18	26	17,5	M8	6,6	15	M6	NIPA2	2 280	1 670
30	42,7	8	18	29	18	M8	6,6	15	M6	NIPA2	3 300	2 700
39	49,7	12,8	22	38	23	M10	8,4	18	M8	NIPA2	5 300	4 450
47	62,3	10,9	26	46	28	M12	10,5	20	M10	NIPA2	6 800	6 300



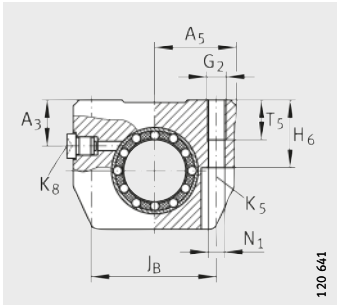
# Compact range

## Linear ball bearing and housing units

Tandem arrangement  
Sealed  
Greased,  
with relubrication facility



KTHK...-B-PP-AS

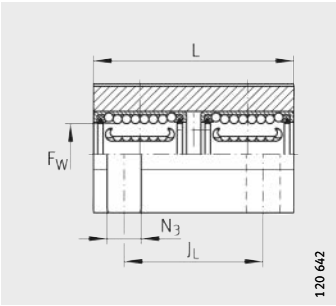


KTHK...-B-PP-AS

Dimension table - Dimensions in mm

Designation	Mass m  ≈g	Dimensions				Mounting dimensions			
		F <sub>w</sub>	B	L	H	J <sub>b</sub>	B <sub>1</sub>	A <sub>5</sub>	J <sub>L</sub> <sup>2)</sup>
						±0,15			±0,15
KTHK12-B-PP-AS	170	12	40	60	33	29	32	20	35
KTHK16-B-PP-AS	230	16	43	65	36,5	34	34	21,5	40
KTHK20-B-PP-AS	320	20	53	65	42,5	40	40	26,5	45
KTHK25-B-PP-AS	580	25	60	85	52,5	48	44	30	55
KTHK30-B-PP-AS	850	30	67	105	60	53	49,6	33,5	70
KTHK40-B-PP-AS	1 600	40	87	125	73,5	69	63	43,5	85
KTHK50-B-PP-AS	2 700	50	103	145	92	82	74	51,5	100

- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways and where the two linear ball bearings are subjected to equal loading.
- 2) Dimension J<sub>L</sub> and lubrication hole symmetrical to the bearing length L.
- 3) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.
- 4) Lubrication nipple, see page 31.



KTHK..B-PP-AS

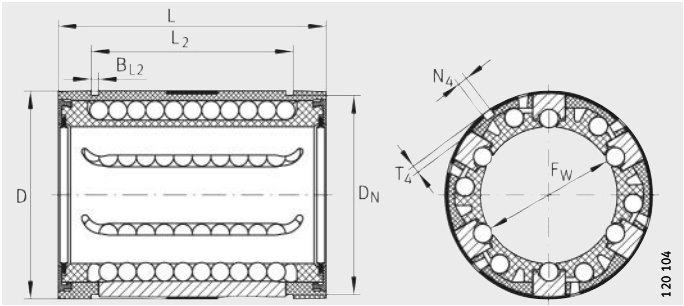


											Basic load ratings <sup>1)</sup>	
H <sub>2</sub> +0,010 -0,014	H <sub>4</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	A <sub>3</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>3</sub>	K <sub>5</sub> <sup>3)</sup>	K <sub>8</sub> <sup>4)</sup>	dyn. C N	stat. C <sub>0</sub> N
17	25,1	5	11	16	11	M5	4,3	10	M4	NIPA1	1 090	1 020
19	28,1	6,9	11	18	13	M5	4,3	10	M4	NIPA1	1 440	1 240
23	29,8	7,4	13	22	15	M6	5,3	11	M5	NIPA2	1 800	1 580
27	36,6	9,9	18	26	17,5	M8	6,6	11	M6	NIPA2	3 700	3 350
30	42,7	8	18	29	18	M8	6,6	15	M6	NIPA2	5 400	5 400
39	49,7	12,8	22	38	23	M10	8,4	18	M8	NIPA2	8 600	6 900
47	62,3	10,9	26	46	28	M12	10,5	20	M10	NIPA2	11 000	12 600

# Light range

## Linear ball bearings

- Self-aligning
- Closed or with segment cutout
- Open or sealed
- Relubrication facility



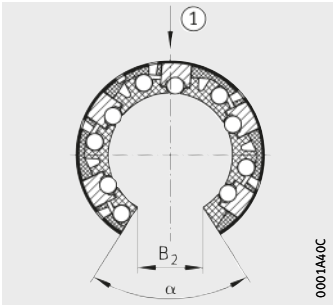
KN...-B-PP, KN...-B

Dimension table - Dimensions in mm

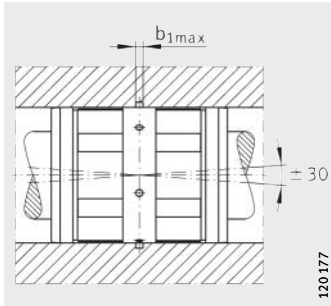
Designation				Mass m ≈g	Dimensions			Mounting dimensions	
					F <sub>W</sub>	D	L	B <sub>2</sub> <sup>2)</sup>	L <sub>2</sub>
									H13
KN12-B-PP	KN12-B	–	–	20	12	22	32	–	22,6
–	–	KNO12-B-PP	KNO12-B					6,5	–
KN16-B-PP	KN16-B	–	–	30	16	26	36	–	24,6
–	–	KNO16-B-PP	KNO16-B					9	–
KN20-B-PP	KN20-B	–	–	60	20	32	45	–	31,2
–	–	KNO20-B-PP	KNO20-B					9	–
KN25-B-PP	KN25-B	–	–	130	25	40	58	–	43,7
–	–	KNO25-B-PP	KNO25-B					11,5	–
KN30-B-PP	KN30-B	–	–	190	30	47	68	–	51,7
–	–	KNO30-B-PP	KNO30-B					14	–
KN40-B-PP	KN40-B	–	–	350	40	62	80	–	60,3
–	–	KNO40-B-PP	KNO40-B					19	–
KN50-B-PP	KN50-B	–	–	670	50	75	100	–	77,3
–	–	KNO50-B-PP	KNO50-B					22,5	–

- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.
- 2) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.
- 3) Hole position symmetrical to bearing length L.
- 4) Basic load rating in main load direction.
- 5) ① Main load direction





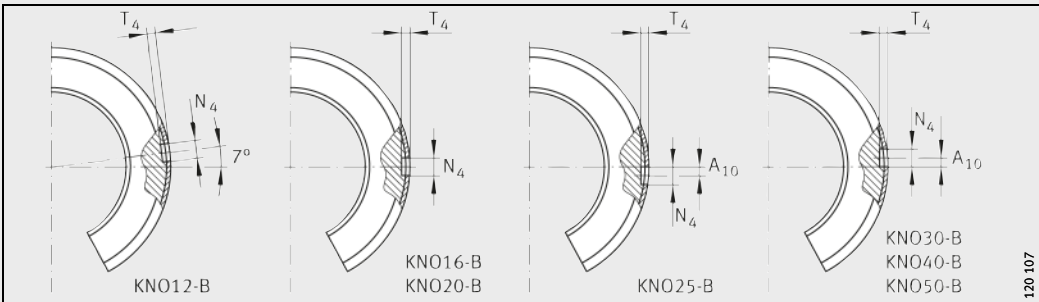
KNO..-B-PP, KNO..-B  
① 5)



Self-aligning up to  $\pm 30'$



B <sub>L2</sub>	D <sub>N</sub>	T <sub>4</sub>	A <sub>10</sub>	N <sub>4</sub> <sup>3)</sup>	α °	Ball rows		Basic load ratings <sup>1)</sup>			
						b <sub>1 max</sub>	Quantity	dyn. C <sub>min</sub> N	stat. C <sub>0 min</sub> N	dyn. C <sub>max</sub> N	stat. C <sub>0 max</sub> N
1,3	21	0,7	–	3	–	1,5	5	730	510	870	740
–	–				66		4	–	–	840 <sup>4)</sup>	640 <sup>4)</sup>
1,3	25	0,7	–	3	–	1,5	5	870	620	1 040	910
–	–				68		4	–	–	1 000 <sup>4)</sup>	750 <sup>4)</sup>
1,6	30,7	0,9	–	3	–	2,5	6	1 730	1 230	1 830	1 570
–	–				55		5	–	–	1 740 <sup>4)</sup>	1 240 <sup>4)</sup>
1,85	38,5	1,4	–	3	–	2,5	6	3 100	2 220	3 250	2 850
–	–		1,5		57		5	–	–	3 100 <sup>4)</sup>	2 260 <sup>4)</sup>
1,85	44,7	2,2	–	3	–	2,5	6	3 750	2 850	3 950	3 650
–	–		2		57		5	–	–	3 750 <sup>4)</sup>	2 850 <sup>4)</sup>
2,15	59,4	2,2	–	3	–	3	6	6 300	4 350	6 700	5 600
–	–		1,5		56		5	–	–	6 300 <sup>4)</sup>	4 350 <sup>4)</sup>
2,65	71,4	2,3	–	5	–	3	6	9 300	6 500	9 800	8 300
–	–		2,5		54		5	–	–	9 300 <sup>4)</sup>	6 500 <sup>4)</sup>

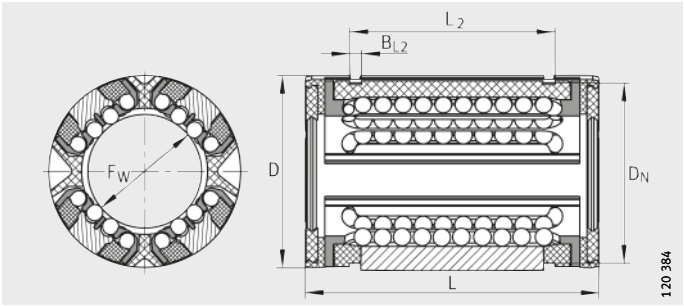


Fixing holes

# Heavy duty range

## Linear ball bearings

- Self-aligning
- Closed or with segment cutout
- Open or sealed
- Relubrication facility

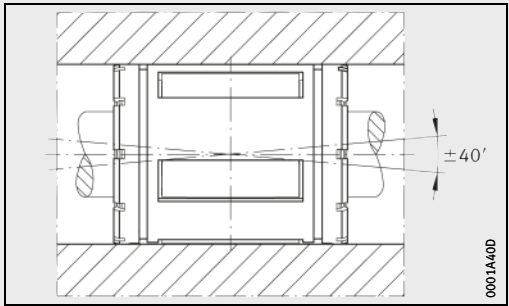


KS, KS...PP

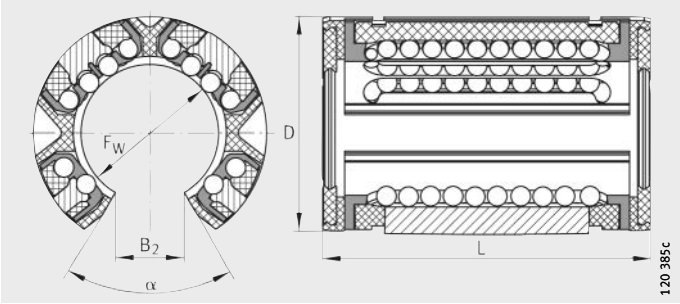
Dimension table - Dimensions in mm

Designation				Mass m ≈g	Dimensions			Mounting dimensions		
3)	4)	3)	4)		F <sub>W</sub>	D	L	B <sub>2</sub> <sup>5)</sup>	L <sub>2</sub> H13	B <sub>L2</sub>
KS12	KS12-PP	–	–	18	12	22	32	–	22,6	1,3
–	–	KS012	KS012-PP	13				7,6	–	–
KS16	KS16-PP	–	–	28	16	26	36	–	24,6	1,3
–	–	KS016	KS016-PP	19				10,1	–	–
KS20	KS20-PP	–	–	51	20	32	45	–	31,2	1,6
–	–	KS020	KS020-PP	38				10	–	–
KS25	KS25-PP	–	–	102	25	40	58	–	43,7	1,85
–	–	KS025	KS025-PP	75				12,5	–	–
KS30	KS30-PP	–	–	172	30	47	68	–	51,7	1,85
–	–	KS030	KS030-PP	135				14,3	–	–
KS40	KS40-PP	–	–	335	40	62	80	–	60,3	2,15
–	–	KS040	KS040-PP	259				18,2	–	–
KS50	KS50-PP	–	–	589	50	75	100	–	77,3	2,65
–	–	KS050	KS050-PP	454				22,7	–	–

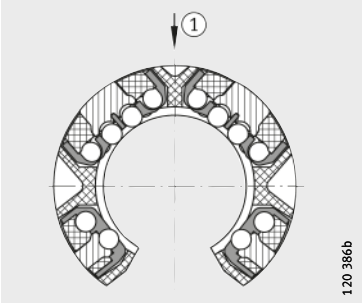
- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.
- 2) Basic load rating in main load direction.
- 3) With preservative, gap seals on both sides.
- 4) With initial greasing, contact seals on both sides.
- 5) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.
- 6) Hole position symmetrical to bearing length L.
- 7) Only one lubrication and fixing hole each in size 16 and 20.
- 8) ① Main load direction



Self-aligning up to ±40'



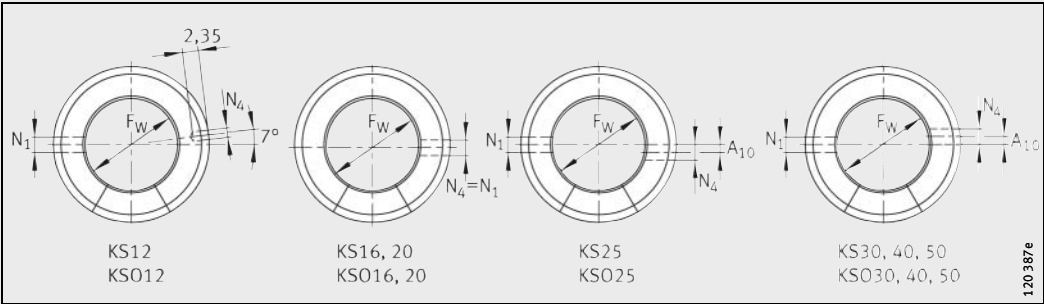
KSO, KSO...-PP



KSO, KSO...-PP

① 8)

D <sub>N</sub>	A <sub>10</sub>	N <sub>1</sub> <sup>6)</sup>	N <sub>4</sub> <sup>6)</sup>	α °	Ball rows Quantity	Basic load ratings <sup>1)</sup>			
						dyn. C <sub>min</sub> N	stat. C <sub>0 min</sub> N	dyn. C <sub>max</sub> N	stat. C <sub>0 max</sub> N
21	-	-	3	-	8	630	600	900	1 100
-		3		78	6	-	-	900 <sup>2)</sup>	1 100 <sup>2)</sup>
25	-	3 <sup>7)</sup>	3 <sup>7)</sup>	-	8	1 060	950	1 430	1 550
-				78	6	-	-	1 430 <sup>2)</sup>	1 550 <sup>2)</sup>
30,7	-	3 <sup>7)</sup>	3 <sup>7)</sup>	-	8	1 780	1 600	2 200	2 310
-				60	6	-	-	2 200 <sup>2)</sup>	2 310 <sup>2)</sup>
38	1,5	3,5	3	-	8	2 700	2 430	3 950	4 300
-				60	6	-	-	3 950 <sup>2)</sup>	4 300 <sup>2)</sup>
44,7	2	3,5	3	-	8	4 650	3 970	5 900	6 000
-				57	6	-	-	5 900 <sup>2)</sup>	6 000 <sup>2)</sup>
59,4	1,5	3,5	3	-	8	8 800	7 200	10 200	9 600
-				54	6	-	-	10 200 <sup>2)</sup>	9 600 <sup>2)</sup>
71,4	2,5	4,5	5	-	8	12 300	9 700	15 100	13 900
-				54	6	-	-	15 100 <sup>2)</sup>	13 900 <sup>2)</sup>

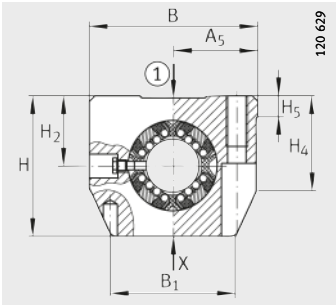


Fixing holes<sup>7)</sup>

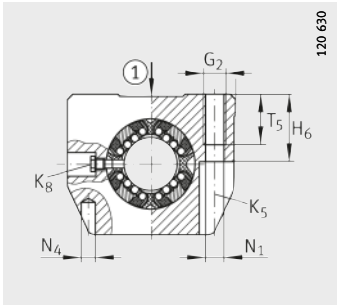
# Heavy duty range

## Linear ball bearing and housing units

Closed or with slot  
Sealed  
Greased,  
with relubrication facility



KGSNG...-PP-AS, KGSNS...-PP-AS  
① 7)



KGSNG...-PP-AS, KGSNS...-PP-AS  
① 7)

Dimension table - Dimensions in mm

Designation		Mass  m  ≈g	Dimensions				Mounting dimensions			
			F <sub>W</sub>	B	L	H	J <sub>B</sub>	B <sub>1</sub>	A <sub>5</sub>	J <sub>L</sub> <sup>3)</sup>
KGSNG12-PP-AS	–	110	12	43	32	35	32	34	21,5	23
–	KGSNS12-PP-AS	100								
KGSNG16-PP-AS	–	220	16	53	37	42	40	40	26,5	26
–	KGSNS16-PP-AS	200								
KGSNG20-PP-AS	–	370	20	60	45	50	45	44	30	32
–	KGSNS20-PP-AS	360								
KGSNG25-PP-AS	–	630	25	78	58	60	60	59,4	39	40
–	KGSNS25-PP-AS	550								
KGSNG30-PP-AS	–	890	30	87	68	70	68	63	43,5	45
–	KGSNS30-PP-AS	730								
KGSNG40-PP-AS	–	1 300	40	108	80	90	86	76	54	58
–	KGSNS40-PP-AS	1 350								
KGSNG50-PP-AS	–	2 200	50	132	100	105	108	90	66	50
–	KGSNS50-PP-AS	2 250								

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) Basic load rating in main load direction.

3) Dimension J<sub>L</sub> and lubrication hole symmetrical to the bearing length L.

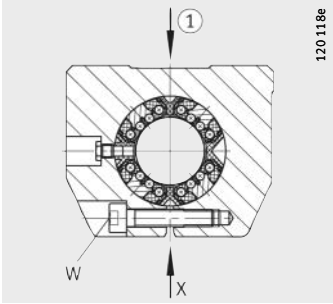
4) Centring for dowel hole.

5) For fixing screws ISO 4762-8.8.

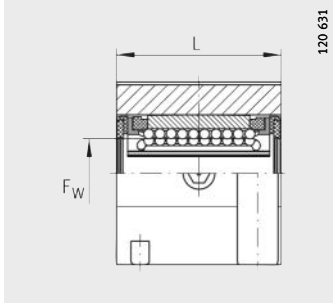
If there is a possibility of settling, the screws should be secured against rotation.

6) Lubrication nipple. Designs and dimensions, see page 30.

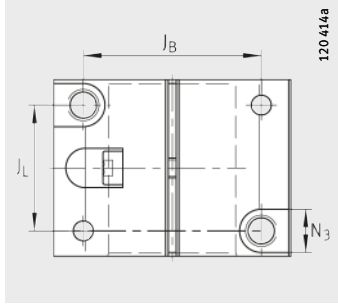
7) ① Main load direction



KGSNS...-PP-AS  
① 7)



KGSNG...-PP-AS, KGSNS...-PP-AS



KGSNS...-PP-AS

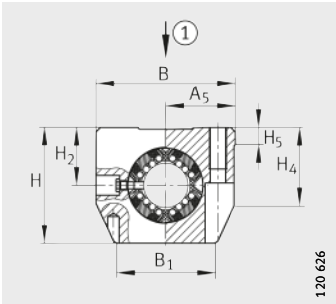


												Ball rows	Basic load ratings <sup>1) 2)</sup>	
H <sub>2</sub>	H <sub>5</sub>	H <sub>4</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>4</sub> <sup>4)</sup>	N <sub>3</sub>	K <sub>5</sub> <sup>5)</sup>	K <sub>8</sub> <sup>3) 6)</sup>	Width across flats W		dyn. C <sub>max</sub>	stat. C <sub>0 max</sub>
+0,008 -0,016												Quantity	N	N
18	5,4	26,6	11	16,5	M5	4,3	4	8	M4	NIP4MZ	— 2,5	8	900	1 100
22	6,9	29,3	13	21	M6	5,3	4	10	M5	NIP4MZ	— 3	8	1 430	1 550
25	7,4	34,1	18	24	M8	6,6	5	11	M6	NIP4MZ	— 4	8	2 200	2 310
30	8,3	41,5	22	29	M10	8,4	6	15	M8	NIP5MZ	— 5	8	3 950	4 300
35	9,3	46,2	22	34	M10	8,4	6	15	M8	NIP5MZ	— 5	8	5 900	6 000
45	11,7	57,6	26	44	M12	10,5	8	18	M10	NIP5MZ	— 6	8	10 200	9 600
50	10,6	62	35	49	M16	13,5	10	20	M12	NIP6MZ	— 8	8	15 100	13 900

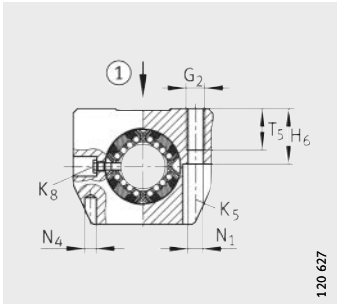
Heavy duty range

Linear ball bearing and housing units

Tandem arrangement  
Closed or with slot  
Sealed  
Greased,  
with relubrication facility



KTSG...PP-AS, KTSS...PP-AS  
① 7)



KTSG...PP-AS, KTSS...PP-AS  
① 7)

Dimension table - Dimensions in mm

Designation		Mass  m  ≈g	Dimensions				Mounting dimensions				
			F <sub>W</sub>	B	L	H	J <sub>B</sub>	B <sub>1</sub>	A <sub>5</sub>	J <sub>L</sub> <sup>3)</sup>	L <sub>6</sub> <sup>3)</sup>
KTSG12-PP-AS	–	210	12	43	70	35	32	34	21,5	56	24
–	KTSS12-PP-AS										
KTSG16-PP-AS	–	380	16	53	78	42	40	40	26,5	64	26
–	KTSS16-PP-AS										
KTSG20-PP-AS	–	550	20	60	96	50	45	44	30	76	33
–	KTSS20-PP-AS										
KTSG25-PP-AS	–	1 130	25	78	122	60	60	59,4	39	94	44
–	KTSS25-PP-AS										
KTSG30-PP-AS	–	1 780	30	87	142	70	68	63	43,5	106	54
–	KTSS30-PP-AS										

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) Basic load rating in main load direction.

3) Dimensions J<sub>L</sub>, L<sub>6</sub> and lubrication hole symmetrical to the bearing length L.

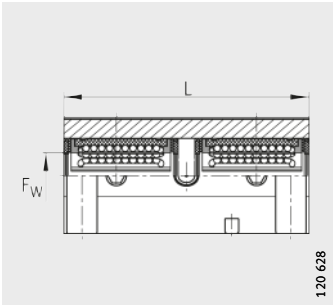
4) Centring for dowel hole.

5) For fixing screws ISO 4762-8.8.

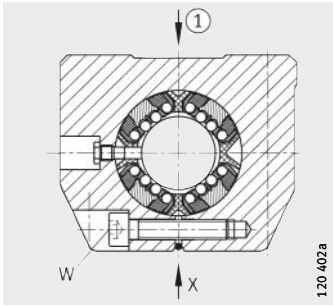
If there is a possibility of settling, the screws should be secured against rotation.

6) Lubrication nipple. Designs and dimensions, see page 30.

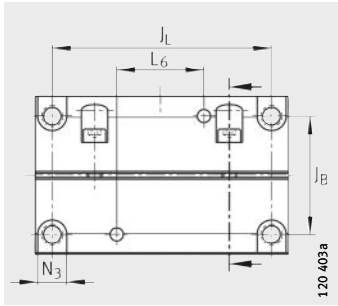
7) ① Main load direction



KTSG...-PP-AS, KTSS...-PP-AS



KTSS...-PP-AS  
① 7)



KTSS...-PP-AS

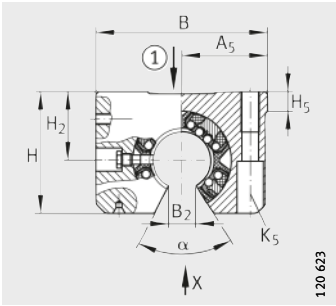


												Ball rows	Basic load ratings <sup>1) 2)</sup>	
H <sub>2</sub>	H <sub>5</sub>	H <sub>4</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>4</sub> <sup>4)</sup>	N <sub>3</sub>	K <sub>5</sub> <sup>5)</sup>	K <sub>8</sub> <sup>3) 6)</sup>	Width across flats W		Quantity	dyn. C <sub>max</sub>
+0,008 -0,016													N	N
18	5,4	26,6	11	16,5	M5	4,3	4	8	M4	NIP4MZ	— 2,5	8	1 460	2 100
22	6,9	29,3	13	21	M6	5,3	4	10	M5	NIP4MZ	— 3	8	2 330	3 100
25	7,4	34,1	18	24	M8	6,6	5	11	M6	NIP4MZ	— 4	8	3 500	4 600
30	8,3	41,5	22	29	M10	8,4	6	15	M8	NIP5MZ	— 5	8	6 400	8 600
35	9,3	46,2	22	34	M10	8,4	6	15	M8	NIP5MZ	— 5	8	9 600	12 000

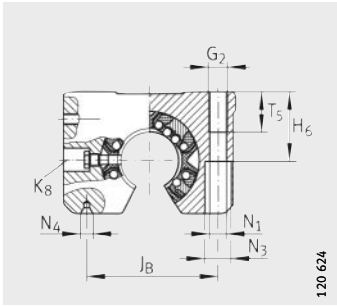
# Heavy duty range

## Linear ball bearing and housing units

With segment cutout  
With or without slot  
Sealed  
Greased,  
with relubrication facility



Starting KGSNO16-PP-AS,  
KGSNOS16-PP-AS  
① 8)



Starting KGSNO16-PP-AS,  
KGSNOS16-PP-AS

Dimension table - Dimensions in mm

Designation		Mass  m  ≈g	Dimensions				Mounting dimensions			
			F <sub>w</sub>	B	L	H	J <sub>B</sub>	A <sub>5</sub>	B <sub>2</sub> <sup>3)</sup>	J <sub>L</sub> <sup>4)</sup>
KGSNO12-PP-AS	–	80	12	43	32	28	32	21,5	7,6	23
–	KGSNOS12-PP-AS	90								
KGSNO16-PP-AS	–	150	16	53	37	35	40	26,5	10,1	26
–	KGSNOS16-PP-AS	150								
KGSNO20-PP-AS	–	200	20	60	45	42	45	30	10	32
–	KGSNOS20-PP-AS	250								
KGSNO25-PP-AS	–	410	25	78	58	51	60	39	12,5	40
–	KGSNOS25-PP-AS	520								
KGSNO30-PP-AS	–	600	30	87	68	60	68	43,5	14,3	45
–	KGSNOS30-PP-AS	760								
KGSNO40-PP-AS	–	1 100	40	108	80	77	86	54	18,2	58
–	KGSNOS40-PP-AS	1 400								
KGSNO50-PP-AS	–	2 870	50	132	100	88	108	66	22,7	50
–	KGSNOS50-PP-AS	2 670								

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) Basic load rating in main load direction.

3) Dimension B<sub>2</sub> on diameter F<sub>w</sub>.

4) Dimension J<sub>L</sub> and lubrication hole symmetrical to the bearing length L.

5) Centring hole DIN 332 type A.

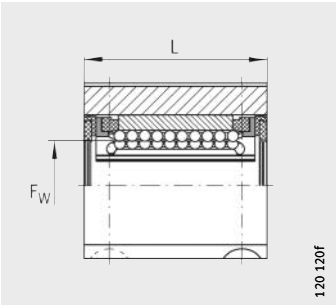
6) For fixing screws ISO 4762-8.8.

If there is a possibility of settling, the screws should be secured against rotation.

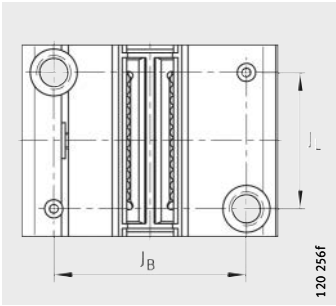
7) Lubrication nipple. Designs and dimensions, see page 30.

8) ① Main load direction

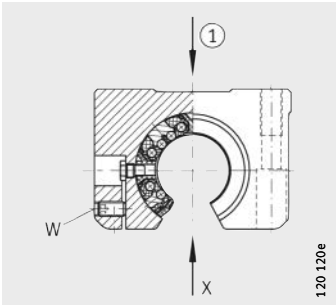




KGSNO..-PP-AS, KGSNOS..-PP-AS

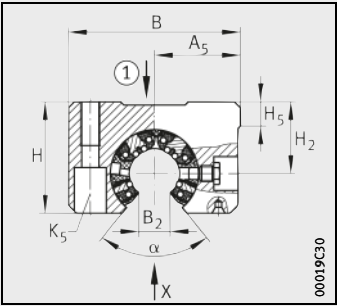


KGSNOS..-PP-AS  
View X

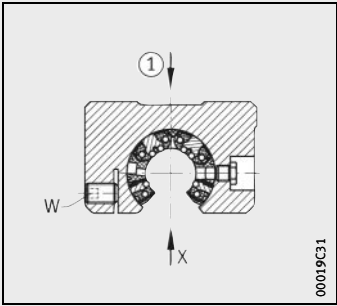


Starting KGSNOS16-PP-AS  
① 8)

												Ball rows  Quantity	Basic load ratings <sup>1) 2)</sup>	
H <sub>2</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>4</sub> <sup>5)</sup>	N <sub>3</sub>	K <sub>5</sub> <sup>6)</sup>	K <sub>8</sub> <sup>4) 7)</sup>	Width across flats W	α		dyn. C <sub>max</sub>	stat. C <sub>0 max</sub>
+0,008 -0,016											°		N	N
18	6,1	11	16,5	M5	4,3	1,6×3,35	8	M4	NIP4MZ	— 2,5	78	6	900	1 100
22	7,5	13	21	M6	5,3	1,6×3,35	10	M5	NIP4MZ	— 2,5	68	6	1 430	1 550
25	8	18	24	M8	6,6	2×4,25	11	M6	NIP4MZ	— 2,5	55	6	2 200	2 310
30	8,8	22	29	M10	8,4	2,5×5,3	15	M8	NIP5MZ	— 3	57	6	3 950	4 300
35	9,7	22	34	M10	8,4	2,5×5,3	15	M8	NIP5MZ	— 3	57	6	5 900	6 000
45	12,4	26	44	M12	10,5	3,15×6,7	18	M10	NIP5MZ	— 4	56	6	10 200	9 600
50	11,1	35	49	M16	13,5	4×8,5	20	M12	NIP5MZ	— 5	54	6	15 100	13 900



KGSNO12-PP-AS,  
KGSNOS12-PP-AS

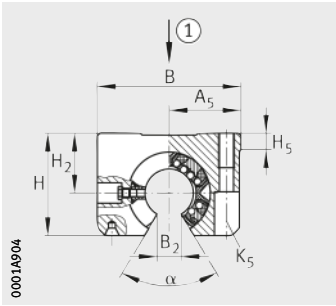


KGSNOS12-PP-AS

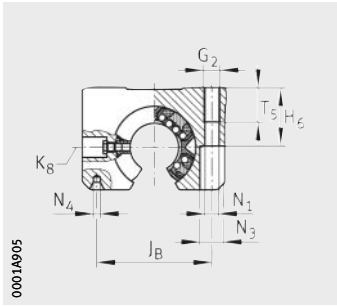
Heavy duty range

Linear ball bearing and housing units

Tandem arrangement  
With segment cutout  
With or without slot  
Sealed  
Greased,  
with relubrication facility



KTSO...-PP-AS  
① 8)



KTSO...-PP-AS

Dimension table · Dimensions in mm

Designation		Mass  m  ≈g	Dimensions				Mounting dimensions			
			F <sub>w</sub>	B	L	H	J <sub>B</sub>	A <sub>5</sub>	B <sub>2</sub> <sup>3)</sup>	J <sub>L</sub> <sup>4)</sup>
KTSO12-PP-AS	–	190	12	43	70	28	32	21,5	7,6	56
–	KTSOS12-PP-AS									
KTSO16-PP-AS	–	320	16	53	78	35	40	26,5	10,1	64
–	KTSOS16-PP-AS									
KTSO20-PP-AS	–	520	20	60	96	42	45	30	10	76
–	KTSOS20-PP-AS									
KTSO25-PP-AS	–	1 060	25	78	122	51	60	39	12,5	94
–	KTSOS25-PP-AS									
KTSO30-PP-AS	–	1 550	30	87	142	60	68	43,5	14,3	106
–	KTSOS30-PP-AS									

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) Basic load rating in main load direction.

3) Dimension B<sub>2</sub> on diameter F<sub>w</sub>.

4) Dimensions J<sub>L</sub>, L<sub>6</sub> and lubrication hole symmetrical to the bearing length L.

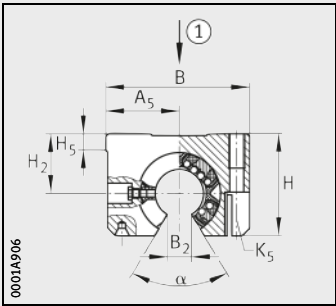
5) Centring hole DIN 332 type A.

6) For fixing screws ISO 4762-8.8.

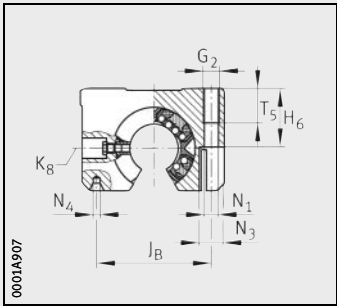
If there is a possibility of settling, the screws should be secured against rotation.

7) Lubrication nipple. Designs and dimensions, see page 30.

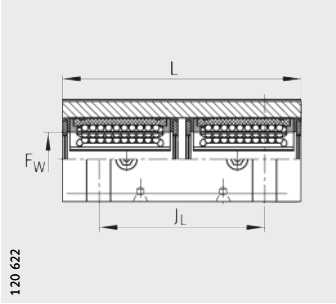
8) ① Main load direction



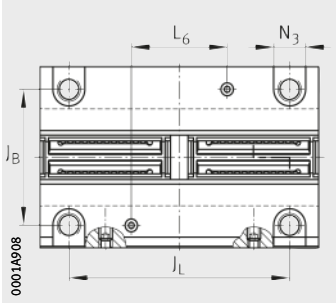
KTSOS...-PP-AS  
① 8)



KTSOS...-PP-AS



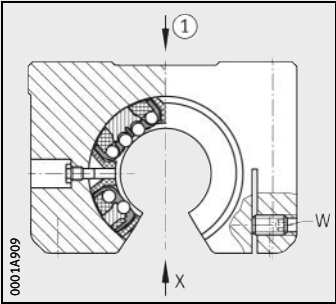
KTSO...-PP-AS, KTSOS...-PP-AS



KTSO...-PP-AS  
View X



													Ball rows	Basic load ratings <sup>1)2)</sup>	
L <sub>6</sub> <sup>4)</sup>	H <sub>2</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>4</sub> <sup>5)</sup>	N <sub>3</sub>	K <sub>5</sub> <sup>6)</sup>	K <sub>8</sub> <sup>4)7)</sup>	Width across flats W	α		dyn. C <sub>max</sub>	stat. C <sub>0 max</sub>
	+0,008 -0,016											°	Quantity	N	N
24	18	6,1	11	16,5	M5	4,3	1,6×3,35	8	M4	NIP4MZ	— 2,5	66	6	1 460	2 100
26	22	7,5	13	21	M6	5,3	1,6×3,35	10	M5	NIP4MZ	— 2,5	68	6	2 330	3 100
33	25	8	18	24	M8	6,6	2×4,25	11	M6	NIP4MZ	— 2,5	55	6	3 500	4 600
44	30	8,8	22	29	M10	8,4	2,5×5,3	15	M8	NIP5MZ	— 3	57	6	6 400	8 600
54	35	9,7	22	34	M10	8,4	2,5×5,3	15	M8	NIP5MZ	— 3	57	6	9 600	12 000



KTSOS...-PP-AS

① 8)

# Heavy duty range

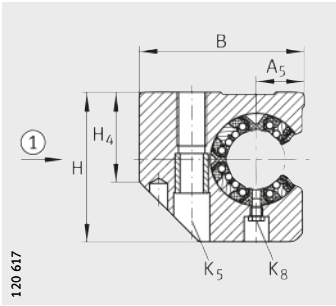
## Linear ball bearing and housing units

Lateral segment cutout

With or without slot

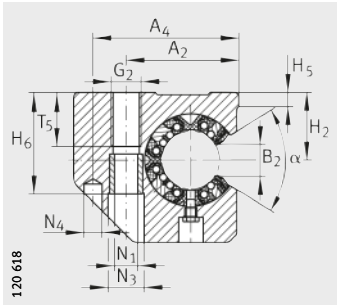
Sealed

Greased,  
with relubrication facility



KGSC...-PP-AS, KGSCS...-PP-AS

① 8)



KGSC...-PP-AS, KGSCS...-PP-AS

Dimension table - Dimensions in mm

Designation		Mass  m  ≈g	Dimensions				Mounting dimensions					
			F <sub>W</sub>	B	L	H	A <sub>2</sub>	A <sub>4</sub>	A <sub>5</sub>	B <sub>2</sub> <sup>3)</sup>	J <sub>L</sub> <sup>4)</sup>	L <sub>6</sub> <sup>4)</sup>
KGSC20-PP-AS		350	20	60	47	60	39	51	17	10	30	36
-	KGSCS20-PP-AS											
KGSC25-PP-AS		680	25	75	58	72	49	64	21	12,5	36	45
-	KGSCS25-PP-AS											
KGSC30-PP-AS		1 000	30	86	68	82	59	76	25	14,3	42	52
-	KGSCS30-PP-AS											
KGSC40-PP-AS		1 800	40	110	80	100	75	97	32	18,2	48	60
-	KGSCS40-PP-AS											
KGSC50-PP-AS		2 900	50	127	100	115	88	109	38	22,7	62	80
-	KGSCS50-PP-AS											

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.

2) Basic load rating in main load direction.

3) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.

4) Dimensions J<sub>L</sub>, L<sub>6</sub> and lubrication hole symmetrical to the bearing length L.

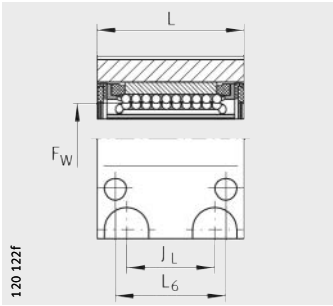
5) Centring for dowel hole.

6) For fixing screws ISO 4762-8.8.

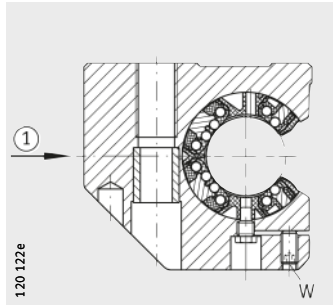
If there is a possibility of settling, the screws should be secured against rotation.

7) Lubrication nipple. Designs and dimensions, see page 30.

8) ① Main load direction



KGSC...-PP-AS, KGSCS...-PP-AS



KGSCS...-PP-AS

① 8)

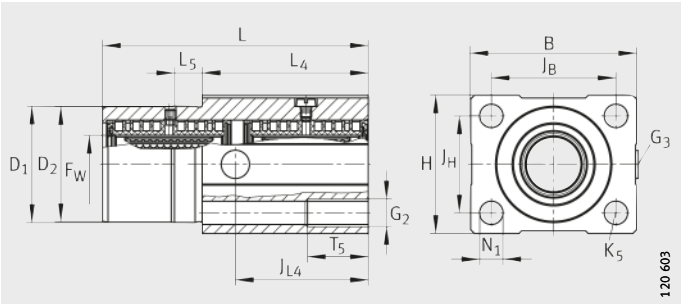


													Ball rows	Basic load ratings <sup>1) 2)</sup>	
H <sub>2</sub>	H <sub>5</sub>	H <sub>4</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>4</sub> <sup>5)</sup>	N <sub>3</sub>	K <sub>5</sub> <sup>6)</sup>	K <sub>8</sub> <sup>4) 7)</sup>	Width across flats W	α		dyn. C <sub>max</sub>	stat. C <sub>0 max</sub>
+0,008 -0,016														Quantity	N
30	8,3	37,5	18	42,6	M10	8,4	6	15	M8	NIP4MZ	<div><div>—</div><div>2,5</div></div>	55	6	2 200	2 310
35	8,2	45	22	50,6	M12	10,5	8	18	M10	NIP5MZ	<div><div>—</div><div>3</div></div>	57	6	3 950	4 300
40	9	52	29	55,6	M16	13,5	10	20	M12	NIP5MZ	<div><div>—</div><div>3</div></div>	57	6	5 900	6 000
45	9,5	60	36	67,6	M20	15,5	12	24	M14	NIP5MZ	<div><div>—</div><div>4</div></div>	56	6	10 200	9 600
50	8,6	70	36	78,8	M20	17,5	12	26	M16	NIP6MZ	<div><div>—</div><div>5</div></div>	54	6	15 100	13 900

# Heavy duty range

## Linear ball bearing and housing units

Centring collar  
Tandem arrangement  
Sealed  
Greased,  
with relubrication facility



KTFS...-PP-AS

Dimension table - Dimensions in mm

Designation	Mass m  ≈g	Dimensions				Mounting dimensions		
		F <sub>w</sub>	B	L	H	J <sub>B</sub>  ±0,15	L <sub>4</sub>	L <sub>5</sub>
KTFS12-PP-AS	180	12	42	70	34	32	46	10
KTFS16-PP-AS	260	16	50	78	40	38	50	10
KTFS20-PP-AS	550	20	60	96	50	45	60	10
KTFS25-PP-AS	700	25	74	122	60	56	73	10
KTFS30-PP-AS	1 100	30	84	142	70	64	82	10

- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.  
2) Recommended locating bore for D<sub>1</sub> = H7.

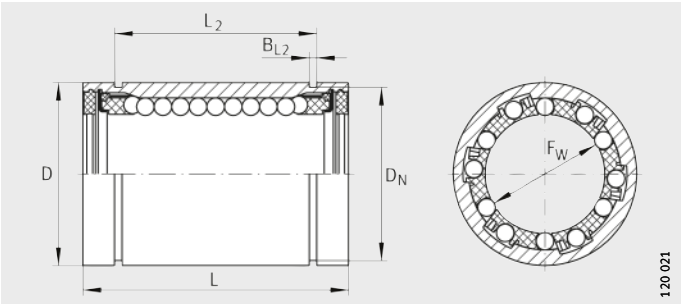


									Ball rows  Quantity	Basic load ratings <sup>1)</sup>	
J <sub>L4</sub>	D <sub>1</sub> <sup>2)</sup> g7	D <sub>2</sub> -0,1 -0,3	J <sub>H</sub> ±0,15	T <sub>5</sub>	G <sub>2</sub>	N <sub>1</sub>	K <sub>5</sub>	G <sub>3</sub>		dyn. C <sub>min</sub> N	stat. C <sub>0 min</sub> N
35	30	30	24	13	M6	5,3	M5	M8×1	8	1 020	1 200
39	35	35	28	18	M8	6,6	M6	M8×1	8	1 790	1 900
48	42	42	35	22	M10	8,4	M8	M8×1	8	3 100	3 200
61	52	52	42	26	M12	10,5	M10	M8×1	8	4 400	4 850
71	61	61	50	35	M16	13,5	M12	M8×1	8	7 550	7 900

# Machined range

## Linear ball bearings

Closed, slotted or  
with segment cutout  
Open or sealed  
Not greased, greased,  
with relubrication facility



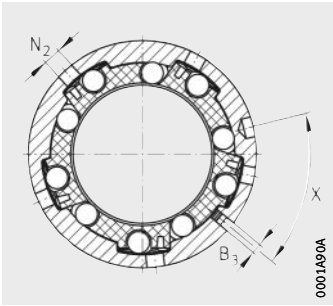
KB

Dimension table - Dimensions in mm

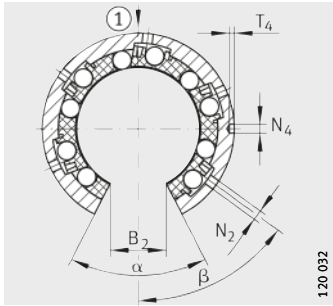
Designation			Mass m  ≈g	Dimensions			Mounting dimensions			
3)	4)	5)		F <sub>w</sub>		D <sup>6)</sup> h5	L h12	B <sub>2</sub> <sup>7)</sup> 7,7	L <sub>2</sub> H13	B <sub>L2</sub> <sup>8)</sup>
					Tolerances <sup>6)</sup>					
KB12	KB12-PP	KB12-PP-AS	40	12	+0,008 0	22	32	–	22,6	1,3
KBS12	KBS12-PP	KBS12-PP-AS						–		
KBO12	KBO12-PP	KBO12-PP-AS						7,7		
KB16	KB16-PP	KB16-PP-AS	50	16	+0,009 –0,001	26	36	–	24,6	1,3
KBS16	KBS16-PP	KBS16-PP-AS						–		
KBO16	KBO16-PP	KBO16-PP-AS						10,1		
KB20	KB20-PP	KB20-PP-AS	90	20	+0,009 –0,001	32	45	–	31,2	1,6
KBS20	KBS20-PP	KBS20-PP-AS						–		
KBO20	KBO20-PP	KBO20-PP-AS						10		
KB25	KB25-PP	KB25-PP-AS	190	25	+0,011 –0,001	40	58	–	43,7	1,85
KBS25	KBS25-PP	KBS25-PP-AS						–		
KBO25	KBO25-PP	KBO25-PP-AS						12,5		
KB30	KB30-PP	KB30-PP-AS	300	30	+0,011 –0,001	47	68	–	51,7	1,85
KBS30	KBS30-PP	KBS30-PP-AS						–		
KBO30	KBO30-PP	KBO30-PP-AS						13,6		
KB40	KB40-PP	KB40-PP-AS	600	40	+0,013 –0,002	62	80	–	60,3	2,15
KBS40	KBS40-PP	KBS40-PP-AS						–		
KBO40	KBO40-PP	KBO40-PP-AS						18,2		
KB50	KB50-PP	KB50-PP-AS	1 000	50	+0,013 –0,002	75	100	–	77,3	2,65
KBS50	KBS50-PP	KBS50-PP-AS						–		
KBO50	KBO50-PP	KBO50-PP-AS						22,7		

- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.  
2) Basic load rating in main load direction.  
3) With preservative.  
4) With initial greasing, sealed on both sides.  
5) With initial greasing, sealed on both sides, with relubrication facility.  
6) The tolerances are only valid for KB.  
7) Dimension B<sub>2</sub> on diameter F<sub>w</sub>.  
8) Slot dimensions suitable for retaining rings to DIN 471.  
9) Hole position symmetrical to bearing length L.  
10) ① Main load direction





KBS..-PP-AS



KBO..-PP-AS

① 10)

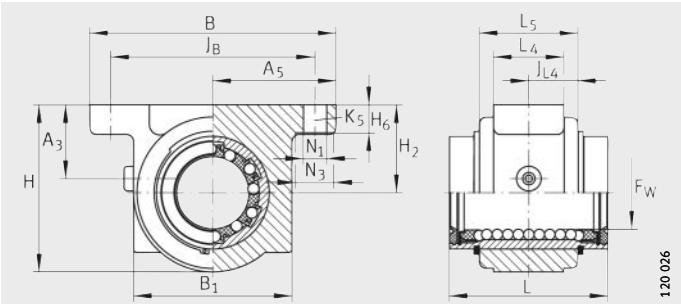
B <sub>3</sub>	D <sub>N</sub> <sup>8)</sup>	T <sub>4</sub>	N <sub>4</sub> <sup>9)</sup>	N <sub>2</sub>	α	β	X	Ball rows Quantity	Basic load ratings <sup>1)</sup>			
									dyn. C <sub>min</sub> N	stat. C <sub>0 min</sub> N	dyn. C <sub>max</sub> N	stat. C <sub>0 max</sub> N
–	21	–	–	1,5	–	–	–	5	540	385	640	570
1		1,2	2,2		78	64	55	4	–	–	600 <sup>2)</sup>	445 <sup>2)</sup>
–	24,9	–	–	2	–	–	–	5	710	530	840	780
1		1,2	2,2		78	64	54	4	–	–	800 <sup>2)</sup>	620 <sup>2)</sup>
–	30,3	–	–	2	–	–	–	6	1 570	1 230	1 660	1 570
1		1,2	2,2		60	52	62,5	5	–	–	1 600 <sup>2)</sup>	1 280 <sup>2)</sup>
–	37,5	–	–	2,5	–	–	–	6	2 800	2 220	2 950	2 850
1		1,5	3		60	53	62	5	–	–	2 850 <sup>2)</sup>	2 300 <sup>2)</sup>
–	44,5	–	–	2,5	–	–	–	6	3 600	2 850	3 800	3 600
1		1,5	3		54	55	64	5	–	–	3 700 <sup>2)</sup>	3 000 <sup>2)</sup>
–	59	–	–	3	–	–	–	6	6 000	4 400	6 400	5 600
1		1,5	3		54	54	64	5	–	–	6 100 <sup>2)</sup>	4 600 <sup>2)</sup>
–	72	–	–	4	–	–	–	6	8 700	6 300	9 200	8 000
1		1,5	3		54	54	64	5	–	–	8 900 <sup>2)</sup>	6 600 <sup>2)</sup>



# Machined range

## Linear ball bearing and housing units

Closed, slotted or with segment cutout  
Sealed  
Greased,  
with relubrication facility

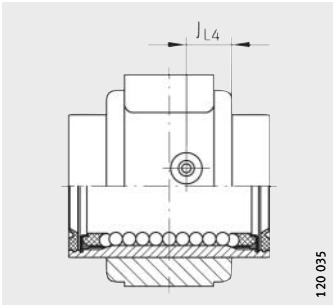


KGB...-PP-AS

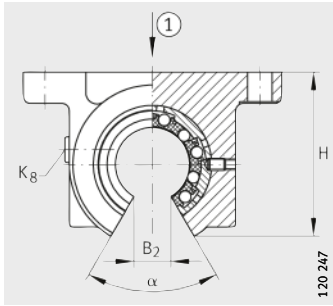
Dimension table - Dimensions in mm

Designation			Mass  m  ≈g	Dimensions				Mounting dimensions				
				F <sub>W</sub>		B	L	H	J <sub>B</sub>	B <sub>1</sub>	A <sub>5</sub>	B <sub>2</sub> <sup>4)</sup>
KGB12-PP-AS	–	–	100	12	+0,008 0	52	32	35,8	42 ±0,15	31,6	26±0,02	–
–	KGBS12-PP-AS	–						32				7,7
–	–	KGB012-PP-AS						90				
KGB16-PP-AS	–	–	140	16	+0,009 –0,001	56	36	37,5	46 ±0,15	35	28±0,02	–
–	KGBS16-PP-AS	–						33,5				10,1
–	–	KGB016-PP-AS						120				
KGB20-PP-AS	–	–	300	20	+0,009 –0,001	70	45	47,5	58 ±0,15	45	35±0,02	–
–	KGBS20-PP-AS	–						45				10
–	–	KGB020-PP-AS						250				
KGB25-PP-AS	–	–	580	25	+0,011 –0,001	80	58	57,5	68 ±0,15	55	40±0,02	–
–	KGBS25-PP-AS	–						54,5				12,5
–	–	KGB025-PP-AS						490				
KGB30-PP-AS	–	–	900	30	+0,011 –0,001	88	68	66,5	76 ±0,2	63	44±0,02	–
–	KGBS30-PP-AS	–						63,5				13,6
–	–	KGB030-PP-AS						780				
KGB40-PP-AS	–	–	1 430	40	+0,013 –0,002	108	80	83,5	94 ±0,2	77	54±0,02	–
–	KGBS40-PP-AS	–						79,5				18,2
–	–	KGB040-PP-AS						1 280				
KGB50-PP-AS	–	–	2 780	50	+0,013 –0,002	135	100	98	116 ±0,2	96	67,5±0,02	–
–	KGBS50-PP-AS	–						93				22,7
–	–	KGB050-PP-AS						2 460				

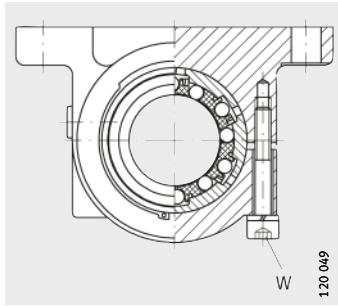
- 1) Designs and dimensions, see page 31.  
2) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.  
3) Basic load rating in main load direction.  
4) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.  
5) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.  
6) The tolerances are valid for KGB...-PP-AS.  
7) ① Main load direction



KGBO..-PP-AS



KGBO, KGBO..-PP-AS  
(1) 7)



KGBS..-PP-AS

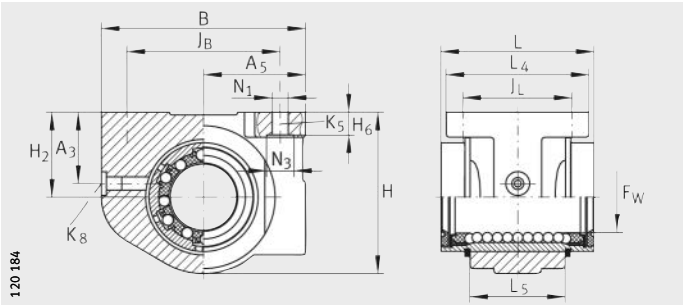


L <sub>5</sub>	L <sub>4</sub>	J <sub>L4</sub>	H <sub>2</sub> ±0,015	A <sub>3</sub>	H <sub>6</sub>	N <sub>1</sub>	N <sub>3</sub>	K <sub>5</sub> <sup>5)</sup>	α °	Width across flats W	Lubrication nipple <sup>1)</sup> K <sub>8</sub>	Ball rows  Quantity	Basic load ratings <sup>2)</sup>	
													dyn. C N	stat. C <sub>0</sub> N
20	12	10	20	15	6	5,5	10	M5	— 78	— 2	NIPA1	5	540	385
		6,5										4	600 <sup>3)</sup>	445 <sup>3)</sup>
22	15	11	20	15	6	5,5	10	M5	— 78	— 2	NIPA1	5	710	530
		6,5										4	800 <sup>3)</sup>	620 <sup>3)</sup>
28	20	14	25	21	8	6,6	11	M6	— 60	— 3	NIPA1	6	1 570	1 230
		9,5										5	1 600 <sup>3)</sup>	1 280 <sup>3)</sup>
40	28	20	30	23	10	6,6	11	M6	— 60	— 3	NIPA1	6	2 800	2 220
		15										5	2 850 <sup>3)</sup>	2 330 <sup>3)</sup>
48	32	24	35	25	10	6,6	11	M6	— 54	— 4	NIPA2	6	3 600	2 850
		19										5	3 700 <sup>3)</sup>	3 000 <sup>3)</sup>
56	40	28	45	30	12	9	15	M8	— 54	— 4	NIPA2	6	6 000	4 400
		23										5	6 100 <sup>3)</sup>	4 600 <sup>3)</sup>
72	52	36	50	34	14	11	18	M10	— 54	— 5	NIPA2	6	8 700	6 300
		28										5	8 900 <sup>3)</sup>	6 600 <sup>3)</sup>

# Machined range

## Linear ball bearing and housing units

Closed, slotted or with segment cutout  
Sealed  
Greased,  
with relubrication facility

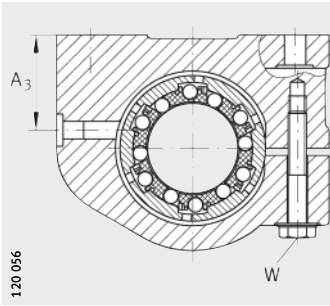


KGBA...PP-AS

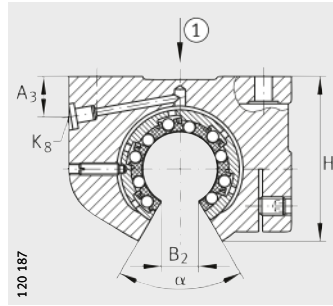
Dimension table - Dimensions in mm

Designation			Mass  m  ≈g	Dimensions			Mounting dimensions					
				F <sub>W</sub>		B	L	H	J <sub>B</sub>	A <sub>5</sub>	B <sub>2</sub> <sup>4)</sup>	L <sub>4</sub>
					Tolerances <sup>7)</sup>							
KGBA12-PP-AS	–	–	80	12	+0,008 0	42	32	34	32±0,15	21±0,01	–	32
–	KGBAS12-PP-AS	–										
–	–	KGBAO12-PP-AS						30,5			7,7	
KGBA16-PP-AS	–	–	120	16	+0,009 –0,001	50	36	41	40±0,15	25±0,01	–	35
–	KGBAS16-PP-AS	–										
–	–	KGBAO16-PP-AS						37			10,1	
KGBA20-PP-AS	–	–	200	20	+0,009 –0,001	60	45	47,5	45±0,15	30±0,01	–	42
–	KGBAS20-PP-AS	–										
–	–	KGBAO20-PP-AS						44,5			10	
KGBA25-PP-AS	–	–	410	25	+0,011 –0,001	74	58	60	60±0,2	37±0,01	–	54
–	KGBAS25-PP-AS	–										
–	–	KGBAO25-PP-AS						56			12,5	
KGBA30-PP-AS	–	–	610	30	+0,011 –0,001	84	68	67	68±0,2	42±0,01	–	60
–	KGBAS30-PP-AS	–										
–	–	KGBAO30-PP-AS						63,5			13,6	
KGBA40-PP-AS	–	–	1200	40	+0,013 –0,002	108	80	87	86±0,2	54±0,015	–	78
–	KGBAS40-PP-AS	–										
–	–	KGBAO40-PP-AS						82,5			18,2	
KGBA50-PP-AS	–	–	1880	50	+0,013 –0,002	130	100	98	108±0,2	65±0,015	–	70
–	KGBAS50-PP-AS	–										
–	–	KGBAO50-PP-AS						93			22,7	

- 1) Designs and dimensions, see page 31.
- 2) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.
- 3) Basic load rating in main load direction.
- 4) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.
- 5) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.
- 6) Note maximum tightening torques.
- 7) The tolerances are valid for KGBA...PP-AS.
- 8) ① Main load direction

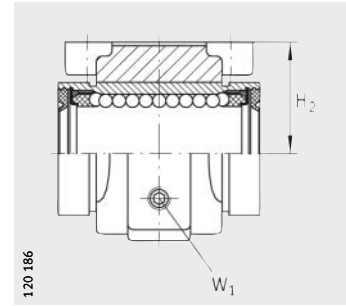


KGBAS...-PP-AS



KGBAO...-PP-AS

(1) 8)



KGBAO...-PP-AS

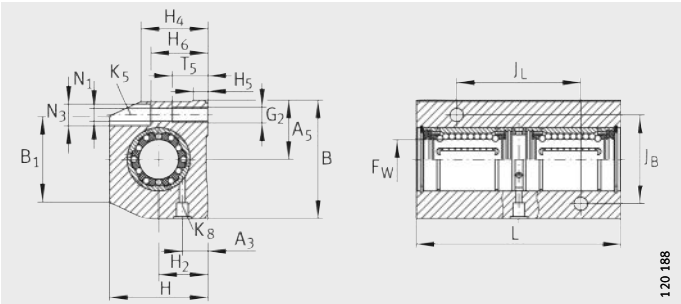


												Lubrication nipple <sup>1)</sup>	Ball rows	Basic load ratings <sup>2)</sup>		
J <sub>L</sub>	L <sub>5</sub>	H <sub>2</sub>	A <sub>3</sub>	H <sub>6</sub> -0,5	N <sub>1</sub>	N <sub>3</sub>	K <sub>5</sub> <sup>5)</sup>	α °	Width across flats		K <sub>8</sub>			dyn. C	stat. C <sub>0</sub>	
									W	W <sub>1</sub> <sup>6)</sup>						
												Quantity	N	N		
23±0,15	20	18±0,01	15	4,8	4,7	8	M4	-	-	-	NIPA1	5	540	385		
			7,8					78	-	2		1	4	600 <sup>3)</sup>	445 <sup>3)</sup>	
26±0,15	22	22±0,01	15	5,4	4,7	8	M4	-	-	-	NIPA1	5	710	530		
			10					78	-	2,5		1,5	4	800 <sup>3)</sup>	620 <sup>3)</sup>	
32±0,15	28	25±0,01	21	6,7	4,7	8	M4	-	-	-	NIPA1	6	1 570	1 230		
			11					60	-	2,5		1,5	5	1 600 <sup>3)</sup>	1 280 <sup>3)</sup>	
40±0,2	40	30±0,01	23	7,8	5,7	10	M5	-	-	-	NIPA1	6	2 800	2 220		
			13					60	-	3		3	5	2 850 <sup>3)</sup>	2 330 <sup>3)</sup>	
45±0,2	48	35±0,01	25	8,7	6,8	11	M6	-	-	-	NIPA2	6	3 600	2 850		
			14					54	-	3		4	5	3 700 <sup>3)</sup>	3 000 <sup>3)</sup>	
58±0,2	56	45±0,01	30	11	9,2	15	M8	-	-	-	NIPA2	6	6 000	4 400		
			18					54	-	4		5	5	6 100 <sup>3)</sup>	4 600 <sup>3)</sup>	
50±0,2	72	50±0,015	34	12,5	9,2	15	M8	-	-	-	NIPA2	6	8 700	6 300		
			19					54	-	4		7	5	8 900 <sup>3)</sup>	6 600 <sup>3)</sup>	

# Machined range

## Linear ball bearing and housing units

Tandem arrangement  
Closed or with segment cutout  
Sealed  
Greased,  
with relubrication facility



KTB...-PP-AS

Dimension table - Dimensions in mm

Designation		Mass m  ≈g	Dimensions				Mounting dimensions						
			F <sub>W</sub>		B	L	H	J <sub>B</sub>	A <sub>5</sub>	B <sub>1</sub>	B <sub>2</sub> <sup>3)</sup>	J <sub>L</sub> <sup>4)</sup>	H <sub>2</sub>
				Tolerances <sup>6)</sup>									
KTB12-PP-AS	–	310	12	+0,008 0	43	76	35	30	21,5	34	–	40	18
–	KTBO12-PP-AS	260		42	30	–	–		7,7				
KTB16-PP-AS	–	460	16	+0,009 –0,001	53	84	42	36	26,5	40	–	45	22
–	KTBO16-PP-AS	360		50	35	–	–		10,1				
KTB20-PP-AS	–	800	20	+0,009 –0,001	60	104	50	45	30	44	–	55	25
–	KTBO20-PP-AS	620		42	–	–	10						
KTB25-PP-AS	–	1 490	25	+0,011 –0,001	78	130	60	54	39	60	–	70	30
–	KTBO25-PP-AS	1 180		74	51	–	–		12,5				
KTB30-PP-AS	–	2 300	30	+0,011 –0,001	87	152	70	62	43,5	63	–	85	35
–	KTBO30-PP-AS	1 840		84	60	–	–		13,6				
KTB40-PP-AS	–	3 700	40	+0,013 –0,002	108	176	90	80	54	76	–	100	45
–	KTBO40-PP-AS	3 000		77	–	–	18,2						
KTB50-PP-AS	–	6 600	50	+0,013 –0,002	132	224	105	100	66	90	–	125	50
–	KTBO50-PP-AS	5 100		130	88	–	–		22,7				

1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways and where the two linear ball bearings are subjected to equal loading.

2) Basic load rating in main load direction.

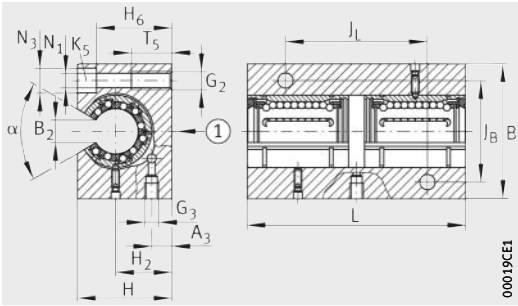
3) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.

4) Dimension J<sub>L</sub> and lubrication hole symmetrical to the bearing length L.

5) Lubrication nipple. Designs and dimensions, see page 31.

6) The tolerances are valid for KTB...-PP-AS.

7) ① Main load direction



KTBO...-PP-AS

① 7)

												Fixing screws		Basic load ratings <sup>1)</sup>	
H <sub>4</sub>	A <sub>3</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	N <sub>1</sub>	N <sub>3</sub>	G <sub>2</sub>	G <sub>3</sub>	K <sub>8</sub> <sup>5)</sup>	α		K <sub>5</sub>		dyn. C	stat. C <sub>0</sub>
										°		ISO 4762	DIN 6912	N	N
25,5	10	5,4	13	28	5,3	10	M6	—	NIPA1	—	M5	—	—	880	770
—	6	—		25				M6	—	78	—	M5	—	980 <sup>2)</sup>	890 <sup>2)</sup>
20	12	6,9	13	35	5,3	10	M6	—	NIPA1	—	M5	—	—	1 150	1 060
—	8	—		29,5				M6	—	78	—	M5	—	1 290 <sup>2)</sup>	1 240 <sup>2)</sup>
33	13	7,4	18	37	6,4	11	M8	—	NIPA2	—	M6	—	—	2 550	2 450
—	9	—		35,5				M6	—	60	—	M6	—	2 600 <sup>2)</sup>	2 550 <sup>2)</sup>
40	15	8,3	22	49	8,4	15	M10	—	NIPA2	—	M8	—	—	4 550	4 450
—	9	—		43				M8×1	—	60	—	M8	—	4 650 <sup>2)</sup>	4 650 <sup>2)</sup>
44,5	16	9,3	26	52	10,5	18	M12	—	NIPA2	—	M10	—	—	5 900	5 700
—	11	—		50,5				M8×1	—	54	—	M10	—	6 000 <sup>2)</sup>	6 000 <sup>2)</sup>
56	20	12,4	34	64	13	20	M16	—	NIPA2	—	M12	—	—	8 800	9 700
—	14	—		66				M8×1	—	54	—	M12	—	9 200 <sup>2)</sup>	9 900 <sup>2)</sup>
60	20	11,1	34	70	13	20	M16	—	NIPA2	—	M12	—	—	12 600	14 100
—	14	—		77				M8×1	—	54	—	M12	—	13 200 <sup>2)</sup>	14 500 <sup>2)</sup>



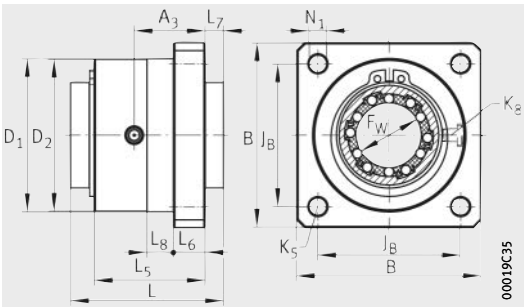
# Machined range

## Linear ball bearing and housing unit

With flange

Sealed

Greased, with relubrication facility



KFB..-B-PP-AS

Dimension table - Dimensions in mm

Designation	Mass m  ≈g	Dimensions				Mounting dimensions			
		F <sub>w</sub>		B	L	L <sub>5</sub>	L <sub>6</sub>	L <sub>7</sub>	A <sub>3</sub>
			Tolerances						
KFB12-B-PP-AS	80	12	+0,008 0	40	32	22	6	4,2	11,5
KFB16-B-PP-AS	120	16	+0,009 -0,001	50	36	24	8	5,2	12,5
KFB20-B-PP-AS	220	20	+0,009 -0,001	60	45	30	10	6,7	15,8
KFB25-B-PP-AS	430	25	+0,011 -0,001	70	58	42	12	7	22
KFB30-B-PP-AS	640	30	+0,011 -0,001	80	68	50	14	8	26
KFB40-B-PP-AS	1 280	40	+0,013 -0,002	100	80	59	16	9,2	30,3
KFB50-B-PP-AS	2 160	50	+0,013 -0,002	130	100	75	18	11,2	38,8

- 1) The basic load ratings are only valid for hardened (670 HV + 165 HV) and ground shaft raceways.
- 2) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.
- 3) Lubrication nipple. Designs and dimensions, see page 31.





							Ball rows	Basic load ratings <sup>1)</sup>	
N <sub>1</sub>	K <sub>5</sub> <sup>2)</sup>	D <sub>1</sub> +0,2	D <sub>2</sub> g7	J <sub>B</sub>	L <sub>8</sub>	K <sub>8</sub> <sup>3)</sup>		dyn. C N	stat. C <sub>0</sub> N
5,5	M5	31,5	32	30	10	NIPD3	Quantity 5	540	385
5,5	M5	37,5	38	35	10	NIPD3	5	710	530
6,6	M6	45,5	46	42	10	NIPD3	6	1 570	1 230
6,6	M6	57,5	58	54	10	NIPA1	6	2 800	2 220
9	M8	65,5	66	60	10	NIPA1	6	3 600	2 850
11	M10	89,5	90	78	10	NIPA1	6	6 000	4 400
11	M10	97,5	98	98	10	NIPA2	6	8 700	6 300

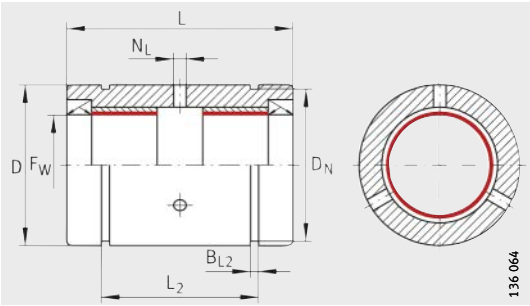
# Plain bearing range

## Linear plain bearings

Closed or with segment cutout

Sealed

Greased, with relubrication facility

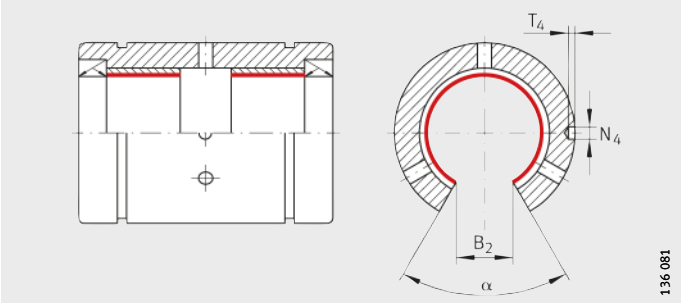


PAB...PP-AS, PABO...PP-AS

Dimension table - Dimensions in mm

Designation		Mass m ≈g	Dimensions			Mounting dimensions	
			FW	D	L	L <sub>2</sub> <sup>3)</sup>	B <sub>L2</sub> <sup>4)</sup>
PAB12-PP-AS	–	26	12	22	32	22,6	1,3
–	PABO12-PP-AS	21					
PAB16-PP-AS	–	34	16	26	36	24,6	1,3
–	PABO16-PP-AS	28					
PAB20-PP-AS	–	68	20	32	45	31,2	1,6
–	PABO20-PP-AS	58					
PAB25-PP-AS	–	132	25	40	58	43,7	1,85
–	PABO25-PP-AS	113					
PAB30-PP-AS	–	169	30	47	68	51,7	1,85
–	PABO30-PP-AS	143					
PAB40-PP-AS	–	426	40	62	80	60,3	2,15
–	PABO40-PP-AS	362					
PAB50-PP-AS	–	773	50	75	100	77,3	2,65
–	PABO50-PP-AS	657					

- 1) The basic static load ratings are not valid if the bearings above are fitted – as shown on the following pages – in housings.
- 2) The tolerance is only valid for PAB...PP-AS.
- 3) Holes symmetrical to bearing length L.
- 4) Slot dimensions suitable for retaining rings to DIN 471.
- 5) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.



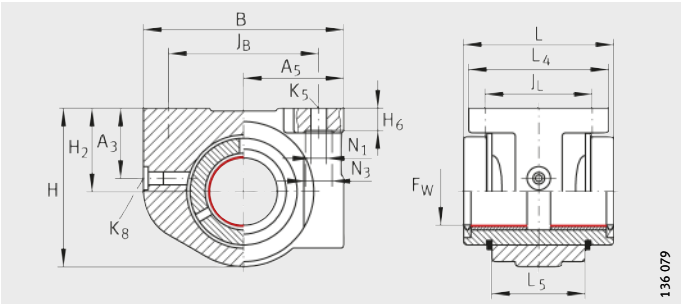
PABO..PP-AS  
Segment cutout and fixing hole

D <sub>N</sub>	B <sub>2</sub> <sup>5)</sup>	T <sub>4</sub>	N <sub>4</sub>	N <sub>L</sub> H13	α °	Basic load ratings <sup>1)</sup> stat. C <sub>0</sub> N
21	–	–	–	2,5	–	60 000
	7,6	1,2	2,2		78	
24,9	–	–	–	2,5	–	96 000
	10,1	1,2	2,2		78	
30,3	–	–	–	2,5	–	150 000
	10	1,2	2,2		60	
37,5	–	–	–	2,5	–	250 000
	12,5	1,5	3		60	
44,5	–	–	–	3	–	375 000
	13,6	1,5	3		54	
59	–	–	–	3	–	600 000
	18,2	1,5	3		54	
72	–	–	–	4	–	1 000 000
	22,7	1,5	3		54	

# Plain bearing range

## Linear plain bearing units

Closed or with segment cutout  
Sealed  
Greased,  
with relubrication facility



PAGBA...PP-AS, PAGBA...PP-AS

Dimension table - Dimensions in mm

Designation		Mass  m  ≈g	Dimensions			Mounting dimensions				
			FW	B	L h12	H	JB	A5	B2 <sup>2)</sup>	L4
PAGBA12-PP-AS	–	70	12	42	32	34	32 ± 0,15	21 ± 0,01	–	32
–	PAGBAO12-PP-AS	60				30,5		21	7,6	
PAGBA16-PP-AS	–	110	16	50	36	41	40 ± 0,15	25 ± 0,01	–	35
–	PAGBAO16-PP-AS	90				36,8		25	10,1	
PAGBA20-PP-AS	–	180	20	60	45	47,5	45 ± 0,15	30 ± 0,01	–	42
–	PAGBAO20-PP-AS	160				44,5		30	10	
PAGBA25-PP-AS	–	350	25	74	58	60	60 ± 0,2	37 ± 0,01	–	54
–	PAGBAO25-PP-AS	310				56		37	12,5	
PAGBA30-PP-AS	–	480	30	84	68	67	68 ± 0,2	42 ± 0,01	–	60
–	PAGBAO30-PP-AS	430				63,5		42	13,6	
PAGBA40-PP-AS	–	1 070	40	108	80	87	86 ± 0,2	54 ± 0,015	–	78
–	PAGBAO40-PP-AS	910				82,4		54	18,2	
PAGBA50-PP-AS	–	1 650	50	130	100	98	108 ± 0,2	65 ± 0,015	–	70
–	PAGBAO50-PP-AS	1 460				92,8		65	22,7	

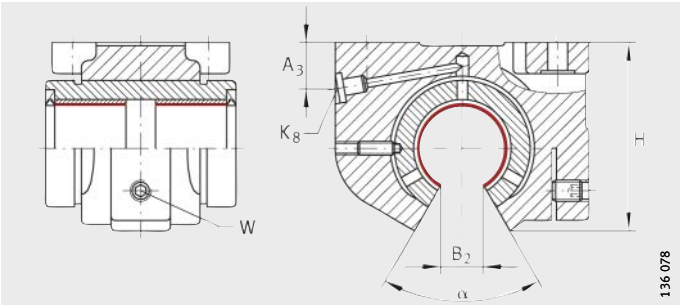
1) Designs and dimensions, see page 31.

2) Dimension B<sub>2</sub> on diameter F<sub>W</sub>.

3) For fixing screws ISO 4762-8.8.

If there is a possibility of settling, the screws should be secured against rotation.

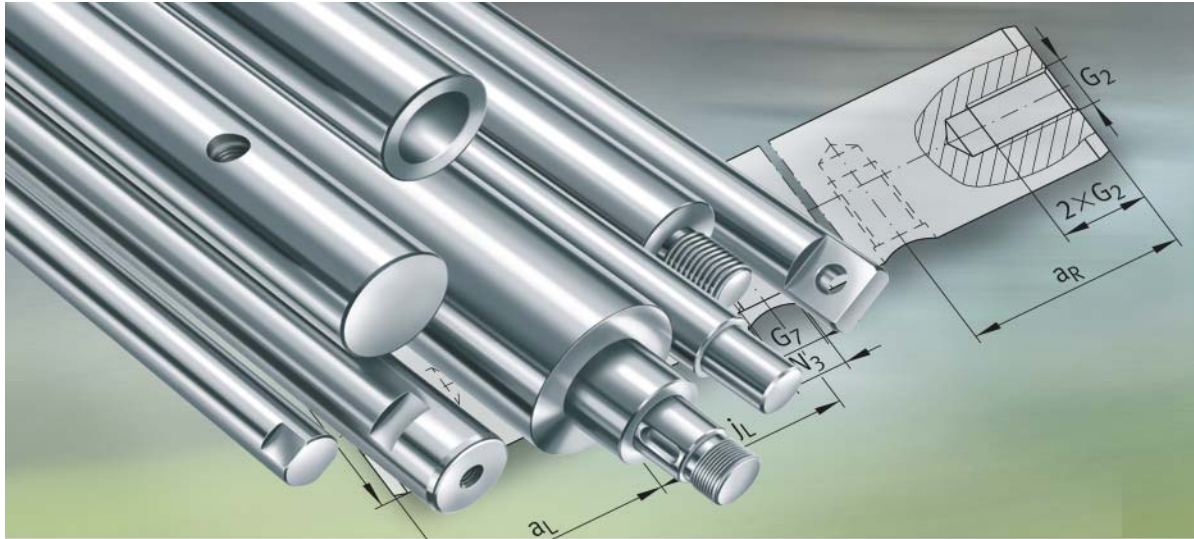
4) Note maximum tightening torques.



PAGBAO...PP-AS  
Segment cutout

											Lubrication nipple <sup>1)</sup>
J <sub>L</sub>	L <sub>5</sub>	H <sub>2</sub>	A <sub>3</sub>	H <sub>6</sub> -0,5	N <sub>1</sub> <sup>3)</sup>	N <sub>3</sub> <sup>3)</sup>	K <sub>5</sub>	Width across flats W <sup>4)</sup>		α °	K <sub>8</sub>
									max. Nm		
23±0,15	20	18±0,01	15	4,8	4,7	8	M4	—	—	—	NIPA1
		18	7,8					2	1	78	
26±0,15	22	22±0,01	15	5,4	4,7	8	M4	—	—	—	NIPA1
		22	10					2,5	1,5	78	
32±0,15	28	25±0,01	21	6,7	4,7	8	M4	—	—	—	NIPA1
		25	11					2,5	1,5	60	
40±0,2	40	30±0,01	23	7,8	5,7	10	M5	—	—	—	NIPA1
		30	13					3	3	60	
45±0,2	48	35±0,01	25	8,7	6,8	11	M6	—	—	—	NIPA2
		35	14					3	4	54	
58±0,2	56	45±0,01	30	11	9,2	15	M8	—	—	—	NIPA2
		45	18					4	5	54	
50±0,2	72	50±0,015	34	12,5	9,2	15	M8	—	—	—	NIPA2
		50	19					4	7	54	








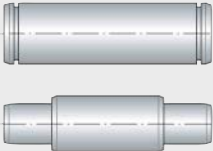
**Solid shafts**  
**Hollow shafts**

# Solid shafts, hollow shafts

		Page
<b>Matrix</b>	Matrix for preselection of solid and hollow shafts.....	106
<b>Product overview</b>	Solid shafts, hollow shafts.....	108
<b>Features</b>	High precision raceway for economical linear guidance systems .....	109
	Steels, hardness, surface, tolerances, lengths .....	109
	Coatings.....	110
	Available materials, coatings, tolerances .....	112
	Solid shafts with threaded holes.....	113
	Shafts according to customer requirements .....	114
	Shaft machining, shaft specification .....	118
<b>Accuracy</b>	Length tolerance.....	120
	Straightness value to ISO 13012.....	120
<b>Ordering example, ordering designation</b>	Solid shaft, without machining .....	121
	Hollow shaft, without machining.....	121
	Solid shaft, with machining .....	121
	Solid shaft, according to customer requirements.....	122
	Shaft guidance system .....	123
<b>Dimension tables</b>	Solid shafts.....	124
	Recommended threaded holes for solid shafts .....	125
	Hollow shafts .....	126



**Matrix for preselection  
of solid and hollow shafts**

Solid shafts and hollow shafts		Shaft diameter d <sub>LW</sub> mm from ... to	Standard tolerance for shaft
<b>Solid shafts</b>	<b>W</b> Without threaded holes	4 – 80	h6
			
<b>Solid shafts</b>	<b>W</b> With threaded holes	10 – 80	h6
			
<b>Hollow shafts</b>	<b>WH</b>	12 – 80	h7
			
<b>Shafts</b>	<b>W</b> According to customer requirements	10 – 80	h6, h7
			

Definition:  
 ■ Available by agreement  
 ● Available

1) Not available for all diameters.  
 2) For WH, Cf53 or C60.



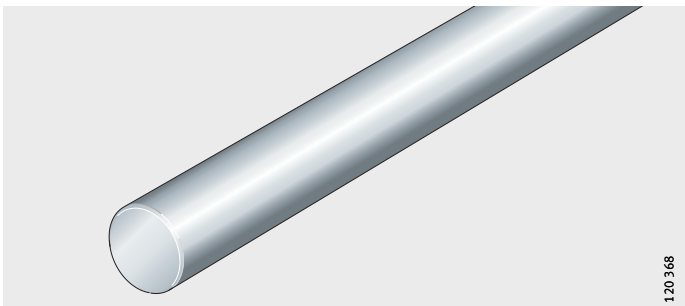
Special tolerances, only for shafts made from quenched and tempered steel		Steel			Coating <sup>1)</sup>		Description
		Quenched and tempered steel <sup>2)</sup> Cf53	Corrosion-resistant steel <sup>1)</sup>		Hard chromium	Corrotect®	
			X46Cr13	X90CrMoV18			Page
j5	f7	●	■	■	■	■	109
j5	f7	●	■	■	■	■	113
h7	–	●	–	–	■	■	109
j5	f7	●	■	■	■	■	114



# Product overview    Solid shafts, hollow shafts

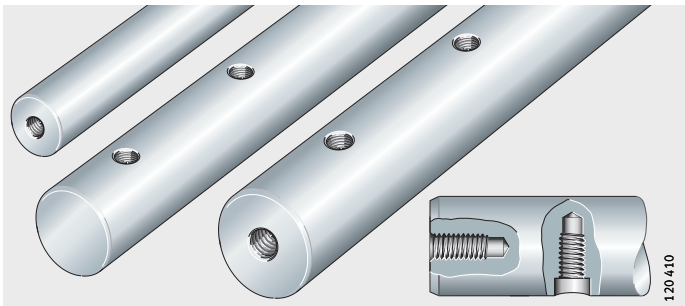
## Solid shafts Without threaded holes

W



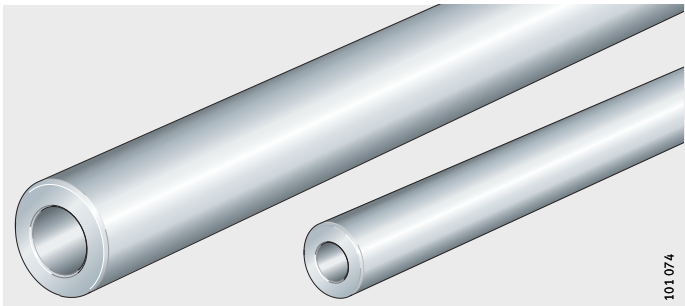
## Axial and radial threaded holes

W



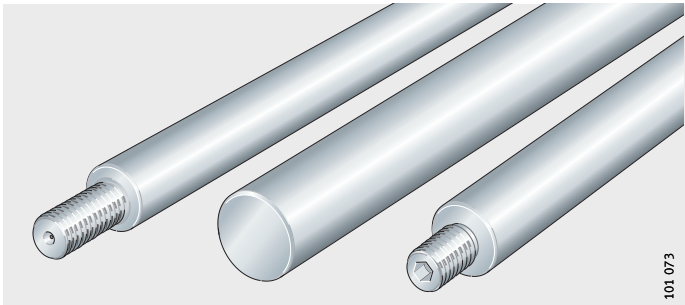
## Hollow shafts

WH



## Shafts according to customer requirements

W



# Solid shafts, hollow shafts

## Features

Solid and hollow shafts are high precision shafts made from quenched and tempered steel to rolling bearing quality and are supplied in metric sizes.

Hollow shafts are particularly suitable for reduced-mass designs. For location, solid shafts can be provided with radial and axial threaded holes or can, by agreement, be produced completely in accordance with a customer drawing, see page 113 to page 117.

## High precision raceway for economical linear guidance systems

The material quality of the shafts guarantees high dimensional and geometrical accuracy (roundness, parallelism). Due to their high surface hardness and surface quality, the shafts are highly suitable as precision raceways for linear ball bearings.

High precision shafts are also suitable as guide rods for plain bushes, as stretch and levelling rollers and in the construction of equipment and automatic machinery.

They can be combined with linear ball bearings, yoke type, stud type, ball bearing and profiled track rollers to give linear guidance systems that are rigid, precise, economical and ready to fit, with high load carrying capacity and a long operating life.

## Steels, hardness, surface, tolerances, lengths

Shafts made from Cf53 (material number 1.1213) are induction hardened and ground; the surface hardness is 670 HV + 165 HV (59 HRC + 6 HRC).

Hollow shafts are only available made from quenched and tempered steel.

## Shafts made from corrosion-resistant steel to ISO 683-17 and EN 10880

As an alternative to quenched and tempered steel, solid shafts are also available in corrosion-resistant steels, for example X46Cr13 (material number 1.4034) or X90CrMoV18 (material number 1.4112). The surface hardness in the case of X46 is 520 HV + 115 HV (52 HRC + 4 HRC). The surface hardness in the case of X90 is 580 HV + 85 HV (54 HRC + 4 HRC).

These steels are particularly suitable for use in the foodstuffs industry, medical equipment and semiconductor technology. The suffix is X46 or X90.



Due to the hardness curve, shafts made from the materials X46Cr13 and X90CrMoV18 have only limited corrosion resistance on the end faces. This also applies to any soft-annealed areas.



# Solid shafts, hollow shafts

## Hardness, surface, tolerances, lengths

A uniform hardening depth will ensure a smooth transition from the hardened surface layer to the tough, normally annealed core, which can support bending stresses.

The standard surface is Ra 0,3.

Solid shafts have the normal tolerance h6, while hollow shafts have h7.

High precision shafts are available in single piece lengths up to 6 000 mm. Longer shafts are available by agreement and are assembled (with mortice and tenon joints).

Available steels and tolerances, see page 112.

## Coatings

Coatings and hard chromium coating provide optimum anti-wear and anti-corrosion protection for shafts and are optional.

The characteristics of the coatings are also shown in the table Coatings, page 111.

## Hard chromium coating – Anti-wear protection

Hard chromium coating is suitable for applications in which a high degree of anti-wear protection is required. The chromium coating also offers good corrosion resistance.

Chromium coated shafts are to tolerance h7.

The thickness of the chromium coating is at least 5 µm, the hardness is 800 HV to 1 050 HV.

The suffix is CR.

## Corrotect® – Anti-corrosion protection

Corrosion-resistant shafts are coated with the special coating Corrotect® and, for production reasons, have centring or threaded holes in the end faces.

The inside diameter of hollow shafts is not coated.

Corrotect® is resistant to neutral, organic fluids such as oil, brake fluid and petrol. For applications where aqueous salt solutions in the pH range from 5 to 10 are present, Corrotect® is also suitable due to its good resistance.

The suffix is RRF.



Corrotect® reduces the adhesion of weld spatter.

Corrotect® can be worn away by contact seals.

The coating is not permitted for direct contact with foodstuffs and is not suitable in abrasive ambient media.

For application in the food industry, the Schaeffler Group also offers the special coating Corrotect® Cr(VI)-free.

It thus complies with the requirements for RoHS in accordance with EU Directive 2002/95/EC. All other advantages are identical with the standard Corrotect® coating.

The suffix is RROC.

### Coatings

Feature	Coating		
	Corrotect®		Hard chromium
	Cr(VI)-containing <sup>1)</sup>	CR(VI)-free	
Suffix	RRF	RROC	–
Colour	Black	Colourless, blue to iridescent	Chromium
Coating thickness in µm	0,5 – 5,0	0,5 – 5,0	5,0 – 15,0
Composition	Zinc alloyed with iron and cobalt	Zinc alloyed with iron	Chromium
Coating hardness in HV	300	300	800 – 1 050
Anti-corrosion protection <sup>2)</sup> in h	96	96	120
Anti-wear protection	–	–	yes
Maximum shaft length in mm	3 500	3 500	∅ 6 – 8 = 3 900 ∅ ≥ 10 = 5 900
Cr(VI)-free	no	yes	no

1) Cr(VI)-containing parts are not suitable for the food industry.

2) Salt spray test to DIN 50021.



Machined surfaces, end faces and bores may be uncoated.



# Solid shafts, hollow shafts

Available materials,  
coatings, tolerances  
Solid and hollow shafts

Shaft diameter	Solid shafts					Hollow shafts
	Material					
	Quenched and tempered steel			X46Cr13	X90CrMoV18	Quenched and tempered steel
	Tolerance <sup>3)</sup>	CR <sup>1)</sup>	RRF RROC <sup>2)</sup>			Tolerance
mm	h6	h7	h6	h6	h6	h7
4	●	–	■	–	●	–
5	●	–	■	–	–	–
6	●	●	■	●	●	–
8	●	●	■	●	●	–
10	●	●	■	●	●	–
12	●	●	■	●	●	●
14	●	●	■	●	●	–
15	●	●	■	●	●	–
16	●	●	■	●	●	●
20	●	●	■	●	●	●
25	●	●	■	●	●	●
30	●	●	■	●	●	●
40	●	●	■	●	●	●
50	●	●	■	●	●	●
60	●	●	■	–	–	●
80	●	●	■	–	–	●

■ Available by agreement.

● Available design.

<sup>1)</sup> Hard chromium coating, see page 110.

<sup>2)</sup> Corrotect® coating, see page 110.

<sup>3)</sup> Other tolerances available by agreement.

**Solid shafts  
with threaded holes**






Where shafts are to be supported or connected to other elements, fixing holes are required.

The standard threaded holes for solid shafts are defined as hole patterns B01 to B05 in accordance with the table.

In addition, holes may be made in accordance with a customer drawing with or without threads, *Figure 1*, page 114 to *Figure 13*, page 117.

Ordering examples, see page 121.

**Codes for hole patterns**

Code	Design of holes
<b>B01</b> 	Axial threaded hole on one side
<b>B02</b> 	Axial threaded holes on both sides
<b>B03</b> 	Radial threaded holes
<b>B04</b> 	Radial threaded holes and axial threaded hole on one side
<b>B05</b> 	Radial threaded holes and axial threaded holes on both sides

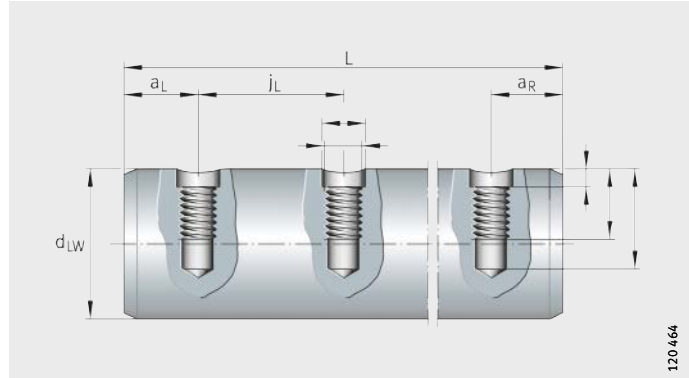


# Solid shafts, hollow shafts

## Shafts according to customer requirements

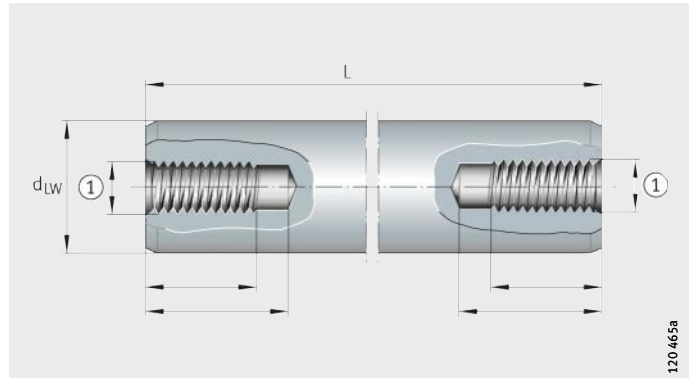
In order to place enquiries for special shafts, please use your own drawing or copy our templates and complete using the required values, *Figure 1 to Figure 13*, page 117.

*Figure 1*  
Radial holes  
with and without threads



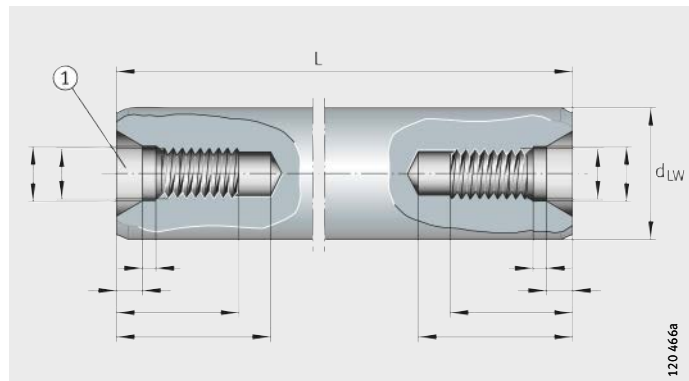
① Diameter to  
DIN 336 or DIN 13

*Figure 2*  
Internal threaded hole,  
on one or both sides



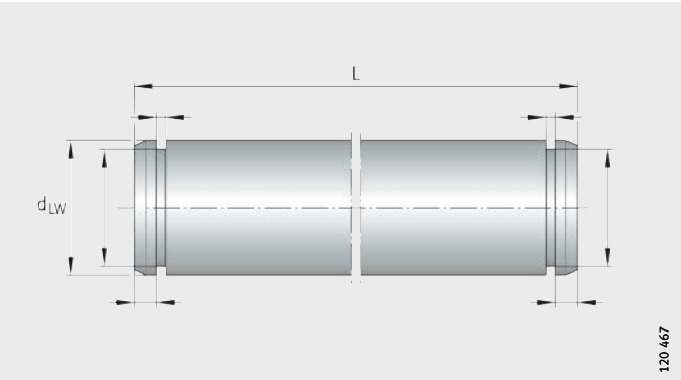
① For threaded hole with centring hole  
DIN 332-D recommended

*Figure 3*  
Internal threaded hole  
with centring hole

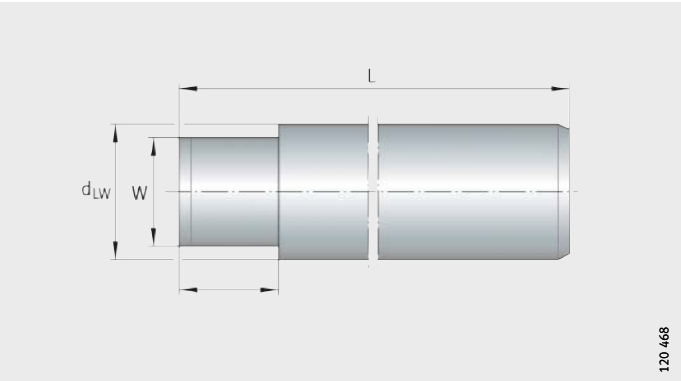




*Figure 4*  
Undercut for retaining ring

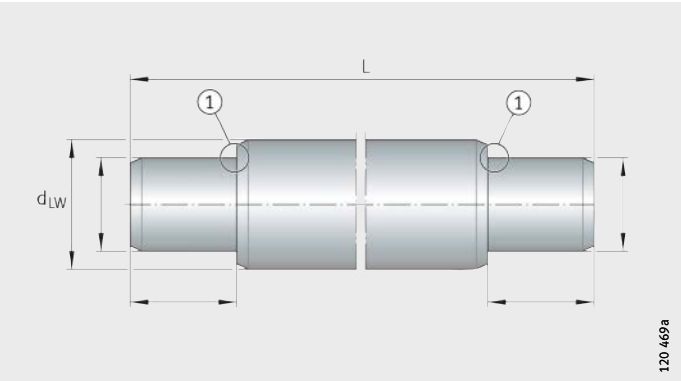


*Figure 5*  
Width across flats W

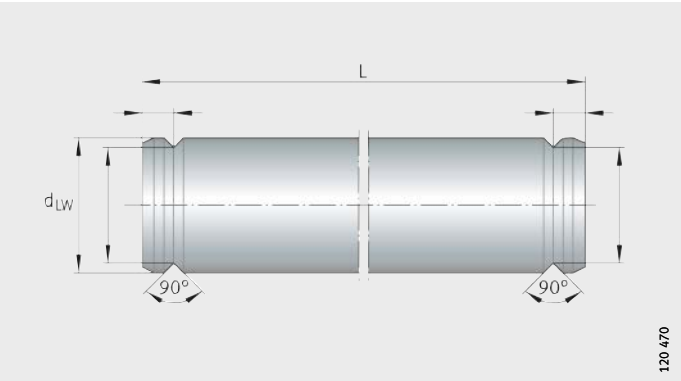


① Undercut type F DIN 509 (both sides)

*Figure 6*  
Journal



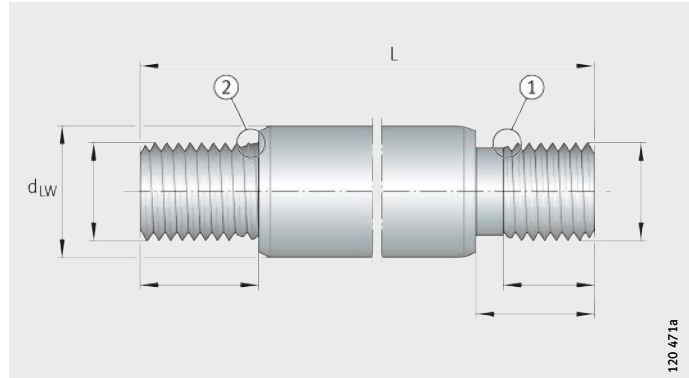
*Figure 7*  
90° undercut



## Solid shafts, hollow shafts

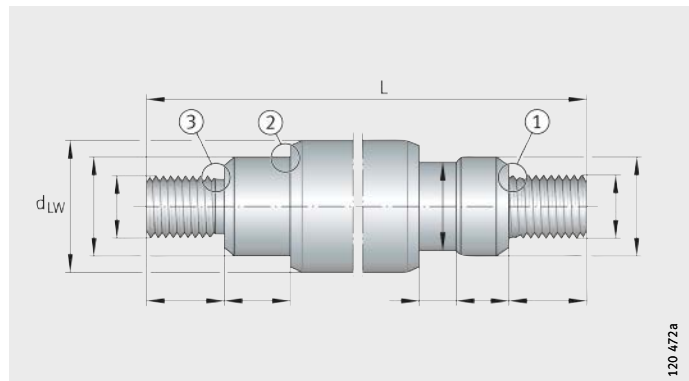
- ① Thread runout to DIN 76-1A, with undercut to DIN 76-A
- ② With undercut, DIN 76-A recommended

*Figure 8*  
Threaded journal

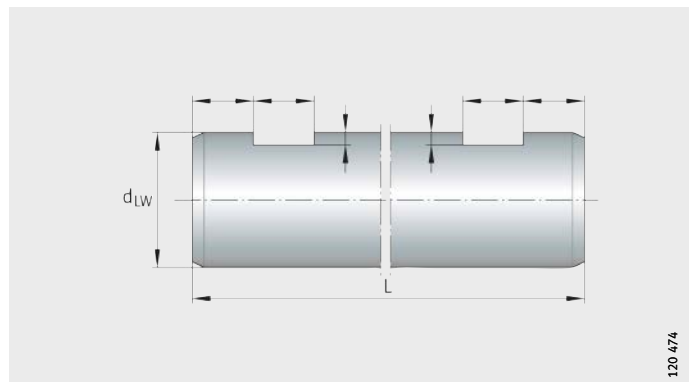


- ① With undercut, DIN 76-A recommended
- ② With undercut type F, DIN 509 recommended
- ③ Thread runout to DIN 76-1A

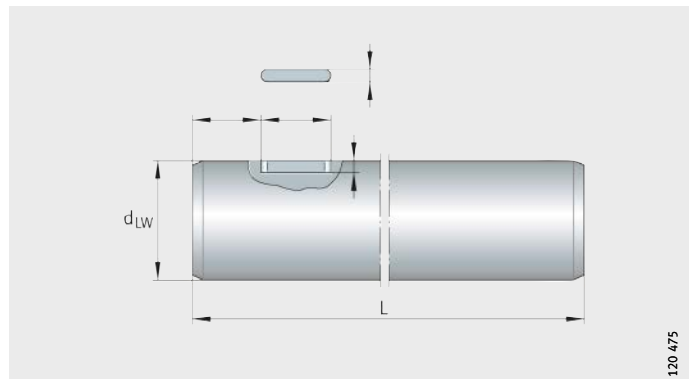
*Figure 9*  
Journal and threaded journal



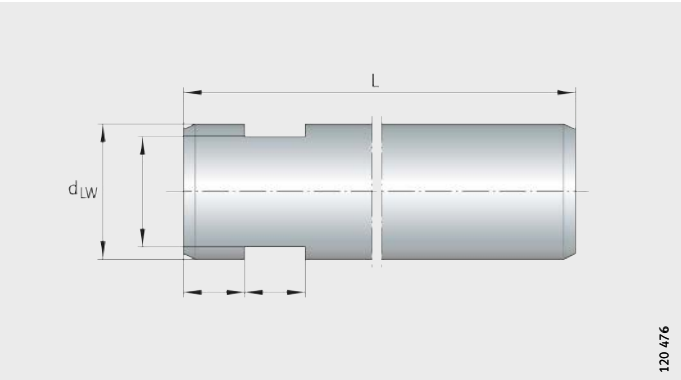
*Figure 10*  
Slot



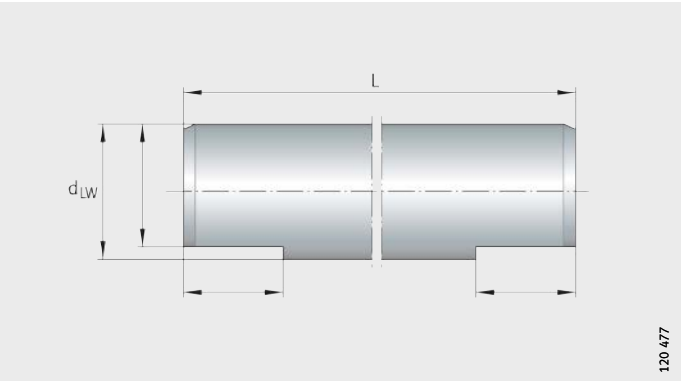
*Figure 11*  
Keyway



*Figure 12*  
Width across flats



*Figure 13*  
Flattened area



# Solid shafts, hollow shafts

## Shaft machining, shaft specification Soft annealed shafts

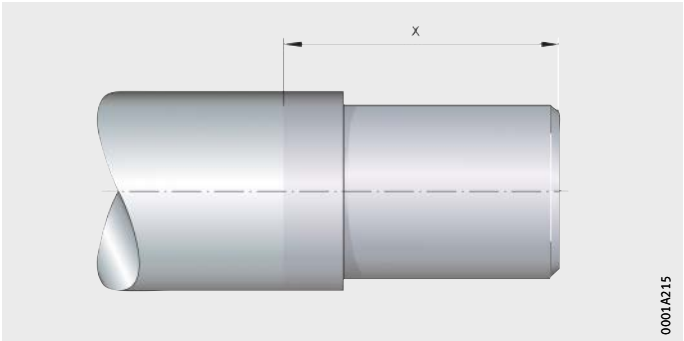
Additional machining (such as journals, flattened areas, external threads) may require soft annealing of the corresponding areas. In this case, slight changes may occur in the dimensional and geometrical tolerances as well as the surface quality of the soft annealed area, *Figure 14*. Material discolouration may occur in the annealed area and there may be residual hardness in the transitional zone.



In the case of corrosion-resistant steels, the X class materials, the anti-corrosion protection is restricted here.

x = soft annealed area

Figure 14  
Soft annealed shaft



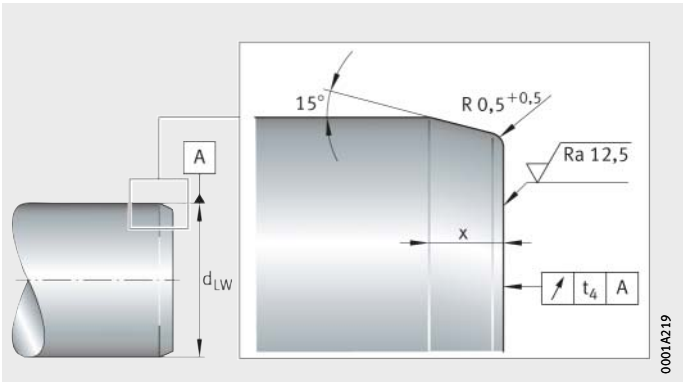
### Standard chamfer

After cutting to length, both ends of the shaft are chamfered, *Figure 15* and table. However, they can also be supplied without chamfers as a parting cut, *Figure 16*, page 119.

### Chamfer, as a function of shaft diameter

Shaft diameter $d_{LW}$ mm	Chamfer x mm	Axial runout $t_4$ mm
$d_{LW} \leq 8$	$0,5 \times 45^\circ$	0,2
$8 < d_{LW} \leq 10$	$1^{+1}$	0,2
$10 < d_{LW} \leq 30$	$1,5^{+1}$	0,3
$30 < d_{LW} \leq 80$	$2,5^{+1}$	0,5

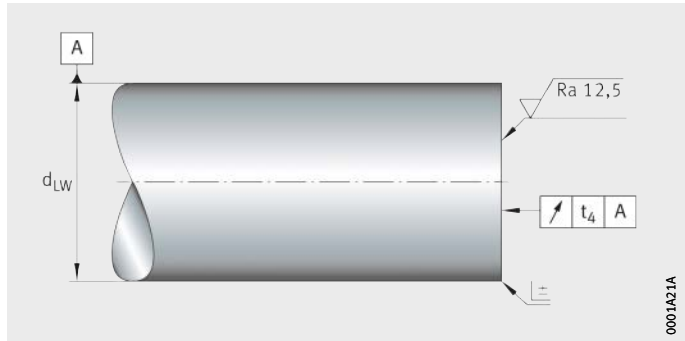
Figure 15  
Standard chamfer



**Parting cut** In the case of a parting cut, the shaft is only cut to length, *Figure 16*. There is no additional machining of the end faces. A burr may be present. The suffix is T.

$t_4$  = axial runout tolerance,  
table, page 118

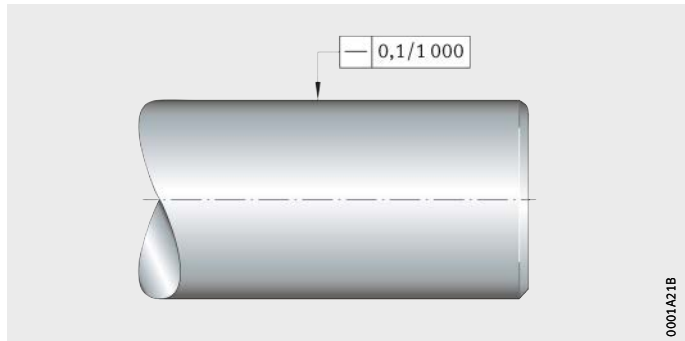
*Figure 16*  
Parting cut



### Straightness

The standard straightness is shown in *Figure 17*.

*Figure 17*  
Straightness

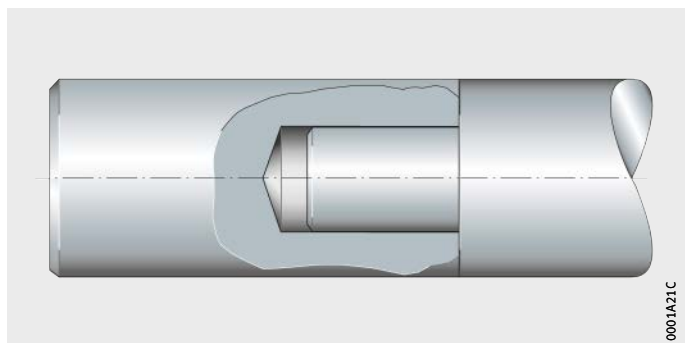


### Shafts with mortice and tenon joint

If the shaft length is in excess of the stock length, the shafts are joined together.

The individual sections of shafts are joined by means of mortice and tenon joints, *Figure 18*. The joints are marked accordingly. Shafts screwed together are available by agreement.

*Figure 18*  
Shaft with mortice and tenon joint



# Solid shafts, hollow shafts

## Accuracy

### Length tolerance

Length tolerances are dependent on the shaft length, see table and Figure 19.  
Special tolerances are available by agreement.

### Tolerance

Shaft length L mm		Tolerance mm
over	incl.	max.
–	400	±0,5
400	1 000	±0,8
1 000	2 000	±1,2
2 000	4 000	±2
4 000	6 000	±3

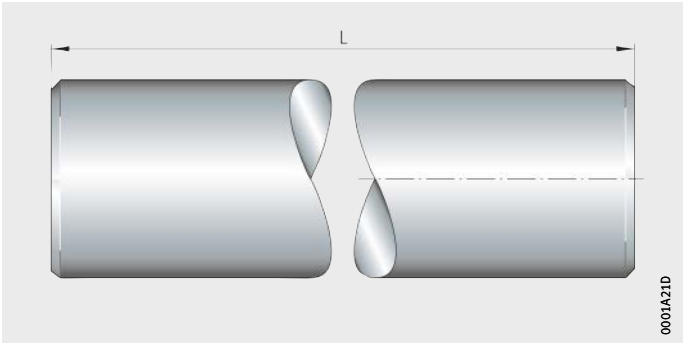


Figure 19  
Length tolerance

### Straightness value to ISO 13012

The measurement points are separated by a distance of 1 000 mm. Shafts < 1 000 mm have a maximum of two measurement points, Figure 20.  
The straightness tolerance is half of the dial gauge value with a shaft revolution of 360°.

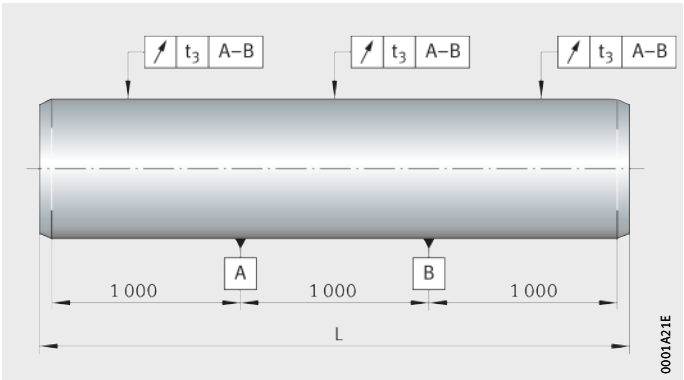


Figure 20  
Straightness measurement

**Ordering example,  
ordering designation**

Solid shaft, without machining	Type	W
	Shaft diameter $d_{LW}$	20
	Tolerance	h6
	Material	Cf53
	Coating	–
	Length	1 200
	Parting cut	–
	Standard chamfer	No suffix
Ordering designation <b>W20/h6-Cf53-1 200</b>		
Hollow shaft, without machining	Type	WH
	Shaft diameter $d_{LW}$	20
	Tolerance	h7
	Material	C60
	Coating	–
	Length	1 500
	Parting cut	T
	Standard chamfer	–
Ordering designation <b>WH20/h7-C60-1 500-T</b>		
Solid shaft, with machining	Type	W
	Shaft diameter $d_{LW}$	30
	Tolerance	h7
	Material	Cf53
	Coating	Cr
	Hole pattern	B05
	Axial threaded hole	M12
	Radial threaded hole	M10
	Hole pitch, radial threaded hole	100
	Length	1 110
	Parting cut	T
	Standard chamfer	–
	Distance $a_L$	60
	Distance $a_R$	50
Ordering designation <b>W30/h7-Cf53-Cr-B05/M12-M10×100-1110-T-60-50</b>		



# Solid shafts, hollow shafts

## Solid shaft, according to customer requirements

If the standard designations are not sufficient to describe the shaft, please submit a drawing with your enquiry.

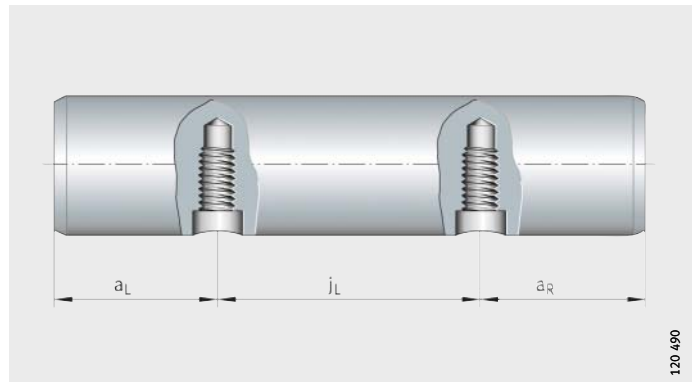
### Possible ordering designation for standard shafts

Type	W, WH
Shaft diameter $d_{LW}$	10 to 80
Tolerance <sup>1)</sup>	h6, h7
Material <sup>2)</sup>	Cf53, X46, X90
Coating	Cr, RROC
Hole pattern	B01, B02, B03, B04, B05
Axial threaded hole <sup>3)</sup>	M3 to M24
Radial threaded hole <sup>3)</sup>	M4 to M14
Hole pitch, radial threaded hole $j_L$	Measured from centre point of hole, <i>Figure 21</i>
Length <sup>3)</sup>	Single piece up to 6 000
Parting cut	T
Standard chamfer	No suffix
Distance $a_L$	Start of shaft – first hole, <i>Figure 21</i>
Distance $a_R$	Last hole – end of shaft, <i>Figure 21</i>

1) Available tolerances are dependent on diameter, see dimension table page 124 and page 126.

2) Hollow shafts are only available in Cf53 and C60.

3) Dependent on diameter, see dimension table page 124 to page 126.



*Figure 21*  
Hole pitch of radial threaded hole  $j_L$



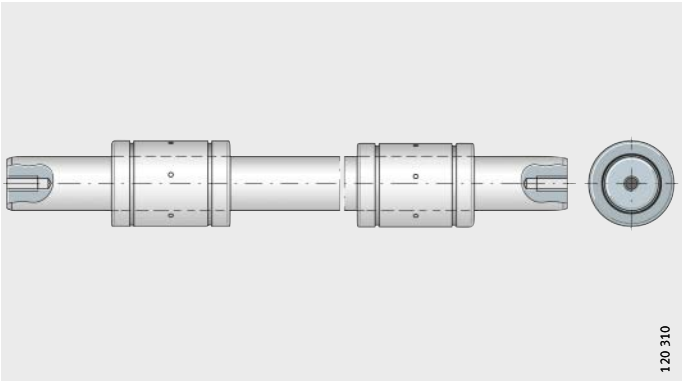
**Shaft guidance system** Elements of shaft guidance systems (linear ball bearings, solid and hollow shafts) must be ordered separately.

The ordering designation of an element comprises the designation and additional specific data – where necessary, see ordering designation for shaft with axial threaded hole, linear ball bearing and *Figure 22*.

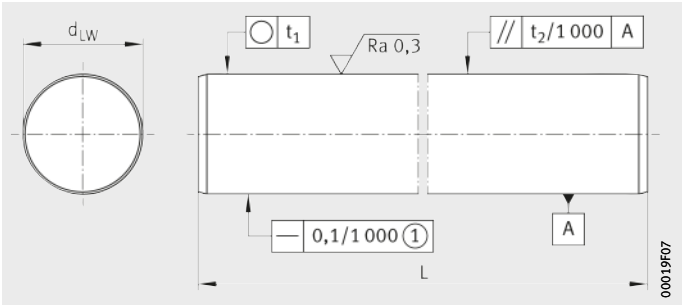
The designations are given in the dimension tables.  
The unit is described in greater detail by means of the additional data.

<b>Required</b>		A shaft guidance system in a corrosion-resistant design with two sealed and corrosion-resistant linear ball bearings.	
Shaft with axial threaded holes	Corrosion-resistant shaft	W20/h6-X90	
	Code for hole pattern	B02	
	Axial threaded hole	M8	
	Shaft length	3 500	
Ordering designation	<b>1×W20/h6-X90-B02/M8-3500</b>		
Linear ball bearing	Linear ball bearing	KB	
	Size code	20	
	Contact seals on both end faces	PP	
	Corrotect® coating	RR	
	Relubrication facility	AS	
Ordering designation	<b>2×KB20-PP-RR-AS</b>		

*Figure 22*  
Shaft with axial threaded holes,  
two linear ball bearings



# Solid shafts

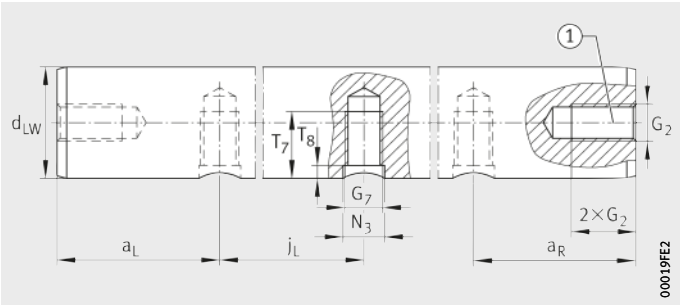


W  
① 3)

Dimension table - Dimensions in mm							
Designation	Mass  m ≈kg/m	Dimensions		Tolerance	Roundness	Parallelism	Surface hardening depth
		$d_{LW}$	L	$h6$ $\mu m$	$t_1$ $\mu m$	$t_2^{1)}$ $\mu m$	SHD <sup>2)</sup> min.
W04	0,1	4	2 500	$\begin{smallmatrix} 0 \\ -8 \end{smallmatrix}$	4	5	0,4
W05	0,15	5	4 000	$\begin{smallmatrix} 0 \\ -8 \end{smallmatrix}$	4	5	0,4
W06	0,22	6	4 000	$\begin{smallmatrix} 0 \\ -8 \end{smallmatrix}$	4	5	0,4
W08	0,39	8	4 000	$\begin{smallmatrix} 0 \\ -9 \end{smallmatrix}$	4	6	0,4
W10	0,62	10	6 000	$\begin{smallmatrix} 0 \\ -9 \end{smallmatrix}$	4	6	0,4
W12	0,89	12	6 000	$\begin{smallmatrix} 0 \\ -11 \end{smallmatrix}$	5	8	0,6
W14	1,21	14	6 000	$\begin{smallmatrix} 0 \\ -11 \end{smallmatrix}$	5	8	0,6
W15	1,39	15	6 000	$\begin{smallmatrix} 0 \\ -11 \end{smallmatrix}$	5	8	0,6
W16	1,58	16	6 000	$\begin{smallmatrix} 0 \\ -11 \end{smallmatrix}$	5	8	0,6
W20	2,47	20	6 000	$\begin{smallmatrix} 0 \\ -13 \end{smallmatrix}$	6	9	0,9
W25	3,85	25	6 000	$\begin{smallmatrix} 0 \\ -13 \end{smallmatrix}$	6	9	0,9
W30	5,55	30	6 000	$\begin{smallmatrix} 0 \\ -13 \end{smallmatrix}$	6	9	0,9
W40	9,87	40	6 000	$\begin{smallmatrix} 0 \\ -16 \end{smallmatrix}$	7	11	1,5
W50	15,41	50	6 000	$\begin{smallmatrix} 0 \\ -16 \end{smallmatrix}$	7	11	1,5
W60	22,2	60	6 000	$\begin{smallmatrix} 0 \\ -19 \end{smallmatrix}$	8	13	2,2
W80	39,45	80	6 000	$\begin{smallmatrix} 0 \\ -19 \end{smallmatrix}$	8	13	2,2

1) Differential diameter measurement.  
2) To DIN ISO 13012.  
3) ① For shaft length < 400 mm, max. straightness tolerance of 0,04 mm.

# Recommended threaded holes for solid shafts

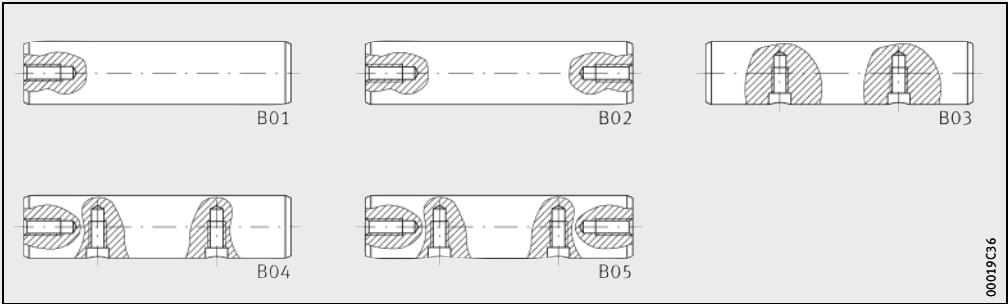


Axial and radial threaded holes  
① ②

Dimension table · Dimensions in mm														
Designation  d <sub>LW</sub>	Axial threaded hole G <sub>2</sub>										Radial threaded hole			
											j <sub>L</sub>	a <sub>L min</sub> <sup>1)</sup> Hole pattern B03	a <sub>R min</sub> <sup>1)</sup> Hole pattern B04–B05	T <sub>7</sub> T <sub>8</sub> N <sub>3</sub> G <sub>7</sub>
W08	M3	–	–	–	–	–	–	–	–	–	–	–	3 · G <sub>2</sub> + G <sub>7</sub>	– – – –
W10	M3	M4	–	–	–	–	–	–	–	–	–	–		– – – –
W12	–	M4	M5	–	–	–	–	–	–	–	75	120		7 2 5 M4
W14	–	M4	M5	M6	–	–	–	–	–	–	–	–		– – – –
W15	–	–	M5	M6	M8	–	–	–	–	–	–	–		– – – –
W16	–	–	M5	M6	M8	–	–	–	–	–	75	100		9 2,5 6 M5
W20	–	–	–	–	–	–	–	–	–	–	–	150		9 2,5 6 M5
W20	–	–	–	M6	M8	M10	–	–	–	–	75	100		11 3 7 M6
W25	–	–	–	–	–	–	–	–	–	–	–	150		11 3 7 M6
W25	–	–	–	–	M8	M10	M12	–	–	–	75	120		15 3 9 M8
W30	–	–	–	–	–	–	–	–	–	–	–	150		11 3 7 M6
W30	–	–	–	–	–	M10	M12	M16	–	–	100	150		17 3,5 11 M10
W40	–	–	–	–	–	M10	M12	M16	–	–	150	200		19 4 11 M10
W40	–	–	–	–	–	M10	M12	M16	–	–	100	–		21 4 13 M12
W40	–	–	–	–	–	–	–	–	–	–	–	150		19 4 11 M10
W50	–	–	–	–	–	–	M12	M16	M20	–	–	200		21 4 13 M12
W50	–	–	–	–	–	–	M12	M16	M20	–	100	–		25 4 15 M14
W60	–	–	–	–	–	–	–	M16	M20	M24	–	–		– – – –
W80	–	–	–	–	–	–	–	M16	M20	M24	–	–		– – – –

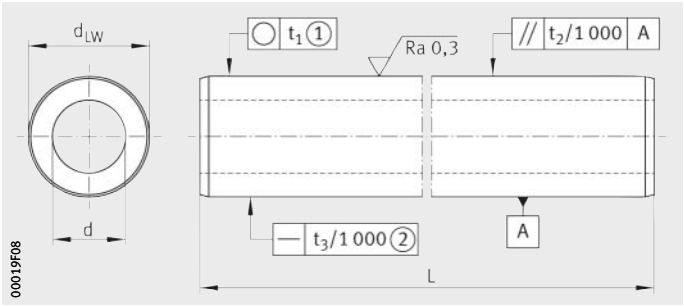
1) a<sub>L</sub>, a<sub>R</sub> are dependent on the length of the shaft.  
Calculation, see page 134.  
In the case of variants in accordance with codes B04 and B05, the axial threaded holes must be taken into consideration.

2) ① Depending on the hole diameter, the shaft diameter may be larger in the region of the axial hole, as a result of which there may be a deviation from the tolerances.



Codes B01 to B05 for hole patterns

# Hollow shafts



WH  
①, ② 4)

Dimension table · Dimensions in mm								
Designation	Mass  m  ≈kg/m	Dimensions		Inside diameter  d <sup>1)</sup>	Tolerance  d <sub>LW</sub> h7 <sup>3)</sup>  μm	Parallelism  t <sub>2</sub>  μm	Straightness tolerance  t <sub>3</sub>  μm	Surface hardening depth SHD <sup>2)</sup>  min.
		d <sub>LW</sub>	L max.					
WH12	0,79	12	5 700	4 ±0,45	<sup>0</sup> <sub>-18</sub>	7	0,3	0,8
WH16	1,26	16	5 700	7 ±0,15	<sup>0</sup> <sub>-18</sub>	7	0,3	0,8
WH20	1,28	20	6 000	14 ±0,15	<sup>0</sup> <sub>-21</sub>	9	0,2	1,2
WH25	2,4	25	7 100	15,4±0,15	<sup>0</sup> <sub>-21</sub>	9	0,2	1,2
WH30	3,55	30	7 100	18 ±0,15	<sup>0</sup> <sub>-21</sub>	9	0,2	1,5
WH40	5,7	40	7 100	26 ±0,15	<sup>0</sup> <sub>-25</sub>	11	0,1	1,5
WH50	10,58	50	6 500	28 ±0,25	<sup>0</sup> <sub>-25</sub>	11	0,1	1,5
WH60	14,2	60	7 300	36 ±0,3	<sup>0</sup> <sub>-30</sub>	13	0,1	1,5
WH80	20,8	80	7 300	57,4±0,35	<sup>0</sup> <sub>-30</sub>	13	0,1	2,2

- 1) Difference in the wall thickness relative to the original material ±5%.
- 2) To DIN ISO 13012.
- 3) Diameter tolerance h6 available by agreement.
- 4) ① The roundness corresponds to no more than half the diameter tolerance.  
 ② For shaft length < 500 mm, max. straightness tolerance of 0,1 mm.





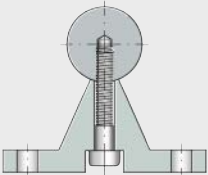
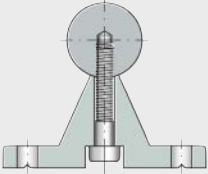
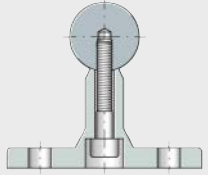
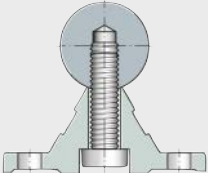
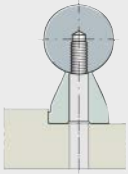
## Shaft and support rail units

# Shaft and support rail units

	Page
<b>Matrix</b>	Matrix for preselection of shaft and support rail units ..... 130
<b>Product overview</b>	Shaft and support rail units ..... 132
<b>Features</b>	Multi-piece raceway shafts and shaft and support rail units ..... 133
<b>Design and safety guidelines</b>	Hole patterns for shaft and support rail units ..... 134
<b>Accuracy</b>	Length tolerances for shafts and shaft and support rail units ..... 136
<b>Ordering example, ordering designation</b>	Shaft and support rail unit ..... 136
	Possible ordering designation for standard shaft and support rail units ..... 136
<b>Dimension tables</b>	Shaft and support rail units ..... 138



**Matrix for preselection  
of shaft and support rail units**

Shaft and support rail units	Precision
<b>TSNW</b> 	+++
<b>TSWW</b> 	+++
<b>TSWWA</b> 	+++
<b>TSNW..-G4</b> <b>TSNW..-G5</b> 	++
<b>TSUW</b> 	+++

Definition:  
 +++ Very good  
 ++ Good  
 ● Available

1) Location by screw mounting from below; threaded hole in the shaft.

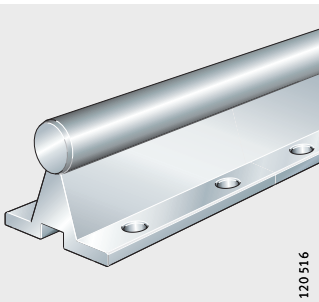


Shaft diameter $d_{LW}$ in mm							Features	Location		Description
12	16	20	25	30	40	50		Thread	Through hole	
●	●	●	●	●	●	●	<input type="checkbox"/> For location from above	–	yes	133
●	●	●	●	●	●	●	<input type="checkbox"/> For location from above <input type="checkbox"/> High position of shaft	–	yes	133
●	●	●	●	●	–	–	<input type="checkbox"/> For location from above <input type="checkbox"/> Narrow crosspiece	–	yes	133
●	●	●	●	●	●	–	<input type="checkbox"/> For location from above <input type="checkbox"/> Accuracy class (G4, G5) dependent on shaft diameter <input type="checkbox"/> Economical	–	yes	133
●	●	●	●	●	●	●	<input type="checkbox"/> Threaded holes from below	<sup>1)</sup>	–	133



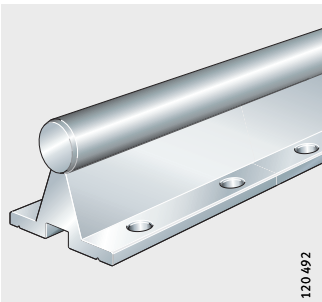
**Shaft and support rail units**

**TSNW**



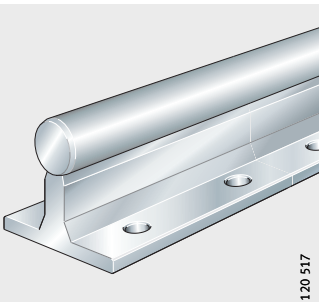
120 516

**TSWW**



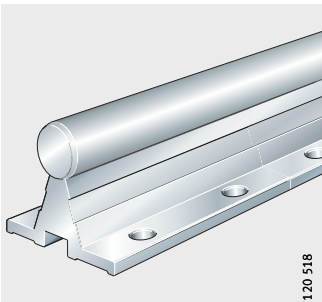
120 492

**TSWWA**



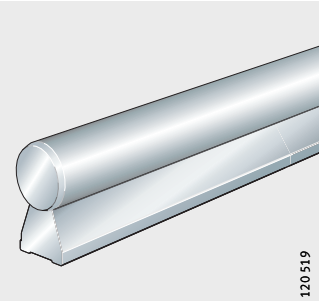
120 517

**TSNW..-G4, TSNW..-G5**



120 518

**TSUW**



120 519

# Shaft and support rail units

## Features

Shaft and support rail units TS..W are composite units comprising a raceway shaft screw mounted to an aluminium support rail. The shaft protrudes approx. 2 mm to 3 mm beyond the end of the support rail at both ends.

The raceway shaft is made from quenched and tempered steel, see page 109. Corrosion-resistant design available by agreement.

Shaft and support rail units are composed of several individual sections depending on their length.

Shafts made from special materials such as those with coatings are available by agreement.

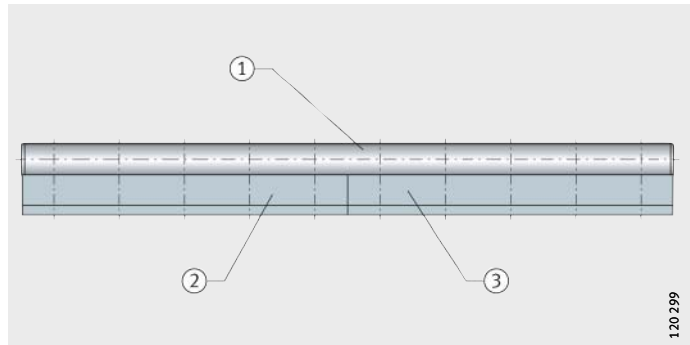
## Multi-piece raceway shafts and shaft and support rail units

If the guidance systems are of such a length that shaft and support rail units TS..W cannot be achieved using single-piece shafts, shafts and support rails are supplied as multi-piece units, *Figure 1*. The joint locations on the shaft sections have mortice and tenon joints and are polished.

The joint locations on the shafts and support rails are offset from each other.

The maximum length of single-piece shaft and support rail units is 6 000 mm.

- ① Shaft
- ② Support rail 1
- ③ Support rail 2



*Figure 1*

Shaft and support rail unit with multiple support rail sections



# Shaft and support rail units

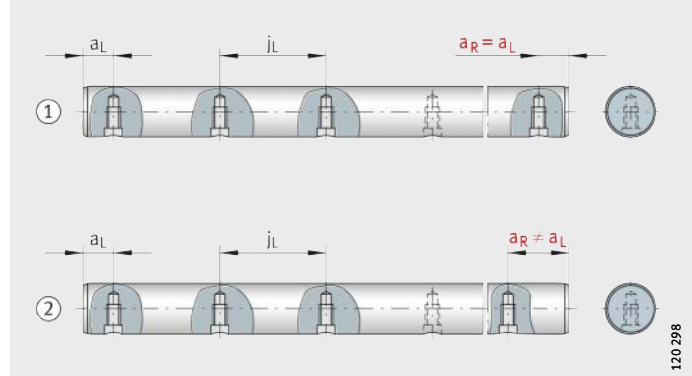
## Design and safety guidelines Hole patterns for shaft and support rail units

Unless stated otherwise, raceway shafts and shaft and support rail units are supplied with a symmetrical hole pattern, *Figure 2* to *Figure 4*.

An asymmetrical hole pattern may be available at customer request. In this case,  $a_{L \max} \geq a_L \geq a_{L \min}$  and  $a_{R \max} \geq a_R \geq a_{R \min}$ .

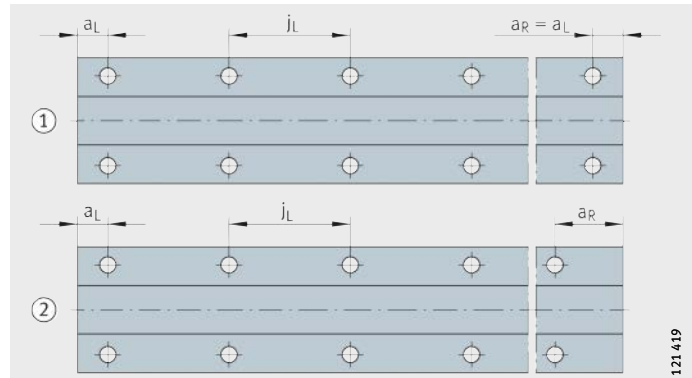
- ① Symmetrical hole pattern
- ② Asymmetrical hole pattern

*Figure 2*  
Hole patterns for shafts  
with one row of holes



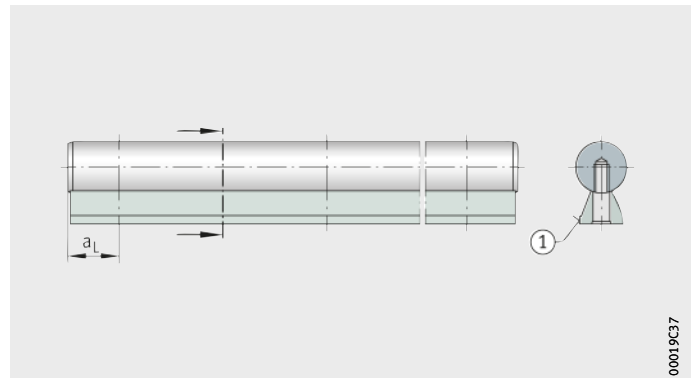
- ① Symmetrical hole pattern
- ② Asymmetrical hole pattern

*Figure 3*  
Hole patterns for support rails  
with two rows of holes



- ① Support rail

*Figure 4*  
Hole patterns  
for shaft and support rail unit TSUW



**Maximum number  
of pitches between holes**

The number of pitches between holes is the rounded whole number equivalent to:

$$n = \frac{l - 2 \cdot a_{L \min}}{j_L}$$

The distances  $a_L$  and  $a_R$  are generally determined by:

$$a_L + a_R = l - n \cdot j_L$$

For raceway shafts and shaft and support rail units with a symmetrical hole pattern:

$$a_L = a_R = \frac{1}{2} \cdot (l - n \cdot j_L)$$

Number of holes:

$$x = n + 1$$

- $n$  mm  
Maximum possible number of pitches or recommended distance between screws on shaft and support rail units with T-slots
- $l$  mm  
Length of shaft and support rail unit
- $a_L, a_R$  mm  
Distance between start or end of shaft and support rail unit and nearest hole
- $a_{L \min}, a_{R \min}$  mm  
Minimum values for  $a_L, a_R$  according to dimension tables
- $a_{L \max}, a_{R \max}$  mm  
Maximum values for  $a_L, a_R$  according to dimension tables
- $j_L$  mm  
Distance between holes
- $x$  mm  
Number of holes on shaft and support rail units with T-slots: number of screws.



If the minimum and maximum values for  $a_L$  and  $a_R$  are not observed, the counterbores of the holes may be intersected. The position  $a_L$  for shaft and support rail unit TSUW is shown in *Figure 4*, page 134.



# Shaft and support rail units

**Accuracy**  
**Length tolerances**  
**for shafts and**  
**shaft and support rail units**

The length tolerances are shown in the table.

Tolerances

Length of shaft or shaft and support rail unit L mm	Length tolerance mm
Single-piece and multi-piece raceway shaft and support rail units	±0,1% of total length
$L \leq 400$	±0,5
$400 < L \leq 1\,000$	±0,8
$1\,000 < L \leq 2\,000$	±1,2
$2\,000 < L \leq 4\,000$	±2
$4\,000 < L \leq 6\,000$	±3

**Ordering example,**  
**ordering designation**

Shaft and support rail unit

Type	TSNW
Shaft diameter $d_{LW}$	25
Length	1 253
Distance $a_L$	26
Distance $a_R$	27
Corrosion-resistant design	Available by agreement

Ordering designation

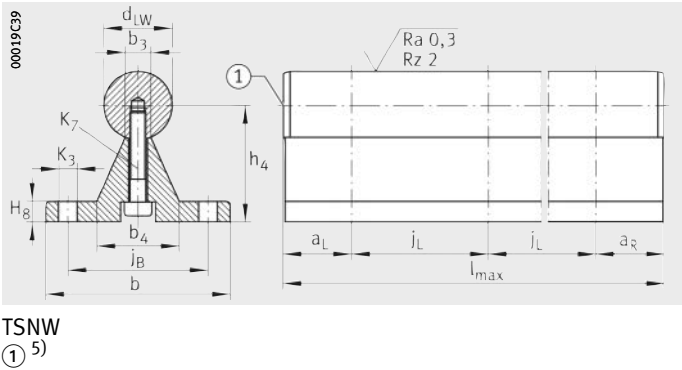
**TSNW25-1253-26-27**

**Possible ordering designation**  
**for standard shaft and**  
**support rail units**

Type	TSWW, TSNW, TSUW, TSWWA
Shaft diameter $d_{LW}$	12 to 50
Length	1 200
Distance $a_L$	Start of shaft – first hole
Distance $a_R$	Last hole – end of shaft
Corrosion-resistant design	Available by agreement



# Shaft and support rail units



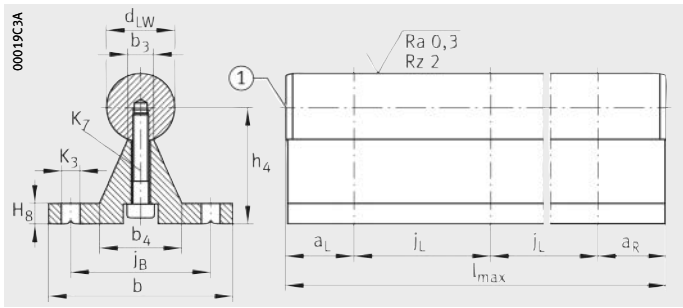
TSNW  
①<sup>5)</sup>

Dimension table · Dimensions in mm														
Designation	Mass m ≈g/m	Dimensions				Mounting dimensions								
		d <sub>LW</sub> h6	b	h <sub>4</sub> <sup>1)</sup> ±0,02	l <sub>max</sub> <sup>2)</sup> ±3	b <sub>3</sub>	b <sub>4</sub>	j <sub>B</sub>	j <sub>L</sub>	a <sub>L</sub> /a <sub>R</sub> <sup>3)</sup>		H <sub>8</sub>	K <sub>3</sub> <sup>4)</sup>	K <sub>7</sub>
											min.	max.		
TSNW12	1 670	12	40	22	6 000	5	17	29	75	20	69	5	4,5	M4×18
TSNW16	2 950	16	45	26	6 000	6,8	22,4	33	100	20	93	5	5,5	M5×22
TSNW20	3 950	20	52	32	6 000	7,5	26,3	37	100	20	92	6	6,6	M6×25
TSNW25	5 600	25	57	36	6 000	9,8	30	42	120	20	110	6	6,6	M8×30
TSNW30	7 880	30	69	42	6 000	11	33,4	51	150	20	139	7	9	M10×35
TSNW40	12 830	40	73	50	6 000	14,5	39,4	55	200	20	189	8	9	M10×35
TSNW50	19 380	50	84	60	6 000	18,5	45,2	63	200	20	188	9	11	M12×40

- 1) In relation to the nominal shaft diameter, measured whilst clamped.
- 2) Maximum length of single-piece shaft and support rail units; longer shaft and support rail units, see page 133.  
Depending on the length of the shaft and support rail unit, the support rail is composed of several individual sections.
- 3) Dimensions a<sub>L</sub>/a<sub>R</sub> are dependent on the length of the shaft and support rail unit.  
Calculation, see page 135.
- 4) For fixing screws DIN 7984.  
If there is a possibility of settling, the screws should be secured against rotation.
- 5) ① The shaft may if necessary protrude on both sides beyond the support rail by approx. 3 mm.



# Shaft and support rail units



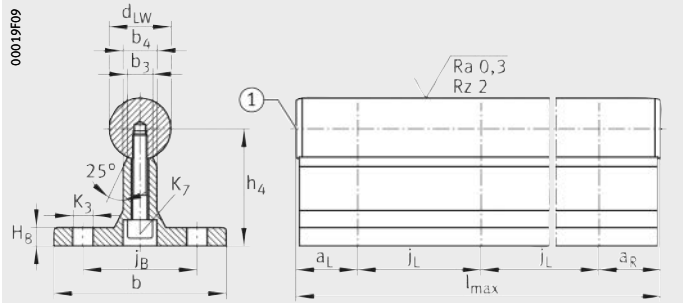
TSWW  
① <sup>5)</sup>

Dimension table · Dimensions in mm														
Designation	Mass m ≈g/m	Dimensions				Mounting dimensions								
		d <sub>LW</sub>	b	h <sub>4</sub> <sup>1)</sup>	l <sub>max</sub> <sup>2)</sup>	b <sub>3</sub>	b <sub>4</sub>	j <sub>B</sub>	j <sub>L</sub>	a <sub>L</sub> /a <sub>R</sub> <sup>3)</sup>		H <sub>8</sub>	K <sub>3</sub> <sup>4)</sup>	K <sub>7</sub>
		h6		±0,02	±3						min.	max.		
TSWW12	1 670	12	40	22	6 000	5	17	29	120	20	114	5	4,5	M4×18
TSWW16	3 150	16	54	32	6 000	6,8	24,7	41	150	20	143	6	5,5	M5×25
TSWW20	4 030	20	54	34,02	6 000	7,8	24,7	41	150	20	143	6	5,5	M5×25
TSWW25	5 900	25	65	39,66	6 000	9,3	30,3	51	150	20	142	6	6,6	M6×30
TSWW30	7 580	30	65	42,19	6 000	9,3	30,3	51	150	20	142	6	6,6	M6×30
TSWW40	14 250	40	85	60	6 000	16,3	46	65	150	20	139	10	9	M10×45
TSWW50	19 750	50	85	65,06	6 000	16,3	46	65	150	20	139	10	9	M10×45

- 1) In relation to the nominal shaft diameter, measured whilst clamped.
- 2) Maximum length of single-piece shaft and support rail units; longer shaft and support rail units, see page 133.  
Depending on the length of the shaft and support rail unit, the support rail is composed of several individual sections.
- 3) Dimensions a<sub>L</sub>/a<sub>R</sub> are dependent on the length of the shaft and support rail unit.  
Calculation, see page 135.
- 4) For fixing screws ISO 4762 or ISO 4017 (TSWW12, DIN 7984).  
If there is a possibility of settling, the screws should be secured against rotation.
- 5) ① The shaft may if necessary protrude on both sides beyond the support rail by approx. 3 mm.



# Shaft and support rail units

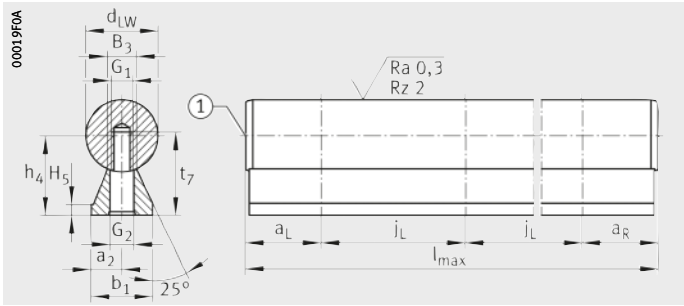


TSWWA  
 ① ⑥)

Dimension table · Dimensions in mm														
Designation	Mass m ≈g/m	Dimensions				Mounting dimensions								
		d <sub>LW</sub> h6	b	h <sub>4</sub> <sup>1)</sup> ±0,02	l <sub>max</sub> <sup>2)</sup> ±3	b <sub>3</sub>	b <sub>4</sub>	j <sub>B</sub>	j <sub>L</sub>	a <sub>L</sub> /a <sub>R</sub> <sup>3)</sup>		H <sub>8</sub>	K <sub>3</sub> <sup>4)</sup>	K <sub>7</sub> ISO 4762
										min.	max.			
TSWWA12	1 930	12	43	28	6 000	5,4	9	29	75	20	69	5	4,5	M4×25 <sup>5)</sup>
TSWWA16	2 800	16	48	30	6 000	7	10	33	100	20	93	5	5,5	M5×25
TSWWA20	4 120	20	56	38	6 000	8,2	11	37	100	20	92	6	6,6	M6×30
TSWWA25	5 830	25	60	42	6 000	10,4	14	42	120	20	110	6	6,6	M8×30
TSWWA30	8 500	30	74	53	6 000	11	14	51	150	20	139	8	9	M10×40

- 1) In relation to the nominal shaft diameter, measured whilst clamped.
- 2) Maximum length of single-piece shaft and support rail units; longer shaft and support rail units, see page 133.  
Depending on the length of the shaft and support rail unit, the support rail is composed of several individual sections.
- 3) Dimensions a<sub>L</sub>/a<sub>R</sub> are dependent on the length of the shaft and support rail unit.  
Calculation, see page 135.
- 4) For fixing screws ISO 4762 or ISO 4017.  
If there is a possibility of settling, the fixing screws should be secured against rotation.
- 5) Screws DIN 7984.
- 6) ① The shaft protrudes on both sides beyond the support rail by approx. 2 mm.

# Shaft and support rail units



TSUW  
① 4)

Dimension table · Dimensions in mm														
Designation	Mass m ≈g/m	Dimensions				Mounting dimensions								
		d <sub>LW</sub> h6	b <sub>1</sub>	h <sub>4</sub> <sup>1)</sup> ±0,02	l <sub>max</sub> <sup>2)</sup> ±3	a <sub>2</sub>	B <sub>3</sub>	j <sub>L</sub>	a <sub>L</sub> /a <sub>R</sub> <sup>3)</sup>		H <sub>5</sub>	G <sub>1</sub>	G <sub>2</sub>	t <sub>7</sub>
									min.	max.				
TSUW12	1 100	12	11	14,5	6 000	5,5	5	75	20	70	3	M4	4,5	15,5
TSUW16	1 880	16	14	18	6 000	7	6,8	75	20	70	3	M5	5,5	19
TSUW20	2 920	20	17	22	6 000	8,5	7,8	75	20	69	3	M6	6,6	23
TSUW25	4 420	25	21	26	6 000	10,5	9,8	75	20	68	3	M8	9	28,5
TSUW30	6 220	30	23	30	6 000	11,5	11	100	20	92	3	M10	11	31,5
TSUW40	11 030	40	30	39	6 000	15	14,5	100	20	91	4	M12	13,5	39,5
TSUW50	16 980	50	35	46	6 000	17,5	18,5	100	20	90	5	M14	15,5	46

Attention!  
The shaft and support rail are supplied unassembled.

1) In relation to the nominal shaft diameter, measured whilst clamped.

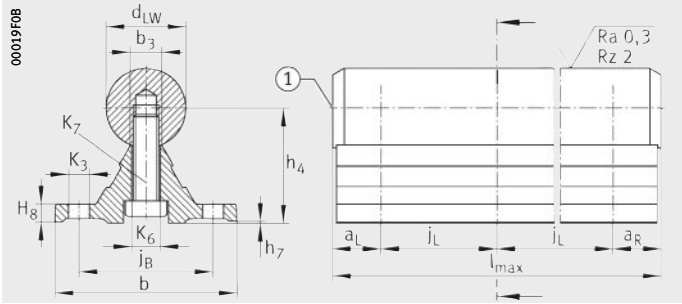
2) Maximum length of single-piece shaft and support rail units; longer shaft and support rail units, see page 133.  
Depending on the length of the shaft and support rail unit, the support rail is composed of several individual sections.

3) Dimensions a<sub>L</sub>/a<sub>R</sub> are dependent on the length of the shaft and support rail unit.  
Calculation, see page 135.

4) ① The shaft protrudes on both sides beyond the support rail by approx. 2 mm.



# Shaft and support rail units



TSNW..-G4, TSNW..-G5

(1) 6)

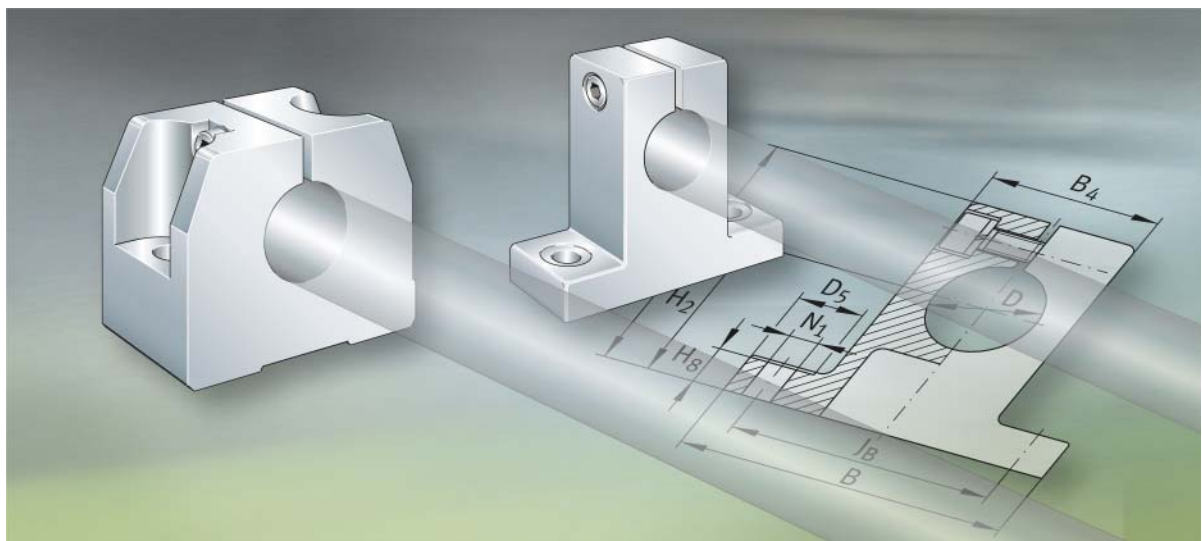
Dimension table - Dimensions in mm

Designation	Mass m	Dimensions				Mounting dimensions		
		d <sub>LW</sub>	b	h <sub>4</sub> <sup>1)</sup>	l <sub>max</sub> <sup>2)</sup>	b <sub>3</sub>	j <sub>B</sub>	j <sub>L</sub>
	≈g/m	h6			± 2			
<b>TSNW12-G4</b>	1 600	<b>12</b>	40	22±0,1	4 000	5	29	75
<b>TSNW16-G4</b>	2 500	<b>16</b>	45	26±0,1	4 000	6,8	33	100
<b>TSNW20-G4</b>	3 800	<b>20</b>	52	32±0,1	4 000	7,8	37	100
<b>TSNW25-G4</b>	5 300	<b>25</b>	57	36±0,1	4 000	9,8	42	120
<b>TSNW30-G5</b>	7 500	<b>30</b>	69	42±0,15	4 000	11	51	150
<b>TSNW40-G5</b>	12 400	<b>40</b>	73	50±0,15	4 000	14,5	55	200

- 1) In relation to the nominal shaft diameter, measured whilst clamped.
- 2) Maximum length of single-piece shaft and support rail units.
- 3) Dimensions a<sub>L</sub>/a<sub>R</sub> are dependent on the length of the shaft and support rail unit.  
Calculation, see page 135.
- 4) For fixing screws DIN 7964.  
If there is a possibility of settling, the screws should be secured against rotation.
- 5) Maximum variation of dimension h<sub>4</sub>, measured on the same shaft and support rail unit over a length of 1 000 mm.
- 6) ① The shaft protrudes on both sides beyond the support rail by approx. 2 mm.

a <sub>L</sub> /a <sub>R</sub> <sup>3)</sup>		H <sub>8</sub>	h <sub>7</sub>	K <sub>3</sub> <sup>4)</sup>	K <sub>6</sub>	K <sub>7</sub>	Variation of h <sub>4</sub> <sup>5)</sup>	
							Accuracy class	Variation mm
min.	max.					ISO 4762		
20	69	5	0,2	4,5	4,5	M4×18	G4	0,03
20	93	5	0,2	5,5	5,5	M5×22	G4	0,03
20	92	6	0,2	6,6	6,6	M6×25	G4	0,03
20	110	6	0,3	6,6	9	M8×30	G4	0,03
20	139	7	0,3	9	11	M10×30	G5	0,04
20	189	8	0,3	9	11	M10×35	G5	0,04

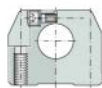




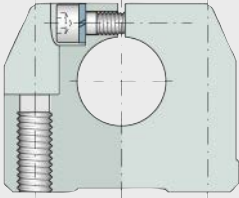
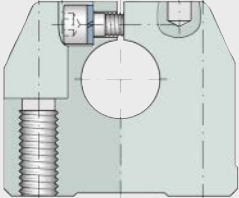
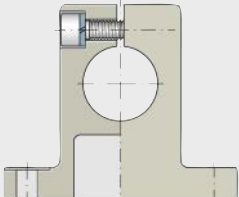
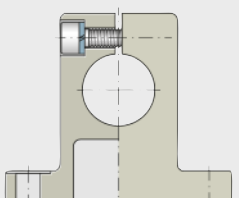
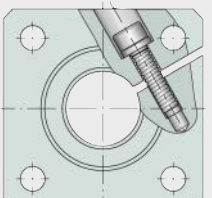
## Shaft support blocks

# Shaft support blocks

	Page
<b>Matrix</b>	
Matrix for preselection of shaft support blocks .....	146
<b>Product overview</b>	
Shaft support blocks .....	148
<b>Features</b>	
.....	149
<b>Dimension tables</b>	
Shaft support blocks .....	150
Shaft support block with flange .....	154



Matrix for preselection  
of shaft support blocks

Shaft support blocks	Material
<b>GWH...-B</b> 	Aluminium
<b>GWN...-B</b> 	Aluminium
<b>GW</b> 	Diecast zinc
<b>GWA...-B</b> 	Diecast zinc
<b>FW...-B</b> 	Aluminium

Definition:  
 ● Available for stated shaft  
 diameter d<sub>LW</sub>



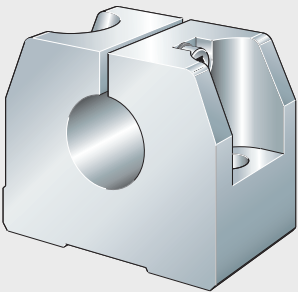
For shaft diameter $d_{LW}$ in mm											Features	Location		Description
06	08	10	12	14	16	20	25	30	40	50		Thread	Through hole	
●	●	●	●	●	●	●	●	●	●	●	<input type="checkbox"/> Low position of shaft	yes	yes	149
–	–	–	●	–	●	●	●	●	●	●	<input type="checkbox"/> Suitable for dowelling	yes	yes	149
–	–	●	●	●	●	●	●	●	●	●	<input type="checkbox"/> Space-saving design	–	yes	149
–	–	●	●	–	●	●	●	●	●	●	<input type="checkbox"/> For larger fixing screws <input type="checkbox"/> Space-saving design	–	yes	149
–	–	–	●	–	●	●	●	●	●	●	<input type="checkbox"/> Suitable for dowelling	yes	yes	149



# Product overview    Shaft support blocks

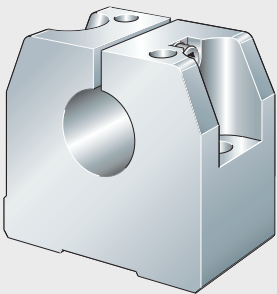
## Shaft support blocks

GWH...-B



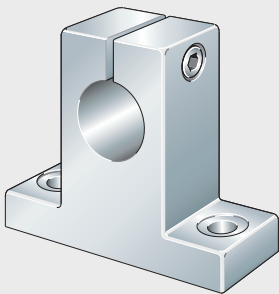
120 461

GWN...-B



120 462

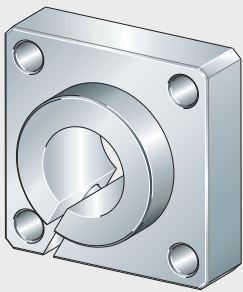
GW, GWA...-B



120 460

## Shaft support block with flange

FW...-B



00019FDF

# Shaft support blocks

## Features

Shaft support blocks are used to support shafts and locate the ends of the shaft.

They are suitable for all the solid and hollow shafts in this catalogue.

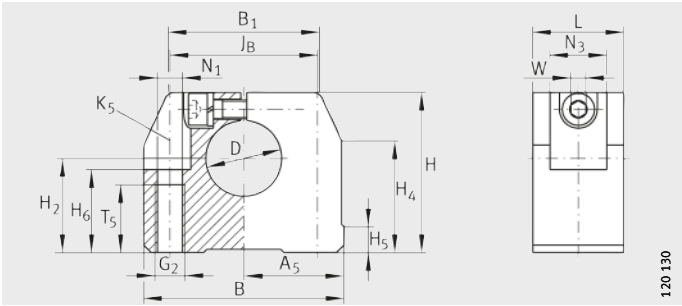
They are made from either an aluminium alloy or pressure diecast zinc.

Series GWA...B is identical in design to series GW but is suitable for larger fixing screws.

Depending on the series, the shaft support blocks have through holes or threaded holes.



# Shaft support blocks



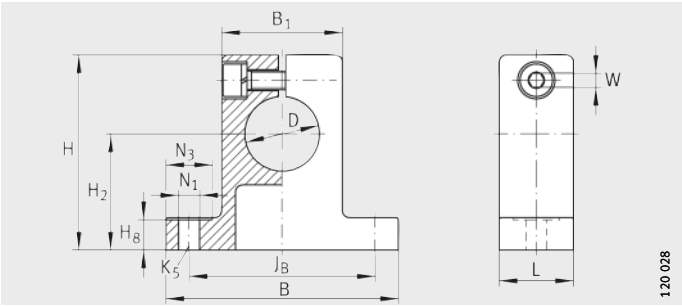
GWH...-B

Dimension table - Dimensions in mm																		
Designation	Mass m ≈g	Dimensions					Mounting dimensions											
		D H8	B	L	H	J <sub>B</sub> ±0,15	A <sub>5</sub>	B <sub>1</sub>	H <sub>2</sub> ±0,01	H <sub>4</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>3</sub>	K <sub>5</sub> <sup>1)</sup>	W <sup>2)</sup>
GWH06-B	30	6	32	16	27	22	16	25	15	20,6	5	11	13	M5	4,3	10	M4	2,5
GWH08-B	30	8	32	16	27	22	16	25	16	20,6	5	11	13	M5	4,3	10	M4	2,5
GWH10-B	50	10	40	18	33	27	20	32	18	25,1	5	13	16	M6	5,3	11	M5	3
GWH12-B	50	12	40	18	33	27	20	32	19	25,1	5	13	16	M6	5,3	11	M5	3
GWH14-B	70	14	43	20	36,5	32	21,5	34	20	28,1	6,9	13	18	M6	5,3	11	M5	3
GWH16-B	70	16	43	20	36,5	32	21,5	34	22	28,1	6,9	13	22	M6	5,3	11	M5	3
GWH20-B	120	20	53	24	42,5	39	26,5	40	25	29,8	7,4	18	22	M8	6,6	15	M6	4
GWH25-B	170	25	60	28	52,5	44	30	44	31	36,6	9,9	22	26	M10	8,4	18	M8	5
GWH30-B	220	30	67	30	60	49	33,5	49,5	34	42,7	8	22	29	M10	8,4	18	M8	5
GWH40-B	480	40	87	40	73,5	66	43,5	63	42	49,7	12,8	26	38	M12	10,5	20	M10	6
GWH50-B	820	50	103	50	92	80	51,5	74	50	62,3	10,9	34	46	M16	13,5	24	M12	8

1) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.

2) Width across flats.

# Shaft support blocks



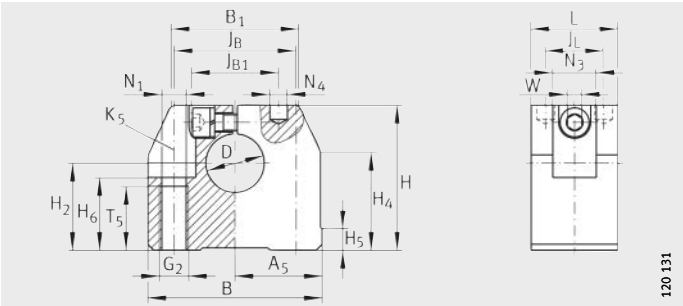
GW, GWA...B

Dimension table · Dimensions in mm													
Designation	Mass m  ≈g	Dimensions				Mounting dimensions							
		D	B	L	H	J <sub>B</sub>	B <sub>1</sub>	H <sub>2</sub>	H <sub>8</sub>	N <sub>1</sub> <sup>1)</sup>	N <sub>3</sub>	K <sub>5</sub>	Width across flats W
GW10	30	10	37	11	30	28±0,15	18	17	5	3,4	8	M3	2,5
GWA10-B										4,5	9	M4	
GW12	40	12	42	12	35	32±0,15	20	20	5,5	4,5	10	M4	3
GWA12-B										5,5	11	M5	
GW14	60	14	46	14	38	36±0,15	23	22	6	4,5	10	M4	3
GWA14-B										5,5	11	M5	
GW16	80	16	50	16	42	40±0,15	26	25	6,5	4,5	10	M4	3
GWA16-B										5,5	11	M5	
GW20	150	20	60	20	50	45±0,15	32	30	7,5	4,5	10	M4	3
GWA20-B										5,5	11	M5	
GW25	260	25	74	25	58	60±0,15	38	35	8,5	5,5	11	M5	4
GWA25-B										6,6	13	M6	
GW30	380	30	84	28	68	68±0,2	45	40	9,5	6,6	13	M6	5
GWA30-B										9	18	M8	
GW40	670	40	108	32	86	86±0,2	56	50	12	9,1	18	M8	6
GWA40-B										11,1	22	M10	
GW50	1 380	50	130	40	100	108±0,2	80	60	14	9	18	M8	6
GWA50-B										11	22	M10	

1) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.



# Shaft support blocks



GWN..-B

Dimension table - Dimensions in mm

Designation	Mass m	Dimensions				Mounting dimensions				
		D	B	L	H	J <sub>B</sub>	J <sub>B1</sub>	B <sub>1</sub>	A <sub>5</sub>	J <sub>L</sub>
	≈g	H8							±0,01	
GWN12-B	60	12	43	20	35	30±0,15	20	34	21,5	13
GWN16-B	100	16	53	24	42	38±0,15	26	40	26,5	16
GWN20-B	170	20	60	30	50	42±0,15	30	44	30	20
GWN25-B	330	25	78	38	60	56±0,15	40	60	39	25
GWN30-B	450	30	87	40	70	64±0,15	45	63	43,5	26
GWN40-B	850	40	108	48	90	82±0,15	65	76	54	32
GWN50-B	1 400	50	132	58	105	100±0,2	70	90	66	36

1) Centring for dowel hole.

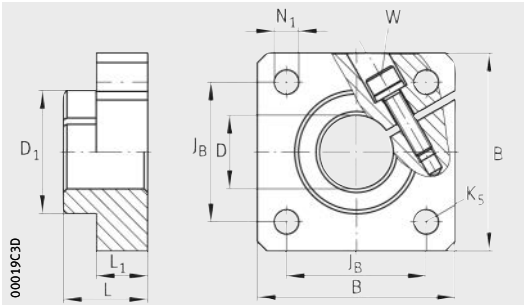
2) For fixing screws ISO 4762-8.8.

If there is a possibility of settling, the screws should be secured against rotation.

H <sub>2</sub>	H <sub>4</sub>	H <sub>5</sub>	T <sub>5</sub>	H <sub>6</sub>	G <sub>2</sub>	N <sub>1</sub>	N <sub>4</sub> <sup>1)</sup>	N <sub>3</sub>	K <sub>5</sub> <sup>2)</sup>	Width across flats W
±0,01										
20	26,6	5,4	13	16,5	M6	5,3	4	10	M5	3
25	26,6	5,4	18	21	M8	6,6	5	11	M6	4
30	34,1	7,4	22	25	M10	8,4	6	15	M8	5
35	41,5	8,3	26	30	M12	10,5	8	18	M10	6
40	46,2	9,3	26	34	M12	10,5	8	18	M10	6
50	57,6	11,7	34	44	M16	13,5	10	20	M12	8
60	62	10,6	43	49	M20	17,5	12	26	M16	10



# Shaft support block with flange



FW-B

Dimension table - Dimensions in mm										
Designation	Mass m	Dimensions			Mounting dimensions					
		D	B	L	L <sub>1</sub>	D <sub>1</sub>	N <sub>1</sub>	K <sub>S</sub> <sup>1)</sup>	J <sub>B</sub>	Width across flats W
	≈g	H8					H13			
FW12-B	50	12	40	20	12	23,5	5,5	M5	30	3
FW16-B	80	16	50	20	12	27,5	5,5	M5	35	3
FW20-B	100	20	50	23	14	33,5	6,6	M6	38	4
FW25-B	160	25	60	25	16	42	6,6	M6	42	5
FW30-B	260	30	70	30	19	49,5	9	M8	54	6
FW40-B	700	40	100	40	26	65	11	M10	68	8
FW50-B	900	50	100	50	36	75	11	M10	75	8

1) For fixing screws ISO 4762-8.8.  
If there is a possibility of settling, the screws should be secured against rotation.





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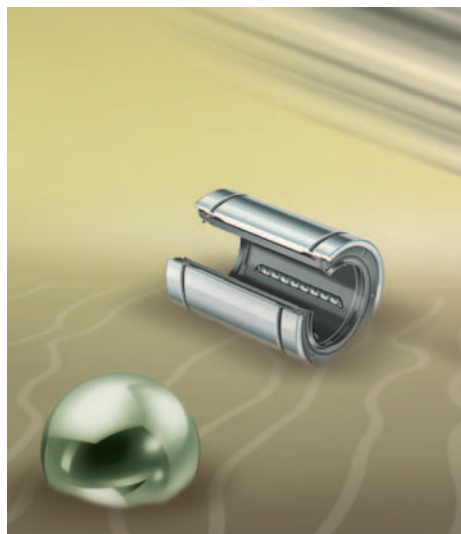
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