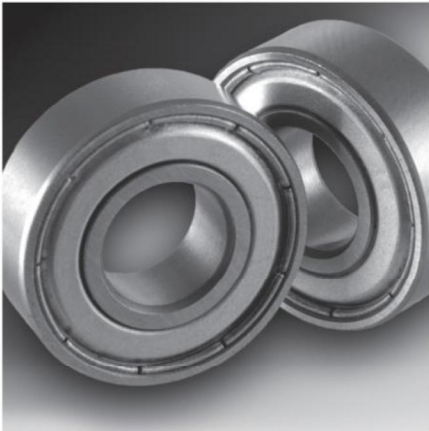


AMERICAN NATIONAL STANDARD
ABMA Standard



**Aerospace --
Airframe needle roller --
cylindrical roller and track
roller bearings --
Technical specification**

Sponsor

**American Bearing
Manufacturers Association**

**ABMA/ISO 13411-2010
(Identical Adoption of ISO 13411:1997)**

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ABMA FOREWORD (This foreword is not part of ABMA/ISO 13411-2010.)

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

The text is approved as an International Standard if a two-thirds majority of the P (participating)-members of the TC/SC are in favor and not more than one-quarter of the total number of votes cast are negative.

International Standard 13411-2010 was prepared by Technical Committee ISO/TC 4, Rolling Bearings / Subcommittee 4, Tolerances, tolerance definitions and symbols (including GPS).

This standard was processed and approved for submittal to ANSI for national adoption by Accredited Standards Committee B3. Committee approval of the national adoption of this standard does not necessarily mean that all committee members voted for its adoption.

Suggestions for the improvement of this standard gained through experience with its use will be welcomed. These suggestions should be sent to:

ASC B3 Secretariat
American Bearing Manufacturers Association
2025 M Street, N.W., Suite 800 Washington,
DC 20036

INTERNATIONAL STANDARD

ISO 13411

First edition
1997-12-15

Aerospace — Airframe needle roller, cylindrical roller and track roller bearings — Technical specification

*Aéronautique et espace — Roulements à aiguilles, roulements à rouleaux
cylindriques et galets de came pour cellule d'aéronef — Spécifications
techniques*



Foreword

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

International Standard ISO 13411 was prepared by Technical Committee ISO/TC 20, *Aircraft and space vehicles*, Subcommittee SC 15, *Airframe bearings*.

Annexes A to I form an integral part of this International Standard. Annex J is for information only.

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Introduction

In 1986, ISO/TC 4 Rolling bearings approved a new work item to revise the International Standard on airframe bearings, ISO 1002:1983, *Rolling bearings — Airframe bearings — Characteristics, boundary dimensions, tolerances, static load ratings*. The work item was assigned to ISO/TC 4, *Rolling bearings* and TC 20, *Aircraft and space vehicles*, Joint working group on airframe bearings.

Later that same year, ISO/TC 4/TC 20 JWG on airframe bearings agreed that a technical specification for the procurement of airframe bearings should be prepared as part of the revision process.

As a result, ISO 13411:1997, *Aerospace — Airframe needle roller, needle track roller and cylindrical roller bearings — Technical specification* has been developed for the procurement of airframe bearings and is supplemented with International Standards for each bearing type.

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Aerospace — Airframe needle roller, cylindrical roller and track roller bearings — Technical specification

1 Scope

This International Standard specifies the required characteristics, inspections and tests, quality assurance and conditions for qualification, static radial loads, acceptance and delivery conditions for needle roller, needle track roller and cylindrical roller bearings used as airframe rolling bearings designed to withstand, under load, slow rotations and small oscillations only.

This International Standard is applicable to all airframe needle roller, needle track roller and cylindrical roller bearings referred to in the referenced International Standards or in a design specification.

The fact that a bearing is not included in this International Standard does not preclude it from being used to advantage in airframe applications.

2 Normative references

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

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

ISO 2859-1:—¹⁾, *Sampling procedures for inspection by attributes — Part 1: Sampling plans indexed by acceptable quality level (AQL) for lot-by-lot inspection*.

ISO 4288:1996, *Geometrical Product Specifications (GPS) — Surface texture: Profile method — Rules and procedures for the assessment of surface texture*.

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

ISO 6507-1:1997, *Metallic materials — Vickers hardness test — Part 1: Test method*.

ISO 6508:1986, *Metallic materials — Hardness test — Rockwell test (scales A- B- C- D- E- F- G- H- K-)*.

ISO 9001:1994, *Quality systems — Model for quality assurance in design, development, production, installation and servicing*.

ISO 9002:1994, *Quality systems — Model for quality assurance in production, installation and servicing*.

ISO 9003:1994, *Quality systems — Model for quality assurance in final inspection and test*.

¹⁾ To be published. (Revision of ISO 2859-1:1989)

3 Definitions

For the purposes of this International Standard, the definitions given in ISO 5593 apply. Definitions of the concepts to which the tolerances specified in this International Standard apply are given in ISO 1132. Additional definitions which are particular to airframe needle roller bearings are given in 3.1 to 3.9.

3.1 yoke type track roller bearings

full complement bearings with outer ring rolling on a track or cam track

3.2 yoke type roller bearings

full complement bearings with outer ring supported in a housing

3.3 stud type track roller bearings

full complement bearings with rolling elements running on a flanged and externally threaded stud, and with outer ring rolling on a track or cam track

3.4 sealed bearings

bearings in which the rolling elements and raceways are enclosed by contact seals (i.e. seals fitted to one ring and extending to the other ring with which they make sliding contact)

3.5 shielded bearings

bearings in which the rolling elements and raceways are enclosed by shields fitted to one ring and extending to the other ring with which they have a small clearance

3.6 surface discontinuities

imperfections which include (but are not limited to) the following:

3.6.1 crack

break in the material which may extend in any direction and which may be intercrystalline or transcrystalline in character

3.6.2 tool mark

open surface defect resulting from a tearing of the metal

3.6.3 lap

surface defect where particles of metal or sharp edges are folded over and then rolled or forged into the surface

3.6.4 seam

unwelded fold which appears as an open defect in the material

3.7 starting friction torque for track roller bearings

maximum torque required to start the rotation of the outer ring with the inner ring or stud held stationary

3.8 starting friction torque for housed roller bearings

maximum torque required to start the rotation of the inner ring with the outer ring held stationary

NOTE — Due regard should be given the fact that bearings without retainers or separators are not likely to have absolute freedom of rotation because of adjacent rolling elements rubbing each other.

3.9 Permissible static loads

3.9.1 permissible static radial load

maximum static radial load which can be applied to the bearing without impairing its subsequent operation

3.9.2 ultimate static radial load

maximum static radial load which can be applied to the bearing without causing cracks or ruptures in any of the component parts

NOTE — The ultimate static radial load is a load equal to 1,5 times the permissible static radial load.

4 Symbols

See the appropriate referenced International Standard.

5 Characteristics, requirements, inspection and test methods

Subclause	Characteristics	Requirements	Inspection and test methods	Q ¹⁾	A ¹⁾
5.1	Materials	Shall conform to product standards or design documentation.	Chemical analysis or certificate of conformity issued by the manufacturer.	X	X
5.2	Dimensions and tolerances				
5.2.1	At ambient temperature (20 °C ± 1 °C)	Shall conform to product standards or design documentation.	Suitable measuring instruments.	X	X
5.2.2	Dimensional stability	Permissible increase 0,1 µm max. per 1 mm of diameter.	See annex B.	X	
5.3	Mass	Shall conform to product standards or design documentation.	Suitable methods.	X	
5.4	Identification marking	Shall conform to product standards or design documentation. It shall be legible and shall not adversely affect the material or the functioning of the bearing.	Visual examination.	X	X
5.5	Surface appearance ²⁾	The bearings shall be free of surface discontinuities liable to have an adverse effect on characteristics and endurance.			
5.5.1	Unassembled rings and rolling elements		Magnetic, dye penetrant or eddy current inspection.	X	X
5.5.2	Assembled bearings		Visual inspection using suitable methods.	X	X
5.6	Hardness ²⁾	Shall conform to product standards or design documentation.	Test in accordance with ISO 6508 or ISO 6507-1 ³⁾ . Inner ring, outer ring and 3 rollers shall be tested. The test shall be on the ground and polished flat cross-sectional area of the rings adjacent to the raceways. Test shall be taken on a ground and polished flat surface on the rolling elements.	X	X
5.7	Surface roughness ²⁾	Shall conform to product standards or design documentation.	Test in accordance with ISO 4288.	X	X
5.8	Surface treatment	Shall conform to product standards or design documentation.	Visual inspection (plating).	X	X
5.9	Lubrication	At least 80 % of the free space in the bearing shall be charged with the grease specified in the product standard or design documentation (see annex I).	Visual inspection after removal of seals or shields.	X	
			Visual inspection during manufacture.		X

1) Q = Qualification tests A = Acceptance tests

2) This inspection is made in the absence of surface treatment which, for purposes of qualification, may be removed by a chemical process.

3) Conversion from Vickers hardness to Rockwell hardness readings shall be subject to agreement between customer and supplier.

Subclause	Characteristics	Requirements	Inspection and test methods	Q ¹⁾	A ¹⁾
5.10	Seals or shields				
5.10.1	Retention	The seals or shields shall be fitted correctly in such a way that the functioning of the bearing is not adversely affected.	Visual inspection.	X	X
5.10.2	Sealing	The seals shall: — retain the grease;	Visual inspection after the rings are manually turned in relation to each other.	X	X
		— minimize the penetration of foreign material.	See annex A.	X	
		After the test, the starting torque at zero load shall not increase by more than 100 % or 14,1 mN·m over the pre-test value, whichever is greater.	Suitable method.	X	
		After the test, the radial internal clearance shall not increase by more than 50 % or 5 µm, whichever is greater. After the test, the running behaviour of the bearings shall conform with 5.14.1.	See annex D, figures D.1 and D.2. Hand rotation.	X X	
5.11	Running accuracies: Radial – K_{ia} , K_{ea}	Shall conform to product standards or design documentation.	See annex C.	X	X
5.12	Internal clearances				
5.12.1	Radial internal clearance (G_r)	Shall conform to product standards or design documentation.	See annex D.	X	X
5.12.2	Axial internal clearance (G_a)	Shall conform to product standards or design documentation.	See annexe E.	X	X
5.13	End washer retention	The end washer must not become dislodged or the bearing smoothness lessened perceptibly.	See annex F.	X	X
5.14	Behaviour in rotation				
5.14.1	At ambient temperature (20 °C ± 1 °C)	The bearing shall be capable of being rotated with no tight spots.	Hand rotation.	X	X
5.14.2	At limit temperatures	The starting friction torque shall not increase by more than 100 % of the ambient temperature value at the high temperature limit and shall not increase by more than ten times the ambient temperature value at the low limit temperature. Temperature extremes shall conform to product standards or design documentation.	Suitable method.	X	
5.14.3	Axial clearance under compression load	While under compression the bearing shall have rotational freedom.	See annex G.	X	X
5.15	Static loads				
5.15.1	Permissible static radial load (C_s)	After test there shall be no permanent deformations adversely affecting rotational function. The starting friction torque shall not increase by more than 100 %.	See annex H.	X	
5.15.2	Ultimate static radial load	After test the bearing must rotate by hand. After test there shall be no cracks or ruptures.	See annex H.	X	

1) Q = Qualification tests A = Acceptance tests