

LOAD BEARING ROLLER ASSEMBLIES

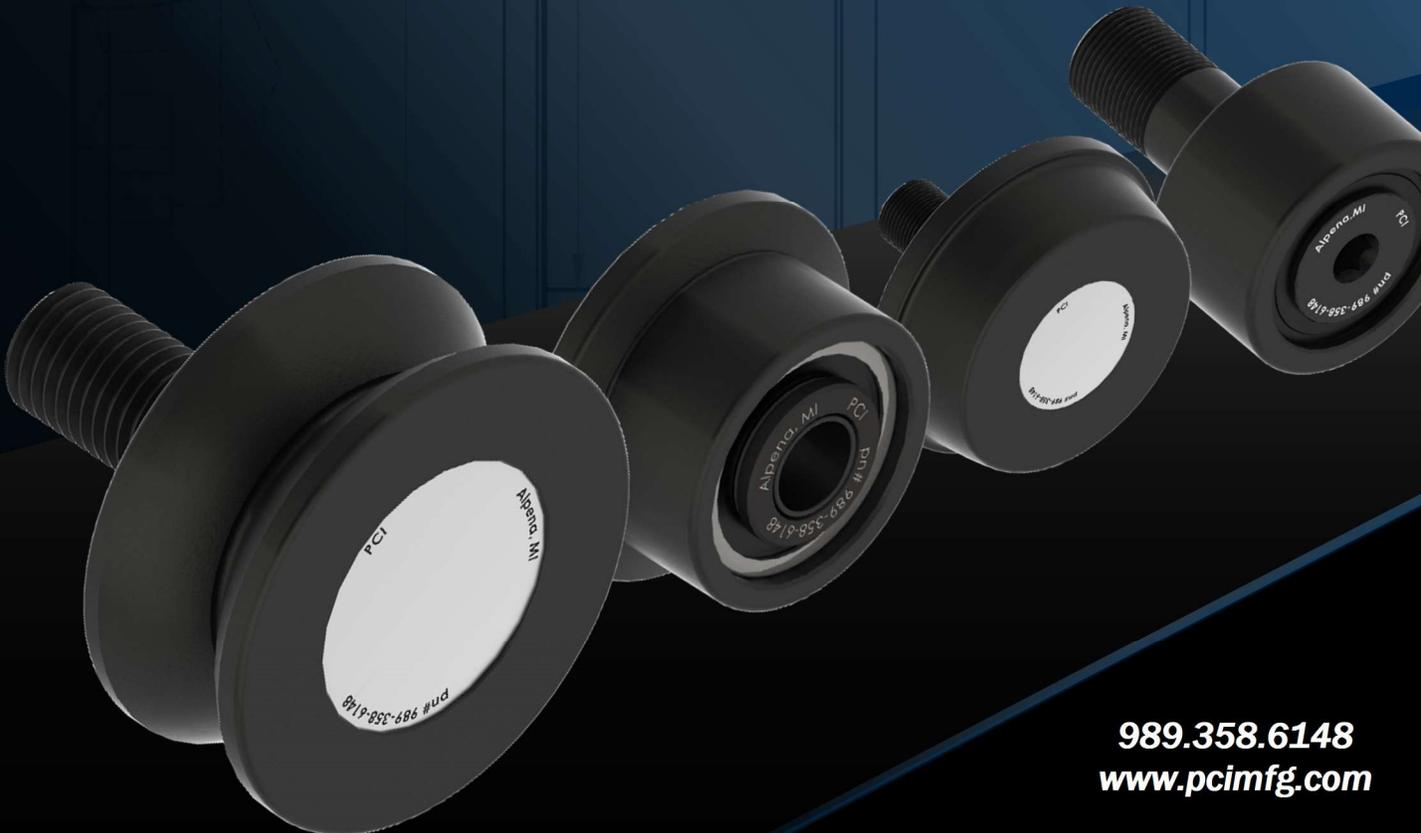
$$f(x) = a_0 + \sum_{n=1}^{\infty} \left(a_n \cos \frac{n\pi x}{L} + b_n \sin \frac{n\pi x}{L} \right)$$

$$(a + a)^n = \sum_{k=0}^n \binom{n}{k} x^k a^{n-k} < e$$



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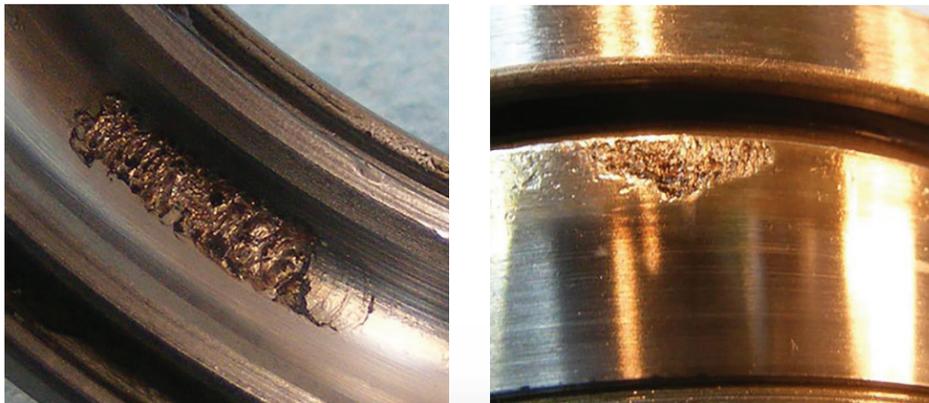
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Why Bearings Fail

Bearing Fatigue

Bearing Fatigue is the formation and propagation of cracks (weakening of a material) due to a repetitive or cyclic load of an intensity considerably below the normal strength. Fatigue fractures are progressive, beginning as minute cracks that grow under the action of the fluctuating stress. Although these cracks or fractures may take some time to propagate, depending on intensity and frequency of stress cycles, they can and do occur in normal service, without excessive overloads, and under normal operating conditions. Nevertheless, fatigue fractures are serious because they are insidious; that is, they are frequently "sneaky" and can occur with very little, if any warning before failure if the crack is not noticed. Obviously, if service is abnormal as a result of excessive overloading, corrosive environments, or other conditions, the possibility of fatigue fracture is increased.

Bearing Fatigue - spalling prior to failure

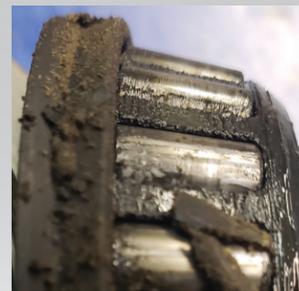


Lubricant – [wrong lubricant, wrong quantity, wrong interval]

Rolling element bearings depend on the continuous presence of a very thin film of lubricant between rolling elements and raceways, and between the cage, rings and rolling elements to reduce friction between surfaces in mutual contact, which ultimately reduces the heat generated when the surfaces move. If a bearing has insufficient lubrication, or if the lubricant has lost its lubricating properties, the required film with sufficient load-carrying capacity cannot form. The result is metal-to-metal contact between rolling elements and raceways, leading to adhesive wear and/or results in overheating and subsequent catastrophic failure. There are numerous causes for lubricant failure, including;

- **Contamination with foreign matter** (Figure A)
- **Incompatible (mixing) lubricants** (Figure B)
- Insufficient lubricant quantity or viscosity
- Over-lubricating
- Excessive temperatures
- Incorrect grease base for a particular application
- Deterioration due to prolonged service without replenishment
- Use of grease when conditions dictate the use of static or circulating oil

(Figure A)



(Figure B)



Ineffective Seals / Contamination

A bearing seal has two main functions, to retain lubricant and exclude contaminants. Seals must be properly orientated or have design features that allow for relubrication of the bearing. Additional lubricant installed in a bearing will need to displace old lubricant. If a bearing is overfilled or has more grease than is necessary, the additional lubricant will be pushed out in a similar manner as purging old lubricant during relubrication and subsequent operation. Full compliment needle and cylindrical roller bearings are generally filled with grease to 75-100 percent capacity. Upon use, grease may purge until the appropriate level is reached. The appropriate level is dependent on the rotating speed. Upon relubrication, the purging will happen again as it is impractical to lubricate to exactly the right amount. Even under the best operating conditions, bearing seals can leak. Typically seal leaks are traced to three basic causes, condition and size of the shaft and housing bore, contamination, and poor installation practices.

Single lip seals designs perform only one of these tasks well. If the lip is facing inside the bearing it retains lubricant better than excluding contaminants. The same seal installed with the lip facing outside the bearing excludes contaminants better than retaining lubricants.

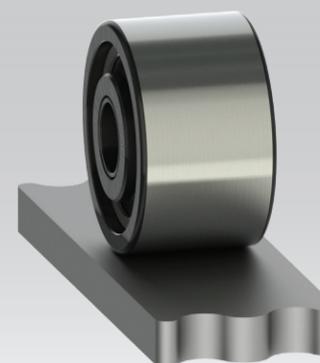
Multiple lip seals increase effectiveness of retaining lubricant or excluding contaminants by several methods; some have opposing lips, some have designs where additional grease reservoirs impede the ingress of contaminants and provide a reservoir of grease to lubricate seal lips. Multiple lips tend to have higher levels of drag and therefore higher temperatures. Multiple lips seals tend to be used in slower rotating or primarily static applications.

"Other" Reasons - Production and Application

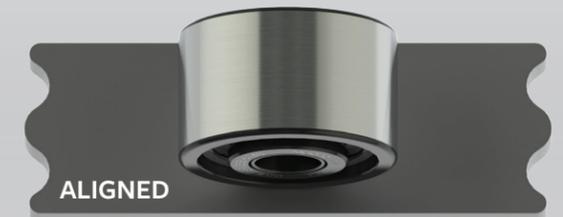
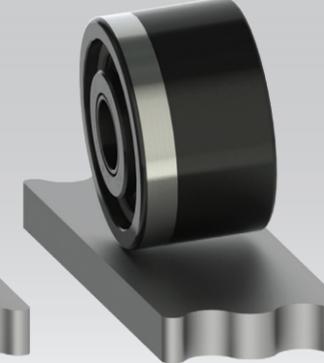
Production: Poor Quality components, improper storage, handling and care during manufacture or production of the roller assembly.

Application: improper mounting, wrong or inadequate selection/fit, and heavier/different loading than anticipated. One of the most common is combination load produced from application misalignment. Combination load is comprised of both radial and thrust loads and is a large contributor to premature failure.

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