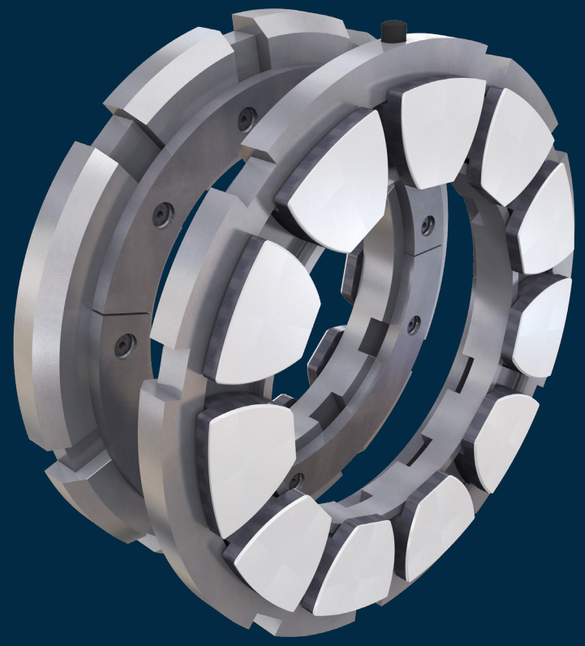
11 Pad Ring



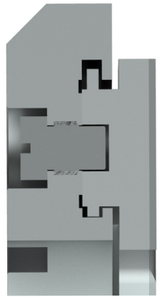
Thrust Bearings Reference Codes

Example: 08136 NFR/HB1

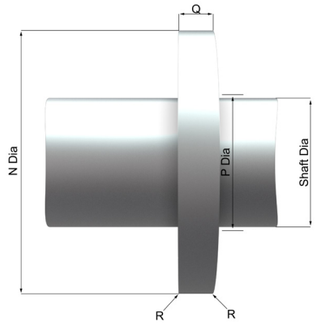
1	2		3	4	5	6	7
Number of Thrust Pads in Full Ring	**Thrust Pad Size (approx. width in mm)**		**Retaining Ring Form**	**Lubrication Arrangement**	**Pad Handing/ Pivot Position**	**Retaining Ring**	**With or Without Adjusting Liners**
06	012	052	**N** Normal or standard form (all bearings in this catalogue)	**F** Flooded lubrication	**L** Left hand (anti - clockwise)	**H** Split (in halves)	**A** Without liners
	014	057					
	017	061					**B** With liners or spaces
08	020	068					
	023	074					
	026	081					**B_1** With steel liner left thick for finish machining by customer during installation
11	028	089	**E** Equalising segments fitted (not shown in this catalogue)	**D** Directed or “Low Loss” Lubrication	**R** Right hand (clockwise)	**W** Left whole	
	031	097					**B_2** As “B_1” including shims for adjusting
14	034	105			**C** Centre pivoted		
	037	115					**B_3** With steel liner finished machined to size
	040	125					
18	044	136					**B_4** As “B_3” including shims for adjusting
	048						

Key features

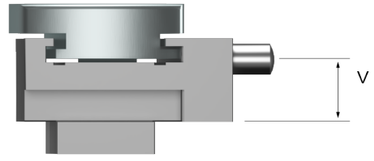
- Axial adjustment using a combination of shims and liners, finished to required thickness
- Specialist pad handing of either offset or centre pivots to suit direction of rotation
- Instrumentation to provide remote monitoring of bearing performance
- Flooded or directed ‘low loss’ lubrication alternatives
- 8 pad and 11 pad quantity sets can be equalised to accommodate shaft misalignment



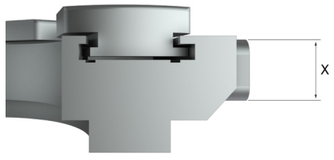
Thrust pad stop



Detail of combined collar and shaft



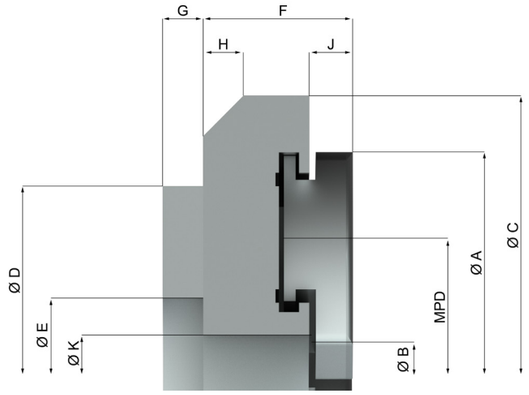
Stop pin in small thrust rings



Stop key in large thrust rings

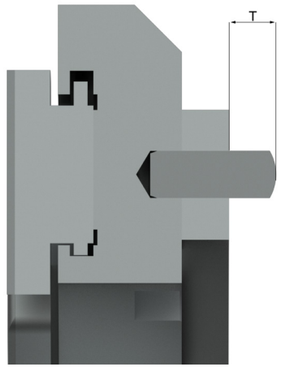
Technical information

Thrust ring for “low-loss” application

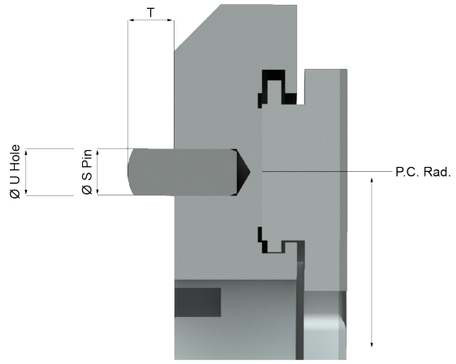


Plain thrust ring with liner

Ring stop for whole plain thrust rings

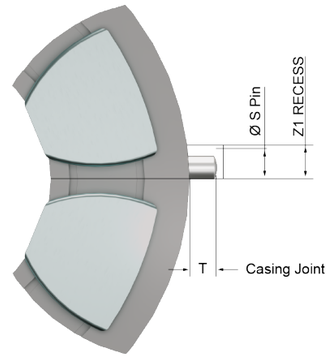


With liner

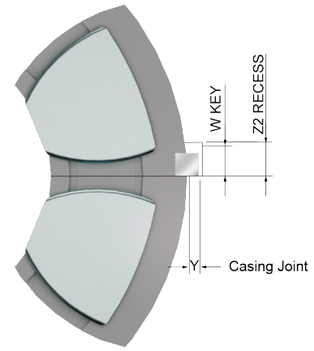


Without liner

Ring stop for split and plain rings



Pin



Key

Pad ring ref	Max shaft DIA mm	Thrust surface mm²	Max thrust load		MPD (approx)	Total axial clearance	A	B	C	D	E	F	G	H	J	K	N	P	Q	R	Ring stop for ‘whole’ and ‘plain’ thrust rings or ‘low loss’ thrust rings				Ring stop for ‘split’ and ‘plain’ thrust rings											
			Offset kN	Centre kN																	S	T	U	P.C. Rad	Pin or key	S	T	Z1	V	w	X	Y	Z2	a	b
11012	40	1,540	3.82	3.34	57.6	0.20	68.5	44	77.79	67	48	12.70	3.2	3	2.5	44.5	70	41	7	0.4	3.2	3.5	4	28.6	PIN	3.2	3.5	3.8	6					3.0	5.0
11014	48	2,156	5.71	5.2	66.8	0.20	79.5	51	92.08	78	56	14.29	3.2	4	2.5	52	83	48	9	0.4	4.0	4	5	33.3	PIN	4.0	4	4.8	7					3.0	6.5
11017	56	3,102	8.98	8.4	79.9	0.20	95.5	60.5	111.13	90	68	15.88	3.2	4	4	62	97	57	10	0.4	4.8	5	5.8	39.7	PIN	4.8	5	5.3	8					3.0	6.5
11020	68	4,444	13.8	13.0	95.7	0.25	114	73	130.18	108	83	17.46	3.2	5	4	75	117	70	13	0.8	4.8	5	5.8	47.6	PIN	4.8	5	5.3	9					4.0	7.0
11023	80	6,435	21.8	20.3	114.0	0.25	135	88	152.40	129	97	20.64	4.8	6	5.5	91	138	84	16	0.8	5.6	6	6.5	56.4	PIN	5.6	6	6.4	11					4.0	8.5
11026	87	7,590	27.25	25.4	124.4	0.30	148	95	168.28	138	106	22.23	4.8	6	5.5	98	151	92	17	0.8	6.4	7	7.5	61	PIN	6.4	7	7.2	11					4.0	9.5
11028	96	9,020	32.7	30.7	136.5	0.30	162	105	180.98	154	116	23.81	4.8	6	6.5	109	165	102	19	0.8	6.4	7	7.5	67	PIN	6.4	7	7.2	13					4.0	10.0
11031	105	10,670	39.4	36.7	147.3	0.30	175	113	196.85	164	125	25.40	4.8	6	6.5	117	178	110	21	0.8	7.9	8	9	72	PIN	7.9	8	9	13					4.5	10.5
11034	115	12,760	48.4	45.2	160.6	0.35	191	123	212.73	178	140	26.99	4.8	7	7.5	128	194	119	22	0.8	7.9	8	9	79	PIN	7.9	8	9	13					4.5	11.0
11037	125	15,466	59.7	56.0	176.9	0.35	210	136	234.95	197	152	28.58	6.4	7	7.5	141	213	132	25	0.8	9.5	8	10.5	87	PIN	9.5	8	10.3	13					5.5	11.0
11040	135	18,370	72.2	67.8	192.8	0.35	229	148	254.00	216	165	30.16	6.4	7	9.5	155	232	144	27	0.8	9.5	8	10.5	95	PIN	9.5	8	10.3	14					5.5	11.0
11044	148	22,220	89.6	82.4	209.3	0.40	249	160	279.40	235	184	31.75	6.4	7	9.5	168	252	157	30	0.8	9.5	8	10.5	105	PIN	9.5	8	10.3	14					5.5	12.0
11048	160	26,180	108.4	97.4	227.7	0.40	271	174	301.63	254	197	34.93	6.4	8	9.5	180	275	171	32	0.8	11.1	8	12.5	113	PIN	11.1	8	12	17					5.5	15.0
11052	175	31,020	130.3	116.0	248.1	0.40	295	190	323.85	276	213	38.10	6.4	8	11.5	198	298	187	35	0.8	12.7	10	14	122	KEY					15.9	22.2	5.6	17	6.0	15.0
11057	192	36,850	154.8	140.0	273.0	0.50	324	210	355.60	308	232	41.28	9.5	10	11.5	220	327	206	38	0.8	15.9	13	17.5	135	KEY					15.9	22.2	5.6	17	6.0	17.5
11061	210	44,000	184.8	168.0	296.9	0.50	352	229	384.18	330	254	44.45	9.5	10	13.5	240	356	224	43	0.8	15.9	13	17.5	146	KEY					15.9	25.4	5.6	17	7.0	17.5
11068	230	53,130	223.2	205.0	323.2	0.50	384	248	415.93	359	283	47.63	9.5	10	13.5	260	391	241	48	1.5	15.9	13	17.5	160	KEY					19.1	28.6	6.4	20	7.0	20.0
11074	250	63,470	266.6	245.0	352.5	0.50	419	270	454.03	394	305	50.80	9.5	13	13.5	282	425	264	51	1.5	19.1	13	21	175	KEY					19.1	28.6	6.4	20	8.0	21.0
11081	270	75,570	317.0	294.0	384.6	0.60	457	295	495.30	425	337	57.15	9.5	13	15	308	464	289	56	1.5	19.1	13	21	191	KEY					19.1	31.8	6.4	20	9.0	24.0
11089	295	89,100	374.0	347.0	418.6	0.60	498	320	539.75	467	365	60.33	9.5	16	15	334	505	314	60	1.5	22.2	16	24	208	KEY					22.2	31.8	8	23	9.0	27.0
11097	325	108,900	457.0	425.0	459.4	0.60	546	352	584.20	505	403	66.68	9.5	16	17	367	552	346	67	1.5	22.2	16	24	227	KEY					22.2	38.1	8	23	9.0	31.0
11105	355	127,600	536.0	498.0	499.8	0.60	594	383	641.35	552	438	73.03	9.5	16	18	400	600	376	73	1.5	25.4	16	27	248	KEY					25.4	44.5	10	26.2	10.0	35.0
11115	385	152,900	642.0	596.0	554.3	0.70	647	417	692.15	600	476	79.38	12.7	17	19	435	653	410	79	1.5	28.6	19	31	269.9	KEY					38.1	44.5	12.7	39	10.0	40.0
11125	420	179,740	755.0	700.0	593.9	0.70	706	455	755.65	651	524	85.73	12.7	17	22	473	714	447	86	1.5	31.8	19	33	293.7	KEY					38.1	44.5	12.7	39	10.0	43.0
11136	460	216,700	910.0	845.0	647.1	0.70	769	496	825.50	711	568	92.08	12.7	19	27	515	779	487	95	1.5	34.9	26	37	319.1	KEY					44.5	50.8	15.9	45	10.0	45.0

“F”	OVER	13	22	41	65
	“F” UP TO AND INC.	22	41	65	92
	TOLERANCE	+0.010 -0.030	+0.013 -0.043	+0.015 -0.056	+0.020 -0.071

Dimensions are in millimetres. Please contact us for additional details if required.

Michell Bearings reserve the right to change the design without notice.