

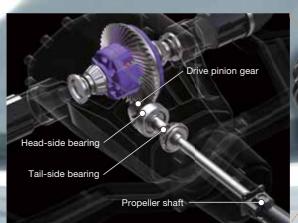
Compact & Lightweight, Low-torque, High-capacity & High-durability. JTEKT's TRBs support enhancement of vehicle's environmental performance.

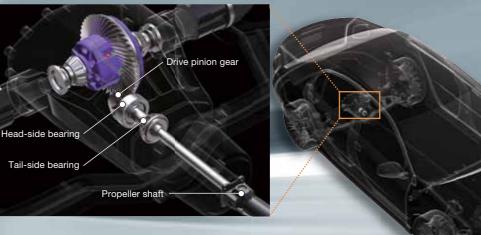
In automobile axles, various stresses are caused by acceleration, deceleration, and cornering forces in a complex manner from all directions.

They're truly a key mechanical part of every vehicle. In response to the demand for ever more advanced bearings that support drive pinions, JTEKT goes one step beyond making proposals. Every elemental technology imaginable is rethought from scratch to ensure products with unequalled levels of low friction loss and high capacity.

Tapered roller bearings for axle drive pinions

Drive pinion bearings support the drive pinion gear shaft of the hypoid gear, which facilitates a 90° directional change of the driving force transmitted from the propeller shaft. This bearing is used in pairs to simultaneously ensure smooth rotation and the rigidity of gear meshing points.





2020

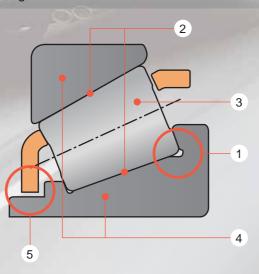
Tapered roller bearing development timeline (for automobile drivelines) 1960 1970 1980 1990 2000 2010 Enhanced reliability Enhanced seizure resistance Responding to needs for more compact size and lower torque Bearing trends and needs

LFT-I bearing: 10% lower torque Special processing of inner ring rib surface LFT-II bearing: 20% lower torque Optimized internal design LFT-III bearing: 80% lower torque Reduced lubricant churning resistance Development initiatives Size reduction by adopting KE or KEII KEII bearings: 15-fold longer service life Patent No. 4217818 High-concentration carburizing technology Patent No. 2733608 HC bearing became a standard for TRB High surface hardness Optimization of amount of residual austenite Near net shape cold-forging KE bearings Koyo EXTRA LIFE Bearing High Capacity Bearing 1960 1970 1980 1990 2000 2010 2020

Tapered Roller Bearings Torque reduction technologies LFT

Target

To reduce bearing rotational torque by focusing on friction loss caused by sliding, rolling and lubricant churning.



LFT-II	Recommended	LFT-III		
	LFT-II	LFT-II Recommended		

Performance

"Recommended" models significantly contribute to torque reduction compared to standard TRBs.

For axle drive pinion application, we are pleased to propose a model specially designed for that purpose as a recommended model. In addition, we can offer LFT-III as its option since LFT-III has a premium specification including the control of lubricating oil flow.



LFT is the abbreviation for low-friction torque, and is a registered trademark of JTEKT Corporation.

Tapered Roller Bearings **KE Bearing - Embodiment of Size/Weight Reduction Technologies**

Target

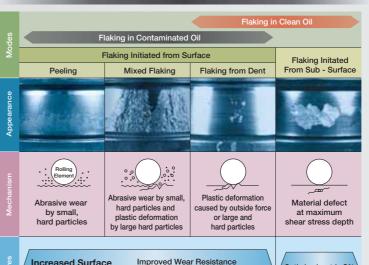
Significant extension of service life with contaminated oil by adopting JTEKT's own heat treatment technologies.

1 Increase bearing surface hardness

2 .Optimize the amount of retained austenite

Effective to surface originated flaking which occurs when lubricated by contaminated oil

Bearing flaking mode

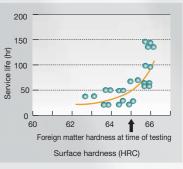


Reduced Plastic Deformation

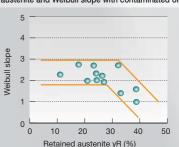
Residual austenite optimized

Early elimination of Plastic Deformation

Relationship between bearing surface hardness and service life with contaminated oil



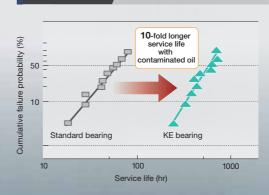
Relationship between the amount of retained austenite and Weibull slope with contaminated oil



Performance Longer service life with contaminated oil

Hardness for

KE Bearing

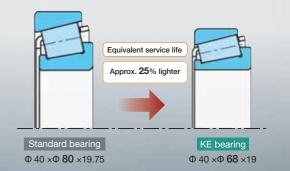


Size/ Weight reductions

Optimized surface

of rolling elemen

Contribution to fuel economy enhancement



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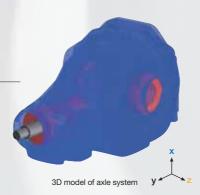
Example Technology Review

CAE analysis

JTEKT's design and development are conducted utilizing the latest equipment in an advanced CAE environment.

As JTEKT developed its own high-precision tapered roller bearing's torque calculation formula based on accumulated data, research and analysis, rotational torque can be easily obtained and used for examination.

JTEKT considers the rigidity of whole axle system, which supports the axle, bearing service life, contact stress, etc. and propose the best TRBs for your applications.



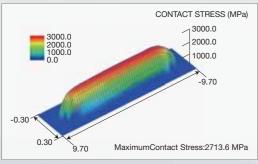
Calculation is possible as axle system.

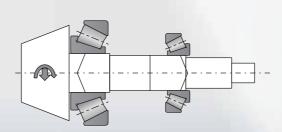
Service life calculation



Deflection of pinion gear's meshing point → X DEF. → Y DEF. → Z DEF.

Surface pressure calculation





Simulation test equipmen

In response to customers' requests, we conduct evaluations utilizing various vehicle driving conditions.

At JTEKT, prior to evaluations in actual vehicles, evaluations simulating various driving conditions are possible (such as oil flow check and torque loss measurement), which enables the reduction of development and evalua-

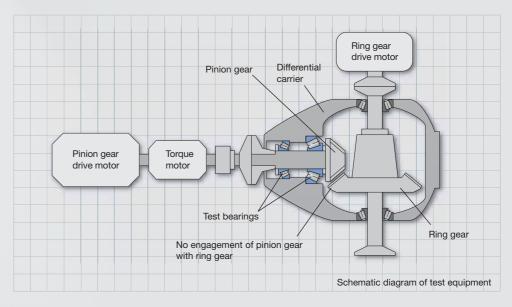
Simulation of mountain road driving, high-speed cornering, driving in urban areas, etc.

Nose angle Turning angle Longitudinal G force Lateral G force Load Rotational speed Temp



Example Evaluation

CAE analysis result is verified by using an actual final reduction gear unit with an actual drive pinion.

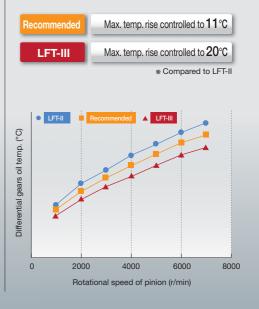


Pinion bearing torque measurement results

Max.55% torque reduction Max.80% torque reduction LFT-III * Compared to Standard TRB 8000

Rotational speed of pinion (r/min)

Oil temperature measurement results of differential gears



"Pinion bearing torque measurement results" for torque reduction and "Oil temperature measurement results of differential gears" for temperature rise.

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Global Technical Support (Bearing Development Bases)

Technical centers located around the world ensure quick response and technical support for customers' needs.



Iga Proving Ground Enables Testing / Evaluations Simulating Roads Worldwide

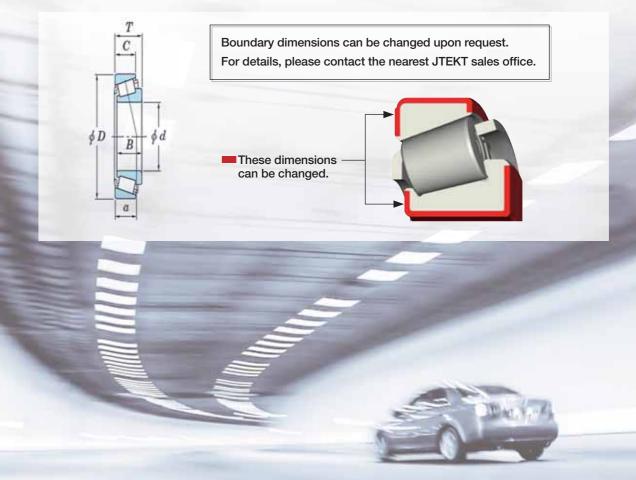
Fully utilizing our knowledge as a world-leading systems supplier, JTEKT conducts driving evaluations and analyses of products installed in vehicles. We exhaustively pursue the highest standards in product safety and operation on a test course capable of simulating various road and weather conditions around the world. As a total systems supplier, our highest value is to provide our customers with products that deliver outstanding performance and the best quality that help to make automobiles that are more than just fun to drive.



Recommended Series Bearing Numbers

Please select from the recommended bearing numbers when considering axle drive pinion bearings.

Boundary dimensions (mm)					Basic rat (kl	ing	Fatigue load limit (kN) Representative bearing number		ABMA bearing number	Load center position (mm)	Constant	Axial load factor		(Reference) Mass (kg)	
No.	d	D	T	В	С	Cr	Cor	Си		Humber	a	е	Y1	Y0	(Ng)
1	30	72	20.750	19	14	71.2	55.6	8.10	KEST3072CLFT		18.6	0.55	1.10	0.60	0.381
2	33.338	68.263	22.225	22.225	15.25	66.1	62.2	8.70	KESTD3368LTF	M88048/10	21.8	0.70	0.86	0.47	0.361
3	34.925	72.233	23.579	23.106	15.463	78.8	75.0	10.6	KESTR3572LFTYR1	HM88649/10	22.0	0.70	0.86	0.47	0.428
4	35	80	29.000	27.2	20	100	96.4	13.8	KESTN3580LFT		24.8	0.50	1.20	0.66	0.694
5	36.513	79.375	29.370	27.2	20.4	100	96.4	13.8	KESTA3779LFT	HM89249/10	25.6	0.67	0.90	0.49	0.664
6	40	90	26.500	26	18.5	110	106	15.7	KESTJ4090LFT		25.4	0.62	0.97	0.53	0.806
7	41.275	82.550	26.543	25.654	18	85.8	75.3	11.0	KEST4183YR1LFT	M802048/11	27.3	0.72	0.84	0.46	0.601
8	41.275	90.000	30.006	30.006	21	112	112	16.2	KEST4190LFTUR4	HM803146/10	29.0	0.70	0.86	0.47	0.866
9	45	100	38.000	36.5	27.5	164	183	25.6	KETRD091004UR4		34.5	0.76	0.79	0.43	1.46
10	47.625	95.250	30.162	29.37	20.5	127	133	19.4	KESTA4895-1LFTUR4	HM804846/10	29.2	0.70	0.86	0.47	0.945
11	50.800	104.775	36.512	34	25.5	171	177	26.1	KETRD101004UR4	HM807046/10	33.1	0.67	0.90	0.49	1.41



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