



W H E E L   S E A L S

# Scotseal<sup>®</sup> Classic and Scotseal<sup>®</sup> Longlife

## SKF offers you the right sealing solution

for every kind of wheel end maintenance. The brand recognition along with the outstanding quality and value insures that you are installing the optimum seal for your operation.

### Scotseal<sup>®</sup> Classic

- Coated with Bore Tite<sup>®</sup>, which provides a better seal than a simple metal-to-metal press fit.
- Sealing element consists of three lips, a spring-loaded primary sealing lip that is factory pre-lubed, a dirt exclusion lip and an outer bumper lip that acts as a preliminary excluder.
- Unitized design provides a perfect running surface for the three sealing lips, preventing oil leaks and contamination ingress.
- Reliable seal designed to provide long lasting service and dependability.

### Scotseal<sup>®</sup> Longlife

- Newly formulated material has superior tolerance and resistance to high temperatures.
- Specially formulated polymer is compatible with all known synthetic lubricants.
- Packing consists of four sealing lips, a spring-loaded primary sealing lip that is factory pre-lubed, a radial lip and axial lip, as well as an outer bumper lip that acts as a preliminary dirt excluder.
- Advanced seal design provides excellent performance in harsh environments and high braking conditions.



Contact your local SKF distributor for more information or visit [www.vsm.skf.com](http://www.vsm.skf.com)



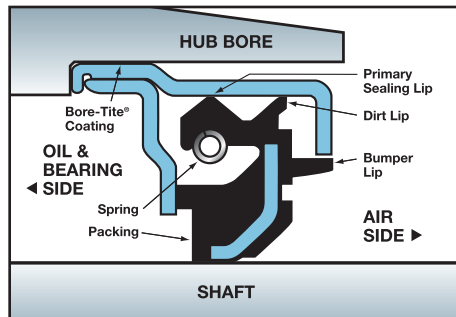
SKF

The SKF logo, consisting of the letters 'SKF' in white on a blue rectangular background with a red horizontal bar at the bottom.

## Scotseal Classic

### Unique material and configuration meets extreme demands

The Scotseal Classic meets the extreme demands placed on today's truck wheels – over-the-road wheels that go long distances at highway speeds without stopping, refuse wheels that stop every 30 feet, wheels that go in and out of potholes, and wheels that run down dusty gravel roads.



### The stationary seal

The sealing element of the Scotseal Classic remains stationary with the axle. The seal's single piece design requires no wear ring.

### Unitized, one-piece design helps eliminate failure

A sealing element (packing), consisting of three sealing lips, sits between a metal outer and inner case. The three sealing lips, manufactured of a specially formulated nitrile rubber compound, consist of:

- A spring-loaded primary sealing lip that is factory pre-lubed
- A dirt exclusion lip
- An outer bumper lip that acts as a preliminary dirt excluder

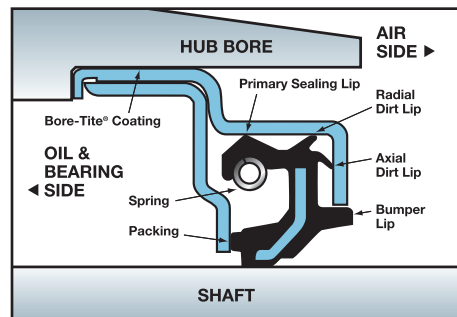
## Scotseal Longlife

### The evolution of wheel-end protection

Building upon the successful one-piece, multi-lip design of the Scotseal Classic, the Scotseal Longlife is designed to meet the increasingly harsh conditions of today's heavy duty environments.

### Enhanced performance characteristics

A newly formulated material and the addition of an axial dirt excluder lip combine to battle high wheel end temperatures, harsh or incompatible



lubricants and roadway contaminants. The Longlife's enhanced seal design extends maintenance intervals and decreases fleet downtime.

### No trade-off with synthetics

The harsh chemical additives in today's advanced synthetic lubes can degrade seal materials and cause premature seal and, subsequently, bearing failure. The Scotseal Longlife's specially formulated polymer material is compatible with all known synthetic lubricants currently on the market.

## Installation - a 1-2-3 process

The unitized design of the Scotseal Classic and Longlife makes installation a simple, three-step procedure:

- One: Place the Scotseal Classic or Longlife into the hub bore.
- Two: Insert tool assembly with centering plug into the seal for precise alignment.
- Three: Hammer home the seal.



The sound of the seal as it bottoms out in the hub is the installer's way of knowing that it's properly seated. Both the Classic and Longlife maintain a metal-to-metal contact between the seal O.D. and the hub bore surface, as well as a metal-to-metal contact between the packing I.D. and the spindle.

Prior to servicing the wheel end, refer to the complete Scotseal installation instructions found in SKF publication 457601.

