V-ring seals

General

V-ring seals (or V-rings) are unique all-rubber seals for rotating shafts and are used in an extremely wide range of applications. The V-ring can be used alone to protect a wide assortment of bearing types from contaminants. They are also often used as secondary seals to protect primary seals in highly contaminated environments.

V-rings are installed on shafts and their thin, tapered lip seals against a counterface perpendicular to the shaft (→ **fig. 1a**). V-rings have an interference fit on the shaft, rotate with it and act as flingers (→ **fig. 1b**). Angular misalignment of the shaft relative to the counterface can be tolerated (→ **fig. 1c**). V-rings provide reliable sealing even if the shaft is out-of-round or rotates eccentrically (→ **fig. 1d**). The amount by which the shaft can be displaced axially is governed by the permissible displacement of the V-ring relative to its counterface.

V-rings are made entirely of elastomers without fabric or metal reinforcement and are therefore easy to install. They can be stretched and, depending on size, pushed over other components like flanges, pulleys or even housings. This is a very valuable feature, especially when replacing a seal.

Features

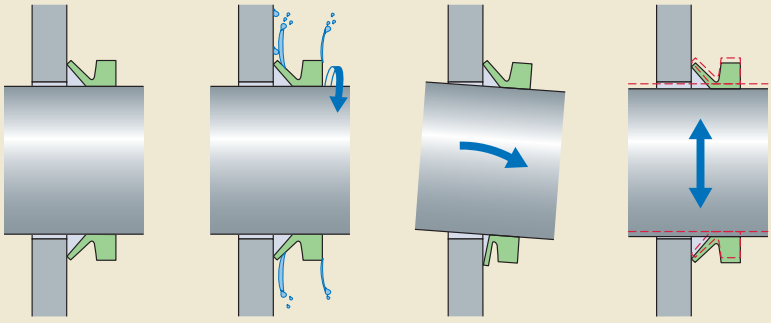
A V-ring consists of a seal body, a flexible, conical-shaped sealing lip and an integral, resilient "hinge" (→ **fig. 2**). It is stretched and installed directly on the shaft, where it is held in place by the inherent tension of the seal body. It rotates with the shaft and seals axially against a stationary counterface.

The counterface can be the end face of a bearing, a washer, stamping, bearing housing, or even the metal case of a radial shaft seal.

The flexible sealing lip applies contact pressure against the counterface that is relatively

Fig. 1

Installed V-ring seals



low but sufficient enough to maintain the sealing function. The light contact pressure even enables the seal to run dry in some low-speed applications resulting in insignificant torque drag or heat build-up. The contact pressure varies with the fitted width.

The flexible lip and hinge provide adequate sealing even in applications with considerable end play and shaft misalignment.

As a result of centrifugal force, the contact pressure of the lip decreases as speed increases. This means that friction losses and heat are kept to a minimum, resulting in improved wear resistance and extended service life.

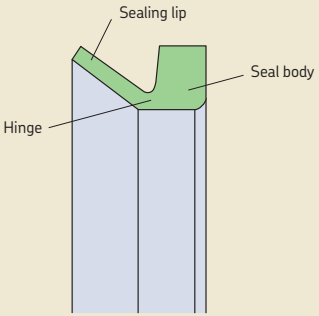
Materials

V-rings are normally made of nitrile rubber that features good chemical resistance, resistance to wear and can be used in applications with temperatures ranging from –40 to +100 °C (*–40 to +210 °F*). For applications with higher temperatures or where aggressive media are present, V-rings made of fluoro rubber can be supplied. The permissible operating conditions for V-rings made of nitrile or fluoro rubber are listed in **table 2** on **page 395**. In the product table under the heading *Lip code*, the letters R and V are used to identify nitrile rubber and fluoro rubber respectively.

WARNING:
At temperatures above 300 °C (*570 °F*), all fluoro rubber compounds give off dangerous fumes. For additional information, refer to **page 32**.

Fig. 2

V-ring design



Main V-ring functions

V-rings are suitable for both grease and oil lubricated applications. For sealing grease lubricated bearing arrangements and protecting against contaminants, the V-ring should be arranged outside the housing cover or housing wall. Dust, water spray and other contaminants can be excluded in this position (→ **fig. 3**). The V-ring can also act as a grease valve, where used grease or excess new grease can escape between the counterface and the sealing lip (→ **fig. 4**). The installation of two opposing V-rings can be used in applications where lubricant retention and contaminant exclusion are of equal importance (→ **fig. 5**).

If V-rings are used to retain oil, they should always be located axially on the shaft on the lubricant side (→ **fig. 6**).

V-rings should not be submerged in the application medium.

Fig. 3

V-ring used as an excluder

Fig. 4

V-ring used as a grease valve

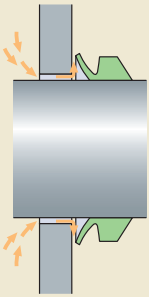


Fig. 5

Two opposing V-rings

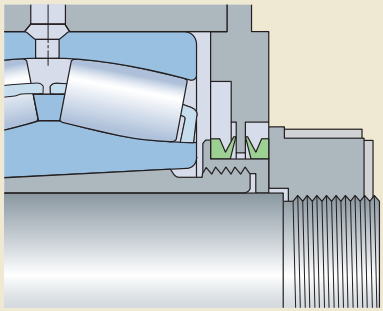
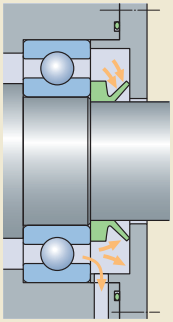


Fig. 6

V-ring located axially



Other V-ring functions

V-rings can also be used as secondary seals (→ **fig. 7**), for example where it is necessary to protect the sealing lip and counterface of the primary seal against contaminants or corrosion and they can be used to enhance the efficiency of labyrinth seals (→ **fig. 8**).

Fig. 7

V-ring used as a secondary seal

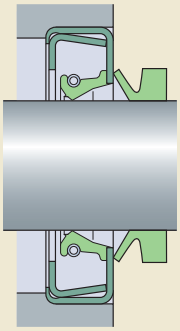
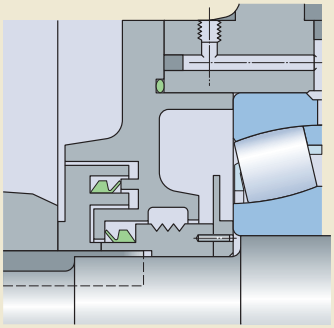


Fig. 8

V-rings in a labyrinth seal



Shaft requirements

Sharp edges, nicks and burrs on the shaft must be avoided to prevent damage to the V-ring during installation.

V-rings rotate with the shaft and only require a moderate surface roughness value. As a general guideline, the value should not exceed R_a 6,3 µm *(252 µin.)*. When sealing fluids or exposed to fine, solid contaminants, the V-ring requires a surface roughness value of maximum R_a 3,2 µm *(128 µin.)*.

A V-ring is stretched when installed and fits all shaft diameters within the ranges listed in the product tables.

Installing V-rings

V-rings are elastic and can be stretched and pushed over other components, which facilitates the installation (→ **fig. 10**). When several V-rings are to be installed, a simple tool (→ **fig. 11**) can be used to push the seals to their position at a predetermined distance from the counterface. V-rings can also be cut and rejoined in the field.

The general installation guidelines include the following:

- Clean the V-ring, counterface and shaft.
- Make sure that the shaft is dry and free from grease or oil, particularly when installing a V-ring without axial support.
- Lubricate the lip of the V-ring with a thin film of grease or silicone oil.
- In applications where friction must be reduced to a minimum, the counterface should be coated with a low-friction agent. Do not apply grease to the lip.
- Check that the V-ring is installed with a uniform stretch around the shaft.

Fig. 10

Installing a V-ring

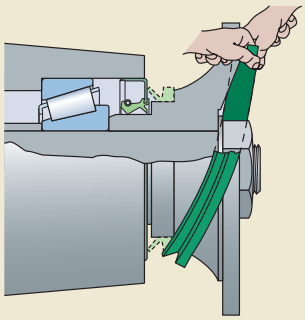


Fig. 11

Installation tool