

SKF ROTOSTAT sealing module with sensor

The intelligent combination of dynamic and static seals bonded directly to a metal carrier or retainer with an integrated engine management sensor and trigger wheel.

Available applications

Rear crankshaft for gasoline and diesel engines.

Basic function of the sensor

The sensor provides the required input of crankshaft speed and position for the engine management system. This system provides high accuracy, as the torsional vibration of the crankshaft is at a minimum close to the flywheel (the location of the module). In addition, SKF can offer a magnetized trigger wheel of high resolution which allows for electromechanical calibration while reducing angular errors. The trigger wheel can be designed to simultaneously provide the running surface of the dynamic seal. There is a high flexibility of design that allows for tailoring to the exact requirements of the application.

Our extensive production experience with SKF ROTOSTAT allow us to develop the most advanced designs. The superior features of the designs allow for:

- 50% reduction of leak paths
- Simplified, ready-to-install modular assembly saving installation time and cost
- Elastomer, PTFE or low friction dynamic sealing lip for optimum sealing performance
- Self-centring to cylinder block by integrating dowels in the retainer stamping
- Highly economic solution
- Weight reduction by up to 30%
- T-joint gasket feature improves sealing at T-joint interfaces
- Integration of sensor and trigger wheel



SKF ROTOSTAT with sensor for engine management adds value to the vehicles on which they are used by delivering the following advantages:

- Pre-assembled complete module with sensor and trigger wheel for reliable installation
- Total system development and responsibility at SKF to ensure compatibility between sensor and trigger wheel
- Sensor outside crankcase, thus no cable sealing problems and easy replacement
- Improved system accuracy by using magnetic trigger wheels for optimal engine management

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