

Technical Bulletin

Dual Mass Flywheel

Vehicle Type

All applications

Part Number

843654, 843655, 404956

When to Replace Dual Mass Flywheel?



Starter ring

Excessive wear or broken tooth. Effect: Noise when starting the engine



Flex Plate

Cracks or broken flex plate. Please note that the colour is not relevant. Effect: DMF is defective. Noise. DMF doesn't work



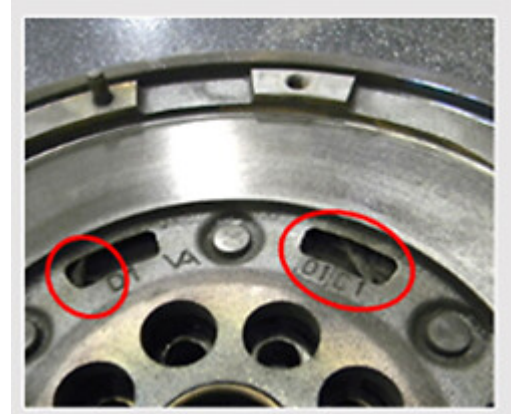
Secondary flywheel

Secondary flywheel blocked in both ways, very hard To spin or completely free for 360°. Effect: DMF is defective. Strong noise. DMF doesn't work



Secondary flywheel

High thermal load. Effect: DMF is defective, noise, Loss of torque transfer



In-between secondary and primary flywheels

Burnt residues of abraded friction material in Ventilation holes. Effect: DMF malfunction. Noise



Riveting surface

Contamination by external substance. -Liquid traces (oil or DOT) -Rust Effect: DMF malfunction. Noise (due to internal grease contamination and/or rust)



Heavy grease leakage

Liquid or solid grease traces on the clutch side. -Please

note that light liquid grease egress from the flex plate holes is allowed. Effect: DMF malfunction, Friction noise, vibrations



Balance weights

Missing weights. Indicated by clearly visible welding points. Effect: Vibrations, noises



Starting problem

Teeth ring for TDC sensor - The DMF has a different number of teeth than the original, generating a read failure of the TDC sensor. - Flywheel bad handling and a tooth is damaged Effect: The vehicle will not start, or engine rpm is unstable

Diagnostic Recommendations

- When diagnosing a DMF while it is installed, it is always important to determine, **whether noise is emitted from adjacent components** such as exhaust system, heat shields, engine mountings, accessories etc.
- Additionally, it is important to **isolate any noise caused by front end accessories** such as belt tensioning units or A/C compressors.
- **Clicking noise when engaging or shifting gears**, and during load changes can originate in the powertrain caused by **excessive gear clearance in the transmission**, play in the propulsion driveshaft or in the

differential.

- Whether imbalance is the root cause of humming noise can be determined quite simply.
 - While stationary increase the speed of the engine
 - If vibration increases as engine speeds go up, the DMF is defective.
 - Here, too, it is helpful to compare the vehicle to another car with an identical or similar engine version.