



## LuK Service Info



# Clutch disc with centrifugal pendulum-type absorbers

## Proven technology integrated in a compact package

CO<sub>2</sub> values, noise emissions, reliability and efficiency – the demands placed on modern drive systems continue to grow. To meet them, engines have to operate at lower and lower speeds. Today it must be possible to run smoothly at speeds of around 1000 rpm in the highest gear without any appreciable compromise in driving comfort.

In this speed range, however, resonance-related rumble and hum become significantly more perceptible. That's why effective torsion damping systems are required. The LuK Dual Mass Flywheel (DMF) with centrifugal pendulum-type absorbers was specifically designed to address such challenges. In vehicles with engine torques above 250Nm, this is currently the most effective means of preventing speed-related noises.

Now the integration of centrifugal pendulum-type absorbers in the clutch disc represents another successful advancement in torsional vibration damping. The system provides the automaker with a cost-effective alternative where drive systems with a rigid flywheel demand greater damping capacity. The effectiveness of the damper is below the DMF and above the clutch disc with torsional damper, whereby the application covers engine torques of up to 250Nm. Clutch discs with this technology are only intended for vehicles already equipped as such ex-factory.

### Note:

During clutch disc installation, centrifugal pendulum-type absorbers can move. The resulting noises are normal: rather than representing a defect, they indicate that the technology is working perfectly.



Fig. 1: LuK clutch disc with centrifugal pendulum-type absorbers (flywheel side)



Fig. 2: LuK clutch disc with centrifugal pendulum-type absorbers (drive side)

Please observe the vehicle manufacturer specifications!

### You want more? We can help!

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