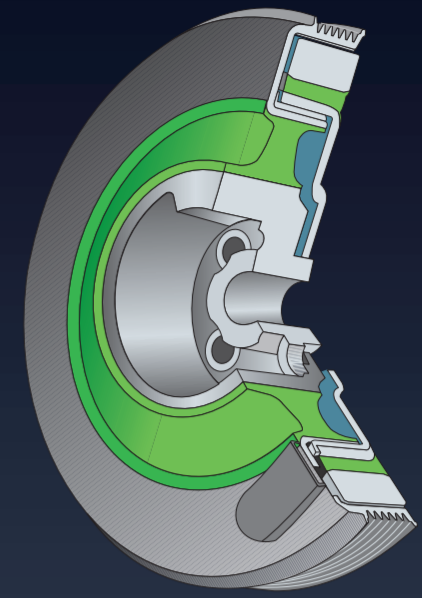
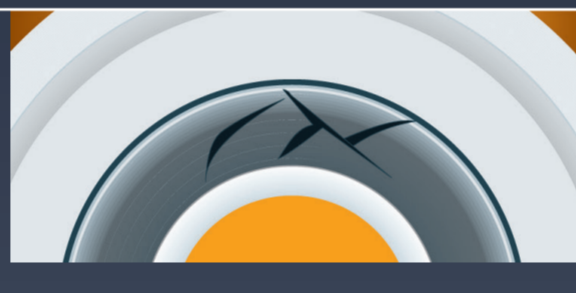
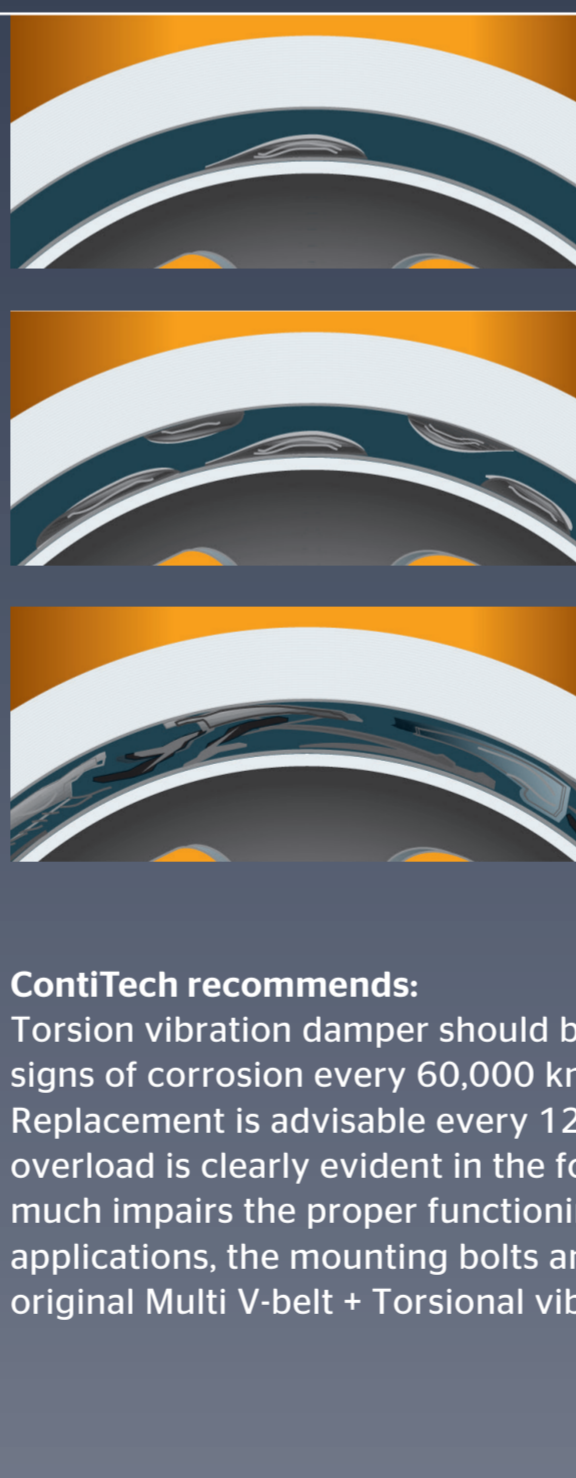


Problem - Diagnose - Cause

Torsional vibration damper



Problem		Diagnosis / Cause
Torsional vibration damper		
<p>Micro cracks There are fine cracks in the rubber track.</p>		<p>Hardening of the surface due to aging, which eventually results in failure of damper.</p>
<p>Total Failure The outer ring has separated. The torsional vibration damper is destroyed.</p>		<p>Overheating on the outer ring as a result of belt slippage.</p>
<p>Crack formation 45° - Cracks in the vibration isolation track.</p>		<p>Damage due to extremely high use of idling position, e.g. a taxi.</p>
<p>Breakouts The rubber tracks show breakouts in the area transitioning from rubber to metal.</p>	<p style="text-align: center;">History</p> 	<p>Overload, e.g. due to Chip Tuning, results in marked recesses on the surface, which, if this continues, will lead to breakouts and a failure in the torsion vibration damper. The deterioration starts on an inner, non visible area of the rubber track.</p>
		
Test after 60,000 km		Replacement at 120,000 km

ContiTech recommends:

Torsion vibration damper should be checked for cracking, deformation and signs of corrosion every 60,000 km. Replacement is advisable every 120,000 km, since not every case of aging/ overload is clearly evident in the form of a defect pattern, although it very much impairs the proper functioning of the engine nonetheless. For many applications, the mounting bolts and sealing rings, which are contained in the original Multi V-belt + Torsional vibration damper Kit, must also be replaced.

