



This Service Information bulletin supersedes SI B21 01 10 **dated November 2010**.

NEW designates changes to this revision

SUBJECT

Dual Mass Flywheel – Diagnosis and Inspection

MODEL

All models equipped with dual-mass flywheel, except Motorsport vehicles

INFORMATION

The following three criteria must be checked, evaluated and the resulting findings documented on the repair order **prior** to replacing a dual-mass flywheel as defective:

1. Total rotational angle at no load condition (with applied torque less than 20 Nm)
2. Secondary plate longitudinal axial play
3. Friction surface appearance changes due to thermal overload.

PROCEDURE

Refer to the attached “Dual-mass Flywheel Inspection” document for the complete inspection procedure.

The dual-mass flywheel replacement is justified only if one or more of the following criteria are met:

1. **NEW** The total rotational free-play, measured at the flywheel gear ring

Equal to or greater than **8 tooth gaps** on 6- and 8-cylinder equipped engines;

Equal to or greater than **14 tooth gaps** on 4-cylinder equipped engines.
2. The secondary plate total axial bearing play, measured at outside diameter of the flywheel, is equal to or greater than 5 mm.
3. A significant discoloration in the adjoining area outside the friction ring, or a severe ablation/erosion of the friction area, is present.

WARRANTY INFORMATION

Warranty claims for replacing a Dual Mass Flywheel are subject to denial or debit when it is determined that the diagnostic procedures outlined above were not followed.

ATTACHMENTS

View PDF attachment [**B210110 Dual-Mass Flywheel Inspection**](#).