LuK Service Info

LuK RepSet 623 3787 09

Disconnect clutch for hybrid vehicles

Vehicle manufacturer:	Hyundai Kia
Models:	
Hyundai:	IONIQ (AE) KONA (OS, OSE, OSI)
Kia:	CEED Combi Van (CD) CEED Sportswagon (CD) NIRO (DE) NIRO VAN (DE) XCEED (CD) XCEED Van (CD)
Engine:	1,6 GDI Hybrid

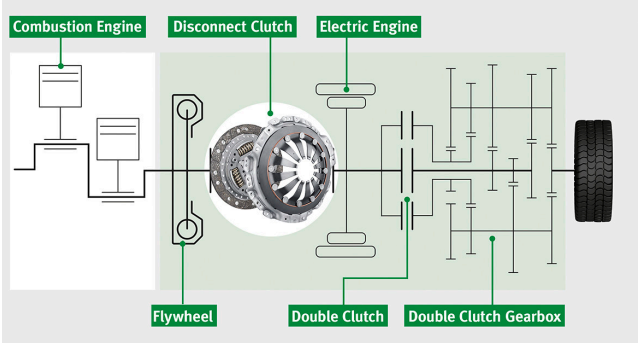

Image 1: System design of the plug-in hybrid drive

See parts catalogue for current assignment

The vehicle models listed above feature a plug-in hybrid system. The drive can be powered by the internal combustion engine and/or by the electric motor. In order to use the drive systems as effectively as possible, they must be able to be disconnected or decoupled from each other in certain driving conditions. This task is performed by the disconnect clutch. On these vehicles, the disconnect clutch is located between the internal combustion engine and the electric motor along with the downstream dual-clutch gearbox.

When the vehicle is being powered solely by the internal combustion engine, the disconnect clutch is engaged. When the vehicle is being powered solely by the electric motor, the internal combustion engine is disconnected from the drive. In this driving condition, the disconnect clutch is disengaged. In “boost” mode, the electric motor supports the internal combustion engine during acceleration. In this case, both systems are used to power the drive with the disconnect clutch engaged.

The LuK RepSet 623 3787 09 can be used for wear-related repairs to the disconnect clutch. The central slave cylinder (CSC) is subject to significantly less load in this design than on a conventional clutch.
Therefore, preventative replacement of this component does not form part of the clutch replacement procedure.

In the event of visible damage or leaks, the central slave cylinder must be replaced. When commissioning a replacement component in this scenario, the release system must be bled using a manufacturer-compliant bleeding procedure via a suitable diagnostic tool.

Note:
Before work is carried out on the disconnect clutch, the high-voltage system must be de-energised in accordance with the instructions provided by the vehicle manufacturer. This procedure may only be carried out by qualified personnel with appropriate training.
Failure to adhere to this requirement may result in fatal injury!

Please observe the vehicle manufacturer specifications!

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