



INA Service Info



Crankshaft vibration damper

General information

The crankshaft vibration damper and its further development, the crankshaft decoupler, have a key function in the front end auxiliary drive. They must effectively compensate the torsional vibrations generated by the crankshaft under various temperatures and loads. In addition, they are responsible for ensuring a reliable drive of all the auxiliary units.

Because these components are not designed for the entire service of the vehicle, they must be inspected or replaced at regular intervals. If the manufacturer does not specify the inspection and replacement intervals, a visual inspection of all the components in the front end auxiliary drive should be carried out every 60,000 km. The crankshaft vibration damper and the decoupler should be replaced every 120,000 km at the latest.

The INA crankshaft vibration damper (CVD), also known as the torsional vibration damper (TVD), offers original-equipment quality for all common manufacturers. Damping is carried out by a rubber element, which is installed within the belt pulley.



Figure 1: Asymmetrical arrangement of the fixing holes

Important:

Crankshaft vibration dampers have only one correct installation position because the holes are usually arranged asymmetrically (Figure 1). The deviations are so small that incorrect assembly is possible. In order to prevent a mounting error, we recommend aligning the crankshaft vibration damper precisely during mounting. It should then be easy to tighten all the screws by hand. **All components should always be used in accordance with the manufacturer's repair manual - both wear parts and non-wear parts.**

Please observe the vehicle manufacturer specifications!

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