

Service Info



Information on diagnosing metallic noises that occur when switching off the engine

Manufacturers:

Fiat, Opel, Saab, Suzuki, Vauxhall

Models:

Fiat: Grande Punto, Sedici
 Opel: Astra H, Signum, Vectra C, Zafira
 Saab: 9-3
 Suzuki: SX4
 Vauxhall: Astra MK V, Signum,
 Vectra MK II, Zafira MK II

Model year: 2004-

Engines:

Fiat: 1,9 D
 Opel: 1,9 CDTI
 Saab: 1,9 TiD
 Suzuki: 1,9 DDiS
 Vauxhall: 1,9 CDTI

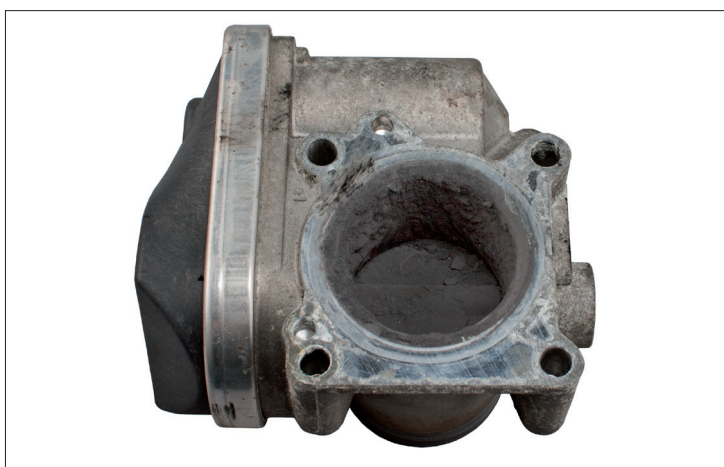


Image 1: Any dirt found in the throttlehousing must be removed

DMF part no: 415 0241 10

When switching off the engine in the vehicles listed above, you may find that noises occur in the gearbox and dual-mass flywheel (DMF).

A common cause of these noises is a malfunctioning throttle valve in the inlet port. This malfunction can result in an unequal drop in pressure in the cylinders, which, in turn, causes an uneven crankshaft rotating motion. The resulting torsional vibrations are passed onto the gearbox with virtually no dampening effect, and it is this that can cause metallic noises to occur.

In most cases, these noises are incorrectly thought to be a DMF fault; it is often the case that replacing the DMF will not eliminate the noises.

We therefore recommend the following process:

- Read out the engine control unit error memory and rectify any faults
- Perform a visual inspection and functional test on the throttle valve (which must fully close when switching off the engine)
- Remove any soot deposits found in the throttle valve working area

If metallic noises continue to occur when the engine is switched off despite the throttle working correctly, the decision to replace the DMF should only be made after an in-depth examination.

You can find detailed information on DMF fault diagnosis in the Luk „Dual-mass flywheel“ brochure.

Observe the specifications of the vehicle manufacturer!

Spare parts and technical information can be found under www.schaeffler-aftermarket.com or www.RepXpert.com.

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