

# SERVICE INFO



## Important information on avoiding clutch pedal vibrations

**Vehicle manufacturer:** Audi, Seat, Skoda, VW

**Models:**

**Audi:** A3, Sportback, Quattro, Cabrio

**Seat:** Altea, Leon, Toledo, Ibiza

**Skoda:** Octavia, Superb, Fabia, Roomster

**VW:** Golf, Golf Plus, Jetta, Passat, Scirocco, Eos, Polo, Touran

**Engine:** 1.9 TDI

**Engine codes:** BKC, BLS, BXE



**Image 1:** Hydraulic line with frequency modulator (anti-vibration unit)

From model year 2003, the vehicles listed above may experience vibrations on the clutch pedal when actuated.

In the event of a complaint, the cause can be attributed to the absence of or a faulty frequency modulator (anti-vibration unit), or to the fact that the electronic control unit software is not up to date.

The vibrations are generated as a result of axial torque deviations in the crankshaft, which are transferred to the pedal via the clutch hydraulics.

The frequency modulator suppresses pulsations in the system's hydraulic fluid, thereby preventing vibrations on the clutch pedal.

In most cases, this error is incorrectly attributed to a faulty clutch or to the dual mass flywheel.

**Note:**

Schaeffler Automotive Aftermarket therefore recommends the following test procedure:

- Is the electronic control unit software up to date?
- Is a frequency modulator fitted?

If necessary, the hydraulic line with frequency modulator should be replaced and subsequently refitted. The corresponding replacement parts are available from the vehicle manufacturer.

Any reference to replacement part numbers for vehicle manufacturers is for comparison purposes only.

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Technical subject to change

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