

LuK – News from the world's leading supplier of original clutches for tractors: Incorrect statements from a clutch supplier

Because of unfounded statements by a 'retrofitter' of tractor clutches and the resulting uncertainty amongst dealers and workshops, LuK has tested the corresponding clutch disc in a conventional endurance test for clutches for agricultural machinery. The results have then been compared with the friction facings from LuK for original equipment and those used in replacement.

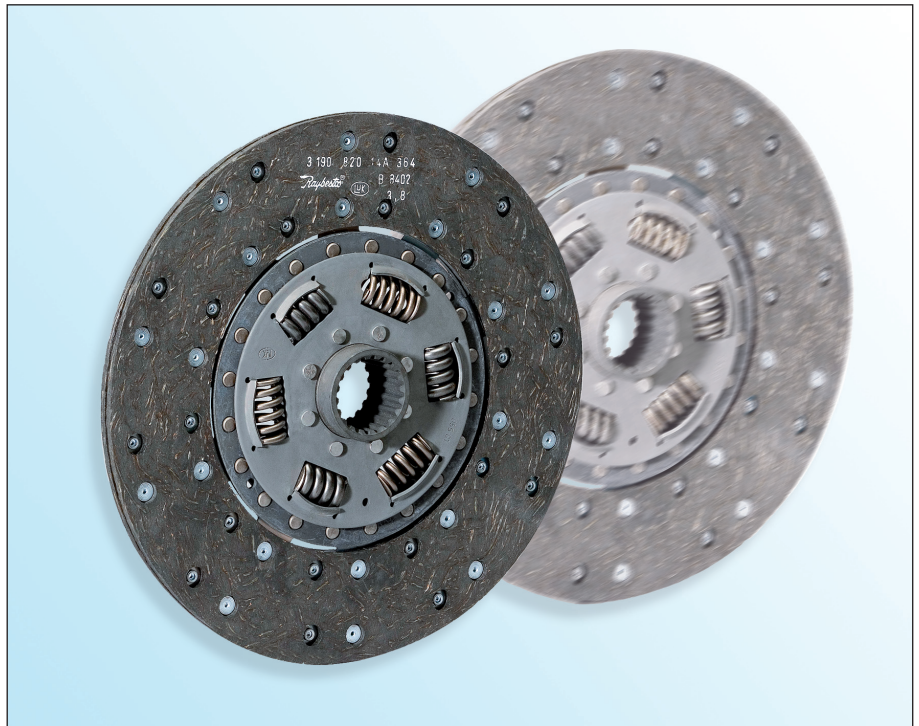
Results:

The statement that this facing complies with the requirements of environmental protection standard **ISO 14001** is **misleading**. **ISO 14001** does not just refer to the ability of a company to implement a system for the avoidance and proper disposal of waste. Whether a friction facing complies with the environmental protection requirements is regulated by **EU directives**.

The supposedly special facing is a **standard organic friction facing**. The statement regarding Kevlar (= aramid) is **incorrect!** This clutch facing contains **no** aramid, which means that a **higher price is not justified**.

On the contrary: Energy tests carried out (e.g. **10,000 cycles** at approx. **300 °C**) have shown that the **wear** is almost **double** that of a conventional original equipment organic friction facing.

The average friction value is around **11% lower** than a normal organic facing and about **25% lower** than a cerametallic facing used in original equipment clutches.



With regards to the reputed product benefits of these clutch discs, the following can also be ascertained:

When using clutch disc hubs with arbitrarily increased surface hardness, it is to be noted that a transmission input shaft with lower hardness wears away more heavily. An unwanted side effect of this is premature repair of the transmission.

The design of the torsion damper of the clutch disc being examined **was not adapted to the properties of the tractor**. The result of this is disturbing rattling noises in the transmission. Contrary to the statement, the torsion dampers of the clutch discs being inspected do **not contain any stop limiters** but – with a few models – **only end pieces**. These are supposed to prevent the incorporation of the torsion springs in the spring locking plates. This has no effect on the service life of the springs.

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Technical subject to change
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