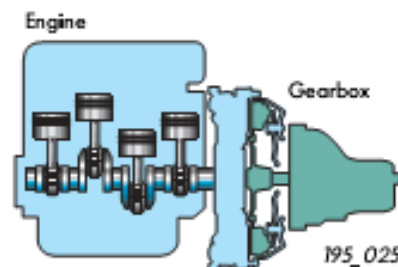


Power transmission

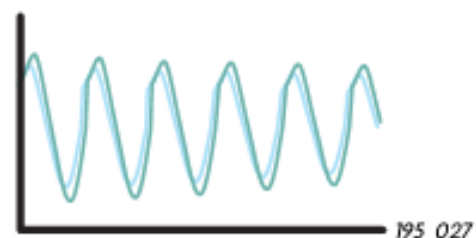
Engine and gearbox with conventional flywheel-clutch layout

Put simply, it can be said that a conventional fly-wheel is better at absorbing oscillations which an engine produces. But the remaining oscillations are transmitted fully to the gearbox, and this manifests itself as vibrations and noise in the low speed range.



Oscillations produced by the engine

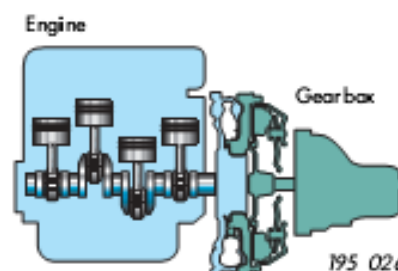
Oscillations absorbed by the gearbox



Oscillatory behaviour of the engine and gearbox at idling speed

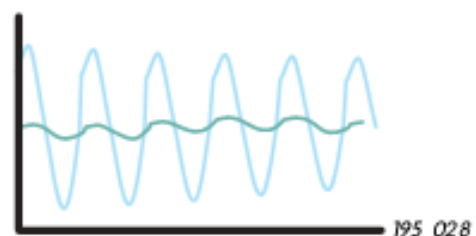
Engine and gearbox with dual-mass flywheel

The dual-mass flywheel allows slightly more engine oscillation, due to its smaller centrifugal mass. In fact, the spring/damping system and the higher gearbox moment of inertia prevent these oscillations from being transmitted to the gearbox. This results not only in a much higher level of ride comfort, but also in less wear and higher fuel efficiency at low engine speeds.



Oscillations produced by the engine

Oscillations absorbed by the gearbox



Oscillatory behaviour of the engine and gearbox at idling speed