

Did you send your customer out the door with a belt that needed to be replaced?



EPDM vs. Neoprene Construction - A visual inspection of a belt may be used to reveal cracking, rib separation and chunks falling out. When these were present you knew it was time to replace that belt. But with today's EPDM (ethylene propylene diene m-class) rubber a visual inspection isn't always enough. EPDM belts last longer than old neoprene belts but they don't necessarily show the same types of wear.

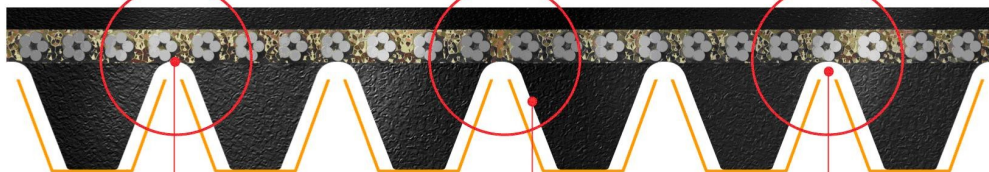


Look for Material Loss - ACDelco now offers a **NEW** belt wear inspection tool. Along with a visual inspection, this tool will assist you in identifying when a belt has had too much material loss and needs to be replaced. Much in the same way a tire loses tread when it comes into contact with the road, a belt loses material as it comes in contact with pulleys on the drive system. This material loss may result in reduced tension leading to the belt slipping. Belt slip may lead to serious vibration and a reduced ability to transmit power, often leading to inconsistent alternator performance or poor A/C system performance. Also, it's a good idea to replace the belt when other components (tensioner, alternator, or water pump) are replaced.

New Belt



Worn Belt



Rib Wear

Rounded Rib Tip - Material loss results in belt riding directly on top of pointed pulley tips. Belt can be sheared or slip off the drive.

Belt Seating

Material loss results in belt seating further down in pulley. This reduces wedging force necessary to transmit power.

Pulley Fit

Material loss reduces clearance between belt and pulley. Water and debris have difficulty passing between the two. Hydroplaning of belt can result.



The item # for the belt wear inspection tool is 35-MI00149-09 and is available through your ACDelco distributor or through your local ACDelco representative.



Belt Wear Inspection Tool