Belt Maintenance and Repair Intervals

Belts have come a long way from the days of neoprene compounds. Today's belts are made from a hardier material, ethylene propylene diene monomer (EPDM). Designed for newer OE drive systems – which include higher loads and smaller pulleys, the expectation is that EPDM belts will run without noise for longer periods and handle a wider range of temperature extremes. The truth, however, is that they still need proper maintenance and replacement.

Check Belts Around 60,000 Miles

Recent stats suggest 20% of vehicles are overdue for a belt change, a simple maintenance routine that can leave a driver stranded if ignored. Serpentine belts need to be closely inspected to identify any signs of wear especially since belts perform in some of the most hostile environments.
Also keep in mind that certain circumstances like long idle times or extreme operating conditions can accelerate wear.

Replace Belts, Tensioners and Pulleys at 85,000 Miles

Belts and their associated components generally have a life expectancy of about 100,000 miles on good drives, but not all drives are created equal and many are problematic direct from the assembly line. Over 80% of all belt failures and replacements occur after the vehicle passes the 85,000 mile mark so work with your customers to ensure system replacement around 85,000 miles.

Dayco Makes System Replacement Easy

Dayco Serpentine Belt kits have been designed for the most popular applications, ensuring mechanics have all the parts needed for a complete job – a Dayco Poly Rib serpentine belt, an automatic belt tensioner and an idler/tensioner pulley. This kit helps improve vehicle performance and reduce comebacks. And with installation instructions inside the box, technicians will have the necessary details to get the job done right the first time.

As a leading supplier for today's automakers, all Dayco aftermarket products meet OE fit, form and function and go through a rigorous research, development and testing process – which includes more than 2,500 engineering hours.

85% of belt replacements

occur when a vehicle reaches about 85,000 miles.

20% of vehicles on the road

currently need a belt replacement.