

Properly Checking for Belt Wear

Today's EPDM belts are more flexible, less susceptible to cracking and designed to last nearly three times longer than earlier predecessors. While this new material has many benefits, identifying belt wear has become more difficult since they wear out gradually, similar to tire tread.

One of the most accurate ways to measure wear is by using a tool like the Dayco aWEARness gauge. This innovative device will help identify belt wear three different ways:

1. By looking at the rib profile
2. Analyzing rib depth
3. Checking for cracks

Checking Rib Depth

Place the belt flat into the tool, keep it level and check to see where the top of the bar sits. On a new belt, it should sit higher than the top of the belt's rib tips. On a worn belt, the bar will be lower than the top of the rib tips.

Analyzing Rib Profile

Place the profile indicator in the belt grooves. On a new belt, you shouldn't see side or flank clearance but a traditional "V" profile in the grooves. On a worn belt, the ribs begin to bottom out and the groove profile will take on the appearance of a "U." Once the rib profile is changed, less material will actually make contact with the pulleys. This can cause slippage and affect system performance.

Checking for Cracks

To see whether the belts have any noticeable cracks, hold the belt up to the window. If four or more cracks are visible, the belt needs to be replaced.

Choosing the Right Belt

Dayco approaches the market differently from most of its competition, believing that one serpentine belt construction will not perform best with all applications. Dayco's extensive line of serpentine belts are engineered for high mileage, demanding drives found in today's vehicles. Constructed with aramid reinforced EPDM compounds, Dayco serpentine belts deliver more than just OE quality.

