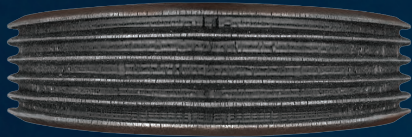
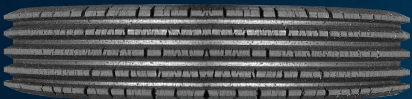


WHEN TO REPLACE BELTS



Rib Wear (Normal)

Long-term operation (ie. high mileage) on an EPDM belt will cause the loss of rib material. A typical rib profile will wear from a “V” profile to a “U” profile.



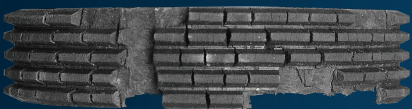
Cracking

Rib cracking is caused by continuous flexing over a long period of time, but is accelerated by excessive belt heat (high temperature environment and/or excessive belt slippage). Dayco® recommends that if you have four cracks within an inch you should replace your belt.



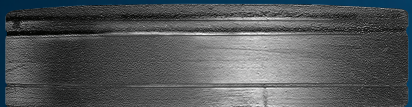
Rib Wear (Misalignment)

Worn pulley/idler bearings, a worn water pump bearing, misaligned power steering pulley, faulty harmonic balancer, or other accessory pulleys can cause misalignment wear. Severe misalignment can also cause a belt to lose one or more outside ribs. Misalignment is apparent when the belt ribs show uneven wear, with possible frayed sidewalls.



Chunk Out

Rib chunk out occurs when small sections of the rib material are broken off due to excessive cracking. A neglected belt with excessive cracking will lead to chunk out. As with cracking, this is caused by continuous flexing and is accelerated by excessive heat.



Abrasion

Improper belt tension can cause excessive slip and abrasion to the belt rib surface or back of belt. Also, debris thrown into the drive system can cause the belt to appear roughed up, and can actually cause puncture marks into the belt.



Pilling

Rib pilling is the shiny rubber deposits that get compacted into the belt grooves, and is caused by pulley misalignment, rough or worn out pulleys, lack of tension, newly coated/painted pulleys, fluid contamination, and/or rough running engines.



Dayco® AWEARNESS® Gauge

The innovative AWEARNESS® gauge is designed to measure wear three different ways on today's EPDM belts (rib profile, rib depth, and cracking). Part no. 047337