

NTN-SNR AUXILIARY BELTS

#PERFORMANCEINSIDE

NTN® 



With You

The growing amount of auxiliaries and the increased sophistication of the new generation of vehicles means that a single belt can drive multiple items. It has become a vital part of the vehicle's operation.

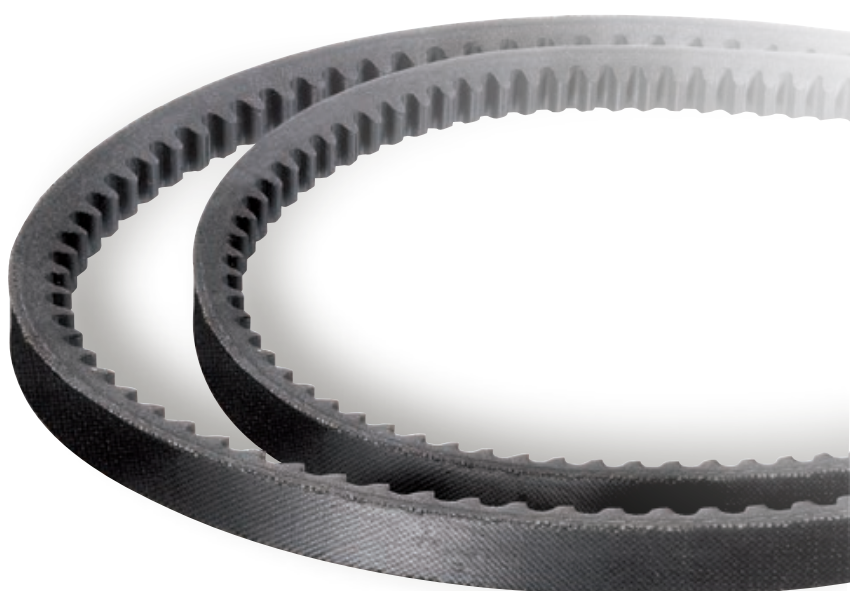
If the auxiliary belt is broken all of these parts may cease to function, from the alternator to the air conditioning through to the power assisted steering. It can even cause problems ranging from timing belt issues and the potential for engine failures.

We strongly recommend you to change the auxiliary belt at the same time as changing the timing belt and rollers.

TWO TYPES OF BELTS

V Belts (Cogged type)

This type of belt is mainly used for the alternator. It offers optimum contact, while reducing friction. It is resistant to wear and heat and has a low operating noise level. V Belts are specially adapted to a drive with a reduced diameter, volume and weight.



Ribbed V Belt

This commonly used belt is fitted to almost 90% of modern vehicles, this type of belt is easy to use and it fits almost all kinds of roller. This compact and flexible belt is ideal for a complex transmission. It transmits higher torques and drives several parts simultaneously.

For recent applications,

Multi-V STRETCH belts have been developed for engines with fixed centre spacing and reduced belt paths. They do not require the use of roller tensioners. We strongly recommend the use of specialist tools to fit this type of belt to avoid damage to the belt or pulleys.

THE NTN-SNR RANGE

- A large range, with nearly 800 items available
- With a market coverage target of 95%

A reputation for excellence and quality, and the will to satisfy our customers has led us to choose recognized suppliers for this new range. Suppliers recognized for the quality and reliability of their products in OE as in the automotive aftermarket. This range of belts is in strict compliance with OE standards and requirements, just as we apply them to the manufacture of our distribution and auxiliary rollers.

BELTS – PART NUMBER REFERENCE

The belt reference is based on the number of teeth and the length of the belt :

Example:

CA6PK1740 **CA** = belt
 6 = number of teeth
 PK = Multi-V
 1740 = belt length (1740 mm)

WHY A RANGE OF AUXILIARY BELTS?

NTN-SNR is focusing on making its ranges as complete as possible:

For a complete offer, whatever the range.

- Because it makes sense when we already offer rollers, kits, dampers and alternator pulleys, to offer also the auxiliary belt.
- Because for our customers, this is a guarantee of quality, with products sold by a recognized supplier in the global market
- Because it allows our customers to supply a complete range from just one supplier.



AUXILIARY BELT FAILURES

A few tips to avoid failures

- Do not store belts in the sun
- Do not bend, twist or turn a belt
- Do not force the belt on the pulleys
- Do not use unsuitable tools during assembly

The main auxiliary belt failures

Auxiliary belt wear

Identification:

Deposits of materials in the Multi-V profile.

Origin of the problem:

Excessive sliding due to an incorrect fitment, low operation tension, misalignment of pulleys, or pulleys with a worn profile.

Particle degradation

Identification:

Presence of transverse cracks.

Origin of the problem:

Normal aging of the belt that is subjected to bending and flexing on the pulleys. Generally, cracks appear at irregular intervals when the belt is at around 70% of its useable lifespan.

Ribbed Belt (Multi-V profile) breakage

Identification:

Partial tearing of one or more teeth.

Origin of the problem:

Progression of cracks due to the presence of foreign bodies in the pulley grooves, due to installation problems.

Auxiliary belt cuts or abrasions

Identification:

Frayed belt.

Origin of the problem:

Excessive tension.
Misalignment of pulleys.
Interference with a fixed part.
Irregularities in pulleys may cause abrasions or cuts on the sides of the belt.

NOT JUST BELT

Just like with auxiliary belts, belt drive components also have a limited lifespan. Wear not only effects the normal operation of the belt, it also effects the rest of the components in the auxiliary system.

NTN-SNR offers its customers a **wide and comprehensive range of products.**

AUXILIARY ROLLERS ALTERNATOR PULLEYS



WARNING! When changing the auxiliary belt it is important to check and replace any worn or damaged pulleys in the auxiliary system.

AUXILIARY KITS



DAMPERS





AUXILIARY BELTS