The “Unfixable” Becomes “Fixable” with a Gates System Solution

Chrysler 3.0L V-6 Drives
1996-2000 Voyager, Grand Voyager, Caravan and Grand Caravan

As a professional mechanic, the worst thing that can happen is to have a customer return to your shop because the original problem wasn’t fixed to their satisfaction. Re-doing the job costs you time and money, and worst of all, it damages your reputation.

But the quality of your parts and labor may not be the cause of the come-back. In a few cases, the problem was with the original equipment (OE) design of the system. Your choice in this situation is to either try again with different parts or a new mechanic, or simply refer the customer back to the car dealer—neither of which are the best options for your business.

While the vast majority of belt system drives are well engineered (that’s why Gates only sells OE form, fit and function parts), there are a few OE drives that have caused persistent problems.

At Gates we see problematic OE belt systems as an opportunity to better serve our customers. Our engineers take the time to locate the source of the OE problem and offer our own engineered “System Solutions.” Our System Solutions are engineered to give better performance and last longer than the OE belt drive by eliminating the root cause of the problem. Whether it is an alignment issue, tension problem or even a system noise and vibration issue, we take the time to engineer it properly so you can fix it right—the first time.

Belt Jumping Problem

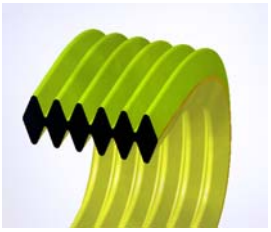
The Chrysler 3.0L V-6 engine has a bad reputation with regards to the serpentine belt drive. Many customers have had the serpentine belt come off the engine when driving through a deep puddle or crossing over a small snow bank left by a snow plow. This usually leaves the customer stranded with complete loss of power-steering and alternator charging.

Chrysler has tried to address this problem by issuing a Technical Service Bulletin that consists of adding a “snow shield” to the front of the tensioner pulley to hold the belt in place. Some repair shops are recommending changing the belt, tensioner and idler, adjusting the power-steering pulley, and even the front engine mount, stating that all of these components are “somehow” causing the belt to become misaligned. Gates has identified the problem with the stock OE serpentine belt system and made appropriate changes.

Gates System Solutions kit (P/N 38342K) for this drive includes a: dual-sided Micro-V® belt, grooved idler pulley and a new tensioner that has a grooved pulley. By installing our “grooved” system, the belt is locked into the system pulleys and can handle any

misalignment or the introduction of water or snow. The belt is held in place by the pulley grooves and belt ribs. The belt has no choice but to do its job. It can't slip off the new grooved pulleys. By installing this system solution, the "unfixable" suddenly becomes "fixable".

Dual-sided Micro-V® belt



System Solutions Kit
The Micro-V Kit includes the dual-sided Micro-V belt, grooved tensioner and grooved idler pulley.