

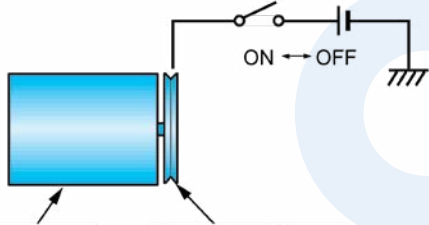
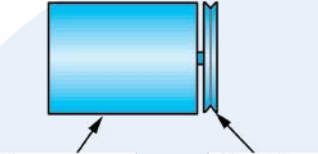
Compressor DL (Damper & Limiter) Pulley



OUTLINE

Recently, continuously variable capacity (from 0 to 100%) compressors have started to be used in order to improve fuel consumption, power consumption, acceleration performance and to reduce ON/OFF shock. Because the capacity is varied continuously, there is no need for a stop/ start mechanism for the magnetic clutch between the engine and compressor.

However, a damper is needed to absorb variations in the compressor torque, and a limiter is needed to protect the belt should the compressor lock. The use of DL (Damper & Limiter) pulleys that include these functions has increased recently. This section describes the DL pulley, including precautions required when replacing the compressor.

Magnetic Clutch	DL Pulley
<p>The rotation of the compressor is stopped/started by switching the magnetic clutch between ON and OFF.</p>  <p>Compressor Magnetic Clutch</p>	<p>The compressor can vary capacity from 0 to 100%, so unlike the magnetic clutch, there is no need to stop or start compressor rotation. (The compressor and DL pulley always rotate together with the engine.)</p>  <p>Compressor DL Pulley</p>

CONSTRUCTION

The DL pulley is constructed from 3 parts. The pulley itself has an internal bearing and receives power from the engine through the belt. The hub transmits power to the compressor. The damper joins the pulley and the hub. The hub is equipped with a limiter in order to protect the belt should the compressor lock.

