# DAMPER PULLEYS

## The different types of pulley

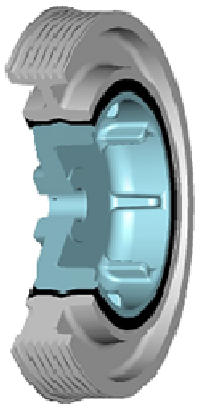
### The single-block pulley is still used in some applications.

- Located at the end of the crankshaft, it has no role in filtration.
- **It drives the accessory belt**, which itself drives the alternator, air conditioning compressor, power steering pump, etc.

E.g.: DPF355.05

### The single block pulley or damper,

widely used in diesel and petrol engines.

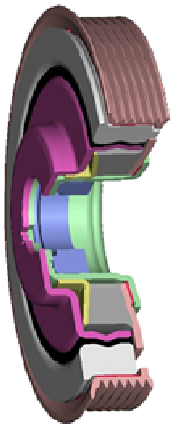


- It **dampens vibrations** in the crankshaft and **contributes to an increased lifespan** of engine parts.
- It consists of 3 parts, 2 metal (iron, steel, aluminum) and a rubber ring that connects these two parts.

E.g.: DPF358.24

### Double pulley or filter,

fitted in a number of diesel engines.



- This pulley is used to **filter out the low frequencies emitted** by the latest generation of diesel engines that can damage the accessory system, thanks to **its double rubber insert**.
- It is a technically complicated product. It is made from 7 to 8 metal parts and 2 rubber inserts.

E.g.: DPF359.03

### The "Stop & Start" engine pulley

- This is a pulley which, in addition to its filtration role, must also **withstand repeated ignitions**.
- Due to this, it is **more technically advanced**.

E.g.: DPF359.09 => C3 1.6 Hdi

# Beware of copies!

Some produced copies have appeared on the market. While it is difficult to identify them, **the elastic ring can give them away, for example.** The quality of counterfeit products is quite clearly inferior to the original joint.

When cutting open these products, it is easy to see that their structure is totally different from an original product!

**NTN-SNR Dampers**

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The same applies for metallic parts.

Some manufacturers offer "indestructible" damper pulleys (a quality that does not apply to the engine itself). The **various metal parts** are actually a **single piece**.

**NTN-SNR Dampers**

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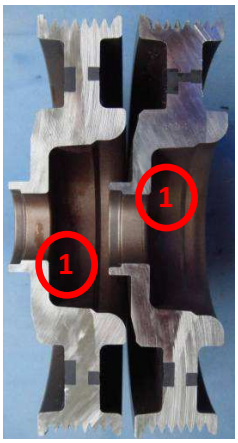


***These types of part do not comply in any way with the manufacturer specifications. Unfiltered vibrations and the generally greater weight, compared to the original part, jeopardize the strength of engine parts, in particular the crankshaft, which can lead to breakage of the latter.***

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