



## Your Accu-Drive® Technology

What is an OAP/OAD?

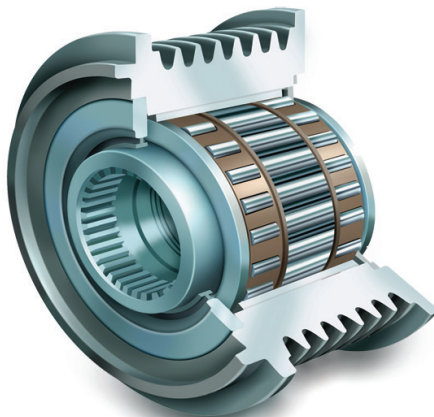
### OAP - overrunning alternator pulley

**Benefits:**

- › Overrun function (will completely eliminate shutdown chirp and 1-2 shift belt chirp)
- › An internal clutch that allows the rotor of the alternator to coast
- › Will not loosen due to engine decelerations when torqued properly during installation

**Technical Information:**

- › No isolation function (no spring)
- › May cause 1-2 shift noise (overrun) in cabin (normal)
- › Never recommended for use on vehicles originally designed with a Litens OAD



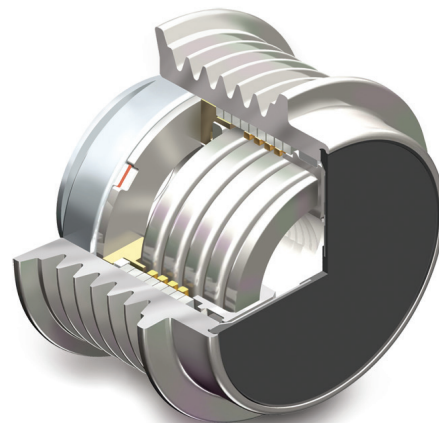
### OAD - overrunning alternator decoupler

**Benefits:**

- › Superior vibration-absorbing ability
- › Excellent one-way clutch function
- › Proven OE durability
- › Patented technology

**Technical Information:**

- › Application-specific spring is tuned to vibration levels and alternator mass
- › Continental OADs create a quieter and longer-lasting accessory belt drive system



# The Overrunning Alternator Decoupler (OAD)

with **Accu-Drive**® Technology

## Is your customer's warning light on?

If so, it could be an indication that the OAD needs to be replaced. Check the OAD and belt tension to be sure - and choose the correct replacement to avoid problems further down the road.

## Here is what you should do:

### 1. Check the OAD

Shaft should have a "spring feel" in the drive direction and spin freely in the opposite direction. If shaft spins in both directions or slips in the drive direction under load, the OAD should be replaced. See image to the right for turning an OAD.

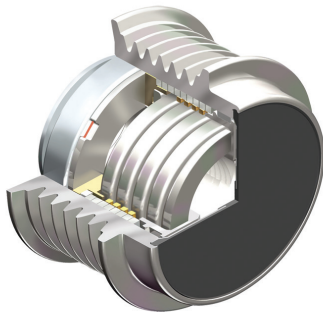
### 2. Check belt tension

Low belt tension can lead to reduced alternator output due to slippage. Tighten belt to the proper manufacturer specifications. For vehicles with an automatic tensioner, inspect tensioner for proper operation. Check for binding or seizing, a broken housing, noisy bearings or tensioner arm misalignment. If any exist, replace tensioner to obtain correct belt tensioning.



- Ensure engine is off and belt is installed.
- Remove protective cap from OAD.
- Install proper tool into shaft to rotate pulley in both directions.
- Recheck the OAD to make sure it has the "spring feel" in the drive direction and spins freely in the opposite direction.

*Note: Always check belt condition and replace if excessively worn or cracked.*



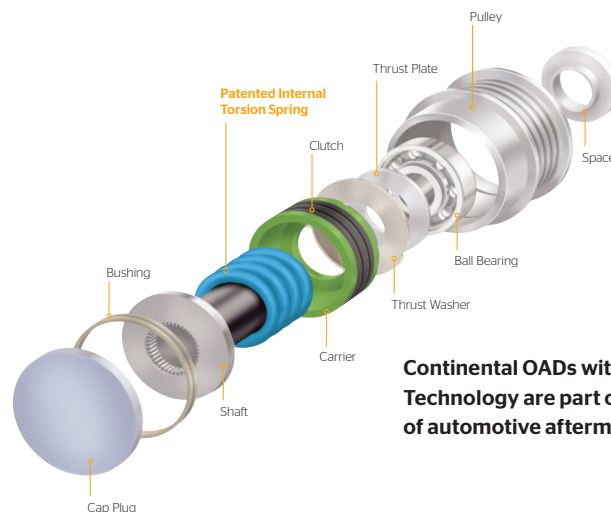
## All pulleys are not created equal

OADs wear out as they absorb vibrations from the engine and accessories. Always replace an overrunning alternator decoupler pulley with the correct part - never with a one-way clutch pulley or low-cost replacement alternator with incorrect pulley technology. An incorrect pulley will increase belt and tensioner wear, noise and vibration - so using the wrong part may negatively impact the vehicle's operation. Using the correct OAD will lower belt tension fluctuation, extend bearing life, add to tensioner durability and control belt noise and vibrations.

*Learn the difference - and never replace an OAD with a one-way clutch.*

## Take a closer look at Continental OADs

OADs transfer torque from the engine to the alternator via the belt, provide overrunning function during engine deceleration and absorb engine vibrations. OADs are OEM "fit and function," with a one-way clutch plus a patented, tuned torsion spring.



**Continental OADs with Accu-Drive® Technology are part of a large line of automotive aftermarket products.**

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