

VAG compressor consolidation (part II): DENSO's approach

Applicable products are DCP32020, DCP27001, DCP27002 and DCP32005



> This bulletin explains why DENSO will not consolidate DCP32020 for other VAG applications.

Background

At DENSO we regularly receive questions as to why we do not consolidate certain compressors as seen elsewhere in the aftermarket. Consolidation can result in benefits relating to price, cataloguing and stock management, and it is certainly very attractive for expensive products like compressors. However, the impact on the A/C system and the car's performance can be significant. As the leading thermal systems

OEM supplier and one of the largest automotive parts manufacturers in the world, DENSO has the in-depth knowledge to make the appropriate decision on whether a compressor consolidation should be executed or not. We will use the technical features of the DCP32020 and three similar VAG compressors to explain why we recommend installing the right compressor for these VAG applications.



Specifications DCP32020

DCP32020		
	Compressor type	6SEU14C
	Displacement	140cc
	DL-Pulley type	B-PC
	Oil quantity	80cc

Interchangeability issues

> The below compressors are not interchangeable with the DCP32020.

DCP32005	DCP27001	DCP27002
6SEU14C	6SEU12C	6SEU14C

Compressor differences

> This overview indicates the differences in compressor type, displacement, DL-Pulley type, limiter, oil quantity and control valve connector location.

Part number	DCP32020	DCP32005	DCP27001	DCP27002	Consolidate? (Yes/No)
Compressor type	6SEU14C	6SEU14C	6SEU12C	6SEU12C	No
Displacement	140cc	140cc	120cc	120cc	No
DL-Pulley type	B-PC	B-PC	R-SC	R-SC	No
Limiter PN	1780	1780	1300	1300	No
Oil quantity	80cc	80cc	140cc	140cc	No
Connector location	Rear	Top	Rear	Top	No



DL-Pulley differences

B-PC		R-SC	
DCP32020 & DCP32005		DCP27001 & DCP27002	
B	Torque break type	R	Rubber type
P	Plastic (Pulley)	S	Steel (Pulley)
C	Damper characteristic	C	Damper characteristic

Multiple reasons why not to consolidate the DCP32020 (6SEU14C)

- > The limiter of the DCP32020 (6SEU14C) is not designed for vehicles with higher torque fluctuations. Therefore it is possible that the limiter could release because of the engine’s specific torque fluctuation. In this case the customer would need once again a new compressor.
- > Also the pulley of the DCP32020 (6SEU14C) is not designed for these applications, with higher torque fluctuations. Therefore the durability of the pulley (damper elements) is not secured.
- > The displacement of the DCP32020 is 140cc, while the displacement of the DCP27001 & DCP27002 is 120cc. This result in a lower cooling performance.

Further details of DENSO’s Thermal range are available online at denso-am.eu, on TecDoc or from your local DENSO Aftermarket contact.

DENSO EUROPE B.V.

Hogeweyselaan 165 | 1382 JL Weesp | The Netherlands
 Tel. +31 (0)294 - 493 493 | Fax. +31 (0)294 - 417 122

www.denso-am.eu
www.denso-am.co.uk

