

VAG compressor consolidation: **DENSO's approach**

Applicable products are the DCP32045, DCP32060, DCP02030, DCP02050 and DCP32003.



> This bulletin explains why DENSO will not consolidate DCP32045 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 DCP32045 and four similar VAG compressors to explain why we recommend installing the right compressor for these VAG applications.



Specifications DCP32045

DCP32045		
	Compressor type	7SEU17C
	Displacement	170cc
	DL-Pulley type	B-PC
	Oil quantity	140cc

Interchangeability issues

> The below compressors are not interchangeable with the DCP32045.

DCP32060	DCP02030	DCP02050	DCP32003
6SES14C	6SEU14C	6SEU14C	7SEU16C

Compressor differences

> This overview indicates differences in compressor type, displacement, DL-Pulley type, limiter and oil quantity.

Part number	DCP32045	DCP32060	DCP02030	DCP02050	DCP32003	Consolidate? (Yes/No)
Compressor type	7SEU17C	6SES14C	6SEU14C	6SEU14C	7SEU16C	No
Displacement	170cc	140cc	140cc	140cc	160cc	No
DL-Pulley type	B-PC	AS	B-PC	B-PC	R-SC	No
Limiter part number	1630	2280	1780	1630	1311	No
Oil quantity	140cc	110cc	90cc	90cc	180cc	No



Why is consolidation of the DCP32045 (7SEU17C) not possible?

- > Every limiter is designed for a specific vehicle application, according to car manufacturer specifications. The limiter of the DCP32045 releases at a higher torque than a limiter used for other compressors. It is therefore possible that the limiter may not perform as intended and in the case of a compressor lock, slipping of the V-belt cannot be avoided. This could result in a V-belt cracking which can cause other problems such as loss of power steering, loss of engine cooling and loss of battery charge.
- > The limiter of the DCP32045 (7SEU17C) is not designed for vehicles with higher torque fluctuations. It is possible that the limiter could release due to these engine-specific torque fluctuations resulting in a damaged compressor.
- > The pulley of the DCP32045 (7SEU17C) is not designed for applications with higher torque fluctuations and this could reduce the durability of the pulley (damper elements).
- > The DCP32045 compressor has no Variable Suction Throttle (VST) and therefore suction noise can occur if the original application has a VST.
- > In comparison to a 6SE type compressor, a DCP32045 (7SEU17C) needs more engine power. This will reduce engine efficiency and result in higher fuel consumption or reduced performance of the vehicle.

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

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