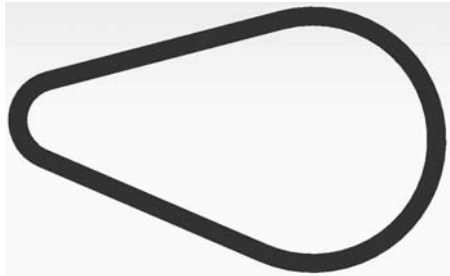





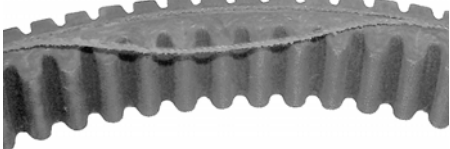





CVT DRIVE BELT WARRANTY GUIDELINE

| BELT CONDITION | POSSIBLE CAUSE | WARRANTY |
|---|---|----------|
| <p>Incorrect new belt length</p>  | <ul style="list-style-type: none"> – Out of specifications (too long or too short) | YES |
| <p>Belt delamination starting in splice</p>  | <ul style="list-style-type: none"> – Improper Bonding | YES |
| <p>Wrong cog shape</p>  | <ul style="list-style-type: none"> – Molding imperfection | YES |
| <p>Disintegration</p>  | <ul style="list-style-type: none"> – Continuous high speed or WOT operation causing excessive fatigue – Vehicle overload including excessive towing loads – Belt worn – Continuous slipping due to oil on pulley faces (except if due to collateral factors) – Continuous slipping from water intrusion – Obstructed CVT air filter or obstructed outlet air duct by debris or foreign object – Excessive overheat situation – Damage from CVT inappropriate operation due to lack of maintenance or worn out parts | NO |

| BELT CONDITION | POSSIBLE CAUSE | WARRANTY |
|---|--|----------|
| <p>Delamination</p>  | <ul style="list-style-type: none"> – Continuous high speed operation causing excessive fatigue – Vehicle overload including excessive towing loads – Belt worn – Continuous slipping due to oil on pulley faces (except if due to collateral factors) – Continuous slipping from water intrusion – Obstructed CVT air filter or obstructed outlet air duct by debris or foreign object – Excessive overheat situation – Damage from CVT inappropriate operation due to lack of maintenance or worn out parts | NO |
| <p>Belt cog(s) broken — one or many in succession</p>  | <ul style="list-style-type: none"> – Violent engagement of drive pulley from modified or dirty CVT conditions – Belt interfering with vehicle component from modified or dirty CVT conditions – Damage from CVT inappropriate operation due to lack of maintenance or worn out parts | NO |
| <p>Edge cord(s) loose or separated</p>  | <ul style="list-style-type: none"> – Improper bonding (low mileage failure) | YES |
| | <ul style="list-style-type: none"> – Excessive wear | NO |

| BELT CONDITION | POSSIBLE CAUSE | WARRANTY |
|--|--|----------|
| <p>Belt sidewall glazed, hard, cracked or baked appearance</p>  | <ul style="list-style-type: none"> – Excessive belt slip related to insufficient pressure on belt sides – Idle RPM set too high (not applicable on fuel injected models (idle controlled by ECM)) – Abusive operation – Continuous slipping due to oil on pulley faces (except if due to collateral factors) – Contaminant intrusion like water or mud – Vehicle overload including excessive towing loads | NO |
| <p>Belt too narrow on one section — flat spot</p>  | <ul style="list-style-type: none"> – Inappropriate transmission gear selection during towing, steep incline or in deep mud/snow – Drive train locked or frozen – Accelerating motor while vehicle is stuck – Vehicle overload including excessive towing loads – Incorrect pulley operation from modified or dirty CVT components | NO |
| <p>Cracks in bottom cog area</p>  | <ul style="list-style-type: none"> – Normal fatigue – Distortion of natural belt shape due to improper storage – Obstructed CVT air filter or obstructed outlet air duct by debris or foreign object | NO |