VKM 31013

Technical Bulletin – February 2009

AUDI, SKODA, VW
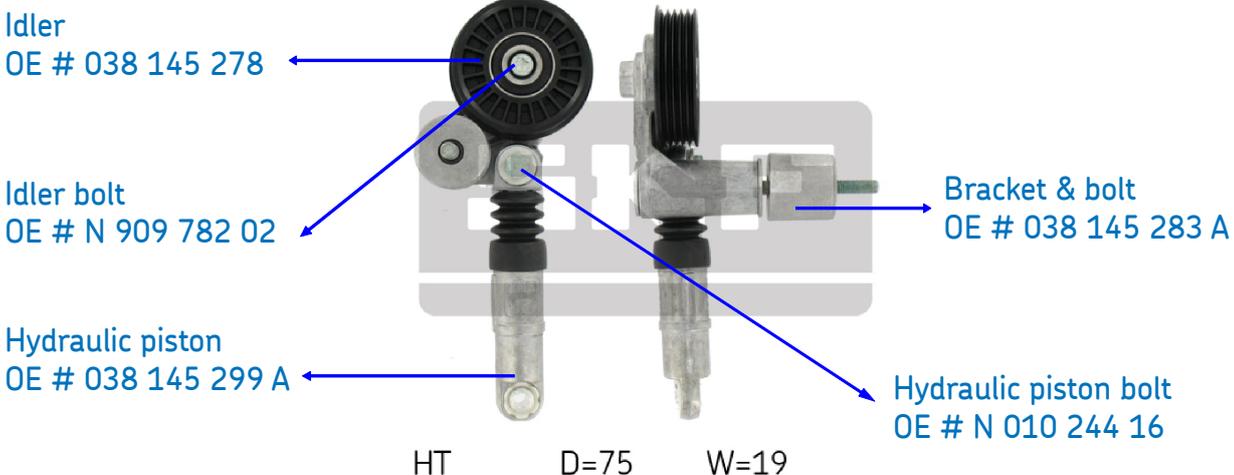
⚠ Technical information – VKM 31013 Fitting Recommendations

ℹ VKM 31013 = One complete assembled unit!

CAR MAKER	MODEL	ENGINE	ENGINE CODE
AUDI	A4/A4 avant (8D2,B5/8E2,B6/8D5,B5/8E5,B6) A6/A6 avant (4B,C5)	1.9 TDI 1.9 TDI Quattro	AJM, ATJ, AVF AWX, AVB
SKODA	Superb (3U4)	1.9 TDI 2.0 TDI	AVF, AWX, AVB BPZ, BSV, BSS
VW	Passat/Passat variant (3B2, 3B3, 3B5, 3B6)	1.9 TDI 1.9 TDI Quattro 2.0 TDI	AJM, ATJ, AVB AVF, AWX, BGW

VKM 31013

Idler
OE # 038 145 278

Idler bolt
OE # N 909 782 02

Hydraulic piston
OE # 038 145 299 A

Bracket & bolt
OE # 038 145 283 A

Hydraulic piston bolt
OE # N 010 244 16

HT   D=75   W=19

To ensure a complete overhaul of the auxiliary tensioner system –
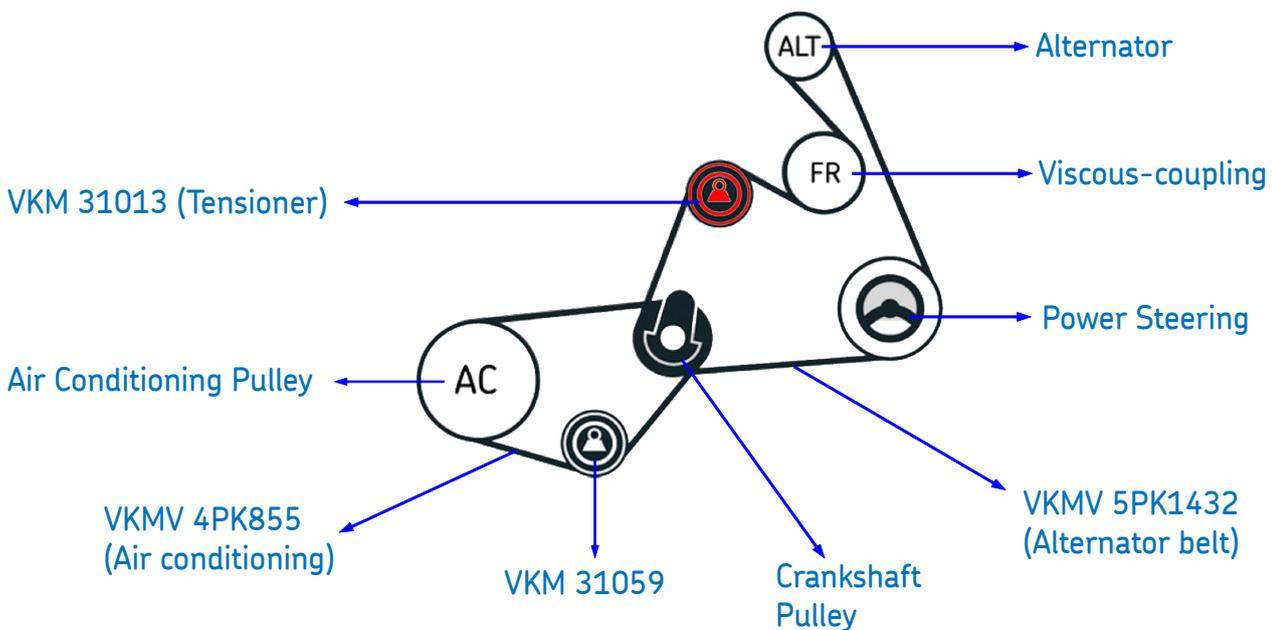SKF offers one complete, ready assembled unit.

SKF

VKM 31013 = One complete assembled unit!

SKF component = 1 reference (One complete assembled unit)
OE components = 5 references (Bracket & bolt, idler, bolt to tighten idler, hydraulic piston & bolt to tighten hydraulic piston)

VKM 31013	OE bolt class quality*	SKF bolt class quality*
Idler bolt	8.8	8.8
Hydraulic piston bolt	10.9	10.9
Bracket bolt	8.8	8.8

*Bolt class quality measures the bolt elasticity & strength

VKM 31013 (Tensioner) ← ... → Alternator

Viscous-coupling

Air Conditioning Pulley ← AC

Power Steering

VKMV 4PK855 (Air conditioning)
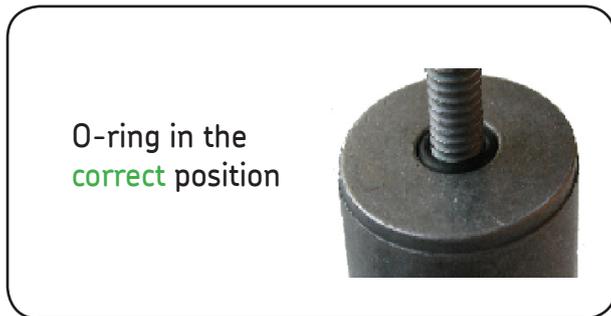
VKM 31059

Crankshaft Pulley

VKMV 5PK1432 (Alternator belt)

As can be seen by the diagram above, all of the auxiliary systems are driven by multi-v belts – SKF strongly recommend the use of the exact OE length belt when carrying out a service of the auxiliary drive belt system.
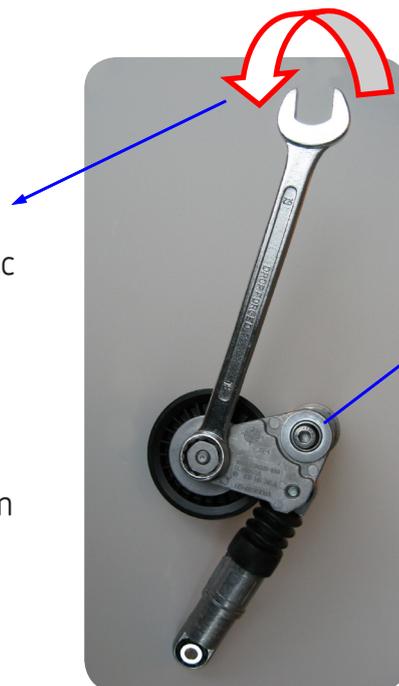
SKF

VKM 31013 Fitting Instructions

- Before fitting the VKM 31013 tensioner – it is recommended that you clean the bolt location hole on the alternator bracket. If not, the bolt may not be tightened to the correct torque.

- When fitting the tensioner onto the alternator bracket, check the position of the oring located on the bolt, has not moved (see diagrams A and B below). If the o-ring is not correctly located, the bolt may not be tightened properly and the seal will not be in the right position.

O-ring in the
correct position

O-ring in the
incorrect position

Turn the 19mm spanner anticlockwise in order to put the VKM 31013 tensioner in a low tension position. Then, mount the belt onto the plastic idler.

When the belt is correctly located onto the idler – slowly release the 19mm spanner in order to set the correct system tension.

The tightening torque on the bolt bracket is 25 Nm.

The correct tension of the VKM 31013 tensioner is set up by the using the exact OE belt

⚠ This step should be handled with extreme caution, as very high tension is applied to the system at this point. If the spanner slips, it may cause serious injury to the installer!

SKF

For a complete and professional repair – when changing the VKM 31013 tensioner, do not take any risks! Change all of the associated auxiliary components that SKF include in the following VKMA auxiliary kits:

Applications without AC	Applications with AC
VKMA 31000	VKMA 31020
VKMV 5PK1432 (position ALT)	VKMV 5PK1432 (position ALT)
VKM 31013 (position ALT)	VKM 31013 (position ALT)
	VKMV 4PK855 (position AC)
	VKM 31059 (position AC)

⚠️ The OE belt length is a key feature when servicing the auxiliary drive system. This ensures the belt is correct to the exact millimetre, which ensures a good repair, with trouble free performance!

ℹ️ **Risks:** An incorrect belt length (i.e. shorter or longer), leads to the incorrect tension of the auxiliary system. This can cause a number of problems for your customer – from a noisy drive belt to the possibility of a premature failure of the drive belt completely, which in itself can cause engine failure if the auxiliary drive belt was to enter the timing drive system!

To avoid unnecessary claims and to ensure you install confidence every time – change the complete VKMA auxiliary kit!

SKF