AC Compressor Warranty Pre-Check Sheet

Version: 2.0 / Date: January 2026

Report number:

Part number:

Step 1: Check origin		
Is it a genuine ***DENSO*** compressor?	Yes ☐	No ☐
If No: **No warranty**		
Step 2: Documents & application check		
Are the right documents available?	Yes ☐	No ☐
Is it the right vehicle application?	Yes ☐	No ☐
If No: **No warranty**		
Step 3: Sealing of compressor		
Are the caps installed or is the compressor in another way properly sealed?	Yes ☐	No ☐
If No: **No warranty**		
Step 4: DL Pulley *(If applicable)*		
Is the limiter of the DL Pullley broken?	Yes ☐	No ☐
If Yes: **No warranty**		
Step 5: Magnetic Clutch *(If applicable)*		
Is the Magnetic Clutch damaged / burned?	Yes ☐	No ☐
If Yes: **No warranty**		
Step 6: Rotation		
Is it possible to rotate the compressor shaft normally? (Free rotation max 3,0 Nm rotation torque - not heavy or sticky feeling)	Yes ☐	No ☐
If No: **No warranty**		
Step 7: Compressor appearance		
Is the Denso label burned?	Yes ☐	No ☐
Is the compressor or are parts of the compressor damaged?	Yes ☐	No ☐
Are there any parts missing from the compressor?	Yes ☐	No ☐
If Yes: **No warranty**		
End of the investigation		

AC Compressor Pre-Check Manual

Version: 2.0 / Date: January 2026

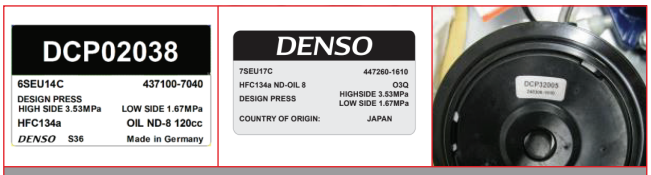
Step 1: Check origin

Check if the received compressor is genuine DENSO After Market compressor

1. Check if the DENSO label is present

All compressors with NON DENSO labels will be rejected.
When the label is not present, or if there is doubt, the claim will be rejected.

NON DENSO labels



Original DENSO labels

NOTE: When there is doubt , please check with the DENSO catalogue or send pictures to DENSO SQA/warranty department for verification

Email: EU_DNEU_AMIS_SQA@eu.denso.com

Step 2: Documents & application check

1. Are the right documents available

- Customer's invoice, proof of purchase
- Proof of flushing the system and replacement of mandatory parts according to the OE repair manual (filter, dryer, tubes, condenser, evaporator, etc.).
- Fully filled in warranty return document? (vehicle data, cause and condition)

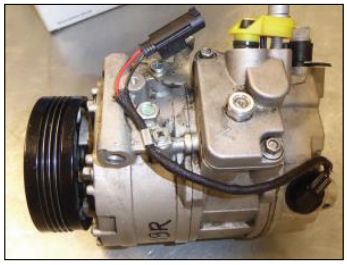
2 . Check if the right application has been used

Check via TecDoc or the DENSO e-catalogue: www.denso-am.eu/catalog/

Different clutch

No labels / different color bolts (gold = NO)

No labels / different color



No labels / different color / different bolts / different shape of the body

AC Compressor Pre-Check Manual

Version: 2.0 / Date: January 2026

Step 3: Sealing of compressor

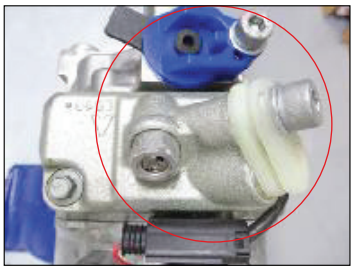
1. Are the caps installed or is the compressor in another way properly sealed?

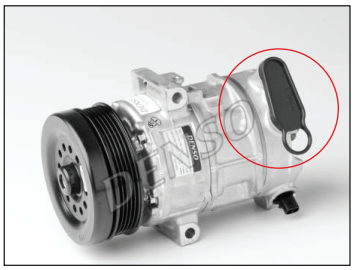
- When the caps are not installed, dirt and debris can enter the compressor causing contamination that will result in an unreliable testbench procedure.

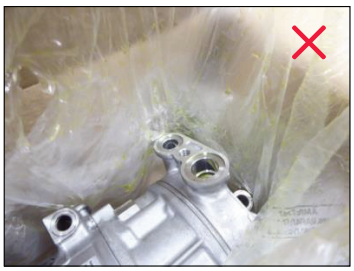
2. When caps are not installed, the oil can run out of the compressor creating:

- Loosing necessary evidence. The appearance of the oil and oil amount is an important indication in finding the root cause.
- Hazard to the ecological environment

When the caps are not installed properly, the claim will be rejected.





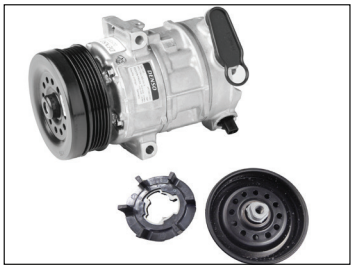


*** When the compressor is not properly sealed, oil can spill out the compressor which can lead to shipping issues and create environmental hazards.**

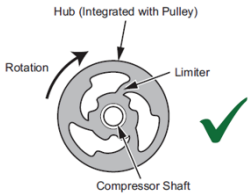
Step 4: DL Pulley *(If applicable)*

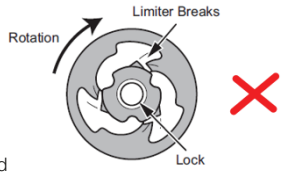
1. Check if the Limiter of the pulley is broken

* When the limiter is broken, there is no connection between the drive shaft and the multibelt drive pulley causing the compressor not to rotate when driven by the engine. A broken limiter usually indicates problems in the drive system of the compressor. See below possible causes.



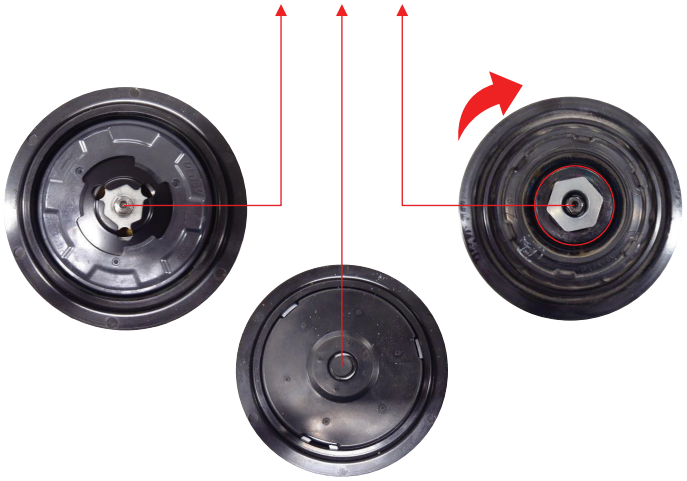
1. Free run pulley, alternator, is seized
   Overrunning Alternator Pulley (OAP) or Overrunning Alternator Decoupler (OAD)
2. Torque fluctuation
   Rough idling or rough running of engine
3. Liquid lock
   Too much oil – wrong refrigerant charging
4. Chip tuning
   Higher torque output than specification of limiter
5. Crankshaft damper is broken
   Torsional Vibration Damper is worn or broken (TVD)
6. Automatic tensioner is broken
   Belt tensioner is worn or broken
7. Compressor internal resistant is too high
   Compressor is locked, due to lack of lubrication
8. Dual mass flywheel worn / conversion kit installed
   Conversion kit = change to solid flywheel





Driven by Quality

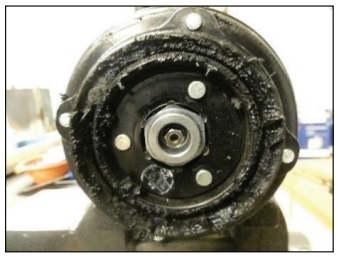
- Rotate the compressor pulley
- Check if the drive shaft is also rotating. (7 mm hexagon bolt should also rotate)
- If the drive shaft is NOT rotating with the rotation of the compressor pulley, the limiter is broken



Step 5: Magnetic Clutch *(If applicable)*

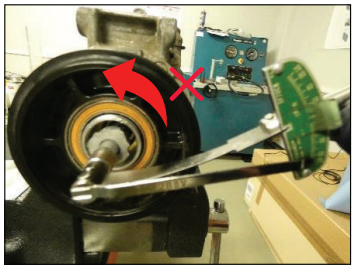
1. Check the magnetic clutch for:

- Damaged / Burned? In this case it is important to determine if the compressor is internally rotating Y/N. If the compressor is rotating freely, the clutch is damaged / burned, due to too high thermal load. This can be caused by low heat dissipation, due to a worn condenser, no cooling fan operation or blocked airflow. (Dirt accumulating between condenser and radiator).
- If the compressor is locked, the clutch will burn. A locked compressor is either caused by insufficient lubrication or liquid lock.



Step 6: Rotation

1. Is the compressor manually rotating freely?
In a normal situation the compressor should be rotating manually by turning the compressor shaft. Rotation should be smooth without any obstruction



In this example, the compressor is locked, so no rotation possible.

The compressor is locked due to insufficient lubrication. (Caused by blockage in the system or low refrigerant/oil amount)

Step 7: Appearance of the compressor

1. Are all components present on the compressor. Clutch / control valve / nuts and bolts / discharge manifold cover. Missing parts or disassembled parts are making the warranty claim void

2. Are there damaged parts? If so, the claim will be rejected.

Broken control valve

DL-Pulley parts are missing.

3. Are the labels burned? If yes, the compressor has been exposed to excessive internal overheating. The claim will be rejected.

Driven by Quality