

Did you know...?

You can cross refer OE and competitors part numbers to our part numbers on our website – www.autoelectro.co.uk
Just click on the X-REF icon!



Did you know...?

That if you use MAM Autocat, our products are listed on the electronic catalogue! Our catalogue is also on their new web based AutocatPLUS+ too!

AUTOELECTRO

Starter Motors & Alternators

Technical Bulletin 5

TEST & REPORT FACILITY

We offer a test and report facility on any suspect warranty unit on request. Please clearly mark any unit that needs a test and report, we will usually fax you a report back within 24 working hours.

FORD FOCUS – CHECK THE LOOM

Part numbers AEA3257, AEA3258 and AEA3259, there is a common fault on the wiring loom, causing the alternator not to charge. If you fit one of these part numbers and still have the same fault, please get the loom checked.

LOOK FOR THE BLUE SHAFT, RATTLING BITS INSIDE, BURNT SMELL AND DAMAGED TEETH - SELL ANOTHER ONE – DON'T SWAP IT! – SELL IT!

When a Starter Motor is returned back to you because it is not working, look for the above tell tale signs that there is another fault on the vehicle that has caused the failure. Swapping the Starter is only a short-term solution – the problem is still on the vehicle and the second one will do the same. The customer can be shown the Starter and if you explain what has happened you should *sell* another unit and tell the customer that there is another fault that needs investigating, or else it *will* happen again. And you will get it in the neck again!

COMMON CAUSES OF NO FAULT FOUND RETURNS

We often find when units are returned under warranty there is no fault found. Why then does the unit appear to be faulty when you send it to us?

Here is a run down of the 5 main reasons why...

1. Loose main feed terminal – the melted insulation where the wire should have been tightened is a clue.
2. Poor main feed – rusty terminal means the unit cannot sustain the voltage required to operate.
3. Slipping alternator belt, a highly polished, almost mirror finish pulley and dust from the belt all round the front of the alternator and fan is a good give away.
4. Loose connector plug, especially on A127 type alternators, burnt almost disintegrated pins are a sure sign of the connector plug not being tight.
5. Another fault on the vehicle, getting two (or more) of the same units back faulty fitted in short succession sometimes means there is another fault that needs investigating.

WARNING LIGHT – WHAT WARNING LIGHT?

Always check that the battery warning light comes on when the vehicle is put on ignition. If the warning light does not work, the alternator will NOT charge.

New 2005/2006 Catalogue

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OUT SOON!

RING OR FAX TECHNICAL FOR FURTHER HELP
Tel: (01274) 656101 Fax: (01274) 656622

Nirmalec House, 848 Leeds Road, Bradford, BD3 9TU

www.autoelectro.co.uk

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