

Did you know...?

Many new alternators are Voltage sensitive, and cannot charge a low battery. Ensure the battery is fully charged before fitting. A label on the unit and box denotes these part numbers.



Did you know...?

We remanufacture every unit in the UK, and therefore can be sure that the high quality is consistent and guaranteed! (Unlike some of our competitors)

AUTOELECTRO

Starter Motors & Alternators

Technical Bulletin 7

AES2202 STARTER MOTOR – DON'T WAIT FOR THE DUST TO SETTLE...

When supplying part number AES2202 Starter Motor, commonly fitted to the new (2000 onwards) Transit 2.0/2.4 Duratorq, please check the old starter motor for a grey powdery substance in the open part of the starter motor when removed from the vehicle. There is a common problem on this application of the Dual Mass Flywheel (DMF) breaking up causing failure of the starter motor. Another starter will not cure the problem, as parts of the damaged DMF will cause the replacement starter motor to stick and fail prematurely.



The dust will gather by the pinion (where the teeth are). Please make sure all members of staff are informed. It will save you a lot of hassle later, and help your customer at the same time

FIAT DOBLO – THE TALE OF TWO STARTERS

We have created a new part number for certain Fiat Doblo, and Fiat Punto Diesel applications. Some customers have ordered AES2200, and found that the starter we supply is a Bosch 9 tooth unit, however the Starter taken off is a Marelli 11 tooth unit. Some customers are reluctant to fit a Bosch unit in place of the Marelli type. Part number AEU1212 has now been created at the same price, which will only be supplied as a Marelli 11 tooth unit. AES2200 will be supplied as a Bosch 9 tooth unit only. Therefore please ask your customer if their old unit is Bosch or Marelli before placing any orders. This only affects Fiat Doblo 1.9D 2001> and Fiat Punto (II) 1999-03.

CONNECTIONS!

Replacement units supplied by us may not always have identical connections to the original unit, but they will be compatible. This is due to the different types of core we get back in exchange. If however you are unsure, please contact us for help or assistance.

ADVICE FOR YOUR CUSTOMERS!

NEVER – Crank the engine for more than 10 seconds at a time, and leave 20 seconds between cranking.

NEVER – Carry out welding on a vehicle with the battery connected. An electrical surge could occur and damage the alternator.

WHAT VOLTAGE IS THE RIGHT VOLTAGE?

With the engine running at idle speed the voltmeter should read 12.5V to 13.5V. With the engine running at 3000 RPM, the voltage should be 13.5V to 14.7V. On diesels you must wait for the glow plugs to switch off before checking the voltage at any time.

RING OR FAX TECHNICAL FOR FURTHER HELP

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