

Did you know...?

We list more Alternators per car than we do Starter motors per car?
This is because of different outputs needed for different models!



Did you know...?

We regularly update our electronic catalogue before we update our printed catalogues?
Autocat is where you will find it first!

AUTOELECTRO

Starter Motors & Alternators
Since 1986

Technical Bulletin 8

HOW TO CHECK THE RIGHT VOLTAGE OUTPUT...

With the engine running at idle speed the Voltmeter should read between 12.5V and 13.5V, depending on the battery condition. If the battery is poor, or very of very low voltage, the alternator charging volts will show low, but the current (amps) will be high. If the battery is well charged the alternator charging volts will be high and the current (amps) low.

With the engine running at 3000RPM, the voltage should read 13.5V to 14.7V, as the higher speed of the engine, the alternator goes round faster, and any load is compensated by the faster rotation of the alternator, keeping the voltage higher.

One common problem is often customers complain of low charge rate, especially on Diesels. After checking things such as the earth and main feed, the usual explanation is that the glow plugs are not dropping out. The alternator cannot cope with the load of the glow plugs on the battery, as well as other usual load. This means the alternator is working harder than it needs to and ends up getting hot. Failure to identify this problem will result in premature failure of the replacement alternator.

FIAT DIESEL STARTER – WON'T RUN!

On part number AES1299 commonly fitted to Fiat Brava, Bravo, Punto, Marea, Stilo 1.9 Diesels, many original units fail due to being contaminated with diesel, this usually causes the starter motor to burn out. This can easily be spotted, by checking the old unit, it will smell of diesel, and be very oily. The fault must be fixed or it will happen again.

WHICH ONE IS IT?

Many of our customers are now on the internet, and identifying units can be done via our website using the X-REF icon. All you simply do is input the Original Equipment number, and our equivalent part number will be shown, if a direct cross reference is made.

For customers who do not have access to the internet, you can as always phone through any Original Equipment numbers and we will do it for you. It is always worth checking the part number if you are unsure, and especially if you have the old unit there.

SLIPPING BELT – WHAT ARE THE SIGNS?

A poor charge rate can often be attributed to a slipping belt, and contrary to popular belief a slipping belts does not always make a screaming sound.

The signs of a belts slipping are, poor or intermittent charge rate, excessive alternator belt dust build up in the fan or the front face of the alternator.

A rusty burnt pulley indicates a pulley has got hot, due to belt slip.

Finally a mirror polished middle where the belt runs in a pulley is also a sign of a belts slipping.

NEW TRANSIT STARTER MOTOR STICKING

If you come across customers complaining of a sticking Starter Motor on a New Duratorq engine in a Ford Transit, it is the first sign of a Dual Mass Flywheel (DMF) fault. A new starter will only solve the problem temporarily, more investigation is needed.

RING OR FAX TECHNICAL FOR FURTHER HELP

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