

Did you know...?

You can cross reference OE part numbers on our website
www.autoelectro.co.uk



Did you know...?

Our All New 2007 Catalogue is out now!
We are now one of the oldest established full line remanufacturer of Starter Motors and Alternators in the UK

AUTOELECTRO

Starter Motors & Alternators
Since 1986

Technical Bulletin 10

SOME COMMON ALTERNATOR FAULTS AND HOW TO CURE THEM!

Below are some common alternator complaints and the common causes of these complaints.

- Complaint – Battery Warning Light staying on
Possible Causes – Incorrectly wired warning light wire on alternator. Loose alternator belt.
- Complaint – No Charge
Possible Causes – Poor Main feed or earth. Blown fuse, or a loose alternator belt. A faulty clutch pulley can also cause a no charge fault.
- Complaint - Noisy
Possible Causes – Faulty clutch pulley, loose pulley, worn bearing due to over tightened belt.
- Complaint – Low Charge rate
Possible Causes – Poor or dirty connections, such as a rusty or loose main feed, and bad earth. Both of these can be checked by using a jump lead from the battery. To check for a good earth simply take a jump lead from the negative side of the battery and connect to the body of the alternator, if the charge rate improves then the earth needs renewing or cleaning. Likewise to check for a good main feed, a jump lead needs to be connected to the positive side of the battery and the other side to the main B+ terminal at the back of the alternator, if the charge rate improves then the main feed needs renewing, cleaning or the terminal replacing if rusty.

NEW 2007 CATALOGUE NOW WITH MORE TECHNICAL INFORMATION

Our latest 20th Anniversary catalogue is now available and contains more than 240 new part numbers, but more importantly the new catalogue also highlights technical information with the part number concerned.

This will enable you to let your customer know if there is anything to check and fix first before fitting a new unit that may fail prematurely due to an external fault.

WHAT DO ALL THOSE TERMINALS DO?

At the back of most modern alternators there are now more terminals than we are used to. Older alternators relied on a warning light terminal marked D+, and a main feed terminal marked B+ to make them work, and that was it, until....

DF – This is mainly on Bosch internal fan alternators and this connection is for information to the computer.

D – This is on Mitsubishi alternators and this connection is for managing the field, by a square pulse DC, the regulator is part of the engine computer system.

COM – This is used on later VW/AUDI, BMW and Mercedes applications, this terminal connects to the vehicle ECU using data signal for communication.

RING OR FAX TECHNICAL FOR FURTHER HELP

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