



AUTOELECTRO

Since 1986

STARTER MOTORS & ALTERNATORS

Technical Bulletin 13

DMF PROBLEMS AGAIN!

We have come across many cases of Vauxhall Starter motors being contaminated with Dual Mass Flywheel (DMF) dust. The main application where this problem is occurring is Vauxhalls fitted with the 2.0 and 2.2 DTI engine 2003 onwards. This affects Starter Motor part number AES1239, and the dust causes the pinion to jam on the shaft and stick. You will need to inspect these units and advise your customer accordingly as failure due to the DMF dust is not covered under warranty. Since it is an external fault, replacing the starter motor will not help you or your customer to cure the original problem. As it will happen again.

FREELANDER ALTERNATOR AND DIESEL CONTAMINATION

Keep aware of part numbers fitted to Land Rover Freelander Td4 Diesel. There are instances where diesel oil leaks into the alternator. To avoid further alternator failure you must check the old unit or failed unit for contamination. This is simply done by physically checking to see if the unit is oily and smelling of diesel. A warranty note is included in the box for part numbers affected by this mode of failure.

COMMON VEHICLE FAULTS YOU SHOULD BE AWARE OF!

1. Ignition switch fault – causing the starter motor to burn out, affects many vehicles such as Vauxhall, Mercedes, BMW, VW, and Toyota
2. Glow plugs faulty – as above this usually requires the vehicle to be cranked excessively to get started and again results in the starter motor being burnt out in most cases.
3. Poor connections - On Alternators in particular this can cause overcharging and undercharging problems, usually due to dirty, corroded or even loose connections. These are spotted by looking for rusty or burnt connections.
4. Slipping belts – another cause of low charge rate is belt slip. This can be identified by the pulley being rusty and discoloured on the outside, but shiny and polished where the belt has slipped. This is very common on Mazda alternators.
5. Fuel starvation – this results in excessive cranking, to bring fuel through to the engine and usually happens when fuel runs back or when work has been carried out to a vehicle.

WARRANTY REPORTS

You can have a warranty report faxed to you within 24 hours of a unit being returned to us. Please ask for further details about this.

NEW CD ROM CATALOGUE OUT NOW!

All our range is now listed on a CD ROM catalogue, please ask for a copy. You can update the catalogue via our website and keep up to date with all the new part numbers as they become available.

RING TECHNICAL FOR FURTHER HELP

Tel: (01274) 656101

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

www.autoelectro.co.uk

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