



# AUTOELECTRO

Since 1986

## STARTER MOTORS & ALTERNATORS

### Technical Bulletin 21

#### **VAUXHALL ASTRA 04 ON 1.7CDTI ALTERNATOR PROBLEMS...**

We have had many new units returned for the above applications that customers have supplied incorrectly. This is due to there being two types of Alternator fitted which look very similar but actually operate differently. It is very important to check the OE numbers from the old unit before supplying an exchange unit to avoid problems. The part numbers affected are **AEA4246**, **AEA4287** and **AEG1044**.

#### **FURTHER WEBSITE PRODUCT INFORMATION**

Our website features the latest in rotating image technology to help you identify part numbers more easily. We have now added terminal connection diagrams to help assist you even further with identification on both Alternators and Starter Motors.

**[www.autoelectro.co.uk](http://www.autoelectro.co.uk)**

#### **BURNT OUT RENAULT & VAUXHALL DIESEL STARTER MOTORS**

Please inspect the old unit carefully on the above applications as there have been increasing numbers of burnt out old and new units being returned. There can be several reasons for this, and the main issues can be a faulty ignition switch, excessive cranking, and fuel starvation, all leading to the Starter Motor being overloaded. Part numbers commonly affected are **AEU1193**, **AES2240**, **AEU0784**, **AEU1252** and **AES1287**.

#### **MAZDA RX-8 STARTER MOTOR TROUBLE**

When supplying part number **AEX1023**, it is important to find out what the issue was with the old unit because if it was burnt out, then there may be an underlying vehicle fault that may require further investigation. Some reports we have received are complaints of a lazy Starter Motor. This has been down to poor compression on the vehicle. It is recommended that a warm and cold compression check be carried out to avoid unnecessary replacement of the Starter Motor. We have also found that due to this compression issue a higher kW rated Starter Motor is available. But this is only a temporary fix as the engine requires attention, usually due to worn rotor tips. Also on short journeys the engine is prone to flooding which may result in the Starter Motor being burnt out due to excessive cranking. All **AEX1023** supplied by us have been fully bench tested, so if there is an instance where an **AEX1023** Starter Motor has been fitted and there is still a starting problem, then there may be a vehicle fault that requires further attention or investigation.

#### **DMF DUST NOW AFFECTING AES7151 STARTER MOTOR**

DMF dust has been found in **AES7151** Starter Motors recently, and we would ask that units are checked carefully for signs of dust contamination. Late Peugeot/Citroen HDI Diesel models fitted with a Dual Mass Flywheel have been found to suffer from this mode of failure where DMF dust builds up inside the starter motor and around the pinion.

**RING TECHNICAL FOR FURTHER HELP**

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