



Universal

Specialist in Rotating Electrics



TECHNICAL BULLETIN 003



Burnt out starters.



Pictures 1 & 2 show the effects of a starter "running in mesh". Picture 3 shows a "before and after" armature. The "after" has clearly exploded.

It always used to be the old Astras and Cavaliers that used to burn out starter motors due to ignition switch faults. We've all seen it; blue or missing teeth from the pinion, bits of armature hanging out, or a worst case, smashed nose cones or casings, plus that all too familiar "flame grilled" smell that hits you at ten paces.

Well, twenty or so years on things haven't changed much. In fact you could argue they've actually got worse! With modern high compression diesels and smaller, lighter reduction gear starters, it doesn't take much for a unit to fail. Faulty ignition switches, excessive cranking and fuel starvation are just some of the culprits. This isn't just confined to cars and LCV's but also Heavy Commercials. Mercedes Atego's, Late DAF's and Volvo's all seem to be suffering a similar fate. With starters getting smaller, it doesn't take much to "cook" a starter motor. So please, when deciding to change a starter motor on a vehicle, stop for a second and ask "why?" Does the unit look or smell burnt out? If it does and the fault that caused it isn't rectified, you may well be in a similar scenario in the not too distant future.

Some of the part numbers affected are:

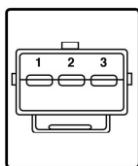
UNS1461	Late Nissan Micra
UNS1244	Nissan Navara D22
UNS1354	Nissan Navara D40
UNS1170/UNS853	Mercedes Atego
UNS1174	Iveco 75E15
UNS1441	Volvo FH/FM series 2000 on

Ford 3 pin plug problems.....

On many late Fords we have had a reoccurring issue of the battery warning light staying on after a new alternator is fitted. On further investigation (and teeth pulling) we find the original alternator had the same fault. This failure is often caused by a poor or broken connection to the 3-pin plug or wiring harness. The wiring and plug must be carefully checked to find the fault. A broken wire or corroded connection is often found.

Some of the units affected are:

UNA1186	UNA1226
UNA1214	UNA1354
UNA1355	UNA242
UNA320	UNA189
UNA1671	UNA1654
UNA1670	UNA2343
UNA1649	UNA198



VAUXHALL VECTRA 2007 ON 1.9CDTI DIESEL BOSCH ALTERNATOR PULLEY FAILURE

We wrote last time of problems with premature failure of pulleys on UNA540/541 and 542 alternators due to tensioner/bottom pulley issues. We have now discovered later models of the same vehicle are suffering a very similar failure.

Please check the clutch pulley on the alternator that has been removed from the vehicle. If the pulley is seized or spinning freely in both directions without the alternator turning, collapsed or completely missing, this will indicate a vehicle fault which has caused the failure of the Alternator. Fitting the new Alternator without rectifying the vehicle fault will result in premature failure of the new replacement Alternator. Please check the belt tensioner for correct operation and confirm that the belt has been correctly routed. The part number affected by this very common issue is UNA2360, UNA2403 and UNA2359.

Total pulley failure due to incorrect tension.



LOOK OUT FOR THE YELLOW LABEL! ⚠

In the near future we will be marking our units affected by serious warranty issues that are caused by vehicle faults, with a yellow warning label on the box and another yellow label on the part itself advising that there is important warranty information regarding the part in the box. Failure to take note of the enclosed information may lead to premature failure of the unit and that the warranty of the part may be affected.



DON'T FORGET OUR WEBSITE!

Where we have our product search facility to enable you to cross reference numbers from your old unit to get the corresponding Universal part number. We also show the picture of plug connectors for the alternators, and the solenoid connections for our starter motors.