



Universal

Specialist in Rotating Electrics



TECHNICAL BULLETIN 007

Warnings, pulleys, noses, voltage and lots of options.....

Warning tag information

We now have around 120 different part numbers with associated vehicle induced faults. Whether it's clutch dust causing the drive to jam, tensioners to fail causing pulley and bearing problems or fluid leaks directly onto the unit causing it to fail, we have them all logged. Now you can have that information too! Just drop an email request to chris@universal.uk.com and we can send you an excel file with all the part numbers and associated vehicle induced problems. This will enable your parts people to relay the information to your customers; hopefully improving supplier/customer confidence and at the same time reducing the potential for warranty issues occurring.



Stop/Start alternator Application

For some time now identifying which alternator is fitted to a vehicle has required O.E. numbers. With the onset of Stop/Start technology this is now even more important.

With some fitting times now up to several hours, it is vital to have the correct part. So why it may seem awkward to ask the vehicle owner or garage for the original part number, it will be even more awkward when they return an incorrect alternator.

Below are just some of the plug connections you may encounter; all of which communicate with the ECU/control unit, in one way or another.



Clutch pulley application

The clutch/free wheeling/over-running pulley is an important component in many modern day alternators. The reason? Clutch pulleys are there to take away stress and strain away from the belt and the rest of the system (water pump, tensioners, pulley wheels etc)

Over 1 MILLION clutch pulleys are sold every year. To make sure you get your share, log on to our website and look under clutch pulley in the alternator specification for details.

SPECIFICATION	
Part Number:	Universal Ref. UNAB60
Description:	OPEL / SUZUKI / FIAT
Voltage:	12 V
Amperage:	90 A
Regulator:	Internal Regulated
Pulley Type:	Flu-P/S (24mm)
Clutch Pulley:	VALEO UNCP43
Clutch Pulley Alternative:	DENSO UNCP50
Connection Type:	Plug 10 (B-D+)
Finno Alternative:	

My alternator says 12V, yours says 14V

We are often questioned on the above information and believe it or not, the answer is they are one and the same! A fully charged battery should be around 12.6 volts (2.1 volts per cell). In order to keep the battery charged the alternator needs to operate above this to "push" the current round the system. A healthy alternator normally charges around 13.5-14.5 volts; hence the 14V. It's the same for 24 volt systems which charge at around 28 volts.

Vauxhall Astra 1.7 Diesel choice of Alternators.

Despite these vehicles being around for many years we still get a fair few incorrect application with Astra "G" and early Astra "H" chassis vehicles. As a general rule if it's an Astra G with a Y17DT type engine then it's a UNA1311. If it's an Astra H with a Z17DTH type unit, then it's a UNA1548 or UNA1549 (with or without clutch pulley). There are a few Astra G car fitted with a clutch pulley type unit. This is normally a UNA2352. However, if in any doubt get the O.E. Numbers and stick them straight in our website as these units look virtually identical and although they all fit on, warning lights will stay on an the unit will not charge if the incorrect unit is fitted.

My starters got no nose.....

Despite the two starters below looking completely different, they do in fact interchange. Whether you have the conventional type on the left or the gear reduction shown on the right, you can happily fit either and know that not only do the interchange, but that they are fully backed up by Universal Rotating's four decades of experience.



W0L0TG7028025551



Astra G with a UNA1311 with example of chassis no.



W0L0AH17078000106



Astra H with a UNA1549 with example of chassis no.