



Universal

Specialist in Rotating Electrics

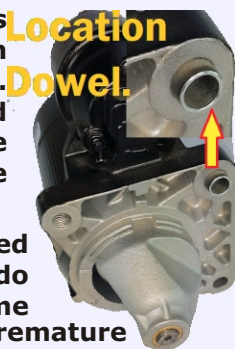


TECHNICAL BULLETIN 011

Packaging & returns, commercials, location dowels and tension!

If the dowel fits....

There are a number of starters that use a dowel to help them locate into the gearbox correctly. When the old starter is removed the dowel either stays in the gearbox or comes out with the starter as shown.



This **MUST** be removed and refitted into the new starter. Failure to do this will make the starter become noisy in operation, could cause premature failure and also void the warranty.

The latest unit to suffer from this is our part number **UNS1313**. These will now be tagged with all the relevant information.

Packaging and returns,

We have always spent a great deal of time and effort making sure our units don't get damaged in transit. For example if our units go out to an external courier they are double boxed, with two lots of packaging in place for protection; once around the unit and again around the inner box, as shown here.

The unit is surrounded in brown packaging with an additional piece covering the unit.



It is then placed in further packaging inside another sturdy box.

Unfortunately we regularly receive units back that are, shall we say, less than appropriately protected. An example is shown below. This can lead to a number of issues, from broken brackets, caps and plugs, to a worse case scenario of us never receiving the unit as it has fallen out of the box. In this particular instance the paperwork had fallen out, resulting in some major detective work to find the sender!



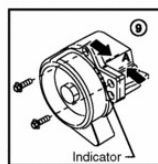
No packaging covering the starter motor.



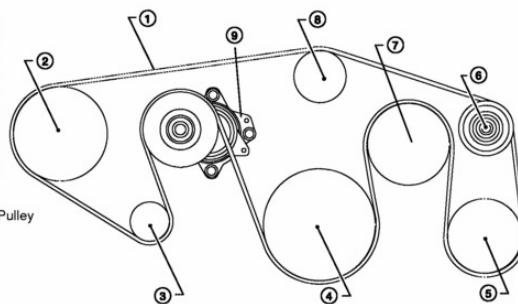
The box is neither sealed or taped shut.

Pulleys, bearing and tension.

We have seen a good number of alternators in recent years where incorrect belt tension has caused failure of the clutch pulley. Often the pulley is blamed, but this is normally incorrect. When changing an alternator with a failed pulley we would always suggest thorough examination of the belt and associated pulleys and tensioners.



1. Drive Belt
2. Power Steering Pump Pulley
3. Generator pulley
4. Crankshaft Pulley
5. A/C Compressor
6. Idler Pulley
7. Cooling Fan Pulley
8. Water Pump Pulley
9. Drive Belt Tensioner



When you look at the arduous route auxiliary belts often take, it is not surprising something in the system fails. So things to look for are:

- 1) Noisy tensioner.
- 2) Worn idler bearing.
- 3) Rust contamination.
- 4) Cracks in any housing, brackets, pulleys or even the belt itself.
- 5) Failure of the tensioner arm and spring.

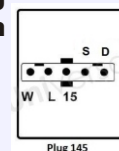
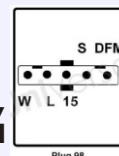
The latest to fall foul of this is our part number **UNA2625**, predominantly associated with the Renault 1.5dCi engine from around 2003 on.

Renault and Volvo commercial.

Please be aware that on certain Renault and Volvo commercials there are some alternators that look identical, but the plug has a different configuration.

The relevant part numbers are **UNA2677**, **2678** and **2679** that have plug 145 and part numbers **UNA2787** and **2788** that have plug 98, the difference being plug 98 has a DFM terminal instead of a dummy (D) terminal.

The vehicles affected are predominantly Renault Premium, Magnum and Kerax and the Volvo FH and FM series.



Part numbers and picture are for reference only 08/2015