



## TECHNICAL BULLETIN 013

**Blown rectifiers, burnt out solenoids, Stop/Start units & contamination.**

### Alternator failures caused by vehicle faults.

**Jeep Grand Cherokee 3.0 CRD**

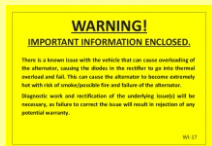


**UNA2877**

**Jaguar XF and XJ**



Both of these units have a very similar issue. Due to inherent vehicle problems the alternators **UNA2634** run at or near their maximum output for long periods of time. This causes undue stress and strain on the components, especially the rectifier and can cause the diodes to blow. Other symptoms can include the unit becoming incredibly hot and in rare cases catching alight. Due to the large numbers of these units failing prematurely we have enclosed a new W.I (warning information) leaflet in with each alternator supplied.



### Contamination problems.

No one likes a warranty unit. They're time consuming and very costly. Every month we accept back a number of units that have failed through no fault of their own. We shall, over the next few technical bulletins look at some of the most common causes. This time we look at contamination.



Here we have a couple of starters heavily contaminated by oil/fluid with the end result being the brushes and armature are destroyed and the entire back half of the unit is contaminated



with a black sludge making the starter motor unserviceable. This is surprisingly common, with many fluid leaks going directly onto the starter and causing the failure. Please check your old unit for any signs of contamination before changing.

### Cable and B+ terminal Melting and burning.

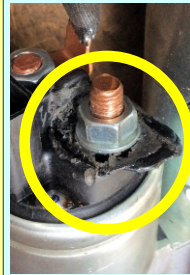
There is a known fault on the vehicles this starter is fitted to, resulting in the cable to the B+ terminal on the solenoid melting due to a wiring insulation issue. Please check the old starter motor for any damage to the solenoid or terminals. It may also be worth checking the harness for any signs of damage.



**UNS2036**

**Vehicles affected include:**

- Chevrolet Captiva 2.2D
- Chevrolet Cruze 2.0D
- Chevrolet Orlando 2.0D
- Vauxhall Antara 2.2D



This will now be covered by our W.I (warning information) system where by this information will be enclosed with every one of these units.

### Stop/Start or not? On the outside they're identical, on the inside they're not!

Now that we're totally immersed in the era of Stop/Start vehicles, we thought we'd briefly explain some of the differences. Initially on the surface units can look virtually identical. Take the **UNS1799/UNS1800** shown here. Fitted to a large range of later BMW vehicles, the stop/start and standard units look the same, however inside there are a number of improvements to the UNS1800 to help it deal with the rigours of a stop start environment.



Some of the improvements aren't so easy to see, such as an upgraded armature and drive, however the brush box has a very evident upgrade from four to six brushes as shown here.

**Don't forget we have a full range of the latest stop/start units available straight off the shelf!**

Part numbers and picture are for reference only 04/2018