



Universal

Specialist in Rotating Electrics



TECHNICAL BULLETIN 005

Problem units and unit identification

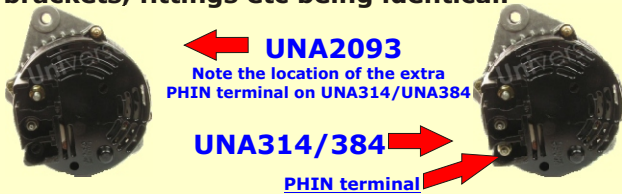


(Not so Smart Cars)



This is one of those units that must be applied with O.E. numbers, especially as the alternator options look almost identical apart from an extra terminal, the PHIN terminal (Phase input/internal) located on the back of the UNA314/UNA384 unit.

As the task of changing the alternator is reported to take upwards of three hours, it is vital to get the correct unit as they will both fit onto the car, the brackets, fittings etc being identical.



Chrysler 300C



The Chrysler 300C has an issue with contamination of the alternator. We have learned of a problem with the fuel pipe and an elbow joint directly above the alternator. The pipe and joint fail and leak diesel fuel directly on top of the alternator. This literally floods the alternator, contaminating the brushes and the slip ring, causing them to disintegrate and leading to no output. We have also had a number of units returned as "warranty" in the same condition. Clearly the initial leak hasn't been rectified and caused the alternator to fail again.



**UNA2357 alternator
Prone to diesel leaks.**



Renault Traffic Vauxhall Vivaro

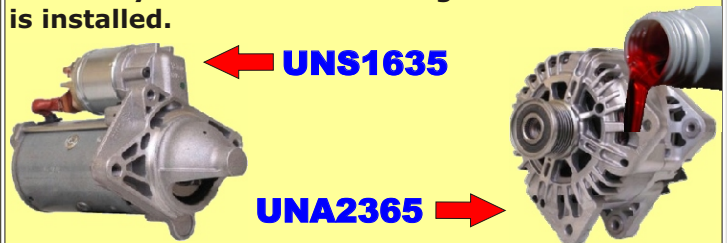


Nissan Primastar 2.0 Cdi

Here is a vehicle with a few issues. A quick glance through the various online forums highlights numerous problem areas, including gearbox, injectors and of course starters and alternators.

The starter motor issue on this vehicle is obvious from looking at the old units that are returned to us. They are all, almost without exception, burnt out. Whether this is an ignition switch or wiring fault that causes the problem remains unclear at this time, so please check the switch and wiring thoroughly if the starter motor has failed.

The alternator problem is a clear issue caused by contamination by power steering fluid. We have had a large number of old and "warranty" units returned covered in a red "oil" which we now know to be P/S fluid. This makes it's way onto the brushes and slip ring and, to not put to fine a point on it; completely destroys them both. Obviously the leak needs fixing before a new unit is installed.



Mercedes 2.2-3.2 Cdi 02-

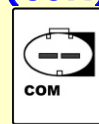
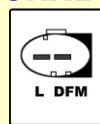
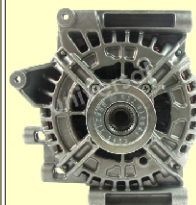


Quite simply, this type of vehicle MUST be applied with O.E. numbers. There are two types of units fitted and whilst they look identical they work in two very different ways, one being a DFM type, the other being a COM terminal (Computer controlled). As these are generally a three hour plus job to remove and install it is vital to get the right part, first time.

UNA471 (DFM)

&

UNA1407 (COM)



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*Within specified area