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AUTO ELECTRIC CORNER

Military Jeep, JD Starter, Volvo/Bosch Alternator, Audi/Valeo Alternator

A Puller...and Going Down the Memory Lane...!

Electrical Rebuilder's ERA FOUNDED 2001 ASSOCIATION

A WORD FROM THE EXECUTIVE DIRECTOR
2024 ERA Tradeshow Venue & Dates Chosen



The ERA Tradeshow committee has been hard at work getting the details for next spring's tradeshow event in St. Louis ironed out. This year's show will be outside the Lenten season, being held the weekend after Easter, so SAVE THE DATES! April 4th-7th, 2024.

The venues that were interviewed were given great scrutiny to insure a good "fit" for our group. Once again, all the events are being held under one roof, that being at the Crowne Plaza St. Louis Airport. There are quite a few hotels near the airport to choose from. The Crowne Plaza was chosen from the list because of numerous reasons, the price of the rooms being the number one reason along with perks such as free parking, free 24-hour shuttle service, complimentary Wi-Fi throughout and it being the latest facility to receive a total remodel/makeover. Everyone is sure to enjoy the "open spaces, being a high glass ceiling, large atrium style common area including the restaurant, bar/lounge, pool, water features and numerous seating areas for more private interaction." The ballrooms are centrally located on the ground floor making them easy access from the guest rooms.

The next items on the agenda for the committee will be establishing the schedule of events for the show. Numerous topics are being discussed for seminars as well as other ideas for tours.

Stay tuned to the ERA website and the Exchange magazine for updates as they occur. We will be announcing the room pricing, reservation guest code and phone number for the Hotel. Once all the events are planned, a pricing schedule will be announced as well.

Mike Schroeder



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NEW ERA MEMBERS

Detroit Starter Alternator
Dearborn Heights, Michigan

Pop and Sons Repair
Mill Hall, Pennsylvania

ABOUT THE COVER

Enlarged view of Prestolite 24V Military Jeep Starter, Photo Credit: Mohammad Samii

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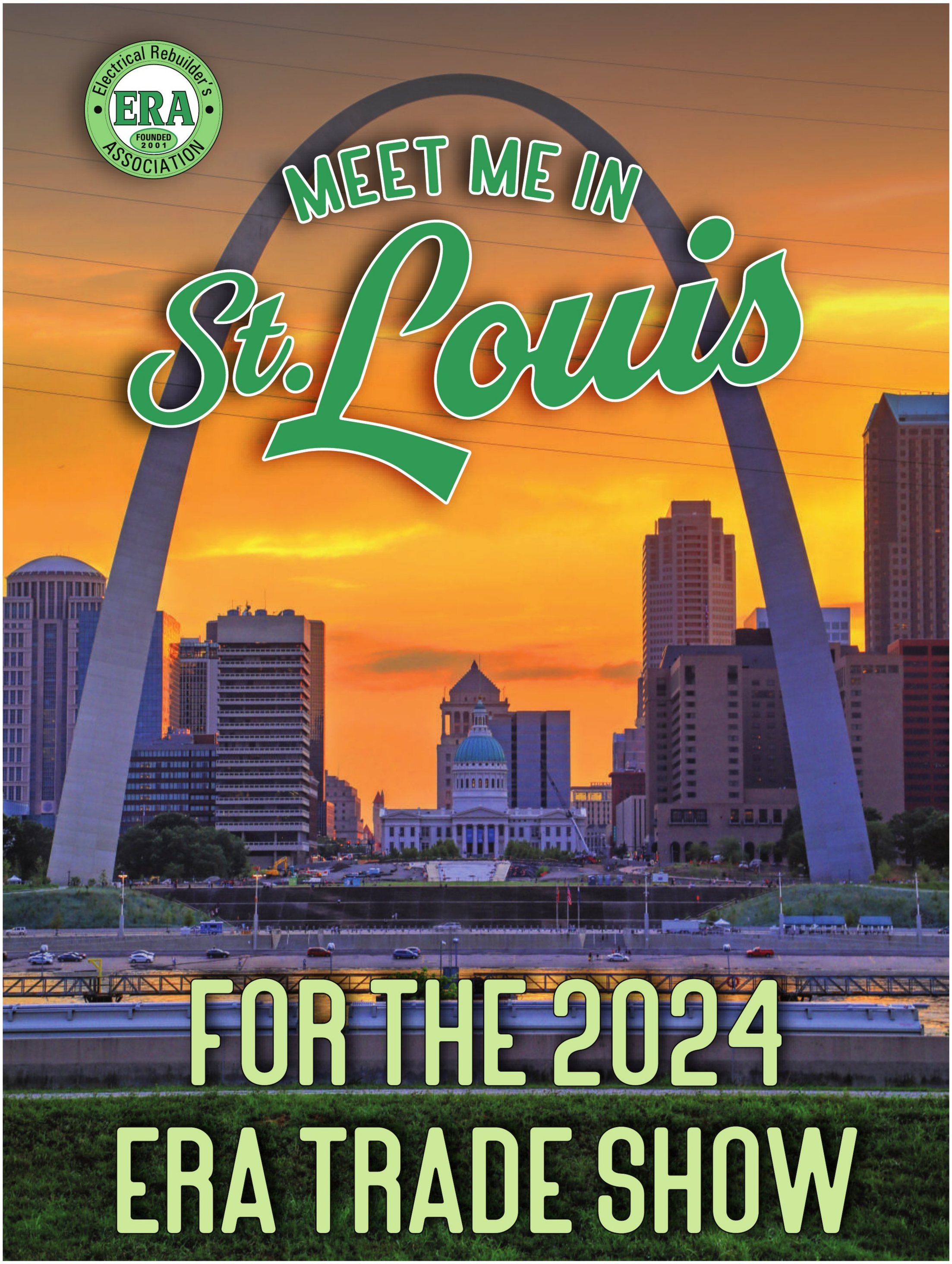
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AUTO ELECTRIC CORNER — Military Jeep, JD Starter, Volvo/Bosch Alternator, Audi/Valeo Alternator



BY MOHAMMAD SAMII

However the market for rebuilding antique and classic units is not a very large one, but most rebuilders run into rebuilding them occasionally as there are not many alternatives for replacements. Such units can sometimes be found on EBay and elsewhere with dubious quality and claims but by and large, custom rebuilders are nearly the only source of reliable repair and reconditioning that exists.

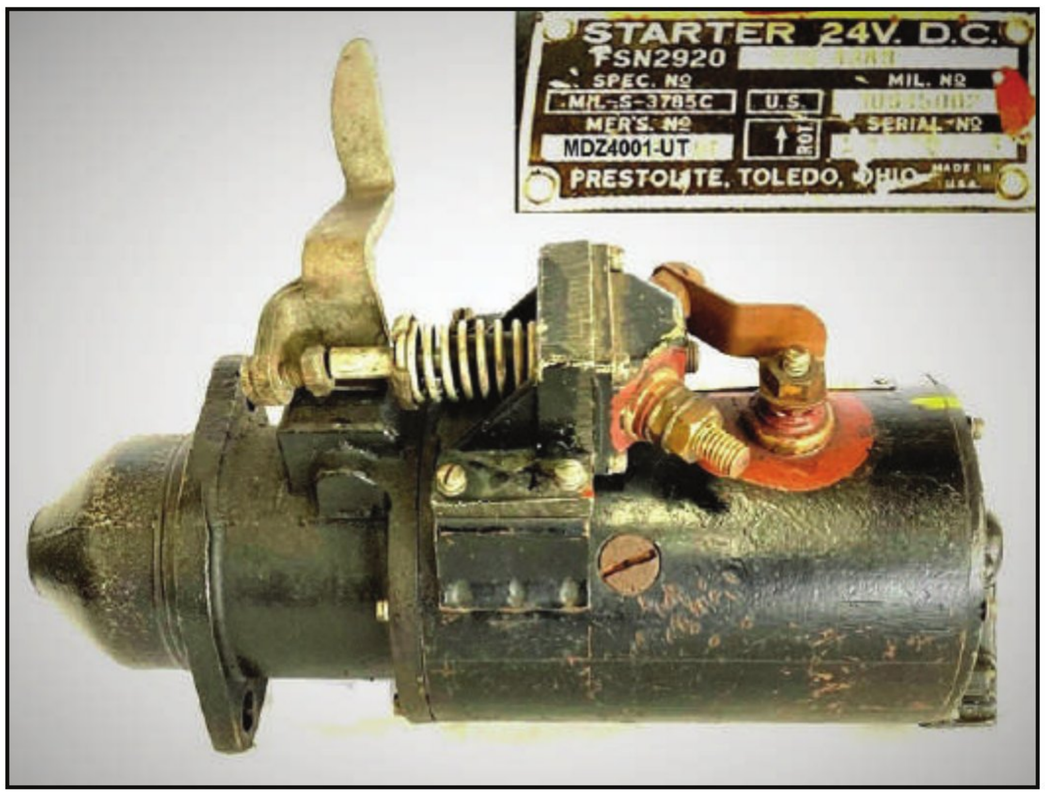


Figure 1 – Prestolite 24V Military Jeep Starter

Having said so, it was a kind of interesting to see this 24V Prestolite MDZ-4001-UT starter that came in for testing/rebuilding (*Figure-1*). It came off an actual Military Willys Jeep M38-A1, circa 1953 (*Figure-2*). The robust construction and heavy weight of the starter along with its mechanical foot operated lever switch was typical of the design of the military equipment that were mostly built by Prestolite and Leece-Neville of the bygone years.

The starter did not need much more than a check-up and inspection, along with cleaning a few switch contacts but it sure was an interesting design concept of the bygone years, as in today's applications, such starter would be made with a permeant magnet reduction gear units

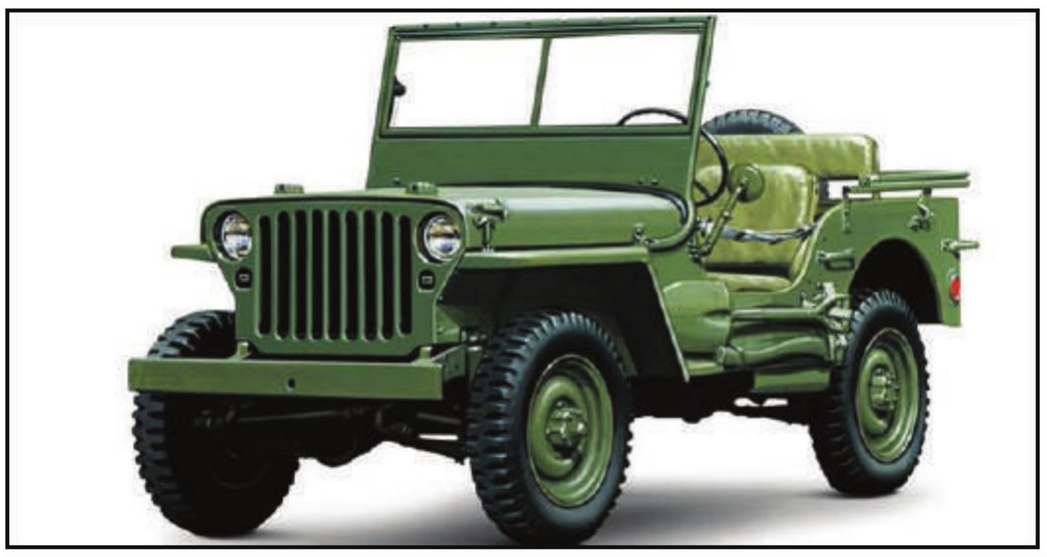


Figure 2 – A 1953 Willys Jeep



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weighting less than ¼ the weight of this starter.

The next unit which surprisingly I have seen 3 of them with last few months was rare John Deere 1108950 (4678) starters that fit a 1952 JD-60 tractor. These rare starters command a good price on EBay and elsewhere from $600 to $900 with a hefty core charge to be refunded when the core get inspected. Once you add the shipping cost for all of this, it makes for a very pricy unit.

This starter was in a drastic condition, badly corrodes, full of congealed dirt mixed with water and oil as if it has been sunk or was somehow under water and then dried out (*Figure-3*). The badly corroded end-plate was not any better either (*Figure-4*) which dismantling and cleaning required a lot of time and patience. But



Figure 3 – Rusted JD Starter's Armature and Fields

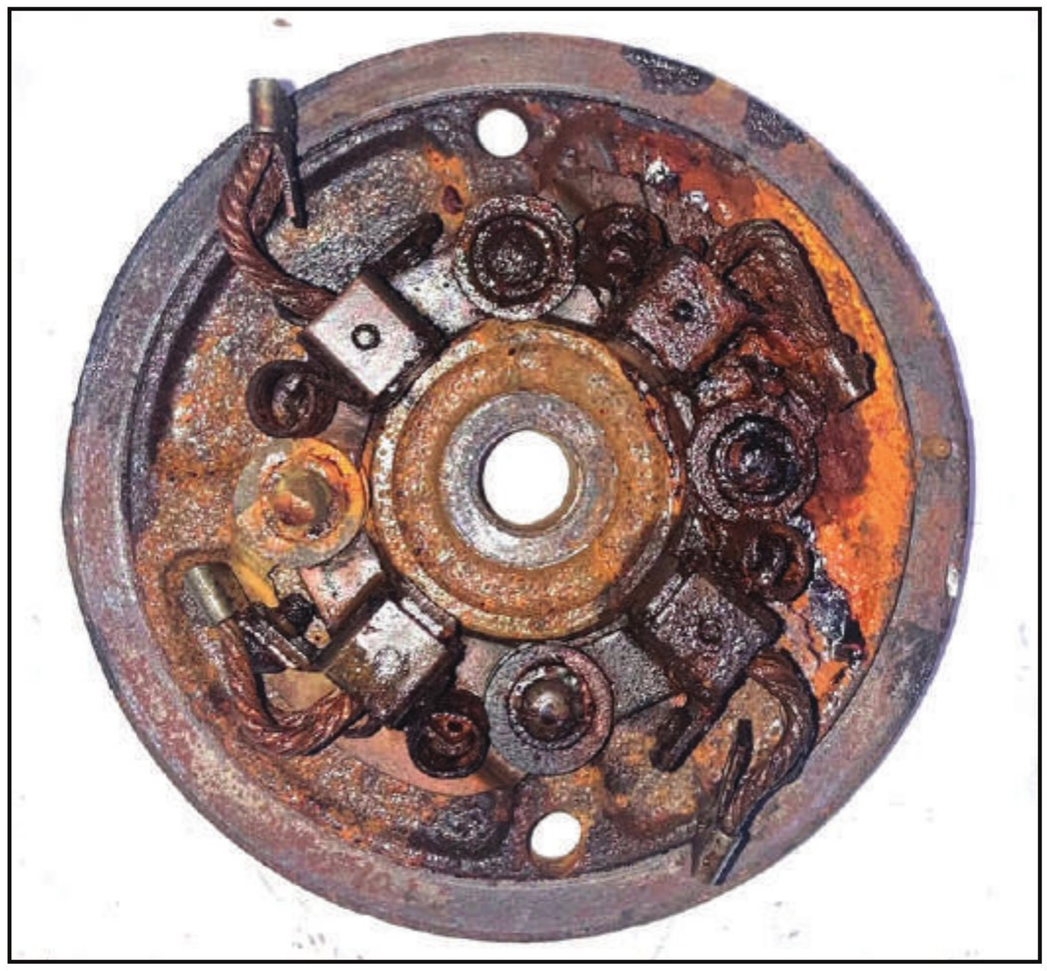


Figure 4 – Highly Corroded End-plate with Stuck Brushes

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Battery Type:	High Output Premium Lithium-Ion
Capacity:	296 Watt-Hours (296,000 mWh)
Joules 5S:	166500
Amps:	10,000/5000 Amps
Volts:	12 and 24
Lifetime Performance:	Up to 5000 Starts

JP-12-5000



ENGINE:	Instantly jump starts engines up to 10 liter diesel and gas
DIMENSIONS:	10.93" (L) x 10.78" (H) x 4.33" (W)
UNIT WEIGHT:	9.4 lbs. With case: 17 lbs.
BATTERY TYPE:	High output premium lithium-Ion
CAPACITY:	118.4 Watt-hours (118,400 mWh)
JOULES5S:	66000
AMPS:	5000 Amps (<200 ms)
VOLTS:	12
LIFETIME PERFORMANCE:	Up to 5000 starts
OPERATING TEMPERATURE:	-4° F to +140° F; -20° C to +60° C
WARRANTY:	One year

JP-12-10000



ENGINE:	Instantly jump starts engines up to 16 liter diesel
DIMENSIONS:	10.93" (L) x 10.78" (H) x 4.33" (W)
UNIT WEIGHT:	11 lbs. With case: 17 lbs.
BATTERY TYPE:	High output premium lithium-Ion
CAPACITY:	236.8 Watt-hours (236,800 mWh)
JOULES5S:	133200
AMPS:	10,000 Amps (<200 ms)
VOLTS:	12
LIFETIME PERFORMANCE:	Up to 5000 starts
OPERATING TEMPERATURE:	-4° F to +140° F; -20° C to +60° C
WARRANTY:	One year

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again, the high price of the starter—which the owners are well aware of—did justify the time, and a healthy invoice made the job well worth it. Finished starter painted with John Deere green is shown in *Figure-5*.

Volvo Alternator

The 0-125-811-052 (Lester 11346, *Figure-6*) Bosch alternator commonly used on many Volvo XC-70, XC-90 and many others is much like the 20741 alternator that was featured in August 2023 issue of the Exchange, but its clutch pulley and the way it is driven is unique, thus my reasoning to feature it in this issue.

This is a LIN controlled alternator which spins in reverse rotation (CCW) and uses a Litens Isolating Decoupler Pulley (IDP) that is toothed and does not have any belt of any sort, which makes the testing a challenge (*Figure-7*). Easiest way for testing is to remove the Decoupler pulley, use a solid one but you have to make sure you have a CCW 16 x 1.5 mm nut to secure the pulley. This nut is rare in application and may not be easily available in many rebuilder's spare drawers! I happened to have a couple of 13802 Volvo alternators for earlier S60 and S80's in stock that are CCW, thus borrowing the their pulley nut helped to secure a pulley for testing…I could not find the right nut I had saved just for this purpose!

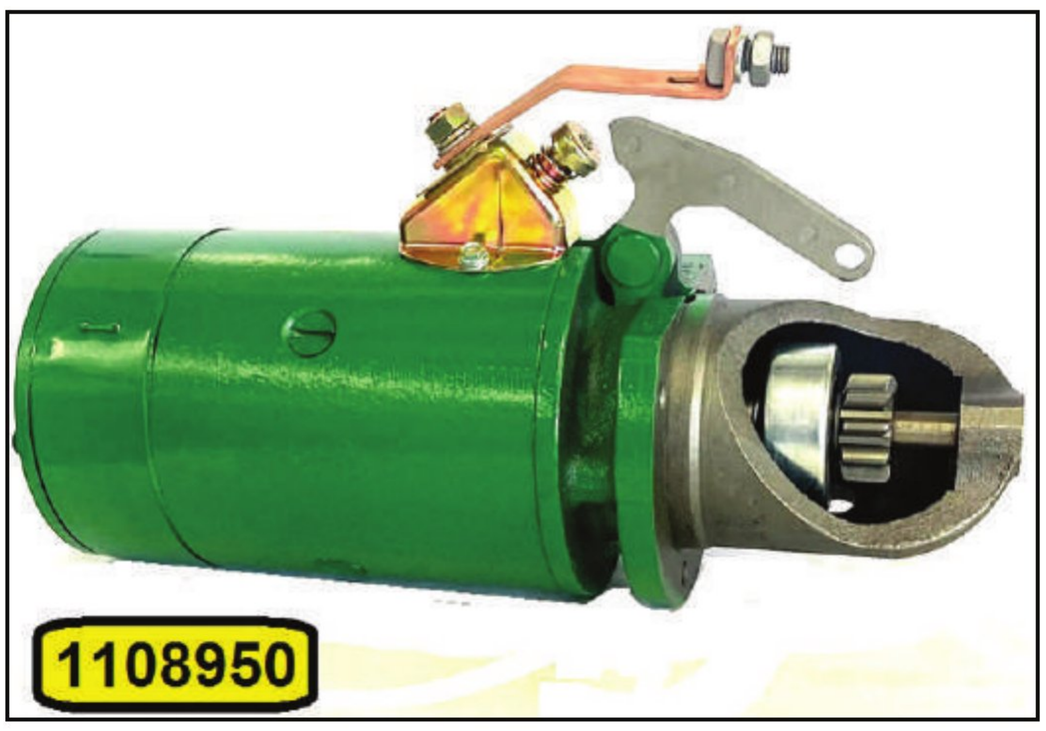


Figure 5 – Our Rebuilt JD Starter (Lester 4678)

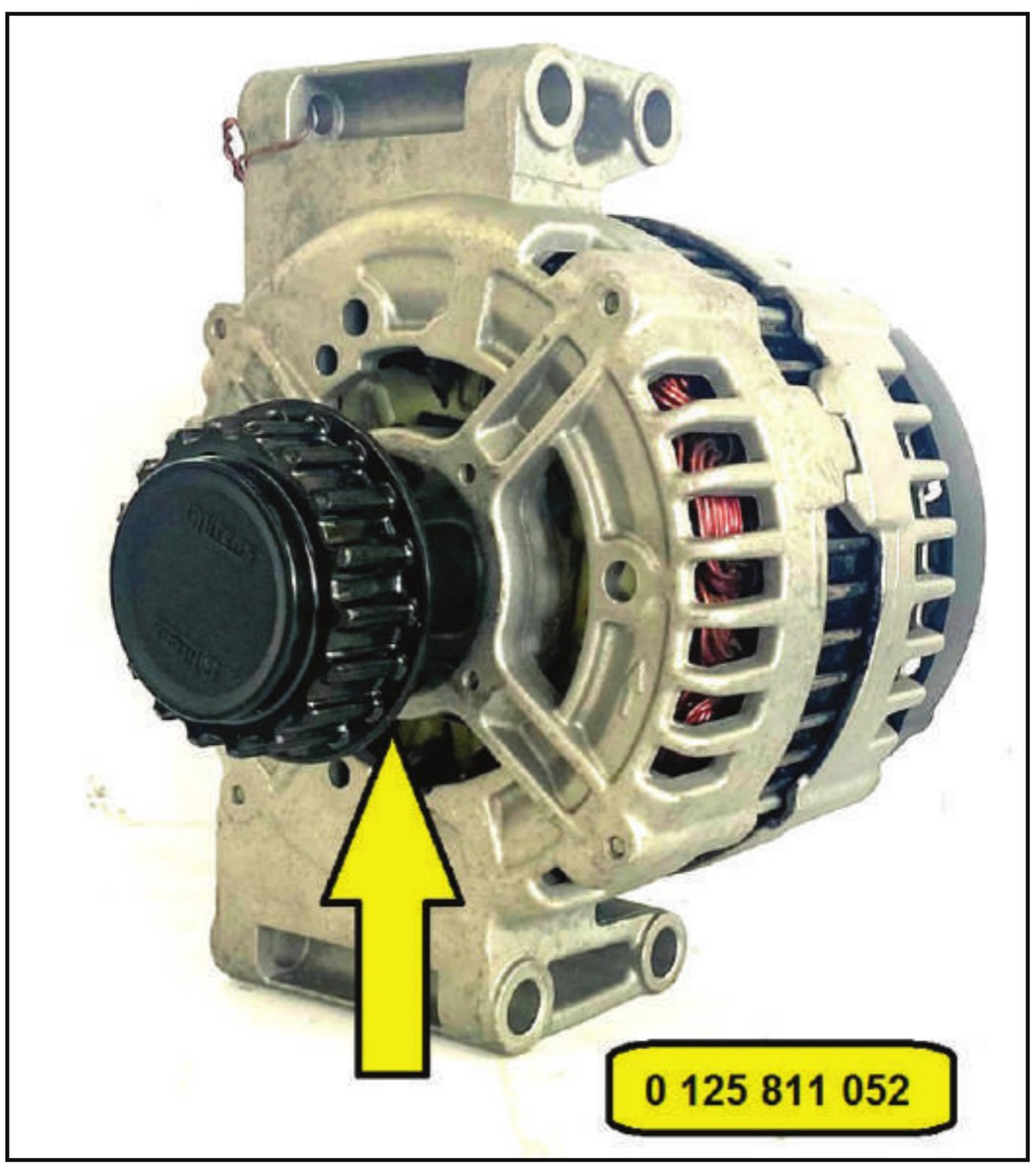


Figure 6 – Volvo Alternator (Lester 11346)

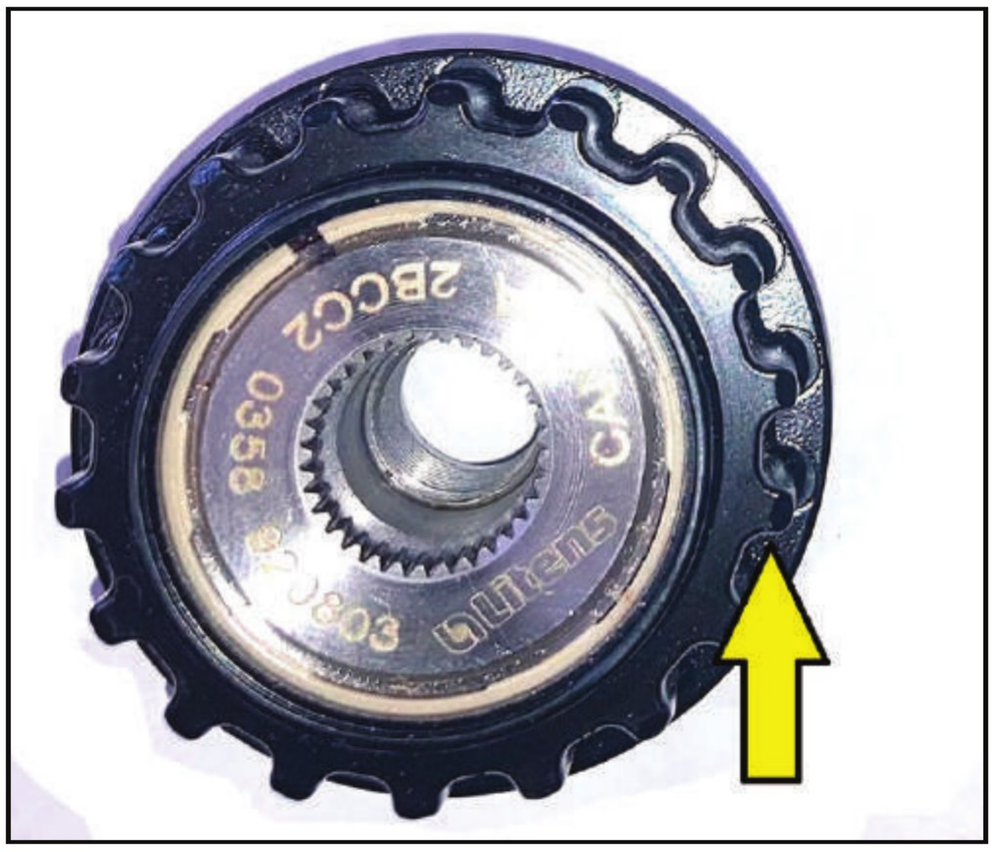


Figure 7 – Litens 920803 Cogged Decoupler Pulley



If someone just drops it on your counter to be rebuilt and you are not aware it is a CCW unit, you may naturally try to remove the clutch pulley by turning the clutch pulley in the wrong direction, an effort that actually tightens it, giving the illusion that it is too tight and need more torques for removal. Extra pressure in the wrong direction will either break your tool or snap the threads of the rotor shaft which then requires replacing the rotor, which to my knowledge is an unavailable item, thus rebuilding the unit will no longer be a possibility.

Figure-8 shows the back view of this alternator that has a LIN regulator with 470 plug code. In this unit, the slip-ring was worn out and required a replacement (Wagner's W160-04) along with the bearings. New clutch pulley from Wagner along with an OE regulator were also obtained to finish this alternator.

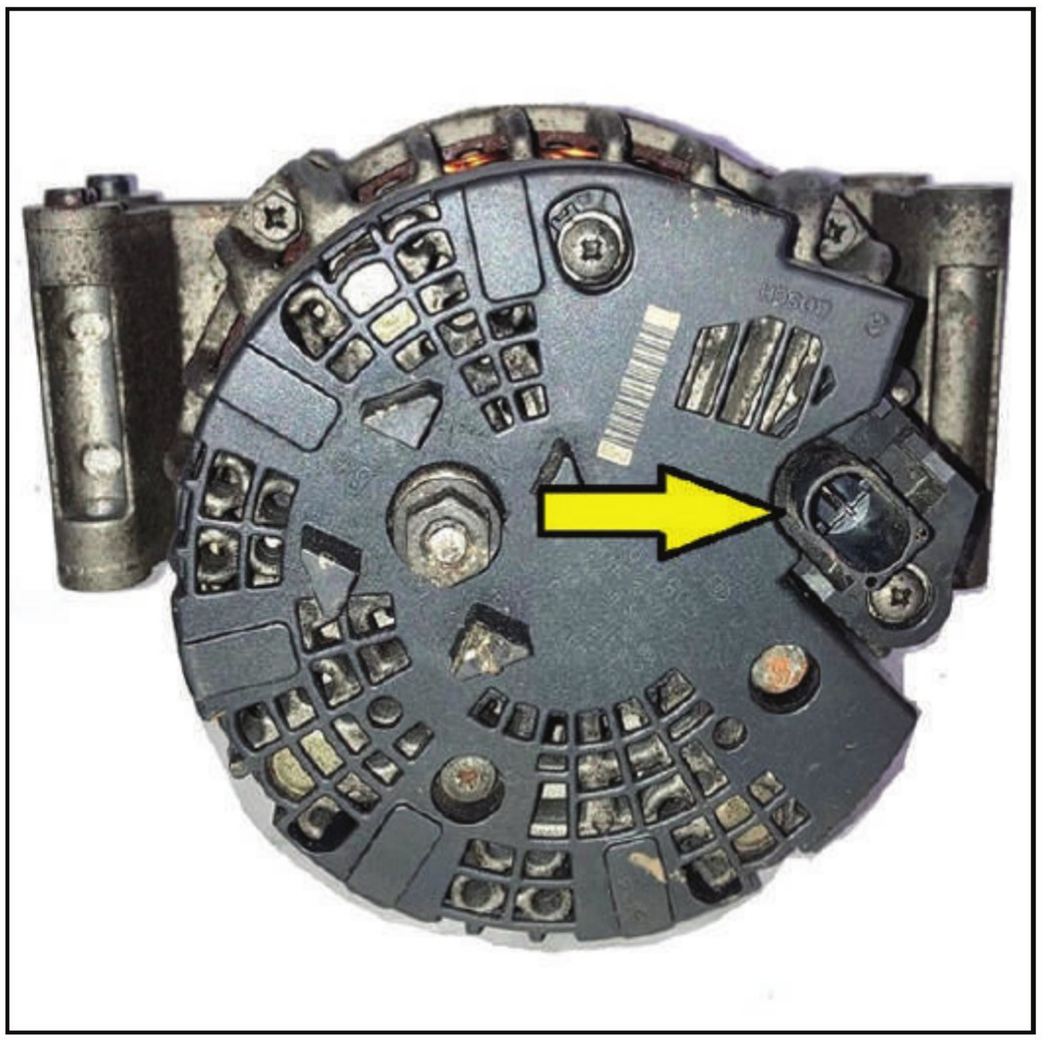
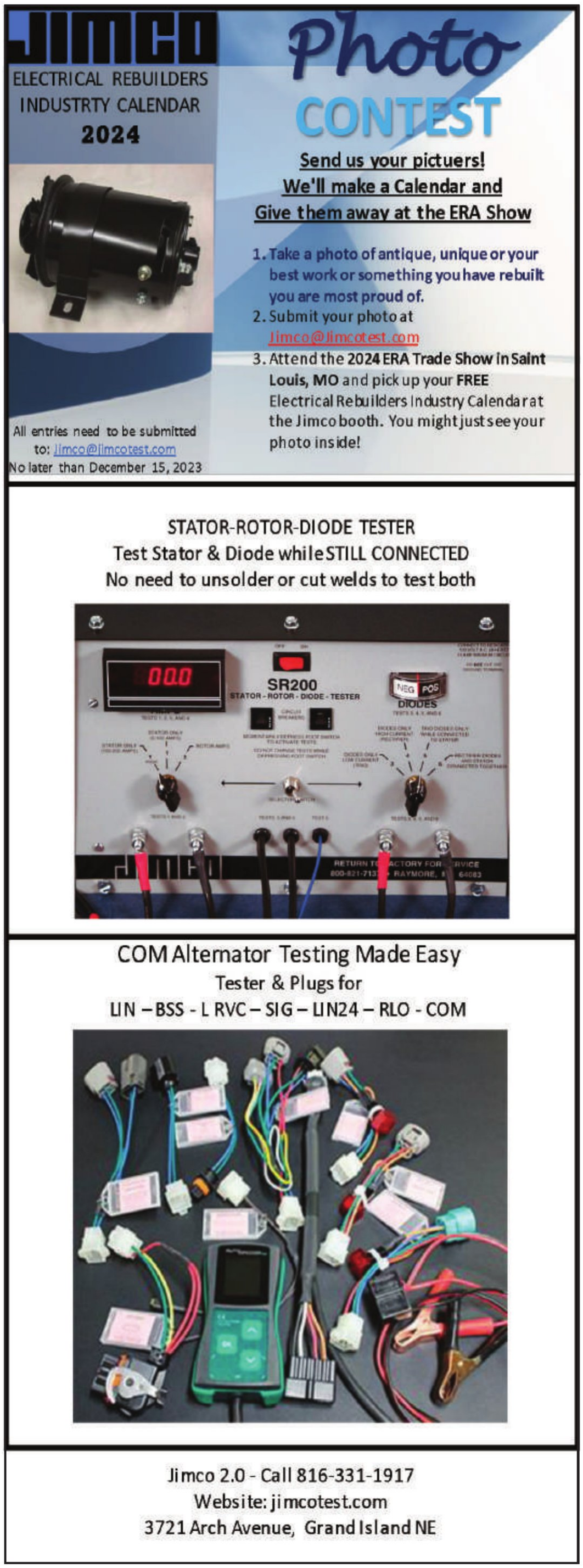


Figure 8 – Back View of the Volvo Alternator with 470 Plug Code

Volvo's electronics are kind of finicky (much like Mercedes-Benz and BMW's) and aftermarket regulator may cause compatibility issues. That is the reason I opt to use OE regulators in such application. I have not found a reliable way of replacing brushes in Bosch regulators, thus replacing them has been my only option. The high price of these alternators justifies the cost of OE regulator and clutch pulley if your product is priced accordingly.

R&R of this alternator is time-consuming and involves many hours in most models. The intake need to be taken off to access the alternator, and it is one of those job that taking a risk with non-OE parts may have consequences. Once the alternator was removed, a look under the intake showed the rubber-toothed drive gear sticking out of the block, and that is the gear that slides



over the clutch pulley to drive the alternator (*Figure-9*). This is a design concept that Volvo has used for many years and applications. It is a sort of unique approach in passenger car/SUV design but is a sort of staple of Volvo design concept.

Figure-10 shows the parameters captured with WAI-1000 test box, showing the regulator's manufacturer (Bosch) that communicates with a 1.3 version of LIN protocol and has an ID of 88. These were the exact parameters I got when running the old regulator (after rebuilding the alternator), but could not use it due to excessively worn brushes.

Audi/Valeo Alternator

Another unit of interest was this Valeo alternator that a shop sent in to be rebuilt. It came in a clean Bosch alternator box, which I assumed they had bought one already and wanted this to be their spare. That was not the case, they said the new (Reman) alternator did not work and that's why they want their original to be rebuilt. It was a surprising statement that raised a red flag with me, warning them of a possible vehicle issue



Figure 9 – Engine Gear that Drives the Alternator



Figure 10 – Regulator Data Captured by the Test Box

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causing a fresh Bosch reman alternator not to work but regardless, they wanted their own OE unit rebuilt and I accepted to do so. Never argue with a paying customer…!

The TG14C043/Lester 20305 alternator (*Figure-11*) was for a 2016 Audi A3, but it also fits certain VW models. The alternator had worn out brushes and a locked up clutch pulley. It was a type that uses STAT-COOL stator discussed in some previous issues.

Separating stator leads form the rectifier is necessary for splitting the two half of the alternator. This is not an easy process but after years of wrestling with the type, I found out if you use sharp icepick pointed at the right spot and use a screwdriver to support it, a couple of hammer blows will open up the weld in most cases, as shown in *Figure 12*.

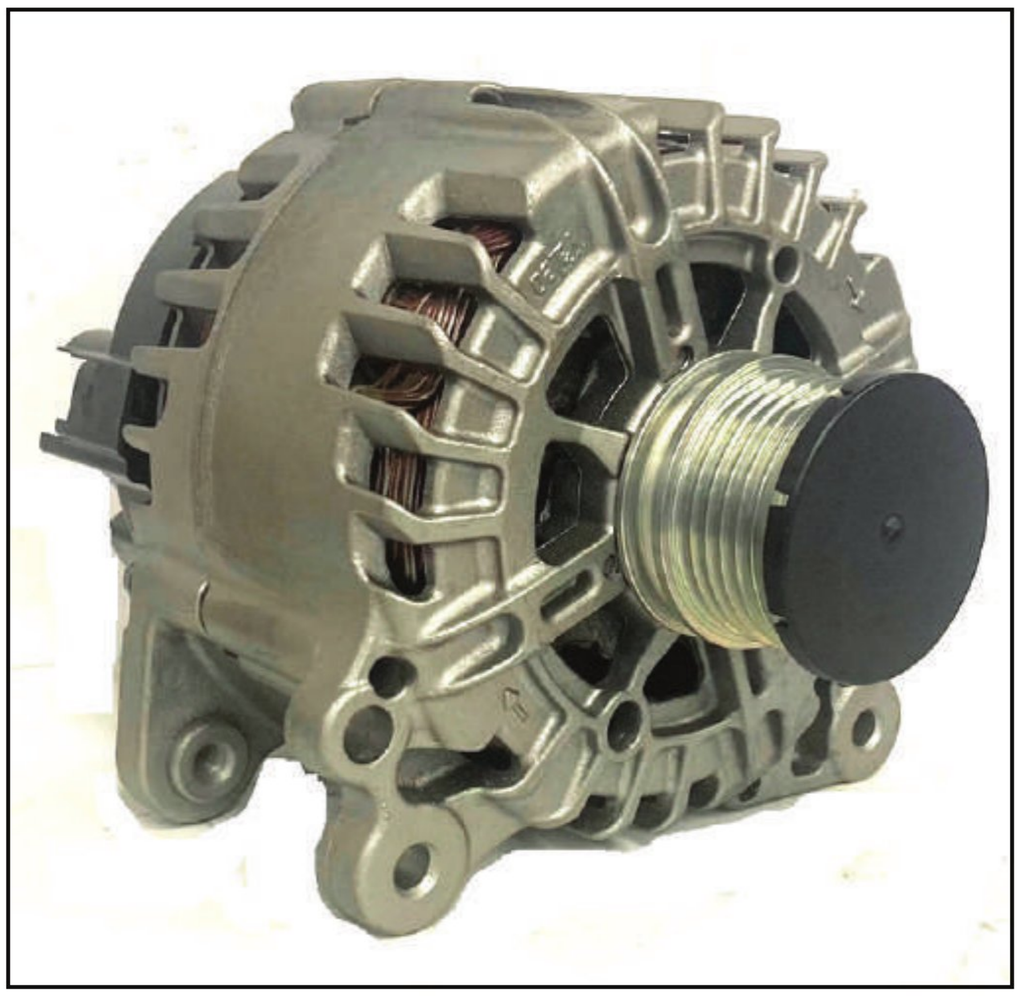


Figure 11 – Valeo/Audi TG14C043 (03L 903 023L) Alternator

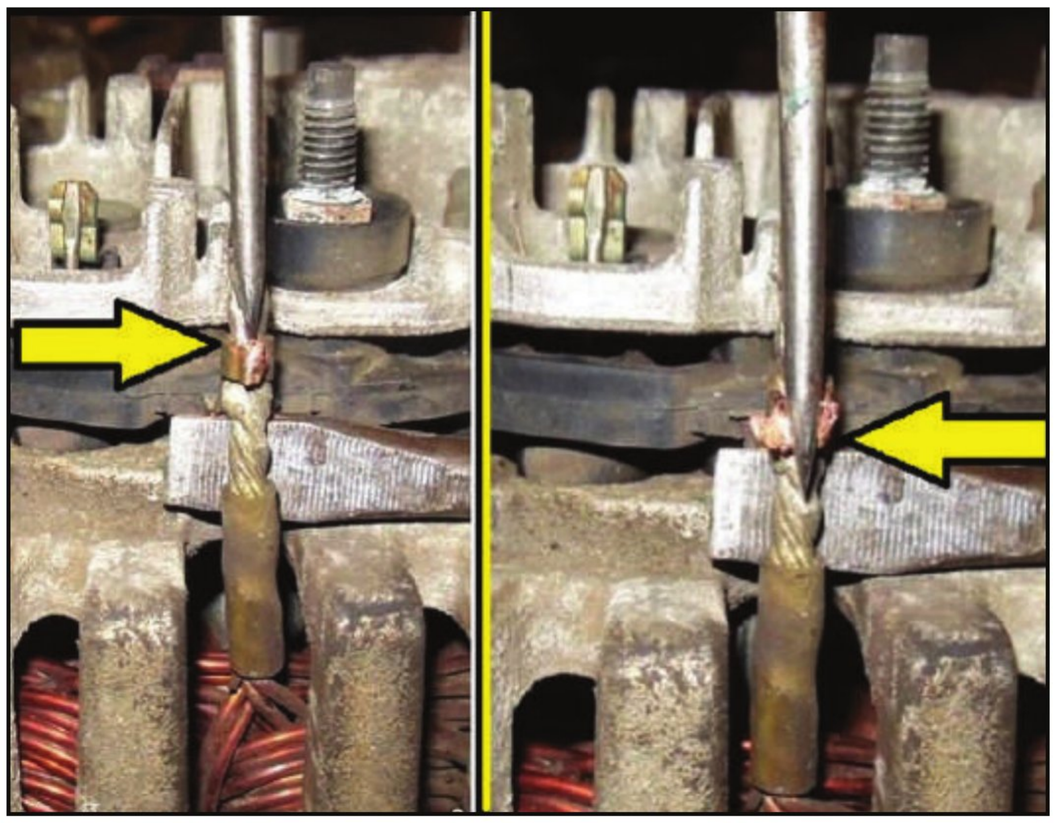


Figure 12 – Using an Icepick to open up the Weld



This alternator had 4-wire stator but with some effort, the welds opened up nicely (*Figure-13*) allowing the alternator to be split for access to the DE and SRE bearings for replacement.

I do not remove the stator from the DE housing where they are held in by epoxy if they do not need replacement. I just clean it thoroughly and lightly blast it with glass beads, replace the bearing and then apply a light coat of stainless steel paint (Seymour 16-054) to make it presentable as shown in the picture.

A positive feature of most Valeo alternators is that the brushes are replaceable, unlike most Bosch regulators that are not. The brushes were replaced along with the bearings. A new clutch pulley was installed and the alternator was tested. The captured details can be seen in *Figure-14*. The shop was happy they had their original alternator back and I never heard of any issue regarding its operation.

Well, that's it for this issue. Until I see you again, stay healthy and keep up the good work.

You can contact Mohammad Samii by email at: sammyselectric@sbcglobal.net, or by calling the ERA Tech Help Line at 636-584-8324

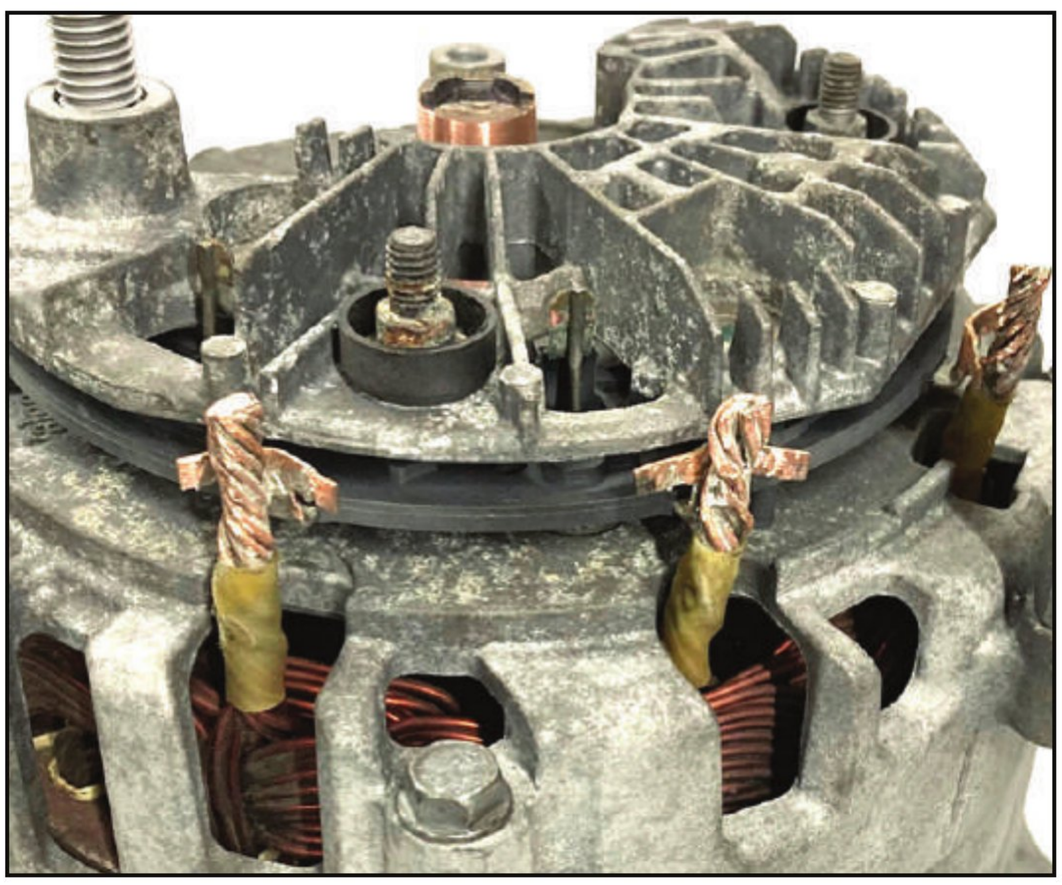


Figure 13 – Removed Stator Leads from Rectifier



Figure 14 – Captured Valeo Regulator Data

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A Puller...and Going Down the Memory Lane...!



BY MOHAMMAD SAMII

By late 1978 I started planning for my own business: the current Sammy's Auto Electric Service in Champaign, Illinois. At that time I was the main rebuilder/manager of a company called Haas Battery and Electric in Danville, Illinois, a typical blue collar industrial Midwest town and my wife's birthplace, some 45 miles away from my current location. I started my rebuilding career there, where I worked from 1973 to 1979–with a 1-year hiatus when I worked in Birmingham, Alabama!

GM's Central Foundry, Hyster, Bohn Aluminum, Super Sweet, Lauhoff Grain and many others were the major industries of the Danville area, which are now almost all gone. Lauhoff was and still is such a large company that it has a rail yard where they switch and move the train cars who were delivering or carrying grain and grain products in unbelievable numbers of tons.

I recall many service calls I had there to check the charging system of their special switch engines which had 2 large Diesels and 2 chain-driven Leece-Neville alternators charging a bank of 37.5 Volt batteries.

Haas Battery's owner, the late Alvin Haas, was a very gentle father figure and a WWII Navy veteran who served in the Pacific in the Navy's Construction Battalion (the famed Seabees). Seabees are known to be able to build anything anywhere under any condition, and they do. He joined the Navy after Pearl Harbor bombing because he claimed "It was the right thing to do".

He started his business in 1946 after the war's end. Already married, he was persuaded by his father-in-law, who was a manufacturer of battery plates, to start building car batteries. He used to buy battery boxes, installed the appropriate grids (made by his father-in-law) in each cell, make the inside connection, then added positive and negative posts. After covering it, a sort of tar solidified and sealed the top. Then the electrolyte was added and batteries were charged, stocked and ready for sale.

Later in the late 50's and early 60's when production lines were making the batteries much cheaper and faster to make, he found building batteries in-house was no longer economical. He then bought factory-made batteries in large quantities, filled and charged them and attached his logo on them. The black 5X7 logo that I clearly remember to this day had a slanted music staff across the label, and said in bright yellow "Haas Batteries Add Rhythm to Your Starting" to convey his love of music, as he was a big music lover, an accomplished trombone player who played in Danville Symphony Orchestra and was the leader of the City of Danville's Municipal Band…!

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He was very supportive of me going for my own regardless of loses he incurred by my leaving. We remained friendly and kept in contact. I helped him repeatedly with technical and rebuilding issues his business encountered and could not figure out. In return, he gave me some of the tools and equipment that he had collected during the years and had no longer any use for them under his present business condition and the quality of his employees.



Figure 1 – Owatonna Tool Company 853 Puller

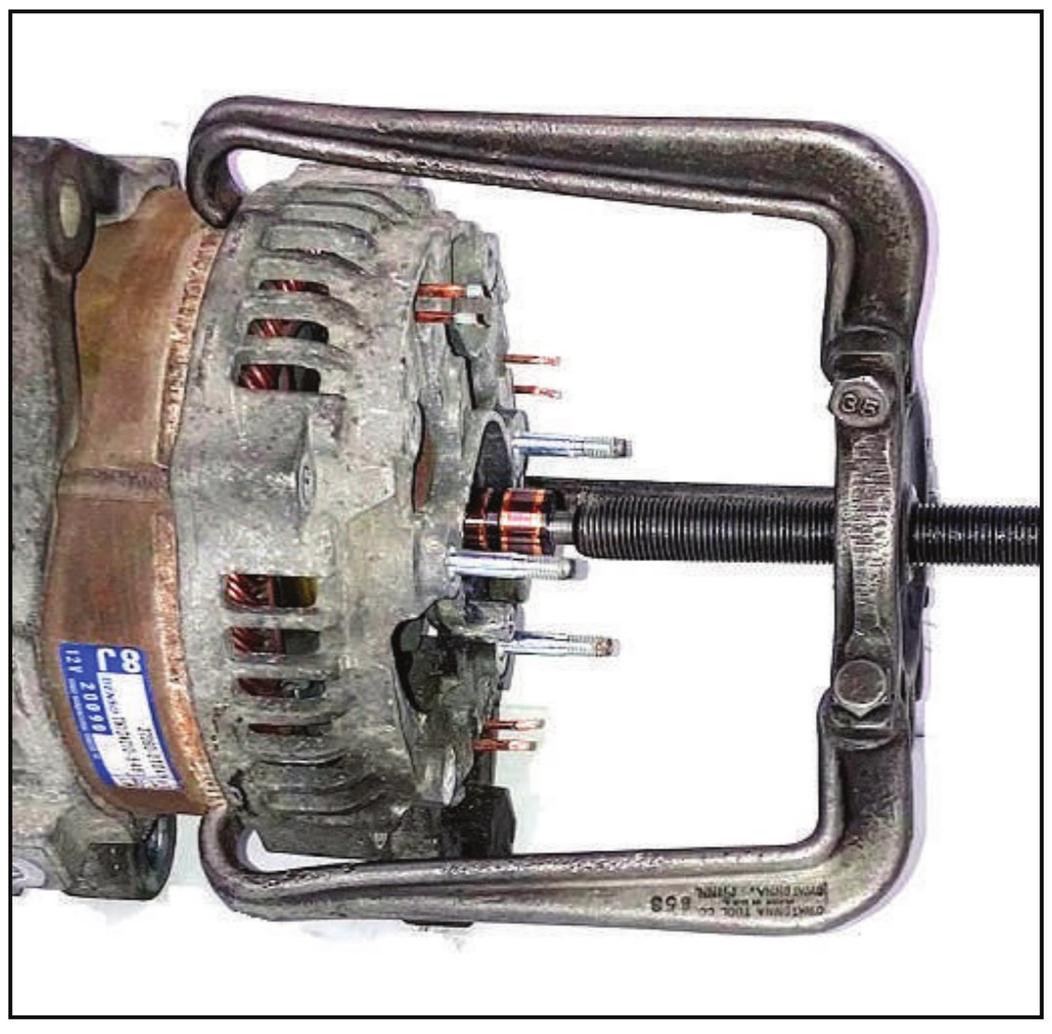


Figure 2 – Pulling SRE Housing with the Puller

One of those tools was this big 3-jaw puller that was handy for removing hubs, gears and such but could be rarely used for pulling certain alternator/generator pulleys. (*Figure-1*)

I kept this puller in a drawer and seldom used it. Some time ago in dawned on me to look at it again and put it to certain use. By grinding the hooks a little flatter for better grip, I use it for pushing the rotors out of the alternator DE housing when possible but it has become very handy for pulling the SRE housing off the rotor on Denso SC (hairpin) alternators which I rebuild quite a few of them. (*Figure-2*)

One day out of curiosity I decided to find out who the manufacturer of this puller was. As the shown tag indicated (*Figure-3*) it was made by Owatonna Tool Company in Owatonna, Minnesota. Yes…the company that later became the famed OTC…!

Owatonna Tool Company was established in 1925 by an engineer names Godfrey Kaplan whose son Rueben Kaplan invented the "Grip-O-Matic" puller and patented it back in 1929, basically the same typical 3-Jaw pullers that remains nearly unchanged after all these years.

As OTC grew, it became a very large company and big supplier of tools to the U.S. Army during the war years. It was acquired by Sealed Power Corporation (now SPX Corporation) many years later and by 2012 was purchased by Robert Bosch GmbH.

OTC is now a part of Bosch Automotive Service Solution division and a global supplier for vehicle electronic diagnostic instruments (scan tools and such), fuel system service tools, pullers, heavy-duty tools, shop equipment and hydraulic components.

So anytime I use this puller, it dawns on me I am using a tool made some 85 years ago. It also reminds me of late Alvin Haas. He passed away in 2009, peacefully in his sleep and at the age of 93. He prided himself for not taking any medication for 92 years of his life! In his obituary it was mentioned the last song he played on his horn a week before his passing was "This is My Country."

His family had suggested in lieu of flowers based on his wishes, you should go see a musical, go to a concert or attend a play....and treat yourself to a milkshake on the way home, humming all the way. Late Alvin loved his daily chocolate milkshakes…!



Figure 3 – The Nameplate of the Puller

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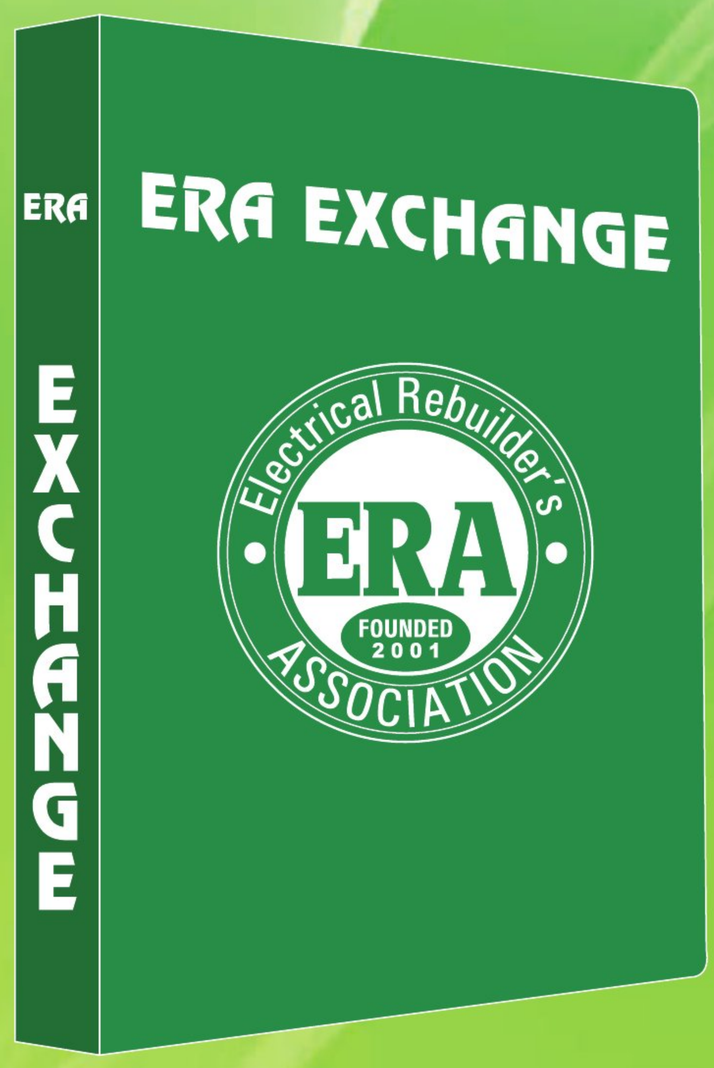
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MISCELLANEOUS

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Have you had an experience or learned something new that you'd like to share with other members? Call or text Bob Thomas at: 904-673-7301 or drop him an email.ere.bobt@gmail.com.

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