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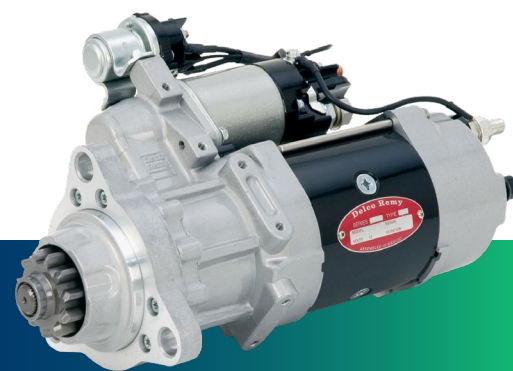
JUNE 2023

Delco Remy 39MT™ Now Covers Volvo 13L Turbo Compound Engines

We released a new Delco Remy 39MT part number 61022931 for the Volvo D13TC engine as well as service replacements in the aftermarket.

“This is exciting news for both the OE and aftermarket segments. The 13L engine is standard on many Volvo trucks, so we’re pleased to offer an option for new OE applications,” says Brian Koehlinger, Senior Sales Manager, Aftermarket. “Plus, with this new part number, we’re able to provide aftermarket coverage for a lot of engines that others have not been able to be service.”

The 39MT—the only OE starter on the market with a rotatable flange—boasts 30% faster cranking speed performance than other starters on the market. Available in both 12 and 24 volts, the 39MT is made for almost any heavy duty truck, off-highway vehicle or transit bus.



CRANKS UP TO
30% FASTER
THAN COMPETITION

Delco Remy 31MT™ Now Covers DTNA 5L and 8L Engines

The Delco Remy 31MT part number 61015899 is now available to cover service replacements for DD5 and DD8 engines on Freightliner, Sterling and Western Star vehicles.



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Tech Tip: Diagnosing Starter Cranking Problems

While cranking problems can be frustrating, identifying and correcting the root cause does not have to be.

The first step is to identify the symptoms. In a cranking system, you can divide your symptoms into one of three possible troubleshooting categories:

Slow Crank

The starter will crank; however, the engine RPM is slow to start the vehicle.

Click No-Crank

The solenoid clicks but the starter doesn't crank.

No-Click No-Crank

The solenoid doesn't click, and the starter doesn't crank.

Once you've identified which problem you're dealing with, then you can start to remedy it. **For all issues, the initial troubleshooting is the same: you start with the batteries.**



STEP 1 - Begin at the batteries

Charge the batteries and perform battery load test on the battery bank. If the load test fails, then individually test each battery and replace any faulty ones.

STEP 2 - Perform a voltage drop test

If the batteries charge sufficiently, then perform a voltage drop test on the starter main cables. The starter voltage drop should be less than .5V drop total on cranking circuit. This is an important step and is often the cause of a slow cranking complaint. Yet, voltage drop also is a leading cause of click or no-click complaints because almost every vehicle manufacturer uses the heavy positive post, located on the starter solenoid, as a place to pick up the current used to supply the control circuit.

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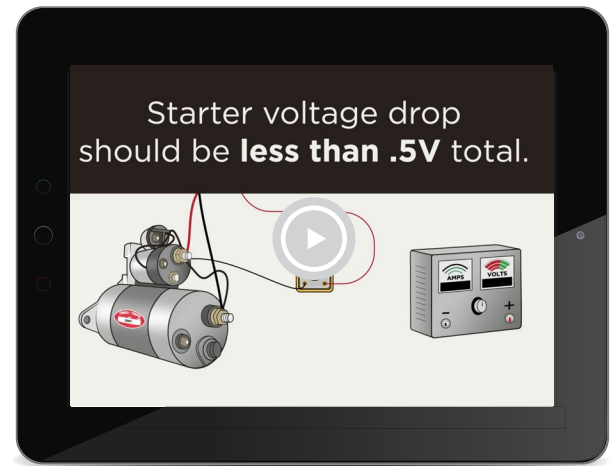
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STEP 3 - Identify the specific issue

Until now, the diagnostic path has remained the same regardless of the complaint. Now is where you address the specific issue.

- **Slow Cranking:** For the starter to be cranking, the control circuit would have to be working. So, if battery and cable checks are within specification and the vehicle still cranks slowly, then it's a slow cranking problem and it's time to replace the starter.
- **Click No-Crank:** Check the control circuit. If the starter does not contain an Integrated Magnetic Switch, or IMS, then a voltage drop test will need to be performed on the vehicle control circuit. If the starter does have an IMS switch function, then the technician will have to verify that the vehicle's control circuit is providing voltage to the starter IMS.
- **No-Click No-Crank:** When this occurs, power is not being sent to the solenoid, making it very unlikely that the issue is related to the starter motor.

If all systems have been checked, and the starter is found to be the cause, the ring gear also should be inspected for damage that could cause future starter damage.



This tech tip is one of our most popular, with more than 700,000 views! Add it to your library—it's a great reference and training tool for teams.

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Delco Remy 31MT™ Now Covers DTNA 5L and 8L Engines

“This is a win for the aftermarket, allowing independent dealers to consolidate their inventory and meet two applications with just one part number,” says Brian Koehlinger, Senior Sales Manager, Aftermarket. “The 31MT packs a lot of power.”

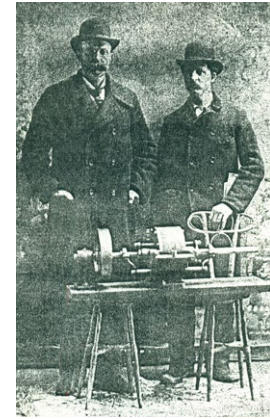
The 31MT—ideal for applications that have lots of starts and stops or work in a variety of stressful driving conditions—is equipped with the electrical soft-start engagement system for a predictable start every time. All of this ensures reliability and long service life. The 31MT, like all Delco Remy part numbers for the aftermarket, has the same OE quality that customers have come to trust and rely on.

Customers can access the Delco Remy Parts Catalog at delcoremy.com.

History of Delco Remy

For over 125 years, Delco Remy products have been the preferred choice for commercial truck, bus and off-highway applications worldwide.

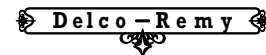
1896	Frank and Perry Remy founded the Remy Electric Company in Anderson, Indiana
1907-1915	Magnetos and dynamos evolved to self starters, generators, and ignitions
1916	Remy Electric and Dayton Engineering Laboratories (DELCO) become part of United Motors Corporation
1918	United Motors is acquired by General Motors
1927-1994	Delco-Remy becomes the world's largest rotating electrical manufacturer
1994	The rotating electric business spun-off from GM, forming Delco Remy America, Inc.
1995-2001	The company grew globally through acquisitions and new product offerings
2002	Delco Remy International acquired automotive alternator technology, engineers and equipment from Delphi
2003	Delco Remy ships first production electric motor for a hybrid bus application
2004	Company name changes from Delco Remy International to Remy International, Inc.
2015	BorgWarner acquires Remy International
2023	BorgWarner spins off business unit focused on internal combustion engine market to a new company, PHINIA, which includes the Delco Remy starter and alternator product offering



Frank and Perry Remy



1901



1927



1940s



1950s



1960s



1977

BorgWarner Inc. | 13975 BorgWarner Drive, Noblesville, IN 46060

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