



Precision Parts

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LIVE WIRE

Welcome

Greg Stuart
Engineering Manager

Welcome to the July 2005 issue of our "Live Wire" newsletter.

Greg Stuart's **Technical** column this month addresses the DAS188 starter used on the Nissan Maxima and Infiniti I30.

Hot Stuff covers a recall affecting some Infiniti and Nissan alternator applications.

For more information on these articles or other information, I can be E-mailed directly at:

gstuart@pprok.com

I look forward to hearing from you.

THANKS.

Contact Us



By Phone: 1-800-654-3846 ext. 243
Mon - Fri 7:00-4:30 Central Time
Precision Parts Technical Support can answer your questions on cataloging and technical issues.



By Fax: **1-405-685-7215**
Mon - Fri 7:00-4:30 Central Time

Precision Parts Technical Support can provide you with technical information via fax line. Call or fax in your request and we can respond by fax. We can supply catalog information, copies of technical articles and service bulletins.



By Email: techsupport@pprok.com

Combined, our technical staff has hundreds of years of experience diagnosing and correcting electrical system problems. We also have numerous resources available to help research and solve your toughest problems.



Technical

Greg Stuart
Engineering Manager

PPR PN: DAS188

Application: 03/95 to 07/01 Infinity I30, 3000cc engine
02/94 to 06/01 Nissan Maxima, 3000cc engine

Technical Service Bulletins:

ITB96- 034 , ITB97- 41a, NTB96 - 103 -- These service bulletins were issued to address no start and hard starting conditions. This is a summary of these service bulletins.

***** Do not crank the starter for longer than 10 seconds***
Allow a 10 second rest before trying to restart vehicle**

Hard starting or a no start condition may be due to the following items:

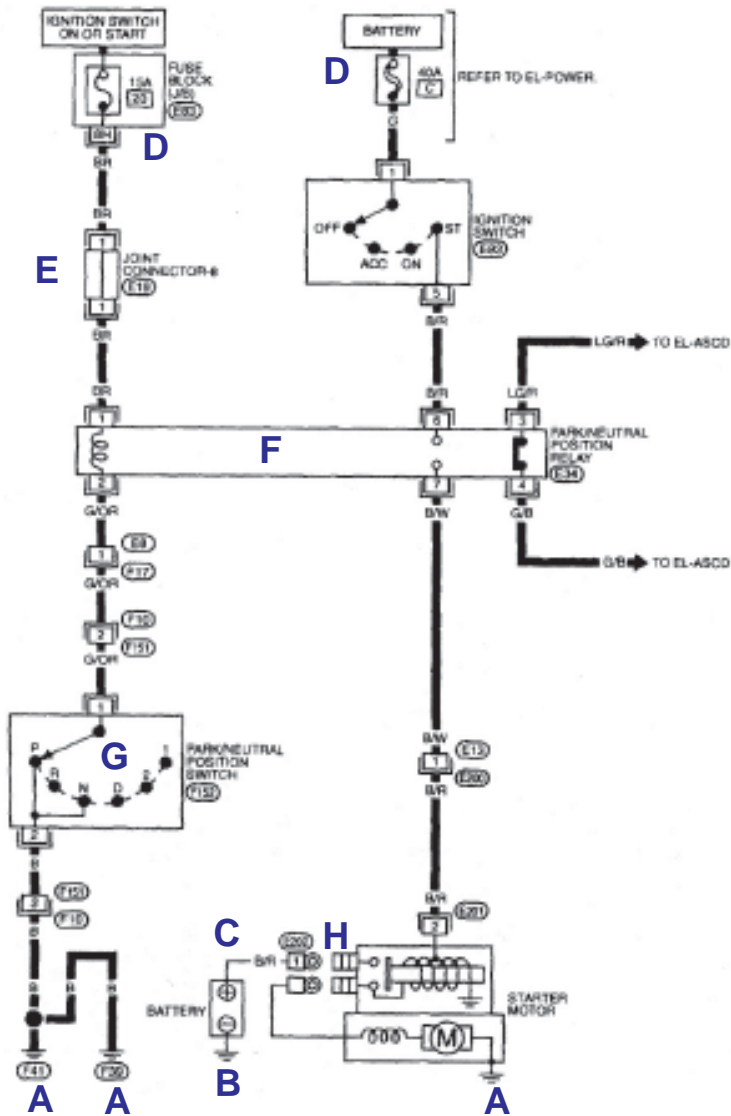
1. Short driving cycle proceeded by a quick restart. A no start may occur at this time. Per this service bulletin you can start your vehicle by, holding the throttle wide open and **cranking for no longer than 10 seconds with a cool off period of 10 seconds**. During low temperatures it is recommended to hold the accelerator 1/3 of the way down and start the engine. Once the engine is started release the accelerator. Do not race the engine while it is warming up. During cold weather operation the engine must remain running 2 - 3 minutes before being turned off. Starting and stopping the vehicle for a short period of time makes the vehicle harder to start.
2. Low fuel levels may also cause extended cranking times which will damage the starter.
3. Incorrect oil used. An API SG quality, SAE 5W-30 is the preferred engine oil. The 5W-30 oil will not thicken as much as a 10W-30 oil during cold weather, this makes it easier to start the engine and maintain a stable idle during warm up.

The hard starting is the result of leaking fuel injectors or carbon deposits on the valve seats. This can result in overcranking of the starter and early starter failure. During periods of extended cranking (longer than 10 seconds) extreme heat is generated inside of the starter motor. The heat is very damaging to the internal components of your starter; plastics melt, brush material starts to decompose, resulting in armature damage and the starter fails to crank the engine.

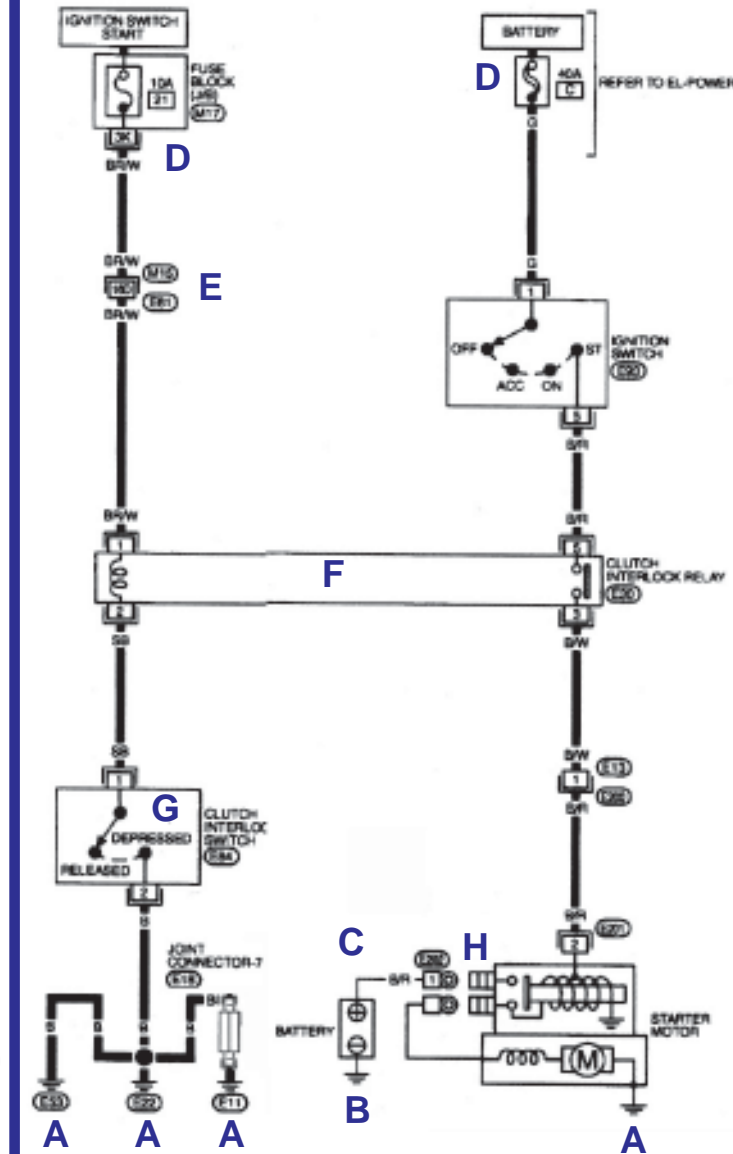
If you experience a repeated no start or hard start condition contact your mechanic or service dealer. This will save you from repeatedly replacing starters. **This is a vehicle problem, the starter is only a symptom of this problem.**



Typical Wiring Diagram: Automatic Transmission



Manual Transmission



Trouble shooting information:

- A. Check ground connections, must be tight and corrosion free.
- B. Check battery ground connection, must be tight and corrosion free.
- C. Check battery positive connection, must be tight and corrosion free.
- D. Check fuses, voltage drop across fuse no more than .2V.
- E. Check all joint connections in the circuit. They should be clean and have a tight connection.
- F. Check Park/Neutral Relay and Clutch Interlock Relay for correct operation.
- G. Check Park/Neutral Switch and Clutch Interlock Switch for correct operation.
- H. Check battery connection at the starter. Must be tight and show no signs of heat or corrosion.



HOT STUFF

DAA106, DAA314, DAA617

1997-1998 Infiniti I30, and Q45, and Nissan Maximas were the subjects of a recall on June 24, 2002, on NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) recall Campaign number 02V171000.

As many as 161,000 vehicles were potentially affected.

The concern was due to a rectifier diode that was possibly damaged when built, leading to a short in the rectifier track. The subsequent rectifier damage, in a worst case scenario, results in an under the hood fire.

Since October 2002, Precision Parts has remanufactured the affected alternators, DAA106, DAA314, and DAA617 with this recall in mind, with necessary components to address the recall issues. This recall issue only concerns the 1997 and 1998 models of these cars.

In the event you need a copy of this recall, contact PPR on our technical support line (1-800-654-846, ext 243), and we will be glad to supply it to you via email or fax.

