

DXS9169

IN FOCUS

Electrolysis damaging radiators is a major concern among truck drivers, a concern which has been voiced by many customers. In an attempt to rectify this, OEX has collaborated with Ashdown-Ingram's engineers to create an additional negative current path, not involving the engine block. This additional negative path is commonly required in most Kenworth trucks fitted with Cummins ISX, ISXe5 and Signature engines built from January 2011 to January 2016.

Due to the expected increase in current flow through the standard brush holder, our engineers decided not to modify the existing brush holder but to engineer a solution that follows the Ashdown-Ingram philosophy of innovation and excellence. The result was an enhanced brush holder almost double the thickness of the standard brush holder, which was never designed for this increased current flow. The OEX brush holder provides increased tensile strength with both posts welded in place for additional strength. The extra thickness of the brush holder assists with heat dissipation whilst also providing additional strength to support the extra negative cables that can now be connected to the starter motor.

The enhanced brush holder is installed by OEX technicians in our local facility. The base unit for the enhancement is the ever reliable Australian spec Red Body Delco Remy 39MT.

Customers can buy with confidence knowing that the unit is OE Delco Spec with an engineered local solution for Australian requirements.

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Starter Motor 12V 11Th

7.3kW CW 39MT style dual earth stud to suit Kenworth trucks fitted with Cummins engines

OEX



Delco Remy



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