

SNV024, SNV024GQ

Captiva CG

Engines Z22D1 2.2 Litre Turbo Diesel

JAS has noted a high rate of returns on these 2 types of Starter Motors.

JAS has been made aware of an issue with the wiring on the vehicles, that these Starter Motors are fitted to, causing the solenoid main battery cable terminal on the Starter to overheat and fail.

The main battery cable which supplies the Starter Motor with its battery supply has a connection to the Alternator output at the Battery stud on the Starter. This is a 2 piece joint with potential for resistance. The Alternator, being a high output unit charges the battery through this connection. Any resistance causes heat and this connection to eventually develop into an open circuit.

See pictures below. We have seen this issue on aftermarket and genuine starters.

Any potential for resistance at this point **MUST** be resolved when a new starter is fitted.



This damage to the Solenoid Stud is **NOT** a manufacturing defect but caused by external heat and any starter returned with this problem will **NOT** be covered by warranty regardless of time fitted.



E38-CAPTLOOM

JAS has been made aware of an issue with the original wiring (Battery - Alternator Cable) on the Holden Captiva, that causes the main battery terminal stud on the solenoid to overheat.

The issue with the original loom, Part Number 22738562, is separate cable lugs that develop excessive resistance and causes overheating.

The new updated loom which GM has improved, is a one piece cable with no join at the starter solenoid battery terminal.

Please note that if not replaced with a new loom, JAS will **NOT** cover any warranty claims that has caused the main battery stud on the starter solenoid to overheat and melt the solenoid cap.



UPGRADED

E38-CAPTLOOM

