

Source: Leece-Neville Heavy Duty Systems Division - Arcade, NY USA
 Date: February 27, 2009
 Bulletin No: TSB-1133
 Models: All US made alternators and starter motors
 Subject: Product numbering explanation - US alternator products

Motorola style part numbering

Motorola had a very specific model identification system, some of which has been lost and / or modified over time. The following is a partial example of the legacy alternator number specification. While some of these are still in use, many are no longer active.

| | | |
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| 8 or 9 | | First character, signified an alternator. |
| | HA, HC | Heavy duty, 5" frame, some had heavier front bearing. |
| | AL, AR | Open brush, 5" frame, mainly spool mount. |
| | MA, MH, MR | Marine and industrial, enclosed brushes and slip rings, 5" frame. The different variations initially signified differences in bearings and mounting styles. |
| | RA | Industrial, 5" frame, alternator and regulator combined. |
| | SA, SB, SC | SA were initially signified as cast iron and aluminum construction. SB and then SC models were the same basic configuration, heavy service, with a 6 1/2" frame. |
| | TA | Totally enclosed, 5 1/2" frame. |

The following are additional or modified Motorola style part numbers that were put into place during or soon after the purchase of the Motorola alternator division by Leece-Neville. Newly developed models that are part of existing product families will continue to be assigned this style of product number.

| | |
|------|---|
| 8LHA | Initially branded as 'LoadHandler Alternator', these are heavy duty, brushed, 6 1/2" frame, with J180 mounting style. After pad mount configurations appeared the 'A' came to specify a J180 mount. |
| 8LHP | When pad mount configurations came into use the 'A' was changed to 'P' to signify a pad mount style. |
| SCJ | Legacy 8SC models had a slight variation (approx 1/8") in distance from the front mounting leg to the pulley center line due to the initial interpretation of the newly created J180 specification. SCJ models corrected that variation to conform to the current SAE J180 specification. Present day 8SC models are also compliant to the current SAE specification, but hold to the original offset by using a modified fan. |
| LBA | 'Long Brush Alternator', same as 8LHA except with long brushes and longer warranty. |
| LBP | 'Long Brush Alternator', same as 8LHP except with long brushes and longer warranty. |
| MDA | J180 mount, 5 3/4" frame, brushed alternator. Originally branded 'BCA' (Business Class Alternator), these were changed to MDA (Medium Duty Alternator) in a voluntary agreement with Freightliner to eliminate confusion with their line of Business Class vehicles. As the output for these units have increased over time (currently up to 150 amp in 12/14 volt), they have outgrown the medium duty classification and are now referred to as 'Multi-Duty Alternators'. |
| MDP | 'P' - pad mount. Same as MDA but with pad mount configuration. |
| BLD | Brushless, 6 1/2", J180 mount alternators. It is not clear why the 'A' designation was changed to 'D' on this series. |
| BLP | 'P' - pad mount. Same as BLD but with pad mount configuration. |

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Important: The information contained in this bulletin is intended for use by trained, professional technicians who have the proper tools, equipment, and training to perform the required maintenance described above. This information is NOT intended for 'do-it-yourselfers', and you should not assume that this information applies to your equipment. If you have any questions regarding this information please visit our website at www.prestolite.com, or contact our technical service department at:

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Leece-Neville style alternator part numbering

Leece-Neville also had a unique part numbering configuration. As with the Motorola style, newly developed products that are part of existing families continue to be assigned numbers consistent with existing numbers.

| | |
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| A001 | Designates an alternator |
| A0012200 | 8" large frame brushed alternators. Primarily military, most of these models have been discontinued. |
| A0012500 | J180 mount, 6 1/2" brushed alternators in a variety of voltages and amperages. This series was largely superceded by the 2800 series. |
| A0012800 | Same frame style as 2500 series, with some improvements and increase amperages. While some of these models are still popular, for the most part they have been superceded by the 4800 series. |
| A0014800 | J180 mount, 6 1/2" brushed alternators. This is the current high output alternator series. |
| A0014900 | Same as 4800 series except with pad mount configurations |
| VLF | A commercial variation of the 2200 series, created primarily for coach and transit bus. VLF stood for 'Very Large Frame' alternator, these units have become cost-prohibitive to build and have been discontinued. |

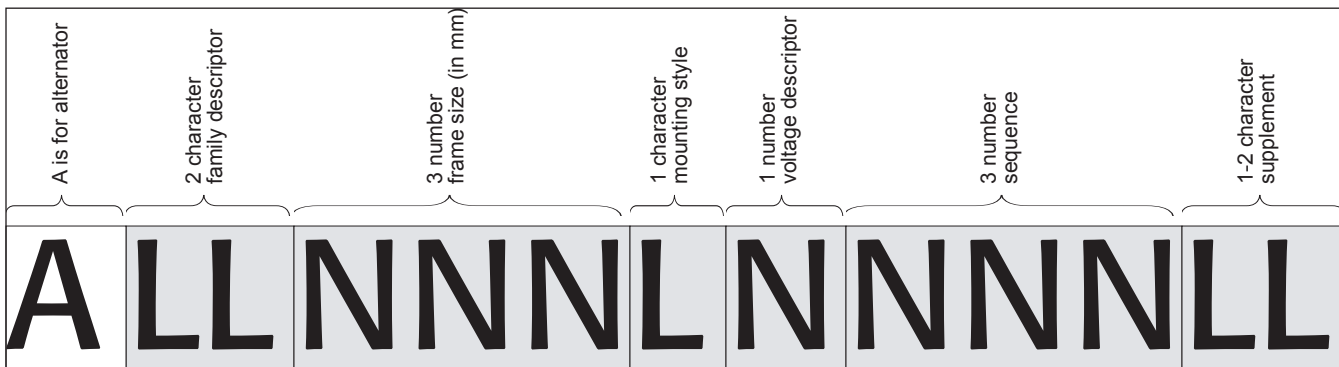
Suffixes

Over time some suffixes have been added to increase the capability of existing part numbers.

| Suffix | Meaning |
|-----------|--|
| H | Hex shaft on alternator. Allows for the use of hex key to hold the shaft while installing the pulley, requested by most OE's. These models are typically private labeled to specific OE customers. |
| GH | Generic hex. Same as H, but available to the general aftermarket. |
| No suffix | Alternators without a GH or H suffix will have a keyed shaft. |
| JB,JC,LC | Used to designate versions, no significance to the characters used. |
| AA | Remote rectified, remote regulated or both. |

New product numbering format

As Prestolite continues to grow, product numbers will evolve to be able to accommodate all product offerings globally. The format below will be used for new platforms as we continue to design new product lines.



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