REMAN' VERSUS RECON':

UNDERSTANDING THE DIFFERENCES

GET SMART

Although remanufacturing is more economical and better for the environment, maintaining high quality – and industry standards – is vital to differentiate the process from inferior reconditioning. Remanufacturing specialist Ivor Searle explains.

Cost is undoubtedly the main advantage when it comes to purchasing remanufactured automotive products. For example, Ivor Searle's remanufactured engines, cylinder heads, gearboxes and turbochargers cost up to 40% less than OE. This is an attractive proposition to independent workshops operating in today's highly price-sensitive marketplace where repair work can be won or lost for the sake of a few pounds.

However, although it's more economical to source a remanufactured product, quality and adherence to industry standards are key factors that Ivor Searle believe we, as an industry, need to keep promoting to distinguish ourselves from inferior reconditioned or refurbished products. After all, the complex process of remanufacturing an engine or component back to OEM standard requires significant investment in skills and capital equipment, let alone technical expertise and rigorous inspection procedures.

All remanufactured engines and components are checked against OEM tolerances and meet BS AU257:2002 standard.

With this in mind, all remanufactured Ivor Searle engines are built to exceed the BS AU257:2002 Code of Practice. This crucial standard sets out the difference between a high quality remanufactured engine to an inferior reconditioned unit. A remanufactured engine is exactly that – an engine which has been returned to the manufacturer's specification to provide levels of performance and reliability equivalent to the original engine.

The standard fully details how petrol and diesel engines and components should be inspected and checked against OEM tolerances. BS AU257:2002 also dictates that key components, including piston assemblies, big and small end bearings, as well as bushes, gaskets, seals, timing chains and drive belts are completely renewed.

Important additional operations, such as crack testing and machining components, are undertaken to ensure original performance is achieved with reliability. In addition to having all key clearances and tolerances inspected during assembly. Ivor Searle also fully tests and inspects all engines as the final stage of the remanufacturing process.

ORDER WITH CONFIDENCE

Thanks to this rigorous approach, customers purchasing a remanufactured engine can be confident that they are investing in a unit that is built to a specific standard. In contrast, a reconditioned engine is a unit that has been stripped or disassembled and cleaned – and may have had some damaged components replaced. Put simply, reconditioning is an entirely subjective process that offers little or no reassurance to the customer in terms of longevity, warranty protection or performance to OEM standards.

Ivor Searle assembly facility

Compare this to the remanufacturing process, which aims to return a product to at least its original specification and performance with a warranty that is equivalent or better than that of its brand-new equivalent. At Ivor Searle, all engines have a 12-month, unlimited mileage guarantee and each has a unique serial number. Once shipped, it is rare for one to be returned, which is testament to over 70 years of experience and superior technical expertise.

QUALITY-FOCUSED

In terms of other products, Ivor Searle also applies the same quality-focused ethos from engine remanufacturing when it comes to cylinder heads, gearboxes and turbochargers, all of which are remanufactured under a quality management system certified to ISO 9001:2015. Again, this approach enables us to ensure customers are provided with quality products remanufactured to a consistent standard at an attractive price.

Finally, it's also important to remember the 'green' aspect of remanufacturing and the contribution our industry makes to protecting the environment. Typically, a remanufactured engine from Ivor Searle will save 55kg in core metal, with 85% of an engine's original components returned to OEM specification. Remanufacturing also uses around 85% less energy than manufacturing at the other end of the cycle and ultimately reduces the quantity of landfill and the associated energy needed for disposal. In many respects, it would be fair to say that automotive remanufacturers are the unsung heroes of recycling.