REMANUFACTURING

QUICK-FIRE Q&A: IVOR SEARLE COMMERCIAL DIRECTOR, DAVID ESZENYI

What factors led Ivor Searle to prioritise the DV5 engine for inclusion in its remanufactured range?

A range development is a continuing process, and the DV5 diesel unit has been added in response to high demand.

How does Ivor Searle ensure consistent quality and compliance with BS AU257:2002 across high-demand units, like the DV5?

It is ens manag ISO9001:2015.

It is ensured through a quality management process certified to 01:2015.

What support or guidance is available for motor factors and workshops fitting the remanufactured DV5 engine?

All of our remanufactured engines are supplied with preinstallation guidelines and model specific instructions, if required. Our expert customer service team is also on hand to support factors and workshops.

Ivor Searle has added the 1.5L DV5 diesel engine to its all-makes range, covering 26 Ford, Peugeot, Citroën and Vauxhall applications, and over 90% of the UK vehicle parc.

IVOR SEARLE EXPANDS REMANUFACTURED ENGINE LINEUP WITH HIGH-

DEMAND 1.5L DV5 DIESEL

Delivering a power output of 75-120PS, the four-cylinder engine covers a number of Ford and Stellantis cars and vans produced from 2017-onwards. Vehicles include the Ford Focus, EcoSport, Puma, Kuga and Transit Connect and Courier, as well as the Peugeot 208, 308 and 508, the 2008, 3008 and 5008 SUVs, plus the Partner, Rifter, Expert and Traveller vans.

For Citroën, the unit covers C3, C4 and C5 applications, as well as the Berlingo, Dispatch and Space Tourer LCVs. For

Vauxhall, the engine covers the Corsa supermini and Grandland SUV, as well as Combo and Vivaro van models.

Costing up to 40% less than OE, claimed Ivor Searle, it also stated that its engines are remanufactured to exceed the BS AU257:2002 Code of Practice for remanufacturing engines. All Ivor Searle engines are covered by a 12-month unlimited mileage parts and labour warranty. Customers are also offered free next day UK mainland delivery for stock items ordered before 3.30pm.

Are there any trends in demand for remanufactured diesel engines among motor factors or workshops?

The LCV segment is particularly active in terms of demand for diesel engines, driven by the high proportion of diesel vans serving the home delivery market and previous delays in new vehicle supply. This has led to fleets and owner operators extending vehicle lifecycles, increasing the probability of major component failure.

For more information about Ivor Searle, www.rdr.link/FAR012