



AUTOMOTIVE PRODUCTS OF EXCELLENCE
SINCE 1946

Ivor Searle Information Pack

The UK's leading producer of remanufactured products

www.ivorsearle.co.uk



Benefits & Selling Points

1. Ivor Searle is the UK's largest independent engine remanufacturer.
2. Ivor Searle is a family run business first established in 1946 with many years' experience in the automotive remanufacturing industry.
3. Ivor Searle covers the widest range of remanufactured products available from a single supplier source, covering all makes and models of car and light commercial vehicle.
4. Ivor Searle remanufactured products are covered by a 12 month, unlimited mileage, parts and labour warranty.
5. Ivor Searle remanufactured engines are built following the BS AU 257:2002 Code of Practice and we are an accredited ISO 9001 2008 company.
6. All Ivor Searle remanufactured products are tested thoroughly prior to dispatch.
7. Ivor Searle remanufactured products are supplied with a pre installation and warranty information booklet, thus helping to reduce potential issues during fitment.
8. Ivor Searle's dedicated aftersales department are here to help with technical issues and in the unlikely event of any issues arising once the item has been fitted.
9. Ivor Searle offers a next day delivery service (UK mainland) on stocked items.
10. All Ivor Searle remanufactured product prices are inclusive of carriage charges, allowing for simple and transparent quotes.

All of the above plus Ivor Searle's renowned first class customer service means there is only one name to remember when it comes to quality remanufactured products. For total peace of mind it has to be Ivor Searle.

Our Website

Updated search facilities

Our all new full e-commerce website allows you to gain quotes with only a few clicks! VRN lookup or search on make, model or engine code to find the products you need quickly and simply.

Mobile Ordering

Our website is viewable in mobile format allowing you to order on the go, helpful if you are with a customer.

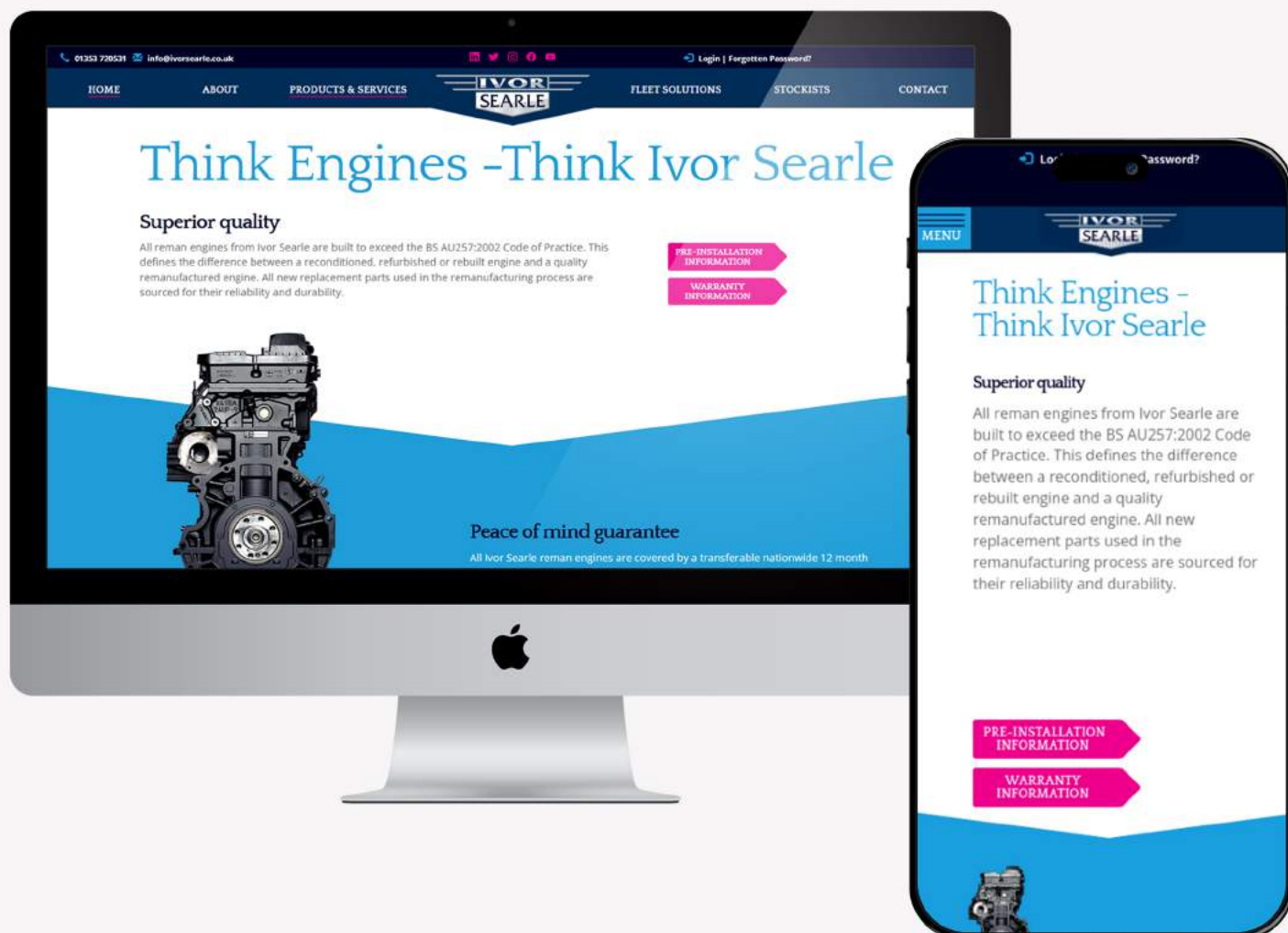
Order Online

All our parts are available to order online. Simply search for the part you require and have it delivered the next day.

Technical Details

Everything you need to know about our products is clearly detailed on our website. Along with a full list of stockists.

Visit www.ivorsearle.co.uk



An Ivor Searle Remanufactured Engine

Camshafts

- Measured for straightness and wear. If necessary, cam lobes are re-profiled or the camshaft is renewed

Cylinder Head

- Inspected for cracks, crack tested and/or subjected to a submerged pressure test
- Checked for distortion and thickness
- Overhead camshaft configurations have the housings checked and restored to specification
- Nonconforming parts are replaced with new castings
- Bolt and stud threads are cleaned and damaged threads are replaced
- Refaced to ensure the optimum surface finish specified by the engine or gasket manufacturer

Belts/Chains and Tensioners

- Replaced with new

Crankshaft

- Checked for alignment
- Sealing diameters are measured and reclaimed as necessary
- Measured and reground or polished to conform to the bearing manufacturer's dimensional and surface finish specifications
- Diesel crankshafts are electromagnetically crack tested
- Oil galleries are de-burred and thoroughly cleaned

Oil Pump

- All pumps are stripped and cleaned
- Clearance between the rotor and body is measured
- Oil pressure relief valve is dismantled, cleaned and all parts not to specification are replaced with new

Bearings

- All big end, main and thrust bearings are replaced with new components comparable to OE specification



Rocker Cover

- Where applicable, breather boxes are inspected and cleaned or if necessary, replaced with new

Valves, Guides, Seats and Springs

- Valves - Examined for damage, measured for stem wear, head thickness and straightness, and are re-faced or renewed as necessary
- Valve Seats - Machined to the correct seat angle, width and depth or replaced with an insert
- Guides - Measured for wear and re-sized or replaced as necessary
- Springs - Measured for free height, compressed load length and squareness and renewed as necessary

Gaskets

- All gaskets and seals are replaced with new components comparable to OE specification

Cylinder Block

- Bolt and stud threads are cleaned. Any damaged threads are replaced
- Re-bored or re-sleeved and honed to the piston manufacturer's specification, including surface finish
- Re-faced to ensure the optimum surface finish specified by the engine or gasket manufacturer
- Main housings are checked and re-machined as necessary

Pistons

- All pistons, rings and pins are replaced with new components comparable to OE specification

Con-Rods

- Big end housings are measured for size, ovality and are re-sized as necessary
- Small end bushes are measured and replaced if found to be outside the manufacturer's specification
- Checked for alignment and weight graded into engine sets

Sump

- All sumps are checked for damage and are repaired or replaced as necessary

2 Regal Lane, Soham, Cambs. CB7 5BA
Tel: +44 (0)1353 720531
Email: info@ivorsearle.co.uk

www.ivorsearle.co.uk



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Customers Own Engine, Gearbox and Turbo Rebuild procedure

Initial enquiry will establish if we can rebuild the customers unit and obtain a quote which will be a net price, which will include collection and delivery of the customers unit.

On acceptance of our quotation the customer will be emailed a form outlining the dress level and condition in which the customers unit must be in before we can arrange collection. This form must be completed, signed and returned to Ivor Searle.

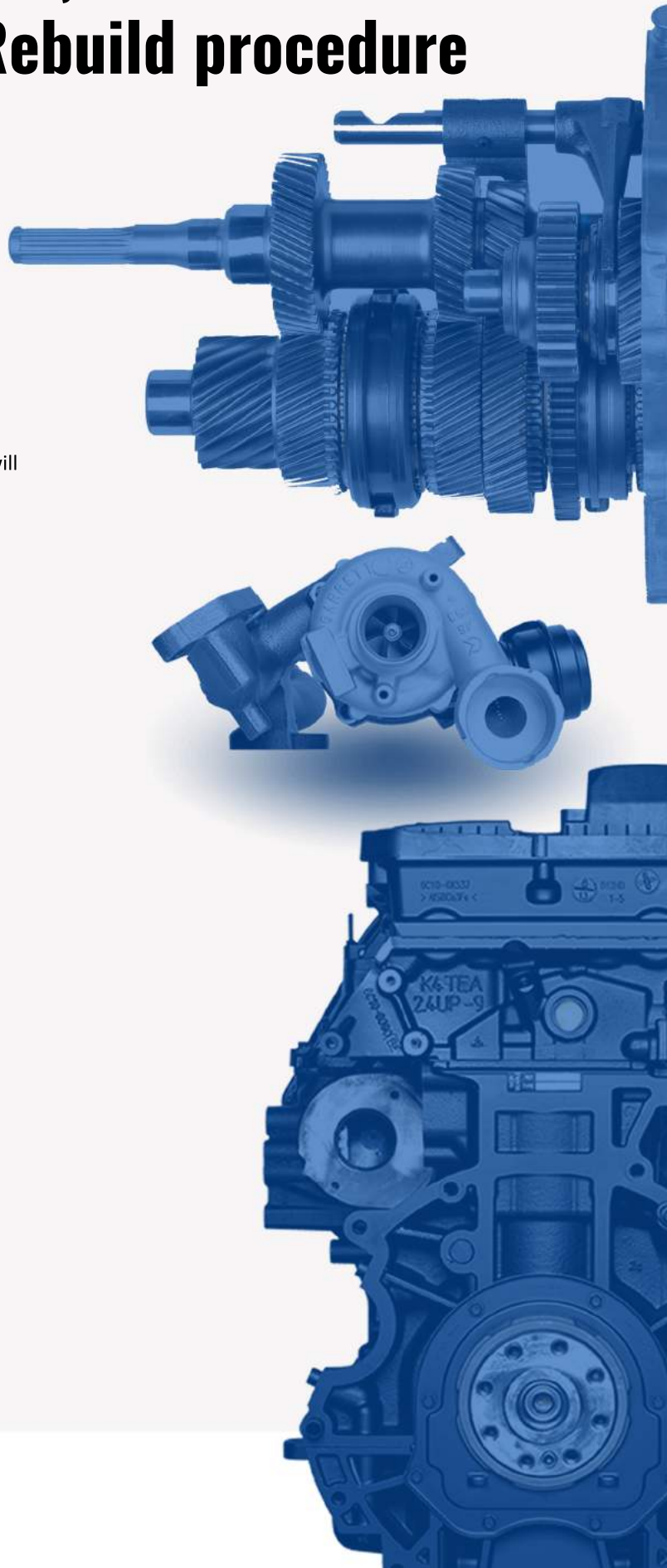
Providing all new component parts are available an engine will normally be completed within 15 days from the date of receipt. Gearboxes are slightly less at 5 to 7 days and Turbos 3 to 5 days.

Although not exhaustive, listed below are some of the basic conditions of sale outlined on the form.

The unit should be fully assembled with no parts missing. All ancillary components should be removed as no responsibility can be taken for the loss or damage of any ancillary parts during transportation.

Before arranging collection of the unit, the fitting garage must drain all fluids (coolant and oil).

The unit must be securely packaged for transportation, preferably on a pallet which must be covered with no bare metal exposed. Failure to do this could result in the carrier refusing to collect the unit. If no suitable packaging is available then please inform us and we may be able to provide a transport frame/crate. In the case of a transport frame being provided there will be a refundable deposit of £150.



Ivor Searle Quality Guaranteed

Engines are remanufactured to British Standard BS.AU.257:2002

Camshaft

Camshafts are either replaced with a new unit or reprofiled to their original valve timing and lift specifications.

Cylinder Head

Every cylinder head is inspected for cracks. OHC configurations have the camshaft bores measured for size ovality, taper and alignment and are either restored to specification or scrapped. Valve guides are measured for wear and either resized or renewed to conform to original tolerances. Valve seats are machined so as to retain the correct seat angles, widths, valve heights and valve seating concentric with the centre line of the valve guide bore.

Valves are examined for damage, head thickness and stem wear and replaced or machined as necessary. All valve springs are tested for squareness, free height and compressed load length. Cylinder heads are checked for distortion and thickness. When machining the cylinder head face. Particular attention is paid to maintaining the surface finish specified by the gasket manufacturer.

Crankshaft

After grinding, all crankshafts are polished to produce the exact dimensions and surface finish required. Diesel crankshafts are electro-magnetically crack-tested. Seal diameters and nose ends are also measured and if necessary, reclaimed. Blended radii, thrust wear and alignment are also checked. Oil galleries are de-burred and thoroughly cleaned.

Cylinder Block

When refacing the cylinder block particular attention is paid to surface finish and deck height. Each cylinder block is rebored or resleeved and honed to give the precise surface finish and cross-hatch required. All main housings are measured for size, ovality, taper and alignment and machined as required.

Con-rods

Big end housings are measured for size, ovality and are re-sized as necessary. Small end bushes are measured and replaced if found to be outside manufacturer's specification. All are checked for alignment and are weight graded into engine sets.

Oil Pump

The clearance between rotor and body is measured. The oil pressure relief valve is dismantled and cleaned and all non-conforming parts are replaced.

New components

All remanufactured engines are equipped with new pistons, piston pins, piston rings and con-rod bearings, timing chain or belt, gaskets, oil seals, core plugs and oil filter. These new components have been selected for their durability and reliability and are sourced extensively from the manufacturers who supply the vehicle producers. All diesel pumps and injectors are remanufactured to perform to original specifications by a diesel injection specialist.

Testing

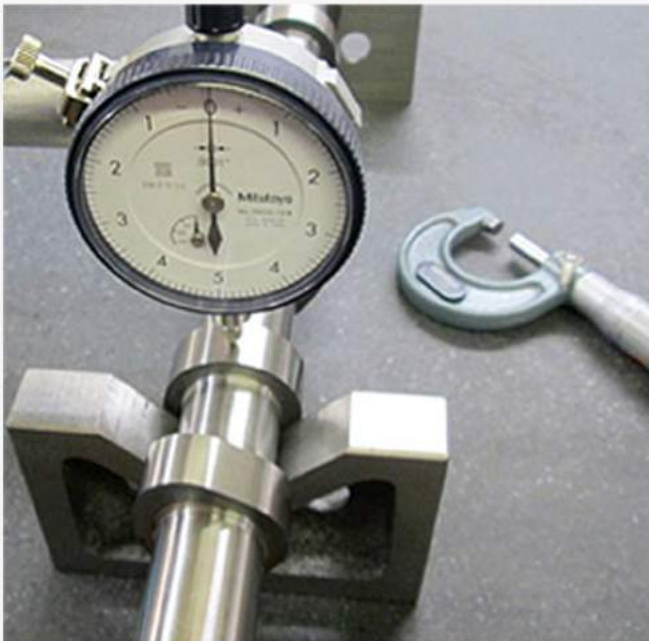
Every engine is tested in a purpose built test cell and subjected to a series of checks and the results are recorded against each specific engine serial number.

Ivor Searle Quality Guaranteed

All products are manufactured to BS.AU.257.2002.

Recognising the importance of providing our customers with the highest standards of quality, reliability and services that consistently exceed their expectations. We at Ivor Searle pride ourselves on the quality of our remanufactured products. We have a comprehensive quality management system in place which is certified to BS EN ISO 9001:2015 and with continuous improvements backed up with a stringent quality team a high level of quality is always at the forefront of our business. Liasing permanently with range and development, all issues are subject to thorough investigations before putting into practice on the shop floor.

Following the 8 principles of quality ensures our certification and our determination to lead the business through quality and excellence.



Principle 1 - Customer focus

Principle 2 - Leadership

Principle 3 - Involvement of people

Principle 4 - Process approach

Principle 5 - System approach to management

Principle 6 - Continual improvement

Principle 7 - Factual approach to decision making

Principle 8 - Mutually beneficial supplier relationships



Pricing policy and value for money

“Ivor Searle will always strive to offer ‘value for money’ quality products. As part of our continuous process of ensuring our products and services are both competitively priced and quality engineered, we closely monitor both Original Equipment and alternative products and associated pricing levels available in the UK automotive aftermarket. We will always strive to ensure our pricing offers significant savings to all customers without ever compromising the superior quality justifiably expected from all Ivor Searle products.”





Remanufactured product installation guidelines and warranty documentation

All remanufactured products come with a detailed preinstallation information and warranty booklet. We recommend this is read prior to attempting to fit the unit as they can help in eliminating unnecessary and unsuccessful warranty claims, e.g always visually check that the remanufactured engine is compatible with the old core unit it is replacing prior to installation. Turbochargers are also supplied with studs and a fitting kit wherever possible.

All remanufactured engines are supplied with a warranty booklet which should be filled in and passed onto the customer by the engine fitter once the installation is completed. The engine serial number and warranty details contained in the document are important should the need to make a warranty claim arise. Don't forget to remind the customer to apply for a change in engine number on their V5. This should be changed to the units new serial number.

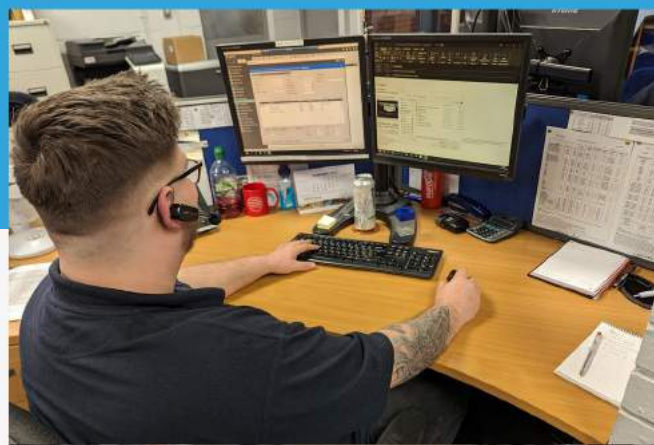
All remanufactured engines and cylinder heads are fitted with a visual heat sensor which will give a clear indication if the remanufactured unit has been subjected to excessive heat. The heat sensor is graduated into three temperature bands which discolour if the temperature indicated is exceeded.

The first band may discolour under normal running conditions. Discolouration of the second and especially the third band indicates severe overheating has taken place and this will be confirmed by the damage exhibited on the internal components of the unit.

Overheating of the replacement unit will invalidate the warranty, as will the removal of the heat sensor. Overheating in nearly all cases can be attributed to a cooling system related problem i.e. inefficient or blocked radiator, air-lock in the cooling system, coolant leaks, inefficient or faulty water pump or thermostat, defective viscous fan or electric cooling fan, faulty temperature sender unit or fan switch.

Fitting Guidelines for Replacement Engines

1. Visually check that the replacement engine is of the same type as the old core unit it is replacing prior to installation.
2. The engine supplied may be fitted with temporary transport items that will need to be exchanged with the items from the original engine prior to fitting (e.g. sump pan, rocker or cam cover, injection pump, locking tools etc). It is good practice that all ancillary parts should be thoroughly cleaned prior to refitting to the exchange unit. If it is necessary to change either the rocker cover or oil sump and pick-up pipe, thoroughly clean them before fitting the replacement engine.
3. Check all aspects of the cooling system (radiator, water pump, hoses, thermostat etc) are in good order and replace where necessary.
4. Check and clean the inlet manifold, which may contain debris from the original engine failure.
5. Check the fuel system is functioning correctly.
6. Before starting the engine:
 - a) Drain the oil and coolant residues from the replacement engine and refill according to the vehicle manufacturer's recommendations.
 - b) Check valve timing.
 - c) Check ignition settings and spark plugs.
 - d) Check tappet clearance where applicable.
 - e) After running the engine, check the oil and temperature gauges.



Aftersales Procedure

If you experience any problems with the replacement engine you must immediately contact our After Sales Department. You will be advised on how to proceed. If a repair is necessary under the terms of the warranty, you will be issued with a warranty Repair Number. If you undertake a repair or modification without our Aftersales Departments prior agreement, you may invalidate your warranty.

Contact Details:

Phone Numbers
Main Switchboard: 01353 720531
Sales Department: Option 1
Returns Department: Option 2
Machining Services: Option 3
Aftersales Department: Option 4
Accounts - Option 5

Fleet Solutions: 0800 917 4703

Email: sales@ivorsearle.co.uk

Ordering

To ensure an accurate and swift quote, we require the following information:

Engines and Cylinder Heads

- 1) Registration number or date of registration
- 2) Vehicle Make and model
- 3) Engine size (c.c.)
- 4) Manufacturers engine code
- 5) Manufacturers chassis number

Additional information that might be required eg.

Vehicle equipment levels:

Turbocharged or normally aspirated Power assisted steering

Air conditioning

NOTE: For engines with injection equipment fitted. We require the identification number on the injection pump.

Gearboxes

Information required to ensure the correct replacement gearbox is supplied:

- a) Items 1, 2 and 3, as per engines and cylinder heads
- b) Four, five or six speed gearbox
- c) Gearbox code and/or identification plate number (usually bolted onto the gearbox).
- d) Position of reverse gear (not always required but relevant on some application).

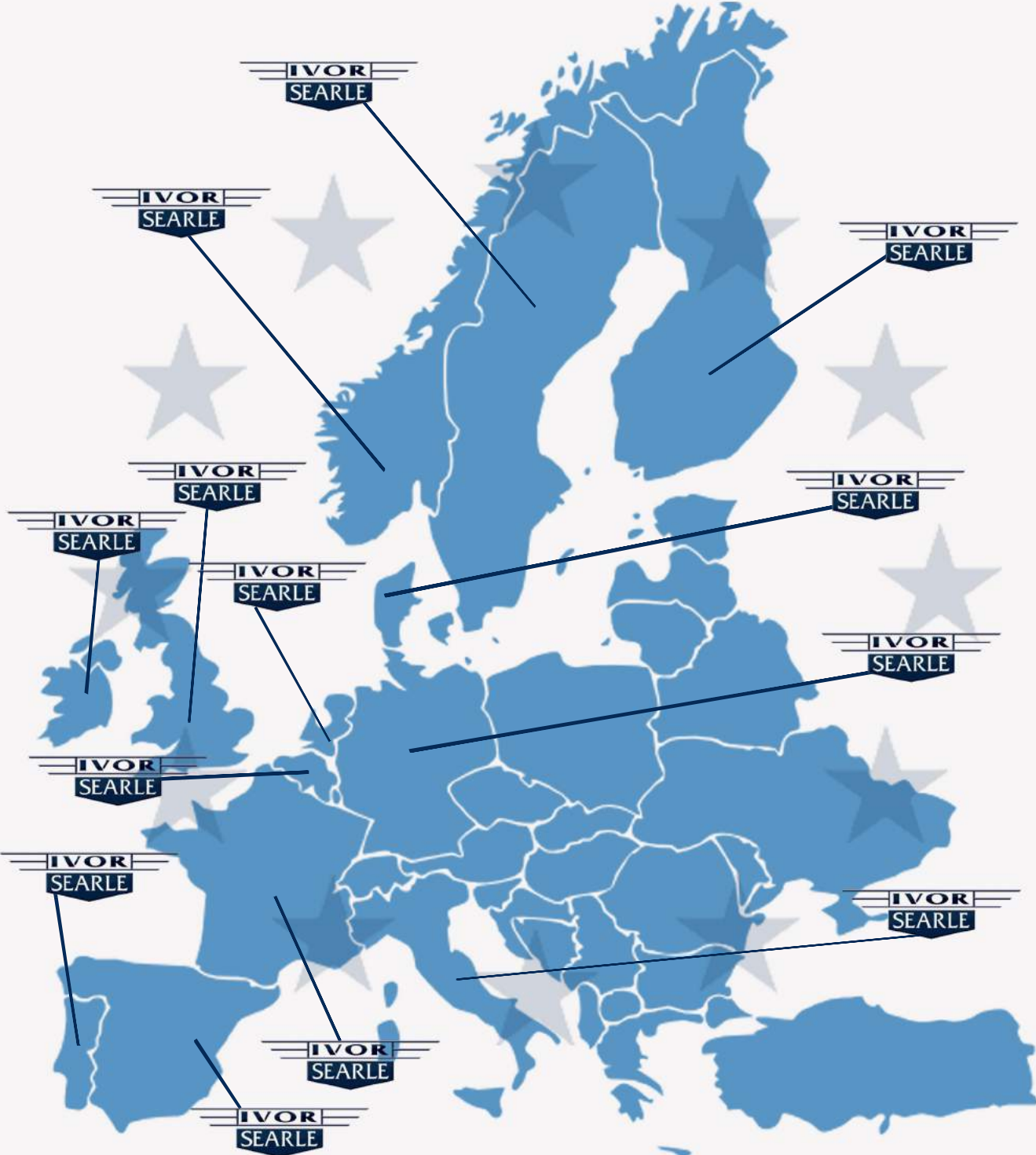
Turbochargers

Items 1, 2 and 3, as per engines and cylinder heads

To identify turbochargers we will also require the manufacturer's (e.g Garrett, KKK, and Mitsubishi) part number. These can be found on the identification plate located on the compressor housing of the turbo.



Ivor Searle distribution in Europe



Delivery

Engine Units	Delivery and old core unit collection	Included
Gearbox Units	Delivery and old core unit collection	Included
Cylinder Heads	Delivery and old core unit collection	Included
Crankshaft Kits	Delivery only	Included
Turbochargers	Delivery and old core unit collection	Included

Additional Premium Charges

Delivery before 12 noon	Per Consignment	
	Engines	Please ask
	Gearboxes	Please ask
Saturday Delivery	Engines	£45.00
	Gearboxes	£40.00
	Cylinder Heads	£30.00
	Turbos & DPFs	£30.00

All carriage charges quoted are for next day delivery to mainland U.K. (Excluding Highland and Grampian Scotland)

Order Cut Off Time

All Products	15:30 PM UNLESS STATED OTHERWISE
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Delivery and collection can be made directly to your customer if required at no extra cost

All vehicles used for delivery of replacement engines are equipped with tail lifts.

All engines will be delivered with a "lid" covering the top of the engine cradle. The "lid" must be on top of the returned unit's cradle or the old core unit will not be collected. All engines must be covered or wrapped for collection. If they are not, the carrier may refuse to collect. All engines must also be drained of any fluids.

Returns & Old Core Unit Collection Procedure

The old core unit must be fully assembled and the same type and dress level as the remanufactured unit supplied.

All units must be clean, drained of oil and returned in the same transport frame, container or box that the remanufactured unit arrived in.

All engines will be delivered with a "lid" covering the entire engine transport frame. The "lid" must be fitted over the returned units transport frame or the old core unit will not be collected.

All old core units must be returned within 1 month from the date of purchase. Returns after this time period will only be credited at our discretion and could be subject to a reduced deposit being returned unless previously agreed.

Old Core Unit Returns

Information required for us to arrange old core unit collection. **Please note that without the following information we will be unable to arrange any collection of any old core units. Without the serial or invoice number we will be unable to even begin to process your collection request.**

1. Serial number of the unit supplied. In the case of an engine this is printed on the green label of the transport frame. In the case of all other products the serial number will be printed on the container or box that the remanufactured unit arrived in.
2. The serial number can also be found on the invoice with the information detailed in point 1 above.
3. Contact name including surname, phone number and email.
4. Full address and post code from where the old core unit is to be collected.

To arrange any old core collections you can use the following methods:

1. Phone: 01353 720531 Option 2
2. Email: returns@ivorsearle.co.uk
3. Online: www.ivorsearle.co.uk/Products-Services/Customer>Returns

Incorrect and unwanted new units

1. The new unit you wish to return must be clearly marked on its container or box in bold capital lettering. **NEW UNIT RETURN**. In the case of an engine this must also be written on a label and attached to the transport frame.
2. Follow procedures 1 to 4 listed in Old Core Unit Returns. **We will require you to give full details for the reason for return.**
3. **Please note that all units returned that have been correctly supplied will incur a 10% handling charge on the cost of the unit and carriage will be charged.**
4. When returning any units, always retain written proof of collection from the collecting carrier.



Deposits

Engine Deposits

All prices quoted are an exchange price. A deposit is levied on the unit and its transport frame or container.

The deposit is refundable upon return of the old core unit and its transport frame or container providing that:

1. The old core unit is of the same type as the remanufactured unit purchased
2. The old core unit must be fully assembled and fitted correctly into the transport frame or container that the remanufactured unit arrived in. The transport frame/container label identifies the engine part and serial number of the unit supplied and ensures credit notes for deposits are processed quickly.
3. The old core unit is at the same dress level as the remanufactured unit supplied i.e. complete with injection equipment and timing tools/locking pins.

Turbocharger Deposits

All prices quoted are an exchange price. A deposit is levied on the unit. The deposit is refundable upon return of the old core unit providing that:

1. The old core unit is of the same type as the remanufactured unit purchased.
2. The old core unit must be fully assembled and be as complete as the remanufactured unit supplied.
3. The old core unit is clean and completely drained of oil.

Gearbox Deposits

All prices quoted are an exchange price. A deposit is levied on the unit. The deposit is refundable upon return of the old core unit providing that:

1. The old core unit is of the same type as the remanufactured unit purchased.
2. The old core unit must be fully assembled and fitted correctly into the transport container or box that the remanufactured unit arrived in. The unit returns label identifies the part number and serial number of the unit supplied and ensures credit notes for deposits are processed quickly

4. The old core unit and its transport frame/container must display no visible external damage (for example, but not limited to: a hole through the side of the engine block, casting mountings or lugs broken)

5. The old core unit must be drained of oil and water.

6. The old core unit must be returned within 1 month from the date of purchase. Any old core units returned after 1 month will only be credited at Ivor Searle's discretion.

7. When returning old core units always retain written proof of collection from the collecting carrier.

In the case of an incorrect, incomplete or damaged unit being returned, a proportion or all of the deposit will be forfeited.

4. The old core unit must be returned in the same box as the remanufactured unit arrived in.

5. The old core unit must be returned within 1 month from the date of purchase. Any old core units returned after 1 month will only be credited at Ivor Searle's discretion.

6. When returning old core units, always retain written proof of collection from the collecting carrier.

3. The old core unit must display no visible damage i.e hole or crack through the gearbox casing or housing, casting mountings or lugs broken.

4. The old core unit must be drained of oil and in a clean condition.

5. The old core unit must be returned within 1 month from the date of purchase. Any old core units returned after 1 month will only be credited at Ivor Searle's discretion.

6. When returning old core units always retain written proof of collection from the collecting carrier.

In the case of an incorrect, incomplete or damaged unit being returned, a proportion or all of the deposit will be forfeited.

Fleet Solutions

Industry Leader

Ivor Searle Limited is recognised as the leading independent producer of high quality remanufactured automotive products in the UK. Engines, cylinder heads, gearboxes, turbochargers, fuel injectors, prop shaft balancing, plus DPF cleaning are just some of the many products and services available from Ivor Searle.

Quality and Aftersales Support

All Ivor Searle products are supplied with a comprehensive 12 month warranty, covering both parts and labour. Ivor Searle remanufactured engines are produced to the BSAU 257:2002 code of practice ensuring engine quality is never compromised. All Ivor Searle production facilities are audited and approved by ISOQAR: ISO 9001.

KPI Management

Ivor Searle offers full KPI (key performance indicator) system of reports which can be individually tailored to suit the requirements of any fleet manager. These include key aspects required to ensure all orders are fully monitored. For example, time taken for an order to be fulfilled from start to finish, how quickly parts were made available or how quickly Ivor Searle responded to your request for quotation.

1 Link Vehicle Network

Ivor Searle uses the Epyx 1 Link service, meaning we are able to satisfy customers who also use this system.

Reduced Supply Chain

As a fleet customer, you are dealing directly with Ivor Searle. This reduces the amount of time you spend trying to get hold of major units.





Aftersales Information

Remanufactured engines, cylinder heads and gearboxes are supplied with a 12 month unlimited miles guarantee against faulty workmanship and defective materials. Remanufactured turbochargers are supplied with a 24 month warranty.

The warranty incorporates all reasonable labour and material charges involved in the replacement or rectification of a defective product.

Warranty is subject to the following conditions:

The product which is the subject of the warranty claim has been fitted in the type of vehicle originally specified for and is used in a standard application.

Modification, alteration or attempted unauthorised repair will invalidate the warranty.

This warranty does not cover damage or breakdown caused by, or arising from misuse, neglect, accident, competition, race or speed trials. Nor as a result of an ancillary parts failure e.g radiator, coolant hoses, thermostat, carburettor, fuel injection, etc.

Warranty does not cover vehicle recovery, towing, redelivery or any consequential costs arising from a claim.

Throughout the duration of this warranty the vehicle

should be serviced in accordance with the manufacturer's recommendations. An initial 500-mile service is to be carried out and the oil and filter changed where applicable.

If the product is replaced under the terms of this warranty agreement, then the replacement unit will have the balance of the original guarantee.

All warranty claims should follow our warranty repair procedures: these are detailed in all our preinstallation guidelines and warranty booklets and are available separately.

To see our full warranty repair procedure please visit our website at www.ivorsearle.co.uk/About/Warranty



Aftersales Repair Procedure

In the event of a possible warranty claim, the following steps must be taken:

1) Immediately the end user should contact the agent who supplied the remanufactured unit giving the following information:

- a) Unit reference number
- b) Part number.
- c) Make and model of vehicle.
- d) Date remanufactured unit purchased.
- e) Mileage of vehicle when remanufactured unit was fitted.
- f) Current mileage of vehicle
- g) Details of complaint

2) If the end user is unable to contact the agent who supplied the unit they may contact Ivor Searle Ltd directly, with the information detailed in 1).

3) The vehicle must be delivered, at the owners expense to a mutually agreed repairer. No repairs may be undertaken until the costs and method of repair have been agreed with Ivor Searle Ltd

4) Ivor Searle Ltd will then issue a warranty repair number in order to authorise the necessary repairs or replacement at the agreed costs.

No invoices will be accepted for payment without a warranty repair number.

5) Ivor Searle Ltd reserves the right to provide any necessary repair parts. All faulty or damaged parts removed under the terms of this warranty shall become the property of Ivor Searle Ltd and must be returned.

6) Distributors or agents trading in Ivor Searle's name or selling Ivor Searle's products have no authority to agree or approve any repairs or charges on Ivor Searle's behalf.

7) The labour paid on any accepted warranty claim will be based on Autodata published times at £45 an hour.

Contacts

Sales Team

Sales Office Supervisor

General Sales

General Sales

General Sales

General Sales

General Sales

General Sales

General Sales

General Sales

Export Sales

Export Sales

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Email: sales@ivorsearle.co.uk

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David Peachey

Samuel Seaforth

Alan Youngman

Steven Clare

Ashley Roots

Jamie Cross

Ryan Payne

Naomi Ellis

Peter Dwyer

Samuel Seaforth

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Senior UK & Export Logistics Co-ordinator

UK & Export Logistics Co-ordinator

UK & Export Logistics Co-ordinator

Sales Office Administrator

Telephone: 01353 720531 OPT 2

Ligia de Freitas Santos

Christina King

Lewis Nunn

Milena Gulbinowicz

Aftersales

Aftersales Manager

Aftersales Controller

Aftersales Controller

Aftersales Administrator

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Adrian Storey

Ian Coulson

Anthony Rayment

Mel Coetsee

Accounts

Accounts Manager

Credit Controller

Purchase Ledger Administrator

Telephone: 01353 720531 OPT 5

Pietro Celentano

Davina Bridge

Ann Goody

Business Development

Commercial Director

Customer Development Co-ordinator

David Eszenyi - 07834519343

Thomas Morrison - 01353725265 / 07568109834

Fleet

Fleet Sales

Fleet Solutions 0800 917 4703

Alan Youngman



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The information, discounts and prices are current at the time of publication and are subject to change without notice.

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