

1994-2010: More than 15 years of building powerful charging systems

SHOW US YOUR CHARGING SYSTEM

If you use a PennTex Charging System on your vehicle/s and would like to show it/them off, send one photo each of the alternator installation and your vehicle to us. We'll put them in a new section of our web site highlighting the wide range of vehicles out there that use our systems. Send them to sales@penntexusa.com and tell us what the vehicle is, who you are, and where you're from. Individual photo files should be less than 1mb in size and can be grayscale or color.

COMPRESSOR / ALTERNATOR MOUNT BRACKET INFORMATION

Alternator models come and go. That doesn't help bus owners find parts when they're trying to keep a work-horse bus on the road. So, if the alternator & second compressor mount bracket is designed for one specific model of alternator, it takes some ingenuity to put something else on that bracket.

Recently Craig Burton at California Transport Refrigeration in Commerce, CA told us about his one-cut modification. A BSI bracket on a Ford 6.8 V-10 was modified so a PX-5RD PennTex alternator would fit where a no-longer-made Leece - Neville went before.

All of the information is available on the web site by clicking here. Thanks to innovative people like Craig, bus owners can keep their buses on the road longer.

PENNTEX & THE 2009 SEMA SHOW

PennTex made the trip out to Las Vegas last year for the Specialty Equipment Market Association Show or SEMA Show for short. It was a successful show for us based on the sheer volume of booth traffic. We enjoyed discussing the value of using PennTex instead of standard automotive alternators, especially with those that were not familiar with our product line. If you left information with us or had your card scanned by our card reader and you need more information please let us know. We may refer you to a Distributor in your area for local sales, or we might discuss your requirements directly. Thanks for discovering PennTex!



MEMBER

AFTERMARKET INFORMATION

At least one high-quality aftermarket wiring harness manufacturer now has a complete transplant harness for a 2003-2007 5.9L Cummins Diesel engine with a standard transmission.

There are companies on the web offering installation kits and doing actual installations of Cummins diesels in former gas and diesel Ford pickups from 1969-up. Others have also pursued 5.9L Cummins conversions in Chevy pickups and Suburbans, Jeeps, and Broncos. Adding a proven PennTex Charging System to the vehicle during the engine installation would be a great way to complete the swap.

*Get The **PennTex** Advantage!*

PERFORMANCE, ENDURANCE AND SATISFACTION

WHAT IS A HEAVY-DUTY ALTERNATOR?

We've found that many people are familiar with alternators and charging systems while not really understanding what it takes to manufacture a system that will live in high-heat and high-amperage demand situations. Some companies sell "High-Amperage Alternators" that claim to have enormous output at idle. The problem is that some of them won't last very long or don't actually put out anywhere near their advertised amperage. We've been building systems for shuttle buses and trucks for 15 years that have to live in tough environments. We've known for a long time that if somebody takes a factory alternator, puts a rewind stator in it and calls it "Heavy-Duty," that won't cut it in the commercial market for very long.

Some companies use cheap knock-off parts that might look like a real heavy-duty alternator and some may even use bearings that are similar, with everything else being untested parts. You get what you pay for. Saving a few dollars at bid time might cause you problems the whole time the vehicle is in service.



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GILLIG PLACES ORDERS FOR THE PX-833 THROUGH THE FIRST QUARTER OF 2010

Gillig continues to use the PX-833 air-cooled alternator for transit bus production and we look forward to receiving additional OEM orders throughout the year as the demand increases. The PX-833 is an efficient air-cooled upgrade for the oil-cooled 50DN, which continues to lose market share at the OEM level. Many transit bus and coach customers are seeking 'green' environmentally friendly options and the PX-833 offers the end user an excellent method of eliminating oil lines as well as another source of hazardous waste.

Gillig is one of the largest producers of transit buses in North America. They build over one thousand buses a year, and began using the PX-833 in response to specifications by two fleets in California: San Mateo Transit (SAMTRANS) and Central Contra Costa Transit Authority (CCCTA). CCCTA ordered new buses equipped with the PX-833 as standard equipment based on their five year history of trouble-free PX-833 operation in the fleet.

PennTex Industries is proud to be involved with Gillig Corporation, SAMTRANS, and CCCTA. For information on the PennTex PX-833 and the PennTex PX-8 BCK air-cooled conversion kit for oil-cooled 50DN alternators contact Charles Paden at cpaden@penntexusa.com.

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ADDRESS CORRECTION REQUESTED