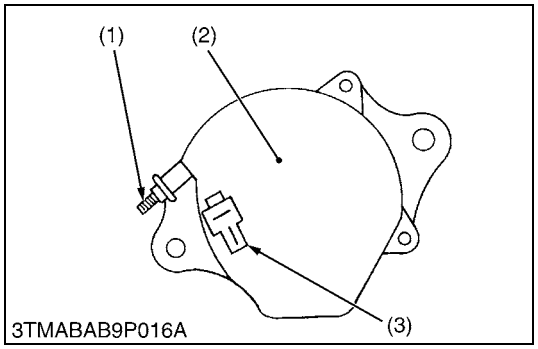
[9] CHARGING SYSTEM



Alternator

1. Disconnect the **2P** connector (3) from alternator after turning the key switch **"OFF"**.
2. Perform the following checkings.

(1) **B** Terminal
(2) Alternator
(3) **2P** Connector

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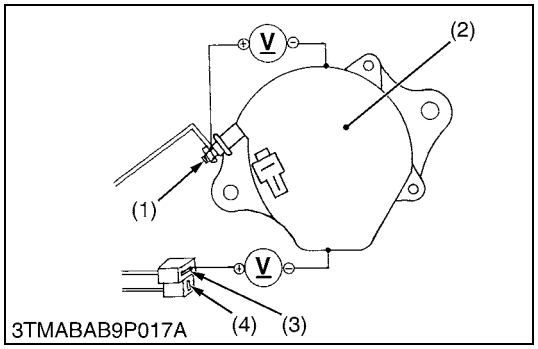

Connector Voltage

1. Turn the key switch **"OFF"**. Measure the voltage between the **B** terminal (1) and the chassis.
2. Turn the key switch **"ON"**. Measure the voltage between the **IG** terminal (3) and the chassis.

Voltage (Key switch at **OFF**)	**B** terminal – Chassis	Approx. battery voltage
Voltage (Key switch at **ON**)	**IG** terminal – Chassis	Approx. battery voltage

(1) **B** Terminal
(2) Alternator
(3) **IG** Terminal
(4) **L** Terminal

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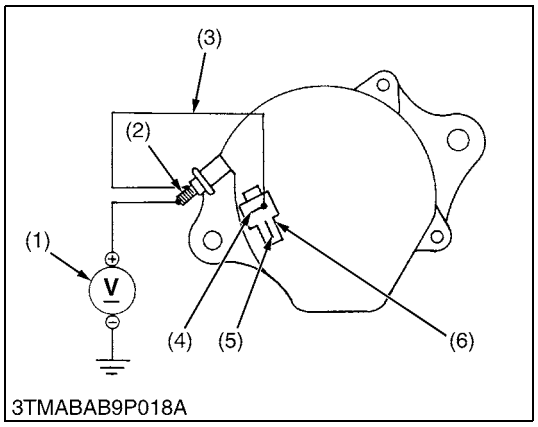

No-Load Test

1. Connect the **2P** connector (6) to previous positions of the alternator after turning the key switch **OFF**.
2. Connect the jumper lead (3) between **IG** terminal (4) and **B** terminal (2).
3. Start the engine and then set at idling speed.
4. Disconnect the negative cable from the battery.
5. Measure the voltage between the **B** terminal (2) and the chassis.
6. If the measurement is less than the factory specifications, disassemble the alternator and check the IC regulator.

Voltage	Factory specification	More than 14 V

(Reference)

- Once the engine started, the alternator temperature increases quickly up to an ambient temperature of 70 to 90 °C (158 to 194 °F). As the temperature goes higher than 50 °C (122 °F), the alternator voltage slowly decreases; at higher than 100 °C (212 °F), it decreases by about 1 V.

(1) Voltmeter
(2) **B** Terminal
(3) Jumper Lead
(4) **IG** Terminal
(5) **L** Terminal
(6) **2P** Connector

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