

## CHARGING SYSTEM/ALTERNATOR

# CHARGING SYSTEM INSPECTION

### LEAK TEST

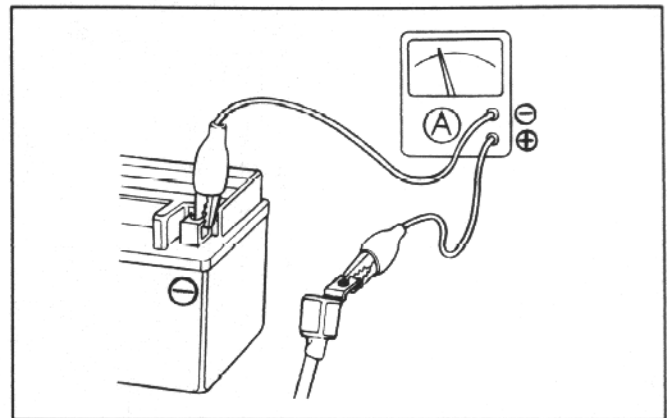
Turn off the ignition switch, and disconnect the ground (-) cable from the battery.

Connect the ammeter (+) probe to the ground cable and the ammeter (-) probe to the battery (-) terminal.

With the ignition switch off, measure the leakage current.

#### NOTE

- When measuring current using a tester, set it to a high range, and then bring the range down to an appropriate level. Current flow larger than the range selected may blow out the fuse in the tester.
- While measuring current, do not turn the ignition on. A sudden surge of current may blow out the fuse in the tester.



### SPECIFIED CURRENT LEAKAGE: 0.01 mA max.

If current leakage exceeds the specified value, a shorted circuit is likely.

Locate the short by disconnecting connections one by one and measuring the current.

### CHARGING VOLTAGE INSPECTION

#### NOTE

- Before performing this test, be sure that the battery is fully charged whose voltage between its terminals is greater than 12.8 V.

Start the engine and warm it up to operating temperature, then turn the ignition switch OFF.

Connect a multimeter between the battery terminals.

**S. TOOL**

**DIGITAL MULTITESTER**

07411-0020000 or  
KS-AHM-32-003  
(U.S.A. only)

