

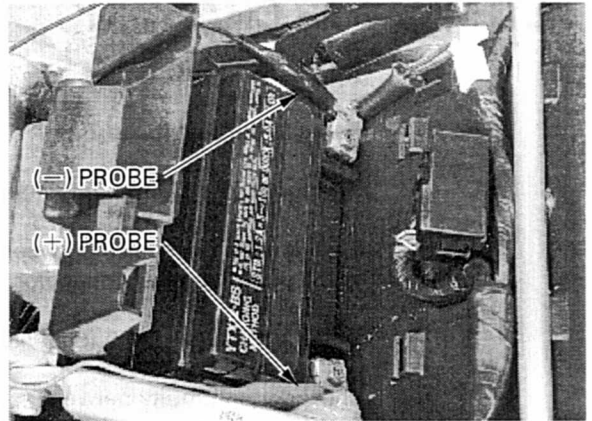
NOTE:

Be sure that the battery is in good condition before performing this test.

Start the engine and warm it up to the operating temperature; stop the engine. Connect the multimeter between the positive and negative terminals of the battery.

CAUTION:

- **To prevent short, make absolutely certain which are the positive and negative terminals or cable.**
- **Do not disconnect the battery or any cable in the charging system without first switching off the ignition switch. Failure to follow this precaution can damage the tester or electrical components.**



With the headlight Hi beam, restart the engine. Measure the voltage on the multimeter when the engine runs at 5,000 min⁻¹ (rpm)

REGULATED VOLTAGE:

13.5 – 15.5 V/5,000 min⁻¹ (rpm)

The charging system is normal if the voltage reads the regulated voltage on the tester.

NOTE:

The speed at which voltage starts to rise cannot be checked as it varies with the temperature and loads on the alternator.

A frequently discharged battery is an indication that it is deteriorated even if it proves normal in the regulated voltage inspection.

The charging circuit may be abnormal if any of the following symptoms is encountered:

1. Voltage not raised to regulated voltage (page 16-3)
 - Open or short circuit in the charging system wire harness or poorly connected connector
 - Open or shorted alternator
 - Faulty regulator/rectifier
2. Regulated voltage too high (page 16-4)
 - Poorly grounded regulator/rectifier
 - Faulty battery
 - Faulty regulator/rectifier

