

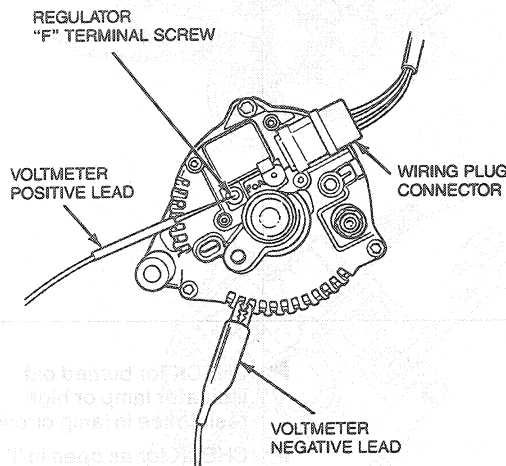
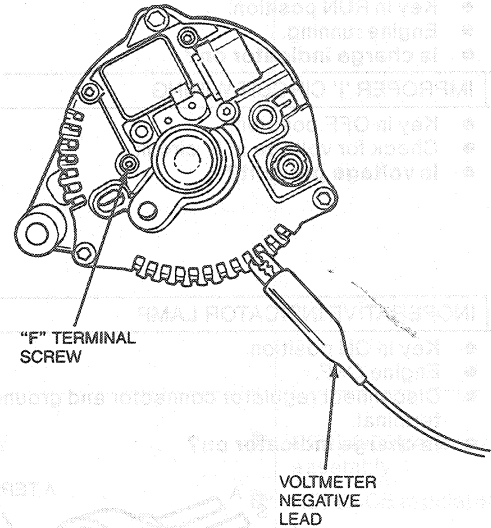
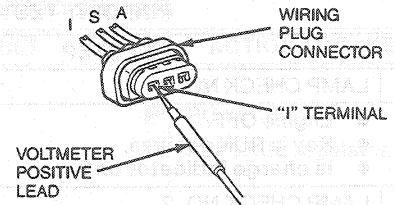
DIAGNOSIS AND TESTING (Continued)

2. On some vehicles there are several fuse links. Use same procedure as in Step 1 to test fuse link that protects vehicle equipment.
3. To test fuse link that protects generator, ensure that battery is OK, then check with a voltmeter for voltage at BAT terminal of generator and 'A' terminal of voltage regulator. No voltage indicates that fuse link is probably burned out. Refer to Section 18-01 for fuse link replacement procedures.

Field Circuit Drain

Connect the voltmeter negative lead to the generator rear housing for all of the following voltage readings:

1. With ignition switch turned to OFF position, contact voltmeter positive lead to regulator 'F' terminal screw. The meter should indicate battery voltage if system is operating normally. If less than battery voltage is indicated, proceed with Step 2 to find cause of current drain.
2. Measure voltage at 'I' terminal (ignition OFF). If voltage is indicated, service 'I' circuit from ignition switch to eliminate voltage source.
3. If no voltage was indicated in Step 2, contact voltmeter positive lead to wiring plug 'S' terminal. No voltage should be indicated. If no voltage is indicated, replace the regulator.
4. If voltage was indicated in Step 3, disconnect the one pin 'S' terminal connector. Again, contact voltmeter positive (+) lead to regulator wiring plug 'S' terminal. If voltage is indicated, service 'S' lead wiring to eliminate voltage source. If no short is found, replace generator assembly.



Diagnosis Charts

Continue through Diagnosis charts until service is completed. Then, test system again to see if service has corrected the condition.

PINPOINT TEST A: CHARGE INDICATOR — DIAGNOSIS

TEST STEP		RESULT	ACTION TO TAKE
A1	LAMP CHECK NO. 1		
	<ul style="list-style-type: none"> ● Engine OFF. ● Key in OFF position. ● Is charge indicator on? 	Yes No	► GO to A4. ► GO to A2.