

Charging System Inspection

Leak Test

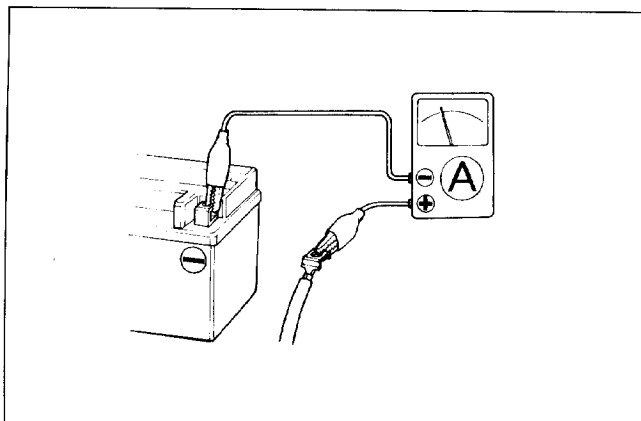
Turn off the ignition switch, and disconnect the ground (-) cable from the battery.

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: 1.2mA 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 and that the voltage between its terminals is greater than 12.8V.

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

Connect a multimeter between the battery terminals.

5 TOOL

Digital multimeter

KS-AMH-32-003
(U.S.A. only)

Disconnect the starter relay switch connector and remove the main fuse (30 A). Reconnect the connector onto the relay switch.

Connect the ammeter as shown.

CAUTION

- Be careful not to short any tester probes.
- Although the current could be measured when the ammeter is connected between the battery positive terminal and the positive cable, a sudden surge of current to the starter motor could damage the ammeter.
- Always turn the ignition off when conducting the test. Disconnecting the ammeter or wires when current is flowing may damage the ammeter.

Start the engine and increase the engine speed gradually.

Regulated Voltage: 13.5-16.0V/5,000rpm

Charging Current: 5-9A/5,000rpm

