

# SECTION **SC**

## STARTING & CHARGING SYSTEM

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**SC**

# PRECAUTIONS

## PRECAUTIONS

PFP:00001

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

AKS008Y0

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Wiring Diagrams and Trouble Diagnosis

AKS00057

When you read wiring diagrams, refer to the following:

- Refer to [GI-14, "How to Read Wiring Diagrams"](#) in GI section.
- Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#) for power distribution circuit in PG section.

When you perform trouble diagnosis, refer to the followings:

- Refer to [GI-10, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#) in GI section.
- Refer to [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) in GI section.

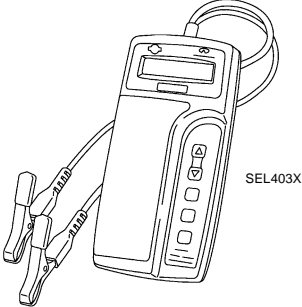
# PREPARATION

## PREPARATION

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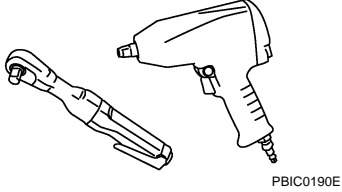
### Special Service Tools

AKS00058

Tool number Tool name	Description
J-44373 Model 620 Battery/Starting/Charging system tester	

### Commercial Service Tools

AKS00059

Tool number Tool name	Description
Power tool	Loosening bolts and nuts 

A  
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C  
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# BATTERY

## BATTERY

PFP:AYBGL

### How to Handle Battery

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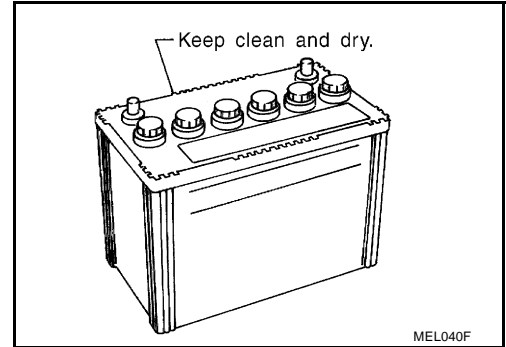
#### CAUTION:

- If it becomes necessary to start the engine with a booster battery and jumper cables, use a 12-volt booster battery.
- After connecting battery cables, ensure that they are tightly clamped to battery terminals for good contact.

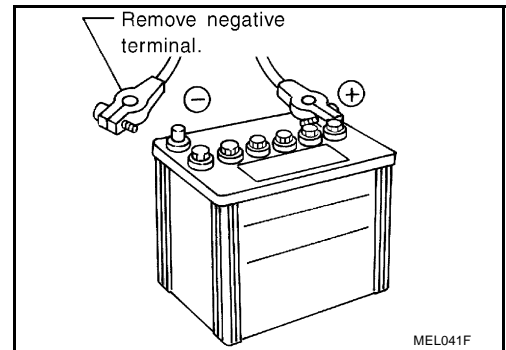
#### METHODS OF PREVENTING OVER-DISCHARGE

The following precautions must be taken to prevent over-discharging a battery.

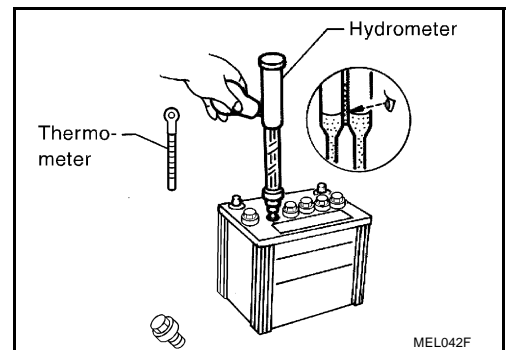
- The battery surface (particularly its top) should always be kept clean and dry.
- The terminal connections should be clean and tight.
- At every routine maintenance, check the electrolyte level. This also applies to batteries designated as "low maintenance" and "maintenance-free".



- When the vehicle is not going to be used over a long period of time, disconnect the negative battery terminal.



- Check the charge condition of the battery. Periodically check the specific gravity of the electrolyte. Keep a close check on charge condition to prevent over-discharge.



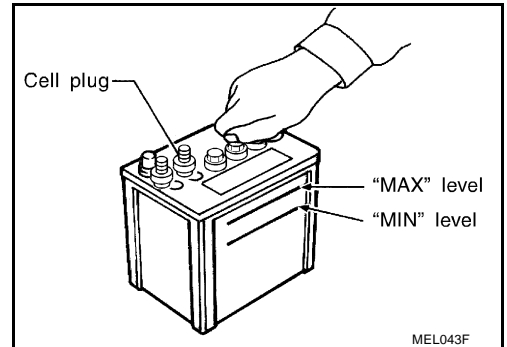
# BATTERY

## CHECKING ELECTROLYTE LEVEL

### WARNING:

Do not allow battery fluid to come in contact with skin, eyes, fabrics, or painted surfaces. After touching a battery, do not touch or rub your eyes until you have thoroughly washed your hands. If acid contacts eyes, skin or clothing, immediately flush with water for 15 minutes and seek medical attention.

- Remove the cell plug using a suitable tool.
- Add distilled water up to the MAX level.

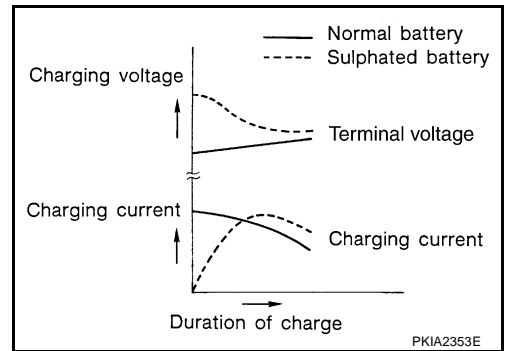


## Sulphation

A battery will be completely discharged if it is left unattended for a long time and the specific gravity will become less than 1.100. This may result in sulphation on the cell plates.

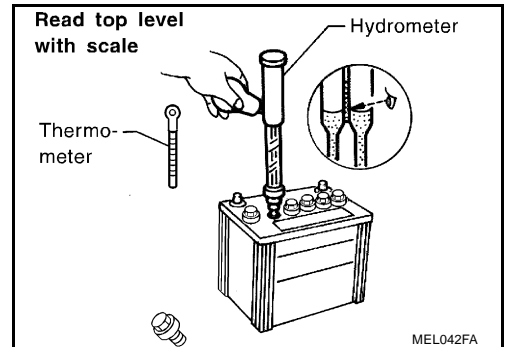
To determine if a battery has been “sulphated”, note its voltage and current when charging it. As shown in the figure, less current and higher voltage are observed in the initial stage of charging sulphated batteries.

A sulphated battery may sometimes be brought back into service by means of a long, slow charge, 12 hours or more, followed by a battery capacity test.



## SPECIFIC GRAVITY CHECK

1. Read hydrometer and thermometer indications at eye level.
2. Use the chart below to correct your hydrometer reading according to electrolyte temperature.



## Hydrometer Temperature Correction

Battery electrolyte temperature °C (°F)	Add to specific gravity reading
71 (160)	0.032
66 (150)	0.028
60 (140)	0.024
54 (130)	0.020
49 (120)	0.016
43 (110)	0.012
38 (100)	0.008
32 (90)	0.004
27 (80)	0
21 (70)	-0.004

# BATTERY

Battery electrolyte temperature °C (°F)	Add to specific gravity reading
16 (60)	-0.008
10 (50)	-0.012
4 (40)	-0.016
-1 (30)	-0.020
-7 (20)	-0.024
-12 (10)	-0.028
-18 (0)	-0.032

Corrected specific gravity	Approximate charge condition
1.260 - 1.280	Fully charged
1.230 - 1.250	3/4 charged
1.200 - 1.220	1/2 charged
1.170 - 1.190	1/4 charged
1.140 - 1.160	Almost discharged
1.110 - 1.130	Completely discharged

## CHARGING THE BATTERY

### CAUTION:

- Do not “quick charge” a fully discharged battery.
- Keep the battery away from open flame while it is being charged.
- When connecting the charger, connect the leads first, then turn on the charger. Do not turn on the charger first, as this may cause a spark.
- If battery electrolyte temperature rises above 55°C (131°F), stop charging. Always charge battery at a temperature below 55°C (131°F).

## Charging Rates

Amp	Time
50	1 hour
25	2 hours
10	5 hours
5	10 hours

Do not charge at more than 50 ampere rate.

### NOTE:

The ammeter reading on your battery charger will automatically decrease as the battery charges. This indicates that the voltage of the battery is increasing normally as the state of charge improves. The charging amps indicated above refer to initial charge rate.

- If, after charging, the specific gravity of any two cells varies more than 0.050, the battery should be replaced.

## Trouble Diagnosis with Battery/Starting/Charging System Tester

AKS0005B

### CAUTION:

When working with batteries, always wear appropriate eye protection.

### NOTE:

- To ensure a complete and thorough diagnosis, the battery, starter and alternator test segments must be done as a set from start to finish.
- If battery surface charge is detected while testing, the tester will prompt you to turn on the headlights to remove the surface charge.
- If necessary, the tester will prompt you to determine if the battery temperature is above or below 0°C (32°F). Choose the appropriate selection by pressing the up or down arrow button, then press “ENTER” to make the selection.

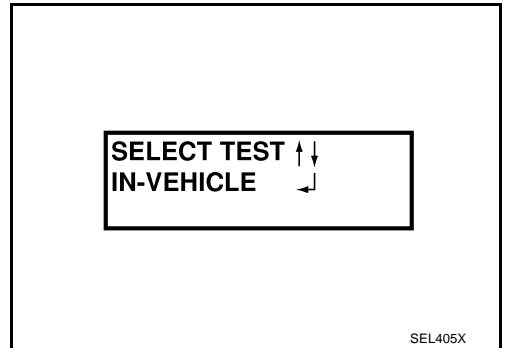
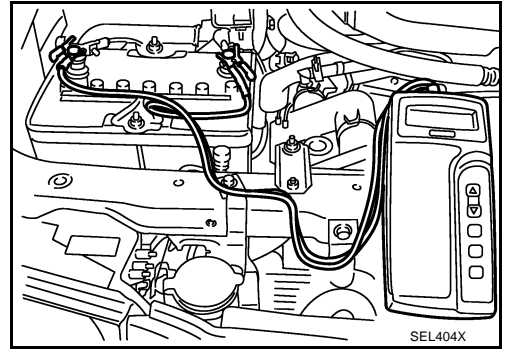
# BATTERY

1. Turn off all loads on the vehicle electrical system. Clean or repair as necessary.
2. Visually inspect the battery, battery terminals and cable ends with ignition switch in "OFF" position.

**NOTE:**

The contact surface between the battery terminals, cable ends and tester leads must be clean for a valid test. A poor connection will prevent testing and a "CHECK CONNECTION" message will appear during the test procedures. If this occurs, clean the battery post and terminals, reconnect them and restart the test.

3. Connect the red tester lead clamp to the positive battery terminal, and the black to the negative terminal.
4. The tester will turn on automatically. Using the arrow keys, select "IN-VEHICLE" on the tester and then press the "ENTER" key.



5. Locate the battery type and rating stamped or written on the top case of the battery to be tested.

**NOTE:**

The battery type and rating will have either of the following.

**CCA:** Cold Cranking Amps (490 CCA, 550 CCA, etc.)

**JIS:** Japanese Industrial Standard.

Battery is stamped with a number such as:

80D26L: 80 (rank of output), D (physical size-depth), 26 (width in cm). The last character L (post configuration) is not input into the tester.

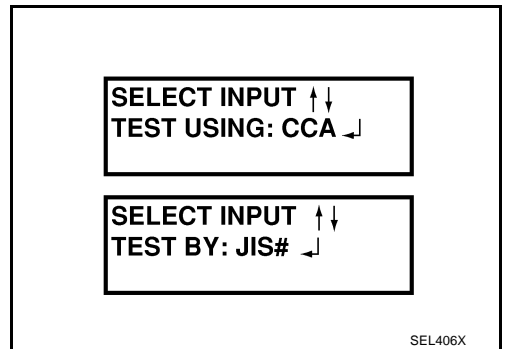
The tester requires the rating for the battery be entered exactly as it is written or stamped on the battery. Do not attempt a CCA conversion for JIS stamped batteries. JIS must be input directly.

6. Using the arrow and "ENTER" keys alternately, select the battery type and rating.

**NOTE:**

The tester lists five choices; CCA, JIS, IEC, DIN, and EN. Only use CCA or JIS.

7. Press "ENTER" to begin the test. Diagnosis results are displayed on the tester. Refer to [SC-8. "DIAGNOSTIC RESULT ITEM CHART"](#).



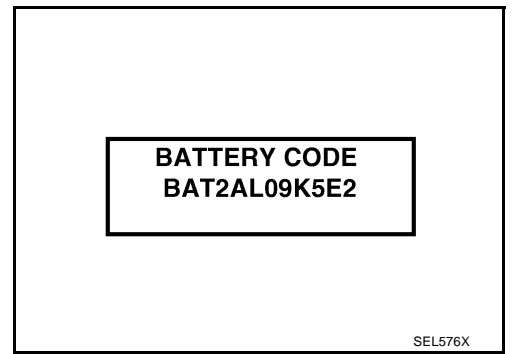
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# BATTERY

8. Press "ENTER", then test output code is displayed. Record the test output code on the repair order.
9. Toggle back to the "DIAGNOSTIC SCREEN" for test results.

**NOTE:**

- If necessary, the tester will ask the user to determine if the battery has just been charged. Choose the appropriate selection by pressing the up or down arrow button and then press the "ENTER" button to make the selection.
- When testing a battery installed in a vehicle that has recently been driven, select "BEFORE CHARGE".
- If the battery has just been slow charged due to a "CHARGE & RETEST" decision by the tester, and the tester asks the user "BEFORE CHARGE/AFTER CHARGE", select "AFTER CHARGE".



## DIAGNOSTIC RESULT ITEM CHART

Diagnostic item	Service procedure
GOOD BATTERY	Battery is OK, go to "Trouble Diagnosis", "STARTING SYSTEM". Refer to <a href="#">SC-15. "Trouble Diagnosis with Battery/Starting/Charging System Tester"</a> .
REPLACE BATTERY	Replace battery. Before replacing battery, clean the battery cable clamps and battery posts. Perform battery test again with Battery/Starting/Charging system tester. If second test result is "Replace Battery", then do so. Perform battery test again to confirm repair.
BAD CELL-REPLACE	Replace the battery. Perform battery test again with Battery/Starting/Charging system tester to confirm repair.
GOOD-RECHARGE	Perform the slow battery charging procedure. (Initial rate of charge is 10A for 12 hours.)
CHARGE & RETEST	Perform the slow battery charging. (Initial rate of charge is 10A for 12 hours.) Perform battery test again with Battery/Starting/Charging system tester to confirm repair. <b>NOTE:</b> If the tester asks the user "BEFORE CHARGE/AFTER CHARGE", select "AFTER CHARGE".

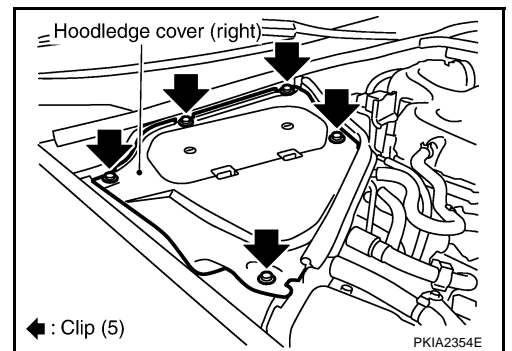
## Removal and Installation

AKS000DY

Remove the hoodledge (right) cover and observe the following to ensure proper servicing.

**CAUTION:**

- When disconnecting, disconnect negative terminal first. But for connecting, connect positive terminal first.
- Tighten parts to the specified torque shown below.

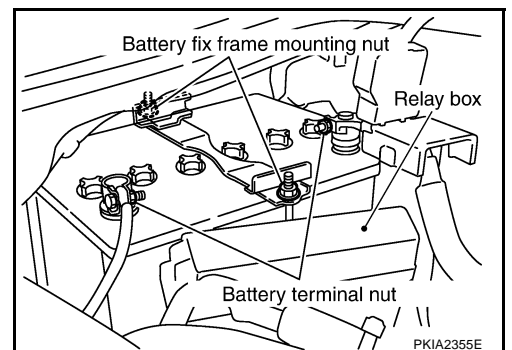


**Battery fix frame mounting nut:**

 : 4.4 N·m (0.45 kg·m, 39 in·lb)

**Battery terminal nut:**

 : 5.4 N·m (0.55 kg·m, 48 in·lb)





# STARTING SYSTEM

## STARTING SYSTEM

PFP:23300

### System Description M/T MODELS

AKS007VT

Power is supplied at all times:

- through 40A fusible link (letter M, located in the fuse and fusible link box)
- to ignition switch terminal 1
- through 15A fuse (No. 73, located in the IPDM E/R)
- to CPU of IPDM E/R.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse (No. 80, located in the IPDM E/R)
- to CPU of IPDM E/R
- through IPDM E/R terminal 26
- to clutch interlock switch terminal 1.

When the clutch pedal is depressed, power is supplied:

- through clutch interlock switch terminal 2
- to IPDM E/R terminal 43.

Ground is supplied:

- to IPDM E/ R terminals 14, 45 and 46
- from body grounds E17 and E43.

Then starter relay is turn ON.

With the ignition switch in the START position, IPDM E/R is energized and power is supplied:

- from ignition switch terminal 5
- to IPDM E/R terminal 11 and
- through IPDM E/R terminal 4
- to starter motor terminal 1.

The starter motor plunger closes and provides a closed circuit between the battery and starter motor. The starter motor is grounded to the engine block. With power and ground supplied, cranking occurs and the engine starts.

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# STARTING SYSTEM

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## A/T MODELS

Power is supplied at all times:

- through 40A fusible link (letter M, located in the fuse and fusible link box)
- to ignition switch terminal 1
- through 15A fuse (No. 73, located in the IPDM E/R)
- to CPU of IPDM E/R.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse (No. 80, located in the IPDM E/R)
- to CPU of IPDM E/R.

When the selector lever in the P or N position, power is supplied:

- from TCM (Transmission control module) terminal 48
- to IPDM E/R terminal 43.

Ground is supplied:

- to IPDM E/R terminals 14, 45 and 46
- from body grounds E17 and E43.

Then starter relay is turn ON.

With the ignition switch in the START position, IPDM E/R is energized and power is supplied:

- from ignition switch terminal 4 (up to serial 329287)\* or terminal 5 (from serial 329288)\*  
\*: For further information, refer to [GI-47, "IDENTIFICATION NUMBER"](#) .
- to IPDM E/R terminal 11 and
- through IPDM E/R terminal 4
- to starter motor terminal 1.

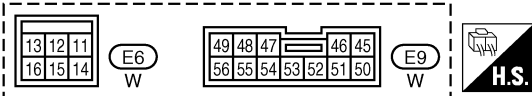
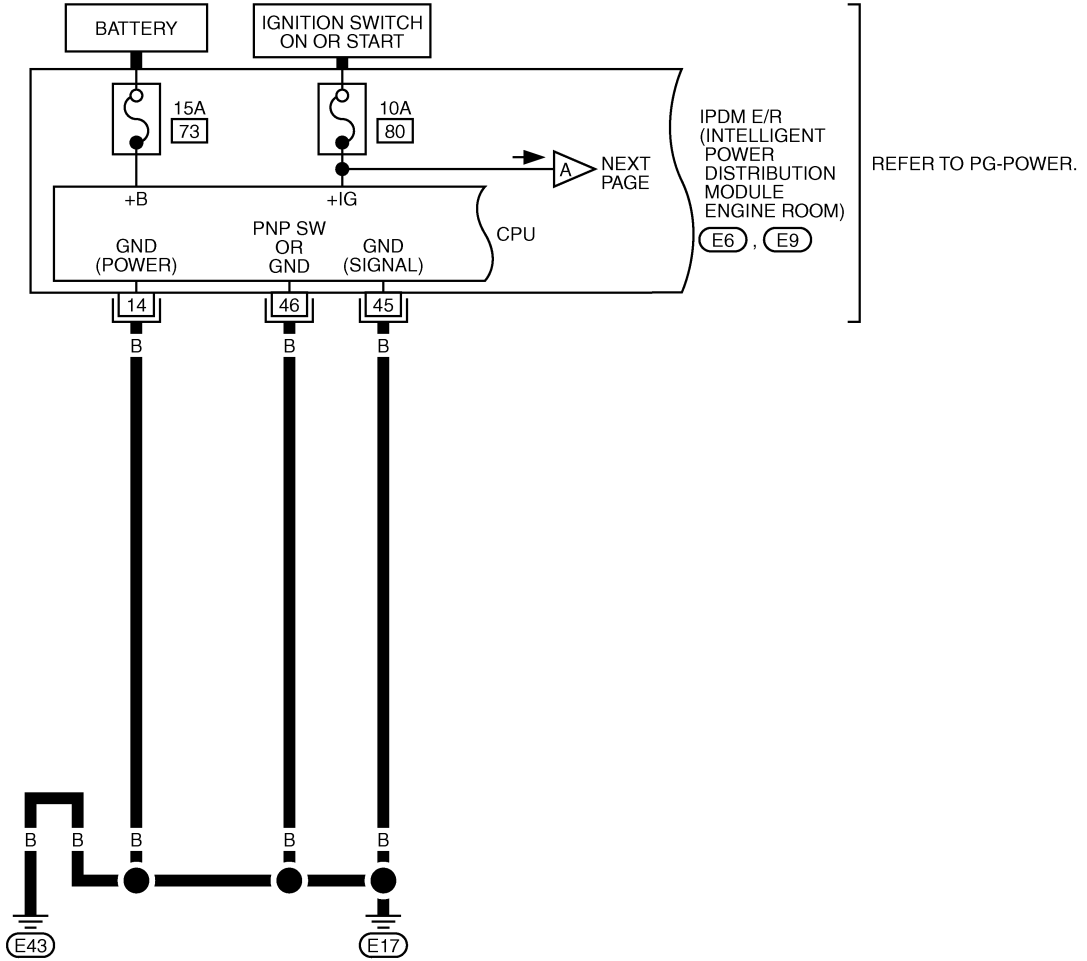
The starter motor plunger closes and provides a closed circuit between the battery and starter motor. The starter motor is grounded to the engine block. With power and ground supplied, cranking occurs and the engine starts.

# STARTING SYSTEM

## Wiring Diagram — START — M/T MODELS

AKS0005E

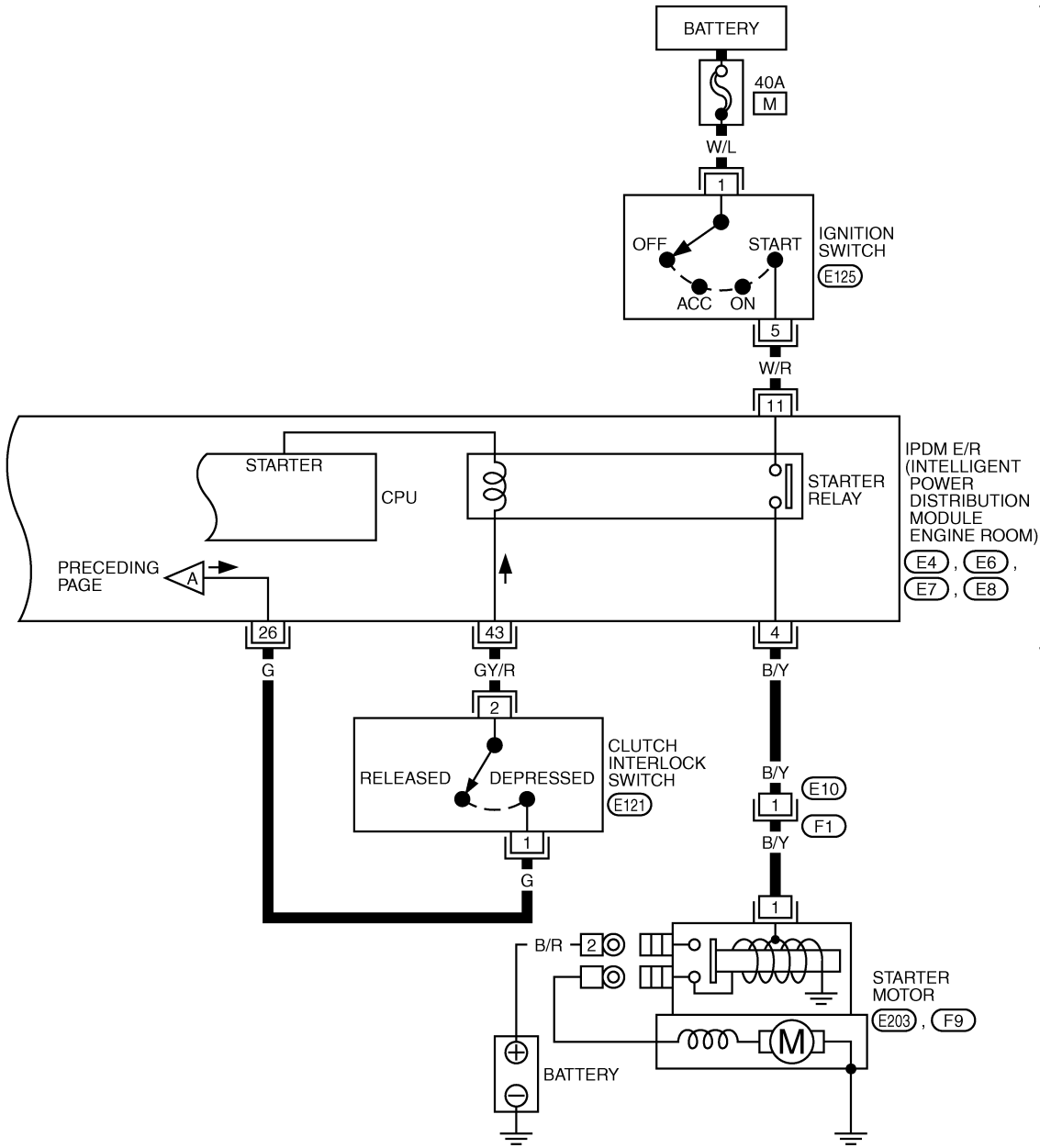
SC-START-01



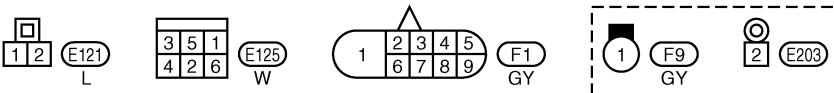
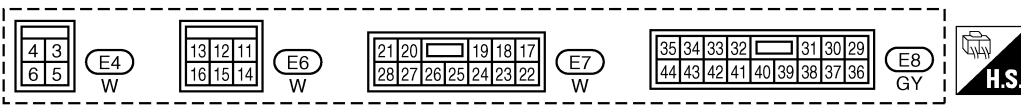
TKWT0925E

# STARTING SYSTEM

SC-START-02



REFER TO PG-POWER.

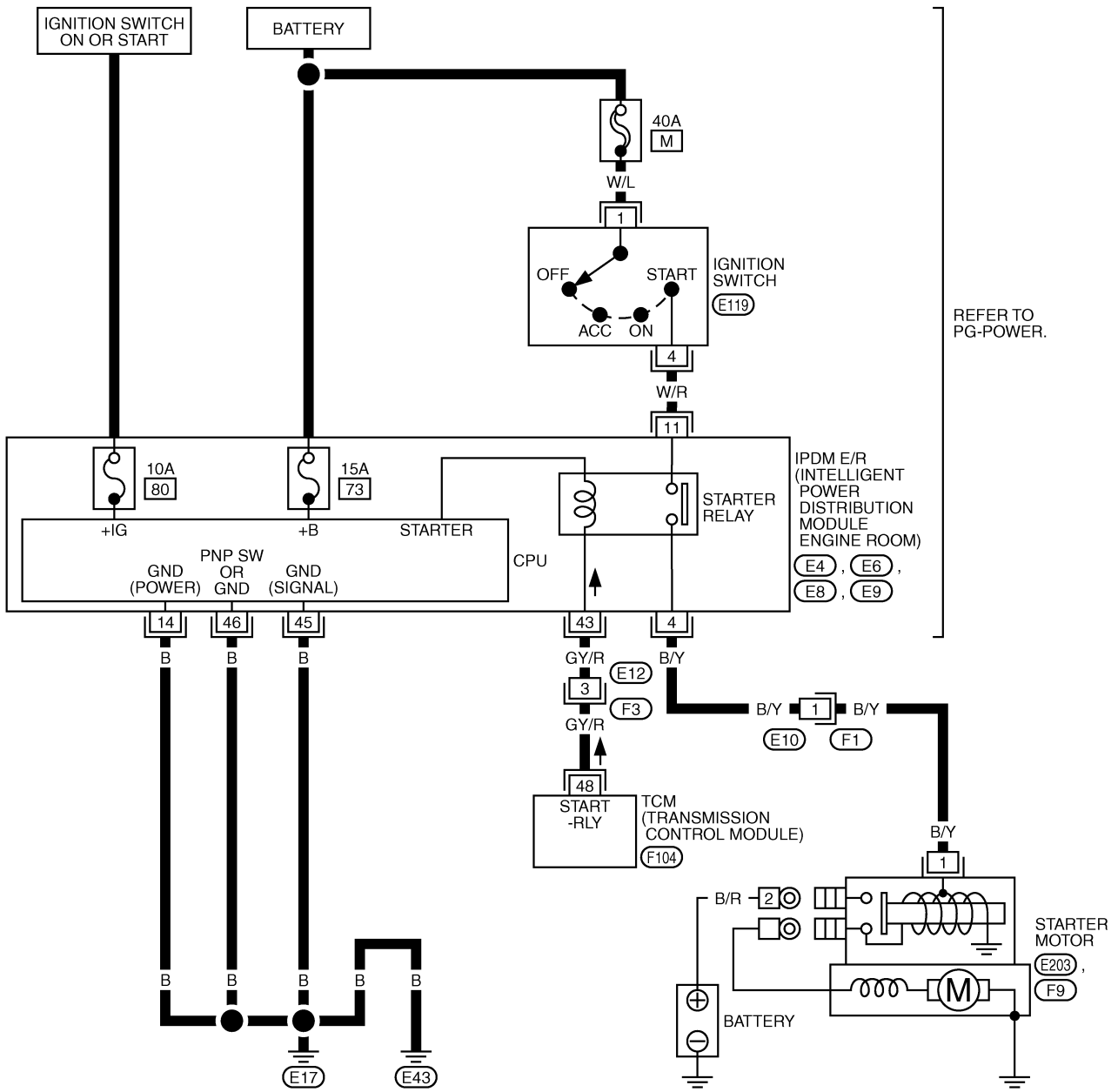


TKWT0926E

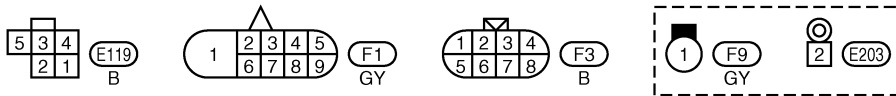
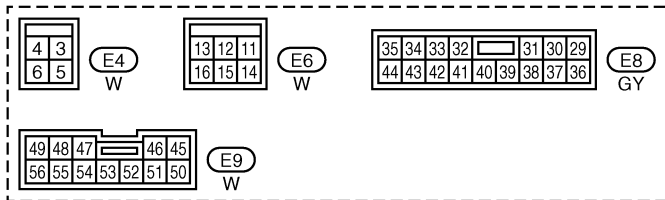
# STARTING SYSTEM

A/T MODELS (UP TO SERIAL 329287)

SC-START-03



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REFER TO THE FOLLOWING.  
F104 -ELECTRICAL UNITS

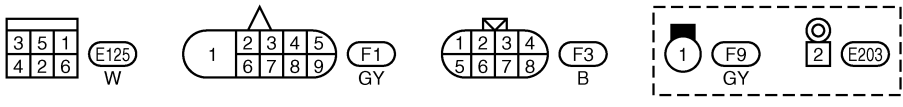
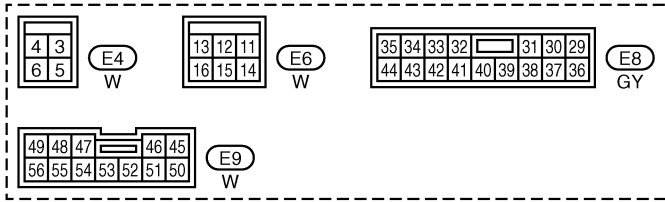
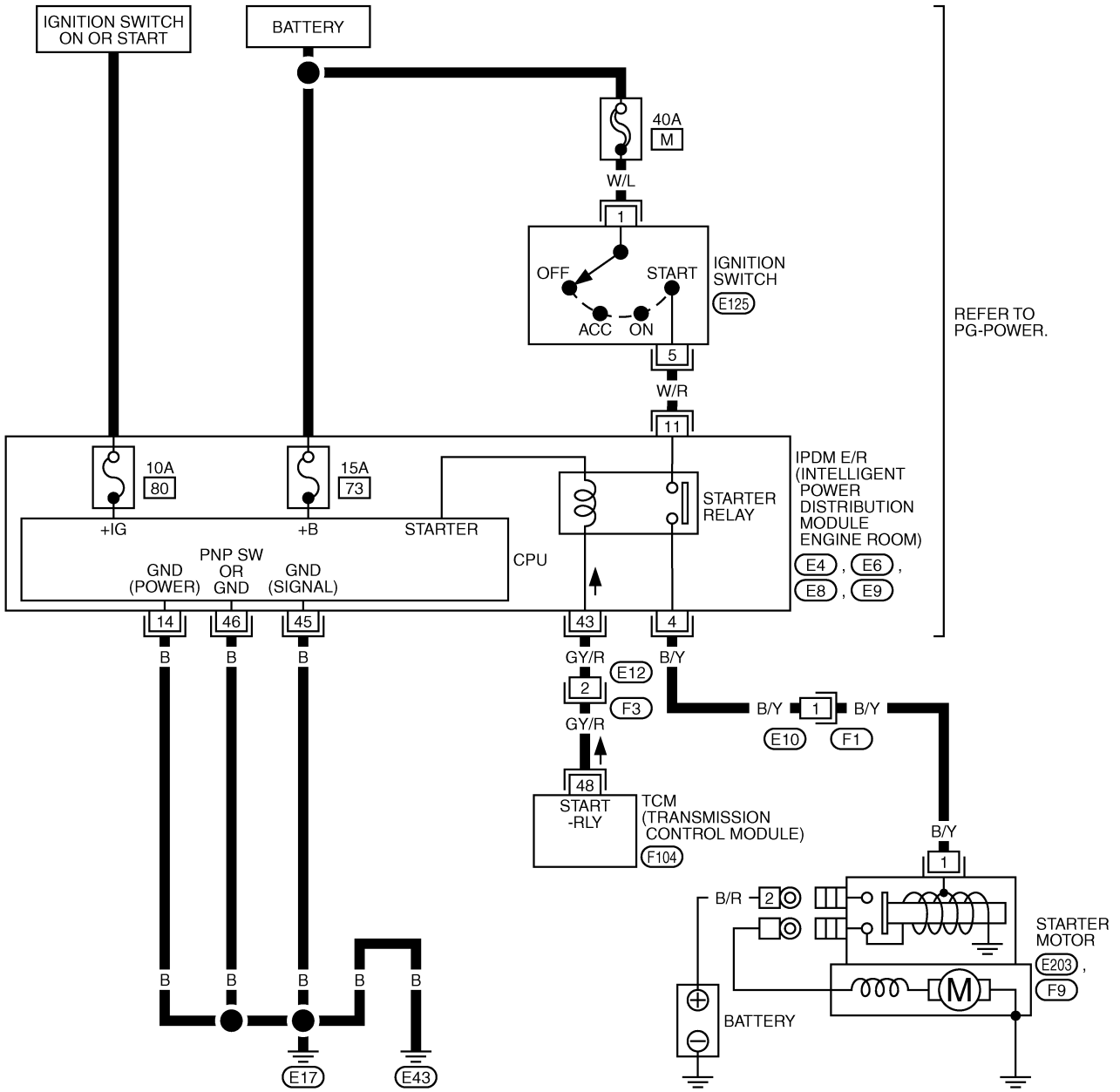


TKWT0998E

# STARTING SYSTEM

A/T MODELS (FROM SERIAL 329288)

SC-START-04



REFER TO THE FOLLOWING.  
 (F104) -ELECTRICAL UNITS



TKWT1003E

# STARTING SYSTEM

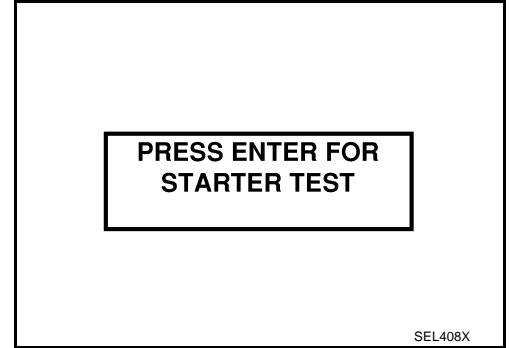
## Trouble Diagnosis with Battery/Starting/Charging System Tester

AKS0005F

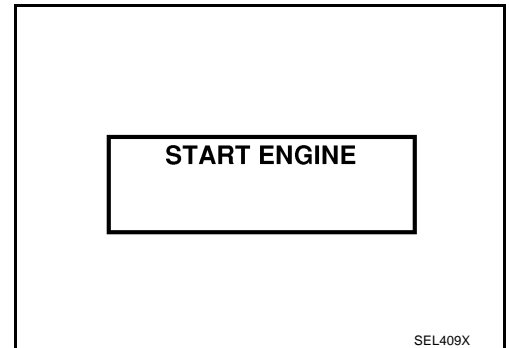
### NOTE:

To ensure a complete and thorough diagnosis, the battery, starter and alternator test segments must be done as a set from start to finish.

1. Turn off all loads on the vehicle electrical system.
2. Perform battery test with Battery/Starting/Charging system tester. Refer to [SC-6, "Trouble Diagnosis with Battery/Starting/Charging System Tester"](#).
3. Press "ENTER" to begin the starting system test.



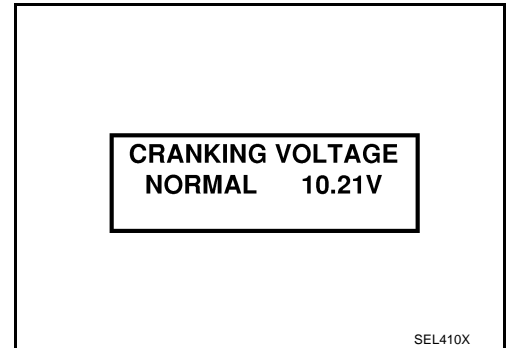
4. Start the engine.



5. Diagnosis result is displayed on the tester. Refer to [SC-15, "DIAGNOSTIC RESULT ITEM CHART"](#).

### NOTE:

- If the starter performs normally but the engine does not start, perform engine diagnosis.
- For intermittent "NO CRANK" or "NO STARTER OPERATION" incidents, refer to [SC-18, "DIAGNOSTIC PROCEDURE 2"](#).

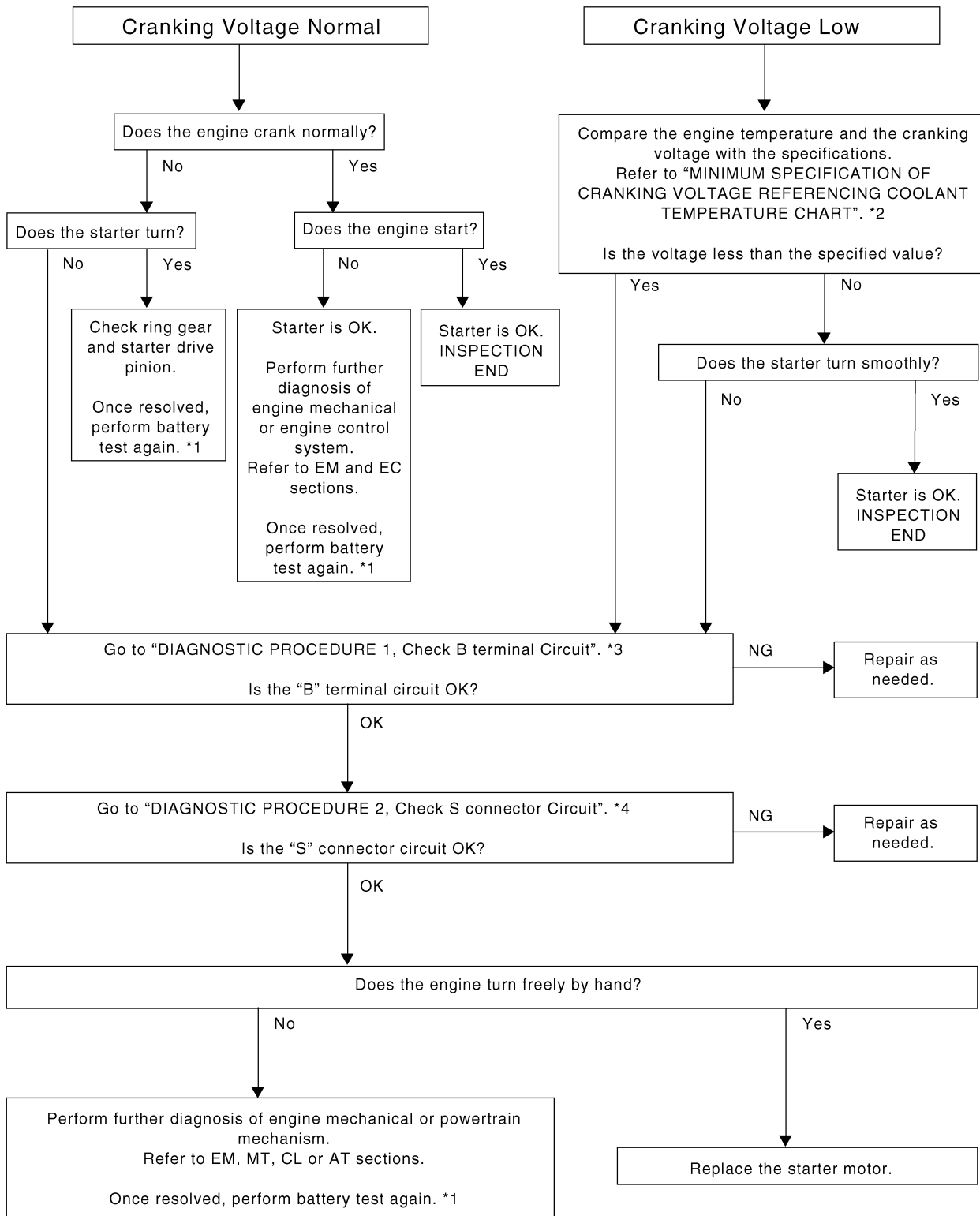


## DIAGNOSTIC RESULT ITEM CHART

Diagnostic item	Service procedure
CRANKING VOLTAGE NORMAL	Go to <a href="#">SC-16, "WORK FLOW"</a> .
CRANKING VOLTAGE LOW	
CHARGE BATTERY	Perform the slow battery charging procedure. (Initial rate of charge is 10A for 12 hours.) Perform battery test again with Battery/Starting/Charging system tester. Refer to <a href="#">SC-6, "Trouble Diagnosis with Battery/Starting/Charging System Tester"</a> .
REPLACE BATTERY	Before replacing battery, clean the battery cable clamps and battery posts. Perform battery test again with Battery/Starting/Charging system tester. Refer to <a href="#">SC-6, "Trouble Diagnosis with Battery/Starting/Charging System Tester"</a> . If second test result is "REPLACE BATTERY", then do so. Perform battery test again to confirm repair.

# STARTING SYSTEM

## WORK FLOW



SKIB0227E

\*1 [SC-6. "Trouble Diagnosis with Battery/Starting/Charging System Tester"](#)

\*2 [SC-18. "MINIMUM SPECIFICATION OF CRANKING VOLTAGE REFERENCING COOLANT TEMPERATURE"](#)

\*3 [SC-17. "DIAGNOSTIC PROCEDURE 1"](#)

\*4 [SC-18. "DIAGNOSTIC PROCEDURE 2"](#)



# STARTING SYSTEM

## DIAGNOSTIC PROCEDURE 1

### Check "B" Terminal Circuit

#### 1. CHECK POWER SUPPLY FOR STARTER MOTOR "B" TERMINAL

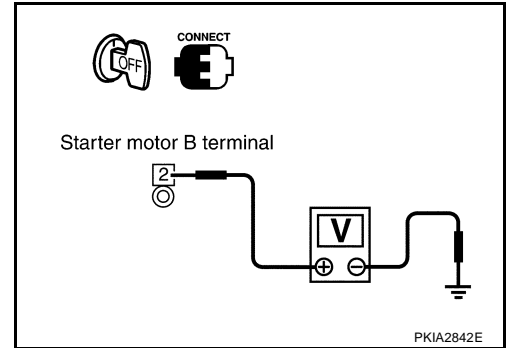
1. Remove fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.
3. Turn ignition switch OFF.
4. Make sure that the starter motor B terminal E203 terminal 2 (B/R) connection is clean and tight.
5. Check voltage between starter motor B terminal E203 terminal 2 (B/R) and ground using a digital circuit tester.

**Battery voltage should exist**

OK or NG

OK >> GO TO 2.

NG >> Check harness between the battery and the starter motor for open circuit.



#### 2. CHECK BATTERY CABLE CONNECTION (VOLTAGE DROP TEST)

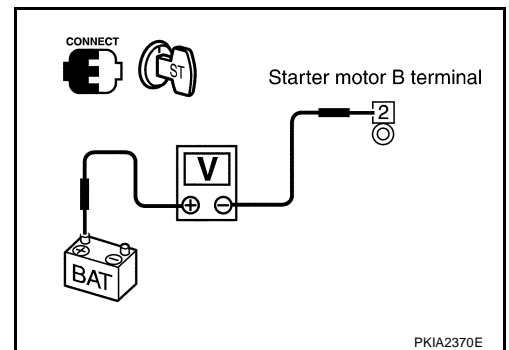
Check voltage between starter motor B terminal E203 terminal 2 (B/R) and battery positive terminal using a digital circuit tester.

**When the ignition switch is in START position,  
Voltage: Less than 0.5V**

OK or NG

OK >> GO TO 3.

NG >> Check harness between the battery and the starter motor for poor continuity.



#### 3. CHECK STARTER MOTOR GROUND CIRCUIT (VOLTAGE DROP TEST)

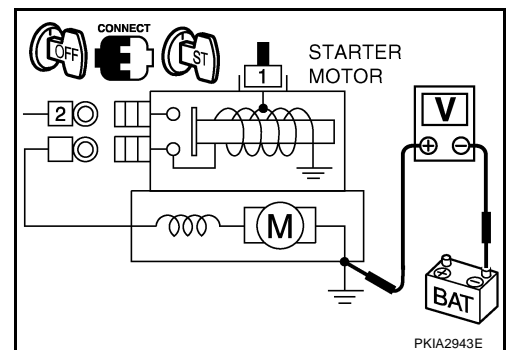
1. Turn ignition switch OFF.
2. Check voltage between starter motor case and battery negative terminal using a digital circuit tester.

**When the ignition switch is in START position,  
Voltage: Less than 0.2V**

OK or NG

OK >> Starter motor "B" terminal circuit is OK. Further inspection necessary. Refer to [SC-16, "WORK FLOW"](#).

NG >> Check the starter motor case and ground for poor continuity.



# STARTING SYSTEM

## DIAGNOSTIC PROCEDURE 2

### Check "S" Connector Circuit

#### 1. CHECK POWER SUPPLY FOR STARTER MOTOR "S" CONNECTOR

1. Remove fuel pump fuse.
2. Crank or start the engine (where possible) until the fuel pressure is released.
3. Turn ignition switch OFF.
4. Disconnect starter motor S connector.
5. Check voltage between starter motor connector F9 terminal 1 (B/Y) and ground using a digital circuit tester.

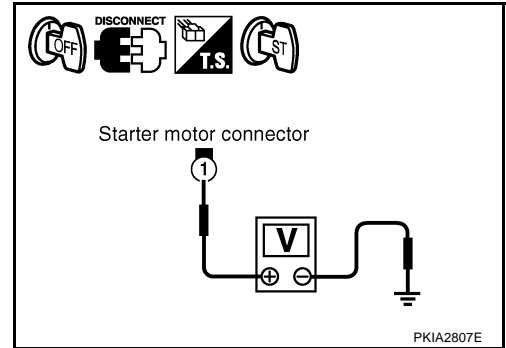
**When the ignition switch is in START position, Battery voltage should exist.**

#### OK or NG

OK >> GO TO 2.

NG >> Check the following.

- 40A fusible link (letter M, located in fuse and fusible link box)
- Ignition switch
- Starter relay [within the intelligent power distribution module engine room (IPDM E/R)]
- Harness for open or short



#### 2. CHECK "S" TERMINAL CONNECTION (VOLTAGE DROP TEST)

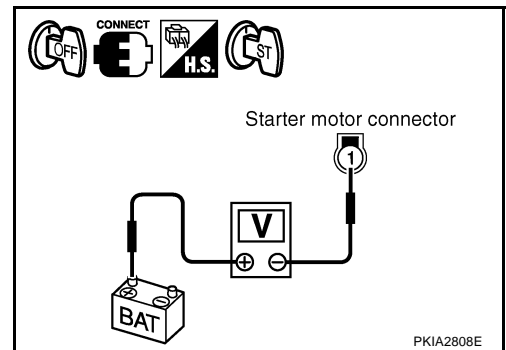
1. Turn ignition switch OFF.
2. Connect starter motor S connector.
3. Check voltage between starter motor harness connector F9 terminal 1 (B/Y) and battery positive terminal using a digital circuit tester.

**When the ignition switch is in START position, Voltage: Less than 1V**

#### OK or NG

OK >> Starter motor "S" connector circuit is OK. Further inspection necessary. Refer to [SC-16, "WORK FLOW"](#).

NG >> Check harness between the battery and the starter motor "S" connector for poor continuity.



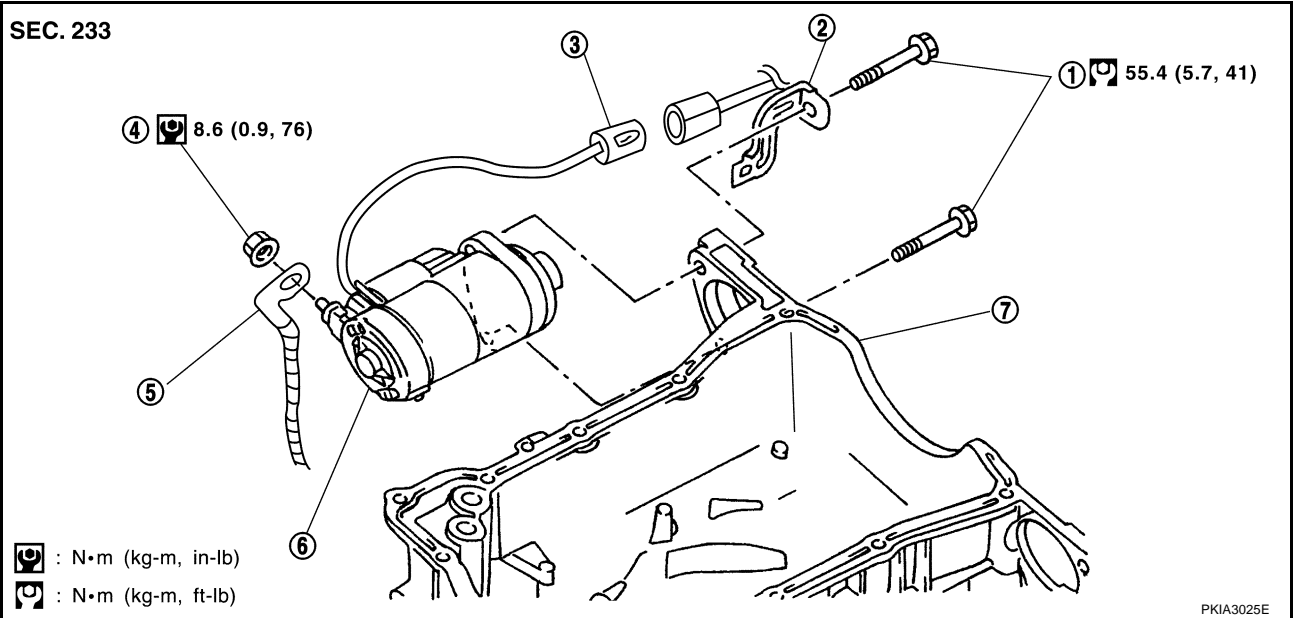
### MINIMUM SPECIFICATION OF CRANKING VOLTAGE REFERENCING COOLANT TEMPERATURE

Engine coolant temperature	Voltage V
-30°C to -20°C (-22°F to -4°F)	8.4
-19°C to -10°C (-2°F to 14°F)	8.9
-9°C to 0°C (16°F to 32°F)	9.3
More than 1°C (More than 34°F)	9.7

# STARTING SYSTEM

## Removal and Installation

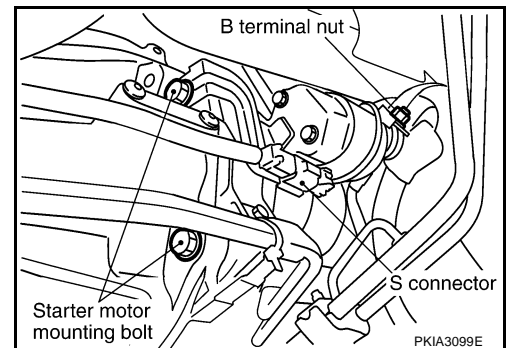
AKS000E2



1. Starter motor mounting bolt
2. Harness clip bracket
3. S connector
4. B terminal nut
5. B terminal harness
6. Starter motor
7. Oil pan

### REMOVAL

1. Disconnect negative battery terminal.
2. Remove engine rear undercover, using power tools.
3. Disconnect S connector.
4. Remove B terminal nut.
5. Remove starter motor mounting bolts and harness connector clip bracket, using power tools.
6. Remove starter motor to the direction of under side the vehicle.



### INSTALLATION

Install in the reverse order of removal.

#### **CAUTION:**

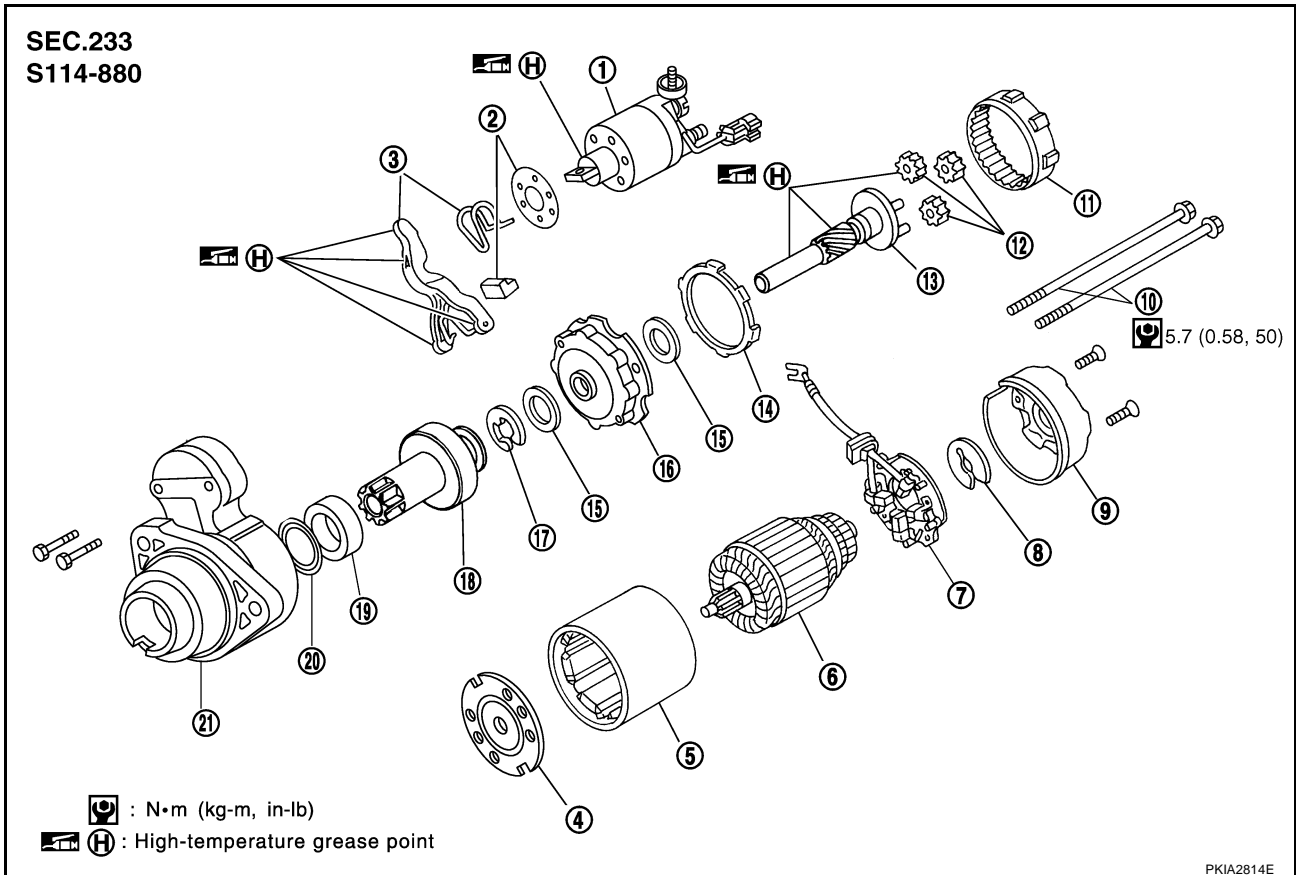
**Be sure to tighten B terminal nut carefully.**

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# STARTING SYSTEM

## Disassembly and Assembly

AKS000E3



- |                             |                   |                        |
|-----------------------------|-------------------|------------------------|
| 1. Magnetic switch assembly | 2. Dust cover kit | 3. Shift lever set     |
| 4. Center bracket (A)       | 5. Yoke assembly  | 6. Armature assembly   |
| 7. Brush holder assembly    | 8. Thrust washer  | 9. Rear cover assembly |
| 10. Through bolt            | 11. Internal gear | 12. Planetary gear     |
| 13. Pinion shaft            | 14. Packing       | 15. Thrust washer      |
| 16. Center bracket (P)      | 17. E-ring        | 18. Pinion assembly    |
| 19. Ball bearing            | 20. Caul          | 21. Gear case assembly |

## Inspection After Disassembly PINION/CLUTCH CHECK

AKS000E4

- Inspect pinion teeth.
  - Replace pinion if teeth are worn or damaged. (Also check condition of ring gear teeth.)
- Inspect reduction gear teeth.
  - Replace reduction gear if teeth are worn or damaged. (Also check condition of armature shaft gear teeth.)
- Check to see if pinion locks in one direction and rotates smoothly in the opposite direction.
  - If it locks or rotates in both directions, or unusual resistance is evident, replace.

# CHARGING SYSTEM

## CHARGING SYSTEM

PFP:23100

### System Description

AKS0005J

The alternator provides DC voltage to operate the vehicle's electrical system and to keep the battery charged. The voltage output is controlled by the IC regulator.

Power is supplied at all times to alternator terminal 4 (S) through:

- 10A fuse (No. 36, located in the fuse and fusible link box).

Terminal B supplies power to charge the battery and operate the vehicle's electrical system. Output voltage is controlled by the IC regulator at terminal 4 (S) detecting the input voltage.

The alternator is grounded to the engine block.

With the ignition switch in the ON or START position, power is supplied:

- through 10A fuse [No. 14, located in the fuse block (J/B)]
- to combination meter terminals 41 and 42 for the charge warning lamp.

Ground is supplied to terminal 37 of the combination meter through terminal 3 (L) of the alternator. With power and ground supplied, the charge warning lamp will illuminate. When the alternator is providing sufficient voltage with the engine running, the ground is opened and the charge warning lamp will go off.

If the charge warning lamp illuminates with the engine running, a malfunction is indicated.

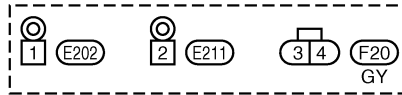
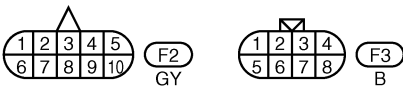
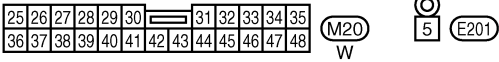
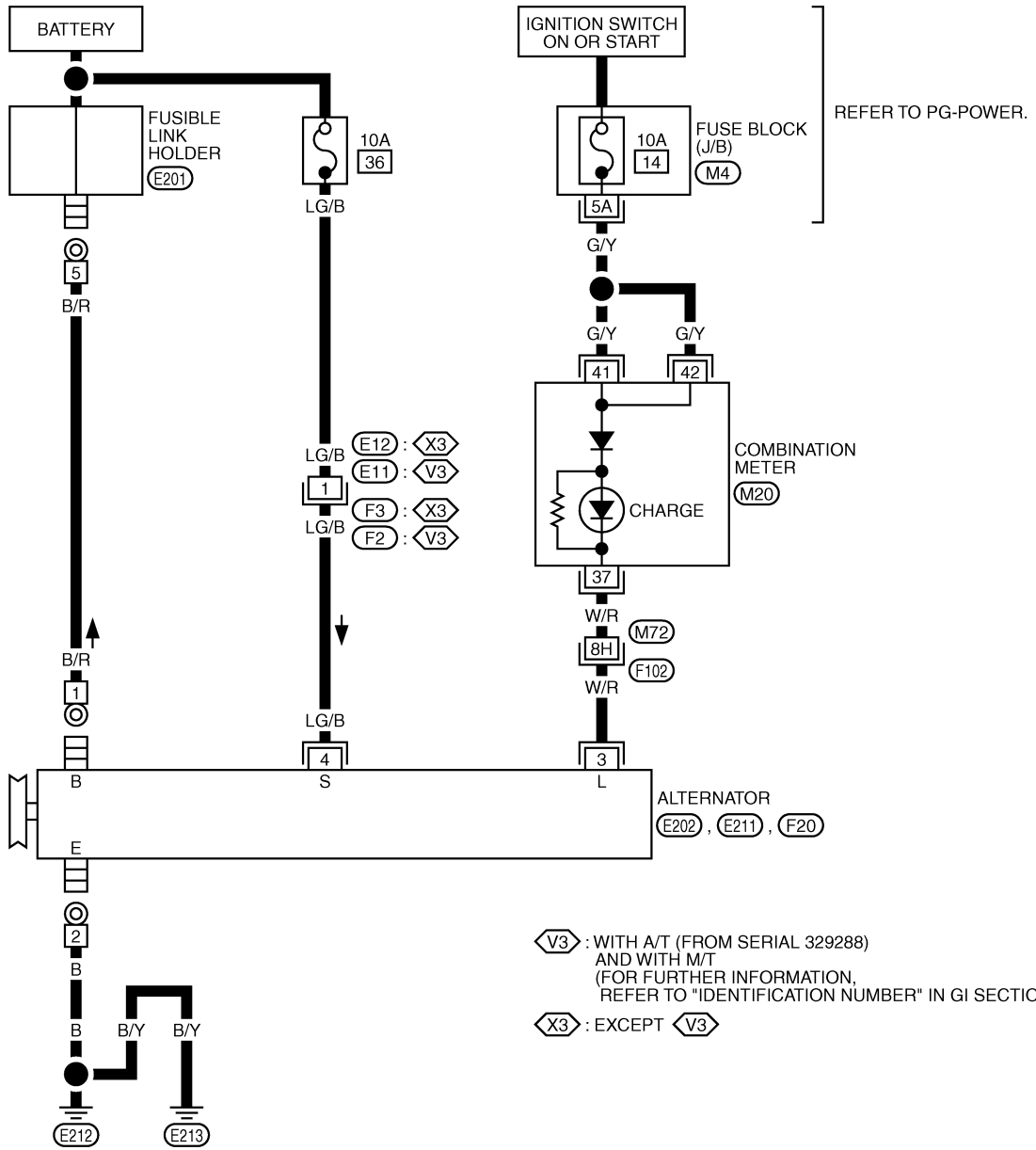
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# CHARGING SYSTEM

## Wiring Diagram — CHARGE —

AKS0005K

### SC-CHARGE-01



REFER TO THE FOLLOWING.

F102 -SUPER MULTIPLE JUNCTION (SMJ)

M4 -FUSE BLOCK-JUNCTION BOX (J/B)

TKWT1004E

# CHARGING SYSTEM

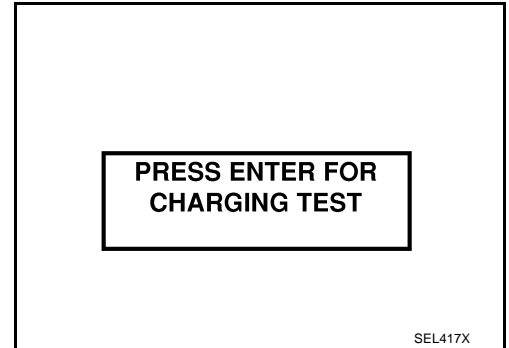
## Trouble Diagnosis with Battery/Starting/Charging System Tester

AKS005WR

### NOTE:

To ensure a complete and thorough diagnosis, the battery, starter and alternator test segments must be done as a set from start to finish.

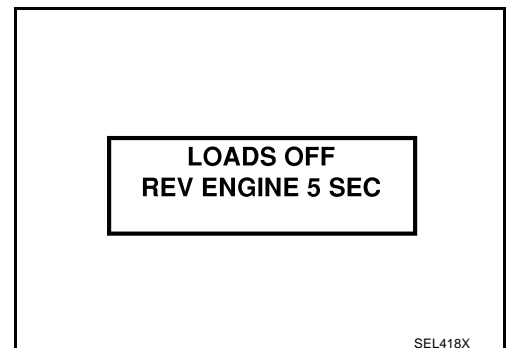
1. Turn off all loads on the vehicle electrical system.
2. Perform battery and starting system test with Battery/Starting/Charging system tester.
3. Press "ENTER" to begin the charging system test.
4. Start engine.



5. Press "ENTER" until "LOADS OFF REV ENGINE 5 SEC" is displayed.
6. Raise and hold the engine speed at 1,500 to 2,000 rpm for about 5 seconds, then return the engine to idle. Once the increase in engine rpm is detected, press "ENTER" to continue.

### NOTE:

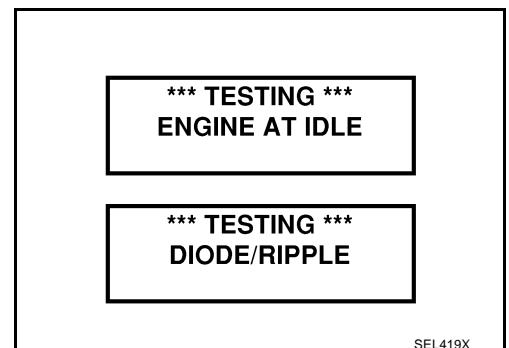
- If after 30 seconds an increase in engine idle speed is not detected, "RPM NOT DETECTED" will display.
- Some engines may have a higher idle initially after starting, particularly when the engine is cold. The tester may detect this without any other action being taken. If this occurs, continue on with the testing process. The final results will not be affected.



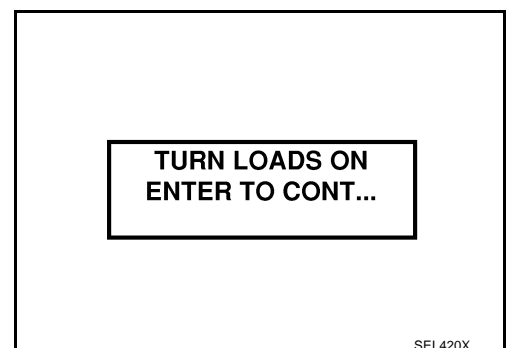
7. The tester now checks the engine at idle and performs the DIODE/RIPPLE check.
8. When complete, the tester will prompt you to turn on the following electrical loads.
  - Heater fan set to highest speed. Do not run the A/C or windshield defroster.
  - Headlamp high beam
  - Rear window defogger

### NOTE:

Do not run the windshield wipers or any other cyclical loads.



9. Press "ENTER" to continue.



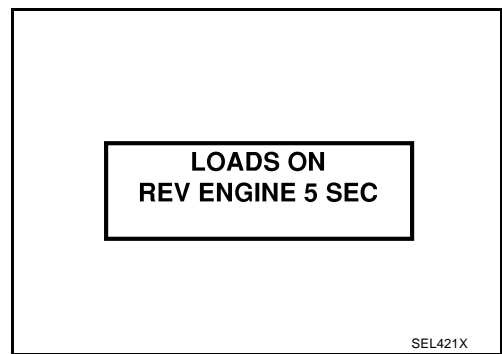
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# CHARGING SYSTEM

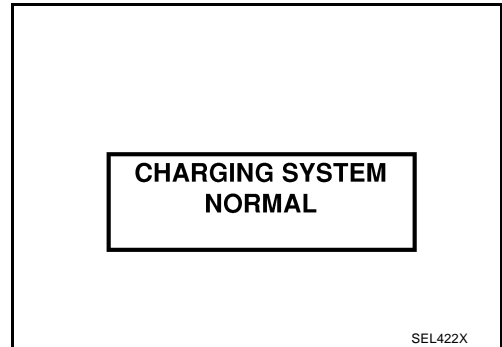
10. Raise and hold the engine speed at 1,500 to 2,000 rpm for about 5 seconds, then return the engine to idle. Once the increase in engine rpm is detected, press "ENTER" to continue.

**NOTE:**

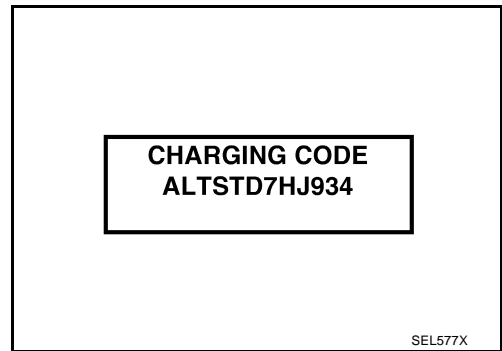
If after 30 seconds an increase in engine idle speed is not detected, "RPM NOT DETECTED" will be displayed. Press "ENTER" to restart the test.



11. Diagnostic result is displayed on the tester. Refer to [SC-24, "DIAGNOSTIC RESULT ITEM CHART"](#) .



12. Press "ENTER" then test output code is displayed. Record the test output code on the repair order.  
 13. Toggle back to the "DIAGNOSTIC SCREEN" for test results.



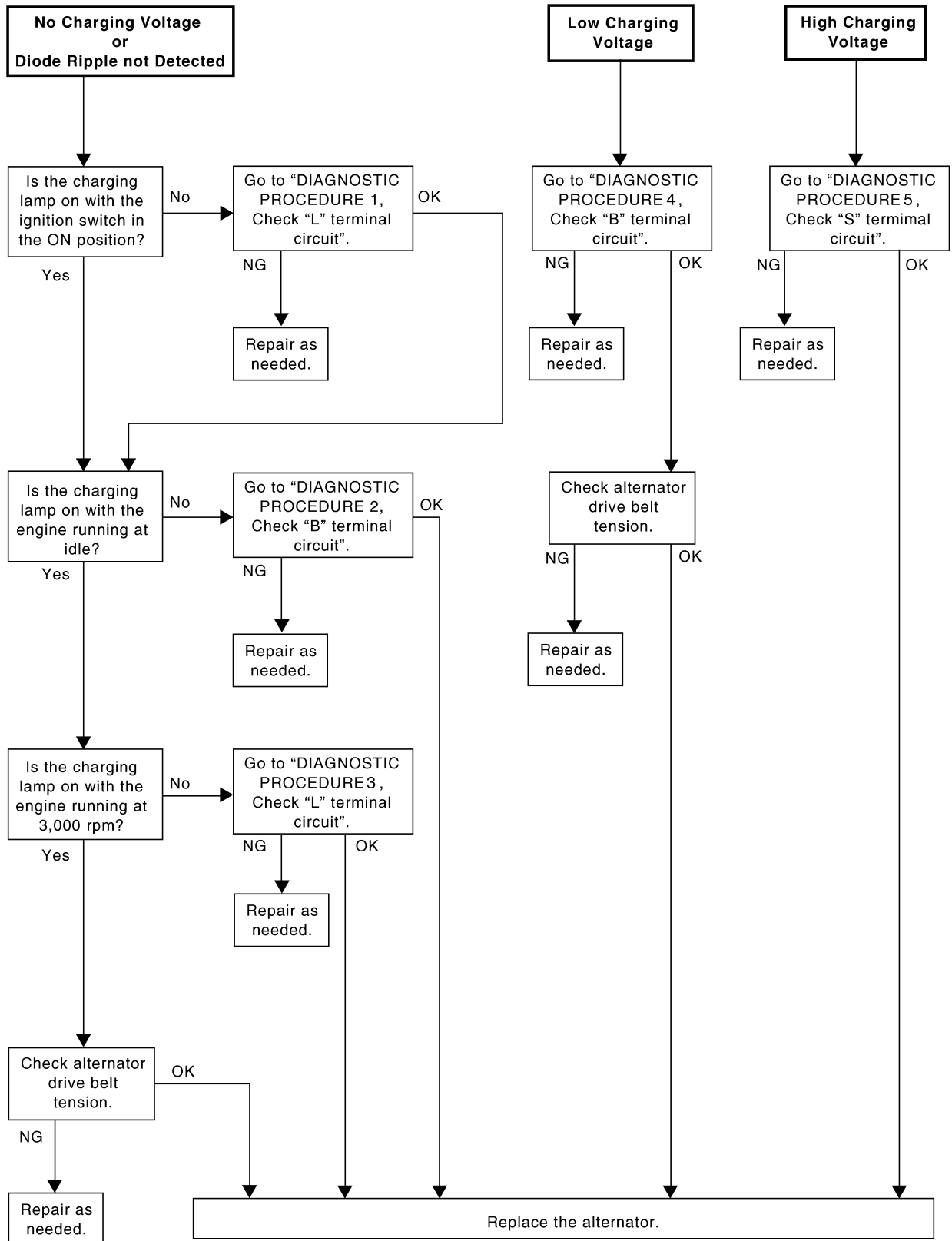
## DIAGNOSTIC RESULT ITEM CHART

Diagnostic item	Service procedure
CHARGING SYSTEM NORMAL	Charging system is normal and will also show DIODE RIPPLE test result.
NO CHARGING VOLTAGE	Go to <a href="#">SC-25, "WORK FLOW"</a> .
LOW CHARGING VOLTAGE	Go to <a href="#">SC-25, "WORK FLOW"</a> .
HIGH CHARGING VOLTAGE	Go to <a href="#">SC-25, "WORK FLOW"</a> .
DIODE RIPPLE NORMAL	Diode ripple is OK and will also show CHARGING VOLTAGE test result.
EXCESS RIPPLE DETECTED	Replace the alternator. Perform "DIODE RIPPLE" test again using Battery/Starting/Charging system tester to confirm repair.
DIODE RIPPLE NOT DETECTED	Go to <a href="#">SC-25, "WORK FLOW"</a> .



# CHARGING SYSTEM

## WORK FLOW



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PKIA2226E

# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 1

### Check "L" Terminal Circuit

#### 1. CHECK "L" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check to see if "L" terminal is clean and tight.

OK or NG

OK >> GO TO 2.

NG >> Repair "L" terminal connection. Confirm repair by performing complete Battery/Starting/Charging system test.

#### 2. CHECK "L" TERMINAL CIRCUIT

1. Disconnect alternator connector.
2. Apply ground to alternator harness connector F20 terminal 3 (W/R) with the ignition switch in the ON position.

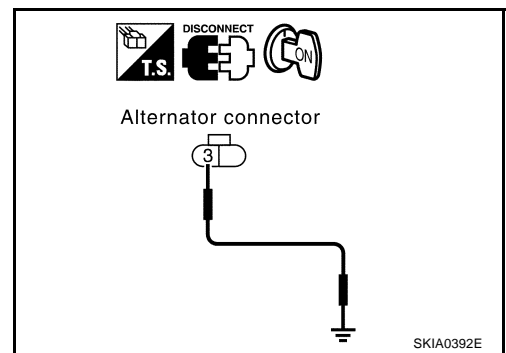
**CHARGE lamp should light up.**

OK or NG

OK >> Go to [SC-25, "WORK FLOW"](#) .

NG >> Check the following.

- 10A fuse [No. 14, located in fuse block (J/B)]
- CHARGE lamp
- Harness for open or short between combination meter and fuse
- Harness for open or short between combination meter and alternator



# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 2

### Check "B" Terminal Circuit

#### 1. CHECK "B" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check to see if "B" terminal is clean and tight.

##### OK or NG

- OK >> GO TO 2. Confirm repair by performing complete Battery/Starting/Charging system test.  
NG >> Repair "B" terminal connection.

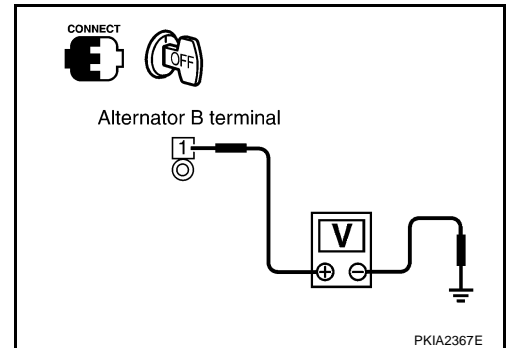
#### 2. CHECK ALTERNATOR "B" TERMINAL CIRCUIT

Check voltage between alternator B terminal E202 terminal 1 (B/R) and ground using a digital circuit tester.

**Battery voltage should exist.**

##### OK or NG

- OK >> GO TO 3.  
NG >> Check the following.
- Harness for open or short between alternator and battery



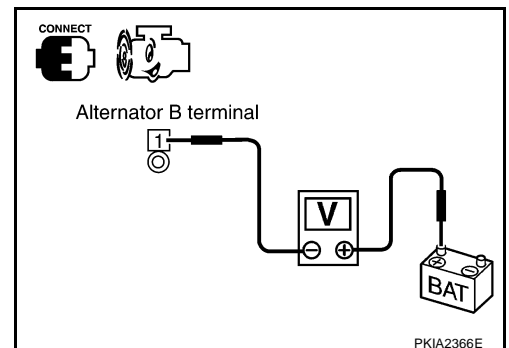
#### 3. CHECK "B" TERMINAL CONNECTION (VOLTAGE DROP TEST)

1. Start the engine.
2. When the engine running at idle and warm, check voltage between alternator B terminal E202 terminal 1 (B/R) and battery positive terminal using a digital circuit tester.

**Voltage: Less than 0.2V**

##### OK or NG

- OK >> Replace the alternator. Confirm repair by performing complete Battery/Starting/Charging system test.  
NG >> Check harness between the battery and the alternator for poor continuity.



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# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 3

### Check "L" Terminal Circuit

#### 1. CHECK "L" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check to see if "L" terminal is clean and tight.

OK or NG

OK >> GO TO 2.

NG >> Repair "L" terminal connection. Confirm repair by performing complete Battery/Starting/Charging system test.

#### 2. CHECK "L" TERMINAL CIRCUIT

1. Disconnect alternator connector.
2. Apply ground to alternator harness connector F20 terminal 3 (W/R) with the ignition switch in the ON position.

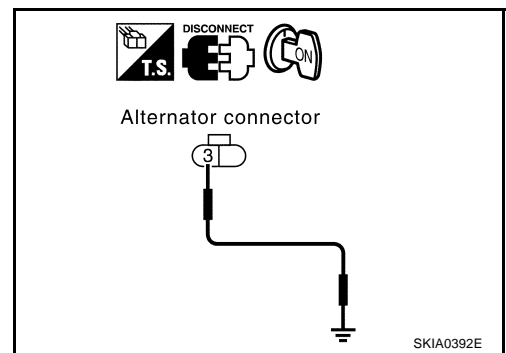
**CHARGE lamp should light up.**

OK or NG

OK >> Replace the alternator. Confirm repair by performing complete Battery/Starting/Charging system test.

NG >> Check the following.

- 10A fuse [No. 14, located in fuse block (J/B)]
- CHARGE lamp
- Harness for open or short between combination meter and fuse
- Harness for open or short between combination meter and alternator



# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 4

### Check "B" Terminal Circuit

#### 1. CHECK "B" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check to see if "B" terminal is clean and tight.

##### OK or NG

- OK >> GO TO 2. Confirm repair by performing complete Battery/Starting/Charging system test.  
NG >> Repair "B" terminal connection.

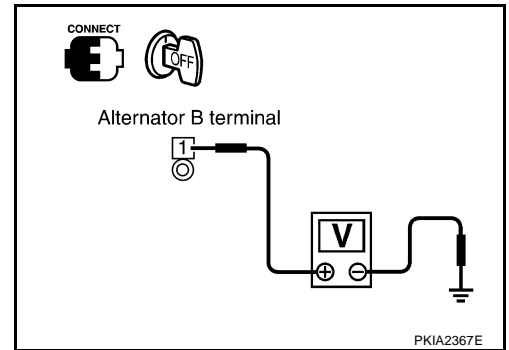
#### 2. CHECK ALTERNATOR "B" TERMINAL CIRCUIT

Check voltage between alternator B terminal E202 terminal 1 (B/R) and ground using a digital circuit tester.

**Battery voltage should exist.**

##### OK or NG

- OK >> GO TO 3.  
NG >> Check the following.
- Harness for open or short between alternator and battery



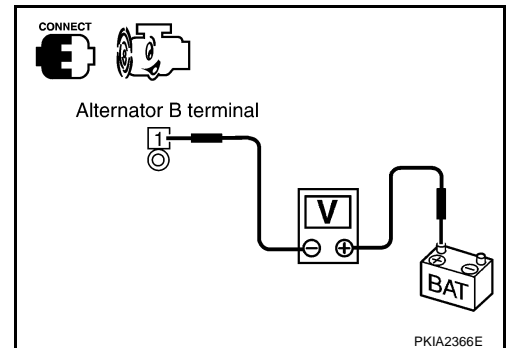
#### 3. CHECK "B" TERMINAL CONNECTION QUALITY (VOLTAGE DROP TEST)

1. Start the engine.
2. When the engine running at idle and warm, check voltage between alternator B terminal E202 terminal 1 (B/R) and battery positive terminal using a digital circuit tester.

**Voltage: Less than 0.2V**

##### OK or NG

- OK >> GO TO 4.  
NG >> Check harness between the battery and the alternator for poor continuity.



#### 4. CHECK ALTERNATOR DRIVE BELT TENSION

1. Turn ignition switch OFF.
2. Check alternator drive belt tension. Refer to [EM-13, "Checking Drive Belts"](#) in "ENGINE MECHANICAL (EM)" section.

**Dose drive belt tension normal?**

##### YES or NO

- YES >> Replace the alternator. Confirm repair by performing complete Battery/Starting/Charging system test.  
NO >> Readjust drive belt tension. Refer to [EM-13, "Tension Adjustment"](#) in "ENGINE MECHANICAL (EM)" section.

# CHARGING SYSTEM

## DIAGNOSTIC PROCEDURE 5

### Check "S" Terminal Circuit

#### 1. CHECK "S" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check to see if "S" terminal is clean and tight.

OK or NG

OK >> GO TO 2.

NG >> Repair "S" terminal connection. Confirm repair by performing complete Battery/Starting/Charging system test.

#### 2. CHECK ALTERNATOR "S" TERMINAL CIRCUIT

Check voltage between alternator harness connector F20 terminal 4 (LG/B) and ground using a digital circuit tester.

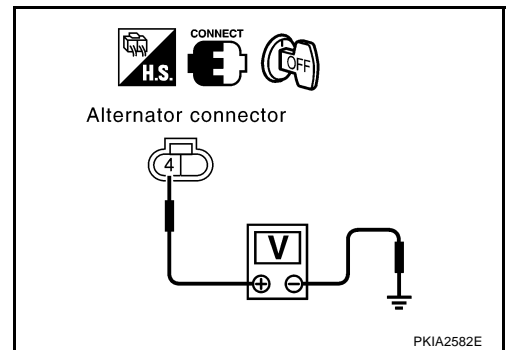
**Battery voltage should exist.**

OK or NG

OK >> GO TO 3.

NG >> Check the following.

- 10A fuse (No. 36, located in fuse and fusible link box)
- Harness for open or short between alternator and fuse



#### 3. CHECK "S" TERMINAL CONNECTION (VOLTAGE DROP TEST)

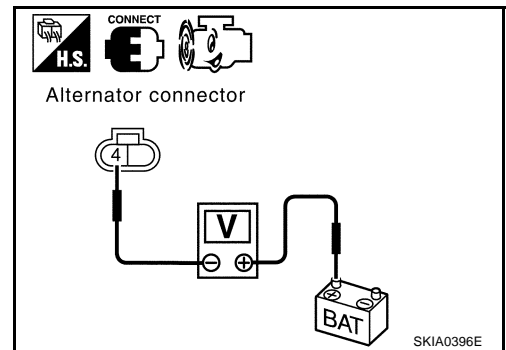
1. Start the engine.
2. When the engine running at idle and warm, check voltage between alternator harness connector F20 terminal 4 (LG/B) and battery positive terminal using a digital circuit tester.

**Voltage: Less than 0.2V**

OK or NG

OK >> Replace the alternator. Confirm repair by performing complete Battery/Starting/Charging system test.

NG >> Check harness between the battery and the alternator for poor continuity.



### MALFUNCTION INDICATOR

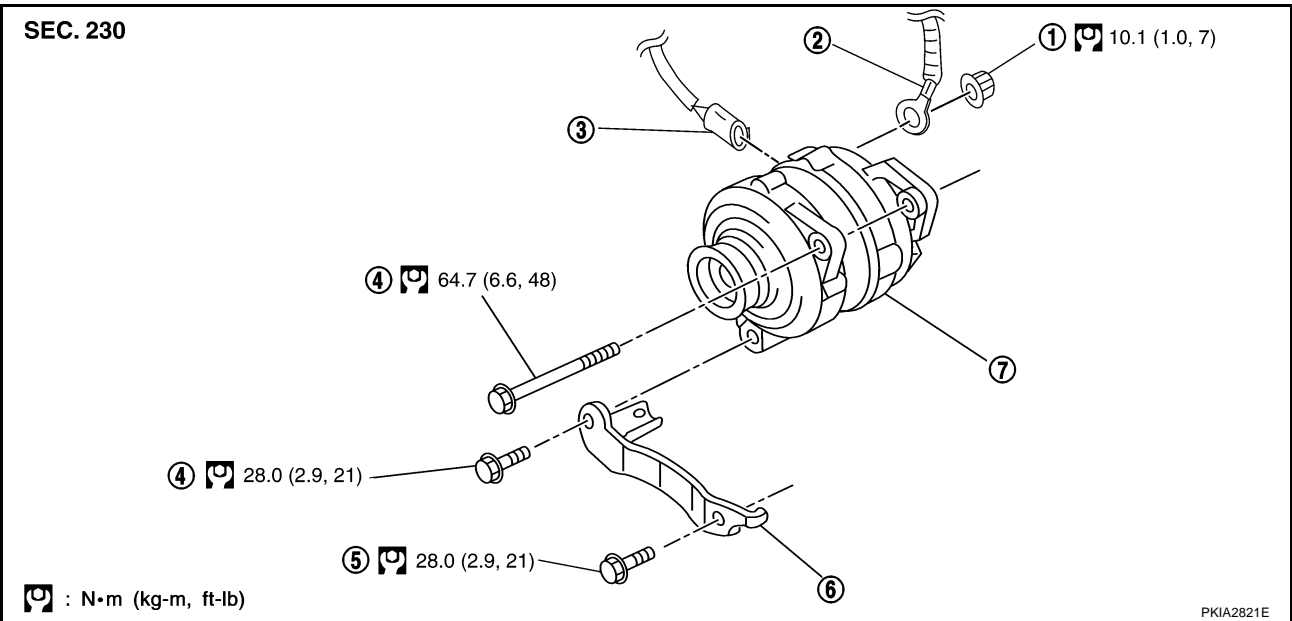
The IC regulator warning function activates to illuminate "CHARGE" warning lamp, if any of the following symptoms occur while alternator is operating:

- Excessive voltage is produced.
- No voltage is produced.

# CHARGING SYSTEM

## Removal and Installation

AKS000DZ

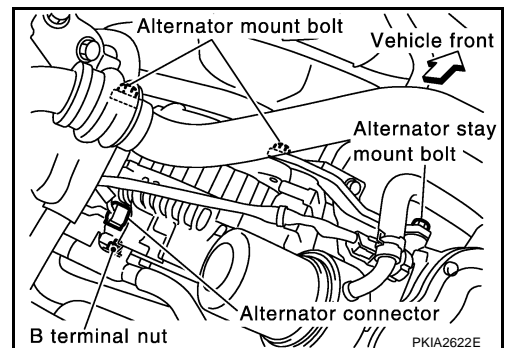
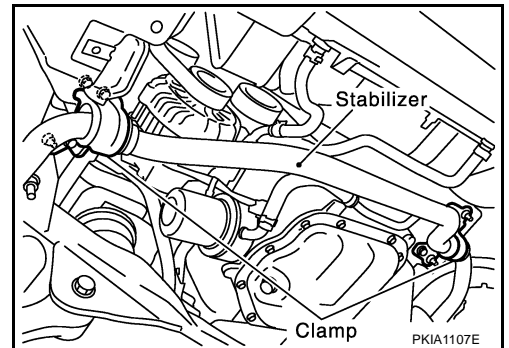


- |                             |                                  |                         |
|-----------------------------|----------------------------------|-------------------------|
| 1. B terminal nut           | 2. Alternator B terminal harness | 3. Alternator connector |
| 4. Alternator mounting bolt | 5. Alternator stay mounting bolt | 6. Alternator stay      |
| 7. Alternator               |                                  |                         |

### A/T MODELS

#### Removal

1. Disconnect negative battery terminal.
  2. Remove engine undercover, using power tools.
  3. Remove stabilizer clamps. Refer to [FSU-6. "FRONT SUSPENSION ASSEMBLY"](#) in "FRONT SUSPENSION (FSU)" section.
  4. Slide stabilizer downward.
  5. Remove alternator, power steering pump and fan belt. Refer to [EM-15. "Removal and Installation"](#) in "ENGINE MECHANICAL (EM)" section.
  6. Disconnect alternator connector.
  7. Disconnect oil pressure switch harness connector.
- 
8. Remove B terminal nut.
  9. Remove alternator upper bolt and lower bolt, using power tools.
  10. Remove alternator stay bolt using power tools.
  11. Remove alternator assembly to the direction of under side the vehicle.



# CHARGING SYSTEM

## Installation

Install in the reverse order of removal, taking care of the following point.

- Install alternator, and check tension of belt. Refer to [MA-13, "Checking Drive Belts"](#) in "ENGINE MECHANICAL (EM)" section.

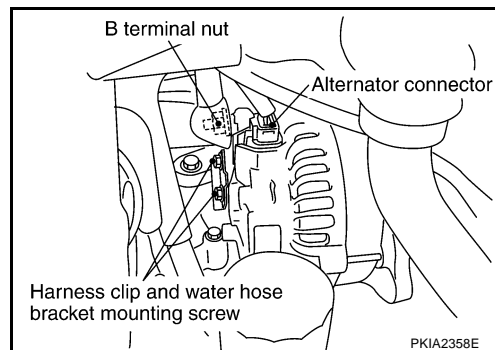
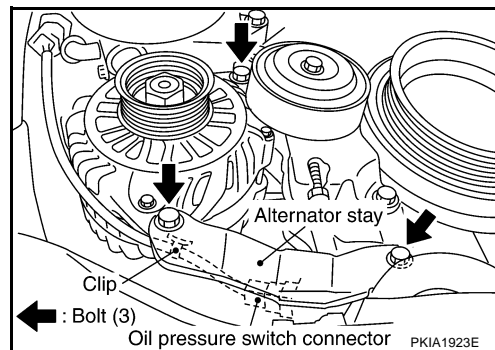
### CAUTION:

Be sure to tighten B terminal nut carefully.

## M/T MODELS

### Removal

1. Disconnect negative battery terminal.
  2. Remove engine undercover, using power tools.
  3. Remove radiator fan assembly. Refer to [CO-14, "RADIATOR"](#) in "ENGINE COOLING SYSTEM (CO)" section.
  4. Remove alternator and power steering pump belt. Refer to [EM-15, "Removal and Installation"](#) in "ENGINE MECHANICAL (EM)" section.
  5. Remove oil pressure switch harness clip from alternator stay.
  6. Disconnect oil pressure switch connector.
  7. Remove alternator stay mounting bolts and alternator stay, using power tools.
  8. Remove alternator mounting bolt, using power tools.
- 
9. Disconnect alternator connector.
  10. Remove B terminal nut.
  11. Remove harness clip and water hose bracket from alternator.
  12. Remove alternator assembly to the direction of under side the vehicle.



## Installation

Install in the reverse order of removal, taking care of the following point.

- Install alternator, and check tension of belt. Refer to [MA-13, "Checking Drive Belts"](#) in "ENGINE MECHANICAL (EM)" section.

### CAUTION:

Be sure to tighten B terminal nut carefully.

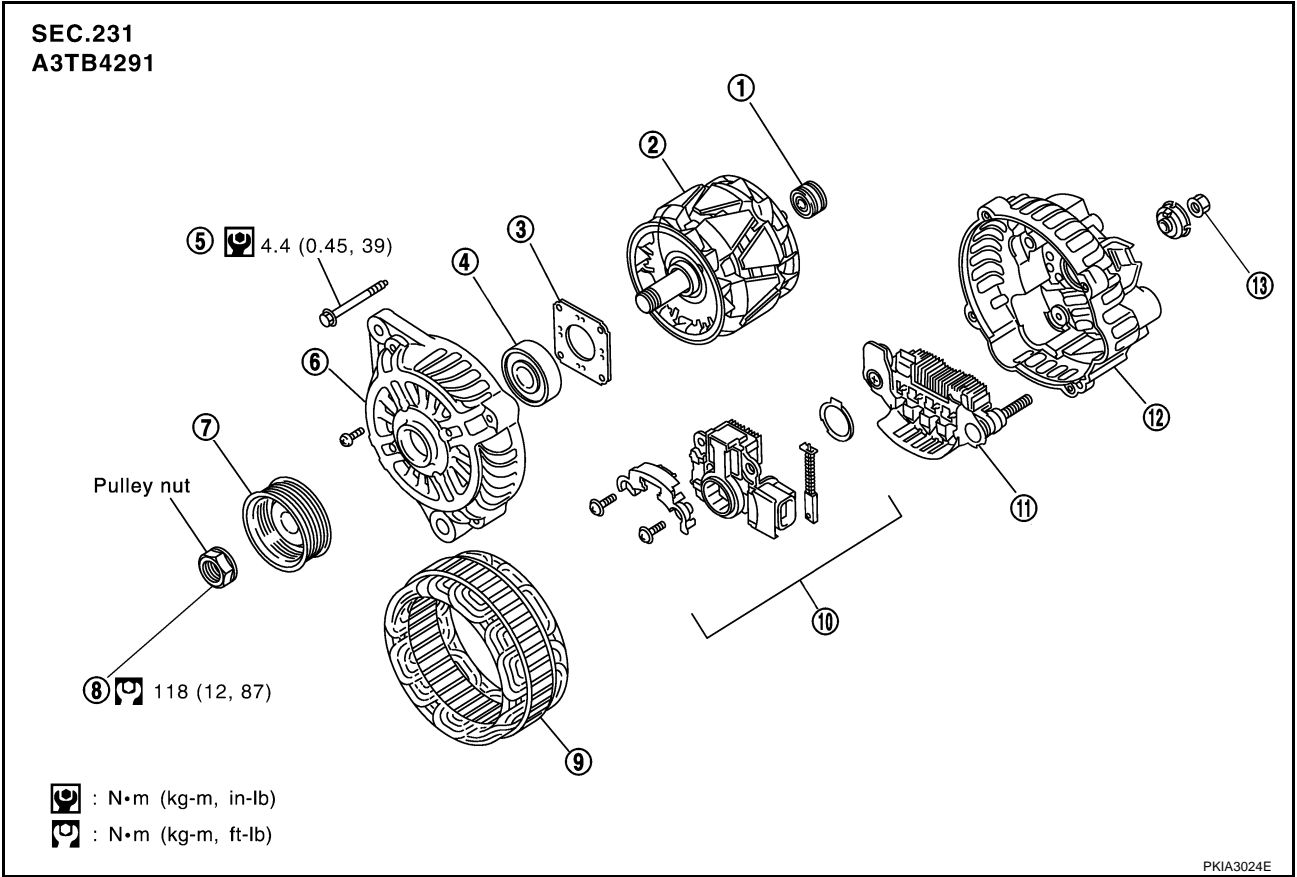


# CHARGING SYSTEM

## Disassembly and Assembly

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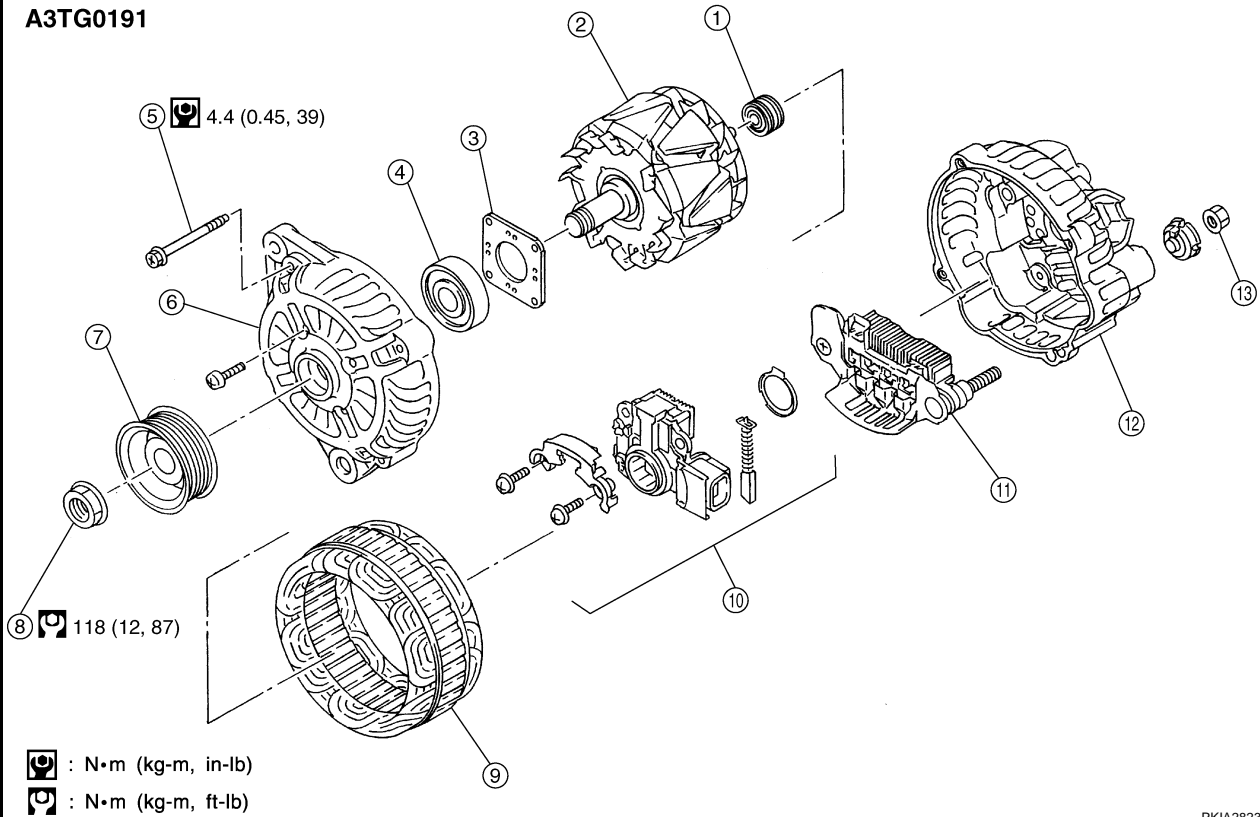


- |                                   |                    |                           |
|-----------------------------------|--------------------|---------------------------|
| 1. Rear bearing                   | 2. Rotor assembly  | 3. Retainer               |
| 4. Front bearing                  | 5. Through bolt    | 6. Front bracket assembly |
| 7. Pulley                         | 8. Pulley nut      | 9. Stator assembly        |
| 10. IC voltage regulator assembly | 11. Diode assembly | 12. Rear bracket assembly |
| 13. B terminal nut                |                    |                           |

**SC**

# CHARGING SYSTEM

SEC.231  
A3TG0191



: N·m (kg-m, in-lb)  
 : N·m (kg-m, ft-lb)

PKIA2823E

- |                                   |                    |                           |
|-----------------------------------|--------------------|---------------------------|
| 1. Rear bearing                   | 2. Rotor assembly  | 3. Retainer               |
| 4. Front bearing                  | 5. Through bolt    | 6. Front bracket assembly |
| 7. Pulley                         | 8. Pulley nut      | 9. Stator assembly        |
| 10. IC voltage regulator assembly | 11. Diode assembly | 12. Rear bracket assembly |
| 13. B terminal nut                |                    |                           |

# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PPF:00030

### Battery

AKS00050

Type		80D26L
Capacity	V-AH	12 - 55
Cold cranking current (For reference value)	A	582

### Starter

AKS0005P

Type		S114 - 880
		HITACHI make
		Reduction gear type
System voltage		12V
No-load	Terminal voltage	11V
	Current	Less than 90A
	Revolution	More than 2,880 rpm
Minimum diameter of commutator		28.0 mm(1.102 in)
Minimum length of brush		10.5mm(0.413 in)
Brush spring tension		16.2 N(1.65 kg, 3.6 lb)
Clearance between bearing metal and armature shaft		Less than 0.2 mm(0.008 in)
Clearance between pinion front edge and pinion stopper		0.3 - 2.5 mm(0.012 - 0.098 in)

### Alternator

AKS0005Q

Applied model		A/T	M/T
Type		A3TB4291	A3TG0191
		MITSUBISHI make	
Nominal rating	V- A	12 - 110	
Ground polarity		Negative	
Minimum revolution under no-load (When 13.5 volts is applied)	rpm	Less than 1,300	Less than 1,000
Hot output current (When 13.5 volts is applied)	A/rpm	More than 35/1,300 More than 91/2,500 More than 110/5,000	More than 37/1,300 More than 92/2,500 More than 103/5,000
Regulated output voltage	V	14.1 - 14.7	
Minimum length of brush	mm (in)	More than 5.00 (0.197)	
Brush spring pressure	N (g, oz)	4.8 - 6.0 (490 - 610, 17.28 - 21.51)	
Slip ring minimum outer diameter	mm (in)	More than 22.1 (0.870)	
Rotor (Field coil) resistance	Ω	1.7 - 2.1	

# SERVICE DATA AND SPECIFICATIONS (SDS)

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