

The battery is normal if the specified regulated voltage is displayed on the multimeter.

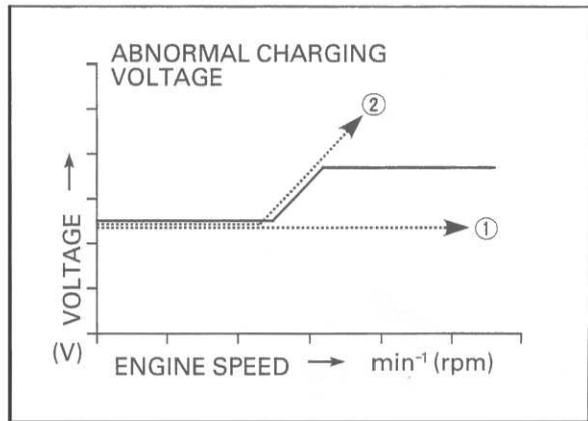
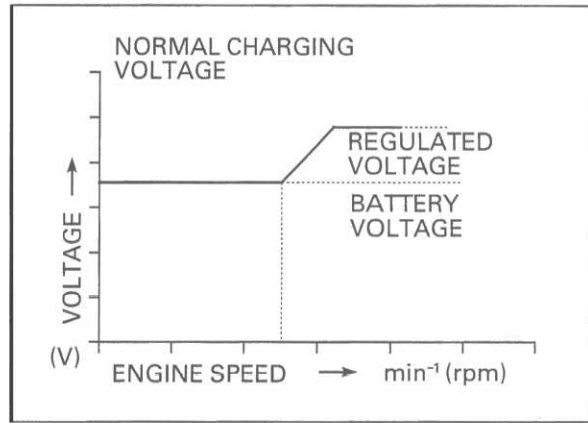
NOTE:

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

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 short of the alternator.
 - Faulty regulator/rectifier.
- ② Regulated voltage too high (page 16-4):
 - Poorly grounded voltage regulator/rectifier.
 - Faulty battery.
 - Faulty regulator/rectifier.

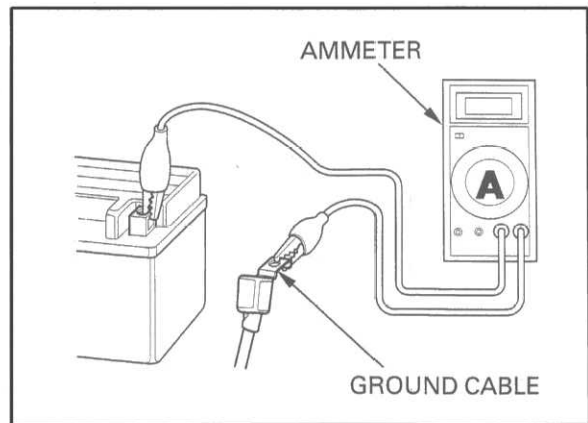


CURRENT LEAKAGE INSPECTION

Turn the ignition switch off and disconnect the negative battery 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, check for current leakage.

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 higher than the range selected may blow out the fuse in the tester.
- While measuring current, do not turn the ignition switch on. A sudden surge of current may blow out the fuse in the tester.



SPECIFIED CURRENT LEAKAGE: 1.2 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.