

# Alternator Rotor Testing

Meets ASE Task: (Not specified by ASE)

Name \_\_\_\_\_ Date \_\_\_\_\_ Time on Task \_\_\_\_\_

Make/Model/Year \_\_\_\_\_ VIN \_\_\_\_\_ Evaluation: 4 3 2 1

\_\_\_\_\_ 1. Carefully inspect the rotor for damage.

OK \_\_\_\_\_ NOT OK \_\_\_\_\_

\_\_\_\_\_ 2. Use 400 grit emery cloth to clean the slip rings.  
Be sure to rotate the slips in the cloth to avoid creating flat areas.

\_\_\_\_\_ 3. Set a digital multimeter (DMM) to read ohms (low scale).



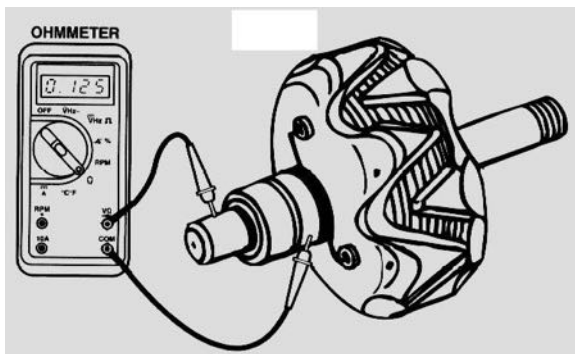
\_\_\_\_\_ 4. Measure the resistance between the slip rings and compare with specifications:

actual = _____	GM	= 2.2 to 3.5 Ω
	Ford	= 3.0 to 5.5 Ω
	Chrysler	= 3.0 to 6.0 Ω

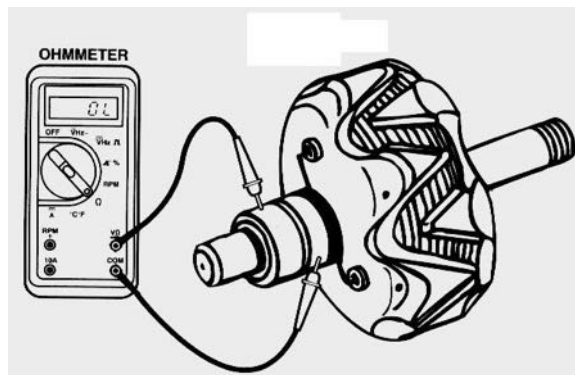
OK \_\_\_\_\_ NOT OK \_\_\_\_\_

\_\_\_\_\_ 5. To test that the rotor winding is not shorted-to-ground, place one meter lead on a slip ring and the other meter lead to the steel shaft of the rotor. The reading should be infinity (OL) if the rotor is OK.

reading = \_\_\_\_\_ OK \_\_\_\_\_ NOT OK \_\_\_\_\_



Shorted-to-ground



Open