**Meets ASE Task:** (Not specified by ASE)

Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Date:\_\_\_\_\_\_\_\_\_\_\_\_\_

Time on Task:\_\_\_\_\_\_\_\_\_\_\_\_\_

Make/Model/Year:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

VIN:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Evaluation (Enter number from 4, 3, 2, 1) :\_\_\_\_\_\_\_\_\_

**Alternator Rotor Testing**

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**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:

GM = 2.2 to 3.5 Ω

actual = \_\_\_\_\_\_\_\_\_\_ 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**

