**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**

