

# Alternator Rotor Testing

Meets ASE Task: Not specified.

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

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

Evaluation (Enter number from 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 = \_\_\_\_\_  $\Omega$  OK ☐ \_\_\_\_\_ NOT OK ☐ \_\_\_\_\_  
GM = 2.2 to 3.5  $\Omega$  Ford = 3.0 to 5.5  $\Omega$  Chrysler = 3.0 to 6.0  $\Omega$
- ☐ 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 ☐ \_\_\_\_\_

