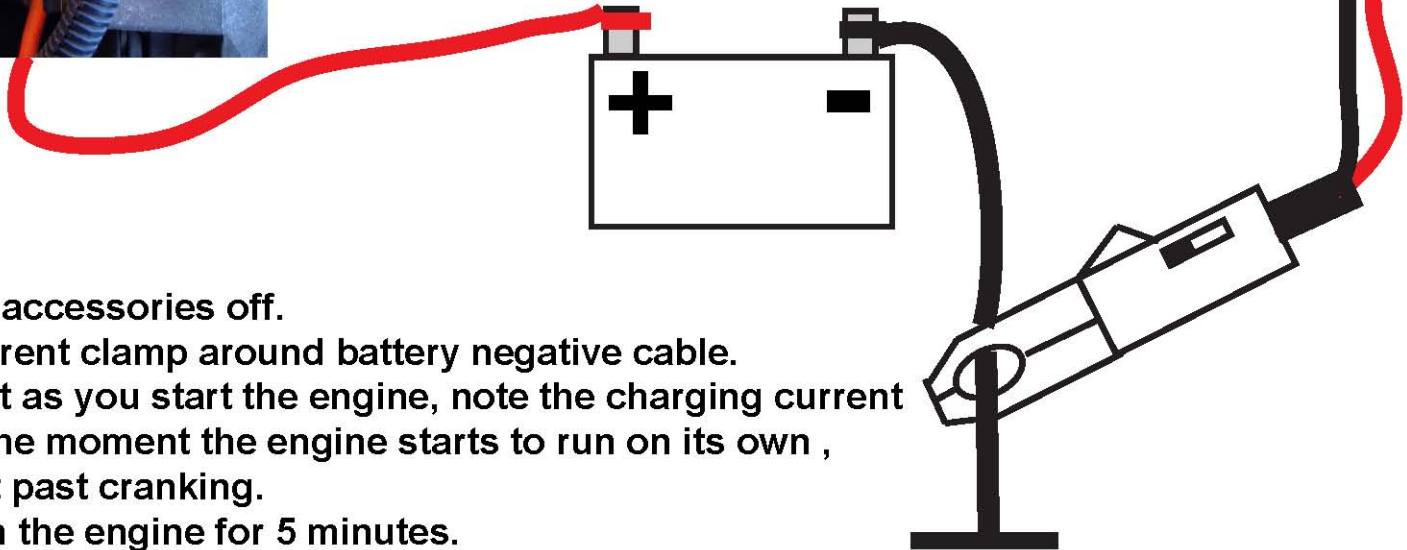


Multiple Alternator Replacement?

It could be caused by the battery!

If you are into your second or third alternator replacement in a short period of time, you need to do this test.



1. All accessories off.
2. Current clamp around battery negative cable.
3. Just as you start the engine, note the charging current at the moment the engine starts to run on its own , just past cranking.
4. Run the engine for 5 minutes.
5. Check the charging current again - *It Must Drop!* Charging current should go down to somewhere near 7A to 12Amps once the battery is recharged. The lower it goes, the better.

This is a test to see if the internal resistance of the battery is too low. It can be too low if the battery was not completely “cured” at the factory. Manufacturers who are under the gun to get a large supply of batteries out at one time, my incompletely cure some batteries in order to ship an order. One of those batteries could be in the vehicle you just put a new alternator in.

If the battery is not completely cured, the internal resistance of the battery stays high, and the alternator has to work extra hard to try to charge the battery. The result is heat, and the diodes can't take the heat, resulting in failure.

www.Vestest.com The vehicle voltage drop website.