

CHG

SECTION CHARGING SYSTEM

CONTENTS

PRECAUTION	3	Work Flow (With EXP-800 NI or GR8-1200 NI)	14
PRECAUTIONS	3	Work Flow (Without EXP-800 NI or GR8-1200 NI)....	17
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	3	DTC/CIRCUIT DIAGNOSIS	20
Precaution for Power Generation Voltage Variable Control System	3	CHARGING SYSTEM PRELIMINARY INSPECTION	20
PREPARATION	4	Diagnosis Procedure	20
PREPARATION	4	POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION	21
Special Service Tool	4	Diagnosis Procedure	21
Commercial Service Tool	4	B TERMINAL CIRCUIT	23
SYSTEM DESCRIPTION	5	Diagnosis Procedure	23
COMPONENT PARTS	5	L TERMINAL CIRCUIT (OPEN)	24
Component Parts Location	5	Diagnosis Procedure	24
Component Description	6	L TERMINAL CIRCUIT (SHORT)	26
SYSTEM	7	Diagnosis Procedure	26
CHARGING SYSTEM	7	S TERMINAL CIRCUIT	27
CHARGING SYSTEM : SYSTEM DIAGRAM	7	Diagnosis Procedure	27
CHARGING SYSTEM : System Description	7	SYMPTOM DIAGNOSIS	28
CHARGING SYSTEM : Component Description.....	7	CHARGING SYSTEM	28
POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM	7	Symptom Table	28
POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : SYSTEM DIAGRAM	8	REMOVAL AND INSTALLATION	29
POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description	8	GENERATOR	29
WIRING DIAGRAM	9	Exploded View	29
CHARGING SYSTEM	9	Removal and Installation	29
Wiring Diagram	9	Inspection	30
BASIC INSPECTION	14	SERVICE DATA AND SPECIFICATIONS (SDS)	31
DIAGNOSIS AND REPAIR WORKFLOW	14	SERVICE DATA AND SPECIFICATIONS (SDS)	31

PRECAUTIONS

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PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000011573881

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.

Precaution for Power Generation Voltage Variable Control System

INFOID:0000000011217562

CAUTION:

For this model, the battery current sensor that is installed to the battery cable at the negative terminal measures the charging/discharging current of the battery, and performs various controls. If the electrical component or the ground wire is connected directly to the battery terminal, the current other than that being measured with the battery current sensor is charging to or discharging from the battery. This condition causes the malfunction of the control, and then the battery discharge may occur. Do not connect the electrical component or the ground wire directly to the battery terminal.

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PREPARATION

< PREPARATION >

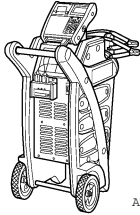
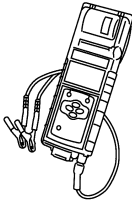
PREPARATION

PREPARATION

Special Service Tool

INFOID:0000000011217563

The actual shape of the tools may differ from those illustrated here.

Tool number (TechMate No.) Tool name		Description
— (165-GR8-1200KIT-NI) Nissan battery and electronics tester	 AWI1A12392Z	Tests batteries, starting and charging systems and charges batteries. For operating instructions, refer to diagnostic station instruction manual.
— (165-EXP-800-NI) Midtronic hand-held battery tester	 JSMIA08062Z	Tests batteries and charging systems. For operating instructions, refer to diagnostic analyzer instruction manual.

Commercial Service Tool

INFOID:0000000011217564

Tool name		Description
Power tool	 PIIB1407E	Loosening nuts, screws and bolts

COMPONENT PARTS

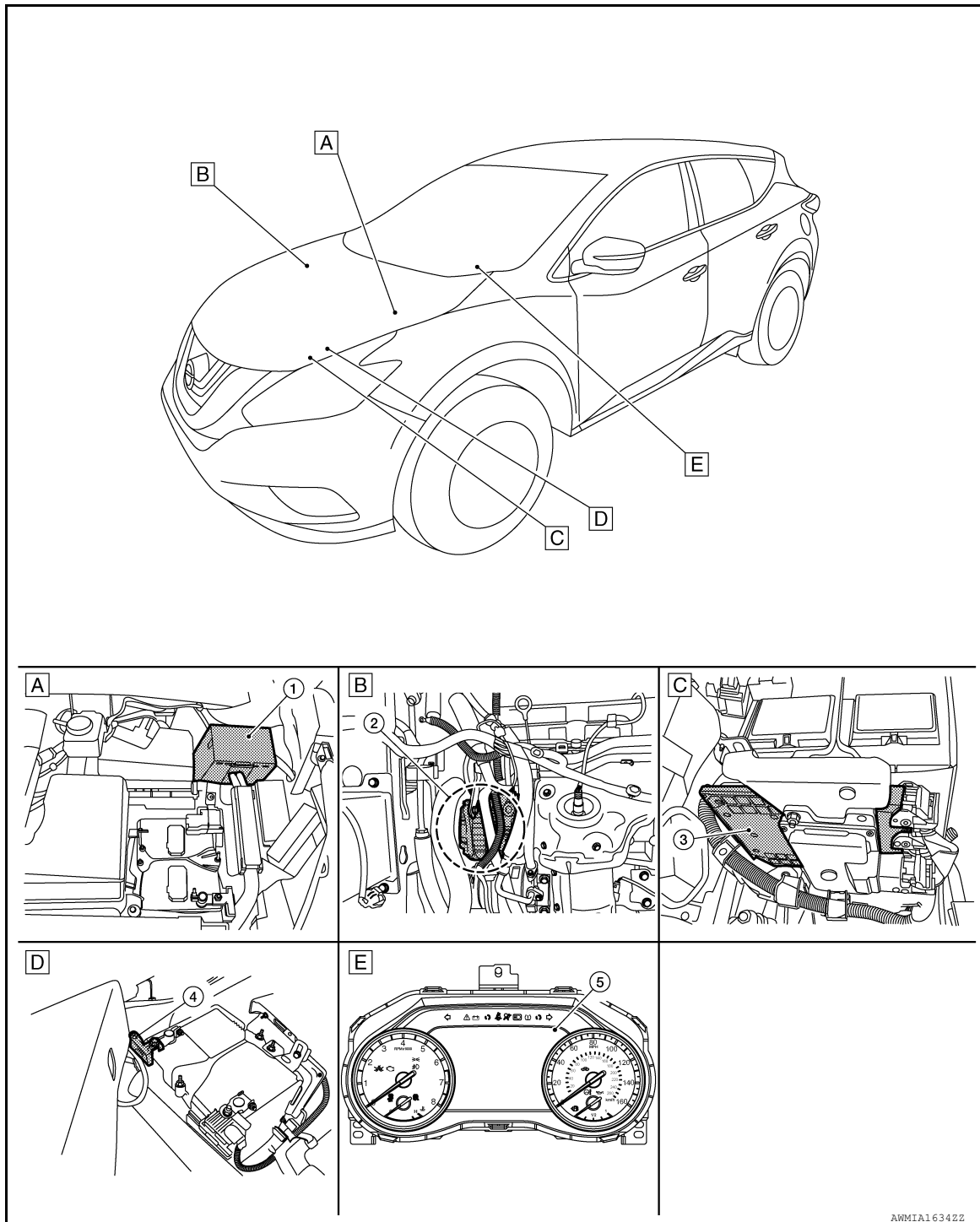
< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

COMPONENT PARTS

Component Parts Location

INFOID:0000000011217565



A. Engine room right side
D. Engine room left side

B. Engine room left side
E. Combination meter

C. Engine room left side

COMPONENT PARTS

< SYSTEM DESCRIPTION >

Component Description

INFOID:0000000011217566

No.	Component part	Description
1.	IPDM E/R	The IPDM E/R converts the received power generation command value into a pulse width modulated (PWM) command signal and sends it to the IC regulator.
2.	Generator (IC regulator)	The IC regulator controls the power generation voltage by the target power generation voltage based on the received PWM command signal. When there is no PWM command signal, the generator performs the normal power generation according to the characteristic of the IC regulator.
3.	ECM	The battery current sensor detects the charging/discharging current of the battery. The ECM judges the battery condition based on this signal. The ECM judges whether to request more output via the power generation voltage variable control according to the battery condition. When performing the power generation voltage variable control, the ECM calculates the target power generation voltage according to the battery condition and sends the calculated value as the power generation command value to the IPDM E/R.
4.	Battery current sensor	The battery current sensor is located on the negative battery cable terminal. The battery current sensor detects the charging/discharging current of the battery and sends a voltage signal to the ECM according to the current value detected.
5.	Combination meter (charge warning lamp)	The IC regulator warning function activates to illuminate the charge warning lamp if any of the following symptoms occur while generator is operating: ·Excessive voltage is produced. ·No voltage is produced.

SYSTEM

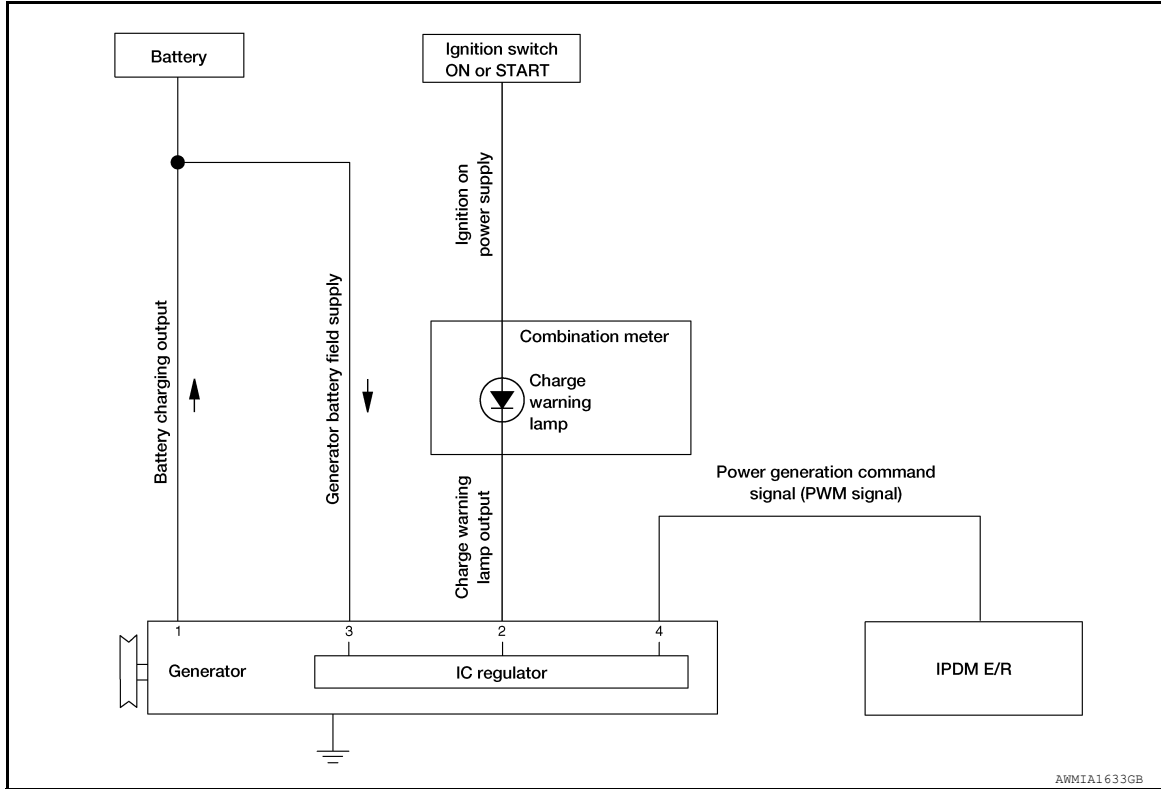
< SYSTEM DESCRIPTION >

SYSTEM

CHARGING SYSTEM

CHARGING SYSTEM : SYSTEM DIAGRAM

INFOID:0000000011217567



CHARGING SYSTEM : System Description

INFOID:0000000011217568

The generator provides DC voltage to operate the vehicle's electrical system and to keep the battery charged. The voltage output is controlled by the IC regulator.

CHARGING SYSTEM : Component Description

INFOID:0000000011217569

Component part		Description
Generator	Terminal "1"	Refer to CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description" .
	Terminal "2"	Refer to CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description" .
	Terminal "3"	Refer to CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description" .
	Terminal "4"	Used for the power generation voltage variable control system. Refer to CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description" .
Combination meter (charge warning lamp)		The IC regulator warning function activates to illuminate the charge warning lamp if any of the following symptoms occur while generator is operating: - Excessive voltage is produced. - No voltage is produced.
IPDM E/R		Used for the power generation voltage variable control system. Refer to CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description" .

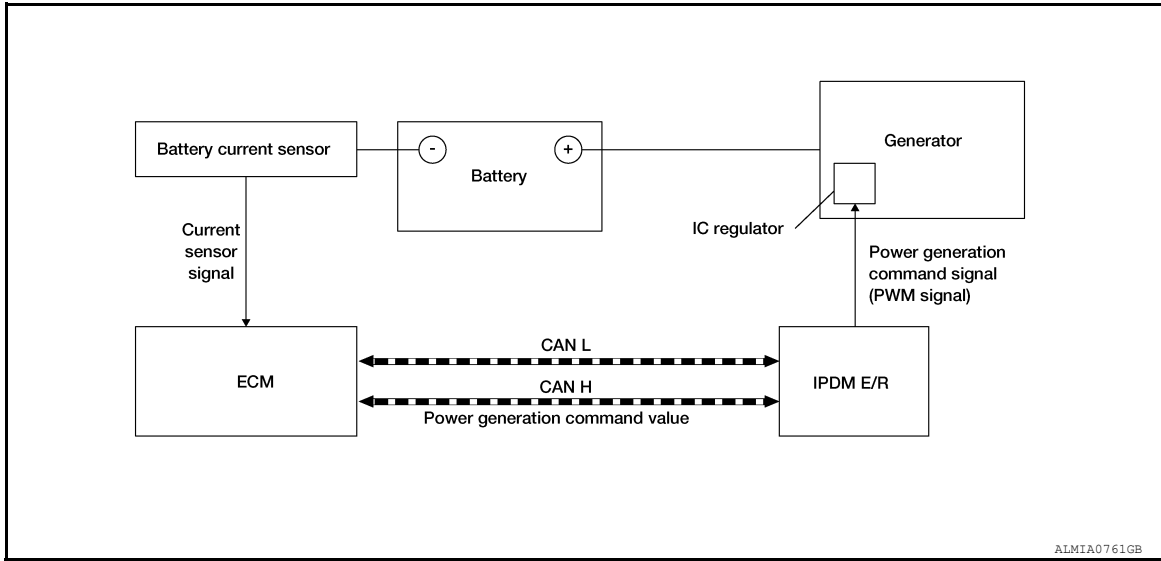
POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

SYSTEM

< SYSTEM DESCRIPTION >

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : SYSTEM DIAGRAM

INFOID:000000011217570



POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description

INFOID:000000011217571

Power generation variable voltage control system has been adopted. By varying the voltage to the generator, engine load due to power generation of the generator is reduced and fuel consumption is decreased.

NOTE:

When any malfunction is detected in the power generation variable voltage control system, power generation is performed according to the characteristics of the IC regulator in the generator.

CHARGING SYSTEM

< WIRING DIAGRAM >

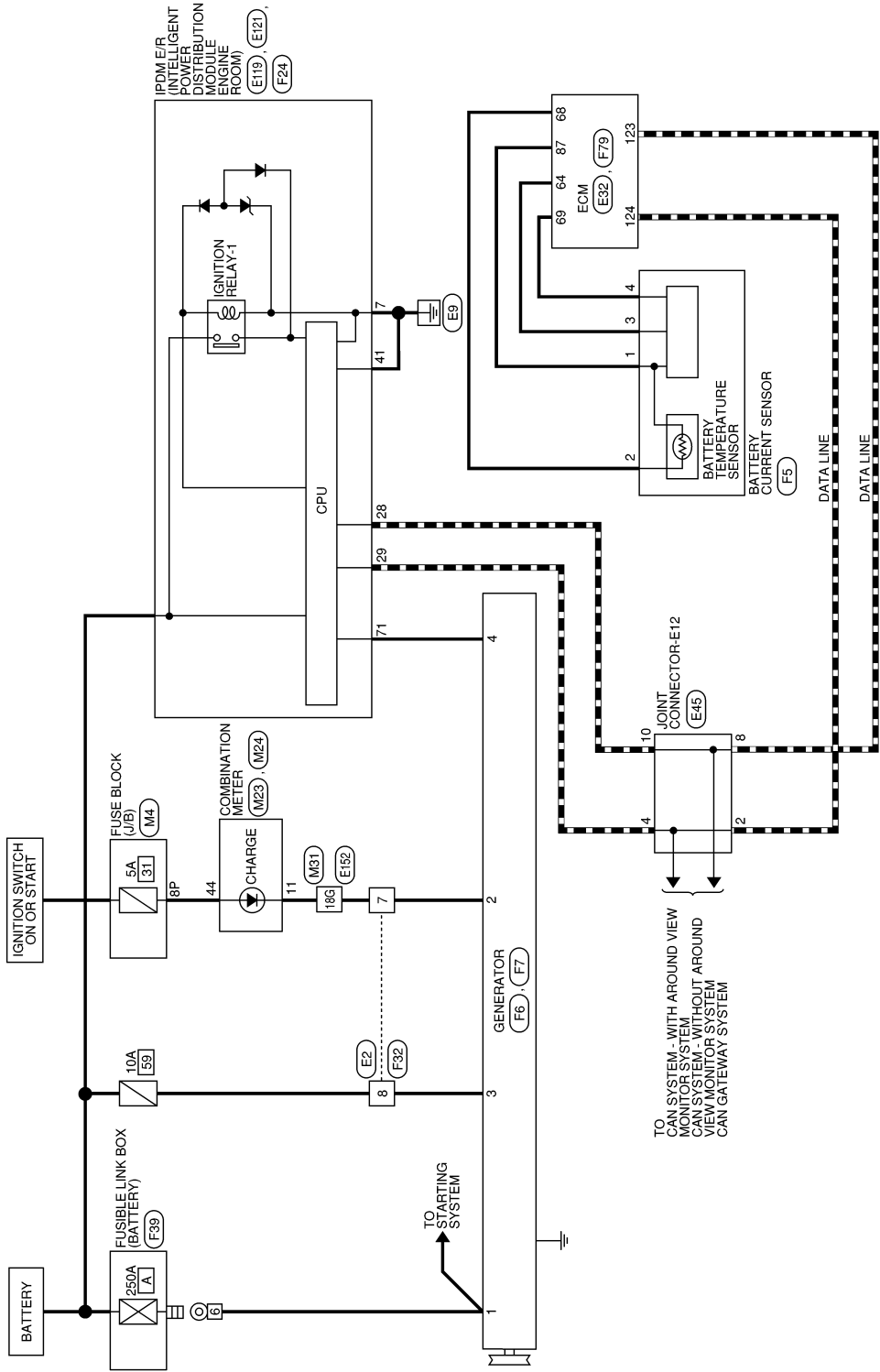
WIRING DIAGRAM

CHARGING SYSTEM

Wiring Diagram

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CHARGING SYSTEM



TO CAN SYSTEM - WITH AROUND VIEW
MONITOR SYSTEM
CAN SYSTEM - WITHOUT AROUND
VIEW MONITOR SYSTEM
CAN GATEWAY SYSTEM

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CHARGING SYSTEM

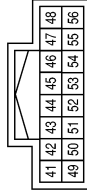
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CHARGING SYSTEM CONNECTORS

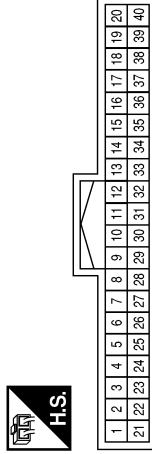
Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



Connector No.	M23
Connector Name	COMBINATION METER
Connector Color	WHITE



Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

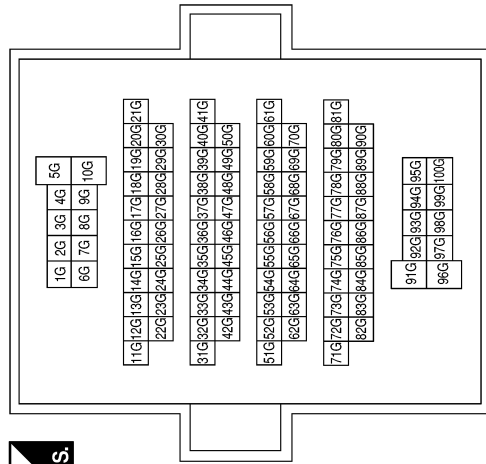


Terminal No.	8P
Color of Wire	BG
Signal Name	—

Terminal No.	44
Color of Wire	BG
Signal Name	POWER (IGN)

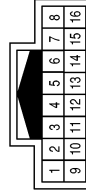
Terminal No.	11
Color of Wire	BG
Signal Name	CHARGE

Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	18G
Color of Wire	BG
Signal Name	—

Connector No.	E2
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	7
Color of Wire	P
Signal Name	—
Terminal No.	8
Color of Wire	LG
Signal Name	—

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< WIRING DIAGRAM >

Terminal No.	Color of Wire	Signal Name
18G	P	-

CHARGING SYSTEM

< WIRING DIAGRAM >

Connector No.	F5
Connector Name	BATTERY CURRENT SENSOR
Connector Color	GRAY



Terminal No.	Color of Wire	Signal Name
1	LG	-
2	Y	-
3	L	-
4	W	-

Connector No.	F6
Connector Name	GENERATOR
Connector Color	-



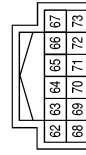
Terminal No.	Color of Wire	Signal Name
1	B/R	-

Connector No.	F7
Connector Name	GENERATOR
Connector Color	BLACK



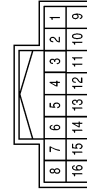
Terminal No.	Color of Wire	Signal Name
2	GR	-
3	BR	-
4	LG	-

Connector No.	F24
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
71	LG	ALT C

Connector No.	F32
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
7	GR	-
8	BR	-

Connector No.	F39
Connector Name	FUSIBLE LINK BOX (BATTERY)
Connector Color	-



Terminal No.	Color of Wire	Signal Name
6	B/R	-

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CHARGING SYSTEM

< WIRING DIAGRAM >

Connector No.	F79
Connector Name	ECM
Connector Color	BLACK



56	61	66	71	76	81	86	91	96	101	106	111	116
57	62	67	72	77	82	87	92	97	102	107	112	117
58	63	68	73	78	83	88	93	98	103	108	113	118
59	64	69	74	79	84	89	94	99	104	109	114	119
60	65	70	75	80	85	90	95	100	105	110	115	120

Terminal No.	Color of Wire	Signal Name
64	L	SENSOR GROUND (BATTERY CURRENT SENSOR)
68	Y	BATTERY TEMPERATURE SENSOR
69	W	BATTERY CURRENT SENSOR
87	LG	SENSOR POWER SUPPLY (BATTERY CURRENT SENSOR)

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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow (With EXP-800 NI or GR8-1200 NI)

INFOID:0000000011217573

CHARGING SYSTEM DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

To test the charging system, use the following special service tools:

- EXP-800 NI Battery and electrical diagnostic analyzer
- GR8-1200 NI Multitasking battery and electrical diagnostic station

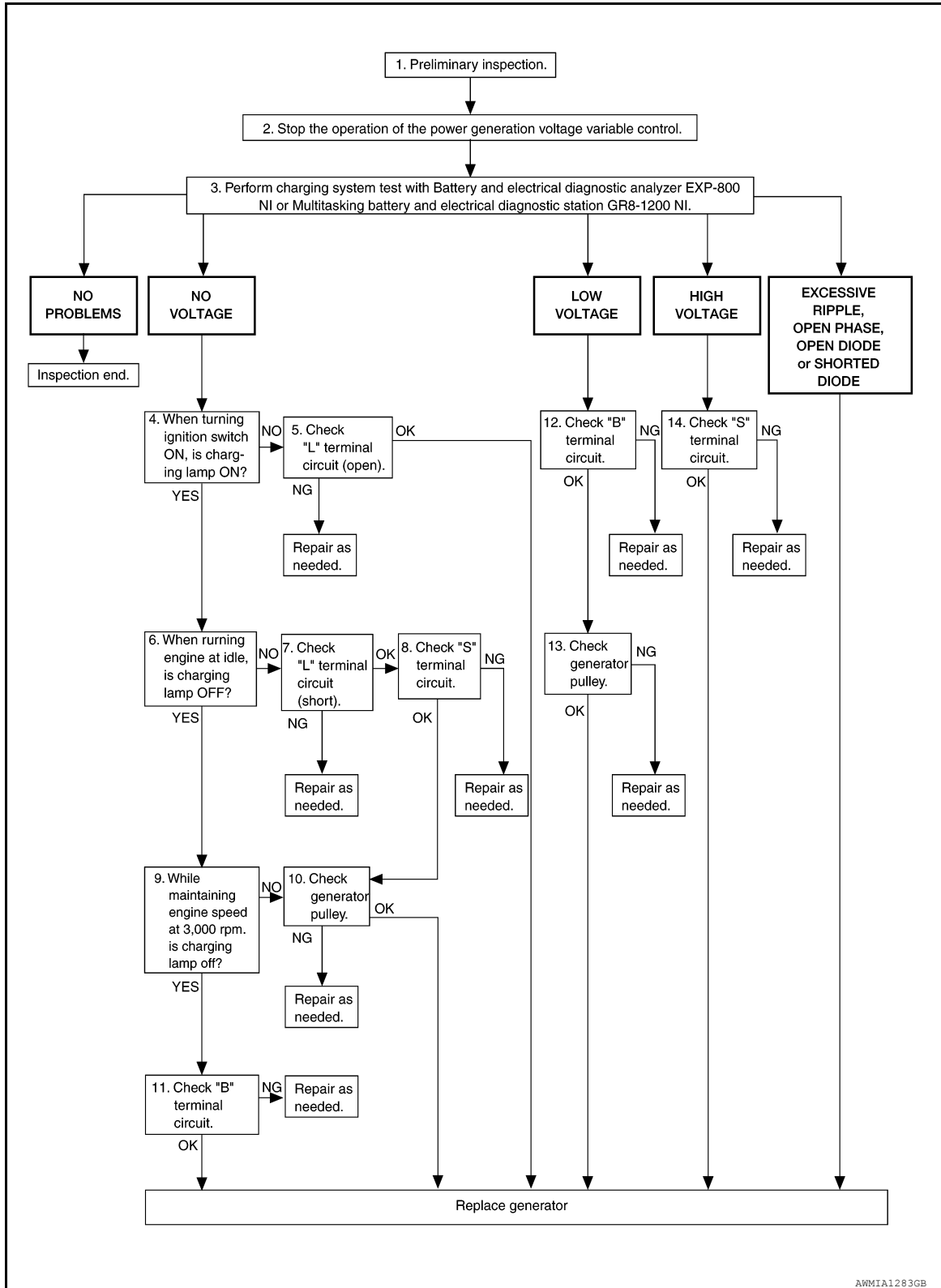
NOTE:

Refer to the applicable instruction manual for proper charging system diagnosis procedures.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

OVERALL SEQUENCE



DETAILED FLOW

NOTE:

To ensure a complete and thorough diagnosis, the battery, stator and generator test segments must be done as a set from start to finish.

1. PRELIMINARY INSPECTION

Perform the preliminary inspection. Refer to [CHG-20. "Diagnosis Procedure"](#).

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

>> GO TO 2.

2. STOP POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

Stop the operation of the power generation voltage variable control in either of the following procedures:

- After selecting "ENGINE" using CONSULT, set the DUTY value of "ALTERNATOR DUTY" to 0% by selecting "ALTERNATOR DUTY" of "Active Test". Continue "Active Test" until the end of inspection. (When the DUTY value is 0 or 100%, the normal power generation is performed according to the characteristic of the IC regulator of the generator.)
- Turn the ignition switch OFF, and disconnect the battery current sensor connector. [However, DTC (P1550–P1554) of the engine might remain. After finishing the inspection, connect the battery current sensor connector and erase the self diagnostic result history of the engine using CONSULT.]

>> GO TO 3.

3. DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

Perform the charging system test using Multitasking battery and electrical diagnostic station GR8-1200 NI or battery and electrical diagnostic analyzer EXP-800 NI. Refer to the applicable Instruction Manual for proper testing procedures.

Test result

NO PROBLEMS>>Charging system is normal and will also show "DIODE RIPPLE" test result.

NO VOLTAGE>> GO TO 4.

LOW VOLTAGE>> GO TO 12.

HIGH VOLTAGE>> GO TO 14.

EXCESSIVE RIPPLE, OPEN PHASE, OPEN DIODE or SHORTED DIODE>> Replace the generator. Refer to [CHG-29. "Removal and Installation"](#). Perform "DIODE RIPPLE" test again using multitasking battery and electrical diagnostic station GR8-1200 NI or battery and electrical diagnostic analyzer EXP-800 NI to confirm repair.

4. INSPECTION WITH CHARGE WARNING LAMP (IGNITION SWITCH IS ON)

Turn the ignition switch ON.

Does the charge warning lamp illuminate?

YES >> GO TO 6.

NO >> GO TO 5.

5. "L" TERMINAL CIRCUIT (OPEN) INSPECTION

Check "L" terminal circuit (open). Refer to [CHG-24. "Diagnosis Procedure"](#).

Is the "L" terminal circuit normal?

YES >> Replace generator. Refer to [CHG-29. "Removal and Installation"](#).

NO >> Repair as needed.

6. INSPECTION WITH CHARGE WARNING LAMP (IDLING)

Start the engine and run it at idle.

Does the charge warning lamp turn OFF?

YES >> GO TO 9.

NO >> GO TO 7.

7. "L" TERMINAL CIRCUIT (SHORT) INSPECTION

Check "L" terminal circuit (short). Refer to [CHG-26. "Diagnosis Procedure"](#).

Is the "L" terminal circuit normal?

YES >> GO TO 8.

NO >> Repair as needed.

8. "S" TERMINAL CIRCUIT INSPECTION

Check "S" terminal circuit. Refer to [CHG-27. "Diagnosis Procedure"](#).

Is the "S" terminal circuit normal?

YES >> GO TO 10.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

NO >> Repair as needed.

9.INSPECTION WITH CHARGE WARNING LAMP (ENGINE AT 3,000 RPM)

Increase and maintain the engine speed at 3,000 rpm.

Does the charge warning lamp remain OFF?

YES >> GO TO 11.

NO >> GO TO 10.

10.INSPECTION OF GENERATOR PULLEY

Check generator pulley. Refer to [CHG-30. "Inspection"](#).

Is generator pulley normal?

YES >> Replace generator. Refer to [CHG-29. "Removal and Installation"](#).

NO >> Repair as needed.

11."B" TERMINAL CIRCUIT INSPECTION

Check "B" terminal circuit. Refer to [CHG-23. "Diagnosis Procedure"](#).

Is "B" terminal circuit normal?

YES >> Replace generator. Refer to [CHG-29. "Removal and Installation"](#).

NO >> Repair as needed.

12."B" TERMINAL CIRCUIT INSPECTION

Check "B" terminal circuit. Refer to [CHG-23. "Diagnosis Procedure"](#).

Is "B" terminal circuit normal?

YES >> GO TO 13.

NO >> Repair as needed.

13.INSPECTION OF GENERATOR PULLEY

Check generator pulley. Refer to [CHG-30. "Inspection"](#).

Is generator pulley normal?

YES >> Replace generator. Refer to [CHG-29. "Removal and Installation"](#).

NO >> Repair as needed.

14."S" TERMINAL CIRCUIT INSPECTION

Check "S" terminal circuit. Refer to [CHG-27. "Diagnosis Procedure"](#).

Is the "S" terminal circuit normal?

YES >> Replace generator. Refer to [CHG-29. "Removal and Installation"](#).

NO >> Repair as needed.

Work Flow (Without EXP-800 NI or GR8-1200 NI)

INFOID:0000000011217574

OVERALL SEQUENCE

Before performing a generator test, make sure that the battery is fully charged. A 30-volt voltmeter and suitable test probes are necessary for the test.

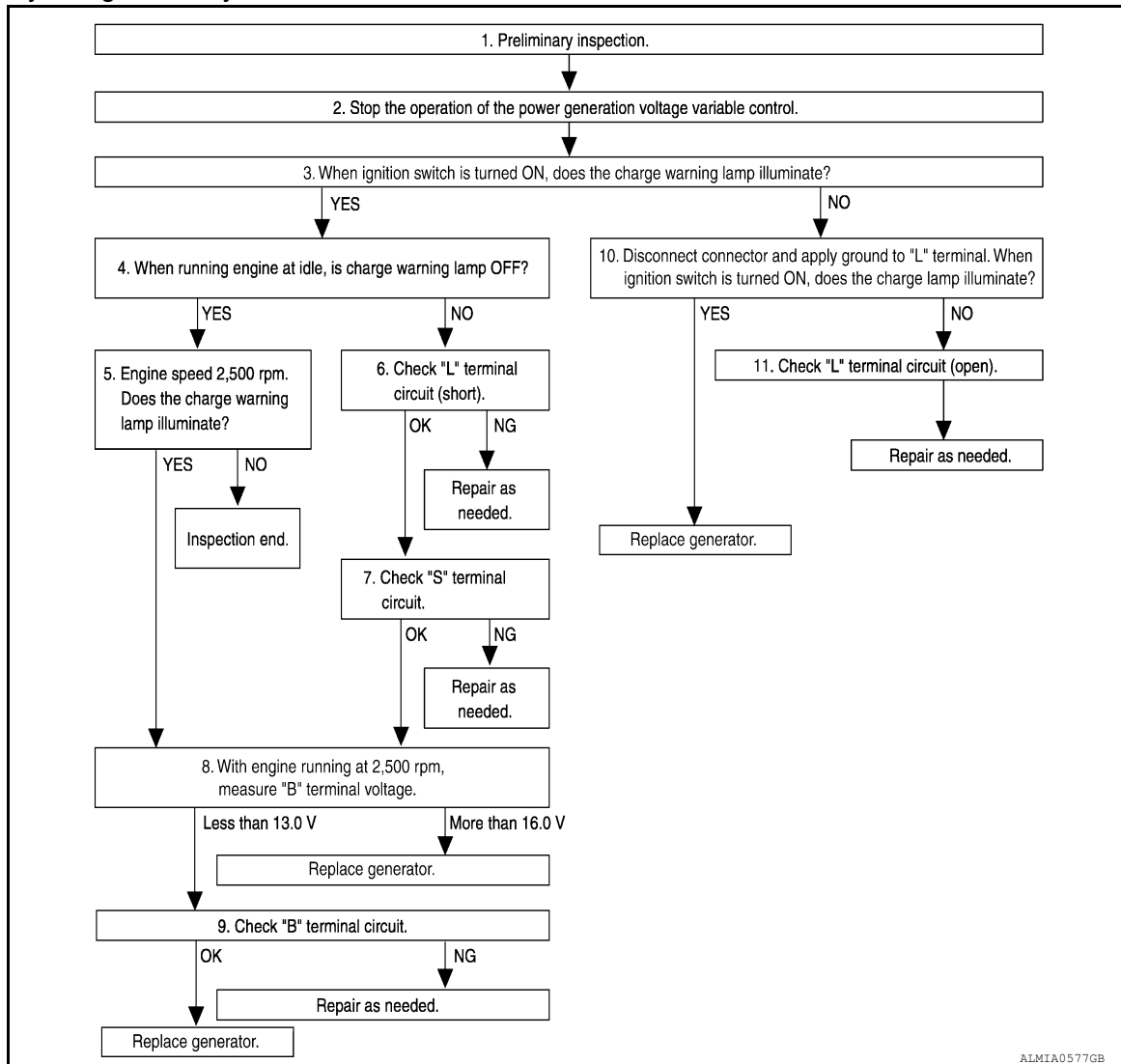
- Before starting, inspect the fusible link.

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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

- Use fully charged battery.



DETAILED FLOW

1. PRELIMINARY INSPECTION

Perform the preliminary inspection. Refer to [CHG-20, "Diagnosis Procedure"](#).

>> GO TO 2.

2. STOP POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

Stop the operation of the power generation voltage variable control in either of the following procedures:

- After selecting "ENGINE" using CONSULT, set the DUTY value of "ALTERNATOR DUTY" to 0% by selecting "ALTERNATOR DUTY" with "Active Test". Continue "Active Test" until the end of inspection. (When the DUTY value is 0 or 100%, the normal power generation is performed according to the characteristics of the IC regulator of the generator.)
- Turn the ignition switch OFF, and disconnect the battery current sensor connector. [However, DTC (P1550 - P1554) of the engine might remain. After finishing the inspection, connect the battery current sensor connector and erase the self diagnostic results history of the engine using CONSULT.]

>> GO TO 3.

3. INSPECTION WITH CHARGE WARNING LAMP (IGNITION SWITCH IS TURNED ON)

Turn the ignition switch ON.

Does the charge warning lamp illuminate?

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

YES >> GO TO 4.
NO >> GO TO 10.

A

4.INSPECTION WITH CHARGE WARNING LAMP (IDLING)

Start the engine and run it at idle.

B

Does the charge warning lamp turn OFF?

YES >> GO TO 5.
NO >> GO TO 6.

C

5.INSPECTION WITH CHARGE WARNING LAMP (ENGINE AT 2,500 RPM)

Increase and maintain the engine speed at 2,500 rpm.

D

Does the charge warning lamp illuminate?

YES >> GO TO 8.
NO >> Inspection End.

E

6.“L” TERMINAL CIRCUIT (SHORT) INSPECTION

Check terminal “L” circuit for short. Refer to [CHG-26, "Diagnosis Procedure"](#).

Is the inspection result normal?

F

YES >> GO TO 7.
NO >> Repair as needed.

7.“S” TERMINAL CIRCUIT INSPECTION

G

Check terminal “S” circuit. Refer to [CHG-27, "Diagnosis Procedure"](#).

Is the inspection result normal?

H

YES >> GO TO 8.
NO >> Repair as needed.

8.MEASURE “B” TERMINAL VOLTAGE

I

Start engine. With engine running at 2,500 rpm, measure “B” terminal voltage.

What voltage does the measurement result show?

J

Less than 13.0 V>> GO TO 9.
More than 16.0 V>> Replace generator. Refer to [CHG-29, "Removal and Installation"](#).

9.“B” TERMINAL CIRCUIT INSPECTION

K

Check “B” terminal circuit. Refer to [CHG-23, "Diagnosis Procedure"](#).

Is the inspection result normal?

L

YES >> Replace generator. Refer to [CHG-29, "Removal and Installation"](#).
NO >> Repair as needed.

10.INSPECTION WITH CHARGE WARNING LAMP (IGNITION SWITCH IS ON)

CHG

1. Disconnect generator connector and apply ground to “L” terminal.
2. Turn the ignition switch ON.

Does the charge warning lamp illuminate?

N

YES >> Replace generator. Refer to [CHG-29, "Removal and Installation"](#).
NO >> GO TO 11.

11.CHECK “L” TERMINAL CIRCUIT (OPEN)

O

Check “L” terminal circuit open. Refer to [CHG-24, "Diagnosis Procedure"](#).

>> Repair as needed.

P

CHARGING SYSTEM PRELIMINARY INSPECTION

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

CHARGING SYSTEM PRELIMINARY INSPECTION

Diagnosis Procedure

INFOID:0000000011217575

1.CHECK BATTERY TERMINAL CONNECTIONS

Check if battery terminals are clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair battery terminals connection. Confirm repair by performing complete Charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to the applicable instruction manual for proper testing procedures.

2.CHECK FUSE AND FUSIBLE LINK

Check for blown fuse and fusible link.

Unit	Power source (power supply terminal)	Fuse or fusible link
Generator	Battery (terminal 3)	Fuse 59
	Battery (terminal 1)	Fusible Link A
Combination meter	Ignition switch ON (terminal 2)	Fuse 31

Is the fuse or fusible link blown?

YES >> Replace the blown fuse or fusible link after repairing the affected circuit.

NO >> GO TO 3.

3.CHECK GENERATOR GROUND

Check if generator case ground is clean.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair connection.

4.CHECK DRIVE BELT TENSION

Check drive belt tension. Refer to [CHG-30, "Inspection"](#).

Is the inspection result normal?

YES >> Inspection End.

NO >> Repair as needed.

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION

< DTC/CIRCUIT DIAGNOSIS >

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION

Diagnosis Procedure

INFOID:0000000011217576

Regarding Wiring Diagram information, refer to [CHG-9, "Wiring Diagram"](#).

CAUTION:

When performing this inspection, always use a charged battery that has completed the battery inspection. (When the charging rate of the battery is low, the response speed of the voltage change will become slow. This can cause an incorrect inspection.)

1. CHECK ECM (CONSULT)

Perform ECM self-diagnosis with CONSULT. Refer to [EC-71, "CONSULT Function"](#).

Is the inspection result normal?

No malfunction detected>> GO TO 2.

Malfunction detected>> Check applicable parts, and repair or replace corresponding parts.

2. CHECK OPERATION OF POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

1. Connect CONSULT and start the engine.
2. The selector lever is in "P" or "N" position and all of the electric loads and A/C, etc. are turned OFF.
3. Select "ALTERNATOR DUTY" in "Active Test" of "ENGINE", and then check the value of "BATTERY VOLT" monitor when DUTY value of "ALTERNATOR DUTY" is set to 40.0%.

"BATTERY VOLT"

2 seconds after setting the DUTY value of "ALTERNATOR DUTY" to 40.0% : 12 - 13.6 V

4. Check the value of "BATTERY VOLT" monitor when DUTY value of "ALTERNATOR DUTY" is set to 80.0%.

"BATTERY VOLT"

20 seconds after setting the DUTY value of "ALTERNATOR DUTY" to 80.0% : +0.5 V or more against the value of "BATTERY VOLT" monitor when DUTY value is 40.0%

Is the inspection result normal?

YES >> Inspection End.

NO >> GO TO 3.

3. CHECK IPDM E/R (CONSULT)

Perform IPDM E/R self-diagnosis with CONSULT. Refer to [PCS-10, "CONSULT Function \(IPDM E/R\)"](#).

Is the inspection result normal?

No malfunction detected>> GO TO 4.

Malfunction detected>> Check applicable parts, and repair or replace corresponding parts.

4. CHECK HARNESS BETWEEN GENERATOR AND IPDM E/R

1. Turn ignition switch OFF.
2. Disconnect generator connector and IPDM E/R connector.
3. Check continuity between generator harness connector F7 and IPDM E/R harness connector F24.

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION

< DTC/CIRCUIT DIAGNOSIS >

Generator		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
F7	4	F24	71	Yes

4. Check continuity between generator harness connector F7 terminal 4 and ground.

Generator		—	Continuity
Connector	Terminal		
F7	4	Ground	No

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-37, "Removal and Installation"](#).

NO >> Repair harness or connector between IPDM E/R and generator.

B TERMINAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

B TERMINAL CIRCUIT

Diagnosis Procedure

INFOID:0000000011217578

Regarding Wiring Diagram information, refer to [CHG-9, "Wiring Diagram"](#).

1.CHECK TERMINAL "B" CONNECTION

1. Turn ignition switch OFF.
2. Verify terminal "B" is clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair terminal "B" connection. Confirm repair by performing complete charging system test using the EXP-800 NI or GR8-1200 NI (if available). Refer to the applicable instruction manual for proper testing procedures.

2.CHECK TERMINAL "B" CIRCUIT

Check voltage between generator connector F6 and ground.

(+)		(-)	Voltage (Approx.)
Connector	Terminal		
F6	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check harness for open between generator and fusible link.

3.CHECK TERMINAL "B" CONNECTION (VOLTAGE DROP TEST)

1. Start engine, engine should be running at idle and warm.
2. Check voltage between battery positive terminal and generator connector F6.

(+)		(-)	Voltage (Approx.)
Connector	Terminal		
F6	1	Battery positive terminal	Less than 0.2 V

Is the inspection result normal?

YES >> Terminal "B" circuit is normal. Refer to [CHG-14, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-17, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#).

NO >> Check harness between battery and generator for high resistance.

CHG

L TERMINAL CIRCUIT (OPEN)

< DTC/CIRCUIT DIAGNOSIS >

L TERMINAL CIRCUIT (OPEN)

Diagnosis Procedure

INFOID:000000011217580

Regarding Wiring Diagram information. Refer to [CHG-9. "Wiring Diagram"](#).

1. CHECK "L" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check if "L" terminal is clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair "L" terminal connection. Confirm repair by performing complete charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to applicable instruction manual for proper testing procedures.

2. CHECK "L" TERMINAL CIRCUIT (OPEN)

1. Disconnect the generator connector.
2. Apply ground to generator harness connector terminal.
3. Check condition of the charge warning lamp with the ignition switch in the ON position.

Generator		Ground	Condition	
Connector	Terminal		Ignition switch position	Charge warning lamp
F7	2		ON	Illuminate

Does it illuminate?

YES >> "L" terminal circuit is normal. Refer to [CHG-14. "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-17. "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#).

NO >> GO TO 3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the battery cable from the negative terminal.
2. Disconnect the combination meter connector.
3. Check continuity between generator harness connector F7 and combination meter harness connector M24.

Generator		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
F7	2	M24	11	Yes

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace the harness or connectors.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check continuity between combination meter harness connector M23 and fuse block (J/B) M4.

Combination meter		Fuse block (J/B)		Continuity
Connector	Terminal	Connector	Terminal	
M23	44	M4	8P	Yes

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace the harness or connectors.

5. CHECK POWER SUPPLY CIRCUIT

L TERMINAL CIRCUIT (OPEN)

< DTC/CIRCUIT DIAGNOSIS >

- 1. Connect the battery cable to the negative terminal.
- 2. Check voltage between combination meter harness connector M23 and ground.

(+)		(-)	Condition	Voltage (Approx.)
Combination meter				
Connector	Terminal			
M23	44	Ground	When the ignition switch is in ON position	Battery voltage

Is the inspection result normal?

- YES >> Replace the combination meter. Refer to [MWI-78. "Removal and Installation"](#).
- NO >> Repair or replace the harness or connectors.

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CHG

L TERMINAL CIRCUIT (SHORT)

< DTC/CIRCUIT DIAGNOSIS >

L TERMINAL CIRCUIT (SHORT)

Diagnosis Procedure

INFOID:000000011217582

Regarding Wiring Diagram information, refer to [CHG-9, "Wiring Diagram"](#).

1. CHECK "L" TERMINAL CIRCUIT (SHORT)

1. Turn ignition switch OFF.
2. Disconnect generator connector.
3. Turn ignition switch ON.

Does charge warning lamp illuminate?

YES >> GO TO 2.

NO >> Refer to [CHG-14, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-17, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#).

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Turn ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect combination meter connector.
4. Check continuity between the combination meter harness connector M23 and ground.

Combination meter		Ground	Continuity
Connector	Terminal		
M23	44		No

Is the inspection result normal?

YES >> Replace the combination meter. Refer to [MWI-78, "Removal and Installation"](#).

NO >> Repair or replace the harness or connectors.

S TERMINAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

S TERMINAL CIRCUIT

Diagnosis Procedure

INFOID:0000000011217584

Regarding Wiring Diagram information. Refer to [CHG-9, "Wiring Diagram"](#).

1.CHECK "S" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check if "S" terminal is clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair "S" terminal connection. Confirm repair by performing complete Charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to the applicable Instruction Manual for proper testing procedures.

2.CHECK "S" TERMINAL CIRCUIT

Check voltage between generator harness connector F7 and ground.

(+)		(-)	Voltage (Approx.)
Generator			
Connector	Terminal		
F7	3	Ground	Battery voltage

Is the inspection result normal?

YES >> Refer to [CHG-14, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-17, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#).

NO >> Check harness for open between generator and fuse.

CHG

CHARGING SYSTEM

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

CHARGING SYSTEM

Symptom Table

INFOID:0000000011217585

Symptom	Reference
Battery discharged	Refer to CHG-14, "Work Flow (With EXP-800 NI or GR8-1200 NI)" or CHG-17, "Work Flow (Without EXP-800 NI or GR8-1200 NI)" .
The charge warning lamp does not illuminate when the ignition switch is set to ON.	
The charge warning lamp does not turn OFF after the engine starts.	
The charge warning lamp turns ON when increasing the engine speed.	

GENERATOR

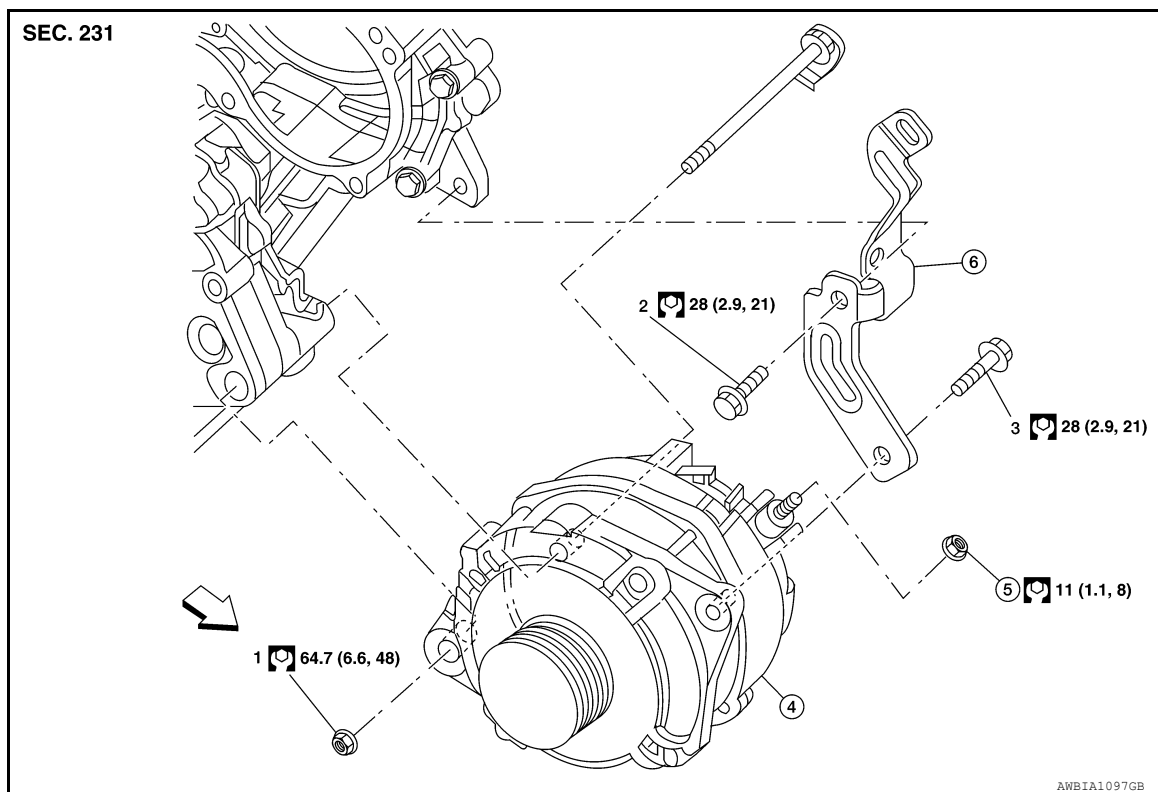
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

GENERATOR

Exploded View

INFOID:0000000011217586



1 - 3 Tightening order

6. Generator bracket

4. Generator

← Front

5. "B" terminal nut

Removal and Installation

INFOID:0000000011217587

REMOVAL

1. Remove radiator assembly. Refer to [CO-13, "Removal and Installation"](#).
2. Remove cooling fan assembly. Refer to [CO-15, "Removal and Installation"](#).
3. Remove drive belt auto-tensioner assembly. Refer to [EM-16, "Removal and Installation of Drive Belt Auto-tensioner"](#).
4. Disconnect the harness connectors from the generator.
5. Remove generator bracket.
6. Remove generator bolts and nut using power tools.
7. Slide the generator out and remove.

INSTALLATION

Installation is in the reverse order of removal. Refer to [CHG-29, "Exploded View"](#).

- Temporarily tighten bolts and nut then tighten nut and bolts in the specified numerical order.

CAUTION:

Be sure to tighten "B" terminal nut carefully.

- Install generator and check tension of belt. Refer to [EM-14, "Checking Drive Belt"](#).
- For this model, the power generation voltage variable control system that controls the power generation voltage of the generator has been adopted. Therefore, the power generation voltage variable control system operation inspection should be performed after replacing the generator, and then make sure that the system operates normally. Refer to [CHG-7, "CHARGING SYSTEM : System Description"](#).

GENERATOR

< REMOVAL AND INSTALLATION >

Inspection

INFOID:0000000011217588

GENERATOR PULLEY INSPECTION

Perform the following.

- Make sure that generator pulley does not rattle.
- Make sure that generator pulley nut is tight.

NOTE:

Replace the generator as an assembly if necessary.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Generator

INFOID:0000000011217589

Application	VQ35DE
Type*	A003TJ3991ZC
	Mitsubishi
Nominal rating	12V-150A
Ground polarity	Negative
Minimum revolution under no-load	1,000 rpm
Hot output current (when 13.5 volts are applied)	More than 122A/2,500 rpm More than 144A/5,000 rpm
Regulated output voltage	14.1 - 14.7V @ 20°C (68°F)
Adjustment range of power generation voltage variable control	11.4 - 15.6 V

*: Always check with the Parts Department for the latest parts information.

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