

CHARGING SYSTEM

PRECAUTIONS

1. Check that the battery cables are connected to the correct terminals.
2. Disconnect the battery cables when the battery is given a quick charge.
3. Do not perform tests with a high voltage insulation resistance tester.
4. Never disconnect the battery while the engine is running.

ON-VEHICLE INSPECTION

1. INSPECT BATTERY SPECIFIC GRAVITY AND ELECTROLYTE LEVEL

(a) Check the specific gravity of each cell.

Standard specific gravity

When fully charged at 20°C (68°F):

22R-E 1.25 – 1.27

3VZ-E 55D 23R 1.25 – 1.27

80D 26R 1.27 – 1.29

If not within specifications, charge the battery.

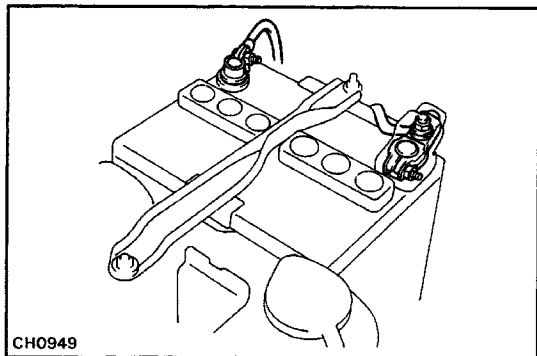
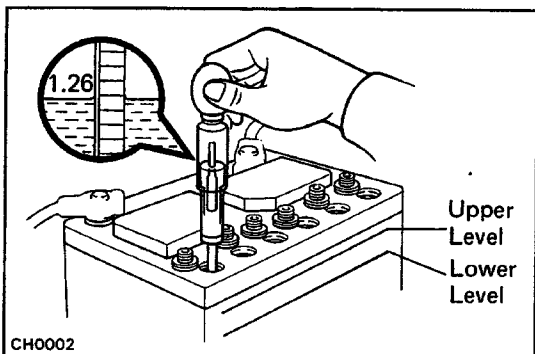
(b) Check the electrolyte quantity of each cell.

If insufficient, refill with distilled (or purified) water.

2. CHECK BATTERY TERMINALS AND FUSIBLE LINKS

(a) Check that the battery terminals are not loose or corroded.

(b) Check the fusible links for continuity.

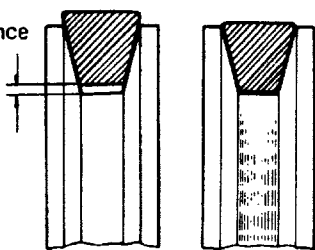


22R-E Engine

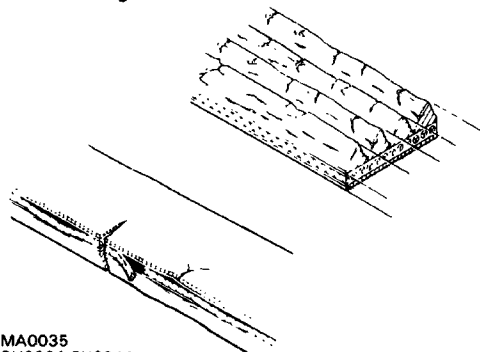
CORRECT

WRONG

Clearance



3VZ-E Engine



3. INSPECT DRIVE BELT

(a) Visually check the belt for excessive wear, frayed cords etc.

HINT:

22R-E: Check that the belt does not touch the bottom of the pulley groove.

If any defect has been found, replace the drive belt.

3VZ-E: Cracks on the ribbed side of the belt are considered acceptable.

If the belt has chunks missing from the ribs, it should be replaced.