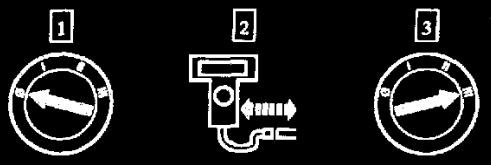
Charging System: Testing and Inspection
Test D: Warning Indicator On W/Engine ON (Voltage Increases)

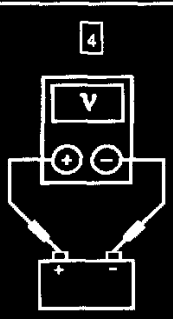
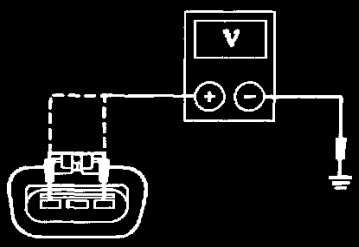
PINPOINT TEST D: THE CHARGING SYSTEM WARNING INDICATOR IS ON WITH THE ENGINE RUNNING (THE SYSTEM INCREASES VOLTAGE)

CONDITIONS	DETAILS/RESULTS/ACTIONS
D1 CHECK THE FAULT CODES IN THE PCM	
	3 Use the recorded PCM DTCs from the continuous and on-demand self-test. • Are any DTCs recorded? → **Yes** REFER to PCM Diagnostic Trouble Code (DTC) Index. → **No** GO to **D2**.
D2 CHECK THE SYSTEM FOR OVERCHARGING	
	

(Continued)

DIAGNOSIS AND TESTING (Continued)

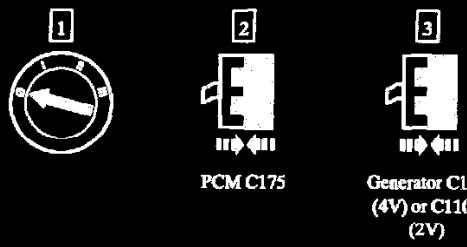
PINPOINT TEST D: THE CHARGING SYSTEM WARNING INDICATOR IS ON WITH THE ENGINE RUNNING (THE SYSTEM INCREASES VOLTAGE) (Continued)

CONDITIONS	DETAILS/RESULTS/ACTIONS
D2 CHECK THE SYSTEM FOR OVERCHARGING (Continued)	
 AJ0210-A	4 With the engine running and all accessories off, measure the voltage at the battery terminals while varying the engine rpm. • Is the voltage greater than 15 volts? → **Yes** GO to Pinpoint Test C. → **No** GO to **D3**.
D3 CHECK CIRCUIT 1182 (OG/YE)	
 Generator C102 (4V) or C1104 (2V)  A0017464	4 Measure the voltage between generator C102 (4V) or C1104 (2V) pin 3, circuit 1182 (OG/YE), harness side, and ground. • Is the voltage equal to battery voltage? → **Yes** GO to **D4**. → **No** REPAIR the circuit. TEST the system for normal operation.
D4 CHECK THE CHARGING SYSTEM WARNING INDICATOR OPERATION	
 PCM C175	3 Monitor the charging system warning indicator. • Is the indicator illuminated? → **Yes** REPAIR circuit 3990 (LB/RD). TEST the system for normal operation. → **No** GO to **D5**.

(Continued)

DIAGNOSIS AND TESTING (Continued)

PINPOINT TEST D: THE CHARGING SYSTEM WARNING INDICATOR IS ON WITH THE ENGINE RUNNING (THE SYSTEM INCREASES VOLTAGE)(Continued)

CONDITIONS	DETAILS/RESULTS/ACTIONS
D5 CHECK THE GENERATOR OUTPUT	
	4 Verify the generator output. Refer to Component Tests, Generator On-Vehicle Test — Load Test. • Is the generator OK? → **Yes** GO to **D6**. → **No** INSTALL a new generator. Clear the DTCs. TEST the system for normal operation.
D6 CHECK FOR CORRECT MODULE OPERATION	
	1 Check for: • corrosion • pushed-out pins 2 Connect any disconnected connectors. 3 Make sure all other system connectors are fully seated. 4 Operate the system and verify the concern is still present. • Is the concern still present? → **Yes** INSTALL a new PCM. CLEAR the DTCs. REPEAT the PCM self-test. → **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.