

CHRYSLER CORP. REGULATOR

Chrysler Corp.
All Except 2.6L Engines

DESCRIPTION

Regulates electrical system voltage by limiting output voltage generated by alternator. This is accomplished by controlling amount of current that is allowed to pass through alternator field winding. Regulator has no moving parts and requires no adjustment after it is set at factory. Unit contains several semiconductor components, transistors and diodes plus some resistors and a capacitor. A large transistor is placed in series with alternator field winding and a control circuit which senses system voltage and turns transistor on and off as required. As alternator speed and electrical system load conditions change, control circuit is turning transistor on and off many times per second most of the time engine is in operation. The only time transistor is not turning on and off rapidly, is during low engine speed operation when high electrical loads are present (which require alternator field to be in the "ON" state continuously). Electronic regulator control circuit can also vary the regulated system voltage up or down as temperature changes.

SPECIFICATIONS

Ambient Temperature ^①	Voltage Range
-20°F	14.9-15.9
80°F	13.9-14.6
140°F	13.3-13.9
Above 140°F	Less than 13.3

① — Ambient temperature is measured 1/4" from regulator.

TESTING

NOTE — Battery specific gravity should be above 1.200 for a proper regulated voltage check. Charge battery or use a good test battery before testing regulator.

- 1) Connect positive lead of voltmeter to positive post on battery. Connect negative lead from voltmeter to a good vehicle body ground.
- 2) Start and run vehicle at 1250 RPM with all lights and accessories turned off. Check voltmeter, regulator is working properly if voltage readings are within specifications.
- 3) If voltage is not within limits or is fluctuating, check that regulator has a good ground. With engine off, disconnect regulator terminals. Turn ignition on, but do not start engine. Battery voltage should appear at both blue and green leads of connector. If all tests are satisfactory, replace regulator and repeat tests.

ADJUSTMENT

The Electronic Voltage Regulator cannot be adjusted. If specifications are not obtained and investigation has proved that the rest of the electrical system is not at fault, regulator must be replaced.

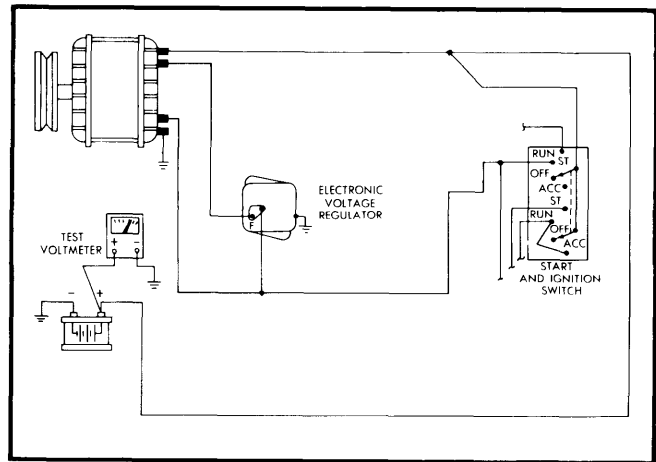


Fig. 1 Meter Connections for Voltage Regulator Tests