



# TECH TIPS

<b>Dixie Part Numbers:</b>	A-303	A-304	A-305	A-312
	A-313	A-322	A-325	A-326
	A-337	A-331	A-334	A-335
	A-342	A-345	A-346	A-349
	A-352	A-357	A-6129	A-6156
	A-6186	A-8198	A-8233	A-8234
	A-8265	A-8267	A-8332	A-8659
	A-8660	A-8661	A-8695	A-8696
	A-8697	A-8698	A-8699	A-8700
	A-8701	PLG-320	PLG-375	

**Applications:** Chrysler, Dodge, Jeep – Various Applications

**Condition:** The technician testing a unit from the above list may find a no charge or over charge condition when testing the unit.

**Cause:** The above part numbers are externally regulated and depending on the connection may not charge or will appear to overcharge as there is no voltage regulator in the alternator.

**Correction:** Earlier vehicles had a fender-mounted regulator, which later was replaced with the alternator electronically controlled by the vehicles on board computer. There are two basic designs:

- 1) Units with a single field terminal on the alternator which requires a positive feed when testing on the bench.
- 2) Units with dual field terminals on the alternator require both a positive to one field terminal and a ground to the other field terminal for testing the alternator on the bench.

In both cases the alternator will charge but the voltage will be uncontrolled, this is normal as the rotor is being full fielded.

The most common question pertains to the connections on the dual-field terminals, does it matter which terminal is which. The answer is no.

**WARNING:**

**Do not test PD type regulators (Mazda primarily) using battery positive or ground as this will destroy the portion of the control circuit that is in the alternator.**