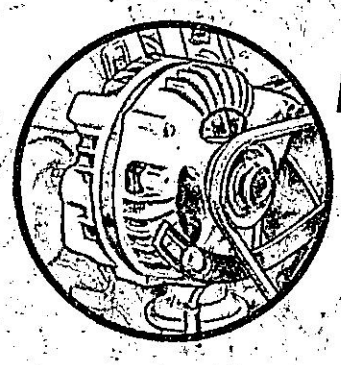


ALTERNATOR TESTER

Your alternator may be building for a big breakdown without your knowing it. This simple circuit lets you check it out.

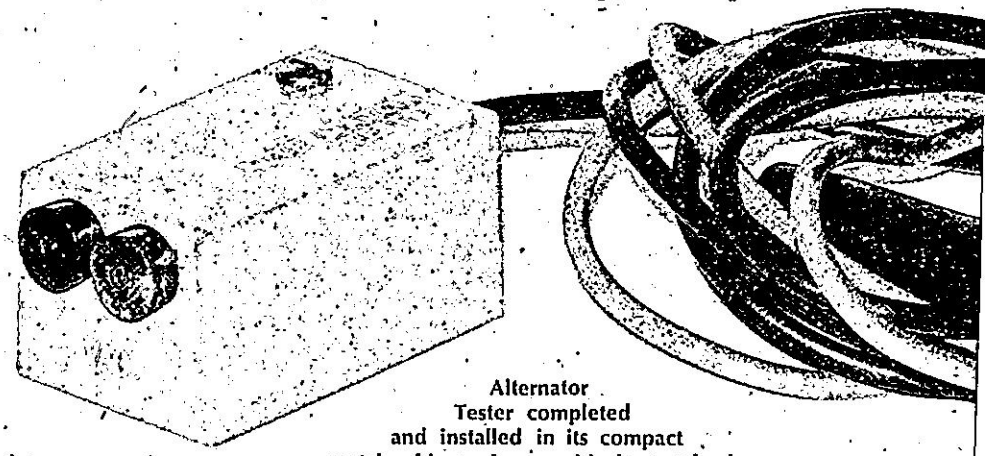
by Anthony Caristi

AUTOMOBILES have been coming off the production lines with alternators instead of generators for some 13 years now, and these units have proven to be reliable and superior to the ones they replaced. Being alternating current machines, they are inherently more complicated than generators and require slightly more sophisticated testing procedures to indicate their condition. This problem is brought about by the fact that automotive alternators are three phase machines, with full wave rectification of the output to produce direct current as required by the automobile and its battery. The schematic shows a typical automotive alternator connected to its three-phase full-wave rectifier circuit.

Rectification is accomplished by six high-current silicon diodes in the alternator, and this is where the problem comes in. Many of the troubles encountered with automotive alternators are due to failure of one or more of the diodes, either by opening or shorting. Neither of these conditions will result in an inoperative alternator, and no doubt some of the automobiles on the road today have just such a problem. A shorted diode is the more serious of the two conditions, since it will result in the loss of about 50 per cent of the output capability of the alternator. Such a condition is easily detected by an ordinary output test on the alternator. However, an open diode is another matter. This condition will result in loss of only a few amperes of output capability of the alternator due to the fact that only one half of one phase of the machine is disabled. Some of this lost capacity is carried by the other two phases, which will be overloaded when the alternator is required to produce full output as demanded by the automotive electrical system. Such a condition may well result in further failure of more diodes. An ordinary output test of an alternator with an open diode generally will not detect any malfunction. Because of those testing problems, another test method to determine the condition of alternators has been developed, and the construction of the Alternator Tester is the subject of this article.

The ability of Alternator Tester to detect defective diodes, both open and shorted, depends on the fact that the output ripple voltage of an alternator with a defective diode rises dramatically higher than that produced by a normally-operating alternator. When the pulsating DC waveform output voltage of an automobile alternator is measured the magnitude of the ripple voltage is about 0.2 to 0.5 volts, peak-to-peak. When one of the diodes in the alternator fails the ripple voltage increases to 1-volt peak-to-peak or more. The Alternator Test measures the peak-to-peak ripple voltage so that the condition of the alternator can be determined.

Construction Details. In order to keep construction costs low, the Alternator Tester was designed to be used with an ordinary VOM or VTVM as the indicating device. Since the output impedance of the test instrument is close to zero, any meter of at least 1000-ohms-per-volt sensitivity can be used. The circuit is constructed on a small printed circuit board and fitted into a metal or plastic cabinet. Two tip jacks are mounted in the cabinet which serve as the connection to the VOM. A pair of test leads is brought out through a grommet and these provide the DC power to operate the circuit



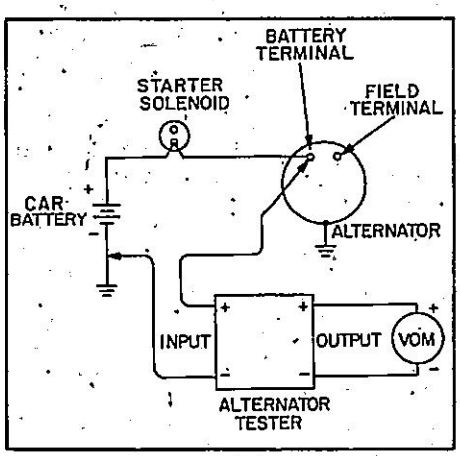
Alternator Tester completed and installed in its compact metal cabinet, shown with its test leads.

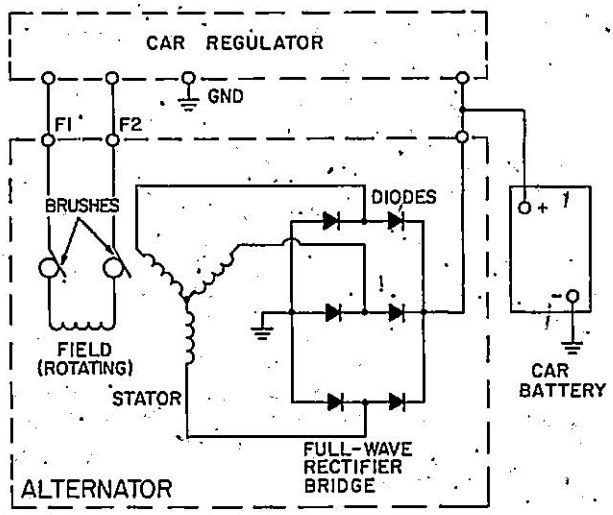
...TERNATOR TESTER

as well as the connection to the alternator output (battery) terminal where the ripple measurement is to be made.

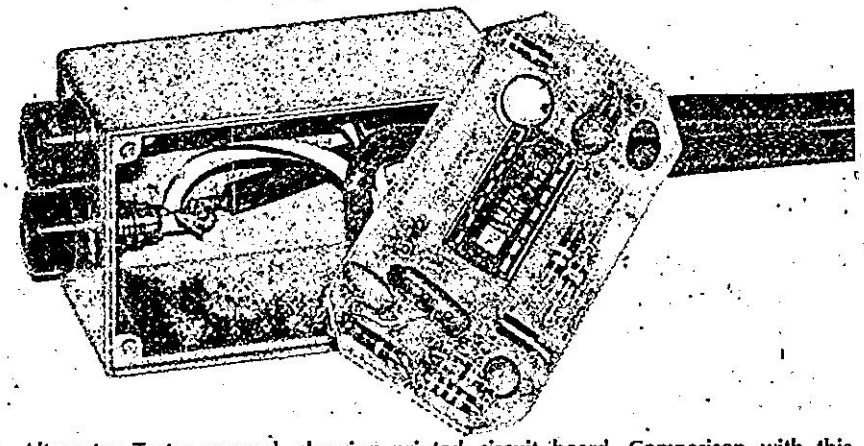
About the Circuit. The Alternator Tester is basically a peak detector circuit which responds to the peak-to-peak value of an AC voltage fed to its input terminal. Power to operate the circuit is derived from the output of the alternator on the same lead which feeds the ripple voltage to the input of the peak detector. The DC output of the alternator is blocked by C1, which allows only the ripple voltage to pass through.

Operational amplifier IC1A and IC1B are connected together to form a peak detector circuit. The ripple voltage from the output terminal of the alternator is fed to the positive input of IC1A after the DC voltage of the alternator is blocked by C1. D1 clamps the ripple voltage to ground, so that it varies between zero and some positive value. Op amp IC1A charges C4 to the peak value of the ripple voltage. Op amp IC1B is a voltage follower which feeds back the peak value of the ripple voltage to the negative input of IC1A. This stabilizes the circuit so that the voltage appearing at the output of IC1B holds to the peak-to-peak value of the ripple voltage fed to the input of IC1A. Capacitor C4 is prevented from discharging through IC1A by D2, and can discharge only through R4 at a rate much slower than the ripple frequency of the alternator. This holds the meter reading constant between voltage peaks of the alternator. Amplifier IC1C has an adjustable gain of slightly more than unity to compensate for the slight error (loss) caused by D2, as well as providing a means for calibration of the instrument. Voltage follower IC1D

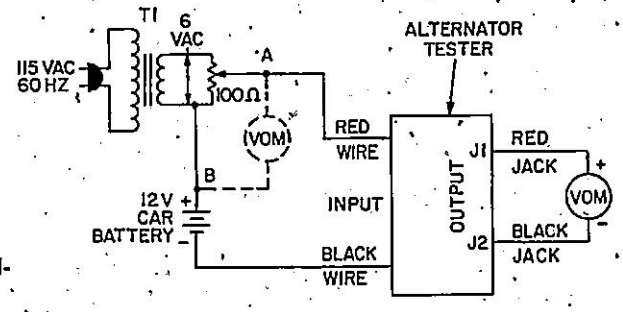




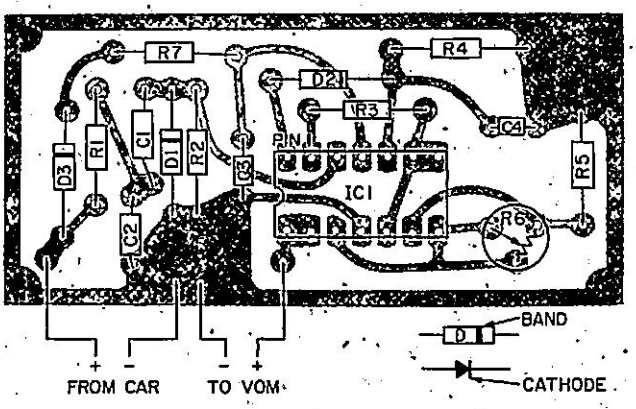
Typical automotive charging circuit. Latest model alternators have solid-state regulator circuit built into alternator frame.



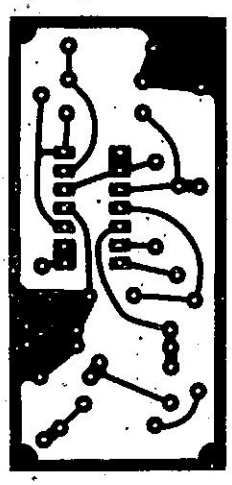
Alternator Tester opened, showing printed circuit board. Comparison with this early version of printed circuit board reveals improvements made by the editors.



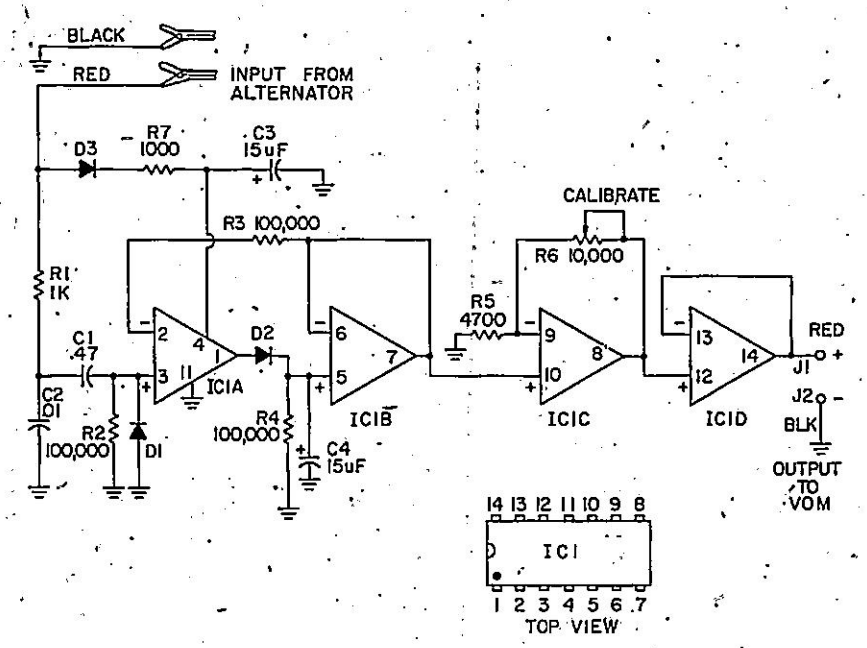
Calibration of the Alternator Tester.



This shows the parts placement on the printed circuit board. Shown larger than actual size for clarity.



This pattern shows the printed circuit board (foil side up) for the Alternator Tester. You can construct the unit on a perf board if printed circuit board fabrication seems too much touble.



With the three-phase output of automobile alternators, which is rectified by a six diode full-wave rectifier, it is possible for the output of the system to appear normal even though one diode is open. With this circuit a mechanic can test the rectifier output and discover the increase in the ripple voltage that would be caused by such a failure.

PARTS LIST FOR ALTERNATOR TESTER

C1—0.47 uF ceramic capacitor
C2—0.01 uF ceramic disc capacitor
C3, C4—15 or 22 uF, 25 VDC tantalum capacitor (Allied Electronics 852-5671 or equiv.)
D1—1N34A, 75 VDC, 5 mA germanium diode (Allied Electronics 578-0034 or equiv.)
D2, D3—1N487, 75 VDC, 100 mA silicon diode
IC1—LM324 (Quad 741) operational amplifier (James Electronics, or equiv.—address below)
J1, J2—red, black tip jacks (Allied Electronics 920R0181, 2, or equiv.—address below)
R1, R7—1,000-ohm, ¼-watt resistor
R2, R3, R4—100,000-ohm, ¼-watt resistor
R5—4,700-ohm ¼-watt resistor
R6—10,000-ohm potentiometer (Allen Bradley Type A, Radio Shack 271-218, or equiv.)
Misc.—2¾ x 2⅛ x 1⅝" utility box, hardware, 14-pin IC socket, printed circuit board or printed circuit kit, red, black test leads with alligator clip termnials.
Allied Electronics' address is 401 E. 8th St. Fort Worth, TX 76102.
James Electronics' address is 1021 Howard Ave., San Carlos, CA 94070.

provides an extremely low output impedance to drive any meter of 1000-ohms-per-volt or more. Power for the circuit, about 2 mA, is taken directly from the alternator output terminal. Diode D3 prevents damage to the circuit in the event of any reverse polarity connections.

Calibration of The Instrument. Calibration of the Alternator Tester is accomplished by feeding an AC voltage of known amplitude between the input terminal and ground, and adjusting R6 for the correct meter reading. The calibrating AC voltage input can be measured by the AC voltmeter function of the VOM, which reads RMS volts. To convert RMS to peak-to-peak voltage multiply the value by 2.83. The calibration circuit uses a 6-volt filament transformer and potentiometer as a source of low voltage AC. To calibrate the instrument connect the filament transformer, potentiometer, and alternator test circuit as shown, using any twelve volt DC supply for power. (Be sure there is no ripple voltage on the output of the supply, since this will cause an error in the calibration.) Set the VOM to read AC volts, and connect it between points A and B as shown. Set the potentiometer so that the VOM reads 0.35 volts RMS. This is equivalent to 1 volt peak-to-peak. Disconnect the VOM, set it to a 1.5 to 3 volts DC scale, and connect it to the output terminals of the Alternator Tester. Calibrate potentiometer reading of 1 volt. This completes calibration of the Alternator Tester.

Alternator Testing. The testing of an automotive alternator consists of two parts. The first test is the output test, which determines if the alternator can deliver the full current that it was designed to produce. Bear in mind that the following procedure tests both the alternator and voltage regulator at the same time, and failure of the alternator to deliver rated output also may be caused by a defective voltage regulator. Before making the following tests inspect the connections to the alternator and battery to be sure they are tight. A loose or bad connection between the alternator and the battery may cause an excessive ripple measurement even though there are no defective diodes in the alternator.

The alternator output test requires the use of only the VOM which is set to read DC volts on a 0 to 15 volts or greater scale. Connect the VOM directly across the battery, observing correct polarity. Start the engine and turn on the headlights (high beam), windshield wiper, blower motor (high speed), and radio. Race the engine to a moderate speed (about 2000 RPM) and note the reading of the meter. A properly operating charging system should maintain at least 13.5 and not more than 15 volts across the battery. Voltage readings below 13.5 indicate a defective alternator or voltage regulator. Voltage readings above 15 indicate a defective voltage regulator. Some automobiles have voltage regulators which can be adjusted. Refer to the service manual for your car for voltage regulator tests and adjustments. If the above test indicates satisfactory performance proceed to the ripple voltage test, using the connections shown in the testing diagram. Note that the posi-

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tive lead of the Alternator Tester is connected directly to the battery terminal of the alternator. The reason for this is that the ripple measurement depends upon the small, but finite, resistance between the alternator and battery. In order for the ripple test to be accurate, the alternator must be delivering a sizeable current. This is accomplished by slightly discharging the battery. Before starting the test, shut the engine off and turn on the car headlights for about ten minutes. During this time you can connect the Alternator Tester to the car. Leave the headlights on while making the test. Start the engine and bring the RPM up to about 2000. Note the reading of the meter. An alternator in proper operating condition will have a ripple voltage somewhere between 0.2 and 0.5 volts peak-to-peak. Should one or more of the diodes be defective the ripple voltage will increase to 1 volt peak-to-peak, or more. If this is the case you will have to remove the alternator from the car to disassemble it and locate the defective diode. ■