Charging

Specifications

Battery:

Type	Model	Voltage and Output
NX100S6 (S)	KC, KB, KG, KS, KW, KX	12V–47AH
NS60(S)	KF, KE	12V–45AH
N40	KP, KD, KT, KU, KY, KQ	12V–40AH

Alternator:

Nominal output: 55A

Direction of rotation: Counterclockwise as viewed from pulley-side

Regulator (Built-in type):

Type: IC
Regulated voltage: 13.9–15.1 V

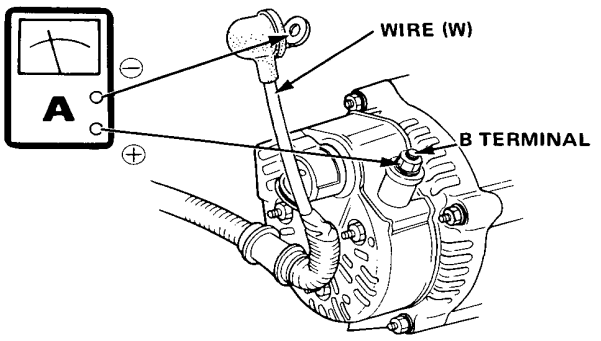
Charge Warning Light Test

NOTE: Before testing, check the wire harness connections and alternator belt tension.

1. Turn the ignition switch on. The charge warning light should come on.
   If it does not come on, unplug the voltage regulator connector and short the pin of the white/blue wire to ground.
   - If the warning light still does not come on, check the fuse, connectors (Interior—Instrument wire harness and warning light panel) and related wires for an open circuit. Check the bulb, and replace it if burned out.
2. Start the engine and let it idle. The charge warning light should go off. If it stays on all the time, or stays on at idle and goes off with an increase in engine speed, check the alternator neutral wire circuit, alternator output, and voltage regulator.

Alternator Output Test

1. With engine off, disconnect the alternator terminal (W).
2. Hook up an ammeter as shown.



3. Start the engine.
4. Turn on:
   - Headlight switch (high beam).
   - Rear window defroster switch.
   - Heater fan switch (HI).
5. Check alternator output.
   If within the output curve shown, the alternator is good.
   If the alternator has no output or its output is not within specification, see the alternator checks starting on page 27-9.