From the president's desk

Ford 6G problem solved

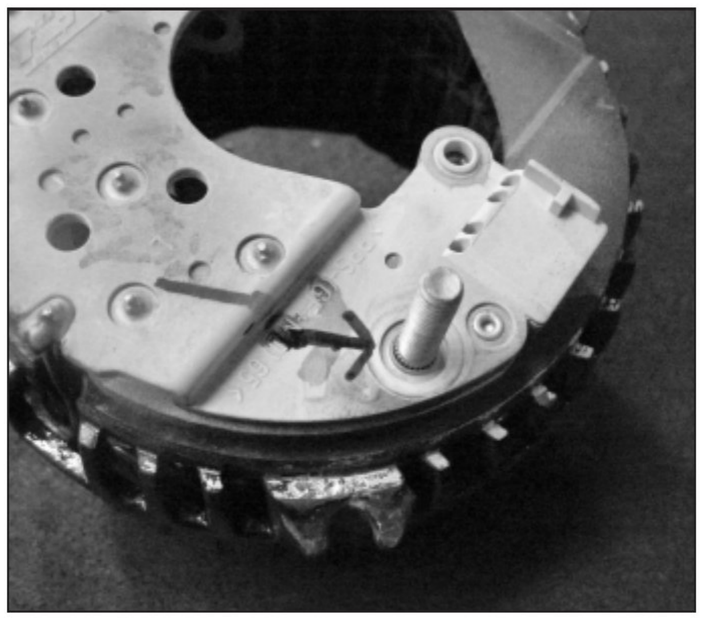
COLUMN BY HANK HENKE



One benefit of Electrical Rebuilder's Association (ERA) membership that is hard to put a price on is the exchange of information between rebuilders. Past ERA President Larry Hagemeister has solved a 6G issue and took the time to write up a tech tip for us this month. He said he hopes this will be of help:

Like a lot of rebuilders we have had our share of issues with the 6G alternators, regulators, rectifiers, slip rings and so on. We had one that turned out to be quite interesting. After it had run on two different trucks and was still having intermittent charging problems, we had changed the regulator plug-in assembly on the last truck it was on thinking it could be the plug, as these are known to fail. New components, a couple of different regulators, welded rectifier and different rotor, all the possible things that could make the alternator not charge. I have enclosed a picture as an example of what I found. This is not the rectifier we had trouble with (it was welded), this one is soldered.

After lots of testing, the inner nut that screws on the B+ was checked for tightness. There was no current flow to the battery connection in the rectifier where the



regulator attaches. After removing the nut on the B+ terminal that is serrated to make a press fit at its base, it was not making contact to the metal that was leading to the battery connection for the regulator. It had built up corrosion and no matter how tight the B+ inner nut was, current would not flow to the regulator. We cleaned the connection and installed a 1/4-inch internal star lock and the problem was solved. Now we take off every inner nut, clean and install internal star locks.

We appreciate Larry's efforts to share this with us and look forward to hearing from others as we continue to promote our rebuilding community.

Hank Henke, ERA president, is owner of United Starter & Alternator, Lowell, Ind.

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