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AUTO ELECTRIC CORNER

A Dodge Truck, Clutch Pulley, and a Camry Alternator

A WORD FROM THE EXECUTIVE DIRECTOR

Where does the time go?

2025 TRADE SHOW INFO ENCLOSED

A WORD FROM THE EXECUTIVE DIRECTOR
Where does the time go?



It feels like yesterday that we were closing the books on another year and now here we are ready to do it again. 2024 has been an interesting year to say the least! Probably the biggest headline would have to be the Presidential Election. The outcome makes it very apparent that a lot of people were not happy with the state of our country. President-elect Trump is wasting no time picking his cabinet appointment nominees, planning to close the borders and it also appears we may be headed back to paying tariffs on the goods we buy, time will tell all!

Enough about politics! This is, to me, the time of year that I reflect on the last 12 months, what went well and what didn't, what changes can I make heading into another year and not to sound too cynical, what has changed that has caused change in me! I will certainly admit that I have become hardened, somewhat, in dealing with the public today. I do still wake up eager to go to work and face the challenges of the day!

December is also a month of holiday celebrations for families. Many of us will travel to be with family and friends. Be safe, the weather being different all around the country can cause delays of one sort or another.

In preparing the ERA to close another year, the Board of Directors will hold the annual budget preparation meeting and quarterly board meeting to approve the budget. We are finalizing the seminar schedule for the tradeshow in April, we will announce the topics, time slots and the presenters in January.

In closing 2024, I would like to thank each of you for your continued support of the ERA! Thanks to those of you that came to the tradeshow in St Louis! Thanks to the Board members and ERA Staff for their time and expertise! I am eager to start 2025! See you in the New Year!

Mike Schroeder



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Volume 42 Number 1

December 2024

Published monthly by the
Electrical Rebuilder's Association
PO Box 906
Union, MO 63084
Phone 636-584-7400
office@electricalrebuilders.org

EDITORIAL ASSISTANT / Bob Thomas

DESIGN & PRODUCTION / Stephanie Schroeder

CONTRIBUTING WRITERS / Mike Schroeder, Mohammad Samii

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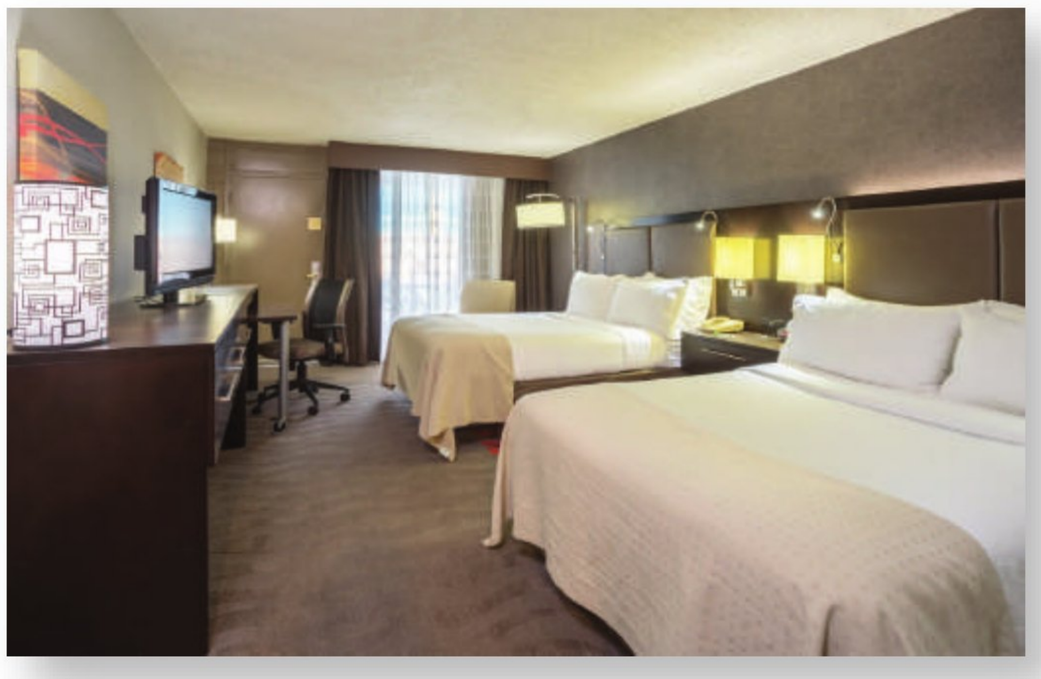


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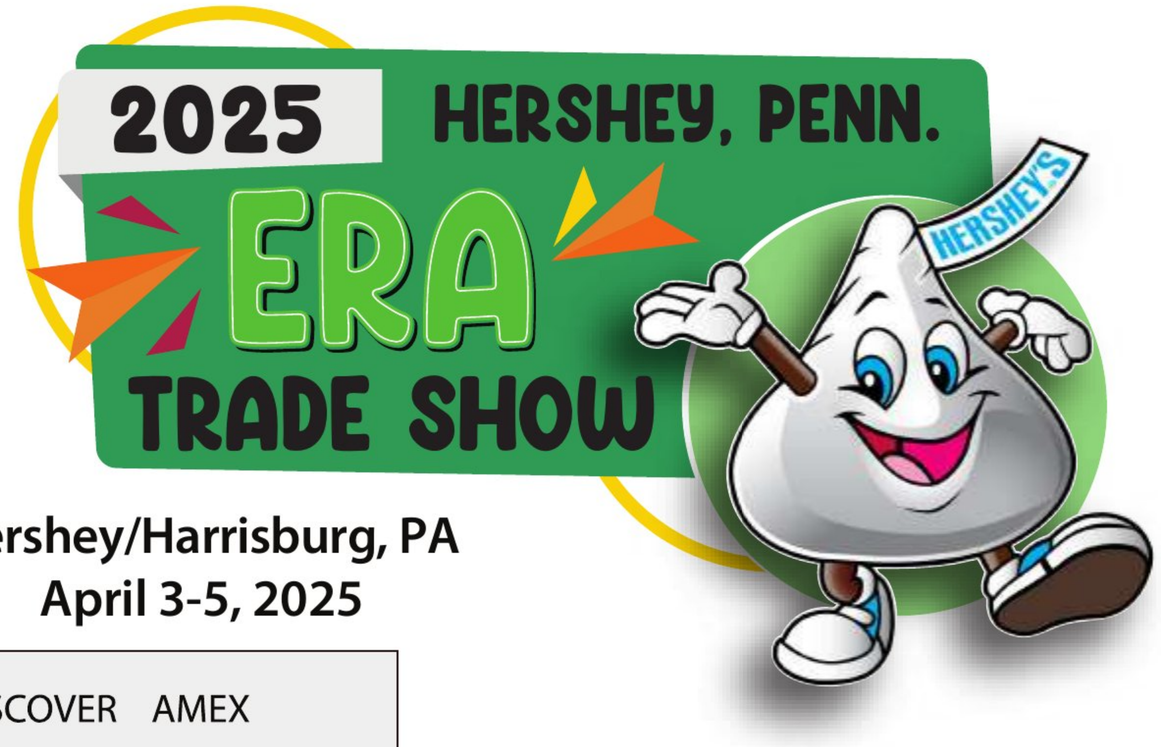
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AUTO ELECTRIC CORNER —
A Dodge Truck, Clutch Pulley, and a Camry Alternator



BY MOHAMMAD SAMII

As I mentioned in previous articles, since rebuilding units are no longer possible due to lack of access to my equipment, test benches and parts; sale of the units is based on replacement only, and that is conditional to the price of the unit and its availability, given that they are of quality that I can trust.

Thus, a majority of my work has been on-vehicle diagnostic and repair of sub-systems such as lighting, blower motors, power windows and such. And also, a majority of that work is finding and repairing parasitic drains. As the vehicle ages, electronic modules develop glitches that at times it does not allow them to go into what is called the "Sleep-Mode", thus causing a battery drain. The affected modules needs be identified, replaced or repaired if it is possible at all. This may require a thorough understanding of the vehicle's electrical/electronic system and its nuances, besides having access to complete wiring diagrams and schematics. A couple of such cases will be shown below in this article.

Dodge truck's Starting Problem

The appointment was to identify the cause of no start in this 1998 Dodge truck that the owner related it to a bad starter. Since the truck would start with a jump, I decided to take in the job, thinking the starter is not the problem but a parasitic drain could be the culprit.

After a battery charge and test, the charging system was also checked to be fine, thus we settled to look for a parasitic drain. Our guess was correct, a 250 mA drain was confirmed and we started to look for its source.

For this process to be accurate, we do it live, meaning using an auxiliary power pack, we keep the system alive before disconnecting the battery. Once the battery negative post is disconnected, the DMM is installed in series, then the power pack is removed. What you will read on the meter is the amount of draw, which in our case was about 250 milli-Amp.

Next step is to determine which circuit in the vehicle is causing the draw. If the related fuse box is accessible, as this truck's was, a practical way is to set the DMM at milli-amp range and measure across each fuses. What we are actually doing is making a parallel circuit with the fuse. By paralleling the meter with the fuse, you will read about one half of the amount going through that particular circuit.

So using this method going over the fuses one at a time, we determined the Fuse #12 which is always hot is the one that is showing the drain. Now was the time to determine what this circuit is and why it is draining the battery.



There are a few available information systems like All-Data, Mitchell, Motor and such, but I use a system called MotoLogic. It is a fully web-based paid system that costs $1200 a year, available by monthly payments. The schematic for this particular vehicle showed that Fuse #12 that is always hot feeds the Seat Belt Control Module. (*Figure-1*)

Digging up the module located under the seat's center cushion we felt it was slightly warm which is a good indicator of possible internal failure. (*Figure-2*)

A new module was searched for but was not available for this 26–year old truck at the dealership. This is one of those cases I stay away from using a used one due to its age and uncertain quality. De-powering the circuit was

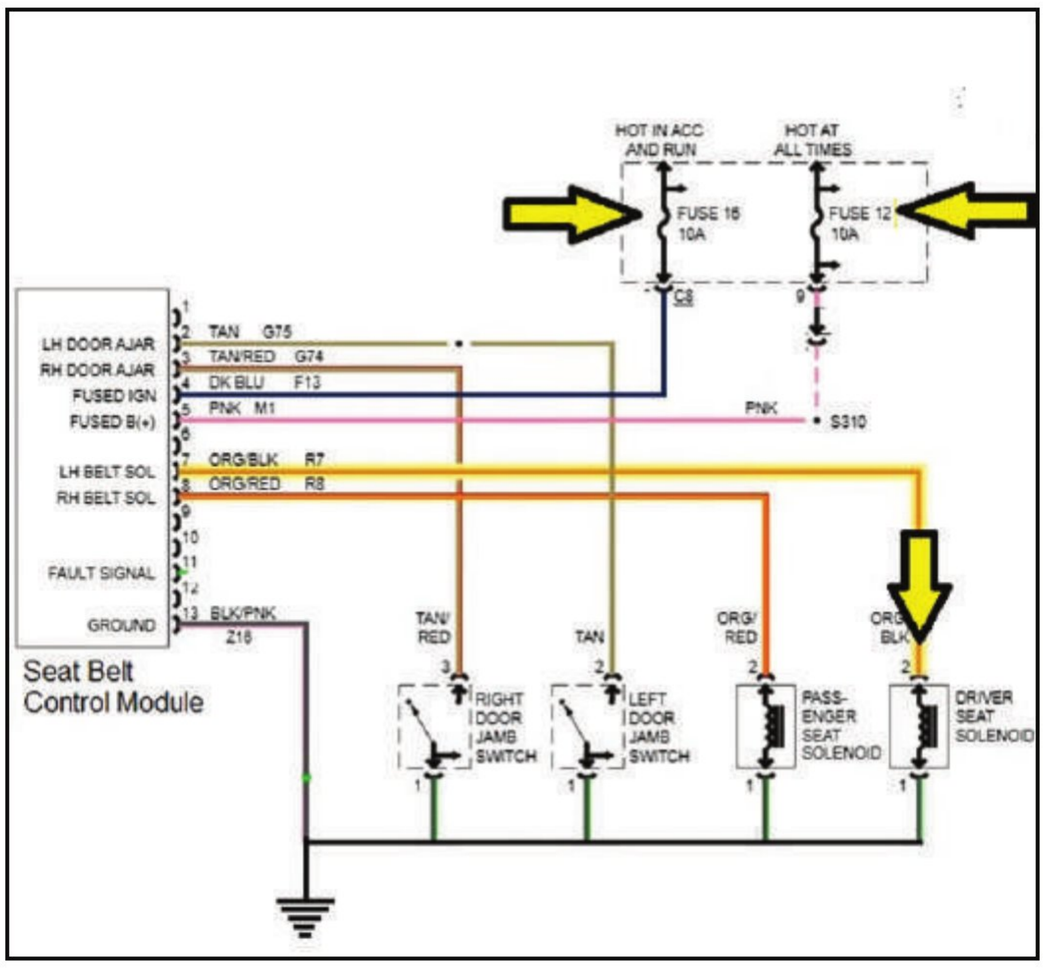


Figure 1 – Dodge Truck's Restraint System Schematic

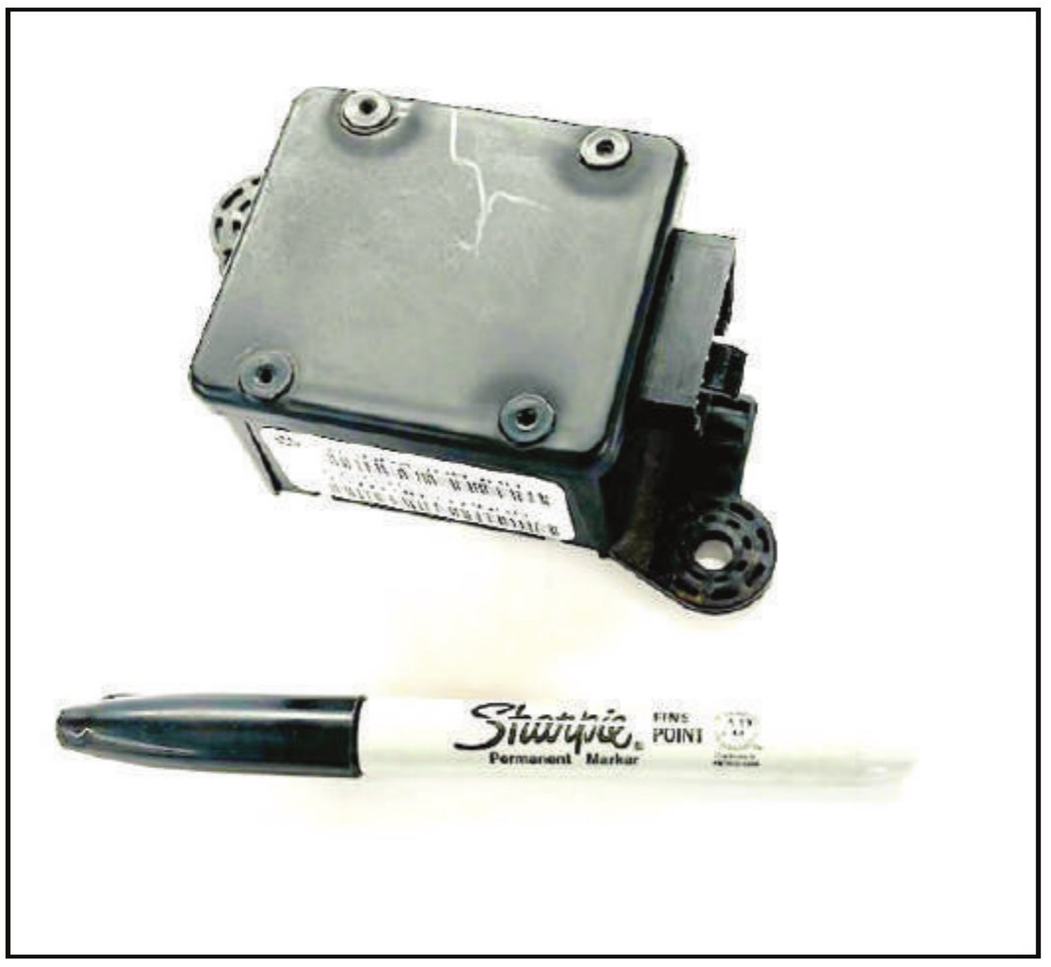


Figure 2 – Seat Belt Control Module



not an option due to making the seatbelt solenoid and consequently the seat belt inoperative which can have serious liability consequences. So, powering the always hot feed of the module (Fuse#12) to an ignition feed was the only practical/economical option in this case. For this purpose, meaning to change a +B circuit into an ignition fed fuse is usually accomplished by using an Add-A-Fuse device that facilitates the conversion (*Figure-3*).

This way the ignition power to Fuse#16 which also feeds the same module was used to power it up, thus eliminating the battery drain due to a bad module.

Electronic modules of the past with discrete circuits have a tendency to deteriorate after years or decades of use and thousands of heat-cold thermal cycles. This is a situation we run into often which unfortunately a lot of replacements are not readily available and we have to improvise.

Clutch Pulley Slippage

I was called to a shop to check the charging system of 2015 Chrysler (now Stellantis) Town and Country van. They had a new alternator installed a month or so ago but then it quit charging.

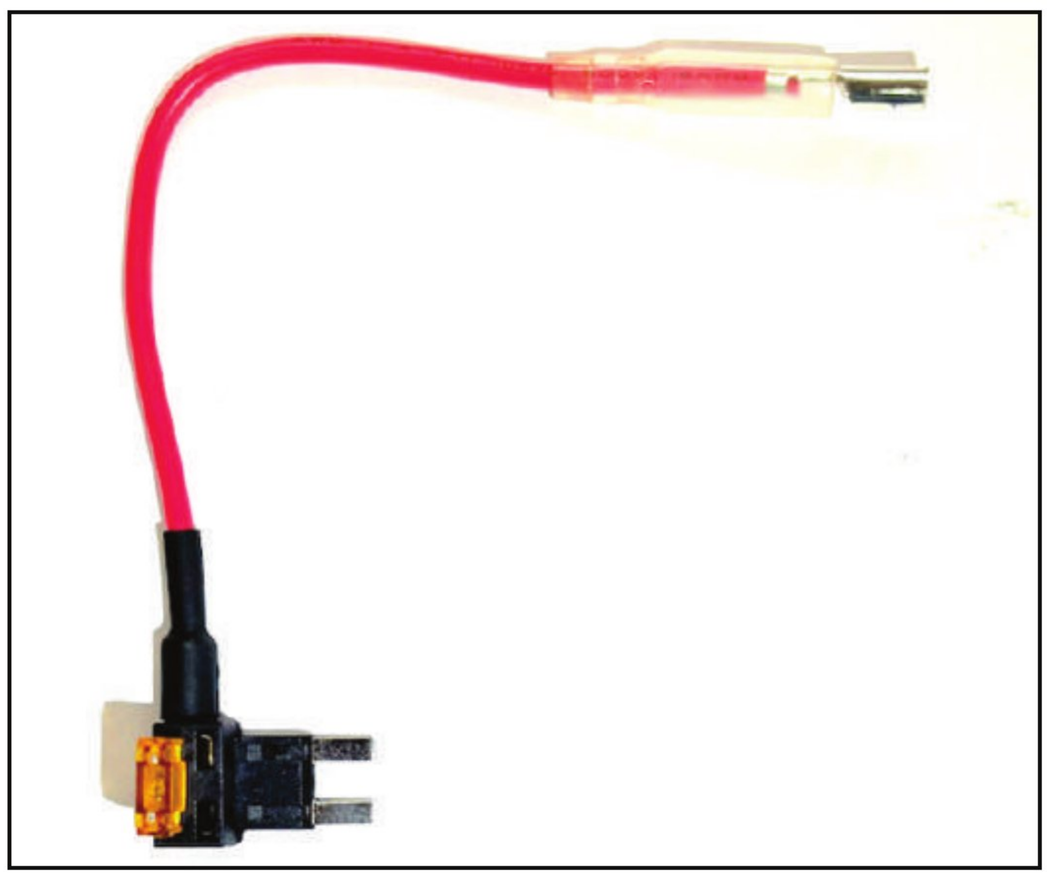


Figure 3 – Add-A Fuse Device (Typical)

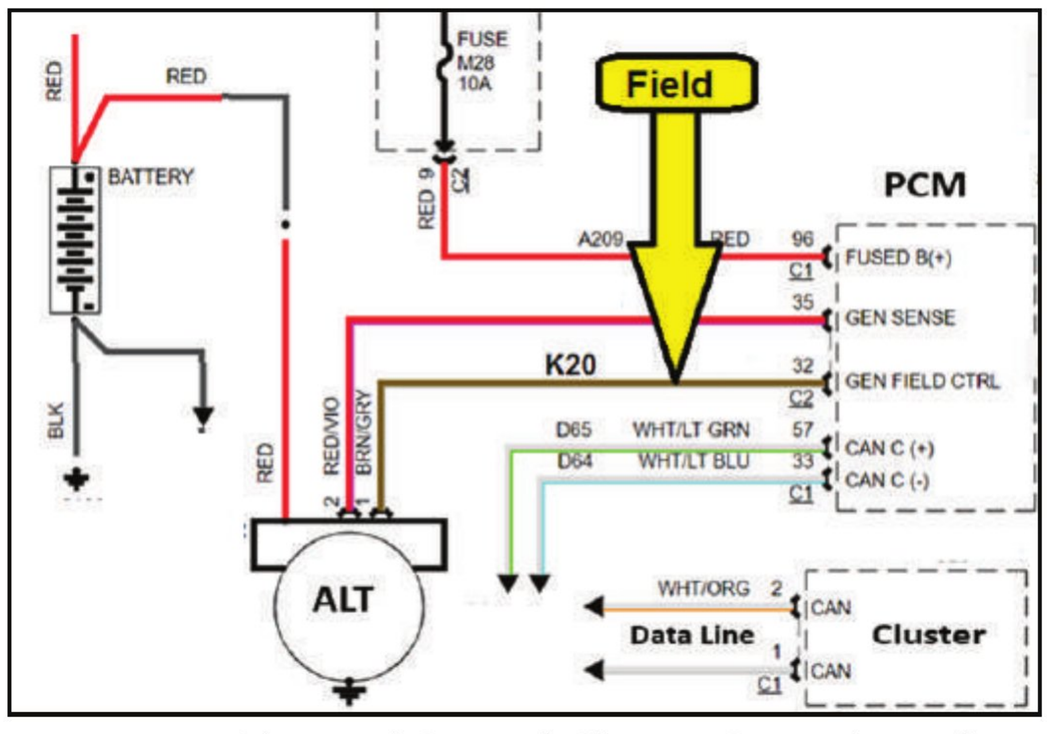


Figure 4 – Town and Country's Charging System (Partial)

The initial test and checking the power and the ground side of the alternator seemed to be okay, and it was confirmed that the alternator was indeed not charging. Since this alternator is driven by the PCM, it became necessary to check and confirm if the field current is indeed supplied by the computer.

In Chrysler jargon the Field circuit, either A or B-circuit is called circuit K20 with brown and grey wire in this application. It comes from pin #32 of the connector #2 of the PCM (*Figure-4*). The PCM is in a very difficult location for access which we leave it alone unless the field wire continuity to the PCM needs to be tested.

The 11570 alternator (*Figure-5*) used on this vehicle has a plug code #378. By pulling out the alternator plug you can check for the existence of PCM-supplied field current at the Field pin, which of course requires the Ignition key to be ON and the engine running, as shown in *Figure-6*.

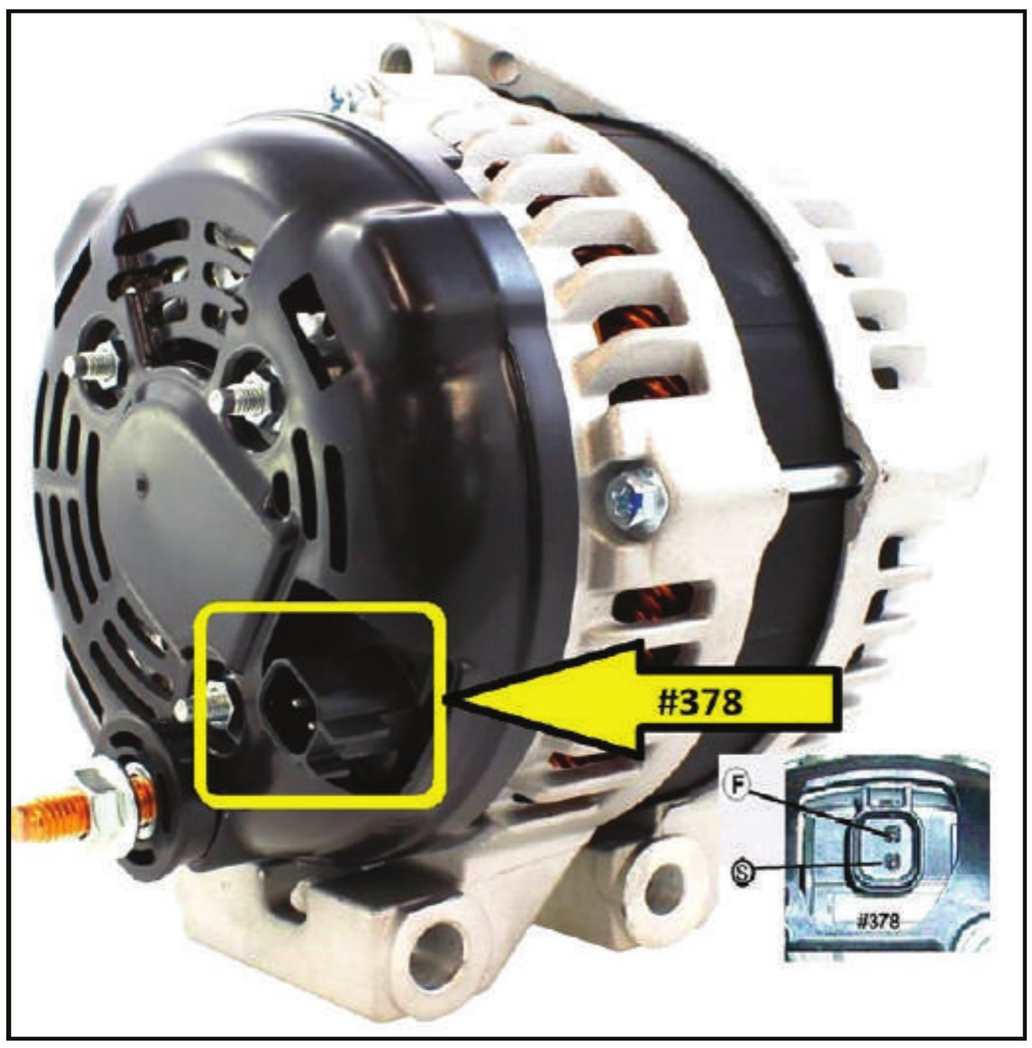


Figure 5 – 11570 Denso Alternator (Courtesy: Partref)

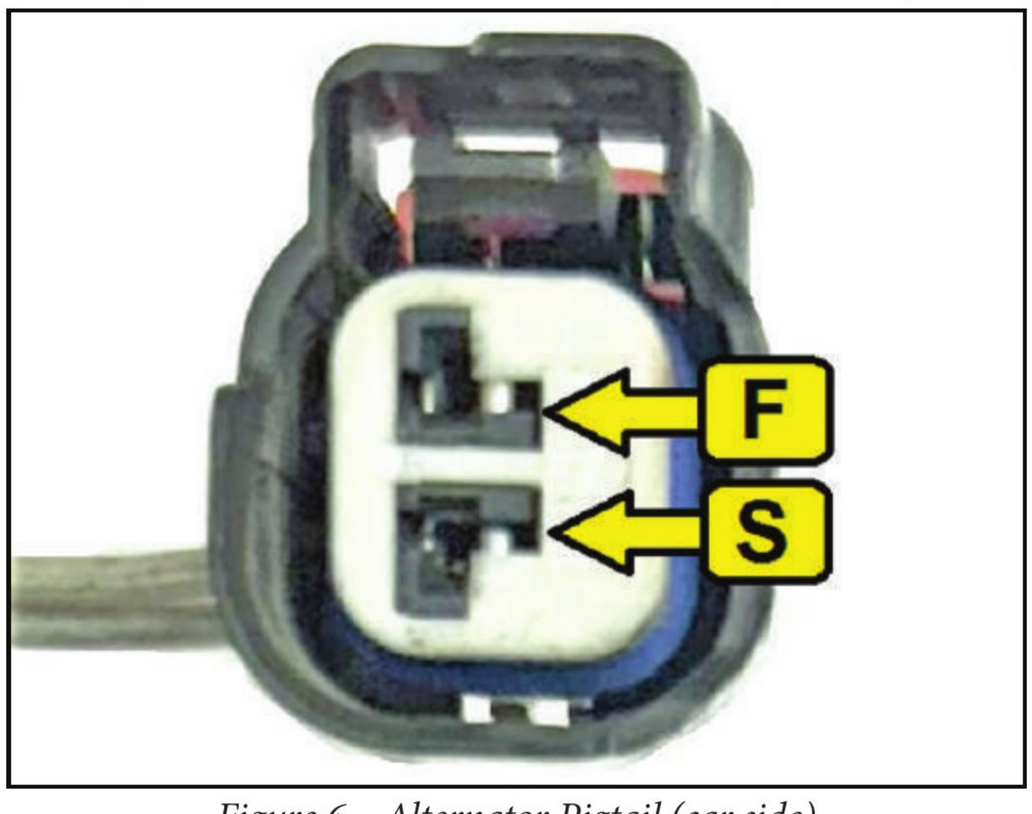


Figure 6 – Alternator Pigtail (car side)

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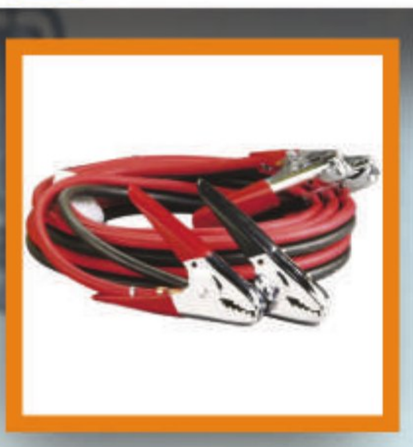
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After ensuring the field power is available, it was necessary to see if the rotor coil is not open. For this purpose, I have this home-made test lead that I use for testing such alternators on the bench and also on the vehicle (*Figure-7*). Once the alternator plug was pulled off and test plug installed and powered up, I noticed there was almost 5.5 amps of field draw but still no alternator output. Much to dismay of the shop owner who could not believe this alternator with its time-consuming labor for R&R had gone bad in just in a month, he had no choice but to remove the alternator for repair or replacement. Upon further inspection of the unit when removed, I realized that the clutch pulley was spinning both ways freely without driving the rotor! I offered a new clutch pulley change, but he did not want to take any chances, and bought my sole remaining 11570 alternator outright. I inspected the vehicle again after installation which was charging just fine.

I have seen more than a few such cases in the past about clutch pulley slippage or lock-up. As the vehicle ages and mileage goes up, one must not dismiss the importance of the clutch pulleys and take no chances by replacing them with quality ones, such as with a Litens IDP in the above case which our alternator was equipped with.

Camry Not Charging

We had this car referred to us by another shop for not charging. The alternator was replaced and they claimed whatever they could check, checked fine. They guessed a defective alternator which the part store provided a second unit. Once the same problem of not charging persisted with the second alternator, we were recommended to look into the problem.

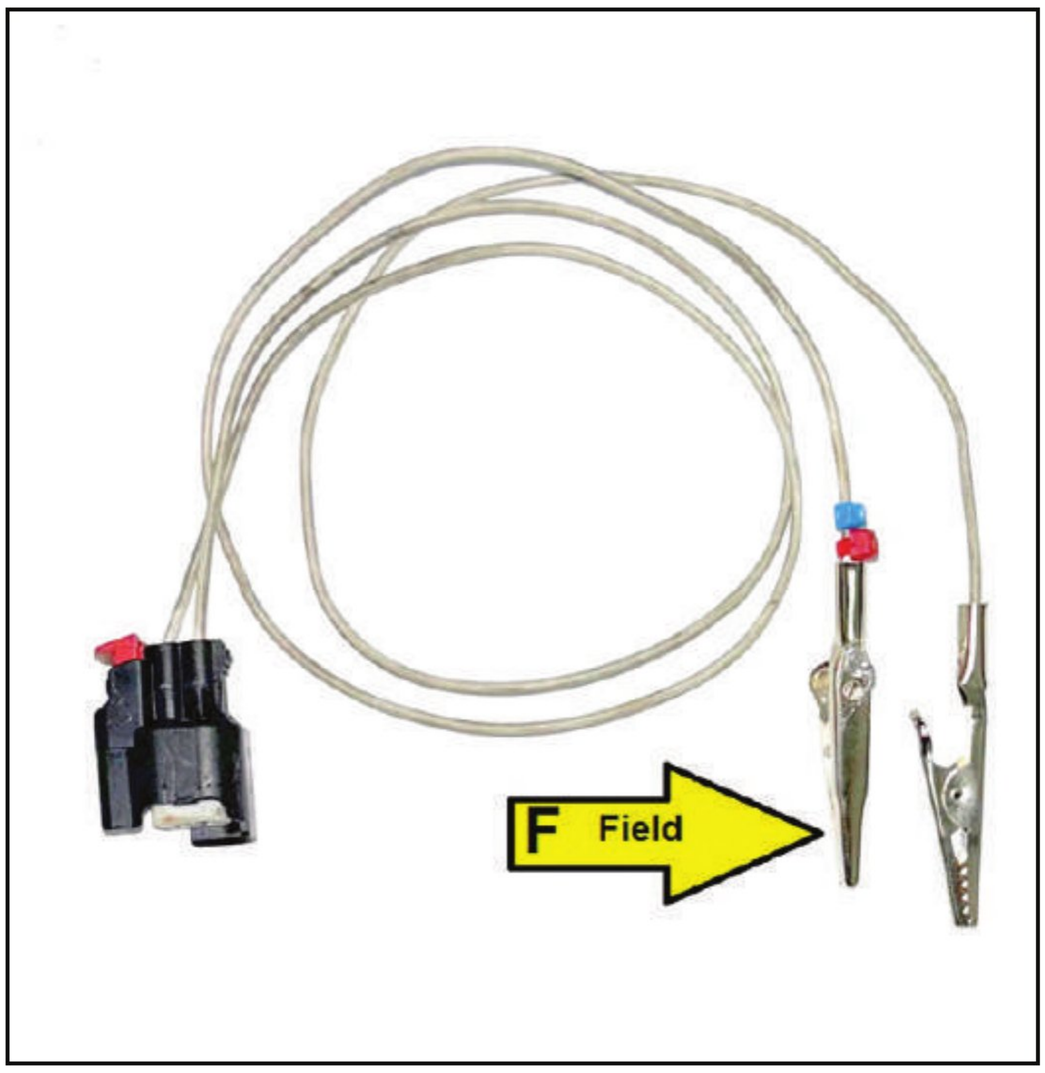


Figure 7 – Test Lead for Applying Field Current

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This 13754 Denso alternator uses a #312 plug code shown in *Figure-8*. The plug was intact and all of the three pins had required voltage with the key in ON position checked against the schematic shown in *Figure-9*.

After starting the engine and checking for voltage drop, it was evident there was a big drop at the alternator's output post. One easy way to confirm this is to use a heavy jumper wire and go from the alternator's output post directly to the battery positive. Once we did this, the alternator charged fine and system voltage came up to 14V.

The schematic showed the power to the output post of the alternator comes from a100-Amp alternator fuse located in the junction block, highlighted in *Figure-9*. Once located and inspected, we found the wiring to have a very loose connection to the fuse and were overheated badly, barely making a solid connection (*Figure-10*). This wiring also branches off and feeds most of the accessories. That was also the contributing factor for occasional not cranking or engine dying which was an additional complaint to not charging.

The burned part got spliced and replaced, the fuse was also replaced, and the system was put back together. It charged fine, started every time and never showed any

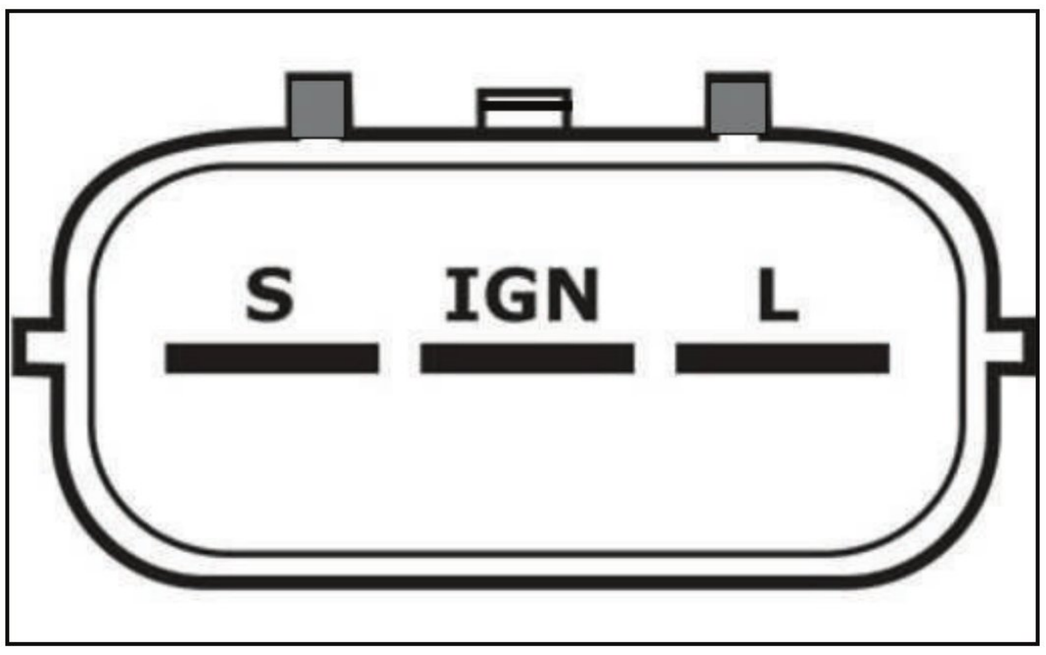


Figure 8 – A #312 Plug Configuration for Toyota

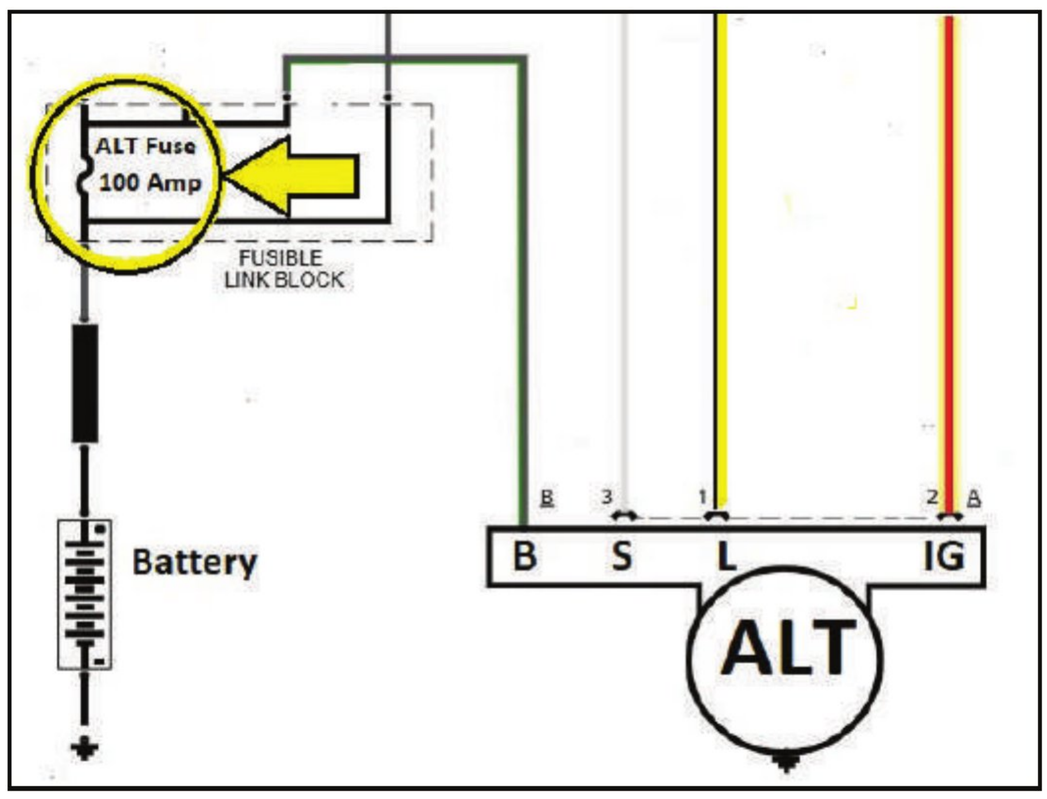


Figure 9 – Charging System Schematic for Toyota Camry (Partial)

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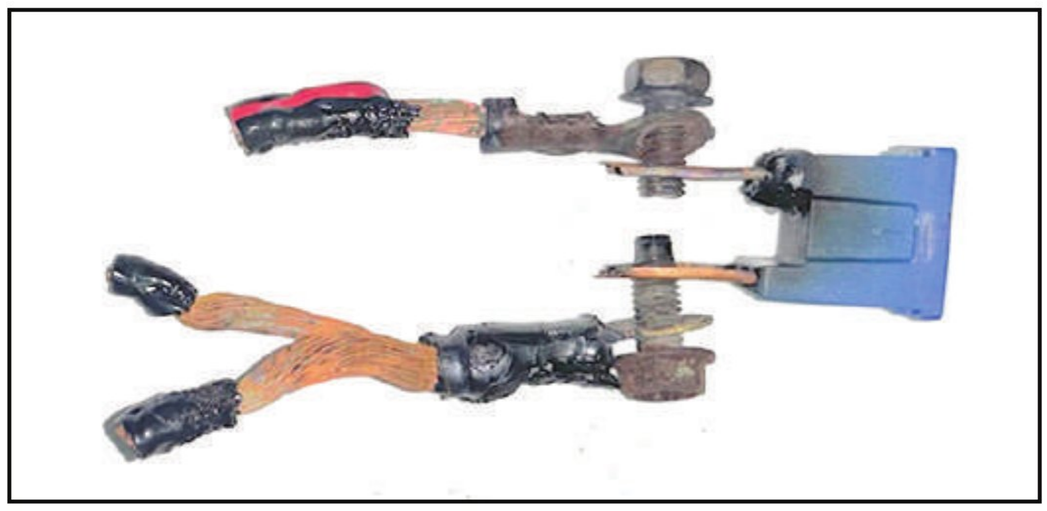


Figure 10 – Overheated Alternator Fuse and Damaged Wiring

sign of dying in repeated test drives. Whether the initial alternator replacement was even necessary remains an open question.

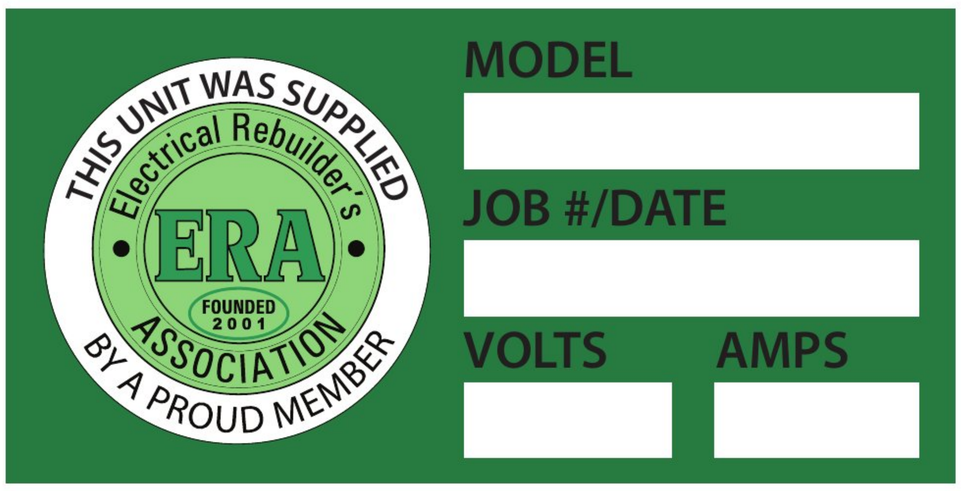
Well, as I have mentioned before, I am approaching the end of my career as a rebuilder and next few future articles will be mostly about on-vehicle issues. By the time you read this, my business will be fully shut down I will be out of my building and into retirement. I would like to take this opportunity to wish everyone a very Merry Christmas and a very Happy New Year, filled with happiness, health and prosperity. Until I see you again, keep up the good work.

You can contact Mohammad Samii by email at: sammyselectric@sbcglobal.net, or by calling the ERA Tech Help Line at 636-584-8324

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