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AUTO ELECTRIC CORNER

Retirement Blues, Jimco TB330BT Test Bench, GMC Sierra's RVC Issue

Maserati Alternator and Alternator Archaeology

A WORD FROM THE EXECUTIVE DIRECTOR
Supplier Showcase



One of the greatest advantages of coming to the trade show each year is to talk face-to-face with the suppliers in our industry. The ERA office gets numerous calls each month from rebuilders looking for various parts or needing information about them. We tell them that they need to attend the show each year to gain the knowledge they are asking for.

While most information about new products being made available is transmitted electronically and there is a lack of printed material, it is in my opinion more important than ever to stay in touch with new supply lines or suppliers!

Most of the vendors that exhibited at this year's event are at our show every year. I want to thank them for their continuous support. I also would like to recognize some new faces. A new Supplier member to our association and first-time exhibitor at our show this year was Zorko's located in Home, Pennsylvania. Though not new to our industry, I want to welcome them to our association and thank them for exhibiting at this year's show, I hope they will find value in membership and continue to exhibit at every show. Please show them your support, give them a try in your part and unit purchases (They specialize in hard-to-find parts).

Several other exhibitors were present that aren't able to attend every year, including The Brillman Company, suppliers of tractor restoration parts and a large supplier of magneto parts and Agri Services, a supplier of OEM quality wiring harnesses for farm tractors. East Penn Battery, manufacturers of DEKA Batteries, were also exhibiting and presented an outstanding seminar on batteries.

I certainly don't want to forget anyone, I want to also mention in no certain order the other suppliers that were present this year; Romaine Electric, WAI, Just Parts, Jimco 2.0, IAT, J&N, AccuMax and PLP Battery who also presented an informative seminar on battery charger repair.

I wish to extend a heart-felt thank you to all of you for contributing to the continued success of the ERA Trade shows. And to those suppliers unable to attend, you were greatly missed, I hope you will be able to join us at next year's show!

Mike Schroeder

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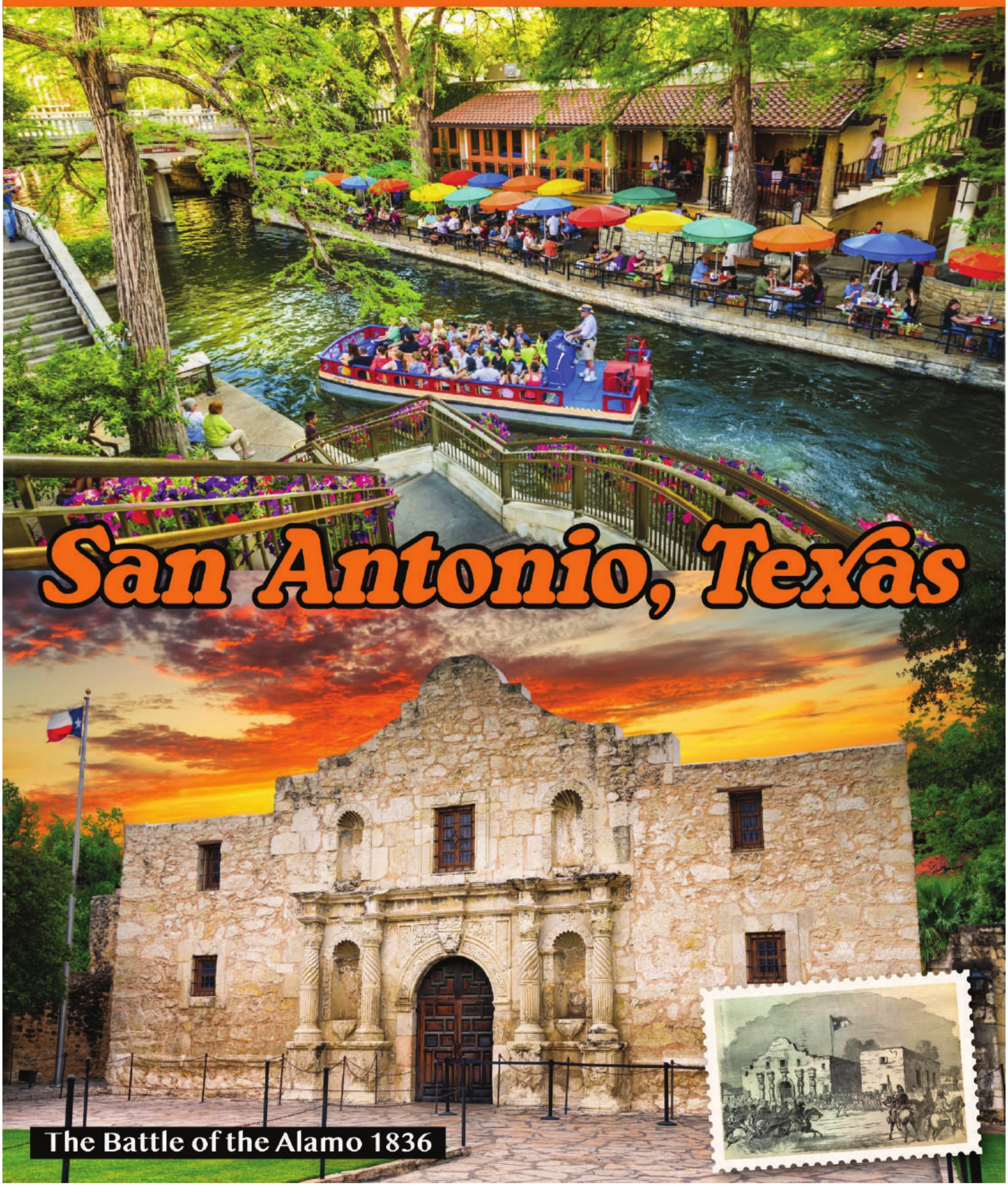
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Announcing the 2026 ERA Trade Show to be held in



AUTO ELECTRIC CORNER —

Retirement Blues, Jimco TB330BT Test Bench, GMC Sierra's RVC Issue



BY MOHAMMAD SAMII

By the beginning of January of this year and my retirement, given that my business was now closed, closed, the equipment all sold out, and the building had turned over to the new owner, I found myself in a precarious position that for the first time in 53 year I was no longer able to run an alternator or starter on a test bench!

Well, this came to an end abruptly in April of this year, immediately after the ERA Show when I became the custodian of a brand new Jimco TB330BT test bench (*Figure-1*). Through the efforts of the ERA and generosity of our own Ryder Keller (Jimco, 2.0), this test bench was made, set up, and delivered to my home here in Champaign, IL to enable me to run units for research and testing, and to help me to continue with my Auto Electric Corner Column for the Exchange.

This test bench is equipped with a 5HP 3-Phase motor. Since 3-Phase power for the residential and some light industrial zoning is uncommon, this machine is equipped with an inverter that changes single phase 220V supply to a 3-phase to run the motors (*Figure-2*). 3-Phase and single Phase machines only differ in their type of inverter used, otherwise they are identical and use the same 3-phase motors. A 7.5 HP version of the same machine is also available. I had a licensed electrical contractor wire up my garage for a 220 outlet and the machine got powered up and run flawlessly.



Figure 1 – Jimco TB-330BT Test Bench

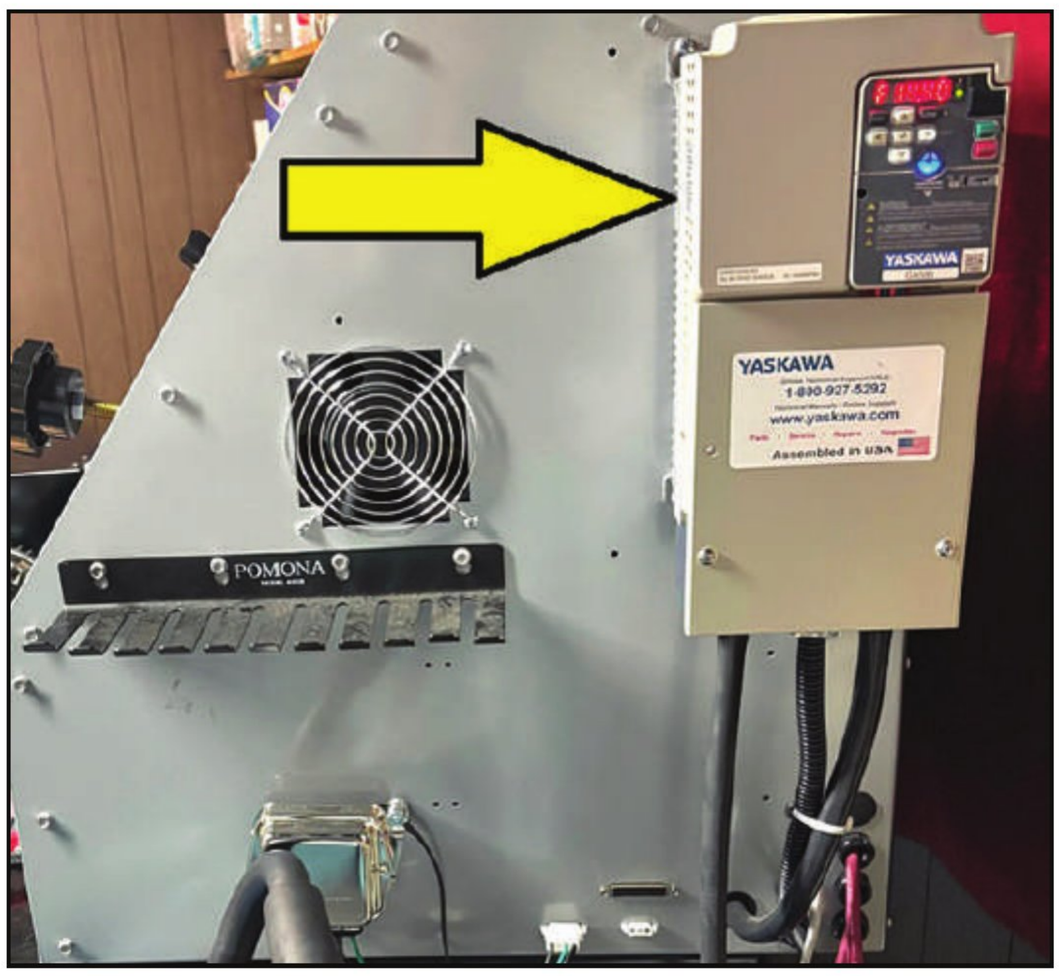


Figure 2 – Power Inverter

I have been familiar with Jimco products for decades and a long time user of their famed SR-200 Stator-Rotor-Diode Tester and variety of their test leads, test boxes connector and various pigtails and supplies. During my 50+ year career I had test benches such as Sun 620, Crumblis 2450 and a few D&V computerized test benches but I had never had any experience with Jimco test benches. I was pleasantly surprised when I got this one running and observed how quiet and powerful it really is.

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Like anything new, I am learning the nuances of the new machine but it is very straightforward, intuitive and easy to operate. Test bench comes with a comprehensive array of the test leads for testing alternators, and with specially designed attached regulator it allow testing alternators with external regulators in a regulated mode (*Figure-3*). This feature is very handy to run alternators used on Chrysler products, especially the newer hairpin units having a high output. However manual control of the field is easily possible with the built in field rheostat, but keeping an eye on the rising voltage and continuously handling the load control carbon pile may not be as easy as running these alternators in regulated mode.

I run an 11570 alternator in regulated mode, and had to trouble getting the full 150-Amp rated output with ease. So the test bench's regulator could handle higher rotor draw associated with such Denso hairpin alternators used on Chrysler applications and perhaps other such alternators. (*Figure-4*)

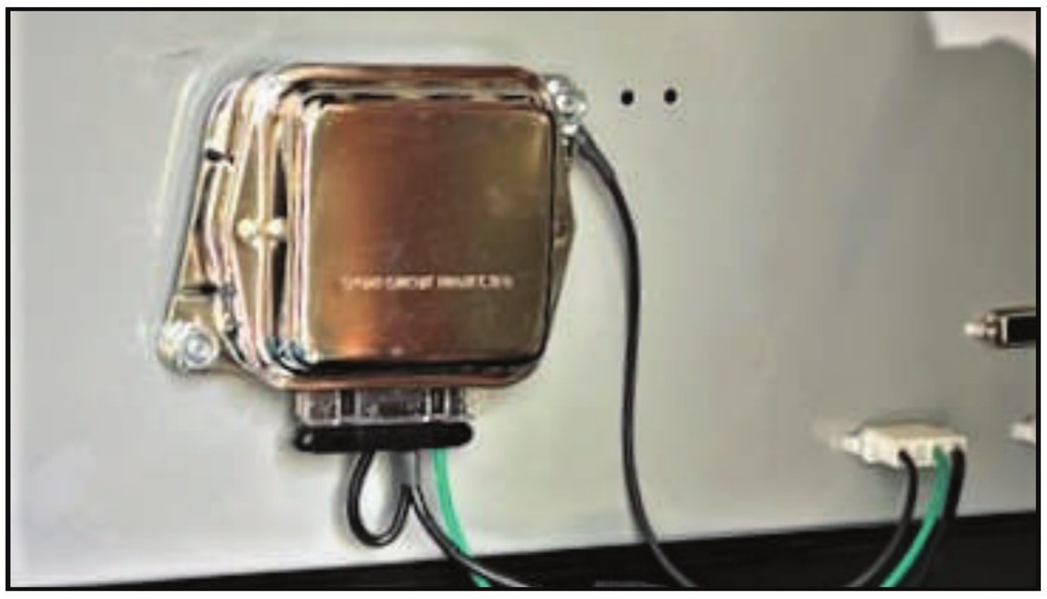


Figure 3 – Built-in Voltage Regulator

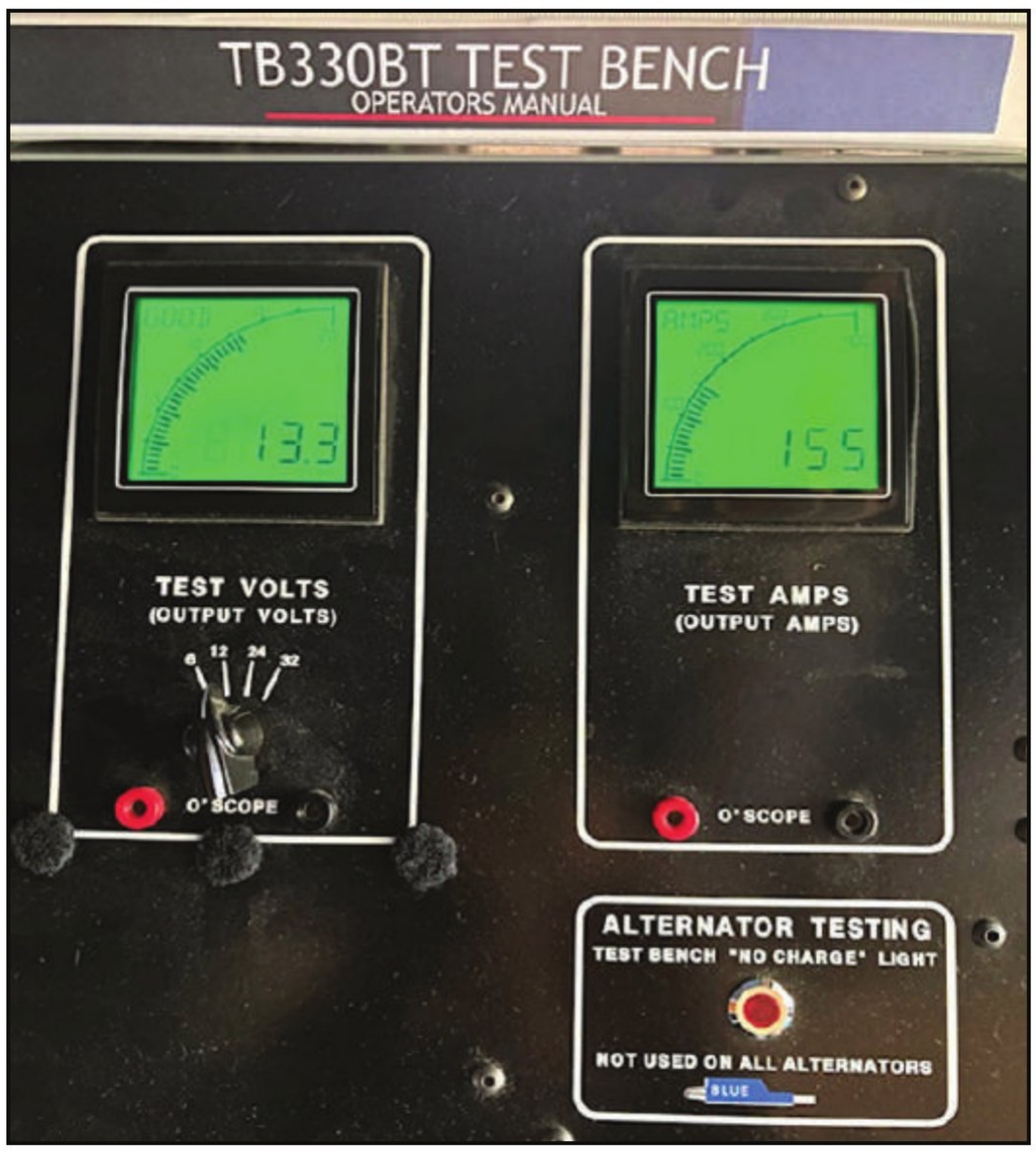


Figure 4 – 11570 Alternator Output



To test the higher output alternators, I had this high output replacement alternator leftover from my stock that the tag said it is made by Custom Electric Service (??) that going by the part number (CE370A14.8V) indicated to be a 370-Amp alternator. It is for a GM application replacing or augmenting an 8292 Delco 44G alternator (*Figure-5*)

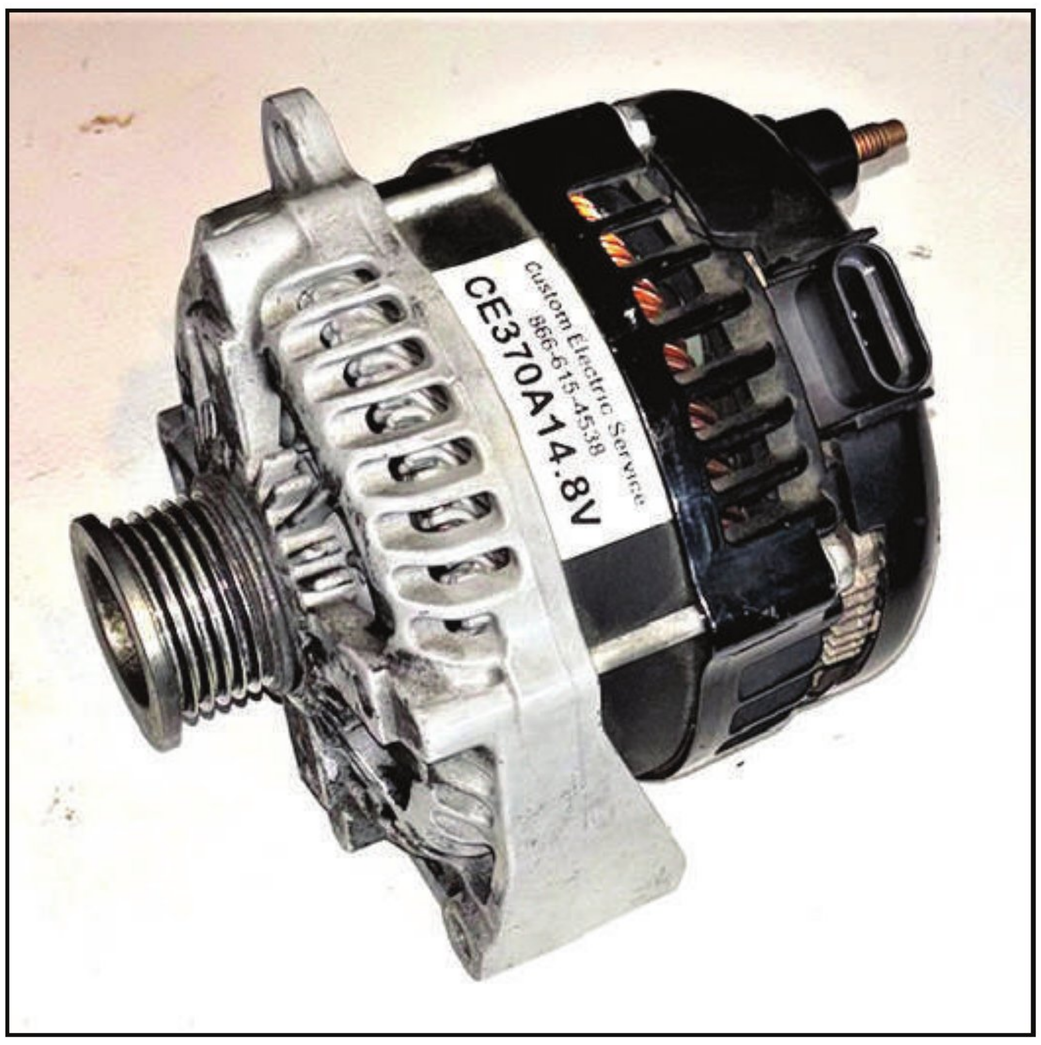


Figure 5 – A CE370A14.8V Alternator

The test bench handled it easily but the resulting belt slippage due to its very small pulley diameter (inch and ¾) prevented max output. This is one of those cases that a little larger diameter pulley would function better on the test bench or even on the vehicle by minimizing the slippage. (*Figure-6*).

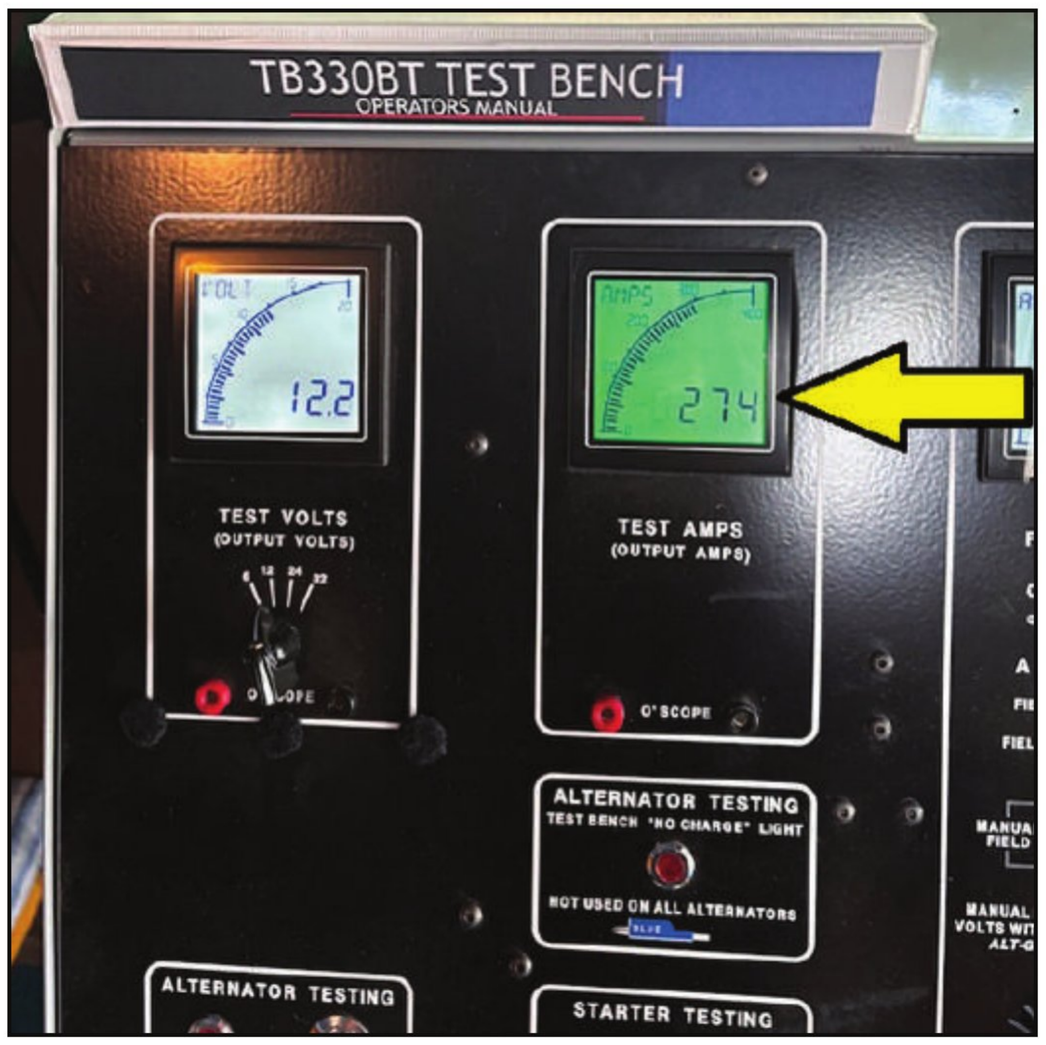


Figure 6 – Alternator Output

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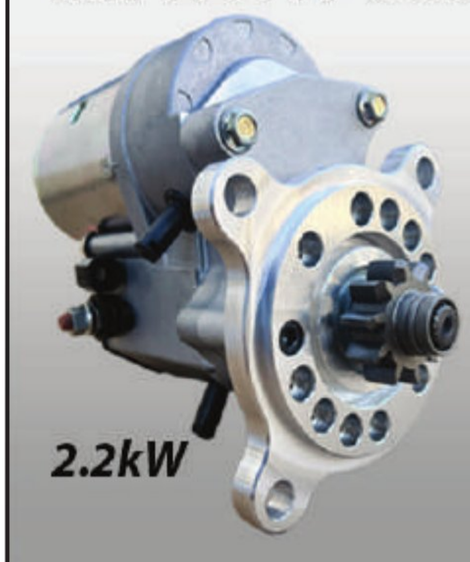
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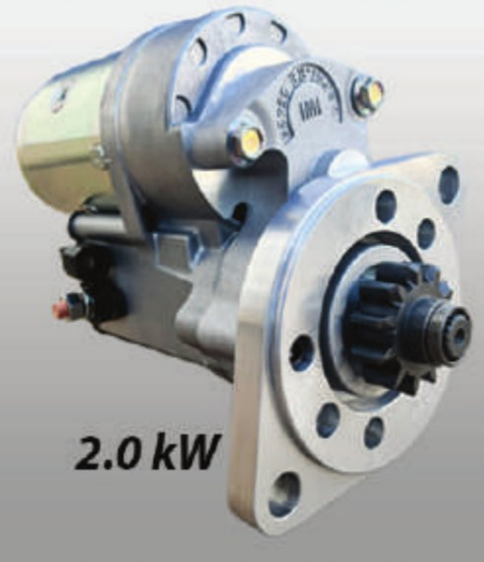
2.2kW

OSGR
DENSO

Industrial Applications

Lester: 18232
Bosch: 0-001-230-006
Dixie: S11-30110, 245-30101
Cummins: 5266969, 5294675, 5295576, 5310341, 5311304
Prestolite: M81R2502, M81R2502VPP
TUG - GT35: BF4M2012DEUTZ

IMI-256-001



2.0 kW

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Industrial Applications

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Hitachi: S14-102, S13-160
John Deere: MIU801161, MIU82262
Yanmar: 123900-77010
Komatsu: YM123900-77010

IMI-302-004



1.4 kW

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Onan Applications

Lester: 18167, 5484
Mitsubishi: MEA09-0
Onan:191-0790, 191-D790
Prestolite: MBG-4104, MBG-4133, MEO-6003

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All and all, I found this to be a very powerful and practical alternator test bench and I am sure it will be a great upgrade to the most existing benches used by our members of nearly any size. Having been designed and built by a well-known American company that with accessible support, parts, service and advice makes it a perfect choice.

SRVC and GMC Sierra

The subject of RVC (GM's Regulated Voltage Control) and its simplified version (Stand Alone RVC or SRVC that was used on 2005 to 2007 GM trucks and SUV's) has been discussed a few times in this column.

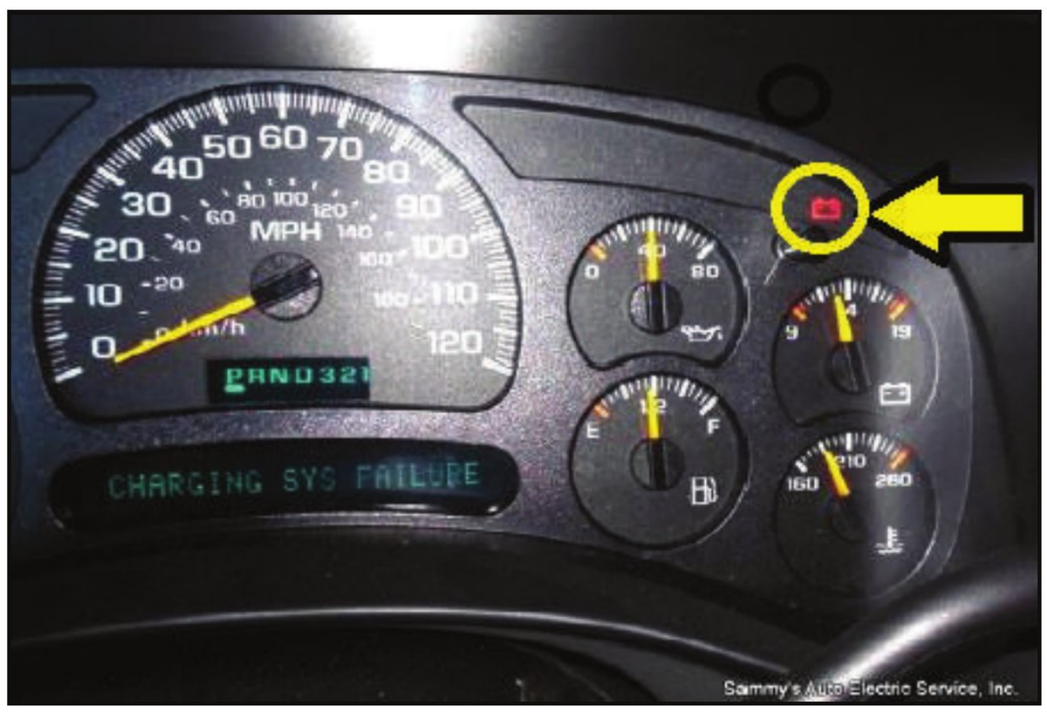


Figure 7 – Warning Light ON, Not Charging

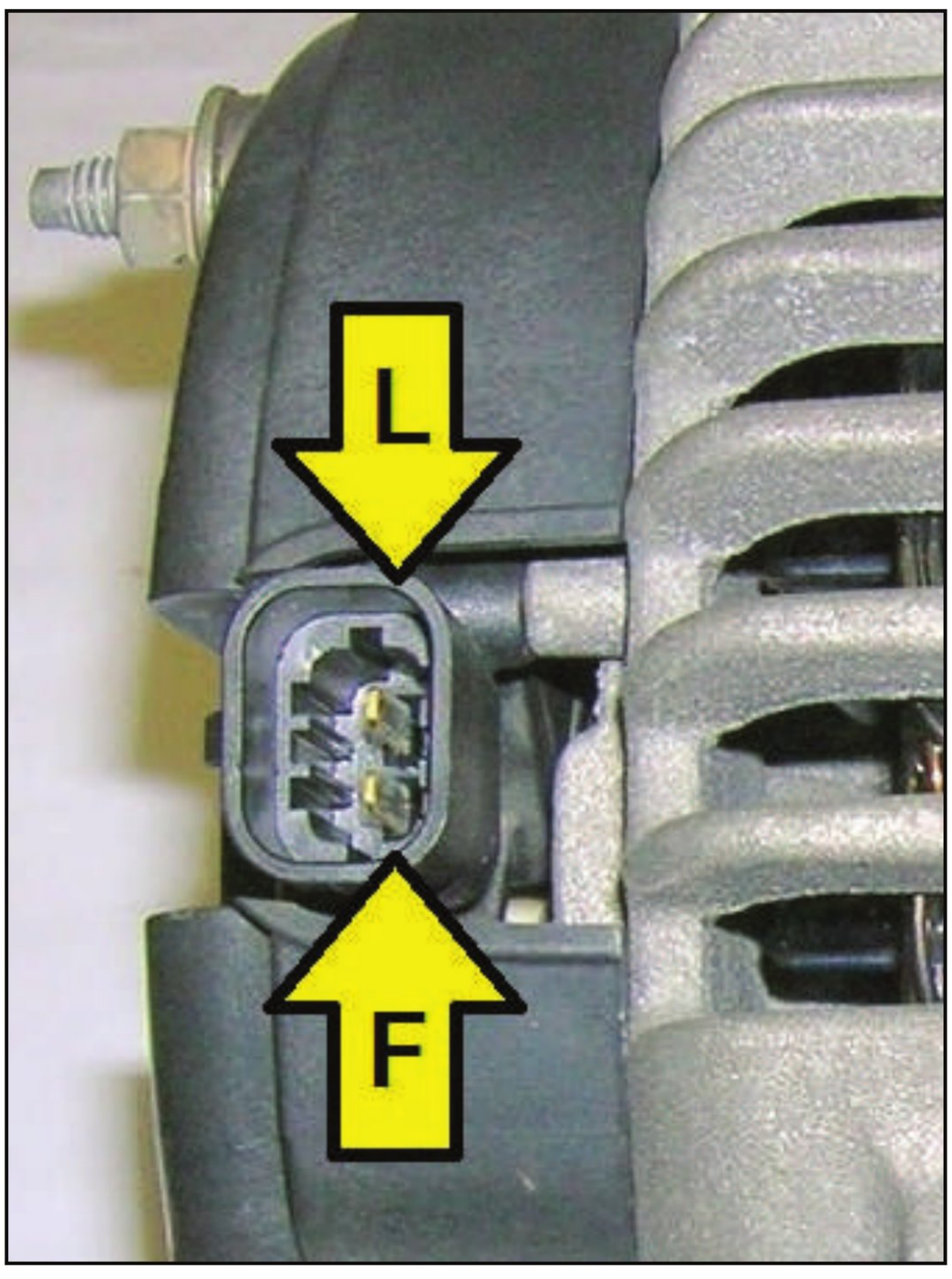


Figure 8 – Typical 8302 (RVC) Regulator Pins

But going by the number of questions I am asked, I thought a short review of the system (linked with an actual case that we had in the shop a while back) may clarify some points.

This case was a 2005 GMC Sierra truck that I encountered a few years ago but since it is still relevant to the current RVC system, I will point to it in this article. The owner had a starting problem, due to a discharged battery. The brand new alternator he had installed would not charge the battery. We were brought into the picture to investigate and see if a PCM was needed, as they were told!

Upon inspection, we verified that the truck was indeed not charging and had a glowing "BAT" light along with a "Charging System Failure" prompt on the cluster (*Figure-7*).

The 8302 alternator's regulator has an "L" and "F" terminal (*Figure-8*). The "L" has practically nothing to do with the BAT light. It receives a pulse-width modulated signal at 128 Hz from either the PCM or the GBCM depending on the system as in RVC or SRVC. GBCM is attached to the battery negative post that measures what goes in or comes out of the battery (*Figure-9*). The scope capture of a fully operational system is shown in *Figure-10*, indicating the shape of the "L" and "F" signals in normal operation.



Figure 9 – GBCM (Generator Battery Control Module)

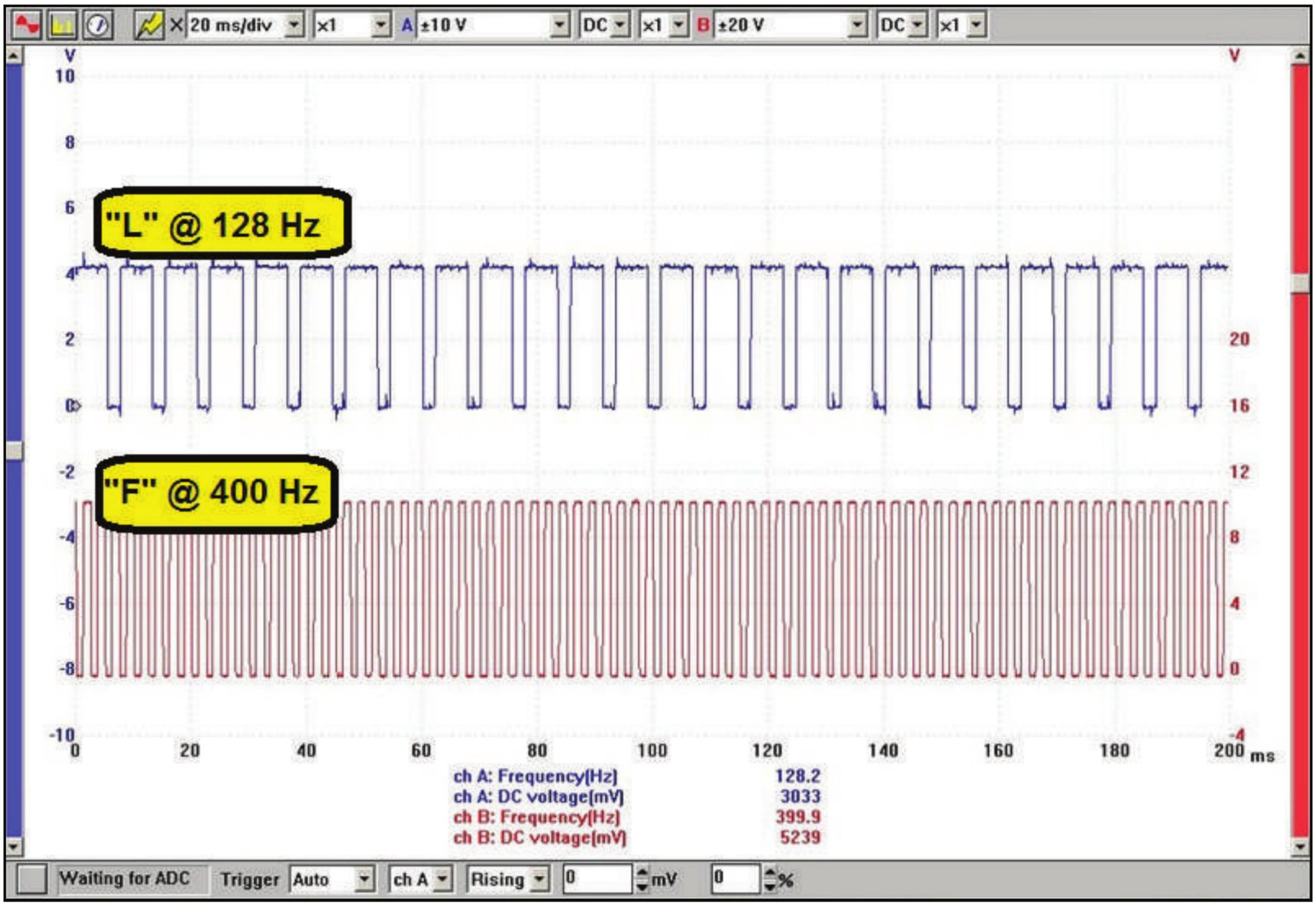


Figure 10 – RVC's "L" and "F" Signals in Normal Operation



The width of the "L" pulse commands the alternator to keep a specific system voltage, which can vary, depending on a few factors and modes of operation. The "F" terminal is the typical Delco CS/AD regulator feedback, showing the duty cycle of the regulator operating at 400 Hz, or cycle per second. In other words, it conveys how hard the regulator is working. Any irregularity in the input signal to the regulator "L" terminal and the "F" terminal feedback will be detected by the PCM, which will result in turning the "BAT" light on and put the system in *Default Mode,* keeping the voltage at 13.8V. So I decided to look into the condition and integrity of those two signals.

This can be done with a DMM and/or graphing meters but I decided to use our AutoEnginuity PC-based scan tool to get a better picture of the whole system. Selecting from a long list of PIDs (Parameter Identifications, which is a long list of items that the PCM can check and report), I chose the L, F, and the battery voltage (Ignition-1) as the parameters to look into. At the first try it could be clearly seen (*Figure-11*) that the "L" signal is present, the battery voltage is low at 11.8V, and the "F" signal is totally missing and showing no activity.

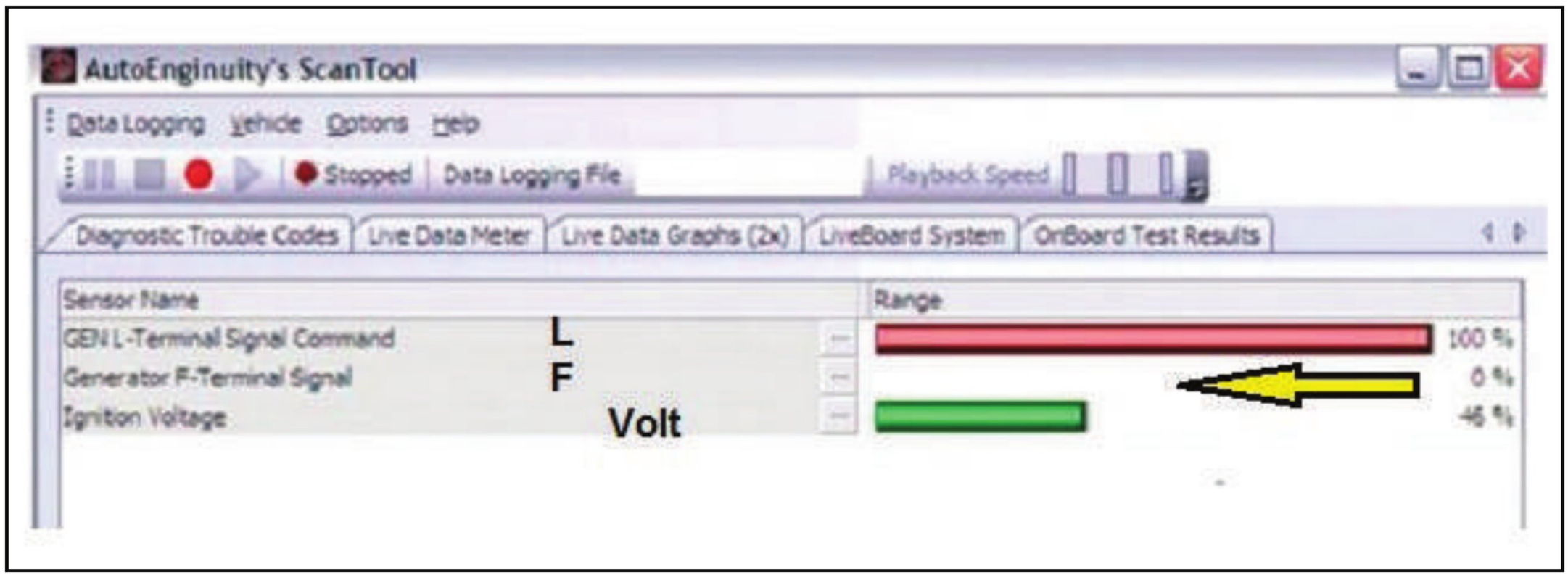


Figure 11 – Initial Scan Tool Capture of the Truck (NO "F")



This meant that the PCM was commanding it to work, but the regulator was not responding. That could be because of a few factors such as: an open rotor, poor ground to the regulator or simply a bad regulator.

The alternator was removed and run on the test bench to confirm our findings. Using two different RVC test boxes, we confirmed that indeed the regulator was defective as the rest of the alternator seemed like new.

The customer was contacted and given a couple options. They included: a replacement alternator from us (which had a core charge for his unit to be returned for warranty), or just replacing the regulator because the rest of the alternator, being a new one was intact. The customer was tired of dealing with the shop who not only replaced his original alternator, but also wanted to replace the PCM for the charging problem. He opted for us to repair his alternator.

A Taditel T-3002 regulator was installed. The alternator tested fine on the bench and on the vehicle. The "BAT" light and the charging system prompt stayed off, and the work was finished. *Figure-12* shows the system functioning properly, with the "F" terminal output present and the system voltage at 14.3 Volt.

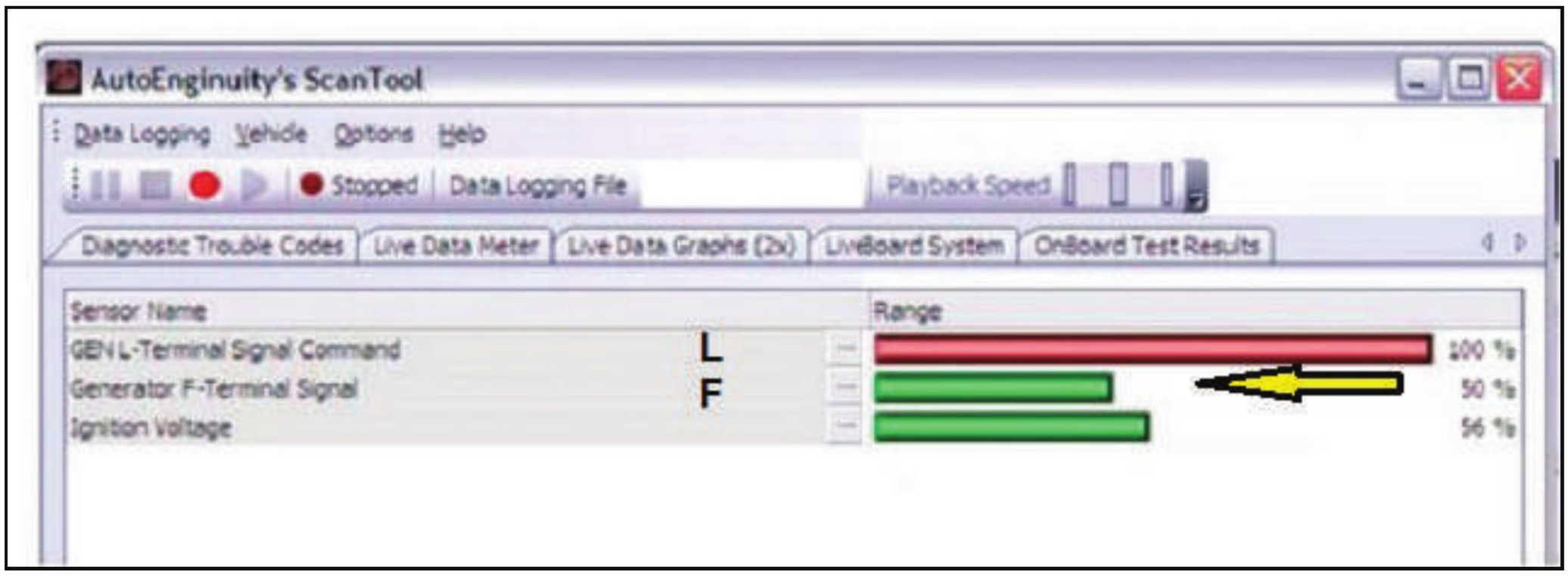


Figure 12 – Scan Tool Capture after the Regulator Change



The point is that the familiarity with the system and a detailed diagnostic provided the correct results, rather than relying on guesswork. When a tech has a "blindfold belief" that the alternator is OK, and a PCM is the answer, he will work himself into the proverbial rabbit whole with no end in sight, as would have been the case with the above truck.

At this writing, I am investigation the details of a Denso tandem solenoid 438000-4130 starter (Toyota 28100-0P120) that is used on the newer Toyota Highlanders with the Stop-Start system. The Stop-Start is one of the newest development in starting system that is very complicated and mostly computer/software driven but it is of course the sign of the time and a new development in the automotive electrical system. This system was explained in some details in my seminar at the 2025 ERA Show in Harrisburg.

I am also honored to have been recognized at the ERA event and am grateful to the Executive Committee who granted me the ERA's Lifetime Achievement Award and made me an Honorary Member of the association. My gratitude goes to all involved.

Well, that's all for this issue. Until I see you again, keep up the good work and remain healthy.

You can contact Mohammad Samii by email at: sammyselectric@sbcglobal.net, or by calling the ERA Tech Help Line at 636-584-8324 and leaving a message with your call-back number.

MASERATI ALTERNATOR AND ALTERNATOR ARCHAEOLOGY



BY NATHAN UNGER

Can you believe they want $3000 dollars for this ordinary looking Denso Hairpin 200A alternator? (*See Figure 1*) Part numbers on the unit 104210-6991 30318724485. It fits a 2017 Maserati Levante. (*See Figure 2*) They couldn't get a replacement alternator for two weeks, but of course the customer needed it sooner.

The technician who brought it to me told me a long story of what he had to do in order to access the software and purchase the connection hardware to diagnose the car. On top of all that, he told me he even had to get a criminal record check done! I checked on Ebay and they have a number of those alternators, used and cheap, for sale. Hmmm.

I removed the regulator and plugged it into my MS012 that I bought from Jimco. It can auto-detect and test what BSS or LIN protocol is required, which really helps if you cannot find that information from your regulator suppliers.

The regulator 126600-4220, GC4220 was communicating fine but would not adjust its voltage according to the manually selectable setpoint.

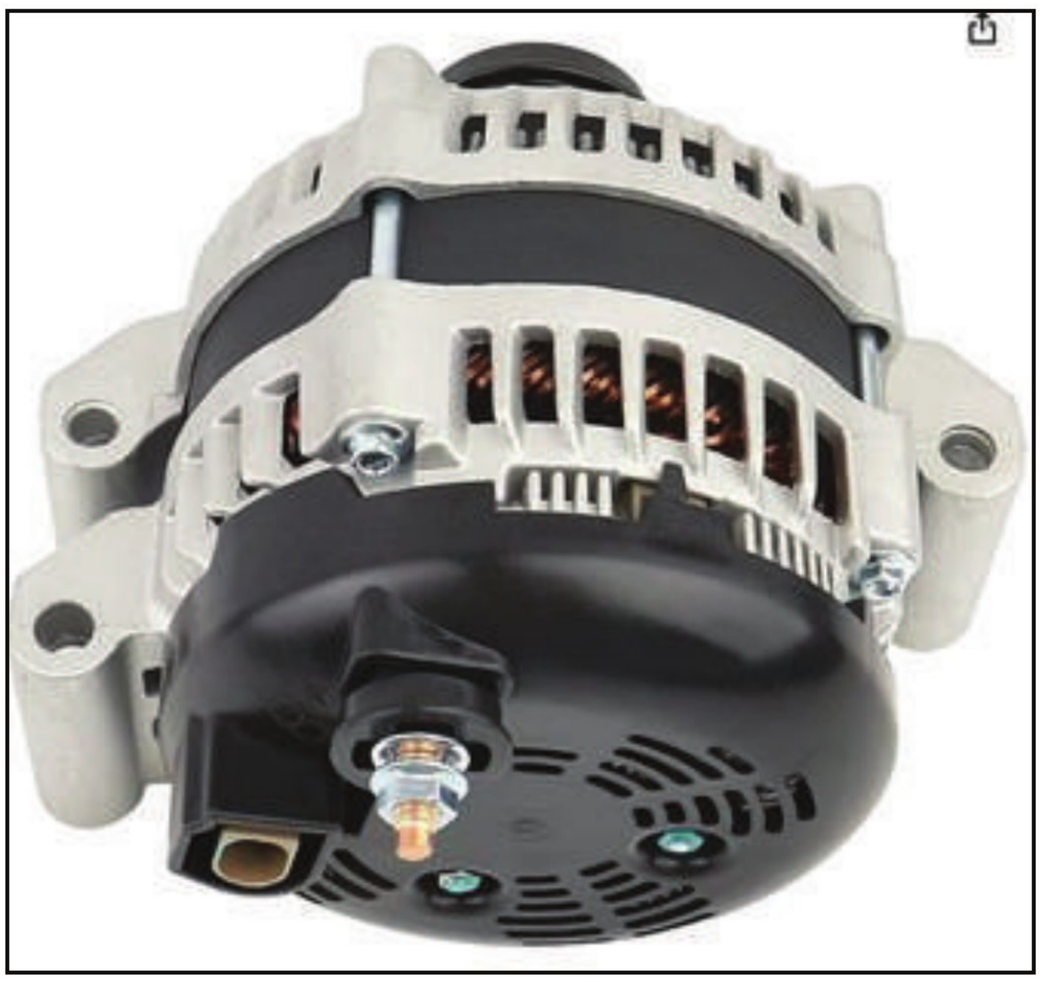


Figure 1



Figure 2

I took one look at the slip rings, and I knew why. (*See Figure 3*) This is a topic I have covered before, but I think the review is worth it.

Whenever you see the slip rings reddish like that, but nothing else in the unit overheated, melted, or damaged, it usually means that while the alternator had been idling, it was loaded down until the battery voltage started to sag. At that low rpm the alternator cannot produce its full amperage. The alternator cannot achieve the setpoint voltage because of the high load and the low rpm, so the regulator has to go to maximum capacity (saturation) trying to bring the voltage up. Add to that, the airflow at idle is minimal, so the Mosfet transistor in the regulator overheats, the brushes overheat, and the slip rings overheat, as indicated by the color of the copper. This condition can also be caused by a slipping belt, not only when the engine is at idle.

The stator, rotor, and rectifier are usually fine because the unit is not turning fast enough to produce full output.

From the condition of things, I concluded that the regulator control circuitry was still working, but the MOSFET field driver transistor had failed because it got too hot.

If I must re-use a given regulator, and if I see a reddish slip ring, or else one that has a lot of arc damage, I insist on measuring the Rds of the Mosfet, and the Vfwd of the field diode. Under normal circumstances, I prefer replacing regulators with a Regitar brand, or else OE. Heat causes semiconductors to age prematurely and can easily damage them because reflowed solder dissolves nickel plating. If anyone wants to know more, contact me. It does not require expensive equipment and takes about the same effort as the other regulator testing that you do, once you understand the concepts.

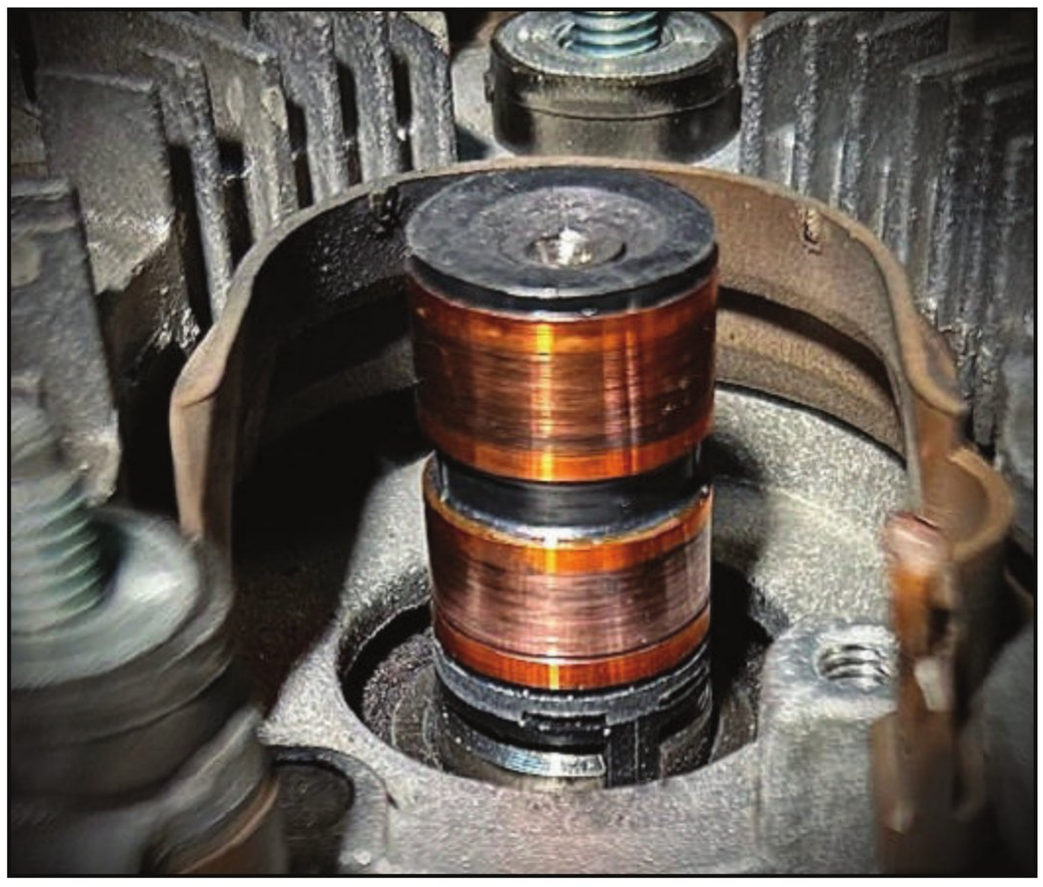


Figure 3

Now about the overheated brushes. (*See Figure 4*) The yellow arrow is a new brush. The red arrow is the one that came out of the unit. If you look closely, you can see that the copper lead has turned reddish, just like the slip ring. If you want to re-use any brush that has suffered heat, you should definitely measure the lead-carbon connection and compare it to a new one. (I do it with four-wire voltage drop testing, covered in other articles I have written.) If there is a bad connection there, then it will get hotter than it should. Eventually it will even reduce the field current which will directly affect alternator performance.

Now, finding someone who had stock on that regulator was another matter. If I remember correctly, everyone I called in the US or Canada could not even back order it for me.

So I called my colleague Blair Rosson in New Zealand and ordered one from him. Don't even ask what the shipping cost was!

He has a very helpful website too. It had the plug code and specs for testing the regulator.
https://www.as-parts.nz/product/2091079

Of course, the alternator uses the usual 333D and 6202D bearings and 39-8206 brush holder but now what OAD pulley?

I popped the cover off and found it was made for Jeep/Chrysler by Litens, which is a Canadian company.

The number on there 05184692AB crossed nicely to the OAD pulley they make for the Jeep, which I had in stock, a 920972 Litens.

Fun and games. Oh, and thank you Blair for sending along a couple of New Zealand chocolates in the box!

Alternator Archaeology

A farmer sent me a picture to identify an alternator and wanted to make sure I had the parts in stock. He was not in a rush but was hoping for same day service when he would make an appointment. He couldn't afford downtime while I ordered parts. (*See Figure 5*) Needless to say, since the number is half missing, it requires some 'tricks of the trade'.

One thing I know about printed stickers, is that the surface where the ink was applied will be slightly different than the rest of the blank area. I discovered that the ink they use is not usually dissolved by Isopropyl alcohol (IPA). CRC brake clean or CRC Lectramotive spray may dissolve it, so I have to be careful what I use. If I put a little IPA on it, that will clean off the grease usually without taking the ink with it.

Then, holding it at just the right angle under very bright light, and also using a magnifying glass, I can often find more numbers, or even all of them. In many cases, it creates even more contrast if I spray extra IPA and read the number while it's still wet.

If the number has been dot-punched into the metal such as we often see with the Delco PG260M starters, then first I firmly wipe the area with WD40, and then very lightly with IPA. The WD40 lodges in the indents and the IPA wipes the top surface clean, so it creates a contrast.

Next, I take the number or the remnants of it and write it out like this. ???52087

The question marks are place holders, but they are also 'wild' characters in the J&N legacy website.
https://catalog.jnelectric.com/
Call J&N for the username and password.

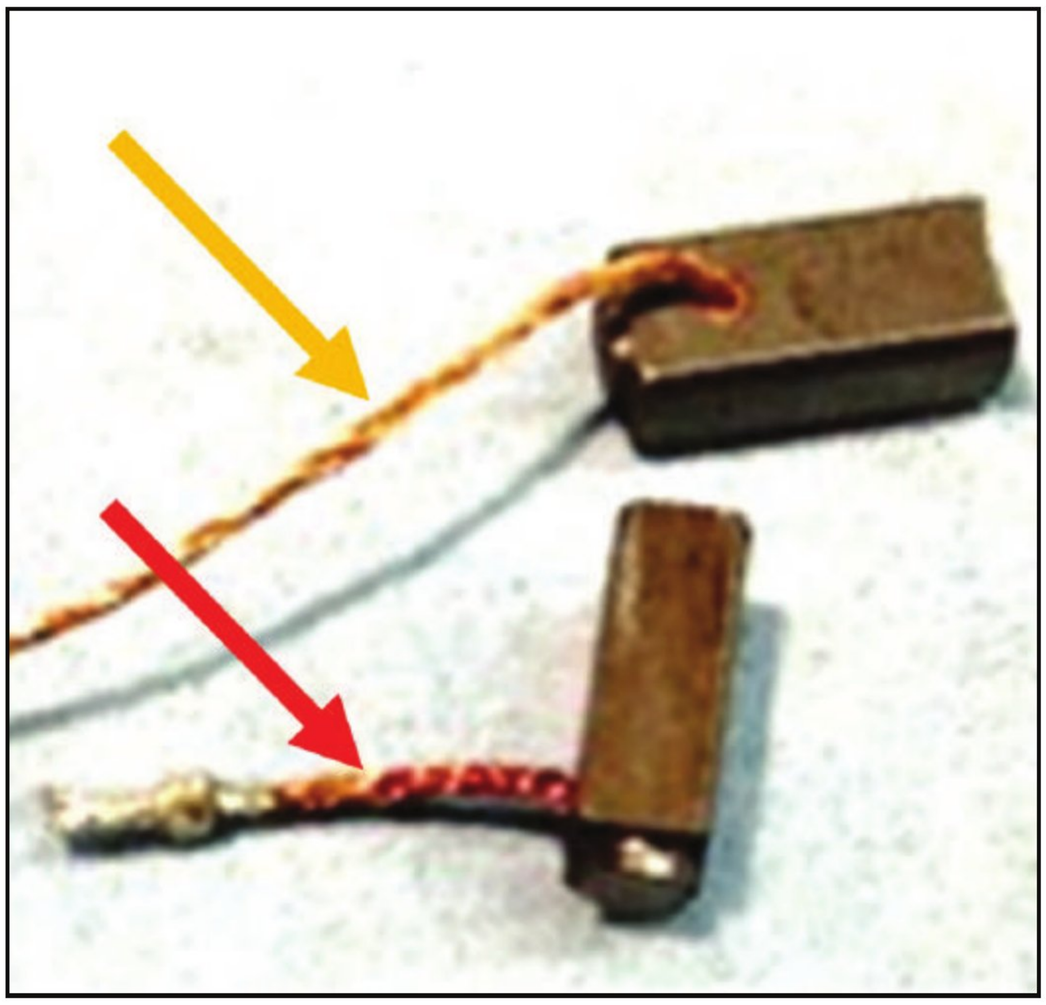


Figure 4



Figure 5

Type that in and we get eight options, one of which is 87652087 Case, Alternator, 12V, 120A. If someone has beat on the label with a hammer so that numbers in the middle are missing, then I use the question marks for those too. Suppose the 8's are both missing out of the 87652087. Then I would type ?76520?7

If I am not sure how many digits I am missing, then I use an asterisk like this: *52087

The asterisk is a wild character that will substitute for any combination of letters and numbers. Now you know a little Microsoft Basic 'computerese'. J&N crosses that to an MG286. (*See Figure 6*)

I take the MG286 over to the Letrika/Mahle website. (*See Figure 7*)

http://www.letrika.com/katalog/letrikaletrika.html?lang=E&tab=4&koda=IA1224

I click on the Spare Parts tab, and enter the MG286 in the top search box.

Romaine and Wagner also have decent B.O.M's for this unit. Now I know the part numbers for the parts that go into that alternator. My work orders are all on a simple Excel spreadsheet, going back to a previous century in a previous millenium. (lol)

It turns out I have done a job like this before, and so I have a record of what parts fit.

- Rectifier MGX51
  (Available from Wagner)
- Regulator VRIK15
  (Regitar number)
- DE bearing 6303LL
- SRE bearing 6003LL
- Slip Ring ASL9069S
  (See Blair's website)

This slip ring does not show up on any bill of materials that I have access to. You can also use the sleeves, 28-2858 or 28-82850. But when it comes to slip rings, brushes, bearings and bushings, I will stock most things that I have ever encountered because chances are it's a small price to pay to have it when you need it. Plus, there are multiple uses for them; adapt, cut to fit, etc.

A side note about the Regitar VRIK01 and VRIK02. I have found that when I run the alternator at high rpm (about 4000 rpm) and 2/3 of the rated output, these regulators will go high, above 15v in this alternator.

It's weird I know, but the VRIK15 doesn't have that problem. Let me know if you have more info on that.

Since I had all those parts in stock, I made an appointment with the customer. I assumed that the rotor, stator, and housings were in good condition, since they usually are on a job like this. Otherwise, I might as well get him a new alternator.

Contact me if you have any questions, or suggestions.

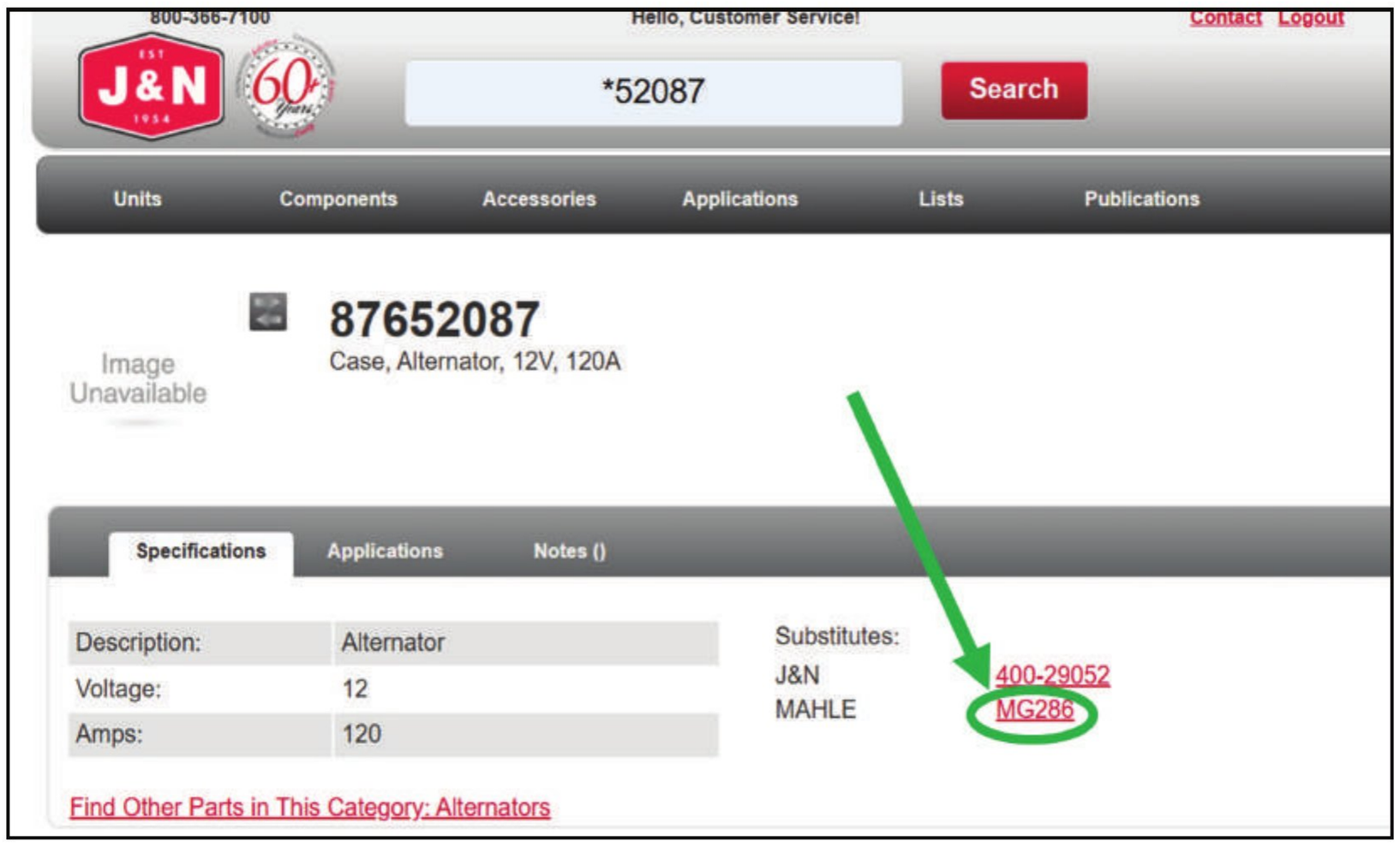


Figure 6

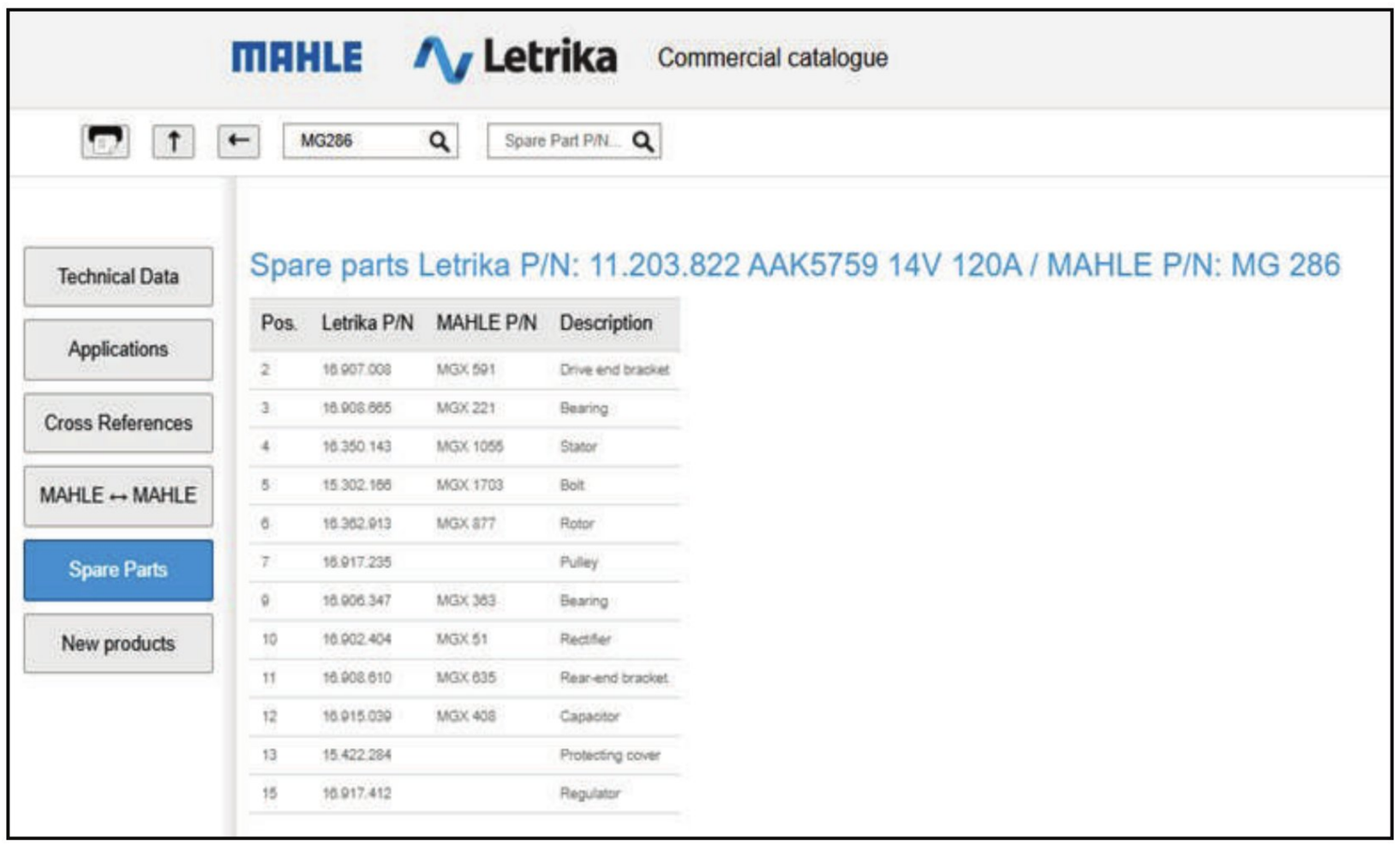


Figure 7

REBUILDER'S MARKETPLACE

PARTS, SUPPLIES, EQUIPMENT FOR SALE

Battery charger repair parts for all brands, batteries and battery chargers for all applications. PLP Battery Supply 800-642-3451 www.plpbattery.com

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WANTED rebuildable Military electrical cores, any quantity, Prestolite 60 amp alts, Leece Neville 24V starters, CE Niehoff 24V alternators, Bendix 650 amp oil cooled alts, 300 amp Teledyne generators, any quantity, send your list or if not sure send pictures, and we can identify. 305-633-1524 or hy@cmearma.com

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3500 AND 3599 CORES. Contact Larry at Hagemeister Enterprises. 800-944-0494

Armatures for sale. $80 each plus shipping. Starter Repair 269-625-5400. GAR2116 Lester 4060-878, MAW2128 Lester 5060-1745, MZ2211 Lester 5060-1800, MAW2030 Lester 5060-1970, SM453 Lester 5050-2115

Ford flat head V8 parts, generators, starters, distributors, armatures, parts and cores. Contact Rob, Auto Diesel Electric Supply (775) 358-0607 info@adesnv.com

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Selling starter field coils. Delco Ford 10mt to 42mt acm and I P M numbers. Call or can send pics. Lavern at L&R Alt. 620-242-6460 email is lnnikkel@gmail.com

MISCELLANEOUS

HIRING: Looking for a change but want to stay in the industry? Join our growing Sales team! Please email info@regitar.com for more information.

EXPERIENCED REBUILDER: Kaestner Auto Electric in Waukesha, Wisc. looking for starter, alternator, and generator rebuilder. Emphasis on HD and Industrial. 3-5 years experience required. Send resume to steve.kaestner@yahoo.com.

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