

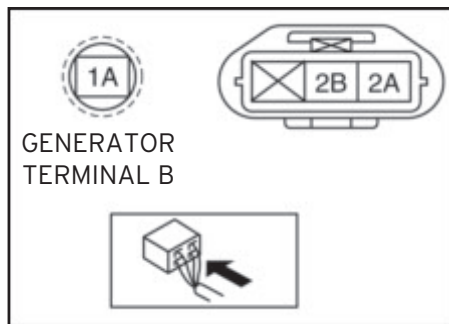
2014-2015 Mazda6, 2014 Mazda3 (EQUIPPED WITH I-ELOOP) GENERATOR INSPECTION

If you suspect a faulty generator, be advised that generator inspections vary between vehicles equipped with conventional charging systems and vehicles equipped with i-ELOOP.

Generator Voltage/Current Inspection (without i-ELOOP)

Battery Condition	Engine RPM	Generator Terminal		
		Terminal B		Terminal 2B Voltage
Fully Charged	idle	13-15 V	---	Voltage will increase with vehicle load
	2500	13-15 V	100 A (Nominal)	

Note: Refer to MS3 for vehicle-specific information.



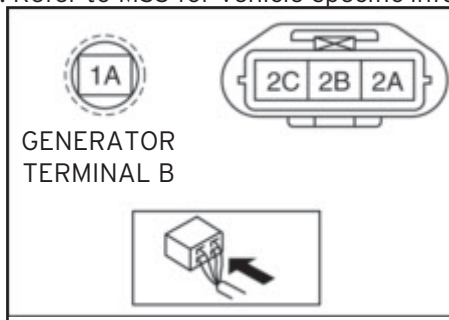
Note:
An inductive pickup can be used to check generator current at Terminal B or negative battery cable.



Generator Voltage/Current Inspection (with i-ELOOP)

Battery Condition	Engine RPM	Generator Terminal		
		i-ELOOP Capacitor Voltage	Terminal B	Terminal 2A, 2B
Fully Charged	idle	i-ELOOP Capacitor Voltage	---	Voltage will increase with vehicle load
	1000	15 V	130 A (Nominal)	
	2000	15 V	150 A (Nominal)	---

Note: Refer to MS3 for vehicle-specific information.



Note:
An inductive pickup can be used to check generator current at Terminal B only,



Below are a few things you need to consider when performing a generator inspection on i-ELOOP vehicles.

	Battery Fully Charged		Battery State of Charge is Low
	i-ELOOP Capacitor 14.5 V or more	i-ELOOP Capacitor less than 14.5 V	
Generator Output	None (Voltmeter will show capacitor voltage)	15-25 V*	15-25 V*

* Generator output varies depending on:

- Engine RPM
- i-ELOOP capacitor voltage
- Battery state of charge
- Vehicle electrical load
- Ambient temperature
- Vehicle deceleration