Troubleshooting Guide for Twin Engine Alternators

**NOTE Perform all tests with:**
1. ALTERNATOR SWITCH on
2. Master Switch on
3. Engine off
4. Magneto turned off or grounded

**Additional Considerations:**
1. Disconnect oval alternator wire “Z” and troubleshoot as single engine system.
2. Voltage drop of .5 volts MAX at all points except across the VR.
3. Voltage drop of 1 to 1.5 volts across the actual regulator acceptable.
4. MAX. resistance of 2 ohms at ground points, across switches and conductors.
5. MAX of 1 volt AC at ALT B+ Terminal.
6. Engine operating speeds and load requested affect output.

**Record Aircraft Bus Voltage:**

Check and record voltage of Aircraft Bus

Check to be certain ground strap is properly connected at Alternator F2

**YES**

Properly install ground strap

**NO**

Check for Bus voltage at Alternator F1

**YES**

Check for Bus voltage at Regulator FLD

**NO**

Replace wire or connectors from Regulator FLD to Alternator F1

Check for Bus voltage at Regulator ENABLE

**YES**

Check for Bus voltage at point A

**YES**

Replace wire or connectors from Regulator ENABLE to point A

Check for Bus voltage at point B

**YES**

Replace ALTERNATOR SWITCH

Check for Bus voltage at point C

**YES**

Replace wire or connectors from point B to point C

Check for Bus voltage at point D

**NO**

Defective or tripped circuit breaker. Replace if defective

Check for Bus voltage at Alternator B+ OUTPUT

**YES**

Check for Bus voltage at point E

**YES**

Replace wire or connection

Check for Bus voltage at point F

**YES**

Defective or tripped circuit breaker. Replace if defective

Replace wire or connection to Bus

Replace wire or connection to Bus

**NO**

Set the adjustment pot for proper voltage. Refer to R1224 Installation Instructions and Aircraft Maintenance Manual for proper voltage

Call or email TECH SUPPORT for further instructions

**TECH SUPPORT**
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