

MASTER ALT

Advanced voltage regulators control device
Alternator testing device

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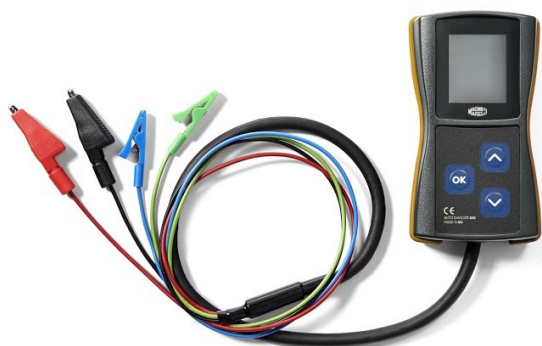
General characteristics

The device can be used to diagnose the charging circuit in cars with alternator charge current provided by the ECU.

The device generates currents resembling the actual conditions for the voltage regulators in the car.

The device is designed to test the alternators installed in vehicles or on testing tables as well as the regulators alone – with a standard testing device.

The device can provide the information on whether the voltage regulator can correctly communicate with the car's ECU and if it responds to required parameters appropriately.



Compatible control standards:

1. COM - LIN, BSS(BSD) interfaces
2. SIG - FORD
3. P-D - Mazda
4. L-RVC - GM
5. RLO - Toyota

Ports description:

RC- COM signal connection

M- DFM monitoring in

B+- battery positive end in tested circuit, device power supply.

B-- battery negative end in tested circuit, device power supply.

Device operation

The device powers on automatically after connecting power supply to B+ and B- ports. The test subject selection menu will appear. Select the required parameter the up and down arrow keys and press OK what moves in the test mode.

After pressing the knob, the display will present the following information:

- voltage of the tested circuit (large digits)
- required voltage (small digits on the top of the display)
- alternator load DF/DFM [%]

The RC and M cables should be connected to the correct pins in the voltage regulator's socket. Some of the regulators require connecting other signals (usually B+) with a separate cable to operate correctly.

The M cable can be left disconnected in the COM mode.

In test mode by selecting the arrows up and down will change the value of a given voltage. It should be monitored whether changing the required voltage causes the correspondent change in the alternator/regulator output, and whether the DFM reading matches the actual state.



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