

This tester can be used to test regulators out of the unit with a regulator tester or it can be used with the regulator in the alternator on an alternator test bench.

Operating Instructions

Connect the alternator on to the test machine making sure there is a 12-volt positive and negative connection to the alternator.

Connect the RVC test box positive red lead to a 12-volt positive supply and the negative black lead to the negative supply. Insert correct harness into the alternator regulator plug and connect other end in connection harness coming from tester box. If the red and black leads are accidentally connected wrong this will not damage the connected box, but it simply will not work.

- Have the tester box top switch on the correct manufacture unit to test.
- Have second switch click down onto "Sense Close".
- Have third switch click down onto "Start/Run".
- Put "Regulated Voltage" knob set with white dot in the middle setting to begin test.
- Some test bench cables have 12-volts applied all the time and some become active once the tester begins operation of testing.

Running Test

- When testing Ford PCM style regulators with the tester set up to active 12-volt supply, the Red LED light will turn on showing that the tester box has a 12-volt power supply and sends a signal to the regulator.
- Turn the test machine on to start the unit test.
- Once alternator turns fast enough to start its output, the Green LED light will come on. If the two LED lights are not on, the regulator or unit is faulty. (Verify connections are correct)
- If both LED lamps turn on, increase test machine to approximately 4000RPM.
- Turn rotary knob "REGULATED VOLTAGE" clockwise and voltage should raise approximately 14.0 to 16.0 volts. Now turn rotary knob counterclockwise all the way and voltage should fall down to 12.8 volts. Now turn rotary knob back to center. This test shows how the PCM can adjust the regulator voltage. If voltage cannot be adjusted then regulator is faulty.
- To test regulator "Default" mode, flip toggle switch from "Start/Run" to "Stop" and regulator should go to approximately 13.3~13.8 volts, and both LED Lights will turn off. If not, then regulator is faulty. Flip toggle switch back to "Start/Run".
- To test the secondary regulation of the Ford PCM regulator at each turning of the regulated voltage knob, flip toggle switch from "Sense Close" to "Sense Open" and the regulator will go into a secondary regulation voltage. This can be done on Ford OE PCM regulators and Mobiletron manufactured Regulators. GM RVC Regulators do not have secondary Regulation Test.
- BE CAREFUL TO NOT OVERDO THE "REGULATED VOLTAGE CONTROL KNOB" BOILING THE BATTERIES OF THE TEST MACHINE.
- When testing the GM/Bosch RVC regulator units use the correct harness plug.
- There will be a difference in the LED Lamps on top of RVC tester box. The Red LED Lamp will be on and operate like the Ford PCM test (mentioned above), but the Green LED Lamp has no operational function because of an inverted signal that is opposite of the Ford PCM signal.
- To check the "Default" mode of regulator, flip toggle switch "Start/Run" to "Stop" and regulator will go into default mode of 13.3 ~ 13.8 volts, and Red LED Light will turn off. Flip toggle switch back to "Start/Run".
- The "Regulated Voltage" knob will also operate in reverse as described above in testing the Ford PCM regulators. GM RVC Regulators have a lower Voltage Set Point of 11.2V ~ 14.9V, with this RVC Tester.

MOBILETRON DOES NOT TAKE ANY RESPONSIBILITY FOR ANY DAMAGE THAT MIGHT OCCUR IF THIS TESTER IS USED ON ANY VEHICLE