



Operating Instructions

889-Super RVC



Test Bench Connections

Red Wire: Charge Light	Green Wire: Field
Blue Wire: Battery Sensing	White Wire: Stator Meter
Yellow Wire: Auxiliary Wire	Black Wire: Secondary Ground

This test fixture will test all known types of General Motors vehicles using the small two pin oval voltage regulator connector (SB). They are all marked "F" (computer communication from alternator) and "L". The "L" terminal performs two functions in the RVC style regulators. Not only does it act as the excitation point for the alternator but, after the alternator turns on, it is a receiver for communication from the vehicle computer controlling voltage regulator set point. Even though the terminal is marked "L" it **does not** control the dash indicator light in either application. There is not a different designation for RVC or non RVC displayed anywhere on the alternator or alternator tag.

Step One: Install the alternator onto the alternator test bench. If the alternator test bench has an "A" and "B" field circuit switch, it must be set to the "B" circuit position or "Internal Regulator".

Step Two: Plug the black six way test bench connector from the 889-Super RVC into the black six way connector on your alternator test bench adapter harness. If you do not have a black six way connector refer to the chart above for correct connections. Plug the two terminal voltage regulator connector into the regulator on the alternator. Connect the battery positive to the alternator's "B+" post and the battery negative to the case of the alternator. Switch the 889-Super RVC **MODE** switch to "RVC" and the **SET POINT** switch to 14.5.

Step Three Install and tension belt. Turn on the alternator test bench and press test switch (if necessary). The alternator should work normally. **The charge light on the alternator test bench is not used in any portion of this test.** With no load applied the regulator set point should be approximately 14.3 to 14.7VDC. Switch the **SET POINT** switch to the 13.5 position. If the regulator has the RVC function, the set point voltage will drop to approximately 13.3 to 13.7VDC. If this occurs proceed to the next step. If it does not, switch to STD mode and continue to the next step.

Step Four If your alternator test bench has a "Stator Volt" meter you should see a reading of approximately 4.5VDC (+/- 1VDC). This reading will vary approximately 5VDC during testing depending upon alternator speed and load applied. You can connect an auxiliary volt meter to the white wire for this measurement if your alternator test bench does not utilize a "Stator Volt" meter. The test benches DC Volt meter and DC Amp meter should read according to manufacturers' specifications for a good alternator.

Technical Assistance? 503-235-1038



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