TRANSPO Rebuilder's Forum
A Division of Wetherill Associates Inc. (WAI)
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6G Regulators: WHAT'S NEW?

F600: In 1998 when rebuilders first started seeing the 6G alternator from Ford the most common unit was the Lester no. 7795 (Reference Transpo regulator F600, F8WU-10C359-AB). This alternator uses a grey package regulator that, after investigation, operates almost identically to previous 3G grey package regulators.

F601: Later that same year we started seeing Lester no. 8253, used on the Windstar vans, with a "white" package regulator; sometimes with a black lid. (Reference Transpo regulator F601 , XW4U-10C359-AB). This regulator has a direct computer interface. It sends information via the (FR) terminal and receives commands via the (SIG) terminal..

F602: We also saw an all "white" package regulator. It was found on Lester no. 8263 (Reference Transpo regulator F602 , XS7U-10C359-AC

The F602 regulator has the following terminals: "I" lamp, "FR", "A" battery positive. The "FR" stands for frequency. This terminal is connected to the field brush through a resistance to the PCM. It allows the PCM to monitor the charge rate of the alternator and react accordingly. If the PCM sees the idle speed dropping and the alternator load increasing it can raise the idle. This is a small signal that can be monitored by an oscilloscope or by an accurate volt meter. This regulator also has a 7-second load response. Interestingly enough, when looking at wire schematics for the listed applications, we were never able to determine where a direct "wire connection" tied the "FR" to the "PCM"..

F603: In 2000 we started seeing a 6G regulator white body with an orange lid. This regulator was found on Lester 8259 (Reference Transpo regulator F603 , XS7U-10C359-BA)..

The F603 regulator also has the "I", "FR", "A" terminals and a 7-second load response ... just like the F602. In addition (Ref. figure 1) these vehicles have a connection between the "FR" terminal and the "PCM".Now, you are probably thinking 'Hey, the OEM XS7U-10C359-AC
XS7U-10C359-AC and XS7U-10C359-BA (F603) are interchangeable.' We cannot, at this time, recommend interchanging these parts because of the difference in their 'FR' circuits. However, if you elect to do so, consider using only the F603 type..

As a matter of record - Ford refers to this signal as a "GLI" (Generator Load Input circuit). If you are testing this signal on a scope expect to see a

Auto Electric Alert

TBS 00-25-6

1999 Mercury Cougar with 2.5 V-6 engine can exhibit flickering dash lights and headlights. The cause is the battery sense wire from the power distribution box to the alternator.

TBS 98-9-10

1998 Ford Contour & Mercury Mystique with 2.0L 4 cyl. engine can have a no start or generator lamp on. Caused by B+ cable at alternator. If you would like a copy of these bulletins please E-mail Transpo Technical Service at the Transpo web site:

www.transpo-usa.com

Coming Soon

Reggie Browning, 'Premier' Senior Electrical Engineer and Project Manager is pleased to introduce the newest regulator family in the Transpo manufactured product

range of 40 to 250 hertz. If you are using a DC voltmeter referenced to ground you should see between 1.5 volts (low generator load) to 10.5 volts (high generator load)..

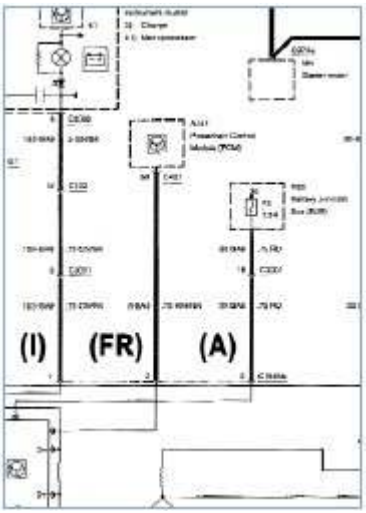

Fig.1

line

Regulators for Delphi AD-Series Alternators.

Thank You For Your Business!