

Repair:

corrosion (install new connector or terminals - clean module pins)

damaged or bent pins - install new terminals/pins

pushed-out pins - install new pins as necessary

Reconnect the BCM connectors. Make sure they seat and latch correctly.

Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, DISCONTINUE this test and FOLLOW the TSB instructions. If no Technical Service Bulletins (TSBs) address this concern,
No	The system is operating correctly at this time. The concern may have been caused by module connections. ADDRESS the root cause of any connector or pin issues.

DIAGNOSIS AND TESTING > CHARGING SYSTEM - 2.7L ECOBOOST (238KW/324PS) > PINPOINT TESTS > PINPOINT TEST J : GENERATOR CLUTCH COMPONENT TEST

Refer to CHARGING SYSTEM for schematic and connector information.

Normal Operation and Fault Conditions

The generator clutch allows the generator rotor to continue to rotate when the engine or FEAD system slows. The clutch should slip freely and smoothly in a clockwise direction. It should not rotate freely in the counterclockwise direction. A loose FEAD belt or a weak or binding tensioner can cause the pulley to overheat. REFER to: Charging System - 2.7L EcoBoost (238kW/324PS) - System Operation and Component Description .

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J1 INSPECT THE GENERATOR CLUTCH

Remove the generator. REFER to: Generator - 2.7L EcoBoost (238kW/324PS) .

Inspect the generator clutch for heat damage.

Is there evidence of heat damage?

Yes	INSTALL a new generator clutch. REFER to: GENERATOR PULLEY . INSPECT the FEAD system. REFER to: ACCESSORY DRIVE .
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