

Yes	INSTALL a new generator. REFER to: Generator - 3.7L Duratec (227kW/301PS) .
No	INSTALL a new generator clutch. REFER to: GENERATOR PULLEY .

B12 CHECK FOR CORRECT PCM (POWERTRAIN CONTROL MODULE) OPERATION

Ignition OFF.

Disconnect and inspect all PCM connectors.

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 PCM 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, INSTALL a new PCM. REFER to: Powertrain Control Module (PCM) . CLEAR all Diagnostic Trouble Codes (DTCs) in all modules.
No	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. ADDRESS the root cause of any connector or pin issues.

DIAGNOSIS AND TESTING > CHARGING SYSTEM - 3.7L DURATEC (227KW 301PS) > PINPOINT TESTS (3.7L) > PINPOINT TEST C : GENERATOR NOISE OR MECHANICAL PERFORMANCE

Normal Operation and Fault Conditions

The generator is belt-driven by the engine accessory drive system. There are several sources of generator noise which include bearing noise, electrical fault noise, generator or belt pulley misalignment. A generator with certain types of diode or stator failures can also produce an audible noise.

Possible Sources

- FEAD belt
- Loose bolts/brackets
- Generator/pulleys

Visual Inspection and Diagnostic Pre-checks