

Technical bulletin

TB-011

1. **The ignition terminal** must have voltage. This voltage comes from the ignition switch, usually by means of the “ENG” fuse (not shown).
Failure to have voltage at terminal L may cause:
 - No charge, indicator lamp on.

2. **Terminal S** must have battery voltage. This voltage is supplied directly from the battery and will present whether the ignition switch is in the “ON” or “OFF” position.
Failure to have voltage at terminal L may cause:
 - Alternator indicator light to come on.
 - In some cases voltage may be abnormally high.

3. **The BAT terminal** must have battery voltage. This voltage is supplied directly from the battery and will be present whether the ignition switch is in the “ON” or “OFF” position.
Failure to have voltage at terminal L may cause:
 - No charge, indicator lamp on.
 - Extremely high voltage at “BAT” terminal.
 - Possible damage to alternator diodes

4. **The “ALT” fuse** (not shown) protects the indicator warning lamp from current spike in case the BAT wire should become disconnected from the alternator.

Charging faults can be caused by defective, discharged, incorrect batteries, loose drive belts, corroded, loose, broken, damaged wires / connections within the compact plug (plug which is fastened to the alternator). **Check for these conditions to prevent a reoccurring problem.**

