

# Technical bulletin

# TB-014

1. The **ignition (IG) terminal** must have voltage. This voltage comes from the ignition switch, usually by means of “ENG” fuse  
Failure to have voltage at this terminal may cause:
  - No charge, ignition lamp on.
  
2. **Terminal S** must have 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 this terminal may cause:
  - Alternator indicator light to come on.
  - In some cases, voltage may be extremely 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 this terminal may cause:
  - No charge, indicator lamp on.
  - Extremely high voltage at “BAT” terminal.
  - Possible damage to alternator diodes.
  
4. The “**ALT**” fuse protect the indicator warning lamp from current spikes in case the BAT wire should become disconnected from the alternator.
  
5. The ‘**FR**’ terminal goes to the computer’s monitor of the vehicle.

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.

