

TECHNICAL BULLETIN TB-11

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 the IGN terminal will 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 this terminal will 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 this terminal will 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.

Most alternator failures are caused by defective / discharged batteries, loose drive belts, corroded wires or bad connections within the compact plug (= plug which connects to the alternator).

Check for these conditions to prevent a recurring problem!

