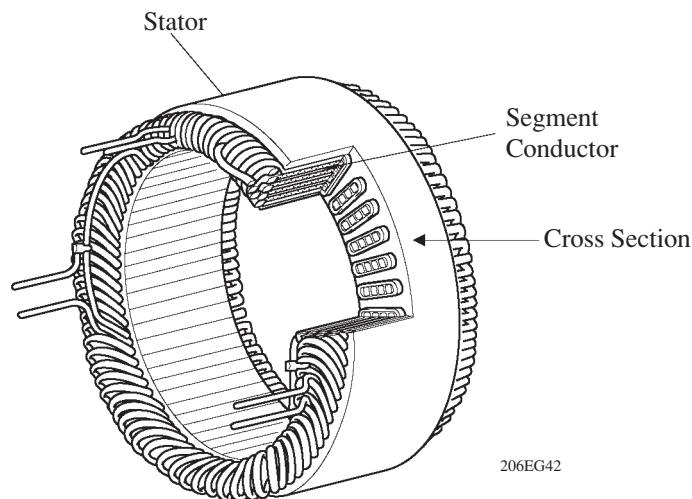
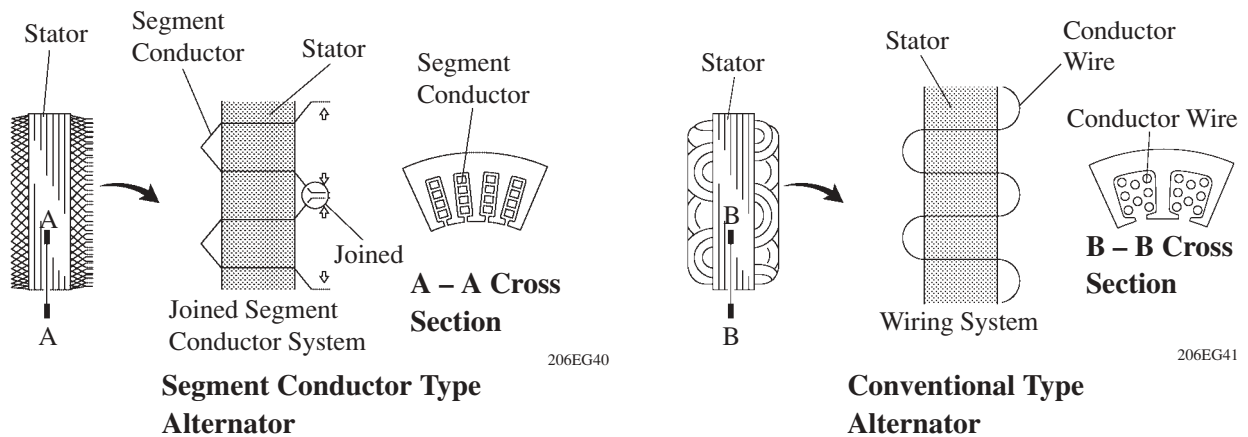


11. Charging System

General

- Instead of the conventional type alternator, a compact and lightweight segment conductor type alternator has been adopted for automatic transaxle model. This type of alternator generates high amperage output in a highly efficient manner.
- This alternator has a joined segment conductor system, in which multiple segment conductors are welded together to form the stator. Compared to the conventional winding system, the electrical resistance is reduced due to the shape of the segment conductors, and their arrangement helps to make the alternator more compact.
- The charging of this alternator is controlled by the engine ECU. For details, [see page 214](#).

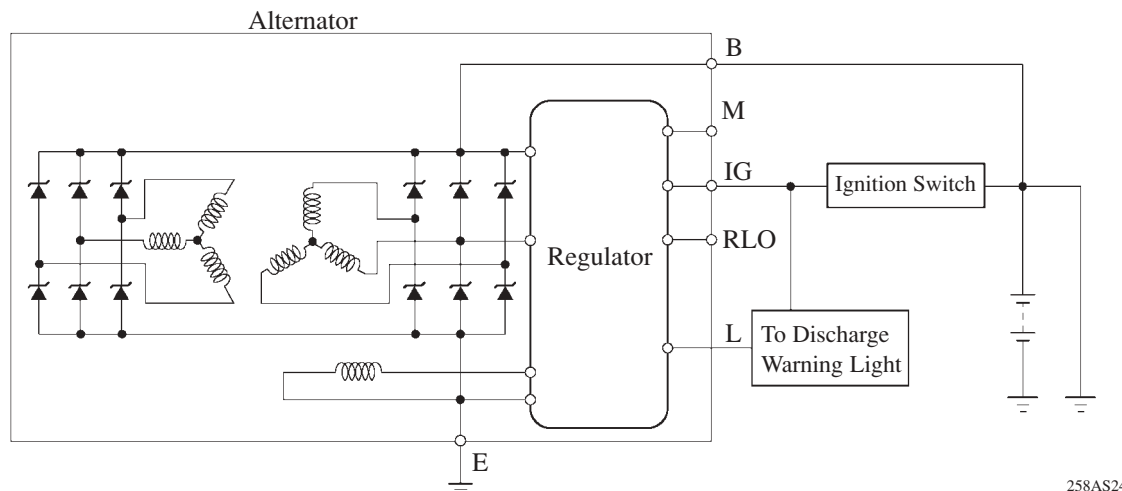


Stator of Segment Conductor Type Alternator

► Specifications ◀

Type	Segment Conductor (SC1)
Rated Voltage	12 V
Output Rated	130 A
Initial Output Starting Speed	1300 rpm Max.

► Wiring Diagram ◀



Service Tip

Although the charging circuit of a conventional alternator is checked through the F terminal, this check cannot be performed on the Segment Conductor type alternator through the use of the F terminal because the F terminal has been eliminated.

Dual Winding System

A dual winding system has been adopted. This system consists of two sets of three-phase windings whose phases are staggered 30° . Because the magnetic fluctuations of the respective windings cancel each other out, magnetic noise, radio frequency interference is reduced.

