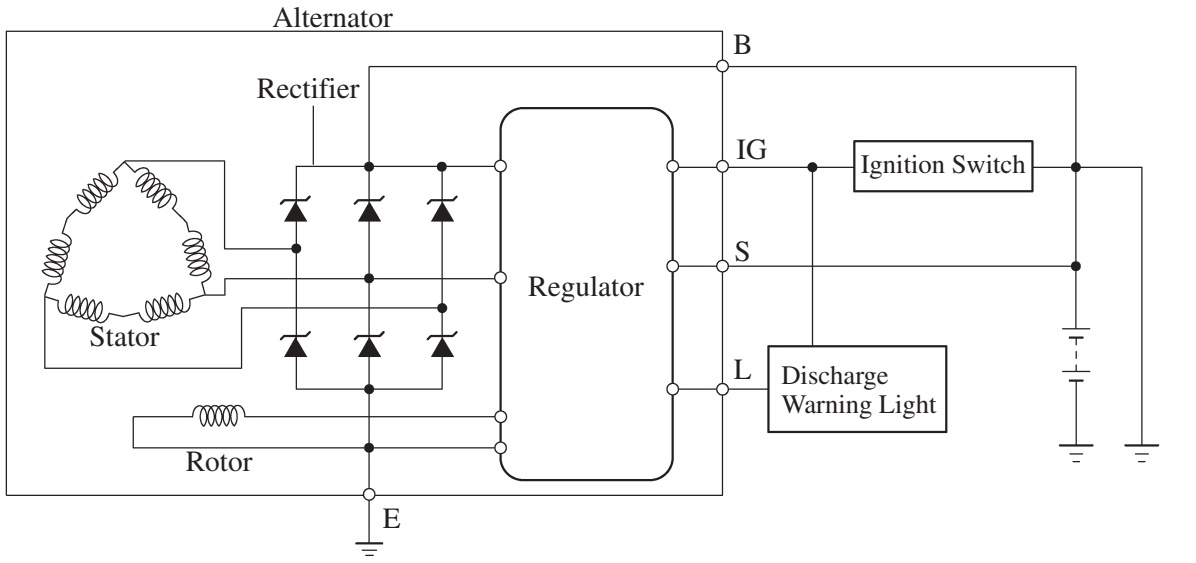
■CHARGING SYSTEM

1. General

- A compact and lightweight segment conductor type alternator (SE0 type) that generates a high amperage output (100 A) in a highly efficient manner is used. The basic construction and operation of the alternator are as the same as the SE08A type used in the 1AZ-FE and 2AZ-FE engines, however, the connection method of the stator coil is different. Refer to the following wiring diagram on the connection method of the stator coil, and for more detailed information on the segment conductor type alternator, refer to 1AZ-FE and 2AZ-FE Engines Charging System on page EG-28.
- An alternator pulley with a clutch is used.

▶ Wiring Diagram ◀

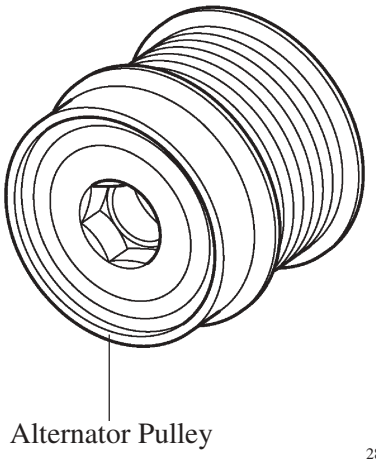


Service Tip

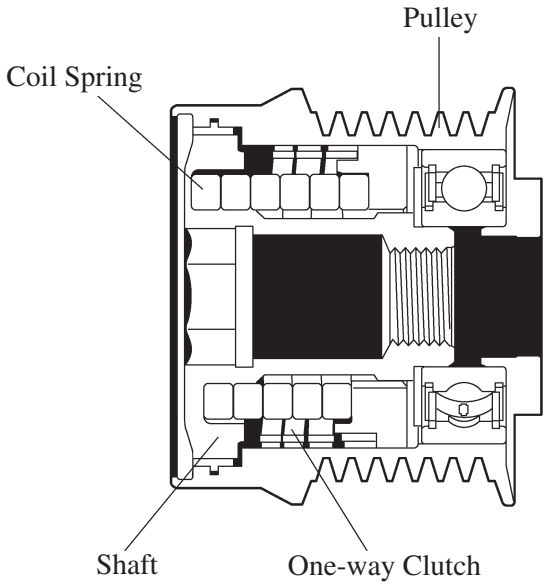
Although the charging circuit of a conventional alternator is checked through the F terminal, this check cannot be performed on the Segment Conductor type alternator through the use of the F terminal because the F terminal has been eliminated. For details, refer to the Camry Repair Manual.

2. Alternator Pulley

A one-way clutch is set to the alternator pulley. Operation of the one-way clutch cancels alternator pulley inertia and helps to prevent slipping of the V-ribbed belt. This realizes a low tension V-ribbed belt that achieves reduced friction.



281EG12



281EG13

■ STARTING SYSTEM

- As on the 1AZ-FE and 2AZ-FE engine models, a compact and lightweight PS (Planetary reduction – Segment conductor motor) type starter (PS1.7 type) is used as standard equipment on all 2GR-FE engine models.
- For details of this stator, refer to 1AZ-FE and 2AZ-FE Engines Starting System on page EG-30.