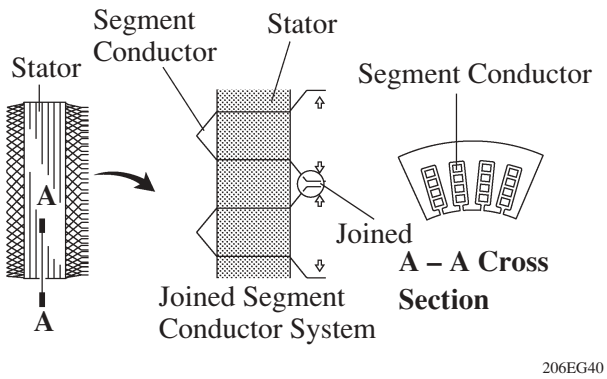
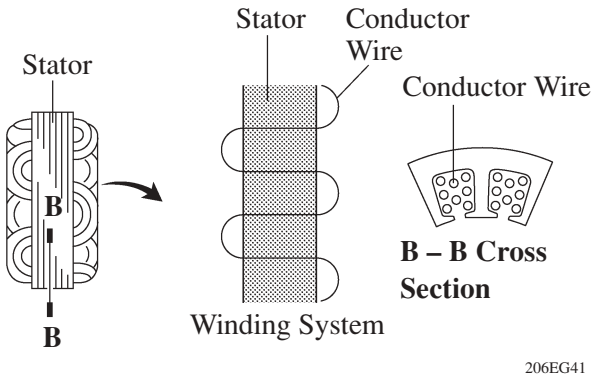
## ■CHARGING SYSTEM

### 1. General

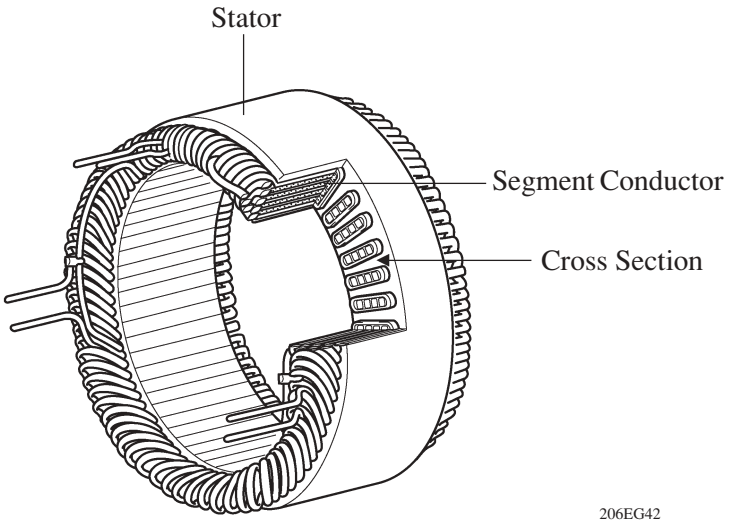
- A compact and lightweight segment conductor type alternator is used. This type of alternator generates a high amperage output in a highly efficient manner.
- This alternator uses a joined segment conductor system, in which multiple segment conductors are welded together in the stator. Compared to the 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 control system, which controls the voltage generated by the alternator according to the vehicle driving conditions, is used to improve fuel consumption. For details, see page EG-57.




**Segment Conductor Type Alternator**




**Conventional Type Alternator**

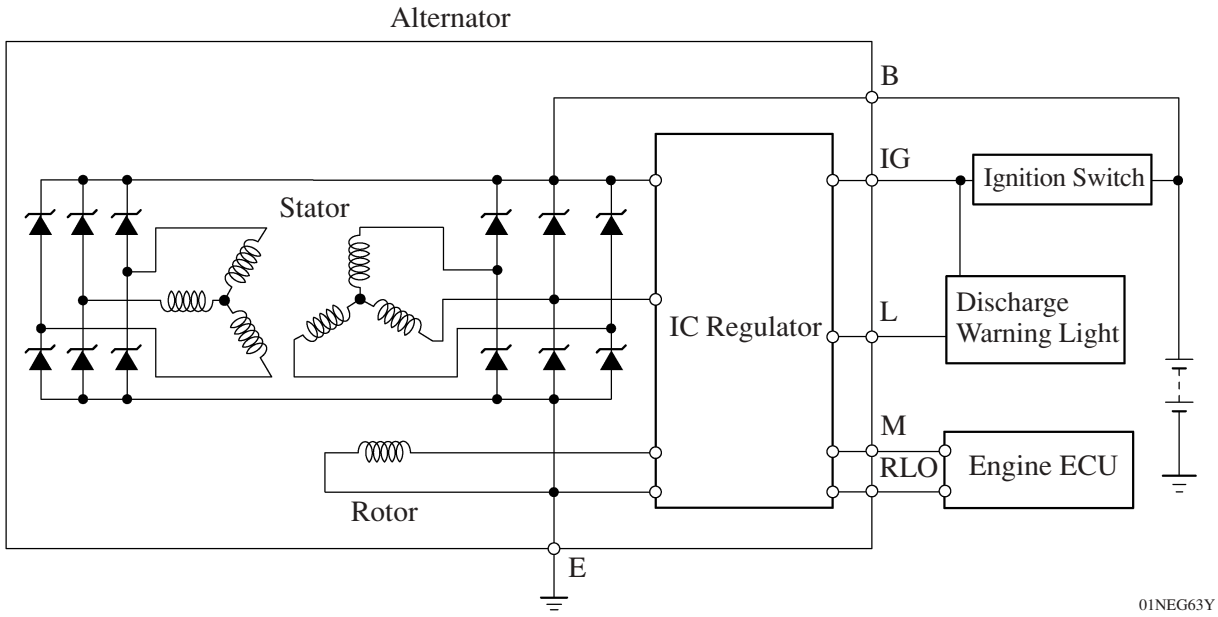



**Stator of Segment Conductor Type Alternator**

**▶ Specification ◀**

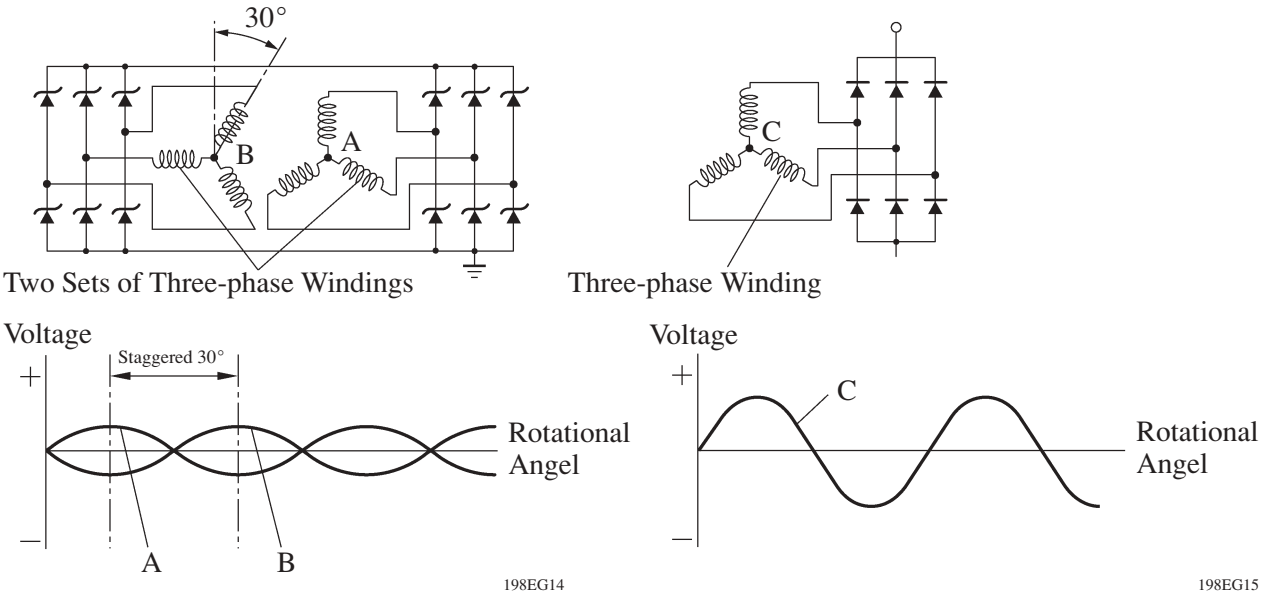
| | |
|---|---|
| Type | SC1 |
| Rated Voltage | 12 V |
| Rated Output | 130 A |
| Initial Output Starting Speed | Max. 1,500 rpm |

**▶ Wiring Diagram ◀**




## 2. Dual Winding System

This type alternator uses a dual winding system. 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 and radio frequency interference are reduced.

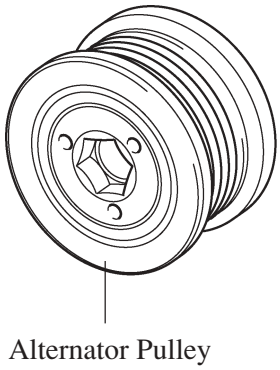



**Dual Winding System Type Alternator** **Conventional Type Alternator**

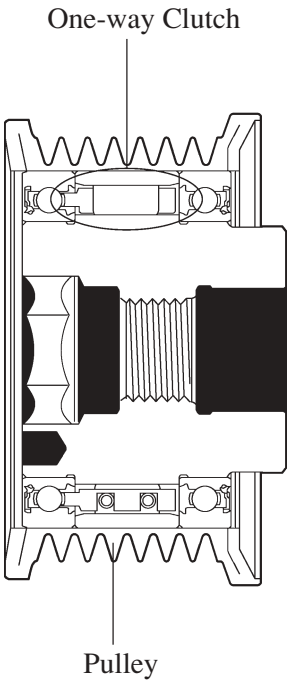
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### 3. Alternator Pulley

A one-way clutch is used 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.




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