

SECTION **CHG**
CHARGING SYSTEM

A
B
C
D
E
F
G
H
I
J
K
L

CONTENTS

PRECAUTION	2	POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION	14
PRECAUTIONS	2	Inspection Procedure	14
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	2	B TERMINAL CIRCUIT	16
Precaution Necessary for Steering Wheel Rotation After Battery Disconnect	2	Description	16
Precaution for Power Generation Variable Voltage Control System	3	Diagnosis Procedure	16
PREPARATION	4	L TERMINAL CIRCUIT (OPEN)	17
PREPARATION	4	Description	17
Special Service Tool	4	Diagnosis Procedure	17
Commercial Service Tool	4	L TERMINAL CIRCUIT (SHORT)	19
BASIC INSPECTION	5	Description	19
DIAGNOSIS AND REPAIR WORKFLOW	5	Diagnosis Procedure	19
Work Flow (With EXP-800 NI or GR8-1200 NI)	5	S TERMINAL CIRCUIT	20
Work Flow (Without EXP-800 NI or GR8-1200 NI).....	8	Description	20
SYSTEM DESCRIPTION	11	Diagnosis Procedure	20
CHARGING SYSTEM	11	WIRING DIAGRAM	21
System Diagram	11	CHARGING SYSTEM	21
System Description	11	Wiring Diagram	21
Component Description	11	SYMPTOM DIAGNOSIS	27
POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM	12	CHARGING SYSTEM	27
System Diagram	12	Symptom Table	27
System Description	12	REMOVAL AND INSTALLATION	28
Component Description	12	GENERATOR	28
DTC/CIRCUIT DIAGNOSIS	13	Removal and Installation	28
CHARGING SYSTEM PRELIMINARY INSPECTION	13	SERVICE DATA AND SPECIFICATIONS (SDS)	29
Inspection Procedure	13	GENERATOR	29
		Generator	29

CHG

PRECAUTIONS

< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000007316509

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:000000007316510

NOTE:

- This Procedure is applied only to models with Intelligent Key system and NATS (NISSAN ANTI-THEFT SYSTEM).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NATS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.
3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.

PRECAUTIONS

< PRECAUTION >

5. When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
6. Perform a self-diagnosis check of all control units using CONSULT.

Precaution for Power Generation Variable Voltage Control System

INFOID:000000007316511

CAUTION:

For this model, the battery current sensor that is installed to the negative battery cable measures the charging/discharging current of the battery and performs various engine controls. If an electrical component is connected directly to the negative battery terminal, the current flowing through that component will not be measured by the battery current sensor. This condition may cause a malfunction of the engine control system and battery discharge may occur. Do not connect an electrical component or ground wire directly to the battery terminal.

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PREPARATION

< PREPARATION >

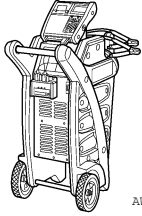
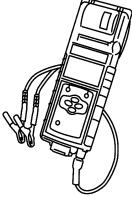
PREPARATION

PREPARATION

Special Service Tool


INFOID:000000007316512

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
<p>— (—) Model GR8-1200 NI Multitasking battery and electrical diagnostic station</p>  <p style="text-align: right; font-size: small;">AWIIA12392Z</p>	<p>Tests batteries, starting and charging systems and charges batteries. For operating instructions, refer to diagnostic station instruction manual.</p>
<p>— (—) Model EXP-800 NI Battery and electrical diagnostic analyzer</p>  <p style="text-align: right; font-size: small;">JSMIA08062Z</p>	<p>Tests batteries and charging systems. For operating instructions, refer to diagnostic analyzer instruction manual.</p>

Commercial Service Tool

INFOID:000000007316513

Tool name	Description
<p>Power tool</p>  <p style="text-align: right; font-size: small;">PIIB1407E</p>	<p>Loosening nuts, screws and bolts</p>

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow (With EXP-800 NI or GR8-1200 NI)

INFOID:000000007316514

CHARGING SYSTEM DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

To test the charging system, use the following special service tools:

- EXP-800 NI Battery and electrical diagnostic analyzer
- GR8-1200 NI Multitasking battery and electrical diagnostic station

NOTE:

Refer to the applicable Instruction Manual for proper charging system diagnosis procedures.

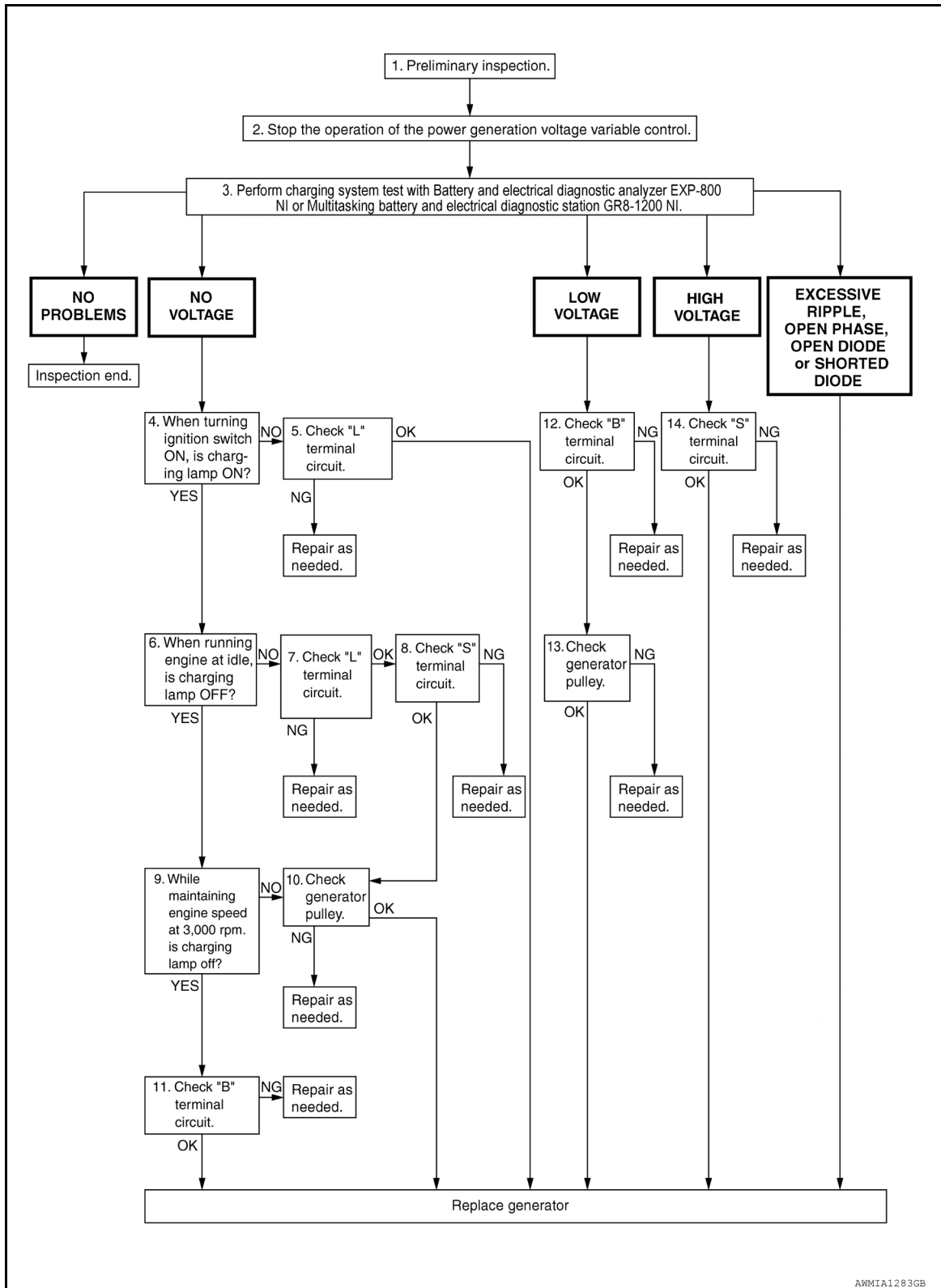
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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

OVERALL SEQUENCE



DETAILED FLOW

NOTE:

To ensure a complete and thorough diagnosis, the battery, stator and generator test segments must be done as a set from start to finish.

1. PRELIMINARY INSPECTION

Perform the preliminary inspection. Refer to [CHG-13, "Inspection Procedure"](#).

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

>> GO TO 2.

2. STOP POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

Stop the operation of the power generation voltage variable control in either of the following procedures.

- After selecting “ENGINE” using CONSULT, set the DUTY value of “ALTERNATOR DUTY” to 0 % by selecting “ALTERNATOR DUTY” of “Active Test”. Continue “Active Test” until the end of inspection. (When the DUTY value is 0 or 100 %, the normal power generation is performed according to the characteristic of the IC regulator of the generator.)
- Turn the ignition switch OFF, and disconnect the battery current sensor connector. [However, DTC (P1550–P1554) of the engine might remain. After finishing the inspection, connect the battery current sensor connector and erase the self diagnosis results history of the engine using CONSULT.]

>> GO TO 3.

3. DIAGNOSIS WITH EXP-800 NI OR GR8-1200 NI

Perform the charging system test using Multitasking battery and electrical diagnostic station GR8-1200 NI or Battery and electrical diagnostic analyzer EXP-800 NI. Refer to the applicable Instruction Manual for proper testing procedures.

Test result

NO PROBLEMS>>Charging system is normal and will also show “DIODE RIPPLE” test result.

NO VOLTAGE>>GO TO 4.

LOW VOLTAGE>>GO TO 12.

HIGH VOLTAGE>>GO TO 14.

EXCESSIVE RIPPLE, OPEN PHASE, OPEN DIODE or SHORTED DIODE>>Replace the generator. Refer to [CHG-28, "Removal and Installation"](#). Perform “DIODE RIPPLE” test again using Multitasking battery and electrical diagnostic station GR8-1200 NI or Battery and electrical diagnostic analyzer EXP-800 NI to confirm repair.

4. INSPECTION WITH CHARGE WARNING LAMP (IGNITION SWITCH IS ON)

Turn the ignition switch ON.

Does the charge warning lamp illuminate?

YES >> GO TO 6.

NO >> GO TO 5.

5. “L” TERMINAL CIRCUIT (OPEN) INSPECTION

Check “L” terminal circuit (open). Refer to [CHG-17, "Diagnosis Procedure"](#).

Is the “L” terminal circuit normal?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).

NO >> Repair as needed.

6. INSPECTION WITH CHARGE WARNING LAMP (IDLING)

Start the engine and run it at idle.

Does the charge warning lamp turn OFF?

YES >> GO TO 9.

NO >> GO TO 7.

7. “L” TERMINAL CIRCUIT (SHORT) INSPECTION

Check “L” terminal circuit (short). Refer to [CHG-19, "Diagnosis Procedure"](#).

Is the “L” terminal circuit normal?

YES >> GO TO 8.

NO >> Repair as needed.

8. “S” TERMINAL CIRCUIT INSPECTION

Check “S” terminal circuit. Refer to [CHG-20, "Diagnosis Procedure"](#).

Is the “S” terminal circuit normal?

YES >> GO TO 10.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

NO >> Repair as needed.

9. INSPECTION WITH CHARGE WARNING LAMP (ENGINE AT 3,000 RPM)

Increase and maintain the engine speed at 3,000 rpm.

Does the charge warning lamp remain off?

YES >> GO TO 11.

NO >> GO TO 10.

10. INSPECTION OF GENERATOR PULLEY

Check generator pulley. Refer to [CHG-28, "Removal and Installation"](#).

Is generator pulley normal?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).

NO >> Repair as needed.

11. "B" TERMINAL CIRCUIT INSPECTION

Check "B" terminal circuit. Refer to [CHG-16, "Diagnosis Procedure"](#).

Is "B" terminal circuit normal?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).

NO >> Repair as needed.

12. "B" TERMINAL CIRCUIT INSPECTION

Check "B" terminal circuit. Refer to [CHG-16, "Diagnosis Procedure"](#).

Is "B" terminal circuit normal?

YES >> GO TO 13.

NO >> Repair as needed.

13. INSPECTION OF GENERATOR PULLEY

Check generator pulley. Refer to [CHG-28, "Removal and Installation"](#).

Is generator pulley normal?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).

NO >> Repair as needed.

14. "S" TERMINAL CIRCUIT INSPECTION

Check "S" terminal circuit. Refer to [CHG-20, "Diagnosis Procedure"](#).

Is the "S" terminal circuit normal?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).

NO >> Repair as needed.

Work Flow (Without EXP-800 NI or GR8-1200 NI)

INFOID:000000008713449

OVERALL SEQUENCE

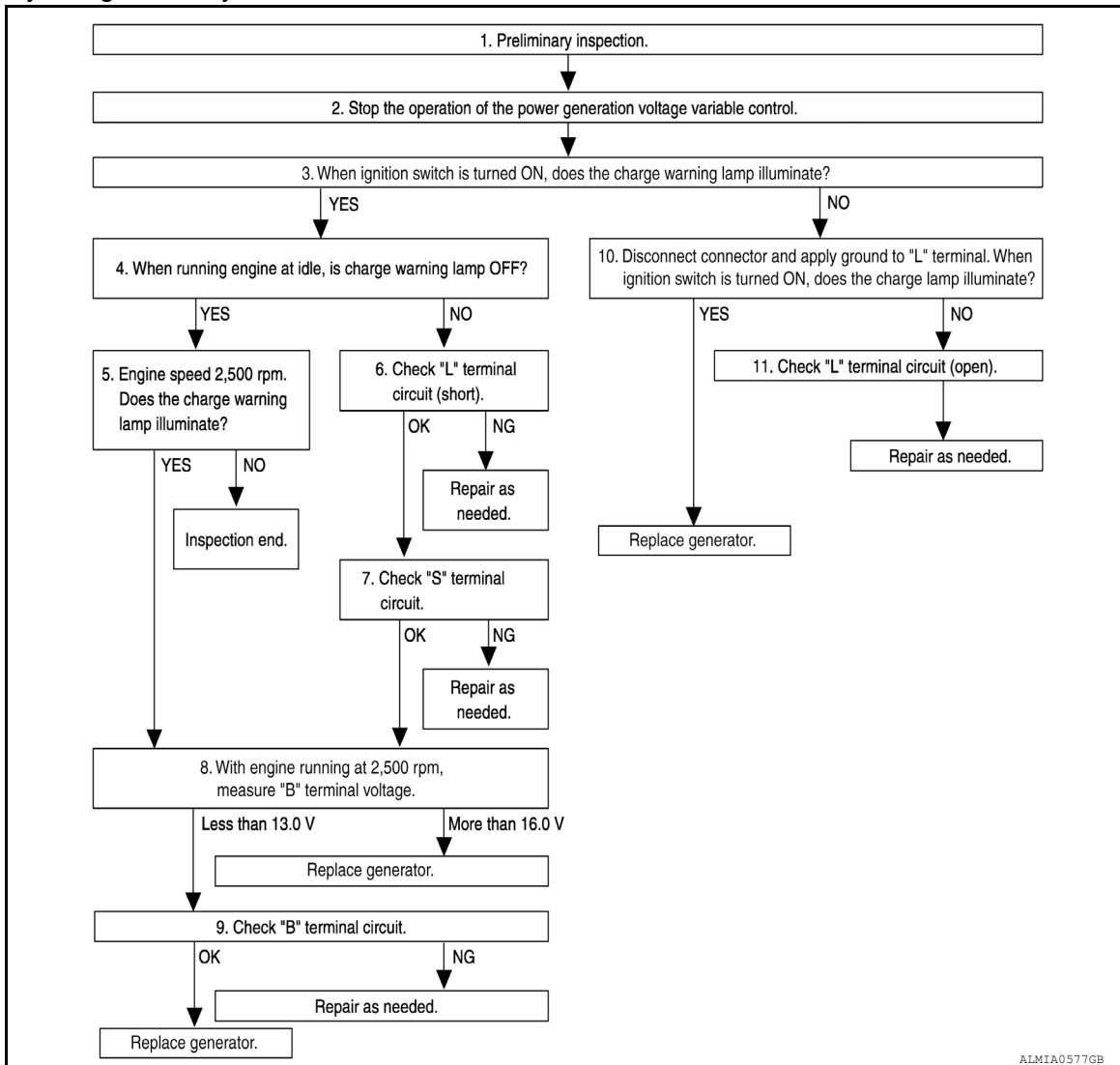
Before performing a generator test, make sure that the battery is fully charged. A 30-volt voltmeter and suitable test probes are necessary for the test.

- Before starting, inspect the fusible link.

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

- Use fully charged battery.



DETAILED FLOW

1. PRELIMINARY INSPECTION

Perform the preliminary inspection. Refer to [CHG-13, "Inspection Procedure"](#).

>> GO TO 2.

2. STOP POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

Stop the operation of the power generation voltage variable control in either of the following procedures:

- After selecting "ENGINE" using CONSULT, set the DUTY value of "ALTERNATOR DUTY" to 0 % by selecting "ALTERNATOR DUTY" with "Active Test". Continue "Active Test" until the end of inspection. (When the DUTY value is 0 or 100 %, the normal power generation is performed according to the characteristic of the IC regulator of the generator.)
- Turn the ignition switch OFF, and disconnect the battery current sensor connector. [However, DTC (P1550 - P1554) of the engine might remain. After finishing the inspection, connect the battery current sensor connector and erase the self-diagnostic results history of the engine using CONSULT.]

>> GO TO 3.

3. INSPECTION WITH CHARGE WARNING LAMP (IGNITION SWITCH IS TURNED ON)

When ignition switch is turned ON.

Does the charge warning lamp illuminate?

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

YES >> GO TO 4.
NO >> GO TO 10.

4.INSPECTION WITH CHARGE WARNING LAMP (IDLING)

Start the engine and run it at idle

Does the charge warning lamp turn OFF?

YES >> GO TO 5.
NO >> GO TO 6.

5.INSPECTION WITH CHARGE WARNING LAMP (ENGINE AT 2,500 RPM)

Increase and maintain the engine speed at 2,500 rpm.

Does the charge warning lamp illuminate?

YES >> GO TO 8.
NO >> Inspection End.

6.“L” TERMINAL CIRCUIT (SHORT) INSPECTION

Check terminal “L” circuit for (short). Refer to [CHG-19, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair as needed.

7.“S” TERMINAL CIRCUIT INSPECTION

Check terminal “S” circuit. Refer to [CHG-20, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair as needed.

8.MEASURE “B” TERMINAL VOLTAGE

Start engine. With engine running at 2,500 rpm, measure “B” terminal voltage.

What voltage does the measurement result show?

Less than 13.0 V>>GO TO 9.
More than 16.0 V>>Replace generator. Refer to [CHG-28, "Removal and Installation"](#).

9.“B” TERMINAL CIRCUIT INSPECTION

Check “B” terminal circuit. Refer to [CHG-16, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).
NO >> Repair as needed.

10.INSPECTION WITH CHARGE WARNING LAMP (IGNITION SWITCH IS ON)

1. Disconnect generator connector and apply ground to “L” terminal.
2. Turn the ignition switch ON.

Does the charge warning lamp illuminate?

YES >> Replace generator. Refer to [CHG-28, "Removal and Installation"](#).
NO >> GO TO 11.

11.CHECK “L” TERMINAL CIRCUIT (OPEN)

Check “L” terminal circuit (OPEN). Refer to [CHG-17, "Diagnosis Procedure"](#).

>> Repair as needed.

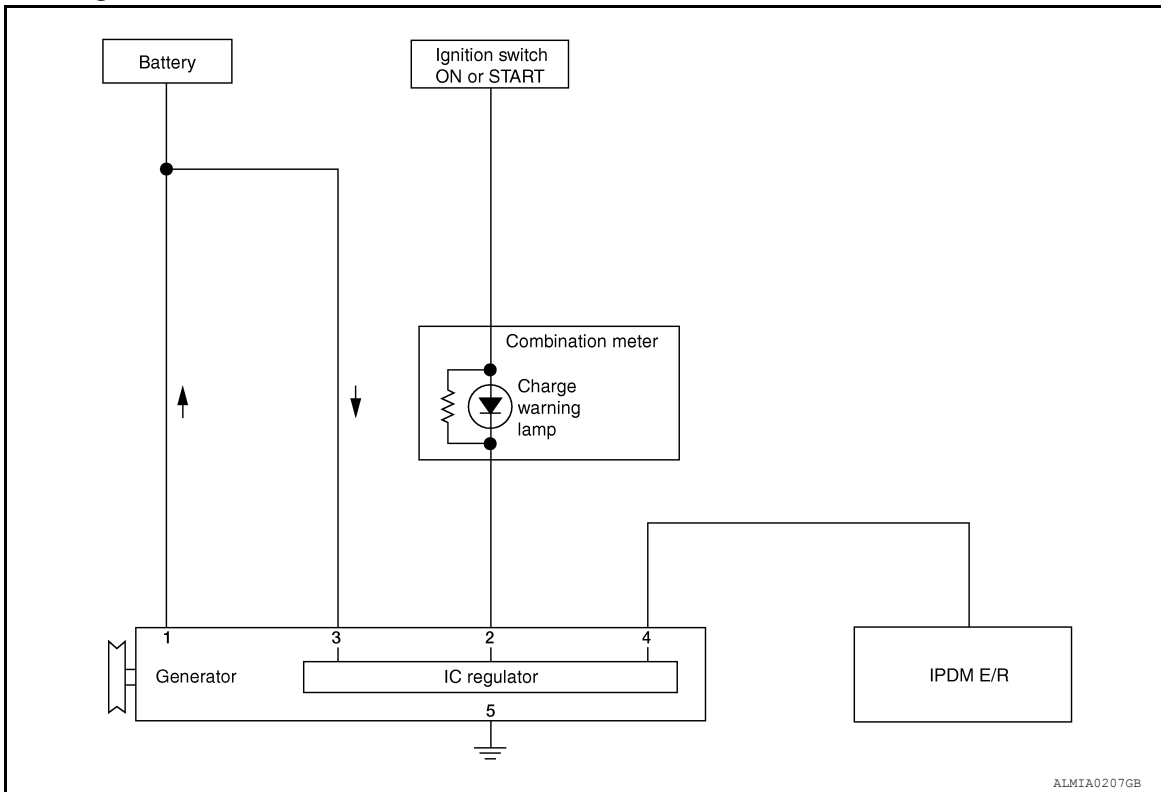
CHARGING SYSTEM

< SYSTEM DESCRIPTION >

SYSTEM DESCRIPTION

CHARGING SYSTEM

System Diagram



System Description

INFOID:000000007316516

The generator provides DC voltage to operate the vehicle's electrical system and to keep the battery charged. The voltage output is controlled by the IC regulator.

Component Description

INFOID:000000007316517

Component part		Description
Generator	Terminal "1"	Refer to CHG-16, "Description" .
	Terminal "2"	Refer to CHG-17, "Description" .
	Terminal "3"	Refer to CHG-20, "Description" .
	Terminal "4"	Used for the power generation voltage variable control system. Refer to CHG-12, "System Description" .
Combination meter (Charge warning lamp)		The IC regulator warning function activates to illuminate the charge warning lamp if any of the following symptoms occur while generator is operating: <ul style="list-style-type: none"> Excessive voltage is produced. No voltage is produced.
IPDM E/R		Used for the power generation voltage variable control system. Refer to CHG-12, "System Description" .

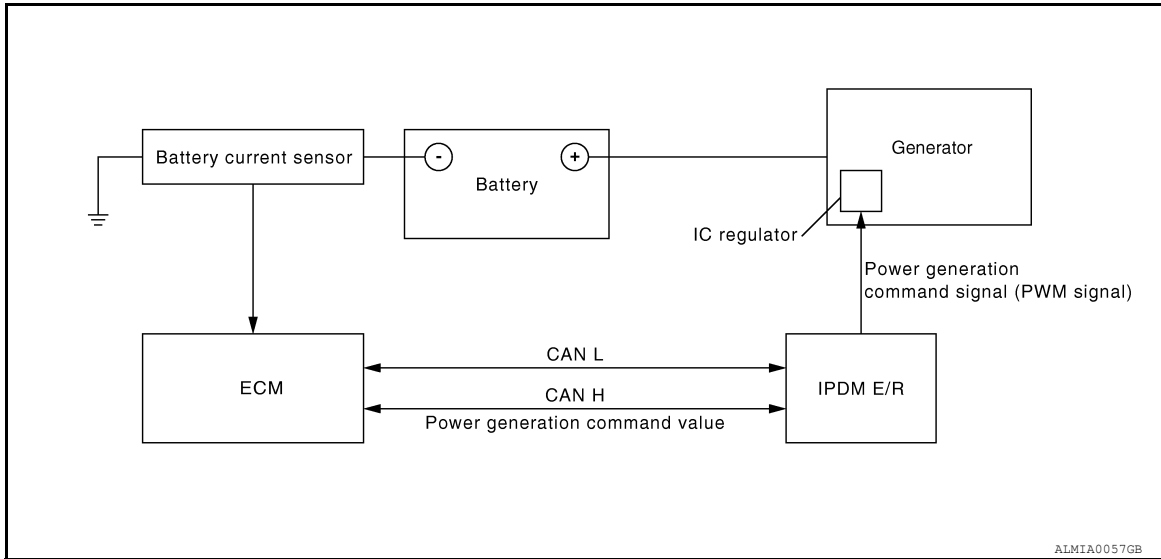
POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

< SYSTEM DESCRIPTION >

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

System Diagram

INFOID:000000007316518



System Description

INFOID:000000007316519

Power generation variable voltage control system has been adopted. By varying the voltage to the generator, engine load due to power generation of the generator is reduced and fuel consumption is decreased.

NOTE:

When any malfunction is detected in the power generation variable voltage control system, power generation is performed according to the characteristic of the IC regulator in the generator.

Component Description

INFOID:000000007316520

Component part	Description
Battery current sensor	The battery current sensor is installed on the battery cable at the negative terminal. The battery current sensor detects the charging/discharging current of the battery and sends a voltage signal to the ECM according to the current value detected.
ECM	The battery current sensor detects the charging/discharging current of the battery. The ECM judges the battery condition based on this signal. The ECM judges whether to request more output via the power generation voltage variable control according to the battery condition. When performing the power generation voltage variable control, the ECM calculates the target power generation voltage according to the battery condition and sends the calculated value as the power generation command value to the IPDM E/R.
IPDM E/R	The IPDM E/R converts the received power generation command value into a pulse width modulated (PWM) command signal and sends it to the IC regulator.
Generator (IC regulator)	The IC regulator controls the power generation voltage by the target power generation voltage based on the received PWM command signal. When there is no PWM command signal, the generator performs the normal power generation according to the characteristic of the IC regulator.

CHARGING SYSTEM PRELIMINARY INSPECTION

< DTC/CIRCUIT DIAGNOSIS >

DTC/CIRCUIT DIAGNOSIS

CHARGING SYSTEM PRELIMINARY INSPECTION

Inspection Procedure

INFOID:000000007316521

1. CHECK BATTERY TERMINALS CONNECTION

Check if battery terminals are clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair battery terminals connection. Confirm repair by performing complete Charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to the applicable Instruction Manual for proper testing procedures.

2. CHECK FUSE

Check for blown fuse and fusible link.

Unit	Power source (Power supply terminals)	Fuse or Fusible Link
Generator	Battery (terminal 3)	Fuse 30
	Battery (terminal 1)	Fusible Link A
Combination meter	Ignition switch ON (terminal 2)	Fuse 14

Is the inspection result normal?

YES >> GO TO 3.

NO >> Be sure to eliminate cause of malfunction before installing new fuse or fusible link.

3. CHECK GENERATOR GROUND TERMINAL CONNECTION

Verify connector E206 terminal 5 (generator ground harness) is clean and tight.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair connection.

4. CHECK DRIVE BELT TENSION

Check drive belt tension. Refer to [EM-13, "Checking Drive Belts"](#).

Is the inspection result normal?

YES >> Inspection End.

NO >> Repair as needed.

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C
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POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION

< DTC/CIRCUIT DIAGNOSIS >

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION

Inspection Procedure

INFOID:000000007316522

Regarding Wiring Diagram information, refer to [CHG-21, "Wiring Diagram"](#).

CAUTION:

When performing this inspection, always use a charged battery that has completed the battery inspection. (When the charging rate of the battery is low, the response speed of the voltage change will become slow. This can cause an incorrect inspection.)

1. CHECK ECM (CONSULT)

Perform ECM self-diagnosis with CONSULT. Refer to [EC-50, "CONSULT Function"](#).

Self-diagnostic results content

No malfunction detected>> GO TO 2.

Malfunction detected>> Check applicable parts, and repair or replace corresponding parts.

2. CHECK OPERATION OF POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

1. Connect CONSULT and start the engine.
2. The selector lever is in "P" or "N" position and all of the electric loads and A/C, etc. are turned OFF.
3. Select "ALTERNATOR DUTY" in "Active Test" of "ENGINE", and then check the value of "BATTERY VOLT" monitor when DUTY value of "ALTERNATOR DUTY" is set to 40.0 %.

"BATTERY VOLT"

2 seconds after setting the DUTY value of "ALTERNATOR DUTY" to 40.0 % : 12 - 13.6 V

4. Check the value of "BATTERY VOLT" monitor when DUTY value of "ALTERNATOR DUTY" is set to 80.0%.

"BATTERY VOLT"

20 seconds after setting the DUTY value of "ALTERNATOR DUTY" to 80.0 % : +0.5 V or more against the value of "BATTERY VOLT" monitor when DUTY value is 40.0 %

Is the measurement value within specification?

YES >> Inspection End.

NO >> GO TO 3.

3. CHECK IPDM E/R (CONSULT)

Perform IPDM E/R self-diagnosis with CONSULT. Refer to [PCS-14, "CONSULT Function \(IPDM E/R\)"](#).

Self-diagnostic results content

No malfunction detected>> GO TO 4.

Malfunction detected>> Check applicable parts, and repair or replace corresponding parts.

4. CHECK HARNESS BETWEEN GENERATOR AND IPDM E/R

1. Turn ignition switch OFF.
2. Disconnect generator connector E205 and IPDM E/R connector E122.
3. Check continuity between generator harness connector E205 (A) terminal 4 and IPDM E/R harness connector E122 (B) terminal 37.

POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM OPERATION INSPECTION

< DTC/CIRCUIT DIAGNOSIS >

A		B		Continuity
Connector	Terminal	Connector	Terminal	
E205	4	E122	37	Yes

4. Check continuity between generator harness connector E205 (A) terminal 4 and ground.

A		—	Continuity
Connector	Terminal		
E205	4	Ground	No

Are the continuity test results as specified?

YES >> Replace IPDM E/R. Refer to [PCS-31. "Removal and Installation of IPDM E/R"](#).

NO >> Repair harness or connector between IPDM E/R and generator.

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B TERMINAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

B TERMINAL CIRCUIT

Description

INFOID:000000007316523

The terminal "1" circuit supplies power to charge the battery and operate the vehicles electrical system.

Diagnosis Procedure

INFOID:000000007316524

Regarding Wiring Diagram information, refer to [CHG-21, "Wiring Diagram"](#).

1. CHECK TERMINAL "1" CONNECTION

1. Turn ignition switch OFF.
2. Verify terminal "1" is clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair terminal "1" connection. Confirm repair by performing complete Charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to the applicable Instruction Manual for proper testing procedures.

2. CHECK TERMINAL "1" CIRCUIT

Check voltage between generator connector E204 terminal 1 and ground.

(+)		(-)	Voltage
Connector	Terminal		
E204	1	Ground	Battery voltage

Is voltage reading as specified?

YES >> GO TO 3.

NO >> Check harness for open between generator and fusible link.

3. CHECK TERMINAL "1" CONNECTION (VOLTAGE DROP TEST)

1. Start engine, then engine running at idle and warm.
2. Check voltage between battery positive terminal and generator connector E204 terminal 1.

(+)		(-)	Voltage
Connector	Terminal		
E204	1	Battery positive terminal	Less than 0.2V

Is the voltage reading as specified?

YES >> Terminal "1" circuit is normal. Refer to [CHG-5, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-8, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#)

NO >> Check harness between battery and generator for high resistance.

L TERMINAL CIRCUIT (OPEN)

< DTC/CIRCUIT DIAGNOSIS >

L TERMINAL CIRCUIT (OPEN)

Description

INFOID:000000008713490

The "L" terminal circuit controls the charge warning lamp. The charge warning lamp turns ON when the ignition switch is set to ON or START. When the generator is providing sufficient voltage with the engine running, the charge warning lamp turns OFF. If the charge warning lamp illuminates with the engine running, a malfunction is indicated.

Diagnosis Procedure

INFOID:000000008713491

Regarding Wiring Diagram information. Refer to [CHG-21, "Wiring Diagram"](#).

1. CHECK "L" TERMINAL CONNECTION

1. Turn ignition switch OFF.
2. Check if "L" terminal is clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair "L" terminal connection. Confirm repair by performing complete Charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to applicable Instruction Manual for proper testing procedures.

2. CHECK "L" TERMINAL CIRCUIT (OPEN)

1. Disconnect the generator connector.
2. Apply ground to generator harness connector terminal.
3. Check condition of the charge warning lamp with the ignition switch in the ON position.

Generator		Ground	Condition	
Connector	Terminal		Ignition switch position	Charge warning lamp
E205	2		ON	Illuminate

Does it illuminate?

YES >> "L" terminal circuit is normal. Refer to [CHG-5, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-8, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#).

NO >> GO TO 3.

3. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

1. Disconnect the battery cable from the negative terminal.
2. Disconnect the combination meter connector.
3. Check continuity between generator harness connector and combination meter harness connector.

Generator		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
E205	2	M23	45	Yes

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace the harness or connectors.

4. CHECK HARNESS CONTINUITY (OPEN CIRCUIT)

Check continuity between combination meter harness connector and fuse block (J/B).

Combination meter		Fuse box (J/B)		Continuity
Connector	Terminal	Connector	Terminal	
M24	24	M4	5P	Yes

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L TERMINAL CIRCUIT (OPEN)

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace the harness or connectors.

5.CHECK POWER SUPPLY CIRCUIT

1. Connect the battery cable to the negative terminal.
2. Check voltage between combination meter harness connector and ground.

(+)		(-)	Condition	Voltage (Approx.)
Combination meter				
Connector	Terminal			
M24	24	Ground	When the ignition switch is in ON position	Battery voltage

Is the inspection result normal?

YES >> Replace the combination meter. Refer to [MWI-97. "Removal and Installation"](#).

NO >> Repair or replace the harness or connectors.

L TERMINAL CIRCUIT (SHORT)

< DTC/CIRCUIT DIAGNOSIS >

L TERMINAL CIRCUIT (SHORT)

Description

INFOID:000000008713492

The terminal "L" circuit controls the charge warning lamp. The charge warning lamp turns ON when the ignition switch is set to ON or START. When the generator is providing sufficient voltage with the engine running, the charge warning lamp turns off. If the charge warning lamp illuminates with the engine running, a malfunction is indicated.

Diagnosis Procedure

INFOID:000000008713493

Regarding Wiring Diagram information, refer to [CHG-21, "Wiring Diagram"](#).

1. CHECK "L" TERMINAL CIRCUIT (SHORT)

1. Turn ignition switch OFF.
2. Disconnect generator connector.
3. Turn ignition switch ON.

Does charge warning lamp illuminate?

YES >> GO TO 2.

NO >> Refer to [CHG-5, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [CHG-8, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#).

2. CHECK HARNESS CONTINUITY (SHORT CIRCUIT)

1. Turn ignition switch OFF.
2. Disconnect the battery cable from the negative terminal.
3. Disconnect combination meter connector.
4. Check continuity between the combination meter harness connector and ground.

Combination meter		Ground	Continuity
Connector	Terminal		
E205	2		No

Is the inspection result normal?

YES >> Replace the combination meter. Refer to [MWI-97, "Removal and Installation"](#).

NO >> Repair or replace the harness or connectors.

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S TERMINAL CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

S TERMINAL CIRCUIT

Description

INFOID:000000007316527

The output voltage of the generator is controlled by the IC regulator at terminal "3" (S) detecting the input voltage. Terminal "3" circuit detects the battery voltage to adjust the generator output voltage with the IC regulator.

Diagnosis Procedure

INFOID:000000007316528

Regarding Wiring Diagram information, refer to [CHG-21, "Wiring Diagram"](#).

1. CHECK VOLTAGE REGULATOR CIRCUIT CONNECTION

Check to see if connector E205 terminal 3 is clean and tight.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair terminal connection. Confirm repair by performing complete Charging system test using EXP-800 NI or GR8-1200 NI (if available). Refer to the applicable Instruction Manual for proper testing procedures.

2. CHECK VOLTAGE REGULATOR CIRCUIT

Check voltage between generator harness connector E205 terminal 3 and ground.

3 - ground

Battery voltage

Does battery voltage exist?

YES >> Refer to [CHG-5, "Work Flow \(With EXP-800 NI or GR8-1200 NI\)"](#) or [.CHG-8, "Work Flow \(Without EXP-800 NI or GR8-1200 NI\)"](#)

NO >> Check harness for open between generator and fuse.

CHARGING SYSTEM

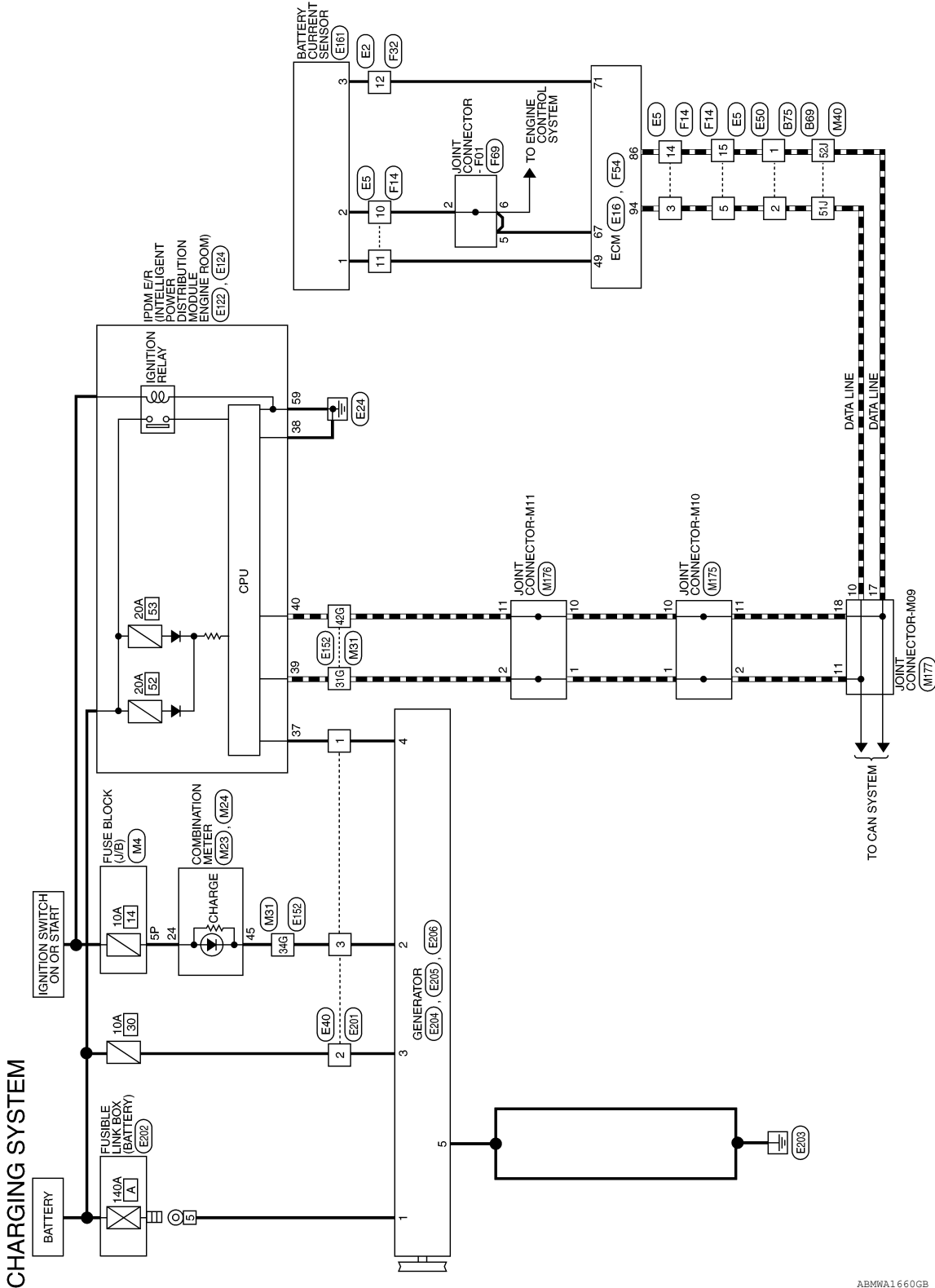
< WIRING DIAGRAM >

WIRING DIAGRAM

CHARGING SYSTEM

Wiring Diagram

INFOID:000000007316529



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CHARGING SYSTEM

< WIRING DIAGRAM >

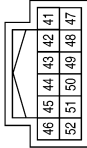
CHARGING SYSTEM CONNECTORS

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



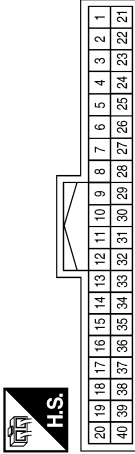
Terminal No.	5P	Color of Wire	O/L	Signal Name	—
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Connector No.	M23
Connector Name	COMBINATION METER
Connector Color	WHITE



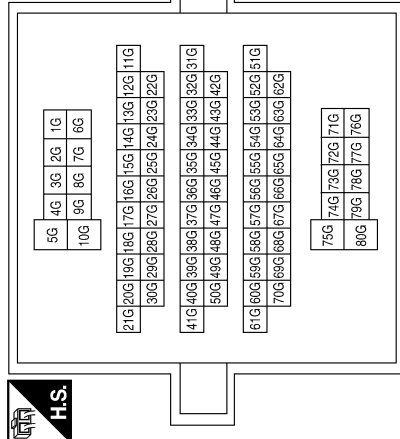
Terminal No.	45	Color of Wire	BR/W	Signal Name	CHARGE IN
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Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE



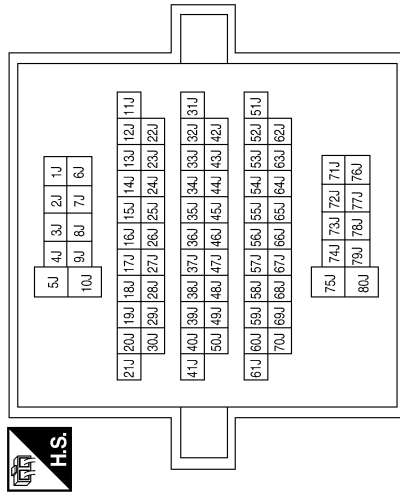
Terminal No.	24	Color of Wire	O/L	Signal Name	RUN/START
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Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE



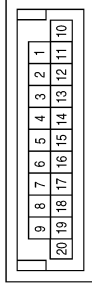
Terminal No.	31G	Color of Wire	L	Signal Name	—
	34G	Color of Wire	BR/W	Signal Name	—
	42G	Color of Wire	P	Signal Name	—

Connector No.	M40
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	51J	Color of Wire	L	Signal Name	—
	52J	Color of Wire	P	Signal Name	—

Connector No.	M175
Connector Name	JOINT CONNECTOR-M10
Connector Color	BLUE

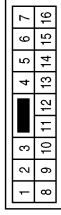


Terminal No.	1	Color of Wire	L	Signal Name	—
	2	Color of Wire	L	Signal Name	—
	10	Color of Wire	P	Signal Name	—
	11	Color of Wire	P	Signal Name	—

CHARGING SYSTEM

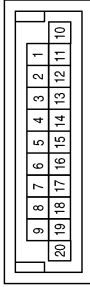
< WIRING DIAGRAM >

Connector No.	E2
Connector Name	WIRE TO WIRE
Connector Color	WHITE



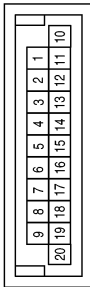
Terminal No.	Color of Wire	Signal Name
12	R	-

Connector No.	M177
Connector Name	JOINT CONNECTOR-M09
Connector Color	GREEN



Terminal No.	Color of Wire	Signal Name
10	L	-
11	L	-
17	P	-
18	P	-

Connector No.	M176
Connector Name	JOINT CONNECTOR-M11
Connector Color	BLUE



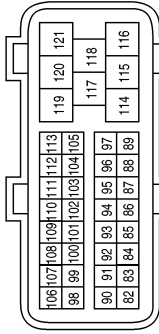
Terminal No.	Color of Wire	Signal Name
1	L	-
2	L	-
10	P	-
11	P	-

Connector No.	E40
Connector Name	WIRE TO WIRE
Connector Color	BLACK



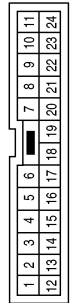
Terminal No.	Color of Wire	Signal Name
1	Y	-
2	Y/B	-
3	BR/W	-

Connector No.	E16
Connector Name	ECM
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
86	P	CAN-L
94	L	CAN-H

Connector No.	E5
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
3	L	-
5	L	-
10	B	-
11	R/Y	-
14	P	-
15	P	-

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CHARGING SYSTEM

< WIRING DIAGRAM >

Connector No.	E124
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	BLACK



59	58	57
62	61	60

Terminal No.	Color of Wire	Signal Name
59	B	GND (POWER)

Connector No.	E122
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



42	41	40	39	38	37
48	47	46	45	44	43

Terminal No.	Color of Wire	Signal Name
37	Y	ALT-C CONT
38	B	GND (SIGNAL)
39	L	CAN-H
40	P	CAN-L

Connector No.	E50
Connector Name	WIRE TO WIRE
Connector Color	BROWN



2	1
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Terminal No.	Color of Wire	Signal Name
1	P	-
2	L	-

Connector No.	E161
Connector Name	BATTERY CURRENT SENSOR
Connector Color	BLACK

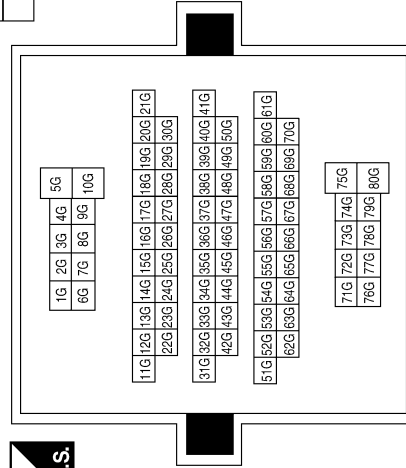


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Terminal No.	Color of Wire	Signal Name
1	R/Y	-
2	B	-
3	R	-

Terminal No.	Color of Wire	Signal Name
31G	L	-
34G	BR/W	-
42G	P	-

Connector No.	E152
Connector Name	WIRE TO WIRE
Connector Color	WHITE



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CHARGING SYSTEM

< WIRING DIAGRAM >

Connector No.	E204
Connector Name	GENERATOR
Connector Color	-



Terminal No.	Color of Wire	Signal Name
1	B/R	-

Connector No.	E202
Connector Name	FUSIBLE LINK BOX (BATTERY)
Connector Color	-



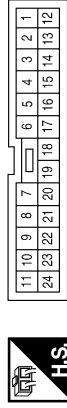
Terminal No.	Color of Wire	Signal Name
5	B/R	-

Connector No.	E201
Connector Name	WIRE TO WIRE
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	Y	-
2	Y/B	-
3	BR/W	-

Connector No.	F14
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
3	L	-
5	L	-
10	B	-
11	R/Y	-
14	P	-
15	P	-

Connector No.	E206
Connector Name	GENERATOR
Connector Color	-



Terminal No.	Color of Wire	Signal Name
5	B	-

Connector No.	E205
Connector Name	GENERATOR
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
2	BR/W	-
3	Y/B	-
4	Y	-

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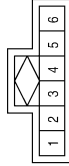
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CHARGING SYSTEM

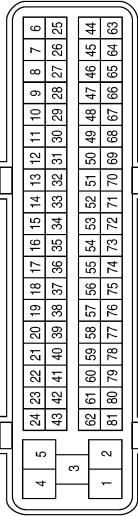
< WIRING DIAGRAM >

Connector No.	F69
Connector Name	JOINT CONNECTOR-F01
Connector Color	GRAY



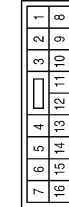
Terminal No.	Color of Wire	Signal Name
2	B	-
5	B	-
6	B	-

Connector No.	F54
Connector Name	ECM
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
49	R/Y	AVCC (PDPRES)
67	B	GND-A
71	R	CURSEN

Connector No.	F32
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
12	R	-

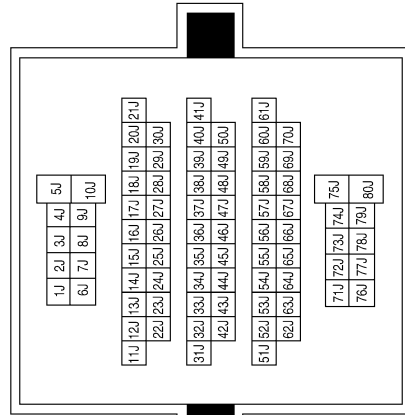
Connector No.	B75
Connector Name	WIRE TO WIRE
Connector Color	BROWN



Terminal No.	Color of Wire	Signal Name
1	P	-
2	L	-

Terminal No.	Color of Wire	Signal Name
51J	L	-
52J	P	-

Connector No.	B69
Connector Name	WIRE TO WIRE
Connector Color	WHITE



ABMIA3335GB

CHARGING SYSTEM

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

CHARGING SYSTEM

Symptom Table

INFOID:000000007316530

Symptom	Reference
Battery discharged	Refer to CHG-5, "Work Flow (With EXP-800 NI or GR8-1200 NI)" or .CHG-8, "Work Flow (Without EXP-800 NI or GR8-1200 NI)"
The charge warning lamp does not illuminate when the ignition switch is set to ON.	
The charge warning lamp does not turn OFF after the engine starts.	
The charging warning lamp turns ON when increasing the engine speed.	

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GENERATOR

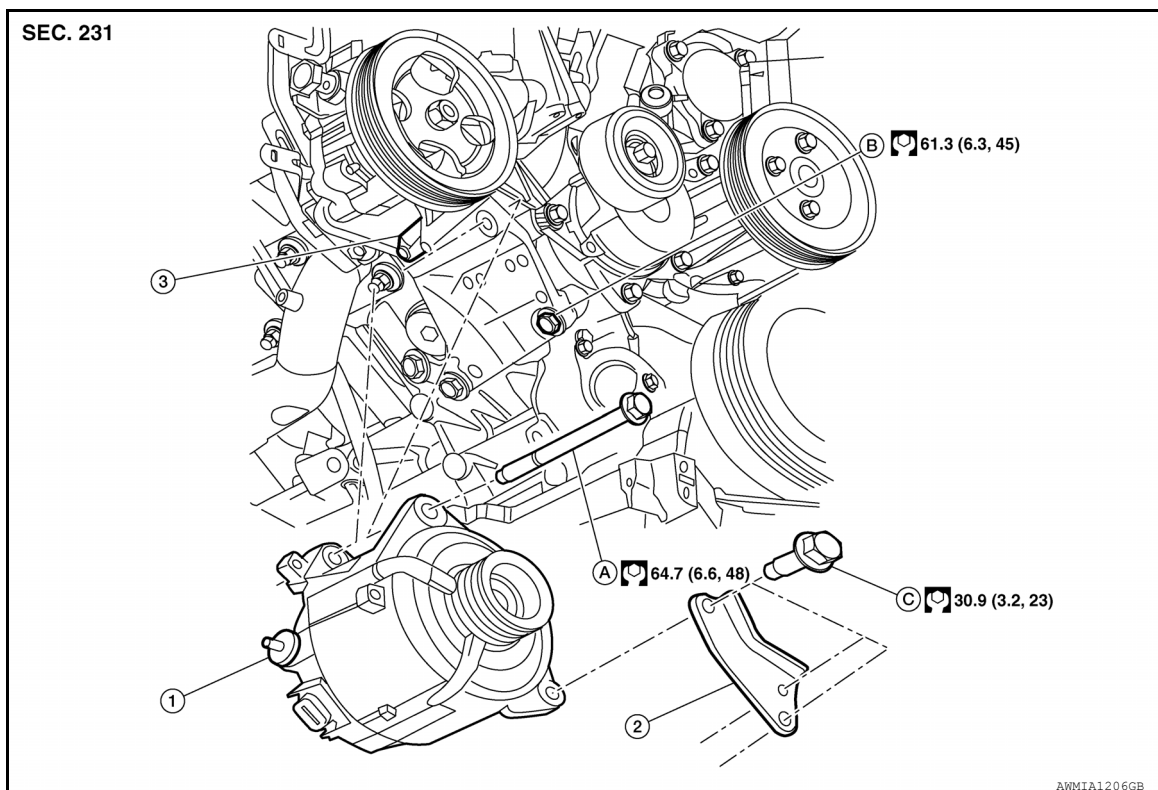
< REMOVAL AND INSTALLATION >

REMOVAL AND INSTALLATION

GENERATOR

Removal and Installation

INFOID:000000007316531



- | | | |
|----------------|-----------------------|-----------------------|
| 1. Generator | 2. Lower bracket | 3. Upper bracket |
| A. Upper bolts | B. Upper bracket bolt | C. Lower bracket bolt |

REMOVAL

1. Disconnect the negative battery terminal. Refer to [PG-77. "Removal and Installation"](#).
2. Remove the front under cover using power tool. Refer to [EXT-15. "Removal and Installation"](#).
3. Remove air duct and resonator assembly. Refer to [EM-25. "Removal and Installation"](#).
4. Remove the drive belt. Refer to [EM-13. "Removal and Installation"](#).
5. Remove lower bracket bolts using a suitable tools.
6. Remove the upper bolt using a suitable tools.
7. Disconnect the generator harness connectors.
8. Remove the generator.

INSTALLATION

Installation is in the reverse order of removal.

- This model includes the variable voltage control system. Therefore be sure to inspect the variable voltage control system after replacing the generator to ensure the system operates normally.
- Install the generator and check the tension of the drive belt. Refer to [EM-13. "Checking Drive Belts"](#).

CAUTION:

Tighten terminal nut carefully.

Terminal nut : 10.8 N·m (1.1 kg·m, 8 ft·lb)

GENERATOR

< SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

GENERATOR

Generator

INFOID:000000007316532

Model *	TG15S179
Manufacturer	Valeo
Nominal rating	14V-130A
Ground polarity	Negative
Minimum revolution under no-load	1,200 rpm
Hot output current (When 13.5 volts is applied)	More than 52A/1,500 rpm More than 82A/1,800 rpm More than 115A/2,500 rpm More than 130A/5,000 rpm
Regulated output voltage	13.5V @ 5,000 rpm @ 20°C (68°F)
Adjustment range of power generation variable voltage control	11.4 - 15.6V

*: Always check with the Parts Department for the latest parts information.

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