

### Please Review

There **have been several factory service bulletins produced by NISSAN to correct charging system problem on MAXIMAS.**

These problems are: Poor Connections, Poor Charge at Idle and Wiring.

#### POOR CONNECTIONS

The battery wire may not be able to carry all of the current from the alternator back to the battery. The symptoms for this include alternator failure, alternator overheating, and electrical power loss.

To identify this problem:

- Connect a voltmeter between the alternator's BAT terminal and alternator case.
- Turn all electrical accessories on.
- Run engine at 2000 R.P.M.
- Note voltage reading
- Move voltmeter to battery
- Note voltage reading

If reading at the alternator is more than 0.5 volts higher than battery reading poor connections in the wiring harness are indicated and

must be corrected to prevent repeated alternator failure!

#### POOR CHARGE AT IDLE

Some MAXIMAS do not charge well at idle, even though the alternator is functioning properly. NISSAN has made a smaller (65 mm.) pulley available to correct this problem. Changing to the 65 mm. Pulley requires a shorter drive belt. Note that some MAXIMAS have this pulley installed as original equipment. Changing to the larger pulley on these vehicles is not recommended. Your purchased unit is equipped with the 65 mm pulley.

#### WIRING

Terminal L must receive voltage. This voltage is provided by the indicator lamp on most vehicles.

Failure to have voltage at terminal L may cause:

- No charge, Indicator lamp off.
- Charges OK, but indicator lamp is on.
- Will not charge unless engine is “revved” up.

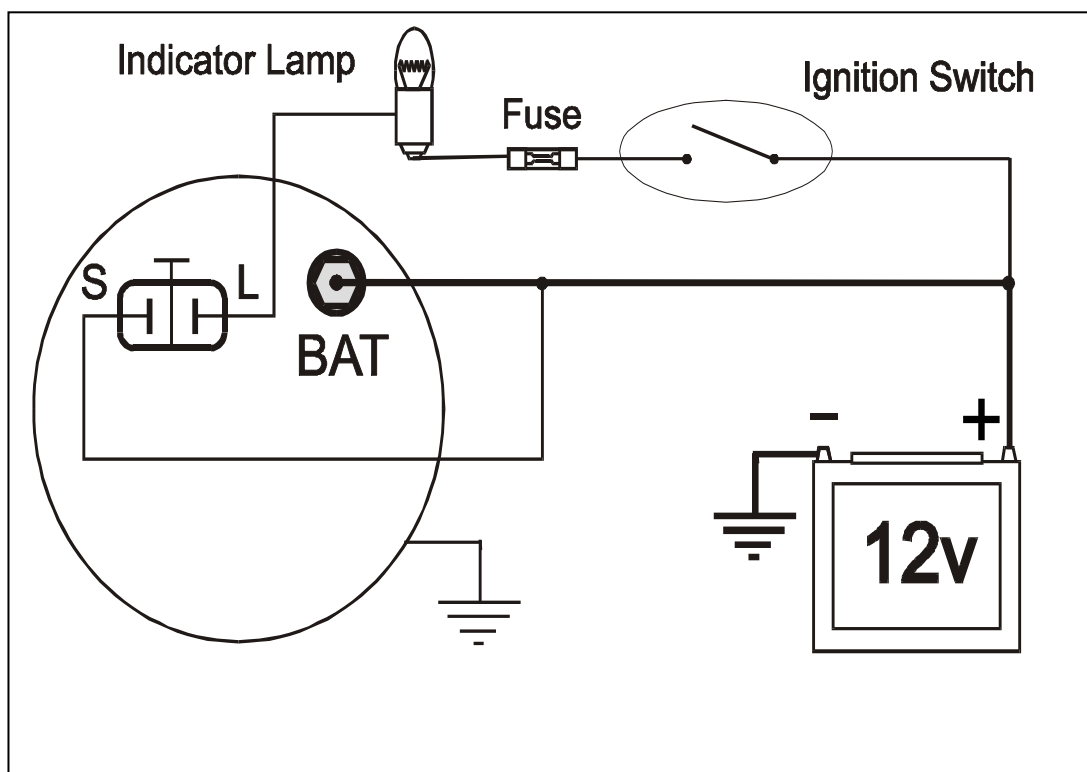
1. Terminal S must have battery voltage. This voltage is supplied directly from the battery and will be present at all times. Failure to have voltage at this terminal will cause:

- Overcharge or no charge condition, depending on battery design.

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.

Typical schematic below



### **These units are interchangeable**

**Although the unit you purchased may not look exactly like the one removed from the vehicle, it will install and operate with no modifications necessary.**

