

Alternators with “C” and “G” Terminals

There are a number of levels of Computer Control on many modern alternators. The simplest connection on the Alternator but the greatest level of control is the “COM, LIN, BSS, RLO, and RCV” style of computer control that we have covered in a previous Tech Tip 49. There are also differing levels of control on many units now with some that are labelled the same but may operate differently.

ANJ573 is a good example of this, the G or C terminal on an ANJ573 has a very basic control function over the alternator, grounding the G terminal will drop the alternator output from 14 Volts to just over 12Volts, the alternator will continue to cover current load or amps but unloads the engine to minimise power consumption during poor idle situations or when all engine power is desired under heavy load / high acceleration etc.

There is another version of ANJ573 – ANJ625 where the output has varying control via the G terminal. The vehicle ECU uses a duty cycle signal on the G terminal to vary alternator voltage output as required according to engine load and desired battery voltage.

A2TX1279A is the OE number for ANJ625 and ANJ573 will not operate correctly on the vehicle that needs ANJ625 as it will trigger a fault code and engine warning light to illuminate. S is normal battery sense, L is warning light and FR is load feedback to the ECU.

