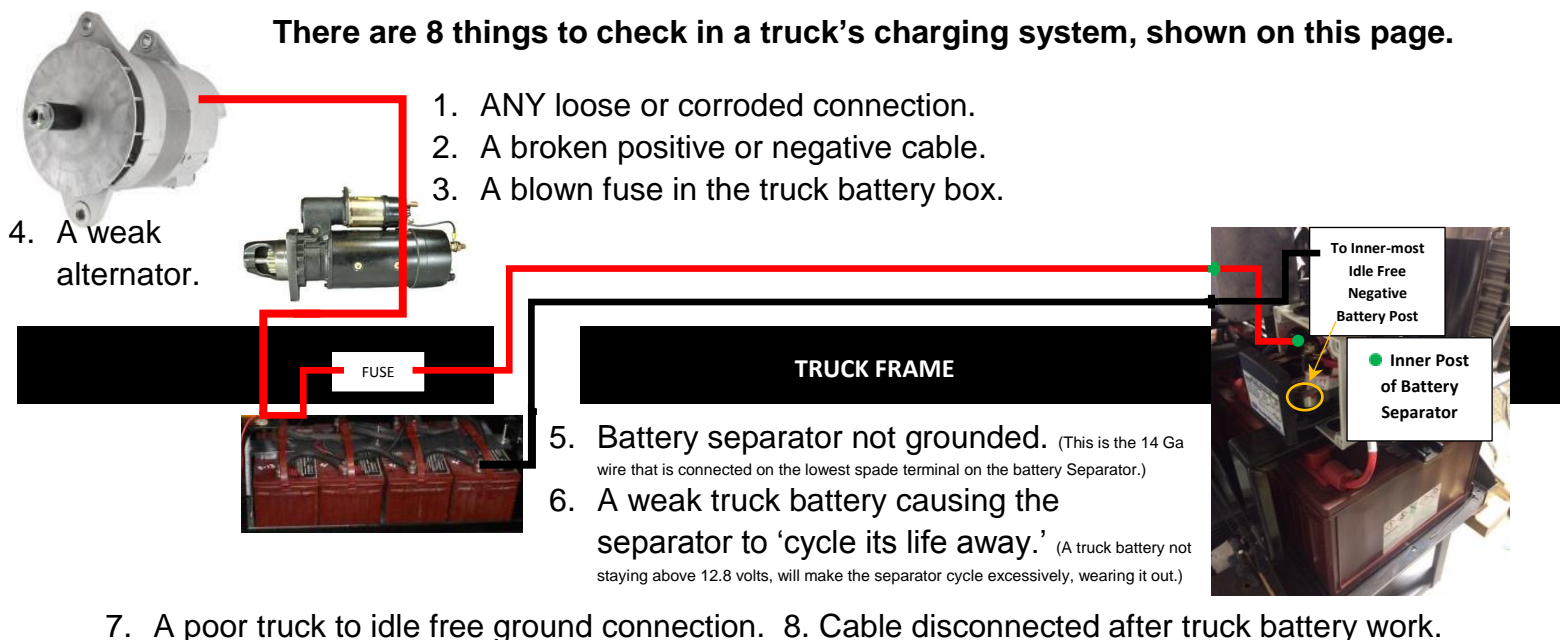


In this edition of “Tech Tips”, we will cover the truck’s charging circuit. Charging obviously starts at the alternator, which is often overlooked. Starting in 2015, due to the addition of so many OEM added electrical demands Idle Free Systems changed the requirement of using a 160-amp alternator to a 240-amp (or larger) alternator.

This larger alternator is required to allow the Idle Free batteries to be fully charged after a 4-6-hour drive time on 2015 & newer trucks. Something else to keep in mind is that the alternator, & the positive cable, running from the truck’s battery box to the Idle Free battery bank **is only half** the charging circuit. **The ground side of this circuit is often forgotten or ignored.** The whole circuit is shown below, and some common issues are listed.

There are 8 things to check in a truck’s charging system, shown on this page.



On Volvo & Mack trucks, the negative cable **MUST** be connected to the ground stud located **BEHIND** the battery box on the frame. All other make trucks the ground cable & the positive cable should be connected at opposite ends of the truck’s battery bank. There should be no more than 0.1volt difference when voltage is measured at the truck battery bank & at the battery separator. If there is more than a 0.1 volt difference, you have a connection problem. As always, if you struggle to find a cause of a problem, call Idle Free Technical Support at the number listed below. Thank you.

Technical Support team phone: (920) 206-9333 ext 1

Technical Support email: techsupport@idlefreesystems.com