

About Voltage Set Points & (RVS) Remove Voltage Sense

A) A Higher & more Stable system voltage can be of benefit in:

- 1) Overcoming voltage loss/drop and Maintaining desired voltage
- 2) Improving winter or cold battery-voltage performance issues
- 3) Extending Battery Life

B) It is possible to specify your alternators with different fixed Voltage Set Points

(ie. 13.8V, 14.0V, 14.2V or 14.6V for 12V systems) in a Local Voltage Sense (standard 1-wire) type or in a Remote Voltage Sense (RVS).

Local Voltage Sense

VS

Remote Voltage Sense (RVS)

- 1) Battery Voltage is sensed at the alternator. No additional wires are needed.
- 2) Will not overcome-compensate for any voltage drops between alternator and battery. ie) it is possible to have 14V at the alternator and 13.5V at the battery depending on the amount of voltage drop present.
- 3) Batteries can remain slightly or significantly undercharged depending on severity of voltage drop present, if any.
- 4) Alternator will run cooler than a RVS equipped alternator in the presence of a voltage drop.

- 1) Battery Voltage is sensed at the battery. An additional sense wire must be added from the sense post at the back of the alternator to the battery positive sense point.
- 2) Will attempt to overcome voltage drop until set point is reached at the battery, ie) it is possible to have 14.5V at the alternator and 14.0V at the battery depending on the amount of voltage drop present and the regulator set point.
- 3) Batteries will be charged to the set point in the alternator regulator which will extend battery life versus a continuously undercharged battery.
- 4) Alternator could potentially run hotter in the presence of a voltage drop since it has to overcome the voltage drop.
- 5) A poor or a loss of a RVS sense wire or connection, can result in an overcharge or no charge condition.