



## Alternator Info (220 Amp)

Sprinter Sales Engineering & Regional Upfitter Center



# Disclaimer

The specifications, descriptions, information, and recommendations contained in this bulletin are believed to be accurate as of August 20, 2013.

Sprinter Sales Engineering reserves the right to modify or append this document without prior notification.

This bulletin is not intended as a work instruction, but as an aid for upfitters to provide technical information necessary to retrofit or modify Mercedes-Benz Sprinters & Freightliner Sprinters (906).

Prior to making any modification to or installing any equipment in or on a Mercedes-Benz Sprinter & Freightliner Sprinter, please check with Sprinter Sales Engineering for additional and updated information, and read the Sprinter Body Builder Information Book Model Series 906.

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## Note:

A new generation of regulators are used in the Sprinter. The alternator regulator is equipped with a LIN (Local Interface Network) interface.

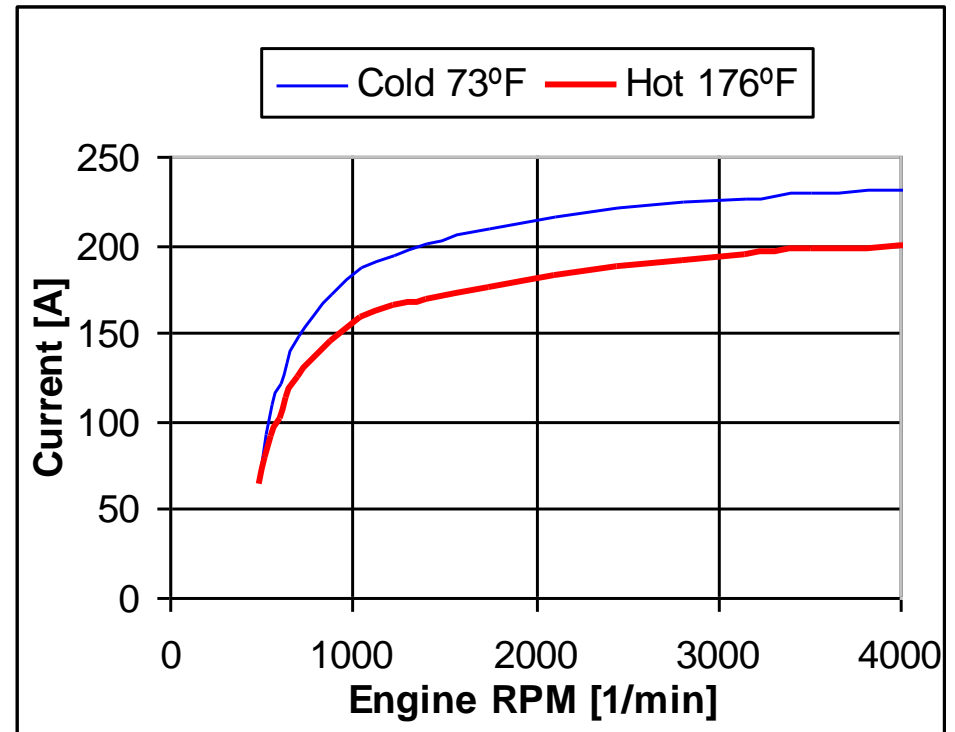
The characteristics of the LIN alternators are fixed in the engine control unit – for this reason aftermarket **alternators can not be retrofitted.**

The only available alternator for the Sprinter starting model year 2010 is 220 Amp alternator (standard equipment).

No D+ (engine running positive signal) output is available at alternator with LIN Bus technology, only at the body builder connector EK1 (see Body Builder Book) under driver seat.

# 220 Amp (standard alternator)

Engine RPM (1/min)	Current Cold 73°F (A)	Current Hot 176°F (A)
650	137	116
700	149	125
800	162	137
900	175	148
1000	183	154
1200	194	165
1400	201	169
1500	203	171
1600	205	173
1800	210	177
2000	215	180
2500	222	188
3000	226	193
3500	230	198
4000	231	199



\*Values are estimated and can differ slightly from manufacturer

# F57 (300A) Alternator Fusing

- The alternator wiring harness is fused with a 300A.
- The fuse is integrated in the wiring harness
- The fuse location is at the rear of the engine at bell house
- In the event a short would occur and the fuse blows, then the alternator wiring harness has to be completely replaced!

