

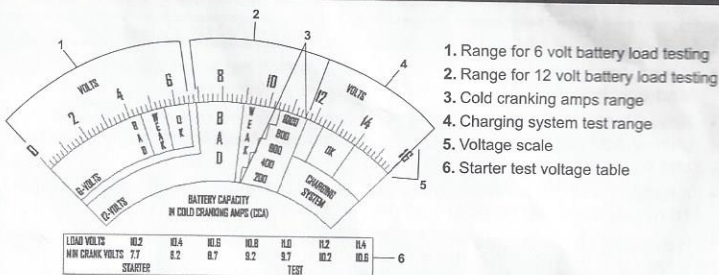
TABLE 1

LOAD TEST	BATTERY CONDITION
Good (green)	The battery capacity is OK. The battery may or may not be fully charged. Check the specific gravity of the battery to determine the state of charge, check for an electrical drain or possible charging system trouble. Recharge the battery to a full level.
Weak or bad, but the needle remains steady. (yellow or red)	The battery capacity is not satisfactory. The battery may be either defective or not fully charged. Check the specific gravity to determine which condition exists. If charging does not bring the specific gravity to the full charge level, the battery should be replaced.
Weak or bad, but the needle continues to fall. (yellow or red)	The battery may be defective or very run-down. Release the load switch and note the voltmeter reaction. Voltage recovery to 12 volts or above within a few seconds indicates a defective battery. A slow voltage recovery indicates a run-down condition. For best results, check the specific gravity.

TESTING THE CHARGING SYSTEM

1. Connect the tester.
2. Start the engine and run it at 1200 to 1500 rpm. CAUTION: Stay clear of moving engine parts.
3. Note the meter reading with all of the electrical accessories off. It should be in the green "OK" band in the "charging system" scale (see illustration).
4. With the headlights and blower motor on high, the meter should remain in the green "OK" band.
5. If the meter reads in the red band or outside the charging system zone, trouble is indicated; most likely a defective alternator.

METER



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STARTER MOTOR TEST

This test identifies excessive starter current draw, which makes starting difficult and shortens battery life. Perform the battery load test first, to make sure the battery is in good condition. If the battery tests either weak or bad, this test cannot be performed.

NOTE: The engine must be at a normal operating temperature.

1. Perform a basic battery load test. Note the exact voltage with the load test on (see meter illustration).
2. Using the load voltage obtained above, see Table 2 or the meter face, to find the minimum cranking voltage listed. If the engine is less than 200 CID, use the next higher minimum cranking voltage. For example, if the load voltage is 11.00, use 10.2 for the minimum cranking voltage instead of 9.7.
3. If possible, disable the vehicle's ignition system so that it will not start. The test works best if the starter cranks for 2 to 5 seconds.
4. Crank the engine and note the voltage reading during engine cranking.
5. If the cranking voltage is below the minimum cranking voltage in Table 2, the starter current draw is excessive. If the starter cranks slowly, check for high resistance or poor connections.

TABLE 2

STARTER TEST VOLTAGE							
LOAD VOLTAGE	10.2	10.4	10.6	10.8	11.0	11.2	11.4
MINIMUM CRANKING VOLTAGE	7.7	8.2	8.7	9.2	9.7	10.2	10.6

BEFORE RETURNING FOR REPAIRS

When an unknown operating problem arises, please read the complete manual and then contact Customer Service for assistance. This will usually eliminate the need for return.

services@schumacherelectric.com
www.batterychargers.com

or call 1-800-621-5485, Monday-Friday 7:00AM to 5:00PM CST

For REPAIR OR RETURN, contact Customer Service at 1-800-621-5485. DO NOT SHIP UNIT until you receive a RETURN MERCHANDISE AUTHORIZATION (RMA) number from Customer Service at Schumacher Electric Corporation.