

GRIOT'S



G A R A G E

Products for your garage



**Battery Tester and
System Tester**

⚠ WARNING



Failure to follow instructions may cause damage or explosion, always shield eyes. **Read entire instruction manual before use.**

Warning: This product contains chemicals, including lead, known to the State of California to cause cancer, birth defects and other reproductive harm. ***Wash hands after handling.***

⚠️ WARNING



Read these instructions completely before using the tester and save them for future reference. Before using the tester near a car, truck or boat, read these instructions and the instruction manual/safety information provided by the car, truck, boat or equipment manufacturer. Following all manufacturers' instructions and safety procedures will reduce the risk of accident.



Working around lead-acid batteries may be dangerous. Lead-acid batteries release explosive gases during normal operation, charging and jump starting. Carefully read and follow these instructions for safe use. Always follow the specific instructions in this manual and on the tester each time you use it.

All lead-acid batteries (car, truck and boat) produce hydrogen gas which may violently explode in the presence of fire or sparks. **Do not smoke, use matches or a cigarette lighter while near batteries.** Do not handle the battery while wearing vinyl clothing because static electricity sparks are generated when vinyl clothing is rubbed. Review all cautionary material on the tester and in the engine compartment.



Always wear eye protection, appropriate protective clothing and other safety equipment when working near lead-acid batteries. Do not touch eyes while working on or around lead-acid batteries.



Use extreme care while working within the engine compartment, because moving parts may cause severe injury. Read and follow all safety instructions published in the vehicle's Owner's Manual.



Batteries being tested with the tester likely contain liquid acids which are hazardous if spilled.

Personal Precautions

Someone should always be within range of your voice or close enough to come to your aid when you work near a lead-acid battery.

Have plenty of fresh water and soap nearby in case battery acid contacts skin, clothing or eyes. Protective eyewear should always be worn when working near lead-acid batteries.

If battery acid contacts skin or clothing, wash immediately with soap and water. If acid enters eye, immediately flood eye with running cold water for at least 10 minutes and get medical attention immediately.

Be extra cautious to reduce risk of dropping a metal tool onto a battery. It might spark or short circuit the battery or another electrical part that may cause explosion.

Remove personal metal items such as rings, bracelets, necklaces and watches when working with a lead-acid battery. A lead-acid battery can produce a short-circuit current high enough to weld a ring or the like to metal, causing a severe burn.

Use the tester for testing lead-acid batteries only. Do not use for testing dry-cell batteries that are commonly used with home appliances.

NEVER test, charge or jump start a frozen battery.

Do not submerge in water.

Do not operate with flammables such as gasoline, etc.

If the tester receives a sharp blow or is otherwise damaged in any way, have it checked by a qualified service person.

Do not disassemble the tester. Have it checked by a qualified service person.

About Your Battery and System Tester

The battery tester is designed to test only 12 Volt batteries and systems. It is compatible with a wide range of battery types, including Conventional, Maintenance Free, AGM, Gel Cell, Marine and Deep Cycle batteries. The tester can test these types of batteries against several battery capacity rating systems. Below is a chart of the operating range of the tester based on the applicable capacity rating systems:

<i>Rating System</i>	<i>Testing Capacity</i>
CCA	100-1200 CCA
DIN	55-670 CCA
IEC	65-790 CCA
EN	95-1125 CCA
CA(MCA)	120-1440 CA(MCA)

The tester has a recommended operating ambient temperature range of 32°F to 122°F.

Preparing Battery to Be Tested

1. Be sure area around battery is well ventilated while battery is being tested.
2. Clean battery terminals. Wire brush them if necessary. Be careful to keep corrosion from coming in contact with eyes.
3. Inspect the battery for cracked or broken case or cover. If the battery is damaged, do not use tester.
4. If the battery is not a sealed Maintenance Free battery, add distilled water in each cell until battery acid reaches level specified by the manufacturer. This helps purge excessive gas from cells. Be careful not to overfill.
5. Confirm that all vehicle accessories are turned OFF to ensure you do not cause any arcing and that the tested battery has a nominal voltage of 12 Volts.
6. If it is necessary to remove battery from vehicle to test, always remove ground terminal from battery first.

Tester Operation

Battery Testing

1. Before you test a battery in a vehicle, turn off the ignition, all accessories and loads. Close all the vehicle doors and the trunk lid.
2. Make sure the battery terminals are clean. See *Preparing Battery to Be Tested*.
3. Connect tester leads to the battery, clamping the red clamp to the vehicle positive battery terminal first. Then, clamp the black clamp to the vehicle negative battery terminal second.
Note: Whenever possible, connect directly to the terminals/posts of the battery.
4. LED display will power up and show the open circuit voltage of the battery on the display.
Note: If you see **HI / Lo / ---- / Blank** on the display or the red “Check Connections” LED is lit, please refer to *Troubleshooting*.
5. Press ENTER to initiate the testing process.
6. Press UP or DOWN arrow key to select the battery test **bAtt** and press ENTER.
7. Press UP or DOWN arrow key to select the type of battery to be tested, **SLI** or **SEAL**, where SLI means Standard Starting/Lighting/Ignition flooded batteries and SEAL means VRLA/GEL/AGM batteries. Press ENTER.
8. Press UP or DOWN arrow key to select the applicable battery rating that you plan to test against. Options include CCA, din, IEC, En or CA (MCA). Press ENTER.
9. Press UP or DOWN arrow key to input the battery rating. Press ENTER to perform the battery test (lasts 1-2 seconds).
10. (*Optional sequence that is determined by the tester.*) If the display shows **CHA-** (Is tested battery charged?), press ENTER. Then press UP or DOWN arrow key to show **yES** or **no** as applicable and press ENTER.
11. When the test is complete, the LED display will show the actual determined

rating (as compared to the nominal rating entered in Step 9) and provide an LED assessment of starting system condition. Assessment corresponds as follows:

Green LED – The battery is good and capable of holding a charge.

Green/Yellow LEDs – The battery is good but needs to be charged.

Yellow/Red LEDs – Battery is discharged. The battery condition cannot be determined until it is fully charged. Recharge and retest the battery. If result is the same after a second test, the battery should be replaced immediately.

Red LED – The battery cannot hold a charge. It should be replaced immediately. Or, the battery has at least one short-circuited cell. It should be replaced immediately.

Err on Display plus **Red** “Check Connection” LED -- The clamps are not connected properly or the tested battery is has a higher CCA/CA(MCA) capacity than the tester’s operating range.

12. Press ENTER return to the home screen and once again display the battery’s open circuit voltage. Remove the test leads from the battery posts after completion of testing, always removing the negative clamp first and then the positive clamp.

System Testing: Starting and Charging System Tests

1. Make sure the battery terminals are clean. See *Preparing Battery to Be Tested*.
2. Connect tester leads to the battery, clamping the red clamp to the vehicle positive battery terminal first. Then, clamp the black clamp to the vehicle negative battery terminal second.

Note: Whenever possible, connect directly to the terminals/posts of the battery.

3. LED display will power up and show the open circuit voltage of the battery on the screen.

Note: If you see **HI / Lo / ---- / Blank** on the display or the red “Check Connections” LED is lit, please refer to *Troubleshooting*.

4. Turn off all vehicle accessory loads such as lighting, air conditioning, radio, etc.
5. Press ENTER to choose the type of test you would like to perform.
6. Press UP or DOWN arrow key to select the system test **SySt**. Press ENTER.

7. The screen shows **CrAn**. Press ENTER to perform Starting System Test.
8. Start the engine. The display will show the minimum voltage reach by the battery and provide an LED assessment of starting system condition. Assessment corresponds as follows:
 - Green** LED – Starting System OK.
 - Yellow** LED – Starting System Weak
 - Red** LED – Starting System Problem. Check connections, wiring, and starter immediately.
9. After Starting System Test, press ENTER to go to Charging System Test **CHAr**.
10. Run the engine to 1200 – 1500 rpm. Press ENTER. The tester will display the charging system voltage without loads and provide an LED assessment of that reading. Assessment corresponds as follows:
 - Green** LED – Charging System OK
 - Red** LED – Charging Voltage is High
 - Yellow** LED – Charging Voltage is Low
11. Next, the tester can provide an assessment of the charging system under load.
12. Without pressing ENTER, turn on the following accessories: blower to high (heat), high beam headlights, and rear defroster.
 - Note:** Do not use cycling loads such as air conditioning or windshield wipers.
13. The tester will display the charging system voltage under loads and provide an LED assessment of that reading. Assessment correspond as follows:
 - Green** LED – Charging System OK
 - Red** LED – Charging Voltage is High
 - Yellow** LED – Charging Voltage is Low
14. Turn engine OFF and remove the test leads from the battery posts after completion of testing, always removing the negative clamp first and then the positive clamp.

Troubleshooting

Question: What does it mean if the Tester Display shows **HI**?

Answer: The voltage of the tested battery is over 15V and too high of a reading for a 12V battery. The tester will not work under this situation. Confirm that the tested battery has a nominal voltage of 12 Volts.

Question: What does it mean if the Tester Display shows **Lo**?

Answer: The voltage of the tested battery is under 7V and too low to power the tester. Confirm that all vehicle accessories are turned OFF and that the tested battery has a nominal voltage of 12 Volts. If so, charge the battery. If reading is the same after charging, the battery should be replaced.

Question: What does it mean if the Tester Display is blank?

Answer: The voltage of the tested battery is too low to power the tester. Check battery connections and be sure that you have not made a reverse connection. If condition persists, confirm that all vehicle accessories are turned OFF and that the tested battery has a nominal voltage of 12 Volts. If so, charge the battery. If reading is the same after charging, the battery should be replaced.

Question: What does it mean if the Tester Display shows ----?

Answer: The voltage reading is unstable. Confirm that all vehicle accessories are turned OFF and that the tested battery has a nominal voltage of 12 Volts. If condition persists, place a short (15-20 seconds) load on the battery by turning on the lights or another accessory and then turn accessory OFF. This temporary load may assist in stabilizing the battery voltage by removing any surface charge on the battery.

Question: What does it mean if the RED Check Connection LED is lit?

Answer: The tester is not sensing a proper 12 Volt battery connection. Make sure that the tester is properly connected using the correct polarity (positive to positive, negative to negative). Make sure that each connection is tight, with good surface contact between the clamp and the connected surface.

Question: What might cause sparking at the connection to the negative or positive terminal?

Answer: It is important that the tester clamps make a good connection to the battery terminal (preferred) or to the battery connection hardware. Avoid connecting to any screws that are used as part of the vehicle's battery connection. In some circumstances, usually when connecting to such screws, an inefficient connection is made that provides very little surface contact from the clamp to the connected surface. In such cases, the tester's electrical pulse will try to follow the easiest path to the battery posts. If such a situation occurs, disconnect tester immediately and attempt to make a better connection with greater surface contact between the clamp and the connected surface.



Have fun in your garage!®

Griot's Garage, Inc.
3500-A 20th Street E.
Tacoma, WA 98424
800-345-5789
www.griotsgarage.com

GRIOT'S



G A R A G E

Products for your garage

Battery Tester and System Tester