

# Quick Start Guide

The tester's task is to read and adjust the voltage of the controlled **COM (LIN, BSS), RLO, SIG, P-D** regulators

Technical parameters:

Color, easy-to-read display with a diagonal of **5"** (12,5cm).

Supply voltage **7-40V (max 60V)**

Voltage of the tested alternators: **12V, 24V**

Checked parameters of controllers with COM: voltage, rotor current filling (DFM), protocol, baud rate, errors and type regulator, regulator code and manufacturer.

Reading signals from DFM alternators (frequency and duty cycle)

Voltage measurement accuracy of **0.02V**

Protection against short-circuits and wrong connection of power polarity. All connectors on the panel are secured against wrong connection to the tested alternator.

The selection of the type of work is signaled by a sound signal (can be turned off in the "SERVICE" options

Screen saver in the form of RTC (can be turned off in the "SERVICE" options

Easily upgradeable via USB

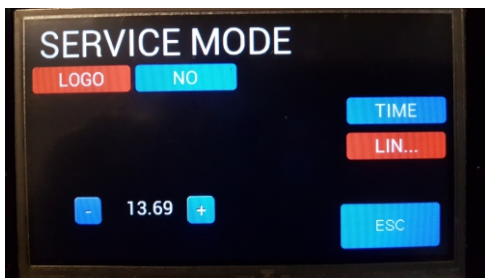
After connecting to the power supply, the tester responds with a welcome screen, in the service mode, it can be turned off as a result accelerated startup.



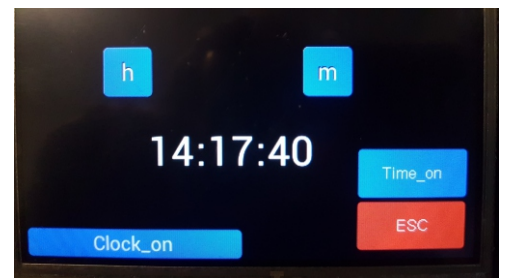
After the logo goes out for about 2 seconds, the tester operation selection mode is started.

- COM-PWM FORD
- PWM OPEL
- PWM SCANIA (24V)
- PWM HYUNDAI
- C HONDA
- C NISSAN
- PD Mazda
- RLO Toyota
- DFM
- i\_ELOOP

On this screen, you can enter the service mode by pressing the upper right corner of the screen for about 5 seconds



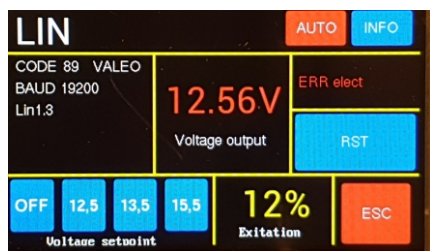
pressing the button will cause



In this mode, we can

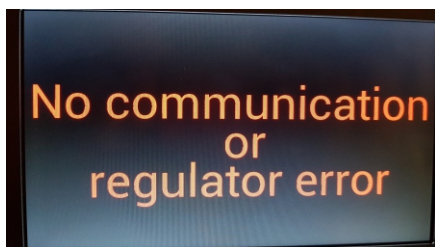
- enable / disable logo startup
- enable / disable the screen saver in the form of a RTC clock
- enable / disable the method of classifying LIN and BSS systems
- correction of the measured voltage with an accuracy of 0.01V
- RTC clock setting

The "ESC" button is used to exit the service mode, return to the operating mode selection: after pressing the COM button (after connecting the alternator) we wait for the alternator to report e.g.



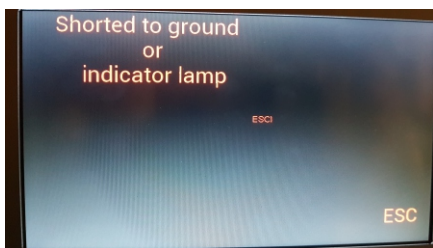
The LIN system is reporting Regulator manufacturing company, optimal baud rate regulator code LIN protocol the "Auto" button is used to turn on/off the automatic search for transmission protocols button "INFO" after pressing for 3 seconds the list of alternators will be displayed where this regulator is present

lub



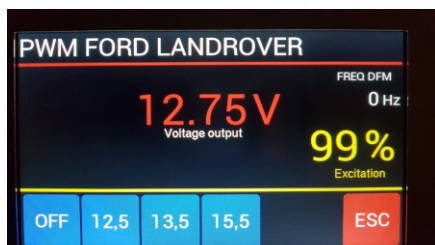
this message occurs in the absence of a connected regulator, faulty connection to the alternator, no tested tester on the list alternator or damage to the tester

lub

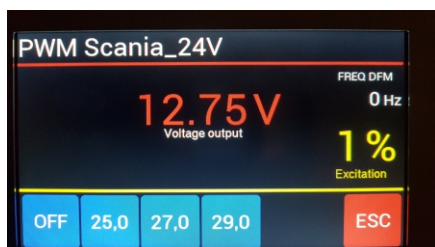


message - tester failure  
 - the alternator can be "lamp"  
 - short to ground  
 - defective regulator

PWM FORD



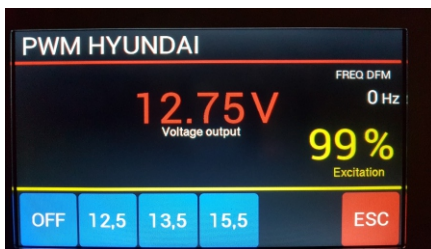
PWM SCANIA



PWM OPEL



## PWM HYUNDAI

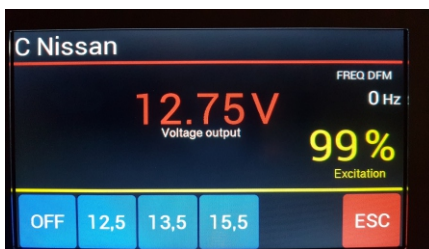


## C HONDA

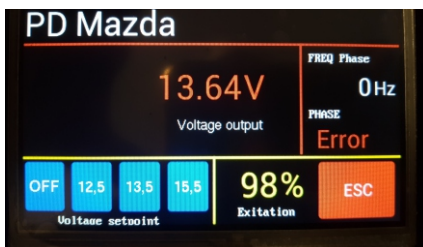


After pressing the "NO" bar, we turn on the charging turn it off after restarting

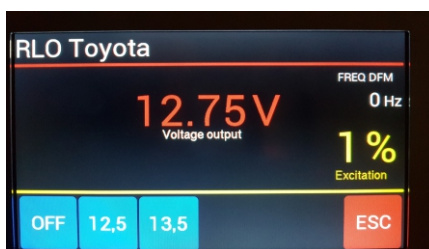
## C NISSAN



## PD Mazda



## RLO Toyota



## DFM

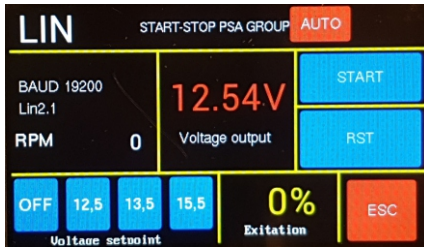


Some "Opel" alternators require the polarity of the DFM pin to be switched off the "OFFSET" button is used for this  
The DFM indications can be inverted by pressing the "POS" inscription



The function of operating alternators for energy recovery with the possibility of raising the voltage above 15.5V. (used, among others, in MAZDA cars)

## Alternator START-STOP



Pressing the "START" button will start it alternator as a starter, provided that the alternator is not driven, otherwise, no response to the button

## Checking START-STOP alternators

To ensure proper operation of both the alternator and the tester, the following conditions must be met:  
- ensure an efficient and well-charged battery, the alternator draws current during operation as a starter greater than 200A.

How to connect the tester:

Connect the minus terminal of the tester (black) to the alternator housing, ensuring very good contact at the same time

with the negative terminal of the battery.

Connect the positive pole of the battery with screws to the alternator with a cable of at least 35mm<sup>2</sup>.

## Screen calibration

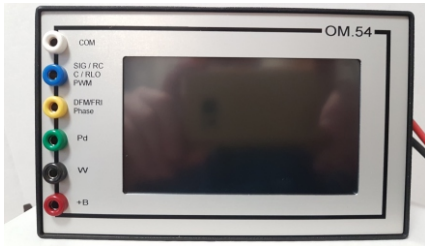
In case of incorrect reading of the position of the keys, the screen must be calibrated:

turn off the power press anywhere on the screen and turn on the power, wait for the white screen to report reduce the pressure , the black screen will appear and follow directions.

If the system freezes and the tester cannot be started, calibrate the image, the tester will return to the initial settings

After 10 minutes of inactivity, the screensaver in the form of an analog RTC clock is activated. To return to the main work, press the screen anywhere.





Input sockets



Restart button and USB socket for updating the tester



Cables for connecting alternators