

**PLEASE READ THE USER GUIDE  
BEFORE OPERATING TESTER**

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Please download the user guide for your device from our website (link below or scan the QR code).

<https://www.petertuneup.co.za/trailertester.html>

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- ➔ The person who is going to operate the tester must first read and go through all the pages of the user guide.
- ➔ When first opening the packaging box, insert fuses to activate the tester.
- ➔ The parameter settings on the DROK LCD energy meter are already configured.
- ➔ The rechargeable battery of the tester is already installed and connected.
- ➔ The batteries for the two remote controls are also installed and ready.
- ➔ Charge the tester battery first before using the tester.
- ➔ Never operate the tester while the tester battery is charging.
- ➔ Tester is not waterproof; keep it away from water, oil, fuel, and other liquids.
- ➔ Clean your tester with oil-based products like turpentine; never use thinners or any other alcohol-based cleaning products.
- ➔ Do not use fuses rated higher than 7.5 amperes on the tester testing circuits and 10 amperes for the charging circuit.
- ➔ As explained in the user guide, when there is a short on either the trailer or caravan male socket, the ampere-meter reading will rapidly increase when switching on any of the tester toggle switches. The amp-meter increase is an early indication that there is a major short on the wiring of the electrical tow socket you're testing. To prevent the tester fuse and relays from overheating or blowing, keep an eye on the ampere-meter and switch the tester off immediately. Find and diagnose shorts first, then continue testing with the tester.



### Best Practices for Using the AGM-VRLA Battery of the Tester

- Start the day fully charged. A lead-acid battery should be charged every day after 15 minutes or more of use. Before usage the following day, the tester must be plugged in and charged until the charger indicates the battery is fully charged. Failure to allow the battery to fully charge before the next use will diminish the life of the battery.
- A lead battery should never be fully discharged. It can only be discharged up to 30% (recommended at 50%) before irreversible damage occurs. By fully discharging your lead acid battery, or even discharging it below 80% of its rated capacity, you could damage the battery. This means that the battery capacity and recharge cycles will greatly decrease. If the tester's battery goes entirely flat, the included charger will be unable to read its voltage and will not charge the battery. You have to open up the tester in order to access the battery to charge it with a different power source, such as a vehicle battery charger that generates a constant voltage.
- When charging the tester battery, switch on the tester and observe the battery voltage on the tester voltmeter. During charging, the voltage will reach around 13.8–14.5 volts. After unplugging the charger, the voltage will drop to 12.8–13 volts. When the voltage reaches 100%, the charger will switch to trickle or slow charge mode. You may even leave it plugged in at this step to keep the battery fully charged. It is advised that you unplug the charger overnight.
- Place the tester in a well ventilated area, and always keep the ventilation hole (rubber sleeve grommet) on the side of the tester open to prevent gas buildup inside the tester when the battery is charging.
- A lead acid battery should not be fully charged more than once every 24 hours in order to prolong its lifespan.
- Focus on service life. The service life of a battery is the total number of hours it is utilized during its lifespan. Because a battery can only store and disperse a certain quantity of energy during its lifetime, how it's used depends on the user and their individual application.

The key to maximum performance and life in any **Lead Acid Battery** is ensuring they are properly maintained and charged.