NEW: Glow plug tester
Fast and reliable testing for steel and ceramic glow plugs - individually, no need to dismantle, no need to start the engine.

Now, with the new BERU glow plug tester, you can test steel and ceramic glow plugs on vehicles with 12 volt on-board voltage, easily, quickly, and reliably - individually, and with no need to dismantle them or start the engine.

The new BERU glow plug fast tester offers workshops a host of benefits:
- Reliable, fast and economical testing because there is no need to dismantle the glow plugs, or start the engine
- No need to pre-set the glow plug type (steel or ceramic)
- Detects automatically the glow plug voltage (from 3.3 to 15 volt)
- Tests in real-life conditions
- Easy to use
- Can test each glow plug separately
- Analogue display of heating and current limitation (individual glow plugs can be compared for current consumption and control behavior)
- Short-circuit and reverse voltage protection
- Surge voltage protection (additional glow plug monitoring via autonomous circuit)
- Characteristic-controlled testing procedure as in electronic control devices
- Detects loose contacts by means of processor, then repeats the test
- Special micro-controller software incorporated into the tester.

TECHNICAL DATA

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power input</td>
<td>8.5–15 Volt</td>
</tr>
<tr>
<td>Max. current</td>
<td>80 Ampere</td>
</tr>
<tr>
<td>Test voltage</td>
<td>0–7.5 Volt</td>
</tr>
<tr>
<td></td>
<td>After 3 seconds, the voltage goes back to 4.7 volts</td>
</tr>
<tr>
<td>Test pieces</td>
<td>sheathed steel glow plugs and ceramic glow plugs, 3.3 – 15 volts</td>
</tr>
<tr>
<td>Dimensions</td>
<td>122 x 65 x 40 mm (L x W x D)</td>
</tr>
<tr>
<td>Weight</td>
<td>250 g</td>
</tr>
<tr>
<td>Error message</td>
<td>Over-voltage and under-voltage</td>
</tr>
<tr>
<td></td>
<td>Short-circuit</td>
</tr>
<tr>
<td></td>
<td>Output (blue test cable) to +12 volt supply</td>
</tr>
<tr>
<td></td>
<td>Output (blue test cable) to minus</td>
</tr>
</tbody>
</table>
Troubleshooting
If the test does not run as planned it may be for one of the following reasons. Here is how to remedy the situation:

<table>
<thead>
<tr>
<th>PROBLEM</th>
<th>POSSIBLE CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>The dial continues to be illuminated red; Test procedure does not start</td>
<td>“Stop” is still illuminated yellow</td>
<td>Wait until “Start” is illuminated yellow</td>
</tr>
<tr>
<td>The dial is not illuminated</td>
<td>➔ The plus and the minus connections are interchanged ➔ Poor contact at connections</td>
<td>➔ Connect the tester correctly. Plus ➔ Red /Minus ➔ Black ➔ Ensure good and secure contact</td>
</tr>
<tr>
<td>No function</td>
<td>The input voltage is too low</td>
<td>Charge or replace vehicle battery</td>
</tr>
<tr>
<td>The dial is flashing red</td>
<td>➔ Short-circuit measurement or the blue test cable has had ground or plus contact ➔ Undervoltage ≤ 8.5 V ➔ Overvoltage ≥ 17 V</td>
<td>➔ Briefly disconnect the red plus terminal on the tester and then reconnect (Reset) ➔ Check connections ➔ Check the voltage supply</td>
</tr>
</tbody>
</table>