

OWNER'S MANUAL

Model SC-6000A

For 12-Volt Batteries

SpeedCharge™

computer
smart™

2 amp
S L O W
C H A R G E

30 amp
R A P I D
C H A R G E

10 amp
F A S T
C H A R G E

60 amp
E N G I N E
S T A R T

**Fully Automatic
Microprocessor Controlled
Battery Charger with
Engine Starter plus
Battery Tester and
Alternator Tester**

CAUTION:

Read all Safety Rules and Operating Instructions,
and follow them with each use of this product.



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PLEASE SAVE THIS OWNER'S MANUAL AND READ BEFORE EACH USE.

The SpeedCharge Model SC-6000A, Fully Automatic Battery Charger/Tester and Engine Starter, offers features to accommodate the needs for home or light commercial use. This manual will explain how to use the SpeedCharge safely and effectively. Please read and follow these instructions and precautions carefully.

NOTE: This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment on and off, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio technician for help.

IMPORTANT SAFETY INSTRUCTIONS

WARNING – RISK OF EXPLOSIVE GASES

WORKING IN VICINITY OF A LEAD-ACID BATTERY IS DANGEROUS. BATTERIES GENERATE EXPLOSIVE GASES DURING NORMAL BATTERY OPERATION. FOR THIS REASON, IT IS OF UTMOST IMPORTANCE THAT EACH TIME BEFORE USING YOUR CHARGER, YOU READ THIS MANUAL AND FOLLOW THE INSTRUCTIONS EXACTLY.

To reduce risk of battery explosion, follow these instructions and those published by battery manufacturer and manufacturer of any equipment you intend to use in vicinity of battery. Review cautionary marking on these products and on engine.

SAVE THESE INSTRUCTIONS

- **WARNING:** Handling the cord on this product or cords associated with accessories sold with this product, will expose you to lead, a chemical known to the State of California to cause cancer and birth defects or other reproductive harm. ***Wash hands after handling.***
- Read all instructions and cautions printed on the battery charger, battery, and vehicle or equipment using battery.
- Use charger only on lead-acid type rechargeable batteries, such as those used in cars, trucks, tractors, airplanes, vans, RV's, trolling motors, etc. This charger is not intended to supply power to a low voltage electrical system other than in a starter-motor application.
- **Never** use charger for charging dry cell batteries that are commonly used with home appliances like radios, stereos, remote controls, etc. These batteries may burst and cause personal injury.
- Do not disassemble charger. Take it to a qualified service professional if service or repair is required. Incorrect assembly may result in fire or electrical shock.
- To reduce risk of electrical shock, unplug the SpeedCharge from the outlet before attempting any maintenance or cleaning.
- Always charge battery in a well-ventilated area.
- **WARNING:** Battery chargers get hot during operation and must have proper ventilation. Air needs to flow around entire charger. Do not set charger on flammable materials like carpeting, upholstery, paper, cardboard, etc. Charger may damage leather and melt plastic and rubber.

HELP US HELP YOU —

Remember:

Place charger as far away from the battery being charged as the charger cables will permit.

Do not expose charger to rain or snow.

Never charge a frozen battery. If battery fluid (electrolyte) becomes frozen, bring battery into a warm area to thaw before you begin charging.

Never allow battery acid to drip on charger when reading specific gravity or filling battery.

Never set a battery on top of the charger.

Never place charger directly above battery being charged. The gases from the battery will corrode and damage the charger.

Never touch the battery clamps together when the charger is on. You could cause a spark.

Never operate charger if it has received a hard blow, been dropped, or otherwise damaged. Take it to a qualified professional for inspection and repair.

Be sure to position the charger power cord to prevent it from being stepped on, tripped over, or damaged.

Never pull out the plug by the cord when unplugging the SpeedCharge. Pulling on the cord may cause damage to the cord or the plug.

Do not operate the SpeedCharge if it has a damaged power cord or plug. Have the cord replaced.

PERSONAL SAFETY PRECAUTIONS

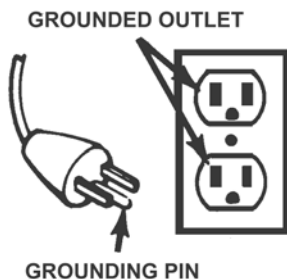
- **Wear complete eye and clothing protection** when working with lead-acid batteries.
- **Make sure** that someone is within range of your voice to come to your aid if needed while you work with or are near a lead-acid battery.
- **Have plenty of fresh water and soap** nearby for use in case battery acid contacts your eyes, skin, or clothing. If this happens, wash immediately with soap and water. Then get medical attention.
- **Avoid touching your eyes** while working with a battery. Acid particles (corrosion) may get into your eyes. If this occurs, flush eyes immediately with running cold water for at least 10 minutes. Then immediately get medical attention.
- **Never** charge a frozen battery.
- **Remove all personal metal items** from your body such as rings, bracelets, necklaces and watches, while working with a lead-acid battery. A battery can produce a short circuit current high enough to weld a ring (or the like) to metal, causing a severe burn.
- **Take care** not to drop any metal tool or metal object onto the battery. This may spark or short circuit the battery or another electrical device that may cause an explosion.
- **Always** operate the battery charger in an open, well-ventilated area.
- **Never** smoke or allow a spark or flame in the vicinity of the battery or engine. Batteries generate explosive gases.
- **Neutralize** any acid spills thoroughly with baking soda before attempting to clean up.

BEFORE USING YOUR BATTERY CHARGER

It is important to understand the charger's requirements. This section explains the charger's electrical requirements and how to prepare a battery for charging.

PLUGGING IT IN

Your charger requires a 120V AC receptacle installed according to all local codes and ordinances.



USING AN EXTENSION CORD

The use of an extension cord is not recommended. If you must use an

extension cord, please make sure that you follow these guidelines:

- Make sure that pins on plug of extension cord are the same number, size, and shape as those of plug on charger.
- Check that the extension cord is properly wired and in good electrical condition.
- Make sure that the wire size is large enough for its length and for the AC ampere rating, as specified in the chart below.

MINIMUM RECOMMENDED EXTENSION CORD				
Length of Cord, in Feet	25	50	100	150
AWG* Size of Cord	18	16	12	10

*AWG=American Wire Gauge

PREPARING YOUR BATTERY TO BE CHARGED

It is important that you read and follow these guidelines while you are preparing to charge the battery.

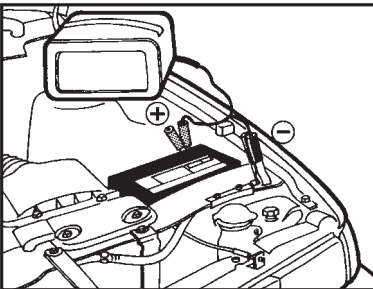
- Make sure that you have a 12 volt lead-acid battery. Determine voltage of battery by referring to vehicle owner's manual. Charge battery initially at charger's lowest rate.
- Clean the battery terminals. Be careful to keep corrosion from getting in or around your eyes.
- Wear safety glasses. See additional "Personal Safety Precautions" on page 4.
- For batteries with removable vent caps, if required, add distilled water to each cell until the battery acid reaches the level recommended by the manufacturer. This will help purge excessive gases from the cells. Be careful not to overfill. If you have a sealed battery with non-removable vent caps, no action is necessary.
- Take time to read all of the battery manufacturer's specific precautions, such as removing or not removing vent caps while charging, and recommended rates of charge.
- Be sure that the area around the battery is well ventilated while it is being charged. Gas can be forcefully blown away by using a piece of cardboard or other nonmetallic material as a fan.
- If it is necessary to remove the battery from the vehicle to charge it, always remove the grounded terminal from the battery first. Turn off all vehicle accessories to avoid sparks from occurring.
- **NOTE:** A marine (boat) battery installed in a boat must be removed and charged on shore.

OPERATING INSTRUCTIONS

IMPORTANT: Follow all safety instructions and precautions when charging your battery. Wear complete eye protection and clothing protection. Charge your battery in a well-ventilated area.

CHARGING BATTERY IN THE VEHICLE:

1. Avoid personal injury by keeping clear of fan blades, belts, pulleys and other engine parts.
2. Avoid damaging the Charger by keeping the power cord and output cords away from the hood, door or moving engine parts.
3. Note the polarity of the battery posts by checking the identification marks on the battery: POSITIVE (POS, P or +) and NEGATIVE (NEG, N or -). The positive post is usually larger than the negative post.
4. Identify which battery post is grounded or connected to the chassis. THIS IS NORMALLY THE NEGATIVE POST.



NEGATIVE GROUNDING SYSTEM

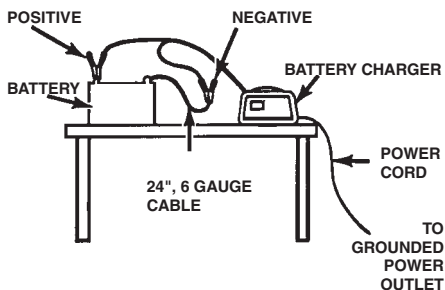
5. **Connecting to a negative-grounded system:** Connect the red (POSITIVE) output clamp to the POSITIVE post of the battery. Rock and twist the clamp back and forth to be sure a solid electrical connection is made. Then connect the black (NEGATIVE) output clamp to a

heavy, unpainted metal part of the chassis or engine block, away from the battery (see figure above). DO NOT connect clamp to negative battery post, carburetor, fuel line or sheet metal part.

Connecting to a positive-grounded system: Connect the black (NEGATIVE) output clamp to the NEGATIVE post of the battery. Rock and twist the clamp back and forth to be sure a solid electrical connection is made. Then connect the red (POSITIVE) output clamp to a heavy, unpainted metal part of the chassis or engine block, away from the battery. DO NOT connect clamp to positive battery post, carburetor, fuel line or sheet metal part.

6. Plug power cord into an AC outlet. The charger will be set to the default state of 2A charge rate and REGULAR battery type (tester).
7. Press the appropriate control buttons to select the desired charge rate and battery type. Within a few seconds, the CHARGING (yellow) LED should light and the charging process should start. If the CHECK (red) LED is on, check for correct cable connections.
8. To disconnect the Charger, unplug its power cord before attempting to disconnect the output clamps. Then, standing away from the battery, remove the output clamp from the chassis or engine block. Finally, remove the output clamp from the battery post.
9. Clean and store the Charger in a dry location.

CHARGING BATTERY REMOVED FROM THE VEHICLE:



1. Note the polarity of the battery posts by checking the identification marks on the battery: POSITIVE (POS, P or +) and NEGATIVE (NEG, N or -). The positive post is usually larger than the negative post.
2. Attach at least a 24-inch-long, 6-gauge (AWG), insulated battery cable to NEGATIVE (NEG, N or -) battery post. Rock and twist the clamp back and forth to be sure a solid electrical connection is made.
3. Connect the red (POSITIVE) output clamp to the POSITIVE battery post. Rock and twist the clamp back and forth to be sure a solid electrical connection is made.
4. Position yourself as far away from the battery as possible, and then connect the black (NEGATIVE) output clamp to the free end of the cable.
5. Plug the power cord into an AC outlet. The charger will be set to the default state of 2A charge rate and REGULAR battery type (tester).
6. Press the appropriate control buttons to select the desired charge rate and battery type. Within a few seconds, the CHARGING (yellow) LED should light and the charging process should start. If the CHECK (red) LED is on, check for correct cable connections.

7. To disconnect the Charger, unplug its power cord before attempting to disconnect the charger clamps. Then, standing away from the battery, remove the output clamp from the NEGATIVE battery post. Finally, remove the output clamp from the POSITIVE battery post.
8. Clean and store the charger in a dry location.

USING ENGINE START

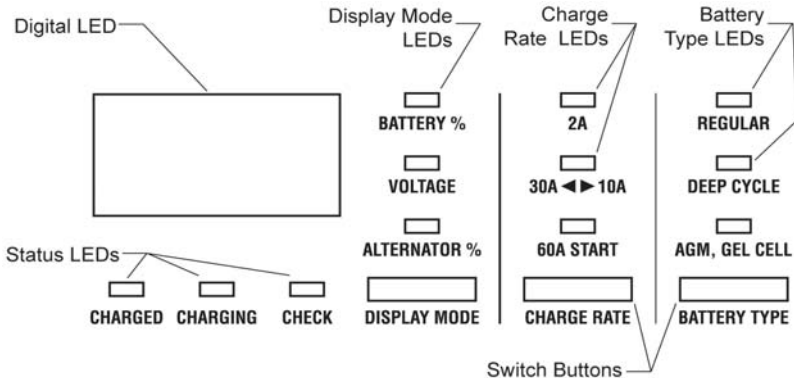
Your battery charger can be used to jump start your car if the battery is low. Follow these instructions on how to use the ENGINE START feature.

IMPORTANT: Follow all safety instructions and precautions when charging your battery. Wear complete eye protection and clothing protection. Charge your battery in a well-ventilated area.

IMPORTANT: Using the ENGINE START feature WITHOUT a battery installed in the vehicle could cause damage to the vehicle's electrical system.

1. With the charger plugged in and connected to the battery of the vehicle, set the CHARGE RATE to 60A START. Only the 60A START and CHARGING LED's (both yellow) should be lit.
2. Crank the engine for no more than 8 seconds. If engine does not start, wait 2 minutes before cranking again.
3. After the engine starts, unplug the power cord before disconnecting the output clamps from the battery.
4. Clean and store the charger in a dry location.

SPEEDCHARGE CONTROL



SC-6000A CONTROL PANEL

DISPLAY MODE SWITCH

Use this switch to set the function of the digital LED to one of the following three.

- **BATTERY %:** The digital LED displays an estimate of the percent of charge of the battery connected to the SpeedCharge battery clamps.
- **VOLTAGE:** The digital LED displays the voltage at the SpeedCharge battery clamps in DC volts.
- **ALTERNATOR %:** The digital LED displays an estimate of the output of the vehicle charging system connected to the SpeedCharge battery clamps as compared to a properly functioning system.

CHARGE RATE SWITCH

Use this switch button to set the charge rate to one of the following three.

- **2A CHARGE RATE:** Intended for charging small batteries such as those commonly used in garden tractors, snow mobiles and motorcycles. The 2A rate is not intended to be used as a trickle charger for larger batteries.
- **30A ◀▶ 10A CHARGE RATE:** Use for charging automotive batteries, marine batteries, and deep cycle batteries. Not intended for industrial applications.
- **60A START:** Provides 60 amps for cranking an engine with a weak or

run down battery. Always use in combination with a battery.

BATTERY TYPE SWITCH

Use this switch button to set the type of battery to be charged to one of the following three.

- **DEEP CYCLE:** Deep cycle batteries are usually marked as “deep cycle” or “marine”. Deep cycle batteries are usually larger than the other types.
- **AGM, GEL CELL:** AGM and gel cell batteries have sealed cases without vent caps. Such batteries are often smaller than the other types.
- **REGULAR:** This is the type of battery usually used in cars, trucks, and motorcycles. These batteries have vent caps and are often marked “low maintenance” or “maintenance-free”.

With the exception of AGM and gel cell batteries, all other battery types may or may not have vent caps. *Vent caps are located on top of the battery and provide a means to add distilled water when needed.* Batteries should be marked with their type. If charging a battery that is not marked, check the manual of the item that uses the battery. If the battery type is unknown, use the REGULAR setting. Make sure the battery complies with the safety instructions on page 3.

CONTROL PANEL GUIDE

SC-6000A CONTROL PANEL GUIDE

MODE OF OPERATION

	Charged	Charging	Check	Battery %	Voltage	Alternator %	2A	30A ↔ 10A	60A Start	Regular	Deep-Cycle	Gel Cell	Digital Display
Initial power-up, battery not detected			<input type="radio"/>	<input type="radio"/>	User selected			User selected		<input type="radio"/>	User selected		0.0
No battery or reversed battery detected			<input type="radio"/>	<input type="radio"/>	User selected						User selected		0% or 0.0V
Battery tester activated				<input type="radio"/>							User selected		0~100%
Battery tester with charged battery	<input type="radio"/>			<input type="radio"/>							User selected		100%
Battery tester with no battery			<input type="radio"/>	<input type="radio"/>							User selected		0%
Voltage meter activated				<input type="radio"/>	<input type="radio"/>						User selected		0.0~17.0V
Alternator tester activated					<input type="radio"/>						User selected		0~199%
Alternator tester on good alternator	<input type="radio"/>				<input type="radio"/>						User selected		0~199%
Alternator tester on bad alternator			<input type="radio"/>		<input type="radio"/>						User selected		0~199%
2 Amp charge with battery detected		<input type="radio"/>		User sel.		<input type="radio"/>					User selected		xx% or xx.xV
10 Amp charge with battery detected		<input type="radio"/>		User sel.			YEL				User selected		xx% or xx.xV
30 Amp charge activated		<input type="radio"/>		User sel.			ORG				User selected		xx% or xx.xV
Charge complete - Maintain Mode started	<input type="radio"/>			User sel.									100% or xx.xV
60A Engine Start													
Waiting for engine crank	<input type="radio"/>			<input type="radio"/>				<input type="radio"/>					1.0~16.0V
Cranking engine	<input type="radio"/>							<input type="radio"/>					8→0
Cool down after cranking	<input type="radio"/>							B					120→0
Desulfation mode activated	B			User sel.			User sel.				User selected		15% or 16V
Charge aborted			B										18.8 (B)

O indicates an LED that is on continuously.

B indicates an LED that blinks on and off.

YEL indicates an LED that is on and yellow.

ORG indicates an LED that is on and orange.

USING THE BUILT-IN BATTERY TESTER

OVERVIEW

The SpeedCharge has a built-in battery tester that displays either an accurate battery voltage or an estimate of the battery's relative charge based on the battery voltage and the Battery Council International scale.

TESTING SEQUENCE

There are four basic steps required to use the SC-6000A as a battery tester.

1. Connect the SpeedCharge battery clamps to the battery. Be sure to follow all of the precautions listed under "OPERATING INSTRUCTIONS".
2. Connect the SpeedCharge power cord to a 120 VAC outlet. Again, be sure to follow all of the precautions listed under "OPERATING INSTRUCTIONS".
3. If necessary, press the Battery Type button until the correct type is indicated.
4. Read the voltage on the digital LED or press the display mode button to set the tester to "Battery %" and read the battery percent.

TESTER AND CHARGER

When first turned on, the SC-6000A operates only as a tester, not as a charger. To continue to use it as only a tester, avoid pressing the CHARGE RATE switch button. Selecting a charge rate activates the battery charger and deactivates the tester.

POWER-UP IDLE TIME LIMIT

If no switch button is pressed within ten minutes after the unit is first powered up, the unit will automatically switch from tester to charger, if a battery is connected. In that case, the unit will be set for the 2A charge rate and REGULAR battery type.

TESTER WITHOUT TIME LIMIT

If either the DISPLAY MODE or BATTERY TYPE button is pressed within the first ten minutes after the unit is powered up, the unit will remain a tester (not a charger) indefinitely, unless a charge rate is selected.

TESTING AFTER CHARGING

After the unit has been changed from tester to charger (by selecting a charge rate), it remains a charger as long as it has power. Disconnect and reconnect the power to change the unit back to a tester.

TESTER STATUS LED'S

When the SC-6000A is operating as a battery tester, the status LED's light under the following conditions.

- The CHARGED (green) LED will light if a charged battery is tested.
- The CHARGING (yellow) LED does not light in the battery test mode.
- The CHECK (red) LED lights unless a properly connected battery is detected.
- When the tester display mode is set to voltage, none of the Status LED's light (it could be testing a battery or an alternator).

INITIAL PERCENT CALCULATION

When a battery % is calculated for the first time after connecting a battery, the digital LED will show two dashes ("--") for a period as long as several seconds while the tester analyzes the battery.

NOTES FOR TESTING BATTERY %

A recently charged battery could have a temporarily high voltage due to what is known as "surface charge". The voltage of such a battery will gradually drop during the period immediately after the charging system is disengaged. Consequently, the tester could display inconsistent values for such a battery. For a more accurate reading, the surface charge should be removed by temporarily creating a load on the battery, such as by turning on lights or other accessories.

The battery % ranges from 0 to 100.

The battery tester is only designed to test batteries. Testing a device with a rapidly changing voltage could yield unexpected or inaccurate results.

USING THE BUILT-IN ALTERNATOR TESTER

The SpeedCharge has a built-in alternator tester that displays either an accurate alternator voltage or an estimate of the alternator's relative output compared to normal alternators. The Alternator % values displayed should be taken as general reference, not precise diagnosis. The alternator tester functions the same as the battery tester (see previous section of this manual for details) with a few differences.

TESTING SEQUENCE

There are three basic steps required to use the SC-6000A as an alternator tester.

1. Connect the SpeedCharge battery clamps to the battery or charging system. Be sure to follow all of the precautions listed under "OPERATING INSTRUCTIONS".
2. Connect the SpeedCharge power cord to a 120 VAC outlet. Again, be sure to follow all of the precautions listed under "OPERATING INSTRUCTIONS".
3. Start the vehicle and turn on the vehicle's headlights. Read the voltage

on the digital LED or press the display mode button to set the tester to "Alternator %" and read the alternator percent.

TESTER STATUS LED'S

When the SC-6000A is operating as an alternator tester, the status LED's light under the following conditions.

- The CHARGED (green) LED will light if the output of the charging system is at the normally desired level.
- The CHARGING (yellow) LED does not light in the alternator test mode.
- The CHECK (red) LED lights if the voltage is much higher or lower than normally desired.
- When the tester display mode is set to voltage, none of the status LED's light (it could be testing a battery or an alternator).

ALTERNATOR TESTING NOTES

- The alternator percent display can range from 0 to 199.
- The display mode cannot be set to "Alternator %" during charging.

USING YOUR ENGINE STARTER

OVERVIEW

The SC-6000A has an engine start function that can be used to jump start your vehicle if the battery is low by providing 60 amps of current to assist engine cranking.

STARTING SEQUENCE

There are a few basic steps involved when using the engine start function.

1. Connect the SpeedCharge battery clamps to the battery or charging system. Be sure to follow all of the precautions listed under "OPERATING INSTRUCTIONS".
2. Connect the SpeedCharge power cord to a 120 VAC outlet. Again, be sure to follow all of the precautions

listed under "OPERATING INSTRUCTIONS".

3. Press the CHARGE RATE button until the 60 START indicator is lit.
4. Crank the engine until it starts or 8 seconds passes.
5. If the engine did not start, wait for the SpeedCharge to cool then repeat step 4.

During the starting sequence listed above, the charger is set to one of three states.

1. **Wait for cranking** - The charger waits until the engine is actually being cranked before delivering 60 amps for engine start. The charger delivers charge at a rate of 10 amps

while waiting and will reset if the engine is not cranked within 10 minutes. (If the charger resets, it sets itself for a 2A charge and REGULAR battery.) While waiting for cranking, the digital display shows the battery voltage (it can't be set to percent).

- 2. Cranking** - When cranking is detected, the SpeedCharge will automatically deliver up to its maximum output (at least 60A) as required by the starting system for up to 8 seconds or until the engine cranking stops. The digital display shows a countdown of the remaining crank time in seconds. It starts at 8 and counts down to 0.
- 3. Cool Down** - After cranking, the unit enters a mandatory 2-minute (120 second) cool down state. During this period, no settings can be changed. The buttons are ignored. The digital

display indicates the remaining cool down time in seconds. It starts at 120 and counts down to 0. The 60A START LED blinks once every second. During the cool down period, the charger delivers charge at a rate of 10A and the CHARGING LED is lit. After 2 minutes, the 60A START LED will stop blinking and will light continuously, indicating that another crank cycle can be started. The digital LED will change from displaying the countdown back to displaying the battery voltage.

ENGINE STARTING NOTES:

- When the 60A START rate has been selected, the battery type selected does not matter and no battery type LED will be lit.
- If the battery is disconnected during the cool down period, the charger will reset.

USING YOUR BATTERY CHARGER

OVERVIEW

Using the SpeedCharge battery charger is very simple. First, connect the battery and AC power following the precautions listed under "OPERATING INSTRUCTIONS". Then select the appropriate BATTERY TYPE and CHARGE RATE for your battery. The SpeedCharge will then do everything automatically. This section explains a few details.

CHARGING: If the charger does not detect a properly connected battery, the CHECK (red) LED will light continuously until such a battery is detected. Charging will not begin while the CHECK light is on. When charging begins, the CHARGING LED will be lit.

AUTOMATIC SHUT OFF: When the 2A or 30A ◀▶ 10A charge rate is selected, the charger is set to perform an automatic charge. When an automatic charge is performed, the charger stops charging automatically after the battery is charged.

ABORTED CHARGE: If charging can't be completed normally, charging will be aborted. When charging is aborted, the charger's output is shut off and the red CHECK LED and digital LED blink on and off (at opposite times). In that state, the SpeedCharge ignores all buttons. To reset from after an aborted charge, either disconnect the battery or unplug the charger.

DESULFATION MODE: If a battery is left discharged for an extended period, it could become sulfated and not accept a normal charge. If the charger detects a sulfated battery, the charger will switch to a special mode of operation designed for such batteries. Activation of the special desulfation mode is indicated by blinking the CHARGING LED. If successful, normal charging will resume after the battery is desulfated. The CHARGING LED will then stop blinking and light continuously. Desulfation could take up to 10 hours. If desulfation fails, charging will be aborted and the CHECK (red) LED will blink.

30A CHARGE RATE: When set to 30A ◀▶ 10A, the unit will charge the battery for a few minutes at 10A. The charger will determine whether to increase the current to 30A, based on factors including the battery voltage and type selected. If the current is increased from 10A to 30A, the 30A ◀▶ 10A LED will change from yellow to orange. Eventually, the current will decrease from 30A back down to 10A and the LED will change from orange back to yellow. The charge current may be increased to 30A and decreased back down to 10A several times during the charging process. After the battery has been charged enough for the display to indicate 77%, the current will not be increased to 30A.

COMPLETION OF CHARGING: Charge completion is indicated by the CHARGED (green) LED; when lit, the charger has stopped charging and switched to the Maintain Mode of operation.

MAINTAIN MODE: When the CHARGED (green) LED is lit, the charger has started Maintain Mode. This mode of operation is also known as Float-Mode Monitoring. In this mode, the charger keeps the battery fully charged by delivering a small current, when necessary. The voltage is maintained at a level determined by the BATTERY TYPE selected.

GENERAL CHARGING NOTES:

The unit is designed to control its cooling fan for efficient operation. Consequently, it is normal for the fan to start and stop when maintaining a fully charged battery. The fan does not run in Tester Mode.

If the charge mode is changed after charging has started (by pressing the CHARGE RATE or BATTERY TYPE button), the charging process will be restarted.

The voltage displayed during charging is the charging voltage and usually will be higher than the battery's resting voltage.

CHARGING TIPS

Read this entire manual before using your charger. The tips below serve only as a guide for specific situations.

If your vehicle won't start: You don't need to fully charge a battery to start your vehicle. If the charger won't start your vehicle using the 60A START rate, try charging the battery using the 30A ◀▶ 10A rate for 10 or 15 minutes. That should charge the battery enough to allow the 60A START rate to start the vehicle. If the vehicle will then be operated continuously for an extended period (such as a long drive), the vehicle could charge the battery back to normal during that period. If the vehicle will only be operated for a short period (short drive), the battery might need to be charged again before it could start the vehicle again.

Reviving your battery: If you only wish to charge your battery enough to operate your vehicle, you don't need to wait for the entire charging process to be completed. When the charger displays a battery % of 77 or more (see page 14), the battery has usually been charged enough for the vehicle to start and operate normally.

Completing an interrupted charge: If the charging process has been interrupted and restarted after the charger displays a battery % of 85 or more, the charger could go straight to Maintain Mode (see top of this page). However, if the original charge was started using 30A ◀▶ 10A, the charge can often be completed using the 2A rate.

BATTERY PERCENT AND CHARGE TIME

This charger adjusts the charging time in order to charge the battery completely, efficiently and safely. The microprocessor automatically makes the necessary decisions. However, this section includes guidelines that can be used to estimate charging times.

The duration of the charging process depends on three factors:

1. **Battery State** – If a battery has only been slightly discharged, it can be charged in less than a few hours. The same battery could take up to 10 hours if very weak. The battery state can be estimated by using the built-in tester (see page 10). The lower the reading the longer charging will take.
2. **Battery rating** – A higher rated battery will take longer to charge than a lower rated battery under the same conditions. A battery is rated in ampere-hours (AH), reserve capacity (RC) and cold cranking amps (CCA). The lower the rating the quicker the battery will be charged.
3. **Charge rate** – The charge rate is measured in amps. This charger provides charge rates of 2A and 30A \blacktriangleleft 10A. The 60A rate is for engine start only. The 2A rate is for charging smaller batteries such as those used for motorcycles and garden tractors. Such batteries should not be charged using the 30A \blacktriangleleft 10A rate. The 30A \blacktriangleleft 10A rate is for charging larger batteries. The SC-6000A charges at the selected charge rate and eventually reduces the charge rate in a controlled manner. After the charging process has started, the digital display can be used to determine charging progress by selecting the BATTERY % mode.

There are some important facts to keep in mind when charging a battery.

- When the display indicates 77% charged, the battery has been charged enough to start most vehicles and has already been charged as much as by many other battery chargers.
- When the display indicates 85% charged, the battery has already been charged at least as much as by most other battery chargers.
- The battery % shown in tester mode is an estimate based on the battery voltage and the Battery Council International scale. The battery % shown in charger mode is an estimate of the relative charge in the battery compared to the charge it should have if the charging process is allowed to complete.
- The battery % shown in tester mode can be used to estimate the relative charge time. The lower the % shown, the longer the charge time. The lower the % shown, the longer the charge time for a given battery.
- The battery % shown in charger mode is an indication of the relative progress of the charging process. The higher the battery % displayed, the less charge time remains.
- The more a battery is discharged, the faster it absorbs charge from a charger. That means that the battery % increases faster at the beginning of the charging process than at the end. In other words, it takes longer for the battery to absorb the last few percent of charge than the first several percent.

TROUBLESHOOTING

Performance problems often can be corrected by the user. Please read through this chart for a possible solutions to common problems.

PROBLEM	POSSIBLE CAUSE	SOLUTION
The battery is connected and the charger is on, but it isn't charging.	The SpeedCharge is in tester mode, not charger mode.	Press the CHARGE RATE button to activate charging and select a charge rate.
Indicator lights are lit in an erratic manner not explained in the "Using Your Battery Charger" section.	The charger may be defective. You might have accidentally activated a special diagnostic mode.	Return to place of purchase for replacement. Make sure nothing is touching the control panel, then unplug the unit and plug it in again.
The CHECK (red) light always flashes before the battery is completely charged.	This will happen if the battery did not reach full charge within 24 hours. May be due to a very large battery or a bank of batteries requiring more power than a 30/10 Amp charger can deliver within 24 hours. The battery may also be faulty.	Reset the charger by unplugging it or briefly disconnecting it or briefly disconnecting the negative battery clip. Select the desired charge rate and battery type again, if necessary.
Engine crank time is less than specified.	Starter motor may be drawing more than 60 Amps.	Charge the battery at the 30A◀▶10A rate for 10 to 15 minutes then crank the engine.
The green CHARGED light turns on a few minutes after connecting to the battery.	The battery may be fully charged or recently charged, leaving the battery voltage high enough to appear to be fully charged.	If the battery is in a vehicle, turn the headlights on for a few minutes to reduce the battery voltage and try charging again.

MAINTENANCE AND CARE

A minimal amount of care can keep your battery charger working properly for years.

1. Clean the clamps each time you are finished charging. Wipe off any battery fluid that may have come in contact with the clamps to prevent corrosion.
2. Coil the input and output cords neatly when storing the charger. This will help prevent accidental damage to the cords and charger.
3. Occasional cleaning of the case of the charger with a soft cloth will keep the finish shiny and help prevent corrosion.

LIMITED WARRANTY

SCHUMACHER ELECTRIC CORPORATION,
801 BUSINESS CENTER DRIVE,
MOUNT PROSPECT, ILLINOIS 60056-2179

MAKES THIS LIMITED WARRANTY TO THE ORIGINAL PURCHASER AT RETAIL OF THIS PRODUCT. THIS LIMITED WARRANTY IS NOT TRANSFERABLE.

Schumacher Electric Corporation warrants this battery charger for five years from date of purchase at retail against defective material or workmanship. If such should occur, the unit will be repaired or replaced at the option of the manufacturer. It is the obligation of the purchaser to forward the unit together with proof of purchase, transportation and/or mailing charges prepaid to the manufacturer or its authorized representative.

This limited warranty is void if the product is misused, subjected to careless handling, or repaired by anyone other than the manufacturer or its authorized representative.

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