Quick Charge™
CORPORATION

OPERATING INSTRUCTIONS

Model – QP612, QM12

MANUAL BATTERY CHARGER/BOOST STARTER

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Made in the U.S.A

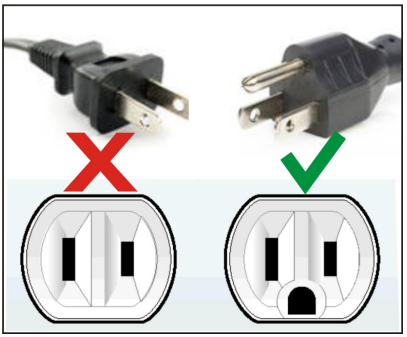
INTRODUCTION:

These chargers are designed for professional use. The operator should be familiar with automotive electrical systems, or whatever equipment the charger is being used on. A full understanding of batteries, and charging principals is a must. Misuse of this charger can result in personal injury, and property damage. The rate of charge is manually selected. Charge time is controlled by a mechanical 5-60 minute timer. They also serve as a boost starter for all 6 or 12 volt vehicles and equipment.

ELECTRICAL SAFETY INFORMATION

To reduce the risk of fire, use this charger only on branch circuits that are protected by a circuit breaker or fuse, and that are adequate to carry the power drawn by the charger. All wiring should be in accordance with the National Electric Code, ANSI/NFPA 70, and all local codes and ordinances.

This battery charger must be grounded to reduce the risk of electric shock. This charger is equipped with a grounding type plug,



DO NOT USE THIS CHARGER ON A TWO POLE UNGROUNDED OUTLET OR ATTEMPT TO BREAK OFF THE GROUND PRONG FOR USE ON A RECEPTACLE OR EXTENSION CORD NOT HAVING A GROUND.

If an extension cord must be used, make sure it is in good condition. Use a three conductor cord no smaller than the size being used on the charger,14 gauge, and keep it as short as

possible. The use of an improper extension cord could result in a risk of a fire or electric shock. Locate all cords so that they will not be stepped on, tripped over, or otherwise subjected to damage or stress.

Make sure the AC cord, DC output leads, and clamps are all in good working condition. Do not use the charger if there are any signs of stress or damage, or if wires are cut or have damaged insulation. Using this charger with any of these symptoms could result in a fire, property damage, or personal injury. Have a qualified service person make the necessary repairs. Repairs should not be made by people who are not qualified.

⚠ OTHER SAFETY INFORMATION

Do not disconnect the DC output clamps from the battery when the charger is on. The resulting arcing could cause the batteries to explode.

Do not expose the charger to rain or snow.

⚠ BATTERY SAFETY & CARE INFORMATION

These chargers are designed for 12 volt lead acid batteries only, such as those used in automotive, or marine applictions. It is not designed for small lawn and garden, or motor cycle sized batteries. These will overcharge and be destroyed quickly.

Always wear protective eye shields and clothing when working with batteries. Batteries contain acids which can cause bodily harm. Do not put wrenches or other metal objects across the battery terminal or battery top, arcing or explosion of the battery can result. Do not wear jewelry when working around batteries, arcing can cause severe burns.

The tops of the batteries and battery hold downs must be kept clean and dry at all times to prevent excessive self discharge and flow of current between the battery post and frame.

With wet cell batteries, maintain the proper electrolyte level by adding water when necessary. Never allow the electrolyte level to

fall below the top of the battery plates. Electrolyte levels fall during discharge and rise during charging. Therefore**, to prevent the overflow of electrolyte when charging, add water only after the batteries have been fully charged, or just enough to cover the plates if discharged.** Old batteries require more frequent additions of water than do new batteries.

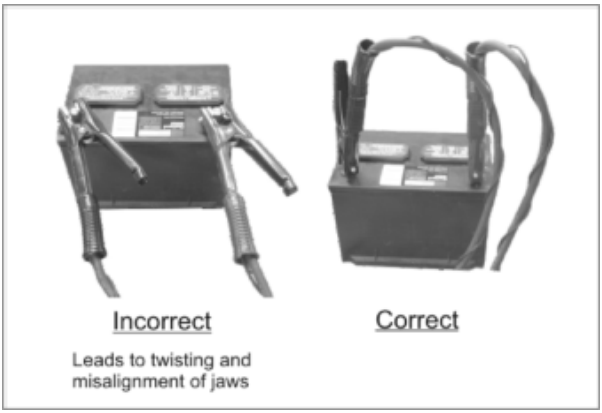
Provide adequate ventilation when charging batteries. Chargers can ignite flammable materials and vapors. Do not use near fuels, grain, dust, solvents, or other flammables. Never smoke around a charging battery.

Never charge a frozen battery.

PREPARING TO CHARGE

If necessary to remove battery from vehicle to charge, always remove the grounded terminal from the battery first. Make sure all accessories in the vehicle are off, so as not to cause an arc.

1. Clean battery posts so that clamps can make a good connection.
2. Make sure the timer and rate control are in the OFF position, and plug the charger into a 120 volt source.
3. Observing polarity, connect the red charge lead to battery positive, black to negative. If the clamps arc at the battery posts, you have the connections reversed.



CHARGING

NOTE: Always charge at the lowest rate possible.

Selecting the proper rate, and time to charge requires experience. By careful monitoring *on charge* battery voltage, and some trial and error, an operator can become very proficient in selecting the correct charge parameters.

1. Once the charge rate, and time is set, the ammeter will Indicate charge current flowing into the battery. As the battery becomes charged, the ammeter will work its way near zero.

2. The best way to determine when a battery is charged is with a digital volt meter. A 6 volt lead acid battery should be charged to between 7.3 – 7.5 volts DC. This is the *on charge* voltage, measured with the charger hooked up and running. A 12 volt battery should be charged to between 14.3 - 15 volts.

   A battery at rest would be considered to be fully charged at between 6.35 - 6.45 for 6 volt, and 12.7 - 12.9 volts for 12 volt.

DO NOT leave a charging battery unattended. DO NOT overcharge. Charging a 6 volt battery past 7.5 or a 12 volt battery past 15 volts for any length of time will cause excessive gassing or venting which will harm the battery, and create an explosive atmosphere.

3. When the charger times out, the clamps may be removed from the battery.

4. To discontinue charging before the timer shuts the charger off, turn the rate control, or timer to OFF, then disconnect clamps.

A battery that does not take any amperage at first may be very sulfated. In this case, leave the charger set to LOW, and set the timer to full 60 minutes. Monitor the ammeter, if it rises over time, and then decreases, the battery was in a deep state of discharge,

and is now recovered. However, the battery may, or may not perform satisfactorily over time. Leaving a battery in a deep state of discharge can permanently shorten its life.

Never handle the clamps with the timer and rate control ON, or allow the clamp jaws to come together with the timer and rate control ON. The resulting arcing can cause burns to personnel, and or damage to equipment.

JUMP STARTING

1. Following all the procedures previously mentioned, connect the charger to battery to be jumped, and set the rate control to FAST/BOOST. Charge in this position for a couple of minutes before attempting to start vehicle. If the vehicle has two batteries such as a heavy truck, allow at least 5 minutes of pre-charging before attempting a start. Do not crank the vehicle for longer than 15 seconds. If the vehicle fails to start, continue charging at the FAST/BOOST rate for a few minutes longer before attempting a re-start. This process can be repeated in 15 second crank increments.

2. Once vehicle starts, turn the rate control, or timer to OFF before disconnecting clamps. ALWAYS terminate charging in this order to eliminate hazardous arcing at the clamps.

NEVER connect the clamps to the charger handle. Simply coil the cables and AC cord in a small circle and drape over the handle.

TROUBLESHOOTING

Symptom	Cause	Corrective Action
Ammeter does not rise, or only a small amount when timer and rate control are turned on.	The charge leads are not connected to battery, or dirty connections.	Correct
	There is no AC power to the charger.	Check AC power source, and condition of AC cords.
	The battery may be deeply discharged.	See corrective action under the "charging" section.
	The battery is bad	Replace
	The voltage on the battery is already at 15-16 volts.	Amperage will fall as voltage rises.
The battery becomes hot during charging, has a strong smell, and or makes hissing and popping noises.	While some bubbling is normal when charging wet cell batteries, other symptoms described could mean a shorted battery.	This can be a dangerous condition. Cease charging immediately, and have the battery tested before continuing to charge.
Charger will not start vehicle.	There are several variables that can cause failed starting attempts. Not enough pre-charge time before attempting to start. A bad starter, a bad starter solenoid, or a battery too far gone.	Check and correct as necessary.
The charger blows the circuit breaker branch circuit it is plugged in to.	The circuit breaker may be too small, and or have other things plugged into it.	Turn off other devices, or find another outlet. This can happen especially during boost starting.
	Charger is shorted.	Contact factory.

Symptom	Cause	Corrective Action
Charger arcs at the battery post when clamps are connected.	Clamps are being connected reverse to the battery.	Reverse clamps
	Charger is shorted internally.	Contact factory

QUICK CHARGE QP12, QM12 Battery Chargers
"LIMITED WARRANTY"

Quick Charge Corporation warrants the QP612, QM12 charger for three (3) years from the date of purchase. After the warranty period, chargers returned to the factory for repair will be charged a minimum rate of $40.00. Charger will be returned, freight and repair charges, C.O.D. unless other arrangements have been made. This warranty covers all defects in manufacture and performance, provided the unit is operated in compliance with manufacture's operating instructions.
For repairs to be made at the Quick Charge factory, a charger and/or component(s) should be sent, freight prepaid to Quick Charge at:

Quick Charge Corp.
1032 S.W. 22nd St.
Oklahoma City, OK. 73109

Quick Charge, will at it's option, repair or replace the charger or component in question. The repaired item will then be returned, freight prepaid by Quick Charge. This warranty is void if the charger or component have been altered, changed, or repaired by anyone not authorized by Quick Charge, or if the charger or component, have been subjected to misuse, negligence, or harsh environmental conditions. (Except those chargers designed for such conditions)
If returning the charger to the factory is not practical, replacement parts may be shipped to the customer for field repair at no charge. On parts such as circuit boards, the customer will be required to return the board suspected to be defective to Quick Charge, freight prepaid. If such defective parts are not returned, the customer will be invoiced for the repair parts. Field repairs are made at the user's own risk. "Authorization" by Quick Charge to repair refers to maintaining the warranty only. Quick Charge assumes no responsibility or liability for field servicing, and shall not be responsible for incurred travel or labor charges.
Quick Charge corporation shall not in any event be liable for the cost of any special, indirect or consequential damages to anyone, product or thing. This warranty is in lieu of all other warranties expressed or implied. Quick Charge neither assumes nor authorizes any representative or other person to assume for us any liability in connection with the sale of this product.