

Reference	SSM66637
Models	XF / X250 XJ / X351 F-TYPE / X152 XK / X150
Title	Charging a vehicle fitted with Battery monitoring system
Category	Electrical
Last modified	26-Jun-2013 00:00:00
Symptom	203000 Basic Electrical
Content	<p><b>Issue:</b> A customer may report a concern with a flat battery or poor starting; when testing the battery it is determined that a charge is required.</p> <p><b>Cause:</b> When charging a battery (both primary and secondary) with a BMS (battery monitoring system) fitted, the earth from the charger must be connected to a suitable chassis or engine earth (check Topix for appropriate location). This allows the BMS to see the current going into the battery. However when using a diagnostic charger from Midtronics such as GR1, GRX or GR8(110 volts) this connection process can cause an incorrect battery analysis due to the extra resistance in the wiring when connected to a chassis or engine earth.</p> <p><b>Action:</b> When using a Midtronics GR1, GRX or GR8 you are required to remove both battery leads from the vehicle to carry out correct analysis and charge to the battery. <b>DO</b> <b>NOT</b> connect the diagnostic charger to any other circuit or chassis point other than the battery negative terminal as advised in the Battery Care Requirements.</p> <p><b>Battery replacement if stated on Diagnostic charger:</b> If it is determined that a battery requires replacement, always refer to the appropriate section of the workshop manual for instructions on removing and installing the battery from the vehicle. Vehicles fitted with a Battery Monitoring System (BMS), the BMS module must be reset following the installation of a new battery. The BMS module reset procedure must be performed using an approved diagnostic system.</p> <p><b>Care points:</b> Reset customer settings as appropriate after battery disconnection from the vehicle.</p>