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STARLINER™

MAIN COMPONENTS & HOW TO CHECK THEM

Battery

With a fully charged battery:

- Place voltmeter probes on battery terminals – red probe to positive terminal, black probe to negative terminal.
- Reading should be 12v to 13v.
- If volts drop at rapid rate, the battery is no longer good.
- If the reading does not drop below 12v, the battery is still good.

Battery Charger

- The light of a charger plugged into an outlet, but not connected to the battery appears green.
- When the charger is first connected to the battery, the light should change from green to red. It will be red when the battery needs to continue charging, and green when the battery is fully charged.
- If the light is not present after you plug it in, the charger is defective.
- The charger continues to charge the battery after the light turns to green. Do not leave the charger plugged in for long periods of inactive use.

Handle Switch

- The wires on the side of the handle sometimes get caught when the handle is not carefully folded. Be sure to check the wires for damage.
- The wires must not be exposed or cut in half. If the wires show signs of damage, they will need to be cut and reattached.
- To check the switch, disconnect the battery and flip the switch to the off position.
- Check for continuity by sticking probes into the back crimps on the blue wire and white wire. The meter should read zero. With the probes in the same location, toggle the switch to the “on” position. If continuity is present, the switch is good.

High/Low Switch

- The only issue is if the battery comes loose and slides over, hitting and breaking the switch.

Fuse

- There are several ways the fuse can blow, including:
- The wires are attached in reverse. This means that the fuse wire is attached to the black terminal on the battery.
- An overheated or seized pump.
- Damaged or cut wires touching the positive to the negative.
- A faulty circuit board.

Pump

Problems with the pump may be caused by:

- The pressure switch screw on the pump is not turned all the way in.
- Clogging from poorly shaken, expired, or frozen paint.
- Overheating and seizing.

Circuit Board

Prior to testing or replacing the circuit board, it's important to first rule out any other potential problems or issues.

To check for a burned-out or defective circuit board, perform a visual check, looking for burnt or damaged wires. If this does not produce an answer, you will need a voltmeter to properly test the circuit board.

- With a fully charged battery, connect the voltmeter to the harnesses between the circuit board and pump. Place the red probe on the red wire and black probe to the black wire.
- When the battery is disconnected, the reading should be 0.0v.
- When the battery is connected and the toggle switch is in the "Off" position, the reading should be between 5.3v and 5.9v. If the reading is 0.0v, the circuit board or the wiring between the battery and circuit board may be defective.
- If the toggle switch is in the "On" position, the reading should be between 12v and 13v.
- The High/Low switch should not affect any readings.