

# POWER PRO EQP-115 TESTER

REVIEWED BY COLIN MOLLOY



**T**he old grease-monkey has become extinct. Nowadays you must be a good diagnostician to make it in the motor trade. And to do that you need good equipment.

No decent workshop can do without scan tools, scopes and multimeters. But what do you do when someone else is using those tools, or you don't want to wade through a bunch of menus, you just want to confirm a suspicion?

The Power Pro EQP-115 tester, marketed in Australia by PlusQuip, is just the tool for these situations.

No menus to wade through, just connect power and earth to the battery and you have a tool to drive both DC and Pulsed Width Modulated (PWM) components; simply and quickly checking them for range of movement or tight spots. Not only that, the inbuilt 40A ammeter lets you know how hard the circuit is working.

These tests can be done on the vehicle, but bench testing is easily done too using a power supply or jump battery. This is especially useful for confirming a diagnosis before ordering new components.

Items that can be tested include

electronic EGR, electronic throttle body, variable intake manifold actuator, intake air control (IAC) actuators, fuel pumps, electric control regulators, EVAP control solenoids, cooling fans, HVAC blower motors and blend doors, and many of these can be tested on and off the vehicle, although fuel pumps must not be tested dry.

The kit comes in a handy box and includes the tester, a black and red test lead, battery clips, alligator clips, female spade probes and a male spade probe.

I quickly made up a couple of small female probes but PlusQuip have connector kits available that simplify

making these connections.

I powered up a Mercedes throttle body, a Mitsubishi idle air control valve, and a Commodore EGR valve all off the vehicle. In fact, I was able to confirm the IAC was not working.

I very quickly and simply powered up a Commodore cooling fan at variable speeds, and the fuel pump, using the relay ports on the vehicle. If it works from the relay, you have ruled out a LOT of wiring as a possible problem. And the fuel pump amps tell you a lot about what's going on.

This tool is worth a look, and I want one for my RACQ work.



**PLUS+QUIP**

*The website [www.plusquip.com.au/products/test/eqp-115-electronic-egr-throttle-body-actuator-tester/](http://www.plusquip.com.au/products/test/eqp-115-electronic-egr-throttle-body-actuator-tester/) (just Google search EQP-115) has all the tech info you need, plus some video demonstrations. ACM*

