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ATS AUTOMOTIVE Test Solutions Test with the Best

eSCOPE ELITE™ Electronic Lab Scope

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# Connecting and Zeroing AMP Clamps

**Connecting an AMP Clamp to the eSCOPE ELITE requires a BNC Cable, a Ground Extension Cable, and an AMP Clamp.**

**Trivia – The connector was named the *BNC* (for Bayonet Neill–Concelman) after its bayonet mount locking mechanism and its inventors, Paul Neill and Carl Concelman. Neill worked at Bell Labs and also invented the N connector; Concelman worked at Amphenol**

Connecting the AMP Clamp to the eSCOPE ELITE

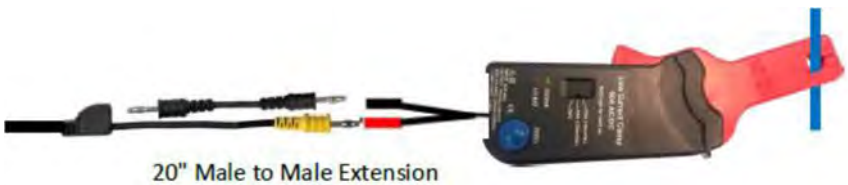
For illustration purposes, we are going to connect the AMP Clamp to Channel 1.


You should always connect the ground on the scope to the negative battery post of the battery.

Connect the BNC cable for Channel 1 to the eSCOPE ELITE.
The yellow banana plug end will insert into the red connector of the AMP Clamp.

In your kit, there are ground extension cables (outlined in red below).

Connect one end of the ground extension cable to the connector on the BNC cable (shown below) and the other end into the black connector of the AMP Clamp.



20" Male to Male Extension Cable Located in Kit

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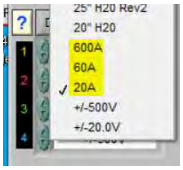
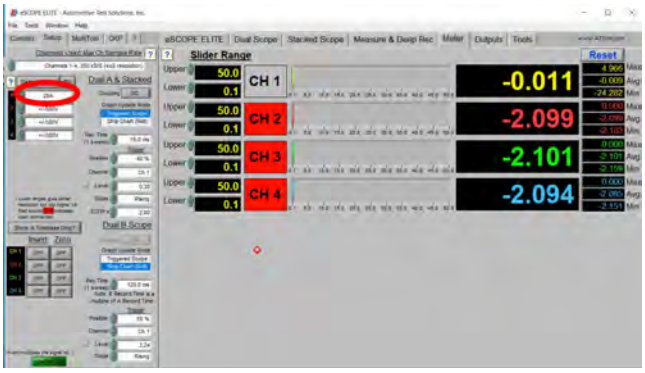
Set the eSCOPE ELITE tab to Meter, set the slide switch on the AMP on and zero it.


Set Channel 1 to the appropriate AMP Clamp setting. Either 20A, 60A or 600A.




The Low AMP clamp is a simple push of the blue zero button.
On the High AMP clamp, see that attached picture and turn the zero knob until Channel 1 reads zero or close to zero.


Now you have zeroed the AMP Clamp electrically, let us zero them positionally. Basically, that means the amperage readout will start at zero on the oscilloscope and reflect values.

AMP Clamps are directional, the arrow in the jaws of the clamp indicate the direction of current flow.

Please ensure the jaws of the AMP Clamp are clean and closed to capture a proper signal.

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If the amp reading seems reversed, you can simply click on the INVERT button to correct

This example is showing alternator output amperage readings with headlights and A/C on then off then on again.