



GROUP
Electrical

MODEL
2018MY~
Stinger (CK)
Niro (DE PHEV)

NUMBER
PS549 (Rev 1, 06/26/2018)

DATE
March 2018



TECHNICAL OPERATIONS

SUBJECT:

BATTERY TESTING PROCEDURE

★ NOTICE

This bulletin has been revised to include additional information. New/revised sections of this bulletin are indicated by a black bar in the margin area.

This Pitstop provides information regarding how to properly test the 12V battery on 18MY Stinger (CK) and Niro (DE PHEV) using the GR8 or the Kia Smart Battery Tester. The Stinger (CK) models have two (2) differently rated AGM batteries. Refer to the table below.

When required to test the battery in a Stinger or Niro Plug-in Hybrid, whether during PDI or at other times, ensure to always conduct the battery test directly at the battery posts, as shown below, and not at clamp(s) located under the hood. Testing the battery using clamps under the hood can result in a false “measured Cold Cranking Amps” (CCA) and voltage readings, resulting in unnecessary battery replacement. When prompted to charge the battery, connect probes directly to the battery posts to ensure proper charging.

Model	Engine	Battery
CK	2.0L	800CCA
	3.3L	850CCA
DE PHEV	1.6L	410CCA

NOTE: In the Stinger, removal of rear floor cargo cover and spare tire is necessary to access the battery located in the rear cargo area. In the Niro Plug-in, removal of the right side cargo cover is necessary.



Stinger (CK)



Niro (DE PHEV)

Note: If using GR8, be sure the GR8 software is up-to-date before using. If using the Kia Smart Battery Tester, be sure the B2QScan app is up-to-date.

If necessary, refer to TSB SST052 to update to software Version 192-210185F (GR8) or TSB SST057 for details on the Kia Smart Battery Tester.