

3120d

DIGITAL



OBD 1&2

Diagnostic Tool

OWNER'S MANUAL

**The Easiest
And Best Way
To Troubleshoot
1996 and
Newer OBD2
Vehicles!**



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WHAT IS OBD?

The Diagnostic Tool is designed to work on all OBD2 compliant vehicles. All 1996 and newer vehicles (cars, light trucks and SUVs) sold in the United States are OBD2 compliant.

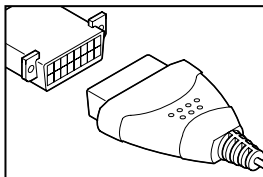
One of the most exciting improvements in the automobile industry was the addition of on-board diagnostics (OBD) on vehicles, or in more basic terms, the computer that activates the vehicle's "CHECK ENGINE" light. OBD1 was designed to monitor manufacturer-specific systems on vehicles built from 1981 to 1995. Then came the development of OBD2, which is on all 1996 cars and light trucks sold in the U.S. Like its predecessor, OBD2 was adopted as part of a government mandate to lower vehicle emissions. But what makes OBD2 unique is its universal application for all late model cars and trucks - domestic and import. This sophisticated program in the vehicle's main computer system is designed to detect failures in a range of systems, and can be accessed through a universal OBD2 port, which is usually found under the dashboard. For all OBD systems, if a problem is found, the computer turns on the "CHECK ENGINE" light to warn the driver, and sets a Diagnostic Trouble Code (DTC) to identify where the problem occurred. A special diagnostic tool, such as the Diagnostic Tool, is required to retrieve these codes, which consumers and professionals use as a starting point for repairs.



The Diagnostic Tool provides the additional ability to retrieve *enhanced* DTCs from most Chrysler/Jeep, Ford/Mazda, GM/Isuzu, Honda/Acura and Toyota/Lexus vehicles, as well as ABS DTCs and vehicle information. The types of enhanced data available depends on the vehicle make.

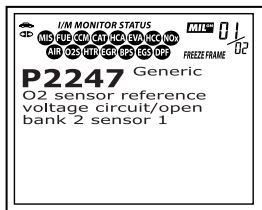
Easy To Use

- Connect the Diagnostic Tool to the vehicle's test connector.
- Turn the ignition key "On."
- The tool will automatically link to the vehicle's computer.



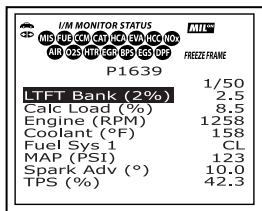
Easy To View

- The Diagnostic Tool retrieves stored codes, Freeze Frame data and I/M Monitor Status.
- Codes, I/M Monitor Status and Freeze Frame data are displayed on the Diagnostic Tool's display screen. System Status is indicated by LED indicators.



Easy To Define

- Read code definitions from the Diagnostic Tool's display.
- View Freeze Frame data.
- View ABS DTCs



SAFETY FIRST!

To avoid personal injury, instrument damage and/or damage to your vehicle; do not use the Diagnostic Tool before reading this manual.

This manual describes common test procedures used by experienced service technicians. Many test procedures require precautions to avoid accidents that can result in personal injury, and/or damage to your vehicle or test equipment. Always read your vehicle's service manual and follow its safety precautions before and during any test or service procedure. **ALWAYS** observe the following general safety precautions:



When an engine is running, it produces carbon monoxide, a toxic and poisonous gas. To prevent serious injury or death from carbon monoxide poisoning, operate the vehicle **ONLY** in a **well-ventilated** area.



To protect your eyes from propelled objects as well as hot or caustic liquids, **always** wear **approved** safety eye protection.



When an engine is running, many parts (such as the coolant fan, pulleys, fan belt etc.) turn at high speed. To avoid serious injury, always be aware of moving parts. Keep a safe distance from these parts as well as other potentially moving objects.



Engine parts become very hot when the engine is running. To prevent severe burns, avoid contact with hot engine parts.



Before starting an engine for testing or troubleshooting, make sure the parking brake is engaged. Put the transmission in **park** (for automatic transmission) or **neutral** (for manual transmission). Block the drive wheels with suitable blocks.



Connecting or disconnecting test equipment when the ignition is **ON** can damage test equipment and the vehicle's electronic components. Turn the ignition **OFF** before connecting the Diagnostic Tool to or disconnecting the Diagnostic Tool from the vehicle's Data Link Connector (DLC).

Safety Precautions

SAFETY FIRST!



To prevent damage to the on-board computer when taking vehicle electrical measurements, always use a digital multimeter with at least 10 megOhms of impedance.



Fuel and battery vapors are highly flammable. To prevent an explosion, keep all sparks, heated items and open flames away from the battery and fuel / fuel vapors. **DO NOT SMOKE NEAR THE VEHICLE DURING TESTING.**



Don't wear loose clothing or jewelry when working on an engine. Loose clothing can become caught in the fan, pulleys, belts, etc. Jewelry is highly conductive, and can cause a severe burn if it makes contact between a power source and ground.

VEHICLES COVERED

The Enhanced OBD2 Diagnostic Tool is designed to work on all OBD2 compliant vehicles. All 1996 and newer vehicles (cars and light trucks) sold in the United States are OBD2 compliant.



Federal law requires that all 1996 and newer cars and light trucks sold in the United States must be OBD2 compliant; this includes all Domestic, Asian and European vehicles.

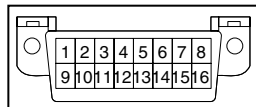
Some 1994 and 1995 vehicles are OBD2 compliant. To find out if a 1994 or 1995 vehicle is OBD2 compliant, check the following:

1. **The Vehicle Emissions Control Information (VECI) Label.** This label is located under the hood or by the radiator of most vehicles. If the vehicle is OBD2 compliant, the label will state “**OBD II Certified.**”

VEHICLE EMISSION CONTROL INFORMATION			
VEHICLE MANUFACTURER	ENGINE FAMILY DISPLACEMENT	EFN2.6YBT2BA 2.6L	OBD II CERTIFIED
	THIS VEHICLE CONFORMS TO U.S. EPA AND STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1999 MODEL YEAR NEW TLEV PASSENGER CARS.		
REFER TO SERVICE MANUAL FOR ADDITIONAL INFORMATION TUNE-UP CONDITIONS: NORMAL OPERATING ENGINE TEMPERATURE, ACCESSORIES OFF, COOLING FAN OFF, TRANSMISSION IN NEUTRAL			
EXHAUST EMISSIONS STANDARDS CERTIFICATION IN-USE		STANDARD CATEGORY TLEV TLEV INTERMEDIATE	
SPARK PLUG TYPE NGK BPRE-11 GAP: 1.1MM	CATALYST		

**OBD II
CERTIFIED**

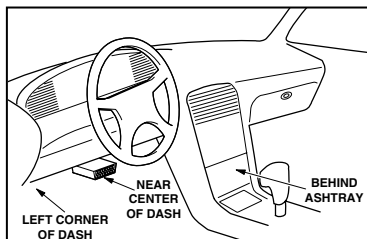
2. Government Regulations require that all OBD2 compliant vehicles **must** have a “common” sixteen-pin **Data Link Connector (DLC)**.



Some 1994 and 1995 vehicles have 16-pin connectors but are not OBD2 compliant. Only those vehicles with a Vehicle Emissions Control Label stating “OBD II Certified” are OBD2 compliant.

Data Link Connector (DLC) Location


The 16-pin DLC is usually located under the instrument panel (dash), within 12 inches (300 mm) of center of the panel, on the driver's side of most vehicles. It should be easily accessible and visible from a kneeling position outside the vehicle with the door open.





On some Asian and European vehicles the DLC is located behind the “ashtray” (the ashtray must be removed to access it) or on the far left corner of the dash. If the DLC cannot be located, consult the vehicle’s service manual for the location.

BATTERY REPLACEMENT

Replace batteries when the battery symbol  is visible on display and/or the 3 LEDS are all lit and no other data is visible on screen.

1. Locate the battery cover on the back of the Diagnostic Tool.
2. Slide the battery cover off (use your fingers).
3. Replace batteries with three AA-size batteries (for longer life, use Alkaline-type batteries).
4. Reinstall the battery cover on the back of the Diagnostic Tool.



Adjustments After Battery Installation


The first time the Diagnostic Tool is turned on, you must select the desired display language (English, French or Spanish) and unit of measurement (USA or metric) as follows:

1. Press the **POWER/LINK**  button to turn the Diagnostic Tool “ON.”

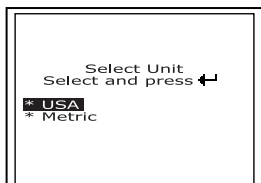
- The Select Language screen displays.






2. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired display language.

3. When the desired display language is selected, press the **ENTER**  button to confirm your selection.

- The Select Unit screen displays.



4. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired unit of measurement.

5. When the desired unit of measurement is selected, press the **ENTER**  button to confirm your selection.



After the initial language and unit of measurement selections are performed, these, as well as other settings, can be changed as desired. Proceed to “ADJUSTMENTS AND SETTINGS” on page 116 for further instructions.

CONTROLS AND INDICATORS

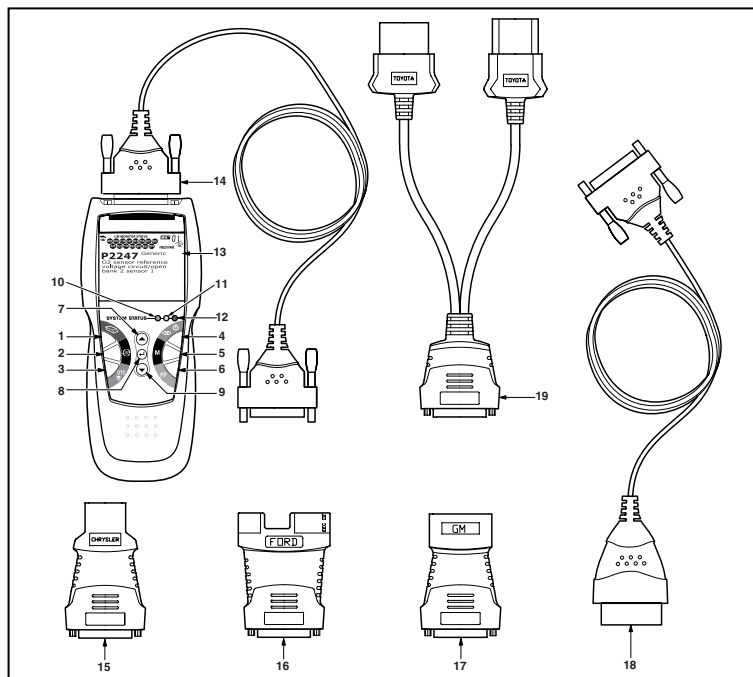





Figure 1. Controls and Indicators

See Figure 1 for the locations of items 1 through 19, below.

1. **ERASE button** - Erases Diagnostic Trouble Codes (DTCs), and "Freeze Frame" data from your vehicle's computer, and resets Monitor status.
2. **SYSTEM MENU button** – When pressed, displays the System Test Menu.
3. **DTC button** - Displays the DTC View screen and/or scrolls the LCD display to view DTCs and Freeze Frame data.
4. **POWER/LINK button** - When the Diagnostic Tool IS NOT connected to a vehicle, turns the Diagnostic Tool "On" and "Off". When the Diagnostic Tool is connected to a vehicle, links the Diagnostic Tool to the vehicle's PCM to retrieve diagnostic data from the computer's memory.
5. **M button** – When pressed, displays the Main Menu.
6. **FF button** – When pressed while linked to a vehicle, displays Freeze Frame data for the *priority* DTC.

7.  **UP button** – When in MENU mode, scrolls UP through the menu and submenu selection options. When LINKED to a vehicle, scrolls UP through the current display screen to display any additional data.
8.  **ENTER button** - When in MENU mode, confirms the selected option or value.
9.  **DOWN button** - When in MENU mode, scrolls DOWN through the menu and submenu selection options. When LINKED to a vehicle, scrolls DOWN through the current display screen to display any additional data.
10. **GREEN LED** - Indicates that all engine systems are running normally (all Monitors on the vehicle are active and performing their diagnostic testing, and no DTCs are present).
11. **YELLOW LED** - Indicates there is a possible problem. A “Pending” DTC is present and/or some of the vehicle’s emission monitors have not run their diagnostic testing.
12. **RED LED** - Indicates there is a problem in one or more of the vehicle’s systems. The red LED is also used to show that DTC(s) are present. DTCs are shown on the Diagnostic Tool’s display. In this case, the Malfunction Indicator (“Check Engine”) lamp on the vehicle’s instrument panel will light steady on.
13. **Display** - Displays settings Menu and submenus, test results, Diagnostic Tool functions and Monitor status information. See **DISPLAY FUNCTIONS**, following, for more details.
14. **CABLE** - Connects the Diagnostic Tool to the vehicle’s Data Link Connector (DLC).
15. **CHRYSLER Connector Cable Adaptor** - Installs on cable (item 14) when connecting to a Chrysler OBD1 Data Link Connector.
16. **FORD Connector Cable Adaptor** - Installs on cable (item 14) when connecting to a Ford OBD1 Data Link Connector.
17. **GM Connector Cable Adaptor** - Installs on cable (item 14) when connecting to a GM OBD1 Data Link Connector.
18. **OBD II Cable** - Connects the Diagnostic Tool to the vehicle’s Data Link Connector (DLC) when retrieving codes from OBD II systems.
19. **TOYOTA Connector Cable Adaptor** - Installs on cable (item 14) when connecting to a Toyota OBD1 Data Link Connector.

DISPLAY FUNCTIONS

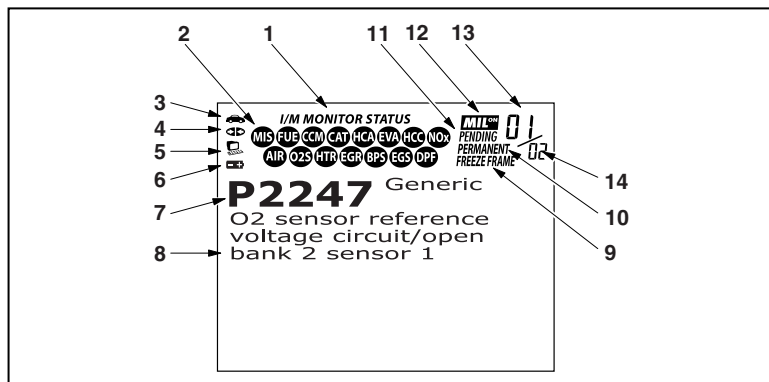


Figure 2. Display Functions

See Figure 2 for the locations of items 1 through 14, following.

1. **I/M MONITOR STATUS field** - Identifies the I/M Monitor status area.
2. **Monitor icons** - Indicate which Monitors are supported by the vehicle under test, and whether or not the associated Monitor has run its diagnostic testing (Monitor status). When a Monitor icon is solid, it indicates that the associated Monitor has completed its diagnostic testing. When a Monitor icon is flashing, it indicates that the vehicle supports the associated Monitor, but the Monitor has not yet run its diagnostic testing.
3. **Vehicle icon** - Indicates whether or not the Diagnostic Tool is being properly powered through the vehicle's Data Link Connector (DLC). A visible icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.
4. **Link icon** - Indicates whether or not the Diagnostic Tool is communicating (linked) with the vehicle's on-board computer. When visible, the Diagnostic Tool is communicating with the computer. If the Link icon is not visible, the Diagnostic Tool is not communicating with the computer.
5. **Computer icon** - When this icon is visible it indicates that the Diagnostic Tool is linked to a personal computer. Optional software is available that makes it possible to upload retrieved data to a personal computer.
6. **Diagnostic Tool Internal Battery icon** - When visible, indicates the Diagnostic Tool batteries are "low" and should be replaced. If the batteries are not replaced when the battery symbol is "on", all 3 LEDs will light up as a last resort indicator to warn you that the batteries need replacement. No data will be displayed on screen when all 3 LEDs are lit.

7. **DTC Display Area** - Displays the Diagnostic Trouble Code (DTC) number. Each fault is assigned a code number that is specific to that fault.
8. **Test Data Display Area** - Displays DTC definitions, Freeze Frame data and other pertinent test information messages.
9. **FREEZE FRAME icon** - Indicates that there is Freeze Frame data from "Priority Code" (Code #1) stored in the vehicle's computer memory.
10. **PERMANENT icon** - Indicates the currently displayed DTC is a "Permanent" code.
11. **PENDING icon** - Indicates the currently displayed DTC is a "Pending" code.
12. **MIL icon** - Indicates the status of the Malfunction Indicator Lamp (MIL). The MIL icon is visible only when a DTC has commanded the MIL on the vehicle's dashboard to light.
13. **Code Number Sequence** - The Diagnostic Tool assigns a sequence number to each DTC that is present in the computer's memory, starting with "01." This number indicates which code is currently displayed. Code number "01" is always the highest priority code, and the one for which "Freeze Frame" data has been stored.



If "01" is a "Pending" code, there may or may not be "Freeze Frame" data stored in memory.

14. **Code Enumerator** - Indicates the total number of codes retrieved from the vehicle's computer.

COMPUTER ENGINE CONTROLS

The Introduction of Electronic Engine Controls

Electronic Computer Control Systems make it possible for vehicle manufacturers to comply with the tougher emissions and fuel efficiency standards mandated by State and Federal Governments.

As a result of increased air pollution (smog) in large cities, such as Los Angeles, the California Air Resources Board (**CARB**) and the Environmental Protection Agency (**EPA**) set new regulations and air pollution standards to deal with the problem. To further complicate matters, the energy crisis of the early 1970s caused a sharp increase in fuel prices over a short period. As a result, vehicle manufacturers were not only required to comply with the new emissions standards, they also had to make their vehicles more fuel-efficient. Most vehicles were required to meet a miles-per-gallon (MPG) standard set by the U.S. Federal Government.



Precise fuel delivery and spark timing are needed to reduce vehicle emissions. Mechanical engine controls in use at the time (such as ignition points, mechanical spark advance and the carburetor) responded too slowly to driving conditions to properly control fuel delivery and spark timing. This made it difficult for vehicle manufacturers to meet the new standards.

A new Engine Control System had to be designed and integrated with the engine controls to meet the stricter standards. The new system had to:

- Respond instantly to supply the proper mixture of air and fuel for any driving condition (idle, cruising, low-speed driving, high-speed driving, etc.).
- Calculate instantly the best time to “ignite” the air/fuel mixture for maximum engine efficiency.
- Perform both these tasks without affecting vehicle performance or fuel economy.

Vehicle Computer Control Systems can perform millions of calculations each second. This makes them an ideal substitute for the slower mechanical engine controls. By switching from mechanical to electronic engine controls, vehicle manufacturers are able to control fuel delivery and spark timing more precisely. Some newer Computer Control Systems also provide control over other vehicle functions, such as transmission, brakes, charging, body, and suspension systems.

The Basic Engine Computer Control System

The Computer Control System consists of an on-board computer and several related control devices (sensors, switches, and actuators).

The on-board computer is the heart of the Computer Control System. The computer contains several programs with preset reference values for air/fuel ratio, spark or ignition timing, injector pulse width, engine speed, etc. Separate values are provided for various driving conditions, such as idle, low speed driving, high-speed driving, low load, or high load. The preset reference values represent the ideal air/fuel mixture, spark timing, transmission gear selection, etc., for any driving condition. These values are programmed by the vehicle manufacturer, and are specific to each vehicle model.

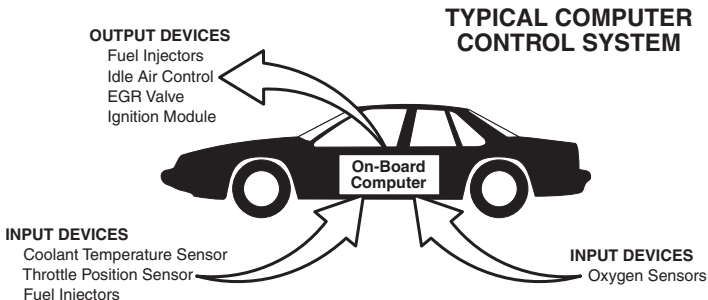


Most on-board computers are located inside the vehicle behind the dashboard, under the passenger's or driver's seat, or behind the right kick panel. However, some manufacturers may still position it in the engine compartment.

Vehicle sensors, switches, and actuators are located throughout the engine, and are connected by electrical wiring to the on-board computer. These devices include oxygen sensors, coolant temperature sensors, throttle position sensors, fuel injectors, etc. Sensors and switches are **input devices**. They provide signals representing current engine operating conditions to the computer. Actuators are **output devices**. They perform actions in response to commands received from the computer.

The on-board computer receives information inputs from sensors and switches located throughout the engine. These devices monitor critical engine conditions such as coolant temperature, engine speed, engine load, throttle position, air/fuel ratio etc.

The computer compares the values received from these sensors with its preset reference values, and makes corrective actions as needed so that the sensor values always match the preset reference values for the current driving condition. The computer makes adjustments by commanding other devices such as the fuel injectors, idle air control, EGR valve or Ignition Module to perform these actions.



Vehicle operating conditions are constantly changing. The computer continuously makes adjustments or corrections (especially to the air/fuel mixture and spark timing) to keep all the engine systems operating within the preset reference values.

On-Board Diagnostics - First Generation (OBD1)

With the exception of some 1994 and 1995 vehicles, most vehicles from 1982 to 1995 are equipped with some type of first generation On-Board Diagnostics.



Beginning in 1988, California's Air Resources Board (**CARB**), and later the Environmental Protection Agency (**EPA**) required vehicle manufacturers to include a self-diagnostic program in their on-board computers. The program would be capable of identifying emissions-related faults in a system. The first generation of Onboard Diagnostics came to be known as **OBD1**.

OBD1 is a set of self-testing and diagnostic instructions programmed into the vehicle's on-board computer. The programs are specifically designed to detect failures in the sensors, actuators, switches and wiring of the various vehicle emissions-related systems. If the computer detects a failure in any of these components or systems, it lights an indicator on the dashboard to alert the driver. The indicator lights **only** when an emissions-related problem is detected.

The computer also assigns a numeric code for each specific problem that it detects, and stores these codes in its memory for later retrieval. These codes can be retrieved from the computer's memory with the use of a "Code Reader" or a "Diagnostic Tool."

On-Board Diagnostics - Second Generation (OBD2)

In addition to performing all the functions of the OBD1 System, the OBD2 System has been enhanced with new Diagnostic Programs. These programs closely monitor the functions of various emissions-related components and systems (as well as other systems) and make this information readily available (with the proper equipment) to the technician for evaluation.

The OBD2 System is an enhancement of the OBD1 System.

The California Air Resources Board (**CARB**) conducted studies on OBD1 equipped vehicles. The information that was gathered from these studies showed the following:

- A large number of vehicles had deteriorating or degraded emissions-related components. These components were causing an increase in emissions.



- Because OBD1 systems only detect failed components, the degraded components were not setting codes.
- Some emissions problems related to degraded components only occur when the vehicle is being driven under a load. The emission checks being conducted at the time were not performed under simulated driving conditions. As a result, a significant number of vehicles with degraded components were passing Emissions Tests.
- Codes, code definitions, diagnostic connectors, communication protocols and emissions terminology were different for each manufacturer. This caused confusion for the technicians working on different make and model vehicles.

To address the problems made evident by this study, CARB and the EPA passed new laws and standardization requirements. These laws required that vehicle manufacturers to equip their new vehicles with devices capable of meeting all of the new emissions standards and regulations. It was also decided that an enhanced on-board diagnostic system, capable of addressing all of these problems, was needed. This new system is known as **"On-Board Diagnostics Generation Two (OBD2)."** The primary objective of the OBD2 system is to comply with the latest regulations and emissions standards established by CARB and the EPA.

The Main Objectives of the OBD2 System are:

- To detect degraded and/or failed emissions-related components or systems that could cause tailpipe emissions to exceed by 1.5 times the Federal Test Procedure (FTP) standard.
- To expand emissions-related system monitoring. This includes a set of computer run diagnostics called Monitors. Monitors perform diagnostics and testing to verify that all emissions-related components and/or systems are operating correctly and within the manufacturer's specifications.
- To use a standardized Diagnostic Link Connector (DLC) in all vehicles. (Before OBD2, DLCs were of different shapes and sizes.)
- To standardize the code numbers, code definitions and language used to describe faults. (Before OBD2, each vehicle manufacturer used their own code numbers, code definitions and language to describe the same faults.)
- To expand the operation of the Malfunction Indicator Lamp (MIL).
- To standardize communication procedures and protocols between the diagnostic equipment (Diagnostic Tools, Code Readers, etc.) and the vehicle's on-board computer.

OBD2 Terminology

The following terms and their definitions are related to OBD2 systems. Read and reference this list as needed to aid in the understanding of OBD2 systems.

- **Powertrain Control Module (PCM)** - The PCM is the OBD2 accepted term for the vehicle's "on-board computer." In addition to controlling the engine management and emissions systems, the PCM also participates in controlling the powertrain (transmission) operation. Most PCMs also have the ability to communicate with other computers on the vehicle (ABS, ride control, body, etc.).
- **Monitor** - Monitors are "diagnostic routines" programmed into the PCM. The PCM utilizes these programs to run diagnostic tests, and to monitor operation of the vehicle's emissions-related components or systems to ensure they are operating correctly and within the vehicle's manufacturer specifications. Currently, up to fifteen Monitors are used in OBD2 systems. Additional Monitors will be added as the OBD2 system is further developed.



Not all vehicles support all fifteen Monitors.

- **Enabling Criteria** - Each Monitor is designed to test and monitor the operation of a specific part of the vehicle's emissions system (EGR system, oxygen sensor, catalytic converter, etc.). A specific set of "conditions" or "driving procedures" must be met before the computer can command a Monitor to run tests on its related system. These "conditions" are known as "**Enabling Criteria**." The requirements and procedures vary for each Monitor. Some Monitors only require the ignition key to be turned "**On**" for them to run and complete their diagnostic testing. Others may require a set of complex procedures, such as, starting the vehicle when cold, bringing it to operating temperature, and driving the vehicle under specific conditions before the Monitor can run and complete its diagnostic testing.
- **Monitor Has/Has Not Run** - The terms "Monitor has run" or "Monitor has not run" are used throughout this manual. "**Monitor has run**," means the PCM **has** commanded a particular Monitor to perform the required diagnostic testing on a system to ensure the system is operating correctly (within factory specifications). The term "**Monitor has not run**" means the PCM **has not** yet commanded a particular Monitor to perform diagnostic testing on its associated part of the emissions system.
- **Trip** - A Trip for a particular Monitor requires that the vehicle is being driven in such a way that all the required "Enabling Criteria" for the Monitor to run and complete its diagnostic testing are met. The "Trip Drive Cycle" for a particular Monitor begins when the ignition key is turned "**On**." It is successfully completed when all the "Enabling Criteria" for the Monitor to run and complete its diagnostic testing are met by the time the ignition key is turned "**Off**." Since each of the fifteen monitors is designed to run diagnostics and testing on a different part of the engine or emissions system, the "Trip Drive Cycle" needed for each individual Monitor to run and complete varies.

- **OBD2 Drive Cycle** - An OBD2 Drive Cycle is an extended set of driving procedures that takes into consideration the various types of driving conditions encountered in real life. These conditions may include starting the vehicle when it is cold, driving the vehicle at a steady speed (cruising), accelerating, etc. An OBD2 Drive Cycle begins when the ignition key is turned "On" (when cold) and ends when the vehicle has been driven in such a way as to have all the "Enabling Criteria" met for all its applicable Monitors. Only those trips that provide the Enabling Criteria for all Monitors applicable to the vehicle to run and complete their individual diagnostic tests qualify as an OBD2 Drive Cycle. OBD2 Drive Cycle requirements vary from one model of vehicle to another. Vehicle manufacturers set these procedures. Consult your vehicle's service manual for OBD2 Drive Cycle procedures.



Do not confuse a "Trip" Drive Cycle with an OBD2 Drive Cycle. A "Trip" Drive Cycle provides the "Enabling Criteria" for one specific Monitor to run and complete its diagnostic testing. An OBD2 Drive Cycle must meet the "Enabling Criteria" for all Monitors on a particular vehicle to run and complete their diagnostic testing.

- **Warm-up Cycle** - Vehicle operation after an engine off period where engine temperature rises at least 40°F (22°C) from its temperature before starting, and reaches at least 160°F (70°C). The PCM uses warm-up cycles as a counter to automatically erase a specific code and related data from its memory. When no faults related to the original problem are detected within a specified number of warm-up cycles, the code is erased automatically.

DIAGNOSTIC TROUBLE CODES (DTCs)

Diagnostic Trouble Codes (DTCs) are meant to guide you to the proper service procedure in the vehicle's service manual. **DO NOT** replace parts based only on DTCs without first consulting the vehicle's service manual for proper testing procedures for that particular system, circuit or component.

DTCs are alphanumeric codes that are used to identify a problem that is present in any of the systems that are monitored by the on-board computer (PCM). Each trouble code has an assigned message that identifies the circuit, component or system area where the problem was found.

OBD2 diagnostic trouble codes are made up of five characters:

- The 1st character is a **letter** (B, C, P or U). It identifies the "main system" where the fault occurred (Body, Chassis, Powertrain, or Network).
- The 2nd character is a **numeric digit** (0 thru 3). It identifies the "type" of code (Generic or Manufacturer-Specific).



Generic DTCs are codes that are used by all vehicle manufacturers. The standards for generic DTCs, as well as their definitions, are set by the Society of Automotive Engineers (SAE).

Diagnostic Trouble Codes (DTCs) are codes that identify a specific problem area.



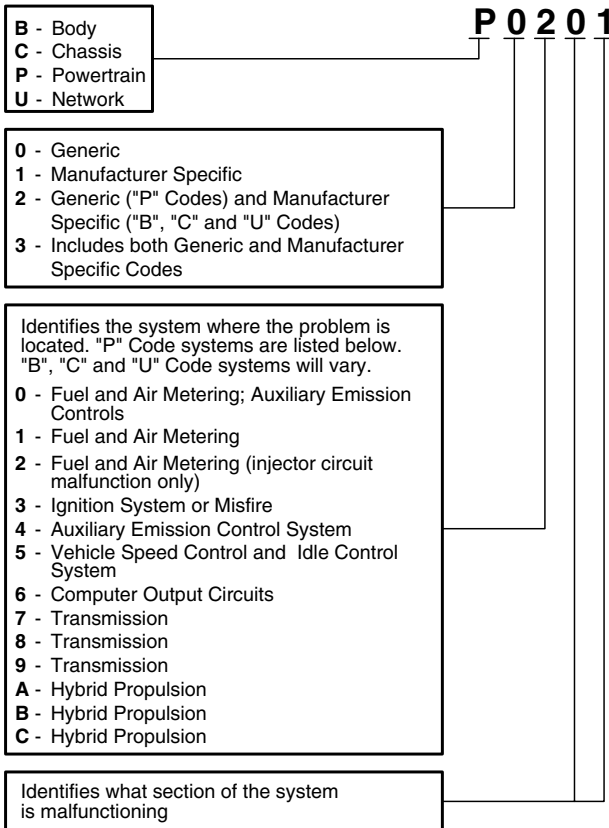


Manufacturer-Specific DTCs are codes that are controlled by the vehicle manufacturers. The Federal Government does not require vehicle manufacturers to go beyond the standardized generic DTCs in order to comply with the new OBD2 emissions standards. However, manufacturers are free to expand beyond the standardized codes to make their systems easier to diagnose.

- The 3rd character is a **letter** or a **numeric digit** (0 thru 9, A thru F). It identifies the specific system or sub-system where the problem is located.
- The 4th and 5th characters are **letters** or **numeric digits** (0 thru 9, A thru F). They identify the section of the system that is malfunctioning.

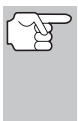
OBD2 DTC EXAMPLE

P0201 - Injector Circuit Malfunction, Cylinder 1



DTCs and MIL Status

When the vehicle's on-board computer detects a failure in an emissions-related component or system, the computer's internal diagnostic program assigns a diagnostic trouble code (DTC) that points to the system (and subsystem) where the fault was found. The diagnostic program saves the code in the computer's memory. It records a "Freeze Frame" of conditions present when the fault was found, and lights the Malfunction Indicator Lamp (MIL). Some faults require detection for two trips in a row before the MIL is turned on.



The "Malfunction Indicator Lamp" (MIL) is the accepted term used to describe the lamp on the dashboard that lights to warn the driver that an emissions-related fault has been found. Some manufacturers may still call this lamp a "Check Engine" or "Service Engine Soon" light.

There are two types of DTCs used for emissions-related faults: Type "A" and Type "B." Type "A" codes are "One-Trip" codes; Type "B" DTCs are usually Two-Trip DTCs.

When a **Type "A"** DTC is found on the First Trip, the following events take place:

- The computer commands the MIL "On" when the failure is first found.
- If the failure causes a severe misfire that may cause damage to the catalytic converter, the MIL "flashes" **once per second**. The MIL continues to flash as long as the condition exists. If the condition that caused the MIL to flash is no longer present, the MIL will light "steady" On.
- A DTC is saved in the computer's memory for later retrieval.
- A "Freeze Frame" of the conditions present in the engine or emissions system when the MIL was ordered "On" is saved in the computer's memory for later retrieval. This information shows fuel system status (closed loop or open loop), engine load, coolant temperature, fuel trim value, MAP vacuum, engine RPM and DTC priority.

When a **Type "B"** DTC is found on the First Trip, the following events take place:

- The computer sets a Pending DTC, but the MIL is not ordered "On." "Freeze Frame" data may or may not be saved at this time depending on manufacturer. The Pending DTC is saved in the computer's memory for later retrieval.
- If the failure **is found** on the second consecutive trip, the MIL is ordered "On." "Freeze Frame" data is saved in the computer's memory.
- If the failure **is not found** on the second Trip, the Pending DTC is erased from the computer's memory.

The MIL will stay lit for both Type "A" and Type "B" codes until one of the following conditions occurs:

- If the conditions that caused the MIL to light are no longer present for the next three trips in a row, the computer automatically turns the MIL "Off" if no other emissions-related faults are present. However, the DTCs remain in the computer's memory as a history code for 40 warm-up cycles (80 warm-up cycles for fuel and misfire faults). The DTCs are automatically erased if the fault that caused them to be set is not detected again during that period.
- Misfire and fuel system faults require three trips with "similar conditions" before the MIL is turned "Off." These are trips where the engine load, RPM and temperature are similar to the conditions present when the fault was first found.



After the MIL has been turned off, DTCs and Freeze Frame data stay in the computer's memory.

- Erasing the DTCs from the computer's memory can also turn off the MIL. See ERASING DIAGNOSTIC TROUBLE CODES (DTCs) on page 49, before erasing codes from the computer's memory. If a Diagnostic Tool or Scan Tool is used to erase the codes, Freeze Frame data will also be erased.

OBD2 MONITORS

To ensure the correct operation of the various emissions-related components and systems, a diagnostic program was developed and installed in the vehicle's on-board computer. The program has several procedures and diagnostic strategies. Each procedure or diagnostic strategy is made to monitor the operation of, and run diagnostic tests on, a specific emissions-related component or system. These tests ensure the system is running correctly and is within the manufacturer's specifications. On OBD2 systems, these procedures and diagnostic strategies are called "Monitors."

Currently, fifteen Monitors are supported by OBD2 systems. Additional monitors may be added as a result of Government regulations as the OBD2 system grows and matures. Not all vehicles support all fifteen Monitors. Additionally, some Monitors are supported by "spark ignition" vehicles only, while others are supported by "compression ignition" vehicles only.

Monitor operation is either "**Continuous**" or "**Non-Continuous**," depending on the specific monitor.








Continuous Monitors

Three of these Monitors are designed to constantly monitor their associated components and/or systems for proper operation. Continuous Monitors run constantly when the engine is running. The Continuous Monitors are:

- **CCM** Comprehensive Component Monitor (CCM)
- **MIS** Misfire Monitor
- **FUE** Fuel System Monitor






Non-Continuous Monitors

The other twelve Monitors are “non-continuous” Monitors. “Non-continuous” Monitors perform and complete their testing once per trip. The “non-continuous” Monitors are:


-  **O2S** Oxygen Sensor Monitor
-  **HTR** Oxygen Sensor Heater Monitor
-  **CAT** Catalyst Monitor
-  **HCA** Heated Catalyst Monitor
-  **EGR** EGR System Monitor
-  **EVA** EVAP System Monitor
-  **AIR** Secondary Air System Monitor



The following Monitors became standard beginning in 2010. The majority of vehicles produced before this time will not support these Monitors

-  **HCC** NMHC Monitor
-  **NOx** NOx Adsorber Monitor
-  **BPS** Boost Pressure System Monitor
-  **EGS** Exhaust Gas Sensor Monitor
-  **DPF** PM Filter Monitor

The following provides a brief explanation of the function of each Monitor:

-  **Comprehensive Component Monitor (CCM)** - This Monitor continuously checks all inputs and outputs from sensors, actuators, switches and other devices that provide a signal to the computer. The Monitor checks for shorts, opens, out of range value, functionality and “rationality.”



Rationality: Each input signal is compared against all other inputs and against information in the computer’s memory to see if it makes sense under the current operating conditions. Example: The signal from the throttle position sensor indicates the vehicle is in a wide-open throttle condition, but the vehicle is really at idle, and the idle condition is confirmed by the signals from all other sensors. Based on the input data, the computer determines that the signal from the throttle position sensor is not rational (does not make sense when compared to the other inputs). In this case, the signal would fail the rationality test.

The CCM is supported by both “spark ignition” vehicles and “compression ignition” vehicles. The CCM may be either a “One-Trip” or a “Two-Trip” Monitor, depending on the component.

FUE Fuel System Monitor - This Monitor uses a Fuel System Correction program, called Fuel Trim, inside the on-board computer. Fuel Trim is a set of positive and negative values that represent adding or subtracting fuel from the engine. This program is used to correct for a lean (too much air/not enough fuel) or rich (too much fuel/not enough air) air-fuel mixture. The program is designed to add or subtract fuel, as needed, up to a certain percent. If the correction needed is too large and exceeds the time and percent allowed by the program, a fault is indicated by the computer.

The Fuel System Monitor is supported by both "spark ignition" vehicles and "compression ignition" vehicles. The Fuel System Monitor may be a "One-Trip" or "Two-Trip" Monitor, depending on the severity of the problem.

MIS Misfire Monitor - This Monitor continuously checks for engine misfires. A misfire occurs when the air-fuel mixture in the cylinder does not ignite. The misfire Monitor uses changes in crankshaft speed to sense an engine misfire. When a cylinder misfires, it no longer contributes to the speed of the engine, and engine speed decreases each time the affected cylinder(s) misfire. The misfire Monitor is designed to sense engine speed fluctuations and determine from which cylinder(s) the misfire is coming, as well as how bad the misfire is. There are three types of engine misfires, Types 1, 2, and 3.

- Type 1 and Type 3 misfires are two-trip monitor faults. If a fault is sensed on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The MIL is not commanded on at this time. If the fault is found again on the second trip, under similar conditions of engine speed, load and temperature, the computer commands the MIL "On," and the code is saved in its long term memory.
- Type 2 misfires are the most severe type of misfire. When a Type 2 misfire is sensed on the first trip, the computer commands the MIL to light when the misfire is sensed. If the computer determines that a Type 2 misfire is severe, and may cause catalytic converter damage, it commands the MIL to "flash" once per second as soon as the misfire is sensed. When the misfire is no longer present, the MIL reverts to steady "On" condition.

The Misfire Monitor is supported by both "spark ignition" vehicles and "compression ignition" vehicles.

CAT Catalyst Monitor - The catalytic converter is a device that is installed downstream of the exhaust manifold. It helps to oxidize (burn) the unburned fuel (hydrocarbons) and partially burned fuel (carbon monoxide) left over from the combustion process. To accomplish this, heat and catalyst materials inside the converter react with the exhaust gases to burn the remaining fuel. Some materials inside the catalytic converter also have the ability to store oxygen, and release it as needed to oxidize hydrocarbons and carbon monoxide. In the process, it reduces vehicle emissions by converting the polluting gases into carbon dioxide and water.

The computer checks the efficiency of the catalytic converter by monitoring the oxygen sensors used by the system. One sensor is located before (upstream of) the converter; the other is located after (downstream of) the converter. If the catalytic converter loses its ability to store oxygen,

the downstream sensor signal voltage becomes almost the same as the upstream sensor signal. In this case, the monitor fails the test.

The Catalyst Monitor is supported by “spark ignition” vehicles only. The Catalyst Monitor is a “Two-Trip” Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL “On” and saves the code in its long-term memory.



Heated Catalyst Monitor - Operation of the “heated” catalytic converter is similar to the catalytic converter. The main difference is that a heater is added to bring the catalytic converter to its operating temperature more quickly. This helps reduce emissions by reducing the converter’s down time when the engine is cold. The Heated Catalyst Monitor performs the same diagnostic tests as the catalyst Monitor, and also tests the catalytic converter’s heater for proper operation.

The Heated Catalyst Monitor is supported by “spark ignition” vehicles only. This Monitor is also a “Two-Trip” Monitor.



Exhaust Gas Recirculation (EGR) Monitor - The Exhaust Gas Recirculation (EGR) system helps reduce the formation of Oxides of Nitrogen during combustion. Temperatures above 2500°F cause nitrogen and oxygen to combine and form Oxides of Nitrogen in the combustion chamber. To reduce the formation of Oxides of Nitrogen, combustion temperatures must be kept below 2500°F. The EGR system recirculates small amounts of exhaust gas back into the intake manifold, where it is mixed with the incoming air/fuel mixture. This reduces combustion temperatures by up to 500°F. The computer determines when, for how long, and how much exhaust gas is recirculated back to the intake manifold. The EGR Monitor performs EGR system function tests at preset times during vehicle operation.

The EGR Monitor is supported by both “spark ignition” vehicles and “compression ignition” vehicles. The EGR Monitor is a “Two-Trip” Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL “On,” and saves the code in its long-term memory.



Evaporative System (EVAP) Monitor - OBD2 vehicles are equipped with a fuel Evaporative system (EVAP) that helps prevent fuel vapors from evaporating into the air. The EVAP system carries fumes from the fuel tank to the engine where they are burned during combustion. The EVAP system may consist of a charcoal canister, fuel tank cap, purge solenoid, vent solenoid, flow monitor, leak detector and connecting tubes, lines and hoses.

Fumes are carried from the fuel tank to the charcoal canister by hoses or tubes. The fumes are stored in the charcoal canister. The computer controls the flow of fuel vapors from the charcoal canister to the engine via a purge solenoid. The computer energizes or de-energizes the purge solenoid (depending on solenoid design). The purge solenoid opens a valve to allow engine vacuum to draw the fuel vapors from the canister

into the engine where the vapors are burned. The EVAP Monitor checks for proper fuel vapor flow to the engine, and pressurizes the system to test for leaks. The computer runs this Monitor once per trip.

The EVAP Monitor is supported by "spark ignition" vehicles only. The EVAP Monitor is a "Two-Trip" Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the PCM commands the MIL "On," and saves the code in its long-term memory.



Oxygen Sensor Heater Monitor - The Oxygen Sensor Heater

Monitor tests the operation of the oxygen sensor's heater. There are two modes of operation on a computer-controlled vehicle: "open-loop" and "closed-loop." The vehicle operates in open-loop when the engine is cold, before it reaches normal operating temperature. The vehicle also goes to open-loop mode at other times, such as heavy load and full throttle conditions. When the vehicle is running in open-loop, the oxygen sensor signal is ignored by the computer for air/fuel mixture corrections. Engine efficiency during open-loop operation is very low, and results in the production of more vehicle emissions.

Closed-loop operation is the best condition for both vehicle emissions and vehicle operation. When the vehicle is operating in closed-loop, the computer uses the oxygen sensor signal for air/fuel mixture corrections.

In order for the computer to enter closed-loop operation, the oxygen sensor must reach a temperature of at least 600°F. The oxygen sensor heater helps the oxygen sensor reach and maintain its minimum operating temperature (600°F) more quickly, to bring the vehicle into closed-loop operation as soon as possible.

The Oxygen Sensor Heater Monitor is supported by "spark ignition" vehicles only. The Oxygen Sensor Heater Monitor is a "Two-Trip" Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL "On," and saves the code in its long-term memory.



Oxygen Sensor Monitor - The Oxygen Sensor monitors how

much oxygen is in the vehicle's exhaust. It generates a varying voltage of up to one volt, based on how much oxygen is in the exhaust gas, and sends the signal to the computer. The computer uses this signal to make corrections to the air/fuel mixture. If the exhaust gas has a large amount of oxygen (a lean air/fuel mixture), the oxygen sensor generates a "low" voltage signal. If the exhaust gas has very little oxygen (a rich mixture condition), the oxygen sensor generates a "high" voltage signal. A 450mV signal indicates the most efficient, and least polluting, air/fuel ratio of 14.7 parts of air to one part of fuel.

The oxygen sensor must reach a temperature of at least 600-650°F, and the engine must reach normal operating temperature, for the computer to enter into closed-loop operation. The oxygen sensor only functions when the computer is in closed-loop. A properly operating oxygen sensor reacts quickly to any change in oxygen content in the

exhaust stream. A faulty oxygen sensor reacts slowly, or its voltage signal is weak or missing.

The Oxygen Sensor Monitor is supported by “spark ignition” vehicles only. The Oxygen Sensor Monitor is a “Two-Trip” monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL “On,” and saves the code in its long-term memory.



Secondary Air System Monitor - When a cold engine is first started, it runs in open-loop mode. During open-loop operation, the engine usually runs rich. A vehicle running rich wastes fuel and creates increased emissions, such as carbon monoxide and some hydrocarbons. A Secondary Air System injects air into the exhaust stream to aid catalytic converter operation:

1. It supplies the catalytic converter with the oxygen it needs to oxidize the carbon monoxide and hydrocarbons left over from the combustion process during engine warm-up.
2. The extra oxygen injected into the exhaust stream also helps the catalytic converter reach operating temperature more quickly during warm-up periods. The catalytic converter must heat to operating temperature to work properly.

The Secondary Air System Monitor checks for component integrity and system operation, and tests for faults in the system. The computer runs this Monitor once per trip.

The Secondary Air System Monitor is a “Two-Trip” monitor. If a fault is found on the first trip, the computer temporarily saves this fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL “On,” and saves the code in its long-term memory.



Non-Methane Hydrocarbon Catalyst (NMHC) Monitor - The non-methane hydrocarbon catalyst is a type of catalytic converter.

It helps to remove non-methane hydrocarbons (NMH) left over from the combustion process from the exhaust stream. To accomplish this, heat and catalyst materials react with the exhaust gases to convert NMH to less harmful compounds. The computer checks the efficiency of the catalyst by monitoring the quantity of NMH in the exhaust stream. The monitor also verifies that sufficient temperature is present to aid in particulate matter (PM) filter regeneration.

The NMHC Monitor is supported by “compression ignition” vehicles only. The NMHC Monitor is a “Two-Trip” Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL “On,” and saves the code in its long-term memory.

NOx **NOx Aftertreatment Monitor** - NOx aftertreatment is based on a catalytic converter support that has been coated with a special washcoat containing zeolites. NOx Aftertreatment is designed to reduce oxides of nitrogen emitted in the exhaust stream. The zeolite acts as a molecular "sponge" to trap the NO and NO₂ molecules in the exhaust stream. In some implementations, injection of a reactant before the aftertreatment purges it. NO₂ in particular is unstable, and will join with hydrocarbons to produce H₂O and N₂. The NOx Aftertreatment Monitor monitors the function of the NOx aftertreatment to ensure that tailpipe emissions remain within acceptable limits.

The NOx Aftertreatment Monitor is supported by "compression ignition" vehicles only. The NOx Aftertreatment Monitor is a "Two-Trip" Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL "On," and saves the code in its long-term memory.

BPS **Boost Pressure System Monitor** - The boost pressure system serves to increase the pressure produced inside the intake manifold to a level greater than atmospheric pressure. This increase in pressure helps to ensure complete combustion of the air-fuel mixture. The Boost Pressure System Monitor checks for component integrity and system operation, and tests for faults in the system. The computer runs this Monitor once per trip.

The Boost Pressure System Monitor is supported by "compression ignition" vehicles only. The Boost Pressure System Monitor is a "Two-Trip" Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL "On," and saves the code in its long-term memory.

EGS **Exhaust Gas Sensor Monitor** - The exhaust gas sensor is used by a number of systems/monitors to determine the content of the exhaust stream. The computer checks for component integrity, system operation, and tests for faults in the system, as well as feedback faults that may affect other emission control systems.

The Exhaust Gas Sensor Monitor is supported by "compression ignition" vehicles only. The Exhaust Gas Sensor Monitor is a "Two-Trip" Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL "On," and saves the code in its long-term memory.



PM Filter Monitor - The particulate matter (PM) filter removes particulate matter from the exhaust stream by filtration. The filter has a honeycomb structure similar to a catalyst substrate, but with the channels blocked at alternate ends. This forces the exhaust gas to flow through the walls between the channels, filtering the particulate matter out. The filters are self-cleaning by periodic modification of the exhaust gas concentration in order to burn off the trapped particles (oxidizing the particles to form CO₂ and water). The computer monitors the efficiency of the filter in trapping particulate matter, as well as the ability of the filter to regenerate (self-clean).

The PM Filter Monitor is supported by "compression ignition" vehicles only. The PM Filter Monitor is a "Two-Trip" Monitor. If a fault is found on the first trip, the computer temporarily saves the fault in its memory as a Pending Code. The computer does not command the MIL on at this time. If the fault is sensed again on the second trip, the computer commands the MIL "On," and saves the code in its long-term memory.

OBD2 Reference Table

The table below lists current OBD2 Monitors, and indicates the following for each Monitor:

- A. Monitor Type (how often does the Monitor run; Continuous or Once per trip)
- B. Number of trips needed, with a fault present, to set a pending DTC
- C. Number of consecutive trips needed, with a fault present, to command the MIL "On" and store a DTC
- D. Number of trips needed, with no faults present, to erase a Pending DTC
- E. Number and type of trips or drive cycles needed, with no faults present, to turn off the MIL
- F. Number of warm-up periods needed to erase the DTC from the computer's memory after the MIL is turned off

Name of Monitor	A	B	C	D	E	F
Comprehensive Component Monitor	Continuous	1	2	1	3	40
Misfire Monitor (Type 1 and 3)	Continuous	1	2	1	3 - similar conditions	80
Misfire Monitor (Type 2)	Continuous		1		3 - similar conditions	80
Fuel System Monitor	Continuous	1	1 or 2	1	3 - similar conditions	80
Catalytic Converter Monitor	Once per trip	1	2	1	3 trips	40
Oxygen Sensor Monitor	Once per trip	1	2	1	3 trips	40
Oxygen Sensor Heater Monitor	Once per trip	1	2	1	3 trips	40
Exhaust Gas Recirculation (EGR) Monitor	Once per trip	1	2	1	3 trips	40
Evaporative Emissions Controls Monitor	Once per trip	1	2	1	3 trips	40
Secondary Air System (AIR) Monitor	Once per trip	1	2	1	3 trips	40
NMHC Monitor	Once per trip	1	2	1	3 trips	40
Nox Adsorber Monitor	Once per trip	1	2	1	3 trips	40
Boost Pressure System Monitor	Once per trip	1	2	1	3 trips	40
Exhaust Gas Sensor Monitor	Once per trip	1	2	1	3 trips	40
PM Filter Monitor	Once per trip	1	2	1	3 trips	40

PRELIMINARY VEHICLE DIAGNOSTIC WORKSHEET

The purpose of this form is to help you gather preliminary information on your vehicle before you retrieve codes. By having a complete account of your vehicle's current problem(s), you will be able to systematically pinpoint the problem(s) by comparing your answers to the fault codes you retrieve. You can also provide this information to your mechanic to assist in diagnosis and help avoid costly and unnecessary repairs. It is important for you to complete this form to help you and/or your mechanic have a clear understanding of your vehicle's problems.

NAME:	<input type="text"/>
DATE:	<input type="text"/>
VIN*:	<input type="text"/>
YEAR:	<input type="text"/>
MAKE:	<input type="text"/>
MODEL:	<input type="text"/>
ENGINE SIZE:	<input type="text"/>
VEHICLE MILEAGE:	<input type="text"/>

*VIN: Vehicle Identification Number, found at the base of the windshield on a metallic plate, or at the driver door latch area (consult your vehicle owner's manual for location).

TRANSMISSION:

- ☐ Automatic
☐ Manual

Please check all applicable items in each category.

DESCRIBE THE PROBLEM:

<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>
<input type="text"/>

WHEN DID YOU FIRST NOTICE THE PROBLEM:

- ☐ Just Started
- ☐ Started Last Week
- ☐ Started Last Month
- ☐ Other:

--

LIST ANY REPAIRS DONE IN THE PAST SIX MONTHS:

PROBLEMS STARTING

- | | |
|---|--|
| <input type="checkbox"/> No symptoms | <input type="checkbox"/> Cranks, but will not start |
| <input type="checkbox"/> Will not crank | <input type="checkbox"/> Starts, but takes a long time |

ENGINE QUITS OR STALLS

- | | |
|--|--|
| <input type="checkbox"/> No symptoms | <input type="checkbox"/> Right after vehicle comes to a stop |
| <input type="checkbox"/> Right after starting | <input type="checkbox"/> While idling |
| <input type="checkbox"/> When shifting into gear | <input type="checkbox"/> During acceleration |
| <input type="checkbox"/> During steady-speed driving | <input type="checkbox"/> When parking |

IDLING CONDITIONS

- | | |
|---|--|
| <input type="checkbox"/> No symptoms | <input type="checkbox"/> Is sometimes too fast or too slow |
| <input type="checkbox"/> Is too slow at all times | <input type="checkbox"/> Is rough or uneven |
| <input type="checkbox"/> Is too fast | <input type="checkbox"/> Fluctuates up and down |

RUNNING CONDITIONS

- | | |
|---|--|
| <input type="checkbox"/> No symptoms | <input type="checkbox"/> Backfires |
| <input type="checkbox"/> Runs rough | <input type="checkbox"/> Misfires or cuts out |
| <input type="checkbox"/> Lacks power | <input type="checkbox"/> Engine knocks, pings or rattles |
| <input type="checkbox"/> Bucks and jerks | <input type="checkbox"/> Surges |
| <input type="checkbox"/> Poor fuel economy | <input type="checkbox"/> Dieseling or run-on |
| <input type="checkbox"/> Hesitates or stumbles on accelerations | |

AUTOMATIC TRANSMISSION PROBLEMS (if applicable)

- | | |
|---|---|
| <input type="checkbox"/> No symptoms | <input type="checkbox"/> Vehicle does not move when in gear |
| <input type="checkbox"/> Shifts too early or too late | <input type="checkbox"/> Jerks or bucks |
| <input type="checkbox"/> Changes gear incorrectly | |

PROBLEM OCCURS

- | | | |
|----------------------------------|------------------------------------|----------------------------------|
| <input type="checkbox"/> Morning | <input type="checkbox"/> Afternoon | <input type="checkbox"/> Anytime |
|----------------------------------|------------------------------------|----------------------------------|

ENGINE TEMPERATURE WHEN PROBLEM OCCURS

- | | | |
|-------------------------------|-------------------------------|------------------------------|
| <input type="checkbox"/> Cold | <input type="checkbox"/> Warm | <input type="checkbox"/> Hot |
|-------------------------------|-------------------------------|------------------------------|

DRIVING CONDITIONS WHEN PROBLEM OCCURS

- | | |
|--|---|
| <input type="checkbox"/> Short - less than 2 miles | <input type="checkbox"/> With headlights on |
| <input type="checkbox"/> 2 - 10 miles | <input type="checkbox"/> During acceleration |
| <input type="checkbox"/> Long - more than 10 miles | <input type="checkbox"/> Mostly driving downhill |
| <input type="checkbox"/> Stop and go | <input type="checkbox"/> Mostly driving uphill |
| <input type="checkbox"/> While turning | <input type="checkbox"/> Mostly driving level |
| <input type="checkbox"/> While braking | <input type="checkbox"/> Mostly driving curvy roads |
| <input type="checkbox"/> At gear engagement | <input type="checkbox"/> Mostly driving rough roads |
| <input type="checkbox"/> With A/C operating | |

DRIVING HABITS

- | | |
|---|---|
| <input type="checkbox"/> Mostly city driving | <input type="checkbox"/> Drive less than 10 miles per day |
| <input type="checkbox"/> Highway | <input type="checkbox"/> Drive 10 to 50 miles per day |
| <input type="checkbox"/> Park vehicle inside | <input type="checkbox"/> Drive more than 50 miles per day |
| <input type="checkbox"/> Park vehicle outside | |

GASOLINE USED

- | | |
|------------------------------------|--|
| <input type="checkbox"/> 87 Octane | <input type="checkbox"/> 91 Octane |
| <input type="checkbox"/> 89 Octane | <input type="checkbox"/> More than 91 Octane |

WEATHER CONDITIONS WHEN PROBLEM OCCURS

- | | |
|--|--|
| <input type="checkbox"/> 32 - 55° F (0 - 13° C) | <input type="checkbox"/> Above 55° F (13° C) |
| <input type="checkbox"/> Below freezing (32° F / 0° C) | |

CHECK ENGINE LIGHT / DASH WARNING LIGHT

- | | | |
|---------------------------------------|------------------------------------|-----------------------------------|
| <input type="checkbox"/> Sometimes ON | <input type="checkbox"/> Always ON | <input type="checkbox"/> Never ON |
|---------------------------------------|------------------------------------|-----------------------------------|

PECULIAR SMELLS

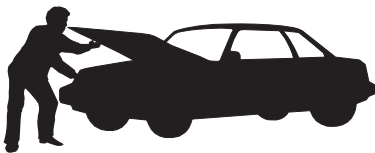
- | | |
|--|--------------------------------------|
| <input type="checkbox"/> "Hot" | <input type="checkbox"/> Gasoline |
| <input type="checkbox"/> Sulfur ("rotten egg") | <input type="checkbox"/> Burning oil |
| <input type="checkbox"/> Burning rubber | <input type="checkbox"/> Electrical |

STRANGE NOISES

- | | |
|---------------------------------|---------------------------------|
| <input type="checkbox"/> Rattle | <input type="checkbox"/> Squeak |
| <input type="checkbox"/> Knock | <input type="checkbox"/> Other |

BEFORE YOU BEGIN

The Diagnostic Tool aids in monitoring electronic- and emissions-related faults in your vehicle and retrieving fault codes related to malfunctions in these systems. Mechanical problems such as low oil level or damaged hoses, wiring or electrical connectors can cause poor engine performance and may also cause a fault code to set. Fix any known mechanical problems before performing any test. See your vehicle's service manual or a mechanic for more information.



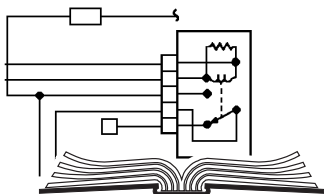
Check the following areas **before** starting any test:

- Check the engine oil, power steering fluid, transmission fluid (if applicable), engine coolant and other fluids for proper levels. Top off low fluid levels if needed.
- Make sure the air filter is clean and in good condition. Make sure all air filter ducts are properly connected. Check the air filter ducts for holes, rips or cracks.
- Make sure all engine belts are in good condition. Check for cracked, torn, brittle, loose or missing belts.
- Make sure mechanical linkages to engine sensors (throttle, gearshift position, transmission, etc.) are secure and properly connected. See your vehicle's service manual for locations.
- Check all rubber hoses (radiator) and steel hoses (vacuum/fuel) for leaks, cracks, blockage or other damage. Make sure all hoses are routed and connected properly.
- Make sure all spark plugs are clean and in good condition. Check for damaged, loose, disconnected or missing spark plug wires.
- Make sure the battery terminals are clean and tight. Check for corrosion or broken connections. Check for proper battery and charging system voltages.
- Check all electrical wiring and harnesses for proper connection. Make sure wire insulation is in good condition, and there are no bare wires.
- Make sure the engine is mechanically sound. If needed, perform a compression check, engine vacuum check, timing check (if applicable), etc.

VEHICLE SERVICE MANUALS

Always refer to the manufacturer's service manual for your vehicle before performing any test or repair procedures. Contact your local car dealership, auto parts store or bookstore for availability of these manuals. The following companies publish valuable repair manuals:

- **Haynes Publications**
861 Lawrence Drive
Newbury Park, California 91320
Phone: 800-442-9637
Web: www.haynes.com
- **Mitchell 1**
14145 Danielson Street
Poway, California 92064
Phone: 888-724-6742
Web: www.m1products.com
- **Motor Publications**
5600 Crooks Road, Suite 200
Troy, Michigan 48098
Phone: 800-426-6867
Web: www.motor.com



FACTORY SOURCES

Ford, GM, Chrysler, Honda, Isuzu, Hyundai and Subaru Service Manuals

- **Helm Inc.**
14310 Hamilton Avenue
Highland Park, Michigan 48203
Phone: 800-782-4356
Web: www.helminc.com

CODE RETRIEVAL PROCEDURE

Retrieving and using Diagnostic Trouble Codes (DTCs) for troubleshooting vehicle operation is only one part of an overall diagnostic strategy.

Never replace a part based only on the DTC definition. Each DTC has a set of testing procedures, instructions and flow charts that must be followed to confirm the location of the problem. This information is found in the vehicle's service manual. Always refer to the vehicle's service manual for detailed testing instructions.

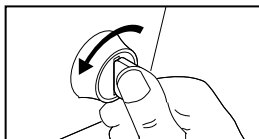


*Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.*



ALWAYS observe safety precautions whenever working on a vehicle. See **SAFETY PRECAUTIONS** on page 3 for more information.

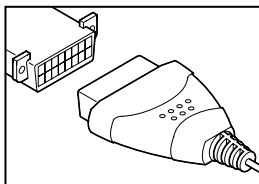
1. Turn the ignition off.
2. Locate the vehicle's 16-pin Data Link Connector (DLC). See page 5 for connector location.



Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool cable connector.



*If the Diagnostic Tool is ON, turn it OFF by pressing the **POWER/LINK** button **BEFORE** connecting the Diagnostic Tool to the DLC.*

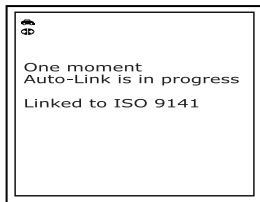
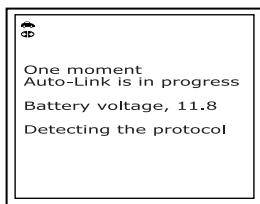


3. Connect the Diagnostic Tool cable connector to the vehicle's DLC. The cable connector is keyed and will only fit one way.
 - If you have problems connecting the cable connector to the DLC, rotate the connector 180° and try again.
 - If you still have problems, check the DLC on the vehicle and on the Diagnostic Tool. Refer to your vehicle's service manual to properly check the vehicle's DLC.
4. Turn the ignition on. **DO NOT** start the engine.
5. When the Diagnostic Tool's cable connector is properly connected to the vehicle's DLC, the unit automatically turns ON.
 - If the unit does not power on automatically when connected to the vehicle's DLC connector, it usually indicates there is no power present at the vehicle's DLC connector. Check your fuse panel and replace any burned-out fuses.

- If replacing the fuse(s) does not correct the problem, consult your vehicle's repair manual to identify the proper computer (PCM) fuse/circuit, and perform any necessary repairs before proceeding.
6. The Diagnostic Tool will automatically start a check of the vehicle's computer to determine which type of communication protocol it is using. When the Diagnostic Tool identifies the computer's communication protocol, a communication link is established. The protocol type used by the vehicle's computer is shown on the display.

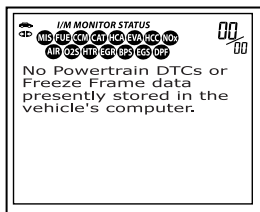
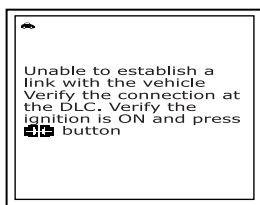


*A **PROTOCOL** is a set of rules and procedures for regulating data transmission between computers, and between testing equipment and computers. As of this writing, five different types of protocols (ISO 9141, Keyword 2000, J1850 PWM, J1850 VPW and CAN) are in use by vehicle manufacturers. The Diagnostic Tool automatically identifies the protocol type and establishes a communication link with the vehicle's computer.*



7. After approximately 10~60 seconds, the Diagnostic Tool will **retrieve** and **display** any Diagnostic Trouble Codes, Monitor Status and Freeze Frame Data retrieved from the vehicle's computer memory.

- If the Diagnostic Tool fails to link to the vehicle's computer a "Linking Failed" message shows on the Diagnostic Tool's display.
 - Verify the connection at the DLC, and verify the ignition is ON.
 - Turn the ignition OFF, wait 5 seconds, then turn back ON to reset the computer.
 - Ensure your vehicle is OBD2 compliant. See **VEHICLES COVERED** on page 5 for vehicle compliance verification information.
- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, the message "No Powertrain DTCs or Freeze Frame Data presently stored in the vehicle's computer" displays.
- The Diagnostic Tool is capable of retrieving and storing up to 32 codes in memory, for immediate or later viewing.

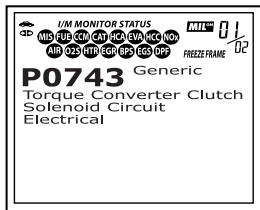


8. To read the display:



Refer to **DISPLAY FUNCTIONS** on page 9 for a description of display elements.

- A visible icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.
- A visible icon indicates that the Diagnostic Tool is linked to (communicating with) the vehicle's computer.
- The I/M Monitor Status icons indicate the type and number of Monitors the vehicle supports, and provides indications of the current status of the vehicle's Monitors. A **solid** Monitor icon indicates the associated Monitor **has run** and completed its testing. A **blinking** Monitor icon indicates the associated Monitor **has not** run and completed its testing.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved, and whether or not the displayed code commanded the MIL on. If the code being displayed is a PENDING code, the PENDING icon is shown. If the code being displayed is a PERMANENT code, the PERMANENT icon is shown.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the display.



In the case of long code definitions, a small arrow is shown in the upper/lower right-hand corner of the Diagnostic Tool display area to indicate the presence of additional information. Use the and buttons, as necessary, to view the additional information.



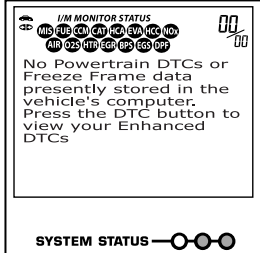
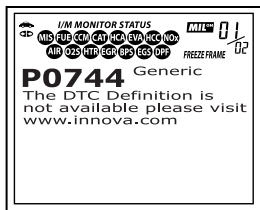
If a definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool's display.

9. Read and interpret Diagnostic Trouble Codes/system condition using the display and the green, yellow and red LEDs.



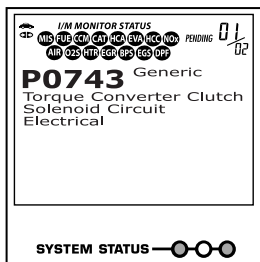
The green, yellow and red LEDs are used (with the display) as visual aids to make it easier to determine engine system conditions.

- **Green LED** – Indicates that all engine systems are “OK” and operating normally. All monitors supported by the vehicle have run and performed their diagnostic testing, and no trouble codes are present. All Monitor icons will be solid.

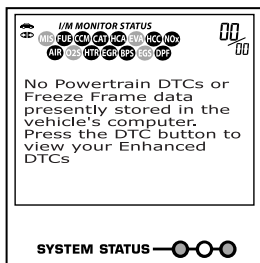


- **Yellow LED** – Indicates one of the following conditions:

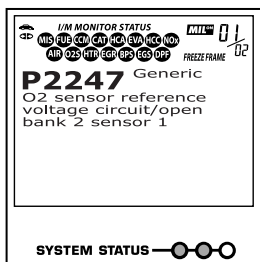
A. A PENDING CODE IS PRESENT – If the yellow LED is illuminated, it may indicate a Pending code is present. Check the Diagnostic Tool's display for confirmation. A Pending code is confirmed by the presence of a numeric code and the word PENDING on the Diagnostic Tool's display.



B. MONITOR NOT RUN STATUS – If the Diagnostic Tool's display shows a zero (indicating there are no DTC's present in the vehicle's computer memory), but the yellow LED is illuminated, it may be an indication that some of the Monitors supported by the vehicle have not yet run and completed their diagnostic testing. Check the Diagnostic Tool's display for confirmation. All Monitor icons that are **blinking** have not yet run and completed their diagnostic testing; all Monitor icons that are **solid** have run and completed their diagnostic testing.

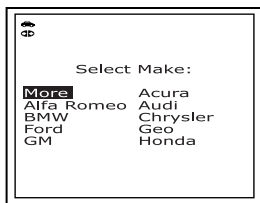


- **Red LED** – Indicates there is a problem with one or more of the vehicle's systems. The red LED is also used to indicate that DTC(s) are present (displayed on the Diagnostic Tool's screen). In this case, the Malfunction Indicator (Check Engine) lamp on the vehicle's instrument panel will be illuminated.






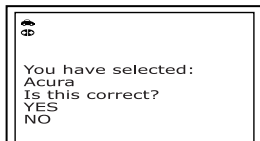
- DTC's that start with "P0", "P2" and some "P3" are considered Generic (Universal). All Generic DTC definitions are the same on all OBD2 equipped vehicles. The Diagnostic Tool automatically displays the code definitions (if available) for Generic DTC's.




- DTC's that start with "P1" and some "P3" are Manufacturer specific codes and their code definitions vary with each vehicle manufacturer. When a Manufacturer specific DTC is retrieved, the LCD display shows a list of vehicle manufacturers. Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to






highlight the appropriate manufacturer, then press the **ENTER** (↵) button to display the correct code definition for your vehicle. A confirmation message shows on the LCD display.

- If the correct manufacturer is shown, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **YES**, then press the **ENTER**  button to continue.



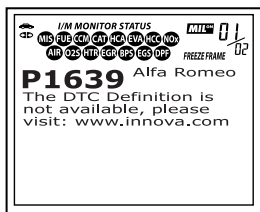
- If the correct manufacturer is not shown, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **NO**, then press the **ENTER**  button to return to the list of vehicle manufacturers.



*If the manufacturer for your vehicle is not listed, use the **UP**  and **DOWN**  buttons, as necessary, to select **Other manufacturer** and press the **ENTER**  button for additional DTC information.*



If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool's LCD display.



10. If more than one DTC was retrieved, and to view Freeze Frame Data, press and release the **DTC** button, as necessary.

- Each time the **DTC** button is pressed and released, the Diagnostic Tool will scroll and display the next DTC in sequence until all DTCs in its memory have displayed.
- In OBD2 systems, when an emissions-related engine malfunction occurs that causes a DTC to set, a record or snapshot of engine conditions at the time that the malfunction occurred is also saved in the vehicle's computer memory. The record saved is called Freeze Frame data. Saved engine conditions include, but are not limited to: engine speed, open or closed loop operation, fuel system commands, coolant temperature, calculated load value, fuel pressure, vehicle speed, air flow rate, and intake manifold pressure. See VIEWING FREEZE FRAME DATA on page 106.



*If more than one malfunction is present that causes more than one DTC to be set, only the code with the highest priority will contain Freeze Frame data. The code designated "01" on the Diagnostic Tool display is referred to as the **PRIORITY** code, and Freeze Frame data always refers to this code. The priority code is also the one that has commanded the MIL on.*







Retrieved information can be uploaded to a Personal Computer (PC) with the use of optional software (see instructions included with the software for more information).




11. When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
12. Determine engine system(s) condition by viewing the Diagnostic Tool's display for any retrieved Diagnostic Trouble Codes, code definitions and Freeze Frame data, interpreting the green, yellow and red LEDs.

- If DTC's were retrieved and you are going to perform the repairs yourself, proceed by consulting the Vehicle's Service Repair Manual for testing instructions, testing procedures, and flow charts related to retrieved code(s).
- If you plan to take the vehicle to a professional to have it serviced, complete the PRELIMINARY VEHICLE DIAGNOSTIC WORKSHEET on page 28 and take it together with the retrieved codes, freeze frame data and LED information to aid in the troubleshooting procedure.
- To prolong battery life, the Diagnostic Tool automatically shuts "Off" approximately three minutes after it is disconnected from the vehicle. The DTCs retrieved, Monitor Status and Freeze Frame data (if any) will remain in the Diagnostic Tool's memory, and may be viewed at any time by turning the unit "On". If the Diagnostic Tool's batteries are removed, or if the Diagnostic Tool is re-linked to a vehicle to retrieve codes/data, any prior codes/data in its memory are automatically cleared.




THE SYSTEM MENU

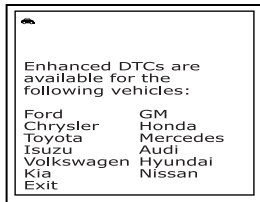
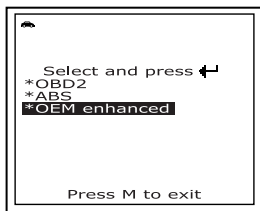
The "System Menu" provides the ability to retrieve OEM *enhanced* DTCs and Anti-Lock Brake System (ABS) DTCs from most Audi, BMW, Chrysler/Jeep, Ford/Mazda, GM/Isuzu, Honda/Acura, Hyundai, Kia, Mercedes Benz, Toyota/Lexus and Volkswagen vehicles. The types of enhanced data available depends on the vehicle make.




- To access the "System Menu," press the **SYSTEM MENU**  button. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired option, then press the **ENTER**  button to view the selected information.

- If *no* DTCs were retrieved, or *only* generic DTCs were retrieved, and **ABS** or **OEM Enhanced** is selected, the Select Manufacturer screen displays. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the appropriate manufacturer, then press the **ENTER**  button to view the selected information.



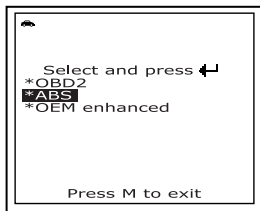
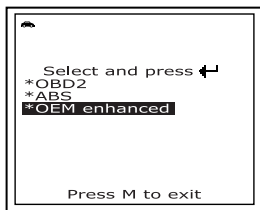
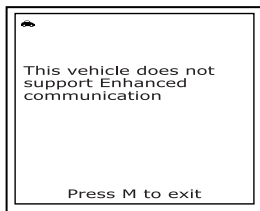
If the manufacturer of the vehicle from which codes were retrieved is not listed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Exit** on the Select Manufacturer screen, then press the **ENTER**  button to return to the previous screen. Enhanced data is not available for your vehicle.



- If a Manufacturer specific DTC was retrieved, and the manufacturer selected for the code was Chrysler, Jeep, Ford, Mazda, General Motors, Isuzu, Honda, Acura, Toyota or Lexus, the Select Data menu displays, as appropriate. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired option, then press the **ENTER**  button to view the selected information, or, press the **M** button to return to the Main Menu.
- If the manufacturer selected was Audi, BMW, Hyundai, Kia, Mercedes Benz or Volkswagen, the Tool retrieves enhanced DTCs from the vehicle's computer.
- If enhanced communication is not supported by the vehicle under test, an advisory message displays. Press the **M** button to return to the Main Menu. Enhanced DTCs are not available for your vehicle.

To view OEM Enhanced DTCs: Select **OEM Enhanced** from the System Menu (then choose the appropriate manufacturer if prompted). Refer to VIEWING OEM ENHANCED DTCs on page 39 to view enhanced DTCs for your vehicle.

To view ABS DTCs: Select **ABS** from the System Menu (then choose the appropriate manufacturer if prompted). Refer to VIEWING ABS DTCs on page 49 to view ABS DTCs for your vehicle.



VIEWING OEM ENHANCED DTCs

Refer to the appropriate paragraph to view OEM enhanced data for your vehicle:

- Chrysler/Jeep page 39
- Ford/Mazda page 41
- GM/Isuzu page 43
- Honda/Acura page 45
- Toyota/Lexus page 47
- Other Vehicle page 48

Chrysler/Jeep OEM Enhanced DTCs

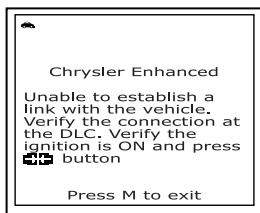
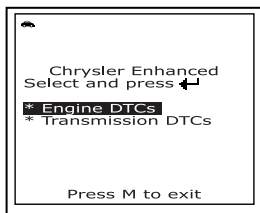
When **OEM Enhanced** is chosen from the System Menu (and **Chrysler** is selected when prompted), the Chrysler Enhanced menu displays. You may view either "Engine DTCs" or "Transmission DTCs."

1. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight the desired option, then press the **ENTER** (⏏) button.



Transmission DTCs are not supported on most Chrysler/Jeep vehicles manufactured prior to 2002.

- A “One moment please” message displays while the Diagnostic Tool retrieves the selected DTCs.
- If the Diagnostic Tool fails to link to the vehicle’s computer, a “Linking Failed” message shows on the Diagnostic Tool’s display.
 - Verify the ignition is ON, then press the **POWER/LINK** (⏏) button to continue.

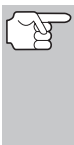
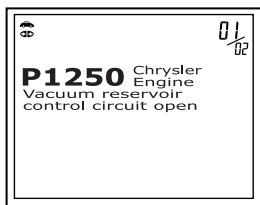


2. To read the display:



Refer to DISPLAY FUNCTIONS on page 9 for a description of LCD display elements.

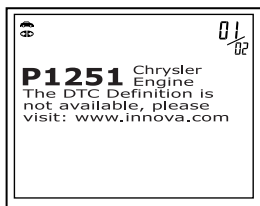
- A visible (🔌) icon indicates that the Diagnostic Tool is being powered through the vehicle’s DLC connector.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.



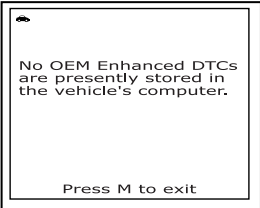

If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool’s LCD display.



I/M MONITOR STATUS icons are not displayed when viewing OEM enhanced DTCs.



*In the case of long code definitions, or when viewing Freeze Frame data, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to view the additional information.*




- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No OEM Enhanced DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Main Menu.
- 
3. If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.
 - Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK**  button again.
 4. When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To view *additional* OEM enhanced DTCs, repeat steps 1 through 4, above.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu.

Ford/Mazda OEM Enhanced DTCs



*Mazda Enhanced DTCs are available for **Mazda-branded Ford vehicles only.***

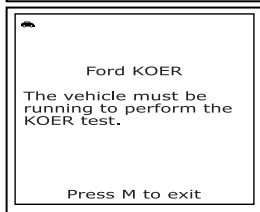
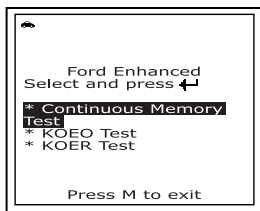
When **OEM Enhanced** is chosen from the System Menu (and **Ford** is selected when prompted), the Ford Enhanced menu displays. You may view DTCs for either the "Continuous Memory Test", "KOEO (Key On Engine Off) Test" or "KOER (Key On Engine Running) Test."




1. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired option, then press the **ENTER**  button.

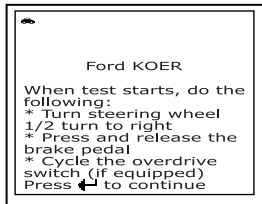
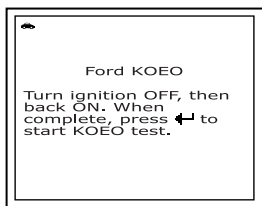
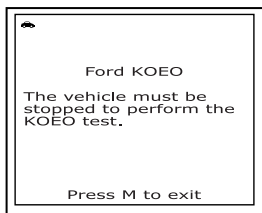


*When choosing to view **KOER Test** DTCs, start the vehicle's engine before making your selection.*

- If the KOER Test was selected, and the vehicle's engine *is not* running, an advisory message shows on the Diagnostic Tool's display.
 - Press the **M** button to return to the Main Menu.




- If the KOEO Test was selected, and the vehicle's engine *is running*, an advisory message shows on the Diagnostic Tool's display.
 - Press the **M** button to return to the Main Menu.
- 2. An "instructional" message shows on the Diagnostic Tool's display. Perform test procedures as appropriate.
 - If the Continuous Memory or KOEO test was selected, turn the ignition OFF, then back ON. Press the **ENTER**  button to start the test.
 - A "One moment please" message displays while the test is in progress.
 - If the KOER test was selected, press the **ENTER**  button to continue.
 - Turn the steering wheel to the right, then release.
 - Press and release the brake pedal.
 - Cycle the overdrive switch (if equipped).
 - A "One moment please" message displays while the test is in progress.
 - A "One moment please" message displays, while the Diagnostic Tool retrieves the selected DTCs.
 - If the Diagnostic Tool fails to link to the vehicle's computer, a "Linking Failed" message shows on the Diagnostic Tool's Display.
 - Verify the ignition is ON, then press the **POWER/LINK**  button to continue.



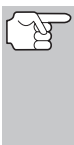
3. To read the display:



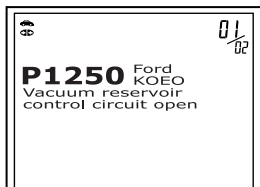
Refer to DISPLAY FUNCTIONS on page 9 for a description of LCD display elements.

- A visible  icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.

- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.



If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool's LCD display.

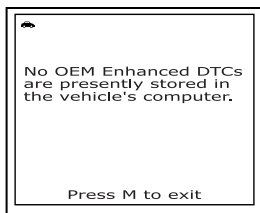


I/M MONITOR STATUS icons are not displayed when viewing OEM enhanced DTCs.



In the case of long code definitions, or when viewing Freeze Frame data, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the \triangle and ∇ buttons, as necessary, to view the additional information.




- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No OEM Enhanced DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Main Menu.



- If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.
 - Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK** $\triangleleft \triangleright \oplus$ button again.
- When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To view *additional* OEM enhanced DTCs, repeat steps 1 through 5, above.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu screen.


General Motors/Isuzu OEM Enhanced DTCs

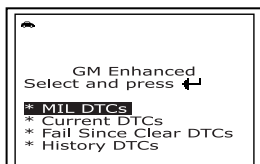
When **OEM Enhanced** is chosen from the System Menu (and **General Motors** is selected when prompted), the GM Enhanced menu displays. You may view the "MIL DTC", "Current DTC", "Fail Since Clear DTC" or "History DTC."

1. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired option, then press the **ENTER**  button.

- A “One moment please” message displays while the Diagnostic Tool retrieves the selected DTCs.

- If the Diagnostic Tool fails to link to the vehicle's computer, a “Linking Failed” message shows on the Diagnostic Tool's display.


- Verify the ignition is ON, then press the **POWER/LINK**  button to continue.

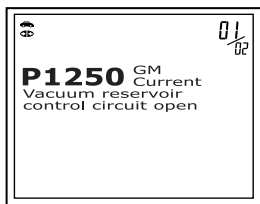


2. To read the display:



Refer to DISPLAY FUNCTIONS on page 9 for a description of LCD display elements.

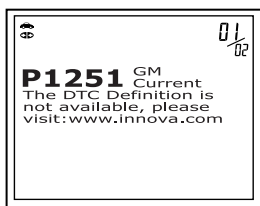
- A visible  icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.





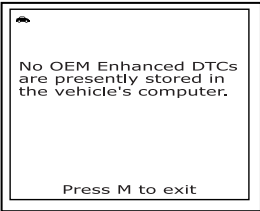

If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool's LCD display.



I/M MONITOR STATUS icons are not displayed when viewing OEM enhanced DTCs.







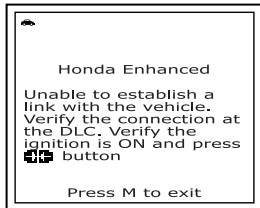
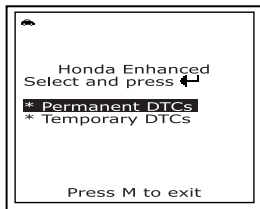
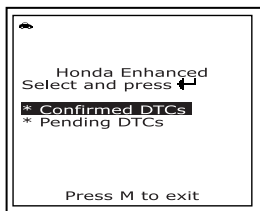
In the case of long code definitions, or when viewing Freeze Frame data, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  and  buttons, as necessary, to view the additional information.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No OEM Enhanced DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Main Menu.
- 
3. If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.
 - Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK**  button again.
 4. When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To view *additional* OEM enhanced DTCs, repeat steps 1 through 4, above.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu screen.

Honda/Acura OEM Enhanced DTCs


When **OEM Enhanced** is chosen from the System Menu (and **Honda** is selected when prompted), the Honda Enhanced menu displays. Depending on the protocol used to communicate with your vehicle, the Honda Enhanced menu provides options to view:

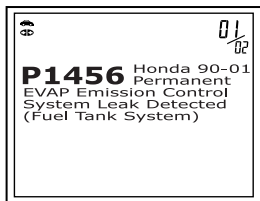
- Confirmed DTCs or Pending DTCs
 - Permanent DTCs or Temporary DTCs
1. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired option, then press the **ENTER**  button.
 - A "One moment please" message displays while the Diagnostic Tool retrieves the selected DTCs.
 - If the Diagnostic Tool fails to link to the vehicle's computer, a "Linking Failed" message shows on the Diagnostic Tool's display.
 - Verify the ignition is **ON**, then press the **POWER/LINK**  button to continue.
 2. To read the display:





Refer to **DISPLAY FUNCTIONS** on page 9 for a description of LCD display elements.

- A visible  icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.





If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool's LCD display.

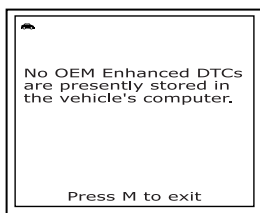



I/M MONITOR STATUS icons are not displayed when viewing OEM enhanced DTCs.



In the case of long code definitions, or when viewing Freeze Frame data, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  and  buttons, as necessary, to view the additional information.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No OEM Enhanced DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Main Menu.



- If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.
 - Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK**  button again.
- When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To view *additional* OEM enhanced DTCs, repeat steps 1 through 4, above.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu screen.

Toyota/Lexus OEM Enhanced DTCs

When **OEM Enhanced** is chosen from the System Menu (and **Toyota** is selected when prompted), the Toyota Enhanced menu displays. Depending on the protocol used to communicate with your vehicle, the Toyota Enhanced menu provides options to view:

- Current DTCs, History DTCs or Pending DTCs
- Current DTCs, Historical DTCs or Readiness DTCs


1. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight the desired option, then press the **ENTER** (⏏) button.

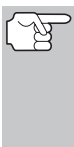
- A “One moment please” message displays while the Diagnostic Tool retrieves the selected DTCs.
- If the Diagnostic Tool fails to link to the vehicle’s computer, a “Linking Failed” message shows on the Diagnostic Tool’s display.
 - Verify the ignition is ON, then press the **POWER/LINK** (⏏) button to continue.

2. To read the display:



Refer to DISPLAY FUNCTIONS on page 9 for a description of LCD display elements.

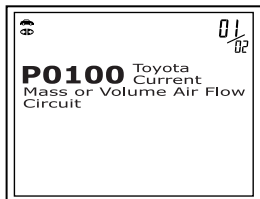
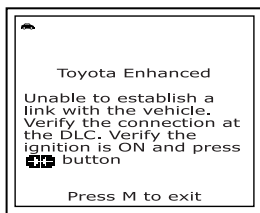
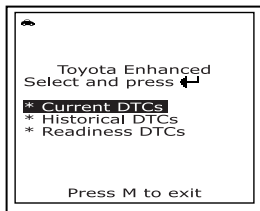
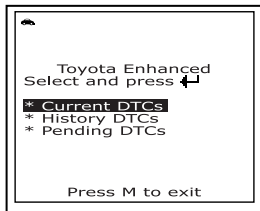
- A visible  icon indicates that the Diagnostic Tool is being powered through the vehicle’s DLC connector.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.





If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool’s LCD display.



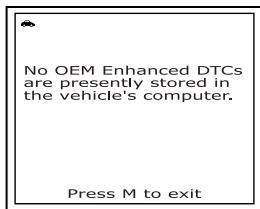
I/M MONITOR STATUS icons are not displayed when viewing OEM enhanced DTCs.






In the case of long code definitions, or when viewing Freeze Frame data, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  and  buttons, as necessary, to view the additional information.


- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No OEM Enhanced DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Main Menu.

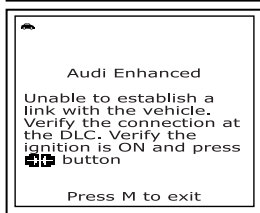
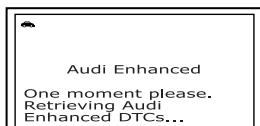


3. If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.
 - Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK**  button again.
4. When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To view *additional* OEM enhanced DTCs, repeat steps 1 through 4, above.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu screen.


OEM Enhanced DTCs for Other Vehicles

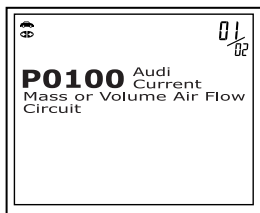
When **OEM Enhanced** is chosen from the System Menu (and **Audi**, **BMW**, **Hyundai**, **Kia**, **Mercedes**, or **Volkswagen** is selected when prompted, the Diagnostic Tool retrieves enhanced DTCs from the vehicle's computer.

1. A "One moment please message displays while the Diagnostic Tool retrieves enhanced DTCs."
 - If the Diagnostic Tool fails to link to the vehicle's computer, a "Linking Failed" message shows on the Diagnostic Tool's display.
 - Verify the ignition is ON, then press the **POWER/LINK**  button to continue.
2. To read the display:





Refer to DISPLAY FUNCTIONS on page 9 for a description of LCD display elements.

- A visible  icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.

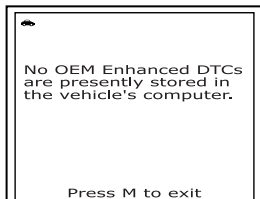



I/M MONITOR STATUS icons are not displayed when viewing OEM enhanced DTCs.



Freeze Frame data, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  and  buttons, as necessary, to view the additional information.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No OEM Enhanced DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Enhanced menu.



- If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.
 - Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK**  button again.
- When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu screen.


VIEWING ABS DTCs

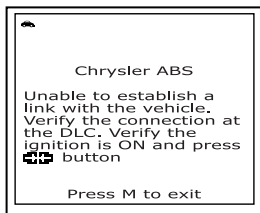


Refer to Vehicle Applications on page 126 for vehicles covered.

Reading ABS DTCs

- When View ABS DTCs is chosen from the System Menu, a "One moment please" message displays while the Diagnostic Tool retrieves the selected DTCs.



- If the Diagnostic Tool fails to link to the vehicle's computer, a "Linking Failed" message shows on the Diagnostic Tool's display.
 - Verify the ignition is ON, then press the **ENTER**  button to continue.

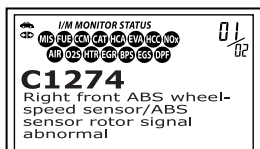


2. To read the display:



*Refer to **DISPLAY FUNCTIONS** on page 9 for a description of LCD display elements.*

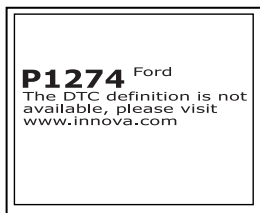
- A visible  icon indicates that the Diagnostic Tool is being powered through the vehicle's DLC connector.
- A visible  icon indicates that the Diagnostic Tool is linked to (communicating with) the vehicle's computer.
- The upper right hand corner of the display shows the number of the code currently being displayed, the total number of codes retrieved.
- The Diagnostic Trouble Code (DTC) and related code definition are shown in the lower section of the LCD display.





If the definition for the currently displayed code is not available, an advisory message shows on the Diagnostic Tool's LCD display.

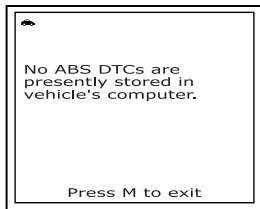


I/M MONITOR STATUS icons are not displayed when viewing ABS DTCs.




*In the case of long code definitions, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the **UP**  and **DOWN**  buttons, as necessary, to view the additional information.*

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No ABS DTC's are presently stored in the vehicle's computer" is displayed. Press the **M** button to return to the Main Menu.



3. If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.

- Whenever the Scroll function is used to view additional codes, the Diagnostic Tool's communication link with the vehicle's computer disconnects. To re-establish communication, press the **POWER/LINK**  button again.

4. When the last retrieved DTC has been displayed and the **DTC** button is pressed, the Diagnostic Tool returns to the "Priority" Code.
 - To exit the enhanced mode, press the **M** button. The Diagnostic Tool returns to the Main Menu screen.

ERASING DIAGNOSTIC TROUBLE CODES (DTCs)



When the Diagnostic Tool's ERASE function is used to erase DTCs from the vehicle's on-board computer, "Freeze Frame" data and manufacturer-specific-enhanced data are also erased. "Permanent" DTCs ARE NOT erased by the ERASE function.

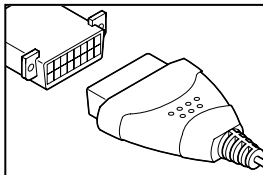
If you plan to take the vehicle to a Service Center for repair, **DO NOT** erase the codes from the vehicle's computer. If the codes are erased, valuable information that might help the technician troubleshoot the problem will also be erased.

Erase DTCs from the computer's memory as follows:



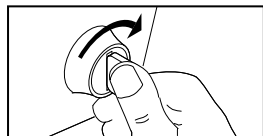
When DTCs are erased from the vehicle's computer memory, the I/M Readiness Monitor Status program resets the status of all Monitors to a not run "flashing" condition. To set all of the Monitors to a DONE status, an OBD2 Drive Cycle must be performed. Refer to your vehicle's service manual for information on how to perform an OBD2 Drive Cycle for the vehicle under test.

1. If not connected already, connect the Diagnostic Tool to the vehicle's DLC, and turn the ignition "On." (If the Diagnostic Tool is already connected and linked to the vehicle's computer, proceed directly to step 3. If not, continue to step 2.)



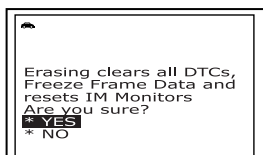
2. Perform the Code Retrieval procedure as described on page 33.








- **To erase OBD2 DTCs:** Wait until the codes are displayed on the Diagnostic Tool's LCD and then proceed to step 3.

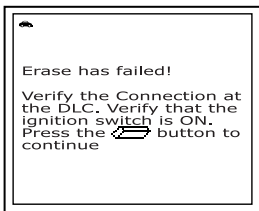
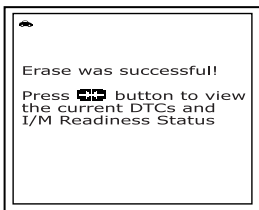


- **To erase OEM enhanced or ABS DTCs:** Press the **SYSTEM MENU** (S) button to display the System menu. Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to highlight the desired option, then press the **ENTER** (↵) button. Perform the appropriate Code Retrieval procedure (see page 38 for more information) and then proceed to step 3.

3. Press and release the **ERASE** (E) button. A confirmation message shows on the LCD display.



- If you are sure you want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **YES**, then press the **ENTER**  button.
 - If you do not want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **NO**, then press the **ENTER**  button to cancel the erase procedure.
4. If you chose to erase DTCs, a progress screen displays while the erase function is in progress.
- If the erase was successful, a confirmation message shows on the display. Press the **POWER/LINK**  button to re-link the Tool to the vehicle.
 - If the erase was not successful, an advisory message shows on the display. Verify that the Diagnostic Tool is properly connected to the vehicle's DLC and that the ignition is on, then repeat steps 2 and 3, above.



I/M READINESS TESTING

I/M is an Inspection and Maintenance program legislated by the Government to meet federal clean-air standards.

The program requires that a vehicle be taken periodically to an Emissions Station for an "Emissions Test" or "Smog Check," where the emissions-related components and systems are inspected and tested for proper operation. Emissions Tests are generally performed once a year, or once every two years.

On OBD2 systems, the I/M program is enhanced by requiring vehicles to meet stricter test standards. One of the tests instituted by the Federal Government is called I/M 240. On I/M 240, the vehicle under test is driven under different speeds and load conditions on a dynamometer for 240 seconds, while the vehicle's emissions are measured.



Emissions tests vary depending on the geographic or regional area in which the vehicle is registered. If the vehicle is registered in a highly urbanized area, the I/M 240 is probably the type of test required. If the vehicle is registered in a rural area, the stricter "dynamometer type" test may not be required.

I/M Readiness Monitors

I/M Readiness shows whether the various emissions-related systems on the vehicle are operating properly and are ready for Inspection and Maintenance testing.

State and Federal Governments enacted Regulations, Procedures and Emission Standards to ensure that all emissions-related components and systems are **continuously** or **periodically** monitored, tested and diagnosed whenever the vehicle is in operation. It also requires vehicle manufacturers to automatically detect and report any problems or faults that may increase the vehicle's emissions to an unacceptable level.

The vehicle's emissions control system consists of several components or sub-systems (Oxygen Sensor, Catalytic Converter, EGR, Fuel System, etc.) that aid in reducing vehicle emissions.

To have an efficient Vehicle Emission Control System, all the emissions-related components and systems must work correctly whenever the vehicle is in operation.

To comply with State and Federal Government regulations, vehicle manufacturers designed a series of special computer programs called "Monitors" that are programmed into the vehicle's computer. Each of these Monitors is specifically designed to run tests and diagnostics on a specific emissions-related component or system (Oxygen Sensor, Catalytic Converter, EGR Valve, Fuel System, etc.) to ensure their proper operation. Currently, there are a maximum of fifteen Monitors available for use.



Each Monitor has a specific function to test and diagnose only its designated emissions-related component or system. The names of the Monitors (Oxygen Sensor Monitor, Catalyst Monitor, EGR Monitor, Misfire Monitor, etc.) describe which component or system each Monitor is designed to test and diagnose.

Emissions Inspection and Maintenance (I/M) Readiness

Monitor Status Information

I/M Readiness Monitor Status shows which of the vehicle's Monitors have run and completed their diagnosis and testing, and which ones have not yet run and completed testing and diagnosis of their designated sections of the vehicle's emissions system.

- If a Monitor was able to meet all the conditions required to enable it to perform the self-diagnosis and testing of its assigned engine system, it means the monitor "HAS RUN."
- If a Monitor has not yet met all the conditions required for it to perform the self-diagnosis and testing of its assigned engine system; it means the Monitor "HAS NOT RUN."



The Monitor Run/Not Run status does not show whether or not a problem exists in a system. Monitor status only indicates whether a particular Monitor has or has not run and performed the self-diagnosis and testing of its associated system.

Performing I/M Readiness Quick Check

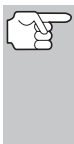


When a vehicle first comes from the factory, all Monitors indicate a "HAVE RUN" status. This indicates that all Monitors have run and completed their diagnostic testing. The "HAVE RUN" status remains in the computer's memory, unless the Diagnostic Trouble Codes are erased or the vehicle's computer memory is cleared.

The Diagnostic Tool allows you to retrieve Monitor/System Status Information to help you determine if the vehicle is ready for an Emissions Test (Smog Check). In addition to retrieving Diagnostic Trouble Codes, the Diagnostic Tool also retrieves Monitor Run/Not Run status. This information is very important since different areas of the state/country have different emissions laws and regulations concerning Monitor Run/Not Run status.

Before an Emissions Test (Smog Check) can be performed, your vehicle must meet certain rules, requirements and procedures legislated by the Federal and state (country) governments where you live.

1. In most areas, one of the requirements that must be met before a vehicle is allowed to be Emissions Tested (Smog Checked) is that the vehicle does not have any Diagnostic Trouble Codes present (with the exception of PENDING Diagnostic Trouble Codes).
2. In addition to the requirement that no Diagnostic Trouble Codes be present, some areas also require that all the Monitors that a particular vehicle supports indicate a "Has Run" status condition before an Emissions Check may be performed.
3. Other areas may only require that some (but not all) Monitors indicate a "Has Run" status before an Emissions Test (Smog Check) may be performed.



Monitors with a "Has Run" status indicate that all the required conditions they needed to perform diagnosis and testing of their assigned engine area (system) have been met, and all diagnostic testing has completed successfully.

Monitors with a "Has Not Run" status have not yet met the conditions they need to perform diagnosis and testing of their assigned engine area (system), and have not been able to perform diagnostic testing on that system.

The green, yellow and red LEDs provide a quick way to help you determine if a vehicle is ready for an Emissions Test (Smog Check). Follow the instructions below to perform the Quick Check.

Perform the CODE RETRIEVAL PROCEDURE as described on page 33, then interpret the LED indications as follows:

Interpreting I/M Readiness Test Results

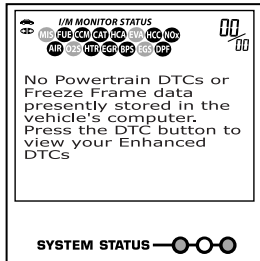
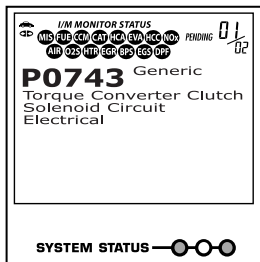
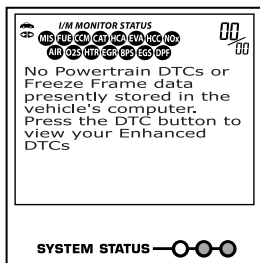
1. **GREEN LED** - Indicates that all engine systems are "OK" and operating normally (all Monitors supported by the vehicle have run and performed their self-diagnostic testing). The vehicle is ready for an Emissions Test (Smog Check), and there is a good possibility that it can be certified.

2. **YELLOW LED** - Determine from the CODE RETRIEVAL PROCEDURE (page 33) which of the two possible conditions is causing the yellow LED to light.

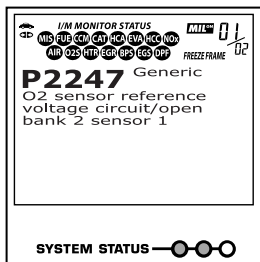
- If a "PENDING" Diagnostic Trouble Code is causing the yellow LED to light, it is possible that the vehicle will be allowed to be tested for emissions and certified. Currently, most areas (states / countries) will allow an Emissions Test (Smog Check) to be performed if the only code in the vehicle's computer is a "PENDING" Diagnostic Trouble Code.

- If the illumination of the Yellow LED is being caused by monitors that "have not run" their diagnostic testing, then the issue of the vehicle being ready for an Emissions Test (Smog Check) depends on the emissions regulations and laws of your local area.

- Some areas require that all Monitors indicate a "Has Run" status before they allow an Emissions Test (Smog Check) to be performed. Other areas only require that some, but not all, Monitors have run their self-diagnostic testing before an Emissions Test (Smog Check) may be performed.
- From the code retrieval procedure, determine the status of each Monitor (a solid Monitor icon shows Monitor "Has Run" status, a flashing Monitor icon indicates "Has Not Run" status). Take this information to an emissions professional to determine (based on your test results) if your vehicle is ready for an Emissions Test (Smog Check).



3. **RED LED** - Indicates there is a problem with one or more of the vehicle's systems. A vehicle displaying a red LED is definitely not ready for an Emissions Test (Smog Check). The red LED is also an indication that there are Diagnostic Trouble Code(s) present (displayed on the Diagnostic Tool's screen). The Malfunction Indicator (Check Engine) Lamp on the vehicle's instrument panel will light steady. The problem that is causing the red LED to light must be repaired before an Emissions Test (Smog Check) can be performed. It is also suggested that the vehicle be inspected/repared before driving the vehicle further.



If the Red LED was obtained, there is a definite problem present in the system(s). In these cases, you have the following options.

- Repair the vehicle yourself. If you are going to perform the repairs yourself, proceed by reading the vehicle service manual and following all its procedures and recommendations.
- Take the vehicle to a professional to have it serviced. The problem(s) causing the red LED to light must be repaired before the vehicle is ready for an Emissions Test (Smog Check).

Using the I/M Readiness Monitor Status to Confirm a Repair

The I/M Readiness Monitor Status function can be used (after repair of a fault has been performed) to confirm that the repair has been performed correctly, and/or to check for Monitor Run Status. Use the following procedure to determine I/M Readiness Monitor Status:

1. Using retrieved Diagnostic Trouble Codes (DTCs) and code definitions as a guide, and following manufacturer's repair procedures, repair the fault or faults as instructed.
2. After the fault or faults have been repaired, connect the Diagnostic Tool to the vehicle's DLC and erase the code or codes from the vehicle's computer memory.
 - See page 49 for procedures for ERASING DIAGNOSTIC TROUBLE CODES (DTCs) from the vehicle's on-board computer.
 - Write the codes down on a piece of paper for reference before erasing.
3. After the erase procedure is performed, most of the Monitor icons on the Diagnostic Tool's display will be flashing. Leave the Diagnostic Tool connected to the vehicle, and perform a Trip Drive Cycle for each "flashing" Monitor:



Misfire, Fuel and Comprehensive Component Monitors run continuously and their icons will always be on solid, even after the erase function is performed.

- Each DTC is associated with a specific Monitor. Consult the vehicle's service manual to identify the Monitor (or Monitors) associated with the faults that were repaired. Follow the manufacturer's procedures to perform a Trip Drive Cycle for the appropriate Monitors.
- While observing the Monitor icons on the Diagnostic Tool's display, perform a Trip Drive Cycle for the appropriate Monitor or Monitors.



If the vehicle needs to be driven in order to perform a Trip Drive Cycle, ALWAYS have a second person help you. One person should drive the vehicle while the other person observes the Monitor icons on the Diagnostic Tool for Monitor RUN status. Trying to drive and observe the Diagnostic Tool at the same time is dangerous, and could cause a serious traffic accident.

4. When a Monitor's Trip Drive Cycle is performed properly, the Monitor icon on the Diagnostic Tool's display changes from "flashing" to "solid," indicating that the Monitor has run and finished its diagnostic testing.
 - If, after the Monitor has run, the MIL on the vehicle's dash is not lit, and no stored or pending codes associated with that particular Monitor are present in the vehicle's computer, the repair was successful.
 - If, after the Monitor has run, the MIL on the vehicle's dash lights and/or a DTC associated with that Monitor is present in the vehicle's computer, the repair was unsuccessful. Refer to the vehicle's service manual and recheck repair procedures.

ABOUT REPAIRSOLUTIONS®

RepairSolutions® is a web-based service created to assist professional technicians in quickly and accurately diagnosing and repairing today's vehicles. RepairSolutions® allows you to view, save, and email the diagnostic data retrieved from a vehicle's on-board computer(s) using an Innova Diagnostic Tool. RepairSolutions® also provides access to an extensive knowledge database including:

- **Verified Fixes** – Find the most likely fixes reported and verified by ASE Technicians for the retrieved DTCs.
- **Step-By-Step Repair Instructions** – View available repair instructions to properly perform the fix.
- **How-To-Repair Videos** – Watch repair video tutorials for valuable repair tips.
- **Technical Service Bulletins** – Research known problems reported by vehicle manufacturers.
- **Safety Recalls** – Research known safety concerns applicable to a vehicle.

And much more. Please visit www.innova.com for additional information.

Hardware Requirements:

- Innova Diagnostic Tool
- Mini USB Cable (included with tool)

Minimum System Operating Requirements:

- Windows® PC System
- Windows® XP, Windows® Vista, or Windows® 7
- 128 MD Ram
- Pentium III Processor
- One available USB port
- Internet Connection
- Internet Explorer 5.5, Netscape 7.0 or Firefox 1.0 browser

Accessing RepairSolutions®

1. Link your Diagnostic Tool to a vehicle and retrieve diagnostic data.
2. Visit www.innova.com, download and install the latest RepairSolutions® software for your Diagnostic Tool. Select the **Support** tab, then choose **Troubleshoot/Download**.
3. Connect the Diagnostic Tool to your PC using a Mini USB cable (cable included).
 - Your default web browser launches automatically and connects to the www.innova.com website.
4. Login to your RepairSolutions® account using your registered **Email Address** and **Password**.



*If you have not yet established an account, you must register for a **FREE** RepairSolutions® account before proceeding.*

CHRYSLER/JEEP OBD1 SYSTEMS

Chrysler Motors On-Board Computer Systems

Chrysler Motors introduced its first electronic fuel injected vehicle in late 1983. The on-board computer management systems used on Chrysler vehicles have evolved over the years, and their names have changed accordingly.

1983-87: The on-board computer used in these vehicles is a split-system, composed of two separate units: the Logic Module and the Power Module. The Logic Module contains a microprocessor which processes data received from sensors located throughout the vehicle and makes decisions (based on these inputs) which effect engine operation. The Logic Module is usually located on the right-hand side, behind the kick panel. The Power Module supplies operating power to the Logic Module, and contains the circuits which control the high-current devices. Power Module operation is controlled by the Logic Module. The Power Module is located in the engine compartment, near the vehicle's battery.

1987-90: This system is called a Single Module Engine Controller (SMEC). This system still uses two separate circuit boards (Logic Module and Power Module). However, both circuit boards are located in a common enclosure.

1989-95: This system is called a Single Board Engine Controller (SBEC). On this system, the Logic Module and Power Module circuit boards are integrated on a single circuit board.

1993-97: Beginning in 1993, the computer was renamed the Powertrain Control Module (PCM). In addition to controlling the engine management system and emission system, the computer also takes an active role in controlling powertrain (transmission system) operation.



Unless otherwise specified, all references to "computer" within this manual also apply to "Logic Module/ Power Module", "SMEC", "SBEC" or "PCM".

Jeep On-Board Computer Systems

1993-95: In 1993, Jeep on-board computer systems (fuel injected vehicles only) were converted to the Chrysler on-board computer systems. All 1993 through 1995 fuel injected Jeep and Chrysler vehicles are equipped with similar on-board computer systems.

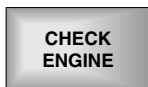
VEHICLES COVERED

This section covers Chrysler fuel injected vehicles from 1989-1995.

Type	Model Year	Model
Passenger Cars	1989-1994	Chrysler, Dodge and Plymouth Fuel Injected Models Only (Excluding Lasor/Talon 1.8L, 2.0L (ALL YEARS), 1990 Monaco/Premier, 1993-1995 Intrepid, LHS, Concorde and Vision, 1995 Avenger, Stealth (ALL YEARS) and Cirrus 2.5L (ALL YEARS))
Light Truck and Vans	1989-1995	Chrysler, Dodge and Plymouth Fuel Injected Models Only
	1992-1995	Diesel Models
Jeep	1993-1995	Jeep Fuel Injected Models Only

INSTRUMENT PANEL INDICATOR LIGHTS

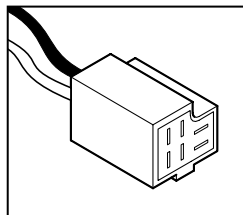
Your vehicle's instrument panel has either a "Power Loss", "Check Engine" or "Malfunction Indicator Lamp", depending on the year of the vehicle. These lights are designed to warn you of component malfunctions.



If your instrument panel indicator lights do not come on when you turn on the ignition, please refer to your vehicle's service manual. You may have problems in the car's circuitry. It is recommended that you fix these problems before retrieving DTC's from your vehicle's computer.

DATA LINK CONNECTOR (DLC)

Chrysler vehicles are equipped with special test connectors that make it possible to connect specialized testing equipment that communicates with the vehicle's on-board computer. Chrysler's vehicle test connectors are usually dark in color (BLACK or GREY) and are located under the hood.



CODE RETRIEVAL PROCEDURE

Retrieving and using Diagnostic Trouble Codes (DTCs) for troubleshooting vehicle operation is only one part of an overall diagnostic strategy.

Never replace a part based only on the DTC definition. Each DTC has a set of testing procedures, instructions and flow charts that must be followed to confirm the location of the problem. This information is found in the vehicle's service manual. Always refer to the vehicle's service manual for detailed testing instructions.




*Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.*

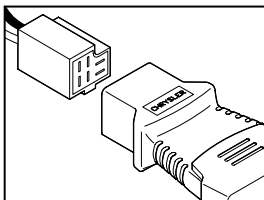
ALWAYS observe safety precautions whenever working on a vehicle. See *Safety Precautions* on page 3 for more information.

1. Locate the vehicle's Data Link Connector (DLC). See **Data Link Connector (DLC)** on page 60 for connector location.



Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.

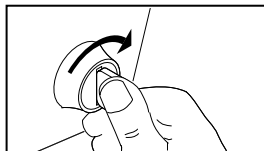
2. Connect the Diagnostic Tool cable (with the Chrysler Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON.






- Set the parking brake, and make sure all vehicle accessories are turned off.

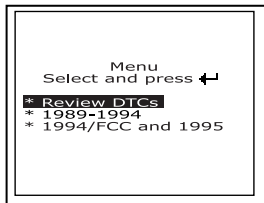
3. Turn the ignition ON. **DO NOT** start the engine.

- The Chrysler OBD1 Menu displays.



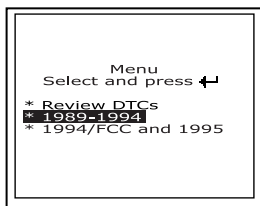
4. To view codes in the Diagnostic Tool's memory:

- Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Review DTCs**, then press the **ENTER**  button.



5. To retrieve codes from the vehicle's computer:

- Use the **UP** ⬆ and **DOWN** ⬇ buttons, as necessary, to highlight the model year of the vehicle, then press the **ENTER** ⬅ button.

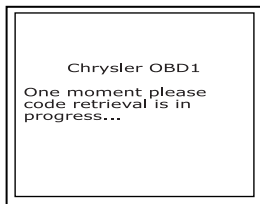


6. Prepare the vehicle to retrieve codes:

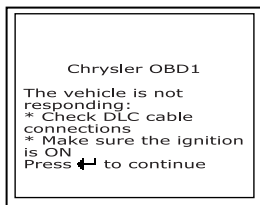
- **For 1989-1995 Chrysler/Jeep vehicles:** The Diagnostic Tool will automatically begin the code retrieval process. Proceed to step 7 to continue.

7. When the Diagnostic Tool is in the process of retrieving codes, a "One Moment Please..." message shows on the Diagnostic Tool's LCD display.

- If the Diagnostic Tool fails to link to the vehicle's computer, a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:



- Verify the ignition is ON.
- Check the cable connections at the Diagnostic Tool and at the vehicle's DLC.
- Turn the ignition OFF, wait 10-12 seconds, then turn back ON to reset the computer.



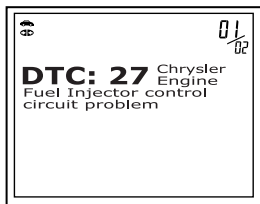
- Press the **ENTER** ⬅ button and repeat steps 4 through 7 as necessary.

- If the Diagnostic Tool **cannot** link to the vehicle's computer after three attempts, the message "Contact Technical Support" displays.




- Press the **M** button to return to the Chrysler OBD1 Menu.
- Turn the ignition off, and disconnect the Diagnostic Tool.
- Contact Technical Support for assistance.

8. If the Diagnostic Tool was able to link to the vehicle successfully a "Code retrieval was successful..." message shows temporarily on the Diagnostic Tool's LCD display followed by any retrieved DTCs.



- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No DTC's are presently stored in the vehicle's computer" message is displayed.
9. If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.



In the case of long code definitions, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  button to view the additional information.

10. Disconnect the Diagnostic Tool from the vehicle and turn the ignition key OFF.
11. To prolong battery life, the Diagnostic Tool automatically shuts "Off" after approximately three minutes of no button activity. The DTCs retrieved will remain in the Diagnostic Tool's memory, and may be viewed at any time. If the Diagnostic Tool's batteries are removed, or if the Diagnostic Tool is re-linked to a vehicle to retrieve codes, any prior codes in its memory are automatically cleared.
12. Follow the testing and repair procedures outlined in the vehicle's service repair manual to correct "hard" DTCs. Codes should be addressed and eliminated in the order they were received, erasing and retesting after each repair is made to be sure the fault was eliminated.






ERASING DTCs

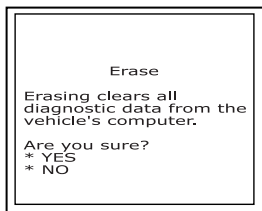





When the Diagnostic Tool's ERASE function is used to erase DTCs from the vehicle's on-board computer, manufacturer specific data (where applicable) is also erased.

If you plan to take the vehicle to a service center for repair, DO NOT erase the codes from the vehicle's computer. If the codes are erased, valuable information that might help the technician troubleshoot the problem will also be erased.

Erase DTC's from the computer's memory as follows:

1. Connect the Diagnostic Tool to the vehicle's DLC. Press the **ENTER**  button to continue.
2. Turn the ignition ON. DO NOT start the engine.
3. Press and release the **ERASE**  button. A confirmation message shows on the LCD display.
 - If you are sure you want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **YES**, then press the **ENTER**  button.



- If you do not want to proceed, use the **UP**  and **DOWN** buttons, as necessary, to highlight **NO**, then press the **ENTER**  button to cancel the erase procedure.
- 4. If you chose to erase DTCs, a status screen displays while the erase function is in progress.
 - If the erase was successful, a confirmation message shows on the Diagnostic Tool's LCD display. Press the **ENTER**  button to exit.

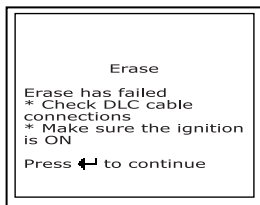
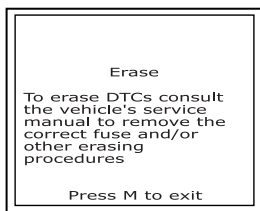
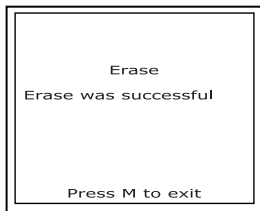


Due to the differences in computer systems, the Diagnostic Tool can be used to erase codes for some vehicles, while others require codes to be erased manually. If the "To erase DTC's consult the vehicle's service repair manual..." screen displays, you must consult the vehicle's service repair manual for procedures to erase DTCs.

- If the erase was not successful, an advisory message shows on the LCD display. Verify that the Diagnostic Tool is properly connected to the vehicle's DLC and that the ignition is ON. If the erase process still does not complete, turn the ignition OFF, wait 10 seconds, then turn back ON and repeat steps 2 and 3.
- If the erase process fails after three attempts, the message "Contact Technical Support" displays.
 - Press the **M** button to return to the Chrysler OBD1 Menu.
 - Turn the ignition off, and disconnect the Diagnostic Tool.
 - Contact Technical Support for assistance.



Erasing DTCs does not fix the problem(s) that caused the code(s) to be set. If proper repairs to correct the problem that caused the code(s) to be set are not made, the code(s) will appear again and the check engine light will illuminate as soon as the problem that cause the DTC to set manifests itself.



FORD COMPUTER SYSTEM OVERVIEW



The OBD 1 & 2 Diagnostic Tool is compatible **only** with **EEC-IV** Computer Control systems.



IMPORTANT: When the computer is in Self-Test mode (is testing the sensors or actuators for proper operation), it relies on voltage signals that it sends to and / or receives from the sensors or actuators to determine whether or not these components are operating properly. The sensors and actuators are all connected to the computer by wires. If any defects are present in any part of the circuit that connects these devices to the computer (such as defective connectors or wires, faulty grounds, improper voltage, shorts etc.), the voltage signal that the computer receives from these devices will be affected. The computer has no way of determining if the improper voltage signal is being caused by a defect in the circuit or by the sensors or actuators themselves. Keep this in mind when servicing fault codes, and do not replace any devices (sensors or actuators) before checking the complete circuit (or circuits) that are part of the device from which the code was generated.

VEHICLES COVERED

CAR - Ford, Lincoln, Mercury Computer System/Tool Application Table

The following table lists the year and model of all the cars that are covered by the Diagnostic Tool.

Engine	8th VIN Digit**	Fuel Systems (Carburetor Model)	Application/Special Notes	Computer System
1981-1982				
1.6L I-4	5, 2	EFI, EFI Turbo	Escort, EXP, LN7, Lynx	EEC-IV
2.3L I-4	5	EFI Turbo	Capri, Cougar, Mustang, T-Bird	
2.3L I-4 HSC	R, J	FBC (6149)*	Capri, Fairmont, LTD, Marquis, Mustang, Tempo, Topaz, Zephyr	
1984-1986				
1.6L I-4	4, 5, 8	EFI EFI Turbo	Escort, EXP, Lynx	EEC-IV
2.3L I-4	A, J, R	FBC	Capri, Cougar, LTD, Marquis, Mustang, Tempo, Topaz	
2.3L I-4 OHC		(YFA)* (6149)*		
2.3L I-4	T, W	EFI Turbo	Capri, Cougar, Merkur XR4Ti, Mustang, T-Bird	
2.3L I-4 HSC	S, X	CFI	Tempo, Topaz	
3.8L V-6	3	CFI	Capri, Cougar, LTD, Marquis, Mustang, T-Bird	

Engine	8th VIN Digit**	Fuel Systems (Carburetor Model)	Application/Special Notes	Computer System
1984-1986 (Cont)				
5.0L V-8	F, M	CFI, SEFI	Capri, Continental, Colony Park, Cougar, Country Squire, Crown Victoria, Grand Marquis, LTD, Mark VII, Marquis, Mustang, T-Bird, Town Car	EEC-IV
1987-1993				
1.9L I-4	J, 9	EFI, CFI, SFI	Escort, EXP, Lynx, Tracer	EEC-IV
2.0L I-4	A	SEFI	Probe (1993 manual transmission only)	
2.3L I-4	A	FBC (YFA)*	Capri, LTD, Marquis, Mustang (1996 models)	
2.3L I-4 OHC	A, M	EFI	Mustang	
2.3L I-4	T, W	EFI Turbo	Capri, Cougar, Merkur, Mustang, T-Bird, XR4Ti	
2.3L I-4 HSC	S, X	CFI, EFI, SEFI	Tempo, Topaz	
2.5L I-4	D	EFI, CFI	Sable, Taurus	
3.0L V-6 3.0L V-6 SHO	1, U, Y	EFI, SEFI, SFI	Probe, Sable, Taurus, Tempo, Topaz (VIN 1 Taurus models are Flexible Fuel)	
3.8L V-6	3, 4, C, R	CFI, EFI, SFI	Capri, Continental, Cougar, LTD, Marquis, Mustang, Sable, T-Bird, Taurus	
4.6L V-8	W, V	SEFI	Crown Victoria, Grand Marquis, Mark VII, Town Car	
5.0L V-8	F, M, E, T, D, 4	SEFI	Capri, Continental, Cougar, Crown Victoria, Grand Marquis, Mark VII, Mustang, Mustang Cobra, T-Bird, Town Car	
1994				
1.9L I-4	J	SFI	Escort, Topaz, Tracer	EEC-IV
2.0L I-4	A	SFI	Probe	
3.0L V-6	1, U, Y	SFI	Sable, Taurus, Tempo (VIN 1 Taurus models are Flexible Fuel)	
3.8L V-6 3.8L V-6 SC	4 R	SFI	Continental, Cougar, Sable, Taurus, T-Bird	
4.6L V-8	W, V	SFI	Crown Victoria, Grand Marquis, Mark VIII, Town Car	
5.0L V-8	T, D	SFI	Mustang, Mustang Cobra	
1995				
1.9L I-4	J	SFI	Escort, Tracer	EEC-IV
2.0L I-4	A, 3	SFI	Contour, Mystique, Probe	
2.5L V-6	L	SFI	Contour, Mystique	
3.0L V-6	1, U	SFI	Sable, Taurus (VIN 1 Taurus models are Flexible Fuel)	
3.0L V-6 SHO	Y			
3.8L V-6	4	SFI	Cougar, Sable, Taurus, T-Bird	
3.8L V-6 SC	R			

Engine	8th VIN Digit**	Fuel Systems (Carburetor Model)	Application/Special Notes	Computer System
1995 (Cont)				
4.6L V8 DOHC	V	SFI	Mark VIII	EEC-IV
5.0L V-8 HO	T	SFI	Mustang	
5.0L V-8 SHP	D			
NOTES				
* Carburetor Model. Carburetor model numbers are usually stamped on top of the carburetor, or on a metal tab attached to the carburetor. Consult your vehicle's repair manual for proper identification.				
** VIN Number. The VIN number(s) used in this column identify the vehicle's engine type. This number is the 8th digit of the VIN (Vehicle Identification Number). Consult your vehicle's repair manual for details.				
Application Table Definitions. CFI = Central Fuel Injection; DOHC = Dual Overhead Cam; EFI = Electronic Fuel Injection; FBC = Feedback Carburetor; HSC = High Swirl Combustion; MFI = Multiport Fuel Injection; OHC = Overhead Cam; SC = Super Charged; SEFI = Sequential Electronic Fuel Injection; SFI = Sequential Fuel Injection; SHO = Super High Output				

TRUCKS/VANS - Ford Computer System Tool Application Table

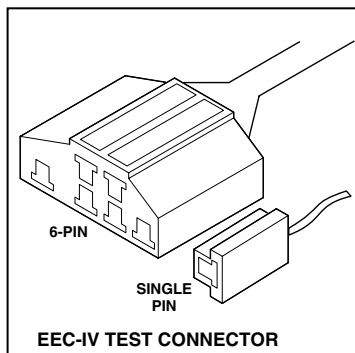
The following table lists the year and model of all the trucks and vans that are covered by Diagnostic Tool.

Engine	8th VIN Digit**	Fuel Systems (Carburetor Model)	Application/Special Notes	Computer System
1983				
2.8L V-6	S	FBC (2150A)*	Bronco II and Ranger Pickup	EEC-IV
1984				
2.8L V-6	S	FBC (2150A)*	Bronco II, Ranger Pickup	EEC-IV
4.9L I-6	Y	FBC (YFA)*	Bronco, E and F Series	
5.0L V-8	F	FBC (2150A)*	Trucks/Vans (8500 lb. GVW or less only)	
5.8L V-8	G	FBC (2150A)*		
1985-1990				
2.3L I-4 OHC	A	EFI	Aerostar, Bronco II, Ranger (excluding Diesel)	EEC-IV
2.9L V-6	T	EFI		
2.8L V-6	S	FBC (2150A)*	Bronco, E and F Series Trucks/Vans (8500 lb. GVW or less only)	
4.9L I-6	Y, 9	FBC (YFA)*, EFI		
5.0L V-8	F	FBC (2150A)*		
5.0L V-8	N	EFI		
5.8L V-8	G	FBC (2150A)*	E and F Series Trucks/Vans (8500 lb. GVW or less only)	
7.3L V-8	M	Diesel		
7.5L V-8	G	EFI		
1991-1994				
2.3L I-4 OHC	A	EFI, MFI	Ranger	EEC-IV
2.9L V-6	T	EFI		
3.0L V-6	U	EFI, SEFI, SFI	Aerostar, Ranger	

Engine	8th VIN Digit**	Fuel Systems (Carburetor Model)	Application/Special Notes	Computer System
1991-1994 (Cont)				
4.0L V-6	X	EFI, MFI	Aerostar, Explorer, Ranger	EEC-IV
4.9L I-6	Y, H	EFI, MFI, SFI	Bronco, E and F Series Trucks/Vans (8500 lb. GVW or less only)	
5.0L V-8	N	EFI, MFI, SFI		
5.8L V-8	H, R	EFI, MFI, SFI		
7.3L V-8	M	Diesel	E and F Series Trucks/Vans (Excludes 1994 diesel models)	
7.3L V-8	K	Turbo Diesel		
7.5L V-8	G	EFI, MFI		
1995				
3.0L V-6	U	SFI	Aerostar (Excludes Explorer, Ranger and Windstar)	EEC-IV
4.0L V-6	X	SFI		
4.9L I-6	Y	SFI	E and F series Trucks and Vans (Excludes Natural Gas equipped vehicles)	
5.0L V-8	N	SFI	Bronco, E and F series Trucks and Vans	
5.8L V-8	H, R	MFI		
7.5L V-8	G	MFI	E-350; F-250-350 (Excludes California); F-Super Duty (Excludes Diesel)	
NOTES				
* Carburetor Model. Carburetor model numbers are usually stamped on top of the carburetor, or on a metal tab attached to the carburetor. Consult your vehicle's repair manual for proper identification.				
** VIN Number. The VIN number(s) used in this column identify the vehicle's engine type. This number is the 8th digit of the VIN (Vehicle Identification Number). Consult your vehicle's repair manual for details.				
Application Table Definitions. EFI = Electronic Fuel Injection; FBC = Feedback Carburetor; MFI = Multiport Fuel Injection; OHC = Overhead Cam; SC = Super Charged; SEFI = Sequential Electronic Fuel Injection; SFI = Sequential Fuel Injection				

TEST CONNECTORS

Ford vehicles are equipped with special test connectors that make it possible to connect specialized testing equipment that communicates with the vehicle's onboard computer. Ford's vehicle test connectors are usually dark in color (BLACK or GREY). Sometimes they have a plastic cover over them or are labeled EEC Test. The connectors can be found in the following general locations in the engine compartment:



- Near the front corner (right or left).
- Near the fender well (right or left).
- Near the fire wall (right or left).

CONNECTING THE DIAGNOSTIC TOOL

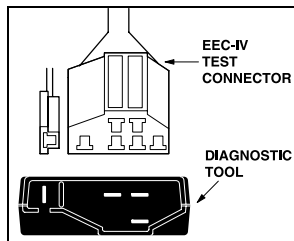


The Diagnostic Tool's Ford Connector Cable Adaptor is designed to match the vehicle's computer DLC. When properly connected, the vehicle's DLC should match the pre-molded guides around the adaptor. Make sure the adaptor and the vehicle's DLC mate properly before applying force. Forcing the adaptor onto the DLC improperly may result in damage to the adaptor and/or Diagnostic Tool, and possible damage to the vehicle's computer system.

- Connect the Diagnostic Tool to BOTH.
1. large, six pin female connector with molded housing
 2. small, single pin female connector



1988 and newer vehicles may have more than one similar connector for other systems (i.e. Anti-Lock Brakes). Only the connector with an extra single pin is the correct test connector for computer service codes use. If you have any questions about the correct connector, please refer to your vehicle's service manual for detailed information.



DIAGNOSTIC TROUBLE CODES (DTCs)

Diagnostic Trouble Codes, or Fault Codes, can be used to identify engine systems or components that are malfunctioning. The computer records codes for two types of problems:

■ "Hard" Diagnostic Trouble Codes

"Hard" DTCs represent problems which are happening now and cause the instrument panel Malfunction Indicator Lamp (MIL) or Check engine light to illuminate and remain on until the failure is repaired. A DTC is stored in the vehicle's computer memory for each fault detected. A Diagnostic Tool or Scanner can be used to retrieve DTCs that are stored in the vehicle's computer memory.

■ Intermittent/History DTCs

Intermittent/History DTCs are stored in the computer's memory for problems that occur intermittently, or for problems that happened in the past but are not currently present. Intermittent DTCs may cause the Malfunction Indicator light to flicker or stay on until the intermittent malfunction goes away. However, the corresponding

fault code will be stored in memory as a history DTC. If the malfunction that caused the history DTC to set does not recur within a predetermined length of time (usually within 40-80 ignition key start cycles), the computer will automatically erase the related fault code from its memory.

CODE RETRIEVAL PROCEDURES

Overview of Ford Code Retrieval Process

Ford's computer self-diagnostic system is divided into four main sections:

1. "Key On Engine Off" (KOEO) Self-Test
2. "Continuous Memory" (CM) Self-Test
3. "Key On Engine Running" (KOER) Self-Test
4. Other EEC-IV System tests

These Self-Tests are specially designed to monitor and/or test the various components and circuits that are controlled by the vehicle's computer, and to save and/or transmit diagnostic test results to the Diagnostic Tool in the form of numerical fault codes.

The "Continuous Memory" Self-Test is designed to run continuously whenever the vehicle is in normal operation. If a fault is detected by the "Continuous Memory" Self-Test, a fault code is saved in the vehicle's computer memory for later retrieval.

Ford's On-Board Diagnostic Self-Tests are designed in such a way that in order to properly diagnose a problem, you must perform all the Self-Tests, in the proper sequence.

As described previously, some tests are designed to detect problems only when the vehicle is in normal operation. Some tests are designed to activate components and detect problems only with the Key On and Engine Off. Other tests are designed to activate components and test their operation only with the Key On and Engine Running. Do not take short cuts. If you fail to perform a test, or you perform a test out of sequence, you might miss a problem that is only detected during that part of the test.






Reviewing DTCs

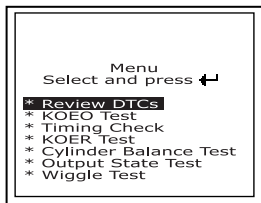
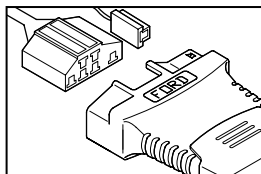
To view codes in the Diagnostic Tool's memory:

1. Locate the vehicle's Data Link Connector (DLC). See TEST CONNECTORS on page 68 for connector location.



Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.

2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.
 - The Ford OBD1 Menu displays.
3. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Review DTCs**, then press the **ENTER**  button.



Key On Engine Off (KOEO) Test

During the KOEO Self-Test, two groups of codes are retrieved by the Diagnostic Tool.

- *The first group of codes retrieved by the Diagnostic Tool are called "KOEO codes". A "KOEO" icon will show in the upper right corner of the LCD display to indicate that the code retrieved is a "KOEO" code.*
- *The second group of codes are called "Continuous Memory" codes. A "CM" icon will show in the upper right corner of the LCD display to indicate that the code retrieved is a "Continuous Memory" code.*





*Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.*

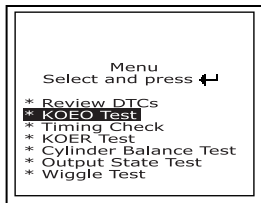
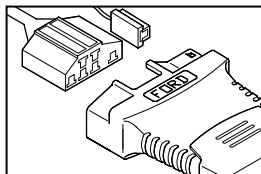
ALWAYS observe safety precautions whenever working on a vehicle. See *Safety Precautions* on page 3 for more information.



1. Locate the vehicle's Data Link Connector (DLC). See **TEST CONNECTORS** on page 68 for connector location.






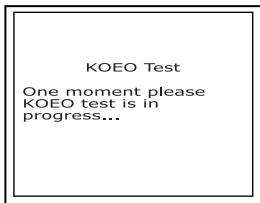
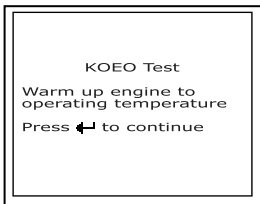
Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.

2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.
 - The Ford OBD1 Menu displays.



Use the  and  buttons, as necessary, to make menu selections.

3. From the Ford OBD1 Menu, highlight **KOEO Test**, then press the **ENTER**  button.
 - The LCD display shows instructions to prepare the vehicle for the KOEO Test.
4. Start and warm-up engine to normal operating temperature. Press the **ENTER**  button to continue.
5. Turn ignition key OFF and wait for the on screen prompt. If you wish to exit the KOEO test at this time, press the **M** button.
6. Turn the ignition ON. DO NOT start the engine. If your vehicle is equipped with one of the following engine types, perform the added procedures described below:
 - **For 4.9L engines with standard transmission:** Press and hold the clutch until all codes are sent (steps 7 through 9).
 - **For 7.3L diesel engines:** Press and hold accelerator until all codes are sent (steps 7 through 9).
 - **For 2.3L turbo engines with octane switch:** Put switch in premium position.
7. Press the **ENTER**  button to continue.
8. While codes are being retrieved, a "One moment please KOEO test is in progress..." message shows on the Diagnostic Tool's LCD display.

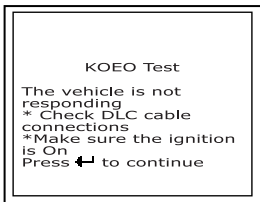


As soon as the ignition is turned "on", the vehicle's computer enters the Self-Test mode. Clicking sounds will be heard coming from the engine. This is normal. It indicates that the vehicle's computer is activating relays, solenoids, and other components to check their operation.



WARNING: On some vehicles equipped with an Electric Cooling Fan, the computer activates the cooling fan to check its operation. To avoid injury, keep hands or any part of your body a safe distance from the engine during this test.

- If the Diagnostic Tool fails to link to the vehicle's computer after three attempts, a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:
 - Verify the ignition is ON.
 - Check the cable connections at the Diagnostic Tool and at the vehicle's DLC.
 - Turn the ignition OFF, wait 10 seconds, then turn back ON to reset the computer.





*BE SURE to perform the added procedures in step 6, if appropriate for your vehicle, **BEFORE** turning the ignition ON.*

- Press **ENTER**  button to continue.

- If the Diagnostic Tool **cannot** link to the vehicle's computer, the message "Contact Technical Support" displays.

- Press the **M** button to return to the Ford OBD1 Menu.

- Turn the ignition off, and disconnect the Diagnostic Tool.

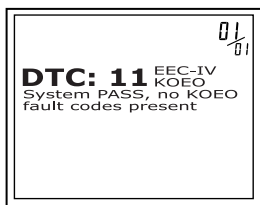
- Contact Technical Support for assistance.



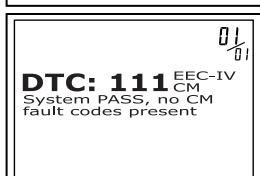
9. If the Diagnostic Tool was able to link to the vehicle successfully a "Code retrieval was successful..." message shows temporarily on the Diagnostic Tool's LCD display followed by any retrieved DTCs.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory.

- If no problems are found during the KOEO Self-Test, the computer sends a "PASS" code (code 11 or 111) to the Tool.



- If no Continuous Memory codes are present in the vehicle's computer memory, the Diagnostic Tool will display a "PASS" code (code 11 or 111).




Most Ford EEC-IV vehicle computers up to 1991 use a two-digit code system. From 1991 to 1995 most use a three digit code system.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No DTC's are presently stored in the vehicle's computer" message is displayed.



10. If more than one code was retrieved, press **DTC** button, as necessary, to display additional codes one at a time.



In the case of long code definitions, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  button to view the additional information.

11. Disconnect the Diagnostic Tool from the vehicle and turn the ignition key OFF.

12. To prolong battery life, the Diagnostic Tool automatically shuts "Off" after approximately three minutes of no button activity. The DTCs retrieved will remain in the Diagnostic Tool's memory, and may be viewed at any time. If the Diagnostic Tool's batteries are removed, or if the Diagnostic Tool is re-linked to a vehicle to retrieve codes, any prior codes in its memory are automatically cleared.
13. Follow the testing and repair procedures outlined in the vehicle's service repair manual to correct "hard" DTCs. Codes should be addressed and eliminated in the order they were received, erasing and retesting after each repair is done to be sure the fault was eliminated.



IMPORTANT: DO NOT service "Continuous Memory" codes at this time. Before "Continuous Memory" codes can be serviced, both the KOEO and the KOER Self-Tests must pass (a PASS code 11 or 111 is obtained). After both of these tests have passed, erase the vehicle's computer memory, take the vehicle for a short drive, then repeat the KOEO Self-Test. If any Continuous Memory faults are present, service them all this time. Consult the vehicle's service repair manual for servicing Continuous Memory Fault Codes.



Do not proceed to the ignition timing check procedure or the KOER test until a PASS code (code 11 or 111) for KOEO test is obtained.

Engine Timing Check



Before performing the KOER Self-Test, the vehicle's Ignition Base Timing and the computer's ability to electronically control timing advance must be checked for proper operation. Maladjustment of ignition timing, or a problem in the advance circuit, might generate false fault codes when performing the KOER Self-Test that would cause the test to be invalid. Use the following procedures to check for proper ignition timing and to verify the computer's ability to electronically advance ignition timing.



The following "Timing Check" procedure is only applicable to 1992 and older vehicles (excluding diesel engines). For 1993 and newer vehicles, refer to the vehicle's service repair manual for procedures to check and adjust timing. DO NOT ATTEMPT TO ADJUST TIMING ON THESE VEHICLES WITHOUT MANUFACTURER'S SPECIFICATIONS AND PROCEDURES.

For 1992 and older vehicles, the Diagnostic Tool can be used in combination with a timing light to check ignition timing and the vehicle computers ability to advance ignition timing.





Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.

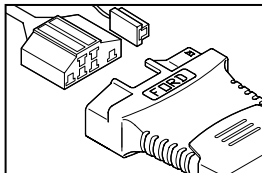
ALWAYS observe safety precautions whenever working on a vehicle. Read and follow Safety Precautions on page 3 before performing this test.

- A timing light is required to perform this test.
 - The vehicle must pass the KOEO Test (page 71) before performing this test.
1. Locate the vehicle's Data Link Connector (DLC). See TEST CONNECTORS on page 68 for connector location.





Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.


2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press **ENTER**  button to continue.

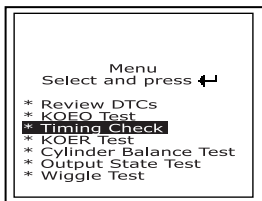


- The Ford OBD1 Menu displays.




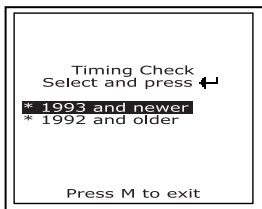
Use the  and  buttons, as necessary, to make menu selections.

3. From the Ford OBD1 Menu, highlight **Timing Check**, then press the **ENTER**  button.

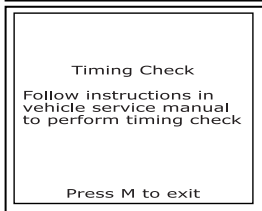


- The Select Model Year screen displays.


4. From the Select Model Year screen, highlight the vehicle model year, then press the **ENTER**  button.

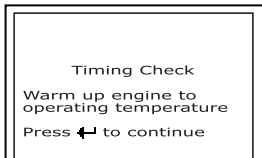


- **For 1993 and newer vehicles:** The message "Follow instructions in vehicle service manual to perform timing check" displays. Press the **M** button to exit. Refer to the vehicle's service manual for timing check procedures.




- **For 1992 and older vehicles:** The message "Warm up engine to operating temperature" displays

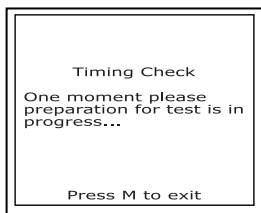
5. Start and warm-up engine to normal operating temperature. Press the **ENTER**  button to continue.



6. When prompted, turn off all vehicle accessories, turn ignition key OFF and wait for the on screen prompt. If you wish to exit the Timing Check procedure at this time, press the **M** button.

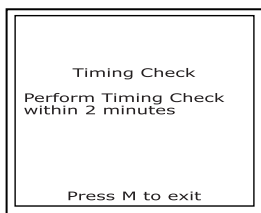
7. When instructed by the message on the Diagnostic Tool's display, start the engine and press the **ENTER**  button.

- A "One moment please preparation for test is in progress" message shows temporarily on the Diagnostic Tool's LCD display, followed by the message "Perform Timing Check within two minutes."



8. When "Perform Timing Check within 2 minutes" displays, perform the Timing Check as follows:

- The vehicle's computer is programmed to advance ignition timing 20° ($\pm 3^{\circ}$) above the vehicle's "base timing" value, and to freeze this setting for two minutes from the time the "Perform Timing Check within 2 minutes" message displays. This allows the user to check the computer's ability to advance ignition timing.



- Within this two-minute period, follow instructions in the vehicle's service repair manual to check the ignition timing with a timing light and ensure that it is 20° above the specified base timing value ($\pm 3^{\circ}$).

Example: If base timing specification is 10° BTDC, the acceptable timing light reading should be in the range of 27° to 33° BTDC.



Base-timing specifications can be found on the Vehicle Emission Control Information (VECI) decal. The decal is located under the hood or near the radiator. If the VECI decal is missing or damaged, refer to your vehicle's service repair manual for specifications.

9. If timing light readings are within the acceptable range:

- Base timing and the vehicle computer's ability to advance timing are working properly.
- Proceed to the KOER Self-Test below.

10. If timing light readings are not within the acceptable range:

- Base timing may be out of adjustment, or the computer may have problems with the timing advance circuit.
- Refer to the vehicle's service repair manual for procedures on adjusting and/or repairing ignition timing. Repairs to ignition timing must be made before proceeding to the KOER Test.

Key on Engine Running (KOER) Self-Test



IMPORTANT: The KOEO Self-Test (page 71) must be performed first, and a "pass code" (code 11 or 111) must be obtained before performing the KOER Self-Test; otherwise, results of the KOER Self-Test may be invalid.



Ignition timing and timing advance must be operating properly in order for the KOER Self-Test results to be considered valid. Perform an Engine Timing check (page 74) before performing the KOER Self-Test.



Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.

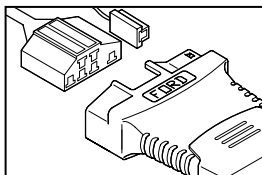
ALWAYS observe safety precautions whenever working on a vehicle. Read and follow Safety Precautions on page 3 before performing this test.

1. Locate the vehicle's Data Link Connector (DLC). See **TEST CONNECTORS** on page 68 for connector location.





Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.


2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.

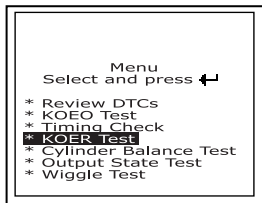



- The Ford OBD1 Menu displays.




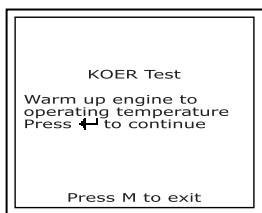
Use the  and  buttons, as necessary, to make menu selections.


3. From the Ford OBD1 Menu, highlight **KOER Test**, then press the **ENTER**  button.



- The message "Make sure ignition timing is within factory specifications" displays. If necessary, press the **M** button to exit, and perform an Engine Timing Check (page 74). Otherwise, press the **ENTER**  button to continue.

4. The message "Warm up engine to operating temperature" displays. Start and warm-up engine to normal operating temperature. Press the **ENTER**  button to continue.



5. When prompted, turn off all vehicle accessories, turn ignition key OFF and wait for the on screen prompt. If you wish to exit the KOER test at this time, press the **M** button.
6. When instructed by the message on the Diagnostic Tool's display, start the engine and press the **ENTER**  button to continue. A "One moment please KOER test is in progress..." message shows temporarily on the Diagnostic Tool's LCD display.
7. The Diagnostic Tool will retrieve the Cylinder Identification (ID) Code. The Cylinder ID Code identifies the number of cylinders for the vehicle under test.
 - If the Diagnostic Tool cannot retrieve the Cylinder ID Code, an advisory message displays. Press the **M** button to exit and repeat the Key On Engine Off (KOEO) test (page 71) until DTC 11 or 111 displays.
8. Perform the following procedures when prompted by the message on the Diagnostic Tool's display.
 - Turn the steering wheel 1/2 turn to right, hold for four seconds and release.
 - Press the brake pedal to the floor and then release it.
 - Cycle the Overdrive Switch (if equipped).
 - Quickly press the accelerator pedal to the floor and then release it.
9. After the above procedures are performed a "One moment please KOER test is in progress..." message shows temporarily on the Diagnostic Tool's LCD display, followed by a "Retrieving codes" message.



Most Ford EEC-IV vehicle computers up to 1991 use a two-digit code system. From 1991 to 1995 most use a three-digit code system.

- If the Diagnostic Tool fails to link to the vehicle's computer, a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:

KOER Test
One moment please
KOER test is in
progress...

Press M to exit

KOER Test
Vehicle Cylinder
Identification: 8 cylinder


KOER Test
Unable to retrieve
Cylinder ID or DTCs
perform KOEO test until
DTC 11 or 111 displays


Press M to exit

KOER Test
Turn steering wheel 1/2
turn to right and hold
for 4 seconds and
release

KOER Test
One moment please
KOER test is in
progress...

Press M to exit

KOER Test
The vehicle is not
responding
* Check DLC cable
connections
* Make sure the ignition
is On
Press  to continue

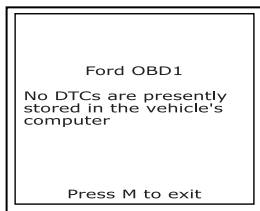
- Verify the ignition is ON.
- Check the cable connections at the Diagnostic Tool and at the vehicle's DLC.
- Turn the ignition OFF, wait 10 seconds, then turn back ON to reset the computer.
- Press the **ENTER**  button to continue.

- If the Diagnostic Tool **cannot** link to the vehicle's computer after three attempts, the message "Contact Technical Support" displays.

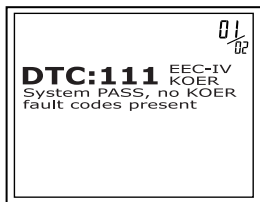


- Press the **M** button to return to the Ford OBD1 Menu.
- Turn the ignition off, and disconnect the Diagnostic Tool.
- Contact Technical Support for assistance.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No DTC's are presently stored in the vehicle's computer" message is displayed.



10. If no problems are found during the KOER Self-Test, the computer sends a "PASS code" (code 11 or 111) to the Diagnostic Tool. Code 11 or 111 indicates that all the relays and actuators and their related circuits that were tested during the KOER Self-Test are OK, and no faults were found.



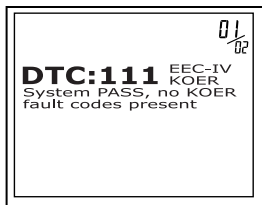
11. After the Diagnostic Tool retrieves all the KOER Self-Test DTCs, turn the engine off, and disconnect the Diagnostic Tool from the vehicle's test connectors. The DTCs retrieved are now stored in the Diagnostic Tool's memory.



All retrieved DTCs will remain in the Diagnostic Tool's memory. If the KOER Test procedure is performed again, DTC's from a prior test will automatically clear and will be replaced by the most current DTCs retrieved.

12. All KOER codes that are retrieved by the Diagnostic Tool during the KOER Self-Test represent problems that are present now (at the time the test is performed). The related vehicle problems that caused the codes to be sent must be repaired using the procedures described in the vehicle's repair manual.
13. After all repairs have been completed, repeat the KOER Self-Test.

14. If a "pass code" (code 11 or 111) is received, it indicates that the repairs were successful and all the related systems are working properly.
15. If a "pass code" (code 111 or 111) is not received, the repair was unsuccessful. Consult the vehicle's service manual and recheck repair procedure.



ADDITIONAL TESTS FOR EEC-IV SYSTEMS



These tests are additional, supplemental tests, and are not needed to retrieve Diagnostic Trouble Codes. Ford has included them to further assist the technician / do-it-yourselfer in the troubleshooting of vehicle problems.

Cylinder Balance Test (Vehicles equipped with Sequential Electronic Fuel Injected (SEFI) systems only)

The Cylinder Balance Test assists in finding a weak or noncontributing cylinder. The computer shuts off fuel (cuts off power to injectors) to each cylinder, in sequence, and monitors for RPM changes (drop). Based on this information, the computer determines if all the cylinders are contributing power equally (for proper engine operation), or if some cylinders are only contributing partially or not contributing at all.

SEFI Introduction

Sequential Electronic Fuel Injection (SEFI) belongs to a family of fuel injection systems called "Multi-port/Multipoint Fuel Injection". Multi-port (MFI) fuel injection systems contain one fuel injector per cylinder, and the vehicle's computer electronically controls their operation. On some multi-port fuel injection systems, the injectors all fire at the same time and at every engine revolution. On other systems the injectors fire in groups and/or at every other engine revolution. What distinguishes Sequential Electronic Fuel Injection systems from other multi-port fuel injection systems is that each injector is independently energized and fires sequentially one after the other in the proper firing order. This gives the vehicle's computer more control to cut the fuel to one injector at a time (this can't be accomplished on the other systems because they fire in groups of two or more injectors).

Cylinder Balance Test Procedure




Check your vehicle thoroughly before performing any test. See BEFORE YOU BEGIN on page 31 for details.

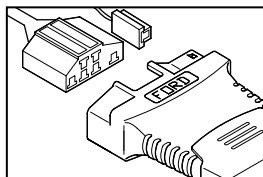
ALWAYS observe safety precautions whenever working on a vehicle. Read and follow Safety Precautions on page 3 before performing this test.

1. Locate the vehicle's Data Link Connector (DLC). See TEST CONNECTORS on page 68 for connector location.





Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.


2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.

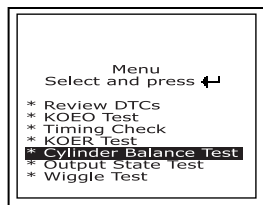



- The Ford OBD1 Menu displays.




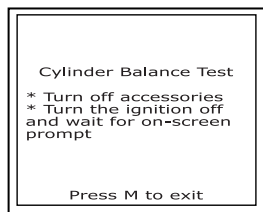
Use the  and  buttons, as necessary, to make menu selections.

3. From the Ford OBD1 Menu, highlight **Cylinder Balance Test**, then press the **ENTER**  button.




- An advisory message displays. If the vehicle **is not** equipped with Sequential Electronic Fuel Injection (SEFI), press the **M** button to exit. Otherwise, press the **ENTER**  button to continue.

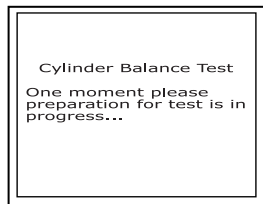
4. Start and warm-up engine to normal operating temperature. Press the **ENTER**  button to continue.



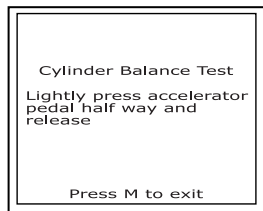
5. When prompted, turn off all vehicle accessories, turn ignition key OFF and wait for the on screen prompt. If you wish to exit the Cylinder Balance test at this time, press the **M** button.

6. When instructed by the message on the Diagnostic Tool's display, start the engine and press the **ENTER**  button.

- A "One moment please preparation for test is in progress..." message shows temporarily on the Diagnostic Tool's LCD display.



7. When prompted by the message on the Tool's display, lightly press the accelerator pedal half way and release to activate the cylinder balance test.



For 1986 models ONLY: Fully press accelerator once and release.

- The computer is now in Cylinder Balance Test mode, and will start cutting fuel to each cylinder in sequence to determine if all the cylinders are contributing equally. **It may take up to five minutes before the test results are transmitted to the Diagnostic Tool.**

Cylinder Balance Test
One moment please test
is in progress...
This may take up to 5
minutes to complete
test

Press M to exit

8. If the vehicle's computer fails to enter Cylinder Balance Test mode, do the following:
 - Lightly press the accelerator pedal again as described in step 7 above.
9. After the Cylinder Balance Test is completed, the test results are sent to the Diagnostic Tool.
 - The computer compares the power contribution that each cylinder makes to engine operation.
10. If all cylinders are contributing equally, the computer determines that power distribution is normal and a "System Pass" message will display.

Cylinder Balance Test
System Pass

Press M to exit



If the computer detects a problem with a cylinder(s) when performing the initial Cylinder Balance Test, it needs to repeat the test two more times to properly determine which cylinder or cylinders are malfunctioning. If this is the case, the Diagnostic Tool will display the "Lightly press the accelerator half way and release" message again instead of the "System Pass". Proceed to step 11.

11. If a cylinder is not contributing at the same level as the other cylinders, the computer prompts you to repeat the test two more times by displaying the "Lightly press the accelerator half way and release" message again. Each time the message displays, perform the procedures as instructed.
12. After the repeat Cylinder Balance tests have completed, the computer will identify which cylinder (or cylinders) are not contributing equally, and will send this information to the Diagnostic Tool's LCD display.
 - If any weak cylinders are identified, consult the vehicle's service repair manual to perform further testing and/or repairs.

Cylinder Balance Test
Receiving codes...
Cylinder 7 Weak
Press ← to continue

Relay and Solenoid Test (Output State Check)

The "Output State Check" is a special program in the vehicle's computer that allows the user to energize (turn ON) and de-energize (turn OFF), on command, most of the actuators (relays and solenoids) that are controlled by the computer.

Use this test to check computer output voltages and relay/solenoid operation.



The fuel injectors and fuel pump are not energized during this test. Check your vehicle thoroughly before performing any test. See BEFORE YOU BEGIN on page 31 for details.



ALWAYS observe safety precautions whenever working on a vehicle.

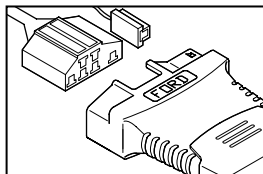
Read and follow Safety Precautions on page 3 before performing this test.

1. Locate the vehicle's Data Link Connector (DLC). See TEST CONNECTORS on page 68 for connector location.





Some DLCS have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.


2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.

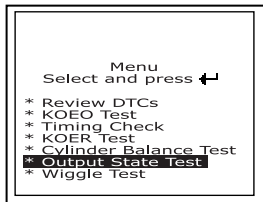



- The Ford OBD1 menu displays.

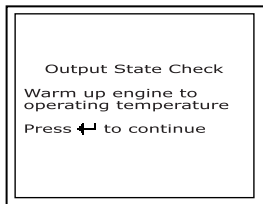


Use the  and  buttons, as necessary, to make menu selections.

3. From the Ford OBD1 menu, highlight **Output State Check**, then press the **ENTER**  button.



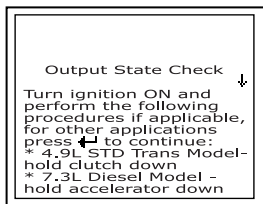
4. The message "Warm up engine to operating temperature" displays. Start and warm-up engine to normal operating temperature. Press the **ENTER**  button to continue.




5. When prompted, turn ignition key OFF and wait for the on screen prompt. If you wish to exit the Output State Check at this time, press the **M** button.

6. Turn ignition ON. DO NOT start the engine. If your vehicle is equipped with one of the following engine types, perform the added procedures described below:

- **For 4.9L engines with standard transmission:** Press and hold the clutch until the "Output State Check Active" screen displays.



- **For 7.3L diesel engines:** Press and hold accelerator until the "Output State Check Active" screen displays
 - **For 2.3L turbo engines with octane switch:** Put switch in premium position.
7. Press the **ENTER**  button to continue.
8. A "One moment please test is in progress..." message shows on the Diagnostic Tool's LCD display.



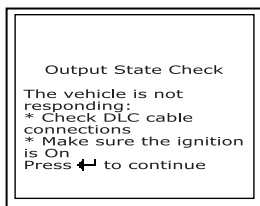
As soon as the ignition is turned "on", the vehicle's computer enters the Self-Test mode. Clicking sounds will be heard coming from the engine. This is normal.




WARNING: *On some vehicles equipped with an Electric Cooling Fan, the computer activates the cooling fan to check its operation. To avoid injury, keep hands or any part of your body a safe distance from engine during the test.*



- If the Diagnostic Tool fails to link to the vehicle's computer, a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:
 - Verify the ignition is ON.
 - Check the cable connections at the Diagnostic Tool and at the vehicle's DLC.
 - Turn the ignition OFF, wait 10 seconds, then turn back ON to reset the computer.

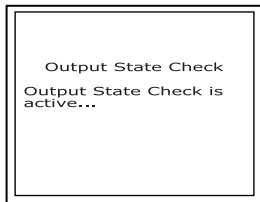


BE SURE to perform the added procedures in step 6, if appropriate for your vehicle, **BEFORE** turning the ignition ON.

- Press the **ENTER**  button to continue.
- If the Diagnostic Tool **cannot** link to the vehicle's computer after three attempts, the message "Contact Technical Support" displays.
 - Press the **M** button to return to the Ford OBD1 Menu.
 - Turn the ignition OFF, and disconnect the Diagnostic Tool.
 - Contact Technical Support for assistance.



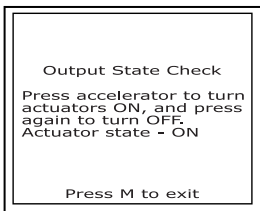
9. If the Diagnostic Tool was able to link to the vehicle successfully an "Output State check active..." message shows temporarily on the Diagnostic Tool's LCD display. This message is followed by a display that instructs you how to perform the test.



10. When prompted, press the accelerator pedal once, then release. This activates the Output State Check and energizes most of the actuators (relays and solenoids) that are controlled by the vehicle's computer.



If your vehicle is equipped with an Integrated Vehicle Speed Control, disconnect the vacuum supply hose from the speed control servo before pressing the accelerator. Reconnect vacuum hose after test.



11. To de-energize the actuators, press the accelerator pedal again and release, the actuators are now de-energized.
12. The procedure can be repeated as many times as desired by pressing and releasing the accelerator pedal to energize and de-energize the actuators.
13. Consult the vehicle's service repair manual for a list of actuators (solenoids and relays) controlled by the computer that apply to the vehicle under test, and which actuators should energize and de-energize when performing the Output State Check. All applicable actuators should be on when energized and off when de-energized.
14. If an actuator is not responding to the Output State Check, follow the procedures described in the vehicle's service manual to check computer actuator output circuit voltages and/or grounds.
15. The Output State Check will stay active as long as desired. To quit the Output State Check, turn the ignition OFF and disconnect the Diagnostic Tool from the vehicle.

Wiggle Test



Since any DTC's from Wiggle Test results are saved in Continuous Memory, it is suggested that you clear any DTC's in Continuous Memory before performing Wiggle Test. This way you start with a clean slate, and any faults detected during the procedure will be related to that particular circuit tested.

Use this test to check for intermittent faults in some circuits.

Circuits Tested:

1984 & Newer - Air Charge Temp Sensor (ACT), Barometer Pressure Sensor (BP), Engine Coolant Temp Sensor (ECT), Exhaust Gas Oxygen Sensor (EGO), EGR Valve Position Sensor (EVP), Manifold Absolute Pressure (MAP), Throttle Position Sensor (TP), Vane Air Temp Sensor (VAT)

1985 & Newer - Vane Air Flow Sensor (VAF)

1986 & Newer - Pressure Feedback EGR Sensor (PFE)

1990 & Newer - Exhaust Gas Oxygen Sensor (EGO), Ignition Diagnostic Monitor (IDM) (DIS or Dual Plug DIS only), Idle Tracking Switch (ITS), Mass Air Flow Sensor (MAF)





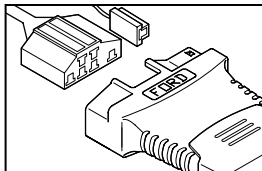
ALWAYS observe safety precautions whenever working on a vehicle. Read and follow Safety Precautions on page 3 before performing this test.

1. Locate the vehicle's Data Link Connector (DLC). TEST CONNECTORS on page 68 for connector location.





Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.

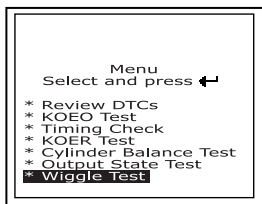
2. Connect the Diagnostic Tool cable (with the Ford Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.





- The Ford OBD1 menu displays.

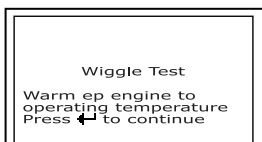


Use the  and  buttons, as necessary, to make menu selections.

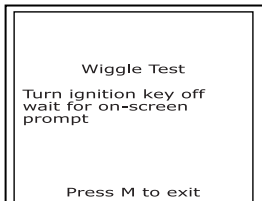


3. From the Ford OBD1 menu, highlight **Wiggle Test**, then press the **ENTER**  button.



4. The message "Warm up engine to operating temperature" displays. Start and warm-up engine to normal operating temperature. Press the **ENTER**  button to continue.

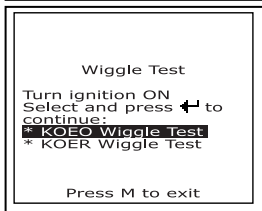


5. When prompted, turn ignition key OFF and wait for the on screen prompt. If you wish to exit the KOEO test at this time, press the **M** button.



6. Select the desired Wiggle Test from the menu displayed.


- To perform the KOEO Wiggle Test:
 - Highlight **KOEO Wiggle Test**.
 - Turn ignition ON. DO NOT START THE ENGINE.
 - Press the **ENTER**  button to continue.
- To perform the KOER Wiggle Test:
 - Highlight **KOER Wiggle Test**.
 - Turn the ignition ON and start the engine.
 - Press the **ENTER**  button to continue.




7. A "One moment please test is in progress" message shows temporarily on the Diagnostic Tool's LCD display.

- If the Diagnostic Tool fails to link to the vehicle's computer, a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:


KOER Wiggle Test

The vehicle is not responding
* Check DLC cable connections
* Make sure the ignition is On
Press  to continue

For KOEO Wiggle Test:


- Verify the ignition is ON.
- Turn the ignition OFF, wait 10 seconds, then turn back ON to reset the computer. Press the **ENTER**  button to continue.

For KOER Wiggle Test:

- Turn the engine OFF, wait 10 seconds, then turn back ON. Press the **ENTER**  button to continue.



***BE SURE** to perform the added procedures in step 6, if appropriate for your vehicle, **BEFORE** turning the ignition ON.*

- Press **ENTER**  button to continue.
 - If the Diagnostic Tool **cannot** link to the vehicle's computer after three attempts, the message "Contact Technical Support" displays.
 - Press the **M** button to return to the Ford OBD1 menu.
 - Turn the ignition OFF, and disconnect the Diagnostic Tool.
 - Contact Technical Support for assistance.
8. If the Diagnostic Tool was able to link to the vehicle successfully, a "Wiggle test is active..." message shows temporarily on the Diagnostic Tool's LCD display. This is followed by a message instructing you how to perform the test.
- Press the **M** button if you wish to exit the Wiggle Test at this time.
9. Wiggle, tap and move the suspected sensor or wiring.
- If no faults are detected when performing the Wiggle Test, a "System Pass" message displays.

Contact Technical Support

Press M to exit

KOER Wiggle Test
Wiggle Test is active

KOER Wiggle Test
Wiggle, tap and move the sensor or wiring.

Press M to exit

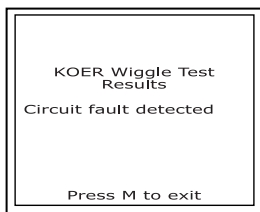
KOER Wiggle Test Results
System Pass

Press M to exit

- If a fault is detected when performing the Wiggle Test, a "Circuit Fault detected" message displays.



If the Wiggle Test detects any problems, the related DTC will be stored by the computer in "Continuous Memory". To view any Wiggle Test DTC's you must perform the KOEO Test. See page 71 for KOEO Test procedures.



10. Follow the procedures in the vehicle's service repair manual to perform troubleshooting and repairs for Wiggle Test results.
11. The Wiggle Test will stay active as long as desired. To quit the Wiggle Test, turn the ignition OFF and disconnect the Diagnostic Tool from the vehicle.



ERASING DTCs






When the Diagnostic Tool's ERASE function is used to erase DTCs from the vehicle's on-board computer, manufacturer specific data (where applicable) is also erased.


If you plan to take the vehicle to a service center for repair, DO NOT erase the codes from the vehicle's computer. If the codes are erased, valuable information that might help the technician troubleshoot the problem will also be erased.




Erase DTC's from the computer's memory as follows:

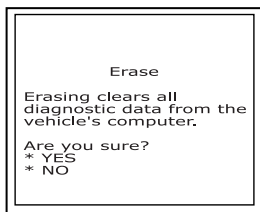
1. Connect the Diagnostic Tool to the vehicle's DLC. Press the **ENTER**  button to continue.
2. Turn the ignition ON. DO NOT start the engine.
3. Press and release the **ERASE**  button. A confirmation message shows on the LCD display.

- If you are sure you want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **YES**, then press the **ENTER**  button.

- Turn the ignition OFF and wait for the on-screen prompt.

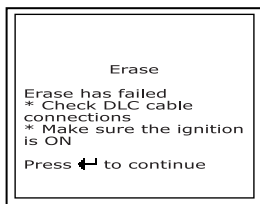
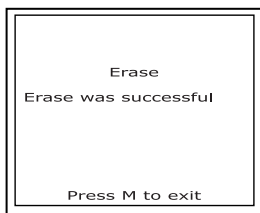
- When prompted, turn the ignition ON and press the **ENTER**  button to continue.

- If you do not want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **NO**, then press the **ENTER**  button to cancel the erase procedure.



4. If you chose to erase DTCs, a status screen displays while the erase function is in progress.

- If the erase was successful, a confirmation message shows on the Diagnostic Tool's LCD display. press the **M** button to exit.
- If the erase was not successful, an advisory message shows on the LCD display. Verify that the Diagnostic Tool is properly connected to the vehicle's DLC and that the ignition is ON. If the erase process still does not complete, turn the ignition OFF, wait 10 seconds, then turn back ON and repeat steps 2 and 3.
- If the erase process fails after three attempts, the message "Contact Technical Support" displays.
 - Press the **M** button to return to the Ford OBD1 Menu.
 - Turn the ignition off, and disconnect the Diagnostic Tool.
 - Contact Technical Support for assistance.



Erasing DTCs does not fix the problem(s) that caused the code(s) to be set. If proper repairs to correct the problem that caused the code(s) to be set are not made, the code(s) will appear again and the check engine light will illuminate as soon as the problem that cause the DTC to set manifests itself.

YOUR VEHICLE'S COMPUTER SYSTEM

Today's vehicles are equipped with computer self-testing abilities that can locate problems in your vehicle and store them as Diagnostic Trouble Codes (DTC's) in the vehicle's onboard computer. The Diagnostic Tool allows you access to the computer's memory and retrieves the DTC's.

VEHICLES COVERED

This Diagnostic Tool may be used to retrieve engine service codes from most General Motors (GM) domestic cars and trucks (EXCEPT Geo, Nova, Saturn and Sprint).

Model Year	Make	Model
1982-93	Buick	Century, Electra, Electra Wagon, Estate Wagon, Le Sabre, Le Sabre Wagon, Park Avenue, Reatta, Regal, Grand National, Riviera, Roadmaster, Skyhawk, Skylark, Somerset
	Cadillac	De Ville, El Dorado, Fleetwood, Seville
	Chevrolet	Beretta, Camaro, Caprice, Cavalier, Celebrity, Chevette, Citation, Corsica, Corvette, El Camino, Impala, Lumina, Monte Carlo
	Oldsmobile	Achieva, Calais, Custom Cruiser, Cutlass Calais, Ciera, Cutlass Cruiser, Cruiser Wagon, Cutlass Supreme, Supreme Classic, Delta 88, Eighty-eight, Firenze, Ninety-eight, Omega, Toronado, Touring Sedan, Trofeo
	Pontiac	6000, 6000 STE, Bonneville, Fiero, Firebird, Grand Am, Grand Prix, J 2000, Lemans, J Parisienne, Phoenix, Safari, Safari Wagon, Sunbird, T 1000
	Trucks and Vans	All one ton capacity or less with gas engines
1994	Buick	Roadmaster 5.7 liter
	Chevrolet	Camaro 3.4 liter/5.7 liter, Caprice 5.7 liter, Caprice 5.7 liter, Cavalier 3.1 liter, Lumina 3.1 liter
	Pontiac	Firebird 3.4 liter/5.7 liter, Sunbird 2.0 liter/3.1 liter
	Trucks and Vans	All one ton capacity or less with gas engines
1995	Chevrolet	Caprice 4.3 liter
	Trucks and Vans	All one ton capacity or less with gas engines (EXCEPT S/T Series vehicles)



In addition to the list on the previous page, this Diagnostic Tool IS ALSO COMPATIBLE with OBD1 GM models that are equipped with "Climate Control Computers".



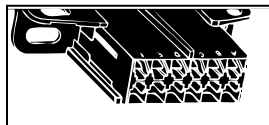
For 1994 and 1995 vehicles, only the models listed above are compatible with the Diagnostic Tool.

ABOUT THE DIAGNOSTIC TOOL

The Diagnostic Tool is a device that connects to your vehicle's Data Link Connector to retrieve any Diagnostic Trouble Codes that are stored in the vehicle's on-board computer.

DATA LINK CONNECTOR (DLC)

Your vehicle test connector is known as the Assembly Line Data Link (ALDL) connector, Assembly Line Communication Link (ALCL) Connector or the Data Link Connector (DLC). The GM DLC connector contains 12 pins and is usually black in color. On most GM vehicles, the connector is found under the left side of the dashboard.



MALFUNCTION INDICATOR LIGHT (MIL)

Your vehicle's instrument panel has a Malfunction Indicator Light (MIL) also called the "Check Engine" or "Service Engine soon" light. The MIL is an indicator to warn the vehicle operator of a problem in the computer control system.



If your instrument panel indicator lights do not come on when you turn on the ignition, please refer to your vehicle's service manual. You may have problems in the vehicle's circuitry.

DIAGNOSTIC TROUBLE CODES (DTC's)

The service codes are also called "fault codes", "Diagnostic Trouble Codes" (DTC's) or "trouble codes". These codes can be used to identify systems or components that are malfunctioning. The computer records codes for two types of problems:

■ "Hard" Diagnostic Trouble Codes

"Hard" DTCs represent problems that are occurring now and cause the instrument panel Malfunction Indicator Lamp (MIL) or Check Engine light to illuminate and remain on until the failure is repaired. A DTC is stored in the vehicle's computer memory for each fault detected. A Diagnostic Tool or Scanner can be used to retrieve DTCs that are stored in the vehicle's computer memory.

■ Intermittent/History DTCs

Intermittent/History DTCs are stored in the computer's memory for problems that occur intermittently, or for problems that happened in the past but are not currently present. Intermittent DTCs may cause the Malfunction Indicator light to flicker or stay on until the intermittent malfunction goes away. However, the corresponding fault code will be stored in memory as a history DTC. If the malfunction that caused the history DTC to set does not recur within a predetermined length of time (usually within 40-80 ignition key start cycles), the computer will automatically erase the related fault code from its memory.

CODE RETRIEVAL PROCEDURE

Retrieving and using Diagnostic Trouble Codes (DTCs) for troubleshooting vehicle operation is only one part of an overall diagnostic strategy.

Never replace a part based only on the DTC definition. Each DTC has a set of testing procedures, instructions and flow charts that must be followed to confirm the location of the problem. This information is found in the vehicle's service manual. Always refer to the vehicle's service manual for detailed testing instructions.





*Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.*

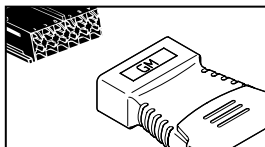
ALWAYS observe safety precautions whenever working on a vehicle. See *Safety Precautions* on page 3 for more information.

1. Locate the vehicle's Data Link Connector (DLC). See **DATA LINK CONNECTOR (DLC)** on page 91 for connector location.






Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.

2. Connect the Diagnostic Tool cable (with the GM Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON, then press the **ENTER**  button to continue.





- The GM OBD1 menu displays.

3. To view codes in the Diagnostic Tool's memory:


- Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Review DTCs**, then press the **ENTER**  button.

4. To retrieve codes from the vehicle's computer:






Use the  and  buttons, as necessary, to make menu selections.

- To retrieve DTCs from the vehicle selection currently in the Diagnostic Tool's memory:


- From the GM OBD1 menu, highlight **Current Selection**, turn ignition key ON (DO NOT start engine) and press the **ENTER**  button.

- Proceed to step 5 to continue.


- To retrieve DTCs from a new vehicle:

- From the GM OBD1 menu, highlight **Select New Vehicle** and press the **ENTER**  button; the "Select Vehicle Year" menu displays.
- Highlight the desired year, then press the **ENTER**  button; the "Enter the 8th digit of VIN" menu displays.
- Highlight the 8th digit of the vehicle's VIN, then press the **ENTER**  button.

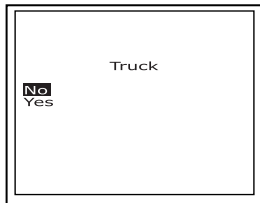
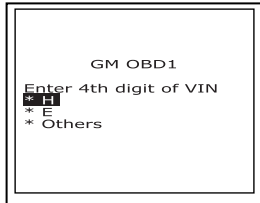
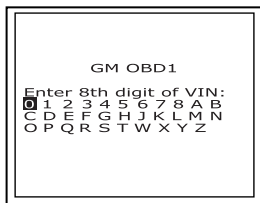
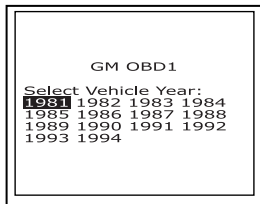
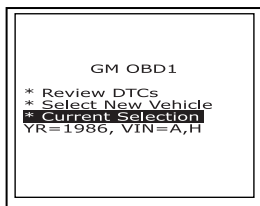
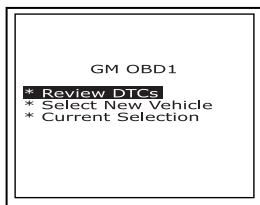



*If the "Enter 4th VIN Digit" screen displays (not applicable to all vehicles), highlight the 4th digit of the vehicle's VIN, then press the **ENTER**  button.*




*If the "Truck" screen displays (not applicable to all vehicles), highlight **Yes** or **No**, as appropriate, then press the **ENTER**  button.*

- The GM OBD1 menu displays for your confirmation.




- If the information shown in the "Current Selection" field is correct, highlight **Current Selection**, turn ignition key ON (DO NOT start engine) and press the **ENTER**  button. Proceed to step 4 to continue.

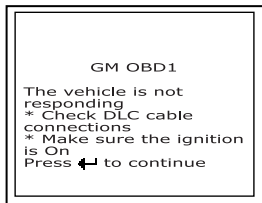


*If the year shown is not correct, highlight **Select New Vehicle** and press the **ENTER**  button to return to the "Select Vehicle Year" menu to make your corrections.*

5. When the Diagnostic Tool is in the process of retrieving codes, a "One moment please..." message shows on the Diagnostic Tool's LCD display.

- If the Diagnostic Tool fails to link to the vehicle's computer, a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:

- Verify the ignition is ON.
- Check the cable connections at the Diagnostic Tool and at the vehicle's DLC.
- Turn the ignition OFF, wait 10-12 seconds, then turn back ON to reset the computer.
- Press the **ENTER**  button and repeat steps 4 and 5 as necessary.



- If the Diagnostic Tool **cannot** link to the vehicle's computer after three attempts, the message "Contact Technical Support" displays.

- Press the **M** button to return to the GM OBD1 menu.
- Turn the ignition OFF, and disconnect the Diagnostic Tool.
- Contact Technical Support for assistance.



6. If the Diagnostic Tool was able to link to the vehicle successfully, a "Code retrieval was successful..." message shows temporarily on the Diagnostic Tool's LCD display, followed by any retrieved DTCs.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No DTC's are presently stored in the vehicle's computer" is displayed.



7. If more than one code was retrieved, press the **DTC** button, as necessary, to display additional codes one at a time.



In the case of long code definitions, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the ⏮ button to view the additional information.

Code 12 will always be present and it has one of the following meanings:

- If code 12 is the only DTC retrieved and your vehicle "STARTS OK" then code 12 indicates system "PASS" and all computer control systems are functioning properly.
 - If code 12 is present and your vehicle "DOES NOT START", then it may indicate a problem with the ignition control system.
8. Disconnect the Diagnostic Tool from the vehicle and turn the ignition key OFF.
 9. To prolong battery life, the Diagnostic Tool automatically shuts "Off" after approximately three minutes with no button activity. The DTCs retrieved will remain in the Diagnostic Tool's memory, and may be viewed at any time. If the Diagnostic Tool's batteries are removed, or if the Diagnostic Tool is re-linked to a vehicle to retrieve codes, any prior codes in its memory are automatically cleared.
 10. Follow the testing and repair procedures outlined in the vehicle's service repair manual to correct "hard" DTCs. Codes should be addressed and eliminated in the order they were received, erasing and retesting after each repair is made to be sure the fault was eliminated. Code 12 will appear alone when no other fault codes are present.
 - It may be necessary to test drive the vehicle to reset "hard" fault codes 13, 15, 24, 44, 45, and 55 after they have been erased.



Whenever codes 51, 52, 54, or 55 are displayed with other codes, troubleshoot and eliminate the "50 Series" codes first, then proceed with the lower numbered codes.

ERASING DTCs







When the Diagnostic Tool's ERASE function is used to erase DTCs from the vehicle's on-board computer, manufacturer specific data (where applicable) is also erased.

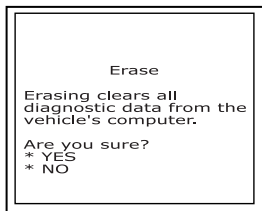
If you plan to take the vehicle to a service center for repair, DO NOT erase the codes from the vehicle's computer. If the codes are erased, valuable information that might help the technician troubleshoot the problem will also be erased.




Erase DTC's from the computer's memory as follows:

1. Connect the Diagnostic Tool to the vehicle's DLC. Press the **ENTER** ⏮ button to continue.

2. Turn the ignition ON. DO NOT start the engine.
3. Press and release the **ERASE**  button. A confirmation message shows on the LCD display.


- If you are sure you want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **YES**, then press the **ENTER**  button.

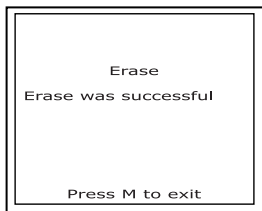


- If you do not want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **NO**, then press the **ENTER**  button to cancel the erase procedure.

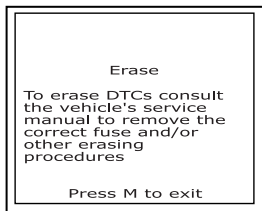
- If you do not want to continue with the erase process, press the **M** button to exit the erase function.

4. If you chose to erase DTCs, a status screen displays while the erase function is in progress.

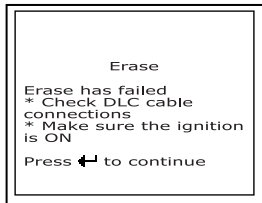
- If the erase was successful, a confirmation message shows on the Diagnostic Tool's LCD display. Press the **ENTER**  button to exit.



Due to the differences in computer systems, the Diagnostic Tool can be used to erase codes for some vehicles, while others require codes to be erased manually. If the "To erase DTC's consult the vehicle's service repair manual..." screen displays, you must consult the vehicle's service repair manual for procedures to erase DTCs.



- If the erase was not successful, an advisory message shows on the LCD display. Verify that the Diagnostic Tool is properly connected to the vehicle's DLC and that the ignition is ON. If the erase process still does not complete, turn the ignition OFF, wait 10 seconds, then turn back ON and repeat steps 2 and 3.



- If the erase process fails after three attempts, the message "Contact Technical Support" displays.

- Press the **M** button to return to the GM OBD1 Menu.



- Turn the ignition off, and disconnect the Diagnostic Tool.
- Contact Technical Support for assistance.



Erasing DTCs does not fix the problem(s) that caused the code(s) to be set. If proper repairs to correct the problem that caused the code(s) to be set are not made, the code(s) will appear again and the check engine light will illuminate as soon as the problem that cause the DTC to set manifests itself.

ON-BOARD VEHICLE DIAGNOSTICS (OBD1)

- Beginning in 1988, California's Air Resources Board (CARB), and later, the Federal Government's Environmental Protection Agency (EPA), **required** vehicle manufacturers to include a self diagnostic program capable of identifying an emissions-related fault via the vehicles On-Board Computers (some manufacturers used OBD before it was required). The first generation of Onboard Diagnostics came to be known as **OBD I**.
- OBD I is a set of self-testing or self-diagnosing instructions that are programmed into the vehicle's on-board computer.
- The program is specifically designed to detect failures in the sensors, actuators, switches and wiring of the various vehicle emissions-related systems (fuel injection system, ignition system, EGR system, catalytic converter, etc.). If the computer detects a failure in any one of these components or systems, it alerts the driver by illuminating the "Check Engine" light on the dash.
- The computer also assigns a numeric code (OBD I systems utilized a 2 or 3 digit code) for each specific problem that it detects, and stores these codes in it's memory for later retrieval. The codes can be retrieved from the computer's memory with the use of a device called a "Diagnostic Tool" or a "Scan Tool".



*With the exception of some 1994 and 1995 vehicles, most vehicles from about 1982 to 1995 are equipped with **OBD I** systems.*

VEHICLES COVERED

The following tables identify the Toyota and Lexus OBD1 vehicles that are covered by the Enhanced OBD2 & 1 Tool.

DLC 1 Cars

Year	Model	Eng. Size	Eng. Code	DOHC/ SOHC	Other	DLC Type
1995	Camry Coupe	2.2L	5S-FE	DOHC		1
1992	Camry Sedan	2.2L	5S-FE	DOHC		1
1992	Camry Sedan	3.0L	2VZ-FE	DOHC		1
1993	Camry Sedan	3.0L	3VZ-FE	DOHC		1
1993	Camry Sedan	2.2L	5S-FE	DOHC		1
1994	Camry Sedan	2.2L	5S-FE	DOHC		1
1993	Celica	2.0L	3S-GTE	DOHC	Turbo	1
1993	Celica	2.2L	5S-FE	DOHC		1
1994	Celica	1.8L	7A-FE	DOHC		1
1994	Celica	2.2L	5S-FE	DOHC		1

Toyota/Lexus OBD1 Systems

VEHICLES COVERED

Year	Model	Eng. Size	Eng. Code	DOHC/ SOHC	Other	DLC Type
1992	Celica Convertible	2.2L	5S-FE	DOHC	A/T	1
1992	Celica Coupe	1.6L	4A-FE	DOHC		1
1992	Celica Coupe	2.2L	5S-FE	DOHC	A/T	1
1993	Celica Coupe	1.6L	4A-FE	DOHC		1
1995	Celica Coupe	1.8L	7A-FE	DOHC		1
1992	Celica Liftback	2.0L	3S-GTE	DOHC	Turbo	1
1992	Celica Liftback	2.2L	5S-FE	DOHC		1
1993	Corolla Sedan	1.6L	4A-FE	DOHC		1
1993	Corolla Sedan	1.8L	7A-FE	DOHC		1
1994	Corolla Sedan	1.6L	4A-FE	DOHC		1
1994	Corolla Sedan	1.8L	7A-FE	DOHC		1
1993	ES-300	3.0L	3VZ-FE	DOHC		1
1993	GS-300	3.0L	2JZ-GE	DOHC		1
1993	LS-400	4.0L	1UZ-FE	DOHC		1
1993	MR2	2.0L	3S-GTE	DOHC	Turbo	1
1993	MR2	2.2L	5S-FE	DOHC		1
1994	MR2	2.0L	3S-GTE	DOHC	Turbo	1
1994	MR2	2.2L	5S-FE	DOHC		1
1994	Paseo	1.5L	5E-FE	DOHC		1
1995	Paseo	1.5L	5E-FE	DOHC		1
1995	SC-300	3.0L	2JZ-GE	DOHC		1
1991	Supra	3.0L	7M-GTE	DOHC	Turbo	1
1991	Supra	3.0L	7M-GE	DOHC		1
1992	Supra	3.0L	7M-GTE	DOHC	Turbo	1
1992	Supra	3.0L	7M-GE	DOHC		1
1993	Tercel Sedan	1.5L	3E-E	SOHC		1
1994	Tercel Sedan	1.5L	3E	SOHC		1

DLC 2 Cars

Year	Model	Eng. Size	Eng. Code	DOHC/ SOHC	Other	DLC Type
1989	Cressida	3.0L	7M-GE	DOHC		2
1990	Cressida	3.0L	7M-GE	DOHC		2
1991	Cressida	3.0L	7M-GE	DOHC		2
1992	Cressida	3.0L	7M-GE	DOHC		2
1993	Camry	3.0L	3VZ-FE	DOHC		2

Toyota/Lexus OBD1 Systems

VEHICLES COVERED

Year	Model	Eng. Size	Eng. Code	DOHC/ SOHC	Other	DLC Type
1993	Supra	3.0L	2JZ-GTE	DOHC	Turbo	2
1993	Supra	3.0L	2JZ-GE	DOHC		2
1994	Camry	3.0L	3VZ-FE	DOHC		2
1994	Supra	3.0L	2JZ-GTE	DOHC	Turbo	2
1994	Supra	3.0L	2JZ-GE	DOHC		2
1995	Supra	3.0L	2JZ-GTE	DOHC	Turbo	2
1995	Supra	3.0L	2JZ-GE	DOHC		2
1992	SC-300	3.0L	2JZ-GE	DOHC		2
1990	ES-250	2.5L	2VZ-FE	DOHC		2
1991	ES-250	2.5L	2VZ-FE	DOHC		2
1992	ES-300	3.0L	3VZ-FE	DOHC		2
1992	SC-400	4.0L	1UZ-FE	DOHC		2
1991	LS-400	4.0L	1UZ-FE	DOHC		2
1992	LS-400	4.0L	1UZ-FE	DOHC		2
1993	SC-400	4.0L	1UZ-FE	DOHC		2
1994	SC-400	4.0L	1UZ-FE	DOHC		2
1994	SC-300	3.0L	2JZ-GE	DOHC		2
1993	SC-400	4.0L	1UZ-FE	DOHC		2
1994	GS-300	3.0L	2JZ-GE	DOHC		2
1993	SC-300	3.0L	2JZ-GE	DOHC		2

DLC 1 Light Trucks

Year	Model	Eng. Size	Eng. Code	DOHC/ SOHC	Other	DLC Type
1992	Previa	2.4L	2TZ-FE	DOHC		1
1993	Previa	2.4L	2TZ-FE	DOHC		1
1994	Previa	2.4L	2TZ-FE	DOHC		1
1994	T100	3.0L	3VZ-FE	SOHC		1
1995	4 Runner	2.4L	22R-E	SOHC		1
1995	4 Runner	3.0L	3VZ-FE	SOHC		1
1995	Pickup	2.4L	22R-E	SOHC		1
1995	Pickup	3.0L	3VZ-FE	SOHC		1
1995	Previa	2.4L	2TZ-FE	DOHC		1

DATA LINK CONNECTOR (DLC)

Toyota vehicles are equipped with special Test Connectors that make it possible to connect specialized testing equipment that communicates with the vehicle's onboard computer. This Diagnostic Tool is designed for use with two types of Toyota DLC connectors; DLC Number 1 and DLC Number 2, as described below.

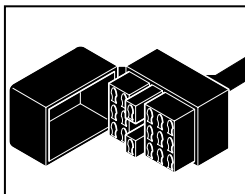


The Diagnostic Tool's Toyota Connector Cable Adaptor is designed to match the vehicle's DLC. Make sure the adaptor mates properly before applying any force when making the connection. Applying force to the connector when not mated properly may cause damage to the connectors.

1. Type 1 connector is also known as Data Link Connector Number 1. The type 1 DLC connector is a rectangular connector and is usually black or gray in color. The connector is located under the hood (engine compartment) in the following general locations:

- Front corner (right or left)
- Fender well (right or left)
- Fire wall (right or left)

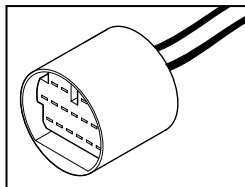
It has a cover labeled "DIAGNOSTIC", "DIAGNOSIS", or "CHECK CONN". Use the square head of the Toyota Connector Cable Adaptor on vehicles with this type of connector.



2. Type 2 connector is also known as Data Link Connector (DLC) Number 2. The type 2 DLC connector is a round connector and is usually black or gray in color.

- The connector is located "under the dash" on the left hand side.

It may have a protective cap that needs to be removed before connecting the Diagnostic Tool's DLC. Use the round head of the Toyota Connector Cable Adaptor on vehicles with this type of connector.



INSTRUMENT PANEL MALFUNCTION INDICATOR LIGHTS (MIL)

Your vehicle's instrument panel has a Malfunction Indicator Light (MIL) also called the "Check Engine" or "Service Engine soon" light. The MIL is an indicator to warn the vehicle operator of a problem in the computer control system.

CHECK ENGINE

**SERVICE
ENGINE
SOON**



If your instrument panel indicator lights do not come on when you turn on the ignition, please refer to your vehicle's service manual. You may have problems in the car's circuitry. It is recommended that you fix these problems before retrieving DTCs from your vehicle's computer.

DIAGNOSTIC TROUBLE CODES

Diagnostic Trouble Codes, or Fault Codes, can be used to identify engine systems or components that are malfunctioning. The computer records codes for the following two types of engine problems:

- **"Hard" Diagnostic Trouble Codes**

"Hard" DTCs represent problems that are occurring now and cause the instrument panel Malfunction Indicator Lamp (MIL) or Check Engine light to illuminate and remain on until the failure is repaired. A DTC is stored in the vehicle's computer memory for each fault detected. A Diagnostic Tool or Scanner can be used to retrieve DTCs that are stored in the vehicle's computer memory.

- **Intermittent/History DTCs**

Intermittent/History DTCs are stored in the computer's memory for problems that occur intermittently, or for problems that happened in the past but are not currently present. Intermittent DTCs may cause the Malfunction Indicator light to flicker or stay on until the intermittent malfunction goes away. However, the corresponding fault code will be stored in memory as a history DTC. If the malfunction that caused the history DTC to set does not recur within a predetermined length of time (usually within 40-80 ignition key start cycles), the computer will automatically erase the related fault code from its memory.

CODE RETRIEVAL PROCEDURE

Retrieving and using Diagnostic Trouble Codes (DTCs) for troubleshooting vehicle operation is only one part of an overall diagnostic strategy.

Never replace a part based only on the DTC definition. Each DTC has a set of testing procedures, instructions and flow charts that must be followed to confirm the location of the problem. This information is found in the vehicle's service manual. Always refer to the vehicle's service manual for detailed testing instructions.






Check your vehicle thoroughly before performing any test. See **BEFORE YOU BEGIN** on page 31 for details.

ALWAYS observe safety precautions whenever working on a vehicle. See **Safety Precautions** on page 3 for more information.

1. Locate the vehicle's Data Link Connector (DLC). See **DATA LINK CONNECTOR (DLC)** on page 101 for connection location.






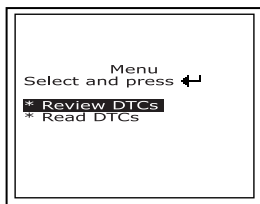
Some DLCs have a plastic cover that must be removed before connecting the Diagnostic Tool's cable connector.

2. Connect the Diagnostic Tool cable (with the Toyota Connector Cable Adaptor attached) to the Diagnostic Tool, then connect the adaptor to the vehicle's DLC. Press the **POWER/LINK**  button to turn the Diagnostic Tool ON.




- The Toyota OBD1 menu displays.

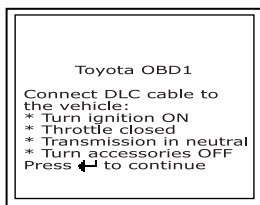
3. To view codes in the Diagnostic Tool's memory:

- Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Review DTCs**, then press the **ENTER**  button.



4. To retrieve codes from the vehicle's computer:

- Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Read DTCs**, then press the **ENTER**  button.
- The LCD display shows instructions to prepare the vehicle to retrieve codes.

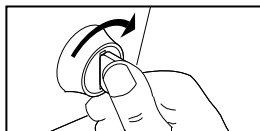


5. Do the following before proceeding to step 4:

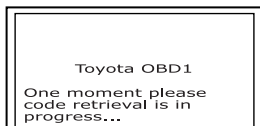
- Turn ignition ON and start engine. Warm engine to operating temperature. (Shut engine off after warm up).
- Make sure throttle is closed.
- Set gear lever in "park" (for automatic transmissions) or "neutral" for manual transmissions.
- Turn off all accessories.

6. Turn ignition ON. DO NOT start the engine. Press the **ENTER**  button to continue.


- The Diagnostic Tool will begin the code retrieval process.

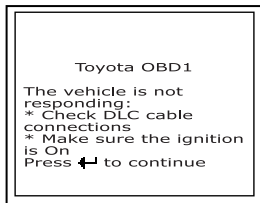


7. When the Diagnostic Tool is in the process of retrieving codes, a "One moment please..." message shows on the Diagnostic Tool's LCD display.



- If the Diagnostic Tool fails to link to the vehicle's computer a "Vehicle is not responding" message shows on the Diagnostic Tool's LCD display. Do the following:

- Verify the ignition is ON.
- Check the cable connections at the Diagnostic Tool and at the vehicle's DLC.
- Turn the ignition OFF, wait 10-12 seconds, then turn back ON to reset the computer.
- Press the **ENTER**  button and repeat steps 3 and 4 as necessary.



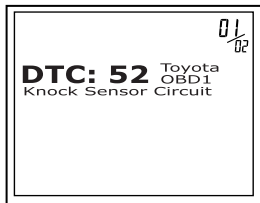
- If the Diagnostic Tool **cannot** link to the vehicle's computer after three attempts, the message "Contact Technical Support" displays.

- Press the **M** button to return to the Toyota OBD1 menu.
- Turn the ignition off and disconnect the Diagnostic Tool.
- Contact Technical Support for assistance.

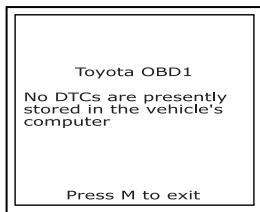



8. If the Diagnostic Tool was able to link to the vehicle successfully a "Code retrieval was successful..." message shows temporarily on the Diagnostic Tool's LCD display followed by any retrieved DTCs.

- The Diagnostic Tool will display a code only if codes are present in the vehicle's computer memory. If no codes are present, a "No DTC" are presently stored in the vehicle's computer" message is displayed.



9. If more than one code was retrieved press the **DTC** button, as necessary, to display additional codes one at a time.



In the case of long code definitions, a small arrow is shown in the upper/lower right-hand corner of the code display area to indicate the presence of additional information. Use the  button, to view the additional information.

10. Disconnect the Diagnostic Tool from the vehicle and turn the ignition key OFF.

11. To prolong battery life, the Diagnostic Tool automatically shuts "Off" after approximately three minutes with no button activity. The DTCs retrieved will remain in the Diagnostic Tool's memory, and may be viewed at any time. If the Diagnostic Tool's batteries are removed, or if the Diagnostic Tool is re-linked to a vehicle to retrieve codes, any prior codes in its memory are automatically cleared.
12. Follow the testing and repair procedures outlined in the vehicle's service repair manual to correct "hard" DTCs. Codes should be addressed and eliminated in the order they were received, erasing and retesting after each repair is made to be sure the fault was eliminated.









ERASING DTCs

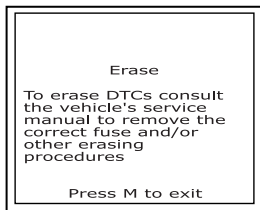
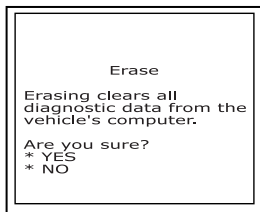


When the Diagnostic Tool's ERASE function is used to erase DTCs from the vehicle's on-board computer, manufacturer specific data (where applicable) is also erased.

If you plan to take the vehicle to a service center for repair, **DO NOT** erase the codes from the vehicle's computer. If the codes are erased, valuable information that might help the technician troubleshoot the problem will also be erased.

Erase DTC's from the computer's memory as follows:

1. Connect the Diagnostic Tool to the vehicle's DLC. Press the **ENTER**  button to continue.
2. Turn the ignition ON. **DO NOT** start the engine.
3. Press and release the **ERASE**  button. A confirmation message shows on the LCD display.
 - If you are sure you want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **YES**, then press the **ENTER**  button.
 - If you do not want to proceed, use the **UP**  and **DOWN**  buttons, as necessary, to highlight **NO**, then press the **ENTER**  button to cancel the erase procedure.
4. If you chose to erase DTCs, the "To erase DTC's consult the vehicle's service repair manual..." screen displays. You must consult the vehicle's service repair manual for procedures to erase DTCs.



Erasing DTCs does not fix the problem(s) that caused the code(s) to be set. If proper repairs to correct the problem that caused the code(s) to be set are not made, the code(s) will appear again and the check engine light will illuminate as soon as the problem that cause the DTC to set manifests itself.

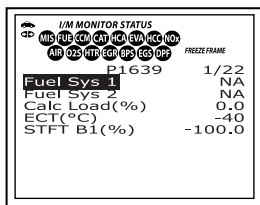
In addition to retrieving Diagnostic Trouble Codes (DTCs), you can use the Diagnostic Tool to perform additional diagnostic tests, to view diagnostic and vehicle information stored in your vehicle's on-board computer, and to configure the Diagnostic Tool for your particular needs.

VIEWING FREEZE FRAME DATA



In OBD2 systems, when an emissions-related engine malfunction occurs that causes a DTC to set, a record or snapshot of engine conditions at the time that the malfunction occurred is also saved in the vehicle's computer memory. The record saved is called Freeze Frame data.

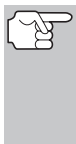
1. While linked to the vehicle, press and release the **FF** button.

- The Freeze Frame screen displays.
- Saved engine conditions include but are not limited to: engine speed, open or closed loop operation, fuel system commands, coolant temperature, calculated load value, fuel pressure, vehicle speed, air flow rate and intake manifold pressure.

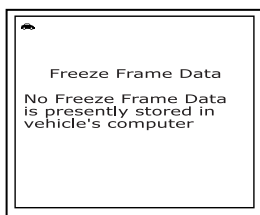


*If more than one malfunction is present that causes more than one DTC to be set, only the code with the highest priority will contain Freeze Frame data. The code designated "01" on the Diagnostic Tool's display is referred to as the **PRIORITY** code, and Freeze Frame data always refers to this code. The priority code is also the one that has commanded the MIL on.*

- Use the **UP**  and **DOWN**  buttons, as necessary, to view all available Freeze Frame data.



*If Freeze Frame data is not presently stored in the vehicle's computer, an advisory message displays. Press the **M** button to return to the OBD2 DTC screen.*



2. When finished, press and release the **M** button to return to the Main Menu screen.

SPECIAL TEST MENU

Additional tests are accessed through the "Special Test Menu." The following functions are available from the "Special Test Menu:"

- **O2 Sensor Test** - Retrieves and displays O2 sensor monitor test results from your vehicle's on-board computer.

- **Non-Continuous Test** - Retrieves and displays test results for emission-related powertrain components and systems that are not continuously monitored.
- **EVAP Leak Test** - Performs a leak test for the vehicle's EVAP system.

1. While linked to the vehicle, press the **M** button.

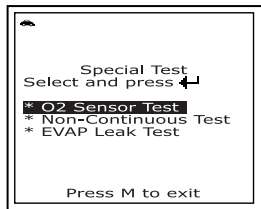
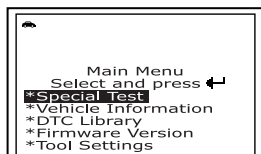
- The Main Menu displays.

2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **Special Test**, then press the **ENTER** (◀) button.

- The Special Test menu displays.



*If **Special Test** is not shown on the Main Menu, the Special Test functions are not available for your vehicle.*



O2 Sensor Test

OBD2 regulations require that applicable vehicles monitor and test operation of the oxygen (O2) sensors to identify problems that can affect fuel efficiency and vehicle emissions. These tests are performed automatically when engine operating conditions are within predefined limits. Results of these tests are stored in the on-board computer's memory.

The **O2 Sensor Test** function lets you retrieve and view O2 sensor monitor test results for the most recently completed tests from your vehicle's on-board computer.

Vehicles are equipped with multiple O2 sensors. O2 sensors are installed both upstream of (before) and downstream of (after) the exhaust system Catalytic Converters. The name of an O2 sensor identifies its location in the exhaust system. The name of each O2 sensor is made up of three parts:

O2S XX YY -or- O2S X Y

- **O2S** - this is the basic designation for all O2 sensors.
- **X or XX** - These characters identify the location of the O2 sensor in relation to a cylinder bank. An O2 sensor for cylinder bank 1 is identified by the designation "1" or "B1"; a sensor for cylinder bank 2 is identified as "2" or "B2."






"Bank One" indicates the side of the engine where cylinder number one is located (V-type engines). Bank Two is opposite of Bank One.

- **Y or YY** - These characters identify the location of the O2 sensor in relation to the exhaust system catalyst. An O2 sensor located upstream of the catalyst is identified by the designation "1" or "S1", a sensor located downstream of the Catalytic Converter is identified as "2" or "S2."

For example, **O2S12** or **O2SB1S2** is the designation for the downstream O2 sensor for cylinder bank 1.






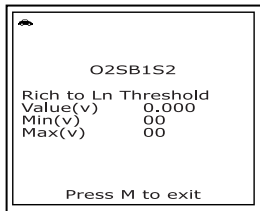
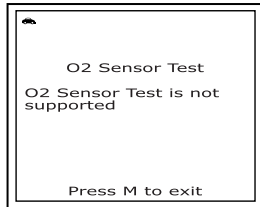
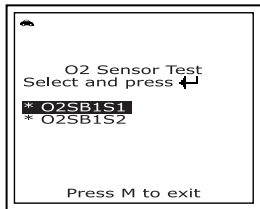
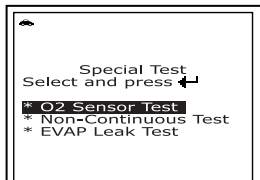
The Diagnostic Tool does not perform O2 sensor tests, but retrieves results from the most recently performed O2 sensor tests from the on-board computer's memory. You may retrieve O2 sensor test results for only one test of one sensor at any given time.

1. From the "Special Test Menu", use the **UP**  and **DOWN**  buttons, as necessary, to highlight **O2 Sensor Test**, then press the **ENTER**  button.
2. A "One moment please..." message displays while the request is sent to the vehicle's on-board computer.
 - The "Select Sensor" screen displays. The screen shows all O2 sensors applicable to the vehicle under test.



*If O2 sensor tests are not supported by the vehicle under test, an advisory message shows on the Diagnostic Tool's display. Press the **M** button to return to the "System Test Menu."*

3. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the O2 sensor for which you wish to view test results, then press the **ENTER**  button.
4. When test results have been retrieved, data for the selected sensor test will show on the Diagnostic Tool's display.
5. When you have finished viewing the retrieved test data, press the **M** button to return to the "Select sensor" screen.
6. Repeat steps 3 through 5 to view test results for additional sensors. When you have finished viewing the retrieved test data, press the **M** button to return to the "Special Test Menu" screen.






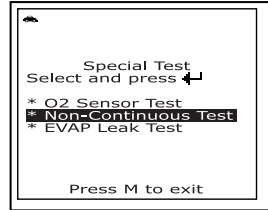
Non-Continuous Test

The **Non-Continuous Test** function retrieves and displays test results for emission-related powertrain components and systems that are not continuously monitored. The tests available are determined by the vehicle manufacturer.



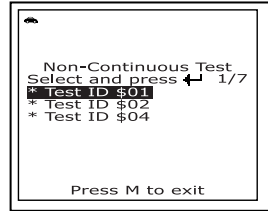
The Diagnostic Tool does not perform non-continuous test, but retrieves results from the most recently performed tests from the on-board computer's memory. You may retrieve non-continuous test results for only one test at any given time.

- From the "Special Test Menu", use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Non-Continuous Test**, then press the **ENTER**  button.

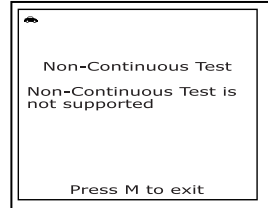





- A "One moment please. . ." message displays while the request is sent to the vehicle's on-board computer.

- The "Select Test" screen displays. The screen shows all tests applicable to the vehicle under test. Refer to the vehicle's service repair manual for information related to non-continuous tests.

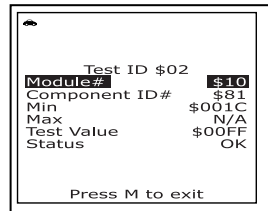


*If non-continuous tests are not supported by the vehicle under test, an advisory message shows on the Diagnostic Tool's display. Press the **M** button to return to the Mode Selection menu.*



- Use the **UP**  and **DOWN**  buttons, as necessary, to highlight the desired test, then press the **ENTER**  button.
- When test results have been retrieved, data for the selected test will show on the Diagnostic Tool's display. The display shows the following information:

- Test ID** number
- Module ID** number
- Component ID** number
- Min** or **Max** test limit



*Only one test limit, either **Min** or **Max**, is shown for any given test.*

- Test Value** and status



*Status is calculated by the Diagnostic Tool by comparing the **Test Value** against the displayed test limit (either **Min** or **Max**). Status is shown as either **Low**, **High** or **OK**.*

- Press the **M** button to return to the "Select Test" screen. When you have finished viewing the retrieved test data, press the **M** button to return to the Main Menu.




- Repeat steps 3 through 5 to view test results for additional tests.

EVAP Leak Test

The **EVAP Leak Test** function lets you initiate a leak test for the vehicle's EVAP system.



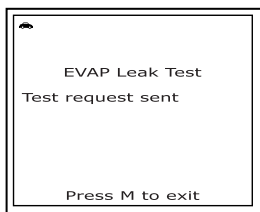
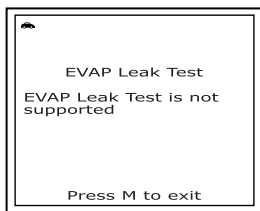
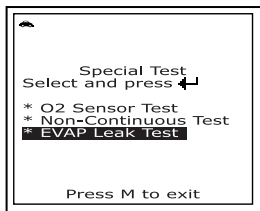
*The Diagnostic Tool does not perform the leak test, but signals to vehicle's on-board computer to initiate the test. The vehicle manufacturer determines the criteria and method for stopping the test once it has been started. BEFORE using the **EVAP Leak Test** function, refer to the vehicle's service repair manual to determine the procedures necessary to stop the test.*

- From the Main Menu Screen, use the **UP**  and **DOWN**  buttons as necessary, to highlight **EVAP Leak Test**, then press the **ENTER**  button.
- A "One moment please..." message displays while the request is sent to the vehicle's on-board computer.



*Some vehicle manufacturers do not allow Diagnostic Tools or other external devices to control vehicle systems. If the **EVAP Leak Test** is not supported by the vehicle under test, an advisory message shows on the Diagnostic Tool's display. Press the **M** button to return to the Special Test menu.*

- When the EVAP leak test has been initiated by the vehicle's on-board computer, a confirmation message shows on the Diagnostic Tool's display. Press the **M** button to return to the "Special Test Menu."



VIEWING VEHICLE INFORMATION

The **Vehicle Info** function offers three options for retrieving reference information for the vehicle under test; **Vehicle ID**, **Available Modules** and **IPT** (In-Use Performance Tracking).

Retrieving Vehicle ID Information






*The **Vehicle ID** function is applicable to model year 2000 and newer OBD2-compliant vehicles.*

The Diagnostic Tool can retrieve a list of information (provided by the vehicle manufacturer), unique to the vehicle under test, from the vehicle's on-board computer. This information may include:




- The vehicle's VIN number
- The control module identification number
- The vehicle's calibration ID(s). These IDs uniquely identify the software version(s) for the vehicle's control module(s).
- The Vehicle's Calibration Verification Number(s) (CVNs) required by OBD2 regulations. CVNs are used to determine if emission-related calibrations for the vehicle under test have been changed. One or more CVNs may be returned by the vehicle's computer.

1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.

- The Main Menu displays.

2. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Vehicle Information**, then press the **ENTER**  button.



- The Vehicle Info Menu displays.

3. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Vehicle ID**, then press the **ENTER**  button.

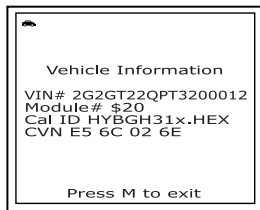
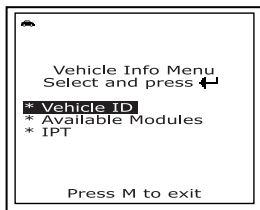
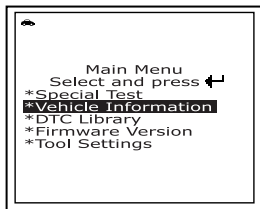
4. A "One moment please..." message displays while the requested information is retrieved from the vehicle's computer.



*The first time the **Vehicle ID** function is used, it may take several minutes to retrieve the information from the vehicle's computer.*

5. When the retrieval process is completed, the vehicle ID information is shown on the Diagnostic Tool's display. Use the **UP**  and **DOWN**  buttons, as necessary, to view the entire list.

6. When you have finished viewing the retrieved vehicle ID information, press the **M** button to exit.






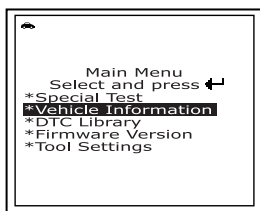
Viewing Available Modules

The Diagnostic Tool can retrieve a list of modules supported by the vehicle under test.

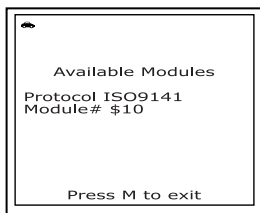
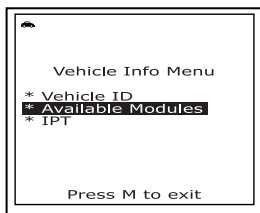
1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.

- The Main Menu displays.

2. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Vehicle Information**, then press the **ENTER**  button.



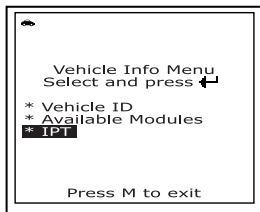
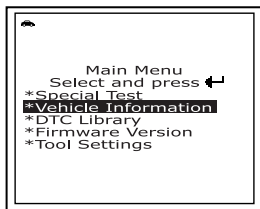
- The Vehicle Info Menu displays.
- 3. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **Available Modules**, then press the **ENTER** (↵) button.
- 4. A "One moment please..." message displays while the requested information is retrieved from the vehicle's computer.
- 5. When the retrieval process is completed, a complete list of modules supported by the vehicle under test is shown on the Diagnostic Tool's display. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to view the entire list.
- 6. When you have finished viewing the list of available modules, press the **M** button to exit.



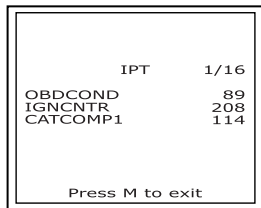
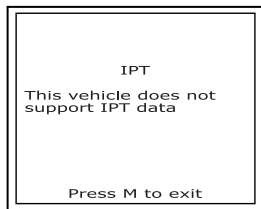
Viewing In-use Performance Tracking (IPT)

The Diagnostic Tool can retrieve In-use Performance Tracking (IPT) statistics for monitors supported by the vehicle under test. Two values are returned for each monitor; the number of times that all conditions necessary for a specific monitor to detect a malfunction have been encountered (XXXCOND), and the number of times that the vehicle has been operated under the specific conditions for the monitor (XXXCOMP). Statistics are also provided for the number of times the vehicle has been operated in OBD monitoring conditions (OBDCOND), and the number of times the vehicle's engine has been started (IGNCNTR).

- 1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.
 - The Main Menu displays.
- 2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **Vehicle Information**, then press the **ENTER** (↵) button.
 - The Vehicle Info Menu displays.
- 3. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **IPT**, then press the **ENTER** (↵) button.
- 4. A "One moment please . . ." message displays while the requested information is retrieved from the vehicle's computer.



- If In-use Performance Tracking is not supported by the vehicle under test, an advisory message shows on the Diagnostic Tool's display. Press the **M** button to exit.
5. When the retrieved process is completed, In-use Performance Tracking statistics for monitors supported by the vehicle under test are shown on the Diagnostic Tool's display. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to view the entire list.
 6. When you have finished viewing the statistics, press the **M** button to exit.



USING THE DTC LIBRARY (OBD1)

You can use the Diagnostic Tool to locate the definition for a specified OBD1 DTC.

1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.

- The Main Menu displays.

2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **DTC Library** in the Main Menu, then press the **ENTER** (⏏) button.

- The DTC Library Menu displays.

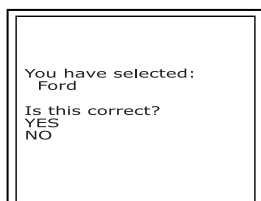
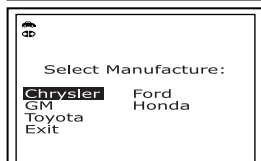
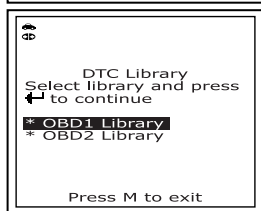
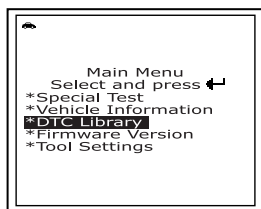
3. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **OBD1 Library** in the DTC Library Menu, then press the **ENTER** (⏏) button.

- The Select Manufacturer screen displays.

4. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight the desired vehicle manufacturer, then press the **ENTER** (⏏) button.


- A confirmation message shows on the LCD display.

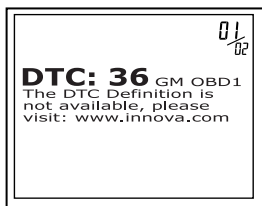
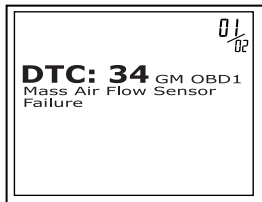
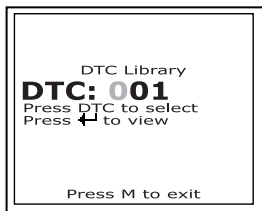
- If the correct manufacturer is shown, use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **YES**, then press the **ENTER** (⏏) button to continue.



Additional Tests

USING THE DTC LIBRARY (OBD2)

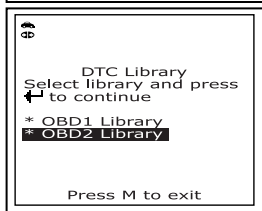
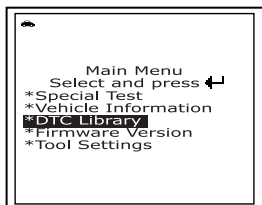
- If the correct manufacturer is not shown, use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **NO**, then press the **ENTER** (↵) button to return to the list of vehicle manufacturers.
5. The Enter DTC screen displays. The screen shows the code "001", with the first "0" highlighted.
 6. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to scroll to the first digit of the DTC, then press the **DTC** button.
 - The selected character displays solid, and the next character is highlighted.
 7. Select the remaining digits in the DTC in the same way, pressing the **DTC** button to confirm each digit. When you have selected all the DTC digits, press the **ENTER** (↵) button to view the DTC definition.
-  *If a definition for the DTC you entered is not available, an advisory message shows on the Diagnostic Tool's display.*
8. If you wish to view definitions for additional DTCs, press the **DTC** button to return to the Enter DTC screen, and repeat steps 6 and 7.
 9. When all desired DTCs have been viewed, press the **DTC** button to return to the Enter DTC screen (if necessary), then press the **M** button to exit the DTC Library.



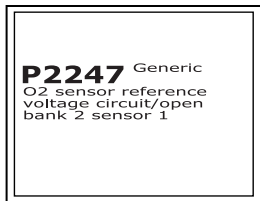
USING THE DTC LIBRARY (OBD2)

You can use the Diagnostic Tool to locate the definition for a specified OBD2 DTC.

1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.
 - The Main Menu displays.
2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **DTC Library** in the Main Menu, then press the **ENTER** (↵) button.
 - The DTC Library Menu displays.



3. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **OBD2 Library** in the DTC Library Menu, then press the **ENTER** (↵) button.
 - The Enter DTC screen displays. The screen shows the code "P0001", with the "P" highlighted.
4. Use the **DOWN** (▼) button to scroll to the desired DTC type (P=Powertrain, U=Network, B=Body, C=Chassis), then press the **DTC** button.
 - The selected character displays "solid", and the next character is highlighted.
5. Select the remaining characters in the DTC in the same way, pressing the **DTC** button to confirm each character. When you have selected all the DTC characters, press the **ENTER** (↵) button to view the DTC definition.
 - If you entered a "Generic" DTC (DTCs that start with "P0", "P2" and some "P3"):
 - The selected DTC and DTC definition (if available) show on the Diagnostic Tool's display.



If a definition for the DTC you entered is not available, an advisory message shows on the Diagnostic Tool's display.


- If you entered a "Manufacturer-Specific" DTC (DTCs that start with "P1" and some "P3"):
 - The "Select Manufacturer" screen displays.
 - Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight the appropriate manufacturer, then press the **ENTER** (↵) button to display the correct DTC for your vehicle. A confirmation message shows on the LCD display.
 - If the correct manufacturer is shown, use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **YES** then press the **ENTER** (↵) button to continue.
 - If the correct manufacturer is not shown, use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **NO** then press the **ENTER** (↵) button to return to the list of vehicle manufacturers.





If a definition for the DTC you entered is not available, an advisory message shows on the Diagnostic Tool's display.

P1274 Ford
The DTC definition is not available, please visit www.innova.com




6. If you wish to view definitions for additional DTCs, press the **ENTER**  button to return to the Enter DTC screen, and repeat steps 4 and 5.
7. When all desired DTCs have been viewed, press the **DTC** button to return to the Enter DTC screen (if necessary), then press the **M** button to exit the DTC Library.

VIEWING THE FIRMWARE VERSION

You can view the current firmware version for the Diagnostic Tool.

1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.

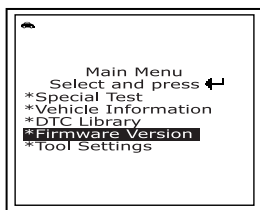
- The Main Menu displays.

2. Use the **UP**  and **DOWN**  buttons, as necessary, to highlight **Firmware Version** in the Main Menu, then press the **ENTER**  button.

- The Firmware Version screen displays.

- The screen shows the Diagnostic Tool's current firmware version, bootloader version and database version.

3. Press the **M** button to return to the Tool Setting Menu.



ADJUSTMENTS AND SETTINGS

The Diagnostic Tool lets you make several adjustments and settings to configure the Diagnostic Tool to your particular needs. It also contains an OBD2 DTC Library that allows you to search for DTC definitions. The following functions, adjustments and settings can be performed when the Diagnostic Tool is in Tool Setting Mode.

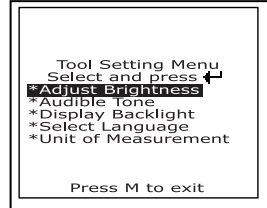
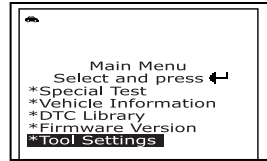
- **Adjust Brightness:** Adjusts the brightness of the display screen.
- **Audible Tone:** Turns the Diagnostic Tool's audible tone "on" and "off." When turned "on," a tone sounds each time a button is pressed.
- **Display Backlight:** Turns the display backlight on and off.
- **Select Language:** Sets the display language for the Diagnostic Tool to English, French or Spanish.
- **Unit of Measurement:** Sets the Unit of Measurement for the Diagnostic Tool's display to USA or metric.



Adjustments and settings can be made only when the Diagnostic Tool is NOT connected to a vehicle.

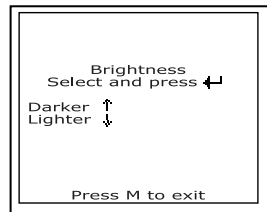
To enter the MENU Mode:

1. With the Diagnostic Tool in OBD2 mode, press and release the **M** button.
 - The Main Menu displays.
2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **Tool Settings**, then press the **ENTER** (↵) button.
 - The Tool Setting Menu displays.
3. Make adjustments and settings as described in the following paragraphs.



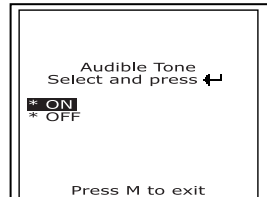
Adjusting Display Brightness

1. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **Adjust Brightness** in the Tool Setting Menu, then press the **ENTER** (↵) button.
 - The Adjust Brightness screen displays.
 - The **Brightness** field shows the current brightness setting, from 1 to 4.
2. Press the **UP** (▲) button to decrease the brightness of the display (make the display darker).
3. Press the **DOWN** (▼) button to increase the brightness of the display (make the display lighter).
4. When the desired brightness is obtained, press the **ENTER** (↵) button to save your changes and return to the Tool Setting Menu.



Enabling the Audible Tone

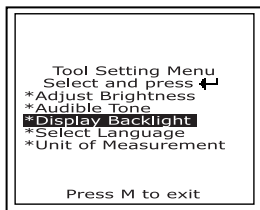
1. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **Audible Tone** in the Tool Setting Menu, then press the **ENTER** (↵) button.
 - The Audible Tone screen displays.
2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight **ON** or **OFF** as desired.



- When the desired option is selected, press the **ENTER** (↵) button to save your changes and return to the Tool Setting Menu.

Using the Backlight

- Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to highlight **Display Backlight** in the Tool Setting Menu, then press the **ENTER** (↵) button.
 - The Display Backlight screen displays.
- Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to select the desired backlight mode, either **ON** or **OFF**.
- When the desired backlight mode is selected, press the **ENTER** (↵) button to save your changes.
 - The display returns to the Tool Setting Menu, and the backlight turns "on" or "off" as selected.



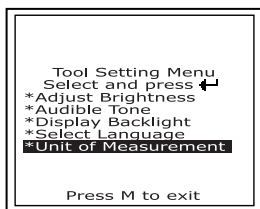
Selecting the Display Language

- Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to highlight **Select Language** in the Tool Setting Menu, then press the **ENTER** (↵) button.
 - The Select Language screen displays.
 - The currently selected display **Language** is highlighted.
- Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to highlight the desired display language.
- When the desired display language is highlighted, press the **ENTER** (↵) button to save your changes and return to the Tool Setting Menu (shown in the selected display language).

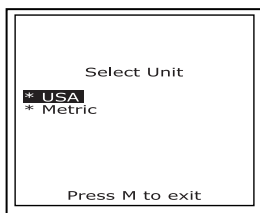


Setting the Unit of Measurement

- Use the **UP** (↑) and **DOWN** (↓) buttons, as necessary, to highlight **Unit of Measurement** in the Tool Setting Menu, then press the **ENTER** (↵) button.



2. Use the **UP** (▲) and **DOWN** (▼) buttons, as necessary, to highlight the desired **Unit of Measurement**.
3. When the desired **Unit of Measurement** value is selected, press the **ENTER** (↵) button to save your changes and return to the Tool Setting Menu.



Exiting the Tool Setting Mode

- Press the **M** button.


When you retrieve DTCs from a vehicle, the data is saved to the Diagnostic Tool's memory.



Each time you retrieve DTCs, existing data in the Diagnostic Tool's memory is overwritten with the new data.

VIEWING DATA IN MEMORY

When you turn the Diagnostic Tool on while NOT connected to a vehicle, and data is currently saved in the Diagnostic Tool's memory, the Diagnostic Tool enters Memory mode. You can view DTCs stored in the Diagnostic Tool's memory.

1. With the Diagnostic Tool NOT connected to a vehicle, press and release the **POWER/LINK**  button to turn the Diagnostic Tool on.

- If the Diagnostic Tool's batteries are low, a warning message displays. Replace the batteries before continuing.

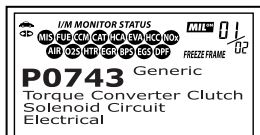


2. To view DTCs in the Diagnostic Tool's memory, press the **DTC** button.

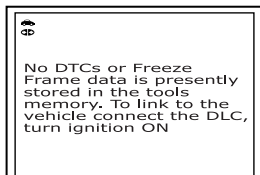
- The Diagnostic Tool displays the "priority" DTC.



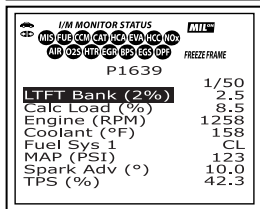
If there are no OBD2 DTCs currently stored in the Diagnostic Tool's memory, an advisory message shows on the display.



- Press the **DTC** button to scroll through all stored DTCs.



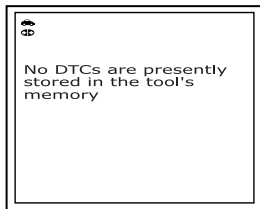
- Press the **FF** button to view Freeze Frame data for the priority DTC. Press the **DTC** button to return to the DTC display.




- When all OBD2 DTCs have been displayed and the **DTC** button is pressed, the Diagnostic Tool displays the first DTC stored in memory. Press the **DTC** button to scroll through all stored DTCs.



If there are no DTCs currently stored in the Diagnostic Tool's memory, an advisory message shows on the display.



3. When you have finished viewing data in the Diagnostic Tool's memory, press and release the **POWER/LINK**  button to turn the Diagnostic Tool off.

Generic (Global) OBD2 PID List

The following is a list of Generic (Global) PIDs and their descriptions.

Tool Display	Unit	Value	PID Description
ACC Pedal D	%	XXX.X	Accelerator Pedal Position D
ACC Pedal E	%	XXX.X	Accelerator Pedal Position E
ACC Pedal F	%	XXX.X	Accelerator Pedal Position F
Air Status	-	UPS, DNS, OFF	Commanded Secondary Air Status
Ambient	*C / *F	XXX	Ambient Air Temperature
Aux Input Status	-	On / Off	Auxiliary Input Status
BARO	kPa /inHg	XXX / XX.X	Barometric Pressure
Calc LOAD	%	XXX.X	Calculated LOAD Value
CAT Temp 11	*C / *F	XXXX.X	Catalyst Temperature Bank 1- Sensor 1
CAT Temp 12	*C / *F	XXXX.X	Catalyst Temperature Bank 1- Sensor 2
CAT Temp 21	*C / *F	XXXX.X	Catalyst Temperature Bank 2- Sensor 1
CAT Temp 22	*C / *F	XXXX.X	Catalyst Temperature Bank 2- Sensor 2
Command EGR	%	XXX.X	Commanded EGR
Command EVAP	%	XXX.X	Commanded Evaporative Purge
Command TAC	%	XXX.X	Commanded Throttle Actuator
Dist DTC Clr	km /mile	XXXXXX	Distance since DTC Cleared
Dist MIL ON	km /mile s	XXXXXX	Distance Traveled while MIL ON
ECT	*C / *F	XXX / XXX	Engine Coolant Temp
ECU Volts	V	XX.XXX	Control Module Voltage
EGR Error	%	XXX.X	EGR Error
Eng RPM	min	XXXXXX	Engine RPM
EQ Ratio	-	X.XXX	Commanded Equivalence Ratio
EQ Ratio 11	-	X.XXX	Bank 1 - Sensor 1 Equivalence Ratio
EQ Ratio 12	-	X.XXX	Bank 1 - Sensor 2 Equivalence Ratio
EQ Ratio 13	-	X.XXX	Bank 1 - Sensor 3 Equivalence Ratio
EQ Ratio 14	-	X.XXX	Bank 1 - Sensor 4 Equivalence

Generic (Global) OBD2 PID List

Tool Display	Unit	Value	PID Description
			Ratio
EQ Ratio 21	-	X.XXX	Bank 2 - Sensor 1 Equivalence Ratio
EQ Ratio 22	-	X.XXX	Bank 2 - Sensor 2 Equivalence Ratio
EQ Ratio 23	-	X.XXX	Bank 2 - Sensor 3 Equivalence Ratio
EQ Ratio 24	-	X.XXX	Bank 2 - Sensor 4 Equivalence Ratio
EVAP Press	Pa /in H ₂ O	XXXX.XX /XX.XXX	Evap System Vapor Pressure
FP / Vac	kPa /PSI	XXXX.XXX /XXX.X	Fuel Rail Pressure relative to Vacuum
Fuel Level	%	XXX.X	Fuel Level Input
Fuel Press	kPa /PSI	XXX / XX.X	Fuel Rail Pressure
Fuel Press	kPa /PSI	XXXXX /XXXX.X	Fuel Rail Pressure
Fuel Sys 1	-	OL	Fuel System 1 Status
Fuel Sys 1	-	CL	Fuel System 1 Status
Fuel Sys 1	-	OL-Drive	Fuel System 1 Status
Fuel Sys 1	-	OL-Fault	Fuel System 1 Status
Fuel Sys 1	-	CL-Fault	Fuel System 1 Status
Fuel Sys 2	-	OL	Fuel System 2 Status
Fuel Sys 2	-	CL	Fuel System 2 Status
Fuel Sys 2	-	OL-Drive	Fuel System 2 Status
Fuel Sys 2	-	OL-Fault	Fuel System 2 Status
Fuel Sys 2	-	CL-Fault	Fuel System 2 Status
IAT	*C / *F	XXX / XXX	Intake Air Temperature
LOAD Value	%	XXX.X	Absolute Load Value
LTFT B1	%	XXX.X	Long Term Fuel Trim-Bank 1
LTFT B2	%	XXX.X	Long Term Fuel Trim-Bank 2
LTFT B3	%	XXX.X	Long Term Fuel Trim-Bank 3
LTFT B4	%	XXX.X	Long Term Fuel Trim-Bank 4
MAF	g/s ; l b/min	XXX.XX /XXXX.X	Air Flow Rate from Mass Air Flow Sensor
MAP	kPa /PSI	XXX / XX.X	Intake Manifold Absolute Pressure
MIL On Time	hrs, min	XXXX, XX	Engine Run Time while MIL ON
Monitor Status	-	ICONS on Display	Monitor Status this Driving Cycle
O2S B1 S1	V	X.XXX	Bank 1 - Sensor 1
O2S B1 S1	mA	X.XXX	Bank 1 - Sensor 1 O2S Current

Generic (Global) OBD2 PID List

Tool Display	Unit	Value	PID Description
mA			
O2S B1 S1 V	V	X.XXX	Bank 1 - Sensor 1 O2S Voltage
O2S B1 S2	V	X.XXX	Bank 1 - Sensor 2
O2S B1 S2 mA	mA	X.XXX	Bank 1 - Sensor 2 O2S Current
O2S B1 S2 V	V	X.XXX	Bank 1 - Sensor 2 O2S Voltage
O2S B1 S3	V	X.XXX	Bank 1 - Sensor 3
O2S B1 S3 mA	mA	X.XXX	Bank 1 - Sensor 3 O2S Current
O2S B1 S3 V	V	X.XXX	Bank 1 - Sensor 3 O2S Voltage
O2S B1 S4	V	X.XXX	Bank 1 - Sensor 4
O2S B1 S4 mA	mA	X.XXX	Bank 1 - Sensor 4 O2S Current
O2S B1 S4 V	V	X.XXX	Bank 1 - Sensor 4 O2S Voltage
O2S B2 S1	V	X.XXX	Bank 2 - Sensor 1
O2S B2 S1 mA	mA	X.XXX	Bank 2 - Sensor 1 O2S Current
O2S B2 S1 V	V	X.XXX	Bank 2 - Sensor 1 O2S Voltage
O2S B2 S2	V	X.XXX	Bank 2 - Sensor 2
O2S B2 S2 mA	mA	X.XXX	Bank 2 - Sensor 2 O2S Current
O2S B2 S2 V	V	X.XXX	Bank 2 - Sensor 2 O2S Voltage
O2S B2 S3	V	X.XXX	Bank 2 - Sensor 3
O2S B2 S3 mA	mA	X.XXX	Bank 2 - Sensor 3 O2S Current
O2S B2 S3 V	V	X.XXX	Bank 2 - Sensor 3 O2S Voltage
O2S B2 S4	V	X.XXX	Bank 2 - Sensor 4
O2S B2 S4 mA	mA	X.XXX	Bank 2 - Sensor 4 O2S Current
O2S B2 S4 V	V	X.XXX	Bank 2 - Sensor 4 O2S Voltage
O2S Location	-	O2S11	Oxygen Sensor, Bank 1, Sensor 1
O2S Location	-	O2S12	Oxygen Sensor, Bank 1, Sensor 2
O2S Location	-	O2S13	Oxygen Sensor, Bank 1, Sensor 3
O2S Location	-	O2S14	Oxygen Sensor, Bank 1, Sensor 4
O2S Location	-	O2S21	Oxygen Sensor, Bank 2, Sensor 1
O2S Location	-	O2S22	Oxygen Sensor, Bank 2, Sensor 1
O2S Location	-	O2S23	Oxygen Sensor, Bank 2, Sensor 3
O2S Location	-	O2S24	Oxygen Sensor, Bank 2, Sensor 4
O2S Location	-	O2S11	Oxygen Sensor, Bank 1, Sensor 1
O2S Location	-	O2S12	Oxygen Sensor, Bank 1, Sensor 2
O2S Location	-	O2S21	Oxygen Sensor, Bank 2, Sensor 1
O2S Location	-	O2S22	Oxygen Sensor, Bank 2, Sensor 2
O2S Location	-	O2S31	Oxygen Sensor, Bank 3, Sensor 1
O2S Location	-	O2S32	Oxygen Sensor, Bank 3, Sensor 2
O2S Location	-	O2S41	Oxygen Sensor, Bank 4, Sensor 1
O2S Location	-	O2S42	Oxygen Sensor, Bank 4, Sensor 2

Generic (Global) OBD2 PID List

Tool Display	Unit	Value	PID Description
OBD Support	-	OBD2	OBD Requirements
OBD Support	-	OBD	OBD Requirements
OBD Support	-	OBD and OBD2	OBD Requirements
OBD Support	-	OBD1	OBD Requirements
OBD Support	-	No OBD	OBD Requirements
OBD Support	-	EOBD	OBD Requirements
OBD Support	-	EOBD and OBD2	OBD Requirements
OBD Support	-	EOBD and OBD	OBD Requirements
OBD Support	-	EOBD, OBD and OBD2	OBD Requirements
OBD Support	-	JOBD	OBD Requirements
OBD Support	-	JOBD and OBD2	OBD Requirements
OBD Support	-	JOBD and EOBD	OBD Requirements
OBD Support	-	JOBD, EOBD and OBD2	OBD Requirements
PTO Status	-	On / Off	Power Take Off Status
Rel TPS	%	XXX.X	Relative Throttle Position
Spark Adv	deg	XX	Ignition Timing Advance #1 Cylinder
STFT B1	%	XXX.X	Short Term Fuel Trim-Bank 1
STFT B1 S1	%	XXX.X	Bank 1 - Sensor 1
STFT B1 S2	%	XXX.X	Bank 1 - Sensor 2
STFT B1 S3	%	XXX.X	Bank 1 - Sensor 3
STFT B1 S4	%	XXX.X	Bank 1 - Sensor 4
STFT B2	%	XXX.X	Short Term Fuel Trim-Bank 2
STFT B2 S1	%	XXX.X	Bank 2 - Sensor 1
STFT B2 S2	%	XXX.X	Bank 2 - Sensor 2
STFT B2 S3	%	XXX.X	Bank 2 - Sensor 3
STFT B2 S4	%	XXX.X	Bank 2 - Sensor 4
STFT B3	%	XXX.X	Short Term Fuel Trim-Bank 3
STFT B4	%	XXX.X	Short Term Fuel Trim-Bank 4
Time DTC Clr	hrs, min	XXXX, XX	Time since DTC Cleared
Time Since Start	sec	XXXX	Time Since Engine Start
TPS	%	XXX.X	Absolute Throttle Position
TPS B	%	XXX.X	Absolute Throttle Position B
TPS C	%	XXX.X	Absolute Throttle Position C

Generic (Global) OBD2 PID List

Tool Display	Unit	Value	PID Description
Veh Speed	km/h / mph	XXX / XXX	Vehicle Speed Sensor
Warm-up DTC Clr	-	XXX	# Warm-ups since DTC Cleared

VEHICLE APPLICATIONS – MAKES COVERED

The Diagnostic Tool has the ability to retrieve and erase ABS codes. Vehicle Makes supported by the Diagnostic Tool are shown below. Please visit www.innova.com for a complete list of vehicles covered.

BUICK	JEEP
CADILLAC	LEXUS
CHEVROLET	LINCOLN
CHRYSLER	MERCURY
DODGE	OLDSMOBILE
FORD	PONTIAC
GMC	SCION
HUMMER	TOYOTA

GLOSSARY OF TERMS AND ABBREVIATIONS

CARB – California Air Resources Board

CCM – Central Control Module

Computer Control System – An electronic control system, consisting of an on-board computer and related sensors, switches and actuators, used to ensure peak performance and fuel efficiency while reducing pollutants in the vehicle's emissions.

DIY – Do-It-Yourself

DLC – Data Link Connector

Drive Cycle – An extended set of driving procedures that takes into consideration the various types of driving conditions encountered in real life.

Driving Condition – A specific environmental or operation condition under which a vehicle is operated; such as starting the vehicle when cold, driving at steady speed (cruising), accelerating, etc.

DTC(s) – Diagnostic Trouble Code(s)

EGR – Exhaust Gas Recirculation

EPA – Environmental Protection Agency

EVAP – Evaporative Emissions System

Fault Code – See DTCs

Freeze Frame – A digital representation of engine and/or emissions system conditions present when a fault code was recorded.

FTP – Fuel Tank Pressure

Generic Code – A DTC that applies to all OBD2 compliant vehicles.

I/M Readiness – An indication of whether or not a vehicle's emissions-related system are operating properly and are ready for Inspection and Maintenance testing.

I/M Test / Emissions Test / Smog Check – A functional test of a vehicle to determine if tailpipe emissions are within Federal/State/Local requirements.

LCD – Liquid Crystal Display

LED – Light Emitting Diode

LTFT – Long Term Fuel Trim, is a program in the vehicle's computer designed to add or subtract fuel from the vehicle to compensate for operating conditions that vary from the ideal A/F ratio (long term).

Manufacturer Specific Code – A DTC that applies only to OBD2 compliant vehicles made by a specific manufacturer.

MIL – Malfunction Indicator Lamp (also referred to as "Check Engine" light)

OBD1 – On-Board Diagnostics Version 1 (also referred to as "OBD I")

OBD2 – On-Board Diagnostics Version 2 (also referred to as “OBD II”)

On-Board Computer – The central processing unit in the vehicle’s computer control system.

PCM – Powertrain Control Module

Pending Code – A code recorded on the “first trip” for a “two-trip” code. If the fault that caused the code to be set is not detected on the second trip, the code is automatically erased.

PID – Parameter Identification

STFT – Short Term Fuel Trim, is a program in the vehicle’s computer designed to add or subtract fuel from the vehicle to compensate for operating conditions that vary from the ideal A/F ratio. The vehicle uses this program to make minor fuel adjustments (fine tune) on a short-term basis.

Trip Drive Cycle – Vehicle operation that provides the necessary driving condition to enable a vehicle Monitor to run and complete its diagnostic testing.

VECI – Vehicle Emission Control Information Decal

LIMITED ONE YEAR WARRANTY

The Manufacturer warrants to the original purchaser that this unit is free of defects in materials and workmanship under normal use and maintenance for a period of one (1) year from the date of original purchase.

If the unit fails within the one (1) year period, it will be repaired or replaced, at the Manufacturer's option, at no charge, when returned prepaid to the Service Center with Proof of Purchase. The sales receipt may be used for this purpose. Installation labor is not covered under this warranty. All replacement parts, whether new or remanufactured, assume as their warranty period only the remaining time of this warranty.

This warranty does not apply to damage caused by improper use, accident, abuse, improper voltage, service, fire, flood, lightning, or other acts of God, or if the product was altered or repaired by anyone other than the Manufacturer's Service Center.

The Manufacturer, under no circumstances shall be liable for any consequential damages for breach of any written warranty of this unit. This warranty gives you specific legal rights, and you may also have rights, which vary from state to state. This manual is copyrighted with all rights reserved. No portion of this document may be copied or reproduced by any means without the express written permission of the Manufacturer. **THIS WARRANTY IS NOT TRANSFERABLE.** For service, send via U.P.S. (if possible) prepaid to Manufacturer. Allow 3-4 weeks for service/repair.

SERVICE PROCEDURES

If you have any questions, require technical support or information on UPDATES and OPTIONAL ACCESSORIES, please contact your local store, distributor or the Service Center.

USA & Canada:

(800) 544-4124 (6:00 AM-6:00 PM PST, 7 days a week)

All others: (714) 241-6802 (6:00 AM-6:00 PM PST, 7 days a week)

FAX: (714) 432-3979 (24 hr.)

Web: www.innova.com

REPLACEMENT PARTS

GM OBD1 Adaptor:	MRP #05-0005 Rev. A
Ford OBD1 Adaptor:	MRP #05-0004
Chrysler OBD1 Adaptor:	MRP #05-0006
Toyota OBD1 Adaptor:	MRP #05-0009 Rev. A
Extension Cable:	MRP #13-0016 Rev. A
Micro USB Cable:	MRP #13-0024
OBD2 Cable:	MRP #05-0014 Rev. B



INNOVA®

Innova Electronics Corp.
17352 Von Karman Ave.
Irvine, CA 92614

Instruction MRP #93-0320 Rev. A



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