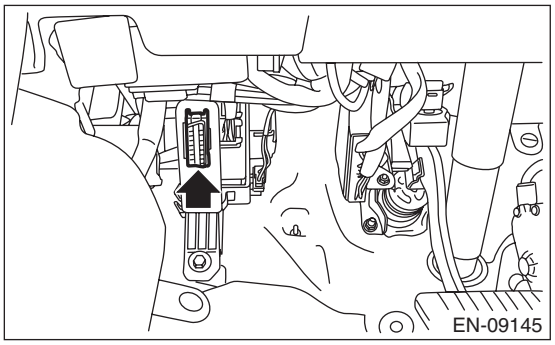
8. General Scan Tool

A: OPERATION

1. HOW TO USE GENERAL SCAN TOOL

1) Prepare a scan tool (general scan tool) required by SAE J1978.
2) Connect the general scan tool to data link connector located in the lower portion of the instrument panel (on the driver's side).



3) Using the general scan tool, call up each data. General scan tool functions consist of:
   (1) MODE $01: Current powertrain diagnostic data
   (2) MODE $02: Powertrain freeze frame data
   (3) MODE $03: Emission-related powertrain DTC
   (4) MODE $04: Clear/Reset emission-related diagnostic information
   (5) MODE $06: Request on-board monitoring test results for intermittently monitored systems
   (6) MODE $07: Request on-board monitoring test results for continuously monitored systems
   (7) MODE $08: Request control for on-board system, test, and component
   (8) MODE $09: Request vehicle information
4) Read out the data according to repair procedures. (For detailed operation procedure, refer to the general scan tool operation manual.)

NOTE:
For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(STI)(diag)-86, List of Diagnostic Trouble Code (DTC).>

2. MODE $01 (CURRENT POWERTRAIN DIAGNOSTIC DATA)

Refer to data denoting the current operating condition of analog input/output, digital input/output or the powertrain system.
A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
$01	Number of emission-related powertrain DTC, and malfunction indicator light status and diagnosis support information	—
$03	Fuel system control status	—
$04	Calculated engine load value	%
$05	Engine coolant temperature	°C
$06	Short term fuel trim	%
$07	Long term fuel trim	%
$0B	Intake manifold absolute pressure	kPa
$0C	Engine speed	rpm
$0D	Vehicle speed	MPH
$0E	Ignition timing advance	°
$0F	Intake air temperature	°C
$10	Intake air amount	g/s
$11	Throttle valve absolute opening angle	%
$12	Secondary air control status	—
$13	Check whether oxygen sensor is installed.	—
$15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor	V and %
$1C	Supporting OBD system	—
$1F	Elapsed time after starting the engine	sec
$21	Running distance after MIL turns on	miles
$24	A/F value and A/F sensor output voltage	— and V
$2E	Evaporative purge	%
$2F	Fuel level	%
$31	Travel distance after DTC clear	miles
$33	Barometric pressure	kPa
$34	A/F sensor λ value, current	— and mA
$3C	Catalyst temperature	°C
$41	Diagnostic monitor of each drive cycle	—
$42	ECM power voltage	V
$43	Absolute load	%
$44	A/F target lambda	—
$45	Relative throttle opening angle	%
$46	Ambient temperature	°C
$47	Absolute throttle opening angle 2	%
$49	Absolute accelerator opening angle 1	%
$4A	Absolute accelerator opening angle 2	%
$4C	Target throttle opening angle	%
$4D	Engine operation time during MIL on	min
$4E	Elapsed time after DTC clear	min
$51	Fuel used	—
$53	ELCM pressure	kPa
$5A	Relative accelerator opening angle	%
$65	Neutral status	—

NOTE:
Refer to general scan tool manufacturer's operation manual to access current powertrain diagnostic data (MODE $01).

3. MODE $02 (POWERTRAIN FREEZE FRAME DATA)

Refer to data denoting the operating condition when trouble is detected by on-board diagnosis system. A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
$02	DTC that caused freeze frame data to be stored	—
$03	Fuel system control status	—
$04	Calculated engine load value	%
$05	Engine coolant temperature	°C
$06	Short term fuel trim	%
$07	Long term fuel trim	%
$0B	Intake manifold absolute pressure	kPa
$0C	Engine speed	rpm
$0D	Vehicle speed	MPH
$0E	Ignition timing advance	°
$0F	Intake air temperature	°C
$10	Intake air amount	g/s
$11	Throttle valve absolute opening angle	%
$12	Secondary air control status	—
$13	Air fuel ratio sensor	—
$15	Rear oxygen sensor voltage, compensation value	V and %
$1C	Supporting OBD system	—
$1F	Elapsed time after starting the engine	sec
$2E	Evaporative purge	%
$2F	Fuel level	%
$33	Barometric pressure	kPa
$42	ECM power voltage	V
$43	Absolute load	%
$44	A/F target lambda	—
$45	Relative throttle opening angle	%
$46	Ambient temperature	°C
$47	Absolute throttle opening angle 2	%
$49	Absolute accelerator opening angle 1	%
$4A	Absolute accelerator opening angle 2	%
$4C	Target throttle opening angle	%
$65	Neutral status	—

NOTE:
Refer to general scan tool manufacturer's operation manual to access freeze frame data (MODE $02).

4. MODE $03 (EMISSION-RELATED POWERTRAIN DTC)

Refer to "List of Diagnostic Trouble Code (DTC)" for information about data denoting emission-related powertrain DTC. <Ref. to EN(STI)(diag)-86, List of Diagnostic Trouble Code (DTC).>

5. MODE $04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION)

Refer to the mode used to clear or reset emission-related diagnostic information.

NOTE:
Refer to the manufacturer's operation manual for the general scan tool to clear the emission-related diagnostic information (MODE $04).

6. MODE $06

Refer to diagnostic value of troubleshooting and data of test limit indicated on the support data bit sequence table. A list of the support data is shown in the following table.

NOTE:
Some items are not displayed according to the specifications.

OBDMID	TID	SID	Diagnostic item
$01	$84	$1E	A/F sensor range failure (Bank 1 Sensor 1)
	$85	$1E	
	$86	$20	A/F sensor response failure (Bank 1 Sensor 1)
	$91	$20	
	$92	$10	
	$A3	$20	
	$A4	$10	
	$AC	$10	
	$AD	$10	
	$AE	$10	
	$AF	$10	
	$CD	$20	
	$CF	$20	
	$DF	$10	
$02	$07	$0B	Oxygen sensor drop failure (Bank 1 Sensor 2)
	$08	$0B	
	$05	$10	Oxygen sensor response failure (Bank 1 Sensor 2)
	$06	$10	
	$BD	$10	
	$D1	$10	Oxygen sensor delay failure (Bank 1 Sensor 2)
	$D2	$01	
$21	$89	$20	Catalyst deterioration diagnosis (Bank 1)
$35	$8B	$9D	VVT monitor (Bank 1)
	$8C	$9D	
	$8D	$9D	
	$8E	$9D	
	$D3	$9D	
	$D4	$9D	
	$D5	$9D	
	$D6	$9D	
$36	$8B	$9D	VVT monitor (Bank 2)
	$8C	$9D	
	$8D	$9D	
	$8E	$9D	
	$D3	$9D	
	$D4	$9D	
	$D5	$9D	
	$D6	$9D	

OBDMID	TID	SID	Diagnostic item
$3C	$96	$FE	Evaporative emission control system (0.02 inch leak)
	$C1	$FE	
	$C2	$FE	
	$C3	$FE	
	$C4	$FE	
	$C5	$FE	
	$C6	$35	
	$C7	$FE	
	$C8	$FE	
	$C9	$FE	
	$CA	$FE	
$3D	$98	$FE	Evaporative emission control system (purge flow)
	$CB	$35	ELCM purge flow
	$CC	$FE	
$41	$9B	$14	A/F sensor heater characteristics failure (Bank 1 Sensor 1)
$42	$A2	$24	Oxygen sensor heater characteristics failure (Bank 1 Sensor 2)
$71	$9E	$17	Secondary air system (all systems)
	$9F	$0B	
	$A1	$0B	
	$B0	$17	Secondary air system (relay 2 — combination valve 2)
	$B3	$0B	
	$B5	$0B	
	$B4	$0B	
	$B6	$0B	
	$B8	$0B	
	$B9	$31	
	$BA	$31	
$A1	$0B	$24	Misfire monitoring (all cylinders)
	$0C	$24	
$A2	$0B	$24	Misfire monitoring (#1 cylinder)
	$0C	$24	
$A3	$0B	$24	Misfire monitoring (#2 cylinder)
	$0C	$24	
$A4	$0B	$24	Misfire monitoring (#3 cylinder)
	$0C	$24	
$A5	$0B	$24	Misfire monitoring (#4 cylinder)
	$0C	$24	

7. MODE $07

Refer to the data of DTC (pending code) for troubleshooting result about emission in the first time.

8. MODE $08 (REQUEST CONTROL FOR ON-BOARD SYSTEM, TEST, AND COMPONENT)

Perform “Active Test” of the on-board system.

9. MODE $09

Refer to the data of the vehicle specification.