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⚠️ IMPORTANT

Before operating or maintaining this unit, please read this manual carefully, paying extra attention to the safety warnings and precautions.

For Services and Support

pro.autel.com
www.autel.com

1-855-288-3587/1-855-AUTELUS (North America)
0086-755-86147779 (China)

support@autel.com

For technical assistance in all other markets, please contact your local selling agent.
Safety Information

For your own safety and the safety of others, and to prevent damage to the device and vehicles upon which it is used, it is important that the safety instructions presented throughout this manual be read and understood by all persons operating or coming into contact with the device.

There are various procedures, techniques, tools, and parts for servicing vehicles, as well as in the skill of the person doing the work. Because of the vast number of test applications and variations in the products that can be tested with this equipment, we cannot possibly anticipate or provide advice or safety messages to cover every circumstance. It is the automotive technician’s responsibility to be knowledgeable of the system being tested. It is crucial to use proper service methods and test procedures. It is essential to perform tests in an appropriate and acceptable manner that does not endanger your safety, the safety of others in the work area, the device being used, or the vehicle being tested.

Before using the device, always refer to and follow the safety messages and applicable test procedures provided by the manufacturer of the vehicle or equipment being tested. Use the device only as described in this manual. Read, understand, and follow all safety messages and instructions in this manual.

Safety Messages

Safety messages are provided to help prevent personal injury and equipment damage. All safety messages are introduced by a signal word indicating the hazard level.

⚠️ DANGER
Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury to the operator or to bystanders.

⚠️ WARNING
Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury to the operator or to bystanders.
Safety Instructions

The safety messages herein cover situations Autel is aware of. Autel cannot know, evaluate or advise you as to all of the possible hazards. You must be certain that any condition or service procedure encountered does not jeopardize your personal safety.

⚠️ DANGER

When an engine is operating, keep the service area WELL VENTILATED or attach a building exhaust removal system to the engine exhaust system. Engines produce carbon monoxide, an odorless, poisonous gas that causes slower reaction time and can lead to serious personal injury or loss of life.

⚠️ SAFETY WARNINGS

- Always perform automotive testing in a safe environment.
- Wear safety eye protection that meets ANSI standards.
- Keep clothing, hair, hands, tools, test equipment, etc. away from all moving or hot engine parts.
- Operate the vehicle in a well-ventilated work area, for exhaust gases are poisonous.
- Put the transmission in PARK (for automatic transmission) or NEUTRAL (for manual transmission) and make sure the parking brake is engaged.
- Put blocks in front of the drive wheels and never leave the vehicle unattended while testing.
- Be extra cautious when working around the ignition coil, distributor cap, ignition wires and spark plugs. These components create hazardous voltages when the engine is running.
- Keep a fire extinguisher suitable for gasoline, chemical, and electrical fires nearby.
- Do not connect or disconnect any test equipment while the ignition is on or the engine is running.
- Keep the test equipment dry, clean, free from oil, water or grease. Use a mild detergent on a clean cloth to clean the outside of the equipment as necessary.
- Do not drive the vehicle and operate the test equipment at the same time. Any distraction may cause an accident.
- Refer to the service manual for the vehicle being serviced and adhere to all diagnostic procedures and precautions. Failure to do so may result in
personal injury or damage to the test equipment.

- To avoid damaging the test equipment or generating false data, make sure the vehicle battery is fully charged and the connection to the vehicle DLC is clean and secure.
- Do not place the test equipment on the distributor of the vehicle. Strong electro-magnetic interference can damage the equipment.
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1 Using This Manual

This manual contains device usage instructions.

Some illustrations shown in this manual may contain modules and optional equipment that are not included in your system. Contact your sales representative for availability of other modules and optional tools or accessories.

Conventions

The following conventions are used.

**Bold Text**

Bold text is used to highlight selectable items such as buttons and menu options.

- Tap OK.

**Notes and Important Messages**

**Notes**

A **NOTE** provides helpful information such as additional explanations, tips, and comments.

Example:

**NOTE**

New batteries reach full capacity after approximately 3 to 5 charging and discharging cycles.

**Important**

**IMPORTANT** indicates a situation which, if not avoided, may result in damage to the test equipment or vehicle.

Example:
![IMPORTANT]

Keep the cable away from heat, oil, sharp edges and moving parts. Replace damaged cables immediately.

**Hyperlink**

Hyperlinks, or links, that take you to other related articles, procedures, and illustrations are available in electronic documents. Blue italic text indicates a selectable hyperlink and blue underlined text indicates a website link or an email address link.

**Illustrations**

Illustrations used in this manual are samples, the actual testing screen may vary by test vehicle. Observe the menu titles and on-screen instructions to make correct option selection.
2 Using the Scan Tool

Tool Description

Figure 2-1 Sample Scan Tool View

1) **LCD DISPLAY** – displays menus and test results.
2) **FUNCTION BUTTONS** – corresponds with “buttons” on screen for executing commands.
3) **HELP BUTTON** – displays help information and accesses Code Breaker function.
4) **ESC BUTTON** – cancels a selection (or an action) from a menu or returns to the previous screen.
5) **LEFT SCROLL BUTTON** – when looking up DTC definitions, press to review previous character and to display additional information on previous screens if present; press to deselect all marked PID data when viewing or recording customized live data list; press to view previous frames of recorded data when playing back live data.
6) **UP SCROLL BUTTON** – press to move up menu and submenu items in menu mode. When more than one screen of data is retrieved,
press to scroll to the previous screens.

7) **RIGHT SCROLL BUTTON** – when viewing DTC definitions, press to move to view next character and to view additional DTC information; selects/deselects PID data when viewing or recording customized live data list, and views next frames of data when playing back live data. It is also used to view next trouble code when viewing DTCs.

8) **OK BUTTON** – confirms a selection (or action) from a menu.

9) **DOWN SCROLL BUTTON** – press to move down menu and submenu items in menu mode. When more than one screen of data is retrieved, press to move down to information on next screen.

10) **OBD II CONNECTOR** – connects the scan tool to the vehicle’s Data Link Connector (DLC).

11) **USB CONNECTOR** – connects the scan tool to the PC for printing and upgrading.

12) **TF CARD SLOT** – holds the TF card.

### Specifications

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Display</td>
<td>2.8-inch LCD (320 x 240 dpi)</td>
</tr>
<tr>
<td>Connectivity</td>
<td>USB mini 2.0&lt;br&gt; OBD II DB15</td>
</tr>
<tr>
<td>Operating Temp.</td>
<td>-10°C to 60°C (14°F to 140°F)</td>
</tr>
<tr>
<td>Storage Temp.</td>
<td>-20°C to 70°C (-4°F to 158°F)</td>
</tr>
<tr>
<td>External Power</td>
<td>8.0 to 18.0 V power provided via vehicle battery</td>
</tr>
<tr>
<td>Dimensions (LxWxH)</td>
<td>182.8 mm (7.2”) x 90.9 mm (3.6”) x 33.2 mm (1.3”)</td>
</tr>
<tr>
<td>Net Weight</td>
<td>247 g (0.544 lb.)</td>
</tr>
</tbody>
</table>

### Accessories Included

1) **OBDII Cable** – use to connect tool to vehicle for communication and to power tool.
2) **USB Cable** – use to connect to Mac or Windows PC for printing data saved on tool and to update the tool's software.

3) **TF Card** – use to store data.

4) **User Manual** – instructions on tool operations.

5) **Quick Guide** – instructions on tool registration and software update.

---

**Keypad**

No solvents such as alcohol are allowed to clean the keypad or display. Use a mild nonabrasive detergent and a soft cotton cloth. Do not soak the keypad as it is not waterproof.

---

**Power**

The scan tool is powered via the vehicle Data Link Connector (DLC). Follow the steps below to turn on the scan tool:

1) Connect the OBD II Cable to the scan tool.

2) Find DLC on the vehicle.

   - A plastic DLC cover may be found for some vehicles and you need to remove it before attaching the OBDII cable.

3) Plug OBD II cable to the vehicle’s DLC.

4) The scan tool will automatically power up and the **Main Screen** will appear.
Vehicle Coverage

The MaxiLink® ML629 OBDII/EOBD Scanner is specially designed to work with all OBD II compliant vehicles, including those equipped with Control Area Network (CAN). The EPA requires all domestic, Asian and European vehicles, 1996 and newer (including light trucks), sold in the United States must be OBD II compliant.

A small number of 1994 and 1995 model year gasoline vehicles are OBD II compliant. To verify if a 1994 or 1995 vehicle is OBD II compliant, check the Vehicle Emissions Control Information (VECI) Label which is located under the hood or by the radiator of most vehicles. If the vehicle is OBD II compliant, the label will designate “OBD II Certified”. Additionally, Government regulations mandate that all OBD II compliant vehicles must have a “common” sixteen-pin Data Link Connector (DLC).

For your vehicle to be OBD II compliant it must have a 16-pin DLC (Data Link Connector) under the dash and the Vehicle Emission Control Information Label must state that the vehicle is OBD II compliant.

In addition to OBD II diagnosis, the ML629 scan tool also supports the ABS, SRS, Engine, and Transmission diagnosis functions, dealing with more than 50 US, Asian and European vehicles, including Acura, Audi, Bentley, Benz, BMW, Bugatti, Chrysler, Ford, EU Ford, GM, Honda, Hyundai, Infiniti, Isuzu, Jaguar, Kia, Land Rover, Lexus, Maybach, Mazda, Mini, Mitsubishi, Nissan, Opel, Porsche, Saab, Scion, Seat, Skoda, Smart, Sprinter, Suzuki,
Toyota, Vauxhall, Volvo, VW, Renault, Peugeot, Lancia, Fiat, Dacia, Citroen, Alfa, Abarth.

More vehicle supports will come out with new updates released.

Product Troubleshooting

This section describes problems that may be encountered while using the scan tool.

Vehicle Linking Error

A communication error occurs if the scan tool fails to communicate with the vehicle’s ECU (Engine Control Unit). Perform the following steps to resolve error:

✓ Verify that the ignition is ON.
✓ Ensure the scan tool’s OBD II connector is securely connected to the vehicle’s DLC.
✓ Verify that the vehicle is OBDII compliant.
✓ Turn the ignition off and wait for about 10 seconds. Turn the ignition back to on and continue the testing.
✓ Verify the control module is not defective.

Operating Error

If the scan tool freezes, then an exception occurs or the vehicle’s ECU (Engine Control Unit) is too slow to respond to requests. You need to do the following to reset the tool:

✓ Reset the scan tool.
✓ Turn the ignition off and wait for about 10 seconds. Turn the ignition back to on and continue the testing.

Scan tool doesn’t power up

If the scan tool won’t power up or operates incorrectly, do the following:

✓ Check if the scan tool’s OBD II connector is securely connected to the vehicle’s DLC;
✓ Check if the scan tool’s OBD II connector is securely connected to the vehicle’s DLC;
✓ Check if the DLC pins are bent or broken. Clean the DLC pins if necessary.
✓ Check vehicle battery to make sure it is still good with at least 8.0 volts.

⚠️ NOTE
Avoid electrostatic interference during operation. If a failure occurs due to electrostatic interference, please try to operate again.
The MaxiLink ML629 is a powerful OBDII scan tool that provide basic diagnosis and read and erase codes for four systems: ABS, SRS, engine, and transmission.

Before using this scan function, please follow the on-screen instructions for selections from vehicle manufacturer to model year to identify the vehicle being tested.

1. Turn the ignition on but do not start the engine.
2. Locate the 16-pin OBDII diagnostic connector (usually under the dash near the steering column). Plug in the ML629 and wait for the Main Screen to appear.
3. Select Scan icon in the Main Screen Figure 2-2.
4. Select a specific vehicle manufacture’s regional coverage.

![Sample Vehicle Manufacture Region Screen](image)

5. From the vehicle make screen, select a specific vehicle manufacture and press OK button.
6. Use the UP/DOWN scroll button to select the correct Vehicle Model, Year, and Type step-by-step. The steps may vary by test vehicles. After all the selections are made, a vehicle information summary will pop up for your confirmation, press Yes to continue. The four systems will pop up for you to choose, the name of the system may vary by test vehicles.

**ABS**

An anti-lock braking system (ABS) is an automobile safety system that allows the wheels on a motor vehicle to maintain tractive contact with the road surface according to driver inputs while braking, preventing the wheels from locking up (ceasing rotation) and avoiding uncontrolled skidding. It is an automated system that uses the principles of threshold braking and cadence braking which were practiced by skillful drivers with previous generation braking systems. It does this at a much faster rate and with better control than many drivers could manage.

An ABS warning lamp that is on usually means trouble and you need to pull the code to figure out what is wrong. The ML629 provides convenient service to read and erase codes for the ABS.
Read Codes

1. Select **ABS** from the system list. The list may vary by test vehicles.

<table>
<thead>
<tr>
<th>Control unit</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ABS - ABS control module</td>
</tr>
<tr>
<td>2</td>
<td>PCM - Powertrain control module</td>
</tr>
<tr>
<td>3</td>
<td>PCM - Restraints control module</td>
</tr>
<tr>
<td>4</td>
<td>TCM - Transmission control module</td>
</tr>
</tbody>
</table>

**Figure 3-3 Sample System List**

2. Select **Read codes** from the diagnostic function list. All the DTCs of the ABS control module are displayed. Press **Save** to save the data or press **ESC** to exit without saving.

<table>
<thead>
<tr>
<th>Select diagnostic Function</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Read codes</td>
</tr>
<tr>
<td>2</td>
<td>Erase codes</td>
</tr>
</tbody>
</table>

**Figure 3-4 Sample Diagnostic Function Menu**
For some trouble codes, you may press OK button to view detailed information of the trouble codes. When there is a FDD button on the right bottom of the screen, press the button to view the freeze frame data of the specific trouble code.

**Figure 3-5 Sample ABS Trouble Codes Screen 1**

**Figure 3-6 Sample ABS Trouble Codes Screen 2**

**Erase Codes**

1. Select Erase codes from the diagnostic function list (Figure 3-4).
2. Follow the on-screen instruction and make sure the ignition on and engine off. Press Yes to continue.
3. A confirmation message “DTCs and freeze data will be deleted. Are you sure you want to continue?” will pop up to ask for your confirmation. Press **Yes** to continue.

4. Erase Codes command will be sent and you can perform Read Codes function to verify. Press any key to continue.

**NOTE**
For some test vehicles, the Erase Codes function is automatically performed after Read Codes function, follow the on-screen instructions to complete the service.
The purpose of the SRS light on your instrument panel is to alert you of a potential problem with your supplemental restraint system.

Use the ML629 to have the system checked if:

- The light does not come on when you turn the ignition ON.
- The light stays on after the engine starts.
- The light comes on or flashes while you are driving.

Read Codes

1. Select SRS or Restraints control module from the system list. The list may vary by test vehicles (Figure 3-3).
2. Select Read codes from the diagnostic function list (Figure 3-4).
3. All the DTCs of the SRS control module are displayed. Press Save to save the data or press ESC to exit without saving.

### Trouble codes

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B0001-1B</td>
<td>Driver’s frontal stage 1 - deployment control</td>
</tr>
<tr>
<td>B0002-1B</td>
<td>Driver’s frontal stage 2 - deployment control</td>
</tr>
</tbody>
</table>

Figure 3-9 Sample SRS Trouble Codes Screen

Erase Codes

1. Select Erase codes from the diagnostic function list (Figure 3-4).
2. Follow the on-screen instruction and make sure the ignition on and engine off. Press Yes to continue.
3. A confirmation message “DTCs and freeze data will be deleted. Are you sure you want to continue?” will pop up to ask for your confirmation. Press Yes to continue.
4. Erase Codes command will be sent and you can perform Read Codes function to verify. Press any key to continue.

**Engine**

The “Malfunction Indicator Lamp” (or Check Engine Light) is supposed to come on when a problem occurs in the engine control system that affects emission. Depending on how the system is configured and the nature of the problem, the lamp may come on and go off, remain on continuously or flash. When this happens, the OBDII system sets one or more diagnostic trouble codes that correspond to the problem detected. ML629 is the scan tool that can help you read and clear codes for engine control system.

**Read Codes**

1. Select **Powertrain control module** from the system list. The list may vary by test vehicles (Figure 3-3).
2. Select **Read codes** from the diagnostic function list (Figure 3-4).
3. All the DTCs of the Powertrain control module are displayed. Press **OK** or ? button to view detailed information of the trouble codes. Press **Save** to save the data or press **ESC** to exit without saving.

![Sample Engine Trouble Codes Screen](image)

**Erase Codes**

1. Select **Erase codes** from the diagnostic function list (Figure 3-4).
2. Follow the on-screen instruction and make sure the ignition on and engine off. Press **Yes** to continue.
3. A confirmation message “DTCs and freeze data will be deleted. Are you sure you want to continue?” will pop up to ask for your confirmation. Press Yes to continue.

4. Erase Codes command will be sent and you can perform Read Codes function to verify. Press any key to continue.

Transmission

Read Codes

1. Select Transmission control module from the system list. The list may vary by test vehicles (Figure 3-3).

2. Select Read codes from the diagnostic function list (Figure 3-4).

3. All the DTCs of the Transmission control module are displayed. Press Save to save the data or press ESC to exit without saving.

![Sample Transmission Trouble Codes Screen](Figure 3-11 Sample Transmission Trouble Codes Screen)

Erase Codes

1. Select Erase codes from the diagnostic function list (Figure 3-4).

2. Follow the on-screen instruction and make sure the ignition on and engine off. Press Yes to continue.

3. A confirmation message “DTCs and freeze data will be deleted. Are you sure you want to continue?” will pop up to ask for your confirmation. Press Yes to continue.

4. Erase Codes command will be sent and you can perform Read Codes function to verify. Press any key to continue.
4 OBDII Diagnostics

When more than one vehicle control module is detected by the scan tool, you will be prompted to select the module with retrievable data. The Power train Control Module [PCM] and Transmission Control Module [TCM] are the most commonly scanned modules.

CAUTION: Don’t connect or disconnect the scan tool while the ignition is on or the engine running.

1) Turn the ignition off.
2) Locate the vehicle’s 16-pin Data Link Connector (DLC).
3) Plug the tool into the vehicle’s DLC.
4) Turn the ignition on. Engine can be off or running.
5) Turn on the scan tool. Use the SCROLL button to select OBDII/EOBD from the Main Screen (Figure 2-2).
6) Press the OK button and wait for the Menu to appear. A sequence of messages displaying the OBDII protocols will be observed on the display until the vehicle protocol is detected.

- If the scan tool fails to communicate with the vehicle’s ECU (Engine Control Unit) more than three times, a “LINKING ERROR!” message displays on the tool.

✓ Verify the ignition is ON.
✓ Check if the scan tool’s OBDII cable is securely connected to the vehicle’s DLC.
✓ Verify that the vehicle is OBDII compliant.
✓ Turn the ignition off and wait for about 10 seconds. Turn the ignition back on and repeat step 5.
- If the “LINKING ERROR” message continues to display, contact your local distributor or customer service for assistance.
7) View a summary of system status (MIL status, DTC counts, Monitor status) on screen. Press **ESC** button for **Diagnostic Menu** to come up.

<table>
<thead>
<tr>
<th>Diagnostic Menu</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> System Status</td>
</tr>
<tr>
<td><strong>2</strong> Read Codes</td>
</tr>
<tr>
<td><strong>3</strong> Erase Codes</td>
</tr>
<tr>
<td><strong>4</strong> Liye Data</td>
</tr>
<tr>
<td><strong>5</strong> Freeze Frame</td>
</tr>
<tr>
<td><strong>6</strong> I/M Readiness</td>
</tr>
<tr>
<td><strong>7</strong> O2 Monitor Test</td>
</tr>
<tr>
<td><strong>8</strong> On-Board Monitor Test</td>
</tr>
</tbody>
</table>

**Figure 4-1 Sample Diagnostic Menu**

- If more than one module is detected, you will be prompted to select a module before testing.
- Use the **UP/DOWN** scroll button to select a module and press the **OK** button.

**System Status**

System Status shows the MIL Status, codes found, and monitors status.

<table>
<thead>
<tr>
<th>System Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ML Status</strong></td>
</tr>
<tr>
<td>Codes Found</td>
</tr>
<tr>
<td>Monitors N/A</td>
</tr>
<tr>
<td>Monitors OK</td>
</tr>
<tr>
<td>Monitors INC</td>
</tr>
</tbody>
</table>

**Figure 4-2 Sample System Status Screen**
Read Codes

- The Read Codes function can be performed with the key on engine off (KOEO) or with the key on engine running (KOER).
- Stored Codes are also known as “hard codes”, which are fault codes, or trouble codes that have been stored in the vehicle computer memory because the faults have reoccurred for more than a specified amount of key-cycles. These codes will cause the control module to illuminate the malfunction indicator light (MIL) when emission-related faults occur.
- Pending Codes are also referred to as “maturing codes” or “continuous monitor codes”. They indicate problems that the control module has detected during the current or last driving cycle but are not yet considered serious. Pending Codes will not turn on the malfunction indicator lamp (MIL). If the fault does not occur within a certain number of warm-up cycles, the code clears from memory.
- Permanent Codes are DTCs that are "confirmed" and are retained in the non-volatile memory of the vehicle’s computer until the appropriate monitor for each DTC has determined that the malfunction is no longer present and is not causing the MIL on. Permanent DTCs are stored in non-volatile memory and may not be erased by any diagnostics service or by disconnecting power to ECU.

1) Use UP/DOWN scroll button to select Read Codes from Diagnostic Menu and press OK button (Figure 4-1).
2) Use the UP/DOWN scroll button to select Stored Codes, Pending Codes or Permanent Codes from the Read Codes menu and press the OK button.

<table>
<thead>
<tr>
<th>Read Codes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Stored Codes</td>
</tr>
<tr>
<td>2 Pending Codes</td>
</tr>
<tr>
<td>3 Permanent codes</td>
</tr>
</tbody>
</table>

Figure 4-3 Sample Read Codes Screen
If no codes are found, a message will display “No (pending) codes are stored in the module!” Wait a moment or press any key to return to previous screen.

**NOTE**
Permanent Codes function is available only for vehicles supporting the CAN protocols.

3) View DTCs and their definitions on screen.
4) If more than one DTC is found, use the LEFT/RIGHT scroll button to view each code.
   - If retrieved DTCs contain any manufacturer specific or enhanced codes, the tool’s AutoVIN technology will automatically display the definition of the code.

**Erase Codes**

**NOTE**
1. Erasing the Diagnostic Trouble Codes may allow the scan tool to delete not only the codes from the vehicle’s on-board computer, but also “Freeze Frame” data and manufacturer-specific enhanced data. Furthermore, the I/M Readiness Monitor Status for all vehicle monitors is reset to Not Ready or Not Complete status. Do not erase the codes before repairs or services have been performed.
2. Even if deleted, codes will again display if the underlining fault causing the code is not addressed.
3. This function is performed with key on engine off (KOEO). Do not start the engine.

1) Use the UP/DOWN scroll buttons to select Erase Codes from Diagnostics Menu and press the OK button *(Figure 4-1).*
2) A warning message displays for you to check the ignition and engine status.
If you do not want to proceed with erasing codes, press ESC button or select NO to exit and return to previous screen. A message of “Command Cancelled!” displays. Wait a moment or press any key to return to Diagnostic Menu.

If you press Yes function key or OK button, a warning message displays for your confirmation.

3) Press the OK button to confirm.

If the codes are cleared successfully, an “Erase Done!” confirmation message displays.
If the codes are not cleared, then an “Erase Failure. Turn Key on with Engine off!” message displays.

4) Press any key to return to Diagnostic Menu.

**Live Data**

In this function, you can not only read the live data but also record data for later review.

**View Data**

The View Data function allows viewing of live or real time PID data of vehicle’s computer module(s).

1) To view live data, use the UP/DOWN scroll button to select Live Data from Diagnostic Menu and press the OK button.

2) Wait a few seconds while the scan tool validates the PID MAP.

**Viewing Complete List**

1) To view complete set of data, use UP/DOWN scroll button to select Complete List from Live Data menu and press the OK button.
2) View live PIDs on the screen. Use the UP/DOWN scroll button for more PIDs if additional information is available on more than one page.

- If the “Graphics” on the bottom appears when a PID is highlighted, graphic information is available. Select Graphics to view graph. PID name, current value, maximum and minimum values are displayed on the screen.

<table>
<thead>
<tr>
<th>Complete List</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTCFRZF</td>
</tr>
<tr>
<td>FUELSYS1</td>
</tr>
<tr>
<td>FUELSYS2</td>
</tr>
<tr>
<td>LOAD_PCT</td>
</tr>
<tr>
<td>ECT</td>
</tr>
<tr>
<td>SHRTFT1</td>
</tr>
</tbody>
</table>

Figure 4-7 Sample Live Data Screen

- If the “Merge Graph” on the bottom appears when a PID is selected to view, merged graph information is available.

**NOTE**

Merge Graph can be used to compare two related parameters in graphic mode, which is especially convenient in the Custom List option where you could select two interacted parameter to merge and see their relationship.
Select Text to return to text viewing of PID data.
Select Save to record retrieved live data and PID graphs.
Select Pause to suspend viewing. You could resume the viewing process again by selecting Start.

3) Press the ESC button to return to previous menu.

Viewing Custom List

1) To view customized PID data, use the UP/DOWN scroll button to select Custom List from Live Data menu and press the OK button (Figure 4-7).

2) Use the UP/DOWN scroll button to move up and down to the desired items and press Select button to confirm. The selected parameters are marked with tick in the squares.

<table>
<thead>
<tr>
<th>Custom List</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Numbers of DTCs</td>
<td>1</td>
</tr>
<tr>
<td>DTC that caused required freeze frame data storage</td>
<td>2</td>
</tr>
<tr>
<td>Fuel system 1 status</td>
<td>3</td>
</tr>
<tr>
<td>Fuel system 1 status</td>
<td></td>
</tr>
<tr>
<td>Calculated Load Value</td>
<td></td>
</tr>
<tr>
<td>Engine Coolant Temperature</td>
<td></td>
</tr>
<tr>
<td>Select All</td>
<td>Select</td>
</tr>
</tbody>
</table>

Figure 4-9 Sample Custom List Screen 1

- The number to the right of selected item indicates sequence of this item.
- If you want to deselect the item, press Clear button.
- To select all the items on the screen, press Select All button. To clear all the selected items on the screen, press Clear All button.

3) Press the OK button to view selected PIDs on screen.
4) Press **Save** to save the data or **ESC** to return to previous menu.

### Record Data

The Record Data function allows recording vehicle modules’ Parameter Identification (PID) data to help diagnose intermittent vehicle problems. You could save data files to the SD card and then use the Playback function to view the saved files.

**NOTE**

The length of time for each frame varies per vehicle. Generally, one frame of data is about 1/4 second, or 4 frames per second.

1) To record live data, with the live data screen displaying, select **Save** on the bottom. The scan tool will start timing to record retrieved live data and PID graphs.

   - If you record live data under text mode, following screen shows.
If you record live data under graph mode, following screen shows.

![Sample Recording Data Screen 1](image1)

**Figure 4-11 Sample Recording Data Screen 1**

- If you record live data under graph mode, following screen shows.

![Sample Recording Data Screen 2](image2)

**Figure 4-12 Sample Recording Data Screen 2**

**NOTE**

The scan tool can only playback text data even though the data is saved in graphic mode.

2) When there is not enough memory space, a warning message prompting to delete previously recorded data.
   - Select OK to return to the previous menu.

3) Select **Pause** to suspend recording. You could resume the recording process again by selecting **Start**.

4) You may review the saved data in **Playback** function.

5) Press **ESC** button to exit.
Freeze Frame Data allows the technician to view the vehicle's operating parameters at the moment a DTC (Diagnostic Trouble Code) is detected. For example, the parameters may include engine speed (RPM), engine coolant temperature (ECT), or vehicle speed sensor (VSS) etc. This information will aid the technician by allowing the parameters to be duplicated for diagnostic and repair purposes.

1) To view freeze frame data, use the UP/DOWN scroll button to select **Freeze Frame** from **Diagnostic Menu** and press the **OK** button (*Figure 4-1*).

2) Wait while the scan tool validates the PID MAP.

3) If retrieved information displays on more than one screen, use the **DOWN** scroll button, as necessary, until all the data have been shown up.

4) Select **Save** to record freeze frame. A confirming message “**Save success!**” shows on the display and scan tool return to previous menu.

5) If you don’t want to save the freeze frame data, press **ESC** button to return to previous screen.

---

**Figure 4-13 Sample Freeze Frame Screen**

- If no freeze frame data is available, the message “**No freeze frame data stored!**” displays.
Retrieving I/M Readiness Status

I/M Readiness function is used to check the operations of the Emission System on OBD II compliant vehicles. It is an excellent function to use prior to having a vehicle inspected for state emissions compliance.

**NOTE**
Clearing trouble codes also clears the readiness status for the individual emission system readiness tests. In order to reset these monitors, the vehicle must be driven through a complete drive cycle with no trouble codes in memory. Amount of time needed for reset vary by vehicle.

Some latest vehicle models may support two types of I/M Readiness tests:

A. **Since DTCs Cleared** – indicates status of the monitors since the DTCs are erased.

B. **This Drive Cycle** – indicates status of monitors since the beginning of the current drive cycle.

An I/M Readiness Status result of “NO” does not necessarily indicate that the vehicle being tested will fail the state I/M inspection. For some states, one or more such monitors may be allowed to be “Not Ready” to pass the emissions inspection.

- **OK** – indicates that a particular monitor being checked has completed its diagnostic testing.
- **INC** – indicates that a particular monitor being checked has not completed its diagnostic testing.
- **N/A** – the monitor is not supported on that vehicle.

1) Use the **UP/DOWN** scroll button to select **I/M Readiness** from **Diagnostic Menu** and press **OK** button (*Figure 4-1)*.

2) Wait while the scan tool validates the PID MAP.

3) If the vehicle supports both types of tests, then both types will be displayed on the screen for selection.
4) Use the **UP/DOWN** scroll button to view the status of the MIL light (**ON** or **OFF**) and the following monitors:

**For spark ignition engines:**
- **MIS** – Misfire Monitor
- **FUEL** – Fuel System Monitor
- **CCM** – Comprehensive Component Monitor
- **EGR** – EGR System Monitor
- **O2S** – O2 Sensors Monitor
- **CAT** – Catalyst Monitor
- **EVAP** – Evaporative System Monitor
- **HTR** – O2 Sensor Heater Monitor
- **AIR** – Secondary Air Monitor
- **HCAT** – Heated Catalyst Monitor

**For compression ignition engines:**
- **MIS** – Misfire Monitor
- **FUEL** – Fuel System Monitor
- **CCM** – Comprehensive Component Monitor
- **EGR** – EGR System Monitor
- **HCCAT** – NMHC Catalyst Monitor
- **NCAT** – NOx Aftertreatment Monitor
- **BP** – Boost Pressure System Monitor
• **EGS** – Exhaust Gas Sensor Monitor
• **PM** – PM Filter Monitor

### Since DTCs cleared

<table>
<thead>
<tr>
<th>Malfunction Indicator</th>
<th>ON</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laamp(MIL) Status</td>
<td></td>
</tr>
<tr>
<td>Misfire Monitoring</td>
<td>INC</td>
</tr>
<tr>
<td>Fuel system Monitoring</td>
<td>INC</td>
</tr>
<tr>
<td>Comprehensive component Monitoring</td>
<td>INC</td>
</tr>
</tbody>
</table>

![Since DTCs cleared](image)

**Figure 4-15 Sample since DTCs Cleared Screen**

5) If the vehicle supports readiness test of “**This Drive Cycle**”, a screen of the following displays.

### This driving cycle

<table>
<thead>
<tr>
<th>Misfire Monitoring</th>
<th>INC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel system Monitoring</td>
<td>INC</td>
</tr>
<tr>
<td>Comprehensive component Monitoring</td>
<td>INC</td>
</tr>
<tr>
<td>NHC catalyst Monitoring</td>
<td>INC</td>
</tr>
<tr>
<td>NOx aftertreatment</td>
<td>INC</td>
</tr>
</tbody>
</table>

![This driving cycle](image)

**Figure 4-16 Sample This Driving Cycle Screen**

6) Use the **UP/DOWN** scroll button for more PIDs if additional information is available on more than one page. Or use the **LEFT/RIGHT** scroll button to view PIDs in the previous/next page.

7) Press the **ESC** button to return to **Diagnostic Menu**.
O2 Monitor Test

OBD II regulations set by the (Society of Automotive Engineers) SAE require vehicles monitors and tests on the oxygen (O2) sensors to identify problems related to fuel efficiency and vehicle emissions. These tests are done automatically when engine operating conditions are within specified limits. These test results are saved in the vehicle’s on-board computer’s memory.

The O2 Monitor Test function allows retrieval and viewing of O2 sensor monitor test results for the most recently performed tests from the vehicle's on-board computer.

The O2 Monitor Test function is not supported by vehicles that communicate using a controller area network (CAN). For O2 Monitor Test results of CAN-equipped vehicles, see chapter “On-Board Mon. Test”.

1) Use the UP/DOWN scroll button to select O2 Monitor Test from Diagnostic Menu and press OK button (Figure 4-1).
2) Wait while the scan tool validates the PID MAP.
3) Use the UP/DOWN scroll button to select O2 sensor from O2 Monitor Test menu and press OK button.

![Sample O2 Monitor Test Menu](image)

If the vehicle does not support the mode, an message displays on the screen.
O2 Monitor Test

The selected mode is not supported!

Press any key to continue

Figure 4-18 Sample Nonsupport Screen

4) View test results of selected O2 sensor.

<table>
<thead>
<tr>
<th>O2 Bank1 Sensor1</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Rich-Lean Threshold(V)</td>
</tr>
<tr>
<td>2. Lean-Rich Threshold(V)</td>
</tr>
<tr>
<td>3. Low for Switch(V)</td>
</tr>
<tr>
<td>4. High for Switch(V)</td>
</tr>
<tr>
<td>5. Rich-Lean Threshold(s)</td>
</tr>
<tr>
<td>6. Lean-Rich Threshold(s)</td>
</tr>
<tr>
<td>7. Min for test Cyc(V)</td>
</tr>
<tr>
<td>8. Max for test Cyc(V)</td>
</tr>
</tbody>
</table>

Figure 4-19 Sample O2 Sensor List
5) Use the **UP/DOWN** scroll button to view additional data is available.
6) Press the **ESC** button to return to the previous menu.

### On-Board Monitor Test

The On-Board Monitor Test is useful after servicing or after erasing a vehicle’s control module memory. The On-Board Monitor Test for non-CAN-equipped vehicles retrieves and displays test results for emission-related power train components and systems that are not continuously monitored. The On-Board Monitor Test for CAN-equipped vehicles retrieves and displays test results for emission-related power train components and systems that are and are not continuously monitored.

The scan tool allows access to the results of on-board diagnostic monitoring tests for specific components/systems. The vehicle manufacturer is responsible for assigning "Manufacturer Defined Test IDs" and Component IDs for tests of different systems and components. The advanced feature of this scan tool enables you to read the definition of an On-Board Diagnostic Monitor ID.

**NOTE**

The scan tool will display a test definition if this definition is present in the vehicle’s computer memory. If no such definition is present, the scan tool will only display the Test IDs.

In this test, there are typically a minimum value, a maximum value, and a current value for each monitor. By comparing the current value with the...
minimum and maximum value, the scan tool determines if the components and monitors are OK.

1) Use the **UP/DOWN** scroll button to select **On-Board Monitor Test** from **Diagnostic Menu** and press the **OK** button *(Figure 4-1)*.

2) Wait while the scan tool validates the PID MAP.

3) The scan tool will prompt you to select the vehicle make.

4) After you select the vehicle manufacturer, the scan tool displays the On-Board Monitor test results for specific monitored systems.

5) From **On-Board Monitor Test** menu, use the **UP/DOWN** scroll button to select a test to view and press the **OK** button. Or use the **LEFT/RIGHT** scroll button to view previous/next screen of test items.

---

**Vehicle Manufacturer**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BUICK</td>
</tr>
<tr>
<td>2</td>
<td>BMW</td>
</tr>
<tr>
<td>3</td>
<td>CADILLAC</td>
</tr>
<tr>
<td>4</td>
<td>CHEVROLET</td>
</tr>
<tr>
<td>5</td>
<td>CHRYSLER</td>
</tr>
<tr>
<td>6</td>
<td>CITROEN</td>
</tr>
<tr>
<td>7</td>
<td>FORD</td>
</tr>
<tr>
<td>8</td>
<td>GM</td>
</tr>
</tbody>
</table>

*(Figure 4-21 Sample Vehicle Manufacturer Screen)*

**On-Board Monitor Test**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Test $09$ Data</td>
</tr>
<tr>
<td>2</td>
<td>Test $0A$ Data</td>
</tr>
<tr>
<td>3</td>
<td>Test $0B$ Data</td>
</tr>
<tr>
<td>4</td>
<td>Test $0C$ Data</td>
</tr>
<tr>
<td>5</td>
<td>Test $0D$ Data</td>
</tr>
<tr>
<td>6</td>
<td>Test $0E$ Data</td>
</tr>
<tr>
<td>7</td>
<td>Test $0F$ Data</td>
</tr>
<tr>
<td>8</td>
<td>Test $10$ Data</td>
</tr>
</tbody>
</table>

*(Figure 4-22 Sample On-Board Monitor Test Menu)*
If the vehicle being tested does not support the mode, an advisory message will display on the screen.

![On-Board Monitor Test]

The selected mode is not supported!

Press any key to continue

**Figure 4-23 Sample Nonsupport Screen**

For CAN-equipped vehicles, test selections may be as depicted as below:

<table>
<thead>
<tr>
<th>Test $0A Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>ID</td>
</tr>
<tr>
<td>Module</td>
</tr>
<tr>
<td>Test Value</td>
</tr>
<tr>
<td>Min Limit</td>
</tr>
<tr>
<td>Max Limit</td>
</tr>
<tr>
<td>Status</td>
</tr>
</tbody>
</table>

6) Press **ESC** button to return to the previous menu.

**Component Test**

The Component Test initiates a leak test for the vehicle's EVAP system. The scan tool itself does not perform the leak test, but commands the vehicle's on-board computer to start the test. Different vehicle manufacturers might use different criteria and methods for stopping the test once it has been
started. Before starting the Component Test, refer to the vehicle service manual for instructions to stop the test.

1) Use the UP/DOWN scroll button to select Component Test from Diagnostic Menu and press the OK button (Figure 4-1).

2) Wait for the scan tool to display the Component Test menu.

![Component Test menu](image)

**Figure 4-25 Sample Component Test Screen 1**

![Confirmation screen](image)

**Figure 4-26 Sample Component Test Screen 2**

3) If the test has been initiated by the vehicle, a confirmation message will be displayed on the screen.

- Some vehicles do not allow scan tools to control vehicle systems or components. If the vehicle under test does not support the EVAP Leak Test, the message, “The select mode is not supported” will display.
4) Wait a moment or press any key to return to previous screen.

Viewing Vehicle Information

The Vehicle Info. function enables retrieval of Vehicle Identification No. (VIN), Calibration ID Nos. (CINs), Calibration Verification Nos. (CVNs) and In-use Performance Tracking on 2000 and newer vehicles that support Mode 9.

1) Use **UP/DOWN** scroll button to select **Vehicle Info.** from the **Diagnostic Menu** and press **OK** button *(Figure 4-1).*

2) An message displays to remind you to “Turn key with engine off!”. Wait a moment or press any key to continue.

3) Wait while the scan tool reads vehicle information.
   - If the vehicle does not support this mode, a message displays that the mode is not supported.

4) From **Vehicle Info.** menu, use the **UP/DOWN** scroll button to select an available item to view and press the **OK** button.

<table>
<thead>
<tr>
<th>Vehicle Info.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Vehicle ID Number</td>
</tr>
<tr>
<td>2 Calibration ID</td>
</tr>
<tr>
<td>3 Cal. Verf. Number</td>
</tr>
<tr>
<td>4 In-use Perform Track</td>
</tr>
<tr>
<td>5 ECU Name</td>
</tr>
</tbody>
</table>

*Figure 4-27 Sample Vehicle Info. Screen*
5) View retrieved vehicle information on screen.
6) Press the ESC button to return previous menu.

### Modules Present

The Modules Present function displays the module IDs and communication protocols for OBD2 modules in the vehicle.

1) Use the UP/DOWN scroll button to select **Modules Present** from **Diagnostic Menu** and press OK button (*Figure 4-1*).
2) View modules present with their IDs and communication protocols.

![Vehicle ID Number Screen](image)

3) Select **Save** to save the modules data and return to previous menu. Or

![Modules Present Screen](image)
press **ESC** button to exit.

**DTC Lookup**

Refer to *DTC Lookup* for detailed information.
5 DTC Lookup

The DTC Lookup function allows user to search definitions of DTC stored in built-in DTC library.

1) Use the UP/DOWN scroll button to select DTC Lookup from Main Screen and press OK button (Figure 2-2).

2) Select Show and a soft keyboard will pop up. Use LEFT/RIGHT button and UP/DOWN button to move to the desired character, then press OK button to confirm.

3) After you input the data trouble code (DTC), select Finish and the scan tool will display this code’s definition on screen.
4) Press Yes or OK button to proceed. The scan tool will display DTC definition as below. When DTC definition is on more than one screen, use the LEFT/RIGHT button or UP/DOWN button to view additional information on previous/next screens.

- Use the LEFT/RIGHT scroll button to view the previous / next DTC.
- Select Save to record code definition.
- For manufacturer specific codes, the AutoVIN function embedded in this tool will automatically display the definition of the code.
- If definition could not be found, the scan tool displays “Please refer to vehicle service manual!”

5) Press ESC button to return to previous menu.
6 Playback Data

The Playback function allows viewing and printing of data from last recorded test.

Review Data

1) Use the LEFT/RIGHT scroll button to select Playback from Main Screen (Figure 2-2), and press the OK button. Wait for the Review Data screen to appear.

<table>
<thead>
<tr>
<th>Review data</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Scan</td>
</tr>
<tr>
<td>2 OBD II</td>
</tr>
</tbody>
</table>

Figure 6-1 Sample Review Data Screen 1

2) To review data saved in the scan function, select Scan in the Replay menu. To review data saved in the OBD II function, select OBD II in the Replay menu. Then press OK button to continue.

3) Use the UP/DOWN scroll button to select the desired DTC entries from Scan menu or OBD II menu, and press the OK button to view details of the trouble code.
If no data from previously tested vehicle is recorded, a message “No data available!” shows on the screen.

Review selected data on screen.

By selecting Delete on the Scan or OBD II screen, you are allowed to erase the selected data on the scan tool. Review the recordings thoroughly before erasing. You could also erase all recordings by select Delete All.

Note
Don’t use Delete All unless you are definitely sure what you are going to proceed.
Print Data

By selecting **Print** option on the trouble codes screen, you are allowed to send the recorded files to your computer and then to the printer.

For more details, please refer to *Print Data*. 
7 System Setup

The System Setup functions allow you to adjust default settings and view information about the scan tool.

1) **Language**: Selects the desired language.
2) **Unit**: Sets the unit of measure to English or Metric.
3) **Beep**: Turns on/off beep.
4) **Key Test**: Checks if the keyboard is working properly.
5) **LCD Test**: Checks if the LCD display is working properly.

**NOTE**
Tool operates with default settings until changed.

To enter the Setup menu

From the Main Screen *(Figure 2-2)*: Use LEFT/RIGHT scroll button to select **Setup**, and press the OK button to enter the setup menu.

![Sample Setup Menu](image)

**Figure 7-1 Sample Setup Menu**

**Language Setup**

- *English is the default language.*
1) From **System Setup** screen, use the **UP/DOWN** scroll button and **LEFT/RIGHT** scroll button to select **Language**, and press the **OK** button.

![Sample Language Set Screen](image)

**Figure 7-2 Sample Language Set Screen**

2) Use the **UP/DOWN** scroll button to select the desired language and press the **OK** button to save your selection and return to previous screen.

### Unit of Measure

- **Metric** is the default measurement unit.

1) From **System Setup** screen, use the **LEFT/RIGHT** scroll button to select **EN/METRIC** and press the **OK** button.

![Sample Unit of Measure Screen](image)

**Figure 7-3 Sample Unit of Measure Screen**
2) From **Unit of Measure** screen, use the **LEFT/RIGHT** scroll button to select the desired unit of measurement.

3) Press the **OK** button to save your selection and return to previous menu. Or, press the **ESC** button to exit without saving.

**Beep Set**

- *The default setting is Beep On.*

This function allows you to turn on/off the built-in speaker as an indicator during diagnostic testing.

1) From **System Setup** screen, use the **UP/DOWN** scroll button and **LEFT/RIGHT** scroll button to select **Beep** and press the **OK** button.

2) From **Beep Set** menu, use the **LEFT/RIGHT** scroll button to select **ON** or **OFF** to turn on/off the beep.

3) Press the **OK** button to save your selection and return to previous menu. Or press the **ESC** button to exit without saving.

**Key Test**

The Key Test function checks if the keyboard is working properly.

1) From **System Setup** screen, use the **UP/DOWN** scroll button and **LEFT/RIGHT** scroll button to select **Key Test**, and press the **OK** button.
2) Press any key to start test. When you press a key, the edge around corresponding key on the screen should turn to red. Otherwise, the key is not functioning properly.

![Sample Key Test Screen]

Press Any key to test.
Double [ESC] to return.

Figure 7-5 Sample Key Test Screen

3) Double press ESC to return to previous menu.

**LCD Test**

The LCD Test function checks if the LCD display is working normally.

1) From System Setup screen, use the UP/DOWN scroll button and LEFT/RIGHT scroll button to select LCD Test, and press the OK button.

2) When completed, press the ESC button to exit.
8 About

The About function displays important tool information including serial number and software version number.

1) From Main Screen (Figure 2-2), use the UP/DOWN scroll button and LEFT/RIGHT scroll button to select About and press the OK button, wait for the About screen to display.

![Sample About Screen](image)

2) View tool information on screen. Press the ESC button to exit.
9 Print and Update

Print Data

The Print Data function allows printing DTC data recorded by the tool by connecting the tool to a PC with the supplied USB cable.

1) Download the Maxi PC Suite from www.autel.com and install.
2) Connect the tool to the computer with the supplied USB cable.
3) Run Autel Printer software on the computer.
4) Select Playback function on the Main Screen of the tool. In Scan/OBDII screen, use the UP/DOWN scroll button to select the data you want to print. Wait for the review window to display, and then select Print function. The selected file will upload to your computer. For more detailed instructions, please refer to 4. Playback Data.
5) The Printer will display as below.

![Sample Printer Screen](image)

Figure 9-1 Sample Printer Screen

6) The selected data will display on the textbox of Printer. By selecting the function keys on the right, you could execute the following operations:

- Print – print all data in the textbox to a printer connected to your computer.
- Edit – display an editable NOTEPAD window with recorded data.
- Copy – copy data in the textbox to the clipboard.
- Clear – delete all data in the textbox.
- Exit – quit the operation.
**NOTE**
The scan tool can only print text data even though the data is saved in graphic mode.

The print function is not available on Mac for the present.

---

**Software Update**

This function allows you to update the scan tool software through a computer.

**Register the Tool**

User can update the scan tool **ONLY** after you had registered the tool on our website: [www.autel.com](http://www.autel.com). Then you could download software, update online, retrieve information and get warranty service.

---

**NOTE**
Prior to registration, please confirm your network is working properly.

1. Visit the website [http://pro.autel.com](http://pro.autel.com).
2. If you already have an Autel account, sign in with your account ID and password.
3. If you are a new member to Autel, click the **Create Autel ID** button on the left side to create an ID.
4. Enter the required information in the input fields, and click the Get Verification Code button.
5. The online system will automatically send a verification code to the registered email address. Input the code in the Verification Code field and complete other required fields. Read through Autel’s Terms and Conditions and tick on **Agree**, and then click **Create Autel ID** at the bottom. A product registration screen will display.
6. The device’s serial number and password is located in the About section of the Settings application on the tool
7. Select your product model, enter the product serial number and password on the Product Registration screen, and click **Submit** to complete the registration procedure.

---

**NOTE**
Please refer to section **About** for Product Serial No. and Register Password.
Update Procedure

Autel frequently releases software updates that you can download. You can use a Mac or a Windows-based computer to download the Maxi PC Suite and then proceed.

Follow the update procedure to finish updating.

1. Download the Maxi PC Suite from www.autel.com and install to your PC. Make sure your computer is connected to the Internet.

2. Run the Maxi PC Suite and select the Micro SD card icon in the Maxi PC Suite software. Wait for the Log In window to pop up.

3. Hold the Left Scroll button and connect the device with the computer using the included USB cable. Or remove the TF card from the scan tool and connect it with the computer using a card reader.

4. Enter your Autel ID and password and wait for the Update window to display. If you forget your password, you can always click the [Forget Password?] to link to our website and find your password back.

5. Select the product type and serial number, click OK to continue.

6. In the Update window, select the items you want to install. Usually, you should install all available updates.
Generally, there are two ways to update programs:

**Batch Update**

1. Select the programs that you would update by clicking on the check boxes next to those items. Then click the **Update All** button on the right bottom of the screen. Click the **Clear All** button will reselect the items you want to update.

2. Or, click on the **Select All** checkbox on the left bottom of the screen and all updatable items will be selected automatically. Then click the **Update All** button on the right side of screen.

3. When the downloading is completed, the downloaded programs will be installed automatically. The new version will replace the old version.

**Single Update**

1. Find the desired updating item and click the **Update** button in the same line.

2. When the downloading is completed, the downloaded program will be installed automatically. The new version will replace the old version.

3. Insert the TF card into the scan tool, and restart the scan tool to finish the whole update.

◆ **View or Delete Programs**

To view the list of installed programs or to delete an installed program, please follow these steps:

1. Click on the **Installed** tag entry and the page will show the list of
programs installed.

2. Select the program(s) that you want to delete.
   - **Batch delete**: Select the programs that you want to delete by clicking on the check boxes to the left of those items. Then click the **Uninstall All** button on the right bottom of the screen.
   - **Single delete**: Click the **Uninstall** button in the line of your would-be-deleted program.

3. A window asking “**Are you sure to delete the software?**” will pop up for your confirmation.

![Figure 9-4 Sample Delete Window](image)

- Click on **OK** to delete the program(s) selected, or on **Cancel** to quit the action.
- The deleted program will automatically add to the end of program list in the Update page in case you would like to install again.

In the search box on the right top corner of the screen, you can enter any words to search the software you desired, and this function works for both Update Available column and Installed column.
10 Compliance Information

FCC Compliance

This device complies with Part 15 of the FCC rules and Industry Canada’s license-exempt RSSs. Operation is subject to the following two conditions:

1. This device may not cause harmful interference.
2. This device must accept any interference received, including interference that may cause undesired operation.

Cet appareil est conforme aux CNR exempts de licence d’Industrie Canada. Son fonctionnement est soumis aux deux conditions suivantes:

1. Ce dispositif ne peut causer des interférences; et
2. Ce dispositif doit accepter toute interférence, y compris les interférences qui peuvent causer un mauvais fonctionnement de l’appareil.

⚠️ WARNING
Changes or modifications not expressly approved by the party responsible for compliance could void the user’s authority to operate the equipment.

📝 NOTE
This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation.

This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

-- Reorient or relocate the receiving antenna.
-- Increase the separation between the equipment and receiver.
-- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
-- Consult the dealer or an experienced radio/TV technician for help.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

**SAR**

The radiated output power of this device is below the FCC radio frequency exposure limits. Nevertheless, the device should be used in such a manner that the potential for human contact is minimized during normal operation.

The exposure standard for wireless devices employs a unit of measurement known as the Specific Absorption Rate, or SAR. The SAR limit set by the FCC is 1.6 W/Kg. Tests for SAR are conducted using standard operating positions accepted by the FCC with the device transmitting at its highest certified power level in all tested frequency bands.

Although the SAR is determined at the highest certified power level, the actual SAR level of the device while operating can be well below the maximum value. This is because the device is designed to operate at multiple power levels so as to use only the power required to reach the network. To avoid the possibility of exceeding the FCC radio frequency exposure limits, human proximity to antenna should be minimized.

**RF WARNING STATEMENT**

The device has been evaluated to meet general RF exposure requirement. The device can be used in portable exposure condition without restriction.

**RoHS COMPLIANCE**

This device is declared to be in compliance with the European RoHS Directive 2011/65/EU.

**CE COMPLIANCE**

This product is declared to conform to the essential requirements of the following Directives and carries the CE mark accordingly:

EMC Directive 2014/30/EU
R&TTE Directive 1999/5/EC
Low Voltage Directive 2014/35/EU
11 Warranty and Service

Limited One Year Warranty

Autel warrants to its customers that this product will be free from all defects in materials and workmanship for a period of one (1) year from the date of the original purchase, subject to the following terms and conditions:

1) The sole responsibility of Autel under the Warranty is limited to either the repair or, at the option of Autel, replacement of the scan tool at no charge with Proof of Purchase. The sales receipt may be used for this purpose.

2) This warranty does not apply to damages caused by improper use, accident, flood, lightning, or if the product was altered or repaired by anyone other than the Manufacturer’s Service Center.

3) Autel shall not be liable for any incidental or consequential damages arising from the use, misuse, or mounting of the scan tool. Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

4) All information in this manual is based on the latest information available at the time of publication and no warranty can be made for its accuracy or completeness. Autel reserves the right to make changes at any time without notice.

Service Procedures

If you have any questions, please contact your local store, distributor or visit our website at www.autel.com.

If it becomes necessary to return the scan tool for repair, contact your local distributor for more information.