Konnwei KW309 OBD2/EOBD Car Fault Diagnostic Tool with LCD

Specifications:

- Model: KW309
- Screen: 2.0"
- Supported OS: XP, Win7, Win8, Win10
- Supported languages: English, French, German, Dutch, Spanish, Russian, Portuguese
- Dimensions: 116mm x 24mm x 80mm
- Weight: 160g

Buttons:

1. Enter button - confirms a selection/action
2. ESC button - returns to previous menu
3. Up button - move cursor up for selection
4. Down button - move cursor down for selection

Vehicle linking error:

- A communication error occurs if the scan tool fails to communicate with the vehicle's ECU (Engine Control Unit). You need to do the following to check up:
1. Verify that the ignition is ON
2. Check if the scan tool's OBD II connector is securely connected to the vehicle's DLC
3. Verify that the vehicle is OBD2 compliant
4. Turn the ignition off and wait for about 10 seconds. Turn the ignition back to on and continue the testing
5. 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:
1. Press and hold the power button for at least 2 seconds to reset the scan tool
2. Turn the ignition off and wait for about 10 seconds

- Turn the ignition back on and continue the testing. The scan tool doesn't power up. If the scan tool won't power up or operates incorrectly in any other way, you need to do the following to check up:
1. Check if the scan tool's OBD II connector is securely connected to the vehicle's DLC
2. Check if the DLC pins are bent or broken. Clean the DLC pins if necessary
3. Check vehicle battery to make sure it is still good with at least 8 volts

OBD II diagnostics:

- When more than one vehicle control module is detected by the scan tool, you will be prompted to select the module where the data may be retrieved. The Power train Control Module [PCM] and Transmission Control Module [TCM] are the most often selected. Don't connect or disconnect any test equipment with the ignition on or engine running.

1. Turn the ignition off
2. Locate the vehicle's 16-pin Data Link Connector (DLC)
3. Plug into the scan tool cable connector to the vehicle's DLC
4. Turn the ignition on. The engine can be off or running
5. Press the Enter button to enter the Main Menu. Use the UP/DOWN scroll button to select diagnostics from the menu
- If you wish to erase the data, press the Enter button. Suppose you do not want to erase the data, press ESC or use the UP/DOWN button to select NO and press the Enter to continue. View a summary of system status (MIL status, DTC counts, Monitor status) on screen, Wait a few seconds, or press any key for Diagnostic Menu. If more than one module is detected, you will be prompted to select a module for testing. Use the UP/DOWN scroll button to select a module and press the Enter button.
6. Press the Enter button to confirm. A sequence of messages displaying the OBD2 protocols will be observed on the display until the vehicle protocol is detected.
7. You will be prompted to erase previously stored data. Review previously stored data thoroughly before erasing it. If no data is stored in the scan tool, the above prompt will not show up.

Reading codes:

1. Reading codes can be done with the key on engine off (KOEO) or with the key on engine running (KOER)
2. Stored Codes are also known as "hard codes" or "permanent codes". These codes cause the control module to illuminate the malfunction indicator lamp (MIL) when the emission-related fault occurs
3. Pending codes are also referred to as "maturing codes" or "continuous monitor codes". They indicate problems that the control module detected during the current or last driving cycle but are not considered serious. Pending codes will not turn on the malfunction indicator lamp (MIL). The code clears from memory if the fault does not occur within a certain number of warm-up cycles.

Live Data:

- The View Data function allows viewing live or real-time PID data of the vehicle's computer module(S). To view live data, use the UP/DOWN scroll button to select Live Data from Diagnostic Menu and press the Enter button. Parameter Identification (FID) data to help diagnose intermittent vehicle problems. A recording includes 5 frames of live data before the trigger event and several frames after the trigger event. The Playback Data function allows viewing of previously stored PID data. To playback recorded data, use the UP/DOWN scroll button to select Playback Data from the Live Data menu and press the Enter button.

Viewing Freeze Frame Data:

1. To view freeze frame data, use the UP/DOWN scroll button to select View, Freeze Frame from Diagnostic Menu, and press the Enter button.
2. Wait a few seconds while the scan tool validates the PID MAP. If retrieved information covers more than the open screen, then a down arrow will appear. Use the DOWN scroll button, as necessary, until all the data has been shown.
3. If no freeze frame data is available, an advisory message "No freeze frame data stored" shows on display. If you want to view the full name of a PID, use the UP/DOWN scroll button to select the PID, and press the HELP button.
4. Wait a few seconds or press any button to return to the previous screen.

Retrieving I/M Readiness Status:

- I/M Readiness function is used to check the operations of the Emission System on OBD2 compliant vehicles. Some latest vehicle models may support two types of I/M Readiness tests:
1. DTCs Cleared - indicates the status of the monitors since the DTCs are erased.
2. Drive Cycle - indicates the 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. Use the UP/DOWN scroll button to select I/M Readiness from Diagnostic Menu and press the Enter button.

If the vehicle supports both tests, then both types will be shown on the screen for selection. Use the UP/DOWN scroll button, as necessary, to view the status of the MIL light ("ON" or "OFF").

Oxygen Monitor Test:

- OBD2 regulations set by SAE require that relevant vehicles monitor and test the oxygen (02) sensors to identify problems related to fuel efficiency and vehicle emissions. These tests are not on-demand tests, and they are done automatically when engine operating conditions are within specified limits. These test results are saved in the onboard computer's memory. The 02 Monitor Test function allows retrieval and viewing of 02 sensor monitor test results for the most recently performed tests from the vehicle's onboard computer. The 02 Monitor Test function is not supported by vehicles that communicate using a controller area network (CAN). For 02 Monitor Test results of CAN-equipped vehicles, see chapter "On-Board Mon.Test 1".

On-Board Monitor Test:

- The On-Board Monitor Test is functional 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 shows test results for emission-related power train components and systems that are and are not continuously monitored. Test and components IDs arc determined by the vehicle manufacturer.

Component Test:

- The Component Test function allows the initialization of a leak test for the vehicle's EVAP system. The scan tool does not perform the leak test but commands the vehicle's onboard computer to start the trial. Different vehicle manufacturers might have other 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.