Author

Topic: ElmScan 5 Compact Informational Help from a Pro Mechanic (Read 1936 times)

jd
Newbie
Posts: 8

ElmScan 5 Compact Informational Help from a Pro Mechanic

« **on:** January 24, 2010, 08:53:33 AM »

***Some on the forum have complained about different items associated with the Elmscan 5 Compact. I will offer you some "Yankee engineering" help that works and some explanations*.**

1...Does not fit the DLC on different vehicles and I too have experienced that.

I believe the problem lies in the polymers used in production of the tools' connector. A simple cure that works well is to warm up the connector end with a hair dryer on high until it gets pliable, then quickly properly insert it on your vehicles' DLC. Allow it to cool, then it will slide on and off with ease.

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There may not be power from your car on pin 16 (fuse blown). There are two ways to check this;

a) if you have not connected the tool to your laptop, insert it into the cars' DLC and the power light should come on. If the tool is connected to your laptop this will not work as the power light is receiving power from the laptop.

b) you can purchase a 12V LED @ Radio Shack, (part # 276-0084) for about $2. then disassemble the tool, instructions above. Using a 13/32 drill, drill a hole in the top cover, just outside of the screw recesses. Insert the LED into the hole. Slide the retaining washer & nut over the wires and gently hand tighten the LED into the nut. Solder the Red lead to pin 16 and the Black lead to pin 4 of the tools' DLC (do not unsolder the original connections). Now you can leave the tool connected to the laptop, plug it into the car and confirm

that the car is supplying power on pin 16 with your new LED modification.

4...The tool does not connect to my car

This happens quite frequently on ISO protocol vehicles. I have observed this is especially common on ISO 9141-2 protocol vehicles. At first I thought it was the pins, so I have tried using a Break Out Box(BOB), but it has not helped. I am not sure what the problem is, but using tools from others, Car Code, AutoEnginuity, and OBD Pros connection to the same vehicles is no problem.

Logged

Vitaliy
ScanTool.net Staff
Veteran
ScanTool.net
Posts: 2217

Forum Cop

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic

« **Reply #1 on:** January 28, 2010, 12:36:31 AM »

Quote from: jd on January 24, 2010, 08:53:33 AM

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JD, thank you for sharing.

Which ISO vehicles are we talking about? And how do you have access to all the scan tools you listed?

Vitaliy

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Need to decode a diagnostic trouble code? Try DTCSearch.com

jd
Newbie
Posts: 8

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic

« **Reply #2 on:** January 29, 2010, 01:05:16 AM »

Vitally,

I'll start to compile a list of vehicles that it does not connect to but other tools will connect to. When I have a partial listing I will post it.

My first "scantool" purchase was in 1980 with the "essential tool" built by MPSI. The next model year GM switched to OTC and the Monitor 85, which I purchased as a "D&D tech". Around 1985 OTC introduced the Monitor 2000 which I purchased, then around 1994 OTC introduced the Enhanced Monitor. Again I purchased with adapter after adapter for different makes, models and subsystems.I never put a firm $ number to these obsolescence planned tools, but it would be safe to say my cost was over $25,000.

As a professional, I am interested in any tool that will make my job easier or give me a piece of info that I can not obtain elsewhere

I purchased Auto Enginuity's tool and enhanced capability for every vehicle offered. This was a good decision, but there was some items that I wanted that they did not address. Even the latest software updates do not have it. $1200

I found that Auto Tap had some nice data but were limited to GM. Ford, Chrysler were added later. Their tool and enhanced software for these is excellent and I bought it. $500

I also have shared access in a Launch X431 tool with another mechanic that neither of us could justify the cost and yearly maintainence software updates for the limited use, but it is a good tool...just slow as molasses in winter.$1000 initial purchase plus $500 yearly updates

I then purchased "Car Code" from Alex Pepper...his software is "primitive" but he has the ability to capture network messages and has limited enhanced capability. His tool depending on the network will connect thru Ross Tech's software.$250

I saw the benefit of WG Soft's software...it was well thought out and has some capabilities not found in others. The interface tool I chose was the Elmscan 5 Compact $150

I found GLM Software had a great piece of software with a few capabilities I did not have already. GLM allowed a 7 day fully functional trial. I tried it on the ElmScan and noticed some USB connection issues. Graham from GLM is a former shop owner and we exchanged several emails. I did some searching and found OBD Pros made some claims about "double buffering". I bought OBD Pros tool and GLM Software. $150

I hope that the last two are software pieces that will continue to improve in capability and performance, but time will tell. As to the tools, that is a "horse race" and who knows which will win. Hope this answers your question.

Logged

Vitaliy
ScanTool.net Staff Veteran
ScanTool.net
Posts: 2217

Forum Cop

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic
« **Reply #3 on:** January 29, 2010, 06:47:31 PM »

jd,

Thank you for the detailed response. I would really appreciate it if you could get in touch with me when you encounter a vehicle that ElmScan 5 does not connect to. ELM327 has been around since 2005 and the firmware is stable.

Best regards,

Vitaliy

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Need to decode a diagnostic trouble code? Try DTCSearch.com

jd
Newbie
Posts: 8

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic
« **Reply #4 on:** March 06, 2010, 02:45:12 AM »

Vitally,

Just a follow up on the non connects under 9141-2 protocol as promised. Over the past 30 days there have been only 3 (9141-2 protocol) non connects; a

Mazda, a VW, and an older Mercedes. The 9141-2 car count was about 60 vehicles during that time.

hope this helps

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Vitaliy
ScanTool.net Staff
Veteran
ScanTool.net
Posts: 2217

Forum Cop

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic
« **Reply #5 on:** March 06, 2010, 01:11:42 PM »

jd,

Do you have any more specifics on these vehicles (MY, model, engine size)?

Vitaliy

Logged

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jd
Newbie
Posts: 8

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic
« **Reply #6 on:** March 24, 2010, 04:58:55 PM »

Hi Vitally,

I believe the VW was a '01 Cabrio with an AVH...and the Benz would have been a 112...Mazda can't remember

5 ...initially connects to the vehicle, but then disconnects....

Here is one possible answer to the problem...I have experienced this a few times, the latest was on a 1997 Chrysler Mini van w/ 3.0l Mitsu engine and auto trans.

During the baseline, it was noted that a manifold vacuum line was broken, data showed there were codes for the cam & crank sensors, but the Freeze Frame data showed this to be false. The data stream showed base parameters to be correct.

When I started the vehicle to run the streaming live data and monitor several items there was a disconnect and the readings went to "No Data" even though the software showed a connection. When I terminated the connection and reconnected the data was being displayed properly and allowed the monitoring of parameters.

During this testing it was noted that B1S1 could not see "rich" and that the cat was no longer able to store oxygen.

After the problems were repaired, I connected for base data, cleared the codes, started live data grid to check integrity of B1S1. When I was satisfied that it was "ok" I started the engine and data continued streaming.

What this suggest to me is that the Chrysler SBEC in this unit has very limited processing power and could not keep up with the problems, the data from its'

sensors and me requesting data during the transition from "ON" to "Run"...so something had to be dropped...which was my request.

hope this helps!

Logged

Vitaliy
ScanTool.net Staff
Veteran
ScanTool.net
Posts: 2217

Forum Cop

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic
« **Reply #7 on:** March 25, 2010, 09:14:45 AM »

Quote from: jd on March 24, 2010, 04:58:55 PM

> **5 ...initially connects to the vehicle, but then disconnects....**

The three vehicles probably use ISO or KWP. What happens sometimes, is that when the tester sends unsupported requests, they are treated as "no request" and the vehicle goes to sleep. To the tester, it just looks like the ECU is not responding (hence "NO DATA").

The solution is to deselect unsupported PIDs and perhaps increase the keep-alive send rate.

Vitaliy

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Need to decode a diagnostic trouble code? Try DTCSearch.com

jd
Newbie
Posts: 8

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic
« **Reply #8 on:** March 27, 2010, 11:22:11 AM »

Vitally,

Thank you for your reply and more importantly pointing out my lack of clarity in my post concerning point #5. I shall try to correct that so as not to confuse less experiernced members of this forum.

The first part of my post was in response to your request for additional info about the 3 vehicles (from this post).

Quote

> *Quote from Vitally:*
> **Do you have any more specifics on these vehicles (MY, model, engine size)?.**

My point # 5 post was to share additional info that can help others. The minivan was a 9141-2 protocol vehicle.

Quote

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9141-2 protocol is an ISO (International Standards Organization) protocol, which by spec is "asynchronous serial data at a rate of 10.4 k Baud". KWP

(keyword proticol 2000) is also an ISO protocol but is known as ISO 14230.

IMO...Any vehicle that can connect and transmit data during a KOEO (Key On Engine Off) request and fails to transmit that same data after the trasition to KOER (Key On Engine Running) has to have one of 4 problems;

(a)....the tool that connects the host to the client
(b)....the software program on the client
(c)....the client
(d)....the host computer does not have the "free resources" because of the transition (additional data requirements) from KOEO to KOER

RE: the minivan; I believe it to be the last which is what I was attempting to convey. It was confirmed that after correcting the problems with the minivan, the data stream continued without intervention from ON to Run.

Thanks again, I will attempt to clarify my answers in the future, even if it requires seperating posts

Logged

bclancy
Newbie
Posts: 8

Re: ElmScan 5 Compact Informational Help from a Pro Mechanic

« **Reply #9 on:** April 21, 2010, 12:10:47 PM »

Thank you JD for these great suggestions. (#1 and #2 are simple "fixes" that will hopefully help many people here!)

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