



EScan (P/N ESN1000) (Patent Pending)

- PC Based Drivability Tool with Sharp SHOOTER™ Technology
- Connects to ISO-9141-2, KWP2000, J1850 (PWM and VPM), and CAN Bus Types
- Very Fast Auto Connect
- Easy PID Setup plus Calculated PIDs
- Digital and Slide Bar Readouts
- Powerful Graphing
- Cursor Measurements of Charted or Recorded Data
- Recording of Data and Screen Shots
- Reads and Plots Monitors
- Reads and Decodes DTCs and Pending Codes
- Resets DTCs
- Reads Freeze Frame Data
- Reads and Decodes Mode6 Data
- Reads O2 Sensor Data
- Sharp SHOOTER™** Automated Troubleshooting Actually Alerts you of Problems:

Bad MAF Sensors

Catalytic Efficiency Problems

Fuel Control Problems

Low Power Problems

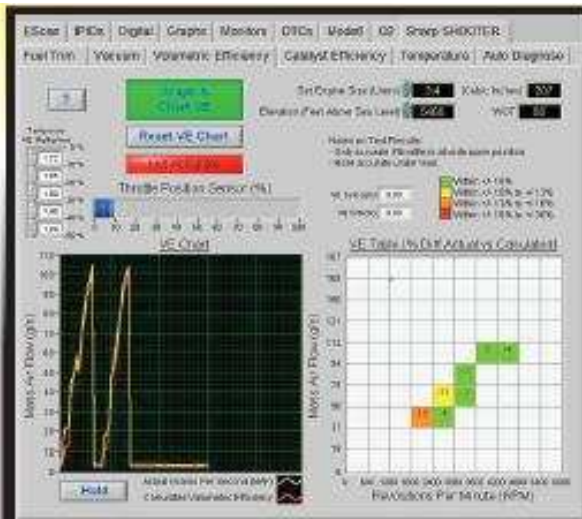
Charging System Problems

Mechanical Problems

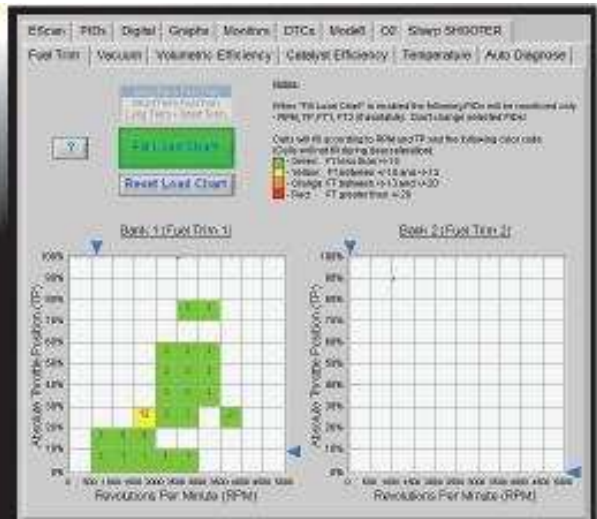
And much, much more!

Quick Example

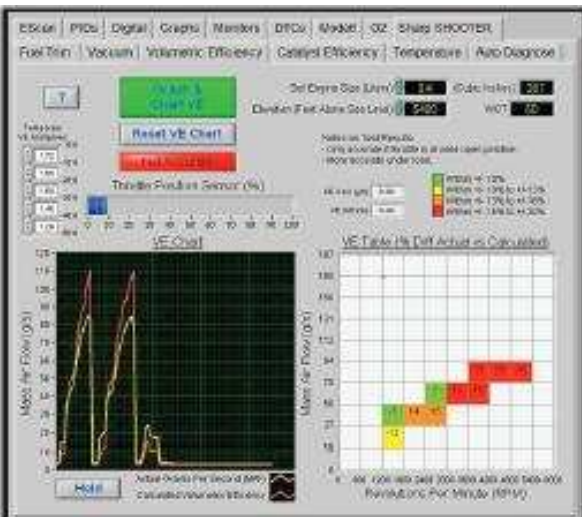
The screen shots below were taken from a vehicle that had low power and no codes were present.



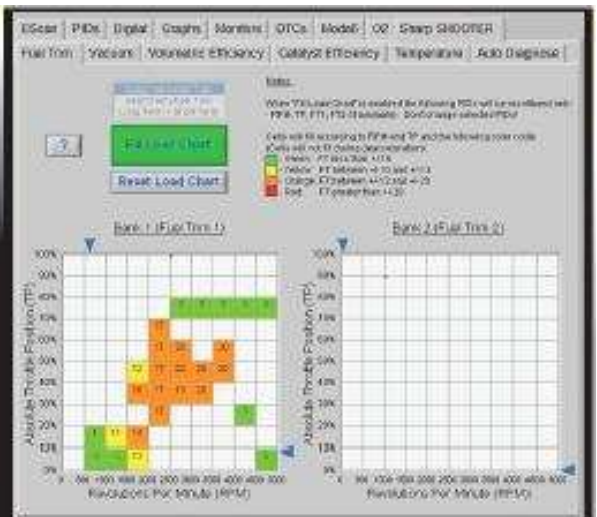
The MAF sensor was removed and cleaned. It is clearly seen by the green squares on the table that the VE reading is now correct.



Once the MAF sensor was cleaned the vehicle was taken for a test drive. The fuel trim chart was loaded and verified that the vehicle was repaired correctly the first time.



This chart clearly shows that the engine's VE reading produced from the MAF sensor is low. To determine where the problem is the fuel trim table will need to be checked.



If the fuel trim starts at a negative number and moves to a positive number it is an indication that the mass air flow sensor is dirty and needs to be cleaned.