



**30653500**

# **SPe - Automotive Electronic Workshop Tool**

## **NEW - Comprehensive Diagnostic Tool**

### **Engine Diagnosis**

The engine was the first mechanical part to be equipped with an electronic control unit from the beginning of the 90's. From the first "blink code" systems which signalled with the flashing of a lamp on the dashboard, to the error codes reading through a serial connector, up to the highly complex electronic diagnosis of a modern engine. Nowadays it is necessary to have an engine diagnosis as complete as possible that enables to:

- Read and delete error codes.
- Read the technical parameters of the engine which are necessary for a correct diagnosis, which go from the typical "rpm", "temperature", "lambda sensors", "accelerator pedal position", "measured air flow" and "injection timing" up to the latest parameters introduced for controlling the FAP/DPF, such as "oil degradation index", "differential pressure", "measured particulate matter", "calculated particulate matter" or "flow rate correction", "pre-injection control injection", "pre-injection control time" for common-rail injectors, etc.
- Display the engine conditions, such as in gear, immobiliser state, clutch and brake pedal position, air conditioning relay request and condition, fuel relays, cruise control state, etc
- Enable parts such as fans, injectors, pumps, pump relays, pre-heating relays, EGR valve, throttle body actuator, etc.
- Regeneration of particulate filter.
- Starting from Code card.
- Coding replaced parts, such as injectors, or perform teach-in procedures after replacing throttle body, clutch, air flow meter, FAP.
- Reset autoadaptive parameters, in the event of mechanical part replacement (for example lambda sensor).