



# **CP9125**

## **OBDII PocketScan<sup>®</sup> Code Reader**

User guide

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## Safety Precautions



For safety, read, understand and follow all safety messages and instruction in manual before operating the PocketScan® Code Reader.

Always refer to and follow safety messages and test procedures provided by manufacturer of vehicle and PocketScan® Code Reader.

## Signal Words and Symbols



### **DANGER!**

Indicates a possible hazardous situation that, if not avoided, will result in death or serious injury to operator or bystanders.



### **WARNING!**

Indicates a possible hazardous situation that, if not avoided, could result in death or serious injury to operator or bystanders.



### **CAUTION!**

Indicates a possible hazardous situation that, if not avoided, may result in moderate or minor injury to operator or bystanders.



### **IMPORTANT**

Indicates a condition that may result in damage to test equipment or vehicle or lost information.

## Important Safety Messages



Always wear ANSI-approved goggles for eye protection.

- Always operate vehicle in a well-ventilated area.
- Always keep people, tools, and test equipment away from all moving or hot engine parts.
- Before testing a vehicle, make sure the transmission is in PARK (automatic transmission) or NEUTRAL (manual transmission) and the parking brake is set.
- Always block drive wheels and never leave vehicle unattended while testing.
- Always keep a fire extinguisher suitable for gasoline/electrical/chemical fires readily available.
- Never lay tools on the vehicle battery.
- Always use caution when working around ignition coil, distributor cap, ignition wires, and spark plugs. Components can produce a High Voltage while engine is running.
- Battery acid is caustic. If contacted, rinse with water or neutralize with a mild base (i.e. baking soda). If in eyes, flush with water and call a physician immediately.
- Never smoke or have open flames near vehicle. Vapors from

gasoline and battery during charge are explosive.

- Never use the PocketScan® Code Reader if internal circuitry has been exposed to moisture. Internal shorts could cause a fire and damage.
- Always turn ignition key OFF when connecting or disconnecting electrical components, unless otherwise instructed.

Some vehicles are equipped with safety air bags. Follow vehicle service manual cautions when working around air bag components or wiring.



### WARNING!

A vehicle airbag can open for several minutes after the ignition has been turned off.

- Always follow vehicle manufacturer's warnings, cautions, and service procedures.

## Tool Parts



Part	Description
1 LCD display	Single-line display with 8 characters.
2 ERASE	Used to Erase Trouble Codes and I/M Monitor status from Vehicle's Computer Modules and scroll up through screens. (I/M Monitors are currently used for state emissions tests.)
3 ▼READ	Used to view Read Codes, MIL Status, I/M Readiness Status and scroll down through screens.
4 OBD II Connector	Used to communicate with OBD II compliant vehicles.

## PocketScan® Code Reader Features

### Read Codes

Reading Diagnostic Trouble Codes allows the PocketScan® Code Reader to read the codes from the vehicle's computer modules.

- Diagnostic Trouble Codes:

P0443 ⚡

Diagnostic Trouble Codes are used to help determine the cause of a problem or problems with a vehicle. Diagnostic Trouble Codes are set when a fault is present for a sufficient amount of time.

- Pending Codes:

P0452 🚗 ⚡

Pending Codes are also referred to as “continuous monitor codes” and “maturing codes.” Pending Codes occurs when the code has not occurred a specific number of times (depending on vehicle,) causing the code to mature.

### MIL Conditions

MIL (Malfunction Indicator Lamp) Status displays the state of the vehicles computer module(s).

- MIL ON:

MIL ON ⚡

Indicates that the Malfunction Indicator Lamp on vehicle should be ON indicating a possible emissions problem.

- ✓ If the MIL Status is ON and the MIL is not illuminated with the engine running, then a problem exists in the MIL circuit.
- MIL OFF:

## MIL OFF

Indicates the Malfunction Indicator Lamp should be off and there should be no emission problems.

- ✓ Some manufacturers will turn the MIL off if a certain number of drive cycles occur without the same fault being detected.
- ✓ Diagnostic Trouble Codes related to a MIL are erased from the computer’s memory after 40 warm-up cycles if the same fault is not detected.

### Inspection/Maintenance Monitors (I/M Monitors)

The I/M Monitors (Inspection / Maintenance) function displays a SNAPSHOT of the operations for the Emission System.

- ✓ After a specific amount of drive time (each monitor has specific driving conditions and time required), the computer’s “monitors” will decide if the vehicles emission system is working correctly.
- ✓ Some states MAY NOT require all monitors listed to be “Ready” to pass the emissions test. Check with state testing site for exact requirements. All states will fail a vehicle that has the “MIL Light” lit at time of test.
- Monitors Viewed:

Monitor	Expanded Name
Misfire	Misfire monitor
Fuel	Fuel system monitor
Comp	Comprehensive components monitor
Catlyst	Catalyst monitor
Htd Cat	Heated catalyst monitor
Evap	Evaporative system monitor
Sec Air	Secondary air system monitor
A/C	Air conditioning refrigerant monitor
O2 Snsr	Oxygen sensor monitor
O2 Htr	Oxygen sensor heater monitor
EGR	Exhaust gas recirculation

#### • Monitor Status:

Status	Description
Ready	Vehicle was driven enough under proper conditions to complete the monitor.
Inc	(Incomplete) Vehicle was not driven enough under proper conditions to complete the monitor.

- Monitors may be cleared by:
  - Using the erase codes function.
  - Disconnected or discharged battery (on some vehicles.)
  - Computer module losing power (on some vehicles.)

### Reading Diagnostic Trouble Codes and Data



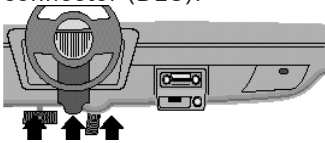
#### WARNING!

Avoid cooling fan. Fan may turn on during test.

1. Turn ignition key to the OFF position.



- Locate and plug in data link connector (DLC).




NOTE: The data link connector should be located under the dashboard on the driverside of the vehicle. If the data link connector is not located under the dashboard as stated, a label describing the location of the data link connector should be there.


- Observe display toggles between “Pocket” and “Scan”.

POCKET

NOTE: For a correct reading for diagnostic trouble codes and I/M monitor status, ignition key must be in the ON position and engine does not require starting. To get a correct reading for MIL status, engine must be started.

- Start engine.

- Press and release  key.  
NOTE: If diagnostic trouble codes (DTCs) are already being displayed from a previous read

operation, press and hold  for 3 seconds and release.

- Observe a moving \* on display.

#

NOTE: If “No Link” message displays, cycle ignition key to the OFF position for 10 seconds, then back ON and repeat “Reading Diagnostic Data” procedure.

No Link

- View codes on display.

3 Codes ↓

NOTE: If there are no codes present, the tool will display “0 Codes” and proceed to display MIL Status

when  is pressed.

0 Codes ↓

- To view codes, press and


release .

P0443 ⚙

- If the code is a pending code, pd will be displayed.


P0452 % ⚙

- View MIL status:

- Press and release .

MIL ON ⚙

- View I/M monitors that are incomplete.

- Press and release .

Monitrs ⚙

2 Inc ↕

Misfire ↕

NOTE: If there are no more I/M monitors that are incomplete, the tool will then display ready monitors when




is pressed.


- View I/M monitors that are ready.

- Press and release .

O2 Htr ↕



NOTE: Pressing  will scroll up to review diagnostic trouble codes and data.

Holding  down for 3 seconds will read diagnostic trouble codes and data again.

## Erasing Diagnostic Trouble Codes and Data

Erasing allows the PocketScan® code reader to delete the codes and IM monitor status from the vehicle's computer modules.

### NOTICE



Only erase diagnostic data after checking system completely and writing down results.



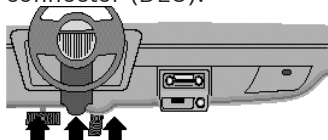
### WARNING!

Avoid cooling fan. Fan may turn on during test.

- Turn ignition key to the OFF position.



- Locate and plug in data link connector (DLC).



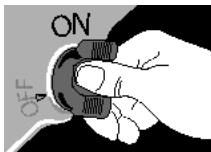
NOTE: The data link connector should be located under the dashboard on the driverside of the vehicle. If the data link connector is not located under the dashboard as stated, a label describing the location of the data link connector should be there.

- Observe display toggles between "Pocket" and "Scan".


POCKET

- Turn ignition key to the ON position leaving engine off. NOTE: Make sure that the ignition key is ON and NOT in the accessory position.






ERASE

5. Press and hold  for 3 seconds and release.
6. Observe “ERASE?” displays.

ERASE?

ERASE

7. Press and hold  for 3 seconds and release.
8. Observe a moving — on display.

—

NOTE: If a “NO LINK” message displays, cycle ignition key to the OFF position for 10 seconds, then back ON, and repeat “Erasing Diagnostic Data” procedure.

No Link


9. Observe “DONE” displays.

DONE

NOTE: If the problem causing diagnostic trouble code(s) still exists, the code will return. The diagnostic trouble code may return immediately or may return after vehicle has been driven.

READ

NOTE: Pressing  will read diagnostic trouble codes and

data and holding  will erase results again.

## Diagnostic Trouble Codes

This section contains the J2012 Diagnostic Trouble Codes (DTCs) as defined by the Society of Automotive Engineers (SAE).

DTCs are recommendations not a requirement. Manufacturers may not follow these, but most do.

Check vehicle’s service manual for DTC meaning if the code(s) you are getting does not make sense.

DTC definitions have been assigned or reserved by the Society of Automotive Engineers (SAE) to direct to proper service area(s).

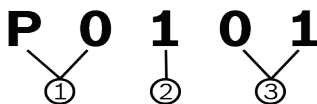
Codes not assigned or reserved by the SAE are reserved for the manufacturer and referred to as Manufacturer Specific DTCs.

### Remember:

- Visual inspections are important!
- Problems with wiring and connectors are common, especially for intermittent faults.
- Mechanical problems (vacuum leaks, binding or sticking linkages, etc.) can make a good sensor look bad to the computer.
- Incorrect information from a sensor may cause the computer to control the engine in the wrong way. Faulty engine operation might even make the com-

puter show a known good sensor as being bad!

### Code Structure



1. Bx = Body  
Cx = Chassis  
Px = Powertrain  
Ux = Network comm.  
x - 0, 1, 2, or 3
2. Vehicle specific system
3. Specific fault designation

### Example:

**P0101** - Mass or volume air flow circuit range/performance problem

### Powertrain Codes

Code	Type
P0xxx	Generic (SAE)
P1xxx	Manufacturer specific
P2xxx	Generic (SAE)
P30xx-P33xx	Manufacturer specific
P34xx-P39xx	Generic (SAE)

### Chassis Codes

Code	Type
C0xxx	Generic (SAE)
C1xxx	Manufacturer specific
C2xxx	Manufacturer specific
C3xxx	Generic (SAE)

### Body Codes

Code	Type
B0xxx	Generic (SAE)
B1xxx	Manufacturer specific
B2xxx	Manufacturer specific


B3xxx	Generic (SAE)
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### Network Communication Codes

Code	Type
U0xxx	Generic (SAE)
U1xxx	Manufacturer specific
U2xxx	Manufacturer specific
U3xxx	Generic (SAE)

## Decommissioning

### Disposal and Scrapping

 This CP9125 is subject to European guidelines 2012/19/EU (WEEE).

Old electrical and electronic devices, including cables and accessories or batteries must be disposed of separate to household waste.

- Please use the return and collection systems in place for disposal in your area.

### Electromagnetic compatibility (EMC)

The CP9125 is a class B product as per EN61326-1:2013.