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Automotive Scan Tool  
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PID Diagnostics

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By Mandy

Concepcion In this section, the different techniques of scan tool parameter (PID) analysis will be exposed. Techniques involving PID analysis are quickly catching on, due to their speed

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and accuracy. By properly analyzing the different scanner PIDs, the technician can arrive at the source of the problem much faster and accurately. These procedures give rise to the new term “ driver seat diagnostics ” , since most of the preliminary

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diagnostic work is

done through the

scanner. However,

these techniques will

in no way replace the

final manual tests

that are a part of

every diagnostic path.

They are simply

geared to point the

technician in the right

direction. Table of

Contents

INTRODUCTION

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(Introduction to scan tool diagnostics and the relevance of using PIDs or scanner parameter to perform the first leg of all diagnostics.) - Theory of Operation Behind the Different PIDs (Describes CARB, the difference between generic and enhanced PIDs, the FTP) - OBD II Generic PIDs (PID

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calculated and actual  
values, calculated  
data relationships,  
base injection timing,  
ECM value  
substitution) - OBD I  
& II General PID  
analysis (erasing code-  
or not, recording,  
analyzing and  
pinpoint tests,  
separating PIDs into  
groups) - Fuel  
Delivery Fault

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Detection (fuel delivery issues, intake air temp. sensor, BARO sensor, Engine LOAD, RPM PID, Short-Term Fuel Trims, Long-Term Fuel Trims, 60% of check engine light issues, block learn/integrators, Example 1: injector fault, Example 2: intake gasket issues,



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fuel status, ignition timing, MAP/MAF, TPS, O2 sensor, IAC, Closed Throttle, injector pulse width, voltage power, injector dutycycle, fuel trim cell) - Test #1 (Determining an engine ' s fuel Consumption (rich-lean operation, duty-cycle to fuel trim relationship, O2

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Manual to fuel trim  
relation, FT and  
vacuum leaks,  
ignition timing and  
idle control, test  
conclusion) - Test # 2  
(Misfire Detection  
Strategy, EGR,  
Ignition and  
Mechanical misfires)  
(misfires and OBD2,  
scanner misfire  
detection – a time  
saver, OBD2 40 and

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80 cycle misfire,  
ignition, injector and  
EGR density misfire,  
coil-on-plug, misfires  
and O2 sensor, lean  
O2 & Secondary  
misfire, O2 sensor &  
injector misfires,  
leaky injector, EGR  
and the MAP, Type A,  
B, C misfires, test  
conclusion) - Test # 3  
(Air/Fuel Ratio Faults)  
(air-fuel imbalance,

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Man D2806

MAF and post O2 sensors, open-closed-loop, fuel enable, HC & CO relation to AF issues, test conclusion) - Test # 4 (BARO, MAP & MAF PID analysis) (MAP & valve timing faults, ECM behavior, fuel delivery or duty cycle test, volumetric efficiency, , test conclusion) - Test # 5

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(Clogged exhaust)

(clogged catalytic  
converter detection,

TPS, MAF and

converters, idle and

WOT or wide open

throttle values,

vacuum readings,

MAP to WOT charts

analysis, engine and

MAP vacuum, test

conclusion) - Test # 6

(EGR Fault Detection)

(EGR and MAP values,

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ECM reaction Engine EGR issues, EGR temp sensor, DPFE sensor, EGR and O2-MAP and lift position sensor, EGR and engine pre-loading, EGR and the ECM erroneous high LOAD issues, test conclusion) - Test # 7 (O2 Sensor Heater) (O2 heaters and why?, tough to check O2 heater issues, O2

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heater effect on

signal output, O<sub>2</sub>

heater bias voltage,

engine off and O<sub>2</sub>

changing value, test

conclusion) - Test # 8

(Resetting Fuel Trims)

(resetting injection

pulse corrections,

long-term and short-

term fuel trims, learn

condition, Lambda,

case study on fuel

trims, FT resetting

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Man D2866  
according to  
manufacturer, test  
conclusion) - Test # 9  
(Engine Cranking  
Vacuum Test)  
(MAP/MAF cranking  
vacuum, vacuum to  
PID analysis, vacuum  
leaks, gauge-PID test,  
sources of leaks,  
cranking values, test  
conclusion)

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