LASER®

5089

EOBD Code Reader and Engine Management Reset Tool

NEW PRODUCT

Description

Engine management ECU's only as fitted to petrol engine vehicles homologated from 2000 and built from 2001 and diesel engine vehicles homologated from 2003 and built from 2004.

Packaging

Double Blister

Additional Information

- Complete with instruction book
- Reads and clears codes
- Freeze frame data
- Live data
- Multi-lingual support
- Updatable

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TOOL CONNECTION

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5089 | EOBD Fault Code Reader and Engine Management Light Reset Tool

The 5089 is a new, high quality, compact EOBD Code reader.
The 5089 can communicate with all EOBD compatible vehicles including the newest CAN protocols.
EOBD = European On-Board Diagnostics
EOBD applications include: Europe | USA only.

It should be noted there are a few variations to the above. The above dates are dates of manufacture and homologation not registration.

Features

Read Codes - Access and show the fault codes that have been recorded in the Engine Management ECU. The 5089 will also show the meaning of the any P0XXX code shown. The 5089 can also show the meaning of many of the P1XXX codes where the meaning is known.

Clear codes - Clears the EOBD generated codes from the ECU allowing the MIL light to reset and forces the EOBD monitoring system to start over from the next start-up.

Live Data - The 5089 can display the live data that the EOBD system is seeing and therefore the user can analyse the signals they are seeing to help diagnose the fault.
Examples of data shown:

- RPM
- Vehicle Speed
- Lambda Sensor's.- all shown including state (open or closed) and signal
- Engine Temperature
- Throttle position
- Ignition Advance
- MAF – Mass Air Flow reading in Kg/hr or g/sec.

Freeze frame data: data recorded at the time a fault was recorded

I/M readiness – Tells the user which electronic/emission systems have completed a full monitoring cycle.

Vehicle Info – Chassis number, etc.

Notes for EOBD.
EOBD is a built in electronic monitoring system that is separate from the manufacturers own OBD system yet housed in the vehicles ECU.
EOBD is designed to monitor critical engine systems and functions to ensure the vehicle emissions do not go out of acceptable parameters.
If The EOBD monitoring system "see's" a sensor or actuator returning a signal that is not within specification it will record a fault in the on board memory. At this stage the code will be "Pending" so the MIL light will not be on. If the EOBD system continues to see the fault then the MIL light will be illuminated to warn the driver an error or fault exists.
Recorded in the EOBD system will be the code and data about the code (Freeze frame data) this will include engine temperature, RPM, throttle position, etc.
Part of the EOBD legislation requires the manufacturer to allow access to all EOBD data and codes via EOBD code readers.
Whilst the 5089 can not reset airbags, ABS or other vehicle systems it can access the engine management system, read and clear EOBD codes (which puts the MIL light out) as well as "see" what the ECU is seeing in the form of live data. It can also see Freeze Frame data and individual system readiness monitoring (has a particular system run a full diagnostic drive cycle, yes or no) Vehicle specific information like chassis numbers etc. is also accessible so the user can quickly check is the chassis (VIN) number shown on the car matches that recorded in the ECU.

ECU = Electronic Control Unit
OBD = On Board Diagnostics (motor manufacturer based)
EOBD = European On-board Diagnostics (Laid down by legislation and generic)
MIL = Malfunction Indicator Light AKA engine management light.
VIN. = Vehicles Identification Number
CAN = Controller Area Network as used by some modern vehicles for communication between ECU's.