

**OBD II SCAN TOOL**

**Foreword**—Title 13, California Code of Regulations, Section 1968.1 "Malfunction and Diagnostic System Requirements 1994 and Subsequent Model Year Passenger Cars, Light Duty Trucks, and Medium Duty Vehicles With Feedback Control Systems," more commonly known as OBD II (On-Board Diagnostics version II), defines diagnostic functions required to be supported by vehicles and functions to be supported by test equipment that interface with the vehicle diagnostic functions.

While a range of test equipment (e.g., handheld scan tools, PC based diagnostic computers, etc.) may be used to perform the required interface support functions, the term OBD II Scan Tool is used in this document to refer to any test equipment that meets the requirements of this document.

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1. **Scope**—This SAE Recommended Practice defines the requirements of OBD II Scan Tools, i.e., test equipment that will interface with vehicle modules in support of the OBD II diagnostic requirements. It covers the required capabilities of and conformance criteria for OBD II Scan Tools.

### 2. **References**

2.1 **Applicable Publications**—The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issues of SAE publications shall apply.

2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J1113—Electromagnetic Susceptibility Measurements Procedures for Vehicle Components (Except Aircraft)

SAE J1850—Class B Data Communication Network Interface

SAE J1930—Electrical/Electronic Systems Diagnostic Acronyms, Terms and Definitions

SAE J1962—Diagnostic Connector

SAE J1979—E/E Diagnostic Test Modes

SAE J2012—Recommended Format and Messages for Diagnostic Trouble Codes

2.1.2 ISO PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

ISO 7637—Road vehicles—Electrical disturbance by condition and coupling

ISO 9141-2:1994(E)—Road vehicles—Diagnostic systems—Carb requirements for interchange of digital information

ISO/FDIS 14230-3:1997(E)—Road vehicles—Diagnostic systems—Keyword protocol 2000—Part 3: Application layer

ISO/DIS 14230-4:1997(E)—Road vehicles—Diagnostic systems—Keyword protocol 2000—Part 4: Requirements for emission-related systems

2.1.3 OTHER PUBLICATIONS

California Code of Regulations, Section 1968.1, Title 13—Malfunction and Diagnostic System Requirements 1994 and Subsequent Model Year Passenger Cars, Light Duty Trucks, and Medium Duty Vehicles with Feedback Control Systems

Environmental Protection Agency 40 CFR Part 86 Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines; Regulations Requiring On-Board Diagnostic Systems on 1994 and later Model Year Light-Duty Vehicles and Light-Duty Trucks

3. **Definitions**—SAE J1930 is hereby referenced as the basis for all such terms in this document.

4. **Application**—The requirements contained in this document apply to all test equipment (e.g., handheld scan tool, PC based test equipment, inspection and maintenance equipment, etc.) that will be used to access the OBD II functions supported in vehicles.

Only tools passing the conformance test(s) specified in this document may claim or advertise that they meet or exceed the requirements of this document.

Nothing in this document precludes the inclusion of additional capabilities or functions in test equipment.

**5. Required Functions and Support**—The following are the basic functions that the OBD II Scan Tool is required to support or provide:

- a. Automatic hands-off determination of the communication interface used
- b. Obtaining and displaying the status and results of vehicle on-board diagnostic evaluations
- c. Obtaining and displaying OBD II emissions related diagnostic trouble codes (DTC's)
- d. Obtaining and displaying OBD II emissions related current data
- e. Obtaining and displaying OBD II emissions related freeze frame data
- f. Clearing the storage of OBD II emissions related diagnostic trouble codes, OBD II emissions related freeze frame data storage and OBD II emissions related diagnostic tests status
- g. Obtaining and displaying OBD II emissions related test parameters and results as described in SAE J1979
- h. Provide a user manual and/or help facility

**6. Vehicle Interface**—The following specifies the minimum vehicle interfaces to be supported by an OBD II Scan Tool.

**6.1 Communication Data Link and Physical Layers**—The OBD II Scan Tool must be able to communicate with vehicle control modules using the communication interfaces as described as follows. The OBD II Scan Tool must perform the communications required to support the State of California requirements referenced in the introduction to this document.

6.1.1 SAE J1850 RECOMMENDED PRACTICE CLASS B DATA COMMUNICATION NETWORK INTERFACE—SAE J850 describes the data link and physical layers for a Class B vehicle serial multiplex bus network. The OBD II Scan Tool must support both of the SAE J1850 protocols in a manner that is transparent to the user.

6.1.2 ISO 9141-2:1994(E) ROAD VEHICLES—DIAGNOSTIC SYSTEMS—CARB REQUIREMENTS FOR INTERCHANGE OF DIGITAL INFORMATION—ISO 9141 describes the physical and data link layers of a vehicle serial diagnostic bus.

The following specifications clarify and, if in conflict with ISO 9141-2, override any related specifications in ISO 9141-2:

- a. The maximum sink current to be supported by the OBD II Scan Tool is 100 mA
- b. The range for all tests performed relative to ISO 7637 is  $-1.0$  to  $+40.0V$
- c. The minimum bus idle period before the tool shall transmit an address, shall be 300 ms

ISO 9141-2 specifies a time within which a module(s) that has successfully been initialized must receive a message or the module(s) will return to the address mode. Unless the OBD II Scan Tool user has indicated he/she wishes to terminate communication, once a module(s) has successfully been initialized, the OBD II Scan Tool must automatically send a message, to be identified as the idle message, before this time can elapse. Any use of any response received due to the idle message is left to the discretion of the scan tool manufacturer.

The SAE J1979 mode 1 PID 0 request message is the recommended idle message.

- 6.1.3 ISO/DIS 14230-4:1997(E)—ROAD VEHICLES—DIAGNOSTIC SYSTEMS—KEYWORD PROTOCOL 2000—PART 4: REQUIREMENTS FOR EMISSION-RELATED SYSTEMS—Describes the application layer of a vehicle serial diagnostic bus.

ISO/DIS 14230-4 specifies a time within which modules that have successfully been initialized must receive a message or the modules will return to the address mode. Unless the OBD II Scan Tool user has indicated he/she wishes to terminate communication, once modules have successfully been initialized, the OBD II Scan Tool must automatically send a message, to be identified as the idle message, before this time can elapse. Any use of any response received due to the idle message is left to the discretion of the scan tool manufacturer.

When ISO/DIS 14230-4 is the protocol being used to satisfy the OBD II serial communication requirements in a vehicle, the use of the Tester Present service defined in ISO/DIS 14230-3 is the recommended way to satisfy this requirement. The SAE J1979 mode 1 PID 0 request message may also be used to satisfy this requirement.

When ISO/DIS 14230-4 is the protocol being used to satisfy the OBD II serial communication requirements in a vehicle, negative response messages may be received. Processing of these responses is optional, however, the P2 timer must be reset when a negative response is received.

- 6.2 **Connector**—The OBD II Scan Tool must use a male SAE J1962 Diagnostic Connector to mate with the female SAE J1962 Diagnostic Connector required in vehicles. The OBD II Scan Tool must support the Standard Pin Assignments defined in SAE J1962. The electrical interface in the OBD II Scan Tool for the manufacturer discretionary pin assignments, shall be effectively open circuit as a default condition or state.

- 6.3 **Messages**—SAE J1979 describes the request messages to be sent by the OBD II Scan Tool to the vehicle and the response messages to be sent by the vehicle to the OBD II Scan Tool in order to perform the services required by OBD II.

#### 6.4 Automatic Hands-off Determination of the Communication Interface Used in a Given Vehicle

- 6.4.1 GENERAL—While there are three types of communication interfaces that could be used to access the OBD II functions in a given vehicle (i.e., SAE J1850 41.6 Kbps PWM, SAE J1850 10.4 Kbps VPW, ISO 9141-2, and ISO/DIS 14230-4), only one is allowed to be used in any one vehicle to access all supported OBD II functions.

When connected to a vehicle and/or when the OBD II support is selected when such a selection is necessary, the OBD II Scan Tool will automatically attempt to determine which of the possible communication interfaces is being used in the vehicle to support OBD II related functions. The tool will continue to try to determine which interface is being used until it is successful in doing so. No user input will be required, nor allowed, to determine the appropriate interface.

Indications or messages will be displayed during this process informing the user that initialization is taking place and, if all interface types have been tested and none is responding properly to the request for OBD II services, the OBD II Scan Tool must indicate to the user:

- a. To verify that the ignition is on.
- b. To check the Emissions Label or vehicle service information to verify that the vehicle is OBD II equipped.
- c. To check that the tool is connected to the vehicle correctly.

If the ignition is on and the vehicle emissions label or service information indicates the vehicle is OBD II equipped, then there is a Data Link fault.

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6.4.2 INITIALIZATION DETAILS—Only the following steps may be used by an OBD II Scan Tool to attempt to determine the type of communications interface used in a given vehicle to support OBD II functions.

- a. Test for SAE J1850 41.6 Kbps PWM
  1. Step 1—Enable the SAE J1850 41.6 Kbps PWM interface
  2. Step 2—Send a mode 1 PID 0 request message
  3. Step 3—If a mode 1 PID 0 response message is received, then SAE J1850 41.6 Kbps PWM is the type of interface used in a vehicle for OBD II support.
- b. Test for SAE J1850 10.4 Kbps VPW
  1. Step 1—Enable the SAE J1850 10.4 Kbps VPW interface
  2. Step 2—Send a mode 1 PID 0 request message
  3. Step 3—If a mode 1 PID 0 response message is received, then SAE J1850 10.4 Kbps VPW is the type of interface used in a vehicle for OBD II support.
- c. Test for ISO 9141-2
  1. Step 1—Enable the ISO 9141-2 interface
  2. Step 2—If the initialization sequence defined in ISO 9141-2 is completed successfully, then ISO 9141-2 is the type of interface used in a vehicle for OBD II support.
- d. Test for ISO/DIS 14230-4
  1. Step 1—Enable the ISO/DIS 14230-4 interface
  2. Step 2—Sequence of module(s) initialization by OBD II Scan Tool:
    - a. Fast Initialization (refer to ISO/DIS 14230-4 Section 4—Data Link Layer)
    - b. 5 Baud Initialization (refer to ISO/DIS 14230-4 Section 4—Data Link Layer)

If one of the initialization sequences defined in ISO/DIS 14230-4 is completed successfully, then ISO/DIS 14230-4 is the type of interface used in a vehicle for OBD II support.

The previous tests may be performed in any order and where possible may be performed in parallel.

The mode 1 PID 0 request and response messages are defined in SAE J1979.

SAE J1850 defines the requirements of SAE J1850 interfaces.

ISO 9141-2 defines the requirements of an ISO 9141-2 interface.

ISO/DIS 14230-4 defines the requirements of an ISO/DIS 14230-4 interface.

### 6.5 On-Board Diagnostic Evaluations

6.5.1 COMPLETED ON-BOARD SYSTEM READINESS TESTS—Immediately after initial communications are established, the OBD II Scan Tool shall obtain the status of the on-board system readiness tests. If any tests have not been completed, the OBD II Scan Tool shall indicate to the user: "Not all supported on-board system readiness tests have been completed." or equivalent. The OBD II Scan Tool shall also allow the user to identify which readiness tests (if any) have not been completed.

6.5.2 SUPPORTED ON-BOARD SYSTEM READINESS TESTS—The OBD II Scan Tool must be capable of indicating to the user which of the tests defined by SAE J1979 mode 1 PID 1 data bytes 4 and 5 are supported and which are completed.

6.5.3 MALFUNCTION INDICATOR LIGHT—The OBD II Scan Tool must be capable of indicating if the MIL has been commanded ON and if so, by which module or modules.

**6.6 Handling of No Response from Vehicle**—Vehicle modules may not respond to request messages from the OBD II Scan Tool because of incorrect communication of a request message or because the module does not support the request message. If a response is not received, the scan tool should:

- a. First, retransmit the request message.
- b. Second, if still no response is received, transmit a mode 1 PID 0 request message, in order to determine if communication with the vehicle is currently possible, and if the data desired is available.
- c. Third, if a mode 1 PID 0 response is received, transmit other messages, if available, to determine if the data desired is supported by the vehicle.
- d. Lastly, if the previous steps fail, then as appropriate, indicate to the user that communication with the vehicle, the module, or for the information the user has selected cannot be performed.

**6.7 Connections to the Vehicle in Addition to the SAE J1962 Diagnostic Connector**—When connections are made between external equipment and the vehicle in addition to connections made between the same external equipment and the vehicle using the SAE J1962 Diagnostic Connector, any ground circuits must conform to the requirements of the Chassis Ground Circuit in the SAE J1962 connector. The intent of this requirement is to maintain the isolation between the vehicle ground and the signal ground in external equipment.

**6.8 Use of Stop Communication Service Associated with ISO/DIS 14230-4 (Optional)**—When ISO/DIS 14230-4 is being used to support OBD II requirements in a vehicle, the scan tool may provide to the operator the ability to select the Stop Communication service defined for ISO 14230-4.

## **7. System Interaction Capability**

**7.1 Obtain and Display OBD II Emissions Related Diagnostic Trouble Codes**—The OBD II Scan Tool must be capable of obtaining, converting, and displaying all of the OBD II emissions related diagnostic trouble codes from a vehicle that can be transmitted by a response to a SAE J1979 request. Either the diagnostic trouble code, its descriptive text, or both must be displayed. Diagnostic Trouble Codes and their descriptive text are defined in SAE J2012. When "diagnostic trouble code data" are selected for display, the OBD II Scan Tool will continuously request of the vehicle its diagnostic trouble code data and display the data received in the corresponding response messages.

**7.2 Obtain and Display OBD II Emissions Related Current Data, Freeze Frame Data, and Test Parameters and Results**—The OBD II Scan Tool must be capable of obtaining, converting, and displaying (a) OBD II emissions related current data, (b) OBD II emissions related freeze frame data, and (c) test parameters and results data as described in SAE J1979. SAE J1979 details what data is available, the messages to be used to request the data, the messages to be used to return the data, the conversion values for the data, and the format to be used to display the data.

When current data items are selected for display, the OBD II Scan Tool will continuously request of the vehicle the data to be displayed and will display the data received in the corresponding response messages. When freeze frame or test parameters and results are selected for display, the OBD II Scan Tool does not need to continuously request and display those items.

Where applicable, the OBD II Scan Tool must indicate whether a test limit is a high limit or a low limit. Where applicable, the display of test results must also show the test id and component id.

Data from the vehicle may indicate which items are supported, in which case this information should be made available to the user by the OBD II Scan Tool. The OBD II Scan Tool shall also allow users to specify requests for modes, parameters, test ids, etc., irrespective of whether the vehicle has indicated support for such items.

**7.3 Responses from Multiple Modules**—The OBD II Scan Tool must be capable of interfacing with a vehicle in which multiple modules may be used to support OBD II requirements.

The OBD II Scan Tool must alert the user when multiple modules respond to the same request.

The OBD II Scan Tool must advise/alert the user when multiple modules respond with different values for the same data item.

The OBD II Scan Tool must provide the user with the ability to select for display as separate display items the responses received from multiple modules for the same data item.

**7.4 Code Clearing**—The OBD II Scan Tool must be capable of sending a request to clear OBD II emissions related diagnostic trouble codes, OBD II emissions related freeze frame data and OBD II emissions related diagnostic tests status information. The OBD II Scan Tool must require the user to validate a user's request to send this request before sending it (i.e., are you sure?).

## **8. General Characteristics**

**8.1 Display**—The OBD II Scan Tool must be capable of displaying simultaneously at least two items of OBD II emissions related current data items, OBD II emissions related freeze-frame data items, or OBD II emissions related diagnostic trouble codes.

A list of the OBD II emissions related current data and freeze frame data items, their parameter id's, data resolution and data conversion information, units and display formats is provided in SAE J1979. The display units shall be the Standard International (SI) and English units as specified in SAE J1979. A user shall be able to select between English and SI values. The unit conversions specified in SAE J1979 shall be used.

The display of each OBD II emissions related current data or freeze frame data shall include the following:

- a. Data value
- b. Data Parameter id or name
- c. The module id of the module that supplied the data

The display of each OBD II emissions related diagnostic trouble code shall include the module id of the module that supplied the code.

As a minimum, the data values of two data items must be displayed simultaneously. A display of the parameter id's of the data items and the id's of the modules that supplied the data items must be easily accessible if not displayed with the data values.

The units of measure associated with the data items displayed must either be displayed with the data values, easily accessible on another display, or otherwise readily available to the user (e.g., on the tester body, as a part of the tester on a printed card etc.). Having this information available in a user's manual separate from the body of the tool does not satisfy this requirement.

The display must be capable of showing alphanumeric characters.

**8.2 User Input**—The OBD II Scan Tool must include some form of user input that would allow the user to:

- a. Select between the basic functions required by OBD II (i.e., display current data, display freeze frame data, display trouble codes, clear emissions related data, and display test parameters and results),
- b. Select for simultaneous display at least two items of any one of the following:
  1. OBD II emissions related current data
  2. OBD II emissions related diagnostic trouble codes
  3. OBD II emissions related freeze frame data
  4. OBD II emissions related test parameters and results

Responses from multiple modules to requests for a current data item or a freeze frame data item are treated as separate data items for selection and display purposes.

- c. To verify a request to clear and/or reset OBD II emissions related diagnostic information as defined by SAE J1979.
- d. Enter and send Expanded Diagnostic Protocol messages.

**9. Power Requirements if Powered by the Vehicle Through the SAE J1962 Diagnostic Connector**

- a. Voltage
  1. Must operate normally within a range of 8.0 to 18.0 V D.C.
  2. Must survive a steady-state voltage of up to 24.0 V D.C. for at least 10.0 min
  3. Must survive a steady-state reverse voltage of up to 24.0 V D.C. for at least 10 min
- b. Current
  1. Must not draw more than 4.0 A at 14.4 V D.C.

**10. Electromagnetic Compatibility (EMC)**—The tool must not interfere with the normal operation of vehicle modules.

The normal operation of the tool must be immune to conducted and radiated emissions present in a service environment and when connected to a vehicle.

The tool must be immune to reasonable levels of Electrostatic Discharge (ESD).

EMC and ESD measurements and limits will be according to SAE J1113 (SAE J1113 has been superseded by 15 parts, please use the appropriate one).

**11. Conformance Testing**

**11.1 General**—Conformance testing defines the tests required to be passed in order for tools to be typed approved as "SAE J1978 FEB98 OBD II COMPATIBLE" or "CONFORMS TO SAE J1978 FEB98." Tools that do not pass these tests are not to be so labeled. Validation of conformance test is the responsibility of the Scan Tool manufacturer and the Scan Tool Manufacturer may elect to self-certify.

The tests in this section must be performed successfully five consecutive times in order to be considered passed.

Three examples of at least production intent level tools must pass all these tests in order for a given version of tool hardware and software to be considered passed.

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Any changes to the hardware or software used in a tool for the functions described in this document will require a retest of these tests or an explanation from the tool manufacturer as to why the change should not require a retest. Where an explanation is submitted in lieu of a retest due to a change, the organization originally performing these tests will determine whether the explanation is acceptable or whether a retest is required. Reasonable normal engineering criteria will be used when determining whether to accept an explanation.

The Scan Tool Manufacturer shall make available to the buying public:

- a. The methods used to make these tests
- b. The results of the tests
- c. Clear indication of the versions of hardware and software that conform (i.e., labeled as conforming to or are compatible with the requirements of SAE J1978 OBD II Scan Tool or other labeling to that effect).

Both proper and improper response messages will be employed during these tests. Improper responses are those that have incorrect first, second, or third bytes of the header, an incorrect mode, an incorrect PID id, an incorrect length of the response message, or with an incorrect CRC or CS. The tool must ignore all improper response messages and perform as if no response was received.

Situations involving multiple modules responding to a single request, single modules responding with multiple responses to a single request and multiple modules responding with multiple responses to a single request will be tested.

The interval between the end of the request message and the beginning of the response message(s) will be varied from 0 ms up to the delay required to show a no response indication on the OBD II Scan Tool. The delay that causes the no response indication will be compared to the value defined in SAE J1979.

The format, content, and order of messages transmitted on the SAE J1850, ISO 9141-2, and ISO/DIS 14230-4 buses will be observed and reviewed for correctness.

The ability to obtain and report the results of the on-board system readiness tests shall be verified. The ability to report which tests the vehicle supports and which have been completed shall be verified.

The requirements described in 11.3 through 11.7 (inclusive) shall be verified on each protocol specified in 6.1.

When performing these tests, observation of the indications and displays provided to the user and the signals on the SAE J1850 (bus +) and (bus -) lines, and the ISO 9141-2, and ISO/DIS 14230-4 K and L lines will be the criteria for proper performance.

These tests will be executed in an environment of  $25\text{ }^{\circ}\text{C} \pm 3\text{ }^{\circ}\text{C}$  and between 30% and 80% relative humidity  $\pm 5\%$ .

The hardware and software used in the OBD II Scan Tool version being tested must be identified.

### 11.2 Determine OBD II Communication Type—Items to be tested:

- a. Automatic hands-off determination of interface type.
- b. That it is automatic when the SAE J1962 connector is plugged into its mating connector in the vehicle and/or OBD II support is selected, where such a selection is necessary.
- c. That a test of all OBD II communication interfaces is performed at least once per scan.
- d. That the scan of all interfaces continues until successful or until terminated by the user.
- e. That some indication is provided to the user that the scan of interfaces is being performed.
- f. That a failure to successfully find an OBD II interface during a scan of all the possible interfaces is indicated to the user at the completion of each and every scan.

- g. That when an OBD II interface is successfully found, the tool automatically prompts the user for function selection.
- h. That the tool provides and uses the facilities and/or messages defined in SAE J1979, ISO 9141-2, ISO/DIS 14230-4, SAE J1850, and SAE J2012.
- i. That the tool does not exceed the polling rates specified in SAE J1979.
- j. That the tool provides the proper bias for the K and L lines as specified in ISO 9141-2 and ISO/DIS 14230-4.
- k. That the tool performs the initialization tests according to 6.5.2 and indicates the information according to 6.5.1.
- l. That the tool supports the use of an idle message when ISO 9141-2 and ISO/DIS 14230-4 are used.
- m. That the tool ignores a negative response message but resets its P2 timer when ISO/DIS 14230-4 is used.

The interface determination tests will be performed: (a) with no modules available, (b) with an ISO 9141-2 module available, (c) with a SAE J1850 41.6 Kbps PWM module available, (d) with a SAE J1850 10.4 Kbps VPW, and (e) with an ISO/DIS 14230-4 module available.

### 11.3 On-Board System Readiness Tests—Item to be tested:

That the tool automatically requests and reports the results of the supported on-board system readiness tests.

### 11.4 Select Functions—Items to be tested:

- a. That the tool supports the functions described in Section 5 of this document.
- b. That the user is able to move back and forth between these functions.
- c. The criteria for successfully passing this test is to be able to easily move back and forth between all functions and observe the results. The support provided should allow the user to easily move between functions.

### 11.5 Select and Display Items—Items to be tested:

- a. That the user is able to select and display simultaneously at least two items from any one of:
  - 1. Available Diagnostic Trouble Codes
  - 2. Current data items
  - 3. Available freeze frame data items
  - 4. Test parameters and results
- b. That the module id's and the parameter id's or PID names associated with all the items mentioned previously can also be displayed either (a) simultaneously with the displayed items or (b) in some alternate method (printed material, etc.)
- c. That the units of measure information associated with all the possible current data items and freeze frame data items is easily available either as a part of the data display, displayed separately, or otherwise available on, or with the tool body itself.
- d. That the tool is able to handle multiple responses from the same module due to one request.
- e. That the tool is able to handle responses from multiple modules due to one request.
- f. That the tool is able to handle multiple responses from multiple modules due to one request.
- g. That the tool alerts the user that responses from multiple modules due to one request were received. Responses from multiple modules to a request are to be made available to the user as separate items for display.
- h. That the tool advises/alerts the user that different responses from multiple modules due to one request were received.

The criteria for successfully passing this test is to select back and forth between all the items and observe the results. The support provided should allow the user to easily move between display items.