



January 2026

Technicians Service Training

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TST New Website P. 14
PAVE P. 15

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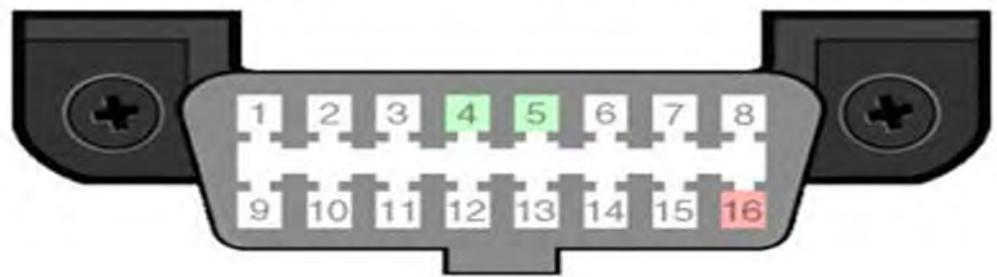
"G" Jerry Truglia

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"Diag With OBD II"

Generic / Global OBD II

Data Link Connector (vehicle OBDII port)



- 1 Make/Model Specific
- 2 SAE J1850-PWM POS(+) or SAE J1850-VPW POS(+)
- 3 Make/Model Specific
- 4 Chassis Ground (all protocols)
- 5 Signal Ground (all protocols)
- 6 ISO15765-4 CAN-Bus High
- 7 ISO9141-2 K-Line or ISO14230-4 KWP2000 K-Line
- 8 Make/Model Specific
- 9 Make/Model Specific
- 10 SAE J1850-PWM NEG(-)
- 11 Make/Model Specific
- 12 Make/Model Specific
- 13 Make/Model Specific
- 14 ISO15765-4 CAN-Bus Low
- 15 ISO9141-2 L-Line or ISO14230-4 KWP2000 L-Line
- 16 +12v (always on) (all protocols)

Figure 1

This 16 cavity OBD II SAE J1962 connector is a standard connector on 1996 US and 1998 Canadian vehicles. As you can see above there are two rows of eight cavities although not every one has a pin. A few of the pins are always designated using the same

(Con't on page 4)

What is **TST**?

TST is a group of dedicated technicians and instructors committed to the continuing education of our fellow technicians. We provide training seminars to technicians at a reasonable price. TST brings our members nationally known instructors and state of the art training.

Our Goal & Mission Statement

- **Keep our fellow technicians up to date with the latest technology.**
- **Provide training seminars for a reasonable price.**
- **Deliver information that the technician can use now.**
- **Keep technicians informed of information affecting our industry.**
- **Increase consumer awareness of what a good technician is.**

Why join **TST**?

TST membership includes special pricing on weekday night seminars and the occasional full Saturday seminar. With a **\$99.00** yearly individual or shop **\$299.00** membership, the simulcast are only **\$20.00**. **TST seminars are NOT sales or product seminars.** The instructors that TST brings in are all “hands-on” industry experts with up to date, cutting edge knowledge that you can use in your shop the next day. That’s 99 dollars for a seminar in which you are able to learn something useful, for fixing those tough jobs that we all see on a regular basis. Our instructors are masters at making the complex understandable. Membership also includes a newsletter full of real world technical articles, diagnostic case studies, and solutions to the kinds of problems you see in your bays each week.

The following are some of TST’s regular instructors:

Bernie Thompson of ATS

John Thornton of Autotrain Inc.

Wayne Colonna of ATSG

Jorge Menchu the “Labscope Guru,” AES Wave

John Anello of Auto Tech On Wheels

Mark Warren of World Pac / Motor Magazine

Brandon Steckler of CTI & Motor Age Magazine

Peter Meier of Motor Age Magazine

Ken Zanders of Illinois Air Team

“G” Jerry Truglia of A.T.T.S. Inc.

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"Diag With OBD II" (con't from p. 1)

Function on all connectors. Those pins are pin 4 that is always Chassis Ground, Pin 5 Sensor Ground, pin 16 Battery 12 volts –4 amp circuit. Other pins such as pin 2 can be J1850, VPW or PWM protocols, pin 6 CAN High, Pin 7 ISO 14230 K-line, pin 10 J1850 PWM, pin 14 CAN Low and pin 15 9141-2. The other pin 1, 3, 8, 9, 12 & 13 can and are used by different manufacturers for different information. Some vehicle such as the Chevy Volts has an additional OBD II Connector on the right side of the vehicle.

Monitors An Important Part

Monitors on OBD II systems work like this:

- Onboard test strategies programmed into the PCM check the vehicle systems
- These test sequences are called "Monitors"
- Monitors run when conditions are right for them to run
- Vehicle operating conditions required to run Monitors are referred to as "Trips"

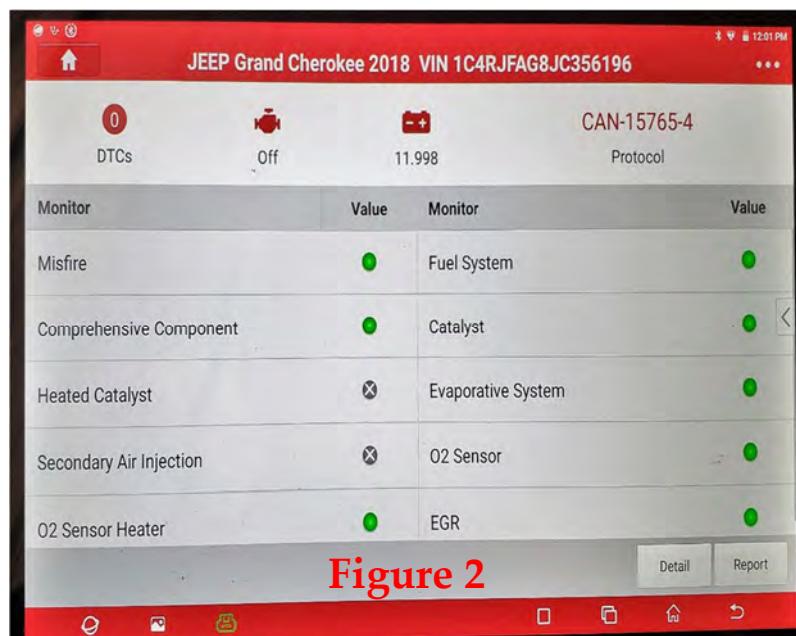


Figure 2

Just like the Hall monitor's job is to monitor the halls, there are different kinds of Monitors in the vehicle that monitor different vehicle systems.

All vehicles have at least 3 Non - Continuous Monitors:
O2 Heater, O2 Sensor & Catalyst.

Other Monitors may include EVAP, EGR, Secondary AIR, AC System & VVT. These Monitors run only after completing a "Trip," which is a specific set of driving conditions demanded by the manufacturer.

(Con't on page 5)

"Diag With OBD II" (con't from p. 4)

The Remember that Generic/Global OBD II data cannot substitute a data PID value. There is one EXCEPTION, an Air Flue / Wide Range sensor that was not invented when the EPA made the ruling. Some scan tool may display a Toyota AF sensor that has a normal idle reading of 3.3 V, displayed as 0.685 V.

Generic / Global OBD II scan data is pictured to the right. Always remember to "Pick the PIDS" for the fastest update rate. Never select more than 6 PIDS or the update rate will be slow. Have you looked at rpm and raced the throttle up? Have you notice a delay in the rpm update rate? That slow update of rpm is from selecting to many PIDS.

Supported PIDs	Abbrev	Data	Units
Calculated Load	LOAD_PCT		%
✓ Engine Coolant Temperature	ECT	206.6000	Deg F
Short Term Fuel Trim Bank 1	SHRTFT1		%
✓ Long Term Fuel Trim Bank 1	LONGFT1	17.9687	%
✓ Fuel Rail Pressure (Gauge)	FRP	126.6836	HG
✓ Intake Manifold Absolute Pressure	MAP	7.3825	HG
✓ Engine RPM	RPM	798.2500	RPM
Vehicle Speed Sensor	VSS		km/h
Ignition Timing Advance for #1 Cylinder	SPARKADV		deg
Intake Air Temperature	IAT		Deg C
Air Flow Rate from Mass Air Flow Sensor	MAF_g/s		g/s
Air Flow Rate from Mass Air Flow Sensor	MAF_lb/m		lb/m
Absolute Throttle Position	TP		%
✓ O2 Bank 1 - Sensor 1	O2B1S1	0.7600	V
✓ O2 Bank 1 - Sensor 1	FTB1S1	-4.6875	%
O2 Bank 1 - Sensor 2	O2B1S2		V
O2 Bank 1 - Sensor 2	FTB1S2		%
Time Since Engine Start	RUNTIME		s
Distance Traveled While MIL is Activated	MIL_DIST		km
✓ Fuel Rail Pressure	FRP	879.9931	HG
Commanded Evaporative Purge	EVAP_PCT		%
Fuel Level Input	FLI		%
Number of Warm-ups Since DTCs Cleared	WARM_UPS		
Distance Since DTCs Cleared	CLR_DIST		km
Evap System Vapor Pressure	EVAP_VP		Pa
Barometric Pressure	BARO		kPa
Catalyst Temperature Bank 1, Sensor 1	CATEMP11		Deg C
Control Module Voltage	VPWR		V
Absolute Load Value	LOAD_ABS		%
Commanded Equivalence Ratio	EQ_RAT		Ratio
Relative Throttle Position	TP_R		%

Figure 3

Controls	MultiTool	Info	?	EScan	DTCs	Monitors	PIDs	Digital	Graphs	Mode6	O2	Sharp SHOOTER	Patented
<div style="border: 1px solid black; padding: 5px; display: flex; justify-content: space-between;"> Bank 1 Bank 2 </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> RICH RICH </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> LEAN LEAN </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> CENTER CENTER </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> CONTROL PROBLEM CONTROL PROBLEM </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> FUEL TRIM FUEL TRIM </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> TOTAL FUEL TRIM TOTAL FUEL TRIM </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Bank to Bank Fuel Trim BtoBTrim </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Time to Engine Temperature Temp(F) </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Engine Vacuum OK Vac(HG) </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Charging Voltage Good Battery V </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> MIL ON (Check DTCs) #Codes </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> Monitors Complete #not run </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> 0 </div>				Reading ? Select Make <input type="text" value="GM"/> Read DTC & Pending Codes Clear DTCs DTC that Caused Freeze Frame Storage #0: P0174 Read Permanent Codes Reading ? Read Freeze Frame Data	Code Description DTC Codes: P0101 Mass or Volume Air Flow Circuit Range/Performance P0171 System Too Lean Bank 1 P0172 System Too Rich Bank 1 C3401 Description not available No Pending Codes Present	Supported PIDs P0174 DTC caused Freeze Frame Storage #0: Calculated Load Engine Coolant Temperature Short Term Fuel Trim Bank 1 Long Term Fuel Trim Bank 1 Short Term Fuel Trim Bank 2 Long Term Fuel Trim Bank 2 Intake Manifold Absolute Pressure Engine RPM Vehicle Speed Sensor Ignition Timing Advance for #1 Cylinder Intake Air Temperature Air Flow Rate from Mass Air Flow Sensor Air Flow Rate from Mass Air Flow Sensor Absolute Throttle Position O2 Bank 1 - Sensor 1 O2 Bank 1 - Sensor 1 O2 Bank 1 - Sensor 2 O2 Bank 1 - Sensor 2 O2 Bank 2 - Sensor 1	Abbrev Data Units LOAD_PCT 39.2157 % ECT 91.0000 Deg C SHRTFT1 -14.8437 % LONGFT1 32.0312 % SHRTFT2 -13.2812 % LONGFT2 30.4687 % MAP 58.0000 kPa RPM 1872.0000 RPM VSS 113.0000 km/h SPARKADV 41.5000 deg IAT 1.0000 % MAF_g/s 36.7800 g/s MAF_lb/m 4.8550 lb/m TP 33.7255 % O2B1S1 0.8750 V FTB1S1 -14.8437 % O2B1S2 0.8450 V FTB1S2 99.2187 % O2B2S1 0.8750 V						
VIN	1GT220CG5DZ280835												

Figure 4

Always check for DTCs, Pending, DTCs, Freeze Frame and Monitor status. Remember, that if you miss checking the basics you may just miss the problem. After checking the basics, you should check the engine mechanical condition which is often overlooked. If there is an engine problem changing sensors or other components are not going to fix the problem.

(Con't on page 6)

"Diag With OBD II" (con't from p. 5)

Basics First

Always check the vehicle's vital signs first before diving in to repairing the vehicle. Part of your basic check is looking up TSBs, Identifix, Alldata, ProDemand, Motorlogic, Iatn, Diag.net, Google, ChatGPT, Grok and YouTube. Make sure that the battery has the proper voltage and that there is fuel in the tank.

Pop open the hood and do the visual check to make sure there is no damage to components. Check the belts, look for leaking hoses and check all the fluids. Always listen for any noises that are unusual.



Figure 5

The Supporting Cast

The Battery is ALWAYS the FIRST thing to check. From supplying the amps that start the engine to providing power to the alternator, computer, lights and other electrical devices.



Figure 6

The Alternator must provide enough electrical power to operate all the vehicle electrical loads. Its job does not end there as it must supply enough energy to charge the battery.



Figure 7

The mechanical condition we mentioned earlier is one that's overlooked far too often. In fact, this has been a recurring issue with OEs whose own technicians or specialists replaced multiple components without resolving the underlying problem. Even after installing new plugs, coils, MAF and MAP sensors, and other parts, the engine still failed to operate as designed because a fundamental mechanical issue had been overlooked.

(Con't on page 11)



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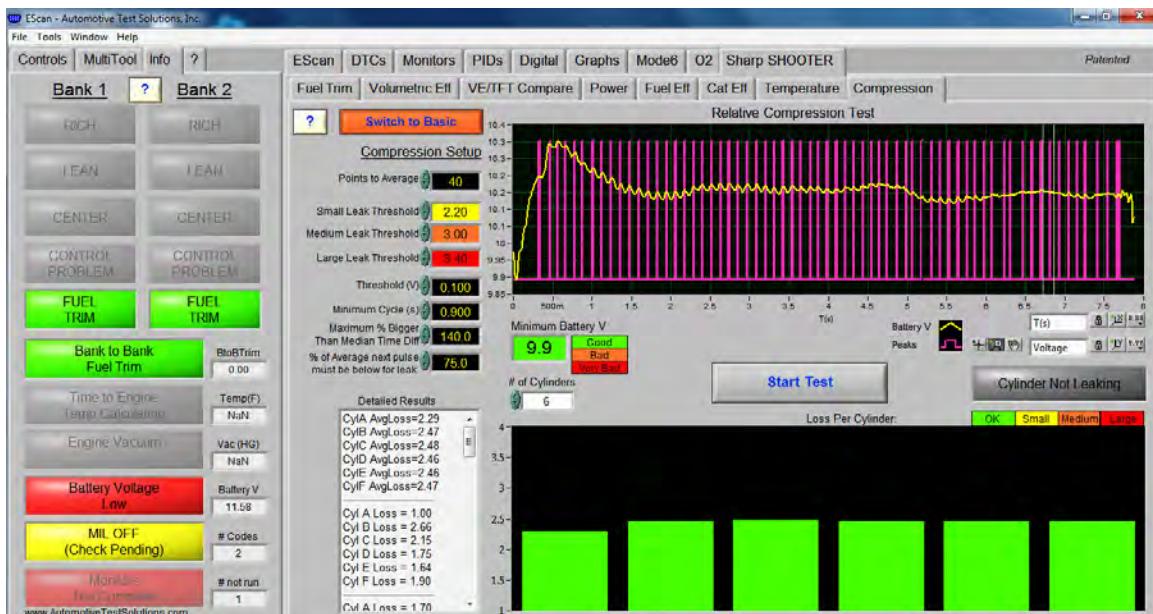


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"Diag With OBD II" (con't from p. 6)

A smart way to verify an engine's mechanical health is by performing a Relative Compression Test. There are several methods for carrying out this test, and both Ford and Toyota have incorporated versions of it into their factory scan tools. Since Relative Compression should be checked on every engine—not just Ford and Toyota—there is an alternative tool called the EScan from Automotive Test Solutions (ATS). Using this Generic OBD II scan tool allows the user to perform a Relative Compression Test directly through the vehicle's OBD II connector.



Many wonder how connecting a scan tool to the OBD II port can reveal information about an engine's mechanical condition. The explanation is straightforward: the EScan uses data obtained from pin 4 and pin 16. Pin 4 provides chassis ground, while pin 16 supplies battery power. By monitoring voltage drop, crankshaft speed fluctuations, and RPM changes during cranking, the tool can identify signs of underlying mechanical issues.

Another way to perform a Relative Compression Test is by using a labscope - either by monitoring AC voltage or by using an amp clamp -while cranking the engine. This can be done by engaging Clear Flood mode or disabling the fuel system to prevent the engine from starting.

(Con't on page 12)

"Real World Computers Diag" (con't from p. 11)

The Evolution of Auto Computers

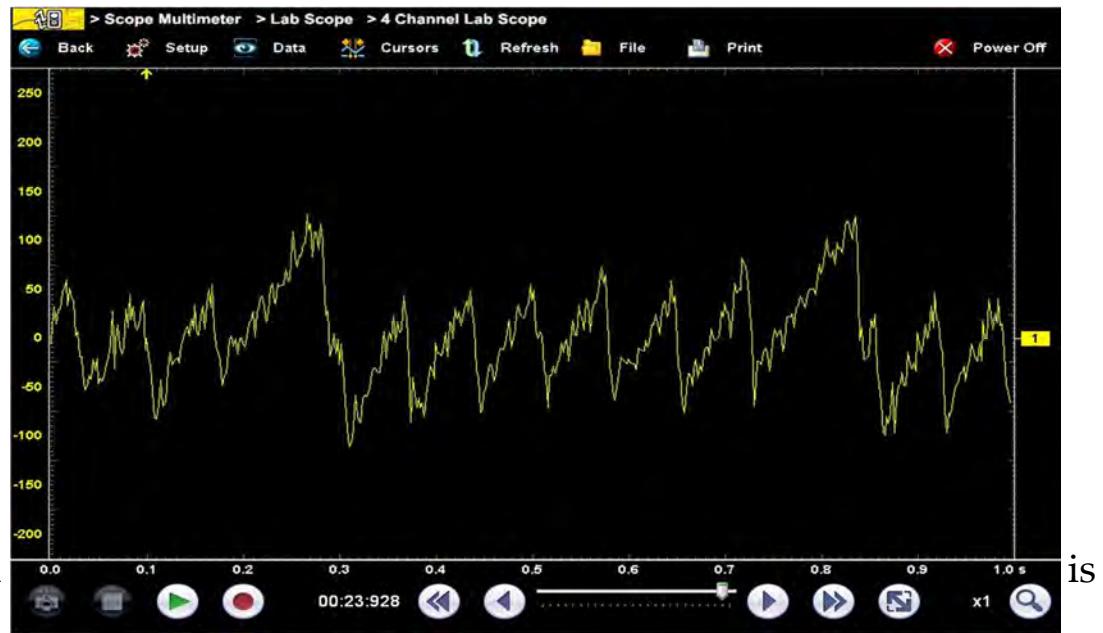
- Computers are faster and more precise than ever before. Slow responding, inefficient mixture control carburetors have all been replaced by rapid acting fuel injectors, soon all to be direct injection.
- Unreliable thermal/vacuum controls have been replaced by solenoids. Lightning fast transistors allow almost instantaneous control of actuators. Control valves can be modulated to precisely regulate the flow of liquids and gases. Computer controls keep a tight rein on overall vehicle performance, providing us with new standards of performance, reliability, and economy.
- Component wear is reduced, and vehicle hardware lasts longer. Cooling fan operation is a good example. For decades, the cooling fan was driven by an accessory belt connected to the engine crankshaft, placing a constant drag on the engine. The fan is now spun by an electric motor and activated only when needed.
- Maintenance intervals are longer than ever before. Improved lubricants and coolants and tighter control over cooling system operating temperatures and more precise fuel metering help extend oil and coolant life while reducing engine wear.
- Onboard diagnostic systems are more comprehensive and effective. As self diagnostics improve, new diagnostic trouble codes are added. Detailed code definitions specify the exact nature of vehicle faults. Increasingly sophisticated fault detection software allows the current generation of onboard diagnostic systems to actually anticipate many in harmful vehicle emissions.



(Con't on page 13)

"Diag With OBD II" (con't from p. 12)

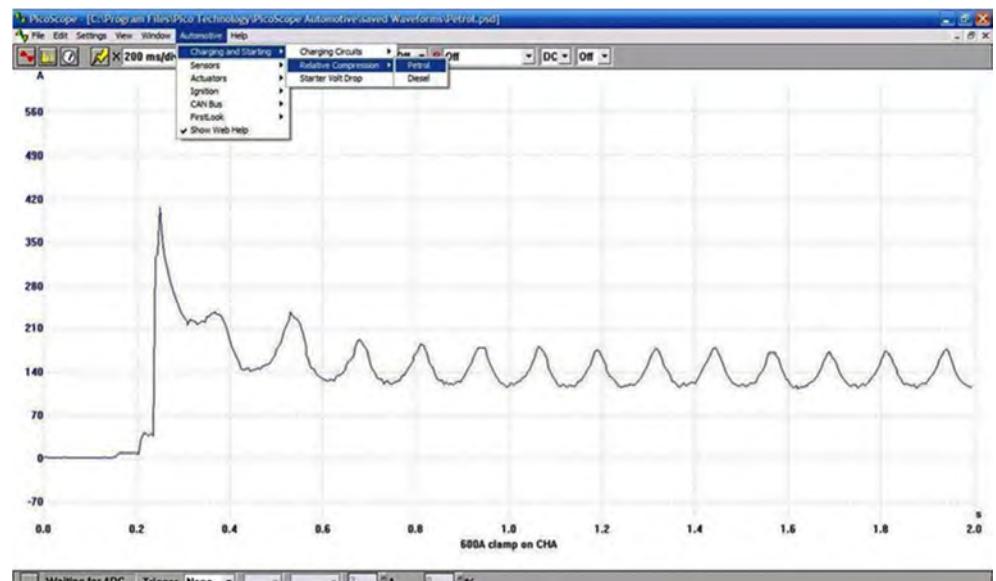
When using the Snap-On lab scope in AC-coupled mode, the channel's positive lead is connected to the battery positive terminal, and the ground lead connected to



is

the battery negative terminal. An alternative AC-voltage method is to connect through a Breakout Box (BOB) using pin 4 for chassis ground and pin 16 for battery power (12 volts)."

Using the PICO lab scope with an amp clamp, you can capture starter current draw and Relative Compression. If you continue recording after the engine starts, the scope will also display alternator current output.



Using either method will help you identify most underlying mechanical problems.

*Article by "G" Jerry Truglia
TST Founder- President - ASE Master Technician*

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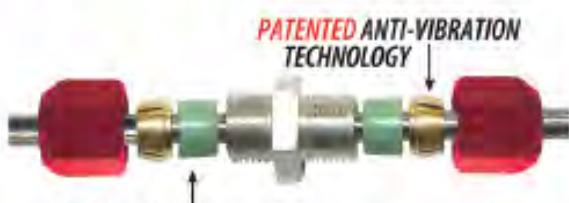
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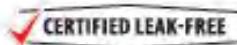


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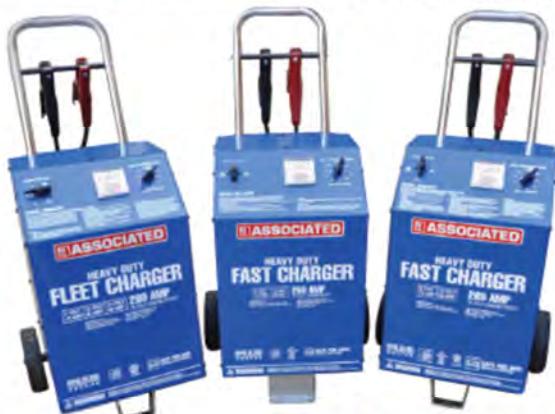


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