

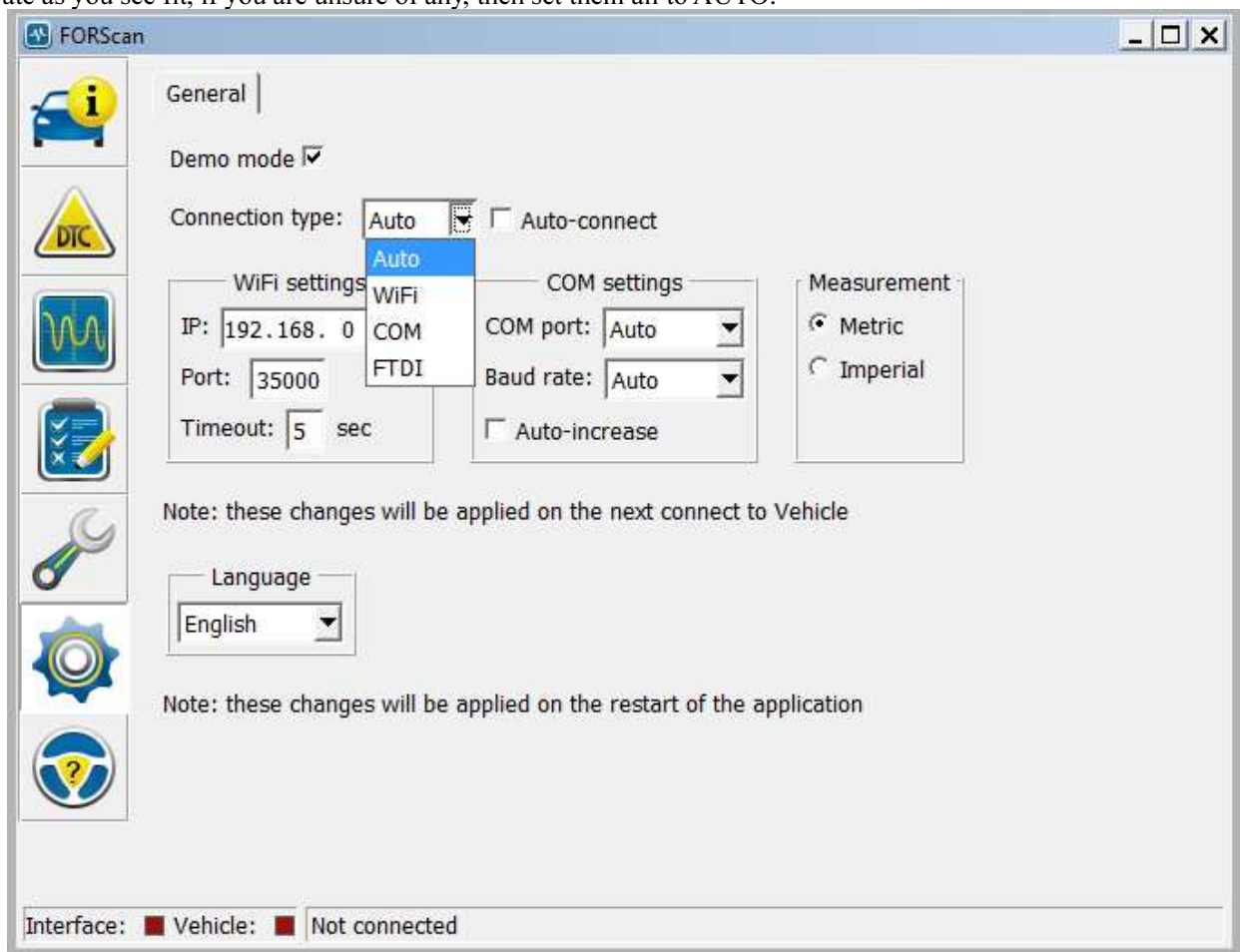
Using FORSCAN to connect to your car

I find that FORSCAN is an excellent piece of diagnostics software, and whilst its not enough to run your private business on, its fantastic for the home mechanic to review what's going on. The software is entirely free, and can be downloaded from here: <http://forscan.org/download.html>. This is the most thorough piece of software I have found for any home diagnostics and is well worth the investment, especially with all the modules supported, live data on each and a clear operation.

The software requires a modified ELM cable (best get the USB version!) to get the best out of it, if you don't have one already you can purchase one here (cheapest I could see as of writing this guide) http://www.ebay.co.uk/itm/ELM327-Diagnostic-Cable-OBDDII-Modified-for-Forscan-Elmconfig-Ford-Mazda-CAN-/161455049437?pt=LH_DefaultDomain_3&hash=item2597788add

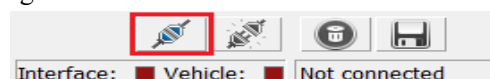
For the purposes of writing this guide I am operating the software in demo mode. So without further ado....

- 1) Start the software, you will be presented with a message box saying you shouldn't try to use your laptop whilst driving, acknowledge it and let it load up. Click the COG icon (second from the bottom left) and set the connection mode to AUTO or COM if you are confident. Then you can set the COM port and the BAUD rate as you see fit, if you are unsure of any, then set them all to AUTO.

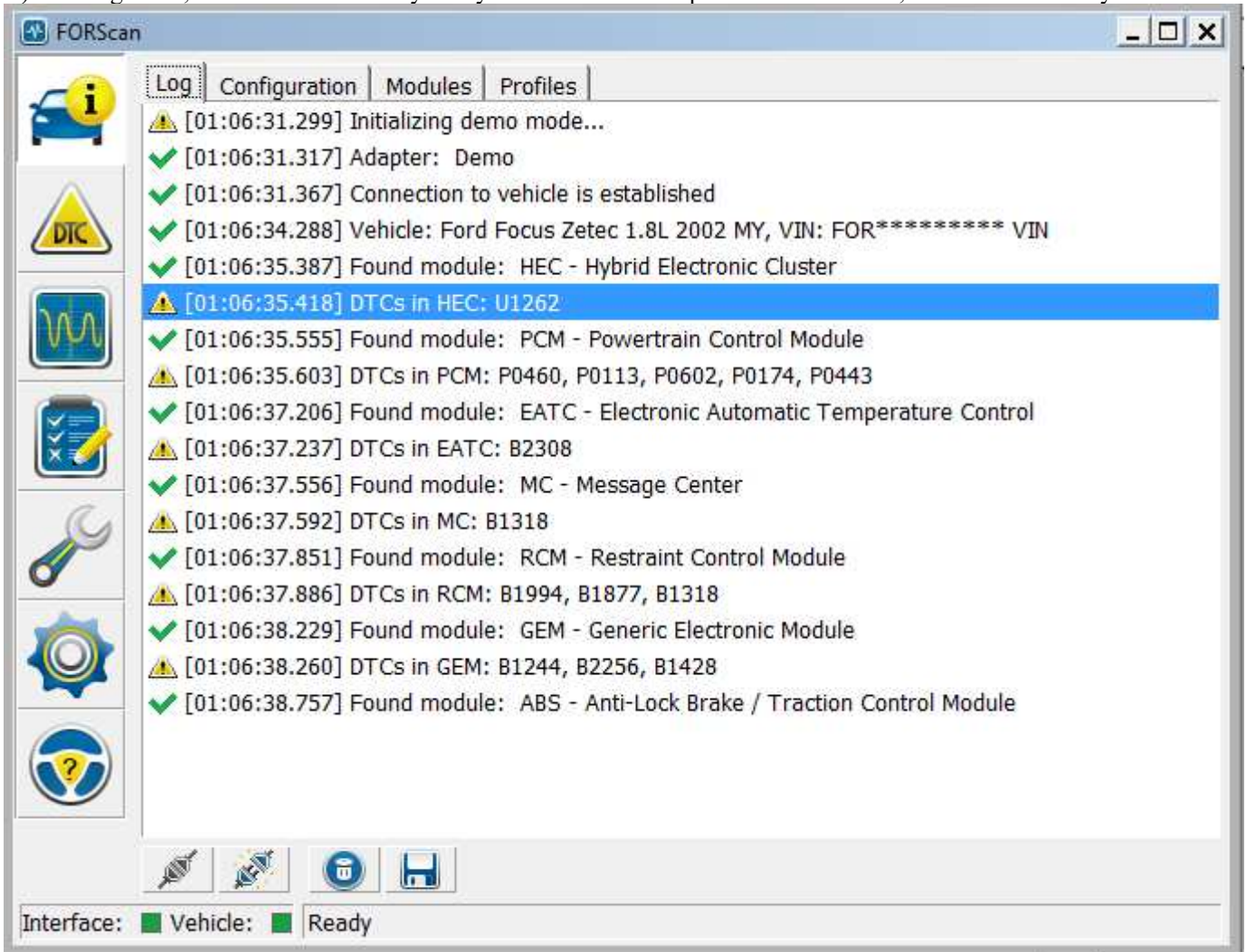


- 2) Now click the Car Icon As seen on the right, this is the start of scanning of the car.

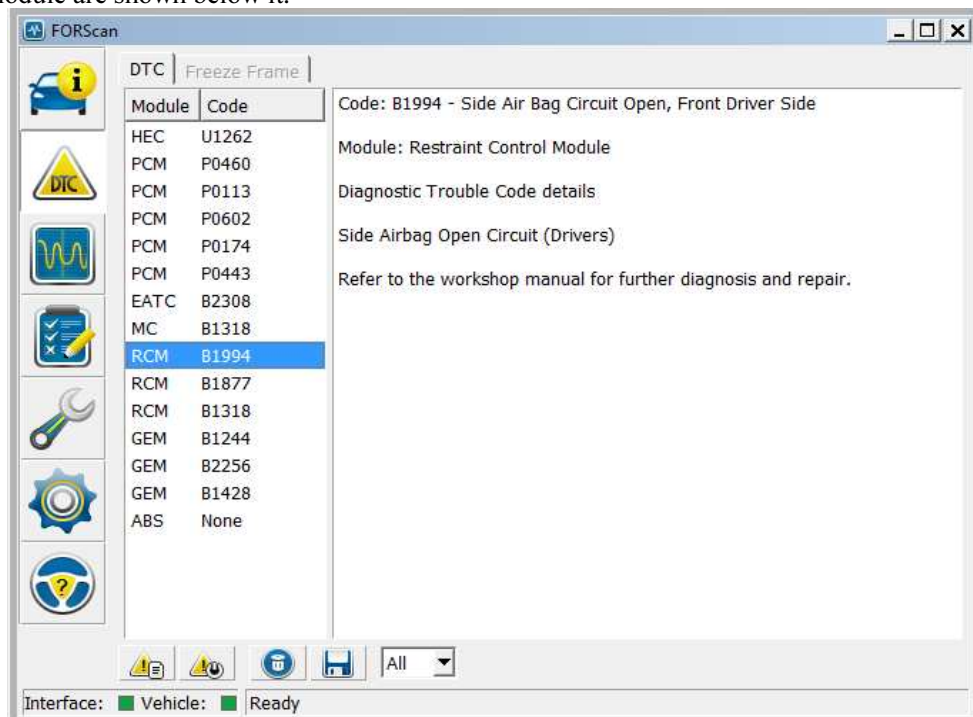
You will then need to press the below shown button, and you will be asked to set the cable into High Speed CAN. Flick the switch, click OK and you are ready to start diagnosing.



3) During scans, the software will ask you if you want to save the profile of the vehicle, this is not necessary.

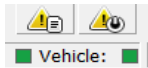


4) The software now shows you which modules it has communicated successfully with (a green tick), any error codes stored under that module are shown below it.

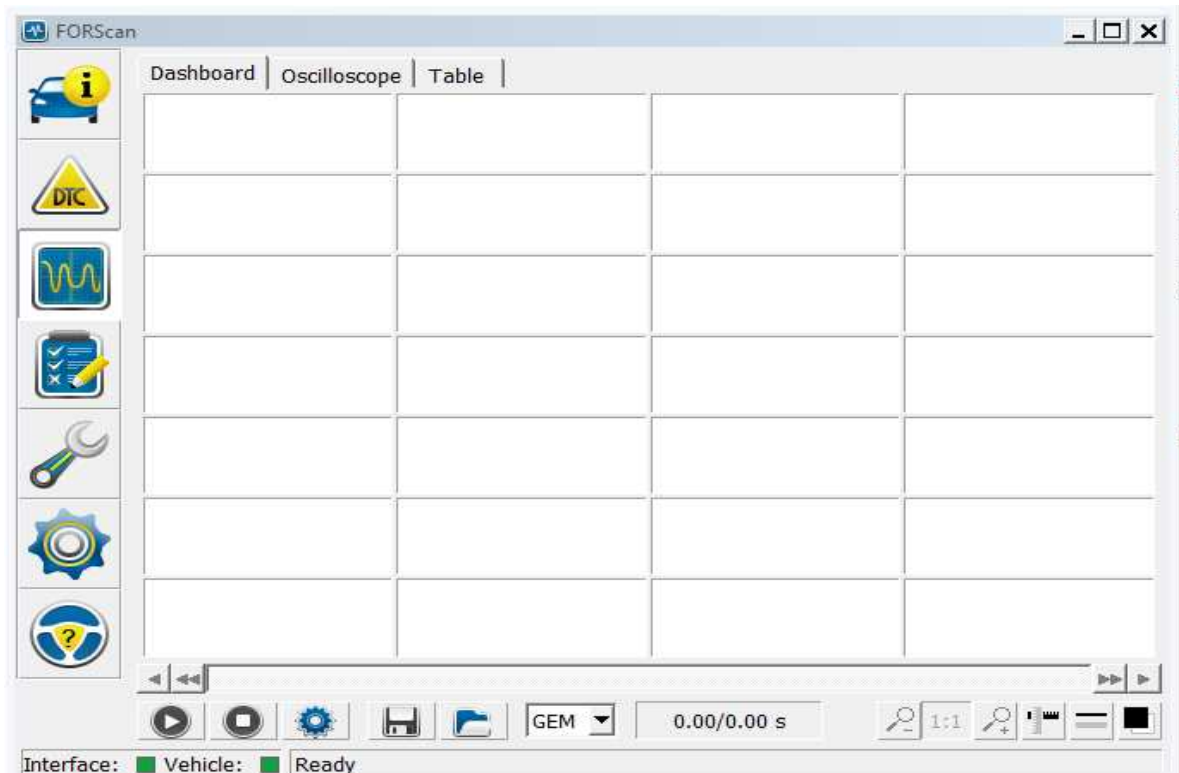


5) As you can see here, there is an error under all modules but the ABS. If you want to access the error codes, you can click the yellow DTC (in a triangle icon) to review further. Clicking on any error code will then extend the information, it will show you the error code, the module affected and the definition of it.

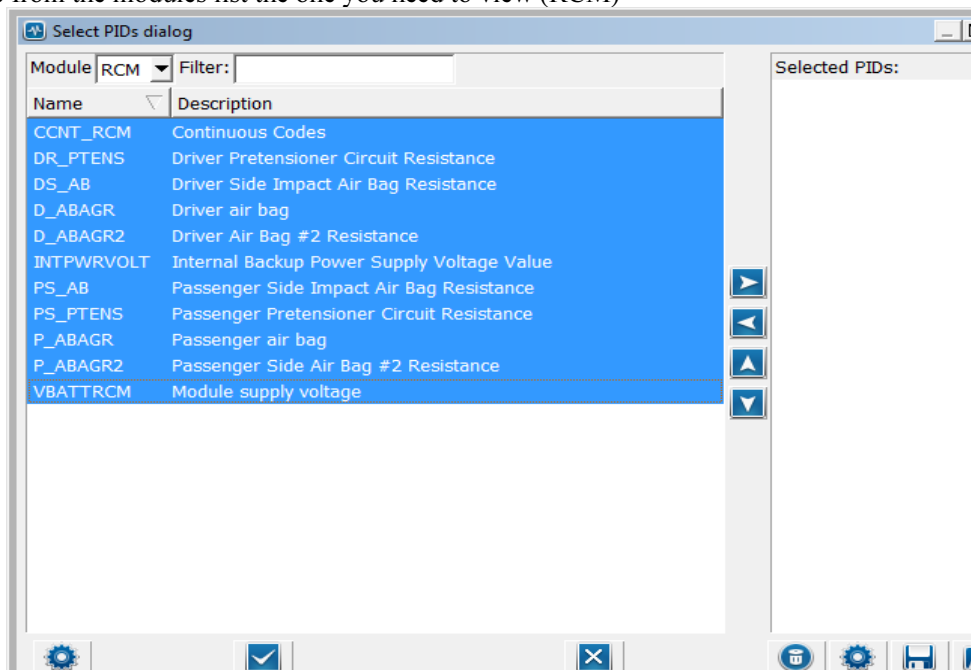
- 6) If you want to read the error codes again, you can press the left yellow icon below, or if you want to clear the error codes, you can click the icon on the right. You can also clear the log on screen by pressing the bin, or you can save the logs to a text file using the floppy disk icon.



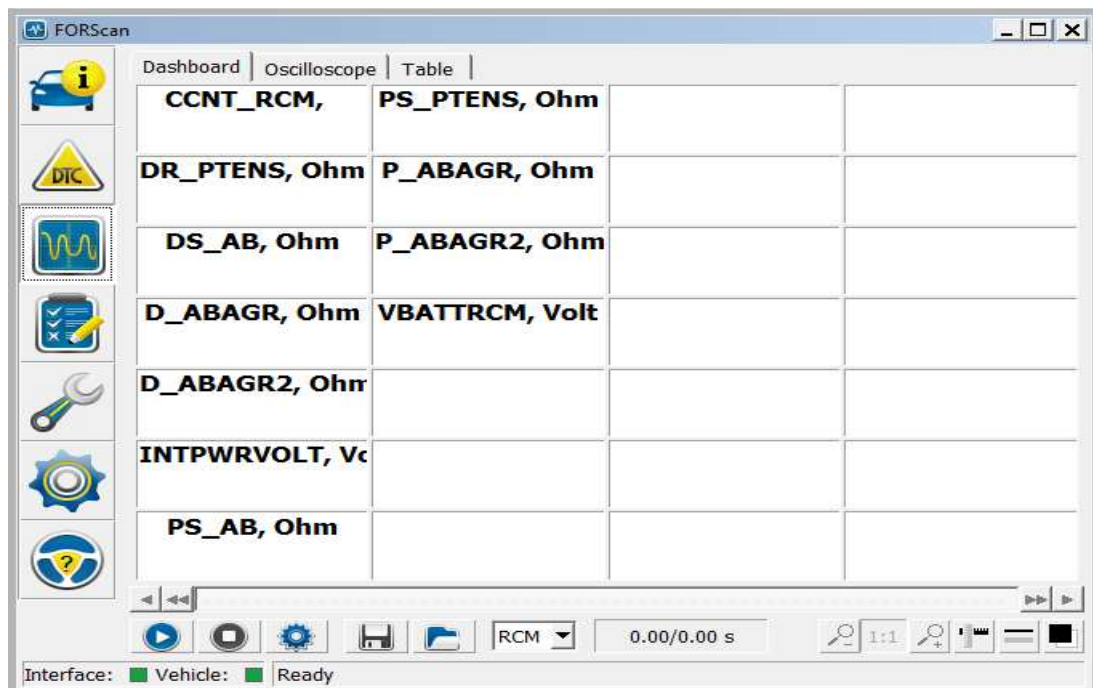
- 7) You can also view live data to identify what issue is occurring, for example, the highlighted example is showing the side airbag curtain is open. You need for this to know which module you are looking at the live data for (in this case RCM)
- 8) Click the “squiggly chart” icon, this will open up the dashboard. Now, double click an empty square.



Now, choose from the modules list the one you need to view (RCM)

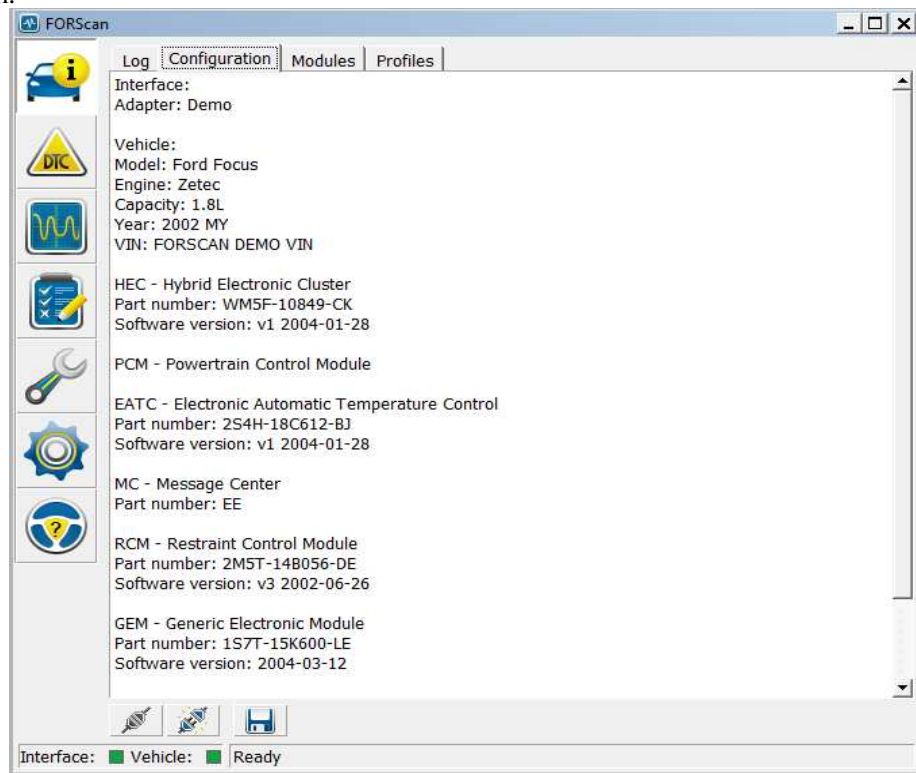


You can then select one or all of the PID's then click the arrow pointing right to transfer them. Now, click the tick icon to complete the process.

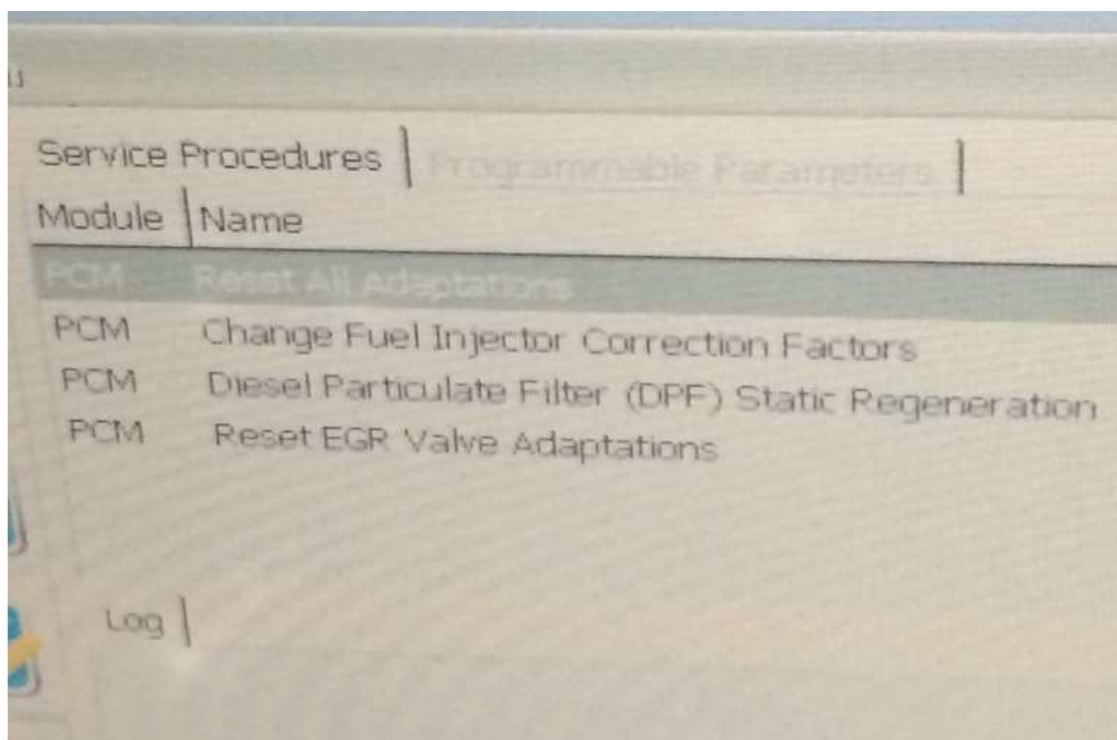


You can see the values on there which will populate when the car is running. For example, you may see the PS_AB (Passenger Side Airbag) shows 2.8 OHMS. Then DS_AB (Driver Side Airbag) may report 6 ohms. This shows that the value is too high, and is probably shorting out or has high resistance from a bad connector. You can see on the Table screen, the PID, the value and its plain english name (easier to navigate).

Getting Part Numbers and Software versions: Click the Car Icon (top left) and then Configuration – this gives you more details on the configuration screen.



You can also set off Forced Regeneration of the DPF and other tools. These can be accessed by the spanner, and clicking on the service procedures. Because I am unable to access this, I have found a picture taken by TalkFord Member – Nelli below.



This will start a static regeneration and requires the engine to be running. You will need to follow the instructions on screen in order to complete this service process. This service process allows you also to complete calibration of injectors, EGR parameter resets and others depending on the car.

The software also allows for self test and reports any errors it encounters. This is accessible via the clipboard icon and choosing the test from each of the sections.

That's it for now, if I find other useful information I will update the thread and guide.

James