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## Safety Precautions and Warnings

To prevent personal injury or damage to vehicles and/or the CreaderVI+, please read this user's manual first carefully and observe the following safety precautions at a minimum whenever working on a vehicle:

- Always perform automotive testing in a safe environment.
- Do not attempt to operate or observe the tool while driving a vehicle. Operating or observing the tool will cause driver distraction and could cause a fatal accident.
- Wear safety eye protection that meets ANSI standards.
- Keep clothing, hair, hands, tools, test equipment, etc. away from all moving or hot engine parts.
- Operate the vehicle in a well-ventilated work area: Exhaust gases are poisonous.
- Put blocks in front of the drive wheels and never leave the vehicle unattended while running tests.
- Use extreme caution when working around the ignition coil, distributor cap, ignition wires and spark plugs. These components create hazardous voltages when the engine is running.
- Put the transmission in P (for A/T) or N (for M/T) and make sure the parking brake is engaged.
- Keep a fire extinguisher suitable for gasoline/chemical/ electrical fires nearby.
- Don't connect or disconnect any test equipment while the ignition is on or the engine is running.
- Keep the CreaderVI+ dry, clean, free from oil/water or grease. Use a mild detergent on a clean cloth to clean the outside of the CreaderVI+, when necessary.

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## 1. INTRODUCTION

The CreaderVII is a game changer in the world of portable Automotive Diagnostics. Is it a code scanner, or is it a scan tool? The CreaderVII blurs the lines by being the first full color, 4 PID graphing code scanner in the market. The CreaderVII boasts an industry leading 2 frames per second data capture, while having the ability to store, record and playback over 29 data files, lasting over 8 hours! The CreaderVII is also very easy to use. With built-in help menus and code definitions, diagnosing and repairing that dreaded Check Engine Light is now easier than ever! And we don't stop there. The CreaderVII also features the following bi-directional "special tests": EVAP, O2 Sensor, I/M Readiness, MIL Status, VIN Info, and On-board monitors testing.

**NOTICE: CREADERVII MAY AUTOMATICALLY RESET WHILE BEING DISTURBED BY STRONG STATIC ELECTRICITY. THIS IS A NORMAL REACTION.**

## 2. General Information-About OBDII/EOBD

### 2.1 On-Board Diagnostics (OBD) II

The first generation of On-Board Diagnostics (called OBD I) was developed by the California Air Resources Board (ARB) and implemented in 1988 to monitor some of the emission control components on vehicles. As technology evolved and the desire to improve the On-Board Diagnostic system increased, a new generation of On-Board Diagnostic system was developed. This second generation of On-Board Diagnostic regulations is called "OBD II".

The OBD II system is designed to monitor emission control systems and key engine components by performing either continuous or periodic tests of specific components and vehicle conditions. When a problem is detected, the OBD II system turns on a warning lamp (MIL) on the vehicle instrument panel to alert the driver typically by the phrase of "Check Engine" or "Service Engine Soon". The system will also store important information about the detected malfunction so that a technician can accurately find and fix the problem. Here below follow three pieces of such valuable information:

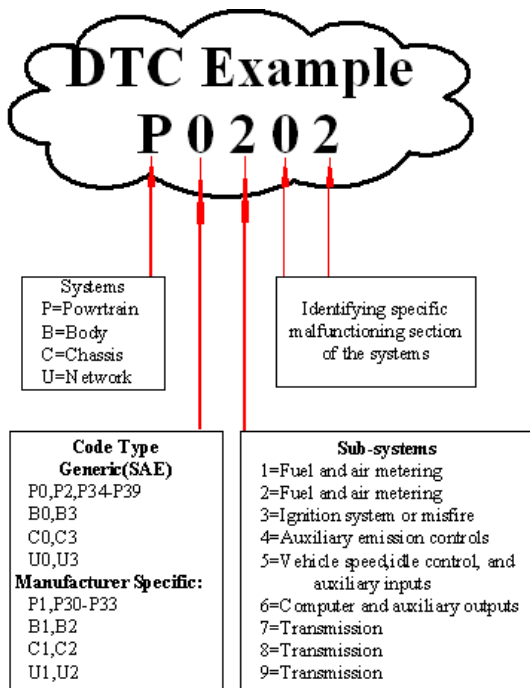
- 1) Whether the Malfunction Indicator Light (MIL) is commanded 'on' or 'off';**
- 2) Which, if any, Diagnostic Trouble Codes (DTCs) are stored;**
- 3) Readiness Monitor status.**

### 2.2 Diagnostic Trouble Codes (DTCs)

OBD II Diagnostic Trouble Codes are codes that are stored by the on-board computer diagnostic system in response to a problem found in the vehicle. These codes identify a particular problem area and are intended to provide you with a guide as to where a fault might be occurring within a vehicle. OBD II Diagnostic Trouble Codes consist of a five-digit alphanumeric code. The first character, a letter, identifies which control system

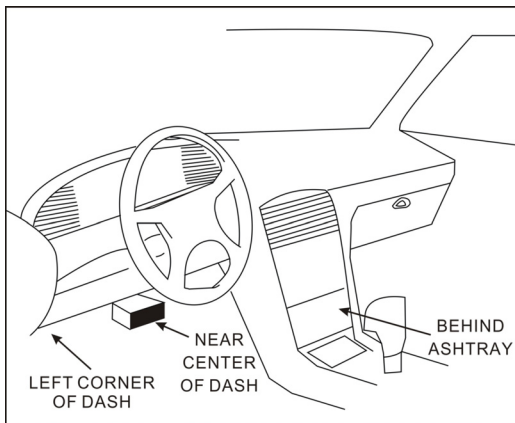


sets the code. The second character, a number, 0-3; other three characters, a hex character, 0-9 or A-F provide additional information on where the DTC originated and the operating conditions that caused it to set. Here below is an example to illustrate the structure of the digits:



### 2.3 Location of the Data Link Connector (DLC)

The DLC (Data Link Connector or Diagnostic Link Connector) is the standardized 16-cavity connector where diagnostic code readers interface with the vehicle's on-board computer. The DLC is usually located 12 inches from the center of the instrument panel (dash), under or around the driver's side for most vehicles. If Data Link Connector is not located under dashboard, a label should be there telling location. For some Asian and European vehicles, the DLC is located behind the ashtray and the ashtray must be removed to access the connector. If the DLC cannot be found, refer to the vehicle's service manual for the location.



## 2.4 OBD II Readiness Monitors

An important part of a vehicle's OBD II system is the Readiness Monitors, which are indicators used to find out if all of the emissions components have been evaluated by the OBD II system. They are running periodic tests on specific systems and components to ensure that they are performing within allowable limits.

Currently, there are eleven OBD II Readiness Monitors (or I/M Monitors) defined by the U.S. Environmental Protection Agency (EPA). Not all monitors are supported in every vehicle and the exact number of monitors in any vehicle depends on the motor vehicle manufacturer's emissions control strategy.

**Continuous Monitors** -- Some of the vehicle components or systems are continuously tested by the vehicle's OBD II system, while others are tested only under specific vehicle operating conditions. The continuously monitored components listed below are always ready:

- 1) **Misfire**
- 2) **Fuel System**
- 3) **Comprehensive Components (CCM)**

Once the vehicle is running, the OBD II system is continuously checking the above components, monitoring key engine sensors, watching for engine misfire, and monitoring fuel demands.

**Non-Continuous Monitors** -- Unlike the continuous monitors, many emissions and engine system components require the vehicle to be operated under specific conditions before the monitor is ready. These monitors are termed non-continuous monitors and are listed below:

- 1) EGR System
- 2) O2 Sensors
- 3) Catalyst
- 4) Evaporative System
- 5) O2 Sensor Heater
- 6) Secondary air Injection
- 7) Heated Catalyst
- 8) A/C system

## 2.5 OBD II Monitor Readiness Status

OBD II systems must indicate whether or not the vehicle's PCM's monitor system has completed testing on each component. Components that have been tested will be reported as "Ready", or "Complete", meaning they have been tested by the OBD II system. The purpose of recording readiness status is to allow inspectors to determine if the vehicle's OBD II system has tested all the components and/or systems.

The powertrain control module (PCM) sets a monitor to "Ready" or "Complete" after an appropriate drive cycle has been performed. The drive cycle that enables a monitor and sets readiness codes to "Ready" varies for each individual monitor. Once a monitor is set as "Ready" or "Complete", it will remain in this state. A number of factors, including erasing of diagnostic trouble codes (DTCs) with a code reader or a disconnected battery, can result in Readiness Monitors being set to "Not Ready". Since the three continuous monitors are constantly evaluating, they will be reported as "Ready" all of the time. If testing of a particular supported non-continuous monitor has not been completed, the monitor status will be reported as "Not Complete" or "Not Ready."

In order for the OBD monitor system to become ready, the vehicle should be driven under a variety of normal operating conditions. These operating conditions may include a mix of highway driving and stop and go, city type driving, and at least one overnight-off period. For specific information on getting your vehicle's OBD monitor system ready, please consult your vehicle owner's manual.

## 2.6 OBD II Definitions

**Powertrain Control Module (PCM)** -- OBD II terminology for the on-board computer that controls engine and drive train.

**Malfunction Indicator Light (MIL)** -- Malfunction Indicator Light (Service Engine Soon, Check Engine) is a term used for the light on the instrument panel. It is to alert the driver and/or the repair technician that there is a problem with one or more of vehicle's systems and may cause emissions to exceed federal standards. If the MIL illuminates with a steady light, it indicates that a problem has been detected and the vehicle should be serviced as soon as possible. Under certain conditions, the dashboard light will blink or flash. This indicates a severe problem and flashing is intended to discourage vehicle operation. The vehicle onboard diagnostic system cannot turn the MIL off until the necessary repairs are completed or the condition no longer exists.

**DTC** -- Diagnostic Trouble Codes (DTC) that identifies which section of the emission control system has malfunctioned.

**Enabling Criteria** -- Also termed Enabling Conditions. They are the vehicle-specific events or conditions that must occur within the engine before the various monitors will set, or run. Some monitors require the vehicle to follow a prescribed "drive cycle" routine as part of the enabling criteria. Drive cycles vary among vehicles and for each monitor in any particular vehicle. Please refer to the vehicle's factory service manual for specific enabling procedures.

**OBD II Drive Cycle** -- A specific mode of vehicle operation that provides conditions required to set all the readiness monitors applicable to the vehicle to the "ready" condition. The purpose of completing an OBD II drive cycle is to force the vehicle to run its onboard diagnostics. Some form of a drive cycle needs to be performed after DTCs have been erased from the PCM's memory or after the battery has been disconnected. Running through a vehicle's complete drive cycle will "set" the readiness monitors so that future faults can be detected. Drive cycles vary depending on the vehicle and the monitor that needs to be reset. For vehicle specific drive cycle, consult the service manual.

**Freeze Frame Data** -- When an emissions related fault occurs, the OBD II system not only sets a code but also records a snapshot of the vehicle operating parameters to help in identifying the problem. This set of values is referred to as Freeze Frame Data and may include important engine parameters such as engine RPM, vehicle speed, air flow, engine load, fuel pressure, fuel trim value, engine coolant temperature, ignition timing advance, or closed loop status.

**Fuel Trim (FT)** - Feedback adjustments to the base fuel schedule. Short-term fuel trim refers to dynamic or instantaneous adjustments. Long-term fuel trim refers to much more gradual adjustments to the fuel calibration schedule than short-term trim adjustments. These long-term adjustments compensate for vehicle differences and gradual changes that occur over time.

### 3. Product Descriptions

#### 3.1 Outline of CReaderVII



Fig. 3-1

Table 3-1 function keys and interface:

No.	Name	Descriptions
①	USB port	To connect to PC for update
②	Cable with OBD II connector	To connect the CreaderVII to the vehicle's Data Link Connector (DLC)
③	Power button	To turn Creader VII on/off
④	TF card slot	To save TF card
⑤	LCD screen	
⑥	Inductive button (Left/Right arrow)	To select menu items or options.

7	Inductive button (Setting)	To enter tool setting
8	Inductive button (Confirm)	To confirm your selection or proceed to the next step
9	Inductive button (Return)	To return to the previous screen
10	Buzzer	
11	Battery	





















### 3.2 Main menu

Fig. 3-2 shows the main menu of CreaderVII.



Fig. 3-2

Table 3-2 formulates the detailed definitions of all indicators and operation buttons on CreaderVII main menu.

No.	Icon	Notes
A		Indicates USB cable has been connected to CreaderVII.
B		Indicates the battery voltage is normal.
		Indicates the battery voltage is low.
C		Indicates CreaderVII has been connected to the OBDII diagnostic socket.
D		Means engine fault.
E		Indicates the battery is saturated.
		80% battery power
		40% battery power
		10% battery power
		Indicates the battery is low. Please recharge it immediately.
F	Time	Shows the current system time (can be set in "Tool Setting" menu)
Below lists all on-screen buttons (it does not work if you click it directly on the screen). If certain button operation can be executed, it will be highlighted; otherwise it will be displayed in gray.		
G		Indicates that it can be done by pressing Left Arrow button on the main menu (See Item No. 6  in Table 3-1).
H		Indicates that it can be done by pressing Return button on the main menu (See Item No. 9  in Table 3-1).
I		Indicates that it can be done by pressing Confirm button on the main menu (See Item No. 8  in Table 3-1).
J		Indicates that it can be done by pressing Confirm button on the main menu (See Item No. 7  in Table 3-1).
K		Indicates that it can be done by pressing Right Arrow button on the main menu (See Item No. 6  in Table 3-1).

### 3.3 Specifications

- 1) Screen: 3.0" TFT 262K true color LCD display
- 2) Input voltage range: 9~15V
- 3) Operating temperature: -10 ~ 55°C (32 ~ 122 °F)
- 4) Storage temperature: -20 ~ 70°C (-4 ~ 158 °F)
- 5) Outline dimension: 136\*73\*22 mm LWH
- 6) Weight : <10.5 oz (300g)

### 3.4 Main features

- Diagnoses full electronic control system of single vehicle model (Download diagnosis protocols of single vehicle model to diagnose electronic control system)
- Supports OBD/EOBD vehicle diagnosis including read DTCs, datastream, freeze frame, vehicle information and clear DTCs etc.
- Provides data playback and upload
- Features trouble code inquiry (input the desired trouble code and find out the definitions of the trouble code)
- Supports DLC location inquiry.
- Update via USB or TF card (User can update online via USB directly or download the update package into TF card, then perform update)

### 3.5 Accessory included

- 1) User's Manual
- 2) USB cable
- 3) TF card
- 4) AAA battery x 4



## 4. Operations

### 4.1 Connections

- 1) Find the vehicle's DLC;
- 2) Plug the OBD II connector of CreaderVII into DLC;
- 3) Turn the ignition switch on;
- 4) CreaderVII automatically enter the start-up screen, as shown on Fig. 4-1.

#### Notes:

- ◆ The ignition switch should be off when making connections.
- ◆ When turning the ignition on or engine is running, do not disconnect or connect any testing devices to avoid damage to vehicle or devices.

- 5) Then the system enters the main menu screen, as shown on Fig. 4-2.



Fig. 4-1

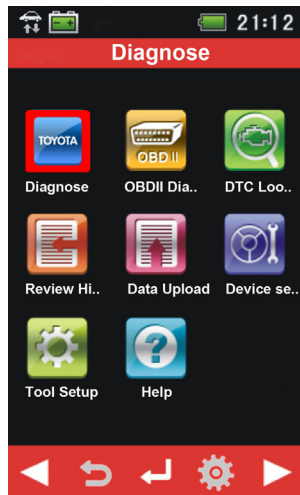


Fig. 4-2

## 4.2 Device Self-test

This function is designed to test whether screen, key and beeper works properly or not. In main menu, choose [Device Self-test], and then click [↩] to enter Fig. 4-3.

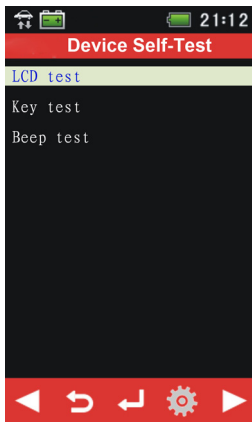


Fig. 4-3

### 1) LCD test


This option allows you to test the display effect of the screen.

Choose [LCD test] and touch [↩] to confirm, the screen will be displayed in pure color. See Fig. 4-4. Touch [↩] to switch to different colors.



Fig. 4-4

Generally, the screen is displayed in pure color; otherwise the dot defect or something else occurs on the screen.

Touch  to return to the previous screen.

## 2) Key test


This option is used to check whether the inductive buttons on CreaderVII works normally or not.

Choose [Key test] and touch  to confirm, the screen will display as Fig. 4-5.





Fig. 4-5

Normally, the screen will display the corresponding button if one button is pressed, or else the button malfunctions.


Touch  to return to the previous screen.

## 3) Beep test

This option is to check if the buzzer sounds or not.

Choose [Beep test] and touch  to confirm, the screen will display as Fig. 4-6. Touch  to toggle between On and Off.

In general, the buzzer does not sound if it is off and keeps sounding while it is on.

Touch  to return to the previous screen.

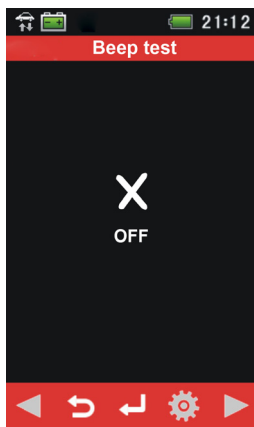


Fig. 4-6

### 4.3 Tool Setup



In main menu, select [Tool Setup] and touch  to enter Fig. 4-7.




Fig. 4-7

#### 1) Language

This option enables you to set the user interface language.

Choose [Language] and touch  to confirm, the screen will enter the language

selection interface. Use the arrow button to choose the desired one and touch  to save your change.

## 2) Time and date

This item is used to set the system date and time.




Choose [Time And Date] and touch  to enter the setting interface, as indicated on Fig. 4-8. Follow the on-screen instructions to finish your setting.



Fig. 4-8

## 3) Beeper

It is used to set On/Off of the buzzer.

Choose [Beeper] and touch  to confirm, the screen enters Fig. 4-9. Touch  to switch between on and off.

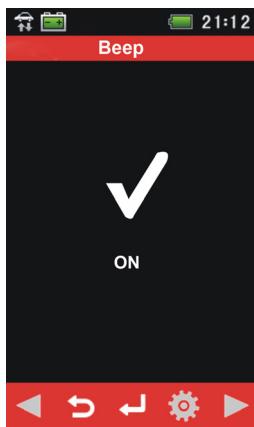




Fig. 4-9

#### 4) Record mode

This item lets you open or close record function.

Choose [Record Mode] and touch  to confirm, the screen enters Fig. 4-10. Touch  to switch between on and off.

If it is set to On, CreaderVII starts recording DTCs, datastream, freeze frame etc.

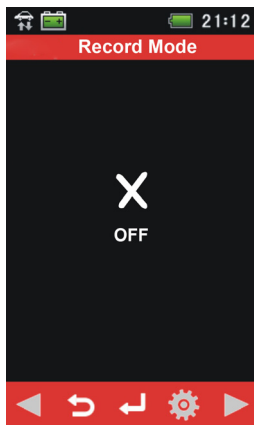



Fig. 4-10

## 4.4 Diagnosing

This function is specially designed to diagnose electronic control system of single vehicle model.

Notes:

- ◆ Before diagnosing, please make sure the diagnostic program corresponding to certain vehicle model has been installed on your CreaderVII.
- ◆ For vehicles manufactured by different vendors, it is possible that it has different diagnostic menus. For details, please follow the instructions on the screen to proceed.

Take TOYOTA for example. In main menu, select [Diagnose] and touch  to confirm, the screen will display as Fig. 4-11.

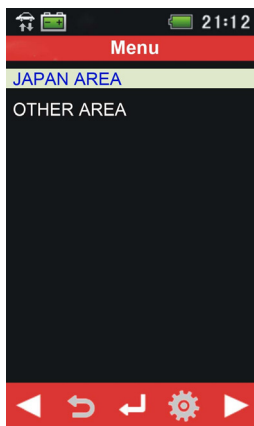



Fig. 4-11

Choose the desired one and touch , the system will enter vehicle system selection interface. See Fig. 4-13.

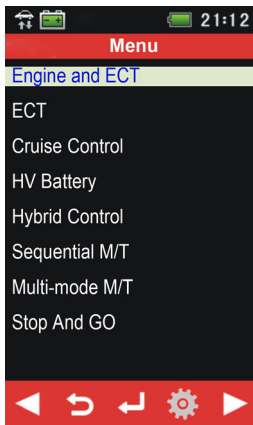


Fig. 4-13

Choose the desired one and touch , the screen will display the communication progress. See Fig. 4-15.

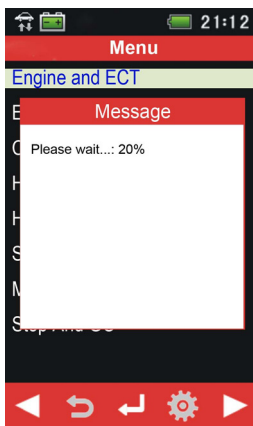


Fig. 4-15

After communication is complete, the system will start diagnosing the selected item. If communication failed, a dialog box prompting you communication failure will appear as shown on Fig. 4-16.



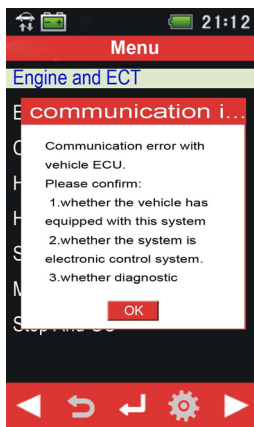




Fig. 4-16

#### 4.5 DTC Lookup

In main menu, select [DTC inquiry] and touch  to enter DTC inquiry interface. Follow the on-screen instructions to input the trouble code.

After inputting, touch  to confirm, the screen will display the definitions of your inquired trouble code.

Touch  to return to the previous screen.

#### 4.6 Help

This menu enables you to view device information and OBD introduction.

In main menu, select [Help] and touch  to enter Fig. 4-17. Choose the desired item, and touch  to view the detailed information.

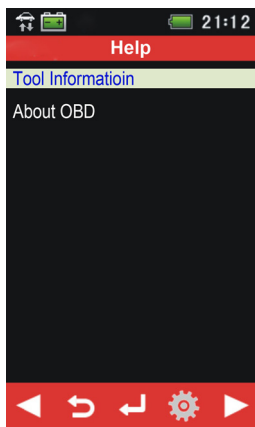


Fig. 4-17

**Tool Information:** displays software version, hardware version, series number etc.

**About OBD:** gives a brief introduction of OBD.

## 5. Update

Visit [www.crecorder.com](http://www.crecorder.com) and download the update package into your TF card via USB cable or TF card reader for update.

## 6 FAQ

Here we list some frequently asked questions and answers relating to CReaderVII.

**Question:** System halts when reading data stream. What is the reason?

**Answer:** It may be caused by a slackened connector. Please turn off the Creader VI, firmly connect the connector, and switch on it again.

**Question:** Screen of main unit flashes at engine ignition start.

**Answer:** Caused by electromagnetic disturbing, and this is normal phenomenon.

**Question:** There is no response when communicating with on-board computer.

**Answer:** Please confirm the proper voltage of power supply and check if the throttle has been closed, the transmission is in the neutral position, and the water is in proper temperature.

**Question:** Why are there so many fault codes?

**Answer:** Usually, it's caused by poor connection or fault circuit grounding.

## Warranty

THIS WARRANTY IS EXPRESSLY LIMITED TO PERSONS WHO PURCHASE LAUNCH PRODUCTS FOR PURPOSES OF RESALE OR USE IN THE ORDINARY COURSE OF THE BUYER'S BUSINESS.

LAUNCH electronic product is warranted against defects in materials and workmanship for one year (12 months) from date of delivery to the user.

This warranty does not cover any part that has been abused, altered, used for a purpose other than for which it was intended, or used in a manner inconsistent with instructions regarding use. The exclusive remedy for any automotive meter found to be defective is repair or replacement, and LAUNCH shall not be liable for any consequential or incidental damages.

Final determination of defects shall be made by LAUNCH in accordance with procedures established by LAUNCH. No agent, employee, or representative of LAUNCH has any authority to bind LAUNCH to any affirmation, representation, or warranty concerning LAUNCH automotive meters, except as stated herein.

## Order Information

Replaceable and optional parts can be ordered directly from your LAUNCH authorized tool supplier. Your order should include the following information:

1. Quantity
2. Part number
3. Item description

## Customer Service

If you have any questions on the operation of the unit, please contact local dealer, or contact LAUNCH TECH. CO., LTD:

Tel: 86-755-84528767

Launch website: <http://www.cnlaunch.com>

Car cloud website: <http://www.dbscar.com>