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ArtiLink200
Code Reader
USER MANUAL

Content

English

Welcome

Thank you for purchasing TOPDON ArtiLink200 code reader. Please take time to read and understand this User Manual before operating this product.

About

ArtiLink200, featuring codes reading/clearing, the check engine light turning off, I/M readiness status checking, freeze frame data viewing and vehicle identification number retrieval, is truly the ultimate must-have OBDII code reader in efficiency and affordability for beginners looking for a fast and accurate solution to Engine and Transmission systems' fault codes.

Package List

1.TOPDON ArtiLink200 Code Reader   2.User Manual

Compatibility

Please be noted that ArtiLink200 works on most 1996 US-based, 2000 EU-based and newer vehicles that are equipped with 16-pin port and are compliance with OBDII/CAN protocols.

General Information of OBDII

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 "OBDII".

The OBDII 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 OBDII 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:
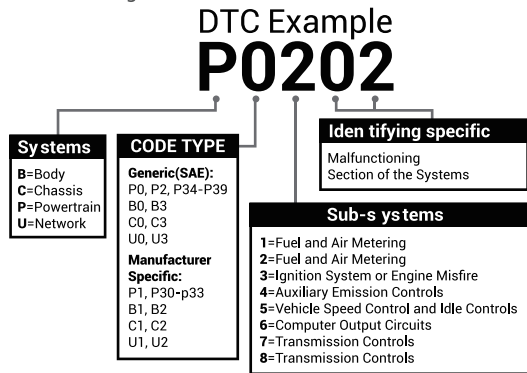
1) Whether the Malfunction Indicator Light (MIL) is commanded "**ON**" or "**OFF**";

2) Which, if any, Diagnostic Trouble Codes (DTCs) are stored;

3) Readiness Monitor status.

2.Diagnostic Trouble Codes (DTCs)

OBDII 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
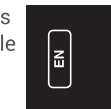
within a vehicle. OBDII Diagnostic Trouble Codes consist of a five-digit alphanumeric code. The first character, a letter, identifies which control system sets the code. The other four characters, all numbers, provide additional information on where the DTC originated and the operating conditions that caused it to set. Here below is an example to illustrate the structure of the digits:

DTC Example
P0202

Systems

B=Body
C=Chassis
P=Powertrain
U=Network

CODE TYPE

Generic(SAE):
P0, P2, P34-P39
B0, B3
C0, C3
U0, U3

Manufacturer Specific:
P1, P30-p33
B1, B2
C1, C2
U1, U2

Iden tifying specific

Malfunctioning
Section of the Systems

Sub-s ys tems

1=Fuel and Air Metering
2=Fuel and Air Metering
3=Ignition System or Engine Misfire
4=Auxiliary Emission Controls
5=Vehicle Speed Control and Idle Controls
6=Computer Output Circuits
7=Transmission Controls
8=Transmission Controls

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 like below:

6

7
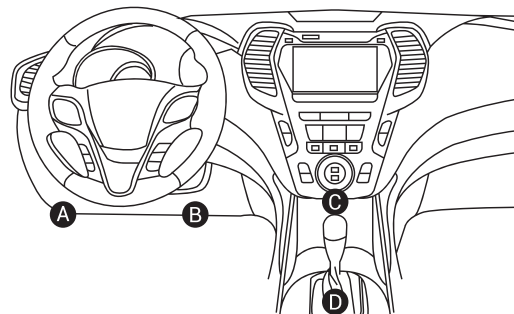
4.OBDII Readiness Monitors

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

Currently, there are eleven OBDII Readiness Monitors (or I/M Monitors) defined by the U.S. Environmental Protection Agency (EPA). Not all monitors are supported by all vehicles 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 OBDII 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 OBDII 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
5) O2 Sensor Heater

2) O2 Sensors
6) Secondary Air

3) Catalyst
7) Heated Catalyst

4) Evaporative System
8) A/C System

5.OBDII Monitor Readiness Status

OBDII 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 OBDII system. The purpose of recording readiness status is to allow inspectors to determine if the vehicle's OBDII 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 particular supported non-continuous monitor has not been completed, the monitor status will be reported as "Not Complete" or "Not Ready."
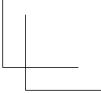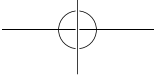
In order for the OBD monitor system to become ready, the vehicle should be driven under a variety of normal operating conditions. These operating conditions may include a mix of highway driving and stop and go, city type driving, and at least one overnight off period. For specific information on getting your vehicle's OBD monitor system ready, please consult your User Manual.

6.OBDII Definitions

Powertrain Control Module (PCM) -- OBDII 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 identify 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.

OBDII 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 OBDII 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 User Manual.

Freeze Frame Data -- When an emissions related fault occurs, the OBDII system not only sets a code but also records 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.

Features
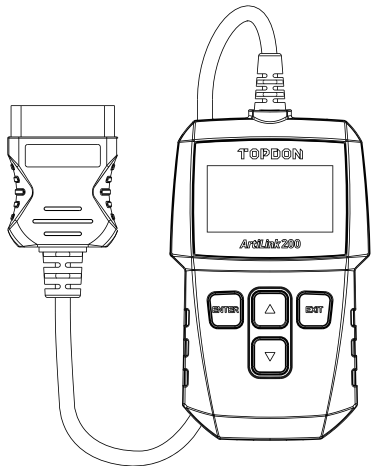
Buttons	Operation
▲	Page up, or increase the battery rating values
▼	Page down, or decrease the battery rating values
ENTER	Confirm; Enter and proceed
EXIT	Cancel; Return to the previous page
16-pin Connector	Connect the code reader to the vehicle's Data Link Connector (DLC)

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Operation Introduction

Connect ArtiLink200 with your vehicle.

    1) Turn the ignition off.

    2) Locate the vehicle's 16-pin Data Link Connector (DLC).

    3) Plug into the OBDII cable to the vehicle's DLC.

    4) Turn the ignition on. Engine can be off or running.

    5) Press "**ENTER**" button to enter "**Diagnostic Menu**". A sequence of messages displaying the OBDII protocols will be observed on the display until the vehicle protocol is detected.

NOTE: Don't connect or disconnect any test equipment with ignition on or engine running.

1.Setup
The code reader allows you to make the following adjustments and settings:
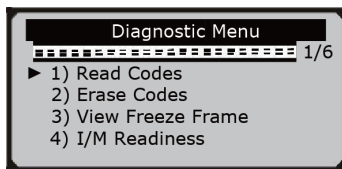
1) Language: Select desired language.

2) Unit of measure: Set the unit of measure to English or Metric.

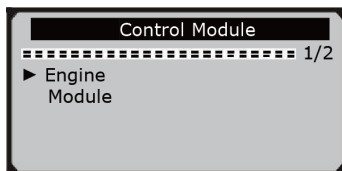3) Contrast adjustment: Adjust the contrast of the LCD display.

```
        System Setup
======================:1/3
►1) Language
 2) Unit of Measure
 3) Contrast
```
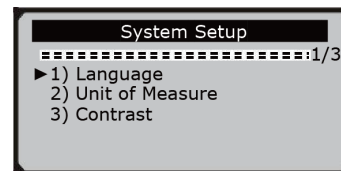
2.Reading Codes
1) On Main Menu, press and hold the " ▲ " or " ▼ " button to select the "**Read Codes**", then press "**ENTER**" to continue.

```
        Diagnostic Menu
▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬ 1/6
► 1) Read Codes
   2) Erase Codes
   3) View Freeze Frame
   4) I/M Readiness
```
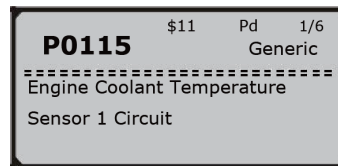
2) If more than one module is detected, you will be prompted to select a module before test. Press and hold the "▲" or "▼" button to select a module.

```
        Control Module
▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬ 1/2
► Engine
   Module
```

3) View DTCs and their deﬁnitions on screen.

```
             $11      Pd      1/6
 P0115                   Generic
▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬
 Engine Coolant Temperature

 Sensor 1 Circuit
```

NOTE: The control module number, sequence of the DTCs, total number of codes detected and type of codes (Generic or Manufacturer speciﬁc, Stored or Pending codes) will be observed on the upper right hand corner of the display.

4) If more than one DTC is found, press and hold the "▲" or "▼" until all the codes have been shown up.
   If no codes are detected, a "**No codes are stored in the module!**" message displays on the screen.
   If retrieved DTCs contain any manufacturer speciﬁc or enhanced codes, the display indicates "**Manufacturer control**".
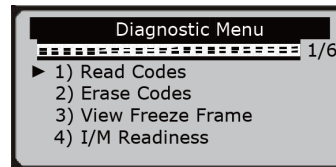


```
           $09            4/6
 P1324                  Other
▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪

          Manufacturer control
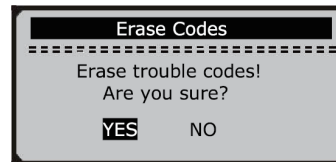```
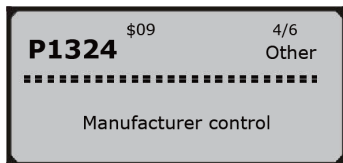
5) Press and hold the "**EXIT**" to return.

## 3.Erasing Codes

**NOTE: The control module number, sequence of the DTCs, total number of codes detected and type of codes (Generic or Manufacturer speciﬁc, Stored or Pending codes) will be observed on the upper right hand corner of the display.**

1) If you decide to erase the DTCs, press and hold the " ▲ " or " ▼ " to
   select "**Erase Codes**" and press "**ENTER**" to conﬁrm.

```
        Diagnostic Menu
▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪ 1/6
► 1) Read Codes
  2) Erase Codes
  3) View Freeze Frame
  4) I/M Readiness
```

2) Choose "**YES**" to conﬁrm erasing.

```
         Erase Codes
▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪▪
       Erase trouble codes!
         Are you sure?

        YES      NO
```

3) If you want to proceed with erasing the codes, press "**ENTER**" button
   to erase.
   If the codes are cleared successfully, an "**Erase Done!**" message will
   display.

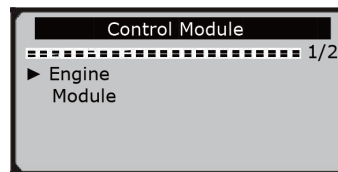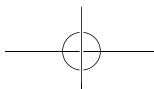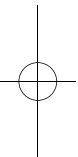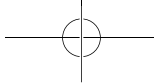If the codes are not cleared, an "**Erase Failure. Turn Key on with Engine off!**" message will display.

4) Wait a few seconds or press any key to return to "**Diagnostic Menu**".

4.Viewing Freeze Frame Data

1) Press and hold the "▲" or "▼" to select "**View Freeze Frame**" on "**Diagnostic Menu**" and press "**ENTER**" to continue.
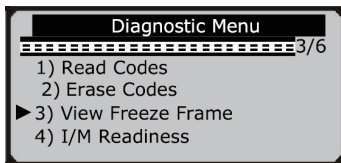
```
        Diagnostic Menu
======================3/6
  1) Read Codes
   2) Erase Codes
▶ 3) View Freeze Frame
  4) I/M Readiness
```

2) If more than one module is detected, you will be prompted to select a module before test. Press and hold the "▲" or "▼" button to select a module.

```
        Control Module
===================== 1/2
▶ Engine
  Module
```

3) Wait a few seconds while the code reader validates the PID MAP.

```
      View Freeze Frame
=======================

    Reading PID.01

    - Please Wait -
```
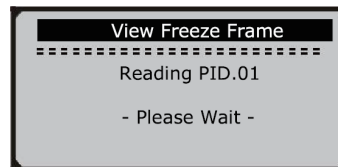
4) If the retrieved information covers more than one screen, press and hold the "▲" or "▼" until all data have been shown up.
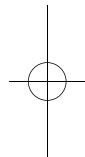
```
        View Freeze Frame
                            1/4
DTCFRZF                 P2770
FUELSYS1                   OL
FUELSYS2                  N/A
LOAD_PCT (%)              0.0
```

5) Press and hold the "**EXIT**" to return.

5.Retrieving I/M Readiness Status

I/M Readiness function is used to check the operations of the Emission System on OBDII compliant vehicles.

Some latest vehicle models may support two types of I/M Readiness tests:
A.Since DTCs Cleared - indicates status of the monitors since the DTCs are erased.
B.This Drive Cycle - indicates status of monitors since the beginning of the current drive cycle.

NOTE: An I/M Readiness Status result of "NO" does not necessarily indicate that the vehicle being tested will fail the state I/M inspection. For some states, one or more such monitors may be allowed to be "Not Ready" to pass the emissions inspection.

"**OK**" -- Indicates that a particular monitor being checked has completed its diagnostic testing.
"**INC**" -- Indicates that a particular monitor being checked has not completed its diagnostic testing.
"**N/A**" -- The monitor is not supported on that vehicle.

1) Press and hold the " ▲ " or " ▼ " to select "**I/M Readiness**" on "**Diagnostic Menu**" and press "**ENTER**" to continue.

```
        Diagnostic Menu
■■■■■■■■■■■■■■■■■■■■■■■■ 4/6
   1) Read Codes
   2) Erase Codes
   3) View Freeze Frame
 ▶ 4) I/M Readiness
```

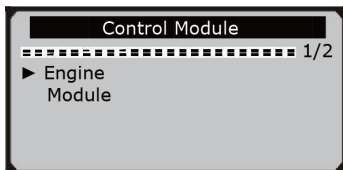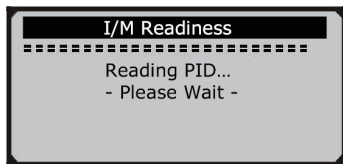2) If more than one module is detected, you will be prompted to select a module before test. Press and hold the "▲ " or "▼ " button to select a module.

```
    Control Module
▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬ 1/2
► Engine
   Module
```

3) Wait a few seconds while the code reader validates the PID MAP.

```
    I/M Readiness
▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬
    Reading PID...
    - Please Wait -
```

4) If the vehicle supports both types of tests, then both types shows on the screen for selection.

```
    I/M Readiness
▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬▬ 1/2
► Since DTCs Cleared
   This Drive Cycle
```
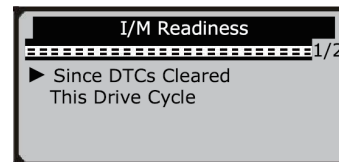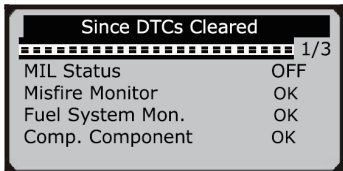
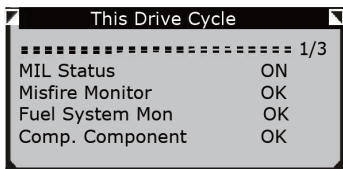5) Press and hold the "▲" or "▼" to view the status of the MIL light (**"ON" or "OFF"**) and the following monitors:
▶ Misfire monitor -- Misfire Monitor
▶ Fuel System Mon -- Fuel System Monitor
▶ Comp. Component -- Comprehensive Components Monitor
▶ EGR -- EGR System Monitor
▶ Oxygen Sens Mon -- O2 Sensors Monitor
▶ Catalyst Mon -- Catalyst Monitor
▶ EVAP System Mon -- Evaporative System Monitor
▶ Oxygen Sens htr --O2 Sensor Heater Monitor

> ▶ Sec Air System -- Secondary Air Monitor
> ▶ Htd Catalyst -- Heated Catalyst Monitor
> ▶ A/C Refrig Mon -- A/C System Monitor

```
┌──────────────────────────────┐
│        Since DTCs Cleared        │
│■■■■■■■■■■■■■■■■■■■■■■■■■■ 1/3 │
│ MIL Status               OFF │
│ Misfire Monitor           OK │
│ Fuel System Mon.          OK │
│ Comp. Component           OK │
└──────────────────────────────┘
```

6) If the vehicle supports readiness test of "**This Drive Cycle**", a screen of the following will be displayed:

```
┌──────────────────────────────┐
│◤       This Drive Cycle       ◥│
│■■■■■■■■■■■■■■■■■■■■■■■■■ 1/3 │
│ MIL Status               ON  │
│ Misfire Monitor           OK │
│ Fuel System Mon           OK │
│ Comp. Component           OK │
└──────────────────────────────┘
```
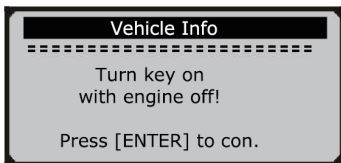
7) Press and hold the "**EXIT**" to return.

6.Viewing Vehicle Information
The Vehicle Info. function enables retrieval of the Vehicle Identiﬁcation No. (VIN), Calibration ID(s), Calibration Veriﬁcation Nos. (CVNs) and In-use Performance Tracking on 2000 and newer vehicles that support Mode 9.

1) Press and hold the "▲" or "▼" to select "**Vehicle Info**" on "**Diagnostic Menu**" and press "**ENTER**" to continue.
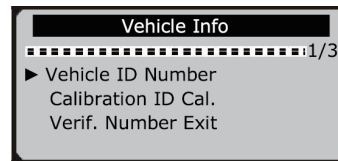
```
┌──────────────────────────────┐
│        Diagnostic Menu         │
│■■■■■■■■■■■■■■■■■■■■■■■■■5/5 │
│ ▶5) Vehicle Info.            │
│                              │
│                              │
└──────────────────────────────┘
```
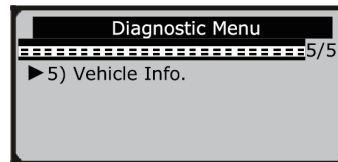
2) Wait a few seconds or press "**ENTER**" button to continue.

```
┌─────────────────────────────┐
│        Vehicle Info         │
│ ══════════════════════════  │
│         Turn key on         │
│       with engine off!      │
│                             │
│      Press [ENTER] to con.  │
│                             │
└─────────────────────────────┘
```

3) Wait a few seconds while the code reader reads vehicle information.

```
┌─────────────────────────────┐
│        Vehicle Info.        │
│ ══════════════════════════  │
│        Reading Info…        │
│        - Please Wait -      │
│                             │
│                             │
└─────────────────────────────┘
```
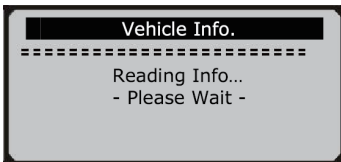
4) From "**Vehicle Info**" menu, press and hold the "▲" or "▼" to select an available item to view and press "**ENTER**".

```
┌─────────────────────────────┐
│        Vehicle Info         │
│ ■■■■■■■■■■■■■■■■■■■■■■■■■1/3  │
│ ▶ Vehicle ID Number         │
│   Calibration ID Cal.       │
│   Verif. Number Exit        │
│                             │
└─────────────────────────────┘
```

5) View retrieved vehicle information on the screen.

```
┌─────────────────────────────┐
│     Vehicle ID Number       │
│ ■■■■■■■■■■■■■■■■■■■■■■■■■■■   │
│  VIN:                       │
│                             │
│     2HGES16684H907941       │
│                             │
└─────────────────────────────┘
```
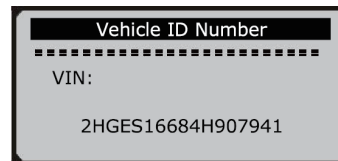
6) Press and hold the "**EXIT**" to return.

7.Exiting OBDII Test

Press and hold "**EXIT**" button to exit OBDII test, a warning message comes up asking your confirmation.

```
      Exit Test
■■■■■■■■■■■■■■■■■■■■■■■■■■■■
     Exit OBDII Test!
      Are you sure?

    YES        NO
```
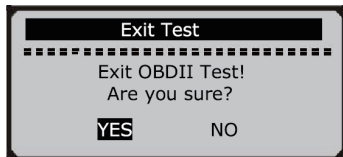
Technical Specification

Display: Backlight, 128*64 pixel display

Operating Voltage: 9~16V

Operating Current: 40~50mA

Energy Consumption: 0.6W

Power: 8 to 18 volts supplied by car battery

Supported Protocols: K Line, L Line, Double CAN, J1850 PWM, J1850 VPW Communication Protocol

Main Chip Model: Binding chip

Interface Type: OBDII 16-pin Standard Interface

Product Material: ABS plastic, rubber keys

Product Weight: 202g (0.45lb)

Warranty

✓ **TOPDON One Year Limited Warranty**
The TOPDON Company warrants to its original purchaser that TOPDON

products will be free from defects in material and workmanship for 12 months from the date of purchase (Warranty Period). For the defects reported during the Warranty Period, TOPDON will, according to the technical support analysis and confirmation, either repair or replace the defective part or product.

⊘ **This limited warranty is void under the following conditions:**
Misused, disassembled, altered or repaired by a non-TOPDON technical repair specialist.
Careless handling and violation of operation.

⚠️Warnings

⊘ Always perform automotive testing in a safe environment.

⊘ DO NOT smoke near the vehicle during testing.

⊘ DO NOT place the code reader near the engine or exhaust pipe to avoid damage from high temperatures.
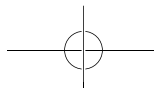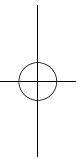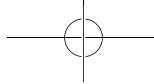
⊘ DO NOT wear loose clothing or jewelry when working on an engine.

⊘ DO NOT connect or disconnect any test equipment while the ignition is on or the engine is running.

⊘ When an engine is running, it produces carbon monoxide, a toxic and poisonous gas. Operate the vehicle ONLY in a well-ventilated area.

⊘ Wear safety eye protection that meets ANSI standards.

⊘ Engine parts become very hot when the engine is running. To prevent severe burns, avoid contact with hot engine parts.

⊘ DO NOT disassemble the code reader.

🔔Cautions

⊘ Please ensure that the vehicle battery is fully charged and the tools are closely connected to the vehicle DLC to avoid erroneous data generated by tools and diagnostic systems.
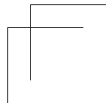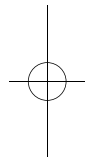
✅ Keep clothing, hair, hands, tools, test equipment, etc. away from all moving or hot engine parts.

✅ Please do not use the code reader during driving.

✅ Keep the scan tool dry, clean, free from oil/water or grease. Use a mild detergent on a clean cloth to clean the outside of the scan tool, when Necessary.

✅ Keep the code reader out of the reach of children.

FAQ

Q: Why system halts when reading data stream?
A: It may be caused by a slackened connector. Please turn off the tool, firmly connect the connector, and switch it on again.

Q: Why does screen flash when engine ignition starts?
A: Caused by electromagnetic disturbing, and this is normal phenomenon.

Q: Why there is no response when communicating with on-board computer?
A: 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.

Q: Why are there so many fault codes?
A: Usually, it's caused by poor connection or fault circuit grounding.

Q: How to change the language?
A: Press and hold "**EXIT**" to enter "**Setup**", then choose "**Language**".

Q: How to change the Metric system to British system?
A: Press and hold "**EXIT**" to enter "**Setup**", then choose "**Unit of Measure**".