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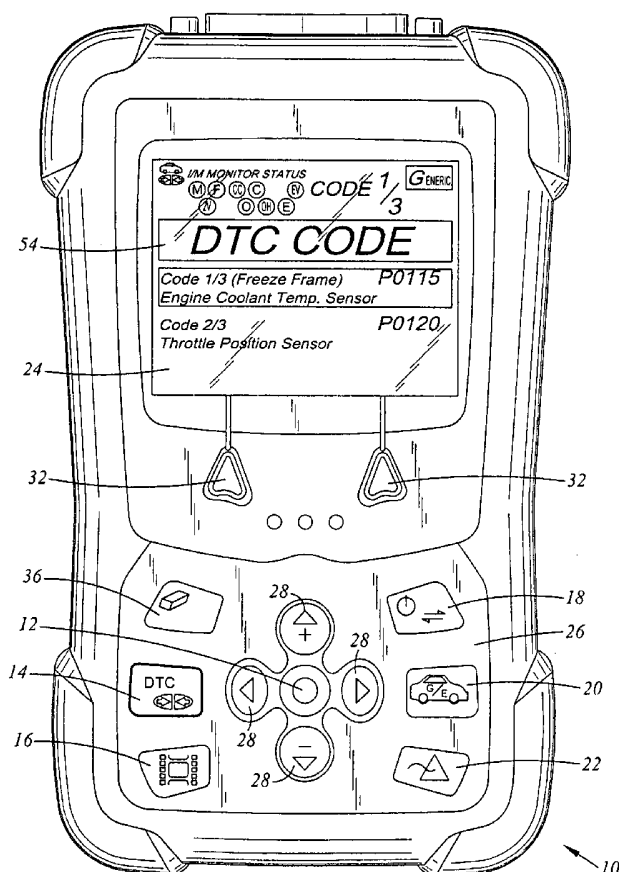
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[Continued on next page]

(54) Title: SCAN TOOL USER INTERFACE



(57) Abstract: A scan tool is provided which comprises a housing which houses a display and six mode buttons. The scan tool is communicable with an OBD of an automobile and provides information retrieved therefrom to a user of the scan tool in an efficient and effective manner. In particular, the display displays a plurality of information on one screen. For example, the display may display information related to I/M Monitor Status simultaneously with MIL status, stored, pending or historical codes. Further, the scan tool allows the user to switch between modes by depressing the mode button of the desired mode without having to manually exit the current mode and manually enter the desired mode.



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SCAN TOOL USER INTERFACE

CROSS-REFERENCE TO RELATED APPLICATIONS

Not Applicable

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STATEMENT RE: FEDERALLY SPONSORED RESEARCH/DEVELOPMENT

Not Applicable

BACKGROUND OF THE INVENTION

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The present invention relates to a tool that interfaces with a vehicle's computer, and more particularly to a tool which communicates with an on board diagnostic computer (i.e., OBD), displays a plurality of relevant information on one screen, allows switching between modes with a push of a single button, and reduces the number of user intervention to accomplish a function of the tool.

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Prior art scan tools that communicate with the OBD are available in the marketplace. For example, there is the scan tool manufactured by Kal-Equip which is a division of Actron Manufacturing Company and the EZ-SCAN scanner from AUTO-XRAY. In this regard, the these scan tools are capable of linking with the vehicle's computer through a connector typically located at the footwell on the driver's side. However, these prior art scan tools are cumbersome and inefficiently interfaces with the user.

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For example, the prior art scan tools including those mentioned above generally comprise a menu. The menu provides the user an option to enter a variety of sub-menus. At which point, the user must enter lower layers of submenus to locate a desired submenu. For example, Figure 1 illustrates a flow chart of one of the prior art scan tools. The flow chart illustrates the steps required to display Diagnostic Trouble Codes and Pending Codes. In Figure 1, the first step to view the pending codes or trouble codes is to scan the vehicle. Second, the user must select "DATA" from a list of choices (i.e., monitor or data). Third, the user must select "Trouble Codes" from a list of choices (i.e., 1) Trouble Codes, 2) Operational Data, 3) Customize Data, 4) Clear Codes, and 5) Freeze Frame). Fourth, user must select "ENTER" to display the Trouble Codes Menu which provides choices to display Trouble Codes or Pending Codes. At this point, the user may select between viewing

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only Trouble Codes or only Pending Codes but not both at the same time. As can be seen from this example, the user must proceed through numerous submenus to display pending codes. Once the user views pending codes, the user must back out from viewing the pending codes to view the trouble codes and cannot view the trouble codes and the pending codes at the same time.

Moreover, to change to a different sub menu such as viewing Readiness Tests (i.e., monitor status), the user must exit out from the sub menu related to viewing trouble codes to step 2 above (i.e., choose between monitor and data). Thereafter, the user must choose "Monitor" then Readiness Test. In other words, this illustrates that in the prior art scan tools, the tool requires that the user manually exit out of a sub menu (e.g., viewing pending codes) prior to entering a different sub menu (e.g., readiness tests).

In summary, by way of example and not limitation, prior art scan tools have the following deficiencies: first, the prior art scan tools do not display all of the relevant information (e.g., pending codes, trouble codes and monitor status as well as other information to be discussed below) on one display; second, prior art scan tools require the user to manually exit out of a sub menu then manually enter into a different sub menu; and third, prior art scan tools require the user to proceed through a plurality of layers of sub menus prior to viewing the relevant information (e.g., pending codes).

BRIEF SUMMARY OF THE INVENTION

The disadvantages in the prior art listed above have been overcome by the present invention. Accordingly, the present invention is related to a scan tool which efficiently and effectively interfaces with the user of the scan tool.

As a preliminary matter, the tool of the present invention communicates with a vehicle's computer such as an on board diagnostic computer (OBD). In this regard, this specification shall refer to various types of information or operating condition of the vehicle located at different PIDs of the OBD, and such information may be referred to as diagnostic information. Moreover, diagnostic information may also relate to calculated results which is a result based on various information located at different PIDS such as calculated load.

The scan tool of the present invention comprises a display, a set of mode buttons and an electrically active component to accomplish respective functions of the different modes. The display displays a plurality of relevant information on one screen. For example, the display may display information related to pending codes, diagnostic trouble codes, monitor status as well as other types of information, as will be discussed in detail in the section titled "DETAILED DESCRIPTION OF THE INVENTION" on a single screen.

Further, once the scan tool has identified the year/make/model/engine of the vehicle, the user is allowed to choose between six modes (i.e., erase vehicle data mode, display DTC mode, display Freeze Frame data mode, activate system test mode, display enhanced mode, and display live data) by depressing a corresponding button on the face of the tool. Once a mode button is depressed, the user is provided with a plurality of information related to that mode and other types of information such as monitor status and MIL status. For example, once the user depresses the display DTC key, the user is provided with pending codes, diagnostic trouble code, and historical codes. Additionally, along with the information on the various codes, the user is always provided information related to I/M Monitor Status, MIL status and other information located at the top of the display through the display of indicators.

Once the user enters a particular mode, the user merely presses a different mode button to both exit the current mode and enter the desired mode. In the present invention, the user is not required to manually exit the current mode then manually enter the desired mode.

Other exemplary embodiments and advantages of the present invention may be ascertained by reviewing the present disclosure and the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

An illustrative and presently preferred embodiment of the invention is shown in the accompanying drawings in which:

Figure 1 is flow chart of a prior art scan tool which illustrates the number of user intervention to obtain desired information;

Figure 2 is a front view of the present invention, namely a tool illustrating a plurality of information on one screen of a display of the tool;

Figure 3 is a front view of the present invention, namely the tool illustrating information shown on the display when the display Freeze Frame Data Button is depressed;

5 Figure 4 is a front view of the present invention, namely the tool illustrating information shown on the display when the display enhanced mode button is depressed;

Figure 5 is a front view of the present invention, namely the tool illustrating information shown on the display when the display Live Data button is depressed;

10 Figure 6 is a front view of the present invention illustrating a housing with a hand sized grip portion;

Figure 7 is a side view of Figure 6;

Figure 8 is a circuit diagram of three LEDs shown in Figure 6; and

15 Figure 9 is a table of ignition status (i.e. key on/off and engine off/running), DTC status (i.e. none/stored/pending), MIL status (i.e. on/off) and I/M status (i.e. complete/incomplete) which collectively determines which one of the three LEDs shown in Figure 8 is to be illuminated.

DETAILED DESCRIPTION OF THE INVENTION

20 The drawings shown herein are for the purposes of illustrating the preferred embodiments of the present invention and are not meant to limit in any respect the various aspects of the present invention described in this specification. For example, Figure 2 illustrate a scan tool 10 with six buttons 12, 14, 16, 18, 20, 22 which may be depressed, namely the erase button 12, display DTC button 14, display freeze frame data button 16, activate system tests button 18, display enhanced mode button 20 and
25 the display live data button 22. In the alternative, these buttons 12, 14, 16, 18, 20, 22 may be eliminated and icons may be programmed onto a touch sensitive display 24 such that touching a particular icon is operative to perform the same function as depressing a corresponding button.

30 The present invention provides a tool 10 which is capable of communicating with an OBD (not shown). And, this tool 10 has an efficient and effective user interface such that the user (e.g., automobile mechanic) does not have to wait for unduly lengthy periods of time while the tool 10 displays relevant information obtained from the OBD or sends information to the OBD. Moreover, the tool 10 is

capable of performing different functions such as erase information and display information. In this regard, the tool 10 allows the user to exit out of a function (i.e., mode) and enter a different function (i.e., mode) with a single step, as will be discussed further below.

5 A physical embodiment of the tool 10 is shown in Figures 2-7. In particular, Figure 2 illustrates a housing 26 which has a substantially rectangular configuration. And, in contrast, Figure 6 illustrates a housing 26 which has a smaller hand sized grip portion 27 such that the user may more easily grasp the tool 10 during use. Further, Figure 7 is a side view of Figure 6. Despite these differences, the tools 10 shown in
10 Figures 2 and 6 both have the housing 26, the display 24, six functions buttons 12, 14, 16, 18, 20, 22, up and down scroll buttons 28 as well as left/right buttons 28, an enter button 30, and two select buttons 32 to select a function which may be shown on the display 24 during use of the tool 10. The display 24 and all of the various buttons are disposed or otherwise attached to the housing 26. Accordingly, the tool 10 is
15 designed to be a portable hand held unit. The size and shape of the tool 10 effectively enables the tool 10 to be transported from vehicle to vehicle. The tool 10 is not fixed to a particular location such as an automotive repair station. In other words, do it your selfers are able to purchase the tool 10 for use at multiple sites such as their home, friend's home or at any other location.

20 The tool 10 which is illustrated in Figures 2-7 is capable of communicating with an on board diagnostic computer (OBD) of an automobile. Preferably, the OBD is a second generation OBD, namely OBD II. The communication between the OBD and the tool 10 may be accomplished by providing a connector (not shown) which is in electrical communication with the tool 10 and capable of connecting with an OBD
25 connector located at the foot well on the driver's side of the automobile. The communication between the OBD and the tool 10 operates to support the six modes of the tool 10. In particular, the tool 10 may function to erase vehicle data, display diagnostic trouble codes, display freeze frame data, activate system tests, display enhanced information, and display live data. These modes/functions are not the only
30 functions which the tool may be fabricated to perform but are only exemplary to assist in describing various other aspects of the present invention.

 The erase mode functions to erase diagnostic trouble codes, freeze frame data, and reset the monitor status. In particular, the user depresses the erase mode button

12, and then the user is prompted twice to confirm that the above listed information is to be erased from the OBD. Thereafter, the DTCs, freeze frame data and monitor status are erased. The requirement that the user confirm twice that the information should be deleted is a requirement mandated by law. Accordingly, it is contemplated
5 within the scope of the invention that the two confirmations may be eliminated or otherwise modified if the law mandating such confirming actions are modified or eliminated. In sum, the diagnostic trouble codes, freeze frame data and monitor status are erased with the push of a single button along and two confirmations that such information should be erased.

10 The display DTC mode functions to display DTCs stored on the vehicle's computer. This includes the display of troubled codes, pending codes and historical DTCs. An example of the information displayed on the display 24 when the display DTC button 14 is depressed is shown in Figure 2. During use of the tool 10, the user depresses only the display DTC button 14, and without any further user intervention,
15 the tool displays the DTC's stored on the vehicle's computer.

The display freeze frame data button 16 functions to display the DTCs which were stored at the time when the MIL status was turned on. An example of the information displayed on the display 24 when such button is depressed is shown in Figure 3. During use of the tool 10, the user may depress only the display DTC
20 button 16, and then without any further user intervention, the tool's display 24 displays the appropriate DTCs.

The activate system tests button 18 functions to allow the user to select from various tests capable of being performed by the OBD. For example, the user may select from O2 sensor tests, non continuous tests and OBD controls. During use of
25 the tool 10, the user may depress the activate system tests button 18 (see Figure 2) and the user is provided three options, namely 1) run O2 sensor tests, 2) run non continuous tests, and 3) run OBD controls.

The display enhanced mode button 20 functions to display codes related to manufacturer specific parameter identifications. An example of the information
30 displayed on the display 24 when such button 20 is depressed is shown in Figure 4. As shown in Figure 4, when such button 20 is depressed, the user may be prompted to identify the year/make/model/engine (y/m/m/e) of the vehicle. During use of the tool 10, the user may depress the display enhanced mode button 20, and the tool 10 may

proceed through a series of screens to identify the specific year, make, model and engine (y/m/m/e) of the automobile which the tool 10 is communication with. This is necessary to enable the tool 10 to determine and retrieve the additional PIDs which the manufacturer has added to the OBD. After determining the specific y/m/m/e of the automobile to which the tool 10 is communicating with, the tool 10 displays any diagnostic trouble codes which may have been faulted. In the alternative, the tool 10 may query the OBD to determine possible y/m/m/e of the vehicle the tool 10 is connected to such that the user need only confirm the correct choice. The tool may automatically display the vehicle information upon the depression of the enhanced mode button through an automatic request for vehicle information mode (Service Mode 9) if the vehicle supports this request.

The display live data button 22 functions to display operating conditions of the automobile as the automobile is running. An example of the information displayed on the display 24 when such button 22 is depressed is shown in Figure 5. During use of the tool 10, the user may depress the display live data button 22, and the tool 10 may automatically record a pre determined set of PIDs. In the alternative, the tool 10 may record a user selected set of PIDs.

For the purposes of illustrating the ingenuity of the present invention, each of the modes listed above may be viewed as being part of a different sub menu. For example, the erase function button 12 is associated with a submenu that relates to erasing information and the display DTCs button 14 is associated with a submenu that relates to displaying DTCs, and likewise with the other mode buttons. In this regard, the user may exit and enter different modes by simply depressing the desired mode button. For example, the user may currently be within the erasing submenu and confirmed erase once. As discussed in the background of the invention, at this point, in the prior art scan tools, if the user wanted to exit the erase submenu/mode and enter the display DTCs submenu/mode, then the user would have to back out of the erase submenu until the user is at a top level menu. At which point, the user may enter the display DTCs submenu. In contrast, in the present invention, the user while in the middle of the erasing submenu may simply press the display DTCs button 14 to exit the erasing submenu (i.e., erasing mode) and enter the display DTCs submenu (i.e., display DTC mode).

Moreover, when the user switches between modes, the prior screen which the user switched from is saved such that the prior screen is displayed when the user returns. For example, when the display DTC button 14 is depressed, the display displays information as is shown in Figure 2. Thereafter, when the display Freeze
5 Frame Data button 16 is depressed, the display displays information as shown in Figure 3. Now, if the user depresses the display DTC button 14 to return to the display DTC mode, then the display 24 may display information as shown in Figure 2 without any further user intervention. In the alternative, the display 24 may be redirected to the top of the submenu.

10 The tool's ability to switch between modes even though it is within a mode may be due to the location of the button 12, 14, 16, 18, 20, 22. In particular, the buttons 12, 14, 16, 18, 20, 22 are located on an exterior surface 56 of the tool 10 such that even though the tool 10 has entered a mode, the buttons 12, 14, 16, 18, 20, 22 are still accessible to the user and active. In this regard, the user is able to depress a
15 desired button 12, 14, 16, 18, 20, 22 to exit from a current mode and enter the desired mode. In the alternative, the buttons 12, 14, 16, 18, 20, 22 may be programmed onto a touch screen display 24. The tool 10 when entering a mode may overlay the buttons 12, 14, 16, 18, 20, 22 with the mode information. As such, at this point in time, the buttons 12, 14, 16, 18, 20, 22 are not visible by the operators. However, the user may
20 be provided with a "home" button (not shown) to recall all of the buttons 12, 14, 16, 18, 20, 22 such that a desired button may be depressed (i.e., exit the current mode and enter the desired mode).

The display 24 of the tool is shown in Figure 4. The display 24 displays a set of icons 34, 36, 38, 40 and information pertinent to the OBD. In particular, the
25 display 24 displays disparate information on a single screen. For example, an upper left hand portion of the display 24 has four different icons 34, 36, 38, 40, namely the vehicle icon 34, link icon 36, computer icon 38 and the battery icon 40. The vehicle icon 34 indicates whether the tool 10 is being properly powered to the vehicle's OBD connector. The link icon 36 indicates whether the tool 10 is communicating (i.e.,
30 linked) with the vehicle's on-board computer. The computer icon 38 indicates whether the tool 10 is optionally connected to a computer. The battery icon 40 indicates the status of the tool's internal battery.

To the right of the four icons 34, 36, 38, 40 (see Figure 4) discussed above, the I/M monitor statuses are displayed via indicators 42. The monitors may be categorized into two different categories, namely continuous and non-continuous. The continuous monitors may be comprehensive component monitor, misfire monitor, and fuel system monitor. The non continuous monitors may be oxygen sensor monitor, oxygen sensor heater monitor, catalyst monitor, heated catalyst monitor, heated catalyst monitor, EGR system monitor and EVAP system monitor. The monitors which are supported and performed may be indicated by providing a solid non blinking indicator 42. The monitors which are supported and not yet performed may be indicated by providing a *blinking indicator* 42. The monitors which are not supported may be indicated by elimination of the corresponding indicator(s) 42.

To the right of the I/M monitor statuses, a "PENDING" indicator 44 (see Figure 4) indicates if the displayed DTC is a pending code. A "CODE" indicator 46 identifies the code number sequence. For example, in Figure 4, the first DTC of three DTCs is being viewed. The "MIL" indicator 48 indicates whether the malfunction indicator lamp is on or off. The HISTORY indicator 50 indicates whether the displayed DTC is a faulted DTC when the MIL was triggered. At the upper right hand corner of the display 24, the generic/ enhanced indicator 52 indicates whether the tool 10 is retrieving generic or enhanced information.

On the display 24 (see Figure 4), immediately below the indicators 42, 44, 46, 48, 50, 52, the mode title 54 is displayed. In particular, if a mode button 12, 14, 16, 18, 20, 22 is depressed then an appropriate mode title 54 may be displayed. For example, depressing the erase button 12 will display a ERASE mode title, depressing the display DTC button 14 (see Figure 2) will display a DTC CODE mode title 54 (see Figure 2), depressing the display freeze frame data button 16 (see Figure 3) will display a FREEZE FRAME mode title 54 (see Figure 3), depressing the activate system tests button 18 will display a SYSTEM TEST mode title 54, depressing the display enhanced mode button 20 (see Figure 4) will display a CAR SELECTION mode title 54 and the enhanced indicator 52 in the upper right hand corner of the display 24 will additionally be illuminated, and depressing the display live data button 22 will display a LIVE DATA mode title 54, as shown in Figure 5.

Further, on the display, immediately below the mode title 54 (see Figure 2), appropriate information related to the mode is displayed. For example, when the user

is in the display DTC mode, then a list of faulted DTCs may be displayed on the display 24. This list of the DTCs along with the indicators 42, 44, 46, 48, 50, 52 and icons 34, 36, 38, 40 discussed above are provided on a single screen which informs the user (e.g., mechanic) of the relevant information. Furthermore, the indicators 42, 44, 46, 48, 50, 52 and icons 34, 36, 38, 40 are displayed whenever the tool 10 is connected or otherwise communicable with the automobile. In other words, when the user connects the tool 10 to the automobile, the tool 10 will proceed without any further user intervention to determine the vehicle y/m/m/e, faulted DTCs as well as any other information immediately available upon hookup and that is relevant to the above listed indicators 42, 44, 46, 48, 50, 52 and icons 34, 36, 38, 40 (i.e., start up mode). For each of the above listed modes, appropriate information may be displayed immediately below the mode title 54. In this regard, the tool 10 is innovative in that it displays MIL status, DLC status, monitor status, I/M Readiness status, DTC status stored, pending or historical and number of codes on one screen within 15 seconds of connecting the tool to the automobile.

In another aspect of the present invention, three (3) light emitting diodes 58, 60, 62 (LED) may be integrated into the scan tool 10 at a lower portion thereof, as shown more particularly in Figure 6. These light emitting diodes 58, 60, 62 may be operative to indicate to the user the status of the vehicle. The first LED 58 may be associated with a red color and may indicate a failed status of the vehicle, the second LED 60 may be associated with a yellow color and may indicate an inconclusive status of the vehicle, and the third LED 62 may be associated with a green color and may indicate a passed status of the vehicle. The passed/inconclusive statuses of the vehicle may be determined from diagnostic trouble codes stored on the vehicles computer (OBD). In the alternative, the three LEDs 58, 60, 62 may be a single multi-colored light which accomplishes the same function as the three LEDs 58, 60, 62.

More particularly, the green LED may indicate that all engine systems are "OK" and operating normally. Further, the green LED may indicate that all monitors supported by the vehicle have run and performed their diagnostic testing, and no trouble codes are present. Lastly, a zero may be shown on the scan tool's LCD display, and all Monitor icons may be solid. The yellow LED may indicate one of the following conditions. First, A PENDING CODE IS PRESENT – If the yellow LED is illuminated, it may indicate a Pending code is present. As such, the scan tool's LCD

display should be checked for confirmation. In this regard, a pending code is confirmed by the presence of a numeric code and the word PENDING on the scan tool's LCD display. Second, MONITOR NOT RUN STATUS – If the Code Reader's LCD display shows a zero (indicating there are no DTC's present in the vehicle's computer memory), but the yellow LED is illuminated, it may be an indication that some of the Monitors supported by the vehicle have not yet run and completed their diagnostic testing. As such, the scan tool's LCD display should be checked for confirmation. In particular, all Monitor icons that are blinking have not yet run and completed their diagnostic testing; all Monitor icons that are solid have run and completed their diagnostic testing. The red LED may indicate that there is a problem with one or more of the vehicle's systems. The red LED may also be used to indicate that DTC(s) are present (displayed on the scan tool's screen). In this case, the Multifunction Indicator (Check Engine) lamp on the vehicle's instrument panel will be illuminated.

The three LEDs 58, 60, 62 may be a quick and easy method of communicating to the user whether further diagnosis of the vehicle is required. For example, first, the scan tool may be physically connected to the vehicle's computer connector or a communication link between scan tool and vehicle's computer may be established. Immediately upon physical connector or establishing the communication link, information stored on the vehicle's computer may be communicated to a scan tool decoder 64. The information may be diagnostic trouble codes (DTC), pending codes, information on whether MIL has been commanded on or off, and/or information on whether all Monitors are complete or incomplete (i.e. I/M status). And, based on the communicated information, one of the three LEDs 58, 60, 62 may be illuminated, as shown in Figure 8.

Generally, if the green LED 62 is illuminated, then the user of the scan tool does not have to interpret the data displayed on the display 24. Rather, the user may disconnect the scan tool 10 from the vehicle's computer and may be rest assured that the vehicle has a passed status. In contrast, if the yellow or red LEDs 60, 62 were to be illuminated, then the user is immediately notified that further diagnosis of the vehicle is required. At this point, the user may interpret the information displayed on the display 24 to determine the particular reasons for the inconclusive status or failed status of the vehicle. This type of immediate notification of the status of the vehicle

may be performed immediately upon physically connecting or establishing a communication link between the scan tool and the vehicle's computer and without any further user intervention. The operation of these three LEDs may be included in the start-up mode. In particular, the three LEDs 58, 60, 62 are illuminated based on the information as communicated to the scan tool from the vehicle's computer in accordance with the table illustrated in Figure 9.

This description of the various aspects of the present invention is presented to illustrate the preferred embodiments of the present invention, and other inventive concepts may be otherwise variously embodied and employed. The appended claims are intended to be construed to include such variations except insofar as limited by the prior art.

WHAT IS CLAIMED IS:

1. A method for assisting a user in retrieving relevant data on operating conditions of a vehicle from a vehicle's computer using a scan tool with a hierarchical menu structure, the method comprising the steps of:
 - a. providing a menu structure comprising:
 - i. a first level of the menu structure which is a start up mode of the scan tool upon being connected to the vehicle's computer;
 - ii. a second level of the menu structure having first and second modes, the first and second modes being respectively associated with first and second buttons; and
 - ii. a third level of the menu structure wherein a different set of operating conditions are associated with each mode;
 - b. entering the start up mode by connecting the scan tool to the vehicle's computer;
 - c. depressing only the first button on the scan tool to enter the first mode and display data within the third level without any further user intervention, the data of the third level being vehicle operating conditions associated with the first mode;
 - d. depressing only the second button on the scan tool to enter the second mode and display data within the third level without any further user intervention, the data of the third level being vehicle operating conditions associated with the second mode; and
 - e. wherein switching between displaying data within the third level associated with the first and second modes does not require the user to scroll up to the first or second levels.
2. The method of Claim 1 wherein the scan tool and the vehicle's computer is OBD (on board diagnostic system) II compliant.
3. The method of Claim 1 wherein operating conditions associated with the first mode are pending codes and diagnostic trouble codes of an on board diagnostic system.
4. The method of Claim 3 wherein operating conditions associated with the second mode are freeze frame data of an on board diagnostic system.

5. The method of Claim 1 wherein the entering start up mode step comprises the step of:

a. downloading diagnostic trouble codes from the vehicle's computer to the scan tool;

5 b. generating a visual output signal in the handheld code reader, the visual output being representative of passed/failed/inconclusive status of the vehicle as determined from the downloaded diagnostic trouble codes; and

c. wherein the entering start up mode step consists essentially of the step of connecting the scan tool to the vehicle's computer.

10 6. The method of Claim 5 wherein the visual outputs being representative of passed/failed/inconclusive status are green light, red light and yellow light, respectively.

7. A method for assisting a user in retrieving relevant data on operating conditions of a vehicle from a vehicle's computer using a scan tool, the method comprising the steps of:

a. retrieving a first set of data on the vehicle's operating condition from the vehicle's computer, the retrieving a first set of data step consisting essentially of the step of depressing a scan tool display DTC button without any further user intervention; and

20 b. retrieving a second set of data on the vehicle's operating condition from the vehicle's computer, the retrieving a second set of data step consisting essentially of the step of depressing a scan tool display freeze frame button without any further user intervention.

8. The method of Claim 7 further comprising the step of retrieving a third set of data on the vehicle's operating condition from a vehicle's computer, the retrieving a third set of data step consisting essentially of the step of connecting the scan tool to a vehicle's computer connector without any further user intervention.

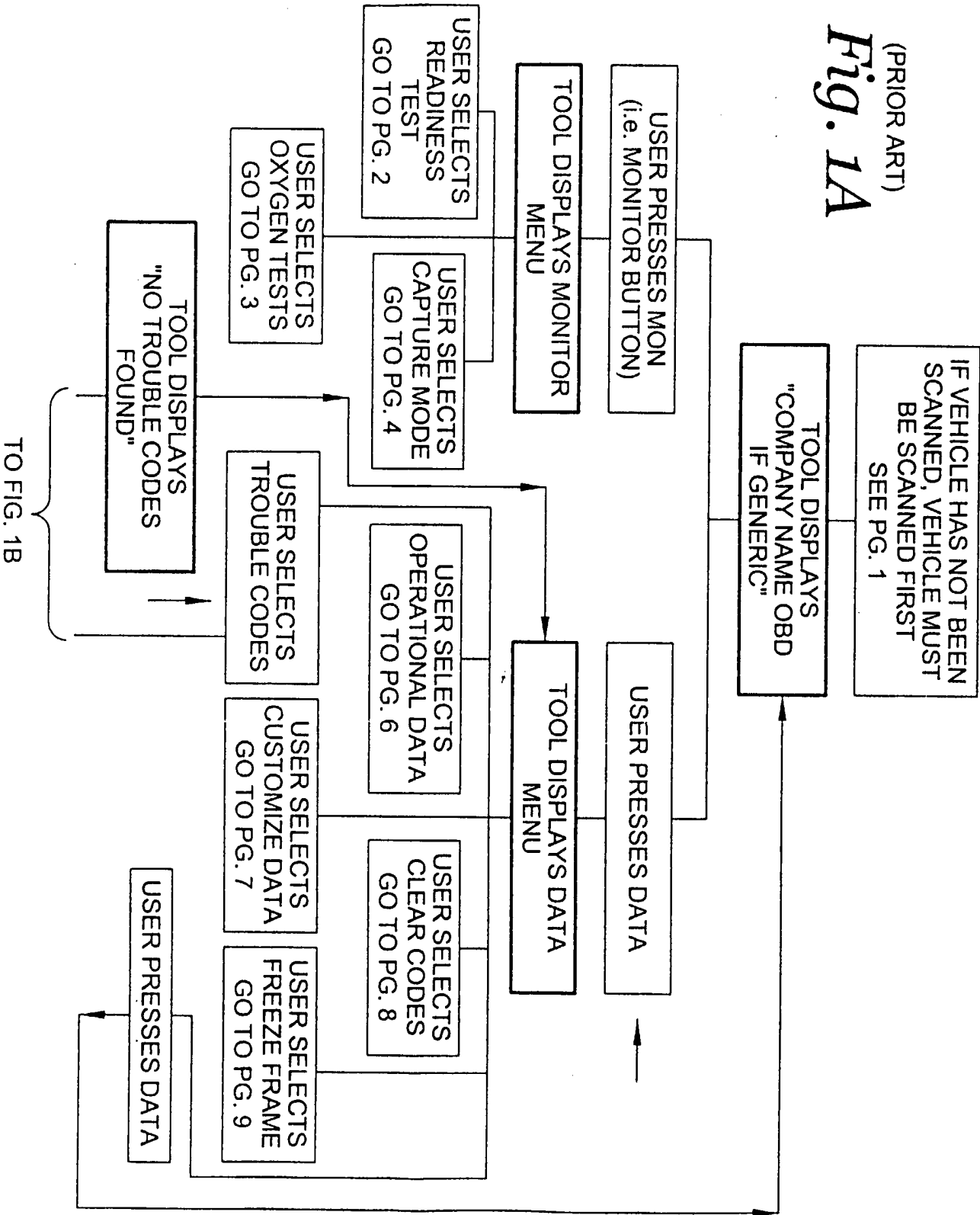
9. The method of Claim 8 wherein the third set of data is inspection and monitor status of an on board diagnostic system.

30 10. The method of Claim 7 wherein the first set of data is pending codes and diagnostic trouble codes of an on board diagnostic system.

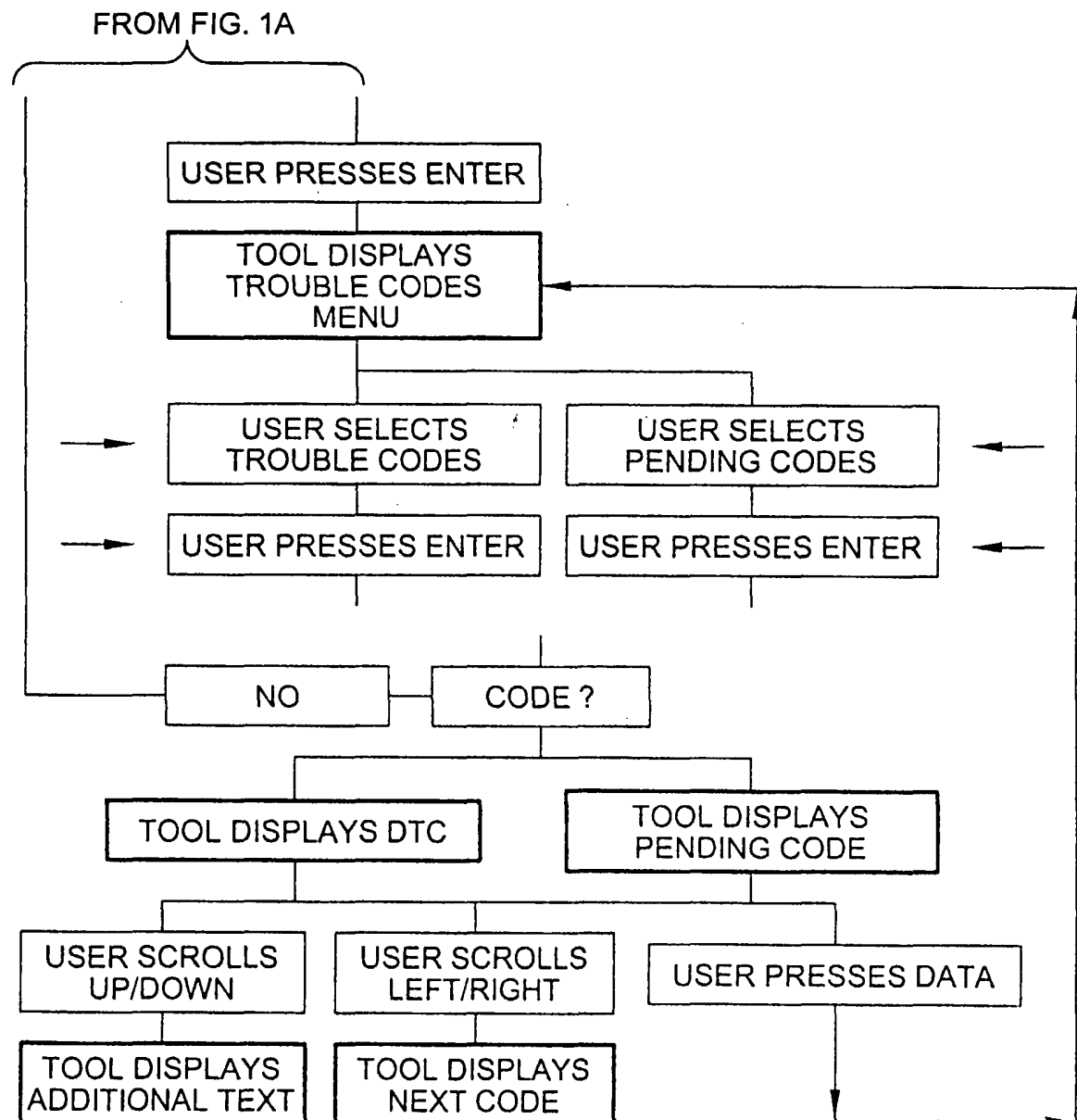
11. The method of Claim 7 wherein the second set of data is freeze frame data of an on board diagnostic system.

(PRIOR ART)

Fig. 1A



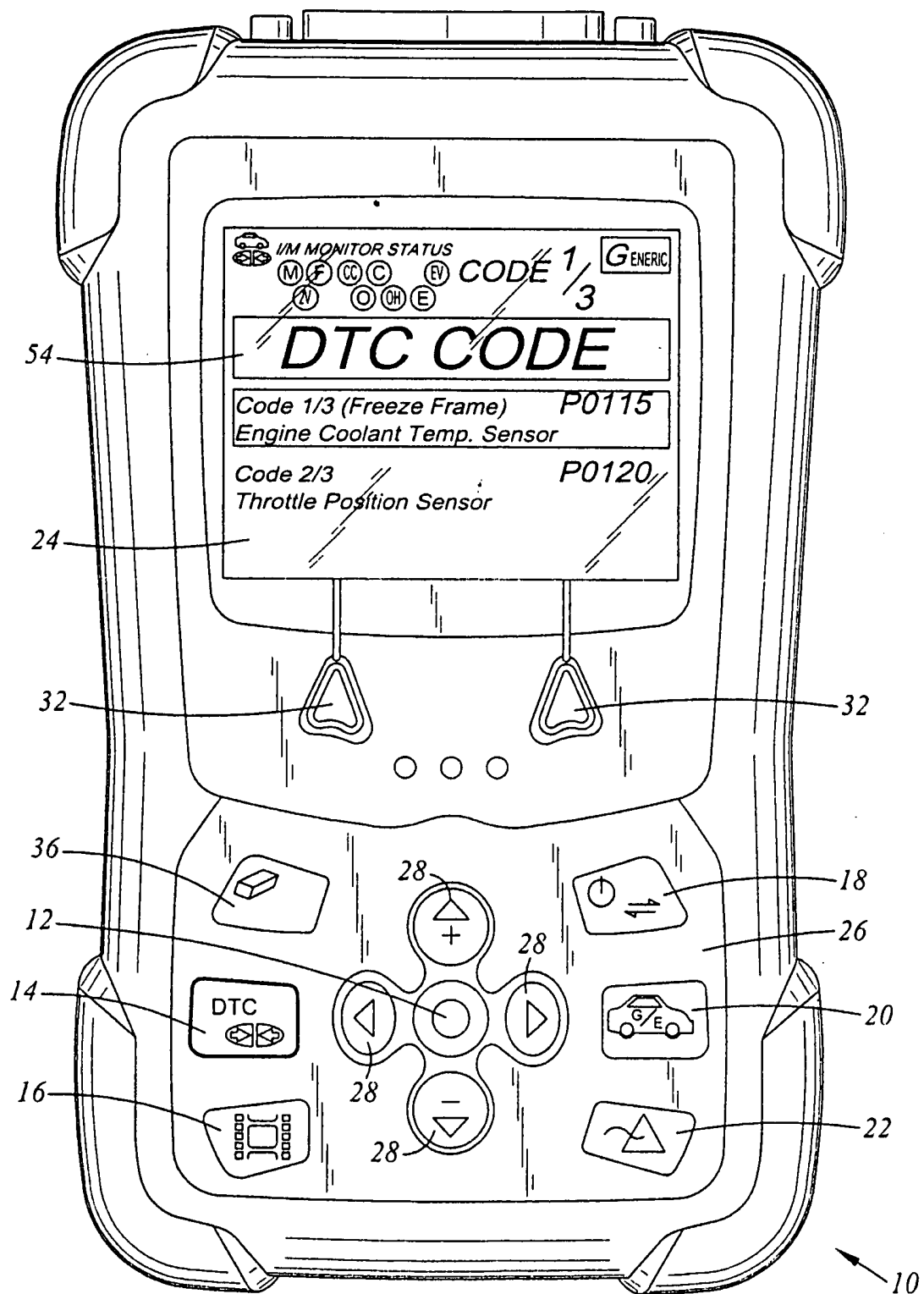
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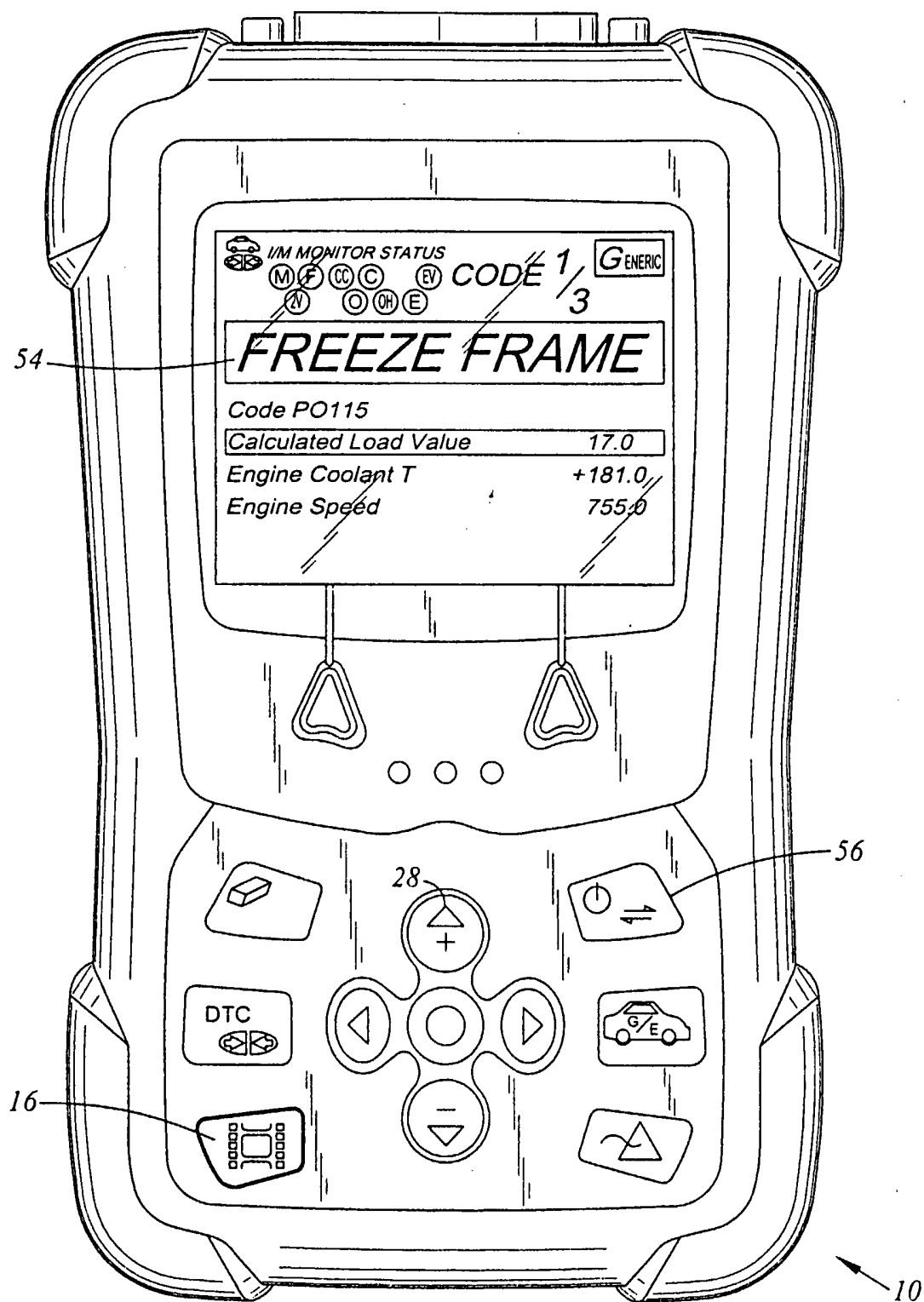
(PRIOR ART)

Fig. 1B

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*Fig. 2*

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*Fig. 3*

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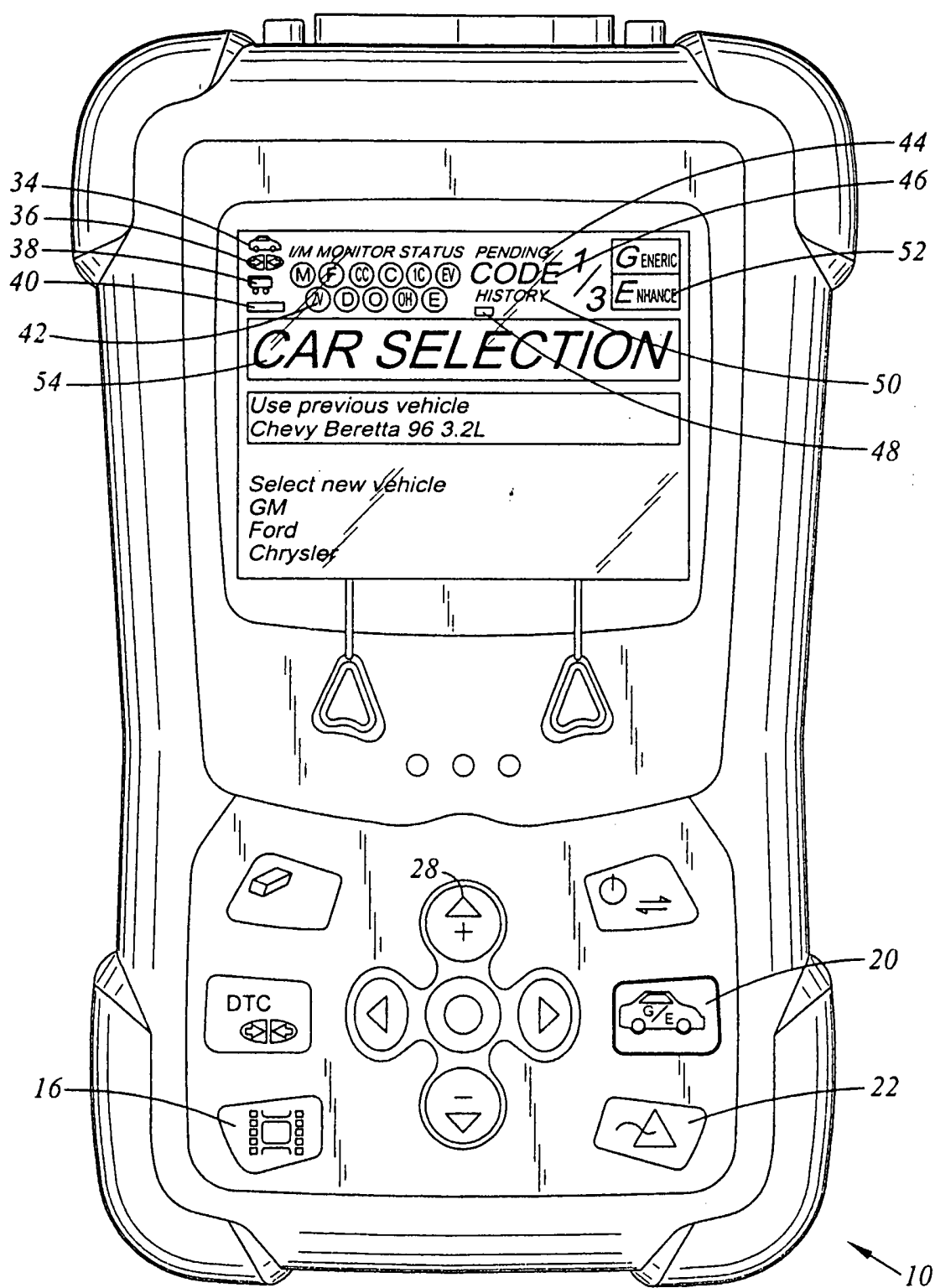
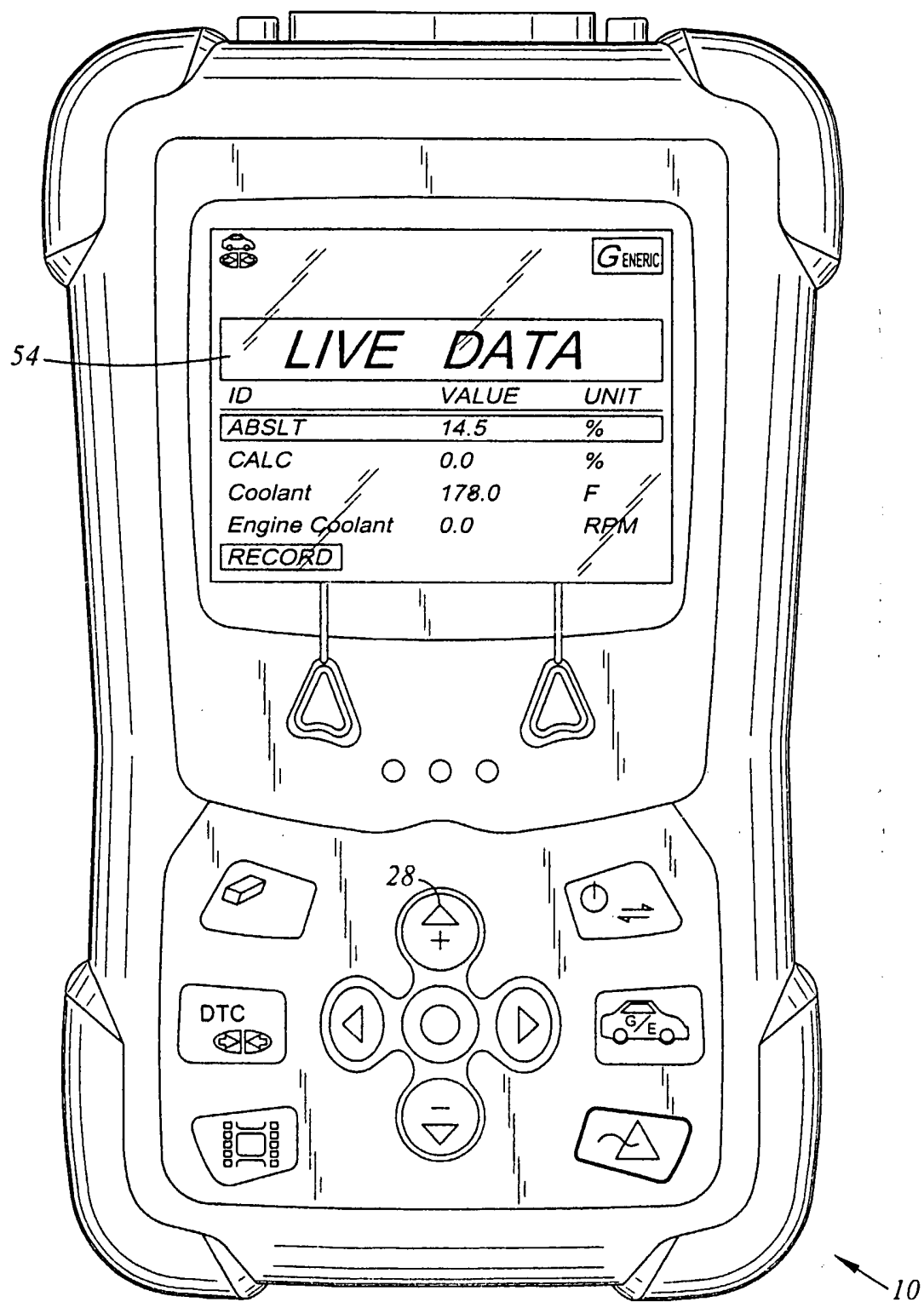
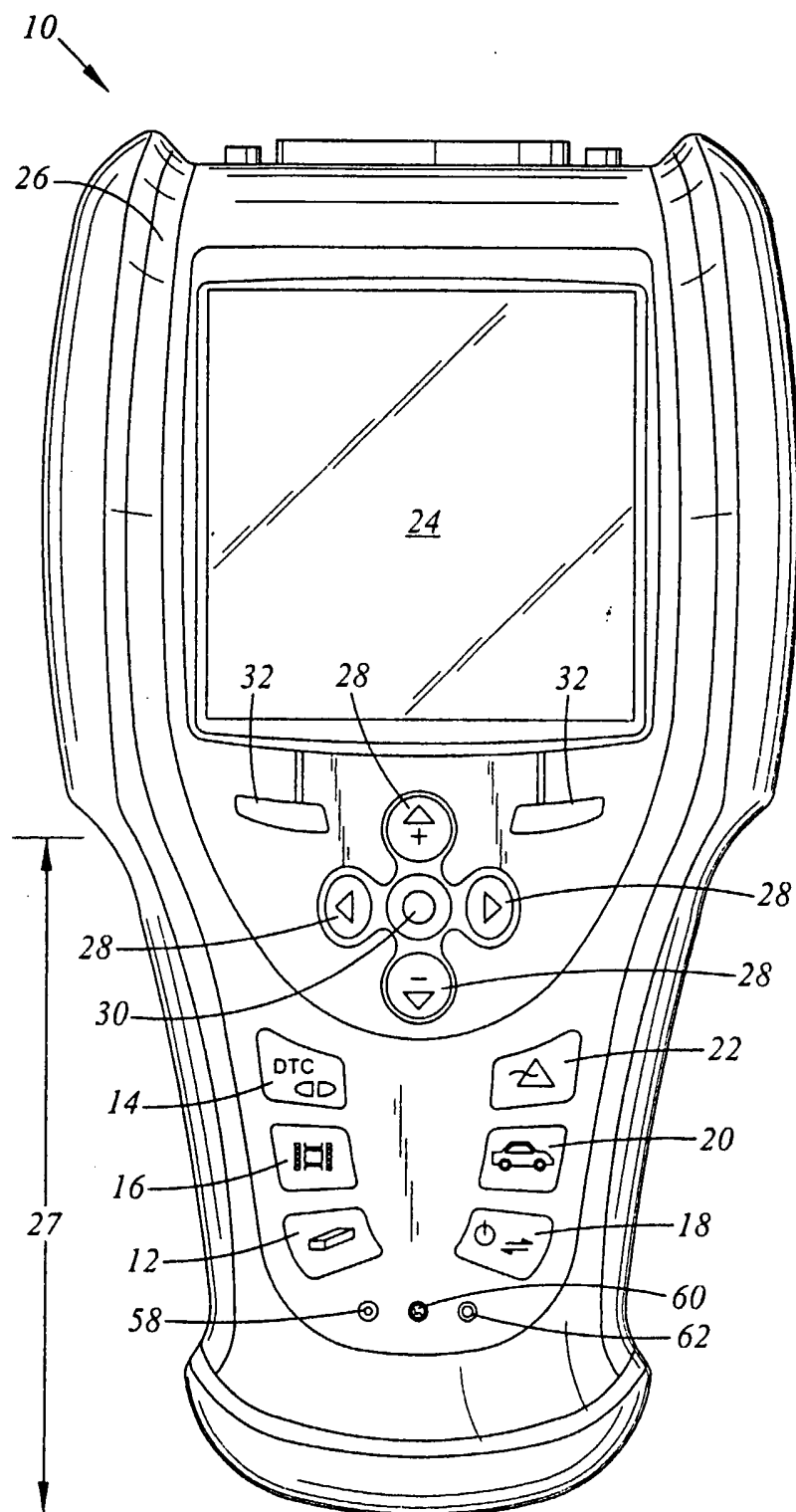
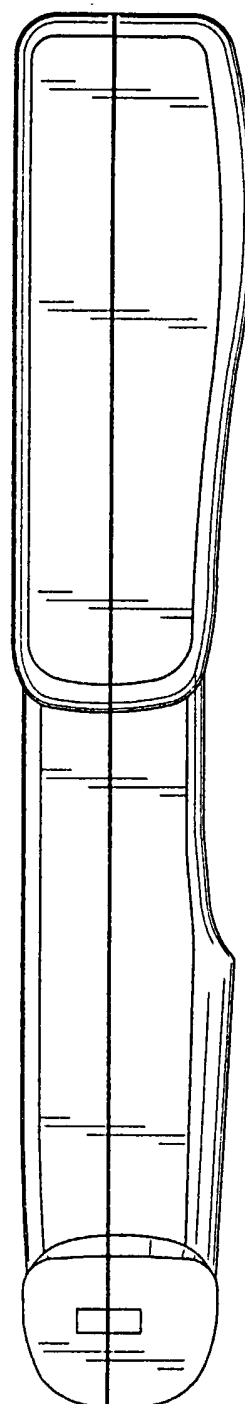


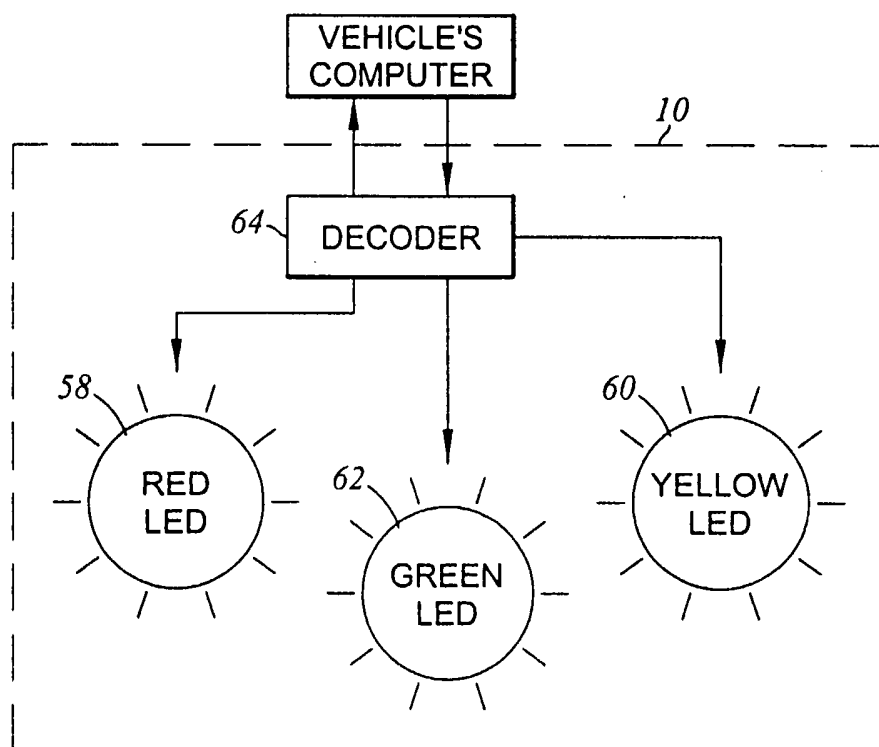
Fig. 4

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*Fig. 5*

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*Fig. 6**Fig. 7*

*Fig. 8*

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IGNITION STATUS	DTC STATUS	MIL STATUS	IM STATUS	LED STATUS
KOEO	NONE	OFF	COMPLETE	GREEN
KOEO	NNE	ON	COMPLETE	GREEN
KOER	NONE	OFF	COMPLETE	GREEN
KOEO	STORED	ON	COMPLETE	RED
KOEO	STORED	ON	NOT COMPLETE	RED
KOER	STORED	ON	COMPLETE	RED
KOER	STORED	ON	NOT COMPLETE	RED
KOEO	NONE	OFF	NOT COMPLETE	YELLOW
KOEO	NONE	ON	NOT COMPLETE	YELLOW
KOEO	PENDING	OFF	COMPLETE	YELLOW
KOEO	PENDING	OFF	NOT COMPLETE	YELLOW
KOEO	STORED	OFF	COMPLETE	YELLOW
KOER	STORED	OFF	NOT COMPLETE	YELLOW
KOER	NONE	OFF	NOT COMPLETE	YELLOW
KOER	PENDING	OFF	NOT COMPLETE	YELLOW
KOER	PENDING	OFF	COMPLETE	YELLOW
KOER	STORED	OFF	COMPLETE	YELLOW
KOER	STORED	OFF	NOT COMPLETE	YELLOW

Fig. 9